

2019 -2020

SOUTH CENTRAL EAST RURAL REGIONAL TRANSPORTATION PLAN

TN TDOT Department of Transportation

ACKNOWLEDGEMENTS

Clay Bright
Commissioner

Preston Elliott
Deputy Commissioner/Chief of Environment and Planning

Matthew Meservy
Director, Long Range Planning

David Lee, Ph.D.
Assistant Director, Long Range Planning/ Data Management

Kwabena Aboagye
Assistant Director, Long Range Planning/ Comprehensive Planning

Major contributors

Andrea Barbour
Project Lead

Mareike Ortmann
University of Tennessee, Technical Assistance

Susan Steffenhagen
DOT Long Range Planning, Air Quality Planning

Chris McPhilamy
TDOT Long Range Planning, Planning Application

William Brewer
TDOT Long Range Planning, Data Visualization

Veronica Allen
TDOT Long Range Planning, Data Visualization

Eric Goodwin
TDOT Long Range Planning, Data Visualization

Courtney Cotton
TDOT Long Range Planning, Data Visualization

Lissa Gay
UT Center for Transportation Research

Lisa Cross
South Central Tennessee Development District, RPO Coordinator

Office of Community Transportation, Region 2

TDOT Division Contributors

Strategic Transportation Investments

Multimodal Transportation Resources

Aeronautics

Structures

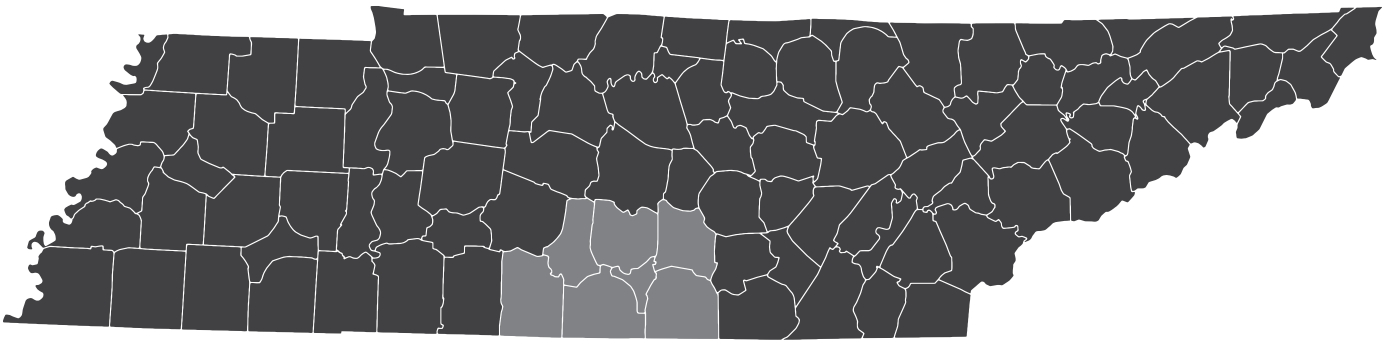
Other partners

Federal Highway Administration

South Central Tennessee Development District

Comptroller of the Treasury, Office of Local Governments

East Tennessee North Human Resource Agency



RESOLUTION TO APPROVE AND RECOMMEND

Pending approval as of June 2021





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EXECUTIVE SUMMARY

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the South Central East Rural Planning Organization (RPO). The planning effort was led by the Tennessee Department of Transportation (TDOT), Long Range Planning Division; the University of Tennessee, Center for Transportation Research; and the South Central Tennessee Development District (SCTDD). The development of this plan allowed locally elected officials, citizens, and TDOT a collaborative approach to evaluating transportation in the region. The four main goals for the region are:

- Monitoring the region's freight traffic while supporting the movement of goods through the region
- Provide multimodal access
- Improve safety throughout the region
- Support the State's efforts in better serving rural Tennessee

The goals outlined above were identified during the public engagement process. These goals were also the most commonly shared throughout the region. The recommendations are a compilation of identified community concerns during the community engagement process. While these projects have been analyzed and reviewed, the recommendations do not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process.

It is recommended:

- The RPOs continue a collaborative transportation planning effort with TDOT, the development districts and additional state agencies
- The RPOs continue to apply for all relevant grant and planning programs in which they are eligible to participate in TDOT's Long Range Planning Division continues to update and modify regional plans when appropriate.

INTRODUCTION AND PURPOSE

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) has worked in collaboration with the South Central East Rural Planning Organization (RPO) and the South Central Tennessee Development District (SCTDD) to develop the South Central East Rural Regional Transportation Plan. The purpose of the plan is to increase the efficiency and effectiveness of the state's rural transportation infrastructure investments, as well as the economic competitiveness of the state's rural regions. The Rural Regional Transportation Plan stems from recommendations contained within TDOT's 25-Year Long Range Transportation Policy Plan, as it relates to RPOs.

The development of a Rural Regional Transportation Plan provides an opportunity for local elected officials, citizens, and TDOT to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the South Central East region. The plan brings together various stakeholders from Giles, Marshall, Bedford, Moore, Coffee and Franklin Counties to identify the transportation needs within the region over the next 10 to 20 years.

Each Rural Regional Transportation Plan will be reviewed and updated as needed. The plan will act as a vision for the RPO's transportation system's needs and community goals, regardless of funding availability. It is the goal of TDOT's Long Range Planning Division that each RPO uses these plans to identify transportation priorities and needs.

GOALS AND OBJECTIVES

The goals of TDOT's Long Range Planning Division include the assurance that each RPO uses these plans to identify transportation priorities and needs.

TDOT's 25- Year Long-Range Transportation Policy Plan provided a foundation to "connect people to communities, people to businesses, businesses to each other, and visitors to our state." The regional goals were identified during the one–on–one meetings that took place with each county. The goals listed below were the most commonly shared throughout the region. It should be noted that each county had individual goals as well, which are also listed. However, the priority of the Rural Regional Transportation Plan is to address and strategize for the South Central East RPO's regional transportation network.

OVERVIEW OF THE REGION

Description of the South Central East Rural Planning Organization

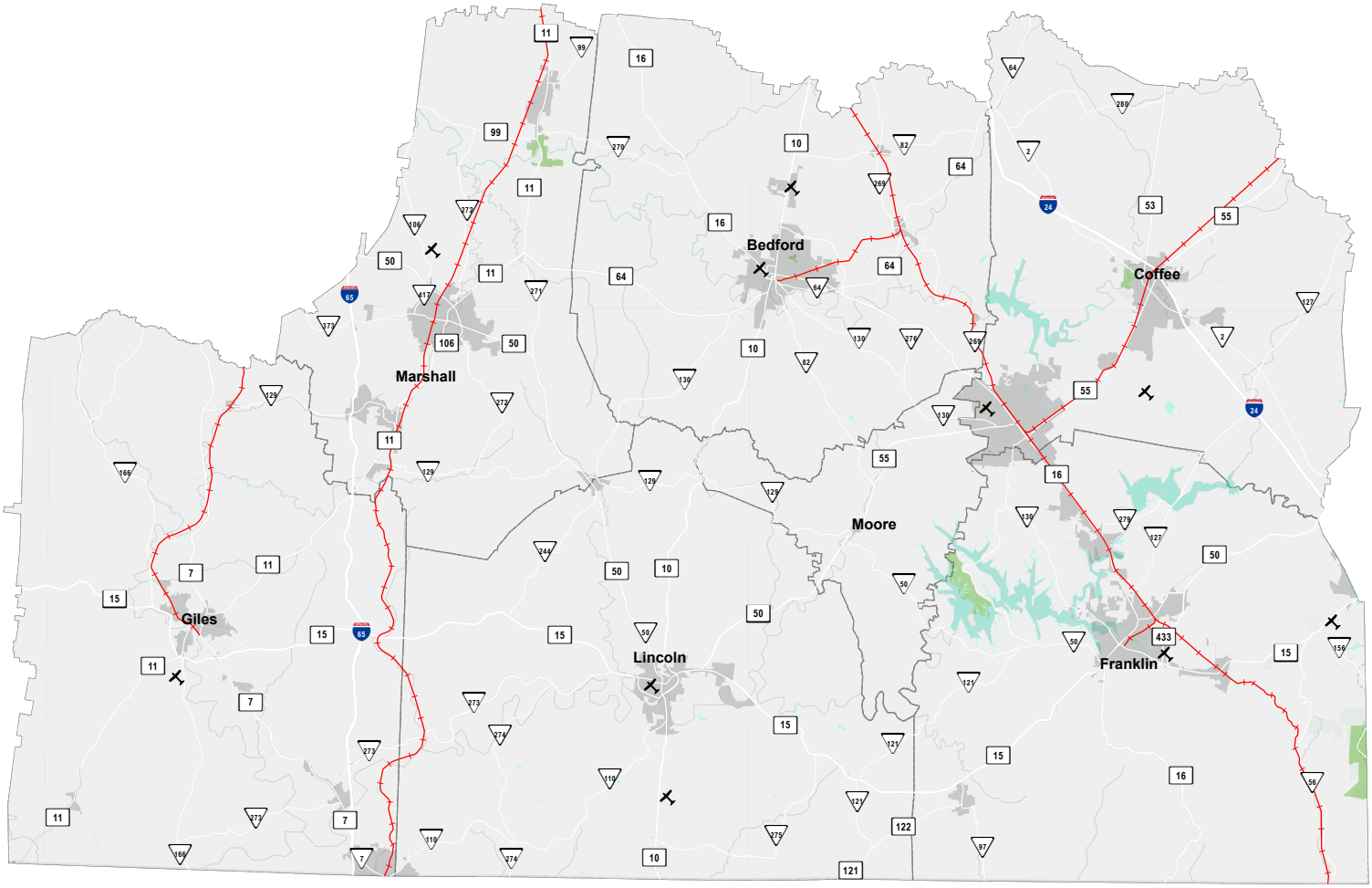
Interstate (I)-65 runs through Marshall and Giles Counties and (I)-24 Coffee County. The primary corridor running east to west is State Route (SR)-15 and SR-64. Corridors that provide north to south connections include SR-11 and SR-10. There are two fixed route public transit agencies, The Mule Town Trolley and The Connection and SCATS Routes. On-Demand public transportation services are provided by the South Central Human Resource Agency (SCHRA).

There are 34 miles of bike lanes within the RPO. There are 11 miles of greenways within the South Central East RPO. There are eight airports and six railroad companies. There are no official TDOT-maintained Park and Ride lots within the RPO. Passenger rail is currently not available in the RPO.

The RPO is an organization that:

1. Makes recommendations to TDOT regarding roadway projects to receive state and federal funding for planning, right-of-way acquisition, and construction.
2. Assists TDOT in various transportation planning studies.
3. Assists local governments in communications and inquires with TDOT.

OVERVIEW OF SOUTH CENTRAL EAST



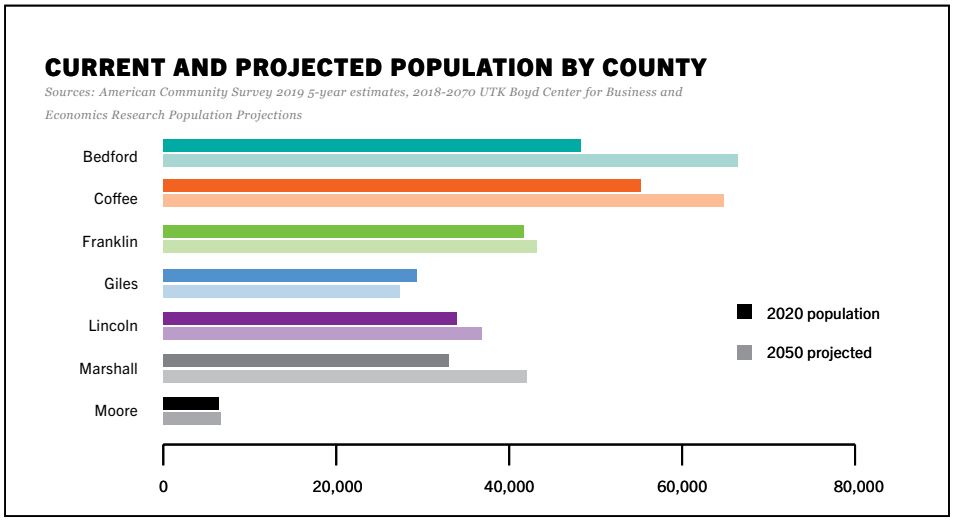
0 5 10 20 Miles

LEGEND

- Railroads
- Airports
- City boundary
- State route
- Interstates
- Parks
- Waterways
- County boundary

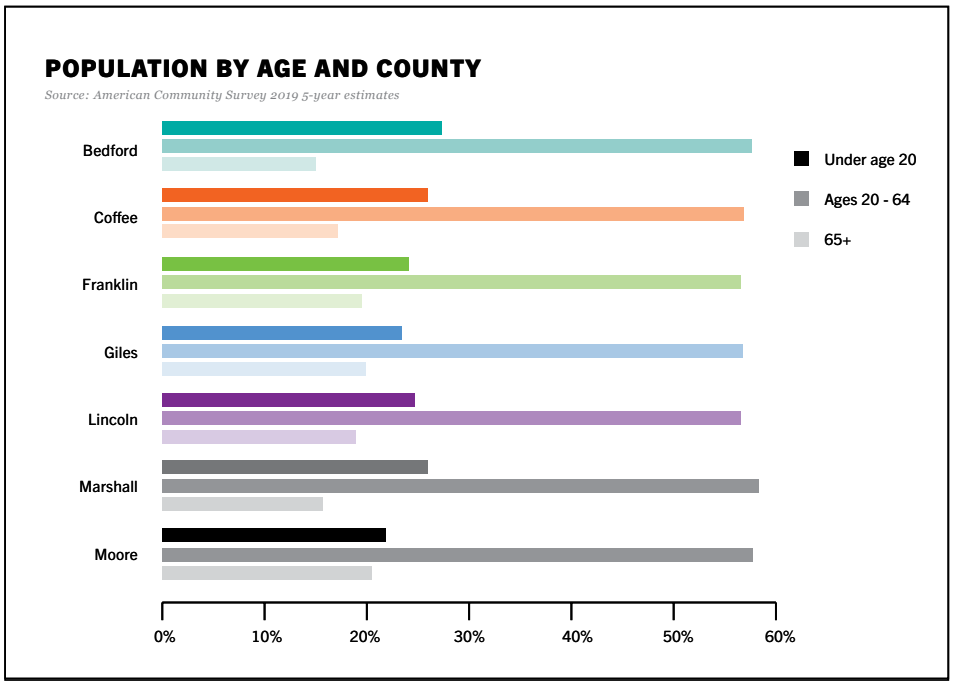
DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the South Central East RPO. The analysis takes into consideration future projections for 2019 through 2050. These plans evaluate minority and low-income populations in each county within the RPO and other demographic factors including age, disability, educational attainment, employment, and income. All data collected for this section came from the University of Tennessee's Boyd Center for Business & Economics Research, as well as the U.S. Census Bureau.



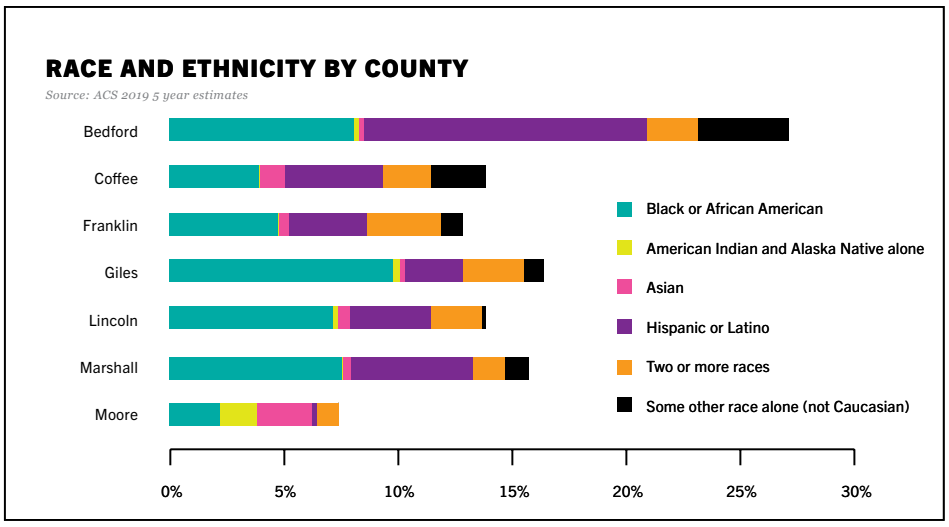
Population Trends

The population for the South Central East RPO is currently 247,778 and is projected to increase to 287,159 by the year 2050. This is a 16% growth in population. Relatively comparably, the State of Tennessee is expected to grow 22% by 2050. Giles County is anticipated to slightly decline in population by 6%. The remaining six counties in the RPO are projected to increase in population, with the largest growth in Bedford, Coffee, and Marshall Counties.



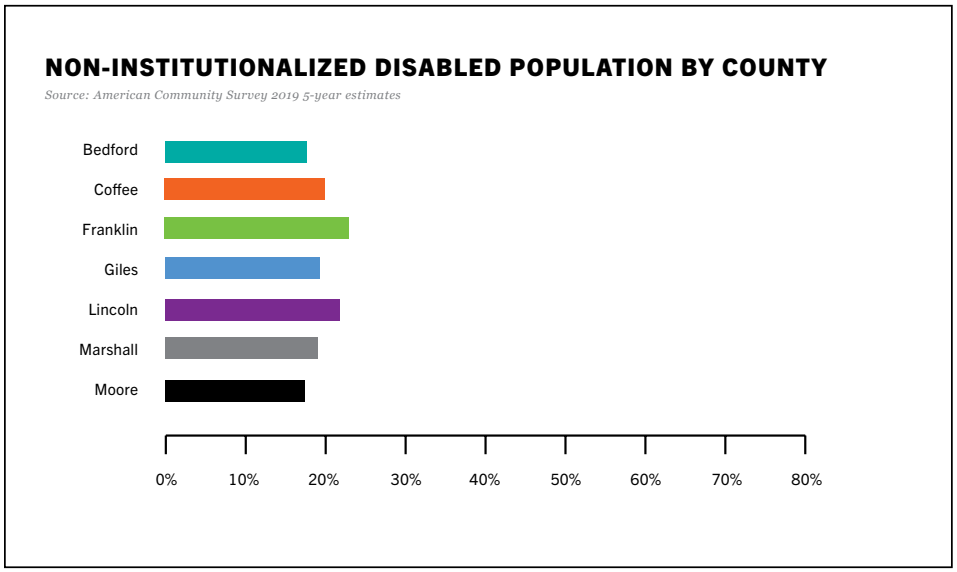
Age

The largest age group in both the United States, as well as in Tennessee, is ages 20 to 64-year olds. The state and national averages for population between the ages of 20 to 64 are 59%. The South Central East RPO is comparable to these state and national averages. Marshall County has the highest proportion of 20 to 64-year olds, at 58%, while Coffee, Franklin, Giles, and Lincoln Counties have the least, at 56%. Moore County has the largest population over 65 in the RPO, with 20% of the county's overall population being over 65. The remaining six counties' aging population hovers approximately around 15% to 19%. Each of the seven counties has relatively comparable under 20 populations, ranging from 21% to 27%, with Moore County having the lowest and Bedford County having the highest.



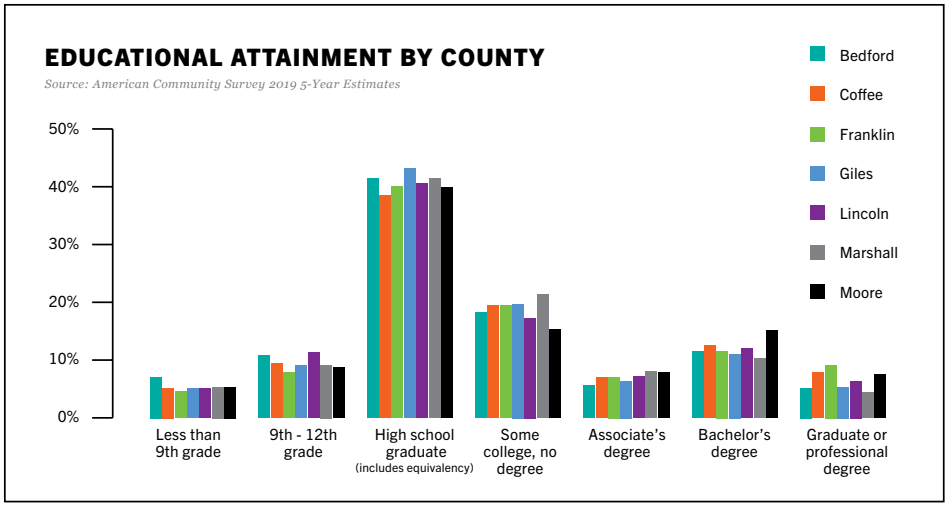
Race and Ethnicity

The Hispanic or Latino ethnic group makes up 5.4% of Tennessee, and nearly 18% of the nationwide total population. The South Central East RPO is predominately White, with Bedford County exhibiting the most racial diversity. Most counties in the RPO have African American populations making up approximately 2% (Moore County) to nearly 10% (Giles County) of the overall population. By far, Bedford County has the highest Hispanic population at 12%, and Moore County has the lowest at 0.2%.



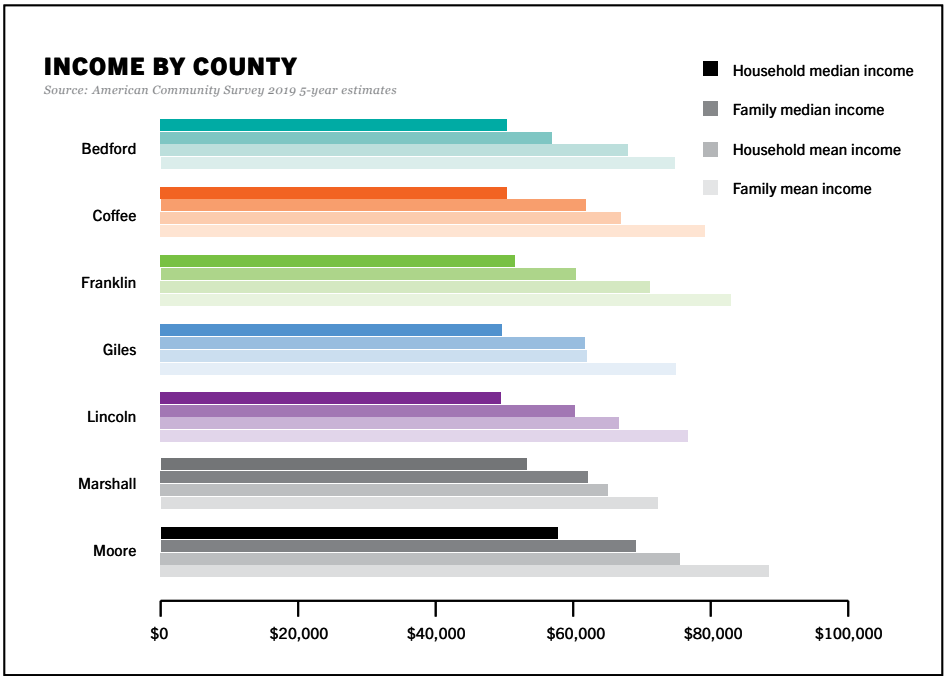
Disability

On average, 15 percent of Tennessee's population is disabled. South Central East RPO generally has slightly higher disability rates than those of Tennessee as a whole, ranging from 15.2% to 20%. Franklin County has the highest disability rate in the RPO. Although Moore County has the highest 65+ population in the RPO, it exhibits the lowest disability rate within the RPO, and is just below Tennessee's statewide average. Nearly all counties in the RPO experience an elevated disability rate, when compared with state and national averages.



Education

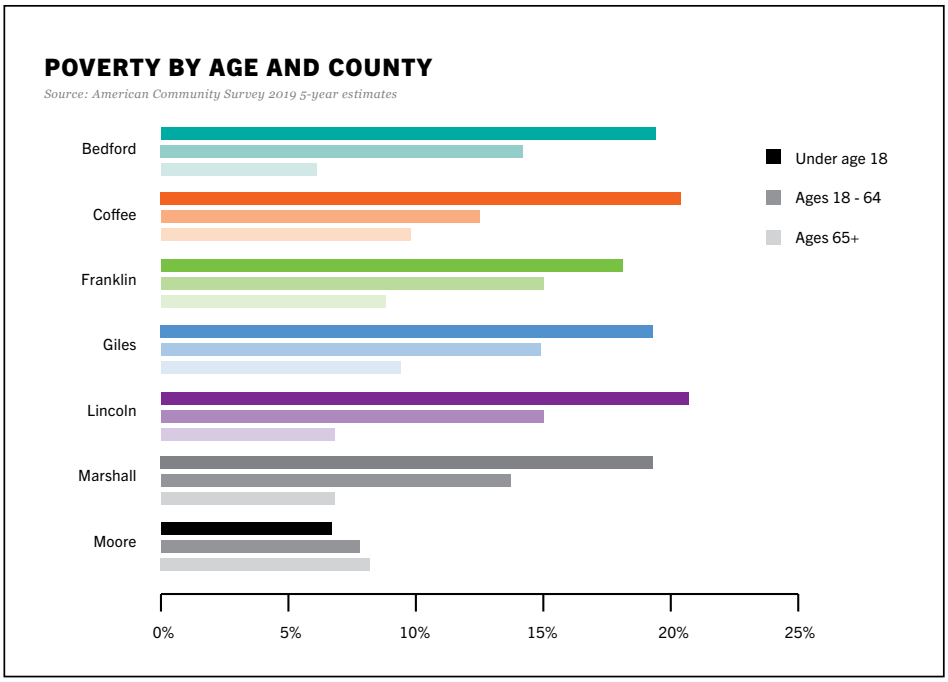
The state and national averages for high school graduation (attainment of traditional high school diploma or GED) are nearly 32% and 27%, respectively. These averages are substantially higher for each county within the South Central East RPO, as high school diploma/GED attainment rates are between 38% and 43% Higher education percentages for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, generally tend to be comparable or lower in each of these counties when compared to the state and national averages. Marshall County has the highest percentage of those with Associate's Degrees, at 8.1%. Moore County has the highest Bachelor's Degree attainment rate, at 15.1%. Franklin County has the highest Graduate or Professional Degree attainment rate, at just under 9.2% of the population.



Income

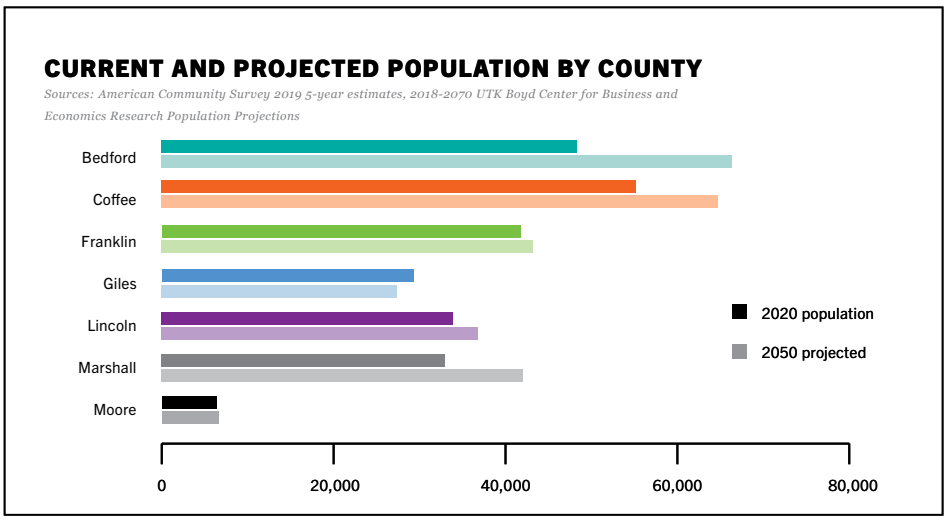
This section of the plan provides an overview of the income distribution within the South Central East RPO. It is important to note that "Household" and "Family" were both analyzed. A "Household", as defined by the U.S. Census Bureau, may consist of all people who occupy a housing unit, regardless of relationship; a "Household" can also simply include an individual living alone. A "Family", as defined by the U.S. Census Bureau, includes one or more people living in the same household, who are related by birth, marriage, or adoption. When discussing income, "Household" and "Family" are differentiated, to provide a more accurate depiction of the population's income within the RPO.

Household Mean Income and Family Mean Income throughout the South Central East RPO are correlated. Giles County has the lowest Household Mean Income, at $62,057, while Marshall County has the lowest Family Mean Income at $72,255. Moore County exhibits the highest Household and Family Mean Incomes, at $75,473 and $88,451, respectively. Tennessee's Household Mean Income is $74,750 and Family Mean Income is $88,501. The national Household Mean Income is $88,607, and the Family Mean Income is $103,863. The South Central East RPO's Household Mean Income and Family Mean Income are generally lower than the state and national averages.



Poverty

Poverty is defined by measuring the following: family size of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of householder; Consumer Price Index (CPI) for all items; and gross income before taxes. If the income is below this defined poverty measure, then a family is considered to be living in poverty. The chart for the South Central East RPO is broken into three age groups: 1) Under 18; 2) Ages 18-64; and 3) 65+. This provides an indication of the percentage of children living in poverty, percentage of working age group living in poverty, and percentage of elderly and aging populations living in poverty within the area. The largest population of those living in poverty is children. In each of the seven counties, the percent of children living in poverty ranges from 6.7 to 20.7 percent. The state and national averages for those 18 and under living in poverty are 19.7 and 16.8 percent, respectively. Within the South Central East RPO, 7.8 to 15 percent of those ages 18 to 64 are living in poverty. For this same age group, the state average is 12.9 percent, and the national average is 11.5 percent. The state and national averages for those over 65 living in poverty are slightly above nine percent, while in the South Central East RPO, these rates are between 6 and nearly 10 percent.



Employment

Unemployment is defined by the U.S. Census Bureau as "any civilian 16 years old and over who are either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed". Unemployment rates for both the State of Tennessee and the United States are 5.3%. Nearly all counties within the South Central East RPO experience lower or comparable unemployment rates, when compared to state and national averages. The unemployment rates within the South Central East RPO range from 4 to 6.4 percent, with Franklin County having the lowest unemployment rate, and Marshall County experiencing the highest.

Demographic Summary

Demographic trends have implications on the transportation network within a region. Because the South Central East RPO's population is projected to increase noticeably, several general population segments should be given additional consideration when transportation decisions are being made. These groups within the South Central East RPO include low-income, disabled, and aging populations. Due to the Rural Regional Transportation Plan examining these communities at a regional level, specific communities and locations were not identified; however, it should be noted that these populations do live within these rural communities. These groups have historically needed better access to social services and other forms of assistance. They are also more dependent on fixed-route or demand-responsive transit in rural areas. From the analyses conducted, portions of the South Central East RPO have been determined to have elevated poverty and disability rates, compared to state and national averages. When making long range planning decisions with long-term implications, these populations should be considered significantly.



INDUSTRIES AND FREIGHT MOVEMENT

The prevalence of industry and freight movement within a region impacts transportation decisions. Conversely, transportation decisions can positively or negatively affect industry growth and freight movement. Both areas influence each other in the following ways:

- Transportation infrastructure location decisions can steer industry growth and freight flow to certain geographical areas.
- Industry growth and increased freight flows justify additional transportation infrastructure capacity and/or alternative transportation locations.

The South Central East RPO has a solid base of industry in the region. Most notable is the manufacturing industry, but the natural resources and mining and trade and transportation industries also have a presence in 6 of the 7 counties.

Manufacturing is the most important industry in the South Central East RPO. Of the 7 counties, 6 have manufacturing location quotients above the statewide number. Additionally, in Lincoln and Marshall counties, manufacturing weekly wages are the highest compared to the other industries. Manufacturers typically are large freight movers and they need vital transportation arteries to move their goods in and out of their facilities. Some of the major freight destinations within the South Central East RPO include:

- Tyson Foods, Inc. (Bedford)
- Calsonic Kansei North America, Inc. (Bedford and Marshall)
- M-Tek, Inc. (Coffee)
- Nissan (Franklin)
- Frito-Lay, Inc. (Giles and Lincoln)
- Magnetti Marelli of Tennessee, LLC (Giles)
- Goodman Manufacturing Company, LP (Lincoln)
- Jack Daniel Distillery (Moore)

In addition to these companies, Coffee County is also home to Arnold Air Force Base, employing over 2,000 employees in engineering development, supporting national defense.




Triple P
LE 93810
OBJECTS IN MIRROR ARE CLOSER

ECONOMIC PROFILES

The prevalence of industry and freight movement within a region impacts transportation decisions. Conversely, transportation decisions can positively or negatively affect industry growth and freight movement. A brief economic overview of the region can aid in transportation policies, programs, and projects. Both areas influence each other in the following ways:

- Transportation infrastructure location decisions can steer industry growth and freight flow to certain geographical areas.
- Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

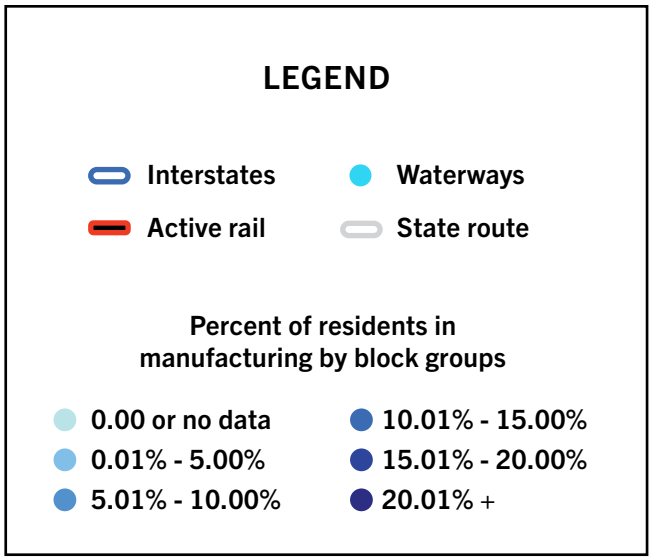
The economic profile tables display the following:

- Top three industries in the county and the numbers on the map correlate with the numbers in the industry table
- Top county employers
- Average weekly wages
- Major industries within each county
- Employment location quotient (LQ) quantifies how concentrated a particular industry, cluster, occupation, or demographic group is in a region as compared to the nation.



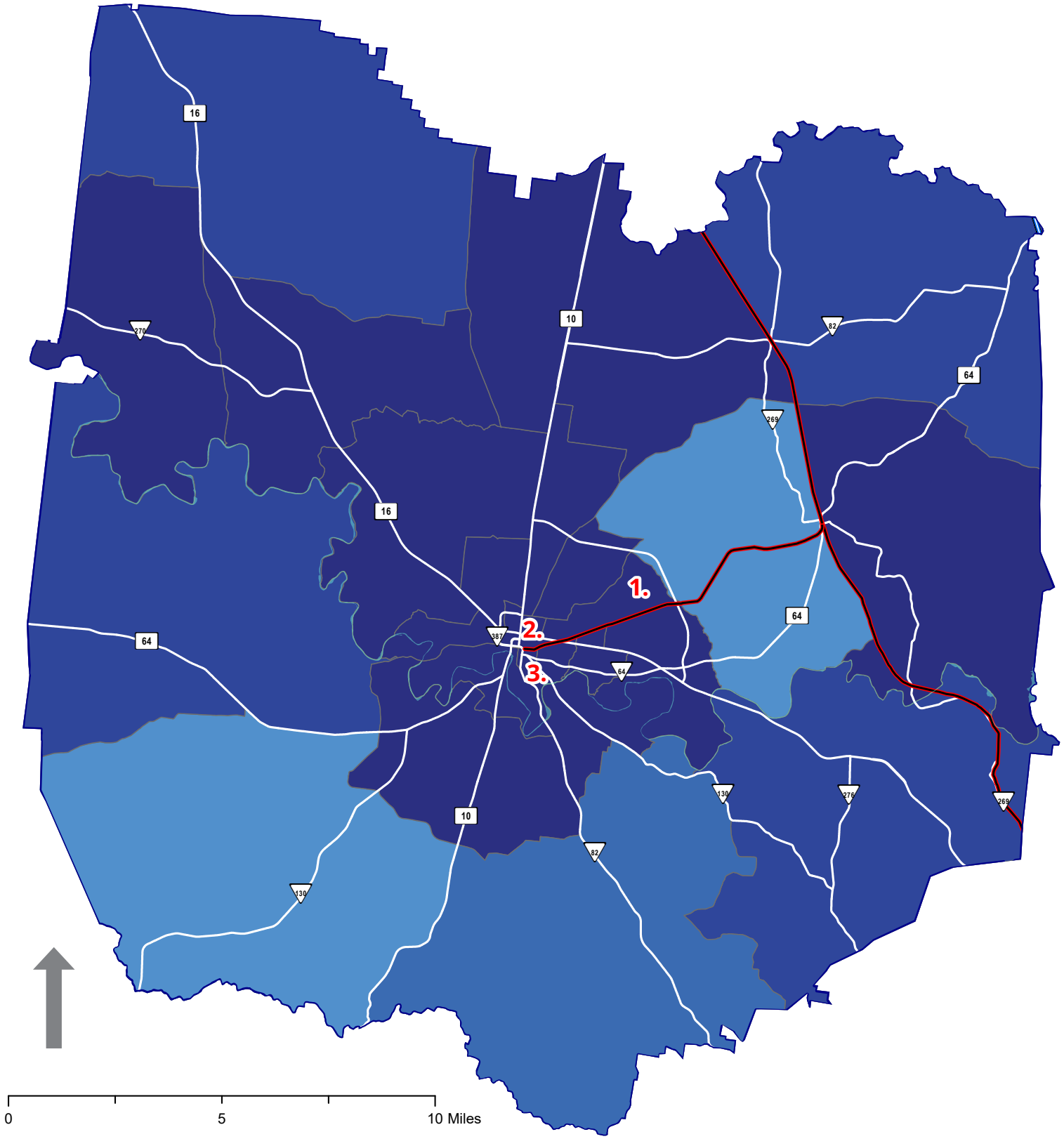


BEDFORD COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	57.18%
2	49.90%
3	48.96%


16
270
10
82
64
269
16
1.
64
387
2.
3.
64
64
130
276
269
10
82
130
0
5
10 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Tyson Foods, Inc.	1,300
Bedford County Schools	1,096
Calsonic Kansei North America, Inc.	1,000
Wal-Mart Stores, Inc.	400
Big G Express, Inc.	367
Heritage Medical Center	350
County of Bedford	292
Titan Transfer, Inc.	284
Albea Americas, inc.	250
Newell Rubbermaid	220

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Manufacturing	34.71%
Trade, Transportation, and Utilities	30.22%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Manufacturing	3.11
2	Trade, Transportation, and Utilities	1.29
3	Construction	1.08

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Construction	$1,184
2	Financial Activities	$1,126
4	Manufacturing	$939
5	Trade, Transportation, and Utilities	$878
7	Natural Resources and Mining	$711

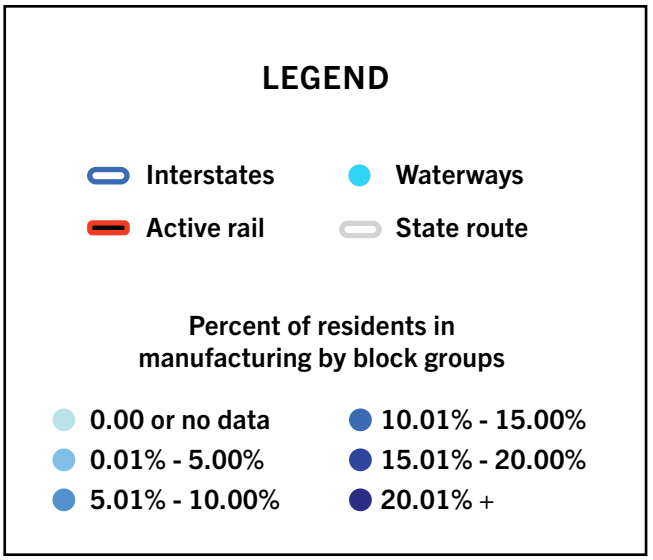
TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	220
2	Professional and Business Services	108
3	Education and Health Services	96
8	Manufacturing	52
9	Natural Resources and Mining	18

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4

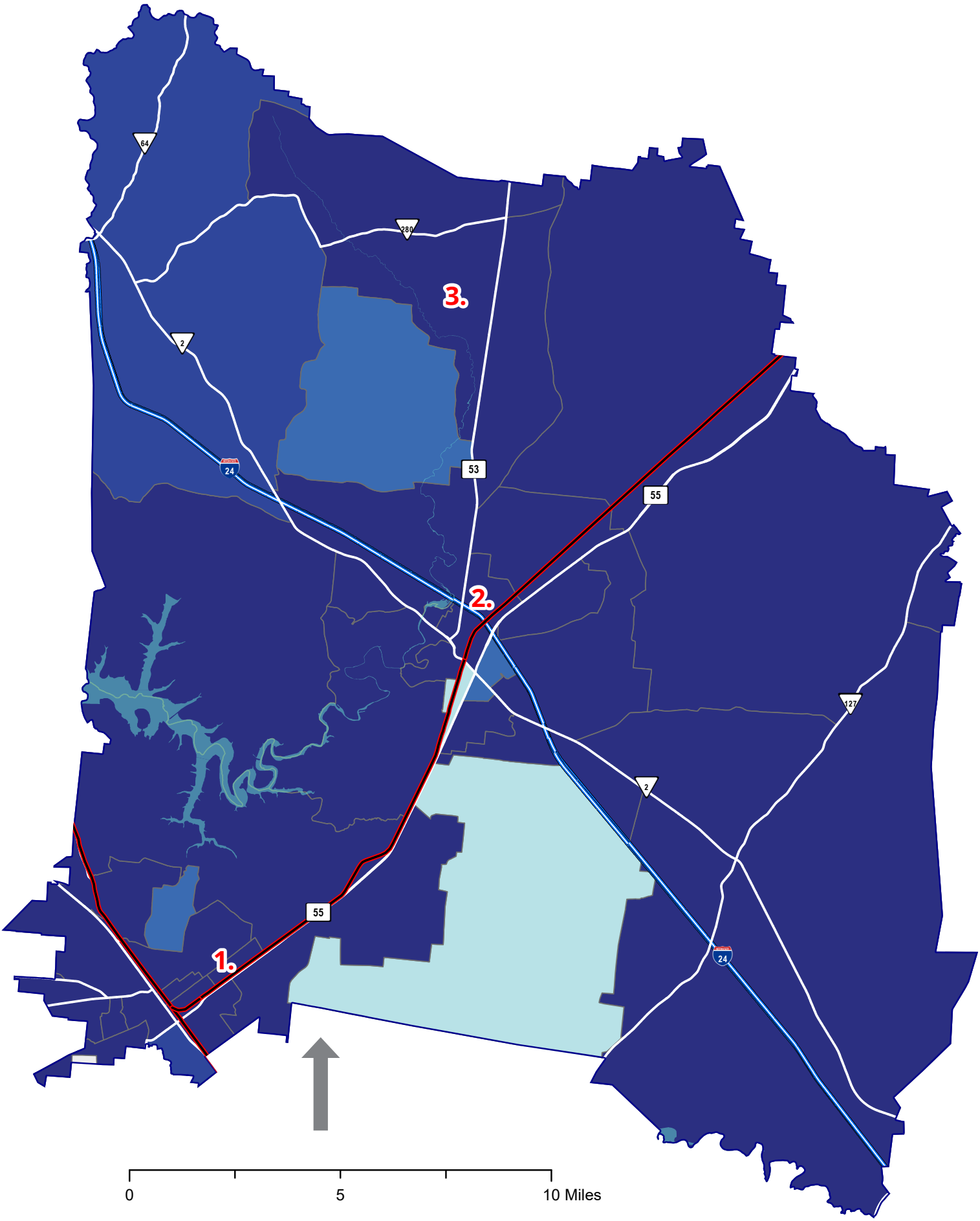


COFFEE COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	43.18%
2	37.10%
3	36.12%


64
280
2
24
53
55
3.
2.
1.
127
0
5
10 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Arnold Engineering Dev. Complex	2,000
M-Tek, Inc.	1,317
Coffee County School District	800
Harton Regional Medical Center	500
Tullahoma City Schools	500
Batesville Casket Company	452
Great Lake Cheese	364
Viam Manufacturing, Inc.	354
Wal-Mart Stores, Inc.	300

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Professional and Business Services	33.77%
Manufacturing	24.37%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Manufacturing	2.40
2	Professional and Business Services	1.37
3	Leisure and Hospitality	0.94

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Professional and Business Services	$1,488
2	Construction	$1,212
3	Natural Resources and Mining	$1,166
5	Manufacturing	$1,021
8	Trade, Transportation, and Utilities	$809

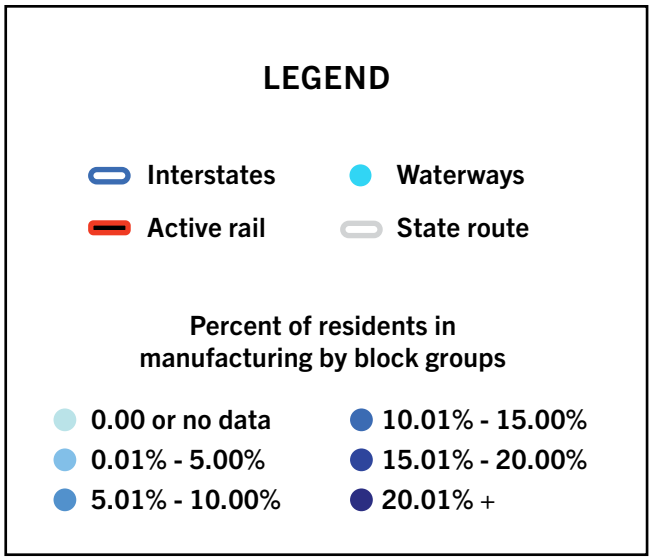
TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	347
2	Education and Health Services	187
3	Professional and Business Services	161
6	Manufacturing	97
10	Natural Resources and Mining	6

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4

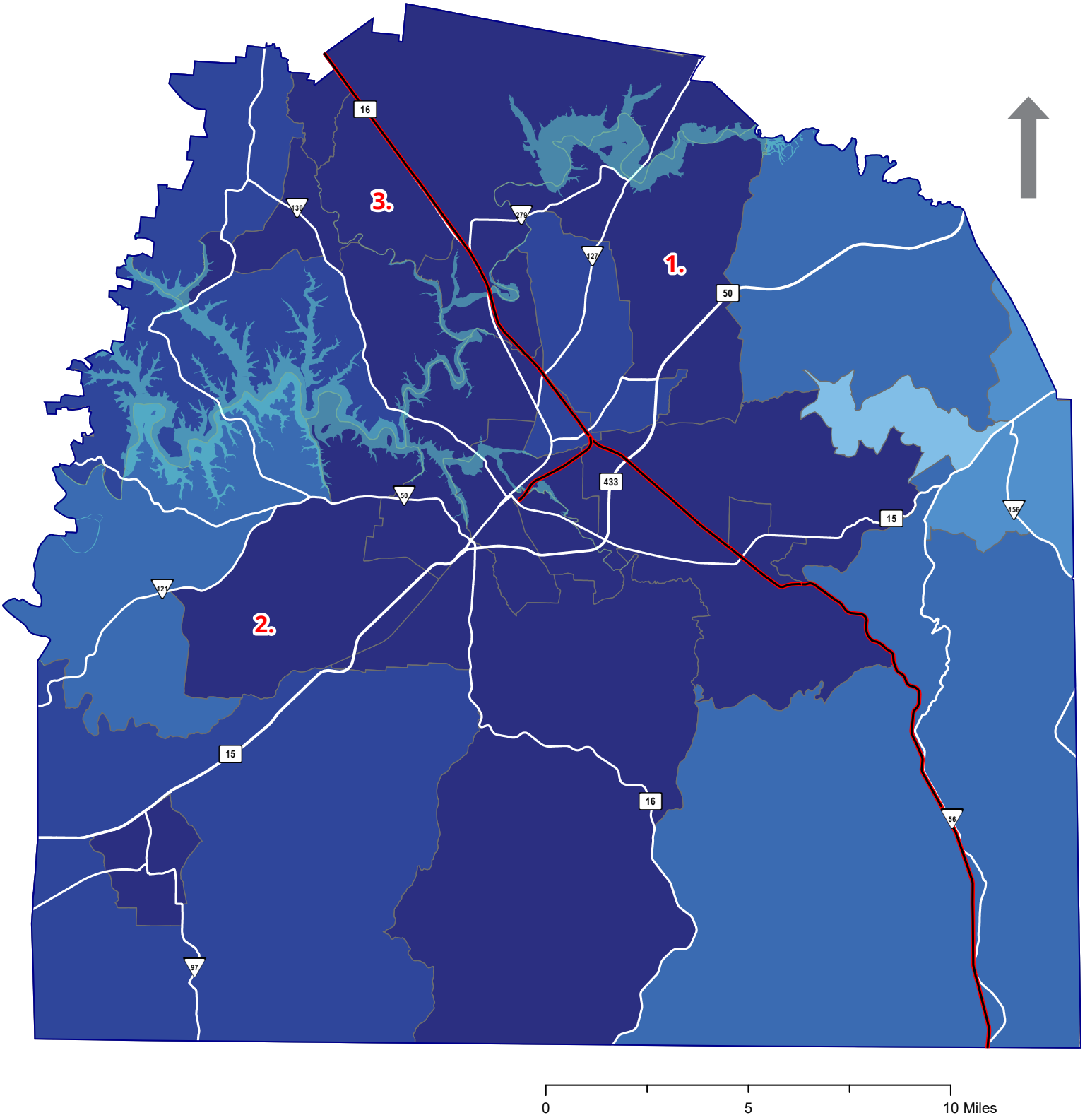

TEAM AEDC

FRANKLIN COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	38.34%
2	34.86%
3	33.78%


16
130
278
127
50
433
30
15
121
97
156
56
1.
2.
3.
0
5
10 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Nissan	1,400
The University of the South	1,000
Franklin County Schools	851
Southern TN Medical Center, LLC	550
Tepro, Inc.	390
Wal-Mart Stores, Inc.	300
Franklin County Government	286
Baxter Enterprises	216
Shaw Industries, Inc.	200
Zanini Tennessee, Inc.	120

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Education and Health Services	30.87%
Manufacturing	26.70%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Manufacturing	2.69
2	Natural Resources and Mining	1.42
3	Education and Health Services	1.31

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Information	$1,510
2	Financial Activities	$1,020
5	Natural Resources and Mining	$806
6	Manufacturing	$757
7	Trade, Transportation, and Utilities	$713

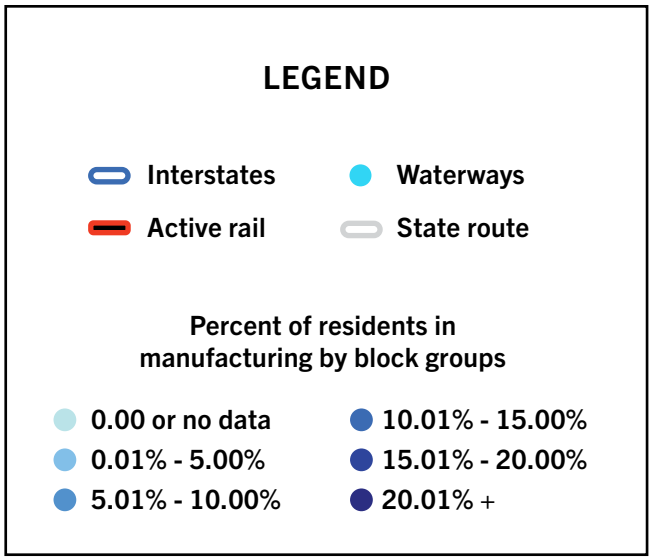
TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	213
2	Professional and Business Services	114
3	Education and Health Services	95
8	Manufacturing	39
9	Natural Resources and Mining	19

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4

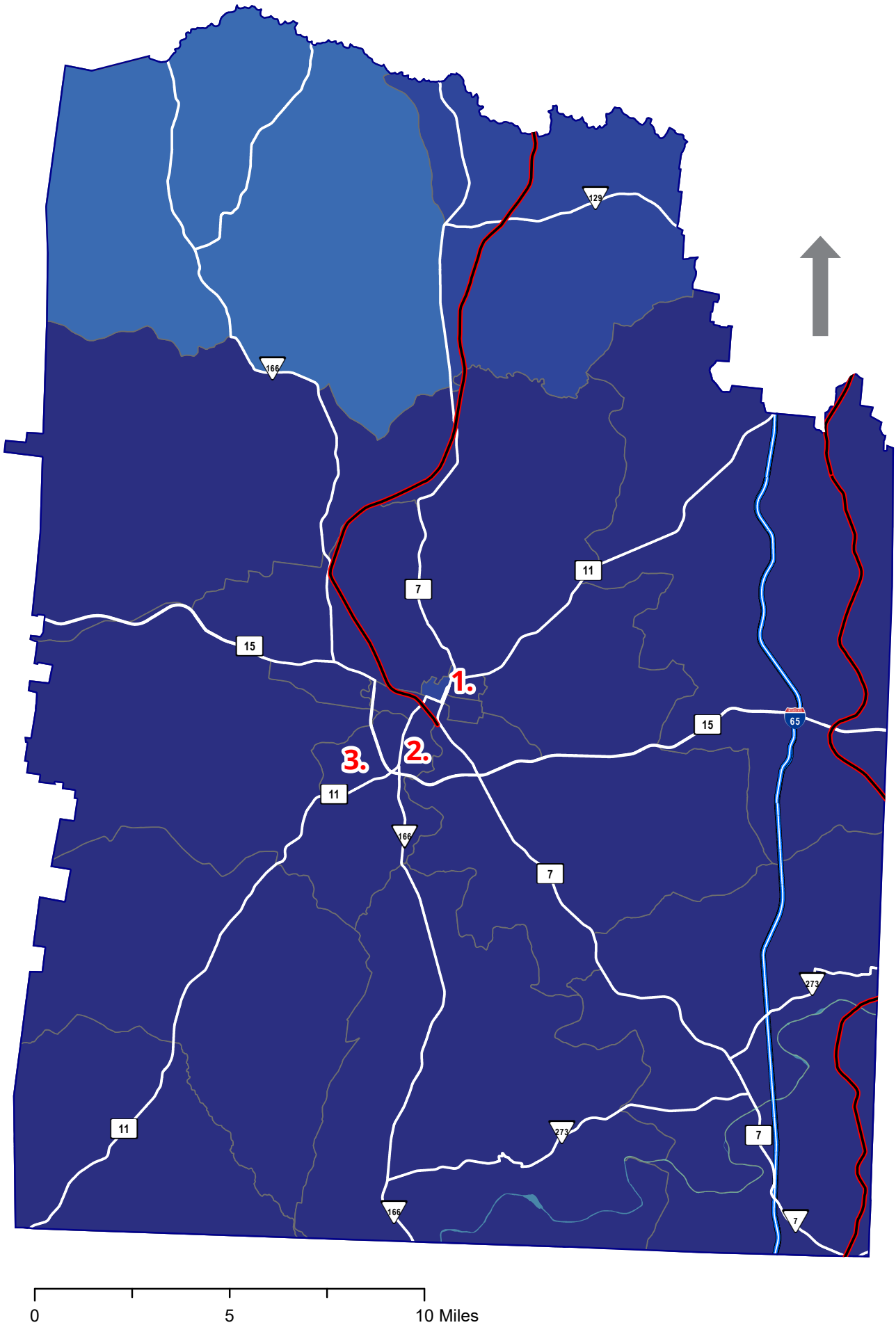

Winchester
HISTORIC
DOWNTOWN
WINCHESTER
Est. 1810

GILES COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	45.78%
2	41.78%
3	37.96%


129
166
7
11
15
1.
2.
3.
65
273
0
5
10 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Magnetti Marelli of Tennessee, LLC	1,194
Giles County Board of Education	650
Frito-Lay, Inc.	500
Saargummi Tennessee, Inc.	401
Johnson Controls Interiors, LLC	350
Wal-Mart Stores, Inc.	300
Maggotteaux, Inc.	210
Hillside Hospital, LLC	180
National Healthcare corp	150
Martin Methodist College	150

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Manufacturing	44.52%
Trade, Transportation, and Utilities	16.54%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Manufacturing	3.7
2	Trade, Transportation, and Utilities	0.92
3	Education and Health Services	0.77

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Natural Resources and Mining	$1,160
2	Information	$1,125
3	Other Services	$1,070
5	Manufacturing	$1,013
9	Trade, Transportation, and Utilities	$678

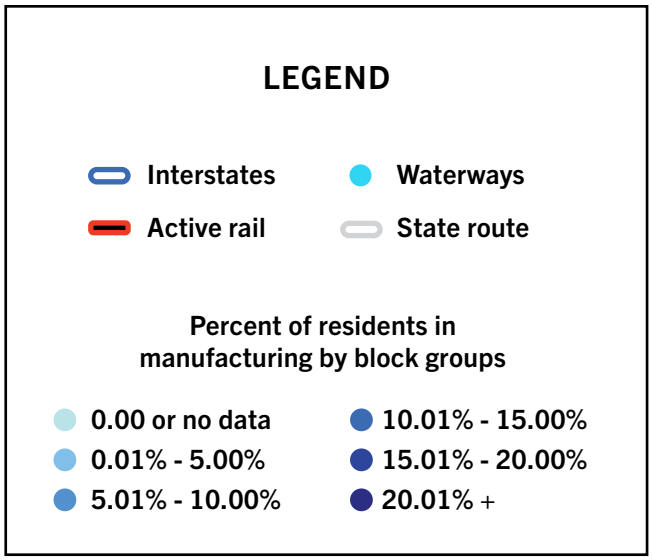
TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	163
2	Professional and Business Services	81
3	Education and Health Services	61
7	Manufacturing	50
9	Natural Resources and Mining	10

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4

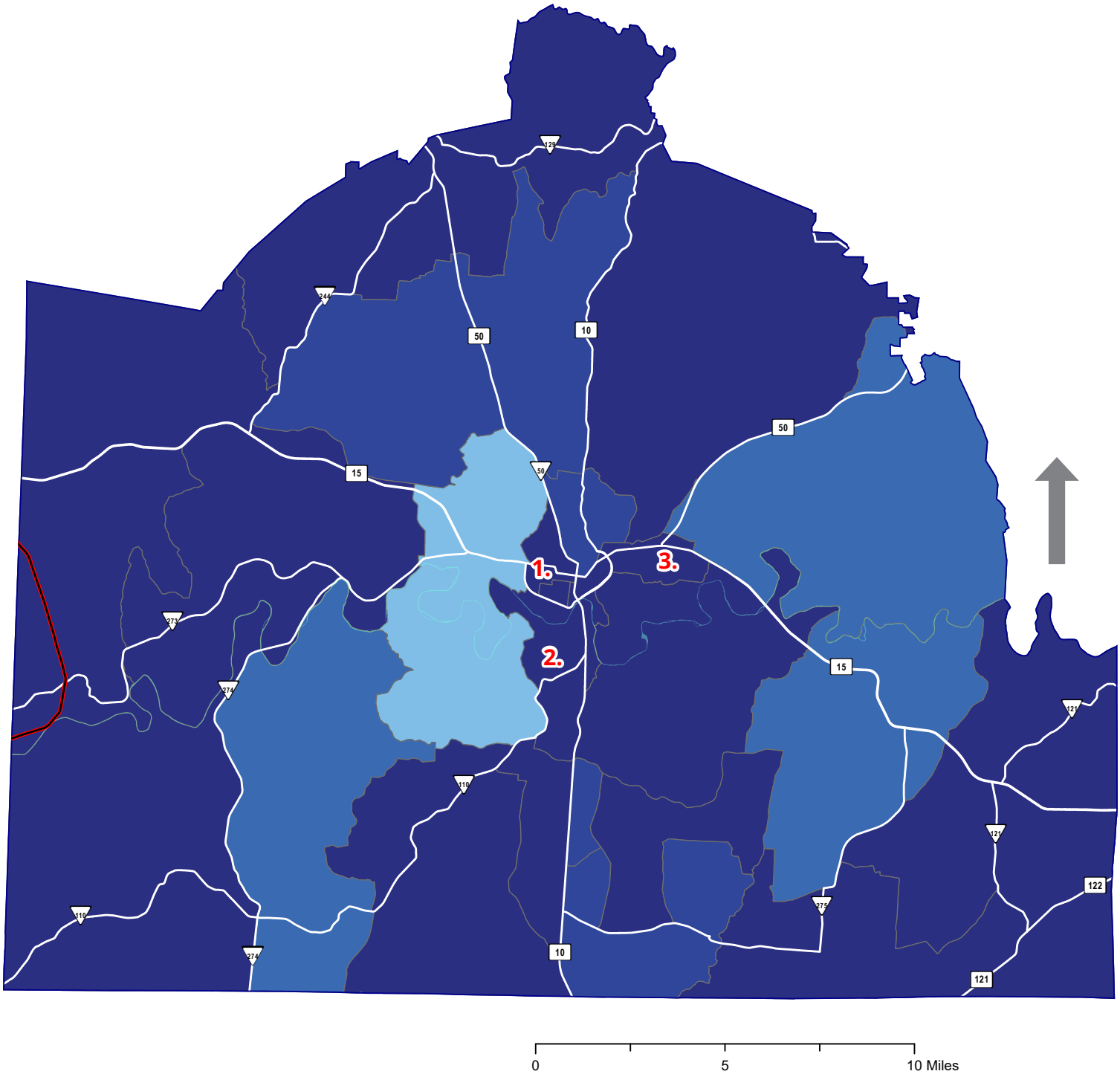

Randy P. Jones
AERONAUTICAL COMPLEX
Abernathy Field
AIRPORT
Serving Pulaski and Giles County

LINCOLN COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	63.22%
2	41.46%
3	31.89%


1.
2.
3.
50
10
15
50
50
15
121
122
10
121
0
5
10 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Goodman Manufacturing Co., LP	1,400
Frito-Lay North America, Inc.	725
Lincoln County Schools	575
Walmart Inc.	350
Lincoln County Health System	309
County of Lincoln	200
Franke Foodservice Systems, Inc.	200
C&S Plastics, LLC	105
City of Fayetteville	100
Genesco Inc.	80

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Manufacturing	47.45%
Trade, Transportation, and Utilities	22.56%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Manufacturing	2.68
2	Natural Resources and Mining	1.38
3	Trade, Transportation, and Utilities	1.15

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Manufacturing	$1,199
2	Financial Activities	$955
3	Construction	$924
4	Natural Resources and Mining	$725
5	Trade, Transportation, and Utilities	$699

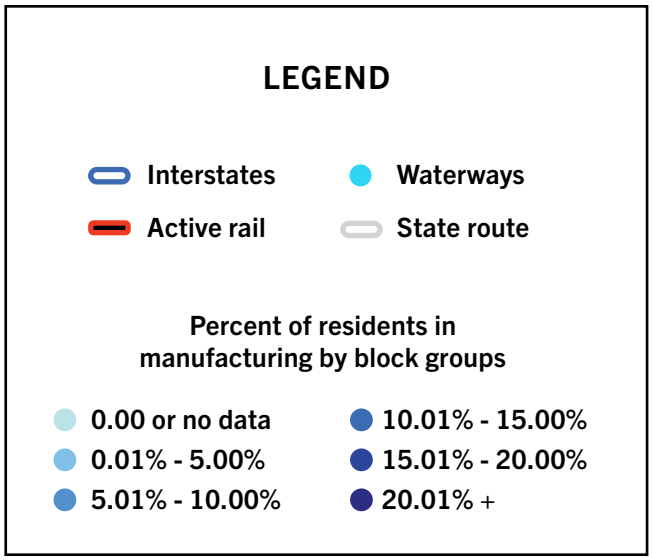
TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	179
2	Professional and Business Services	82
3	Education and Health Services	60
8	Manufacturing	42
9	Natural Resources and Mining	19

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4

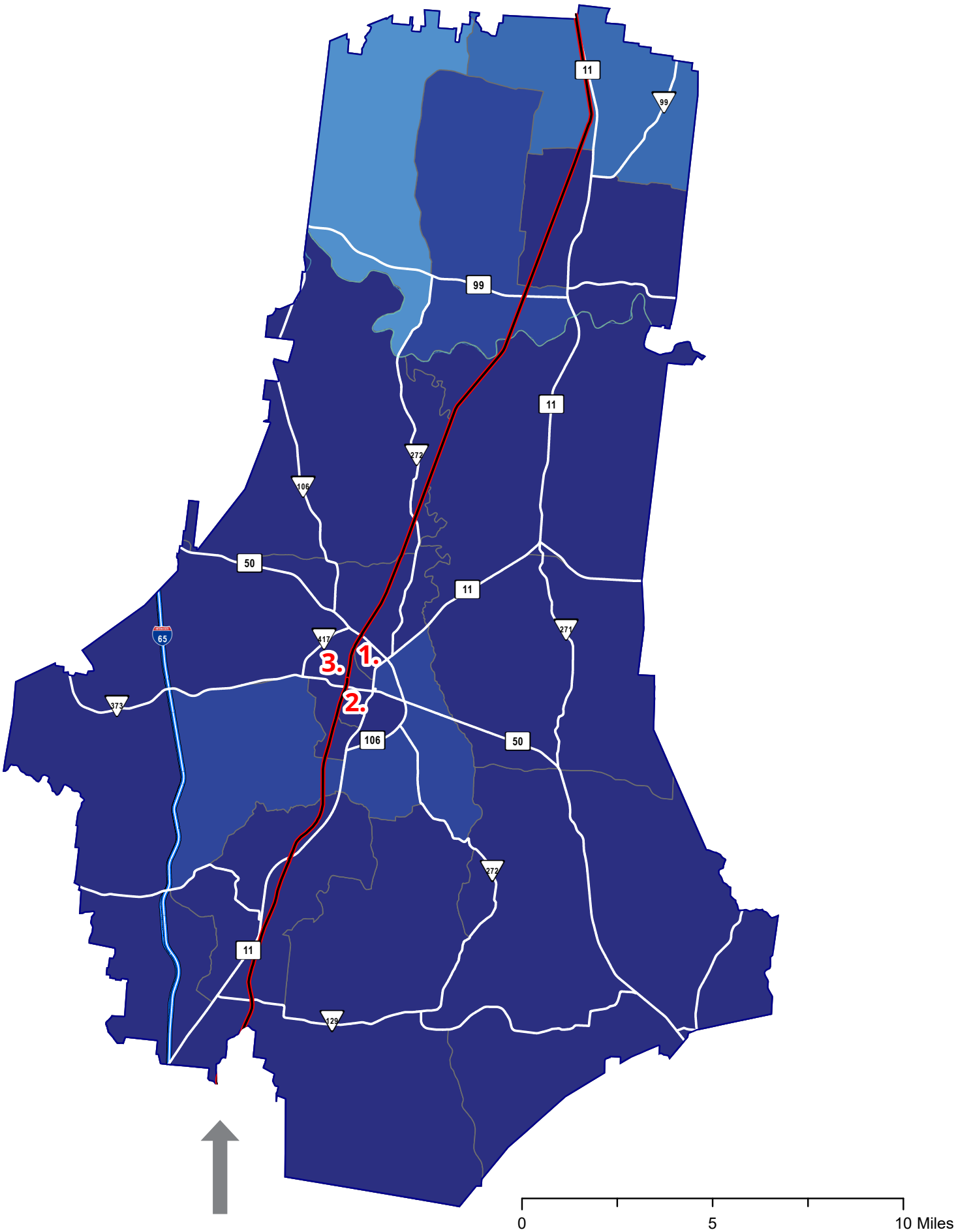

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Lay's
OFF

MARSHALL COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	58.44%
2	47.30%
3	38.74%


11
99
99
11
272
106
50
11
271
65
417
3.
1.
2.
373
106
50
272
11
129
0
5
10 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Calsonic Kansei North America, Inc.	1,000
Marshall County Board of Education	800
Walker Die Casting, Inc.	655
Teledyne Technologies Inc	335
County of Marshall	225
Old Hickory Smokehouse Inc.	200
Walmart Inc.	157
City of Lewisburg	150
Staffing Solutions Southeast, Inc.	143
Marshall Medical Center	140

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Manufacturing	57.47%
Trade, Transportation, and Utilities	18.31%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Manufacturing	4.36
2	Trade, Transportation, and Utilities	0.98
3	Natural Resources and Mining	0.73

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Manufacturing	$1,099
2	Financial Activities	$1,095
3	Information	$1,078
4	Natural Resources and Mining	$1,003
6	Trade, Transportation, and Utilities	$675

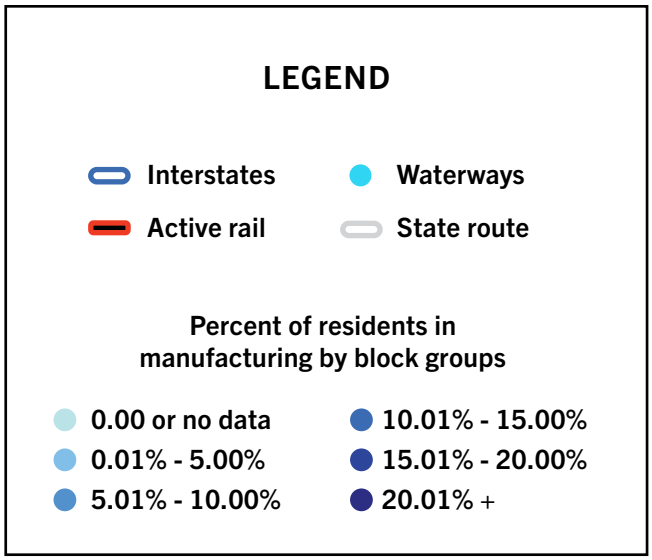
TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	162
2	Professional and Business Services	69
3	Financial Activities	52
7	Manufacturing	41
10	Natural Resources and Mining	9

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4

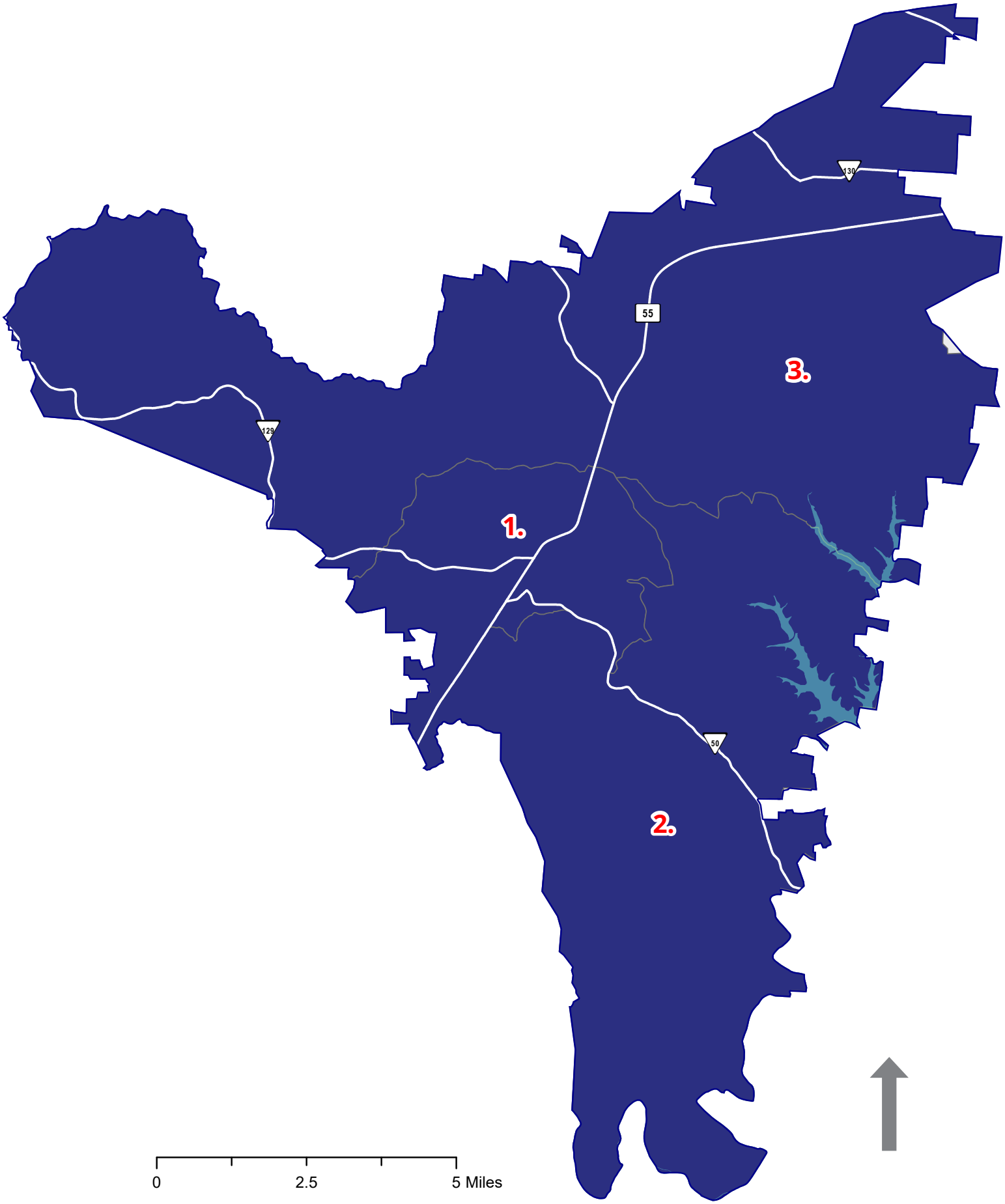

FORREST
SCHOOL
ROCKETS

MOORE COUNTY
ECONOMIC PROFILE



PERCENT OF RESIDENTS WORKING IN MANUFACTURING

BLOCK GROUP RANK	HIGHEST % OF RESIDENTS
1	36.42%
2	33.57%
3	31.13%


130
55
129
50
1.
2.
3.
0
2.5
5 Miles

TOP COUNTY EMPLOYERS

EMPLOYER	ESTIMATED # OF EMPLOYEES
Brown-Forman Corporation	690
Motlow State Community College	500
Jack Daniel Distillery	300
Moore County School District	161
Lynchburg Nursing Center	100

MAJOR INDUSTRIES

INDUSTRY	% OF TQW
Manufacturing	No data
Professional and Business Services	6.28%

EMPLOYMENT LQ

TOP 3	INDUSTRY	LQ
1	Professional and Business Services	0.47
2	Education and Health Services	0.33
3	Leisure and Hospitality	0.31

AVERAGE WEEKLY WAGES

COUNTY RANK	INDUSTRY	AVERAGE WEEKLY WAGE
1	Financial Activities	$777
2	Education and Health Services	$662
4	Trade, Transportation, and Utilities	$463
6	Manufacturing	No data
No data	Natural Resources and Mining	No data

TOTAL ESTABLISHMENTS

COUNTY RANK	INDUSTRY	TOTAL EST.
1	Trade, Transportation, and Utilities	20
2	Professional and Business Services	14
3	Construction	11
4	Manufacturing	7
No data	Natural Resources and Mining	No data

Sources: Top County Employers: TN Department of Economic and Community Development: tnecd.com/county-profiles; 2. Major Industries, Employment LQ, Percent Residents working in Manufacturing, Total Establishments, Average Weekly Wages: US Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2019, Quarter 4



LAND USE

Relationship of Land Use and Development to Transportation

A crucial element to transportation planning is the need for coordination among city, county, and regional organizations. These collaborations should address land use, transportation, and economic development. Rural counties throughout the state of Tennessee are working to maintain current economic conditions, while seeking new and diverse economic development opportunities. While pursuing diversified economic development opportunities it is essential that the rural characters within these communities are simultaneously preserved.

TDOT's Office of Community Transportation (OCT) staff is always seeking more ways to work with the RPO and RPO coordinators to educate local planning commissions, Boards of Zoning Appeal, City Councils, etc. about the effects of new development along roadways and how such developments lead to future issues with congestions and safety. OCT staff make special efforts to visit local agency staff and provide training on smart growth principles and the power of local leaders in the vetting of unsustainable developments along state-aid roadways.

Existing Land Use

The land use in the South Central East RPO is predominantly agricultural, followed by residential uses and public lands. Agricultural lands make up nearly 82% of all land uses across the RPO. More residential, industrial, and commercial office uses occur near existing towns. Areas experiencing growth and the locations of activity centers vary throughout the region.

In Bedford County, 85% of the county is comprised of agricultural uses. A majority of Bedford County's residential, industrial and commercial areas are located or centered around Shelbyville.

Eighty-four percent of Coffee County's land use is considered either agricultural or public lands. Coffee County exhibits a large swath of public land in the southern portion of the county in addition to smaller portions to the east and west of Manchester. Residential and commercial land use appear to occur around Manchester and Tullahoma. It should be noted Arnold Air Force Base is located in the southern portion of the county also impacting the overall land use in this region.

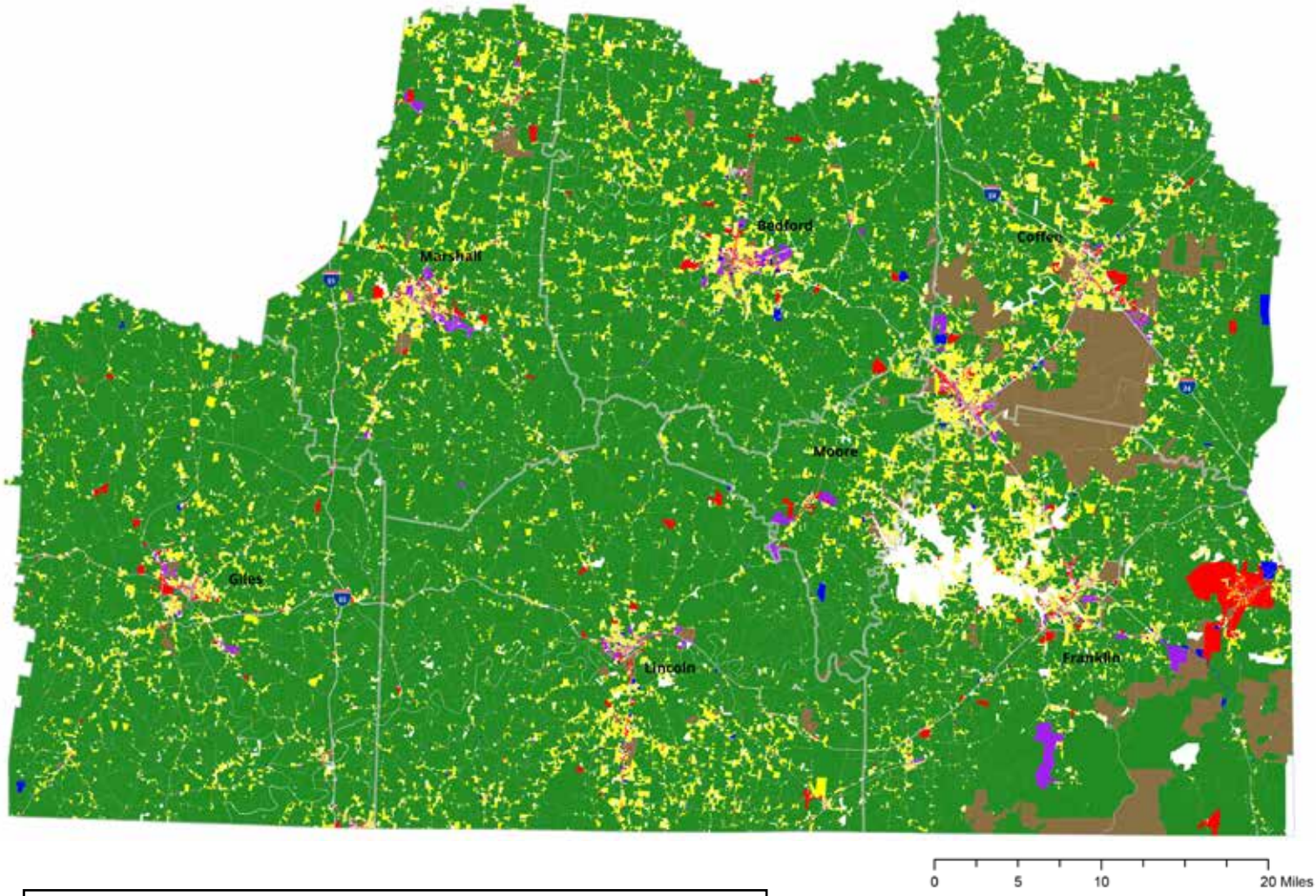
In Franklin County, 70% of the county is used for agricultural purposes, followed by 14% designated for public lands. Tims Ford State Park can be found to compromise a large portion of land use in the county. Most of the residential, commercial, and industrial development clusters around Winchester and Sewanee.

Agricultural and residential uses are the primary land uses across Giles County. Agriculture is 90% of the land use followed by 6% of residential land use. Most residential, industrial, and commercial development in Giles County is centrally located around Pulaski.

Eighty-nine percent of Lincoln County is set aside for agricultural purposes. Residential land use makes up 6% of the county. A majority of residential and commercial land use occur in or around Fayetteville.

Agricultural land makes up to 84% of Marshall County, followed by residential uses at 9%. Most residentia, industrial and commercial development in Marshall County is in and around Chapel Hill, Lewisburg and Cornersville.

Eighty-four percent of Moore County is used as agricultural. While 8% is used for residential. Most of the industrial and commercial land use occurs in Lynchburg.



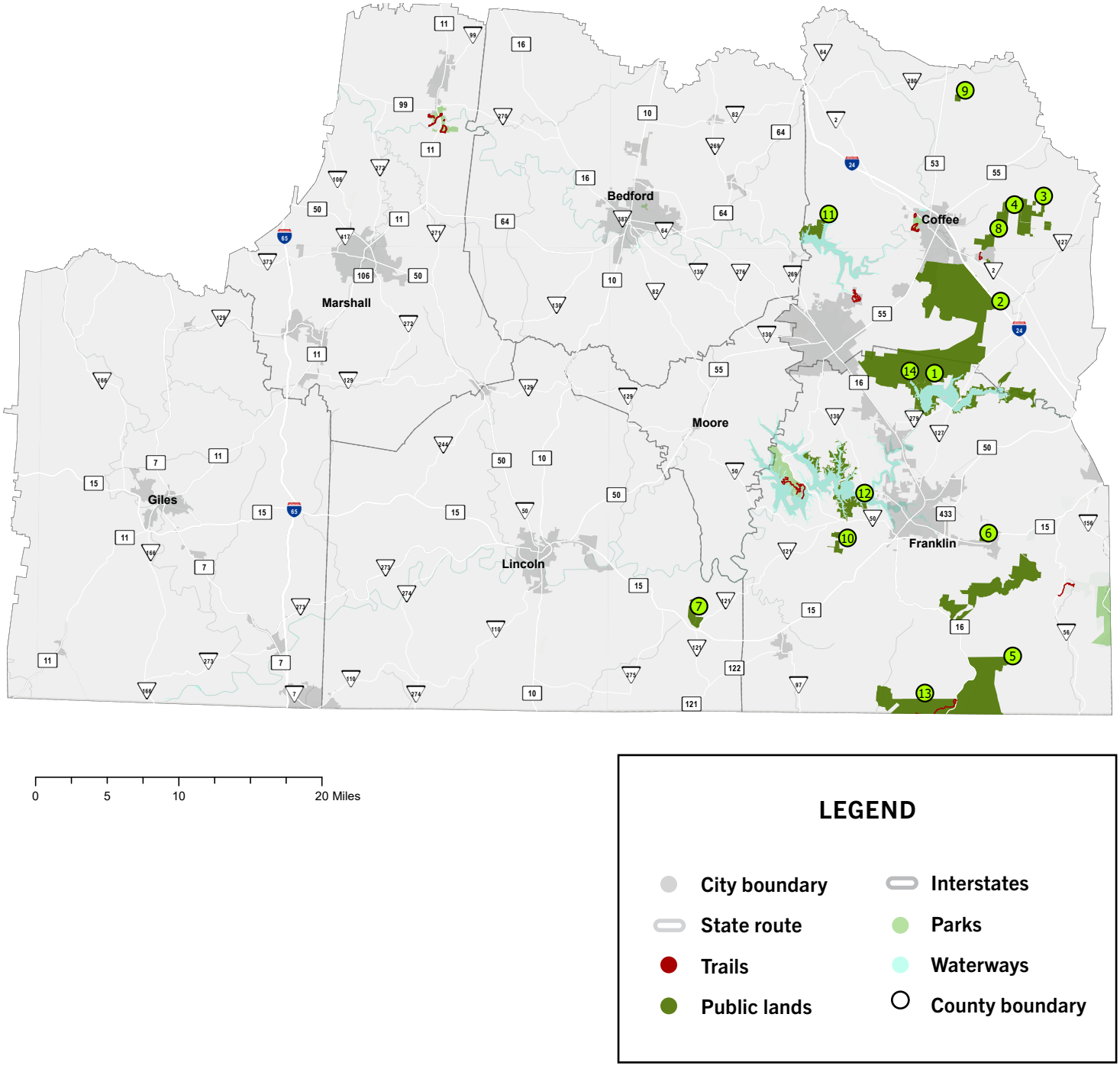
LEGEND

- Community services
- Commercial
- Public / semi-public
- Agricultural / timber
- Industrial
- Residential
- Transportation polygon features
- Unclasssed / unavailable / uncoded, utilities, vacant, water polygon features
- County boundary
- Interstate
- State route

Public Lands

The South Central East RPO is home to roughly 14 State Parks; Wildlife Management Area; National Historic Parks; State Natural Areas; and State Forests. Tennessee State Parks preserve and protect natural, cultural, and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourism to the region and promote local economic development. The Tennessee Wildlife Resource Agency (TWRA) manages the state's fish and wildlife and their habitats, in addition to the enforcement of wildlife-related laws. The state's natural areas protect plants, animals, and natural communities throughout the state. The state's historic parks preserve some of Tennessee's historical sites.

PUBLIC LANDS IN SOUTH CENTRAL EAST





SOUTH CENTRAL EAST RPO LAND USE BY ACRES

Source: Tennessee Comptroller of the Treasury, 2021

COUNTY	AGRICULTURE	COMMERCIAL/ OFFICE	INDUSTRIAL	RESIDENTIAL	PUBLIC LAND
Bedford	254,115	2,814	1,253	27,864	3,432
Coffee	187,230	3,688	1,519	28,585	39,005
Franklin	237,908	11,188	3,833	27,080	48,098
Giles	346,332	2,399	594	23,387	2,055
Lincoln	319,161	2,338	557	24,700	2,919
Marshall	197,778	2,404	1,866	22,906	3,856
Moore	68,384	615	1,088	7,282	1,667
Region total	1,610,907	25,446	10,710	161,802	101,032
Region percent	82.38%	1.30%	0.55%	8.27%	5.17%

SOUTH CENTRAL EAST PUBLIC LAND USE

Source: Tennessee Comptroller of the Treasury, 2021

LABEL	NAME	TYPE	ACRES	OWNERSHIP
1	AEDC	Safety Zone	312.53	Department of Defense (USAF)
2	AEDC WMA	Wildlife Management Area	23,968.76	State of Tennessee (TWRA)
3	Bark Camp Barrens	Wildlife Management Area	1,082.88	State of Tennessee (TWRA/TNC)
4	Bark Camp Barrens	Wildlife Management Area	1,682.01	State of Tennessee (TWRA)
5	Bear Hollow Mountain	Wildlife Management Area	15,163.66	State of Tennessee (TWRA)
6	Cowan Marsh	Wetland	50.64	State of Tennessee (TWRA)
7	Flintville	Wildlife Management Area	691.95	State of Tennessee (TWRA)
8	Hickory Flats	Wildlife Management Area	767.28	State of Tennessee (TWRA)
9	Maple Springs	Wildlife Management Area	122.55	State of Tennessee (TWRA)
10	Mingo Swamp	Wildlife Management Area	370.69	State of Tennessee (TWRA)
11	Normandy	Wildlife Management Area	773.17	State of Tennessee (TWRA)
12	Owl Hollow Mill	Wildlife Management Area	2,172.54	State of Tennessee (TWRA)
13	Walls Of Jericho	State Natural Area	758.99	State of Tennessee (TWRA)
14	Woods Reservoir	Refuge	810.50	Dept. of Defense (USAF) / State of Tennessee (TWRA)

VACANT	COUNTY TOTAL	COUNTY %
6,690	296,168	15.15%
8,688	268,714	13.74%
9,108	337,215	17.25%
6,405	381,170	19.49%
6,132	355,807	18.20%
6,301	235,110	12.02%
2,126	81,161	4.15%
45,450	1,955,347	n/a
2.32%	n/a	n/a

COUNTY	SOURCE
Franklin	www.arnold.af.mil/
Coffee/Franklin	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/aedc-wma-and-woods-reservoir-refuge.html
Coffee	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/bark-camp-barrens-wma.html
Coffee	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/bark-camp-barrens-wma.html
Franklin	www.tn.gov/twra/wildlife/viewing-area/east-tennessee/bear-hollow-mountain-wma.html
Franklin	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/cowan-marsh.html
Lincoln	www.tn.gov/twra/fishing/twra-hatcheries.html
Coffee	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/hickory-flats-wma-and-may-prairie-sna.html
Coffee	www.tn.gov/content/dam/tn/twra/documents/wildlife/14-14WDMapleSpringsInventory.pdf
Franklin	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/mingo-swamp-wma.html
Bedford/Coffee	www.tn.gov/content/tn/twra/hunting/wma/middle-tennessee-r2.html
Franklin	www.tn.gov/content/tn/twra/wildlife/viewing-area/middle-tennessee/owl-hollow-mill.html
Franklin	www.tn.gov/environment/program-areas/na-natural-areas/natural-areas-middle-region/middle-region/na-na-walls-of-jericho.html
Franklin	www.tn.gov/twra/wildlife/viewing-area/middle-tennessee/aedc-wma-and-woods-reservoir-refuge.html

REGIONAL TRANSPORTATION SYSTEMS

Introduction

The chapter of Regional Transportation Systems describes the various components of the regional transportation system of the South Central East RPO. There are eight general aviation airports but no commercial airports in this RPO. The chapter continues with bridges pointing out those that are structurally deficient. From a total of 2,552 bridges there are 40 deficient bridges. The functional classification defines the roles of roadway segments in serving traffic flow through the network. It continues on with the traffic volume analysis which identifies road segments with high traffic volumes and large traffic increases and decreases over a ten year period. The following section is on volume/capacity ratios which are used as a performance measure for roadways. Existing conditions (2010) are compared to forecasted conditions (2040) and potential issues are highlighted. Freight movement is provided by railroads and trucks to move goods within the RPO and to other regions. In this section, roadways with high truck volumes are compared to the rest of the RPO and state.

The section on travel behavior examines commute patterns between the counties in the RPO and neighboring Davidson and Rutherford counties, and differentiates commuters by type of workplace. Safety is an important topic as there are 140 safety projects from 2014-2018 in the RPO. Crash data shows vehicle as well as bicycle and pedestrian related crashes. For multimodal facilities, there are a total of 34 miles of bike lanes. The multimodal section looks at the bicycle level of service on major state routes, indicating what roads are suitable or unsuitable for bicycle travel. The South Central East RPO features 11 miles of greenways to be used for recreational purposes.

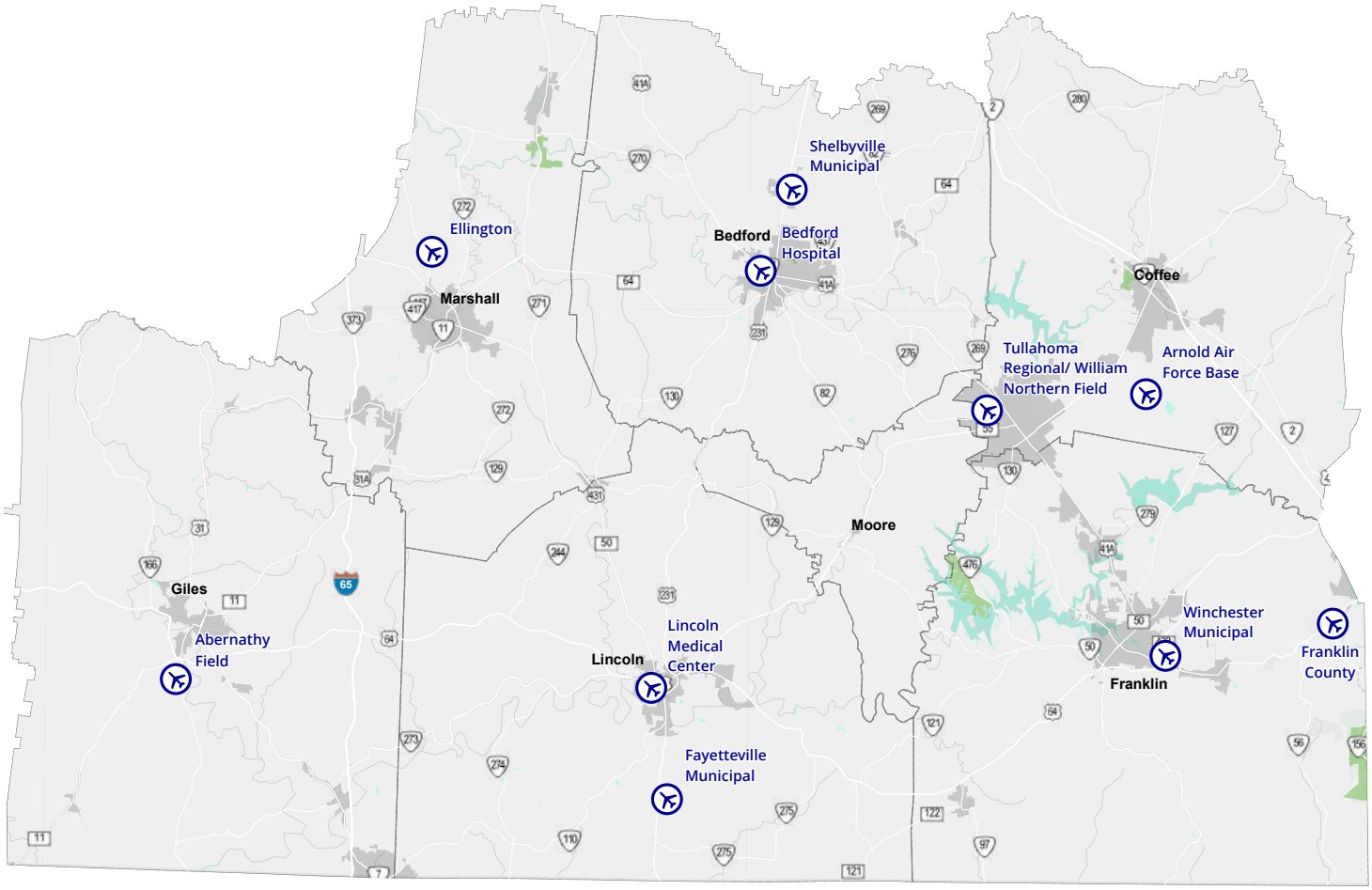
Airports

There are no commercial airports within the South Central East RPO. Marshall County is home to Ellington Airport which has a 5,002 sq.ft. runway. Giles County has the Abernathy Field Airport with a 5,310 sq.ft. runway. Coffee County's airport, the Tullahoma Regional Airport, has a 5,501 sq.ft. runway. Lincoln County has a 5,900 sq.ft. runway at the Fayetteville Municipal Airport. Bedford County has two airports, Shelbyville Municipal Airport (5,503 sq.ft runway) and Puckett Airport (2,200 sq.ft.). There are also two airports located in Franklin County, Franklin County Airport (3,700 sq.ft.) and Winchester Municipal Airport (5,002 sq.ft.).

Bridges

There is a total of 2,552 bridges in the South Central East RPO. The most bridges are in Bedford County (396 bridges), Coffee County (335), Franklin County (245 bridges) and Giles County (572). Lincoln County has 489 bridges, Marshall County has 407 bridges and Moore County has 108 bridges. Out of all bridges there are 40 structurally deficient within the South Central East RPO. Currently, 13 of these bridges are state-owned, and 27 are locally-owned. The construction dates of these bridges range from 1906 to 2013. TDOT monitors all bridges within the state through a process that inspects every bridge on a two year cycle. The Sufficiency Rating, a major factor in bridge monitoring, is an overall rating of a bridge's fitness based upon inspections that examine structural evaluation, structural deficiency, structural soundness, functional obsolescence, and essentiality to the public. "Structural deficiency" or "structural soundness" measures the deterioration and/or damage of a bridge. "Functional obsolescence" is a function that measures a bridge's geometric design standards. As standards change with time, geometric design must be updated to comply with current safety standards. "Essentiality", which is one of the functions evaluated to determine structural deficiency, measures the potential impacts to emergency evacuation.

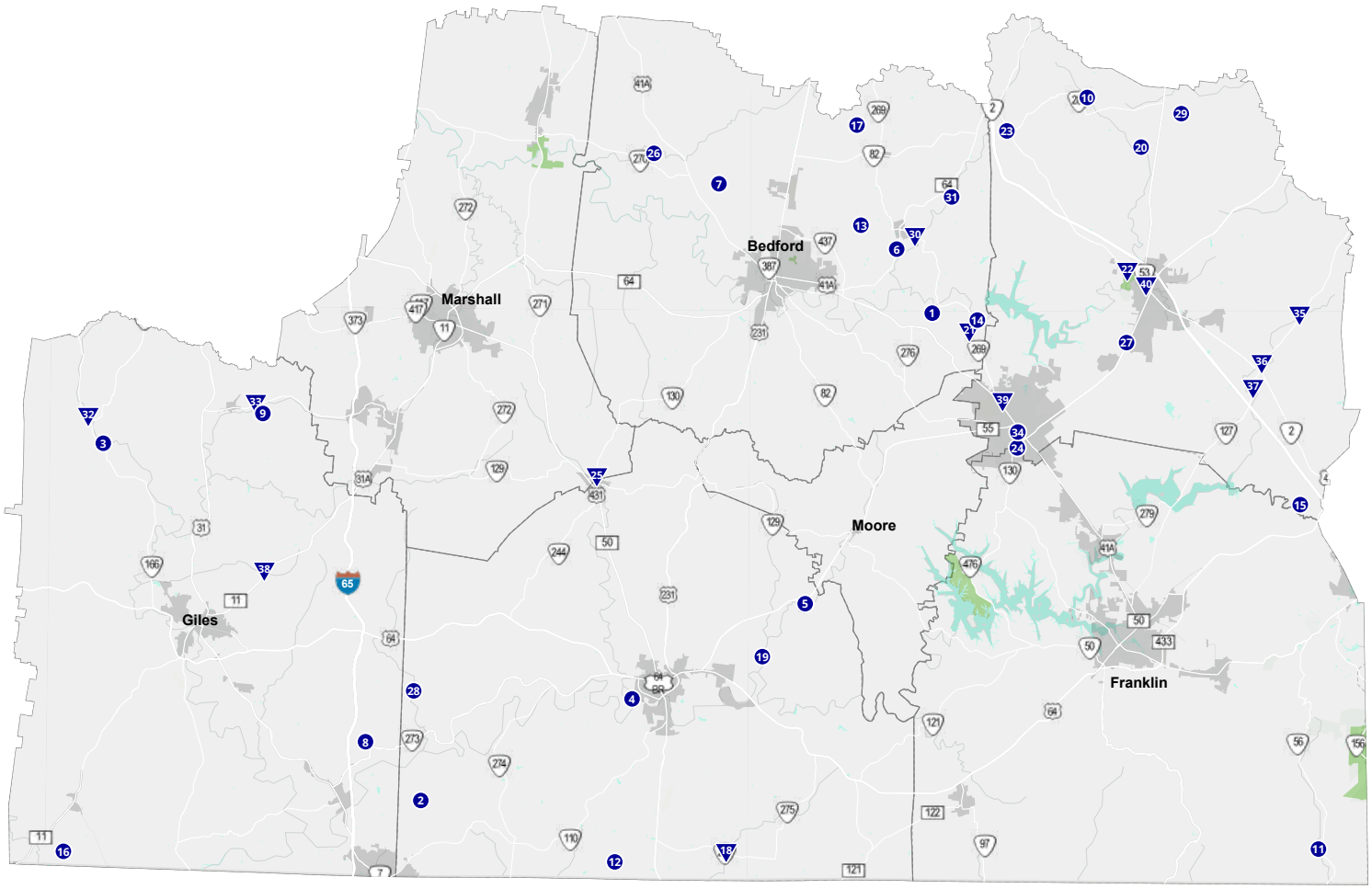
AIRPORTS IN SOUTH CENTRAL EAST



LEGEND

- Airports
- City boundary
- Interstates
- State route
- Parks
- Counties
- Waterways

DEFICIENT BRIDGES IN SOUTH CENTRAL EAST



0 5 10 20 Miles

LEGEND

- Locally owned
- State owned
- Interstates
- Parks
- City boundary
- State route
- Counties
- Waterways

STATE OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

Source: TDOT Tennessee Roadway Information Management System, 2021

LABEL	BRIDGE ID	COUNTY	ROUTE	FEATURE INTERSECTED	INSPECTION DATE	YEAR BUILT	SUFFICIENCY RATING
1	160B18800011	COFFEE	0B188	DUCK RIVER (OSFSP)	2020-04-16	1906	12.1
2	28S620000111	GILES	SR166	FACTORY CREEK	2020-01-09	1959	48.2
3	28SR12900051	GILES	SR129	TRIGG BRANCH	2020-01-06	1920	53.5
4	28SR01100131	GILES	SR011	PIGEON ROOST CREEK	2019-11-25	1938	28.9
5	16SR26900011	COFFEE	SR269	MARBURY DR (FAU 4329)	2019-11-19	1993	18.6
6	16S426000051	COFFEE	SR127	BRADLEY CREEK	2019-11-18	1940	23.1
7	16S426000011	COFFEE	SR127	BRADLEY CREEK	2019-11-18	1940	59.7
8	16SR12700031	COFFEE	SR127	BRADLEY CREEK	2019-11-18	1956	25.0
9	02E002900291	BEDFORD	SR269	GARRISON FORK CREEK	2018-10-24	1940	55.7
10	16SR00200151	COFFEE	SR002	CFW RAILROAD	2019-10-22	1928	50.8
11	02S428900031	BEDFORD	SR269	CARR BRANCH	2018-10-12	1941	61.2
12	59SR13000011	MARSHALL	SR130	CANE CREEK	2018-09-07	1954	43.1
13	52CULV110254	LINCOLN	SR275	OVERFLOW	2017-02-21	2013	64.0

LOCALLY OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

Source: TDOT Tennessee Roadway Information Management System, 2021

LABEL	BRIDGE ID	COUNTY	ROUTE	FEATURE INTERSECTED	INSPECTION DATE	YEAR BUILT	SUFFICIENCY RATING
1	280A11000011	GILES	0A110	ROBERTSON FORK BRANCH	2020-04-24	1950	46.2
2	160213500011	COFFEE	02135	BRANCH	2020-04-06	1963	49.1
3	160A44000011	COFFEE	0A440	PERRY CREEK	2020-04-06	1965	47.7
4	160A41900011	COFFEE	0A419	DUCK RIVER	2020-04-06	1950	33.7
5	280A17700011	GILES	0A177	INDIAN CREEK	2020-03-19	1948	74.0
6	280A38200011	GILES	0A382	HUSLEY CREEK	2020-03-06	1956	66.8
7	160A21200011	COFFEE	0A212	BETSY WILLIS CREEK	2020-02-27	1963	41.6
8	280A06800011	GILES	0A068	BIG CREEK	2020-02-21	1940	48.0
9	160A42400011	COFFEE	0A424	MCBRIDE BRANCH	2020-01-22	1925	49.2
10	160A55600011	COFFEE	0A903	NORTH FORK ROCK CREEK	2020-01-09	1972	37.2
11	160A04900011	COFFEE	0A049	NORTH FORK ROCK CREEK	2020-01-08	1970	42.4
12	160A03000091	COFFEE	0A030	WILEY CREEK	2020-01-07	1936	45.1
13	520568100011	LINCOLN	0A405	ELK RIVER	2019-09-17	1901	0.0
14	520A17600011	LINCOLN	0A001	EAST FORK MULBERRY CREEK	2019-09-09	1947	25.3
15	520A18700051	LINCOLN	0A187	MULBERRY CREEK	2019-09-04	1965	64.5
16	520A37300011	LINCOLN	0A373	LITTLE CANE CREEK	2019-08-08	1970	61.5
17	260A59100011	FRANKLIN	0A591	CROW CREEK	2019-08-05	1972	27.4
18	520A46300071	LINCOLN	0A463	KELLY CREEK	2019-07-26	1940	55.7
19	520197500031	LINCOLN	01975	LEATHERWOOD CREEK	2019-07-19	1960	72.8
20	020A39000011	BEDFORD	0A390	BELL BUCKLE CREEK	2019-02-13	1940	65.4
21	020A17000011	BEDFORD	0A170	STRAIGHT CREEK	2019-02-06	1940	47.8
22	020A66400011	BEDFORD	0A664	STOKES BRANCH	2019-02-01	1940	45.3
23	020A14200031	BEDFORD	0A468	PANNELL CREEK	2019-01-24	1960	19.8
24	020A23300011	BEDFORD	0A233	SHIPMAN CREEK	2019-01-16	1940	12.7
25	020A04800011	BEDFORD	0A048	NORTH FORK CREEK	2018-11-27	1983	61.9
26	020A12200011	BEDFORD	0A122	FALL CREEK	2018-11-26	1940	40.8
27	020A31000011	BEDFORD	0A310	NORMAN CREEK	2018-11-02	1940	20.3

ROADWAY ANALYSIS

Functional Classification

According to the Federal Highway Administration, "Roadways are assigned to one of several functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification, including access, mobility, efficiency of travel, collectors, access points, speed limit, route spacing, annual average daily traffic volumes, and vehicle miles of travel. All roadways are classified into three (3) main classification types: Arterials (Principle and Minor), Collectors (Major and Minor), and Local."

In Tennessee, there are over 28,862 miles of roads classified as interstate, arterial, or collector. Seventy-five percent (75%) of total roadway miles are in rural areas, while twenty-five percent (25%) are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics. One metric is vehicle miles traveled (VMT), which illustrates the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of lane use and transportation connection, emissions, and overall travel patterns within a region. On a most basic level, reviewing the number of Daily Vehicle Miles Traveled (DVMT) on each roadway by functional classification shows the amount of traffic on each type of facility.

The National Highway Functional Classification study was mandated by Congress in the 1968 Federal-Aid Highway Act. The study revealed that Federal-Aid highway system classification had become inconsistent with the function of roads and streets, so adjustments in this system were necessary. The federal aid Highway Act of 1973 required the use of an updated functional highway classification to modify the Federal-aid highway system by Jul 1, 1976.

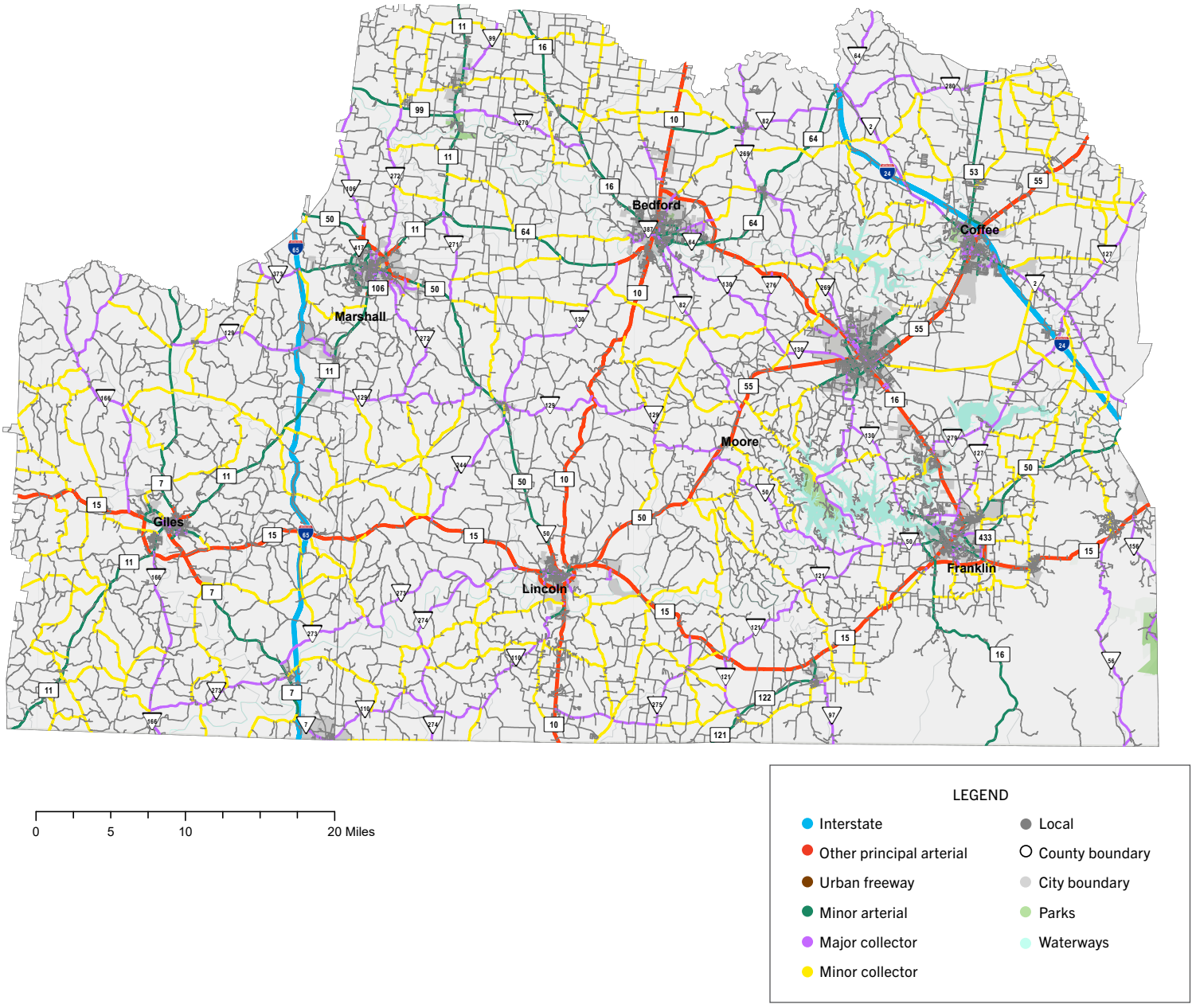
After the 1976 federally mandated functional classification of highways was completed, states had routinely updated the functional classification to meet the Federal-aid Highway Program's classification requirements. However, these adjustments resulted in the national functional classification of highways being no longer consistent among the states. Through legislation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the USDOT recommended that a reclassification study be completed prior to designation of the National Highway System to provide an interconnected system of principal arterial routes that serve major population centers, intermodal transportation facilities, and major travel destinations. In 1993, the functional reclassification was completed, and the National Highway System was established in November 1995. The Highway Functional Classification: Concepts, Criteria and Procedures, 2013 builds upon and updates the two most recent guidance documents circulated by FHWA, namely:

- Highway Functional Classification: Concepts, Criteria and Procedures (March 1989)
- Updated Guidance for the Functional Classification of Highways Memorandum (October 14, 2008)

In the review of the existing functional class of roadways for the South Central East RPO using the 2013 guidance document, it was determined that there may be opportunities for proposed changes to the functional classification of roadways therein, but there are no identified roadway segments at this time. These changes are occurrences where the current functional class of a roadways does not meet the FHWA guidelines for a valid network. Any changes of this kind in the South Central East RPO would be largely due to the following:

1. New Urban Boundary Guidance: The 2013 guidance states that the functional class or a route should not change at the boundary or urban and rural areas, but instead at a logical termini such as an interstate. TDOT is currently working with local planning partners in the South Central East RPO to ensure that functional class changes are due to an actual change in function instead of at an urban boundary.
2. Change in AADT: Recommendations to upgrade or downgrade the functional classification of an existing roadway may occur if there is a change in the Annual Average Daily Traffic (AADT). A change in traffic volume may occur due to land use changes, traffic controls, or roadway construction. Traffic volume is considered with the purpose of the road to determine the functional classification.

FUNCTIONAL CLASS IN SOUTH CENTRAL EAST



3. Improved System Connectivity: The functional class of a route may change in order to improve connectivity of the roadway system. For example, adding newly constructed or extended roadways to the network can affect the classification of connecting or nearby roadways. A change in the access and/or mobility function of a road can lead to a change in the functional classification.

4. Local Jurisdictional Request: City and counties may initiate requests to change the functional classification of roadways under their jurisdiction due to changes in transportation network and / or land use patterns. TDOT works collaboratively with local planning partners to assess whether roadways are properly classified and to accurately document any changes.

TRAFFIC VOLUMES

Traffic Volume Analysis

The planning area contains many arterial roadways, as well as a small portion of Interstates 24 and 65. As population and the presence of industry increase and decrease, the amount of traffic on these roads is expected to reflect these changes. This section of the plan focuses on the analysis of traffic volumes in the South Central East RPO. The datasets referred to in this section include 1999, 2004, 2009 and 2019 Annual Average Daily Traffic (AADT), and percent changes between those years. The data and information shared in this portion of the plan were provided by TDOT's Enhanced Tennessee Roadway Information Management System (E-Trims) provided the data and information shared in this portion of the plan. The traffic volumes are also analyzed in conjunction with 2010 Census data (U.S. Census Bureau). The AADT maps on the following pages indicate locations of the traffic count stations in each county, as well as the percent change of traffic volumes. Due to the variations of traffic percentages within each county, the scale provided in the legend for each individual map is different; however, the color symbology has the same meaning from map to map. Blue represents a significant decrease, yellow represents a moderate increase or decrease, and red represents a significant increase. Within the RPO, it should be noted that areas with substantial increases in traffic volumes should be closely monitored for potential current and future capacity issues.

In the following sections, AADT percentage changes from 2009 to 2019 are analyzed. Mentioned are roads with the largest traffic increases and decreases in each county. The counties in the South Central East RPO mostly had traffic increases on state routes. Most traffic decreases occurred on minor functional classified roads such as collectors.

Bedford County

The majority of roads in Bedford County experienced traffic increases between 2009 and 2019.

Segments of US-Hwy 231 (SR 10) experienced a 33.0 and 45.9 percent increase in traffic near the Rutherford County line. SR 269 (Liberty Pike) experienced a 56.0 percent increase. Two segments of Cortner Rd. (SR 269) had 40 percent traffic increases to about 1,550 AADT.

State Hwy. 82 (SR 82) near the Moore County line had a 57.2 percent increase. Another section of southeast of Shelbyville (Kingree Rd.) had a 33.3 percent increase, and a section north of Lynchburg had a 63.3 percent increase. Wartrace Pike (SR 64) in Shelbyville had a 25.9 percent increase in traffic and another section west of Beech Grove had a 38.5 percent increase from 2009 to 2019.

Despite SR 10 having mostly traffic increases between 2009 and 2019, one segment of Cannon Blvd. (SR 10) in Shelbyville had a 39.2 percent decrease from 5,941 AADT in 2009 to 3,610 AADT in 2019. Segments of Bell Buckle-Wartrace Rd. (SR 269) had traffic decreases of 28.1 and 25.3 percent.

Coffee County

Coffee County had mostly traffic increases and only few traffic decreases from 2009 to 2019.

Hillsboro Hwy. (SR 53) in North Manchester had a 34.7 percent traffic increase from 8,050 AADT to 10,850 AADT. State Route 127 had sections near the Warren County line that experienced traffic increases of 21.6 percent, other segments like Noah Rd. (SR 127) had a 24.3 percent traffic increase, and Murfreesboro Hwy. (SR-127) had a 23.7 percent increase. State Route 2 near Bedford County line had a 26.2 percent increase, and south of Beech Grove had a 61.6 percent increase. South Spring St. (SR 64) west of Beech Grove had a 38.5 percent increase and N. Jackson St. had a 28.4 percent increase. Oakdale St. and E. Fort St. (SR 55) northeast of Manchester had a 29.3 to 39.7 percent traffic increase. Northeast Atlantic St. (SR 280) near the Cannon County line had a 27.4 percent traffic increase. State Route 269 south of Normandy had a 40.4 percent traffic increase. Woodbury Hwy. (SR 50) near Grundy County line had a 41.3 percent traffic increase from 4,465 AADT to 6,310 AADT.

Coffee County has very few traffic decreases, with only Lincoln St. (01030) having an 18.3 percent traffic decrease and E. Monroe St. (SR 130) having a 20.3 percent traffic decrease.

Franklin County

Most state roads in Franklin County experienced traffic increases.

State Route 16 in Winchester had a 69.2 percent traffic increase from 1,862 to 3,150 AADT. Segments of Bible Crossing Rd. (SR 50) near Grundy County line had a 39.8 and 41.3 percent traffic increase, and another segment (Beech Hill Rd.) had a 34.2



percent traffic increase. All of SR 433 in Franklin County has experienced traffic increases of between 24.4 and 57.5 percent.

State Route 15 in Winchester has two segments that had a 30.9 and 45.6 percent traffic increase. Traffic decreases occurred on mostly low-volume collector roads. There are a few traffic decreases on higher volume roads such as SR 16 in Winchester which experienced a 21.9 percent traffic decrease. Veterans Memorial Dr. (SR 97) had traffic decreases between 23.5 and 31.1 percent. Georgia Crossing Rd. (Route 05961) in Winchester had a large traffic decrease of 39.7 percent.

Giles County

Giles County roads mostly had traffic increases between 2009 and 2019.

Prospect Rd. (SR 7) northwest of Elkton had a 40.4 percent traffic increase, and Salem Rd. west of I-65 a 31.1 percent increase. US-Hwy. 129 (SR 273) near SR-7 and southwest of I-65 had a large traffic increase of 76.9 percent from 808 to 1,430 AADT. State Route 15 near Lincoln County line experienced 39.7 to 41.8 percent traffic increases, south of Pulaski a 22.9 and 27.1 percent increase, and near Giles County line a 40.4 percent increase. Rocky Rd. (Route 03177) in Pulaski had a 24.6 percent increase.

There have been no large traffic decreases between 2009 and 2019 on state routes. Some examples of traffic decreases were on Flower St. (Route 04502) in Pulaski (30.46 percent traffic decrease), Campbellsville Hill Rd. (Route 03174) in Pulaski (55.7 percent traffic decrease), Washington St. (Route 03180) in Pulaski had a 16.0 percent traffic decrease.

Lincoln County

A very large traffic increase of 124.5 percent occurred on Lewisburg Hwy. (Route 05300) south of SR 15 where traffic increased from 864 AADT in 2009 to 1,940 AADT in 2019. Old Elkton Pike. (SR 110) in Fayetteville had a 19.8 percent traffic increase to 5,240 in 2019. Smith Rd. (SR 275) in Flintville had a 25.5 percent increase. Champ Rd. (SR 50) north of Fayetteville had a 25.2 percent increase. Winchester Hwy. (SR 10) experienced mostly modest traffic increases with one segment in Fayetteville increasing 19.4 percent. Flintville Rd. (SR 15) near the Franklin County line had a 41.0 percent increase, and another segment in Fayetteville (Hedgemont Rd.) had a 25.7 percent increase. Molino Rd. (SR 121) near the Franklin County line and Alabama state line had traffic increase of 30.2 and 31.8 percent.

Most large traffic decreases occurred in minor low-volume roads. Huntsville Hwy. (SR 122) near the Lincoln County line decreased 35.2 percent from 1,837 to 1,190 AADT. State Route 273 in west of Fayetteville had a 25.3 percent traffic decrease.

Marshall County

Most roads in Marshall County experienced traffic increases.

Old Hwy. 99 (SR 270) southeast of Chapel Hill has a 36.8 percent increase in traffic. Verona-Caney Rd. (SR 373) in West Lewisburg had a 42.2 percent traffic increase and Liberty Valley Rd. near the Maury County line had a 23.7 percent increase. Mt. Lebanon Rd. (SR 271) near Bedford County line had a 35.2 percent traffic increase. A segment of SR 99 northeast of Chapel Hill had a 23.3 percent increase, Springplace Rd. (SR 99) near Henry Horton State Park had a 27.4 percent increase, and Cornersville Hwy. (SR 99) near Maury County line had a 39.8 percent increase. East Church St. (SR 11) north of Chapel Hill had a 32.9 percent traffic increase. 8th Ave. S. (SR 106) northeast of Lewisburg had a 21.2 percent traffic increase from 16,010 to 19,400 AADT, and Nashville Hwy. (SR 106) south of Pottsville had a 44.0 percent traffic increase from 1,680 to 2,420 AADT.

There are only few traffic decreases in Marshall County. South Ellington Pkwy. (Route 03453) in Lewisburg had a 37.8 percent traffic decrease. Cornersville Hwy. (SR 11) had a 19.1 percent traffic decrease from 6,141 AADT in 2009 to 4,970 AADT in 2019. Belfast St. (Route 03452) in Lewisburg had a 46.9 percent decrease from 2,224 AADT to 1,180 AADT.

Moore County

The vast majority of state roads in Moore County had traffic increases between 2009 and 2019.

Chestnut Ridge Rd. (SR 55) southwest of Lynchburg had a 20.1 percent traffic increase, Lois Ridge Rd. (SR 50) near the Lincoln County line had a 63.0 percent traffic increase, and Metro 41A Hwy. (SR 82) north of Lynchburg had a 63.3 percent traffic increase. Fayetteville Hwy. (Route 01030) northeast of Lynchburg had a 57.5 percent traffic increase.

Lynchburg Hwy. (SR 55) near Coffee County line had a 14.2 percent traffic decrease from 6,536 AADT to 5,610 AADT. Old Shelbyville Hwy. (SR 130) near the Coffee County line had a 20.3 percent traffic decrease.



AVERAGE OF SINGLE-UNIT AND MULTI-UNIT TRUCK SHARES PER FUNCTIONAL CLASS

Source: TN Dept. of Transportation Road Inventory Office; TN Times, 2021

RURAL SYSTEM

TYPE	INTERSTATE	FREEWAY	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR
Single Unit	3.3%	n/a	2.8%	2.4%	2.3%	1.8%
Multi Unit	29.3%	n/a	8.1%	5.8%	2.3%	1.1%

URBAN SYSTEM

TYPE	INTERSTATE	FREEWAY	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR
Single Unit	n/a	n/a	3.0%	1.9%	1.9%	1.0%
Multi Unit	n/a	n/a	6.8%	3.1%	2.3%	1.0%

SOUTH CENTRAL EAST RPO FUNCTIONAL CLASSIFICATION

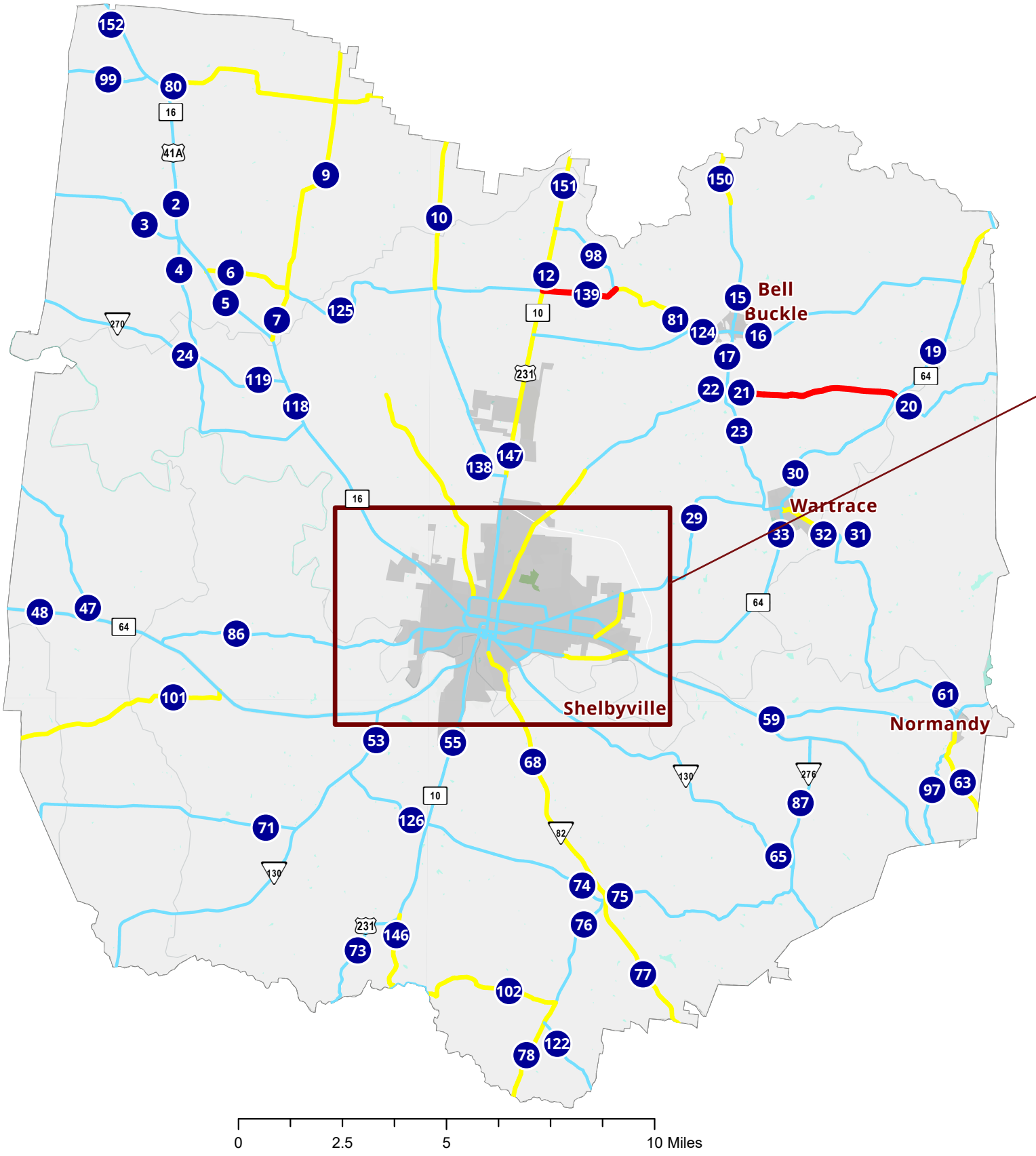
Source: TRIMS Road Segment layer, 2021

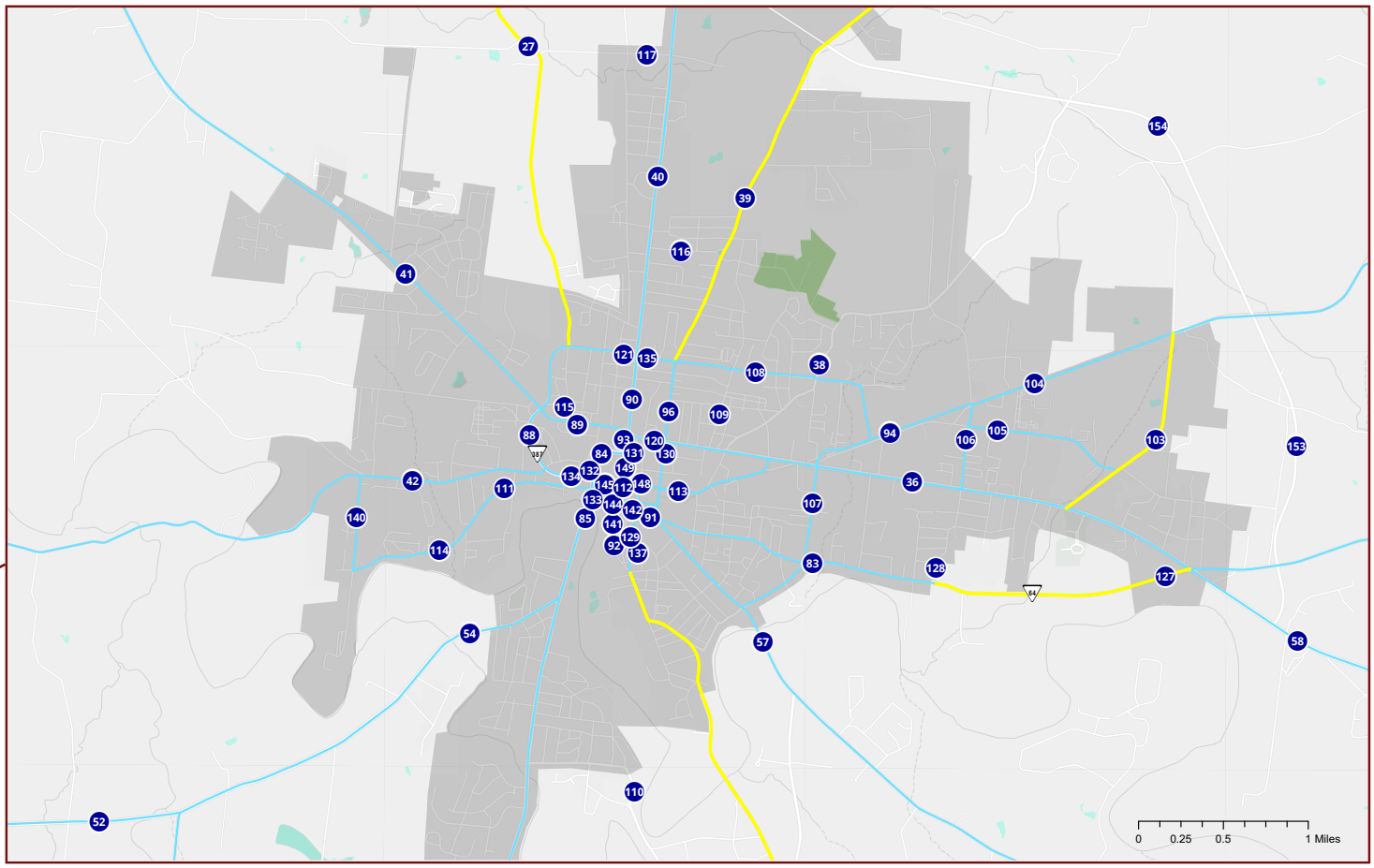
FUNCTIONAL CLASS	ROADWAY LENGTH (MILES)	DVMT
Interstate	65.81	2,218,915
Principal Arterial	247.80	2,169,756
Minor Arterial	309.86	1,526,307
Major Collector	535.83	971,527
Minor Collector	842.90	621,594
Local	4,383.93	1,048,847
Total	6,386.13	8,556,945



2009 - 2019 BEDFORD COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021





LEGEND

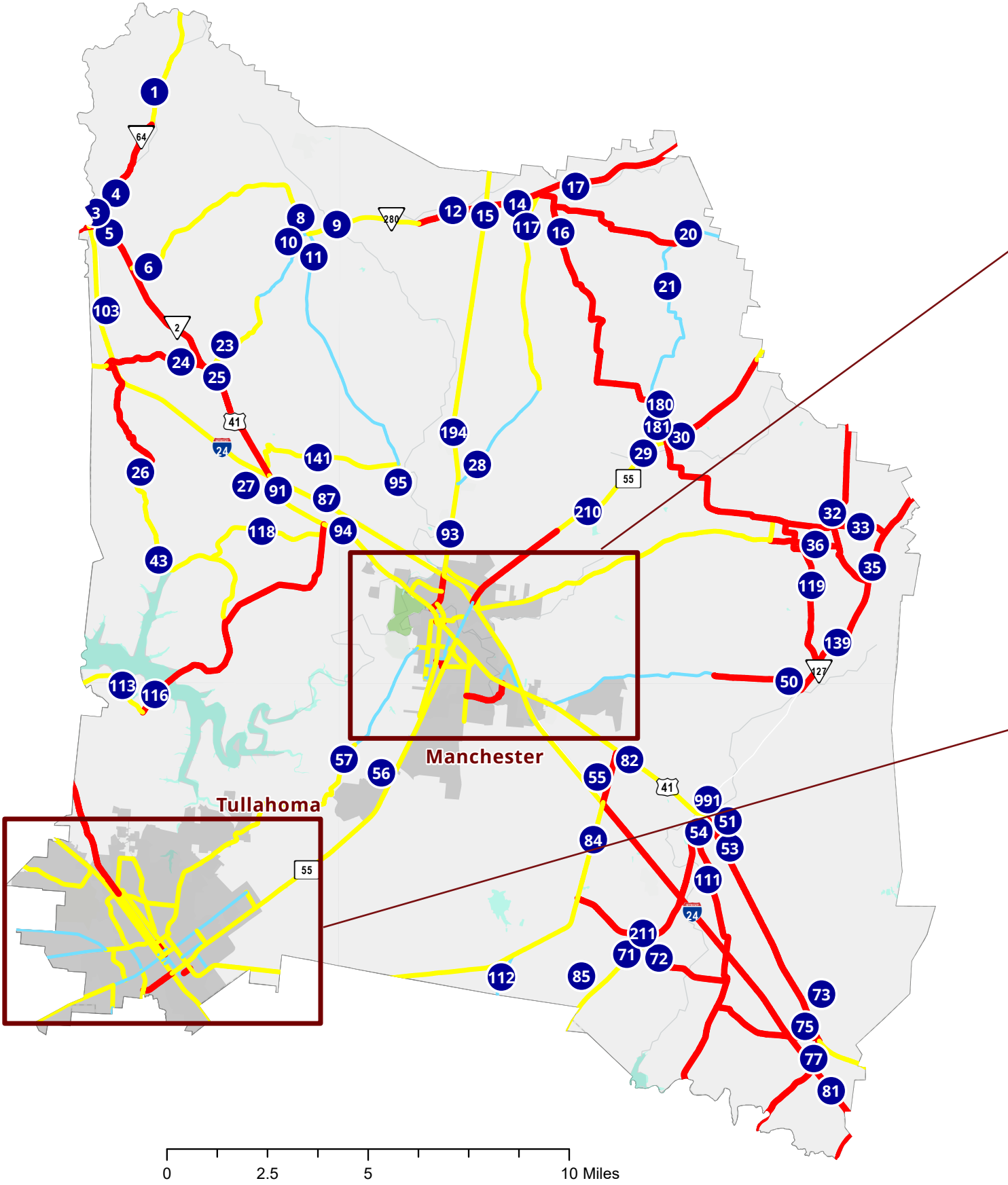
Percent change

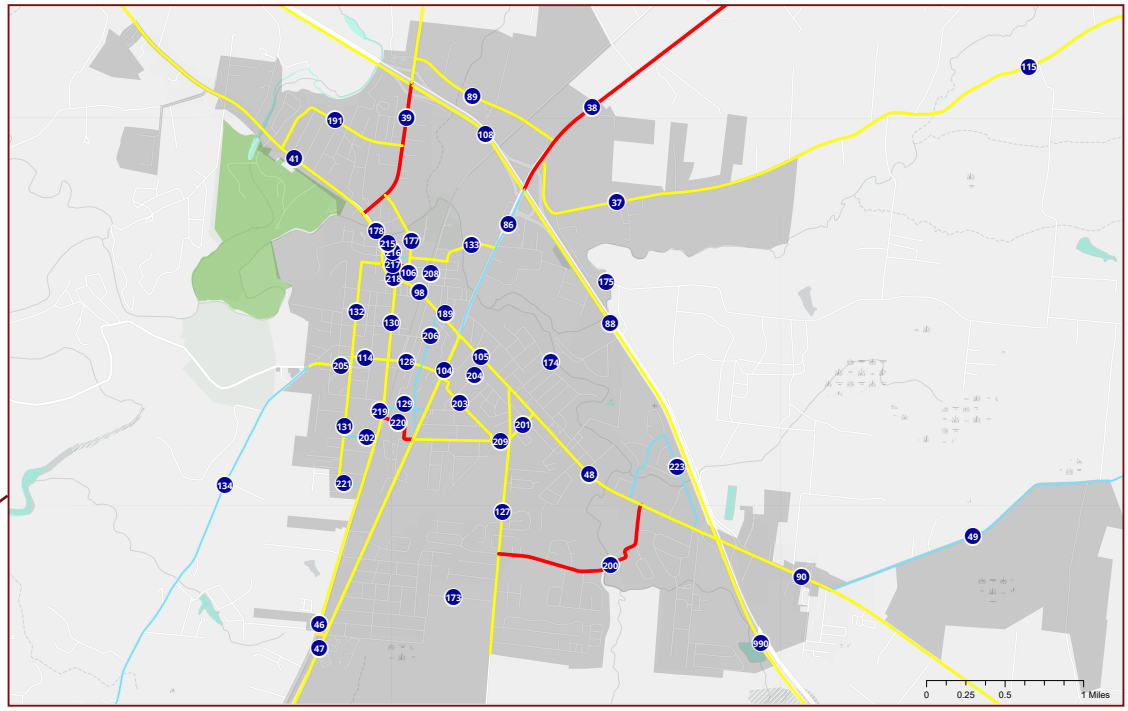
- -44.915 - 19.772
- 19.772 - 89.349
- 89.349 - 228.571

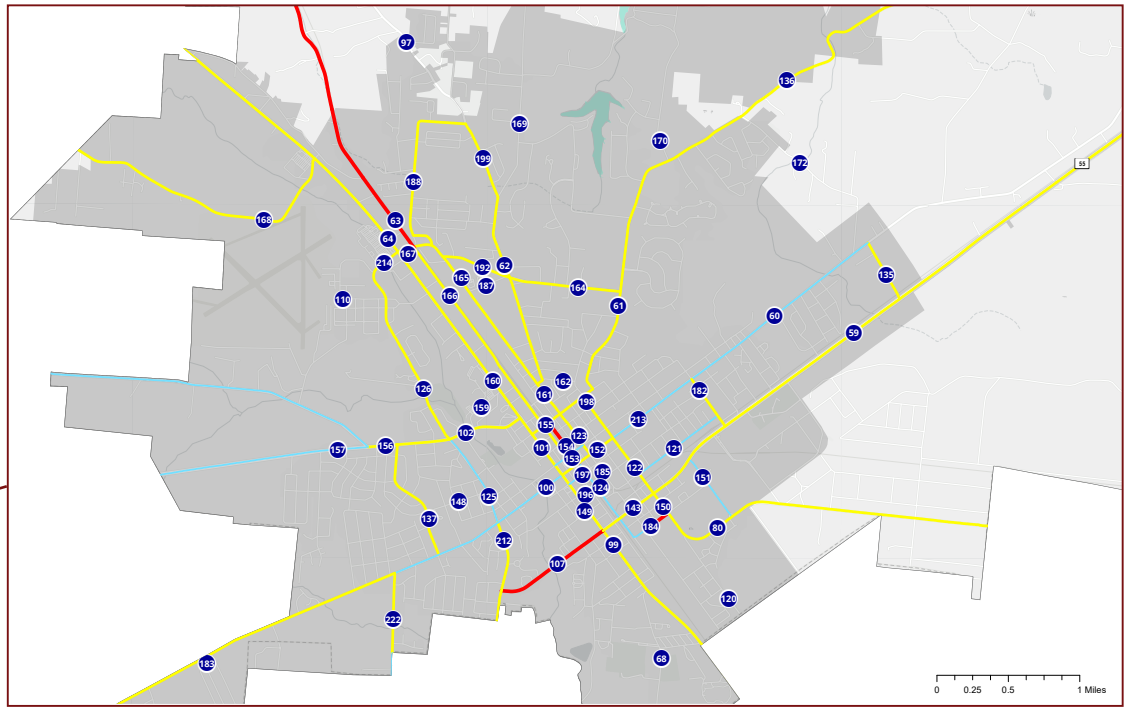
- City boundary
- Parks
- Waterways
- County boundary
- State route
- Interstates
- Traffic stations

2009 - 2019 COFFEE COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021







LEGEND

Percent change

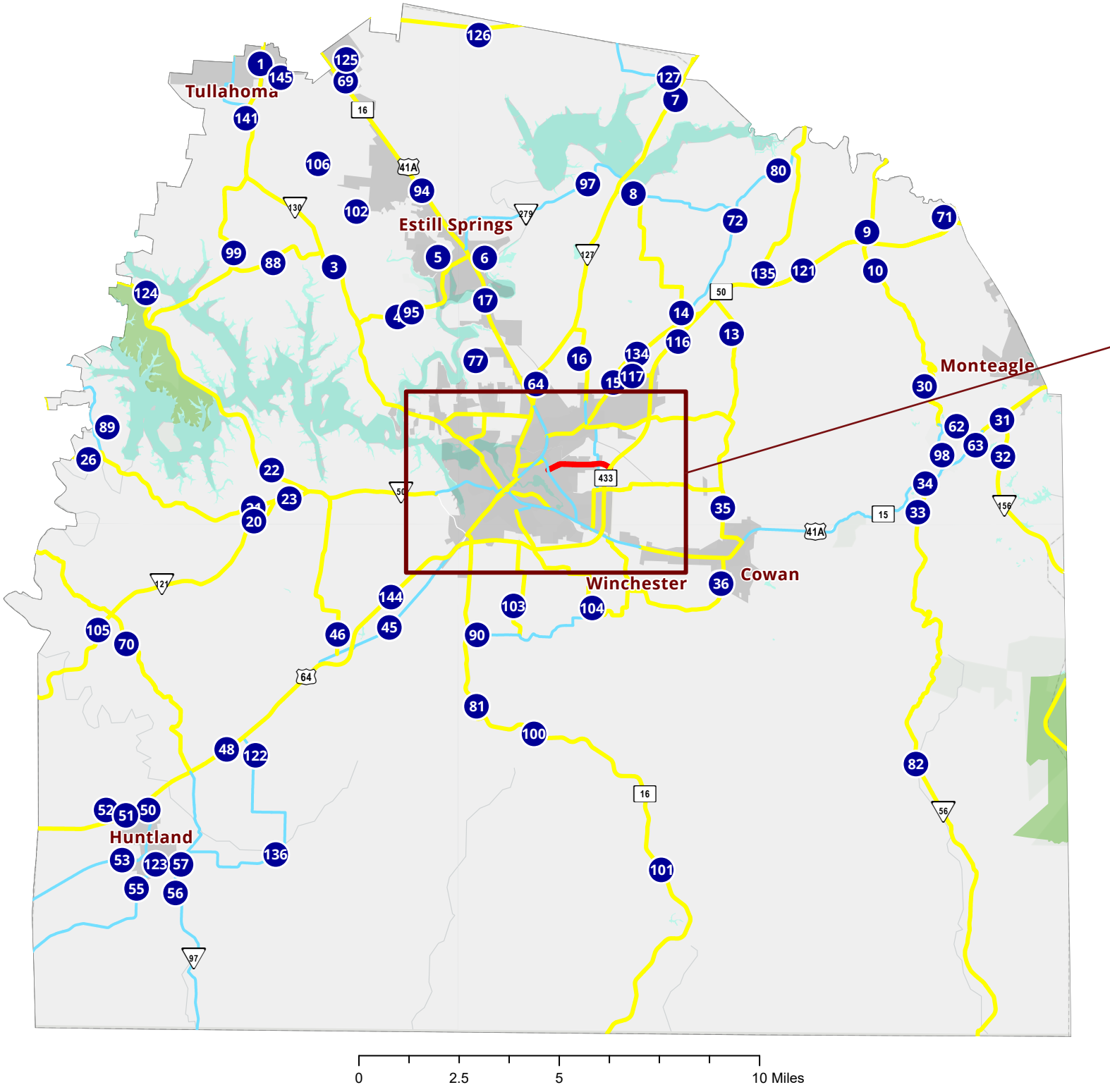
- -69.697 - -5.757
- -5.757 - 20.000
- 20.000 - 65.680

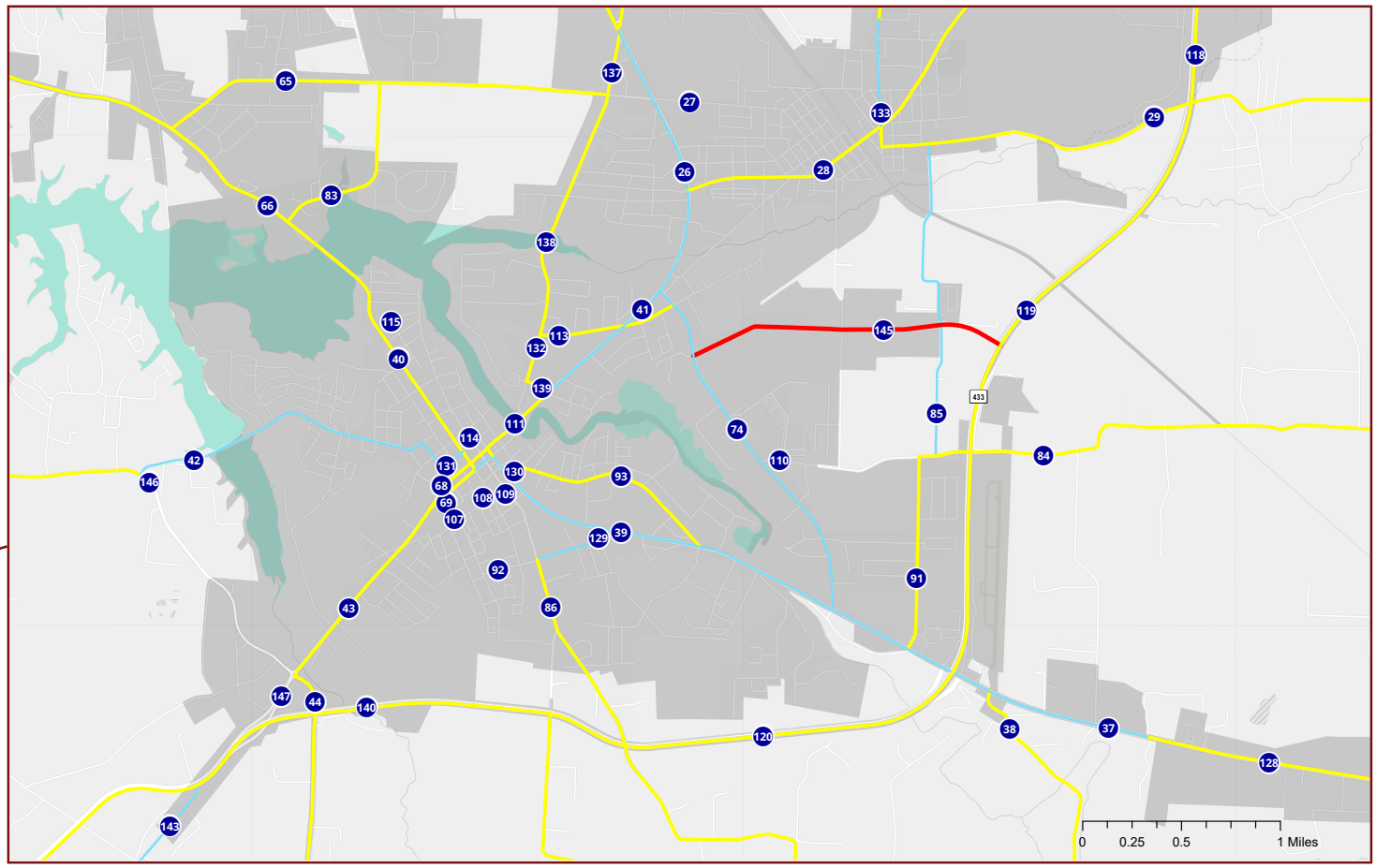
- City boundary
- Parks
- Waterways
- County boundary

- State route
- Interstates
- Traffic stations

2009 - 2019 FRANKLIN COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021





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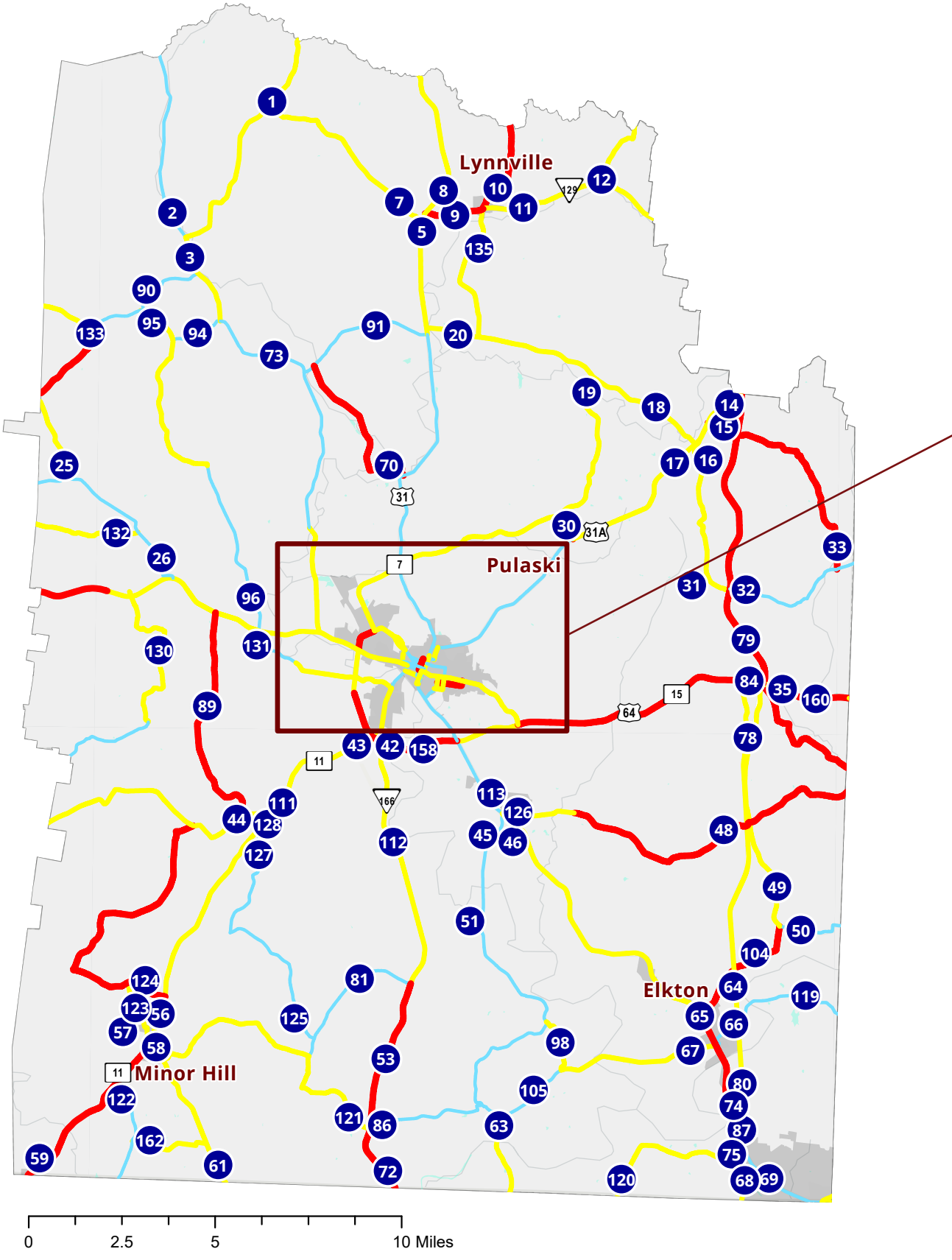
Percent change

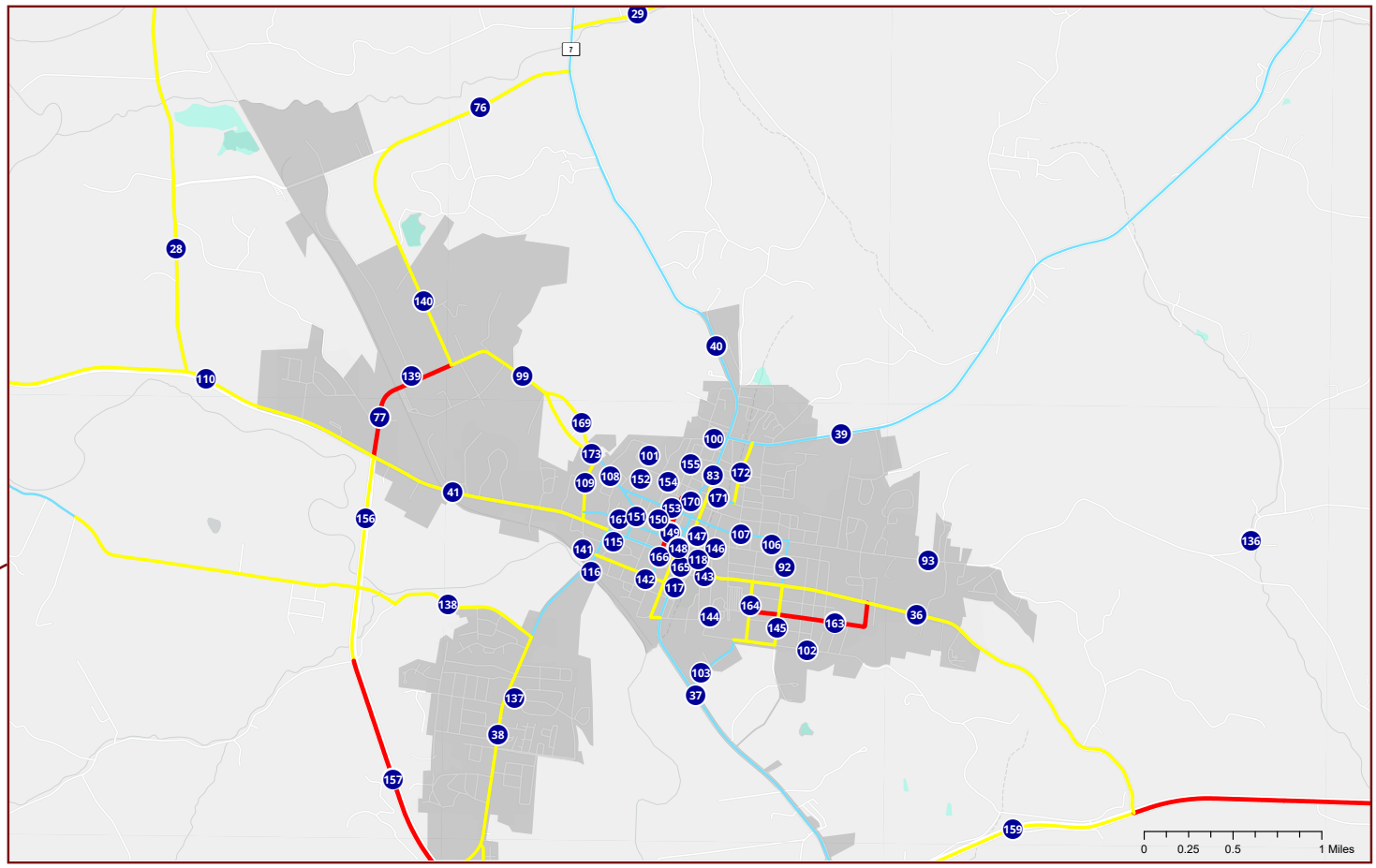
- -93.294 - -3.529
- -3.529 - 89.103
- 89.103 - 347.692

- City boundary
- Parks
- Waterways
- County boundary
- State route
- Interstates
- Traffic stations

2009 - 2019 GILES COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021





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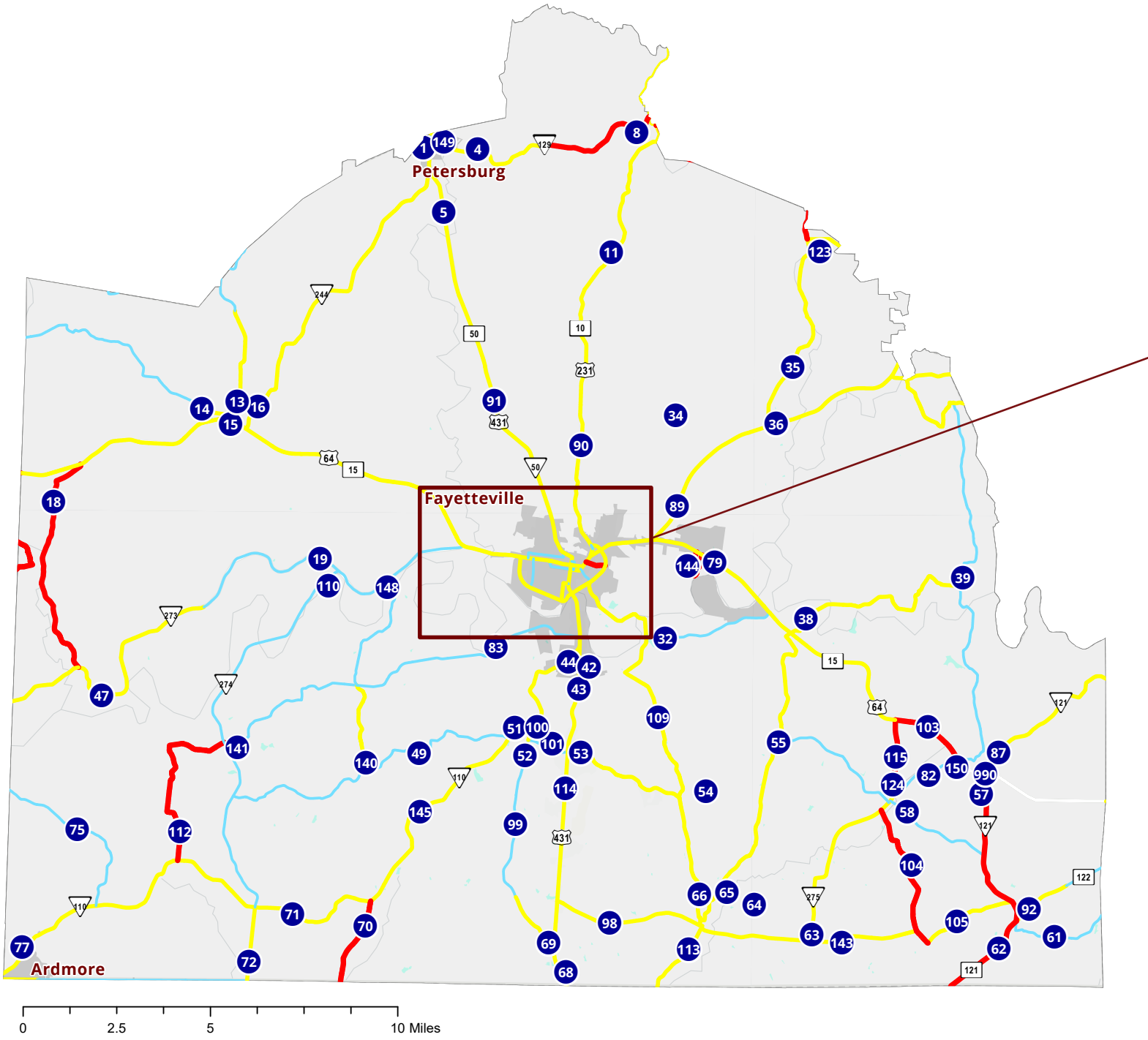
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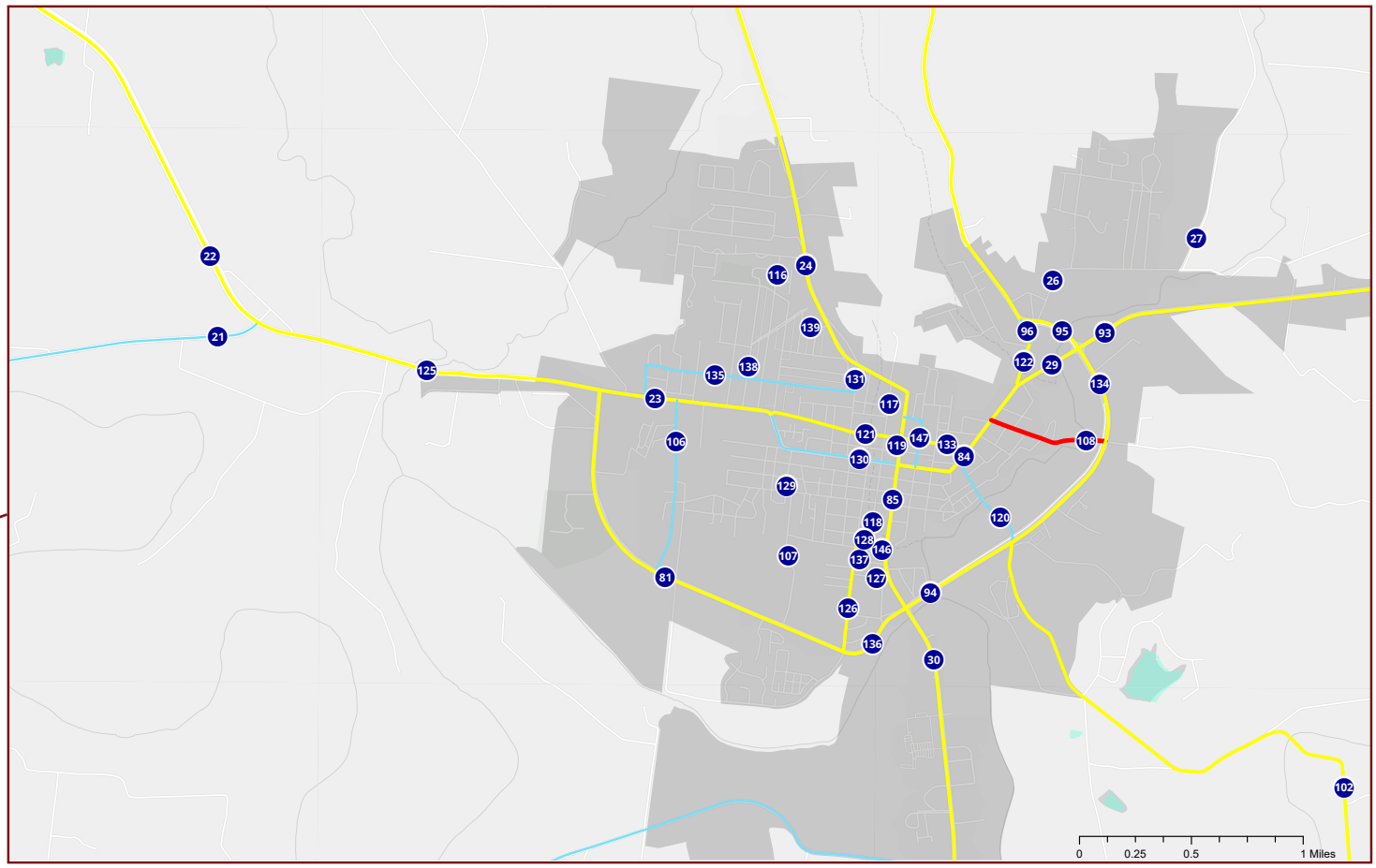
- -58.594 - -1.053
- -1.053 - 22.949
- 22.949 - 76,980

- City boundary
- Parks
- Waterways
- County boundary
- State route
- Interstates
- Traffic stations

2009 - 2019 LINCOLN COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021





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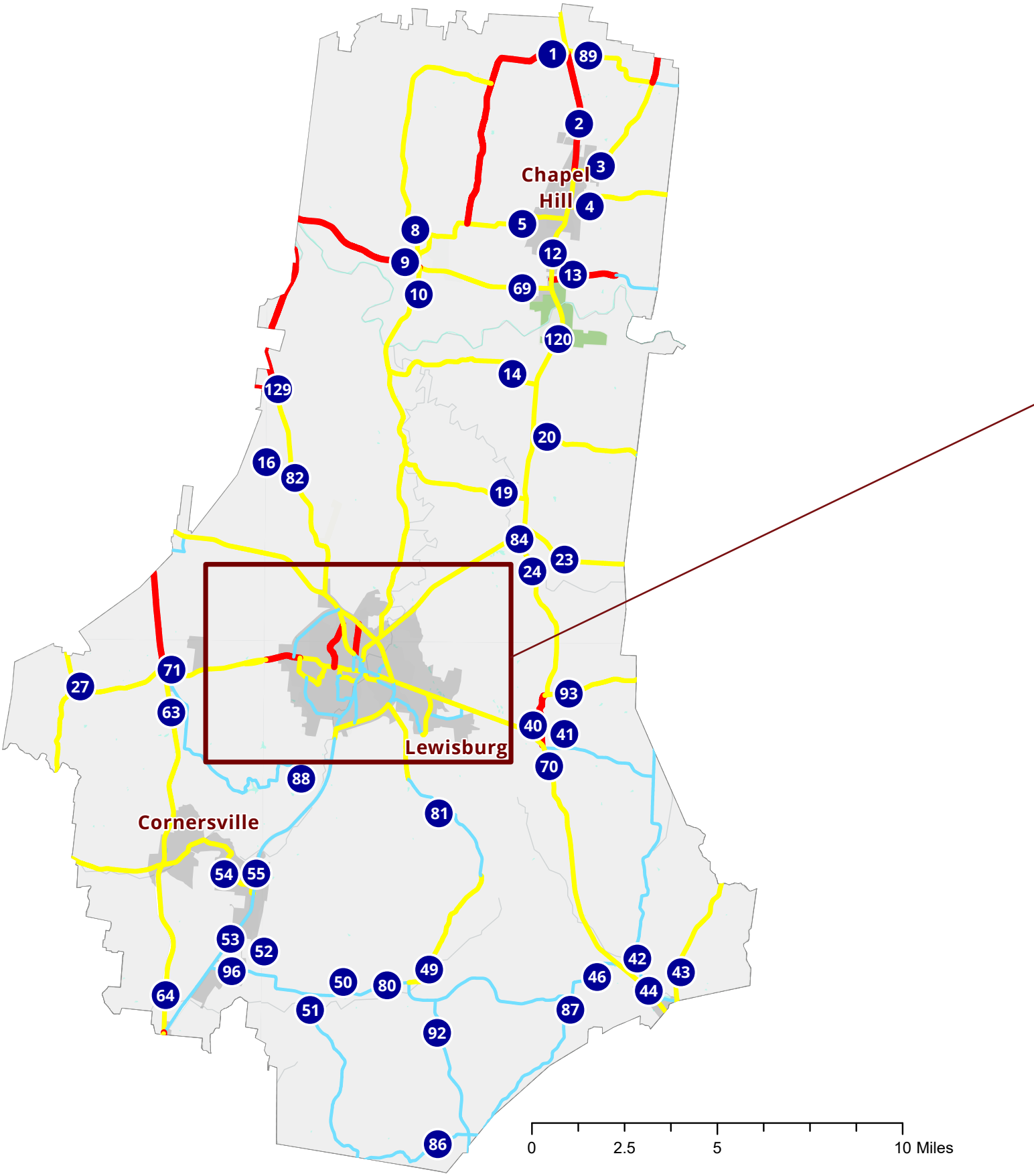
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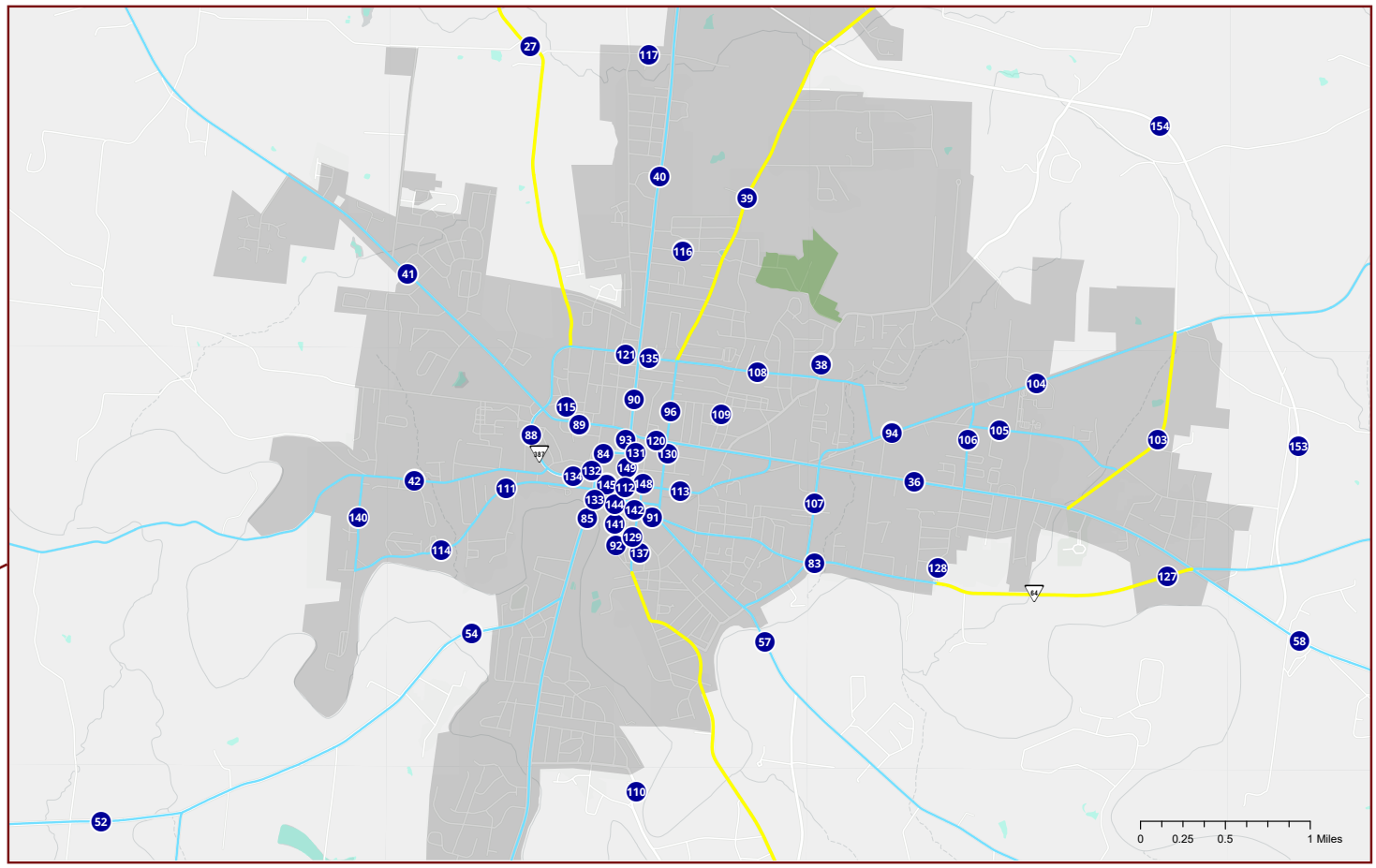
- -60.218 - -8.709
- -8.709 0 25.772
- 25.772 - 124.537

- City boundary
- Parks
- Waterways
- County boundary
- State route
- Interstates
- Traffic stations

2009 - 2019 MARSHALL COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021





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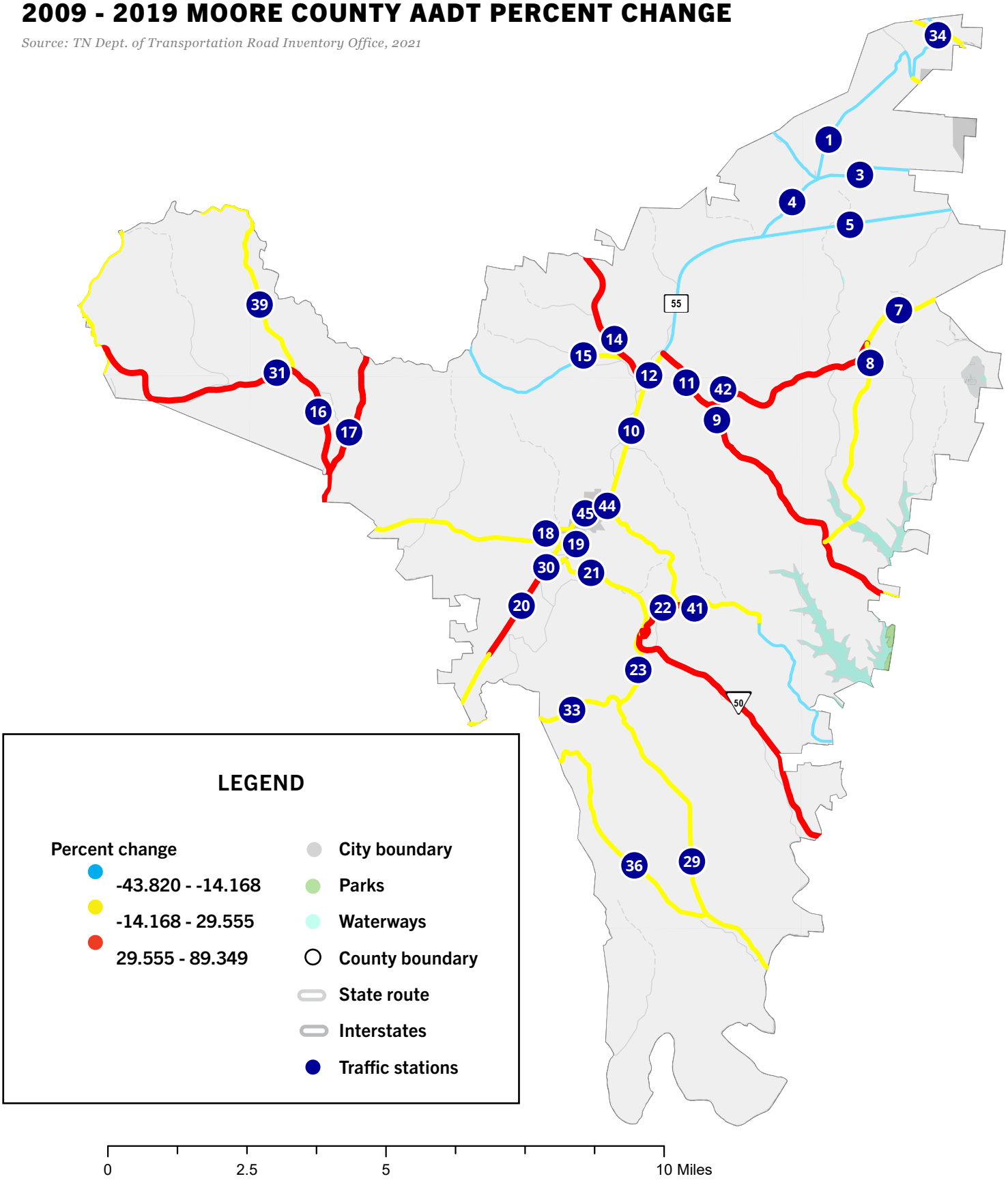
Percent change

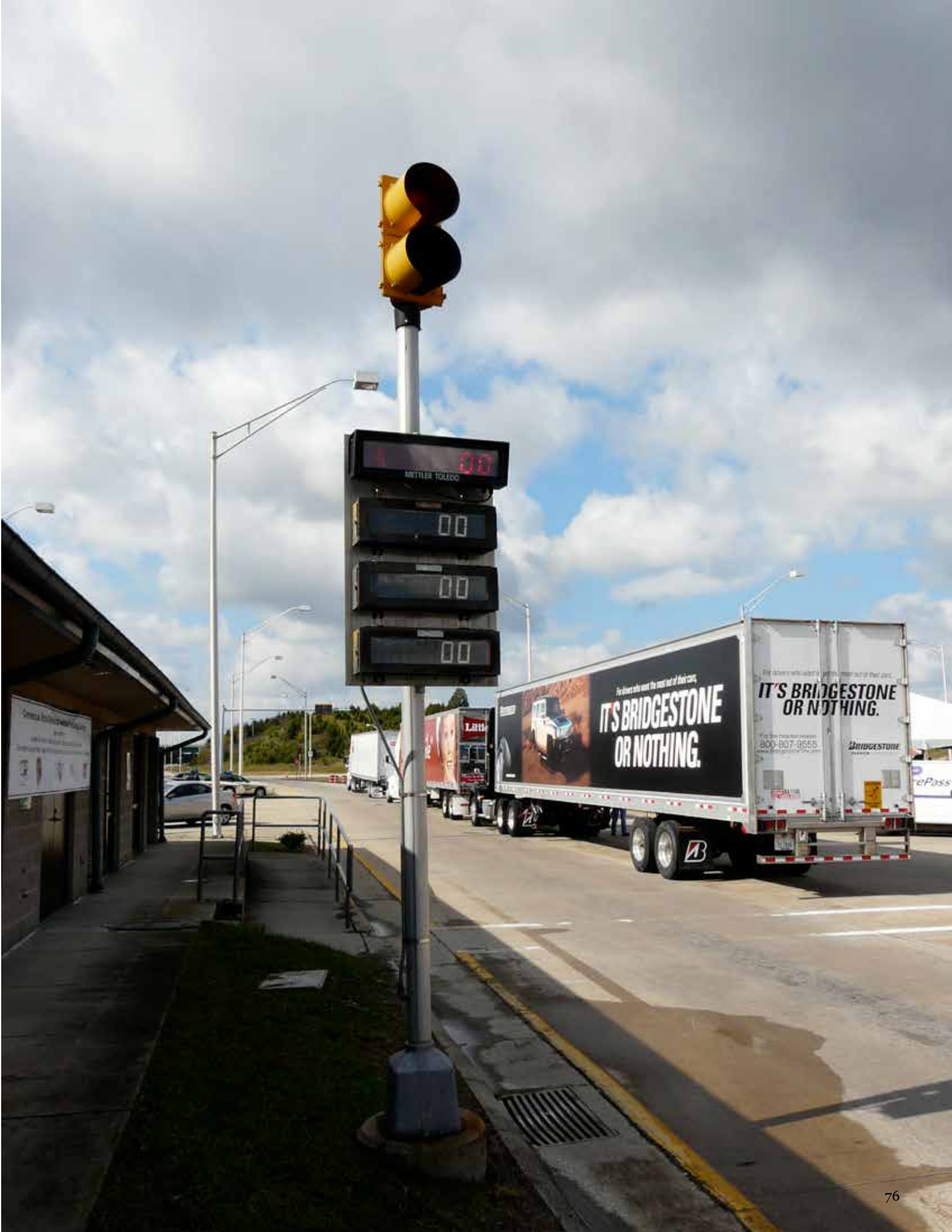
- -46.988 - -2.703
- -2.703 - 27.386
- 27.386 - 72.131

- City boundary
- Parks
- Waterways
- County boundary
- State route
- Interstates
- Traffic stations

2009 - 2019 MOORE COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021




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VOLUME / CAPACITY RATIO

The Volume/Capacity (V/C) Ratio data is derived from TDOT's Statewide Travel Demand Model. FHWA defines capacity as "the maximum rate at which vehicles can pass through a given point in an hour under prevailing roadway conditions." Roadway conditions may include the following: number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is defined as the proportion of the facility's capacity being utilized by current or projected traffic volumes. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with roadway supply (carrying capacity)).

V/C Ratio is categorized by colors and measurements on the map. These measurements range from 0 to 1.00. Any value above 0.50 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that there are more vehicles on the road than the road was designed to accommodate, often resulting in congested conditions. The analysis uses AADT from 2010, in addition to those forecasted for 2040. The 2040 forecast considers programmed projects by TDOT, as well as demographic and land use projections.

In the South Central East RPO are hardly any capacity concerns based on 2010 data. Only a few road segments in Coffee County and Giles County have V/C ratio levels around 0.50. In the 2040 forecast however, are more road segments above the 0.50 V/C ratio threshold. The following data do not include capacity issues at certain peak times during the day, such as during school drop-offs and pick-ups. The v/c ratio data shows capacity on the average during the year. There are certain times during the day or the at certain events that congestion issues arise at various locations.

Bedford County

In 2010, there were just 0.2 miles on N. Main St. (SR 10) in downtown Shelbyville that had a V/C ratio between 0.4 and 0.59. About six miles of roadway are forecasted to have a V/C ratio between 0.40 and 0.59 in 2040. Several segments of N. Main St. (SR 82, SR 10) in Bedford County will have forecasted V/C ratio levels between 0.50 and 0.65. A section of Madison St. (SR 16) is close to the 0.50 V/C ratio level.

Coffee County

In 2010 there were a few segments on Hillsboro Hwy. (SR 53) that had a V/C ratio between 0.47 and 0.57. In 2040, almost 70 miles of roadways in Coffee County are forecasted to have a V/C ratio of between 0.40 and 0.59. Only 0.16 miles of roadway will have a V/C ratio between 0.60 and 0.79. A few segments of Cedar Ln. (Route 03434) will have V/C ratio levels between 0.50 and 0.62. A section of W. Lincoln St. (Route 01030) will almost have the 0.50 level in 2040. A section of S. Anderson St. (Route 03431, 00918) is forecasted to have a V/C ratio level of 0.54. Most of Hillsboro Hwy. (SR 53) has V/C ratio levels between 0.53 and 0.66.

Franklin County

There were no capacity issues in 2010. There are no significant capacity issues forecasted for 2040 in Franklin County. 2.7 miles of roadway are forecasted to have a V/C ratio between 0.40 and 0.59.

Giles County

In 2010, a section of W. College St. (SR 11) in Giles County nearly reached a V/C ratio of 0.5 with 0.49. In the 2040 forecast, 1.2 miles of roadway in Giles County will have a V/C ratio level between 0.40 and 0.59. W. College St. will have a few road segments (SR 11, Route 05312) with V/C ratio levels above 0.5.

Lincoln County

In 2010, 0.79 miles of roadway had a V/C ratio between 0.40 and 0.59. In 2040, Huntsville Hwy. (SR 10) in Lincoln County has several segments that will have a V/C ratio between 0.50 and 0.53. A very small section of Huntsville Hwy. (SR 10), 0.14 miles, will have a V/C ratio level between 0.60 and 0.79.

Marshall County

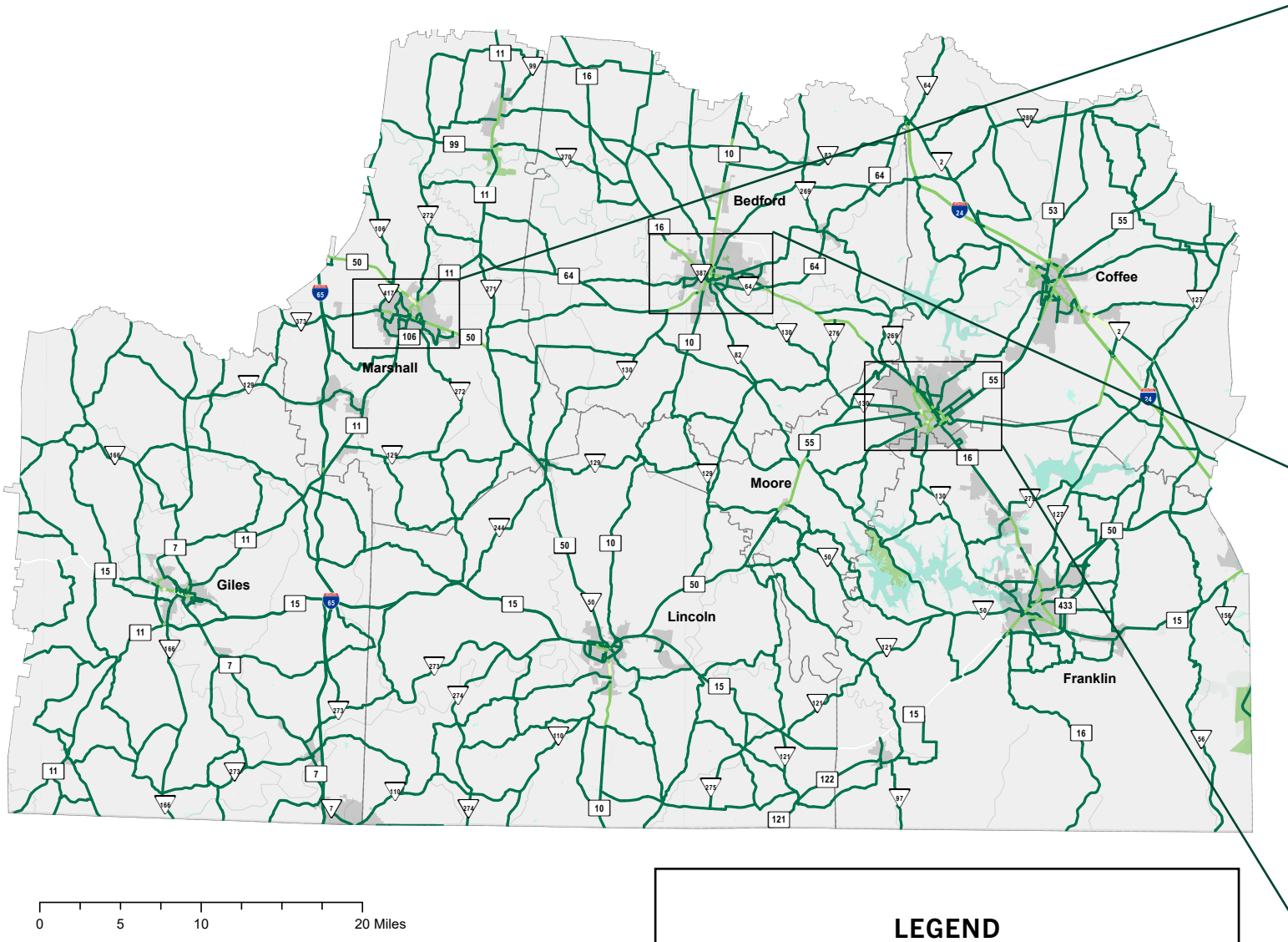
In 2010, 0.75 miles of roadway had a V/C ratio between 0.40 and 0.79. In 2040, N. Ellington Pkwy. (SR 50) will have some segments with a V/C ratio of 0.51, 0.52 and 0.62. Nashville Hwy. (SR 106) will have a segment with a V/C ratio of 0.52 in 2040.

Moore County

There were no capacity issues in 2010 and none forecasted for 2040 in Moore County. Any V/C ratio levels in 2010 and 2040 are below 0.40.



V/C RATIO 2010 IN SOUTH CENTRAL EAST

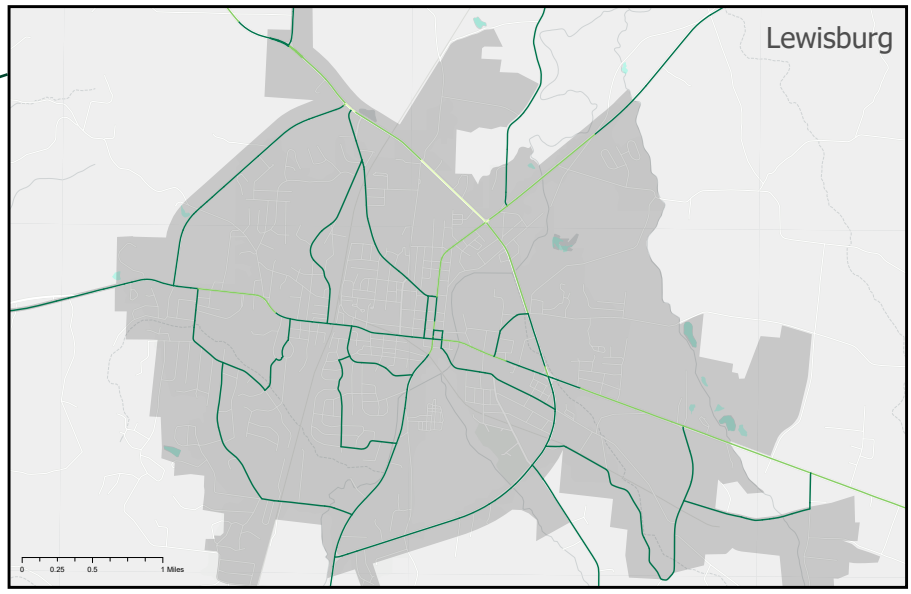


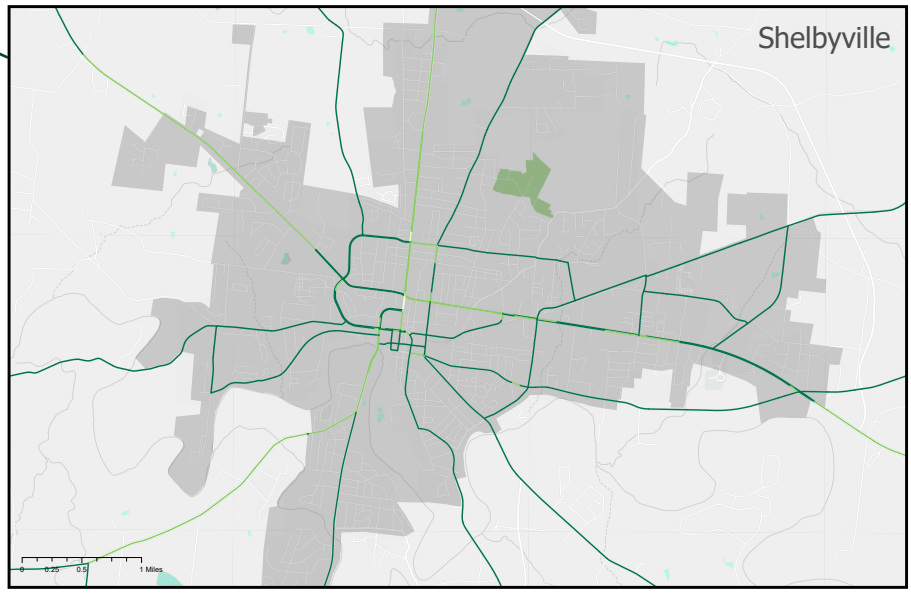
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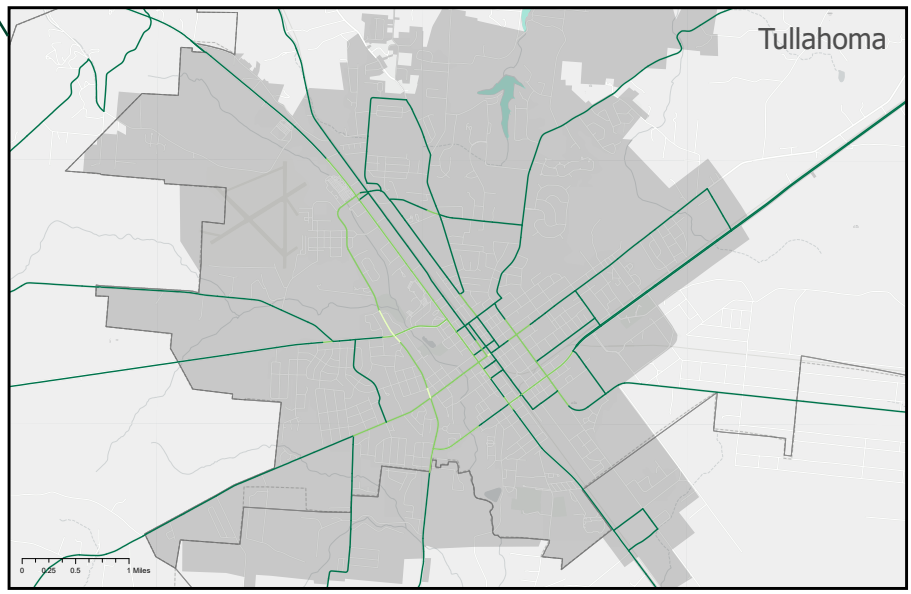
V/C Ratio

- ≤1.000
- ≤0.800
- ≤0.600
- ≤0.400
- ≤0.200

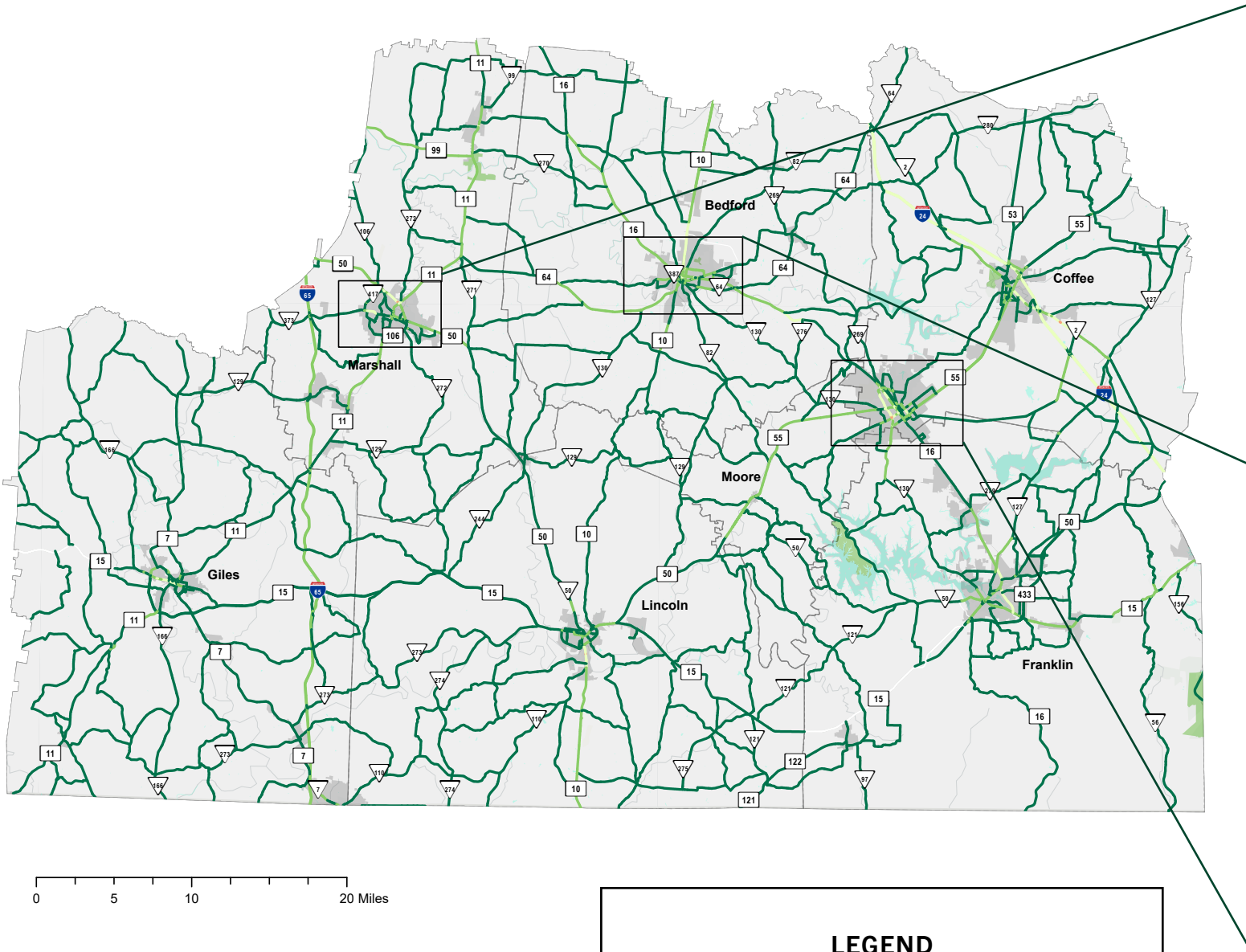
- City boundary
- State route
- Interstates
- Parks
- Waterways
- County boundary


Lewisburg
0
0.25
0.5
1 Miles


Shelbyville
0
0.25
0.5
1 Miles


Tullahoma
0
0.25
0.5
1 Miles

V/C RATIO 2040 IN SOUTH CENTRAL EAST



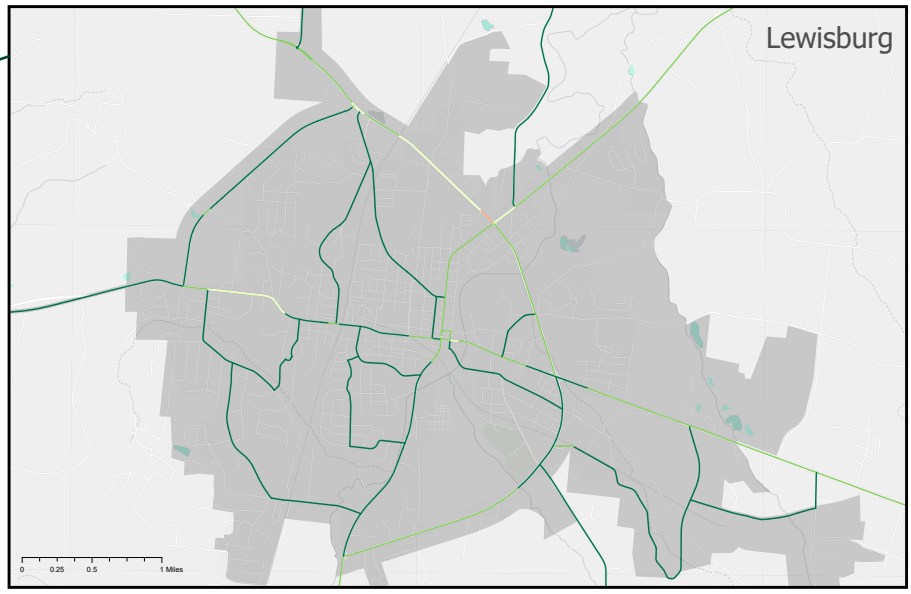
0 5 10 20 Miles

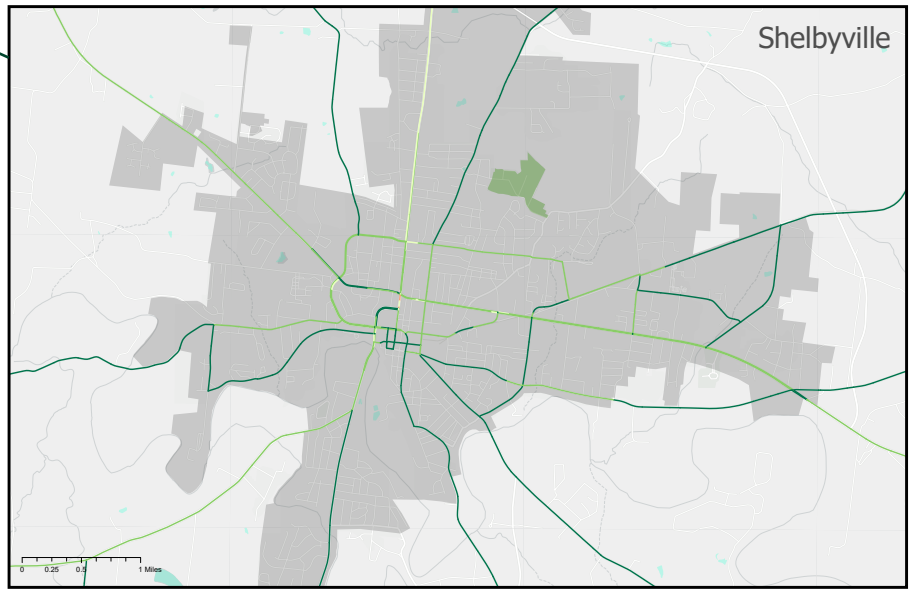
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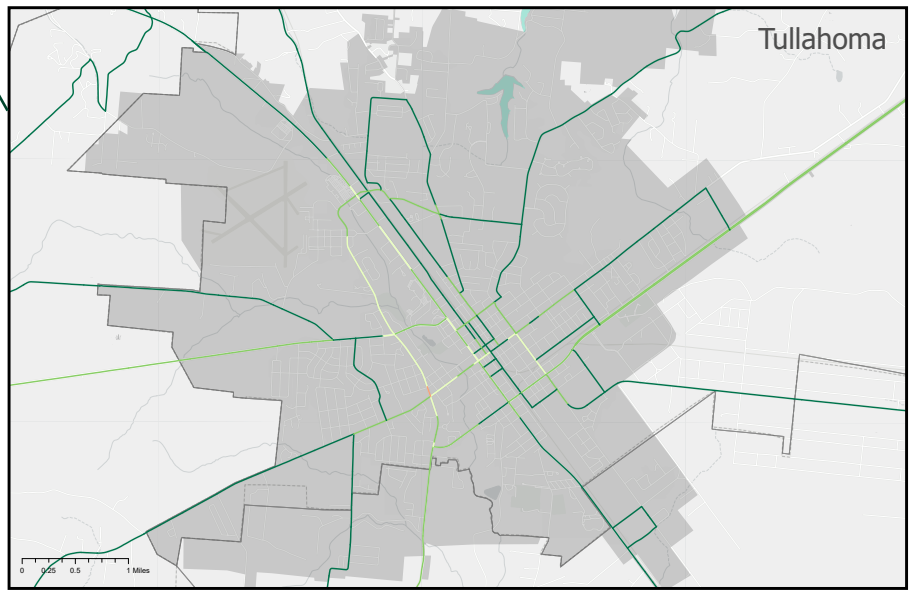
V/C Ratio

- ≤1.000
- ≤0.800
- ≤0.600
- ≤0.400
- ≤0.200

- City boundary
- State route
- Interstates
- Parks
- Waterways
- County boundary


Lewisburg
0
0.25
0.5
1 Miles


Shelbyville
0
0.25
0.5
1 Miles


Tullahoma
0
0.25
0.5
1 Miles

2010 VS. 2040 VOLUME / CAPACITY RATIO MILEAGE

Source: Tennessee Statewide Travel Demand Model, Forecasting Office, 2021

	0.000 - 0.199		0.200 - 0.399		0.400 - 0.599	
COUNTY	**2010**	**2040**	**2010**	**2040**	**2010**	**2040**
Bedford	296.7021	258.3057	26.5692	59.1029	0.2281	6.0144
Coffee	294.2934	264.4856	86.8100	49.7059	3.2043	69.9523
Franklin	298.6730	279.8379	13.1858	29.2841	0	2.7368
Giles	413.5565	363.8865	4.2230	53.3725	0.6609	1.1813
Lincoln	346.6895	335.4205	4.6141	15.0612	0.7968	1.4706
Marshall	245.6721	192.2234	17.1220	69.2362	0.7575	1.9642
Moore	88.9918	80.1963	3.7295	12.5250	0	0



0.600 - 0.799		0.800+	
2010	**2040**	**2010**	**2040**
0	0.0764	0	0
0	0.1639	0	0
0	0	0	0
0	0	0	0
0	0.1484	0	0
0	0.1279	0	0
0	0	0	0



FREIGHT TRAFFIC

The South Central East RPO has several corridors that have high truck volumes. Interstates 24 and 65, like all interstates, carry large volumes of truck traffic. Principal arterial roadways generally also carry higher truck volumes compared to other functional road classes. For example, SR 55, 16, 50, 10, 64 and 106 carry high truck volumes in the RPO.

TRUCK TRAFFIC

In the following paragraphs, routes in each county with high truck volumes are mentioned. Truck traffic volumes in each county are compared to routes in the RPO. Routes that have a higher than statewide average for multi-unit truck volumes are also highlighted. Multi-unit trucks have more than two units, such as a tractor and trailer or freight traffic. The multi-unit and single-unit truck shares on the traffic are compared to the statewide averages per functional class based on 2019 AADTs.

Truck routes carrying the highest truck traffic volumes besides interstates 65 crossing through Giles and Marshall counties and 24 in Coffee County are: SR 55 and SR 16 in Coffee County, SR 50 and SR 433 in Franklin County, SR 10 and SR 64 in Bedford County, SR 10 in Lincoln County, and SR 106 in Marshall County. Those routes named above have truck AADT's between 1,000 and 20,000.

Routes that carry truck volumes between 1,000 and 500 AADT are: SR 15 crossing through Giles, Lincoln and Franklin counties. SR 50 and SR 106 in Marshall County, SR 16 in Bedford and Franklin counties, and SR 55 in Moore County.

Bedford County

N. Main St. (SR 10) in Bedford County has truck volumes up to 3,083 AADT. State Hwy. 82 (SR 82) in Bedford County has truck traffic volumes up to 567 AADT and multi-unit truck shares up to 11 percent on some segments, which is much higher than the statewide average of 1.5 to 2.0 percent on major collectors.

State Hwy. 130 (SR 130) in Bedford County has single-unit and multi-unit truck shares of 11 percent, which is higher than the statewide average of 2.1 percent (single-unit) and 2.0 percent (multi-unit) on rural major collectors.

Lane Pkwy. and Colloredo Blvd. (SR 387) in Bedford County had truck traffic volumes between 984 and 1,030 AADT and multi-unit truck shares of 6-7 percent, which is double of the statewide average.

Coffee County

Murfreesboro Hwy., Hillsboro Blvd., and Hillsboro Hwy. (SR 2) in Coffee County have truck traffic volumes varying between 1,562 and 1697 AADT.

North and South Jackson St. (SR 16) in Coffee County have truck traffic volumes varying between 2,766 and 2,828 AADT and multi-unit truck shares of 10 and 11 percent, which is higher than the statewide average for urban principal arterials of 6.2 percent.

Veterans Memorial Drive (SR 50) in Coffee County has a 14 percent multi-unit truck share on total traffic, which is much higher than the 3.9 percent statewide average for rural minor arterials. played McMinnville Hwy. (SR 55) in Coffee County has truck AADT's of over 1,000 on many road segments and



multi-unit truck shares between 11 and 14 percent, higher than the statewide average of between 6.2 and 7.4 percent for urban and rural principal arterials.

Franklin County

David Crockett Hwy. (SR 15) in Franklin County has multi-unit truck shares of 10 to 11 percent, higher than the statewide average of 6.2 to 7.4 percent on urban and rural principal arterials.

Rowe Gap Rd. (SR 16) in Franklin County has multi-unit truck shares of 11 percent on one segment, higher than the 3.9 percent for rural minor arterials.

Veterans Memorial Dr. (SR 433 and SR 50) has truck AADT's above 1,000 and multi-unit truck shares between 11 and 16 percent. The truck share by functional is higher compared to the statewide average ranging between 3.0 (urban minor arterial), 6.2 (urban principal arterial), 3.9 (rural minor arterial).

John Hunter Hwy. (SR 122) has a 12 percent multi-unit truck share on traffic, higher than the statewide average of 3.9 percent for rural minor arterials.

Giles County

W. College St. (SR 15) in Giles County has a 12 percent multi-unit truck share on traffic, which is double the statewide average for urban principal arterials.

Lincoln County

In Lincoln County, Shelbyville Hwy. (SR 10) has truck traffic up to 1,857 AADT and multi-unit truck shares up to 15 percent, which is higher than the 7.4 percent average for rural principal arterials.

Pulaski Hwy. and Winchester Hwy. (SR 15) in Lincoln County has multi-unit truck shares between 10 and 15 percent, which is higher than the statewide average of 6.2 for urban and 7.4 percent for rural principal arterials.

John Hunter Hwy. (SR 122) has multi-unit truck shares up to 12 percent, which is higher than the 3.9 percent statewide average for rural minor arterials.

Oliver Smith Rd. (SR 275) has a high single-unit truck share of 14 percent and multi-unit truck share of 9 percent, which is much higher than the statewide average of 2.1 percent for single-unit trucks and 2.0 percent for multi-unit trucks.

Marshall County

In Marshall County Higgs Rd. (Route 03453) has an high multi-unit truck shares of 12 percent and single-unit truck shares of 7 percent, much higher than the 1.5 percent (multi-unit) and 1.7 percent (single-unit) statewide average for urban major collectors.

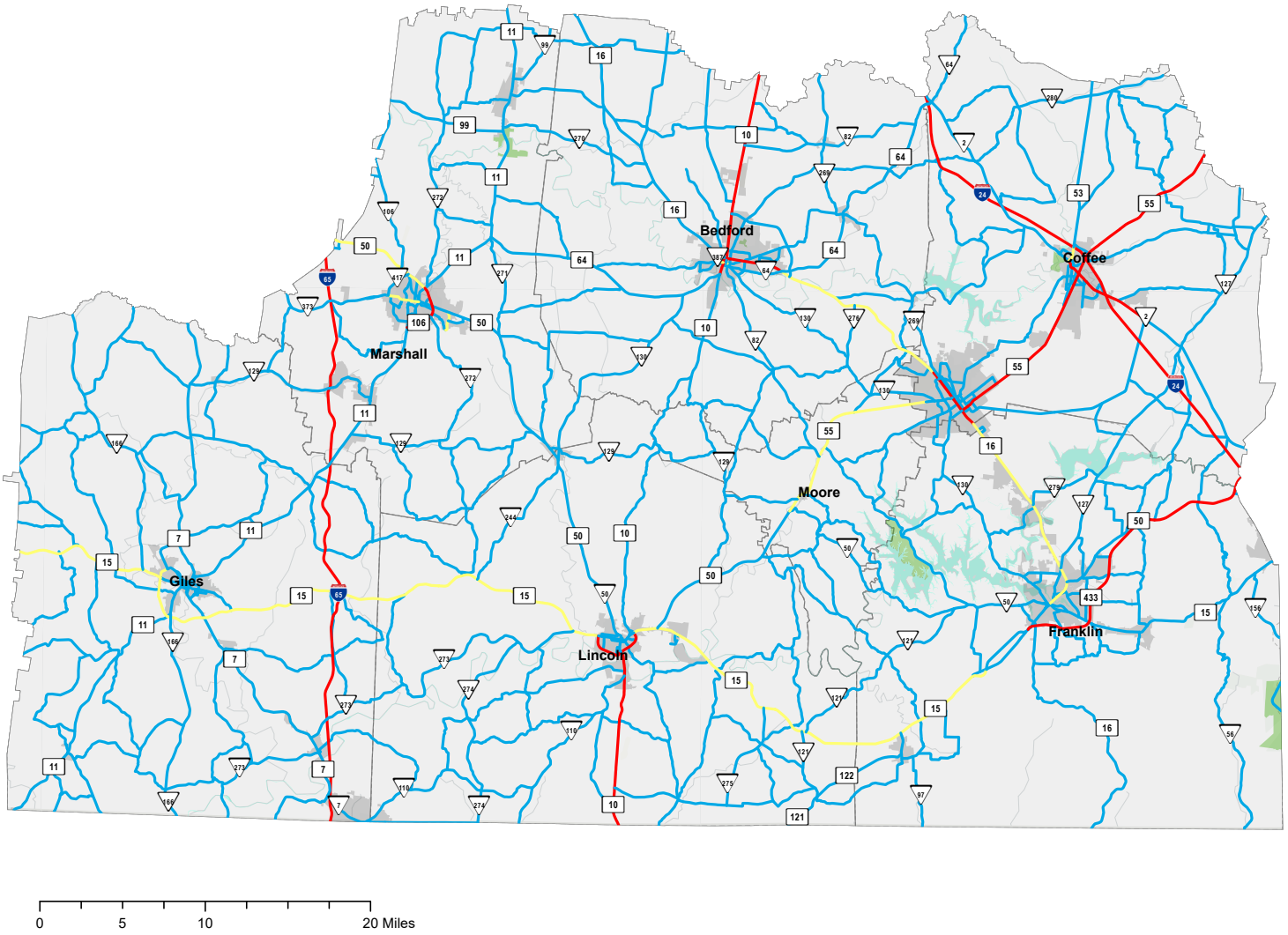
Ellington Pkwy. (SR 106) in Marshall County has high multi-unit truck shares on traffic of up to 23 percent and truck traffic volumes over 2,000 AADT, which is almost four times higher than the statewide average for urban principal arterials.

Moore County

In Moore County, US-Hwy. 231 (SR 10) has multi-unit truck shares between 9 and 11 percent, which is a little bit higher than the statewide average of 7.4 percent for rural principal arterials. Flat Creek Hwy. (SR 82) in Moore County has multi-unit truck shares of 11 percent, which is much higher than the 2.0 percent average for rural major collectors.



TRUCK AADT IN SOUTH CENTRAL EAST



LEGEND

Truck AADT

- ≤20,000
- ≤1,000
- ≤500

- City boundary
- Parks
- Waterways
- County boundary

GOODS MOVEMENT

Key freight industry sectors account for nearly 40 percent of Tennessee's total gross domestic product (GDP). Freight movement to, and within Tennessee is highly influenced by freight industries and their specific supply chains. In Tennessee, we have an incredible network of transportation assets: eight primary interstates cross the state, allowing for the safe and efficient flow of products within the trucking industry (reaching 60 percent of the U.S. population within an 11-hour drive or less), the world's second busiest cargo airport, six of the seven Class 1 Railroads, the 4th largest inland port, a vast network of pipelines, and the 11th most navigable waterway in the United States (976 miles). Our high-quality workforce is made up of 266,885 Tennesseans employed in the transportation, logistics, and distribution industry at 16,702 establishments.

The South Central East RPO consists of 7 counties: Bedford, Coffee, Franklin, Giles, Lincoln, Marshall, and Moore. Proximity and access to Nashville and Chattanooga via I-65 and I-24 provide tangible benefits for the region. I-24 is the most important freight corridor in terms of both truck volume and percent of truck volume. I-24 runs primarily through Coffee County and connects Nashville to the east and Chattanooga and I-75 to the west. I-65 is also significant for regional freight movement. I-65 runs through Giles and Marshall counties and connects to Nashville to the north.

Railroad companies operating in the region include class 1 CSX and the short lines Tennessee Southern Railroad (TSRR) and Caney Fork and Western (CFWR). TSRR provides rail access to shippers in Giles county and CFWR provides rail access and an interchange with CSX in Coffee county.

RAILROADS

Bedford County

There are three (3) railroad companies serving Bedford County – CSX Transportation (CSX), Walking Horse Railroad Company (WHRR) and Walking Horse & Eastern Railroad Company (WHOE). Bedford County has a total of 62 crossings - 26 public at-grade crossings, 3 public grade-separated crossings, and 33 private crossings. The CSX line is active and on average runs about 15 daily trips, the WHRR line is active and on average runs about 2 daily trips and the WHOE line is also active and on average runs about 1 daily trip.

Coffee County

There are three (3) railroad companies serving Coffee County – CSX Transportation (CSX), Caney Fork & Western Railroad (CFWR) and Arnold Air Force Base (AFBX). Coffee County has a total of 65 crossings - 45 public at-grade crossings, 5 public grade-separated crossings, and 15 private crossings. The CSX line is active and on average runs about 15 daily trips, the CFWR line is active and on average runs about 1 daily trip and the AFBX line is also active and on average runs about 1 daily trip.

Franklin County

There is one (1) railroad company serving Franklin County – CSX Transportation (CSX). Franklin County has a total of 33 crossings – 18 public at-grade crossings, 4 public grade-separated crossings, and 11 private crossings. The CSX line is active and on average runs about 20 daily trips.

Giles County

There are two (2) railroad companies serving Giles County – CSX Transportation (CSX) and Tennessee Southern Railroad Company (TSRR). Giles County has a total of 53 crossings - 16 public at-grade crossings, 10 public grade-separated crossings, and 27 private crossings. The CSX line is active and on average runs about 25 daily trips and the TSRR line is also active and on average runs about 1 daily trip.

Lincoln County

There is one (1) railroad company serving Lincoln County – CSX Transportation (CSX). Lincoln County has a total of 9 crossings – 2 public at-grade crossings and 7 private crossings. Lincoln County does not have any public grade-separated crossings. The CSX line is active and on average runs about 25 daily trips.

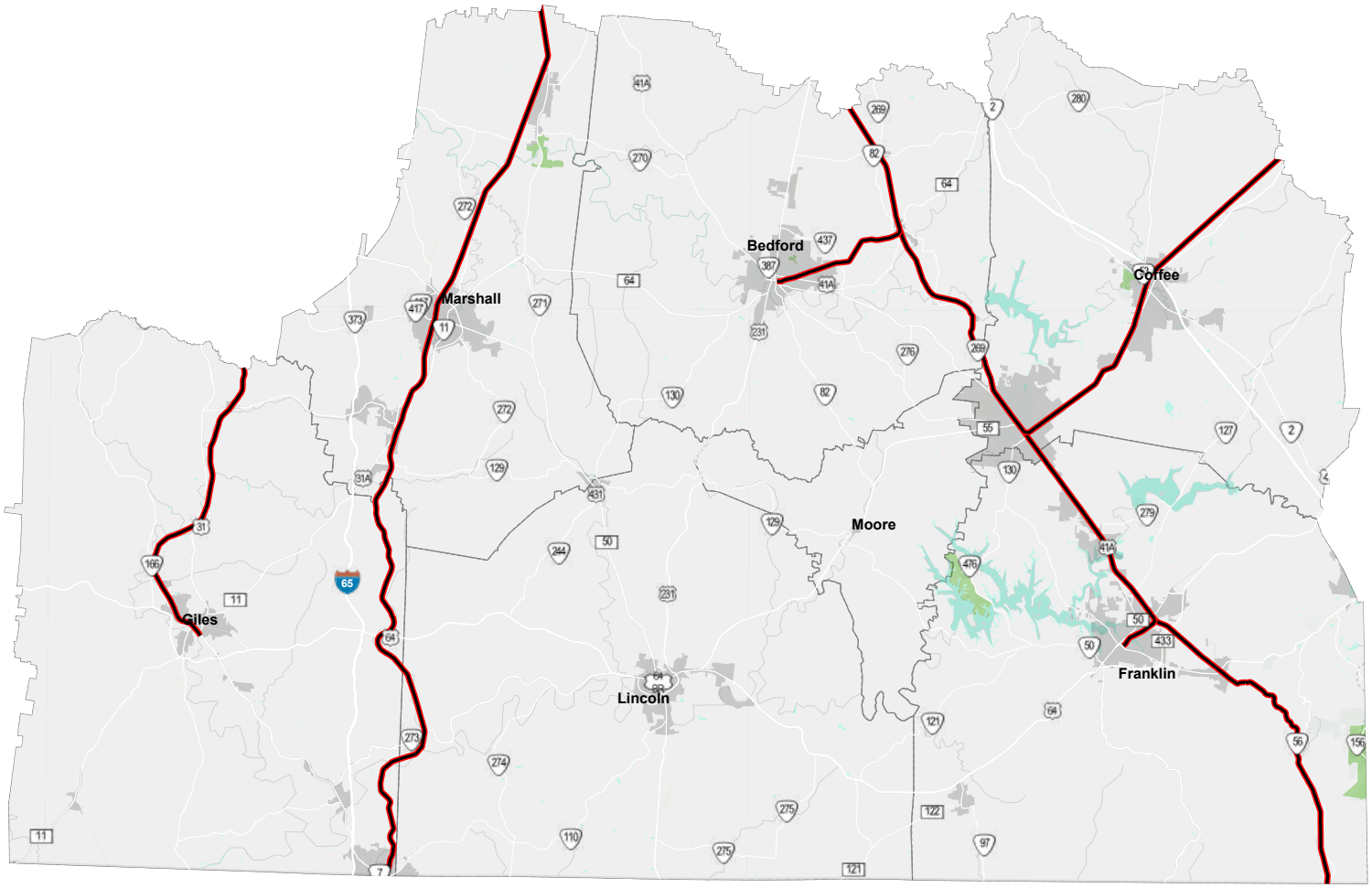
Marshall County

There is one (1) railroad company serving Marshall County – CSX Transportation (CSX). Marshall County has a total of 52 crossings – 26 public at-grade crossings, 18 public grade-separated crossings, and 8 private crossings. The CSX line is active and on average runs about 25 daily trips.

Moore County

There are no railroad companies serving Moore County, therefore there are no railroad crossings in this county.

RAILROADS IN SOUTH CENTRAL EAST





TRAVEL BEHAVIOR

Travel Demand Management

Travel Demand Management (TDM) is a general term for strategies that increase overall system efficiency by encouraging a shift from single-occupancy vehicles (SOV) to non-SOV modes, or shifting auto trips to non-peak hours. TDM strategies are designed to reduce auto trips and VMT by increasing the use of alternative travel options through incentives and disseminating information. Examples of TDM strategies include carpooling and vanpooling programs, commuter buses, park and ride lots, and expanded public transit during peak hours.

Commuting Patterns

Throughout the South Central East RPO, the majority of commuting trips end in the same county that they originate in. This trend emerges for each county in the RPO. Therefore, commuting across counties within the RPO is relatively minimal, and is predominantly contained within each individual county. The following section describes the commute flows between the counties in the South Central East RPO.

The majority of commuters that travel out of their resident county to another, work in Coffee County (44.7 percent). Major employers in Coffee County such as Arnold Engineering Development Complex and M-Tek, Inc. have 2,000 and 1,317 employees respectively. About 15.5 percent of commuters travel to Bedford County for work.

From Bedford County 44.0 percent of commuters travel to Coffee County and 33.2 percent travel to Marshall County. Almost half of commuters (1,103 commuters) from Coffee County travel to Franklin County, and 865 residents or 37.0 percent travel to Bedford County. The vast majority of commuters from Franklin County (87.5 percent) travel to Coffee County. In Giles County, 57.6 percent of commuters travel to Marshall County and 39.4 percent travel to Lincoln County. Commuters from Lincoln County travel to the other RPO counties in similar numbers.

Marshall County receives the most commuters (440 commuters). Major employers in Marshall County are Calsonic Kansei North America, Inc. and the County Board of Education. Franklin County is the second to receive the most commuters (364), followed by Bedford County (290 commuters) and Giles County (248 commuters). Almost half of all commuters from Marshall County travel to Bedford County for work. The majority of Moore county residents who commute travel to Coffee County, which is 1,091 residents or 62.1 percent.

This plan also includes Davidson, Rutherford, and Williamson counties which are part of the Nashville MPO in the commute data. Those counties contain the cities Nashville, Murfreesboro, and Franklin and a large number of employment places. A total of 9,284 residents from the South Central East RPO travel to the three Nashville MPO counties.

Large numbers from Bedford County travel to first Rutherford County (2,471 commuters) and second Davidson County (1,054 commuters). Bedford County borders Rutherford County and residents commute to work in the Murfreesboro area. From Coffee County, 1,161 residents commute to work in neighboring Rutherford County.





Marshall County is adjacent to Williamson and Rutherford counties. A large share of Marshall County residents, 1,659, commute to Williamson County, which is the largest number of commuters from Marshall County to any other county. More commuters from Marshall County travel to Davidson and Rutherford counties compared to the other counties in the RPO.

Vice versa, 3,138 commuters from Davidson, Rutherford, and Williamson counties travel to the South Central East RPO with the majorities working in Bedford County followed by Coffee County. A total of 1,382 commute to Bedford County of which 72.3 percent reside in Rutherford County. 972 commuters travel from the three Nashville MPO counties to Coffee County. About 80.8 percent from Rutherford County travel to Coffee County.

Commuters by Industry

The majority of commuters traveling to any of the South Central East RPO counties work in manufacturing jobs (33.8 percent), followed by 20.3 percent working in trade and 15.9 percent working in education. Large employers with many manufacturing and trade jobs are Tyson Foods, Inc. in Bedford County, Calsonic Kansei North America, Inc. in Bedford and Marshall Counties, M-Tek, Inc. and Arnold Engineering Development Complex in Coffee County, and Nissan in Franklin County. The County's Boards of Education are also major employers with between 650 and 1,000 employees.

In Bedford County, 39.9 percent of commuters work in manufacturing, followed by 31.8 percent working in trade. Tyson Foods, Inc. and Calsonic Kansei North America, Inc. employ about 2,300 workers combined in mostly manufacturing jobs.
In Coffee County, the distribution of commuters by industry are in similar numbers. In Coffee County, 22.9 percent of commuters work in manufacturing, 19.8 percent work in trade, and 19.3 percent work in information, and 17.2 percent work in education. Almost half of commuters to Franklin County work in manufacturing. In Giles County, 36.4 percent work in manufacturing and 22.2 percent work in education. In Lincoln County, more than half of commuters (53.4 percent) work in manufacturing. About a third of commuters to Marshall County (31.2 percent) work in manufacturing and 23.2 percent in trade. In Moore County, 37.6 percent work in manufacturing and 24.0 percent in trade.

Similar to the RPO counties, the majority of commuters to the neighboring counties of Davidson, Rutherford, and Williamson, work in manufacturing with 81.6 percent working in Rutherford county. The second and third largest work sectors are trade and education.





COMMUTING PATTERNS IN SOUTH CENTRAL EAST

	DESTINATION						
ORIGIN	**BEDFORD**	**COFFEE**	**FRANKLIN**	**GILES**	**LINCOLN**	**MARSHALL**	**MOORE**
Bedford	11,738	842	218	0	52	636	165
Coffee	865	15,385	1,103	0	126	18	224
Franklin	115	4,034	10,007	18	254	61	127
Giles	22	0	0	7,367	301	440	0
Lincoln	290	179	364	248	8,511	406	134
Marshall	436	56	2	100	277	7,617	6
Moore	422	1,091	165	0	80	0	1,016
Davidson	334	124	115	12	48	65	0
Rutherford	999	786	183	44	31	60	13
Williamson	49	62	0	78	0	118	17
DESTINATION TOTALS	2,150	6,202	1,852	366	1,090	1,561	656

COMMUTING PATTERNS IN SOUTH CENTRAL EAST BY INDUSTRY

	INDUSTRY				
DESTINATION	**AGRICULTURE**	**ARTS**	**EDUCATION**	**INFORMATION**	**MANUFACTURING**
Bedford	135	15	285	114	914
Coffee	279	340	1,040	1,170	1,385
Franklin	110	70	375	125	1,140
Giles	14	55	110	8	180
Lincoln	64	54	159	39	550
Marshall	70	135	210	124	430
Moore	35	60	115	50	274
Davidson	402	138	605	519	299
Rutherford	345	210	980	774	2,210
Williamson	275	170	580	725	199
INDUSTRY TOTALS	707	729	2,294	1,630	4,873

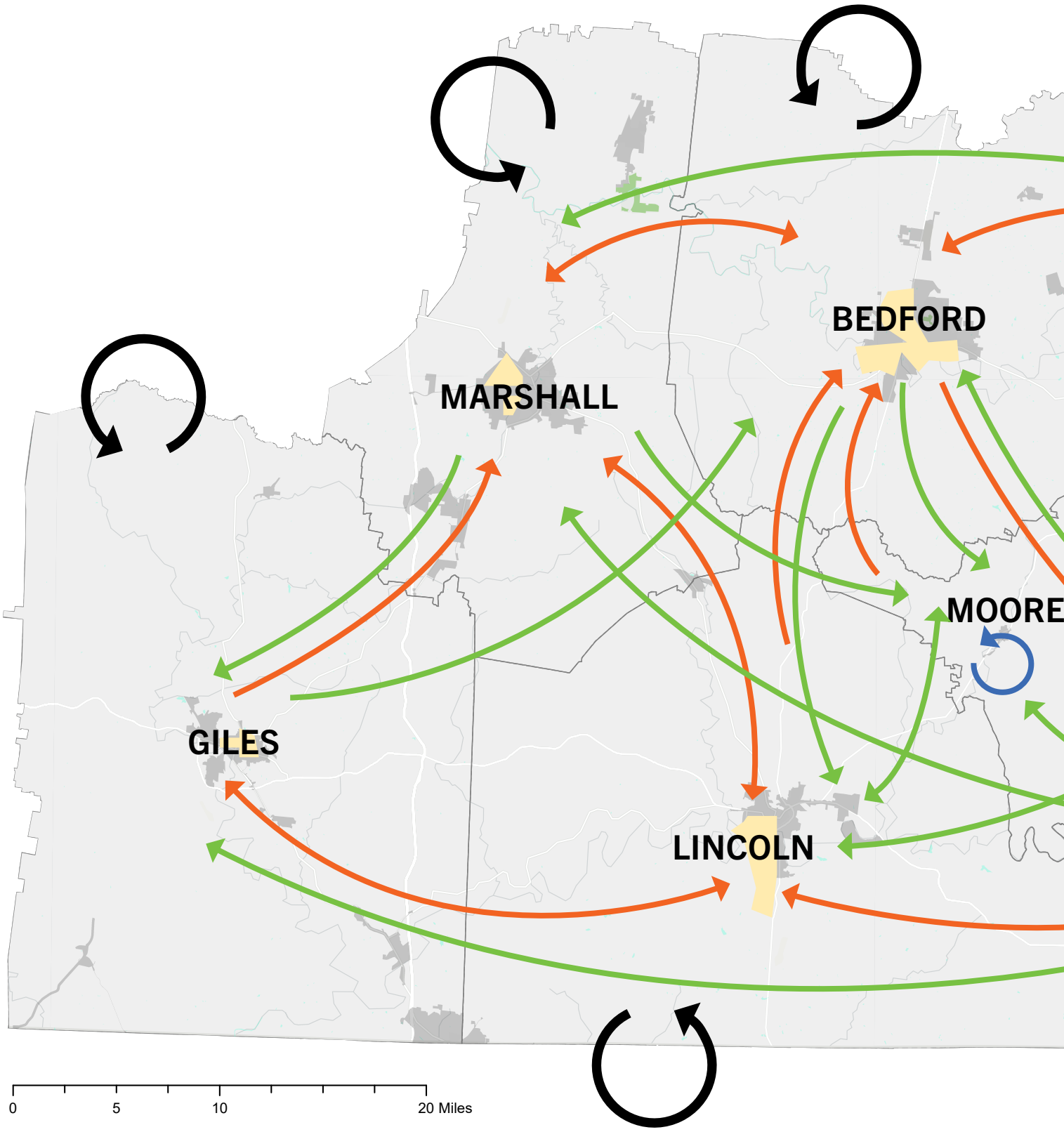
DAVIDSON	RUTHERFORD	WILLIAMSON	ORIGIN TOTALS
1054	2471	384	1,913
484	1161	109	2,336
160	96	15	4,609
0	89	142	763
55	50	35	1,621
764	521	1659	877
17	18	0	1,758

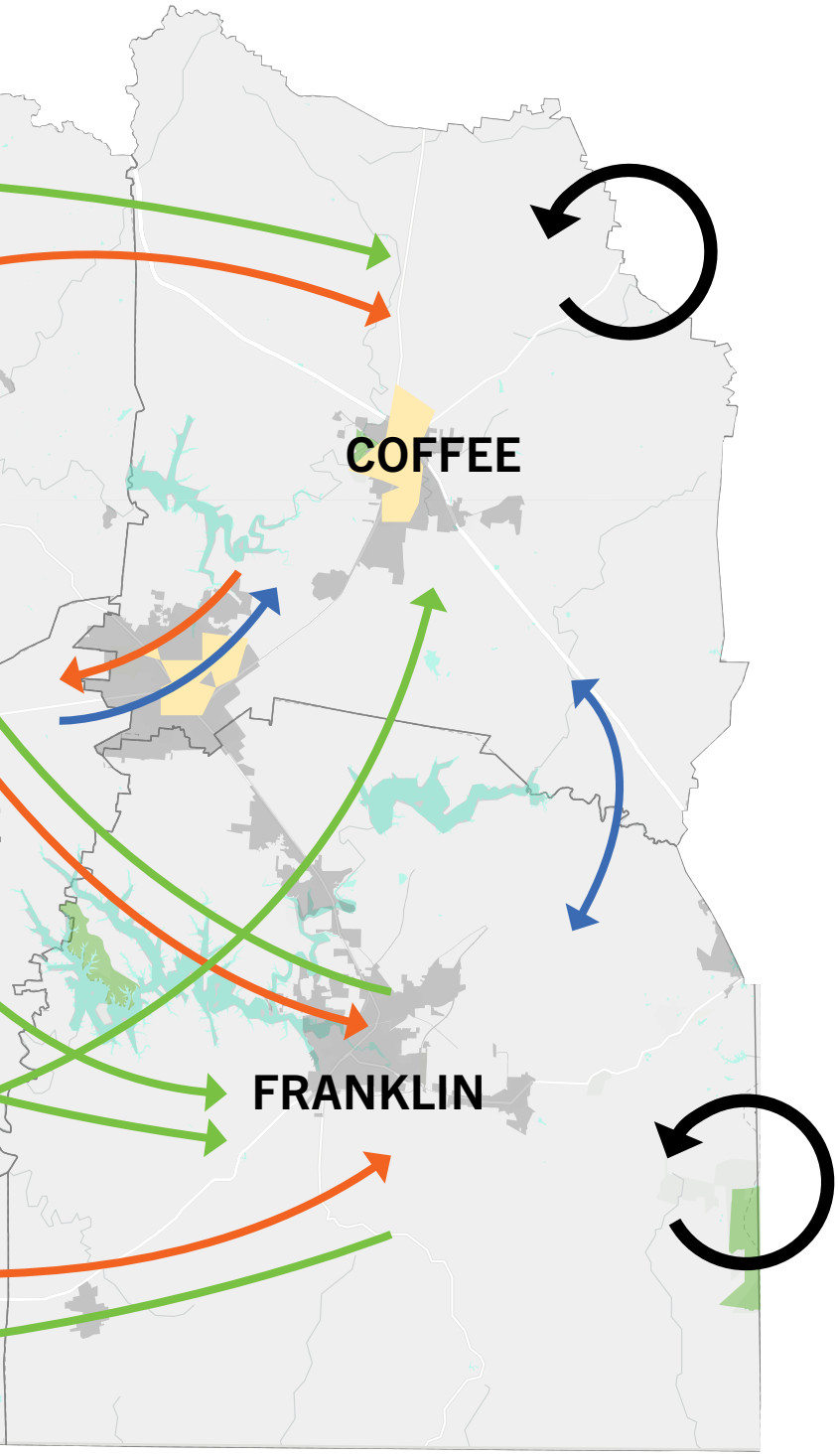
Note: RPO totals exclude trips where the origin and destination are within the same county.

OTHER	TRADE	COUNTY TOTALS
99	730	2,292
635	1,195	6,044
305	300	2,425
40	88	495
55	109	1,030
89	320	1,378
20	175	729
279	535	2,777
394	1,458	6,371
225	435	2,609
1,243	2,917	14,393

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning

COMMUTING PATTERNS IN SOUTH CENTRAL EAST





LEGEND

- Activity centers
- Municipal boundary
- County boundary
- Waterways
- Parks

NUMBER OF COMMUTERS FROM ORIGIN TO DESTINATION

- 5,000+
- 1,000 - 4,999
- 201 - 999
- Fewer than 200

SAFETY PROJECTS

Rural road safety is of concern to TDOT. Local road agencies often do not have the resources needed to adequately address safety problems. Throughout the South Central East RPO, there have been a total of 68 Safety projects performed in 2014-2018. These projects include Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. The Local Roads Safety Initiative provides assistance to local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes in their jurisdictions. A Road Safety Audit (RSA) is comprised of a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with State Routes in areas where the population is less than 50,000.

A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county, but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements.

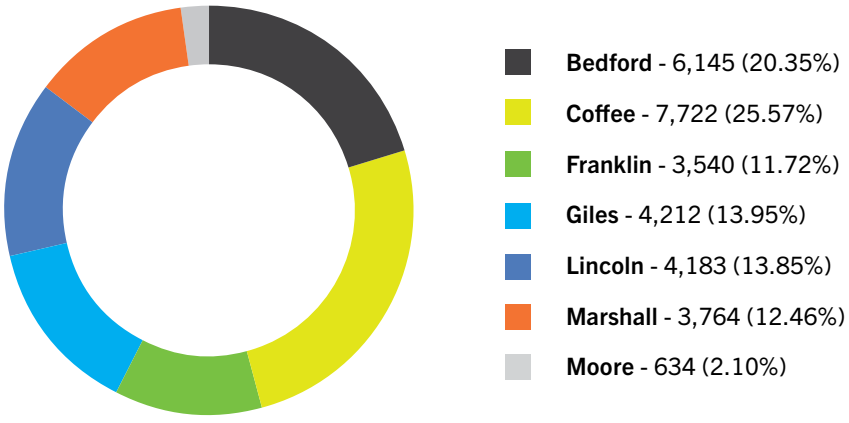
Crash Data

According to the Tennessee Department of Safety and Homeland Security, there were a total of 30,725 (30,200 from TRIMS) vehicle crashes from 2016-2020, and 180 bicycle and pedestrian-related crashes in the South Central East RPO during that time. Identifying locations where crashes are concentrated can reveal potential areas for safety interventions. The analysis in this section is not exhaustive but is a regional overview of total crashes. Coffee County has the highest total and percentage of crashes within the RPO at 7,684 (7,722) during the years 2016 to 2020. The lowest total of crashes is in Moore County at 624 (634).

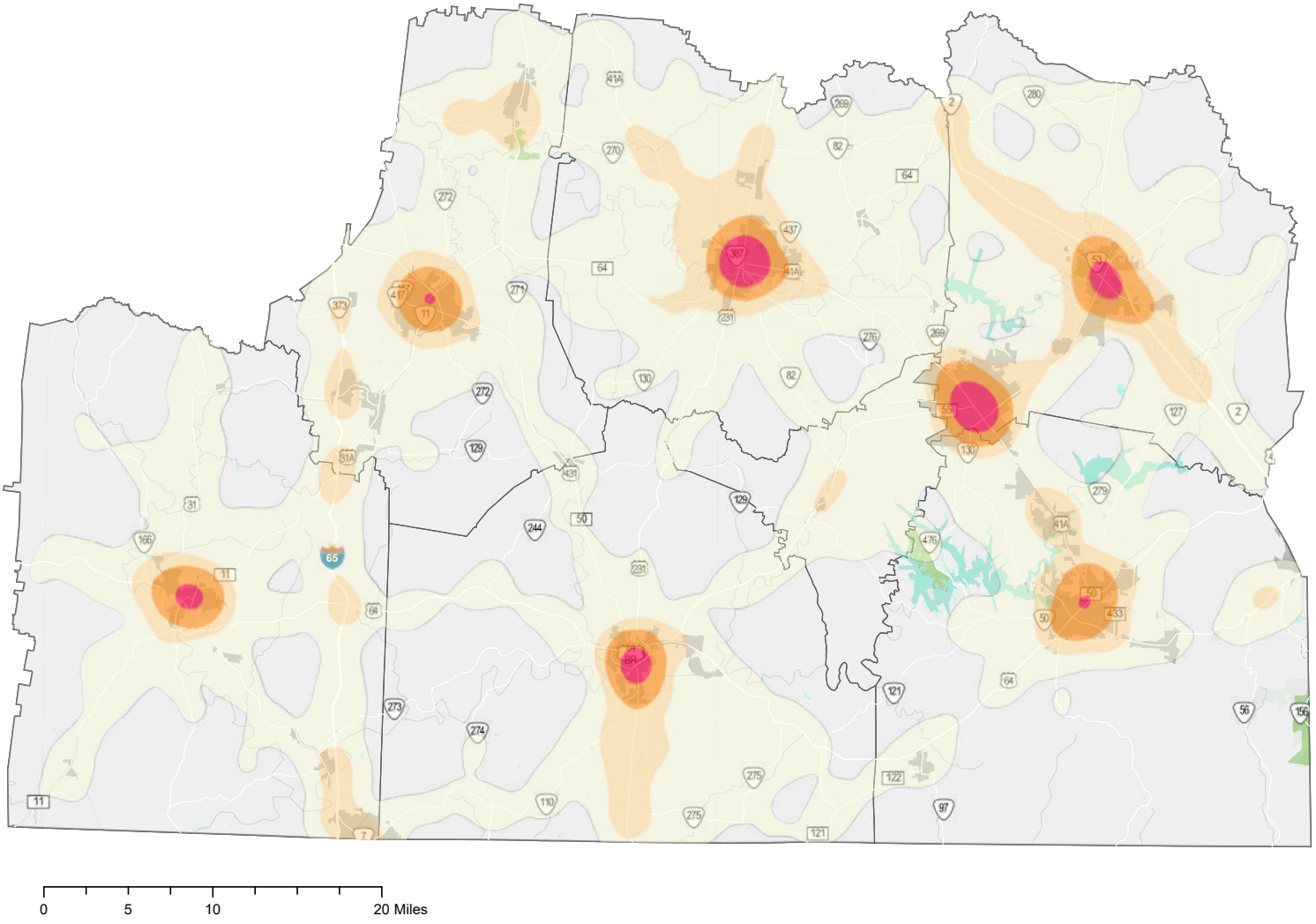
Bicycle and pedestrian- related crashes were included in this analysis. Of the 180 crashes, 49 of those individuals were cycling while 131 were on foot. Most of these crashes occurred during the day and during clear weather conditions. Coffee County had 66 of these crashes, while Bedford County had 30, followed by Franklin County with 24.

SOUTH CENTRAL EAST RPO
VEHICLE CRASHES

Source: TDOT TN Roadway Information Management System, 2016 - 2020



VEHICLE CRASH DENSITY IN SOUTH CENTRAL EAST



LEGEND

Crash density per square mile

- 4 - 15
- 16 - 50
- 51 - 150
- 151 - 310

- Municipal boundary
- State route
- Interstates
- Parks
- Waterways

MULTIMODAL FACILITIES

Bicycle Level of Service (BLOS)

Tennessee's statewide Bicycle Plan Update was completed in 2011. In 2016, TDOT prepared a State Bicycle Route System Update, which included a bicycle suitability analysis of Tennessee's roadways. A total of 12,600 miles of state and federal highways were rated bicycle suitability using the Bicycle Level of Service (BLOS) methodology. Roadway inventory data for the calculation of the BLOS was taken from TRIMS.

The inputs for calculating the BLOS index are flow rate*, effective width of road segment, and the effective speed factor. The result is an overall score about on-road bicyclist comfort level as a function of a roadway's geometry and traffic conditions. The score is also dependent upon the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score is also dependent upon the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score resulting from the BLOS equation is converted into a LOS A-F letter grade score where A is best and F is worst. Roads with a LOS A through D are considered suitable for bicycle travel; and roads with a LOS E and F are not suitable for bicycle travel.

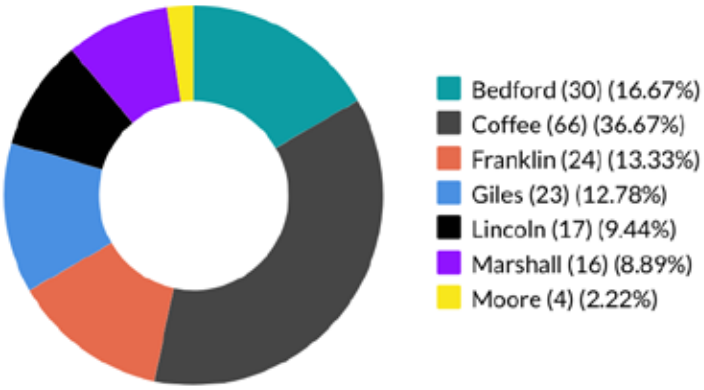
The majority of roads in the South Central East RPO are considered suitable for bicycle travel. There are 636.06 miles or 65.3 percent of state roads that have BLOS A-D. Most suitable for bicycle travel are the routes with BLOS A, which constitutes 227.64 miles (23.4 percent). Among other state routes, those are SR 15 in Giles, Franklin, and Lincoln Counties; SR 16 in Bedford, Coffee, Franklin, and Moore Counties; SR 50 in Franklin, Lincoln, and Marshall Counties; SR 2 in Coffee County; and SR 64 in Bedford, Coffee, and Marshall Counties.

There are 337.6 miles (34.7 percent) in the South Central East RPO that are not suitable for bicycle travel and have BLOS E and F. About 22.5 percent of state routes have BLOS E and 12.2 percent have BLOS F. State Routes least suitable for bicycle travel are SR 130 in Bedford, Coffee, Franklin, and Moore Counties which have BLOS F. Other States Routes with BLOS E are: SR 50 in Franklin, Lincoln, Marshall, and Moore Counties; SR 10 in Bedford, Lincoln, and Moore Counties; SR 82 in Bedford and Moore Counties; SR 269 in Bedford and Coffee Counties.

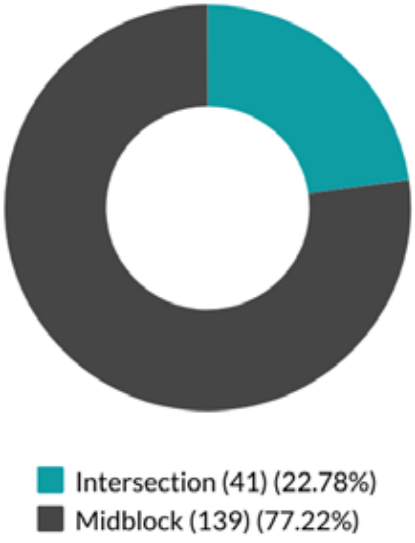
BICYCLE AND PEDESTRIAN CRASHES IN SOUTH CENTRAL EAST



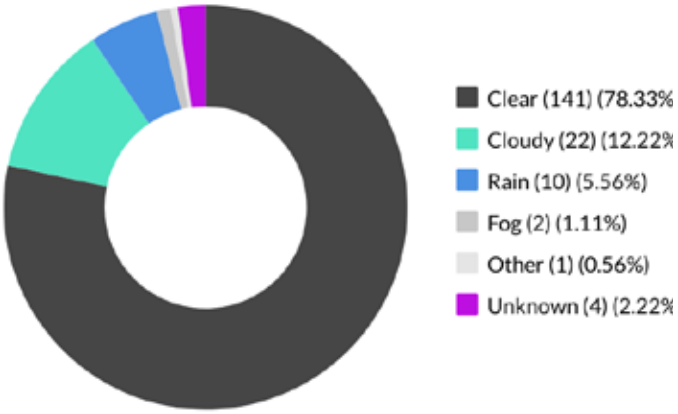
BICYCLE AND PEDESTRIAN CRASHES BY COUNTY



BICYCLE AND PEDESTRIAN CRASHES BY LOCATION

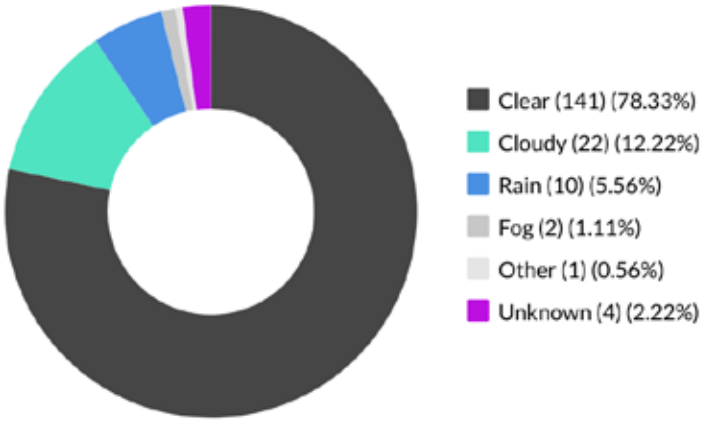


BICYCLE AND PEDESTRIAN CRASHES BY WEATHER CONDITIONS



Source: TDOT TN Roadway Information Management System, 2016 - 2020

BICYCLE AND PEDESTRIAN CRASHES BY LIGHT CONDITIONS

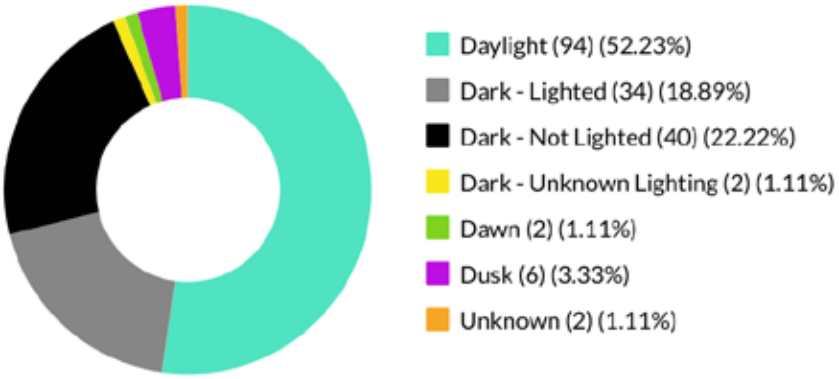


SOUTH CENTRAL EAST RPO SIDEWALKS

COUNTY	NUMBER OF SIDEWALKS	TOTAL MILES
Bedford	216	46.704
Coffee	261	51.852
Franklin	230	37.36
Giles	167	17.877
Lincoln	142	25.15
Marshall	180	23.948
Moore	21	2.688

TOTAL SIDEWALK MILES: 205.579

BICYCLE AND PEDESTRIAN CRASHES BY SEVERITY



SOUTH CENTRAL EAST RPO BIKE LANES

COUNTY	NUMBER OF BIKE LANES	TOTAL MILES
Coffee	14	2.17
Marshall	20	2.895

TOTAL BIKE LANE MILES: 5.065

Source: TDOT TN Roadway Information Management System, 2016 - 2020

BIKE LEVEL OF SERVICE

- **Grade A** - 227.64 miles (23.38%)
- **Grade B** - 62.11 miles (6.38%)
- **Grade C** - 119.13 miles (12.23%)
- **Grade D** - 227.18 miles (23.33%)
- **Grade E** - 219.06 miles (22.49%)
- **Grade F** - 118.59 miles (12.18%)



State Routes Most Suitable for Bicycle Travel

- State Route 15 in Giles, Franklin, and Lincoln Counties (BLOS A)
- State Route 16 in Bedford, Coffee, Franklin, and Moore Counties (BLOS A)
- State Route 50 in Franklin, Lincoln, and Marshall Counties (BLOS A)
- State Route 2 in Coffee County (BLOS A)
- State Route 64 in Bedford, Coffee, and Marshall Counties (BLOS A)

State Routes Least Suitable for Bicycle Travel

- State Route 130 in Bedford, Coffee, Franklin, and Moore Counties (BLOS F)
- State Route 50 in Franklin, Lincoln, Marshall, and Moore Counties (BLOS E)
- State Route 10 in Bedford, Lincoln, and Moore Counties (BLOS E)
- State Route 82 in Bedford and Moore Counties (BLOS E)
- State Route 269 in Bedford and Coffee Counties (BLOS E)

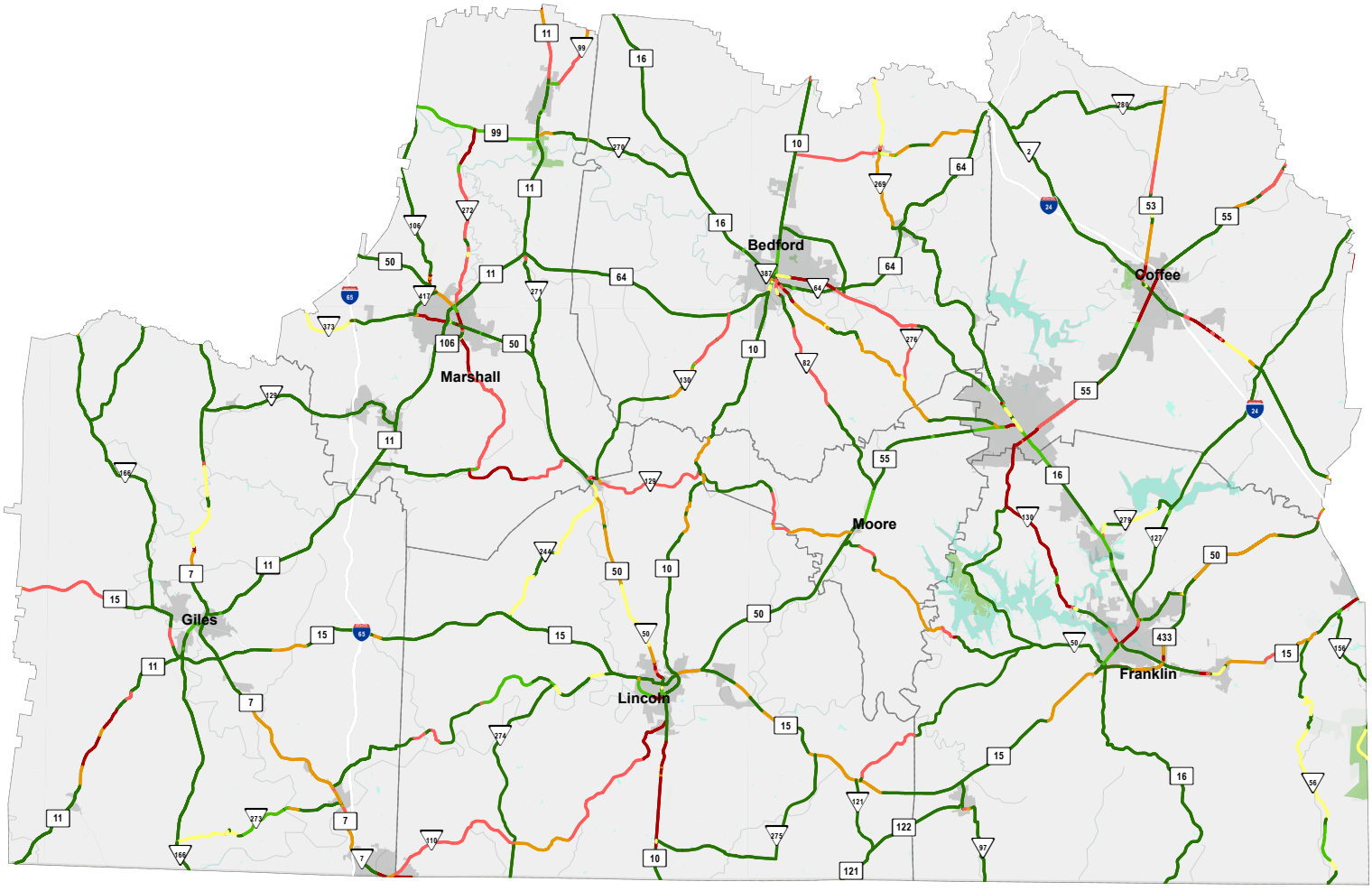
Source: Tennessee Roadway Information Management System, 2021

BIKE LANES IN SOUTH CENTRAL EAST

Source: TN Dept. of Transportation Roadway Inventory Office, 2021

COUNTY	TERMINI	LENGTH (MI)
Coffee	12.93 to 12.995	0.06
Coffee	12.93 to 12.995	0.06
Coffee	12.995 to 13.25	0.26
Coffee	12.995 to 13.25	0.26
Coffee	13.82 to 13.96	0.14
Coffee	13.82 to 13.96	0.14
Coffee	13.96 to 14.07	0.11
Coffee	13.96 to 14.07	0.11
Coffee	14.07 to 14.03	0.16
Coffee	14.07 to 14.03	0.16
Coffee	14.23 to 14.36	0.13
Coffee	14.23 to 14.36	0.13
Coffee	14.36 to 14.585	0.23
Coffee	14.36 to 14.585	0.23
Marshall	11 to 11.415	0.41
Marshall	11 to 11.415	0.41
Marshall	11.415 to 11.46	0.05
Marshall	11.46 to 11.49	0.03
Marshall	11.46 to 11.49	0.03
Marshall	11.49 to 11.55	0.06
Marshall	1.17 to 1.23	0.06
Marshall	1.17 to 1.23	0.06
Marshall	1.23 to 1.32	0.09
Marshall	1.23 to 1.32	0.09
Marshall	1.32 to 1.52	0.20
Marshall	1.32 to 1.52	0.20
Marshall	1.52 to 1.625	0.11
Marshall	1.52 to 1.625	0.11
Marshall	1.625 to 1.79	0.17
Marshall	1.625 to 1.79	0.17
Marshall	1.79 to 1.83	0.04
Marshall	1.79 to 1.83	0.04
Marshall	1.83 to 2.12	0.29
Marshall	1.83 to 2.12	0.29

BIKE LEVEL OF SERVICE IN SOUTH CENTRAL EAST



0 5 10 20 Miles

LEGEND

Grade
- A
- B
- C
- D
- E
- F

- City boundary
- State route
- Interstates
- Parks
- Waterways
- County boundary

PUBLIC TRANSPORTATION

Public transportation includes public transit- fixed-route and demand response services, volunteer transportation, and private providers. The South Central Tennessee Human Resource Agency is the primary transit agency in the South Central East RPO. Fixed-route service is currently available through the South Central Tennessee Development District Public Transportation. The Connection and SCATS Routes are fixed route multi-county service providers. Demand-response transit is provided throughout the region with a minimum of 24-hour notice prior to the trip. This service is available for daily household errands, medical appointments, home and workplace trips, including to daycare if necessary.

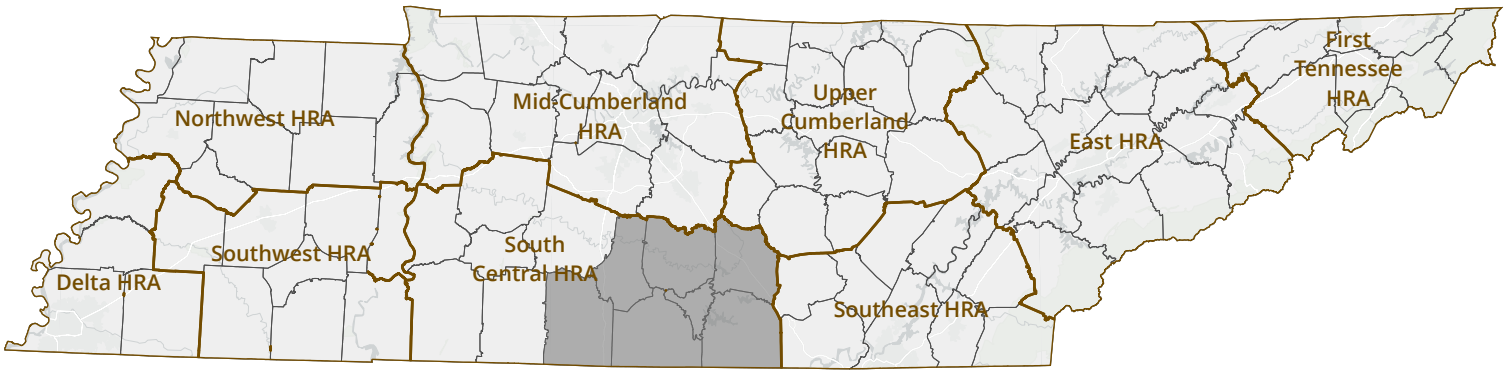
SOUTH CENTRAL EAST HUMAN RESOURCE AGENCY RIDERSHIP

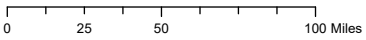
COUNTY	2018	2019	PERCENT CHANGE
Bedford	19,412	19,491	+0.41%
Coffee	14,931	16,124	+7.99%
Franklin	14,976	15,265	+1.93%
Giles	17,284	16,662	-3.60%
Lincoln	21,365	24,587	+15.08%
Marshall	15,704	16,559	+5.44%
Moore	6,952	6,092	-12.37%





HUMAN RESOURCES AGENCY MAP





LEGEND

- South Central East counties
- County boundary
- Human resource agency boundary



GREENWAYS

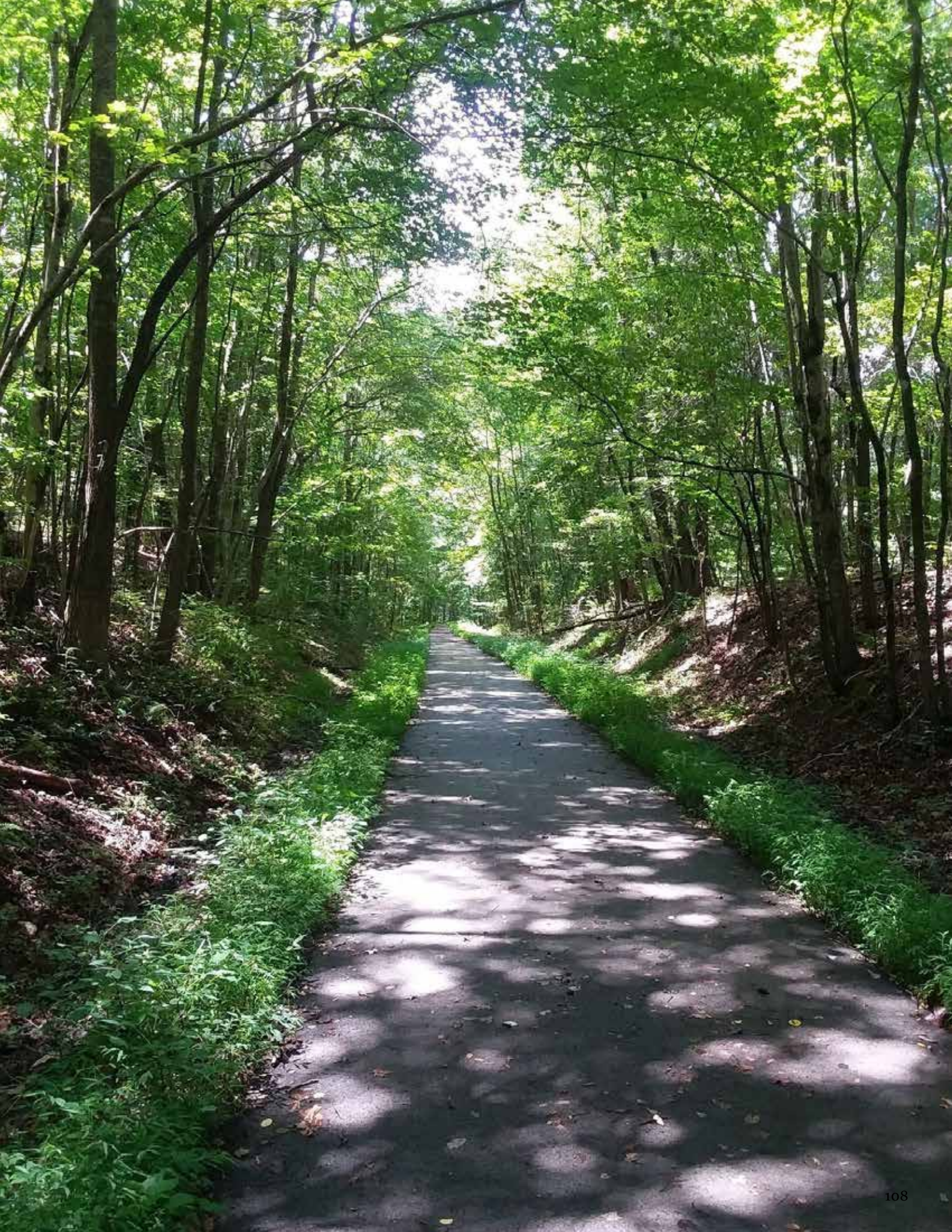
The South Central East RPO has a total of approximately 11 miles of greenways throughout the region. The greenways are located in Giles, Marshall, Bedford, Coffee and Franklin Counties. Greenways are not limited to urban or suburban communities, and the growth and development of greenways within the RPO should continue to be an area of focus. Throughout the planning process, communities within the South Central East RPO stressed the importance of multimodal access. Greenways and trails have the ability to spur economic and community development, while also serving the local communities surrounding them.

Currently, there are a total of 7 greenways and trails in the South Central East RPO. There are many benefits to trails and greenways in rural communities. These benefits include:

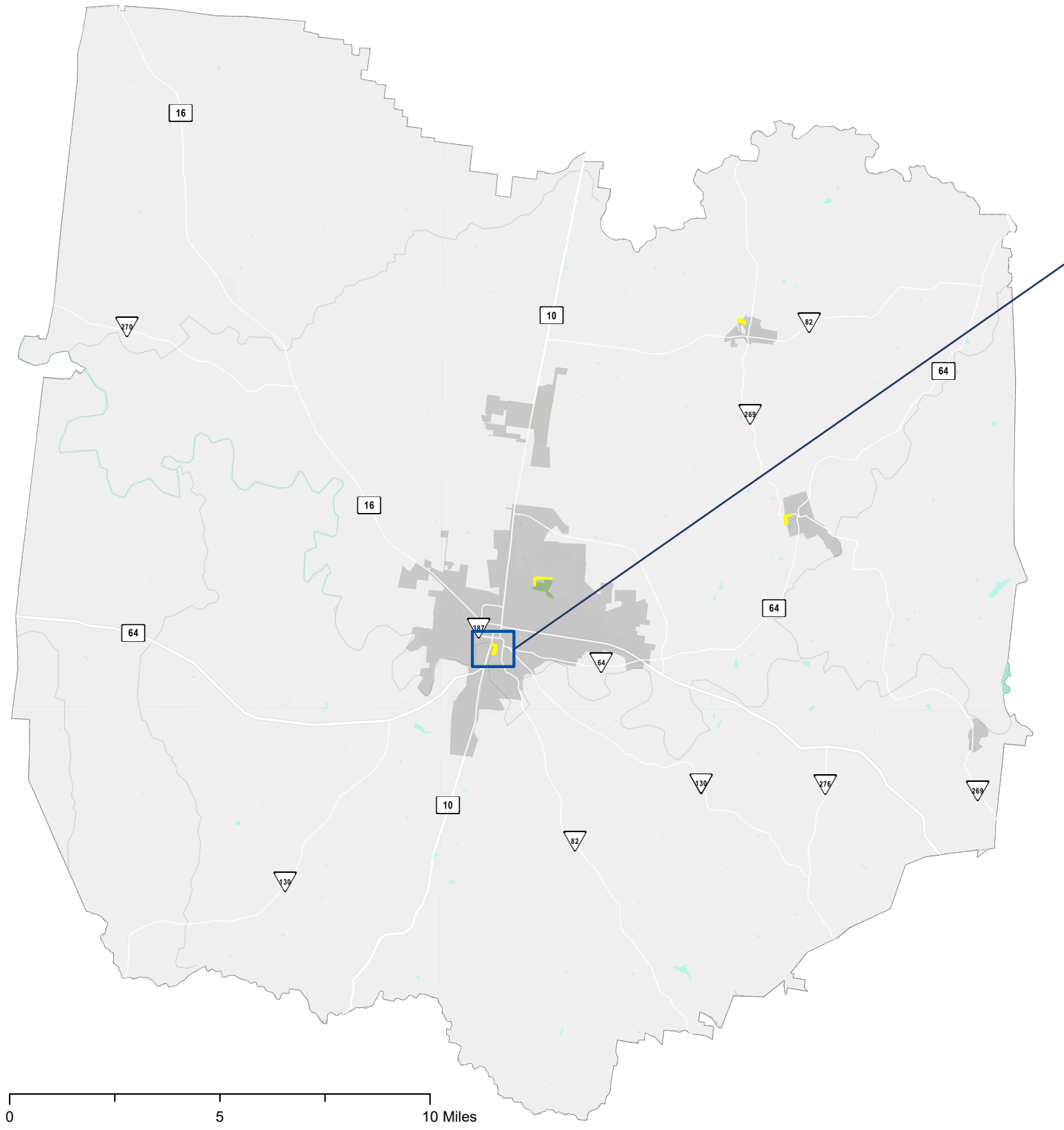
- Providing recreation options for persons of all ages
- Conserving open spaces and the environment
- Encouraging physical activity
- Preserving important cultural and historical places
- and events
- Creating gathering spaces for communities
- Providing accessibility to natural resources

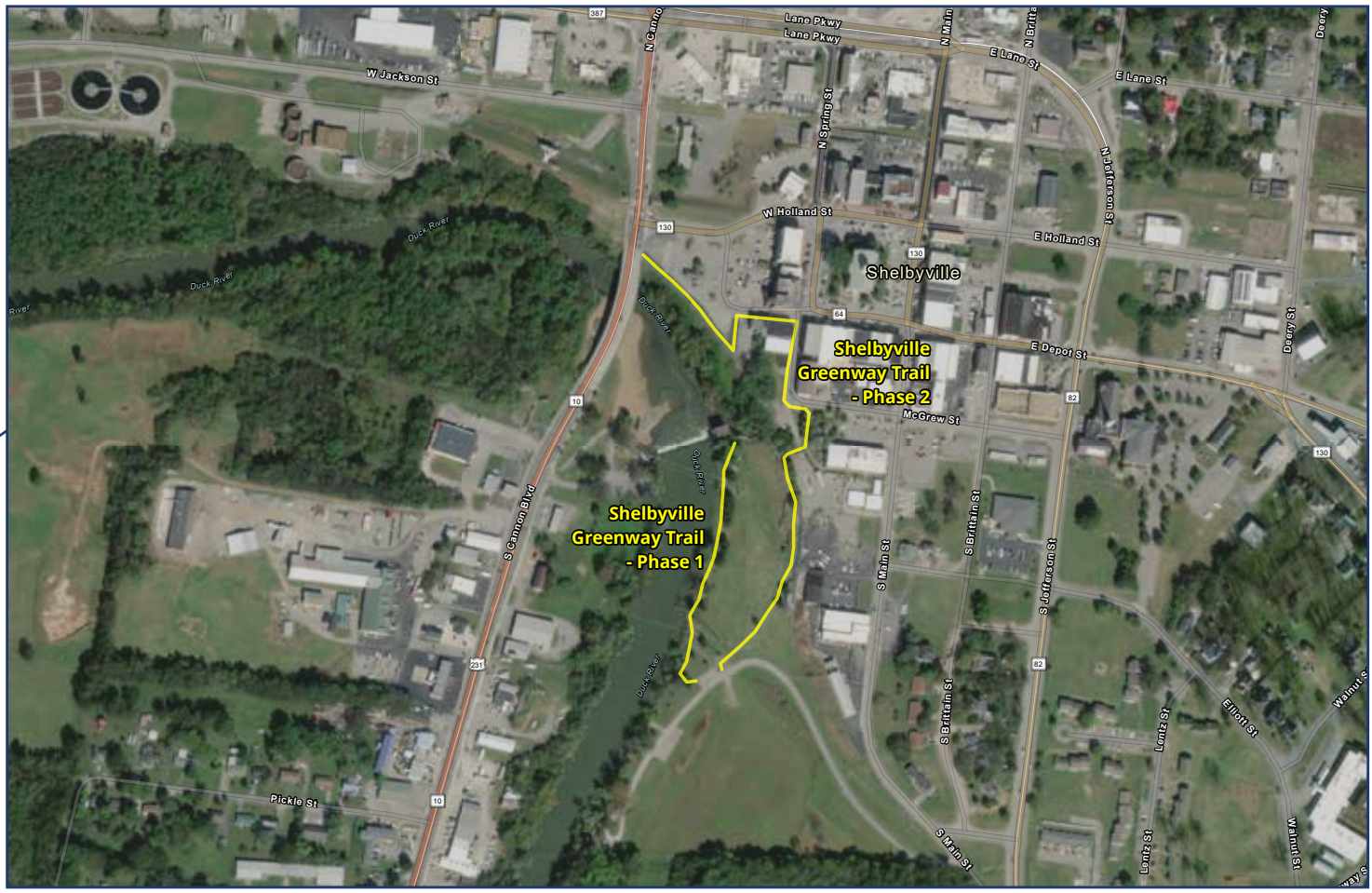
SOUTH CENTRAL EAST GREENWAY TRAILS

GREENWAY	COUNTY	LENGTH (MI)
Shelbyville Greenway Trail	Bedford	0.60
Manchester Greenway Trail	Coffee	2.20
Tullahoma Rock Creek Greenway Trail	Coffee	2.30
Mountain Goat Trail	Franklin	3.10
Pulaski - Trail of Tears Walk	Giles	0.70
Lewisburg Collins Creek Trail	Marshall	0.60
Lewisburg Rock Creek Trail	Marshall	1.50



BEDFORD COUNTY GREENWAYS

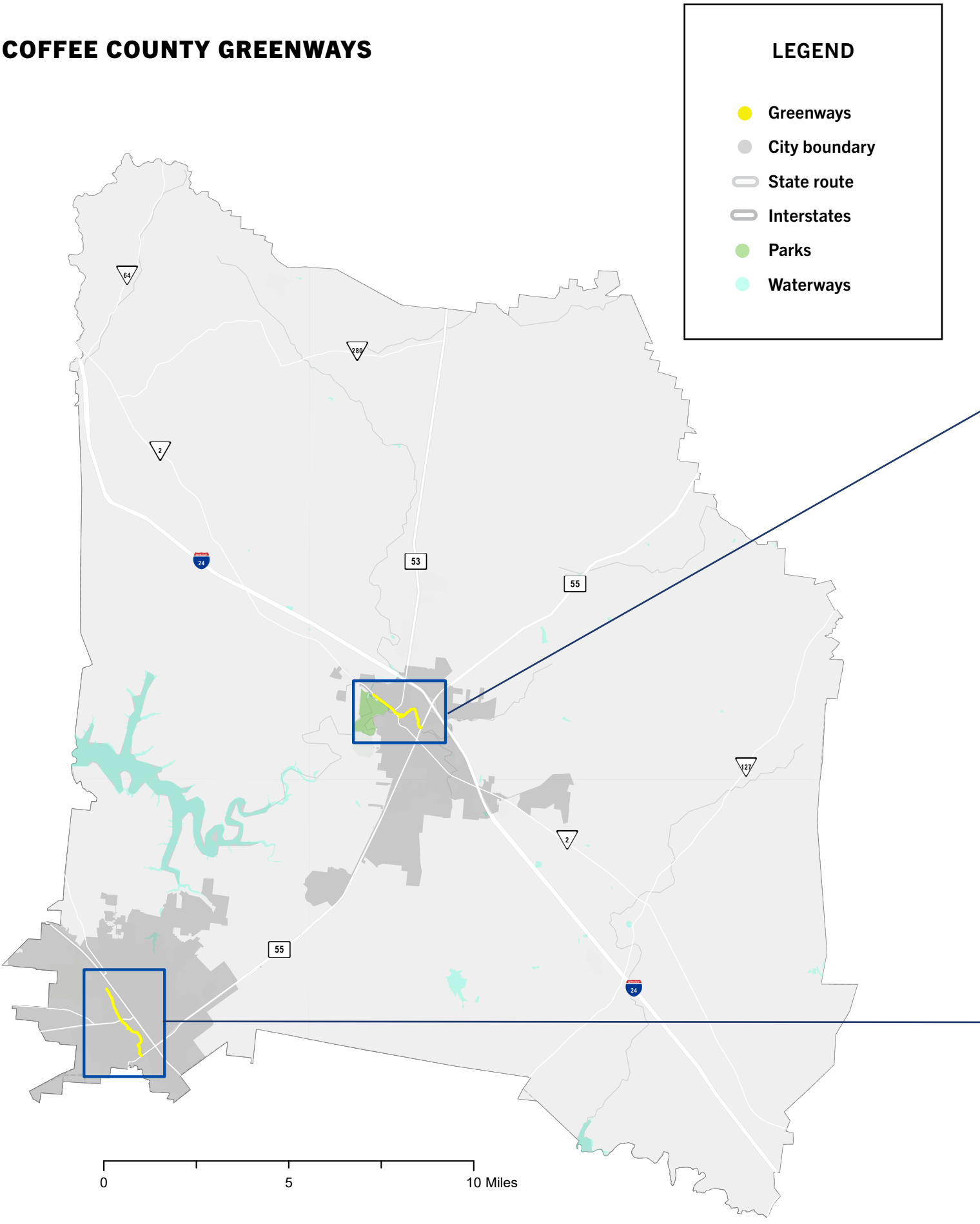


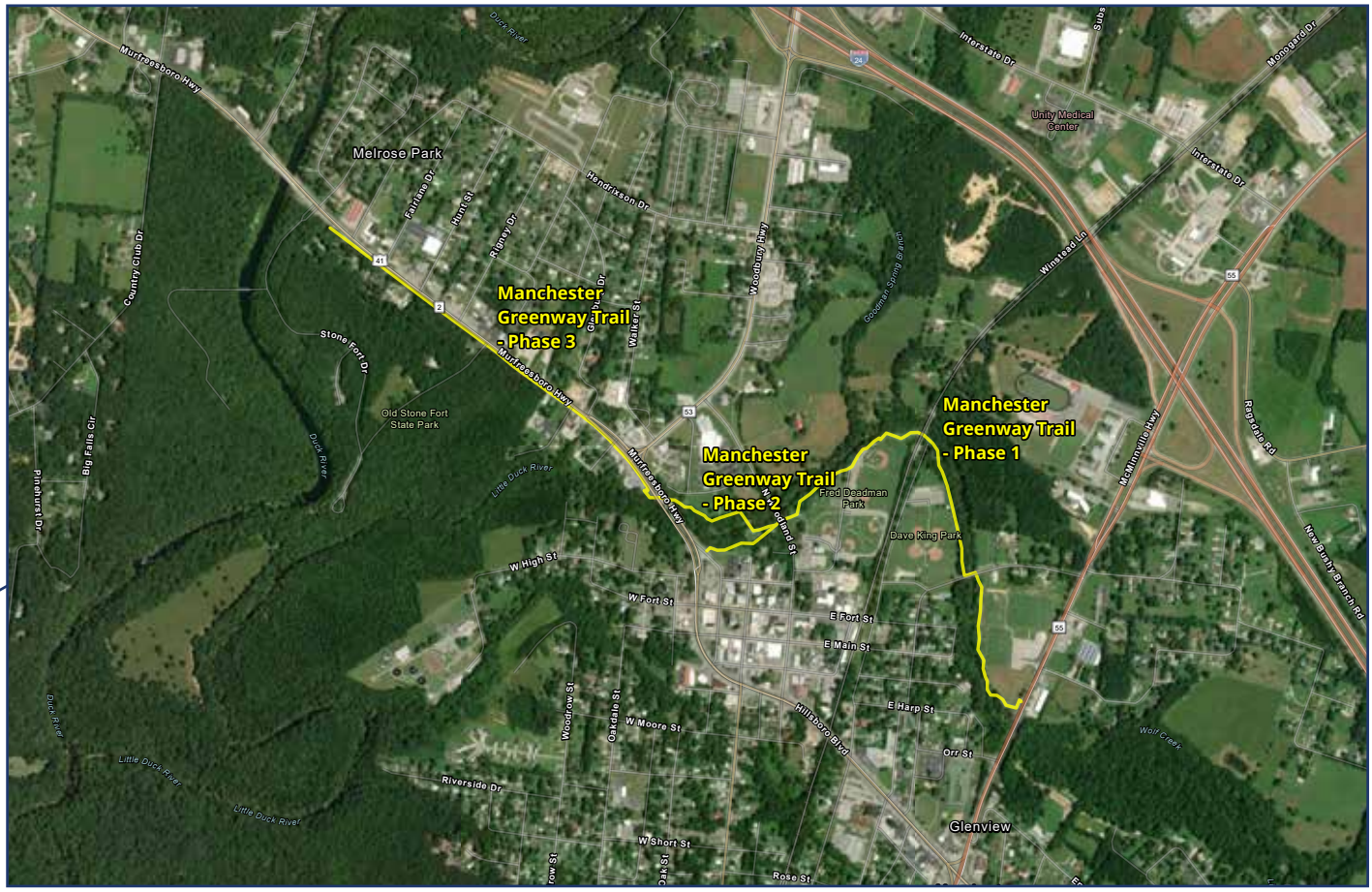


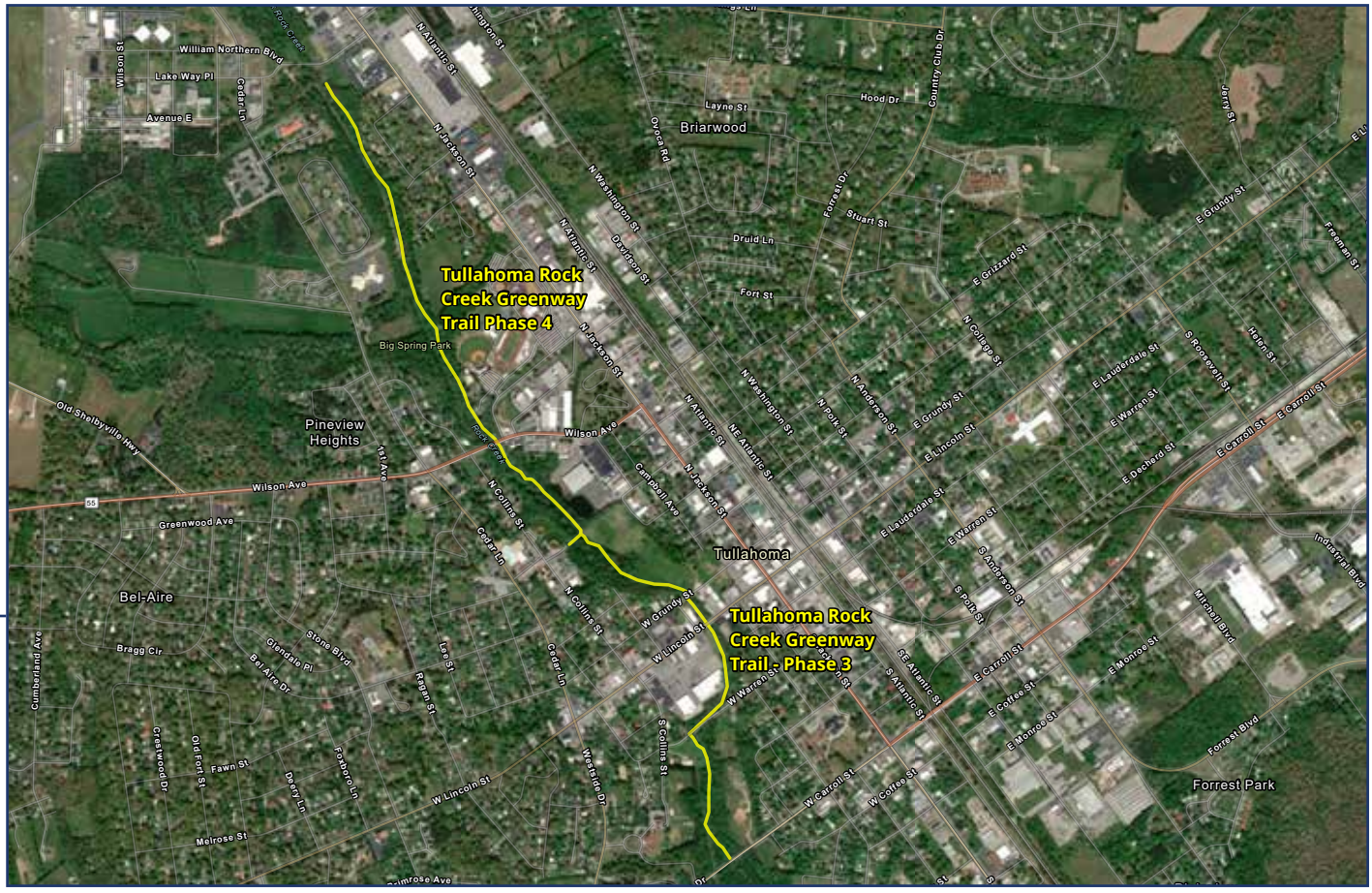
LEGEND

- Greenways
- City boundary
- State route
- Interstates
- Parks
- Waterways

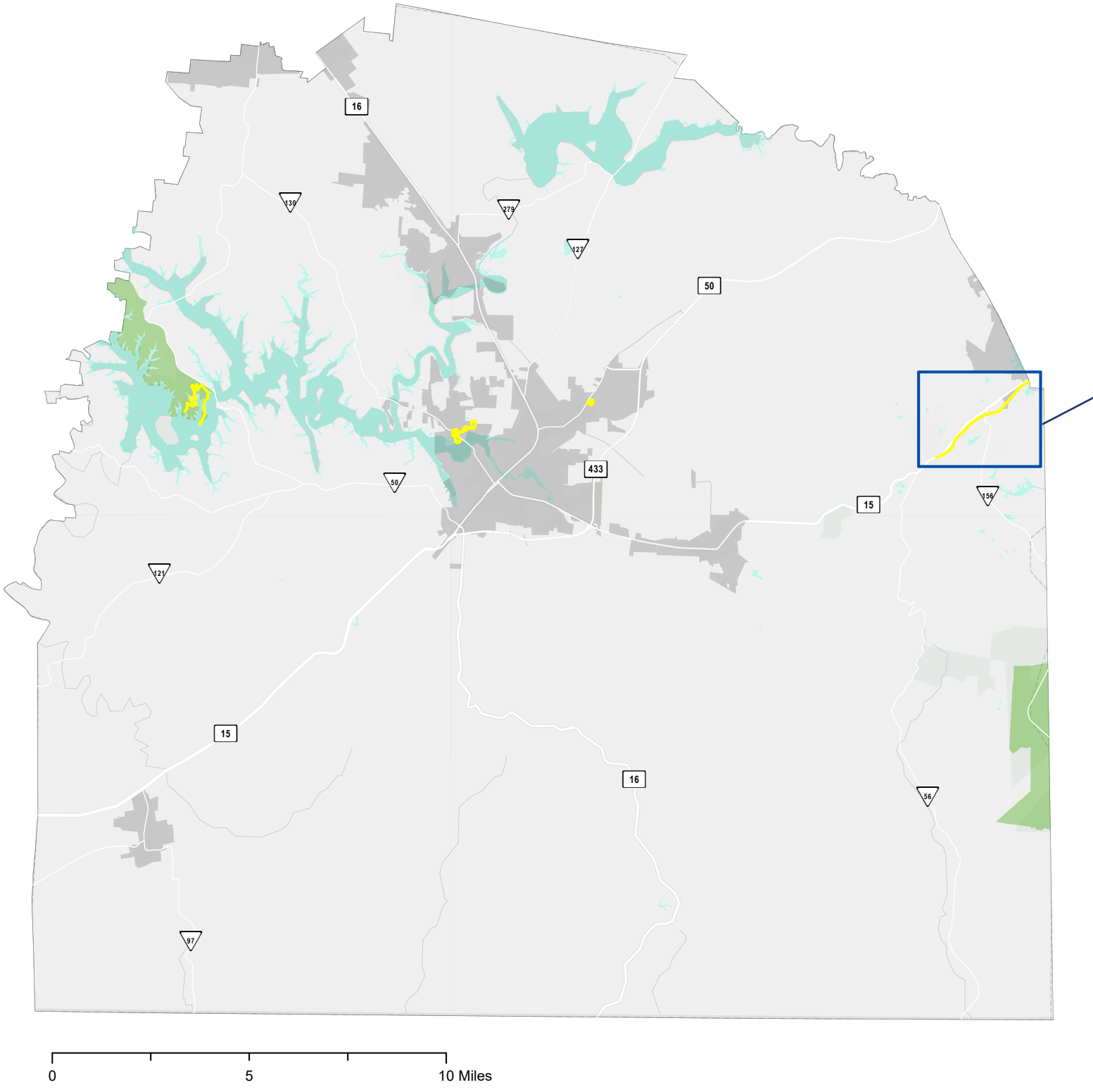
COFFEE COUNTY GREENWAYS




Manchester Greenway Trail - Phase 3
Manchester Greenway Trail - Phase 2
Manchester Greenway Trail - Phase 1
Melrose Park
Old Stone Fort State Park
Fred Deadman Park
Dave King Park
Glenview
Unity Medical Center
Murfreesboro Hwy
Interstate Dr
Woodbury Hwy
McMinnville Hwy
W High St
W Fort St
E Fort St
E Main St
E Harp St
W Moore St
Hillsboro Blvd
Orr St
Riverside Dr
W Short St
Rose St
Duck River
Little Duck River
Wolf Creek


Tullahoma Rock Creek Greenway Trail Phase 4
Tullahoma Rock Creek Greenway Trail - Phase 3
Briarwood
Pineview Heights
Bel-Aire
Tullahoma
Forrest Park
Big Spring Park
William Northern Blvd
Wilson Ave
Greenwood Ave
Old Shelbyville Hwy
N Atlantic St
N Jackson St
N Washington St
E Grundy St
W Grundy St
E Lincoln St
W Lincoln St
E Carroll St
W Carroll St
E Warren St
W Warren St
E Coffee St
W Coffee St
E Monroe St
Forrest Blvd
Industrial Blvd
Rock River
Duck River

FRANKLIN COUNTY GREENWAYS

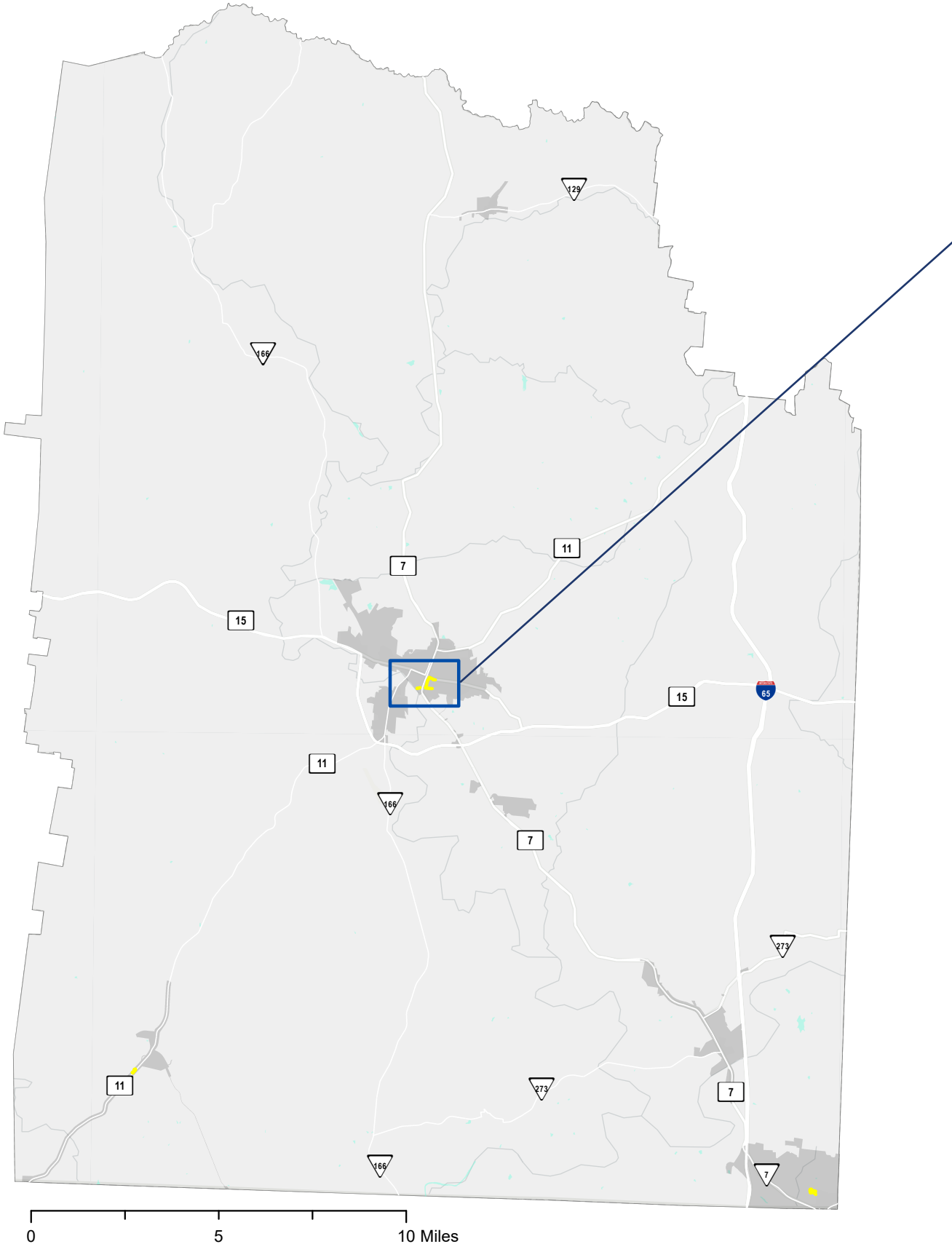


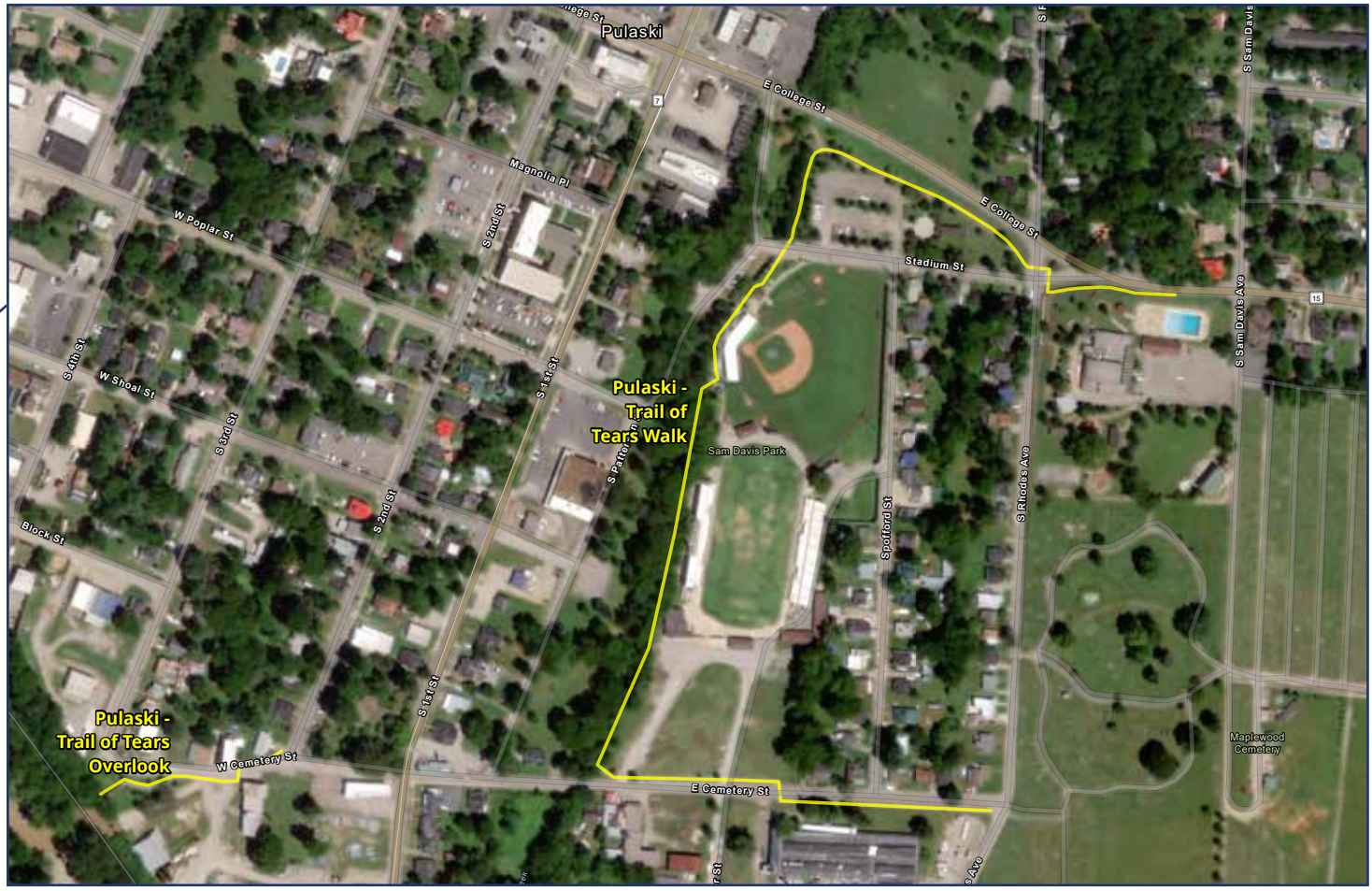


LEGEND

- Greenways
- City boundary
- State route
- Interstates
- Parks
- Waterways

GILES COUNTY GREENWAYS

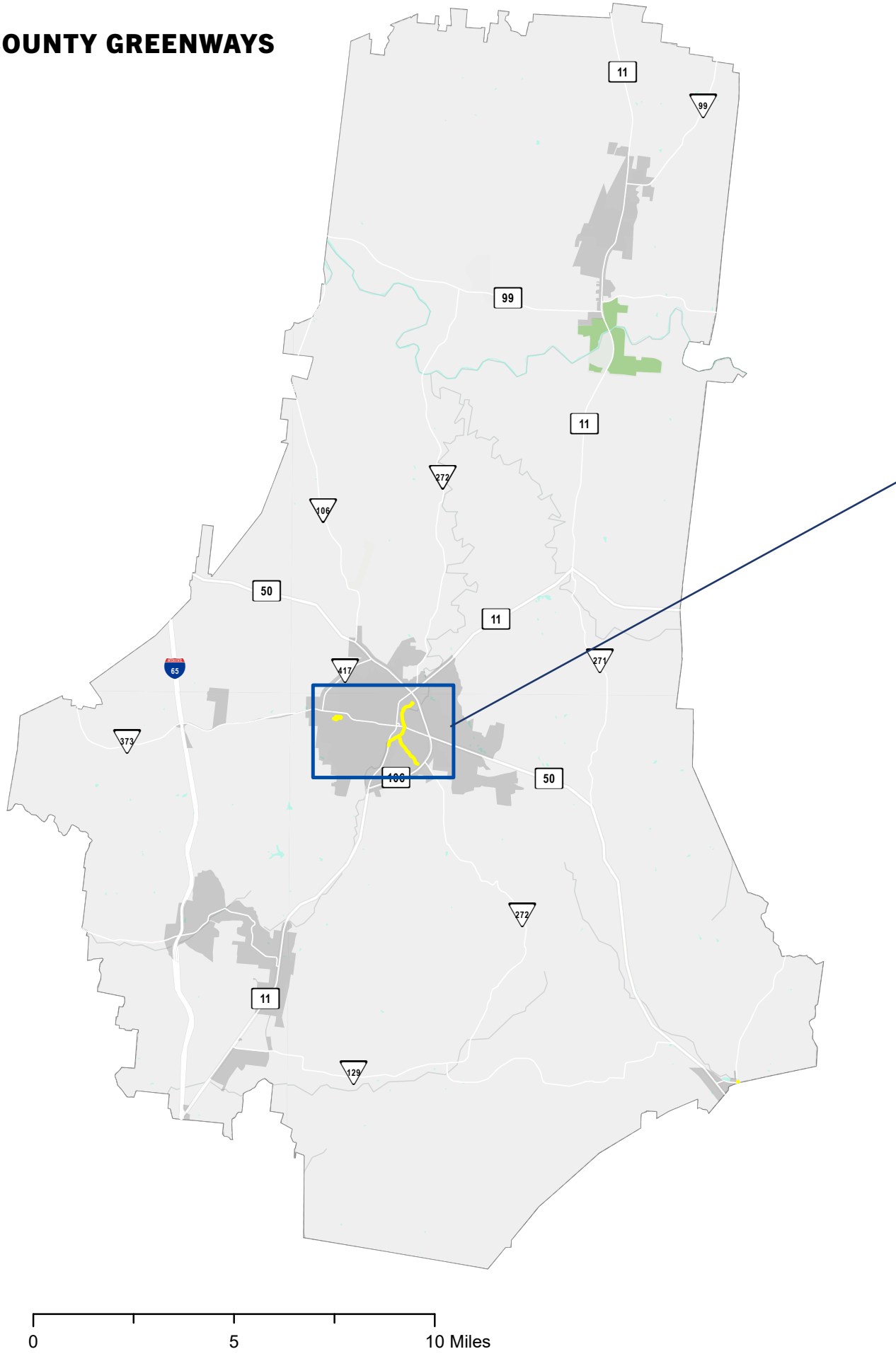


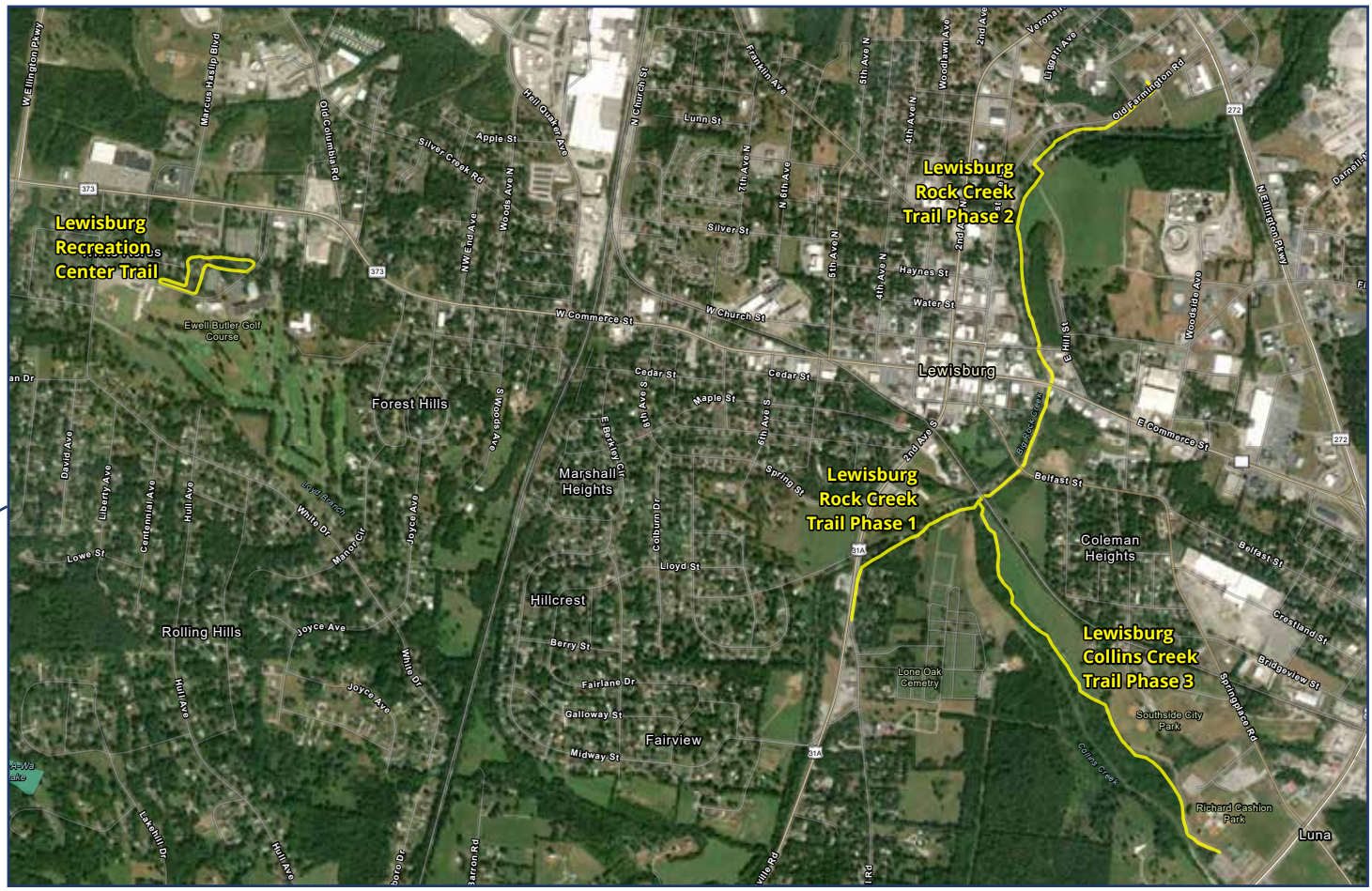


LEGEND

- Greenways
- City boundary
- State route
- Interstates
- Parks
- Waterways

MARSHALL COUNTY GREENWAYS





LEGEND

- Greenways
- City boundary
- State route
- Interstates
- Parks
- Waterways

GOALS AND OBJECTIVES

The goals and objectives section of the plan provides an overview of transportation needs and wants identified by the communities. The top regional goals were identified by reoccurring themes and patterns shared by the seven counties that comprise the South Central East RPO. These needs and wants were shared during each county's one on one meeting. During these meetings, each county was provided an opportunity to share its long range transportation goals. After each one-on-one meeting, there was a South Central East RPO workshop meeting where dissemination of information and analysis were shared with each county. All data collected during the one-on-one meetings and workshop were incorporated into the goals and objectives section of the plan.

Public Participation

Public participation throughout the RPOs across the state of Tennessee is an important element of transportation planning. The TDOT Long Range Planning Division has made efforts and will continue to engage and encourage more public participation from the rural communities it serves. It is important for locally elected officials whom often serve on the RPO's Executive and Technical Committees, business owners, and the general public to be involved in the planning process. TDOT's Long Range Planning Division will continue to conduct a planning process that encourages outreach and considers local input in decision and policy making.

There were seven input meetings held at various locations within each county located in the South Central East RPO. The feedback and input from the meetings served as a helpful tool in the development of the plan. The purpose of these meetings was to engage with stakeholders outside of the formal RPO bi-annual meetings. In addition to gaining insight from other community members who may not currently be involved in the RPO process, we wanted to expand the opportunity to others within their respective counties to provide input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersection, or maintenance issues vary among stakeholders; however, County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives of the Chamber of Commerce, Public Works, Emergency Management, and School Board were invited and encouraged to attend and participate.

PUBLIC INPUT MEETINGS

DATE	COUNTY	LOCATION
February 19, 2019	Bedford	Bedford County Emergency Management & Homeland Security Agency; 1304 Railroad Ave.; Shelbyville, TN 37160
February 20, 2019	Coffee	Coffee County Administrative Plaza; 1329 McArthur Street; Manchester, TN 37355
February 20, 2019	Franklin	Franklin County Annex Building; 855 Dinah Shore Blvd.; Winchester, TN 37398
February 28, 2019	Giles	Giles County Courthouse Annex; 222 W. Madison Street; Pulaski, TN 38478
February 21, 2019	Lincoln	Fayetteville City Hall; 110 Elk Ave., S.; Fayetteville, TN 37334
February 21, 2019	Marshall	Marshall County Courthouse Annex; 1108 Courthouse Annex; Lewisburg, TN 37091
February 19, 2019	Moore	American Legion Building; 119 Booneville Hwy; Lynchburg, TN 37352

Regional Goals

The South Central East Rural Regional Transportation Plan reviews all needs and community aspirations based on future planning. These requests will be taken into consideration as identified needs are shared by local stakeholders from each county within the South Central East RPO. In the following "Recommendation" section of the plan, these goals have been mapped and brief descriptions provided. These recommendations will be used to guide future planning throughout the region and will serve as a building block for future plans and initiatives. Each county will be provided a strategy and objectives to assist reaching future long-term visions.

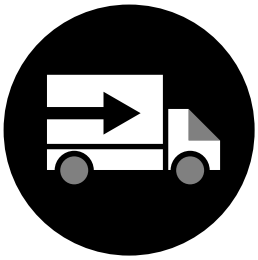
The South Central East RPO population is going to increase at a similar rate to the state of Tennessee by the year 2050 and transportation will continue to play a role in attracting business, encouraging development and sustaining communities that have shaped this region of the state. Particular groups within these communities that should be given additional consideration with transportation decisions would be low-income and persons with disabilities. Existing land use is largely agriculture, residential and public lands, which are currently compatible with the region's transportation network. With compatible networks the area is experiencing stable and modest increases.

The Rural Regional Transportation Plan not only measured traffic counts but took into consideration the "maximum rate at which vehicles can pass through the region", measuring volume capacity ratio. The region had little to no volume/capacity issues in 2010, and this trend continues into 2040. In addition, freight traffic was analyzed, and overall truck traffic is higher in comparison to state averages. Commuting patterns in the region show residents mainly commuting to Rutherford County outside of the RPO; within the RPO, most commute trips end in the same county they originated in. Safety projects in the region are ongoing and vary from scope of work to signing, pavement and other miscellaneous safety improvements.

Based upon current conditions and future projections the region is prepared to continue efforts of transportation improvement projects from the Improve Act, as well as utilize identified community requests in this document as guidance for future transportation projects. With proper planning and continuing dialogue between residents, elected officials and TDOT the maintenance and quality of the region's infrastructure will continue to serve the public's need and interest for years to come. Additionally, maintenance of the transportation network includes regional goals. These goals were identified by each county within the region. The goals and their respective objectives and strategies are on the following pages.



REGIONAL GOALS

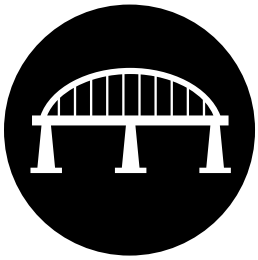


GOAL 1: MONITORING THE REGION'S FREIGHT TRAFFIC WHILE SUPPORTING THE MOVEMENT OF GOODS THROUGH THE REGION

Objective: Continue to identify hazardous roadway segments and intersections

Strategies:

- Create a reporting mechanism for freight incidents
- Post additional signage that prohibits freight
- Encourage law enforcement to enforce local ordinances regarding freight
- Enact ordinances prohibiting freight from specific roadway segments
- Identify and contact local freight businesses to address any local freight concerns or issues



GOAL 2: INCREASE MULTIMODAL ACCESS AND SUPPORT EXISTING INFRASTRUCTURE

Objective: Work with local communities to encourage land use planning and development that is conducive and supportive of pedestrians

Strategies:

- Public education and awareness
- Provide appropriate signage
- Retrofit infrastructure or upgrade existing infrastructure to support pedestrian needs
- Develop policy to evaluate multimodal options
- Develop land use policy to support multimodal strategies
- Encourage local governments to update current land use policy to encourage more connectivity for pedestrians
- Encourage local governments to offer transit options connected to recreational areas
- Partner with area school districts, where appropriate, to establish policies that support and provide adequate pedestrian alternatives



GOAL 3: IMPROVE SAFETY THROUGHOUT THE REGION

Objective: Coordinate with local Roadway Superintendents, Office of Community Transportation, and TDOT's Project Safety Office

Strategies:

- Coordinate with TDOT and local law enforcement officials
- Encourage Law Enforcement
- Provide more planning and identification of potential areas of concern (i.e. intersections, crosswalks, and segments of roadways)
- Identify and contact local freight businesses
- Evaluate and identify funding sources to assist in the improvements



GOAL 4: SUPPORT THE STATE'S EFFORTS IN BETTER SERVING RURAL TENNESSEE

Objective: Continue serving distressed and at-risk rural communities.

Strategies:

- Continue to support the Executive Order placed on all state departments to provide a statement of rural impact to better serve RPO's
- Partner with other state agencies, local governments and the development district
- Work with communities to identify transportation infrastructure needs to attract economic development

RECOMMENDATIONS

Overview

This section of the plan is a compilation of community concerns identified during the community engagement process. Each county in the South Central East RPO had an opportunity to share and identify potential areas that would require further analysis, which would determine next steps for the identified areas. The recommendations presented in this section are all quantitative based. Each identified item was thoroughly examined by TDOT's Data Visualization Office located within the Long Range Planning Division. These recommendations do not guarantee neither implementation nor funding, but provide identified needs for the South Central East RPO in the future.

These projects have been analyzed and reviewed for the purposes of the Rural Regional Transportation Plan; however, that process does not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process. The maps are separated by county and project type. The two main project types analyzed were multimodal and safety. Aside from multimodal and safety, the following project types were identified during the community engagement process: freight, resurfacing/repaving, and maintenance.

In the following pages of this section there are maps that provide location, type of project and the origin of the identified transportation need. The graphic on the right is provided for reference purposes. Within the legend there are three headers: multimodal; safety and other projects. If projects did not fit under multimodal or safety they were categorized as other projects. Circles, squares and triangles represent the project type. Colors also highlight how each project was identified. Blue shapes signify that either the Long Range Planning Division (multimodal) or STID (safety) identified the project as a priority, whereas black signifies a community-identified project. Red shapes signify public stakeholders. Green shapes are projects identified by public stakeholders that are otherwise not classified under multimodal or safety.

To calculate potential multimodal needs for segments identified by community members of the South Central East RPO, certain indexes were measured. These indexes include equity, demand, supply, and safety. Equity accounted for demographic populations such as low-income; non-white; persons 65+; persons 18 and under; and households without vehicles. Demand accounted for population density; employment density; schools; commercial uses; recreation areas; and other land uses. Supply accounted for posted speed limit; number of travel lanes; width of roads; sidewalk presences; bike lanes; and traffic volume. Safety accounted for pedestrian crashes and bicycle crashes. Only counties within the South Central East RPO were compared with one another in this analysis. The analysis took a regional approach to evaluating multimodal needs. Each index was scored and weighted; from there each county was ranked.

The safety component of the recommendation section is based upon the Local Roads Safety Initiative (LRSI). This initiative identifies and reviews roadway segments of local non-state routes in counties or sections of counties not represented by a MPO with disproportionate occurrences of fatal and serious injury crashes. This data is currently being updated and processed. Once the final data and analysis is available, this portion of the plan will be updated to reflect the final safety projects.

Future Guidance

In addition to the new project prioritization methodology, Long Range Planning has developed a process through which communities can submit requests to TDOT for new projects. In the past, elected officials most often requested projects through direct communication with the Commissioner or through their representatives in the General Assembly. This made it difficult for regional staff to track project requests and status within TDOT. These types of requests sometimes weren't processed in a timely manner or had little to no follow-up, particularly in times of staff turnover.

The Community Transportation Planning Request (CTPR) process funnels requests through the RPO Coordinator. The coordinator collects data and works with the local jurisdiction to formulate the request in a standardized TDOT format developed by OCT. A draft report highlighting existing conditions and local perspectives on the need is submitted to TDOT's Strategic Transportation Investment Division (STID). STID develops data-driven Transportation Investment Reports for new projects to determine whether they are necessary prior to recommending alternatives that would provide a solution to the particular transportation issue. This new process has received feedback from local communities on its value and utility. They

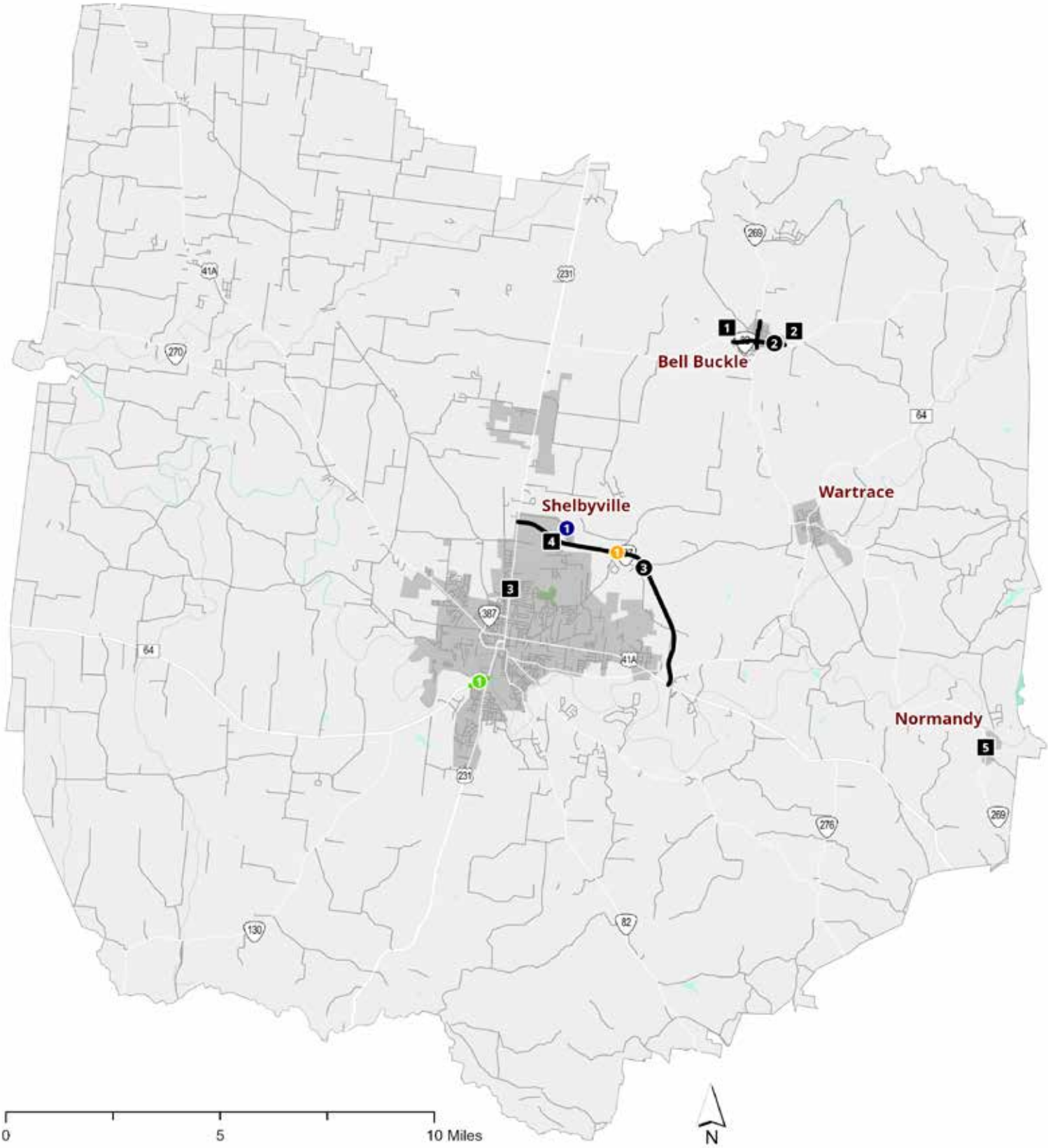
appreciate that the State now has a formal process of receiving and processing local requests for new projects.

The CTPRs are completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, if the request is warranted and approved a "Needs Assessment" would be conducted by STID. If the project is deemed necessary, then the project may be designated a "New Start" during the PE phase, once funding is available. The project could also be deemed not necessary; at that point, no further action is needed, and the community will be notified of the decision. If the project is needed, funding is allocated, and a formal study is conducted by TDOT's STID and Long Range Planning Division. The project would then enter the Project Development Process, which includes an Environmental Review (NEPA), Right-of-Way (ROW) determinations, and the Design and Construction phases, in that order. The flow of processes is standard for the majority of TDOT projects, including those in the IMPROVE Act. The status of a project will be monitored by OCT, and status updates will be regularly shared with the RPO Coordinator.

If the CTPR involves pavement, the following process would occur. The CTPR would be completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, a "Needs Assessment" would be conducted by regional staff in conjunction with the Headquarters Pavement Office. If the project is deemed necessary, then the project may be added to the three year resurfacing plan. The project could also be deemed not necessary; at that point, no further action is needed and the community will be notified of the decision. If the project is needed, funding is allocated. The project would then enter the Project Development Process and status of a project will be monitored by OCT, and status updates will be regularly shared with the RPO Coordinator.



Bedford County Recommendations



Multimodal

1. Fairfield Pike LM 5.52 to LM 5.53
2. Pedestrian safety at The Webb School along SR-82 (Webb Rd E.)
3. Designated bike lanes along SR-437 (Bypass)

Safety

1. Freight traffic through Bell Buckle
2. Pedestrian safety at The Webb School along SR-82 (Webb Rd E.)
3. Safety concerns at the intersection of Hickory Dr. and SR-82 (North Main St.)
4. Safety concerns at the intersection of Fairfield Pike and SR-437
5. Safety concerns at the intersections of Normandy Rd.; College St.; Division St.; Cascade Hollow Rd. & SR-269 in Normandy

Freight

1. "No Truck" signage at Horse Mountain Rd. but no access for trucks to turn around

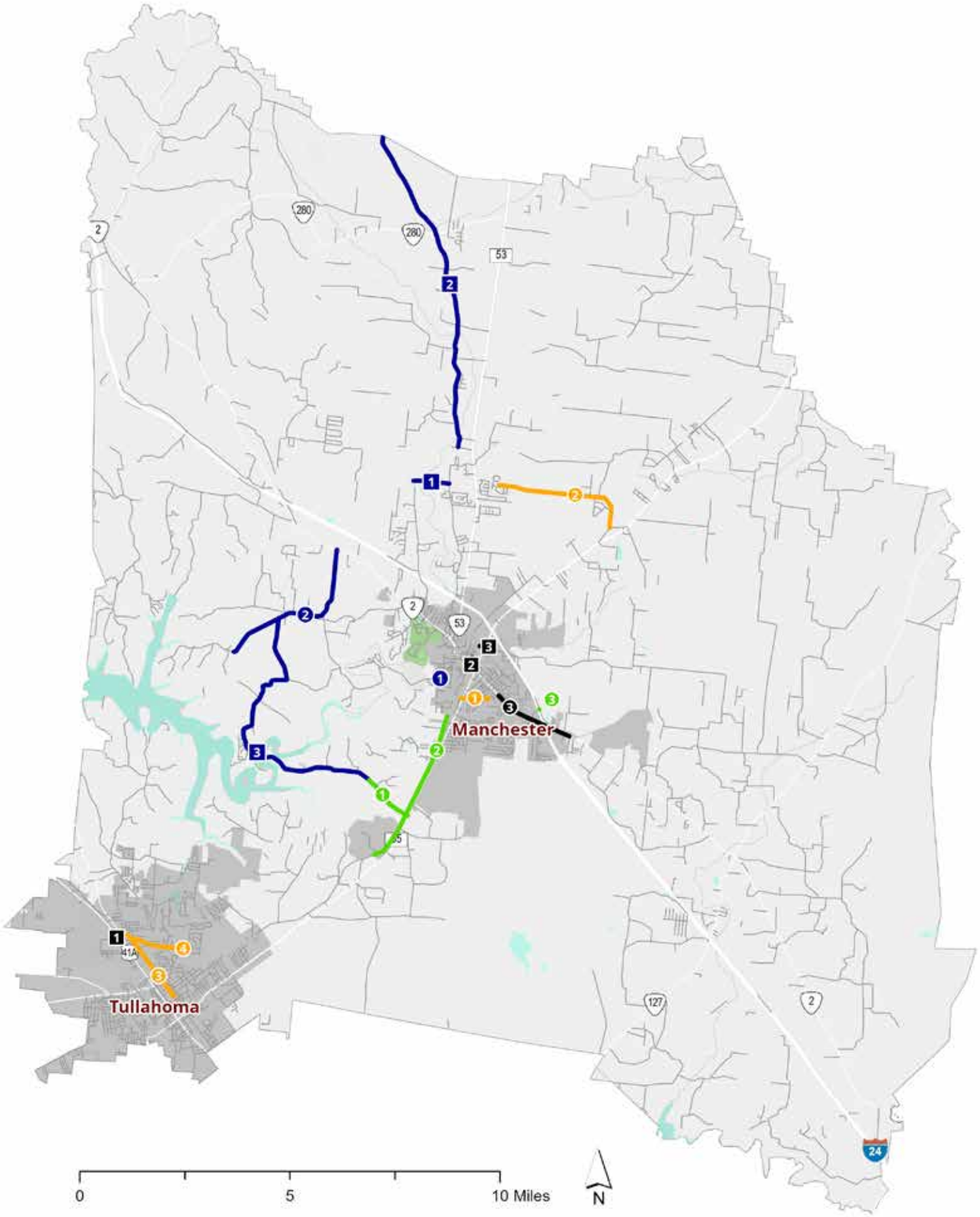
Miscellaneous

1. Requesting a bridge at Lewis Ave.

LM = Log Mile



Coffee County Recommendations



Multimodal

1. Taylor St. / Cat Creek Rd. LM 11.25 to LM 11.52
2. Blanton Chapel Rd. LM 0 to LM 4.09
3. Along Hillsboro Blvd. (SR-2)(Hwy-41) sidewalks in Manchester need to be extended south of the Post Office for connectivity

Safety

1. Gowen Rd. LM 0 to LM 0.86 (LRSI)
2. Parker Rd. / Goosepond Rd. / Lumley Stand Rd. / Epsy Rd. LM 0 to LM 7.96 (LRSI)
3. Belmont Rd. / Mt. View Rd. / MG England Rd. LM 0 to LM 8.32 (LRSI)

1. Concerns at the intersection of Cedar Lane/N. Washington St. and SR-16 (N. Jackson St.)
2. College St. in Manchester located near College Street Elementary School
3. Concerns at the intersection of SR-55 (McMinnville Hwy.), Old Bushy Branch Rd. and N. Waite St.

Freight

1. Heavy freight traffic along Oak Dr. in Manchester
2. Heavy freight traffic along Wayside Rd. due to connectivity with SR-53 and SR-55
3. Heavy freight traffic along North Washington St.
4. Maneuvering issues for freight traffic at Kings Ln. in Tullahoma

Miscellaneous

1. Concerns for speeding along Belmont Rd.
2. Concerns for speeding along Tullahoma Hwy.
3. Seasonal Bonnaroo traffic

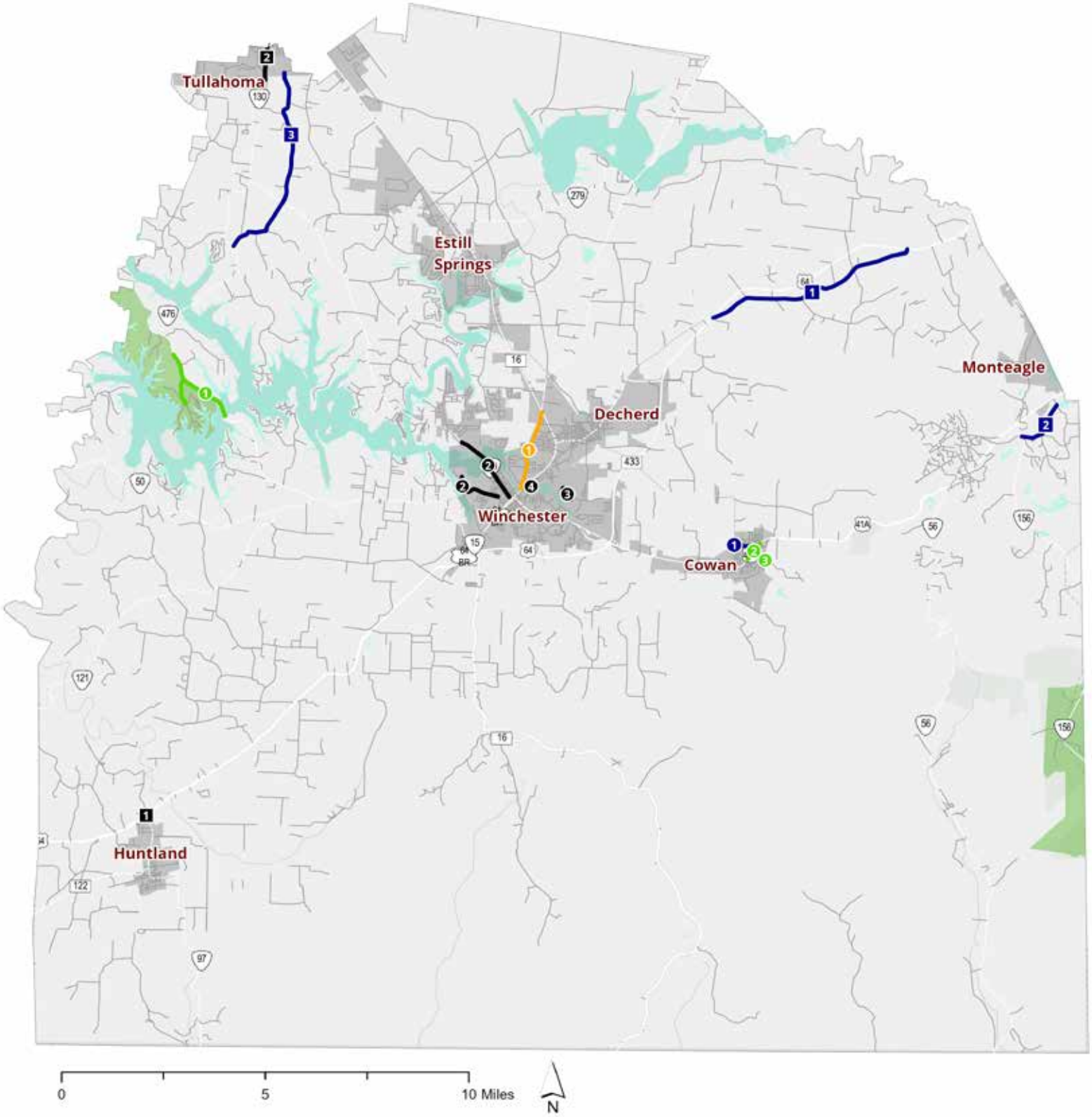
- Not mapped: Request for a Park N Ride lot

LM = Log Mile

LRSI = Local Road Safety Initiative



Franklin County Recommendations



Multimodal

1. N. College St. LM 0 to LM 0.54
2. Connectivity between Dry Creek Beach, Twin Creeks Marina and Winchester City Park
3. Connectivity for Franklin High School
4. *Connectivity for the Winchester Housing Authority

Safety

1. Alto Hwy. LM 0 to LM 5.32 (LRSI)
2. Midway Rd. LM 0 to LM 1.33 (LRSI)
3. Blue Creek Rd. / Hurricane Rd. LM 0 to LM 5.43 (LRSI)
1. Requesting signalization at SR-15 (Hwy-64) and Main St. in Huntland
2. Shoulder concerns along SR-130 (Westside Dr.)

Freight

1. Freight capacity concerns along Sharp Springs Rd.

Miscellaneous

1. Request for signage to Tims Ford State Park
2. Bypass Road to the intersection of SR-41A (Cowan Hwy.) (S. College St.)
3. Traffic signalization at SR-41A (Cowan Hwy.) (S. College St.)

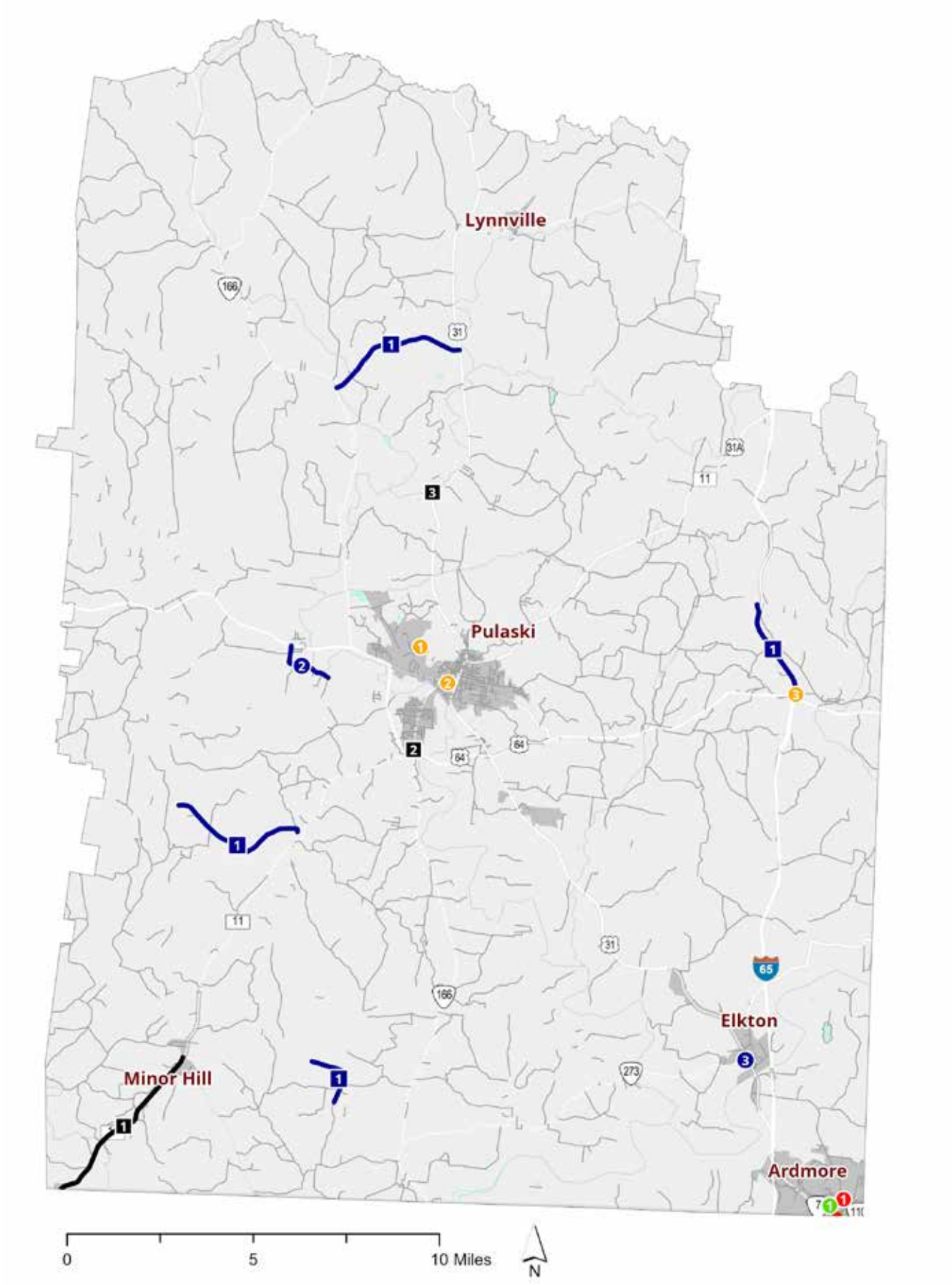
LM = Log Mile

LRSI = Local Road Safety Initiative

* Multimodal Analysis unable to provide data



Giles County Recommendations



Multimodal

1. Sidewalks in Ardmore, north of the railroad tracks along SR-7 (Main St.) to Penny Ln.
2. Vales Mill Rd. LM 10.39 to LM 12.01
3. Prospect Rd. (SR 273) LM 10.39 to LM 10.53

Safety

1. Various Local Roads (LRSI)

1. Requesting guardrails south of Minor Hill along Hwy-11
2. Reporting lane departures occurring at SR-166 (Bethel Rd.) near airport
3. Requesting signage at Riversburg Curve located along SR-7 (Hwy-31) (Cross street is Old Campbellsville Rd.)

Freight

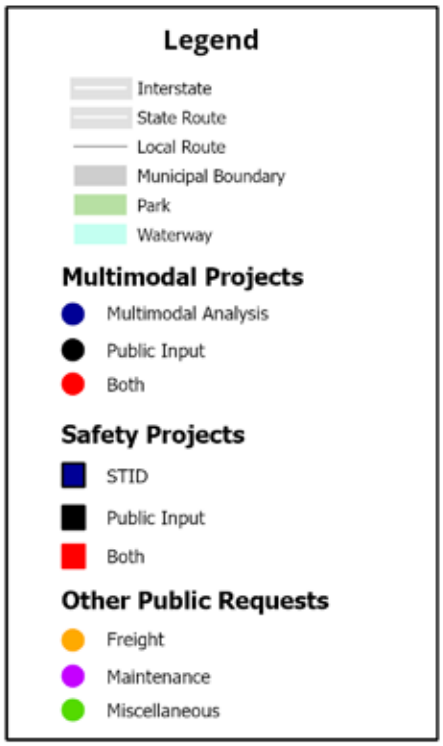
1. Signage needed for freight using W. Madison St. and Rocky Rd. that turns into Bennett Dr. in the Industrial Park
2. College St. is difficult for freight trucks entering Martin College for deliveries. (W. Flowers, S. 5th St., W. Madison St. and S. 4th St.) (Local delivery trucks need to use W. Flowers, S. 5th St., W. Madison St. and S. 4th St.)
3. Exit 14 along I-65 on/off ramp difficult for trucks

Miscellaneous

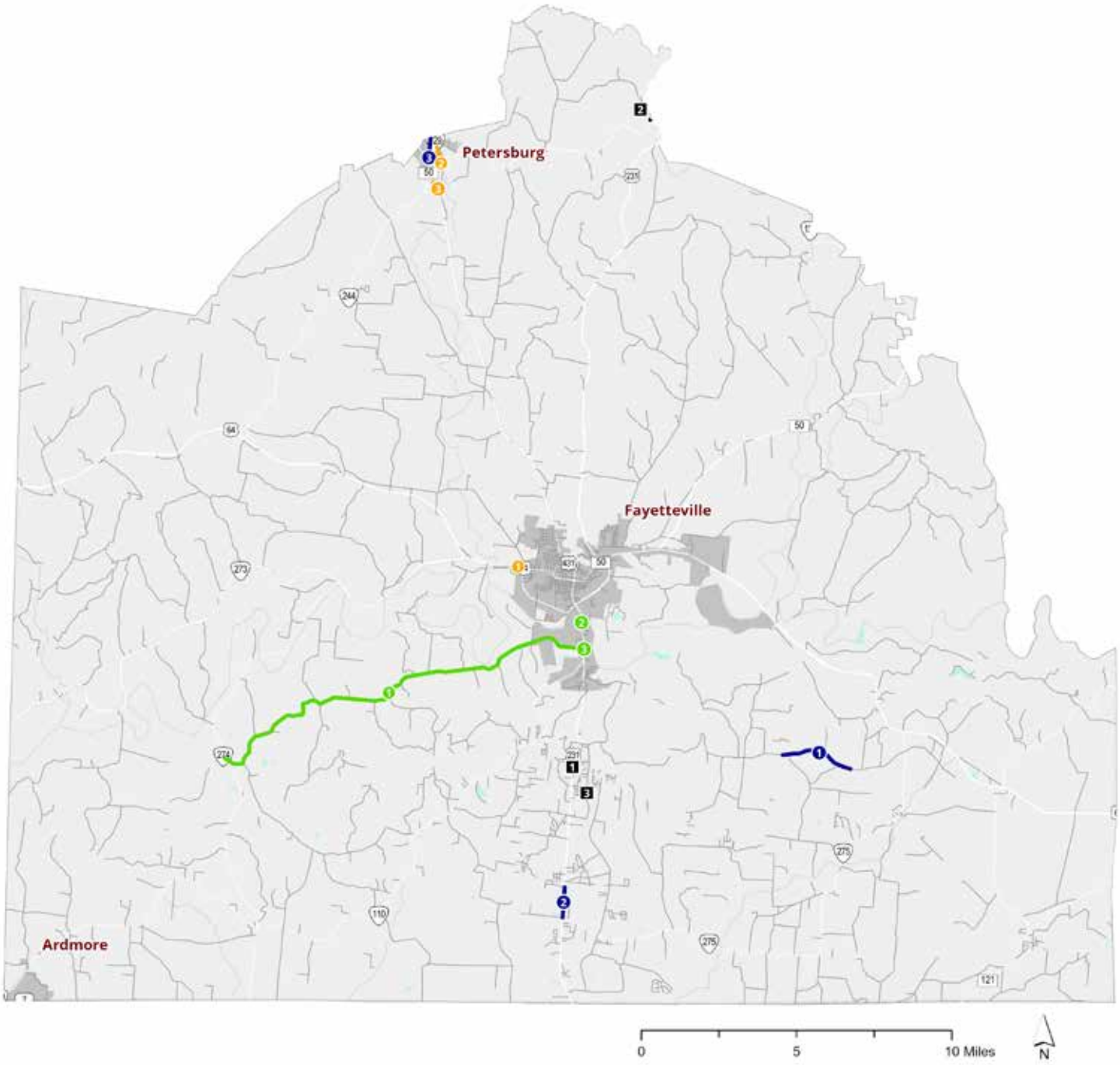
1. Flooding occurring at railroad underpass along the TN/AL border

LM = Log Mile

LRSI = Local Road Safety Initiative



Lincoln County Recommendations



Multimodal

1. Howell Hill Rd. LM 1.91 to LM 3.87
2. Huntsville Hwy. (SR 10) LM 2.33 to LM 3.13
3. South High St. LM 0 to LM 0.66

Safety

1. Concerns at the intersection of W. Prospect Rd./E. Prospect R. and SR-10 (Huntsville Hwy.)
2. Sight issues along Hwy-129 (Petersburg-Chesnut Ridge Rd.) and intersection of Hwy-231 which also serves Bedford and Moore County
3. Steep bank along McDougal Rd. near the airport, Industrial Park and Emergency Services building

Freight

1. GPS routing trucks through Fayetteville not utilizing bypass
2. GPS routing trucks to Railroad St. and Water St. to Hwy-129 (Petersburg-Chesnut Ridge Rd.)
3. Trucks have difficulty turning onto Railroad St. from Highway 50
- Not mapped: Trucks are parking in prohibited locations

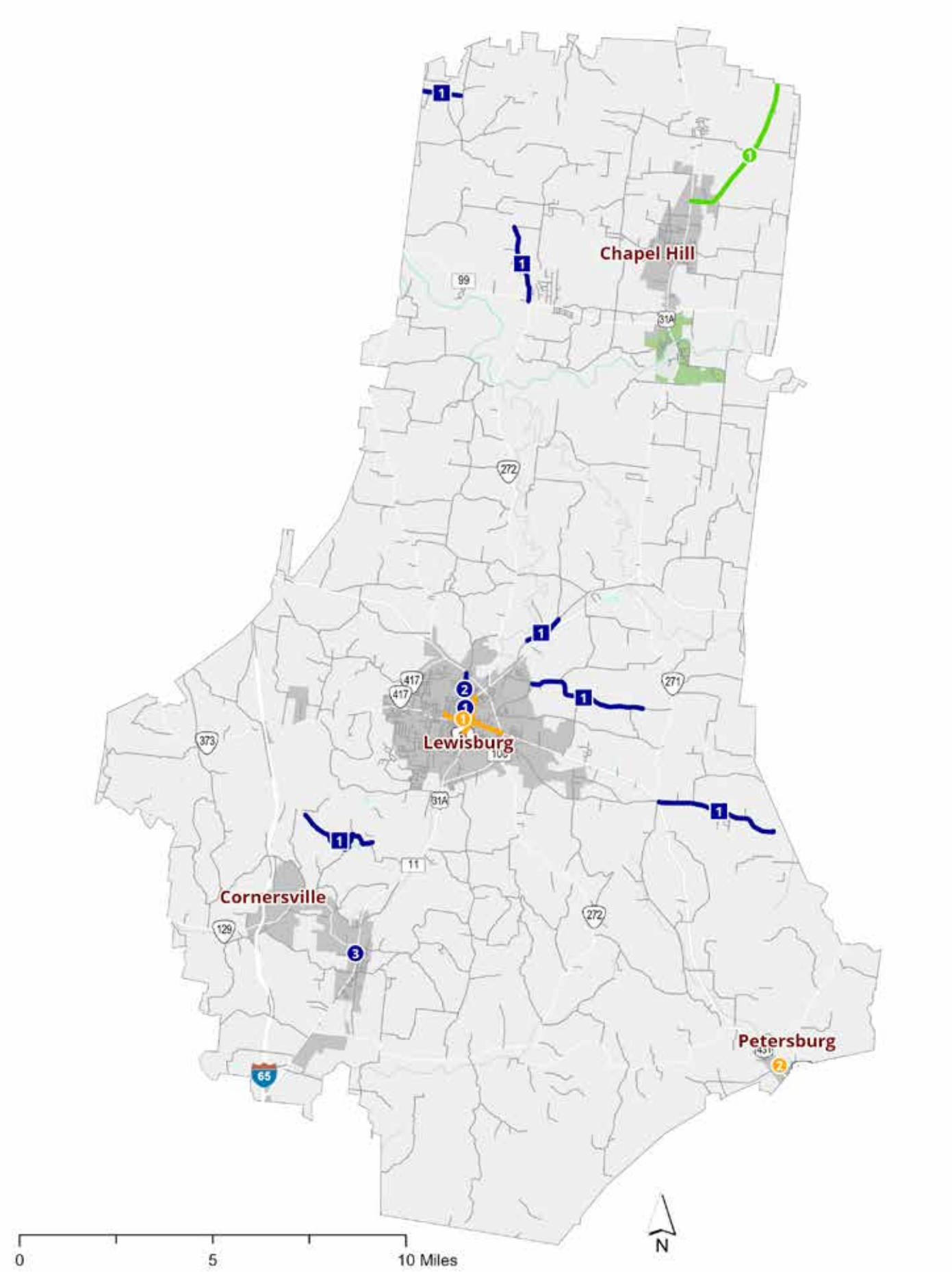
Miscellaneous

1. Unable to turn north on Molino Rd.
2. Requesting a Park N Ride (Walmart is informal location)
3. Signalization at Molino Rd. and Hwy-231

LM = Log Mile



Marshall County Recommendations



Multimodal

1. Franklin Ave. LM 1.29 to LM 1.47
2. 5th Ave. N. LM 0.42 to LM 1.27
3. N. Park St. (SR 129) LM 6.16 to LM 6.22

Safety

1. Various Local Roads (LRSI)

Freight

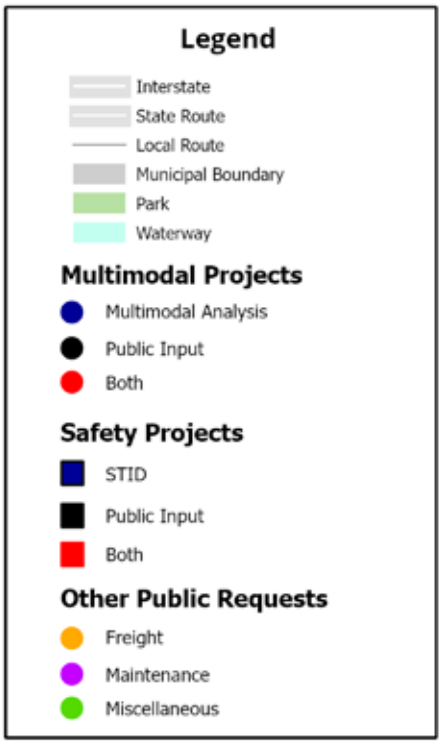
1. GPS routing trucks through town square (E. Commerce St., N. 1st Ave., S. 2nd Ave. and W. Church St.)
2. Trucks have difficulty turning onto Spring St. from Hwy-50

Miscellaneous

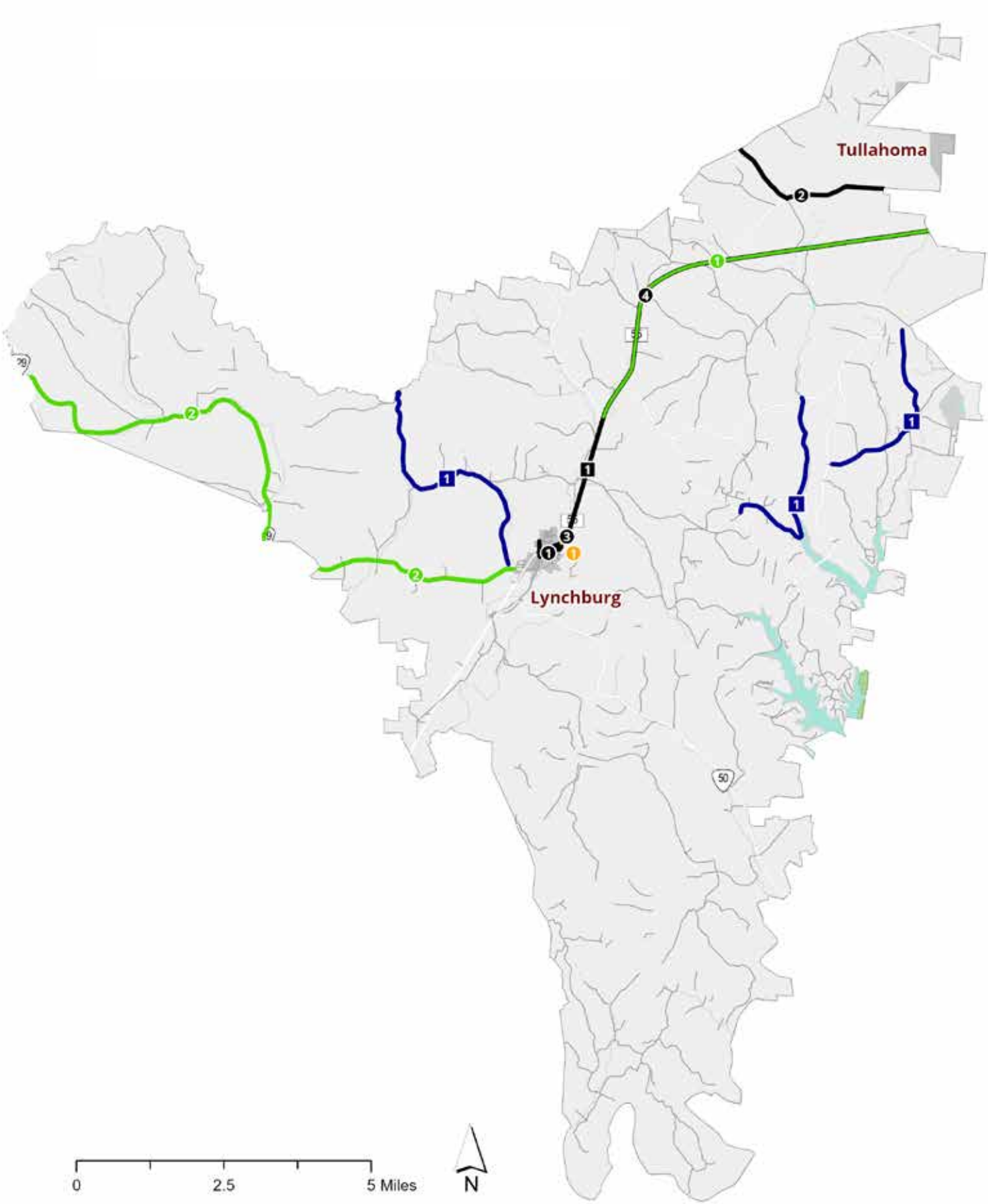
1. Improved connectivity along SR-99 (Eagleville Pk.)

LM = Log Mile

LRSI = Local Road Safety Initiative



Moore County Recommendations



Multimodal

1. Requesting sidewalk to connect SR-55; Elm St. and Main St.
2. Cyclists along SR-130 (Old Shelbyville Hwy.)
3. Requesting pedestrian crossing at Jack Daniel's Distillery
4. Cyclist along SR-55 (Lynchburg Hwy.)

Safety

- 1 Various Local Roads (LRSI)
- 1 Requesting turn lanes along SR-55 to Moore County Middle and High School

Freight

1. Heavy freight traffic presence due to Jack Daniel's Distillery

Miscellaneous

1. SR-55 widened from 2-lane to 4-lane road to Tullahoma
2. Flooding concerns along SR-129 (Booneville Hwy.) which turns into Charity Rd.

LM = Log Mile

LRSI = Local Road Safety Initiative



PREVIOUS PLANS

Giles County

Name: I-65 Multimodal Corridor Study
Date: December 2017

Marshall County

Name: Marshall County:
Comprehensive Transportation Plan
Date: September 2018

Name: Marshall County: Zoning Overlay
Date: 2019-2020

Name: Marshall County Long Term Growth Planning
Date: 2019-2020

Name: Marshall County: Henry Horton State Park
Long Term Planning
Date: 2019-2020

Name: Marshall County:
Water Feasibility and Quality Report
Date: 2019-2020

Name: Marshall County:
State Route 64 Planning Study – From SR 11/271 to SR 10

Bedford County

Name: Bedford County:
State Route 64 – From SR 11/271 to SR 10

Name: City of Shelbyville 2008-2028 Comprehensive Plan

Lincoln County

Name: Fayetteville: Greenway & Blueway Master Plan
Date: 2017

Coffee County

Name: Coffee County: Manchester Bypass
Planning Study – From SR 55 to SR 2

Name: Coffee County: Kennedy Drive
Planning Study – From SR 55 to SR2 2

Name: Old Stone Fork State Archeological Park
Business and Management Plan
Date: June 2018

Franklin County

Name: Tim's Ford State Park
Business and Management Plan
Date: June 2018



GIS METHODOLOGY

Activity Center Analysis

A GIS (Geographic Information Systems) spatial analyst model was developed in order to determine the areas with the highest concentration of activity in the South Central East region. This methodology will be described in detail in order to fully understand how the locations of Activity Centers were determined in this region. This analysis included selecting various geospatial datasets as criteria, and performing multiple spatial analyst geoprocessing tools to generate outputs. The Activity Center Model includes the criteria listed in the table and diagram below. The scoring method indicates how the inputs were assigned ranking values. Each of the inputs were scored 1 - 5 based on density and proximity, and then assigned weighted multipliers to reflect the relative influence categories have on active living spaces. As illustrated in the table, each major category received equal weight in the scoring.

Multimodal Suitability Index

The Multimodal Project Prioritization methodology seeks to combine multiple evaluation criteria to produce one Multimodal Suitability Index for each traffic segment across a region. This index was produced and applied in order to rank each roadway segment and prioritize multimodal project recommendations based on how those segments rank. This methodology, which is detailed below, is modeled after similar processes completed for the cities of Nashville and Memphis in their efforts to prioritize multimodal projects.

To calculate a Multimodal Suitability Index for each road segment, these four criteria were selected and analyzed:

- Safety Analysis
- Equity Analysis
- Demand Analysis
- Supply Analysis

Based on the outputs of the four analyses and how each roadway segment was scored, a list of potential multimodal projects was produced, detailing how it was ranked according to the list criteria. Road Diet candidates were also included in this study, but are considered as complementary projects.

Safety Analysis: This item of criteria involved collecting crash location data, more specifically, any crash that involved a bicyclist or pedestrian, regardless of the level of severity. Any segment that experienced a pedestrian or bicycle crash from years 2002 - 2017 received a score of 5, while segments that did not experience a crash received a score of 1.

Equity Analysis: This criterion sought to accommodate populations in need of equitable access to community resources. This equity analysis assigned an equity score to each segment depending on where it was located in census block groups in the region. This scoring was based on a composite scoring approach. Higher equity scores correspond to higher than average rates of one or more of the following groups:

- Households living below the poverty line
- Households without vehicles
- Non-white populations
- Population <18
- Populations 65+



SOUTH CENTRAL EAST SAFETY PROJECTS: BEDFORD COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
125450.07	ADAMS LN. RD.	0A091	Various Local Roads in Bedford County (Local Roads Safety Initiative)	LRSI
125450.07	UNIONVILLE-DEASON RD.	01040	Various Local Roads in Bedford County (Local Roads Safety Initiative)	LRSI
125450.07	MT. HERMAN RD.	01995	Various Local Roads in Bedford County (Local Roads Safety Initiative)	LRSI
125450.07	FAIRFIELD PK.	01043	Various Local Roads in Bedford County (Local Roads Safety Initiative)	LRSI
125450.07	HALLS MILL RD.	02007	Various Local Roads in Bedford County (Local Roads Safety Initiative)	LRSI
128570.00	WALKING HORSE PKWY.	SR064	From Potts Road to Clyde Gleaves Road	EPD

SOUTH CENTRAL EAST SAFETY PROJECTS: COFFEE COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
118486.00	MCMINNVILLE HWY.	SR055	From Belmont Road to Bowling Alley Road in Manchester (RSAR)	Design
118909.00	MURFREESBORO HWY.	SR002	Intersection at SR-55, LM 14.65 in Manchester (RSAR)	Design
120892.00	WOODBURY HWY.	SR053	at Coffee County Middle School	Spot Safety
121079.00	I-24	I0024	Northwest of SR-2, Between LM 4.20 and 7.20 (RSAR)	EPD
125212.00	I-24	I0024	Interchange at SR-55	Spot Safety
125450.11	PARKER RD.	0A180	Various Local Roads in Coffee County (Local Roads Safety Initiative)	LRSI
125450.11	GOWEN RD.	0A064	Various Local Roads in Coffee County (Local Roads Safety Initiative)	LRSI
125450.11	MOUNTVIEW RD.	0A323	Various Local Roads in Coffee County (Local Roads Safety Initiative)	LRSI

SOUTH CENTRAL EAST SAFETY PROJECTS: FRANKLIN COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
112219.00	FRANCISCO RD.	SR097	Intersection at Beans Creek Road, LM 4.70	Spot Safety
120298.00	COWAN RD.	SR015	Intersection at University Avenue	Design
121822.00	JUMPOFF RD.	SR156	Intersection at Midway Road, LM 0.44	Spot Safety
121822.01	JUMPOFF RD.	SR156	Intersection at Midway Road, LM 0.44	Spot Safety
125450.43	MIDWAY RD.	0A567	Various Local Roads in Franklin County (Local Roads Safety Initiative)	LRSI
125450.43	ALTO RD.	0B050	Various Local Roads in Franklin County (Local Roads Safety Initiative)	LRSI
125450.43	BLUE CREEK RD.	0A897	Various Local Roads in Franklin County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
N/A	11/5/2020	CONSTCOMP	2.5
N/A	11/5/2020	CONSTCOMP	5
N/A	11/5/2020	CONSTCOMP	1.1
N/A	11/5/2020	CONSTCOMP	0.71
N/A	11/5/2020	CONSTCOMP	4
Striping, Signage, Earthwork, guardrail, and other safety improvements	11/12/2020	CONSTCOMP	2.25

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
Miscellaneous Safety Improvements	5/31/2021	LET	0.26
Intersection Improvements and Signals	10/31/2021	LET	0.01
Install solar powered school flashing signals.	12/5/2016	CLOSED	0.26
Northwest of SR-2, Between LM 4.20 and 7.20 (RSAR)	7/31/2019	CLOSED	3
I-24,Interchange at SR-55 - Safety- Replacing lights on the existing ramps in 3 quadrants and adding lights to the new ramp in the 4th quadrant	10/31/2021	LET	0.68
N/A	9/30/2021	LET	7.96
N/A	9/30/2021	LET	0.86
N/A	9/30/2021	LET	8.32

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
Widen the curve of SR-97 to the inside at the intersection of Beans Creek Road to permit large vehicles to turn without crossing the center line.	5/15/2017	CLOSED	0.1
Lanes	5/31/2022	LET	0.58
Intersection Improvements	1/8/2018	CLOSED	0.1
Intersection Improvements	10/18/2019	CLOSED	0.1
N/A	10/2/2020	CONSTCOMP	1.33
N/A	10/2/2020	CONSTCOMP	5.32
N/A	10/2/2020	CONSTCOMP	5.43

SOUTH CENTRAL EAST SAFETY PROJECTS: GILES COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
115370.41	PIGEON ROOST RD	01904	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
115370.41	BUNKER HILL RD.	00983	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
115370.41	EDMUNDSON RD.	00960	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
115370.41	VALES MILL RD.	01883	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
115370.41	VALES MILL RD.	01883	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
115370.41	BUFORDS STATION RD.	00962	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
119841.00	MINOR HILL HWY.	SR011	From McCree Lane to near Fall River Road (RSAR)	RSA
120007.00	LAWRENCEBURG HWY.	SR015	Puryear Road to SR-166 (Wales Road) (RSAR)	EPD
121576.00	LAWRENCEBURG HWY.	SR015	From West College Street to East College Street	EPD
125450.37	ACCESS RD.	0A150	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
125450.37	FALL RIVER RD.	00932	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
125450.37	KERR HILL RD.	00966	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI
125450.37	EDMUNDSON RD.	00960	Various Local Roads in Giles County (Local Roads Safety Initiative)	LRSI

SOUTH CENTRAL EAST SAFETY PROJECTS: LINCOLN COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
115370.43	ELDAD RD.	01033	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	COLDWATER CREEK RD.	0A416	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	WALKER CREEK RD.	0A370	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	RABY RD.	0A284	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	WELLS HILL RD.	0A687	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	CORDERS CROSSROADS RD.	01969	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	M. JONES RD.	0A283	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	OLD LINCOLN RD.	01971	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	LIMESTONE RD.	0A039	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	CUT-OFF RD.	01031	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	OLD HUNTSVILLE RD	01029	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
115370.43	CUT-OFF RD.	01031	Various Local Roads in Lincoln County (Local Roads Safety Initiative) (RSAR)	LRSI
119824.00	THORNTON TAYLOR PKWY.	SR010	From SR-110 to SR-15 in Fayetteville (RSAR)	EPD
120148.00	THORNTON TAYLOR PKWY.	SR010	From Alabama State Line to SR-110 (RSAR)	EPD
122445.00	ARDMORE HWY.	SR110	(Ardmore Highway), From Byers Road to Hopkins Road	EPD
125450.39	CHEATHAM RD.	0A491	Various Local Roads in Lincoln County (Local Roads Safety Initiative)	LRSI
125450.39	RED HILL RD.	01972	Various Local Roads in Lincoln County (Local Roads Safety Initiative)	LRSI
125450.39	ELDAD RD.	01033	Various Local Roads in Lincoln County (Local Roads Safety Initiative)	LRSI
125450.39	RABY RD.	0A284	Various Local Roads in Lincoln County (Local Roads Safety Initiative)	LRSI
125450.39	HOWELL HILL RD.	0A031	Various Local Roads in Lincoln County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
Various Local Roads in Giles County (Local Roads Safety Initiative) (RSA) - Signing, Pavement Marking	12/4/2017	CLOSED	6.4
Various Local Roads in Giles County (Local Roads Safety Initiative) (RSA) - Signing, Pavement Markings	12/4/2017	CLOSED	6.96
Various Local Roads in Giles County (Local Roads Safety Initiative) (RSA) - Signing, Pavement Marking	12/4/2017	CLOSED	2.45
Various Local Roads in Giles County (Local Roads Safety Initiative) (RSA) - Signing, Pavement Markings	12/4/2017	CLOSED	7.48
Various Local Roads in Giles County (Local Roads Safety Initiative) (RSA) - Signing, Pavement Marking	12/4/2017	CLOSED	4.34
Various Local Roads in Giles County (Local Roads Safety Initiative) (RSA) - Signing, Pavement Markings	12/4/2017	CLOSED	4.52
Project involves signing, pavement markings, guardrail	5/19/2016	CLOSED	3.72
Project involves signing, pavement markings, guardrail.	5/19/2016	CLOSED	5.66
N/A	3/4/2019	CLOSED	6.56
N/A	7/31/2021	LET	2.7
N/A	7/31/2021	LET	4
N/A	7/31/2021	LET	3.92
N/A	7/31/2021	LET	1.73

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	1.21
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	1.15
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	0.33
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	1.94
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	1.77
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	2.93
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	1.11
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	3.96
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	0.95
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	3.47
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	4.24
Various Local Roads in Lincoln County (Local Roads Safety Initiative) - RSAR - Signing and Pavement Marking	11/22/2016	CLOSED	0.89
Miscellaneous Safety Improvements	12/4/2017	CLOSED	1.48
Miscellaneous Safety Improvements	12/4/2017	CLOSED	8.35
N/A	6/4/2019	CLOSED	1.15
N/A	7/31/2021	LET	1.3
N/A	7/31/2021	LET	4.5
N/A	7/31/2021	LET	1.72
N/A	7/31/2021	LET	1.29
N/A	7/31/2021	LET	2

SOUTH CENTRAL EAST SAFETY PROJECTS: MARSHALL COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
115754.01	FAYETTEVILLE HWY.	SR050	From Belfast/Farmington Road to Near Liberty Valley Road (RSAR)	RSA
119601.00	W. ELLINGTON PKWY.	SR417	(West Ellington Parkway), Intersection at Old Columbia Road (RSAR)	EPD
119811.00	BIG SPRING RD.	SR271	From SR-50 to SR-11 (RSAR)	RSA
119811.00	BIG SPRING RD.	SR271	From SR-50 to SR-11 (RSAR)	RSA
120061.00	MOORESVILLE HWY.	SR373	Intersection at Heil Quaker Avenue, LM 8.25 in Lewisburg	Spot Safety
125450.19	OLD FARMINGTON RD.	0A132	Various Local Roads in Marshall County (Local Roads Safety Initiative)	LRSI
125450.19	WADE RD.	01032	Various Local Roads in Marshall County (Local Roads Safety Initiative)	LRSI
125450.19	HOLLY GROVE RD.	0A142	Various Local Roads in Marshall County (Local Roads Safety Initiative)	LRSI
125450.19	OLD HWY. 99	01999	Various Local Roads in Marshall County (Local Roads Safety Initiative)	LRSI
125450.19	HAZELWOOD RD.	0A043	Various Local Roads in Marshall County (Local Roads Safety Initiative)	LRSI
125450.19	NEW LAKE RD.	01986	Various Local Roads in Marshall County (Local Roads Safety Initiative)	LRSI

SOUTH CENTRAL EAST SAFETY PROJECTS: MOORE COUNTY

Source: TN Dept. of Transportation Strategic Transportation Investments Division, 2021

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
125450.67	HURRICANE CREEK RD.	0A069	Various Local Roads in Moore County (Local Roads Safety Initiative)	LRSI
125450.67	BUCKEYE LOOP	0A020	Various Local Roads in Moore County (Local Roads Safety Initiative)	LRSI
125450.67	ESSIE CLEEK RD.	0A073	Various Local Roads in Moore County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
Project involves: Grading, Drainage, Signs and Pavement Marking	12/22/2016	CLOSED	0.11
SR417 - (West Ellington Parkway), Intersection at Old Columbia Road (RSAR) - Grading, Paving, and Installation of flashing school speed limit	11/28/2016	CLOSED	0.03
Micro-surfacing @ 32 lbs/sy - The resurfacing (microsurfacing) on S.R. 271 from U.S. 431 (S.R. 50) (L.M. 0.00) to U.S. 31A (S.R. 11) (L.M.	11/17/2016	CLOSED	6.34
Micro-surfacing @ 32 lbs/sy - The resurfacing (microsurfacing) on S.R. 271 from U.S. 431 (S.R. 50) (L.M. 0.00) to U.S. 31A (S.R. 11) (L.M.	11/17/2016	CLOSED	6.34
SR-373, Intersection at Heil Quaker Avenue, LM 8.25 in Lewisburg - Widening, Sidewalk, Curb and Gutter	4/27/2017	CLOSED	0.01
N/A	6/30/2021	LET	1.02
N/A	6/30/2021	LET	3.21
N/A	6/30/2021	LET	3.21
N/A	6/30/2021	LET	2
N/A	6/30/2021	LET	1
N/A	6/30/2021	LET	2.62

SCOPE OF WORK	EST. COMPLETION DATE	STATUS	LENGTH (MI)
N/A	6/30/2021	LET	3.8
N/A	6/30/2021	LET	4.7
N/A	6/30/2021	LET	3.3

SOUTH CENTRAL EAST TERMINI: BEDFORD COUNTY (PAGE 1 OF 4)

STATION NUMBER	ROUTE	TERMINI
2	US-41A	From 0A089 Substation Rd. to 02002 Beasley Rd.
3	UNIONVILLE-CHAPEL HILL RD.	From SR016 US-41A to Bedford Co./ Marshall Co. line
4	HALLS MILL RD.	From SR016 US-41A to 01432 Unionville-Chapel Hill Rd.
5	US-41A	From SR270 Old Columbia Rd. to 0A089 Substation Rd.
6	UNIONVILLE-DEASON RD.	From SR016 US-41A to 01045 Longview Rd.
7	LONGVIEW RD.	From SR016 US-41A to 01040 Unionville-Deason Rd.
9	LONGVIEW RD.	From 02016 Kingdom Rd. to 01040 Unionville-Deason Rd.
10	MIDLAND RD.	From 01040 Unionville-Deason Rd. to 0B252 Mankin Rd.
12	US-231	From 02014 Edd Joyce Rd. to 02012 Coop Rd.
15	BELL BUCKLE-WARTRACE RD.	From SR082 Webb Rd. E. to 0A245 Beechwood Rd.
16	SAWNEY WEBB MEMORIAL HWY	From SR064 hwy.64 E. to SR269 Bell Buckle-Wartrace Rd.
17	BELL BUCKLE-WARTRACE RD.	From 01043 Fairfield Pk. to SR082 Webb Rd. W.
19	HWY. 64 E.	From SR082 Sawney Webb Memorial Hwy. to 02010 Fairfield Pk.
20	CLYDE GLEAVES RD.	From SR064 Hwy.64 E. to Bedford Co./ Coffee Co. line
21	CLYDE GLEAVES RD.	From SR269 Bell Buckle-Wartrace Rd. to SR064 Hwy.64 E.
22	FAIRFIELD PK.	From 0A132 Minkslide Rd. to SR269 Bell Buckle- Wartrace Rd.
23	BELL BUCKLE-WARTRACE RD.	From 02010 Fairfield Pk. to SR064 Blackman Blvd. E.
24	OLD COLUMBIA RD.	From 02007 N.Halls Mill Rd. to Bedford Co./ Marshall Co. line
27	MORTON ST.	From SR387 Colloredo Blvd. to 0A681 Nashville Dirt Rd.
29	HORSE MOUNTAIN RD.	From SR269 Bell Buckle-Wartrace Rd. to 02008 Railroad Rd.
30	BLACKMAN BLVD. E.	From 02010 Clyde Gleaves Rd. to SR269 Main ST. E.
32	CORTNER RD.	From SR064 Blackman Blvd. E. to 0A129 Knob Creek Rd.
33	BLACKMAN BLVD. E.	From SR016 Madison St. to SR269 Main St. E.
36	MADISON ST.	From 03464 Deery St. to SR064 Rice-Coffee Hwy.
39	FAIRFIELD PK.	From 01043 Fairfield Pk. to 0A132
40	N. MAIN ST.	From SR387 Colloredo Blvd. to 02005 Whiteside Rd.
41	ELM ST.	From 0A113 Troupe Rd. to SR387 Colloredo Blvd.
42	SIMS RD.	From SR387 Lane Pkwy. to 03481 Shelbyville Mills Rd.
47	HASKINS CHAPEL RD.	From SR064 Walking Horse Pkwy. to Bedford Co./ Marshall Co. line
48	WALKING HORSE PKWY.	From 01036 Haskins Chapel Rd. to Beedford Co./ Marshall Co. line
52	WALKING HORSE PKWY.	From 01036 Haskins Chapel Rd. to SR130 Hwy. 130
53	BELMONT AVE.	From SR064 Walking Horse Pkwy. to 01032 Pickle Rd.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
2,796	2,847	3,827	4,290	53.43%	50.69%	12.10%
1,073	1,165	1,312	1,420	32.34%	21.89%	8.23%
710	731	920	1,080	52.11%	47.74%	17.39%
3,737	3,946	4,994	4,750	27.11%	20.38%	-4.89%
963	1,355	1,397	1,740	80.69%	28.41%	24.55%
961	1,129	1,050	1,330	38.40%	17.80%	26.67%
691	711	871	1,170	69.32%	64.56%	34.33%
452	580	620	960	112.39%	65.52%	54.84%
10,635	13,345	14,094	18,750	76.31%	40.50%	33.04%
1,011	1,357	1,237	1,380	36.50%	1.70%	11.56%
819	1,185	1,248	1,330	62.39%	12.24%	6.57%
1,415	2,060	2,117	1,580	11.66%	-23.30%	-25.37%
1,277	1,343	1,455	1,550	21.38%	15.41%	6.53%
304	323	458	500	64.47%	54.80%	9.17%
414	646	420	1,380	233.33%	113.62%	228.57%
1,062	1,775	2,247	1,850	74.20%	4.23%	-17.67%
923	1,446	1,530	1,100	19.18%	-23.93%	-28.11%
1,980	1,867	2,854	2,390	20.71%	28.01%	-16.26%
632	764	1,386	2,290	262.34%	199.74%	65.22%
465	493	500	400	-13.98%	-18.86%	-20.00%
1,453	1,578	1,540	1,790	23.19%	13.44%	16.23%
1,150	1,276	1,047	1,540	33.91%	20.69%	47.09%
3,035	4,007	3,261	2,930	-3.46%	-26.88%	-10.15%
19,085	16,061	15,230	15,340	-19.62%	-4.49%	0.72%
2,921	3,364	2,653	4,400	50.63%	30.80%	65.85%
19,436	22,728	23,710	24,940	28.32%	9.73%	5.19%
9,658	9,074	8,935	10,080	4.37%	11.09%	12.82%
2,459	4,286	4,106	3,520	43.15%	-17.87%	-14.27%
800	822	876	690	-13.75%	-16.06%	-21.23%
3,451	3,342	3,168	3,400	-1.48%	1.74%	7.32%
5,157	5,179	4,807	5,150	-0.14%	-0.56%	7.14%
2,007	2,429	2,569	2,480	23.57%	2.10%	-3.46%

SOUTH CENTRAL EAST TERMINI: BEDFORD COUNTY (PAGE 2 OF 4)

STATION NUMBER	ROUTE	TERMINI
54	LANE PKWY.	From SR010 Cannon Blvd.to SR130 Hwy. 130
55	CANNON BLVD.	From 02004 New Center Church Rd. to SR064 Lewis Ave.
57	BELMONT AVE.	From SR064 E. Depot St. to 0A305 Sulphur Springs Rd.
58	MADISON ST.	From SR276 Thompson Creek Rd. to SR064 State Hwy.64
59	NORMANDY RD.	From SR016 US-41A to SR269 Cortner Rd.
61	CORTNER RD.	From 0A129 Knob Creek Rd. to 01038 Normandy Rd.
63	CORTNER RD.	From SR269 Marbury Dr. to 0A293 Flowertown Rd.
65	HWY. 130	From 0A305 Sulphur Springs Rd. to SR276 Thompson Creek Rd.
68	KINGREE RD.	From 0A578 Dunnaway St. to 02004 New Center Church Rd.
71	LONGVIEW RD.	From 02016 Kingdom Rd. to Bedford Co./ Rutherford Co. line
73	US-231	From 02004 Snell Rd, to Bedford Co./ Moore Co. line
74	NEW CENTER CHURCH RD.	From SR010 US-231 to SR082 State Hwy. 82
75	ELIJAH PARKER RD.	From SR130 Hwy. 130 to SR082 State Hwy. 82
76	NEW HERMAN RD.	From 02004 New Center Church Rd. to 01984 Possum Trott Rd.
77	STATE HWY. 82	From 02004 New Center Church Rd. to 0A049 Glendale Rd.
78	NEW HERMAN RD.	From 01984 Possum Trott Rd. to 0A222 Mullins Hollow Rd.
80	KINGDOM RD.	From SR016 US-41A to Bedford Co./ Rutherford Co. line
81	COOP RD.	From SR082 Sawney Webb Memorial Hwy. to 02014 Edd Joyce Rd.
83	E. DEPOT ST.	From SR130 Belmont Ave. to 0A686 S. Hillcrest Dr.
84	N. CANNON BLVD.	From SR010 N.Main St. to SR064 Lane Pkwy.
85	CANNON BLVD.	From Sr011 Minor Hill Hwy. to SR007 Elkton Hwy.
86	SIMS RD.	From SR064 Walking Horse Pkwy. to 03481 Shelbyville Mills Rd.
87	THOMPSON CREEK RD.	From SR016 US-41A to SR130 Hwy. 130
88	COLLOREDO BLVD.	From SR016 Elm St. to 0A510 Regent Dr.
89	ELM ST.	From SR010 N.Main St. to SR397 Colloredo Blvd.
90	N. MAIN ST.	From SR016 Madison St. to SR387 Colloredo Blvd.
91	E. DEPOT ST.	From SR082 S. Jefferson St. to SR130 Belmont Ave.
93	N. CANNON BLVD.	From SR016 Elm St to SR010 N. Cannon Blvd.
94	E. LANE ST.	From SR016 Madison St. to 02008 Railroad Ave.
96	DEERY ST.	From SR016 Madison St. to 03471 Gowan Dr.
97	CARR CREEK RD.	From SR269 Normandy To Tullahoma Rd. to Bedford Co. /Moore Co. line
98	COOP RD.	From SR010 US-231 to 02014 Edd Joyce Rd.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
6,907	7,329	6,465	7,420	7.43%	1.24%	14.77%
3,208	3,865	5,941	3,610	12.53%	-6.60%	-39.24%
4,793	4,814	4,040	4,780	-0.27%	-0.71%	18.32%
9,509	12,345	9,604	10,520	10.63%	-14.78%	9.54%
1,282	1,139	1,290	1,320	2.96%	15.89%	2.33%
623	645	526	630	1.12%	-2.33%	19.77%
1,089	1,233	1,104	1,550	42.33%	25.71%	40.40%
439	442	398	430	-2.05%	-2.72%	8.04%
3,442	3,336	3,149	4,200	22.02%	25.90%	33.38%
532	880	991	1,390	161.28%	57.96%	40.26%
1,755	1,994	1,839	1,800	2.56%	-9.73%	-2.12%
546	656	799	670	22.71%	2.13%	-16.15%
371	373	432	410	10.51%	9.92%	-5.09%
716	991	702	790	10.34%	-20.28%	12.54%
1,756	2,090	2,060	3,240	84.51%	55.02%	57.28%
353	388	280	370	4.82%	-4.64%	32.14%
499	420	570	700	40.28%	66.67%	22.81%
318	255	283	390	22.64%	52.94%	37.81%
6,868	6,837	6,754	6,470	-5.80%	-5.37%	-4.21%
8,895	10,799	9,798	9,070	1.97%	-16.01%	-7.43%
18,503	17,433	17,251	18,840	1.82%	8.07%	9.21%
357	616	781	550	54.06%	-10.71%	-29.58%
654	774	760	750	14.68%	-3.10%	-1.32%
12,864	14,446	12,455	10,990	-14.57%	-23.92%	-11.76%
7,598	7,896	7,007	7,200	-5.24%	-8.82%	2.75%
14,259	16,795	17,878	17,890	25.47%	6.52%	0.07%
7,803	8,108	8,045	7,810	0.09%	-3.68%	-2.92%
13,423	13,042	14,436	15,940	18.75%	22.22%	10.42%
4,083	4,918	3,780	4,060	-0.56%	-17.45%	7.41%
4,020	6,716	6,619	6,030	50.00%	-10.21%	-8.90%
106	89	89	50	-52.83%	-43.82%	-43.82%
163	291	280	250	53.37%	-14.09%	-10.71%

SOUTH CENTRAL EAST TERMINI: BEDFORD COUNTY (PAGE 3 OF 4)

STATION NUMBER	ROUTE	TERMINI
99	BEASLEY RD.	From SR016 US-41A to Bedford Co./ Marshall Co. line
101	BETHLEHEM CHURCH RD.	From 0A351 Whitaker Rd. to SR064 Walking Horse Pkwy.
102	HART RD.	From 01993 New Herman Rd. to Bedford Co. / Moore Co. line
103	STANLEY BLVD.	From SR016 Madison St. to 02008 Railroad Rd.
104	EATON DR.	From 03474 N.Hillcrest Dr. to 02008 Railroad Rd.
105	EAGLE BLVD.	From 03474 N.Hillcrest Dr. to 03475 Stanley Blvd.
106	N. HILLCREST DR.	From SR016 Madison St. to 0A403 Railroad Ave.
107	BETHANY LN.	From SR016 Madison St. to SR130 Belmont Ave.
108	BLUE RIBBON PKWY.	From 03464 Deery St. to 02008 E. Lane St.
111	W. JACKSON ST.	From SR010 N.Cannon Blvd. to 0A516 Baker St.
112	I-24	From SR064 State Hwy. 64 to Coffee Co./ Bedford Co. line
113	E. LANE ST.	From SR082 SR-82 Bypass to SR016 Madison St.
114	W. JACKSON ST.	From 03481 Shelbyville Mills Rd to 0A516 Baker St.
118	US-41A	From SR270 Old Columbia Rd. to 0A113 Elbethel Rd.
119	OLD COLUMBIA RD.	From SR016 US-41A to 02007 N. Halls Mill Rd.
120	ELM ST.	From 03464 Deery St. to SR010 N.Main St.
121	COLLOREDO BLVD.	From SR016 Elm St. to SR010 N.Main St.
122	WARD HOLLOW RD.	From 01993 New Herman Rd. to Bedford co./ Coffee Co. line
124	N. MAIN ST.	From SR010 US-231 to SR269 Bell Buckle-Wartrace Rd.
125	UNIONVILLE-DEASON RD.	From SR010 US-231 to 01045 Longview Rd.
126	NEW CENTER CHURCH RD.	From SR130 Hwy.130 to SR010 US-231
127	RICE-COFFEE HWY.	From 0A686 S. Hillcrest Dr. to SR016 Madison St.
130	DEERY ST.	From SR016 Madison St. to SR064 E.Depot St.
132	E. DEPOT ST.	From SR010 N. Cannon Blvd. to SR082 N. Main St.
133	W. HOLLAND ST.	From SR010 Cannon Blvd.to 03483 N.Spring St.
134	LANE PKWY.	From SR010 N. Cannon Blvd. to 0A510 Regent Dr.
135	FAIRFIELD PK.	From SR110 N. Main St. to 03464 Deery St.
137	S. BRITTAIN ST.	From 0A578 Dunnaway St. to 03465 E.Lane St.
138	MIDLAND RD.	From SR010 N.Main St. to 01040 Unionville-Deason Rd.
139	EDD JOYCE RD.	From SR010 US-231 to 02012 Coop Rd.
140	SHELBYVILLE MILLS RD.	From 02006 Sims Rd. to 03482 W.Jackson St.
141	N. SPRING ST.	From 05382 N.Main St. to 03479 W.Holland St.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
184	236	472	260	41.30%	10.17%	-44.92%
471	536	605	750	59.24%	39.93%	23.97%
94	112	119	150	59.57%	33.93%	26.05%
1,498	1,194	1,120	1,710	14.15%	43.22%	52.68%
1,521	2,295	2,204	2,390	57.13%	4.14%	8.44%
1,090	1,343	1,175	1,270	16.51%	-5.44%	8.09%
5,185	5,260	3,978	4,180	-19.38%	-20.53%	5.08%
4,220	4,050	3,595	3,710	-12.09%	-8.40%	3.20%
5,582	4,992	4,525	4,750	-14.91%	-4.85%	4.97%
4,316	4,819	4,718	4,920	13.99%	2.10%	4.28%
35,527	36,899	43,598	47,620	34.04%	29.06%	9.23%
8,559	5,445	5,460	6,030	-29.55%	10.74%	10.44%
2,062	2,101	2,165	1,970	-4.46%	-6.24%	-9.01%
6,084	6,368	6,600	6,650	9.30%	4.43%	0.76%
2,260	2,820	2,570	2,890	27.88%	2.48%	12.45%
21,705	18,706	16,668	15,620	-28.04%	-16.50%	-6.29%
8,204	9,758	10,082	9,370	14.21%	-3.98%	-7.06%
172	195	129	110	-36.05%	-43.59%	-14.73%
1,942	2,525	2,380	2,040	5.05%	-19.21%	-14.29%
1,238	1,081	1,419	1,410	13.89%	30.44%	-0.63%
618	810	734	810	31.07%	0.00%	10.35%
3,785	4,183	3,326	4,190	10.70%	0.17%	25.98%
3,348	4,231	4,332	4,350	29.93%	2.81%	0.42%
15,413	14,383	13,246	11,760	-23.70%	-18.24%	-11.22%
9,780	6,544	5,976	4,630	-52.66%	-29.25%	-22.52%
14,065	15,307	11,562	10,940	-22.22%	-28.53%	-5.38%
6,870	7,704	7,790	7,360	7.13%	-4.47%	-5.52%
1,457	3,855	5,251	5,610	285.04%	45.53%	6.84%
0	2,184	2,344	2,650	0.00%	21.34%	13.06%
0	145	113	370	0.00%	155.17%	227.43%
0	863	795	840	0.00%	-2.67%	5.66%
0	3,479	3,238	2,830	0.00%	-18.66%	-12.60%

SOUTH CENTRAL EAST TERMINI: BEDFORD COUNTY (PAGE 4 OF 4)

STATION NUMBER	ROUTE	TERMINI
142	E. HOLLAND ST.	From 03464 Deery St. to 05382 N.Main St.
144	E. HOLLAND ST.	From 03482 N.Spring St. to 05382 N.Main St.
145	N. SPRING ST.	From SR064 Lane Pkwy. to 03479 W.Holland St.
146	HAWTHORNE RD.	From SR010 US-231 to Bedford Co./ Moore Co. line
147	N. MAIN ST.	From 02014 Edd Joyce Rd. to 02005 Whiteside Rd.
148	N. MAIN ST.	From SR082 N.Main St. to 03465 E. Lane St.
149	N. MAIN ST.	From SR064 Lane Pkwy. to SR010 N.Cannon Blvd.
150	LIBERTY PK.	From 0A245 Beechwood Rd. to Bedford Co./ Rutherford Co. line
151	US-231	From 02012 Coop Rd. to Bedford/ Rutherford Co. line
152	US-41A	From Rutherford/Bedford Co. line to Bedford/Rutherford Co. line
153	SR-437	From SR016 US-41A to 02008 Railroad Rd.
154	SR-437	From SR010 N.Main St. to 02008 Railroad Rd.
187	MIDLAND RD.	From 0B252 Mankin Rd. to Bedford Co./ Rutherford Co. line

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	0	1,055	1,157	1,160	0.00%	9.95%	0.26%
	0	4,789	4,609	3,350	0.00%	-30.05%	-27.32%
	0	1,434	1,083	710	0.00%	-50.49%	-34.44%
	0	445	326	420	0.00%	-5.62%	28.83%
	0	14,509	16,578	20,680	0.00%	42.53%	24.74%
	0	13,975	13,264	14,190	0.00%	1.54%	6.98%
	0	9,304	8,588	8,920	0.00%	-4.13%	3.87%
	0	727	769	1,200	0.00%	65.06%	56.05%
	0	13,244	13,872	20,240	0.00%	52.82%	45.91%
	0	3,645	3,402	3,860	0.00%	5.90%	13.46%
	0	0	0	3,720	0.00%	0.00%	0.00%
	0	0	0	4,980	0.00%	0.00%	0.00%
	425	518	559	750	76.47%	44.79%	34.17%

SOUTH CENTRAL EAST TERMINI: COFFEE COUNTY (PAGE 1 OF 6)

STATION NUMBER	ROUTE	TERMINI
1	GOSSBURG RD.	From 0A411 Jernigan Branch Rd. to Coffee Co./ Rutherford Co. line
3	STATE HWY. 64	From I0024 I-24 to Coffee Co./ Bedford Co. line
4	GOSSBURG RD.	From 0A411 Jernigan Branch Rd. to I0024 I-24
5	MURFREESBORO HWY.	From SR280 McBride Branch Rd. to SR064 Gossburg Rd.
6	MCBRIDE BRANCH RD.	From SR002 Murfreesboro Hwy. to 0A418 Frazier Rd.
8	MCBRIDE BRANCH RD.	From SR280 Noah-Pocahontas to 0A418 Frazier Rd.
9	MCBRIDE BRANCH RD.	From 01115 Fredonia Rd. to 0A180 Espy Rd.
10	NOAH RD.	From SR280 McBride Branch Rd. to 0A186 Ferrells Branch Rd.
11	FREDONIA RD.	From 02120 Matts Hollow Rd. to SR280 Noah-Pocahontes Rd.
12	NOAH-POCAHONTAS RD.	From 0A180 Espy Rd. to SR053 Woodbury Hwy.
14	POCAHONTAS RD.	From SR053 Woodbury Hwy. to 02135 Maple Springs Rd.
15	WOODBURY HWY.	From 0A434 Goosepond Rd. to Coffee/ Cannon Co. line
16	SCHOOL RD.	From 02135 Maple Springs Rd. to 02139 Shady Grove Rd.
17	POCAHONTAS RD.	From 02135 Maple Springs Rd. to Coffe Co./ Warren Co. line
20	CASEY RD.	From 02137 Summitville Rd. to 02124 Rigsby Rd.
21	SHADY GROVE RD.	From 0A115 Jarrell Rd. to 0A112 McAfee Rd.
23	NOAH RD.	From SR002 Murfreesboro Hwy. to 0A186 Ferrells Branch Rd.
24	US-41	From 02125 Rutledge Hill Rd. to Coffee Co./ Grundy Co. line
25	MURFREESBORO HWY.	From SR280 McBride Branch Rd. to I0024 I-24
26	CREWS HOLLOW RD.	From 02010 Cheatham Springs Rd. to 0A890 Sixteenth Model Rd.
28	MAPLE SPRINGS RD.	From SR053 Woodbury Hwy. to 0A077 S.P. Andeerson Rd.
30	MCMINNVILLE HWY.	From 0A006 Smith Rd. to 01098 Rock Rd.
32	PLEASANT KNOLL RD.	From SR127 Hillsboro- Viola Rd. to Coffee Co./ Warren Co. line
33	ROCK RD.	From SR127 Hillsboro-Viola Rd. to SR055 McMinnville Hwy.
35	HILLSBORO-VIOLA RD.	From 02133 Ragsdale Rd. to 01098 Rock Rd.
36	RAGSDALE RD.	From 02133 Pleasant Knoll Rd. to 01096 Frank Spears Rd.
37	RAGSDALE RD.	From SR055 McMinnville Hwy. to 0A149 Taylor Rd.
38	MCMINNVILLE HWY.	From 0A149 Taylor Rd. to I0020 I-24
39	WOODBURY HWY.	From SR002 Hillsboro Blvd. to I0024 I-24
41	HILLSBORO BLVD.	From 0A373 Country Club Rd. to SR053 Woodbury Hwy.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	292	369	793	850	191.10%	130.35%	7.19%
	2,382	2,804	2,700	3,740	57.01%	33.38%	38.52%
	739	884	810	1,040	40.73%	17.65%	28.40%
	2,460	2,848	3,093	5,000	103.25%	75.56%	61.66%
	1,498	1,754	1,927	2,210	47.53%	26.00%	14.69%
	1,010	1,088	1,190	1,410	39.60%	29.60%	18.49%
	752	857	1,130	1,270	68.88%	48.19%	12.39%
	150	140	184	120	-20.00%	-14.29%	-34.78%
	648	657	783	630	-2.78%	-4.11%	-19.54%
	1,189	1,574	1,821	2,320	95.12%	47.40%	27.40%
	918	1,003	1,024	1,280	39.43%	27.62%	25.00%
	2,146	2,784	2,947	3,500	63.09%	25.72%	18.77%
	100	111	116	160	60.00%	44.14%	37.93%
	544	624	541	770	41.54%	23.40%	42.33%
	261	259	217	310	18.77%	19.69%	42.86%
	164	211	231	160	-2.44%	-24.17%	-30.74%
	413	416	330	370	-10.41%	-11.06%	12.12%
	1,874	1,856	1,584	1,860	-0.75%	0.22%	17.42%
	1,594	1,734	1,680	2,120	33.00%	22.26%	26.19%
	861	861	801	1,020	18.47%	18.47%	27.34%
	1,770	1,988	2,120	1,960	10.73%	-1.41%	-7.55%
	8,896	9,455	7,800	10,090	13.42%	6.72%	29.36%
	340	370	169	280	-17.65%	-24.32%	65.68%
	215	254	164	210	-2.33%	-17.32%	28.05%
	848	1,021	954	1,160	36.79%	13.61%	21.59%
	313	344	301	430	37.38%	25.00%	42.86%
	1,739	1,678	1,734	1,870	7.53%	11.44%	7.84%
	13,623	13,667	13,502	18,870	38.52%	38.07%	39.76%
	8,100	8,750	8,050	10,850	33.95%	24.00%	34.78%
	8,083	8,410	8,680	10,100	24.95%	20.10%	16.36%

SOUTH CENTRAL EAST TERMINI: COFFEE COUNTY (PAGE 2 OF 6)

STATION NUMBER	ROUTE	TERMINI
43	CATHEY RIDGE RD.	From 02129 Sixteenth Model Rd to 01113 Blanton Chapel Rd.
46	KENNEDY DR.	From SR055 New Manchester Hwy. to 03416 Elm St.
47	NEW MANCHESTER HWY.	From 0A231 Hawkersmith Rd. to 03409 Oak Dr.
48	HILLSBORO BLVD.	From 04269 Clover Ln. to I0024 I-24
49	ASBURY RD.	From SR002 Hillsboro Hwy. to 0A134 Pratt Rd.
50	ASBURY RD.	From SR127 Hillsboro- Viola Rd. to 0A134 Pratt Rd.
53	HILLSBORO HWY.	From SR127 Winchester Hwy. to 02125 Rutledge Hill Rd.
54	HILLSBORO-VIOLA RD.	From 05558 Millers Crossroads to SR002 Hillsboro Hwy.
55	AEDC RD.	From I0024 I-24 to 0B512 Hillsboro Hwy.
56	RIGSBY RD.	From 02124 Casey Rd. to Coffee Co./ Warren Co. line
57	MCMINNVILLE HWY.	From 0A006 Smith Rd. to Coffee Co./ Warren Co. line
59	E. CARROLL ST.	From 0A231 Hawkersmith Rd. to 00918 S.Anderson St.
60	COBB RD.	From 0A672 Roosevelt St. to 03428 Cobb Rd.
61	COUNTRY CLUB DR.	From 01111 E.Hogan St. to 0A898 Carter-Blake Rd.
62	E. CATRON ST.	From 04329 N.Washington St. to 0A719 New Ovoca Rd.
63	MARBURY DR.	From 0A293 Flowertown Rd. to SR269 Marbury Dr.
64	N. JACKSON ST.	From 04329 N. Washington St. to 0A299 Hoover Ln.
71	WINCHESTER HWY.	From 05588 Millers Crossroad Rd to 0A227 Wimbley Rd.
72	MILLERS CROSSROAD RD.	From SR127 Winchester Hwy. to 01105 Prairie Plains Rd.
75	BETSY WILLIS RD.	From SR002 US-41 to 01105 Prairie Plains Rd.
77	RUTLEDGE HILL RD.	From SR-002 US-41 to 0A213 Wilder Rd.
80	FORREST BLVD.	From 04338 Mitchell Blvd. to 0A892 E.Airport Dr.
81	I-24	From 00918 Wattendorf Memorial Hwy. to Coffee/ Grundy Co. line
82	HILLSBORO HWY.	From 00918 AEDC Rd. to SR127 Winchester Hwy.
84	AEDC RD.	From I0024 I-24 to 0B512 Decherd Hwy.
85	MURFREESBORO HWY.	From SR273 Case Rd. to 03975 Stella Rd.
86	MCMINNVILLE HWY.	From SR002 Hillsboro Blvd. to I0024 I-24
87	I-24	From SR053 Woodbury Hwy. to SR002 Murfreesboro Hwy.
88	I-24	From SR55 McMinnville Hwy. to SR002 Hillsboro Blvd.
89	INTERSTATE DR.	From SR053 Woodbury Hwy. to SR055 McMinnville Hwy.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
163	344	166	170	4.29%	-50.58%	2.41%
2,359	2,282	2,396	2,630	11.49%	15.25%	9.77%
13,610	15,981	16,423	18,860	38.58%	18.02%	14.84%
17,010	19,078	18,230	20,340	19.58%	6.62%	11.57%
1,788	2,141	2,456	2,280	27.52%	6.49%	-7.17%
452	558	750	1,070	136.73%	91.76%	42.67%
2,439	2,842	2,699	3,340	36.94%	17.52%	23.75%
2,663	2,597	2,660	3,290	23.55%	26.69%	23.68%
1,321	1,700	1,973	2,560	93.79%	50.59%	29.75%
434	431	385	360	-17.05%	-16.47%	-6.49%
9,001	8,315	8,547	9,340	3.77%	12.33%	9.28%
12,771	14,467	13,546	15,000	17.45%	3.68%	10.73%
4,083	3,799	3,330	2,890	-29.22%	-23.93%	-13.21%
3,561	4,100	3,569	3,440	-3.40%	-16.10%	-3.61%
4,355	5,237	4,600	4,880	12.06%	-6.82%	6.09%
2,503	3,211	2,550	3,110	24.25%	-3.15%	21.96%
19,102	22,343	20,223	19,760	3.45%	-11.56%	-2.29%
988	1,228	1,226	1,320	33.60%	7.49%	7.67%
514	549	606	740	43.97%	34.79%	22.11%
342	372	322	430	25.73%	15.59%	33.54%
205	403	320	420	104.88%	4.22%	31.25%
4,486	5,172	3,760	4,130	-7.94%	-20.15%	9.84%
29,076	30,262	34,175	41,520	42.80%	37.20%	21.49%
4,395	5,821	5,563	6,390	45.39%	9.78%	14.87%
6,471	8,262	8,130	9,530	47.27%	15.35%	17.22%
1,783	1,672	1,900	2,340	31.24%	39.95%	23.16%
15,336	15,864	15,030	14,140	-7.80%	-10.87%	-5.92%
33,331	37,665	40,621	44,400	33.21%	17.88%	9.30%
29,832	36,857	39,858	42,850	43.64%	16.26%	7.51%
5,968	6,044	5,750	5,930	-0.64%	-1.89%	3.13%

SOUTH CENTRAL EAST TERMINI: COFFEE COUNTY (PAGE 3 OF 6)

STATION NUMBER	ROUTE	TERMINI
90	HILLSBORO BLVD.	From 00918 AEDC Rd. to I0024 I-24
91	MURFREESBORO HWY.	From 01113 Blanton Chapel Rd. to I0024 I-24
93	WOODBURY HWY.	From I0024 I-24 to 02135 Maple Springs Rd.
94	MURFREESBORO HWY.	From 01113 Blanton Chapel Rd. to 0A373 Country Club Dr.
98	HILLSBORO BLVD.	From SR055 McMinnville Hwy. to 03421 N.Spring St.
99	S. JACKSON ST.	From SR130 W.Carroll St. to Franklin/Grundy Co. line
100	W. LINCOLN ST.	From SR016 S.Jackson St. to 05387 Turkey Creek Rd.
101	N. JACKSON ST.	From 01111 W. Hogan St. to 0A894 Big Spring Ave.
102	E. CARROLL ST.	From 03434 Cedar Ln. to SR016 N.Jackson St.
103	I-24	From SR002 Murfreesboro Hwy. to SR064 State Hwy.64
104	MCMINNVILLE HWY.	From SR002 Hillsboro Blvd. to 03409 Oak Dr.
105	HILLSBORO BLVD.	From 04269 Clover Ln. to SR055 New Manchester Hwy.
106	N. WOODLAND ST.	From SR002 Hillsboro Blvd. to 03413
107	OLD LYNCHBURG RD.	From SR130 Westside Dr. to SR016 S.Jackson St.
108	I-24	From SR055 McMinnville Hwy. to SR053 Woodbury Hwy.
111	PRAIRIE PLAINS RD.	From SR127 Winchester Hwy. to Coffee Co./ Franklin Co. line
112	S. HAP ARNOLD DR.	From 01109 Old Brick Church Rd. to Franklin Co./ Coffee Co. line
113	FRANK HILES RD.	From SR269 Cortner Rd. to Bedford Co./ Coffee Co. line
114	OAKDALE ST.	From 03434 Cedar Ln. to 01111 S.Spring St.
115	FRANK SPEARS RD.	From 01098 Rock Rd. to 0A149 Taylor Rd.
116	BLANTON CHAPEL RD.	From SR002 Murfreesboro Hwy. to 01038 Frank Hiles Rd.
117	MAPLE SPRINGS RD.	From 01100 Pocahontes Rd. to 0A077 S.P. Anderson Rd.
118	OAK HILL RD.	From 02129 Cathey Ridge Rd. to 01113 Blanton Chapel Rd.
119	HARPO RD.	From SR127 Hillsboro- Viola Rd to 01098 Rock Rd.
121	E. DECHERD ST.	From 03433 S.Roosevelt St. to 03431 S.Anderson St.
122	S. ANDERSON ST.	From SR055 E.Carroll St. to 03428 E.Lincoln St.
123	N. WASHINGTON ST.	From 01111 E.Hogan St. to 03428 E.Lincoln St.
125	CEDAR LN.	From SR055 Wilson Ave. to 01030 W.Lincoln St.
126	CEDAR LN.	From SR055 Wilson Ave. to 0A900 Lakeway Pl.
127	HILLS CHAPEL RD.	From SR002 Hillsboro Blvd. to dead end.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	11,763	14,157	14,028	15,430	31.17%	8.99%	9.99%
	4,310	4,768	4,992	5,860	35.96%	22.90%	17.39%
	7,923	9,318	9,026	9,950	25.58%	6.78%	10.24%
		4,827	5,174	5,620	19.93%	16.43%	8.62%
	14,492	14,795	14,008	15,330	5.78%	3.62%	9.44%
	12,305	15,258	15,671	16,580	34.74%	8.66%	5.80%
	9,694	11,234	9,811	8,010	-17.37%	-28.70%	-18.36%
	20,463	22,294	19,757	21,700	6.05%	-2.66%	9.83%
	11,086	12,554	10,273	10,100	-8.89%	-19.55%	-1.68%
	32,391	38,730	41,468	46,010	42.05%	18.80%	10.95%
	18,950	18,857	20,267	20,200	6.60%	7.12%	-0.33%
	20,439	23,865	21,118	20,110	-1.61%	-15.73%	-4.77%
	3,512	3,958	4,054	4,570	30.13%	15.46%	12.73%
	5,775	7,446	6,380	8,260	43.03%	10.93%	29.47%
	29,645	36,854	41,705	45,640	53.96%	23.84%	9.44%
	444	578	374	520	17.12%	-10.04%	39.04%
	814	517	735	510	-37.35%	-1.35%	-30.61%
	610	829	923	1,060	73.77%	27.87%	14.84%
	2,448	2,548	2,986	3,470	41.75%	36.19%	16.21%
	807	750	801	900	11.52%	20.00%	12.36%
	1,773	1,726	1,630	2,310	30.29%	33.84%	41.72%
	199	279	238	280	40.70%	0.36%	17.65%
	398	409	545	610	53.27%	49.14%	11.93%
	100	137	147	190	90.00%	38.69%	29.25%
	573	704	890	740	29.15%	5.11%	-16.85%
	10,752	9,367	9,071	9,840	-8.48%	5.05%	8.48%
	4,440	5,490	4,422	4,840	9.01%	-11.84%	9.45%
	10,680	11,421	10,781	8,990	-15.82%	-21.29%	-16.61%
	9,589	12,052	10,165	10,830	12.94%	-10.14%	6.54%
	1,977	2,648	3,520	4,160	110.42%	57.10%	18.18%

SOUTH CENTRAL EAST TERMINI: COFFEE COUNTY (PAGE 4 OF 6)

STATION NUMBER	ROUTE	TERMINI
128	E. COFFEE ST.	From 03416 S.Spring St. to SR055 New Manchester Hwy.
129	PARKS ST.	From 03416 S.Spring St. to SR055 New Manchester Hwy.
130	S. SPRING ST.	From SR002 Hillsboro Blvd. to 01111 W.Coffee St.
131	OAKDALE ST.	From 03416 Elm St. to 0A966 Taylor St.
132	OAKDALE ST.	From SR002 Hillsboro Blvd. to 01111 W.Coffee St.
133	E. FORT ST.	From SR055 McMinnville Hwy. to 03411 N.Woodland St.
134	CAT CREEK RD.	From 0A323 Mountview Rd. to 0A348 Powers Bridge Rd.
135	COBB RD.	From 03428 E. Lincoln St. to SR055 E.Carroll St.
136	RUTLEDGE FALLS RD.	From 01111 Rutledge Falls Rd. to 0A898 Carter-Blake Rd.
137	STONE BLVD.	From SR055 Wilson Ave. to 01030 W.Lincoln St.
139	HILLSBORO-VIOLA RD.	From 01094 Asbury Rd to 02133 Ragsdale Rd.
141	CANTRELL LN.	From 0A886 Fredonia Rd. to SR002 Murfreesboro Hwy.
143	E. CARROLL ST.	From SR016 S.Jackson St. to 00918 S.Anderson St.
149	N. JACKSON ST.	From 0A599 W.Hogan St. to SR055 E. Carroll St.
150	FORREST BLVD.	From SR055 E.Carroll St. to 0A892 E.Airport Dr.
151	MITCHELL BLVD.	From 00918 Forrest Blvd. to SR055 E.Carroll St.
152	E. LINCOLN ST.	From SR016 N.Jackson St. to 03431 S.Anderson St.
153	E. GRUNDY ST.	From SR016 N.Jackson St. to 05305 N.Washington St.
154	N.E. ATLANTIC ST.	From 01111 E.Hogan St. to 03428 E.Lincoln St.
155	COUNTRY CLUB DR.	From 0B378 Wall Street Alley to 01111 Country Club Dr.
156	WILSON AVE.	From 03434 Cedar Ln. to SR130 Old Lynchburg Rd.
157	WILSON AVE.	From SR130 Old Lynchburg Rd. to 0A623 Sharondale Dr.
160	N. JACKSON ST.	From 03434 Cedar Ln. to 0A894 Big Spring Ave.
161	E. CATRON ST.	From 01111 E.Hogan St. to 05304 E.Catron St.
164	KINGS LN.	From 01111 Country Club Rd. to 05304 Ovoca Rd.
165	N. WASHINGTON ST.	From SR016 N.Jackson St. to 05304 E.Catron St.
166	N. ATLANTIC ST.	From SR269 Marbury St. to 03428 W.Lincoln St.
167	MARBURY DR.	From SR016 N. Jackson St. to SR269 N.W. Atlantic St.
168	LEDFORD MILL RD.	From 0A062 Motlow College Rd. to Moore Co./ Coffee Co. line
177	N. WOODLAND ST.	From SR053 Woodbury Hwy. to 03413 E.Main St.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	2,851	2,942	3,197	3,550	24.52%	20.67%	11.04%
	1,042	886	888	660	-36.66%	-25.51%	-25.68%
	4,465	4,437	3,914	4,570	2.35%	3.00%	16.76%
	860	870	939	920	6.98%	5.75%	-2.02%
	1,652	1,803	1,603	1,660	0.48%	-7.93%	3.56%
	1,059	1,517	1,247	1,450	36.92%	-4.42%	16.28%
	1,085	1,221	1,040	960	-11.52%	-21.38%	-7.69%
	899	1,005	1,000	1,170	30.15%	16.42%	17.00%
	1,000	911	788	860	-14.00%	-5.60%	9.14%
	1,223	1,360	1,261	1,300	6.30%	-4.41%	3.09%
	1,377	1,753	1,480	1,840	33.62%	4.96%	24.32%
	269	353	444	440	63.57%	24.65%	-0.90%
	13,254	17,125	16,564	18,940	42.90%	10.60%	14.34%
	16,434	20,499	18,428	19,890	21.03%	-2.97%	7.93%
	8,674	7,916	7,110	8,270	-4.66%	4.47%	16.32%
	1,406	1,558	1,432	1,310	-6.83%	-15.92%	-8.52%
	9,132	8,559	7,034	7,030	-23.02%	-17.86%	-0.06%
	5,089	5,310	3,109	2,930	-42.43%	-44.82%	-5.76%
	925	961	753	920	-0.54%	-4.27%	22.18%
	4,183	4,248	4,162	4,040	-3.42%	-4.90%	-2.93%
	9,789	11,408	9,615	11,010	12.47%	-3.49%	14.51%
	7,595	7,534	7,980	7,390	-2.70%	-1.91%	-7.39%
	22,137	24,470	21,310	21,760	-1.70%	-11.08%	2.11%
	5,679	6,235	5,981	6,010	5.83%	-3.61%	0.49%
	3,592	3,659	3,592	3,820	6.35%	4.40%	6.35%
	4,099	4,882	4,163	4,200	2.46%	-13.97%	0.89%
	3,806	5,167	3,942	3,880	1.94%	-24.91%	-1.57%
	728	817	871	840	15.39%	2.82%	-3.56%
	1,129	1,504	1,335	1,340	18.69%	-10.90%	0.38%
	3,152	3,855	4,340	4,300	36.42%	11.54%	-0.92%

SOUTH CENTRAL EAST TERMINI: COFFEE COUNTY (PAGE 5 OF 6)

STATION NUMBER	ROUTE	TERMINI
178	HILLSBORO BLVD.	From SR053 Woodbury Hwy. to 01111 S.Spring St.
180	SHADY GROVE RD.	From 0A115 Jarrell Rd. to 0A101 Clark Rd.
181	SMITHVILLE RD.	From SR055 McMinnville Hwy. to 0A101 Clark Rd.
182	S. ROOSEVELT ST.	From SR055 E.Carroll St. to 03428 E.Lincoln St.
183	W. LINCOLN ST.	From 0A074 Cumberland Springs Rd. to Moore Co./ Coffee Co. line
184	E. MONROE ST.	From 0A528 S. Washington St. to 00918 S. Anderson St.
185	E. MONROE ST.	From 03428 E. Lincoln St. to 0A528 S. Washington St.
188	MARBURY DR.	From 05304 Riley Creek Rd. to 04329 N.Washington St.
191	HENDRIXSON DR.	From SR002 Murfreesboro Hwy. to SR053 Woodbury Hwy.
192	KINGS LN.	From 04329 N.Washington St. to 05304 Ovoca Rd.
194	WOODBURY HWY.	From A0434 Goosepond Rd. to
196	E. WARREN ST.	From SR016 S.Jackson St. to 04334 S.E. Atlantic St.
197	E. LAUDERDALE ST.	From SR016 S.Jackson St. to 04334 S.E. Atlantic St.
198	N. ANDERSON ST.	From 01111 E.Hogan St. to E.Lincoln St.
199	OVOCA RD.	From 0A719 New Ovoca Rd. to 04328 Marbury Dr.
200	DOAK RD.	From 03420 Hills Chapel Rd. to SR002 Hillsboro Blvd.
201	CLOVER LN.	From SR002 Hillsboro Blvd. to 03420 Hills Chapel Rd.
202	CENTURY ST.	From 03414 Oakdale St. to 03416 S.Spring St.
203	LOWERY ST.	From SR055 New Manchester Hwy. to 03409 Oak Dr.
205	CAT CREEK RD.	From 01111 W.Coffee St. to 0A348 Powers Bridge Rd.
206	MADISON ST.	From SR002 Hillsboro Blvd. to SR055 New Manchester Hwy.
209	OAK DR.	From SR055 New Manchester Hwy. to 03420 Hills Chapel Rd.
210	MCMINNVILLE HWY.	From 0A149 Taylor Rd. to 01098 Rock Rd.
211	MILLERS CROSSROAD RD.	From 00918 Wattendorf Memorial Hwy. to SR127 Winchester Hwy.
212	CEDAR LN.	From 01030 W.Lincoln St. to SR130 W.Carroll St.
213	E. LINCOLN ST.	From 04332 N. Anderson St. to 03433 S.Roosevelt St.
214	CEDAR LN.	From SR016 N.Jackson St. to 0A900 Lakeway Pl.
215	N. IRWIN ST	From SR002 Hillsboro Blvd. to SR002 Hillsboro Blvd.
216	E. FORT ST.	From SR002 Hillsboro Blvd. to 03411 N.Woodland St.
217	E. MAIN ST.	From SR002 Hillsboro Blvd. to 03411 N.Woodland St.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
10,876	13,698	11,783	13,020	19.71%	-4.95%	10.50%
452	398	330	100	-77.88%	-74.87%	-69.70%
1,067	914	990	900	-15.65%	-1.53%	-9.09%
1,296	1,454	1,197	1,370	5.71%	-5.78%	14.45%
2,664	3,179	2,582	3,090	15.99%	-2.80%	19.68%
869	828	466	610	-29.80%	-26.33%	30.90%
1,390	1,386	1,035	440	-68.35%	-68.25%	-57.49%
2,649	2,871	2,789	2,670	0.79%	-7.00%	-4.27%
545	552	556	600	10.09%	8.70%	7.91%
5,936	6,812	5,896	5,930	-0.10%	-12.95%	0.58%
0	4,303	4,655	5,510	0.00%	28.05%	18.37%
0	2,435	1,941	1,740	0.00%	-28.54%	-10.36%
0	2,452	1,510	1,300	0.00%	-46.98%	-13.91%
0	5,705	5,904	5,840	0.00%	2.37%	-1.08%
0	2,774	2,308	2,510	0.00%	-9.52%	8.75%
0	1,569	1,991	2,420	0.00%	54.24%	21.55%
0	4,729	4,873	5,740	0.00%	21.38%	17.79%
0	221	193	180	0.00%	-18.55%	-6.74%
0	297	258	260	0.00%	-12.46%	0.78%
0	2,544	2,960	3,110	0.00%	22.25%	5.07%
0	2,638	1,360	1,230	0.00%	-53.37%	-9.56%
0	5,338	5,467	6,270	0.00%	17.46%	14.69%
0	12,455	11,428	12,110	0.00%	-2.77%	5.97%
0	1,210	1,088	1,320	0.00%	9.09%	21.32%
0	9,061	7,960	7,850	0.00%	-13.37%	-1.38%
0	6,143	5,450	5,010	0.00%	-18.44%	-8.07%
0	9,514	10,192	9,760	0.00%	2.59%	-4.24%
0	343	279	260	0.00%	-24.20%	-6.81%
0	1,854	1,972	1,400	0.00%	-24.49%	-29.01%
0	1,273	821	1,070	0.00%	-15.95%	30.33%

SOUTH CENTRAL EAST TERMINI: COFFEE COUNTY (PAGE 6 OF 6)

STATION NUMBER	ROUTE	TERMINI
218	N. SPRING ST.	From SR002 Hillsboro Blvd. to 03412 E.Fort St.
219	ELM ST.	From 03417 E.Coffee St. to 03416 Elm St.
220	EAST OAK ST.	From 03416 S.Spring St. to SR055 New Manchester Hwy.
221	ELM ST.	From 03414 Oakdale St. to 03416 S.Spring St.
222	TURKEY CREEK RD.	From 01030 W.Lincoln St. to Coffee Co./ Franklin Co. line
223	BURGER DR.	From SR002 Hillsboro Rd. to SR002 Hillsboro Rd.
990	I-24	From SR002 Hillwood Blvd. to 00918 Wattendorf Rd.
991	HILLSBORO-VIOLA RD.	From SR002 Hillsboro Hwy. to 01094 Asbury Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	0	1,935	1,621	1,920	0.00%	-0.78%	18.45%
	0	3,973	4,766	4,880	0.00%	22.83%	2.39%
	0	2,083	2,195	2,650	0.00%	27.22%	20.73%
	0	233	330	210	0.00%	-9.87%	-36.36%
	0	1,847	1,801	1,950	0.00%	5.58%	8.27%
	0	0	948	840	0.00%	0.00%	-11.39%
	30,816	33,535	37,726	43,100	39.86%	28.52%	14.25%
	0	0	0	2,410	0.00%	0.00%	0.00%

SOUTH CENTRAL EAST TERMINI: FRANKLIN COUNTY (PAGE 1 OF 4)

STATION NUMBER	ROUTE	TERMINI
1	OLD TULLAHOMA RD.	From SR476 Awalt Rd. to Franklin Co./ Coffee Co. line
3	OLD TULLAHOMA RD.	From Bedford Co./ Moore County line to Moore Co./ Coffee Co. line
4	EASTBROOK RD.	From SR130 Old Tullahoma Rd. to 01088 Eastbrook Rd.
7	STATE HWY. 127	From SR229 Morris Ferry Bridge Rd. to Franklin Co./ Coffee Co. line
8	GUM CREEK RD.	From 02123 Gum Creek Rd. to SR127 State Hwy. 127
9	RUTLEDGE FORD RD.	From SR050 Veterans Memorial Dr. to Franklin Co./Coffee Co. line
10	ROARKS COVE RD.	From 0A340 E.Roarks Cove Rd. to SR050 Veterans Memorial Dr.
13	GREENHAW RD.	From SR050 Veterans Memorial Dr. to 01086 Blue Spring Rd.
14	KNIGHTS CHURCH RD.	From 02729 Old Alto Hwy. to 01092 Monroe Floyd Rd.
15	E. MAIN ST.	From SR050 Nissan Powertrain Rd. to 01086 Diagonal St.
16	DIAGONAL ST.	From SR127 AEDC Rd. to 0A367 Darwin St.
17	DECHERD BLVD.	From SR279 Spring Creek Rd. to SR127 AEDC Rd.
20	LEXIE-BEANS CREEK RD.	From SR050 Lynchburg Hwy. to 01985 Farris Creek Bridge Rd.
21	LYNCHBURG HWY.	From SR050 Majors Blvd. to 01028 Lois Ridge Rd.
22	AWALT RD.	From SR050 Lynchburg Hwy. to SR476 Awalt Rd.
23	LYNCHBURG HWY.	From 05961 Lynchburg Hwy. to SR121 Six Mile Board Rd.
26	DECHERD BLVD.	From SR050 W.Main St. to SR127 AEDC Rd.
28	E. MAIN ST.	From SR016 Decherd Blvd. to 01086 Diagonal St.
29	BLUE SPRING RD.	From SR050 E.Main St. to 01101 Greenhaw Rd.
30	ROARKS COVE RD.	From 0A340 E.Roarks Cove Rd. to 0A506 Texas Ave.
31	SEWANEE HWY.	From SR156 Midway Rd. to 0A521 University Ave.
32	JUMPOFF RD.	From 0A562 Eva Rd. to SR015 Sewanee Hwy.
33	SHERWOOD RD.	From 0A578 Natural Bridge Rd. to SR015 Sewanee Hwy.
34	E. CUMBERLAND ST.	From 01101 N.College St. to SR056 Sherwood Rd.
35	GREENHAW RD.	From 01086 Blue Springs Rd. to SR015 E.Cumberland St.
36	CENTENNIAL RD.	From 02115 Holders Cove Rd. to SR015 Cowan Rd.
37	COWAN RD.	From 0B456 Grizzell Ln. to SR433 Veterans Memorial Dr.
38	WILLIAMS COVE RD.	From SR015 Cowan Rd. to 02106 Water Tank Rd.
39	1ST AVE. S.W.	From SR130 S.High St. to SR433
40	N. HIGH ST.	From SR015 1ST. Ave. S.W. to 01099 Old Estill Springs Rd.
41	DECHERD BLVD.	From SR#87 Colloredo Blvd. to 0A113 Elbethel Rd.
42	4TH AVE. N.W.	From SR050 Lynchburg Hwy. to 05961 N.Cedar St.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	6,367	5,850	5,763	6,030	-5.29%	3.08%	4.63%
	3,748	3,498	3,414	3,760	0.32%	7.49%	10.14%
	789	464	718	800	1.39%	72.41%	11.42%
	6,308	5,337	4,591	5,280	-16.30%	-1.07%	15.01%
	810	787	768	650	-19.75%	-17.41%	-15.37%
	653	615	459	560	-14.24%	-8.94%	22.00%
	414	572	401	440	6.28%	-23.08%	9.73%
	263	298	229	280	6.46%	-6.04%	22.27%
	367	401	312	590	60.76%	47.13%	89.10%
	3,479	4,176	4,260	4,470	28.49%	7.04%	4.93%
	528	424	432	470	-10.99%	10.85%	8.80%
	11,334	14,652	13,356	13,850	22.20%	-5.47%	3.70%
	980	871	925	960	-2.04%	10.22%	3.78%
	1,317	1,028	1,192	1,300	-1.29%	26.46%	9.06%
	2,381	1,818	1,998	2,170	-8.86%	19.36%	8.61%
	2,065	1,984	2,078	2,220	7.51%	11.90%	6.83%
	20,480	23,296	25,365	21,270	3.86%	-8.70%	-16.14%
	7,654	8,923	7,118	7,100	-7.24%	-20.43%	-0.25%
	1,028	859	1,086	1,960	90.66%	128.17%	80.48%
	193	275	149	190	-1.55%	-30.91%	27.52%
	6,537	6,434	4,881	5,330	-18.46%	-17.16%	9.20%
	1,188	1,260	1,234	1,410	18.69%	11.91%	14.26%
	1,676	1,597	1,390	1,390	-17.06%	-12.96%	0.00%
	4,517	3,622	3,486	3,160	-30.04%	-12.76%	-9.35%
	794	877	850	870	9.57%	-0.80%	2.35%
	592	715	691	740	25.00%	3.50%	7.09%
	8,075	9,028	7,141	6,690	-17.15%	-25.90%	-6.32%
	854	985	1,040	1,190	39.34%	20.81%	14.42%
	8,210	8,325	6,956	6,170	-24.85%	-25.89%	-11.30%
	5,885	6,740	5,662	6,570	11.64%	-2.52%	16.04%
	20,283	20,428	16,472	12,850	-36.65%	-37.10%	-21.99%
	4,323	4,888	4,730	2,850	-34.07%	-41.69%	-39.75%

SOUTH CENTRAL EAST TERMINI: FRANKLIN COUNTY (PAGE 2 OF 4)

STATION NUMBER	ROUTE	TERMINI
43	1ST AVE. S.W.	From SR016 Rowe Gap Rd. to SR015 1ST. Ave. S.W.
44	DECHERD BLVD.	From 02106 Hooper Rd. to SR015 David Crockett Hwy.
45	BELVIDERE RD.	From SR-015 David Crockett Hwy. to 0A747 Mingo Rd.
46	OWL HOLLOW RD.	From SR050 Lynchburg Hwy. to 05487 Belvidere Rd.
48	DAVID CROCKETT HWY.	From SR122 Main St. to 05487 Old Davy Crockett Hwy.
50	JOHN HUNTER HWY.	From SR015 David Crockett Hwy. to SR097 Main St.
51	DAVID CROCKETT HWY.	From 0A712 Robinson Creek Rd. to Franklin Co./ Lincoln Co. line
53	JOHN HUNTER HWY.	From SR097 Main St. to Franklin Co./ Lincoln Co. line
55	SEWANEE HWY.	From SR156 Midway Rd. to Franklin Co./ Grundy Co. line
56	BEANS CREEK RD.	From 01985 Beans Creek Rd. to Franklin Co./ Alabama state line
57	BEANS CREEK RD.	From SR097 Beans Creek Rd. to SR015
63	SEWANEE HWY.	From 0A521 University Ave. to SR056 Sherwood Rd.
64	AEDC RD.	From SR016 Decherd Blvd. to SR279 Morris Ferry Bridge Rd.
65	BIBLE CROSSING RD.	From SR130 Old Tullahoma Rd. to 03498 Sharp Springs Rd.
66	OLD TULLAHOMA RD.	From 01088 Lockmiller Rd. to 01099 Old Estill Springs Rd.
68	1ST AVE. N.W.	From SR015 1ST. Ave. S.W. to SR015 1ST. Ave. S.W.
69	1ST AVE. S.W.	From SR015 Davy Crockett Hwy. to SR130 S.High St.
70	BEANS CREEK RD.	From SR121 Lexie-Beans Creek Rd. to SR015 David Crockett Hwy.
71	OLD ALTO HWY.	From 01103 Rutledge Ford Rd. to Franklin Co./ Grundy Co. line
72	GUM CREEK RD.	From 02729 Old Alto Hwy. to 01092 Monroe Floyd Rd.
74	41-A BYPASS	From SR016 Decherd Blvd. to SR015 Cowan Rd.
80	GUM CREEK RD.	From 01105 Prairie Plains Rd. to 01092 Monroe Floyd Rd.
81	ROWE GAP RD.	From 02106 Hooper Rd. to 0A627 Keith Springs Mountain Rd.
82	SHERWOOD RD.	From 0A578 Natural Bridge Rd. to Franklin Co./Alabama state line
83	OLD ESTILL SPRINGS RD.	From SR130 Old Tullahoma Rd. to 03497 Bible Crossing Rd.
84	GEORGIA CROSSING RD.	From 01101 Greenhaw Rd. to 02117 Halfmoon Rd.
85	MODENA RD.	From 02108 Georgia Crossing Rd. to 01086 Spring St.
86	HOLDERS COVE RD.	From SR433 Veterans Memorial Dr. to 04411 8TH AVE.SE
88	PLEASANT GROVE RD.	From SR130 Old Tullahoma Rd. to SR476 Awalt Rd.
89	BEECH HILL RD.	From SR050 Lynchburg Hwy. to Franklin Co./ Moore Co. line
90	CENTENNIAL RD.	From SR016 Rowe Gap Rd. to 02115 Holders Cove Rd.
91	HALFMOON RD.	From SR015 Cowan St. to 02108 Georgia Crossing rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	8,020	8,251	7,148	10,410	29.80%	26.17%	45.64%
	1,743	1,859	1,862	3,150	80.72%	69.45%	69.17%
	7,310	7,342	5,830	520	-92.89%	-92.92%	-91.08%
	444	547	322	350	-21.17%	-36.02%	8.70%
	6,237	6,066	6,499	6,480	3.90%	6.83%	-0.29%
	3,239	3,428	3,296	2,810	-13.25%	-18.03%	-14.75%
	3,909	4,221	4,505	5,350	36.86%	26.75%	18.76%
	1,771	1,781	1,837	1,190	-32.81%	-33.18%	-35.22%
	7,061	6,697	7,180	7,490	6.08%	11.84%	4.32%
	348	337	340	260	-25.29%	-22.85%	-23.53%
	584	784	719	440	-24.66%	-43.88%	-38.80%
	5,061	5,016	4,339	4,140	-18.20%	-17.46%	-4.59%
	5,544	5,702	5,161	5,740	3.54%	0.67%	11.22%
	2,919	3,584	3,194	3,850	31.89%	7.42%	20.54%
		4,924	3,860	4,220	-11.36%	-14.30%	9.33%
	5,482	4,713	4,238	5,550	1.24%	17.76%	30.96%
	4,646	4,948	4,551	5,160	11.06%	4.29%	13.38%
	390	283	254	280	-28.21%	-1.06%	10.24%
	3,806	4,489	4,465	6,310	65.79%	40.57%	41.32%
	367	527	425	410	11.72%	-22.20%	-3.53%
	7,777	8,888	8,446	8,060	3.64%	-9.32%	-4.57%
	260	332	262	240	-7.69%	-27.71%	-8.40%
	1,130	1,118	1,100	1,140	0.89%	1.97%	3.64%
	525	421	496	490	-6.67%	16.39%	-1.21%
	1,837	2,816	2,280	3,240	76.38%	15.06%	42.11%
	824	1,082	970	1,060	28.64%	-2.03%	9.28%
	223	271	370	270	21.08%	-0.37%	-27.03%
	1,829	2,041	1,502	1,570	-14.16%	-23.08%	4.53%
	921	1,192	919	1,040	12.92%	-12.75%	13.17%
	162	212	220	160	-1.24%	-24.53%	-27.27%
	301	368	353	320	6.31%	-13.04%	-9.35%
	556	781	812	890	60.07%	13.96%	9.61%

SOUTH CENTRAL EAST TERMINI: FRANKLIN COUNTY (PAGE 3 OF 4)

STATION NUMBER	ROUTE	TERMINI
93	OLD COWAN RD.	From SR015 S.College St. to 0A829 3RD.Ave.S.
94	MAIN ST.	From SR279 Spring Creek Rd. to Franklin Co./ Coffee Co. line
95	EASTBROOK RD.	From 01088 Lockmiller Rd. to SR016 Main St.
97	MORRIS FERRY BRIDGE RD.	From SR016 Main St. to SR127 State Hwy.127
98	ROARKS COVE RD.	From SR015 Sollace M. Freeman Hwy. to 01103 Roarks Cove Rd.
99	AWALT RD.	From SR130 Old Tullahoma Rd. to SR476 Mansford Rd.
100	ROWE GAP RD.	From 0A627 Keith Springs Mountain Rd. to 0B127 Turnpike Rd.
101	ROWE GAP RD.	From 01111 W.Hogan St. to 0A894 Big Spring Ave.
103	LIBERTY RD.	From 02106 Hooper Rd. to SR433 Veterans Memorial Pkwy.
104	HOLDERS COVE RD.	From 02106 Centennial Rd. to SR433 Veterans Memorial Pkwy.
105	LEXIE-BEANS CREEK RD.	From 01985 Old Salem-Lexie Rd.to Franklin Co./ Lincoln Co. line
111	DECHERD BLVD.	From SR015 S.College St. to 03498 Brandi Way
113	E. PETTY LN.	From 03498 Sharp Springs Rd. to 0919 41A Bypass
116	NISSAN POWERTRAIN DR.	From 0A353 Warren Chapel Rd. to 0B023 Oak Grove Rd.
117	NISSAN POWERTRAIN DR.	From SR050 Old Alto Hwy. to SR433 Veterans Memorial Hwy.
118	VETERANS MEMORIAL DR.	From 0A353 Warren Chapel Rd. to 01086 Blue Spring Rd.
119	VETERANS MEMORIAL DR.	From SR015 Cowan St. to 01086 Blue Spring Rd.
120	VETERANS MEMORIAL DR.	From 02115 Holders Cove Rd. to SR015 Cowan Rd.
121	VETERANS MEMORIAL DR.	From 0B023 Oak Grove Rd to 01103 Rutledge Ford Rd.
122	BUNCOMBE RD.	From 02104 Buncombe Rd. to SR015 David Crockett Hwy.
123	BANKS ST.	From 01985 Beans Creek Rd to SR122 John Hunter Hwy.
124	CHESTNUT RIDGE RD.	From SR476 Awalt Rd. to Franklin Co./ Moore Co. line
125	OLD ESTILL SPRINGS RD.	From SR016 S.Jackson St. to SR016 S.Jackson St.
126	WATTENDORF MEMORIAL HWY.	From Coffee Co./ Franklin Co.line to Franklin Co./ Coffee Co. line
127	OLD BRICK CHURCH RD.	From 01109 S. Hap Arnold Dr. to SR127 State Hwy.127
128	COWAN RD.	From 0B456 Grizzell Ln. to 01101 N.College St.
129	8TH AVE. SE.	From SR015 S.College St. to 02115 S.Jefferson St.
130	3RD AVE. S.E.	From SR015 S. College St. to 03505 Old Cowan St.
131	2ND AVE. N.W.	From 0A872 4TH Ave. N. to SR130 N.High St.
132	BRANDI WAY	From 03495 W.Petty Ln. to 03498 Brandi Way
133	DIAGONAL ST.	From 0A367 Darwin St. to SR050 E.Main St.
134	OLD ALTO HWY.	From SR050 Nissan Powertrain Rd. to SR050 Veterans Memorial Dr.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	1,275	1,037	1,120	1,230	-3.53%	18.61%	9.82%
	8,997	11,665	11,154	11,080	23.15%	-5.02%	-0.66%
	1,770	1,902	1,820	1,980	11.86%	4.10%	8.79%
	1,175	1,135	1,047	910	-22.55%	-19.82%	-13.09%
	2,600	3,699	2,162	1,820	-30.00%	-50.80%	-15.82%
	1,907	1,912	1,560	1,800	-5.61%	-5.86%	15.39%
	630	758	675	790	25.40%	4.22%	17.04%
	392	509	434	530	35.20%	4.13%	22.12%
	484	231	505	500	3.31%	116.45%	-0.99%
	324	314	186	210	-35.19%	-33.12%	12.90%
	594	757	742	780	31.31%	3.04%	5.12%
	21,081	21,499	17,260	17,350	-17.70%	-19.30%	0.52%
	1,254	1,186	664	950	-24.24%	-19.90%	43.07%
	3,938	4,751	4,815	5,490	39.41%	15.56%	14.02%
	1,992	3,881	2,854	3,830	92.27%	-1.31%	34.20%
	3,390	3,350	3,318	4,900	44.54%	46.27%	47.68%
	3,255	4,295	4,214	6,640	103.99%	54.60%	57.57%
	3,379	4,172	4,500	5,600	65.73%	34.23%	24.44%
	3,506	4,455	4,140	5,790	65.15%	29.97%	39.86%
	0	590	552	490	0.00%	-16.95%	-11.23%
	0	1,251	857	590	0.00%	-52.84%	-31.16%
	0	663	904	1,000	0.00%	50.83%	10.62%
	0	1,737	1,918	1,710	0.00%	-1.55%	-10.85%
	0	4,555	4,300	4,640	0.00%	1.87%	7.91%
	0	316	357	280	0.00%	-11.39%	-21.57%
	0	7,642	6,238	6,120	0.00%	-19.92%	-1.89%
	0	1,490	1,301	1,090	0.00%	-26.85%	-16.22%
	0	1,536	1,558	1,260	0.00%	-17.97%	-19.13%
	0	2,300	3,335	2,670	0.00%	16.09%	-19.94%
	0	4,777	1,753	2,180	0.00%	-54.37%	24.36%
	0	955	994	930	0.00%	-2.62%	-6.44%
	0	1,578	1,446	1,420	0.00%	-10.01%	-1.80%

SOUTH CENTRAL EAST TERMINI: FRANKLIN COUNTY (PAGE 4 OF 4)

STATION NUMBER	ROUTE	TERMINI
135	OAK GROVE RD.	From SR050 to Franklin Co./ Coffee Co. line
136	BUNCOMBE RD.	From 01985 Beans Creek Rd. to 02104 Maxwell Rd.
137	SHARP SPRINGS RD.	From SR016 Decherd Blvd. to 03497 Bible Crossing Rd.
138	SHARP SPRINGS RD.	From 03497 Bible Crossing Rd. to 03495 W.Petty Ln.
139	BRANDI WAY	From SR016 Decherd Blvd. to 03498 Sharp Springs Rd.
140	VETERANS MEMORIAL DR.	From SR015 David Crockett Hwy. to 02115 Holders Cove Rd.
141	TURKEY CREEK DR.	From SR130 Old Tullahoma Rd. to Franklin Co./Coffee Co. line
143	OLD DAVID CROCKETT HWY.	From SR015 David Crockett Rd. to 0A747 Mingo Rd.
144	DAVID CROCKETT HWY.	From 05487 Old Davy Crockett Hwy. to SR015 David Crockett Hwy.
145	BAXTER LN.	From SR433 Veterans Memorial Dr. to 00919 41-A Bypass
146	LYNCHBURG HWY.	From SR015 David Crockett Hwy. to 05961 Lynchburg Hwy.
147	DAVID CROCKETT HWY.	From SR015 David Crockett Hwy. to SR016 Rowe Gap Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	0	647	612	740	0.00%	14.37%	20.92%
	0	174	163	130	0.00%	-25.29%	-20.25%
	0	5,113	4,899	5,830	0.00%	14.02%	19.00%
	0	2,517	2,088	2,580	0.00%	2.50%	23.56%
	0	1,485	1,148	1,150	0.00%	-22.56%	0.17%
	0	4,357	4,838	7,160	0.00%	64.33%	48.00%
	0	936	932	540	0.00%	-42.31%	-42.06%
	0	0	8,053	540	0.00%	0.00%	-93.29%
	0	0	7,314	7,940	0.00%	0.00%	8.56%
	0	0	650	2,910	0.00%	0.00%	347.69%
	0	0	0	4,330	0.00%	0.00%	0.00%
	0	0	0	5,110	0.00%	0.00%	0.00%

SOUTH CENTRAL EAST TERMINI: GILES COUNTY (PAGE 1 OF 4)

STATION NUMBER	ROUTE	TERMINI
1	YOKLEY CREEK RD.	From SR166 Campbellsville Rd. to Giles Co./ Marshall Co. line
2	CAMPBELLSVILLE RD.	From SR245 Yokely Creek Rd. to Giles Co./ Maury Co. line
3	CAMPBELLSVILLE RD.	From 01906 Campbellsville Hill Rd. to SR245 Yokely Creek Rd.
5	COLUMBIA HWY.	From 00966 Kerr Hill Rd. to SR129 Hwy.129
7	YOKLEY RD.	From SR245 Yokely Creek Rd. to SR007 Columbia Hwy.
8	COLUMBIA HWY.	From SR129 Hwy.129 to Giles Co./ Maury Co. line
9	HWY. 129	From SR007 Columbia Hwy. to 01893 Church St.
10	CHURCH ST.	From SR129 Main St. to Giles Co./ Maury Co. line
11	HWY. 129	From 01893 Church St. to 00991 Bear Creek Rd.
12	BEAR CREEK PK.	From SR373 Mooresville Hwy. to Marshall Co./Giles Co. line
14	LEWISBURG HWY.	From 0A139 Hilltop Rd. to Giles Co./ Marshall Co. line
15	DIANA RD.	From SR011 Lewisburg Hwy. to 0A178 Rosco Rd.
16	BEECH HILL RD.	From SR011 Lewisburg Hwy. to I0065
17	LEWISBURG HWY.	From 01887 Woodlawn Rd. to 01885 Blackburn Hollow Rd.
18	BUFORDS STATION RD.	From SR011 Lewisburg Hwy. to 01904 Pigeon Roost Rd.
19	PIGEON ROOST RD	From 01904 Buford Station Rd. to 01887 Woodlawn Rd.
20	BUFORDS STATION RD.	From SR007 Columbia Hwy. to 01904 Pigeon Roost Rd.
25	DRY WEAKLEY CREEK RD.	From 00936 Weakley Creek Rd. to Giles/Lawrence Co. line
26	WEAKLEY CREEK RD.	From SR015 Lawrenceburg Hwy. to Giles Co./ Lawrence Co. line
28	BETHEL RD.	From SR015 Lawrenceburg Hwy. to 0A049 Little Dry Creek Rd.
29	PIGEON ROOST RD	From SR007 Clumbia Hwy. to 01887 Woodlawn Rd.
30	WOODLAWN RD	From 01904 Pigeon Roost Rd. to SR011 Lewisburg Hwy.
32	CENTER POINT RD.	From I0065 I-65 to Giles Co./ Lincoln Co. line
33	DIANA RD.	From 01902 Center Point Rd. to 0A178 Rosco Rd.
35	FAYETTEVILLE HWY.	From 0A501 Frankewing Rd. to I0065 I-65
36	E. COLLEGE ST	From SR015 Fayetteville Hwy. to 00964 Cedar Ln.
37	ELKTON HWY.	From SR015 US-64 to 03188 Shelia Frost Dr.
38	MILL ST.	From 01883 Vales Mill Rd. to SR015 US-64
39	E. GRIGSBY ST.	From 01887 Woodlawn Rd. to SR007 N.1ST St.
40	COLUMBIA HWY.	From SR011 E.Grigsby St. to 00966 Kerr Hill Rd.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
591	710	650	700	18.44%	-1.41%	7.69%
586	726	762	690	17.75%	-4.96%	-9.45%
1,217	1,462	1,071	1,220	0.25%	-16.55%	13.91%
3,776	3,678	3,947	4,260	12.82%	15.82%	7.93%
578	667	542	610	5.54%	-8.55%	12.55%
3,234	3,410	3,023	3,460	6.99%	1.47%	14.46%
1,855	1,850	1,588	1,980	6.74%	7.03%	24.69%
193	253	160	210	8.81%	-17.00%	31.25%
1,128	1,202	1,100	1,330	17.91%	10.65%	20.91%
285	382	287	350	22.81%	-8.38%	21.95%
4,521	4,621	4,221	4,670	3.30%	1.06%	10.64%
437	493	335	420	-3.89%	-14.81%	25.37%
288	261	263	270	-6.25%	3.45%	2.66%
3,861	3,586	3,523	3,970	2.82%	10.71%	12.69%
384	438	700	710	84.90%	62.10%	1.43%
208	218	263	310	49.04%	42.20%	17.87%
1,075	881	1,017	1,050	-2.33%	19.18%	3.25%
	193	155	190	7.35%	-1.55%	22.58%
741	942	896	790	6.61%	-16.14%	-11.83%
2,310	2,159	2,041	2,250	-2.60%	4.22%	10.24%
908	951	720	790	-13.00%	-16.93%	9.72%
382	467	444	590	54.45%	26.34%	32.88%
230	244	250	210	-8.70%	-13.93%	-16.00%
125	125	79	110	-12.00%	-12.00%	39.24%
3,752	4,072	4,965	5,870	56.45%	44.16%	18.23%
3,009	4,379	3,840	4,070	35.26%	-7.06%	5.99%
4,506	4,286	3,892	3,660	-18.78%	-14.61%	-5.96%
8,522	8,759	7,290	7,570	-11.17%	-13.58%	3.84%
4,886	5,302	4,523	4,270	-12.61%	-19.46%	-5.59%
4,445	4,904	3,820	3,700	-16.76%	-24.55%	-3.14%

SOUTH CENTRAL EAST TERMINI: GILES COUNTY (PAGE 2 OF 4)

STATION NUMBER	ROUTE	TERMINI
41	W. COLLEGE ST.	From 00989 Bennett Dr. to SR011 Minor Hill Rd.
42	BETHEL RD.	From SR011 Mill St. to 0A344 Donahue Rd.
43	MINOR HILL HWY.	From 0A411 Short School Rd. to SR015 US-64
44	FALL RIVER RD.	From 0A437 Shannon Creek Rd. to 00987 Agnew Rd.
45	PROSPECT RD.	From SR007 Elkton Hwy. to SR273 Case Rd.
46	BLUE STAR MEMORIAL HWY.	From 01900 Tarpley Shop Rd. to SR273 Bryson Rd.
48	BRADSHAW CREEK RD	From SR015 Fayetteville Hwy. to Giles Co./ Lincoln Co. line
49	BUNKER HILL RD.	From SR273 Bryson Dellrose Rd. to SR015 Fayetteville Hwy.
50	BRYSON DELLROSE RD.	From SR273 Bryson Rd. to Giles/Lincoln Co. line
53	HWY. 166 S.	From SR273 Case Rd. to 01875 Stella Rd.
56	MINOR HILL HWY.	From 00985 Salem Rd to 00932 Fall River Rd.
58	SALEM RD.	From 0A355 Alsup hollow Rd. to SR011 Minor Hill Hwy.
59	MINOR HILL HWY.	From 00985 Salem Rd. to Giles Co./ Alabama state line
61	SALEM RD.	From 0A355 Alsup hollow Rd. to Giles Co./ Alabama state line
63	VETO RD	From SR273 Prospect-Elkton Rd. to Giles Co./ Alabama state line
64	BRYSON RD.	From I0065 I65 to SR007 Blue Star Memorial Hwy.
65	BLUE STAR MEMORIAL HWY.	From SR273 Bryson Rd. to SR273 Prospect Rd.
66	BAUGH RD.	From SR007 Blue Star Memorial Hwy. to 0A266 Reedie Mitchell Rd.
67	BRYSON RD.	From SR007 Blue Star Memorial Hwy. to 01877 Liberty Rd.
68	I-65	From SR007 Main St. to Giles Co./ Alabama state line
69	MAIN ST.	From I0065 I-65 to SR110 Hwy. 110
70	OLD CAMPBELLSVILLE RD.	From SR007 Columbia Hwy. to 00996 Kerr Hill Rd.
72	HWY. 166 S.	From SR273 Caase Rd. to Giles Co./ Alabama state line
73	CAMPBELLSVILLE RD.	From 0A049 Little Dry Creek Rd to 01906 Campbellsville Hill Rd.
74	BLUE STAR MEMORIAL HWY.	From I0065 I-65 to SR273 Prospect Rd.
75	PLEASANT HILL RD.	From SR110 Ardmore Hwy. to 01898 Baugh Rd.
76	INDUSTRIAL LOOP RD.	From SR007 Columbia Hwy. to 0A731 Mines Rd.
77	BENNETT DR.	From SR015 W. Collge St. to 00989 Industrial Loop Rd.
78	I-65	From SR373 Mooresville Hwy. to Marshall Co./ Maury Co. line
79	I-65	From SR015 Fayetteville Hwy. to Giles Co./ Marshall Co. line

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
11,585	12,138	12,726	14,050	21.28%	15.75%	10.40%
3,603	4,429	3,821	4,020	11.57%	-9.24%	5.21%
5,919	5,423	5,460	6,080	2.72%	12.12%	11.36%
1,005	1,106	1,110	1,340	33.33%	21.16%	20.72%
734	842	790	620	-15.53%	-26.37%	-21.52%
4,446	3,709	3,788	4,120	-7.33%	11.08%	8.77%
136	130	87	120	-11.77%	-7.69%	37.93%
300	352	324	330	10.00%	-6.25%	1.85%
378	485	370	360	-4.76%	-25.77%	-2.70%
1,375	1,162	1,024	1,380	0.36%	18.76%	34.77%
3,102	3,163	2,810	3,320	7.03%	4.96%	18.15%
1,180	1,289	1,110	1,160	-1.70%	-10.01%	4.51%
1,153	1,093	1,003	1,530	32.70%	39.98%	52.54%
619	665	550	620	0.16%	-6.77%	12.73%
222	289	221	230	3.60%	-20.42%	4.07%
1,007	1,089	808	1,430	42.01%	31.31%	76.98%
5,067	4,282	3,725	5,230	3.22%	22.14%	40.40%
562	527	590	430	-23.49%	-18.41%	-27.12%
1,062	1,511	1,090	1,140	7.35%	-24.55%	4.59%
17,928	18,398	19,020	20,240	12.90%	10.01%	6.41%
6,723	6,718	6,191	5,960	-11.35%	-11.28%	-3.73%
205	129	110	190	-7.32%	47.29%	72.73%
1,054	1,226	928	1,190	12.90%	-2.94%	28.23%
1,591	1,662	1,630	1,460	-8.23%	-12.15%	-10.43%
5,236	4,369	3,850	5,050	-3.55%	15.59%	31.17%
781	914	840	920	17.80%	0.66%	9.52%
3,837	5,424	3,407	3,910	1.90%	-27.91%	14.76%
9,885	6,601	6,250	8,790	-11.08%	33.16%	40.64%
20,097	18,032	20,291	21,990	9.42%	21.95%	8.37%
21,367	19,220	20,745	27,080	26.74%	40.90%	30.54%

SOUTH CENTRAL EAST TERMINI: GILES COUNTY (PAGE 3 OF 4)

STATION NUMBER	ROUTE	TERMINI
80	I-65	From SR273 Bryson Rd. to SR007 Main St.
81	STELLA RD.	From SR166 Hwy. 166 S. to 00960 Tackets Branch Rd.
82	FALL RIVER RD.	From 0A437 Shannon Creek Rd. to Giles Co./ Lawrence Co. line
83	N. 1ST ST.	From SR007 N.1ST St. to SR007 N.1ST. St.
84	FAYETTEVILLE HWY.	From I0065 I-65 to 05313 E.College St.
85	HWY. 129	From 00991 Bear Creek Rd. to Giles Co./ Marshall Co. line
86	CASE RD.	From SR166 Hwy. 166 to SR273 Veto Rd.
89	AGNEW RD.	From SR015 Lawrenceburg Hwy. to 00932 Fall River Rd.
90	RHEA BRANCH RD.	From SR166 Campbellsville Rd. to 01817 Dave Risner Rd.
91	KERR HILL RD.	From SR166 Campbellsville Rd. to SR007 Columbia Hwy.
92	CEDAR LN	From 05313 E.College St. to 0A767 E.Jefferson St.
94	CAMPBELLSVILLE HILL RD.	From 01883 Rose Hill Rd. to SR166 Campbellsville Rd.
95	BIG DRY CREEK RD.	From 00940 Rhea Branch Rd. to 01883 Big Dry Creek Rd.
96	BIG DRY CREEK RD.	From SR015 Lawrenceburg Hwy. to 01883 Rose Hill Rd.
97	LAWRENCEBURG HWY.	From 0A963 Powdermill Hill Rd. to Giles Co./ Lawrence Co. line
98	LIBERTY RD.	From SR273 Prospect Elkton Rd. to 00981 Prospect Rd.
99	BENNETT DR.	From 03174 W.Madison St. to 00989 Industrial Loop Rd.
102	RHEA BRANCH RD.	From 01817 Dave Risner Rd. to Giles Co./ Lawrence Co. line
103	SHELIA FROST DR	From SR007 S. 1ST. St. to 0A695 Magazine St.
104	BRYSON DELLROSE RD.	From I0065 to SR373 Bryson Dellrose Rd.
105	CASE RD.	From SR273 Case Rd. to 01877 Liberty Rd.
107	E JEFFERSON ST	From 00964 Cedar Ln. to SR007 S.1ST St.
108	ROCKY RD.	From 0A565 Edgehill Dr. to 05303 N. 8TH. St.
109	N. 8TH ST.	From 05312 W.College St. to 03174 W.Madison St.
110	LAWRENCEBURG HWY.	From SR015 US-64 to 0A963 Powdermill Hill Rd.
111	MINOR HILL HWY.	From 0A411 Short School Rd. to 00932 Fall River Rd.
112	HWY. 166 S.	From 0A344 Donahue Rd. to 01875 Stella Rd.
113	ELKTON HWY.	From 01900 Tarpley Shop Rd. to SR015 US-64
115	MINOR HILL RD.	From SR011 S.2ND. St. to SR011 Minor Hill Rd.
116	MILL ST.	From 01883 Vales Mill Rd. to SR011 W.College St.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	15,431	19,595	20,476	21,660	40.37%	10.54%	5.78%
	255	271	236	230	-9.80%	-15.13%	-2.54%
	450	371	345	360	-20.00%	-2.97%	4.35%
	11,139	11,453	10,094	9,400	-15.61%	-17.93%	-6.88%
	2,748	3,508	4,235	5,920	115.43%	68.76%	39.79%
	775	876	886	1,020	31.61%	16.44%	15.12%
	341	410	320	260	-23.75%	-36.59%	-18.75%
	469	591	316	440	-6.18%	-25.55%	39.24%
		920	475	470	-34.45%	-48.91%	-1.05%
	663	520	719	710	7.09%	36.54%	-1.25%
	1,670	1,811	2,010	1,710	2.40%	-5.58%	-14.93%
	315	344	365	340	7.94%	-1.16%	-6.85%
	331	382	379	390	17.83%	2.09%	2.90%
	802	862	683	580	-27.68%	-32.72%	-15.08%
	5,975	5,803	5,777	8,110	35.73%	39.76%	40.38%
	479	538	405	430	-10.23%	-20.07%	6.17%
	3,511	2,745	2,190	2,480	-29.37%	-9.65%	13.24%
	709	798	916	990	39.63%	24.06%	8.08%
	1,940	954	1,454	1,320	-31.96%	38.37%	-9.22%
	783	830	699	910	16.22%	9.64%	30.19%
	555	516	562	510	-8.11%	-1.16%	-9.25%
	2,410	2,396	2,215	1,790	-25.73%	-25.29%	-19.19%
	4,115	3,789	3,290	3,040	-26.12%	-19.77%	-7.60%
	2,963	2,820	1,807	2,150	-27.44%	-23.76%	18.98%
	9,243	9,883	9,379	10,350	11.98%	4.73%	10.35%
		5,701	4,686	5,590	4.12%	-1.95%	19.29%
	2,355	2,516	1,910	2,340	-0.64%	-7.00%	22.51%
	5,503	4,605	4,653	4,380	-20.41%	-4.89%	-5.87%
	13,914	14,505	15,354	13,560	-2.54%	-6.52%	-11.68%
	12,325	12,851	11,167	10,510	-14.73%	-18.22%	-5.88%

SOUTH CENTRAL EAST TERMINI: GILES COUNTY (PAGE 4 OF 4)

STATION NUMBER	ROUTE	TERMINI
117	S. 1ST ST.	From 05313 E.College St. to 03188 Shelia Frost Dr.
118	E. COLLEGE ST	From 03185 S. Cedar Ln. to SR011 S. 2ND St.
119	BAUGH RD.	From 0A269 Eagin Cemetery Rd. to 0A266 Reddie Mitchell Rd.
120	PLEASANT HILL RD.	From 0A447 Bates Hollow Rd. to Giles Co./Alabama state line
121	EDMUNDSON RD.	From 00985 Salem Rd. to SR166 Hwy. 166 S.
122	HULSEY BRANCH RD.	From SR011 Minor Hill Hwy. to Giles Co./Alabama state line
123	JACKSON HOLLOW RD.	From SR011 Minor Hill Rd to 01910 Powell School Rd.
124	PLEASANT RIDGE RD.	From SR011 Minor Hill Hwy. to 00932 Fall River Rd.
125	COWHORNE HOLLOW RD.	From 01875 Stella Rd. to 01881 Oak Grove Rd.
126	TARPLEY SHOP RD.	From 0A234 Buchanan Creek Rd. to SR007 Elkton Hwy.
127	COWHORNE HOLLOW RD.	From 01881 Cowhorne Hollow Rd to SR011 Minor Hill Rd.
128	FALL RIVER RD.	From SR011 Minor Hill Hwy. to 00987 Agnew Rd.
129	JOHNSON BRANCH RD.	From 0A414 Reed Hill Rd. to Giles Co./ Lawrence Co. line
130	JOHNSON BRANCH RD.	From 0A414 Reed Hill Rd. to SR015 Lawrenceburg Hwy.
131	BIG DRY CREEK RD.	From SR015 Lawrenceburg Hwy. to 0A654 Red Bud Ln.
132	GIMLET CREEK RD.	From 00936 Weakley Creek Rd.to Giles/ Lawrence Co. line
133	DAVE RISNER RD	From 00940 Rhea Branch Rd. to Giles Co./Lawrence county line
135	ABERNATHY RD.	From 00962 Buford Station Rd. to SR129 Main St.
138	VALES MILL RD.	From SR011 Minor Hill Rd. to 0A654 Red Bud Ln.
140	BENNETT DR.	From 03174 Bennett Dr. to 0A731 Miners Rd.
142	W. POPLAR ST	From SR011 Minor Hill Rd. to SR007 S. 1ST. St.
145	MAGAZINE RD	From 05313 E.College St. to 03188 Shelia Frost Dr.
147	N. 1ST ST.	From 05313 E.College St. to SR007 N. 1ST St.
148	E. GRIGSBY ST.	From SR011 W.College St. to SR007 S.1ST St.
149	N. 3RD ST.	From SR011 W.College St. to 0A768 N.3RD St.
150	W. MADISON ST.	From SR007 S. 1St. St. to 0A565 Edgehill Dr.
151	S. 5TH ST.	From SR011W.College St. to 03174 W.Madison St.
153	W. JEFFERSON ST.	From 03174 W.Madison St. to SR007 S. 1St. St.
156	US-64	From SR015 W.College St. to 0A394 Chicken Creek Rd.
157	US-64	From 0A394 Chicken Creek Rd. to SR011 Minor Hill Hwy.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
6,031	5,282	4,654	4,520	-25.05%	-14.43%	-2.88%
8,114	8,374	8,552	9,910	22.14%	18.34%	15.88%
221	290	310	280	26.70%	-3.45%	-9.68%
184	173	179	200	8.70%	15.61%	11.73%
267	349	270	270	1.12%	-22.64%	0.00%
199	195	157	150	-24.62%	-23.08%	-4.46%
188	164	146	160	-14.89%	-2.44%	9.59%
286	336	241	330	15.39%	-1.79%	36.93%
251	153	128	110	-56.18%	-28.11%	-14.06%
406	484	390	410	0.99%	-15.29%	5.13%
1,210	1,493	1,307	1,240	2.48%	-16.95%	-5.13%
1,673	1,581	1,579	1,660	-0.78%	5.00%	5.13%
0	52	46	40	0.00%	-23.08%	-13.04%
234	292	225	260	11.11%	-10.96%	15.56%
461	572	407	400	-13.23%	-30.07%	-1.72%
147	154	127	130	-11.57%	-15.58%	2.36%
275	280	242	320	16.36%	14.29%	32.23%
228	278	257	280	22.81%	0.72%	8.95%
1,554	1,633	1,590	1,810	16.47%	10.84%	13.84%
3,773	3,374	3,254	3,270	-13.33%	-3.08%	0.49%
4,371	3,885	3,333	3,390	-22.44%	-12.74%	1.71%
667	1,025	1,134	1,140	70.92%	11.22%	0.53%
7,516	7,539	6,159	6,320	-15.91%	-16.17%	2.61%
4,860	4,718	4,495	3,920	-19.34%	-16.91%	-12.79%
4,299	3,738	3,465	4,320	0.49%	15.57%	24.68%
1,933	1,898	2,555	1,130	-41.54%	-40.46%	-55.77%
627	558	1,280	530	-15.47%	-5.02%	-58.59%
3,209	3,523	2,793	2,580	-19.60%	-26.77%	-7.63%
8,732	8,033	8,359	9,850	12.80%	22.62%	17.84%
7,964	8,570	6,960	8,850	11.13%	3.27%	27.16%

SOUTH CENTRAL EAST TERMINI: LINCOLN COUNTY (PAGE 1 OF 4)

STATION NUMBER	ROUTE	TERMINI
1	LEWISBURG HWY.	From SR244 Boonshill-Petersburg Rd. to Lincoln Co./ Marshall Co. line
4	PETERSBURG-CHESTNUT RIDGE RD.	From 0A006 Bledsoe Rd. to SR130 High St.
5	LEWISBURG HWY.	From SR244 Boonshill-Petersburg Rd. to 0A197 S.Fishing Ford Rd.
8	PETERSBURG-CHESTNUT RIDGE RD.	From 0A006 Bledsoe Rd. to Lincoln Co./ Moore Co. line
11	US-231	From Moore Co./ Lincoln Co. line to Lincoln Co./ Moore Co. line
13	DELINA-BOONSHILL RD.	From 0A065 Short Rd. to 01902 Boonshill School Rd.
14	BOONSHILL SCHOOL RD.	From SR015 Pulaski Hwy. to 0A213 Blue Smith Rd.
15	PULASKI HWY.	From SR244 Boonshill-Petersburg Rd. to Lincoln Co./ Giles Co. line
16	BOONSHILL-PETERSBURG RD.	From SR050 Lewisburg Hwy. to SR015 Pulaski Hwy.
18	MCBURG RD.	From SR015 Pulaski Hwy. to SR273 Old Elkton Pk.
19	OLD ELKTON PK.	From 0A495 Curtis Rd. To SR274 Old Railroad Bed Rd.
21	OLD ELKTON PK.	From SR 015 Pulaski Hwy. to SR274 Old Railroad Bed Rd.
22	PULASKI HWY.	From 0A529 Barnes Hollow Rd. to SR273 Old Elkton Pk.
23	OLD ELKTON PK.	From SR015 Wilson Pkwy. to SR273 W. Morgan Ave.
24	LEWISBURG HWY.	From 03310 W. Washington St. to 0A095 Deer Trace Rd.
29	LYNCHBURG HWY.	From 03309 Shelbyville Hwy. to SR010 Thornton-Taylor Pkwy.
30	HUNTSVILLE HWY.	From SR015 Wilson Pkwy. to SR110 Ardmore Hwy.
32	RAMBO RD.	From 01033 Eldad Rd. to SR015 Winchester Hwy.
35	BOONEVILLE RD	From SR050 Lynchburg Hwy. to SR129 Lynchburg Rd.
36	LYNCHBURG HWY.	From 01979 Booneville Rd. to Lincoln Co./ Moore Co. line
38	CHAMP RD.	From SR015 Winchester Hwy. to 01973 Tucker Creek Rd.
39	CHAMP RD.	From 01973 Pendergrass Rd. to 01981 Gattistown Rd.
43	HUNTSVILLE HWY.	From Lincoln Co./ Moore Co. line to Moore Co./ Lincoln Co. line
44	ARDMORE HWY.	From SR010 Huntsville Hwy. to 01029 Old Huntsville Hwy.
47	OLD ELKTON PK.	From 01975 McBurg-Dellrose Rd. to 0A495 Curtis Rd.
49	CAMARGO RD.	From SR274 Old Railroad Bed Rd. to SR110 Ardmore Hwy.
51	ARDMORE HWY.	From 01029 Old Huntsville Hwy. to 0A381 Bellview Rd.
52	OLD HUNTSVILLE RD	From 01031 W.Prospect Rd. to 0A318 Highland Rim Rd.
53	OLD LINCOLN RD.	From SR010 Huntsville Hwy. to 01031 Old Lincoln Rd.
55	BRIGHTON RD.	From 09169 Corders Crossroads Rd. to SR275 Flintville Rd.
57	ELORA RD.	From SR015 Winchester Hwy. to SR122 John Hunter Hwy.
58	FLINTVILLE SCHOOL RD	From SR121 Elora Rd. to SR275 Flintville Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	4,955	4,483	2,705	2,930	-40.87%	-34.64%	8.32%
	518	597	530	660	27.41%	10.55%	24.53%
	3,941	3,643	2,820	3,110	-21.09%	-14.63%	10.28%
	347	340	247	320	-7.78%	-5.88%	29.56%
	1,748	1,922	1,791	1,710	-2.17%	-11.03%	-4.52%
	384	368	313	330	-14.06%	-10.33%	5.43%
	474	545	344	300	-36.71%	-44.95%	-12.79%
	3,870	4,394	4,432	4,760	23.00%	8.33%	7.40%
	997	1,058	830	770	-22.77%	-27.22%	-7.23%
	271	388	239	330	21.77%	-14.95%	38.08%
	769	859	857	640	-16.78%	-25.50%	-25.32%
	1,764	2,033	1,906	1,740	-1.36%	-14.41%	-8.71%
	3,161	5,153	5,139	5,910	86.97%	14.69%	15.00%
	4,080	3,910	4,065	4,290	5.15%	9.72%	5.54%
	4,705	5,663	5,562	5,280	12.22%	-6.76%	-5.07%
	5,325	5,314	4,473	4,370	-17.93%	-17.76%	-2.30%
	28,474	31,437	27,792	31,040	9.01%	-1.26%	11.69%
	1,282	1,310	1,253	1,130	-11.86%	-13.74%	-9.82%
	373	374	300	290	-22.25%	-22.46%	-3.33%
	3,964	4,219	4,254	4,410	11.25%	4.53%	3.67%
	244	253	229	220	-9.84%	-13.04%	-3.93%
	106	154	179	130	22.64%	-15.58%	-27.37%
	14,831	15,672	15,430	17,640	18.94%	12.56%	14.32%
	4,326	4,767	4,373	5,240	21.13%	9.92%	19.83%
	450	453	282	330	-26.67%	-27.15%	17.02%
	256	344	430	260	1.56%	-24.42%	-39.54%
	4,020	4,424	4,080	4,080	1.49%	-7.78%	0.00%
		2,277	2,178	1,930	6.93%	-15.24%	-11.39%
	3,421	4,179	4,050	3,950	15.46%	-5.48%	-2.47%
	1,283	1,416	1,592	1,390	8.34%	-1.84%	-12.69%
	952	1,196	910	1,200	26.05%	0.33%	31.87%
	628	711	818	620	-1.27%	-12.80%	-24.21%

SOUTH CENTRAL EAST TERMINI: LINCOLN COUNTY (PAGE 2 OF 4)

STATION NUMBER	ROUTE	TERMINI
61	ELORA RD.	From SR122 John Hunter Hwy. to Lincoln Co./ Franklin Co. line
62	ELORA RD.	From 01966 Elora Rd. to Lincoln Co./ Alabama state line
63	FLINTVILLE RD.	From SR275 Vanntown Rd. to 01967 Wells Lee Rd.
65	CHAMP RD.	From 01031 Old Lincoln Rd. to SR015 Winchester Hwy.
66	CUT-OFF RD.	From SR275 Lincoln Rd. to 01031 Prospect Rd.
68	HUNTSVILLE HWY.	From SR275 Lincoln Rd. to Lincoln Co./ Alabama state line
69	OLD HUNTSVILLE RD	From 0A360 W.Lincoln Rd. to SR010 Huntsville Hwy.
70	SCOTT-ORCHARD RD	From SR110 Ardmore Hwy. to Lincoln Co./ Alabama State line
71	ARDMORE HWY.	From SR274 Old Railroad Bed Rd. to 01027 Scott- Orchard Rd.
72	OLD RAILROAD BED RD.	From SR110 Ardmore Hwy. to Lincoln Co./ Alabama State line
75	KELLY CREEK RD	From SR110 Ardmore Hwy. to Lincoln Co./ Franklin Co. line
77	ARDMORE HWY.	From SR274 Old Railroad Bed Rd. to Lincoln Co./ Giles Co. line
78	SR-7	From 01018 Stateline Rd. to 0A799 Lewter Chapel Rd.
79	WINCHESTER HWY.	From SR275 Flintville RD. to SR050 Lynchburg Hwy.
81	W. WASHINGTON ST.	From SR273 W. Washington St. to 04323 Hedgemont Ave.
82	OLD 64 HWY.	From 01973 Old Hwy.64 to SR275 Flintville Rd.
83	MOLINO RD.	From SR010 Huntsville Hwy. to 01972 Red Hill Rd.
84	E. COLLEGE ST.	From SR050 Main Ave. N. to 03309 Shelbyville Hwy.
85	FULTON DR.	From SR010 Thornton Taylor Pkwy. to SR050 E. College St.
86	STATELINE RD.	From SR007 SR-7 to SR274 Old Railroad Bed Rd.
87	ELORA RD.	From SR015 Winchester Hwy. to Lincoln Co./ Franklin Co. line
89	LYNCHBURG HWY.	From SR015 Winchester Hwy. to 01979 Booneville Rd.
90	SHELBYVILLE HWY.	From SR016 Elm St. to SR387 Colleredo Blvd.
91	LEWISBURG HWY.	From 0A197 S.Fishing Ford Rd. to 0A095 Wilkes Rd.
92	JOHN HUNTER HWY.	From 0A039 Limestone Rd. to SR121 Elora Rd.
93	WILSON PKWY.	From SR010 Thornton Taylor Pwky. to SR050 Lynchburg Hwy.
94	HUNTSVILLE HWY.	From SR010 Huntsville Hwy. to 01033 Eldad Rd.
95	SHELBYVILLE HWY.	From SR015 Winchester Hwy. to 0A095 Lovers Ln.
96	SHELBYVILLE HWY.	From SR010 Thornton Taylor Pkwy. to 0A735 Old Mulberry Rd.
98	LINCOLN RD.	From SR010 Huntsville Hwy. to SR275 N.Vanntown School Rd.
99	OLD HUNTSVILLE RD	From 0A318 Highland Rim Rd. to 0A360 W.Lincoln Rd.
100	OLD HUNTSVILLE RD	From 01031 W.Prospect Rd. to SR110 Ardmore Hwy.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	513	506	398	240	-53.22%	-52.57%	-39.70%
	2,268	2,663	2,304	3,000	32.28%	12.66%	30.21%
	446	669	563	520	16.59%	-22.27%	-7.64%
	688	827	580	620	-9.88%	-25.03%	6.90%
	559	624	694	640	14.49%	2.56%	-7.78%
	9,215	10,476	11,978	14,400	56.27%	37.46%	20.22%
	660	872	1,010	1,160	75.76%	33.03%	14.85%
	655	774	680	930	41.99%	20.16%	36.77%
	1,606	1,856	1,909	1,760	9.59%	-5.17%	-7.81%
	1,371	1,714	1,444	1,690	23.27%	-1.40%	17.04%
	192	209	210	190	-1.04%	-9.09%	-9.52%
	2,087	2,437	2,195	2,270	8.77%	-6.85%	3.42%
	6,800	8,024	8,250	9,780	43.82%	21.88%	18.55%
	4,786	5,506	5,297	5,850	22.23%	6.25%	10.44%
	7,200	7,180	6,960	7,570	5.14%	5.43%	8.76%
	503	554	645	420	-16.50%	-24.19%	-34.88%
	944	1,076	1,191	870	-7.84%	-19.15%	-26.95%
	5,705	5,210	4,994	4,950	-13.23%	-4.99%	-0.88%
	11,005	7,467	7,555	7,400	-32.76%	-0.90%	-2.05%
	1,229	1,421	1,526	1,270	3.34%	-10.63%	-16.78%
	593	734	683	680	14.67%	-7.36%	-0.44%
	6,054	5,175	4,220	4,600	-24.02%	-11.11%	9.01%
	1,964	2,445	2,001	2,150	9.47%	-12.07%	7.45%
	4,521	4,927	2,956	3,700	-18.16%	-24.90%	25.17%
	2,092	2,155	2,189	2,230	6.60%	3.48%	1.87%
	14,078	12,268	11,012	13,850	-1.62%	12.90%	25.77%
	14,208	16,242	14,700	15,480	8.95%	-4.69%	5.31%
	3,095	3,381	2,908	3,290	6.30%	-2.69%	13.14%
	1,698	1,665	1,317	1,130	-33.45%	-32.13%	-14.20%
	2,071	2,467	2,180	2,410	16.37%	-2.31%	10.55%
	1,144	1,374	1,683	1,370	19.76%	-0.29%	-18.60%
	2,283	2,869	2,861	2,870	25.71%	0.04%	0.32%

SOUTH CENTRAL EAST TERMINI: LINCOLN COUNTY (PAGE 3 OF 4)

STATION NUMBER	ROUTE	TERMINI
101	PROSPECT RD.	From 01029 Old Huntsville Hwy. to SR010 Huntsville Hwy.
102	ELDAD RD.	From 01971 Old Lincoln Hwy. to Sr010 Thornton Taylor Pkwy.
103	WINCHESTER HWY.	From SR275 Flintville Rd. to 01973 Pendergrass Rd.
104	LIMESTONE RD.	From 01967 Limestone Rd. to SR275 Oliver Smith Rd.
105	LIMESTONE RD.	From SR121 Elora Rd. to 01967 Vanntown Rd.
106	WILLIAM D. JONES BLVD.	From SR273 W.Washington St. to SR015 Wilson Pkwy.
108	ADAMS ST	From SR050 Mulberry Ave. to SR010 Thornton Taylor Pkwy.
109	OLD LINCOLN RD.	From 01033 Eldad Rd. to 01031 Prospect Rd.
110	OLD RAILROAD BED RD.	From SR110 Ardmore Hwy. to SR273 Old Elkton Pk.
112	BLANCHE RD.	From SR110 Ardmore Hwy. to SR274 Old Railroad Bed Rd.
113	CUT-OFF RD.	From SR275 Vanntown Rd. to Lincoln County/Alabama state line
114	HUNTSVILLE HWY.	From 01031 W.Prospect Rd. to 0A360 W.Lincoln Rd.
115	FLINTVILLE RD.	From SR015 Winchester Hwy. to 01973 Pendergrass Rd.
119	E. COLLEGE ST.	From 03310 E.Washington St. to SR050 E.College St.
120	NORRIS ST	From SR050 Mulberry Ave. to SR010 Thornton Taylor Pkwy.
121	E. WASHINGTON ST.	From SR273 W.Morgan Ave. to SR050 Main Ave. N.
122	SHELBYVILLE HWY.	From 0A735 Old Mulberry Rd. to SR050 Mulberry Ave.
123	BOONEVILLE RD.	From 0A023 Buckeye Loop to Moore Co./ Lincoln Co. line
124	FLINTVILLE RD.	From 01973 Pendergrass Rd. to 01967 Wells Lee Rd.
125	PULASKI HWY.	From SR273 Old Elkton Pk. To SR015 Wilson Pkwy.
126	HEDGEMONT AVE	From SR015 Wilson Pkwy. to 03314 Mayberry St.
128	MAYBERRY ST	From 04323 Hedgemont Rd. to 0A731 S.Lincoln Ave.
130	MAIN AVE. S.	From SR050 Main Ave. N. to 03310 W. Washington St.
131	N BELLVIEW AVE.	From SR050 Lewisburg Hwy. to 04321 Swanson Blvd.
133	E. WASHINGTON ST.	From SR050 Main Ave.N. to SR050 Mulberry Ave.
134	THORNTON TAYLOR PKWY.	From 01033 Eldad Rd. to SR015 Winchester Hwy.
135	9TH AVE	From SR273 W.Washington St. to 04322 N.Bellview Ave.
136	WILSON PKWY.	From SR010 Huntsville Hwy. to 04323 Hedgemont Ave.
140	MOLINO RD.	From 01024 Molino Rd. to 01974 Yukon Rd.
141	CHEATHAM RD.	From 1972 Red Hill Rd. to SR274 Old Railroad Bed Rd.
143	VANNTOWN RD.	From SR275 N.Vanntown School Rd to 01967 Vanntown Rd.
144	CHENNAULT FORD RD.	From SR015 Winchester Hwy. to 0A308 Chennault Ford Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	1,730	1,869	1,856	1,640	-5.20%	-12.25%	-11.64%
	1,351	1,611	1,640	1,910	41.38%	18.56%	16.46%
	4,179	4,015	3,290	4,640	11.03%	15.57%	41.03%
	268	347	184	240	-10.45%	-30.84%	30.44%
	563	711	630	630	11.90%	-11.39%	0.00%
	1,655	1,740	1,640	830	-49.85%	-52.30%	-49.39%
	1,087	624	500	700	-35.60%	12.18%	40.00%
	1,396	1,738	1,668	1,550	11.03%	-10.82%	-7.07%
	559	648	590	530	-5.19%	-18.21%	-10.17%
	366	361	289	440	20.22%	21.88%	52.25%
	1,037	1,446	1,260	1,480	42.72%	2.35%	17.46%
	10,909	12,661	13,246	13,740	25.95%	8.52%	3.73%
	1,570	1,722	1,259	1,670	6.37%	-3.02%	32.65%
	5,445	4,499	4,413	4,590	-15.70%	2.02%	4.01%
	4,651	3,828	3,477	3,170	-31.84%	-17.19%	-8.83%
	2,185	2,008	1,726	1,630	-25.40%	-18.83%	-5.56%
	4,219	3,792	3,360	3,350	-20.60%	-11.66%	-0.30%
	491	643	711	810	64.97%	25.97%	13.92%
	1,789	2,243	1,800	2,260	26.33%	0.76%	25.56%
	6,459	7,002	6,699	7,620	17.98%	8.83%	13.75%
	2,793	1,574	1,280	1,380	-50.59%	-12.33%	7.81%
	1,413	1,262	1,095	1,210	-14.37%	-4.12%	10.50%
	6,891	7,636	6,360	5,480	-20.48%	-28.24%	-13.84%
	1,763	1,841	1,282	510	-71.07%	-72.30%	-60.22%
	3,842	3,871	3,200	2,990	-22.18%	-22.76%	-6.56%
	12,084	12,393	11,249	13,430	11.14%	8.37%	19.39%
	562	344	232	160	-71.53%	-53.49%	-31.03%
	11,308	12,622	10,665	12,350	9.22%	-2.16%	15.80%
	213	208	145	140	-34.27%	-32.69%	-3.45%
	305	398	331	250	-18.03%	-37.19%	-24.47%
	0	1,055	792	910	0.00%	-13.74%	14.90%
	0	597	864	1,940	0.00%	224.96%	124.54%

SOUTH CENTRAL EAST TERMINI: LINCOLN COUNTY (PAGE 4 OF 4)

STATION NUMBER	ROUTE	TERMINI
145	ARDMORE HWY.	From 01027 Scott- Orchard Rd. to 0A381 Bellview Rd.
146	MAYBERRY ST	From 0A731 S.Lincoln Ave. to SR273 Main Ave. S.
147	MONROE ST	From SR050 E.College St. to SR050 Main Ave.S.
148	MOLINO RD.	From SR273 Old Elkton Pk. to 01024 Molino Rd.
149	SOUTH HIGH ST.	From SR050 Lewisburg Hwy. to SR129 Railroad St.
150	WINCHESTER HWY.	From 01973 Pendergrass Rd. to SR121 Elora Rd.
990	WINCHESTER HWY.	From SR121 Elora Rd. to Lincoln Co./ Franklin Co. line

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	0	3,051	2,752	2,940	0.00%	-3.64%	6.83%
	0	2,382	3,105	2,330	0.00%	-2.18%	-24.96%
	0	1,948	1,017	740	0.00%	-62.01%	-27.24%
	0	535	947	540	0.00%	0.94%	-42.98%
	0	1,238	1,232	930	0.00%	-24.88%	-24.51%
	0	0	0	4,700	0.00%	0.00%	0.00%
	0	0	0	3,660	0.00%	0.00%	0.00%

SOUTH CENTRAL EAST TERMINI: MARSHALL COUNTY (PAGE 1 OF 3)

STATION NUMBER	ROUTE	TERMINI
1	BEASLEY RD.	From 01998 Old Hwy. 99 to SR011 Nashville Hwy.
2	N. HORTON PKWY.	From SR099 Eagleville Pk. to 02002 Thick Rd.
3	EAGLEVILLE PK.	From SR011 N.Horton Pkwy. to 02002 Beasley Rd.
4	UNIONVILLE RD.	From SR011 N.Norton Hwy. Pkwy. to 0A063 Gillespie Rd.
5	OLD HWY. 99	From 01999 Old Hwy.99 to SR011 S.Horton Pkwy.
8	LUNNS STORE RD.	From SR099 State Hwy. 99 to 02002 Thick Rd.
9	STATE HWY. 99	From SR272 Verona-Casey Rd. to Marshall Co./Maury Co. line
10	VERONA-CANEY RD.	From SR099 State Hwy. 99 to 01992 Anes Station Rd.
12	N. HORTON PKWY.	From SR099 Eagleville Pk. to SR099 State Hwy.99
13	HWY. 270	From SR011 S. Horton Pkwy. to 0A087 Mealer Rd.
14	POWELL LN.	From SR272 Verona- Caney Rd. to SR011 Nashville Hwy.
17	S. ELLINGTON PKWY.	From 00970 Jordan Ln. to Marshall Co./ Maury Co. line
19	ANES STATION RD.	From SR272 Verona- Caney Rd. to SR011 Nashville Hwy.
20	MT. LEBANON RD.	From SR011 Nashville Hwy. to 01036 Laws Hill Rd.
23	HWY. 64	From SR011 Nashville Hwy. to Marshall Co./ Bedford Co. line
24	BELFAST-FARMINGTON RD.	From 01988 Filey-Beech Rd. to SR011 Nashville Hwy.
27	MOORESVILLE HWY.	From 00991 Bear Creek Rd. to I0065 I-65
30	MOORESVILLE HWY.	From SR417 W.Ellington Pkwy. to 03449 White Dr.
32	FRANKLIN AVE.	From SR050 N.Ellington Pkwy. to 06032 5th Ave. N.
33	SPRINGPLACE RD.	From SR011 Nashville Hwy. to 01992 Anes Station Rd.
34	NASHVILLE HWY.	From SR064 Hwy.64 to 0A132 Old Farmington Rd.
36	E. COMMERCE ST.	From 01979 Booneville Rd. to Lincoln Co./ Moore Co. line
37	SPRINGPLACE RD.	From SR106 S.Ellington Pkwy. to 0A255 Earl Twitty Rd.
38	CORNERSVILLE HWY.	From SR015 US-64 to 01883 Vales Mill Rd.
40	BELFAST-FARMINGTON RD.	From SR050 Fayetteville Hwy. to 01998 Filey- Beech Rd.
41	LIBERTY VALLEY RD.	From 01039 Liberty Valley Rd. to SR050 Fayetteville Hwy.
42	LIBERTY VALLEY RD.	From SR050 Buchanan St. to 01032 Liberty Valley Rd.
43	HIGH ST.	From Lincoln Co./ Marshall Co. line to Marshall Co./ Bedford Co. line
44	BUCHANAN ST.	From SR130 Spring St. to SR129 Delina Rd.
46	BROWN SHOP RD.	From 01977 John Barnes Rd. to SR050 Fayetteville Hwy.
49	SPRINGPLACE RD.	From 0A180 Talley Rd. to SR129 Brown Shop Rd.
51	DELINA RD.	From SR129 New Ostella Rd. to 0A219 Gnat Grove Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	312	404	439	730	133.97%	80.69%	66.29%
	2,988	3,616	3,829	5,090	70.35%	40.76%	32.93%
	1,814	1,610	1,460	1,800	-0.77%	11.80%	23.29%
	1,026	1,369	1,000	1,170	14.04%	-14.54%	17.00%
	707	840	935	1,060	49.93%	26.19%	13.37%
	642	893	933	1,000	55.76%	11.98%	7.18%
	4,192	4,108	4,948	6,920	65.08%	68.45%	39.85%
	1,054	1,172	1,216	1,450	37.57%	23.72%	19.24%
	6,705	6,608	7,151	8,460	26.17%	28.03%	18.31%
	1,699	1,759	1,820	2,490	46.56%	41.56%	36.81%
	334	425	488	500	49.70%	17.65%	2.46%
	1,558	1,508	1,680	2,420	55.33%	60.48%	44.05%
	337	290	396	420	24.63%	44.83%	6.06%
	846	597	941	1,050	24.11%	75.88%	11.58%
	3,487	3,979	3,000	3,410	-2.21%	-14.30%	13.67%
	666	605	679	790	18.62%	30.58%	16.35%
	1,624	1,858	1,467	1,750	7.76%	-5.81%	19.29%
	8,160	6,144	5,958	8,110	-0.61%	32.00%	36.12%
	4,705	4,946	3,437	4,110	-12.65%	-16.90%	19.58%
	1,921	2,003	1,580	1,780	-7.34%	-11.13%	12.66%
	8,973	8,161	7,315	8,360	-6.83%	2.44%	14.29%
	8,657	9,315	7,423	8,350	-3.55%	-10.36%	12.49%
	2,383	1,970	1,768	2,150	-9.78%	9.14%	21.61%
	6,578	7,585	5,863	6,450	-1.95%	-14.96%	10.01%
	997	1,110	910	1,230	23.37%	10.81%	35.17%
	785	979	875	760	-3.19%	-22.37%	-13.14%
	194	128	192	180	-7.22%	40.63%	-6.25%
	1,016	1,067	1,116	1,120	10.24%	4.97%	0.36%
	4,154	3,318	3,112	3,180	-23.45%	-4.16%	2.19%
	521	565	482	420	-19.39%	-25.66%	-12.86%
	523	524	448	510	-2.49%	-2.67%	13.84%
	400	342	286	210	-47.50%	-38.60%	-26.57%

SOUTH CENTRAL EAST TERMINI: MARSHALL COUNTY (PAGE 2 OF 3)

STATION NUMBER	ROUTE	TERMINI
53	PULASKI HWY.	From SR129 N.Park St. to I0065 I-65
54	LYNNVILLE HWY.	From SR011 S.Main St. to I0065 I-65
55	CORNERSVILLE HWY.	From SR129 N.Park St. to 0A614 Old Lake Rd.
56	MOORESVILLE HWY.	From 03499 White Dr. to 03477 Heil Quaker Blvd.
57	N. 2ND AVE.	From SR106 N.Ellington Pkwy. to 03440 College St.
58	N. ELLINGTON PKWY.	From 0A632 5th Ave N. to SR417 W. Ellington Pkwy.
59	N. ELLINGTON PKWY.	From SR106 Franklin Pk. to SR417 W. Ellington Pkwy.
60	FRANKLIN PK.	From SR011 Nashville Hwy. to 05435 E.Church St.
61	S. ELLINGTON PKWY.	From SR011 Cornersville Hwy. to SR272 Springplace Rd.
62	N. ELLINGTON PKWY.	From SR050 E.Commerce St. to SR272 Springplace Rd.
63	I-65	From SR129 Lynville Hwy. to SR373 Mooresville Hwy.
64	I-65	Ferom SR011 Pulaski Hwy. to SR129 Lynnville Hwy.
65	CORNERSVILLE HWY.	From SR373 Mooresville Hwy. to 06031 Yell Rd.
66	E. COMMERCE ST.	From SR011 1ST Ave. N. to 05435 Woodside Ave.
67	N. ELLINGTON PKWY.	From 05435 E. Church St. to SR050 E. Commerce St.
68	NEW COLUMBIA HWY.	From 0A902 1ST Ave. S.E. to SR015 David Crockett Hwy.
69	EAGLEVILLE PK.	From SR011 S.Horton Pkwy. to SR272 Verona-Caney Rd.
70	FAYETTEVILLE HWY.	From SR271 Belfast- Farmington Rd. to SR129 Delina Rd.
71	MOORESVILLE HWY.	From 0A343 Rambo Hollow Rd. to I0065 I-65
72	E. COMMERCE ST.	From SR106 N.Ellington Pkwy. to 05435 Woodside Ave.
73	E. CHURCH ST.	From SR050 E. Commerce St. to SR106 N. Ellington Pkwy.
74	1ST AVE. S.	From SR050 E. Commerce St. to 0A615 Springplace Rd.
75	YELL RD.	From SR106 S. Ellington Pkwy. to SR011 Cornersville Hwy.
76	CORNERSVILLE HWY.	From SR106 S.Ellington Pkwy. to 06031 Yell Rd.
77	NASHVILLE HWY.	From SR106 S. Ellington Pkwy. to 06031 Yell Rd.
78	W. ELLINGTON PKWY.	From SR373 Mooresville Hwy. to SR050 New Columbia Hwy.
80	BROWN SHOP RD.	From 01977 John Barnes Rd. to 0A567 Old Stella Rd.
81	SPRINGPLACE RD.	From 0A255 Earl Twitty Rd. to 0A180 Talley Rd.
82	FRANKLIN PK.	From SR050 New Columbia Rd. to 00970 Jordan Ln.
85	N. 2ND AVE.	From SR011 W.Church St to 03440 College St.
86	DELINA RD.	From 0A219 Gnat Grove Rd. to Marshall Co./ Lincoln Co. line
87	DELINA RD.	From Marshall Co./ Lincoln Co. line to Lincoln Co./ Marshall Co. line

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	2,975	3,378	3,243	2,990	0.50%	-11.49%	-7.80%
	746	973	878	890	19.30%	-8.53%	1.37%
	5,673	7,185	6,141	4,970	-12.39%	-30.83%	-19.07%
	12,871	13,501	9,614	11,490	-10.73%	-14.90%	19.51%
	7,499	6,406	5,912	6,600	-11.99%	3.03%	11.64%
	12,201	12,722	12,580	12,600	3.27%	-0.96%	0.16%
	10,317	10,552	10,110	11,060	7.20%	4.81%	9.40%
	14,777	17,120	16,010	19,400	31.29%	13.32%	21.17%
	6,085	7,410	6,781	6,840	12.41%	-7.69%	0.87%
	10,362	9,864	10,846	8,770	-15.36%	-11.09%	-19.14%
	21,240	24,040	19,416	24,540	15.54%	2.08%	26.39%
	19,555	23,489	21,652	27,410	40.17%	16.69%	26.59%
	6,665	5,353	5,110	4,300	-35.48%	-19.67%	-15.85%
	13,435	10,027	8,205	7,450	-44.55%	-25.70%	-9.20%
	15,693	16,625	13,421	15,830	0.87%	-4.78%	17.95%
	7,946	8,809	6,692	7,550	-4.98%	-14.29%	12.82%
	4,194	4,654	5,134	6,540	55.94%	40.52%	27.39%
	4,132	3,728	3,137	3,560	-13.84%	-4.51%	13.48%
	3,476	3,576	4,250	5,260	51.32%	47.09%	23.77%
	12,239	12,020	6,705	7,440	-39.21%	-38.10%	10.96%
	1,261	1,177	1,189	990	-21.49%	-15.89%	-16.74%
	2,753	2,996	1,614	1,750	-36.43%	-41.59%	8.43%
	1,582	1,065	1,330	970	-38.69%	-8.92%	-27.07%
	4,650	3,877	3,900	3,770	-18.93%	-2.76%	-3.33%
	3,546	3,034	3,434	4,010	13.09%	32.17%	16.77%
	3,684	4,764	5,490	4,600	24.86%	-3.44%	-16.21%
	658	755	729	650	-1.22%	-13.91%	-10.84%
	729	865	839	620	-14.95%	-28.32%	-26.10%
	1,875	1,912	1,912	2,340	24.80%	22.39%	22.39%
	4,467	3,702	3,647	3,510	-21.42%	-5.19%	-3.76%
	187	256	181	110	-41.18%	-57.03%	-39.23%
	273	271	324	290	6.23%	7.01%	-10.49%

SOUTH CENTRAL EAST TERMINI: MARSHALL COUNTY (PAGE 3 OF 3)

STATION NUMBER	ROUTE	TERMINI
88	GLOBE RD.	From SR011 Cornersville Hwy. to SR373 Mooresville Hwy.
89	BEASLEY RD.	From SR011 Nashville Hwy. to SR099 Eagleville Pk.
91	FOX LN.	From SR011 Cornersville Hwy. to 04575 White Dr.
92	BOONES HILL RD.	From SR129 Brown Shop Rd. to Marshall Co./ Lincoln Co. line
93	FILEY-BEECH RD.	From SR271 Belfast-Armington Rd. to Marshall Co./ Bedford Co. line
94	5TH AVE. N.	From SR373 Mooresville Hwy. to 03440 Franklin Ave.
95	GARRETT PKWY.	From SR050 Fayetteville Hwy. to 03453 Higgs Rd.
96	N. PARK ST.	From SR011 S.Main St. to 0A567 Old Ostella Rd.
99	HEIL QUAKER AVE.	From SR273 Mooresville Hwy. to 03440 Franklin Ave.
101	HIGGS RD.	From SR106 S. Ellington Pkwy. to 0A254 Caugran Rd.
105	MOORESVILLE HWY.	From SR417 W. Ellington Pkwy. to 0A343 Rambo Hollow Rd.
107	CHILDRESS RD.	From 03454 Garrett Pkwy. to 0A292 Industrial Dr.
110	E. BERKLEY CIR.	From SR011 Cornersville Rd. to 04574 Spring St.
111	8TH AVE. S.	From SR373 Mooresville Hwy. to SR011 S.2nd Ave.
112	MOORESVILLE HWY.	From SR011 N. Second St. to 03477 Heil Quaker Ave.
114	COLLEGE ST.	From 06032 5TH Ave. N. to 05299 3RD Ave. N.
116	5TH AVE. N.	From 03440 Franklin Ave. to SR050 N. Ellington Pkwy.
118	BELFAST ST.	From SR106 S.Ellington Pkwy. to 0A615 Springplace Rd.
119	CHILDRESS RD.	From SR050 Fayetteville Hwy. to 04266 Childress Rd.
120	NASHVILLE HWY.	From SR099 State Hwy. 99 to SR064 Hwy. 64
123	NASHVILLE HWY.	From SR272 Verona Rd. to 0A132 Old Farmington Rd.
124	NASHVILLE HWY.	From SR050 N.Ellington Pkwy. to SR272 Verona Rd.
125	E. COMMERCE ST.	From SR011 Nashville Hwy. to 06032 5th Ave N.
126	HULL AVE.	From SR373 Mooresville Hwy. to 03499 Hull Ave.
127	RAILROAD ST.	From SR050 Buchanan St. to Marshall/Lincoln Co. line
129	JORDAN LN.	From SR106 Franklin Pk. to dead end.
130	OLD COLUMBIA RD.	From SR050 New Columbia Hwy. to 01914 Brush Creek Rd.
131	1ST AVE. N.	From SR011 S.2ND St. to SR011 N.2ND St.
132	N. 2ND AVE.	From SR011 W.Church St. to SR373 Mooresville Hwy.
133	JOYCE AVE.	From SR373 Mooresville Hwy. to 03449 Hull Ave.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	383	384	483	330	-13.84%	-14.06%	-31.68%
	256	313	270	340	32.81%	8.63%	25.93%
	1,682	1,900	2,169	2,000	18.91%	5.26%	-7.79%
	296	314	280	230	-22.30%	-26.75%	-17.86%
	1,126	957	1,052	1,300	15.45%	35.84%	23.57%
	1,735	1,657	1,788	1,710	-1.44%	3.20%	-4.36%
	2,659	4,050	4,049	4,110	54.57%	1.48%	1.51%
	427	473	784	720	68.62%	52.22%	-8.16%
	4,468	4,696	1,662	2,590	-42.03%	-44.85%	55.84%
	4,066	4,082	3,426	2,130	-47.61%	-47.82%	-37.83%
	4,436	5,011	4,584	6,520	46.98%	30.11%	42.23%
	777	562	499	310	-60.10%	-44.84%	-37.88%
	1,002	982	830	440	-56.09%	-55.19%	-46.99%
	2,946	2,352	2,382	2,990	1.49%	27.13%	25.53%
	10,911	10,191	8,060	8,780	-19.53%	-13.85%	8.93%
	2,127	1,578	1,740	1,210	-43.11%	-23.32%	-30.46%
	1,859	1,891	2,015	2,810	51.16%	48.60%	39.45%
	1,721	2,061	2,224	1,180	-31.44%	-42.75%	-46.94%
	847	1,233	1,196	1,090	28.69%	-11.60%	-8.86%
	4,999	5,805	6,226	7,070	41.43%	21.79%	13.56%
	11,020	10,908	10,726	10,830	-1.72%	-0.72%	0.97%
	14,925	12,917	12,268	13,530	-9.35%	4.75%	10.29%
	14,461	14,997	16,006	17,620	21.85%	17.49%	10.08%
	3,060	2,973	2,920	3,460	13.07%	16.38%	18.49%
	0	954	1,072	1,030	0.00%	7.97%	-3.92%
	0	285	244	420	0.00%	47.37%	72.13%
	0	461	718	680	0.00%	47.51%	-5.29%
	0	7,157	6,558	5,930	0.00%	-17.14%	-9.58%
	0	7,796	6,475	6,300	0.00%	-19.19%	-2.70%
	0	648	482	530	0.00%	-18.21%	9.96%

SOUTH CENTRAL EAST TERMINI: MOORE COUNTY (PAGE 1 OF 1)

STATION NUMBER	ROUTE	TERMINI
1	CARR CREEK RD.	From SR130 Old Shelbyville Hwy. to SR016 Metro 41A Hwy.
3	OLD SHELBYVILLE HWY.	From SR055 Wilson Ave. to Coffee Co./ Moore Co. line
4	FIVE POINTS RD.	From SR055 Lynchburg Hwy. to SR130 Old Shelbyville Hwy.
5	LYNCHBURG HWY.	From 0A623 Sharondale Dr. to Coffee Co./ Moore Co. line
7	COBB HOLLOW RD.	From 0A074 Cumberland Springs Rd. to 0`1991 Ridgeville Rd.
8	RIDGEVILLE RD.	From 01989 Chestnut Ridge Rd. to 01030 Cobb Hollow Rd.
9	CHESTNUT RIDGE RD.	From 01030 Cobb Hollow Rd. to Moore Co./ Franklin Co. line
10	FAYETTEVILLE HWY.	From 0A019 Chapman Acres to SR082 Flat Creek Hwy.
11	COBB HOLLOW RD.	From SR055 Lynchburg Hwy. to 01030 Cobb Hollow Rd.
12	LYNCHBURG HIWY.	From SR082 Flat Creek Rd. to 01030 Cobb Hollow Rd.
14	FLAT CREEK HWY.	From SR055 Lynchburg Hwy. to Moore Co./ Bedford Co. line
15	COUNTY LINE RD.	From SR082 Flat Creek Hwy. to 0A045 Dogtail Rd.
16	CHARITY RD.	From 01995 Bagley Hollow Rd. to 01993 New Herman Rd.
17	NEW HERMAN RD.	From SR129 Charity Rd. to Moore Co./ Bedford Co. line
18	BOONEVILLE HWY.	From SR055 Fayetteville Hwy. to 0A023 Buckeye Loop
20	FAYETTEVILLE HWY.	From 0A136 Old Fayetteville Rd. to 0A136 Henderson Rd.
21	MAIN ST.	From 01987 Galloway Ln. to SR121 Six Mile Board Rd.
22	NORMAN WISEMAN RD.	From SR050 Winchester Hwy. to 01987 Tanyard Hill Rd.
23	LOIS RIDGE RD.	From SR050 Winchester Hwy. to 01028 Louse Creek Rd.
26	WINCHESTER HWY.	From 1028 Lois Ridge Rd. to Moore Co./ Franklin Co. line
29	WET PRONG RD.	From SR121 Lexie-Beans Creek Rd. to Franklin Co./ Moore Co. line
30	FAYETTEVILLE HWY.	From SR050 Main St. to SR129 Booneville Hwy.
31	CHARITY RD.	From 01995 Bagley Hollow Rd. to Moore Co./ Lincoln Co. line
33	LOIS RIDGE RD.	From SR050 Lynchburg Hwy. to Lincoln Co./ Moore Co. line
34	METRO 41A HWY.	From Coffee Co./ Moore Co. line to Moore Co./ Bedford Co. line
36	CHAMP RD.	From 01985 Wet Prong Rd. to Moore Co./ Lincoln Co. line
38	CHARITY RD.	From 01993 New Herman Rd. to Moore Co./ Lincoln Co. line
39	BAGLEY HOLLOW RD.	From SR129 Charity Rd. to Moore Co./ Bedford Co. line
41	MAIN ST.	From 0A089 Lost Creek Rd. to 01987 Mechanic St. S.
42	COBB HOLLOW RD.	From 01030 Cobb Hollow RD. to 01991 Ridgeville Rd.
43	US-HWY. 231	From Lincoln Co./ Moore Co. line to Moore Co./ Lincoln Co. line
44	MAIN ST.	From SR055 Majors Blvd. to 01987 Main St.
45	HILES ST.	From SR055 Majors Blvd. to 01987 Mechanic St.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
727	694	713	580	-20.22%	-16.43%	-18.65%
1,047	1,658	1,130	900	-14.04%	-45.72%	-20.35%
354	591	552	430	21.47%	-27.24%	-22.10%
5,477	5,945	6,536	5,610	2.43%	-5.64%	-14.17%
2,421	2,789	2,349	2,520	4.09%	-9.65%	7.28%
1,171	1,496	1,268	1,430	22.12%	-4.41%	12.78%
550	779	708	1,090	98.18%	39.92%	53.96%
6,902	7,100	7,488	8,570	24.17%	20.70%	14.45%
1,162	1,409	1,251	1,970	69.54%	39.82%	57.47%
5,845	6,967	6,743	7,070	20.96%	1.48%	4.85%
1,612	1,994	1,880	3,070	90.45%	53.96%	63.30%
279	409	364	350	25.45%	-14.43%	-3.85%
482	484	407	540	12.03%	11.57%	32.68%
253	266	169	320	26.48%	20.30%	89.35%
829	1,140	1,008	940	13.39%	-17.54%	-6.75%
3,392	4,169	3,963	6,460	90.45%	54.95%	63.01%
1,481	1,565	1,470	1,760	18.84%	12.46%	19.73%
244	232	232	340	39.34%	46.55%	46.55%
874	932	735	850	-2.75%	-8.80%	15.65%
431	382	406	680	57.77%	78.01%	67.49%
263	240	197	220	-16.35%	-8.33%	11.68%
4,592	5,526	5,572	6,690	45.69%	21.06%	20.07%
309	326	274	370	19.74%	13.50%	35.04%
232	310	254	260	12.07%	-16.13%	2.36%
8,116	8,618	7,260	8,350	2.88%	-3.11%	15.01%
188	109	94	100	-46.81%	-8.26%	6.38%
722	743	580	830	14.96%	11.71%	43.10%
107	155	201	210	96.26%	35.48%	4.48%
548	557	552	590	7.66%	5.93%	6.88%
693	775	621	910	31.31%	17.42%	46.54%
0	1,749	1,679	1,730	0.00%	-1.09%	3.04%
0	1,085	1,208	1,140	0.00%	5.07%	-5.63%
0	1,289	1,102	700	0.00%	-45.69%	-36.48%



