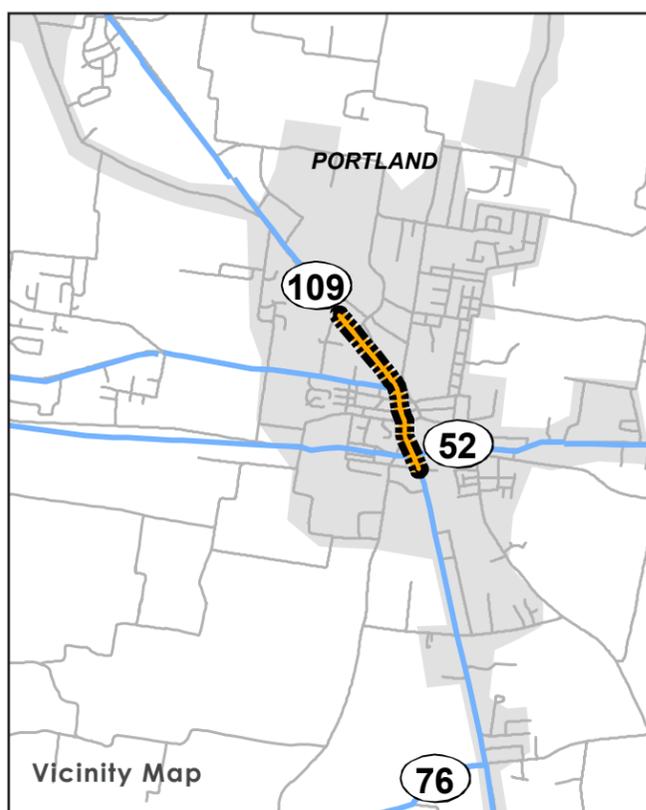


### Legend

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



### Corridor Description and Issues Identified

The corridor runs from Morningside Drive to W. Knight Street, covering a distance of 1.12 miles. The corridor is a 5-lane segment from W. Knight Street to Jackson Road and a 4-lane segment from Jackson Road to Morningside Drive. The average annual daily traffic (AADT) was 13,665 vehicles per day (vpd) in 2008. Other characteristics of the corridor include heavy truck traffic, poorly defined driveways, and a lack of turn lanes at intersections. All of these characteristics lead to a high number of crashes throughout the corridor.

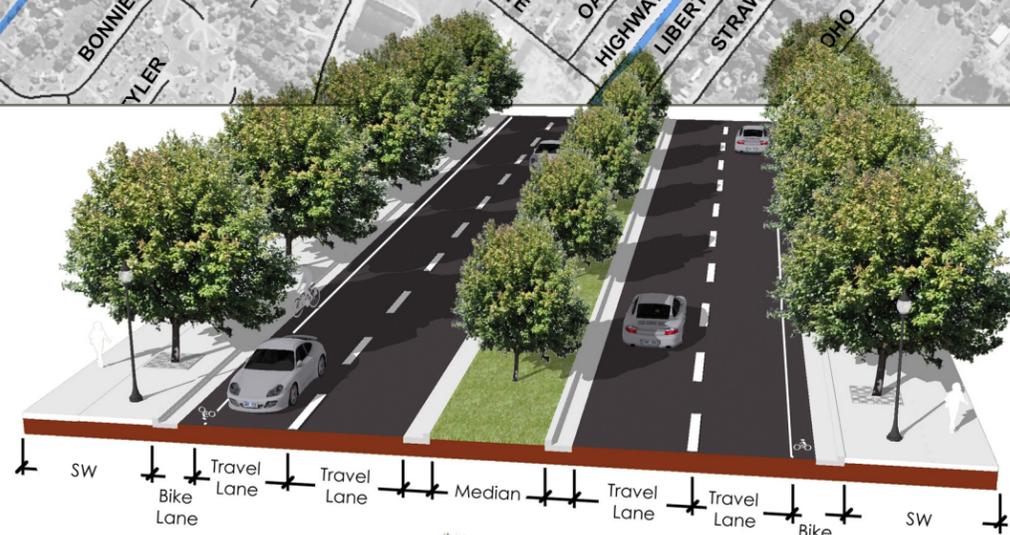
### SR 109

Morningside Drive to W. Knight Street - Wilson County, TN

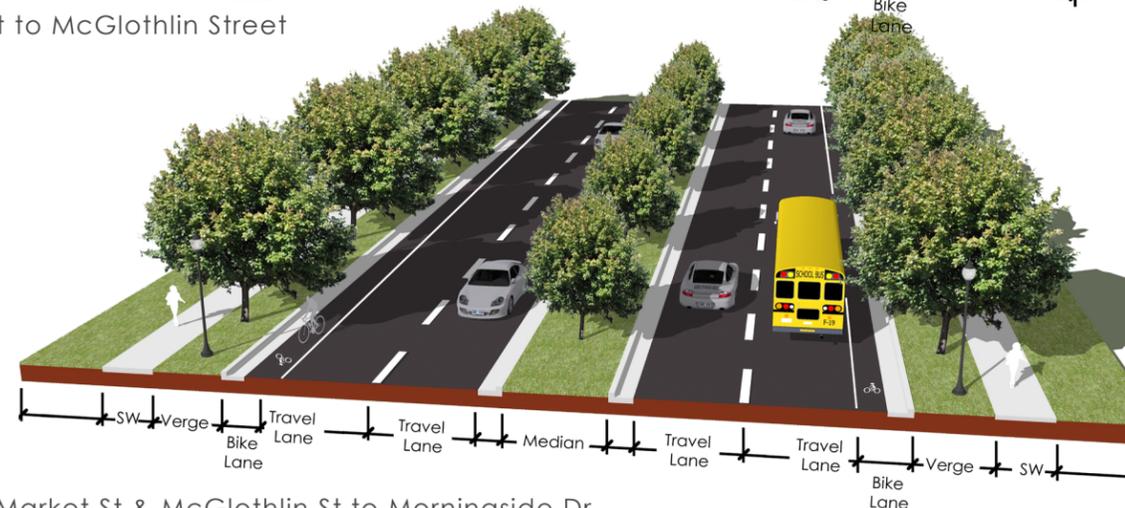


### Legend

- Major Highways
- 2030 Road Widening
- Streets
- Railroads
- Strategic Corridor Limits



Market Street to McGlothlin Street  
Section 1



Knight St. to Market St. & McGlothlin St. to Morningside Dr.  
Section 2

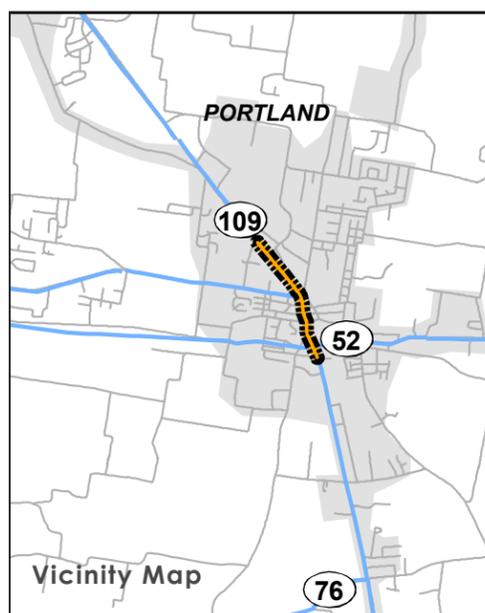
### Corridor Vision

The projected travel demand in 2035 is 21,846 vehicles per day. In order to accommodate this increased traffic, a four-lane divided roadway is proposed.

Other strategies are also recommended along the corridor to improve traffic flow and safety, including:

- installation of a raised (planted) median to reduce the frequency and types of crashes
- installation of sidewalks throughout the corridor
- creation of strategic right and left turn lanes throughout the corridor
- addition of bike lanes to accommodate cyclists

The section of road located between Market Street and McGlothlin Street is a part of Downtown Portland. For this reason, the proposed cross-section is slightly different than the remainder of the corridor and includes a generous sidewalk width, pedestrian scale lighting, and the potential for narrower travel lane widths. In addition, the center median may be narrower than the remainder of the corridor. These design queues will contribute to a sense of arrival as drivers approach the downtown, while still accommodating a mix of traffic including trucks. Posted speed limits in this section should not exceed 35 mph. Careful attention to multi-modal intersection designs are encouraged in this segment with special considerations for bicyclist and pedestrians. This segment of road is represented by Section 1 and the remainder of the corridor by Section 2.



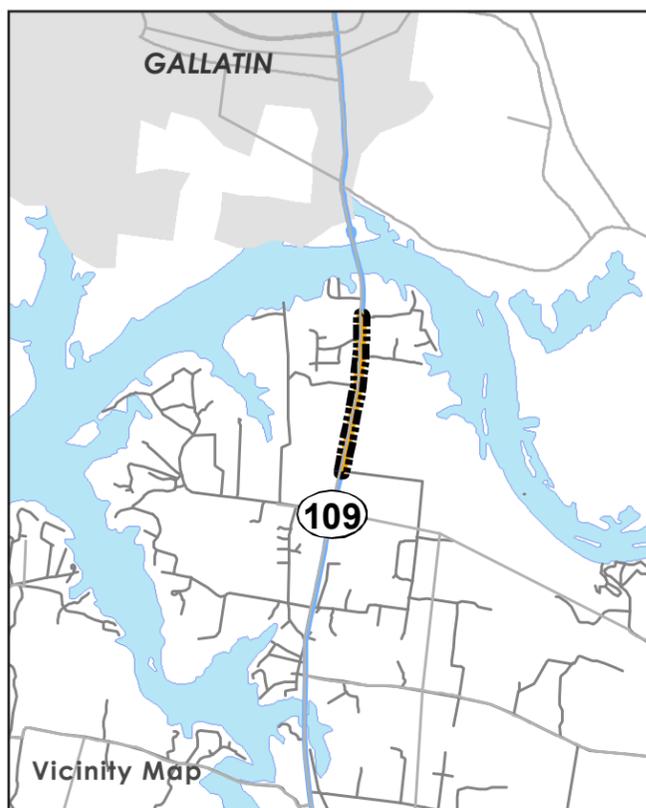
### SR 109

Morningside Drive to W. Knight Street - Wilson County, TN



**Legend**

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



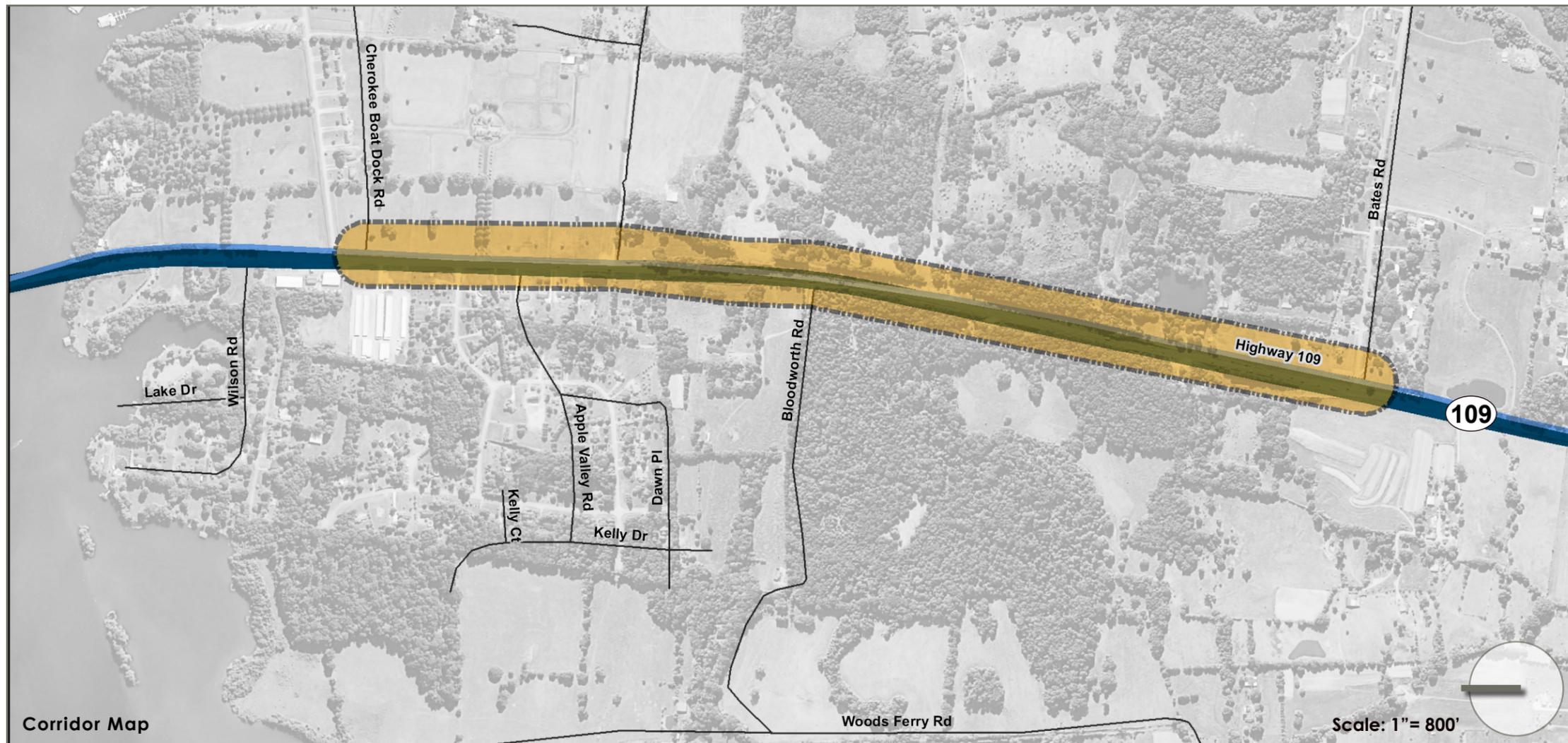
**Corridor Description and Issues Identified**

The corridor runs from Cherokee Dock Road to Bates Road, covering a distance of 1.22 miles. The corridor is a 2-lane section with a 2008 AADT of 16,700 vehicles per day. Other characteristics of the corridor include:

- 45 mph speed limit
- rolling topography
- passing zones throughout corridor
- straight roadway leads to higher than posted speeds
- no turn lanes at intersections
- heavy truck traffic
- high frequency of crashes, north of this segment

**SR 109**

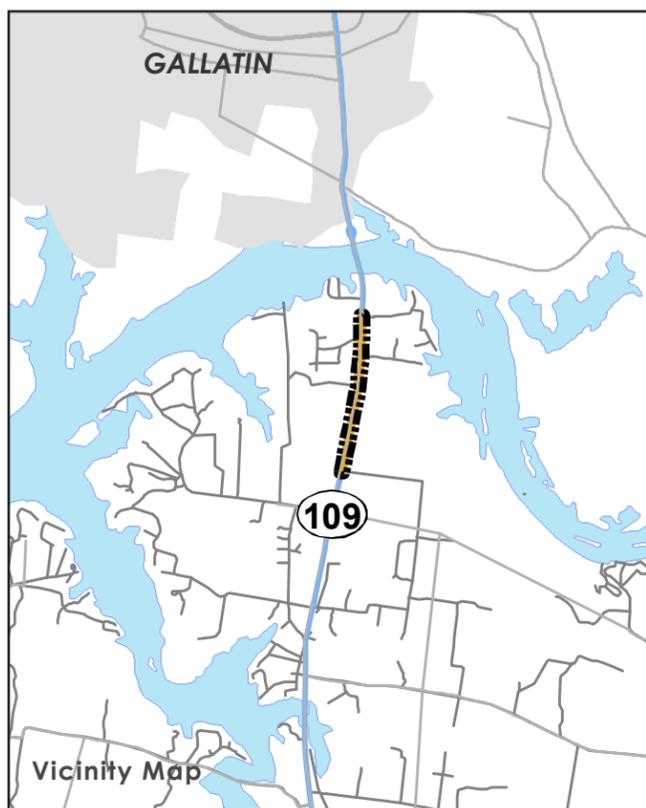
Cherokee Dock Road to Bates Road - Wilson County, TN



Corridor Map

### Legend

-  Major Highways
-  2030 Road Widening
-  Streets
-  Railroads
-  Strategic Corridor Limits



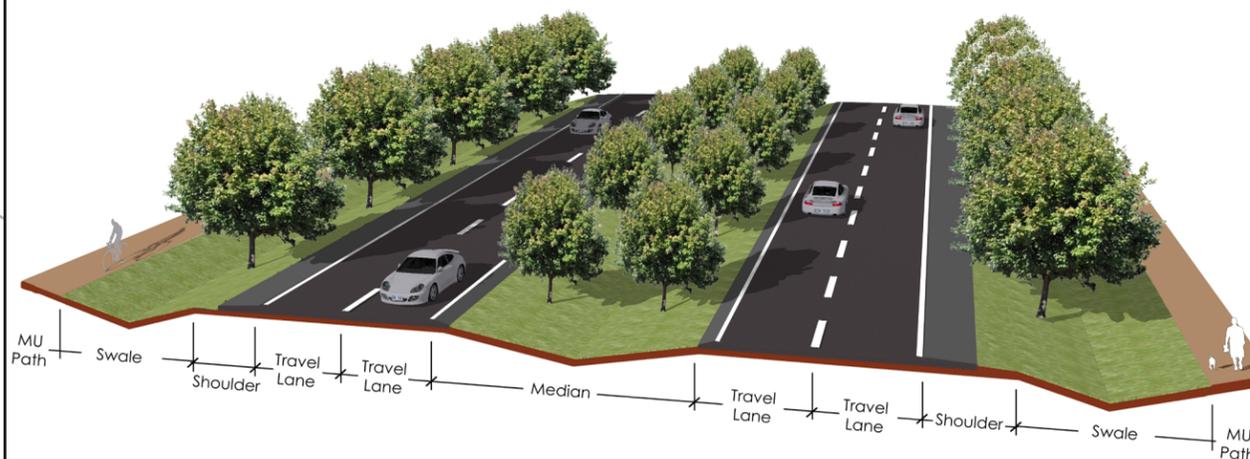
Vicinity Map

### Corridor Vision

Although traffic is projected to increase to 38,000 vehicles per day in 2035, the vision for the corridor is to preserve the rural and residential character that currently exists. In response to the established vision, the proposed roadway section is a 4-lane median divided roadway.

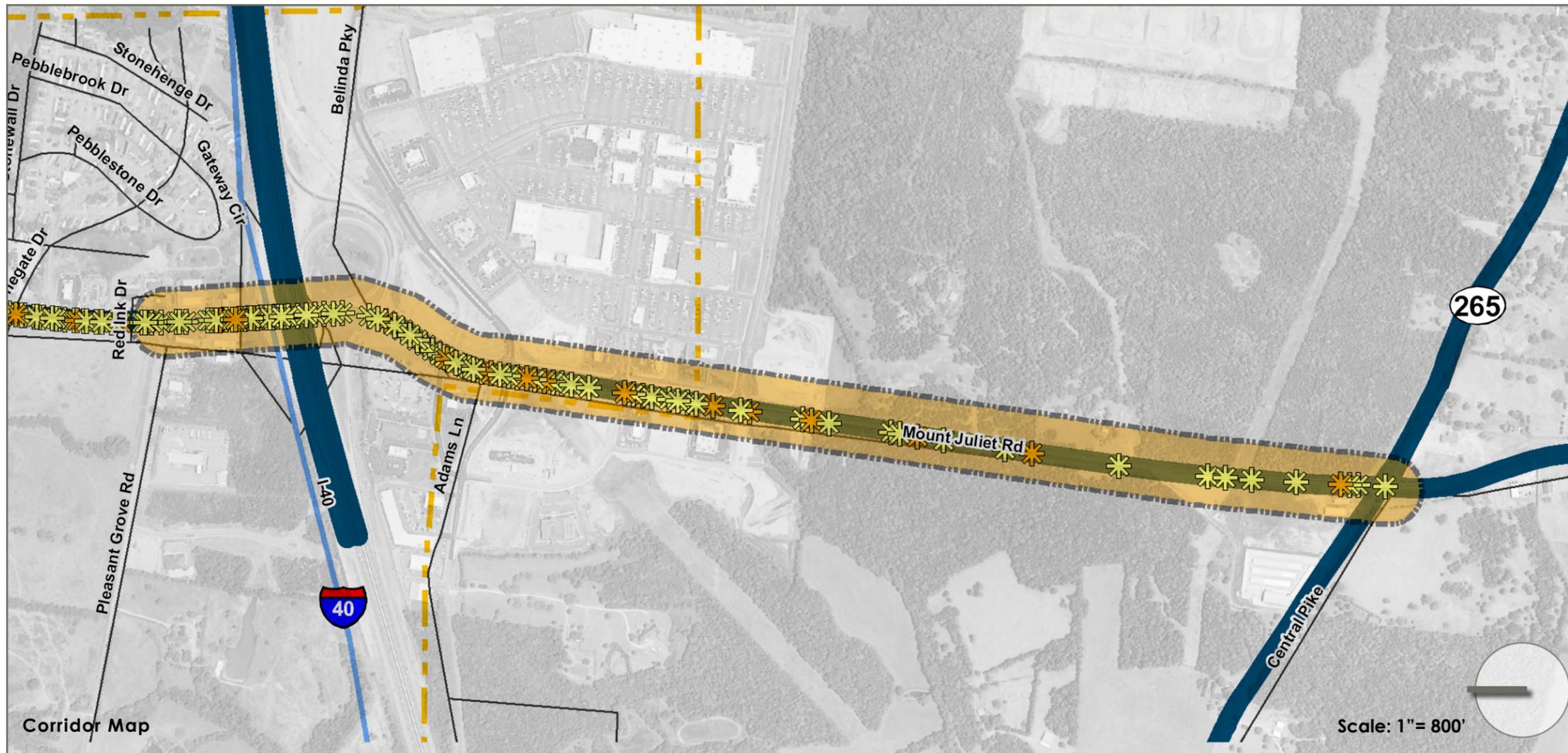
This proposed section will widen the road to accommodate projected travel demand. Other recommendations include:

- providing median breaks and dedicated turn lanes where warranted
- providing wide outside shoulders for experienced cyclists
- providing a multi-use path along both sides of the road to accommodate pedestrians and cyclists at all skill levels
- maintain ditch and swale approach for stormwater collection to reduce the peak flows and improve water quality
- installation of trees or other vegetation where feasible



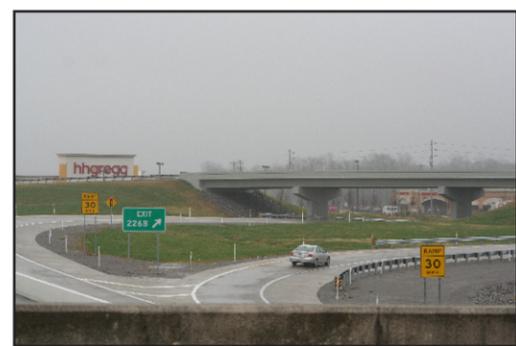
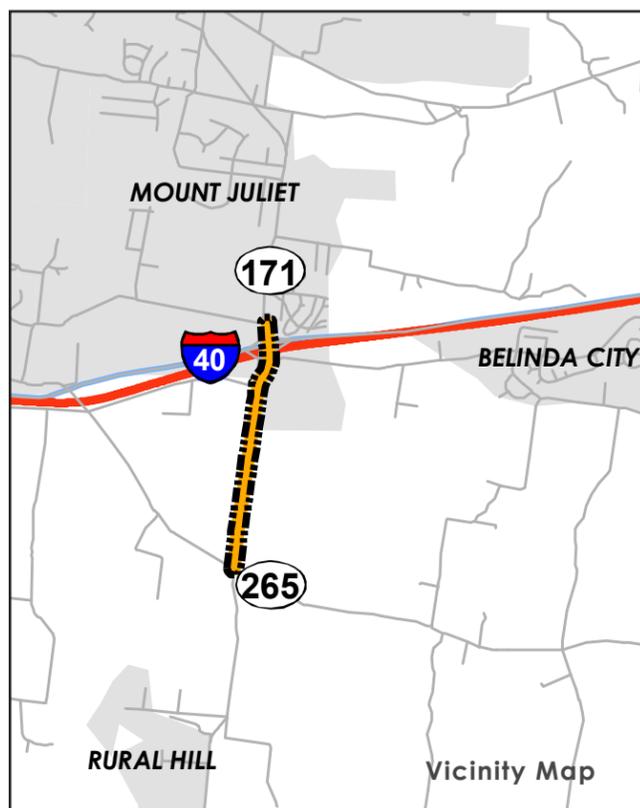
### SR 109

Cherokee Dock Road to Bates Road - Wilson County, TN



**Legend**

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



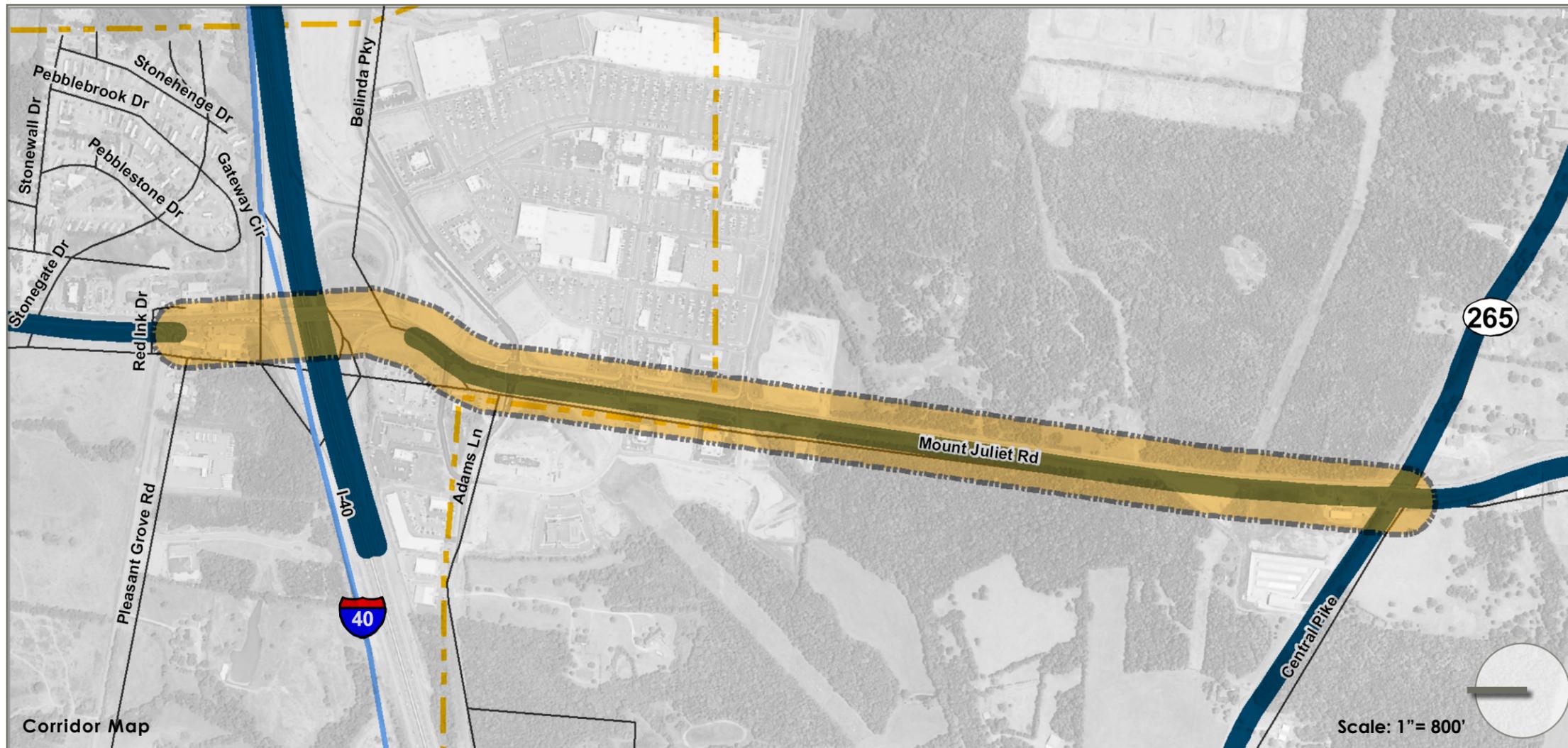
**Corridor Description and Issues Identified**

The corridor runs from Central Pike towards Pleasant Grove Road, and covers a length of 1.38 miles. The corridor has a 2-lane shoulder with swale section from Central Pike to Providence Parkway, and a 5-lane section (with curb and gutter) from Providence Parkway to Pleasant Grove Road. The corridor carried 14,900 vehicles per day in 2008. Other roadway characteristics include:

- 45 mph speed limit
- Modified diamond interchange with I-40
- Rolling topography
- Vertical and horizontal curvature leading to and from the interchange with I-40
- Turn lanes needed on Central Pike
- Coordinated signals throughout corridor
- High property damage crash volume

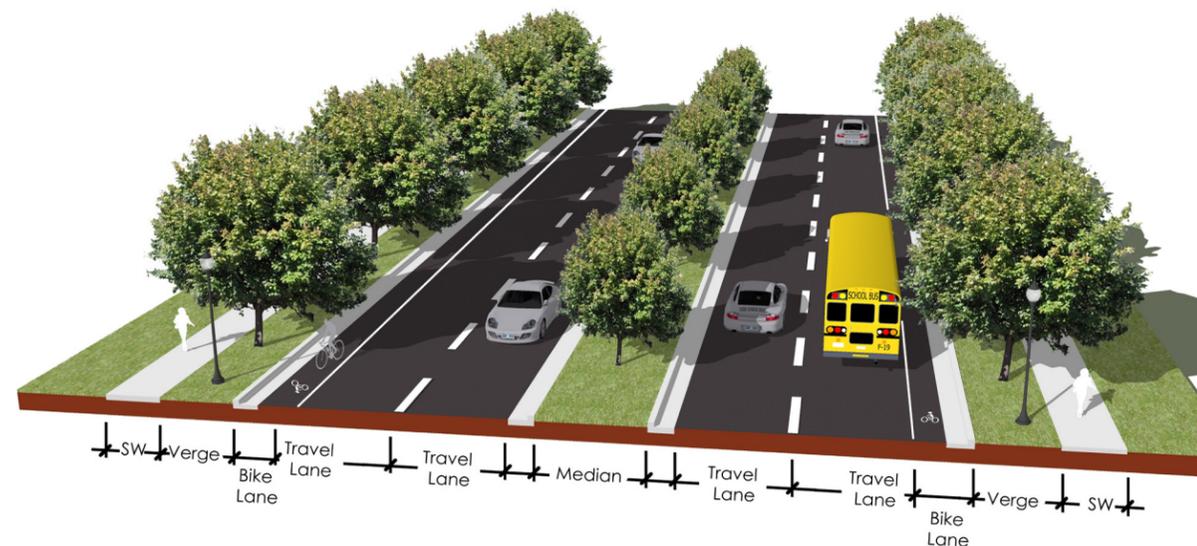
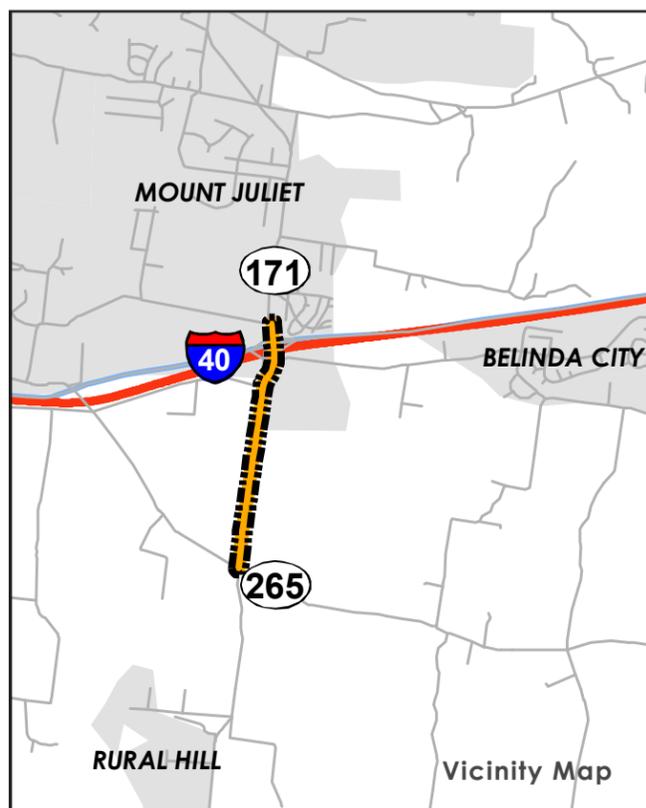
**Mt. Juliet Road**

Central Pike to Pleasant Grove Road - Wilson County, TN



**Legend**

- Major Highways
- 2030 Road Widening
- Streets
- Railroads
- Strategic Corridor Limits



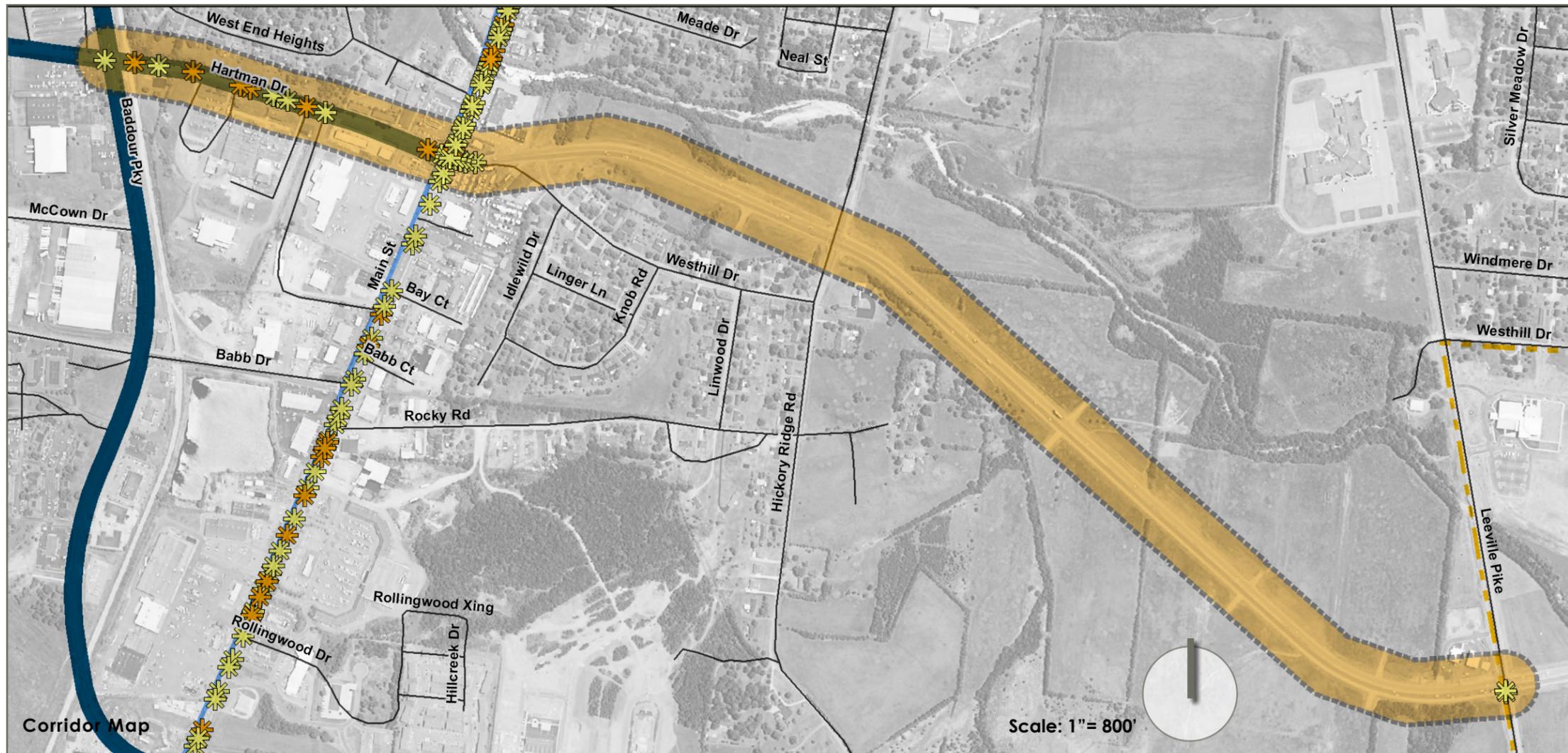
**Corridor Vision**

Traffic along the corridor is projected to increase to 19,200 vehicles per day by 2035. In order to accommodate the projected traffic volumes and promote a community gateway, the following recommendations are suggested:

- widen roadway to a 4-lane median divided section
- increase gateway features leading into downtown
- provide sidewalks to enhance pedestrian access to commercial development
- limit future and existing driveway access to Mt. Juliet Road
- consolidate driveways where possible
- provide strategic right and left turn lanes throughout the corridor
- include dedicated bike lanes to accommodate cyclists

**Mt. Juliet Road**

Central Pike to Pleasant Grove Road - Wilson County, TN



**Legend**

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits

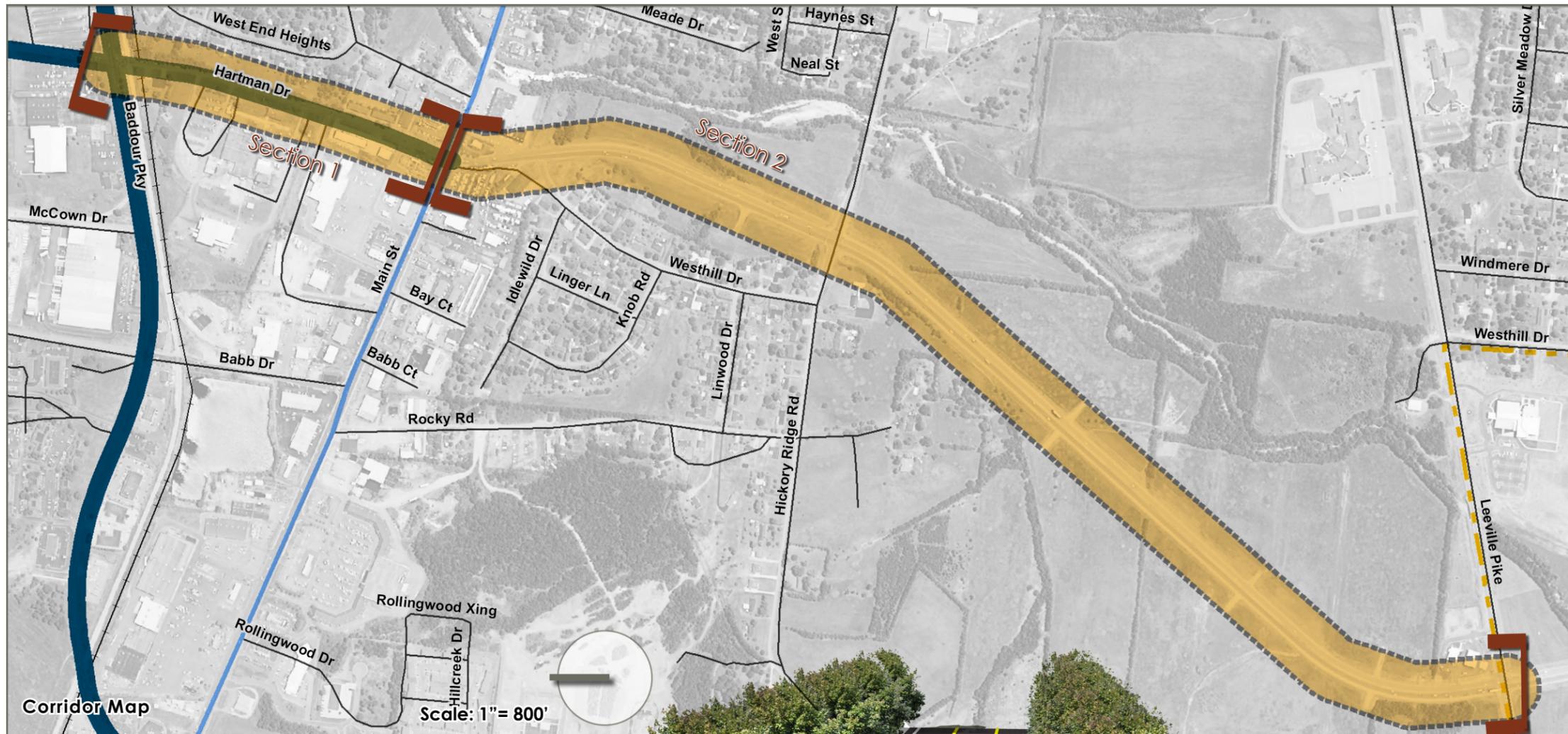


**Corridor Description and Issues Identified**

The corridor runs from W. Baddour Parkway to Leeville Pike, covering 1.86 miles. It is a 2-lane roadway section with paved shoulders and ditch swales from West Baddour Parkway to just south of US 70, a 5-lane section with shoulder and swale from Westhill Drive to Hickory Ridge Road and a 4-lane median divided shoulder and swale section from Hickory Ridge Road to Leeville Pike. The segment carried 16,700 vehicles per day in 2008. The corridor between Baddour Parkway and US 70 experiences a high volume of crashes, likely resulting from a lack of adequate auxiliary turn lanes.

**Hartmann Drive**

W. Baddour Parkway to Leeville Pike- Wilson County, TN

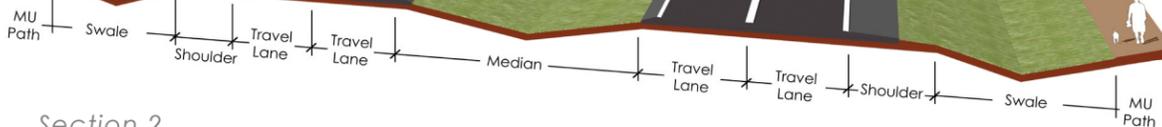


**Legend**

- Major Highways
- 2030 Road Widening
- Streets
- Railroads
- Strategic Corridor Limits



Section 1



Section 2

**Corridor Vision**

**North of US 70:**  
A three-lane curb and gutter section with sidewalks and bike lanes on both sides is recommended. This segment of the road should promote walkability and Complete Streets design characteristics and should compliment future redevelopment of the northwest quadrant of the intersection with Main Street including potential transit oriented development (as envisioned in the Lebanon focus area).

**South of US 70:**  
The existing four-lane divided section should be maintained. The wide shoulder will offer an enhanced environment for experienced cyclists and the addition of a multi-use path on both sides of the road will offer accommodations for pedestrian and bicycle riders of all skill levels. Access management practices that limit the number of driveways and encourages coordination between median breaks and signalization is encouraged to enhance safety and traffic operations.

**Main Street Intersection Considerations:**  
A high quality multi-modal intersection design will be required at the intersection with Main Street. The mix of vehicle types will require accommodations for larger vehicles. Careful attention to the design of the pedestrian and bicycle realm will be required at this location and may include: pedestrian refuge areas in the median, high visibility cross-walks, appropriate signage and pavement markings, and pedestrian signals.

**Hartmann Drive**

W. Baddour Parkway to Leeville Pike - Wilson County, TN



Legend

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Academy Road to Horn Springs Road, and covers 0.9 of a mile. It is a 2-lane section with minimal shoulders and swale. Other roadway characteristics include:

- rolling topography
- sight distance concerns throughout the corridor because of topography and landscaping
- heavy school traffic
- two fatal crashes between Cairo Bend Road and Horn Springs Road

Coles Ferry Pike

Academy Road to Horn Springs Road - Wilson County, TN



**Legend**

-  Major Highways
-  2030 Road Widening
-  Streets
-  Railroads
-  Strategic Corridor Limits



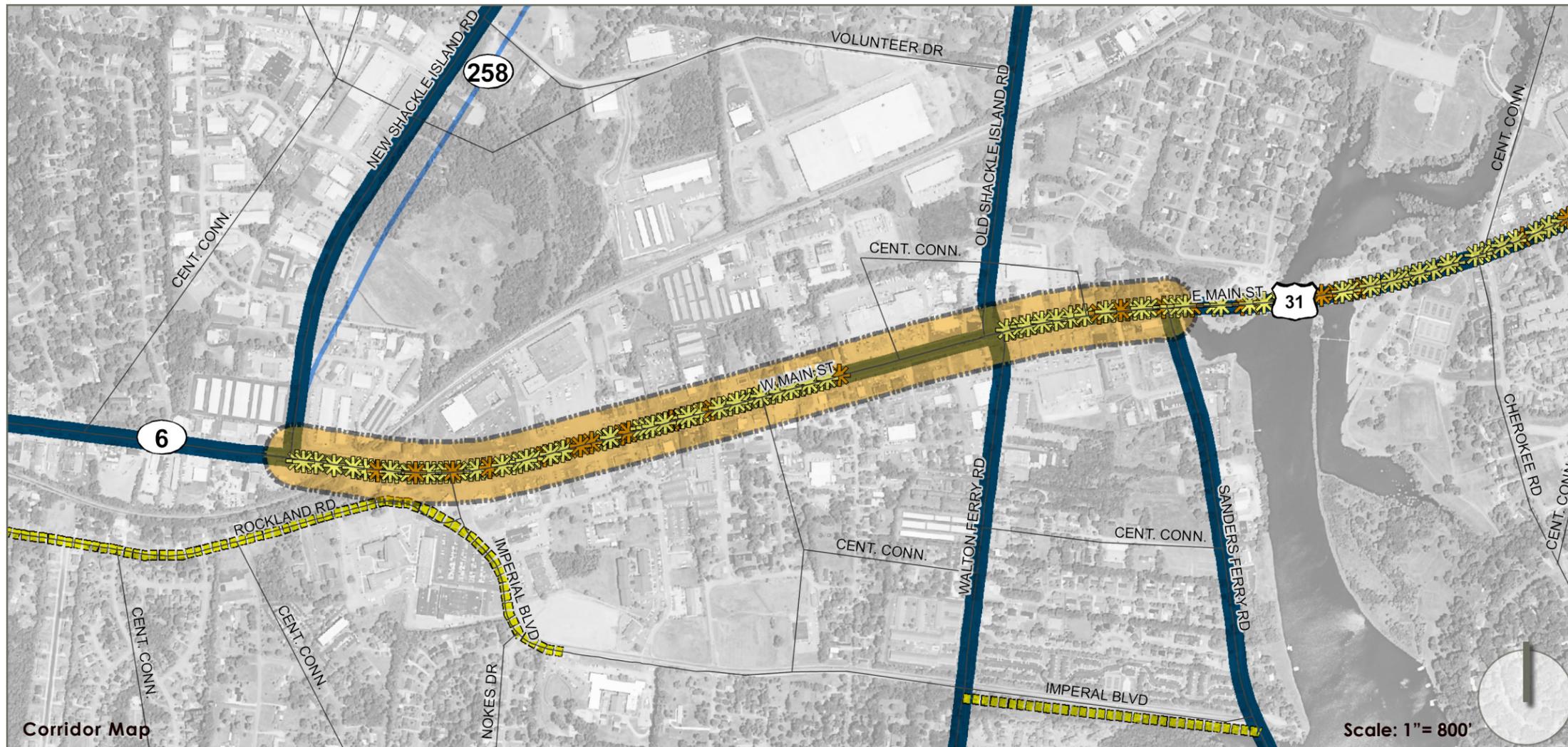
**Corridor Vision**

Traffic is projected to increase to 9,800 vehicles per day by 2035 along this segment of the corridor. Two travel lanes are sufficient to accommodate the projected traffic. This area is anticipated to remain residential in character and therefore the following recommendations are proposed:

- providing sidewalks in the vicinity of Friendship Christian School
- providing uniform sight distance/ visibility throughout the corridor through increased signage, landscape maintenance, and proper driveway placement
- increasing awareness of visibility concerns through use of rumble strips
- provide strategic right and left-turn lanes throughout the corridor

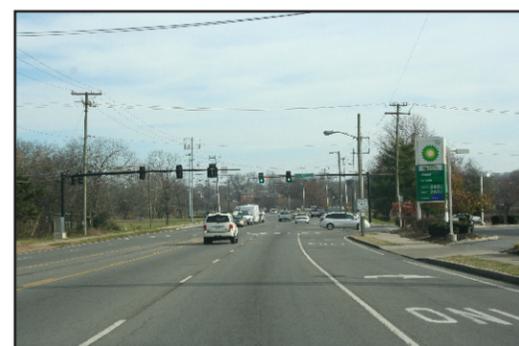
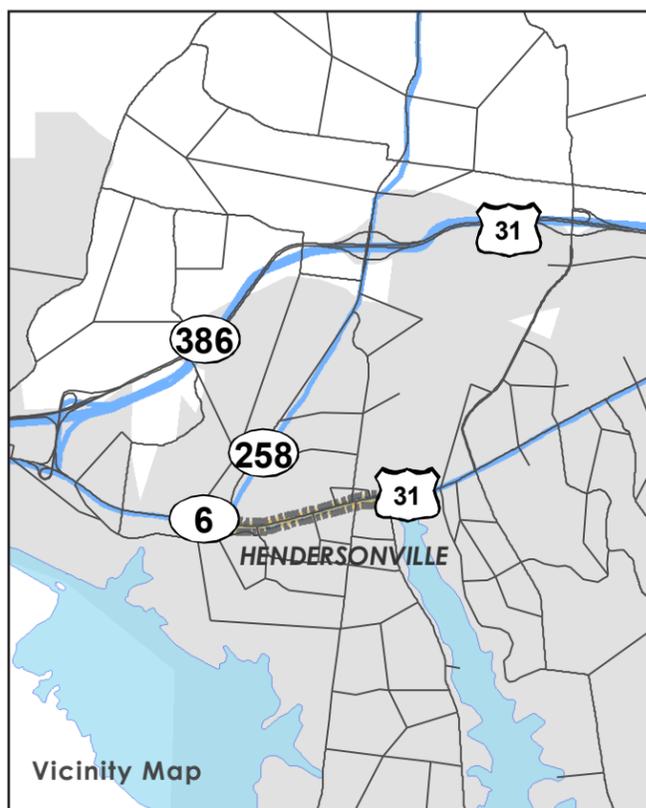
**Coles Ferry Pike**

Academy Road to Horn Springs Road - Wilson County, TN



**Legend**

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits

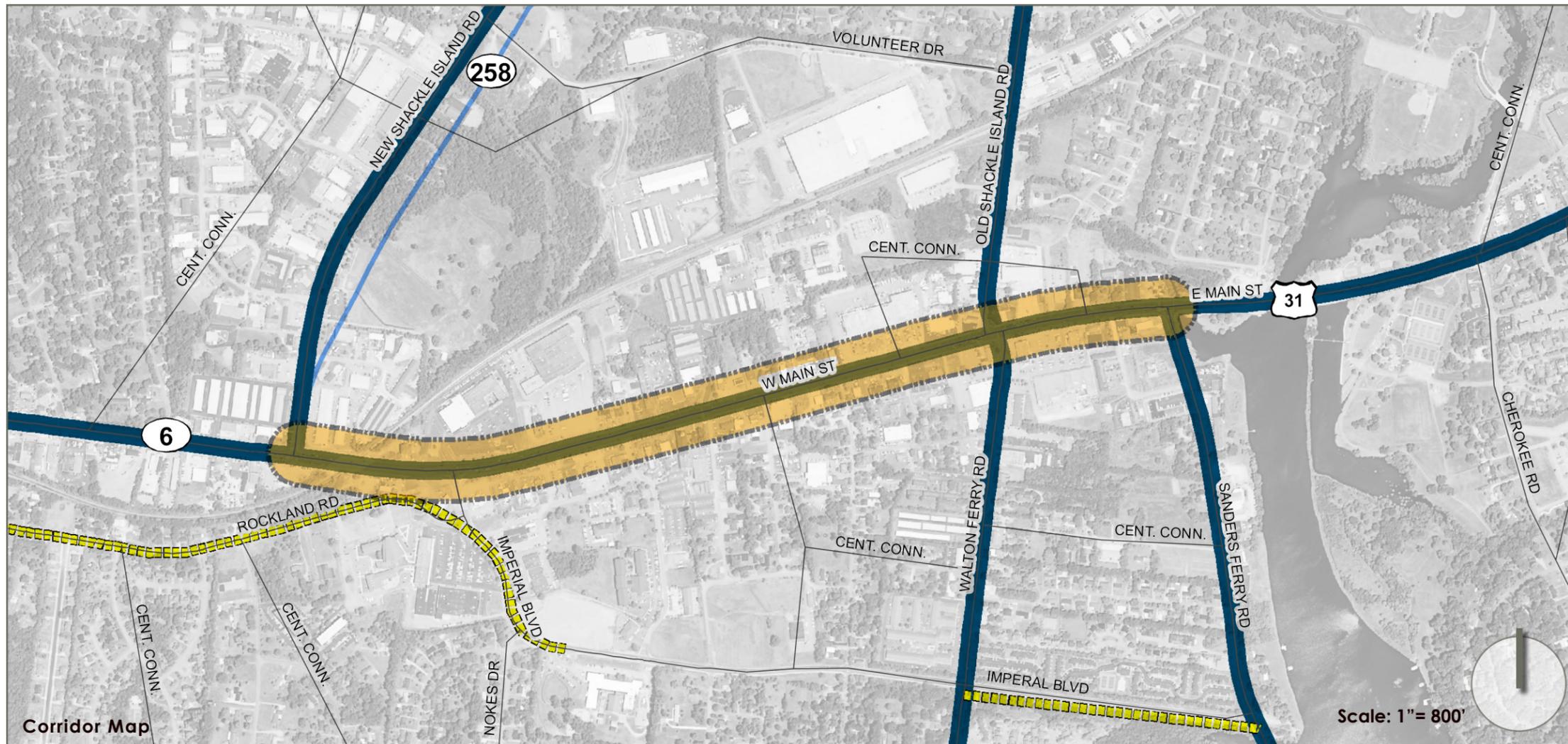


**Corridor Description and Issues Identified**

The corridor runs from New Shackle Island Road to Sanders Ferry Road, and covers a length 0.9 miles. It is a 5-lane section from New Shackle Island Road to Imperial Boulevard, a 6-lane section from Imperial Boulevard to Sanders Ferry Road with 2 westbound lanes, 3 eastbound lanes and a two-way left turn lane. There are five foot sidewalks on both sides of the corridor from Executive Park Drive to Imperial Drive. There is also a bridge over the railroad at New Shackle Island Road. This section does not have a sidewalk but does have wide shoulders. The segment carries 37,704 vehicles per day (AADT) and has a speed limit of 45 and 40 mph. Other characteristics include acceleration and deceleration lanes with wide shoulders for bikes and numerous driveway cuts. The corridor has a high crash frequency which is likely a result of the center turn lane and driveway frequency.

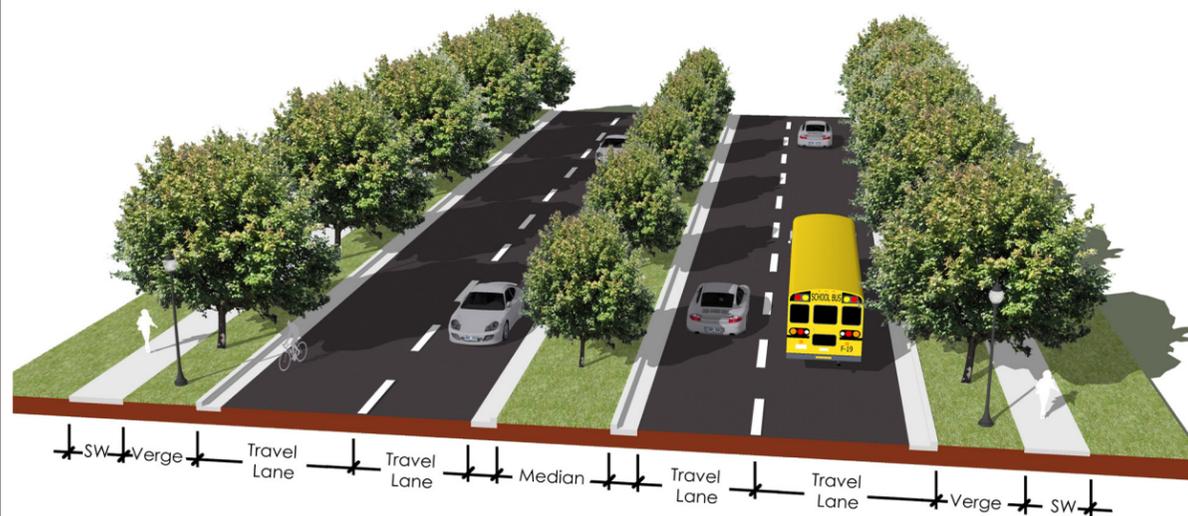
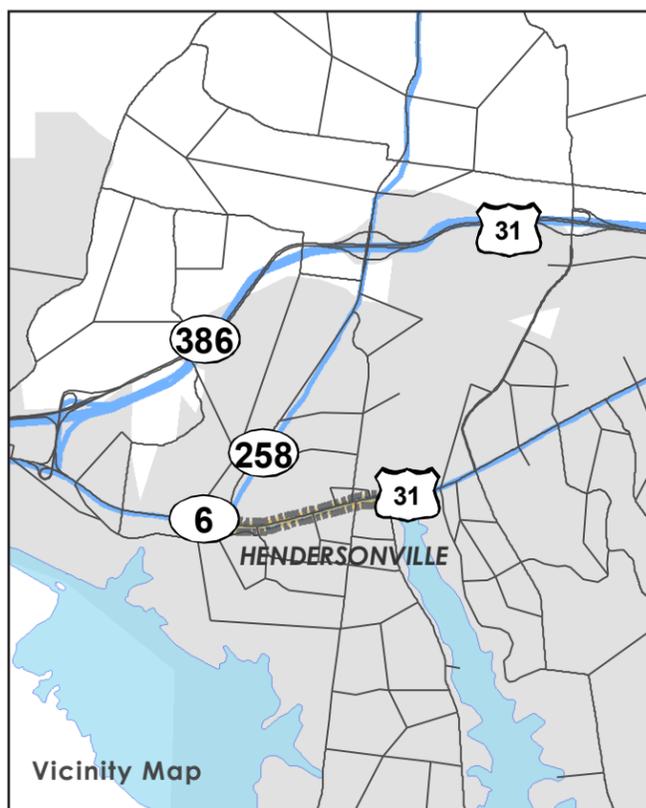
**Gallatin Pike/West Main Street**

New Shackle Island Rd to Sanders Ferry Rd - Sumner County, TN



**Legend**

- Major Highways
- 2030 Road Widening
- Streets
- Railroads
- Strategic Corridor Limits
- New Roadway



**Corridor Vision**

Traffic along the corridor is projected to increase to 43,900 vehicles per day by 2035. In order to accommodate this traffic, a 4-lane median divided roadway section is proposed. The installation of a raised median will likely reduce the crash frequency and type that is present in the corridor today. A complete streets approach to this corridor is envisioned and is intended to accommodate the integrated movement of all modes through the corridor. In addition, the following recommendations are also proposed:

- providing sidewalks throughout the entirety of corridor to access commercial development and the river park
- providing pedestrian signals and high visibility crosswalks at all signalized intersections
- consolidating existing driveways and minimizing future driveways
- increasing gateway features of the corridor into downtown through the installation of a median
- improve the roadway to 4-lane median divided roadway to accommodate future traffic volumes
- providing median breaks and dedicated turn lanes where warranted
- include wide outside lane to accommodate skilled bike riders and public transportation

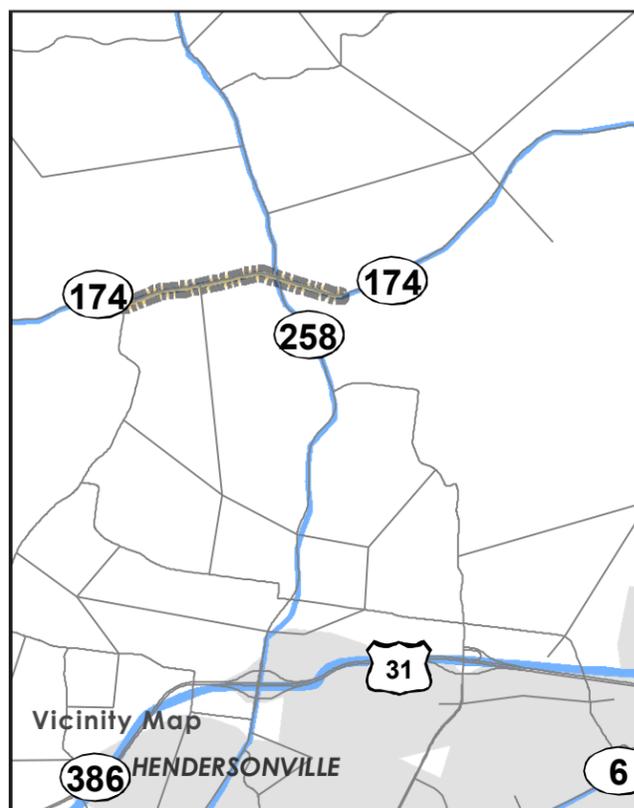
**Gallatin Pike/West Main Street**

New Shackle Island Rd to Sanders Ferry Rd - Sumner County, TN



**Legend**

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



**Corridor Description and Issues Identified**

The corridor runs from Center Point Road to Buchanan Circle, covering a distance of 1.54 miles. It is a 3-lane section with a paved shoulder and swale from Buchanan Circle to School Drive and a 2-lane section with shoulder and swale from School Drive to Center Point Road. The corridor carries 10,800 vehicles per day (according to the AADT from 2008). In addition, there is heavy school bus traffic. Other characteristics of the corridor include:

- Offset intersection at CenterPoint Road/Happy Hollow Road
- Crosswalks at Shackle Island Road and Long Hollow but no sidewalks
- Blind shoulders/driveways with limited visibility
- Speed limit posted at 50 mph, 15 mph during school hours
- Travel speeds higher than posted speeds
- High crash frequency east of New Shackle Island Road

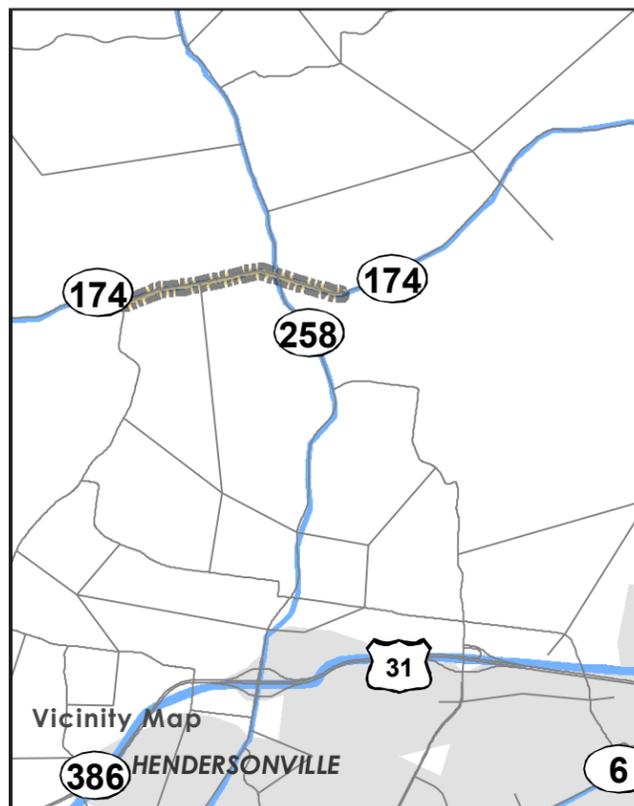
**Long Hollow Pike**

Center Point Road to Buchanan Circle - Sumner County, TN



**Legend**

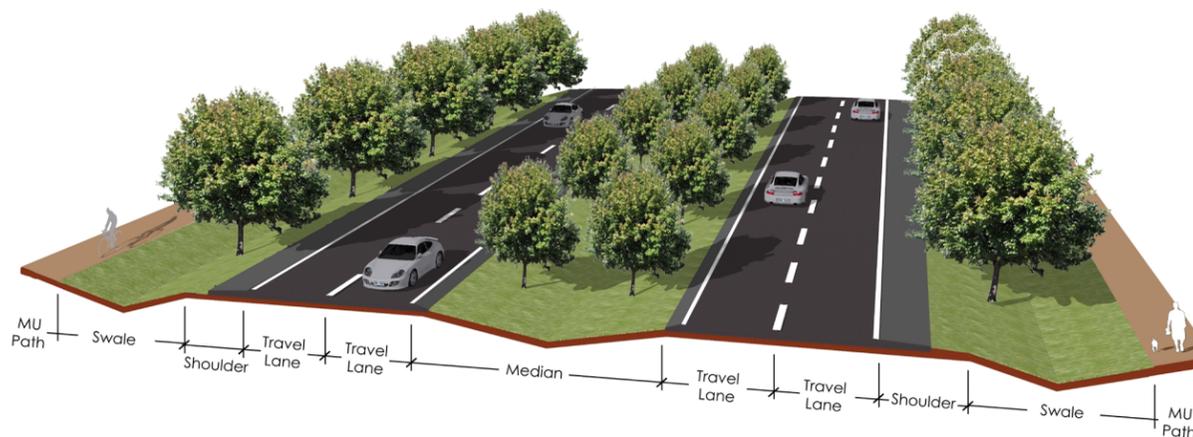
-  Major Highways
-  2030 Road Widening
-  Streets
-  Railroads
-  Strategic Corridor Limits



**Corridor Vision**

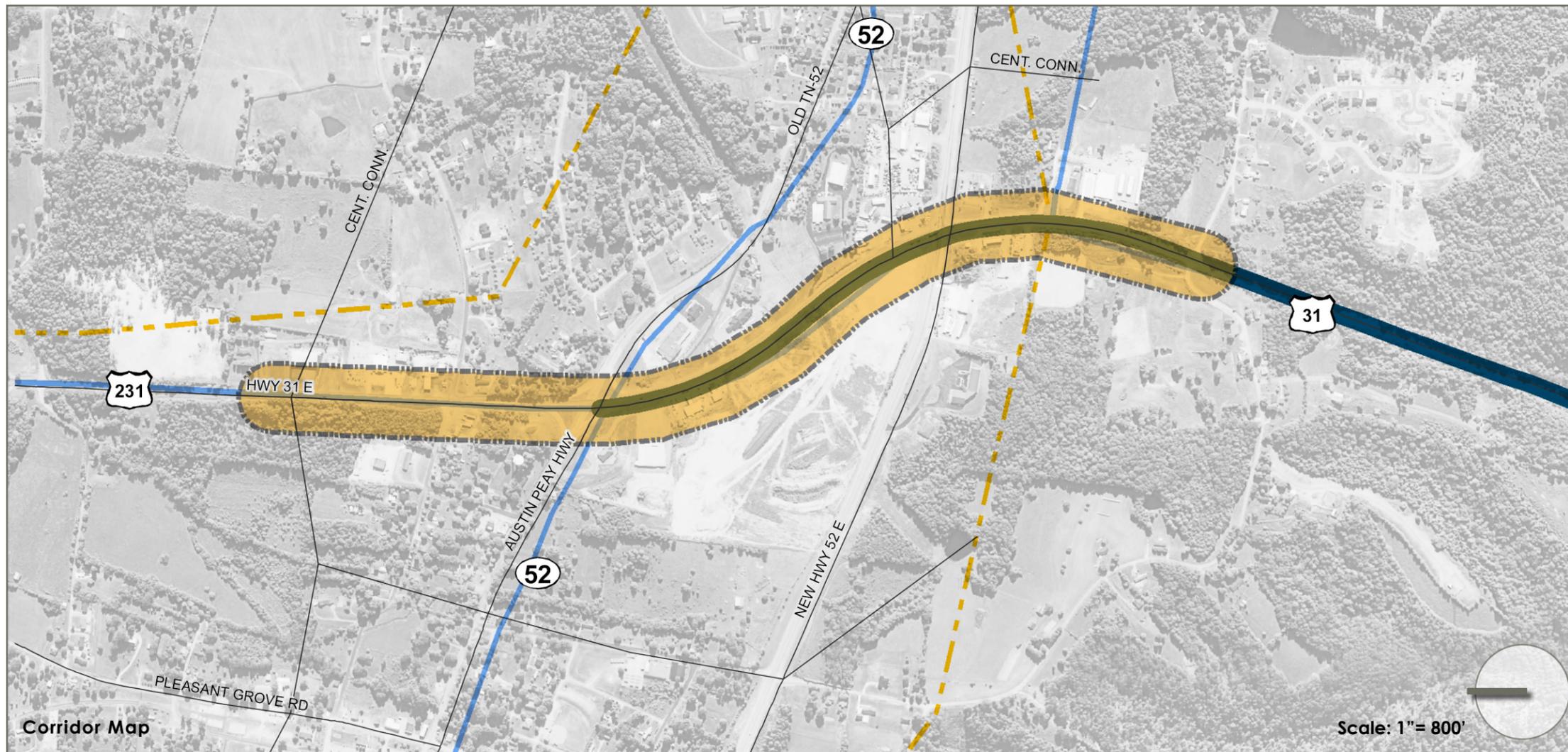
This corridor is adjacent to the Shackle Island focus area located at the northwest quadrant of the intersection of Long Hollow Pike and New Hope Road. The projected volume in 2035 along the corridor is 13,420 vehicles per day. In response to the projected traffic, widening the roadway to create a 4-lane divided median with paved shoulder and swale is recommended. Other recommendations include:

- providing for a shared use path in the vicinity of the elementary, middle, and high schools on both sides of the road
- providing for a shared use path along creek parallel to New Hope Road
- reconstructing intersection of Center Point Road and Happy Hollow Road to alleviate approach offset and sight distance concerns
- providing high visibility crosswalks and pedestrian heads at signalized intersections
- minimizing the flow rate of stormwater and contributing to improved water quality through use of shoulder and swale section and depressed median



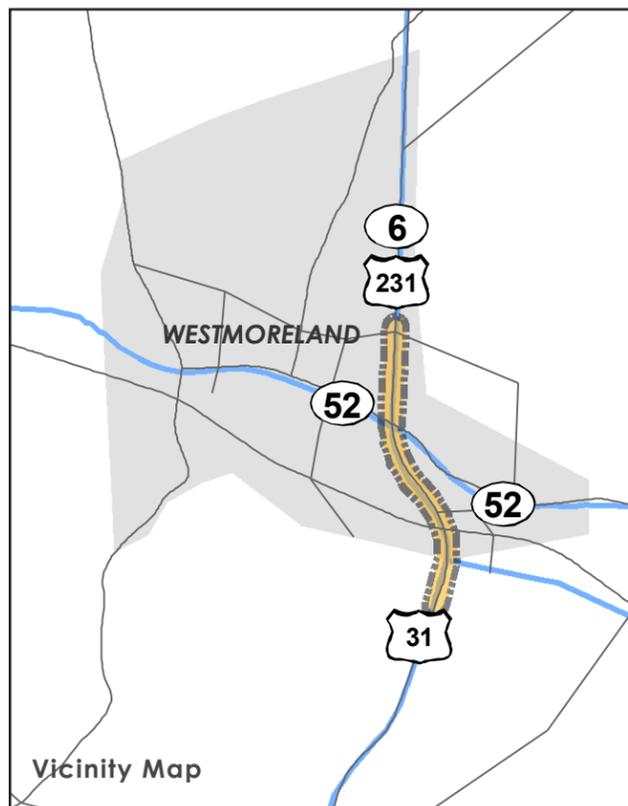
**Long Hollow Pike**

Center Point Road to Buchanan Circle - Sumner County, TN



### Legend

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



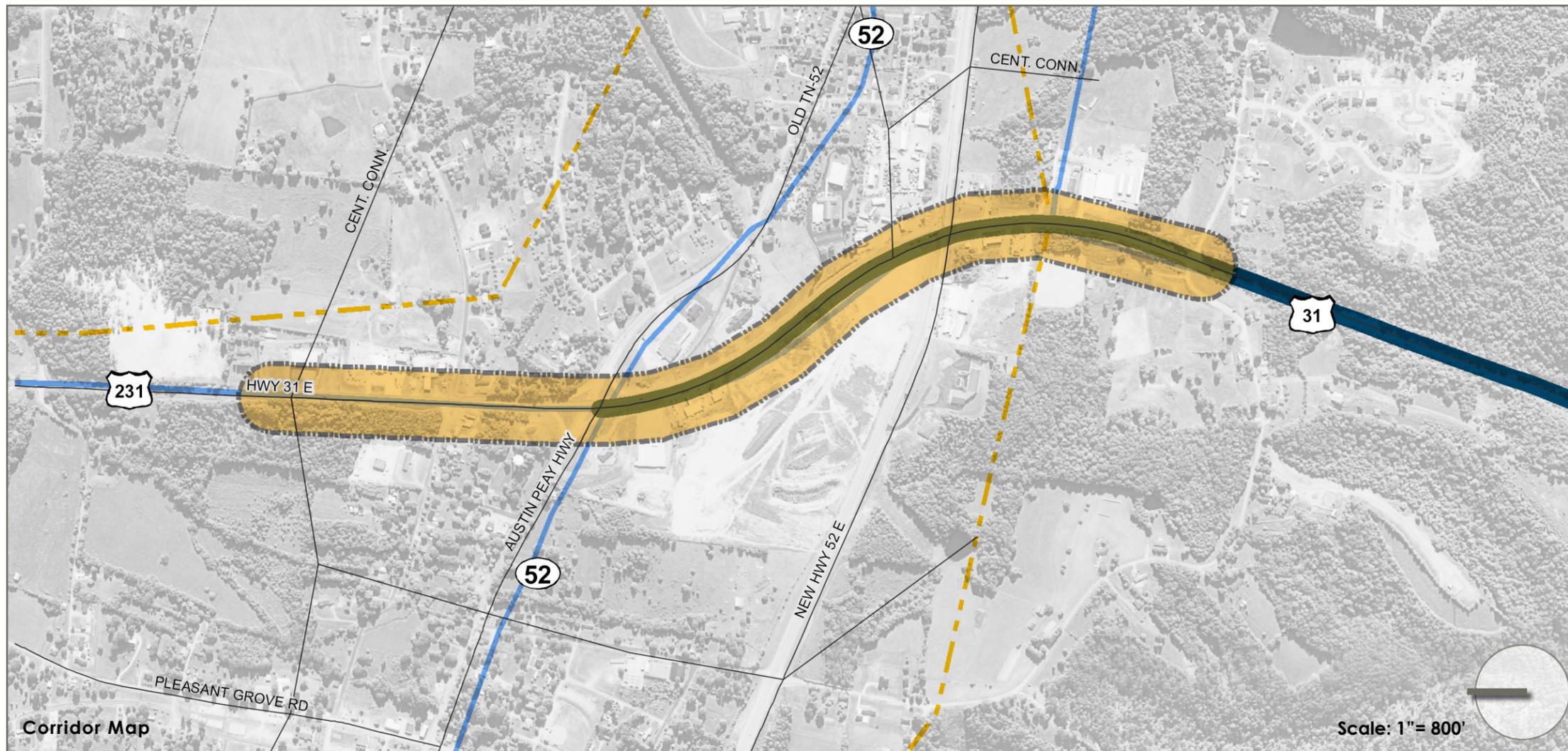
### Corridor Description and Issues Identified

The corridor runs from Epperson Springs Road to Clyde Wix Road and covers a distance of one mile. The corridor has a 2-lane section with paved shoulder and swale from Clyde Wix Road to just south of Austin Peay Road, a 4-lane section with shoulder and swale through the intersection with Austin Peay Road, and a 2-lane section with shoulder and swale north of Austin Peay Road to Epperson Springs Road. The corridor carries 6,200 - 10,300 vehicles per day, according to the 2008 AADT. Other characteristics include:

- Some blind shoulders/driveways with limited visibility
- Multiple driveway cuts along corridor
- Confusing intersection at Highway 23/ intersection with Austin Peay Highway with large right-turn radii

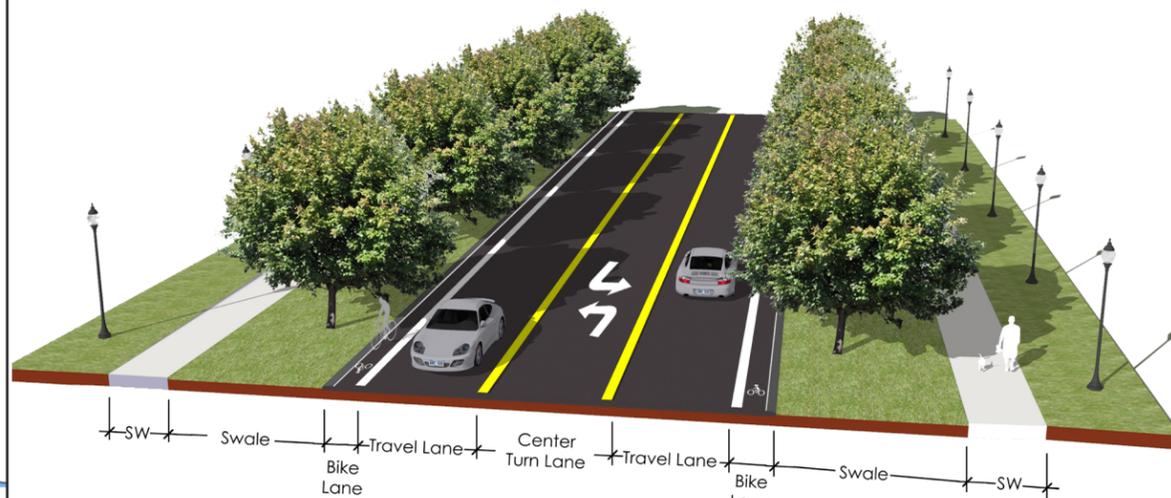
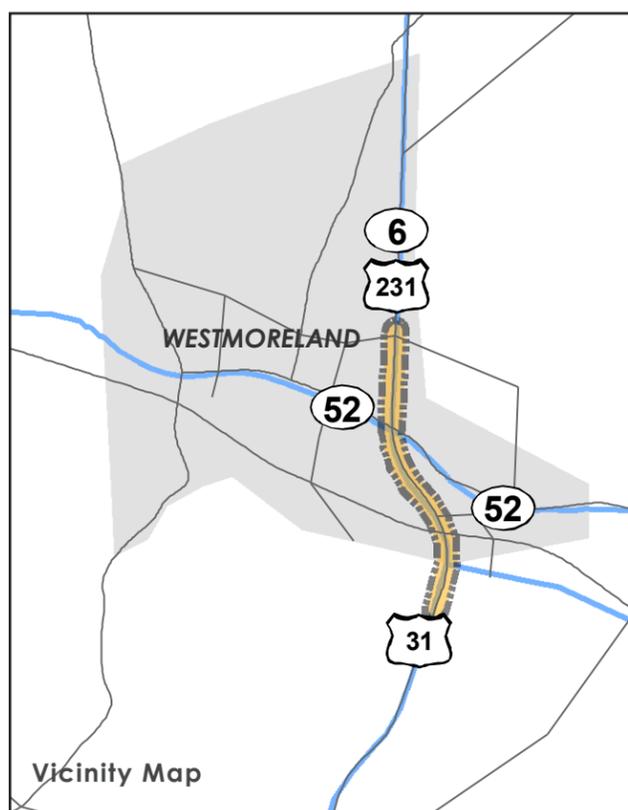
### US 31 E

Epperson Springs Road to Clyde Wix Road - Sumner County, TN



**Legend**

- Major Highways
- 2030 Road Widening
- Streets
- Railroads
- Strategic Corridor Limits



**Corridor Vision**

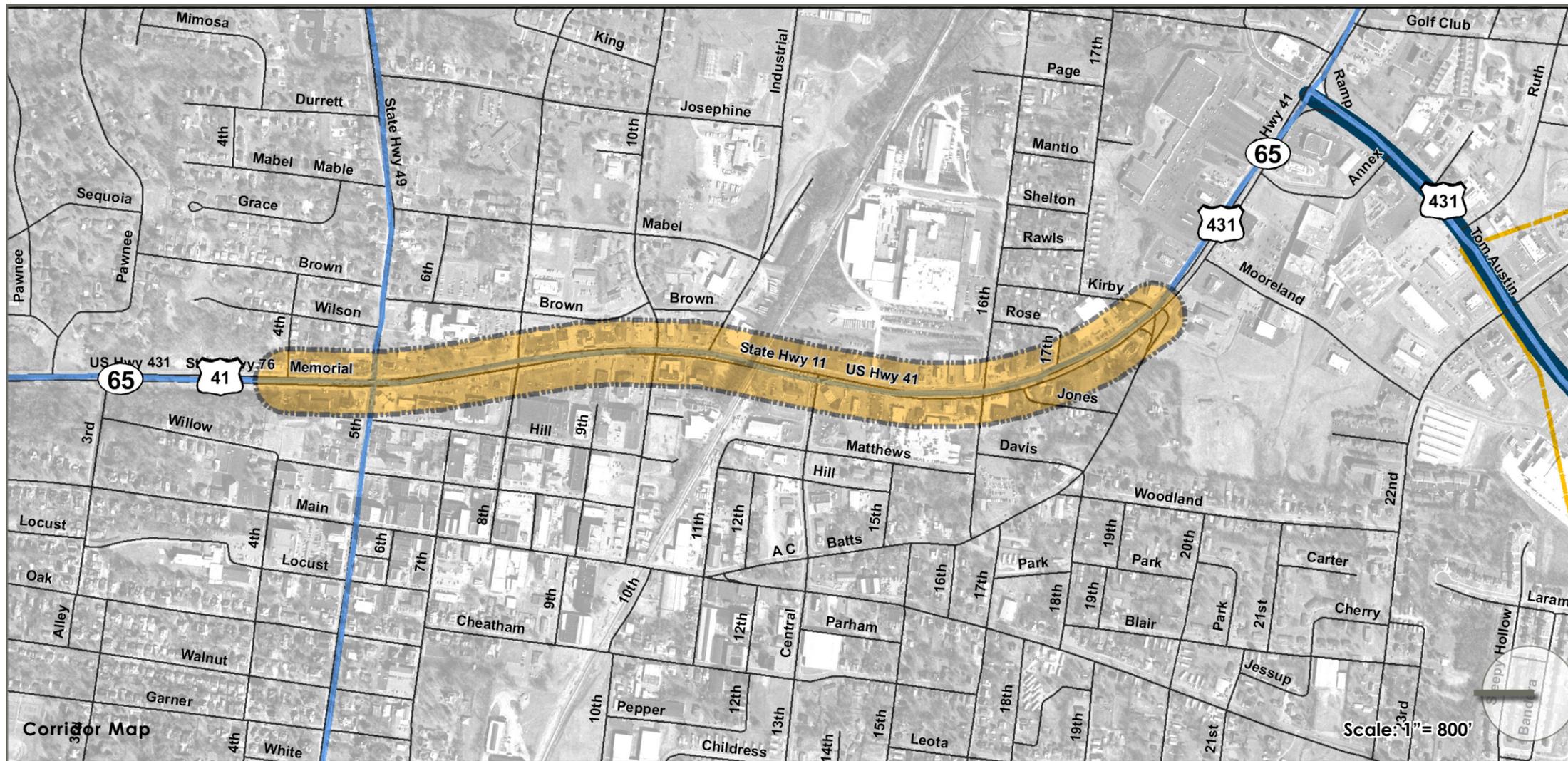
The overall corridor is located in a relatively rural area but the strategic corridor segment falls within a focus area representing a potential village center at the intersection Hwy 52. The projected 2035 volumes vary greatly along the corridor between 5,900 and 19,000 vehicles per day. Within the village center a three-lane cross section is recommended. In an effort to create a sense of arrival and corresponding change in driver behavior a number of design elements are proposed including: the addition of sidewalks, pedestrian scale lighting, bike lanes and street trees. In addition, a posted speed limit that doesn't exceed 35 mph through any future village center is recommended. Additional roadway capacity may be required in locations where greater travel demand is anticipated (major intersections and segment of roadways with higher traffic volumes). Other recommendations include:

- providing a center turn-lane to improve access to adjacent properties
- removing the right-turn slip lanes at the Austin Peay Highway intersection at West 31E
- signaling intersection of US 31E at Austin Peay Highway upon meeting signal warrants
- providing pedestrian signal heads and high visibility crosswalks at signalized intersections.

**US 31 E (Westmoreland)**

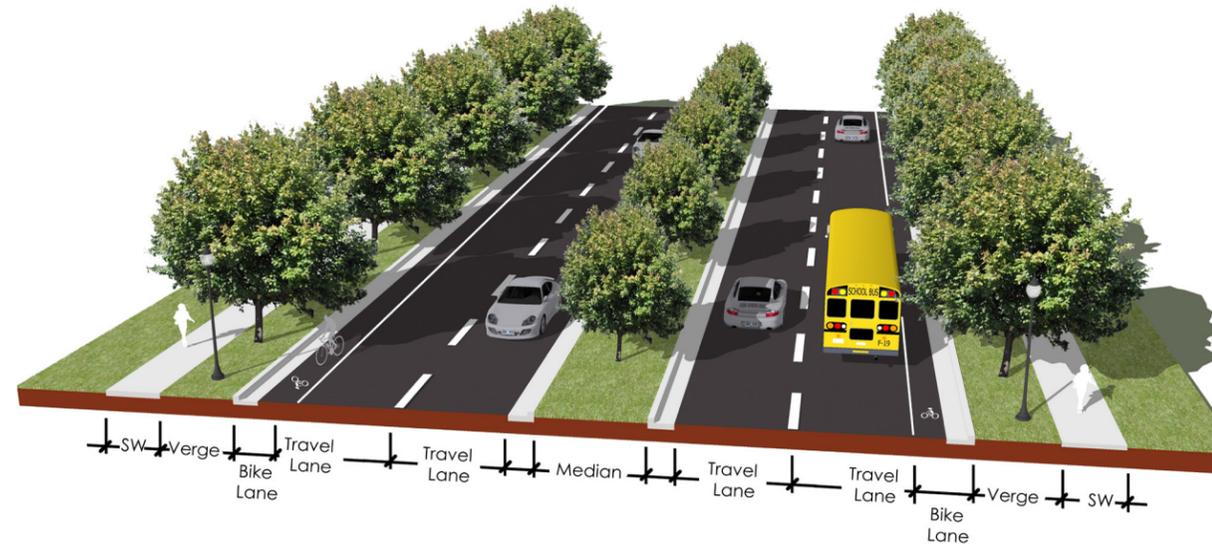
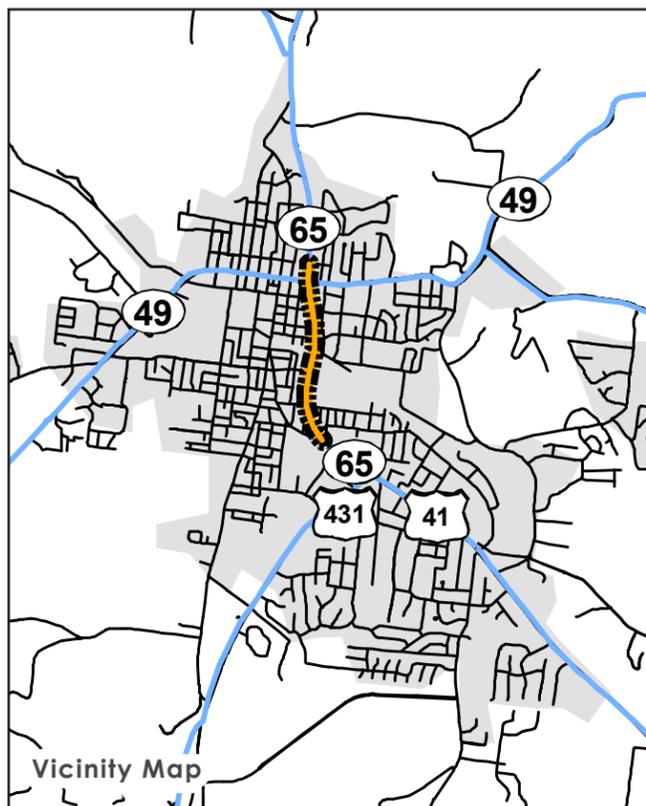
Epperson Springs Road to Clyde Wix Road - Sumner County, TN





**Legend**

- Major Highways
- 2030 Road Widening
- Streets
- +— Railroads
- Strategic Corridor Limits



**Corridor Vision**

This corridor is located in a traditional town center character area and is also within a designated focus area that communicates potential infill and redevelopment opportunities in the vicinity of the Springfield downtown. The projected 2035 traffic volume is 25,860 vehicles per day. The roadway is effectively the eastern boundary of the downtown and should be designed with this context in mind. In addition, this segment of roadway may play a role in providing an alternate north-south route for trucks through the downtown (in conjunction with Central Avenue) as opposed to using 5th Avenue. When considering the context of the area, proximity of downtown, and potential for future infill and redevelopment, the following improvements are proposed:

- install median along Memorial Blvd to provide access management and to enhance gateway features into downtown
- sign Memorial Blvd as a truck route from the intersection around 5th Avenue to Central Avenue
- restrict truck access except by permit along West 5th Ave. between Memorial Blvd. and Central Ave. West
- reconstruct the Batts Blvd approach to Memorial Blvd by removing the channelizing islands
- Provide median breaks and turn lanes where warranted
- include bike lanes and sidewalks

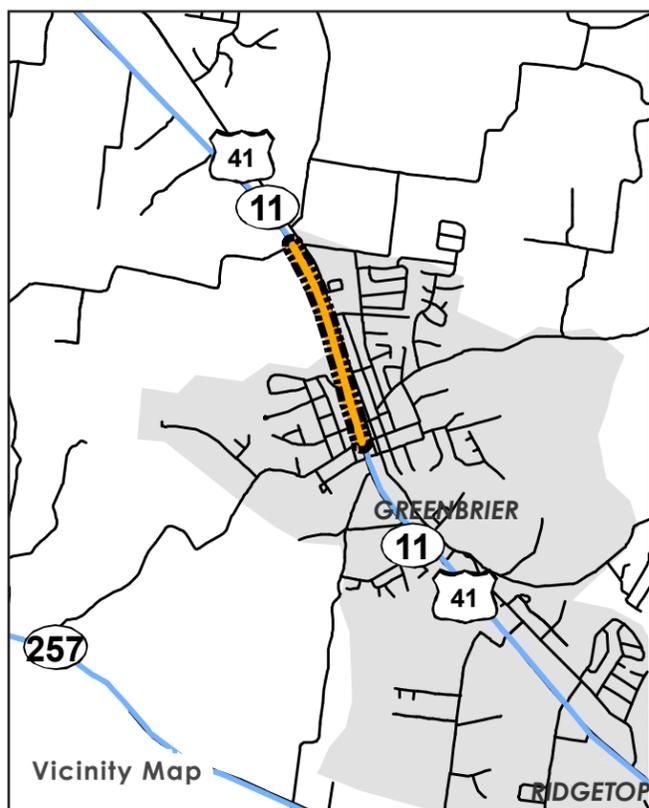
**Memorial Boulevard**

East 4th Avenue to Batts Boulevard - Robertson County, TN



**Legend**

- Fatal
- Injury
- Property Damage Over \$400
- Streets
- Major Roadways
- Railroads
- 2030 Road Widening
- Strategic Corridor Limits



**Corridor Description and Issues Identified**

The corridor runs from Lights Chapel Road to East College Street, and covers 1 mile. The existing section is a 5-lane with curb and gutter. In 2008 the corridor had an average annual daily traffic volume of 17,800 vehicles per day. Other corridor characteristics include:

- open driveway cuts
- wide outside shoulders

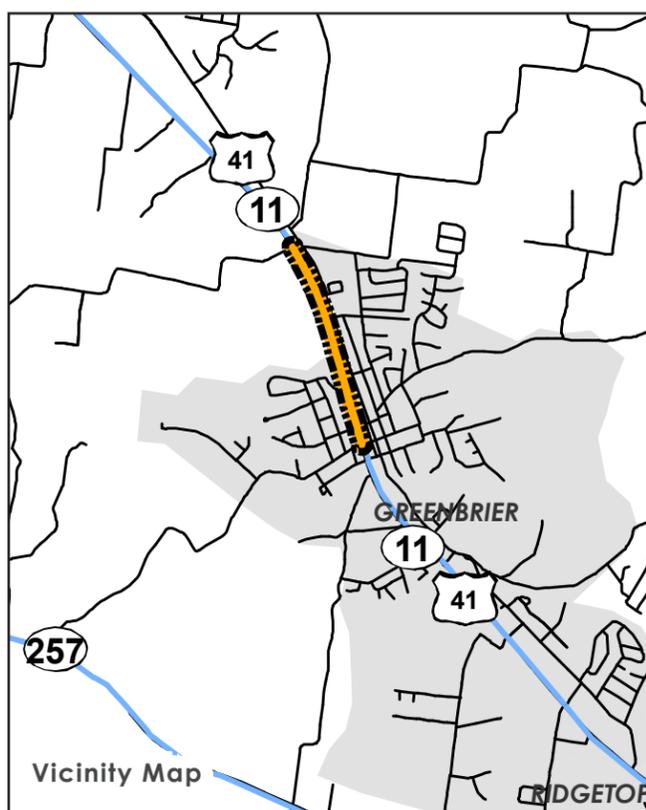
**US 41**

Lights Chapel Road to East College Street - Robertson County, TN



**Legend**

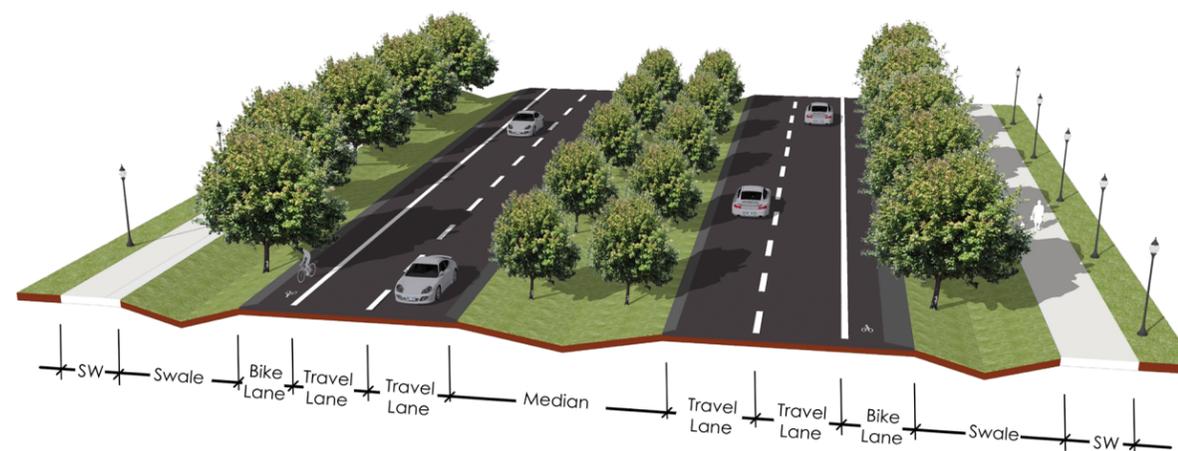
-  Major Highways
-  2030 Road Widening
-  Streets
-  Railroads
-  Strategic Corridor Limits



**Corridor Vision**

Traffic along the corridor is projected to increase to 26,500 vehicles per day by 2035. In order to accommodate increased traffic while promoting better access management and multi-modal accommodations, the following recommendations are proposed:

- creating a 4-lane median divided section with sidewalk on both sides of US 41
- providing median breaks and turn lanes where warranted
- providing bike lanes for experienced bicyclists
- increasing signage and visibility of crosswalk adjacent to school
- increasing gateway features approaching downtown



**US 41**

Lights Chapel Road to East College Street - Robertson County, TN