



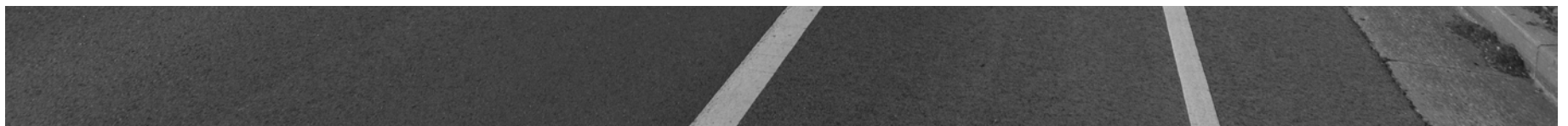
# CONNECT FRANKLIN

A COMPREHENSIVE TRANSPORTATION NETWORK PLAN

AMENDED APRIL 2022



HISTORIC  
FRANKLIN  
TENNESSEE



# # CHAPTER TITLE

# ACKNOWLEDGMENTS

The *Connect Franklin: A Comprehensive Transportation Network Plan* would not have been possible without the tremendous input, feedback, and expertise of the City of Franklin leadership and staff. We would also like to give a special thank you to the many residents who generously devoted their time and thoughts in the hopes of building a stronger and more vibrant community.

## Consultant Team



[www.aecom.com](http://www.aecom.com)



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# 1 INTRODUCTION

The City of Franklin embarked on the update of their 2010 Major Thoroughfare Plan into a Comprehensive Transportation Network Plan (CTNP). The plan was started in 2014, when the City hired a consultant to update the plan. The City desired a completely comprehensive transportation plan that included not only roadway components, but bicycle and pedestrian facilities, and linkages with land use.

The City of Franklin is the ninth largest and the fastest growing city in the State of Tennessee with approximately 83,097 people in 2019. The City is expected to continue this fast-paced growth over the next several years with an estimated population of approximately 134,000 people in 2040. This growth will have a significant impact on the entire transportation network. The City recognizes that they do not have the revenue to build out the entire roadway system and therefore need to look at alternatives in the development of sites, as well as other non-vehicular options.

The 2040 CTNP provides a responsible guide for maintaining and improving the current transportation system and identifies priority

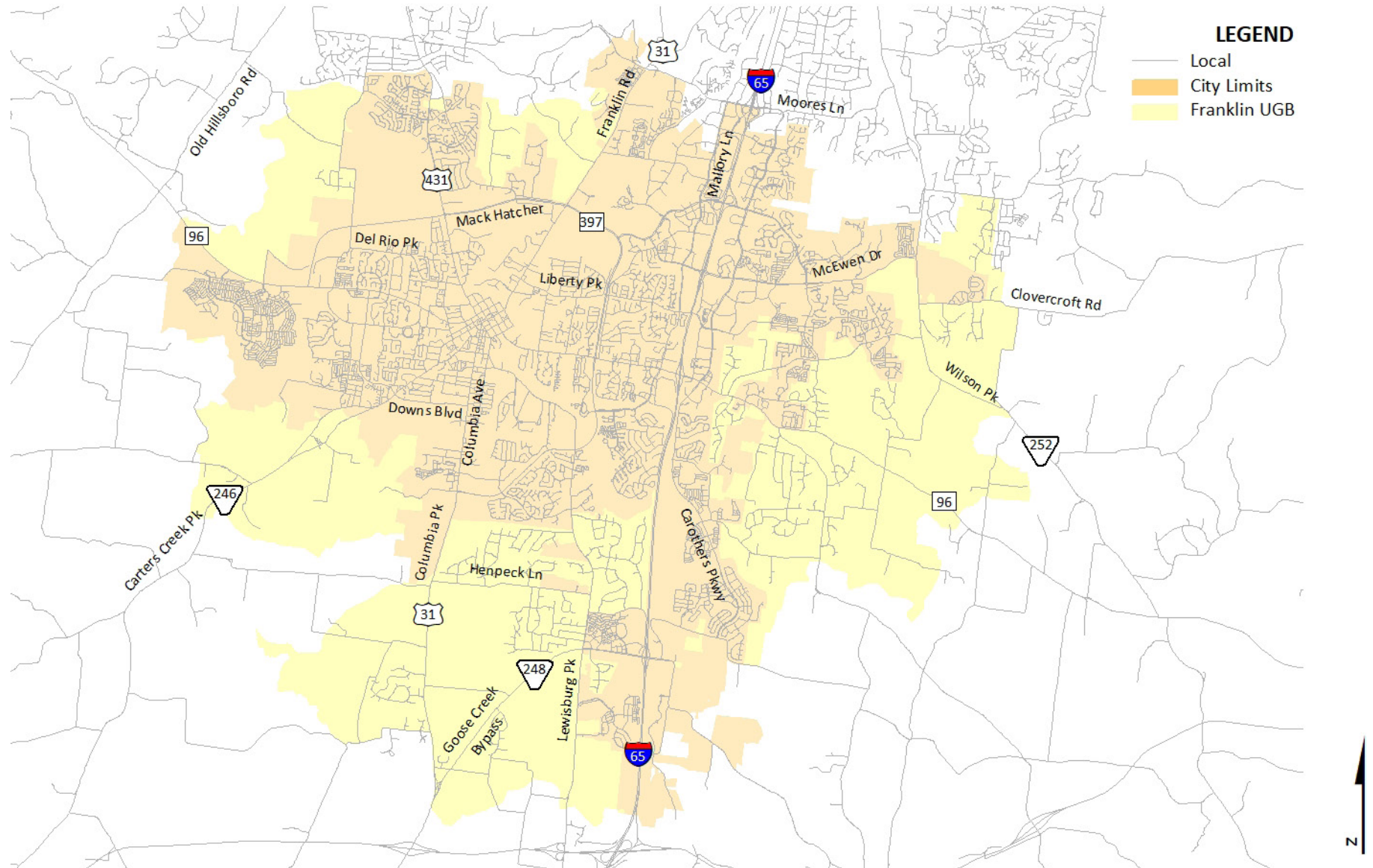
transportation investments. The recommended investments in this plan total approximately 1.9 Billion dollars (in current dollars). The investment priorities in the 2040 CTNP are based on conservative estimates of construction over the next twenty-five years. The projects have been allocated by priority, including short, medium and long term.

## STUDY AREA

The City of Franklin is the County seat of Williamson County and is located approximately 15 miles south of Nashville, TN. The City covers an approximately area of 41 square miles, and serves a population of 83,097, according to the US Census Bureau. The Urban Growth Boundary (UGB) includes an additional 34 square miles. Both the City limits and UGB are depicted on Figure 1.1 on the following page.

# 1 INTRODUCTION

## FIGURE 1.1: STUDY AREA MAP



## CITY OF FRANKLIN VISION

The City of Franklin established its vision through a 2013 strategic plan process for the city called *FranklinForward*. The following paragraph is the vision of the community:

Franklin will continually strive to be a community of choice for individuals, families, and businesses to grow and prosper through an excellent quality of life supported by exceptional, responsive and cost-effective city services. Our public service values include transparency in stewardship of public resources, accountability and integrity and emphasis on results that improve the community.

The City has four key strategic themes:

- A safe, clean and livable city

Having a safe, clean, and livable city is a primary requisite for our citizens, and they are supportive of the means necessary to assure the idyllic, yet progressive character of Franklin. Residents want to live healthier, sustainable lives and will support services that deliver high standards. Franklin takes pride in the professionalism and quality of our police, fire, and emergency response teams. We understand the importance of code enforcement as a means of precluding declining and unsafe neighborhoods and business districts. The City recognizes its role as a steward of the environment as we deliver essential services while preserving the natural beauty of the community

- An effective and fiscally sound city government providing high-quality service

Franklin citizens have high expectations for their government. As the city continues to grow, it must remain vigilant in the prudent management of taxpayer funds by continuously working to improve the quality, efficiency, and cost effectiveness of services demanded by its citizens. The pace of technological change and innovation in our world is accelerating, and the City depends on the expertise and

creativity of its employees to integrate new ideas and tools that will improve service delivery and operational efficiency while maintaining the sense of personal touch our citizens have come to expect. The City of Franklin understands that in this era of rapid change, the need for knowledgeable, active, and engaged employees is greater than ever. Building and retaining a skilled, adaptable, and diverse workforce requires the City to recruit qualified employees and provide competitive salaries and benefits along with opportunities for ongoing training and professional development in order to meet future needs. Employees will be encouraged to become adaptable, take initiative and keep their skills current through organization-wide initiatives and individual development. They will also need to continue to build their ability to serve our increasingly diverse community.

- Quality of life experiences

Franklin citizens are proud of their community. They want it to remain among the best places to live in the United States—a place envied for its engaging quality of life. People are invested in their neighborhoods as well as in the city. They willingly volunteer, participate, and support the many activities, recreational pursuits, and special events that bring them together as a community. Franklin’s rapidly growing and increasingly diverse population, both in age and ethnicity, is both a strength as well as a challenge to the vision of our city. Our citizens understand the importance of ensuring that everyone who works within our community is able to live within our community. A critical part of sustaining our unique sense of inclusiveness is ensuring that a range of housing options is available for varying income and demographic groups. As our boundaries expand, the efficient and effective varieties of land uses—residential, commercial, open space, and institutional—are critical components for sustaining our vibrant community. Our citizens are concerned that traffic congestion is increasing everywhere—on major streets and in neighborhoods. They would like a functional transportation system, more bicycle

# 1 INTRODUCTION

and pedestrian connections between residential neighborhoods and shopping districts or employment centers, and better transit options, not only within the city but connecting the greater metropolitan region.

- Sustainable growth and economic prosperity.

Franklin has a heritage of economic stability, defying many of the struggles faced in other communities and the nation. This heritage is a result of a dedication to sustainable growth through thoughtful public policy decisions and well-managed developments. The community values the diversity of high-quality and high-worth places—the mix of suburban and downtown shopping districts that serve the community’s needs and are magnets for out-of-town visitors; a vibrant corporate and office environment that is the home to industry-leading businesses of all sizes; well-designed and maintained parks and recreational gathering places that also focus on historical, cultural, or natural attributes; and opportunities to pursue a wide range of activities without leaving the community. City leaders also understand the importance of having a self-sustaining economic engine that through collaboration and partnership with both private and public entities supports efforts that attract, retain, and create quality jobs to ensure a diverse economic base, a resilient and growing tax base, and thriving neighborhoods.

A series of goals has been established to guide the City’s progress as a community. Specific, measurable objectives have also been identified that help the City staff measure performance and gauge success. Together, the strategic plan, goals and objectives bring added focus to the City’s work and to the direction provided in the budget process.



*Maintaining the high quality of life already established in Franklin will require continued investment in the transportation system.*

## PURPOSE OF THE COMPREHENSIVE TRANSPORTATION NETWORK PLAN

The City of Franklin’s Comprehensive Transportation Network Plan contains recommendations for the City of Franklin and its Urban Growth Boundary (UGB) through 2040. This plan is to be used as a tool to help evaluate and ensure that the future projects are prioritized with available resources based on the direction of future growth and redevelopment.

Franklin will have a diverse transportation network that promotes, provides, and supports safe and efficient mobility choices for all, including driving, public transit, walking, and biking. This plan addresses multi-modal access and availability within those boundaries and linked transportation and land uses in an area wide transit framework that



includes both expanded transit and bicycle and pedestrian facilities. The transportation goals include:

- Improve mobility, accessibility and transportation alternatives to provide for the safe and efficient movement of people and goods;
- Safe, efficient and convenient movement of people and goods within the City and its UGB by integrating land uses, circulation routes and transportation facilities;
- Implement industry accepted best practices in transportation planning and transit oriented planning and ensure they are in conformance with the Regional Travel Demand Model developed by the Nashville Area Metropolitan Planning Organization (MPO); and
- Implement a smart growth policy that promotes sustainable economic development, maintains the character throughout the city, and improves health and safety by increasing the amount of recreation and open space.

The City of Franklin recognizes the importance of strengthening the community through improved traffic flow, transportation network connections, transit, and pedestrian and bicycle facilities. Increased function and efficiency within an improved and sustainable environment can encourage the use of non-automotive modes, promote economic development and reduce the need for costly roadway expansion.

## PLAN ORGANIZATION

Chapter 1: Introduction focuses on setting the stage for the plan. It sets the context, provides the vision of the City, and explains the purpose of the Comprehensive Transportation Network Plan.

Chapter 2: Public Involvement summarizes the transportation public engagement process.

Chapter 3: Streets is the main chapter that focuses on the vehicular transportation element of the entire city. It discusses the existing roadway

network, the results of the traffic demand model and summarizes the proposed projects and local street plans for Carters Creek Pike and Old Carters Creek Pike, Wilson Pike and Columbia Road.

Chapter 4: Bicycle and Pedestrian focuses on the non-vehicular aspect of the City's transportation network. The chapter focuses on how the City can increase and enhance its bicycle and pedestrian network. Discussion includes the types of facilities, existing conditions, deficiencies, proposed facilities and design suggestions.

Chapter 5: Implementation discusses how the City is to implement the plan. It provides for the next immediate actions including adoption, interpretation, monitoring and updating the plan, plan amendment process, fiscal considerations, project prioritization and policy recommendations.

# 1

## INTRODUCTION

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# 2 PUBLIC INVOLVEMENT

The best community planning efforts are those that have life long after the plan has been adopted. Community endorsement does not happen without a strategy to identify, involve and energize stakeholders. To ensure that the Franklin Comprehensive Transportation Network Plan considered issues important to City residents, three public involvement efforts were employed to gather community feedback. One-on-one stakeholder interviews, public workshops, and online citizen engagement were facilitated to assist in identifying the strengths, weaknesses and opportunities related to Franklin's transportation system.

## STAKEHOLDER INTERVIEWS

One-on-one interviews were conducted with the members of the Franklin Board of Mayor and Aldermen (BOMA). Four of the eight Alderman serve as an elected representative of one of the four City wards; the other four Aldermen are elected at-large. By interviewing each Alderman, the representative needs of each section of the community was heard.

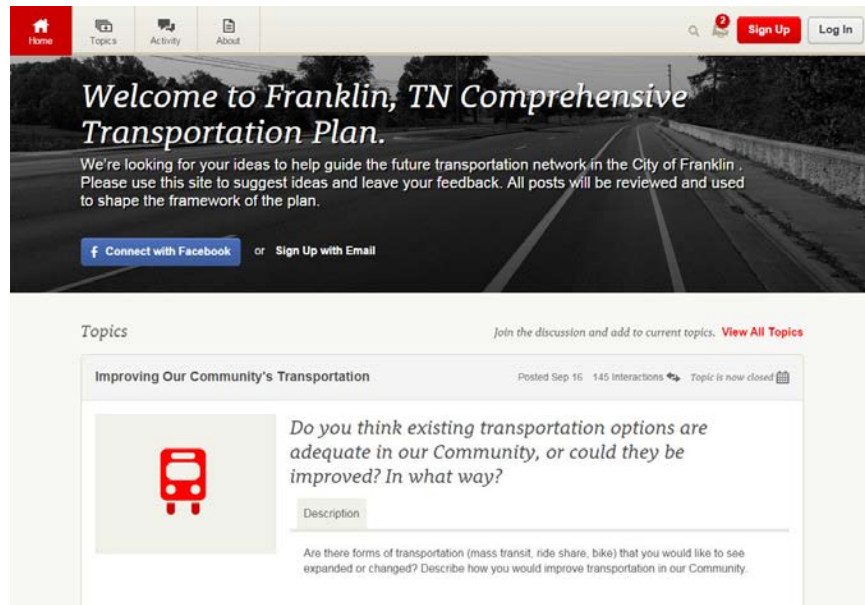


*Attendees of the Community Workshop, held on October 22, 2014, participated in issue identification and visioning exercises.*

# 2 PUBLIC INVOLVEMENT

Additionally, Dr. Ken Moore, Mayor of Franklin, was interviewed during this process.

The stakeholder interviews were used to gather information on land use, growth, transit systems, bicycle and pedestrian amenities, roadway infrastructure and future transportation projects. Interviews were held in May and June of 2014. Each stakeholder meeting lasted approximately 45 minutes and was conducted with a conversational format in order to gather information. Interviews were recorded, summarized and presented to City staff and to the general public to help enhance decisions based on community input. A written summary was provided to the public via the online discussion forum.



The MindMixer social media platform allowed for on-going feedback using a discussion forum and series of facilitated questions.

## WEBSITE & SOCIAL MEDIA

As part of the planning process, the City hosted an Online Discussion Forum using the MindMixer platform to identify community needs and innovative approaches to improve Franklin’s transportation network in a comprehensive way. The forum was created using a static project website which housed general project information, documents and contact information, and an interactive online portal that allowed for participant engagement. This ongoing, “24/7” dialogue helped to guide the plan’s findings and recommendations by soliciting input from citizens who do not typically attend or voice opinions at traditional public meetings. Approximately 140 citizens participated on the website creating over 800 interactions and over 6,000 unique page views. This forum also complemented other engagement activities, including Facebook and



### HOW CAN I BE INVOLVED IN THE PROCESS?

This is a plan for the City of Franklin and we need you to be involved! Below are just a few of the ways you, your organization, or business can become involved in the planning of Franklin’s transportation network.



**Track the project on the project website.** Get updates, view project materials, and provide input on the project webpage.

**Follow the project on your favorite social media site.** Visit the project Facebook page or Twitter feed for current news, announcements, and to take part in the ongoing dialog on area-wide transportation issues. We also encourage you to share your photos on Facebook, Twitter and Instagram using hashtag #ConnectFranklin. We want to see not only your favorite roadways, bike paths and sidewalks but those that need improvements.

**Take the survey.** The Connect Franklin team is utilizing MindMixer: an online platform to provide opportunities for government and citizens to work together by connecting civic challenges to community problem-solvers. **Connect Franklin: A Comprehensive Transportation Plan** believes the best way to tackle challenges that affect the community is with the community. By using a platform that allows members of the community to contribute from their own homes and on their own schedules, we believe that we will be able to engage a broader audience. And with this broader audience comes a broader range of ideas, solutions and participation. The vision, values and ideas that you contribute will comprise **Connect Franklin**, the City’s first comprehensive transportation plan.

So, who should participate on this site? You! We want your ideas, your feedback, your comments and your point of view. Together, we can build a better Franklin! **Visit the site now and start giving us your input!**

The project website included information about the plan process, draft documents, and links to the MindMixer and other social media pages.

# PUBLIC INVOLVEMENT 2



The cross section exercise asked residents to design their ideal street given a limited right-of-way width.

Twitter, by providing an outlet to continue ongoing conversations. The interactive site was organized as a series of question prompts, introduced at various points during the planning process.

## COMMUNITY WORKSHOP

One public workshop was held for residents to participate in helping shape the overall vision and plan. The meeting was advertised throughout the community by utilizing a city-wide press release, targeted email invitations and the City’s social media sites.

The public workshop was conducted on Wednesday October 22, 2014 at Franklin City Hall. This public workshop was an opportunity for City staff, residents and visitors to review the existing condition information gathered to date, comment on the preliminary population and

employment projections and help identify areas of concern regarding the transportation and multi-modal networks. Multiple stations were available to both display information and gather feedback and suggestions from meeting attendees. Following the public workshop, the information and participation exercises were posted to the project’s Online Discussion Forum in an effort to gain additional comments, suggestions and ideas.



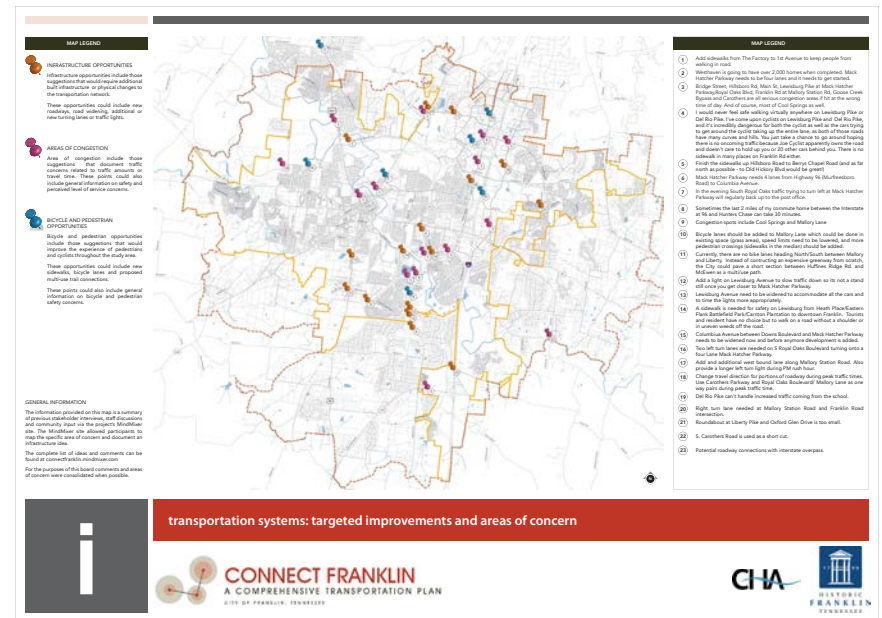
Attendees could sign up and create a MindMixer account at the workshop.

# 2 PUBLIC INVOLVEMENT

## PUBLIC PERCEPTIONS

Together, the three outreach strategies provided a unique interpretation of the City’s transportation network, the desired future amenities and the characteristics that Franklin residents associate with the city itself. The residents of Franklin agree that the current street network does not meet the existing or future transportation demands of the city. Many of the concerns, which were brought-up by the residents on the MindMixer site, had to deal with current congestion problems seen on many of the main thoroughfares. Many residents believe that these congestion problems exist as a result of the infrastructure in Franklin failing to grow as quickly as new development. Along with these areas of congestion, residents expressed concern about limited connectivity between neighborhoods and local areas of interest. Many neighborhood streets do not provide adequate connectivity, and many neighborhoods have a singular entry/exit road for the entire development. Along with connectivity at a neighborhood level, the residents were able to identify areas of opportunity for new road infrastructure, new traffic signals, additional turn lanes and road widening projects.

To further promote the exceptional quality of life that currently exists in the City of Franklin, many residents are in favor of building and further developing bicycle and pedestrian infrastructure. The residents of Franklin are aware of the positive effects that come from investing in alternative modes of transportation in their community. Although a large portion of Franklin’s residents are advocates for bicycle infrastructure, the general consensus among residents is that the existing congestion problems on the main thoroughfares need to have a higher priority than new bike infrastructure. Residents also stated that they did not want to implement bicycle infrastructure that would further increase congestion on roads by removing needed vehicular lanes. Many residents have also expressed their desire to have recreational trails that connect neighborhoods and major economic, cultural, and political nodes throughout the city. When this bicycle and pedestrian infrastructure is developed, residents have advocated that safety and aesthetic factors be considered to ensure a



A summary of comments gathered to date was presented at the Community Workshop with the opportunity for additional input.

safe and beautiful bicycle and pedestrian system.

The residents of Franklin, when surveyed, had some great ideas for viable mass transit in their community. Along with bicycle and pedestrian infrastructure improvements, there is still room for more transit options to further alleviate congestion on the roads and to give residents an alternative mode of transportation. Several residents suggested that the City utilize and further expand on the existing regional transit system. A number of residents voiced their skepticism about a large scale transit system being implemented in their community. To counter their skepticism, many residents suggested alternatives to a larger transit system. Most of these alternatives were various shuttle bus routes that could transport individuals throughout the community.

**RESOLUTION 2021-158**

**A RESOLUTION TO ADOPT AMENDMENT 5 TO THE COMPREHENSIVE TRANSPORTATION NETWORK PLAN (MAJOR THOROUGHFARE PLAN)**

**WHEREAS**, pursuant to Tennessee Code Annotated (T.C.A.) 13-4-201, it is the function and duty of the Franklin Municipal Planning Commission (FMPC) to adopt an official general plan for the physical development of the City of Franklin; and

**WHEREAS**, the FMPC may from time to time amend, extend, or add to the plan or carry any part of subject matter into greater detail; and

**WHEREAS**, with the approval of Resolution 2021-157, the Board of Mayor and Aldermen recommended the removal of Fieldstone Parkway (Spencer Creek Road to South Berry's Chapel Road) from the Comprehensive Transportation Network Plan, discussed and designated by the Board of Mayor and Aldermen as Amendment 5 to the Comprehensive Transportation Network Plan; and

**WHEREAS**, the FMPC finds that it is in the best interest of the City of Franklin to adopt Amendment 5 to the Comprehensive Transportation Network Plan (Major Thoroughfare Plan).

**NOW THEREFORE, BE IT RESOLVED BY THE CITY OF FRANKLIN MUNICIPAL PLANNING COMMISSION, TENNESSEE, AS FOLLOWS:** Amendment 5 to the Comprehensive Transportation Network Plan (Major Thoroughfare Plan) is hereby adopted as recommended by the City of Franklin Board of Mayor and Aldermen. The City Engineer is hereby directed to update the plan to include the removal of Fieldstone Parkway (Spencer Creek Road to South Berry's Chapel Road).

**IT IS SO RESOLVED AND DONE** on this \_\_\_\_ day of \_\_\_\_\_, 2021.

**ATTEST:**

By: \_\_\_\_\_  
Emily Hunter  
Planning Director

Approved as to Form:

By: \_\_\_\_\_  
William E. Squires  
Assistant City Attorney

**FRANKLIN MUNICIPAL PLANNING COMMISSION:**

By: \_\_\_\_\_  
Roger Lindsey  
Franklin Municipal Planning Commission Chair

## 2 PUBLIC INVOLVEMENT

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# 3 STREETS ELEMENT

In order to determine an accurate baseline for traffic operations within the study area, a detailed traffic inventory was conducted. The analysis included an inventory of the study area's roadways to determine functional classification, number of lanes, approximate lane widths, overall right-of-way width and availability for future facility expansion. In addition to the physical inventory and analysis conducted for the City's vehicular network, a series of public engagement tools were utilized to determine areas of concern by City leaders, residents and visitors. Together, the existing conditions data and qualitative analysis was used to create a benchmark for the base year of 2015.

## EXISTING ROADWAY NETWORK

### FUNCTIONAL CLASSIFICATION

The existing transportation facilities in the Franklin study area are each classified according to the amount of access and mobility the roadway provides. These classifications primarily provide different levels of

emphasis in regard to traffic movement versus direct access to property. Listed below are the primary roadway classifications used in the study area. Figure 3.1 depicts the existing functional classification network.

#### **Freeways and Expressways**

Such streets are used to handle high traffic speeds and volumes. These street classifications emphasize traffic movement while restricting private access to adjacent land. All freeways and expressways in the City are anticipated to be owned and designed by the Tennessee Department of Transportation (TDOT). Interstate 65 functions as the only freeway in the study area.

#### **Arterial Streets**

Arterial streets are intended to primarily serve moderate to high traffic speeds and volumes within and through the City. Arterial streets may provide some access to abutting property, but only as it is incidental to the primary functional responsibility of travel service for major traffic movements. Arterial streets are classified as either Major Arterials or Minor Arterials depending upon expected traffic usage and adjoining property access.

# 3 STREETS ELEMENT

## Collector Streets

Collector streets are intended to primarily serve slow to moderate traffic speeds and volumes and to distribute traffic from the arterials throughout the City to other collectors and arterials and some access to abutting properties and local streets. Collector streets should provide both land access service, traffic circulation and connectivity to other arterial and collector roadways. Collector streets will be classified as either Major Collectors or Minor Collectors depending upon expected traffic usage and adjoining property access. Major Collector streets may have limited access to maintain the street’s ability to achieve a safer and efficient traffic flow.

## Local Streets

Local streets are intended to primarily serve slow speeds and provide access to abutting lands and connections to the higher street classifications. Local streets are to be planned so that future urban



East McEwen Drive is an example of a Major Arterial Street.

expansion will not require the conversion of local streets to collector or arterial streets. Local streets may be commercial/industrial or residential depending upon the type and extent of the development they serve.

Currently, the City uses the above roadway classifications as an organizing element for the application of typical street features and amenities. The existing *Franklin Transportation & Street Technical Standards* document illustrates the application of traditional roadway amenities such as right of way, travel lanes, median width, and bicycle and pedestrian amenities by roadway classification. These typical cross sections are then used as a guide for roadway planning.

## DEFICIENCIES AND CAPACITY ANALYSIS

Understanding the role each street plays in the overall transportation system allows for an evaluation of those that are deficient in fulfilling their intended function. Population and employment numbers, commuting patterns, and functional classification all have an impact on traffic volumes and subsequent levels of service (LOS). A LOS system is used to characterize those driving conditions that motorists routinely experience and recognize; it measures traffic conditions and motorists’ perceptions. The individual LOS is described by factors such as speed and travel time, freedom to maneuver, traffic interruptions, and driver comfort and convenience. For this plan, LOS was documented using a travel demand model approach, as well as a series of public engagement techniques aimed at identifying areas that lack connectivity, areas of increased congestion and areas that pose safety concerns.

When surveyed, City leaders and residents agree that the current transportation network does not meet the existing needs nor will it meet the future transportation demands currently projected for the City. Through facilitated discussions, interviews and online engagement, a perceived transportation issues map was developed that identified

## STREETS ELEMENT 3

specific areas of concern as well as areas of opportunity for future infrastructure development.

In order to corroborate the findings from the community, perform a more detailed analysis of the current situation, and project future conditions, a series of LOS maps were created using the project's travel demand model.

The maps utilize six LOS categories which are commonly defined by a letter designation from "A" to "F," similar to a report card, with LOS "A" representing the best operating conditions and LOS "F" depicting the worst.

"A" is the best operating condition with a free flow in which there is little or no restriction on speed or maneuverability. At intersections, there is little or no delay.

"B" represents a condition of stable traffic flow, but speeds are slower. Short traffic delays occur at intersections.

"C" is still a condition of stable flow, but most drivers are less able to drive at the speeds at which they feel comfortable, and find it difficult to change lanes or pass other vehicles. Intersections experience average traffic delays.

"D" approaches unstable flow. Operating speeds are tolerable to the driver, but are subject to considerable and sudden variation. Freedom to maneuver is limited and driving comfort is low, as the probability of accidents has increased. Long traffic delays are experienced at intersections.

"E" represents a maximum roadway capacity for vehicles. Traffic is unstable, speeds and ease of driving fluctuate, and drivers have little ability to select speed or maneuverability. Driving comfort is low and accident potential high. Vehicles are close together and speeds can fluctuate quickly. Very long traffic delays are experienced at intersections.

"F" is the worst operating condition. Speed and rate of traffic flow may drop to zero for short time periods. Extreme delays are experienced

at intersections. This may cause severe congestion, affecting other adjacent roadways.

### TRAVEL DEMAND MODEL

The City of Franklin's new Travel Demand Model is essentially a more detailed version of the Nashville Area Metropolitan Planning Organization's (NAMPO's) regional travel demand model (TDM) within the City Limits. The extra detail is attributed to the inclusion of smaller, sub-regional city roads, and the addition of the future projects not currently identified in NAMPO's 2040 regional model.

Using the NAMPO's travel demand model as a base for Franklin's model also allows the City to achieve an improved connection to the regional model; and provides for streamlined incorporation of the City's projects into the federally adopted regional travel model.

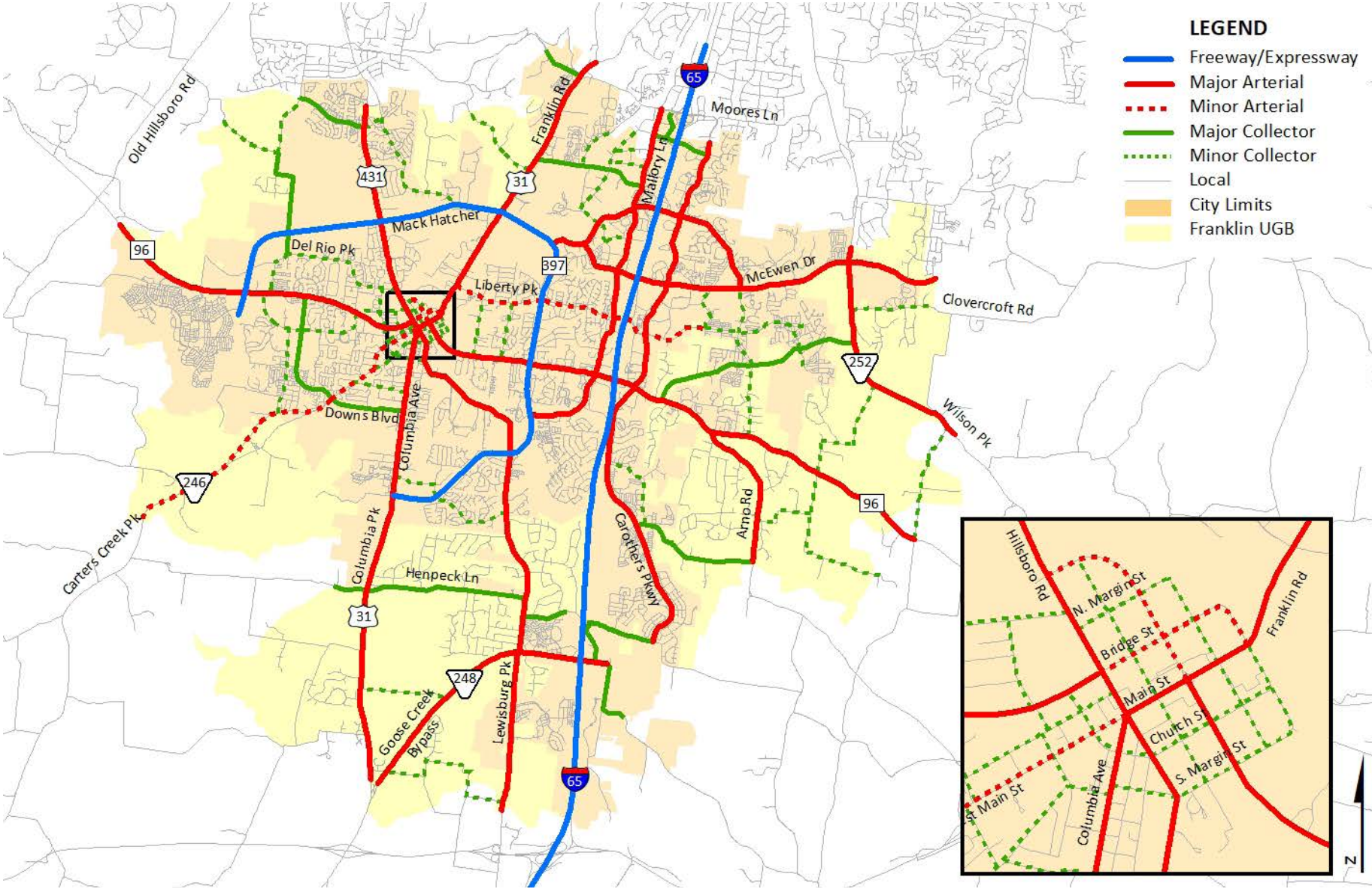
The NAMPO 2040 regional model began development in the summer of 2013 and will be one of the tools used to update the MPO's 2040 Regional Transportation Plan. The model will also be used to support many of the MPO's sub-regional studies and other planning initiatives. As is usually the case with model updates, the MPO's model contains a variety of new features when compared to previous versions. Not only does it include a new graphic user interface, the model also includes the following enhancements:

- An all-road network;
- A population synthesizer;
- A vehicle-ownership model;
- New trip purposes;
- An integrated mode-choice model;
- A destination-choice model for passenger trips;
- A freight model

# 3 STREETS ELEMENT

It should be noted that at the time the City's Comprehensive Network Transportation Plan commenced, MPO staff was still making final touches to their model. Therefore, the model version used for this study (May, 2014), may not be the most current version. For a more comprehensive description of NAMPO's model enhancements, refer to the Travel Demand Model Development and User's Manual - which can be obtained by contacting Nashville MPO staff.

FIGURE 3.1: EXISTING FUNCTIONAL CLASSIFICATION



# 3 STREETS ELEMENT

## RECOMMENDED IMPROVEMENTS

The following sections identify roadway improvements recommended in the short, medium, and long term. For the purposes of this plan, the timeframes are established as:

Short Term – Proposed for Completion by 2030

Medium Term – Proposed for Completion by 2035

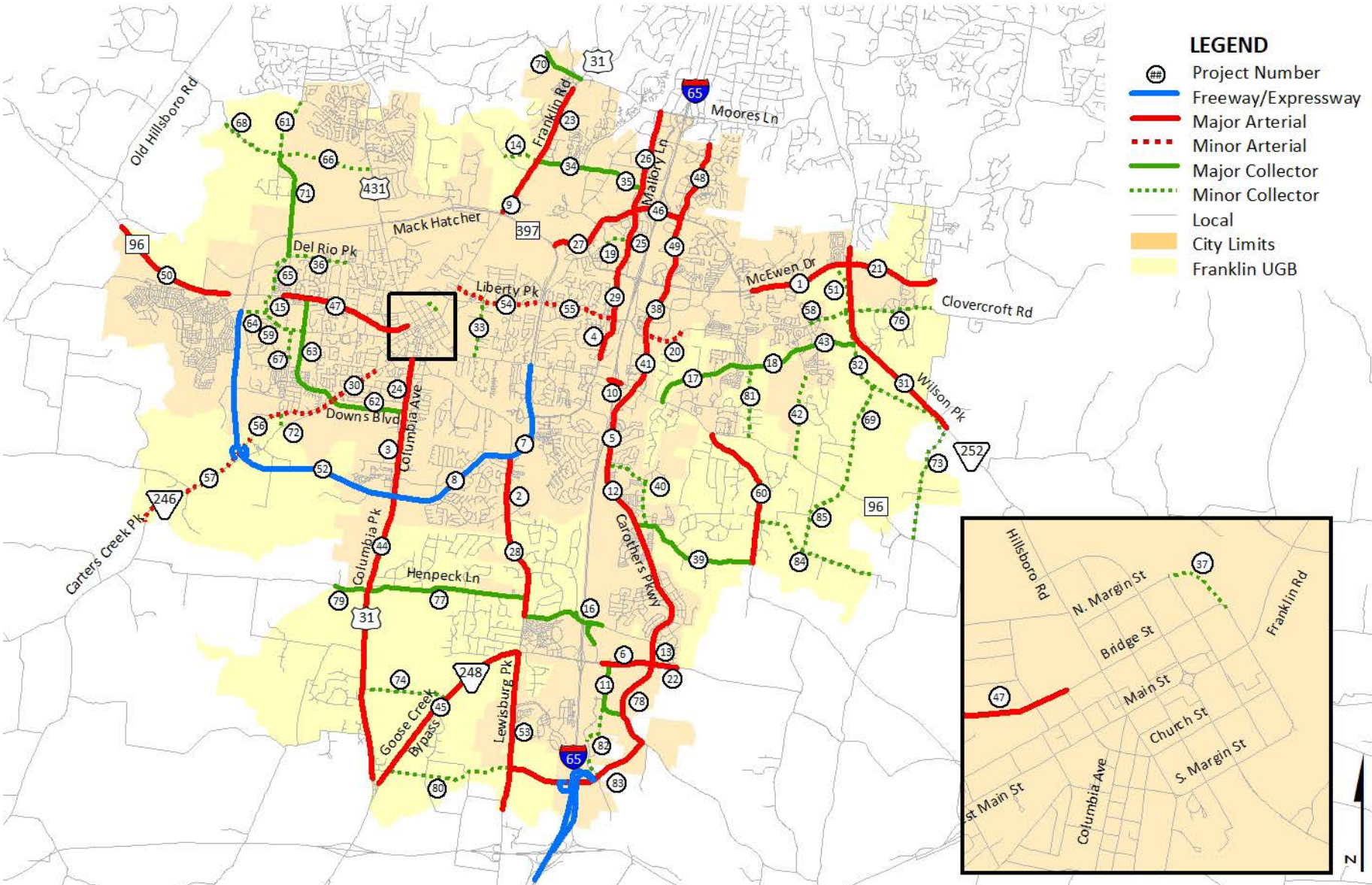
Long Term – Proposed for Completion by 2040

These improvements are recommended as a result of discussions with City staff, input gathered from the public engagement process, existing conditions data, and analysis of the traffic model. The projects are meant to address existing traffic deficiencies in the short term and additional traffic volumes as a result of continued population and employment growth within the City of Franklin Urban Growth Boundary.

A summary table is included for each timeframe, short, medium, and long, respectively that includes the roadway, project extents, and segment length. Some streets are separated into one or more pieces that would be undertaken individually. Additionally, some streets may be improved or initially built to one design in the short term and upgraded as an additional project in the medium or long term. Planning level cost estimates as well as additional project details such as functional classification and the inclusion of bicycle and pedestrian facilities are included for each project in Appendix 1: Project Sheets.

# STREETS ELEMENT 3

**FIGURE 3.2: PROPOSED ROADWAY PROJECTS REFERENCE MAP (SHORT, MEDIUM, AND LONG TERM)**



- LEGEND**
- ⊕ Project Number
  - Freeway/Expressway
  - Major Arterial
  - - - Minor Arterial
  - Major Collector
  - ⋯ Minor Collector
  - Local
  - City Limits
  - Franklin UGB

# 3 STREETS ELEMENT

**TABLE 3.1: 2030 (SHORT TERM) PROPOSED PROJECTS**

Project Number	Roadway	To	From	Length (Miles)
1	East McEwen Drive	Wilson Pike (SR-252)	Cool Springs Boulevard	1.38
2	Lewisburg Pike (SR-106/US-431)	Holly Hill Drive	Mack Hatcher Parkway (SR-397)	0.86
3	Columbia Avenue (SR-6/US-31)	Mack Hatcher Parkway (SR-397)	Downs Boulevard	1.15
4	North Royal Oaks Boulevard	Lakeview Drive	Liberty Pike	0.60
5	Carothers Parkway	South Carothers Road	Murfreesboro Road (SR-96)	1.14
6	Goose Creek Bypass (SR-248) Extension	Carothers Parkway (Future Extension)	Existing Peytonsville Road	0.68
7	Mack Hatcher Parkway (SR-397)	Polk Place Drive	Murfreesboro Road (SR-96)	1.74
8	Mack Hatcher Parkway (SR-397)	Polk Place Drive	Columbia Avenue (SR-6/US-31)	1.46
9	Franklin Road (SR-6/US-31)	Mack Hatcher Parkway (SR-397)	Mallory Station	0.84
10	Murfreesboro Road (SR-96)	Eastern I-65 Ramp	Western I-65 Ramp	0.25
11	Peytonsville Road	Carothers Parkway (Future Extension)	Goose Creek Bypass (SR-248) (Future Extension)	0.87
12	Carothers Parkway	Long Lane	South Carothers Road	2.73
13	Carothers Parkway	Goose Creek Bypass (SR-248) (Future Extension)	Long Lane	0.31
14	South Berrys Chapel Road Realignment	Mallory Station Road	South Berrys Chapel Road	0.47
15	Boyd Mill Avenue	Franklin Green Parkway	Highway 96 West (SR-96W)	0.48
16	Long Lane Overpass	Long Lane	Lewisburg Pike (SR-106/US-431)	0.88
17	Clovercroft Road	Oxford Glen Drive	Murfreesboro Road (SR-96)	1.40
18	Clovercroft Road	Market Street	Oxford Glen Drive	0.72
19	Jordan Road	Mallory Lane	Aspen Grove Drive	0.32
20	Liberty Pike	Carothers Parkway	Columbia State Community College	0.50



TABLE 3.2: 2035 (MEDIUM TERM) PROPOSED PROJECTS

Project Number	Roadway	To	From	Length (Miles)
21	East McEwen Drive	Eastern City Limits	Wilson Pike (SR-252)	1.25
22	Goose Creek Bypass (SR-248) Extension	Long Lane	Carothers Parkway (Future Extension)	0.36
23	Franklin Road (SR-6/US-31)	Mallory Station	Davenport Blvd	1.10
24	Columbia Avenue (SR-6/US-31)	Downs Boulevard	Fowlkes Street	0.73
25	Mallory Lane	West McEwen Drive	Mallory Station Road	1.22
26	Mallory Lane	Mallory Station Road	Moore's Lane (SR-441)	1.08
27	Cool Springs Boulevard	Mallory Lane	Mack Hatcher Parkway (SR-397)	1.31
28	Lewisburg Pike (SR-106/US-431)	Old Peytonsville Road	Holly Hill Drive	1.37
29	Mallory Lane	Liberty Pike	West McEwen Drive	0.64
30	West Main Street (SR-246)	Downs Boulevard	Natchez Street	0.72
31	Wilson Pike (SR-252) Realignment	Trinity Road	East McEwen Drive	2.98
32	(Old/Existing) Wilson Pike	Trinity Road	Liberty Pike (Future Extension)	2.29
33	Eddy Lane	Murfreesboro Road (SR-96 Liberty Pike	Liberty Pike	0.78
34	Mallory Station Road	Seaboard Lane	Franklin Road (SR-6/US-31)	0.99
35	Mallory Station Road	Mallory Lane	Seaboard Lane	0.52
36	Del Rio Pike	Poplar Grove Elementary School	Carlisle Lane	0.81
37	1st Avenue North	Bridge Street	North Margin Street	0.17
38	Carothers Parkway	Liberty Pike	East McEwen Drive	0.76
39	South Carothers Road	Arno Road	Carothers Parkway	1.79
40	South Carothers Road	South Carothers Road / Longpoint Way	Carothers Parkway	1.16
41	Carothers Parkway	Murfreesboro Road (SR-96)	Liberty Pike	0.75
42	Market Street Extension	Murfreesboro Road (SR-96)	Amelia Park Subdivision	1.17
43	Clovercroft Road	(Old/Existing) Wilson Pike	Market Street	0.77

# 3 STREETS ELEMENT

**TABLE 3.3: 2040 (LONG TERM) PROPOSED PROJECTS**

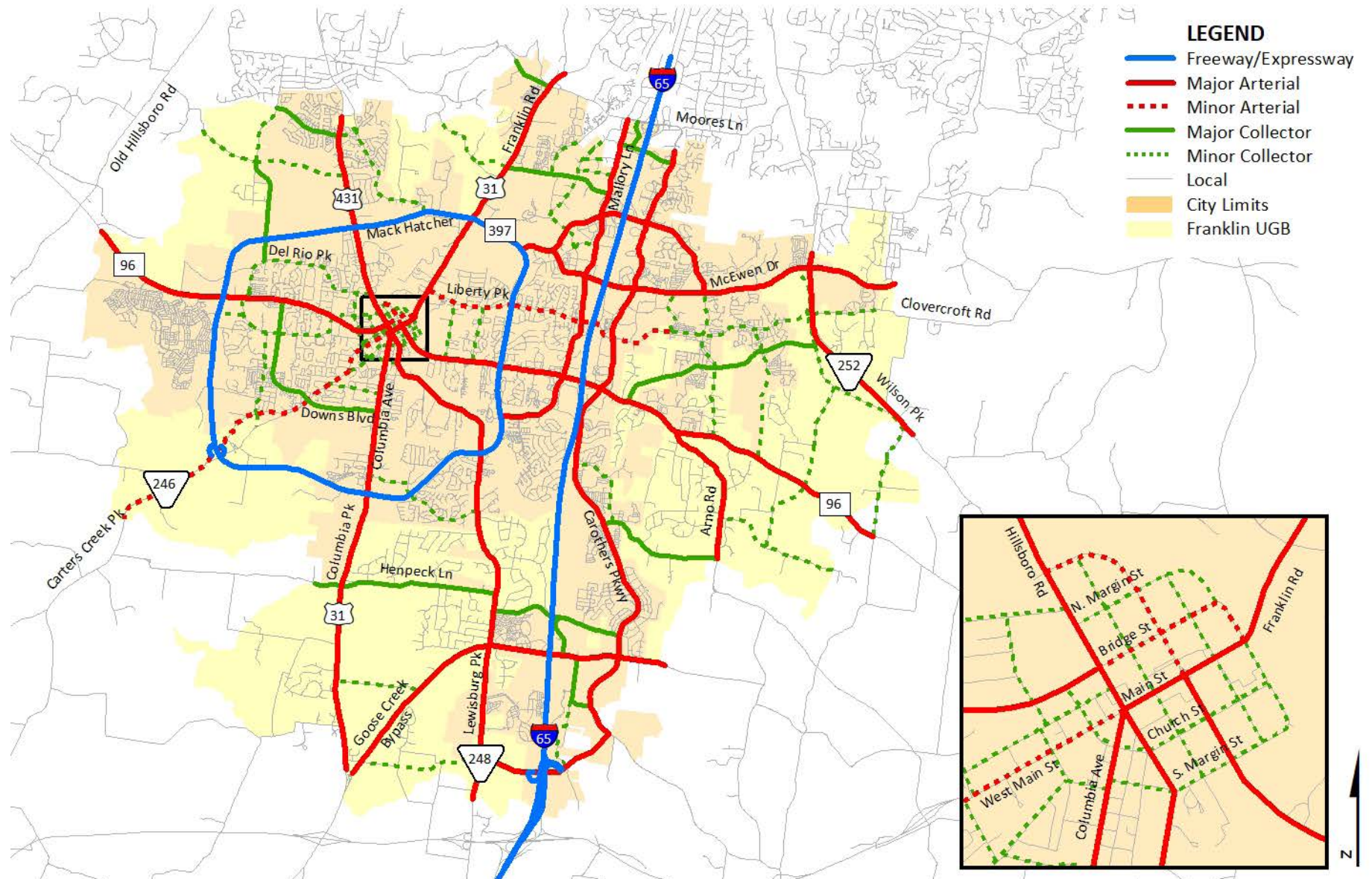
Project Number	Roadway	To	From	Length (Miles)
44	Columbia Pike (SR-6/US-31)	Goose Creek Bypass (SR-248)	Mack Hatcher Parkway (SR-397)	3.89
45	Goose Creek Bypass (SR-248)	Columbia Pike (SR-6/US-31)	Lewisburg Pike (SR-106/US-431)	2.66
46	Cool Springs Boulevard	Carothers Parkway	Mallory Lane	0.63
47	Highway 96 West (SR-96W)	7th Avenue North	Carlisle Lane	1.80
48	Carothers Parkway	Cool Springs Boulevard	Bakers Bridge Avenue	1.11
49	Carothers Parkway	East McEwen Drive	Cool Springs Boulevard	0.96
50	Highway 96 West (SR-96W)	Mack Hatcher Parkway (SR-397)	WEstern UGB	1.79
51	(Old/Existing) Wilson Pike Extension	Liberty Pike Extension	East McEwen Drive	0.71
52	Mack Hatcher Parkway (SR-397)	Columbia Avenue (SR-6/US-31)	Highway 96 West (SR-96W)	4.17
53	Lewisburg Pike (SR-106/US-431)	Goose Creek Bypass (SR-248)	McLemore Road	2.13
54	Liberty Pike	Mack Hatcher Parkway (SR-397)	Franklin Road (SR-6/US-31)	1.20
55	Liberty Pike	Mallory Lane	Mack Hatcher Parkway (SR-397)	0.97
56	Carters Creek Pike (SR-246)	Mack Hatcher Parkway (SR-397) (Future SW Quadrant)	Downs Boulevard	1.54
57	Carters Creek Pike (SR-246)	Southwest Urban Growth Boundary	Mack Hatcher Parkway (SR-397) (Future SW Quadrant)	1.66
58	Liberty Pike Extension	Wilson Pike (SR-252)	Terminus of Existing Liberty Pike	0.60
59	Boyd Mill Avenue	Franklin Green Parkway	Downs Boulevard	0.38
60	Arno Road	South Carothers Road	Murfreesboro Road (SR-96)	2.04
61	Cotton Lane	Del Rio Pike	Fieldstone Parkway	0.84
62	Downs Boulevard	West Main Street (SR-246)	Columbia Avenue (SR-6/US-31)	1.01
63	Downs Boulevard	Murfreesboro Road (SR-96)	West Main Street (SR-246)	1.70
64	Boyd Mill Avenue Connector	Mack Hatcher Parkway (SR-397)	Boyd Mill Avenue	0.34
65	Carlisle Lane / Del Rio Pike	Stone Mill Lane	Mack Hatcher Parkway (SR-397)	0.55
66	New Roadway	Cotton Lane	Hillsboro Road (SR-106/US-431)	1.27
67	Horton Lane	North of Willowsprings Blvd.	Boyd Mill Avenue	0.4
68	Del Rio Pike	Western UGB	Cotton Lane	0.88

**TABLE 3.3: 2040 (LONG TERM) PROPOSED PROJECTS, CONTINUED**

Project Number	Roadway	To	From	Length (Miles)
69	North Chapel Road	Murfreesboro Road (SR-96)	Wilson Pike (SR-252)	1.49
70	Lynnwood Way	Northwest Urban Growth Boundary	Franklin Road (SR-6/US-431)	0.61
71	Del Rio Pike	Mack Hatcher Parkway (SR-397)	Cotton Lane	1.45
72	Horton Lane Extension	Old Carters Creek Plke (SR-246)	West Main Street (SR-246)	0.17
73	Trinity Road	Murfreesboro Road (SR-96)	Wilson Pike (SR-252)	1.64
74	Snowbird Hollow Road	Goose Creek Bypass (SR-248)	Columbia Pike (SR-6/US-31)	1.26
75	N/A	N/A	N/A	N/A
76	Clovercroft Road	Eastern City Limits	Wilson Pike (SR-252)	1.11
77	Henpeck Lane	Lewisburg Pike (SR-106/US-431)	Columbia Pike (SR-6/US-431)	2.16
78	Carothers Parkway (South Extension)	Goose Creek Bypass (SR-248) (Future Extension)	Peytonsville Road	1.32
79	Coleman Road	Columbia Pike (SR-6/US-31)	Western Urban Growth Boundary	0.47
80	McLemore Road	Lewisburg Pike (SR-106/US-431)	Goose Creek Bypass (SR-248)	1.71
81	Oxford Glen Drive	Murfreesboro Road (SR-96)	Clovercroft Road	0.97
82	Pratt Lane Improvements	New Roadway (Project 83)	Peytonsville Road	0.54
83	New Roadway	Peytonsville Road	Lewisburg Pike (SR-106/US-431)	2.03
84	Pate Road	Trinity Road	Eastern UGB	1.84
85	North Chapel Road	Pate Road (Future Alignment)	Murfreesboro Road (SR-96)	1.1

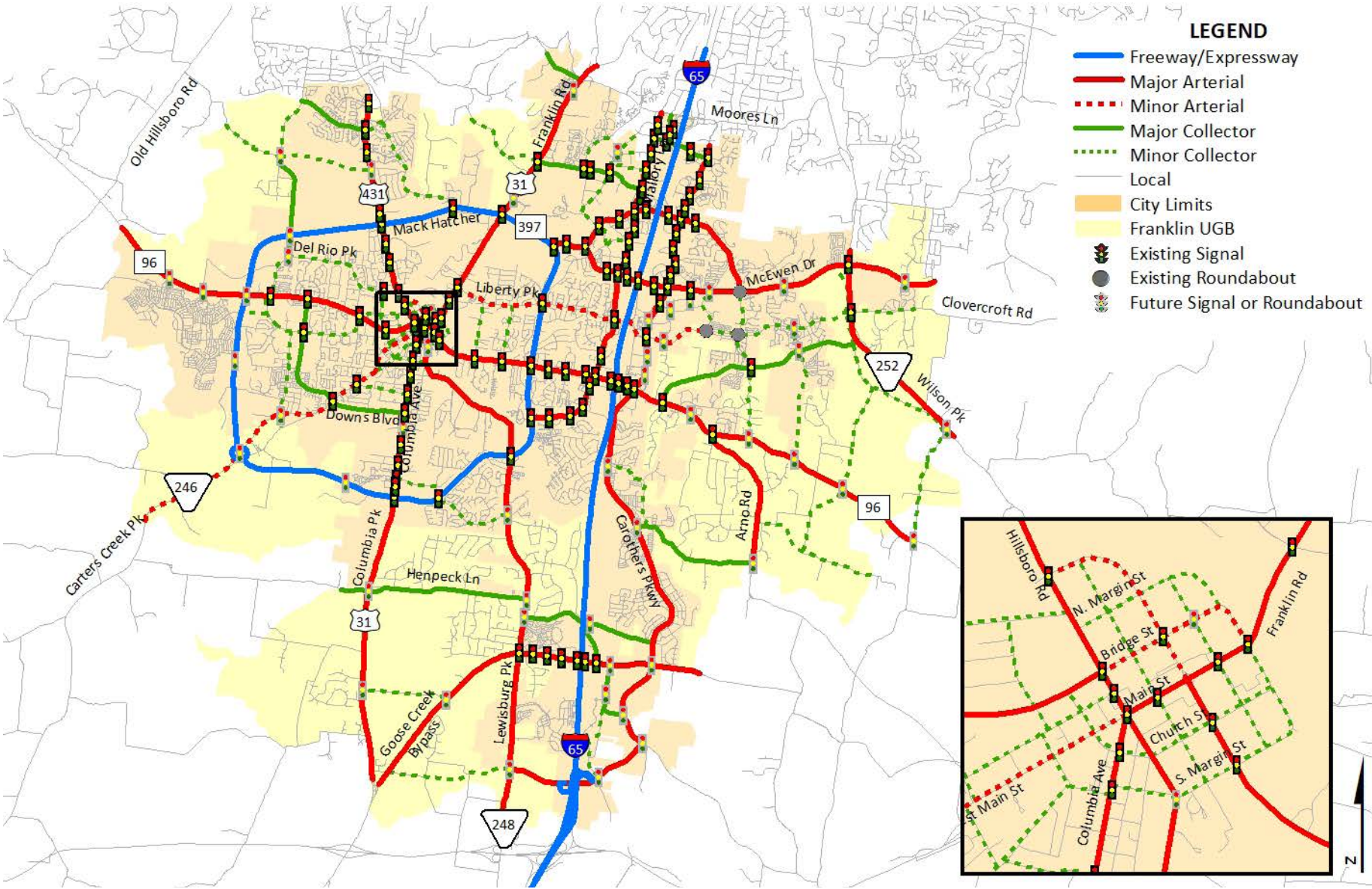
# 3 STREETS ELEMENT

FIGURE 3.3: PROPOSED ROADWAY CLASSIFICATION



# STREETS ELEMENT 3

FIGURE 3.4: PROPOSED TRAFFIC SIGNAL MASTER PLAN



# 3 STREETS ELEMENT

## TYPICAL SECTIONS

Cross section designs for roadways vary according to the desired capacity and level of service, bicycle and pedestrian facilities, and other design elements such as medians, turn lanes, and landscape plantings. However, universal standards for the design of every thoroughfare are not practical as each roadway section must be individually analyzed and its cross section determined based on existing conditions and available right-of-way. Adequate right-of-way shall be protected or acquired for along all roadways to accommodate future growth of the City. The project summary sheets, located in appendix A1, the Franklin Transportation & Street Technical Standards and any recent studies should be used as a guide for determining proposed number of lanes, lane widths, right-of-way width, and size/location of pedestrian facilities for all proposed projects. The final determination shall be made by the City of Franklin Department Review Team and approved by the Board of Mayor and Aldermen.

## LOCAL NETWORK PLANS

During the planning process, several areas of the City were repeatedly mentioned as having traffic safety concerns. These non-capacity issues are addressed in more detail below. Solutions to the Wilson Pike one-lane tunnels and the Carters Creek Pike and Old Carters Creek Pike intersections are included in the recommended project lists. The Columbia Avenue Local Network plan is not included in the recommended project list because it involves the construction or improvement of all local roads that were below the scale of the TDM model.

## WILSON PIKE ONE-LANE TUNNELS

### **Projects 31, 32 and 51**

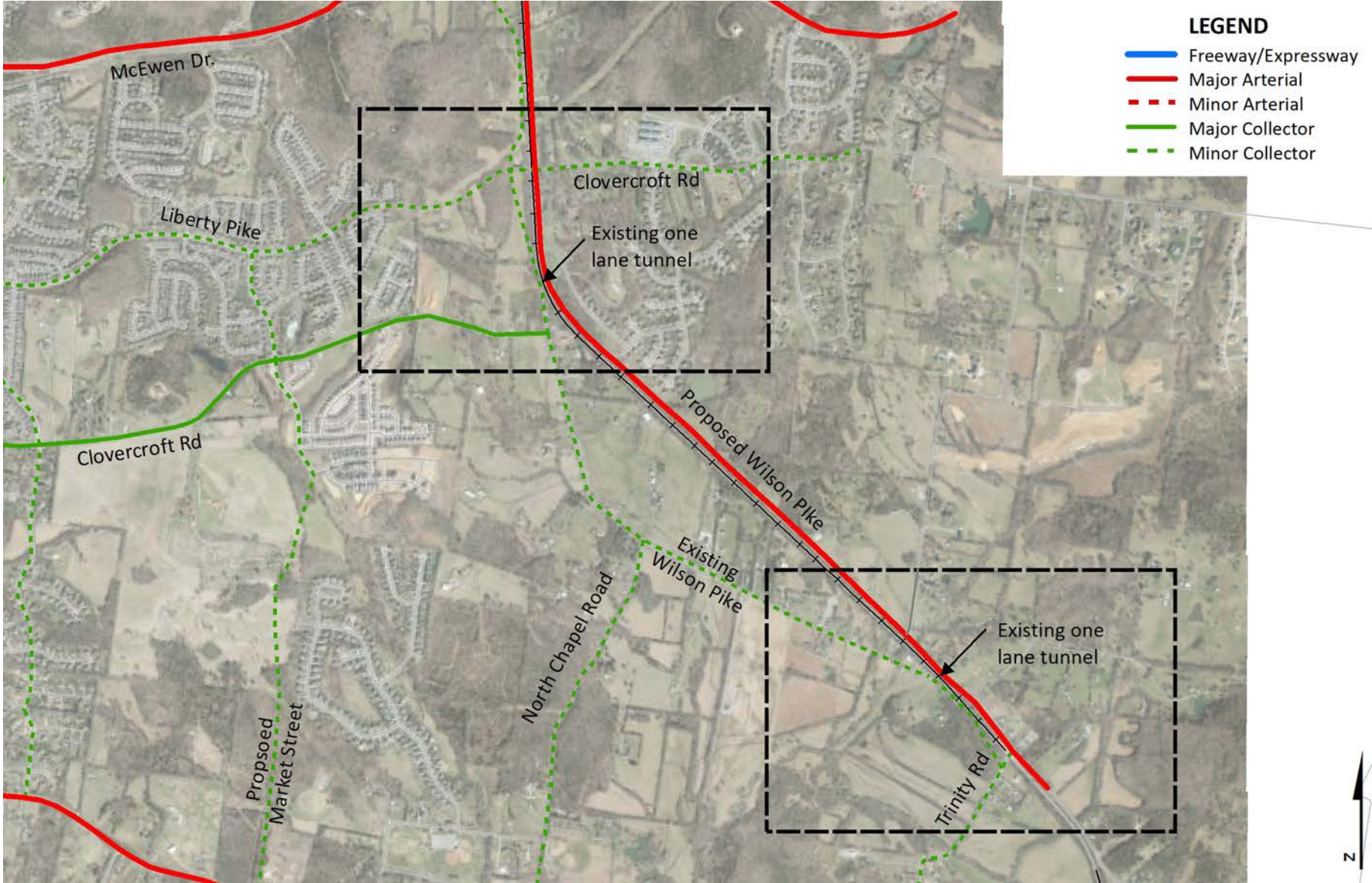
The Wilson Pike Local Network Plan involves improvements to Wilson Pike (TN 252), which is located in the far eastern portion of Franklin. This section of Wilson Pike parallels a CSX railroad line; however in

two locations a one-lane tunnel under the railroad is utilized for Wilson Pike traffic. This situation is not ideal from an operations or safety standpoint, and will only worsen as development continues to push east away from the center of Franklin.

The proposed solution is to construct a new roadway between the two tunnels, eliminating the need for the tunnels completely. This new roadway (Project 31) would extend approximately 1.38 miles and should be constructed immediately adjacent to the railroad right-of-way to avoid remnant parcels. The initial construction would be a two-lane roadway, although future widening to four lanes should be expected and potentially considered during right-of-way purchasing.

In addition to the new roadway, two other projects are proposed to connect the existing network to the new Wilson Pike location. Project 51 would extend existing Wilson Pike west of the railroad tracks to the north to intersect with Liberty Pike Extension and East McEwen Drive. Project 32 would extend existing Wilson Pike west of the railroad tracks to the south to intersect Trinity Road south of the existing railroad crossing. Both segments would be two lane roadways.

FIGURE 3.5: WILSON PIKE LOCAL NETWORK PLAN



# 3 STREETS ELEMENT

FIGURE 3.6: WILSON PIKE DETAIL 1

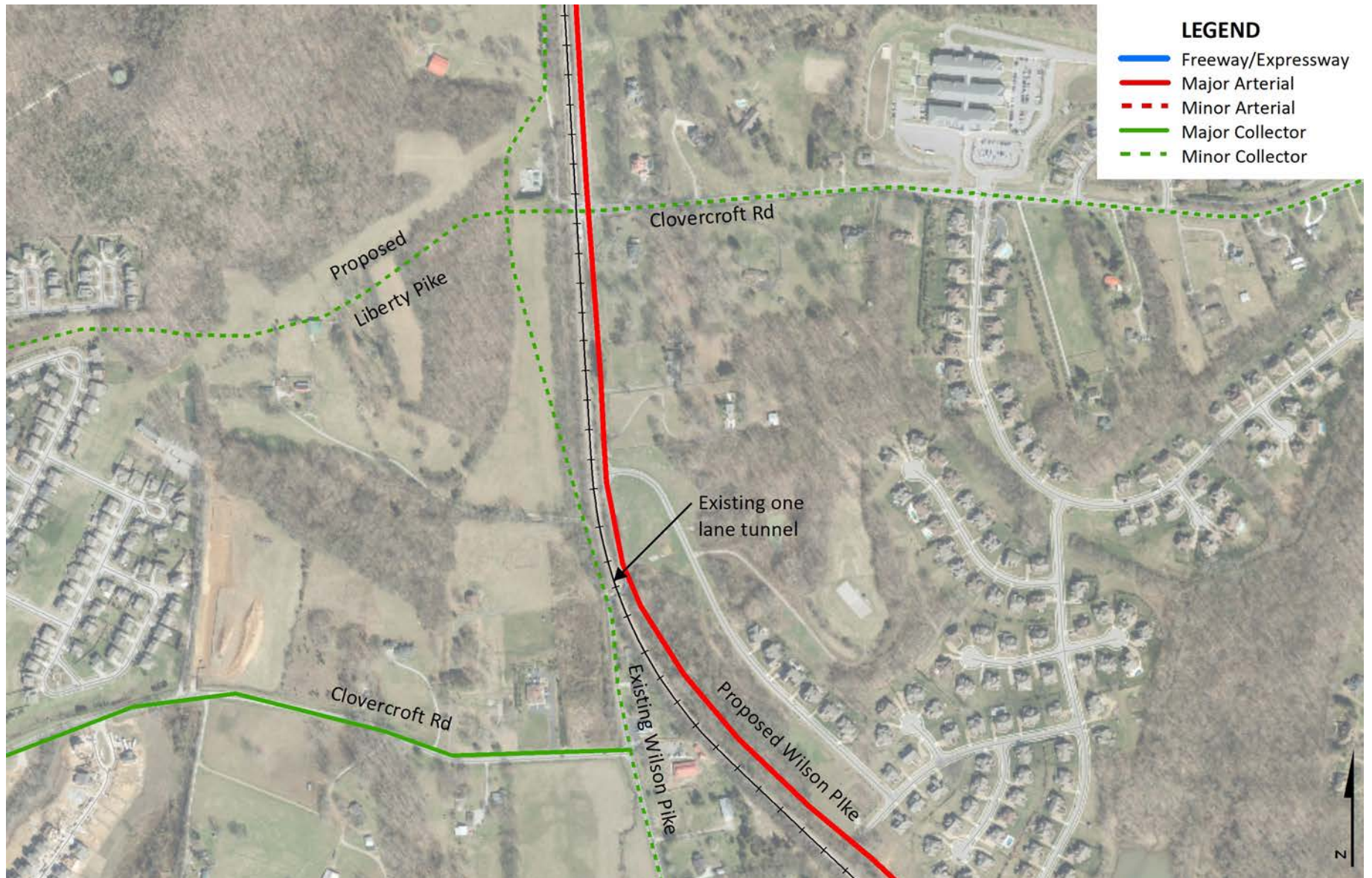




FIGURE 3.7: WILSON PIKE DETAIL 2



# 3 STREETS ELEMENT

## COLUMBIA AVENUE LOCAL NETWORK PLAN

Along Columbia Avenue between Downs Boulevard and Mack Hatcher Parkway, several local roadways exist that only enter onto Columbia Avenue. These roadways intersect relatively closely to each other, creating safety issues with vehicles turning from the side streets to Columbia Avenue. Additionally, the traffic volumes along Columbia Avenue create operational issues for these side streets during peak hours.

In order to improve operations through the corridor, it is proposed to construct a network of local roadways paralleling Columbia Avenue, connecting the existing local roadways and creating additional access points to the network other than Columbia Avenue. These roadways can be constructed as development and redevelopment occurs in the area, or individual roadways can be constructed to ease congestion issues as needs arise. For instance, the Century Court intersection with Columbia Avenue is signalized, while the parallel Beasley Drive is stop-controlled. Constructing a short access drive between these two roadways would allow vehicles from Beasley Drive to safely and efficiently exit the area via the signal at Century Court.

FIGURE 3.8: COLUMBIA AVENUE LOCAL NETWORK PLAN



# 3 STREETS ELEMENT

## CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE

The Carters Creek Local Network Plan involves improvements to two intersections along Carters Creek Pike at Old Carters Creek Pike , which is located in the far southwestern portion of Franklin. The two roadways have a very acute angle of intersection, limiting sight distance and causing safety concerns for motorists.

The proposed solution is to construct a new roadway between the two roadways, connecting from Old Carters Creek Pike to Carters Creek Pike at Horton Lane. This new roadway would only extend approximately 1000 feet, but would also include a cul-de-sac at the eastern intersection between the two Carters Creek Pikes as well as the removal of a segment of Old Carters Creek Pike.

In addition to the new roadway and eastern cul-de-sac, an additional project would construct a cul-de-sac at the western intersection between Carters Creek Pike and Old Carters Creek Pike. This project does not have to be tied to the eastern intersection improvements, but should be completed within a reasonably short timeframe for route continuity and driver expectation.

FIGURE 3.9: CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE LOCAL NETWORK PLAN

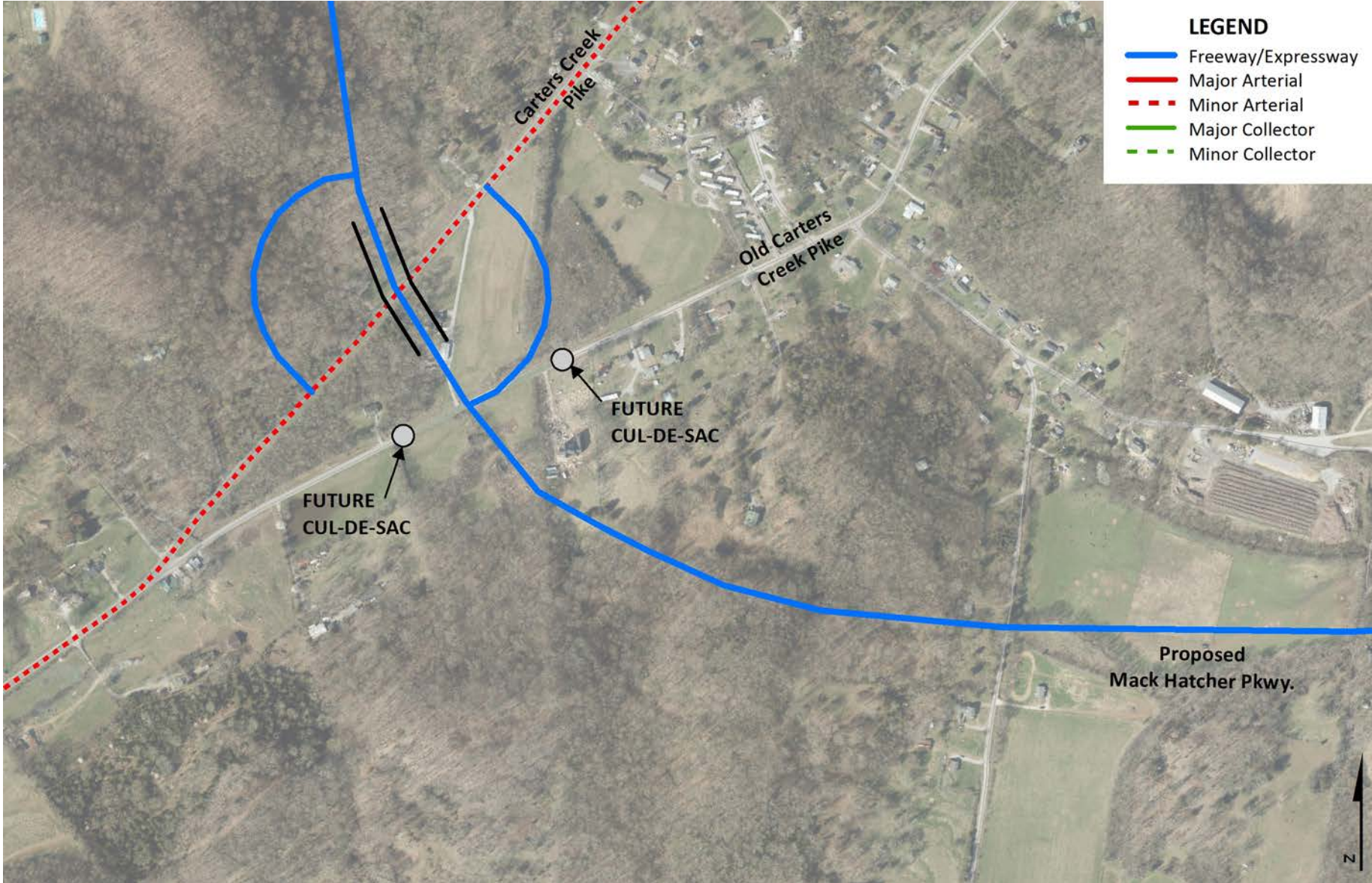


# 3 STREETS ELEMENT

FIGURE 3.10: CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE DETAIL 1



FIGURE 3.11: CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE DETAIL 2



# 3 STREETS ELEMENT

## WEST HARPETH AREA LOCAL NETWORK PLAN

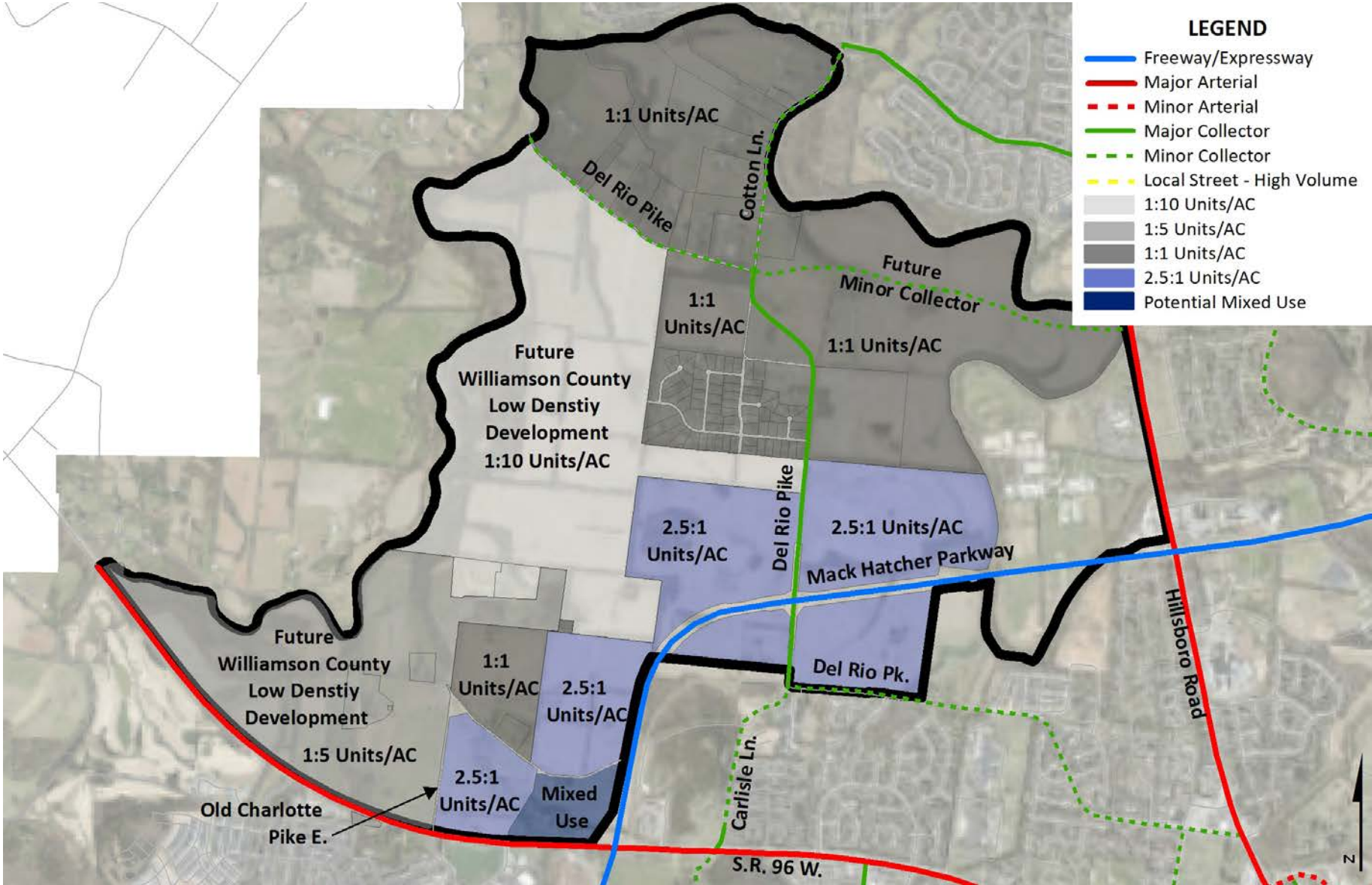
In late 2020 and early 2021, City of Franklin staff hosted multiple meetings with both elected officials, development consultants and property owners in the West Harpeth Area. The purpose of the meetings was to evaluate development potential and required infrastructure. Figure 3.12 shows the projected development densities in the West Harpeth Area. This information was provided by the property owners and their development consultants.

Recognizing the need for connectivity, the property owners proposed a network of high volume roadways. These roadways are conceptual and shown for potential connectivity and planning. Final layout and location shall be determined by city staff with FMPC and/or BOMA approval. These high volume local roadways can be constructed as development occurs in the area.

Most of the existing roadways within the West Harpeth Area are rural and require major upgrades as development occurs in the area. As properties develop in the West Harpeth Area, it will be necessary for development to upgrade these existing roadways to meet city standards. These roadways generally include S.R. 96 West, Old Charlotte Pike E., Del Rio Pike, Carlisle Ln. and Cotton Ln.

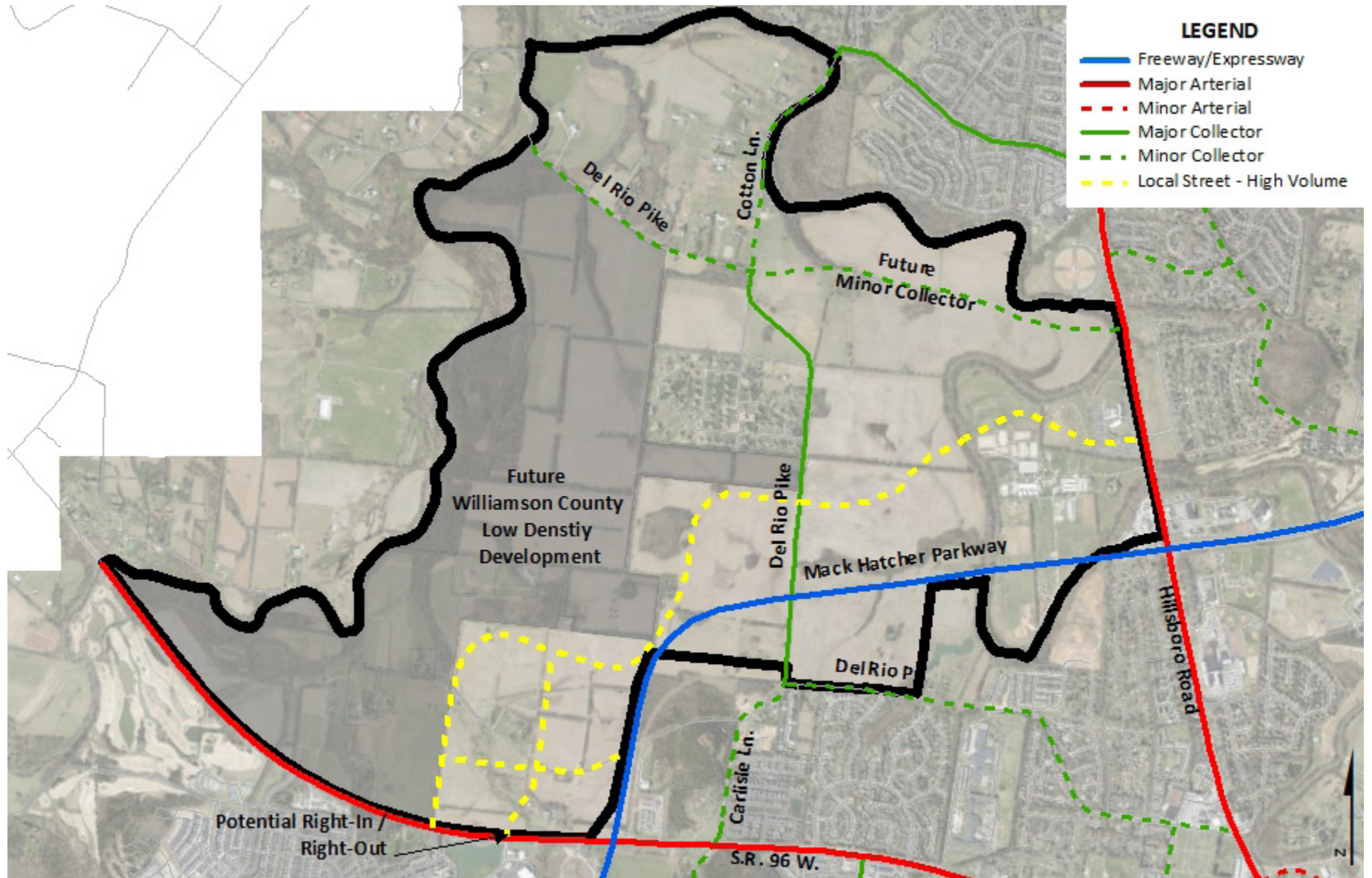


FIGURE 3.12: WEST HARPETH AREA - DENSITY PROJECTIONS



# 3 STREETS ELEMENT

## FIGURE 3.13: WEST HARPETH AREA - PROPOSED ROADWAY NETWORK



# BICYCLE AND PEDESTRIAN

Bicycling and walking are not merely a health or recreational activity, but rather a lifestyle choice. Bicycling and walking are self-powered options that provide a real alternative for transportation needs. Although current transportation planning focuses primarily on motor vehicles, incorporating alternative means of transportation, particularly bicycling and pedestrian traffic, has the potential to improve the City's transportation system for all users.

Based on the desire to increase connectivity and to create more walkable developments, the City is gaining momentum in working with developers to create more destinations for walking and biking such as Ovation, Westhaven, Berry Farms, Historic Downtown Franklin and The Factory. As the City continues to invest in bike lanes and multi-use paths, the opportunity exists for all residents to take better advantage of this bicycle-pedestrian network as a mode of travel to and from various destinations in the City.

## FIVE E'S OF BICYCLE & PEDESTRIAN PLANNING

The collective projects and programs recommended for Franklin can be grouped into one or more of the following interrelated components.

**Engineering:** Engineering refers to the network of pathways that must be planned, designed, and constructed.

**Education:** Once the pathways are in place, cyclists and pedestrians must be made aware of the location and proper use of designated facilities as well as the destinations they connect.

**Encouragement:** People need to be encouraged to bicycle and walk to validate public investment and reap the benefits described above.

**Enforcement:** To ensure safety of all users and the long-term sustainability of the bicycle and pedestrian system, the formal and informal "rules of the road" must be enforced.

**Evaluation:** A regular review of the bicycle and pedestrian network

# 4 BICYCLE AND PEDESTRIAN

should include an assessment of cycling and walking activity, safety analysis, and ways the community continues to work to improve these numbers.

## TYPES OF BICYCLE AND PEDESTRIAN FACILITIES

As roads become more congested, elected officials and City staff seek better ways to move people from place to place. Because roads cannot be expanded infinitely, facilities such as bikeways, sidewalks, and transit are important to foster multi-modal transportation options.

A combination of bicycle and pedestrian facility types are recommended to create a complete system that accommodates users of all ages, skill levels, and abilities. These facilities, along with sample pictures and design recommendations, are defined on the following pages. It is important to note that best practices and design specifications change



Existing bicycle lane on Hillsboro Road.

over time, and current minimum and/or recommended standards may change in the future. In all cases, the final design of each segment of a facility will vary based on site conditions and constraints. These guidelines are tools, and the application of these recommendations requires the judgment of a qualified design professional. Even when the specific guideline cannot be fully met, the Engineering Department or designer should attempt to find a solution that best meets the vision, goals, and objectives of this plan. All designs should be consistent with American Association of State Highway and Transportation Officials (AASHTO), Tennessee Department of Transportation (TDOT), and the Manual on Uniform Traffic Control Devices (MUTCD) standards.

The following is a list of references and sources used to develop the design recommendations for the City of Franklin. These documents provide a greater detail of information, and most are updated regularly to reflect current best practice.

- Guide for the Development of Bicycle Facilities, Fourth Edition. 2012. American Association of State Highway and Transportation Officials, Washington, DC.
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, First Edition. 2004. American Association of State Highway and Transportation Officials, Washington, DC.
- NACTO Urban Bikeway Design Guide, Second Edition. 2014. National Association of City Transportation Officials, Washington DC.
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. 2010. Institute of Transportation Engineers, Washington DC.
- Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition with Revisions 1 and 2. U.S. Department of Transportation, Federal Highway Administration, Washington, DC.
- 2010 ADA Standards for Accessible Design. United States Department of Justice.

# BICYCLE AND PEDESTRIAN 4



*New sidewalks are recommended to be a minimum of 6 feet wide.*

## SIDEWALKS

Sidewalks are the backbone of the pedestrian network. They are the most common pedestrian facility in both urban and suburban settings. They are typically constructed out of concrete and range from five to eight feet in width. Sidewalks are most commonly located within the public right-of-way between the roadway edge and the property line and are grade separated from the adjacent roadway with a curb. Current best practices recommend sidewalks be a minimum of 6 feet wide. Sidewalks should include curb ramps, appropriate intersection and mid-block crossing treatments and safety enhancements such as raised crosswalks, pedestrian refuge islands and curb extensions to allow for safe and convenient roadway crossing for pedestrians.

Design Recommendations:

- Sidewalks should be accessible to all users and designed according to ADA standards.
- Two people should be able to walk side-by-side or pass each other comfortably.
- Sidewalks should be obstruction free. Common obstructions include sign posts, utility and signal poles, mailboxes, fire hydrants, and street furniture.
- Sidewalks should be graded to prevent standing water.
- Sidewalk users should feel secure and safe from adjacent vehicular traffic.
- Where parking is present next to a sidewalk, additional width may be necessary to mitigate the effects of vehicle encroachment.
- The sidewalk surface should be smooth and continuous.
- Decorative concrete and pavers can be used to improve aesthetics and increase visibility at conflict points.
- Landscape planting strips and street trees should be included where possible to provide a buffer between the sidewalk and adjacent travel lanes.

# 4 BICYCLE AND PEDESTRIAN



*Urbanized wide sidewalk in commercial district*

## URBANIZED SIDEWALK

Urbanized sidewalks shall be required in downtown / commercialized areas of the City and shall include an 8' min pedestrian through zone. The pedestrian zone shall be obstruction free. In addition to the pedestrian through zone, it shall include a 6' minimum street furnishing/green zone between the curb and the pedestrian through zone. This area can be used for street furniture, trees, planters, poles, fire hydrants and other items that are not allowed to protrude into the pedestrian through zone.



*Buffered bike lane on Goose Creek Bypass (SR-248)*

## BIKEWAYS

Bikeways are the portion of a roadway that has been designated by striping and pavement markings for the exclusive use of bicyclists. Conventionally, a bike lane is located along the outside of the travel lane, between the travel lane and the curb or parking lane. Bike lanes allow cyclists to ride at a comfortable speed without interfering with automobile traffic. Bike lanes help make drivers aware of bicyclists' right to the street and facilitate predictable behavior and movements between cyclists and motorists.

Where space allows or higher vehicle travel speeds are present, buffered bike lanes provide an additional buffer space separating the bicycle lane from the adjacent travel or parking lane. Bikeways should include appropriate intersection and mid-block crossing treatments

# BICYCLE AND PEDESTRIAN 4

to allow for safe and convenient roadway crossing for cyclists. The preferred type of on-street facility depends on the roadway classification and characteristics. Several types of on-street facilities can be used in conjunction with each other to create a well-developed bicycle network.

## Design Recommendations:

- The minimum recommended bike lane width is 5 feet.
- Bicycle lane word and/or symbol and arrow markings should be used to define the bike lane.
- A solid, 6-inch white lane line should be used to separate the vehicle travel lane from the bike lane.
- Through bike lanes should not be positioned to the right of a right turn lane.
- When placed next to parking, a solid, 4-inch white lane line should be used to distinguish the bike lane from the parking lane.
- Bicycle-friendly drainage inlets and utility covers should be used if they encroach into the bike lane.
- Lane striping should be dashed and the bike lane painted to enhance visibility through high traffic merging areas.
- “Bike Lane” signs should be posted prior to the beginning of a marked bike lane.
- For buffered bicycle lanes, the buffer should be at least 2 feet wide.

## MULTI-USE PATHS

Multi-use paths are paved pathways that are designed to accommodate pedestrians, cyclists and other non-motorized activities, such as skateboarding or roller blading. Like sidewalks, multi-use paths are typically located within the public right-of-way and should be buffered from the adjacent travel lanes with a landscape strip and/or vertical separation (i.e. curb).

Where multi-use pathways are adjacent to the roadway, appropriate



*Multi-use paths accommodate both pedestrians and bicycles.*

buffer space should be provided in accordance with applicable Federal, State, and local guidelines. Where multi-use paths cross a roadway, they should include appropriate intersection or mid-block crossing treatments to allow for safe and convenient roadway crossing for users of the paths.

Special consideration must be given to multi-use path design because they can result in situations where a portion of the bicycle traffic may ride against the flow of automobile traffic. Despite possible conflicts created by contra-flow bicycle traffic, multi-use paths are recommended as part of Franklin’s system to provide facilities for cyclists who may not be comfortable using on-road facilities. It should also be noted that the presence of a multi-use path does not prevent any user from riding in the travel lanes. Multi-use paths are recommended in situations where

# 4 BICYCLE AND PEDESTRIAN

one or more of the following may exist:

- The adjacent roadway has high traffic volumes or high vehicular speeds.
- Bicycle and pedestrian use is expected to be high.
- The side path is used to connect other facilities primary facilities.
- The side path can be designed with few roadway and driveway crossings.
- The side path can be terminated with safe transition to another path or on-street facility.

## EXISTING FACILITIES

The assessment of existing walkway, bikeway, and multi-use path facilities was conducted using two primary sources of information. The first set of information reviewed was the Greenways and Trails Master Plan (GTMP) that was completed in 2015 for the City of Franklin Parks and Recreation Department. The second set of information reviewed was existing facilities and proposed project information provided by staff and Franklin’s GIS system. The proposed project information in particular was reviewed for concurrency between the GTMP and CNTP. The focus of the assessment was to provide a set of projects that close gaps in the proposed bikeway and walkway network and ensure consistency in project development between the CNTP and the GTMP.

The GTMP focused mainly on off-street facilities but does include some on-street facilities, such as on-street bikeways and multi-use paths adjacent to roadways. The assessment included a review of the GTMP to identify on-street facilities and, where needed, to include them for programming in the CNTP.

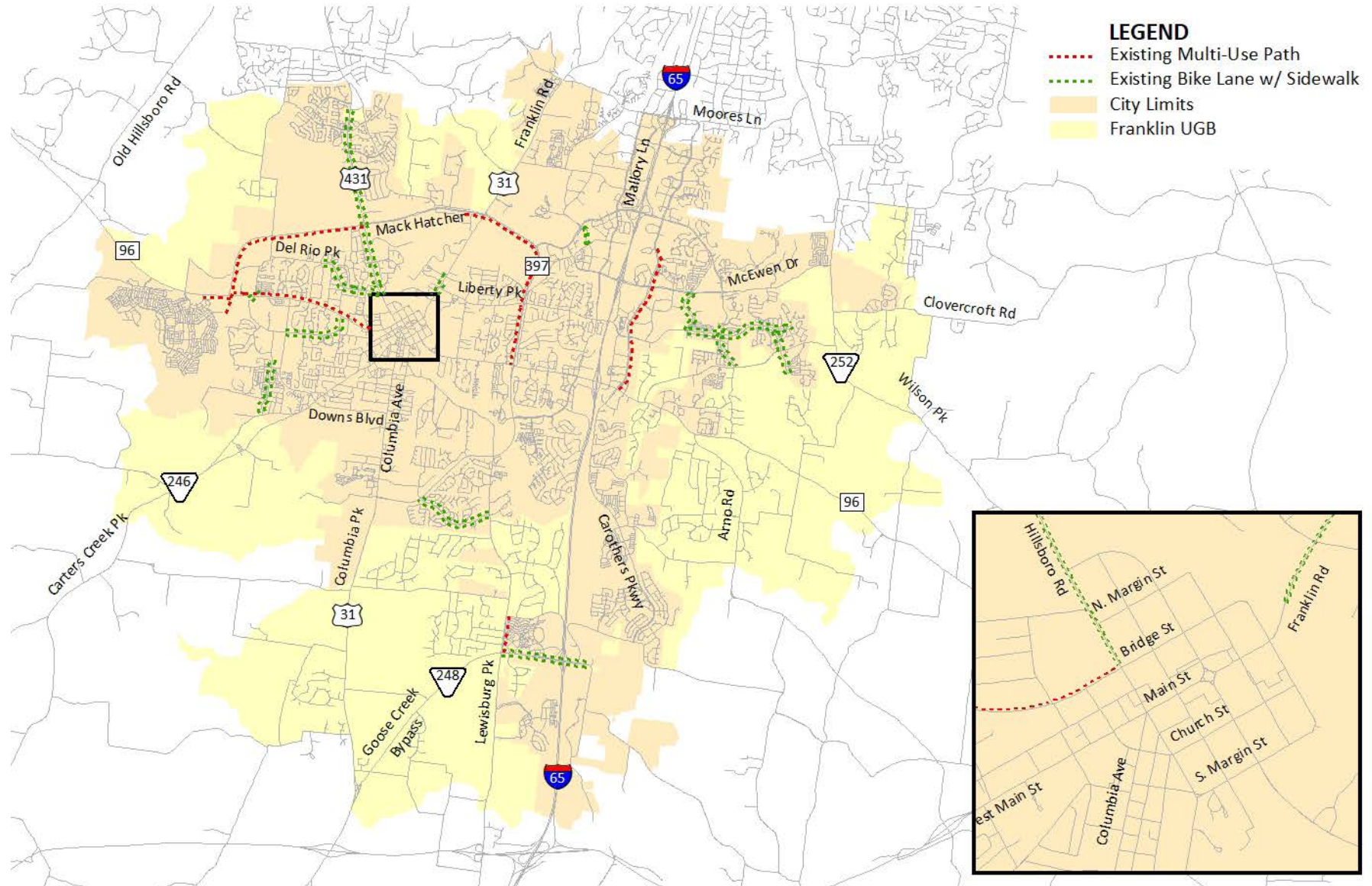
The CNTP focuses exclusively on roadways and on-street improvements, such as intersection enhancements. The existing on-street network of walkways, bikeways, and multi-use paths was reviewed using GIS data as well as data from the GTMP to assess the on-street walkway and

bikeway network.

Bicycle and pedestrian networks are slowly becoming an integral component of Franklin’s transportations system, because they provide multiple benefits such as improved public health, increased safety, greater quality of life and access to employment and recreation opportunities.



## FIGURE 4.1: EXISTING BIKE LANES AND MULTI-USE PATHS



# 4 BICYCLE AND PEDESTRIAN

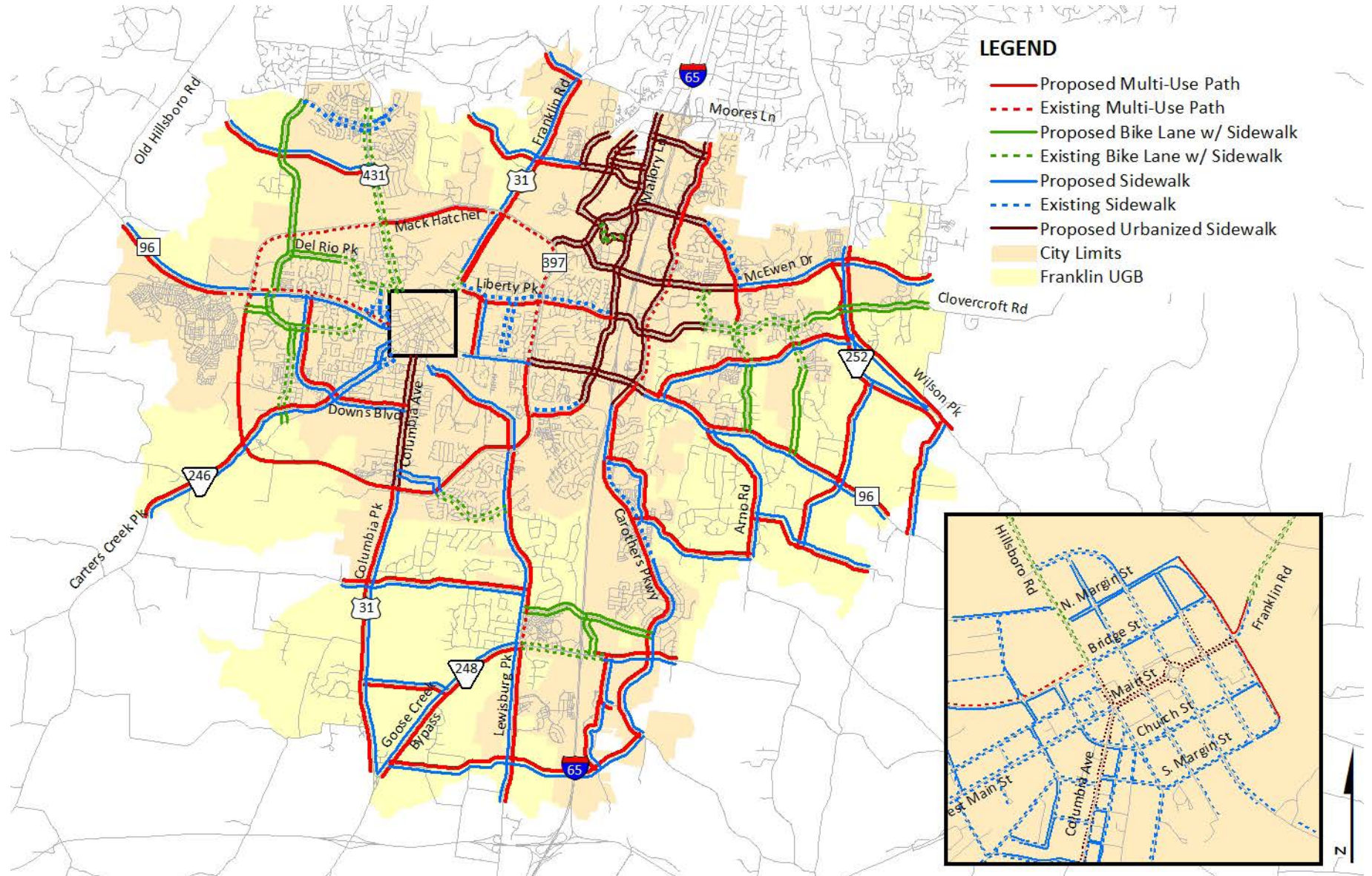
## PROPOSED FACILITIES

Based on the assessment of available information, City staff identified the appropriate bicycle and pedestrian improvements on all major roadways throughout the City. When completed, these projects will provide a complete and connected network for people to walk and bike along major roadways in Franklin.

The map on the following page presents the recommended bicycle and pedestrian network for the City of Franklin. This map is not meant to be static, rather it should evolve over time as land uses and conditions change. Every transportation project and new development should be evaluated for bicycle and pedestrian, with operations and facilities designed and constructed as appropriate.

*“Share the Road” signage along a bicycle route.*

## FIGURE 4.2: PROPOSED BIKE AND PEDESTRIAN

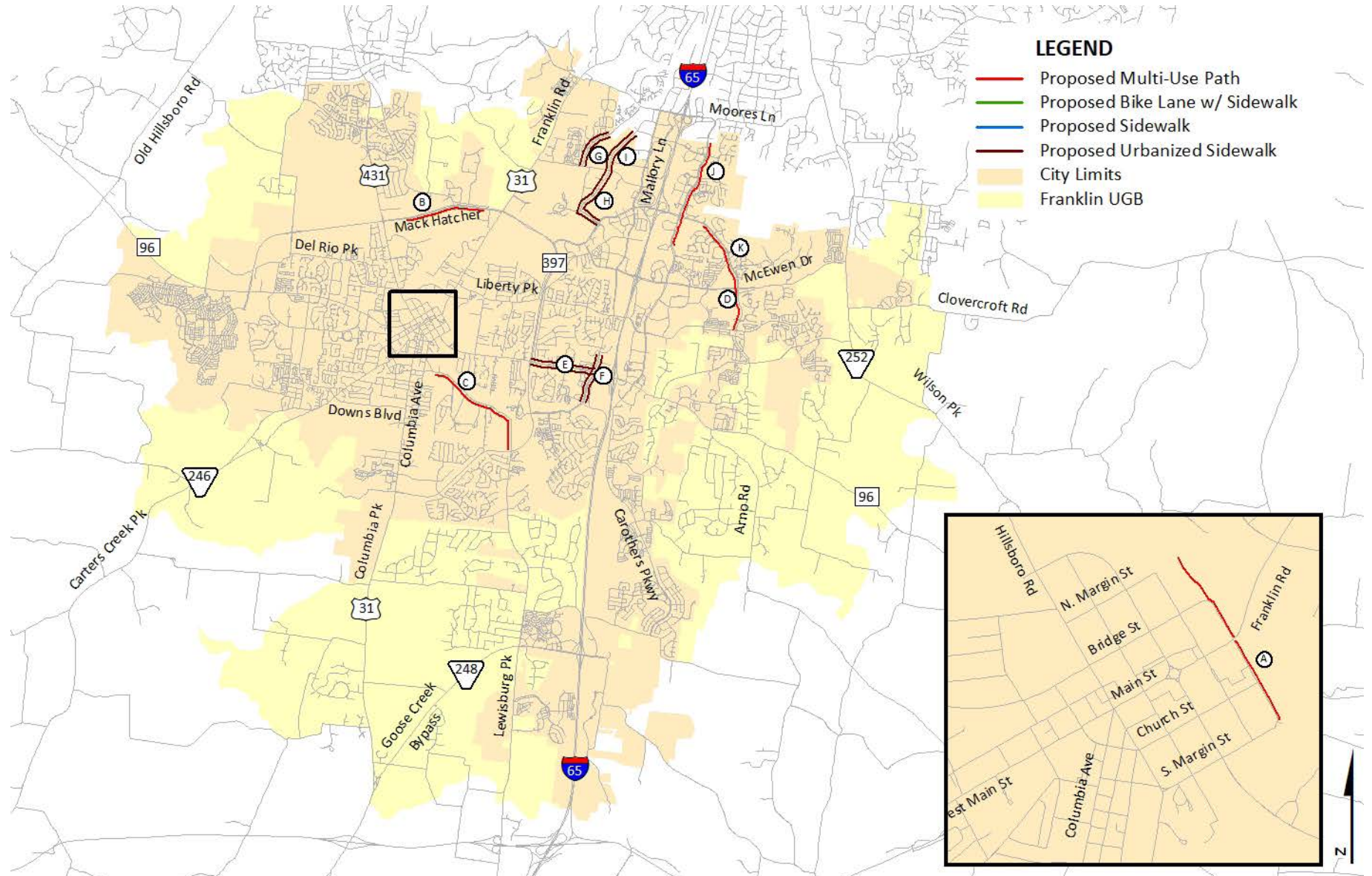


# 4 BICYCLE AND PEDESTRIAN

## RECOMMENDED PROJECTS

The following map and table identify bicycle and pedestrian improvements recommended in the short, medium, and long term. These projects are identified separately from the roadway recommendation in Chapter 3, because they have the ability to move forward as stand alone projects and don't necessary require a larger roadway project that may include curb and gutter, storm drainage and major utility relocations.

## FIGURE 4.3: PROPOSED BICYCLE AND PEDESTRIAN PROJECTS



# 4 BICYCLE AND PEDESTRIAN

**TABLE 4.1: PROPOSED BICYCLE AND PEDESTRIAN PROJECTS**

	<b>Project Number</b>	<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Length (Miles)</b>
<b>SHORT</b>	A	1st Ave North and South	South Margin Street	Bridge Street	0.38
	B	Mack Hatcher Parkway (SR-397)	Daniel McMahon Lane	East of Hillsboro Road (SR-106/US-431)	1.20
	C	Lewisburg Pike (SR-106/US-431)	Mack Hatcher Parkway (SR-397)	East Fowlkes Street	1.89
	D	Oxford Glen Drive	Liberty Pike	East McEwen Drive	0.50
<b>MEDIUM</b>	E	Murfreesboro Road (SR-96)	Mack Hatcher Parkway (SR-397)	Interstate 65	2.27
	D	North / South Royal Oaks Boulevard	Oak Meadow Drive	Holiday Court	1.52
	G	General George Patton Drive	Mallory Station Road	Northern City Limits	1.52
	H	Aspen Grove / Seaboard Lane	Cool Springs Boulevard	Mallory Station Road	2.08
	I	Seaboard Lane	Mallory Station Road	Northern City Limits	1.33
<b>LONG</b>	J	Carothers Parkway	South of Cool Springs Boulevard	Northern City Limits	1.61
	K	Cool Springs Boulevard	Billingsly Court	East McEwen Drive	1.04

+

# 5 IMPLEMENTATION

Compared to implementation, preparing the Comprehensive Transportation Network Plan is relatively uncomplicated. The real challenge comes in translating a plan’s vision, goals, and recommendations into the day-to-day operations and actions of City government. The main purpose of the City of Franklin’s Transportation Plan Update is to implement its recommendations.

When the City determines how to implement the CTNP’s recommendations, it is important to continuously consider the integrity of the planning process, the community’s values, the City’s resources and the importance of a particular project in the overall transportation vision. A plan is a community’s future. It is the collective will and roadmap for the future. It is a community’s duty is to find ways to give it life that keep it true to the vision and maintain its integrity.

The CTNP is comprehensive for a reason – because everything in a living community is interconnected – and it must be implemented in a way that treats its components as part of a whole. The plan takes great care to provide recommendations within the context of that basic reality.

With these thoughts in mind, this chapter is meant to help the community adopt, implement and update the CTNP and make it available to the public.

## ADOPTION

The City must prepare a resolution to adopt its transportation plan to ensure that it promotes the public health, safety, morals and convenience, and for the sake of efficiency and economy. Historically, the City of Franklin Board of Mayor and Alderman (BOMA) has approved a resolution recommending approval of the Transportation Plan to the Franklin Municipal Planning Commission. The Franklin Municipal Planning Commission then holds a public hearing and passes a resolution adopting the Transportation Plan. The approved Transportation Plan then needs to be recorded at the County Register of Deeds office. If residents are actively involved throughout the planning process, the public hearing should go smoothly. Using a resolution,

# 5 IMPLEMENTATION

the local government formally adopts the plan – by a simple majority vote. The procedures for adopting a plan are described in Tennessee Code Annotated, Title 13, Chapter 4, Part 2, and Section 13-4-202 (TCA 13.4.2.13-4-202). Even with a well-designed planning process, a community may lack consensus on certain issues or, in the worst case, may not have enough support to adopt a plan. In that case, the City may choose:

- Setup a committee to work through the remaining issues. The committee should have balanced representation from all sides of the issues in dispute and a definite timeline for reporting its recommendations.
- Recommend further study of the issues with a clear timeline. Through additional study, participants may discover new information that will help them develop a consensus.
- If the community is extremely divided on an issue, it may be necessary to bring in a professional facilitator or a mediator to help it find a solution. Sometimes a community must make tough choices and move on.

## INTERPRETATION

The CTNP should serve as Franklin’s guide for public and private transportation project development throughout the City. The long range goals, objectives, and recommendations, along with the supporting maps, are intended to guide decisions towards Franklin’s collective vision of the future. Members of City staff, Franklin Municipal Planning Commission (FMPC) and the Board of Mayor and Aldermen (BOMA) should interpret the goals, objectives and recommendations as long-term and deliberately broad vision. The FMPC and the BOMA should keep in mind that this plan reflects the community’s values. City officials cannot expect to control all circumstances. However, the spirit of this plan should be adhered to in order to ensure that the community’s values are

maintained. The project listing, on the other hand, is intended to direct the day-to-day decisions concerning more specific and task oriented activities. Each time the BOMA reviews the transportation priorities, they should interpret the project list by saying, “given our long-term goals and changing community conditions, these are the projects that we want to complete in the short-term and long-term, and this is how we plan to accomplish them.” Interpreting the plan in this way will enable the members of both the FMPC and the BOMA to justify their decisions regarding proposed development or redevelopment in Franklin, as it relates to the transportation component of the project.

When a new annexation, rezoning, planned unit development (PUD), subdivision or site plan review request is filed with the Planning & Sustainability Department, City staff should review and evaluate the application against the Land Use Plan, the CNTP, and the City’s ordinances to provide a staff report, with a formal recommendation, to the FMPC regarding its findings.

## CAPITAL IMPROVEMENT PLAN

The CTNP covers a broad variety of issues and subject matters and includes both policy decisions and projects. In order to implement the plan and projects, the City should continue to complete a Capital Investment Plan (CIP). The CIP is a planning document that covers a timeframe of five to ten years, is updated annually and implements the CTNP by providing the necessary funding for short-range infrastructure and capital investment projects. The document provides guidance and planning for capital improvements throughout the city and allocates financial resources to various community needs and requests. The document states the BOMA’s prioritization of the financial resources available for capital project spending by identifying which projects should be included, when they should be constructed and how they will be financed.

In order to update the City’s CIP, the Engineering Department should



update the current CIP with the projects listed in the CTNP. The CIP represents the City's tentative commitment to comply with the plan, unless circumstances or priorities change in the future. The commitment is more certain in the first year of the CIP and becomes increasingly more tenuous in subsequent years. Nevertheless, the CIP should be used as the City's present plan and priority over the next five to ten years.

Once the CIP is updated with the information contained in the approved CTNP, City staff should prioritize the projects and develop a rolling strategy for moving these items forward. This information should be shared with and approved by the BOMA, since they are responsible for the City's budget. It will be important that this is completed prior to City budgeting time in order to ensure adequate funding is in place. Even though the CIP is a planning document, it should not be an automatic authorization of the construction of projects, due to the procurement process and the allocation of resources.

## MONITORING & UPDATE

A planning process does not have a defined beginning and end. It is an on-going process that responds to new information and circumstances and incorporates changing conditions into decisions. Circumstances that may change include physical conditions of infrastructure, economic climate, the natural environment, and social and community goals.

Once the plan is adopted, it will need to be revised from time to time to ensure that it stays consistent and relevant to current conditions. It is best that the City continue in the same partnership manner it has to undertake the creation of this plan.

Periodically and prior to preparing the annual City operating budget, City staff should undertake an assessment that documents the impacts of the project implementation activities. This could be accomplished with preparing the update to that year's CIP.

A major transportation plan update for a community like Franklin

should occur approximately every 5 years, or sooner, depending on the conditions within the community. The purpose of the plan update is to re-evaluate the goals, policies, and projects contained within this plan (noting those to change and those to remove), and to develop new policies, if necessary, to make sure that this plan is effective. Additionally, it will be necessary to update the travel demand model, especially when significant development changes occur.

The plan update process is further described in the next section.

## PLAN AMENDMENT PROCESS

Due to funding requirements, it is important to keep the CTNP current. Plan amendments should be considered when the overall vision and goals still remain, but changes in projects and policies are needed. This process should be undertaken when changes are needed due to specific redevelopment, or modifications to a specific road segment. An amendment should be considered only when it will not change the overall vision or goals. The amendment would be in accordance to TCA 13.4.2.13-4-202 series and occur as follows:

- The Board of Mayor and Aldermen would approve a resolution recommending approval of any amendments to the FMPC.
- The FMPC would give notice for a public hearing for an amendment to the CTNP in accordance with TCA.
- The FMPC would approve a resolution adopting the plan.
- Amendments shall be recorded at the County Register of Deeds Office.

## FISCAL CONSIDERATIONS

The implementation of the CTNP will require the City's financial commitment and support to carry out the policies and achieve the

# 5 IMPLEMENTATION

vision and goals set forth herein. These financial commitments should include existing programs and policies the City currently has in place. Although it is the City’s intent to administer this plan with the current financial resources available, monies may need to be set aside in future budgets to carry out some of the recommended actions. The adoption of the CTNP does not authorize expenditures for its implementation. The BOMA, in accordance with State statutes and City policies, may authorize the financial resources to implement the plan.

In some cases, funding may be available from outside sources. When opportunities become available and make sense financially, the City should seek these funds through Federal, State or local grants, loans and other financial resources. In order to take advantage of these resources, it is important for the City to keep their plan and CIP updated.

## PROJECT PRIORITIZATION

This plan is a 20 year document. Therefore, not all of the recommendations can and should be implemented at one time. The purpose of this section is to summarize the projects and policy recommendations.

During this process, the projects were broken into three time frames; short term (0 to 5 years), medium term (5 to 15 years), and long term (15 to 20 years). In the appendix, project sheets have been developed that highlight each project identified in this plan. The project sheets provide an overview of the identified project. There are three sections that contain key information about the project including project overview, project character, and project specifics. The project overview includes the overall cost, time frame and project driver. The project character includes functional classification, segment length, existing lanes, proposed lanes and right-of-way acquisition. Finally, project specifics include all the pertinent information about the project including lane width, median, center turn lane, curb and gutter, parking, pedestrian facility, bicycle facility, bicycle route and transit facility. All of the project cut sheets are located in the appendix.

## POLICY RECOMMENDATIONS

The following proposed policy changes should serve as guidance to City staff when reviewing development plans against the recommendations of this plan. In general, any development plans should adhere to the following transportation policy recommendations. Additionally, these policies should be used in updating the City’s zoning and subdivision control ordinance.

### CONTROLLED ACCESS

In a traditional, unmanaged development pattern, each development requests its own curb cuts to access an adjacent roadway. The amount of entry and exit points often creates congestion on the roadway as people are constantly attempting to turn into or out of an adjacent property. Franklin has seen these issues in many places throughout the City. Implementing controlled access will limit the number of entry and exit points onto major arterials and collectors, which will smooth traffic flow, reduce the number of accidents, and provide for safer intersections that can often be stop controlled, signalized or managed with roundabouts in appropriate locations. This strategy can also include the use of “right in, right out” access points. A desirable alternative to the many different curb cuts on these arterials and collectors would be to group these multiple access points into single entrances that would serve many buildings. In some cases, this may include combining existing entrances and/or encouraging new businesses to use existing curb cuts. With special signage and landscaping, this initiative could enhance the character of the corridors while improving traffic flow and easing access to properties. Removal of these conflict points reduces the number of accidents at an intersection by preventing motorists from unsafe maneuvers in order to turn left while also reducing the traffic volume at major intersections by providing a second point of entry. The City of Franklin should adopt an access control strategy in order to

maximize the use of its existing roadway system while also enhancing the safety of the City.

## What Is Access Management?

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. It also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals (Access Management Manual, Transportation Research Board, 2003).

### Definition & Purpose of Access Management

The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system (Access Management Manual, Transportation Research Board, 2003). Access management plays a critical role in the establishment of a well-functioning roadway, and is especially important when building new roads.

Access management involves the physical layout, operations and institutional control of a roadway. The City should continue a proactive approach to access management by incorporating these concepts from the beginning of project development. Unfortunately, that is not always the case. In fact, it is typical for access management to be considered only when problems occur on an existing roadway. By that time, the most effective strategies are difficult, if not impossible, to implement.

The City has an opportunity with the number of new roadways to ensure that access management principles can be applied as the roadway is being designed. This represents an enormous opportunity for developing an access management plan that will best suit the needs of the roadway without the constraints of an existing roadway.

However, there are still many existing roadways in the City. Each time new development is proposed, the Engineering staff should provide recommendations to the Planning and Sustainability Department regarding the type of access management.

Four fundamental elements of access management drive virtually all decisions regarding project design. They are as follows:

- Functional Classification
- Location / Alignment
- Roadway Cross Section
- Access Locations and Control

The relationship of each of these key elements to the access management plan is reviewed in the following sections, followed by a section describing implementation strategies.

### Functional Classification

Functional classification refers to a roadway's primary purpose. With the exception of fully controlled access freeway facilities, all roadways serve some combination of through travel and access to property. Roadways that are primarily intended for traffic service (typically for longer trips) are referred to as arterials. Those intended primarily for access to abutting land use are local streets. Collector roadways link local streets with arterials and often serve balanced demands for travel and access to property.

In many ways, the functional classification system for a network of roadways is analogous to a tree, with the arterials serving as the trunk, the collectors serving as the branches, and local streets serving as the twigs that tie directly with the leaves (representing individual land parcels).

Identifying the functional classification of a roadway is an important step in development because it drives many decisions regarding the physical needs of the facility, including lane requirements, appropriate design standards, cross section elements, right-of-way,

# 5 IMPLEMENTATION

and access management components. Functional classification should be defined in the context of the overall roadway network to provide a balanced system that meets both travel and access requirements.

## Location / Alignment

Once the functional classification of a roadway is identified, the next defining element is its location and alignment. The location and alignment of the roadway is important because it determines access to various properties. As the City determines re-alignments of existing roadways and alignments of new roadways it is important to consider how it meets up with existing roadways, provides access to parcels and the incorporation of other non-vehicular options.

## Cross Section

The cross section establishes the right-of-way width necessary to accommodate the roadway and all of its associated features. These features include the number of travel and auxiliary lanes, pavement edge treatments/ drainage, pedestrian features, utilities, landscape/ buffers, and space for future expansion (as appropriate). All of these features must be considered in establishing the overall right-of-way for the roadway.

## Access Control

The fourth major item to consider in initial development is access control. It is just as important to effective operations as the location and cross section of the roadway. As with alignment and cross section, access control is a significant engineering factor in facility design. More importantly, access control is a regulatory issue that requires coordination among departments and continual vigilance to insure that overall roadway operations are not compromised.

There are a number of design factors to consider with respect to access control, including the following: traffic signal spacing,

driveway layouts and design, driveway offsets and spacing, and shared access opportunities. The relationship of these design factors to access control is presented in the following sections.

## *Traffic Signal Spacing:*

Unless a decision is made to provide full access control, signalized intersections are likely to determine the level of service and quality of overall roadway operations. At an isolated intersection, the level of service of a roadway is determined directly by the traffic signal. Where intersections are spaced a mile apart or less, roadway capacity is determined by how well the traffic signals operate as a system.

The coordination of adjacent traffic signals is straightforward in concept. The signals must operate on the same cycle length, with offsets timed to match the arrival of vehicles from the upstream intersection. Cycle length is the total time allocated to all signal phases. Offsets are the points in time during the cycle that each phase changes. Pre-timed traffic signals repeat a cycle of a set length with fixed offsets, and the relationship between intersections is maintained through each cycle. More sophisticated systems may vary the cycle length, but for a given travel speed, the relationship between offsets of adjacent intersections is held constant to maintain progressive flow.

The coordination of traffic signals is easy on a one-way street. Timing patterns are developed to provide a “band” of green time based on a specific travel speed. Signal coordination becomes more complex for two-way operations since the optimal pattern in one direction may not work in the other direction. Generally, two-way progression can only be established where signalized intersections are evenly spaced. In fact, irregular spacing of intersections can make two-way progression mathematically

impossible. For that reason, identifying major intersections or entry points to optimize traffic signal operations may be the most important access strategy of all in early planning for arterial roadways.

### *Driveway Location and Design:*

In order to maintain the integrity of overall operations of a roadway, signalized access points should be allowed only at locations that fit with optimal spacing of traffic signals for progression. If other access points are allowed, crossing of the median should not be allowed and they should not be signalized. In most cases, major developments should only be allowed to access the major arterial or collector at intersections at appropriate locations within the traffic signal system.

Permitting Requirements/ Development Issues: Driveway design standards should be adopted that provide appropriate tapers to accommodate the vehicles being served. Acceleration and deceleration lanes may be desirable at some locations, as indicated in traffic impact studies for specific developments.

## **ENCOURAGE CROSS EASEMENTS BETWEEN PARKING LOTS**

Grouping entrances provides access from one business to another without the use of the main roadway. There are many areas in Cool Springs that do not have access between businesses. They are served by an excessive number of curb cuts. Typically, parking lots have been created for each of these businesses and individual curb cuts have been provided. The connection of parking lots and the creation of frontage roads (where feasible) and the internal connection of parking lots would

maintain access between properties while enhancing the flow of traffic.

## **MANAGE BUSINESS SIGNAGE**

Excess signage along arterials is a major problem in many communities. While signage is the primary means for a business to promote itself and serves as wayfinding for the motorist, often the number, size and style of signage can distract and mesmerize motorists traveling down a corridor and negatively impact the identity of an area. To positively impact the character in an area, a desired style and look should be established, as demonstrated in the identity recommendations outlined earlier in this chapter. By establishing a unique identity, standards can be implemented that regulate height, size, style and arrangement of signage. This would enhance the visual aesthetics of the corridors, provide clear direction for motorists, and provide a unifying element for varying land uses.

## **INCREASE OF SIDEWALKS/MULTI-USE PATHS**

The addition of sidewalks and/or multi-use paths along arterial, collector and local roadways would encourage pedestrian and bicycle movement within neighborhoods and subdivisions. These could be used as a secondary layer of pedestrian pathway management, providing the ability to travel from a neighborhood to an activity center without the safety issues associated with the use of heavily traveled roadways. All new subdivisions as well as major commercial, office and industrial centers should be required to install sidewalks or paths that will interconnect into the proposed pathway, trail and greenway network. This should be accomplished through the zoning and subdivision ordinances.

## **INSTITUTE TRAFFIC CALMING MEASURES**

# 5 IMPLEMENTATION

Traffic calming measures should be analyzed and applied to neighborhood or subdivision streets as warranted. Measures could include speed bumps, roundabouts, medians, textured pavements, rumble strips, raised crosswalks, and other special features. Traffic calming measures could help retain the residential nature of neighborhood streets by discouraging high operating speeds and non-local traffic.

## IMPROVE CONNECTIONS/ACCESS

One of the traffic issues within Franklin has been the lack of connections between subdivisions, which causes increased congestion. The design of residential subdivisions has changed over the years. The size of lots, styles of houses, right-of-way configurations, and community amenities have been a function of subdivision regulations and the zoning ordinance. Curb cuts for newer subdivisions should align with those of older, adjacent developments where feasible and subdivisions should connect. Neighborhood streets should be extended to intersect with other local streets to improve neighborhood connections and access, and those streets should align with one another. This will be especially important in the northwestern, southern and far eastern areas of the City where a significant amount of residential development is projected for the future.

# A1 PROJECT SHEETS

# 1

## EAST MCEWEN DRIVE COOL SPRINGS BOULEVARD TO WILSON PIKE (SR-252)

This project is a widening of East McEwen Drive from Cools Springs Boulevard to Wilson Pike (SR-252). The widening of this road from 2 to 4 lanes is necessary to handle the increased traffic from the Cool Springs Area.



PROJECT OVERVIEW	
OVERALL COST:	\$37,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.38 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

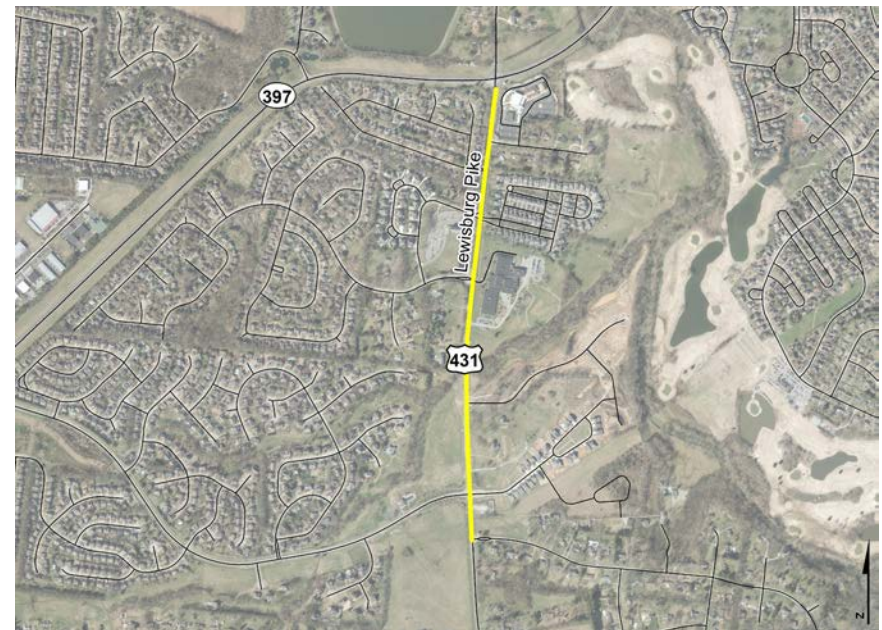


# LEWISBURG PIKE (SR-106/US-431) HOLLY HILL DRIVE TO MACK HATCHER PARKWAY (SR-397)

# 2

PROJECT OVERVIEW	
OVERALL COST:	\$15,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.86 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Multi-Use Path w/ 6' Green Furnishing Zone (East Side)
	6' Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

The project is a widening from 2 lanes to 4 lanes along Lewisburg Pike from Mack Hatcher Parkway (SR-397) to Holly Hill Drive. The widening of this roadway is necessary to continue to support access to Mack Hatcher from surrounding neighborhoods.



# 3

## COLUMBIA AVENUE (SR-6/US-31) MACK HATCHER PARKWAY (SR-397) TO DOWNS BOULEVARD

Columbia Avenue (SR-6/US-31) is proposed to be widened from 2-3 lanes to 5 lanes from Downs Boulevard to Mack Hatcher Parkway (SR-397). This project provides a key link from the south side of Franklin into the Downtown. This area accesses heavy commercial and manufacturing areas within the City and the road must be able to handle truck traffic.



PROJECT OVERVIEW	
OVERALL COST:	\$27,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.15 miles
EXISTING LANES:	2-3
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	97 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk W/ 6' Furnishing Zone (East Side)
	8' Min Sidewalk W/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

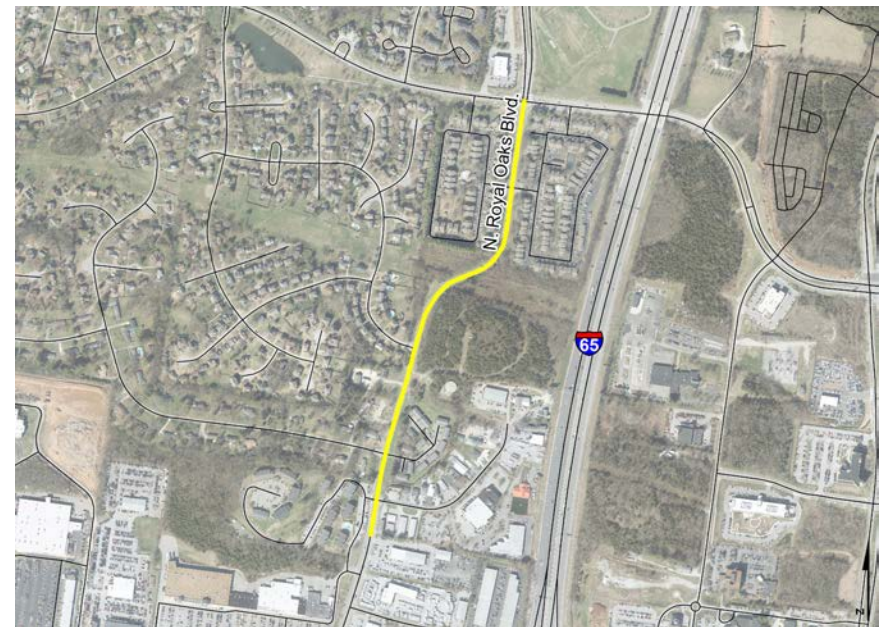
# NORTH ROYAL OAKS BOULEVARD

## LAKEVIEW DRIVE TO LIBERTY PIKE

4

PROJECT OVERVIEW	
OVERALL COST:	\$16,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.60 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	121 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk W/ 6' Furnishing Zone (East Side)
	8' Min Sidewalk W/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Royals Oaks Boulevard is a major arterial roadway within the City. It runs parallel to I-65 and provides critical access onto I-65 from Murfreesboro Road (SR-96W) and McEwen Drive. The roadway is to be widened from 2 to 4 lanes from Liberty Pike to Lakeview Drive.



# 5

## CAROTHERS PARKWAY

### SOUTH CAROTHERS ROAD TO MURFREESBORO ROAD (SR-96)

This project is a widening of Carothers Parkway from Murfreesboro Road (SR-96W) to South Carothers Road. The widening takes the road from 2 to 4 lanes. The widening of Carothers Parkway provides greater north-south access that parallels I-65. There are existing neighborhoods, retail and office that is well served by the widening.



PROJECT OVERVIEW	
OVERALL COST:	\$25,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.14 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	134 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk W/ 6' Furnishing Zone (East Side) 12' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	8' Min Sidewalk W/ 6' Furnishing Zone (West Side) 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

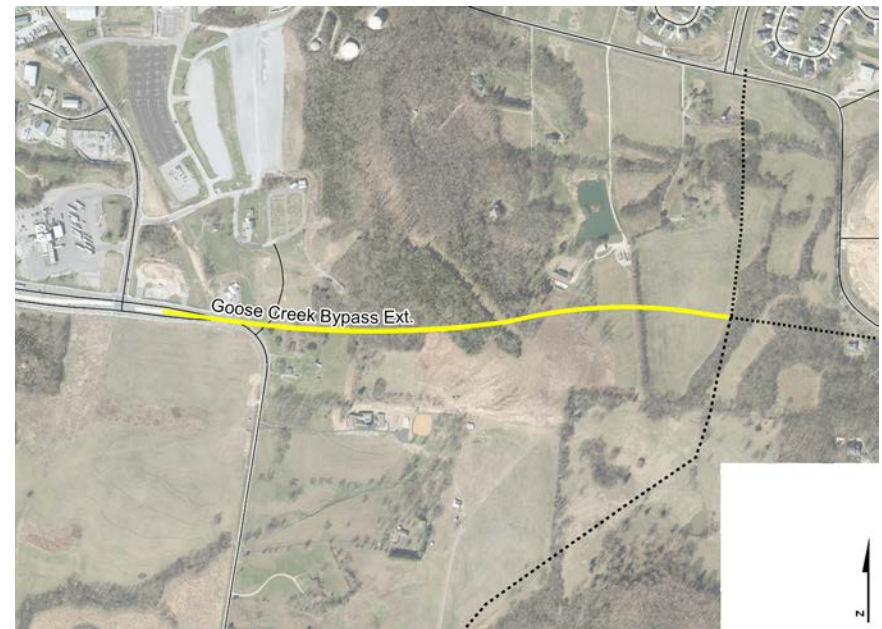
# GOOSE CREEK BYPASS (SR-248) EXTENSION

## CAROTHERS PARKWAY (FUTURE EXTENSION) TO EXISTING PEYTONSVILLE ROAD

6

PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Short
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.68 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

This project is a new 4 lane road. It is an extension of the Goose Creek Bypass (SR-248) from Carothers Parkway (Future Extension) to Existing Peytonsville Road. The project would complete a connection between two major arterials. This connection is important to provide additional east-west access with the development of new residential in the southeast quadrant of the City.



# 7 MACK HATCHER PARKWAY (SR-397) POLK PLACE DRIVE TO MURFREESBORO ROAD (SR-96)

This project is a widening from 2 to 4 lanes on Mack Hatcher Parkway (SR-397) from Murfreesboro Road (SR-96) to Polk Place Drive. The segment on the southeast side of downtown is a heavily travelled corridor due to its connection to Murfreesboro and Royal Oaks Boulevard and adjacent neighborhoods.



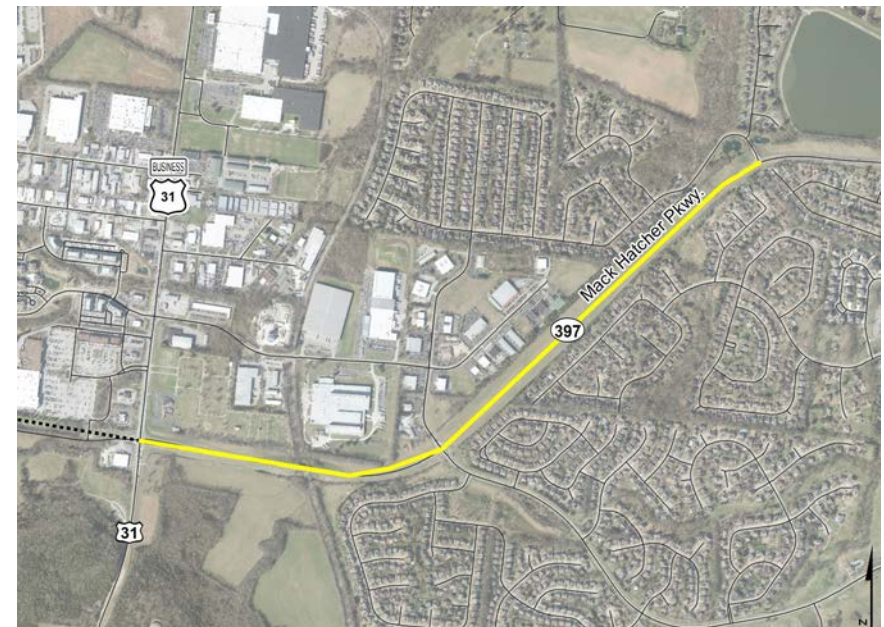
PROJECT OVERVIEW	
OVERALL COST:	\$44,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Expressway
SEGMENT LENGTH:	1.74 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	250 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	Prohibited
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green Zone (West Side)
TRANSIT STOPS	Prohibited

# MACK HATCHER PARKWAY (SR-397) POLK PLACE DRIVE TO COLUMBIA AVENUE (SR-6/US-31)

8

PROJECT OVERVIEW	
OVERALL COST:	\$21,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Expressway
SEGMENT LENGTH:	1.46 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	250 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	Prohibited
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green Zone (North Side)
TRANSIT STOPS	Prohibited

The project is the widening of Mack Hatcher Parkway (SR-397) from 2 to 4 lanes from Columbia Avenue (SR-6/US-31) to Polk Place Drive. This south section is an important east-west connection between Columbia Pike and Lewisburg Pike. It provide access to residential areas.



# 9

## FRANKLIN ROAD (SR-6/US-31) MACK HATCHER PARKWAY (SR-397) TO MALLORY STATION ROAD

Major arterial widening of Franklin Road (SR-6/US-31) from Mallory Station to Mack Hatcher (SR-397). This road will be widened from 2 to 4 lanes.



PROJECT OVERVIEW	
OVERALL COST:	\$15,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.84 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# MURFREESBORO ROAD (SR-96) EASTERN I-65 RAMP TO WESTERN I-65 RAMP

# 10

PROJECT OVERVIEW	
OVERALL COST:	\$51,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.25 miles
EXISTING LANES:	6
PROPOSED TRAVEL LANES:	10
PROPOSED RIGHT OF WAY:	250 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (North Side)
TRANSIT STOPS	Prohibited

This project is a TDOT lead project of the widening of the bridge to 10 lanes. This widening is Murfreesboro Road (SR-96) from the Western I-65 ramp to the Eastern I-65 ramp. This intersection is a key intersection to move residents and employees onto the interstate system to go to north to Nashville or south to Spring Hill.



# 11

## PEYTONSVILLE ROAD

### CAROTHERS PARKWAY (FUTURE EXTENSION) TO GOOSE CREEK BYPASS (SR-248)

This project is to bring Peytonsville Road up to the City’s current standards. This would be from the Goose Creek Bypass future extension (SR-248) to future Carothers Parkway. It is anticipated that there will be future mixed use growth in this area and a road to City standards is needed to handle the traffic.



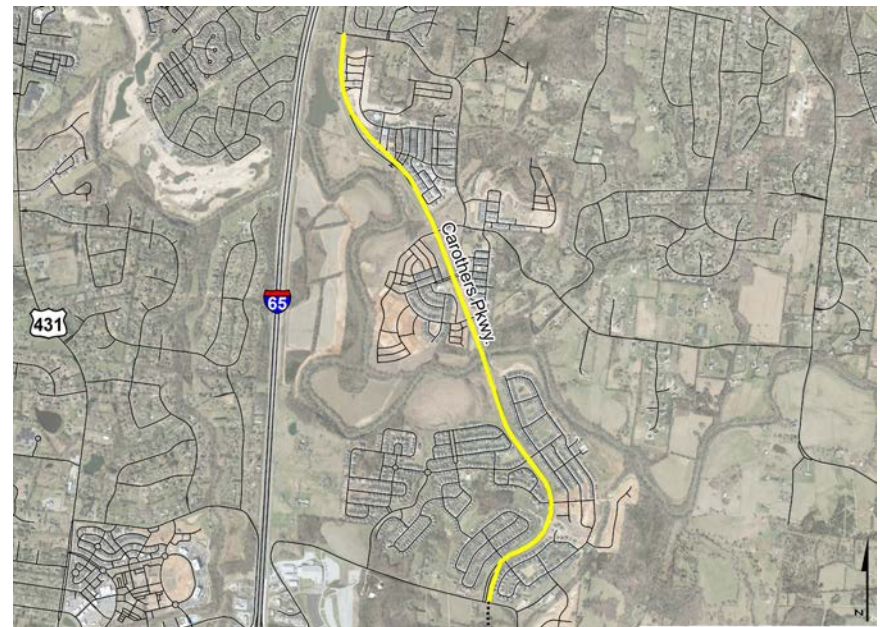
PROJECT OVERVIEW	
OVERALL COST:	\$20,000,000
TIME FRAME:	Short
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.87 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	122 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# CAROTHERS PARKWAY 12

## LONG LANE TO SOUTH CAROTHERS ROAD

PROJECT OVERVIEW	
OVERALL COST:	\$25,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.73 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

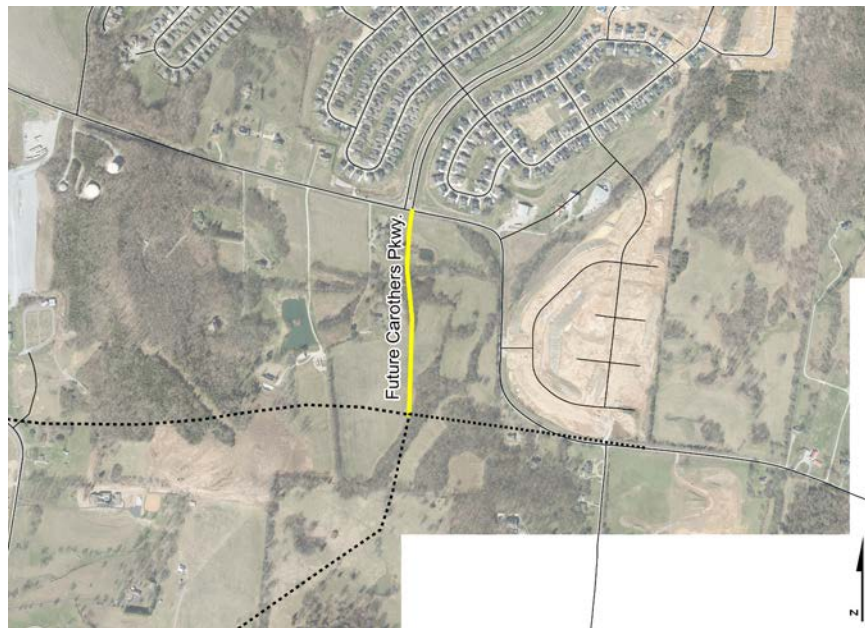
Carothers Parkway a major arterial, will be widening from 2 to 4 lanes from South Carothers Road to Long Lane. This road is typically used for residents living in the area to get to other parts of the City without using the interstate. In the future, more residential development is expected and with the improvements in other areas of Carothers, a widening will be necessary.



# 13 CAROTHERS PARKWAY

## GOOSE CREEK BYPASS (SR-248) (FUTURE EXTENSION) TO LONG LANE

A new road is proposed on Carothers Parkway, a major arterial. The new road would connect Long Lane to the future extension of Goose Creek Bypass (SR-248) and would be a 4 lane road. This improvement is critical to the north/south connection along Carothers Parkway to allow travels to cross the entire east side of the City without having to use I-65.



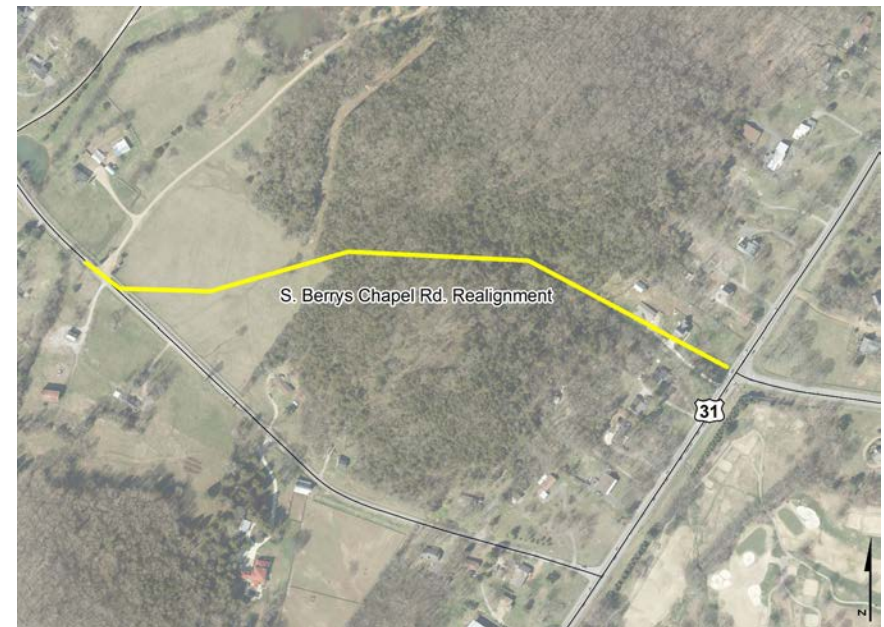
PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Short
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.31 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# SOUTH BERRYS CHAPEL ROAD REALIGNMENT

## MALLORY STATION ROAD TO SOUTH BERRYS CHAPEL ROAD

PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.47 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

This project is a realignment at the intersection of South Berry's Chapel Road and Mallory Station Road. South Berry's Chapel is a minor collector. This alignment will cut down on cross traffic left hand turns onto S. Berry's Chapel Road and ease congestion out of the City.



# 15 BOYD MILL AVENUE

## FRANKLIN GREEN PARKWAY TO HIGHWAY 96 WEST (SR-96W)

Boyd Mill Avenue is a minor collector that needs to be upgraded to City standards. The upgrade will occur from Highway 96 West (SR-96W) and Franklin Green Parkway. Boyd Mill is a key residential roadway that moves residents from their neighborhood to Highway 96 so they can access the larger network and get through the City or to the interstate.



PROJECT OVERVIEW	
OVERALL COST:	\$5,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.48 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# LONG LANE OVERPASS

## LONG LANE TO LEWISBURG PIKE (SR-106/US-431)

16

PROJECT OVERVIEW	
OVERALL COST:	\$32,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.88 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

This project is a creation of a new overpass from Old Peytonsville Road to Long Lane. This project would provide another access point across the interstate south of the City. This would allow easier access from the west side to the east side of the City. This will be especially important as this area develops out with more mixed use development.



# 17 CLOVERCROFT ROAD

## OXFORD GLEN DRIVE TO MURFREESBORO ROAD (SR-96)

Clovercroft Road is proposed to be upgraded to City standards from Murfreesboro Road (SR-96) to Oxford Glen Drive. This is a key section of road that connects neighborhoods to Murfreesboro Road and to Oxford Glen which provides connects into the Cool Springs area.



PROJECT OVERVIEW	
OVERALL COST:	\$26,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.40 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# CLOVERCROFT ROAD 18

## MARKET STREET TO OXFORD GLEN DRIVE

PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.72 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Major collector, Clovercroft Road will be upgraded to City standards from Oxford Glen Drive to Market Street. This road serves a relatively undeveloped area to the south. With future development over time, this roadway will need to be upgraded to City standards to provide the pedestrian amenities for future development.



# 19 JORDAN ROAD

## MALLORY LANE TO ASPEN GROVE DRIVE

Jordan Road, a minor collector will be widened from 2 to 3 lanes from Aspen Grove Drive to Mallory Lane. A turn lane is needed to help the flow of traffic with retail development and intensity in this area.



PROJECT OVERVIEW	
OVERALL COST:	\$3,000000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.32 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	83 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

## CAROTHERS PARKWAY TO COLUMBIA STATE COMMUNITY COLLEGE

PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	0.50 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	136 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

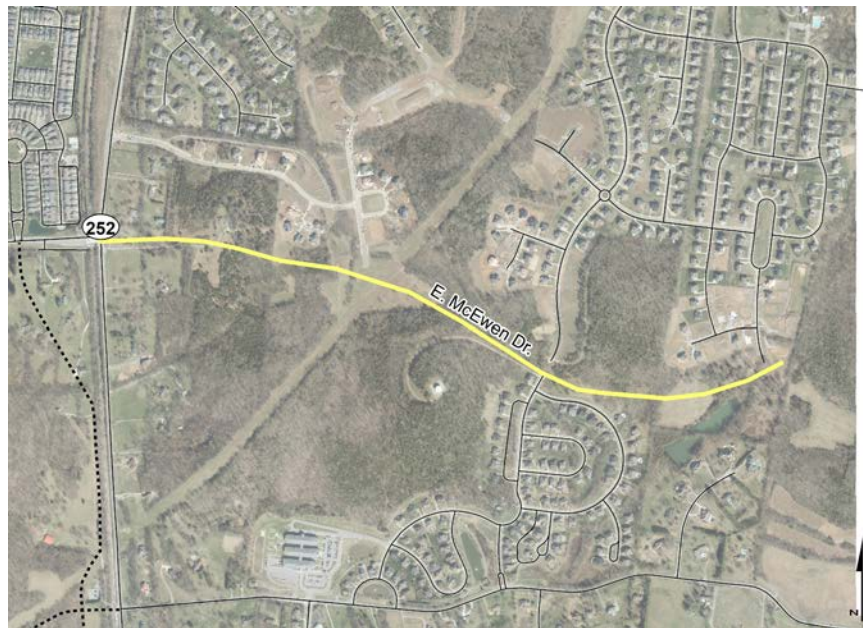
This project is the widening of Liberty Pike from 2 to 4 lanes. This minor arterial will be widened from Carothers Parkway to Columbia State Community College. This is a key connection point to both Carothers Parkway which can be taken to either McEwen or Murfreesboro Road to access I-65. This roadway also connects under I-65 for access to the west side of the City.



# 21 EAST MCEWEN DRIVE

## EASTERN CITY LIMITS TO WILSON PIKE (SR-252)

Creation of a new major arterial from Wilson Pike (SR-252) to the Eastern City Limits. East McEwen Drive will be a 2 lane roadway. This new roadway provides a critical east-west access point from the eastern side of the County into Franklin.



PROJECT OVERVIEW	
OVERALL COST:	\$22,500,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin / City of Brentwood
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.25 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# GOOSE CREEK BYPASS (SR-248) EXTENSION

## LONG LANE TO CAROTHERS PARKWAY (FUTURE EXTENSION)

# 22

PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.36 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

The Goose Creek Bypass (SR-248) is an extension from the future extension of Carothers Parkway to Long Lane. This major arterial will be a 4 lane roadway. This small segment helps to finish out the transportation network on the southeast side of the City. This area has been identified for future mixed use growth in the City.



# 23 FRANKLIN ROAD (SR-6/US-31) MALLORY STATION ROAD TO DAVENPORT BLVD

Widening of Franklin Road (SR-6/US-31) from 2 to 4 lanes from Davenport Boulevard to Mallory Station. Franklin Road is a major arterial and is a critical roadway to move traffic into and out of the City. Because of this heavy traffic, the improvement is needed.



PROJECT OVERVIEW	
OVERALL COST:	\$21,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	TDOT / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.10 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# COLUMBIA AVENUE (SR-6/US-31) 24

## DOWNNS BOULEVARD TO FOWLKES STREET

PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.73 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	73 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Columbia Avenue (SR-6/US31), a major arterial will be widened from 2 to 3 lanes from Fowlkes Street to Downs Boulevard. This roadway is an important part of the Downtown grid network. Columbia Avenue is one of the major corridors used to get downtown so it carries both car and truck traffic.



# 25 MALLORY LANE

## WEST MCEWEN DRIVE TO MALLORY STATION ROAD

Mallory Lane is a key east-west connector that runs parallel to I-65. It is an economic corridor connecting residents and employees to retail, services and jobs. Mallory Lane is proposed to be widened from 4 to 6 lanes. The widening on this major arterial would occur between Mallory Station Road and West McEwen Drive.



PROJECT OVERVIEW	
OVERALL COST:	\$30,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.22 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	154 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)



# MALLORY LANE 26

## MALLORY STATION ROAD TO MOORES LANE (SR-441)

PROJECT OVERVIEW	
OVERALL COST:	\$27,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.08 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	154 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

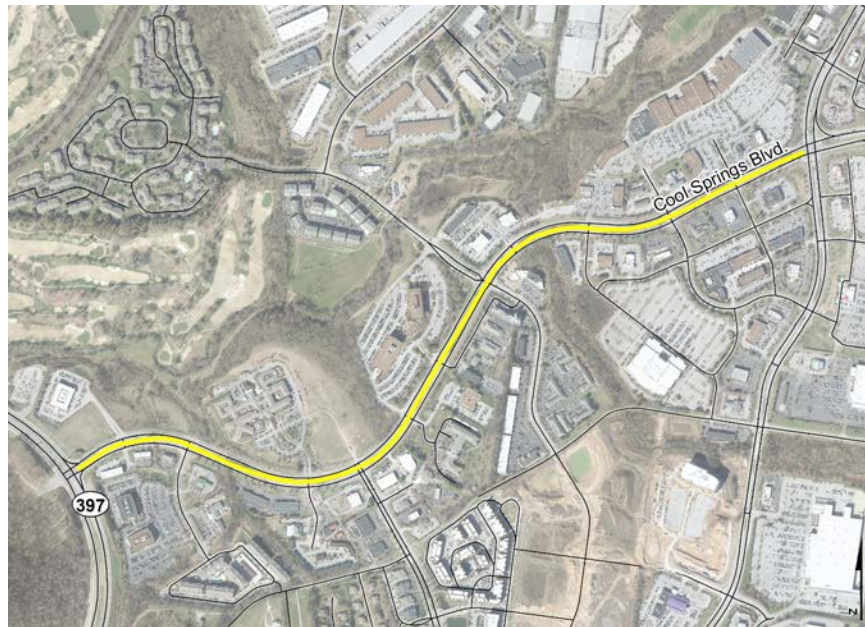
This project is a continuation of project number 27. This would widen the northern portion of Mallory Lane to 6 lanes from Mallory Station Road to Moores Lane (SR-441). This major arterial provides access to Cool Springs Galleria and other adjacent retail shops and services. This is a heavily traveled roadway from people outside of Franklin in addition to the residents.



# 27 COOL SPRINGS BOULEVARD

## MALLORY LANE TO MACK HATCHER PARKWAY (SR-397)

Cool Springs Boulevard is a major arterial that moves traffic into the City’s retail and employment center. Therefore, as traffic has continued to increase, widening of the road from 4 to 6 lanes from Mack Hatcher Parkway (SR-397) to Mallory Lane is necessary to handle the increased traffic.



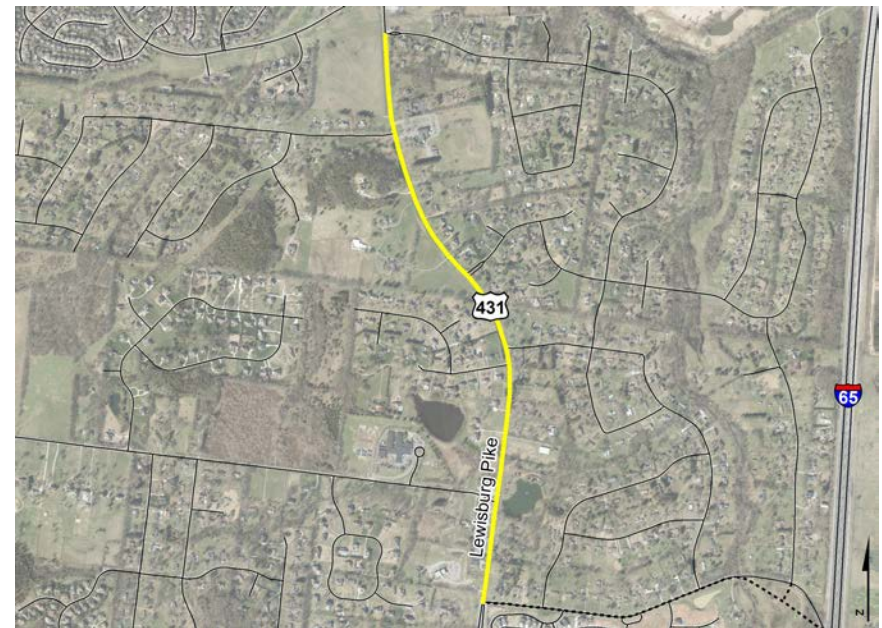
PROJECT OVERVIEW	
OVERALL COST:	\$32,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.31 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	154 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8’ Min Sidewalk w/ 6’ Furnishing Zone (East Side)
	8’ Min Sidewalk w/ 6’ Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# LEWISBURG PIKE (SR-106/US-431) 28

## OLD PEYTONSVILLE ROAD TO HOLLY HILL DRIVE

PROJECT OVERVIEW	
OVERALL COST:	\$31,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	TDOT / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.37 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

This project is the widening of major arterial, Lewisburg Pike (SR-106/US-431) from 2 to 4 lanes from Old Peytonsville Road to Holly Hill Drive. Lewisburg Pike is the other major north-south corridor that travelers use to access the downtown and retail and jobs in the Cool Springs Area. As the south continues to develop out with residential, this will be a key corridor.



# 29 MALLORY LANE

## LIBERTY PIKE TO WEST MCEWEN DRIVE

Mallory Lane is a major arterial carrying traffic from residential areas south into the Cools Springs Area on the west side of I-65. The road will be widened from 2 to 4 lanes.



PROJECT OVERVIEW	
OVERALL COST:	\$16,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.64 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	154 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# WEST MAIN STREET (SR-246) 30

## DOWNS BOULEVARD TO NATCHEZ STREET

West Main street is a heavy commercial and industrial corridor on the southwest side of the City. This minor arterial contains heavy truck traffic and vehicles. The road will be widened to 3 lanes to add a turn lane to help the flow of traffic.

PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	0.72 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	69 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)



# 31 WILSON PIKE (SR-252) REALIGNMENT

## TRINITY ROAD TO EAST MCEWEN DRIVE

TDOT has a plan for a new Wilson Pike Road between East McEwen Drive and Trinity Road. This would be a new two lane road that would address the issues of the two one-lane viaduct entrances on each end of Wilson Pike.



PROJECT OVERVIEW	
OVERALL COST:	\$66,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.98 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# (OLD/EXISTING) WILSON PIKE 32

## TRINITY ROAD TO LIBERTY PIKE (FUTURE EXTENSION)

PROJECT OVERVIEW	
OVERALL COST:	\$29,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	2.29 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

This project would enhance connections on the west side of the railroad tracks. This is a City of Franklin led projects where a future extension of Liberty Pike would be created to tie into and connect both Clovercroft Road, North Chapel Road and Trinity Road, utilizing existing road networks. This would be a 3 lane roadway.



# 33 EDDY LANE

## MURFREESBORO ROAD (SR-96) TO LIBERTY PIKE

This widening project will help to enhance connections between Liberty Pike and Murfreesboro Road moving residential out to arterial roads that can handle and move the traffic. This would be a widening from 2 to 3 lanes to help the flow of traffic on Eddy Lane.



PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.78 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# MALLORY STATION ROAD 34

## SEABOARD LANE TO FRANKLIN ROAD (SR-6/US-31)

Mallory Station road will be widened to 4 lanes between Franklin Road and Seaboard Lane. This major collector provides a key connection to Franklin Road to access the Downtown or travel to the north to Brentwood. Mallory Station Road is a main commercial corridor that leads to the Cool Springs Area.

PROJECT OVERVIEW	
OVERALL COST:	\$19,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.99 miles
EXISTING LANES:	3
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 35 MALLORY STATION ROAD

## MALLORY LANE TO SEABOARD LANE

Project 37 is a companion project to project 36. This improvement will complete the widening of Mallory Station Road to 4 lanes from Seaboard Lane to Mallory Lane. Mallory Station Road is a key connection from the Cool Springs Galleria west to travel to the downtown via Franklin Road or to travel to Brentwood using the local network.



PROJECT OVERVIEW	
OVERALL COST:	\$12,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.52 miles
EXISTING LANES:	3
PROPOSED TRAVEL LANES:	5 (4 w/ TWLTL)
PROPOSED RIGHT OF WAY:	97 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# DEL RIO PIKE 36

## POPLAR GROVE ELEMENTARY SCHOOL TO CARLISLE LANE

PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.81 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Del Rio Pike is proposed to be upgraded to current standards between Carlisle Lane and Poplar Grove Elementary School. This will include upgrading the pedestrian network to connect the nearby neighborhoods to the school.



# 37 1ST AVENUE NORTH EXTENSION BRIDGE STREET TO NORTH MARGIN STREET

This project is an improvement to the Downtown core of Franklin. This would be the creation of a new 2 lane road to connect 1st Avenue North between Bridge Street and North Margin Street. This road will complete the Downtown network and will provide another option to maneuver around the Downtown.



PROJECT OVERVIEW	
OVERALL COST:	\$3,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.17 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	69 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Trail w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# CAROTHERS PARKWAY 38

## LIBERTY PIKE TO EAST MCEWEN DRIVE

PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.76 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

Carothers Parkway, a major arterial, will be widened to 6 lanes between Liberty Pike and East McEwen Drive. Carothers Parkway is a major arterial that moves people from the south areas of the City into the employment areas. There is still some land to develop in this area and it is projected to be employment uses.



# 39 SOUTH CAROTHERS ROAD

## ARNO ROAD TO CAROTHERS PARKWAY

South Carothers Road will be upgraded to City standards. This roadway is a connection between Carothers Parkway and Arno Road. This upgrade will help the flow of increased traffic from Carothers to the east.



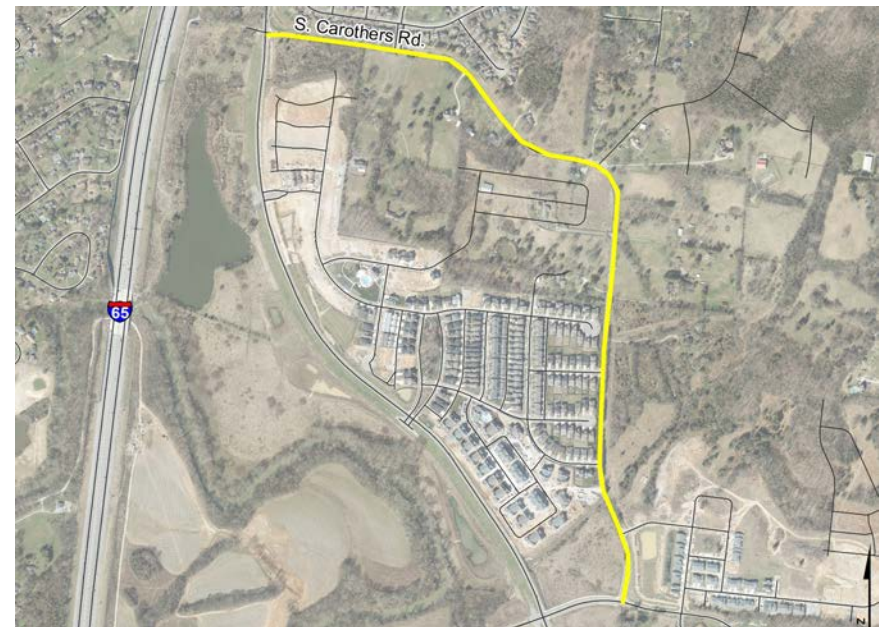
PROJECT OVERVIEW	
OVERALL COST:	\$34,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.79 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	122 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# SOUTH CAROTHERS ROAD

## SOUTH CAROTHERS ROAD / LONGPOINT WAY TO CAROTHERS PARKWAY

# 40

<b>PROJECT OVERVIEW</b>	
OVERALL COST:	\$15,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
<b>PROJECT CHARACTER</b>	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.16 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
<b>PROJECT SPECIFICS</b>	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
<b>RECOMMENDED SIDE STREET PROJECT ELEMENTS</b>	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 41 CAROTHERS PARKWAY

## MURFREESBORO ROAD (SR-96) TO LIBERTY PIKE

Carothers Parkway will be widened to 6 lanes from Murfreesboro Road to Liberty Pike. Carothers Parkway is a major arterial that runs parallel to I-65 and provides access from the north side of the City to the south side. The City will have upgraded the majority of this road by 2040 in order to handle the increased traffic along this corridor.



PROJECT OVERVIEW	
OVERALL COST:	\$18,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.75 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	134 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)



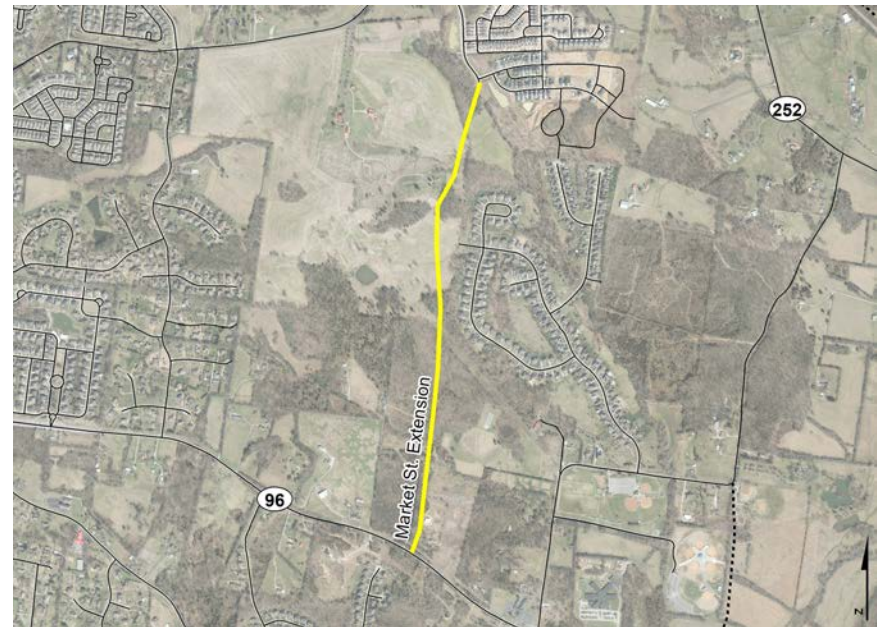
# MARKET STREET EXTENSION

## MURFREESBORO ROAD (SR-96) TO AMELIA PARK SUBDIVISION

42

This project is a new 2 lane road to connect Amelia Park Subdivision and the future extension of North Chapel Road will be driven by development in the area. This connection will provide access to land that is currently not developed and proposed to be additional neighborhoods in the future.

PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.17 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 43 CLOVERCROFT ROAD (OLD/EXISTING) WILSON PIKE TO MARKET STREET

Clovercroft, a major collector, will be upgraded to City standards from Market Street to Old/Existing connection of Wilson Pike. This roadway needs to be upgraded due to future residential development in the area proposed for the future.



PROJECT OVERVIEW	
OVERALL COST:	\$11,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.77 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# COLUMBIA PIKE (SR-6/US-31) GOOSE CREEK BYPASS (SR-248) TO MACK HATCHER PARKWAY (SR-397)

# 44

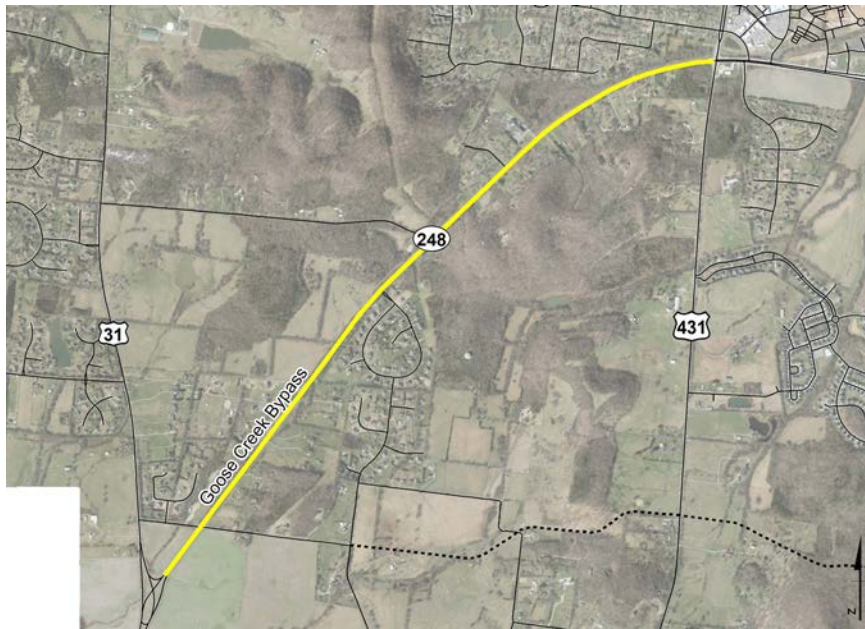
PROJECT OVERVIEW	
OVERALL COST:	\$64,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	3.89 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Columbia Pike, a major arterial, will be widened to 4 lanes from Mack Hatcher Parkway (SR-397) to Goose Creek Bypass (SR-248). Columbia Pike is one of two major north-south corridors that provide access into the south side of Downtown and the southwest side of the City. The



# 45 GOOSE CREEK BYPASS (SR-248) COLUMBIA PIKE (SR-6/US-31) TO LEWISBURG PIKE (SR-106/US-431)

Goose Creek Bypass (SR-248) a key east-west connection will be widened to 4 lanes. This improvement will occur from Columbia Pike (SR-6/US-31) to Lewisburg Pike (SR-106/US-431). This widening will support the future proposed residential development in the southern part of the City.



PROJECT OVERVIEW	
OVERALL COST:	\$43,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.66 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

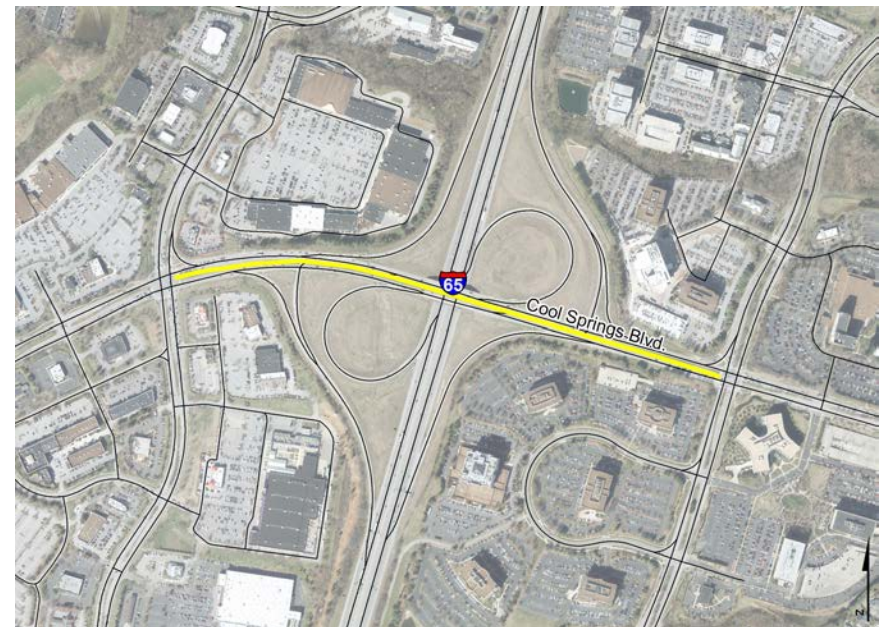
# COOL SPRINGS BOULEVARD

## CAROTHERS PARKWAY TO MALLORY LANE

46

Widening of Cool Springs Boulevard from Mallory Lane to Carothers Parkway. This major arterial will be widened from 4 to 10 lanes. Cool Springs Boulevard is a key corridor that connects higher density residential to jobs and retail areas. This area is heavily traveled from Carothers Parkway to Mallory Lane as well as off of I-65.

PROJECT OVERVIEW	
OVERALL COST:	\$20,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.63 miles
EXISTING LANES:	4-6
PROPOSED TRAVEL LANES:	6-10
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	8' Min Sidewalk w/ 6' Furnishing Zone (South Side)
	8' Min Sidewalk w/ 6' Furnishing Zone (North Side)
TRANSIT STOPS	Prohibited



# 47 HIGHWAY 96 WEST (SR-96W) 7TH AVENUE NORTH TO CARLISLE LANE

Highway 96 West (SR-96W) from Carlisle Lane to 7th Avenue North will be widened to 4 lanes. This major arterial traverses from the west side neighborhoods into the Downtown. As the west side of the City continues to develop with residential, this corridor will continue to be heavily traveled.



PROJECT OVERVIEW	
OVERALL COST:	\$28,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.80 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

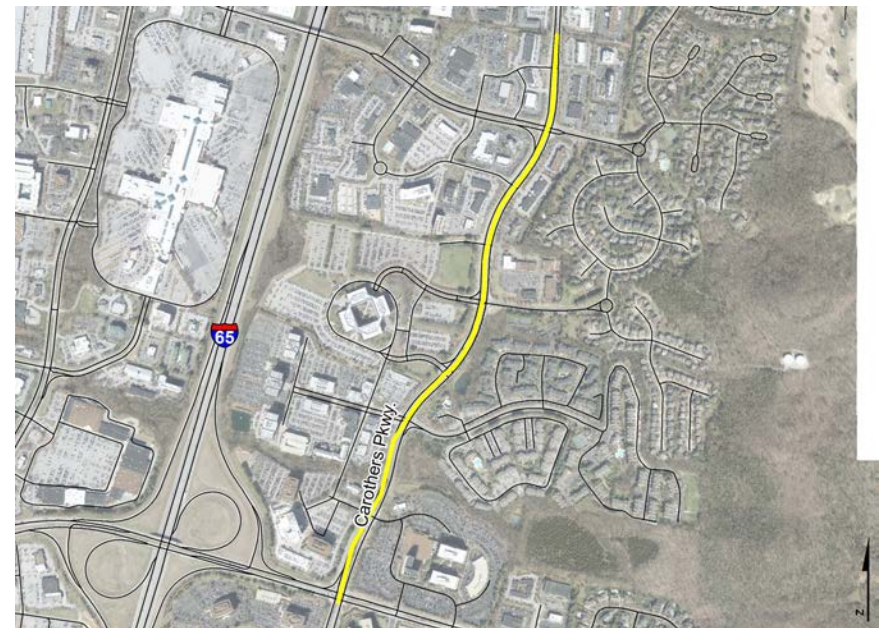
# CAROTHERS PARKWAY

## COOL SPRINGS BOULEVARD TO BAKERS BRIDGE AVENUE

48

PROJECT OVERVIEW	
OVERALL COST:	\$28,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.11 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

The section of Carothers Parkway will be widened to 6 lanes similar to other segments of Carothers Parkway. This section of the major arterial will be widened from Bakers Bridge Avenue to Cool Springs Boulevard. This is a key north-south corridor that accesses the employment areas within the City. This area still has room to have increased density for both employment and retail uses. Therefore, the LOS will not improve drastically without some form of mass transit.



# 49 CAROTHERS PARKWAY

## EAST MCEWEN DRIVE TO COOL SPRINGS BOULEVARD

This section of Carothers will also be widened from 4 to 6 lanes from Cool Springs Boulevard to East McEwen Drive. This is a key north-south corridor that accesses the employment areas within the City. This drastic change is due to the increased density and type of development in this area and its location between two major intersections to access I-65. The staff will need to review future recommendations prior to 2040 as development occurs. Mass transit in this area could also positively impact this LOS.



PROJECT OVERVIEW	
OVERALL COST:	\$24,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.96 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	8' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

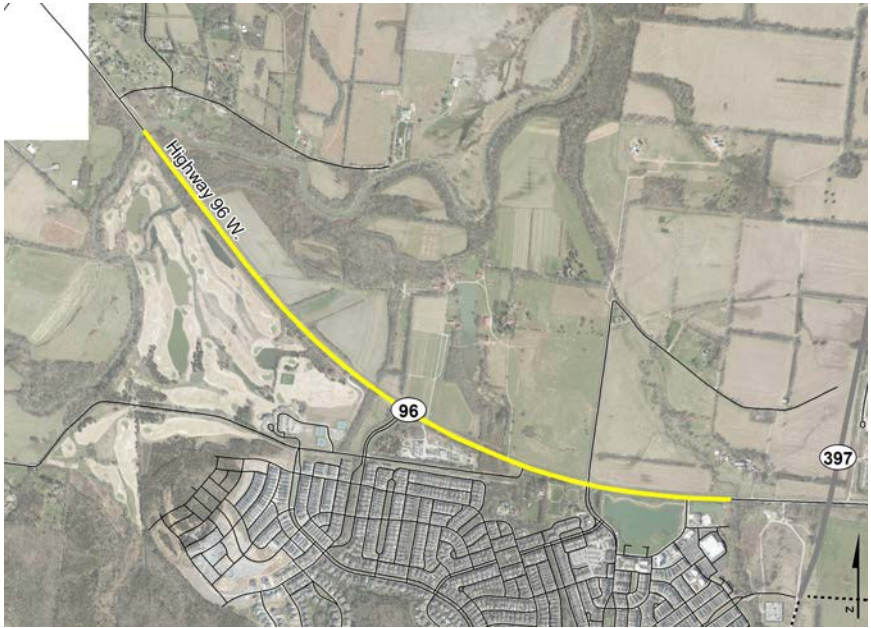


# HIGHWAY 96 WEST (SR-96W) 50

## MACK HATCHER PARKWAY (SR-397) TO WESTERN UGB

PROJECT OVERVIEW	
OVERALL COST:	\$30,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.79 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Highway 96 West (SR-96W) will be widened to 4 lanes from the western UGB to Mack Hatcher Parkway (SR-397). This section takes vehicular traffic out to the Westhaven development and out of the City's jurisdiction. There will be significant traffic as Westhaven continues to develop and other mixed use or residential development occurs in the northwest quadrant of the City.



# 51 (OLD/EXISTING) WILSON PIKE EXTENSION

## LIBERTY PIKE EXTENSION TO EAST MCEWEN DRIVE

Old/Existing Wilson Pike Extension will be widened with an additional lane from 2 to 3 lanes. This minor collector will be widened from Liberty Pike Extension to East McEwen Drive. This section needs to be upgraded due to the changes in Wilson Pike to eliminate the two single lane bridges on this road way. With improved access Wilson Pike will be traveled more frequently and require a widening to this segment.



PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.71 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# MACK HATCHER PARKWAY (SR-397) COLUMBIA AVENUE (SR-6/US-31) TO HIGHWAY 96 WEST (SR-96W)

# 52

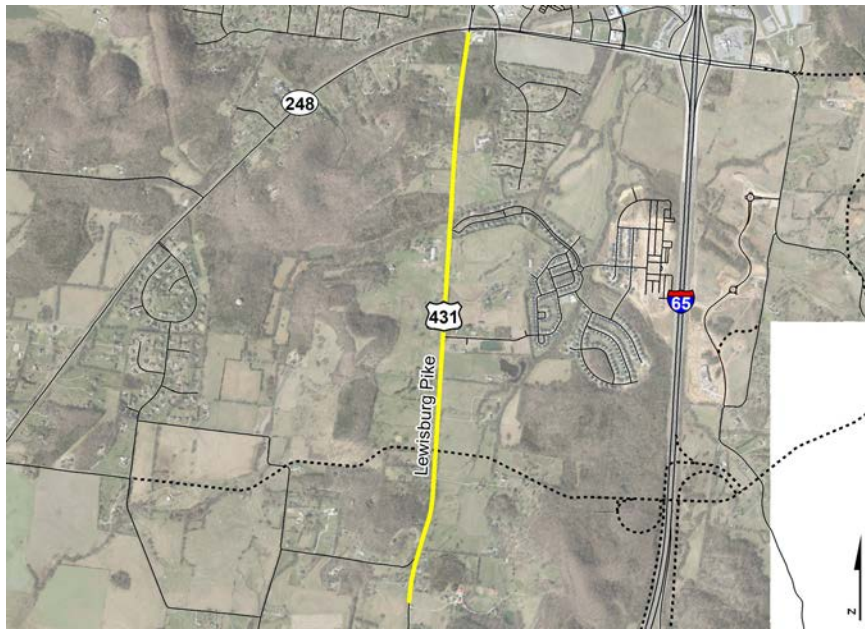
PROJECT OVERVIEW	
OVERALL COST:	\$100,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Expressway
SEGMENT LENGTH:	4.17 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	250 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North/East Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

The southwest quadrant of Mack Hatcher Parkway (SR-397) from Highway 96 West (SR-96W) to Columbia Avenue (SR-6/US-31) will be constructed with a new 4 lane road. This will be the final piece of the loop road around the City.



# 53 LEWISBURG PIKE (SR-106/US-431) GOOSE CREEK BYPASS (SR-248) TO MCLEMORE ROAD

Lewisburg Pike (SR-106/US-431) will be widened to 4 lanes from Goose Creek Bypass (SR-248) to McLemore Road. This major arterial is a key north-south connector that provides an alternative to move people south of the City on a local network instead of the interstate.

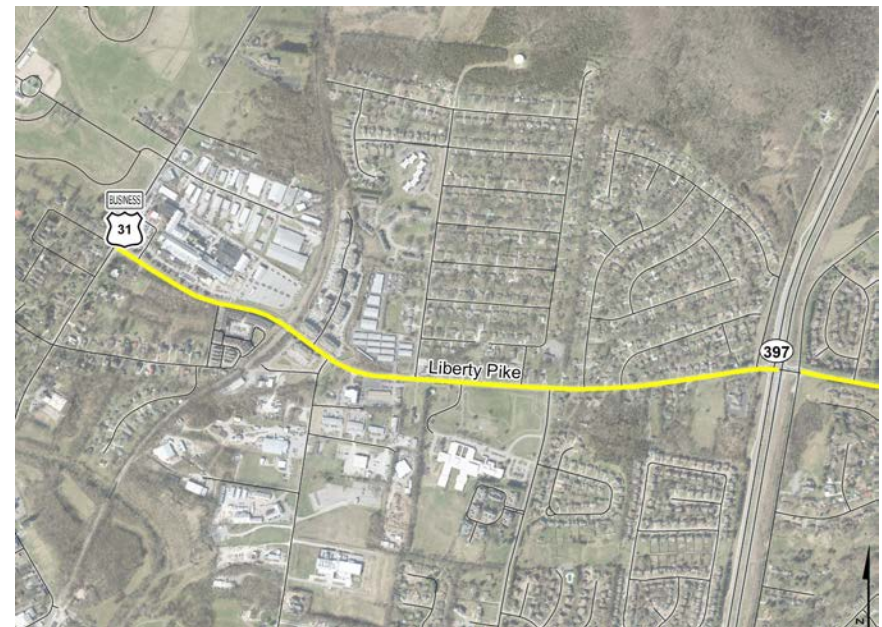


PROJECT OVERVIEW	
OVERALL COST:	\$44,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.13 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

## MACK HATCHER PARKWAY (SR-397) TO FRANKLIN ROAD (SR-6/US-31)

PROJECT OVERVIEW	
OVERALL COST:	\$20,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	1.20 miles
EXISTING LANES:	3
PROPOSED TRAVEL LANES:	3
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

Liberty Pike will be widened from 3 to 4 lanes from Franklin Road (SR-6/US-31) to Mack Hatcher Parkway (SR-397). This minor arterial provides east-west access right outside the downtown core to Mack Hatcher and therefore is heavily used.



# 55 LIBERTY PIKE

## MALLORY LANE TO MACK HATCHER PARKWAY (SR-397)

Liberty Pike will be widened from 3 to 4 lanes from Mack Hatcher Parkway (SR-397) to Mallory Lane. This minor arterial provides access from the core to several neighborhoods located just to the northwest of the downtown. This road also provide access under I-65 to get to the Cools Springs shopping and employment areas.



PROJECT OVERVIEW	
OVERALL COST:	\$16,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	0.97 miles
EXISTING LANES:	3
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

# CARTERS CREEK PIKE (SR-246) MACK HATCHER PARKWAY (SR-397) (FUTURE SW QUADRANT) TO DOWNS BOULEVARD

# 56

PROJECT OVERVIEW	
OVERALL COST:	\$30,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	1.54 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	128 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Required (Coordinate with Franklin Transit)

Carters Creek Pike (SR-246) will be widened from 2 to 4 lanes to help the flow of traffic out of Franklin along this minor arterial. The widening will happen from Mack Hatcher Parkway (SR-397) to Downs Boulevard.



# 57 CARTERS CREEK PIKE (SR-246) SOUTHWEST URBAN GROWTH BOUNDARY TO MACK HATCHER PARKWAY (SR-397) (FUTURE SW QUADRANT)

Carters Creek Pike (SR-246) will be widened from Mack Hatcher Parkway (SR-397) to Southwest Urban Growth Boundary to help the flow of traffic in the southwest area of the City.



PROJECT OVERVIEW	
OVERALL COST:	\$32,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	1.66 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	128 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



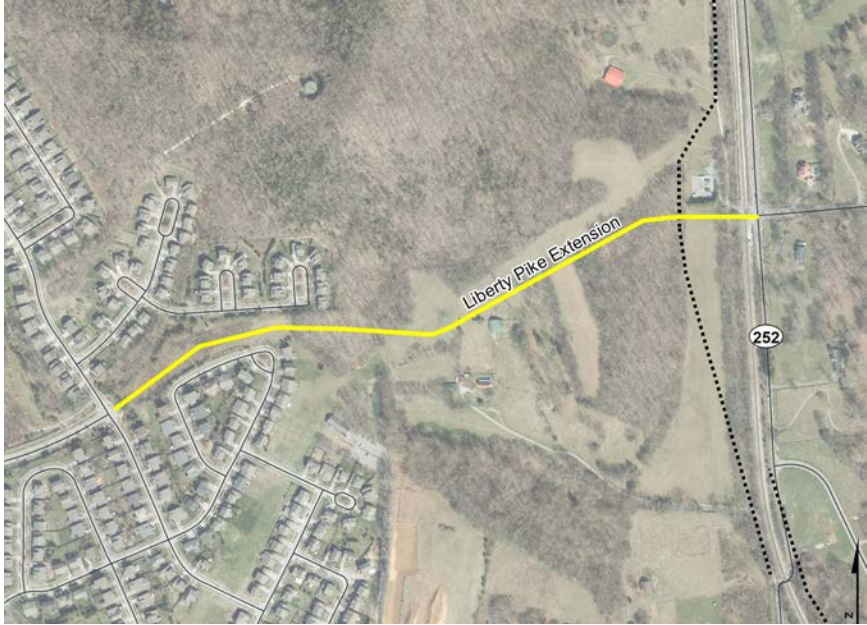
# LIBERTY PIKE EXTENSION

## WILSON PIKE (SR-252) TO TERMINUS OF EXISTING LIBERTY PIKE

# 58

PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.60 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

This project is the creation of a new 2 lane roadway extending Liberty Pike from the Terminus of existing Liberty Pike to Wilson Pike (SR-252). This is an important connector in order to complete and connect the improvements to Wilson Pike. This new road would provide another completed western route from I-65 to the east.



# 59 BOYD MILL AVENUE

## FRANKLIN GREEN PARKWAY TO DOWNS BOULEVARD

Boyd Mill Avenue will be upgraded to City standards from Franklin Green Parkway to Downs Boulevard. The upgrade of this road would be a continuation of the upgraded Boyd Mill Ave from Highway 96 West to Downs Blulevards.



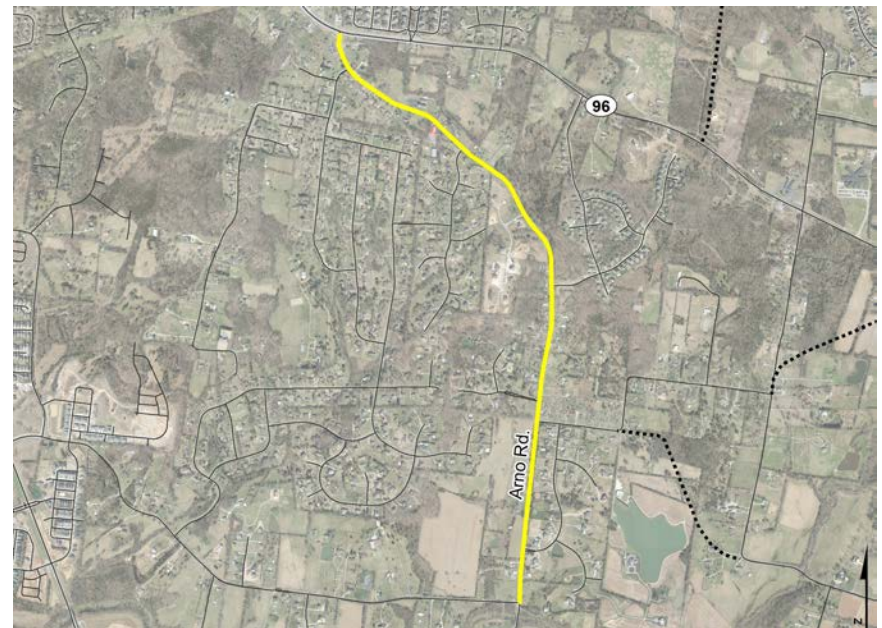
PROJECT OVERVIEW	
OVERALL COST:	\$4,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.38 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# ARNO ROAD 60

## SOUTH CAROTHERS ROAD TO MURFREESBORO ROAD (SR-96)

PROJECT OVERVIEW	
OVERALL COST:	\$43,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.04 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	Non Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Widening of major arterial Arno Road. The widening will be from 2 to 4 lanes from Murfreesboro Road (SR-96) to South Carothers Road. Arno Road is a direct connections from Murfreesboro Road to South Carothers.



# 61 COTTON LANE

## DEL RIO PIKE TO FIELDSTONE PARKWAY

Cotton Lane will be upgraded to current standards. This upgrade will occur between Fieldstone Parkway and Del Rio Pike. This road needs to be upgraded because of improvements that will be made to Del Rio Pike as well as new connector road from the west creating a new intersection at Del Rio Pike and Cotton Lane.



PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.84 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# DOWNS BOULEVARD

## WEST MAIN STREET (SR-246) TO COLUMBIA AVENUE (SR-6/US-31)

# 62

PROJECT OVERVIEW	
OVERALL COST:	\$16,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.01 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (NorthSide)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Downs Boulevard will be widened from West Main Street (SR-246) to Columbia Avenue (SR-6/US-31). This roadway will be widened from 2 to 4 lanes. Downs Boulevard is a key connector between W Main Street and Columbia Avenue.



# 63 DOWNS BOULEVARD

## MURFREESBORO ROAD (SR-96) TO WEST MAIN STREET (SR-246)

This project is a widening of Downs Boulevard from 2 lanes to 4 lanes. This roadway will be upgraded from Murfreesboro Road (SR-96) to West Main Street (SR-246). Downs Boulevard carries significant residential and commercial traffic to Highway 96 West and Columbia Ave.



PROJECT OVERVIEW	
OVERALL COST:	\$27,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.70 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (NorthSide)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

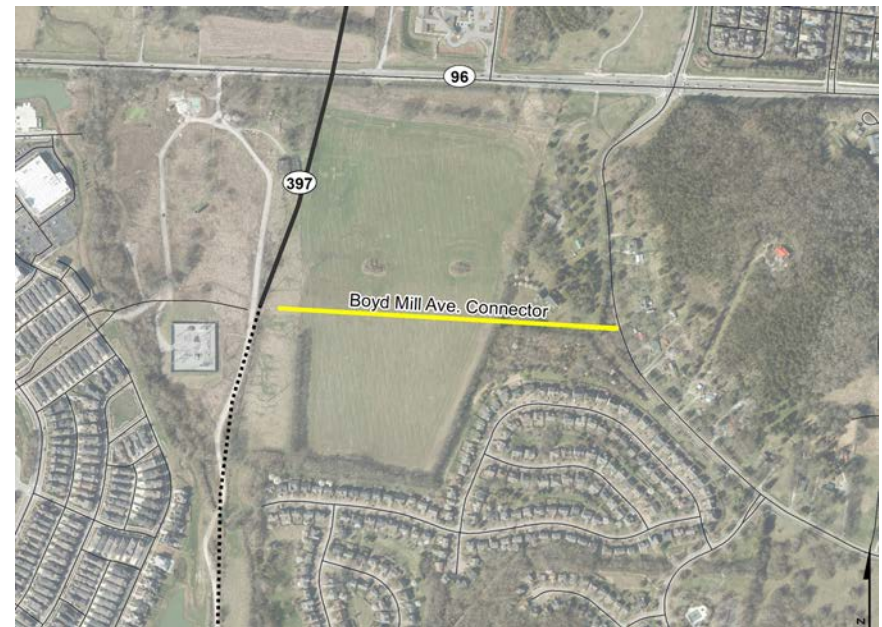
# BOYD MILL AVENUE CONNECTOR

## MACK HATCHER PARKWAY (SR-397) TO BOYD MILL AVENUE

64

PROJECT OVERVIEW	
OVERALL COST:	\$3,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.34 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

A new 2 lane road for Boyd Mill Avenue Connector, a minor collector will be constructed to help with traffic from residential neighborhoods accessing Boyd Mill Avenue and potentially Mack Hatcher. The new road will start at Mack Hatcher Parkway (SR-397) and end at Boyd Mill Avenue.



# 65 CARLISLE LANE/DEL RIO PIKE

## STONE MILL LANE TO MACK HATCHER PARKWAY (SR-397)

This is an upgrade to an existing 2 lane roadway. This new road will start at Mack Hatcher Parkway (SR-397) and end at Stone Mill Lane. This road provides an additional connection for several neighborhoods to access Highway 96 West.



PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.55 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# NEW ROADWAY 66

## COTTON LANE TO HILLSBORO ROAD (SR-106/US-431)

This project is a new roadway for a yet to be named road. The 2 lane road will start at Cotton Lane and end at Hillsboro Road (SR-106/US-431). This road provides a key connection in the very northwest quadrant to be constructed as the area builds out. This will be an east-west road that connects several north-south roads.

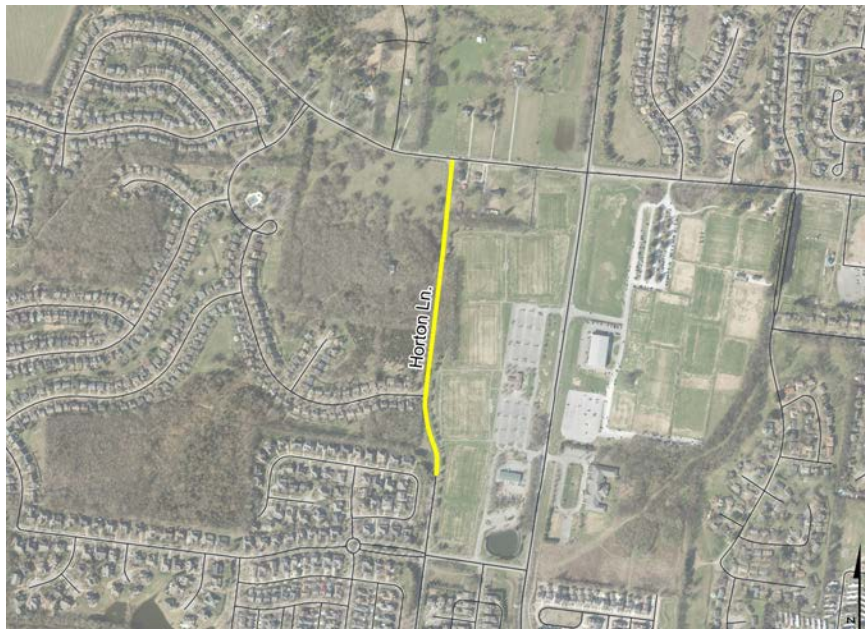
PROJECT OVERVIEW	
OVERALL COST:	\$35,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.27miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	Not Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 67 HORTON LANE

## NORTH OF WILLOWSPRINGS BLVD TO BOYD MILL AVENUE

Horton Lane will be upgraded to City standards between Boyd Mill Avenue and North of Willowsprings Blvd. This roadway provides several residential neighborhoods a north-south connection for the neighborhoods west of Columbia Avenue and to the east of future Mack Hatcher.



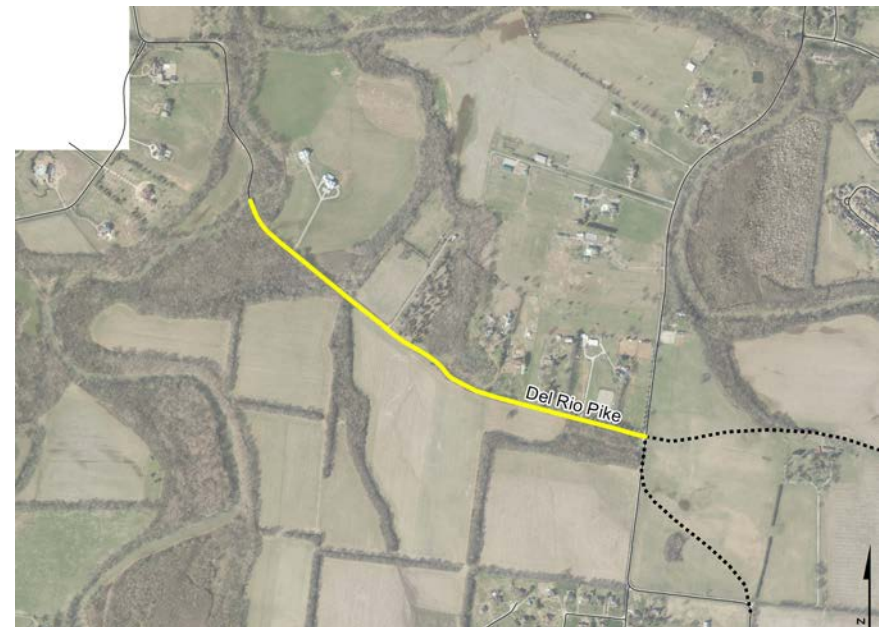
PROJECT OVERVIEW	
OVERALL COST:	\$7,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.4 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# DEL RIO PIKE 68

## WESTERN UGB TO COTTON LANE

Del Rio Pike will be upgraded to City standards between the western UGB to Cotton Lane.

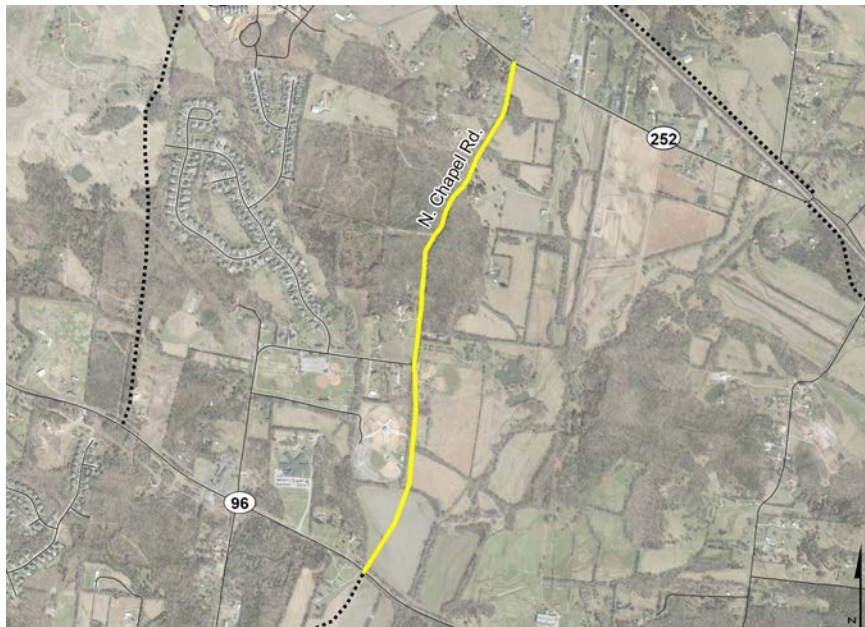
PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.88 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 69 NORTH CHAPEL ROAD

## MURFREESBORO ROAD (SR-96) TO WILSON PIKE (SR-252)

To complete the transportation network in this area and support future residential development a new minor collector will be required. This would be an extension of the existing North Chapel Road. This new road would start at Murfreesboro Road (SR-96) to Wilson Pike (SR-252).



PROJECT OVERVIEW	
OVERALL COST:	\$18,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.49 miles
EXISTING LANES:	0-2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# LYNWOOD WAY 70

## NORTHWEST URBAN GROWTH BOUNDARY TO FRANKLIN ROAD (SR-6/US-431)

Lynnwood Way will be widened to 4 lanes from the northwest urban growth boundary to Franklin Road (SR-6/US-431).

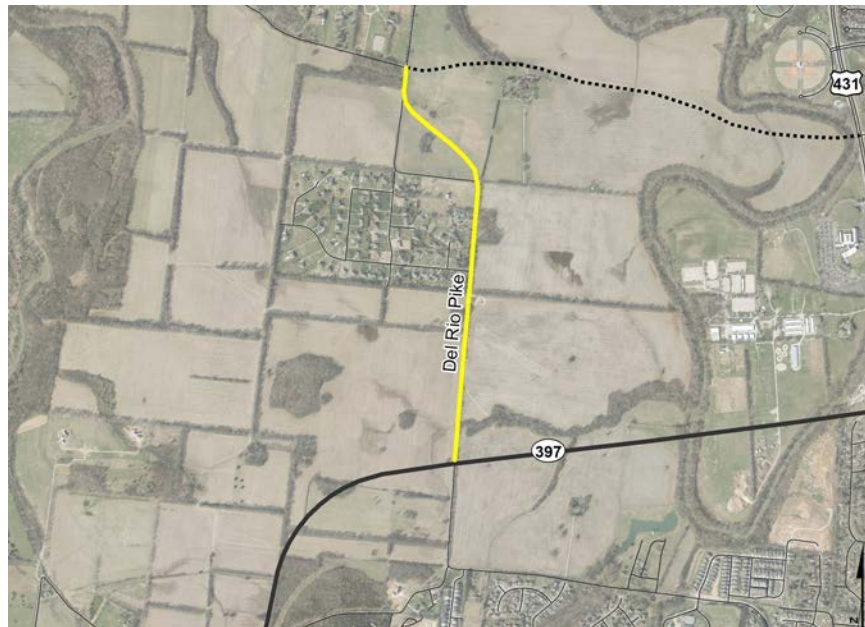
PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.61 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 71 DEL RIO PIKE

## MACK HATCHER PARKWAY (SR-397) TO COTTON LANE

A new Del Rio Pike road extension will be constructed. This roadway will be a 4 lane road from Carlisle Lane to Cotton Lane. This new road will complete the transportation network in the northwest quadrant that will have increased development in the area.



PROJECT OVERVIEW	
OVERALL COST:	\$29,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.45 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	126 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required for Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# HORTON LANE EXTENSION 72

## OLD CARTERS CREEK PIKE TO WEST MAIN STREET (SR-246)

PROJECT OVERVIEW	
OVERALL COST:	\$2,500,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.17 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Horton Lane Extension is a new 2 lane roadway. The new road will start at Carter’s Creek Pike (SR-246) to Old Carter’s Creek Pike. This new road adds another north-south collector on the west side of the City. This will provide access to land in the City that has the potential for future development.



# 73 TRINITY ROAD

## MURFREESBORO ROAD (SR-96) TO WILSON PIKE (SR-252)

Trinity Road will be upgraded to City Standards from Wilson Pike (SR-252) to Murfreesboro Road (SR-96). This road will see increased traffic because other roads connecting into Trinity Road are either being widened or upgraded to City standards.



PROJECT OVERVIEW	
OVERALL COST:	\$15,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.64 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# SNOWBIRD HOLLOW ROAD

## GOOSE CREEK BYPASS (SR-248) TO COLUMBIA PIKE (SR-6/US-31)

# 74

PROJECT OVERVIEW	
OVERALL COST:	\$16,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.26 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Snowbird Hollow Road, a Minor Collector, will be upgraded to City standards from Columbia Pike (SR-6/US-31) to Goose Creek Bypass (SR-248). This road will see increased traffic due to future residential growth in the area, therefore upgrading this road is necessary.



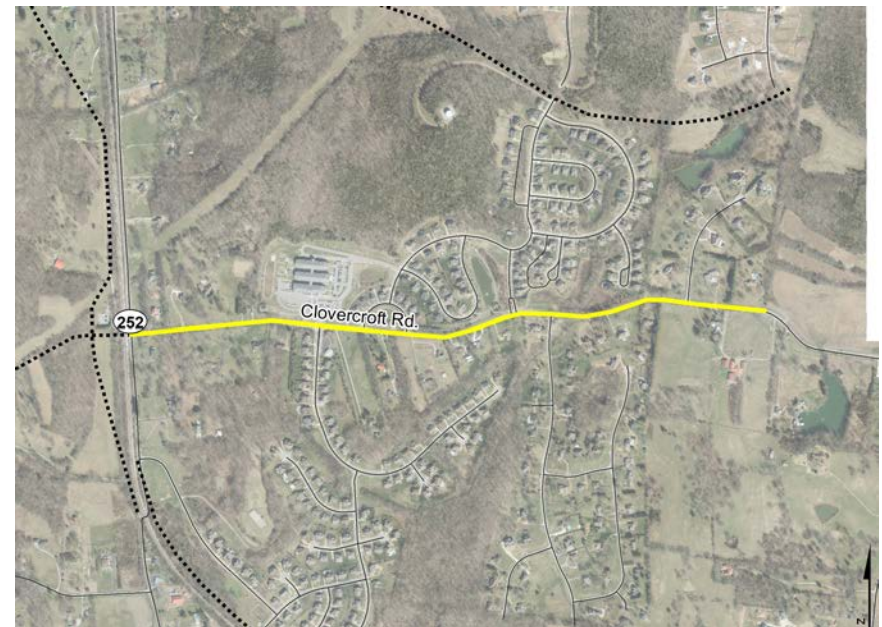
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# CLOVERCROFT ROAD 76

## EASTERN CITY LIMITS TO WILSON PIKE (SR-252)

Clovercroft Road will be increased to 3 lanes from Wilson Pike (SR-252) to the Eastern City limits. This minor collector serves as key east-west connection into and out of the City.

PROJECT OVERVIEW	
OVERALL COST:	\$19,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.11 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# 77 HENPECK LANE

## LEWISBURG PIKE (SR-106/US-431) TO COLUMBIA PIKE (SR-6/US-431)

Henpeck Lane from Lewisburg Pike (SR-106/US-431) to Columbia Pike (SR-6/US-31) should be upgraded to City standards in order to connect existing neighborhoods and to the larger pedestrian network.



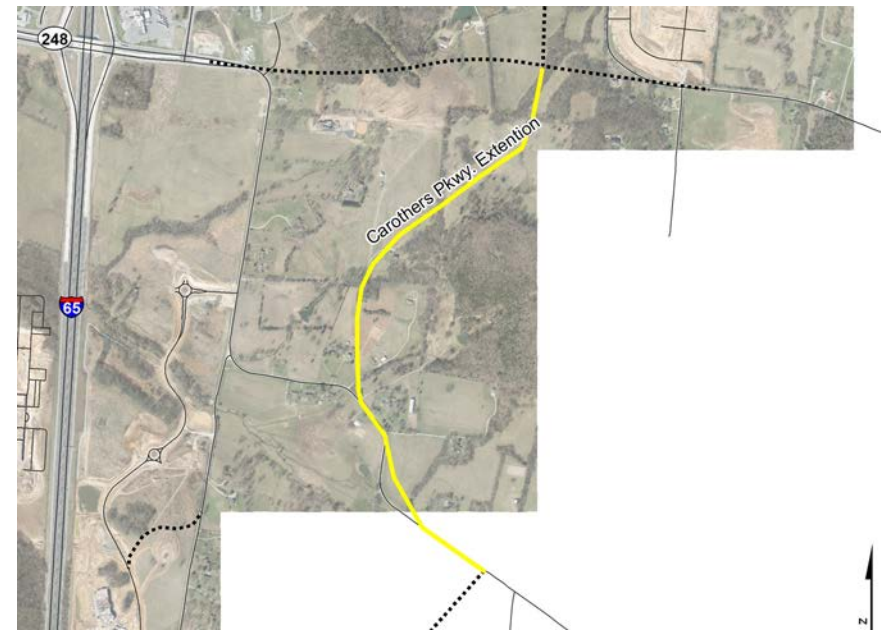
PROJECT OVERVIEW	
OVERALL COST:	\$28,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	2.16 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# CAROTHERS PARKWAY (SOUTH EXTENSION) GOOSE CREEK BYPASS (SR-248) (FUTURE EXTENSION) TO PEYTONSVILLE ROAD

# 78

PROJECT OVERVIEW	
OVERALL COST:	\$33,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.32 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

Carothers Parkway (South Extension), a new 4 lane road, from Goose Creek Bypass (SR-248) (future extension) to Peytonsville Road. This roadway is a key connection of this southeast quadrant transportation network.



# 79 COLEMAN ROAD

## COLUMBIA PIKE (SR-6/US-31) TO WESTERN URBAN GROWTH BOUNDARY

This project includes upgrades to Coleman Road from Columbia Pike (SR-6/US-31) to the Western Urban Growth Boundary to City standards and adding a proposed multi-use path. With Henpeck Lane being upgraded, this small section needs to be upgraded.



PROJECT OVERVIEW	
OVERALL COST:	\$5,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.47 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# MCLEMORE ROAD 80

## LEWISBURG PIKE (SR-106/US-431) TO GOOSE CREEK BYPASS (SR-248)

PROJECT OVERVIEW	
OVERALL COST:	\$18,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.71 miles
EXISTING LANES:	0-2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

A new 2 lane road, McLemore Road, will be constructed from Goose Creek Bypass (SR-248) to Lewisburg Pike (SR-106/US431). The minor collector provides a valuable connection between Columbia Pike and Lewisburg Pike in the south part of the City.



# 81 OXFORD GLEN DRIVE

## MURFEESBORO ROAD (SR-96) TO CLOVERCROFT ROAD

Oxford Glen Drive, a minor collector, will be upgraded to City standards from Clovercroft Road to Murfreesboro Road (SR-96). This upgrade will support traffic flow and allow pedestrian connections between the many neighborhoods accessing this road.



PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.97 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	5' Bike Lanes Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)



# PRATT LANE IMPROVEMENTS 82

## NEW ROADWAY (PROJECT 83) TO PEYTONSVILLE ROAD

PROJECT OVERVIEW	
OVERALL COST:	\$7,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.54 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

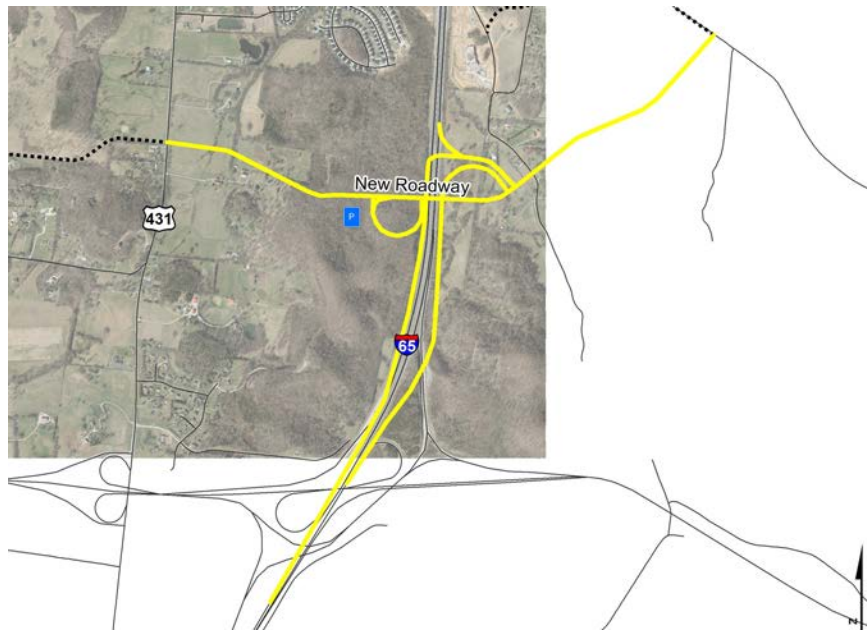
This project includes the extension of Reams Fleming Blvd to Project 83. Currently Pratt Lane is a long dead-end street with limited ability to provide redundant transportation network connections. This Project and Project 83 would provide that redundant access and regional connectivity.



# 83 NEW ROADWAY

## PEYTONSVILLE RD TO LEWISBURG PIKE (SR-106/US-431)

This project includes an I-65 overpass and the necessary connectivity between land east and west of I-65. As annexation happens in this area we should strongly evaluate the need for an additional interchange and the possibility of a future park and ride lot / transit hub to provide service for the area. This area should be further evaluated prior to development and entitlement of land. The project cost does not include the necessary improvements for the interchange or park and ride lot.



PROJECT OVERVIEW	
OVERALL COST:	\$45,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT / Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.03 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4-10
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Prohibited
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

# PATE ROAD 84

TRINITY ROADY TO EASTERN UGB

PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.84 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side)
	6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

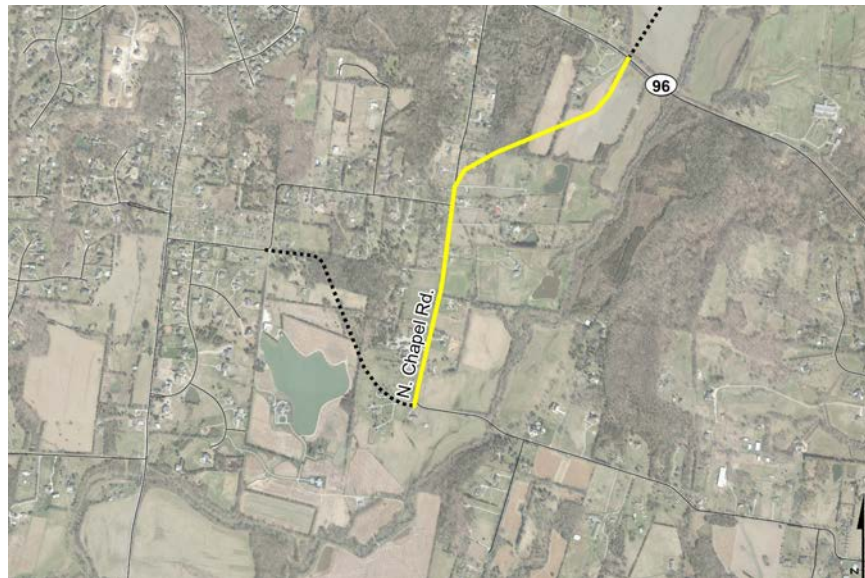
This project will be driven by development and will improve the alignment and number of lanes associated with Pate Road.



# 85 NORTH CHAPEL ROAD

## PATE ROAD (FUTURE ALIGNMENT) TO MURFREESBORO ROAD (SR-96)

This project will be driven by development and will improve the alignment and number of lanes associated with North Chapel Road.



PROJECT OVERVIEW	
OVERALL COST:	\$20,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.1 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
CURB & GUTTER:	Yes
ON STREET PARALLEL PARKING:	Allowed
ON STREET BICYCLE FACILITY	None Required
RECOMMENDED SIDE STREET PROJECT ELEMENTS	
PEDESTRIAN TRAVELWAY	6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)
	12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

**Bicycle / Pedestrian Improvement Only**

# 1ST AVENUE

## SOUTH MARGIN STREET TO BRIDGE STREET



PROJECT OVERVIEW	
OVERALL COST:	\$4,000,000
TIME FRAME:	Short
PROJECT DRIVER:	Development / City of Franklin

This project would connect Pinkerton Park, Historic downtown Franklin and Bicentennial Park. Construction includes a 12' wide multi-use trail on the east side of 1st Ave.

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial/Collector
OVERALL SIDEWALK LENGTH:	0.38 miles
SIDEWALK WIDTH	12' Min (East Side)
FURNISHING /GREEN ZONE WIDTH	6' Min



# B

## MACK HATCHER PARKWAY (SR-397) DANIEL MCMAHON LANE TO EAST OF HILLSBORO RD (SR-106/US-431)

*Bicycle / Pedestrian Improvement Only*

The Mack Hatcher Parkway (SR-397) has been designed with a multi-use path on the south side of the road. A multi-use path exists from Franklin Road to Daniel McMahon Lane. In order to complete this pedestrian network so there is a complete network around this major corridor, the completion of a multi-use path from Hillsboro Road to Daniel McMahon Lane is necessary.

PROJECT OVERVIEW	
OVERALL COST:	\$4,200,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Expressway
OVERALL SIDEWALK LENGTH:	1.2 miles
SIDEWALK WIDTH	12' Min (South Side)
FURNISHING /GREEN ZONE WIDTH	6' Min





**MACK HATCHER PARKWAY (SR-397) TO EAST FOWLKES STREET**

PROJECT OVERVIEW	
OVERALL COST:	\$7,500,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin

This project will construct an open ditch multi-use trail from West of the Rail Road Tracks to Mack Hatcher Parkway. This trail system will eventually connect into the proposed trail system associated with Mack Hatcher Parkway and Lewisburg Pike.

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
OVERALL SIDEWALK LENGTH:	1.89 miles
SIDEWALK WIDTH	12' Min (South Side)
FURNISHING /GREEN ZONE WIDTH	6' Min



# D

## OXFORD GLEN DRIVE LIBERTY PIKE TO EAST MCEWEN DRIVE

*Bicycle / Pedestrian Improvement Only*

This project will construct a 12' wide Multi-Use Trail on the West side of Oxford Glen Drive.

### PROJECT OVERVIEW

OVERALL COST:	\$500,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin

### PROJECT CHARACTER

FUNCTIONAL CLASSIFICATION:	Minor Collector
OVERALL SIDEWALK LENGTH:	0.50 miles
SIDEWALK WIDTH	12' Min (West Side)
FURNISHING /GREEN ZONE WIDTH	6' Min





**Bicycle / Pedestrian Improvement Only**

# MURFREESBORO ROAD (SR-96) MACK HATCHER PARKWAY (SR-397) TO INTERSTATE 65



PROJECT OVERVIEW	
OVERALL COST:	\$4,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development / City of Franklin

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both the north and south side of the roadway.

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
OVERALL SIDEWALK LENGTH:	2.27 miles
SIDEWALK WIDTH	8' Min (Both Sides of Roadway)
FURNISHING /GREEN ZONE WIDTH	6' Min



# F

## NORTH/SOUTH ROYAL OAKS BOULEVARD OAK MEADOW DRIVE TO HOLIDAY COURT

*Bicycle / Pedestrian Improvement Only*

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both the east and west side of the roadway.



### PROJECT OVERVIEW

OVERALL COST:	\$2,500,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development / City of Franklin

### PROJECT CHARACTER

FUNCTIONAL CLASSIFICATION:	Major Arterial
OVERALL SIDEWALK LENGTH:	1.52 miles
SIDEWALK WIDTH	8' Min (Both Sides of Roadway)
FURNISHING /GREEN ZONE WIDTH	6' Min

**Bicycle / Pedestrian Improvement Only**

# GENERAL GEORGE PATTON DRIVE

## MALLORY STATION ROAD TO NORTHERN CITY LIMITS



PROJECT OVERVIEW	
OVERALL COST:	\$2,200,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development / City of Franklin

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both the east and west side of the roadway.

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
OVERALL SIDEWALK LENGTH:	1.52 miles
SIDEWALK WIDTH	8' Min (Both Sides of Roadway)
FURNISHING /GREEN ZONE WIDTH	6' Min



# H

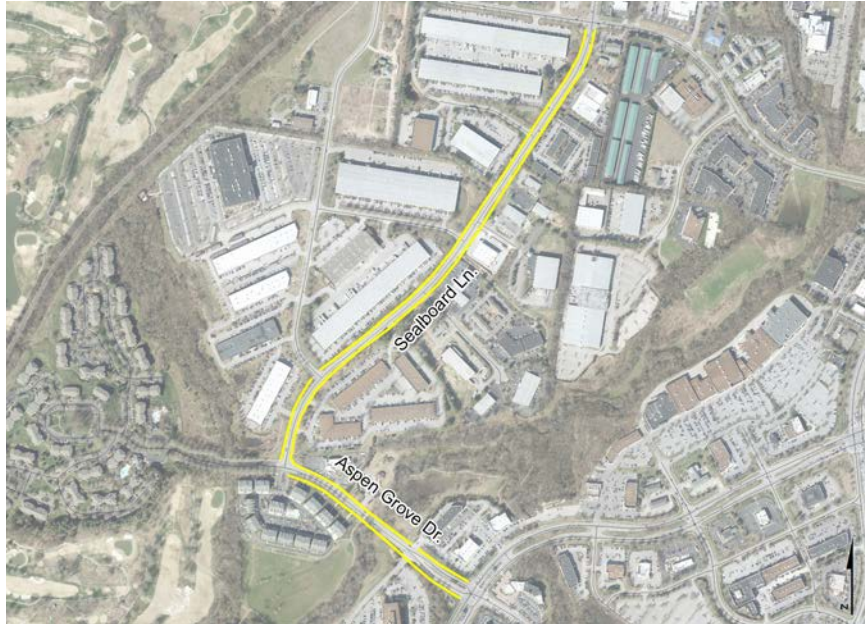
## ASPEN GROVE DRIVE AND SEABOARD LANE COOL SPRINGS BLVD TO MALLORY STATION ROAD

*Bicycle / Pedestrian Improvement Only*

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both sides of the roadway.

PROJECT OVERVIEW	
OVERALL COST:	\$3,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development / City of Franklin

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
OVERALL SIDEWALK LENGTH:	2.08 miles
SIDEWALK WIDTH	8' Min (Both Sides of Roadway)
FURNISHING /GREEN ZONE WIDTH	6' Min



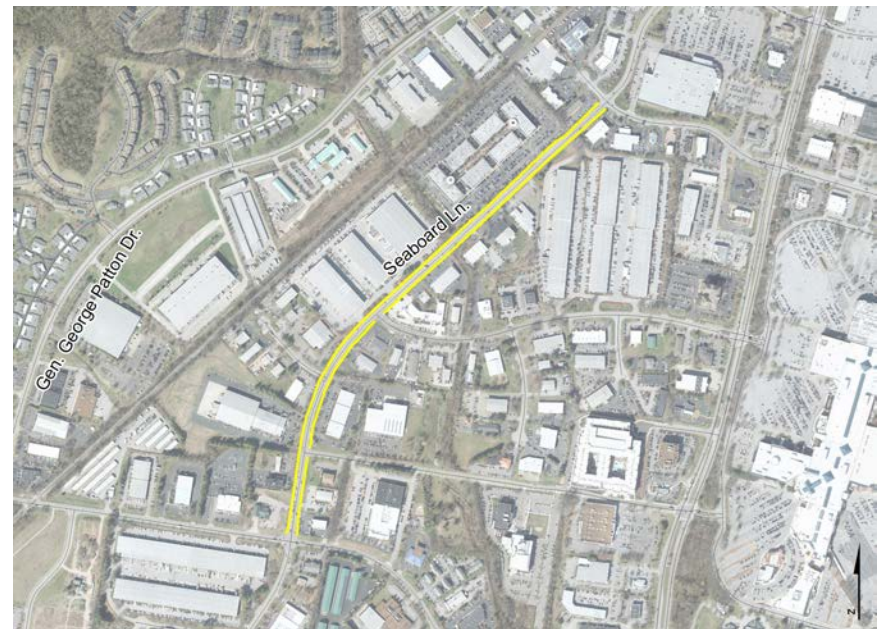
# SEABOARD LANE

## MALLORY STATION ROAD TO NORTHERN CITY LIMITS

PROJECT OVERVIEW	
OVERALL COST:	\$2,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development / City of Franklin

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
OVERALL SIDEWALK LENGTH:	1.33 miles
SIDEWALK WIDTH	8' Min (Both Sides of Roadway)
FURNISHING /GREEN ZONE WIDTH	6' Min

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both sides of the roadway.



# J

## CAROTHERS PARKWAY

### SOUTH OF COOL SPRINGS BOULEVARD TO NORTHERN CITY LIMITS

*Bicycle / Pedestrian Improvement Only*

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multiuse trail. The trail shall be on the east side of Carothers Parkway.



#### PROJECT OVERVIEW

OVERALL COST:	\$4,500,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin

#### PROJECT CHARACTER

FUNCTIONAL CLASSIFICATION:	Major Arterial
OVERALL SIDEWALK LENGTH:	1.61 miles
SIDEWALK WIDTH	12' Min (East Side)
FURNISHING /GREEN ZONE WIDTH	6' Min

**Bicycle / Pedestrian Improvement Only**

# COOL SPRINGS BLVD

## BILLINGSLY COURT TO EAST MCEWEN DRIVE



PROJECT OVERVIEW	
OVERALL COST:	\$3,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail. The Trail shall be on the west side of Cool Springs Blvd.

PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
OVERALL SIDEWALK LENGTH:	1.04 miles
SIDEWALK WIDTH	12' Min (West Side)
FURNISHING /GREEN ZONE WIDTH	6' Min



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