

SOUTHWEST AREA TRANSPORTATION AND LAND USE STUDY

Study Implementation Technical Memorandum - #6

STUDY IMPLEMENTATION

As outlined in Technical Memorandum 5, following regional and local transportation plans which are based on each community's desirable land use conditions will result in a road network which will adequately accommodate anticipated growth over the next 25 years. Following regional goals in key corridors and establishing strong coordination mechanisms, particularly in certain areas are part of the implementation of a well-coordinated transportation plan in the sub-region. However, the primary recommendation for implementation by this study is the completion of a sub-regional roadway network through the establishment of connecting road improvements in unincorporated Williamson County.

As previously described, unincorporated Williamson County is a critical jurisdiction in the sub-region in that politically and geographically it adjoins all other jurisdictions. This means that many of the local road plans prescribed by individual municipalities (generally those being planned within a city's Urban Growth Boundary) require some effort and perhaps a commensurate level of support and partnership from Williamson County. For these reasons, implementation of local transportation plans already adopted and stemming from local land use planning efforts in many cases require a coordinated roadway plan within the jurisdiction of unincorporated Williamson County. The subject of Technical Memorandum 6, then, is the development of a comprehensive update to the Williamson County Major Thoroughfare Plan.

The previous Williamson County Major Thoroughfare Plan was developed in 1996 and has served the County since that time. This update to the Thoroughfare Plan is a direct outcome of the land use scenario testing culminating in the development of a sub-regional Preferred Growth (PG) scenario. The intent of this Thoroughfare Plan is to provide for a continued level of mobility given the growth assumptions for the next 25 years as provided by the Nashville Area MPO. It is also to document and coordinate with the various local transportation plans that exist across the study area in order to complete the multi-county sub-regional travel network.

Completion of the coordinated sub-regional transportation network through Williamson County will be accomplished through the implementation of three general types of roadway improvements. These are increases to roadway capacity, additions to the roadway network through construction on new alignment, and roadway safety enhancements.

WILLIAMSON COUNTY MAJOR THOROUGHFARE PLAN PROJECTS

Capacity-related projects (C-#) have been identified because of the need for increased roadway capacity in existing corridors due to existing or future traffic growth from new development. These improvements generally apply to existing roadways and would be accomplished through the widening of existing roads. Improvements are sometimes given as “Widen to 2/3 lanes or widen to 4/5 lanes”. This means that, due to the contextual setting of these roads, one consistent cross-section may not be most applicable. For example, for a specific two or four lane road, a constant two-way left turn lane may be needed in some places, but a left turn lane constructed at a particular location may be a preferred design in other places. More detailed design analysis will be required as implementation of these projects progress.

C-1

Project: Highway 100 widening

Description: Widen Highway 100 to 4/5 lanes from the Davidson County Line to SR 840 (assumes corresponding widening of Highway 100 through Fairview City Limits)

Purpose: Segment expected to reach capacity by 2035 planning horizon with capacity exceeded in some locations. Project will accommodate Fairview’s projected growth in population and employment.

Coordinated Plans: 2035 LRTP (unfunded project), 1996 Williamson County MTP

Implementation: Plan, design, and program as state route improvement

Right-of-Way: 120’

Cost: \$31,280,000

C-2

Project: Sneed Road widening

Description: Widen Sneed Road to 3 lanes from the Davidson County Line to Hillsboro Road

Purpose: Segment expected to reach capacity by 2035 planning horizon. Project should improve safety and non-motorized accommodations.

Coordinated Plans: 1996 Williamson County MTP

Implementation: Plan and design as county improvement. Potential coordination with future development initiatives.

Right-of-Way: 72’

Cost: \$34,910,000

C-3

Project: Hillsboro Road widening

Description: Widen Hillsboro Road to 4/5 lanes from the Davidson County Line to Berry’s Chapel Road

Purpose: Project should mitigate existing capacity shortages which are expected to worsen over planning horizon.

Coordinated Plans: 2035 LRTP (unfunded project), 1996 Williamson County MTP

Implementation: Plan, design, and program as state route improvement

Right-of-Way: 120’ typical. 84’ in Activity Center area at Grassland

Cost: \$47,740,000

C-4

Project: State Route 96 West widening

Description: Widen SR 96 West to 3 lanes from the Franklin City Limit to Temple Road Ext (proposed – see N-1)

Purpose: Segment expected to reach capacity by 2035 planning horizon.

Coordinated Plans: 2035 LRTP (unfunded project), 2010 Franklin MTP, 1996 Williamson County MTP

Implementation: Plan, design, and program as state route improvement

Right-of-Way: 120’

Cost: \$26,580,000

C-5

Project: Rocky Fork Road widening
Description: Widen Rocky Fork Road to 3 lanes from the Nolensville City Limit to Rutherford County Line
Purpose: Some segments expected to approach capacity by 2035 planning horizon.
Coordinated Plans: 2005 Nolensville MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal improvements and/or future developer initiatives
Right-of-Way: 72'
Cost: \$14,360,000

C-6

Project: Clovercroft Road
Description: Widen Clovercroft Road to 2/3 lanes from Nolensville Road to Wilson Pike
Purpose: Some segments expected to approach capacity by 2035 planning horizon. Facilitate Rutherford/Williamson commutes to Cool Springs, I-65.
Coordinated Plans: 2035 LRTP (unfunded project)
Implementation: Plan and design as county improvement. Potential coordination with future development initiatives.
Right-of-Way: 72'
Cost: \$21,990,000

C-7

Project: Nolensville Road widening
Description: Widen Nolensville Road to 4/5 lanes from the Nolensville Town Limit to Shelbyville Highway
Purpose: Segment expected to reach capacity by 2035 planning horizon with capacity exceeded in some locations.
Coordinated Plans: 2035 LRTP (unfunded project), 2005 Nolensville MTP
Implementation: Plan, design, and program as state route improvement
Right-of-Way: 120' typical. 84' in Village and Activity Center areas at Triune and Kirkland.
Cost: \$72,360,000

C-8

Project: State Route 96 East widening
Description: Widen SR 96 to 4/5 lanes from Arno Road to the Rutherford County Line
Purpose: Segment expected to reach capacity by 2035 planning horizon with capacity exceeded in some locations. Facilitate role as suburban character corridor in Preferred Growth scenario.
Coordinated Plans: 2035 LRTP, 2010 Franklin MTP, 1996 Williamson County MTP
Implementation: Plan, design, and program as state route improvement
Right-of-Way: 120' typical. 84' in Village and Activity Center areas at Arrington and Triune.
Cost: \$102,960,000

C-9

Project: Arno Road widening
Description: Widen Arno Road to 3 lanes from SR 96 East to SR 840
Purpose: Some segments expected to exceed capacity by 2035 planning horizon.
Coordinated Plans: 2010 Franklin MTP
Implementation: Plan and design as county improvement. Potential coordination with future development initiatives.
Right-of-Way: 72' typical. 60' in Village area at Rudderville.
Cost: \$47,270,000

C-10

Project: Lewisburg Pike widening
Description: Widen Lewisburg Pike to 4/5 lanes from the Franklin City Limit to Thompson's Station Road
Purpose: Some segments expected to exceed capacity by 2035 planning horizon.
Coordinated Plans: 2035 LRTP, 2010 Franklin MTP, 1996 Williamson County MTP
Implementation: Plan, design, and program as state route improvement
Right-of-Way: 120'
Cost: \$57,270,000

C-11

Project: Columbia Pike widening

Description: Widen Columbia Pike to 4/5 lanes from Coleman Road to Goose Creek Bypass

Purpose: Segment expected to reach capacity by 2035 planning horizon.

Coordinated Plans: 2035 LRTP (unfunded project), 2010 Franklin MTP, 1996 Williamson County MTP

Implementation: Plan, design, and program as state route improvement

Right-of-Way: 120'

Cost: \$25,770,000

C-12

Project: Carters Creek Pike

Description: Widen Carters Creek Pike to 2/3 lanes from the Franklin City Limit to SR 840

Purpose: Some segments expected to reach or exceed capacity by 2035 planning horizon.

Coordinated Plans: 2035 LRTP (unfunded project), 2010 Franklin MTP, 1996 Williamson County MTP

Implementation: Plan, design, and program as state route improvement

Right-of-Way: 96'

Cost: \$52,870,000

C-13

Project: Coleman Road widening

Description: Widen Coleman Road to 3 lanes from Kittrell Road to Columbia Pike

Purpose: Consistency with Franklin MTP

Coordinated Plans: 2010 Franklin MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal improvements and/or future developer initiatives

Right-of-Way: 72'

Cost: \$10,010,000

C-14

Project: Duplex Road widening

Description: Widen Duplex Road to 3 lanes from I-65 to Lewisburg Pike

Purpose: Segment expected to reach capacity by 2035 planning horizon with capacity exceeded in some locations.

Coordinated Plans: 2035 LRTP, Spring Hill MTP

Implementation: Plan, design, and program as state route improvement

Right-of-Way: 96'

Cost: \$18,300,000

C-15

Project: I-65 widening

Description: Widen I-65 to 8 lanes from SR 840 to the Maury County Line

Purpose: Segment expected to reach capacity by 2035 planning horizon

Coordinated Plans: 2010 Franklin MTP, Spring Hill MTP

Implementation: Plan, design, and program as federal interstate improvement

Right-of-Way: Per TDOT

Cost: \$36,600,000

C-16

Project: York Road widening

Description: Widen York Road to 2/3 lanes from Fly Road Extension to Rocky Fork Road

Purpose: Consistency with Nolensville MTP

Coordinated Plans: Nolensville MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal improvements and/or future developer initiatives

Right-of-Way: 72'

Cost: \$8,830,000

C-17

Project: Kidd/McFarlin Road widening

Description: Widen Kidd/McFarlin Road to 2/3 lanes from Nolensville Road to the Rutherford County Line

Purpose: Consistency with Nolensville MTP

Coordinated Plans: Nolensville MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal improvements and/or future developer initiatives

Right-of-Way: 72'

Cost: \$22,190,000

New roadway projects (N-#) have been identified for construction in new alignments for various reasons. First, capacity shortages may exist in an existing corridor, but there is limited opportunity to add capacity in that existing corridor. In these cases, a new road would provide an alternative to the existing corridor. Second, a new road may be specified due to the lack of other alternative routes in a particular part of the county. Third, an existing road may be extended to provide a longer range of mobility and thereby increase the effectiveness of the existing roadway. Fourth, a new road may be needed to structure future development. These development related projects are marked with an asterisk and should be pursued only when development activities occur in a previously undeveloped portion of the county. Fifth, a new construction project may be shown in the Williamson County Major Thoroughfare Plan only in order to be consistent with the previously adopted roadway plans of adjacent jurisdictions.

N-1*

Project: Temple Road Extension

Description: Extend Temple Road as 2/3 lanes from near Green Road to SR 96 West

Purpose: Enhanced north-south mobility. Alternative route to Old Natchez Trace.

Coordinated Plans: 1996 Williamson County MTP

Implementation: Plan, design, and program as county improvement in coordination with future developer initiatives

Right-of-Way: 72'

Cost: \$23,210,000

N-2

Project: Old Charlotte Pike Extension

Description: Extend Old Charlotte Pike as 2 lanes from Del Rio Pike to SR 96 West

Purpose: Enhanced north-south mobility. Intermediate route in between Old Hillsboro Road and Hillsboro Road.

Coordinated Plans: 2010 Franklin MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

Right-of-Way: 72'

Cost: \$13,970,000

N-3

Project: Mack Hatcher Parkway Extension

Description: Extend Mack Hatcher Parkway as 4/5 lanes from Hillsboro Road to Columbia Pike

Purpose: Enhanced mobility west of Franklin.

Coordinated Plans: 2010 Franklin MTP, 1996 Williamson County MTP

Implementation: Plan, design, and program as state route project

Right-of-Way: 250'

Cost: \$159,810,000

N-4

Project: McEwen Drive Extension

Description: Extend McEwen Drive as 4/5 lanes from Wilson Pike to Pleasant Hill Road

Purpose: Enhanced east/west mobility to I-65/Cool Springs

Coordinated Plans: 2035 LRTP

Implementation: Plan, design, and program as county project with a high degree of local jurisdiction coordination and participation

Right-of-Way: 120'

Cost: \$17,540,000

N-5

Project: Liberty Pike Extension

Description: Extend Liberty Pike as 2/3 lanes to Wilson Pike

Purpose: Logical terminus of Liberty Pike corridor

Coordinated Plans: 2010 Franklin MTP

Implementation: Plan, design, and program as county project with jurisdictional coordination

Right-of-Way: 60'

Cost: \$4,190,000

N-6

Project: Wilson Pike Reconstruction

Description: Reconstruct Wilson Pike as 2/3 lanes from McEwen Drive to SR 96 East

Purpose: Correct substandard alignment, roadway features. Segment expected to reach or exceed capacity by 2035 planning horizon.

Coordinated Plans: 2035 LRTP, 2010 Franklin MTP, 1996 Williamson County MTP

Implementation: Plan, design, and program as state route project

Right-of-Way: 96' typical. 60' in Village area at Arrington.

Cost: \$41,370,000

N-7

Project: Market Street Extension

Description: Construct Market Street extension as 2 lanes from Clovercroft Road to SR 96 East

Purpose: Consistency with Franklin MTP

Coordinated Plans: 2010 Franklin MTP

Implementation: Plan, design, and program as county project with jurisdictional coordination

Right-of-Way: 72'

Cost: \$7,550,000

N-8

Project: N Chapel Road Extension

Description: Extend N Chapel Road as 2 lanes from 90° curve to the proposed Trinity Road Extension

Purpose: Consistency with Franklin MTP

Coordinated Plans: 2010 Franklin MTP

Implementation: Plan, design, and program as county project with jurisdictional coordination

Right-of-Way: 72'

Cost: \$4,090,000

N-9

Project: N Chapel Road Extension
Description: Extend N Chapel Road as 2 lanes from SR 96 East to 90° curve
Purpose: Consistency with Franklin MTP
Coordinated Plans: 2010 Franklin MTP
Implementation: Plan, design, and program as county project with jurisdictional coordination
Right-of-Way: 72'
Cost: \$1,510,000

N-10*

Project: Trinity Road Extension
Description: Extend Trinity Road as 2/3 lanes from Trinity Road to Clovercroft Road
Purpose: Provide north/south alternative to Wilson Pike from SR 840 to Clovercroft Road
Coordinated Plans: 2010 Franklin MTP, 1996 Williamson County MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives
Right-of-Way: 72'
Cost: \$20,920,000

N-11

Project: Peytonsville Road Extension
Description: Extend Peytonsville Road as 2/3 lanes from Peytonsville Road to Long Lane
Purpose: East/west mobility, including access to existing Peytonsville Road interchange
Coordinated Plans: 2035 LRTP (unfunded project), 2010 Franklin MTP, 1996 Williamson County MTP
Implementation: Plan, design, and program as county project with jurisdictional coordination and possible extension/redesignation of state route system
Right-of-Way: 60'
Cost: \$4,880,000

N-12

Project: Buckner Road Extension
Description: Extend Buckner Road as 2/3 lanes from Buckner Lane to Lewisburg Pike
Purpose: East/west mobility, including access to potential future I-65 interchange
Coordinated Plans: 2035 LRTP, Spring Hill MTP
Implementation: Plan, design, and program as county improvement with high degree of coordination with multi-municipal objectives and future developer initiatives
Right-of-Way: 72'
Cost: \$13,900,000

N-13

Project: Saturn Parkway Extension
Description: Extend Saturn Parkway as 4/5 lanes from I-65 to Lewisburg Pike
Purpose: East/west mobility, including access to existing Saturn Parkway interchange
Coordinated Plans: Spring Hill MTP
Implementation: Plan, design, and program as state route project
Right-of-Way: 148'
Cost: \$23,500,000

N-14*

Project: Evergreen Road Extension
Description: Extend Evergreen Road as 2/3 lanes from Town Center Parkway Extension (proposed) to Carters Creek Pike (use partial Sedberry Road alignment)
Purpose: North/south alternative to Columbia Pike
Coordinated Plans: 2010 Franklin MTP, Spring Hill MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives
Right-of-Way: 72'
Cost: \$60,970,000

N-15*

Project: Thompson's Station Road Extension
Description: Extend Thompson's Station Road as 2/3 lanes from Thompson's Station Road to Carters Creek Pike (use partial alignments of Evergreen Road and Backer Road)
Purpose: East/west mobility south of SR 840
Coordinated Plans:
Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives
Right-of-Way: 72'
Cost: \$34,750,000

N-16

Project: Lewisburg Pike Connector and Interchange
Description: Construct Lewisburg Pike Connector as 2/3 lanes from Lewisburg Pike to a proposed I-65 interchange
Purpose: Additional interstate access in between Goose Creek and SR 840 in coordination with Franklin MTP
Coordinated Plans: 2010 Franklin MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal projects
Right-of-Way: 96'
Cost: \$24,650,000

N-17*

Project: New Roadway construction
Description: Construct new roadway as 2/3 lanes from Hillsboro Road to Urban Growth Boundary
Purpose: Accommodate growth in Franklin's western sector in coordination with Franklin MTP
Coordinated Plans: 2010 Franklin MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives
Right-of-Way: 60'
Cost: \$7,350,000

N-18

Project: Lewisburg Pike Connector Extension
Description: Construct new roadway as 2/3 lanes from the proposed I-65 Interchange to Long Lane
Purpose: Consistency with Franklin MTP
Coordinated Plans: 2010 Franklin MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal projects
Right-of-Way: 72'
Cost: \$12,390,000

N-19*

Project: Del Rio Pike Extension
Description: Extend Del Rio Pike as 2 lanes from Carlisle Lane to Urban Growth Boundary
Purpose: Accommodate growth in Franklin's western sector in coordination with Franklin MTP
Coordinated Plans: 2010 Franklin MTP
Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives
Right-of-Way: 60'
Cost: \$5,310,000

N-20

Project: Split Log Road Extension
Description: Extend Split Log Road as 2/3 lanes from Sam Donald Road to Sunset Road
Purpose: East/west alternative to Ragsdale Road
Coordinated Plans: Brentwood current planning initiatives
Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives
Right-of-Way: 72'
Cost: \$8,400,000

N-21

Project: Town Center Parkway Extension

Description: Extend Buckner Road (Town Center Parkway) as 2/3 lanes from Buckner Road to Maury County Line

Purpose: Circumferential mobility in western Spring Hill (project extends south into Maury County)

Coordinated Plans: Spring Hill MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

Right-of-Way: 72'

Cost: \$18,900,000

N-22

Project: Kedron Road Connector

Description: Construct new roadway as 2/3 lanes from Buckner Road Extension (prop) to the Maury County Line

Purpose: North/south mobility east of I-65 in coordination with Spring Hill MTP

Coordinated Plans: Spring Hill MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

Right-of-Way: 72'

Cost: \$43,700,000

N-23

Project: Waller Road Extension

Description: Extend Waller Road as 2/3 lanes from Sunset Road to Clovercroft Road

Purpose: North/south alternative to Nolensville Road

Coordinated Plans: Nolensville MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

Right-of-Way: 72'

Cost: \$13,510,000

N-24

Project: New Roadway construction

Description: Construct new road as 2 lanes from Kidd Road to Rocky Fork Road

Purpose: Accommodate growth in Nolensville's eastern sector in coordination with Nolensville MTP

Coordinated Plans: Nolensville MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

Right-of-Way: 72'

Cost: \$11,210,000

N-25

Project: New Roadway construction

Description: Construct new road as 2 lanes from proposed road (N-24) to Fly Road

Purpose: Accommodate growth in Nolensville's eastern sector in coordination with Nolensville MTP

Coordinated Plans: Nolensville MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

Right-of-Way: 72'

Cost: \$5,510,000

N-26

Project: Fly Road Extension

Description: Extend Fly Road as 2 lanes from Rocky Springs Road to York Road

Purpose: North/south alternative to Nolensville Road

Coordinated Plans: Nolensville MTP

Implementation: Plan, design, and program as county improvement in coordination with municipal projects and future developer initiatives

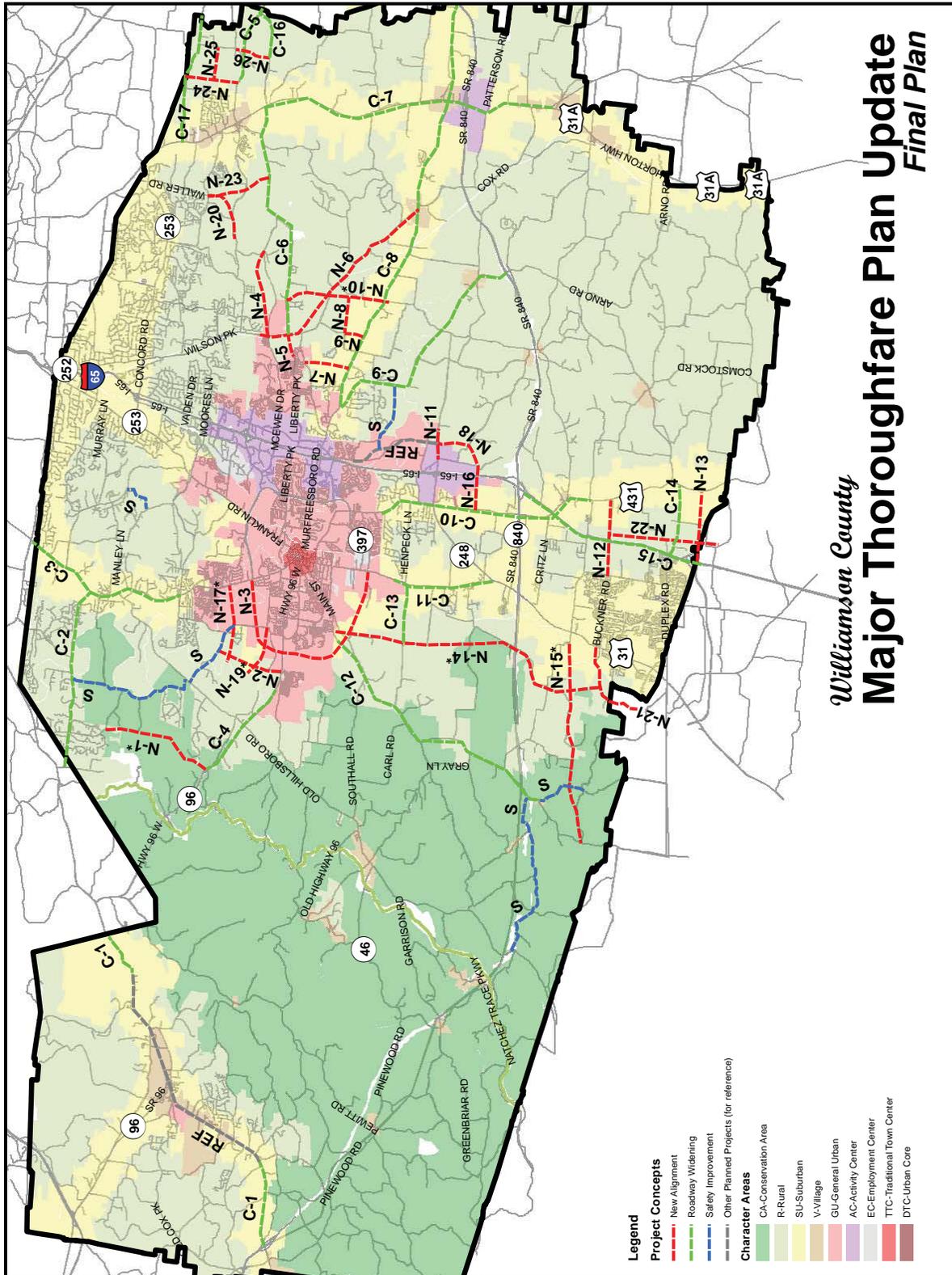
Right-of-Way: 72'

Cost: \$7,410,000

Some primary county roads have been identified as in need of safety improvements which are not capacity related or identified in other jurisdictional plans. Generally, the roads identified for these safety improvements are those which have no shoulders, travel lane widths of less than 11 feet, and an average daily traffic volume of more than 1,000 vehicles per day. The recommended improvements would consist of adding a minimum two-foot stabilized shoulder and, where more complete construction could be accomplished without major property impacts, widening the travel lanes to at least 11 feet wide. Contextual sensitivity will be stressed in implementing these roadway improvements. Safety improvements have been identified for the following road segments:

- Carothers Road from South Carothers Parkway to Arno Road
- Del Rio Pike from Old Hillsboro Road to Cotton Lane
- Old Natchez Trace from Sneed Road to Old Hillsboro Road
- N Berrys Chapel Road from Hidden Valley Road to Holly Tree Gap Road
- Mobleys Cut Road from Leipers Creek Road to Johnson Hollow Road
- Johnson Hollow Road from Mobleys Cut Road to Carters Creek Pike
- Popes Chapel Road from Carters Creek Pike to Sugar Ridge Road

The Williamson County Major Thoroughfare Projects are mapped in Figure 1.



Williamson County
Major Thoroughfare Plan Update
Final Plan

Figure 1. Williamson County Major Thoroughfare Plan Projects

County Roadways not in the Major Thoroughfare Plan

Other functionally classified roadways not included in the Major Thoroughfare Plan list of projects have minimum right-of-way requirements. The right-of-way widths listed below are applicable when improvements to or development along a roadway not included in the Major Thoroughfare Plan occurs. The widths mentioned are total right-of-way, and will generally be measured symmetrically from the existing roadway centerline.

Arterial: 96'
 Collector: 60'
 Safety: 50'
 Local: 50'

The functionally classified roads within Williamson County have been updated as part of this study. The functional classifications have been brought in line with those of the Tennessee Department of Transportation and the Nashville Area MPO. Williamson County's classified roads are as follow:

Freeways:

I-65
 I-40
 SR 840

Arterials:

Columbia Pk
 Highway 100
 Hillsboro Rd
 Lewisburg Pk
 Mack Hatcher Pkwy
 Nolensville Rd
 SR 96 East
 SR 96 West

Collectors:

Arno Rd
 Arno-Allisona Rd
 Arno-College Grove Rd
 Arno-Peytonsville Rd
 Bethesda Rd
 Bethesda-Duplex Rd
 Big East Fork Rd
 Buckner Ln
 Burke Hollow Rd
 Carothers Rd
 Carters Creek Pk
 Clovercroft Rd
 Comstock Rd
 Cox Rd
 Cross Keys Rd
 Del Rio Pk
 Duplex Rd
 Eudailey-Covington Rd
 Fernvale Rd
 Flat Creek Rd
 Garrison Rd
 Greenbrier Rd
 Harpeth-Peytonsville Rd
 Leipers Creek Rd
 Liberty Pk
 Old Cox Pk
 Old Harding Rd
 Old Hillsboro Rd
 Old Natchez Trace
 Old SR 96
 Patterson Rd
 Pewitt Rd
 Peytonsville Rd
 Pinewood Rd
 Pulltight Hill Rd
 Rocky Fork Rd
 South Lick Creek Rd
 Shoal Branch Rd
 Sneed Rd
 South Harpeth Rd
 Southall Rd
 Spencer Mill Rd
 Split Log Rd
 Stillhouse Hollow Rd
 Temple Rd
 Thompson's Station Rd
 Trinity Rd
 Vaughn Rd
 Waller Rd
 Wilson Pk

Williamson County's functionally classified roads are shown in Figure 2.

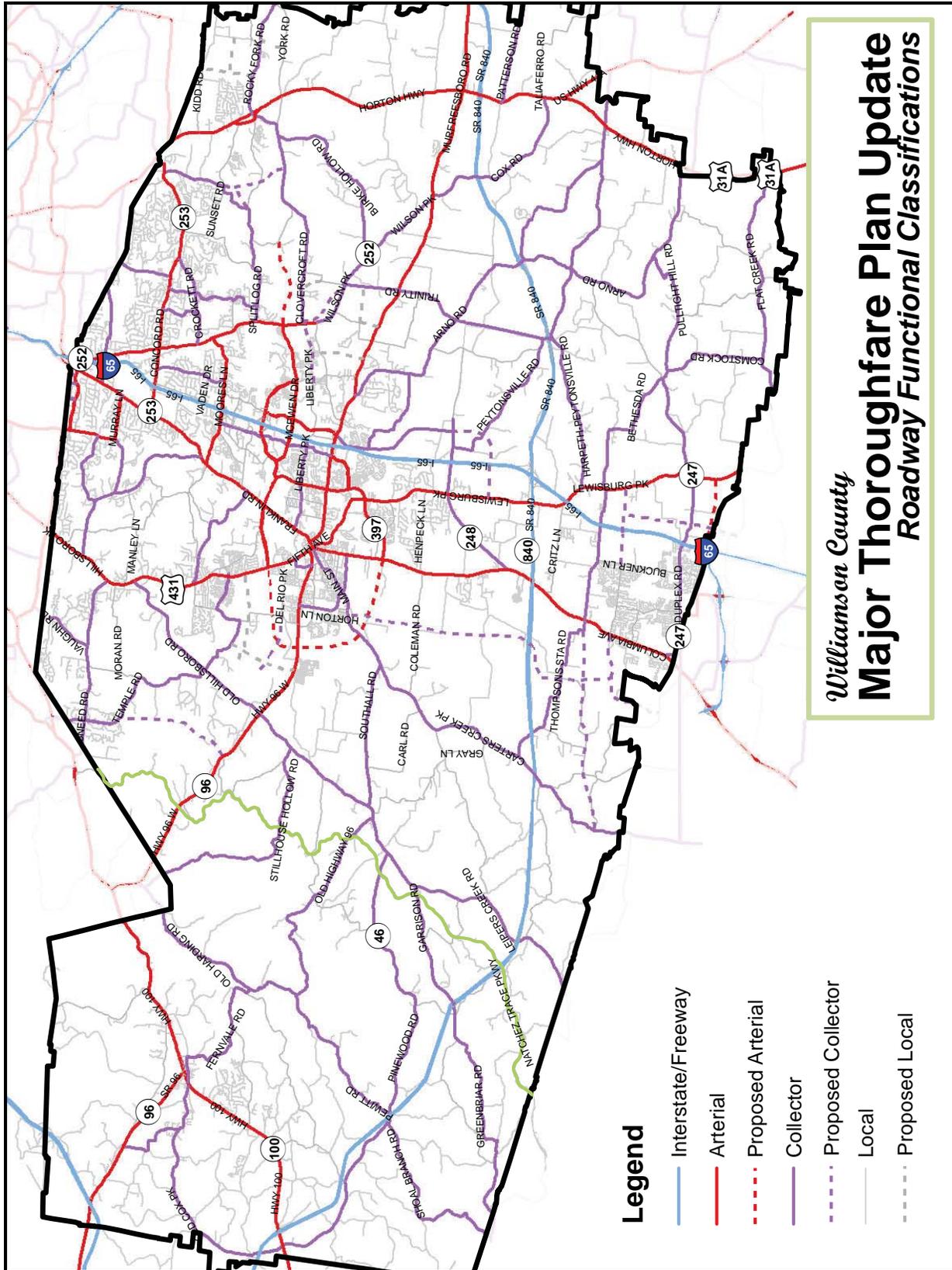


Figure 2. Williamson County Functionally Classified Roads

Roadway Level of Service

As discussed in Technical Memorandum 5, the efficiency of the roadway network in Williamson County will to a large degree define transportation conditions across the sub region. The comparison of roadway levels of service as shown in Figure 3 helps to quantify the cumulative impact of demographic growth and the proposed roadway improvements over the next 25 years.

Taken as a whole, with the recommended and planned roadway improvements, transportation conditions across the sub-region will operate adequately, but will continue to face efficiency challenges in key corridors. The modeled outcome of the recommended improvements leads to the recommendation of three major aspects of travel in the Southwest sub-region which local and regional leaders should continue to study. First, the improvements as shown in the MPO's vision plan (the unfunded portion of the current Long-Range Transportation Plan) should continue to be developed. These projects will be important needs of the sub-region and not just projects that would be nice to have. Examples are capacity improvements on Highway 100, Columbia Pike, Franklin Road, Nolensville Road, Old Hickory Boulevard, and Hillsboro Road. These vision plan improvements generally fall within established City Limits and as such are not addressed by the adopted plans of unincorporated Williamson County.

Second, meeting specific future needs at some key interchange locations should begin (or continue) to be accomplished. Examples where modeling (and today's experience) shows the potential for congestion are the intersections of I-40 and SR 96, I-65 and Old Hickory Boulevard, I-65 and Concord Road, I-65 and Moores Lane, I-65 and SR 96, I-24 and Bell Road, and I-24 and Old Hickory Boulevard. A future interchange on I-65 in between Thompson's Station and Spring Hill is currently under study.

Third, the effects of the completion and opening of SR 840 should continue to be monitored. New access to southern Williamson County and northwestern Rutherford County from area interstates will have an effect on roadways and land uses on these areas. Williamson County's objective of ensuring that infrastructure keeps pace with development demands will be tested as new interchanges potentially open rural roads to increased access. Continuing to monitor the effects of this new access and the needs it creates should begin now.

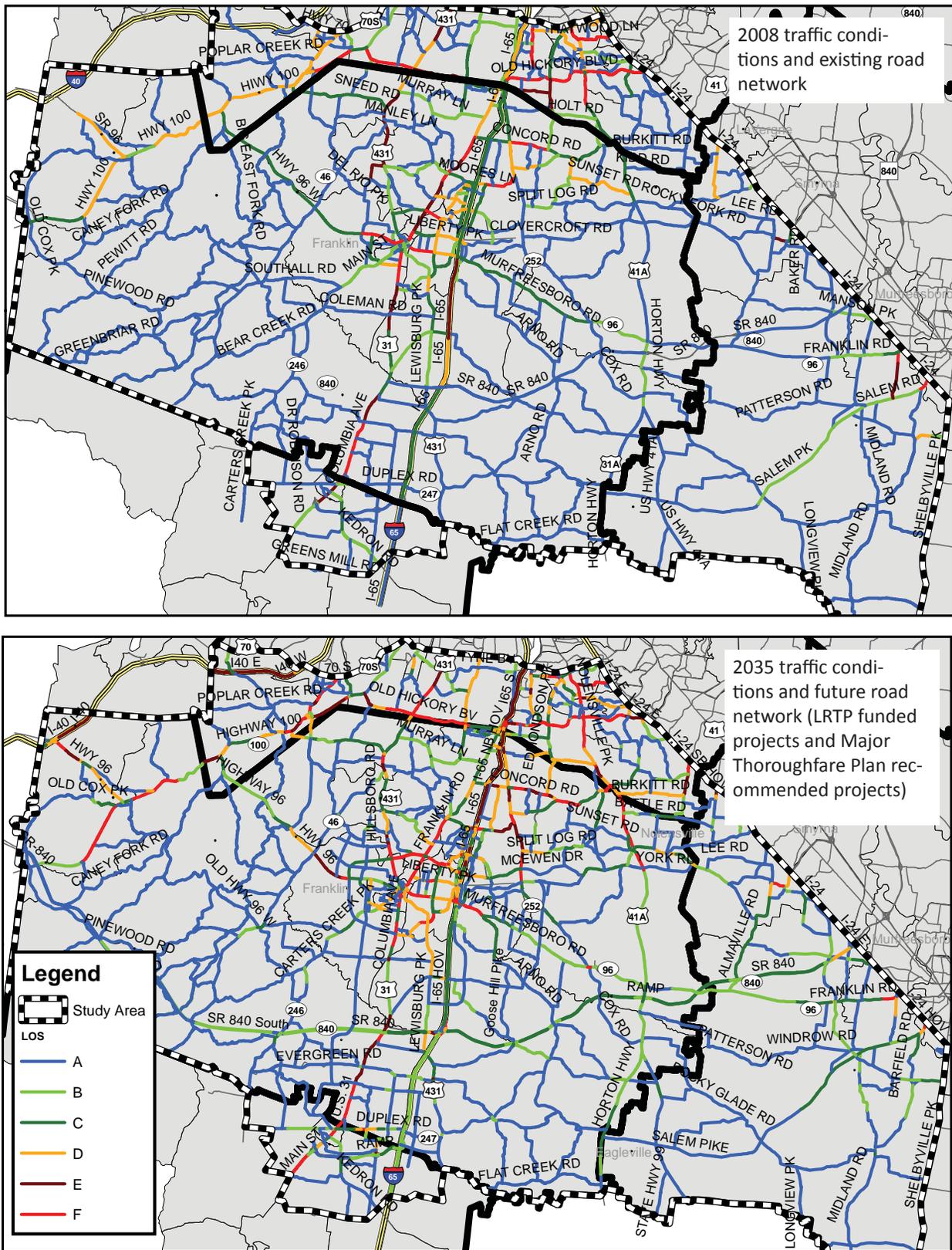


Figure 3. Level of Service Comparison - 2008 existing network & 2035 future network