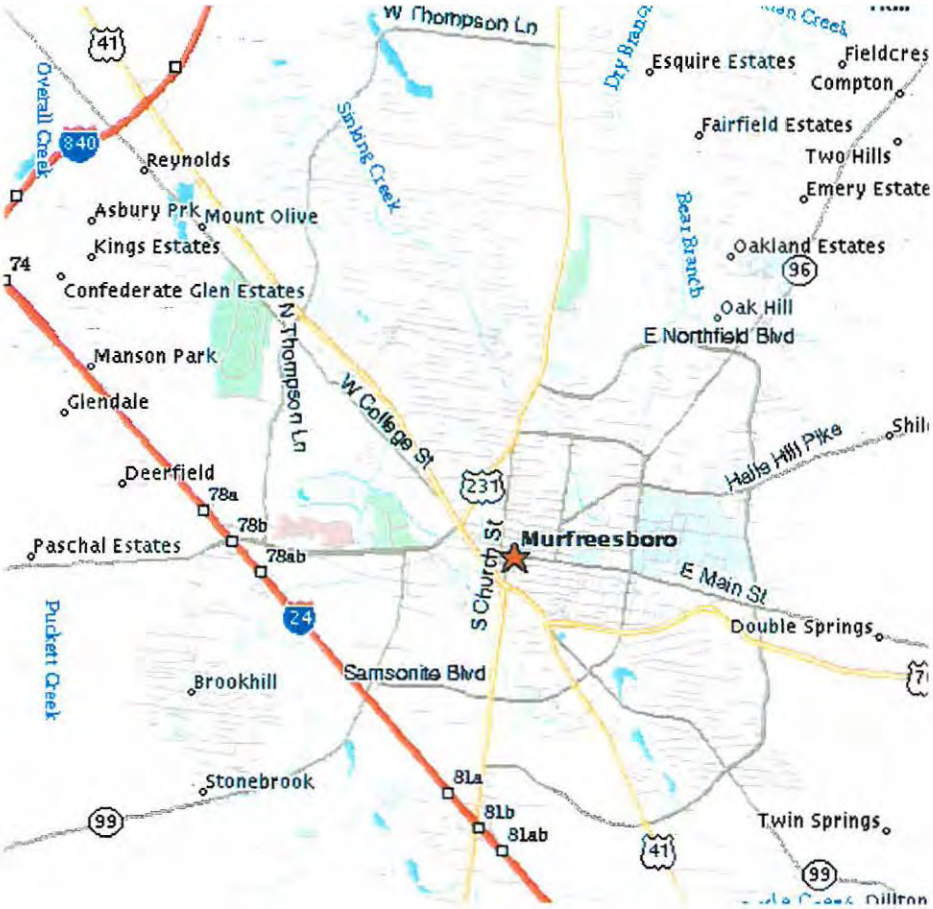
Major Thoroughfare Plan Update
City of Murfreesboro



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City of Murfreesboro, Tennessee

2025
Major Thoroughfare Plan Update

Prepared May 2003

(as amended through November 2011)

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This document was produced, in part, with funding provided by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration).

1. INTRODUCTION

This document was produced as part of a comprehensive update to the Major Thoroughfare Plan for the City of Murfreesboro. This planning effort was initiated and funded by the City of Murfreesboro and the Nashville Area Metropolitan Planning Organization (MPO). The purpose of the Major Thoroughfare Plan Update is to identify short-term, mid-term, and long-term transportation system needs within the City and to identify transportation improvements to meet those capacity and mobility needs. The basis of these recommendations are an evaluation of the existing base year transportation system, as well as an evaluation of the future design year conditions of Murfreesboro's transportation system.

The previous Major Thoroughfare Plan, adopted in 1997, was prepared for a base Year 1995 and a design Year 2015. This document presents the results of existing conditions analyses for the base Year 2000, the design Year 2025 analyses, and the development of a final recommended Major Thoroughfare Plan for the City of Murfreesboro. The Year 2025 conditions are based on estimates of future demographics, future land use, and future transportation demand. For this report, the following tasks were conducted:

- Background data collection, including demographics, land use, traffic counts, and field inventories;
- Analysis of existing conditions on major roadway segments;
- Analysis of historical traffic growth on major roadway segments;
- Identification of Year 2025 land use and demographics;
- Identification of planned roadway improvement projects;
- Application of a planning model to estimate Year 2025 traffic volumes with implementation of the planned roadway improvement projects;
- Analysis of Year 2025 traffic volumes with implementation of the planned roadway network;
- Identification of recommended roadway improvements to address capacity and mobility issues through the Year 2025;
- Application of a planning model to estimate Year 2025 traffic volumes with implementation of the recommended roadway improvement projects;
- Analysis of Year 2025 traffic volumes with implementation of the recommended roadway network;
- Prioritization of recommended improvements;
- Estimate of probable costs associated with the recommended improvement plan;

During the course of this study, the consultant was assisted by the staff of the City of Murfreesboro and the MPO staff. Also, sources of information used in this study include the City of Murfreesboro, the MPO, the Tennessee Department of Transportation (TDOT), and materials collected and prepared by the consultant team.

Plan development oversight was primarily provided by an appointed Study Advisory Committee (SAC). Representatives of this committee were:

Name	Representing
1. Bob Lamb (Chair)	Planning Commission
2. David Edwards	Planning Commission
3. Toby Gilley	City Council
4. Bill Huddleston	Engineering Firm
5. Lisa Halliburton	Small Business Owner
6. Steve Benefield	Chamber of Commerce
7. Myers Parsons	Citizen at Large
8. Dana Richardson	City Staff (Traffic Director)
9. Ken Hays	City Staff (City Engineer)
10. Ram Balachandran	City Staff (Traffic Engineer)
11. Joseph Aydelott	City Staff (Planning Director)

2. BACKGROUND INFORMATION

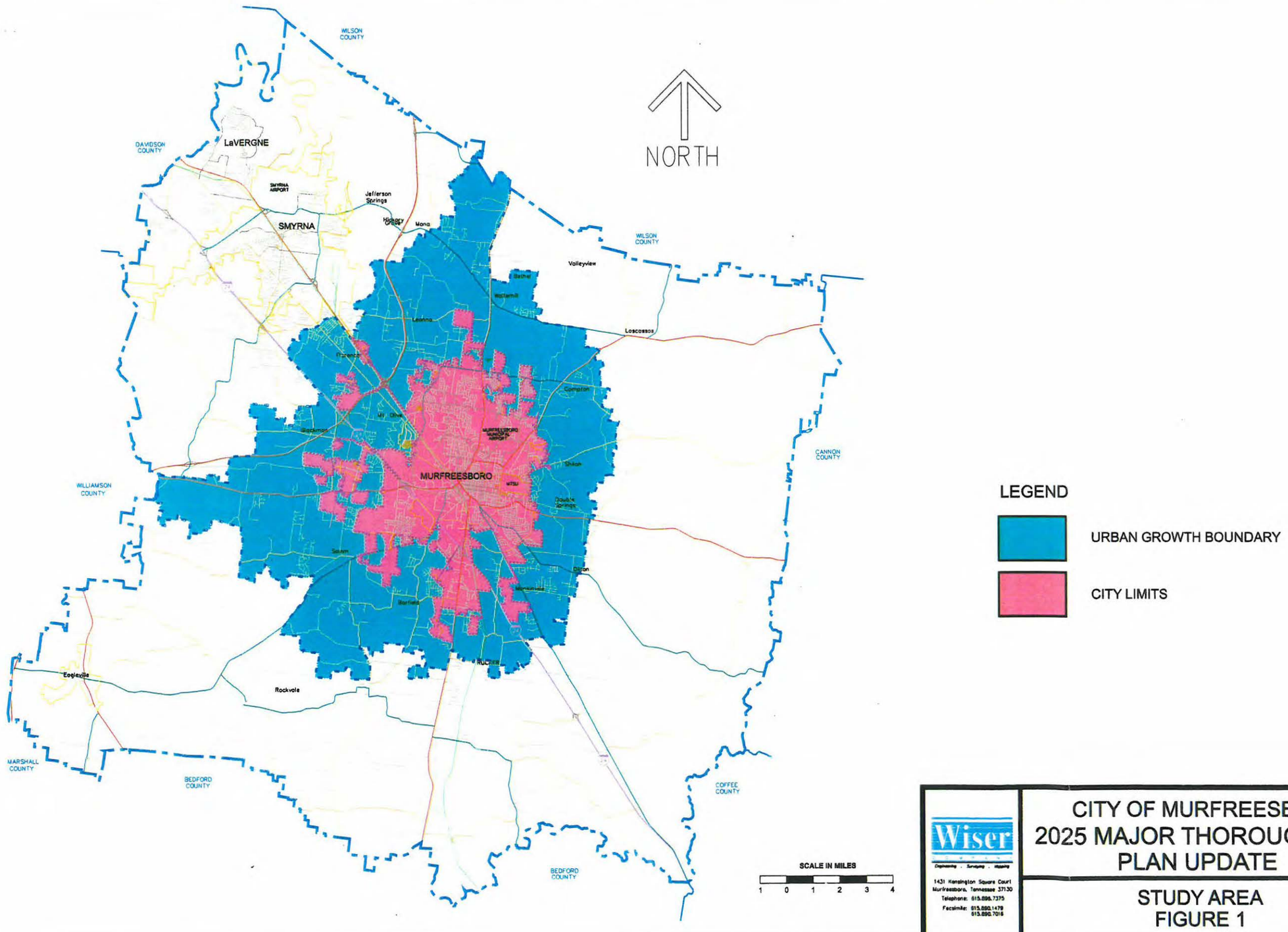
2.1 STUDY AREA BOUNDARY

Murfreesboro is an incorporated city located in central Rutherford County, Tennessee, approximately 30 miles southeast of Nashville. Murfreesboro is located in the geographic center of the State of Tennessee. The City includes a mixture of residential communities, office developments, and shopping facilities and is noted as enjoying a relatively self-sustaining economy by providing availability of industrial, commercial, service industry and professional employment. In addition, Middle Tennessee State University (MTSU) is located in Murfreesboro.

For the purposes of this planning effort, it was determined that the study area boundary would include areas that are currently outside the current corporate limits of the City of Murfreesboro. Specifically, consideration was given to areas in which residential and commercial growth are likely to occur during the next 20 years. This area is defined by the Urban Growth Boundary, adopted by the City of Murfreesboro in the Year 2000. The study area is shown in ***Figure 1***.

2.2 TRAFFIC ANALYSIS ZONES

Using TransCAD transportation modeling software, the MPO has developed a transportation demand model for the Nashville regional area. This model includes many of the major interstate, arterial, and major collector roadways within Rutherford County and the City of Murfreesboro. The TransCAD model uses traffic analysis zones (TAZs) to represent activity centers and facilitate a more-detailed study of the transportation system within an area. The locations of the TAZs within Rutherford County are illustrated in ***Figure 2***.



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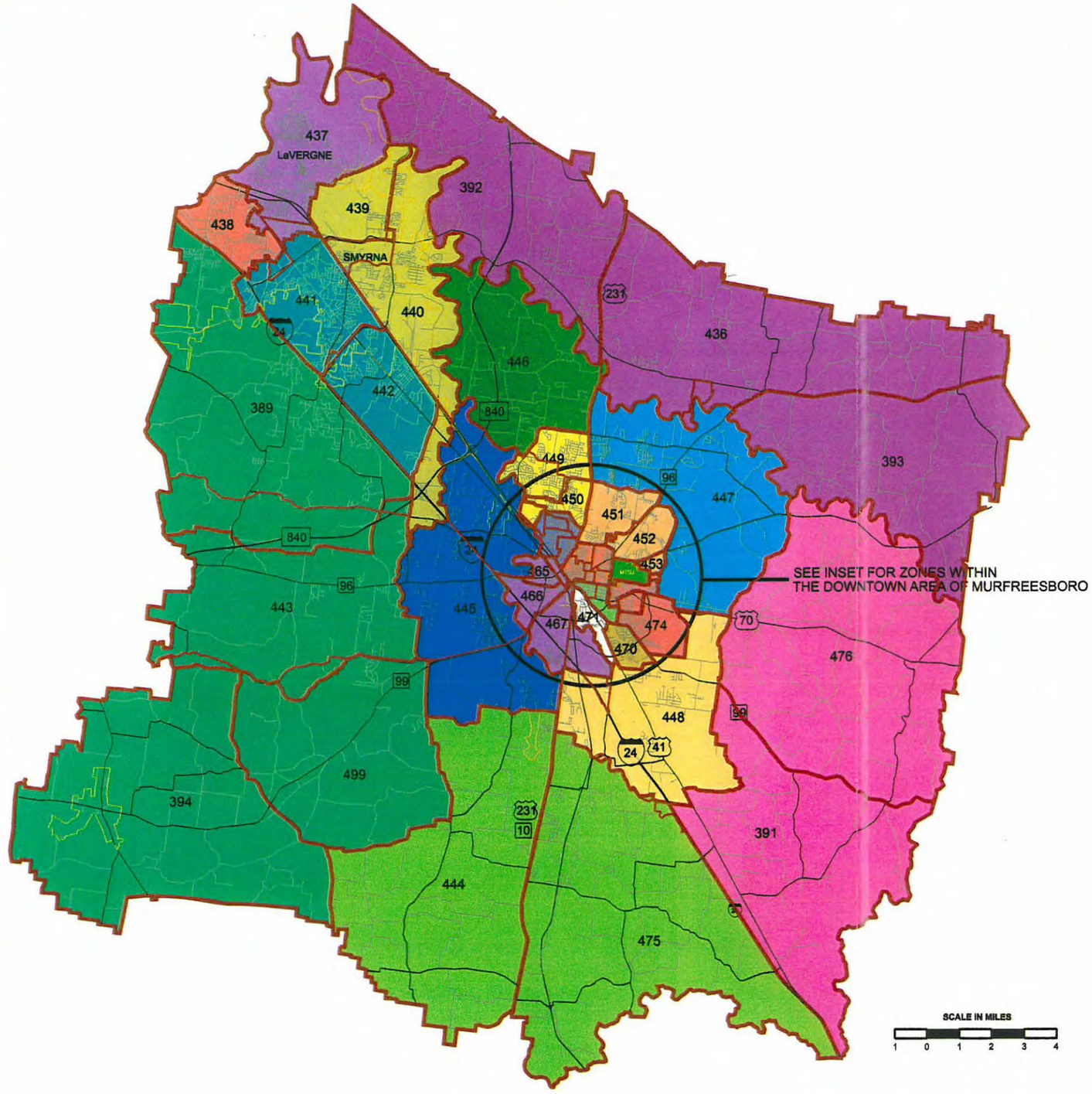
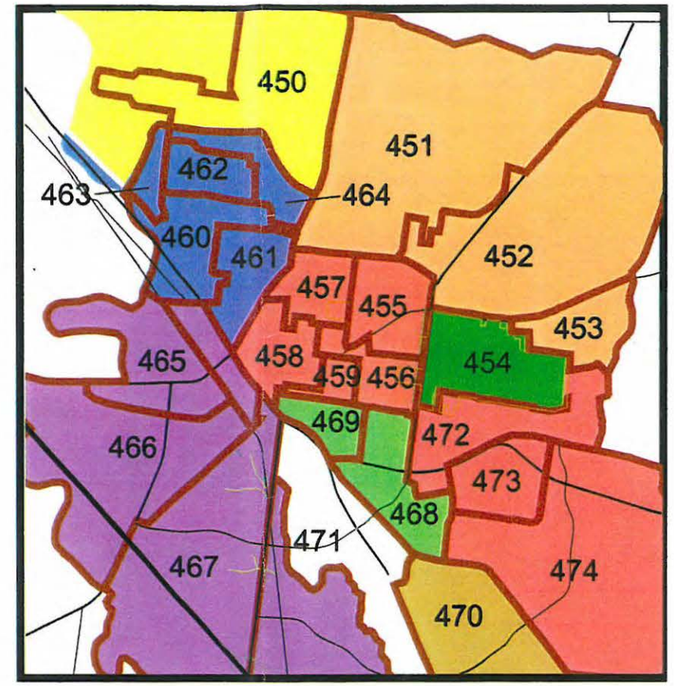
CITY OF MURFREESBORO 2025 MAJOR THOROUGHFARE PLAN UPDATE

STUDY AREA
FIGURE 1





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TRAFFIC ANALYSIS ZONES
FIGURE 2

3. EXISTING CONDITIONS

3.1 DEMOGRAPHICS

The transportation demand model, TransCAD, applied to the MPO area uses five independent variables for trip generation: household population, number of households, total labor force, employment, and number of vehicles. ***Table 1*** summarizes the Year 1998 socio-economic data for each of the TAZs within Rutherford County. This data represents the land uses within each TAZ, and each particular land use generates traffic based on the size of the developed area and the intensity of the development. The correlation between land use and trip generation allows the TransCAD model to estimate the traffic volumes on the roadway segments within the study area.

To better reflect current conditions the MPO model was updated using factors based on Year 2000 census data. ***Table 2*** summarizes the Year 2000 census data used.

TABLE 1. YEAR 1998 DEMOGRAPHIC DATA

TAZ	HOUSE HOLDS	AREA (SQ. MI.)	POPULATION	POPULATION DENSITY	EMPLOYMENT	AUTOS
389	1,529	37.024	4,413	119	402	3,284
391	597	35.6695	1,736	49	278	1,221
392	1,702	40.5137	3,680	91	220	3,642
393	835	7.7318	2,117	274	402	1,907
394	633	10.3031	1,604	156	536	1,445
436	1,832	23.2024	5,511	238	533	4,182
437	1,313	14.9669	4,118	275	3,324	2,772
438	711	5.2387	2,182	417	11,381	1,701
439	718	6.5798	2,098	319	2,046	1,501
440	4,068	13.1754	11,970	909	10,173	7,741
441	4,377	10.7115	12,417	1,159	1,663	8,105
442	2,966	8.9061	8,695	976	832	6,303
443	364	0.4414	933	2,114	214	758
444	1,252	50.2331	3,613	72	345	2,675
445	1,679	12.2197	5,315	435	1,790	3,377
446	2,206	18.7628	5,175	276	322	4,593
447	2,917	25.6059	6,126	239	3,821	6,056
448	1,195	19.1462	3,424	179	3,014	2,491
449	1,113	2.1458	3,593	1,674	457	2,447
450	1,704	1.3829	2,986	2,159	1,012	3,874
451	2,002	2.9571	4,730	1,600	1,301	3,363
452	3,073	2.2187	6,808	3,068	434	5,593
453	570	0.3979	1,000	2,513	0	1,160
454	1,805	0.7222	3,739	5,177	1,540	4,126
455	754	0.4737	1,791	3,781	528	955
456	638	0.302	1,351	4,474	192	1,040
457	339	0.3251	1,051	3,233	337	426
458	1,061	0.3877	1,976	5,097	3,177	947

TABLE 1. YEAR 1998 DEMOGRAPHIC DATA

TAZ	HOUSE HOLDS	AREA (SQ. MI.)	POPULATION	POPULATION DENSITY	EMPLOYMENT	AUTOS
459	363	0.1269	667	5,256	1,106	614
460	513	0.5062	1,376	2,718	817	899
461	426	0.4114	1,091	2,652	918	572
462	869	0.2726	1,897	6,959	0	1,941
463	71	0.1434	148	1,032	533	91
464	593	0.296	1,651	5,578	531	833
465	513	1.6664	1,029	617	3,613	491
466	513	1.6664	1,029	617	3,613	491
467	324	2.1031	899	427	3,150	612
468	1,151	0.5771	3,390	5,874	963	1,524
469	286	0.2377	837	3,521	3,749	291
470	574	1.3005	1,612	1,240	338	987
471	807	1.1636	2,244	1,928	2,169	1,482
472	661	0.7191	1,839	2,557	386	1,145
473	567	0.4423	1,619	3,660	434	898
474	964	2.6643	2,821	1,059	435	1,914
475	3,974	36.872	11,651	316	400	8,537
476	1,539	50.3396	3,045	60	395	3,151
499	1,080	42.6355	3,131	73	293	2,309
TOTAL	**59,741**	**495.8892**	**156,128**	**315**	**74,117**	**116,467**

TABLE 2. YEAR 2000 CENSUS DATA

TAZ	AREA (SQ. MI.)	POPULATION
389	37.024	5240
391	35.6695	1881
392	40.5137	3587
393	7.7318	2690
394	10.3031	5240
436	23.2024	2690
437	14.9669	13201
438	5.2387	2424
439	6.5798	2495
440	13.1754	9981
441	10.7115	10613
442	8.9061	10613
443	0.4414	8384
444	50.2331	3729
445	12.2197	16118
446	18.7628	4946
447	25.6059	8524
448	19.1462	6163
449	2.1458	6676
450	1.3829	3595
451	2.9571	6879
452	2.2187	3440
453	0.3979	1147
454	0.7222	3154
455	0.4737	1091
456	0.302	1091
457	0.3251	1091
458	0.3877	1091

TABLE 2. YEAR 2000 CENSUS DATA (cont.)

TAZ	AREA (SQ. MI.)	POPULATION
459	0.1269	1091
460	0.5062	1012
461	0.4114	1012
462	0.2726	1012
463	0.1434	1012
464	0.296	1012
465	1.6664	638
466	1.6664	1277
467	2.1031	2341
468	0.5771	2143
469	0.2377	2143
470	1.3005	2580
471	1.1636	2580
472	0.7191	1255
473	0.4423	1255
474	2.6643	3765
475	36.872	3729
476	50.3396	2300
499	42.6355	2096
TOTAL	**495.8892**	**182,023**

3.2 INVENTORY OF EXISTING TRANSPORTATION SYSTEM

An inventory of existing roadway conditions was developed for the major roadways within the study area. The results of the inventory are shown in ***Table 3***.

3.3 EXISTING AVERAGE DAILY TRAFFIC VOLUMES

As part of an annual coverage count program, TDOT collects average daily traffic (ADT) volumes on major interstate, arterial, and collector roadway segments throughout Tennessee. For the purpose of this study, the count locations within the study area and the Year 2000 counts at these locations were obtained from TDOT. In addition to the TDOT counts, recent ADT counts have been collected by the City of Murfreesboro. The Year 2000 ADT volumes within the study area are shown in ***Figure 3.***

3.4 CAPACITY ANALYSIS ON EXISTING ROADWAY NETWORK

Capacity analyses were conducted for the roadway segments where ADT counts were available. The capacity analysis result in the determination of a Level of Service (LOS) for a roadway segment. The LOS is a concept used to describe how well an intersection or roadway segment operates. LOS A is the best, while LOS F is the worst. LOS D is typically considered to be the minimum acceptable LOS for adequate traffic operations. ***Table 4*** includes a general description of traffic operations for each LOS.

The methodology used in evaluating the daily capacity of roadways was developed by the consultant team and is based on research performed by the State of Alabama Department of Transportation and the Maryland State Highway Administration. Calculation of LOS is determined by comparing roadway classification, number of lanes and travel characteristics to established levels.

The City of Murfreesboro uses four main categories for classifying roadways, Freeways, Arterials, Collectors and Local Streets. Arterials are further divided into two subcategories, Major Arterials and Minor Arterials. Collectors are further divided into four subcategories, Commercial Collectors, Community Collectors, Residential Collectors and Residential Sub-collectors. Following is a brief description of each of these roadway classifications and a map of these classifications are shown in ***Figure 4***:

Freeways are high speed roadways with large volumes of interregional and interstate traffic, fully access controlled with no at-grade intersections, and limited access served by interchanges that are generally one mile or more apart. Examples of freeways are Interstate 24 and State Route 840.

Major Arterials are roadways that serve moderate to high traffic volumes (in excess of 7,000 vehicles per day (VPD)) traveling relatively long distances. They preferably provide a low degree of direct access to abutting properties, functioning as a major route between regions and

to major employment areas. Major Arterials distribute traffic to freeways and to other Major Arterials as well as provide routes for mass transit. Major Arterials are applicable in commercial, industrial, mixed-use, and residential land categories. Traffic speeds on major arterials are typically 40 MPH and higher; however, in limited circumstances speeds may be as low as 30 MPH. Examples of Major Arterials are Broad Street and Old Fort Parkway

Minor Arterials are roadways that serve moderate to high traffic volumes, typically in excess of 4,000 VPD. Functioning as a connector between Major Arterials, Collectors and other Minor Arterials, Minor Arterials also provide access to abutting property with some access control. Minor Arterials are applicable in commercial, industrial, mixed-use, and residential land categories. Traffic speeds are typically 35 MPH and higher, although in residential areas speeds may be as low as 30 MPH. Examples of Minor Arterials are Dejarnette Lane and Warrior Drive.

Commercial Collectors are roadways that serve moderate to high traffic volumes of 3,000 to 10,000 VPD. Providing access to all adjacent properties, Commercial Collectors have less of a regional function than Minor Arterials. Commercial Collectors typically serve medium to high-density commercial, mixed-use or industrial areas, which may have high volumes of truck traffic. Commercial Collectors function as connecting routes between Local streets and Arterials, or from Local streets to other Collectors. Traffic on a Commercial Collector should operate at speeds of 25-35 MPH. Examples of Commercial Collectors are Stones River Mall Boulevard and Bridge Avenue.

Community Collectors are roadways that serve residential and low to medium-intensity commercial and mixed-use areas, providing access to all adjacent properties. Since the nearby land uses vary, this classification functions as a sort of mixed-use roadway that links homes to shopping, work places, and other daily trip generators. Accordingly, Community Collectors are important routes not only for cars, but also pedestrians and cyclists, and should safely accommodate all modes. Community Collectors function as connecting routes between Local streets and Arterials, or from Local streets to other Collectors. The typical two-lane cross-section serves a low to medium traffic volume of 1,500 to 4,000 VPD. The typical two-lane cross-section with median or three-lane cross-section street serves a low to medium traffic volume of 1,500 to 8,000 VPD. Traffic on a Community Collector should operate at speeds of 30-35 MPH, although 40 MPH may be appropriate in limited cases. Examples of Community Collectors are Cason Lane, Battleground Drive and Saint Andrews Drive.

Residential Collectors are roadways that serve residential areas with residences likely on both sides of the roadway. Accordingly, for the safety and quality of life of nearby residents, slow traffic speeds are encouraged and cut-through traffic discouraged. Residential Collectors serve as a connecting route between Local streets and Arterials, or from Local streets to Collectors. Access is provided to all adjacent properties. The typical two-lane cross-section serves a relatively low traffic volume of 500 to 3,000 VPD. In many situations, a two-lane Residential Collector can provide needed capacity and reduce negative impacts on adjacent properties. Traffic on Residential Collectors should operate at speeds of 25-30 MPH. Examples of Residential Collectors are Patriot Drive and Cason Trail.

Residential Sub-Collectors are roadways that serve residential areas with residences likely on both sides of the roadway. Accordingly, it is important to encourage slow traffic speeds and discourage cut-through traffic for the safety and quality of life of nearby residents. In many cases, the Residential Sub-Collector will not be a through street. The Residential Sub-Collector typically has less connectivity and will serve lower traffic volumes than the Residential Collector. Typically, this type of roadway collects traffic from the local streets within a specific neighborhood and distributes that traffic to another higher-level Collector or to an Arterial. Residential Sub-Collectors provide access to all adjacent properties. The typical two-lane cross-section serves a relatively low traffic volume of 500 to 2,000 VPD. Traffic on a Residential Collector should operate at speeds of 25-30 MPH. Examples of Residential Sub-Collectors are Brentmeade Drive and Penny Lane.

Local streets are roadways that serve residential areas with residences typically on both sides of the roadway. Accordingly, it is important to encourage slow traffic speeds and discourage cut-through traffic for the safety and quality of life of adjacent residents. In most cases, a Local street will not be a through street. A Local street primarily serves traffic with an origin or destination on the particular street. A Local street typically has less connectivity characterized by short street segments and will serve lower traffic volumes than a Residential Sub-Collector. Local streets provide access to all adjacent properties. The typical two-lane cross-section serves a relatively low traffic volume of 50 to 1,500 VPD. Traffic on a Local street should operate at speeds of 20-30 MPH. Examples of Local streets are numerous but are typically residential subdivision streets not listed as any type of collector.

Roadway classifications for existing roadways were determined using the aforementioned qualitative and quantitative criteria. In classifying each roadway within and in proximity to the City, it is realized that most roadways do not necessarily match each quantitative and qualitative criteria associated with the respective classification, therefore, the classifications are assigned based on the closest overall match of the noted criteria while taking into account the context of the area in which they exist. Higher order roadways such as the arterials are primarily intended to accommodate transportation related goals such as moving large volumes of traffic at higher speeds while lower order roadways such as local streets are intended to provide a high quality of life for the adjoining population. The mid order roadways such as the collector system attempt to provide a reasonable balance between transportation related objectives and quality of life.

Roadway classifications for proposed roadways are intended to be assigned while reviewing development master plans to assure that the future transportation and quality of life issues are addressed and properly balanced to adequately serve a particular development while providing compatibility and interconnection to the surrounding roadway network. In meeting both goals, roadway cross-sections have been developed to help assure that the functional roadway design features are compatible and consistent with expected land use. These cross-sections are contained in *Appendix "A"*.

Table 5 presents the LOS thresholds for a variety of roadway types and sizes. *Figure 5* presents the LOS that was determined for roadway segments where existing ADT counts were available.

TABLE 3. EXISTING ROADWAY INVENTORY

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Academy Street		Main Street	McKnight Street	residential collector	2		60
Armstrong Valley Road		Study Area Boundary	New Salem Road	residential collector	2		60
Baird Lane		Main Street	Mercury Boulevard	community collector	2		60
Banner Drive		Regenwood	Regency Park Drive	residential sub collector	2		60
Barfield Crescent Road		Church Street	1 mi. west of Church Street	major arterial	5		80
Barfield Road		New Salem Road	Barfield Crescent Road	community collector	2		60
Battle Avenue		Old Salem Road	Old Fort Parkway	commercial collector	2		60
Battleground Drive		Haynes Drive	Tomahawk Trace	community collector	2		60
Battleground Drive		Marymount Drive	Northfield Boulevard	community collector	2		60
Battleground Drive		Northfield Boulevard	Monte Hale Drive	community collector	2		50
Battleground Drive		Monte Hale Drive	Clark Boulevard	community collector	2		60
Beesly Road		Shores Road	Old Fort Parkway	major arterial	2		60
Beesly Road		State Route 840	Shores Road	minor arterial	2		60
Bell Street		Spring Street	Tennessee Boulevard	residential collector	2		60
Blackman Road		Interstate 24	State Route 840	minor arterial	2		60
Blanton Drive		Existing Terminus	Thompson Lane	local	2		60
Bradyville Highway	SR 99	Broad Street	Tennessee Boulevard	minor arterial	2		60
Bradyville Highway	SR 99	Tennessee Boulevard	Parkview Terrace	minor arterial	2		75
Bradyville Highway	SR 99	Parkview Terrace	Rutherford Boulevard	minor arterial	2		60
Bradyville Highway	SR 99	Rutherford Boulevard	Study Area Boundary	minor arterial	2		60
Braxton Bragg Drive		Campfire Drive	Gresham Lane	residential collector	2		60
Bridge Avenue		Old Fort Parkway	West Main Street	commercial collector	2		60
Brinkley Road		Interstate 24	Old Fort Parkway	minor arterial	2		60
Broad Street, NW	SR 1, US 70S, US 41	Study Area Boundary	Thompson Lane	major arterial	7	Y	150
Broad Street, NW	SR 1, US 70S, US 41	Thompson Lane	Lokey Avenue	major arterial	7	Y	150
Broad Street, NW	SR 1, US 70S, US 41	Lokey Avenue	Memorial Boulevard	major arterial	7		92
Broad Street, NW	SR 1, US 70S, US 41	Memorial Boulevard	Maney Avenue	major arterial	7		92
Broad Street, SE	SR 1, US 70S, US 41	Maney Avenue	Mercury Boulevard	major arterial	4		varies

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Broad Street, SE	SR 2, US 41	Mercury Boulevard	Bradyville Highway	major arterial	3		80
Broad Street, SE	SR 2, US 41	Bradyville Highway	Sanbyrn Drive	major arterial	4		80
Broad Street, SE	SR 2, US 41	Sanbyrn Drive	Irby Lane	major arterial	2		100
Broad Street, SE	SR 2, US 41	Irby Lane	Study Area Boundary	major arterial	2		80
Butler Drive		Church Street	Study Area Boundary	minor arterial	2		80
Calumet Trace		Church Street	Council Bluff Parkway	residential collector	2		60
Caroline Drive		Church Street	Termination	residential collector	2		60
Cason Lane		State Route 96	River Rock Boulevard	community collector	4		80
Cason Lane		River Rock Boulevard	New Salem Road	community collector	3		50
Cason Trail		River Rock Boulevard	Termination	residential collector	2		60
Castle Street		Front Street	Church Street	local	2		60
Church Street		Main Street	Vine Street	cbd	2		70
Church Street		Vine Street	Broad Street	cbd	2		72
Church Street	SR 10, US 231	Broad Street	Sanbyrn Drive	major arterial	5		72
Church Street	SR 10, US 231	Sanbyrn Drive	Rutherford Boulevard	major arterial	5		varies
Church Street	SR 10, US 231	Rutherford Boulevard	Wright Street	major arterial	5		85
Church Street	SR 10, US 231	Wright Street	Butler Drive	major arterial	5	Y	varies
Church Street	SR 10, US 231	Butler Drive	Council Bluff	major arterial	5		105
Church Street	SR 10, US 231	Council Bluff	Study Area Boundary	major arterial	5		varies
Clark Boulevard		Broad Street	Woodland Street	community collector	2		60
Clark Boulevard		Woodland Street	Memorial Boulevard	community collector	2		60
Clark Boulevard		Memorial Boulevard	Tennessee Boulevard	Major arterial	5		80
College Street		Memorial Boulevard	Front Street	commercial collector	2		60
College Street		Front Street	Spring Street	cbd	2		60
College Street		Spring Street	University Street	community collector	2		60
Compton Road	SR 268	Memorial Boulevard	Study Area Boundary	major arterial	2		90
Dejarnette Lane		Memorial Boulevard	Alexander Boulevard	minor arterial	2		varies
Dejarnette Lane		Alexander Boulevard	Pitts Lane	minor arterial	2		90

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Dejarnette Lane		Pitts Lane	Lascassas Pike	minor arterial	2		80
Dill Lane		Sherrill Boulevard	Mercury Boulevard	residential sub collector	2		60
Dilton - Mankin Road		Broad Street	Lytle Creek Road	community collector	2		60
Emory Lane		Compton Road	Lascassas Road	commercial collector	2		60
Florence Road		Manson Pike	Sulphur Springs Road	minor arterial	2		60
Fortress Boulevard		Manson Pike	Old Fort Parkway	minor arterial	2		60
Front Street		Castle Street	Termination	local	2		60
Greenland Drive		Highland Avenue	Crestland Avenue	commercial collector	2		40
Greenland Drive		Crestland Avenue	Tennessee Boulevard	commercial collector	2		50
Greenland Drive		Tennessee Boulevard	Gunnerson Avenue	minor arterial	5		104
Greenland Drive		Gunnerson Avenue	Old Lascassas Pike	minor arterial	5		104
Greenland Drive		Old Lascassas Pike	Champion Way	minor arterial	5		92
Greenland Drive		Champion Way	Study Area Boundary	minor arterial	2		60
Gresham Lane		Manson Pike	Old Fort Parkway	community collector	2		60
Hamilton Drive		Northfield Boulevard	Old Nashville Highway	community collector	2		60
Haynes Drive		Thompson Lane	Memorial Boulevard	minor arterial	2		60
Highland Avenue		Northfield Boulevard	Clark Boulevard	residential collector	2		60
Highland Avenue		Clark Boulevard	Vine Street	Commercial collector	2		60
Highland Avenue		Vine Street	Mercury Boulevard	community collector	2		60
Industrial Drive		Salem Road	Old Salem Road	local	2		60
Interstate 24		Study Area Boundary	Old Fort Parkway	expressway / freeway	4	Y	varies
Interstate 24		Old Fort Parkway	Study Area Boundary	expressway / freeway	4	Y	varies
Irby Lane		Broad Street	Bradyville Pike	residential collector	2		60
Irongate Boulevard		Sulphur Springs Road	Existing Terminus	residential collector	2		60
John Rice Boulevard		Gresham Lane	Old Fort Parkway	commercial collector	2		60
Jones Boulevard		Northfield Boulevard	Lokey Avenue	community collector	2		60
Kimbro Road		New Salem Highway	One mile South of New Salem Road	community collector	2		60

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Kimbro Road (future segment of Joe B. Johnson Pkwy.)		One mile South of New Salem Road	Barfield Road	major arterial	2		60
Kingwood Road		Old Fort Parkway	Windrow Road	residential collector	2		60
Lascassas Pike	SR 96	Tennessee Boulevard	Study Area Boundary	major arterial	2		120
Leanna Road		Thompson Lane	Study Area Boundary	community collector	2		40
Lokey Avenue		Broad Street	Memorial Boulevard	minor arterial	2		50
Lokey Avenue		Memorial Boulevard	Maple Street	community collector	2		50
Long Meadow Drive		Dejarnette Lane	Existing Terminus	residential sub collector	2		60
Lytle Street		Broad Street	Front Street	commercial collector	2		60
Lytle Street		Front Street	Church Street	cbd	2		60
Lytle Street		Church Street	Tennessee Boulevard	residential collector	2		60
Main Street		Salem Road	Broad Street	commercial collector	2		varies
Main Street		Broad Street	Tennessee Boulevard	Minor arterial	2		varies
Main Street		Tennessee Boulevard	Study Area Boundary	Minor arterial	2		varies
Mall Circle Bouelvard		Thompson Lane	Old Fort Parkway	commercial collector	2		60
Maney Avenue		Main Street	Broad Street	residential collector	2		50
Manson Pike		Study Area Boundary	Thompson Lane	major arterial	2		varies
Manson Pike		Thompson Lane	Broad Street	major arterial	2		varies
Maple Street		Vine Street	Lytle Street	cbd	2		varies
Maple Street		Lytle Street	Lokey Avenue	community collector	2		varies
Maple Street		Lokey Avenue	Memorial Boulevard	community collector	2		varies
Marymont Drive		Ashlawn Drive	Existing Terminus	Local	2		60
Memorial Boulevard	SR 10, US 231	Broad Street	St. Clair Street	major arterial	5		varies
Memorial Boulevard	SR 10, US 231	St. Clair Street	Byrd Avenue	major arterial	5		92
Memorial Boulevard	SR 10, US 231	Byrd Avenue	MTCS Drive	major arterial	5		varies
Memorial Boulevard	SR 10, US 231	MTCS Drive	Heritage Park Drive	major arterial	5		100
Memorial Boulevard	SR 10, US 231	Heritage Park Drive	Thompson Lane	major arterial	5		100
Memorial Boulevard	SR 10, US 231	Thompson Lane	Study Area Boundary	major arterial	2		60

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Mercury Boulevard	SR 1, US 70S	Broad Street	Rutherford Boulevard	major arterial	4	Y	100
Minerva Drive		Bradyville Highway	Jupiter Place	community collector	2		60
Minerva Drive		Jupiter Place	Main Street	community collector	2		varies
Molloy Lane		Bridge Avenue	Old Salem Road	local	2		60
Mooreland Lane		Rucker Lane	Existing Terminus	residential collector	2		60
New Salem Road	SR 99	Old Fort Parkway	Bridge Avenue	major arterial	3		100
New Salem Road	SR 99	Bridge Avenue	Molloy Lane	major arterial	2		120
New Salem Road	SR 99	Molloy Lane	Samsonite Boulevard	major arterial	2		110
New Salem Road	SR 99	Samsonite Boulevard	Warrior Drive	major arterial	2		200
New Salem Road	SR 99	Warrior Drive	Barfield Road	major arterial	2		varies
New Salem Road	SR 99	Barfield Road	Cason Lane	major arterial	2		110
New Salem Road	SR 99	Cason Lane	Study Area Boundary	major arterial	2		100
New Woodbury Pike	SR 1, US 70S	Mercury Boulevard	Rutherford Boulevard	major arterial	4	Y	varies
New Woodbury Pike	SR 1, US 70S	Rutherford Boulevard	Study Area Boundary	major arterial	4	Y	varies
Northfield Boulevard		Broad Street	Heritage Park Drive	major arterial	4	Y	110
Northfield Boulevard		Heritage Park Drive	Memorial Boulevard	major arterial	4	Y	100
Northfield Boulevard		Memorial Boulevard	Lascassas Pike	major arterial	4	Y	100
Northfield Boulevard		Lascassas Pike	Halls Hill Pike	major arterial	4	Y	110
Old Fort Parkway	SR 96	Study Area Boundary	Cason Lane	major arterial	2		50
Old Fort Parkway	SR 96	Cason Lane	Thompson Lane	major arterial	4	Y	varies
Old Fort Parkway	SR 96	Thompson Lane	Bridge Avenue	major arterial	4	Y	410
Old Fort Parkway	SR 96	Bridge Avenue	New Salem Road	major arterial	4	Y	350
Old Fort Parkway	SR 96	New Salem Road	Broad Street	major arterial	4	Y	300
Old Nashville Pike		Study Area Boundary	Broad Street	minor arterial	2		50
Old Salem Pike		New Salem Highway	New Salem Highway	residential collector	2		60
Old Salem Road		Samsonite Boulevard	Castle Street	commercial collector	2		60
Old Woodbury Pike		Rutherford Boulevard	Study Area Boundary	minor arterial	2		
Osborne Lane		Memorial Boulevard	Emory Road	community collector	2		60
Park Avenue		Old Salem Road	Samsonite Boulevard	commercial collector	2		60

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

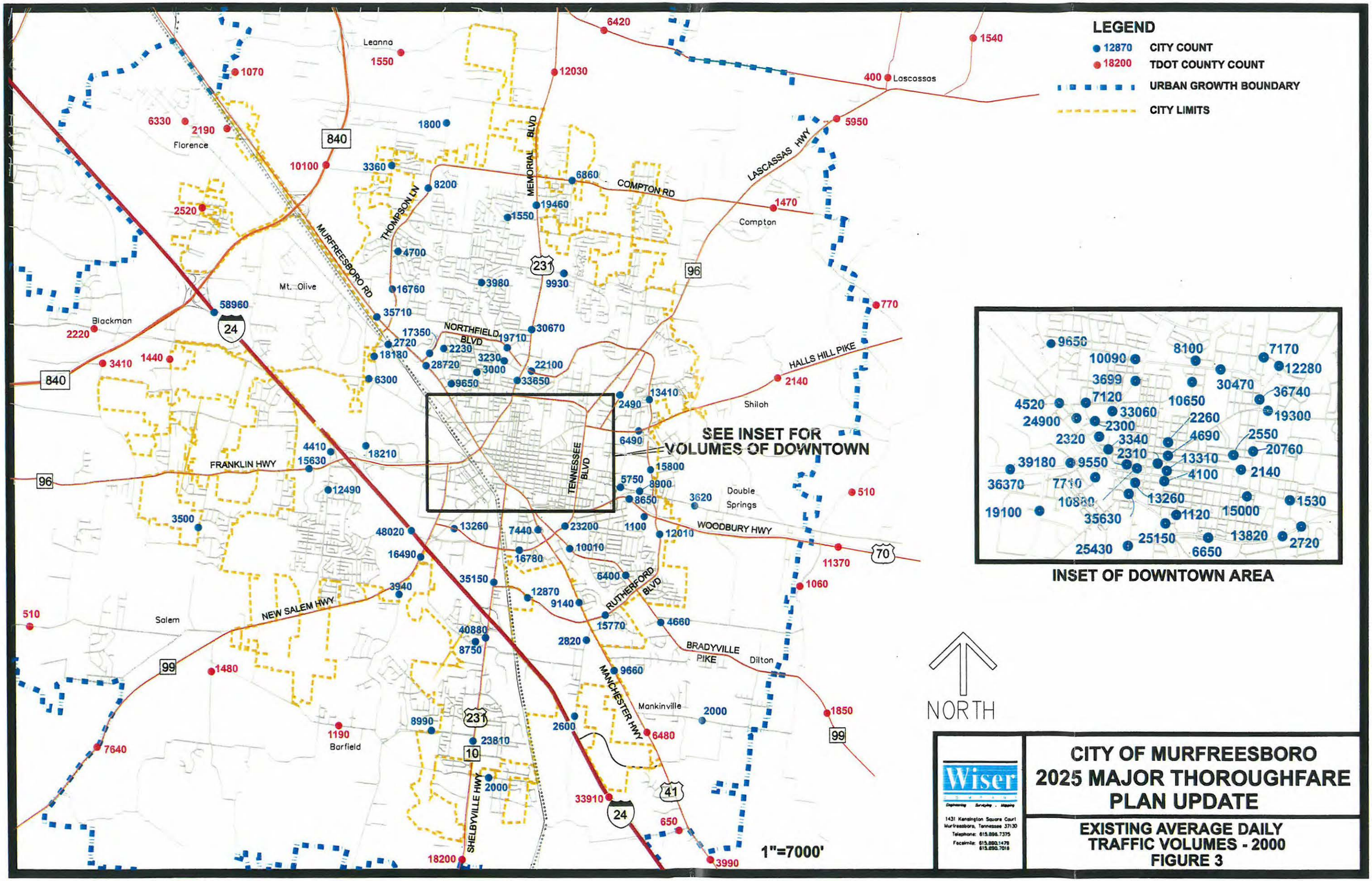
Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Pitts Lane		Dejarnette Lane	Northfield Boulevard	community collector	2		40
Pitts Lane / Wenlon Drive		Northfield Boulevard	Tennessee Boulevard	community collector	2		60
Racquet Club Drive		Cason Lane	River Rock Road	residential collector	2		60
Red Mile Road		Broad Street	Bradyville Pike	residential collector	2		60
Regal Drive		Regency Park Drive	Existing Terminus	local	2		60
Regal Drive		Memorial Boulevard	Regency Park Drive	residential collector	2		60
Regency Park Drive		Haynes Drive	Kings Ridge	residential collector	2		50
Regency Park Drive		Kings Ridge	Thompson Lane	residential collector	3		60
Regenwood Drive		Sulpher Springs Road	Existing Terminus	residential collector	2		60
River Rock Boulevard		Cason Lane	Racquet Club Drive	community collector	2		80
River Rock Boulevard		Racquet Club Drive	Cason Trail	residential collector	2		varies
Riverview Drive		Thompson Lane	Battleground Drive	residential collector	2		60
Rucker Lane		Old Fort Parkway	Old Salem Pike	minor arterial	2		60
Rutherford Boulevard		Halls Hill Pike	Main Street	major arterial	4	Y	100
Rutherford Boulevard		Main Street	Bradyville Highway	major arterial	4	Y	110
Rutherford Boulevard		Bradyville Highway	Broad Street	major arterial	4/3	Y/N	100
Rutherford Boulevard		Broad Street	Church Street	major arterial	2		105
Rutledge Way		Samsonite Boulevard	Existing Terminus	commercial collector	2		60
Saint Clair Street		Broad Street	Memorial Boulevard	commercial collector	2		60
Samsonite Boulevard		New Salem Road	Old Salem Road	major arterial	5		100
Samsonite Boulevard		Old Salem Road	Church Street	major arterial	5		100
Sanbyrn Drive		Church Street	Commerce Park	major arterial	5		100
Sanbyrn Drive		Commerce Park	Broad Street	major arterial	5		80
Sherrill Boulevard		Riviera Drive	Minerva Drive	local	2		60
Sherrill Boulevard		Minerva Drive	Dill Lane	residential sub collector	2		60
Shores Road		Beasley Road	Study Area Boundary	residential collector	2		60
Siegel Road		Thompson Lane	Sulphur Springs Road	community collector	3		60
Southgate Boulevard		Westgate Boulevard	Existing Terminus	commercial collector	2		60
Southridge Boulevard		Barfield Crescent Road	Existing Terminus	residential collector	2		60

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Spring Street		College Street	State Street	cbd	2		60
Spring Street		McKnight Drive	College Street	residential collector	2		60
Sulphur Springs Road		Study Area Boundary	Regenwood Drive	community collector	2		varies
Sulphur Springs Road		Regenwood Drive	Haynes Drive	community collector	2		varies
Sulphur Springs Road		Haynes Drive	Northfield Boulevard	community collector	2		60
Sulphur Springs Road		Northfield Boulevard	Memorial Boulevard	community collector	2		varies
Tennessee Boulevard		Wenlon Drive	Clark Boulevard	community collector	2		50
Tennessee Boulevard		Clark Boulevard	Greenland Drive	Major arterial	5		80
Tennessee Boulevard		Greenland Drive	Main Street	major arterial	4		varies
Tennessee Boulevard		Main Street	Mercury Boulevard	major arterial	2		varies
Tennessee Boulevard		Mercury Boulevard	Bradyville Highway	major arterial	3		80
Tennessee Boulevard		Bradyville Highway	Broad Street	major arterial	2		90
Thompson Lane	SR 268	Memorial Boulevard	Siegel Road	major arterial	3		90
Thompson Lane	SR 268	Siegel Road	Blanton Drive	major arterial	2		varies
Thompson Lane	SR 268	Blanton Drive	Haynes Drive	major arterial	2		120
Thompson Lane	SR 268	Haynes Drive	Broad Street	major arterial	2		varies
Thompson Lane		Broad Street	Old Nashville Highway	major arterial	5		varies
Thompson Lane		Old Nashville Highway	Manson Pike	major arterial	5		86
Thompson Lane		Manson Pike	Old Fort Parkway	major arterial	5		varies
Tomahawk Trace		Haynes Drive	Sulpher Springs Road	residential sub collector	2		60
Twin Oak Drive		Greenland Drive	Main Street	community collector	2		60
Twin Oak Drive		Greeland Drive	New Lascassas Highway	commercial collector	2		60
Vine Street		Spring Street	Highland Avenue	community collector	2		60
Vine Street		Broad Street	Spring Street	cbd	2		60
Vine Street		Highland Avenue	Second Avenue	local	2		60
Warrior Drive		New Salem Road	Magnolia Drive	Minor arterial	2		80
Warrior Drive		Magnolia Drive	Church Street	Minor arterial	2		110
Wenlon Drive		Tennessee Boulevard	Northfield Boulevard	community collector	2		60
Windemere Drive		River Rock Boulevard	Termination	residential collector	2		60

TABLE 3. EXISTING ROADWAY INVENTORY (cont.)

Roadway	Route Number	From	To	Classification	Number of Lanes	Divided	ROW (ft)
Windrow Road		Old Salem Pike	Study Area Boundary	residential collector	2		60
Yeargan Road		Armstrong Valley Road	Kimbro Road	residential collector	2		60



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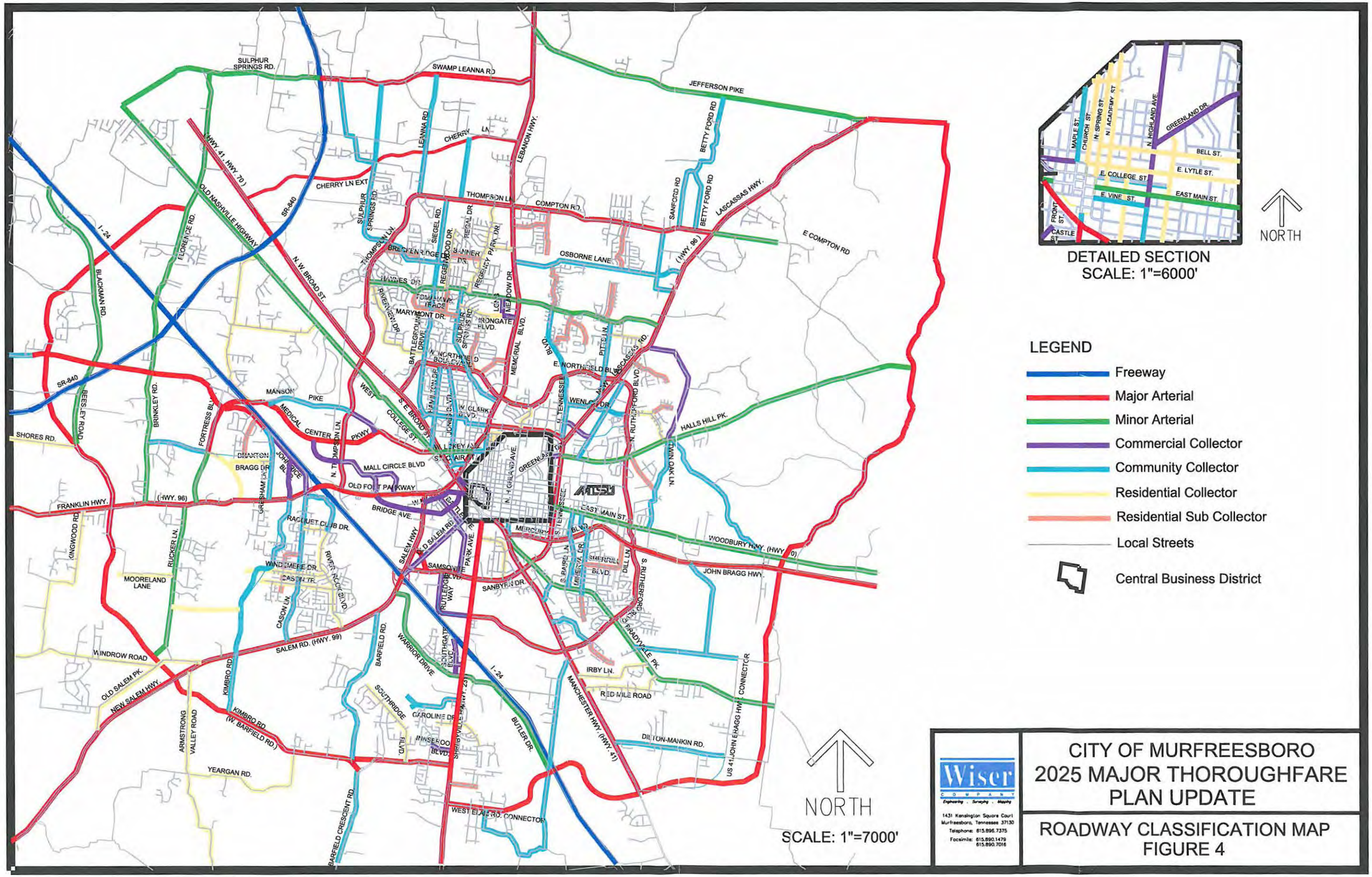
EXISTING AVERAGE DAILY TRAFFIC VOLUMES - 2000

FIGURE 3

TABLE 4. GENERAL DESCRIPTIONS OF LEVEL OF SERVICE

LEVEL OF SERVICE	DESCRIPTION
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high.
B	Within the range of stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A.
C	Within the range of stable flow, but LOS C marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	LOS D represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
E	LOS E represents operating conditions at or near capacity levels. Freedom to maneuver within the traffic stream is extremely difficult. Comfort and convenience levels are extremely poor, and driver frustration is generally high.
F	LOS F is used to define forced or breakdown flow. This condition exists when the amount of traffic approaching a point exceeds the amount which can traverse the point.

Source: Highway Capacity Manual 2000 (HCM2000)


DETAILED SECTION
SCALE: 1"=6000'
NORTH
LEGEND
Freeway
Major Arterial
Minor Arterial
Commercial Collector
Community Collector
Residential Collector
Residential Sub Collector
Local Streets
Central Business District
NORTH
SCALE: 1"=7000'
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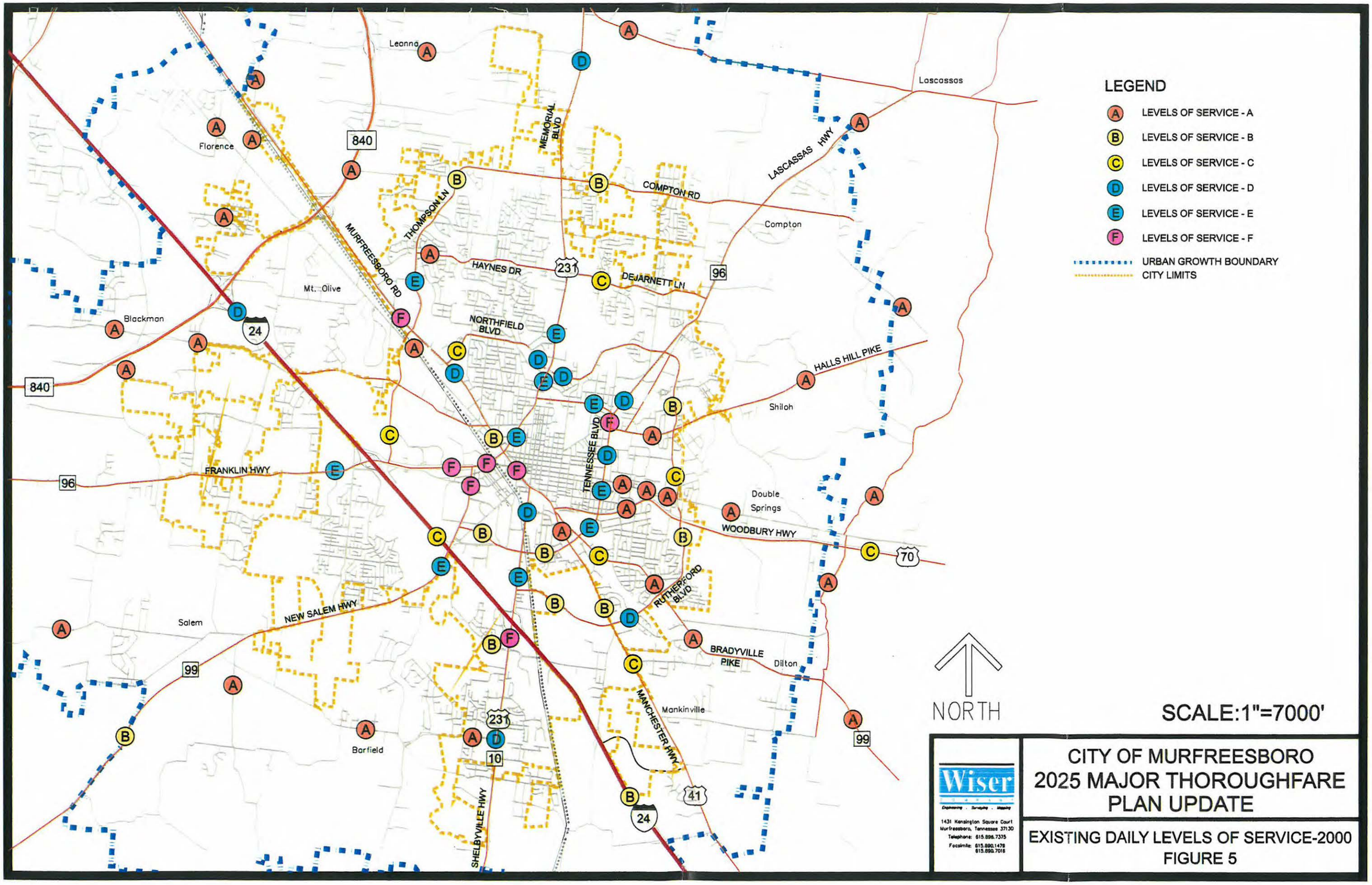
PLAN UPDATE
ROADWAY CLASSIFICATION MAP
FIGURE 4

TABLE 5. ROADWAY SEGMENT ADT'S AND LOS

ROAD TYPE	LOS A	LOS B	LOS C	LOS D	LOS E
4 Lane Freeway	31,700	45,300	56,200	68,000	90,700
6 Lane Freeway	47,600	68,000	84,300	102,000	136,000
8 Lane Freeway	63,500	90,600	112,400	136,000	181,300
10 Lane Freeway	79,300	113,400	140,600	170,000	226,700
12 Lane Freeway	95,200	136,000	168,600	204,000	272,000
4 Lane Expressway	23,300	33,400	41,400	50,000	66,700
6 Lane Expressway	35,000	50,000	62,000	75,000	100,000
8 Lane Expressway	47,000	66,000	82,000	100,000	133,000
2 Lane Arterial Urban	6,500	9,400	11,600	14,000	18,700
3 Lane Arterial Urban	8,200	11,600	14,400	17,500	23,300
4 Lane Arterial Urban	10,700	15,400	19,000	23,000	30,700
5 Lane Arterial Urban	12,400	17,600	21,900	26,500	35,300
6 Lane Arterial Urban	20,500	29,400	36,400	44,000	58,700
7 Lane Arterial Urban	22,400	32,000	39,700	48,000	64,000
8 Lane Arterial Urban	25,700	36,600	45,400	55,000	73,300
2 Lane Arterial Rural	8,400	12,000	14,900	18,000	24,000
3 Lane Arterial Rural	10,500	15,000	18,600	22,500	30,000
4 Lane Arterial Rural	13,100	18,600	23,100	28,000	37,300
5 Lane Arterial Rural	15,200	21,600	26,800	32,500	43,300
2 Lane Collector Urban	5,100	7,400	9,100	11,000	14,700
3 Lane Collector Urban	6,400	9,200	11,300	13,700	18,300
4 Lane Collector Urban	8,400	12,000	14,900	18,000	24,000
5 Lane Collector Urban	10,700	15,400	19,000	23,000	30,700
2 Lane Collector Rural	6,500	9,400	11,600	14,000	18,700
3 Lane Collector Rural	8,200	11,600	14,500	17,500	23,300
2 Lane One Way Roadway	6,500	9,400	11,600	14,000	18,700
3 Lane One Way Roadway	8,400	12,000	14,900	18,000	24,000
4 Lane One Way Roadway	11,200	16,000	19,800	24,000	32,000
1 Lane Ramp One Way	4,200	6,000	7,400	9,000	12,000
2 Lane Ramp One Way	8,400	12,000	14,900	18,000	24,000
3 Lane Ramp One Way	12,600	18,000	22,300	27,000	36,000

Source: Alabama Department of Transportation and Maryland State Highway Administration



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EXISTING DAILY LEVELS OF SERVICE-2000
FIGURE 5

3.5 HISTORICAL TRAFFIC GROWTH

Historical traffic counts were obtained from TDOT coverage counts for the count stations located within the study area for the years 1997 to 2001. An analysis of these counts was performed to determine the traffic growth on the major roadways within the study area. The historical traffic growth trend analysis is shown in ***Table 6***.

The results from Table 6 show that between 1997 and 2001, the annual growth rates for the roadways studied range from -6.1 to 15.3. However, it is important to note that high growth rates do not necessarily indicate capacity problems on certain roadway segments. Similarly, low growth rates do not necessarily indicate that adequate capacity is available on certain roadway segments.

TABLE 6. HISTORICAL TRAFFIC GROWTH ANALYSIS

TDOT Count Station	Roadway	From	To	1997	1998	1999	2000	2001	Total Growth	Annual Growth
67	Barfield Crescent	Church	West of Church	5320	5330	5020	8990	9380	76.32%	15.3%
227	Battleground	Northfield	Monte Hale			2160	2230	2420	12.04%	2.4%
44	Bradyville	Tennessee	Parkview	9920	10610	10010	10010	10080	1.61%	0.3%
146	Bradyville	Broad	Tennessee	8920	7050	7230	6650	6260	-29.82%	-6.0%
147	Bradyville	Parkview	Rutherford	5950	5860	5990	6400	6270	5.38%	1.1%
215	Bradyville	Rutherford	Study Area	3820	4190	4130	4550	4590	20.16%	4.0%
39	Broad	Study Area	Thompson	32190	35760	35810	35710	38280	18.92%	3.8%
98	Broad	Memorial	Maney	32030	34090	23610	35630	31830	-0.62%	-0.1%
100	Broad	Lokey	Memorial	27780	26980	27920	24900	26800	-3.53%	-0.7%
185	Broad	Thompson	Lokey	29080	29400	28570	28720	31300	7.63%	1.5%
96	Broad	Maney	Mercury	23500	24850	23940	25150	24970	6.26%	1.3%
103	Broad	Bradyville	Sanbyrn	8930	6820	6950	7440	7470	-16.35%	-3.3%
241	Broad	Sanbyrn	Irby	8000	7510	8940	9140	9240	15.50%	3.1%
ATR 6	Broad	Irby Lane	Study Area	9060	9370	9240	9660	9320	2.87%	0.6%
247	Cason	River Rock	New Salem			11600	12490	13780	18.79%	3.8%
45	Church	Sanbyrn	Rutherford	28140	29900	30780	35150	29850	6.08%	1.2%
97	Church	Broad	Sanbyrn	19640	21570	21760	25430	21740	10.69%	2.1%
108	Church	Rutherford	Wright	33810	38050	39470	40880	40240	19.02%	3.8%
189	Church	Council Bluff	Study Area	18780	18430	19910	23810	21980	17.04%	3.4%
201	Church	Vine	Broad			10650	13250	9850	-7.51%	-1.5%
270	Church	Main	Vine				10880	10480	-3.68%	-0.7%
92	Clark	Memorial	Tennessee	28200	30830	27090	30470	26690	-5.35%	-1.1%

TABLE 6. HISTORICAL TRAFFIC GROWTH ANALYSIS (cont.)

TDOT Count Station	Roadway	From	To	1997	1998	1999	2000	2001	Total Growth	Annual Growth
168	Clark	Broad	Woodland	8720	9480	9420	9650		10.67%	2.1%
224	Clark	Woodland	Memorial	10010	9940	10700	10090	10790	7.79%	1.6%
20	Compton	Memorial	Study Area	6570	6530	6970	6860	7000	6.54%	1.3%
253	Dejarnette	Memorial	Alexander			9450	9930	10760	13.86%	2.8%
35	Greenland	C	Study Area	6230	5830	6260	6490	7810	25.36%	5.1%
254	Greenland	Tennessee	Gunnerson			18770	19300	20660	10.07%	2.0%
163	Haynes	Thompson	Memorial			4510	4700	5600	24.17%	4.8%
200	Highland	Greenland	Mercury			1170	1120	1040	-11.11%	-2.2%
211	Highland	Clark	Greenland			11860	10650	10650	-10.20%	-2.0%
223	Highland	Northfield	Clark			10190	8100	7070	-30.62%	-6.1%
106	Interstate 24	Study Area	Old Fort			53070	58960	62370	17.52%	3.5%
107	Interstate 24	Old Fort	Study Area	41100	44520	42960	48020	47040	14.45%	2.9%
272	Jones	Northfield	Lokey				3000	2810	-6.33%	-1.3%
36	Lascassas	Tennessee	Study Area	8850	11840	11000	12280	11290	27.57%	5.5%
225	Lokey	Broad	Maple			6930	7120	6880	-0.72%	-0.1%
99	Main	Maple	Tennessee			12780	13310	11770	-7.90%	-1.6%
199	Main	Tennessee	Study Area			5710	5750	6480	13.49%	2.7%
207	Main	Salem	Maple			4360	4990	4690	7.57%	1.5%
41	Manson	Study Area	Thompson	5460	6040	6200	6300	8070	47.80%	9.6%
226	Manson	Thompson	Broad	3940	5360	4580	4520	3940	0.00%	0.0%
37	Maple	Lokey	Memorial			3340	3590	3750	12.28%	2.5%
221	Maple	Public Square	Lokey			4810	4810	4210	-12.47%	-2.5%

TABLE 6. HISTORICAL TRAFFIC GROWTH ANALYSIS (cont.)

TDOT Count Station	Roadway	From	To	1997	1998	1999	2000	2001	Total Growth	Annual Growth
269	Maple	Main	Public Square				9550	10290	7.75%	1.5%
87	Memorial	Byrd	MTCS	32030	34090	34090	33650	34050	6.31%	1.3%
93	Memorial	St. Clair	Byrd	31520	31800	32360	33060	31770	0.79%	0.2%
113	Memorial	MTCS	Heritage Park	25260	25270	26870	30670	28820	14.09%	2.8%
183	Memorial	Heritage Park	Thompson	15990	18730	18820	19460	19430	21.51%	4.3%
43	Mercury	Broad	Main	11360	10830	12410	13820	12980	14.26%	2.9%
198	Minerva	Bradyville	Jupiter			2930	2720	2680	-8.53%	-1.7%
220	Minerva	Jupiter	Main			1720	1530	1460	-15.12%	-3.0%
123	New Salem	Bridge	Molloy	16990	17630	19080	19100	18160	6.89%	1.4%
153	New Salem	Samsonite	Warrior	13970	14550	14740	16490	15350	9.88%	2.0%
243	New Woodbury	Mercury	Rutherford			8070	8650	9150	13.38%	2.7%
244	New Woodbury	Rutherford	Study Area			11260	11370	11710	4.00%	0.8%
161	Northfield	Heritage Park	Memorial	17830	19120	18980	19710	18190	2.02%	0.4%
162	Northfield	Memorial	Lascassas	21030	22080	23480	22100	19900	-5.37%	-1.1%
167	Northfield	Broad	Heritage Park	15400	16850	16230	17350	17340	12.60%	2.5%
237	Northfield	Lascassas	Halls Hill	15390	11390	12660	13410	14820	-3.70%	-0.7%
124	Old Fort	New Salem	Broad	35700	38580	35220	39180	38550	7.98%	1.6%
141	Old Fort	Study Area	Cason	15960	16970	17220	15630	17590	10.21%	2.0%
157	Old Fort	Bridge	New Salem	32510	35050	34570	36370	35540	9.32%	1.9%
40	Old Nashville	Study Area	Broad			2930	2720	2910	-0.68%	-0.1%
33	Old Woodbury	Rutherford	Study Area			3660	3620	3710	1.37%	0.3%
268	Old Woodbury	Mercury	Rutherford				8900	9270	4.16%	0.8%

TABLE 6. HISTORICAL TRAFFIC GROWTH ANALYSIS (cont.)

TDOT Count Station	Roadway	From	To	1997	1998	1999	2000	2001	Total Growth	Annual Growth
252	Regency Park	Haynes	Kings Ridge			1800	1550	1650	-8.33%	-1.7%
212	Rutherford	Bradyville	Broad	15020	13630	14940	15770	15810	5.26%	1.1%
213	Rutherford	Broad	Church	11590	12120	12790	12870	13160	13.55%	2.7%
238	Rutherford	Halls Hill	Main	13940	13360	13830	15800	15910	14.13%	2.8%
239	Rutherford	Main	Bradyville	10300	11890	11290	12010	13280	28.93%	5.8%
89	Samsonite	Old Salem	Church	12250	13750	14510	13260	13110	7.02%	1.4%
88	Sanbyrn	Commerce Park	Broad	16220	16090	17160	16780	16420	1.23%	0.2%
38	Sulphur Springs	Haynes	Northfield			3940	3980	4040	2.54%	0.5%
90	Tennessee	Greenland	Main	20190	19000	21020	20760	19420	-3.81%	-0.8%
91	Tennessee	Main	Mercury	12920	13390	14350	15000	14560	12.69%	2.5%
95	Tennessee	Mercury	Bradyville	22550	19200	19650	23200	21310	-5.50%	-1.1%
222	Tennessee	Clark Boulevard	Greenland	34140	30350	30240	35740	29610	-13.27%	-2.7%
274	Tennessee	Pitts / Wenlon	Clark				7170	7380	2.93%	0.6%
145	Thompson	Haynes	Broad	13460	15330	18650	16760	18060	34.18%	6.8%
149	Thompson	Siegel	Blanton	6820	7400	8240	8200	9180	20.23%	5.1%
214	Thompson	Manson	Old Fort	16010	18100	17550	18210	20980	31.04%	6.2%
242	Thompson	Old Nashville	Manson			17660	18180		2.94%	0.6%
154	Warrior	Magnolia	Church			8500	8750	7950	-6.47%	-1.3%

4. FUTURE CONDITIONS

4.1 PROJECTED DEMOGRAPHICS

As previously described, there is a direct correlation between land use and trip generation. Each particular land use generates traffic based on the size and intensity of the developed area. As part of the City of Murfreesboro's planning process, population and house hold projections for the Years 2001 through 2020 were developed by the City. Using these growth trends developed by the City, the projections for households and population were extended to the Year 2025. The projections developed by the City and to the Year 2025 are shown in ***Table 7.***

Using this information, as well as information developed by the Nashville Area MPO, projected Year 2025 socio-economic data were developed for the study area, as shown in ***Table 8***.

TABLE 7. CITY OF MURFREESBORO POPULATION PROJECTIONS

YEAR	POPULATION	INCREASE IN POPULATION	HOUSE HOLDS	INCREASE IN HOUSEHOLDS	PERCENT INCREASE
2000	68,816		28,673		
2001	72,414	3,598	30,173	1,499	5.2%
2002	76,014	3,600	31,673	1,500	5.0%
2003	79,134	3,120	32,973	1,300	4.1%
2004	82,254	3,120	34,273	1,300	3.9%
2005	85,374	3,120	35,573	1,300	3.8%
2006	88,494	3,120	36,873	1,300	3.7%
2007	91,614	3,120	38,173	1,300	3.5%
2008	94,974	3,360	39,573	1,400	3.7%
2009	98,334	3,360	40,973	1,400	3.5%
2010	101,694	3,360	42,373	1,400	3.4%
2011	105,294	3,600	43,873	1,500	3.5%
2012	108,894	3,600	45,373	1,500	3.4%
2013	112,494	3,600	46,873	1,500	3.3%
2014	116,334	3,840	48,473	1,600	3.4%
2015	120,174	3,840	50,073	1,600	3.3%
2016	124,014	3,840	51,673	1,600	3.2%
2017	128,094	4,080	53,373	1,700	3.3%
2018	132,174	4,080	55,073	1,700	3.2%
2019	136,254	4,080	56,773	1,700	3.1%
2020	140,574	4,320	58,573	1,800	3.2%
2021	144,894	4,320	60,373	1,800	3.1%
2022	149,214	4,320	62,173	1,800	3.0%
2023	153,774	4,560	64,073	1,900	3.1%
2024	158,334	4,560	65,973	1,900	3.0%
2025	162,894	4,560	67,873	1,900	2.9%

TABLE 8. YEAR 2025 DEMOGRAPHIC DATA

TAZ	HOUSE HOLDS	AREA (SQ. MI.)	POPULATION	POPULATION DENSITY	EMPLOYMENT	AUTOS
389	4,214	37.024	10,535	284.538	1,880	10,113
391	1,117	35.6695	2,793	78.295	478	2,681
392	3,201	40.5137	8,002	197.524	846	7,682
393	2,401	7.7318	6,002	776.250	1,546	5,762
394	4,214	10.3031	10,535	1022.481	2,506	10,113
436	2,401	23.2024	6,002	258.672	2,049	5,762
437	15,084	14.9669	37,709	2519.512	9,175	36,201
438	2,085	5.2387	5,213	995.052	23,424	5,004
439	1,689	6.5798	4,221	641.551	8,205	4,052
440	6,754	13.1754	16,885	1281.563	40,797	16,210
441	8,776	10.7115	21,940	2048.297	4,908	21,063
442	8,776	8.9061	21,940	2463.517	2,455	21,063
443	6,742	0.4414	16,856	38186.593	1,001	16,181
444	3,153	50.2331	7,883	156.928	1,050	7,568
445	15,826	12.2197	39,566	3237.902	4,226	37,984
446	3,501	18.7628	8,753	466.525	541	8,403
447	8,073	25.6059	20,184	788.242	8,690	19,376
448	6,934	19.1462	17,334	905.346	8,187	16,641
449	4,991	2.1458	12,478	5815.210	1,004	11,979
450	2,688	1.3829	6,719	4858.683	2,224	6,450
451	5,469	2.9571	13,672	4623.359	3,244	13,125
452	2,734	2.2187	6,836	3081.024	1,082	6,562
453	911	0.3979	2,279	5726.622	0	2,187
454	1,002	0.7222	2,505	3469.083	1,093	2,405
455	478	0.4737	1,195	2522.824	552	1,147
456	478	0.302	1,195	3957.158	201	1,147
457	478	0.3251	1,195	3675.982	352	1,147
458	478	0.3877	1,195	3082.439	3,318	1,147

TABLE 8. YEAR 2025 DEMOGRAPHIC DATA

TAZ	HOUSE HOLDS	AREA (SQ. MI.)	POPULATION	POPULATION DENSITY	EMPLOYMENT	AUTOS
459	478	0.1269	1,195	9417.350	1,155	1,147
460	534	0.5062	1,336	2638.305	1,765	1,282
461	534	0.4114	1,336	3246.257	1,983	1,282
462	534	0.2726	1,336	4899.157	0	1,282
463	534	0.1434	1,336	9313.182	1,152	1,282
464	534	0.296	1,336	4511.859	1,147	1,282
465	488	1.6664	1,220	732.193	23,371	1,171
466	976	1.6664	2,440	1464.386	23,371	2,343
467	1,790	2.1031	4,474	2127.239	20,376	4,295
468	1,318	0.5771	3,294	5707.796	1,827	3,162
469	1,318	0.2377	3,294	13857.673	7,113	3,162
470	2,093	1.3005	5,232	4023.324	971	5,023
471	2,093	1.1636	5,232	4496.676	6,233	5,023
472	787	0.7191	1,967	2735.570	1,309	1,888
473	787	0.4423	1,967	4447.543	1,472	1,888
474	2,361	2.6643	5,901	2215.008	1,476	5,665
475	3,153	36.872	7,883	213.793	1,218	7,568
476	1,365	50.3396	3,413	67.807	679	3,277
499	1,686	42.6355	4,214	98.835	1,370	4,045
TOTAL	**148,011**	**495.8892**	**370,028**	**746.190**	**233,023**	**355,226**

4.2 EXISTING-PLUS-COMMITTED (E+C) TRANSPORTATION SYSTEM

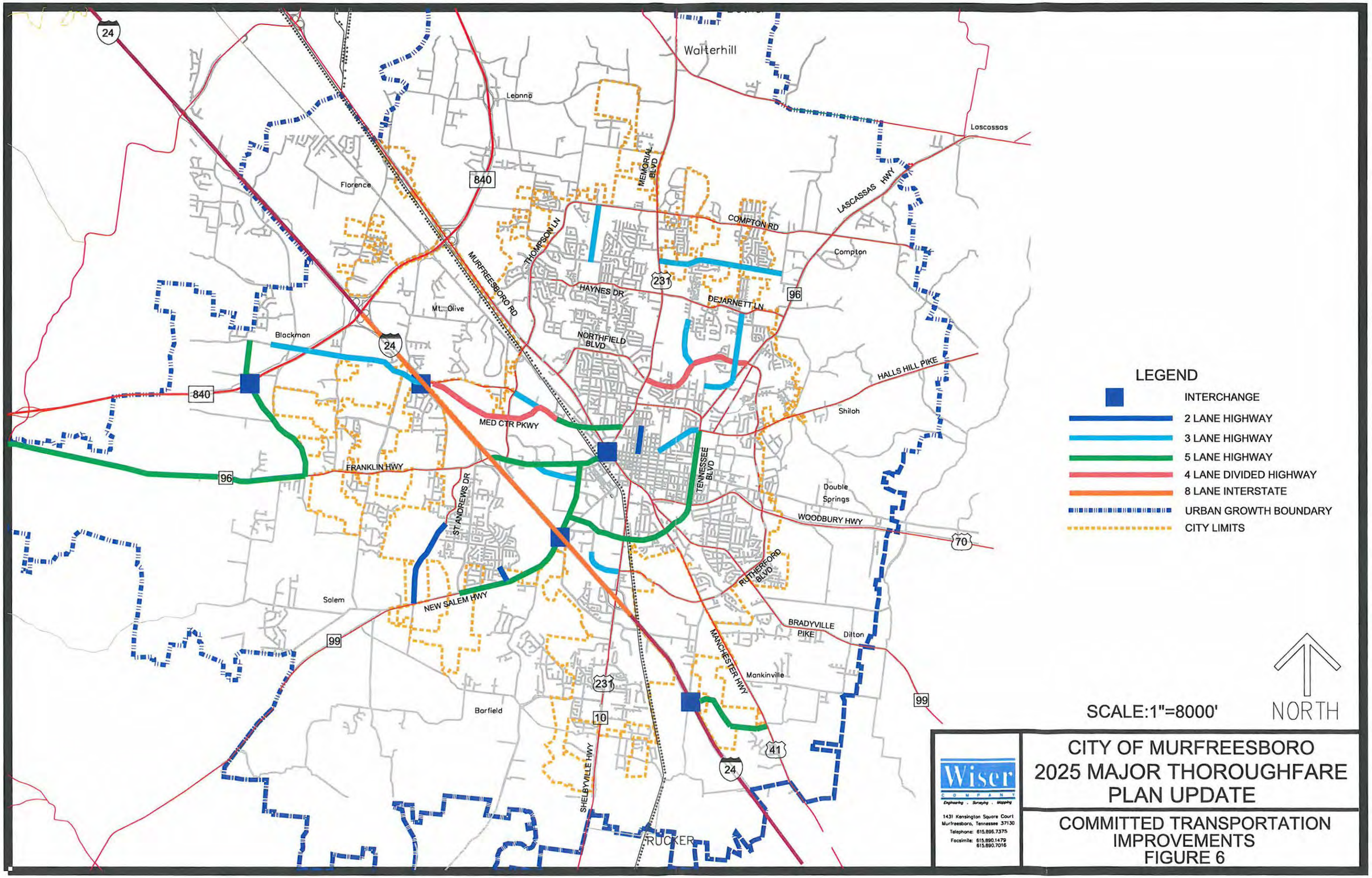
For the purposes of this study, consideration was given to "committed" roadway projects, which are already planned and programmed for future funding within the Transportation Capital Improvements Budget or planned to be completed by developers. Information provided by the City of Murfreesboro was reviewed to develop a list of planned and programmed transportation improvement projects that will provide additional capacity within the study area. Specifically, the primary source of information was the City's Transportation Improvement Projects Book. However, it is important to note that only the projects for which funding has been identified were considered to be committed projects.

The committed transportation improvement projects that will provide new capacity within the City of Murfreesboro are shown in ***Table 9*** and illustrated in ***Figure 6.***

TABLE 9. COMMITTED TRANSPORTATION IMPROVEMENTS

PROJECT/ROUTE	FROM/TO	IMPROVEMENT
SR 840 / Beesley Interchange	SR 840 at Beesley Road	Construct Interchange
Beesley Road Connector	State Route 96 to Burnt Knob Road	Widen and Improve to 5 lanes
I-24 / Joe B. Jackson	I-24 / Joe B. Jackson Parkway	Construct Interchange
Joe B. Jackson Parkway	I-24 / Joe B. Jackson Pky. to U.S. Hwy. 70 41	Construct 5-lane Roadway
Broad Street	At Memorial Boulevard	Construct Interchange
I-24	SR 840 to US 231 (South Church)	Widen to 8 lanes
I-24 / State Route 99	I-24 at State Route 99	Construct Interchange
I-24 / Manson Pike	I-24 at Manson Pike	Construct Interchange
Manson Pike	Fortress Boulevard to Blackman Road	Widen and Improve to 3 lanes
Manson Pike	Thompson Lane to Medical Center Pkwy.	Widen and Improve to 3 lanes
State Route 96	Overall Creek to State Route 840	Widen and Improve to 5 lanes
Medical Center Parkway	I-24 to Broad Street at Lokey Avenue	Construct 4/5-lane Roadway
Lokey Avenue	Broad Street to Memorial Boulevard	Widen and Improve to 5 lanes
Northfield Boulevard	Memorial Boulevard to Quail Run	Improve existing 4-lane Roadway
Samsonite Boulevard	State Route 99 to Church Street	Widen and Improve to 5 lanes
Sanbyrn Drive	Church Street to Broad Street	Widen and Improve to 5 lanes
Tennessee Boulevard	Broad Street to Greenland Drive	Widen and Improve to 5 lanes
Alexander Boulevard	Existing Terminus to Northfield Blvd.	Construct 3-lane Roadway
St. Andrews Drive	Existing Terminus to State Route 99	Construct 2-lane Roadway
Bridge Avenue	Old Fort Parkway to State Route 99	Widen and Improve to 3 lanes
River Rock Boulevard	From State Route 99 to Stoney Meadow	Improve 2-lane Roadway
Greenland Drive	Highland Avenue to Tennessee Blvd.	Widen and Improve to 3 lanes
Siegel Road	Thompson Lane to Sulphur Springs Rd.	Widen and Improve to 3 lanes
Osborne Lane	Memorial Boulevard to Emery Road	Widen and Improve to 3 lanes
Pitts Lane	DeJarnette Lane to Wenlon Drive	Widen and Improve to 3 lanes
North Spring Street	Oak Street to Lokey Avenue	Improve 2-lane Roadway
Rutherford Boulevard	Church Street to Rutledge Way	Construct 3-lane Roadway

Source: City of Murfreesboro's Transportation Improvement Projects Book


Walterhill
Leanna
Loscossas
Florence
840
MEMORIAL BLVD
LASCASSAS HWY
COMPTON RD
Compton
THOMPSON LN
MURFREESBORO RD
HAYNES DR
231
DEJARNETT LN
96
Mt. Olive
Blackman
24
NORTHFIELD BLVD
HALLS HILL PIKE
Shiloh
MED CTR PKWY
FRANKLIN HWY
TENNESSEE BLVD
Double Springs
WOODBURY HWY
70
ST ANDREWS DR
RUTHERFORD BLVD
Salem
NEW SALEM HWY
BRADYVILLE PIKE
Dilton
MANCHESTER HWY
Mankinville
99
Barfield
10
41
SHELBYVILLE HWY
RUCKER
LEGEND
INTERCHANGE
2 LANE HIGHWAY
3 LANE HIGHWAY
5 LANE HIGHWAY
4 LANE DIVIDED HIGHWAY
8 LANE INTERSTATE
URBAN GROWTH BOUNDARY
CITY LIMITS
SCALE:1"=8000'
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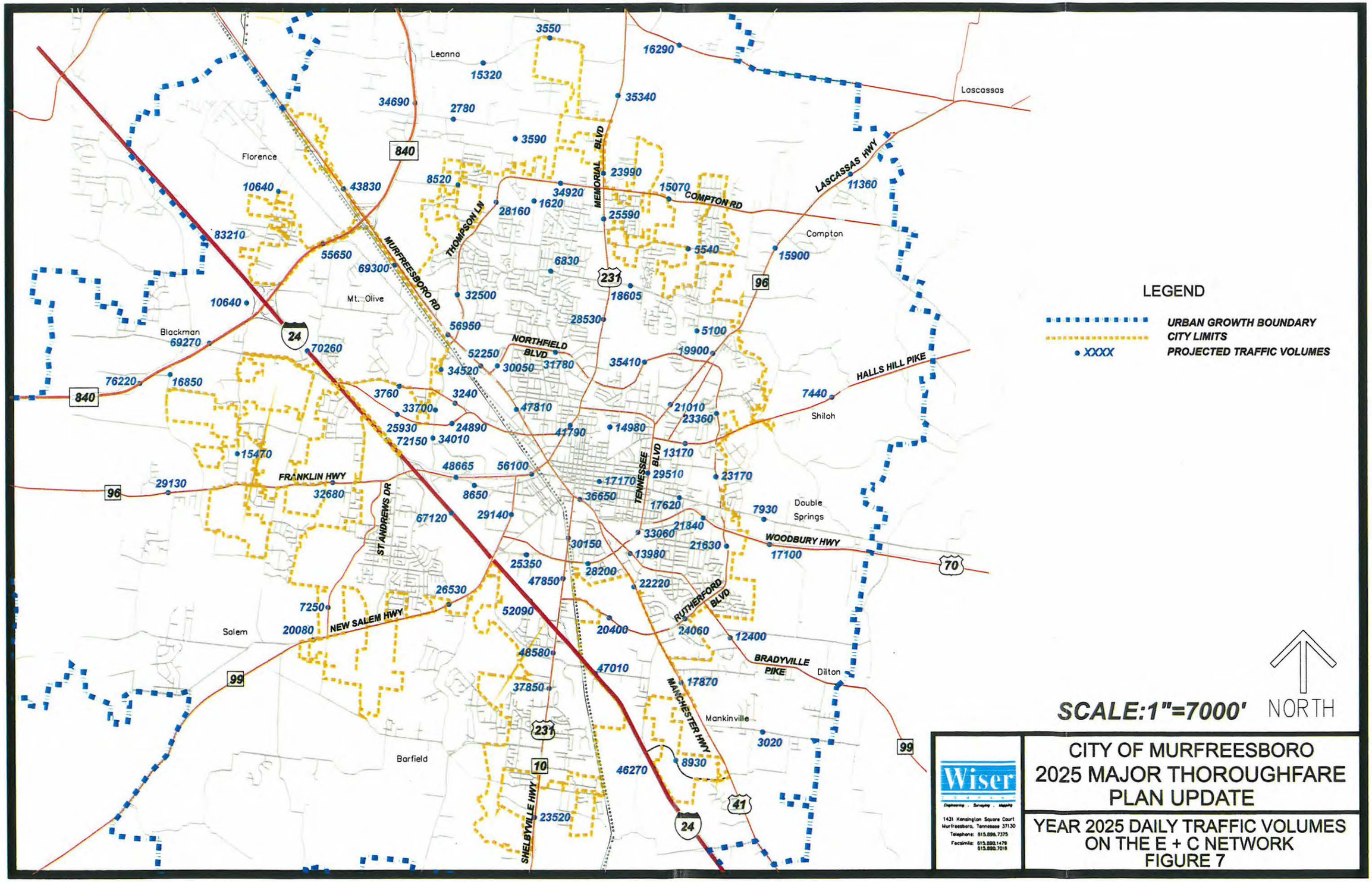
CITY OF MURFREESBORO
2025 MAJOR THOROUGHFARE PLAN UPDATE
COMMITTED TRANSPORTATION IMPROVEMENTS
FIGURE 6

4.3 DAILY TRAFFIC VOLUMES ON THE E+C TRANSPORTATION SYSTEM

The committed projects were added to the existing roadway system, and projected traffic volumes were identified for this future roadway network. Specifically, the TransCAD model was used to develop projected ADT volumes for the Year 2025 by estimating travel demand, based on projected vehicle productions and attractions to and from the TAZs within the study area. This travel demand generates a traffic assignment to the segments within the existing-plus-committed roadway network. The projected daily traffic volumes for the existing-plus-committed transportation system are shown in ***Figure 7.***

4.4 DAILY LEVELS OF SERVICE ON THE E+C TRANSPORTATION SYSTEM

A Level of Service was identified for the roadway segments where projected ADT counts were available. ***Figure 8*** presents the LOS that was determined for the major roadway segments within the study area. In particular, many of the arterial roadway segments are projected to have high ADT's and will operate at poor LOS. These capacity deficiencies are due to the future growth that is projected along these corridors and in the City of Murfreesboro. In particular, school-related development is expected to continue in the vicinity of Middle Tennessee State University. In addition, a significant amount of new residential and commercial development is expected to occur in the north, west and southwest portions of Murfreesboro and Rutherford County.



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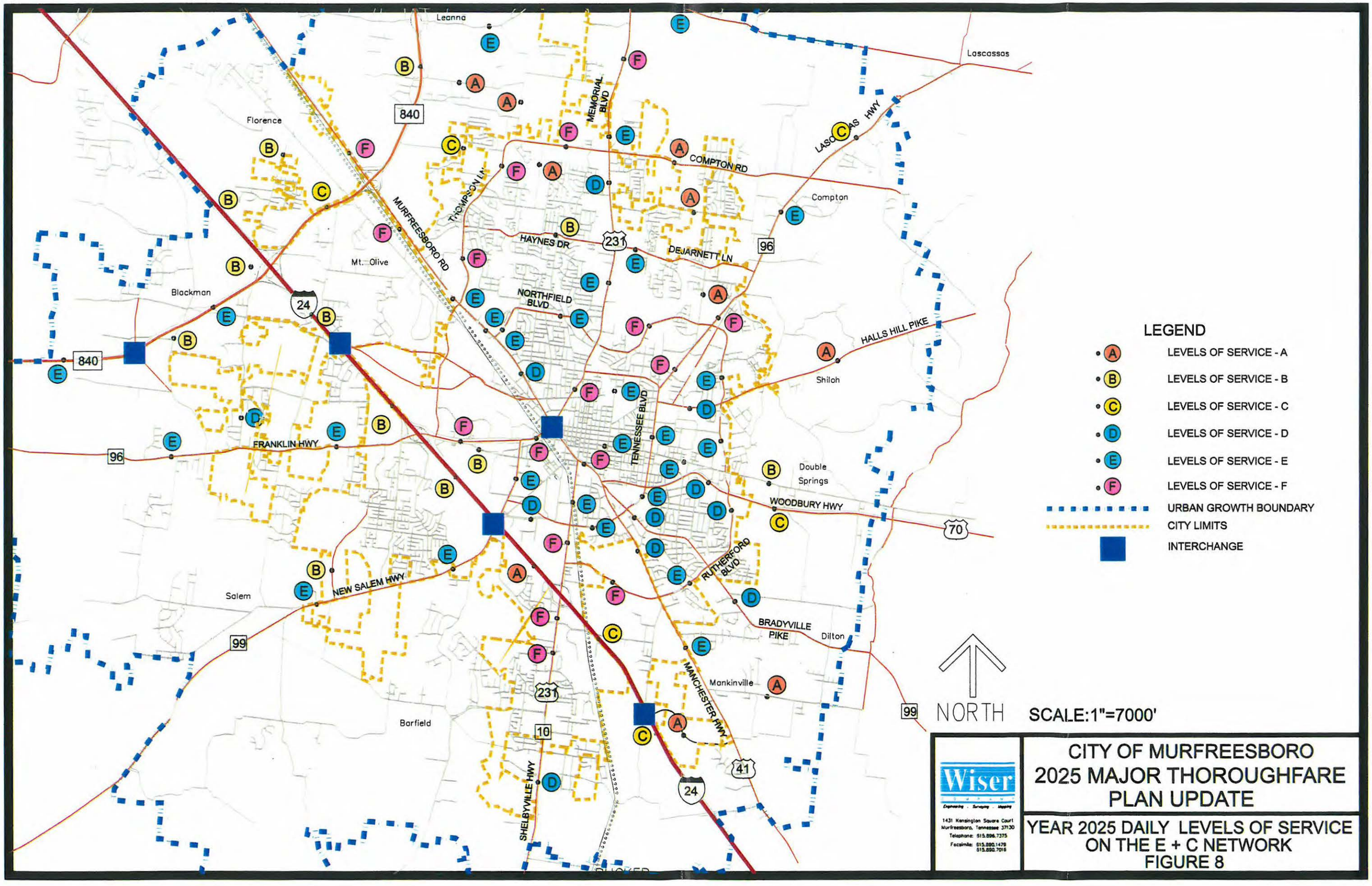
PLAN UPDATE

YEAR 2025 DAILY TRAFFIC VOLUMES
ON THE E + C NETWORK
FIGURE 7



CITY OF MURFREESBORO
2025 MAJOR THOROUGHFARE PLAN UPDATE

YEAR 2025 DAILY LEVELS OF SERVICE ON THE E + C NETWORK
FIGURE 8

5. RECOMMENDATIONS

5.1 IMPROVEMENT PROJECTS

The capacity analyses of the existing plus committed (E+C) transportation system show that additional transportation improvements will be necessary to accommodate the traffic volumes projected for the Year 2025. The analyses also indicate that certain roadway extensions and realignments are needed to improve the mobility and traffic operations within the City of Murfreesboro and surrounding area.

As a result, the consultant team developed a list of recommended transportation projects that will provide adequate traffic capacity and improve overall mobility in the Murfreesboro area. These recommendations are outlined in ***Tables 10-12*** and categorized as short, mid or long term improvements. Short term improvements (STI) are generally existing or eminent projects that will occur within the next seven (7) years. Mid-term improvements (MTI) are recommended based on the growth observed over the previous ten years and are projected to occur in eight to fourteen (8-14) years. Long term improvements (LTI) are generally more speculative than MTI's. Some LTI projects are based on future growth; however, most are based on speculative growth and are generally located in outlying areas of the urban growth boundary. Long term improvements are generally expected to occur in fifteen to twenty (15-20) years.

While an attempt has been made to prioritize projects, it is recognized that there are substantial variables and outside influences that may in fact dictate the actual timeframe in which any project is pursued. Some of these variables and influences may include situations such as proposed substantial development plans, advantageous participation and project cost sharing with developers and/or other governmental agencies or general reassessment of priorities.

Figure 9 shows the locations of these recommended projects. Finally, a project sheet is included in ***Appendix "B"*** for each of these recommended improvements. Project cost are noted in 2003 dollars.

Agri-Park Drive (STI 17) *
It is recommended that this link be constructed to provide alternative access between the new Manson Pike Interchange at I-24 and St. Andrews Drive. This roadway link will additionally provide enhanced access to an undeveloped area

Barfield Road (MTI 25)
It is recommended that this facility be widened to three lanes from State Route 99 to the future alignment of the SW Loop Road. In particular, this improved connection is needed in order to facilitate mobility and connectivity between State Route 99 and the SW Loop Road. Such a connection will help to reduce the daily and peak hour traffic volumes on both State Route 99 and the SW Loop Road, as well as provide adequate access to the properties bounded by these major arterial roadways.

Blaze Drive (MTI 24)
It is recommended that this facility be extended as a three-lane roadway from its existing terminus to State Route 96. This connection will facilitate mobility and connectivity in the high-growth Blackman community. Also, this connection will help to distribute traffic volumes within the community and help maintain manageable traffic volumes on Brinkley Road.

Bradyville Pike (MTI 30) *
It is recommended that this facility be widened from two to three lanes including bike lanes, curb & gutter, and sidewalks from SE Broad Street (US 41) to Rutherford Boulevard. This is a safety and operational improvements project that will additionally provide multi-modal transportation benefits to the surrounding area.

Brinkley Road (MTI 23)
It is recommended that this facility be widened to five lanes from State Route 96 to Manson Pike. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided. Also, this improved connection is needed in order to facilitate mobility and connectivity in a high-growth community between State Route 96 and Mason Pike. Such a connection will help to reduce the daily and peak hour traffic volumes on both State Route 96 and Manson Pike, as well as provide adequate access to the properties bounded by these major arterial roadways.

Broad Street (MTI 1)
It is recommended that this facility be widened to seven lanes from Lokey Avenue to approximately two thousand feet NW of SR 840. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

Burnt Knob Road / Manson Pike (STI 3)
It is recommended that this facility be widened to five lanes from the NW Loop Road to Fortress Boulevard. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided. Also, with the construction of the NW Loop Road, this corridor will provide a critical link between I-24 and the high-growth Blackman community.

Compton Road (MTI 5)
It is recommended that this facility be widened to five lanes from Memorial Boulevard to Shady Lane. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

County Farm Road /Joe B. Jackson Parkway (STI 4)
It is recommended that this facility be widened to three lanes from Church Street to its existing eastern terminus. Also, this roadway should be extended as five lanes to the new interchange that is under construction on I-24 at Joe B. Jackson Parkway. These connections will provide critical access from U. S. Highway 231/State Route 10 to the new interchange that is under construction on I-24 at Joe B. Jackson Parkway.

Dejarnette Lane (STI 8)
It is recommended that this facility be widened to five lanes from Memorial Boulevard to Lascassas Highway. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

Dilton Mankin Road (STI 11)
It is recommended that this facility be widened to three lanes from Highway 41 to Joe B. Jackson Parkway. This improvement is needed to facilitate mobility and connectivity in the southeastern portion of the study area.

Elam Road (LTI 13)
It is recommended that this facility be widened to three lanes from Joe B. Jackson Parkway to Elam Mill Road. This improvement is needed to facilitate mobility and connectivity in the southeastern portion of the study area.

Florence Road (MTI 19, STI 15)
It is recommended that this facility be widened to three lanes from Leanna Swamp Road to Broad Street. Also, it is recommended that this facility be widened to three lanes from Broad Street to Manson Pike. Also, this improved facility will provide a valuable link between Highway 41 and the NW loop Road.

Gresham Lane Connector Route (STI 18) *
It is recommended that this facility be constructed as a three-lane connector between Gresham Lane and Fortress Boulevard to provide alternative access in relieving traffic volume and congestion at the intersection of Gresham Lane and Manson Pike. Note: *Added-Feb. '07 Amend.;deleted-Oct. '08 Amend.*

Halls Hill Pike (LTI 7)
It is recommended that this facility be widened to three lanes from Rutherford Boulevard to Joe B. Jackson Parkway. This improvement will accommodate future traffic volumes as well as facilitate safe and efficient traffic operations in the eastern portion of the study area.

Highway 41 (MTI 15, MTI 16, LTI 6)
It is recommended that this facility be widened to five lanes from Maney Avenue to Joe B. Jackson Parkway. Also, it is recommended that this facility be widened to three lanes from Dilton Mankin Road to study area boundary. This improvement will accommodate future traffic volumes as well as facilitate safe and efficient traffic operations in the southeastern portion of the study area.

Highway 70 (MTI 14)
It is recommended that this facility be widened to three lanes from Main Street to Richland Road. This improvement will accommodate future traffic volumes as well as facilitate safe and efficient traffic operations in the eastern portion of the study area.

I-24 (MTI 11)
It is recommended that this facility be widened to eight lanes from US 231 to Joe B. Jackson Parkway. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

Irongate Boulevard (STI 13)
It is recommended that this facility be extended as a three-lane roadway from its existing terminus to Memorial Boulevard. This connection will facilitate mobility and connectivity between Memorial Boulevard and the residential and commercial developments south of Thompson Lane and west of Memorial Boulevard. Also, this connection will help to distribute traffic volumes within the community and help maintain manageable traffic volumes on Haynes Drive and Memorial Boulevard.

Jefferson Pike (STI 7, LTI 12)
It is recommended that this facility be widened to five lanes from the western study area boundary to the eastern study area boundary. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided. Also, this improvement will facilitate safe and efficient traffic operations in the northern portion of the study area.

Joe B. Jackson Parkway (LTI 1, LTI 2, LTI 3)
It is recommended that this facility be constructed in the eastern portion of the study area as a three-lane roadway from Jefferson Pike to Highway 70. Also, this facility should be constructed as a five-lane roadway from Highway 70 to Highway 41. This new roadway facility will help accommodate any future growth that will occur in the eastern portion of the study area.

Lascassas Highway (STI 10, MTI 13)
It is recommended that this facility be widened to five lanes from Clark Boulevard to Compton Road. Also, it is recommended that this facility be widened to three lanes from Compton Road to Jefferson Pike. These improvements will accommodate future traffic growth as well as improve mobility and connectivity in the northeastern portion of the study area.

Leanna Road (MTI 7)
It is recommended that this facility be widened and realigned to three lanes from Thompson Lane to Leanna Swamp Road. This improvement is needed in order to facilitate safe and efficient traffic operations in the northern portion of the study area. Also, this connection will provide a valuable link between Thompson Lane and Leanna Swamp Road as the nearby properties develop in the future.

Leanna Swamp Road (STI 5, STI 6)
It is recommended that this facility be widened to five lanes from Memorial Boulevard to Broad Street. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided. This improvement is needed in order to facilitate safe and efficient traffic operations in the northern portion of the study area. Also, this connection will provide a valuable link between Memorial Boulevard and Broad Street as the nearby properties develop in the future.

Manson/Fortress/Gresham Realignment (STI 19) *
It is recommended that the area roadway network be modified to realign Gresham Lane to tie into Manson Pike and Fortress Boulevard realigned to tie directly to the Medical Center Parkway and I-24 interchange. All three realigned roadway would be built as five lane facilities. This modification is needed to provide additional capacity and provide operational improvements.

Memorial Boulevard (MTI 9)
It is recommended that this facility be widened to five lanes from Thompson Lane to Jefferson Pike. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

New North-South Road (MTI 8)
It is recommended that this facility be constructed as a three-lane roadway from Thompson Lane to the new east-west roadway north of Thompson Lane. This new roadway segment will facilitate mobility, as well as safe and efficient traffic operations within the study area.

NW Loop Road (MTI 20, MTI 21, MTI 22)
It is recommended that this facility be constructed as a five-lane roadway from Florence Road to Burnt Knob Road. In conjunction with this project, it is recommended that a new interchange be constructed on I-24 in the northwest portion of the study area. As this area continues to grow, this new roadway facility will provide additional mobility and connectivity, as well as help to alleviate the future traffic demand at the interchange of Interstate 24 and State Route 840.

Old Fort Parkway (MTI 12)
It is recommended that this facility be widened to six lanes from I-24 to Broad Street. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

Old Lascassas Highway (STI 9)
It is recommended that this facility be widened and improved to three lanes from Greenland Drive to Rutherford Boulevard. This improvement will accommodate future traffic volumes as well as facilitate safe and efficient traffic operations in the southeastern portion of the study area.

Old Nashville Highway (MTI 18)
It is recommended that this facility be widened and improved to two lanes from the northwestern study area boundary to Lokey Avenue. This improvement will accommodate future traffic volumes as well as facilitate safe and efficient traffic operations in the southeastern portion of the study area.

Osborne Lane (LTI 9)
It is recommended that this facility be extended as a three-lane roadway from its existing terminus to Brian Court. This connection will facilitate mobility and connectivity between Lascassas Highway and the residential developments west of Lascassas Highway.

Robert Rose Drive Extension (MTI 27) *
It is recommended that this facility be extended to the proposed Medical Center Parkway from its existing terimus at Thompson Lane. This extension will facilitate traffic distribution and mobility upon development of area land.

Rucker Lane (MTI 26)
It is recommended that this facility be widened to three lanes from State Route 96 to State Route 99. This improvement will accommodate future traffic volumes as well as facilitate safe and efficient traffic operations in the southwestern portion of the study area.

Rutherford Boulevard (STI 12)
It is recommended that this facility be widened to five lanes from Church Street to Ransom Drive. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

SW Loop Road (LTI 4, LTI 5)
It is recommended that this facility be constructed as a five-lane roadway from Highway 231 to State Route 96. This new roadway facility will help accommodate any future growth that will occur in the southwestern portion of the study area.

Salem Cove Lane Extension (MTI 28) *
It is recommended that the existing Salem Cove Lane be extended from its existing termini to Rucker Lane as a two/three-lane facility. The new roadway will help accommodate future growth and provide additional east/west traffic distribution between Saint Andrews Drive and Rucker lane.

Siegel Road (STI 14)
It is recommended that this facility be extended as a three-lane roadway from its existing terminus to Haynes Drive. This improvement will accommodate future traffic volumes as well as improve mobility and facilitate safe and efficient traffic operations associated with the school complexes on Thompson Lane.

Southgate Boulevard Extension (STI 16) *
It is recommended that this roadway be extended to provide more adequate traffic distribution and provide alternative access to the surrounding roadway network.

State Route 99 (STI 1, STI 2,MTI 17)
It is recommended that this facility be widened to five lanes from the southwestern study area boundary to State Route 96. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

Sulphur Springs Road (MTI 6)
It is recommended that this facility be widened to three lanes from Thompson Lane to the new east-west roadway recommended north of Thompson Lane. This improvement will accommodate future traffic volumes as well as improve mobility and facilitate safe and efficient traffic operations within the study area.

Sulphur Springs Road (MTI 29) *
It is recommended that this facility be extended as a three-lane roadway from Alford Road to Leanna Swamp Road. This connection will facilitate enhanced north/south mobility and connectivity between Leanna Swamp Road and the new Cherry Lane Extension.

Tennessee Boulevard (MTI 10)
It is recommended that this facility be extended as a three-lane roadway from Wenlon Drive to Northfield Boulevard. This connection will facilitate enhanced north/south mobility and connectivity between Dejarnette Lane and the downtown area.

Thompson Lane (MTI 4)
It is recommended that this facility be widened to five lanes from Broad Street to Memorial Boulevard. Projected traffic volumes indicate that this project is necessary to alleviate the congestion which will occur on this roadway segment unless additional capacity is provided.

New East-West Roadway (MTI 2, MTI 3)
It is recommended that a new five-lane roadway be constructed from Memorial Boulevard to Broad Street, south of Leanna Swamp Road and north of Thompson Lane. In conjunction with this roadway, it is recommended that a new interchange be constructed on State Route 840. This new roadway segment is needed in order to alleviate future traffic growth on Thompson Lane and Broad Street.

* denotes projects added through amendment to original 2025 plan

TABLE 10. RECOMMENDED SHORT-TERM IMPROVEMENTS

Project Number	Route	Improvement	Limits	Total Cost
1	State Route 99	Widen to five lanes	Armstrong Valley Road to I-24	$13,787,000
2	State Route 99	Widen to five lanes	I-24 to State Route 96	$3,711,000
3	Burnt Knob Road / Manson Pike	Widen to five lanes	NW Loop Road to Fortress Boulevard	$8,560,000
4	County Farm Road / Joe B. Jackson Parkway	Widen to three lanes; extend as five lanes	US 231 to new interchange at Elam Road	$8,437,800
5	Leanna Swamp Road	Widen to five lanes	Memorial Boulevard to SR 840	$5,861,000
6	Leanna Swamp Road	Widen to five lanes	SR 840 to Broad Street	$11,901,000
7	Jefferson Pike	Widen to five lanes	Lebanon Highway to SR 840	$15,355,000
8	Dejarnette Lane	Widen to five lanes	Memorial Boulevard to Lascassas Highway	$3,180,000
9	Old Lascassas Highway	Widen to three lanes	Greenland Drive to Rutherford Boulevard	$3,455,000
10	Lascassas Highway	Widen to five lanes	Clark Boulevard to Compton Road	$10,474,000
11	Dilton Mankin Road	Widen to three lanes	U.S. Highway 41 to Wilson Road	$6,162,000
12	S. Rutherford Boulevard	Widen to five lanes	South Church Street to Ransom Drive	$5,839,000
13	Irongate Boulevard	Extend as three lanes	Existing terminus to Memorial Boulevard	$479,000
14	Siegel Road	Extend as three lanes	Existing terminus to Haynes Drive	$689,000
15	Florence Road	Widen to three lanes	Manson Pike to North-West Broad Street	$4,041,000
16	Southgate Boulevard *	Construct as three lanes	Westgate Boulevard to Warrior Drive	$440,000
17	Agri-Park Drive *	Construct as three lanes	John R. Rice to SR 96 at St. Andrews	$807,000
~~18~~	~~Gresham Connector *~~	~~Construct as three lanes~~	~~Gresham Lane to Fortress Boulevard~~	~~$0~~
19	Manson/Fortress/Gresham *	Construct as five lanea and realign	Manson/Fortress/Gresahm Area	$12,400,000

*denotes amendment to original plan

TOTAL (STI) $115,578,800

TABLE 11. RECOMMENDED MID-TERM IMPROVEMENTS

Project Number	Route	Improvement	Limits	Total Cost
1	Broad Street	Widen to seven lanes	Lokey Avenue to 2000' NW of SR 840	$13,085,000
2	New East-West Roadway	Construct new five-lane roadway	Memorial to Broad Street	$11,890,000
3	New Interchange	Construct new interstate interchange	SR 840 at new east-west roadway (MTI 2)	$6,898,000
4	Thompson Lane	Widen to five lanes	Broad Street to Memorial Boulevard	$12,330,000
5	Compton Road	Widen to five lanes	Memorial Boulevard to Shady Lane	$11,331,373
6	Sulphur Springs Road	Widen to three lanes	Thompson Ln to new east-west roadway (MTI 2)	$2,950,000
7	Leanna Road	Widen and realign to three lanes	Thompson Lane to Leanna Swamp Road	$3,140,000
8	New North-South Road	Construct three-lane roadway	Thompson Ln to new east-west roadway (MTI 2)	$1,820,000
9	Memorial Boulevard	Widen to five lanes	Thompson Lane to Jefferson Pike	$8,570,000
10	Tennessee Boulevard	Extend as a three-lane roadway	Wenlon Drive to Northfield Boulevard	$863,000
11	I-24	Widen to eight lanes	US 231 to Joe B. Jackson Parkway	$8,200,000
12	Old Fort Parkway	Widen to six lanes	I-24 to Broad Street	$7,070,000
13	Lascassas Highway	Widen to three lanes	Compton Road to Jefferson Pike	$4,560,000
14	U.S. Highway 70	Widen to three lanes	Main Street to Richland Road	$8,440,000
15	U.S. Highway 41	Widen to five lanes	Maney Avenue to S. Rutherford Boulevard	$5,880,000
16	U.S. Highway 41	Widen to five lanes	S. Rutherford Boulevard to Joe B. Jackson Pkwy.	$6,540,000
17	State Route 99	Widen to five lanes	SW Loop Road to the Study Area Boundary	$13,520,000
18	Old Nashville Highway	Improve to two lanes	Study Area Boundary to Lokey Avenue	$6,070,000
19	Florence Road	Widen to three lanes	Leanna Swamp Road to Broad Street	$1,750,000

TABLE 11 . RECOMMENDED MID-TERM IMPROVEMENTS (cont.)

Project Number	Route	Improvement	Limits	Total Cost
20	NW Loop Road	Construct five lanes	Florence Road to I-24	$6,860,000
21	New Interchange	Construct new interchange	I-24 at MTI 20 and MTI 22	$6,898,000
22	NW Loop Road	Construct five lanes	I-24 to Burnt Knob Road	$3,910,000
23	Brinkley Road	Widen to five lanes	State Route 96 to Manson Pike	$6,370,000
24	Blaze Drive	Extend as a three-lane roadway	Existing terminus to State Route 96	$1,500,000
25	Barfield Road	Widen to three lanes	State Route 99 to the SW Loop Road	$3,900,000
26	Rucker Lane	Widen to three lanes	State Route 96 to SW Loop Road	$4,080,000
27	Robert Rose Drive *	Extend as a three-lane roadway	Thompson to Medical Center Parkway	$1,040,000
28	Salem Cove Ln Ext. *	Extend as a three-lane roadway	Salem Cove Lane Termini to Rucker Labe	$1,848,000
29	Sulphur Springs Rd. Ext. *	Extend as a three-lane roadway	Alford Road to Leanna Swamp	$2,995,000
30	Bradyville Pike. *	Widen to three lanes	SE Broad (US 41) to Rutherford	$7,378,400

* denotes amendment to original plan

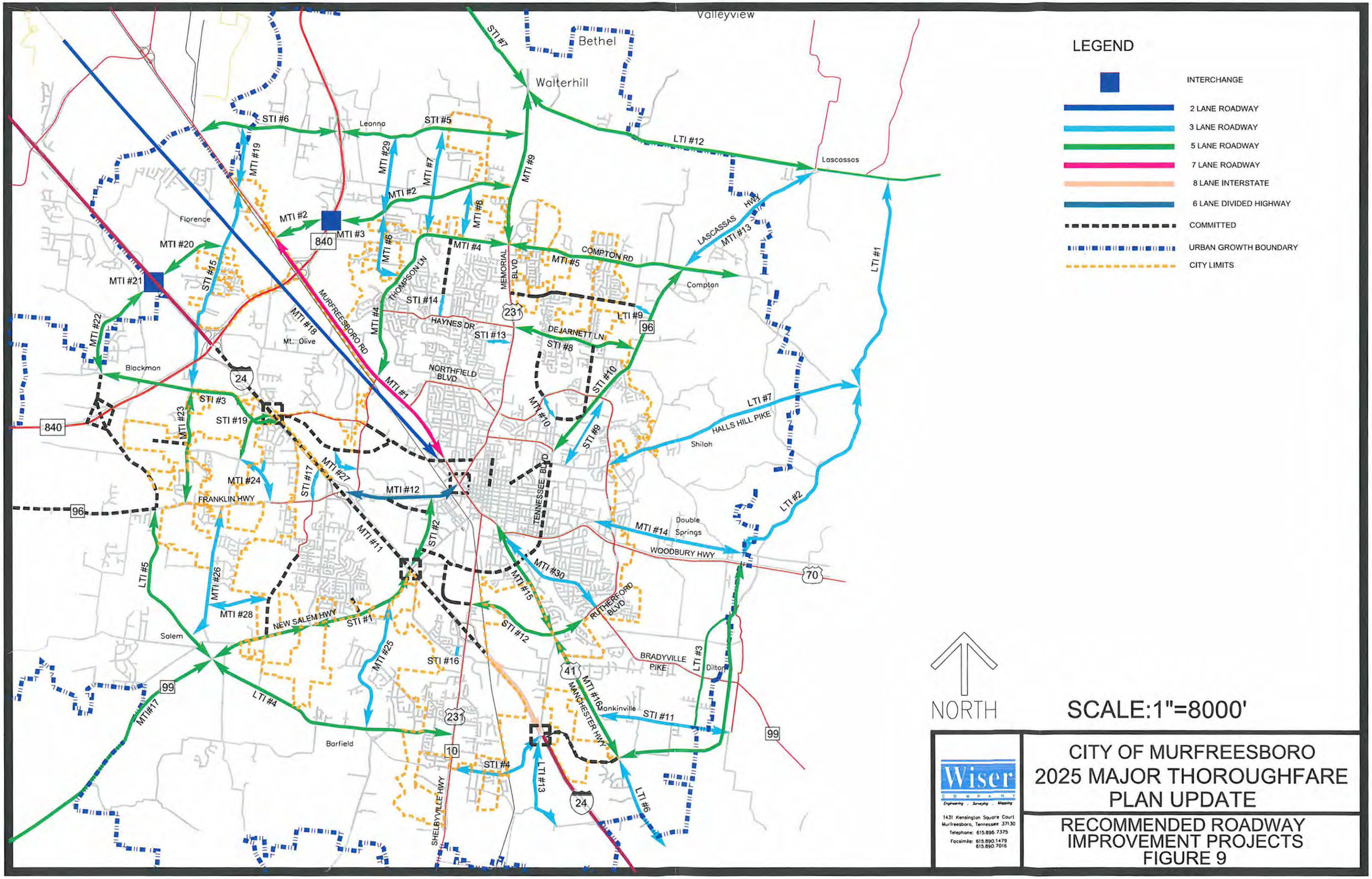
TOTAL (MTI) $181,686,773

TABLE 12. RECOMMENDED LONG-TERM IMPROVEMENTS

Project Number	Route	Improvement	Limits	Total Cost
1	Joe B. Jackson Parkway	Construct three lanes	Lascassas Highway to Halls Hill Pike	$11,553,000
2	Joe B. Jackson Parkway	Construct three lanes	Halls Hill Pike to U.S. Highway 70	$11,065,700
3	Joe B. Jackson Parkway	Construct five lanes	U.S. Highway 70 to U.S. Highway 41	$15,945,200
4	SW Loop Road	Construct five lanes	State Route 99 to Lone Oak Drive	$11,700,000
5	SW Loop Road	Construct five lanes	State Route 99 to State Route 96	$7,830,000
6	U.S. Highway 41	Widen to three lanes	Joe B. Jackson Pkwy. to study area boundary	$6,610,000
7	Halls Hill Pike	Widen to three lanes	N. Rutherford Boulevard to Joe B. Jackson	$3,760,000
~~8~~	~~New North-South Roadway~~	~~Construct three lanes~~	~~Halls Hill Pike to Compton Road~~	$0
9	Osborne Lane	Extend three lanes	Existing terminus to Brian Court	$500,000
~~10~~	~~Dejarnette Road~~	~~Extend three lanes~~	~~Lascassas Highway to Richland Road~~	$0
~~11~~	~~Compton Road~~	~~Extend five / three lanes~~	~~Existing terminus to Richland Road~~	$0
12	Jefferson Pike	Widen to five lanes	SR 231 to study area boundary	$15,355,000
13	Elam Road	Widen to three lanes	Joe B. Jackson to Elam Mill Road	$6,665,000

TOTAL (LTI)..... $90,983,900

* ~~Removed from 2025 plan through amendment~~



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CITY OF MURFREESBORO
2025 MAJOR THOROUGHFARE PLAN UPDATE

RECOMMENDED ROADWAY IMPROVEMENT PROJECTS
FIGURE 9

5.2 YEAR 2025 DAILY VOLUMES ON THE RECOMMENDED NETWORK

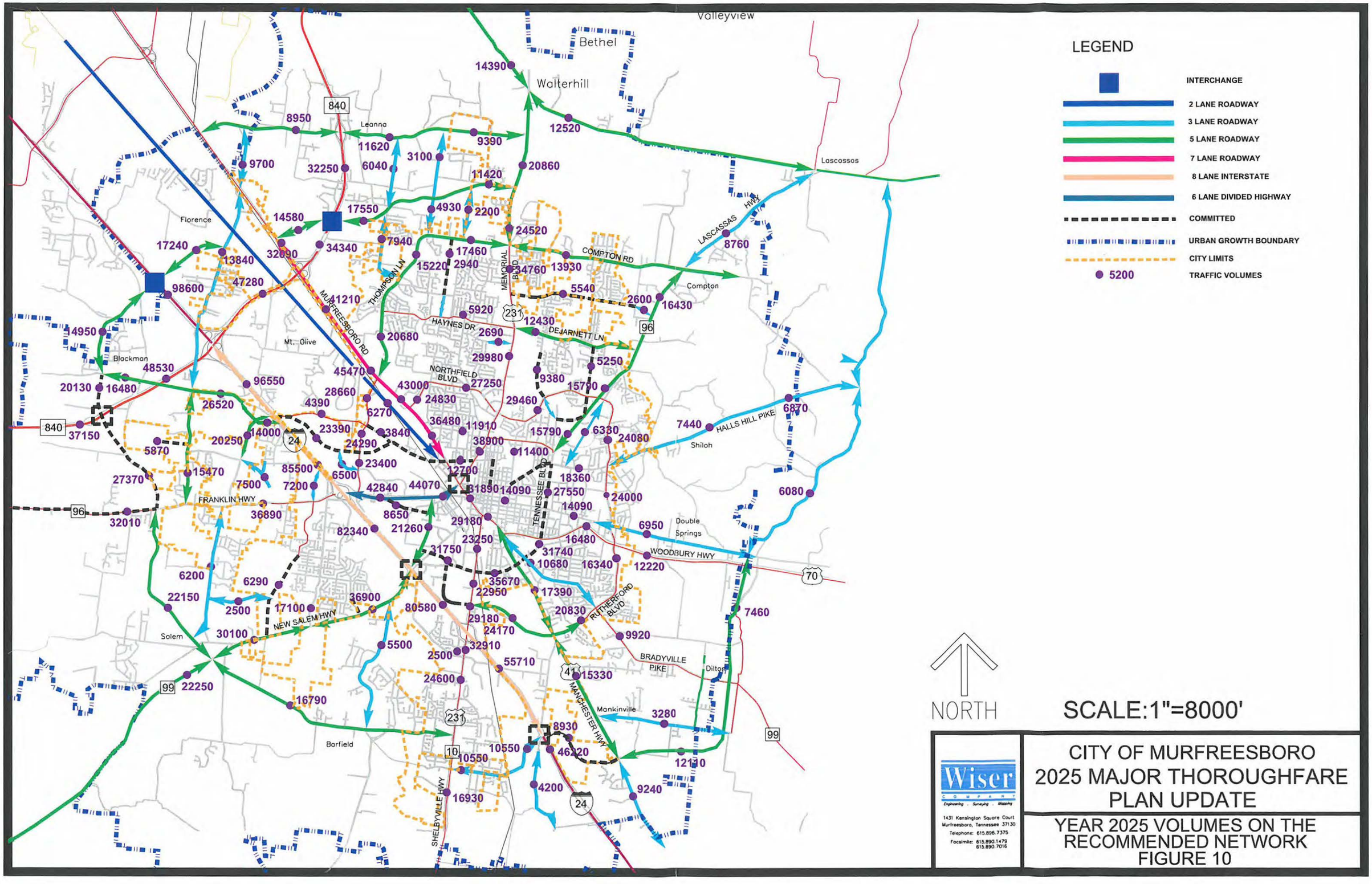
The recommended projects were added to the existing-plus-committed roadway system, and projected traffic volumes were identified for the recommended roadway network. Specifically, the TransCAD model was used to develop projected ADT volumes for the Year 2025 by estimating travel demand, based on projected vehicle productions and attractions to and from the TAZs within the study area. This travel demand generates a traffic assignment to the segments within the recommended roadway network. This revised traffic assignment is based on the recommended widenings, realignments, and construction, as well as the changes in travel patterns which are expected to result from the recommended improvements. The projected daily traffic volumes for the recommended transportation system are shown in ***Figure 10***.

5.3 YEAR 2025 LOS ON THE RECOMMENDED NETWORK

A Level of Service was identified for the roadway segments where projected ADT counts were available. Specifically, for each roadway segment analyzed, a LOS was determined by comparing roadway classification, number of lanes, and travel characteristics to the established thresholds. ***Figure 11*** presents the LOS that was determined for the major roadway segments for which future ADT counts were projected. As shown, a number of the arterial roadway segments are projected to have extremely high ADT's and will operate at unacceptable LOS, even after the implementation of the recommended roadway projects. These capacity deficiencies are due to the future growth that is projected along these corridors and in the City of Murfreesboro.

In order to address the capacity deficiencies on these major roadway segments, it may be necessary to reduce the traffic demand on these segments. Demand management includes the implementation of projects such as express bus service and circulator bus service. By implementing these public transportation options and encouraging their use, the City could effectively improve the roadway operations in the congested areas of the study area.

Also, consideration should be given to encouraging opportunities to raise the vehicle occupancy rate and therefore lower the number of vehicles on the roadway system. This measure would include encouraging the use of the existing park-and-ride lots. In the future, additional park-and-ride lots would be desirable in order to further reduce the traffic demand on the major arterials. Additional demand management techniques include staggered and flexible work schedules and telecommuting opportunities. Particularly in the downtown areas and in the vicinity of MTSU, these options will help reduce the peak demands on the major roadways and improve the overall LOS. As the traffic volumes grow and the need for demand management increases, these techniques can be implemented individually and assessed.



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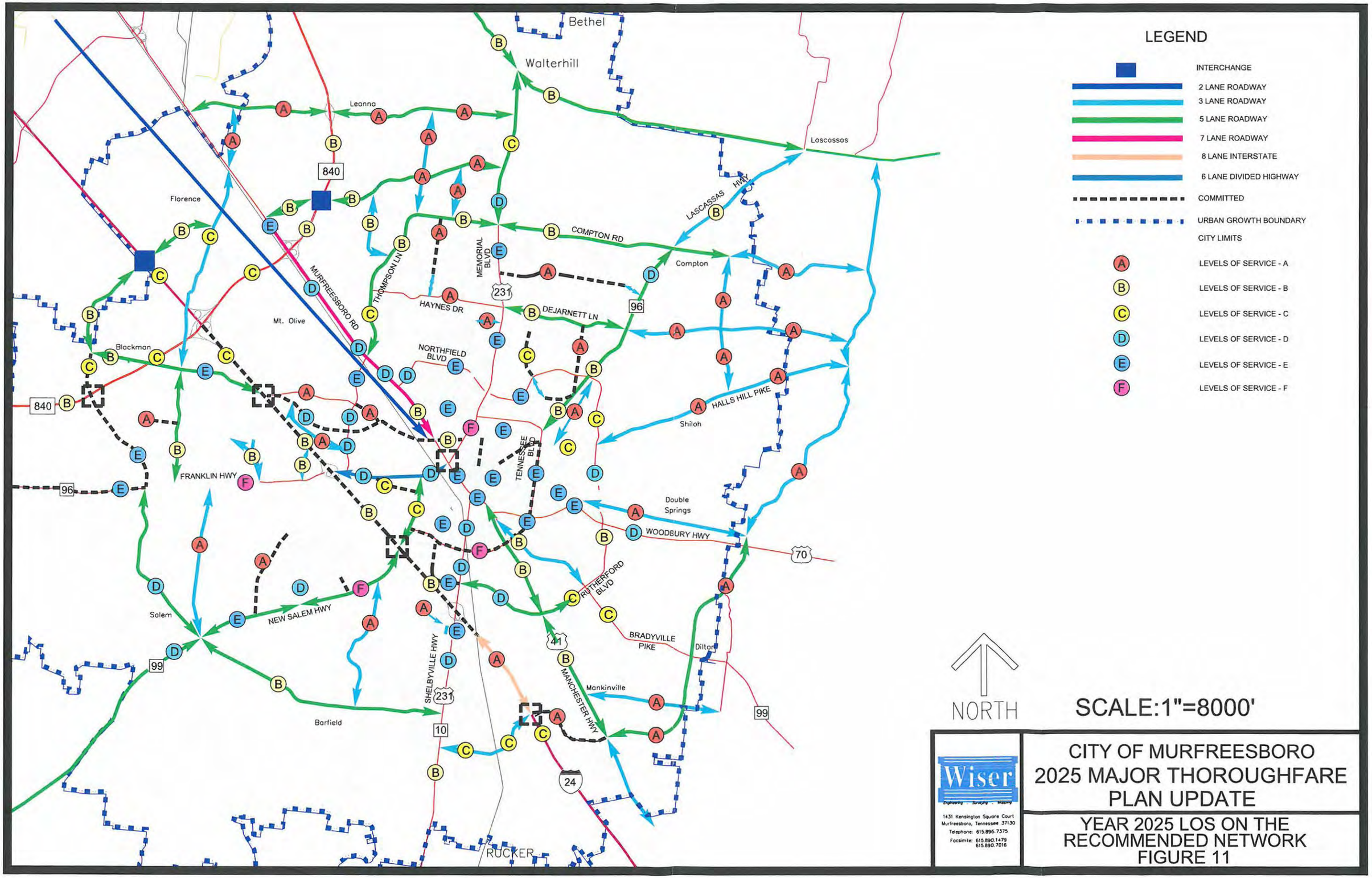
CITY OF MURFREESBORO
2025 MAJOR THOROUGHFARE PLAN UPDATE

YEAR 2025 VOLUMES ON THE RECOMMENDED NETWORK
FIGURE 10


LEGEND
INTERCHANGE
2 LANE ROADWAY
3 LANE ROADWAY
5 LANE ROADWAY
7 LANE ROADWAY
8 LANE INTERSTATE
6 LANE DIVIDED HIGHWAY
COMMITTED
URBAN GROWTH BOUNDARY
CITY LIMITS
LEVELS OF SERVICE - A
LEVELS OF SERVICE - B
LEVELS OF SERVICE - C
LEVELS OF SERVICE - D
LEVELS OF SERVICE - E
LEVELS OF SERVICE - F
NORTH
SCALE:1"=8000'
Bethel
Walterhill
Leanna
Lascassas
Florence
Mt. Olive
Blackman
Compton
Shiloh
Double Springs
Salem
Barfield
Dilton
Manchinville
RUCKER
COMPTON RD
LASCASSAS HWY
MEMORIAL BLVD
THOMPSON LN
MURFREESBORO RD
HAYNES DR
DEJARNETT LN
NORTHFIELD BLVD
TENNESSEE BLVD
HALLS HILL PIKE
FRANKLIN HWY
WOODBURY HWY
RUTHERFORD BLVD
BRADYVILLE PIKE
NEW SALEM HWY
SHELBYVILLE HWY
MANCHESTER HWY
840
96
231
41
70
99
10
24
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CITY OF MURFREESBORO
2025 MAJOR THOROUGHFARE
PLAN UPDATE
YEAR 2025 LOS ON THE
RECOMMENDED NETWORK
FIGURE 11

6. CONCLUSION

This document completes the update to the City of Murfreesboro's Major Thoroughfare Plan. The existing and future (Year 2025) conditions have been analyzed and reported. Also, specific improvements have been recommended in order to accommodate the expected future traffic demands for the City of Murfreesboro through the Year 2025.

The City's adopted Major Thoroughfare Plan is contained in ***Appendix "C"***.

APPENDIX A

Roadway Cross-Sections

Cross Sections are found in the City of Murfreesboro's Street Design Guidelines and Specifications documents

NOTE: **The cross-sections contained within this Appendix are intended to achieve specific public goals while providing guidelines for development purposes as relates to minimum required ROW, transportation related elements and quality of life issues. It is understood that the guidelines contained herein can not and do not address each and every design possibility as relates to potential adjoining land use, aesthetics and etc. Developers, engineers and planners are encouraged to contact the City's Planning and Engineering Department to discuss possible variations prior to plan design and submission.**

APPENDIX B

Recommended Projects Sheets

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	State Route 99	**Project # :**	STI 1
Project Description:	Widen to a five lane section from SW Loop Road to Interstate 24		
Project Length (miles):	4.50	**Average Daily Traffic Year 2000:**	16,490
		Average Daily Traffic Year 2025:	36,900
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	120	**Minimum Required Right-of-Way:**	108
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$373,000		
Rights-of-Way ($)	$1,025,000		
Construction ($)	$12,389,000		
TOTAL	**$13,787,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	State Route 99	**Project # :**	STI 2
Project Description:	Widen from 2 to 5 lanes from Interstate 24 to Highway 96		
Project Length (miles):	1.34	**Average Daily Traffic Year 2000:**	19,100
		Average Daily Traffic Year 2025:	21,260
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	100-120	**Minimum Required Right-of-Way:**	104
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$279,000		
Rights-of-Way ($)	$306,000		
Construction ($)	$3,126,000		
TOTAL	**$3,711,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Burnt Knob Rd / Manson Pike	Project # :	STI 3
Project Description:	Widen from 2/3 lanes to 5 lanes from the NW Loop Road to Fortress Boulevard		
Project Length (miles):	2.80	Average Daily Traffic Year 2000:	5,200
		Average Daily Traffic Year 2025:	16,480
Existing Laneage:	2 / 3	Proposed Laneage:	5
Existing Right-of-Way:	50 / 80	Minimum Required Right-of-Way:	84
Project History		Date	Action
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	FY 2003-2010	FY 2011-2018	FY 2019-2025
Preliminary Engineering ($)	$590,000		
Rights-of-Way ($)	$120,000		
Construction ($)	$7,850,000		
TOTAL	$8,560,000		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	County Farm Road	**Project # :**	STI 4
Project Description:	Widen from two to three lanes from U.S. 231 to the West Fork of the Stones River then extend as a five lane roadway to the Elam Road/I-24 interchange		
Project Length (miles):	1.86	**Average Daily Traffic Year 2000:**	2,000
		Average Daily Traffic Year 2025:	10,550
Existing Laneage:	2/0	**Proposed Laneage:**	3/5
Existing Right-of-Way:	40/0	**Minimum Required Right-of-Way:**	60/84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$632,000		
Rights-of-Way ($)	$853,800		
Construction ($)	$6,952,000		
TOTAL	**$8,437,800**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Leanna Swamp Road	**Project # :**	STI 5
Project Description:	Widen from two to five lanes from Memorial Boulevard to SR 840		
Project Length (miles):	1.46	**Average Daily Traffic Year 2000:**	1,550
		Average Daily Traffic Year 2025:	11,620
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$398,000		
Rights-of-Way ($)	$160,000		
Construction ($)	$5,303,000		
TOTAL	**$5,861,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Leanna Swamp Road	**Project # :**	STI 6
Project Description:	Widen from two to five lanes from SR 840 to Broad Street		
Project Length (miles):	4.32	**Average Daily Traffic Year 2000:**	1,070
		Average Daily Traffic Year 2025:	8,950
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	30	**Minimum Required Right-of-Way:**	84

Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$769,000		
Rights-of-Way ($)	$872,000		
Construction ($)	$10,260,000		
TOTAL	**$11,901,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Jefferson Pike	**Project # :**	STI 7
Project Description:	Widen the existing roadway from two lanes to five lanes from Lebanon Highway to SR 840		
Project Length (miles):	5.41	**Average Daily Traffic Year 2000:**	6,200
		Average Daily Traffic Year 2025:	14,390
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$1,002,000		
Rights-of-Way ($)	$990,000		
Construction ($)	$13,363,000		
TOTAL	**$15,355,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Dejarnette Lane	**Project # :**	STI 8
Project Description:	Widen from two to five lanes from Memorial Boulevard to Lascassas Highway		
Project Length (miles):	2.21	**Average Daily Traffic Year 2000:**	9,930
		Average Daily Traffic Year 2025:	12,430
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	90	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$216,000		
Rights-of-Way ($)	$90,000		
Construction ($)	$2,874,000		
TOTAL	**$3,180,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Old Lascassas Highway	**Project # :**	STI 9
Project Description:	Widen from two to three lanes from Greenland Drive to Rutherford Boulevard		
Project Length (miles):	1.34	**Average Daily Traffic Year 2000:**	2,490
		Average Daily Traffic Year 2025:	6,500
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$231,000		
Rights-of-Way ($)	$150,000		
Construction ($)	$3,074,000		
TOTAL	**$3,455,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Lascassas Highway	**Project # :**	STI 10
Project Description:	Widen from two to five lanes from Clark Boulevard to Compton Road		
Project Length (miles):	3.94	**Average Daily Traffic Year 2000:**	12,280
		Average Daily Traffic Year 2025:	16,430
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	120	**Minimum Required Right-of-Way:**	120
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$731,000		
Rights-of-Way ($)	$0		
Construction ($)	$9,743,000		
TOTAL	**$10,474,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Dilton Mankin Road	**Project # :**	STI 11
Project Description:	Widen from two to three lanes from U.S. Highway 41 to Wilson Road		
Project Length (miles):	2.37	**Average Daily Traffic Year 2000:**	2,000
		Average Daily Traffic Year 2025:	3,280
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$411,000		
Rights-of-Way ($)	$270,000		
Construction ($)	$5,481,000		
TOTAL	**$6,162,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	South Rutherford Boulevard	**Project # :**	STI 12
Project Description:	Widen from 2 lanes to 5 lanes from South Church Street to Ransom Drive		
	2.23	**Average Daily Traffic Year 2000:**	12,870
		Average Daily Traffic Year 2025:	24,170
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	100	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$382,000		
Rights-of-Way ($)	$360,000		
Construction ($)	$5,097,000		
TOTAL	**$5,839,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Irongate Boulevard	**Project # :**	STI 13
Project Description:	Extend the existing roadway as a three lane roadway to Memorial Boulevard		
Project Length (miles):	0.28	**Average Daily Traffic Year 2000:**	740
		Average Daily Traffic Year 2025:	2,750
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$29,000		
Rights-of-Way ($)	$60,000		
Construction ($)	$390,000		
TOTAL	**$479,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Siegel Road	**Project # :**	STI 14
Project Description:	Extend the existing roadway as a three lane roadway to Haynes Drive		
Project Length (miles):	0.39	**Average Daily Traffic Year 2000:**	450
		Average Daily Traffic Year 2025:	2,940
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$40,000		
Rights-of-Way ($)	$120,000		
Construction ($)	$529,000		
TOTAL	**$689,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Florence Road	**Project # :**	STI 15
Project Description:	Widen existing roadway from two lanes to three lanes from Manson Pike to NW Broad Street		
Project Length (miles):	3.00	**Average Daily Traffic Year 2000:**	3,000
		Average Daily Traffic Year 2025:	13,840
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	40	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$221,000		
Rights-of-Way ($)	$320,000		
Construction ($)	$3,500,000		
TOTAL	**$4,041,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Southgate Blvd Extension	**Project # :**	STI 16
Project Description:	Extend Southgate Boulevard from Westgate Boulevard to Warrior Drive		
Project Length (miles):	0.15	**Average Daily Traffic Year 2000:**	0
		Average Daily Traffic Year 2025:	2,500
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	August 4, 2004	Set for Public Hearing for 8/18/04
	Public Hearing Conducted by City Planning Commission:	August 18, 2004	Approved and forwarded to City Council
	Considered by City Council:	August 26, 2004	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$30,000		
Rights-of-Way ($)	$10,000		
Construction ($)	$400,000		
TOTAL	**$440,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Agri-Park Drive	**Project # :**	STI 17
Project Description:	Extend Agri-Park Drive from John R. Rice Boulevard to SR 96 at Saint Andrews Drive		
Project Length (miles):	0.57	**Average Daily Traffic Year 2000:**	0
		Average Daily Traffic Year 2025:	7,200
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	August 4, 2004	Set for Public Hearing for 8/18/04
	Public Hearing Conducted by City Planning Commission:	August 18, 2004	Approved and forwarded to City Council
	Considered by City Council:	August 26, 2004	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$57,000		
Rights-of-Way ($)	$0		
Construction ($)	$750,000		
TOTAL	**$807,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Gresham & Fortress Connector	**Project # :**	STI 18
Project Description:	Construct three-lane connector road between Gresham Lane and Fortress Boulevard		
Project Length (miles):	0.32	**Average Daily Traffic Year 2000:**	0
		Average Daily Traffic Year 2025:	4,500
Existing Lanes:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	November 20, 2006	Set for Public Hearing for 1/10/07
	Public Hearing Conducted by City Planning Commission:	January 10, 2007	Action deferred until 1/30/07 meeting
	Considered by [illegible]	January 30, 2007	Approved and forwarded to City Council
	Considered by City Council	February 8, 2007	Ratified Planning Commission approval
Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$60,000		
Rights-of-Way ($)	$0		
Construction ($)	$600,000		
TOTAL	**$660,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			
Potential Funding Sources: Local funds; private development			

Deleted by Amendment of 10/1/08
(project replaced by STI #19)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Manson Pike Area Realignment	**Project #:**	STI 19
Project Description:	Realign Fortress Boulevard to connect directly to the MCP Interchange Realign Gresham Lane to connect directly to Manson Pike as a through (E & W) movement		
Project Length (miles):	2.12	**Average Daily Traffic Year 2000:**	Variable
		Average Daily Traffic Year 2025:	Variable
Existing Laneage:	3	**Proposed Laneage:**	5
Existing Right-of-Way:	Variable	**Minimum Required Right-of-Way:**	80
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	September 3, 2008	Set for Public Hearing for 10/1/08
	Public Hearing Conducted by City Planning Commission:	October 1, 2008	Approved and forwarded to City Council
	Considered by City Council:	October 9, 2008	Ratified Planning Commission approval

Project Costs (in 2008 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)	$1,900,000		
Rights-of-Way ($)	$0		
Construction ($)	$10,500,000		
TOTAL	**$12,400,000**		
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Broad Street	**Project # :**	MTI 1
Project Description:	Widen the existing roadway from five to seven lanes from Lokey Avenue to SR 840		
Project Length (miles):	4.19	**Average Daily Traffic Year 2000:**	35,710
		Average Daily Traffic Year 2025:	45,470
Existing Laneage:	5	**Proposed Laneage:**	7
Existing Right-of-Way:	140	**Minimum Required Right-of-Way:**	150
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval
Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$1,082,000	
Rights-of-Way ($)		$96,000	
Construction ($)		$11,907,000	
TOTAL		**$13,085,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			
Potential Funding Sources: TDOT (with local contribution)			

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	New East-West Roadway	**Project # :**	MTI 2
Project Description:	Construct a new five lane roadway from Memorial Boulevard to NW Broad		
Project Length (miles):	4.45	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	17,550
Existing Laneage:	0	**Proposed Laneage:**	5
Existing Right-of-Way:	0/40	**Minimum Required Right-of-Way:**	100
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$740,000	
Rights-of-Way ($)		$1,300,000	
Construction ($)		$9,850,000	
TOTAL		**$11,890,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Interstate Interchange	**Project # :**	MTI 3
Project Description:	Construct a new interstate interchange at SR 840 and the new road at MTI 2		
Project Length (miles):	0.00	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	---
Existing Laneage:	0	**Proposed Laneage:**	0
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	0
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$440,000	
Rights-of-Way ($)		$628,000	
Construction ($)		$5,830,000	
TOTAL		**$6,898,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Thompson Lane	**Project # :**	MTI 4
Project Description:	Widen the existing roadway from two lanes to five lanes from Broad Street to Memorial Boulevard		
Project Length (miles):	3.93	**Average Daily Traffic Year 2000:**	16,760
		Average Daily Traffic Year 2025:	20,680
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	100	**Minimum Required Right-of-Way:**	104
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$850,000	
Rights-of-Way ($)		$120,000	
Construction ($)		$11,360,000	
TOTAL		**$12,330,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Compton Road	**Project # :**	MTI 5
Project Description:	Widen the existing roadway from two lanes to five lanes from Memorial Boulevard to Lascassas Pike		
Project Length (miles):	3.12	**Average Daily Traffic Year 2000:**	6,860
		Average Daily Traffic Year 2025:	13,930
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	70	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$580,000	
Rights-of-Way ($)		$220,000	
Construction ($)		$7,720,000	
TOTAL		**$8,520,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Sulphur Springs Road	**Project # :**	MTI 6
Project Description:	Widen the existing roadway from two lanes to three lanes from Thompson Lane to MTI 2		
Project Length (miles):	1.41	**Average Daily Traffic Year 2000:**	3,360
		Average Daily Traffic Year 2025:	7,940
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$190,000	
Rights-of-Way ($)		$200,000	
Construction ($)		$2,560,000	
TOTAL		**$2,950,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Leanna Road	**Project # :**	MTI 7
Project Description:	Widen the existing roadway from two lanes to three lanes from Thompson Lane to Leanna Swamp Road		
Project Length (miles):	1.88	**Average Daily Traffic Year 2000:**	1,800
		Average Daily Traffic Year 2025:	4,930
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	40/0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$190,000	
Rights-of-Way ($)		$350,000	
Construction ($)		$2,600,000	
TOTAL		**$3,140,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	New North-South Roadway	**Project # :**	MTI 8
Project Description:	Construct a new three lane roadway from Thompson Lane to the proposed MTI 2		
Project Length (miles):	1.02	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	2,200
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$110,000	
Rights-of-Way ($)		$300,000	
Construction ($)		$1,410,000	
TOTAL		**$1,820,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Memorial Boulevard	**Project # :**	MTI 9
Project Description:	Widen the existing roadway from two lanes to five lanes from Thompson Lane to Jefferson Pike		
Project Length (miles):	2.79	**Average Daily Traffic Year 2000:**	12,030
		Average Daily Traffic Year 2025:	24,520
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	100	**Minimum Required Right-of-Way:**	104
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$590,000	
Rights-of-Way ($)		$90,000	
Construction ($)		$7,890,000	
TOTAL		**$8,570,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Tennessee Boulevard Extension	**Project # :**	MTI 10
Project Description:	Extend Tn Blvd. at its existing terminus at Tn & Wenlon north to existing terminus of Alexander Blvd.		
Project Length (miles):	1.25	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	4,380
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$58,000	
Rights-of-Way ($)		$40,000	
Construction ($)		$765,000	
TOTAL		**$863,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Interstate 24	**Project # :**	MTI 11
Project Description:	Widen the existing interstate highway from four lanes to eight lanes from SR 840 to Elam Road		
Project Length (miles):	8.97	**Average Daily Traffic Year 2000:**	48,020
		Average Daily Traffic Year 2025:	96,550
Existing Laneage:	4	**Proposed Laneage:**	8
Existing Right-of-Way:	300	**Minimum Required Right-of-Way:**	300
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$570,000	
Rights-of-Way ($)		$0	
Construction ($)		$7,630,000	
TOTAL		**$8,200,000**	
Federal Cost ($)		$7,380,000	
State Cost ($)		$820,000	
Local Cost ($)			
TOTAL		**$8,200,000**	

Potential Funding Sources: TDOT

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Old Fort Parkway	**Project # :**	MTI 12
Project Description:	Widen the existing roadway from four lanes to six lanes from Interstate 24 to Broad Street		
Project Length (miles):	1.99	**Average Daily Traffic Year 2000:**	39,180
		Average Daily Traffic Year 2025:	44,070
Existing Laneage:	4	**Proposed Laneage:**	6
Existing Right-of-Way:	350	**Minimum Required Right-of-Way:**	350

Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$490,000	
Rights-of-Way ($)		$0	
Construction ($)		$6,580,000	
TOTAL		**$7,070,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Lascassas Highway	**Project # :**	MTI 13
Project Description:	Widen the existing roadway from two lanes to three lanes from Compton Road to Jefferson Pike		
Project Length (miles):	2.80	**Average Daily Traffic Year 2000:**	5,950
		Average Daily Traffic Year 2025:	8,760
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	110	**Minimum Required Right-of-Way:**	60

Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$320,000	
Rights-of-Way ($)		$0	
Construction ($)		$4,240,000	
TOTAL		**$4,560,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Woodbury Pike	**Project # :**	MTI 14
Project Description:	Widen the existing roadway from two lanes to three lanes from Main Street to Richland Road		
Project Length (miles):	3.10	**Average Daily Traffic Year 2000:**	3,620
		Average Daily Traffic Year 2025:	6,950
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	60	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$570,000	
Rights-of-Way ($)		$210,000	
Construction ($)		$7,660,000	
TOTAL		**$8,440,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	US Highway 41	**Project # :**	MTI 15
Project Description:	Widen the existing roadway from four/two lanes to five lanes from Maney Ave. to S. Rutherford Blvd.		
Project Length (miles):	2.16	**Average Daily Traffic Year 2000:**	9,140
		Average Daily Traffic Year 2025:	17,390
Existing Laneage:	4/2	**Proposed Laneage:**	5
Existing Right-of-Way:	80	**Minimum Required Right-of-Way:**	104
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$400,000	
Rights-of-Way ($)		$150,000	
Construction ($)		$5,330,000	
TOTAL		**$5,880,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	US Highway 41	**Project # :**	MTI 16
Project Description:	Widen the existing roadway from two lanes to five lanes from S. Rutherford Blvd to Joe B. Jackson Pky		
Project Length (miles):	2.43	**Average Daily Traffic Year 2000:**	9,660
		Average Daily Traffic Year 2025:	15,330
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	90	**Minimum Required Right-of-Way:**	104
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$450,000	
Rights-of-Way ($)		$90,000	
Construction ($)		$6,000,000	
TOTAL		**$6,540,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	State Route 99	**Project # :**	MTI 17
Project Description:	Widen the existing roadway from two lanes to five lanes from the study area boundary to Joe B. Jackson Parkway		
Project Length (miles):	5.09	**Average Daily Traffic Year 2000:**	7,640
		Average Daily Traffic Year 2025:	22,250
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	120	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$940,000	
Rights-of-Way ($)		$0	
Construction ($)		$12,580,000	
TOTAL		**$13,520,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Old Nashville Highway	**Project # :**	MTI 18
Project Description:	Improve the existing two lane roadway from the study area boundary to Lokey Avenue		
Project Length (miles):	7.31	**Average Daily Traffic Year 2000:**	2,720
		Average Daily Traffic Year 2025:	6,270
Existing Laneage:	2	**Proposed Laneage:**	2
Existing Right-of-Way:	60	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$410,000	
Rights-of-Way ($)		$180,000	
Construction ($)		$5,480,000	
TOTAL		**$6,070,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Florence Road	**Project # :**	MTI 19
Project Description:	Widen the existing roadway from two lanes to three lanes from Leanna Swamp Road to Broad Street		
Project Length (miles):	1.09	**Average Daily Traffic Year 2000:**	7,620
		Average Daily Traffic Year 2025:	9,700
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$110,000	
Rights-of-Way ($)		$120,000	
Construction ($)		$1,520,000	
TOTAL		**$1,750,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	NW Loop Road	**Project # :**	MTI 20
Project Description:	Construct a new five lane roadway from Florence Road to Interstate 24		
Project Length (miles):	2.36	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	17,240
Existing Laneage:	0	**Proposed Laneage:**	5
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	100
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$440,000	
Rights-of-Way ($)		$580,000	
Construction ($)		$5,840,000	
TOTAL		**$6,860,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	New Interchange	**Project # :**	MTI 21
Project Description:	Construct a new interstate interchange at I-24 and the proposed MTI 20 and MTI 22		
Project Length (miles):	0.00	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	---
Existing Laneage:	0	**Proposed Laneage:**	0
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	0
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$440,000	
Rights-of-Way ($)		$628,000	
Construction ($)		$5,830,000	
TOTAL		**$6,898,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	NW Loop Road	**Project # :**	MTI 22
Project Description:	Construct a new five lane roadway from Interstate 24 to Burnt Knob Road		
Project Length (miles):	2.05	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	14,950
Existing Laneage:	0	**Proposed Laneage:**	5
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	100
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$240,000	
Rights-of-Way ($)		$500,000	
Construction ($)		$3,170,000	
TOTAL		**$3,910,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Brinkley Road	**Project # :**	MTI 23
Project Description:	Widen the existing roadway from two lanes to five lanes from SR 96 to Manson Pike		
Project Length (miles):	2.02	**Average Daily Traffic Year 2000:**	4,000
		Average Daily Traffic Year 2025:	15,470
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	60	**Minimum Required Right-of-Way:**	84

Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$420,000	
Rights-of-Way ($)		$300,000	
Construction ($)		$5,650,000	
TOTAL		**$6,370,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Blaze Drive	**Project # :**	MTI 24
Project Description:	Extend the existing roadway as a three lane roadway to SR 96		
Project Length (miles):	0.88	**Average Daily Traffic Year 2000:**	unknown
		Average Daily Traffic Year 2025:	7,500
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$90,000	
Rights-of-Way ($)		$200,000	
Construction ($)		$1,210,000	
TOTAL		**$1,500,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Barfield Road	**Project # :**	MTI 25
Project Description:	Widen the existing roadway from two lanes to three lanes from SR 99 to Joe B. Jackson Parkway		
Project Length (miles):	2.43	**Average Daily Traffic Year 2000:**	1,480
		Average Daily Traffic Year 2025:	5,500
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$250,000	
Rights-of-Way ($)		$270,000	
Construction ($)		$3,380,000	
TOTAL		**$3,900,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Rucker Lane	**Project # :**	MTI 26
Project Description:	Widen the existing roadway from two lanes to three lanes from SR 96 to SR 99		
Project Length (miles):	2.38	**Average Daily Traffic Year 2000:**	3,500
		Average Daily Traffic Year 2025:	6,200
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	40	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$250,000	
Rights-of-Way ($)		$510,000	
Construction ($)		$3,320,000	
TOTAL		**$4,080,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Robert Rose Drive	**Project # :**	MTI 27
Project Description:	Extend Robert Rose Drive from existing terminus at Thompson Lane to Medical Center Parkway		
Project Length (miles):	0.51	**Average Daily Traffic Year 2000:**	0
		Average Daily Traffic Year 2025:	6,500
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60

		Date	**Action**
Project History	Last Recommended to City Planning Commission:	November 19, 2003	Set for Public Hearing for 12/2/03
	Public Hearing Conducted by City Planning Commission:	December 2, 2003	Approved and forwarded to City Council
	Considered by City Council:	December 18, 2003	Ratified Planning Commission approval

	Amendment	**Date**	**Action**
Project History	Last Recommended to City Planning Commission:	November 8, 2005	Set for Public Hearing for 12/7/05
	Public Hearing Conducted by City Planning Commission:	December 7, 2005	Approved and forwarded to City Council
	Considered by City Council:	December 15, 2005	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$90,000	
Rights-of-Way ($)		$50,000	
Construction ($)		$900,000	
TOTAL		**$1,040,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; Private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Salem Cove Lane	**Project # :**	MTI 28
Project Description:	Extend Salem Cove Lane from existing termini to Rucker Lane		
Project Length (miles):	0.91	**Average Daily Traffic Year 2000:**	0
		Average Daily Traffic Year 2025:	2,500
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	November 20, 2006	Set for Public Hearing for 1/10/07
	Public Hearing Conducted by PC:	January 10, 2007	Action deferred until 1/30/07 meeting
	Considered by PC	January 30, 2007	Approved and Forwarded to City Council
	Considered by City Council:	February 8, 2007	Ratified Planning Commission approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$168,000	
Rights-of-Way ($)		$0	
Construction ($)		$1,680,000	
TOTAL		**$1,848,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Sulphur Springs Road Extension	**Project # :**	MTI 29
Project Description:	Extend Sulphur Springs Road from the intersection of Alford Road to Leanna Swamp Road		
Project Length (miles):	1.30	**Average Daily Traffic Year 2000:**	0
		Average Daily Traffic Year 2025:	6,040
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	November 20, 2006	Set for Public Hearing for 1/10/07
	Public Hearing Conducted by PC:	January 10, 2007	Action deferred until 1/30/07 meeting
	Considered by PC:	January 30, 2007	Approved and forwarded to City Council
	Considered by City Council:	February 8, 2007	Ratified Planning Commission approval
Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$245,000	
Rights-of-Way ($)		$300,000	
Construction ($)		$2,450,000	
TOTAL		**$2,995,000**	
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			
Potential Funding Sources: Local funds; private development			

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Bradyville Pike	**Project # :**	MTI 30
Project Description:	Widen the existing road from two lanes to three lanes including bike lanes from SE Broad to Rutherford		
Project Length (miles):	2.10	**Average Daily Traffic Year 2000:**	10,010
		Average Daily Traffic Year 2025:	10,680
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50-60	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	October 19, 2011	Set for Public Hearing for 11/2/11
	Public Hearing Conducted by PC:	November 2, 2011	Approved and forwarded to City Council
	Considered by City Council:	November 17, 2011	Ratified Planning Commission Approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)		$554,400	
Rights-of-Way ($)		$1,280,000	
Construction ($)		$5,544,000	
TOTAL		**$7,378,400**	
Federal Cost ($)		$5,902,720.00	
State Cost ($)		$1,108,800.00	
Local Cost ($)		$366,880.00	
TOTAL		**$7,378,400.00**	

Potential Funding Sources: Local funds; state and federal funds

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Joe B. Jackson Parkway	**Project # :**	LTI 1
Project Description:	Construct a new three lane roadway from Lascassas Hwy to Halls Hill Pike		
Project Length (miles):	3.87	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	6,080
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$766,000
Rights-of-Way ($)			$570,000
Construction ($)			$10,217,000
TOTAL			**$11,553,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Joe B. Jackson Parkway	**Project # :**	LTI 2
Project Description:	Construct a new three lane roadway from Halls Hill Pike to US Highway 70		
Project Length (miles):	3.73	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	6,080
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	30	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$738,500
Rights-of-Way ($)			$480,000
Construction ($)			$9,847,200
TOTAL			**$11,065,700**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Joe B. Jackson Parkway	**Project # :**	LTI 3
Project Description:	Construct a new five lane roadway from US Highway 70 to US Highway 41		
Project Length (miles):	5.34	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	7,460
Existing Laneage:	0	**Proposed Laneage:**	5
Existing Right-of-Way:	30/0	**Minimum Required Right-of-Way:**	100
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$1,097,600
Rights-of-Way ($)			$750,000
Construction ($)			$14,097,600
TOTAL			**$15,945,200**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Joe B. Jackson Parkway	**Project # :**	LTI 4
Project Description:	Construct a new five lane roadway from State Route 99 to Lone Oak Drive		
Project Length (miles):	4.61	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	16,790
Existing Laneage:	0-2	**Proposed Laneage:**	5
Existing Right-of-Way:	0-50	**Minimum Required Right-of-Way:**	100
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$820,000
Rights-of-Way ($)			$0
Construction ($)			$10,880,000
TOTAL			**$11,700,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Joe B. Jackson Parkway	**Project # :**	LTI 5
Project Description:	Construct a new five lane roadway from State Route 99 to State Route 96		
Project Length (miles):	3.47	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	22,150
Existing Laneage:	0-2	**Proposed Laneage:**	5
Existing Right-of-Way:	0-50	**Minimum Required Right-of-Way:**	100
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$500,000
Rights-of-Way ($)			$630,000
Construction ($)			$6,700,000
TOTAL			**$7,830,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project
Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	US Highway 41	**Project # :**	LTI 6
Project Description:	Widen the existing roadway from two lanes to three lanes from Joe B. Jackson Parkway to the end of the study area boundary.		
Project Length (miles):	2.29	**Average Daily Traffic Year 2000:**	3,990
		Average Daily Traffic Year 2025:	9,240
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	90	**Minimum Required Right-of-Way:**	60

Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$460,000
Rights-of-Way ($)			$0
Construction ($)			$6,150,000
TOTAL			**$6,610,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Halls Hill Pike	**Project # :**	LTI 7
Project Description:	Widen the existing roadway from two lanes to three lanes from Rutherford Boulevard to Richland Road		
Project Length (miles):	4.68	**Average Daily Traffic Year 2000:**	2,140
		Average Daily Traffic Year 2025:	7,440
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$240,000
Rights-of-Way ($)			$340,000
Construction ($)			$3,180,000
TOTAL			**$3,760,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	New North-South Roadway	**Project # :**	LTI 8
Project Description:	Construct a new three lane roadway from Halls Hill Pike to Compton Road		
Project Length (miles):	2.43	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	5,820
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Referred to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by City Planning Commission:	February 24, 2003	Approved and forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval
Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$310,000
Rights-of-Way ($)			$470,000
Construction ($)			$4,100,000
TOTAL			**$4,880,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			
Potential Funding Sources: Local funds; private development			

Deleted by Amendment of 1/30/07

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Osborne Lane	**Project # :**	LTI 9
Project Description:	Extend the existing roadway as three lanes to Brian Court		
Project Length (miles):	0.24	**Average Daily Traffic Year 2000:**	1,100
		Average Daily Traffic Year 2025:	2,600
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$30,000
Rights-of-Way ($)			$60,000
Construction ($)			$410,000
TOTAL			**$500,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Dejarnette Road	**Project # :**	LTI 10
Project Description:	Extend the existing roadway as three lanes from Lascassas Highway to Richland Road		
Project Length (Miles)	3.98	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	6,440
Existing Laneage:	0	**Proposed Laneage:**	3
Existing Right-of-Way:	0	**Minimum Required Right-of-Way:**	60
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by City Planning Commission:	February 24, 2003	Approved and forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$500,000
Rights-of-Way ($)			$770,000
Construction ($)			$6,710,000
TOTAL			**$7,980,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds; private development

Deleted by Amendment of 1/30/07

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Compton Road	**Project # :**	LTI 11
Project Description:	Extend the existing roadway as five / three lanes to Richland Road		
Project Length (Miles):	2.57	**Average Daily Traffic Year 2000:**	---
		Average Daily Traffic Year 2025:	4,930
Existing Laneage:	2/0	**Proposed Laneage:**	5/3
Existing Right-of-Way:	50/0	**Minimum Required Right-of-Way:**	84/60
Project History	**Date**		**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by City Planning Commission:	February 24, 2003	Approved and forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval
Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$300,000
Rights-of-Way ($)			$620,000
Construction ($)			$3,970,000
TOTAL			**$4,890,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			
Potential Funding Sources: TDOT (with local contribution)			

Deleted by Amendment of 1/30/07

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Jefferson Pike	**Project # :**	LTI 12
Project Description:	Widen from two lanes to five lanes from State Route 231 to the eastern study boundary		
Project Length (miles):	5.41	**Average Daily Traffic Year 2000:**	6,420
		Average Daily Traffic Year 2025:	12,520
Existing Laneage:	2	**Proposed Laneage:**	5
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	84
Project History		**Date**	**Action**
	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by PC:	February 24, 2003	Deferred Action
	PC considered Plan per Agenda:	May 21, 2003	Approved and Forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$1,002,000
Rights-of-Way ($)			$990,000
Construction ($)			$13,363,000
TOTAL			**$15,355,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: TDOT (with local contribution)

Recommended Improvement Project

Major Thoroughfare Plan for the City of Murfreesboro

Project Name:	Elam Road	**Project # :**	LTI 13
Project Description:	Widen the existing roadway from two lanes to three lanes from Joe B. Jackson Parkway to Elam Mill Road.		
Project Length (miles):	2.30	**Average Daily Traffic Year 2000:**	1,827
		Average Daily Traffic Year 2025:	4,200
Existing Laneage:	2	**Proposed Laneage:**	3
Existing Right-of-Way:	50	**Minimum Required Right-of-Way:**	60
		Date	**Action**
Project History	Last Recommended to City Planning Commission:	January 22, 2003	Set for Public Hearing for 2/24/03
	Public Hearing Conducted by City Planning Commission:	February 24, 2003	Approved and forwarded to City Council
	Considered by City Council:	June 19, 2003	Ratified Planning Commissions approval

Project Costs (in 2003 dollars)	**FY 2003-2010**	**FY 2011-2018**	**FY 2019-2025**
Preliminary Engineering ($)			$465,000
Rights-of-Way ($)			$0
Construction ($)			$6,200,000
TOTAL			**$6,665,000**
Federal Cost ($)			
State Cost ($)			
Local Cost ($)			
TOTAL			

Potential Funding Sources: Local funds

APPENDIX C

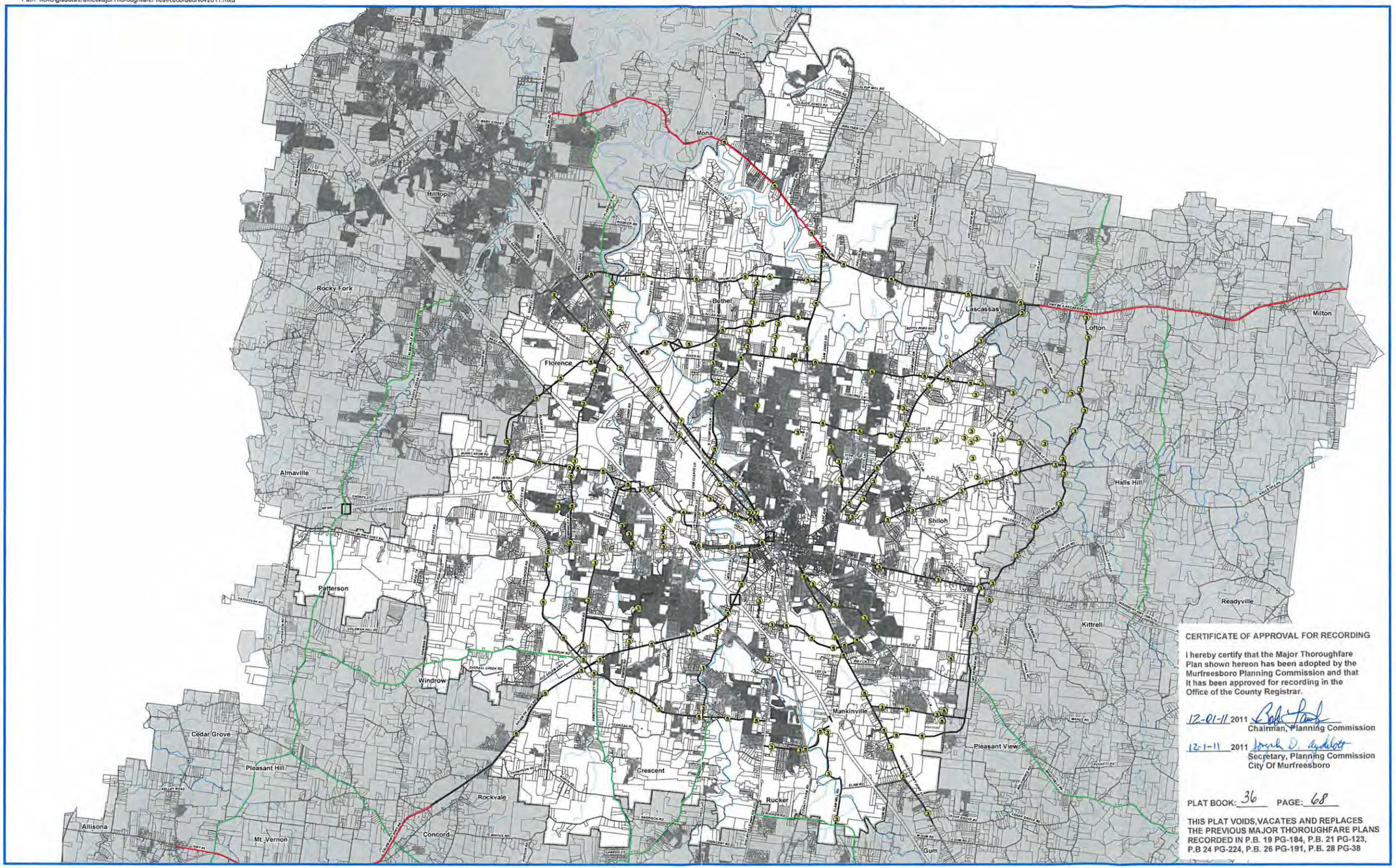
Adopted 2025 Major Thoroughfare Plan

(as amended through November 2011)

NOTE: **Contact should be made with the City's Planning and Engineering Department or Transportation Department to determine what is the most current Major Thoroughfare Plan on file since amendments may have been made to this plan subsequent to publication of this document.**

2025 MAJOR THOROUGHFARE PLAN

Path: \\GIS\gisdata\traffic\MajorThoroughfareFiles\RecordedNov2011.mxd



CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the Major Thoroughfare Plan shown hereon has been adopted by the Murfreesboro Planning Commission and that it has been approved for recording in the Office of the County Registrar.

12-01-11 2011 Chairman, Planning Commission

12-1-11 2011 Secretary, Planning Commission City Of Murfreesboro

PLAT BOOK: 36 PAGE: 68

THIS PLAT VOIDS, VACATES AND REPLACES THE PREVIOUS MAJOR THOROUGHFARE PLANS RECORDED IN P.B. 19 PG-184, P.B. 21 PG-123, P.B 24 PG-224, P.B. 26 PG-191, P.B. 28 PG-38

Murfreesboro Urban Growth Boundary

Outside Of Murfreesboro Urban Growth Boundary

Committed Or Existing

2 Lane Roadway

3 Lane Roadway

4 Lane Divided Roadway

5 Lane Roadway

6 Lane Roadway

7 Lane Roadway

Heather Sanborn, Register
Rutherford County Tennessee
Rec #: 677175
Rec'd: 15.00 Instrument #: 1755435
State: 0.00
Clerk: 0.00 Recorded
Other: 2.00 12/7/2011 At 2:35 PM
Total: 17.00 in
Plat Cabinet 36 Pgs 68-68

N

2 1 0 2 Miles

city of MURFREESBORO TENNESSEE

...creating a better quality of life