HENNING

Corridor Study

TN TDOT Department of Transportation

Kimley»Horn
Expect More. Experience Better.

MAY 2019

FINAL REPORT

ACKNOWLEDGEMENT

Thank you to the people who participated in the development of this plan through comment forms, public outreach events, and meetings. This time spent planning for the Town of Henning's future is appreciated and will positively impact the community for years to come.

TOWN OF HENNING, TENNESSEE

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Ms. Jackie Alston, Alderman
Mr. Brad Anderston, Alderman
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Main Street in Henning, TN


86

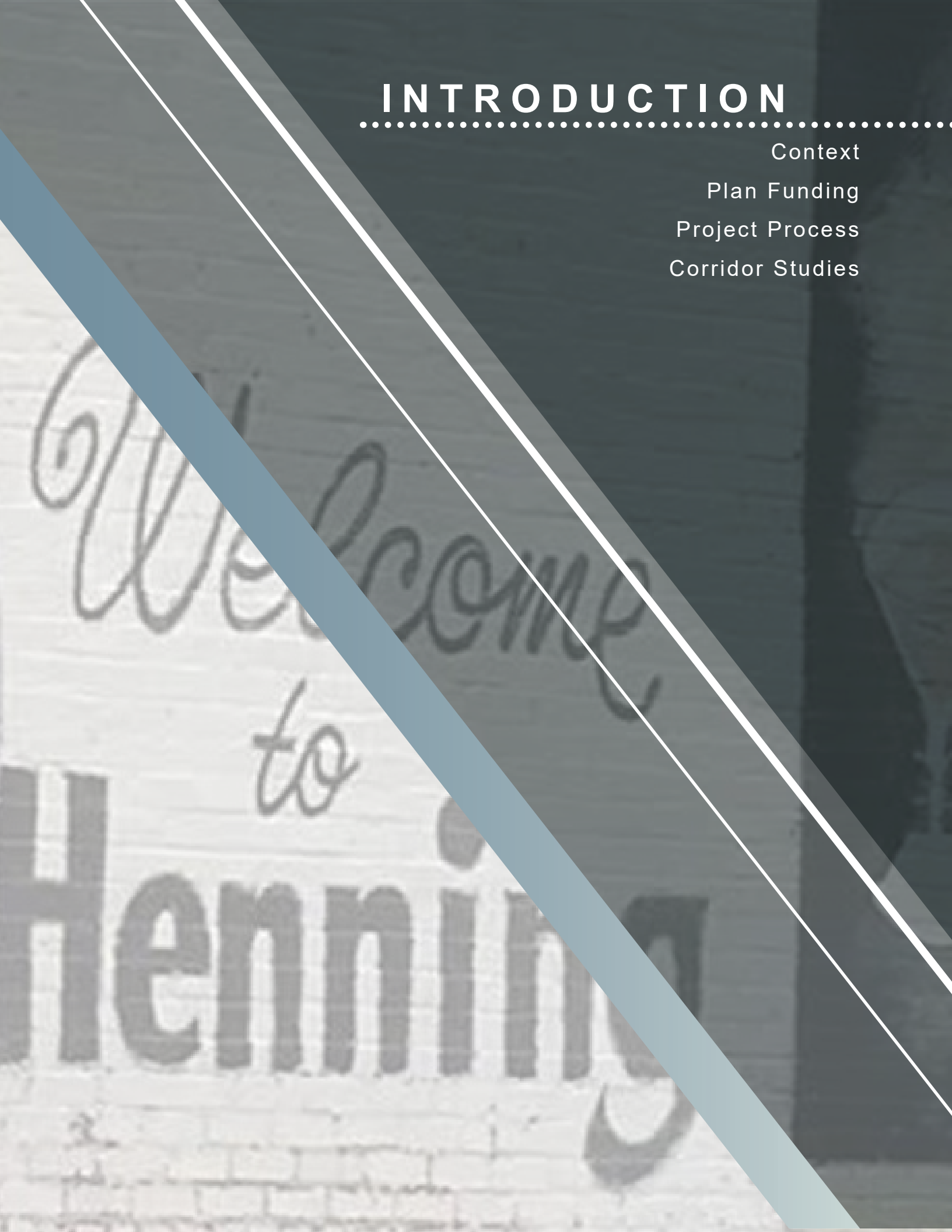
INTRODUCTION

Context

Plan Funding

Project Process

Corridor Studies



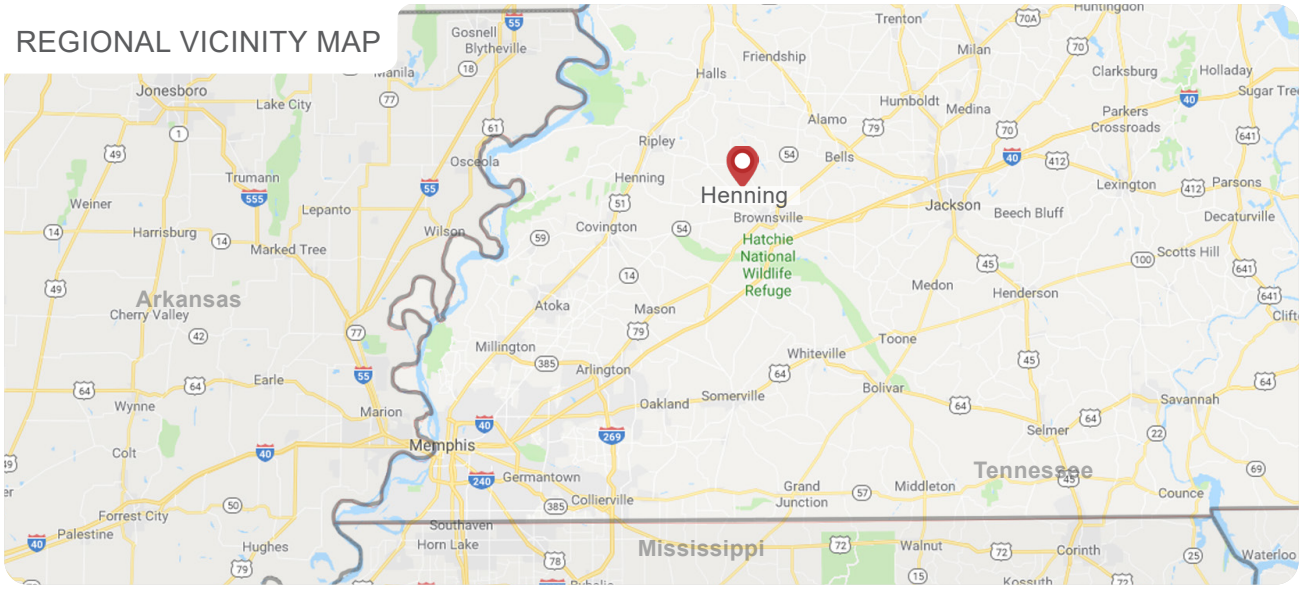
Context

Summary:

Henning is a small town of approximately 942 people located in the western-central portion of Tennessee. Henning is located about 46 miles northeast of Memphis and 42 miles west of Jackson, Tennessee. Like many towns and cities in the rural areas of Western Tennessee the population of Henning has been stagnant or declining since 2010.

The two state routes (SR) that create our study area are SR 209 (Main Street) and SR 87. SR 87 intersects Main Street in two different places, McFarlin Avenue and Graves Avenue. The study area for this transportation plan is the stretch of Main Street between the intersections of Haley Avenue and Graves Avenue with special attention paid to the intersection of SR 209 with Haley Avenue, McFarlin Avenue, and Graves Avenue.

REGIONAL VICINITY MAP



CORRIDOR STUDY AREA

Plan Funding

Funding Sources:

It is critical to establish a timeline to secure necessary funding to finance Henning's transportation plan. There are many sources of funding through state and federal programs. It is a long process to obtain these financial opportunities, and an appropriate amount of time must be taken into consideration when planning for future improvements. Once funding has been awarded, time is limited in using the funds to establish construction plans and produce built results, thus the importance of this document to outline proposed improvements ready to be designed once funding is allocated. Successful community improvements begin with a well thought out schedule, while taking funding resources into consideration.

Community Transportation Planning Grant (CTPG):

The Henning Corridor Study was selected as a recipient of TDOT's CTPG funding. The Office of Community Transportation (OCT) coordinates the state's transportation planning efforts to provide technical guidance for local jurisdictions, increasing the level of collaboration between TDOT and municipalities across the state. OCT gives TDOT a thorough understanding of local communities and the various transportation planning documents and policies in place. The office is comprised of two sections, Community Planning and Regional Planning. The OCT's mission is to coordinate the state's transportation planning, local land use decisions, and community visions to guide the development of a safe and efficient statewide transportation system. This report was funded by Henning's CTPG grant. As a part of the agreement to receive funding through the grant, the Town of Henning will need to adopt a resolution; allowing the town to begin implementing recommendations from this plan.

COMMUNITY TRANSPORTATION PLANNING GRANT OBJECTIVES

- Develop transportation and land use plans containing deliverables that can be used as guiding tools for future transportation projects.
- Develop real-world transportation and land use solutions that are cost effective and feasible.
- Improve safety through planning documents.
- Create policies and procedures that link all transportation modes and provide alternative mobility options.
- Utilize Context Sensitive Design and Solutions (CSD/CSS) that preserve and enhance community, resources.

(Information on this page is from TDOT's Office of Community Transportation website)

TN TDOT Department of Transportation

Community Transportation Planning Grant

Project Process

Plan Development:

The planning process began on February 14, 2019 with a project kick-off meeting with Town of Henning staff and featured one public meeting. Meetings included discussions and activities that generated and evaluated planning concepts and strategies. While the project team coordinated and received feedback, the team also pulled opinions from community members and took their thoughts and ideas into consideration. Outreach and project input occurred throughout the planning process (see diagram to the right).

Engagement Process:

Special consideration was given to reaching a broad cross-section of the community with the intent to accomplish several objectives:

- Offering decision and/or influence opportunities for citizens
- Using the engagement process to raise awareness of the project and of planning in general

Corridor Study

What is a Corridor Study:

A Corridor Study is the first step in planning for the future of a transportation facility by defining the corridor's needs to create the best solution in moving people and goods safely and efficiently.

Corridor studies are an effective tool for determining existing conditions, developing a favored future plan, and offering short-term and long-term solutions for transitioning corridors as they change. A well-executed transportation study will promote a safe, thriving environment that can ultimately lead to a growing community and flourishing economy.

Why conduct a Corridor Study:

Corridor studies are an effective tool to promote community improvements. Specific benefits may include:

- Aid in the maximization of existing infrastructure
- Improve safety conditions
- Development of coordinated land uses
- Promote access or mobility improvements
- Improve air quality through congestion reduction
- Resolution of major planning issues prior to the beginning of project construction

How are Corridor Studies used:

Corridor Studies serve many purposes in helping community members and visitors circulate through a city. Benefits may include:

- Define acceptable levels of access and mobility
- Aid in determining appropriate land uses
- Assist in consolidating and controlling access points
- Guidance for interim projects to ensure the progression towards long-range objectives
- Promote redevelopment of an under-performing corridor
- Support partnerships between diverse organizations and agencies

STEPS FOR IMPLEMENTATION

LEADERSHIP COMMITMENT

Community leaders must demonstrate a clear commitment to support the transportation study.

VISIONING & CONSENSUS

Establishing a shared vision and consensus allows the community to set project goals and objectives. Understanding needs and developing support from the community is vital to start the planning, design and implementation processes.

PLANNING & DESIGN

Communities should leverage local resources and knowledge to assist in guiding project activities to best meet the needs of their community. Tailoring best practices to meet local conditions and desires will assist in developing an implementable, successful planning study.

PLAN & REPORT DEVELOPMENT

Communities should seek funding from diverse sources to implement their transportation studies. Communities should also consider partnering with private industry as well as seeking funding from other state and federal sources.

EXISTING CONDITIONS

Visual Context

Operational Analysis

Existing Streetscape Infrastructure

Existing Zoning

Existing Land Use

Visual Context

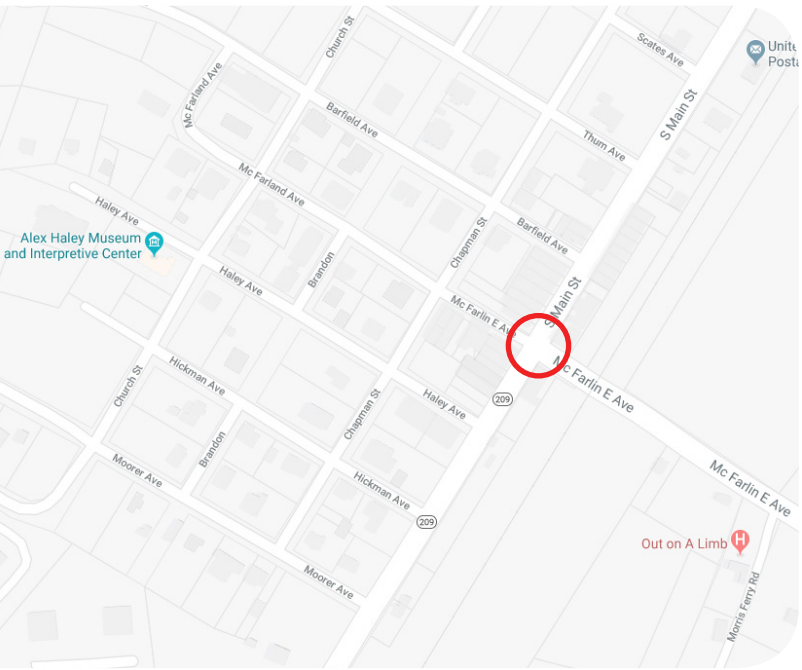
HENNING CITY HALL
City Hall is a destination for any local participation in municipal or community activities.

ALEX HALEY MUSEUM
Museum and Interpretive Center with exhibitions covering Alex Haley's life.

ALEX HALEY HOUSE
Original home of the Haley Family and final resting place of Alex Haley. This house is on the National Register of Historic Places and is a significant tourist destination.

PALMER TURNER CENTER
Previously a school, the Palmer Turner Center is a performance and event venue currently used for community focused events.

Operational Analysis



Crash History:

Crash data collected from 2016 to 2018 reports that only one crash has occurred within the study area in the last three years. This crash was a rear end collision with suspected minor injury at the intersection of SR 209 and McFarland Avenue. When measured against other segments of road with similar functional class, forms of traffic control, laneage, and area type (urban or rural), the crash rate along this corridor was calculated to be 2.18 crashes per million vehicle miles travelled as compared to a critical crash rate of 9.4 crashes per million vehicle miles travelled. It can be concluded that crashes do not seem to be a problem along this corridor.

It is understood through community input that control of vehicular speeds is problematic along this section of SR 209.

Operational Summary:

In the project study area, current traffic volumes range from 500 to 2,500 vehicles per day. Trends from the year 2000 show a steady decline from around 3,500 to 2,500 vehicles per day on Main Street between Haley Avenue and Graves Avenue (Figure 1.0). Turning movement counts were conducted for this study at the following key intersections:

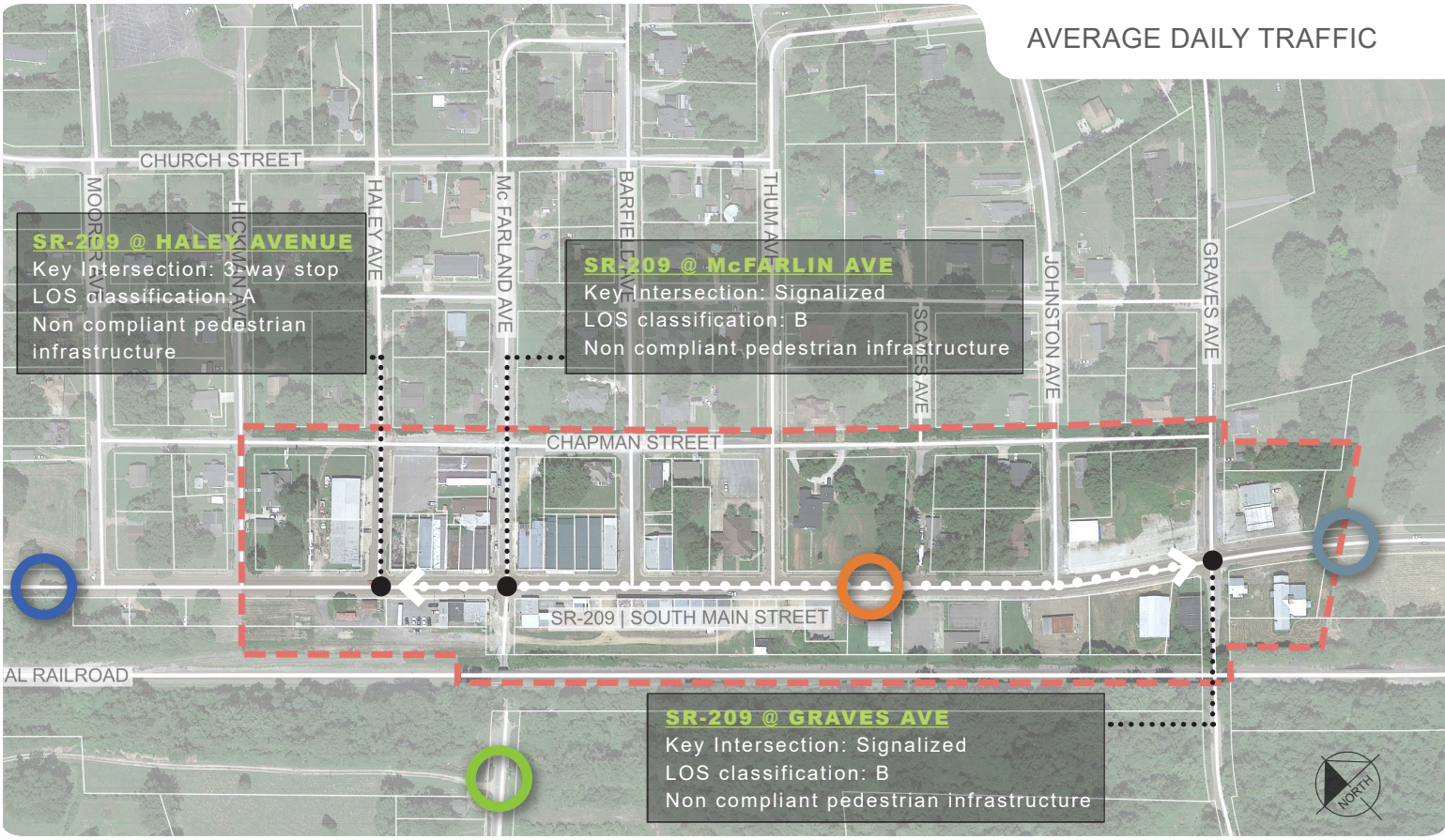
- State Route 209 at State Route 87 (Graves Avenue)
- State Route 209 at State Route 87 (McFarlin E Avenue)
- State Route 209 at Haley Avenue

Based on the daily count volumes it appears that there are no roadway capacity issues experienced in the study corridor. As a point of comparison, the volume on US 51 to the west of the corridor has a volume greater than 10,000 vehicles per day.

Traffic counts for these three key intersections, supplied by TDOT, were used to determine and analyze the traffic volume at peak hours in the morning and the afternoon. It was determined that at these peak periods, the intersections operated well below capacity which indicates that vehicles experienced very little delay due to the intersections.

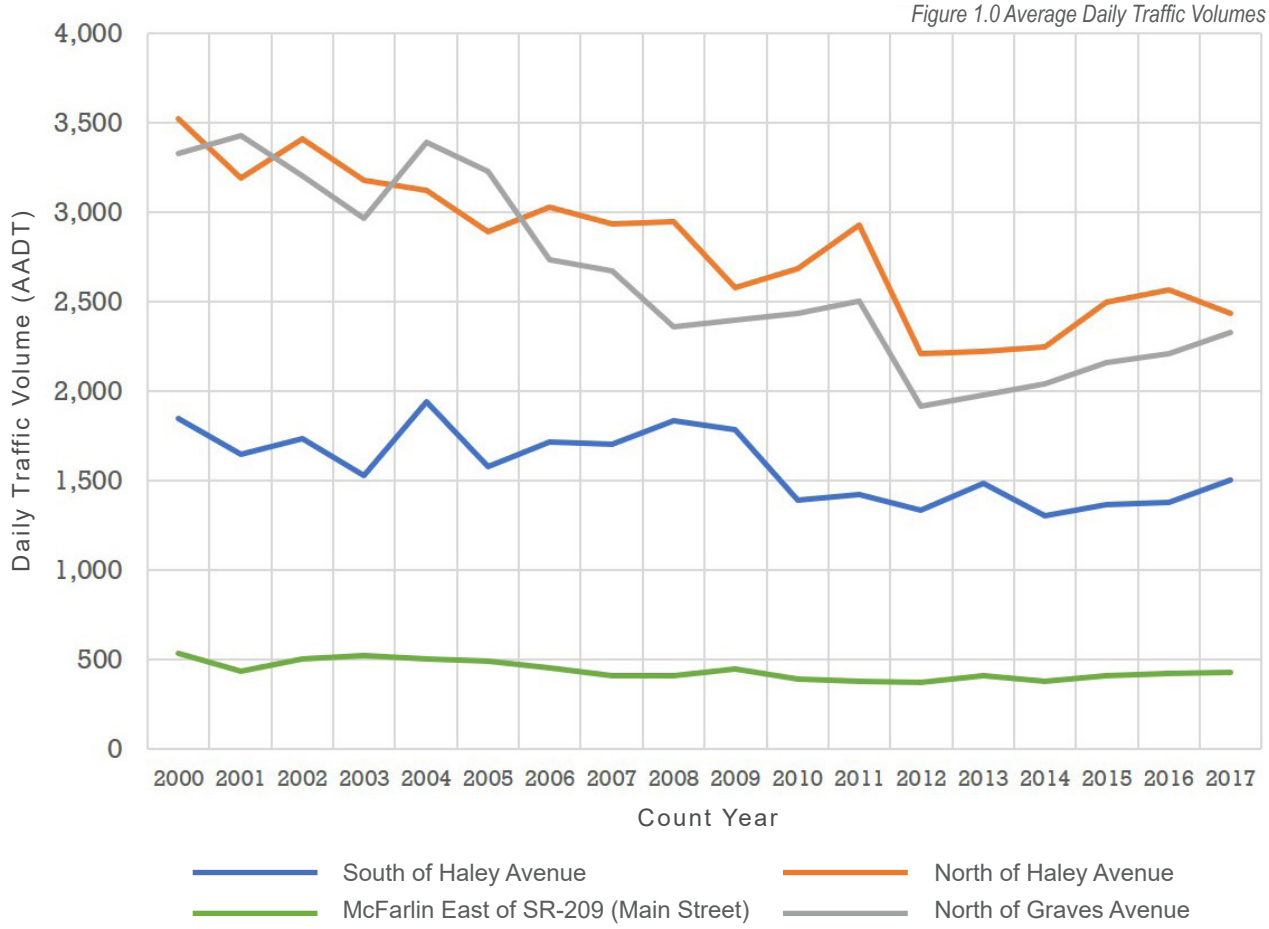
The level of service (LOS) represents the amount of delay that is experienced at each intersection. A LOS ‘A’ represents the least amount of delay experienced and a LOS ‘F’ represents the highest amount of delay experienced. An intersection is considered operating acceptably at LOS ‘D’ or better and all these intersections are operating well below this threshold at LOS ‘A’ or ‘B’.

The current signal design at the intersections of SR 209 and McFarland Avenue, and SR 209 and Graves Avenue, is not compliant with current standards. It would need upgrades such as additional signal equipment specifically signal heads and new pavement markings in addition to ADA compliant ramps, crosswalks, and ped displays.



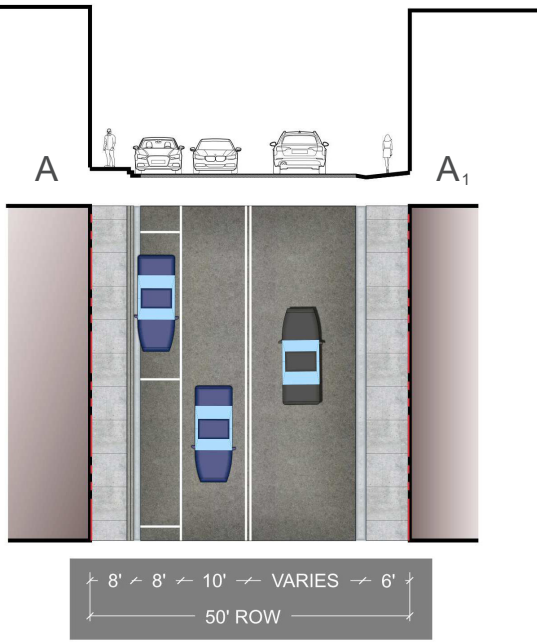
Traffic Volumes - Average Annual Daily Traffic

Figure 1.0 Average Daily Traffic Volumes

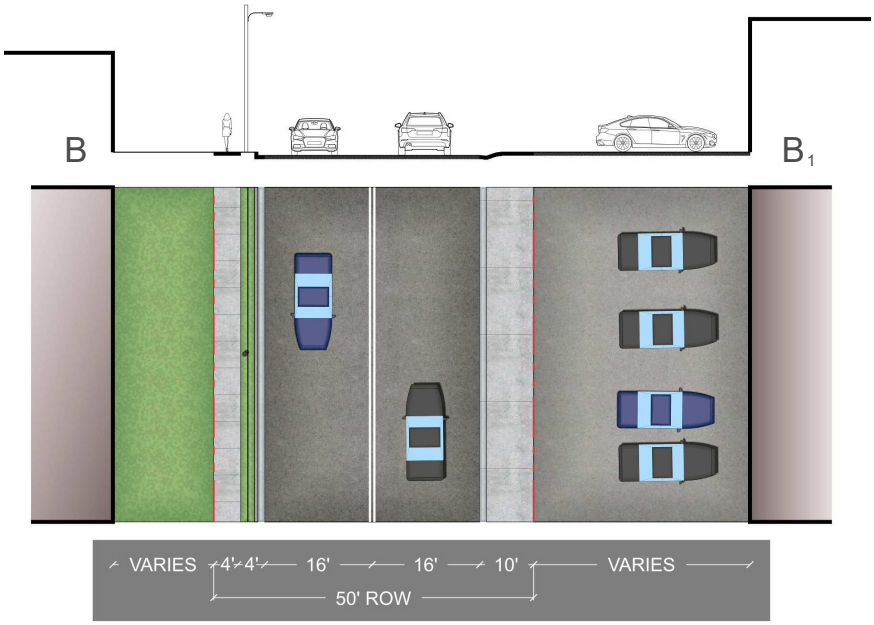


Existing Streetscape Infrastructure

Section A



Section B

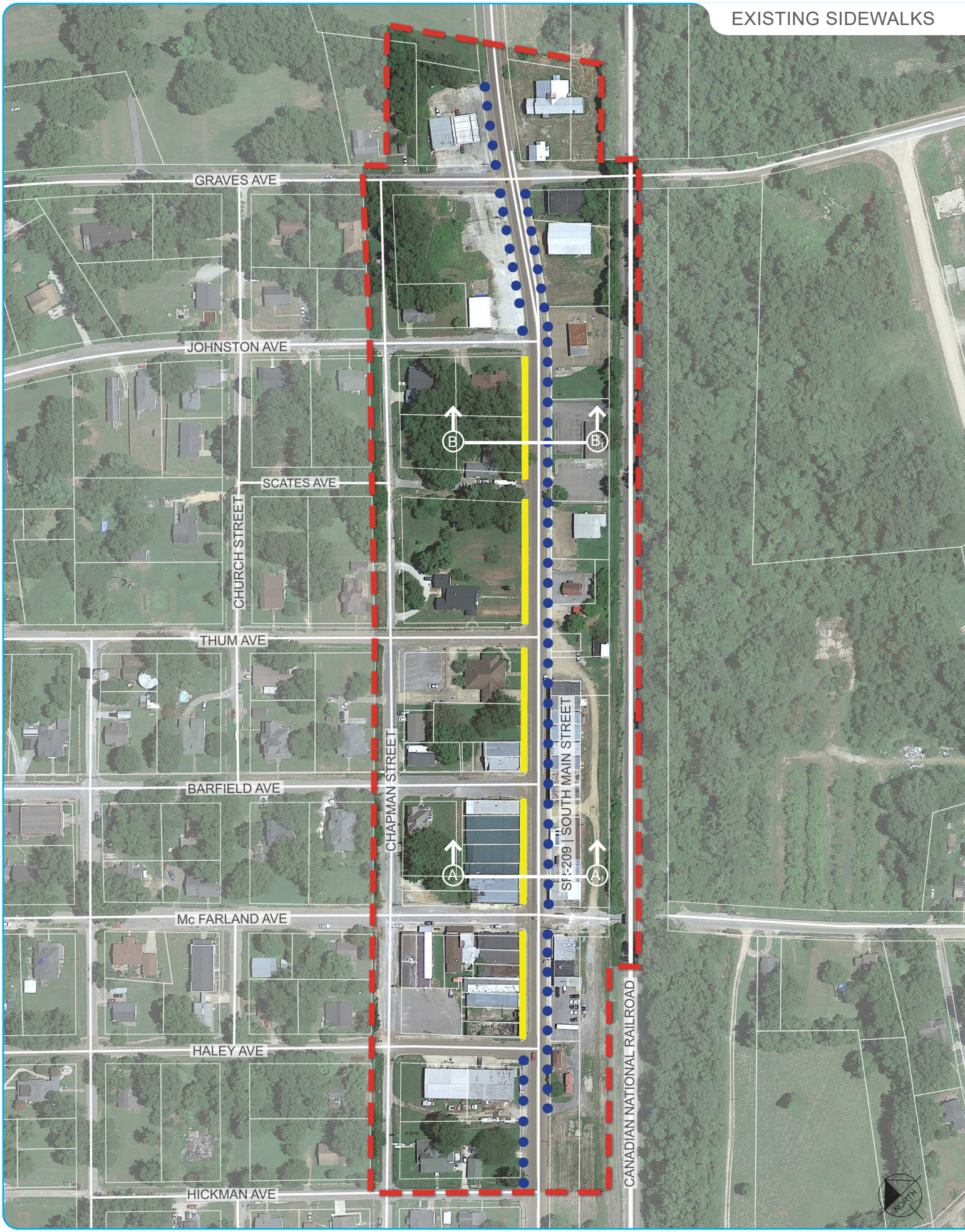


Section A illustrates the more urban streetscape that exists on the southern end of the SR 209 study area. The existing urban section consists of two travel lanes, on-street parking, and a mixture of sidewalk types. ADA access improvements would be required along all non-compliant sidewalks within the study area.

Section B shows the transition from the commercial core of Henning to more rural and less intense commercial and residential uses. Although the exact makeup of this section varies as you move along the corridor, wider travel lanes and non-compliant sidewalks are consistent throughout the northern portion of the study area. The ramped sidewalks on the eastern side of SR 209 create access management issues where defined points of ingress and egress cannot be determined.

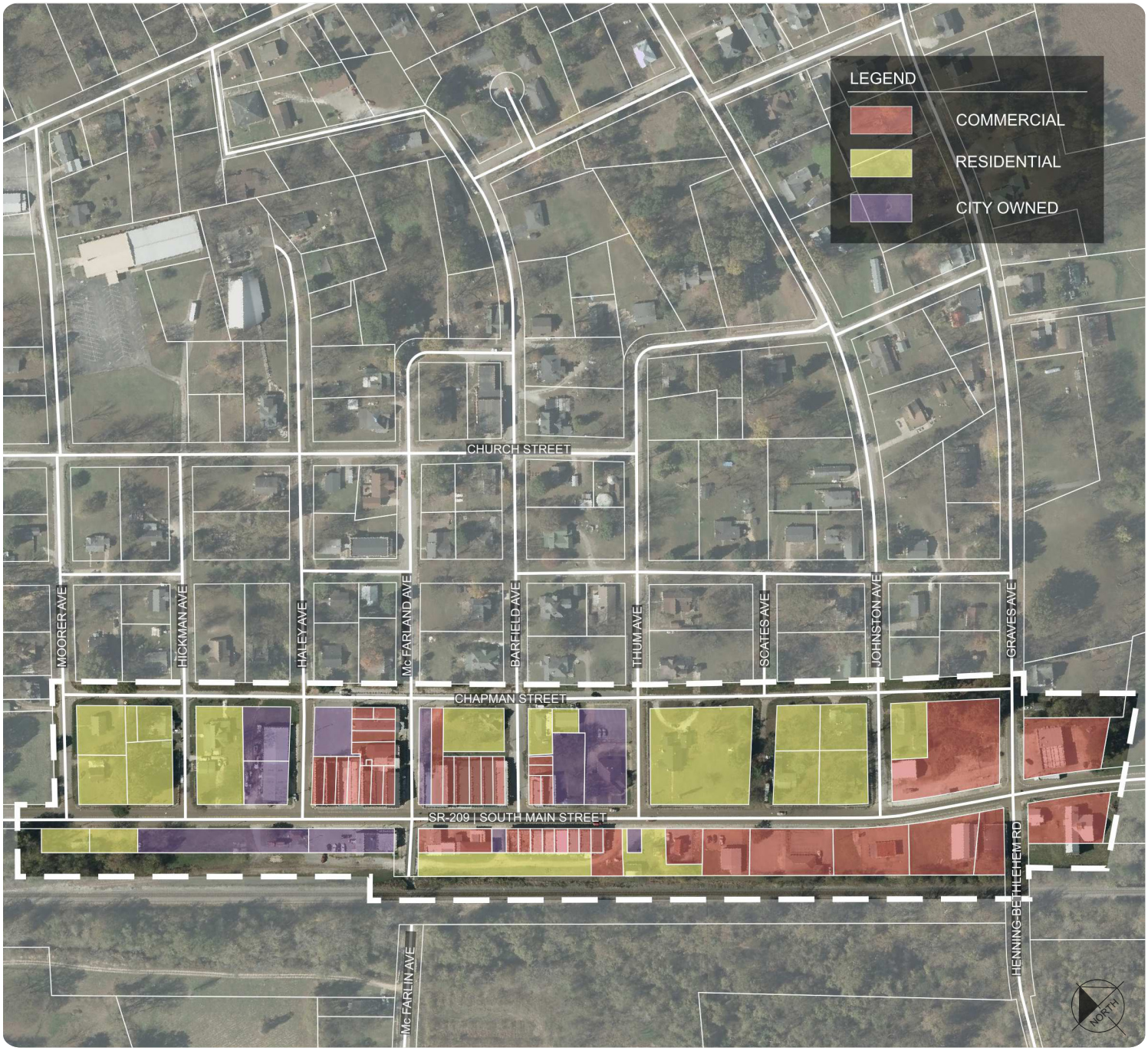
SIDEWALK WITHOUT CURB

SIDEWALK WITH CURB


GRAVES AVE
JOHNSTON AVE
SCATES AVE
CHURCH STREET
THUM AVE
CHAPMAN STREET
SR-209 | SOUTH MAIN STREET
BARFIELD AVE
Mc FARLAND AVE
HALEY AVE
HICKMAN AVE
CANADIAN NATIONAL RAILROAD
A
A1
B
B1
NORTH

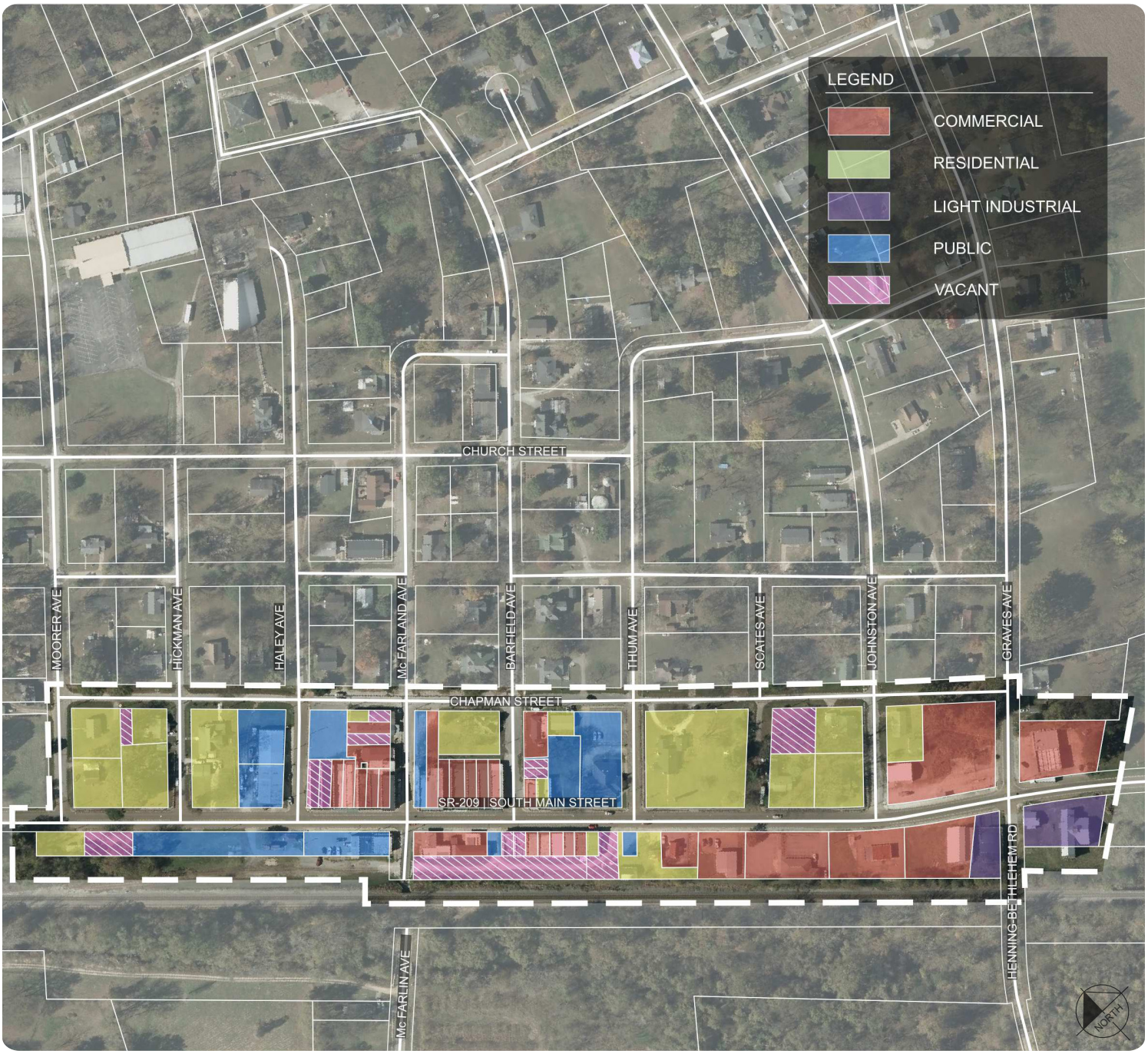
Existing Zoning

The core of Henning is a concentration of smaller, commercially zoned parcels surrounded by a mix of residential and publicly owned land. Moving away from the core in any direction along SR 209, the parcels get much larger and the zoning mix becomes exclusively residential and commercial as you approach large expanses of agriculturally zoned areas north of Henning.



Existing Land Use

Current land uses in Henning confirms that the commercial core is being utilized for commercial purposes but also shows that there is some vacancy that exists within the core and some of the surrounding residential properties. Vacancies found within the study area, as well as vacancies along Haley Avenue, could provide opportunities to connect public and semi-public spaces along Haley Avenue to the Haley Museum and commercial core of Henning.




HALEY AVE
FARLAND AVE
CHAPMAN STREET
NATIONAL RAILROAD

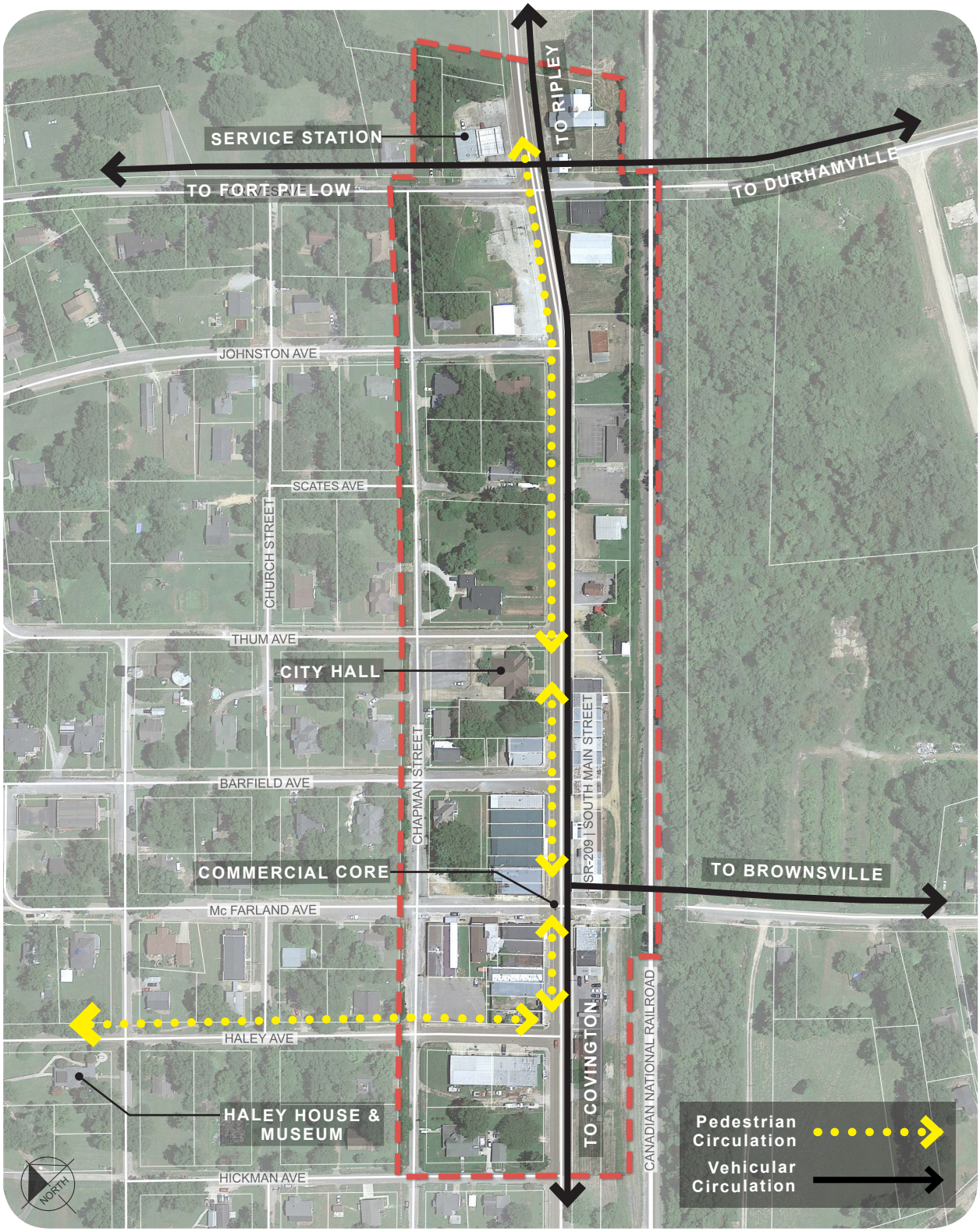
PROPOSED IMPROVEMENTS

Connectivity

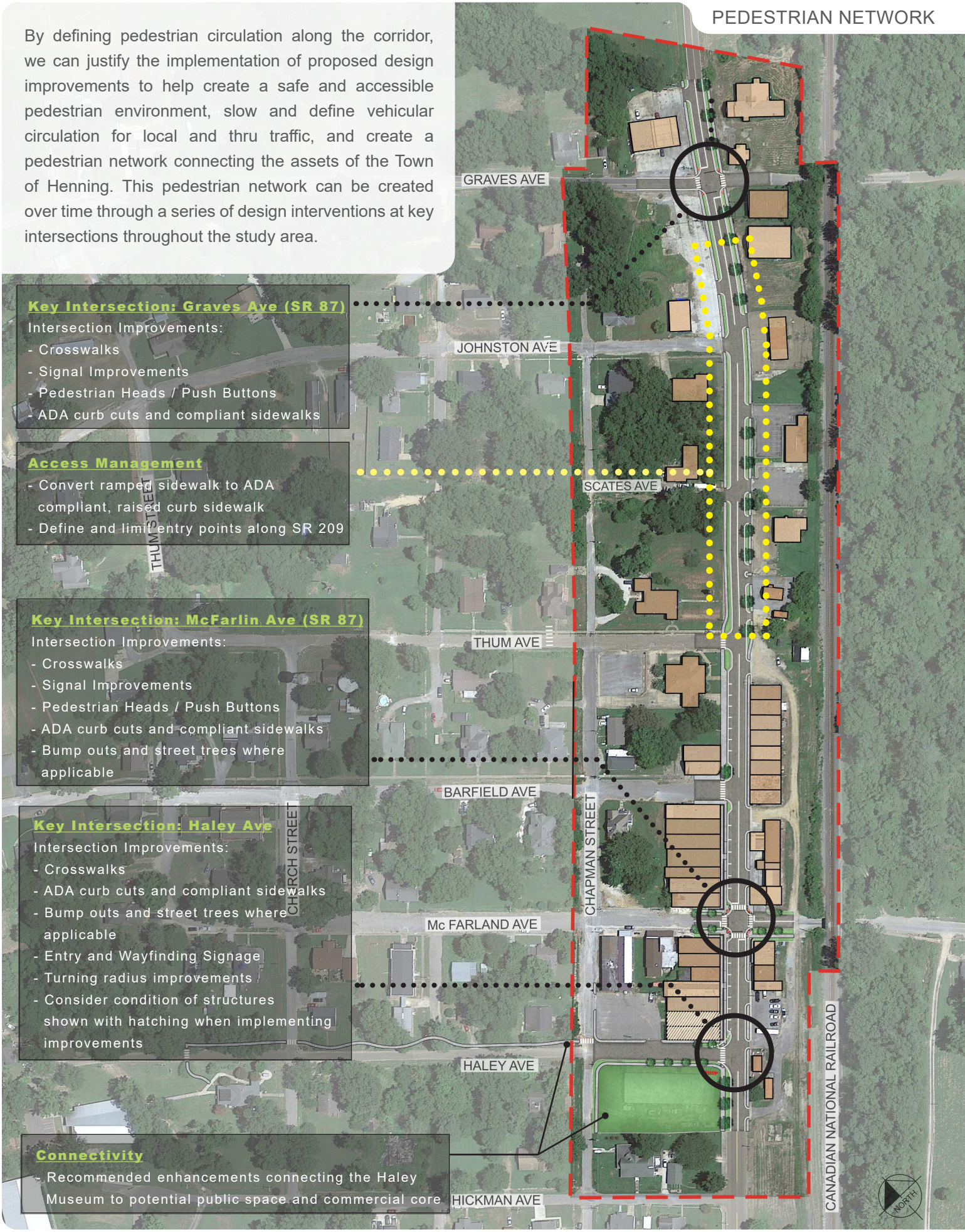
Proposed Improvements

Connectivity

The state routes that make up the corridor are meant to connect various destinations within the region and will influence how we approach the design improvements of the key intersections within the study area. Aside from local traffic flow, drivers passing through the study area have access to direct routes linking several nearby towns including Brownsville, Ripley, and Covington.



By defining pedestrian circulation along the corridor, we can justify the implementation of proposed design improvements to help create a safe and accessible pedestrian environment, slow and define vehicular circulation for local and thru traffic, and create a pedestrian network connecting the assets of the Town of Henning. This pedestrian network can be created over time through a series of design interventions at key intersections throughout the study area.



Key Intersection: Graves Ave (SR 87)

Intersection Improvements:
- Crosswalks
- Signal Improvements
- Pedestrian Heads / Push Buttons
- ADA curb cuts and compliant sidewalks

Access Management
- Convert ramped sidewalk to ADA compliant, raised curb sidewalk
- Define and limit entry points along SR 209

Key Intersection: McFarlin Ave (SR 87)

Intersection Improvements:
- Crosswalks
- Signal Improvements
- Pedestrian Heads / Push Buttons
- ADA curb cuts and compliant sidewalks
- Bump outs and street trees where applicable

Key Intersection: Haley Ave

Intersection Improvements:
- Crosswalks
- ADA curb cuts and compliant sidewalks
- Bump outs and street trees where applicable
- Entry and Wayfinding Signage
- Turning radius improvements
- Consider condition of structures shown with hatching when implementing improvements

Connectivity
- Recommended enhancements connecting the Haley Museum to potential public space and commercial core

Proposed Improvements

SR 209 at Graves Avenue (SR 87)

The current intersection of SR 209 and Graves Avenue (SR 87) is in much need of improvements. There is one signal light in the center of the intersection, no designated crossing points or required signals for pedestrian crossing, and non-compliant ramped sidewalks. This intersection serves commercial and light industrial land uses and acts as a gateway into the Town of Henning for people traveling south on SR 209 from Ripley.

The key improvements for this intersection would include installing raised, ADA compliant sidewalks leading to and from the intersection with ADA curb cuts at the intersection. The existing signal will need to be updated to current TDOT standards which includes pedestrian heads and painted crosswalks for safe pedestrian crossing.

The streetscape section in this portion of SR 209 allows for a green strip to further buffer the sidewalk from vehicular travel lanes. There will likely be overhead utility conflicts which prohibit a consistent line of street trees in this area but as development occurs there may be an opportunity to introduce more landscape elements and signage into the streetscape to create a feeling of entry.

Key Intersection Improvements:

- All sidewalks are to be raised and ADA compliant
- Defined crossing areas with required pedestrian traffic signals and painted crosswalks
- Required improvement of vehicular traffic signals at intersection
- Street trees where there is no conflict with utilities
- Wayfinding and welcome signage where appropriate

SR 209 at McFarlin Avenue (SR 87)

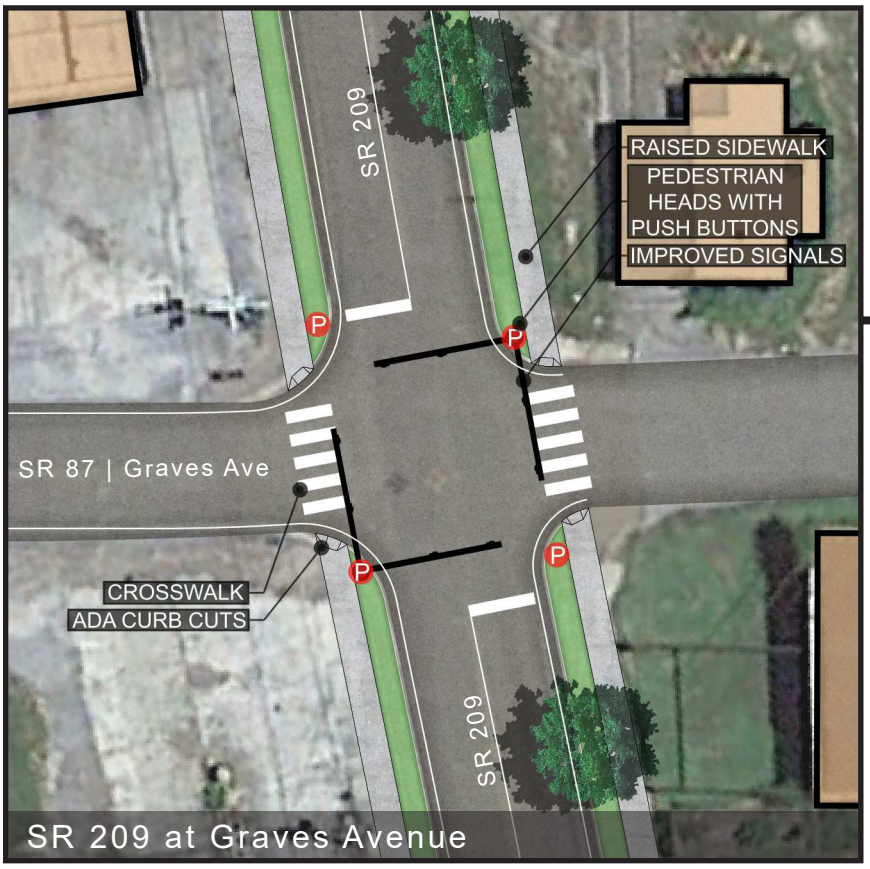
The concentration of commercial uses and building types present at the intersection SR 209 and McFarlin Avenue would indicate that this area is the commercial core of Main Street. The more urban streetscape section allows for proposed bumpouts to reduce the distance that a pedestrian must travel to get across the street and offers protection to cars in on-street parking spaces. Bumpouts and on-street parking also serve as a form of traffic calming to lower speeds and raise awareness among drivers.

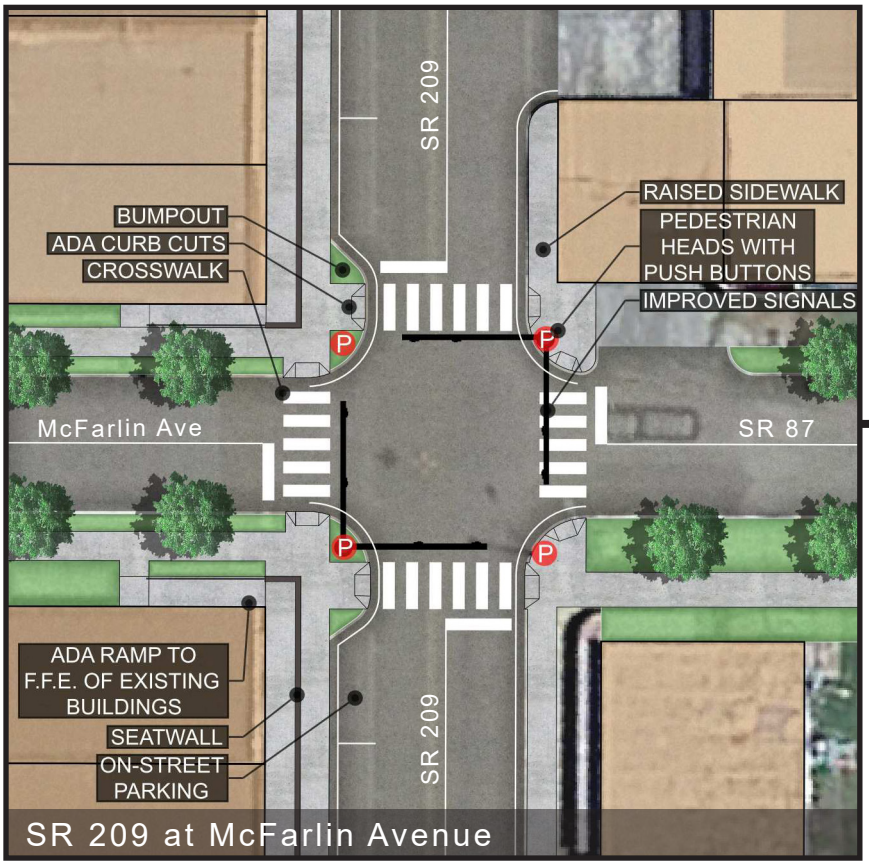
To meet the finished floor elevation of existing buildings along this section of SR 209 the sidewalk along the eastern portion of SR 209 has been raised between 12” and 18” and can only be accessed by stairs or non-compliant handicap ramps on side streets. We have proposed that a 6” raised, ADA compliant sidewalk be installed between the current on-street parking and raised sidewalk with ramped access to the existing raised sidewalk where appropriate.

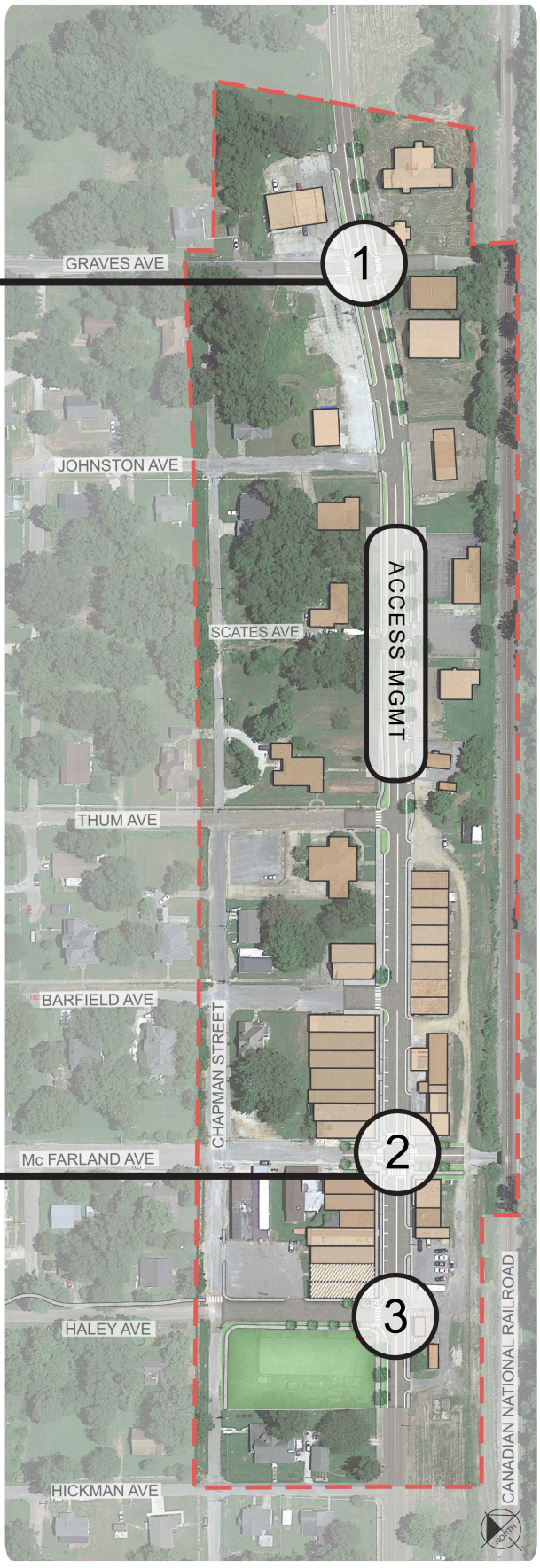
Improved pedestrian and vehicular signals, pedestrian crosswalks, updated pedestrian lighting, and landscape enhancements are also proposed at this intersection to create a safer environment for pedestrian movement and add to the classic ‘Main Street’ sense of place.

Key Intersection Improvements:

- All sidewalks are to be raised and ADA compliant
- Bump outs where possible to reduce pedestrian crossing length and protect on-street parking
- Defined crossing areas with ADA compliant curb cuts and painted crosswalks
- Enhanced ADA accessibility to existing infrastructure along the right-of-way and at intersections
- Required improvement of vehicular and pedestrian traffic signals at intersection
- Street trees where there is no conflict with overhead/underground utilities


SR 209
RAISED SIDEWALK
PEDESTRIAN HEADS WITH PUSH BUTTONS
IMPROVED SIGNALS
SR 87 | Graves Ave
CROSSWALK
ADA CURB CUTS
SR 209
SR 209 at Graves Avenue


SR 209
BUMPOUT
ADA CURB CUTS
CROSSWALK
RAISED SIDEWALK
PEDESTRIAN HEADS WITH PUSH BUTTONS
IMPROVED SIGNALS
McFarlin Ave
SR 87
ADA RAMP TO F.F.E. OF EXISTING BUILDINGS
SEATWALL
ON-STREET PARKING
SR 209
SR 209 at McFarlin Avenue


GRAVES AVE
1
JOHNSTON AVE
ACCESS MGMT
SCATES AVE
THUM AVE
BARFIELD AVE
CHAPMAN STREET
Mc FARLAND AVE
2
3
HALEY AVE
HICKMAN AVE
CANADIAN NATIONAL RAILROAD
NORTH

Proposed Improvements

Access Manangment

Currently, long sections of SR 209 consist of ramped, non-compliant sidewalks along one or both sides of the street. These ramped sidewalks create a dangerous experience for pedestrian movement as points of ingress and egress along the corridor are not well defined. With the addition of compliant sidewalks, the Town can be intentional about creating clearly defined and shared points of entry.

Proposed green strips provide a buffer between pedestrian movement and vehicular traffic and provide space for street trees to be installed where utilities allow.

SR 209 at Haley Avenue

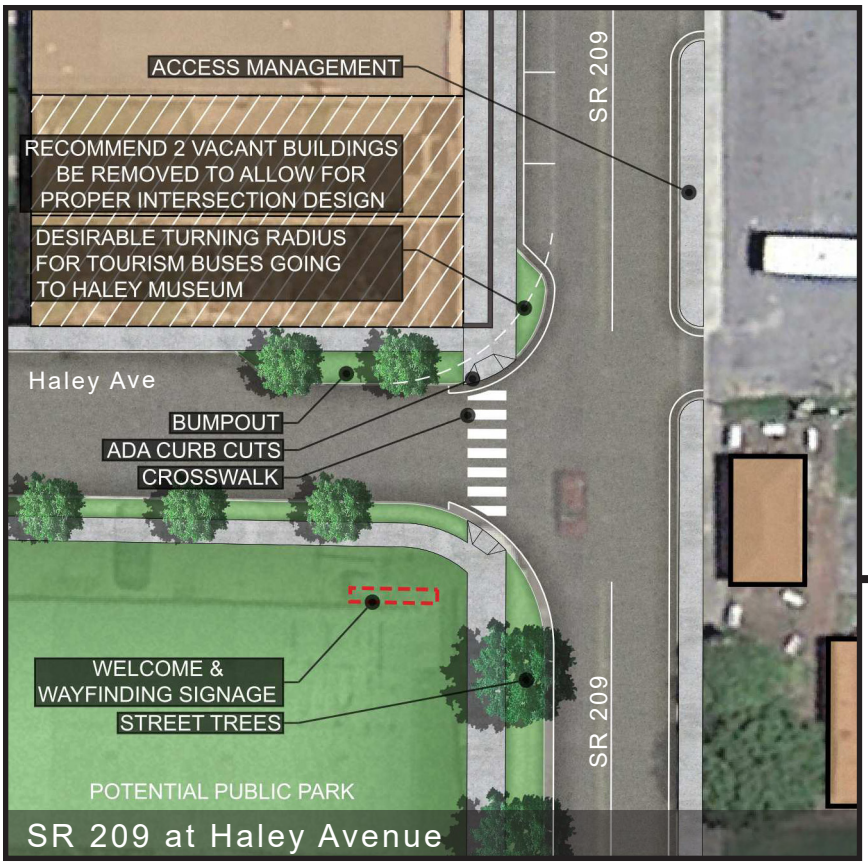
The intersection of Haley Avenue and SR 209 acts as the main gateway into Henning's Main Street corridor from the south and the most common route to access the well visited Alex Haley Museum and Haley House located west of this intersection. The amount of bus traffic that this intersection receives will require larger radii at the intersections corner to ensure there is enough room for the turning movement of buses traveling through the intersection. To achieve the space necessary to construct the proper bus turning radii, we have proposed that the fire station/city owned parcel be converted into a park space and that two vacant buildings across the street be assessed for potential removal. This scenario provides space for the appropriate turning radius a bus requires, ample space for ADA access to existing buildings, and potential public park space could create a more aesthetically pleasing sense of entry and first impression as you arrive in Henning.

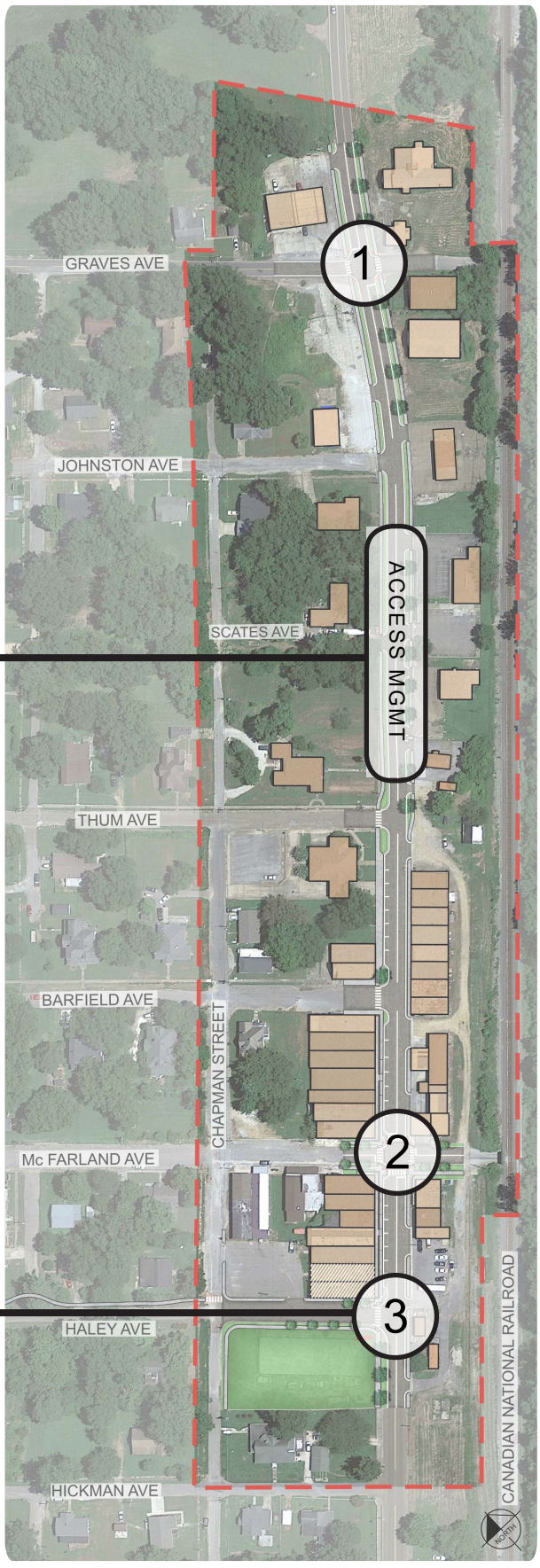
Proposed ADA improvements including raised sidewalks and curb cuts at the intersection offer clearly delineated connections to nearby commercial uses. It is also our recommendation that sidewalk improvements be extended from the potential park space to the Haley Museum to create consistency and maintain the highest level of ADA accessibility from the museum to the commercial center of Henning. Welcome signage and wayfinding signage should be incorporated in the potential park space to provide clear direction to people entering Henning.

Key Intersection Improvements:

- All sidewalks are to be raised and ADA compliant
- Bump outs where possible to shorten pedestrian crossing length and protect on-street parking
- Defined crossing areas with ADA compliant curb cuts and a painted crosswalk
- Street trees where there is no conflict with overhead/underground utilities
- Welcome signage and wayfinding signage in potential park space.


SR 209
ADA CURB CUTS AT CROSSINGS
GREEN STRIP SEPARATING SIDEWALK AND TRAVEL LANES
ADA COMPLIANT SIDEWALK
DEFINE POINTS OF ENTRY
STREET TREES WHERE APPROPRIATE
Access Management along SR 209


ACCESS MANAGEMENT
RECOMMEND 2 VACANT BUILDINGS BE REMOVED TO ALLOW FOR PROPER INTERSECTION DESIGN
DESIRABLE TURNING RADIUS FOR TOURISM BUSES GOING TO HALEY MUSEUM
SR 209
Haley Ave
BUMPOUT
ADA CURB CUTS
CROSSWALK
WELCOME & WAYFINDING SIGNAGE
STREET TREES
POTENTIAL PUBLIC PARK
SR 209
SR 209 at Haley Avenue


GRAVES AVE
1
JOHNSTON AVE
ACCESS MGMT
SCATES AVE
THUM AVE
BARFIELD AVE
CHAPMAN STREET
2
Mc FARLAND AVE
3
HALEY AVE
CANADIAN NATIONAL RAILROAD
HICKMAN AVE
NORTH

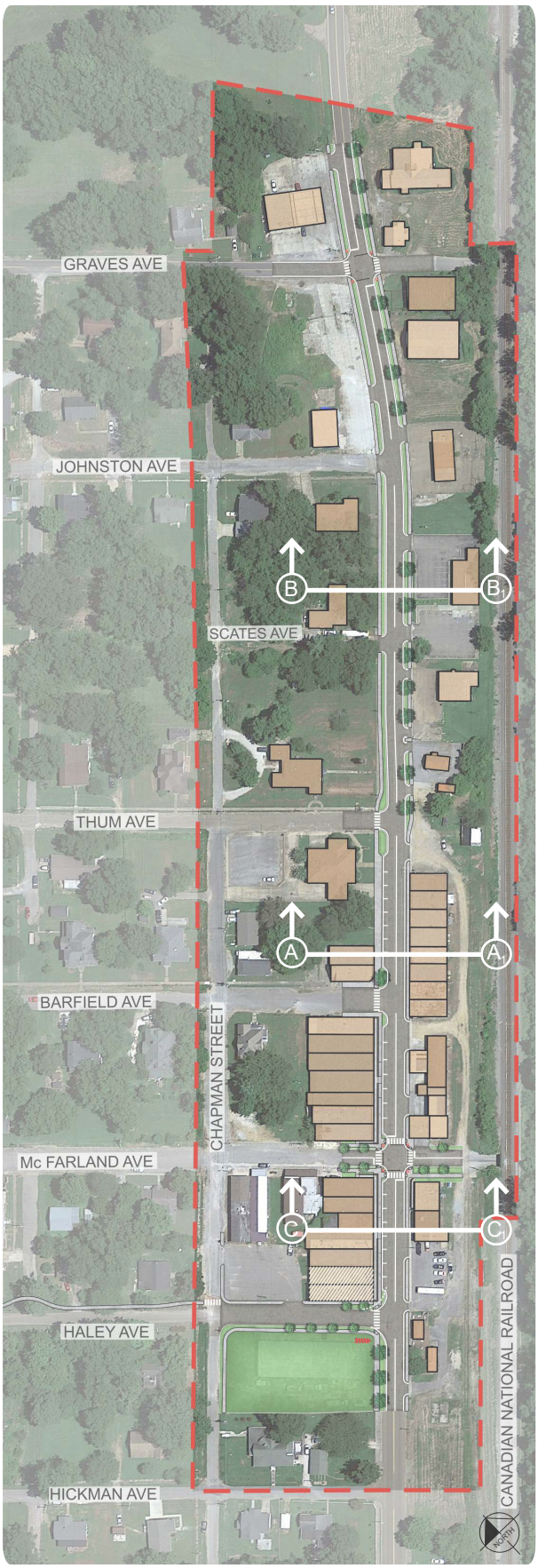
Proposed Improvements

Typical Streetscape Sections

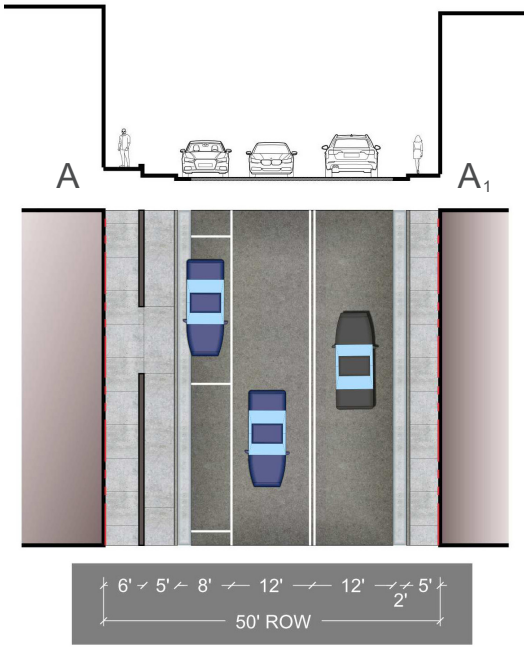
Streetscape Section A illustrates proposed enhancements along the south section of SR 209 between Haley Avenue and Thum Avenue. ADA compliant sidewalks are proposed on both sides of the street which in some instances involves compliant ramps to meet the grade of existing sidewalks fronting the commercial building on the western side SR 209. Bumpouts and on-street parking within this typical section will help to reduce crossing distance for pedestrians and act as traffic calming to reduce the speed of drivers in this area. It is recommended that the existing pedestrian lighting along this section of the corridor be updated and used in other scenarios as appropriate to create a consistent theme throughout the town.

Streetscape Section B shows the typical streetscape section for the northern section of SR 209 from Thum Avenue headed north to Graves Avenue (SR 87). This typical section will vary depending on the development and setbacks of existing buildings, but the overall intent is to provide ADA compliant sidewalks and crossings, separate pedestrian and vehicular pathways, and organize/enhance the access management along the corridor. Street trees, landscape elements, signage, and lighting will help to connect this section of SR 209 to the more urban, commercial core.

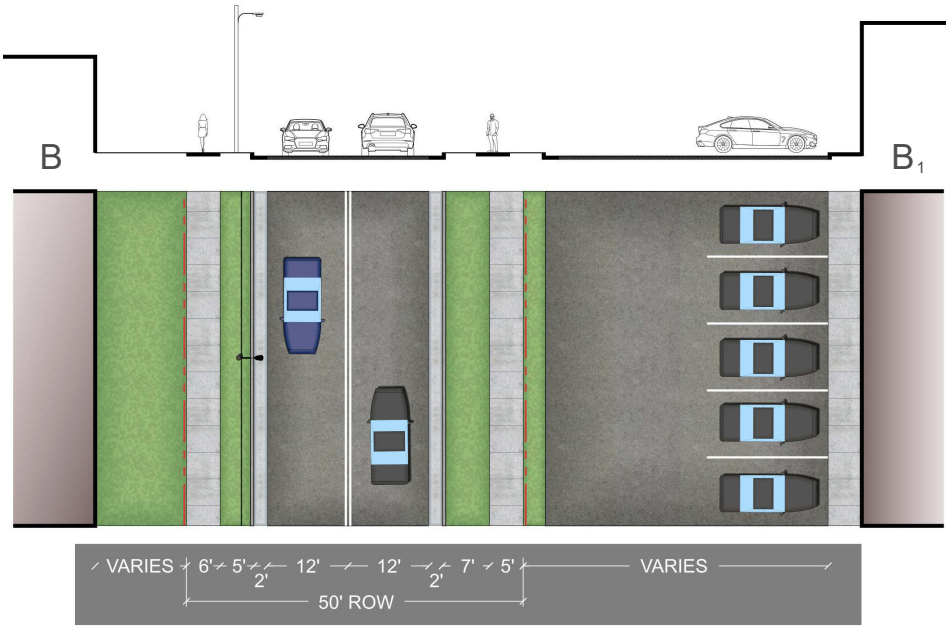
Section Perspective C is meant to illustrate the general intent of the proposed streetscape. Improved vehicular and pedestrian signals, raised ADA compliant sidewalks, and increased connectivity all come together to create an environment that balances the scale between pedestrian and vehicular circulation and prioritizes pedestrian safety.



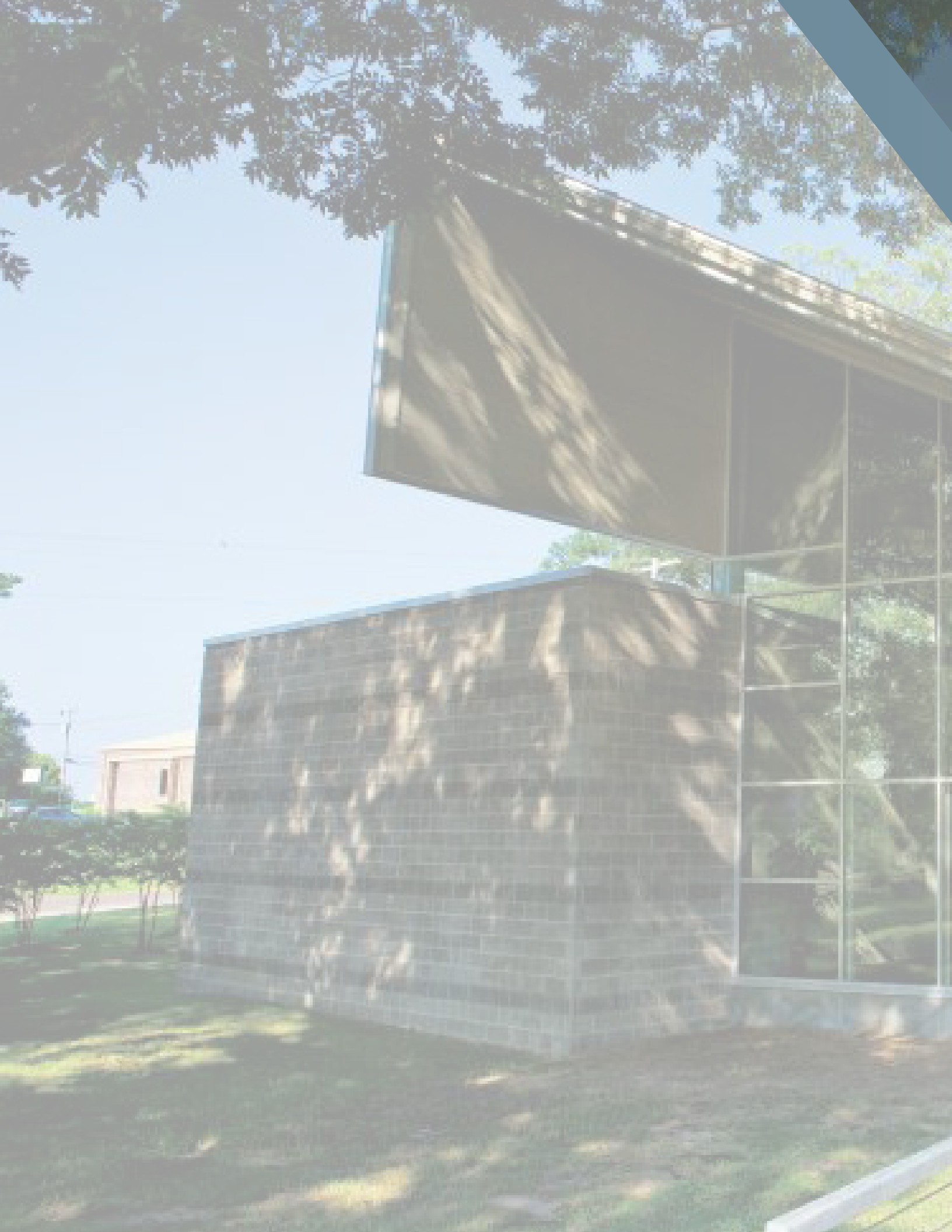
Section A



Section B



Section Perspective C



IMPLEMENTATION PLAN

Implementation Priorities

Funding Recommendations

Implementation

Steps Toward Implementation:

The Henning Corridor Study provides recommendations that were developed from input and feedback from the local community. These recommendations should be undertaken in the short term to make the vision of this corridor become a reality. Improvements are phased to allow capital investment to be spread out and by doing so, will take several years to construct.

The community must be proactive in this endeavor and have the full support of its local leaders, other public agencies, developers, local business owners, property owners and residents. Henning should be the leader in promoting cooperation and collaboration with these partners to help implement these recommendations.

This section includes a list of potential funding sources for Henning to consider pursuing for implementing these recommendations. They are organized by funding category, which include an emphasis on:

- Transportation and Infrastructure
- Parks and Open Space

It should be noted that while these funding sources provide options, it is not an all-encompassing list. As grant programs change and other funding sources become available the Town should consider exploring those and applying for funds if they fit the scope of the recommended projects.

PHASE 1 **$50K - $75K**
Intersection at Haley Avenue

Includes:

- Demolition
- ADA and curb ramps
- Curb and gutter
- Sidewalk
- Asphalt pavement
- Drainage correction
- Crosswalk striping
- Traffic control
- Landscaping

PHASE 2 **$250K - $300K**
Intersection at McFarlin Avenue

Includes:

- Demolition
- ADA and curb ramps
- Curb and gutter
- Sidewalk
- Asphalt pavement
- Drainage correction
- Crosswalk striping
- Traffic control
- Traffic signals
- Landscaping

PHASE 3 **$550K - $650K**
Roadway & Streetscape - South Section
(Excluding intersections at Haley Avenue and McFarlin Avenue)

Includes:

- Demolition
- Asphalt milling and overlay
- Curb and gutter
- Striping
- Sidewalk
- ADA ramps
- Lighting
- Traffic control
- Landscaping

PHASE 4 — $250K - $300K

Intersection at Graves Avenue

Includes:

- Demolition
- ADA and curb ramps
- Curb and gutter
- Sidewalk
- Asphalt pavement
- Drainage correction
- Crosswalk striping
- Traffic control
- Traffic signals
- Landscaping

PHASE 5 — $450K - $550K

Roadway & Streetscape - North Section
(Excluding intersection at Graves Avenue)

Includes:

- Demolition
- Asphalt milling and overlay
- Curb and gutter
- Striping
- Sidewalk
- ADA ramps
- Lighting
- Traffic control
- Landscaping

Funding Recommendations

FEDERAL AND STATE
GRANT PROGRAMS

MULTIMODAL ACCESS GRANT* Match: 95% State, 5% Local Maximum for Project: $1M	TDOT's Multimodal Access Grant is a state-funded program created to support the transportation needs of transit users, pedestrians, and bicyclists through infrastructure projects that address existing gaps along state routes.	Typical Projects: Sidewalks, bike lanes, park-and-ride facilities, greenways, transit facilities, streetscapes
TRANSPORTATION ALTERNATIVES GRANT (TAP) Match: 80% Federal, 20% Local	More than $317 million in grants has gone to 267 communities across the Volunteer State to build sidewalks, bike and pedestrian trails and to renovate historic train depots and other transportation related structures. These projects serve to improve access and providing a better quality of life for people in the state of Tennessee.	Typical Projects: sidewalks, bike and pedestrian trails, streetscapes, renovation of historic train depots and other transportation related structures
LOCAL PARKS AND RECREATION FUND (LPRF) Match: 50% State, 50% Local Maximum for Project - $1M	The LPRF program provides state funding for the purchase of land for parks, natural areas, greenways and the purchase of land for recreational facilities. Funds also may be used for trail development and capital projects in parks, natural areas and greenways.	Typical Projects: Land acquisition, indoor and outdoor recreation facilities, trail development
RECREATIONAL TRAILS PROGRAM (RTP) Match: 80% State, 20% Local Maximum for Project - $250K	The RTP provides grant funding for land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and for trail head support facilities on publicly owned land.	Typical Projects: Hard/natural-surfaced trails and greenways (land acquisition, maintenance, construction, trail heads)
SPOT SAFETY AND HIGHWAY SPOT IMPROVEMENT PROGRAM	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.	Typical Projects: Safety improvements (e.g., guardrail, turn lanes, signage, signals)