



Williamson County, Tennessee

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WILLIAMSON COUNTY MAJOR THOROUGHFARE PLAN UPDATE

**ADOPTED DECEMBER 15, 2011 BY THE WILLIAMSON COUNTY REGIONAL PLANNING
COMMISSION**



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

Major Thoroughfare Plan Update – Final Plan

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 or 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, 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

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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

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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

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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

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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 county improvement in coordination with municipal improvements and/or future developer initiatives

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

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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

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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 projects are marked with an asterics 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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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'



