

**TENNESSEE STATE ROUTE 109  
CORRIDOR MANAGEMENT AGREEMENT**

**MEMORANDUM OF UNDERSTANDING  
CORRIDOR MANAGEMENT ALONG STATE ROUTE 109**

**I. Purpose**

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments, within Sumner County, Wilson County, the City of Gallatin, the City of Lebanon, the City of Portland, the Nashville Area Metropolitan Planning Organization (MPO) and the State of Tennessee, to work collaboratively in the management of State Route 109 (SR 109) between Interstate 65 and Interstate 40 and promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor.

**II. Agreement**

WHEREAS, Tennessee's *Long Range Transportation Plan* recognizes the value of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

WHEREAS, the State of Tennessee Department of Transportation and the Nashville Area MPO have identified transportation improvements along the SR 109 corridor in their respective plans and work programs; and

WHEREAS, Sumner County, Wilson County, the City of Gallatin, the City of Lebanon, the City of Portland and the Nashville Area MPO have prepared plans and studies describing their vision for the SR 109 corridor, including:

- Nashville Area MPO Regional Transportation Plan 2035;
- Nashville Area MPO Transportation Improvement Program 2011-2015;
- Nashville Area MPO Tri-County Land Use and Transportation Study;
- Nashville Area MPO Northeast Corridor Mobility Study;
- 2035 Comprehensive Plan: Sumner County's Blueprint to the Future;
- Wilson County Gateway Land Use Master Plan;
- Gallatin on the Move 2020;
- Lebanon Future Land Use Plan Update 2006;
- Lebanon Major Thoroughfare Plan 2006;
- Portland Future Land Use Map; and

WHEREAS, SR 109 has been identified as a corridor that enhances the economic vitality of the state, providing essential access for the region of the state and Sumner and Wilson Counties to major economic markets and cultural centers; and

WHEREAS, the continued growth of the region is leading to increasing travel demand in the corridor, which, if unmanaged, can negatively affect the level of performance and safety experienced by users of the roadway; and

WHEREAS, community leaders, residents and transportation officials have identified this growing travel demand and development pressure as a concern with potential negative consequences for the safety and operation of the corridor, with potential to degrade the performance of the corridor, and the resulting implications for the economy and quality of life of the region; and

WHEREAS, elected officials, agency staff, and representatives of the State of Tennessee, Sumner County, Wilson County, the Cities of Gallatin, Lebanon and Portland, and the Nashville Area MPO have identified the following prioritized list of corridor management goals for the SR 109 corridor:

- Improve regional transportation for local residents, commuters and freight;
- Promote economic development;
- Preserve community character; and

WHEREAS, those same representatives identified four corridor management strategies and associated tools applicable to the corridor for purposes of achieving the identified corridor management goals, including:

- Land Use Planning;
- Roadway Design and Capacity;
- Access Management; and
- Traffic Management and Operations.

NOW, THEREFORE, the State of Tennessee, Sumner County, Wilson County, the cities of Gallatin, Lebanon and Portland and the Nashville Area MPO agree to cooperate in the pursuit, adoption and implementation of the strategies and actions detailed below:

1. **Land Use Planning**—describes the location and type of places and activities along a corridor. The organization of those land uses can influence a variety of factors, including traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:

- Land use plans;
- Zoning, including design overlays;
- Subdivision regulations; and
- Urban services plans.

Parties to this agreement recognize the importance of the Land Use Planning strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Consider accepting by resolution of their respective legislative bodies and planning commissions the findings and recommendations of the Tri-County Land Use and Transportation Study (2011) developed by the Nashville Area MPO.

2. **Roadway Design and Capacity**—design improvements enhance the safety and operation of the road, while capacity improvements allow more vehicles to travel on the road. Roadway design and capacity is also an important strategy to protect environmental resources in a corridor. Tools to implement the Roadway Design and Capacity Strategy may include:

- Roadway alignment;
- Travel lane and shoulder widths;
- Medians;
- Crosswalks;
- Bicycle lanes;
- On-street parking;
- Sustainable stormwater controls;
- On and off-ramp locations;
- Number of travel lanes;
- Intersection geometry and curb radii;
- Channelized right-turns;
- Roundabouts; and
- Interchange improvements.

Parties to this Agreement recognize the importance of the Roadway Design and Capacity strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Develop ultimate, long-range corridor roadway design concepts and cross sections with the State Department of Transportation as the lead agency; and
- b. Develop a corridor alignment and capacity plan that defines and preserves required future right-of-way.

3. **Access Management**—defines the relationship of adjacent land uses and activities to the corridor itself. The nature of that access can have a significant impact on mobility, congestion and safety. Tools to implement the access management strategy may include:

- Medians/channelization standards;
- Spacing standards;
- Corner clearance standards;
- Driveway design standards;
- Connectivity and cross-access standards;
- Street network standards;
- Access management plans; and
- Wayfinding signage.

Parties to this agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Develop corridor access management standards and a corridor access management plan. The standards and plan will establish the location, spacing, design, and operation of driveways, traffic signals, median openings, interchanges, and street connections to the roadway;

b. Approve and adopt the corridor access management standards and corridor access management plan.

4. **Traffic Management and Operations**—encompasses a wide range of activities aimed at maintaining or improving the overall safety and efficiency of a corridor for all users. This strategy is employed for a variety of reasons including maximizing roadway capacity, facilitating alternative modes (pedestrians, bicycles, transit), minimizing impacts from non-recurring events (traffic crashes, construction projects, maintenance activities, special events, etc.) and improving safety. Tools to implement the Traffic Management and Operations strategy may include:

- Traffic Signal Timing and Coordination;
- Integrated Intelligent Transportation Systems (ITS) applications;
- Emergency Responder Technology;
- Truck/Freight Plan;
- Work Zone Management;
- Travel Demand Management;
- Traffic Bottleneck Removal;
- Traffic Impact Studies (rezoning, subdivision, site plans, access requests);
- Transportation Plans; and
- Setting and Measuring Corridor Performance Goals.

Parties to this Agreement recognize the importance of the Traffic Management and Operations strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Develop a process for coordinated traffic management and operations, including corridor wide traffic impact study requirements; and
- b. Develop corridor traffic management and operations standards and performance goals.

### **III. Governance**

#### **1. Adoption, Amendment and Termination**

This Agreement will become effective when an appointed and authorized representative of each State of Tennessee Agency, the Nashville Area MPO, Sumner County, Wilson County, and the Cities of Gallatin, Lebanon and Portland have placed their signature in the block below.

This Agreement may be amended, in whole or in part, by mutual agreement of all parties as evidenced by signatures on an amended agreement. The signatory parties agree to confer with respect to the continuation of the Agreement, or if there is the necessity for any amendments, on an annual basis. The State Department of Transportation will coordinate this meeting by identifying the date and location along with gathering input from the participating Agencies, Counties, Cities and MPO for preparation of the agenda.

The signatory parties may withdraw from this Agreement at any time provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the desired date of withdrawal to allow time to remedy the reason for withdrawal. In the event efforts to remedy the reason for withdrawal are unsuccessful, the withdrawing party may withdraw from the Agreement without prejudice but at the risk of forfeiting its ability to participate in future activities and improvements taken as part of this Agreement.

Notwithstanding the foregoing, however, this Agreement shall remain in force until terminated by written agreement of the signatory parties.

#### **2. Programming, Funding, Budgeting and Reimbursement**

This Agreement is neither a fiscal nor a funding obligation. Any transfer of funds between signatories that occurs as a result of the actions outlined in this Agreement may take place through applicable laws, agreements, existing authorities and procedures.

Nothing in this Agreement shall obligate the signatories to expend appropriations, obligate funds or enter into any contract or agreement.

#### **3. Administration**

This Agreement will be coordinated by the State Department of Transportation in cooperation with the other signatories. The signatory parties, moreover, shall form a Corridor Management Committee to implement the course of action described in this Agreement. The Corridor Management Committee shall include a designated representative from each of the signatories to this Agreement. Committee members will develop committee rules and operating procedures and establish a regular schedule of meetings.

The Corridor Management Committee will function as the steering committee for this Agreement with the responsibility of providing strategic guidance on the actions described herein. In the absence of corridor wide policies, plans, standards and regulations, the Corridor Management Committee will also serve as a coordinating committee for proposed improvements and projects affecting the corridor. Adoption or approval of any policies, plans, standards or regulations

recommended under this Agreement will be at the sole discretion of the legislative and/or appointed bodies of the signatory parties.

IV. Signatures

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

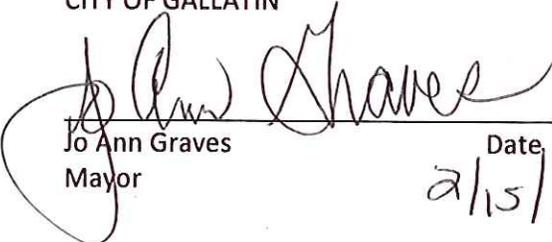
SUMNER COUNTY

  
\_\_\_\_\_  
Anthony Holt Date  
County Executive 2/15/2013

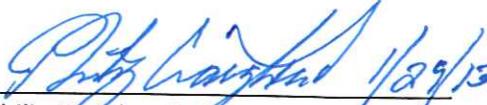
WILSON COUNTY

  
\_\_\_\_\_  
Randall Hutto Date  
Mayor 2/15/13

CITY OF GALLATIN

  
\_\_\_\_\_  
Jo Ann Graves Date  
Mayor 2/15/13

CITY OF LEBANON

  
\_\_\_\_\_  
Philip Craighead Date  
Mayor 1/29/13

CITY OF PORTLAND

  
\_\_\_\_\_  
Kenneth Wilber Date  
Mayor 1-29-13

NASHVILLE AREA MPO

  
\_\_\_\_\_  
Michael Skipper Date  
Executive Director 2/15/13

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

  
\_\_\_\_\_  
John C. Schroer Date  
Commissioner FEB 13 2013

STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT  
& CONSERVATION

  
\_\_\_\_\_  
Robert J. Martineau, Jr. Date  
Commissioner 2/1/13