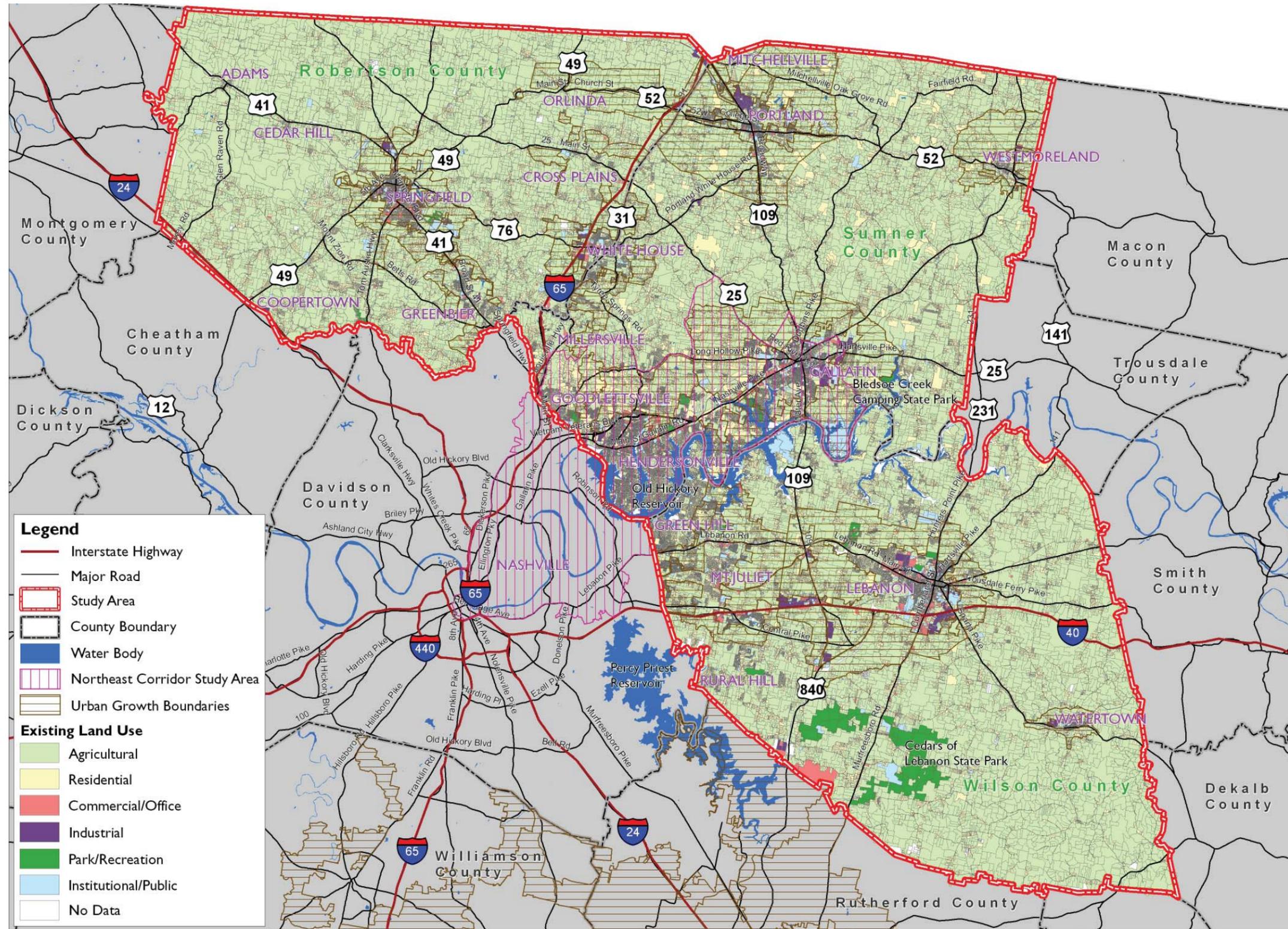


NOT TO SCALE

FIGURE 1.1: CONTEXT MAP

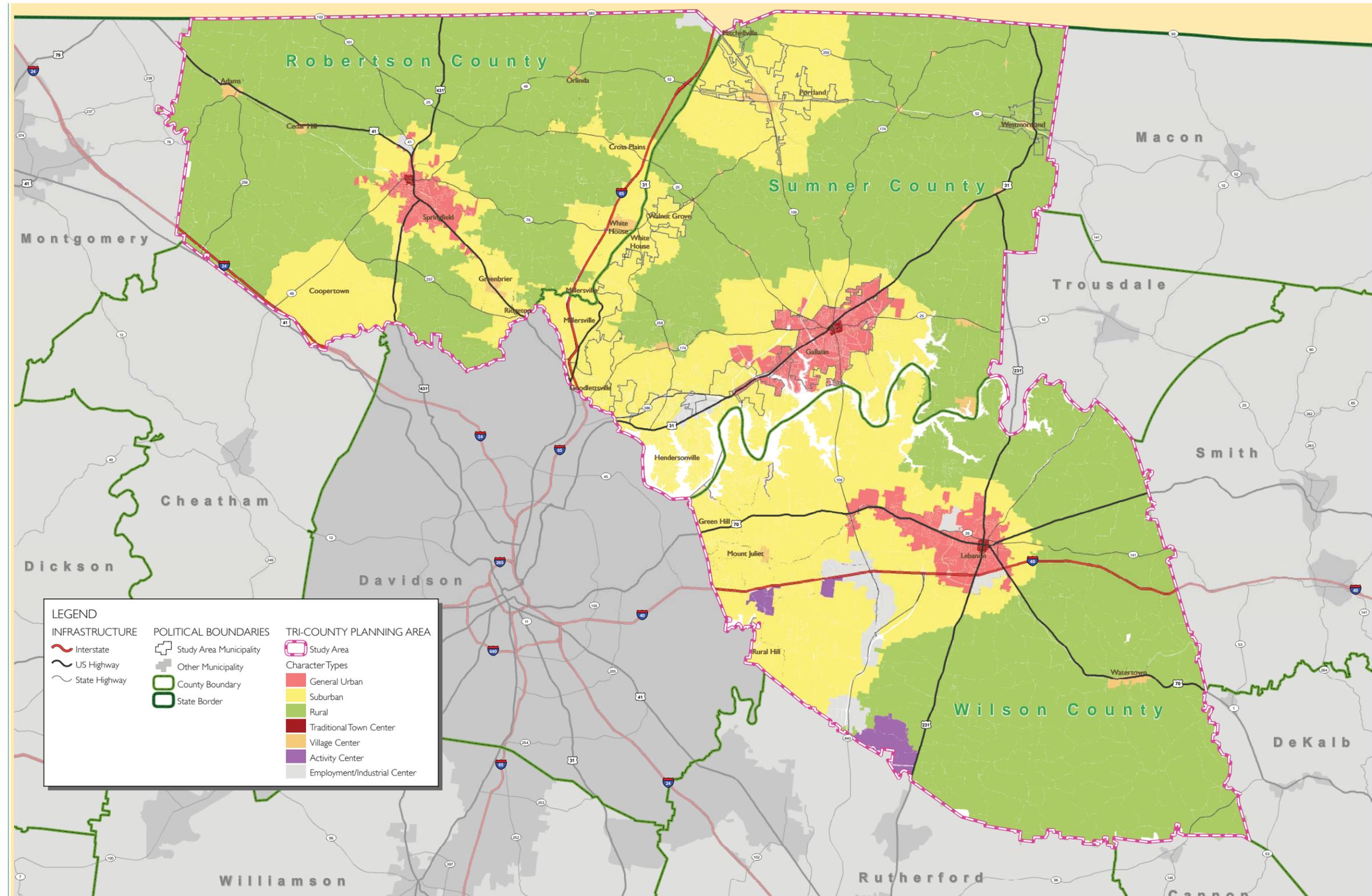
TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
NASHVILLE, TN



NOT TO SCALE

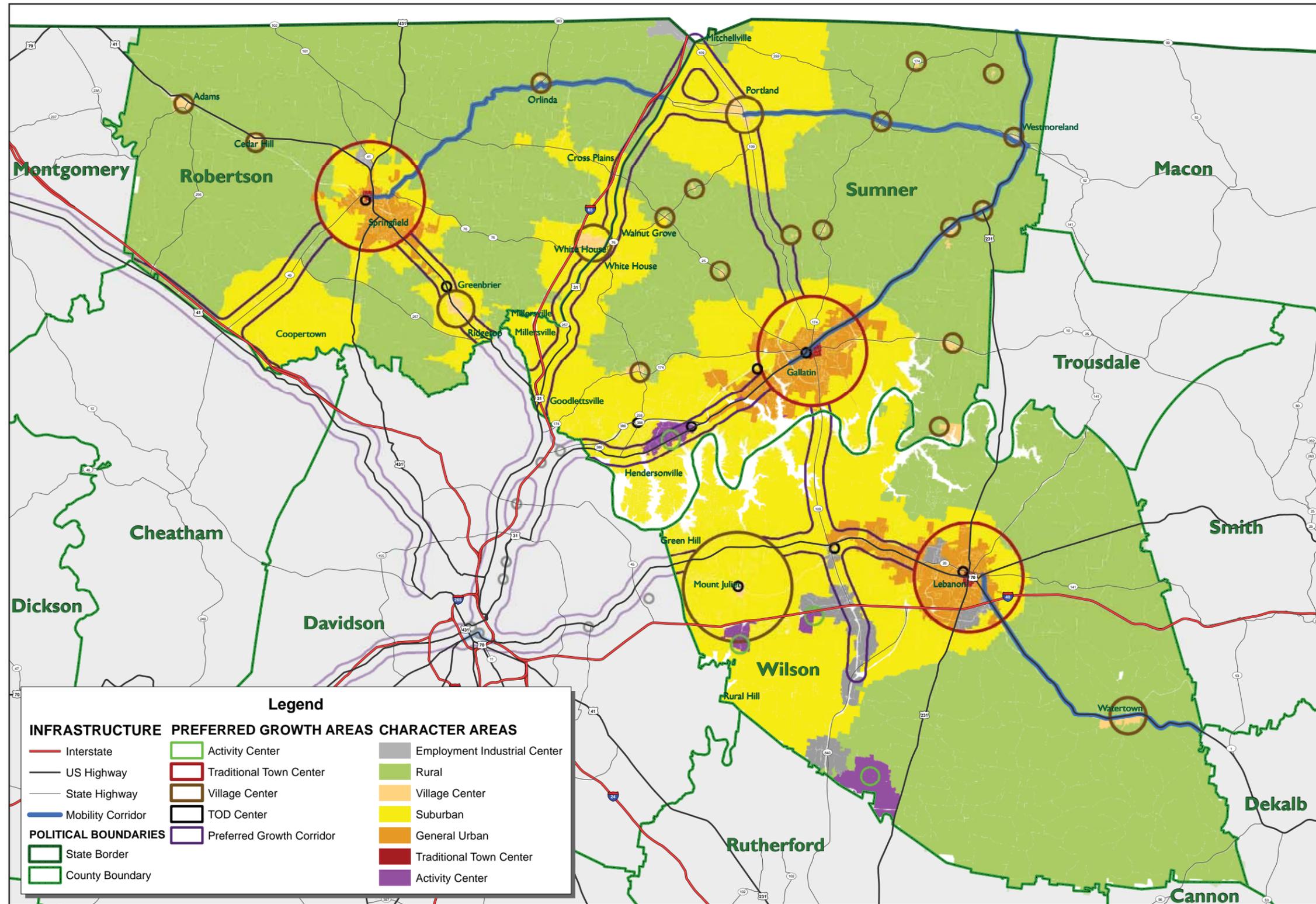
FIGURE 3.1: EXISTING LAND USE

TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
NASHVILLE, TN



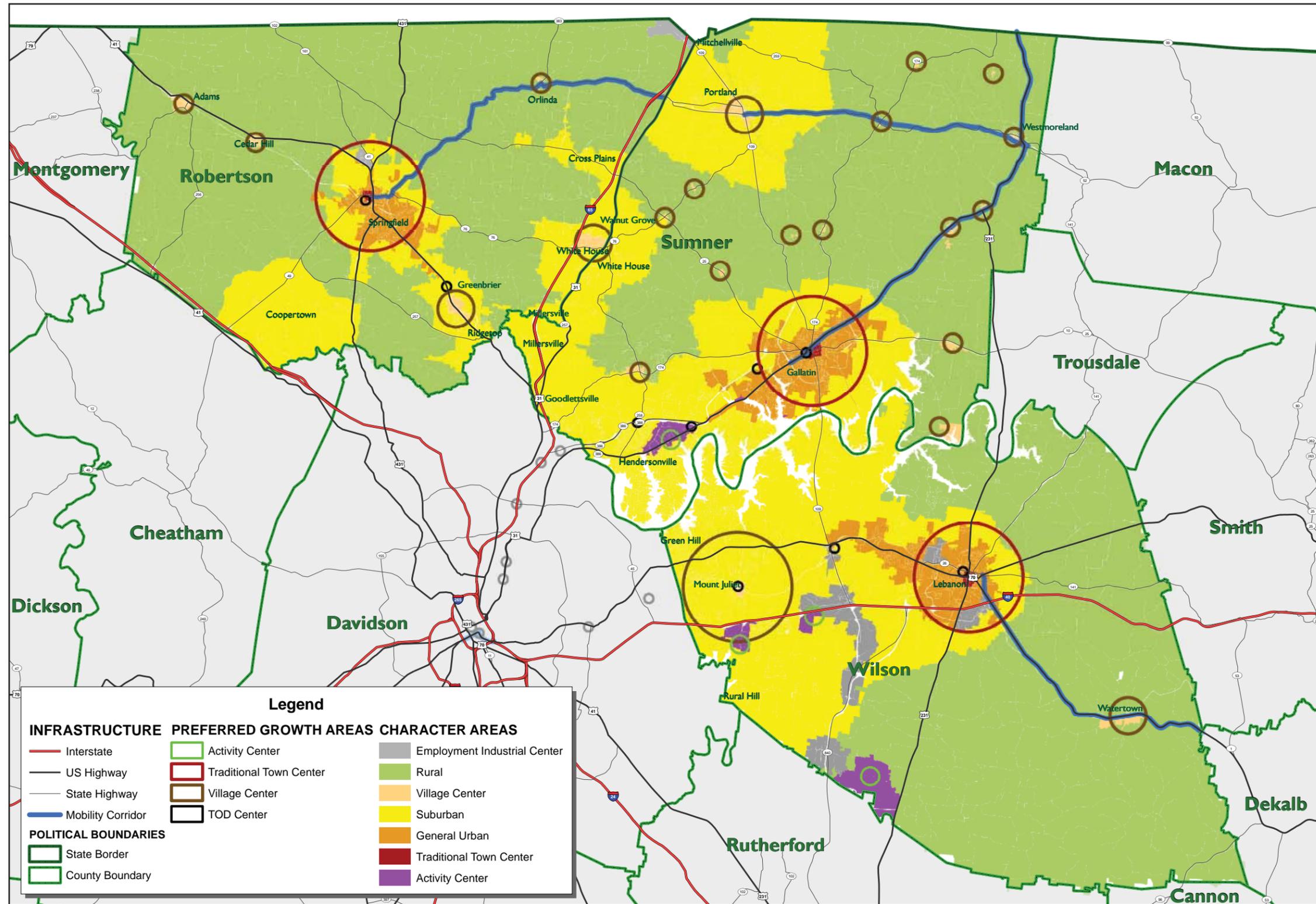
NOT TO SCALE

FIGURE 3.2: BAU MAP AND CHARACTER TYPES
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



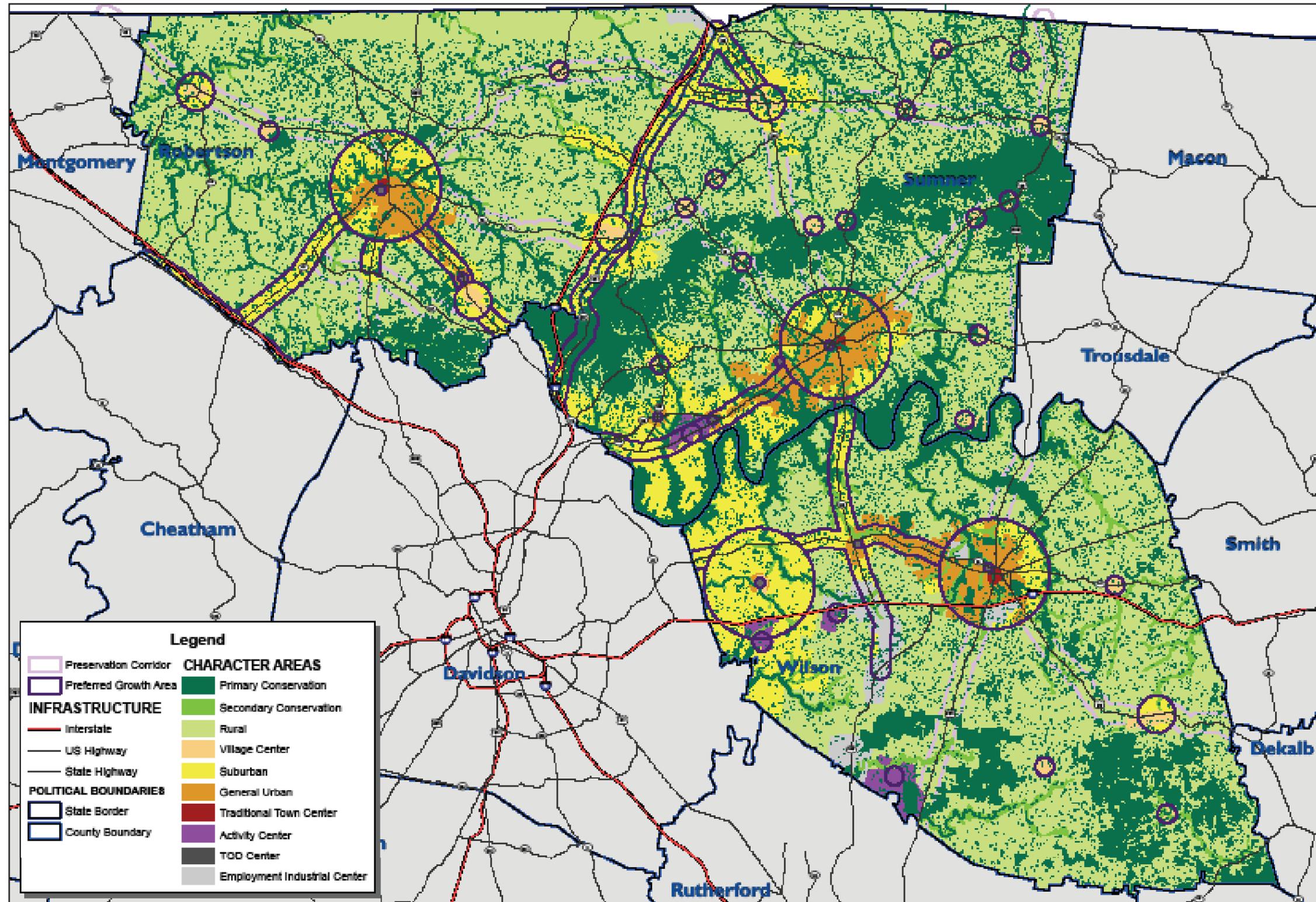
NOT TO SCALE

FIGURE 3.3: ALTERNATIVE SCENARIO 1: CENTERS & CORRIDORS
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE

FIGURE 3.4: ALTERNATIVE SCENARIO 2: CENTERS
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE

FIGURE 3.5: PREFERRED ALTERNATIVE SCENARIO
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE

FIGURE 4.11A: FOCUS AREA LEBANON AT HARTMANN DRIVE
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



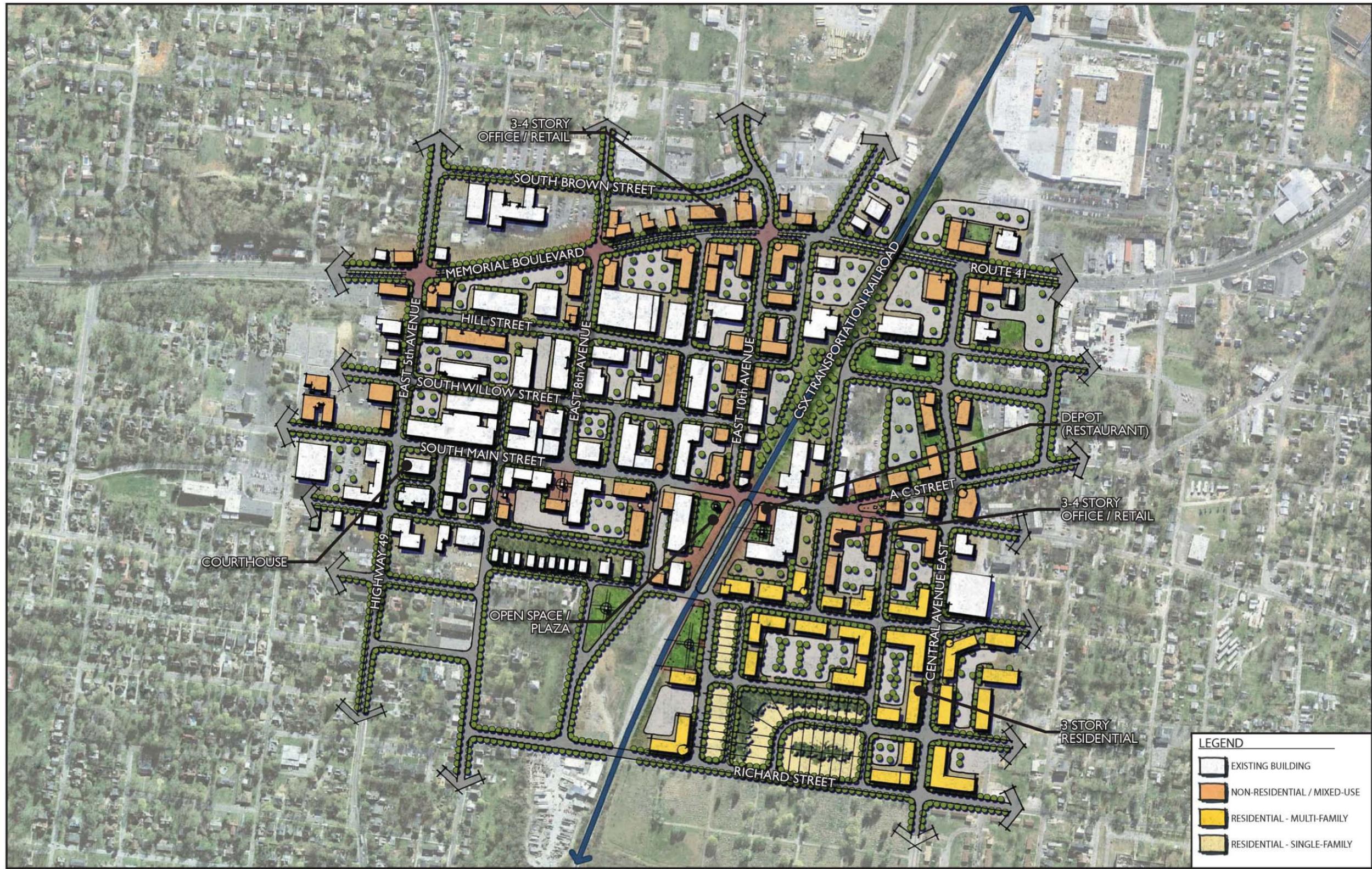
NOT TO SCALE

FIGURE 4.11B: FOCUS AREA LEBANON AT HARTMANN DRIVE
TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
NASHVILLE, TN



NOT TO SCALE

FIGURE 4.11C: FOCUS AREA LEBANON AT HARTMANN DRIVE
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE

FIGURE 4.12A: FOCUS AREA SPRINGFIELD AT MEMORIAL BLVD.
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE

FIGURE 4.12B: FOCUS AREA SPRINGFIELD AT MEMORIAL BLVD.
TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
NASHVILLE, TN



NOT TO SCALE

FIGURE 4.12C: FOCUS AREA SPRINGFIELD AT MEMORIAL BLVD.
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



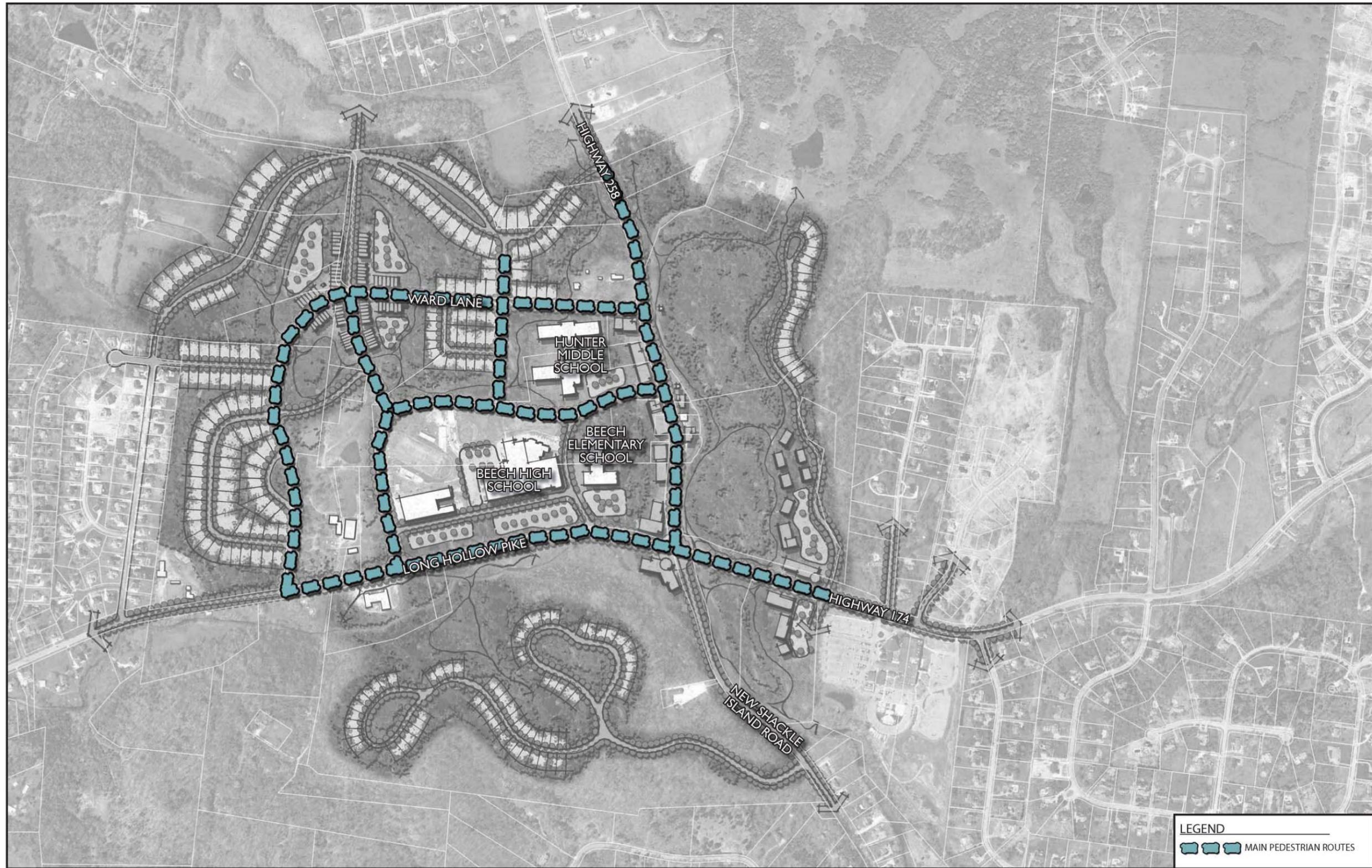
NOT TO SCALE

FIGURE 4.14A: FOCUS AREA SUMNER COUNTY AT LONG HOLLOW PIKE
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN



NOT TO SCALE

FIGURE 4.14B: FOCUS AREA SUMNER COUNTY AT LONG HOLLOW PIKE
TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
NASHVILLE, TN



NOT TO SCALE

FIGURE 4.14C: FOCUS AREA SUMNER COUNTY AT LONG HOLLOW PIKE
 TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
 NASHVILLE, TN

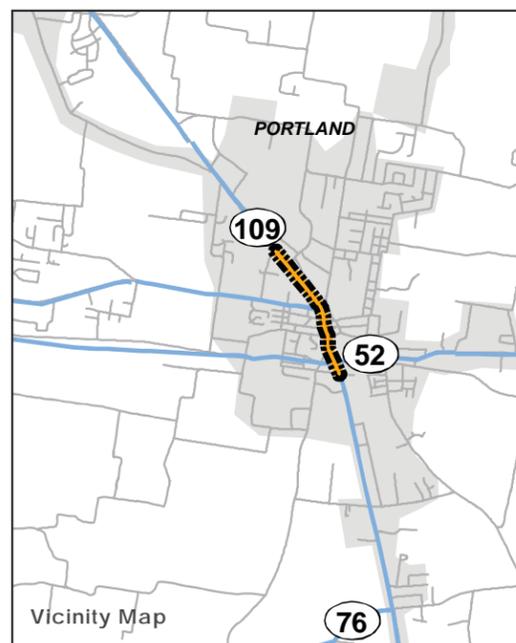


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Morningside Drive west to Knight street, covering a distance of 1.12 miles. The corridor is a 5-lane segment from West 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



NOT TO SCALE

FIGURE 4.1A: SR 109 (MORNINGSIDE DRIVE TO W. KNIGHT STREET)

TRI-COUNTY TRANSPORTATION AND LAND USE STUDY

NASHVILLE, TN



Legend

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits

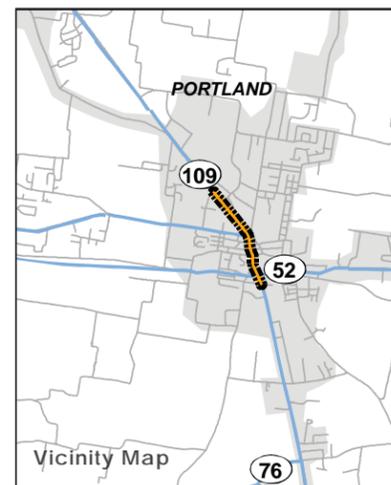
Corridor Vision

The projected travel demand for this corridor in 2035 is 21,846 vehicles per day (vpd). In order to accommodate this increased traffic, a 4-lane divided roadway is proposed.

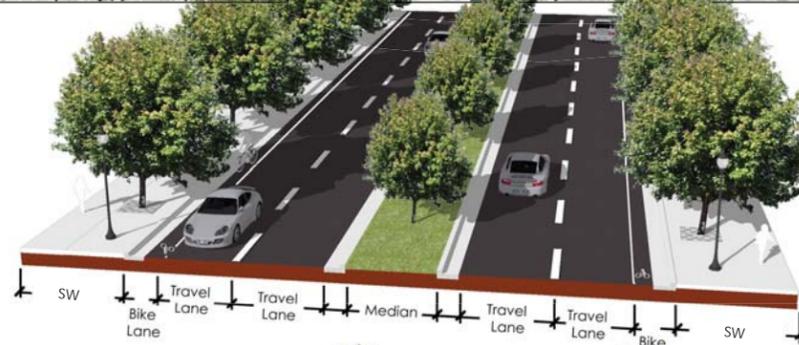
Other strategies are also recommended along the corridor to improve traffic flow and safety, including:

- 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

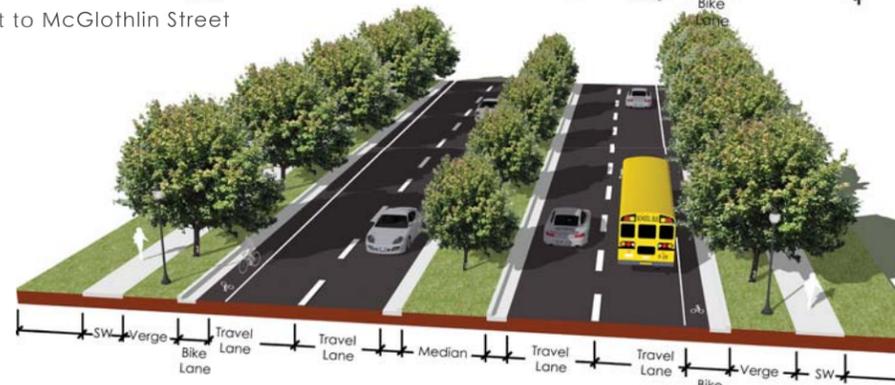
The section of road located between Market Street and McGlothlin Street is a part of Downtown Portland. For this reason, the proposed cross-section is slightly different than the remainder of the corridor and includes a generous sidewalk width, pedestrian scale lighting, and the potential for narrower 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.



Market Street to McGlothlin Street
Section 1



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



SR 109

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



NOT TO SCALE

FIGURE 4.1B: FUTURE SR 109 (MORNINGSIDE DRIVE TO W. KNIGHT STREET)

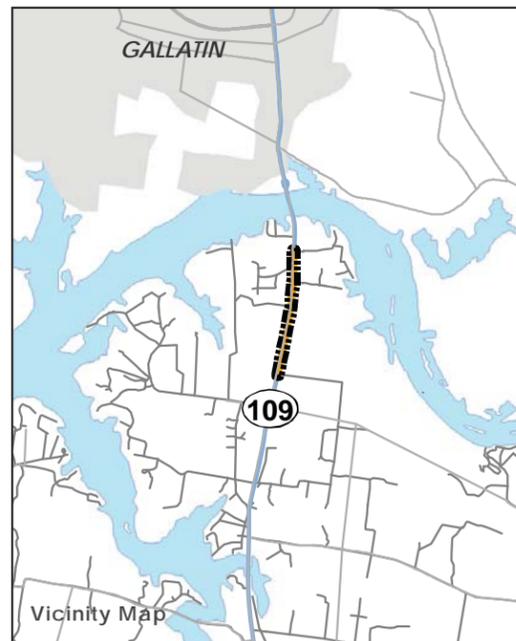


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 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 average annual daily traffic (AADT) of 16,700 vehicles per day (vpd). Other characteristics of the corridor include:

- 45 mph speed limit
- rolling topography
- passing zones throughout the corridor
- straight roadway leading 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

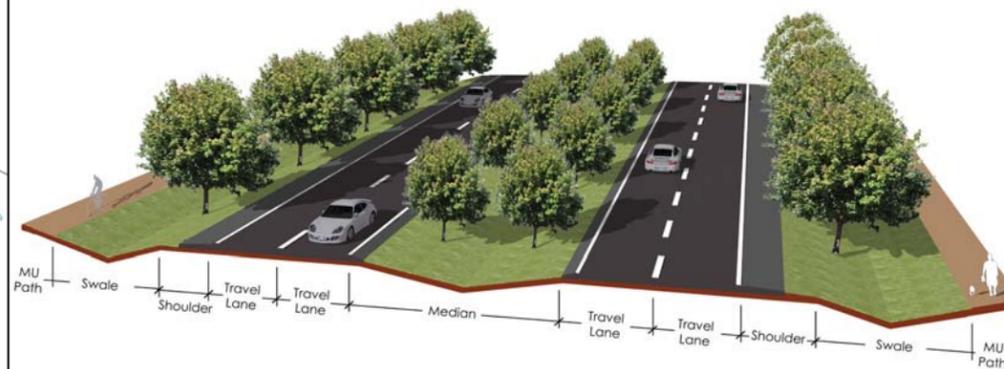
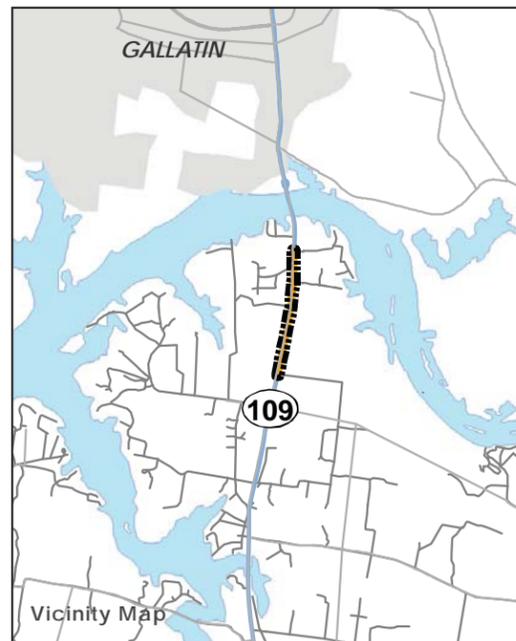


NOT TO SCALE



Legend

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



Corridor Vision

Traffic is projected to increase to 38,000 vehicles per day (vpd) 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.

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

- 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



NOT TO SCALE

FIGURE 4.2B: FUTURE SR 109 (CHEROKEE DOCK ROAD TO BATES ROAD)

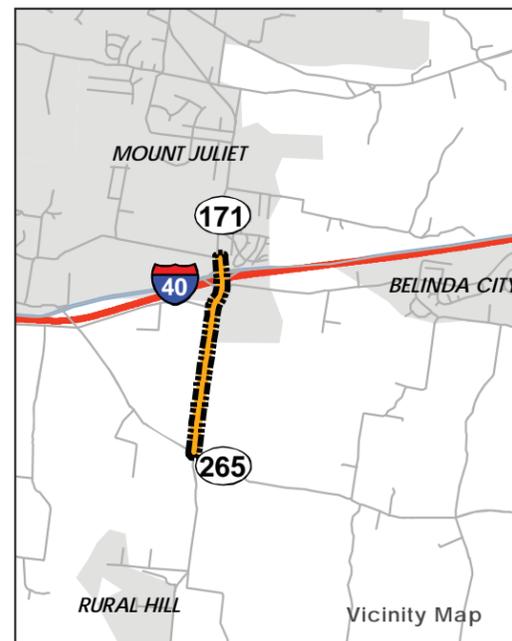


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Central Pike to 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 (vpd) in 2008. Other roadway characteristics include:

- 45 speed limit
- modified diamond interchange with I-40
- rolling topography
- vertical and horizontal curvature leading to and from the interchange with I-40
- coordinated signals throughout corridor
- high property damage crash volume
- traffic congestion due to lack of turn lanes on Central Pike
- serves as a major gateway into Mount Juliet

Mt. Juliet Road

Central Pike to Pleasant Grove Road - Wilson County, TN

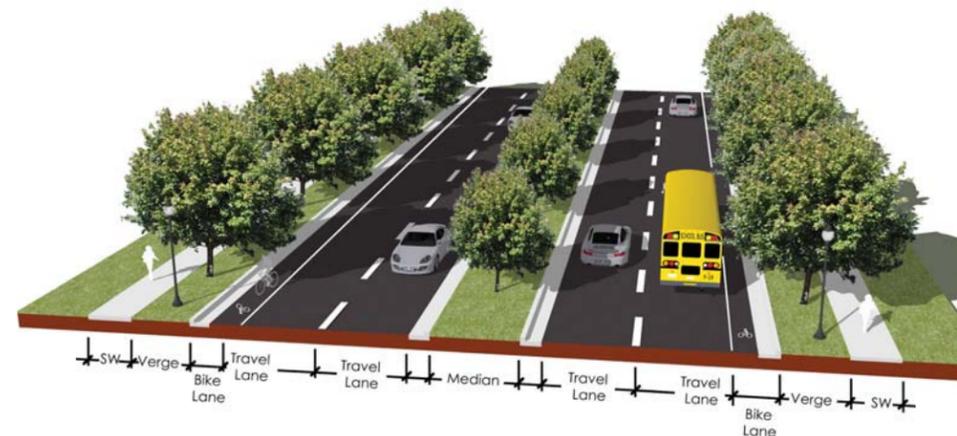
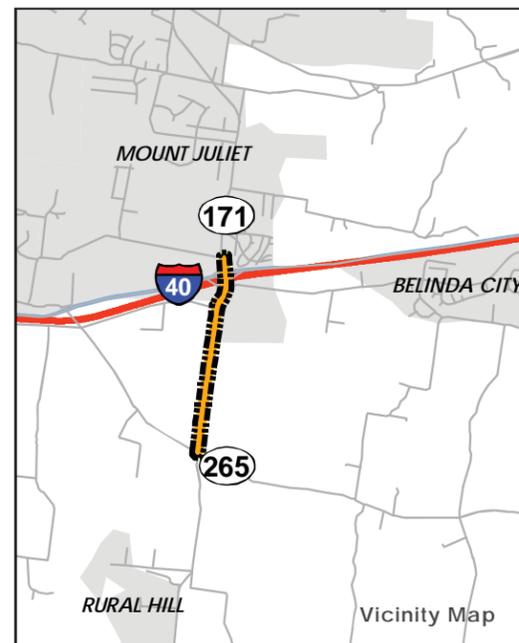


NOT TO SCALE



Legend

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



Corridor Vision

Traffic along the corridor is projected to increase to 19,200 vehicles per day (vpd) by 2035. In order to accommodate the projected traffic volumes and ensure that the roadway continues to serve as a primary 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

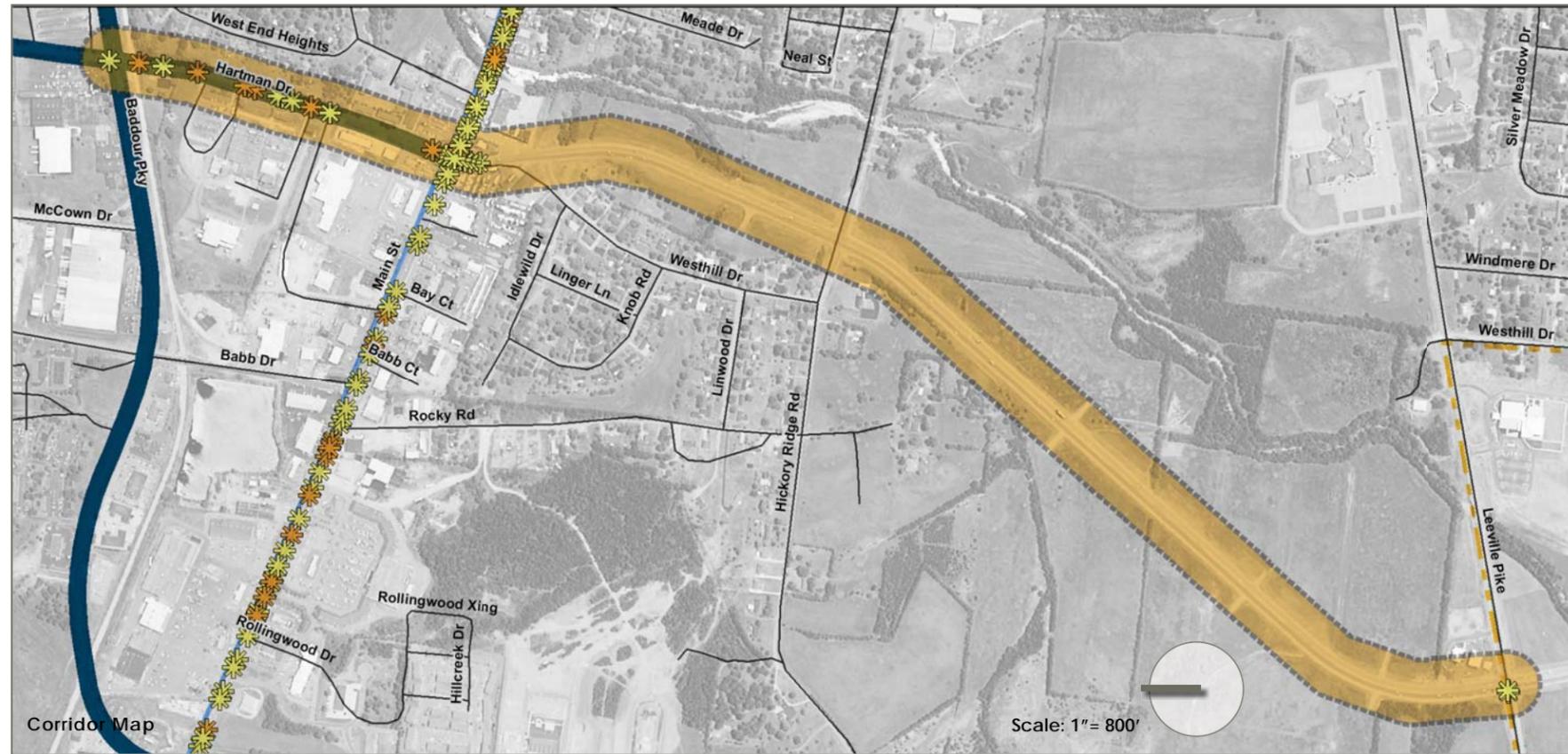
Mt. Juliet Road

Central Pike to Pleasant Grove Road - Wilson County, TN



NOT TO SCALE

FIGURE 4.3B: FUTURE CENTRAL PIKE TO PLEASANT GROVE ROAD
TRI-COUNTY TRANSPORTATION AND LAND USE STUDY
NASHVILLE, TN



Legend

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



Corridor Description and Issues Identified

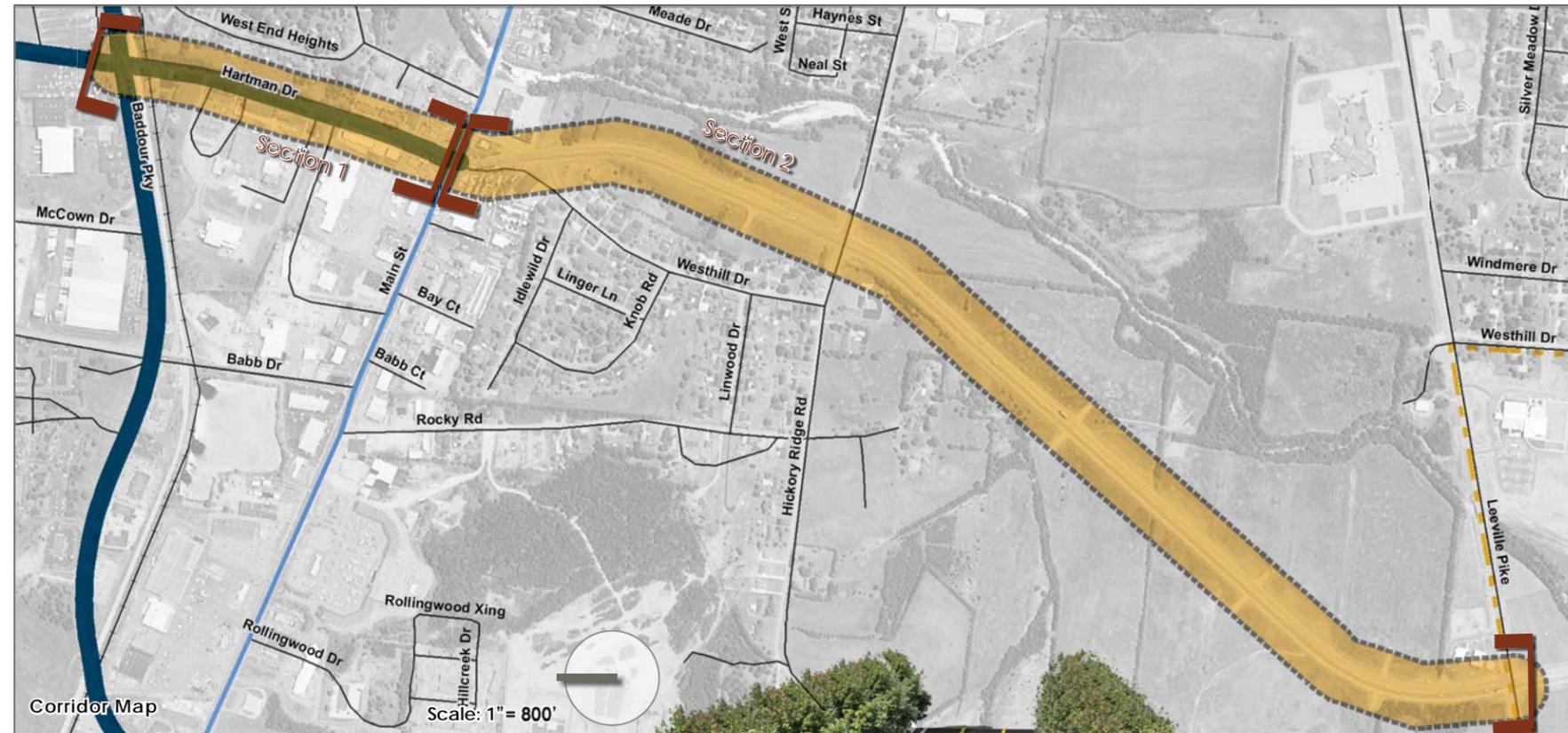
The corridor runs from West Baddour Parkway to Leeville Pike, covering 1.86 miles. It is a 2-lane roadway section with paved shoulders and ditch swales from West Baddour Parkway to just south of US 70, a 5-lane section with shoulder and swale from Westhill Drive to Hickory Ridge Road and a 4-lane median divided shoulder and swale section from Hickory Ridge Road to Leeville Pike. The segment carried 16,700 vehicles per day (vpd) 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

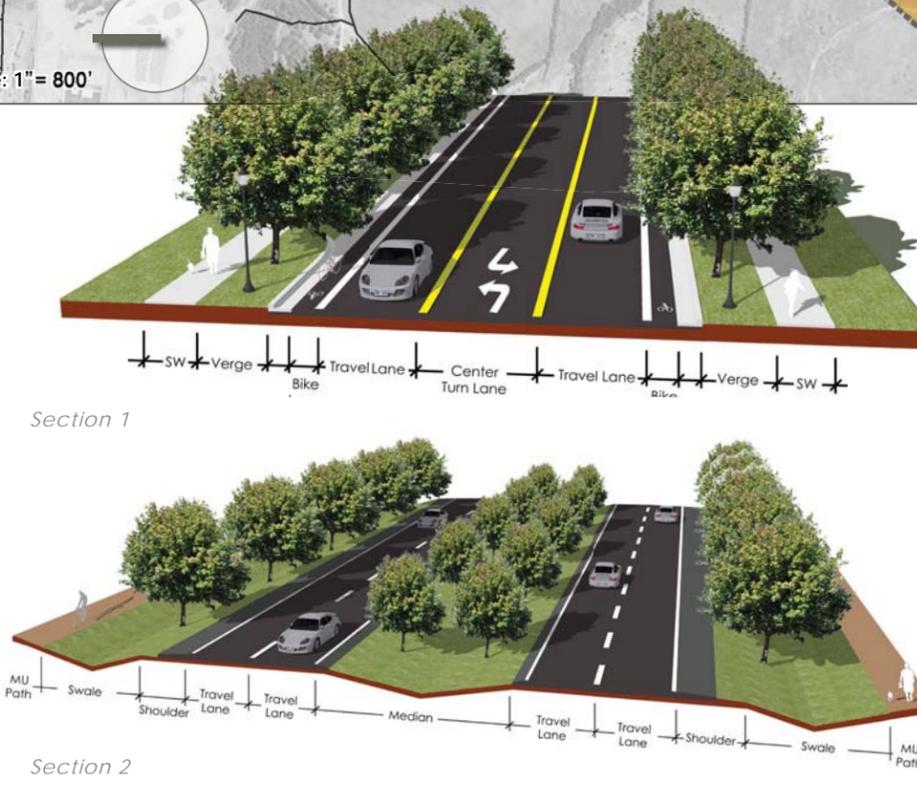
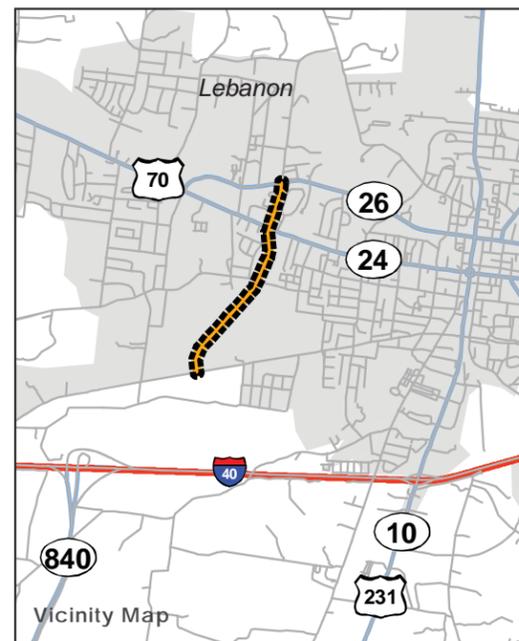


NOT TO SCALE



Legend

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



Corridor Vision

North of US 70:
A 3-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 4-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 crosswalks, appropriate signage and pavement markings, and pedestrian signals.

Hartmann Drive

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



NOT TO SCALE



Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Academy Road to Horn Springs Road and covers a distance of 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

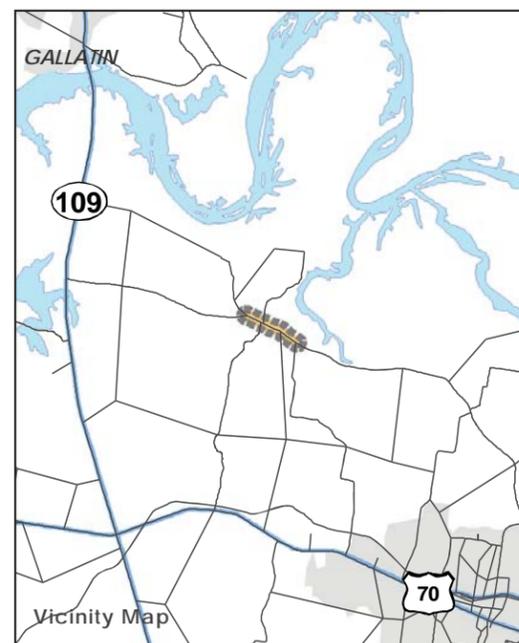


NOT TO SCALE



Legend

- Major Highways
- 2030 Road Widening
- Streets
- 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 projected traffic volumes. This area is anticipated to remain residential in character; therefore, the following recommendations are proposed:

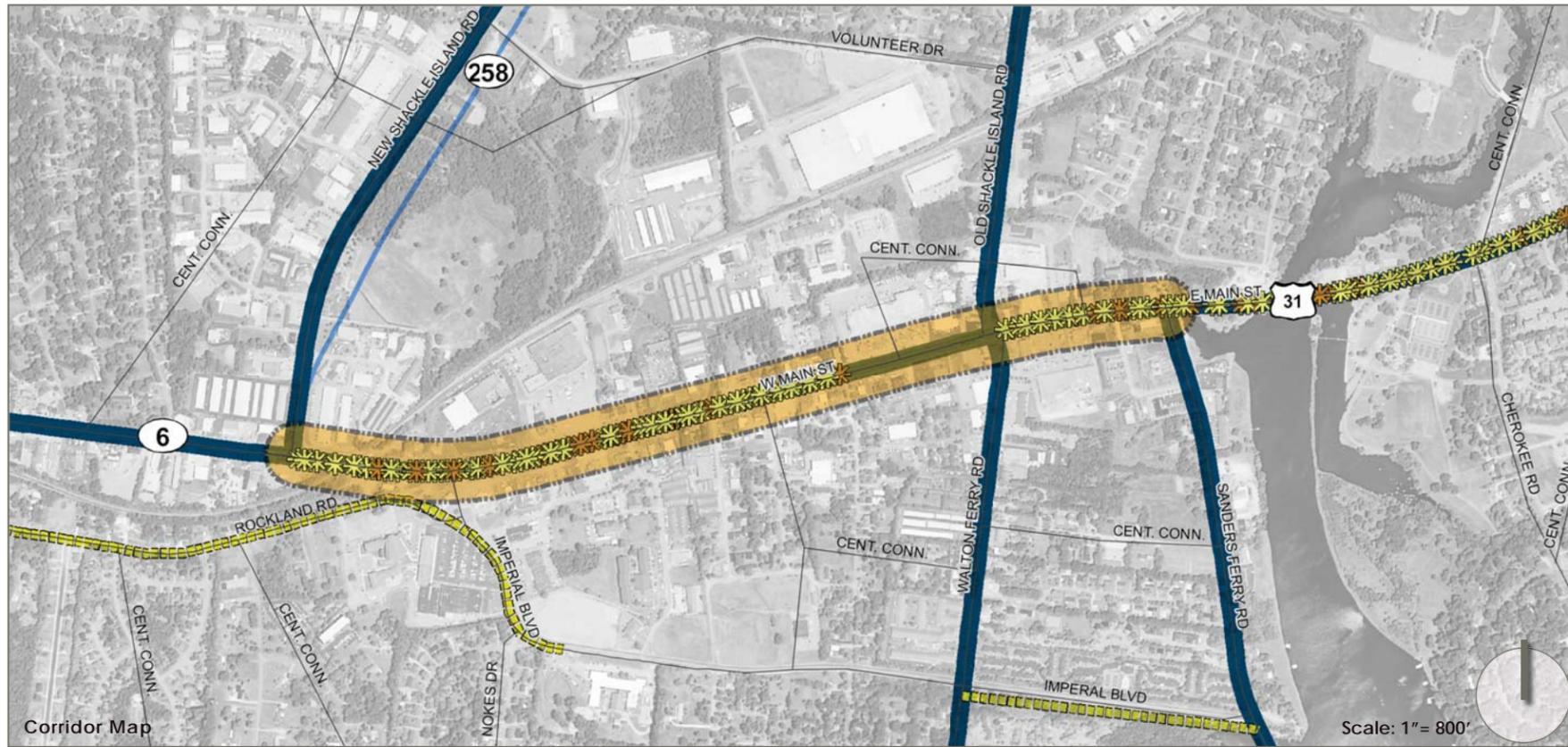
- provide sidewalks in the vicinity of Friendship Christian School
- provide uniform sight distance/ visibility throughout the corridor with increased signage, landscape maintenance, and proper driveway placement
- increase awareness of visibility concerns through the use of rumble strips
- provide strategic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

Coles Ferry Pike

Academy Road to Horn Springs Road - Wilson County, TN



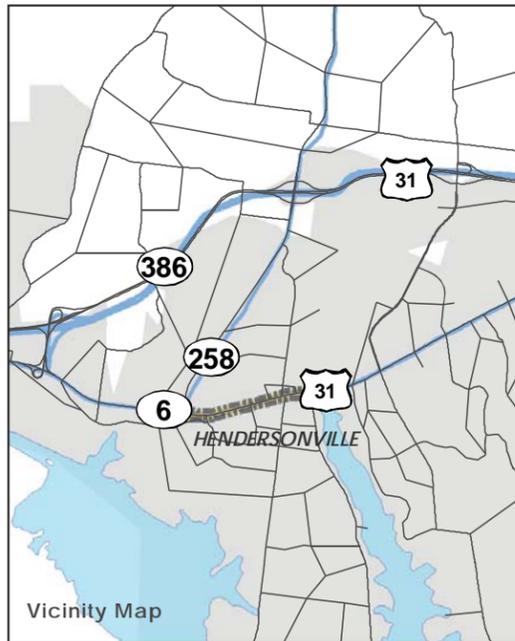
NOT TO SCALE



6

Legend

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



Corridor Description and Issues Identified

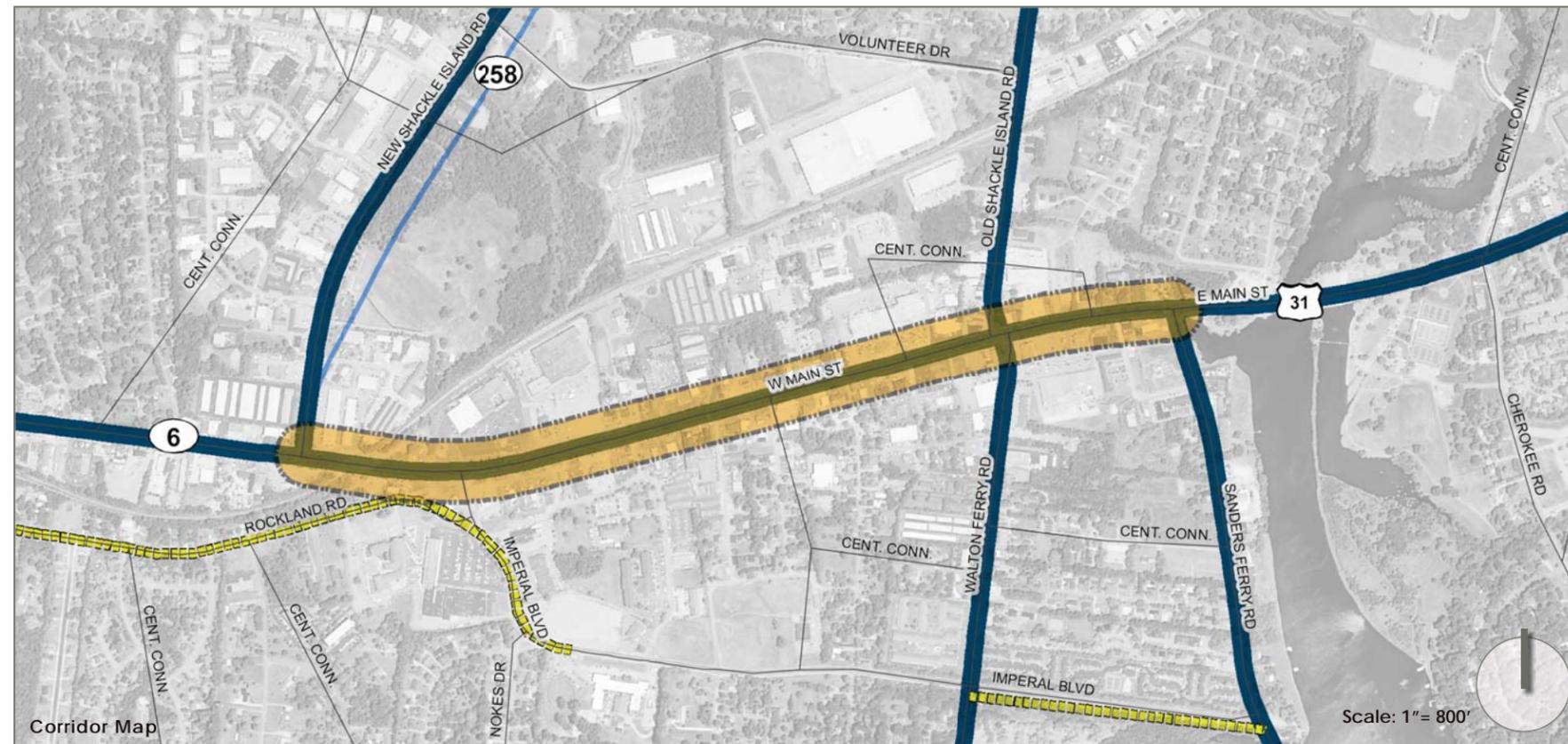
The corridor runs from New Shackle Island Road to Sanders Ferry Road, and covers a length 0.9 miles. It is a 5-lane section from New Shackle Island Road to Imperial Boulevard, a 6-lane section from Imperial Boulevard to Sanders Ferry Road with 2 westbound lanes, 3 eastbound lanes and a two-way left turn 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

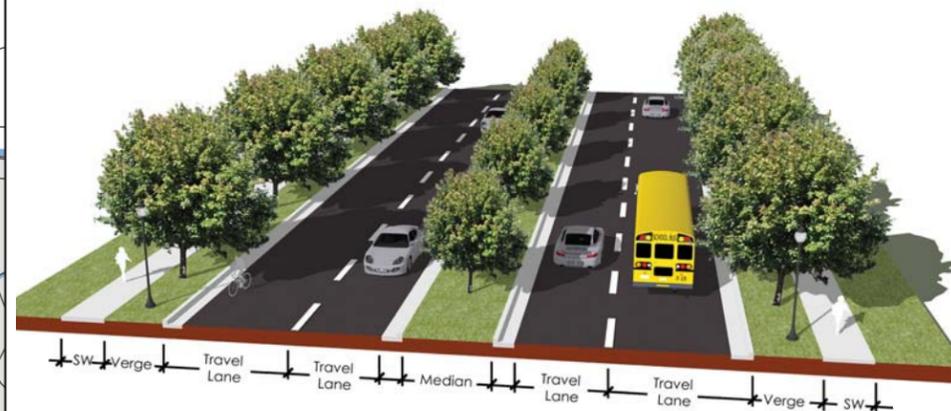
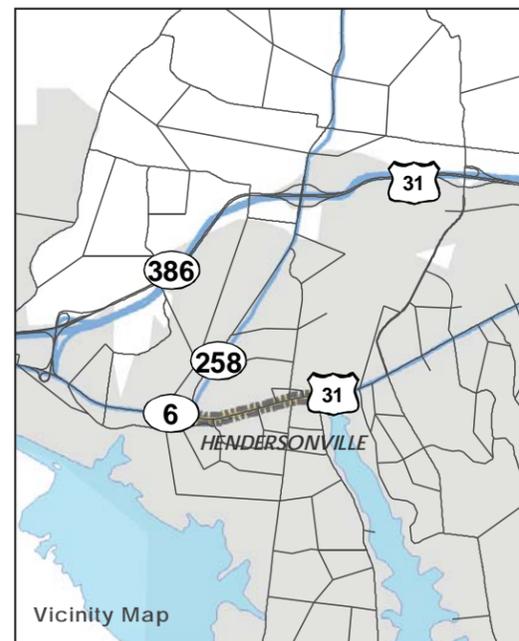


NOT TO SCALE



Legend

- Major Highways
- 2030 Road Widening
- Streets
- 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 the 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
- improving the roadway to a 4-lane median divided roadway to accommodate future traffic volumes
- providing median breaks and dedicated turn lanes where warranted
- including wide outside lanes to accommodate skilled bike riders and public transportation

Gallatin Pike/West Main Street

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



NOT TO SCALE

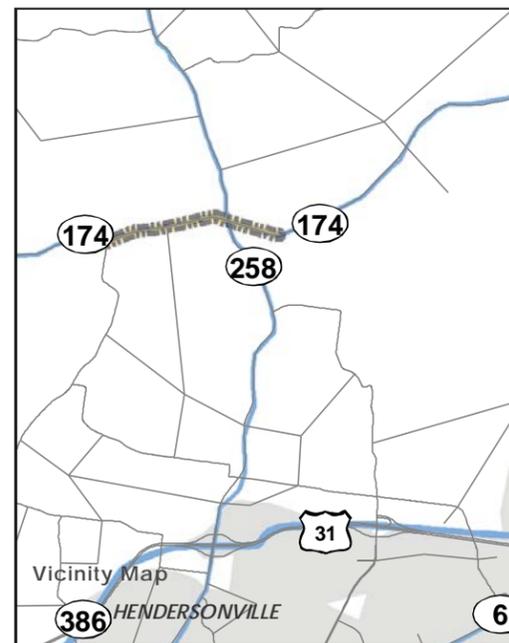


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 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 2008 AADT volumes). In addition, there is heavy school bus traffic. Other characteristics of the corridor include:

- offset intersection at Center Point 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

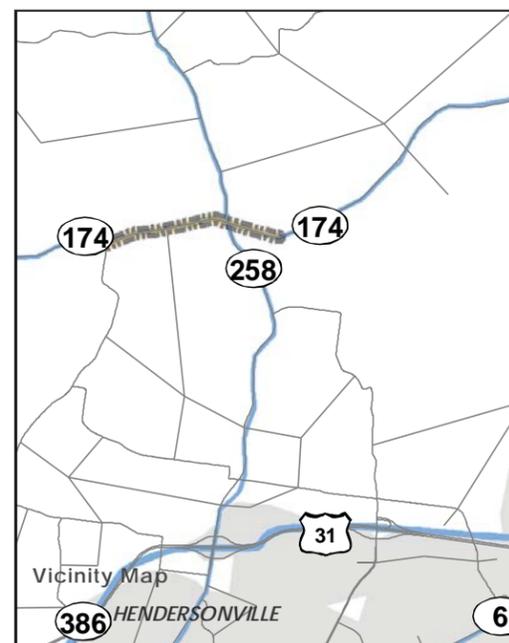


NOT TO SCALE



Legend

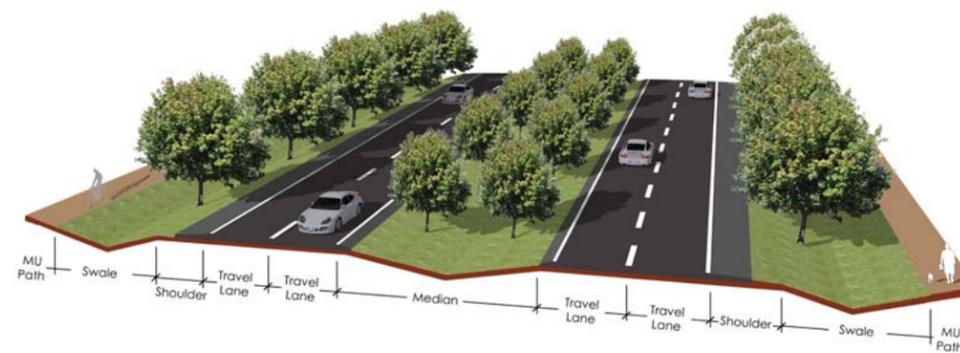
- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

The 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 traffic 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 multi-use path in the vicinity of the elementary, middle, and high schools on both sides of the road
- providing for a multi-use path along the creek parallel to New Hope Road
- reconstructing the 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 the use of shoulder and swale sections and a depressed median

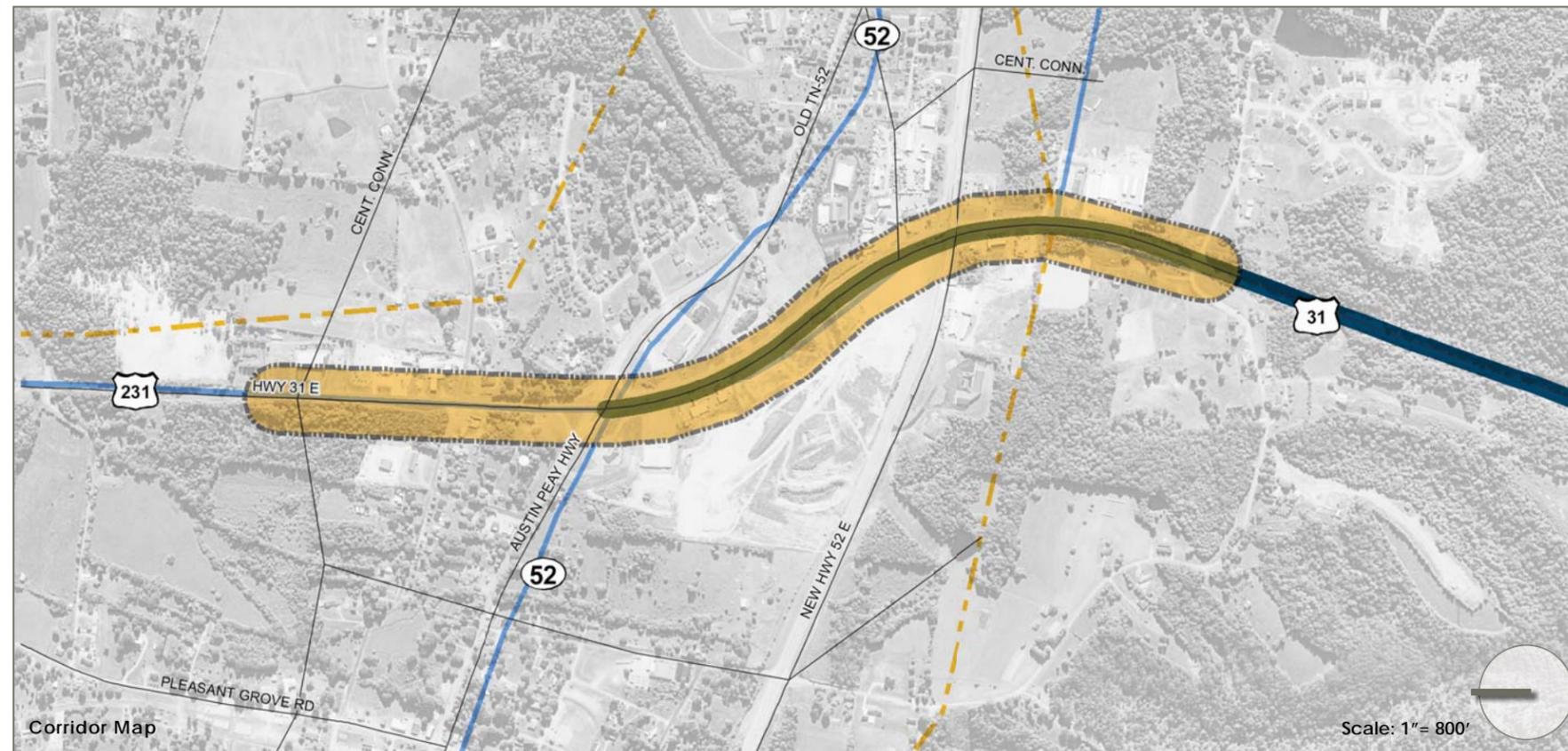


Long Hollow Pike

Center Point Road to Buchanan Circle - Sumner County, TN



NOT TO SCALE

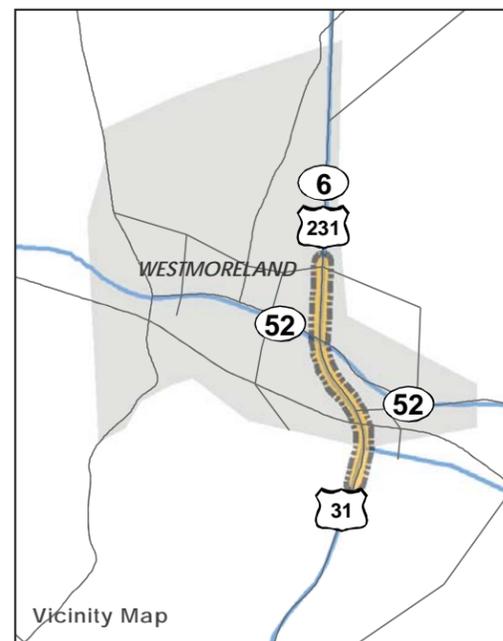


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 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 (vpd), according to the 2008 AADT. Other characteristics include:

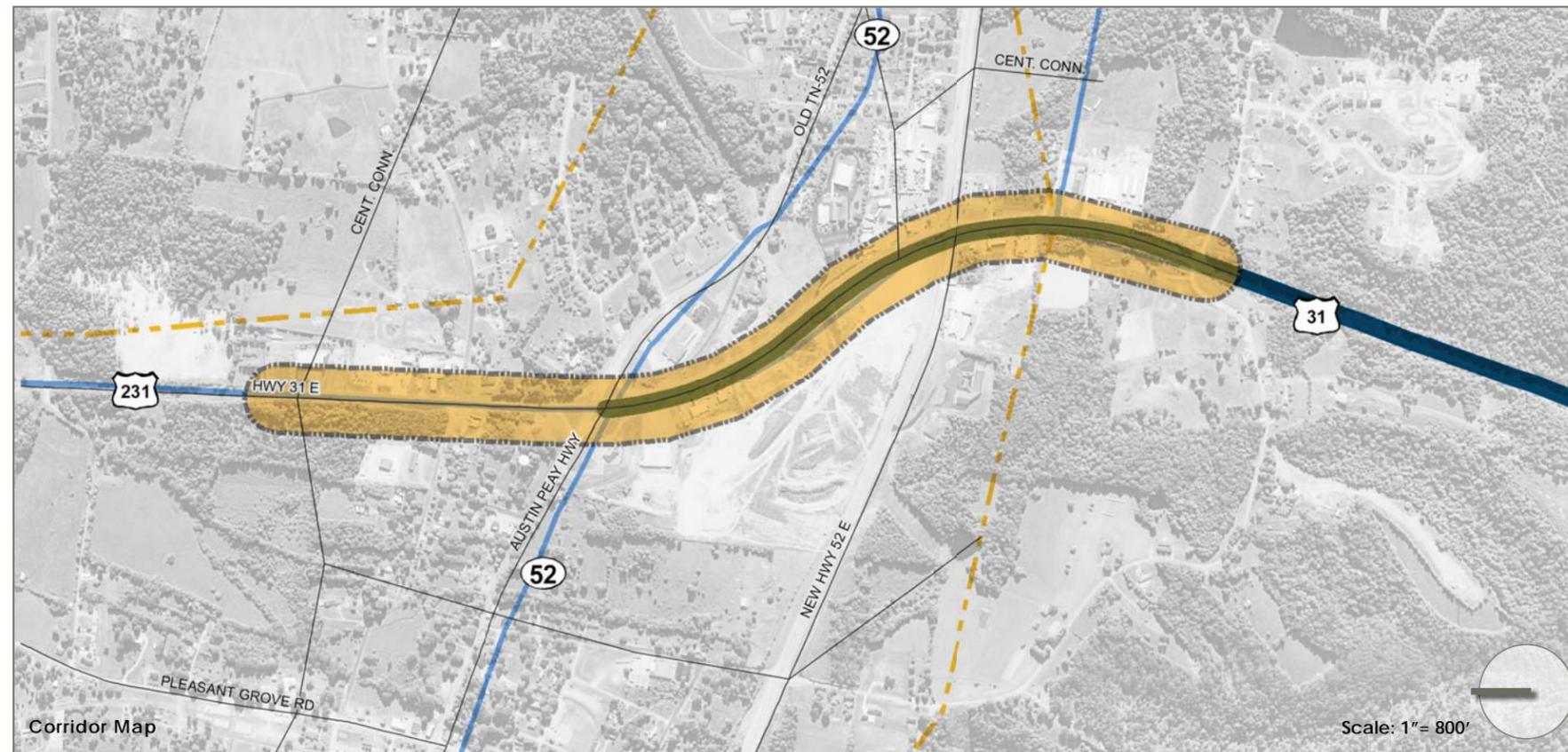
- some blind shoulders/driveways with limited visibility
- multiple driveway cuts along corridor
- confusing intersection at Highway 23/intersection with Austin Peay Highway with large right-turn radii

US 31 E (Westmoreland)

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

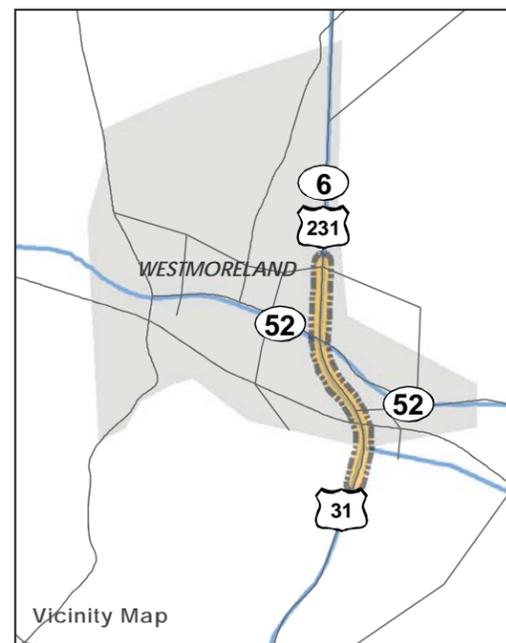


NOT TO SCALE



Legend

- Major Highways
- 2030 Road Widening
- Streets
- 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 Hwy 52 intersection. The projected 2035 volumes vary greatly along the corridor between 5,900 and 19,000 vehicles per day (vpd). Within the village center, a 3-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, and 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:

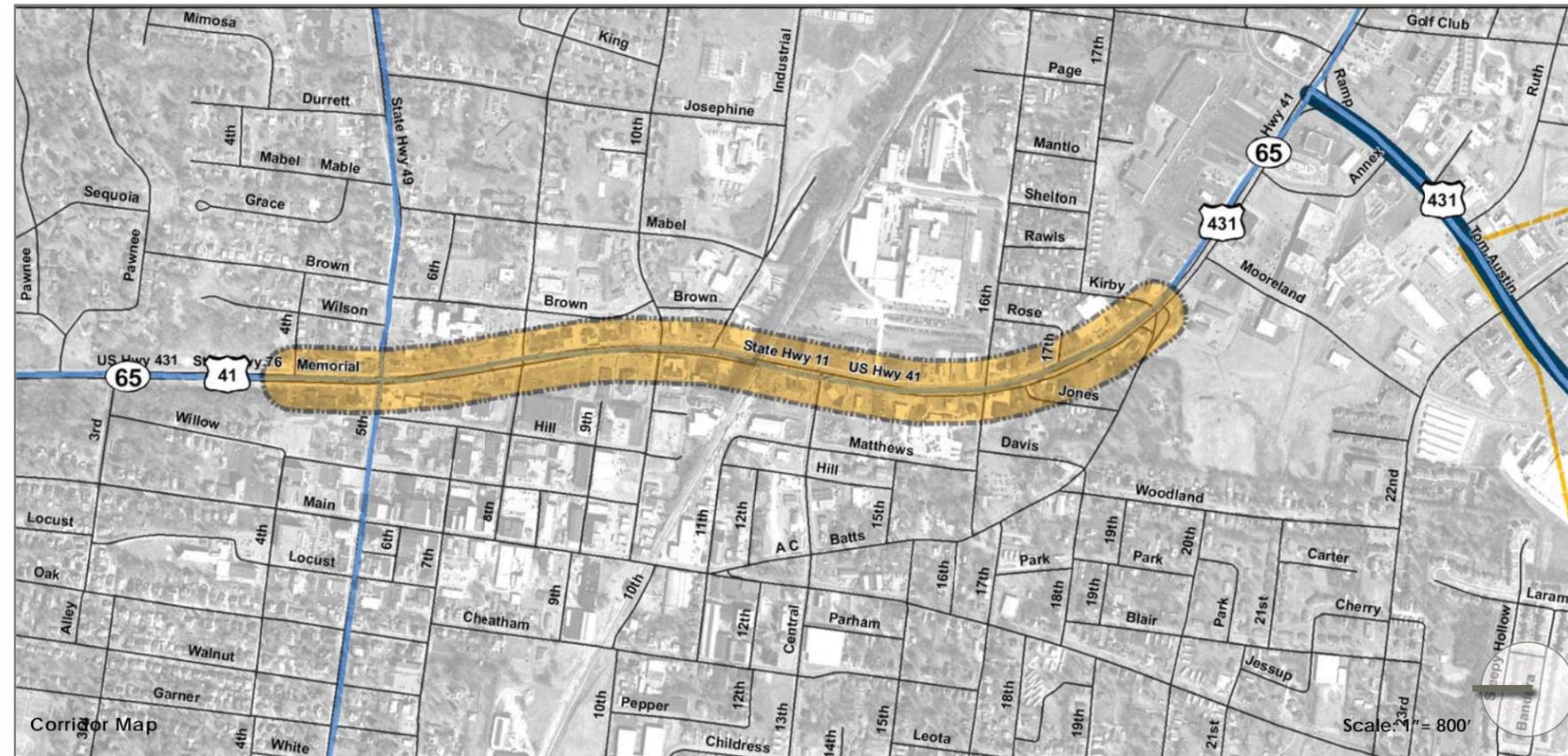
- providing a center turn-lane to improve access to adjacent properties
- removing the right-turn slip lanes at the Austin Peay Highway intersection at West 31E
- signaling intersection of US 31E at Austin Peay Highway upon meeting signal warrants
- providing pedestrian signal heads and high visibility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

US 31 E (Westmoreland)

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



NOT TO SCALE

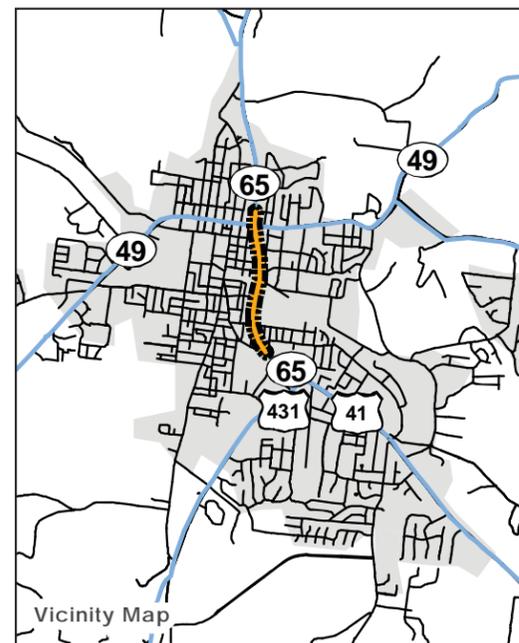


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from East 4th Avenue to Batts Boulevard and covers a length of one mile. The existing section is a 5-lane curb and gutter that carried 28,580 vehicles per day (vpd) in 2008. Other characteristics include:

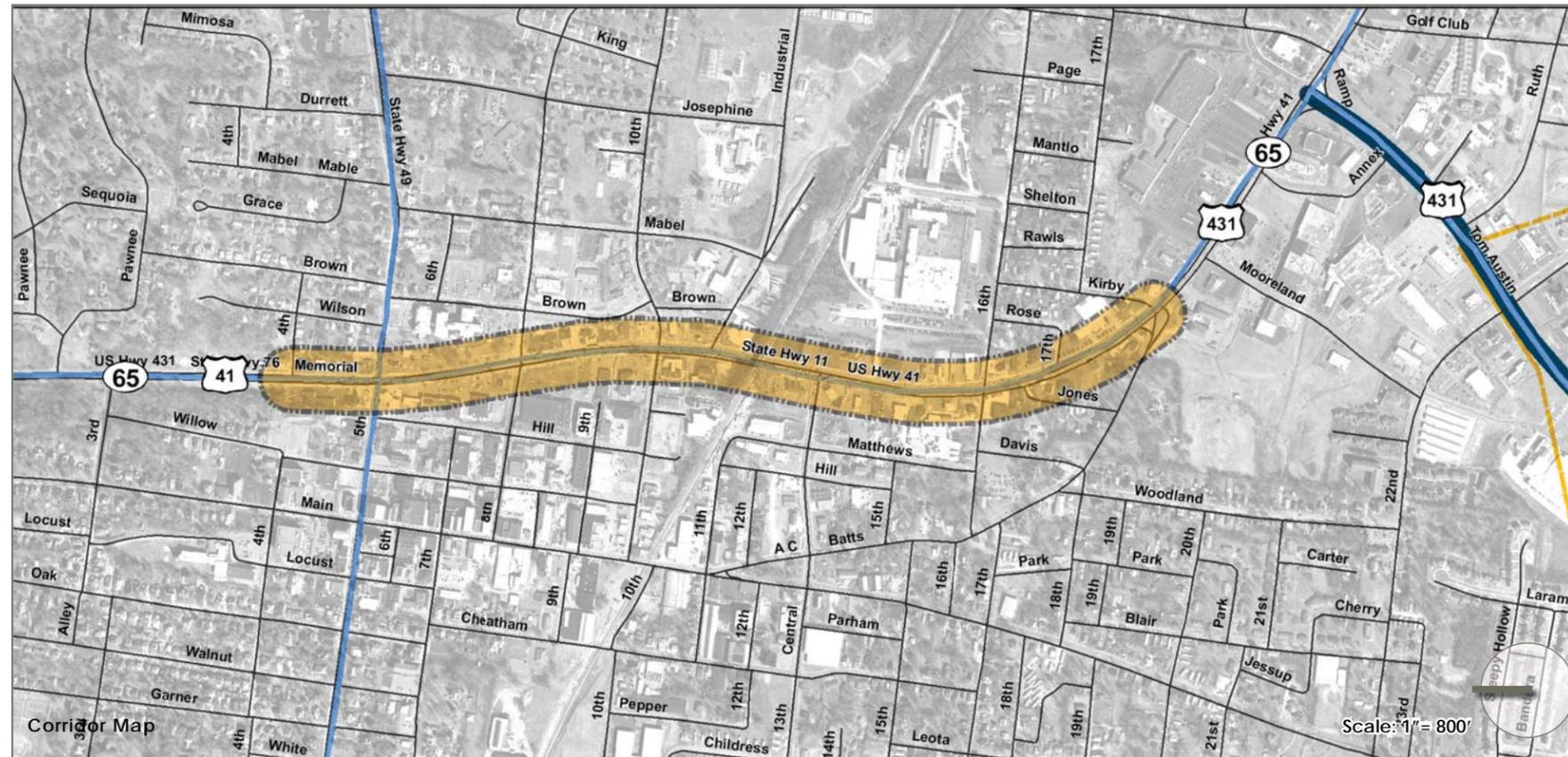
- directionally split intersection at Memorial Boulevard and Batts Boulevard
- numerous driveway cuts
- wide outside shoulders
- sidewalks are present on both sides of Memorial Boulevard

Memorial Boulevard

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

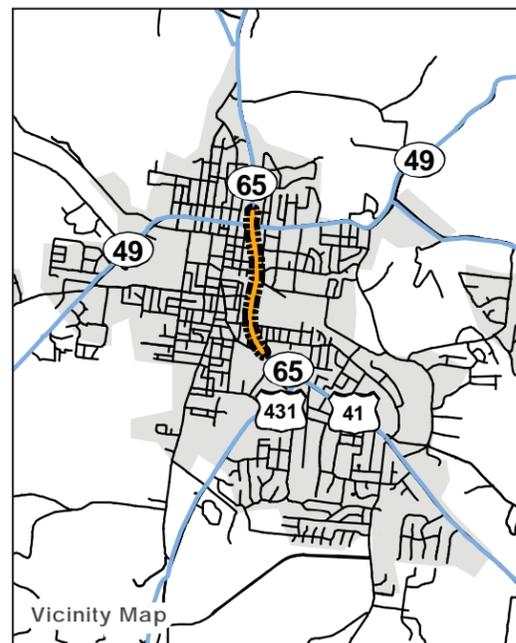


NOT TO SCALE



Legend

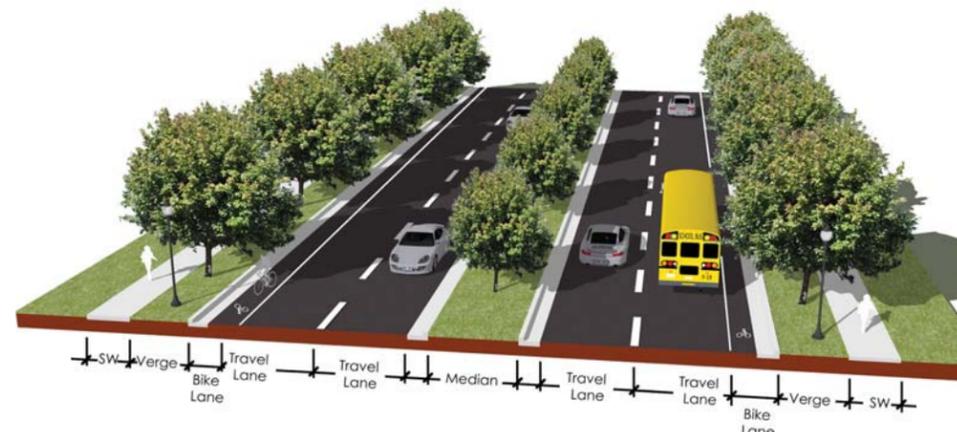
- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



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 (vpd). 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 a 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



NOT TO SCALE

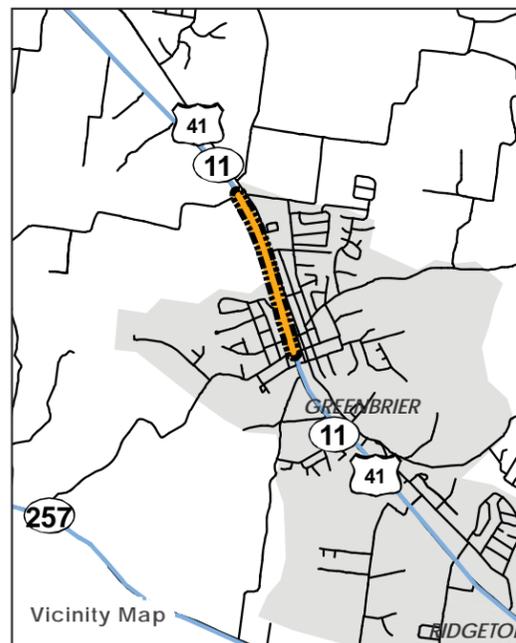


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Lights Chapel Road to East College Street covering a distance of one mile. The existing section is 5-lanes with curb and gutter. In 2008 the corridor had an average annual daily traffic (AADT) 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

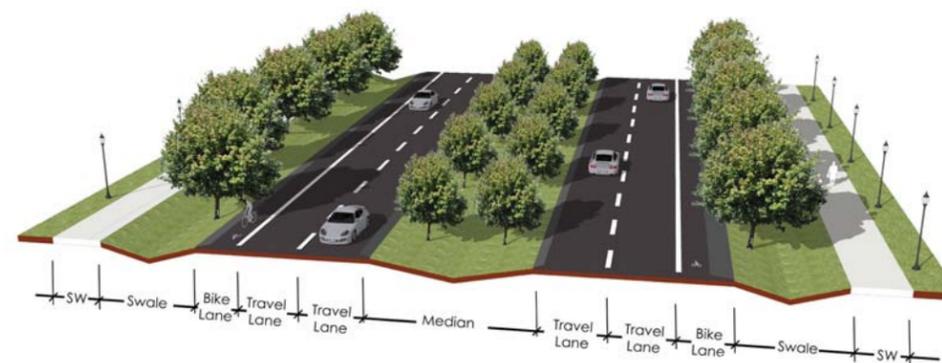
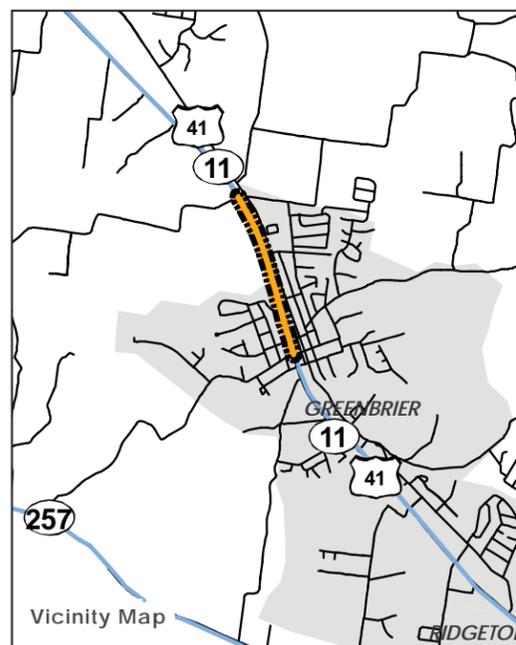


NOT TO SCALE



Legend

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



Corridor Vision

Traffic along the corridor is projected to increase to 26,500 vehicles per day (vpd) 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 cyclists
- increasing signage and visibility of the crosswalk adjacent to the school
- increasing gateway features approaching downtown

US 41

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



NOT TO SCALE