

EXECUTIVE SUMMARY

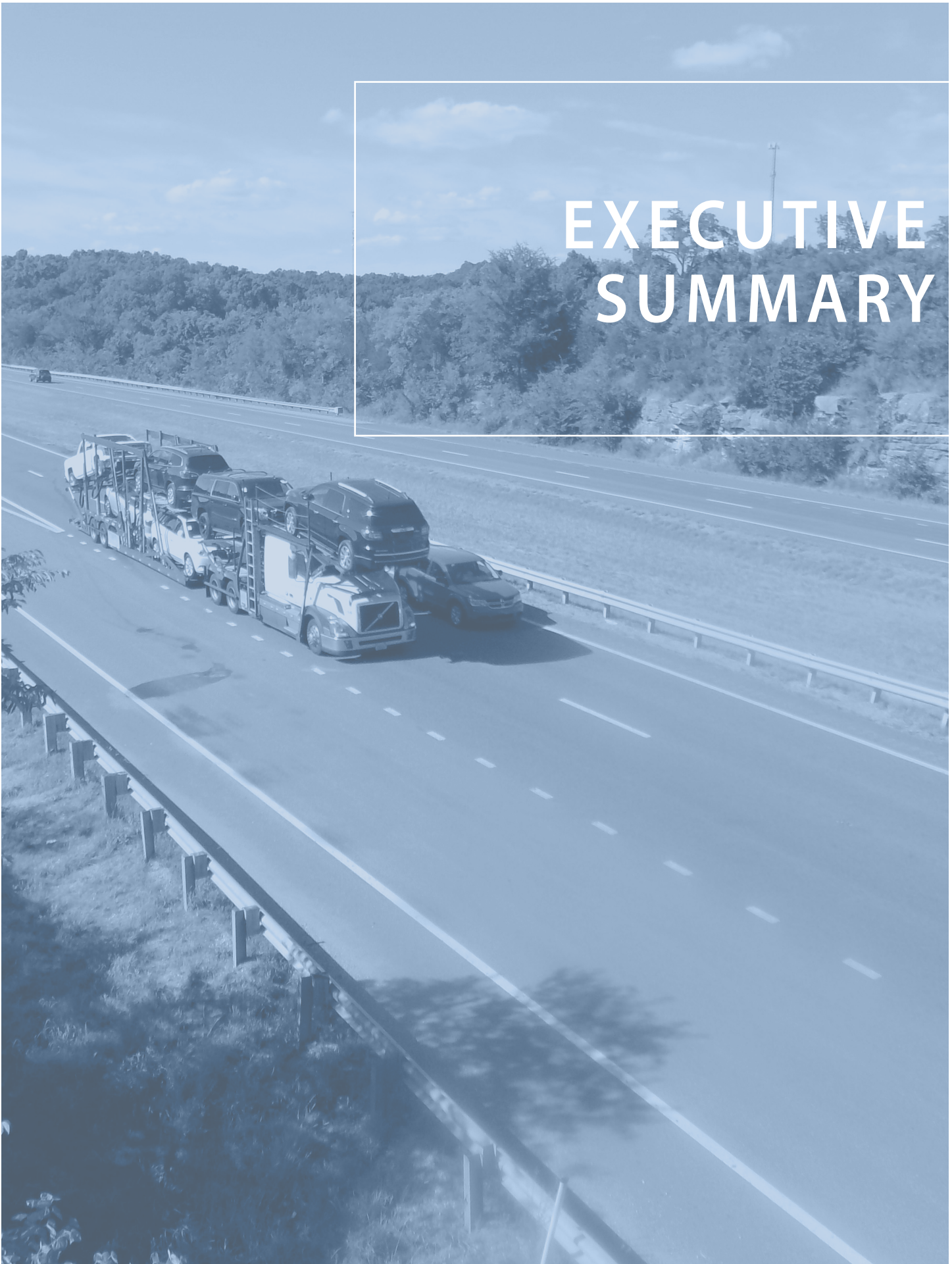
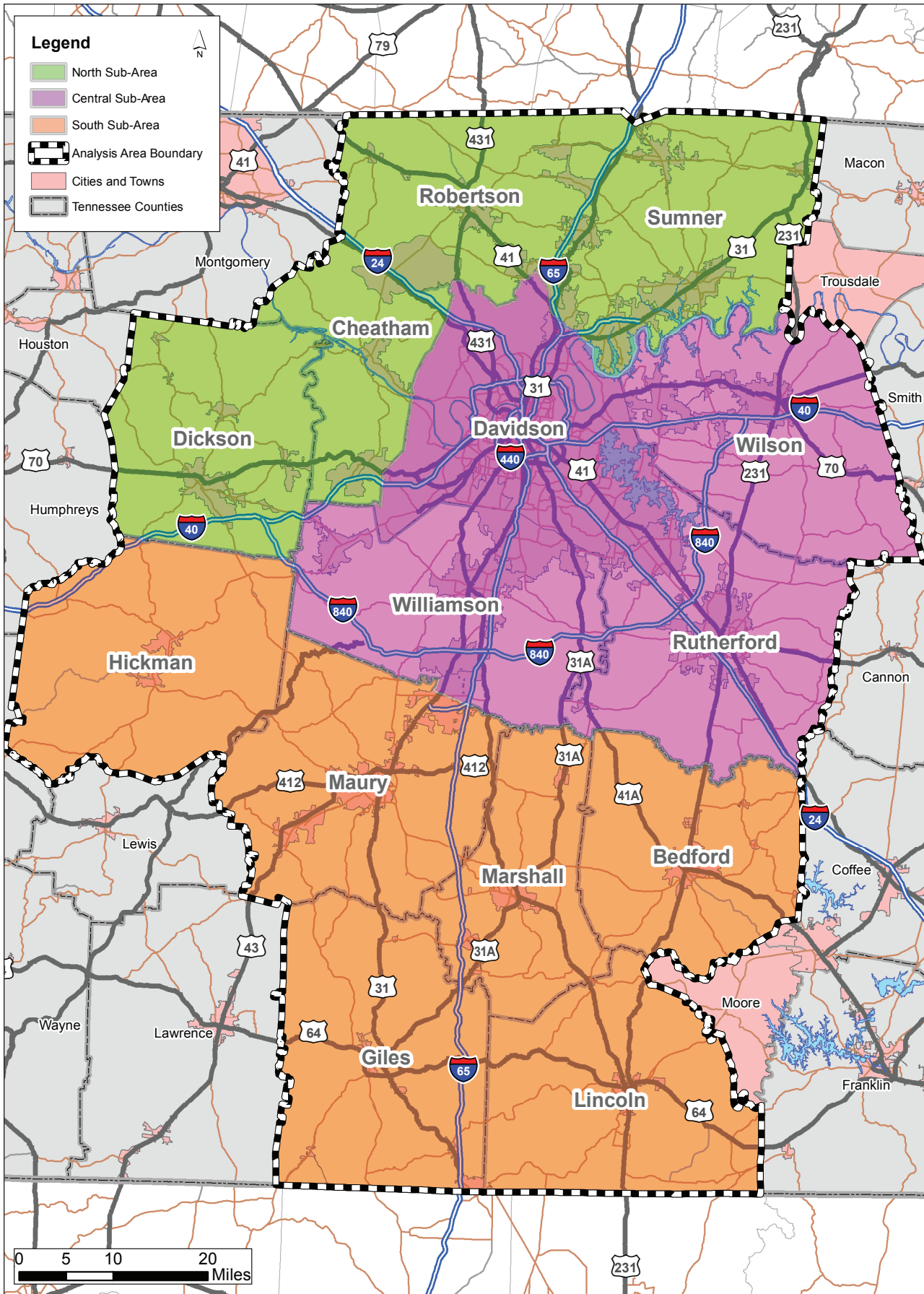


Figure ES-2. I-65 Corridor Study Area



2. EXISTING CONDITIONS AND TRENDS

While the focus of the I-65 study is on the corridor’s transportation system, the underlying growth and development patterns will largely determine how transportation improvements can and should adapt over time to address existing deficiencies and meet new needs. Following are key findings related to growth and development in the I-65 corridor.

- Counties in the study area are expected to add approximately 1,215,000 more people and approximately 830,000 more jobs between 2010 and 2040, increases of 69 percent and 77 percent, respectively.
- Growth within one mile of existing I-65 interchanges will strongly tilt toward employment, with three jobs added for every new resident, for a total of approximately 154,000 new jobs within the interchange areas by 2040 – or one in five new jobs in the study area.
- Significant new developments near I-65 are already in some stage of the planning and

development process. Projects such as the North Gateway Corridor in Portland are undertaking land use planning while others such as Berry Farms in Franklin are currently phasing construction. Nashville’s latest comprehensive plan calls for substantial increases in development intensities along the I-65 corridor to absorb projected growth.

- Two thirds of projected population growth in the corridor is forecasted to occur in three counties, Rutherford, Williamson, and Wilson Counties, which will each more than double their 2010 populations by 2040 to approximately 603,000, 537,000, and 233,000 people, respectively. On the employment side, Davidson, Rutherford, and Williamson Counties will realize much of the growth between 2010 and 2040, adding approximately 326,000, 138,000, and 188,000 jobs, respectively.

As growth and development have accelerated along the I-65 corridor over the past decade, state, regional, and local agencies have adopted or undertaken a number of plans, programs, and studies to support and prepare for new employers and residents (Table ES-1). Importantly, the IMPROVE Act, the state transportation funding bill signed into law in 2017, has

Table ES-1. I-65 Corridor Plans, Programs and Studies




 State and Regional Plans, Programs, and Studies	 Local Transportation Plans and Studies	 Local Land Use/ Comprehensive Plans
<ul style="list-style-type: none"> • Nashville Area MPO 2016–2040 Regional Transportation Plan (2015) • Nashville Area MPO Southeast Area Transportation and Land Use Study (2016) • Nashville Area MPO Southwest Area Transportation and Land Use Study (2010) • Nashville Area MPO Transportation Improvement Program, 2014–2017 (2013) • Nashville Area MPO Tri-County Transportation and Land Use Study (2010) • Nashville Area MPO Regional Bicycle and Pedestrian Study (2008) • TDOT 25-Year Long Range Transportation Plan (2015) • TDOT Transportation Improvement Program, 2014–2017 (2013) • TDOT Statewide Multimodal Freight Plan (2018) 	<ul style="list-style-type: none"> • City of Lebanon, City of Mt. Juliet, Wilson County: Bicycle and Pedestrian Master Plan (2002) • Cool Springs Multimodal Transportation Network Study (2015) • Nashville Metropolitan Transit Authority/Regional Transportation Authority Strategic Plan: nMotion (to be completed 2016) • Metro Nashville and Davidson County Access Nashville 2040 (2015) • Spring Hill Bicycle and Greenway Plan (2015) • Williamson County Major Thoroughfare Plan Update (2011) 	<ul style="list-style-type: none"> • Brentwood 2020 Plan Update (2008) • City of Portland Future Land Use Plan • Franklin Land Use Plan (2004) • Maury County Comprehensive Plan (2011) • Metro Nashville and Davidson County NashvilleNext (2015) • Robertson County 2040 Comprehensive Growth and Development Plan (2013) • Rutherford County Comprehensive Plan (2011) • Spring Hill Comprehensive Plan (2011) • Sumner County 2035 Comprehensive Plan (2010) • Thompson’s Station General Plan • White House Comprehensive Plan 2025 (2008) • Williamson County Comprehensive Land Use Plan (2007) • Wilson County Land Use Master Plan (2006)

Table ES-2. I-65 Corridor County Growth Trends

Sub-Area	County	2010		2020		2030		2040	
		Population Total	Employment Total	Population Total	Employment Total	Population Total	Employment Total	Population Total	Employment Total
North	Cheatham	39,107	15,899	45,334	19,351	51,565	22,813	57,804	26,281
	Dickson	49,664	22,469	55,396	25,839	61,140	29,129	66,896	32,608
	Robertson	66,283	28,067	83,977	33,591	99,100	39,857	112,851	47,190
	Sumner	160,645	55,354	193,105	66,686	218,698	80,227	241,698	95,970
	Sub-Area Total	315,699	121,789	377,812	145,467	430,503	172,026	479,249	202,049
Central	Davidson	626,682	542,773	680,496	635,738	734,958	745,177	780,507	869,137
	Rutherford	262,604	133,803	384,504	170,093	497,364	215,490	602,977	271,416
	Williamson	183,182	120,266	309,328	162,311	426,801	223,802	537,377	307,836
	Wilson	113,993	51,640	157,139	65,133	196,478	81,960	233,085	102,437
	Sub-Area Total	1,186,461	848,481	1,531,467	1,033,275	1,855,601	1,266,429	2,153,946	1,550,826
South	Bedford	45,058	25,809	51,610	29,345	58,175	32,892	64,748	36,448
	Giles	29,485	14,153	31,048	15,658	32,620	17,178	34,199	18,704
	Hickman	24,690	6,543	26,773	7,187	28,866	7,839	30,967	8,495
	Lincoln	33,361	14,892	35,226	16,287	37,100	17,690	38,984	19,104
	Marshall	30,617	12,004	34,072	12,836	37,530	13,672	40,995	14,520
Maury	80,956	39,996	94,861	47,043	106,276	55,746	116,514	65,609	
Sub-Area Total	244,167	113,397	273,590	128,356	300,567	145,017	326,407	162,880	
STUDY AREA TOTAL		1,746,327	1,083,668	2,182,869	1,307,098	2,586,671	1,583,472	2,959,602	1,915,755

Source: Statewide Travel Demand Model, Version 2

set the stage for many improvements to move forward with specific project studies already underway.

3. EXISTING DEFICIENCIES AND FUTURE NEEDS

The highway network has served and will continue to serve as the primary transportation system in the corridor. Increasingly, however, other transportation modes and systems are assuming importance as major employment, commercial, and residential centers multiply and expand. The transportation deficiencies and needs have been grouped into three general categories and are summarized below. Figures ES-3, ES-4, and ES-5 underscore the wide range of deficiencies and needs, particularly in the counties experiencing the largest absolute and relative rates of growth.

Highways and Freight:

- By 2040, Level of Service D, E, and F is forecasted on most of I-65 between Kentucky and Spring Hill.
- Parallel and intersecting arterials are projected to approach or exceed capacity, including:
 - US 431/Hillsboro Pike/Lewisburg Pike
 - US 31/Franklin Pike/Columbia Pike
 - US41A/Nolensville Pike
 - SR 254/Old Hickory Boulevard
 - SR 96/Murfreesboro Road
 - SR 386/Vietnam Veterans Boulevard
- By 2040, travel times are projected to double on much of the corridor between Nashville and Spring Hill.
- Truck volumes are projected to increase by more than 50 percent on most of the roadway network by 2040.
- Between 2013-15, crashes increased 23 percent along I-65.

Transit, Walking, Bicycling, and Transportation Demand Management:

- Existing regional transit services are largely peak period and peak direction, limiting access to employment centers in communities throughout the corridor.
- Park-and-Ride lots in the I-65 corridor are underutilized compared to systemwide rates, in part due to their location.

- Development densities around existing and planned regional transit stops are low, limiting the ridership potential of both existing and planned services.
- Bicycle and pedestrian facilities are needed for all ages and abilities to and from major activity centers in the corridor.
- Violation rates on high occupancy vehicle (HOV) lanes range from 63 percent to 96 percent.

Operations and Maintenance:

- Numerous ITS devices are in place on I-65 as part of the Tennessee Department of Transportation (TDOT) Smartway system.
- On I-65, expansion of the Smartway system is proposed for two miles north of Exit 108/SR 76 and one mile south of Exit 59/I-840.
- There are numerous additional ITS application opportunities in the I-65 corridor to help manage and operate freeways, arterials, and transit.

4. MULTIMODAL SOLUTIONS AND PROJECT PRIORITIES

The recommended multimodal solutions for the I-65 Multimodal Corridor Study are depicted in Figures ES-6, ES-7, and ES-8 and listed in Tables ES-5 through ES-10. The recommend improvements incorporate technical analysis, public and stakeholder input, and coordination with public agencies. Importantly, the recommended solutions build on the strong foundation of existing plans, programs, and studies, in particular, the IMPROVE Act, the Nashville Area Metropolitan Planning Organization’s (MPO) Regional Transportation Plan, and the Regional Transportation Authority (RTA)/Metropolitan Transit Authority (MTA) nMotion Plan. Taken together, the recommended solutions include:

- 68 Highway capacity and safety projects;
- 19 ITS projects;
- 11 Freight specific projects;
- 25 Transit projects;
- 40 Bicycle and pedestrian projects; and
- 13 Transportation demand management policies.

Figure ES-3. I-65 Deficiencies and Needs: North Sub-Area

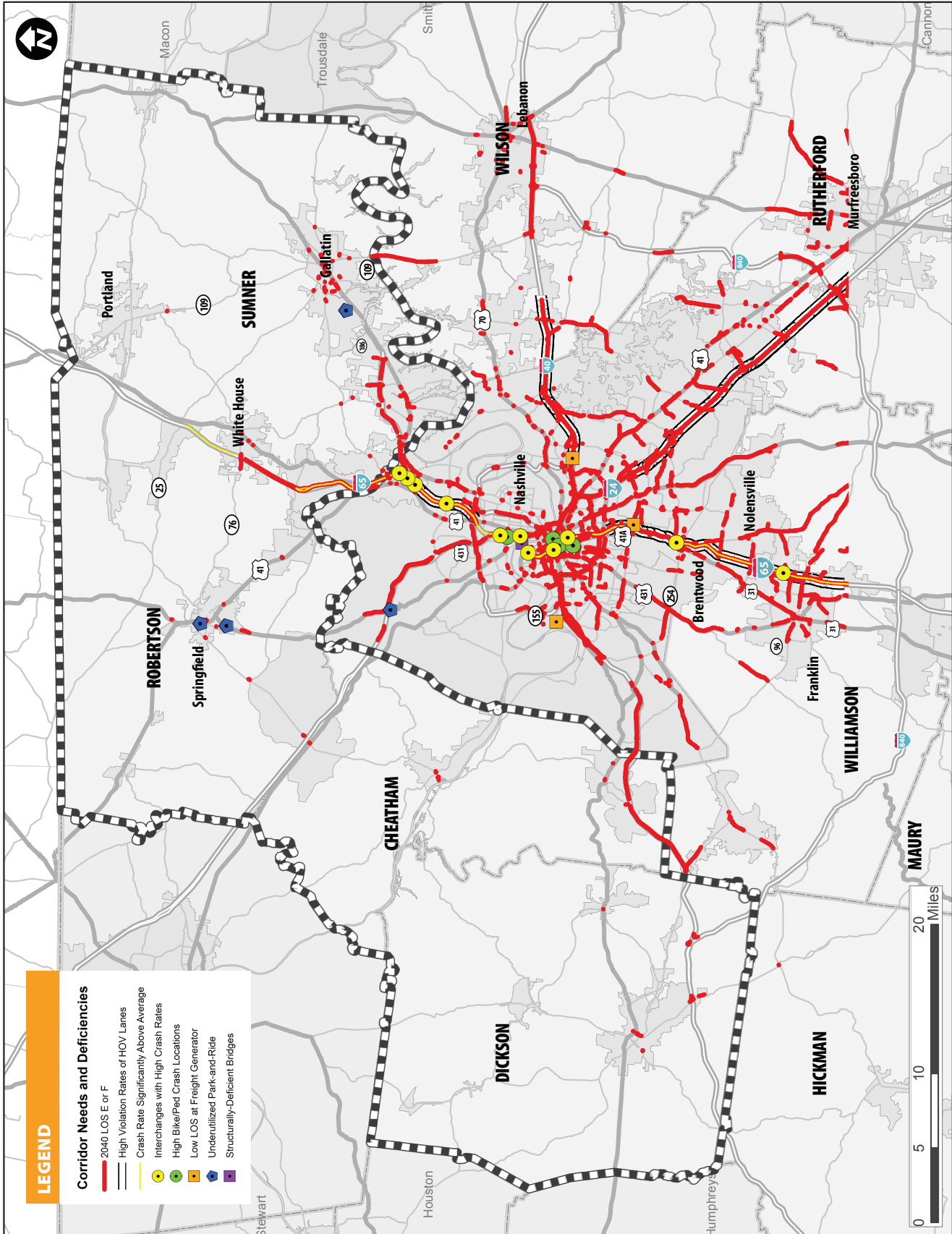


Figure ES-4. I-65 Deficiencies and Needs: Central Sub-Area

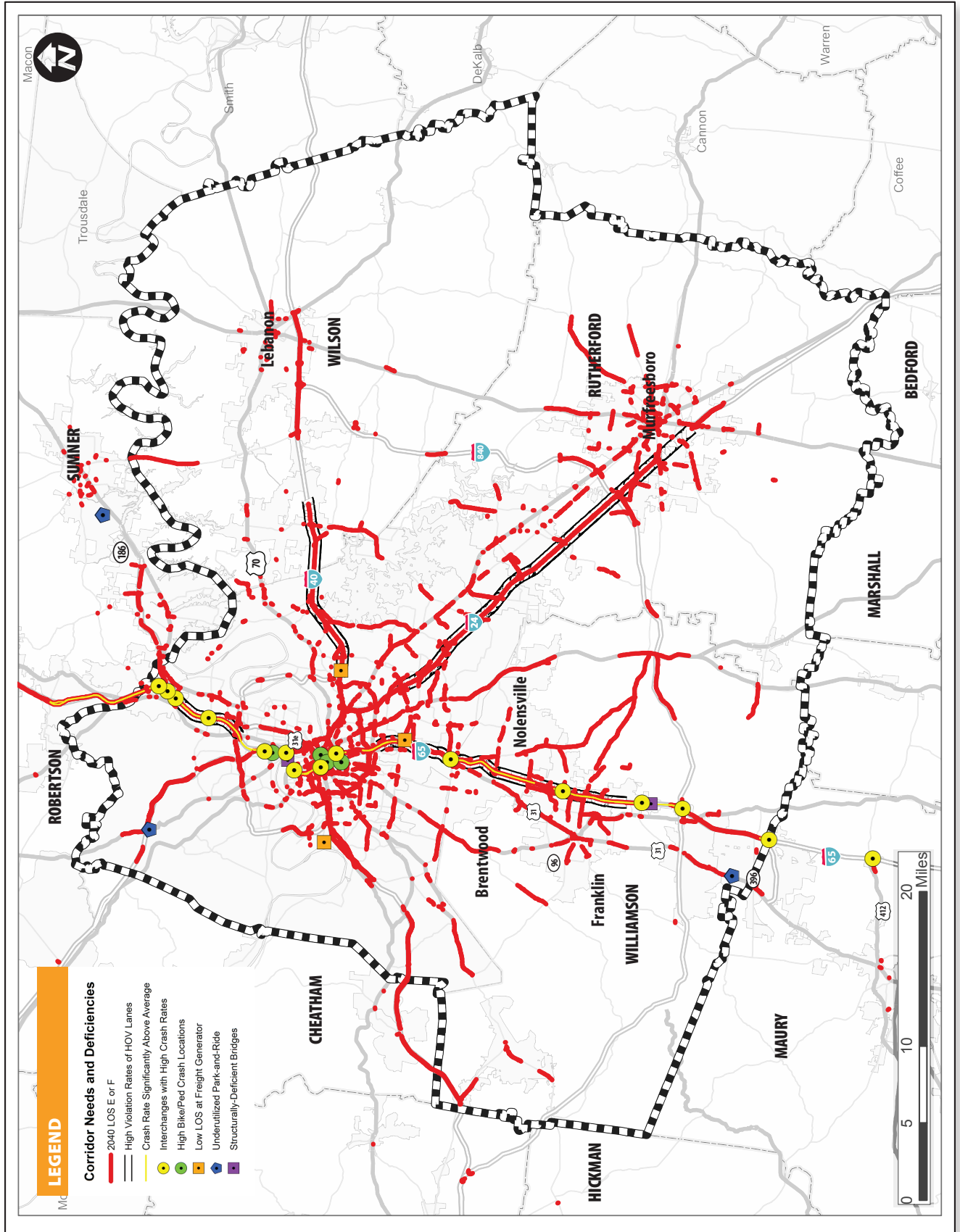
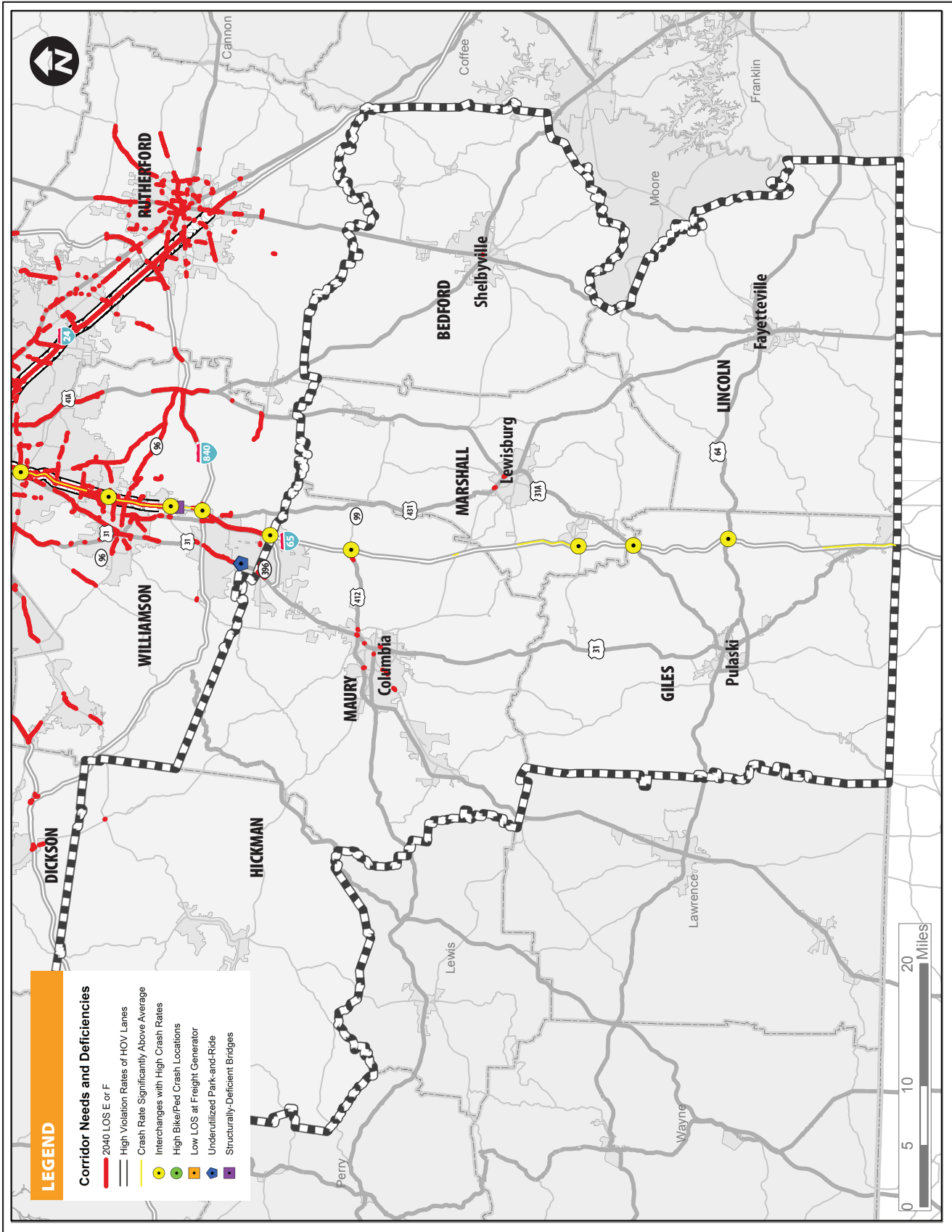


Figure ES-5. I-65 Deficiencies and Needs: South Sub-Area



While the recommended solutions address many of the identified deficiencies and needs illustrated in Figures ES-3 – ES-5, their potential impacts on the transportation system are summarized in Table ES-3. Among traditional performance measures, such as vehicle miles traveled (VMT), vehicle hours traveled (VHT), and vehicle hours of delay (VHD), the Build scenario, incorporating the recommended solutions, results in slightly better overall performance relative to the Trend scenario. Declining auto VHD and truck VHT, for example, indicate higher speeds and shorter travel times resulting from the proposed capacity improvements. It is important to note that the corridor study also recommends a series of interchange improvements that will generate travel time savings and safety benefits. Finally, the performance measures highlight the substantial potential for transit, walking, and bicycling to help reshape the transportation system in the I-65 corridor, especially in Davidson, Sumner, and Williamson Counties. Carefully planned Transit Oriented Development (TOD) around existing and planned transit stops can result in a tripling of people and jobs in station areas and nearly double the number of people within a 5-minute walk to transit – a conservative measure of transit access.

The projects in Tables ES-5 through ES-10 are listed geographically, north to south. For the I-65 Multimodal Corridor Study, project prioritization and phasing builds on the common set of guidelines from earlier corridor studies, but shifts the focus from developing a single, static list of priorities to generating data and information that can serve as a flexible decision support tool. The tool evaluates proposed improvements in each modal and strategy area across five categories, and orders the results by weighted scores (Table ES-4). Importantly, the weights for each criterion can be adjusted based on policy, planning, and programming direction, and the results of the analysis can be considered separately or compared as different scenarios. A preliminary analysis of project priorities, however, points to three areas of specific need in the I-65 corridor study:

- **Downtown Nashville Interstate Loop** – Improving the safety and operational efficiency of the downtown interstate loop will play a pivotal role in addressing many of the deficiencies and needs identified in the study, including high vehicle crash rates, auto and truck congestion, system to system weaving patterns, ramp operations, HOV facilities, ITS operations, transit services, and pedestrian and bicycle safety in interchange areas.
- **Parallel and Intersecting Arterials** – Capacity, ITS, and interchange improvements on or with parallel and intersecting arterials especially in Davidson and Williams Counties will also yield important safety and operational benefits in the I-65 corridor, particularly on or with Trinity Lane (Exit 87), Rosa Parks Boulevard (US 41A), Wedgewood Avenue (Exit 81), Hillsboro Road (US 431), Franklin Road (US 31), Nolensville Pike (US 41A), Moores Lane (SR 441), Old Hickory Boulevard (SR 254), and Murfreesboro Road (SR 96).
- **Multimodal Connections to Employment Centers** – From Sumner County to Maury County, transit, walking, and bicycling facilities and services that improve access to employment centers in the I-65 corridor are the least developed and yet will become increasingly important as new commercial and residential development locates close to I-65.

In conjunction with existing plans, programs, and studies, the I-65 Multimodal Corridor Study establishes a framework for improving transportation and supporting future growth and development in the corridor, whether it is major employment centers such as downtown Nashville and Cool Springs, traditional bedroom communities like Brentwood and Hendersonville, or emerging centers like the planned Portland gateway. The successful implementation of the framework and recommended solutions will, in turn, largely depend on the strategic, timely, and close coordination of the improvements by state, regional, and local stakeholders.

Table ES-3. I-65 Corridor Performance Summary

Goal	Performance Measure	Unit	Base (2010)	Trend (2040)	Build (2040)	Percent Change Trend v. Base	Percent Change Build v. Base
Moving Autos and Trucks	Auto Travel Times	Minutes	See Table 4-3			n/a	n/a
	Auto Vehicle Miles Traveled (VMT)	Miles (1,000s)	173,652	279,757	279,885	61%	61%
	Auto Vehicle Hours of Travel (VHT)	Hours (1,000s)	3,836	6,456	6,442	68%	68%
	Auto Vehicle Hours of Delay (VHD)	Hours	101,746	431,384	391,309	324%	285%
	Truck Vehicles Miles Traveled (VMT)	Miles (1,000s)	6,524	12,030	12,090	84%	85%
	Truck Vehicle Hours of Travel (VHT)	Hours	123,726	327,961	319,196	165%	158%
	Truck Vehicle Hours of Delay (VHD)	Hours	16,204	27,147	27,103	68%	67%
Moving People	Person Throughput	Persons per Day - North	177,569	252,815	259,888	42%	46%
		Persons per Day - South	205,076	275,077	290,187	34%	42%
Safety	Presence of Countermeasures at Safety Hotspots	High, Medium, or Low	See "Safety Recommendations"			n/a	n/a
Land Use Coordination	Presence of TOD at Stations	Total People and Jobs	24,968	38,456	100,520	54%	303%
Equity and Accessibility	People within a 5-Minute Walk or Bike Ride to a Station	Total People - Walk	7,329	31,880	57,544	335%	685%
		Total People - Bike	61,154	228,969	254,633	274%	316%
Air Quality/Emissions	Carbon Intensity	Pounds per Day per Person	99.07	96.35	96.47	-3%	-3%

Table ES-4 I-65 Corridor Project Prioritization Criteria

Mode/Strategy	Prioritization Criteria and Measures				
	Mobility/Safety	Multimodal	Accessibility/Economic Development	Implementation	Cost Efficiency
Highway Capacity	Base V/C	Number of Modal Projects	Base Total Employment	Cost	Benefit/Cost Ratio (Method 1)
	2040 E+CV/C		2040 Total Employment		Benefit/Cost Ratio (Method 2)
Safety	Crash Rate	Number of Modal Projects	Base Total Employment	Cost	Benefit/Cost Ratio (Method 1)
			2040 Total Employment		Benefit/Cost Ratio (Method 2)
ITS	Base V/C	Number of Modal Projects	Base Total Employment	Cost	Benefit/Cost Ratio
	2040 E+CV/C		2040 Total Employment		
Freight	Base V/C	Number of Modal Projects	Base Total Employment	Cost	Benefit/Cost Ratio (Method 1)
	2040 E+CV/C		2040 Total Employment		Benefit/Cost Ratio (Method 2)
	Truck Percentage				
Transit	LOS	Number of Modal Projects	Base Total Employment	Cost	n/a
			2040 Total Employment		
Bicycle and Pedestrian	Base Total Population	Number of Modal Projects	Base Total Employment	Cost	Benefit/Cost Ratio
	2040 Total Population		2040 Total Employment		

Figure ES-6. I-65 Recommended Multimodal Solutions: North Sub-Area

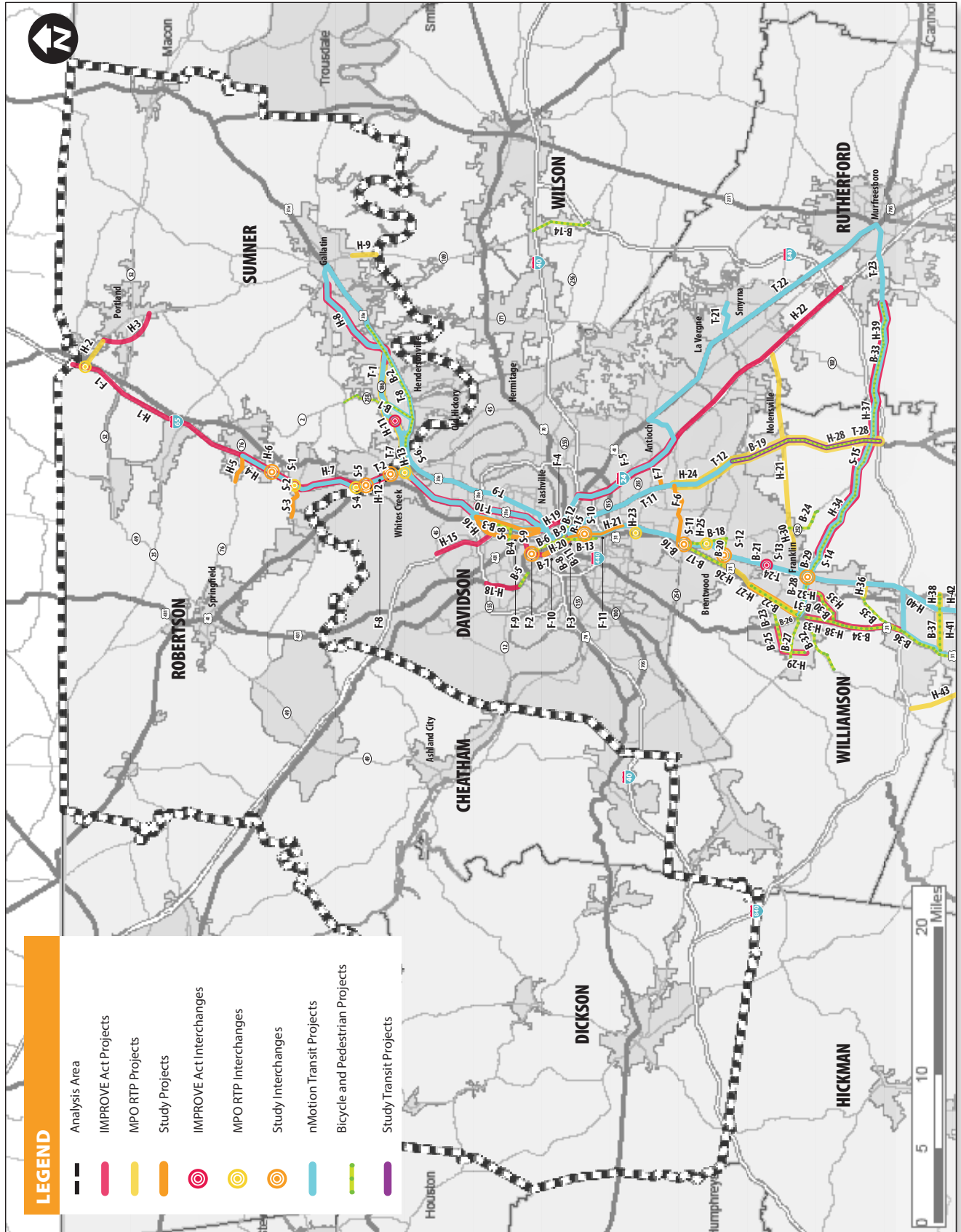


Figure ES-7. I-65 Recommended Multimodal Solutions: Central Sub-Area

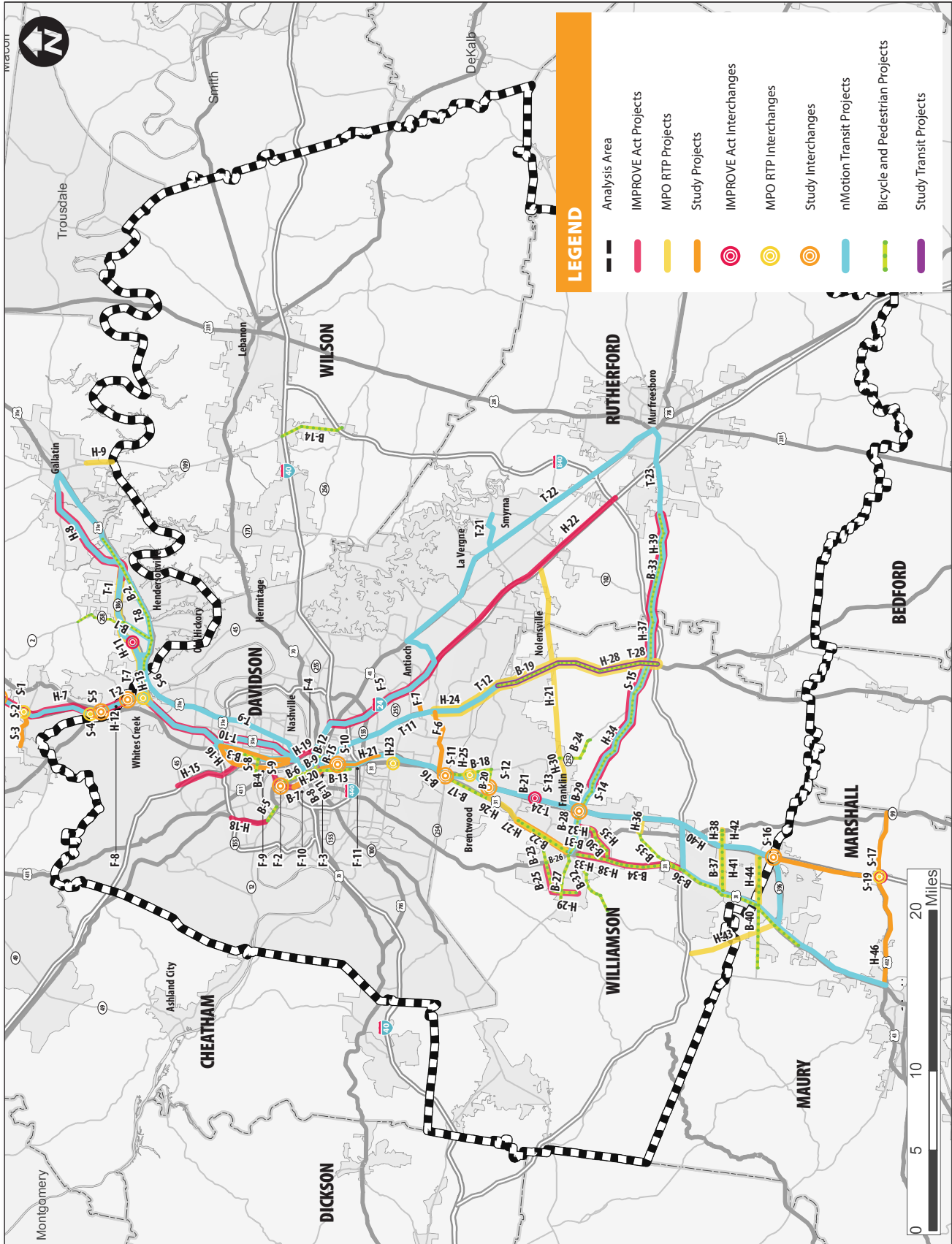


Figure ES-8. I-65 Recommended Multimodal Solutions: South Sub-Area

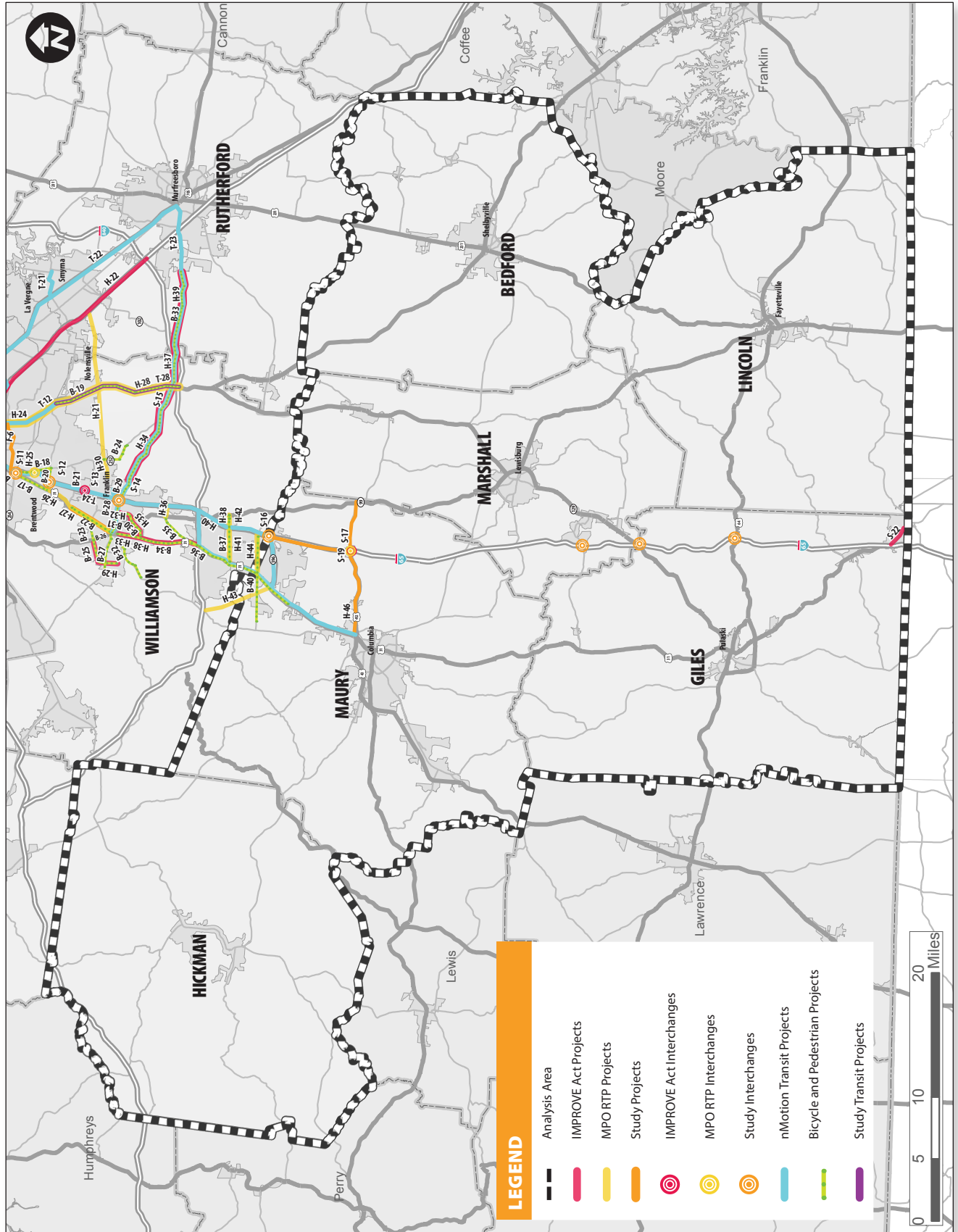


Table ES-5. Mainline Improvements: Highway Capacity

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
H-1*	I-65	SR-25	Kentucky State Line	Widening, 4 to 6 lanes	8.8	Robertson	North
H-2	I-65/SR-109 Prop/SR-41	N/A	N/A	Relocation of SR-109, new interchange at I-65, and widening of I-65 from south of new interchange to Kentucky state line	0.6	Sumner	North
H-3*	SR-109 Portland Bypass	SR-109 south of SR-76	SR-109 near Kirby Drive	Construct new 4 lane divided roadway	6.8	Sumner	North
H-4*	I-65	Bethel Road (SR-257)	SR-25	Widening, 4 to 6 lanes	8.7	Robertson	North
H-5*	SR-76	Charles Drive	New Hall Road	Widening, 2 to 4 lanes	2.1	Robertson	North
H-6	I-65	New interchange at New Hall Road in White House		New Interchange	N/A	Robertson	North
H-7	I-65 (SB only)	Blue Star Road (US-31)	Bethel Road (SR-257)	Widening, 2 to 3 lanes	5.2	Robertson	North
H-8*	NET Corridor Section 2 - Vietnam Veterans Pkwy (SR-386)	US-31E/Saundersville Road	SR-109 Bypass	Transit Capital Expansion - Widening, 4 to 6 lanes for freeway Bus Rapid Transit service from Nashville to Gallatin (Project currently under study by TDOT)	6.9	Sumner	North
H-9	SR-109	North of the Cumberland River Bridge	SR-109 Portland Bypass south of Gallatin	Widen from 2 lanes to 4/5 lanes	1.3	Sumner	North
H-10 [#]	I-65	Long Hollow Pike (SR-174)	Blue Star Road (US-31)	Widening, 4 to 6 lanes	1.8	Sumner	North
H-11*	Vietnam Veterans Pkwy (SR-386) at Forest Retreat Road	N/A	N/A	New Interchange (Project currently under study by TDOT.)	0.0	Sumner	North
H-12	I-65 at Springfield Highway (SR-11/US-41)	N/A	N/A	New Interchange	N/A	Davidson	Central
H-13 ^{#*}	NET Corridor Section 1 - Vietnam Veterans Pkwy (SR-386)	I-65	US-31E/Saundersville Road	Transit Capital Expansion - Widening, 4 to 6 lanes for freeway Bus Rapid Transit service from Nashville to Gallatin	8.9	Sumner	North
H-14	NET Corridor Transit - Ellington Pkwy (US 31E/SR-6) and I-65	Ellington Pkwy (SR-6) southern terminus	SR-386	Construction of managed Lanes along Ellington Pkwy (SR-6) and I-65 for freeway Bus Rapid Transit service from Nashville to Gallatin	10.0	Davidson	Central
H-15*	I-24	I-65	Old Hickory Blvd (SR-45)	Widening, 4 to 6 lanes	4.3	Davidson	Central
H-16	I-65	Briley Parkway	Nashville Core	Extend HOV lanes	4.2	Davidson	Central
H-17	Dickerson Pike (US 41)	SR-155 (Briley Pkwy)	Spring St	Widening, 4 to 6 lanes	4.7	Davidson	Central
H-18*	Clarksville Hwy (US-41A/SR-112)	SR-12 (Ashland City Hwy)	SR-155 (Briley Pkwy)	Widening, 2 to 5 lanes, with Multi-Use Trail	2.4	Davidson	Central

Table ES-5. (continued)

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
H-19*	Downtown Nashville Loop	N/A	N/A	Roadway/Junctions Reconstruction	12.2	Davidson	Central
H-20	I-65	I-40 (Exit 210)	I-40 (Exit 208)	Weaving Patterns	2.0	Davidson	Central
H-21	I-65	Armory Drive	Nashville Core	Extend HOV lanes	3.4	Davidson	Central
H-22*	I-24	I-40	I-840	Widening, I-40 to Haywood Lane - 8 to 10 lanes; Haywood Lane to I-840 - 6 to 8 lanes	23.2	Davidson and Rutherford	Central
H-23	Battery Lane/Harding Place at Franklin Rd/Improvements	SR-6 (Franklin Rd.) at SR-255 (Harding Pl.) and Battery Lane		Capacity improvements for intersection approaches	0.7	Davidson	Central
H-24	Nolensville Pike	South of Old Hickory Blvd (SR-245)	South of Burkitt Road	Reconstruction and widening, 2 to 5 lanes	4.5	Davidson and Williamson	Central
H-25	I-65	Old Hickory Blvd (SR-254)	Concord Road (SR-253)	New Interchange	0.0	Williamson	Central
H-26	Franklin Road (US-31/SR-6)	Concord Road (SR-253)	Moore's Lane (SR-441)	Widening, 2 to 5 lanes	2.3	Williamson	Central
H-27	Franklin Road (US-31/SR-6)	SR-441 (Moore's Lane)	Harpeth River Bridge	Widening, 2 to 5 lanes	3.7	Williamson	Central
H-28	Nolensville Road (SR-11)	Burkitt Road	I-840	Widening with realignment from south of Clovercroft Road to north of Sunset Road in Nolensville	10.6	Williamson	Central
H-29**	Mack Hatcher Pkwy (SR-397)	South of SR-96	US-431 (SR-106)	New construction, 4 lanes	3.3	Williamson	Central
H-30	East McEwen Drive	Near Cool Springs Blvd	Wilson Pike (SR-252)	Widening, 2 to 4 lanes	1.6	Williamson	Central
H-31	Smyrna/Williamson County Connector	I-24 at Rocky Fork Road	McEwen Drive Extension	New Roadway	12.0	Williamson and Rutherford	Central
H-32*	Mack Hatcher Pkwy (SR-397)	SR-96 east of Franklin	Columbia Pike (US-31/SR-6) south of Franklin	Widening, 2 to 4 lanes	3.2	Williamson	Central
H-33*	Columbia Pike (US-31/SR-6)	Fowlkes Street	Mack Hatcher Pkwy (SR-397)	Widening, 2 to 4 lanes	1.9	Williamson	Central
H-34**	Murfreesboro Road (SR-96)	East of Arno Road	Wilson Pike (SR-252)	Widening, 2 to 5 lanes	5.8	Williamson	Central
H-35	Lewisburg Pike (SR-106/US-431)	Mack Hatcher Pkwy (SR-397)	Donelson Creek Pkwy	Widening, 2 to 4 lanes	0.8	Williamson	Central
H-36	Peytonsville Road/Goose Creek Bypass (SR-248)	SR-106 (Lewisburg Pike)	West of I-65	Widen existing 2 lane road to 4/5 lane	0.8	Williamson	Central
H-37**	Murfreesboro Road (SR-96)	East of Wilson Pike (SR-252)	I-840	Widening, 2 to 5 lanes	5.5	Williamson	Central
H-38*	Columbia Pike (US-31/SR-6)	I-840	Mack Hatcher Pkwy (SR-397)	Widening, 2 to 4 lanes	5.0	Williamson	Central

Table ES-5. (continued)

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
H-39*	Murfreesboro Road (SR-96)	I-840	Veterans Pkwy	Widening, 2 to 5 lanes	6.9	Williamson and Rutherford	Central
H-40	I-65	I-840	SR-396 (Saturn Parkway)	Widening, 4 to 6 lanes	5.8	Williamson	Central
H-41	Buckner Road Widening	Columbia Pike (SR-6/US-31)	Buckner Lane	Widening	1.9	Williamson	Central
H-42	Buckner Road Extension	Buckner Road	Lewisburg Pike (SR-106/US-431)	New Roadway with New Interchange at I-65	2.1	Williamson	Central
H-43	Saturn Pkwy (SR-396) Extension	US-31	Carters Creek Pike (SR-246) at I-840	New Roadway	6.0	Maury and Williamson	Central
H-44	Duplex Road (SR-247)	SR-6/US-31	0.1 mile west of I-65	Widen Duplex Rd. from 2 to 3 lanes with add'l improvements	3.1	Maury and Williamson	Central
H-45	I-65	Saturn Parkway (SR-396)	Bear Creek Pike (SR-99/US-412)	Widening, 4 to 6 lanes	6.9	Maury	South
H-46	Bear Creek Pike (SR-99/US-412)	Nashville Highway (US-31)	US-431	Widening, 2 to 4 lanes	11.1	Maury	South

* Project included on IMPROVE Act project list

Project included in 2018-2020 Comprehensive Multimodal Program

Table ES-6. Mainline Improvements: Highway Safety

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
S-1	I-65 at SR-257 (Exit 104)	I-65 at SR-257 (Exit 104)		NB/Off Ramp Queuing	0.0	Robertson	North
S-2	I-65 at Bethel Road (SR-257) Interchange Lighting Improvements	I-65 at SR-257 (Exit 104)		Install interchange lightning	0.0	Sumner	North
S-3	Bethel Road (SR-257)	Lake Road	I-65	Widen shoulders and correct substandard horizontal geometries	2.3	Robertson	North
S-4	I-65 at US 31W Louisville Hwy (Exit 98)	I-65 at US 31W Louisville Hwy (Exit 98)		NB/Off Turn Lanes, SB/On Auxiliary Lane, NB/SB Signal Timing	0.0	Sumner	North
S-5	I-65 at US-31W (Exit 98)	I-65 at US-31W (Exit 98)		NB to WB Flyover	0.0	Sumner	North
S-6	I-65 Interchange Lighting at Rivergate Pkwy, Long Hollow Pk, US-31W	N/A	N/A	Interchange Lighting	N/A	Davidson	Central
S-7	I-65 at SR 174 Long Hollow Pike (Exit 97)	I-65 at SR 174 Long Hollow Pike (Exit 97)		SB/Off Turn Lanes, NB/SB Signal Timing	0.0	Davidson	North
S-8	I-65 at Trinity Lane (Exit 87)	I-65 at Trinity Lane (Exit 87)		NB/Off Ramp Auxiliary Lane Length	0.0	Davidson	Central
S-9	I-65 at Rosa L Parks Blvd (Exit 85)	I-65 at Rosa L Parks Blvd (Exit 85)		NB/Off Turn Lanes, SB/Off Turn Lanes, SB/On Turn Lanes	0.0	Davidson	Central
S-10	I-65 at Wedgewood Ave (Exit 81)"	I-65 at Wedgewood Ave (Exit 81)		SB/On Auxiliary Lane, NB/SB Signal Timing	0.0	Davidson	Central
S-11	I-65 at SR 254 Old Hickory Blvd (Exit 74)	I-65 at SR 254 Old Hickory Blvd (Exit 74)		Convert to to Diverging Diamond Interchange	0.0	Davidson	Central
S-12	I-65 at SR 253 Concord Rd (Exit 71)	I-65 at SR 253 Concord Rd (Exit 71)		NB/On Auxiliary Lane, SB/On Auxiliary Lane, NB/SB Signal Timing	0.0	Williamson	Central
S-13*	I-65 at Moores Lane	I-65 at Moores Lane		Interchange Modification	0.0	Williamson	Central
S-14	I-65 at SR 96 Murfreesboro Rd (Exit 65)	I-65 at SR 96 Murfreesboro Rd (Exit 65)		NB/Off Turn Lanes, SB/Off Turn Lanes, NB/SB Signal Timing	0.0	Williamson	Central
S-15	SR-96	Intersection with US-41A		Intersection Improvements	0.0	Williamson	Central
S-16	I-65 at SR 396 Saturn Parkway (Exit 53)	I-65 at SR 396 Saturn Parkway (Exit 53)		NB to WB Flyover	0.0	Maury	South
S-17	I-65 at US 412/SR 99 (Exit 46)	I-65 at US 412/SR 99 (Exit 46)		NB/SB Signalized Intersection	0.0	Maury	South
S-18	I-65 at SR 129 Lynnville Highway (Exit 27)	I-65 at SR 129 Lynnville Highway (Exit 27)		NB/On Turn Lane, SB/On Turn Lane	0.0	Marshall	South
S-19*	SR-99 (US-412) Interchange Modification	I-65 at SR 99 (US-412)		Interchange Modification	0.0	Maury	South
S-20	I-65 at SR 11/US 31A (Exit 22)	I-65 at SR 11/US 31A (Exit 22)		NB/SB Signalized Intersection	0.0	Giles	South
S-21	I-65 at SR 15/US 64 (Exit 14)	I-65 at SR 15/US 64 (Exit 14)		NB/SB Signalized Intersection	0.0	Giles	South
S-22*	Main Street (SR-7)	Union Hill Road (Ardmore)	Morrow Road (Ardmore)	Safety Improvements	0.9	Giles	South

* Project included on IMPROVE Act project list

Table ES-7. ITS Improvements

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
0-1	Rapid Incident Scene Clearance (RISC)	Kentucky	Alabama	Contractual incentive-based program and operational policy to support open roads initiative related to truck crashes; North and South options	122.0	All	North, Central, and South
0-2	Conversion to Virtual Weigh Stations	Kentucky	Alabama	Portland weigh station	122.0	All	North, Central, and South
0-3	Smart Truck Parking	Kentucky	Alabama	Location TBD; Potential sites include the existing rest areas near Exit 22, Exit 46, and the Kentucky state line	122.0	All	North, Central, and South
0-4	I-65 Traffic Incident Management (TIM) Team	Kentucky	Alabama	North and South options	122.0	All	North, Central, and South
0-5	I-65 North ITS	Exit 108	Kentucky border	Install CCTV, DMS, and detection devices including fiber optic connections on I-65; Suggested DMS locations: SR-25/Main St (Exit 112) NB and SB, and SR-52 (Exit 117) SB.	13.0	Sumner	North
0-6	Connected Vehicle Technology Deployment	I-840	SR-76 (Exit 108)	Install DSRC radios	49.0	Davidson, Robertson, Sumner, and Williamson	North and Central
0-7	Adaptive Ramp Metering (ARM)	Exit 108 (SR-76)	Exit 90 (SR-155)	Install adaptive ramp metering devices and additional detection at 6 ramp locations in each direction	18.0	Davidson, Robertson, and Sumner Counties	North and Central
0-8	Adaptive Ramp Metering (ARM)	Exit 88 (I-24)	Exit 80 (US-440)	Install adaptive ramp metering devices and additional detection at 6 ramp locations in each direction	8.0	Davidson	Central
0-9	Dynamic on-ramp assignment - Southbound	Charlotte Ave	I-40/I-65 Split	Add arterial DMS along 14th Ave, add interstate shields or use gantries for junction pre-positioning on on-ramps and interstate facilities	1.0	Davidson	Central
0-10	Dynamic on-ramp assignment - Northbound	Broadway (US-70A)	I-40/I-65 Split	Add arterial DMS along 14th Ave, add interstate shields and deploy lane control gantries for junction pre-positioning on on-ramps and interstate facilities	1.0	Davidson	Central
0-11	Adaptive Ramp Metering (ARM)	Exit 80 (US-440)	Exit 53 (SR-396)	Install adaptive ramp metering devices and additional detection at 9 ramp locations in each direction	27.0	Davidson and Williamson	Central and South
0-12	Active Arterial Management US 31 E/Gallatin Pike	Rivergate Pkwy	Spring Street	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	10.0	Davidson	North and Central
0-13	Active Arterial Management (AAM) Dickerson Pike	US-31 W/ Louisville Hwy	US-431/ Trinity Ln	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	10.0	Davidson and Sumner	North and Central
0-14	Active Arterial Management (AAM) Franklin Rd	Demonbreun	Mack Hatcher	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	18.0	Davidson and Williamson	Central
0-15	Active Arterial Management (AAM) Nolensville Pike (US-41)	Korean Veterans Blvd	Old Hickory Blvd	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	9.0	Davidson	Central

Table ES-7. (continued)

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
0-16	Active Arterial Management (AAM) Old Hickory Blvd	Hillsboro Rd (US-431)	US-41	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	15.0	Davidson	Central
0-17	Active Arterial Management (AAM) Hillsboro Rd (US-431)	Broadway (US-70A)	Mack Hatcher	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	16.0	Davidson and Williamson	Central
0-18	Active Arterial Management (AAM) Nolensville Pike (US-41)	I-840	US-231/ Colloredo Blvd/Lane Pkwy	Last mile connectivity between intersections, install detection for all intersections, MOUs, and Consultant Operations to optimize signal timing and detect incidents along corridor	28.0	Williamson, Rutherford, and Bedford	South
0-19	I-65 South ITS	MM 57.6	Alabama border	Install CCTV, DMS, and detection devices including fiber optic connections on I-65; Suggested DMS locations: SR-396/Saturn Pkwy (Exit 53) NB and SB, SR-50/New Lewisburg Hwy (Exit 37) NB and SB, and SR-11/Alt US-31/Sam Davis Hwy (Exit 22) NB.	67.0	Maury and Giles	South

Table ES-8. Freight Improvements

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
F-1	I-65 Weight Station near TN/KY State Line	N/A	N/A	Roadway Reconstruction and New Weigh Station	0.0	Sumner	North
F-2	I-65	Northbound direction - Diverging area of I-40 and I-65 (West of Nashville Loop)		Diverging area geometry correction - Adding lane(s)	0.2	Davidson	Central
F-3	I-65	Northbound direction - Merging area of I-40 and I-65 (South of Nashville Loop)		Merge area geometry correction - Adding lane (s)	0.3	Davidson	Central
F-4	Ramp Improvement	Northbound ramp from I-24 to Hermitage Ave		Diverging area geometry correction - Adding lane(s)	0.2	Davidson	Central
F-5	Harding Place (SR-255)	McGavock Pike	Donelson Pike	Widening	0.4	Davidson	Central
F-6	Old Hickory Blvd (SR-254)	I-65	Nolensville Road (US-41A/SR-11)	Widening	4.1	Davidson	Central
F-7	Harding Place (SR-255)	Nolensville Road (US-41A/SR-11)	Jonquil Drive	Widening	0.5	Davidson	Central
F-8	I-65 (NB only)	Rivergate Parkway	US-31W/SR-41	Widen from 4/6 to 8 lanes	5.7	Davidson and Sumner	Central
F-9	I-65/I-24	I-24 junction, south of Fern Avenue	Trinity Lane (US-431)	Replace underpass to accommodate 6 lanes in each direction	1.7	Davidson	Central
F-10	I-65/I-40	I-65 junction (east of Demonbreun Street)	I-40 junction (west of Charlotte Avenue)	Widen to 8 lanes	4.3	Davidson	Central
F-11	I-65	Harding Place (SR-255)	I-40	Widen from 6 to 8 lanes	9.7	Davidson	Central

Table ES-9. Transit Improvements

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
T-1	NET Corridor Regional Express Bus Service	Several routes between Nashville and Gallatin		Provide new and expanded service to Sumner County, including additional express trips, additional service hours, and new park-and-ride opportunities	29.0	Davidson and Sumner	North
T-2	White House Express Service	SR-76	SR-386	Widening and strengthening of shoulders to 12-ft for bus on shoulder service. Further study of ramp metering for SR-174 (Long Hollow Pike), US-31W, and SR-257 (Bethel Road) to determine if necessary for safe routing	12.4	Robertson	North
T-3-5	I-65 North Freeway BRT Stations (3)	Goodlettsville	Gallatin	Construction of freeway BRT transit stop and park-and-ride lot	0.0	Davidson and Sumner	North
T-6	NET Corridor Interchange 2	Vietnam Veterans Pkwy (SR-386) at Conference Drive		Interchange modification for Traffic NB onto Conference Drive	0.0	Davidson	Central
T-7	NET Corridor Interchange 1	Vietnam Veterans Pkwy (SR-386) at I-65		Interchange modification WB to NB and SB to EB Traffic	0.0	Davidson	Central
T-8	Rapid Bus Service – Route 80R Gallatin	Outer end of Gallatin Pike LRT	Gallatin	Provide new rapid bus service to Gallatin	15.6	Davidson/Sumner	Central
T-9	US-31E (Gallatin Pike) LRT	Downtown Nashville	Conference Drive	Construction of light-rail transit along US-31E (Gallatin Pike)	12.0	Davidson	Central
T-10	Dickerson Pike (US-31W) BRT	Hunters Lane	Downtown Nashville	Construction of bus rapid transit amenities along US-31W (Dickerson Pike). Project include dedicated bus lanes and improved pedestrian facilities.	7.2	Davidson	Central
T-11	Nolensville Pike (US-31A) LRT	Downtown Nashville	Lenox Village Drive	Construction of light rail transit along US-31A (Nolensville Pike)	8.8	Davidson	Central
T-12	Rapid Bus Service – Route 81R Nolensville	Outer end of Nolensville Pike LRT	Nolensville	Provide new rapid bus service to Nolensville	7.2	Davidson/Williamson	Central
T-13-18	I-65 South Freeway BRT Stations (6)	Downtown Nashville	Franklin	Construction of freeway BRT transit stop and park-and-ride lot	0.0	Davidson and Williamson	Central/South
T-19	Transit-Pedestrian Network Improvements	Various Locations		Construction of transit-supportive pedestrian amenities, including sidewalks, landscaping, lighting, crosswalks, and ADA ramps	0.0	Davidson and Williamson	Central
T-20	Rapid Bus Service – Route 81R Nolensville	Nolensville	Murfreesboro Road (SR-96)	Provide new rapid bus service to Triune	7.0	Williamson	Central
T-21	Rapid Bus Service – Route 86R Smyrna/LaVergne	Downtown Nashville	Smyrna/LaVergne	Provide new rapid bus service to Smyrna and LaVergne	24.7	Davidson/Rutherford	Central
T-22	Rapid Bus Service – Route 96R Murfreesboro	Downtown Nashville	Murfreesboro	Provide new rapid bus service to Murfreesboro	35.7	Davidson/Rutherford	Central
T-23	Franklin to Mufreesboro Express Bus Service	Routes between Franklin and Mufressboro		Provide new service express service to from Franklin (Cool Springs) to Murfreesboro	26.0	Williamson and Rutherford	Central
T-24	South Corridor Regional Express Bus Service	Several routes between Nashville, Franklin, Spring Hill, and Columbia		Provide new and expanded service to Williamson and Maury County, including additional express trips, reverse commute trips, additional service hours, and new Park-and-Ride opportunities	43.0	Maury and Williamson	Central and South
T-25	Rapid Transit/Managed Lanes between Nashville and Franklin	Downtown Nashville	Murfreesboro Road (SR-96)	Construction of managed lanes for freeway Bus Rapid Transit along I-65 from Nashville to Murfreesboro Road (SR-96)	18.6	Davidson and Williamson	Central/South

Table ES-10. Walking and Bicycling Improvements

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
B-1	New Shackle Island Road (SR-258)	Johnny Case Parkway (US-31E)	Long Hollow Pike (SR-174)	Construction of Buffered Bike Lanes	5.2	Sumner	North
B-2	Johnny Cash Parkway/East Main Street (US-31E)	Big Station Camp Road	Center Point Road South	Construction of Paved Shoulders	8.8	Sumner	North
B-3	US-41 (Dickerson Pike)	US-431 (Trinity Lane)	Hart Lane	Safety - Construction of sidewalks along US-41. Project includes landscaping, crosswalks, and pedestrian amenities.	2.0	Davidson	Central
B-4	US-431 (Trinity Lane)	US-431 (Whites Creek Pike)	US-41 (Dickerson Pike)	Safety - Reconstruction of sidewalks along US-431 (Trinity Lane). Project includes landscaping, lighting, crosswalks, in-roadway warning lights at on-ramps, and pedestrian amenities.	1.3	Davidson	Central
B-5	Clarksville Pike (SR-12)	Ashland City Highway (SR-12)	Rosa Parks Boulevard (US-41 Alt)	Construction of Bike Lanes	1.1	Davidson	Central
B-6	Rosa Parks Boulevard (SR-12)	Buchanan Street	James Robertson Parkway (US-31)	Construction of Separated Bike Lanes	1.2	Davidson	Central
B-7	James Robertson Parkway (US-31)	Rosa Parks Blvd (SR-12)	Church Street	Construction of Separated Bike Lanes	0.5	Davidson	Central
B-8	US-70 (Charlotte Pike)	14th Avenue North	George L. Davis Blvd.	Safety - Pedestrian improvements at interchange of US-70 and I-40/I-65. Project includes landscaping, lighting, crosswalks, in-roadway warning lights at ramps, and pedestrian amenities.	0.1	Davidson	Central
B-9	Rosa Parks Blvd/ 8th Ave S.(US-31)	Church Street	Korean Veterans Boulevard	Construction of Separated Bike Lanes	0.5	Davidson	Central
B-10	Broadway (US-70)	1st Avenue	14th Avenue North	Construction of Separated Bike Lanes	1.0	Davidson	Central
B-11	US-431 (Broadway)	George L. Davis Blvd.	14th Avenue South	Reconstruction of sidewalks along US-431 (Broadway). Project includes landscaping, lighting, crosswalks, in-roadway warning lights at on-ramps, and pedestrian amenities.	0.1	Davidson	Central
B-12	Lafayette Street (US-31)	8th Avenue S (US-31)	Fairfield Avenue	Construction of Separated Bike Lanes	1.3	Davidson	Central
B-13	8th Avenue South (US-31)	Korean Veterans Boulevard	Bradford Avenue	Construction of Separated Bike Lanes	1.8	Davidson	Central
B-14	SR-109	I-40	I-840	Network - Construction of shared roadway facility	4.0	Wilson	Central
B-15	US-41 (Lafayette Street)	US-31 Alt/SR-11	1st Avenue South	Safety - Reconstruction of sidewalks along US-41 (Lafayette Street). Project includes landscaping, lighting, crosswalks, in-roadway warning lights at on-ramps, and pedestrian amenities.	0.3	Davidson	Central
B-16	SR-254 (Old Hickory Blvd)	Franklin Pike Circle	Franklin Pike	Safety - Reconstruction of sidewalks along SR-254 (Old Hickory Blvd). Project includes landscaping, lighting, crosswalks, in-roadway warning lights at on-ramps, and pedestrian amenities.	0.5	Davidson	Central
B-17	Main Street/Carters Creek Pike (SR-246)	Southall Road	Natchez Street	Construction of Multi-Use Path	3.1	Williamson	Central
B-18	Concord Road (SR-253)	Franklin Road (US31/SR 6)	Wilson Pike (SR-252)	Construction of Multi-Use Path	1.7	Williamson	Central

Table ES-10. (continued)

ID	Project Name	Termini (From)	Termini (To)	Description	Length of Project (miles)	County	Sub-Area
B-19	Nolensville Road (SR-11)	Burkitt Road	I-840	Network - Construction of on-road or off-road bicycle facilities	10.6	Williamson	Central
B-20	Franklin Road (US31/SR 6)	Concord Road (SR-253)	Maryland Way	Construction of Multi-Use Path	2.6	Williamson	Central
B-21	SR-441 (Moore's Lane)	Mallory Lane	Carrothers Parkway	Network - Construction of on-road facility or multi-use trail	0.8	Williamson	Central
B-22	Franklin Road (US31/SR 6)	SR-441 (Moore's Lane)	Harpeth River Bridge	Construction of Multi-Use Path; Can be constructed in concert with H-37	3.7	Williamson	Central
B-23	Mack Hatcher Pkwy (SR-397)	Hillsboro Road (SR-106/US-431)	Franklin Road (Sr-6/US-31)	Construction of Multi-Use Path	1.5	Williamson	Central
B-24	Wilson Pike (SR-252)	McEwan Drive	Trinity Lane	Network - Construction of Multi-Use Path	2.9	Williamson	Central
B-25	Mack Hatcher Pkwy (SR-397)	South of SR-96	US-431 (SR-106)	Construction of Multi-Use Path; Can be constructed with in concert with H-28	3.3	Williamson	Central
B-26	Hillsboro Road (SR-106/US-431)	Mack Hatcher Pkwy (SR-397)	Del Rio Pike	Construction of Bike Lanes with Sidewalks	1.0	Williamson	Central
B-27	SR-96	7th Ave North	Old Charlotte Pike	Construction of Multi-Use Path	4.4	Williamson	Central
B-28	SR-96	Harpeth River Bridge	Arno Road	Construction of Multi-Use Path; Portion could be constructed in concert with B-5	3.9	Williamson	Central
B-29	SR-96 (Murfreesboro Road)	Southwinds Drive	Carrothers Parkway	Safety - Construction of sidewalks or multi-use path along SR-96. Project includes landscaping, crosswalks, and pedestrian amenities.	1.0	Williamson	Central
B-30	Mack Hatcher Pkwy (SR-397)	SR-96 east of Franklin	Columbia Pike (US-31/SR-6) south of Franklin	Network - Construction of Multi-Use Path; Can be constructed with in concert with H-30	3.2	Williamson	Central
B-31	Columbia Pike (US-31/SR-6)	Fowlkes Street	Mack Hatcher Pkwy (SR-397)	Construction of Bike Lanes; Can be constructed in concert with H-31	1.9	Williamson	Central
B-32	Wilson Pike (SR 252)	Concord Road (SR-253)	Church Street East	Construction of Multi-Use Path	2.6	Williamson	Central
B-33	SR-96 (Murfreesboro Rd)	East of Arno Road	Veterans Pkwy	Network - Construction of on-road or off-road bicycle facilities	18.3	Williamson/ Rutherford	Central
B-34	Columbia Pike (US-31/SR-6)	Goose Creek Bypass	Mack Hatcher Parkway (SR-397)	Construction of Multi-Use Path	3.9	Williamson	Central
B-35	Goose Creek Bypass (SR-248)	Columbia Pike (US-31/SR-6)	Long Lane	Construction of Bike Lanes with Sidewalks	4.1	Williamson	Central
B-36	US-31	SR-248 (Goose Creek Bypass)	North of Buckner Lane	Network - Construction of bike lane(s) or multi-use path	3.8	Williamson	Central
B-37	Buckner Road	Columbia Pike (SR-6/US-31)	Buckner Lane	Network - Construction of bike lane(s) or multi-use trail; can be constructed in concert with H-24	1.9	Williamson	Central
B-38	Buckner Road	Buckner Road/I-65 Interchange	Lewisburg Pike (SR-106/US-431)	Network - Construction of bike lane(s) or multi-use trail; can be constructed in concert with H-22	2.1	Williamson	Central
B-39	US 31	Buckner Road	Carters Creek Station Road	Construction of Bike Lanes	6.2	Maury/ Williamson	Central/ South
B-40	SR-247 (Duplex Road/ Beechcroft Rd.)	I-65	SR-246 (Carters Creek Rd.)	Construction of Multi-Use Path	7.8	Williamson	Central