

Metropolitan Council and School Board Boundaries

Metropolitan Councilmanic Districts

Council District 1

Beginning at the intersection of the Davidson, Cheatham, and Robertson County lines, proceed east along the Davidson-Robertson County line to the intersection with Browns Lake Road, then proceed south along Browns Lake Road to the intersection with Ivey Point Road, then proceed southeast along Ivey Point Road to the intersection with Union Hill Road, then proceed southwest along Union Hill Road to the intersection with Crocker Springs Road, then proceed south along Crocker Springs Road to the intersection with Lickton Pike, then proceed southwest along Lickton Pike to the intersection with Clay Lick Road, then proceed northwest along Clay Lick Road to the intersection with Whites Creek Pike, then proceed southeast along Whites Creek Pike to the intersection with Old Hickory Boulevard, then proceed west along Old Hickory Boulevard to the intersection with Earthman Fork Creek, then proceed southwest along Earthman Fork Creek to the intersection with Old Hickory Boulevard, then proceed northwest along Old Hickory Boulevard to the intersection with Clarksville Pike, then proceed southeast along Clarksville Pike to the intersection with Lloyd Road, then proceed northeast along Lloyd Road to the intersection with Buena Vista Pike, then proceed south along Buena Vista Pike to the intersection with Whites Creek, then proceed southwest along Whites Creek to the intersection with the Tennessee Central Railroad, then proceed southeast along the Tennessee Central Railroad to the intersection with the Cumberland River, then proceed southwest along the Cumberland River to the intersection with the Davidson-Cheatham County line, then proceed north along the Davidson-Cheatham County line to the beginning point, the intersection of the Davidson, Cheatham, and Robertson County lines.

Council District 2

Beginning at the intersection of the Tennessee Central Railroad and Whites Creek, proceed northeast along Whites Creek to the intersection with Buena Vista Pike, then proceed northwest along Buena Vista Pike to the intersection with Kings Lane, then proceed northeast approximately 130 feet to the intersection with Whites Creek, then proceed north along Whites Creek to the intersection with Ewing Creek, then proceed northeast along Ewing Creek to the intersection with Gwynnwood Drive, then proceed to a point approximately 1,200 feet along Ewing Creek, then proceed northeast to the intersection with Ewing Lane, then proceed northwest approximately 225 feet to the intersection with Ewing Creek and the north fork of Ewing Creek, then proceed east along Ewing Creek to the intersection with the west side of Interstate 24, then proceed southeast along Interstate 24 to Ewing Creek Lane, then proceed east along Ewing Creek Lane to the intersection with the east side of Interstate 24, then proceed northwest along Interstate 24 to the intersection with Ewing Creek, then proceed east along Ewing Creek to the intersection with Interstate 65, then proceed northeast along Interstate 65 to the intersection with Dickerson Pike, then proceed south along Dickerson Pike to the intersection with Martin Avenue, then proceed west along Martin Avenue to the intersection with #1078 Alley, then proceed southwest along #1078 Alley to the intersection

with Pages Branch, then proceed west along Pages Branch to the intersection with Grizzard Avenue, then proceed west along Grizzard Avenue to the intersection with #1071 Alley, then proceed south along #1071 Alley to the intersection with #1072 Alley, then proceed west along #1072 Alley to the intersection with Tarpley Avenue, then proceed south along Tarpley Avenue to the intersection with a ramp of Interstate 65, then proceed northwest along the ramp to the intersection with Interstate 65, then proceed south along Interstate 65 to the intersection with Dominican Drive, then proceed northwest along Dominican Drive to the intersection with Delta Avenue, then proceed south along Delta Avenue to the intersection with Clay Street, then proceed southwest along Clay Street to the intersection with 18th Avenue North, then proceed northwest along 18th Avenue North to the intersection with Clarksville Pike, then proceed northwest along Clarksville Pike to the intersection with the Cumberland River, then proceed southwest along the Cumberland River to the intersection with the Tennessee Central Railroad, then proceed west along the Tennessee Central Railroad to the beginning point, the intersection with Whites Creek.

Council District 3

Beginning at the intersection of Browns Lake Road and the Davidson-Robertson County line, proceed east along the Davidson-Robertson County line to the intersection with Highland Avenue and the corporate boundary of the City of Ridgetop, then proceed southeast along the corporate boundary of the City of Ridgetop to the intersection with the Louisville and Nashville Railroad, then proceed south along the Louisville and Nashville Railroad to the intersection with Baker Station Road, then proceed west along Baker Station Road to the intersection with Old Baker Road, then proceed southeast along Old Baker Road to the intersection with Baker Road, then proceed southeast along Baker Road to the intersection with Old Baker Road, then proceed southeast along Old Baker Road to the intersection with Baker Road, then proceed southeast along Baker Road to the intersection with Freeman Hollow Road, then proceed southwest along Freeman Hollow Road to the intersection with Lickton Pike, then proceed west along Lickton Pike to the intersection with Lower Walkers Creek Road, then proceed southwest along Lower Walkers Creek Road to the intersection with Union Hill Road, then proceed southeast along Union Hill Road to the intersection with Dry Creek Road, then proceed southeast along Dry Creek Road to the intersection with Old Dickerson Pike, then proceed southwest along Old Dickerson Pike to the intersection with Campbell Road, then proceed east along Campbell Road to the intersection with West Campbell Road, then proceed south along West Campbell Road to the intersection with Apple Valley Road, then proceed southeast along Apple Valley Road to the intersection with Interstate 65, then proceed southwest along Interstate 65 to the intersection with Old Hickory Boulevard, then proceed northwest along Old Hickory Boulevard to the intersection with Dickerson Pike, then proceed south along Dickerson Pike to the intersection with Interstate 65, then proceed southwest along Interstate 65 to the intersection with Ewing Creek, then proceed west along Ewing Creek to the intersection with the east side of Interstate 24, then proceed southeast along Interstate 24 to the intersection with Ewing Creek Lane, then proceed west along Ewing Creek Lane to the intersection with the west side of Interstate 24, then proceed northwest along Interstate 24 to the intersection with Ewing Creek, then proceed west along Ewing Creek to the intersection with the north fork of Ewing Creek, then proceed southeast approximately 225 feet to the intersection with Ewing

Lane, then proceed southwest approximately 510 feet to the intersection with Ewing Creek, then proceed southwest along Ewing Creek to the intersection with Whites Creek, then proceed south along Whites Creek approximately 745 feet, then proceed southwest approximately 130 feet to the intersection with Kings Lane and Buena Vista Pike, then proceed north along Buena Vista Pike to the intersection with Lloyd Road, then proceed west along Lloyd Road to the intersection with Clarksville Pike, then proceed northwest along Clarksville Pike to the intersection with Old Hickory Boulevard, then proceed north along Old Hickory Boulevard to the intersection with Earthman Fork Creek, then proceed southwest along Earthman Fork Creek to the intersection with Old Hickory Boulevard, then proceed east along Old Hickory Boulevard to the intersection with Whites Creek Pike, then proceed north along Whites Creek Pike to the intersection with Union Hill Road, then proceed east along Union Hill Road to the intersection with Clay Lick Road, then proceed east along Clay Lick Road to the intersection with Lickton Pike, then proceed northeast along Lickton Pike to the intersection with Crocker Springs Road, then proceed northwest along Crocker Springs Road to the intersection with Union Hill Road, then proceed east along Union Hill Road to the intersection with Ivey Point Road, then proceed north along Ivey Point Road to the intersection with Browns Lake Road, then proceed northwest along Browns Lake Road to the beginning point, the intersection with the Davidson-Robertson County line.

Council District 4

Beginning at the intersection of Franklin Pike Circle and Hill Road, proceed east along Hill Road to an intersection with Maxwell Crossing, then proceed northeast along Maxwell Crossing to an intersection with an unnamed stream, then proceed east along the unnamed stream to the intersection with Seven Mile Creek, then proceed south approximately 2,280 feet along Seven Mile Creek to an intersection with an unnamed stream, then proceed east along the unnamed stream to an intersection with Edmondson Pike, then proceed south along Edmondson Pike to an intersection with Old Hickory Boulevard, then proceed east along Old Hickory Boulevard to an intersection with Nolensville Pike, then proceed south along Nolensville Pike to an intersection with the Davidson-Williamson County line, then proceed southwest along the Davidson-Williamson County Line to an intersection with Interstate 65, then proceed north along Interstate 65 to an intersection with Franklin Pike Circle, then proceed east along Franklin Pike Circle to the beginning point, the intersection with Hill Road.

Council District 5

Beginning at the intersection of a ramp of Interstate 65 and Tarpley Avenue, proceed north along Tarpley Avenue to the intersection with #1072 Alley, then proceed east along #1072 Alley to the intersection with #1071 Alley, then proceed north along #1071 Alley to the intersection with Grizzard Avenue, then proceed east along Grizzard Avenue to the intersection with Pages Branch, then proceed northeast along Pages Branch to the intersection with #1078 Alley, then proceed northeast to the intersection with Martin Avenue, then proceed east along Martin Avenue to the intersection with Dickerson Pike, then proceed southwest along Dickerson Pike approximately 30 feet to a point, then proceed east to the intersection with Sultana Avenue,

then proceed east to the intersection with Donald Street and Gerald Street, then proceed east to the intersection with Jones Avenue, then proceed northeast to the intersection with Ellington Parkway, then proceed southeast to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Maynor Avenue, then proceed southeast along Maynor Avenue to the intersection with Gallatin Pike, then proceed southwest along Gallatin Pike to the intersection with Finn Street, then proceed northwest along Finn Street to the intersection with #277 Alley, then proceed southwest along #277 Alley to the intersection with North 6th Street, then proceed south along North 6th Street to the intersection with Main Street, then proceed southwest along Main Street to the intersection with the Cumberland River, then proceed northwest along the Cumberland River to the intersection with Interstate 65, then proceed east along Interstate 65 to the intersection with a ramp of Interstate 65, then proceed southeast along the ramp to the beginning point, the intersection with Tarpley Avenue.

Council District 6

Beginning at the intersection of Gallatin Avenue and Straightaway Avenue, proceed east along Straightaway Avenue to the intersection with Porter Road, then proceed southwest along Porter Road to the intersection with Carter Avenue, then proceed east along Carter Avenue to the intersection with Rosebank Avenue, then proceed north along Rosebank Avenue to the intersection with Colbert Drive, then proceed east along Colbert Drive to the intersection with Shadow Lane, then proceed north along Shadow Lane to the intersection with Airpark Drive, then proceed northwest along Airpark Drive to the intersection with Highview Drive, then proceed northeast along Highview Drive to the intersection with Lethia Drive, then proceed north along Lethia Drive to its terminus, then proceed northeast approximately 650 feet to the intersection with an unnamed stream, then proceed northeast along the unnamed stream to the intersection with Coopers Creek, then proceed east along Coopers Creek to the intersection with the Cumberland River, then proceed southeast along the Cumberland River to the intersection with Main Street, then proceed northeast along Main Street to the intersection with North 6th Street, then proceed northwest along North 6th Street to the intersection with #277 Alley, then proceed northeast along #277 Alley to the intersection with Finn Street, then proceed southeast along Finn Street to the intersection with Main Street, then proceed northeast along Main Street to the intersection with Gallatin Avenue, then proceed northeast along Gallatin Avenue to the beginning point, the intersection with Straightaway Avenue.

Council District 7

Beginning at the intersection of Gallatin Pike and Neelys Bend Road, proceed east along Neelys Bend Road to the intersection with Idlewild Drive, then proceed south along Idlewild Drive to the intersection with Geisen Drive, then proceed south along Geisen Drive to its terminus, then proceed south approximately 940 feet to the intersection with the Cumberland River, then proceed south along the Cumberland River to the intersection with Coopers Creek, then proceed west along Coopers Creek to the intersection with an unnamed creek, then proceed south approximately 1,500 feet along the unnamed creek to a point, then proceed southwest

approximately 350 feet to the intersection with Lethia Drive, then proceed south along Lethia Drive to the intersection with Highview Drive, then proceed west along Highview Drive to the intersection with Airpark Drive, then proceed southeast along Airpark Drive to the intersection with Shadow Lane, then proceed south along Shadow Lane to the intersection with Colbert Drive, then proceed west along Colbert Drive to the intersection with Rosebank Avenue, then proceed south along Rosebank Avenue to the intersection with Carter Avenue, then proceed west along Carter Avenue to the intersection with Porter Road, then proceed northeast along Porter Road to the intersection with Straightway Avenue, then proceed west along Straightway Avenue to the intersection with Gallatin Pike, then proceed northeast along Gallatin Pike to the beginning point, the intersection with Neelys Bend Road.

Council District 8

Beginning at the intersection of Dickerson Pike and Old Hickory Boulevard, proceed east along Old Hickory Boulevard to the intersection with Interstate 65, then proceed north along Interstate 65 to the intersection with Apple Valley Road, then proceed east along Apple Valley Road to the intersection with Connare Drive, then proceed south along Connare Drive to the intersection with One Mile Parkway, then proceed east along One Mile Parkway to the intersection with Gallatin Pike, then proceed south along Gallatin Pike to the intersection with Maynor Avenue, then proceed west along Maynor Avenue to the intersection with the Louisville and Nashville Railroad, then proceed northeast along the Louisville and Nashville Railroad to a point approximately 450 feet southwest of a Tennessee Valley Authority power line, then proceed northwest approximately 2,800 feet to the intersection with the Tennessee Valley Authority power line, then proceed west along the Tennessee Valley Authority power line to Dickerson Pike, then proceed north along Dickerson Pike to the beginning point, the intersection with Old Hickory Boulevard.

Council District 9

Beginning at the intersection of the Louisville and Nashville Railroad and Dry Creek, proceed east along Dry Creek to the intersection with Myatt Drive, then proceed northeast approximately 1,700 feet to the intersection with the Cumberland River, then proceed south along the Cumberland River to the intersection with Gibson Creek, then proceed north approximately 500 feet to the intersection with Geisen Drive, then proceed north along Geisen Drive to the intersection with Idlewild Drive, then proceed north along Idlewild Drive to the intersection with Neelys Bend Road, then proceed northwest along Neelys Bend Road to the intersection with Gallatin Pike, then proceed north along Gallatin Pike to the intersection with the Louisville and Nashville Railroad, then proceed northeast along the Louisville and Nashville Railroad to the beginning point, the intersection with Dry Creek.

Council District 10

Beginning at the intersection of Highland Avenue and the Davidson-Robertson County line, proceed northeast along the Davidson-Robertson County line to the intersection with the Davidson-Sumner County line, then proceed southeast along the Davidson-Sumner County line to the intersection with the Cumberland River, then proceed west along the Cumberland River to a point approximately 180 feet south of the intersection of the Cumberland River and Dry Creek, then proceed southwest approximately 1,700 feet to the intersection with Dry Creek, then proceed west along Dry Creek to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Gallatin Pike, then proceed north along Gallatin Pike to the intersection with One Mile Parkway, then proceed west along One Mile Parkway to the intersection with Connare Drive, then proceed north along Connare Drive to the intersection with Apple Valley Road, then proceed west along Apple Valley Road to the intersection with West Campbell Road, then proceed north along West Campbell Road to the intersection with Campbell Road, then proceed west along Campbell Road to the intersection with Old Dickerson Pike, then proceed northeast along Old Dickerson Pike to the intersection with Dry Creek Road, then proceed northwest along Dry Creek Road to the intersection with Brick Church Pike, then proceed west along Brick Church Pike to the intersection with Union Hill Road, then proceed northwest along Union Hill Road to the intersection with Lower Walkers Creek Road, then proceed northeast along Lower Walkers Creek Road to the intersection with Lickton Pike, then proceed east along Lickton Pike to the intersection with Freeman Hollow Road, then proceed north along Freeman Hollow Road to the intersection with Baker Road, then proceed northwest along Baker Road to the intersection with Old Baker Road, then proceed northeast along Old Baker Road to the intersection with Baker Road, then proceed northwest along Baker Road to the intersection with Old Baker Road, then proceed north along Old Baker Road to the intersection with Baker Station Road, then proceed east along Baker Station Road to the intersection with the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to the intersection with the corporate boundary of the City of Ridgetop, then proceed northwest along the corporate boundary of the City of Ridgetop to the beginning point, the intersection with Highland Avenue and the Davidson-Robertson County line.

Council District 11

Beginning at the intersection of the Cumberland River and the Davidson-Sumner County line, proceed southeast along the Davidson-Sumner County line to the intersection with the Davidson-Wilson County line, then proceed south along the Davidson-Wilson County line to the intersection with Chandler Road, then proceed west along Chandler Road to the intersection with the Tennessee Central Railroad, then continue west along the Tennessee Central Railroad to the intersection with Tulip Grove Road, then proceed north along Tulip Grove Road to the intersection with Lebanon Pike, then proceed west along Lebanon Pike to the intersection with Trenton Court, then proceed southwest along Trenton Court to the intersection with Trenton Drive, then proceed west along Trenton Drive to the intersection with Albany Drive, then proceed south along Albany Drive to the intersection with Andrew Jackson Parkway, then proceed southwest along Andrew Jackson Parkway to the intersection with Old Hickory

Boulevard, then proceed northwest along Old Hickory Boulevard to the intersection with Rachels Lane, then proceed north approximately 315 feet to a point on Old Hickory Boulevard, then proceed west approximately 570 feet to a point on U Creek, then proceed west along U Creek to the intersection with the Cumberland River, then proceed north along the Cumberland River to the beginning point, the intersection with the Davidson-Sumner County line.

Council District 12

Beginning at the intersection of Lebanon Pike and Tulip Grove Road, proceed south along Tulip Grove Road to the intersection with the Tennessee Central Railroad, then proceed east along the Tennessee Central Railroad to the intersection with Chandler Road, then proceed east along Chandler Road to the intersection with the Davidson-Wilson County line, then proceed southeast along the Davidson-Wilson County line to a point approximately 3,050 feet south of Alvin Sperry Road to the intersection with the eastern shoreline of the J Percy Priest Reservoir, then proceed north along the shoreline of the J Percy Priest Reservoir to the intersection with Old Hickory Boulevard, then proceed north along Old Hickory Boulevard to the intersection with Andrew Jackson Way, then proceed north along Andrew Jackson Way to the intersection with Andrew Jackson Parkway, then proceed north along Andrew Jackson Parkway to the intersection with Albany Drive, then proceed north along Albany Drive to the intersection with Trenton Drive, then proceed east along Trenton Drive to the intersection with Trenton Court, then proceed northeast along Trenton Court to the intersection with Lebanon Pike, then proceed east along Lebanon Pike to the beginning point, the intersection with Tulip Grove Road.

Council District 13

Beginning at the intersection of Mill Creek and Interstate 40, proceed east along Interstate 40 to the intersection with Stewarts Ferry Pike, then proceed southeast along Stewarts Ferry Pike to the intersection with Bell Road, then proceed south on Bell Road to a point approximately 1,265 feet south of Elm Hill Pike, then proceed east to the intersection with the shoreline of the J Percy Priest Reservoir, then proceed south along the shoreline of the J Percy Priest Reservoir to the intersection with Couchville Pike, then proceed west along Couchville Pike to the intersection with Pleasant Hill Road, then proceed north along Pleasant Hill Road to the intersection with Pulley Road, then proceed west along Pulley Road to the intersection with McCrory Creek Road, then proceed south along McCrory Creek Road to the intersection with Old Murfreesboro Pike, then proceed southeast along Old Murfreesboro Pike to the intersection with Town Park Drive, then proceed south along Town Park Drive to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the intersection with Donelson Pike, then proceed south along Donelson Pike to the intersection with Harding Place, then proceed east along Harding Place to the intersection with Bush Road, then proceed southeast on Bush Road to the intersection with the Louisville and Nashville Railroad, then proceed west along the Louisville and Nashville Railroad to the intersection with an unnamed creek, then proceed north along the unnamed creek to the intersection with Mill Creek, then proceed southwest along Mill Creek to the intersection with the Louisville and

Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with the northbound line of the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to the intersection with Ezell Pike, then proceed north along Ezell Pike to the intersection with Harding Place, then proceed west along Harding Place to the intersection with Interstate 24, then proceed northwest along Interstate 24 to the intersection with Seven Mile Creek, then proceed northeast along Seven Mile Creek to the intersection with Mill Creek, then proceed north along Mill Creek to the intersection with Briley Parkway, then proceed northeast along Briley Parkway to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the intersection with Mill Creek, then proceed north along Mill Creek to the beginning point, the intersection with Interstate 40.

Council District 14

Beginning at the intersection of the Stones River and the Cumberland River, proceed northeast along the Cumberland River to the intersection with U Creek, then proceed northeast along U Creek to a point approximately 470 feet south of Tonya Court, then proceed east to the intersection with Old Hickory Boulevard, then proceed south along Old Hickory Boulevard to the shoreline of the J Percy Priest Reservoir, then proceed southwest across the J Percy Priest Reservoir to the shoreline, then proceed north along the shoreline of the J Percy Priest Reservoir to the intersection with Bell Road, then proceed north along Bell Road to the intersection with Stewarts Ferry Pike, then proceed northwest along Stewarts Ferry Pike to the intersection with Interstate 40, then proceed southwest along Interstate 40 to the intersection with Elm Hill Pike, then proceed northwest along Elm Hill Pike to the intersection with Colfax Drive, then proceed north along Colfax Drive to the intersection with Emery Drive, then proceed west along Emery Drive to the intersection with Donelson Pike, then proceed north along Donelson Pike to the intersection with McCampbell Avenue, then proceed northeast along McCampbell Avenue to the intersection with Stewarts Ferry Pike, then proceed northwest along Stewarts Ferry Pike to the intersection with Lebanon Pike, then proceed northeast along Lebanon Pike to the intersection with Guill Court, then proceed northwest along Guill Court to the intersection with the Stones River, then proceed northeast along the Stones River to the beginning point, the intersection with the Cumberland River.

Council District 15

Beginning at the intersection of Gibson Creek and the Cumberland River, proceed east along the Cumberland River to the intersection with the Stones River, then proceed south along the Stones River to the intersection with Guill Court, then proceed south along Guill Court to the intersection with Lebanon Pike, then proceed southwest along Lebanon Pike to the intersection with Stewarts Ferry Pike, then proceed southeast along Stewarts Ferry Pike to the intersection with McCampbell Avenue, then proceed southwest along McCampbell Avenue to the intersection with Donelson Pike, then proceed south along Donelson Pike to the intersection with Emery Drive, then proceed east along Emery Drive to the intersection with Colfax Drive, then proceed south along Colfax Drive to the intersection with Elm Hill Pike, then proceed

southeast along Elm Hill Pike to the intersection with Interstate 40, then proceed southwest along Interstate 40 to the intersection with Mill Creek, then proceed south along Mill Creek to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the intersection with Spence Lane, then proceed northeast along Spence Lane to the intersection with Lebanon Pike, then proceed west along Lebanon Pike to the intersection with the Louisville and Nashville Railroad, then proceed north along the Louisville and Nashville Railroad to the intersection with the Cumberland River, then proceed east along the Cumberland River to the beginning point, the intersection with Gibson Creek.

Council District 16

Beginning at the intersection of Interstate 65 and Thompson Lane, proceed east along Thompson Lane to the intersection with the Louisville and Nashville Railroad, then proceed north along the Louisville and Nashville Railroad to the intersection with Interstate 440, then proceed east along Interstate 440 to the intersection with Interstate 24, then proceed north along Interstate 24 to the intersection with Murfreesboro Pike, then proceed southeast along Murfreesboro Pike to the intersection with Briley Parkway, then proceed southwest along Briley Parkway to the intersection with Mill Creek, then proceed south along Mill Creek to the intersection with Seven Mile Creek, then proceed southwest along Seven Mile Creek to the intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with the Louisville and Nashville Railroad, then proceed west along the Louisville and Nashville Railroad to the intersection with Nolensville Pike, then proceed north along Nolensville Pike to the intersection with Allied Drive, then proceed west along Allied Drive to the intersection with Keystone Avenue, then proceed north along Keystone Ave to the intersection with Veritas Street, then proceed west along Veritas Street to the intersection with Trousdale Drive, then proceed south along Trousdale Drive to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Harding Place, then proceed northwest along Harding Place to the intersection with Interstate 65, then proceed north along Interstate 65 to the beginning point, the intersection with Thompson Lane.

Council District 17

Beginning at the intersection of 21st Avenue South and Edgehill Avenue, proceed east along Edgehill Avenue to the intersection with 13th Avenue South, then proceed north along 13th Avenue South to the intersection with South Street, then proceed east along South Street to the intersection with 8th Avenue South, then proceed north along 8th Avenue South to the intersection with Interstate 40, then proceed northeast along Interstate 40 to the intersection with Lafayette Street, then proceed southeast along Lafayette Street to the intersection with Murfreesboro Pike, then proceed southeast along Murfreesboro Pike to the intersection with Interstate 24, then proceed south along Interstate 24 to the intersection with Interstate 440, then proceed west along Interstate 440 to the intersection with the Louisville and Nashville Railroad, then proceed south along the Louisville and Nashville Railroad to the intersection with Thompson Lane, then proceed west along Thompson Lane to the intersection with Interstate

65, then proceed north along Interstate 65 to the intersection with the corporate boundary of the City of Berry Hill, then proceed west along the corporate boundary of the City of Berry Hill to the intersection with Franklin Pike, then proceed north along Franklin Pike to the intersection with Interstate 440, then proceed west along Interstate 440 to the intersection with Granny White Pike, then proceed north along Granny White Pike to the intersection with 12th Avenue South, then proceed north along 12th Avenue South to the intersection with Wedgewood Avenue, then proceed west along Wedgewood Avenue to the intersection with 21st Avenue South, then proceed north along 21st Avenue South to the beginning point, the intersection with Edgehill Avenue.

Council District 18

Beginning at the intersection of West End Avenue and Elmington Avenue, proceed northeast along West End Avenue to the intersection with 31st Avenue South, then proceed southeast along 31st Avenue South to the intersection with #912 Alley, then proceed northeast along #912 Alley to the intersection with 30th Avenue South, then proceed southeast along 30th Avenue South to the intersection with Vanderbilt Place, then proceed northeast along Vanderbilt Place to the intersection with 29th Avenue South, then proceed northwest along 29th Avenue South to the intersection with West End Avenue, then proceed northeast along West End Avenue to the intersection with 21st Avenue South, then proceed southeast along 21st Avenue South to the intersection with Wedgewood Avenue, then proceed east along Wedgewood Avenue to the intersection with 12th Avenue South, then proceed south along 12th Avenue South to the intersection with Granny White Pike, then proceed south along Granny White Pike to the intersection with Interstate 440, then proceed west along Interstate 440 to the intersection with Richardson Avenue, then proceed southwest along Richardson Avenue to the intersection with Elmington Avenue, then proceed north along Elmington Avenue to the beginning point, the intersection with West End Avenue.

Council District 19

Beginning at the intersection of Dr DB Todd Jr Boulevard and Interstate 40, proceed northeast along Interstate 40 to the intersection with Interstate 65, then proceed northeast along Interstate 65 to the intersection with the Cumberland River, then proceed south along the Cumberland River to the intersection with the Louisville and Nashville Railroad, then proceed south along the Louisville and Nashville Railroad to the intersection with Lebanon Pike, then proceed east along Lebanon Pike to the intersection with Spence Lane, then proceed south along Spence Lane to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the intersection with Lafayette Street, then proceed northwest along Lafayette Street to the intersection with Interstate 40, then proceed west along Interstate 40 to the intersection with 8th Avenue South, then proceed south along 8th Avenue South to the intersection with South Street, then proceed west along South Street to the intersection with 13th Avenue South, then proceed south along 13th Avenue South to the intersection with Edgehill Avenue, then proceed west along Edgehill Avenue to the intersection with 21st Avenue South, then proceed north along 21st Avenue South to the intersection with West End Avenue,

then proceed northeast along West End Avenue to the intersection with 16th Avenue North, then proceed northwest along 16th Avenue North to the intersection with Church Street, then proceed northeast along Church Street to the intersection with McMillin Street, then proceed northwest along McMillin Street to the intersection with Charlotte Avenue, then proceed southwest along Charlotte Avenue to the intersection with Dr DB Todd Jr Boulevard, then proceed northwest along Dr DB Todd Jr Boulevard to the beginning point, the intersection with Interstate 40.

Council District 20

Beginning at the intersection of Davidson Branch and the Cumberland River, proceed north along the Cumberland River to the intersection with 54th Avenue North, then proceed south along 54th Avenue North to the intersection with the CSX Railroad, then proceed southeast along the CSX Railroad to the intersection with Interstate 40, then proceed west along Interstate 40 to the intersection with White Bridge Road, then proceed south along White Bridge Road to the intersection with Kendall Drive, then proceed west along Kendall Drive to the intersection with Knob Road, then proceed west along Knob Road to the intersection with Fleetwood Drive, then proceed southwest along Fleetwood Drive to the intersection with Hillwood Boulevard, then proceed northwest along Hillwood Boulevard to the intersection with Charlotte Pike, then proceed southwest along Charlotte Pike to the intersection with Davidson Branch, then proceed northwest along Davidson Branch to the beginning point, the intersection with the Cumberland River.

Council District 21

Beginning at the intersection of Clarksville Pike and the Cumberland River, proceed southeast along Clarksville Pike to the intersection with 18th Avenue North, then proceed southeast along 18th Avenue North to the intersection with Clay Street, then proceed northeast along Clay Street to the intersection with Delta Avenue, then proceed north along Delta Avenue to the intersection with Dominican Drive, then proceed northeast along Dominican Drive to the intersection with Interstate 65, then proceed southwest along Interstate 65 to the intersection with Interstate 40, then proceed southwest along Interstate 40 to the intersection with Dr. D.B. Todd Jr. Boulevard, then proceed southeast along Dr. D. B. Todd Jr. Boulevard to the intersection with Charlotte Avenue, then proceed northeast along Charlotte Avenue to the intersection with McMillin Street, then proceed southeast along McMillin Street to the intersection with Church Street, then proceed southwest along Church Street to the intersection with 16th Avenue North, then proceed southeast along 16th Avenue North to the intersection with West End Avenue, then proceed southwest along West End Avenue to the intersection with 29th Avenue South, then proceed southeast along 29th Avenue South to the intersection with Vanderbilt Place, then proceed southwest along Vanderbilt Place to the intersection with 30th Avenue South, then proceed northwest along 30th Avenue South to the intersection with #912 Alley, then proceed southwest along #912 Alley to the intersection with #893 Alley, then proceed southeast along #893 Alley to the intersection with #912 Alley, then proceed southwest along #912 Alley to the intersection with 31st Avenue South, then proceed

northwest along 31st Avenue South to the intersection with West End Avenue, then proceed southwest along West End Avenue to the intersection with Interstate 440, then proceed north along Interstate 440 to the intersection with Charlotte Avenue, then proceed west along Charlotte Avenue to the intersection with 33rd Avenue North, then proceed north along 33rd Avenue North to the intersection with #934 Alley, then proceed west along #934 Alley to the intersection with 36th Avenue North, then proceed north along 36th Avenue North to the intersection with Interstate 40, then proceed southwest along Interstate 40 to the intersection with the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to the intersection with 54th Avenue North, then proceed north along 54th Avenue North to the intersection with the Cumberland River, then proceed southeast along the Cumberland River to the beginning point, the intersection with Clarksville Pike.

Council District 22

Beginning at the intersection of Old Charlotte Pike and Charlotte Pike, proceed northeast on Charlotte Pike to the intersection with Interstate 40, then proceed southwest along Interstate 40 to the intersection with Old Hickory Boulevard, then proceed south along Old Hickory Boulevard to the intersection with Sonya Drive, then proceed northeast along Sonya Drive to the intersection with the southern boundary of Stoneridge Townhomes, then proceed southeast along the boundary of Stoneridge Townhomes approximately 1,700 feet to a point, then proceed south approximately 4,300 feet to a point, then proceed southwest approximately 2,800 feet to the intersection with Old Hickory Boulevard, then proceed southeast along Old Hickory Boulevard to the intersection with Memphis-Bristol Highway (Hwy 70 S), then proceed southwest along Memphis-Bristol Highway (Hwy 70 S) to the intersection with Old Harding Pike, then proceed southwest along Old Harding Pike to the intersection with Hicks Road, then proceed south along Hicks Road to the intersection with Patton Lane, then proceed southwest along Patton Lane to the intersection with Colice Jeanne Road, then proceed northwest along Colice Jeanne Road to the intersection with Willow Creek Drive, then proceed south along Willow Creek Drive to the intersection with Bellevue Road, then proceed northwest along Bellevue Road to the intersection with Old Harding Pike, then proceed southwest along Old Harding Pike to the intersection with the Harpeth River, then proceed northwest along the Harpeth River to the intersection with the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to a point approximately 330 feet northwest of the intersection with Newsom Station Road, then proceed northeast to the intersection of Newsom Station Road and the Harpeth River, then proceed northwest along the Harpeth River to the intersection with Buffalo Creek, then proceed east along Buffalo Creek to the intersection with Charlotte Pike, then proceed east along Charlotte Pike to the intersection with Overall Creek, then proceed north along Overall Creek to the intersection with Old Charlotte Pike, then proceed east along Old Charlotte Pike to the intersection with Sawyer Brown Road, then proceed north along Sawyer Brown Road to the intersection with Old Charlotte Pike, then proceed east along Old Charlotte Pike to the beginning point, the intersection with Charlotte Pike.

Council District 23

Beginning at the intersection of Charlotte Pike and Hillwood Boulevard, proceed southeast along Hillwood Boulevard to the intersection with the Louisville and Nashville Railroad, then proceed northeast along the Louisville and Nashville Railroad to the intersection with Sugartree Creek, then proceed southeast along Sugartree Creek to the intersection with the corporate boundary of the City of Belle Meade, then proceed south along the corporate boundary of the City of Belle Meade to the intersection with Harding Place, then proceed west along Harding Place to the intersection with Lynnwood Boulevard, then proceed south along Lynnwood Boulevard to the intersection with Richland Creek, then proceed northwest along Richland Creek to the intersection with the corporate boundary of the City of Belle Meade, then proceed south along the corporate boundary of the City of Belle Meade to the intersection with Chickering Lane, then proceed northwest along Chickering Lane to the intersection with Chickering Road, then proceed north along Chickering Road to the intersection with the corporate boundary of the City of Belle Meade, then proceed west along the corporate boundary of the City of Belle Meade to the intersection with Page Road, then proceed north along Page Road to the intersection with Nichol Lane, then proceed north along Nichol Lane to the intersection with West Tyne Drive, then proceed west along West Tyne Drive to the intersection with Page Road, then proceed northwest along Page Road to the intersection with Harding Pike, then proceed southwest along Harding Pike to the intersection with Highway 100, then proceed southwest along Highway 100 to the intersection with Harpeth Trace Drive, then proceed northwest along Harpeth Trace Drive to the intersection with the western boundary of the Harpeth Trace Estates subdivision, then proceed north along the boundary of the Harpeth Trace Estates subdivision to the intersection with Harding Pike (Hwy 70 S), then proceed southwest along Harding Pike (Hwy 70 S) to the intersection with Old Hickory Boulevard, then proceed north along Old Hickory Boulevard to a point approximately 1,700 feet north of the intersection with Woodbury Falls Drive, then proceed approximately 2,800 feet northeast to a point, then proceed approximately 4,300 feet north to a point being the intersection with the southern boundary of Stoneridge Townhomes, then proceed northwest along the boundary to the intersection with Sonya Drive, then proceed southwest along Sonya Drive to the intersection with Old Hickory Boulevard, then proceed north along Old Hickory Boulevard to the intersection with Interstate 40, then proceed northeast along Interstate 40, to the intersection with Charlotte Pike, then proceed northeast along Charlotte Pike to the beginning point, the intersection with Hillwood Boulevard.

Council District 24

Beginning at the intersection of Delaware Avenue and 36th Avenue North, proceed south along 36th Avenue North to the intersection with #934 Alley, then proceed east along #934 Alley to the intersection with 33rd Avenue North, then proceed south along 33rd Avenue North to the intersection with Charlotte Avenue, then proceed east along Charlotte Avenue to the intersection with Interstate 440, then proceed south along Interstate 440 to the intersection with West End Avenue, then proceed southwest along West End Avenue to the intersection with Elmington Avenue, then proceed south along Elmington Avenue to the intersection with Richardson Avenue, then proceed east along Richardson Avenue to the intersection with

Interstate 440, then proceed southeast along Interstate 440 to the intersection with Woodlawn Drive, then proceed southwest along Woodlawn Drive to the intersection with New Natchez Trace, then proceed southwest along New Natchez Trace to the intersection with Golf Club Lane, then proceed west along Golf Club Lane to the intersection with Bowling Avenue, then proceed south along Bowling Avenue to the intersection with Woodmont Boulevard, then proceed west along Woodmont Boulevard to the intersection with Woodmont Lane, then proceed south along Woodmont Lane to the intersection with Sugartree Creek, then proceed northwest along Sugartree Creek to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Hillwood Boulevard, then proceed northwest along Hillwood Boulevard to the intersection with Fleetwood Drive, then proceed northeast along Fleetwood Drive to the intersection with Russleo Drive, then proceed southeast along Russleo Drive to the intersection with Knob Road, then proceed northeast along Knob Road to the intersection with Kendall Drive, then proceed north along Kendall Drive to the intersection with White Bridge Pike, then proceed north along White Bridge Pike to the intersection with Interstate 40, then proceed east along Interstate 40 to the intersection with 36th Avenue North, then proceed southeast to the beginning point, the intersection with Delaware Avenue.

Council District 25

Beginning at the intersection of Interstate 440 and 8th Avenue South, proceed south along 8th Avenue South to the intersection with an Interstate 65 ramp, then proceed south along the ramp to the intersection with the corporate boundary of the City of Berry Hill, then proceed south along the corporate boundary of the City of Berry Hill to the intersection with Interstate 65, then proceed south along Interstate 65 to the intersection with Harding Place, then proceed west along Harding Place to the intersection with Hillsboro Pike, then proceed northeast along Hillsboro Pike to the intersection with Sugartree Creek, then proceed north along Sugartree Creek to the intersection with Abbott Martin Road, then proceed west along Abbott Martin Road to the intersection with the corporate boundary of the City of Belle Meade, then proceed north along the corporate boundary of the City of Belle Meade to the intersection with Sugartree Creek, then proceed southeast along Sugartree Creek to the intersection with Woodmont Lane, then proceed north along Woodmont Lane to the intersection with Woodmont Boulevard, then proceed east along Woodmont Boulevard to the intersection with Bowling Avenue, then proceed north along Bowling Avenue to the intersection with Golf Club Lane, then proceed east along Golf Club Lane to the intersection with New Natchez Trace, then proceed north along New Natchez Trace to the intersection with Woodlawn Drive, then proceed northeast along Woodlawn Drive to the intersection with Interstate 440, then proceed southeast along Interstate 440 to the beginning point, the intersection with Interstate 65.

Council District 26

Beginning at the intersection of Hill Road and Franklin Pike Circle, proceed north along Franklin Pike Circle to the intersection with an unnamed stream, then proceed west along the unnamed stream to the intersection with Interstate 65, then proceed north along Interstate 65 to the

intersection with Harding Place, then proceed east along Harding Place to the intersection with the Louisville and Nashville Railroad, then proceed northeast along the Louisville and Nashville Railroad to the intersection with Trousdale Drive, then proceed north along Trousdale Drive to the intersection with Veritas Street, then proceed east along Veritas Street to the intersection with Keystone Avenue, then proceed south along Keystone Avenue to the intersection with Allied Drive, then proceed east along Allied Drive to the intersection with Nolensville Pike, then proceed southeast along Nolensville Pike to the intersection with the Louisville and Nashville Railroad, then proceed east along the Louisville and Nashville Railroad to the intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with Harding Place, then proceed southwest along Harding Place to the intersection with Seven Mile Creek, then proceed southwest along Seven Mile Creek to the intersection with Nolensville Pike, then proceed south along Nolensville Pike to the intersection with Edmondson Pike, then proceed southwest along Edmondson Pike to the intersection with Briarwood Drive, then proceed northwest along Briarwood Drive to the intersection with Seven Mile Creek, then proceed south along Seven Mile Creek to the intersection with an unnamed stream, then proceed west along the unnamed stream to the intersection with Hill Road, then proceed west along Hill Road to the beginning point, the intersection with Franklin Pike Circle.

Council District 27

Beginning at the intersection of Old Hickory Boulevard and Edmondson Pike, proceed north along Edmondson Pike to an unnamed stream, then proceed west along the unnamed stream to the intersection with Seven Mile Creek, then proceed north along Seven Mile Creek to the intersection with Briarwood Drive, then proceed southeast along Briarwood Drive to the intersection with Edmondson Pike, then proceed northeast along Edmondson Pike to the intersection with Nolensville Pike, then proceed southeast along Nolensville Pike to the intersection with Sorghum Branch, then proceed east along Sorghum Branch to the intersection with Tusculum Road, then proceed east along Tusculum Road to the intersection with Tusculum Court, then proceed south along Tusculum Court to the intersection with Ocala Drive, then proceed northwest along Ocala Drive to the intersection with Eulala Drive, then proceed south along Eulala Drive to the intersection with Whittemore Branch, then proceed west along Whittemore Branch to the intersection with Nolensville Pike, then proceed north along Nolensville Pike to the intersection with Old Hickory Boulevard, then proceed west to the beginning point, the intersection with Edmondson Pike.

Council District 28

Beginning at the intersection of Interstate 24 and Harding Place, proceed northeast along Harding Place to the intersection with Ezell Pike, then proceed southeast along Ezell Pike to the intersection with the Louisville and Nashville Railroad, then proceed southeast along the Louisville and Nashville Railroad to the intersection with a spur of the Louisville and Nashville Railroad, then proceed northeast along the spur of the Louisville and Nashville Railroad to the intersection with Mill Creek, then proceed northeast along Mill Creek to the intersection with Franklin Branch, then proceed south along Franklin Branch to the intersection with the

Louisville and Nashville Railroad, then proceed east along the Louisville and Nashville Railroad to the intersection with Mullins Drive, then proceed northeast along Mullins Drive to the intersection with Bush Road, then proceed northeast along Bush Road to the intersection with Harding Place, then proceed southwest along Harding Place to the intersection with Donelson Pike, then proceed north along Donelson Pike to the intersection with Murfreesboro Pike, then proceed southeast along Murfreesboro Pike to the intersection with Rural Hill Road, then proceed south along Rural Hill Road to the intersection with Rice Road, then proceed northwest along Rice Road to the intersection with Edge O Lake Drive, then proceed southeast along Edge O Lake Drive to the intersection with Pebble Creek Drive, then proceed west along Pebble Creek Drive to the intersection with Rader Ridge Road, then proceed south along Rader Ridge Road to the intersection with Franklin Branch, then proceed southeast along Franklin Branch for approximately 2,500 feet, then proceed northeast approximately 620 feet to the intersection with Bridgecrest Drive, then proceed southeast along Bridgecrest Drive to the intersection with Rural Hill Road, then proceed south along Rural Hill Road to the intersection with Mount View Road, then proceed northwest along Mount View Road to the intersection with Hickory Hollow Parkway, then proceed northwest along Hickory Hollow Parkway to the intersection with Antioch Pike, then proceed west along Antioch Pike to the intersection with Blue Hole Road, then proceed south along Blue Hole Road to the intersection with Interstate 24, then proceed northwest along Interstate 24 to the beginning point, the intersection with Harding Place.

Council District 29

Beginning at the intersection of Murfreesboro Pike and Town Park Drive, proceed northeast along Town Park Drive to the intersection with Old Murfreesboro Pike, then proceed northwest along Old Mufreesboro Pike to the intersection with McCrory Creek Road, then proceed north along McCrory Creek Road to the intersection with Pulley Road, then proceed east along Pulley Road to the intersection with Pleasant Hill Road, then proceed south along Pleasant Hill Road to the intersection with Couchville Pike, then proceed east along Couchville Pike to the intersection with Bell Road, then proceed east approximately 450 feet to the intersection with the eastern shoreline of the J Percy Priest Reservoir, then proceed east along the shoreline of the J Percy Priest Reservoir to the intersection with an unnamed road within the Smith Springs Public Use Area, then proceed southeast along the unnamed road to the intersection with Smith Springs Road, then proceed southeast along Smith Springs Road to the intersection with a private drive for Smith Springs Townhomes, then proceed west along the private drive to the intersection with Anderson Road, then proceed south along Anderson Road to the intersection with Fieldstone Drive, then proceed south along Fieldstone Drive to the intersection with Lu Ann Drive, then proceed southeast along Lu Ann Drive to the intersection with Roundwood Forest Drive, then proceed southwest along Roundwood Forest Drive to the intersection with Owendale Drive, then proceed south along Owendale Drive to the intersection with Hamilton Church Road, then proceed west along Hamilton Church Road to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the beginning point, the intersection with Town Park Drive.

Council District 30

Beginning at the intersection of Nolensville Pike and Seven Mile Creek, proceed northeast along Seven Mile Creek to the intersection with Harding Place, then proceed east along Harding Place to the intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with Blue Hole Road, then proceed south along Blue Hole Road to the intersection with Tusculum Road, then proceed west along Tusculum Road to the intersection with Ocala Drive, then proceed southwest along Ocala Drive to the intersection with Tusculum Court, then proceed northeast along Tusculum Court to the intersection with Tusculum Road, then proceed northwest along Tusculum Road to the intersection with Nolensville Pike, then proceed north along Nolensville Pike to the beginning point, the intersection with Seven Mile Creek.

Council District 31

Beginning at the intersection of Ocala Drive and Eulala Drive, proceed east along Ocala Drive to the intersection with Tusculum Road, then proceed east along Tusculum Road to the intersection with Blue Hole Road, then proceed north along Blue Hole Road to the intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with Mill Creek, then proceed south along Mill Creek to the intersection with Collins Creek, then proceed southeast along Collins Creek to the intersection with Cedar Pointe Parkway, then proceed southwest along Cedar Pointe Parkway to the intersection with Bell Road, then proceed west along Bell Road to the intersection with Blue Hole Road, then proceed southwest along Blue Hole Road to the intersection with Pettus Road, then proceed east along Pettus Road to the intersection with Blairfield Drive, then proceed southeast along Blairfield Drive to the intersection with Cane Ridge Road, then proceed south along Cane Ridge Road to the intersection with Old Hickory Boulevard, then proceed west along Old Hickory Boulevard to the intersection with Whittemore Lane, then proceed south along Whittemore Lane to the intersection with Burkitt Road, then proceed east along Burkitt Road to the intersection with Battle Road, then proceed south along Battle Road to the intersection with the Davidson-Williamson County Line, then proceed west along the Davidson-Williamson County Line to the intersection with Nolensville Pike, then proceed northwest along Nolensville Pike to the intersection with Whittemore Branch, then proceed northeast along Whittemore Branch to the intersection with Cedarpoint Drive, then proceed north along Cedarpoint Drive to the intersection with Eulala Drive, then proceed north along Eulala Drive to the beginning point, the intersection with Ocala Drive.

Council District 32

Beginning at the intersection of Rader Ridge Road and Pebble Creek Drive, proceed southeast along Pebble Creek Drive to the intersection with Edge O Lake Drive, then proceed northwest along Edge O Lake Drive to the intersection with Rice Road, then proceed northeast along Rice Road to the intersection with Rural Hill Road, then proceed north along Rural Hill Road to the intersection with Murfreesboro Pike, then proceed southeast along Murfreesboro Pike to the intersection with Old Hickory Boulevard, then proceed southwest along Old Hickory Boulevard

to the intersection with the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to the intersection with Old Franklin Road, then proceed southwest along Old Franklin Road to the intersection with Cane Ridge Road, then proceed south along Cane Ridge Road to the intersection with Blairfield Drive, then proceed southwest along Blairfield Drive to the intersection with Pettus Road, then proceed north along Pettus Road to the intersection with Blue Hole Road, then proceed northwest along Blue Hole Road to the intersection with Bell Road, then proceed east along Bell Road to the intersection with Cedar Point Parkway, then proceed north along Cedar Point Parkway to the intersection with Collins Creek, then proceed northwest along Collins Creek to the intersection with Mill Creek, then proceed north along Mill Creek to the intersection with Interstate 24, then proceed northwest along Interstate 24 to the intersection with Blue Hole Road, then proceed north along Blue Hole Road to the intersection with Antioch Pike, then proceed east along Antioch Pike to the intersection with Hickory Hollow Parkway, then proceed south along Hickory Hollow Parkway to the intersection with Mount View Road, then proceed southeast along Mount View Road to the intersection with Rural Hill Road, then proceed north along Rural Hill Road to the intersection with Bridgecrest Drive, then proceed west along Bridgecrest Drive to a point approximately 120 feet southeast of the intersection with Bridge Crest Lane, then proceed southwest approximately 620 feet to the intersection with Franklin Branch, then proceed northwest along Franklin Branch to the intersection with Rader Ridge Road, then proceed north along Rader Ridge Road to the beginning point, the intersection with Pebble Creek Drive.

Council District 33

Beginning at the intersection of Stewarts Ferry Pike and the Davidson-Wilson County line, proceed south along the Davidson-Wilson County line to the intersection with the Davidson-Rutherford County line, then proceed south along the Davidson-Rutherford County Line to the intersection with the Davidson-Williamson County Line, then proceed north along the Davidson-Williamson County Line to the intersection with Battle Road, then proceed north along Battle Road to the intersection with Burkitt Road, then proceed west along Burkitt Road to the intersection with Whittemore Lane, then proceed north along Whittemore Lane to the intersection with Old Hickory Boulevard, then proceed east along Old Hickory Boulevard to the intersection with Cane Ridge Road, then proceed northwest along Cane Ridge Road to the intersection with Old Franklin Road, then proceed east along Old Franklin Road to the intersection with the Louisville and Nashville Railroad, then proceed southeast along the Louisville and Nashville Railroad to the intersection with Old Hickory Boulevard, then proceed north along Old Hickory Boulevard to the intersection with Hobson Pike, then proceed northeast along Hobson Pike to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the intersection with Hamilton Church Road, then proceed east along Hamilton Church Road to the intersection with Owendale Drive, then proceed north along Owendale Drive to the intersection with Roundwood Forest Drive, then proceed east along Roundwood Forest Drive to the intersection with Lu Ann Drive, then proceed northwest along Lu Ann Drive to the intersection with Fieldstone Drive, then proceed north along Fieldstone Drive to the intersection with Anderson Road, then proceed east along Anderson Road to the intersection with a private drive for Smith Springs Townhomes, then proceed east along the private drive to the intersection with Smith Springs Road, then proceed

northwest along Smith Springs Road to the intersection with an unnamed road within the Smith Springs Public Use Area, then proceed northeast along the unnamed road to the intersection with the shoreline of the J Percy Priest Reservoir, then proceed north along the shoreline of the J Percy Priest Reservoir to the Davidson-Wilson County line, then proceed east along the Davidson-Wilson County line (including the non-contiguous portion of Davidson County) to the beginning point, the intersection with Stewarts Ferry Pike.

Council District 34

Beginning at the intersection of Abbott Martin Road and the corporate boundary of the City of Belle Meade, proceed east along Abbott Martin Road to the intersection with Sugartree Creek, then proceed southeast along Sugartree Creek to the intersection with Hillsboro Pike, then proceed southwest along Hillsboro Pike to the intersection with Harding Place, then proceed east along Harding Place to the intersection with Battery Lane, then proceed east to the intersection with Harding Place, then proceed southeast to the intersection with Interstate 65, then proceed south along Interstate 65 to the intersection with an unnamed stream (approximately 250 feet west of Baxter Lane), then proceed east along the unnamed stream to the intersection with Franklin Pike Circle, then proceed south along Franklin Pike Circle to the intersection with the Davidson-Williamson County Line, then proceed west along the Davidson-Williamson County Line to the intersection with the Harpeth River, then proceed north along the Harpeth River to the intersection with Highway 100, then proceed northeast along Highway 100 to the intersection with Old Hickory Boulevard, then proceed north along Old Hickory Boulevard to the intersection with Bellevue Road, then proceed southwest along Bellevue Road to the intersection with Hicks Road, then proceed west along Hicks Road to the intersection with Old Harding Pike, then proceed northeast along Old Harding Pike to the intersection with Highway 70 South, then proceed northeast along Highway 70 South to the intersection with the western boundary of the Harpeth Trace Estates Subdivision, then proceed south along the boundary of the Harpeth Trace Estates Subdivision to the intersection with Harpeth Trace Drive, then proceed West along Harpeth Trace Drive to the intersection with Highway 100, then proceed northeast along Highway 100 to the intersection with Page Road, then proceed southeast along Page Road to the intersection with West Tyne Drive, then proceed east along West Tyne Drive to the intersection with Nichol Lane, then proceed south along Nichol Lane to the intersection with Page Road, then proceed southeast along Page Road to the intersection with the corporate boundary of the City of Forest Hills, then proceed east along the corporate boundary of the City of Forest Hills to the intersection with Chickering Road, then proceed south along Chickering Road to the intersection with Chickering Lane, then proceed southeast along Chickering Lane to the intersection with the corporate boundary of the City of Forest Hills, then proceed east along the corporate boundary of the City of Forest Hills to the intersection with Richland Creek, then proceed southeast along Richland Creek to the intersection with Lynnwood Boulevard, then proceed north along Lynnwood Boulevard to the intersection with Harding Place, then proceed east along Harding Place to the intersection with the corporate boundary of the City of Belle Meade, then proceed north along the corporate boundary of the City of Belle Meade to the beginning point, the intersection with Abbott Martin Road.

Council District 35

Beginning at the intersection of the Davidson-Cheatham County line and the Cumberland River, proceed east along the Cumberland River to the intersection with Davidson Branch, then proceed southeast along Davidson Branch to the intersection with Charlotte Pike, then proceed southwest along Charlotte Pike to the intersection with Old Charlotte Pike, then proceed west along Old Charlotte Pike to the intersection with Overall Creek, then proceed south along Overall Creek to the intersection with Charlotte Pike, then proceed southwest along Charlotte Pike to the intersection with Buffalo Creek, then proceed southwest along Buffalo Creek to the intersection with the Harpeth River, then proceed south along the Harpeth River to the intersection with Newsom Station Road, then proceed southwest along Newsom Station Road to the intersection with the Louisville and Nashville Railroad, then proceed southeast along the Louisville and Nashville Railroad to the intersection with the Harpeth River, then proceed south along the Harpeth River to the intersection with Harding Pike, then proceed northeast along Harding Pike to the intersection with Bellevue Road, then proceed east along Bellevue Road to the intersection with Willow Creek Drive, then proceed north along Willow Creek Drive to the intersection with Colice Jeanne Road, then proceed southeast along Colice Jeanne Road to the intersection with Patten Lane, then proceed northeast along Patten Lane to the intersection with Hicks Road, then proceed southeast along Hicks Road to the intersection with Bellevue Road, then proceed east along Bellevue Road to the intersection with Old Hickory Boulevard, then proceed southwest along Old Hickory Boulevard to the intersection with Highway 100, then proceed southwest along Highway 100 to the intersection with the Harpeth River, then proceed south along the Harpeth River to the intersection with the Davidson-Williamson County line, then proceed southwest along the Davidson-Williamson County line to the intersection with the Davidson-Cheatham County line, then proceed north along the Davidson-Cheatham County line to the beginning point, the intersection with the Cumberland River.

Metropolitan School Districts

School Board District 1

Beginning at the intersection of the Davidson-Robertson County line and Highland Avenue, proceed southeast along the corporate boundary of the City of Ridgetop to the intersection with Baker Road, then proceed south along Baker Road to the intersection with Freeman Hollow Road, then proceed southwest along Freeman Hollow Road to the intersection with Lickton Pike, then proceed west along Lickton Pike to the intersection with Union Hill Road, then proceed east along Union Hill Road to the intersection with Brick Church Pike, then proceed southwest along Brick Church Pike to the intersection with Shaw Branch, then proceed southwest along Shaw Branch to the intersection with Shaw Road, then proceed southeast along Shaw Road to the intersection with Brick Church Pike, then proceed south along Brick Church Pike to the intersection with Old Hickory Boulevard, then proceed east along Old Hickory Boulevard to the intersection with Dickerson Pike, then proceed south along Dickerson Pike to the intersection with West Trinity Lane, then proceed west along West Trinity Lane to the intersection with Interstate 24, then proceed south along Interstate 24 to the intersection

with Interstate 65, then proceed west along Interstate 65 to the intersection with the Cumberland River, then proceed south along the Cumberland River to the intersection with Jefferson Street, then proceed southwest along Jefferson Street to the intersection with Interstate 40, then proceed west along Interstate 40 to the intersection with Briley Parkway, then proceed north along Briley Parkway to the intersection with the Cumberland River, then proceed northwest along the Cumberland River to the intersection with the Davidson-Cheatham County line, then proceed north along the Davidson-Cheatham County line to the intersection with the Davidson-Robertson County line, then proceed east along the Davidson-Robertson County line to the beginning point, the intersection with Highland Avenue.

School Board District 2

Beginning at the intersection of Franklin Pike and Harding Place, proceed east along Harding Place to Trousdale Drive, then proceed south along Trousdale to the intersection with Blackman Road, then proceed east along Blackman Road to the intersection with Edmondson Pike, then proceed northeast along Edmondson Pike to the intersection with Wallace Road, then proceed northeast along Wallace Road to the intersection with Recovery Road, then proceed north along Recovery Road to the intersection with Harding Place, then proceed northeast along Harding Place to the intersection with Linbar Drive, then proceed southeast along Linbar Drive to the intersection with Ezell Road, then proceed south along Ezell Road to the intersection with Apache Trail, then proceed south on Apache Trail to a point approximately 200 feet northeast of the western boundary of the Hickory Lake Apartments, then proceed southwest 200 feet to the western boundary of the Hickory Lake Apartments, then proceed south approximately 330 feet along the western boundary of the Hickory Lake Apartments, then proceed west approximately 750 feet along the southern boundary of the Hickory Lake Apartments, then proceed south approximately 380 feet along the western boundary of the Hickory Lake Apartments, then proceed west approximately 360 feet along the northern boundary of the Cedar Hill Apartments, then proceed south approximately 415 feet along the western boundary of the Cedar Hill Apartments to the intersection with Packard Drive, then proceed southeast along Packard Drive to an intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with Blue Hole Road, then proceed south along Blue Hole Road to the intersection with Tusculum Road, then proceed west along Tusculum Road to the intersection with Blue Lake Circle, then proceed south on Blue Lake Circle to the intersection with Saxony Lake Drive, then proceed west on Saxony Lake to the intersection with Blue Lake Trail, then proceed northeast along Blue Lake Trail to the intersection with Blue Lake Circle, then proceed southeast along Blue Lake Circle to the intersection with Timberlake Way, then proceed west along Timberlake Way to the intersection with Blue Hole Road, then proceed south along Blue Hole Road to the intersection with Oak Chase Drive, then proceed west along Oak Chase Drive to the intersection with Deer Valley Trail, then proceed south along Deer Valley Trail to the intersection with Pettus Road, then proceed east along Pettus Road to the intersection with Old Hickory Boulevard, then proceed south along Old Hickory Boulevard to the intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with the Rutherford-Davidson County line, then proceed south along the Rutherford-Davidson County line to the intersection with the Williamson-Davidson County line, then proceed northwest along the Williamson-Davidson

County line to the intersection with Jones Parkway, then proceed north along Jones Parkway to the intersection with Cloverland Drive, then proceed north along Cloverland Drive to the intersection with Old Hickory Boulevard, then proceed east along Old Hickory Boulevard to the intersection with Hearthstone Lane, then proceed north along Hearthstone Lane to the intersection with Lymington Court, then proceed north along Lymington Court to its terminus, then proceed northwest approximately 460 feet to the intersection with Hill Road, then proceed east along Hill Road to the intersection with Overton Road, then proceed north along Overton Road to the intersection with Baxter Lane, then proceed west along Baxter Lane to the intersection with Franklin Pike Circle, then proceed south along Franklin Pike Circle to the intersection with an unnamed stream, then proceed west along the unnamed stream to the intersection with Franklin Pike, then proceed north along Franklin Pike to the beginning, the intersection with Harding Place.

School Board District 3

Beginning at the intersection of the Davidson-Robertson County line and Highland Avenue, proceed northeast along the Davidson-Robertson County line to the intersection with the Davidson-Sumner County line, then proceed southeast along the Davidson-Sumner County line to the intersection with the Cumberland River, then proceed southwest along the Cumberland River to the intersection with McGavock Pike, then proceed west along McGavock Pike to the intersection with Gallatin Pike, then proceed south along Gallatin Pike to the intersection with East Trinity Lane, then proceed west along East Trinity Lane to the intersection with Dickerson Pike, then proceed north along Dickerson Pike to the intersection with Old Hickory Boulevard, then proceed west along Old Hickory Boulevard to the intersection with Brick Church Pike, then proceed north along Brick Church Pike to the intersection with Shaw Road, then proceed northwest along Shaw Road to the intersection with Shaw Branch, then proceed northeast along Shaw Branch to the intersection with Brick Church Pike, then proceed northeast along Brick Church Pike to the intersection with Union Hill Road, then proceed northwest along Union Hill Road to the intersection with Lickton Pike, then proceed northeast along Lickton Pike to the intersection with Freeman Hollow Road, then proceed north along Freeman Hollow Road to the intersection with Baker Road, then proceed northwest along Baker Road to the intersection with the corporate boundary of the City of Ridgetop, then proceed northwest along the corporate boundary of the City of Ridgetop to the beginning point, the intersection of the Davidson-Robertson County line and Highland Avenue.

School Board District 4

Beginning at the intersection of the Cumberland River and the Davidson-Wilson County line, proceed southeast along the Davidson-Wilson County line to a point approximately 3,050 feet south of Alvin Sperry Road to the intersection with the eastern shoreline of the J Percy Priest Reservoir, then proceed west across the reservoir to the intersection with the western shoreline of the J Percy Priest Reservoir, then proceed north along the shoreline to the intersection with the Stones River, then proceed north along the Stones River to the intersection with Interstate 40, then proceed southwest along Interstate 40 to the intersection

with Spence Lane, then proceed north along Spence Lane to the intersection with Lebanon Pike, then proceed west along Lebanon Pike to the intersection with the Louisville and Nashville Railroad, then proceed north along the Louisville and Nashville Railroad to the intersection with the Cumberland River, then proceed east along the Cumberland River to the beginning point, the intersection with the Davidson-Wilson County line.

School Board District 5

Beginning at the intersection with Interstate 65 and West Trinity Lane, proceed east along West Trinity Lane to the intersection with East Trinity Lane, then proceed east along East Trinity Lane to the intersection with Gallatin Pike, then proceed northeast along Gallatin Pike to the intersection with McGavock Pike, then proceed east along McGavock Pike to the intersection with the Cumberland River, then proceed south along the Cumberland River to the intersection with the Louisville and Nashville Railroad, then proceed south along the Louisville and Nashville Railroad to the intersection with Lebanon Pike, then proceed east along Lebanon Pike to intersection with Spence Lane, then proceed south along Spence Lane to the intersection with Interstate 24, then proceed south along Interstate 24 to the intersection with Interstate 440, then proceed west along Interstate 440 to the intersection with the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to the intersection with the Tennessee Central Railroad, then proceed south along the Tennessee Central Railroad to the intersection with Nolensville Pike, then proceed northwest along Nolensville Pike to the intersection with Wedgewood Avenue, then proceed southwest along Wedgewood Avenue to the intersection with Walsh Road, then proceed southwest along Walsh Road to the intersection with Wedgewood Avenue, then proceed west along Wedgewood Avenue to the intersection with 17th Avenue South, then proceed north along 17th Avenue South to the intersection with Music Square West, then proceed north along Music Square West to the intersection with Division Street, then proceed west along Division Street to the intersection with 17th Avenue South, then proceed northwest along 17th Avenue South to the intersection with West End Avenue, then proceed southwest along West End Avenue to the intersection with 25th Avenue North, then proceed north along 25th Avenue North to the intersection with Charlotte Avenue, then proceed west along Charlotte Avenue to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Interstate 440, then proceed north along Interstate 440 to the intersection with Elkins Avenue, then proceed west along Elkins Avenue to the intersection with 40th Avenue North, then proceed north along 40th Avenue North to the intersection with #1198 Alley, then proceed west along #1198 Alley to the intersection with the Louisville and Nashville Railroad, then proceed north along the Louisville and Nashville Railroad to the intersection with Interstate 40, then proceed east along Interstate 40 to the intersection with Jefferson Street, then proceed northeast on Jefferson Street to the intersection with the Cumberland River, then proceed north along the Cumberland River to the intersection with Interstate 65, then proceed east along I-65 to the beginning point, the intersection with West Trinity Lane.

School Board District 6

Beginning at the intersection of Interstate 24 and Antioch Pike, proceed southeast along Antioch Pike to the intersection with Franklin Limestone Road, then proceed east along Franklin Limestone Road to the intersection with the Louisville and Nashville Railroad, then proceed northwest along the Louisville and Nashville Railroad to the intersection with a spur of the Louisville and Nashville Railroad, then proceed northeast along the spur of the Louisville and Nashville Railroad to the intersection with Mill Creek, then proceed north approximately 1,975 feet along Mill Creek to a point, then proceed south to the intersection with the Louisville and Nashville Railroad, then proceed east along the Louisville and Nashville Railroad to the intersection with Mullins Drive, then proceed northeast to the intersection with Bush Road, then proceed southeast along Bush Road to the intersection with Mullis Road, then proceed southeast along Mullis Road to the intersection with Franklin Limestone Road, then proceed north along Franklin Limestone Road to the northern boundary of the Ransom Park subdivision, then proceed southeast along the northern boundaries of Ransom Park Subdivision, Ransom Park Villas Subdivision, and Ransom Park Commercial Lot 7 to the intersection with Murfreesboro Pike, then proceed northwest along Murfreesboro Pike to the intersection with Borowood Drive, then proceed east along Borowood Drive to the intersection with Tarrywood Lane, then proceed along Tarrywood Lane to its terminus, then proceed southeast to the intersection with Rambling Wood Court, then proceed southeast along Rambling Wood Court to the intersection with Rambling Road, then proceed southwest to the intersection with a Tennessee Valley Authority power line, then proceed southeast along the Tennessee Valley Authority power line to the intersection with Nashboro Boulevard, then proceed northeast along Nashboro Boulevard to the intersection with Long Hunter Court, then proceed north along Long Hunter Court to the intersection with Nashboro Greens, then proceed northeast along Nashboro Greens to the intersection with Nashboro Boulevard, then proceed east along Nashboro Boulevard to the intersection with Bell Road, then proceed northeast along Bell Road to the intersection with Smith Springs Road, then proceed east on Smith Springs Road to the intersection with Rural Hill Road, then proceed south on Rural Hill Road to the intersection with Mossdale Drive, then proceed southeast along Mossdale Drive to the intersection with Brantley Drive, then proceed northeast along Brantley Drive to the intersection with Lake Terrace Drive, then proceed northeast along Lake Terrace Drive to the intersection with Nautilus Drive, then proceed northeast along Nautilus Drive to the intersection with Anderson Road, then proceed north along Anderson Road to the intersection with a private drive within the Smith Springs Townhomes complex, then proceed east along the private drive to the intersection with Smith Springs Road, then proceed southeast along Smith Springs Road to the intersection with Hillshire Drive, then proceed southwest along Hillshire Drive to the intersection with Windsor Green Drive, then proceed southeast along Windsor Green Drive to the intersection with Shakertown Road, then proceed south along Shakertown Road to the intersection with Daisy Trail, then proceed west along Daisy Trail to the intersection with Country Way Road, then proceed southeast along Country Way Road to the intersection with Dove Creek Road, then proceed south along Dove Creek Road to the intersection with Seasons Drive, then proceed northeast along Seasons Drive to the intersection with Mount View Road, then proceed northeast along Mount View Road to the intersection with Smith Springs Parkway, then proceed southeast along Smith Springs Parkway to the intersection with Paddington Way, then proceed southwest along Paddington Way to the intersection with Cambridge Drive, then proceed southeast along Cambridge Drive to the intersection with Smith Springs Parkway, then proceed south along Smith Springs Parkway to the intersection with Hobson Pike, then proceed

southwest along Hobson Pike to the intersection with Windcrest Trail, then proceed southeast along Windcrest Trail to the intersection with Windsail Trail, then proceed north to the intersection with Savage Branch, then proceed east along Savage Branch to the J Percy Priest Reservoir, then proceed southeast along the J Percy Priest Reservoir shoreline to the Davidson-Rutherford County line, then proceed south along the Davidson-Rutherford County line to the intersection with Interstate 24, then proceed northwest along Interstate 24 to the intersection with a ramp of Interstate 24, then proceed northwest along the ramp to the intersection with Old Hickory Boulevard, then proceed south along Old Hickory Boulevard to the intersection with Pettus Road, then proceed north along Pettus Road to the intersection with Deer Valley Trail, then proceed north along Deer Valley Trail to the intersection with Oak Chase Drive, then proceed east along Oak Chase Drive to the intersection with Blue Hole Road, then proceed north along Blue Hole Road to the intersection with Timberlake Way, then proceed west along Timberlake Way to the intersection with Blue Lake Circle, then proceed southwest along Blue Lake Circle to the intersection with Saxony Lake Drive, then proceed north along Saxony Lake Drive to the intersection with Blue Lake Circle, then proceed north along Blue Lake Circle to the intersection with Tusculum Road, then proceed east along Tusculum Road to the intersection with Blue Hole Road, then proceed north along Blue Hole Road to the intersection with Interstate 24, then proceed northwest along Interstate 24 to the intersection with Packard Drive, then proceed southwest along Packard Drive to the west boundary of the Cedar Hill Apartments, then proceed north approximately 415 feet along the western boundary of the Cedar Hill Apartments, then proceed east approximately 360 feet along the northern boundary of the Cedar Hill Apartments, then proceed north approximately 380 feet along the western boundary of Hickory Lake Apartments, then proceed west approximately 750 feet along the southern boundary of Hickory Lake Apartments, then proceed north approximately 330 feet along the western boundary of Hickory Lake Apartments, then proceed northeast approximately 200 feet to the intersection with Apache Trail, then proceed north along Apache Trail to the intersection with Ezell Road, then proceed north along Ezell Road to the intersection with Linbar Drive, then proceed northwest along Linbar Drive to the intersection with Harding Place, then proceed southwest along Harding Place to the intersection with Jonquil Drive, then proceed north along Jonquil Drive to the intersection with Paragon Mills Road, then proceed east along Paragon Mills Road to the intersection with Dawn Drive, then proceed north along Dawn Drive to the intersection with Scotwood Drive, then proceed southeast along Scotwood Drive to the intersection with Jasmine Drive, then proceed north along Jasmine Drive to the intersection with Eckhart Drive, then proceed southeast along Eckhart Drive to the intersection with Donna Kay Drive, then proceed northwest along Donna Kay Drive to the intersection with Providence Park Lane, then proceed east along Providence Park Lane to the intersection with Generosity Way, then proceed north along Generosity Way to the intersection with the Louisville and Nashville Railroad, then proceed southeast along the Louisville and Nashville Railroad to the intersection with Interstate 24, then proceed northwest along Interstate 24 to the beginning point, the intersection with Antioch Pike.

School Board District 7

Beginning at the intersection of 10th Avenue South and Wedgewood Avenue, proceed east along Wedgewood Avenue to the intersection with Nolensville Pike, then proceed southeast

along Nolensville Pike to the intersection with the Tennessee Central Railroad, then proceed north along the Tennessee Central Railroad to the intersection with the Louisville and Nashville Railroad, then proceed southeast along the Louisville and Nashville Railroad to the intersection with Interstate 440, then proceed north along Interstate 440 to the intersection with Spence Lane, then proceed north along Spence Lane to the intersection with Interstate 40, then proceed east along Interstate 40 to the intersection with the Stones River, then proceed southeast along the Stones River to the intersection with the J Percy Priest Dam, then proceed south along the shoreline of the J Percy Priest Reservoir to the intersection with the Davidson-Wilson County line, then proceed south along the Davidson-Wilson County line to the intersection with the Davidson-Rutherford County line, then proceed south along the Davidson-Rutherford County line to the intersection with the shoreline of the J Percy Priest Reservoir, then proceed north along the shoreline of the J Percy Priest Reservoir to the intersection with a private driveway, then proceed west along the private driveway to the intersection with LaVergne-Couchville Pike, then proceed north across the Four Corners Marina to the shoreline of the J Percy Priest Reservoir, then proceed north along the shoreline of the J Percy Priest Reservoir to the intersection with Savage Branch, then proceed west along Savage Branch to the intersection with a Tennessee Valley Authority power line, then proceed south between parcel lines to the intersection with Windsail Trail, then proceed south along Windsail Trail to the intersection with Windcrest Trail, then proceed west along Windcrest Trail to the intersection with Hobson Pike, then proceed northeast along Hobson Pike to the intersection with Smith Springs Parkway, then proceed northeast along Smith Springs Parkway to the intersection with Cambridge Drive, then proceed northwest along Cambridge Drive to the intersection with Cambridge Close, then proceed northwest along Paddington Way to the intersection with Smith Springs Parkway, then proceed northwest along Smith Springs Parkway to the intersection with Mount View Road, then proceed southwest along Mount View Road to the intersection with Seasons Drive, then proceed northwest along Seasons Drive to the intersection with Dove Creek Road, then proceed northwest along Dove Creek Road to the intersection with Country Way Road, then proceed northwest along Country Way Road to the intersection with Daisy Trail, then proceed northeast along Daisy Trail to the intersection with Shakertown Road, then proceed north along Shakertown Road to the intersection with Windsor Green Drive, then proceed northeast along Windsor Green Drive to the intersection with Hillshire Drive, then proceed east along Hillshire Drive to the intersection with Smith Springs Road, then proceed north along Smith Springs Road to the intersection with a private drive, then proceed west along the private drive to the intersection with Anderson Road, then proceed south along Anderson Road to the intersection with Nautilus Drive, then proceed southwest along Nautilus Drive to the intersection with Lake Terrace Drive, then proceed southwest along Lake Terrace Drive to the intersection with Brantley Drive, then proceed southwest along Brantley Drive to the intersection with Mossdale Drive, then proceed northwest along Mossdale Drive to the intersection with Rural Hill Road, then proceed northeast along Rural Hill Road to the intersection with Smith Springs Road, then proceed west along Smith Springs Road to the intersection with Bell Road, then proceed southwest along Bell Road to the intersection with Nashboro Boulevard, then proceed west along Nashboro Boulevard to the intersection with Nashboro Greens, then proceed northwest along Nashboro Greens to the intersection with Longhunter Court, then proceed south along Longhunter Court to the intersection with Nashboro Boulevard, then proceed southwest along Nashboro Boulevard to the intersection with the Tennessee Valley Authority power line, then proceed

northwest along the Tennessee Valley Authority power line to the intersection with Rollingwood Lane, then proceed northeast along Rollingwood Lane to the intersection with Ramblingwood Court, then proceed northwest along Ramblingwood Court to the intersection with Terrywood Lane, then proceed west along Terrywood Lane to the intersection with Borowood Drive, then proceed south along Borowood Drive to the intersection with Murfreesboro Pike, then proceed south along Murfreesboro Pike to a point south with British Woods Apartments, then proceed from that point southwest to the intersection with British Woods Drive, then proceed west along British Woods Drive to a point being the western boundary of the British Wood Apartments, then proceed south to a point being the northern boundary of the Ransom Park subdivision, then proceed northwest along the boundary of the Ransom Park subdivision to the intersection with Mullens Road, then proceed southwest along Mullens Road to the intersection with Mullis Road, then proceed west along Mullis Road to the intersection with Bush Road, then proceed northwest along Bush Road to the intersection with Mullins Drive, then proceed southwest along Mullins Drive to the intersection with the Louisville and Nashville Railroad, then proceed west approximately 390 feet along the Louisville and Nashville Railroad to a point, then proceed north to the intersection with Mill Creek, then proceed southwest along Mill Creek to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Franklin Limestone Road, then proceed west along Franklin Limestone Road to the intersection with Antioch Pike, then proceed northwest along Antioch Pike to the intersection with Interstate 24, then proceed southeast along Interstate 24 to the intersection with the Louisville Nashville Railroad, then proceed west along the Louisville Nashville Railroad to the intersection with Generosity Way, then proceed south on Generosity Way to the intersection with Reischa Court, then proceed west on Reischa Court to the intersection with Donna Kay Drive, then proceed south along Donna Kay Drive to the intersection with Eckhart Drive, then proceed west along Eckhart Drive to the intersection with Jasmine Drive, then proceed south along Jasmine Drive to the intersection with Scottwood Drive, then proceed northwest along Scottwood Drive to the intersection with Dawn Drive, then proceed south along Dawn Drive to the intersection with Paragon Mills Road, then proceed west along Paragon Mills Road to the intersection with Jonquil Drive, then proceed south along Jonquil Drive to the intersection with Recovery Road, then proceed west along Recovery Road to the intersection with Wallace Road, then proceed southwest along Wallace Road to the intersection with Edmondson Pike, then proceed southwest along Edmondson Pike to the intersection with Blackman Road, then proceed northwest along Blackman Road to the intersection with Trousdale Drive, then proceed north along Trousdale Drive to the intersection with Harding Place, then proceed west along Harding Place to the intersection with Interstate 65, then proceed north along Interstate 65 to the intersection with Thompson Lane, then proceed southwest along Thompson Lane to the intersection with Woodmont Boulevard, then proceed west along Woodmont Boulevard to the intersection with Lealand Lane, then proceed north along Lealand Lane to the intersection with 10th Avenue South, then proceed north along 10th Avenue South to the intersection with Acklen Avenue, then proceed west along Acklen Avenue to the intersection with 10th Avenue South, then proceed north along 10th Avenue South to the beginning point, the intersection with Wedgewood Avenue.

School Board District 8

Beginning at the intersection of Charlotte Avenue and the Louisville and Nashville Railroad, proceed northeast along Charlotte Avenue to the intersection with 25th Avenue North, then proceed south along 25th Avenue North to the intersection with West End Avenue, then proceed northeast along West End Avenue to the intersection with 17th Avenue South, then proceed southeast along 17th Avenue South to the intersection with Division Street, then proceed east along Division Street to the intersection with Music Square West, then proceed south along Music Square West to the intersection 17th Ave South, then proceed south along 17th Avenue South to the intersection with Wedgewood Avenue, then proceed east along Wedgewood Avenue to the intersection with 10th Avenue South, then proceed south along 10th Avenue South to the intersection with Acklen Avenue, then proceed west along Acklen Avenue to the intersection with 10th Avenue South, then proceed south along 10th Avenue South to the intersection with Lealand Lane, then continue south along Lealand Lane to the intersection with Woodmont Boulevard, then proceed east along Woodmont Boulevard to the intersection with Thompson Lane, then proceed east along Thompson Lane to the intersection with Interstate 65, then proceed southeast along Interstate 65 to the intersection with Harding Place, then proceed west along Harding Place to the intersection with Franklin Pike, then proceed south along Franklin Pike to the intersection with an unnamed stream, then proceed east along unnamed stream to the intersection with Franklin Pike Circle, then proceed north along Franklin Pike Circle to the intersection with Baxter Lane, then proceed east along Baxter Lane to the intersection with Overton Road, then proceed south along Overton Road to the intersection with Hill Road, then proceed west along Hill Road to the intersection with Stone Box Lane, then proceed southeast approximately 460 feet to the intersection with Lymington Court, then proceed south along Lymington Court to the intersection with Hearthstone Lane, then proceed southeast along Hearthstone Lane to the intersection with Old Hickory Boulevard, then proceed west along Old Hickory Boulevard to the intersection with Cloverland Drive, then proceed south along Cloverland Drive to the intersection with Jones Parkway, then proceed south along Jones Parkway to the intersection with the Davidson-Williamson County line, then proceed northwest along the Davidson-Williamson County line to the intersection with the Harpeth River, then proceed north along the Harpeth River to the intersection with Highway 100, then proceed northeast along Highway 100 to the intersection with Harpeth Trace Drive, then proceed northwest along Harpeth Trace Drive to the intersection with the Louisville and Nashville Railroad, then proceed northeast along the Louisville and Nashville Railroad to a point approximately 580 feet southeast of the intersection with Harpeth Trace Court, then proceed northwest from that point to the intersection with Harpeth Trace Court, then proceed northwest along Harpeth Trace Court to the intersection with Harpeth Trace Drive, then proceed east along Harpeth Trace Drive to a point being the western boundary of the Harpeth Trace Estates subdivision, then proceed along the boundary of the Harpeth Trace Estates subdivision to the intersection with Highway 70 S, then proceed northeast along Highway 70 S to the intersection with Harding Pike, then continue northeast along Harding Pike to the intersection with West End Avenue, then continue northeast along West End Avenue to the intersection with Interstate 440, then proceed north along Interstate 440 to the intersection with the Louisville and Nashville Railroad, then proceed northeast along the Louisville and Nashville Railroad to the beginning point, the intersection with Charlotte Avenue.

School Board District 9

Beginning at the intersection of the Davidson-Cheatham County Line and the Cumberland River, proceed east along the Cumberland River to the intersection with Briley Parkway, then proceed southwest along Briley Parkway to the intersection with Interstate 40, then proceed east along Interstate 40 to the intersection with the Louisville and Nashville Railroad, then proceed south along the Louisville and Nashville Railroad to the intersection with #1198 Alley, then proceed east along #1198 Alley to the intersection with 40th Avenue North, then proceed south to the intersection with Elkins Avenue, then proceed east along Elkins Avenue to the intersection with Interstate 440, then proceed south along Interstate 440 to the intersection with West End Avenue, then proceed west along West End Avenue to Harding Pike, then proceed southwest along Harding Pike to the intersection with Highway 70 South, then continue southwest along Highway 70 South to a point being the western boundary of the Harpeth Trace Estates subdivision, then proceed southwest along the boundary of the Harpeth Trace Estates subdivision to the intersection with Harpeth Trace Drive, then proceed west along Harpeth Trace Drive to the intersection with Harpeth Trace Court, then proceed south along Harpeth Trace Court to its terminus, then proceed southeast approximately 580 feet to the intersection with the Louisville and Nashville Railroad, then proceed southwest along the Louisville and Nashville Railroad to the intersection with Harpeth Trace Drive, then proceed southeast along Harpeth Trace Drive to the intersection with Highway 100, then proceed southwest along Highway 100 to the intersection with the Harpeth River, then proceed south along the Harpeth River to the intersection of the Davidson-Williamson County line, then proceed west along the Davidson-Williamson County line to the intersection with the Davidson-Cheatham County line, then proceed north along the Davidson-Cheatham County line to the beginning point, the intersection with the Cumberland River.