TRANSPORTATION
MASTER PLAN

MANCHESTER, TENNESSEE

PREPARED BY:

St. John ENGINEERING, LLC
ENGINEERING • PLANNING •
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and

RGPHILLIPS
CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

NOVEMBER 2018

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1. Introduction

1.1 Purpose of Master Transportation Plan

The purpose of this plan is to provide the City of Manchester with a blueprint that will aid in the decision-making process regarding future transportation improvements within the city. The goal of the Master Transportation Plan is to improve the overall mobility throughout the city and to provide safe and efficient transportation operations for drivers of motor vehicles, bicyclists, and pedestrians.

The Master Transportation Plan represents the culmination of a cooperative planning process that included a steering committee made up of local leaders from the community. The Master Transportation Plan report is organized into four sections as follows:

Section 1: Introduction – Establish the purpose of the Master Transportation Plan and provide introductory information.

Section 2: Existing Conditions – Describe existing land use, zoning, and transportation characteristics for the study area based on 2017 conditions.

Section 3: Projected Conditions – Based on the 20-year planning horizon, determine future traffic conditions for 2037.

Section 4: Recommendations – Present a list of recommended transportation improvements for roadway and develop priorities for implementation.

1.2 Steering Committee

A Steering Committee for the Master Transportation Plan was appointed by the City of Manchester to provide direct oversight and counsel to the planning process. Those on the steering committee represented a broad base of local interests, viewpoints, and concerns for the study area. This group provided a channel of communications between the consultant, city staff, elected officials, and citizens and would prove to be instrumental in developing the overall plan. Membership on the committee included various leaders from the local community with diverse backgrounds listed as follows:

- Banking
- Business
- City Alderman
- Commercial Development
- Engineering (AEDC)
- Land Surveying
- Law (Attorney)
- Planning Commission
- Realty
- Residential Development

The professional diversity of the committee provided unique perspectives regarding potential future transportation initiatives. In addition, the steering committee helped focus the efforts of the consultant team toward developing a comprehensive plan. The steering committee held ten meetings during 2017 and 2018. It should be noted, that the steering committee was instrumental in developing the recommendations set for in this study.

1.3 Regional Transportation Planning

In Tennessee, there have been a number of significant legislative and administrative changes in recent years that have impacted transportation planning. These changes include the passage by the Tennessee General Assembly of Public Chapter 1101 and the establishment of Rural Transportation Planning Organizations (RPOs) by the Tennessee Department of Transportation (TDOT). The Chapter 1101 legislation created growth boundaries for both cities and counties in Tennessee. These boundaries were established through a public process during 1999-2001, and their intent was to provide for the orderly growth and development of communities.

Another major change was in the creation of Rural Planning Organizations (RPOs), which serve a similar function to Metropolitan Planning Organizations (MPOs). MPOs have long been used to allocate Federal and State funds used for regional transportation improvements, congestion mitigation/air quality, or other transportation enhancement projects.

Manchester is located in the South Central East Rural Planning Organization (SCERPO), which includes Bedford, Coffee, Franklin, Giles, Lincoln, Marshall, and Moore counties. Transportation projects proposed in the Manchester area, once they are classified as part of the regional transportation network, must compete for funding through the SCERPO and are evaluated by a Technical Advisory Committee before they are forwarded to the SCERPO Executive Committee. The final recommendations and rankings of SCERPO must then compete with other RPOs within the State of Tennessee. If successful, a project will be included in the Transportation Improvement Plan (TIP) and, when funding is approved by the General Assembly, the project will become part of TDOT's budget.

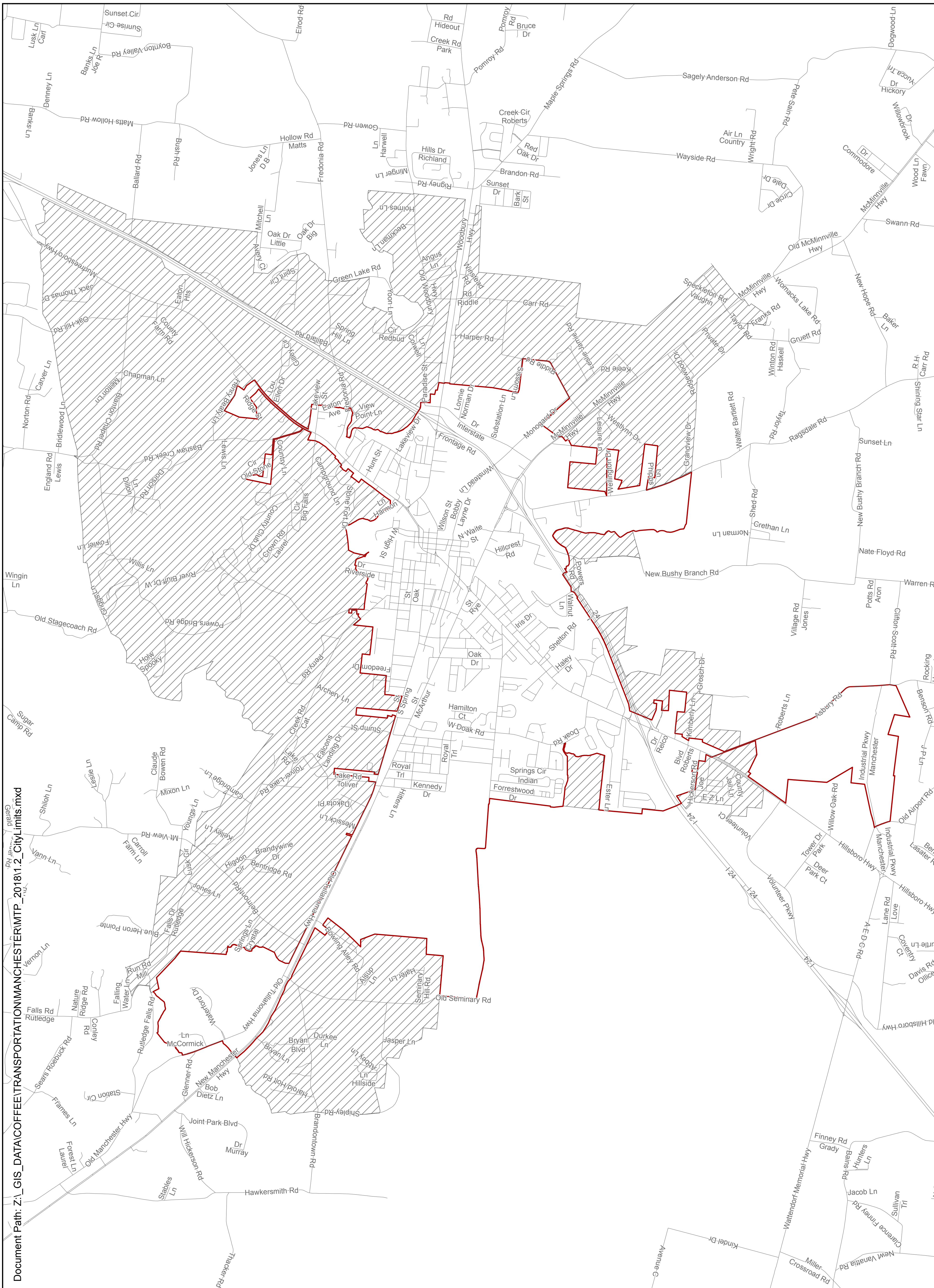
To qualify for State and Federal funding, the projects must have a regional impact, be integrated into the TIP, and be designated, or be eligible to be designated, as state routes. In the case of highway construction on a new alignment, the roadway terminus will connect to an existing state route.

1.4 Study Area

Manchester is an incorporated jurisdiction located in Coffee County, Tennessee, approximately 65 miles southeast of downtown Nashville. The city is located midway between Nashville and Chattanooga along Interstate 24 and is approximately 14.2 square miles in size. Manchester is the Coffee County seat. As of the 2010 US Census, the city had a population of 10,102, included within Coffee County's population of 52,796.

For the purposes of this planning effort, the study area boundary includes the Manchester corporate limits and the additional area encompassed by the adopted urban growth boundary. Figure 1-1 illustrates the study area and identifies both the city limit and the urban growth boundary.

Aerial View of Downtown Area
Manchester, Tennessee



Manchester City Limit

Manchester UGB

Manchester City Limit & UGB
Manchester Transportation Master Plan
2018

0 0.75 1.5 3 Miles

Figure 1-1

N W E S

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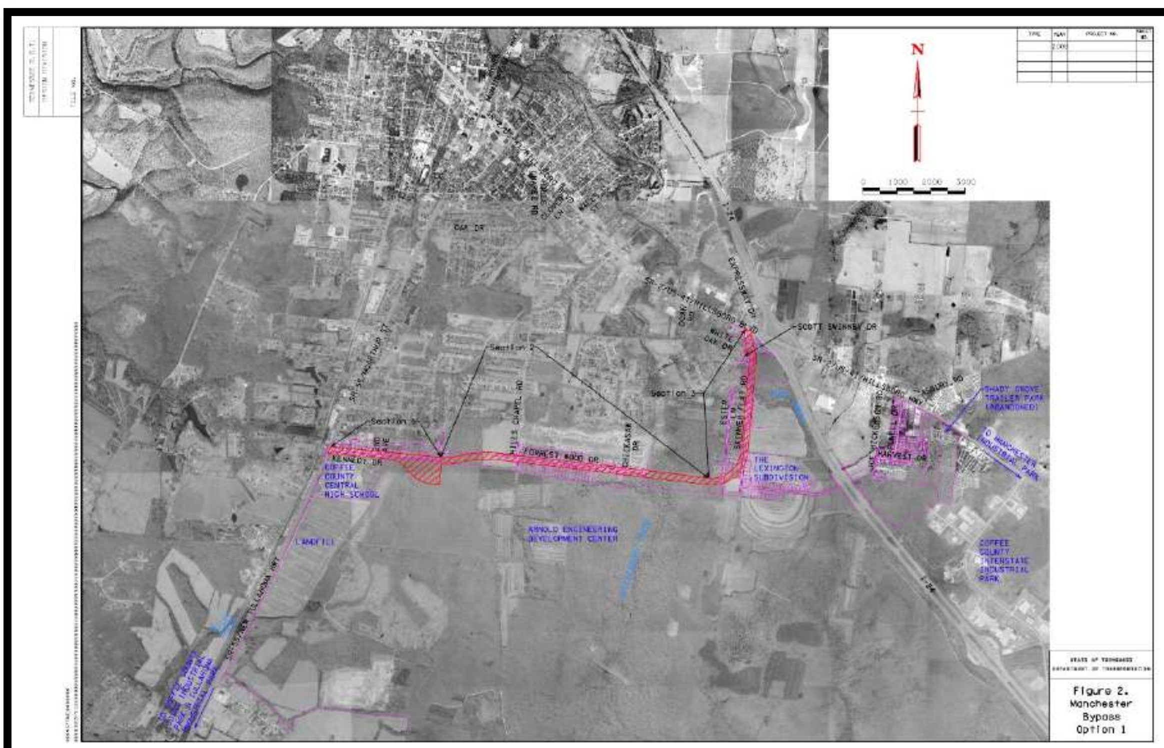
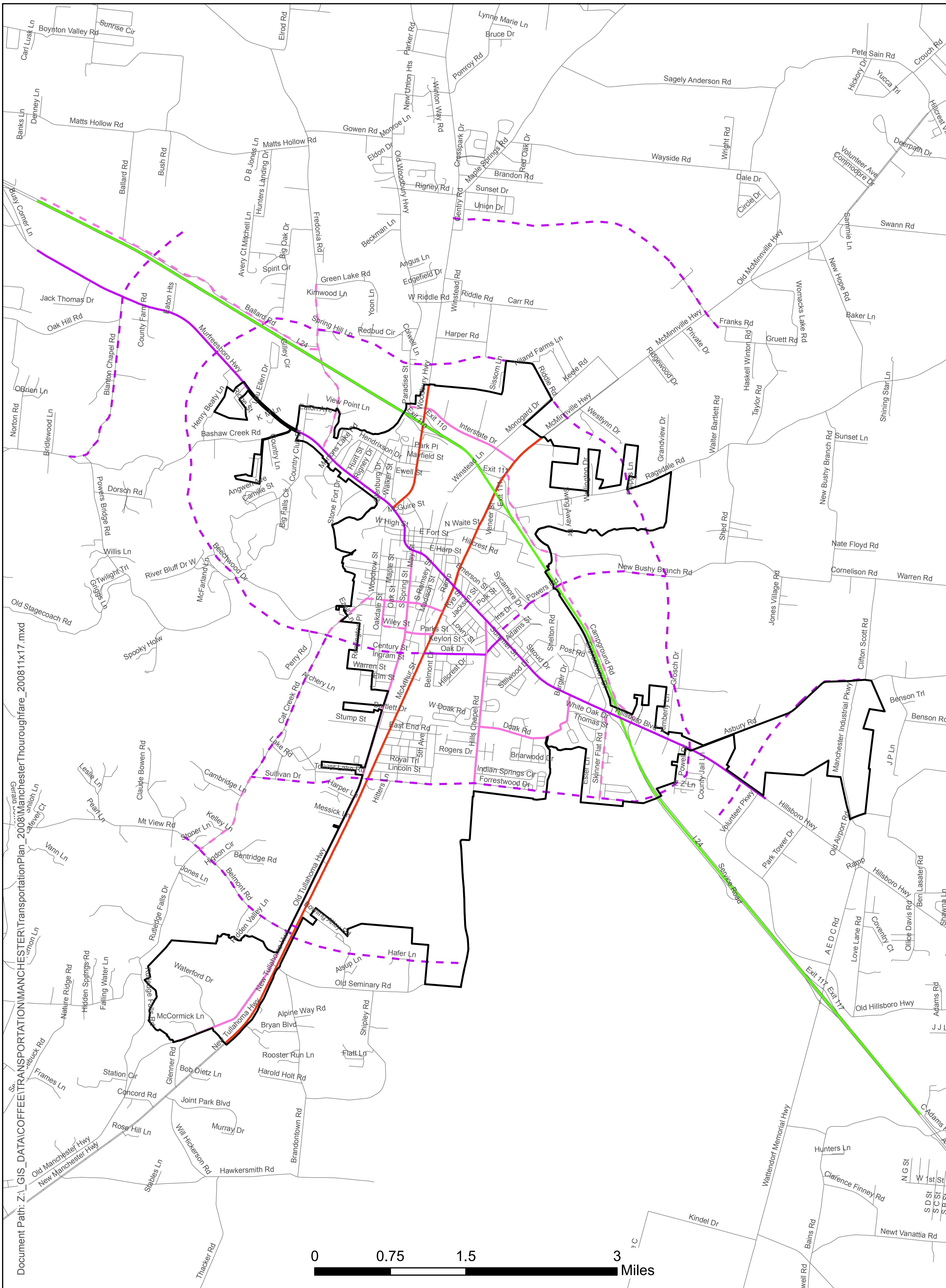
1.5 Review of Previous Studies

Preparation for this thoroughfare plan included review of a 2008 Major Thoroughfare Plan conducted in Manchester, Tennessee. The 2008 Major Thoroughfare Plan, which is shown in Figure 1-2, identified roadways by classification, including Interstate, Urban Principal Arterial, Urban Minor Arterial, and Urban Collector. In addition, the 2008 Major Thoroughfare Plan identified potential future roadway improvements and new alignments.

One of the roadway alignments proposed in the 2008 Major Thoroughfare Plan was a connection between State Route 55 (McArthur Street) and US Highway 41. This project would provide a "bypass" as an alternate route to avoid the congested intersection of State Route 55 with US Highway 41. In 2009, TDOT issued a planning report regarding this potential bypass. The report identified multiple potential routes for the new roadway and provided cost estimates for these various options.



Option #1 from 2009 TDOT Study



MANCHESTER THOROUGHFARE PLAN

COFFEE COUNTY, TENNESSEE

OCTOBER 20, 2008

Figure 1-2

Manchester City Limits

UI, EXISTING
Class & Status

UPA, EXISTING
Class & Status

UMA, EXISTING
Class & Status

UMA, PROPOSED
Class & Status

UC, EXISTING
Class & Status

UC, PROPOSED
Class & Status

APPROVAL HEREIN CERTIFIES THAT THIS MAP REPRESENTS THE OFFICIAL TRANSPORTATION PLAN FOR THE CITY OF MANCHESTER AS ADOPTED BY THE PLANNING COMMISSION ON THIS DATE.

PLANNING COMMISSION CHAIRMAN

DATE

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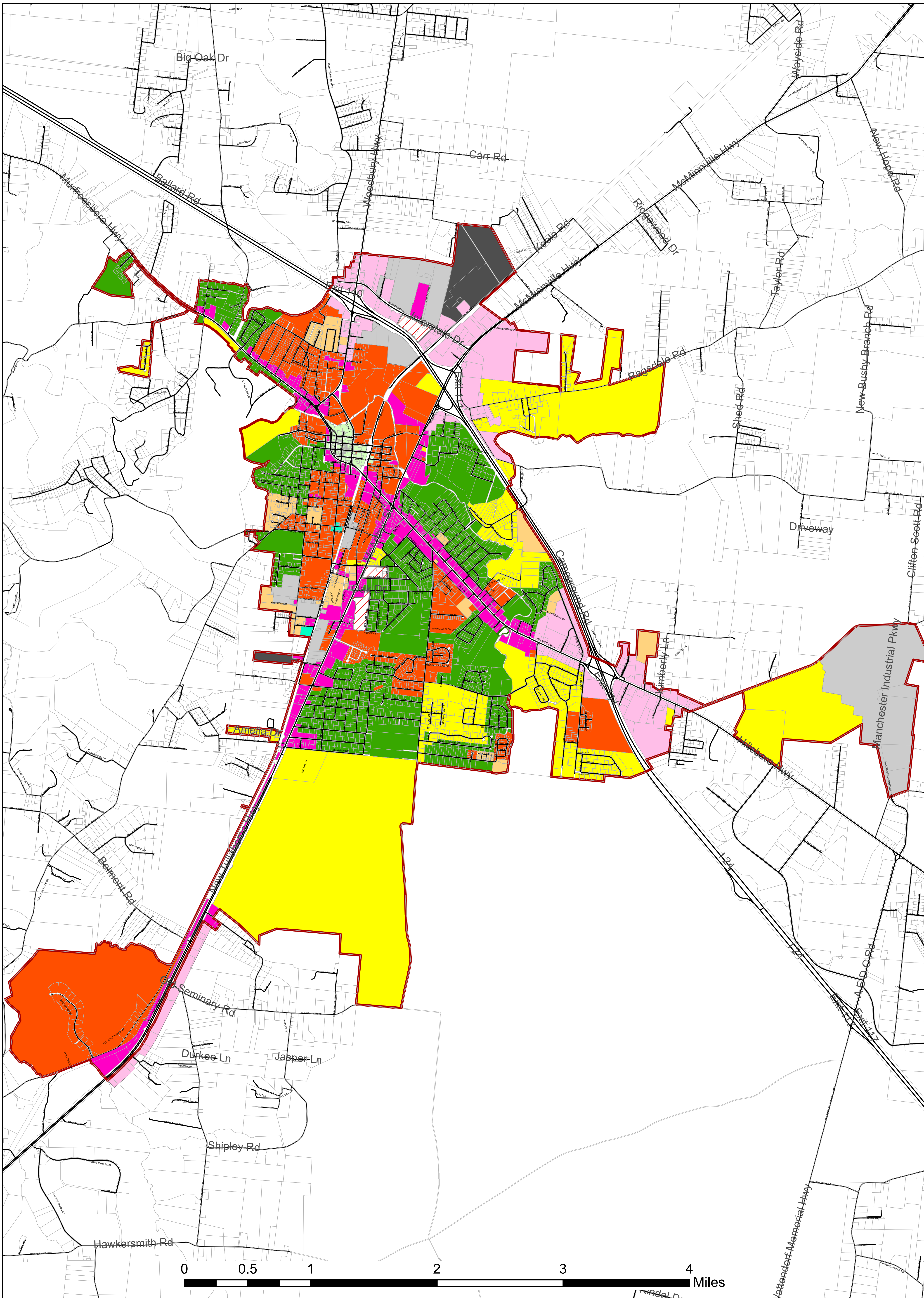
2. Existing Conditions

2.1 Existing Zoning and Land Use

The existing zoning for the City of Manchester is divided into three broad categories: residential, commercial, and industrial. The zoning categories are subdivided into the following twelve districts:

- C-1 (Central business district)
- C-2 (Highway service district)
- C-3 (General commercial district)
- C-4 (Neighborhood convenience service districts)
- C-5 (Office/professional service district)
- I-1 (Light industrial district)
- I-2 (General industrial district)
- R-1 (Large lot residential district)
- R-2 (Low-density residential district)
- R-2M (Low-density multi-family residential district)
- R-3 (Medium-density residential district)
- R-4 (High-density residential district)

Figure 2-1 illustrates the existing zoning map for the City of Manchester. As shown, the majority of the zoning is residential, with pockets of commercial and industrial properties spread throughout the city.



Manchester City Limits

Zoning Code

C-1	C-4	R-2
C-2	C-5	R-2M
C-3	I-1	R-3
	I-2	R-4
	R-1	

ZONING MAP

MANCHESTER, TENNESSEE

AUGUST 2018

Figure 2-1

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W E
S

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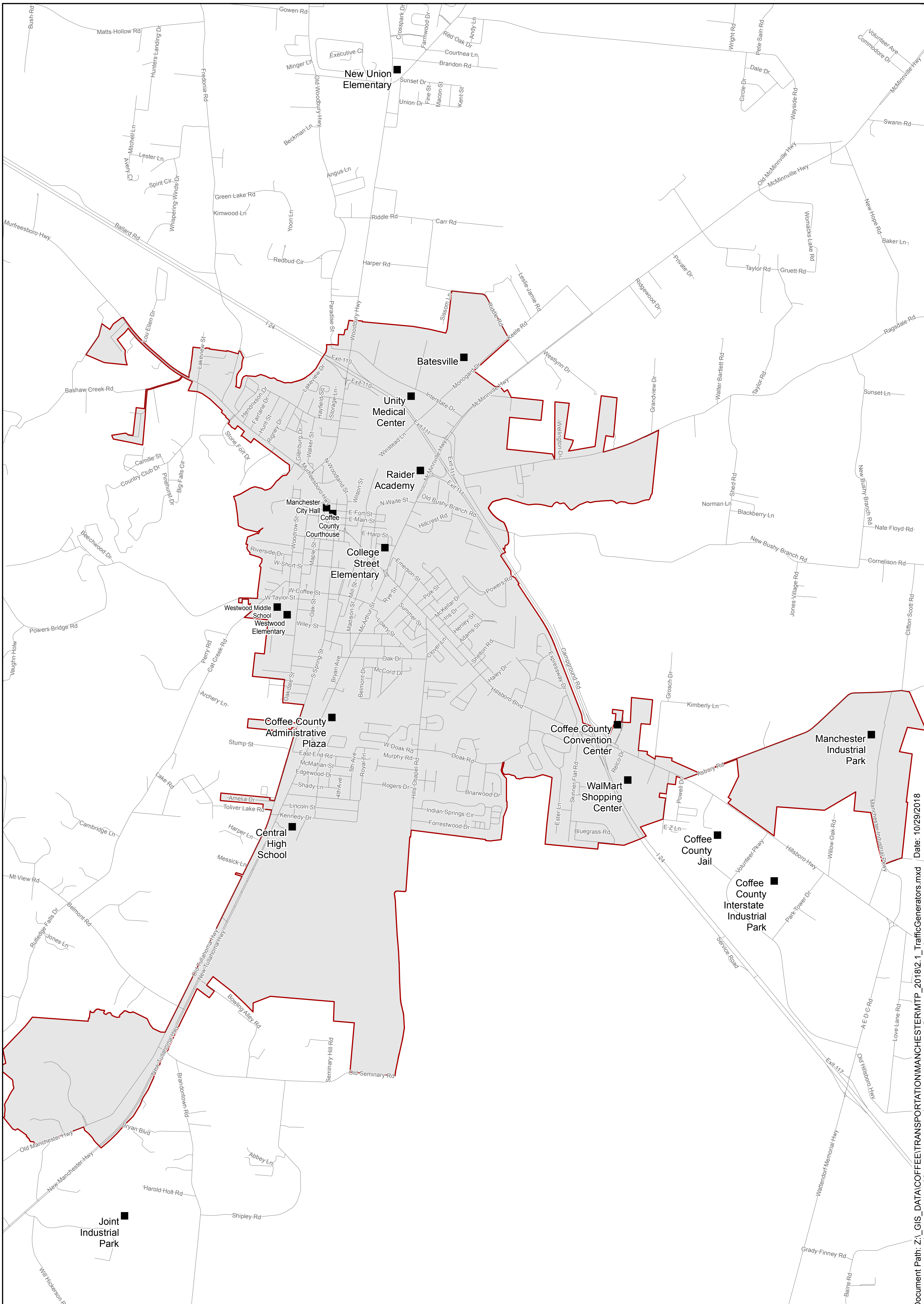
2.2 Major Traffic Generators

Major traffic generators within the City of Manchester include commercial, industrial, and institutional land uses. Figure 2-2 indicates the location of identified major traffic generators, which include administrative, commercial, industrial, and institutional land uses.

Examples of Major Traffic Generators
Manchester, Tennessee



Manchester City Limit
Traffic Centers

Major Traffic Generators
Manchester Transportation Master Plan
2018

0 0.5 1 2 Miles

Figure 2-2

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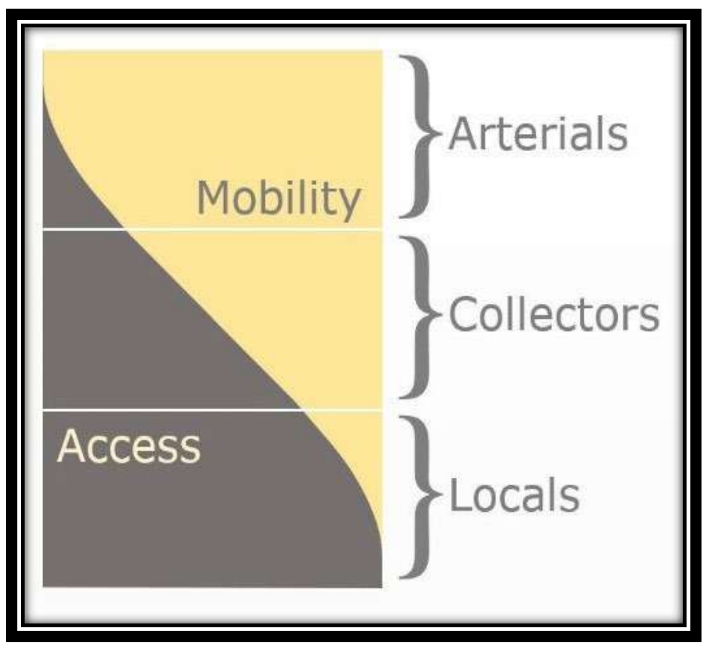
2.3 Functional Classifications

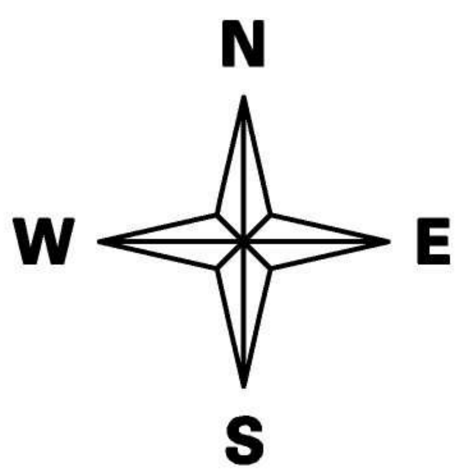
Urban functional classification is a categorization of streets and highways according to how they function within the study area. As shown in Figure 2-3, the roadway system for the City of Manchester includes streets that have been functionally classified by TDOT as freeways, arterials, or collectors. These functional roadway classifications are described as follows:

- Principal Arterials typically carry high volumes of traffic over long distances. Principal arterial roads are generally state routes that connect activity centers.
- Minor Arterials are roads that interconnect with and augment the urban principal arterial network and provide service for trips of moderate lengths. Minor arterials also distribute travel to geographic areas smaller than identified within the principal arterial system.
- Major and Minor Collectors streets provide both land access service and traffic circulation within residential, commercial and industrial areas. As the names suggests, these types of roads also collect traffic from local streets and channel it to the arterial system.

With well-designed transportation systems, there should be a direct correlation between the level of mobility a roadway provides and the level of access allowed to that roadway. As shown in the graphic, local roadways should provide the highest level of access to property but offer limited mobility in travel. Conversely, arterial highways should provide greater travel mobility but offer lower levels of access when compared to local or collector roadways.

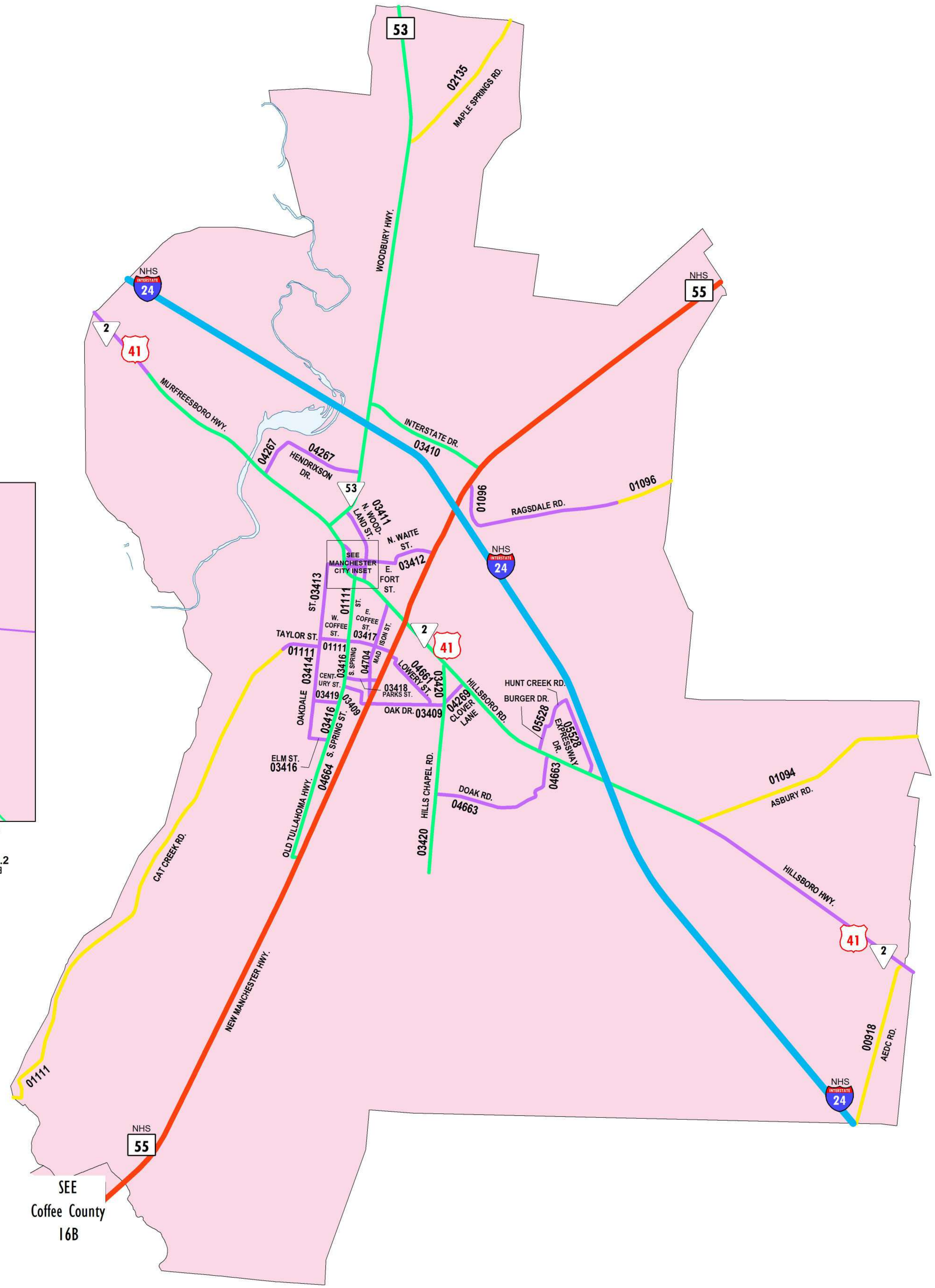


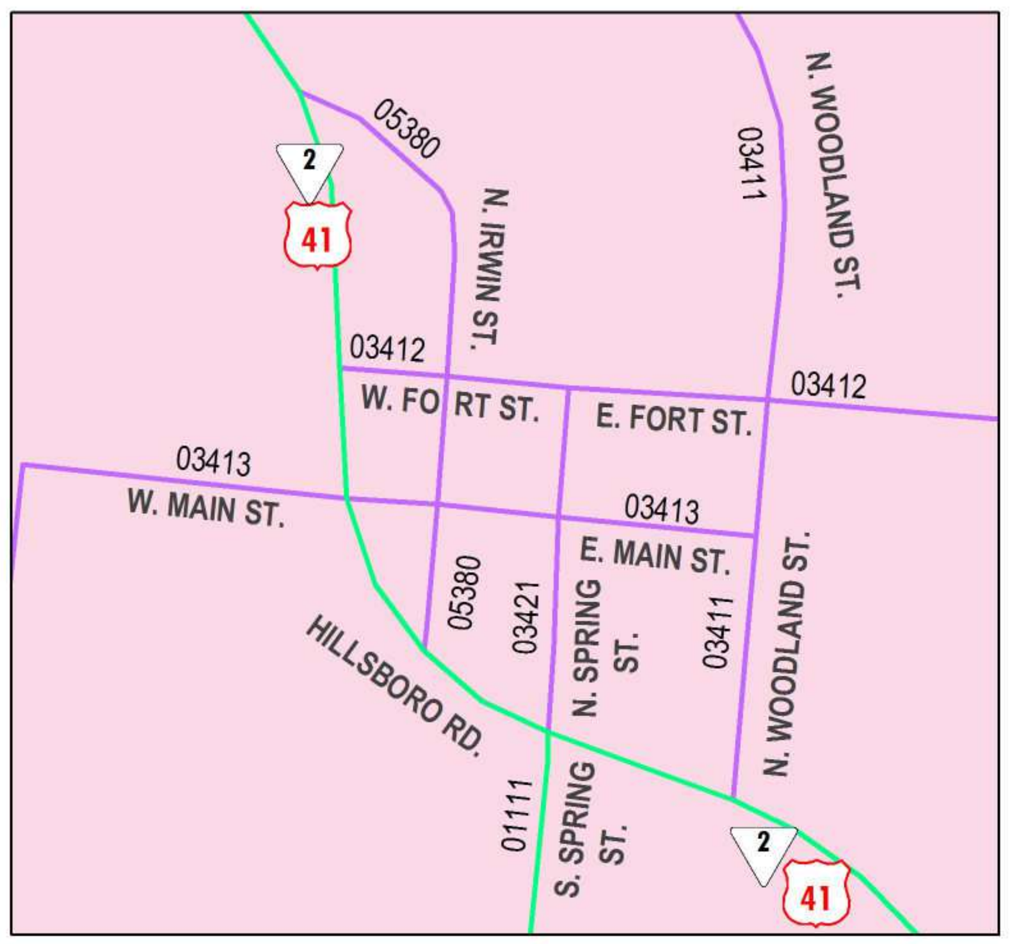
Functional Classification related to Mobility and Access



LEGEND

- INTERSTATE HIGHWAY
- U.S. NUMBERED HIGHWAY
- STATE HIGHWAY
- FEDERAL AID URBAN BOUNDARY
- INTERSTATE
- OTHER FREEWAYS AND EXPRESSWAYS
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- COUNTY LINE
- WIDE STREAM
- NHS NATIONAL HIGHWAY SYSTEM





MANCHESTER CITY INSET

0.1 0.0 0.1 0.2
Miles

TN TDOT Department of Transportation

MANCHESTER

TENNESSEE

FUNCTIONAL CLASSIFICATION SYSTEM

PREPARED BY THE

TENNESSEE DEPARTMENT OF TRANSPORTATION
LONG RANGE PLANNING DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

0.3 0.0 0.3 0.6 0.9 1.2
Miles

2018

Figure 2-3

2.4 Roadway System Inventory

The roadways listed in the functional classification plans were inventoried to determine key characteristics. In addition, several local roadways were also inventoried due to their potential consideration of future roadway improvements. These local roadways are listed as follows:

- Campground Road
- Forrestwood Drive
- Hospitality Boulevard
- Joe Hickerson Road
- Kennedy Drive
- New Bushy Branch Road
- Powers Road
- Skinner Flat Road

The roadway inventory included the collection of the following information:

- Speed Limit
- Number of Travel Lanes
- Median Division
- Curb and Gutter
- Paved Travel Width
- Shoulder Width
- Shoulder Type
- On-street Parking
- Sidewalks
- Bicycle Lanes

Table 1 shows the list of roadways that were part of the inventory. A table illustrating the data collected as part of the roadway inventory, as well as inventory photographs, are included in Appendix A of this report.

U.S. Highway 41 near Downtown Area

Table 1

List of Inventoried Roadways

Road	Segment	Functional Class
AEDC Road	South City Limit to US Hwy 41	Minor Collector
Asbury Road	East City Limit to US Hwy 41	Minor Collector
Burger Drive	US Hwy 41 to Hunt Creek Rd	Major Collector
Campground Road	US Hwy 41 to Northern Terminus	---
Cat Creek Road	Southwest City Limit to Taylor St	Minor Collector
Century Street	Oakdale St to Spring St (S)	Minor Collector
Clover Lane	Hwy 55 to US Hwy 41	Major Collector
Coffee Street (E)	Spring St (S) to Mill St	Major Collector
Coffee Street (E)	Mill St to SR 55 (McArthur St)	Major Collector
Coffee Street (W)	Oakdale St to Spring St (S)	Major Collector
Doak Road	Hills Chapel Rd to US Hwy 41	Major Collector
Elm Street	Spring St to Oakdale St	Major Collector
Expressway Drive	US Hwy 41 to Uselton Dr	Major Collector
Forrestwood Drive	Hills Chapel Rd to Skinner Flat Rd	---
Fort Street (E)	Spring St (N) to Waite St (N)	Major Collector
Fort Street (W)	US Hwy 41 to Spring St (N)	Major Collector
Hendrixson Drive	US Hwy 41 to SR 53 (Woodbury Hwy)	Major Collector
Hills Chapel Road	South City Limit to US Hwy 41	Minor Arterial
Hospitality Boulevard	Campground Rd to Northern Terminus	---
Hunt Creek Road	Hunt Creek Rd to Expressway Dr	Major Collector
Interstate 24	Southeast City Limit to NW City Limit	Interstate
Interstate Drive	SR 53 to SR 55	Minor Arterial
Irwin Street (N)	US Hwy 41 to US Hwy 41	Major Collector
Joe Hickerson Road	US Hwy 41 South to Southern Terminus	---
Kennedy Drive	SR 55 (McArthur St) to Hills Chapel Rd	---
Lowry Street	SR 55 (McArthur St) to Oak Dr	Major Collector
Madison Street	Parks St to US Hwy 41	Major Collector
Main Street (E)	Spring St (N) to Woodland St (N)	Major Collector
Main Street (W)	Oakdale St to Spring St (N)	Major Collector
Maple Springs Road	SR 53 (Woodbury Hwy) to N City Limit	Minor Collector
New Bushy Branch Road	SR 55 (McMinnville Hwy) to Bonnaroo	---

Table 1

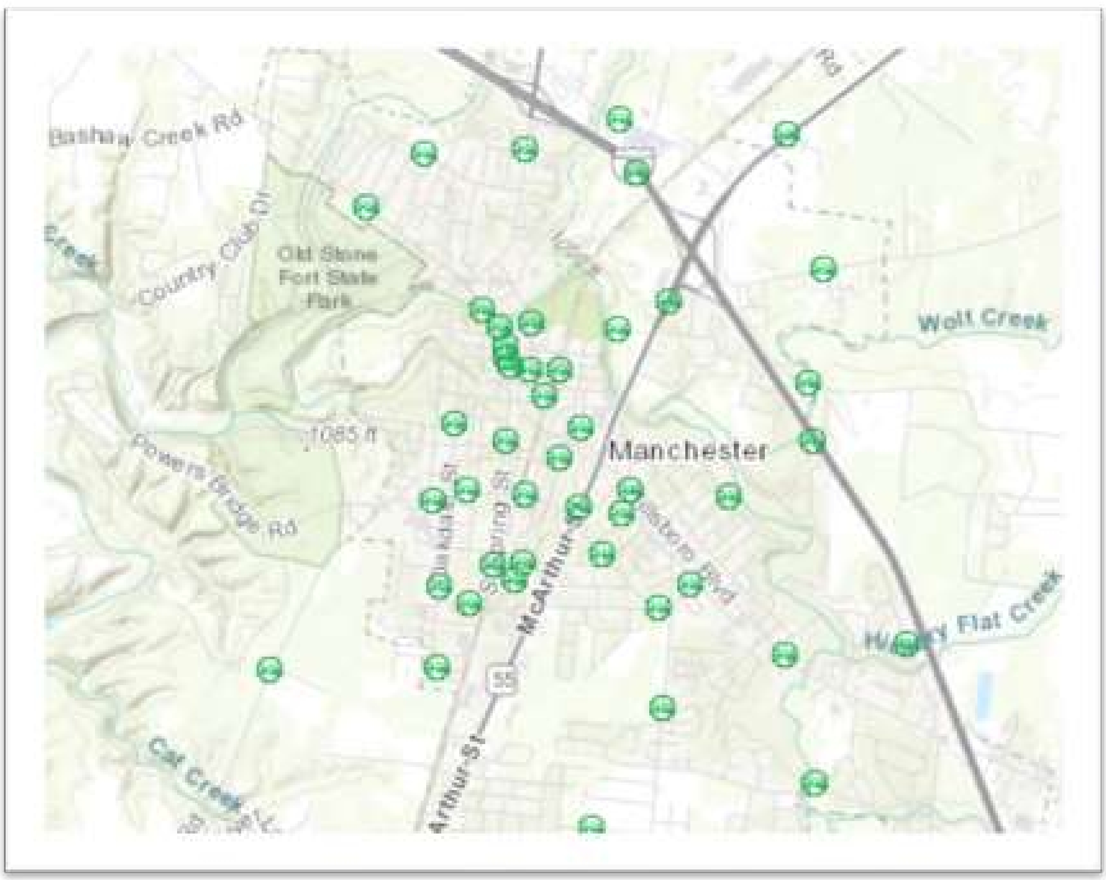
List of Inventoried Roadways (Continued)

Road	Segment	Functional Class
Oak Drive	Spring St (S) to SR 55 (McArthur St)	Major Collector
Oak Drive	SR 55 (McArthur St) to Hills Chapel Rd	Major Collector
Oakdale Street	Elm St to Main St (W)	Major Collector
Parks Street	Spring St (S) to Madison St	Major Collector
Powers Road	New Bushy Branch Rd to near Hillwood Dr	---
Ragsdale Road	SR 55 (McMinnville Hwy) to Wellington Dr	Major Collector
Ragsdale Road	Wellington Dr to East City Limit	Minor Collector
Skinner Flat Road	Scott Sweeney Dr to Southern Terminus	---
Spring Street (N)	US Hwy 41 to Fort St	Major Collector
Spring Street (S)	US Hwy 41 to Coffee St	Minor Arterial
Spring St / Old Tullahoma Hwy	Coffee St to South City Limit	Minor Arterial
SR 53 (Woodbury Hwy)	US Hwy 41 to Interstate 24	Minor Arterial
SR 53 (Woodbury Hwy)	Interstate 24 to North City Limit	Minor Arterial
SR 55 (McArthur Street)	Southwest City Limit to US Hwy 41	Principal Arterial
SR 55 (McMinnville Hwy)	US Hwy 41 to Near Hillcrest Rd	Principal Arterial
SR 55 (McMinnville Hwy)	Near Hillcrest Rd to Old Bushy Branch Rd	Principal Arterial
SR 55 (McMinnville Hwy)	Old Bushy Branch Rd to Interstate Dr	Principal Arterial
SR 55 (McMinnville Hwy)	Interstate Dr to City Limit	Principal Arterial
Taylor Street	Cat Creek Rd to Oakdale St	Minor Collector
US Hwy 41	City Limit to Near Duck River	Major Collector
US Hwy 41	Near Duck River to Fairlane Dr	Major Collector
US Hwy 41	Fairlane Dr to Glenburg Dr	Minor Arterial
US Hwy 41	Glenburg Dr to Near North Irwin St	Minor Arterial
US Hwy 41	Near North Irwin St to SR 55	Minor Arterial
US Hwy 41	SR 55 to Near Joe Hickerson Rd	Minor Arterial
US Hwy 41	Near Joe Hickerson Rd to SE City Limit	Major Collector
Waite Street (N)	Fort St (E) to SR 55 (McMinnville Hwy)	Major Collector
Woodland Street (N)	US Hwy 41 to Fort St (E)	Major Collector
Woodland Street (N)	Fort St (E) to SR 53 (Woodbury Hwy)	Major Collector

2.5 Existing Traffic Data (2017)

The Tennessee Department of Transportation (TDOT) collects traffic counts on state highways and on local streets on an annual basis. This collection of traffic counts on an ongoing basis provides important data that can be used to analyze current traffic conditions and to project future traffic volumes.

For this study, there were a total of 50 TDOT traffic count stations identified that lie within or reasonably near the urban growth boundary for the City of Manchester. Count locations from Interstate 24 were omitted since the interstate improvements projects are typically planned on the state and/or federal level. The 2017 traffic volumes for identified count stations are included in Table 2.



TDOT Count Stations for Manchester, Tennessee

Table 2

Existing Traffic Volumes from TDOT Count Stations

Sta. #	Location	2017 ADT	Sta. #	Location	2017 ADT
37	Ragsdale Rd - E of New Bushy Branch Rd	1,994	**173**	Rogers Dr - W of Hills Chapel	2,304
38	SR 55 (McMinnville Hwy) - N of I-24	14,034	**174**	McKellar Dr - NE of Sycamore Dr	931
39	SR 53 (Woodbury Hwy) - S of I-24	10,802	**175**	New Bushy Branch Rd - W of Powers	819
41	US Hwy 41 - E of Fairlane Dr	9,236	**177**	N Woodland St - N of High St	3,570
46	Old Tullahoma Hwy - N of Kennedy Dr	2,592	**178**	US Hwy 41 - S of SR 53	12,414
47	SR 55 (McArthur St) - S of Kennedy Dr	18,541	**189**	College St - N of US Hwy 41	973
48	US Hwy 41 - E of Doak Rd	19,736	**191**	Hendrixson Dr - W of SR 53	535
49	Asbury Rd - E of Roberts Ln	2,320	**194**	SR 53 - N of Maple Springs Rd	5,540
86	SR 55 (McArthur St) - S of I-24	13,421	**200**	Doak Rd - S of US Hwy 41	2,385
89	Interstate Dr (Midpoint)	6,489	**201**	Clover Ln - W of US Hwy 41	5,484
90	US Hwy 41 - E of I-24	16,500	**202**	Century St - W of S Spring St	214
93	SR 53 (Woodbury Hwy) - S of Riddle Rd	9,698	**203**	Lowry St - N of Parks St	275
98	US Hwy 41 - E of Woodland St	14,698	**204**	Jackson St - SW of US Hwy 41	650
104	SR 55 (McArthur St) - S of US Hwy 41	18,832	**205**	W Taylor St - W of Oakdale St	3,848
105	US Hwy 41 - S of SR 55	19,355	**206**	Madison St - S of US Hwy 41	1,406
106	Woodland St - S of Main St	3,903	**208**	N Ramsey St - S of Main St	940
114	W Coffee St - E of Oakdale St	3,371	**209**	W Oak Dr - W of Hills Chapel Rd	6,453
127	Hills Chapel Rd - N of Brook Hollow Cir	3,947	**215**	N Irwin St - N of High St	258
128	E Coffee St - E of Highland Dr	3,663	**216**	Fort St - W of Spring St	1,754
129	Parks St - E of Highland Dr	665	**217**	W Main St - W of Spring St	838
130	Spring St - N of Short St	4,038	**218**	N Spring St - S of Main St	1,794
131	Oakdale St - N of Century St	816	**219**	S Spring St - S of Oak Dr	4,561
132	Oakdale St - N of Short St	1,913	**220**	E Oak Dr - E of Spring St	2,290
133	N Waite St - W of SR 55	1,476	**221**	Elm St - E of Oakdale St	223
134	Cat Creek Rd - S of Archery Ln	1,156	**223**	Expressway Dr - N of Expressway Ct	878

2.6 Levels of Service for Existing Traffic Conditions (2017)

The level of service (LOS) of a street is a term used to evaluate the level of congestion for a roadway. As shown below, a level of service of 'A' reflects the highest quality or free-flowing traffic, while level of service of 'F' represents overly congested traffic.

Table 3

Illustrations of Levels of Service

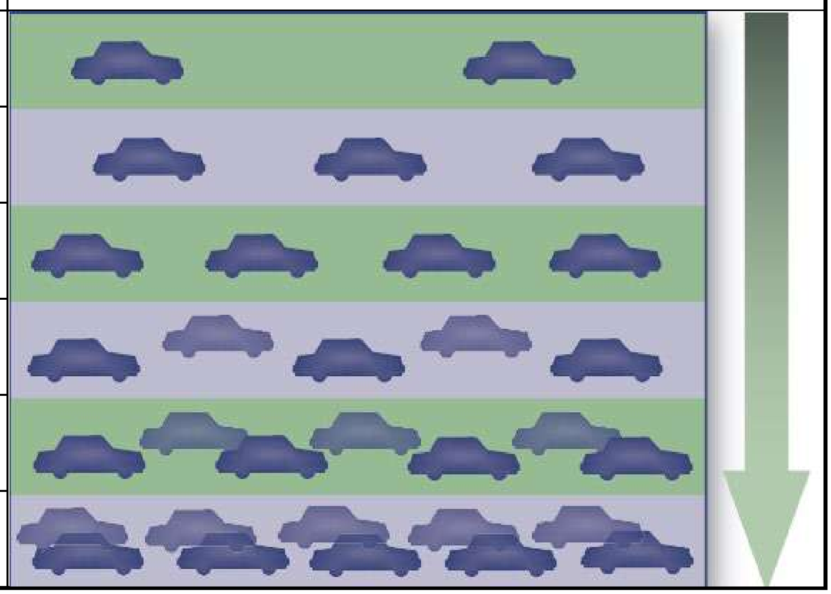
Level of Service	Description	Graphic Illustration
A	Minimal or No Delay	
B	Minor Delay	
C	Average Delay	
D	Long Delay	
E	Very Long Delay	
F	Extreme Delay	

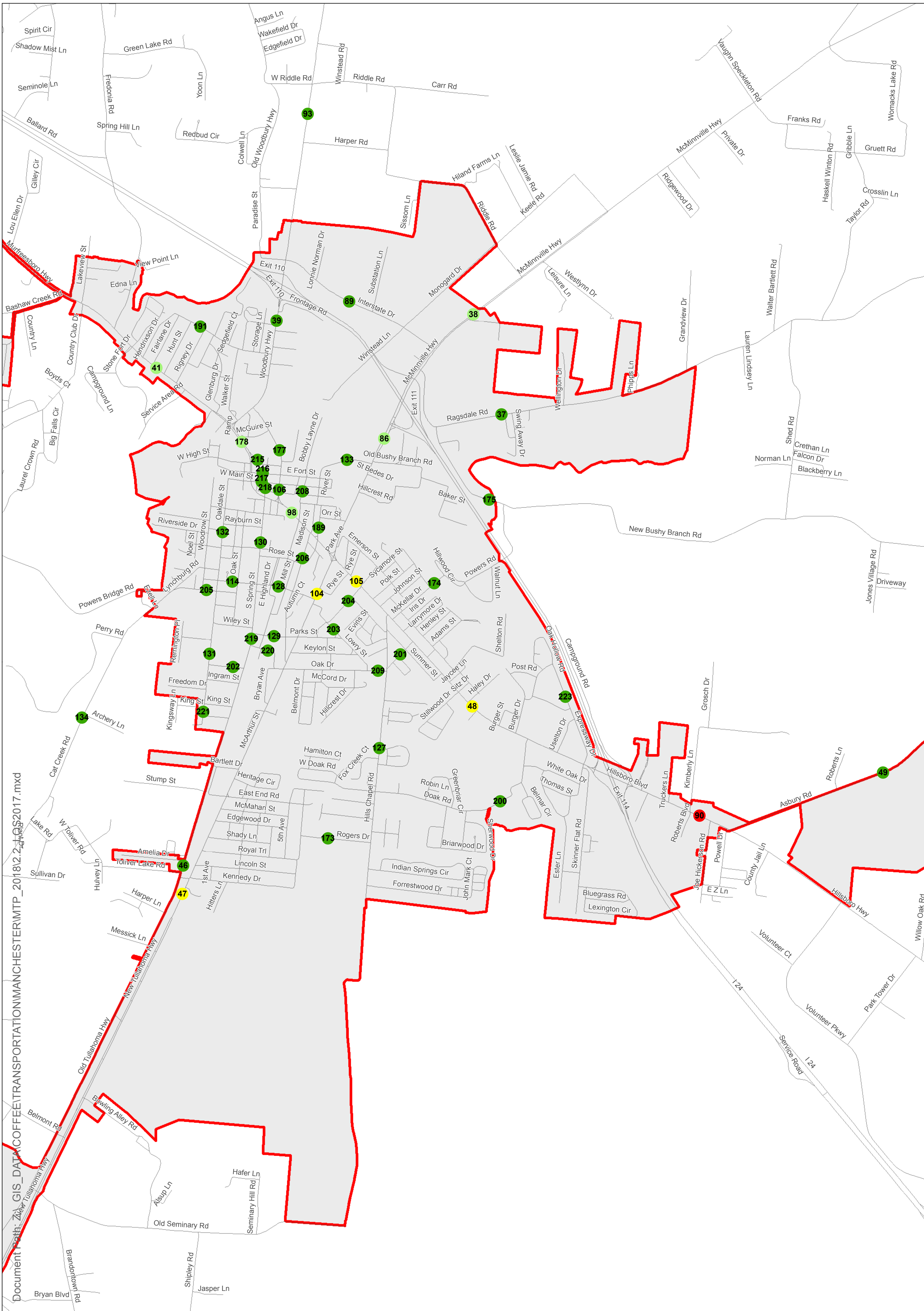
Table 3 shows an accepted method of evaluating the street classifications by relating each to a level of service.

Table 4

Daily Traffic Volumes (ADT) Related to Levels of Service

ROAD TYPE	LOS A	LOS B	LOS C	LOS D	LOS E
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
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

Level of Service (LOS) ratings were determined by comparing the 2017 traffic volumes, which are listed in Table 2, to the thresholds designated in Table 4. The resulting LOS ratings for the 2017 existing traffic volumes are graphically shown in Figure 2-4.



Manchester C/L

LOS (Level of Service)

- A, Arterial Urban
- A, Collector Rural
- A, Collector Urban
- B, Arterial Urban
- C, Arterial Urban
- E, 2Arterial Urban

Existing Level of Service (LOS) 2017
Manchester Transportation Master Plan
2018

0 0.5 1 2 Miles

Figure 2-4

N W E S

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2.7 Existing Traffic Signal Review

An inventory of the City of Manchester's traffic signal system was conducted as a part this project. The City of Manchester has a total of 18 traffic signals, which are shown in Figure 2-5, and are listed as follows:

1. Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)
2. Murfreesboro Highway (US 41) & West Fort Street
3. Hillsboro Boulevard (US 41) & South Spring Street
4. Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)
5. Hillsboro Boulevard (US 41) & Jackson Street
6. Hillsboro Boulevard (US 41) & Hills Chapel Road
7. Hillsboro Boulevard (US 41) & Clover Lane
8. Hillsboro Boulevard (US 41) & Manchester Shopping Center
9. Hillsboro Boulevard (US 41) & Expressway Drive
10. Hillsboro Boulevard (US 41) & Eastbound Ramps
11. Hillsboro Boulevard (US 41) & Westbound Ramps
12. Hillsboro Boulevard (US 41) & Walmart Access
13. McArthur Street (SR 55) & Oak Drive
14. McArthur Street (SR 55) & East Coffee Street
15. South Spring Street & Coffee Street
16. Woodland Street & East Fort Street
17. McMinnville Highway (SR 55) & Interstate Drive
18. Woodbury Highway (SR 53) & Interstate Drive / Paradise Street

The data collection efforts for the traffic signal inventory were organized into two separate categories: (1) Inventory Photographs for the Signal Approaches and (2) Traffic Signal Cabinets and Traffic Signal Timing Sheets.

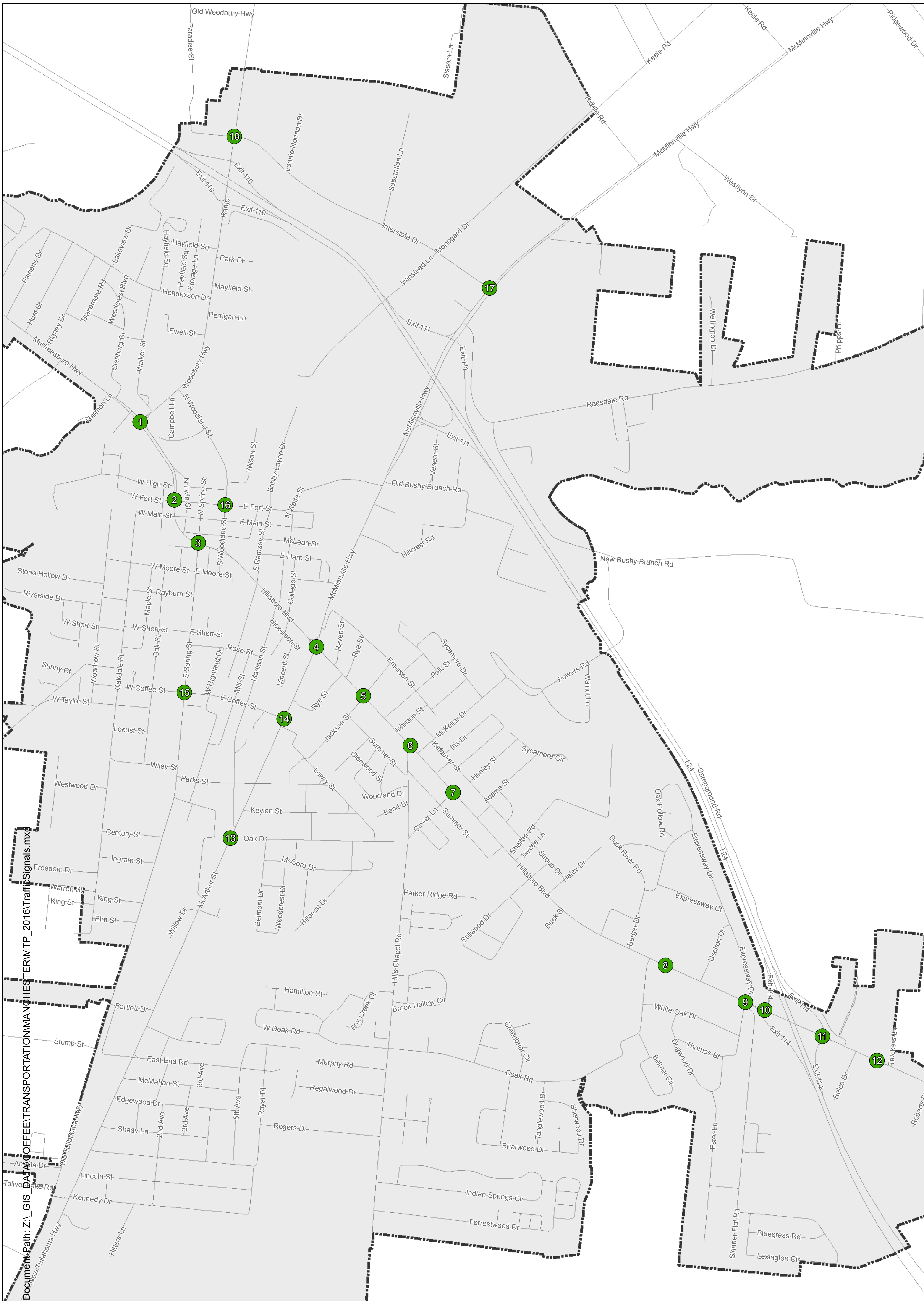

Figure 2-5

Traffic Signals
Manchester Transportation Master Plan
2018

Manchester City Limit
Traffic Signals

0 0.25 0.5 1 Miles

N S E W

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Inventory Photographs

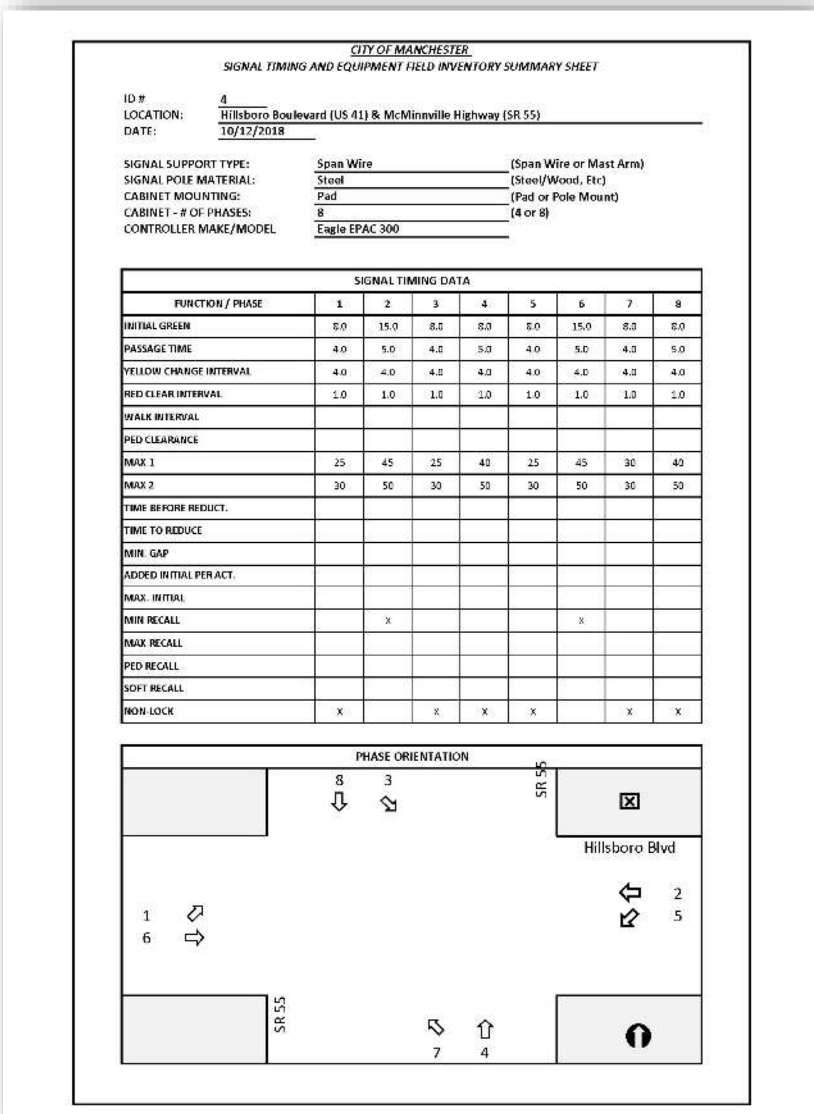
For the traffic signal inventory, photographs were taken of each approach. In addition, photographs were taken of the interior of each traffic signal cabinet. The inventory photographs for each of the 18 traffic signals are contained in Appendix B. The photographs were labeled using the intersection number and identified by intersection approach, as shown in the illustration below:

Typical Traffic Signal Inventory Photos

Traffic Signal Timing Sheets

To document operational parameters at each intersection, traffic signal timing sheets were developed for each intersection and are included as Appendix B. These timing sheets indicate the phase orientation at each intersection, as well as numerous other traffic signal timing settings, such as:

- Initial Green Intervals
- Yellow Change Intervals
- Red Clearance Intervals
- Pedestrian Times (where applicable)
- Maximum Green Times
- Phase Orientation Diagram



CITY OF MANCHESTER
SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

ID # 4
LOCATION: Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	8.0	15.0	8.0	8.0	8.0	15.0	8.0	8.0
PASSAGE TIME	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
WALK INTERVAL								
PED CLEARANCE								
MAX 1	25	45	25	40	25	45	30	40
MAX 2	30	50	30	50	30	50	30	50
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		x				x		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	x		x	x	x		x	x

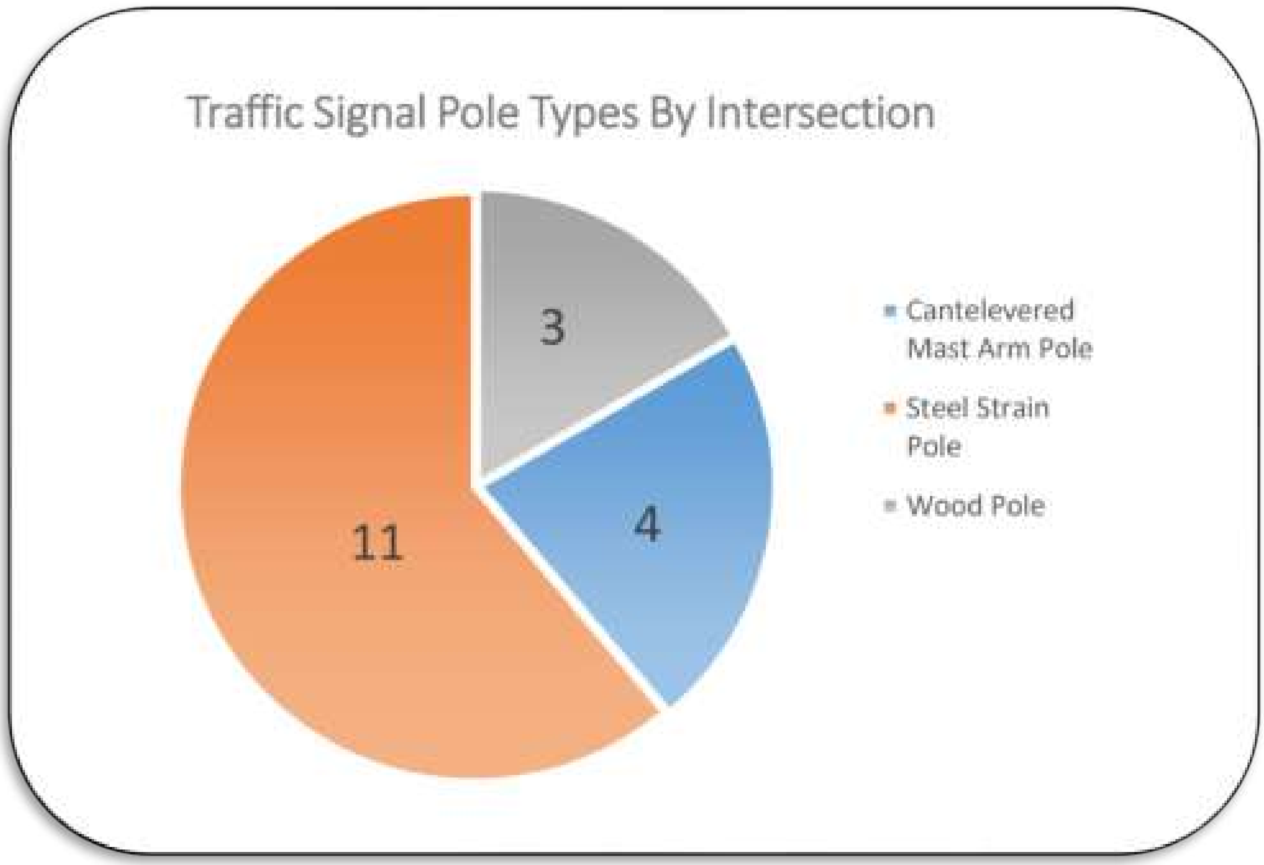
PHASE ORIENTATION

Typical Traffic Signal Timing Sheet

Traffic Signal Poles

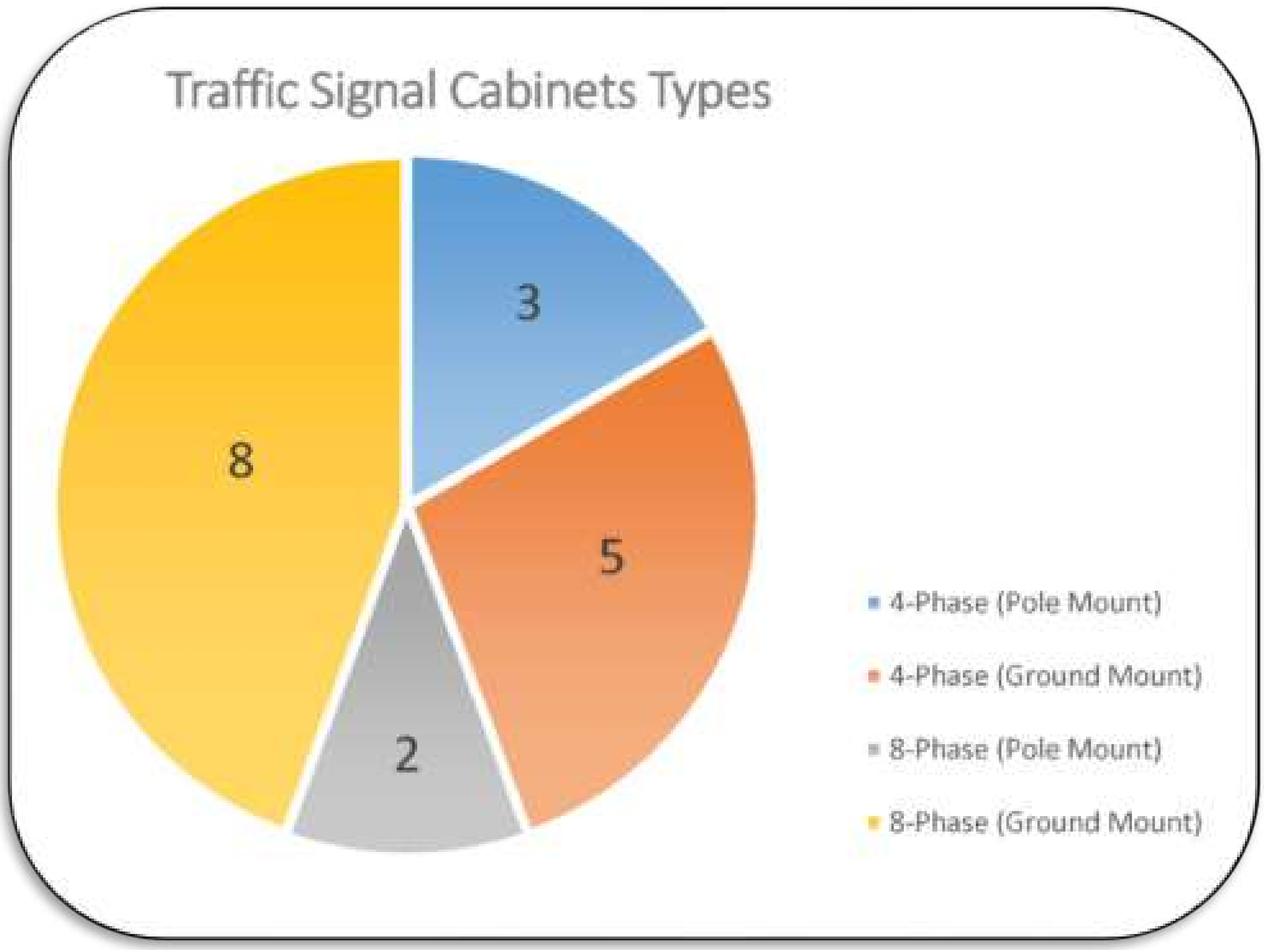
During the inventory, the type of poles at each intersection were noted. As shown in the graphic, steel strain poles are the primary traffic signal pole type used within the city. At 15 of the 18 intersections, either steel cantilevered mast arms or steel strain poles are used for signal support. Wood poles are used for signal supports at the following three intersections:

- Hillsboro Boulevard (US 41) & Jackson Street
- Hillsboro Boulevard (US 41) & Eastbound Ramps
- Hillsboro Boulevard (US 41) & Westbound Ramps



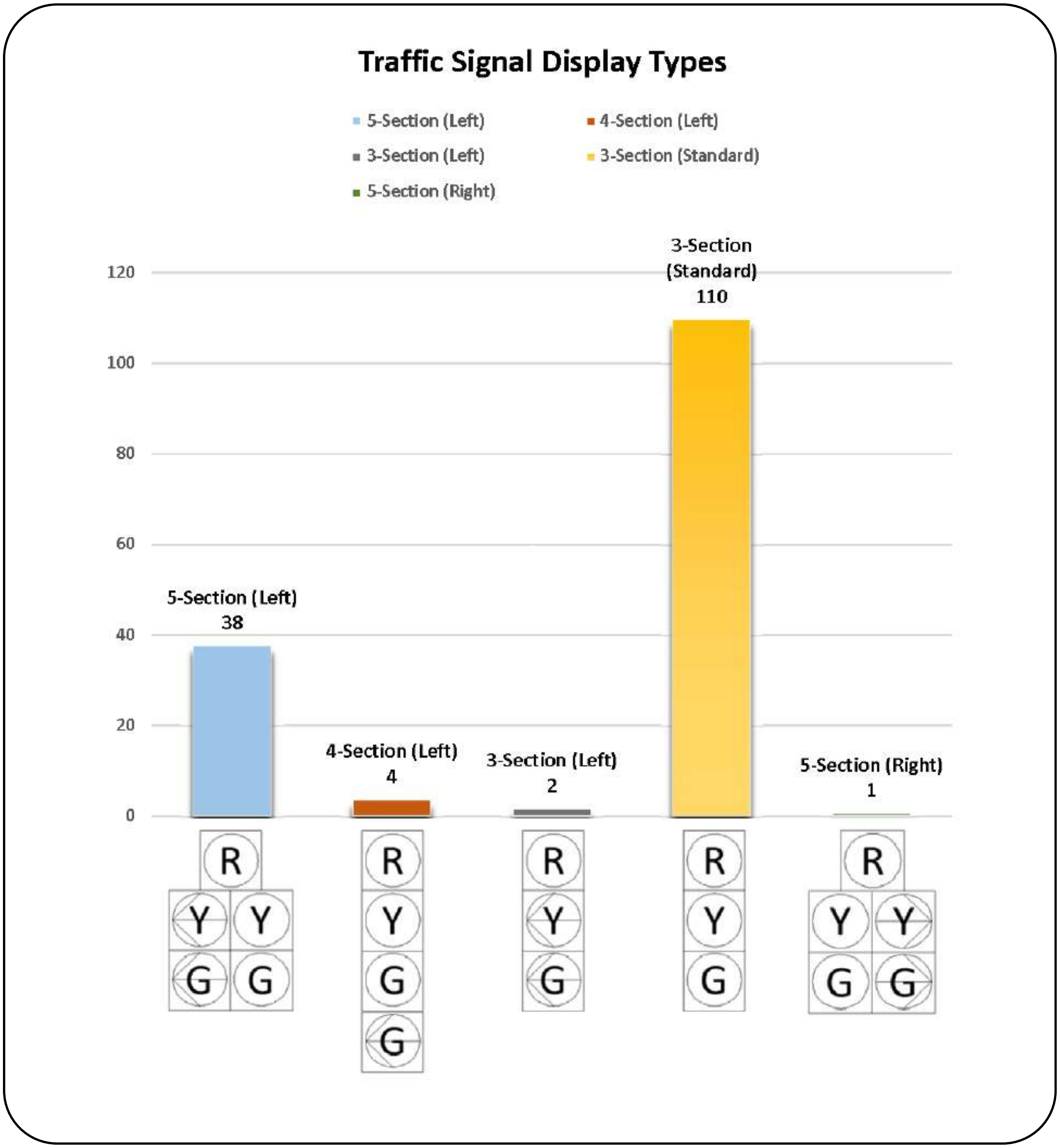
Traffic Signal Cabinets

Traffic signal cabinets are typically classified by the available number of signal phases (4 or 8) and by their mounting type (pole or ground). From the data collected during the signal inventory, it was determined that 10 of the 18 cabinets were 8-Phased types. Of the 10 cabinets with 8-Phase capability, eight were ground-mounted and two were pole-mounted. The eight cabinets that were 4-Phase type were subdivided into five ground-mounted and three pole-mounted.



Vehicular Traffic Signal Displays

As a part of the inventory process, the number and type of each signal display was recorded at each intersection. Based on the data collected, there are a total of 165 traffic signal heads installed in the City of Manchester. Depending on the type, each traffic signal head contains from three to five individual displays. City-wide, there are a total of 547 individual signal displays contained within the 165 traffic signal head assemblies.



Pedestrian Signal Displays

During the traffic signal inventory, the number and configuration of signalized pedestrian crossings were recorded. Of the 18 traffic signals located in the City of Manchester only seven have pedestrian signal displays. The traffic signals with pedestrian displays are listed in Table 5. Of note, only two of the signals provide crossings on all approaches.

Table 5

Traffic Signals with Pedestrian Crossing Displays

Location	**Crossing Description**
#2 – Murfreesboro Highway (US 41) & West Fort Street	2 Crossings (L-Shaped)
#3 – Hillsboro Boulevard (US 41) & South Spring Street	1 Crossing (to cross Hwy 41)
#6 - Hillsboro Boulevard (US 41) & Hills Chapel Road	3 Crossing (C-Shaped)
#7 – Hillsboro Boulevard (US 41) & Clover Lane	2 Crossings (L-Shaped)
#14 – McArthur Street (SR 55) & East Coffee Street	4 Crossings
#16 – Woodland Street & East Fort Street	1 Crossing (to cross Woodland)
#18 – Woodbury Highway (SR 53) & Interstate Dr. / Paradise St.	4 Crossings

2.8 Facilities for Pedestrians and Cyclists

Sidewalks

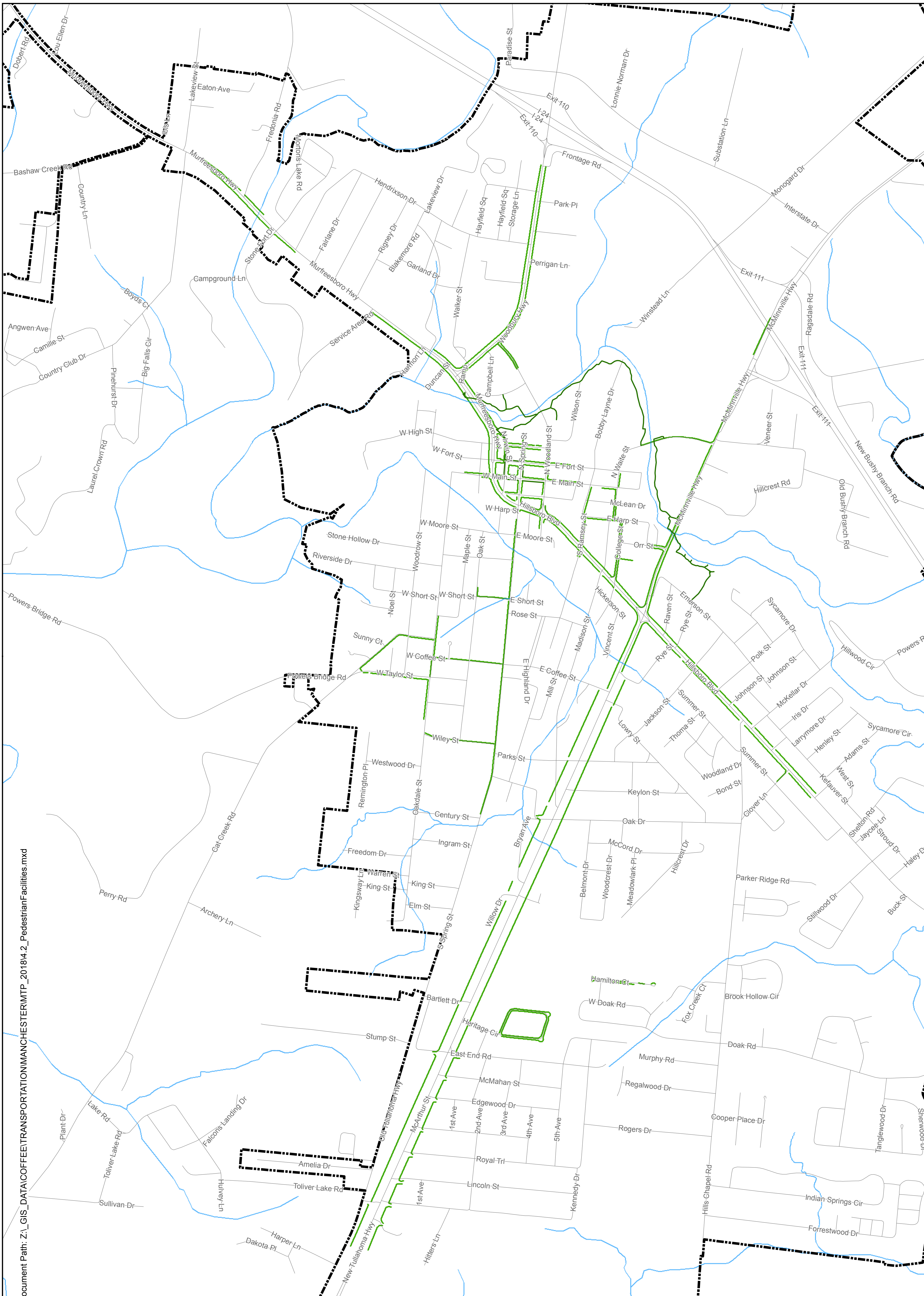
Pedestrian facilities provided in Manchester include both sidewalks and greenways. Sidewalks are provided for much of the downtown area. A recent streetscape project for the downtown "square" included sidewalk improvements and textured crosswalks. In addition, sidewalks are provided for long stretches of both US Highway 41 and State Route 55, and in some residential neighborhoods.

Main Street Streetscape Improvements

Greenways

The Little Duck River Greenway is 2.4 miles in length and connects parks, a school, and a recreation complex. The existing pedestrian infrastructure, including both sidewalks and greenways, is illustrated on the map shown as Figure 2-6.

Duck River Greenway



Manchester City Limit

Existing Sidewalk or Greenway

Existing Pedestrian Facilities
Manchester Transportation Master Plan
2018

0 0.25 0.5 1 Miles

Figure 2-6

St. John ENGINEERING, LLC
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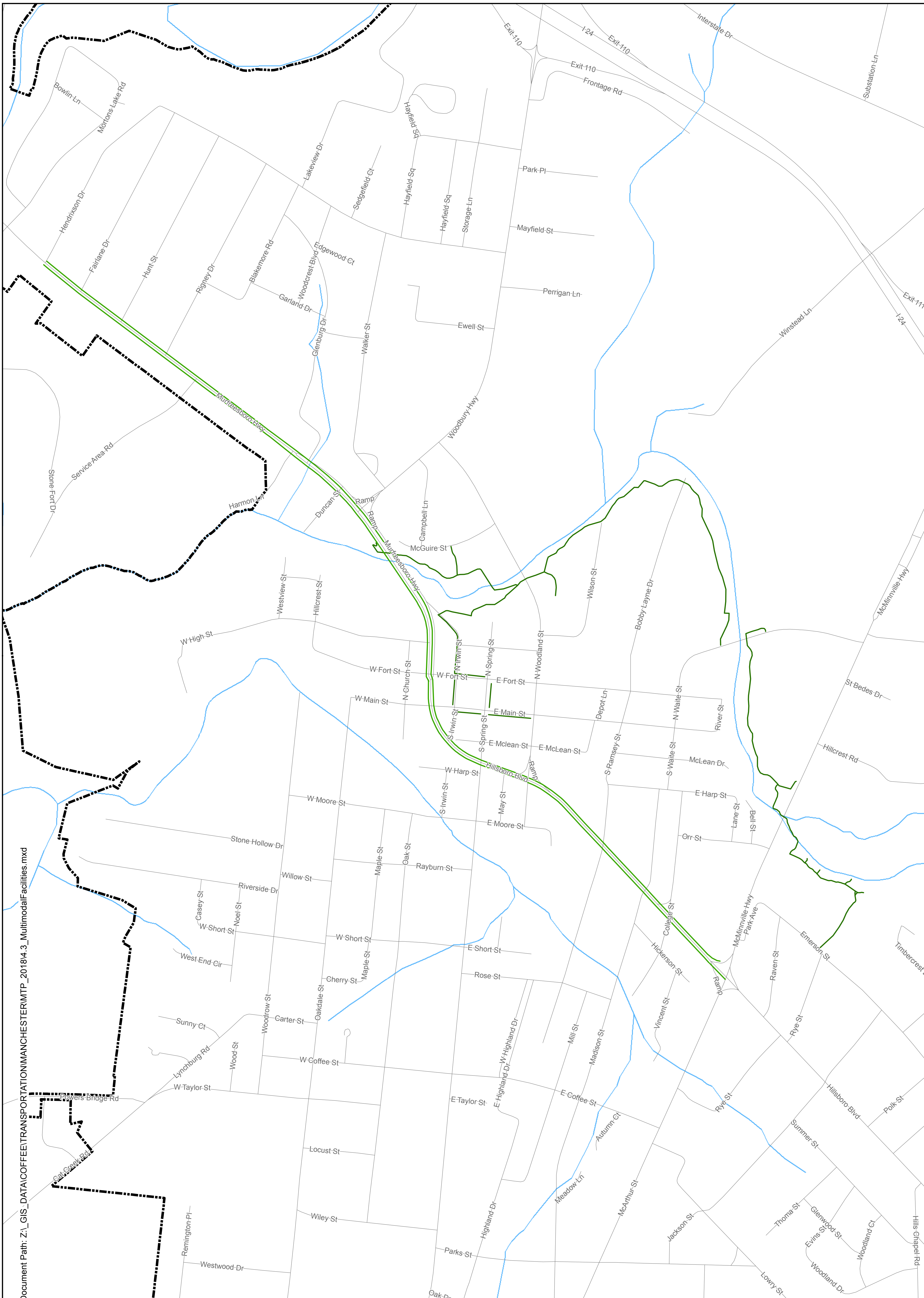
Bicycle Facilities

The existing greenway network, which allows for both pedestrian and bicycle use, is shown in Figure 2-7. In addition to the greenway network, on-street bicycle lanes are provided along US Highway 41. These bicycle lanes are also illustrated in Figure 2-7.

Bicycle Lanes on US Highway 41



Manchester City Limit
Greenway, Existing
Bike Lane, Existing

Existing Multimodal Facilities
Manchester Transportation Master Plan
2018

0 | 0.125 | 0.25 | 0.5 Miles

Figure 2-7

N W E S

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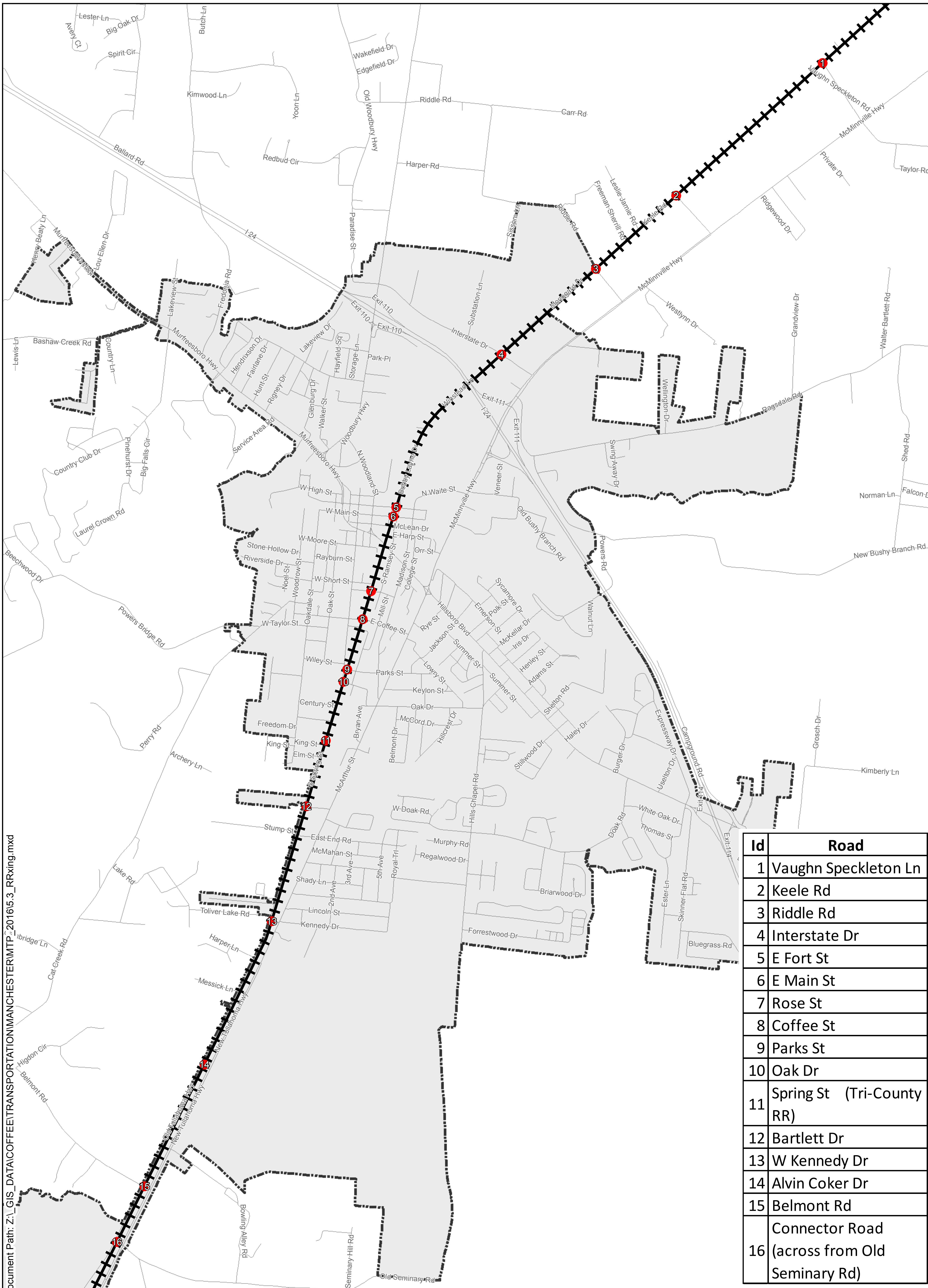
2.9 Rail Facilities

The City of Manchester is served by a non-Class I short line railroad, the Caney Fork & Western (CF&W). CF&W connects with CSX's Class I rail line in Tullahoma. A Class I railroad is one in which the operating revenues exceed $250 million. The CF&W is a local rail line, also known as a short line. The CF&W rail line carries freight and does not have a passenger service. The railroad corridor is owned by the Tri-County Railroad Authority. The Tri-County Railroad Authority, which was established by state law, purchased the line from CSX in 1983 in order to maintain rail transportation capabilities for economic development. The CF&W operates on a corridor which is 59.1 miles long and runs from Tullahoma to Sparta. Figure 2-8 depicts the 16 at-grade rail road crossings, which are listed as follows:

1. Vaughn Speckleton Lane
2. Keele Road
3. Riddle Road
4. Interstate Drive
5. East Fort Street
6. East Main Street
7. Rose Street
8. Coffee Street
9. Parks Street
10. Oak Drive
11. Spring Street
12. Bartlett Drive
13. West Kennedy Drive
14. Alvin Coker Drive
15. Belmont Road
16. Connector Road (Old Seminary Rd)

A photo inventory of these crossings is detailed in Appendix C.



Id	Road
1	Vaughn Speckleton Ln
2	Keele Rd
3	Riddle Rd
4	Interstate Dr
5	E Fort St
6	E Main St
7	Rose St
8	Coffee St
9	Parks St
10	Oak Dr
11	Spring St (Tri-County RR)
12	Bartlett Dr
13	W Kennedy Dr
14	Alvin Coker Dr
15	Belmont Rd
16	Connector Road (across from Old Seminary Rd)

RR Xings

Manchester City Limit

Railroads

Railroad Crossings
Manchester Transportation Master Plan
2018

0 0.5 1 2 Miles

Figure 2-8

St. John ENGINEERING, LLC
ENGINEERING • PLANNING • ENVIRONMENTAL CONSULTING

Comments on Rail Crossings

From the inventory conducted, the following notes are provided regarding the rail crossings:

1. Vaughn Speckleton Lane – Faded Crossbuck signs (R15-1)
2. Keele Rd– Missing Crossbuck (R15-1), Damaged Advance Warning sign (W10-1)
3. Riddle Road – Faded Advance Warning signs (W10-1)
4. Interstate Drive – No comments (Crossing Arms installed)
5. East Fort Street – No comments (Flashing Lights installed)
6. East Main Street – No comments (Flashing Lights installed)
7. Rose Street – No comments
8. Coffee Street – No comments (Flashing Lights installed)
9. Parks Street – No comments (Flashing Lights installed)
10. Oak Drive – No comments
11. Spring Street – Damaged Crossbuck sign (R15-1)
12. Bartlett Drive – Faded Crossbuck signs (R15-1)
13. West Kennedy Drive – Faded Crossbuck sign (R15-1)
14. Alvin Coker Drive – No comments
15. Belmont Road – No comments
16. Connector Road near Old Seminary Road – No comments

Typical Railroad Crossing Signs

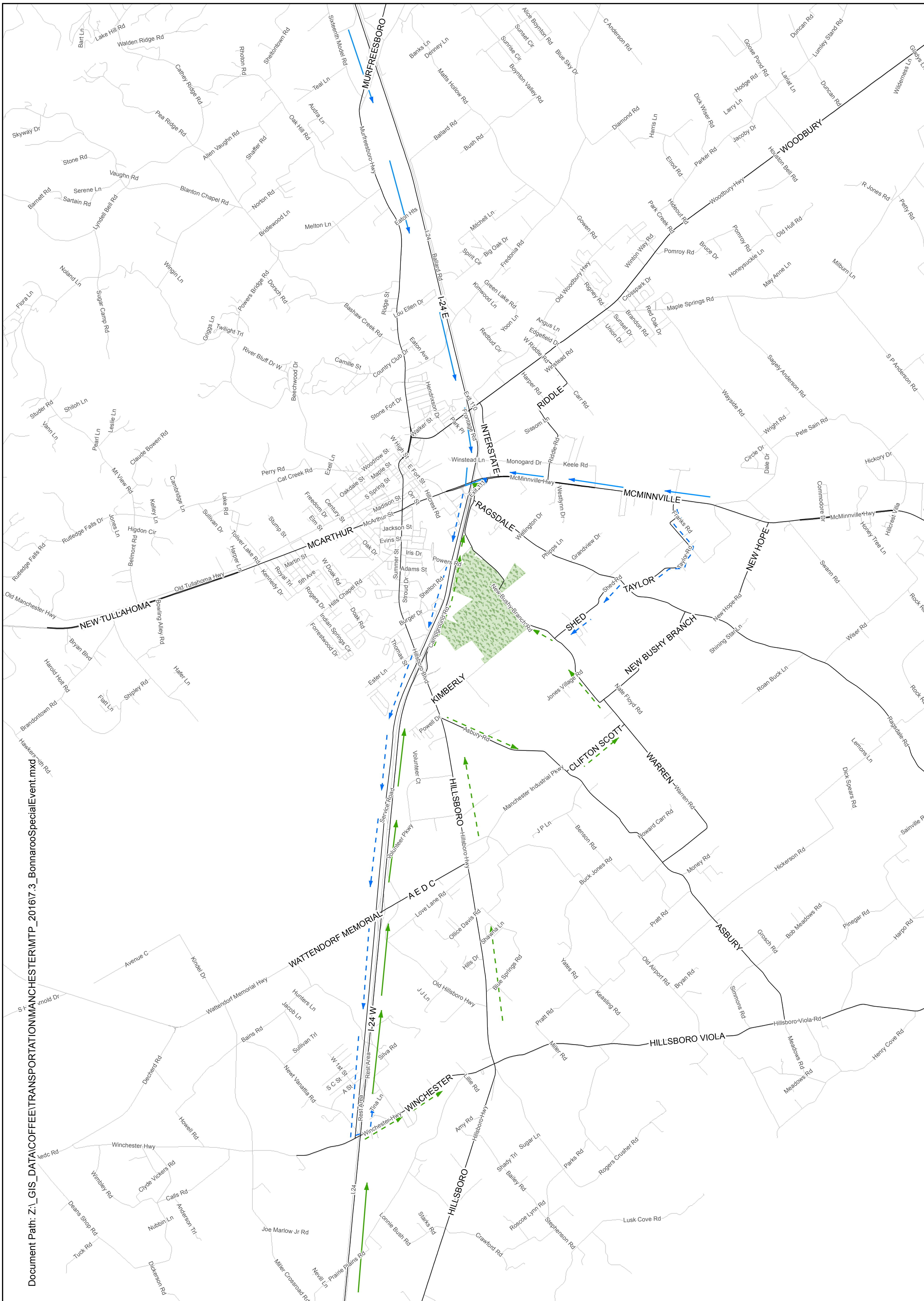
2.10 Existing Special Events

The major special event held in Manchester is the Bonnaroo music and arts festival. Bonnaroo is a four-day event which has been held annually since 2002. The Bonnaroo site is located on a 650-acre farm on the east side of Interstate 24 between exits #111 and #114.

The popularity of the event has created significant problems with traffic congestion on the interstate and on the surrounding roadway network. To address these issues, TDOT has developed a specific traffic control plan for Bonnaroo, which includes opening a temporary exit #112 to relieve congestion at the adjacent interchanges. This traffic control plan, which is shown in Figure 2-9, also depicts traffic flow directions for the area surrounding the Bonnaroo site.

To ensure safe and efficient access, various law enforcement agencies are involved in the traffic control plan for the Bonnaroo festival. These agencies include state highway patrol, county sheriff officers, and City of Manchester police officers. These officers are stationed strategically throughout the area surrounding the festival site. The locations of these checkpoints are illustrated in Figure 2-10.

Bonnaroo Music and Arts Festival



- From Nashville & East Primary
- From Nashville & East Contingency
- From Chattanooga Primary
- From Chattanooga Contingency
- Bonnaroo

TDOT Traffic Control Plans - Bonnaroo
Manchester Transportation Master Plan
2018

Figure 2-9

0 0.5 1 2 3 4 Miles

St. John ENGINEERING, LLC
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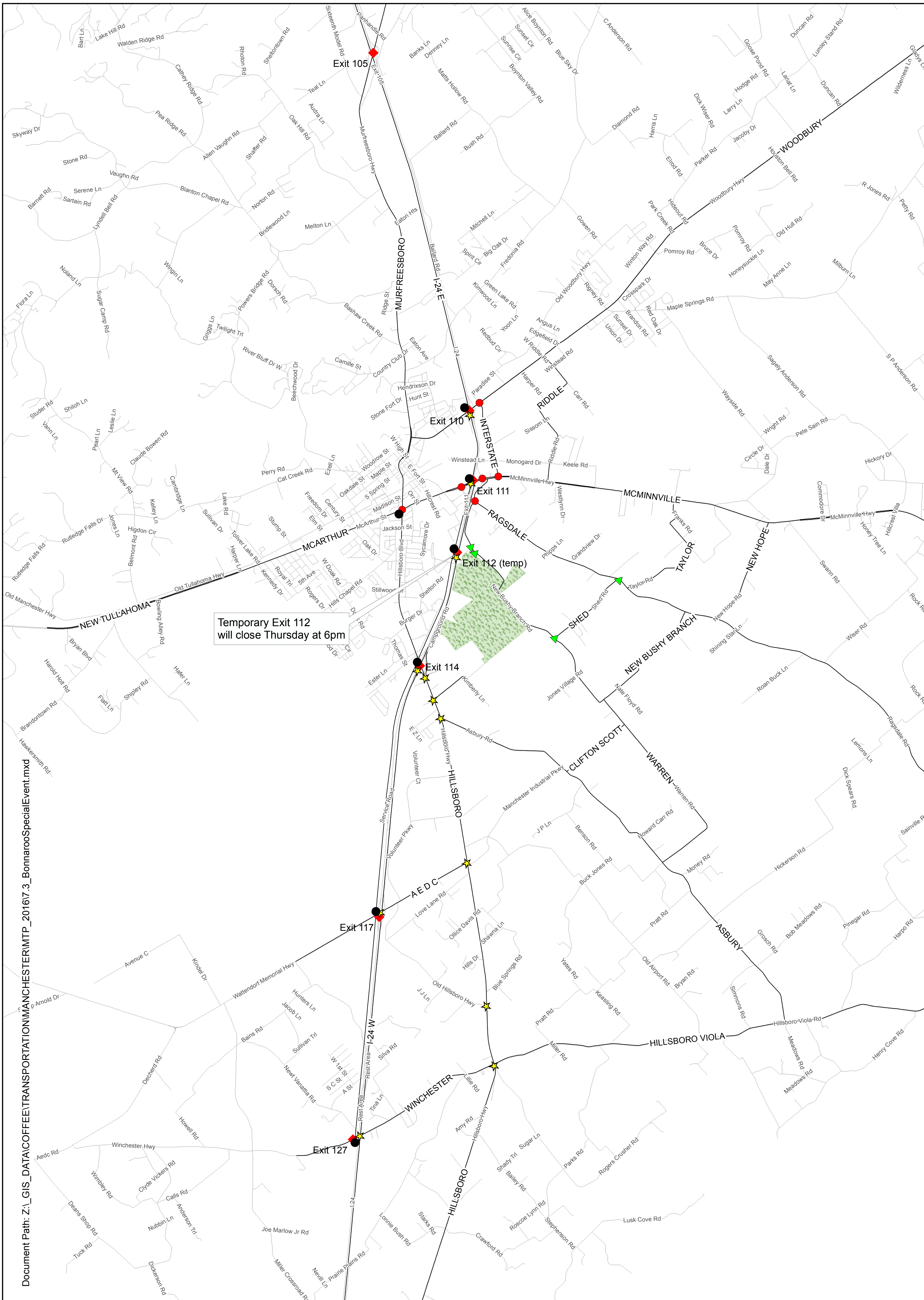

Bonnaroo
Exit
CC Sheriff Dept.
Emergency Control Point
Manchester Police Dept.
Tennessee Highway Patrol

TDOT Traffic Control Plans - Bonnaroo
Manchester Transportation Master Plan
2018

0 0.5 1 2 3 4 Miles

Figure 2-10

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2.11 Vehicular Crash History

TDOT supplied the consultant team with crash history data for the three-year period for 2015 through 2017. As shown in Table 6, there were a total of 1,155 reported crashes in the City of Manchester during those years, with 418 crashes in 2015, 367 in 2016, and 370 in 2017.

Table 6

Crash History Data by Year

Year	Fatal Crashes	Injury Crashes	Property Damage	Totals
2015	2	97	319	418
2016	1	64	302	367
2017	2	69	299	370
Totals	**5**	**230**	**920**	**1,155**

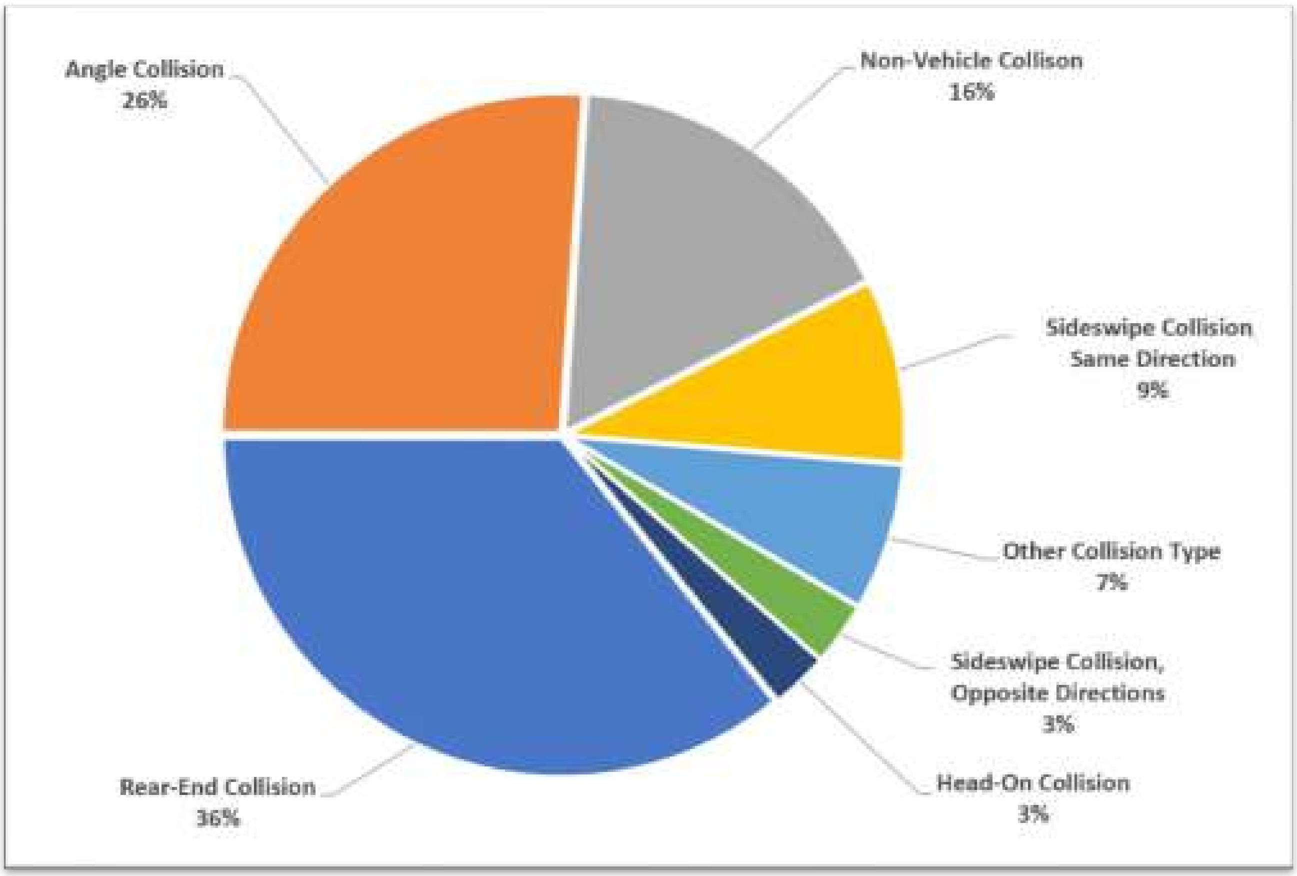
The data provided also indicated the number of casualties that resulted from the 235 crashes that involved either injuries or fatalities. As shown in Table 7, six persons died as a result of a vehicular crash during the three-year period from 2015-2017. In addition, 42 people were seriously injured and another 297 sustained injuries that were not incapacitating.

Table 7

Crash Casualties by Year

Year	Fatalities	Injured (Incapacitating)	Injured (Non-Incapacitating)
2015	2	18	116
2016	1	12	76
2017	3	12	105
Totals	**6**	**42**	**297**

As shown in the graphic below, a majority of the crashes (52%) were either Rear-End or Angle Collision types. Also, 84% of the crashes involved two (or more) vehicles, with the remaining 16% classified as single-vehicle crashes. Appendix D contains graphics showing crashes by location and by severity for each of the three listed years.



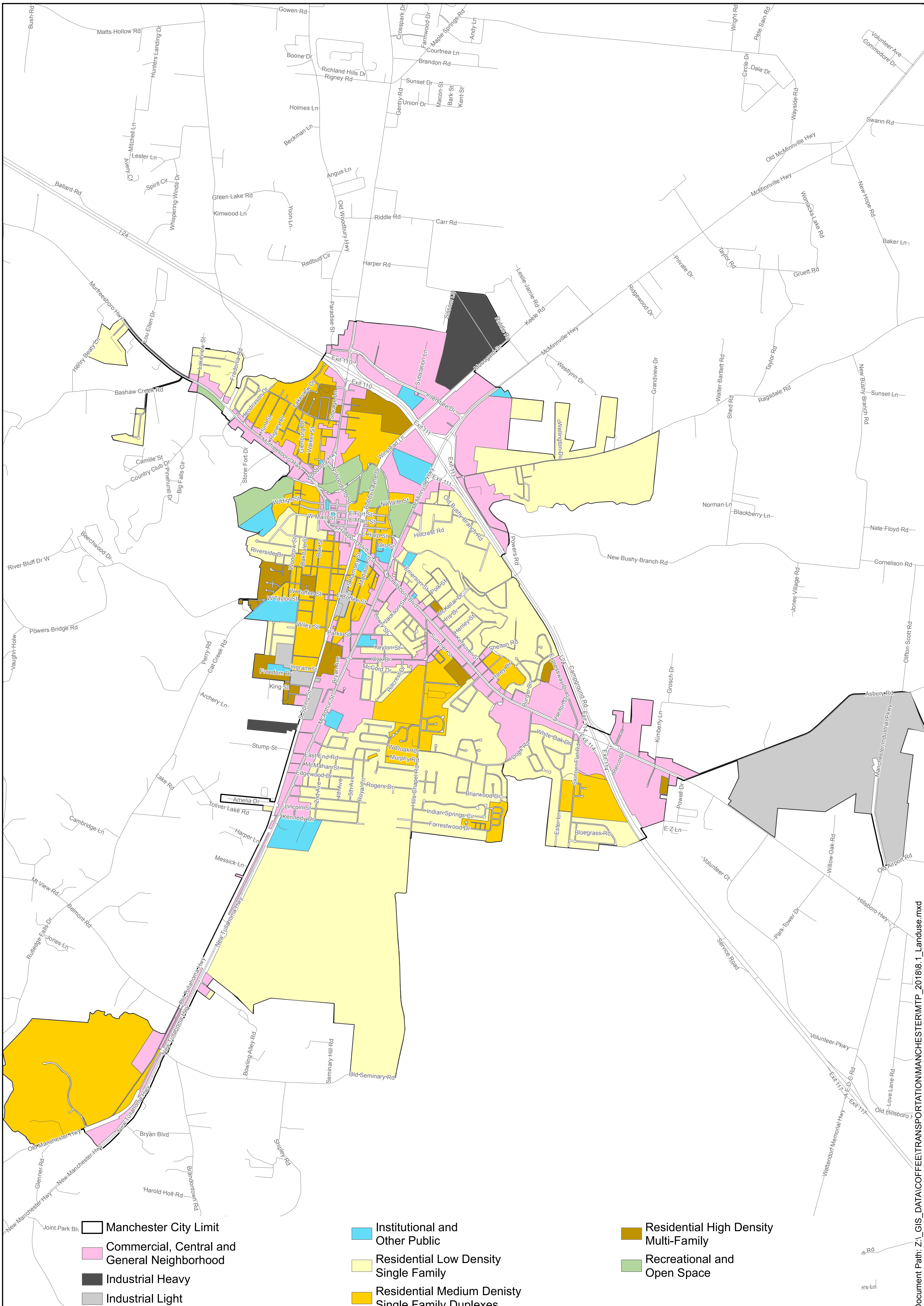
Vehicular Crashes by Type based on data from 2015-2017
Manchester, Tennessee

3. Forecasted Future Conditions

3.1 Future Land Use

In 2015, the City of Manchester put forth a draft land use plan detailing future land uses for the city. The resulting draft future land use plan is shown in Figure 3-1. When compared to existing zoning, the draft plan proposes changes noted as follows:

- Areas on the north side of Interstate Drive are proposed to change from Light Industrial to Commercial Central & General Neighborhood land ues.
- Areas along the south side of I-24 between State Route 53 and State Route 55 are proposed to change from Light Industrial to Residential High-Density Multi-Family land use.
- Areas on US Highway 41 west of State Route 53 are proposed to change from residential to Commercial Central & General Neighborhood land use.
- Areas along near Old Stone Fort / Duck River that are currently residentially zoned are proposed as “Recreational and Open Space” on the future land use plan.
- Areas on State Highway 55 (McArthur Street) are proposed to change from residential to Commercial Central & General Neighborhood land use.
- Areas along Oak Drive are proposed to change from residential to Commercial Central & General Neighborhood land use.
- Areas near the Manchester Industrial Park are proposed to change to residential to light Industrial land use.
- Scattered pockets of low density residential are proposed to change to Residential High-Density Multi-Family land use.



Land Use (draft 2015)
Manchester Transportation Master Plan 2018

Figure 3-1

0 0.5 1 2 Miles

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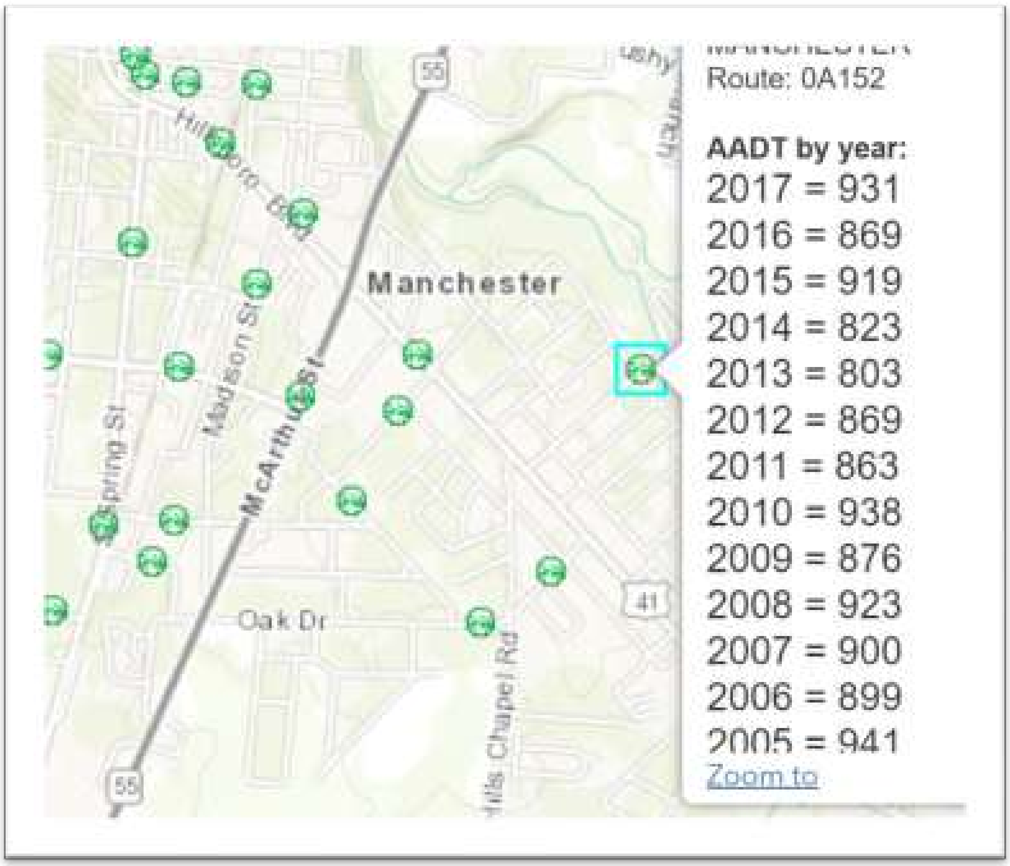
3.2 Future Traffic Projections

Historical Traffic Growth

The Tennessee Department of Transportation (TDOT) conducts an annual count program throughout the state. This count program includes the annual collection of average daily traffic (ADT) counts at numerous fixed locations. The historical traffic data for each of the TDOT count stations located in the study area is included in Appendix E.



Typical Example of TDOT Historical Traffic Data

Future Traffic Projections

Consideration was given to the typical annual growth that has occurred at each location. By determining the pattern of traffic growth at each station, future traffic projections were developed for the 20-year planning horizon. For most stations, the traffic projections were based on the growth of traffic over the last 20 years. In the event that data at the count station had fewer than 20 years of records, the total number of years where data was collected was used. With one exception (nine years), all stations had historical data for a minimum of 16 years.

The projected traffic volumes are shown in Table 8, which spans two pages. While the projected rates vary from station to station, traffic on the overall network is expected to grow at a linear rate of about 1.3% per year over the project 20-year horizon.

A table summarizing the historical traffic data and the future traffic projections are included as part of Appendix F.

Table 8

2037 Projected Traffic Volumes

Station Number	Location	2017 Existing ADT	Annual Growth Rate	2037 Projected ADT
37	Ragsdale Rd - E of New Bushy Branch Rd	1,994	1.22%	2,482
38	SR 55 (McMinnville Hwy) - N of I-24	14,034	0.72%	16,042
39	SR 53 (Woodbury Hwy) - S of I-24	10,802	1.48%	13,994
41	US Hwy 41 - E of Fairlane Dr	9,236	1.84%	12,641
46	Old Tullahoma Hwy - N of Kennedy Dr	2,592	0.16%	2,675
47	SR 55 (McArthur St) - S of Kennedy Dr	18,541	2.70%	28,538
48	US Hwy 41 - E of Doak Rd	19,736	1.62%	26,142
49	Asbury Rd - E of Roberts Ln	2,320	1.77%	3,142
86	SR 55 (McArthur St) - S of I-24	13,421	-0.55%	11,956
89	Interstate Dr (Midpoint)	6,489	0.80%	7,526
90	US Hwy 41 - E of I-24	16,500	3.49%	28,024
93	SR 53 (Woodbury Hwy) - S of Riddle Rd	9,698	0.96%	11,554
98	US Hwy 41 - E of Woodland St	14,698	0.78%	16,989
104	SR 55 (McArthur St) - S of US Hwy 41	18,832	0.02%	18,902
105	US Hwy 41 - S of SR 55	19,355	0.33%	20,638
106	Woodland St - S of Main St	3,903	0.69%	4,441
114	W Coffee St - E of Oakdale St	3,371	1.53%	4,403
127	Hills Chapel Rd - N of Brook Hollow Cir	3,947	5.01%	7,904
128	E Coffee St - E of Highland Dr	3,663	1.41%	4,698
129	Parks St - E of Highland Dr	665	-2.37%	350
130	Spring St - N of Short St	4,038	-0.70%	3,476
131	Oakdale St - N of Century St	816	-0.50%	734
132	Oakdale St - N of Short St	1,913	0.53%	2,117
133	N Waite St - W of SR 55	1,476	1.85%	2,023
134	Cat Creek Rd - S of Archery Ln	1,156	0.56%	1,285

Table 8

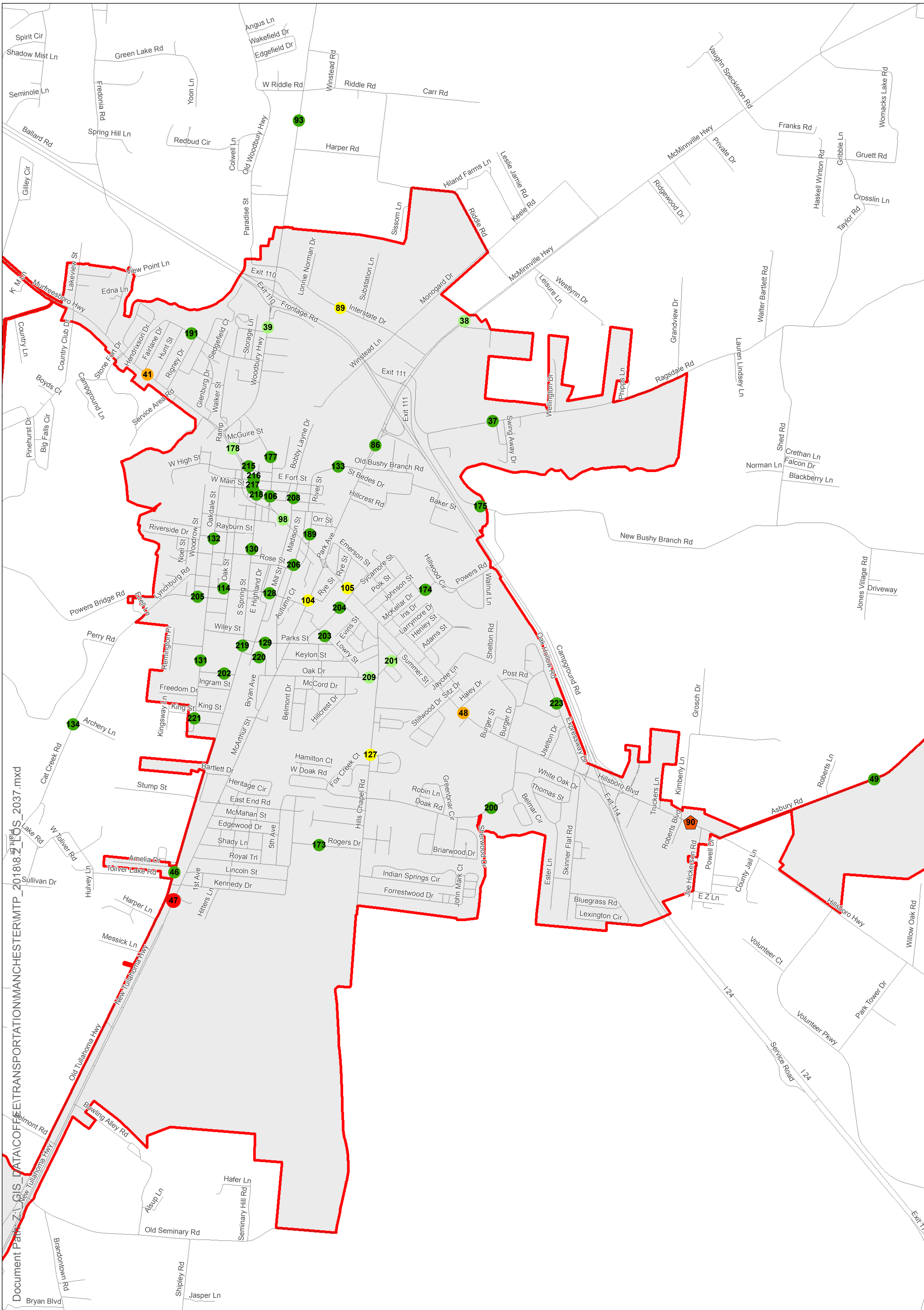
2037 Projected Traffic Volumes (Continued)

Station Number	Location	2017 Existing ADT	Annual Growth Rate	2037 Projected ADT
173	Rogers Dr - W of Hills Chapel	2,304	3.58%	3,956
174	McKellar Dr - NE of Sycamore Dr	931	-0.33%	870
175	New Bushy Branch Rd - W of Powers	819	1.20%	1,015
177	N Woodland St - N of High St	3,570	0.52%	3,941
178	US Hwy 41 - S of SR 53	12,414	1.18%	15,351
189	College St - N of US Hwy 41	973	0.33%	1,038
191	Hendrixson Dr - W of SR 53	535	0.55%	594
194	SR 53 - N of Maple Springs Rd	5,540	2.19%	7,971
200	Doak Rd - S of US Hwy 41	2,385	5.18%	4,857
201	Clover Ln - W of US Hwy 41	5,484	3.35%	9,161
202	Century St - W of S Spring St	214	-1.74%	139
203	Lowry St - N of Parks St	275	-0.27%	260
204	Jackson St - SW of US Hwy 41	650	-0.84%	540
205	W Taylor St - W of Oakdale St	3,848	1.27%	4,828
206	Madison St - S of US Hwy 41	1,406	-0.31%	1,319
208	N Ramsey St - S of Main St	940	2.88%	1,482
209	W Oak Dr - W of Hills Chapel Rd	6,453	3.49%	10,954
215	N Irwin St - N of High St	258	-1.77%	167
216	Fort St - W of Spring St	1,754	2.21%	2,529
217	W Main St - W of Spring St	838	-3.77%	207
218	N Spring St - S of Main St	1,794	-2.24%	989
219	S Spring St - S of Oak Dr	4,561	0.23%	4,768
220	E Oak Dr - E of Spring St	2,290	-0.25%	2,176
221	Elm St - E of Oakdale St	223	-0.78%	188
223	Expressway Dr - N of Expressway Ct	878	-0.51%	789

3.3 Future Roadway Level of Service Analyses

Level of Service (LOS) ratings were determined by comparing the projected 2037 traffic volumes, which are listed in Table 8, to the thresholds designated in Table 4. The resulting LOS ratings for the 2037 projected traffic volumes are graphically shown in Figure 3-2. As shown in the figure, most locations indicate good projected levels of service (LOS B or better). However, it should be noted that nine locations indicate LOS C or worse. These locations are listed as follows:

- Station #89 – Interstate Drive (LOS C)
- Station #104 – McArthur Drive (LOS C)
- Station #105 – Hillsboro Boulevard South (LOS C)
- Station #127 – Hills Chapel Road (LOS C)
- Station #209 – Oak Drive West (LOS C)
- Station #41 – Highway 41 North (LOS D)
- Station #48 – Hillsboro Boulevard South (LOS D)
- Station #47 – Highway 55 South (LOS E)
- Station #90 – US Highway 41 / State Route 2 (LOS F)



Manchester C/L

LOS (Level of Service)

- A, Arterial Urban
- A, Collector Rural
- A, Collector Urban
- B, Arterial Urban
- B, 2CR
- C, 2CR
- C, Collector Urban
- C, Arterial Urban
- D, Arterial Urban
- E, Arterial Urban
- F, Arterial Urban

Projected Level of Service (LOS) 2037
Manchester Transportation Master Plan
2018

0 0.5 1 2 Miles

Figure 3-2

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4. Recommendations

4.1 Traffic Signal Recommendations

As noted in Section 2 of the report, a field inventory of the existing traffic signals was conducted as part of this project. From that inventory and additional traffic observations, recommendations for improving traffic signal operations are presented as follows:

- Synchronized operation is recommended for five traffic signals located on US Highway 41 in the vicinity of Interstate 24. These five signals include:
    - #8: Hillsboro Boulevard (US 41) & Manchester Shopping Center
    - #9: Hillsboro Boulevard (US 41) & Expressway Drive
    - #10: Hillsboro Boulevard (US 41) & Eastbound Ramps
    - #11: Hillsboro Boulevard (US 41) & Westbound Ramps
    - #12: Hillsboro Boulevard (US 41) & Walmart Access

- As part of a TDOT project, pedestrian signals and other improvements will be installed at the intersection of US Highway 41 and State Route 55.

- The intersection of Hills Chapel Road and Oak Drive / Clover Lane has been identified for future signalization.

- The intersection of US Highway 41 and Doak Road has been identified for future signalization.

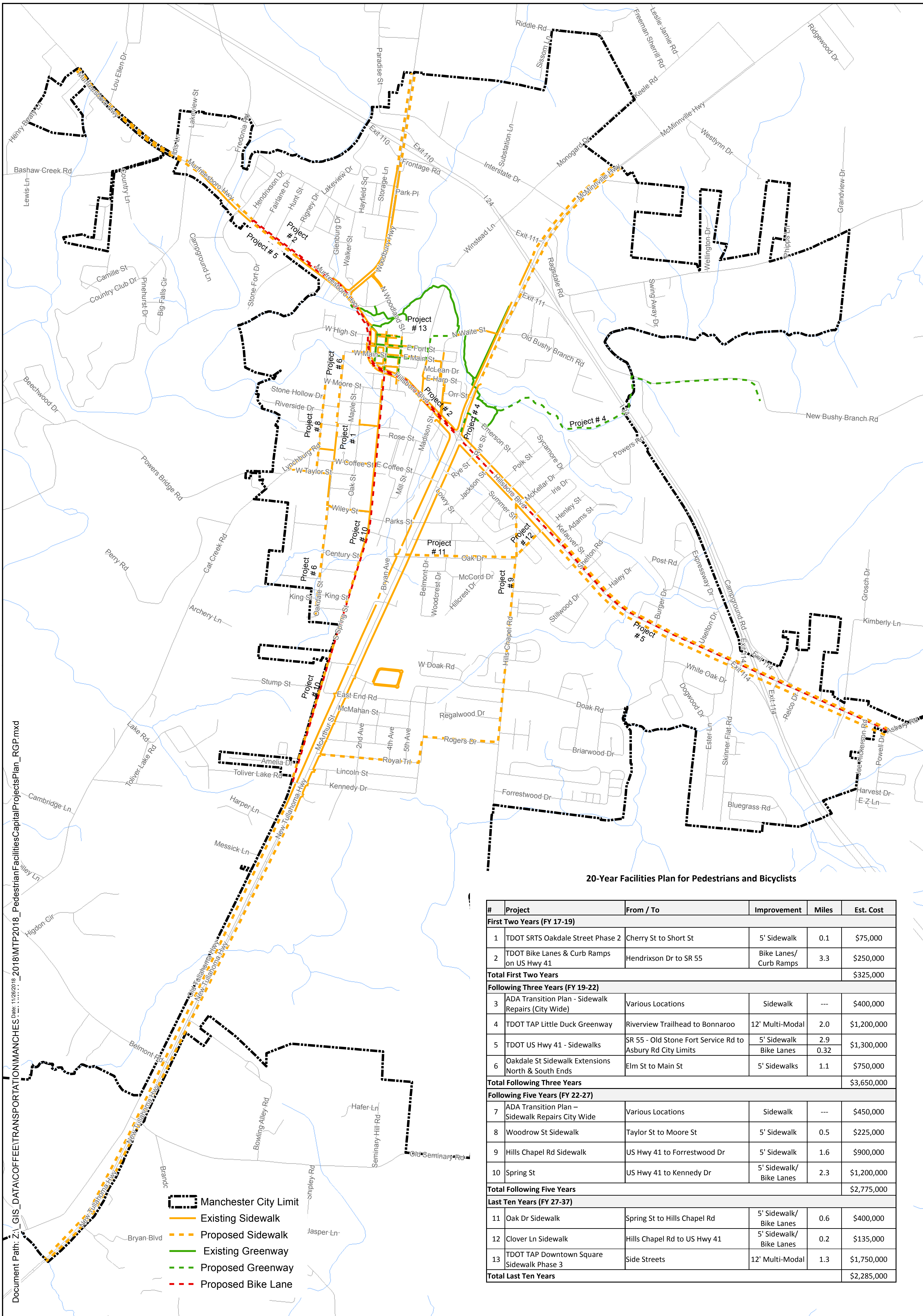
4.2 Pedestrian and Bikeway Facilities Plan

The pedestrian and bikeway facilities plan for Manchester includes sidewalks, bike lanes, and greenway improvements, which are listed in Table 9 and illustrated in Figure 4-1. These plans include 9.3 miles of sidewalks, 6.7 miles of bike lanes, and 3.3 miles of multi-use greenway trails.

Table 9

20-Year Facilities Plan for Pedestrians and Bicyclists

#	Project	From / To	Improvement	Miles	Est. Cost
First Two Years (FY 17-19)					
1	TDOT SRTS Oakdale Street Phase 2	Cherry St to Short St	5' Sidewalk	0.1	$75,000
2	TDOT Bike Lanes & Curb Ramps on US Hwy 41	Hendrixson Dr to SR 55	Bike Lanes/ Curb Ramps	3.3	$250,000
Total First Two Years					$325,000
Following Three Years (FY 19-22)					
3	ADA Transition Plan - Sidewalk Repairs (City Wide)	Various Locations	Sidewalk	---	$400,000
4	TDOT TAP Little Duck Greenway	Riverview Trailhead to Bonnaroo	12' Multi-Modal	2.0	$1,200,000
5	TDOT US Hwy 41 - Sidewalks	SR 55 - Old Stone Fort Service Rd to Asbury Rd City Limits	5' Sidewalk	2.9	$1,300,000
			Bike Lanes	0.32	
6	Oakdale St Sidewalk Extensions North & South Ends	Elm St to Main St	5' Sidewalks	1.1	$750,000
Total Following Three Years					$3,650,000
Following Five Years (FY 22-27)					
7	ADA Transition Plan – Sidewalk Repairs City Wide	Various Locations	Sidewalk	---	$450,000
8	Woodrow St Sidewalk	Taylor St to Moore St	5' Sidewalk	0.5	$225,000
9	Hills Chapel Rd Sidewalk	US Hwy 41 to Forrestwood Dr	5' Sidewalk	1.6	$900,000
10	Spring St	US Hwy 41 to Kennedy Dr	5' Sidewalk/ Bike Lanes	2.3	$1,200,000
Total Following Five Years					$2,775,000
Last Ten Years (FY 27-37)					
11	Oak Dr Sidewalk	Spring St to Hills Chapel Rd	5' Sidewalk/ Bike Lanes	0.6	$400,000
12	Clover Ln Sidewalk	Hills Chapel Rd to US Hwy 41	5' Sidewalk/ Bike Lanes	0.2	$135,000
13	TDOT TAP Downtown Square Sidewalk Phase 3	Side Streets	12' Multi-Modal	1.3	$1,750,000
Total Last Ten Years					$2,285,000



20-Year Facilities Plan for Pedestrians and Bicyclists

#	Project	From / To	Improvement	Miles	Est. Cost
First Two Years (FY 17-19)					
1	TDOT SRTS Oakdale Street Phase 2	Cherry St to Short St	5' Sidewalk	0.1	$75,000
2	TDOT Bike Lanes & Curb Ramps on US Hwy 41	Hendrixson Dr to SR 55	Bike Lanes/ Curb Ramps	3.3	$250,000
Total First Two Years					$325,000
Following Three Years (FY 19-22)					
3	ADA Transition Plan - Sidewalk Repairs (City Wide)	Various Locations	Sidewalk	---	$400,000
4	TDOT TAP Little Duck Greenway	Riverview Trailhead to Bonnaroo	12' Multi-Modal	2.0	$1,200,000
5	TDOT US Hwy 41 - Sidewalks	SR 55 - Old Stone Fort Service Rd to Asbury Rd City Limits	5' Sidewalk Bike Lanes	2.9 0.32	$1,300,000
6	Oakdale St Sidewalk Extensions North & South Ends	Elm St to Main St	5' Sidewalks	1.1	$750,000
Total Following Three Years					$3,650,000
Following Five Years (FY 22-27)					
7	ADA Transition Plan – Sidewalk Repairs City Wide	Various Locations	Sidewalk	---	$450,000
8	Woodrow St Sidewalk	Taylor St to Moore St	5' Sidewalk	0.5	$225,000
9	Hills Chapel Rd Sidewalk	US Hwy 41 to Forrestwood Dr	5' Sidewalk	1.6	$900,000
10	Spring St	US Hwy 41 to Kennedy Dr	5' Sidewalk/ Bike Lanes	2.3	$1,200,000
Total Following Five Years					$2,775,000
Last Ten Years (FY 27-37)					
11	Oak Dr Sidewalk	Spring St to Hills Chapel Rd	5' Sidewalk/ Bike Lanes	0.6	$400,000
12	Clover Ln Sidewalk	Hills Chapel Rd to US Hwy 41	5' Sidewalk/ Bike Lanes	0.2	$135,000
13	TDOT TAP Downtown Square Sidewalk Phase 3	Side Streets	12' Multi-Modal	1.3	$1,750,000
Total Last Ten Years					$2,285,000

Capital Projects Plan for Pedestrian & Bicyclist Facilities
Manchester Transportation Master Plan
2018

Figure 4-1

0 0.5 1 2 Miles

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4.3 Major Thoroughfare Plan

In cooperation with the steering committee, the consultant team developed a proposed major thoroughfare plan update. This updated plan identifies functional roadway classifications for both existing and proposed roadways. The roadways included in the Major Thoroughfare Plan are illustrated in Figure 4-2 and described as follows:

Principal Arterials

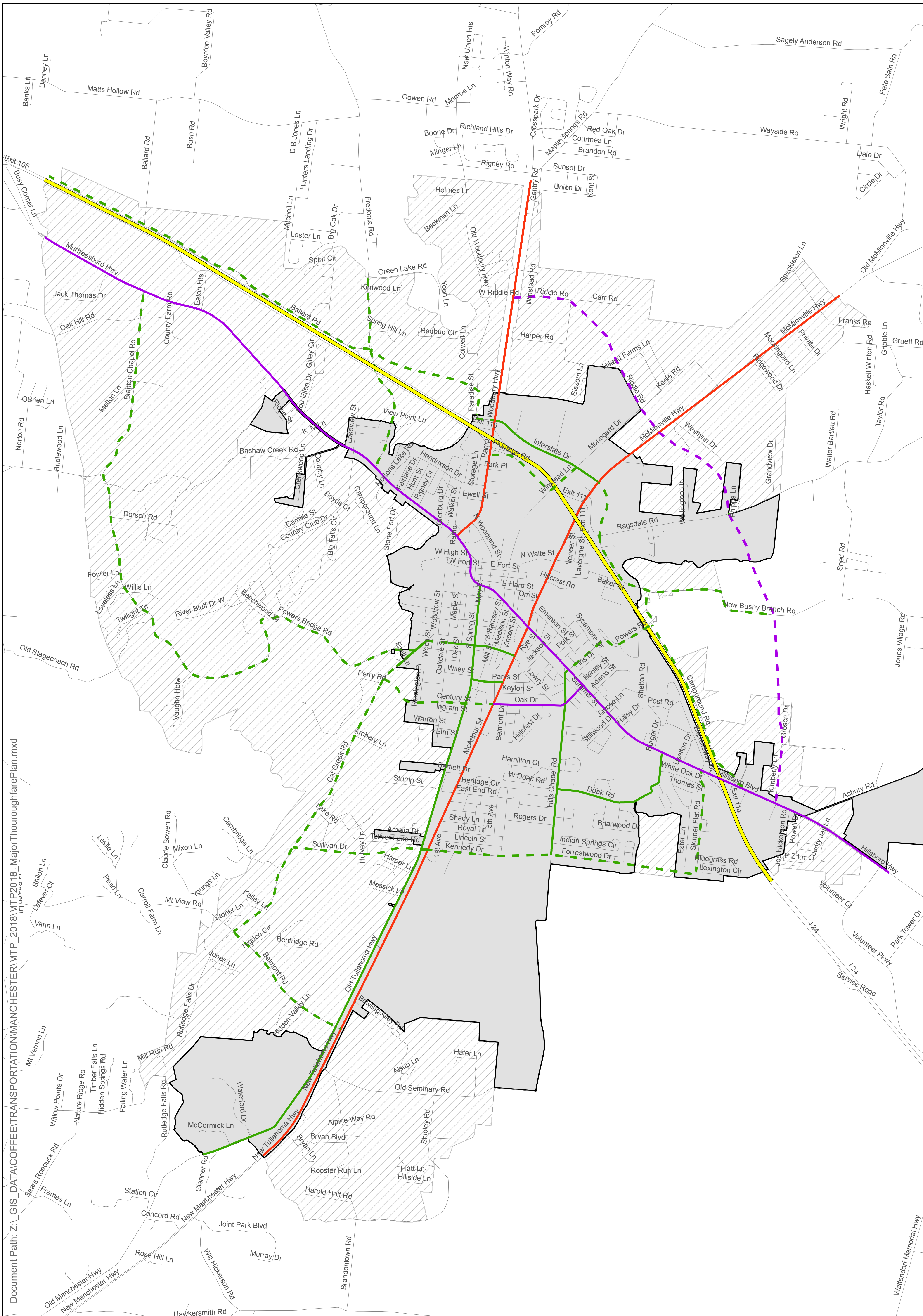
- State Route 53
- State Route 55

Minor Arterials

- US Highway 41
- Oak Drive / Clover Lane (Existing Alignments)
- Riddle Road / Kimberly Lane (Existing and New Alignments)

Urban Minor Collectors

- Ballard Road (New Alignments)
- Belmont Road
- Blanton Chapel Road
- Campground Road (New Alignments)
- Cat Creek Road
- Century St. (New Alignments)
- Coffee Street
- Doak Road
- Forrestwood Drive
- Fredonia Road
- Hills Chapel Road
- Interstate Drive
- Iris Drive
- Kennedy Dr (New Alignments)
- New Bushy Branch Rd (New Alignments)
- Old Tullahoma Highway
- Old Woodbury Highway
- Paradise Street
- Parks Street
- Powers Bridge Road
- Powers Road
- Skinner Flat Road
- South Spring Street
- Sullivan Drive
- Winstead Lane (New Alignments)



Manchester City Limits

I-24

Urban Principal Arterial (150' - 184' ROW)

Urban Minor Arterial (60' - 84' ROW)

Proposed Urban Minor Arterial (60' - 84' ROW)

Urban Minor Collector (60' ROW)

Proposed Urban Minor Collector (60' ROW)

Major Thoroughfare Plan
Manchester Transportation Master Plan
2018

0 0.5 1 2 3 Miles

Figure 4-2

N S E W

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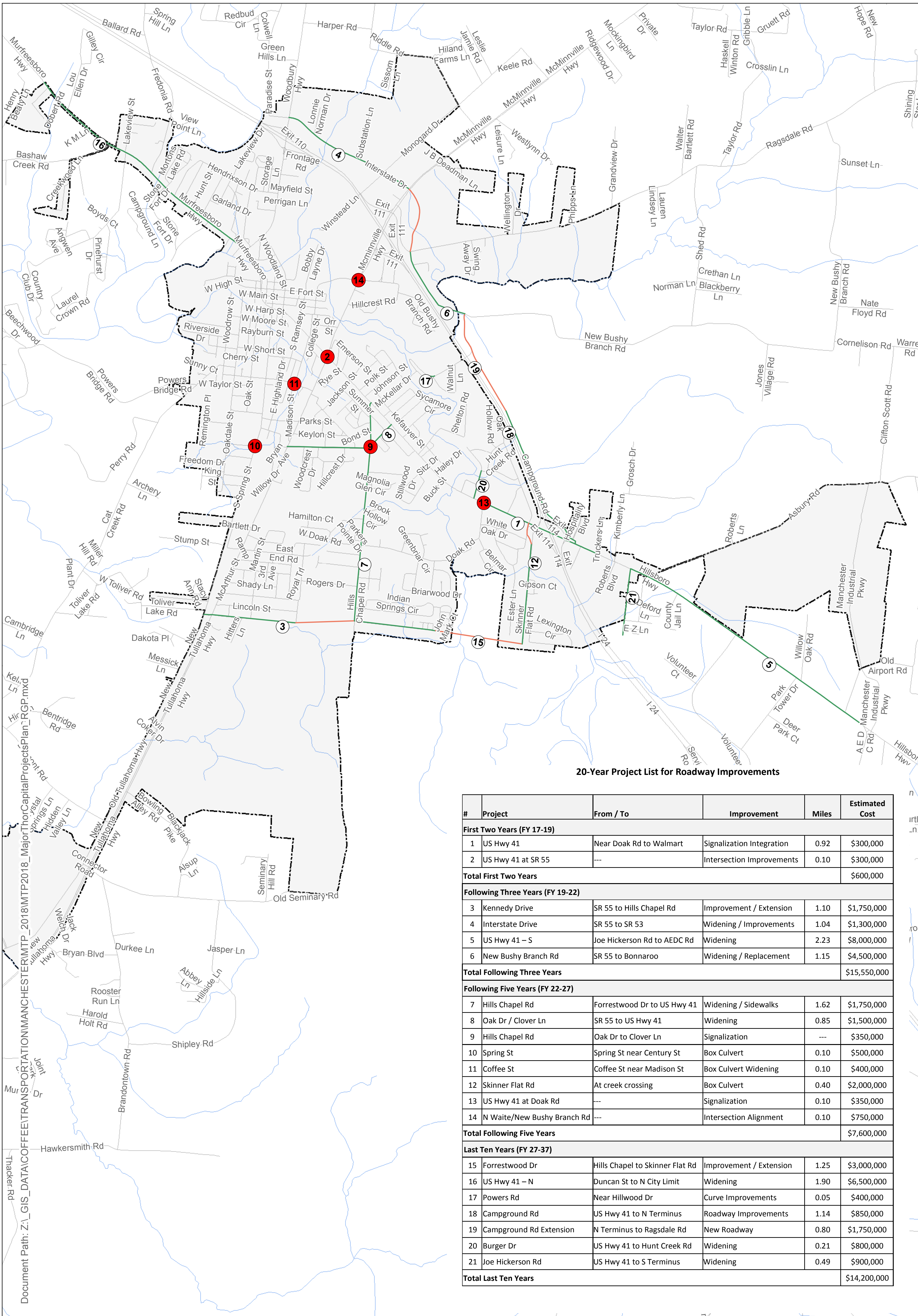
4.4 20-Year Roadway Capital Improvements Plan

Utilizing input from the steering committee and information regarding planned projects, a 20-year capital improvements project list was developed. Table 10 identifies projects by their anticipated starting fiscal year. The table is organized by the first two years (FY 17-19), the following three years (FY 19-22), the following five years (FY 22-27), and the final ten years (FY 27-37).

The 20-year plan contains a variety of transportation improvement projects, including the replacement of box culverts to prevent roadway flooding. The projects listed include the following improvement types:

- Intersection alignment
- Intersection improvements
- New Roadways
- Replacement of box culverts
- Roadway curve improvements
- Roadway extensions
- Roadway widening
- Signalization integration
- Traffic signalization

The projects contained in the 20-year plan are illustrated in Figure 4-3 and individually summarized in Appendix G.



#	Project	From / To	Improvement	Miles	Estimated Cost
First Two Years (FY 17-19)					
1	US Hwy 41	Near Doak Rd to Walmart	Signalization Integration	0.92	$300,000
2	US Hwy 41 at SR 55	---	Intersection Improvements	0.10	$300,000
Total First Two Years					$600,000
Following Three Years (FY 19-22)					
3	Kennedy Drive	SR 55 to Hills Chapel Rd	Improvement / Extension	1.10	$1,750,000
4	Interstate Drive	SR 55 to SR 53	Widening / Improvements	1.04	$1,300,000
5	US Hwy 41 – S	Joe Hickerson Rd to AEDC Rd	Widening	2.23	$8,000,000
6	New Bushy Branch Rd	SR 55 to Bonnaroo	Widening / Replacement	1.15	$4,500,000
Total Following Three Years					$15,550,000
Following Five Years (FY 22-27)					
7	Hills Chapel Rd	Forrestwood Dr to US Hwy 41	Widening / Sidewalks	1.62	$1,750,000
8	Oak Dr / Clover Ln	SR 55 to US Hwy 41	Widening	0.85	$1,500,000
9	Hills Chapel Rd	Oak Dr to Clover Ln	Signalization	---	$350,000
10	Spring St	Spring St near Century St	Box Culvert	0.10	$500,000
11	Coffee St	Coffee St near Madison St	Box Culvert Widening	0.10	$400,000
12	Skinner Flat Rd	At creek crossing	Box Culvert	0.40	$2,000,000
13	US Hwy 41 at Doak Rd	---	Signalization	0.10	$350,000
14	N Waite/New Bushy Branch Rd	---	Intersection Alignment	0.10	$750,000
Total Following Five Years					$7,600,000
Last Ten Years (FY 27-37)					
15	Forrestwood Dr	Hills Chapel to Skinner Flat Rd	Improvement / Extension	1.25	$3,000,000
16	US Hwy 41 – N	Duncan St to N City Limit	Widening	1.90	$6,500,000
17	Powers Rd	Near Hillwood Dr	Curve Improvements	0.05	$400,000
18	Campground Rd	US Hwy 41 to N Terminus	Roadway Improvements	1.14	$850,000
19	Campground Rd Extension	N Terminus to Ragsdale Rd	New Roadway	0.80	$1,750,000
20	Burger Dr	US Hwy 41 to Hunt Creek Rd	Widening	0.21	$800,000
21	Joe Hickerson Rd	US Hwy 41 to S Terminus	Widening	0.49	$900,000
Total Last Ten Years					$14,200,000

Manchester City Limits

20 Year Projects

Existing

New Road Construction

Intersection/Point Projects

Capital Projects Plan for Roadway Improvements
Manchester Transportation Master Plan
2018

0 0.75 1.5 3 Miles

Figure 4-3

N W E S

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Table 10

20-Year Project List for Roadway Improvements

#	Project	From / To	Improvement	Miles	Estimated Cost
First Two Years (FY 17-19)					
1	US Hwy 41	Near Doak Rd to Walmart	Signalization Integration	0.92	$300,000
2	US Hwy 41 at SR 55	---	Intersection Improvements	0.10	$300,000
Total First Two Years					$600,000
Following Three Years (FY 19-22)					
3	Kennedy Drive	SR 55 to Hills Chapel Rd	Improvement / Extension	1.10	$1,750,000
4	Interstate Drive	SR 55 to SR 53	Widening / Improvements	1.04	$1,300,000
5	US Hwy 41 – S	Joe Hickerson Rd to AEDC Rd	Widening	2.23	$8,000,000
6	New Bushy Branch Rd	SR 55 to Bonnaroo	Widening / Replacement	1.15	$4,500,000
Total Following Three Years					$15,550,000
Following Five Years (FY 22-27)					
7	Hills Chapel Rd	Forrestwood Dr to US Hwy 41	Widening / Sidewalks	1.62	$1,750,000
8	Oak Dr / Clover Ln	SR 55 to US Hwy 41	Widening	0.85	$1,500,000
9	Hills Chapel Rd	Oak Dr to Clover Ln	Signalization	---	$350,000
10	Spring St	Spring St near Century St	Box Culvert	0.10	$500,000
11	Coffee St	Coffee St near Madison St	Box Culvert Widening	0.10	$400,000
12	Skinner Flat Rd	At creek crossing	Box Culvert	0.40	$2,000,000
13	US Hwy 41 at Doak Rd	---	Signalization	0.10	$350,000
14	N Waite/New Bushy Branch Rd	---	Intersection Alignment	0.10	$750,000
Total Following Five Years					$7,600,000
Last Ten Years (FY 27-37)					
15	Forrestwood Dr	Hills Chapel to Skinner Flat Rd	Improvement / Extension	1.25	$3,000,000
16	US Hwy 41 – N	Duncan St to N City Limit	Widening	1.90	$6,500,000
17	Powers Rd	Near Hillwood Dr	Curve Improvements	0.05	$400,000
18	Campground Rd	US Hwy 41 to N Terminus	Roadway Improvements	1.14	$850,000
19	Campground Rd Extension	N Terminus to Ragsdale Rd	New Roadway	0.80	$1,750,000
20	Burger Dr	US Hwy 41 to Hunt Creek Rd	Widening	0.21	$800,000
21	Joe Hickerson Rd	US Hwy 41 to S Terminus	Widening	0.49	$900,000
Total Last Ten Years					$14,200,000

4.5 Recommended Roadway Cross-sections

The standard to which a street is designed helps to determine how the street will function as a part of the overall roadway network. As previously described, there is a hierarchy of street classifications. Local streets have the lowest ranking, then collector streets, and finally, arterial streets have the highest classification. For City of Manchester roadways, the features of these classifications are generally described as follows:

- **Local Street:**
  2-lane roadway with extruded curbs and 50' of right-of-way

- **Collector Street:**
  2-3 lane roadways with curb and gutter, optional sidewalks, and 60' of right-of-way

- **Arterial Street:**
  2-5 lane roadways with curb and gutter, optional sidewalks, and 60'-150' of right-of-way

It should be noted that collector and arterial roadways can also include on-street bike lanes that are 5' in width. The recommended roadway cross-sections for the City of Manchester are included in Appendix H.

4.6 Implementation Strategies

Implementation of the identified improvement projects is the most challenging aspect of creating an effective transportation network. Significant obstacles can include designing projects that provide access for all roadway users, acquiring right-of-way, and securing funding. As previously noted, the City of Manchester is part of the South Central East Rural Planning Organization (SCERPO) that encompasses Coffee County and six other counties. Therefore, future transportation projects that require state or federal funding must be approved by the SCERPO. Potential funding from state sources includes the following:

- Surface Transportation Block Grant (STBG)
- Federal Off-System Bridge Replacement and Rehabilitation Program (BRR)
- Interchange Lighting Program
- Local Interstate Connector Program (LIC)
- State Industrial Access Road (SIA)
- High Priority Bridge Replacement Program (HPBRP)

4.7 Summary

The City of Manchester has experienced moderate growth over recent decades and is expected to continue to grow in the future at a moderate rate. With residential growth distributed throughout the city and commercial and industrial growth expected to continue along the arterial routes, deteriorating levels of service are projected at various locations.

This Transportation Master Plan updates the City of Manchester Major Thoroughfare Plan and establishes a 20-year capital projects plan. The report identifies the need for improvements to existing roadways and the development of roadways on new alignments based on projected traffic conditions. This plan also updates the pedestrian facilities master plan documents for sidewalks, greenways, and bicycle routes.

The Major Thoroughfare Plan, Master Sidewalk Plan, Master Greenway Plan, and Master Bicycle Route Plan should be formally approved for adoption by the Planning Commission. The 20-year Capital Projects List should be approved and adopted by the Board of Mayor and Aldermen. Finally, the Major Thoroughfare Plan should be recorded with the register of deeds in Coffee County to ensure that future right-of-way needs are considered when affected property is under consideration for development.

This plan will be a first step in documenting the needs and establishing preliminary budgets for state-funded transportation improvements. As such, the Transportation Master Plan and supporting documentation will be provided to the TDOT for review and approval. Specifically, the Transportation Master Plan will be submitted to the South Central East RPO, of which the City of Manchester is a member.

In conclusion, the Transportation Master Plan should be reviewed periodically by the Planning Commission as projects are implemented. The plan should be reviewed every five years to assess existing traffic conditions and growth factors that could result in modification to the recommendations outlined in the master plan.

Appendix A

Roadway Inventory

Road	Segment	Functional Class	Speed Limit	# of Travel Lanes	Median Divided	Curb & Gutter	Paved Travel Width	Shoulder Width	Shoulder Type	On-street Parking	Sidewalks	Bike Lanes
AEDC Road	South City Limit to US Hwy 41	Minor Collector	35	2	No	No	24'	0-2'	Unpaved	No	No	No
Asbury Road	East City Limit to US Hwy 41	Minor Collector	45	2	No	No	20'	0-2'	Unpaved	No	No	No
Burger Drive	US Hwy 41 to Hunt Creek Rd	Major Collector	20	2	No	No	12-22'	0-2'	Unpaved	No	No	No
Campground Road	US Hwy 41 to Northern Terminus	---	30	2	No	No	20'	0'	Unpaved	No	No	No
Cat Creek Road	Southwest City Limit to Taylor St	Minor Collector	30	2	No	No	22'	0-2'	Unpaved	No	No	No
Century Street	Oakdale St to Spring St (S)	Minor Collector	NP	--	No	No	14-16'	0-2'	Unpaved	No	No	No
Clover Lane	Hwy 55 to US Hwy 41	Major Collector	30	2	No	No	20'	0-2'	Unpaved	No	No	No
Coffee Street (E)	Spring St (S) to Mill St	Major Collector	30	2	No	No	24-28'	0-2'	Paved	No	No	No
Coffee Street (E)	Mill St to SR 55 (McArthur St)	Major Collector	30	2	No	No	22'	0-2'	Unpaved	No	No	No
Coffee Street (W)	Oakdale St to Spring St (S)	Major Collector	30	2	No	Partial	22'	0-2'	Unpaved	No	Partial	No
Doak Road	Hills Chapel Rd to US Hwy 41	Major Collector	30	2	No	No	20'	0-2'	Unpaved	No	No	No
Elm Street	Spring St to Oakdale St	Major Collector	30	--	No	No	14-16'	0-2'	Unpaved	No	No	No
Expressway Drive	US Hwy 41 to Uselton Dr	Major Collector	20	2	No	No	22'	0-10'	Varies	No	No	No
Forrestwood Drive	Hills Chapel Rd to Skinner Flat Rd	---	30	2	No	No	20'	0-2'	Unpaved	No	No	No
Fort Street (E)	Spring St (N) to Waite St (N)	Major Collector	NP	2	No	Yes	28-42'	--	Paved	Yes	Yes	No
Fort Street (W)	US Hwy 41 to Spring St (N)	Major Collector	NP	2	No	No	20-30'	--	Paved	Yes	Yes	No
Hendrixson Drive	US Hwy 41 to SR 53 (Woodbury Hwy)	Major Collector	30	2	No	No	22'	0-2'	Varies	No	No	No
Hills Chapel Road	South City Limit to US Hwy 41	Minor Arterial	30	2	No	No	22'	0-2'	Unpaved	No	No	No
Hospitality Boulevard	Campground Rd to Northern Terminus	---	NP	2	Yes	Yes	36'	--	--	No	No	No
Hunt Creek Road	Hunt Creek Rd to Expressway Dr	Major Collector	30	2	No	No	22'	0-2'	Unpaved	No	No	No
Interstate 24	Southeast City Limit to NW City Limit	Interstate	70	4	Yes	No	40'	4' L, 12' R	Paved	No	N/A	N/A
Interstate Drive	SR 53 to SR 55	Minor Arterial	40	2	No	No	24'	2-8'	Unpaved	No	No	No
Irwin Street (N)	US Hwy 41 to US Hwy 41	Major Collector	NP	2	No	Partial	28-42'	--	Paved	Yes	Partial	No
Joe Hickerson Road	US Hwy 41 South to Southern Terminus	---	NP	2	No	No	18'	0-2'	Unpaved	No	No	No
Kennedy Drive	SR 55 (McArthur St) to Hills Chapel Rd	---	NP	2	No	No	20'	0-2'	Unpaved	No	No	No
Lowry Street	SR 55 (McArthur St) to Oak Dr	Major Collector	30	2	No	No	22'	0-2'	Unpaved	No	No	No
Madison Street	Parks St to US Hwy 41	Major Collector	30	2	No	No	18-20'	0-2'	Unpaved	No	No	No
Main Street (E)	Spring St (N) to Woodland St (N)	Major Collector	NP	2	No	No	24-30'	0-2'	Unpaved	No	No	No
Main Street (W)	Oakdale St to Spring St (N)	Major Collector	NP	2	No	Partial	28-42'	--	Paved	Yes	Yes	No
Maple Springs Road	SR 53 (Woodbury Hwy) to N City Limit	Minor Collector	NP	2	No	No	20'	0-2'	Unpaved	No	No	No
New Bushy Branch Road	SR 55 (McMinnville Hwy) to Bonnaroo	---	NP	2	No	No	20'	0-2'	Unpaved	No	No	No

Manchester Road Inventory

Road	Segment	Functional Class	Speed Limit	# of Travel Lanes	Median Divided	Curb & Gutter	Paved Travel Width	Shoulder Width	Shoulder Type	On-street Parking	Sidewalks	Bike Lanes
Oak Drive	Spring St (S) to SR 55 (McArthur St)	Major Collector	NP	2	No	No	20-26'	0-2'	Unpaved	No	No	No
Oak Drive	SR 55 (McArthur St) to Hills Chapel Rd	Major Collector	30	2	No	No	20-22'	0-2'	Unpaved	No	No	No
Oakdale Street	Elm St to Main St (W)	Major Collector	30	2	No	No	20-22'	0-2'	Unpaved	No	No	No
Parks Street	Spring St (S) to Madison St	Major Collector	NP	2	No	No	20'	0-2'	Unpaved	No	No	No
Powers Road	New Bushy Branch Rd to near Hillwood Dr	---	30	2	No	No	18-20'	0-2'	Unpaved	No	No	No
Ragsdale Road	SR 55 (McMinnville Hwy) to Wellington Dr	Major Collector	30	2	No	No	20-22'	0-2'	Unpaved	No	No	No
Ragsdale Road	Wellington Dr to East City Limit	Minor Collector	45	2	No	No	20-22'	0-2'	Unpaved	No	No	No
Skinner Flat Road	Scott Sweeney Dr to Southern Terminus	---	30	2	No	No	18-20'	0-2'	Unpaved	No	No	No
Spring Street (N)	US Hwy 41 to Fort St	Major Collector	NP	2	No	Partial	28-42'	--	Paved	Yes	Yes	No
Spring Street (S)	US Hwy 41 to Coffee St	Minor Arterial	30	2	No	Partial	22'	6'	Paved	No	Partial	No
Spring St / Old Tullahoma Hwy	Coffee St to South City Limit	Minor Arterial	45	2	No	No	22'	2'	Paved	No	No	No
SR 53 (Woodbury Hwy)	US Hwy 41 to Interstate 24	Minor Arterial	40	4	No	Yes	60'	0'	---	No	Yes	No
SR 53 (Woodbury Hwy)	Interstate 24 to North City Limit	Minor Arterial	45	4	No	Yes	60'	10'	Paved	No	No	No
SR 55 (McArthur Street)	Southwest City Limit to US Hwy 41	Principal Arterial	40	4	No	Yes	60'	0'	---	No	Yes	No
SR 55 (McMinnville Hwy)	US Hwy 41 to Near Hillcrest Rd	Principal Arterial	40	4	No	No	45'	0'	---	No	Yes	No
SR 55 (McMinnville Hwy)	Near Hillcrest Rd to Old Bushy Branch Rd	Principal Arterial	40	4	No	No	60'	6-8'	Paved	No	Partial	No
SR 55 (McMinnville Hwy)	Old Bushy Branch Rd to Interstate Dr	Principal Arterial	40	4	Yes	No	48'	0-12'	Paved	No	Partial	No
SR 55 (McMinnville Hwy)	Interstate Dr to City Limit	Principal Arterial	55	4	No	No	60'	10-12'	Paved	No	No	No
Taylor Street	Cat Creek Rd to Oakdale St	Minor Collector	NP	2	No	No	32'	0-2'	Paved	No	Partial	No
US Hwy 41	City Limit to Near Duck River	Major Collector	55	2	No	No	24'	8-10'	Paved	No	No	No
US Hwy 41	Near Duck River to Fairlane Dr	Major Collector	40	2	No	Yes	36'	10-12'	Paved	No	Partial	No
US Hwy 41	Fairlane Dr to Glenburg Dr	Minor Arterial	40	2	No	No	24'	5'	Paved	No	No	Yes
US Hwy 41	Glenburg Dr to Near North Irwin St	Minor Arterial	40	4	Yes	Curb Only	48'	2'	Paved	No	Yes	Shared
US Hwy 41	Near North Irwin St to SR 55	Minor Arterial	40	2	No	Curb Only	60'	10'	Paved	No	Yes	Yes
US Hwy 41	SR 55 to Near Joe Hickerson Rd	Minor Arterial	40	2	No	Curb Only	60'	10'	Paved	No	Yes	No
US Hwy 41	Near Joe Hickerson Rd to SE City Limit	Major Collector	55	2	No	No	24'	6-8'	Paved	No	No	No
Uselton Drive	US Hwy 41 to Expressway Dr	---	NP	2	No	No	24-32'	0-2'	Unpaved	No	No	No
Waite Street (N)	Fort St (E) to SR 55 (McMinnville Hwy)	Major Collector	30	2	No	No	20'	0-2'	Unpaved	No	Partial	No
Woodland Street (N)	US Hwy 41 to Fort St (E)	Major Collector	30	4	No	No	44'	0-2'	Unpaved	No	No	No
Woodland Street (N)	Fort St (E) to SR 53 (Woodbury Hwy)	Major Collector	30	2	No	No	20-22'	0-2'	Unpaved	No	No	No

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **AEDC Road**

Description: **From US Highway 41 to City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Asbury Road**

Description: **From East City Limit to US Highway 41**

Functional Class: **Major Collector**

Street: **Burger Road**

Description: **From US Highway 41 to Hunt Creek Road**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Campground Road**

Description: **From US Highway 41 to Northern Terminus**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Cat Creek Road**

Description: **From Southwest City Limit to Taylor Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Century Street**

Description: **From Oakdale Street to Spring Street (S)**

Functional Class: **Major Collector**

Street: **Clover Lane**

Description: **From Highway 55 to US Highway 41**

Functional Class: **Major Collector**

Street: **Coffee Street (E)**

Description: **From Spring Street (S) to Mill Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Coffee Street (E)**

Description: **From Mill Street to SR 55 (McArthur Street)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Coffee Street (W)**

Description: **From Oakdale Street to Spring Street (S)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Doak Road**

Description: **From Hills Chapel Road to US Highway 41**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Elm Street**

Description: **From Spring Street to Oakdale Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Expressway Drive**

Description: **From US Highway 41 to Uselton Drive**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Forrestwood Drive**

Description: **From Hills Chapel Road to Skinner Flat Road**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Fort Street (E)**

Description: **From Spring Street (N) to Waite Street (N)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street:	**Fort Street (W)**
Description:	**From US Highway 41 to Spring Street (N)**
Functional Class:	**Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Hendrixson Drive**

Description: **From US Highway 41 to SR 53 (Woodbury Highway)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Hills Chapel Road**

Description: **From South City Limit to US Highway 41**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Hospitality Boulevard**

Description: **From Campground Road to Northern Terminus**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Hunt Creek Road**

Description: **From Hunt Creek Road to Expressway Drive**

Functional Class: **Major Collector**

Street: **Interstate 24**

Description: **From Southeast City Limit to Northwest City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Interstate Drive**

Description: **From SR 53 (Woodbury Highway) to SR 55 (McMinnville Highway)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Irwin Street (N)**

Description: **From US Highway 41 to US Highway 41**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Joe Hickerson Road**

Description: **From US Highway 41 South to Southern Terminus**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Kennedy Drive**

Description: **From SR 55 (McArthur Street) to Hills Chapel Road**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Lowry Street**
Description: **From SR 55 (McArthur Street) to Oak Drive**
Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Madison Street**

Description: **From Parks Street to US Highway 41**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Main Street (E)**
Description: **From Spring Street (N) to Woodland Street (N)**
Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Main Street (W)**

Description: **From Oakdale Street to Spring Street (N)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Maple Springs Road**

Description: **From SR 53 (Woodbury Highway) to North City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **New Bushy Branch Road**

Description: **From SR 55 (McMinnville Highway) to Bonnaroo**

Functional Class: **Major Collector**

Street: **Oak Drive**

Description: **From Spring Street (S) to SR 55 (McArthur Street)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Oak Drive**

Description: **From SR 55 (McArthur Street) to Hills Chapel Road**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Oakdale Street**

Description: **From Elm Street to Main Street (W)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Parks Street**

Description: **From Spring Street (S) to Madison Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Powers Road**

Description: **From New Bushy Branch Road to near Hillwood Drive**

Functional Class: **Major Collector**

Street: **Ragsdale Road**

Description: **From SR 55 (McMinnville Highway) to Wellington Drive**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Ragsdale Road**

Description: **From Wellington Drive to East City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Skinner Flat Road**

Description: **From Scott Sweeney Drive to Southern Terminus**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Spring Street (N)**

Description: **From US Highway 41 to Fort Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Spring Street (S)**

Description: **From US Highway 41 to Coffee Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Spring Street (S)**

Description: **From Coffee Street to South City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **SR 53 (Woodbury Highway)**

Description: **From US Highway 41 to Interstate 24**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **SR 53 (Woodbury Highway)**

Description: **From Interstate 24 to North City Limit**

Functional Class: **Major Collector**

Street: **SR 55 (McArthur Street)**

Description: **From Southwest City Limit to US Highway 41**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **SR 55 (McMinnville Highway)**

Description: **From US Highway 41 to Northeast City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Taylor Street**

Description: **From Cat Creek Road to Oakdale Street**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **US Highway 41**

Description: **From City Limit to near Duck River**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **US Highway 41**

Description: **From near Duck River to Fairlane Drive**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **US Highway 41**

Description: **From Fairlane Drive to Glenburg Drive**

Functional Class: **Major Collector**

Street: **US Highway 41**

Description: **From Glenburg Drive to near North Irwin Street**

Functional Class: **Major Collector**

Street: **US Highway 41**

Description: **From near North Irwin Street to SR 55**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **US Highway 41**

Description: **From SR 55 to near Joe Hickerson Road**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **US Highway 41**

Description: **From near Joe Hickerson Road to Southeast City Limit**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Uselton Drive**

Description: **From US Highway 41 to Expressway Drive**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Waite Street (N)**

Description: **From Fort Street (E) to SR 55 (McMinnville Highway)**

Functional Class: **Major Collector**

Roadway Inventory Photos

2018 Manchester Transportation Master Plan

Street: **Woodland Street (N)**

Description: **From US Highway 41 to SR 53 (Woodbury Highway)**

Functional Class: **Major Collector**

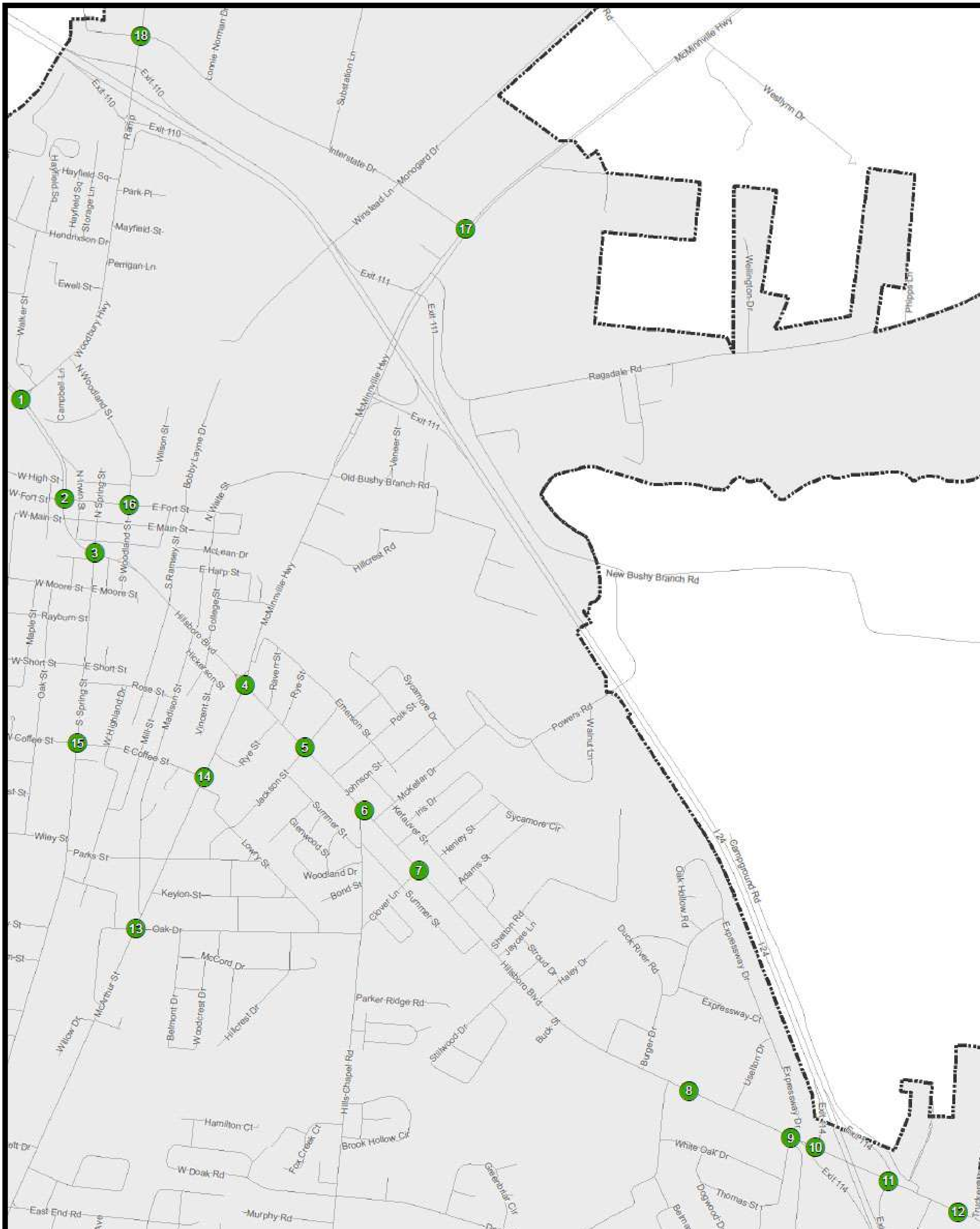
Appendix B

Traffic Signal Inventory Data

Manchester Transportation Master Plan

List of Traffic Signals

1. Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)
2. Murfreesboro Highway (US 41) & West Fort Street
3. Hillsboro Boulevard (US 41) & South Spring Street
4. Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)
5. Hillsboro Boulevard (US 41) & Jackson Street
6. Hillsboro Boulevard (US 41) & Hills Chapel Road
7. Hillsboro Boulevard (US 41) & Clover Lane
8. Hillsboro Boulevard (US 41) & Manchester Shopping Center
9. Hillsboro Boulevard (US 41) & Expressway Drive
10. Hillsboro Boulevard (US 41) & Eastbound Ramps
11. Hillsboro Boulevard (US 41) & Westbound Ramps
12. Hillsboro Boulevard (US 41) & Walmart Access
13. McArthur Street (SR 55) & Oak Drive
14. McArthur Street (SR 55) & East Coffee Street
15. South Spring Street & Coffee Street
16. Woodland Street & East Fort Street
17. McMinnville Highway (SR 55) & Interstate Drive
18. Woodbury Highway (SR 53) & Interstate Drive / Paradise Street


1
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18
Lonnie Norman Dr
Substation Ln
McMinnville Hwy
Westlynn Dr
Exit 110
Ramp
Interstate Dr
Monogard Dr
Winstead Ln
Hayfield Sq
Park Pl
Storage Ln
Mayfield St
Hendrixson Dr
Perrigan Ln
Ewell St
Exit 111
Wellington Dr
Phipps Dr
Walker St
Woodbury Hwy
N Woodland St
Campbell Ln
Ragsdale Rd
Veneer St
Wilson St
Bobby Layne Dr
W High St
W Fort St
N Irwin St
N Spring St
E Fort St
N Waite St
Old Bushy Branch Rd
W Main St
E Main St
McLean Dr
S Woodland St
S Ramsey St
E Harp St
Hillcrest Rd
New Bushy Branch Rd
W Moore St
E Moore St
College St
Raybum St
Maple St
Hillsboro Blvd
W Short St
E Short St
Hickerson St
Raven St
Rye St
Sycamore Dr
Rose St
Oak St
S Spring St
W Highland Dr
Mill St
Madison St
Vincent St
Emerson St
Polk St
Powers Rd
Walnut Ln
Coffee St
E Coffee St
Johnson St
McKellar Dr
Jackson St
Summer St
Kefauver St
Iris Dr
Sycamore Cir
Glenwood St
Henley St
Wiley St
Parks St
Lowry St
Woodland Dr
Adams St
Bond St
I-24
Campground Rd
Oak Hollow Rd
Keylon St
Clover Ln
Oak Dr
Shelton Rd
Jaycee Ln
Stroud Dr
Duck River Rd
Expressway Dr
McCord Dr
Haley Dr
McArthur St
Parker Ridge Rd
Expressway Cir
Belmont Dr
Woodcrest Dr
Hillcrest Dr
Willow Dr
Stillwood Dr
Buck St
Burger Dr
Uselton Dr
Hills Chapel Rd
Hamilton Ct
Fox Creek Ct
Brook Hollow Cir
White Oak Dr
Exit 114
W Doak Rd
Greenbriar Cir
Dogwood Dr
Thomas St
East End Rd
Murphy Rd

Traffic Signal #1

Murfreesboro Highway (US 41) &
Woodbury Highway (SR 53)

CITY OF MANCHESTER
SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

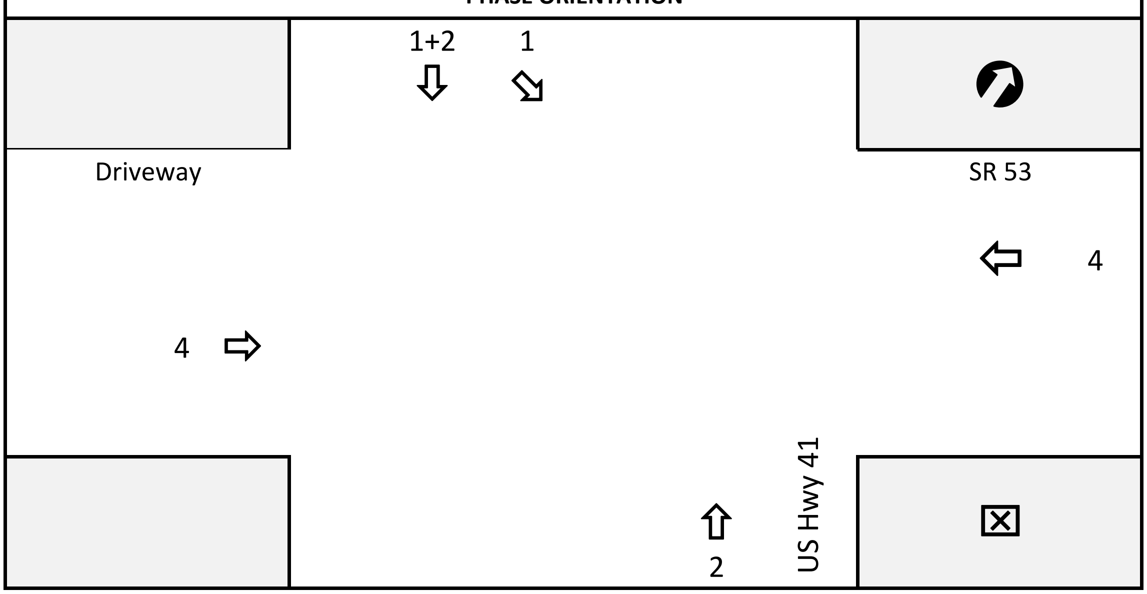
ID # 1
LOCATION: Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 4 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	5.0	10.0		8.0				
PASSAGE TIME	4.0	5.0		4.0				
YELLOW CHANGE INTERVAL	4.0	4.0		4.0				
RED CLEAR INTERVAL	1.0	2.0		2.0				
WALK INTERVAL								
PED CLEARANCE								
MAX 1	15	50		20				
MAX 2								
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X						
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X		X				

PHASE ORIENTATION



ID Number: **#1**

Intersection: **Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)**

Street: **Murfreesboro Highway (US 41)**

Direction: **Northwestbound**

Street: **Murfreesboro Highway (US 41)**

Direction: **Southeastbound**

ID Number: **#1**

Intersection: **Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)**

Street: **Woodbury Highway (SR 53)**

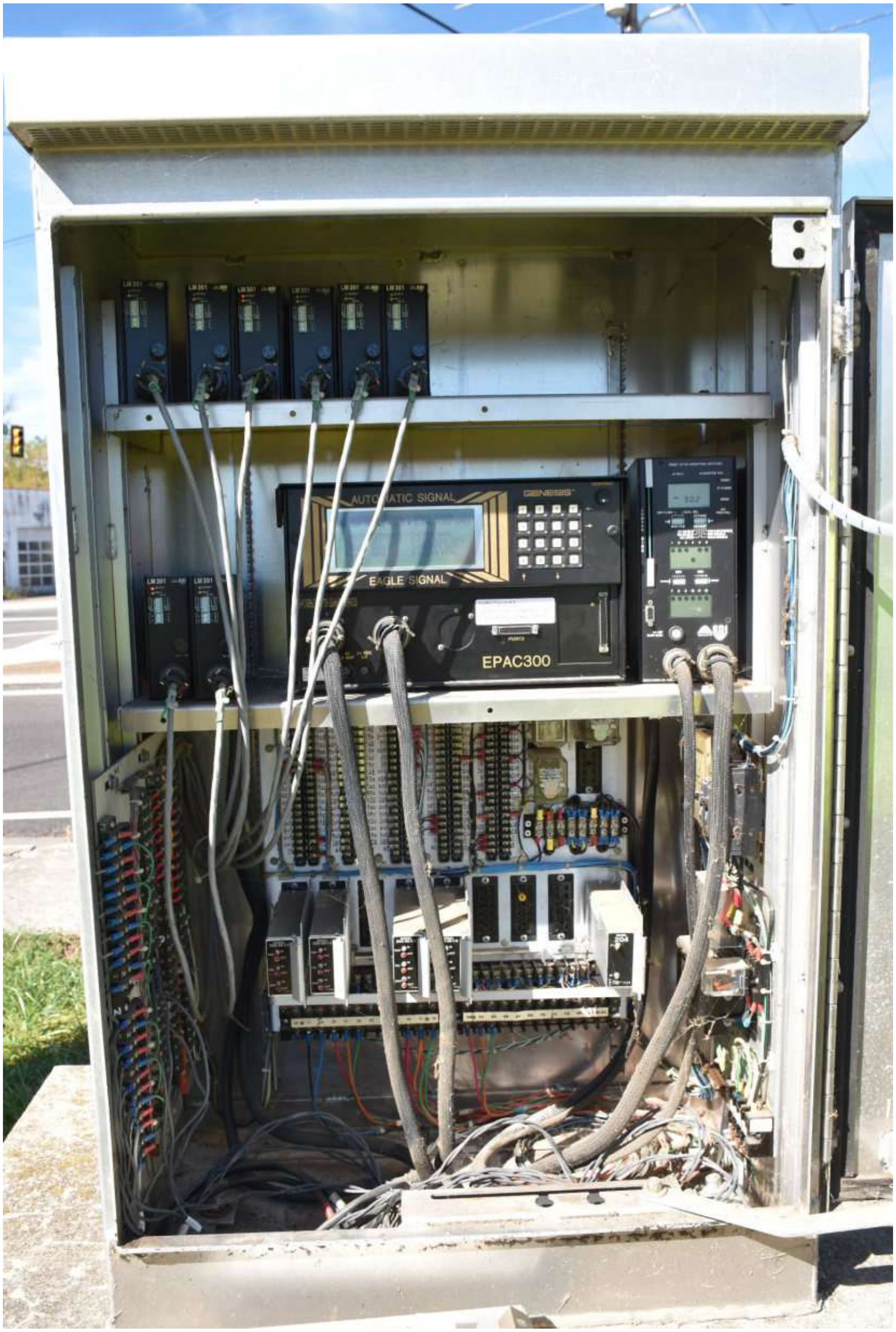
Direction: **Southwestbound**

Street: **Driveway**

Direction: **Northwestbound**

ID Number: **#1**

Intersection: **Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)**



Location: **Controller Cabinet Photo**

ID Number: **#1**

Intersection: **Murfreesboro Highway (US 41) & Woodbury Highway (SR 53)**

Location: **Controller Cabinet Door Photo**

<u>Traffic Signal #2</u>

Murfreesboro Highway (US 41) & West Fort Street

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

ID # 2

LOCATION: Murfreesboro Highway (US 41) & West Fort Street

DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)

SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)

CABINET MOUNTING: Pad (Pad or Pole Mount)

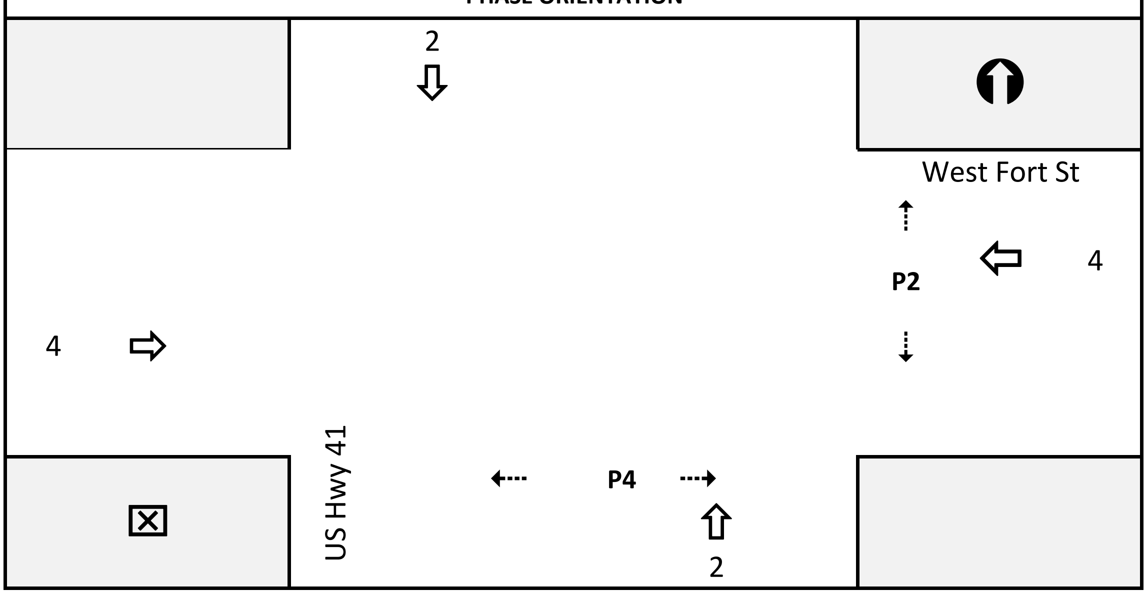
CABINET - # OF PHASES: 4 (4 or 8)

CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN		10.0		10.0				
PASSAGE TIME		1.5		3.0				
YELLOW CHANGE INTERVAL		4.0		4.0				
RED CLEAR INTERVAL		2.0		2.0				
WALK INTERVAL		8		8				
PED CLEARANCE		18		20				
MAX 1		50		20				
MAX 2		50		50				
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X						
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK		X		X				

PHASE ORIENTATION



ID Number: **#2**

Intersection: **Murfreesboro Highway (US 41) & West Fort Street**

Street: **Murfreesboro Highway (US 41)**

Direction: **Northbound**

Street: **Murfreesboro Highway (US 41)**

Direction: **Southbound**

ID Number: **#2**

Intersection: **Murfreesboro Highway (US 41) & West Fort Street**

Street: **West Fort Street**

Direction: **Eastbound**

Street: **West Fort Street**

Direction: **Westbound**

ID Number: **#2**

Intersection: **Murfreesboro Highway (US 41) & West Fort Street**

Location: **Controller Cabinet Photo**

ID Number: **#2**

Intersection: **Murfreesboro Highway (US 41) & West Fort Street**

Location: **Controller Cabinet Door Photo**

<u>Traffic Signal #3</u>

Hillsboro Boulevard (US 41) & South Spring Street

CITY OF MANCHESTER
SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

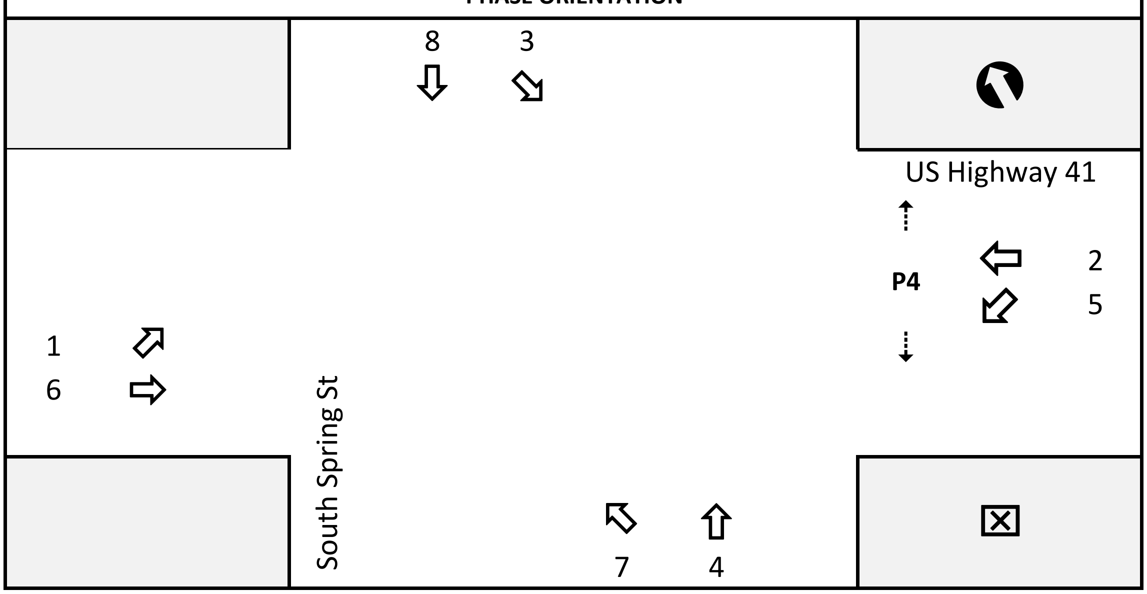
ID # 3
LOCATION: Hillsboro Boulevard (US 41) & South Spring Street
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	6.0	10.0	6.0	8.0	6.0	10.0	6.0	8.0
PASSAGE TIME	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
WALK INTERVAL				10				
PED CLEARANCE				10				
MAX 1	10	50	15	15	10	50	15	15
MAX 2	30	50	30	50	30	50	30	50
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X	X	X	X	X	X	X

PHASE ORIENTATION



ID Number: **#3**

Intersection: **Hillsboro Boulevard (US 41) & South Spring Street**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Westbound**

ID Number: **#3**

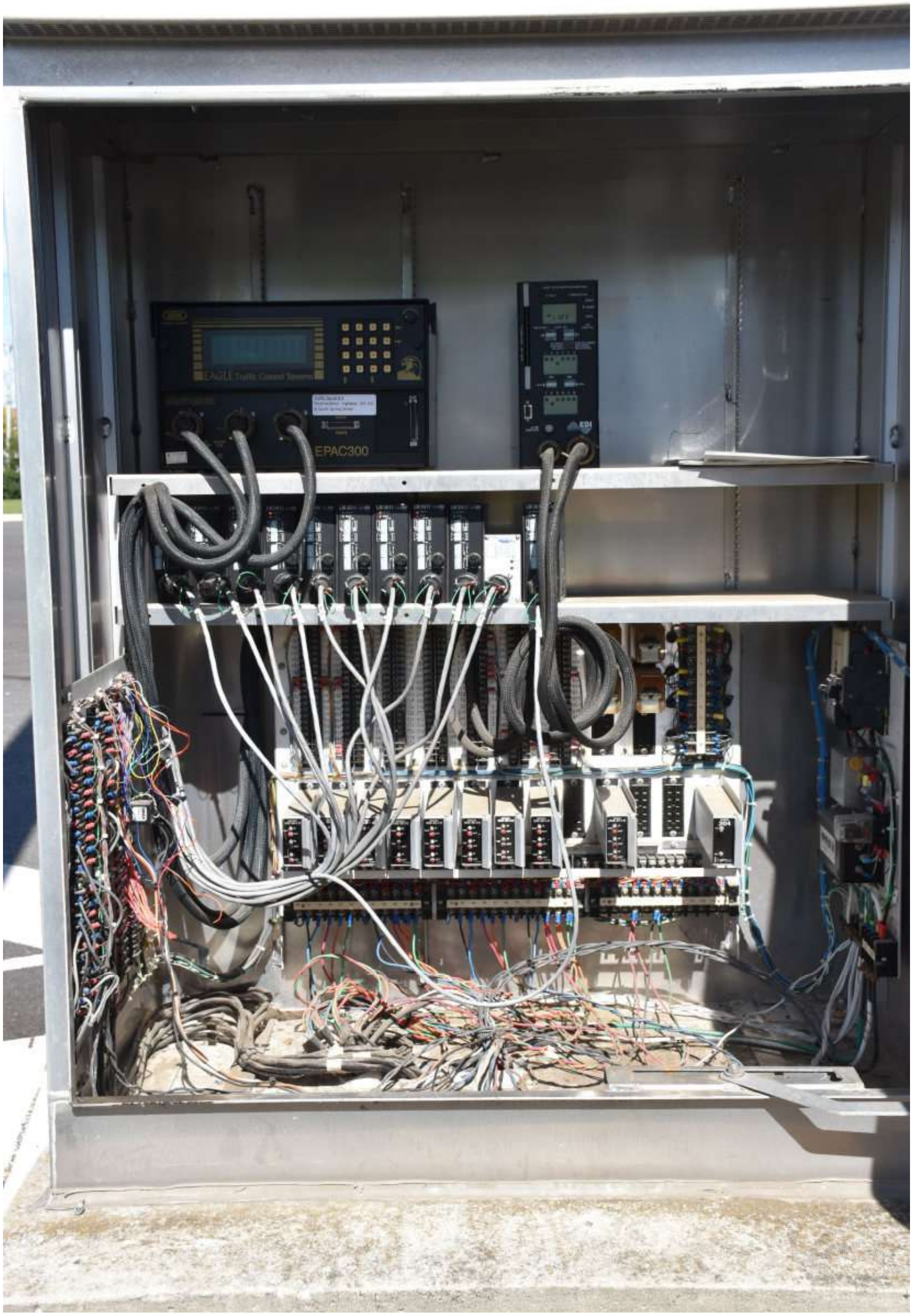
Intersection: **Hillsboro Boulevard (US 41) & South Spring Street**

Street: **South Spring Street**
Direction: **Northbound**

Street: **South Spring Street**
Direction: **Southbound**

ID Number: **#3**

Intersection: **Hillsboro Boulevard (US 41) & South Spring Street**



Location: **Controller Cabinet Photo**

ID Number: **#3**

Intersection: **Hillsboro Boulevard (US 41) & South Spring Street**

Location: **Controller Cabinet Door Photo**

Traffic Signal #4

Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)

CITY OF MANCHESTER
SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

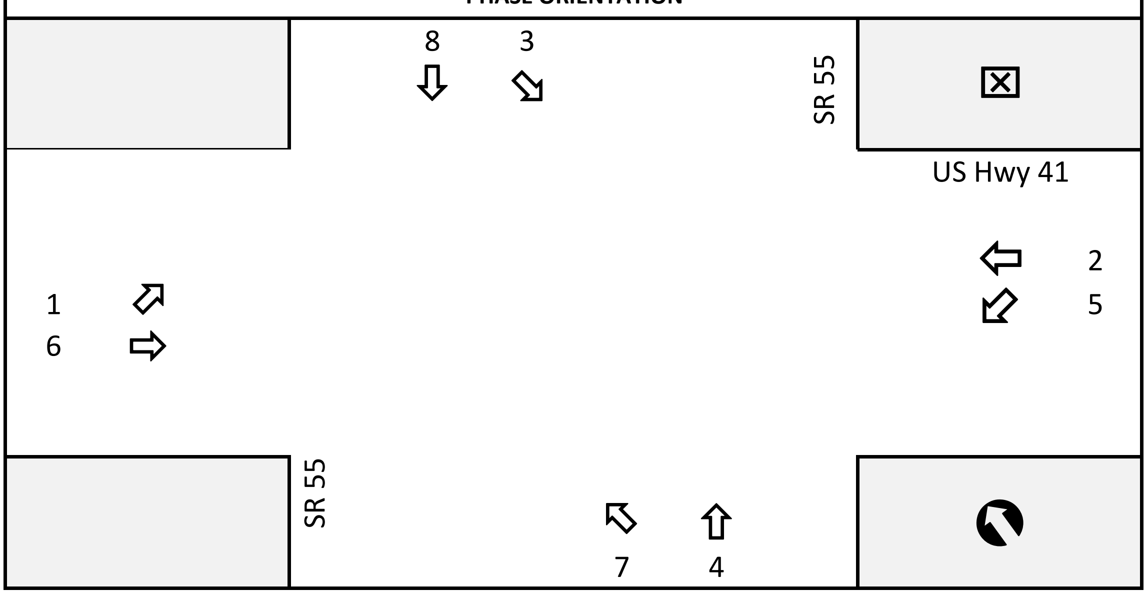
ID # 4
LOCATION: Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	8.0	15.0	8.0	8.0	8.0	15.0	8.0	8.0
PASSAGE TIME	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
WALK INTERVAL								
PED CLEARANCE								
MAX 1	25	45	25	40	25	45	30	40
MAX 2	30	50	30	50	30	50	30	50
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X		X	X	X		X	X

PHASE ORIENTATION



ID Number: **#4**

Intersection: **Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)**

Street: **McMinnville Highway (SR 55)**

Direction: **Northbound**

Street: **McMinnville Highway (SR 55)**

Direction: **Southbound**

ID Number: **#4**

Intersection: **Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)**

Street: **Hillsboro Boulevard (US 41)**

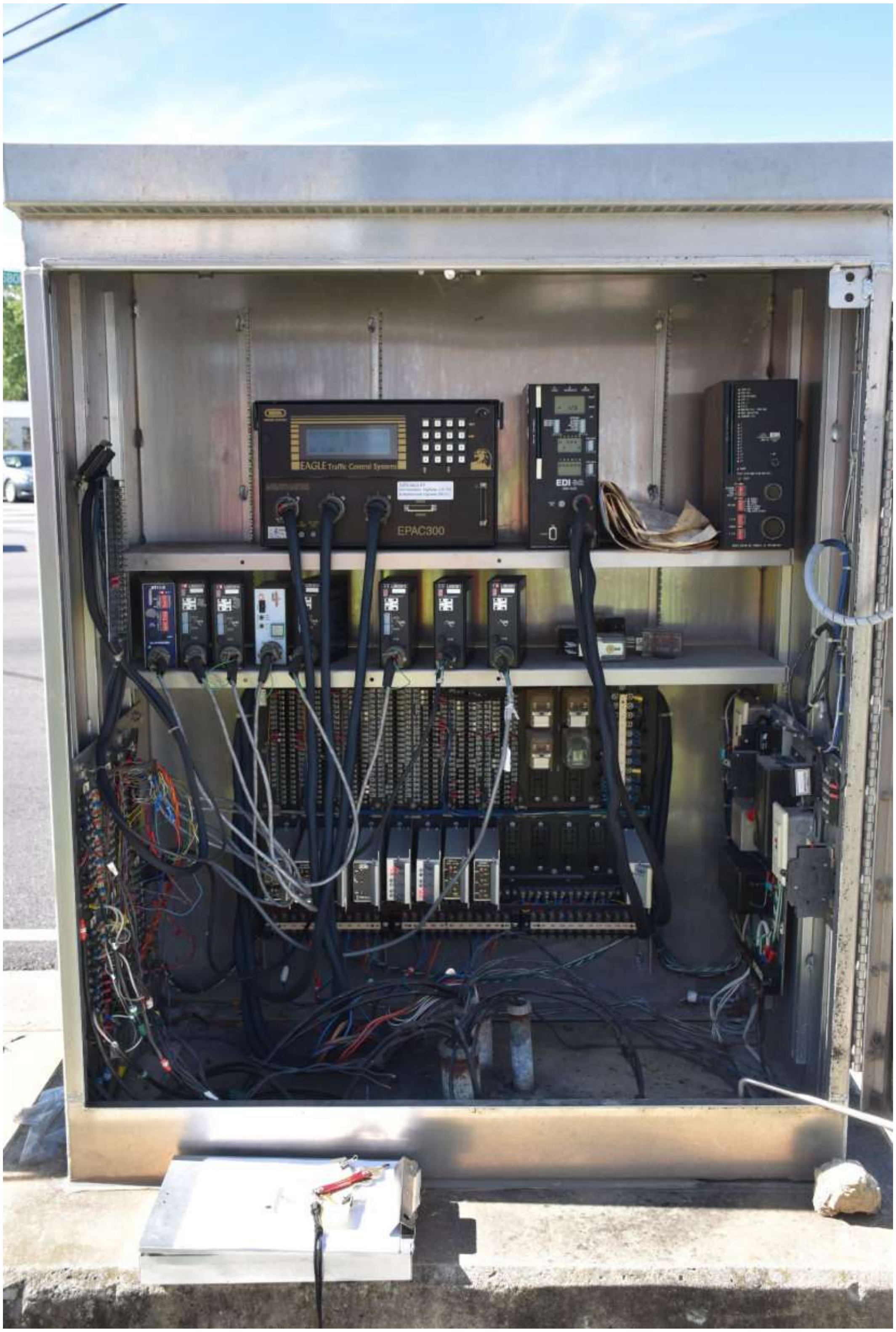
Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Westbound**

ID Number: **#4**

Intersection: **Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)**



Location: **Controller Cabinet Photo**

ID Number: **#4**

Intersection: **Hillsboro Boulevard (US 41) & McMinnville Highway (SR 55)**

Location: **Controller Cabinet Door Photo**

Traffic Signal #5

Hillsboro Boulevard (US 41) & Jackson Street

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

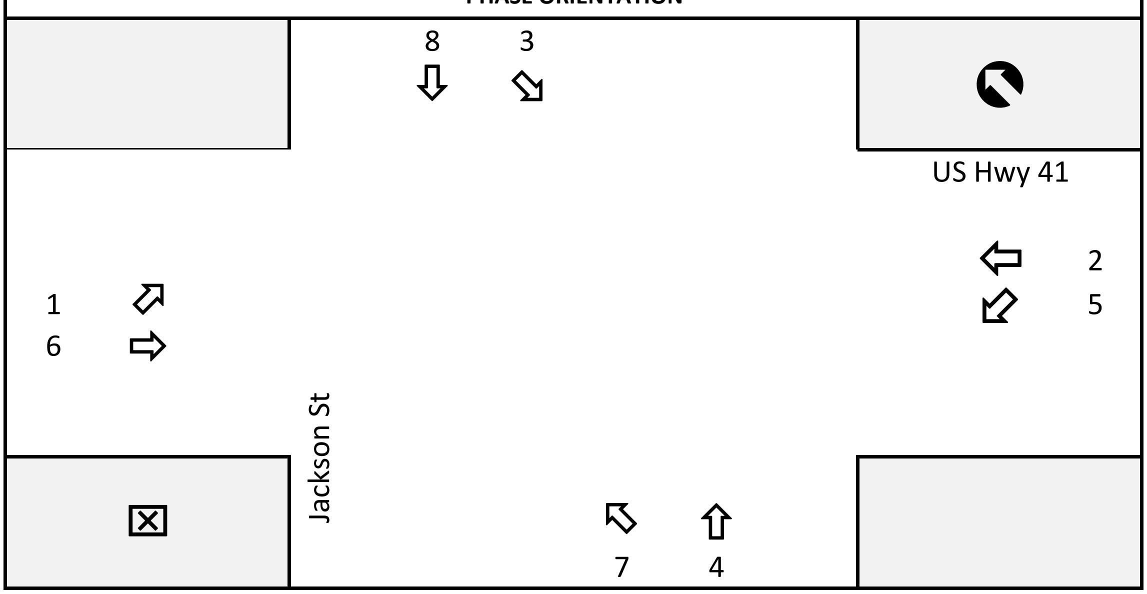
ID # 5
LOCATION: Hillsboro Boulevard (US 41) & Jackson Street
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Wood (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	5.0	15.0	5.0	5.0	5.0	15.0	5.0	5.0
PASSAGE TIME	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
WALK INTERVAL								
PED CLEARANCE								
MAX 1	10	40	10	15	10	40	10	15
MAX 2	30	50	30	50	30	50	30	50
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL								
MAX RECALL		X				X		
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X	X	X	X	X	X	X

PHASE ORIENTATION



ID Number: **#5**

Intersection: **Hillsboro Boulevard (US 41) & Jackson Street**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Westbound**

ID Number: **#5**

Intersection: **Hillsboro Boulevard (US 41) & Jackson Street**

Street: **Jackson Street**

Direction: **Northbound**

Street: **Jackson Street**

Direction: **Southbound**

ID Number: **#5**

Intersection: **Hillsboro Boulevard (US 41) & Jackson Street**

Location: **Controller Cabinet Photo**

ID Number: **#5**

Intersection: **Hillsboro Boulevard (US 41) & Jackson Street**

Location: **Controller Cabinet Door Photo**

Traffic Signal #6

Hillsboro Boulevard (US 41) & Hills Chapel Road

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

ID # 6

LOCATION: Hillsboro Boulevard (US 41) & Hills Chapel Road

DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Mast Arm (Span Wire or Mast Arm)

SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)

CABINET MOUNTING: Pad (Pad or Pole Mount)

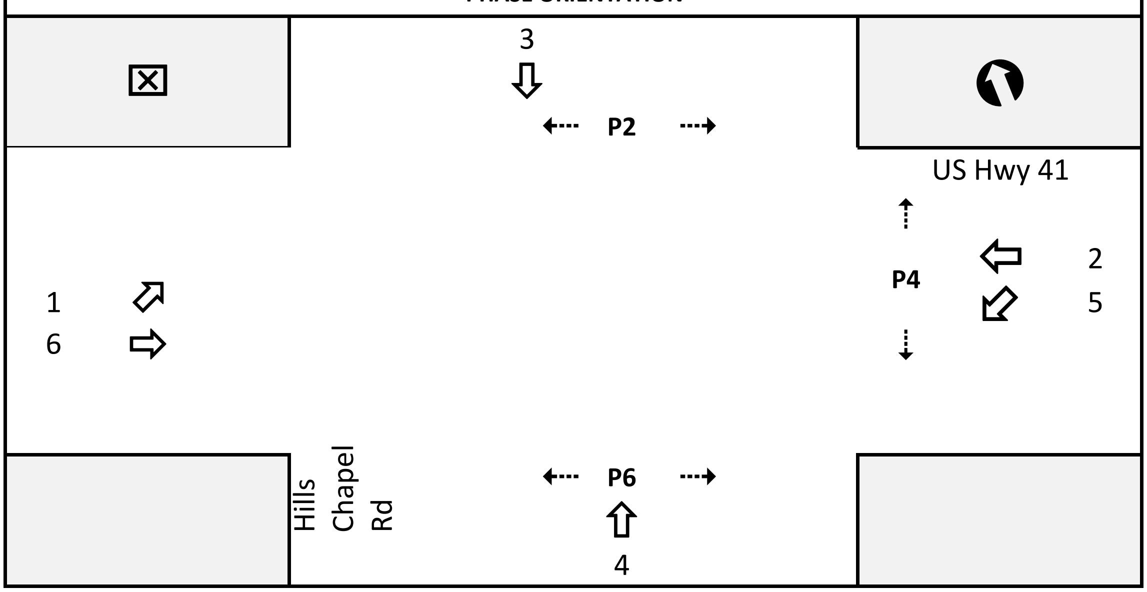
CABINET - # OF PHASES: 8 (4 or 8)

CONTROLLER MAKE/MODEL Eagle ATC

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	10.0	20.0	10.0	10.0	10.0	20.0		
PASSAGE TIME	2.0	5.0	5.0	5.0	2.0	5.0		
YELLOW CHANGE INTERVAL	3.0	4.0	4.0	4.0	3.0	4.0		
RED CLEAR INTERVAL	1.0	2.0	2.0	2.0	1.0	2.0		
WALK INTERVAL		7		7		7		
PED CLEARANCE		12		15		20		
MAX 1	15	65	25	25	15	65		
MAX 2	30	50	30	50	30	50		
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X		X	X	X			

PHASE ORIENTATION



ID Number: **#6**

Intersection: **Hillsboro Boulevard (US 41) & Hills Chapel Road**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Westbound**

ID Number: **#6**

Intersection: **Hillsboro Boulevard (US 41) & Hills Chapel Road**

Street: **Hills Chapel Road**

Direction: **Northbound**

Street: **Bank Driveway**

Direction: **Southbound**

ID Number: **#6**

Intersection: **Hillsboro Boulevard (US 41) & Hills Chapel Road**

Location: **Controller Cabinet Photo**

ID Number: **#6**

Intersection: **Hillsboro Boulevard (US 41) & Hills Chapel Road**

Location: **Controller Cabinet Door Photo**

Traffic Signal #7

Hillsboro Boulevard (US 41) & Clover Lane

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

ID # 7

LOCATION: Hillsboro Boulevard (US 41) & Clover Lane

DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Mast Arms and 1 Pedestal Pole (Span Wire or Mast Arm)

SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)

CABINET MOUNTING: Pad (Pad or Pole Mount)

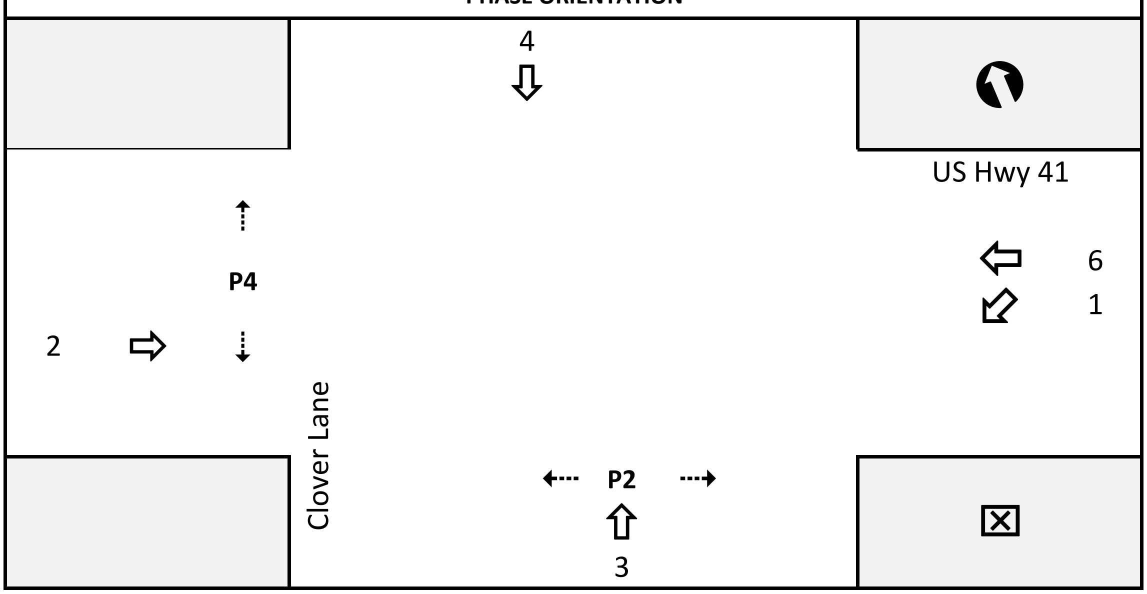
CABINET - # OF PHASES: 8 (4 or 8)

CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	10.0	15.0	10.0	8.0		15.0		
PASSAGE TIME	4.0	6.0	4.0	5.0		6.0		
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0		4.0		
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0		1.0		
WALK INTERVAL		7		12				
PED CLEARANCE		8		18				
MAX 1	20	60	25	15		60		
MAX 2	30	50	30	50	30	50		
TIME BEFORE REDUCT.					8			
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X		X	X				

PHASE ORIENTATION



ID Number: **#7**

Intersection: **Hillsboro Boulevard (US 41) & Clover Lane**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Westbound**

ID Number: **#7**

Intersection: **Hillsboro Boulevard (US 41) & Clover Lane**

Street: **Clover Lane**

Direction: **Northbound**

Street: **Driveway**

Direction: **Southbound**

ID Number: **#7**

Intersection: **Hillsboro Boulevard (US 41) & Clover Lane**

Location: **Controller Cabinet Photo**

ID Number: **#7**

Intersection: **Hillsboro Boulevard (US 41) & Clover Lane**

Location: **Controller Cabinet Door Photo**

Traffic Signal #8

Hillsboro Boulevard (US 41) & Manchester Shopping Center

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

ID # 8

LOCATION: Hillsboro Boulevard (US 41) & Manchester Shopping Center

DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)

SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)

CABINET MOUNTING: Pole (Pad or Pole Mount)

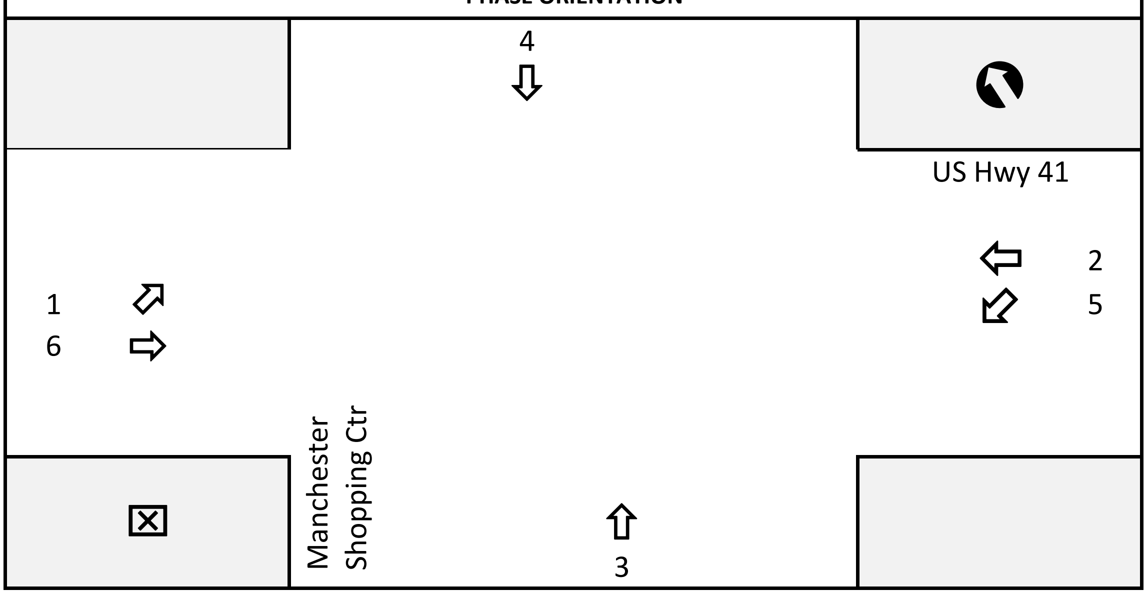
CABINET - # OF PHASES: 8 (4 or 8)

CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	8.0	15.0	5.0	5.0	8.0	15.0		
PASSAGE TIME	3.0	5.0	3.0	3.0	3.0	5.0		
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0		
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0	1.0	1.0		
WALK INTERVAL								
PED CLEARANCE								
MAX 1	15	60	20	20	15	60		
MAX 2								
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X		X	X	X			

PHASE ORIENTATION



ID Number: **#8**

Intersection: **Hillsboro Boulevard (US 41) & Manchester Shopping Center**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Westbound**

ID Number: **#8**

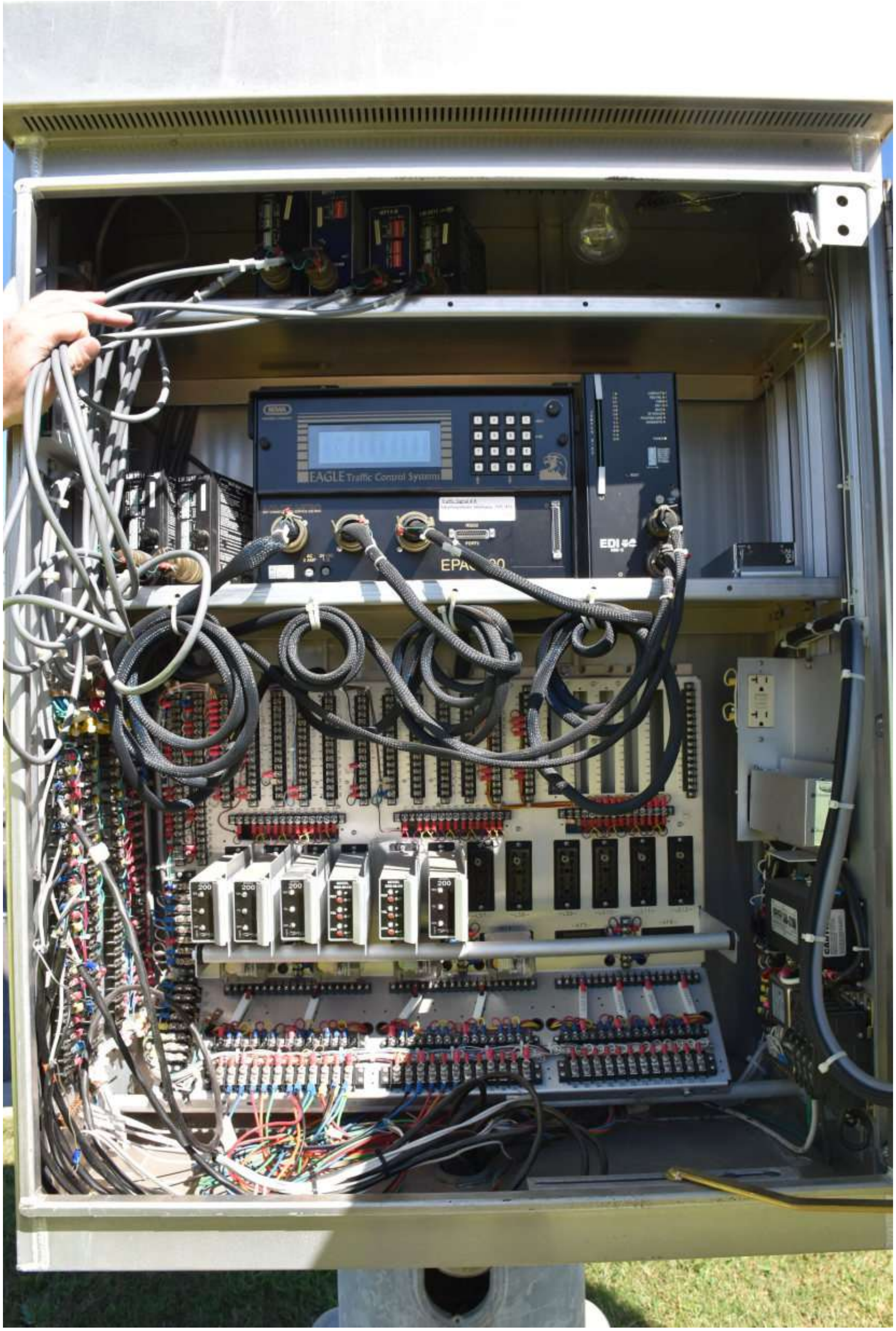
Intersection: **Hillsboro Boulevard (US 41) & Manchester Shopping Center**

Street: **Driveway (KFC)**
Direction: **Northbound**

Street: **Driveway (Zaxby's)**
Direction: **Southbound**

ID Number: **#8**

Intersection: **Hillsboro Boulevard (US 41) & Manchester Shopping Center**



Location: **Controller Cabinet Photo**

ID Number: **#8**

Intersection: **Hillsboro Boulevard (US 41) & Manchester Shopping Center**

Location: **Controller Cabinet Door Photo**

Traffic Signal #9

Hillsboro Boulevard (US 41) & Expressway Drive

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

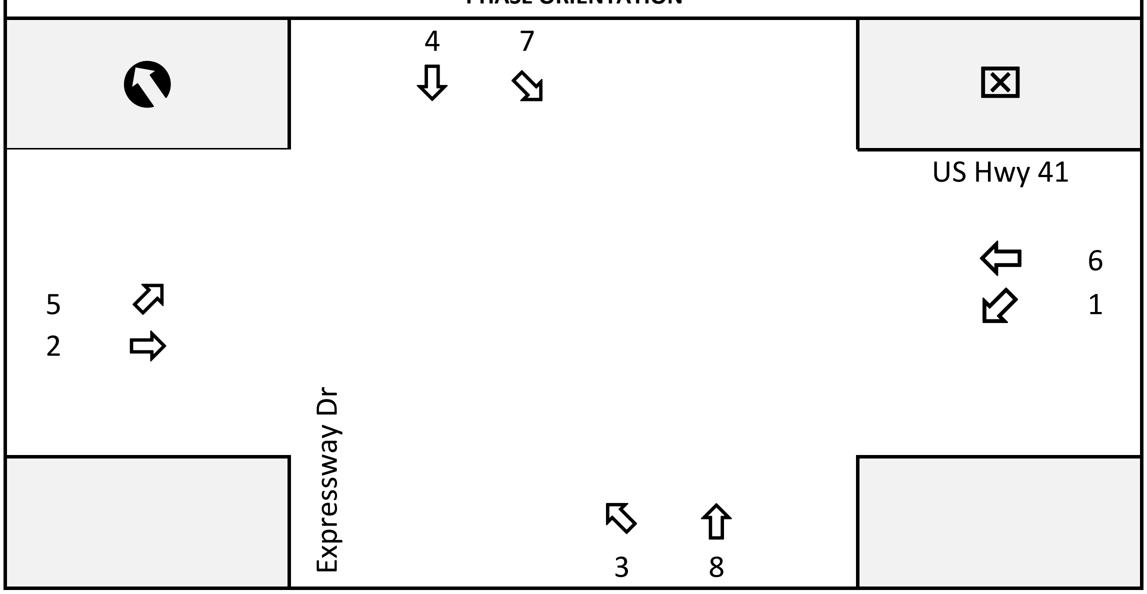
ID # 9
LOCATION: Hillsboro Boulevard (US 41) & Expressway Drive
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	4.0	10.0	5.0	6.0	4.0	10.0	5.0	6.0
PASSAGE TIME	2.0	6.0	3.0	4.0	2.0	6.0	3.0	4.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	2.0	1.0	1.5	1.0	2.0	1.0	1.5
WALK INTERVAL								
PED CLEARANCE								
MAX 1	15	60	15	20	10	60	15	20
MAX 2	15	90	15	35	10	90	15	35
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X	X	X	X	X	X	X

PHASE ORIENTATION



ID Number: **#9**

Intersection: **Hillsboro Boulevard (US 41) & Expressway Drive**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Westbound**

ID Number: **#9**

Intersection: **Hillsboro Boulevard (US 41) & Expressway Drive**

Street: **Expressway Drive**
Direction: **Northbound**

Street: **Expressway Drive**
Direction: **Southbound**

ID Number: **#9**

Intersection: **Hillsboro Boulevard (US 41) & Expressway Drive**

Location: **Controller Cabinet Photo**

ID Number: **#9**

Intersection: **Hillsboro Boulevard (US 41) & Expressway Drive**

Location: **Controller Cabinet Door Photo**

Traffic Signal #10

Hillsboro Boulevard (US 41) & Eastbound Ramps

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

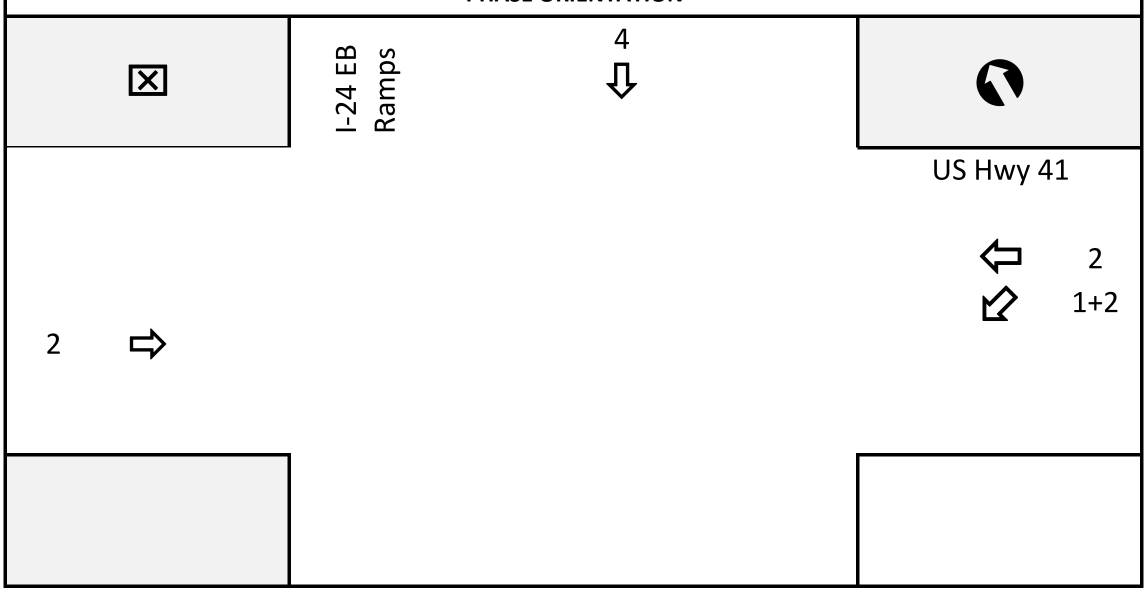
ID # 10
LOCATION: Hillsboro Boulevard (US 41) & Eastbound Ramps
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Wood (Steel/Wood, Etc)
CABINET MOUNTING: Pole (Pad or Pole Mount)
CABINET - # OF PHASES: 4 (4 or 8)
CONTROLLER MAKE/MODEL Peek 3000

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	5.0	10.0		5.0				
PASSAGE TIME	4.0	5.0		4.0				
YELLOW CHANGE INTERVAL	4.0	4.0		4.0				
RED CLEAR INTERVAL	1.0	1.0		1.0				
WALK INTERVAL								
PED CLEARANCE								
MAX 1	25	45		60				
MAX 2	25	70		60				
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X						
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X			X				

PHASE ORIENTATION



ID Number: **#10**

Intersection: **Hillsboro Boulevard (US 41) & Eastbound Ramps**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Westbound**

ID Number: **#10**

Intersection: **Hillsboro Boulevard (US 41) & Eastbound Ramps**

Street: **Eastbound I-24 Off Ramp**

Direction: **Southbound**

Street:

Direction:

ID Number: **#10**

Intersection: **Hillsboro Boulevard (US 41) & Eastbound Ramps**

Location: **Controller Cabinet Photo**

ID Number: **#10**

Intersection: **Hillsboro Boulevard (US 41) & Eastbound Ramps**

Location: **Controller Cabinet Door Photo**

Traffic Signal #11

Hillsboro Boulevard (US 41) & Westbound Ramps

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

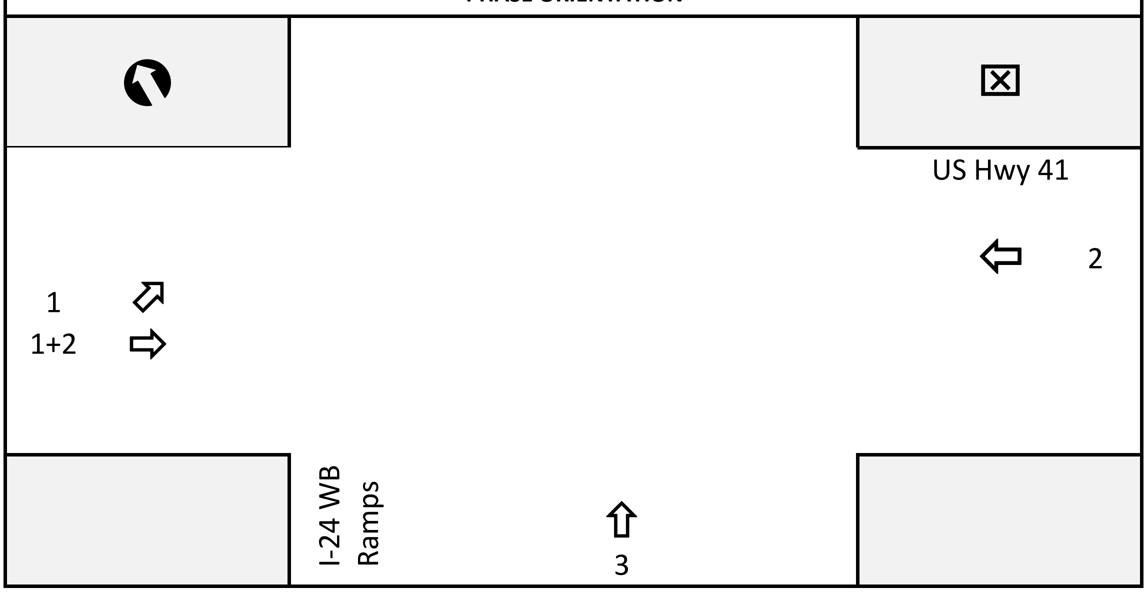
ID # 11
LOCATION: Hillsboro Boulevard (US 41) & Westbound Ramps
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Wood (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 4 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	4.0	20.0	6.0					
PASSAGE TIME	1.5	6.0	1.0					
YELLOW CHANGE INTERVAL	4.0	4.5	4.0					
RED CLEAR INTERVAL	1.0	2.0	2.0					
WALK INTERVAL								
PED CLEARANCE								
MAX 1	15	60	25					
MAX 2	15	90	30					
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X						
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X		X					

PHASE ORIENTATION



ID Number: **#11**

Intersection: **Hillsboro Boulevard (US 41) & Westbound Ramps**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**

Direction: **Westbound**

ID Number: **#11**

Intersection: **Hillsboro Boulevard (US 41) & Westbound Ramps**

Street: **Westbound I-24 Off Ramp**

Direction: **Northbound**

Street:

Direction:

ID Number: **#11**

Intersection: **Hillsboro Boulevard (US 41) & Westbound Ramps**

Location: **Controller Cabinet Photo**

ID Number: **#11**

Intersection: **Hillsboro Boulevard (US 41) & Westbound Ramps**

Location: **Controller Cabinet Door Photo**

Traffic Signal #12

Hillsboro Boulevard (US 41) & Walmart Access

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

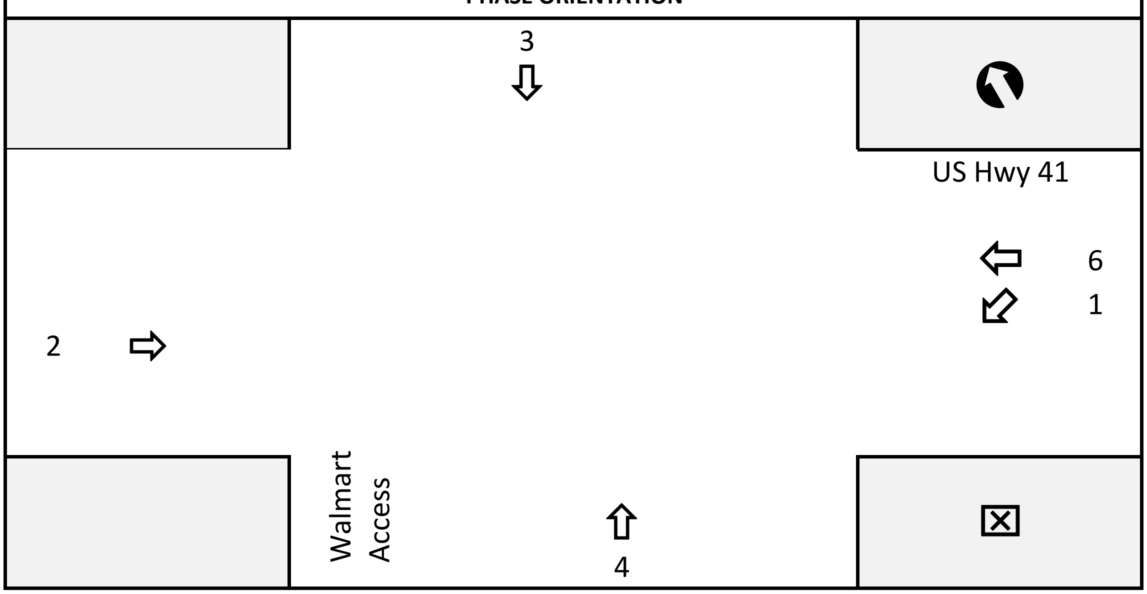
ID #	12
LOCATION:	Hillsboro Boulevard (US 41) & Walmart Access
DATE:	10/12/2018

SIGNAL SUPPORT TYPE:	Span Wire	(Span Wire or Mast Arm)
SIGNAL POLE MATERIAL:	Steel	(Steel/Wood, Etc)
CABINET MOUNTING:	Pad	(Pad or Pole Mount)
CABINET - # OF PHASES:	8	(4 or 8)
CONTROLLER MAKE/MODEL	Eagle EPAC 300	

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	10.0	15.0	10.0	15.0		15.0		
PASSAGE TIME	3.0	5.0	3.0	4.0		5.0		
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0		4.0		
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0		1.0		
WALK INTERVAL								
PED CLEARANCE								
MAX 1	25	45	20	30		45		
MAX 2	25	60	20	30		60		
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL								
MAX RECALL		X				X		
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X	X	X		X		

PHASE ORIENTATION



ID Number: **#12**

Intersection: **Hillsboro Boulevard (US 41) & Walmart Access**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Eastbound**

Street: **Hillsboro Boulevard (US 41)**
Direction: **Westbound**

ID Number: **#12**

Intersection: **Hillsboro Boulevard (US 41) & Walmart Access**

Street: **Walmart Access**

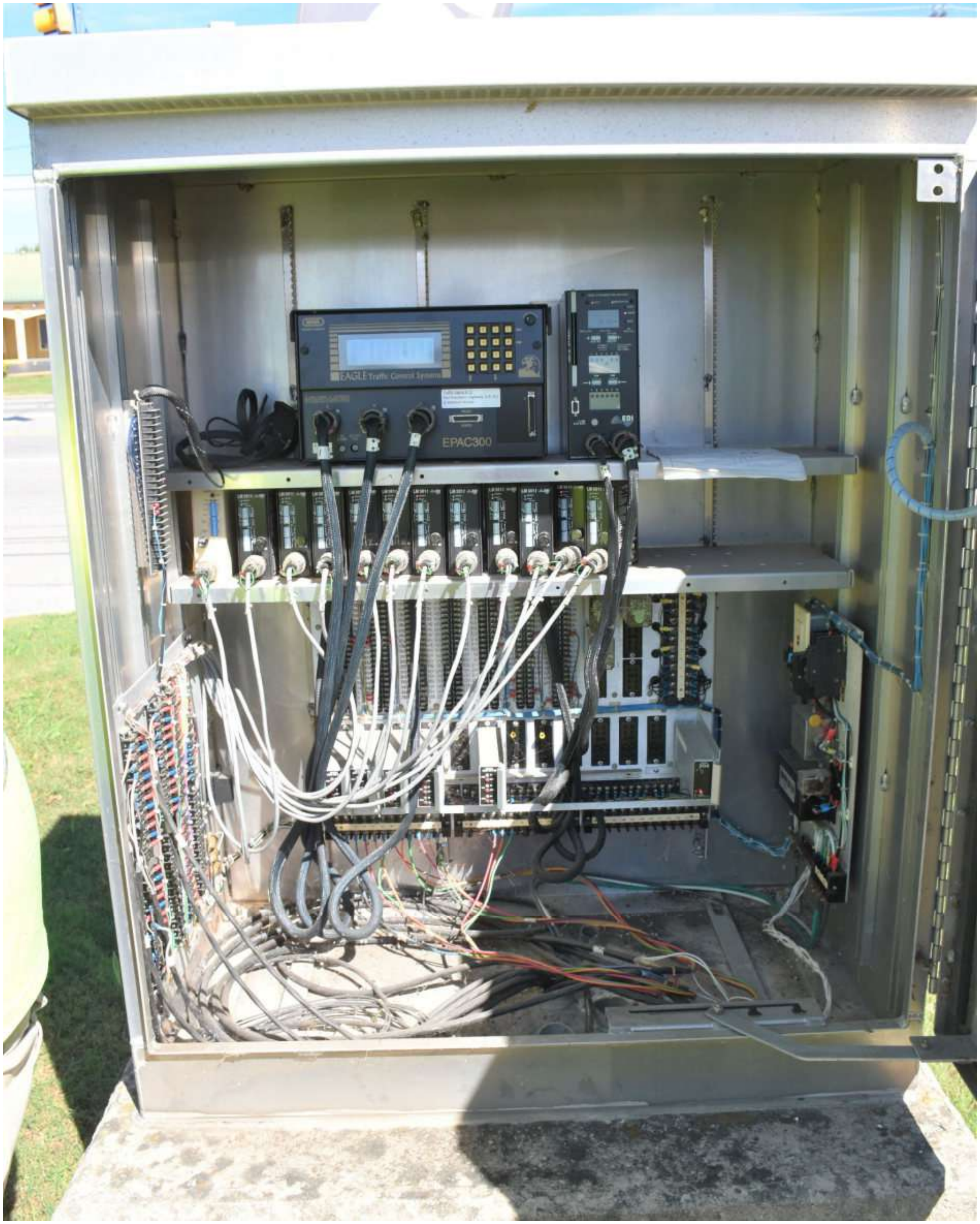
Direction: **Northbound**

Street: **Hotel Driveway**

Direction: **Southbound**

ID Number: **#12**

Intersection: **Hillsboro Boulevard (US 41) & Walmart Access**



Location: **Controller Cabinet Photo**

ID Number: **#12**

Intersection: **Hillsboro Boulevard (US 41) & Walmart Access**

Location: **Controller Cabinet Door Photo**

Traffic Signal #13

McArthur Street (SR 55) & Oak Drive

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

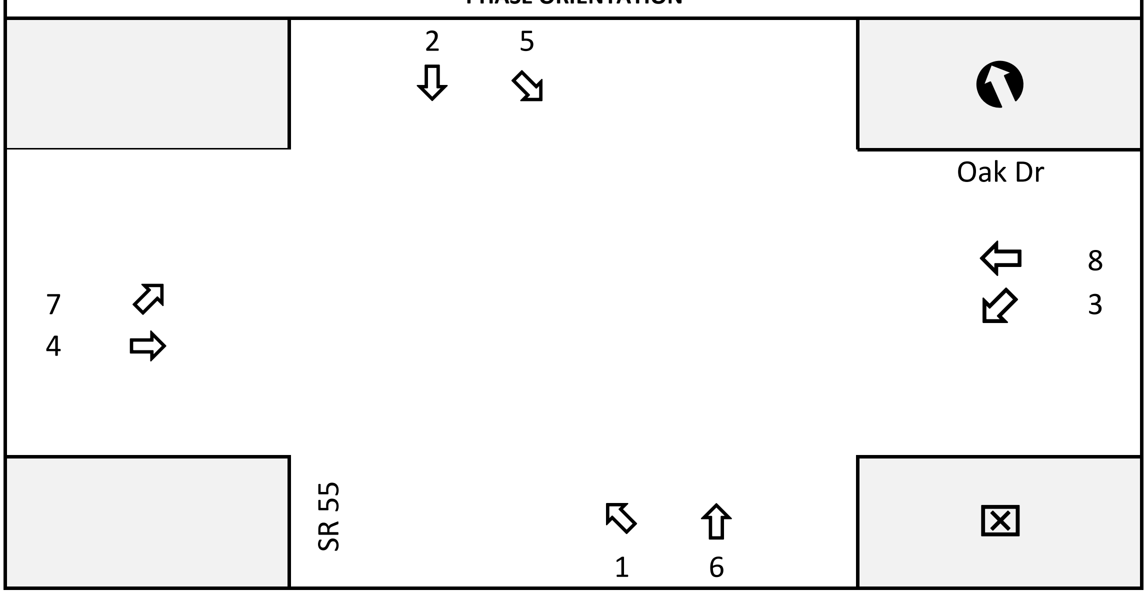
ID # 13
LOCATION: McArthur Street (SR 55) & Oak Drive
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pole (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	5.0	15.0	5.0	7.0	5.0	15.0	5.0	7.0
PASSAGE TIME	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
WALK INTERVAL								
PED CLEARANCE								
MAX 1	15	50	30	15	15	50	15	25
MAX 2	30	70	30	50	30	50	30	50
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL								
MAX RECALL		X						
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X	X	X				

PHASE ORIENTATION



ID Number: **#13**

Intersection: **McArthur Street (SR 55) & Oak Drive**

Street: **McArthur Street (SR 55)**
Direction: **Northbound**

Street: **McArthur Street (SR 55)**
Direction: **Southbound**

ID Number: **#13**

Intersection: **McArthur Street (SR 55) & Oak Drive**

Street: **Oak Drive**

Direction: **Eastbound**

Street: **Oak Drive**

Direction: **Westbound**

ID Number: **#13**

Intersection: **McArthur Street (SR 55) & Oak Drive**

Location: **Controller Cabinet Photo**

ID Number: **#13**

Intersection: **McArthur Street (SR 55) & Oak Drive**

Location: **Controller Cabinet Door Photo**

Traffic Signal #14

McArthur Street (SR 55) & East Coffee Street

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

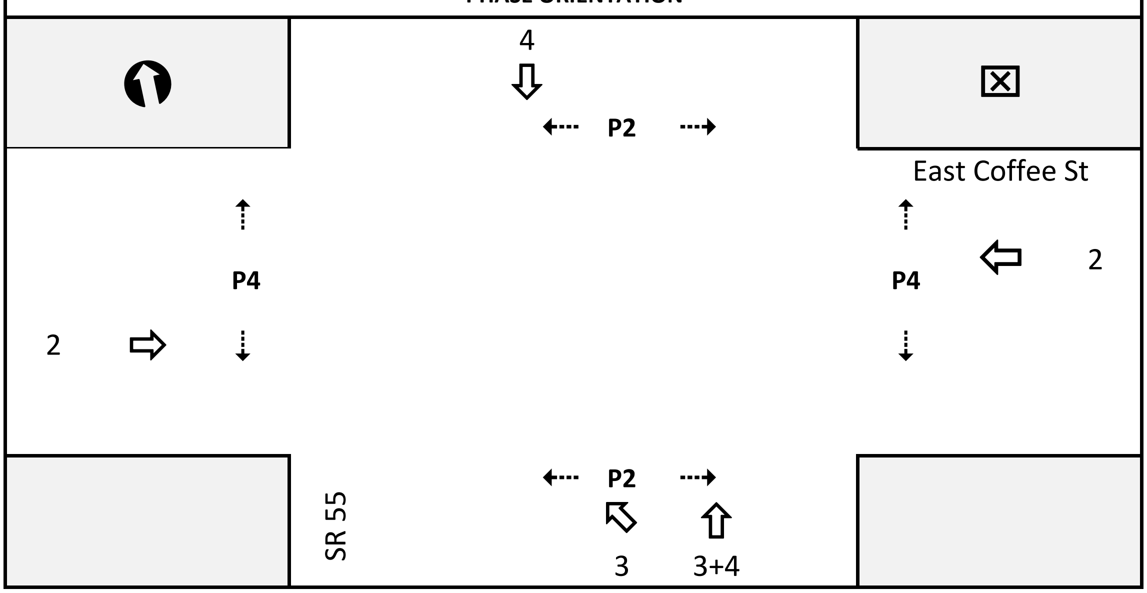
ID # **14**
LOCATION: **McArthur Street (SR 55) & East Coffee Street**
DATE: **10/12/2018**

SIGNAL SUPPORT TYPE: **Span Wire** **(Span Wire or Mast Arm)**
SIGNAL POLE MATERIAL: **Steel** **(Steel/Wood, Etc)**
CABINET MOUNTING: **Pad** **(Pad or Pole Mount)**
CABINET - # OF PHASES: **4** **(4 or 8)**
CONTROLLER MAKE/MODEL **Peek 3000**

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN		8.0	8.0	8.0				
PASSAGE TIME		4.0	4.0	4.0				
YELLOW CHANGE INTERVAL		4.0	4.0	4.0				
RED CLEAR INTERVAL		2.0	2.0	2.0				
WALK INTERVAL		8		8				
PED CLEARANCE		25		15				
MAX 1		30	20	40				
MAX 2								
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL								
MAX RECALL				X				
PED RECALL								
SOFT RECALL								
NON-LOCK								

PHASE ORIENTATION



ID Number: **#14**

Intersection: **McArthur Street (SR 55) & East Coffee Street**

Street: **McArthur Street (SR 55)**

Direction: **Northbound**

Street: **McArthur Street (SR 55)**

Direction: **Southbound**

ID Number: **#14**

Intersection: **McArthur Street (SR 55) & East Coffee Street**

Street: **East Coffee Street**

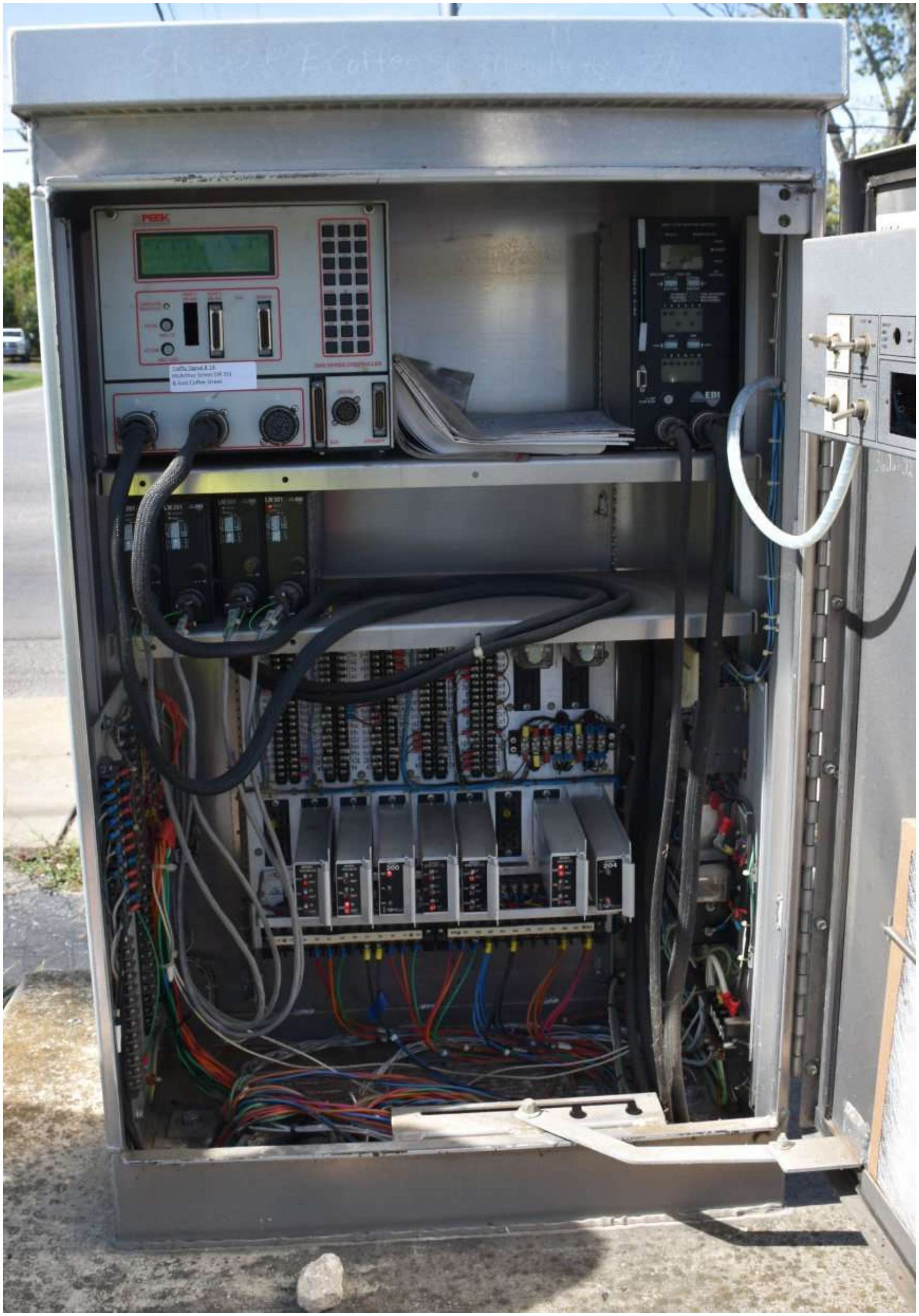
Direction: **Eastbound**

Street: **Driveway**

Direction: **Westbound**

ID Number: **#14**

Intersection: **McArthur Street (SR 55) & East Coffee Street**



Location: **Controller Cabinet Photo**

ID Number: **#14**

Intersection: **McArthur Street (SR 55) & East Coffee Street**

Location: **Controller Cabinet Door Photo**

Traffic Signal #15

South Spring Street & Coffee Street

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

ID # 15

LOCATION: Coffee Street & S. Spring Street

DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Mast Arm (Span Wire or Mast Arm)

SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)

CABINET MOUNTING: Pole (Pad or Pole Mount)

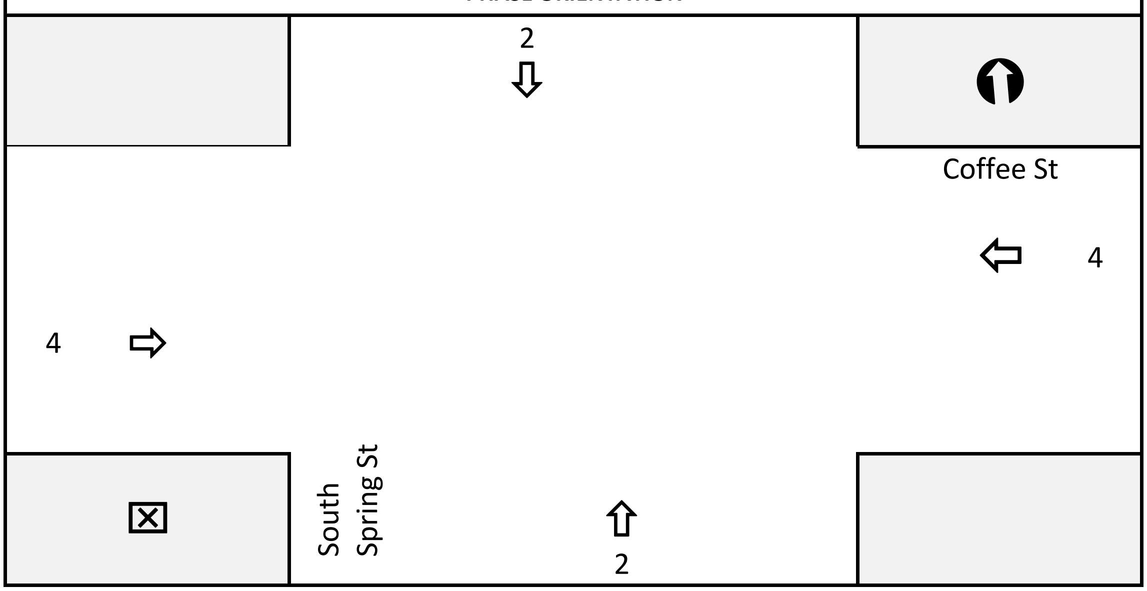
CABINET - # OF PHASES: 4 (4 or 8)

CONTROLLER MAKE/MODEL Peek 3000

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN		8.0		8.0				
PASSAGE TIME		1.0		1.0				
YELLOW CHANGE INTERVAL		4.0		4.0				
RED CLEAR INTERVAL		1.5		1.5				
WALK INTERVAL								
PED CLEARANCE								
MAX 1		20		30				
MAX 2								
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL								
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK		X		X				

PHASE ORIENTATION



ID Number: **#15**

Intersection: **South Spring Street & Coffee Street**

Street: **South Spring Street**

Direction: **Northbound**

Street: **South Spring Street**

Direction: **Southbound**

ID Number: **#15**

Intersection: **South Spring Street & Coffee Street**

Street: **Coffee Street**

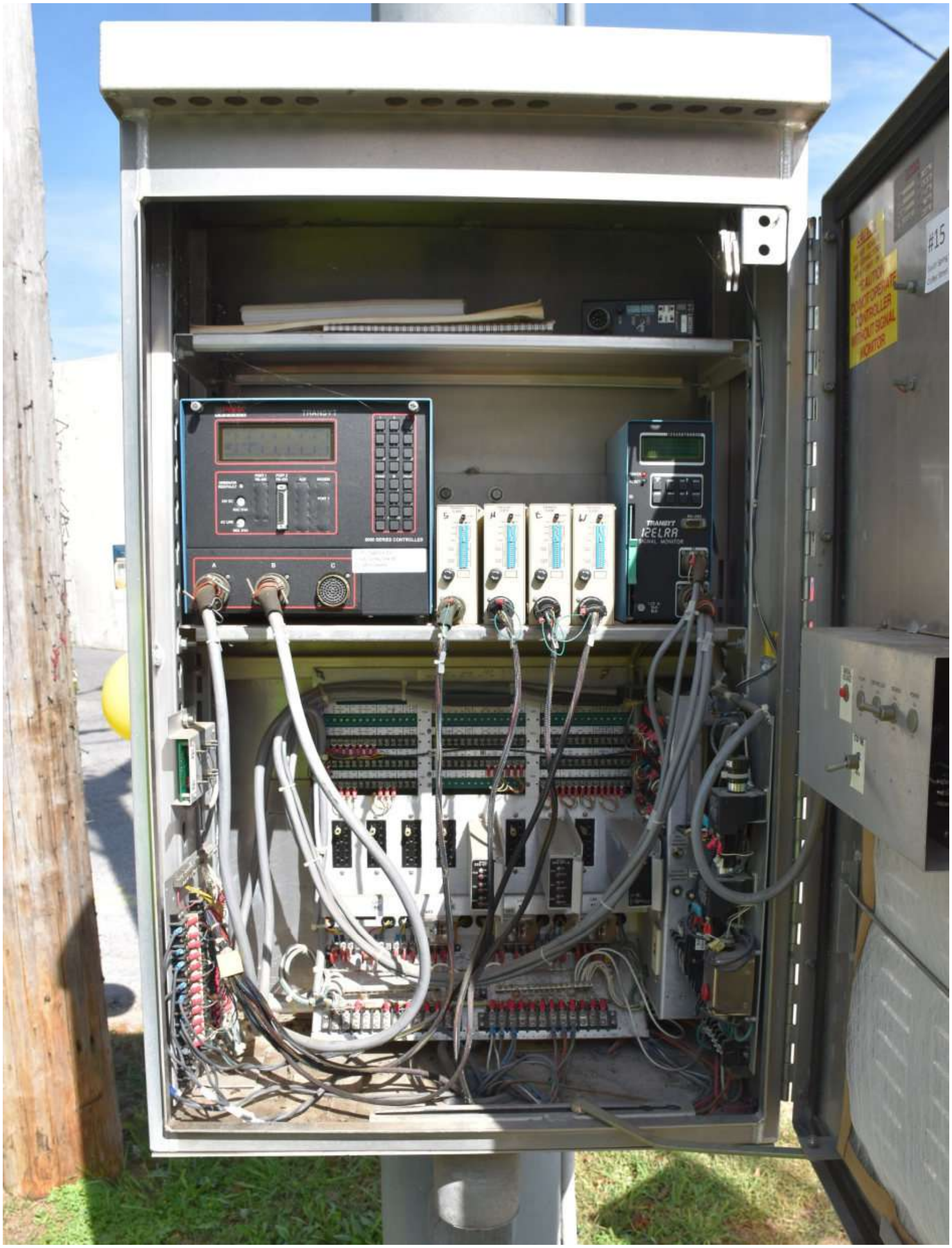
Direction: **Eastbound**

Street: **Coffee Street**

Direction: **Westbound**

ID Number: **#15**

Intersection: **South Spring Street & Coffee Street**



Location: **Controller Cabinet Photo**

ID Number: **#15**

Intersection: **South Spring Street & Coffee Street**

Location: **Controller Cabinet Door Photo**

Traffic Signal #16

Woodland Street & East Fort Street

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

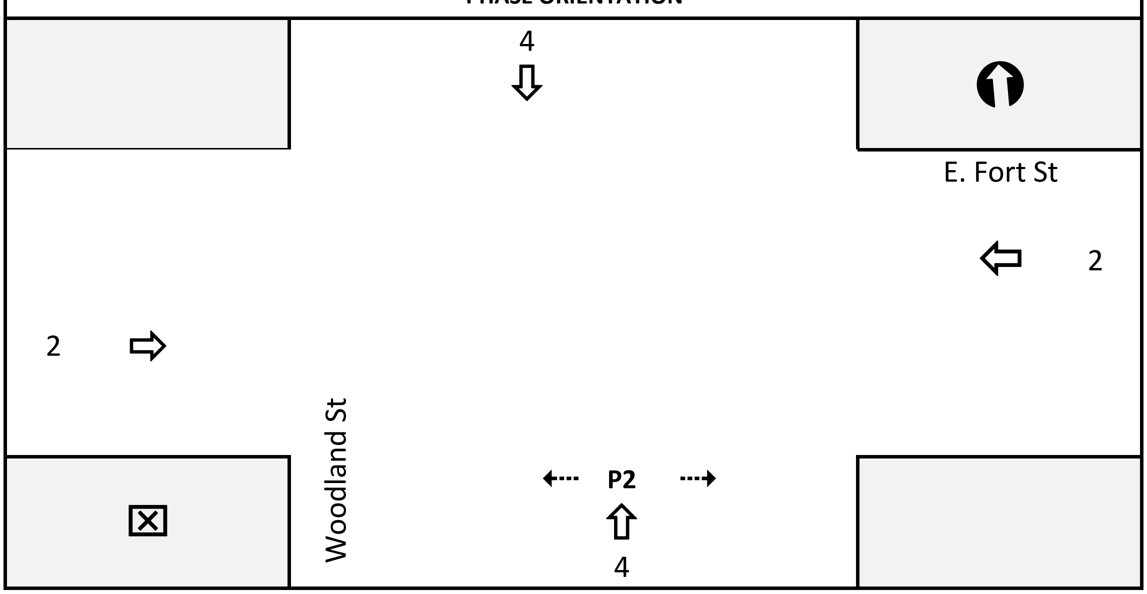
ID # 16
LOCATION: Woodland Street & East Fort Street
DATE: 10/12/2018

SIGNAL SUPPORT TYPE:	Mast Arm	(Span Wire or Mast Arm)
SIGNAL POLE MATERIAL:	Steel	(Steel/Wood, Etc)
CABINET MOUNTING:	Pole	(Pad or Pole Mount)
CABINET - # OF PHASES:	4	(4 or 8)
CONTROLLER MAKE/MODEL	Eagle EPAC 300	

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN		5.0		10.0				
PASSAGE TIME		4.0		4.0				
YELLOW CHANGE INTERVAL		4.0		4.0				
RED CLEAR INTERVAL		1.0		1.0				
WALK INTERVAL		8						
PED CLEARANCE		12						
MAX 1		20		25				
MAX 2								
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL				X				
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK		X		X				

PHASE ORIENTATION



ID Number: **#16**

Intersection: **Woodland Street & East Fort Street**

Street: **Woodland Street**

Direction: **Northbound**

Street: **Woodland Street**

Direction: **Southbound**

ID Number: **#16**

Intersection: **Woodland Street & East Fort Street**

Street: **East Fort Street**

Direction: **Eastbound**

Street: **East Fort Street**

Direction: **Westbound**

ID Number: **#16**

Intersection: **Woodland Street & East Fort Street**

Location: **Controller Cabinet Photo**

ID Number: **#16**

Intersection: **Woodland Street & East Fort Street**

Location: **Controller Cabinet Door Photo**

<u>Traffic Signal #17</u>

McMinnville Highway (SR 55) & Interstate Drive

CITY OF MANCHESTER

SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

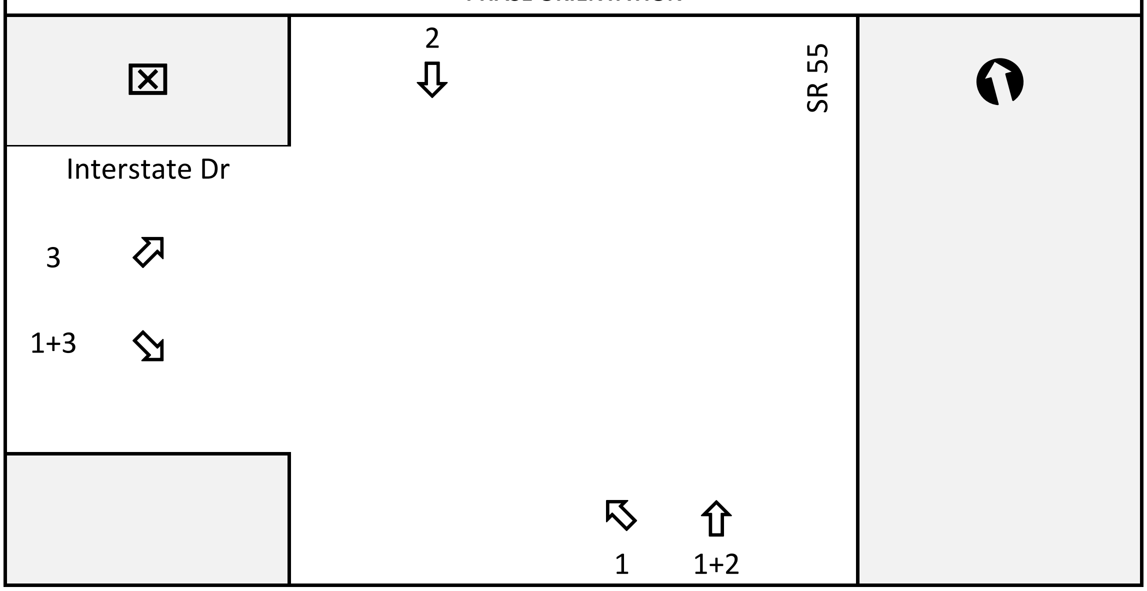
ID # 17
LOCATION: McMinnville Highway (SR 55) & Interstate Drive
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 4 (4 or 8)
CONTROLLER MAKE/MODEL Eagle EPAC 300

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	6.0	8.0	6.0					
PASSAGE TIME	3.0	5.0	3.0					
YELLOW CHANGE INTERVAL	4.5	4.5	5.0					
RED CLEAR INTERVAL	1.5	1.5	2.0					
WALK INTERVAL								
PED CLEARANCE								
MAX 1	15	30	30					
MAX 2								
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X						
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X	X	X					

PHASE ORIENTATION



ID Number: **#17**

Intersection: **McMinnville Highway (SR 55) & Interstate Drive**

Street: **McMinnville Highway (SR 55)**
Direction: **Northbound**

Street: **McMinnville Highway (SR 55)**
Direction: **Southbound**

ID Number: **#17**

Intersection: **McMinnville Highway (SR 55) & Interstate Drive**

Street: **Interstate Drive**

Direction: **Eastbound**

Street:

Direction:

ID Number: **#17**

Intersection: **McMinnville Highway (SR 55) & Interstate Drive**

Location: **Controller Cabinet Photo**

ID Number: **#17**

Intersection: **McMinnville Highway (SR 55) & Interstate Drive**

Location: **Controller Cabinet Door Photo**

Traffic Signal #18

Woodbury Highway (SR 53) & Interstate Drive / Paradise Street

CITY OF MANCHESTER
SIGNAL TIMING AND EQUIPMENT FIELD INVENTORY SUMMARY SHEET

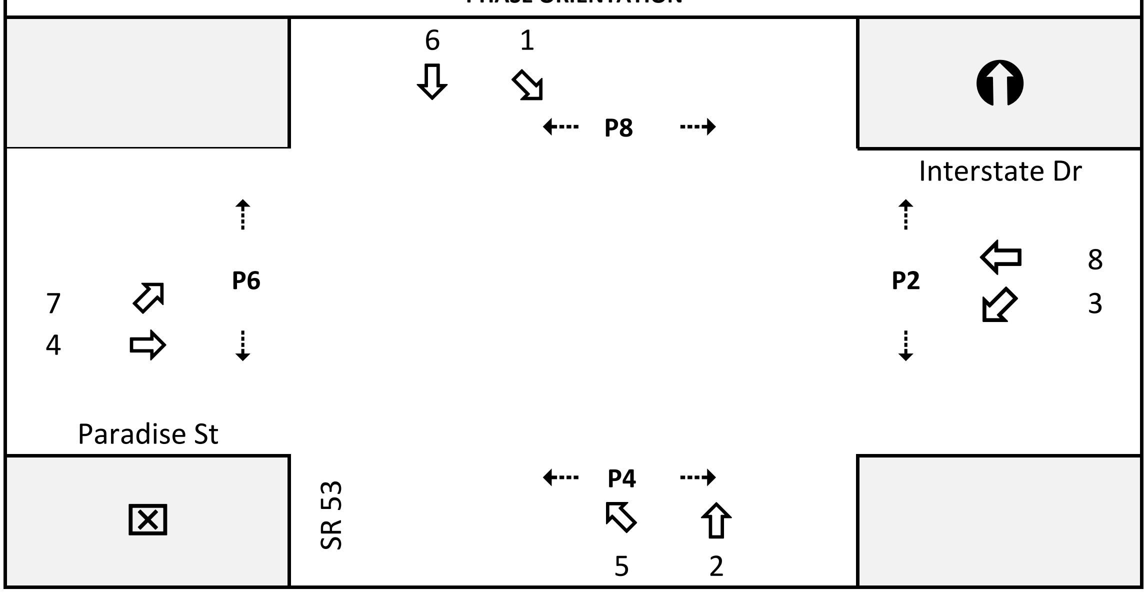
ID #: 18
LOCATION: Woodbury Highway (SR 53) & Interstate Drive / Paradise Street
DATE: 10/12/2018

SIGNAL SUPPORT TYPE: Span Wire (Span Wire or Mast Arm)
SIGNAL POLE MATERIAL: Steel (Steel/Wood, Etc)
CABINET MOUNTING: Pad (Pad or Pole Mount)
CABINET - # OF PHASES: 8 (4 or 8)
CONTROLLER MAKE/MODEL: PEEK TRANSYT 3000

SIGNAL TIMING DATA

FUNCTION / PHASE	1	2	3	4	5	6	7	8
INITIAL GREEN	5.0	15.0	8.0	8.0	5.0	15.0	5.0	8.0
PASSAGE TIME	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0
YELLOW CHANGE INTERVAL	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR INTERVAL	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
WALK INTERVAL		7		7		7		7
PED CLEARANCE		15		18		18		18
MAX 1	20	60	20	20	15	60	15	20
MAX 2	30	30	30	30	30	30	30	30
TIME BEFORE REDUCT.								
TIME TO REDUCE								
MIN. GAP								
ADDED INITIAL PER ACT.								
MAX. INITIAL								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
SOFT RECALL								
NON-LOCK	X		X	X	X		X	X

PHASE ORIENTATION



ID Number: **#18**

Intersection: **Woodbury Highway (SR 53) & Interstate Drive / Paradise Street**

Street: **Woodbury Highway (SR 53)**

Direction: **Northbound**

Street: **Woodbury Highway (SR 53)**

Direction: **Southbound**

ID Number: **#18**

Intersection: **Woodbury Highway (SR 53) & Interstate Drive / Paradise Street**

Street: **Paradise Street**
Direction: **Eastbound**

Street: **Interstate Drive**
Direction: **Westbound**

ID Number: **#18**

Intersection: **Woodbury Highway (SR 53) & Interstate Drive / Paradise Street**

Location: **Controller Cabinet Photo**

ID Number: **#18**

Intersection: **Woodbury Highway (SR 53) & Interstate Drive / Paradise Street**

Location: **Controller Cabinet Door Photo**

Appendix C

Railroad Crossing Inventory

Manchester Transportation Master Plan
List of Roads with Railroad Crossings

1 Vaughn Speckleton Ln

2 Keele Rd

3 Riddle Rd

4 Interstate Dr

5 E Fort St

6 E Main St

7 Rose St

8 Coffee St

9 Parks St

10 Oak Dr

11 Spring St (Tri-County RR)

12 Bartlett Dr

13 W Kennedy Dr

14 Alvin Coker Dr

15 Belmont Rd

16 Connector Road (across from Old Seminary Rd)

Crossing ID: **#1**

Location: **Vaughn Speckleton Ln**

Description: **Southbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#1**

Location: **Vaughn Speckleton Ln**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#2**

Location: **Keele Rd**

Description: **Northbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#2**

Location: **Keele Rd**

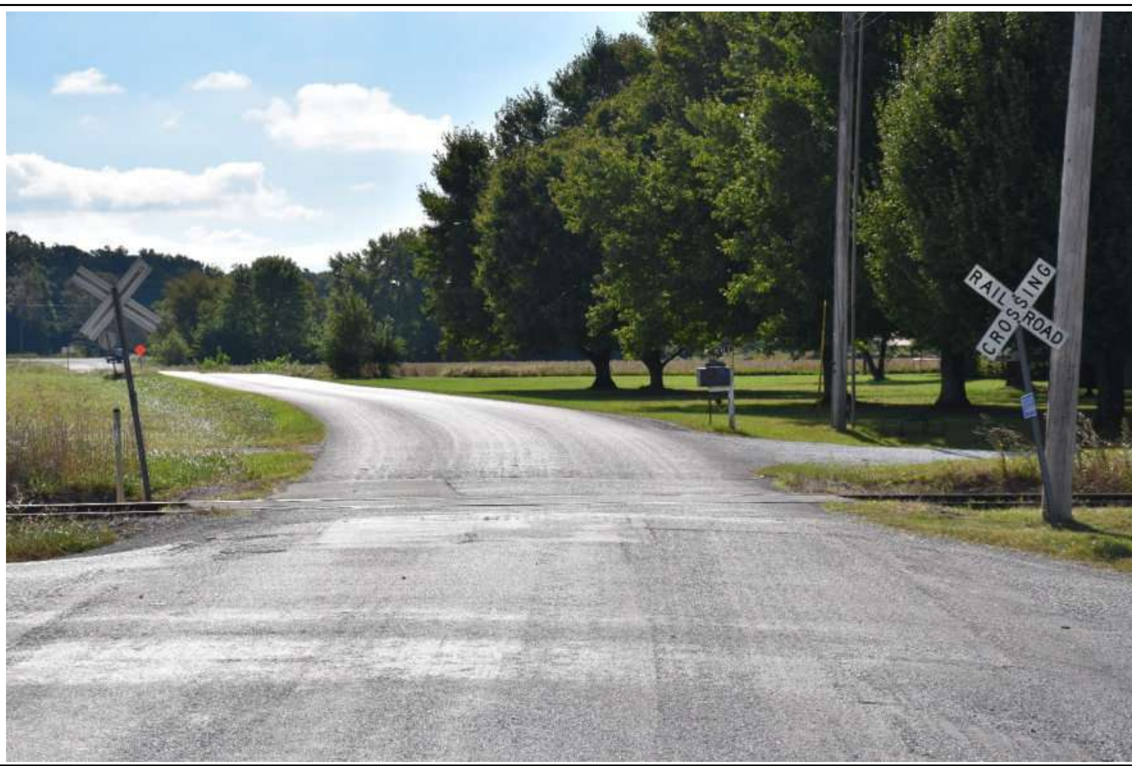
Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#3**

Location: **Riddle Rd**

Description: **Eastbound Approach**



Description: **Eastbound Crossing**

Crossing ID: **#3**

Location: **Riddle Rd**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#4**

Location: **Interstate Dr**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#4**

Location: **Interstate Dr**

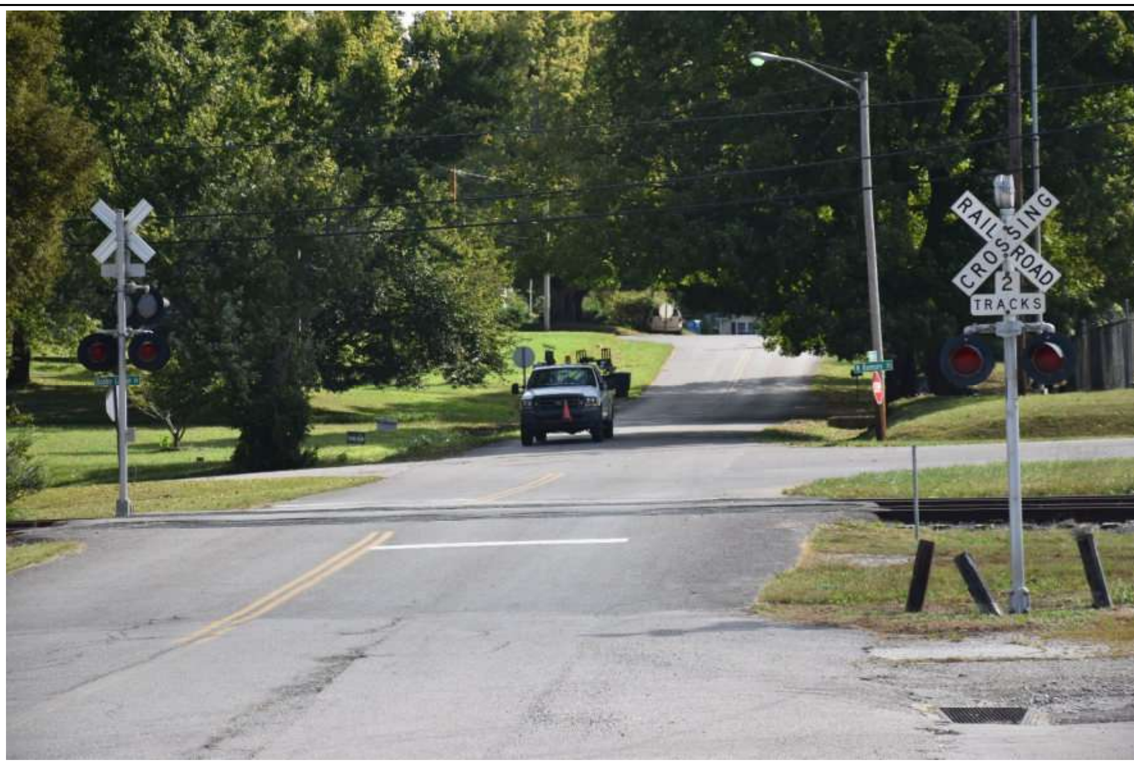
Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#5**

Location: **East Fort St**

Description: **Eastbound Approach**



Description: **Eastbound Crossing**

Crossing ID: **#5**

Location: **East Fort St**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#6**

Location: **East Main St**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#6**

Location: **East Main St**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#7**

Location: **Rose St**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#7**

Location: **Rose St**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#8**

Location: **Coffee St**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#8**

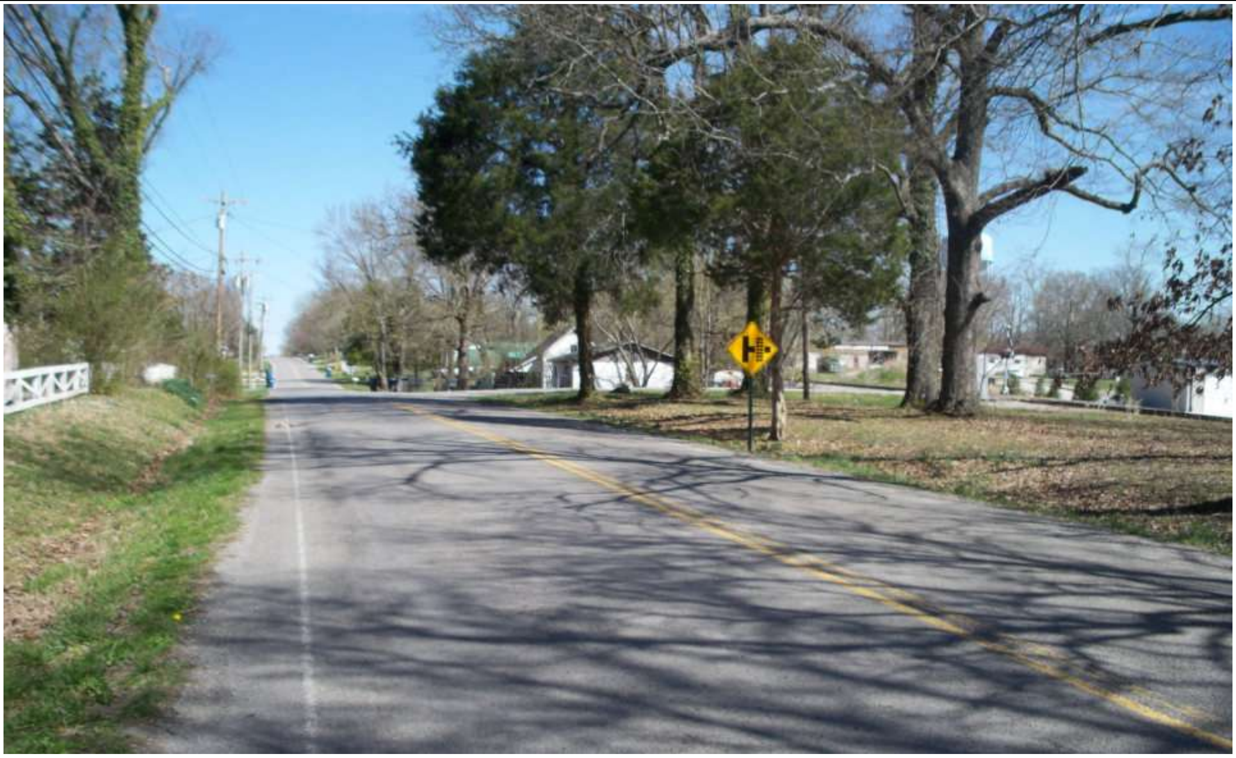
Location: **Coffee St**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#9**

Location: **Parks St**



Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#9**

Location: **Parks St**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#10**

Location: **Oak Dr**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#10**

Location: **Oak Dr**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#11**

Location: **Spring St (Tri-County RR)**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#11**

Location: **Spring St (Tri-County RR)**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#12**

Location: **Bartlett Dr**

Description: **Southbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#12**

Location: **Bartlett Dr**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#13**

Location: **West Kennedy Dr**

Description: **Southbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#13**

Location: **West Kennedy Dr**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#14**

Location: **Alvin Coker Dr**

Description: **Southbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#14**

Location: **Alvin Coker Dr**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#15**

Location: **Belmont Rd**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#15**

Location: **Belmont Rd**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Crossing ID: **#16**

Location: **Connector Rd (across from Old Seminary Rd)**

Description: **Eastbound Approach**

Description: **Eastbound Crossing**

Crossing ID: **#16**

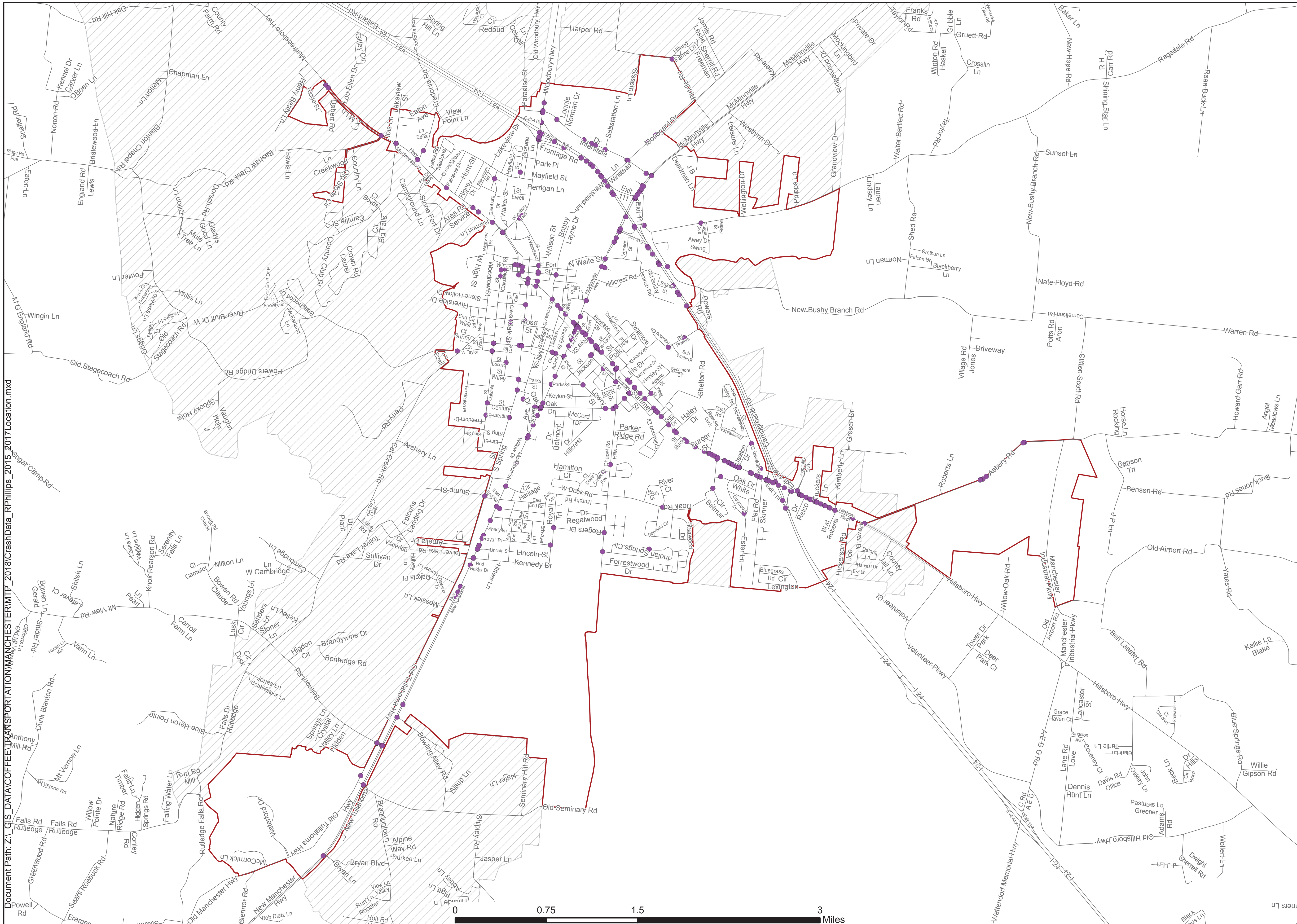
Location: **Connector Rd (across from Old Seminary Rd)**

Description: **Westbound Approach**

Description: **Westbound Crossing**

Appendix D

Traffic Crash History



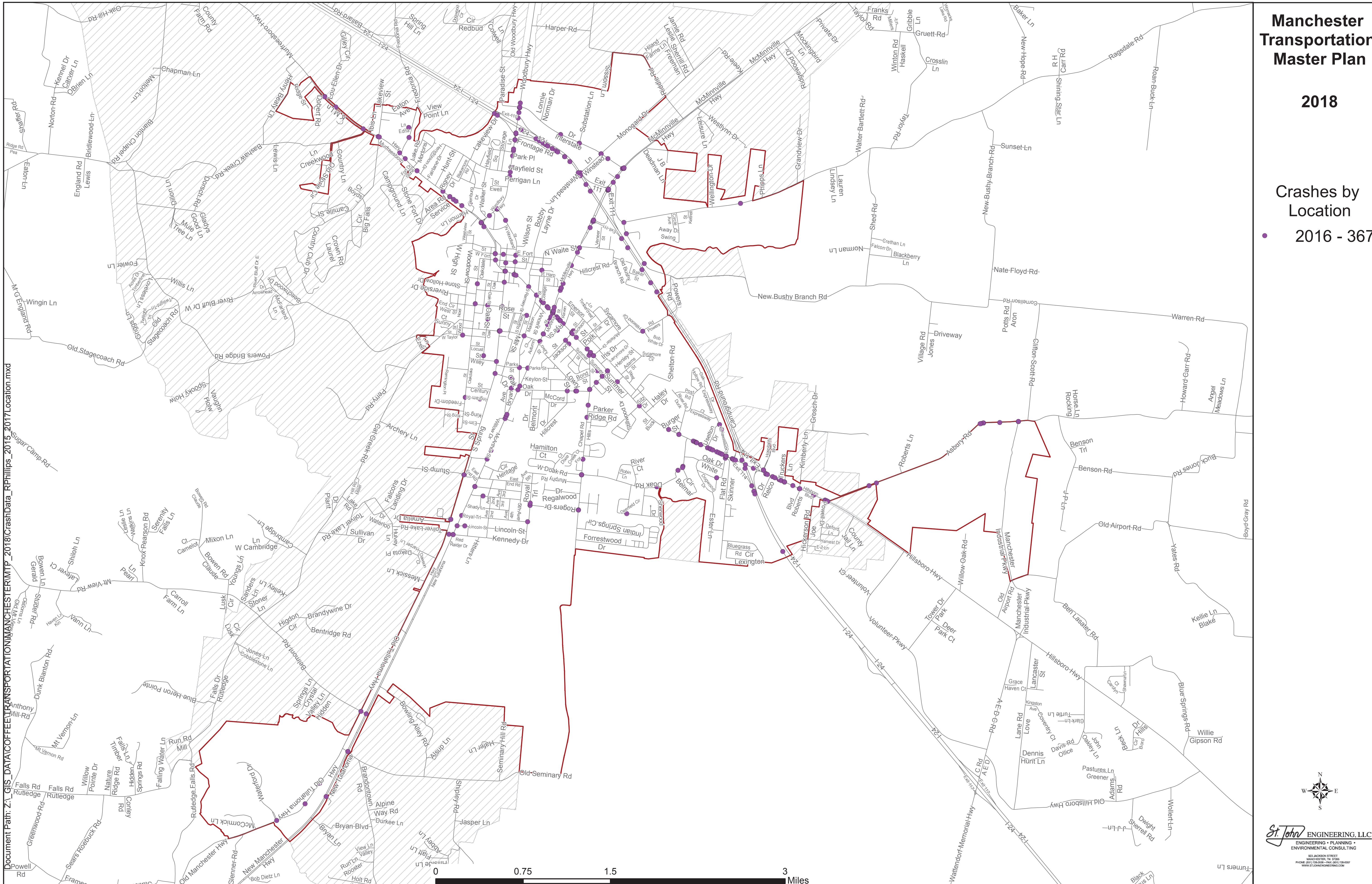
Manchester Transportation Master Plan

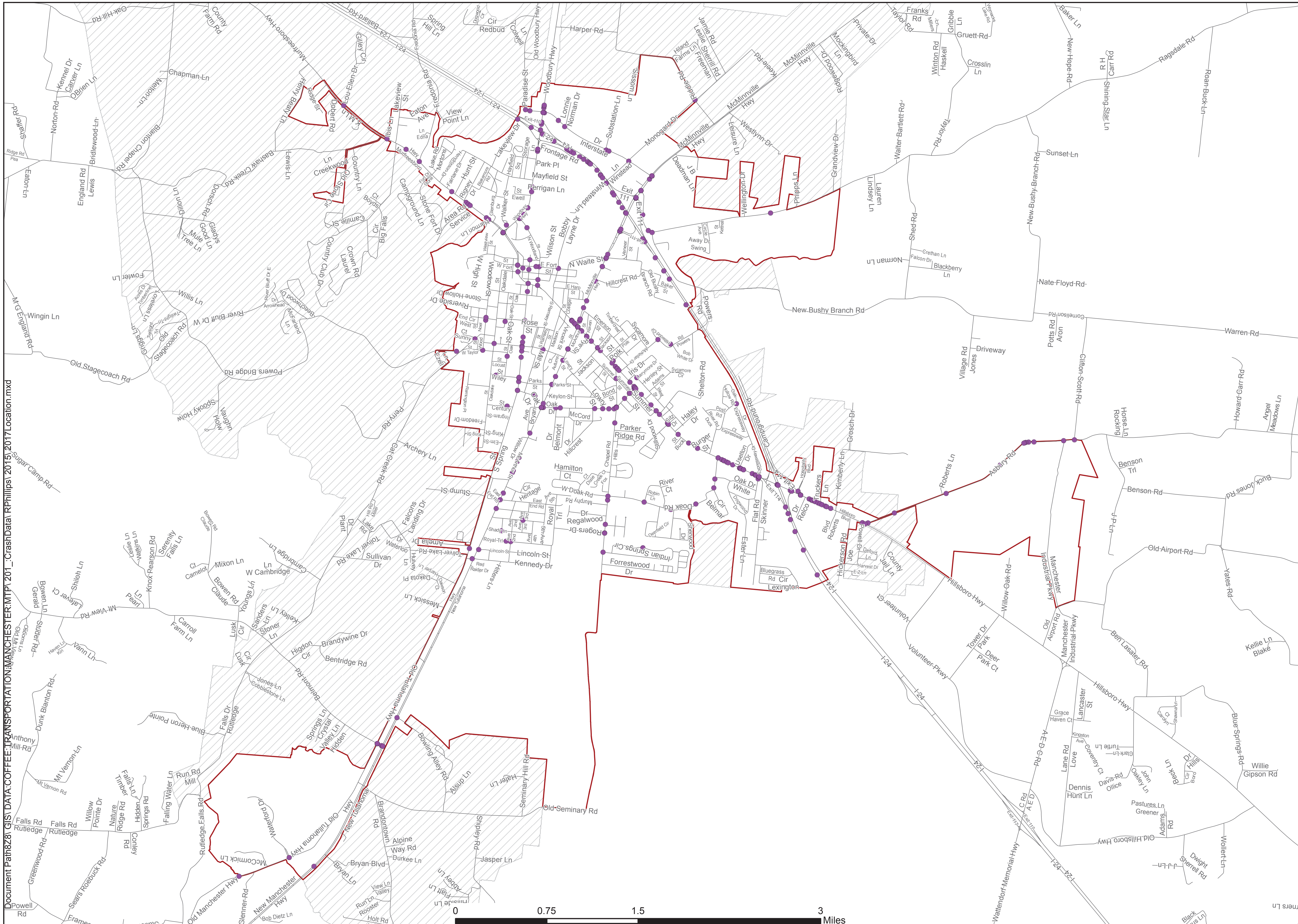
2018

Crashes by Location

• 2015 - 418

St. John ENGINEERING, LLC
ENGINEERING • PLANNING • ENVIRONMENTAL CONSULTING


Manchester Transportation Master Plan
2018
Crashes by Location
2016 - 367
0
0.75
1.5
3
Miles
St. John ENGINEERING, LLC
ENGINEERING • PLANNING • ENVIRONMENTAL CONSULTING
Document Path: Z:_GIS_DATA\COFFEE\TRANSPORTATION\MANCHESTER\MTP_2018\CrashData_RPhillips_2015_2017Location.mxd



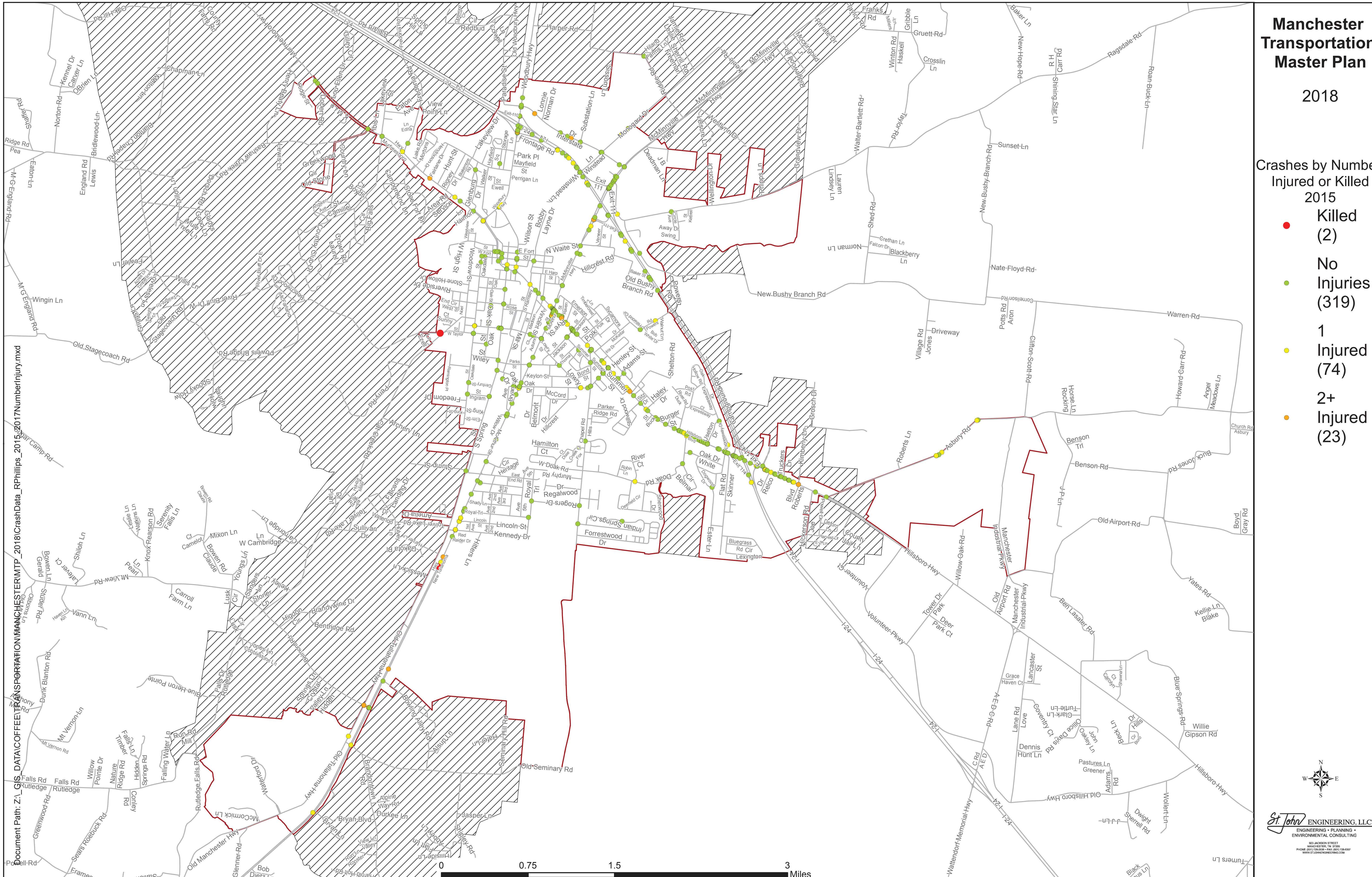
Manchester Transportation Master Plan

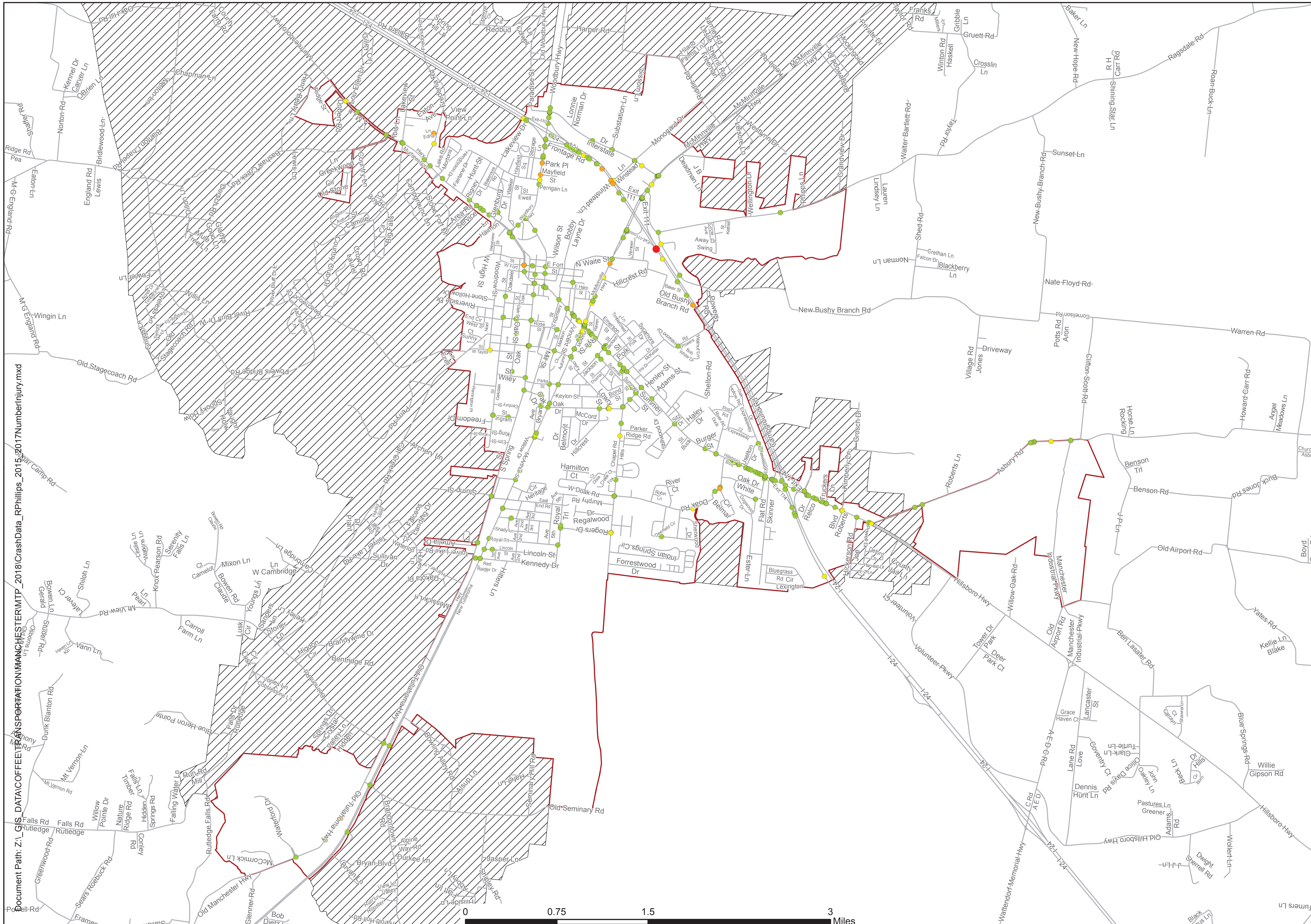
2018

Crashes by Location

● 2017 - 370

ST. JOHN ENGINEERING, LLC
ENGINEERING • PLANNING • ENVIRONMENTAL CONSULTING


Manchester Transportation Master Plan
2018
Crashes by Number Injured or Killed 2015
Killed (2)
No Injuries (319)
1 Injured (74)
2+ Injured (23)
0
0.75
1.5
3
Miles
N
E
S
W
St. John ENGINEERING, LLC
ENGINEERING • PLANNING • ENVIRONMENTAL CONSULTING
Document Path: Z:_GIS_DATA\COFFEE\TRANSPORTATION\MANCHESTERMTP_2018\CrashData_RPhillips_2015_2017NumberInjury.mxd



Manchester Transportation Master Plan

2018

Crashes by Number Injured or Killed 2016

- Killed (1)
- No Injuries (302)
- 1 Injured (44)
- 2+ Injured (20)

St. John ENGINEERING, LLC
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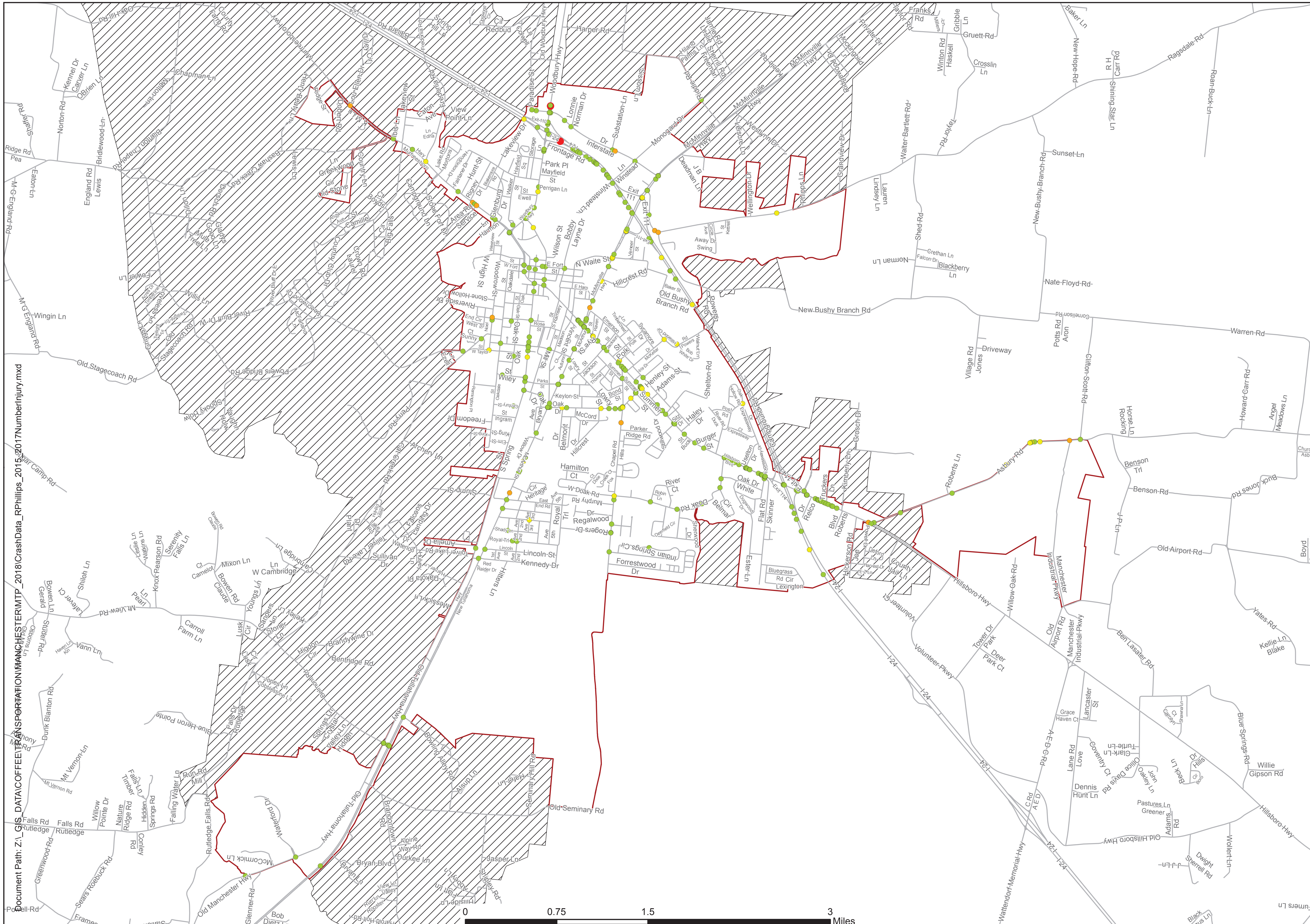

Manchester Transportation Master Plan

2018

Crashes by Number Injured or Killed 2017

- Killed (2)
- No Injuries (299)
- 1 Injured (46)
- 2+ Injured (23)

St. John ENGINEERING, LLC
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Appendix E

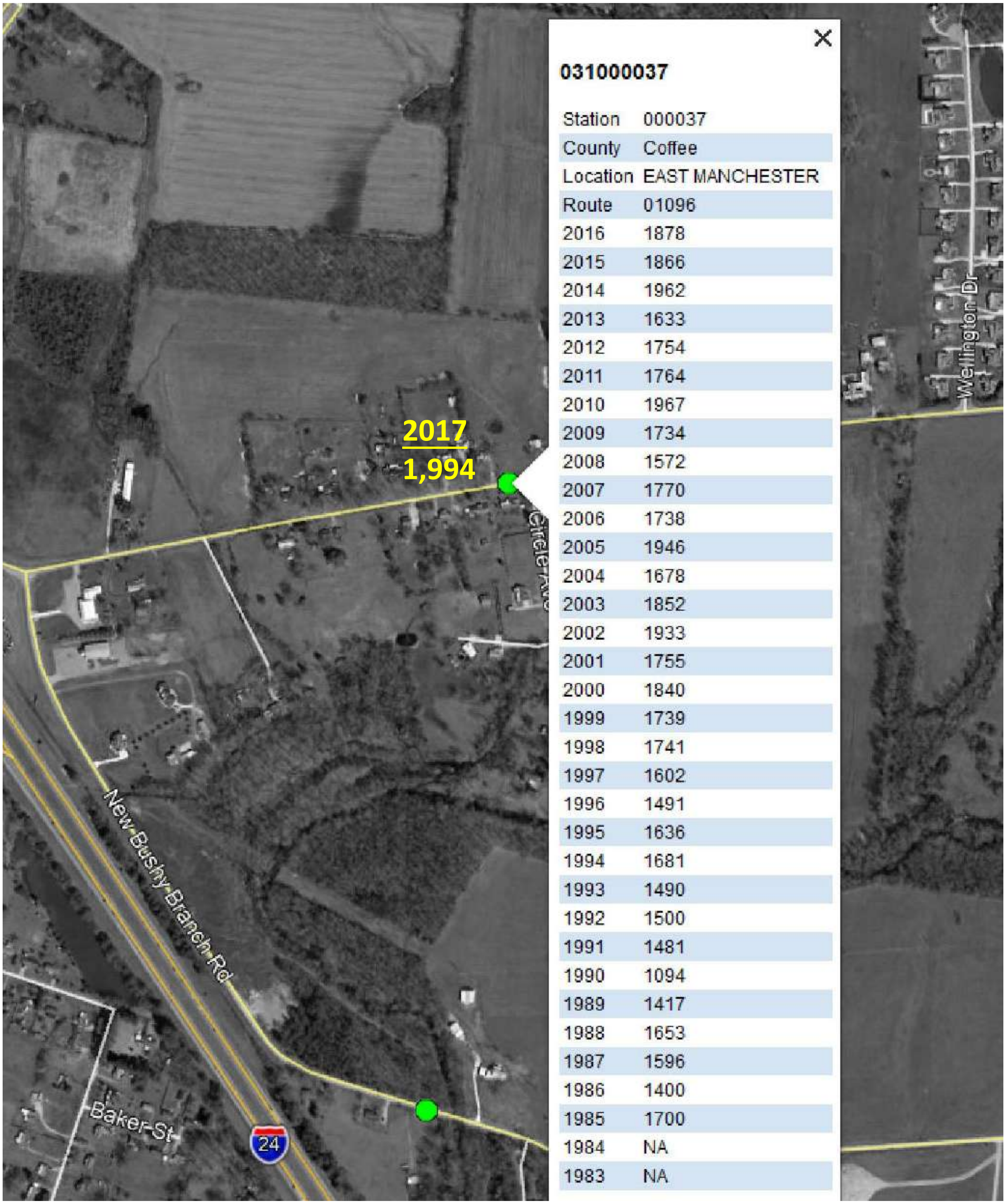
Historical Traffic Data

TDOT Traffic History by Station Location
2018 Manchester Transportation Master Plan

STATION_NO	STREET
37	Ragsdale Rd
38	Hwy 55 NW
39	Hwy 53
41	Hwy 41 N
46	Old Tullahoma Hwy S
47	Hwy 55 S
48	Hillsboro Blvd S
49	Asbury Rd
86	Hwy 55 N
88	Interstate 24
89	Interstate Dr
90	US 41 / SR 2
93	SR 53 / Woodbury Hwy
98	Hillsboro Blvd N
104	McArthur Dr
105	Hillsboro Blvd S
106	S Woodland St
108	Interstate 24
114	W Coffee St
127	Hills Chapel Rd
128	E Coffee St
129	Parks St
130	Spring St
131	Oakdale St
132	Oakdale St N
133	N Waite St
134	Cat Creek Rd
173	Rogers Dr
174	McKellar Dr
175	New Bushy Branch Rd
177	N Woodland St
178	Hillsboro Hwy N
189	College St
191	Hendrixson Dr
200	Doak Rd
201	Clover Ln
202	Century St
203	Lowrey St
204	Jackson St
205	W Taylor St
206	Madison St
208	N Ramsey St
209	Oak Dr W
215	High St
216	Fort St
217	W Main St
218	N Spring St
219	S Spring St
220	Oak Dr E
221	Oakdale S
223	Expressway Dr
990	Interstate 24

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000037

Station	000037
County	Coffee
Location	EAST MANCHESTER
Route	01096
2016	1878
2015	1866
2014	1962
2013	1633
2012	1754
2011	1764
2010	1967
2009	1734
2008	1572
2007	1770
2006	1738
2005	1946
2004	1678
2003	1852
2002	1933
2001	1755
2000	1840
1999	1739
1998	1741
1997	1602
1996	1491
1995	1636
1994	1681
1993	1490
1992	1500
1991	1481
1990	1094
1989	1417
1988	1653
1987	1596
1986	1400
1985	1700
1984	NA
1983	NA

Station: **37**

Description: **Ragsdale Road**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

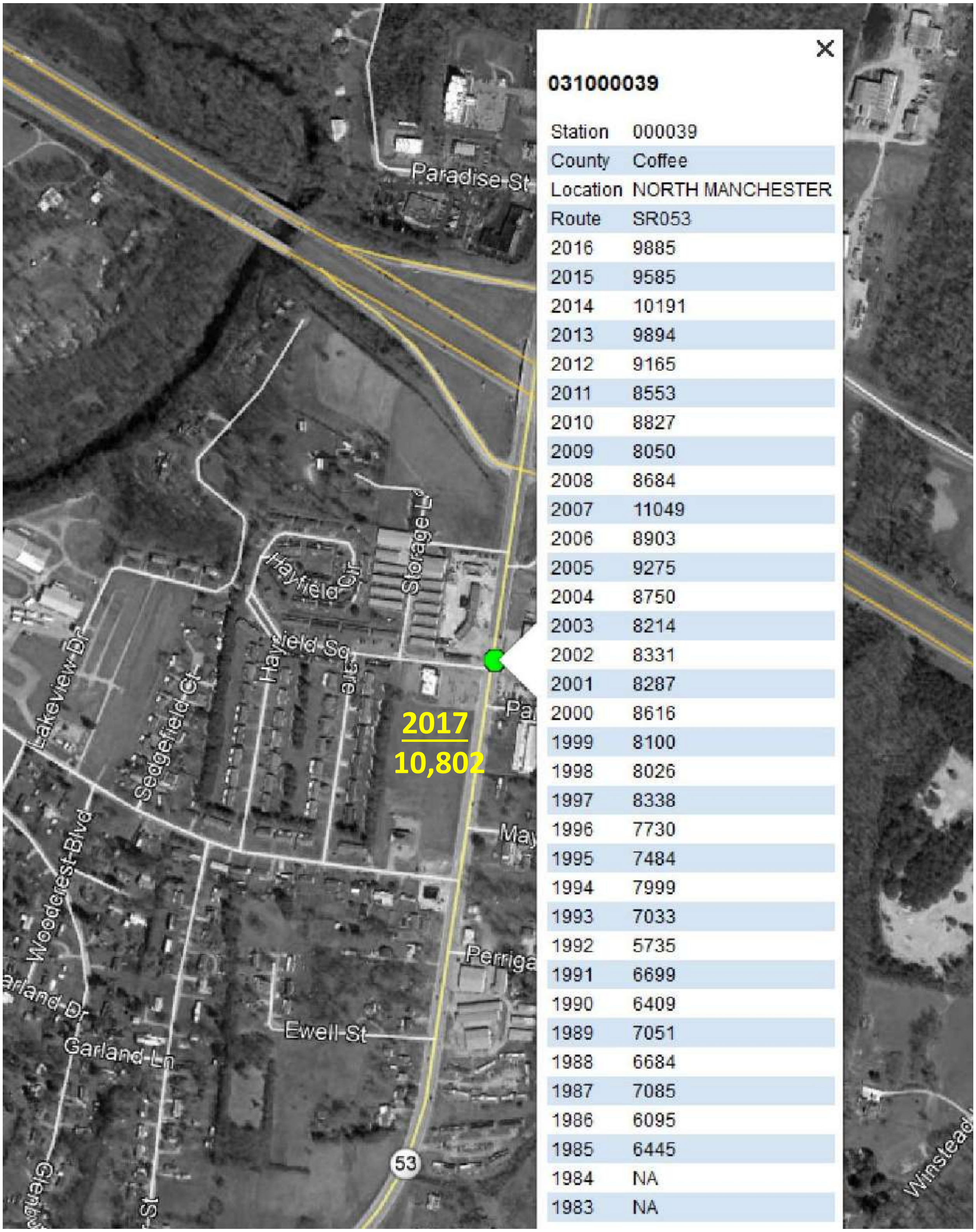
Station	000038
County	Coffee
Location	NORTHEAST OF MANCHESTER
Route	SR055
2016	13846
2015	13614
2014	13226
2013	13237
2012	13368
2011	13317
2010	13907
2009	13502
2008	13290
2007	13649
2006	13582
2005	14100
2004	13667
2003	14835
2002	14488
2001	13721
2000	14056
1999	13623
1998	12705
1997	12277
1996	11922
1995	11140
1994	10336
1993	10710
1992	5590
1991	6003
1990	9372
1989	8591
1988	8500
1987	9319
1986	6100
1985	6000
1984	NA
1983	NA

Station: **38**

Description: **Highway 55 Northwest**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000039

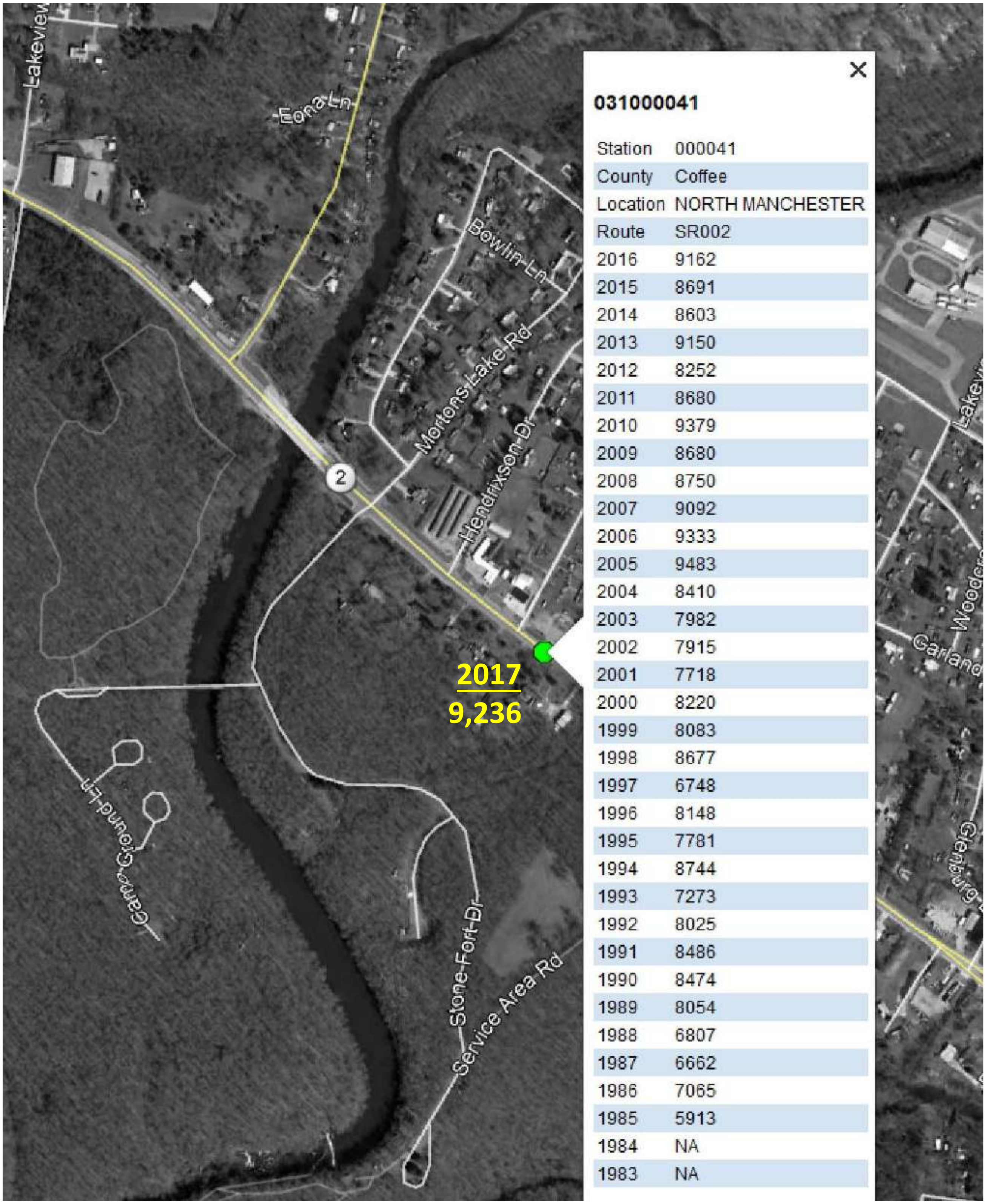
Station	000039
County	Coffee
Location	NORTH MANCHESTER
Route	SR053
2016	9885
2015	9585
2014	10191
2013	9894
2012	9165
2011	8553
2010	8827
2009	8050
2008	8684
2007	11049
2006	8903
2005	9275
2004	8750
2003	8214
2002	8331
2001	8287
2000	8616
1999	8100
1998	8026
1997	8338
1996	7730
1995	7484
1994	7999
1993	7033
1992	5735
1991	6699
1990	6409
1989	7051
1988	6684
1987	7085
1986	6095
1985	6445
1984	NA
1983	NA

Station: **39**

Description: **Highway 53**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000041

Station	000041
County	Coffee
Location	NORTH MANCHESTER
Route	SR002
2016	9162
2015	8691
2014	8603
2013	9150
2012	8252
2011	8680
2010	9379
2009	8680
2008	8750
2007	9092
2006	9333
2005	9483
2004	8410
2003	7982
2002	7915
2001	7718
2000	8220
1999	8083
1998	8677
1997	6748
1996	8148
1995	7781
1994	8744
1993	7273
1992	8025
1991	8486
1990	8474
1989	8054
1988	6807
1987	6662
1986	7065
1985	5913
1984	NA
1983	NA

Station: **41**

Description: **Highway 41 North**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000046

Station	000046
County	Coffee
Location	MANCHESTER RD-SOUTH MANCHESTER
Route	04664
2016	2556
2015	2539
2014	2302
2013	2371
2012	2725
2011	2419
2010	2352
2009	2396
2008	2072
2007	2457
2006	2535
2005	2528
2004	2282
2003	2528
2002	2367
2001	2169
2000	2362
1999	2359
1998	2267
1997	2512
1996	2348
1995	2391
1994	1729
1993	2274
1992	2494
1991	2141
1990	1867
1989	2134
1988	1764
1987	1832
1986	1815
1985	1950
1984	NA
1983	NA

Station: **46**

Description: **Old Tullahoma Highway South**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000047

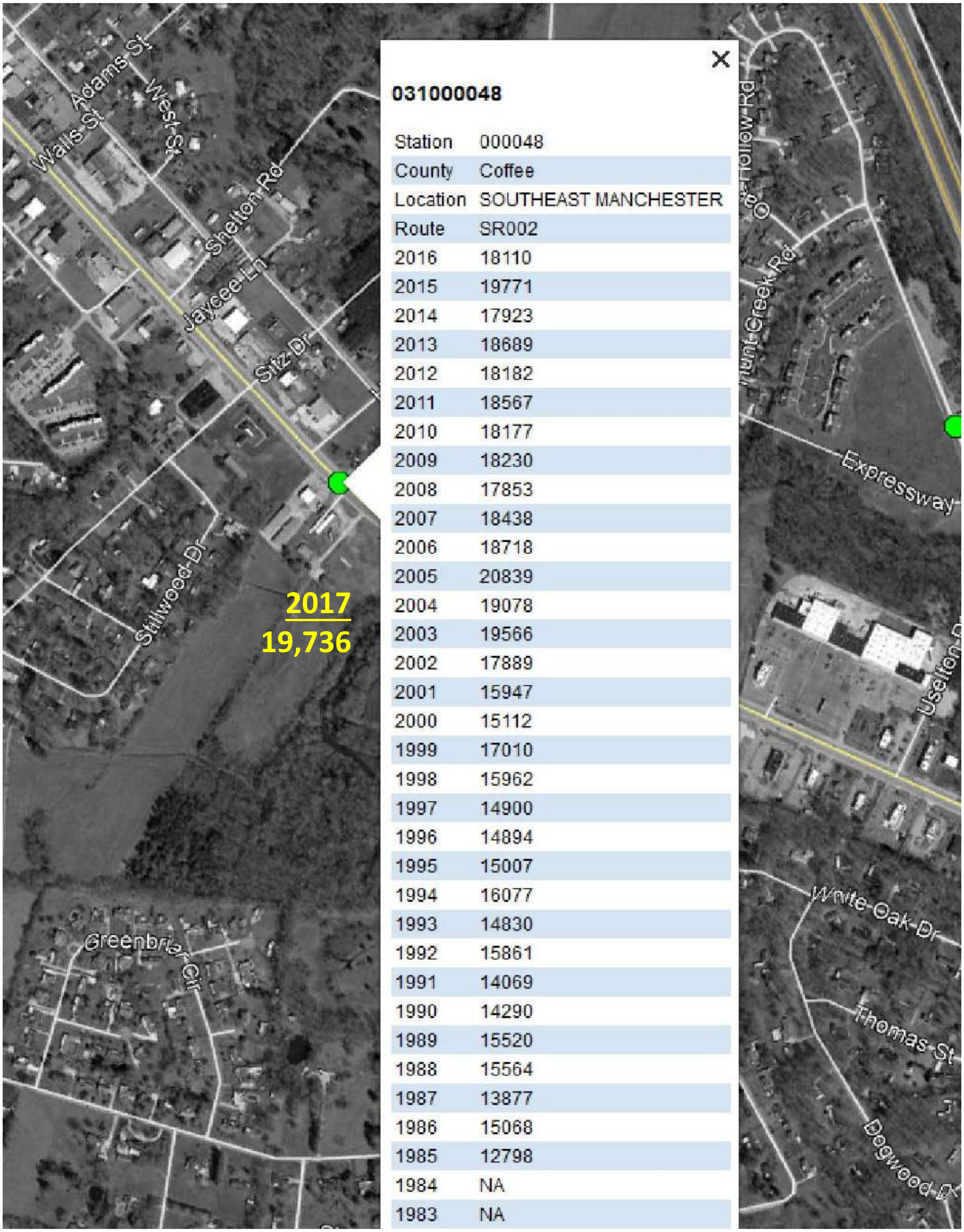
Station	000047
County	Coffee
Location	SOUTH MANCHESTER
Route	SR055
2016	17333
2015	16538
2014	14559
2013	16127
2012	15967
2011	15265
2010	16298
2009	16423
2008	15535
2007	15756
2006	15308
2005	17910
2004	15981
2003	15536
2002	15876
2001	14200
2000	13755
1999	13610
1998	13762
1997	12046
1996	13399
1995	13961
1994	12419
1993	11955
1992	11648
1991	11062
1990	10437
1989	11003
1988	12948
1987	10901
1986	8962
1985	7711
1984	NA
1983	NA

Station: **47**

Description: **Highway 55 South**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000048

Station	000048
County	Coffee
Location	SOUTHEAST MANCHESTER
Route	SR002
2016	18110
2015	19771
2014	17923
2013	18689
2012	18182
2011	18567
2010	18177
2009	18230
2008	17853
2007	18438
2006	18718
2005	20839
2004	19078
2003	19566
2002	17889
2001	15947
2000	15112
1999	17010
1998	15962
1997	14900
1996	14894
1995	15007
1994	16077
1993	14830
1992	15861
1991	14069
1990	14290
1989	15520
1988	15564
1987	13877
1986	15068
1985	12798
1984	NA
1983	NA

Station: **48**

Description: **Hillsboro Boulevard South**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000049

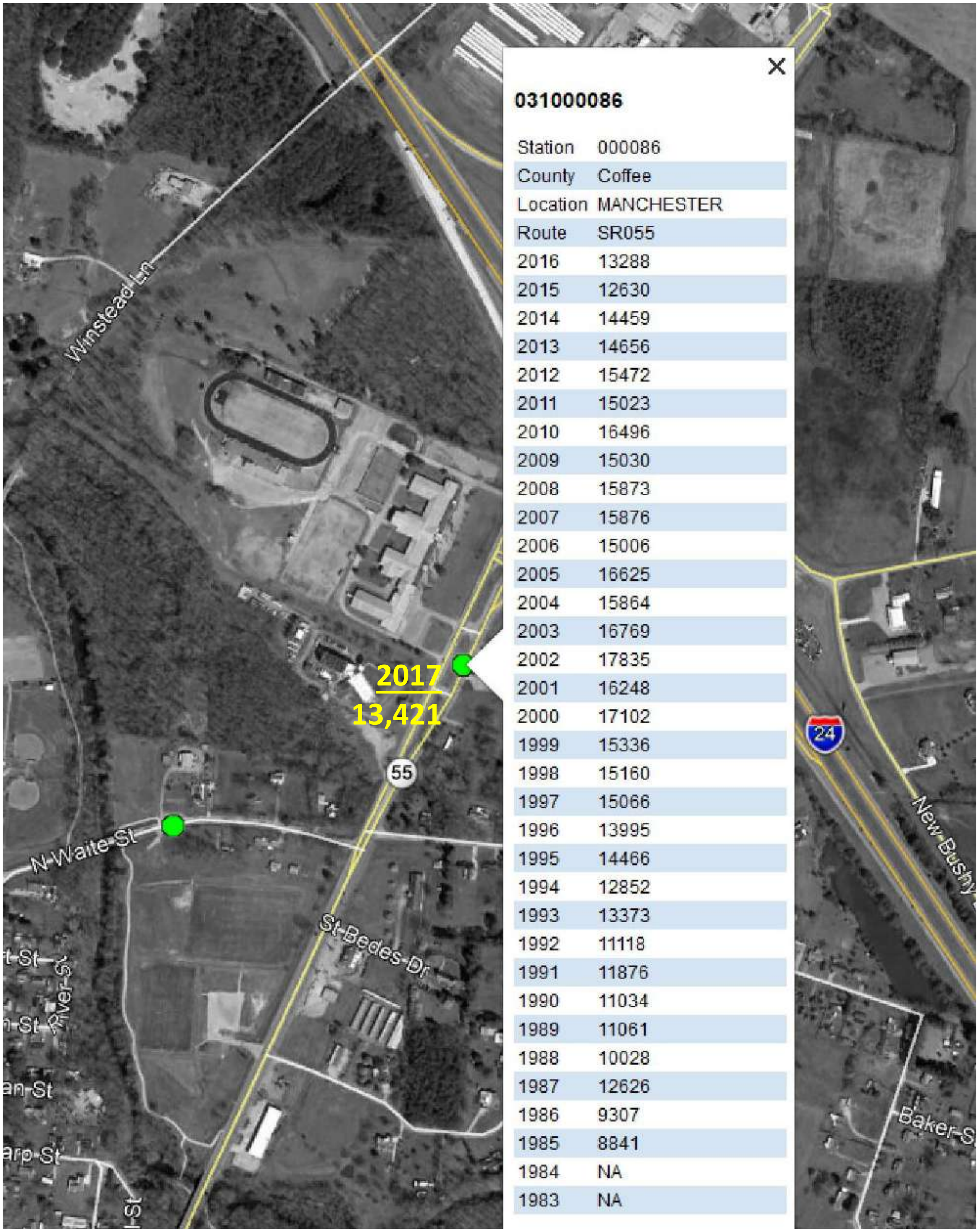
Station	000049
County	Coffee
Location	ASBURY RD-SOUTHEAST OF MANCHESTER
Route	01094
2016	2288
2015	2425
2014	2148
2013	1994
2012	2211
2011	2124
2010	2464
2009	2456
2008	2255
2007	2345
2006	2406
2005	2293
2004	2141
2003	2322
2002	1879
2001	2035
2000	1780
1999	1788
1998	1720
1997	1713
1996	1643
1995	1440
1994	1617
1993	1355
1992	1553
1991	1414
1990	1505
1989	1486
1988	1465
1987	1500
1986	1338
1985	1168
1984	NA
1983	NA

Station: **49**

Description: **Asbury Road**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



Station	000086
County	Coffee
Location	MANCHESTER
Route	SR055
2016	13288
2015	12630
2014	14459
2013	14656
2012	15472
2011	15023
2010	16496
2009	15030
2008	15873
2007	15876
2006	15006
2005	16625
2004	15864
2003	16769
2002	17835
2001	16248
2000	17102
1999	15336
1998	15160
1997	15066
1996	13995
1995	14466
1994	12852
1993	13373
1992	11118
1991	11876
1990	11034
1989	11061
1988	10028
1987	12626
1986	9307
1985	8841
1984	NA
1983	NA

Station: **86**

Description: **Highway 55 North**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

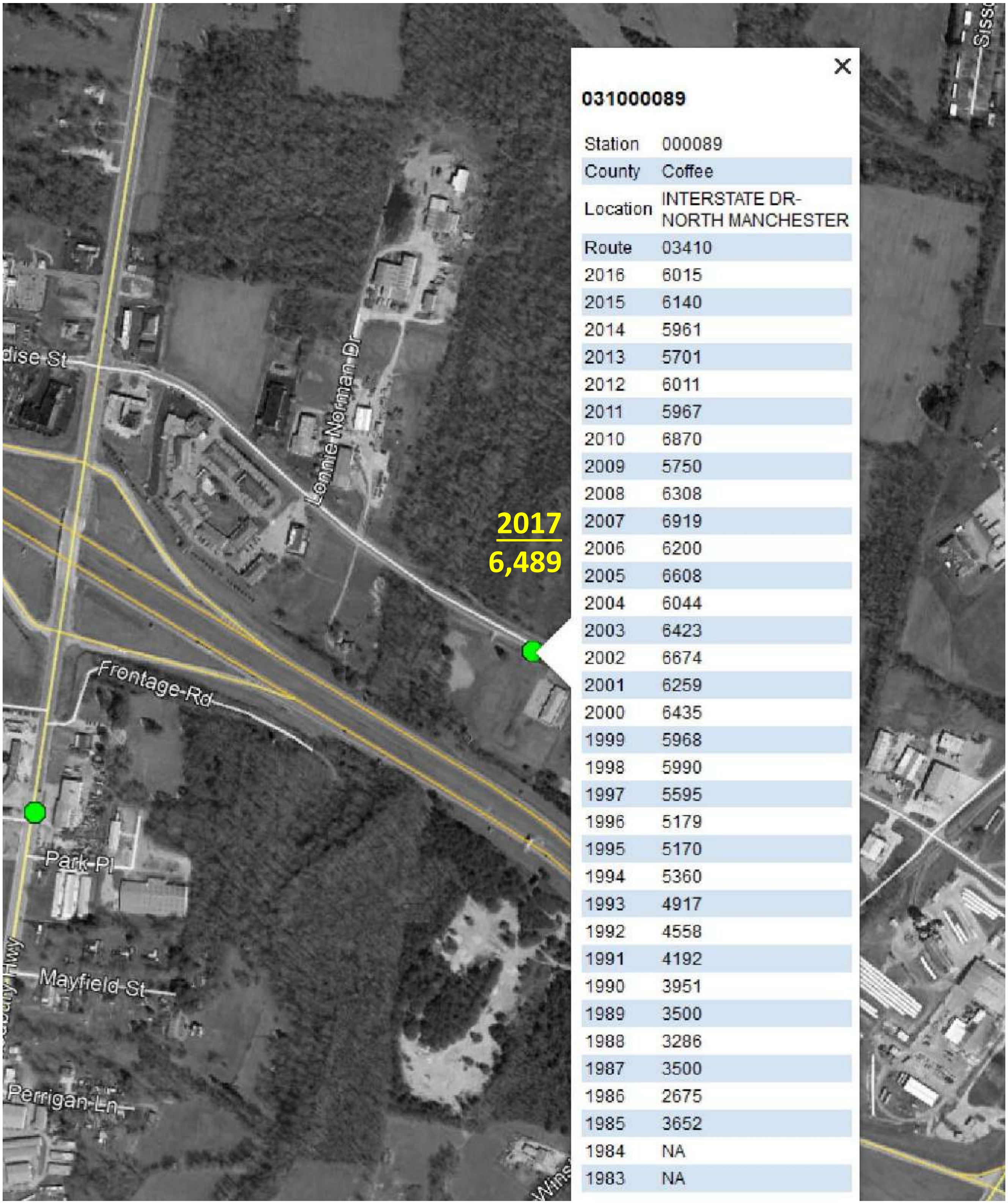
Station	000088
County	Coffee
Location	EAST MANCHESTER
Route	I0024
2016	42512
2015	41861
2014	41934
2013	38286
2012	40724
2011	34687
2010	35473
2009	39858
2008	40644
2007	42128
2006	37434
2005	36317
2004	36857
2003	31893
2002	29847
2001	26612
2000	29754
1999	29832
1998	30075
1997	29403
1996	23990
1995	26491
1994	23006
1993	23883
1992	23755
1991	24361
1990	22834
1989	21507
1988	20658
1987	21049
1986	16730
1985	15884
1984	NA
1983	NA

Station: **88**

Description: **Interstate 24**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000089

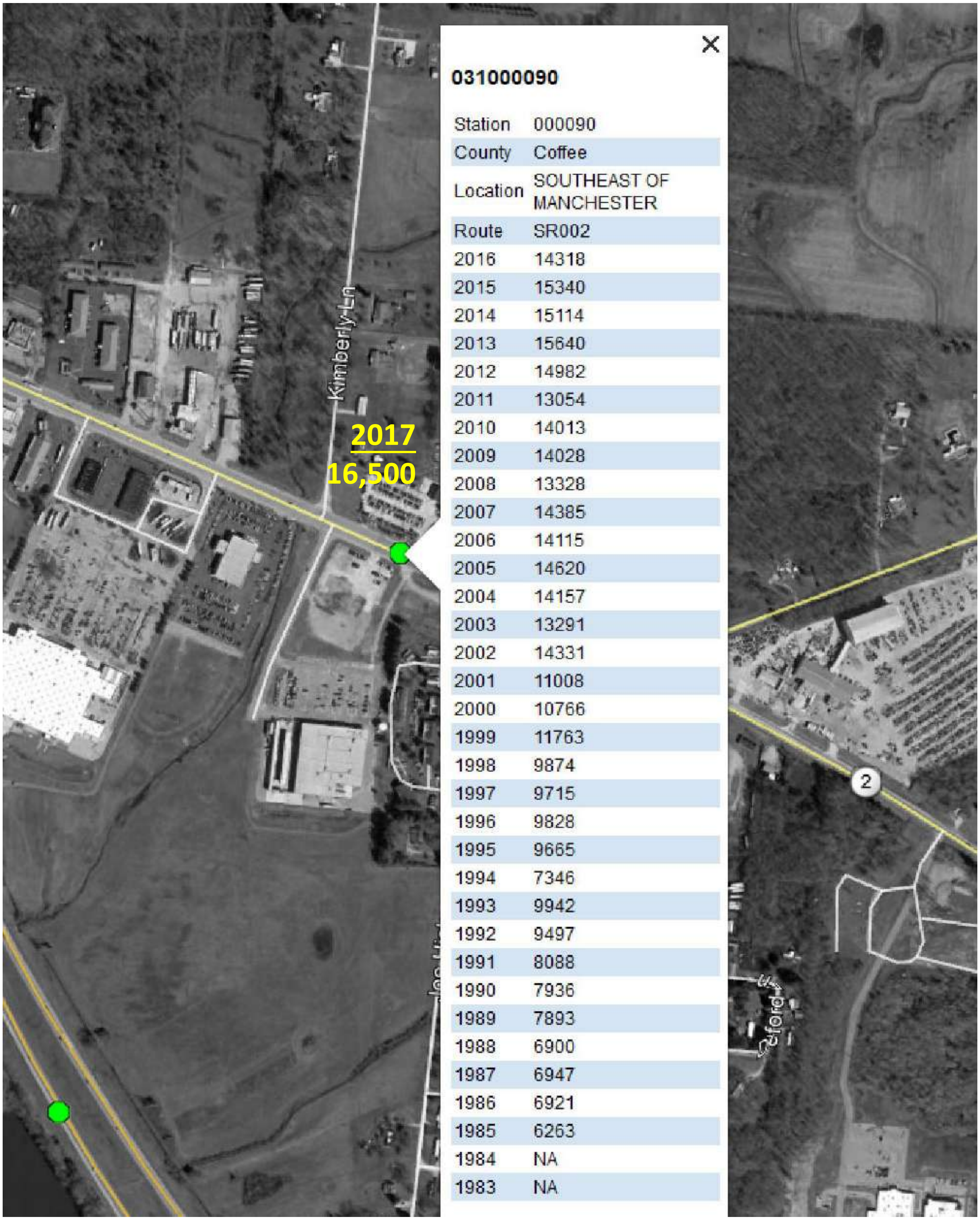
Station	000089
County	Coffee
Location	INTERSTATE DR-NORTH MANCHESTER
Route	03410
2016	6015
2015	6140
2014	5961
2013	5701
2012	6011
2011	5967
2010	6870
2009	5750
2008	6308
2007	6919
2006	6200
2005	6608
2004	6044
2003	6423
2002	6674
2001	6259
2000	6435
1999	5968
1998	5990
1997	5595
1996	5179
1995	5170
1994	5360
1993	4917
1992	4558
1991	4192
1990	3951
1989	3500
1988	3286
1987	3500
1986	2675
1985	3652
1984	NA
1983	NA

Station: **89**

Description: **Interstate Drive**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000090

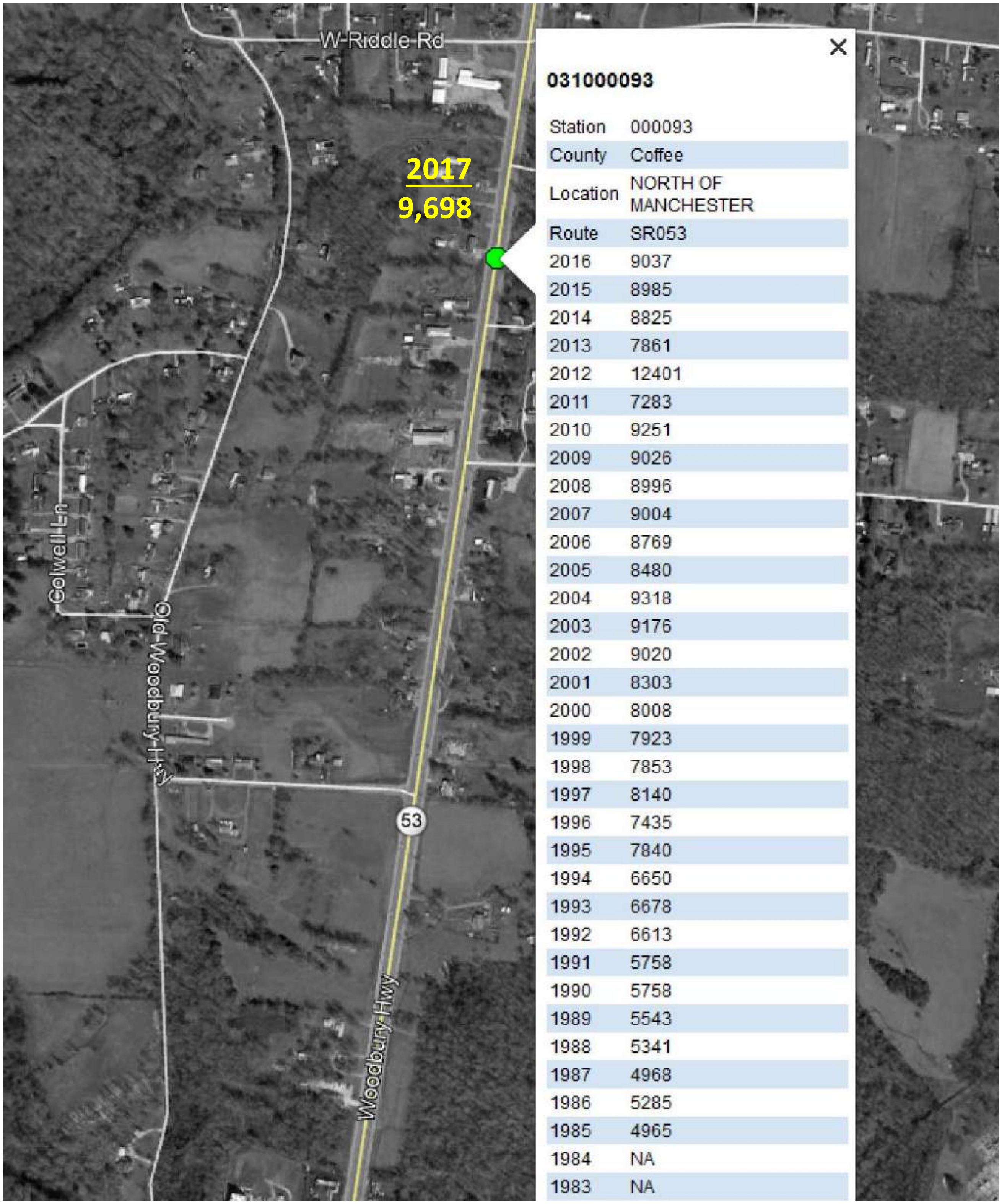
Station	000090
County	Coffee
Location	SOUTHEAST OF MANCHESTER
Route	SR002
2016	14318
2015	15340
2014	15114
2013	15640
2012	14982
2011	13054
2010	14013
2009	14028
2008	13328
2007	14385
2006	14115
2005	14620
2004	14157
2003	13291
2002	14331
2001	11008
2000	10766
1999	11763
1998	9874
1997	9715
1996	9828
1995	9665
1994	7346
1993	9942
1992	9497
1991	8088
1990	7936
1989	7893
1988	6900
1987	6947
1986	6921
1985	6263
1984	NA
1983	NA

Station: **90**

Description: **US Highway 41 / State Route 2**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



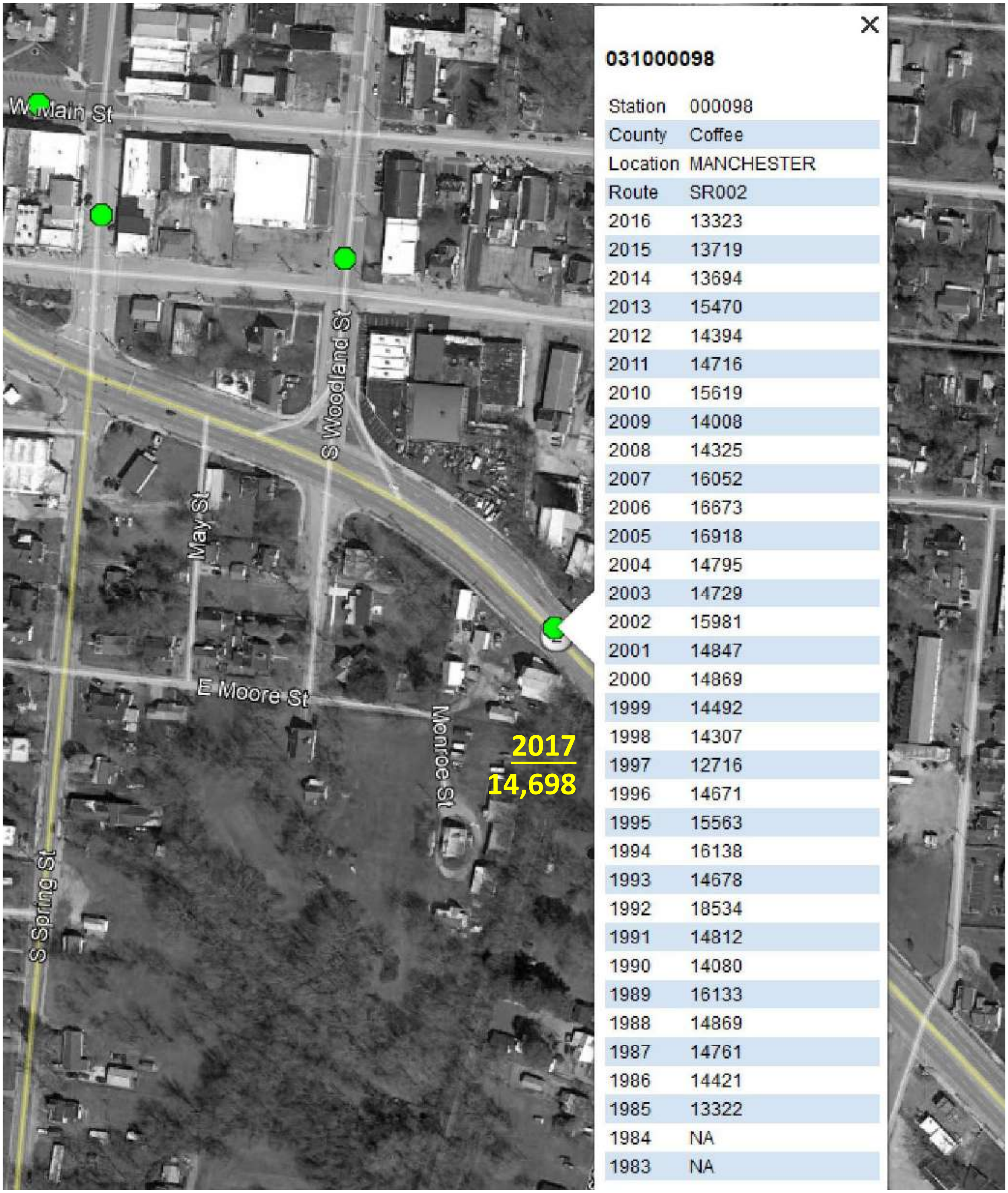
Station	000093
County	Coffee
Location	NORTH OF MANCHESTER
Route	SR053
2016	9037
2015	8985
2014	8825
2013	7861
2012	12401
2011	7283
2010	9251
2009	9026
2008	8996
2007	9004
2006	8769
2005	8480
2004	9318
2003	9176
2002	9020
2001	8303
2000	8008
1999	7923
1998	7853
1997	8140
1996	7435
1995	7840
1994	6650
1993	6678
1992	6613
1991	5758
1990	5758
1989	5543
1988	5341
1987	4968
1986	5285
1985	4965
1984	NA
1983	NA

Station: **93**

Description: **State Route 53 / Woodbury Highway**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000098

Station	000098
County	Coffee
Location	MANCHESTER
Route	SR002
2016	13323
2015	13719
2014	13694
2013	15470
2012	14394
2011	14716
2010	15619
2009	14008
2008	14325
2007	16052
2006	16673
2005	16918
2004	14795
2003	14729
2002	15981
2001	14847
2000	14869
1999	14492
1998	14307
1997	12716
1996	14671
1995	15563
1994	16138
1993	14678
1992	18534
1991	14812
1990	14080
1989	16133
1988	14869
1987	14761
1986	14421
1985	13322
1984	NA
1983	NA

Station: **98**

Description: **Hillsboro Boulevard North**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000104

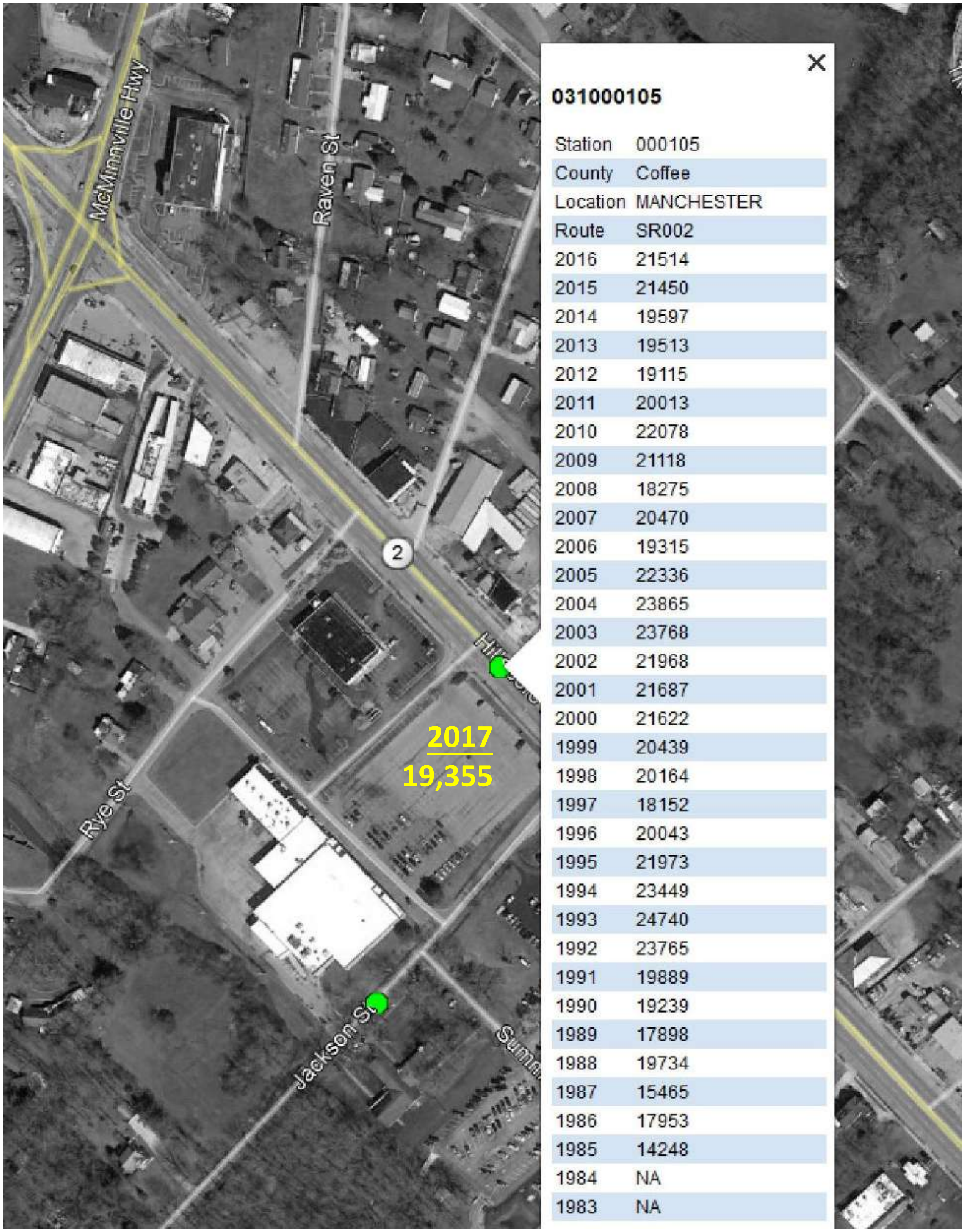
Station	000104
County	Coffee
Location	MANCHESTER
Route	SR055
2016	17767
2015	20131
2014	18524
2013	18001
2012	18232
2011	19578
2010	20609
2009	20267
2008	19084
2007	19928
2006	19525
2005	20708
2004	18857
2003	20274
2002	20941
2001	19609
2000	19194
1999	18950
1998	18281
1997	18762
1996	19013
1995	18830
1994	21932
1993	17562
1992	12549
1991	15572
1990	14656
1989	17470
1988	19260
1987	16067
1986	15768
1985	13355
1984	NA
1983	NA

Station: **104**

Description: **McArthur Drive**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



Station	000105
County	Coffee
Location	MANCHESTER
Route	SR002
2016	21514
2015	21450
2014	19597
2013	19513
2012	19115
2011	20013
2010	22078
2009	21118
2008	18275
2007	20470
2006	19315
2005	22336
2004	23865
2003	23768
2002	21968
2001	21687
2000	21622
1999	20439
1998	20164
1997	18152
1996	20043
1995	21973
1994	23449
1993	24740
1992	23765
1991	19889
1990	19239
1989	17898
1988	19734
1987	15465
1986	17953
1985	14248
1984	NA
1983	NA

Station: **105**

Description: **Hillsboro Boulevard South**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000106

Station	000106
County	Coffee
Location	WOODLAND ST-MANCHESTER
Route	03411
2016	4000
2015	3932
2014	3707
2013	4755
2012	4107
2011	3966
2010	3723
2009	4054
2008	4007
2007	4236
2006	3945
2005	3985
2004	3958
2003	4245
2002	4630
2001	3688
2000	3751
1999	3512
1998	4044
1997	3430
1996	3721
1995	4500
1994	4614
1993	4321
1992	3895
1991	4833
1990	4885
1989	4530
1988	3996
1987	4309
1986	5390
1985	3424
1984	NA
1983	NA

Station: **106**
Description: **South Woodland Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000108

Station	000108
County	Coffee
Location	NORTH MANCHESTER
Route	I0024
2016	44709
2015	43102
2014	43147
2013	39536
2012	41223
2011	37694
2010	36929
2009	41705
2008	41583
2007	43040
2006	38289
2005	37801
2004	36854
2003	33346
2002	32840
2001	32910
2000	29833
1999	29645
1998	32310
1997	30793
1996	28467
1995	26575
1994	25942
1993	25562
1992	24313
1991	21134
1990	22649
1989	25307
1988	23105
1987	22903
1986	17295
1985	14425
1984	NA
1983	NA

Station: **108**

Description: **Interstate 24**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000114

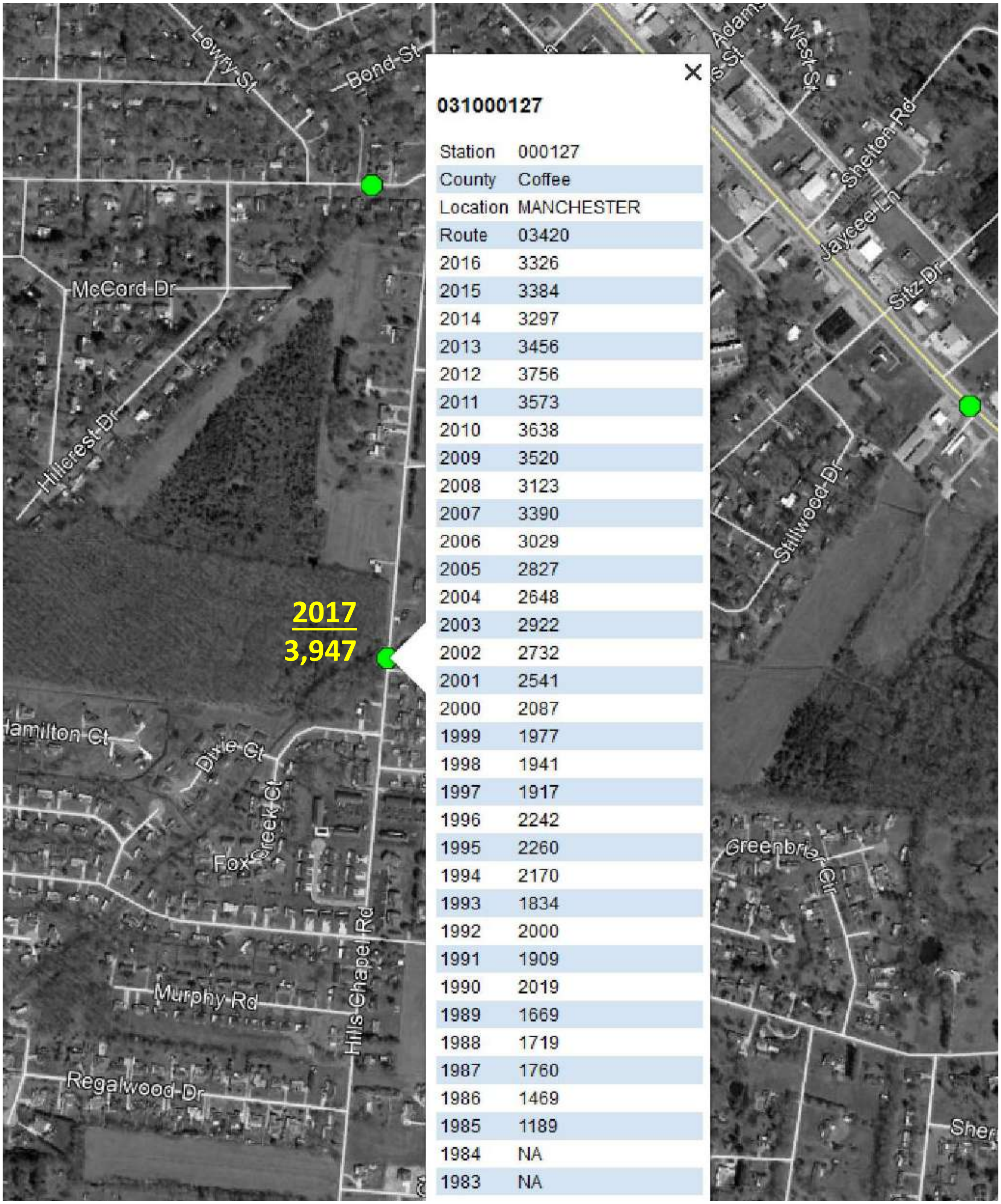
Station	000114
County	Coffee
Location	COFFEE ST-MANCHESTER
Route	01111
2016	3523
2015	3438
2014	3190
2013	3701
2012	3103
2011	2781
2010	2884
2009	2986
2008	2355
2007	2703
2006	2802
2005	2593
2004	2548
2003	2230
2002	2703
2001	2432
2000	2611
1999	2448
1998	2277
1997	2581
1996	2162
1995	2498
1994	2207
1993	1982
1992	2131
1991	2023
1990	1900
1989	1956
1988	1850
1987	1824
1986	1614
1985	1550
1984	NA
1983	NA

Station: **114**

Description: **West Coffee Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000127

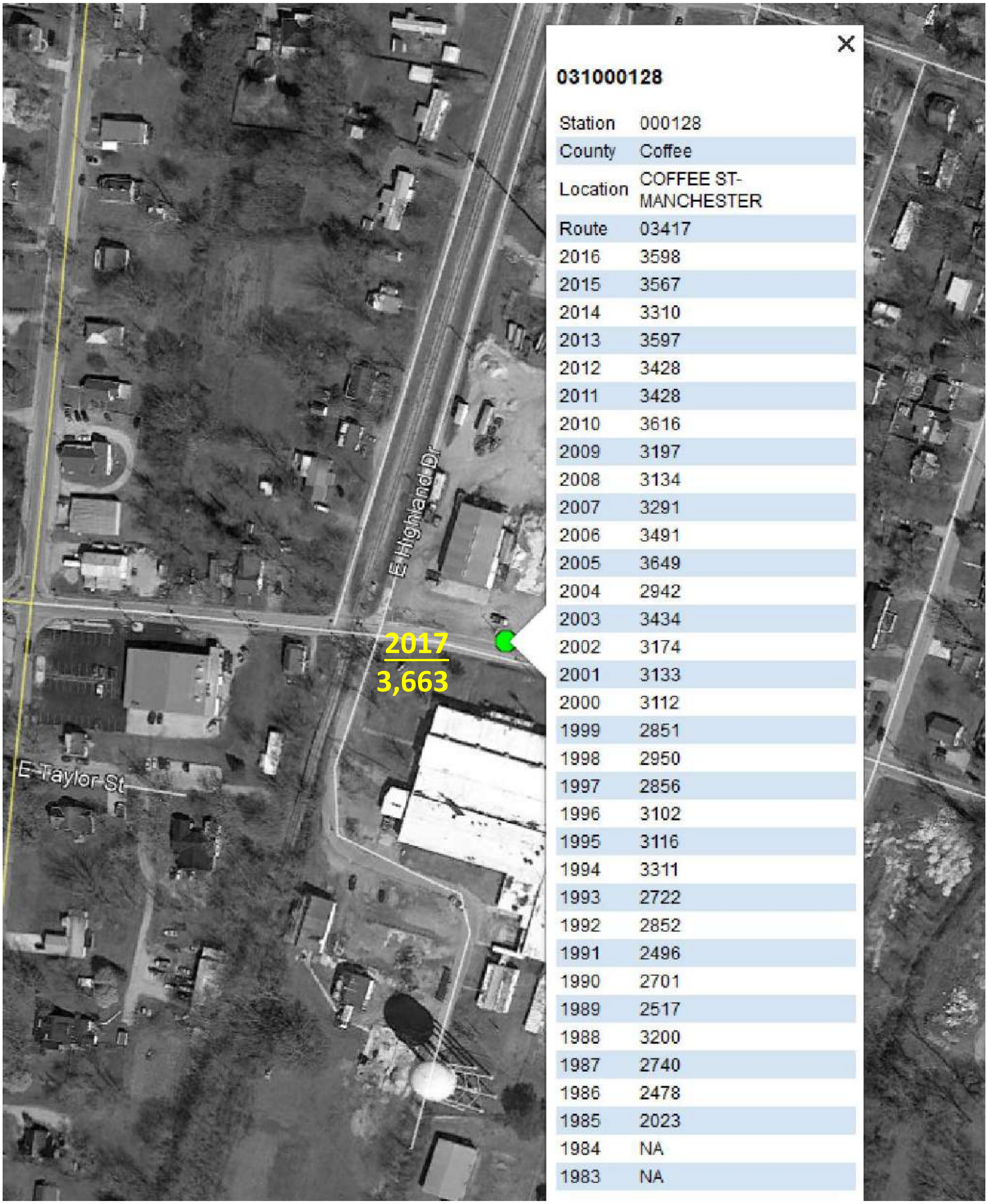
Station	000127
County	Coffee
Location	MANCHESTER
Route	03420
2016	3326
2015	3384
2014	3297
2013	3456
2012	3756
2011	3573
2010	3638
2009	3520
2008	3123
2007	3390
2006	3029
2005	2827
2004	2648
2003	2922
2002	2732
2001	2541
2000	2087
1999	1977
1998	1941
1997	1917
1996	2242
1995	2260
1994	2170
1993	1834
1992	2000
1991	1909
1990	2019
1989	1669
1988	1719
1987	1760
1986	1469
1985	1189
1984	NA
1983	NA

Station: **127**

Description: **Hills Chapel Road**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



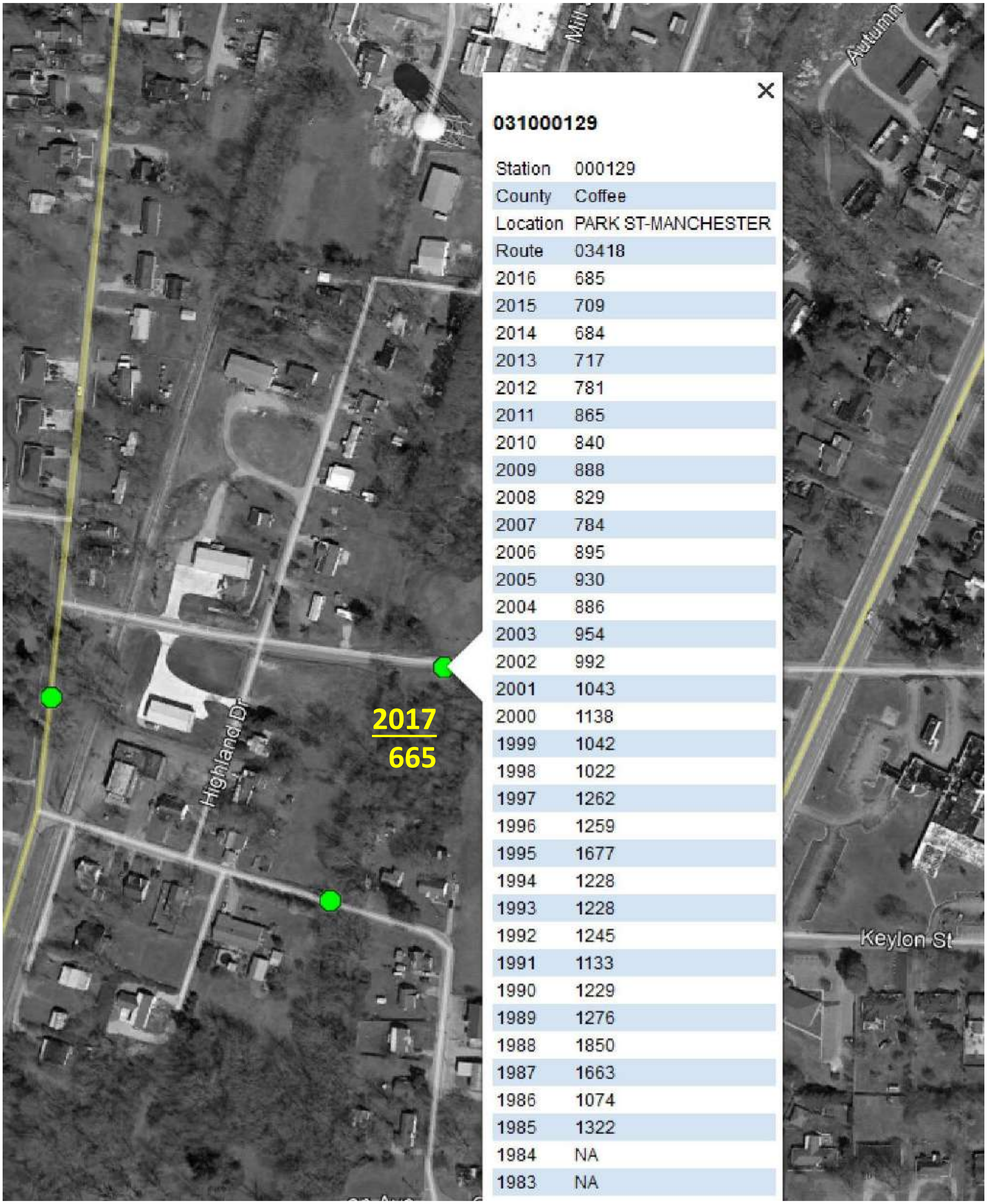
Station	000128
County	Coffee
Location	COFFEE ST-MANCHESTER
Route	03417
2016	3598
2015	3567
2014	3310
2013	3597
2012	3428
2011	3428
2010	3616
2009	3197
2008	3134
2007	3291
2006	3491
2005	3649
2004	2942
2003	3434
2002	3174
2001	3133
2000	3112
1999	2851
1998	2950
1997	2856
1996	3102
1995	3116
1994	3311
1993	2722
1992	2852
1991	2496
1990	2701
1989	2517
1988	3200
1987	2740
1986	2478
1985	2023
1984	NA
1983	NA

Station: **128**

Description: **East Coffee Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000129

Station	000129
County	Coffee
Location	PARK ST-MANCHESTER
Route	03418
2016	685
2015	709
2014	684
2013	717
2012	781
2011	865
2010	840
2009	888
2008	829
2007	784
2006	895
2005	930
2004	886
2003	954
2002	992
2001	1043
2000	1138
1999	1042
1998	1022
1997	1262
1996	1259
1995	1677
1994	1228
1993	1228
1992	1245
1991	1133
1990	1229
1989	1276
1988	1850
1987	1663
1986	1074
1985	1322
1984	NA
1983	NA

Station: **129**

Description: **Parks Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000130

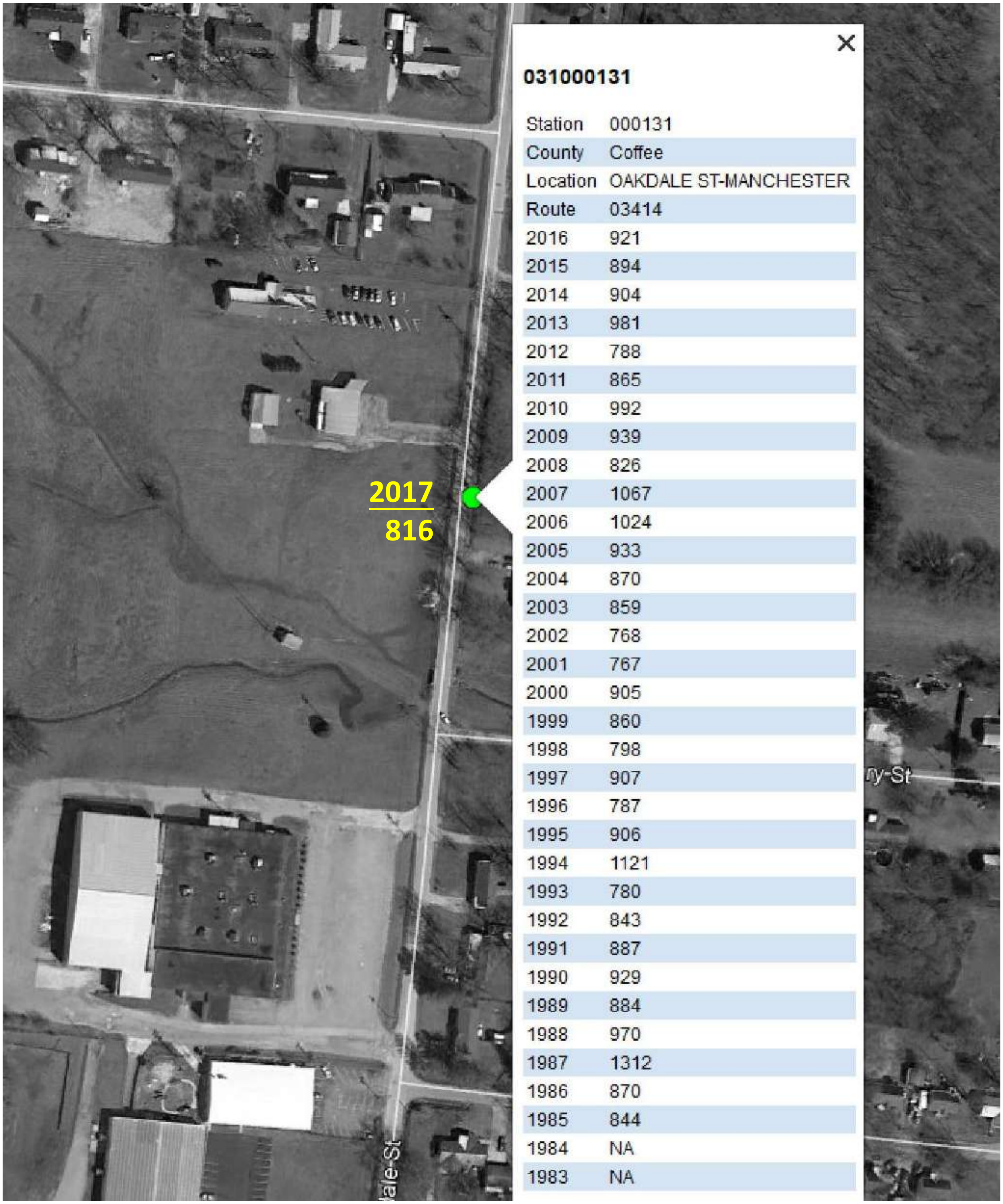
Station	000130
County	Coffee
Location	SPRING ST-MANCHESTER
Route	01111
2016	4255
2015	4239
2014	4116
2013	4378
2012	3687
2011	4054
2010	4235
2009	3914
2008	4011
2007	3933
2006	4546
2005	4692
2004	4437
2003	3757
2002	4823
2001	4250
2000	4591
1999	4465
1998	4341
1997	4691
1996	4101
1995	3964
1994	4585
1993	5225
1992	5435
1991	4133
1990	4806
1989	5051
1988	4940
1987	4212
1986	4431
1985	4488
1984	NA
1983	NA

Station: **130**

Description: **Spring Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000131

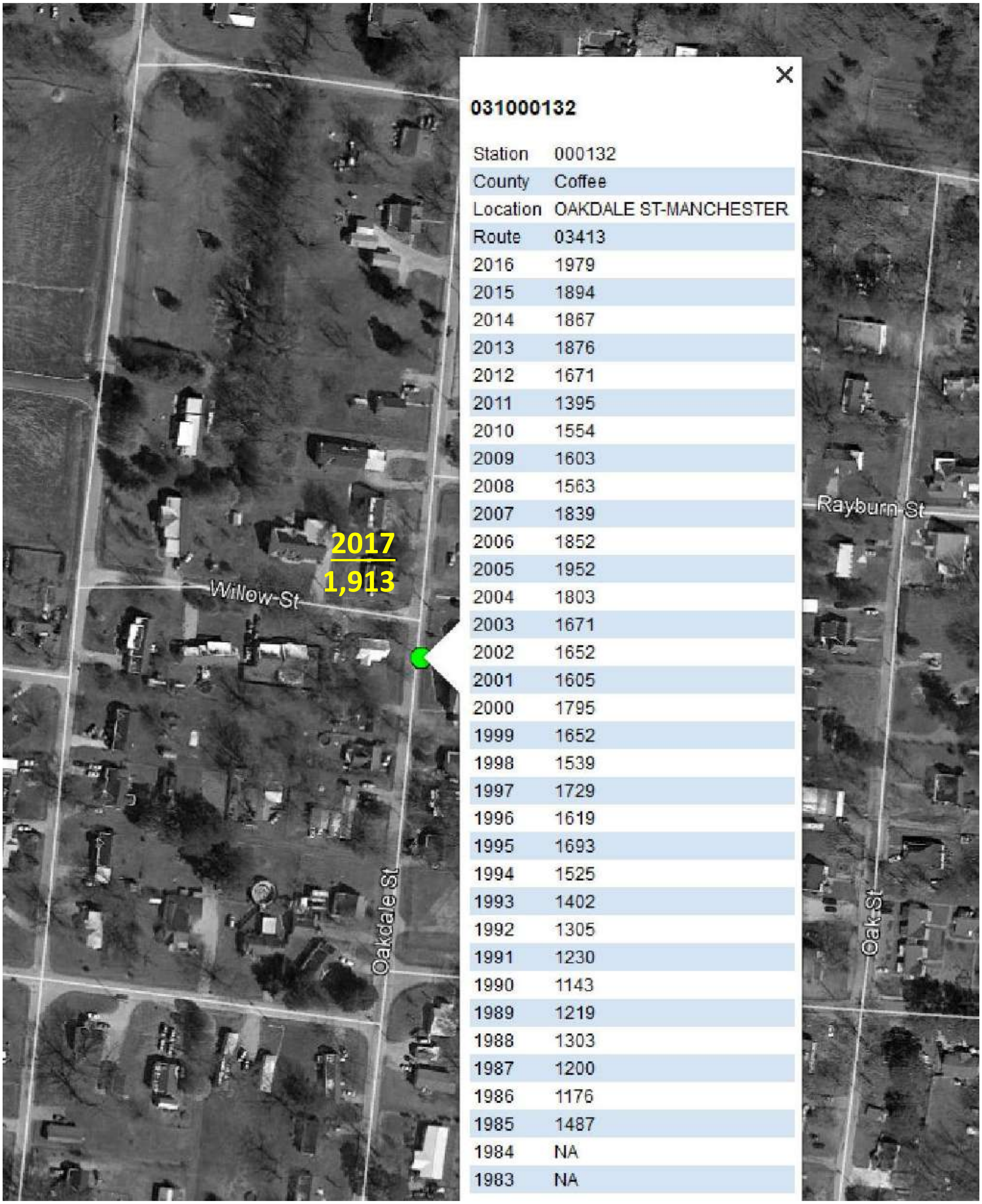
Station	000131
County	Coffee
Location	OAKDALE ST-MANCHESTER
Route	03414
2016	921
2015	894
2014	904
2013	981
2012	788
2011	865
2010	992
2009	939
2008	826
2007	1067
2006	1024
2005	933
2004	870
2003	859
2002	768
2001	767
2000	905
1999	860
1998	798
1997	907
1996	787
1995	906
1994	1121
1993	780
1992	843
1991	887
1990	929
1989	884
1988	970
1987	1312
1986	870
1985	844
1984	NA
1983	NA

Station: **131**

Description: **Oakdale Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000132

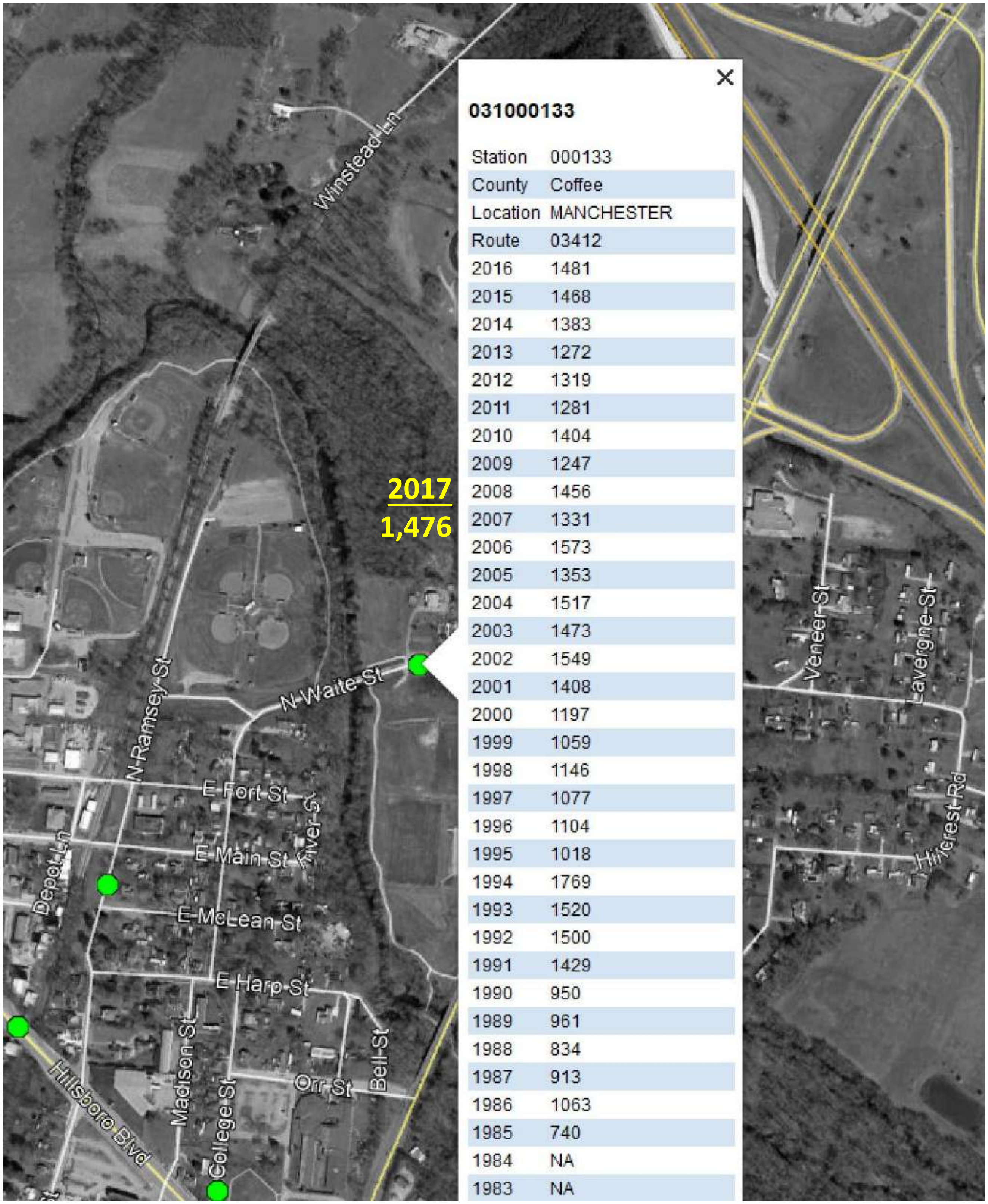
Station	000132
County	Coffee
Location	OAKDALE ST-MANCHESTER
Route	03413
2016	1979
2015	1894
2014	1867
2013	1876
2012	1671
2011	1395
2010	1554
2009	1603
2008	1563
2007	1839
2006	1852
2005	1952
2004	1803
2003	1671
2002	1652
2001	1605
2000	1795
1999	1652
1998	1539
1997	1729
1996	1619
1995	1693
1994	1525
1993	1402
1992	1305
1991	1230
1990	1143
1989	1219
1988	1303
1987	1200
1986	1176
1985	1487
1984	NA
1983	NA

Station: **132**

Description: **Oakdale Street North**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000133

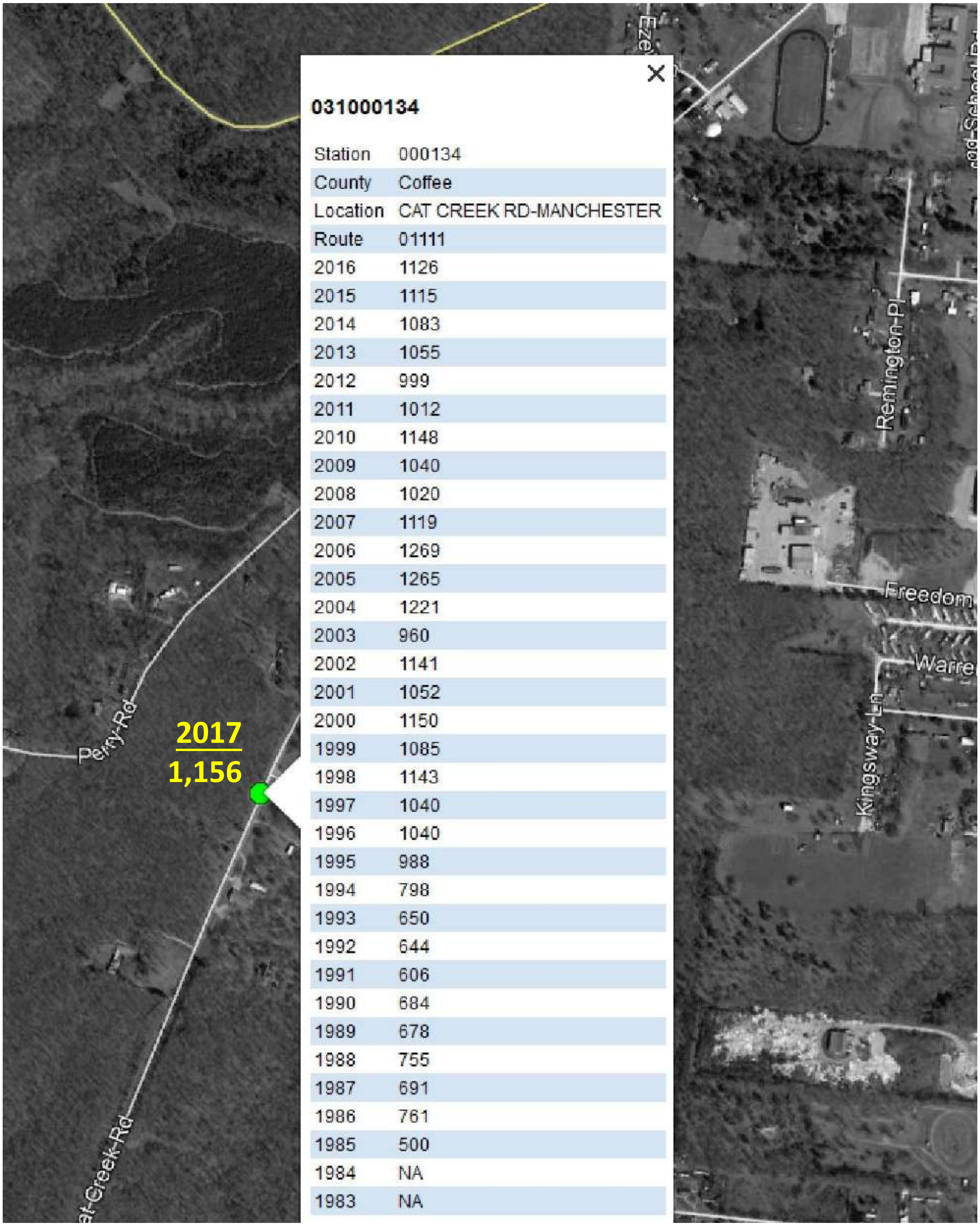
Station	000133
County	Coffee
Location	MANCHESTER
Route	03412
2016	1481
2015	1468
2014	1383
2013	1272
2012	1319
2011	1281
2010	1404
2009	1247
2008	1456
2007	1331
2006	1573
2005	1353
2004	1517
2003	1473
2002	1549
2001	1408
2000	1197
1999	1059
1998	1146
1997	1077
1996	1104
1995	1018
1994	1769
1993	1520
1992	1500
1991	1429
1990	950
1989	961
1988	834
1987	913
1986	1063
1985	740
1984	NA
1983	NA

Station: **133**

Description: **North Waite Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



Station	000134
County	Coffee
Location	CAT CREEK RD-MANCHESTER
Route	01111
2016	1126
2015	1115
2014	1083
2013	1055
2012	999
2011	1012
2010	1148
2009	1040
2008	1020
2007	1119
2006	1269
2005	1265
2004	1221
2003	960
2002	1141
2001	1052
2000	1150
1999	1085
1998	1143
1997	1040
1996	1040
1995	988
1994	798
1993	650
1992	644
1991	606
1990	684
1989	678
1988	755
1987	691
1986	761
1985	500
1984	NA
1983	NA

Station: **134**

Description: **Cat Creek Road**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000173

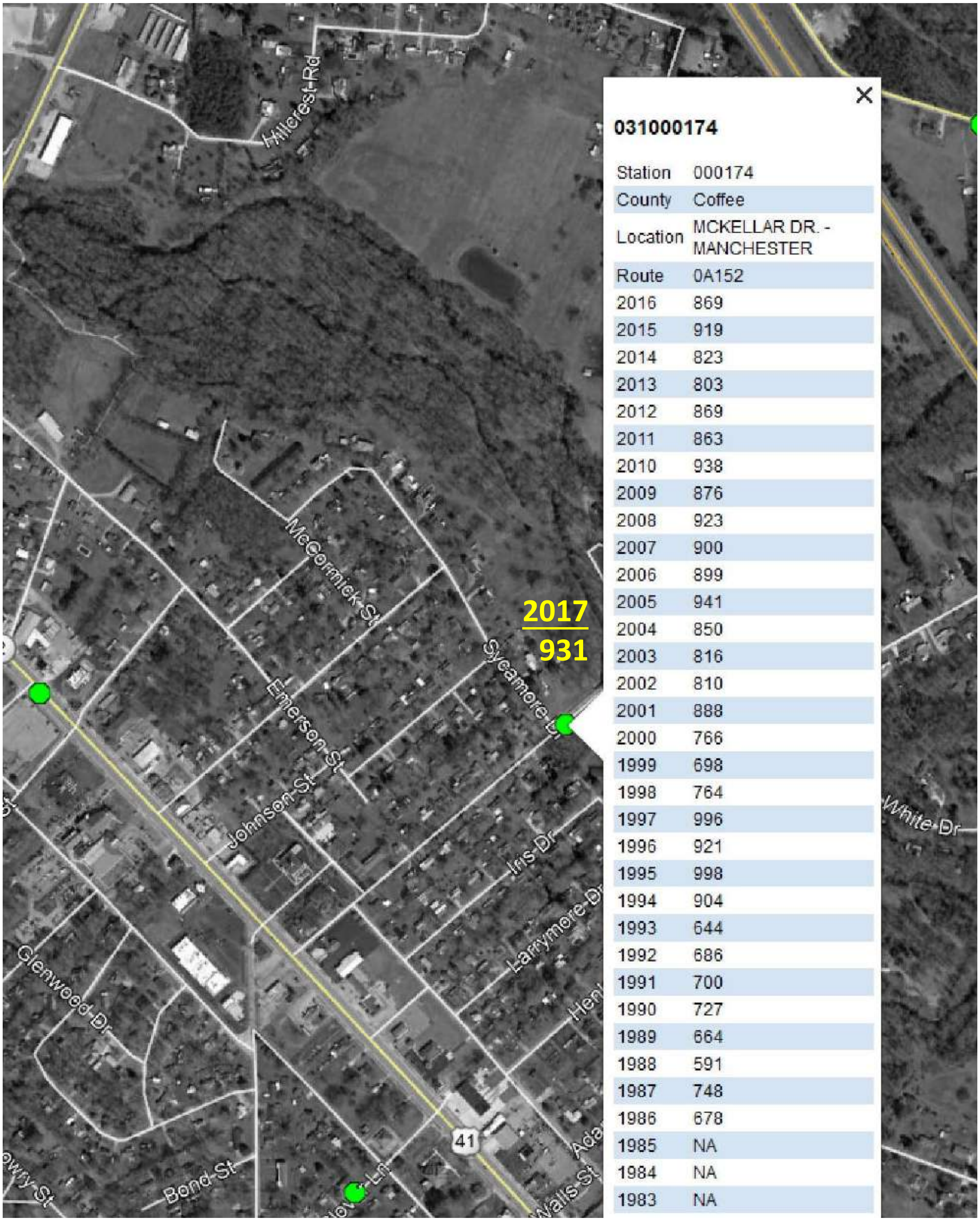
Station	000173
County	Coffee
Location	ROGERS RD. - SOUTH MANCHESTER
Route	0A239
2016	2245
2015	2261
2014	2287
2013	2181
2012	2254
2011	1976
2010	2170
2009	2120
2008	2067
2007	2105
2006	1942
2005	1730
2004	1812
2003	1944
2002	1645
2001	1478
2000	1432
1999	1417
1998	1246
1997	1342
1996	1276
1995	1291
1994	1127
1993	1099
1992	1177
1991	1036
1990	998
1989	1067
1988	868
1987	2788
1986	952
1985	NA
1984	NA
1983	NA

Station: **173**

Description: **Rogers Drive**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000174

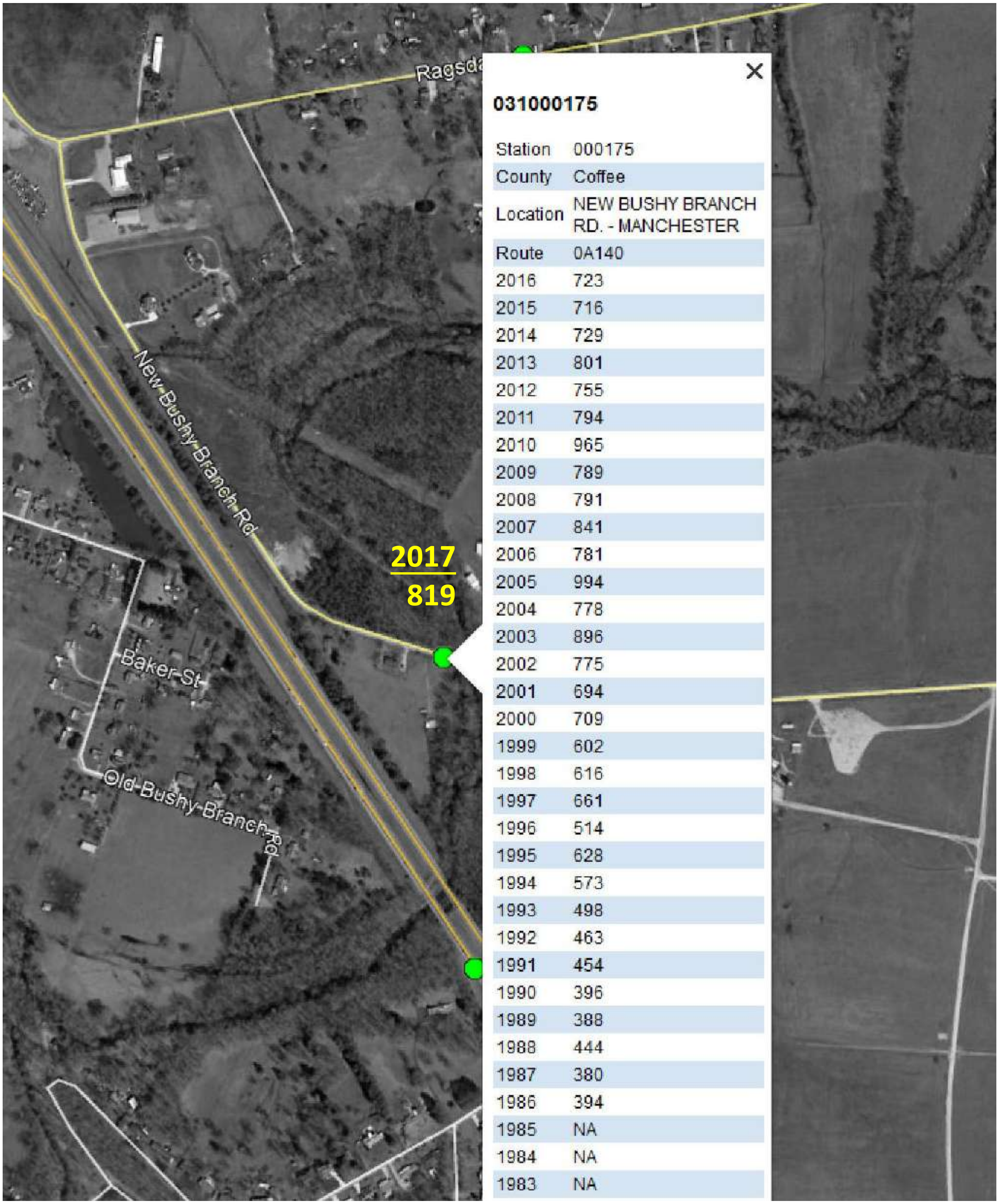
Station	000174
County	Coffee
Location	MCKELLAR DR. - MANCHESTER
Route	0A152
2016	869
2015	919
2014	823
2013	803
2012	869
2011	863
2010	938
2009	876
2008	923
2007	900
2006	899
2005	941
2004	850
2003	816
2002	810
2001	888
2000	766
1999	698
1998	764
1997	996
1996	921
1995	998
1994	904
1993	644
1992	686
1991	700
1990	727
1989	664
1988	591
1987	748
1986	678
1985	NA
1984	NA
1983	NA

Station: **174**

Description: **McKellar Drive**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000175

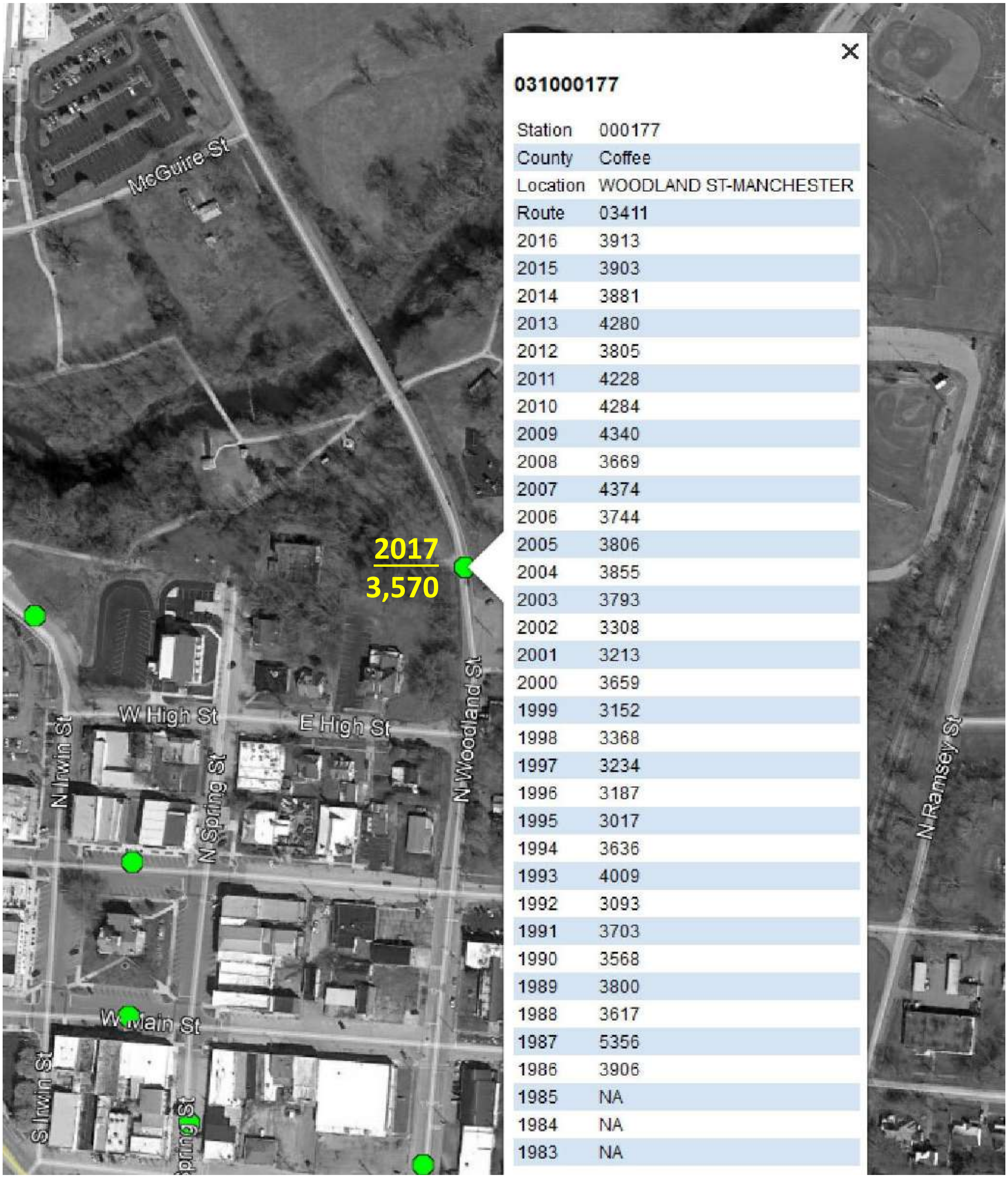
Station	000175
County	Coffee
Location	NEW BUSHY BRANCH RD. - MANCHESTER
Route	0A140
2016	723
2015	716
2014	729
2013	801
2012	755
2011	794
2010	965
2009	789
2008	791
2007	841
2006	781
2005	994
2004	778
2003	896
2002	775
2001	694
2000	709
1999	602
1998	616
1997	661
1996	514
1995	628
1994	573
1993	498
1992	463
1991	454
1990	396
1989	388
1988	444
1987	380
1986	394
1985	NA
1984	NA
1983	NA

Station: **175**

Description: **New Bushy Branch Road**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



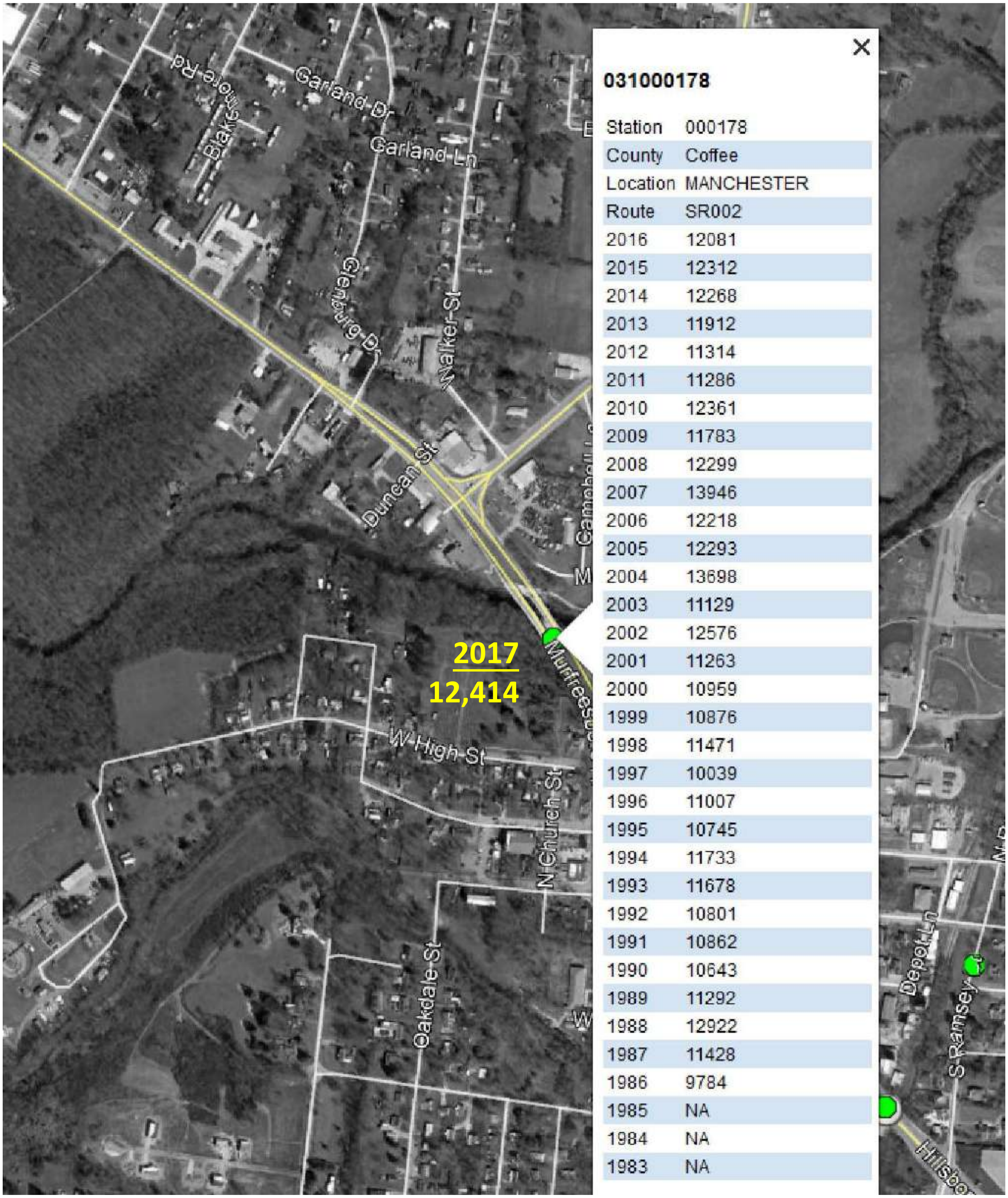
Station	000177
County	Coffee
Location	WOODLAND ST-MANCHESTER
Route	03411
2016	3913
2015	3903
2014	3881
2013	4280
2012	3805
2011	4228
2010	4284
2009	4340
2008	3669
2007	4374
2006	3744
2005	3806
2004	3855
2003	3793
2002	3308
2001	3213
2000	3659
1999	3152
1998	3368
1997	3234
1996	3187
1995	3017
1994	3636
1993	4009
1992	3093
1991	3703
1990	3568
1989	3800
1988	3617
1987	5356
1986	3906
1985	NA
1984	NA
1983	NA

Station: **177**

Description: **North Woodland Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000178

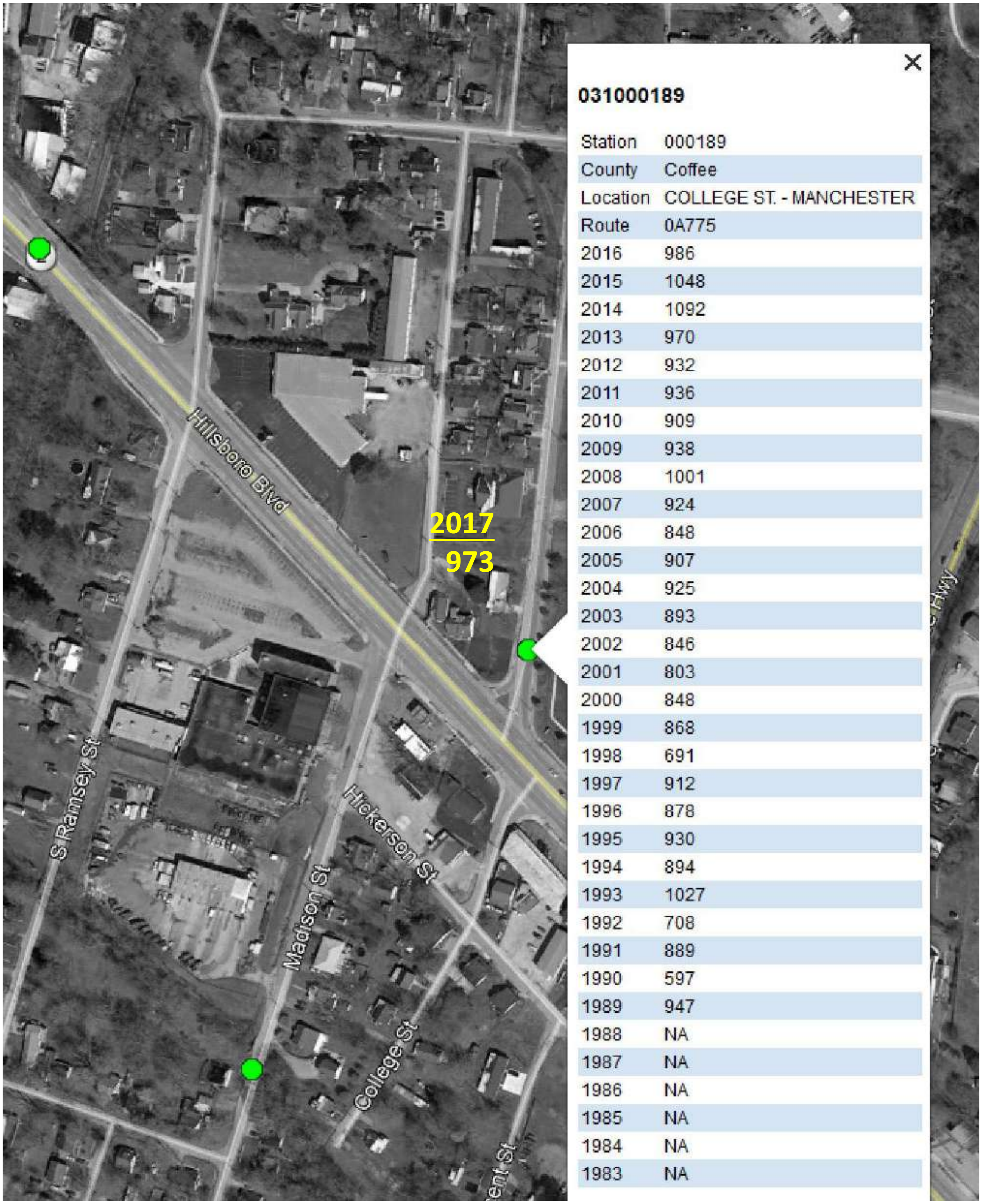
Station	000178
County	Coffee
Location	MANCHESTER
Route	SR002
2016	12081
2015	12312
2014	12268
2013	11912
2012	11314
2011	11286
2010	12361
2009	11783
2008	12299
2007	13946
2006	12218
2005	12293
2004	13698
2003	11129
2002	12576
2001	11263
2000	10959
1999	10876
1998	11471
1997	10039
1996	11007
1995	10745
1994	11733
1993	11678
1992	10801
1991	10862
1990	10643
1989	11292
1988	12922
1987	11428
1986	9784
1985	NA
1984	NA
1983	NA

Station: **178**

Description: **Hillsboro Highway North**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000189

Station	000189
County	Coffee
Location	COLLEGE ST. - MANCHESTER
Route	0A775
2016	986
2015	1048
2014	1092
2013	970
2012	932
2011	936
2010	909
2009	938
2008	1001
2007	924
2006	848
2005	907
2004	925
2003	893
2002	846
2001	803
2000	848
1999	868
1998	691
1997	912
1996	878
1995	930
1994	894
1993	1027
1992	708
1991	889
1990	597
1989	947
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **189**

Description: **College Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000191

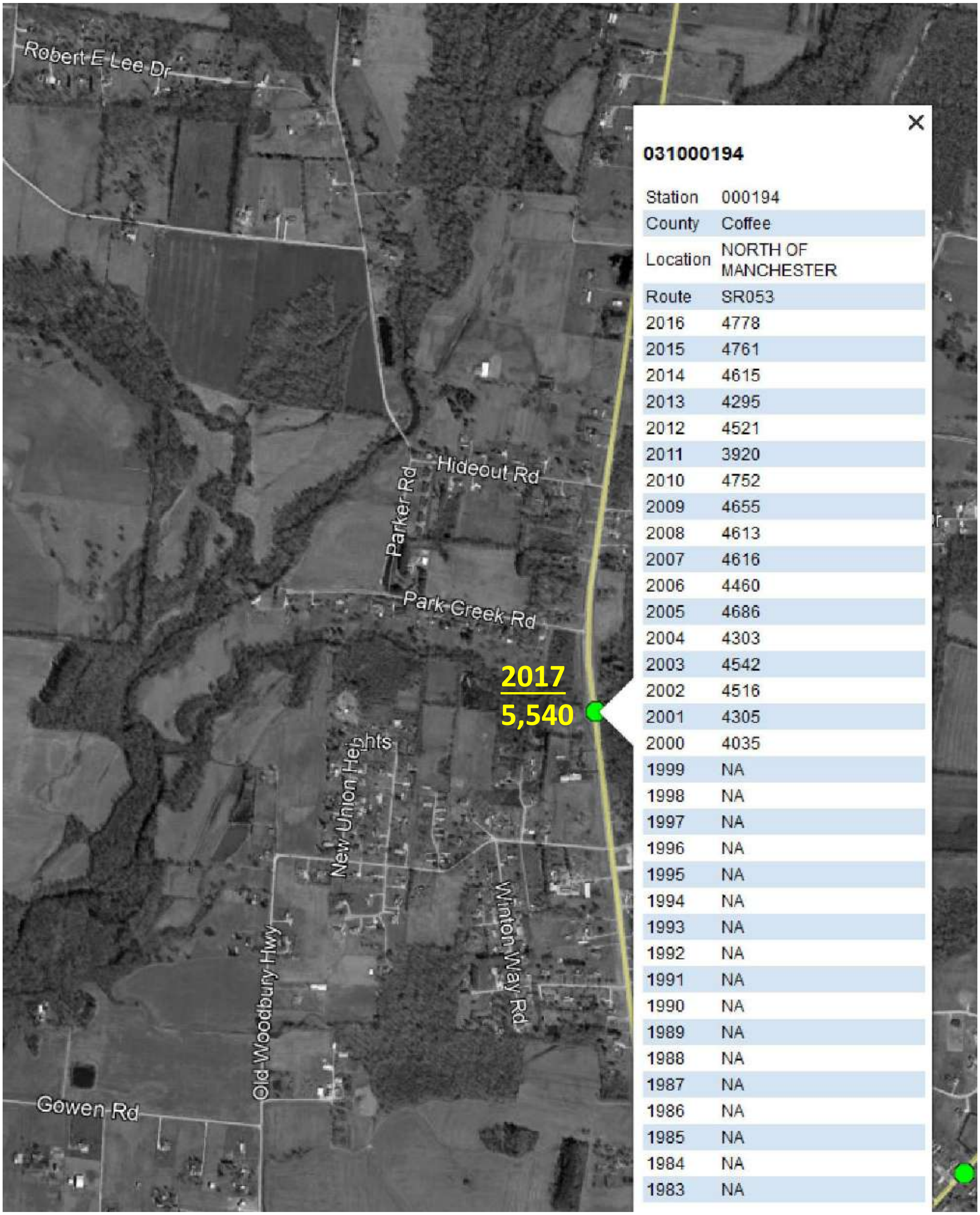
Station	000191
County	Coffee
Location	HENDERSON DR - MANCHESTER
Route	04267
2016	546
2015	543
2014	528
2013	590
2012	441
2011	543
2010	561
2009	556
2008	480
2007	594
2006	577
2005	640
2004	552
2003	541
2002	609
2001	525
2000	497
1999	545
1998	544
1997	482
1996	509
1995	572
1994	581
1993	526
1992	555
1991	554
1990	601
1989	528
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **191**

Description: **Hendrixson Drive**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



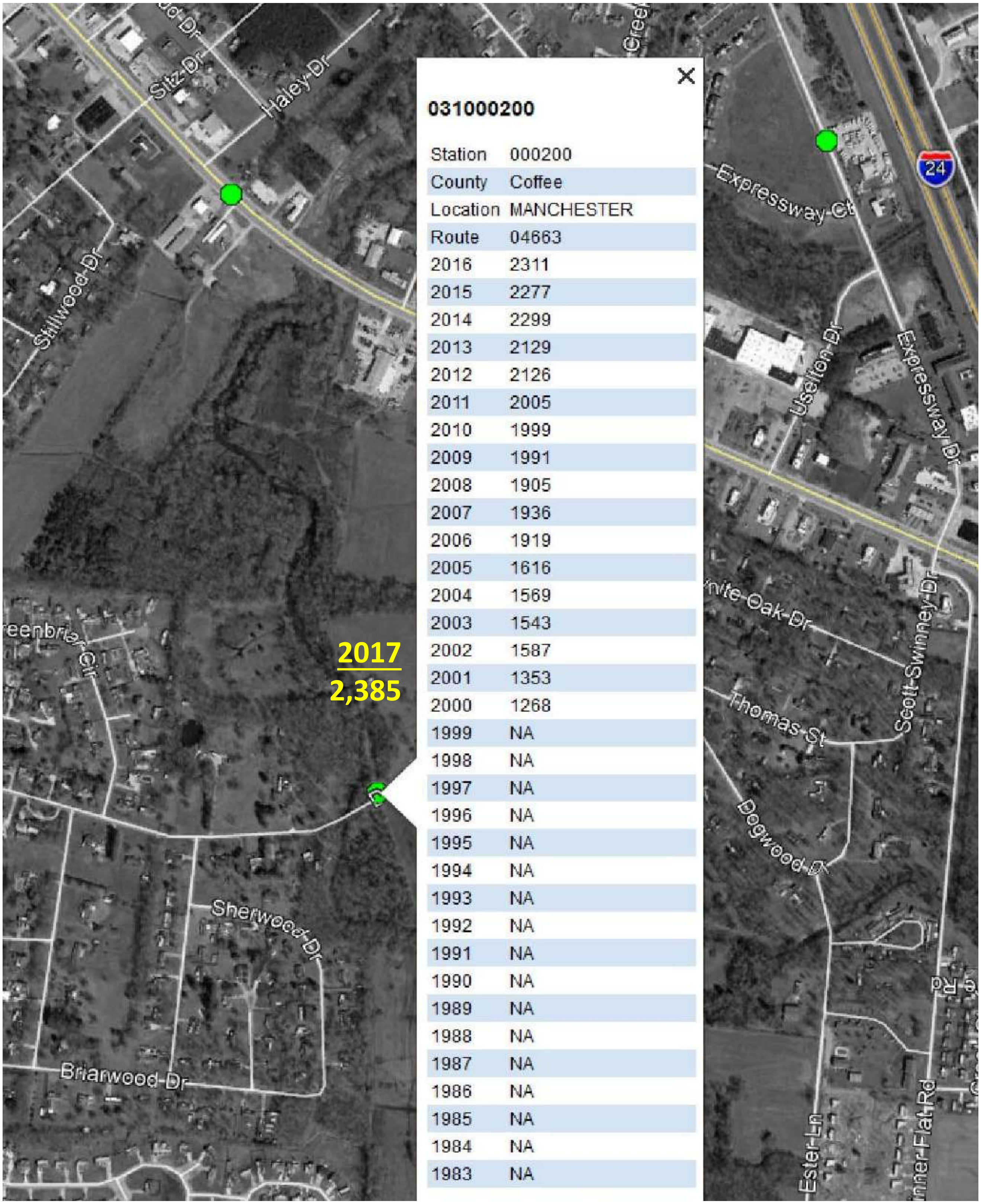
Station	000194
County	Coffee
Location	NORTH OF MANCHESTER
Route	SR053
2016	4778
2015	4761
2014	4615
2013	4295
2012	4521
2011	3920
2010	4752
2009	4655
2008	4613
2007	4616
2006	4460
2005	4686
2004	4303
2003	4542
2002	4516
2001	4305
2000	4035
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **194**

Description: **State Route 53 / Woodbury Highway**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



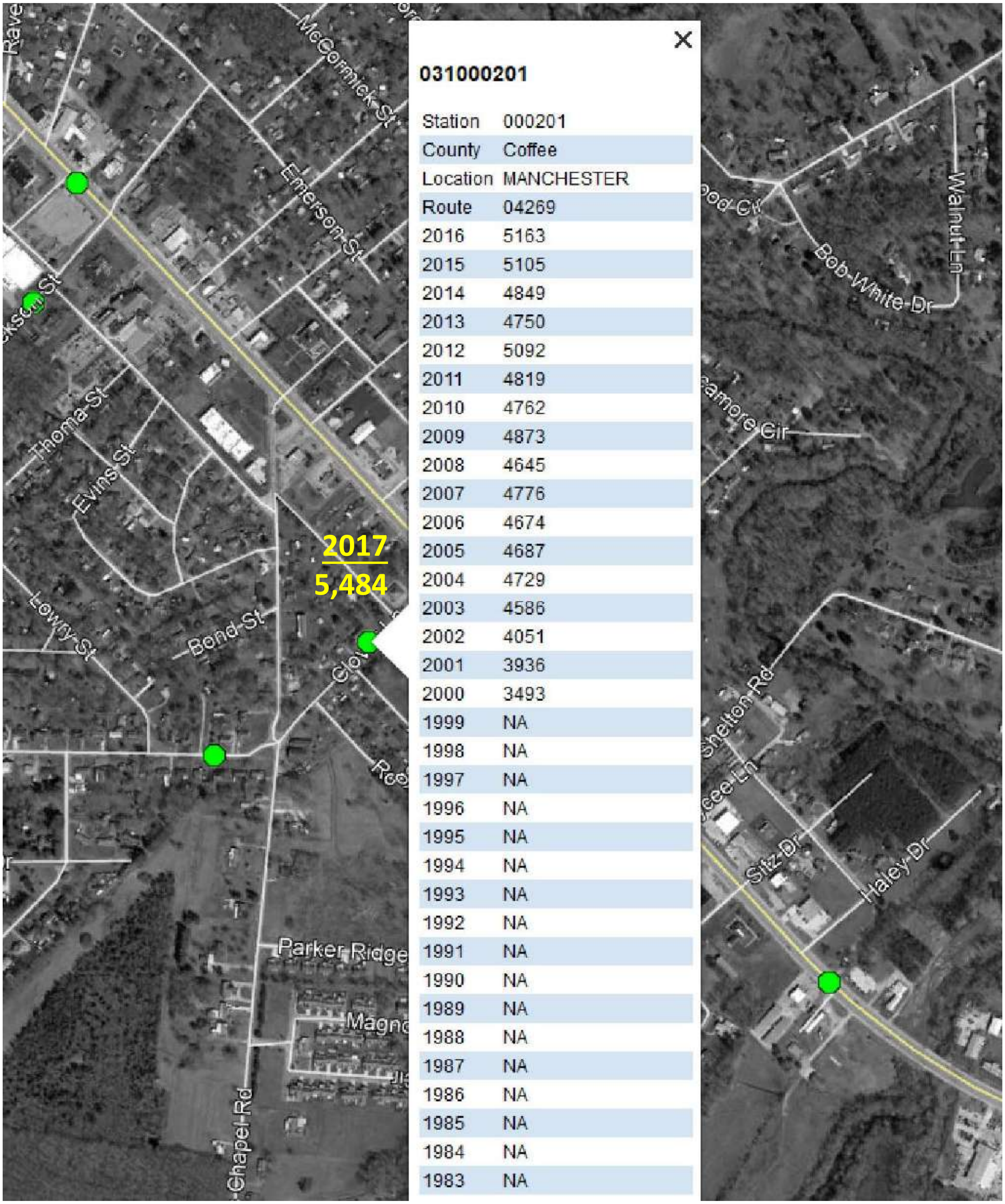
Station	000200
County	Coffee
Location	MANCHESTER
Route	04663
2016	2311
2015	2277
2014	2299
2013	2129
2012	2126
2011	2005
2010	1999
2009	1991
2008	1905
2007	1936
2006	1919
2005	1616
2004	1569
2003	1543
2002	1587
2001	1353
2000	1268
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **200**

Description: **Doak Road**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000201

Station	000201
County	Coffee
Location	MANCHESTER
Route	04269
2016	5163
2015	5105
2014	4849
2013	4750
2012	5092
2011	4819
2010	4762
2009	4873
2008	4645
2007	4776
2006	4674
2005	4687
2004	4729
2003	4586
2002	4051
2001	3936
2000	3493
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **201**

Description: **Clover Lane**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

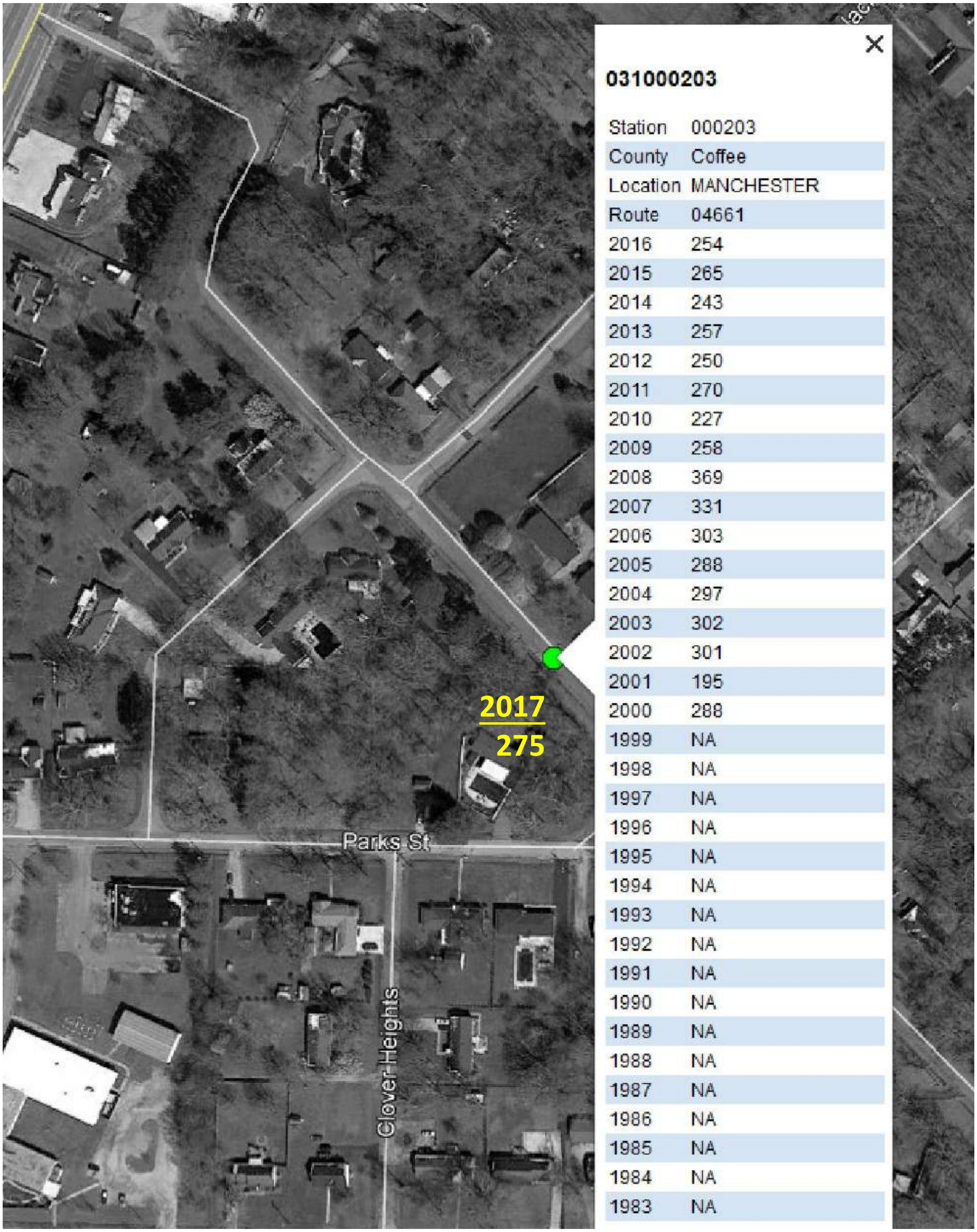
031000202

Station	000202
County	Coffee
Location	DOG ST - MANCHESTER
Route	03419
2016	182
2015	226
2014	279
2013	163
2012	144
2011	162
2010	176
2009	193
2008	203
2007	197
2006	237
2005	189
2004	221
2003	174
2002	282
2001	219
2000	304
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **202**
Description: **Century Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



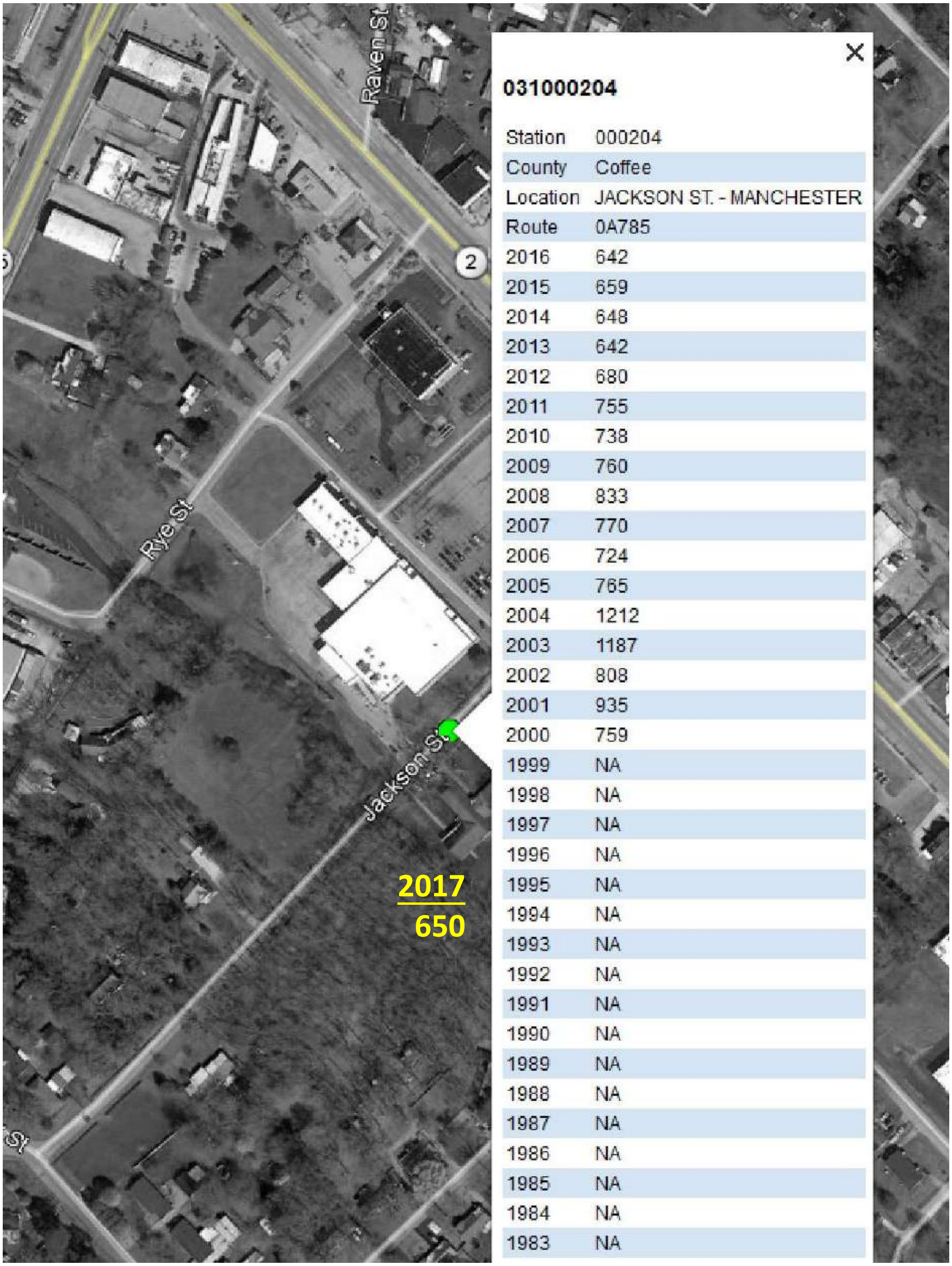
Station	000203
County	Coffee
Location	MANCHESTER
Route	04661
2016	254
2015	265
2014	243
2013	257
2012	250
2011	270
2010	227
2009	258
2008	369
2007	331
2006	303
2005	288
2004	297
2003	302
2002	301
2001	195
2000	288
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **203**

Description: **Lowry Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000204

Station	000204
County	Coffee
Location	JACKSON ST. - MANCHESTER
Route	0A785
2016	642
2015	659
2014	648
2013	642
2012	680
2011	755
2010	738
2009	760
2008	833
2007	770
2006	724
2005	765
2004	1212
2003	1187
2002	808
2001	935
2000	759
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **204**

Description: **Jackson Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

Station: **205**

Description: **West Taylor Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000206

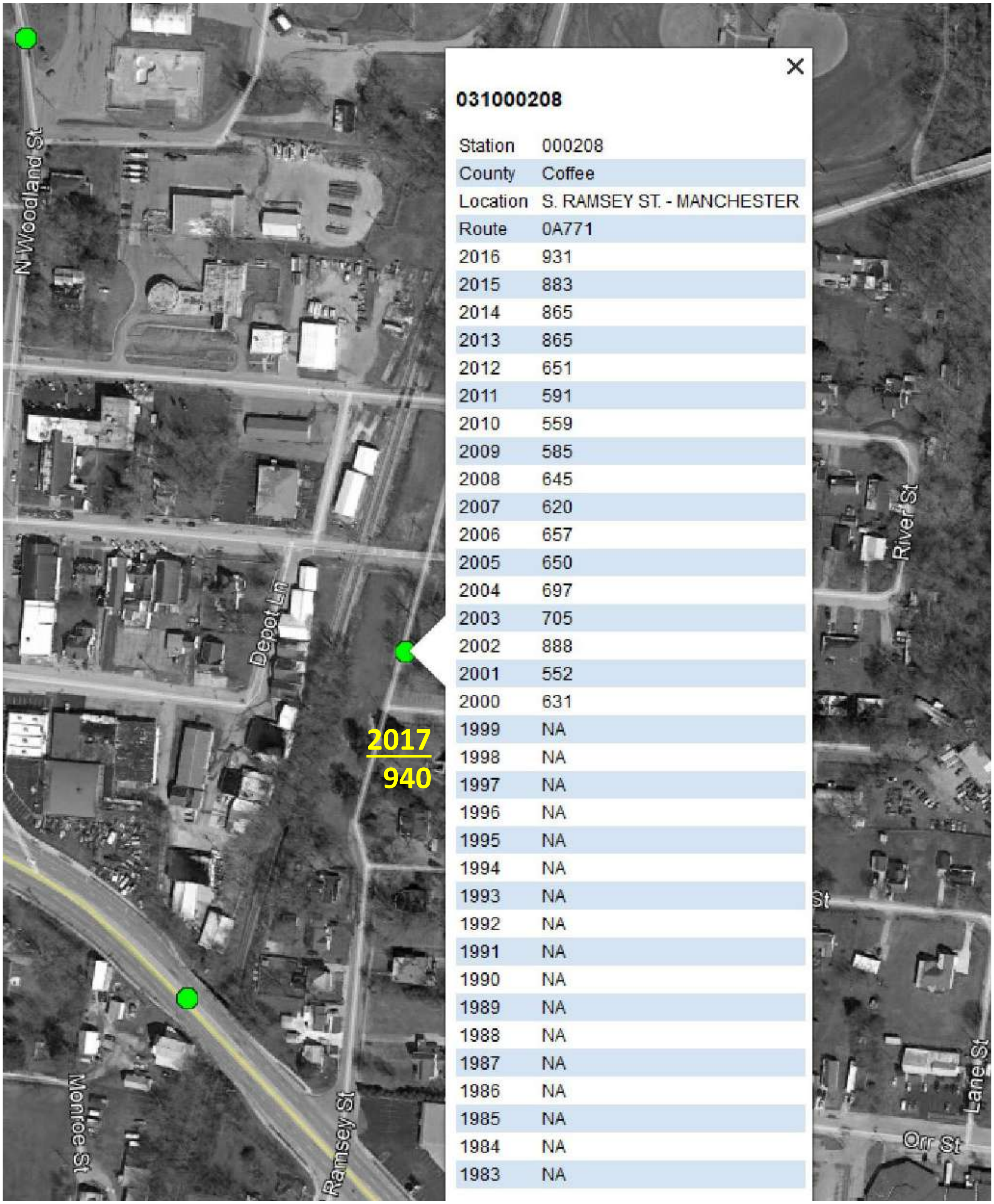
Station	000206
County	Coffee
Location	MANCHESTER
Route	04704
2016	1467
2015	1449
2014	1407
2013	1572
2012	1213
2011	1399
2010	1331
2009	1360
2008	1710
2007	1753
2006	1587
2005	1433
2004	2638
2003	2609
2002	1543
2001	1415
2000	1484
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **206**

Description: **Madison Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000208

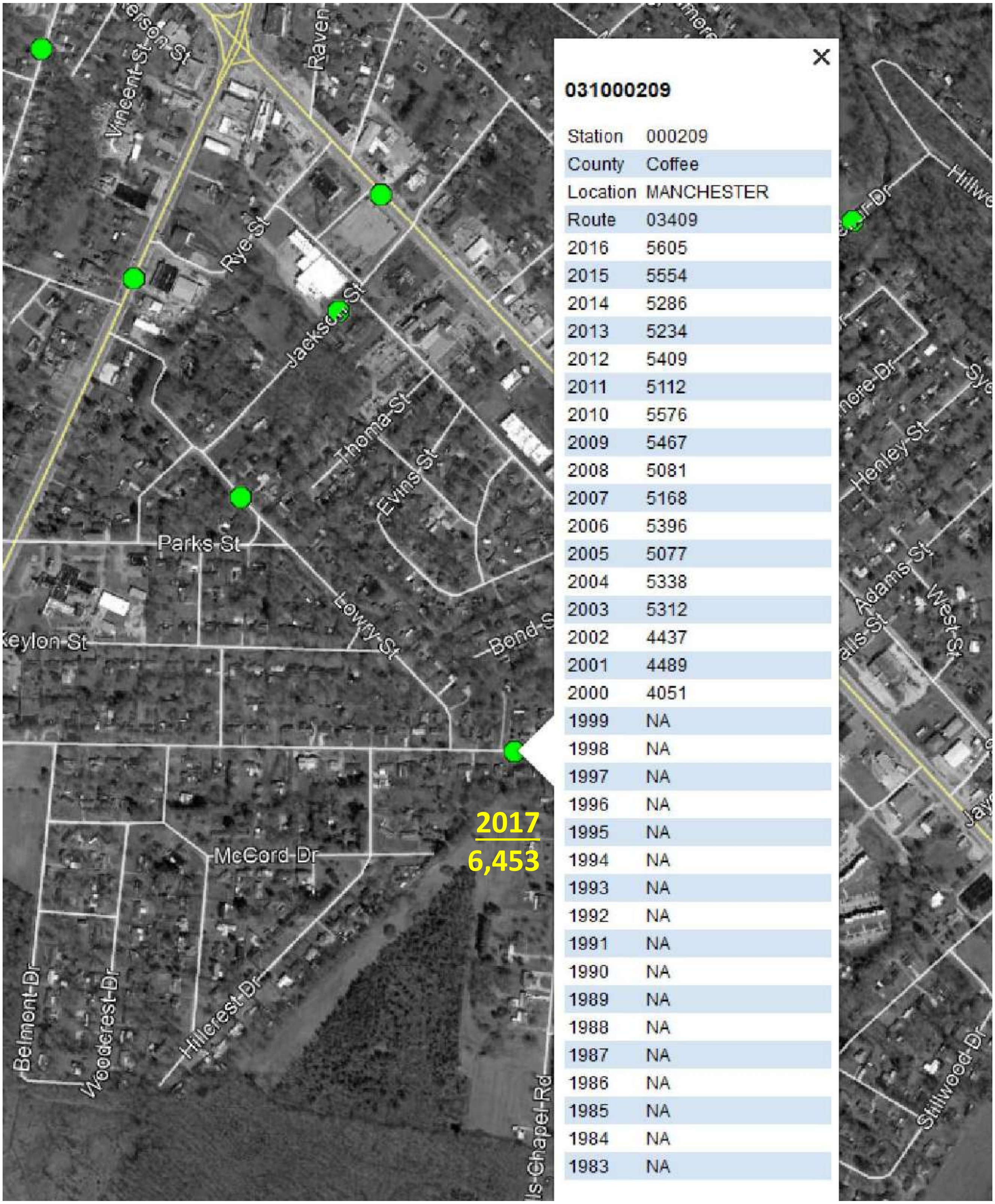
Station	000208
County	Coffee
Location	S. RAMSEY ST. - MANCHESTER
Route	0A771
2016	931
2015	883
2014	865
2013	865
2012	651
2011	591
2010	559
2009	585
2008	645
2007	620
2006	657
2005	650
2004	697
2003	705
2002	888
2001	552
2000	631
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **208**

Description: **North Ramsey Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000209

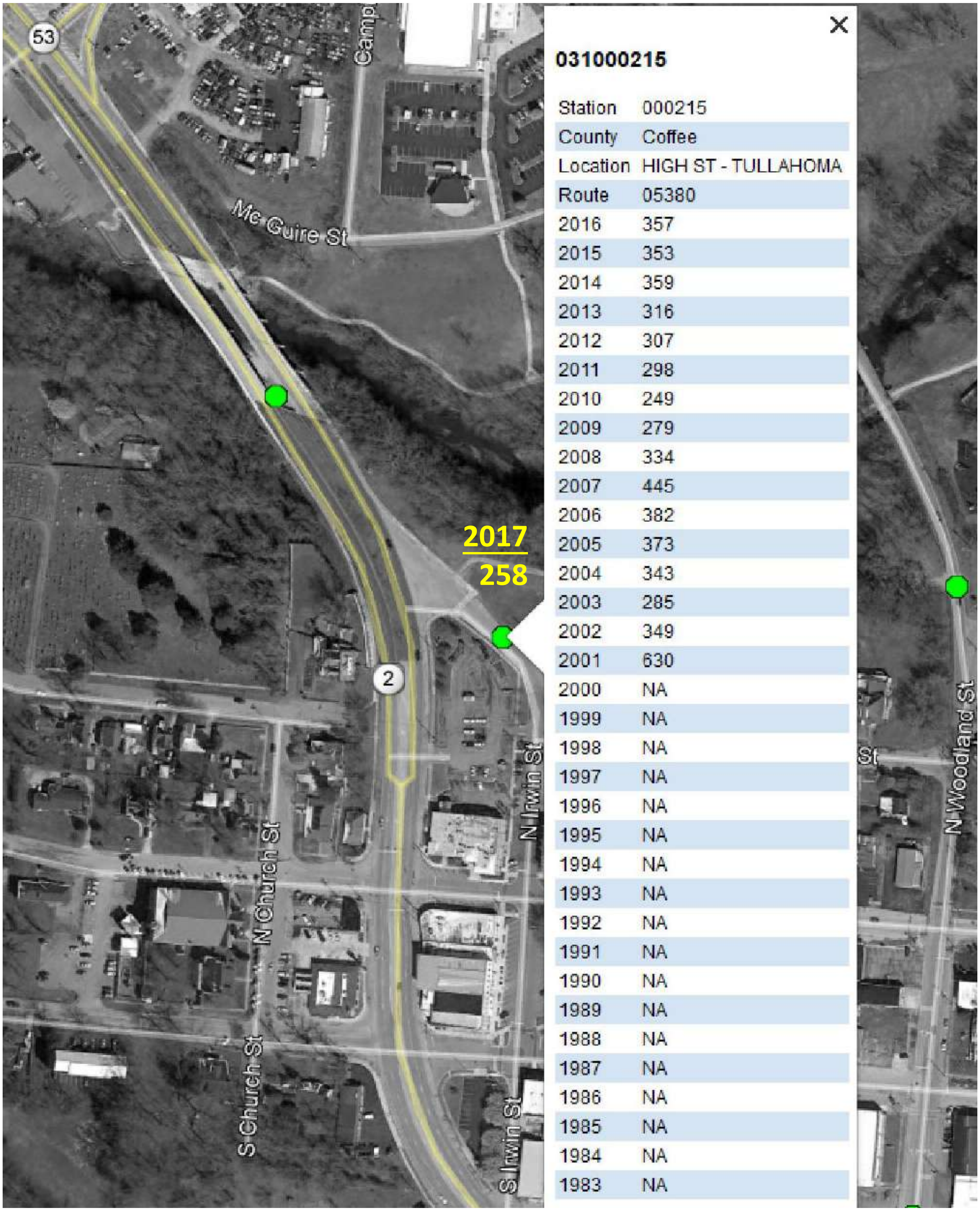
Station	000209
County	Coffee
Location	MANCHESTER
Route	03409
2016	5605
2015	5554
2014	5286
2013	5234
2012	5409
2011	5112
2010	5576
2009	5467
2008	5081
2007	5168
2006	5396
2005	5077
2004	5338
2003	5312
2002	4437
2001	4489
2000	4051
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **209**

Description: **Oak Drive West**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000215

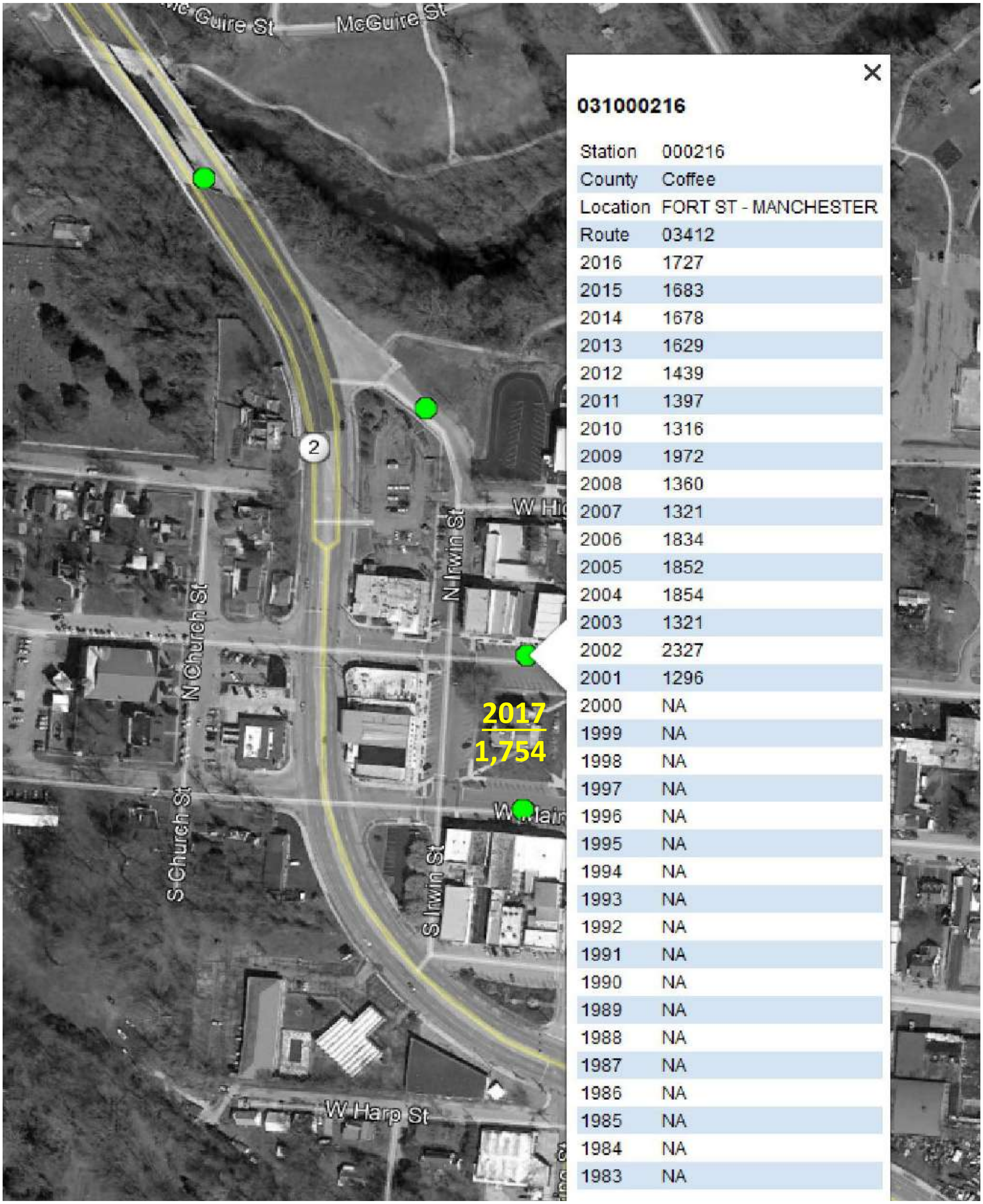
Station	000215
County	Coffee
Location	HIGH ST - TULLAHOMA
Route	05380
2016	357
2015	353
2014	359
2013	316
2012	307
2011	298
2010	249
2009	279
2008	334
2007	445
2006	382
2005	373
2004	343
2003	285
2002	349
2001	630
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **215**

Description: **N Irwin Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000216

Station	000216
County	Coffee
Location	FORT ST - MANCHESTER
Route	03412
2016	1727
2015	1683
2014	1678
2013	1629
2012	1439
2011	1397
2010	1316
2009	1972
2008	1360
2007	1321
2006	1834
2005	1852
2004	1854
2003	1321
2002	2327
2001	1296
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **216**

Description: **Fort Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000217

Station	000217
County	Coffee
Location	MAIN ST - MANCHESTER
Route	03413
2016	988
2015	1004
2014	975
2013	961
2012	916
2011	981
2010	952
2009	821
2008	989
2007	1350
2006	1311
2005	1366
2004	1273
2003	1236
2002	1236
2001	2110
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **217**

Description: **West Main Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

031000218

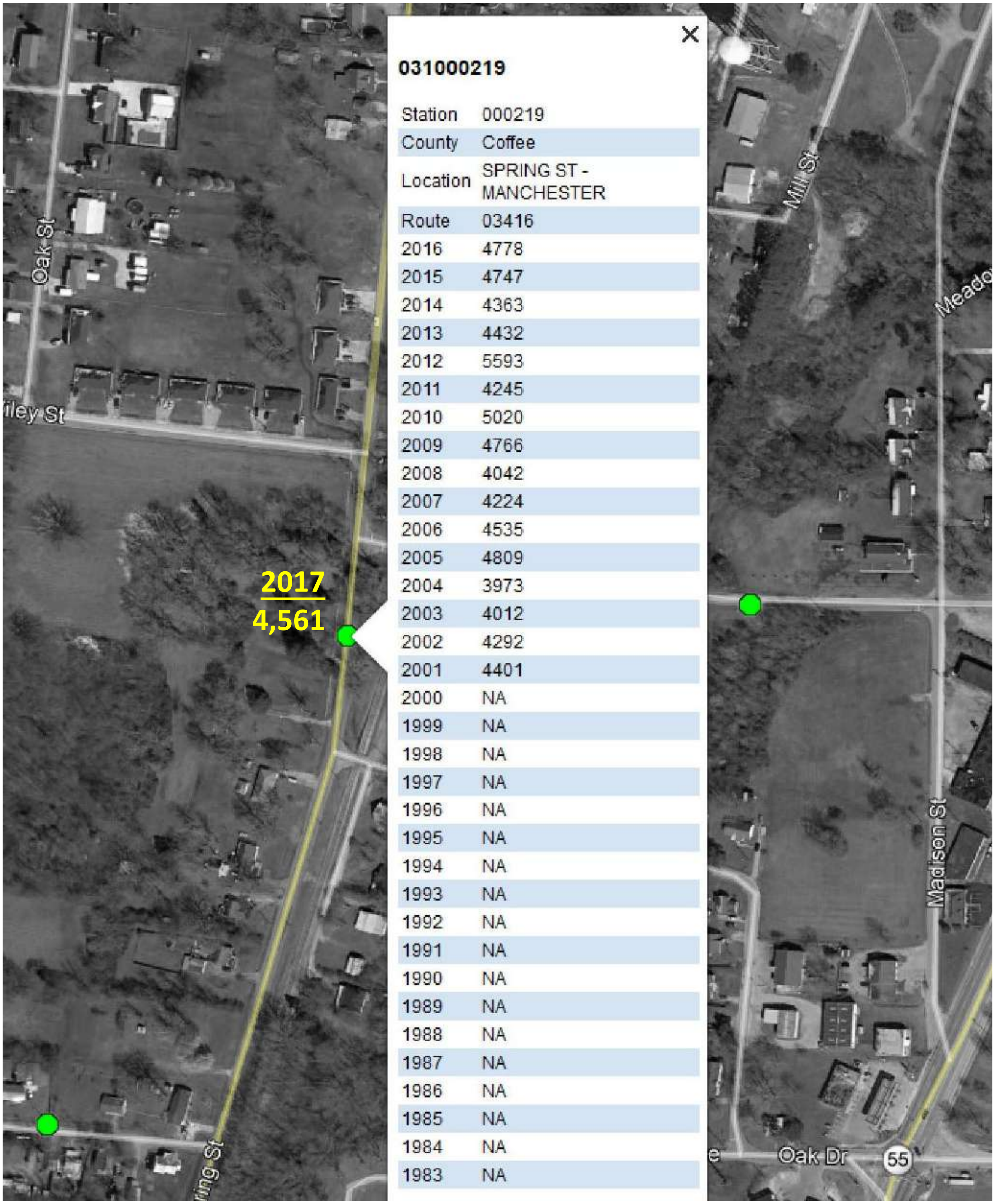
Station	000218
County	Coffee
Location	SPRING ST - MANCHESTER
Route	03421
2016	1718
2015	1763
2014	1712
2013	1610
2012	1811
2011	1731
2010	1681
2009	1621
2008	1588
2007	1355
2006	1496
2005	1606
2004	1935
2003	1795
2002	2128
2001	2798
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **218**

Description: **North Spring Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



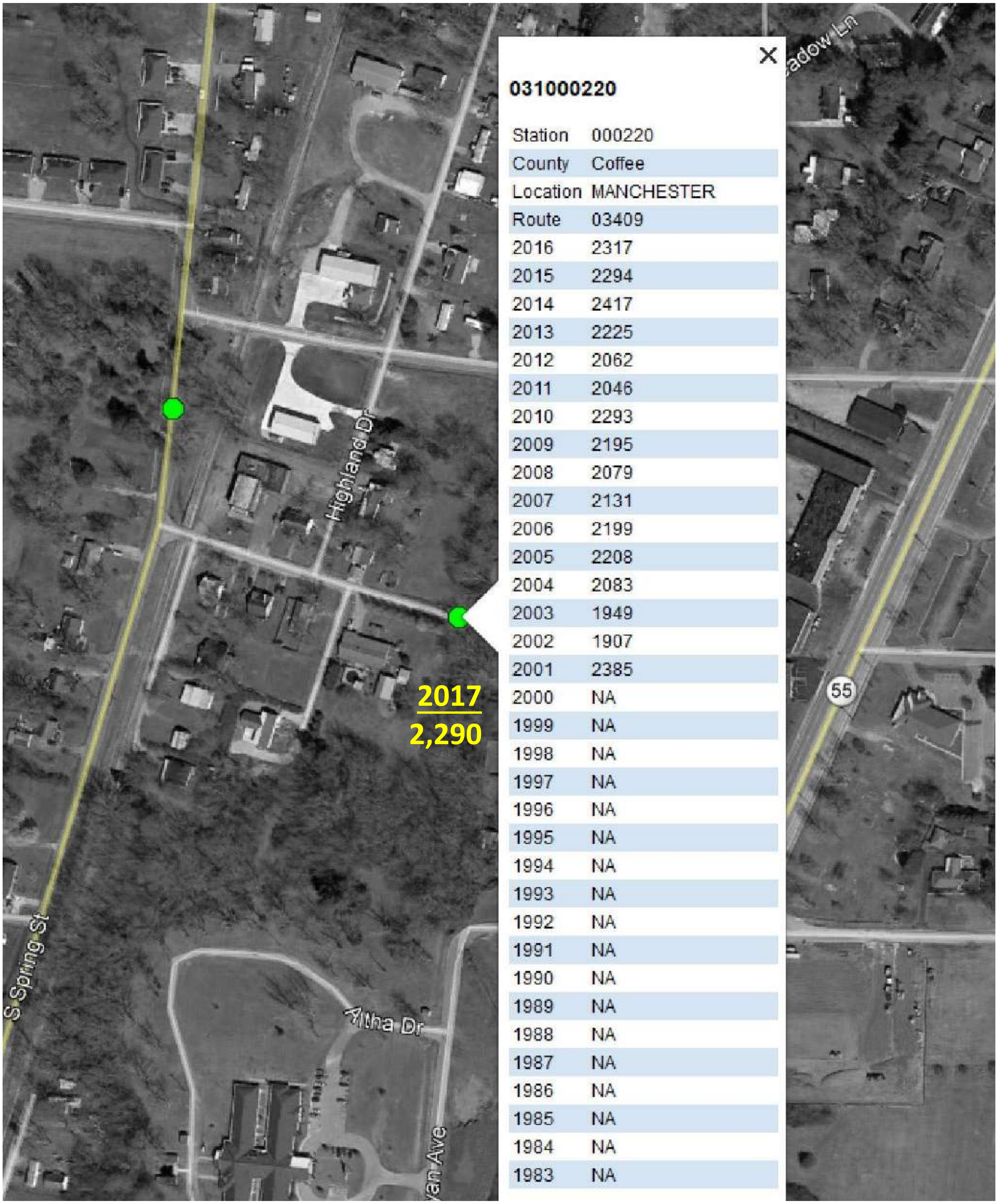
Station	000219
County	Coffee
Location	SPRING ST - MANCHESTER
Route	03416
2016	4778
2015	4747
2014	4363
2013	4432
2012	5593
2011	4245
2010	5020
2009	4766
2008	4042
2007	4224
2006	4535
2005	4809
2004	3973
2003	4012
2002	4292
2001	4401
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **219**

Description: **South Spring Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan

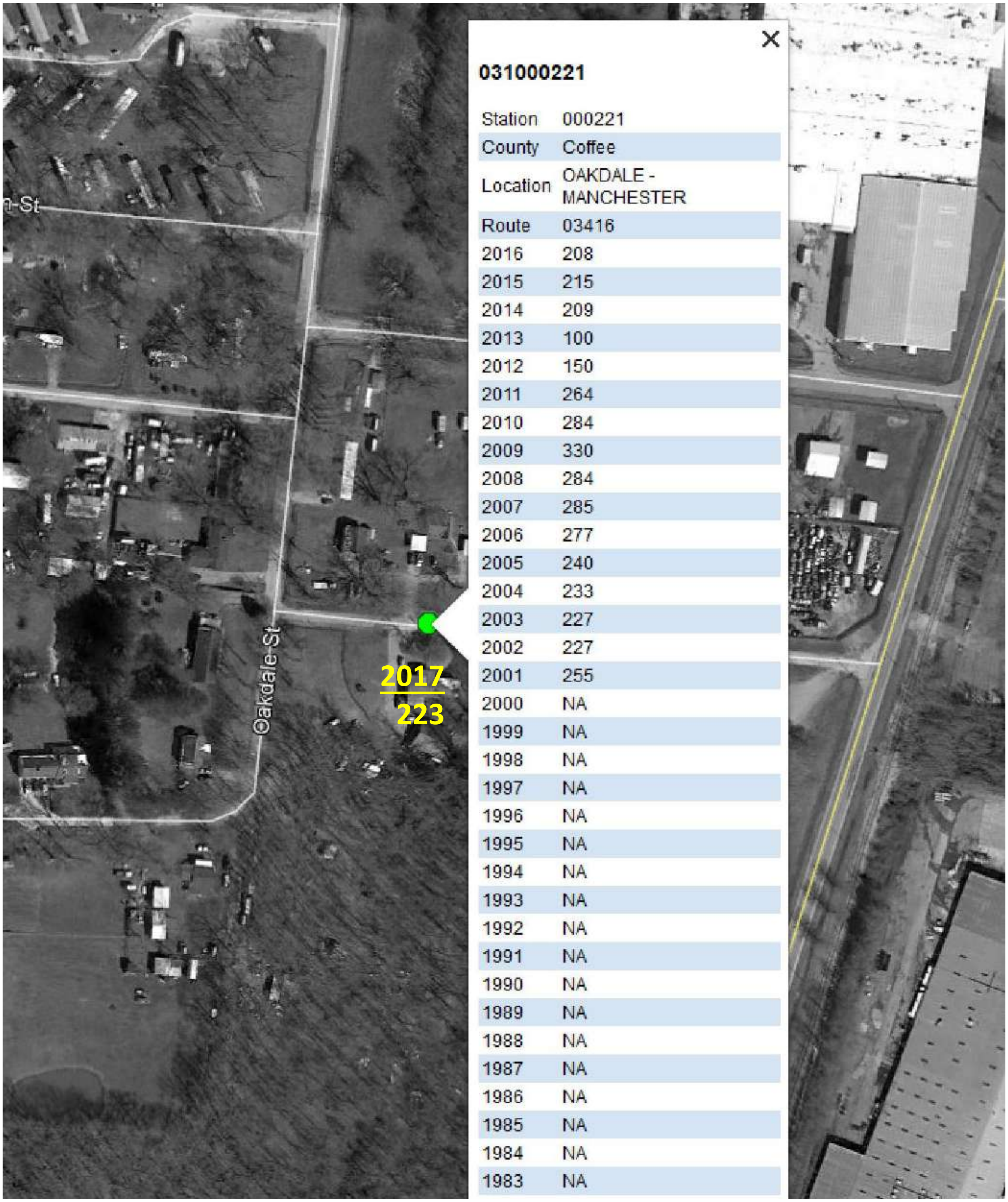


Station: **220**

Description: **Oak Drive East**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000221

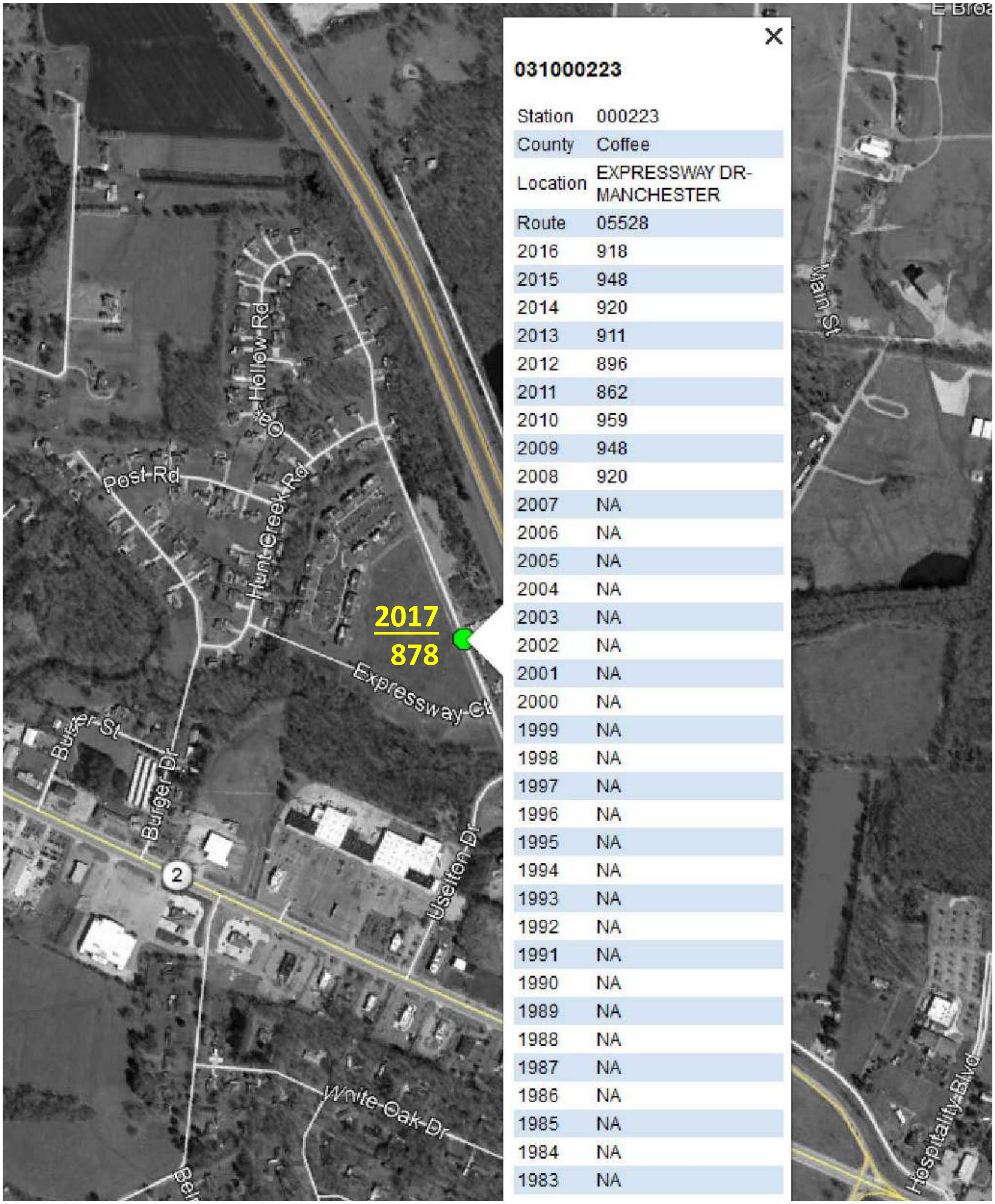
Station	000221
County	Coffee
Location	OAKDALE - MANCHESTER
Route	03416
2016	208
2015	215
2014	209
2013	100
2012	150
2011	264
2010	284
2009	330
2008	284
2007	285
2006	277
2005	240
2004	233
2003	227
2002	227
2001	255
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **221**

Description: **Elm Street**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000223

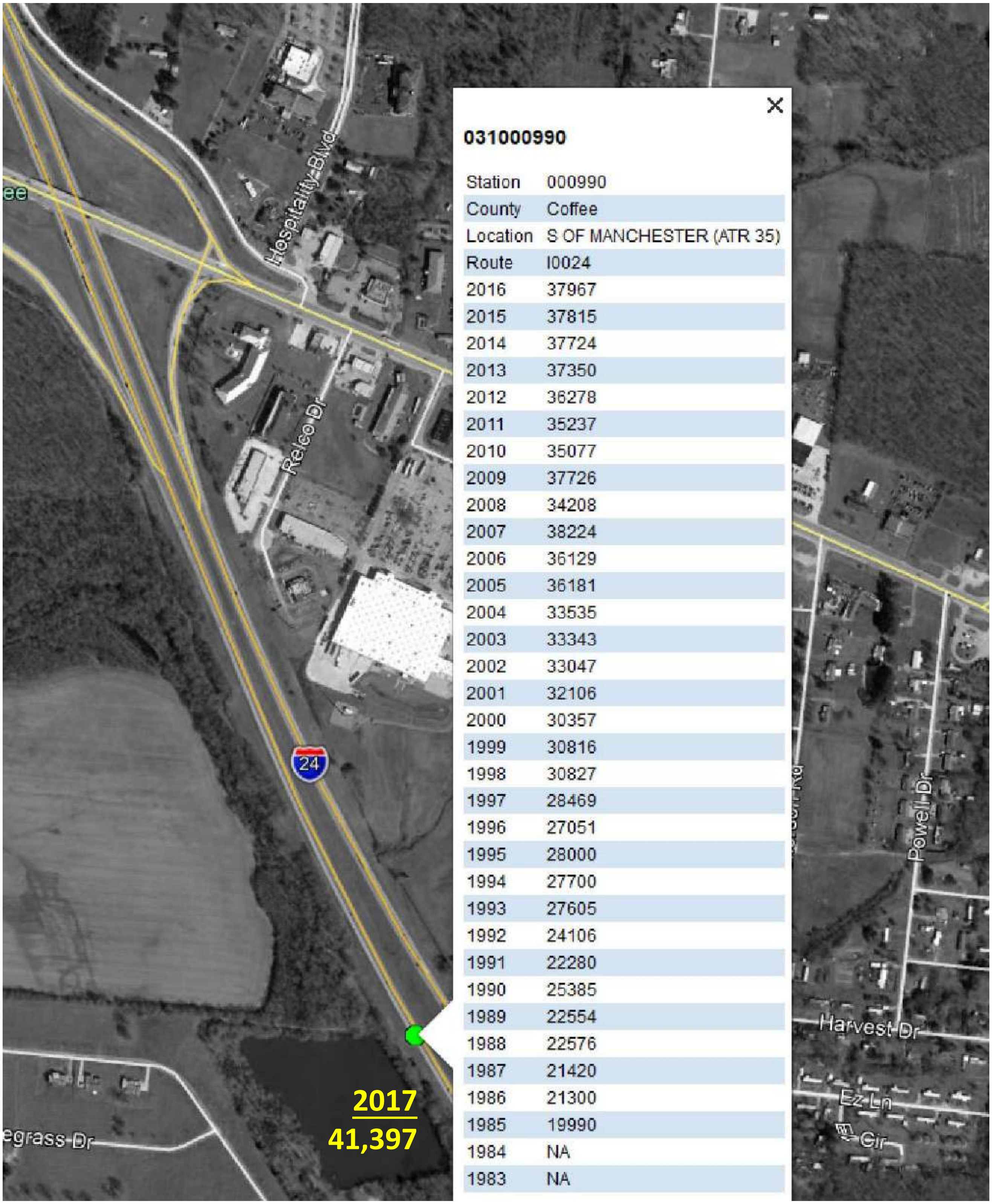
Station	000223
County	Coffee
Location	EXPRESSWAY DR-MANCHESTER
Route	05528
2016	918
2015	948
2014	920
2013	911
2012	896
2011	862
2010	959
2009	948
2008	920
2007	NA
2006	NA
2005	NA
2004	NA
2003	NA
2002	NA
2001	NA
2000	NA
1999	NA
1998	NA
1997	NA
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA
1988	NA
1987	NA
1986	NA
1985	NA
1984	NA
1983	NA

Station: **223**

Description: **Expressway Drive**

TDOT Traffic History by Station Location

2018 Manchester Transportation Master Plan



031000990

Station	000990
County	Coffee
Location	S OF MANCHESTER (ATR 35)
Route	I0024
2016	37967
2015	37815
2014	37724
2013	37350
2012	36278
2011	35237
2010	35077
2009	37726
2008	34208
2007	38224
2006	36129
2005	36181
2004	33535
2003	33343
2002	33047
2001	32106
2000	30357
1999	30816
1998	30827
1997	28469
1996	27051
1995	28000
1994	27700
1993	27605
1992	24106
1991	22280
1990	25385
1989	22554
1988	22576
1987	21420
1986	21300
1985	19990
1984	NA
1983	NA

Station: **990**

Description: **Interstate 24**

Appendix F

Future Traffic Projections

Station Number	Location	Route	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2017 LOS	Overall Growth	Years	Annual Rate	2037 Projections	2037 LOS	Class
37	RAGSDALE ROAD	1096	1,602	1,741	1,739	1,840	1,755	1,933	1,852	1,678	1,946	1,738	1,770	1,572	1,734	1,967	1,764	1,754	1,633	1,962	1,866	1,878	1,994	A	24.5%	20	1.22%	2,482	A	2AU
38	HIGHWAY 55 NORTHWEST	SR055	12,277	12,705	13,623	14,056	13,721	14,488	14,835	13,667	14,100	13,582	13,649	13,290	13,502	13,907	13,317	13,368	13,237	13,226	13,614	13,846	14,034	B	14.3%	20	0.72%	16,042	B	5AU
39	HIGHWAY 53	SR053	8,338	8,026	8,100	8,616	8,287	8,331	8,214	8,750	9,275	8,903	11,049	8,684	8,050	8,827	8,553	9,165	9,894	10,191	9,585	9,885	10,802	A	29.6%	20	1.48%	13,994	B	5AU
41	HIGHWAY 41 NORTH	SR002	6,748	8,677	8,083	8,220	7,718	7,915	7,982	8,410	9,483	9,333	9,092	8,750	8,680	9,379	8,680	8,252	9,150	8,603	8,691	9,162	9,236	B	36.9%	20	1.84%	12,641	D	2AU
46	OLD TULLAHOMA HIGHWAY SOUTH	4664	2,512	2,267	2,359	2,362	2,169	2,367	2,528	2,282	2,528	2,535	2,457	2,072	2,396	2,352	2,419	2,725	2,371	2,302	2,539	2,556	2,592	A	3.2%	20	0.16%	2,675	A	2CU
47	HIGHWAY 55 SOUTH	SR055	12,046	13,762	13,610	13,755	14,200	15,876	15,536	15,981	17,910	15,308	15,756	15,535	16,423	16,298	15,265	15,967	16,127	14,559	16,538	17,333	18,541	C	53.9%	20	2.70%	28,538	E	5AU
48	HILLSBORO BOULEVARD SOUTH	SR002	14,900	15,962	17,010	15,112	15,947	17,889	19,566	19,078	20,839	18,718	18,438	17,853	18,230	18,177	18,567	18,182	18,689	17,923	19,771	18,110	19,736	C	32.5%	20	1.62%	26,142	D	5AU
49	ASBURY ROAD	1094	1,713	1,720	1,788	1,780	2,035	1,879	2,322	2,141	2,293	2,406	2,345	2,255	2,456	2,464	2,124	2,211	1,994	2,148	2,425	2,288	2,320	A	35.4%	20	1.77%	3,142	A	2CR
86	HIGHWAY 55 NORTH	SR055	15,066	15,160	15,336	17,102	16,248	17,835	16,769	15,864	16,625	15,006	15,876	15,873	15,030	16,496	15,023	15,472	14,656	14,459	12,630	13,288	13,421	B	-10.9%	20	-0.55%	11,956	A	5AU
89	INTERSTATE DRIVE	3410	5,595	5,990	5,968	6,435	6,259	6,674	6,423	6,044	6,608	6,200	6,919	6,308	5,750	6,870	5,967	6,011	5,701	5,961	6,140	6,015	6,489	A	16.0%	20	0.80%	7,526	C	2CU
90	US HIGHWAY 41 / STATE ROUTE 2	SR002	9,715	9,874	11,763	10,766	11,008	14,331	13,291	14,157	14,620	14,115	14,385	13,328	14,028	14,013	13,054	14,982	15,640	15,114	15,340	14,318	16,500	E	69.8%	20	3.49%	28,024	F	2AU
93	STATE ROUTE 53 / WOODBURY HIGHWA	SR053	8,140	7,853	7,923	8,008	8,303	9,020	9,176	9,318	8,480	8,769	9,004	8,996	9,026	9,251	7,283	12,401	7,861	8,825	8,985	9,037	9,698	A	19.1%	20	0.96%	11,554	A	5AU
98	HILLSBORO BOULEVARD NORTH	SR002	12,716	14,307	14,492	14,869	14,847	15,981	14,729	14,795	16,918	16,673	16,052	14,325	14,008	15,619	14,716	14,394	15,470	13,694	13,719	13,323	14,698	B	15.6%	20	0.78%	16,989	B	5AU
104	MCARTHUR DRIVE	SR055	18,762	18,281	18,950	19,194	19,609	20,941	20,274	18,857	20,708	19,525	19,928	19,084	20,267	20,609	19,578	18,232	18,001	18,524	20,131	17,767	18,832	C	0.4%	20	0.02%	18,902	C	5AU
105	HILLSBORO BOULEVARD SOUTH	SR002	18,152	20,164	20,439	21,622	21,687	21,968	23,768	23,865	22,336	19,315	20,470	18,275	21,118	22,078	20,013	19,115	19,513	19,597	21,450	21,514	19,355	C	6.6%	20	0.33%	20,638	C	5AU
106	SOUTH WOODLAND STREET	3411	3,430	4,044	3,512	3,751	3,688	4,630	4,245	3,958	3,985	3,945	4,236	4,007	4,054	3,723	3,966	4,107	4,755	3,707	3,932	4,000	3,903	A	13.8%	20	0.69%	4,441	A	4CU
114	WEST COFFEE STREET	1111	2,581	2,277	2,448	2,611	2,432	2,703	2,230	2,548	2,593	2,802	2,703	2,355	2,986	2,884	2,781	3,103	3,701	3,190	3,438	3,523	3,371	A	30.6%	20	1.53%	4,403	A	2CU
127	HILLS CHAPEL ROAD	3420	1,971	1,941	1,977	2,087	2,541	2,732	2,922	2,648	2,827	3,029	3,390	3,123	3,520	3,638	3,573	3,756	3,456	3,297	3,384	3,326	3,947	A	100.3%	20	5.01%	7,904	C	2CU
128	EAST COFFEE STREET	3417	2,856	2,950	2,851	3,112	3,133	3,174	3,434	2,942	3,649	3,491	3,291	3,134	3,197	3,616	3,428	3,428	3,597	3,310	3,567	3,598	3,663	A	28.3%	20	1.41%	4,698	A	2CU
129	PARKS STREET	3418	1,262	1,022	1,042	1,138	1,043	992	954	886	930	895	784	829	888	840	865	781	717	684	709	685	665	A	-47.3%	20	-2.37%	350	A	2CU
130	SPRING STREET	1111	4,691	4,341	4,465	4,591	4,250	4,823	3,757	4,437	4,692	4,546	3,933	4,011	3,914	4,235	4,054	3,687	4,378	4,116	4,239	4,255	4,038	A	-13.9%	20	-0.70%	3,476	A	2CU
131	OAKDALE STREET	3414	907	798	860	905	767	768	859	870	933	1,024	1,067	826	939	992	865	788	981	904	894	921	816	A	-10.0%	20	-0.50%	734	A	2CU
132	OAKDALE STREET NORTH	3413	1,729	1,539	1,652	1,795	1,605	1,652	1,671	1,803	1,952	1,852	1,839	1,563	1,603	1,554	1,395	1,671	1,876	1,867	1,894	1,979	1,913	A	10.6%	20	0.53%	2,117	A	2CU
133	NORTH WAITE STREET	3412	1,077	1,146	1,059	1,197	1,408	1,549	1,473	1,517	1,353	1,573	1,331	1,456	1,247	1,404	1,281	1,319	1,272	1,383	1,468	1,481	1,476	A	37.0%	20	1.85%	2,023	A	2CU
134	CAT CREEK ROAD	1111	1,040	1,143	1,085	1,150	1,052	1,141	960	1,221	1,265	1,269	1,119	1,020	1,040	1,148	1,012	999	1,055	1,083	1,115	1,126	1,156	A	11.2%	20	0.56%	1,285	A	2CR
173	ROGERS DRIVE	0A239	1,342	1,246	1,417	1,432	1,478	1,645	1,944	1,812	1,730	1,942	2,105	2,067	2,120	2,170	1,976	2,254	2,181	2,287	2,261	2,245	2,304	A	71.7%	20	3.58%	3,956	A	2AU
174	MCKELLAR DRIVE	0A152	996	764	698	766	888	810	816	850	941	899	900	923	876	938	863	869	803	823	919	869	931	A	-6.5%	20	-0.33%	870	A	2CU
175	NEW BUSHY BRANCH ROAD	0A140	661	616	602	709	694	775	896	778	994	781	841	791	789	965	794	755	801	729	716	723	819	A	23.9%	20	1.20%	1,015	A	2CR
177	NORTH WOODLAND STREET	3411	3,234	3,368	3,152	3,659	3,213	3,308	3,793	3,855	3,806	3,744	4,374	3,669	4,340	4,284	4,228	3,805	4,280	3,881	3,903	3,913	3,570	A	10.4%	20	0.52%	3,941	A	2CU
178	HILLSBORO HIGHWAY NORTH	SR002	10,039	11,471	10,876	10,959	11,263	12,576	11,129	13,698	12,293	12,218	13,946	12,299	11,783	12,361	11,286	11,314	11,912	12,268	12,312	12,081	12,414	B	23.7%	20	1.18%	15,351	B	5AU
189	COLLEGE STREET	0A775	912	691	868	848	803	846	893	925	907	848	924	1,001	938	909	936	932	970	1,092	1,048	986	973	A	6.7%	20	0.33%	1,038	A	2CU
191	HENDRIXSON DRIVE	4267	482	544	545	497	525	609	541	552	640	577	594	480	556	561	543	441	590	528	543	546	535	A	11.0%	20	0.55%	594	A	2CU
194	STATE ROUTE 53 / WOODBURY HIGHWA	SR053				4,035	4,305	4,516	4,542	4,303	4,686	4,460	4,616	4,613	4,655	4,752	3,920	4,521	4,295	4,615	4,761	4,778	5,540	A	37.3%	17	2.19%	7,971	A	3AU
200	DOAK ROAD	4663				1,268	1,353	1,587	1,543	1,569	1,616	1,919	1,936	1,905	1,991	1,999	2,005	2,126	2,129	2,299	2,277	2,311	2,385	A	88.1%	17	5.18%	4,857	A	2CR
201	CLOVER LANE	4269				3,493	3,936	4,051	4,586	4,729	4,687	4,674	4,776	4,645	4,873	4,762	4,819	5,092	4,750	4,849	5,105	5,163	5,484	A	57.0%	17	3.35%	9,161	B	2CR
202	CENTURY STREET	3419				304	219	282	174	221	189	237	197	203	193	176	162	144	163	279	226	182	214	A	-29.6%	17	-1.74%	139	A	2CR
203	LOWRY STREET	4661				288	195	301	302	297	288	303	331	369	258	227	270	250	257	243	265	254	275	A	-4.5%	17	-0.27%	260	A	2CR
204	JACKSON STREET	0A785				759	935	808	1,187	1,212	765	724	770	833	760	738	755	680	642	648	659	642	650	A	-14.4%	17	-0.84%	540	A	2CR
205	WEST TAYLOR STREET	1111				3,163	3,088	3,228	2,691	2,544	3,563	3,220	3,071	3,054	2,960	3,299	2,920	3,193	3,222	3,064	3,129	3,163	3,848	A	21.7%	17	1.27%	4,828	A	3CU
206	MADISON STREET	4704				1,484	1,415	1,543	2,609	2,638	1,433	1,587	1,753	1,710	1,360	1,331	1,399	1,213	1,572	1,407	1,449	1,467	1,406	A	-5.3%	17	-0.31%	1,319	A	2CU
208	NORTH RAMSEY STREET	0A771				631	552	888	705	697	650	657	620	645	585	559	591	651	865	865	883	931	940	A	49.0%	17	2.88%	1,482	A	2CU
209	OAK DRIVE WEST	3409				4,051	4,489	4,437	5,312	5,338	5,077	5,396	5,168	5,081	5,467	5,576	5,112	5,409	5,234	5,286	5,554	5,605	6,453	A	59.3%	17	3.49%	10,954	C	2CR
215	N IRWIN STREET	5380					360	349	285	343	373	382	445	334	279	249	298	307	316	359	353	357	258	A	-28.3%	16	-1.77%	167	A	2CU
216	FORT STREET	3412					1,296	2,327	1,321	1,854	1,852	1,834	1,321	1,360	1,972	1,316	1,397	1,439	1,629	1,678	1,683	1,727	1,754	A	35.3%	16	2.21%	2,529	A	2CU
217	WEST MAIN STREET	3413					2,110	1,236	1,236	1,273	1,366	1,311	1,350	989	821	952	981	916	961	975	1,004	988	838	A	-60.3%	16	-3.77%	207	A	2CU
218	NORTH SPRING STREET	3421					2,798	2,128	1,795	1,935	1,606	1,496	1,355	1,588	1,621	1,681	1,731	1,811	1,610	1,712	1,763	1,718	1,794	A	-35.9%	16	-2.24%	989	A	2AU
219	SOUTH SPRING STREET	3416					4,401	4,292	4,012	3,973	4,809	4,535	4,224	4,042	4,766	5,020	4,245	5,593	4,432	4,363	4,747	4,778	4,561	A	3.6%	16	0.23%	4,768	A	2CU
220	OAK DRIVE EAST	3409					2,385	1,907	1,949	2,083	2,208	2,199	2,131	2,079	2,195	2,293	2,046	2,062	2,225	2,417	2,294	2,317	2,290	A	-4.0%	16	-0.25%	2,176	A	2CR
221	ELM STREET	3416					255	227	227	233	240	277	285	284	330	284	264	150	100	209	215	208	223	A	-12.5%	16	-0.78%	188	A	2CR
223	EXPRESSWAY DRIVE	5528												920	948	959	862	896	911	920	948	918	878	A	-4.6%	9	-0.51%	789	A	2CU
	Totals		187,492	196,390	200,292	224,420	238,668	256,268	254,258	255,429	265,567	252,772	258,916	244,408	251,522	260,702	243,946	252,693	252,575	248,425	257,081	254,084	264,533					332,765		

Appendix G

Project Summaries

Project Summaries

2018 Manchester Transportation Master Plan

<u>Project #: 1</u>

Road: US Highway 41 / State Route 2

Location: From near Doak Road to Walmart Access

Improvement: Signalization Integration

Length: 0.92 miles

Functional Class: Minor Arterial

Priority: First Year (FY 18-19)

<u>Description:</u>

The project consists of the interconnection of five existing traffic signals on US Hwy 41 in order to synchronize the operation of these signals and improve the flow of traffic at the Interstate 24 Exit 114 interchange. New controller hardware and software will be installed and a signal timing plan will be implemented.

Estimated Cost: $300,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 2

Road: US Highway 41 / US Highway 55

Location: Intersection

Improvement: Intersection Improvements

Length: 0.1 miles

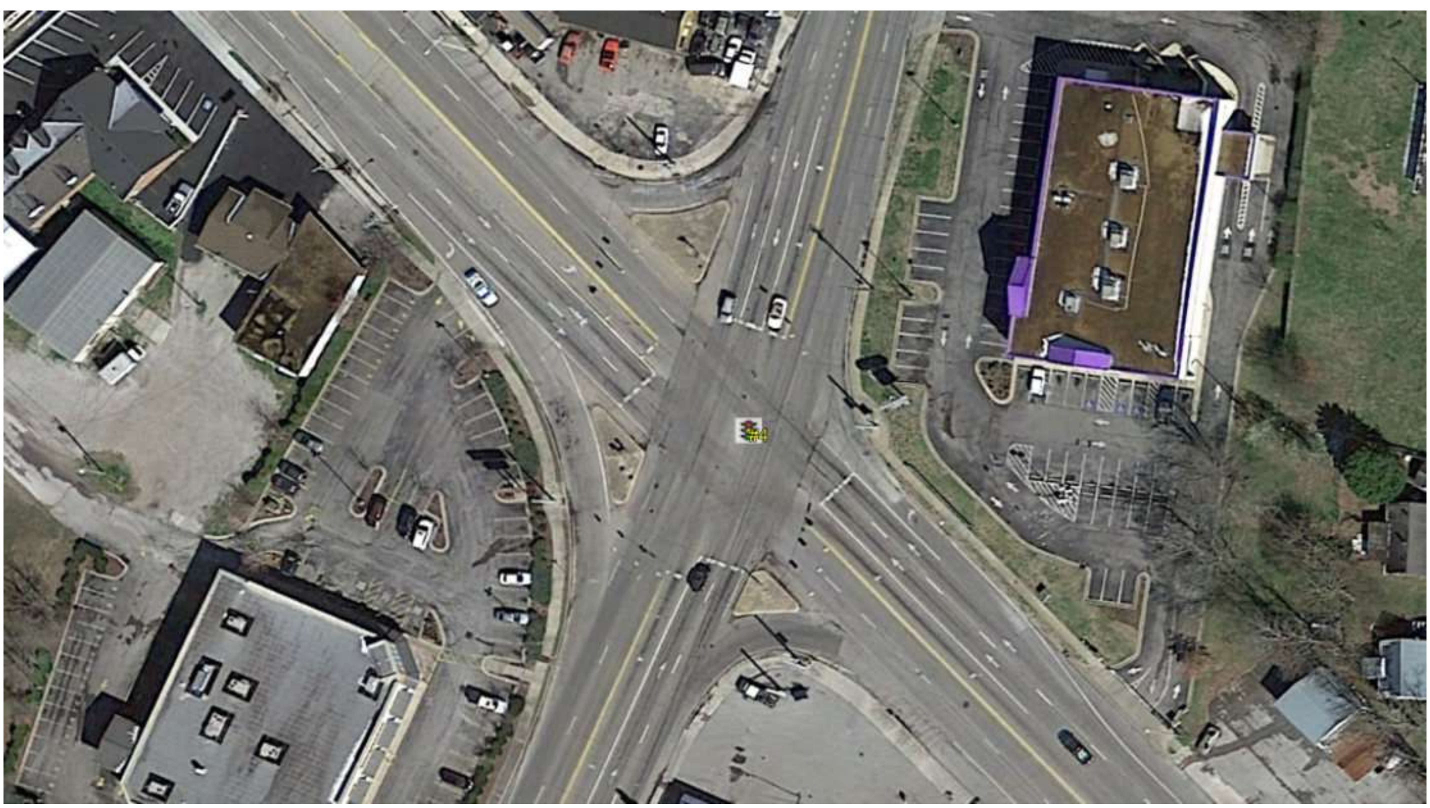
Functional Class: Minor Arterial

Priority: First Year (FY 18-19)

Description:

This project being designed by TDOT consists of minor intersection improvement including modifications to concrete islands and right turn lanes. Pedestrian facilities will be improved by installing ped crossing signals.

Estimated Cost: $300,000



Project Summaries

2018 Manchester Transportation Master Plan

Project #: 3

Road: Kennedy Drive

Location: From State Route 55 to Hills Chapel Road

Improvement: Improvements on Existing Alignement / New Roadway

Length: 1.1 miles

Functional Class: N/A

Priority: Following Three Years (FY 19-22)

Description:

This project consists of installing a two-lane collector roadway on the existing undeveloped right-of-way of Kennedy Drive and on on a new alignment section extending to Hills Chapel Road. This is a first phase of extending a collector street from US 55 to US 41 along the Kennedy Drive alignment. This initial phase will complete the collector street from US 55 to Hills Chapel Drive at the Hills Chapel Road/Forrestwood Drive intersection.

Estimated Cost: $1,750,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 4

Road: Interstate Drive

Location: From State Route 55 to Highway 53

Improvement: Widening / Improvements

Length: 1.04 miles

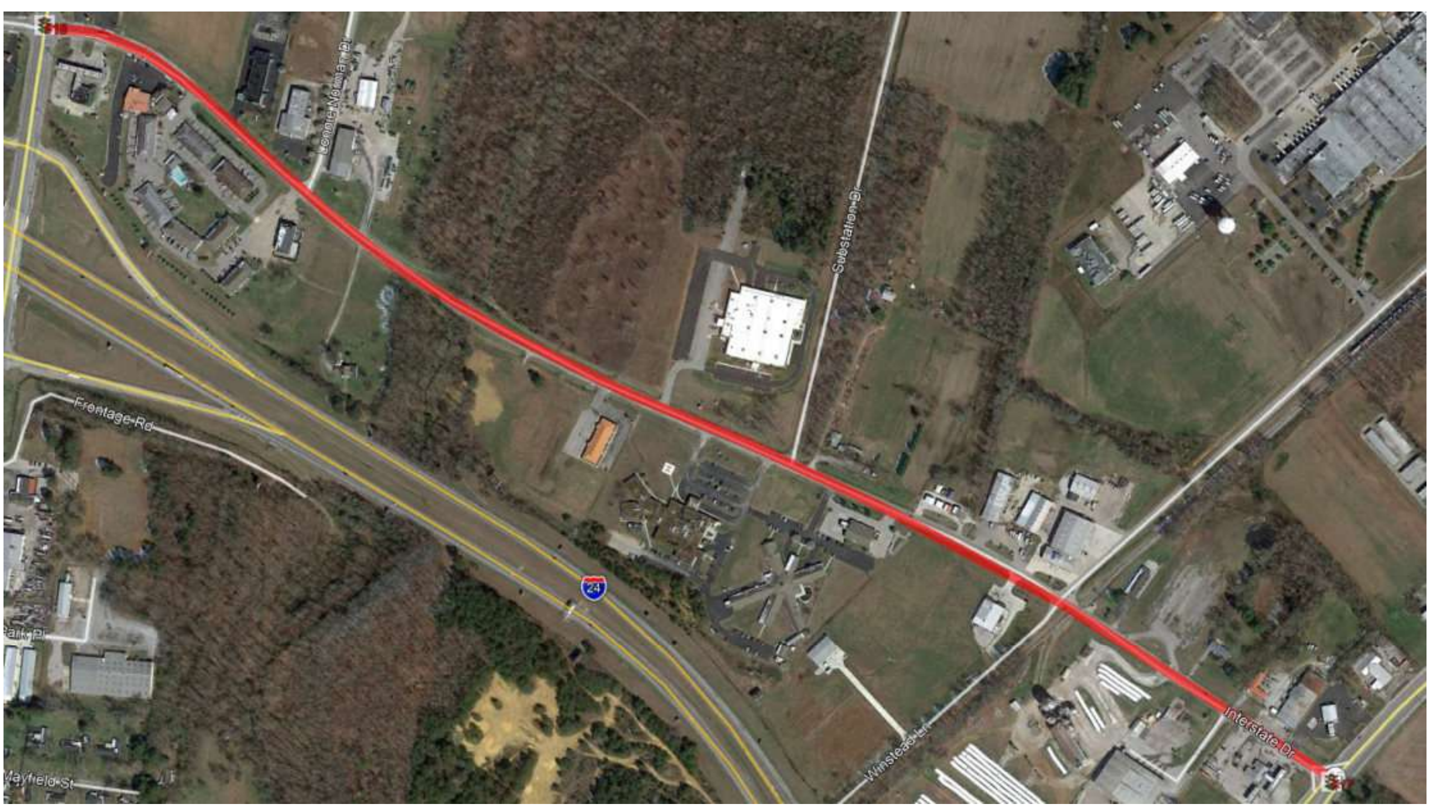
Functional Class: Minor Arterial

Priority: Following Three Years (FY 19-22)

Description:

This project is currently being designed by TDOT and is in an early phase of development. The project will consist of a 3-lane collector street that extends from US Hwy 55 to US Hwy 53. The roadway improvements are in a growing commercial district with the community hospital as well as numerous medical facilities existing along the street. An improved railroad crossing will be a part of the project scope.

Estimated Cost: $1,300,000



Project Summaries

2018 Manchester Transportation Master Plan

Project #: 5

Road: US Highway 41 South

Location: From Joe Hickerson Road to AEDC Access Road

Improvement: Widening

Length: 2.23 miles

Functional Class: Major Collector

Priority: Following Three Years (FY 19-22)

Description:

This project is being designed by TDOT and is in the early phases of development. This state highway widening project will consist of improving the two-lane highway to be a five-lane highway. The project extend the current five-lane highway section from near Interstate 24 Exit 114 to serve the Coffee County Interstate Industrial Park and the Manchester Industrial Park.

Estimated Cost: $8,000,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 6

Road: New Bushy Branch Road

Location: From State Route 55 to Bonnaroo

Improvement: Widen / Replace

Length: 1.15 miles

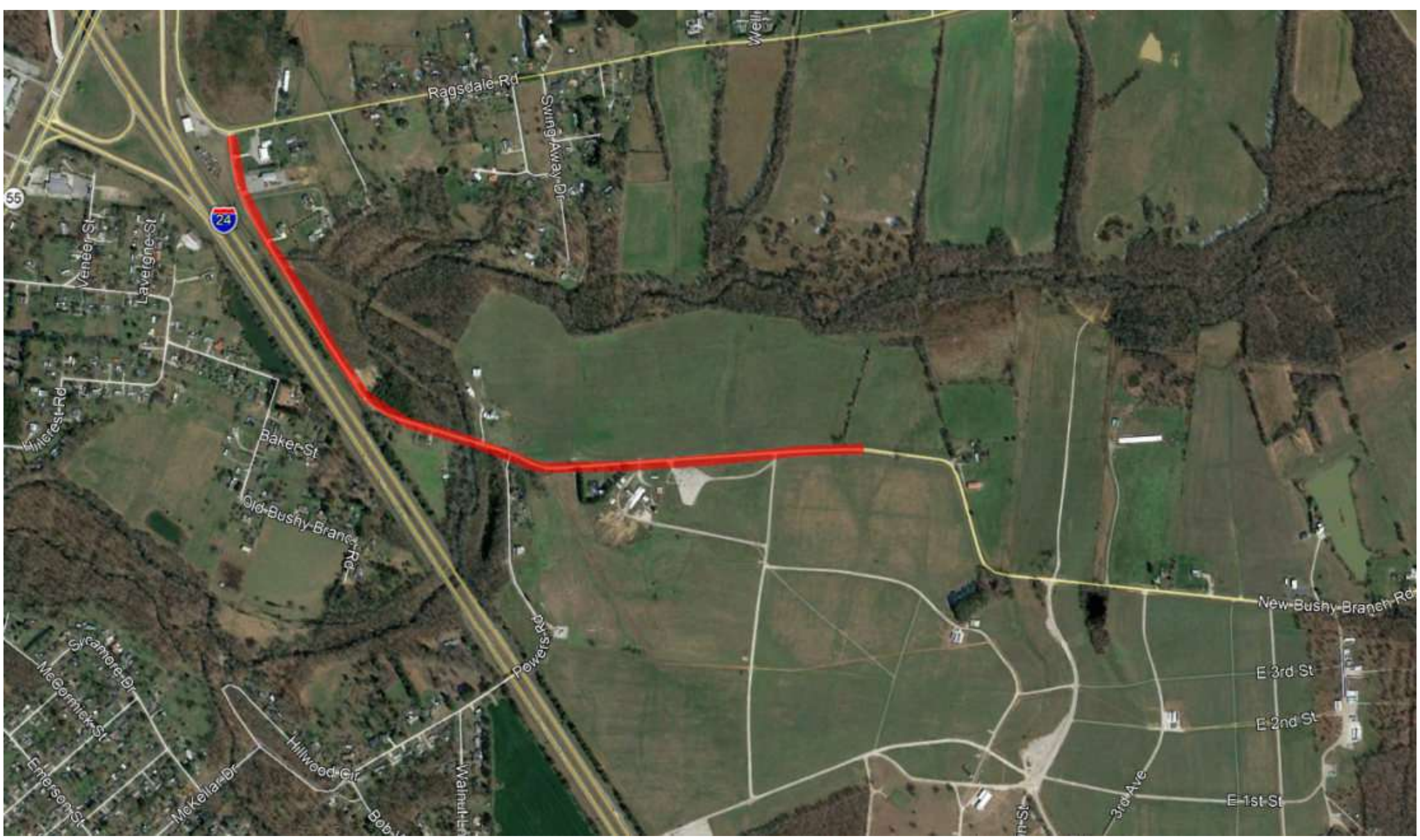
Functional Class: N/A

Priority: Following Three Years (FY 19-22)

Description:

This project consists of installing a 3-lane collector street from US Hwy 55 to the Bonnaroo site. The project will serve the festival event and other events at the grounds. This is an initial phase of a project that will connect to a minor arterial roadway intended to extend from US Hwy 55 to US Hwy 41 in the northeast quadrant of the City of Manchester.

Estimated Cost: $4,500,000



Project Summaries

2018 Manchester Transportation Master Plan

<u>Project #: 6</u>

Road: New Bushy Branch Road

Location: From State Route 55 to Bonnaroo

Improvement: Widen / Replace

Length: 1.15 miles

Functional Class: N/A

Priority: Following Three Years (FY 19-22)

<u>Description:</u>

This project consists of installing a 3-lane collector street from US Hwy 55 to the Bonnaroo site. The project will serve the festival event and other events at the grounds. This is an initial phase of a project that will connect to a minor arterial roadway intended to extend from US Hwy 55 to US Hwy 41 in the northeast quadrant of the City of Manchester.

Estimated Cost: $4,500,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 7

Road: Hills Chapel Road

Location: From Forrestwood Drive to US Highway 41

Improvement: Widening / Improvements & Sidewalks

Length: 1.62 miles

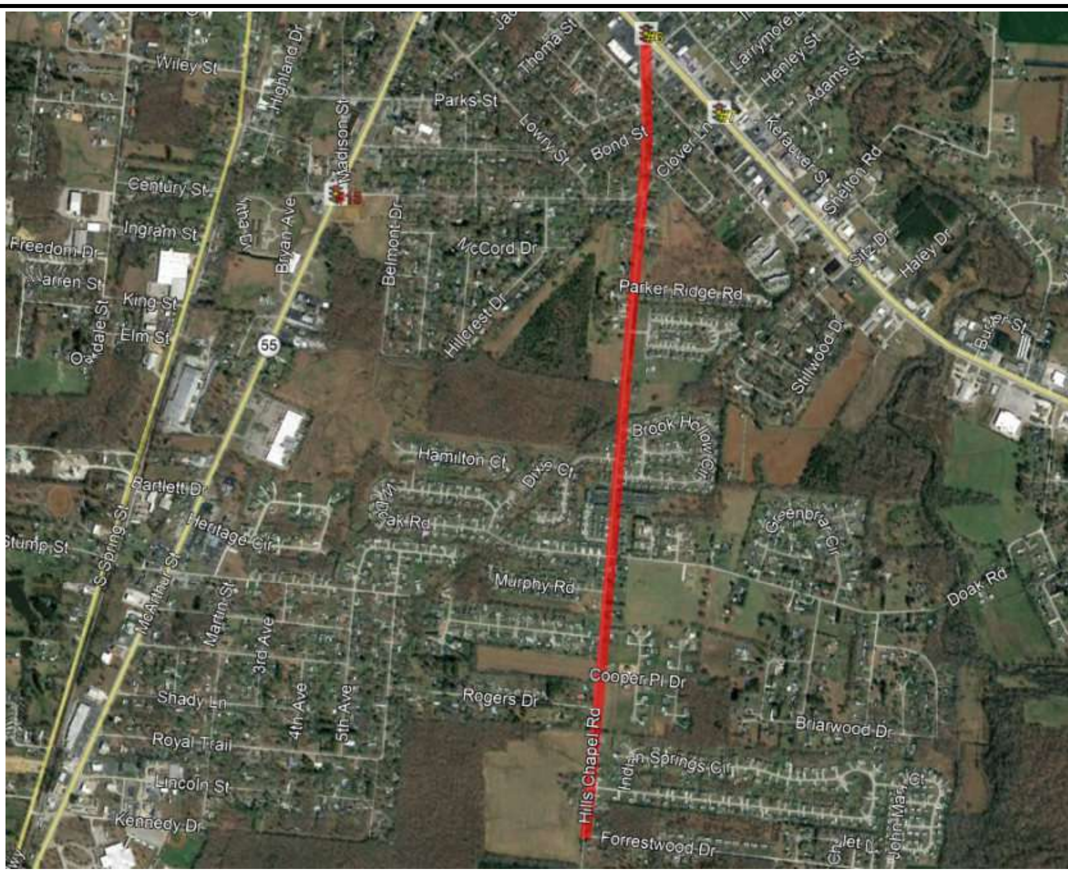
Functional Class: Minor Arterial

Priority: Following Six Years (22-27)

Description:

This project consists of widening the existing roadway of Hills Chapel Road and installing pedestrian facilities consisting of sidewalks, crosswalks, and curb ramps along this growing residential area of the City.

Estimated Cost: $1,750,000



Project Summaries

2018 Manchester Transportation Master Plan

__Project #: 8__

Road: Oak Drive / Clover Lane

Location: From State Route 55 to US Highway 41

Improvement: Widening

Length: 0.85 miles

Functional Class: Major Collector

Priority: Following Six Years (22-27)

__Description:__

This project consists of widing of the roadway on an existing alignment a well as installing pedestrian facilities consisting of sidewalks, crosswalks, and curb ramps. The two-lane collector street will be widened to 2-12' lanes with adequate shoulders or curb and gutter.

Estimated Cost: $1,500,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 9

Road: Hills Chapel Road

Location: Oak Drive / Clover Lane

Improvement: Signalization

Length: N/A

Functional Class: Minor Arterial

Priority: Following Six Years (22-27)

Description:

This project consists of installing a traffic signal system at the intersection of Oak Drive/Clover Lane/Hills Chapel Road including pedestrian facilities of curb ramps, crosswalks, and ped signals.

Estimated Cost: $350,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 10

Road: Spring Street

Location: Spring Street near Century Street

Improvement: Box Culvert

Length: 0.1 miles

Functional Class: Minor Arterial

Priority: Following Six Years (22-27)

Description:

This project consists of upgrading a drainage system on the minor arterial by installing a box culvert. The project will include minor widening of the street at this location to match adjacent conditions. Utility relocations are included.

Estimated Cost: $500,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 11

Road: Coffee Street

Location: Coffee Street near Madison Street

Improvement: Box Culvert Widening

Length: 0.1 miles

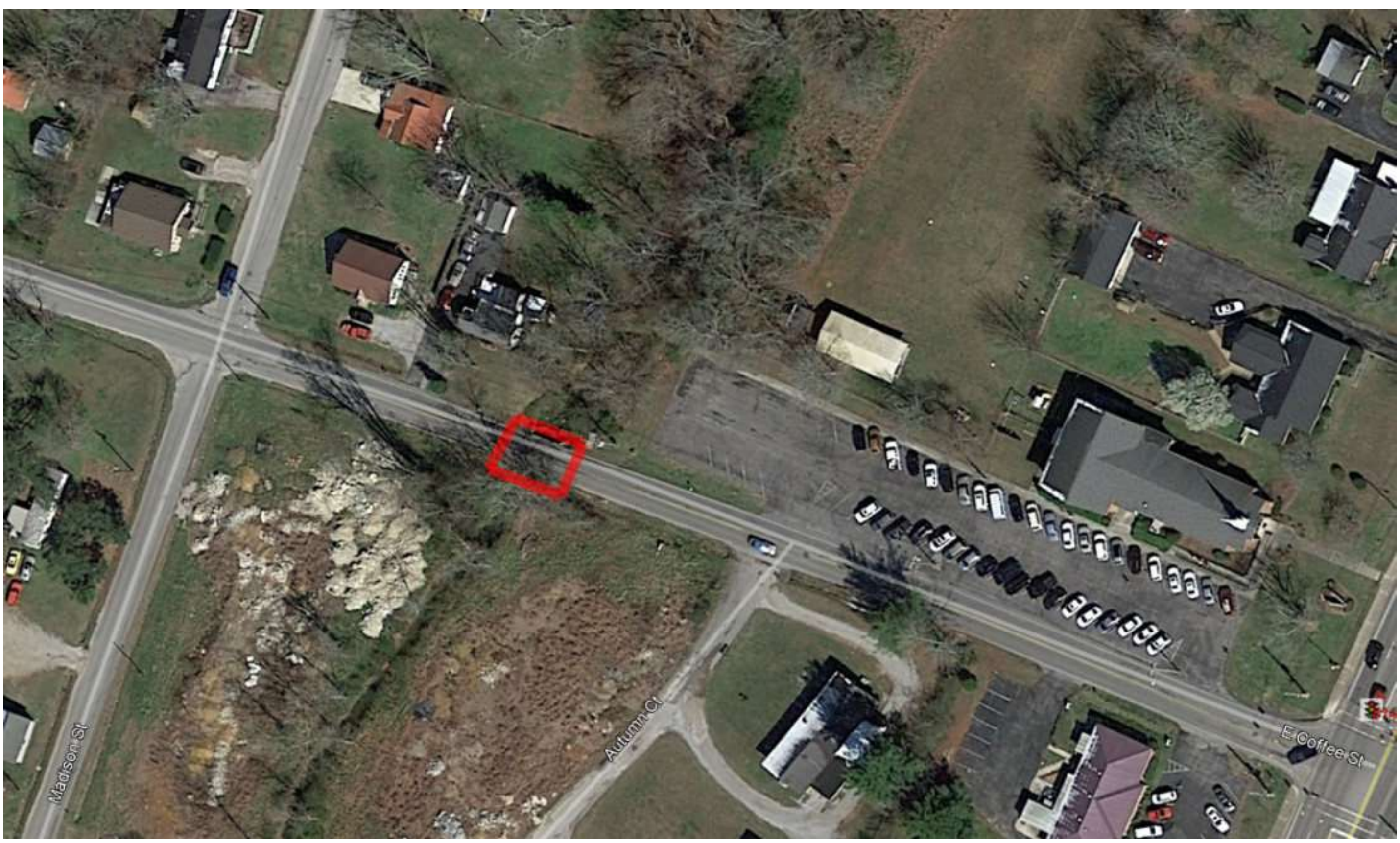
Functional Class: Major Collector

Priority: Following Six Years (22-27)

Description:

This project consists of upgrading a drainage system on the existing collector street. The project includes minor widening of the roadway at this location to match adjacent conditions.

Estimated Cost: $400,000



Project Summaries

2018 Manchester Transportation Master Plan

Project #: 12

Road: Skinner Flat Road

Location: At creek crossing

Improvement: Box Culvert

Length: 0.4 miles

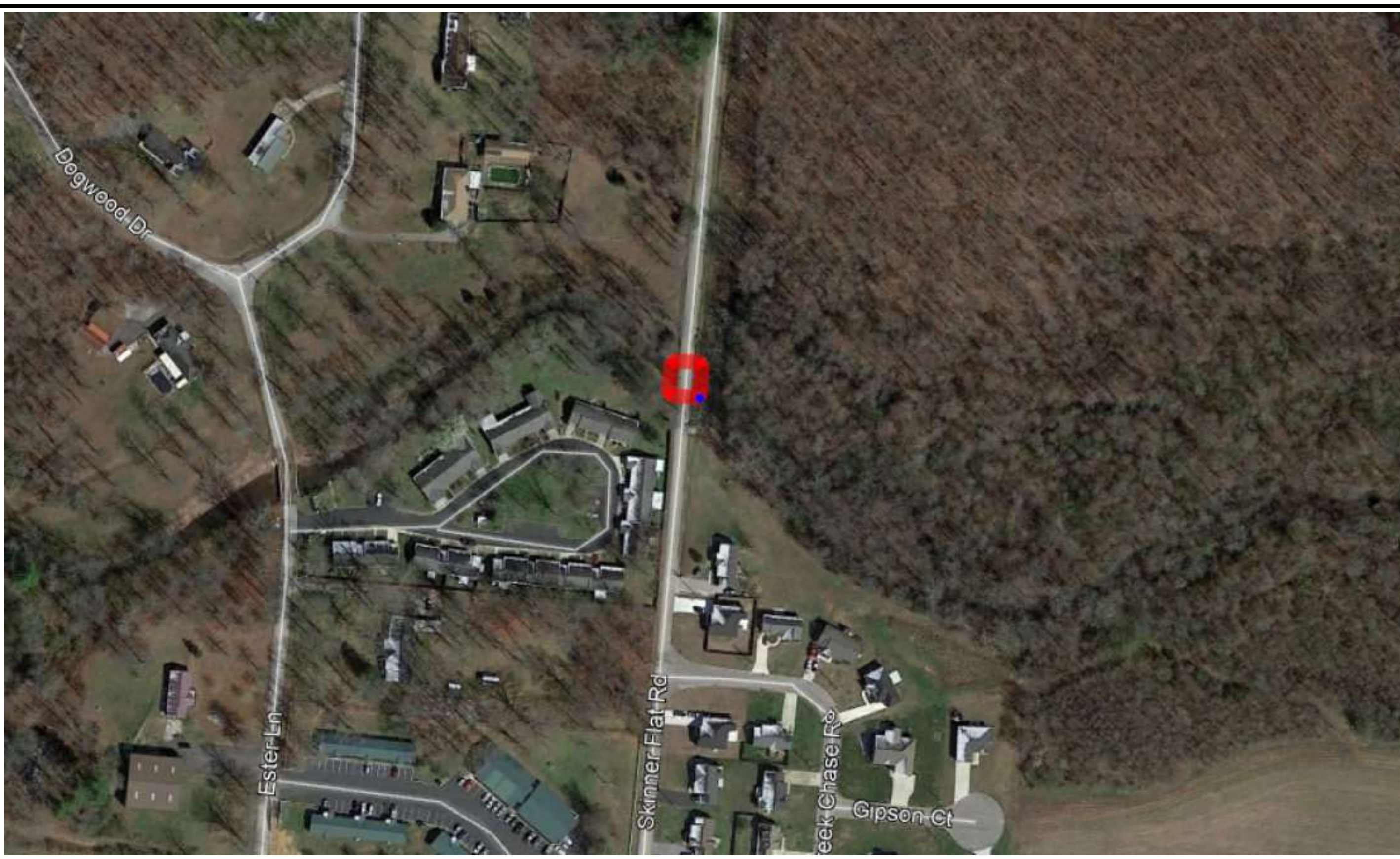
Functional Class: N/A

Priority: Following Six Years (22-27)

Description:

This project consists of replacing an existing box culvert to raise above the 100-yr floodplain and prevent frequent flooding. The adjacent roadway on each side of the box culvert requires raising and rebuilding. Utility relocations will be required.

Estimated Cost: $2,000,000



Project Summaries

2018 Manchester Transportation Master Plan

Project #: 13

Road: US Highway 41

Location: US Highway 41 at Doak Road

Improvement: Signalization

Length: 0.1 miles

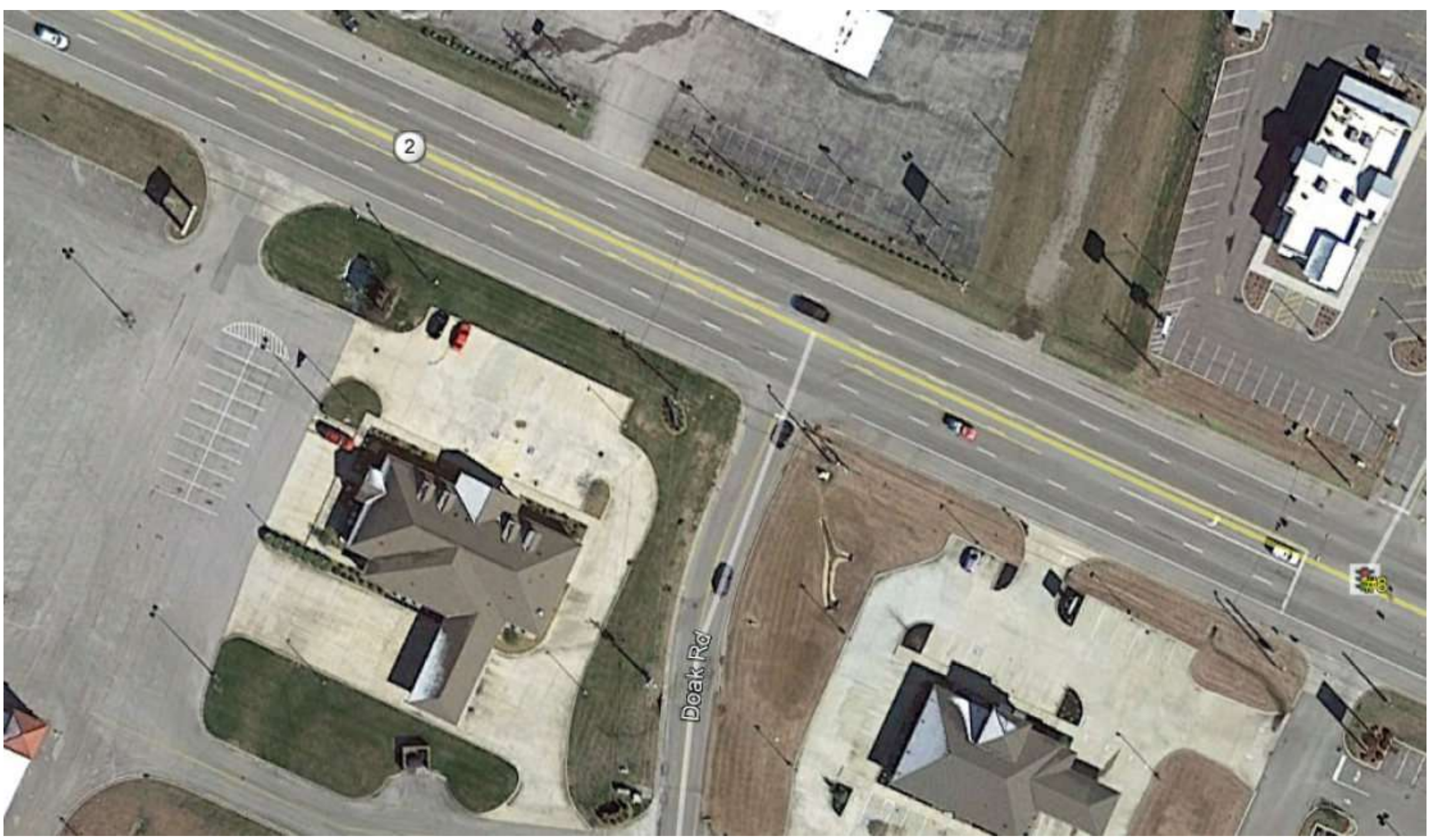
Functional Class: Minor Arterial

Priority: Following Six Years (22-27)

Description:

This project consists of installing a new traffic signal system and interconnect with adjacent signal systems. Pedestrian facility improvements at the intersection including sidewalks, crosswalks, curb ramps, and ped signals are included.

Estimated Cost: $350,000



Project Summaries

2018 Manchester Transportation Master Plan

Project #: 14

Road: North Waite Street

Location: North Waite Street at Old Bushy Branch Road

Improvement: Intersection Alignment

Length: 0.1 miles

Functional Class: Major Collector

Priority: Following Six Years (22-27)

Description:

This project consists of realigning a local side street that connects to US Hwy 55. The realignment will require ROW acquisition and fill to elevate the existing Waite Street. Sidewalks, curb ramps, and crosswalks will be installed.

Estimated Cost: $750,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 15

Road: Forrestwood Drive

Location: From Hills Chapel Road to Skinner Flat Road

Improvement: Improvements on Existing Alignment / New Roadway

Length: 1.25 miles

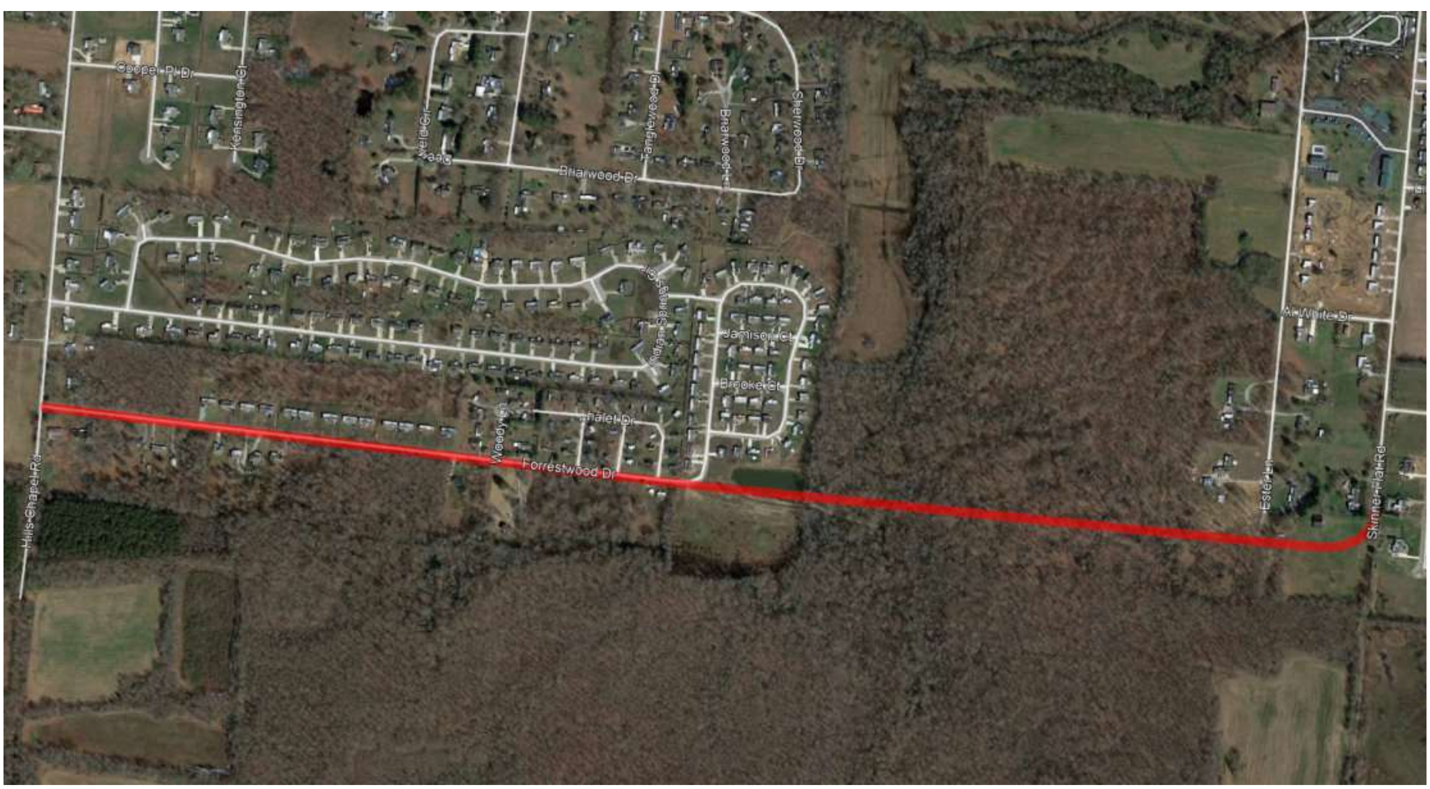
Functional Class: N/A

Priority: Following Ten Years (FY 27-37)

Description:

This project consists of installing a 2-lane collector street from Hills Chapel Road to Skinner Flat Road. A portion of the roadway will be along the existing developed Forrestwood Drive and a portion will be along an undeveloped section. Right-of-way acquisition will be required as well as utility relocations. This is the second phase of the plan for a new collector street extending US Hwy 55 to US Hwy 41 along the Kennedy Drive alignment.

Estimated Cost: $3,000,000



Project Summaries

2018 Manchester Transportation Master Plan

<u>Project #: 16</u>

Road: US Highway 41 North

Location: From Duncan Street to North City Limit

Improvement: Widening

Length: 1.9 miles

Functional Class: Minor Arterial / Major Collector

Priority: Following Ten Years (FY 27-37)

<u>Description:</u>

The project consists of widening the existing 2-lane cross-section to a 5-lane highway to the city limits of Manchester.

Estimated Cost: $6,500,000

Project Summaries

2018 Manchester Transportation Master Plan

<u>Project #: 17</u>

Road: Powers Road

Location: Powers Road near Hillwood Drive

Improvement: Curve Improvements

Length: 0.05 miles

Functional Class: N/A

Priority: Following Ten Years (FY 27-37)

<u>Description:</u>

This project consists of improving the conditions at an existing curve on Powers Road near Hillwood Drive. The improvements will include realignment and grade improvements.

Estimated Cost: $400,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 18

Road: Campground Road

Location: From US Highway 41 to Northern Terminus

Improvement: Improvements on Existing Alignments

Length: 1.14 miles

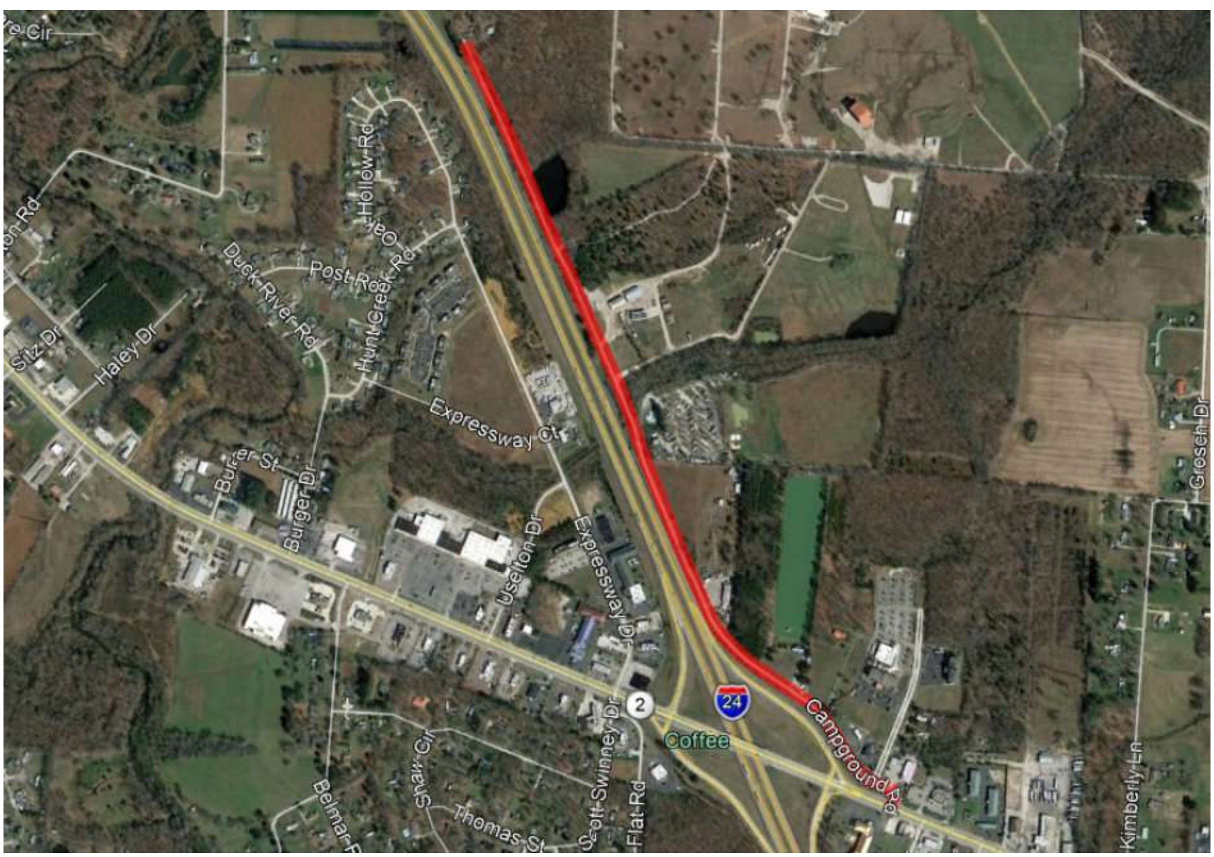
Functional Class: N/A

Priority: Following Ten Years (FY 27-37)

Description:

This project is the first phase of developing a collector street along Campground Road from US Hwy 41 to US Hwy 55 adjacent to Interstate 24. This phase will improve and widen the existing developed portion of Campground Road.

Estimated Cost: $850,000



Project Summaries

2018 Manchester Transportation Master Plan

Project #: 19

Road: Campground Road Extension

Location: Campground Road at New Bushy Branch Road

Improvement: New Roadway

Length: 0.8 miles

Functional Class: N/A

Priority: Following Ten Years (FY 27-37)

Description:

This is the second phase of the project of developing a collector street along Campground Road from US Hwy 41 to US Hwy 55 adjacent to Interstate 24. This phase will construct a new 2-lane roadway on undeveloped property.

Estimated Cost: $1,750,000

Project Summaries

2018 Manchester Transportation Master Plan

Project #: 20

Road: Burger Drive

Location: From US Highway 41 to Hunt Creek Road

Improvement: Widening

Length: 0.21 miles

Functional Class: N/A

Priority: Following Ten Years (FY 27-37)

Description:

This project consists of widening an existing local street and installing a new box culvert on the existing alignment.

Estimated Cost: $800,000

Project Summaries

2018 Manchester Transportation Master Plan

<u>Project #: 21</u>

Road: Joe Hickerson Road

Location: From US Highway 41 South to Southern Terminus

Improvement: Widening

Length: 0.49 miles

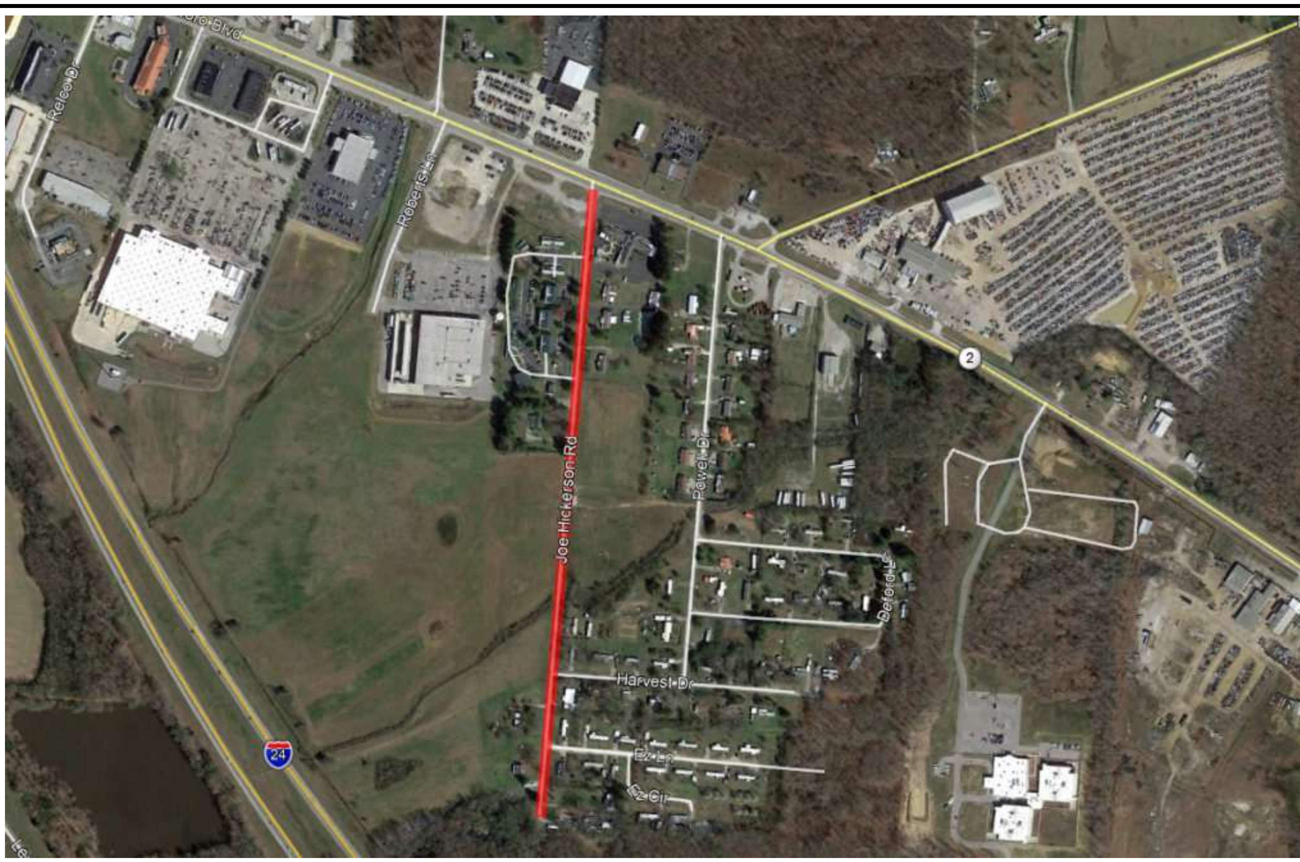
Functional Class: N/A

Priority: Following Ten Years (FY 27-37)

<u>Description:</u>

This project consists of widening the existing 2-lane local street including the installation of a new box culvert. Right-of-way acquisition will be required.

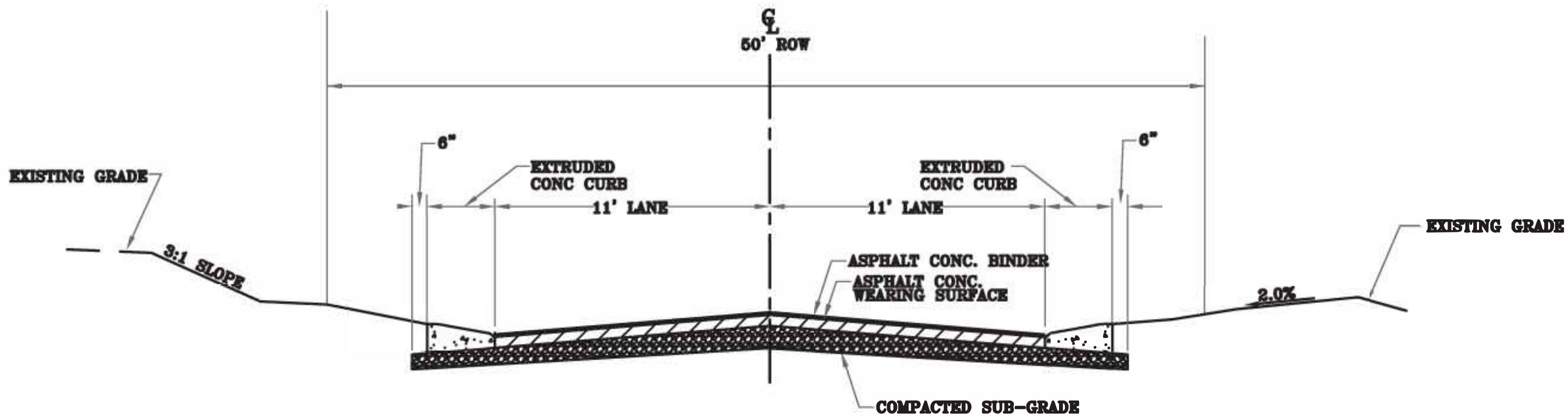
Estimated Cost: $900,000



Appendix H

Recommended

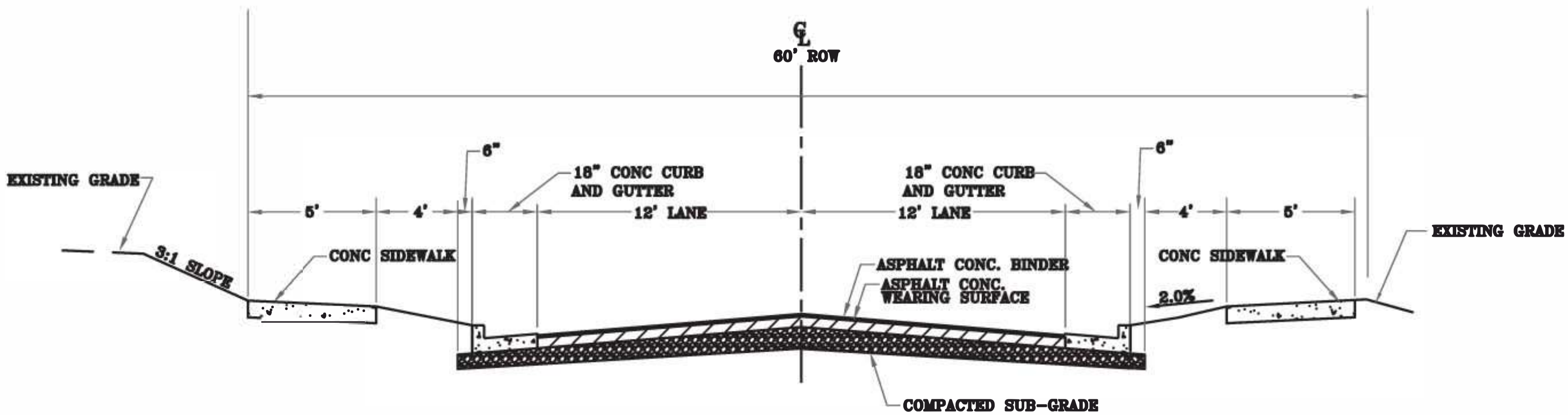
Roadway Cross-Sections



TYPICAL SECTION–LOCAL STREET
N.T.S

CITY OF MANCHESTER, TN
MAJOR THOROUGHFARE PLAN

St. John ENGINEERING, LLC
ENGINEERING • PLANNING • ENVIRONMENTAL CONSULTING
923 JACKSON STREET
MANCHESTER, TN 37355
PHONE: (931) 728-2638 ~ FAX: (931) 728-6357
WWW.STJOHNENGINEERING.COM



TYPICAL SECTION–COLLECTOR STREET

N.T.S

CITY OF MANCHESTER, TN

MAJOR THOROUGHFARE PLAN

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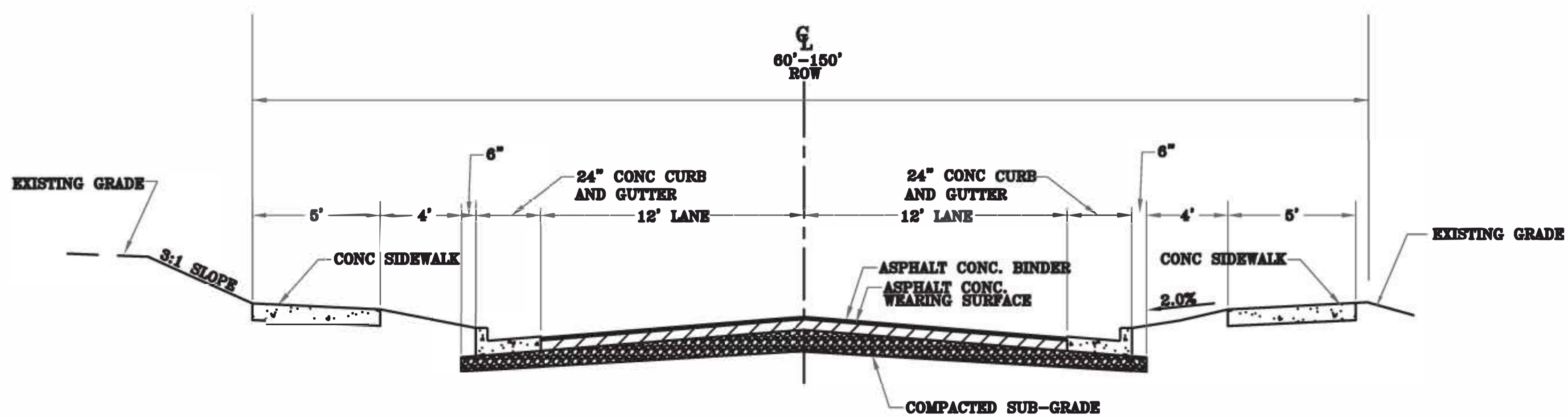

CITY OF MANCHESTER, TN
MAJOR THOROUGHFARE PLAN

TYPICAL SECTION–ARTERIAL STREET
N.T.S

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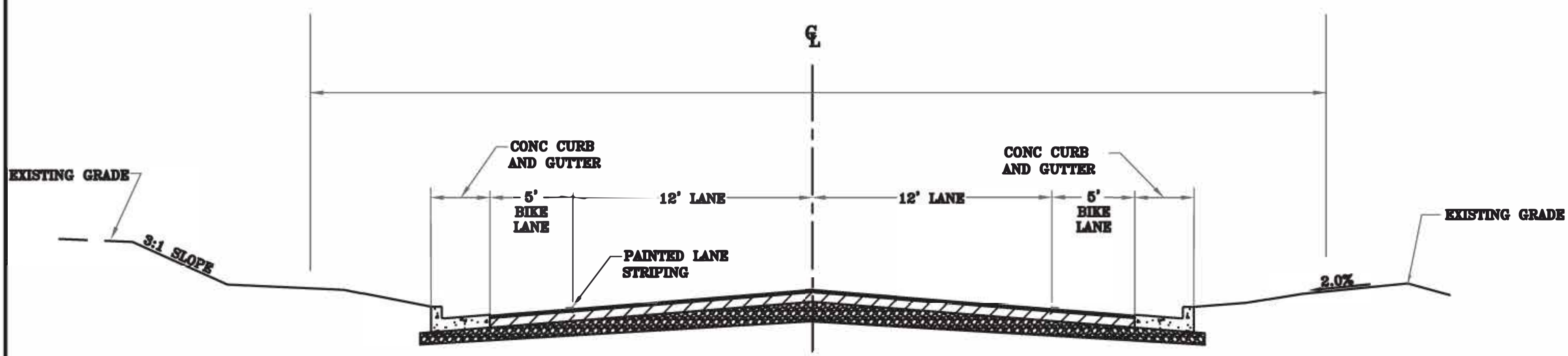

NOTE:
BIKE LANE DIMENSIONS, SIGNAGE, AND MARKINGS
SHALL CONFORM TO TDOT STANDARDS.

TYPICAL SECTION–BIKE LANE
N.T.S

CITY OF MANCHESTER, TN
MAJOR THOROUGHFARE PLAN

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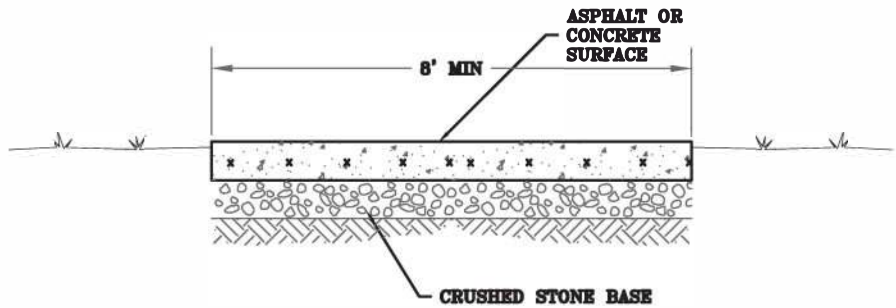

NOTES:
CONCRETE SURFACING IS USED WHEN
BIKE PATH/GREENWAY
IS LOCATED IN THE FLOODWAY.
ASPHALT SURFACING IS PERMITTED IN
AREAS OUTSIDE OF THE FLOODWAY.

TYPICAL SECTION–BIKE PATH
N.T.S

CITY OF MANCHESTER, TN
MAJOR THOROUGHFARE PLAN

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