



Meeting Agenda

Franklin Municipal Planning Commission

Thursday, April 28, 2022

7:00 PM

Board Room

Notice is hereby given that a meeting of the Franklin Municipal Planning Commission will be held on the date, time and at the location listed above. Additional information can be found at www.franklin.tn.gov/planning.

The typical process for discussing an item is as follows:

- 1. Staff Presentation*
- 2. Public comments*
- 3. Applicant presentation, and*
- 4. Motion / discussion / vote*

Applicants are encouraged to attend the meeting, even if they agree with the staff recommendation. The Planning Commission may defer or disapprove an application/request unless someone is present to represent it.

For accommodations due to disabilities or other special arrangements, please contact the Human Resources Department at (615) 791-3216, at least 24 hours prior to the meeting.

Accommodations have been made to ensure that the public is able to participate in the meeting. The public may participate in the following ways: • Watch the meeting on FranklinTV or the City of Franklin website. • Watch the live stream through the City of Franklin Facebook and YouTube accounts. • Email comments to planningintake@franklin.tn.gov to be provided in full to the Commission and included in the minutes, but not read aloud in their entirety during the meeting. Emailed comments are accepted until 12:00 PM (noon) on the day before the meeting. • Comment in-person in the Boardroom. Speakers will be asked to fill out a speaker card prior to the meeting starting. Speakers may sit in the Boardroom, or wait in the lobby.

CALL TO ORDER

APPROVAL OF MINUTES

1. Consideration Of Approval Of The February 24, 2022 FMPC Minutes.
2. Consideration Of Approval Of The March 24, 2022 FMPC Minutes.

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Open for Franklin citizens to be heard on items not included on this Agenda. As provided by law, the Planning Commission shall make no decisions or consideration of action of citizen comments, except to refer the matter to the Planning Director for administrative consideration, or to schedule the matter for Planning

Commission consideration at a later date. Those citizens addressing the Planning Commission are required to complete a Public Comment Card in order for their name and address to be included with the official record.

ANNOUNCEMENTS

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

The non-agenda process, by design, is reserved for rare instances, and only minor requests shall be considered. Non-agenda items shall be considered only upon the unanimous approval of all of the Planning Commission members.

CONSENT AGENDA

The items under the consent agenda are deemed by the Planning Commission to be non-controversial and routine in nature and will be approved by one motion. The items on the consent agenda will not be individually discussed. Any member of the Planning Commission, City Staff, or the public desiring to discuss an item on the consent agenda may request that it be removed and placed on the regular agenda. It will then be considered in its printed order.

3. Consideration Of Approval Of Items 4-14 On The Consent Agenda.

SITE PLAN SURETIES

4. Amelia Park PUD Subdivision, Final Plat, Section 1; Extend The Performance Agreement For Drainage And Sidewalk Improvements To January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

5. Berry Farms PUD Subdivision, Site Plan, Section 4, Revision 1; Extend The Performance Agreement For Landscaping Phase 1, Landscaping Phase 2, And Landscaping Phase 3 Improvements To January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

6. Dallas Downs PUD Subdivision, Site Plan, Section 3; Extend The Performance Agreement For Landscaping Specimen Trees, And Landscaping Open Space Lots 26, 29, 30, And 31 Improvements To January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

7. Harpeth Village Subdivision, Site Plan, Revision 2; Extend The Performance Agreement For Landscaping (Building C) Improvements to January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

8. Seward Hall Subdivision, Final Plat; Extend The Performance Agreement For Left Turn Lane, And Stormwater Drainage Improvements To January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

9. Seward Hall Subdivision, Site Plan, Lot 1; Extend The Performance Agreement For Landscaping Phase 3, And Storm Drainage / Detention Improvements To January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

10. Westhaven PUD Subdivision, Final Plat, Section 27, Revision 1; Extend The Performance Agreement For Drainage Improvements To January 26, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

11. 7007 Moores Lane PUD Subdivision, Site Plan, Lot 2; Extend The Performance Agreement For Landscaping Improvements To April 27, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

12. Gateway Commons PUD Subdivision, Site Plan; Accept The Street Improvements, Release The Performance Agreement And Establish A Maintenance Agreement For One Year. (CONSENT AGENDA)

Sponsors: Melodie Brady

13. Ralston Row PUD Subdivision, Site Plan; Accept The Streets And Sidewalk Improvements, Release The Performance Agreement And Establish A Maintenance Agreement For One Year; Extend The Performance Agreement For Drainage Improvements To April 27, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

14. Resource Centre PUD Subdivision, Final Plat; Extend The Performance Agreement For Traffic Signal And Warrant Study Improvements To April 27, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

MAJOR THOROUGHFARE PLAN AMENDMENTS

15. Consideration Of Resolution 2021-158, A Resolution To Adopt Amendment 5 To The Comprehensive Transportation Network Plan (Major Thoroughfare Plan), An Amendment Related To Updating A Portion Of Fieldstone Parkway . (PUBLIC HEARING)

Sponsors: Paul Holzen

NON-AGENDA ITEMS

ANY OTHER BUSINESS

ADJOURN



Meeting Minutes

Franklin Municipal Planning Commission

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CALL TO ORDER

Chair Lindsey called the meeting to order at 07:01 PM

Commissioners Present: Ann Petersen, Alma McLemore, Jenny Williamson, Ann Petersen, Marcia Allen, Michael Orr, Roger Lindsey, Nick Mann, Jimmy Franks.

Commissioners Absent: Scott Harrison

APPROVAL OF MINUTES

1. Consideration Of Approval Of The January 27, 2022 FMPC Minutes.

Sponsors:

Attachments: 1. Draft FMPC Minutes January 2022

A motion was made by Commissioner Alderman Ann Petersen, seconded by Commissioner Alma McLemore to approve the minutes from the January 27, 2022 meeting. The motion carried 8-0.

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Chair Lindsey asked for citizen comments. There were none.

ANNOUNCEMENTS

The Chair asked if there were any announcements from the staff. There were none.

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

The Chair asked if there were any non-agenda items to be presented. There were none.

CONSENT AGENDA

2. Consideration Of Items 3, 4, And 9 On The Consent Agenda.

Sponsors:

Attachments: None

A motion was made by Commissioner Marcia Allen, seconded by Commissioner Michael Orr to approve items 3, 4, and 9 as presented on the Consent Agenda. The motion carried 8-0.

SITE PLAN SURETIES

3. Lockwood Glen PUD Subdivision, Final Plat, Section 6; Extend The Performance Agreement For Drainage Improvements To February 23, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

4. Lockwood Glen PUD Subdivision, Site Plan, Sections 8-11 (Mass Grading); Extend The Performance Agreement For Drainage Improvements To February 23, 2023. (CONSENT AGENDA)

Sponsors: Melodie Brady

Attachments: None

The item was Approved on Consent Agenda.

REZONINGS/DEVELOPMENT PLANS

5. Consideration Of Ordinance 2021-05, An Ordinance To Rezone 233.66 Acres From Agricultural (AG) District And Civic Institutional (CI) District To Planned (PD 2.02) District For Several Properties Located Near The Intersection Of Hillsboro Road And Mack Hatcher Memorial Parkway (Brownland Farm PUD Subdivision).

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. ORD 2021-05 BROWNLAND FARMS REZONING ORDINANCE updated 21522_With Exhibits_Law Approved
2. MAP Brownland Farms Rezoning and Dev Plan Map
3. 2022-02-03 Brownland Rezoning Sheets
4. BOMA imposed conditions.Brownland Development Plan
5. Citizen Comments Combined reduced size

Amy Diaz-Barriga stated at the October 12, 2021, BOMA meeting members voted to refer the Brownland Farm PUD back to the staff and planning commission for revisions requested by the applicant pertaining to 5 conditions. The BOMA members granted the applicants an opportunity to revise the plan and to address the 5 conditions. The plan has been reviewed by staff and is now up for a new vote by FMPC then onto BOMA work session, then 3 readings to finish the process. In terms of rezoning, one condition addressed in the revision was to limit the number of units. The revision

reduced the number of homes from 395 to 357. The plan does show development in flood plain and flood way, does not meet standards of Envision Franklin and staff recommends disapproval.

Chair Lindsey states now it is the time for public comment. "When your name is called, please be prepared to come to the microphone. Please state your name, address and please limit your comments to 2 minutes to discuss. Amy will keep the 2-minute timer."

Grace and Drew Clausing: 227 Meadowgreen Drive. The Clausing's have lived in their current location for 6 years and Franklin for 15 years. Mr. Clausing stated that when they purchased the property, they became friends with the previous owners who lived at the location for 30 years. 2010 was the first time any flooding occurred at this residence as they are familiar with the history of the property. When Legends Ridge was built, the flooding increased and has gotten worse. Mr. Clausing can only believe the increased flooding is due to development of surrounding land. The residence flooded again last year in 2021 after being assured flooding would not occur again due to the 100-year flood plain. Mitigation of existing issues should be explored before development in new areas. Ms. Clausing stated her concerns for her children and the level of fear associated with the flooding they have experienced. Family requested the commission vote against the rezoning plan.

Barbara Blum: 306 Heather Ct. Franklin/CottonWood Subdivision. Ms. Blumm stated that downstream residents of the Brownland Farm PUD homes are at risk. Under the proposed plan, some Cottonwood residents would now be in the flood plain. Ms. Blumm urges the commission to vote not to approve the proposed plan.

Amy Wells: 303 Gillette Drive/River Landing. Representing other River Landing neighbors who cannot attend the meeting. Ms. Wells stated she has first-hand experience with flooding as her property is adjacent to the river. She further stated that continual flooding since 2010 has now placed many of the River Landing homes in the flood plain. In 2005, when her family purchased the property, it was not in a flood plain, but now, as of 2010, it is considered in the flood plain. Ms. Wells asks the commission to please support the staff recommendations to disapprove the rezoning and development of the proposed plan. Lastly, in her opinion, the 5 conditions do not make significant changes to this flood-prone area.

Anne Grover: 301 Royal Oaks Blvd. Ms. Grover recently moved from Illinois and is currently looking for a home in the Franklin area. She is concerned about the homes that are now in the floodplain including the current proposal. Ms. Grover spoke of a similar community in Illinois that built homes in a flood plain back in the 1980's and 1990's. Ultimately, the city had to purchase the homes because of the rezoning of the floodplain.

John & Nell Henderson: 202 Revere Lane. Mr. Henderson stated the first condition of the revised plan was to address questions about the deeded access road for emergencies from Mack Hatcher to Fulton Greer Road. Mr. Henderson stated concerns about this road as it appears to be a muddy gully. He further stated that the specifics need to be explained in detail for this proposed emergency access road. Staff of Site One walked Ms. Henderson through the area of the proposed emergency road. Ms. Henderson provided photos of flooding on her phone.

Carol & Trip Guthrie: 213 Pebble Glen Drive. The Guthrie's have lived in Franklin for 38 years at 213 Pebble Glen. The Guthrie family has concerns about the number of homes proposed to be built in the development. They further state that the proposed move of the Harpeth River water flow is dangerous. The family requests the commission vote no to this proposal.

Michael & Laura Smith: 106 Poteat Place/Monticello 25 years. Mr. Smith urges the committee to deny the proposed rezoning and development plan. Mr. Smith stated the Monticello Homeowners Association Board voted to support the development without a vote from the residents, which many do not support the planned development. Ms. Smith stated at 23 feet NWS advanced hydrologic prediction service states Harpeth River waters will cover low lying areas including the Nursery on Fulton Greer Road. The proposed emergency access roads flood well before the river hits flood stage of 30 feet. Ms. Smith stated questions about how emergency vehicles will navigate the Site One Property in a heavy rain event. Ms. Smith offers concerns about the Nursery/Site One and the fact that the gates are closed to the property during heavy rain events and have large trucks coming and going throughout the day which would make it difficult for emergency vehicles to maneuver through the area. The Smiths strongly urge the committee to vote no on the rezoning and development plan.

Kelly Eikum: 241 Gillette Drive/River Landing. Ms. Eikum stated that her property backs up the Harpeth River and 2 years ago, when she moved to River Landing, the property was not considered in the flood plain. Under the current proposal, her property would reside in the flood plain. Ms. Eikum respectfully requests that the commission follow the guidelines of Envision Franklin, the recommendation of the city planning staff and the 2786 individuals who signed a petition against the development and vote against the rezoning and development of the proposed area, Brownland Farm. She believes there is a safer and more appropriate way to use and develop this land.

John Walsh: 111 Bayhill Circle. Mr. Walsh is Co-director of Program and Disaster Research and Training at Vanderbilt Medical Center. Mr. Walsh has reviewed all the documents in the proposal. Mr. Walsh stated his concerns about the potential public safety issues about emergency vehicles. Mr. Walsh further stated that studies have found that many disasters could be prevented with good decision making and more thorough flood mitigation plans. Mr Walsh also said research has found that flood fatalities occur when people try to drive through flooding streets. This is the number one cause of death during flood events, according to Mr. Walsh.

Michelle Anderton: 1155 Hillsboro Road. Brownland Farm owner. Ms. Anderton stated the property has been in her family since 1952 and has continuously been a working horse farm for 50 years. With that being said, Ms. Anderton explained the family did not enter into selling the property lightly. Ms. Anderton said the family approved a contract with a developer whose main purpose was to study and understand how the water affects the property. A development group created a model based on engineering studies and real-world experiences of the last 70 years of the property. Ms. Anderton further stated her concerns about the misinformation causing fear because people are taking bits and pieces of the development plan and not looking at the entire plan. She stated her family had been and still are excellent stewards of the land. From a business owner's perspective, because of the changes over the years, out of the family's control, this is not the best use of the land. Ms. Anderton speaks to the successful implementation of flood mitigation in the Southeast parkway area. The proposed plan exceeds all regulations and converts 70 percent of the land from active use to passive use. Ms. Anderton requests approval from the commission for the rezoning and development of the proposal.

Steve Kuhn: 311 Monticello Road. Mr. Kuhn believes there are good people with good intentions on both sides of this project. He said we cannot selectively follow science and engineering when it fits our own agenda. Mr. Kuhn proposed a question that, to his knowledge, no one has been able to explain why and how downstream property could be affected by creating more volume upstream. Mr. Kuhn urges people to support the engineers and professionals who have been hired to study and complete the work. Mr. Kuhn finishes by stating we must not spread disinformation about flood impact downstream in the proposal.

Kathy Webber: 1900 Springcroft Drive. Ms. Webber is a Christ Community Church member who voted against selling the church property because of the potential for mass development of the land. Ms. Webber stated that she has worked in the community with Envision Franklin and the Comprehensive Land Use Plan and believes that citizens do not want the Brownland Farm area to be used in the manner of this proposal. According to Ms. Webber, the commission was not presented the details about the depths of water on Hillsboro Road in a heavy rain event. This information was provided in July after voting had occurred. Ms. Webber stated the depth in some places, on Hillsboro Road, could be as high as two feet. Ms. Webber submitted a map via email that details this information. She believes there is nothing that will fix or change the potential of 2 feet of water on Hillsboro Road in a significant rain event. Ms. Webber finished up by reminding the commission of pending issues from the Fire Department which states that 3 different roads leading into the proposed area could be under water during a flooding event.

Dorie Bolze: Deerfield Lane, Franklin Ms. Bolze is CEO of the Harpeth Conservancy. Ms. Bolze provided a map display showing the Brownland Farm area and how the area is encircled with water. Flood mitigation plans have been created for portions of the river around the bend of Brownland Farm, but the plan does not address flooding on Hillsboro Road. Ms. Bolze stated this is a fundamental flaw in the plan regarding emergency vehicles. The plan does not comply with the floodplain ordinances pertaining to Hillsboro Road. Drivable roads, during a flood event should be 3' of water or less and the proposed plan does not address this issue. Hillsboro Road, as it stands now under the proposed development, could hold as much as two feet of water.

Laura Turner: 1108 Dickinson Lane. Ms. Turner spoke against the proposed Brownland PUD. Figures for the number of lots to be included in the 100-year flood plain are available through online property maps. Ms. Turner stated the following homes would now be considered in the 100-year flood plain: The figures are approximate. Fieldstone Farms has 200+ homes out of 2200 residences now in the floodplain; Cottonwood has 90+ homes out of 484 in the

floodplain; River Landing 50+ out of 160 now in the floodplain. Rebel Meadows and 22 lots on both sides of Hillsboro Road from Mac Hatcher to Franklin High School are in the floodplain with 70+ homes out of 145 homes would be in the floodplain. In the Monticello neighborhood, 29 out of 175 homes would be included in the floodplain. In Meadow Green, in the County, 56 of 179 homes in the floodplain. The people living in these areas will be required to buy flood insurance and live with the threat of additional flooding due to the proposed Brownland PUD.

Sandy Walker: 442 Essex Park Circle. Ms. Walker has lived in Franklin for 26 years and Williamson County for 40 yrs. Ms. Walker stated she lives in the back of Fieldstone Farms and her property is considered to be in the floodplain since the 2010 flood. She understands the desires of new development in our city because Franklin and Williamson County are wonderful places to live. She has concerns about this development adding to the fears of this flood-prone area as it stands now. Ms. Walker asked commission members to vote against the proposed rezoning and development of Brownland Farm.

Devin Phillips: 2056 Belmont Circle. Mr. Phillips expressed his concern about where the children of the 356 homes (revised from 395) would attend school. The proposal states an increase of eighty-nine children for the proposed development, according to Mr. Phillips. He stated it's more likely there will be 400+ children from the proposed 356 homes. Mr. Phillips said he purchased his home because of the location to certain schools. The plan was for his children to follow in his footsteps of going to the area schools and ultimately ending up at Franklin High School. Mr. Phillips stated concerns about the continual development of land would push his children out of certain school zones. He also expressed concerns about emergency vehicles. He further said there is less concern about current homeowners who live close to the proposed development and more concern about the people who will live in the proposed development.

Gigi Spires: 1330 Summer Haven Circle, Fieldstone Farms. Ms. Spires has concerns about removal of trees and other vegetation that absorb the flood waters. The land that is bare is not able to accommodate the water in flooding events that are occurring more frequently.

Teresa Stafford: 113 Poteat Place. Ms. Stafford stated she is new to Franklin from Orange County, CA. She stated she is all too familiar with residential and commercial development. Ms. Stafford stated concerns about the volume of units in the proposed development relating to revenue, taxes, and other governmental departments. She said she works for one of the Big-4 accounting firms and "we make mistakes every day and twice on Sunday". She urged the city commissioners to please consider this perspective and remember professionals make mistakes. Ms. Stafford stated she hopes the vote goes in the direction of the people.

Christine Hamm: 823 Chrisman Drive. Ms. Hamm stated her house did not flood in 2010, but two streets over, flooding occurred. Ms. Hamm said she resides in Rebel Meadows and lives in the area that is surrounded by water. She expressed hope the committee would say no to the proposal.

Mary McAfee: 107 Poteet place. Ms. McAfee stated she has lived in her home since 2003 and in 2010 she had a moat around the house after the big flood. She requested the commission consider parking areas in the shared area or parks in the proposed plan. Ms. McAfee asked the question, "Where will the cars park for the recreational areas?" Ms. McAfee stated the cars will have to park along the roads and in front of homes in the neighborhoods. She further said that a parking plan was not considered for the shared area/park area. Ms. McAfee stated she is not in favor of this development and has concerns about the long-term impact of this project in the flood plain areas. Lastly, she stated there are many other uses for this property.

Chairman Lindsey asked if there was anyone else that would like to speak. No one else came forward to speak. Chairman Lindsey declared the public forum closed.

Presentation from the applicant: John Michael represents the development group and requests approval for the rezoning and development of the proposed project. Mr. Michael stated BOMA recommended five amendments to our development. Our group took those and worked those into the proposal. The proposed development with the five amendments, meets zoning code requirements which is the storm water ordinances. Flood safety and storm water management being at the forefront of this project, Mr. Michael stated we have our engineers and professionals here to speak to the concerns expressed tonight. He said we have met the zoning codes which is the law. Envision Franklin is a guideline for years to come and is aspirational in nature. It provides guidelines and suggestions of best practices for the city of Franklin in the future. The zoning code and the storm water ordinance are laws that must be followed and are at

the forefront of the project. We are all concerned about any development close to the river and public safety (human and property). Mr. Michael stated that the project professionals and engineers will explain how this project increases the degree of safety to downstream properties and structures, allowing people to enjoy the land more so than how the land stands today. Mr. Michael further stated that developers have gone beyond measures called for regarding zoning codes and storm water ordinance. He went on to compare the proposed plan to the Southeast Parkway project, which has been a successful flood mitigation project. The proposed project goes above and beyond the Southeast Parkway project. Finally, Mr. Michael went on to say the proposed project meets the requirements of the law, and tonight, the engineers and professionals will state the facts of the proposal. Mr. Michael, once again, renews the request for approval of the rezoning and development of this project.

Greg Gamble is a landscape architect and land planner. Mr. Gamble provided a document to the staff and commission members. He stated that the first page lists the 5 BOMA conditions.

The first condition refers to an emergency egress road from Hillsboro Road to Mack Hatcher. Mr. Gamble referred to the document illustration of Site One. He said from the entrance to Brownland Farm to the emergency entrance location on Hillsboro Road is above the 100-year flood plain. Mr. Gamble stated he had been in discussion with Site One owners to purchase the easement if the proposal is approved. Mr. Gamble continued to say the easement would provide entrance to the Brownland farm area for emergency vehicles and residential vehicles for safe passage onto Mack Hatcher Parkway. The Mack Hatcher entrance would be for emergencies only. At all other times, the entrance would be gated/closed. This emergency entrance onto Mack Hatcher and on to the Brownland area is above the 100-year flood plain and would provide safe entrance for the fire department and other emergency vehicles.

2) The second condition says FEMA must approve CLOMAR prior to issuance of grading a permit.

3) The third condition required condominium buildings not to have more than 4 units per building. The condominium buildings larger than 4 per building have been removed from the project proposal, aligning with Envision Franklin Conservation Subdivision.

5) Mr. Gamble stated in condition number 5, the plan originally recommended a total of 471, but under the conditions of BOMA, the total number has been reduced to 356 homes. The revised proposal is below the cap established by BOMA, according to Mr. Gamble

4) The fourth condition of approval is related to the restriction that the area of development could not be in the 100-year flood plain greater than 36 inches. Mr. Gamble explains there is a misconception about the development plan by the public and he went on to say the development plan does not propose development in the 100-year flood plain. We do, however, propose to fill that area of the 100-year flood plain up to the 500-year floodplain, giving the area a 2-foot increase over the 100-year flood plain. He said we propose excavating areas of the flood plain to create more volume of land. Mr. Gamble stated on the next page, the Franklin Stormwater and Zoning Ordinances included a floodplain alteration. Envision Franklin says any disruption of a Conservation area must preserve the function, form, and character of the area. Mr. Gamble stated the function of the land will be preserved by the removal of the current Brownland farm structures to improve the flood, flow, and flow of the river. He stated the form will be preserved by improving the capacity of the flood plain on Brownland farm to hold more water in a flood event. Mr. Gamble went on to say that the proposed plan would preserve the character of the land by the inclusion of open spaces and parks in a natural state. A comparison of flood mitigation plans in areas like Brownland Farm was requested by Ms. Petersen. Mr. Gamble provided a comparison of Carothers Parkway and Ladd Park. This plan called for a fill area of 31.4 acres and an excavation of 30 acres. The Waters Edge mitigation plan required a fill area of 22.58 acres and excavation of 32.5 acres. The flood mitigation plans in both areas lowered the floodplain area by 1.2 feet.

The Lockwood Glen area called for a fill area of 8 acres for neighborhood commercial area and an excavation of 14 acres to create more floodplain volume. Mr. Gamble stated that the 3 CLOMRS discussed allowed the city to fill 66 acres of SE Parkway. The proposed development plan has the same configuration around the bends in the river, around residential homes, and the developers believe there are similarities in the history/past and of what has been allowed by the City of Franklin in the Stormwater Ordinance and Zoning Ordinance.

Presentation by Adrian Ward: Mr. Ward stated he is with Barge Design Solutions. Mr. Ward stated he leads the flood mitigation practice. He said, "we were asked to provide a Hydrologic model and CLOMR package in accordance with FEMA guidelines." He said we have all the requirements to have the floodplain remapped. Mr. Ward stated the owner of the property decided to have CEC review the proposal and their comments have been incorporated into the document provided. The last two pages of the document represent the final model with a review of the results. Mr. Ward stated the process begins with a model request from FEMA (provided). The mitigation team adjusted the model for the Brownland Farm PUD development improvements. Mr. Ward stated the process will show the FEMA model before the mitigation plan and Brownland Farm model after the flood mitigation plan. The results showed an average reduction at

each cross section of 2 inches and does not impact upstream flood elevations. At the 10-year mark there is a 5-inch reduction and a reduction of 2 inches at the 100-year mark. Mr. Ward stated that the improvements are slight, but there were improvements. Mr. Ward further stated that on the last page there is a discussion of a low area known as the East Split, in the model. The location is around Hillsboro Road & Jefferson drive. The bridge at Hillsboro Road creates a backwater flow that will force the water through the low spot and through the neighborhood during a high flow event. The existing model shows this could happen at the 10-year mark, according to Mr. Ward. He also stated the model was adjusted for more flow to the Harpeth River, reducing the flow over the low area or into the subdivision. With the floodplain compensation, property owners downstream will not be impacted by flood waters upstream. By putting more storage volume upstream, downstream residents should not be impacted. Mr. Ward stated that is the way the math works.

Chair Lindsey asked if there was a motion for the rezoning of the Brownland Farm PUD. The motion was made by Commissioner Franks, seconded by Commissioner Mann.

Chair Lindsey asked if there was any discussion.

Commissioner Mann stated he approves of the rezoning, but the issue is the flood plan which will fall under the next approval item for redevelopment.

Commissioner Allen stated she was perturbed that this item was up for discussion again. She expressed concerns about going over and over the same issue without changes being made in the proposal. If there are no changes in the proposal, further discussion is not necessary and does not constitute more discussion, because nothing has changed. Commissioner Allen went on to say, Envision Franklin provides guidelines for Conservation and Conservation Subdivision and this proposal does not fall into the guidelines. Ms. Allen stated that the commission disapproved recommending the proposal to BOMA, previously. She said rezoning the floodplain does not follow Envision Franklin guidelines. Commissioner Allen further stated it is our duty to protect the health, safety and well-being of the people of Franklin. Ms. Allen strongly disapproves of rezoning of the Brownland Farm proposal. Commissioner Allen has seen nothing tonight that would change her mind about her vote.

Commissioner Franks stated that he thought last summer the commission approved this rezoning request.

Commissioner Ann Petersen stated that no, it was defeated at planning commission level. Neither the rezoning portion nor the development plan passed. Commissioner Franks stated whether we passed the site rezoning plan or not, the rezoning would allow the applicant to build something in the proposed area. He believes the group has demonstrated a solid plan and we need to hear from the hydrologic engineers about the CLOMR. Commissioner Franks asked if the CLOMR would be approved prior to the site plan approval. Chair Lindsey stated this would be a future step. Mr. Wiseman stated we will know if FEMA approves the CLOMR prior to the site plan approval.

Jimmy Wiseman stated that the proposal met all the City of Franklin rules and regulations. The next step would be the approval of FEMA. The CLOMR is required and is part of the site plan. The plan is submitted to FEMA. Then FEMA evaluates the model and provides comments with approval or disapproval. Mr. Wiseman stated we must have this approval before a grading permit is granted for the property. Commissioner Franks asks for more information from the staff. Mr. Wiseman explained the process in more detail. The CLOMR is a conditional letter of map revision that is submitted to FEMA to show no impact upstream or downstream to property owners. Then, the model is fully vetted by FEMA and reviewed by a third party. Commissioner Franks stated that his position would be to approve the rezoning so that the owner could move forward with some sort of development. Commissioner Allen stated the applicants would have to meet our standards set forth by Envision Franklin to receive plan approval.

Chair Lindsey asked for any further discussion. There was none.

Chair Lindsey stated that we have a motion to recommend approval to BOMA.

Chair Lindsey called for a roll call vote.

A motion was made by Commissioner Jimmy Franks, seconded by Commissioner Nick Mann to recommend approval of Ordinance 2022-05. The motion failed 2-6, with Commissioners Jimmy Franks and Nick Mann voting yes.

A staff member asked Chair Lindsey to ask for a motion in an affirmative manner.

Chair Lindsey stated that we have a motion to recommend disapproval to BOMA by Alderman Petersen, seconded by Commissioner Allen.

Chair Lindsey called for discussion.

Commissioner McLemore stated she has changed her mind and does not support the proposal based on what was presented this evening along with public comments.

A motion was made by Alderman Ann Petersen, seconded by Commissioner Marcia Allen to recommend disapproval of Ordinance 2022-05. The motion Passed 6-2, with Commissioners Jimmy Franks and Nick Mann voting no.

6. Consideration Of Resolution 2021-53, A Resolution Approving A Development Plan For Brownland Farm PUD Subdivision, For Several Properties Located Near The Intersection Of Hillsboro Road And Mack Hatcher Memorial Parkway.

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. MAP Brownland Farms Rezoning and Dev Plan Map
2. RES 2021-53 BROWNLAND FARMS PUD DEVELOPMENT PLAN RESOLUTION_UPDATED 2152022_With Exhibits_Law Approved
3. Brownland Conditions of Approval_02
4. BOMA imposed conditions.Brownland Development Plan
5. Brownland Development Plan single sheet
6. Pages 1 to 8 Brownland Development Plan
7. Pages 9 to 15 Brownland Development Plan-4
8. Pages 17-24 Brownland Development Plan
9. Pages 25-32 Brownland Development Plan
10. Pages 33 to 40 Brownland Development Plan
11. Pages 41 - 48 Brownland Development Plan
12. Pages 49-56 Brownland Development Plan-9
13. Pages 57 - 64 Brownland Development Plan
14. Pages 65 - 74 Brownland Development Plan
15. Brownland Farms FP-FW Manipulation Summary9-7-21
16. previous plan Brownland floodplain disturbance with data
17. Brownland Floodplain Ex. Oct. 12, 2021
18. Citizen Comments Combined reduced size

Chairman Lindsey asked for the staff presentation.

Amy Diaz Barriga stated she would speak to the conditions of the development plan previously presented. The first condition requires the plan to provide for a deeded emergency access road to bypass Hillsboro Road to Mack Hatcher Parkway and Fulton Greer Road.

The second condition states a CLOMR must be approved by FEMA prior to a grading permit in the floodplain and floodway, and is also a condition of the City of Franklin, as part of site plan process.

The third condition states that condominium buildings should not have more than 4 units per building. The proposed plan removed the multi-family buildings and replaced them with buildings of 4 units/multiplexes. The proposed plan meets this condition.

The fourth condition requires residential lots to be removed from the site plan area where the existing flood plain is greater than 36 inches. The proposed plan meets this condition.

Ms. Diaz Barriga stated the final condition was to reduce 395 home-sites originally proposed. The revised plan reduced the units to 356. Ms. Diaz Barriga specified that the applicant requested this, at the BOMA meeting, to return to staff to address the conditions. The staff recommends disapproval of this because it does not meet Envision Franklin guidelines. The plan still has development in the Conservation area. Envision Franklin states that in Conservation areas there should be no intrusive enhancements (not limited to trails, parking areas, parks, shelters, or related uses) so that the

environmental integrity of the area can be protected. The proposed plan does not meet this condition because the proposed plan has development in the Conservation areas, resulting in staff disapproval.

Chair Lindsey stated this is the second of two items relating to Brownland PUD. The first relates to rezoning of the area. The second relates to the development plan of the area.

Chair Lindsey stated discussion of the proposed development of Brownland PUD is open for public comment.

Kathy Webber: 1900 Springcroft Drive. Ms. Webber stated she believes the land is zoned perfectly as it is with the constraints there are on the land. The plan presented manipulates over 80% of the floodplain, with 70% of the home sites in the floodplain. This violates Envision Franklin guidelines as this is not a limited disruption. Reduction of the units from the previously denied plan does not change the footprint of development. The emergency access road would not be for residents. The access road would be limited to emergency vehicles. Ms. Webber requests that the commission not approve the development plan. Ms. Webb stated she provided information from CMD Engineering where the frequent rain events were discussed and that critical service roads should not be inundated with 3" of water in the 100-year floodplain.

Amy Wells: 303 Gillette Drive. Ms. Wells stated she is a member of Harpeth Conservancy, which is an organization only concerned with rivers and the preservation of the rivers in our area. Ms. Wells expressed concerns that Envision Franklin has not been followed as closely as it should. Ms. Wells states that BOMA did not ask for the guidelines/conditions at the October meeting.

Presentation by Applicant: Greg Gamble stated he would be happy to answer questions.

Chair Lindsey asked if there was a motion. A motion to recommend disapproval was made by Commissioner Allen, seconded by Commissioner Williamson.

Chair Lindsey asked for discussion.

Commissioner Mann stated he is fully supportive of this land being developed but not to the degree as presented at this time. He also said he believes the project will receive approval in the future with continual preparation and planning.

Commissioner Allen stated she believes the area can be developed in a way that will more closely follow Envision Franklin. She said this proposed plan is not the right use for the property and does not align with Envision Franklin.

Commissioner Williamson stated with consideration to Envision Franklin and long-term plans and its structure, she cannot support the proposed development plan.

Commissioner Franks stated he believes in the plan and believes it has the right to be heard by BOMA. Mr. Franks further stated he is supportive of the development plan.

Chair Lindsey asked if there was any more discussion. There was no further discussion.

Chair Lindsey called for a Roll Call vote to disapprove the site development portion of Brownland PUD.

A motion was made by Commissioner Marcia Allen, seconded by Commissioner Jenny Williamson to recommend disapproval of Resolution 2021-53. The motion Passed 7-1, with Jimmy Franks voting no.

7. Consideration Of Ordinance 2022-02, An Ordinance To Rezone 0.09 Acres From Residential 6 (R6) District To Planned (PD 1,800) District For The Property Located North Of West Fowlkes Street And East Of Natchez Street, At 130 West Fowlkes Street (130 West Fowlkes Street PUD Subdivision).

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP 130 W Fowlkes St PUD
2. 2022-02 ORD 130 W FOWLKES ST PUD REZ_With Exhibits_Law Approved
3. 2022-02-03 130 W Fowlkes St Rezoning Resubmittal

Amy Diaz-Barriga stated that this is a rezoning of a property that was originally a church. The proposed plan would create office space, specifically a recording studio. The request meets the guidelines of Envision Franklin, and the staff supports this item and will be happy to answer questions.

Chairman Lindsey asked if there was anyone from the public who would like to speak about item 7.

Seeing there was none, Commissioner Lindsey asked for the presentation by the applicant.

Greg Gamble, no presentation but he stated he represents Dave Leonard and his partner who recently purchased the property, Winstead Tabernacle. Currently the property is zoned residential, but the building is a commercial building and was built for the purposes of a church. Mr. Leonard and his partner would like to preserve the building but would place a recording studio in this area which would fall into the office category, requiring rezoning. The plan is to build a building within a building to keep outside sound out and inside sound in. Part of the proposal is to preserve the artifacts inside the building, including pews, bibles, and other historic literature. Lastly, Mr. Gamble stated that the building occupies 85% of the site. There is no parking on the site. A parking modification plan has been requested to use a county parking lot. Mr. Gamble stated they received a letter from Mayor Rogers Anderson allowing for this parking. A parking study was completed to see how many spaces were available in the mornings and evenings. The study found that there were 80-90 spaces available at those times. Mr. Gamble stated he was happy to answer any questions.

Chair Lindsey clarified that the modification of development standards would be discussed in item 8.

Chair Lindsey asked if there was a motion to rezone this property.

Commissioner Alma McLemore made a motion to recommend approval to BOMA to rezone said property, seconded by Commissioner Orr.

Chair Lindsey asked for a discussion - there was none.

Chair Lindsey calls for a roll call vote.

A motion was made by Commissioner Alma McLemore, seconded by Commissioner Michael Orr to recommend approval of Ordinance 2022-02. The motion Passed 8-0.

8. Consideration Of Resolution 2022-07, A Resolution Approving A Development Plan For 130 West Fowlkes Street PUD Subdivision, With 1 Modification Of Development Standards For Parking, For The Property Located North Of West Fowlkes Street And East Of Natchez Street, Located At 130 West Fowlkes Street.

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP 130 W Fowlkes St PUD
2. 2022-07 RES 130 W FOWLKES ST PUD DP_With Exhibits_Law Approved
3. 7760 130 W Fowlkes PUD DP_Conditions of Approval_01
4. 2022-02-03 130 W Fowlkes St Resubmittal
5. 2022-02-10 130 W Fowlkes St Parking Report

Amy Diaz-Barriga stated the staff supports the development of the property and the plan does meet Envision Franklin guidelines. There is a modification of development standards for remote parking that has 5 criteria to be met. The proposed plan has met all but 2 of the criteria. The applicant is asking for a modification of parking. As Mr. Gamble stated, he has a letter from Mayor Anderson stating parking at the County building across the street would be allowed. Ms. Diaz-Barriga stated this is a unique situation in Franklin. The idea of retaining the existing historical building, again, meets Envision Franklin. Therefore, the staff supports the modification of development standards for remote parking.

Chair Lindsey asks if there was any comment from the public – there was none.

Chair Lindsey asked if there was a presentation by the applicant.

Mr. Gamble did not have any further presentation but would be happy to answer questions.

Chair Lindsey asked if there was a motion. Commissioner Allen moved for approval with conditions, seconded by Commissioner Franks.

Chair Lindsey asked if there was any discussion - there was none.

Chair Lindsey asked if there was a motion on the modification of development standards for remote parking.

Commissioner Allen moved for approval of the modification of standards, seconded by Commissioner McLemore.

Chairman Lindsey asked for discussion. There being none, he called for a roll call vote.

The motion passed unanimously.

Chair Lindsey stated we will return to the main motion.

Chair Lindsey asked for discussion – there was none.

Chairman Lindsey asked for a motion.

Chairman Lindsey called for a roll call vote.

A motion was made by Commissioner Marcia Allen, seconded by Commissioner Jimmy Franks to recommend approval of Resolution 2022-07. The motion Passed 8-0.

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

9. Rolling Hills Community Church Subdivision, Site Plan, Parking Lot And Public RW, Creating Surface Parking, On 39.25 Acres, Located At 1810 Columbia Avenue. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP Rolling Hills Church SP
2. 7670 Rolling Hills Church SP_Conditions of Approval_01
3. COF 7670 RHCC Site Plan bca 02 03 22_Part1
4. COF 7670 RHCC Site Plan bca 02 03 22_Part2
5. COF 7670 RHCC Site Plan bca 02 03 22_Part3
6. COF 7670 RHCC Site Plan bca 02 03 22_Part4
7. COF 7670 RHCC Site Plan bca 02 03 22_Part5

The item was Approved on Consent Agenda.

NON-AGENDA ITEMS

The Chair asked if there were any non-agenda items to be presented. There were none.

ANY OTHER BUSINESS

The Chair asked if there was any further business. There was none.

ADJOURN

A motion was made by Commissioner Michael Orr, seconded by Commissioner Alma McLemore to Adjourn the meeting. The motion carried 8-0.

A member of the public asked to speak. Cameron Ailer, 137 Lucinda Lane. In the area of Highway 96, Liberty Pike and Eddy Lane there was discussion of sidewalk in the capital improvement plan.

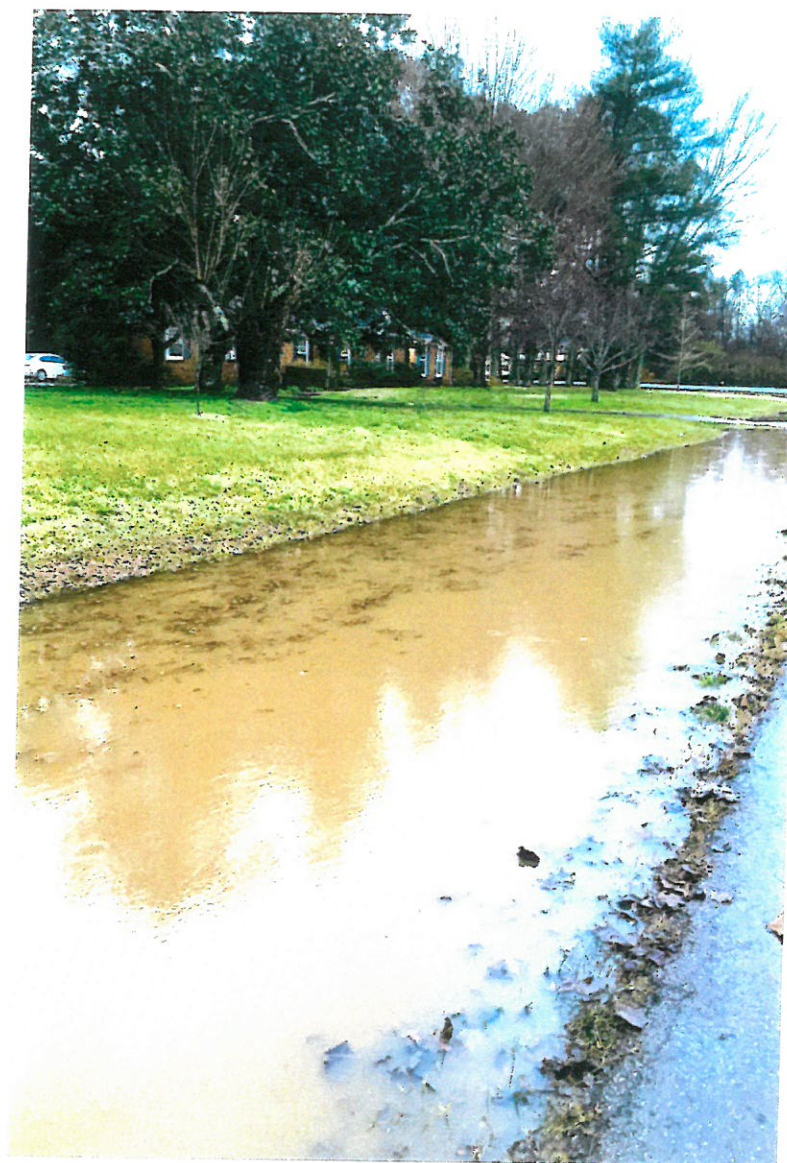
Chair Lindsey said this could not be discussed tonight.

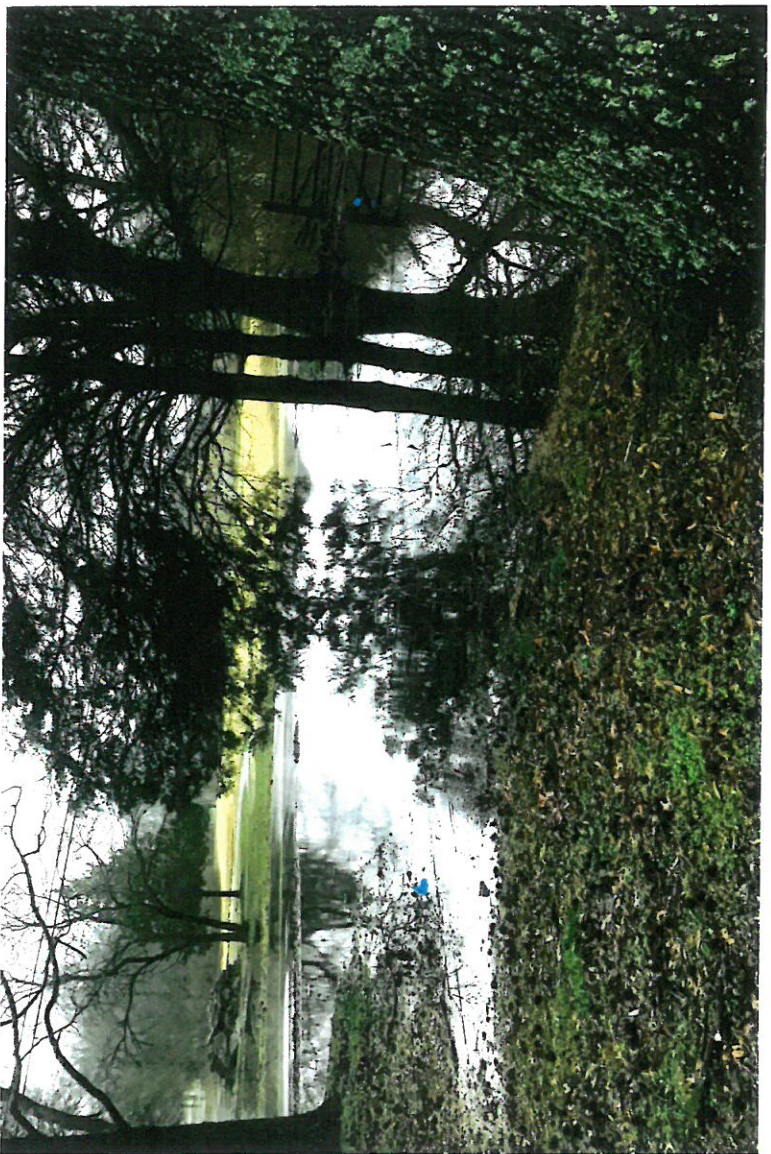
There being no further business, the meeting adjourned at 08:38 PM.

Chair

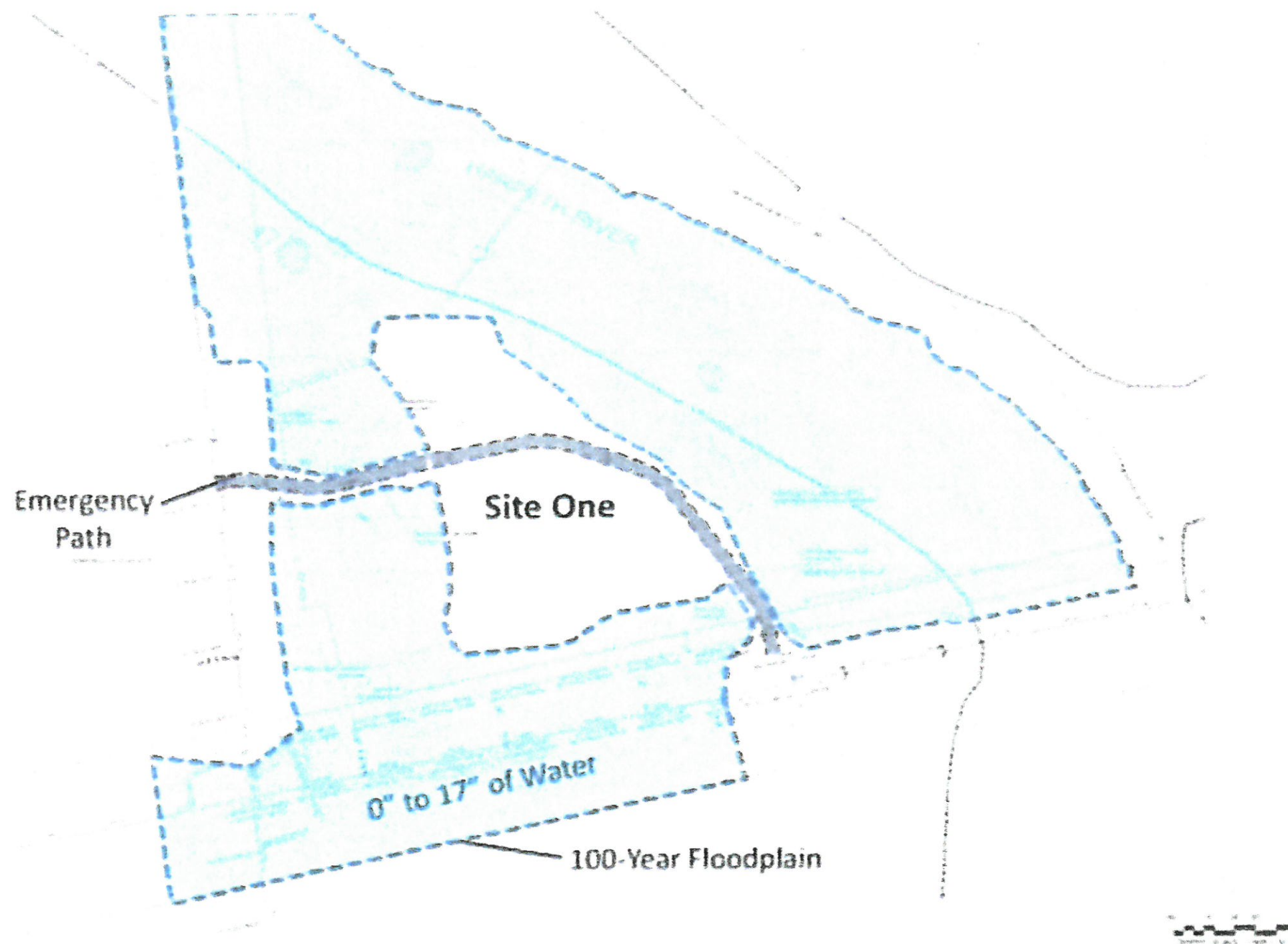
Date







FLOOD SAFETY ROUTE



BOMA CONDITIONS

1. In conjunction with the approval of the first site plan, the applicant shall provide a deeded emergency access easement and improvement plans to by-pass Hillsboro Road between Mack Hatcher Parkway and Fulton Greer Road. This condition does not include the proposed 8 lots at Poteat Place which have access to Spencer Creek Road above the 100-year floodplain. Per Municipal Code Section 23-106(2)(e)(iii), Providing emergency bypass of the 100-year flood event is acceptable.

Response: Alternative Fire Truck Route exhibit included with submittal set.

Brownland Farms

BOMA CONDITIONS – 10/12/2021

1. In conjunction with the approval of the first site plan, the applicant shall provide a deeded emergency access easement and improvement plans to by-pass Hillsboro Road between Mack Hatcher Parkway and Fulton Greer Road. This condition does not include the proposed 8 lots at Poteat Place which have access to Spencer Creek Road above the 100-year floodplain.

·Per Municipal Code Section 23-106(2)(e)(iii), Providing emergency bypass of the 100-year flood event is acceptable.

Response: Alternative Fire Truck Route exhibit included with submittal set, and previewed below.

2. A grading permit may not be granted for areas within the floodplain and floodway, west of Hillsboro Road, until a CLOMR is approved by FEMA.

·This is already required by ordinance.

Response: Applicant intends to follow the process as set forward by the city and by FEMA. Grading will not commence until CLOMR has been approved and provided to the city.

3. Condominium buildings may not exceed 4 units per building per the guidelines of Envision Franklin.

Response: Condominium buildings of over 4 units per building have been removed from the plan. There are now 11 multi-plex buildings at the front of the development, all of which contain 4 units.

4. Residential Lots shall be removed from the Development Plan where the existing floodplain is greater than 36 inches in depth, not including the floodway and floodplain that has been previously developed by Christ Community Church and Brownland Farm near Hillsboro Road.

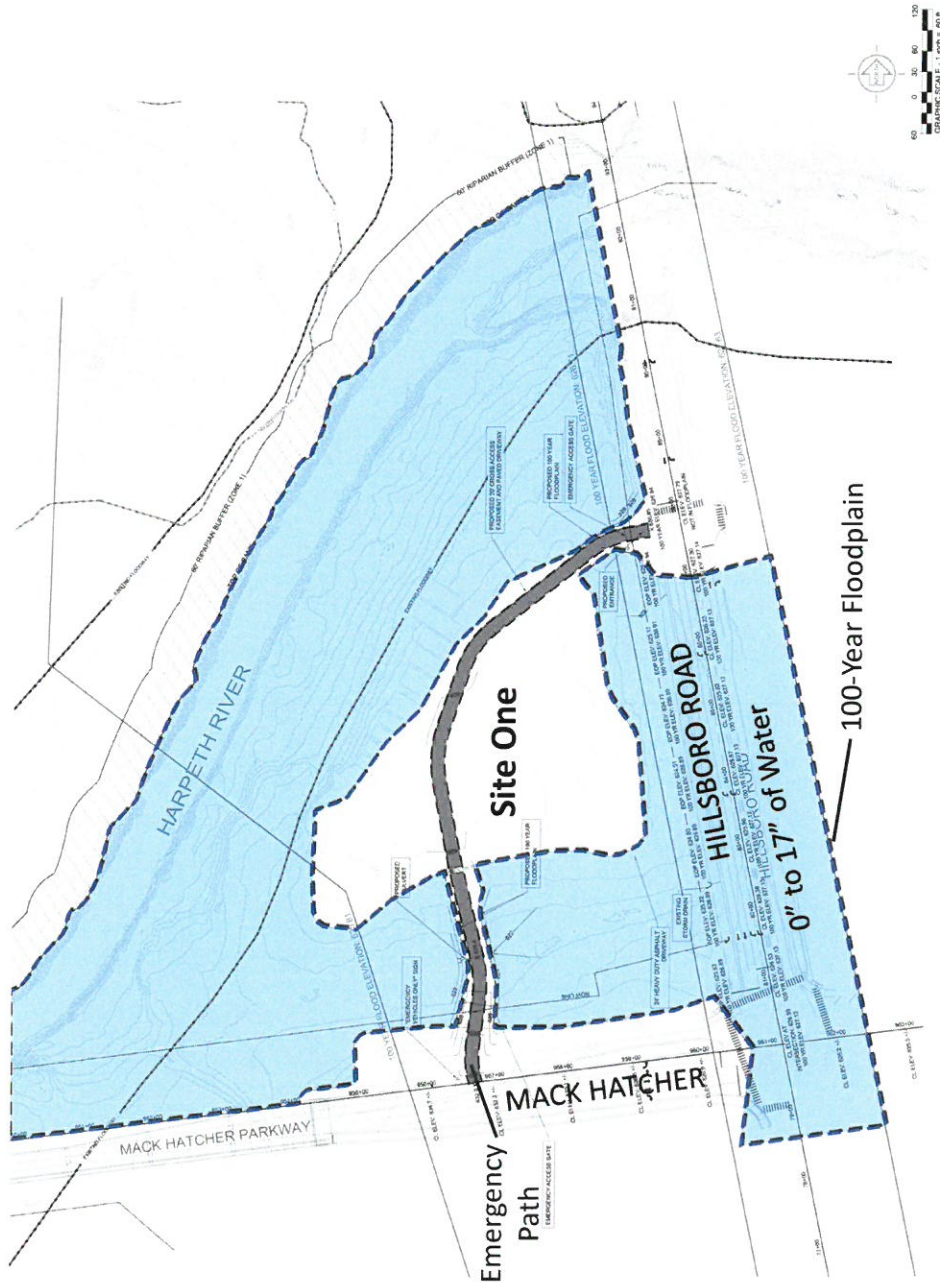
Response: The attached plan highlights the area of existing floodplain that is less than 36 inches in depth. All proposed lots fall within this highlighted area, or within an area that has no existing floodplain currently.

5. Development shall have a maximum of 395 total homes including the homes proposed on Poteat Place. (1.7 homes per acre)

·This is a reduction from 471 (2.04 homes per acre)

Response: Proposed development now has 357 total lots, including the 8 lots at Poteat Place, and the 1 existing home to remain.

FLOOD SAFETY ROUTE



BROWNLAND FARM
DEVELOPMENT PLAN

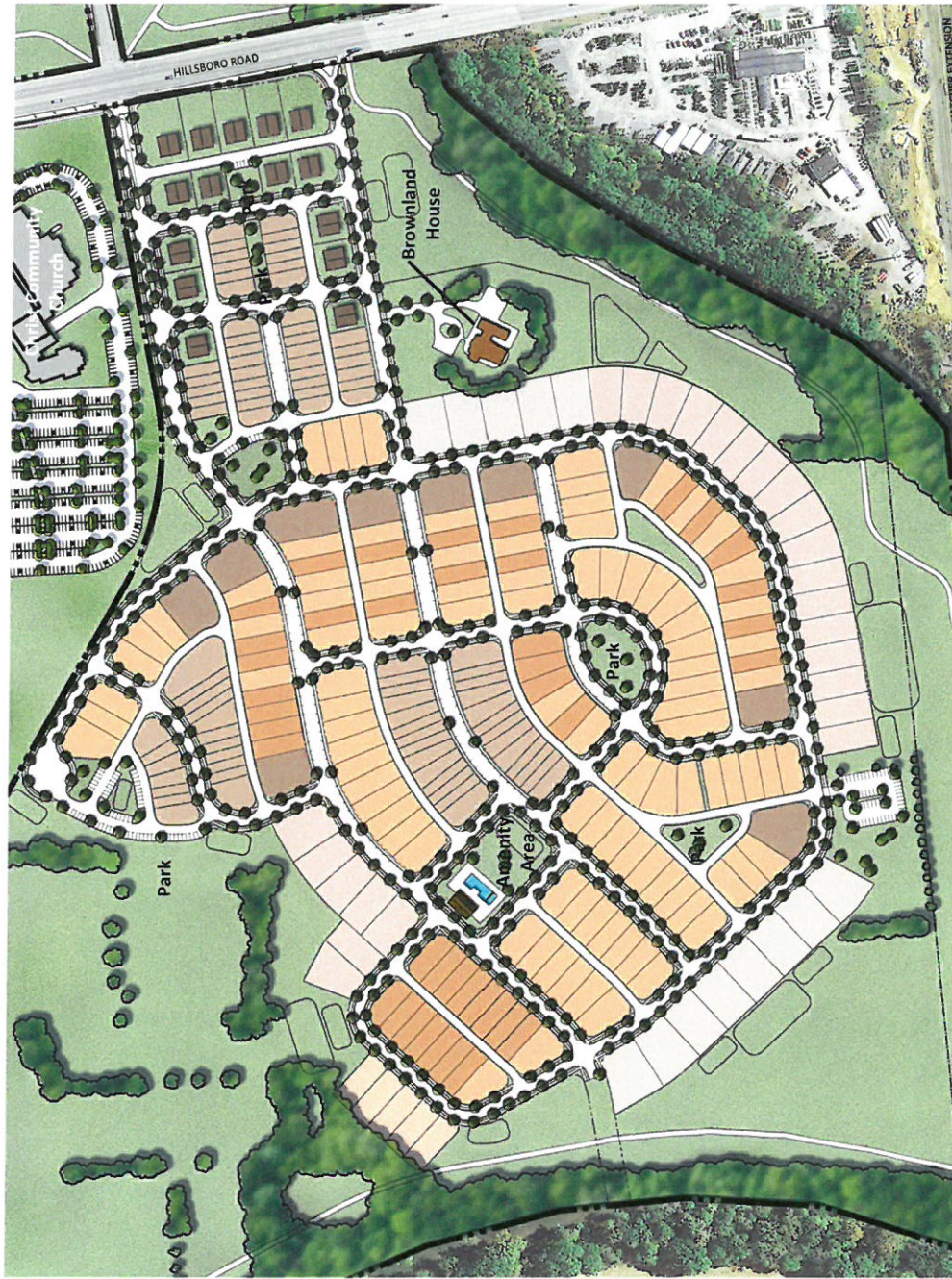
BOMA CONDITIONS

1. In conjunction with the approval of the first site plan, the applicant shall provide a deeded emergency access easement and improvement plans to by-pass Hillsboro Road between Mack Hatcher Parkway and Fulton Greer Road. This condition does not include the proposed 8 lots at Poteat Place which have access to Spencer Creek Road above the 100-year floodplain. -Per Municipal Code Section 23-106(2)(e)(iii), Providing emergency bypass of the 100-year flood event is acceptable.

Response: Alternative Fire Truck Route exhibit included with submittal set.

NEW MASTER PLAN

Proposed Zoning: Planned District
 Envision Franklin: Conservation Subdivision
 Total Units: 356
 Total Open Space: 163.20 Acres (69.9%)
 New Church Area: 49 Acres



	100' Single Family Home – 8 units
	85' Single Family Home – 13 units
	65' Single Family Home – 29 units
	45' Single Family Home – 103 units
	40' Single Family Home – 40 units
	Townhome – 73 units
	Duplex – 22 units
	Multiplex (Big House) – 68 units

SITE DATA

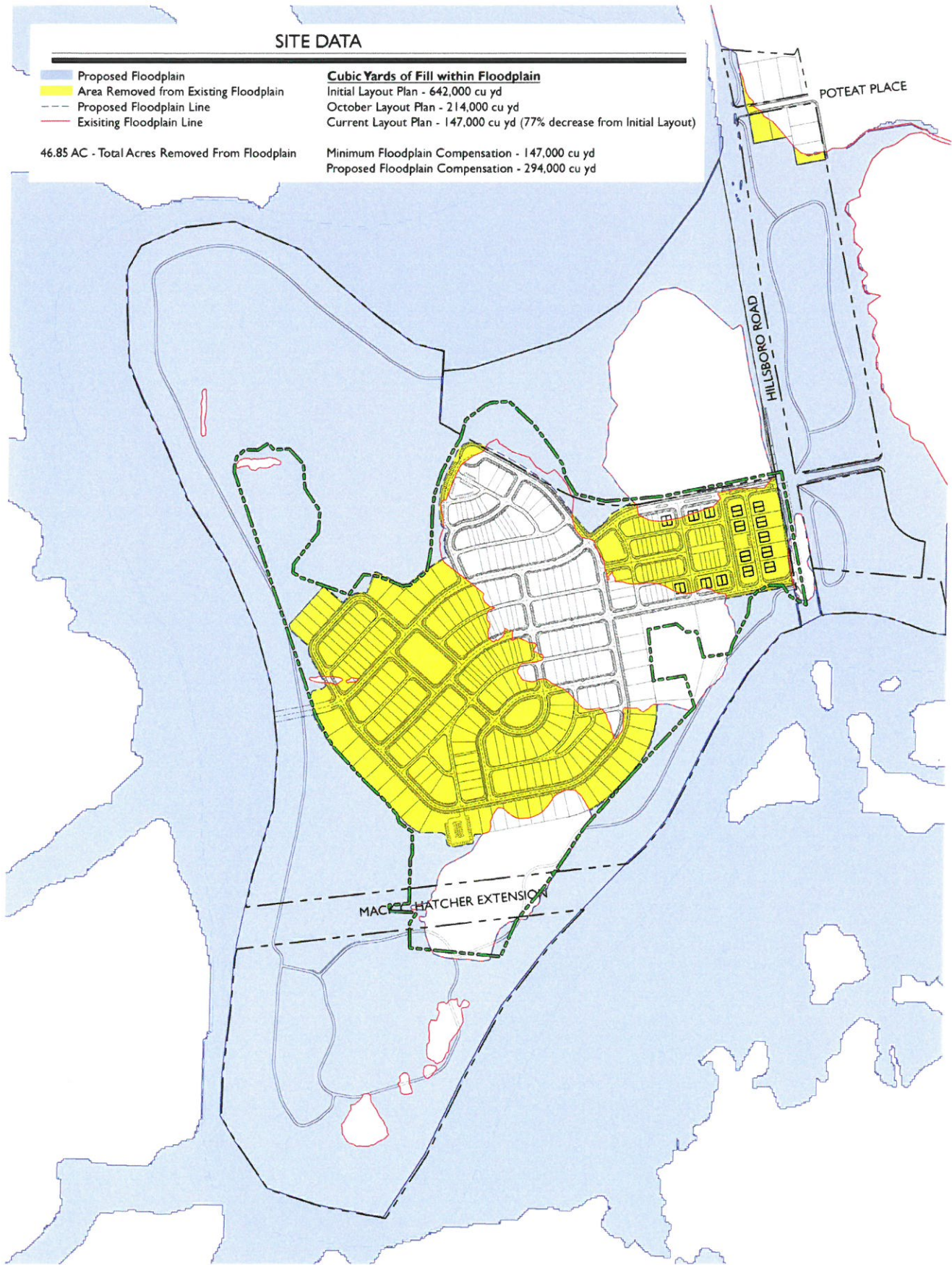
- Proposed Floodplain
- Area Removed from Existing Floodplain
- Proposed Floodplain Line
- Existing Floodplain Line

46.85 AC - Total Acres Removed From Floodplain

Cubic Yards of Fill within Floodplain

Initial Layout Plan - 642,000 cu yd
 October Layout Plan - 214,000 cu yd
 Current Layout Plan - 147,000 cu yd (77% decrease from Initial Layout)

Minimum Floodplain Compensation - 147,000 cu yd
 Proposed Floodplain Compensation - 294,000 cu yd



BROWNLAND FARM

Floodplain Removed Exhibit
 February 7, 2021



Envision Franklin

Conservation of floodplains, hillsides, and hilltops has an inherent long-term value. The preservation of floodplains has a direct public-safety purpose and helps to minimize property damage during periods of flooding. Disruption in any Conservation area should be limited to preserve the function, form, and character of the area.

City of Franklin Stormwater Ordinance

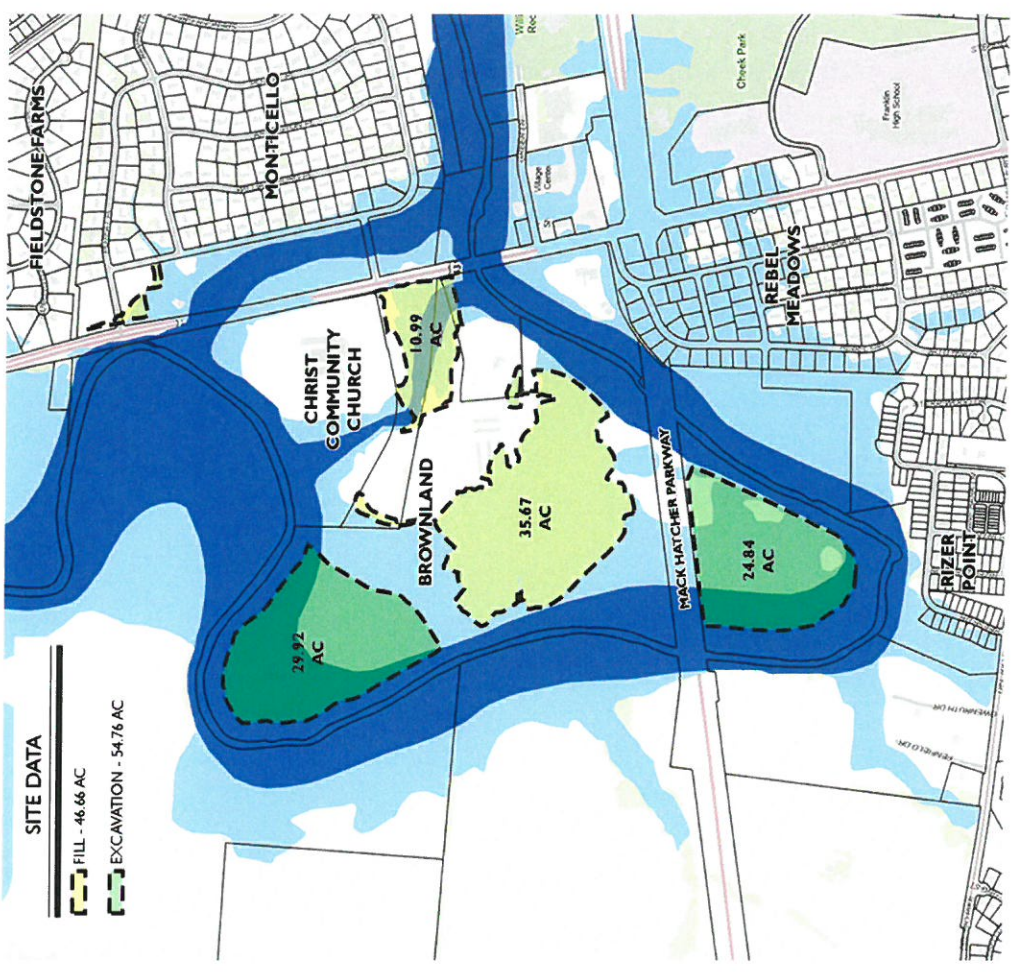
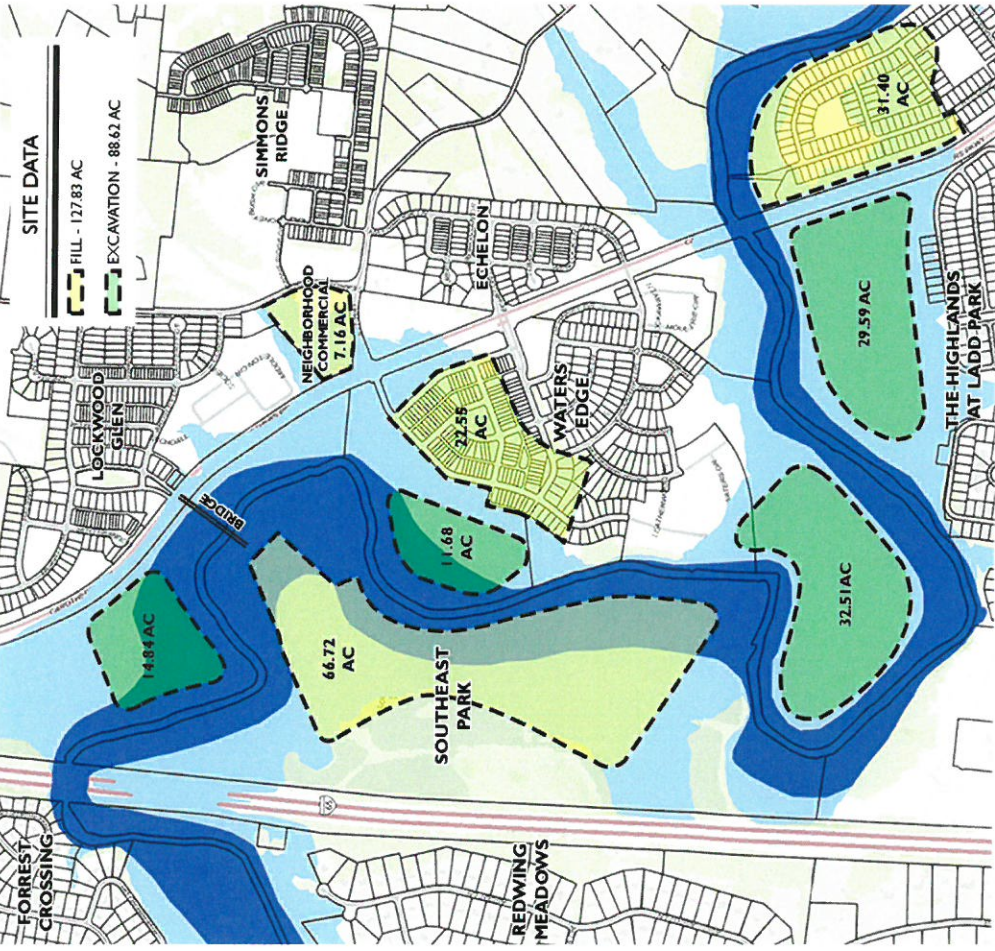
(h) Floodplain alterations.

(i) Floodplain alterations or filling shall not cause a net decrease in flood storage capacity below the projected 100-year flood elevation unless it is shown that the proposed alteration or filling will not cause an increase in the high-water level, increase velocities, or aggravate flooding on other properties and will not unduly restrict flood flows. Compensatory cut shall at least be applied to 150 percent (1.5:1) for all fill in floodplains. Floodplain may be used for application of water quality devices. This may only be permitted provided EP&SC, water quality, and cut-fill policies are adequately addressed as determined by the City Engineer according to the provisions in section 23-110 of this title. Detention/retention volumes in the floodplain shall count as fill if applied in a manner where floodplain storage is lost.

Franklin Zoning Ordinance

F. Standards for Special Flood Hazard Areas with Established Base Flood Elevations and with Established Base Flood Elevations and with Floodway Designations.

1. Encroachments are prohibited, including earthen fill material, new construction, substantial improvements or other development within the regulatory floodway. Development may be permitted; however, provided it is demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practices that the cumulative effect of the proposed encroachments or new development shall not result in any increase in the water surface elevation of the base flood elevation, velocities, or floodway widths during the occurrence of a base flood discharge at any point within the community. A Tennessee registered professional engineer must provide supporting technical data, using the same methodologies as in the effective Flood Insurance Study for the City and certification, thereof; and

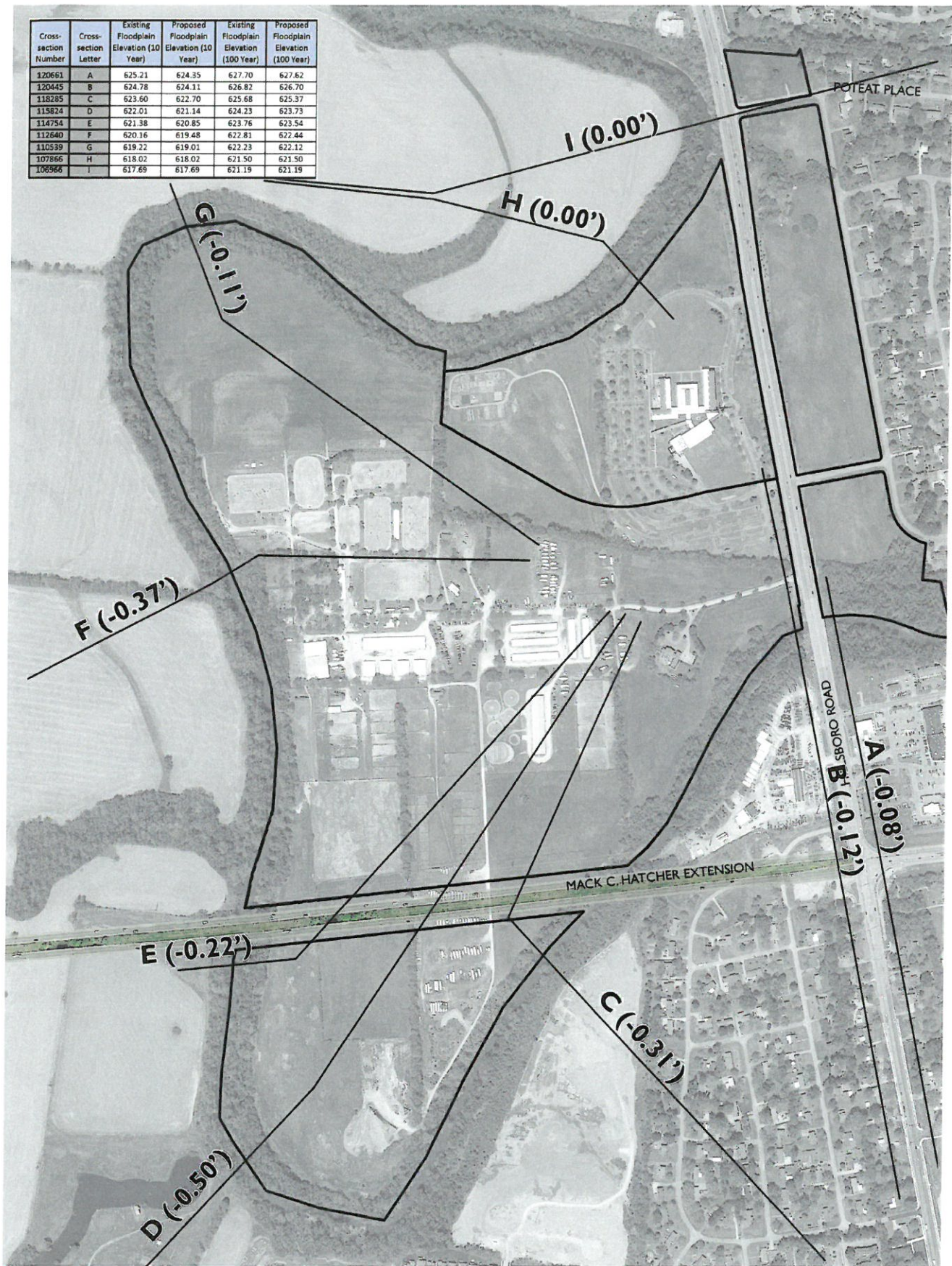


FLOODPLAIN MANIPULATION COMPARISON EXCAVATION AND FILL EXHIBIT

February 24, 2022

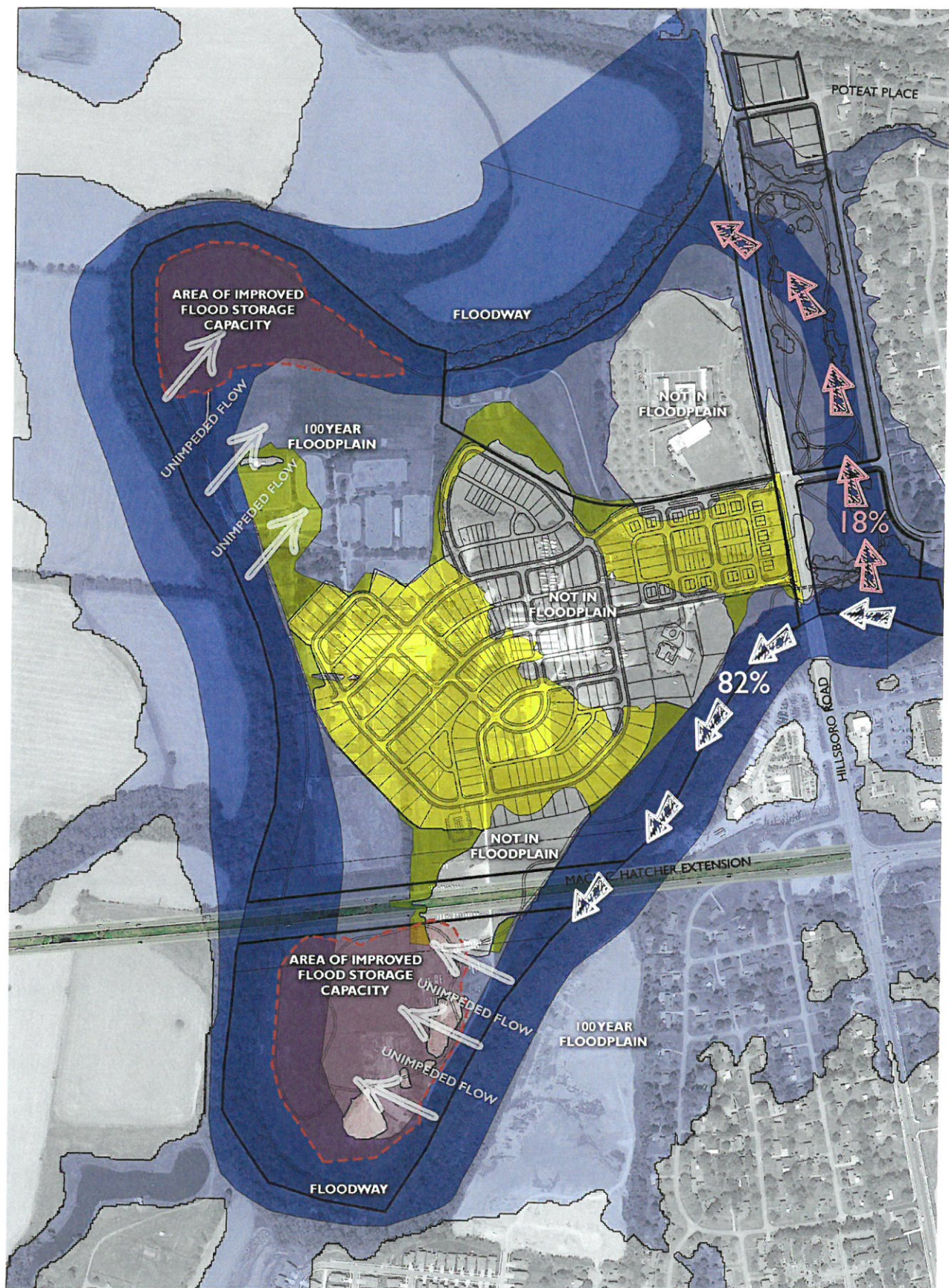


Cross-section Number	Cross-section Letter	Existing Floodplain Elevation (10 Year)	Proposed Floodplain Elevation (10 Year)	Existing Floodplain Elevation (100 Year)	Proposed Floodplain Elevation (100 Year)
120661	A	625.21	624.35	627.70	627.62
120445	B	624.78	624.11	626.82	626.70
118285	C	623.60	622.70	625.68	625.37
115824	D	622.01	621.14	624.23	623.73
114754	E	621.38	620.85	623.76	623.54
112640	F	620.16	619.48	622.81	622.44
110539	G	619.22	619.01	622.23	622.12
107866	H	618.02	618.02	621.50	621.50
106966	I	617.69	617.69	621.19	621.19



BROWNLAND FARM **POST-DEVELOPMENT HARPETH RIVER SECTIONS** February 9, 2021





- Cut Areas
- 0'-3' — Fill Areas (average depth: 2.6')



Meeting Minutes

Franklin Municipal Planning Commission

Thursday, March 24, 2022

7:00 PM

Board Room

Notice is hereby given that a meeting of the Franklin Municipal Planning Commission will be held on the date, time and at the location listed above. Additional information can be found at www.franklin.tn.gov/planning.

The typical process for discussing an item is as follows:

1. Staff Presentation
2. Public comments
3. Applicant presentation, and
4. Motion / discussion / vote

Applicants are encouraged to attend the meeting, even if they agree with the staff recommendation. The Planning Commission may defer or disapprove an application/request unless someone is present to represent it.

For accommodations due to disabilities or other special arrangements, please contact the Human Resources Department at (615) 791-3216, at least 24 hours prior to the meeting.

Accommodations have been made to ensure that the public is able to participate in the meeting. The public may participate in the following ways: • Watch the meeting on FranklinTV or the City of Franklin website. • Watch the live stream through the City of Franklin Facebook and YouTube accounts. • Email comments to planningintake@franklin.tn.gov to be provided in full to the Commission and included in the minutes, but not read aloud in their entirety during the meeting. Emailed comments are accepted until **12:00 PM (noon)** on the day before the meeting. • Comment in-person in the Boardroom. Speakers will be asked to fill out a speaker card prior to the meeting starting. Speakers may sit in the Boardroom, or wait in the lobby.

CALL TO ORDER

Chair Roger Lindsey called the meeting to order at 07:01 PM

Commissioners Present: Jimmy Franks, Alma McLemore, Jenny Williamson, Ann Petersen, Nick Mann, Marcia Allen, Scott Harrison, Roger Lindsey, Michael Orr

Commissioners Absent: None

Chair Lindsey stated that normally approval of the February minutes would take place at this time, but we will not approve the minutes tonight.

Kelly Dannenfelser stated that they are short-staffed and are using a third-party service to complete the

meeting minutes. Ms. Dannenfelser stated the minutes for February 24, 2022, would be in front of the Commission, for approval, at the April meeting.

Chair Lindsey noted/asked for confirmation that both the February and March meeting minutes would be available for approval at the April meeting. Ms. Dannenfelser confirmed that was correct.

Chair Lindsey read the following statement:

Accommodations have been made to ensure that the public is able to participate in the meeting. The public may participate in the following ways: • Watch the meeting on FranklinTV or the City of Franklin website. • Watch the live stream through the City of Franklin Facebook and YouTube accounts. • Email comments to planningintake@franklinTN.gov to be provided in full to the Commission and included in the minutes, but not read aloud in their entirety during the meeting. Emailed comments are accepted until 12:00 PM (noon) on the day before the meeting. • Comment in-person in the Boardroom. Speakers will be asked to fill out a speaker card prior to the meeting starting. Speakers may sit in the Boardroom, or wait in the lobby.

CITIZEN COMMENTS ON ITEMS NOT ON THE AGENDA

Chair Lindsey asked if there were any Citizen Comments not on the agenda

One citizen spoke up about a letter she received in the mail pertaining to an item on the agenda.

Chair Lindsey stated she would have time to speak when the item was up for discussion.

Commissioner Harrison asked Chair Lindsey if the citizen would be allowed to speak if the item is on consent.

Joey Bryan stated the item, brought forth by the citizen, is not on consent.

ANNOUNCEMENTS

Chair Roger Lindsey asked if Staff had any announcements. There were none.

VOTE TO PLACE NON-AGENDA ITEMS ON THE AGENDA

Chair Roger Lindsey asked if there were any non-agenda items to be presented. There were none.

CONSENT AGENDA

1. Consideration Of Items 2-8 And 10-11 On The Consent Agenda.

Sponsors:

Attachments: None

Chair Lindsey asked for a vote on the consent agenda, which are non-controversial in nature and would be handled through one motion and vote, without discussion. Chair Lindsey went on to state the items for the Consent Agenda would include items 2-8 and items 10 and 11.

Chair Lindsey asked if anyone would like to remove any of the items from the consent agenda. There was none.

Chair Lindsey asked for a motion to approve items 2-8 and items 10 and 11 on the Consent Agenda.

A motion was made by Planning Commissioner Marcia Allen, seconded by Planning Commissioner Scott Harrison to approve the Consent Agenda. The motion carried 9-0.

SITE PLAN SURETIES

2. Berry Farms Town Center PUD Subdivision, Final Plat, Section 1, Revision 2, Resub Of Lots 65 And 107, Extend The Performance Agreement For Drainage Improvements To March 23, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.
3. Creekstone Commons PUD Subdivision, Final Plat, Section 1, Revision 2, Extend The Performance Agreement For Drainage Improvements To September 22, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.
4. Nissan North America Subdivision, Final Plat, Revision 2 (Parking Addition), Extend The Performance Agreement For Drainage Improvements To March 23, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.
5. Ovation Subdivision, Final Plat, Extend The Performance Agreement For Drainage Improvements To March 23, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.
6. Stream Valley PUD Subdivision, Site Plan, Section 13, Extend The Performance Agreement For Drainage Improvements To March 23, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.
7. Synergy Bank Addition Subdivision, Site Plan, Revision 3 (Phase 3 And 4), Extend The Performance Agreement For Drainage Improvements To September 22, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.
8. Westhaven PUD Subdivision, Final Plat, Section 34, Extend The Performance Agreement For Drainage Improvements To March 23, 2023. (CONSENT AGENDA)
Sponsors: Melodie Brady
Attachments: None
The item was Approved on Consent Agenda.

VESTED RIGHTS/SITE PLAN EXTENSION

9. Consideration Of Resolution 2022-10, A Resolution Amending The Aureum PUD Subdivision To Extend The Vested Rights, For The Property Located South Of East McEwen Drive And West Of Carothers Parkway.

Sponsors: Emily Wright, Amy Diaz-Barriga

Attachments:

1. MAP VESTING EXTENSION Exhibit A Aureum PUD
2. 2022-10 RES Amending The Aureum PUD Subdivision to Extend Vesting Rights_1_With Exhibits_Law Approved
3. Aureum-COF Vesting Extension Request Letter
4. Layout_Aureum
5. Aureum_Conditions of Approval_01 Original PUD
6. RES 2019-31 AUREUM DevPlan_with exhibits.Law Approved 2

Staff Presentation by Joey Bryan: Mr. Bryan explained that vested property rights fall under state law. A vested property right is granted by approval, in this case, of the Development Plan. At the time of approval, the same components and standards which were in effect, will remain the same through the vesting period of 3 years. During the 3 years, the applicant would be required to receive final approval of the site plan, obtain permits, and begin site preparation. Once the requirements are met, the vesting period is extended for two additional years and once construction of one building has begun and all building documents are up to date, additional vesting years are granted depending on the number of phases of the project. Mr. Bryan stated the applicant has requested an additional 2-year extension to allow time for final site-plan approval and other requirements.

Mr. Bryan further stated the highlights of the project include a mix of uses of hotel, retail, restaurant, and multifamily homes and it was approved by BOMA on June 25, 2019. There was one modification of standards to include flat roofs along with pitched roofs for residential homes, which was supported by staff and approved by BOMA. The project includes a trail system that would connect to an existing trail along the southwest boundary line of the project. Traffic improvements are included with the project as Aureum Drive is proposed to go through the site connecting Liberty Pike to McEwen Drive. Mr. Bryan stated that the status of this project, which is vested until June 24, 2022, includes discussions about the infrastructure site-plan submission, the capacity limits of the South Prong interceptor and the formation of a plan with water management to adequately provide sewer infrastructure.

Mr. Bryan reported that the applicant requested the additional vesting period because of slow progress on the project due to the impact of COVID 19. The applicant expects the project site preparation to begin by June 24, 2022, but additional time would allow for any potential delays.

Mr. Bryan pointed out that if the vesting period is not extended, the project entitlements would cease to exist, a stop work order would be issued and a new development plan would need approval based on current development standards. Mr. Bryan stated that the project aligns, mostly, with current City regulations. In comparison to today's city ordinances, the vested ordinances are minor and could be revised easily without major changes to the plan. A new parkland agreement could be necessary along with a new traffic impact offset agreement to account for traffic changes. Mr. Bryan went on to say that the sewer extension issues would need to be solved. It was recommended, as a condition of approval, that the applicants work closely with Water Management to compensate for the increase in population over the last two years. Lastly, Mr. Bryan stated that the staff recommends that Resolution 2022-10 be approved by FMPC and BOMA if a determination is made that this project suits the best interest of the community.

Chair Lindsey asked for Public Comment on item 9. There was none.

Chair Lindsey asked if the applicant or applicant's representative would like to speak. There was none.

Chair Lindsey asked for a motion on item 9. Commissioner Franks made a motion to recommend approval to BOMA, seconded by Commissioner Harrison.

Chair Lindsey asked if there was any discussion on the item. There was none.

A motion was made by Planning Commissioner Jimmy Franks, seconded by Planning Commissioner Scott Harrison to Resolution 2022-10. The motion Passed 9-0.

SITE PLANS, PRELIMINARY PLATS, AND FINAL PLATS

10. Simmons Ridge PUD Subdivision, Final Plat, Section 7, Creating 27 Lots And Dedicating Public Right-Of-Way, On 2.28 Acres, Located Near The Intersection Of Orangery Drive And Sweetleaf Drive. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. MAP 7782 Simmons Ridge PUD Subdivision, Final Plat, Section 7
2. CONDITIONS OF APPROVAL 7782 Simmons Ridge PUD Subdivision, Final Plat, Section 7
3. FINAL PLAT 7782 Simmons Ridge PUD Subdivision, Final Plat, Section 7

The item was Approved on Consent Agenda.

11. TOBSchool Subdivision, Site Plan, Constructing A 8,000 Square Foot Commercial Building, On 1.45 Acres, Located At 4419 South Carothers Road. (CONSENT AGENDA)

Sponsors: Emily Wright, Amy Diaz-Barriga, Chelsea Randolph

Attachments:

1. MAP 7784 TOBSchool Subdivision, Site Plan
2. CONDITIONS OF APPROVAL 7784 TOBSchool Subdivision, Site Plan
3. SITE PLAN 7784 TOBSchool Subdivision
4. ELEVATIONS 7784 TOBSchool Subdivision
5. FULL PLAN SET 7784 TOBSchool Subdivision

The item was Approved on Consent Agenda.

12. Woodward Stone Subdivision, Preliminary Plat, Creating 6 Lots For Development Of A Single-Family House, A Duplex, And Three Townhomes, On 0.55 Acres, Located At 704 Liberty Pike.

Sponsors: Emily Wright, Amy Diaz-Barriga, Joseph Bryan

Attachments:

1. MAP Woodward Stone Sub PP
2. 7748 Woodward Stone PP_Conditions of Approval_01
3. 21018 Woodward Stone Subdivision Preliminary Plat_Resubmittal

Staff Presentation: Joey Bryan. Mr. Bryan stated that this preliminary plat meets the mixed residential zoning requirements by proposing uses of a variety of residential-type buildings and connectivity to adjacent properties through an access easement on the eastern property line. Approval of a driveway to the single-family lot off Liberty Pike has been approved by the Street Standards Appeals Board. Mr. Bryan further noted that adjustments to the lot sizes to meet requirements for the mixed residential zone would need to be made prior to submittal of the site plan.

Chair Lindsey asked if anyone from the public would like to make a statement.

Karen DeFosse: 709 Liberty Pike. Ms. DeFosse stated concerns about traffic noise and the increase in people coming in and out of the proposed buildings. Ms. Defosse is not in support of the addition of a single-family home, a duplex and three townhomes on this small piece of land.

Wendy Durik: 112 Granger View Court. Ms. Durik stated her concerns about the proposed number of buildings for a small piece of land and the potential for short-term rentals. She stated the traffic is already a concern and with the addition of the proposed home sites the traffic, undoubtedly, would become worse. Ms. Durik is not in support of the proposed plan.

Mayra Mercado: 113 Granger View Court. Ms. Mercado also has concerns about the traffic. Ms. Mercado disagrees with the planned duplex and townhomes and states she does not agree with the plan.

Applicant Presentation: Chris Wood with Kaiser Vogrin Designs. Mr. Wood stated that 6 trees were proposed to be removed but have not been removed yet. Mr. Wood went on to point out the proposed plat fits well with the mixed residential zone. In a MR zone, one is likely to see a duplex or townhome. Mr. Wood stated he has worked closely with the staff on the plat and requests approval from the commission.

Chair Lindsey asks if there was a motion for approval. Commissioner Allen moved to approve, seconded by Commissioner McLemore.

Chair Lindsey asked for discussion.

Commissioner Williamson stated she is familiar with the area and has concerns about traffic. She also mentioned concerns about the density of neighborhoods along Liberty Pike and how further development will affect traffic safety. Commissioner Williamson also noted she does not know of any plans to widen Liberty Pike or discussions to make traffic safety improvements.

Commissioner Franks asked if there were any architectural renderings available. Mr. Wood stated that he does have architectural drawings, but he was not asked to provide the drawings for this meeting.

Mr. Bryan reminded the Commission that the staff has recommended approval of the preliminary plat and not approval of a development plan. Mr. Bryan further clarified that as part of the site plan, the applicant would be required to provide architectural drawings.

Commissioner McLemore asked if the applicant could speak to the design of the duplex and other buildings proposed for the property.

Mr. Wood asked if Floyd Beech, the owner, could speak to the design. Mr. Beech explained that one of the buildings would be three levels and the single-family home would be 2 levels. Two of the buildings would have a roof deck with a 6:12 pitch of the roof. The duplex would have two separate entrances.

Commissioner Franks asked if Mr. Beech had architectural drawings. Mr. Beech stated he does have drawings by an architect but does not have the drawings with him now.

Ms. Dannenfelser stated that the primary purpose, at this time, is to approve or disapprove the preliminary plat application. The commission should consider the recommendations and guidelines to determine if the preliminary plat meets the requirements. Ms. Dannenfelser reminded the commissioners that the staff has recommended approval of the plat application.

Commissioner Allen moved to call a question.

Commissioner Allen rescinded her motion to call a question.

Commissioner Allen stated her concerns about the Commission discussing topics unrelated to the issue at hand and that the staff would oversee the details of the site plan.

Commissioner Harrison stated he would like to have more information about development in this area even though the preliminary plat aligns with Envision Franklin and the Zoning Ordinances of mixed residential. He further stated that before he could vote on the recommendation of the preliminary plat, but he would like to have more details.

Commissioner Franks asked if a six-plex, Charleston-style home or six single-family homes would be a better use for the lot instead of a mixture of building types.

Chairman Lindsey noted the concerns that many of the commissioners have about the overall nature of this area.

Ms. Billingsly clarified that the motion could be amended to request the applicant present the site plan to FMPC. She further stated the Commission could wait to see the site plan when it is submitted. Ms. Billingsly went on to say that for tonight's purposes, the current motion is for approval of the preliminary plat at 704 Liberty Pike.

Commissioner Allen stated that the area of the proposed plat currently has diverse types of homes, including duplexes and single-family homes that align with mixed residential zoning. She encouraged her fellow commissioners to review the location of the property when considering approval of the preliminary plat.

Chair Lindsey asked if someone would like to amend the motion to require the applicant to return to staff for further discussion.

Commissioner Petersen commented that she drove around the area surrounding the site of the preliminary plat and noted that the neighborhoods adjacent to the property on Liberty Pike were single-family homes. Commissioner Petersen further stated that although the area is zoned mixed residential, there are several single-family neighborhoods surrounding this location, especially on Ralston Lane. Other concerns voiced by Commissioner Petersen included the lot sizes for the preliminary plat. The minimum lot size of the area, according to the guidelines, is 2,275 feet. One proposed lot size of 22 feet by 104 feet is much smaller than the guidelines recommend.

Mr. Bryan added that the staff has reviewed the proposed lot sizes with the applicant and feels confident the minimum requirements of the lot sizes, for mixed residential, can be met at the site plan stage.

Commissioner Petersen asked about the parking area shown on the plat along with another area at the back of the plat.

Commissioner Williamson answered that the area pointed out by Commissioner Petersen was the bio-retention area.

Commissioner Petersen further stated her concerns that the preliminary plat divided the area into 6 lots and does not fit well into the area on Liberty Pike.

Chair Lindsey stated that a proper motion to approve the preliminary plat was made by Commissioner Allen and seconded by Commissioner McLemore.

Commissioner Petersen stated she would like to amend the motion to require the preliminary plat/site plan be sent back to the Commission for approval, seconded by Commissioner Orr.

Chair Lindsey asked for discussion on the amended motion.

Commissioner Mann stated he supports the preliminary plat as it was presented and recommended by the staff. He said he did not support the motion to require the site plan/plat to be approved by the Commission, again.

Commissioner Franks stated that the site plan guides the owner to be considerate of neighbors with respect to the number of levels of the structures. Commissioner Franks also stated that homes are needed, especially affordable housing in the area. Commissioner Franks went on to say that, typically, the presentation would have renderings of the buildings that show the type of elements and how the buildings would complement the area.

Commissioner Allen stated that the commission had approved a similar lot development on the corner of Boyd Mill and Highway 96. The size of the overall lot was small, but many expensive homes were built on this lot. Commissioner Allen strongly stated that she supports the preliminary plat on Liberty Pike as it would provide for more affordable housing.

There was no further discussion.

Chair Lindsey called for a roll call vote on the amended motion to require the site plan to be submitted to the Commission for approval.

A motion was made by Planning Commissioner Ann Petersen, seconded by Planning Commissioner Michael Orr to amend the motion to require the site plan to come back to the FMPC for approval. The amendment carried 9-0.

Chair Lindsey asked for a roll call vote on the main motion.

A motion was made by Planning Commissioner Marcia Allen, seconded by Commissioner Planning Commission Member Alma McLemore to Approve Item 12. The main motion, as amended, carried 9-0.

Chair Lindsey stated that, from his perspective, the preliminary plat plans for a mix of too many differing types of homes in a small location. Chair Lindsey further stated the Commission would like to see a plan that would complement the neighboring area with consistent building types and provide affordable housing.

NON-AGENDA ITEMS

Chair Roger Lindsey asked if there were any non-agenda items to be presented. There were none.

ANY OTHER BUSINESS

Chair Roger Lindsey asked if there was any further business. There was none.

ADJOURN

Chair Lindsey stated that the agenda was complete for the evening.

Ms. Billingsly asked the Commissioners to please RSVP for the training session next Friday. The training session will include open meetings, ethics, open records, raw rituals with lunch served.

A motion was made by Planning Commissioner Michael Orr, seconded by Planning Commissioner Scott Harrison to Adjourn. The motion carried 9-0.

There being no further business, the meeting adjourned at 07:40 PM

Chair

Date



File #: 21-02454

DATE: March 23, 2022
TO: Franklin Municipal Planning Commission
FROM: Eric Stuckey, City Administrator
Paul Holzen, Director of Engineering

SUBJECT:

Consideration Of Resolution 2021-158, A Resolution To Adopt Amendment 5 To The Comprehensive Transportation Network Plan (Major Thoroughfare Plan), An Amendment Related To Updating A Portion Of Fieldstone Parkway . (PUBLIC HEARING)

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Municipal Planning Commission (FMPC) concerning Resolution 2021-158.

BACKGROUND/STAFF COMMENTS:

At the request of the Board of Mayor and Aldermen (BOMA), staff is bringing forward a discussion on the Major Thoroughfare Plan (MTP) to specifically discuss Fieldstone Parkway (Spencer Creek Road - South Berrys Chapel Road). Staff researched the history associated with this roadway and the MTP. Below is a summary of the history:

- The property that would become Fieldstone Farms was annexed into the City of Franklin, TN on December 3, 1986.
- Fieldstone Parkway was shown on the December 16, 1986, February 19, 1991, September 20, 1994 and June 16, 1998 approved MTP.
- The Fieldstone Farms PUD was approved in 1996. It should be noted that the original concept plan included Fieldstone Parkway as currently shown in the MTP.
- On June 9th, 1998, the developer of Fieldstone Farms recorded the final plat of Fieldstone Farms, Section V, dedicating the future right-of-way to the City of Franklin, TN. Fieldstone Parkway is shown as a proposed arterial roadway on this plat.
- The MTP was updated in 2001 and included Fieldstone Parkway as a major collector roadway.
- On March 18, 2004, the Franklin Municipal Planning Commission (FMPC) removed Fieldstone Parkway (Spencer Creek Road to South Berrys Chapel Road) as part of a MTP update.
- The MTP was updated on September 23, 2010 and the plan did not include Fieldstone Parkway (Spencer Creek Road to South Berrys Chapel Road).
- On August 25th, 2016, the FMPC adopted the current MTP. In this version of the plan, the unbuilt section of Fieldstone Parkway was included as a minor collector (2-3 lane roadway). It

should be noted that the current staff was not involved in the discussions that led to the removal of this roadway from the plan in 2004.

- On October 12, 2021 the Board of Mayor and Alderman approved Resolution 2021-157, "A Resolution To Accept And Recommend Approval of Amendment 5 To The Comprehensive Transportation Network Plan (Major Thoroughfare Plan) To The Franklin Municipal Planning Commission".

Staff generally supports the connectivity of arterial, collector and local roadways. Roadway connectivity is critical for accommodating existing and increasing traffic within the city. An inter-connected roadway network will accommodate more travel demand, reduce congestion, improve travel efficiency, improve emergency response times and improve vehicle distribution. One of the primary negatives often associated with connectivity is local opposition from existing residents. Traffic and transportation issues within the City of Franklin, Williamson County and Middle Tennessee have a direct impact on the current and future quality of life.

FINANCIAL IMPACT:

No financial impact.

RECOMMENDATION:

With BOMA approval for Resolution 2021-157, BOMA is recommending approval for Resolution 2021-158.

RESOLUTION 2021-157

As Amended

A RESOLUTION TO ACCEPT AND RECOMMEND APPROVAL OF AMENDMENT 5 TO THE COMPREHENSIVE TRANSPORTATION NETWORK PLAN (MAJOR THOROUGHFARE PLAN) TO THE FRANKLIN MUNICIPAL PLANNING COMMISSION

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, the Board of Mayor and Aldermen recommend the removal of Fieldstone Parkway (Spencer Creek Road to South Berry's Chapel Road) from the Comprehensive Transportation Network Plan; and

WHEREAS, removal of the Fieldstone Parkway Extension from Connect Franklin (Project 75) was presented to the Board of Mayor and Aldermen and designated Amendment 5 to the Comprehensive Transportation Network Plan; and

WHEREAS, the Board of Mayor and Aldermen finds that it is in the best interest of the City of Franklin to recommend approval of Amendment 5 to the Comprehensive Transportation Network Plan to the FMPC.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS: Amendment 5 to the 2016 Comprehensive Transportation Network Plan (Major Thoroughfare Plan) is accepted by the Board of Mayor and Aldermen and is recommended for approval to the Franklin Municipal Planning Commission.

IT IS SO RESOLVED AND DONE on this 12th day of October, 2021.

ATTEST:

By: Eric S. Stuckey
Eric S. Stuckey
City Administrator

CITY OF FRANKLIN, TENNESSEE:

By: Dr. Ken Moore
Dr. Ken Moore
Mayor

Approved as to Form:

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

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:

FRANKLIN MUNICIPAL PLANNING COMMISSION:

By: _____
Emily Hunter
Planning Director

By: _____
Roger Lindsey
Franklin Municipal Planning Commission Chair

Approved as to Form:

By: _____
William E. Squires
Assistant City Attorney



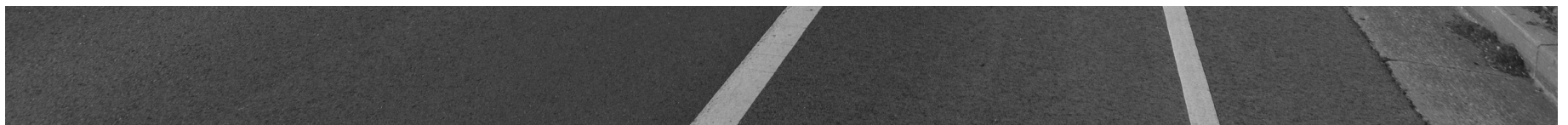
CONNECT FRANKLIN

A COMPREHENSIVE TRANSPORTATION NETWORK PLAN

AMENDED APRIL 2022 (DRAFT)



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



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www.altaplanning.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

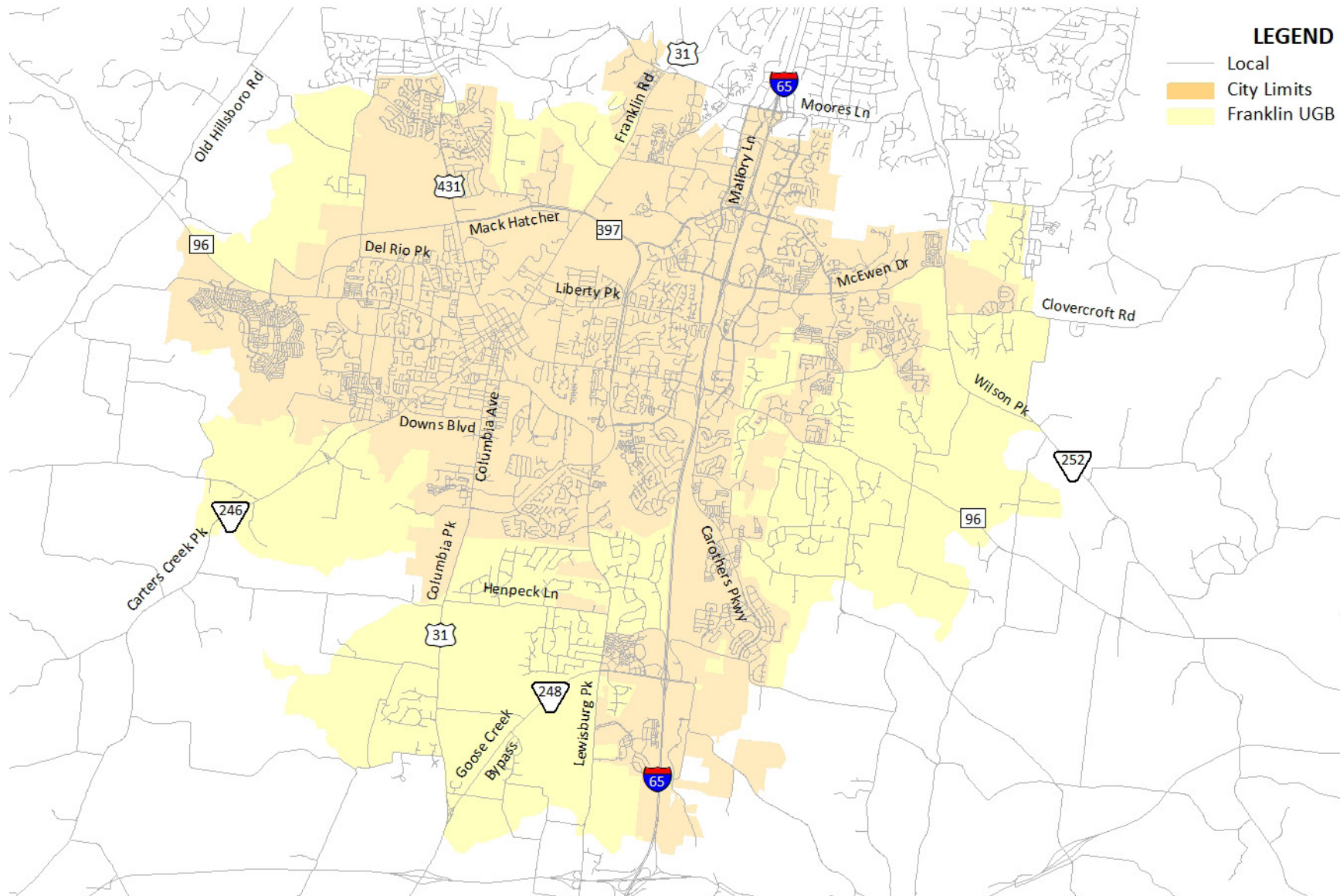
transportation investments. The recommended investments in this plan total approximately 1.9 Billion dollars (in current dollars). The investment priorities in the 2040 CTNP are based on conservative estimates of construction over the next twenty-five years. The projects have been allocated by priority,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

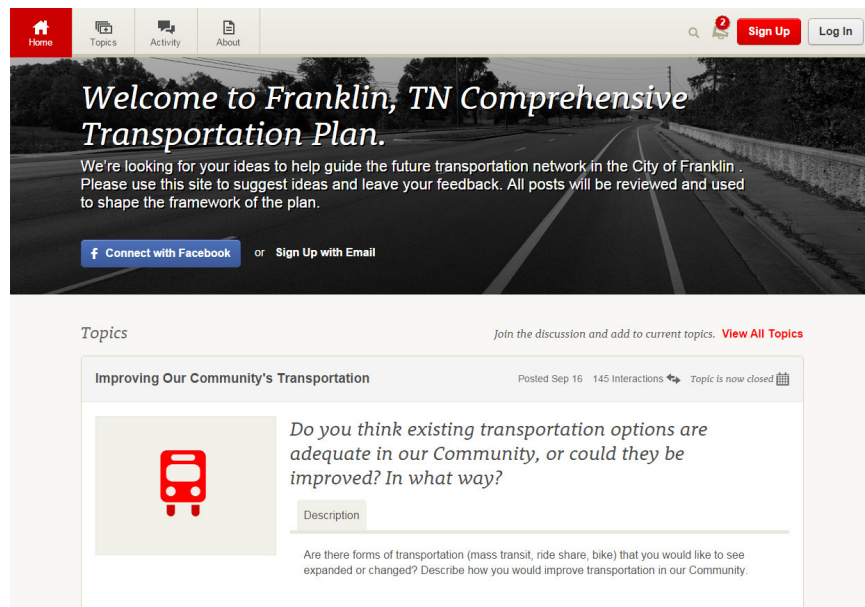


Attendees of the Community Workshop, held on October 22, 2014, participated in issue identification and visioning exercises.

2 PUBLIC INVOLVEMENT

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

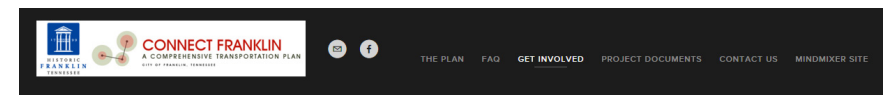
The stakeholder interviews were used to gather information on land use, growth, transit systems, bicycle and pedestrian amenities, roadway infrastructure and future transportation projects. Interviews were held in May and June of 2014. Each stakeholder meeting lasted approximately 45 minutes and was 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.



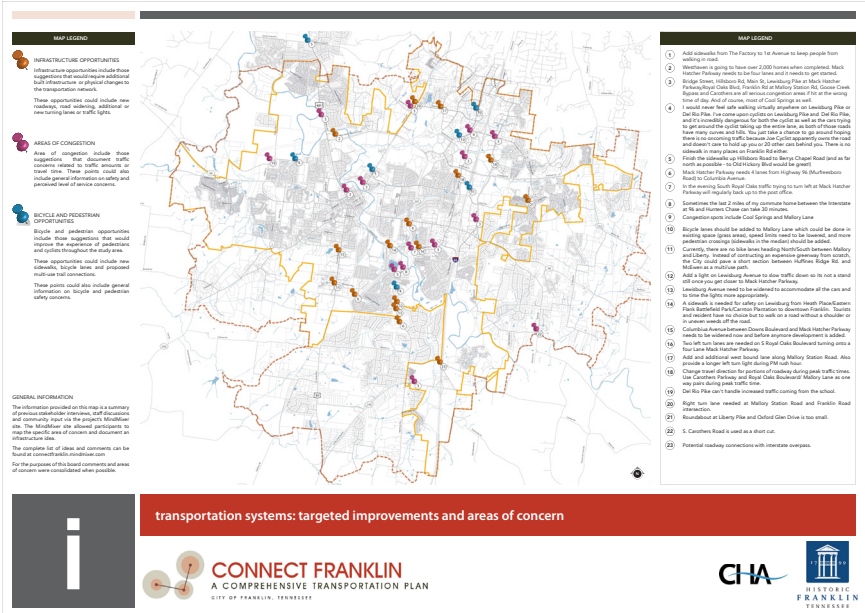
Attendees could sign up and create a MindMixer account at the workshop.

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

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.

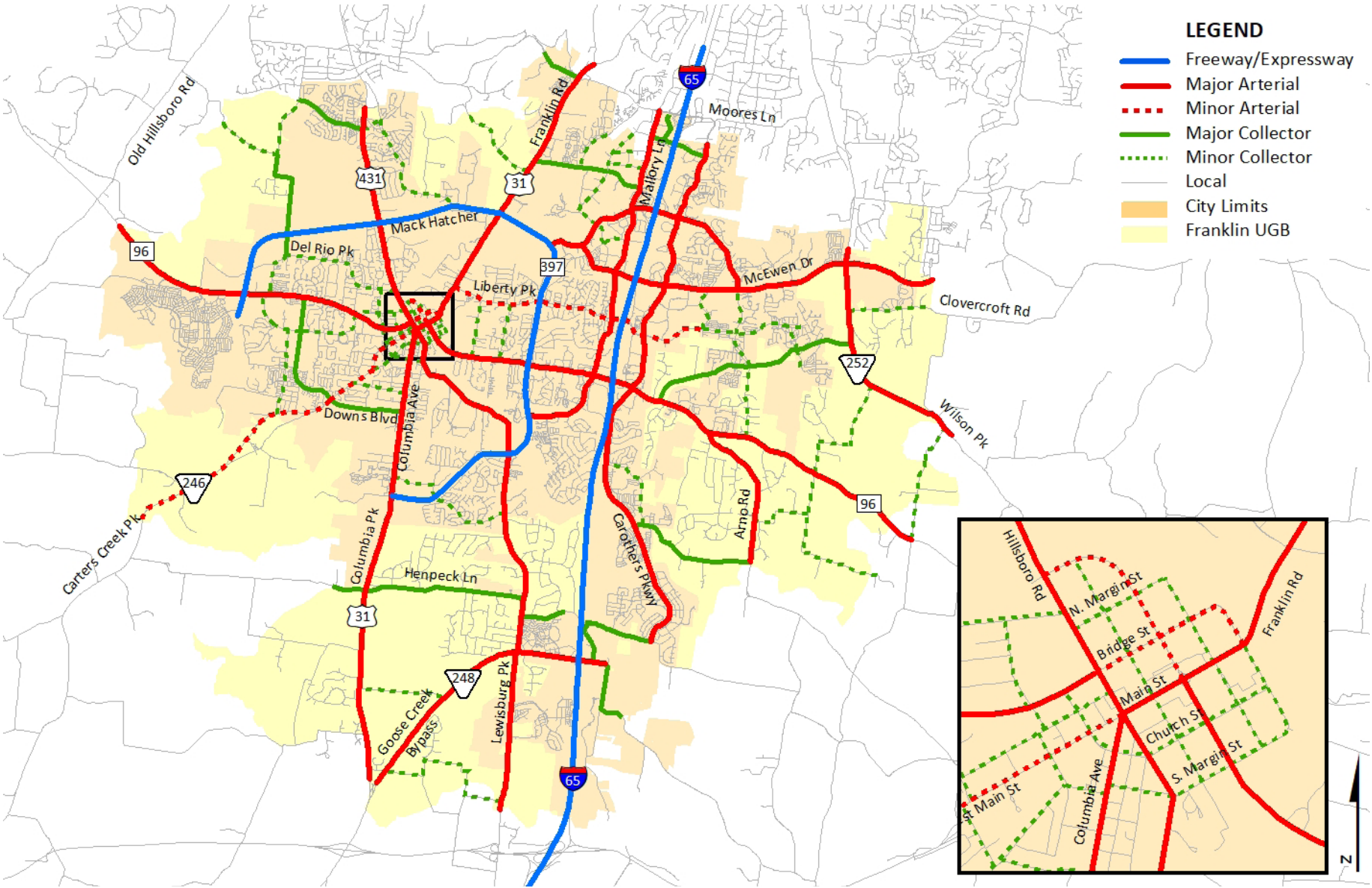
The NAMPO 2040 regional model began development in the summer of 2013 and will be one of the tools used to update the MPO's 2040 Regional Transportation Plan. The model will also be used to support many of the MPO's sub-regional studies and other planning initiatives. As is usually the case with model 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 purposed of this plan, the timeframes are established as:

Short Term – Proposed for Completion by 2030

Medium Term – Proposed for Completion by 2035

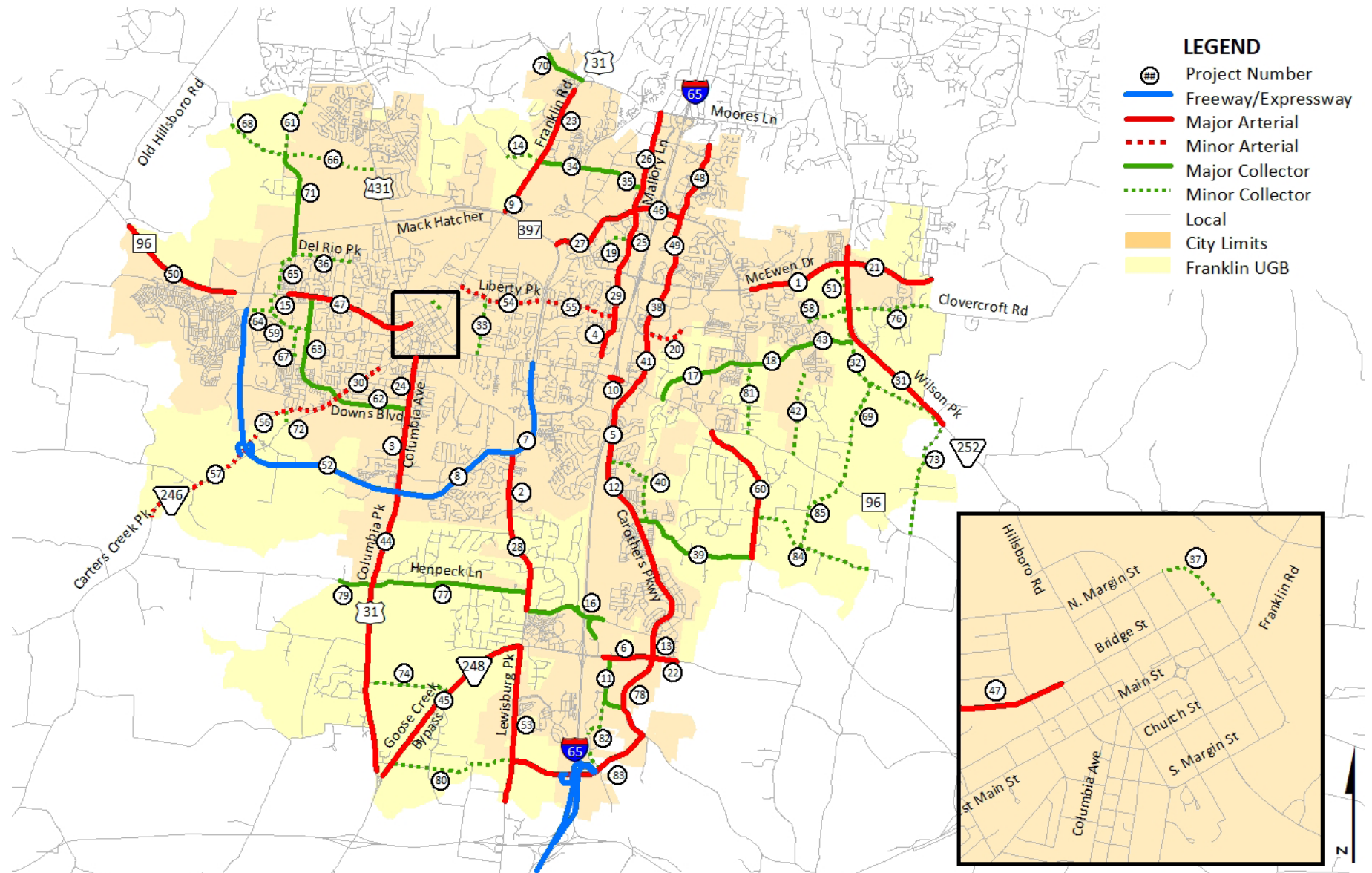
Long Term – Proposed for Completion by 2040

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)



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 Pike (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

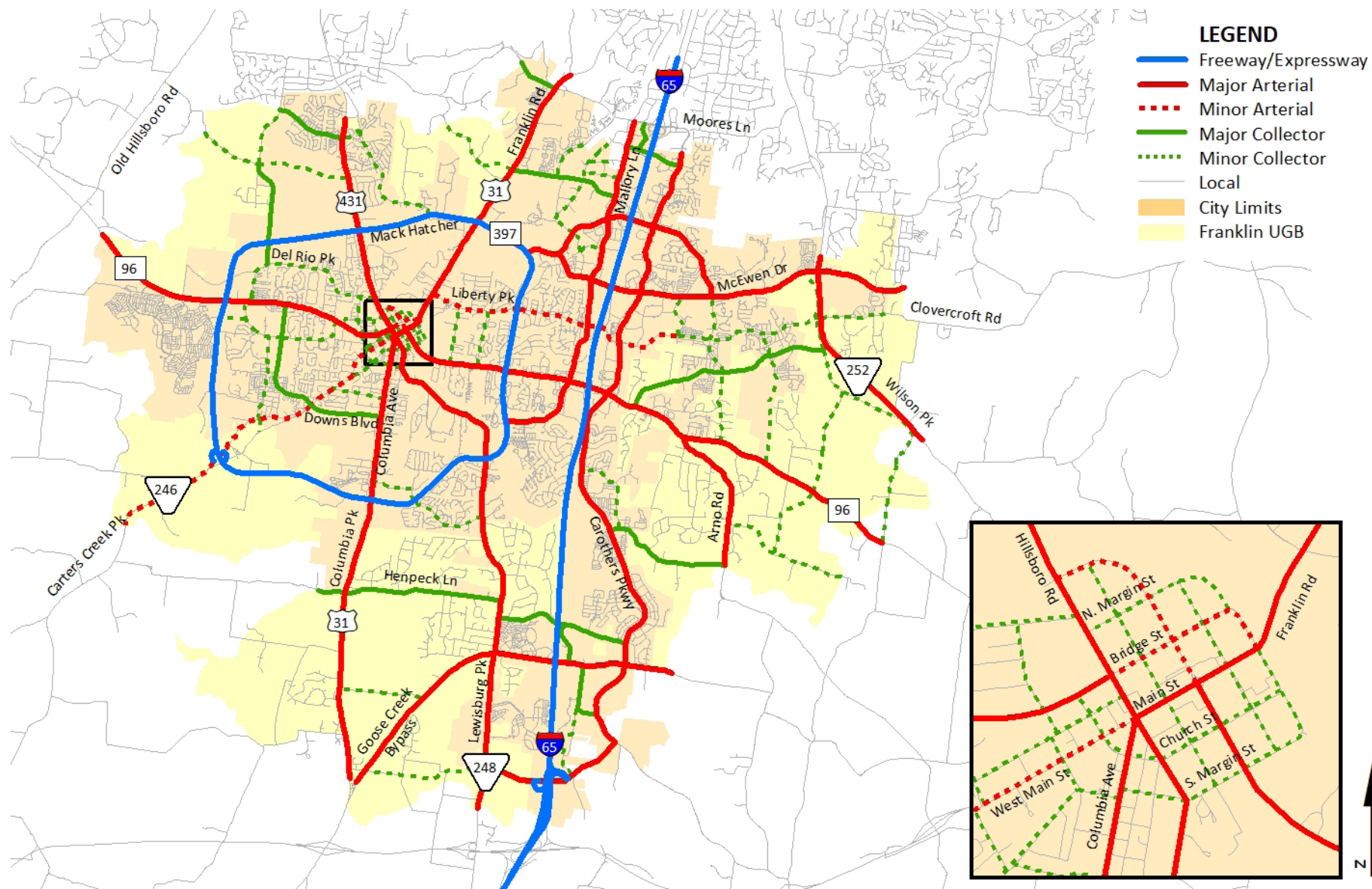
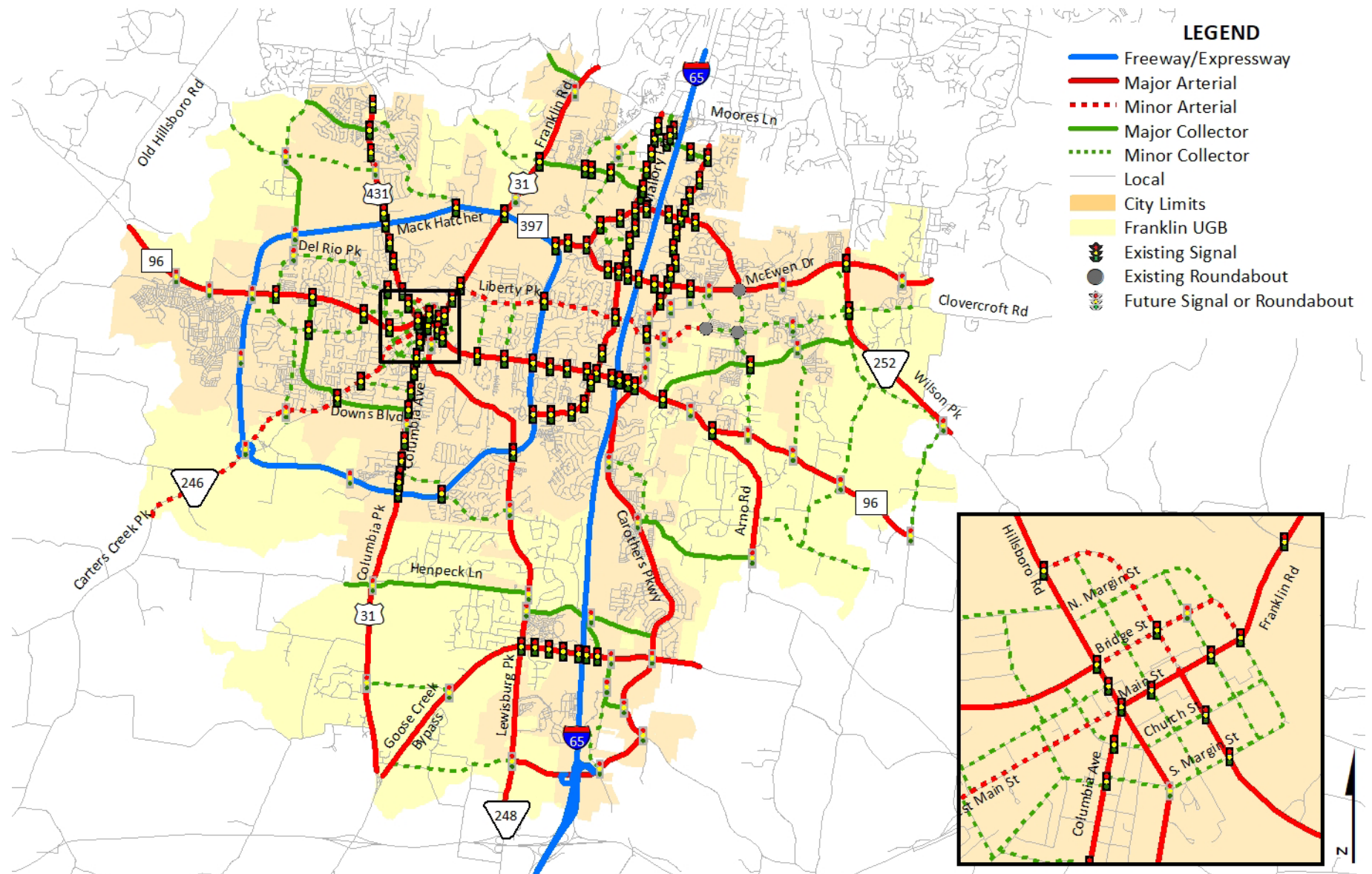


FIGURE 3.4: PROPOSED TRAFFIC SIGNAL MASTER PLAN



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

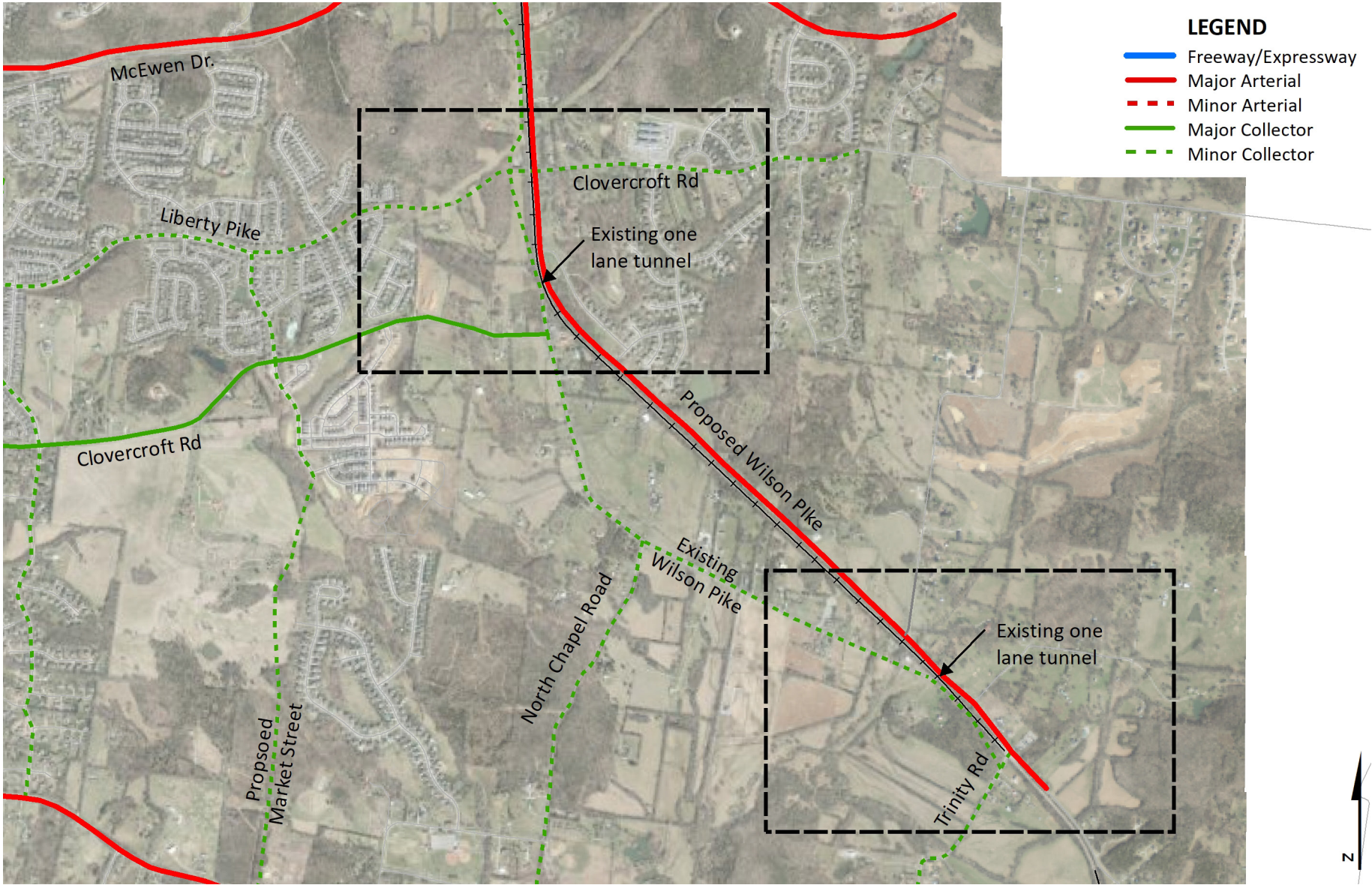
The Wilson Pike Local Network Plan involves improvements to Wilson Pike (TN 252), which is located in the far eastern portion of Franklin. This section of Wilson Pike parallels a CSX railroad line; however in

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

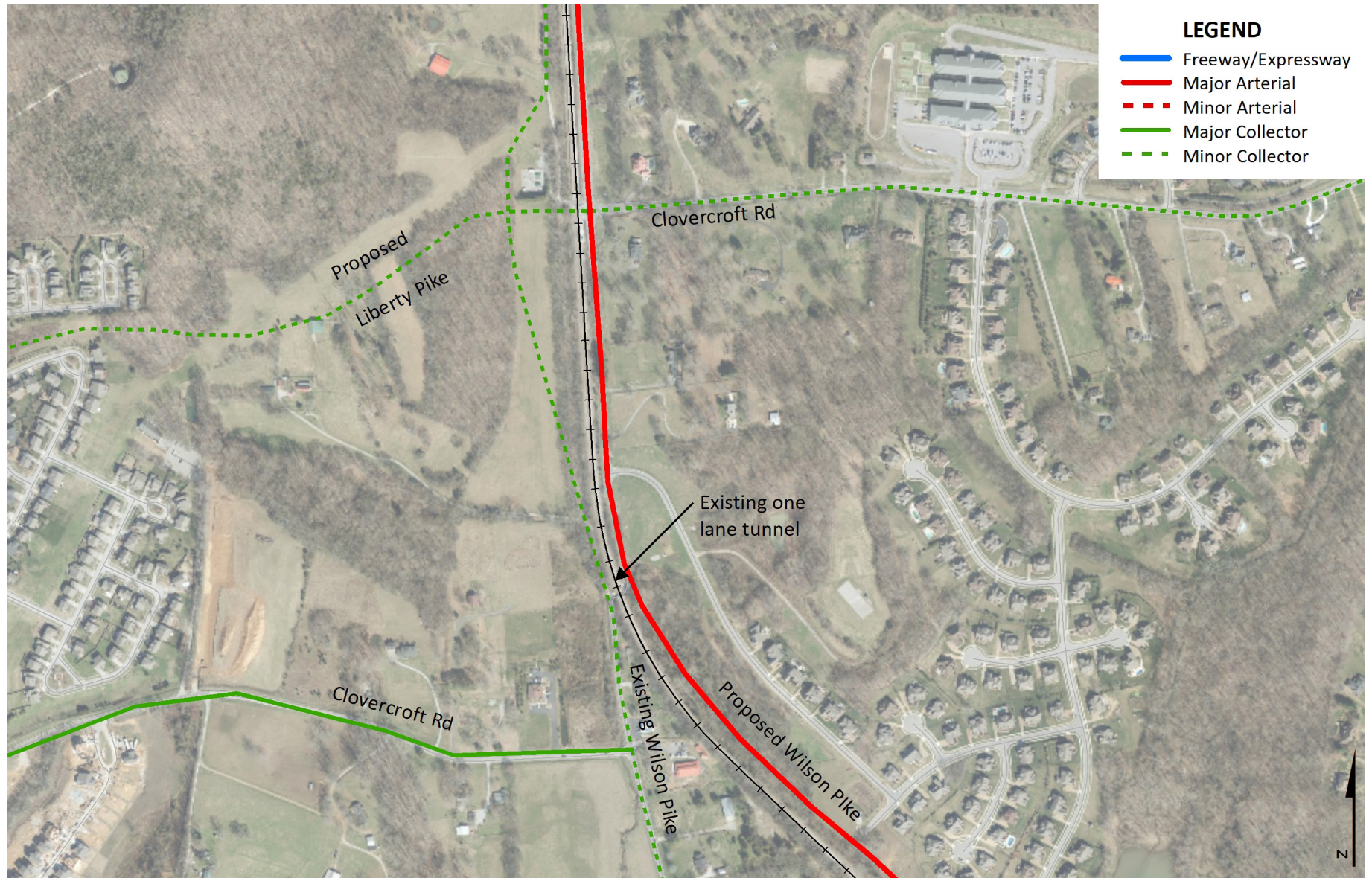


FIGURE 3.7: WILSON PIKE DETAIL 2



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

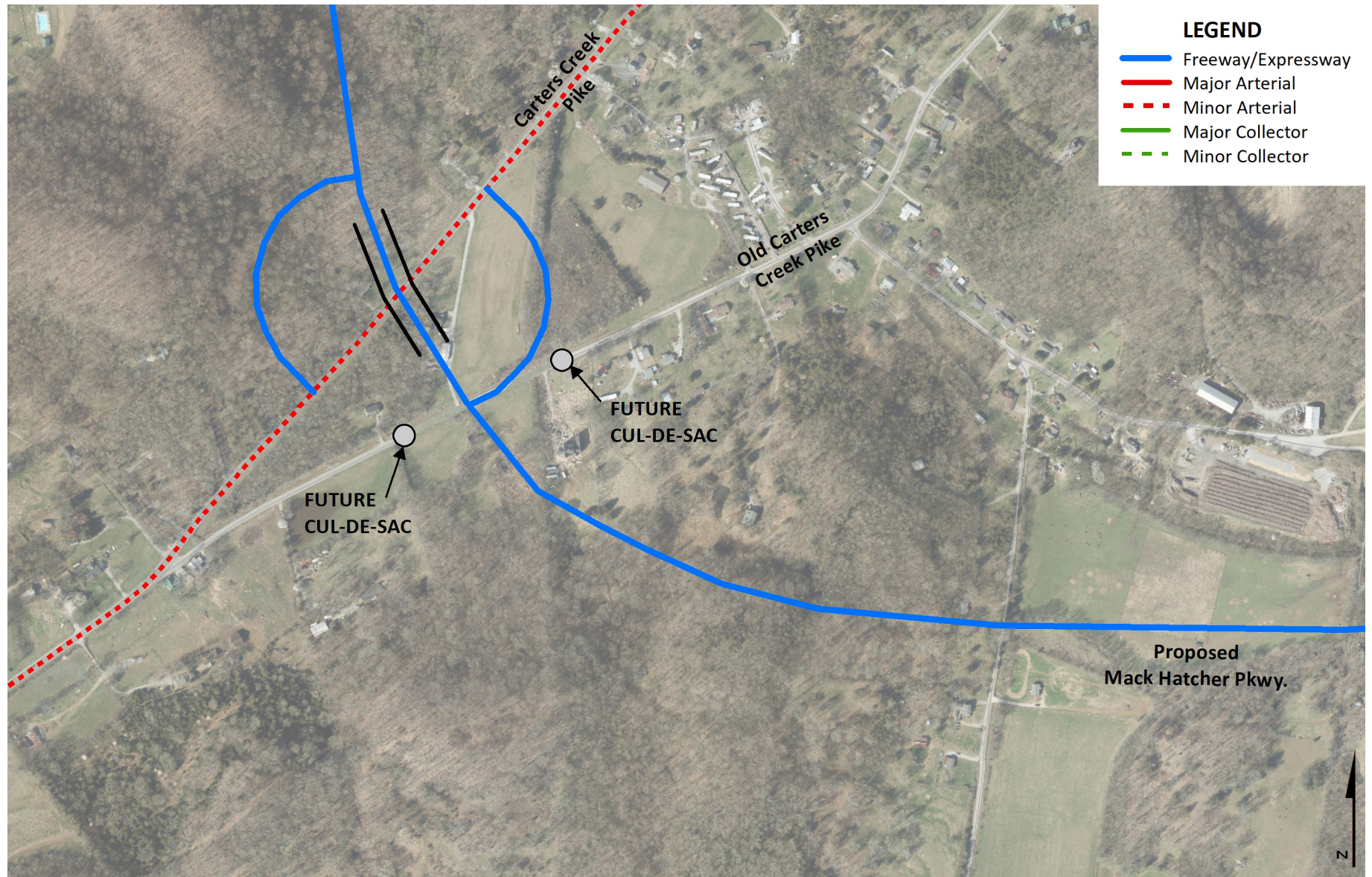


3 STREETS ELEMENT

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

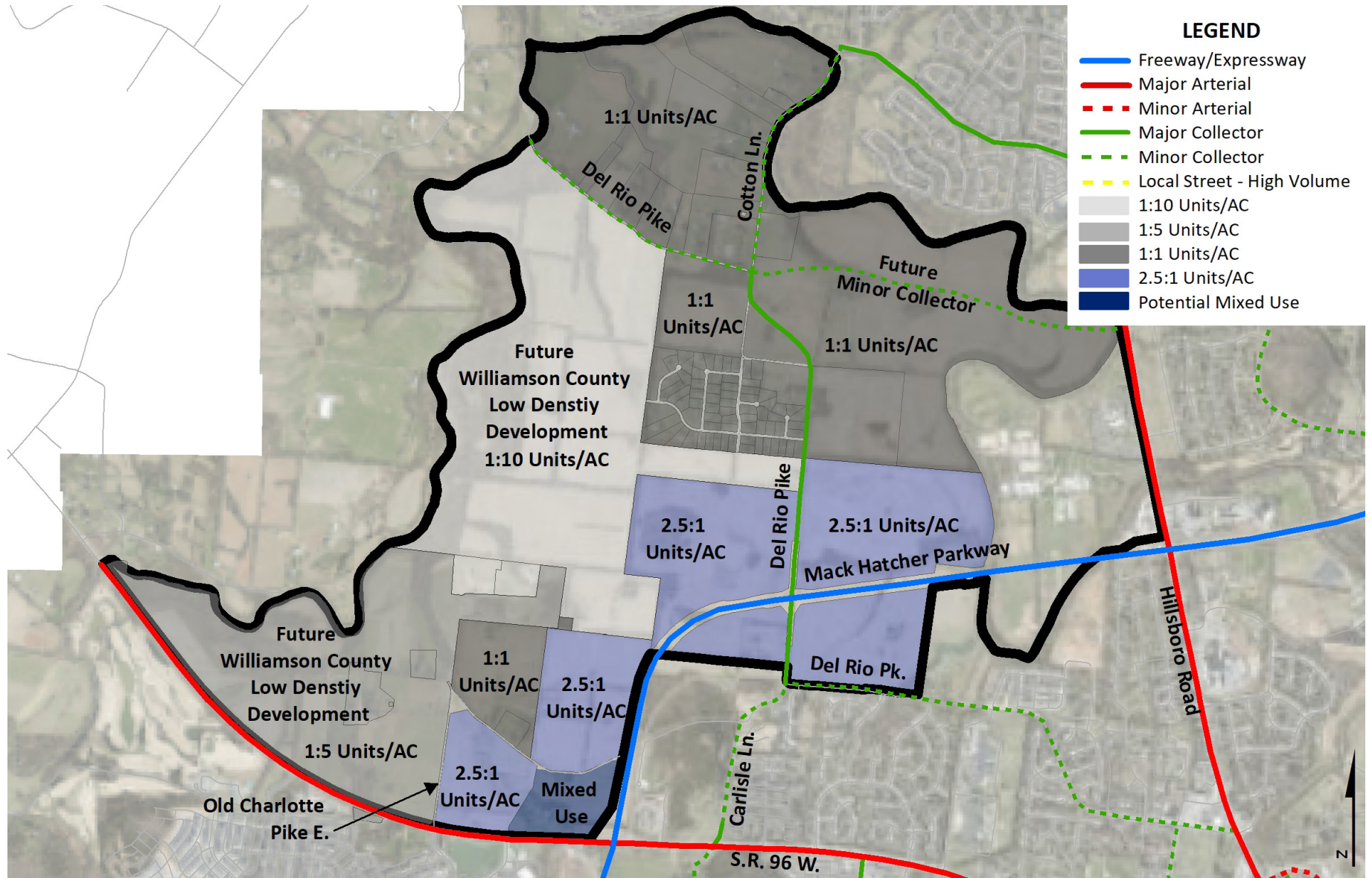
WEST HARPETH AREA LOCAL NETWORK PLAN

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.

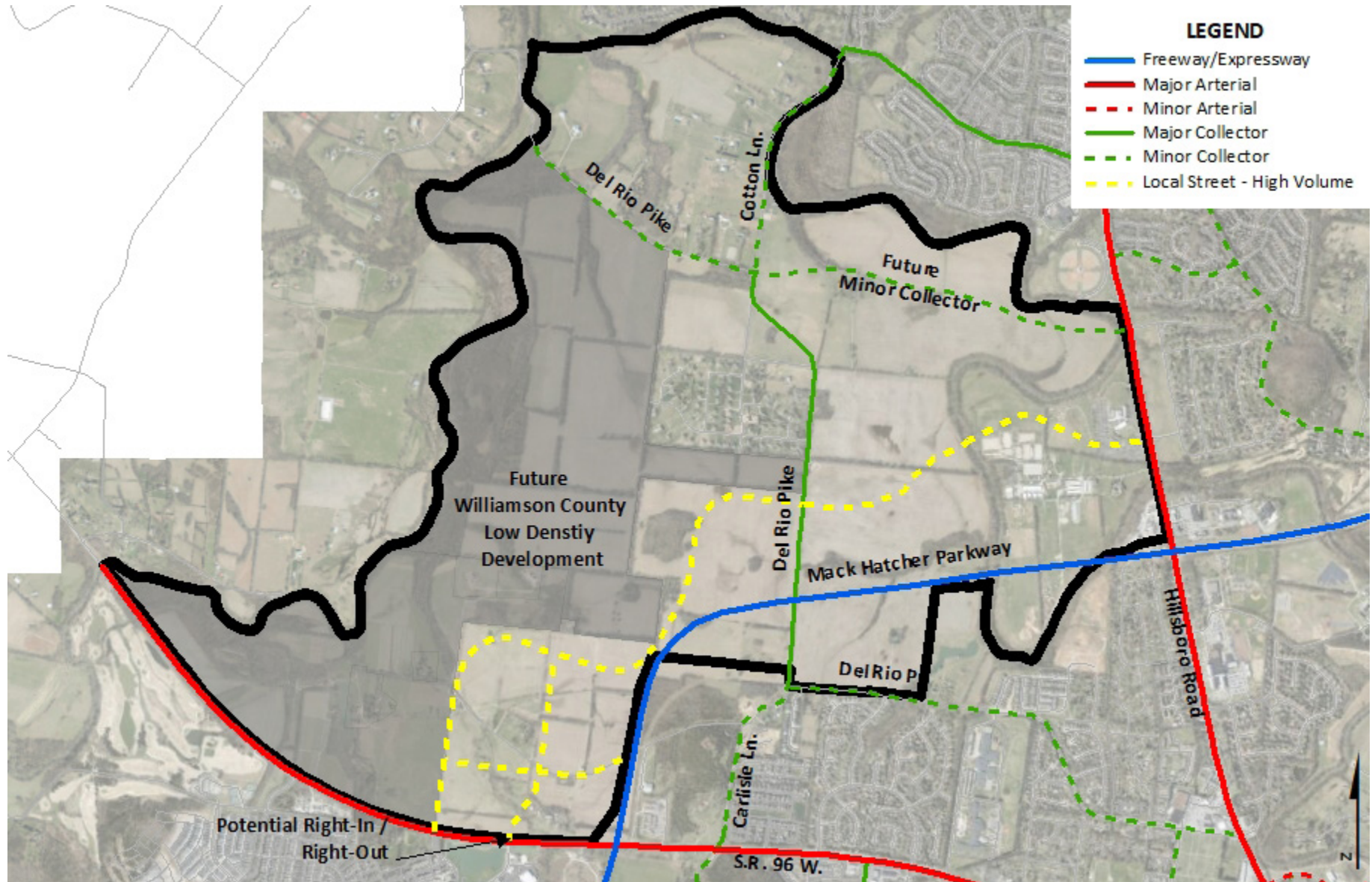
Most of the existing roadways within the West Harpeth Area are rural and require major upgrades as development occurs in the area. As properties develop in the West Harpeth Area, it will be necessary for development to upgrade these existing roadways to meet city standards. These roadways generally include 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



4 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.



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.

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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

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.

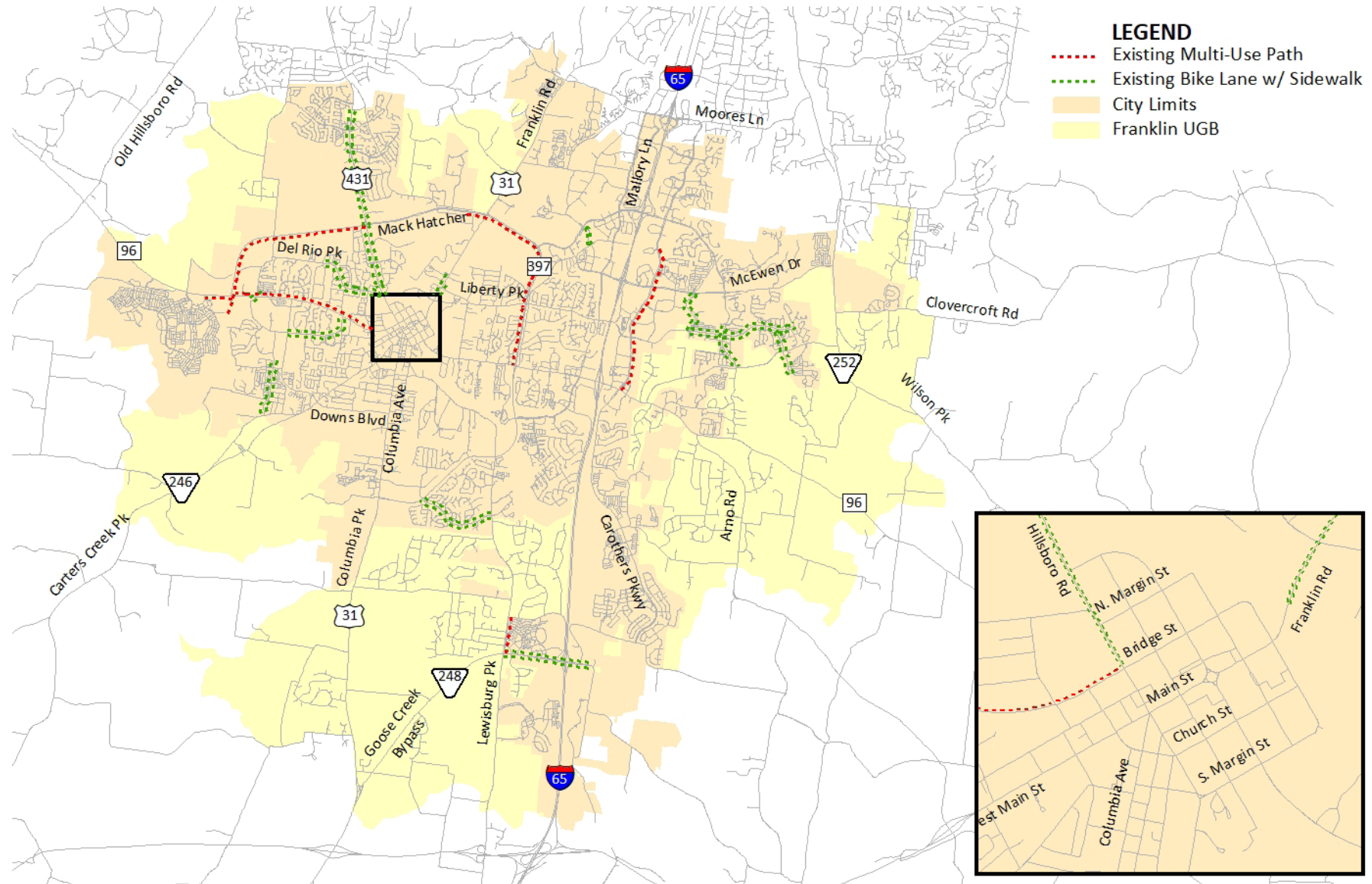
The GTMP focused mainly on off-street facilities but does include some on-street facilities, such as on-street bikeways and multi-use paths adjacent to roadways. The assessment included a review of the GTMP to identify on-street facilities and, where needed, to include them for programming in the CNTP.

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 transportation 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

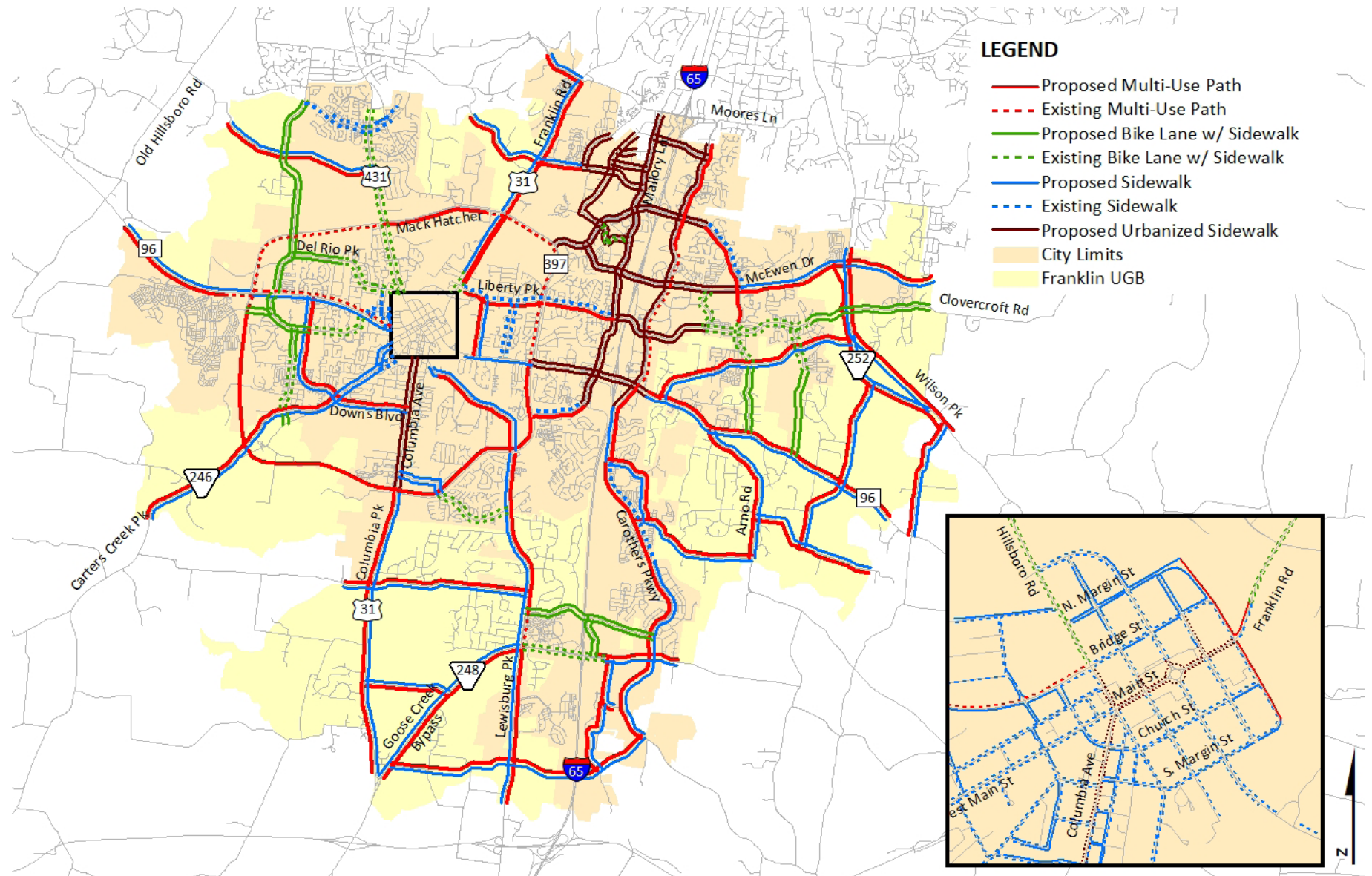
PROPOSED FACILITIES

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

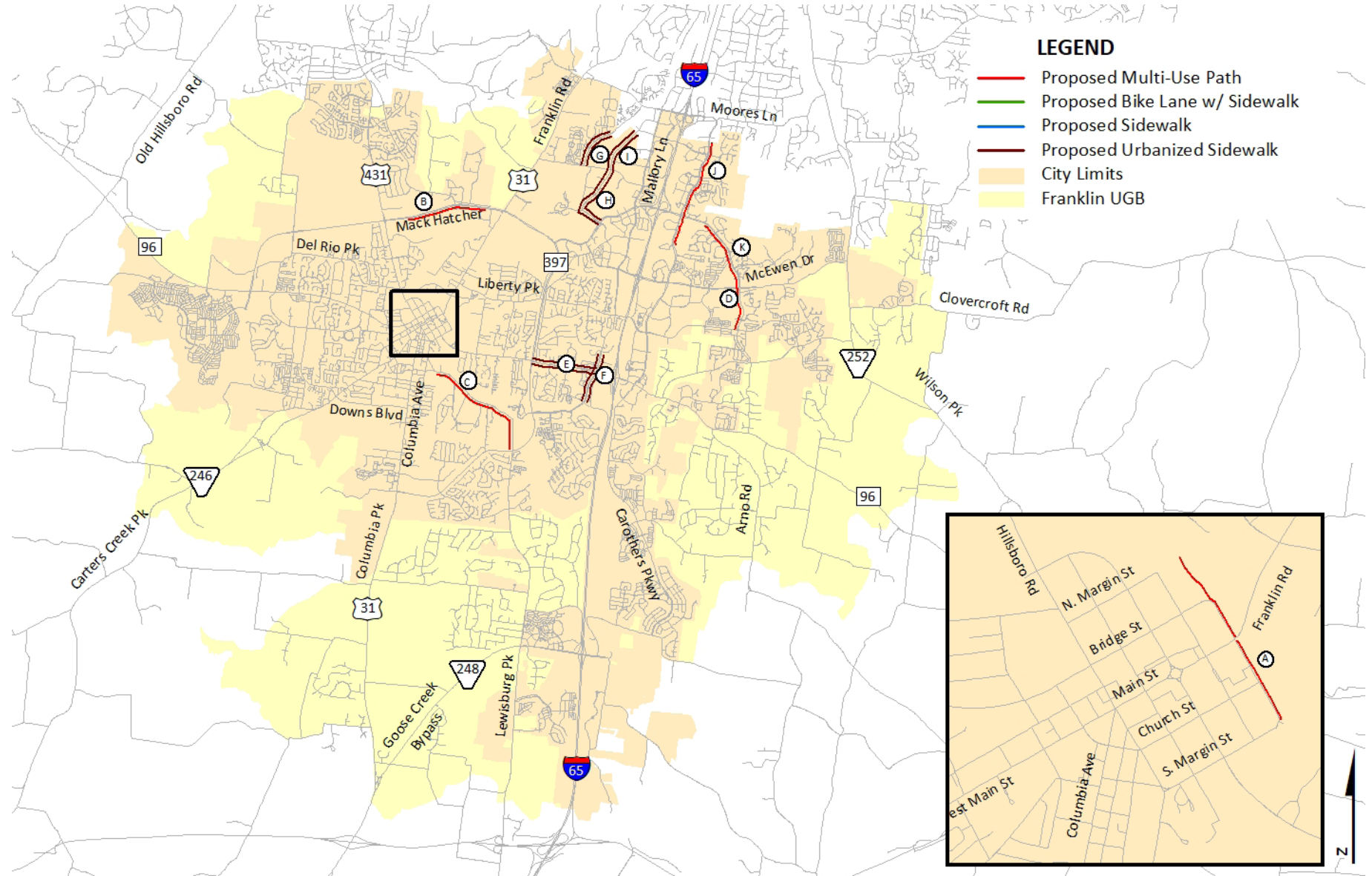


4 BICYCLE AND PEDESTRIAN

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

	Project Number	Roadway	From	To	Length (Miles)
SHORT	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
MEDIUM	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
LONG	J	Carothers Parkway	South of Cool Springs Boulevard	Northern City Limits	1.61
	K	Cool Springs Boulevard	Billingsly Court	East McEwen Drive	1.04

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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,

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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

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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,

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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)

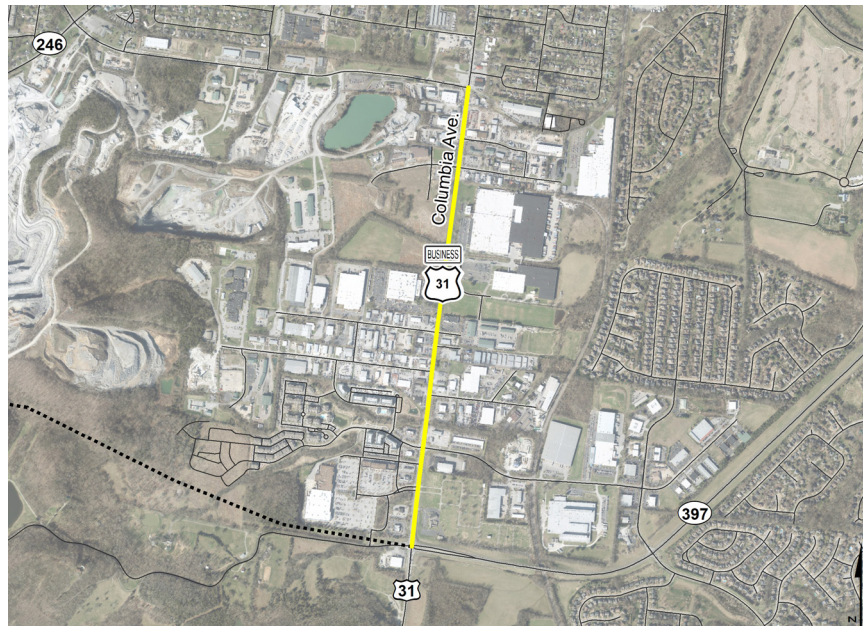
The project is a widening from 2 lanes to 4 lanes along Lewisburg Pike from Mack Hatcher Parkway (SR-397) to Holly Hill Drive. The widening of this roadway is necessary to continue to support access to Mack Hatcher from surrounding neighborhoods.



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 projects 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

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.

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)

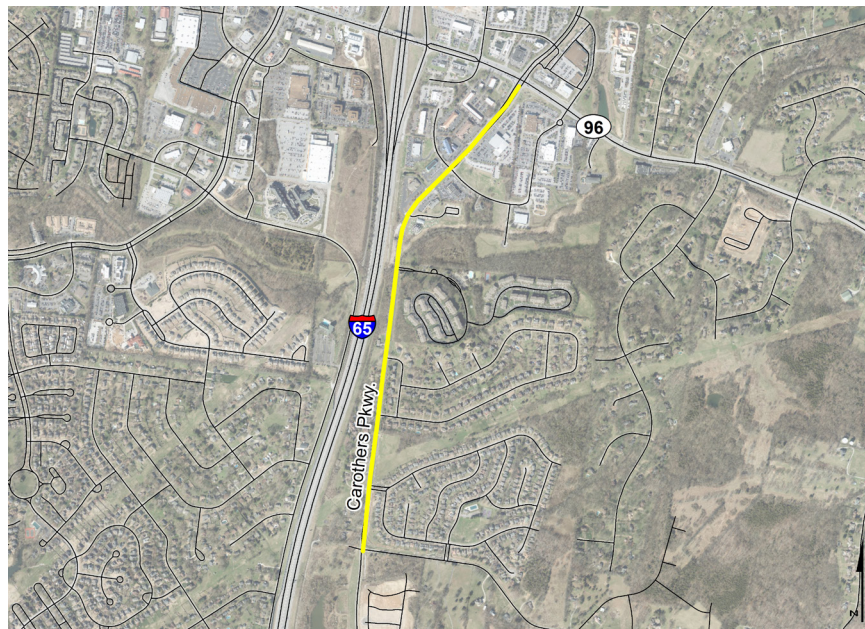


5

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)

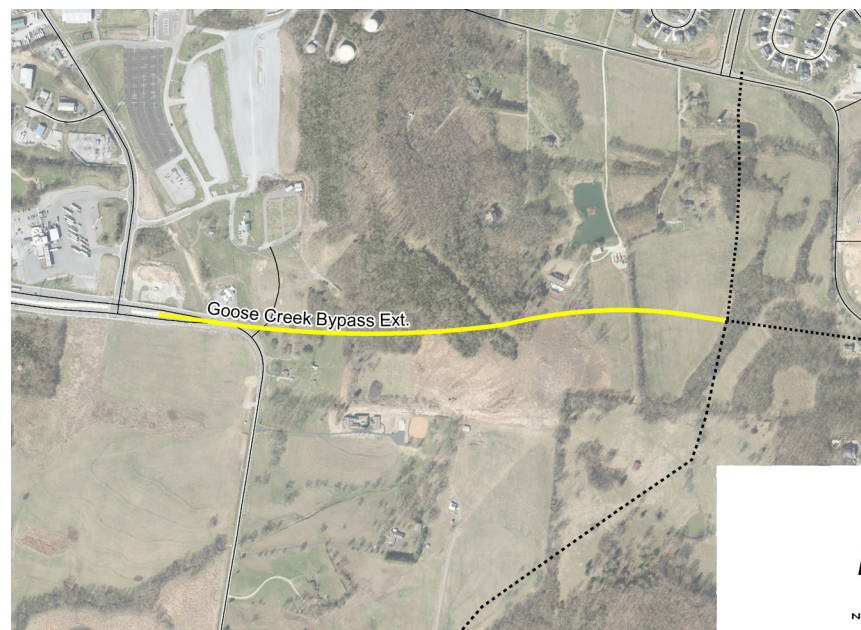
GOOSE CREEK BYPASS (SR-248) EXTENSION

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.



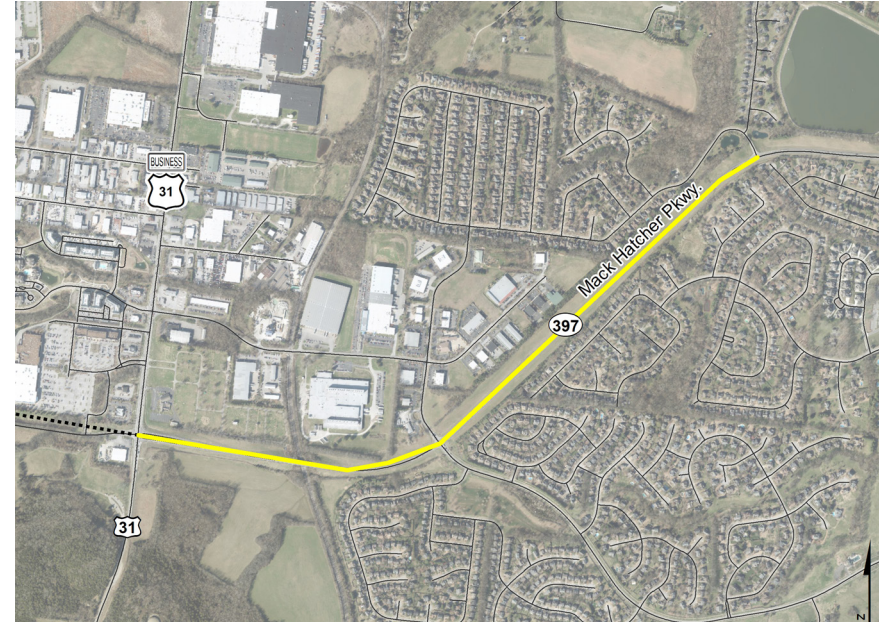
PROJECT OVERVIEW	
OVERALL COST:	\$44,000,000
TIME FRAME:	Short
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Expressway
SEGMENT LENGTH:	1.74 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	250 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
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

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.

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



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.



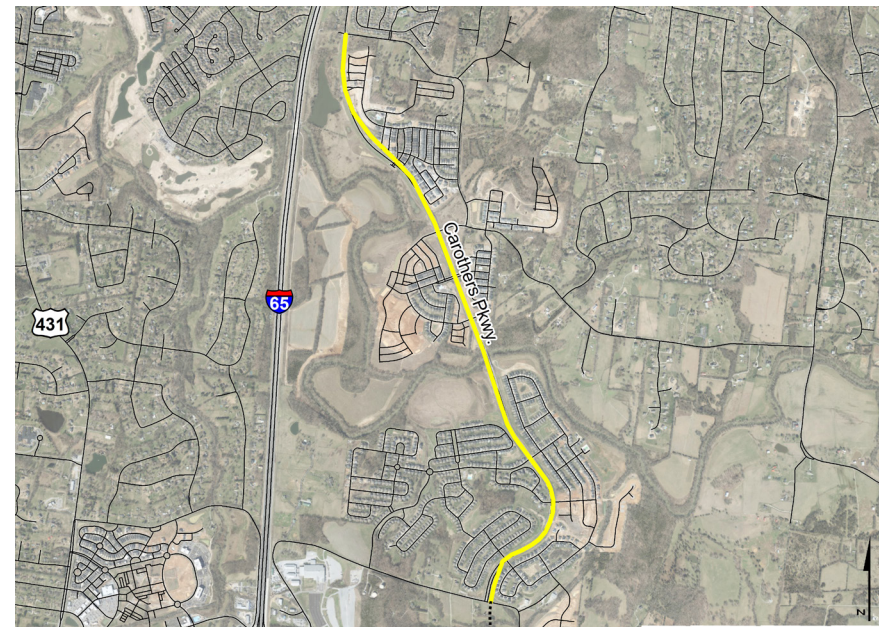
PROJECT OVERVIEW	
OVERALL COST:	\$20,000,000
TIME FRAME:	Short
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.87 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	122 feet
PROJECT SPECIFICS	
MEDIAN:	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

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.

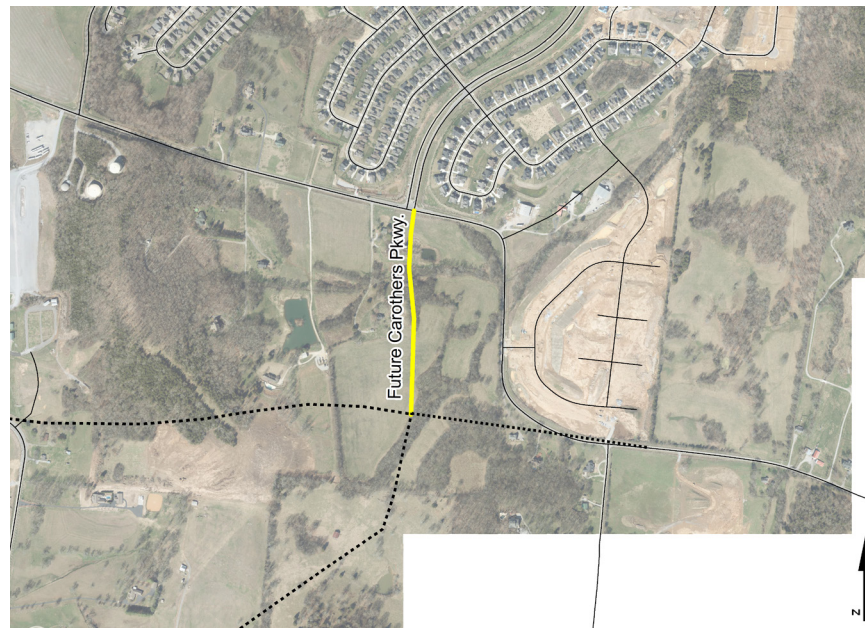
PROJECT OVERVIEW	
OVERALL COST:	\$25,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.73 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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)



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

14

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)

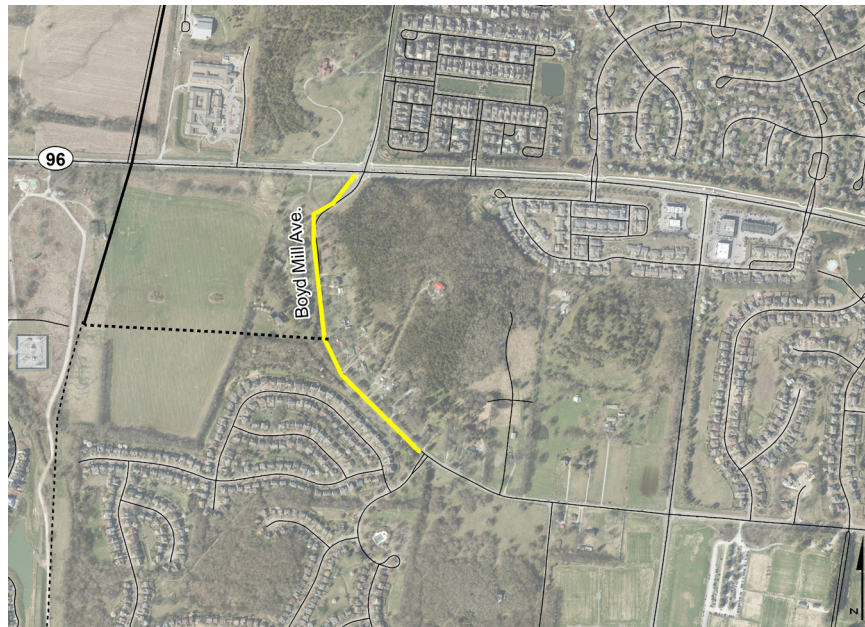
This project is a realignment at the intersection of South Berry's Chapel Road and Mallory Station Road. South Berry's Chapel is a minor collector. This alignment will cut down on cross traffic left hand turns onto S. Berry's Chapel Road and ease congestion out of the City.



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)

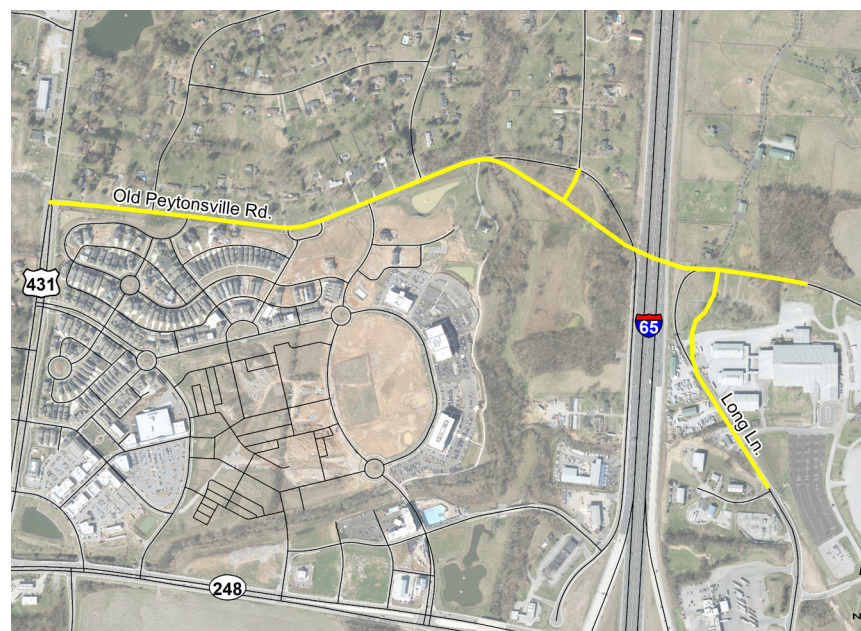
LONG LANE OVERPASS

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)

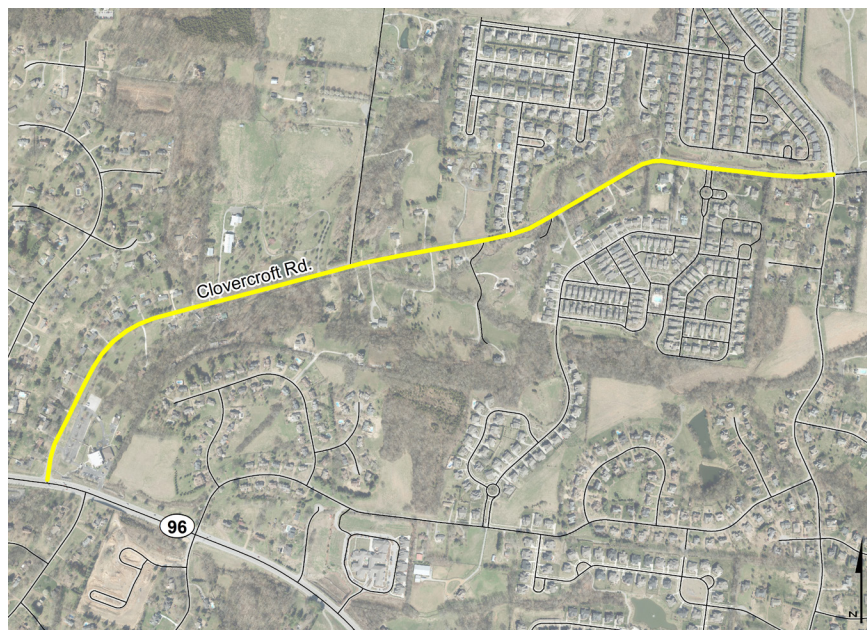
This project is a creation of a new overpass from Old Peytonsville Road to Long Lane. This project would provide another access point across the interstate south of the City. This would allow easier access from the west side to the east side of the City. This will be especially important as this area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



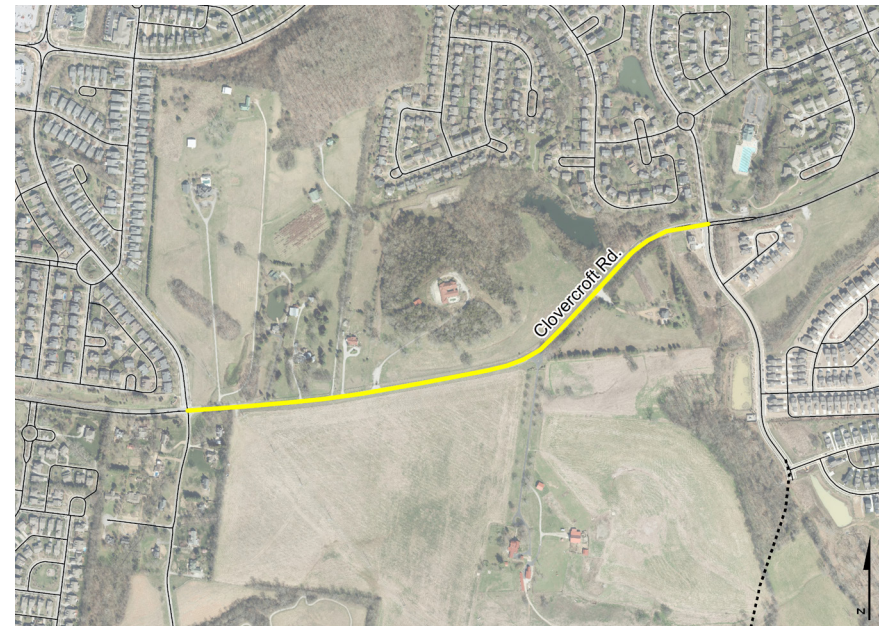
PROJECT OVERVIEW	
OVERALL COST:	\$26,000,000
TIME FRAME:	Short
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.40 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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

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.

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)



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)

LIBERTY PIKE 20

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)

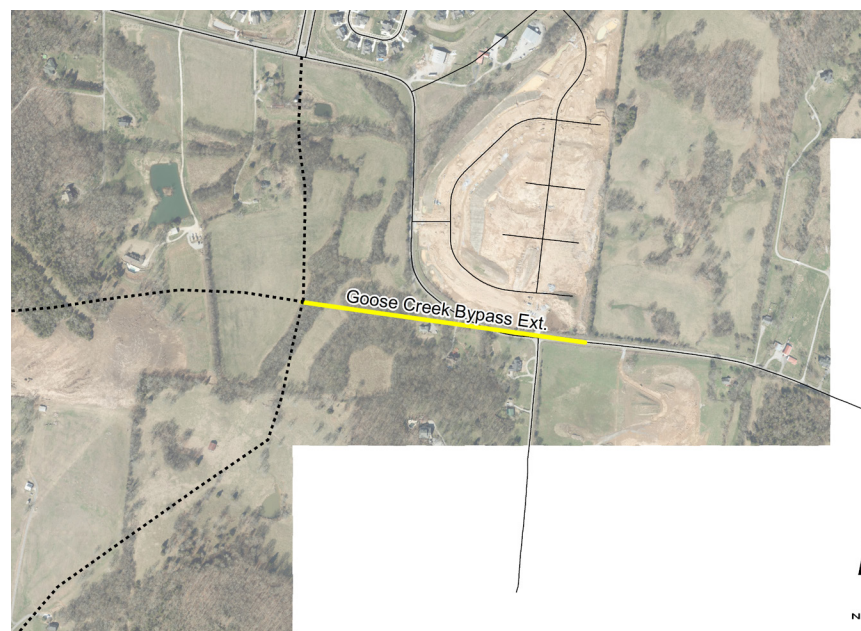
GOOSE CREEK BYPASS (SR-248) EXTENSION

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

DOWNS BOULEVARD TO FOWLKES STREET

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.

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)



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.



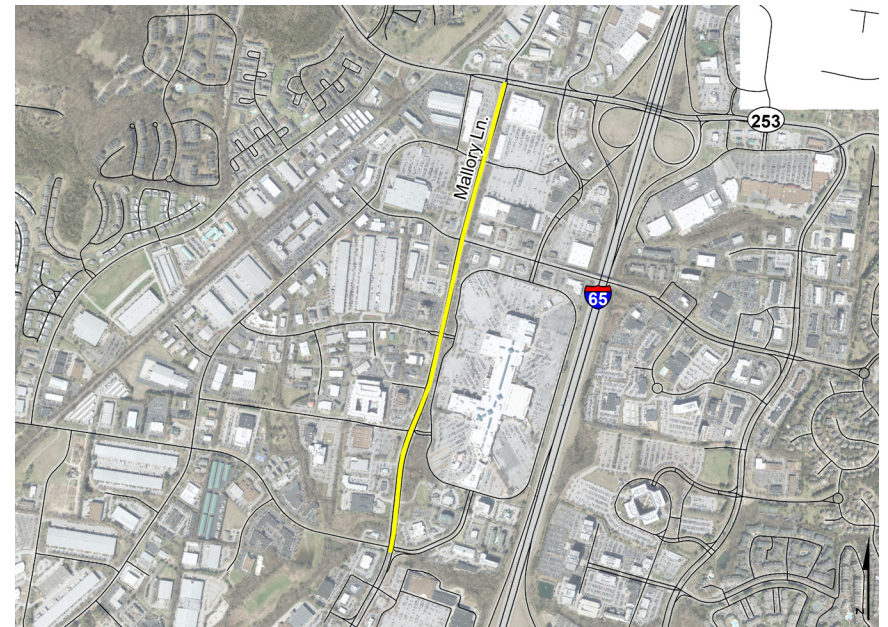
PROJECT OVERVIEW	
OVERALL COST:	\$30,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.22 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	154 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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)

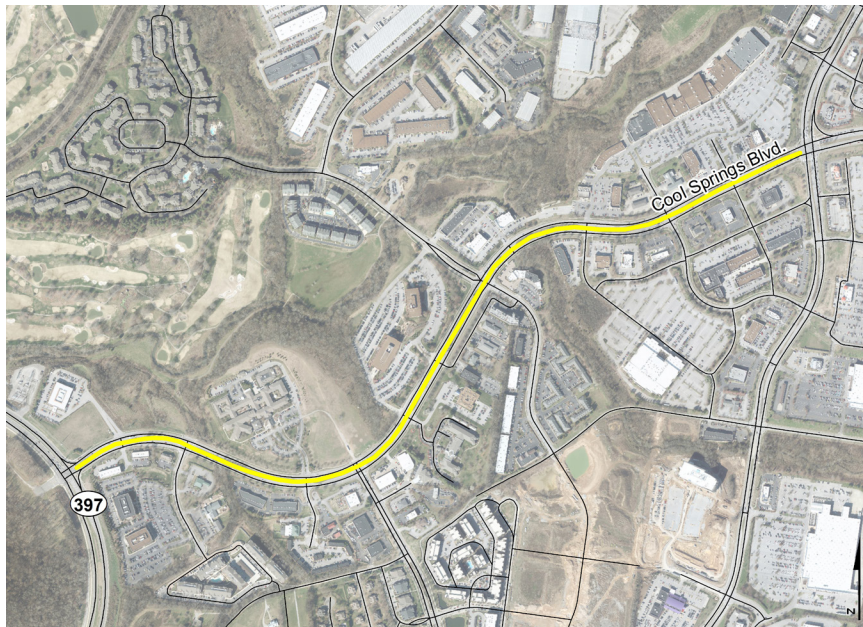
This project is a continuation of project number 27. This would widen the northern portion of Mallory Lane to 6 lanes from Mallory Station Road to Moores Lane (SR-441). This major arterial provides access to Cool Springs Galleria and other adjacent retail shops and services. This is a heavily traveled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



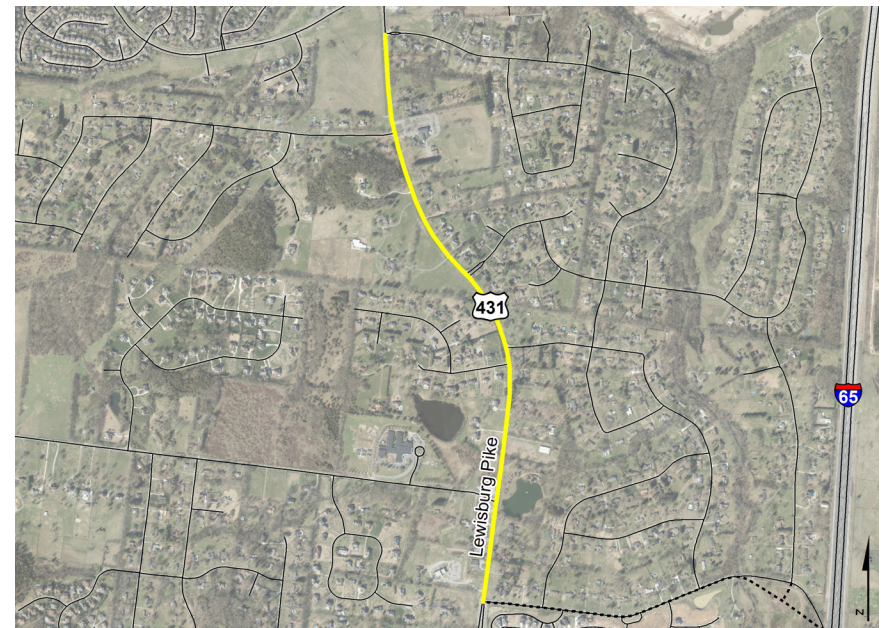
PROJECT OVERVIEW	
OVERALL COST:	\$32,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.31 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	154 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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) OLD PEYTONSVILLE ROAD TO HOLLY HILL DRIVE

28

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.

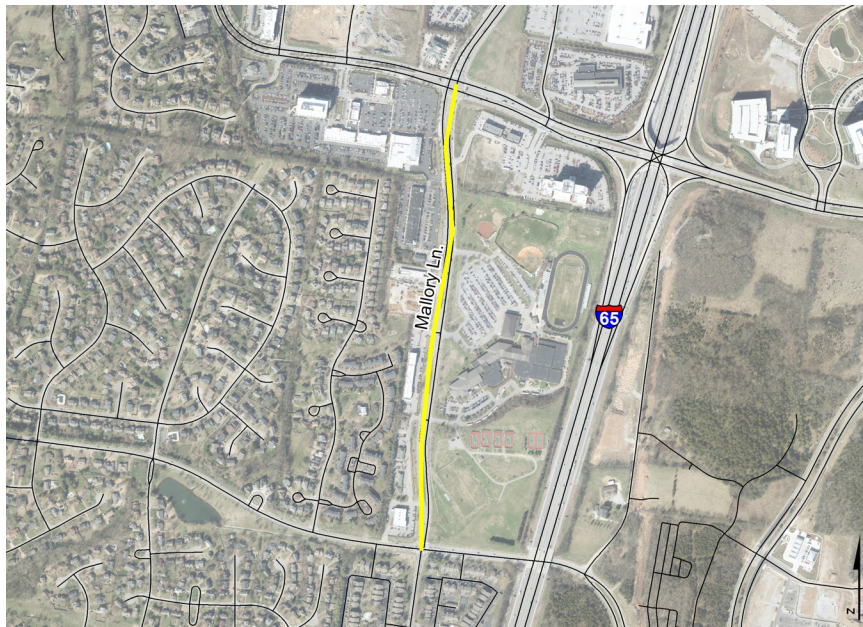
PROJECT OVERVIEW	
OVERALL COST:	\$31,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	TDOT / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.37 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median 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)



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) DOWNS BOULEVARD TO NATCHEZ STREET

30

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.

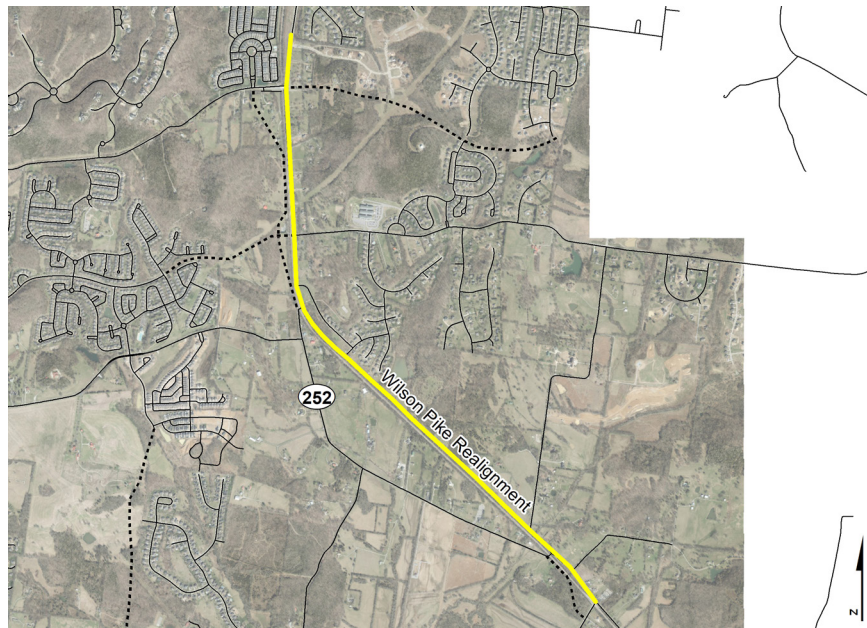
PROJECT OVERVIEW	
OVERALL COST:	\$10,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	0.72 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	69 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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.



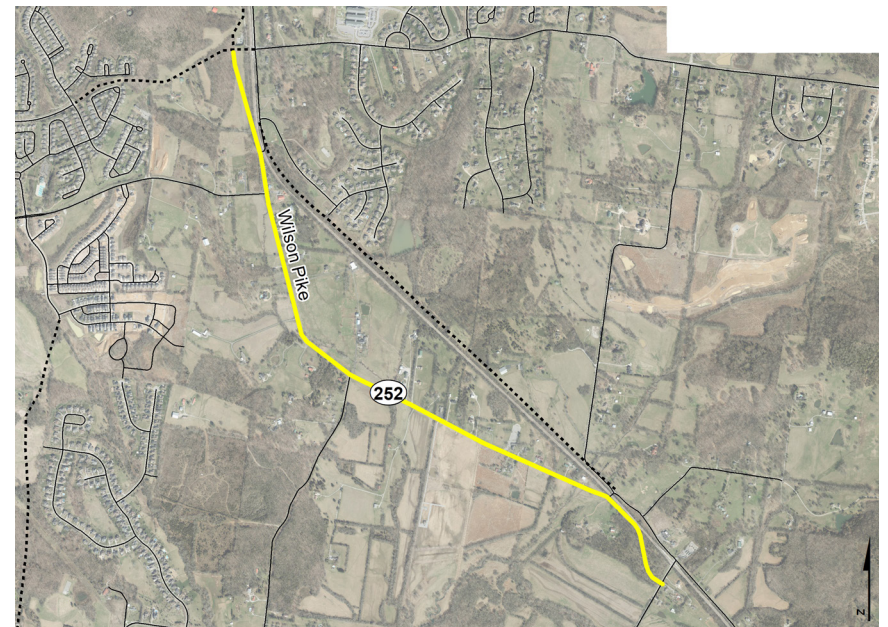
PROJECT OVERVIEW	
OVERALL COST:	\$66,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.98 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access 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)

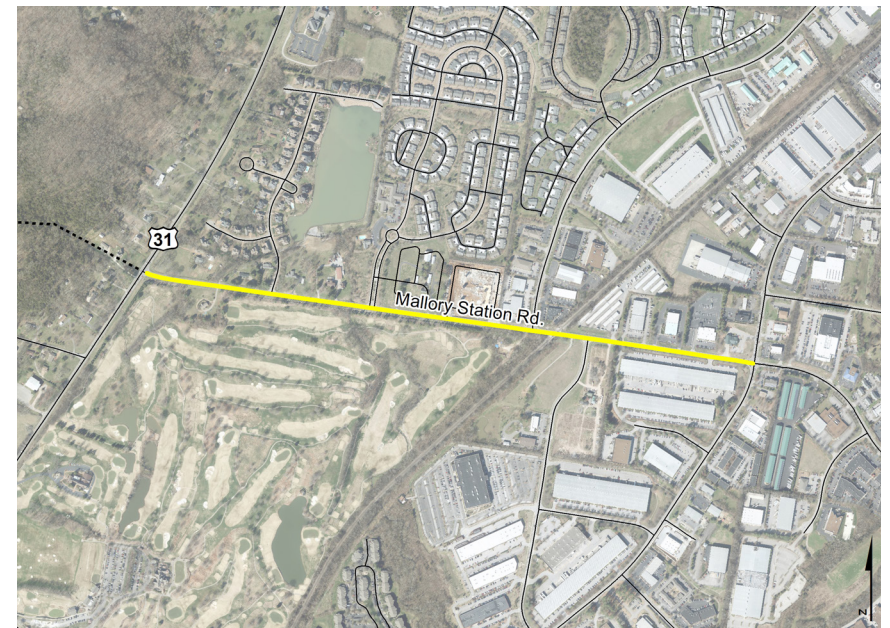
MALLORY STATION ROAD

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

34

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

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.

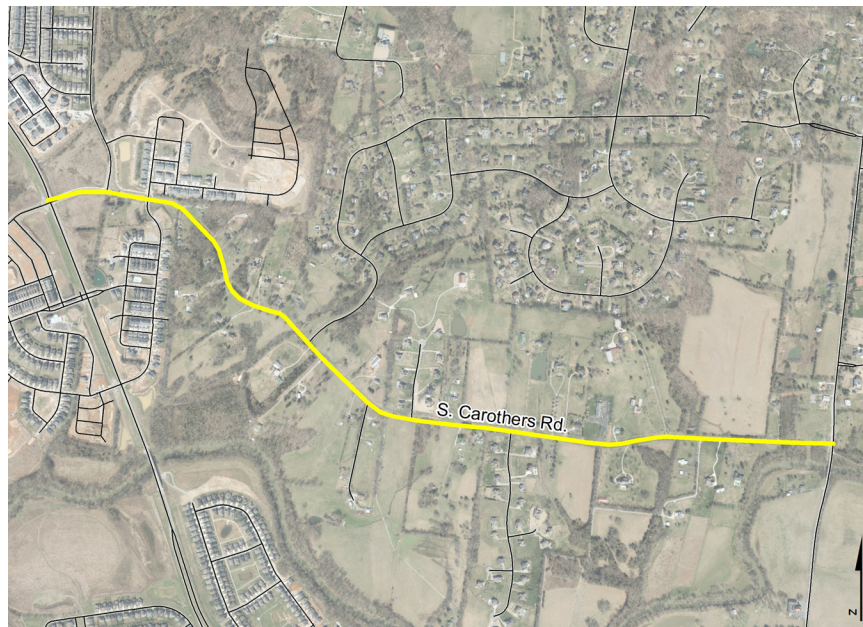
PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.76 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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)



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.



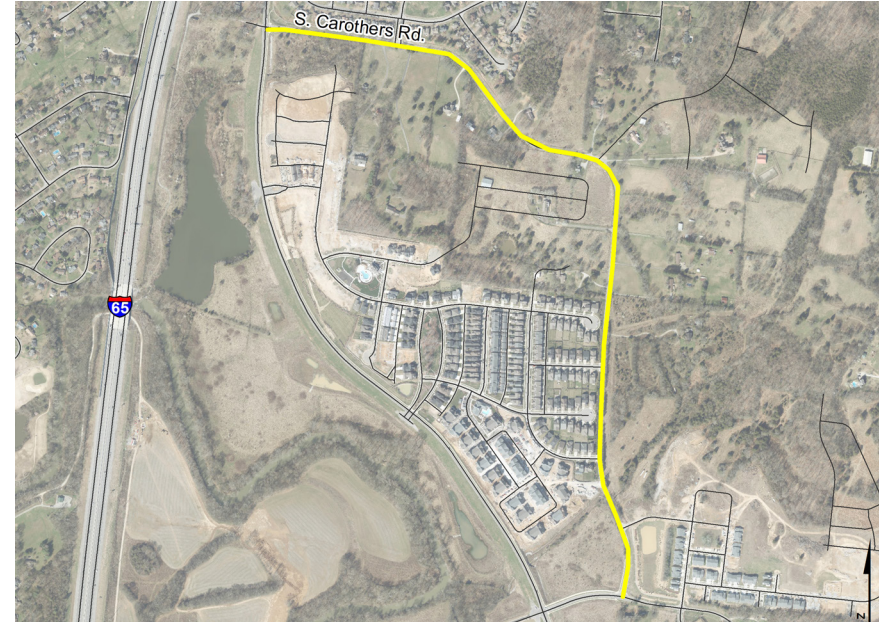
PROJECT OVERVIEW	
OVERALL COST:	\$34,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.79 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	122 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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

PROJECT OVERVIEW	
OVERALL COST:	\$15,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
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
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 (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)

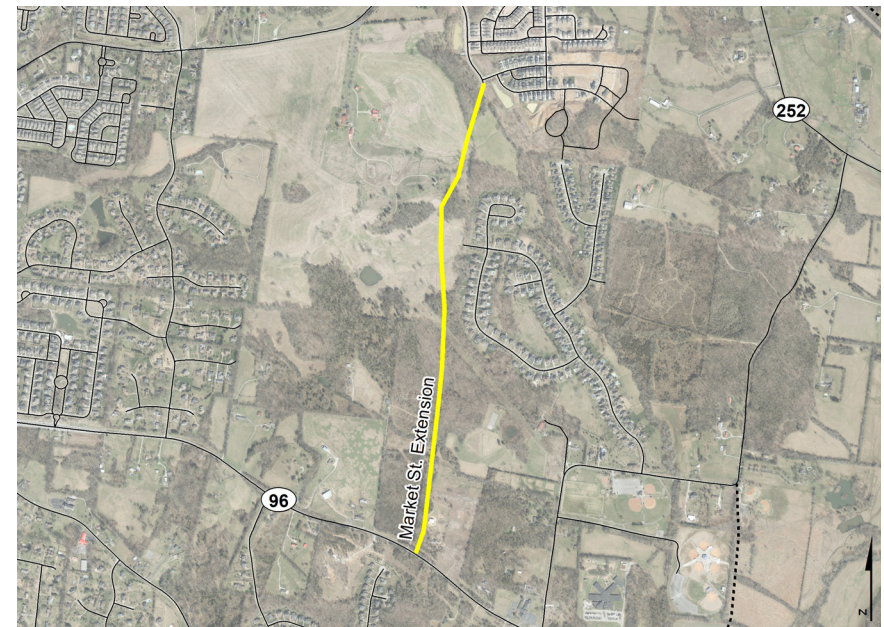
MARKET STREET EXTENSION

MURFREESBORO ROAD (SR-96) TO AMELIA PARK SUBDIVISION

42

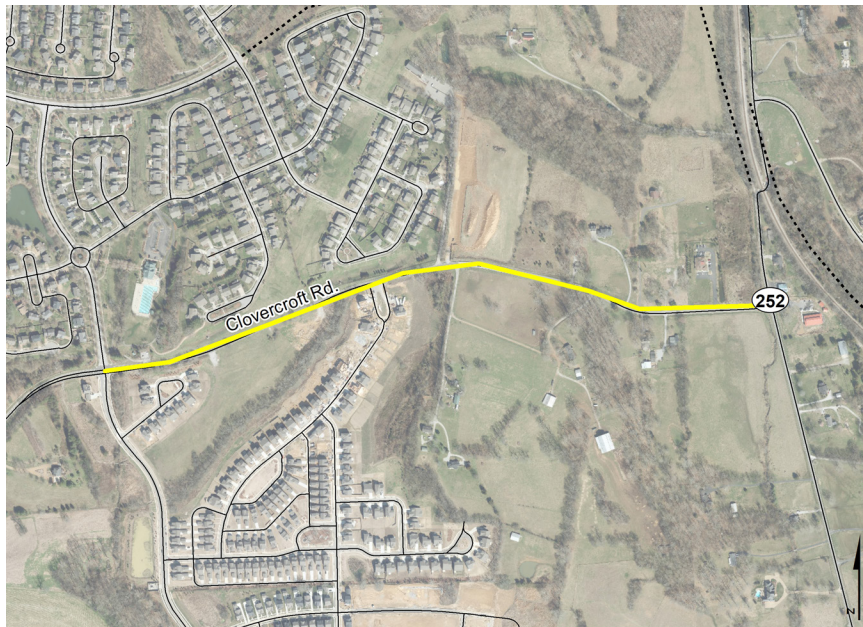
PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	Development
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.17 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
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)

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.



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.



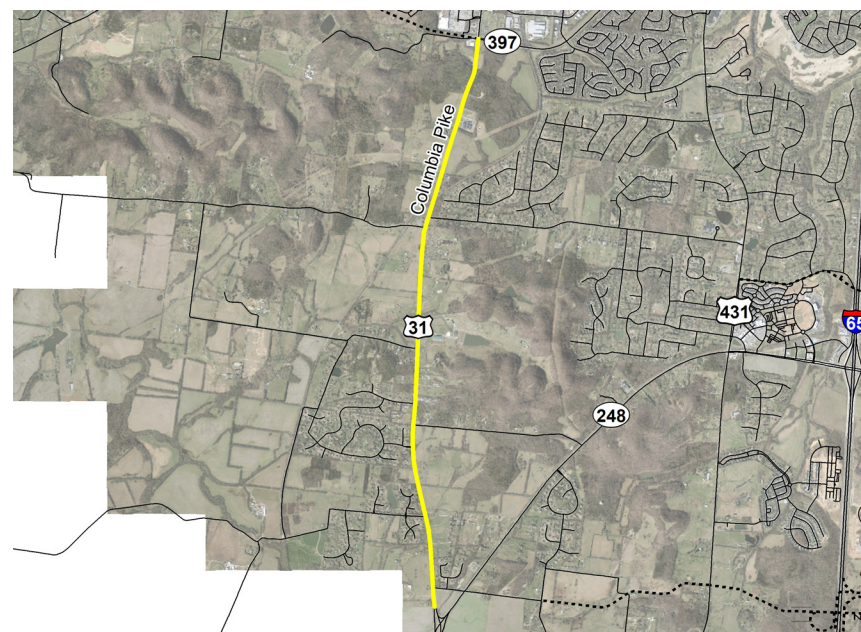
PROJECT OVERVIEW	
OVERALL COST:	\$11,000,000
TIME FRAME:	Medium
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.77 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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.



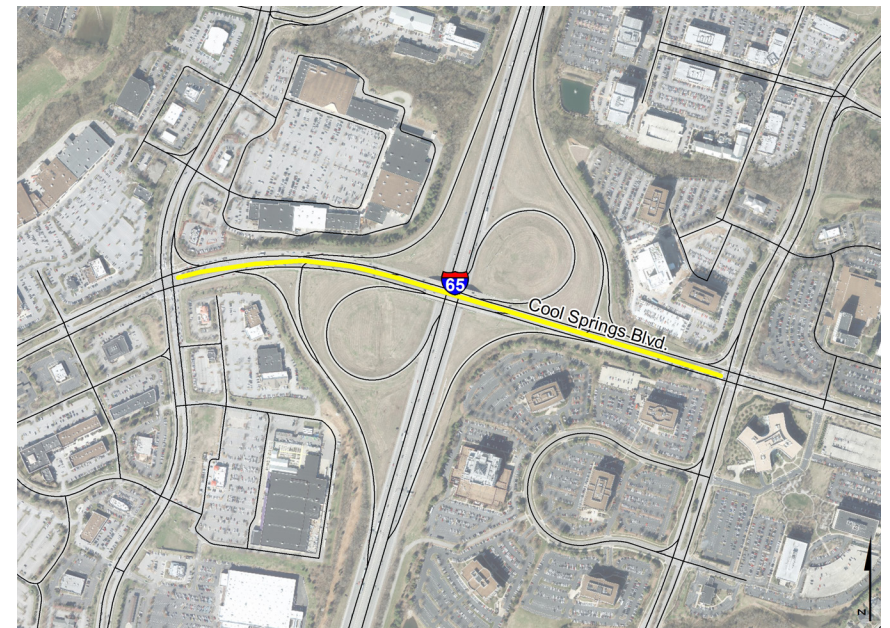
PROJECT OVERVIEW	
OVERALL COST:	\$43,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.66 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
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.



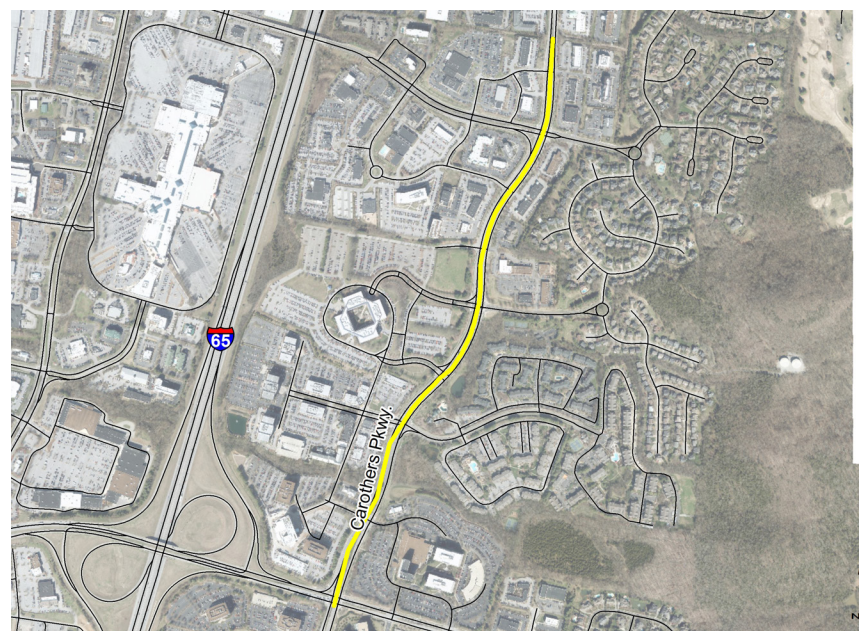
PROJECT OVERVIEW	
OVERALL COST:	\$28,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.80 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	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 48

COOL SPRINGS BOULEVARD TO BAKERS BRIDGE AVENUE

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)

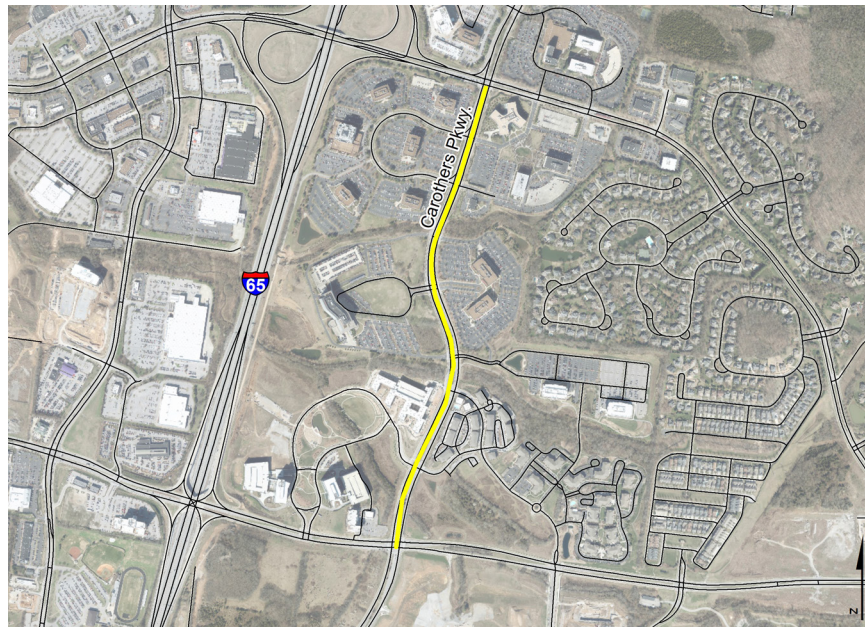
The section of Carothers Parkway will be widened to 6 lanes similar to other segments of Carothers Parkway. This section of the major arterial will be widened from Bakers Bridge Avenue to Cool Springs Boulevard. This is a key north-south corridor that accesses the employment areas within the City. This 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.



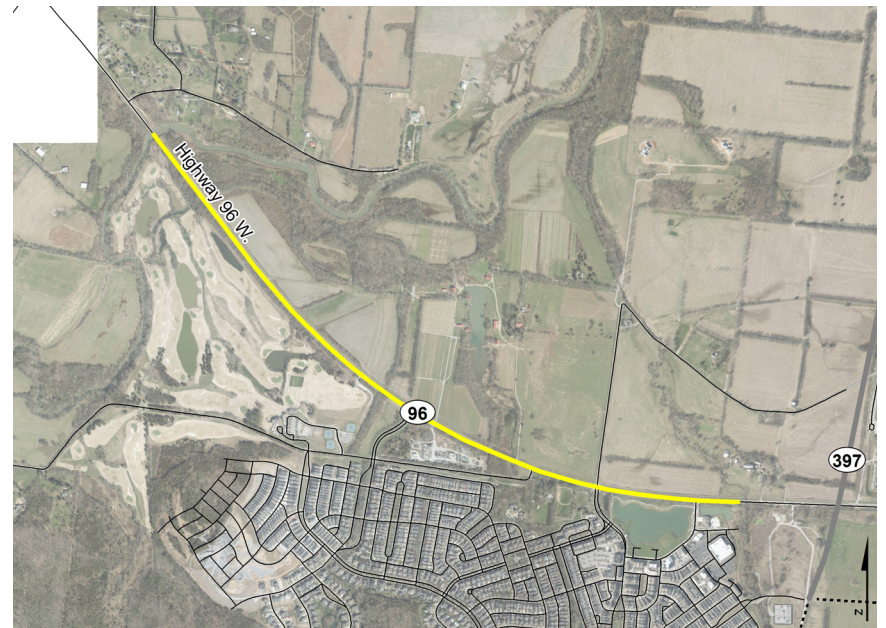
PROJECT OVERVIEW	
OVERALL COST:	\$24,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	0.96 miles
EXISTING LANES:	4
PROPOSED TRAVEL LANES:	6
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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

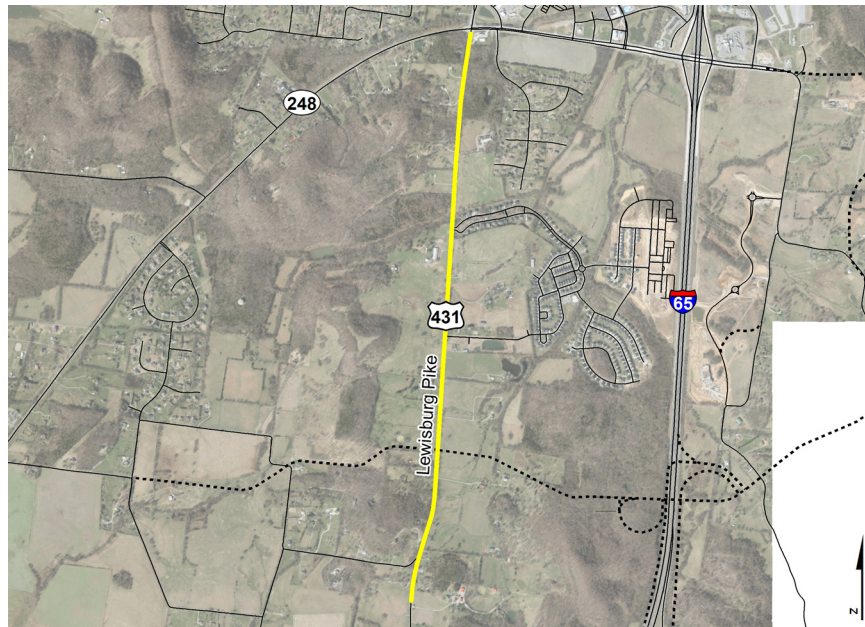
PROJECT OVERVIEW	
OVERALL COST:	\$100,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Expressway
SEGMENT LENGTH:	4.17 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	250 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required For Access Control
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.



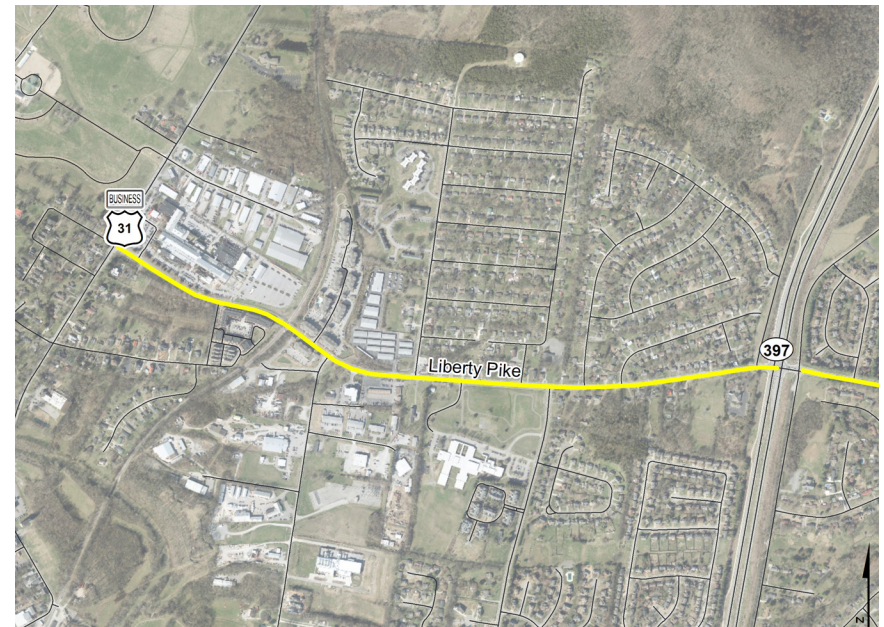
PROJECT OVERVIEW	
OVERALL COST:	\$44,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.13 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	132 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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)

LIBERTY PIKE 54

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:	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)

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

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.

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)



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.



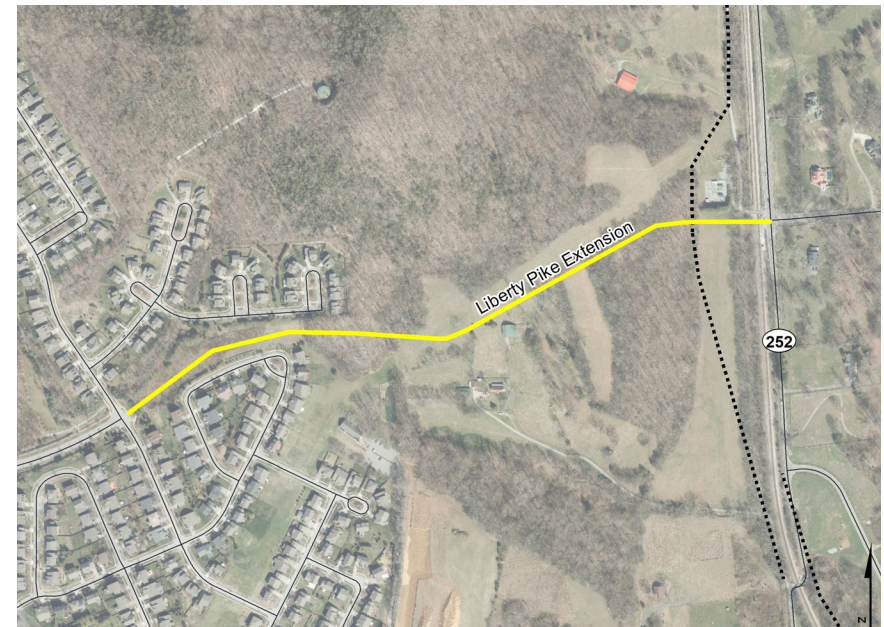
PROJECT OVERVIEW	
OVERALL COST:	\$32,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT/City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Arterial
SEGMENT LENGTH:	1.66 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4
PROPOSED RIGHT OF WAY:	128 feet
PROJECT SPECIFICS	
MEDIAN:	Median Required 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 58

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

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 Bluelevards.



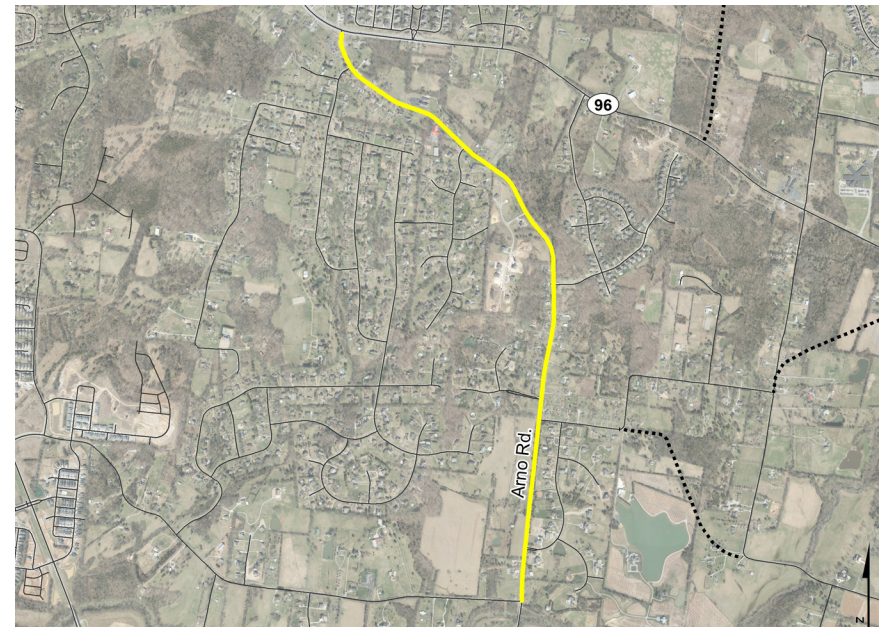
PROJECT OVERVIEW	
OVERALL COST:	\$4,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.38 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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.



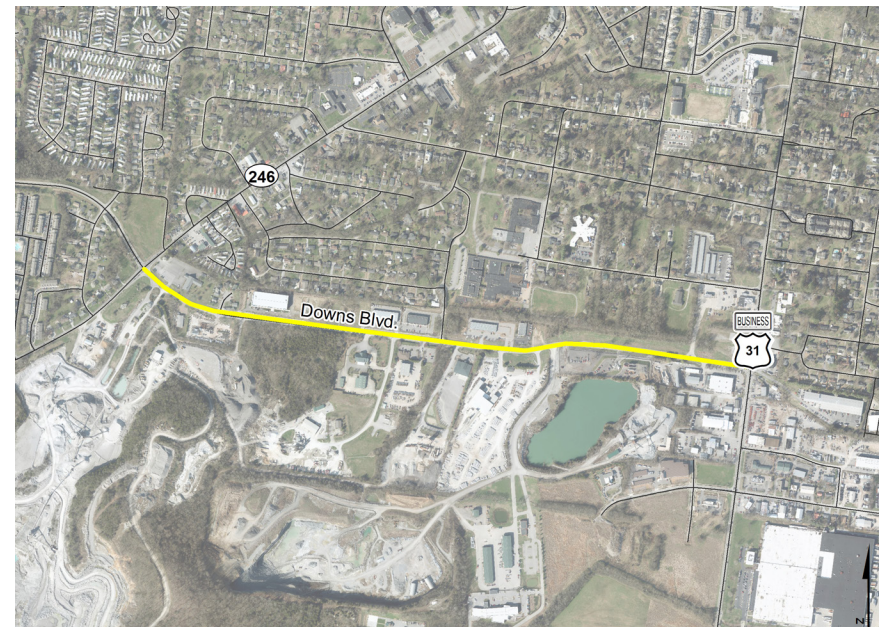
PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.84 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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)

DOWN'S BOULEVARD WEST MAIN STREET (SR-246) TO COLUMBIA AVENUE (SR-6/US-31)

62

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.

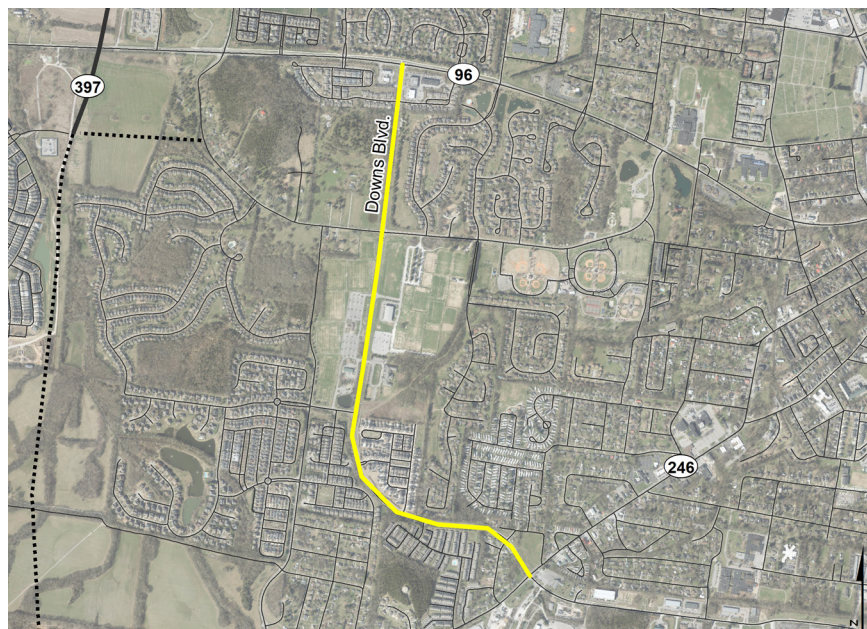
PROJECT OVERVIEW	
OVERALL COST:	\$16,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	1.01 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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)



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 (North Side)
TRANSIT STOPS	Allowed (Verify Need with Franklin Transit)

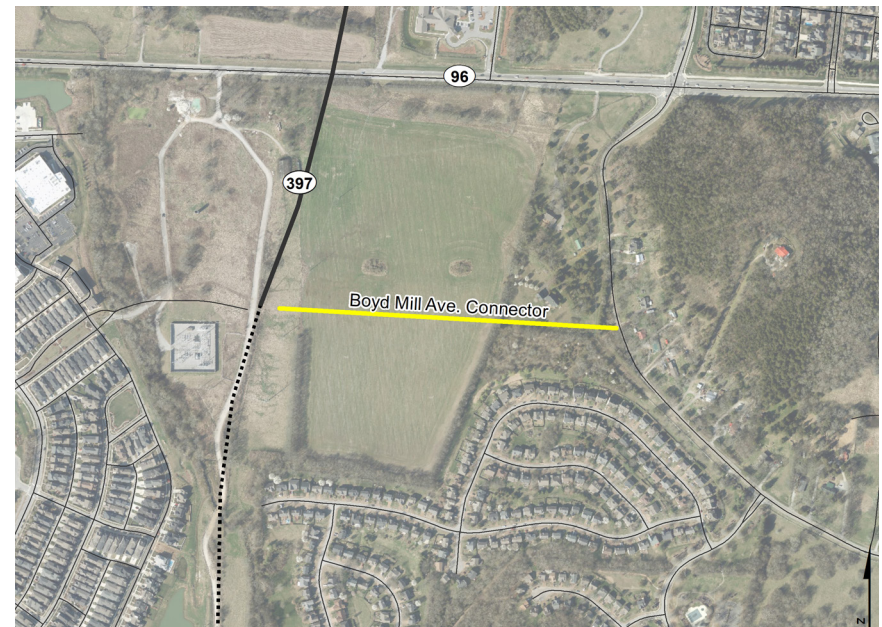
BOYD MILL AVENUE CONNECTOR

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)

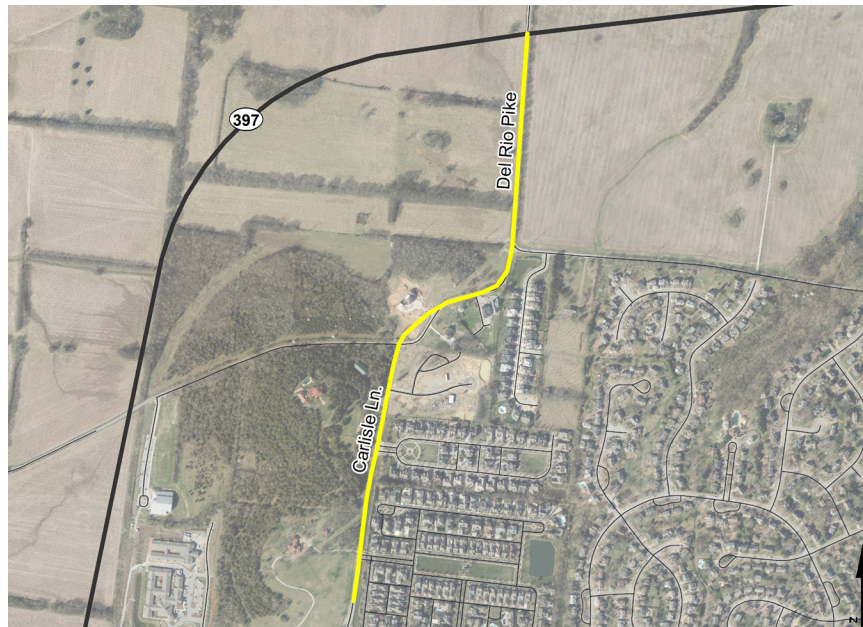
A new 2 lane road for Boyd Mill Avenue Connector, a minor collector will be constructed to help with traffic from residential neighborhoods accessing Boyd Mill Avenue and potentially Mack Hatcher. The new road will start at Mack Hatcher Parkway (SR-397) and end at Boyd Mill Avenue.



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.



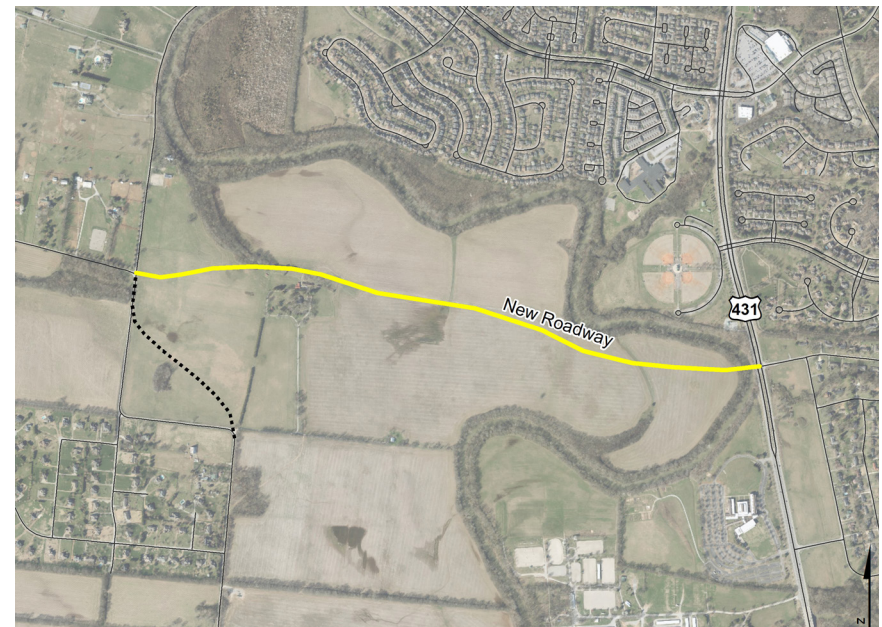
PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.55 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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.

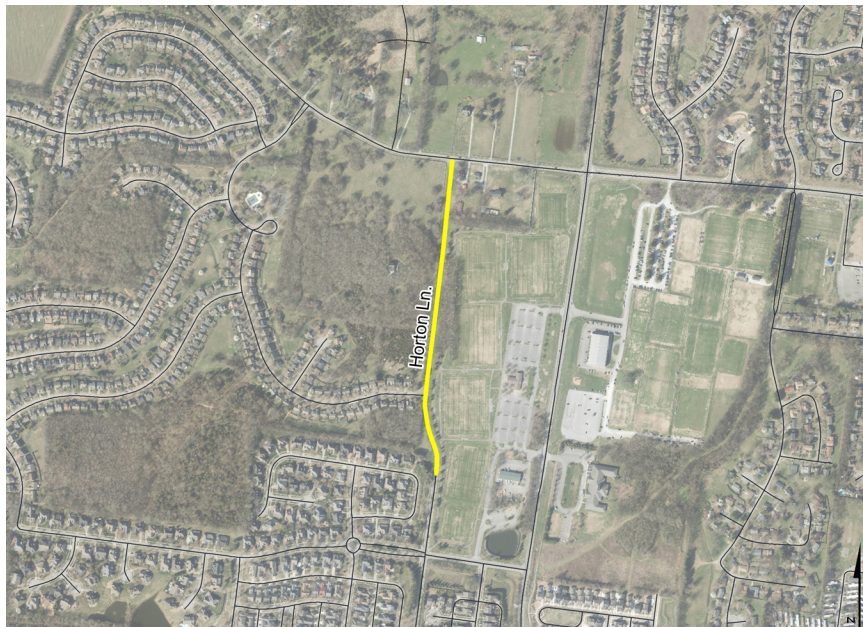
PROJECT OVERVIEW	
OVERALL COST:	\$35,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.27miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
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.



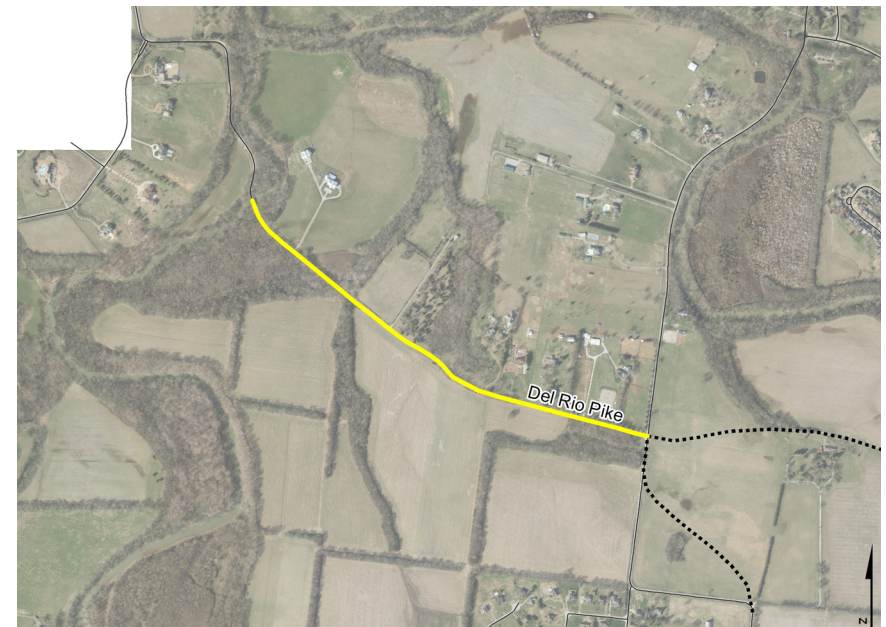
PROJECT OVERVIEW	
OVERALL COST:	\$7,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.4 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not Required
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.

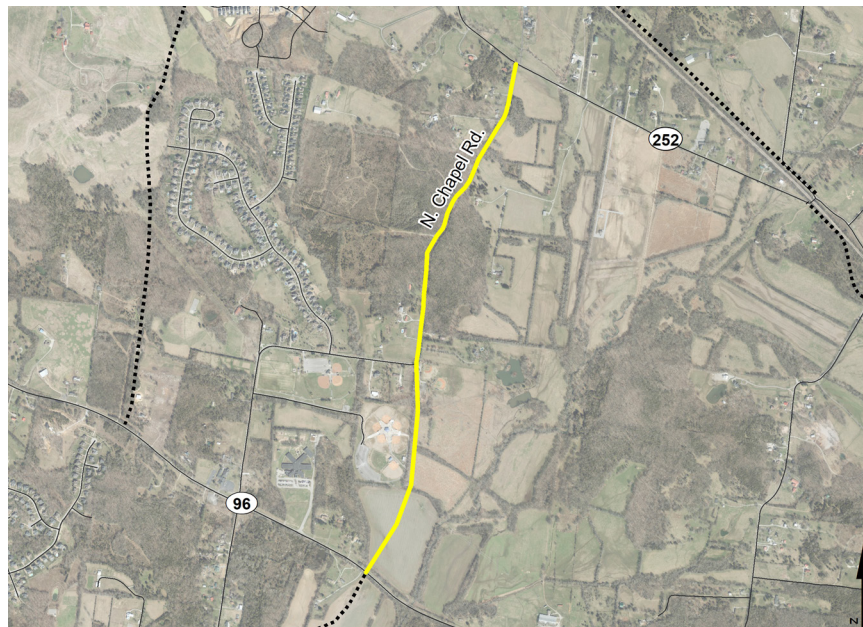
PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.88 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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)

LYNNWOOD 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).

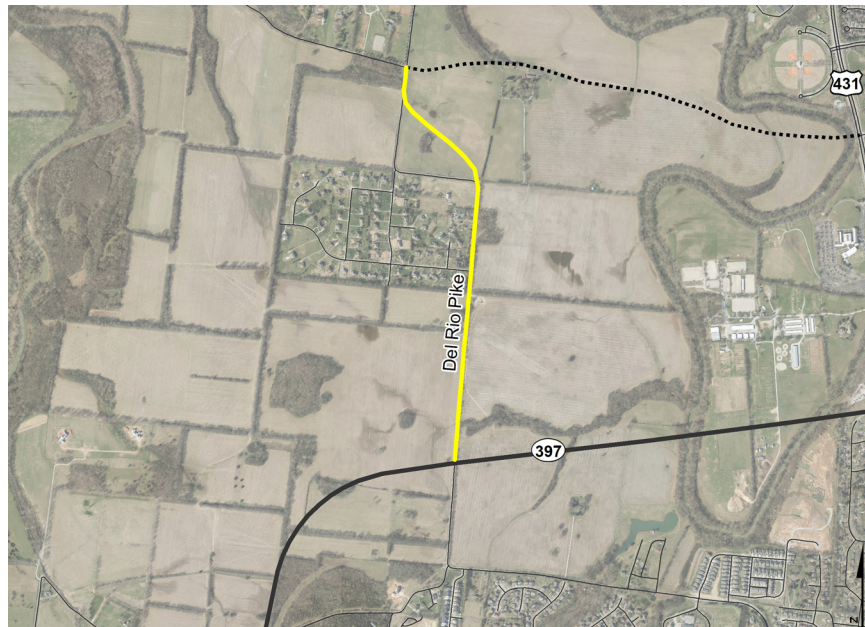
PROJECT OVERVIEW	
OVERALL COST:	\$9,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Collector
SEGMENT LENGTH:	0.61 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	4 (5 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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

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

72

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)

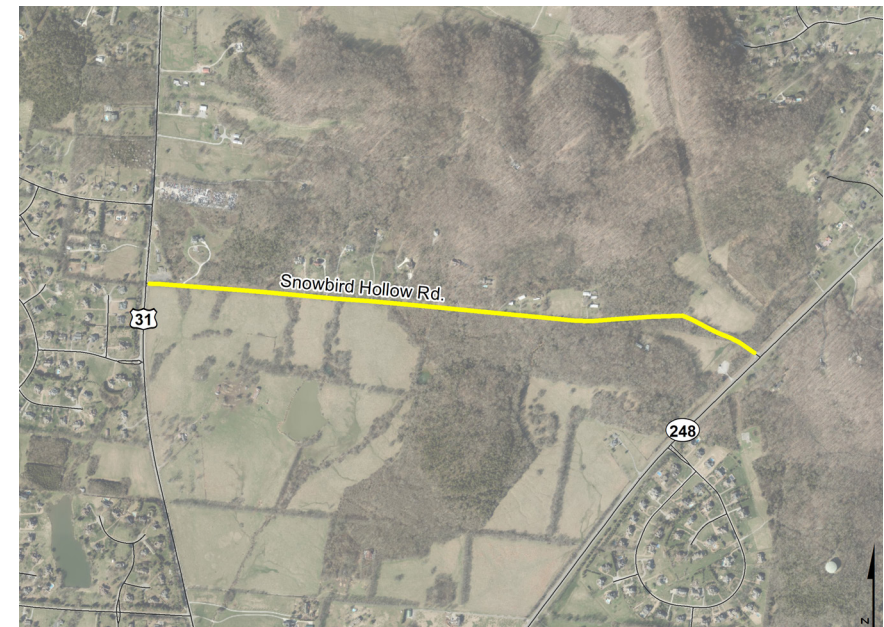
SNOWBIRD HOLLOW ROAD

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.



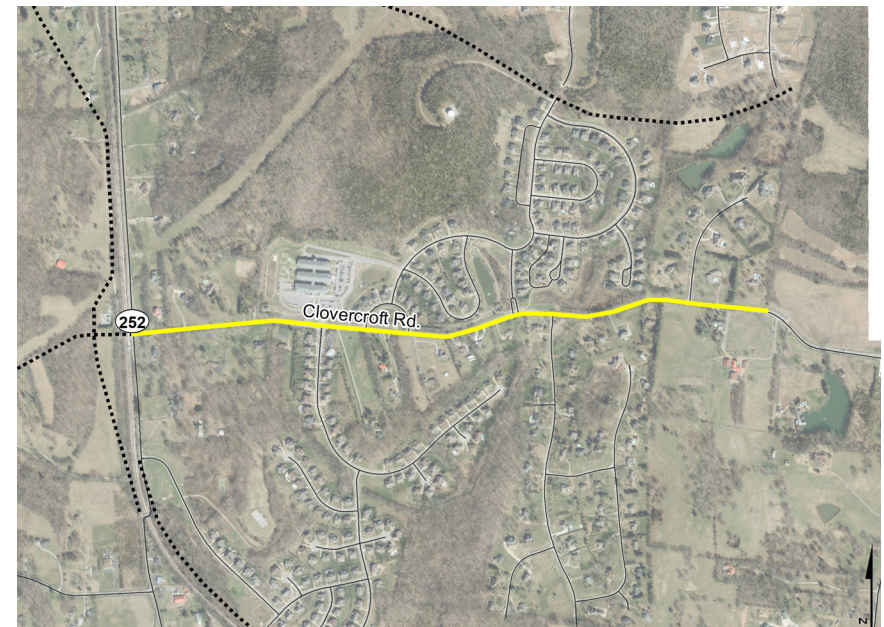
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CLOVERCROFT ROAD 76

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.

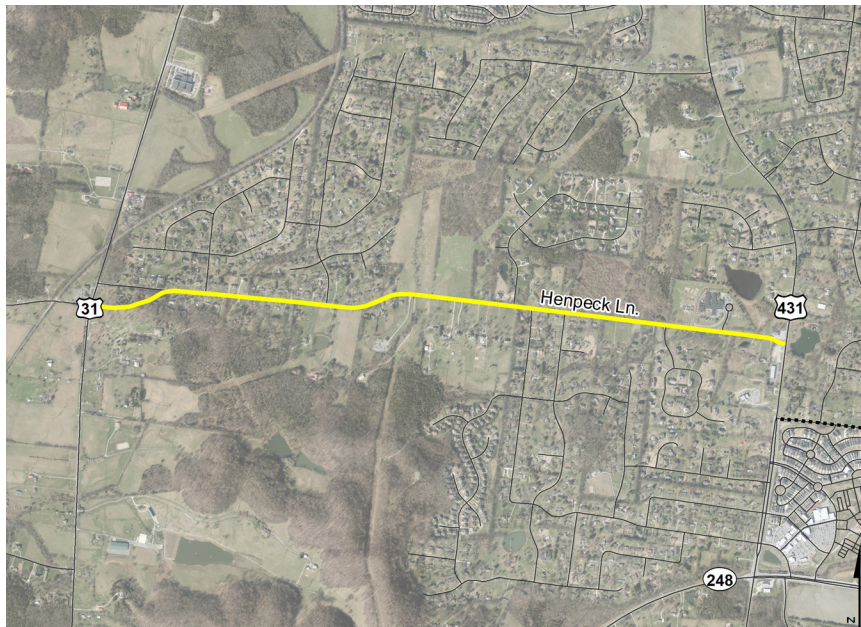
PROJECT OVERVIEW	
OVERALL COST:	\$19,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.11 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	99 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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)

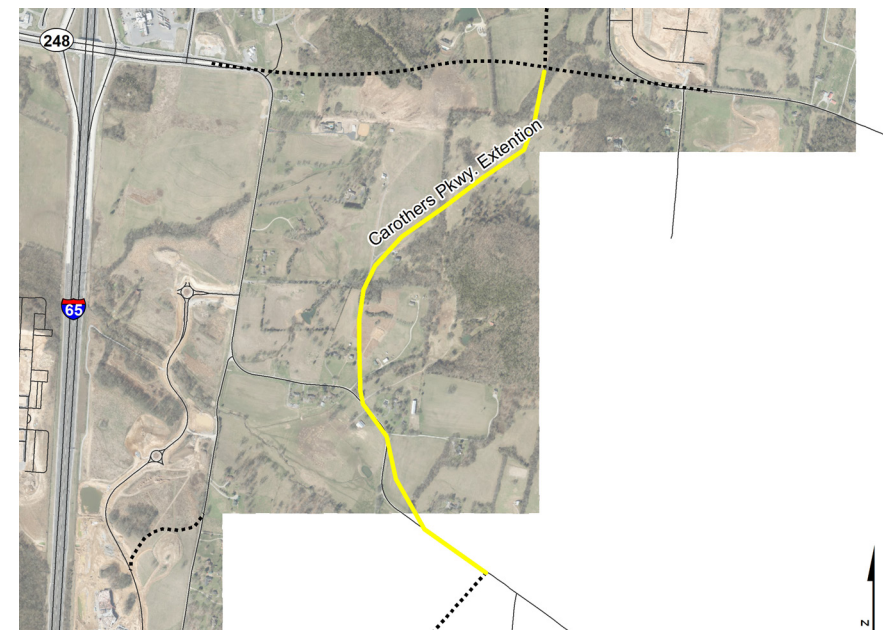
CAROTHERS PARKWAY (SOUTH EXTENSION)

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)

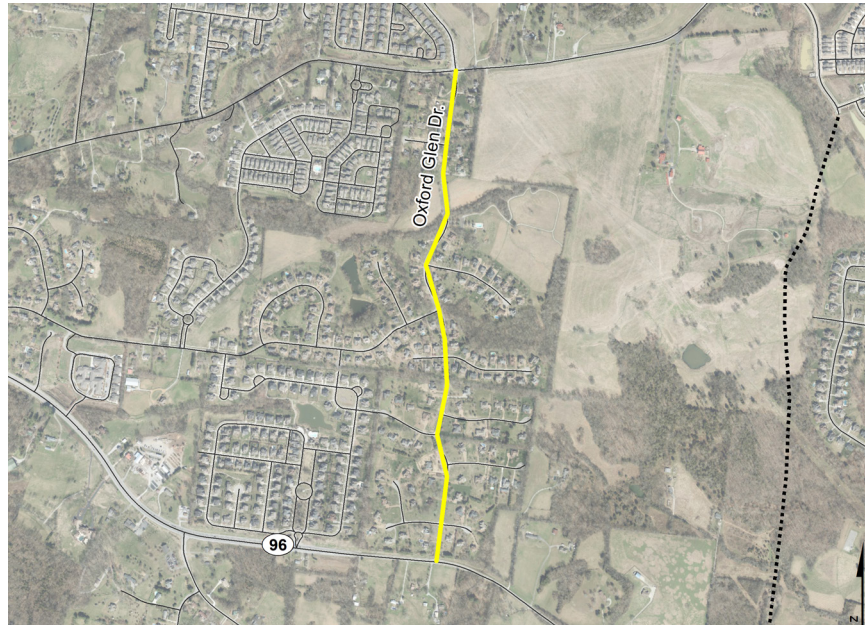
A new 2 lane road, McLemore Road, will be constructed from Goose Creek Bypass (SR-248) to Lewisburg Pike (SR-106/US431). The minor collector provides a valuable connection between Columbia Pike and Lewisburg Pike in the south part of the City.



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.



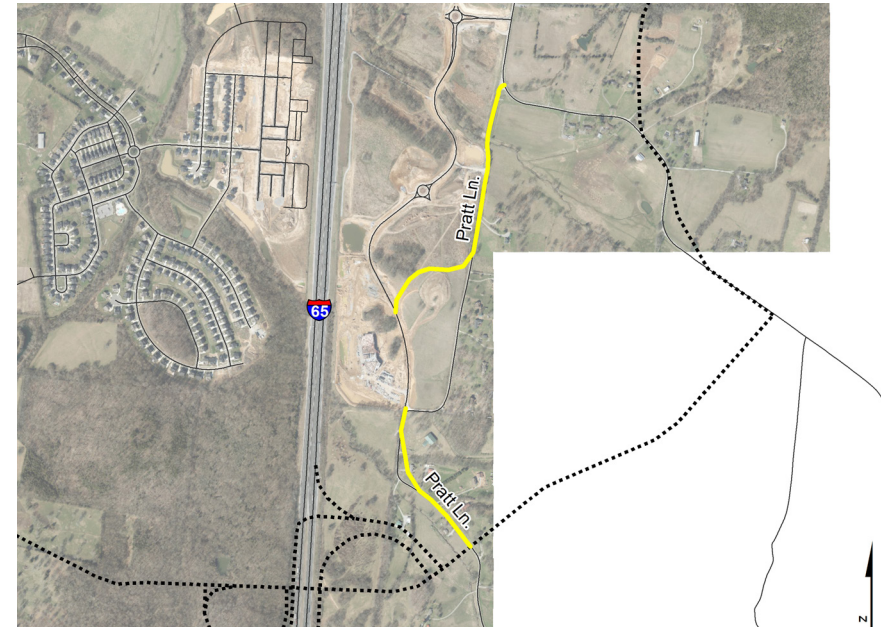
PROJECT OVERVIEW	
OVERALL COST:	\$8,000,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	0.97 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	79 feet
PROJECT SPECIFICS	
MEDIAN:	Not 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)

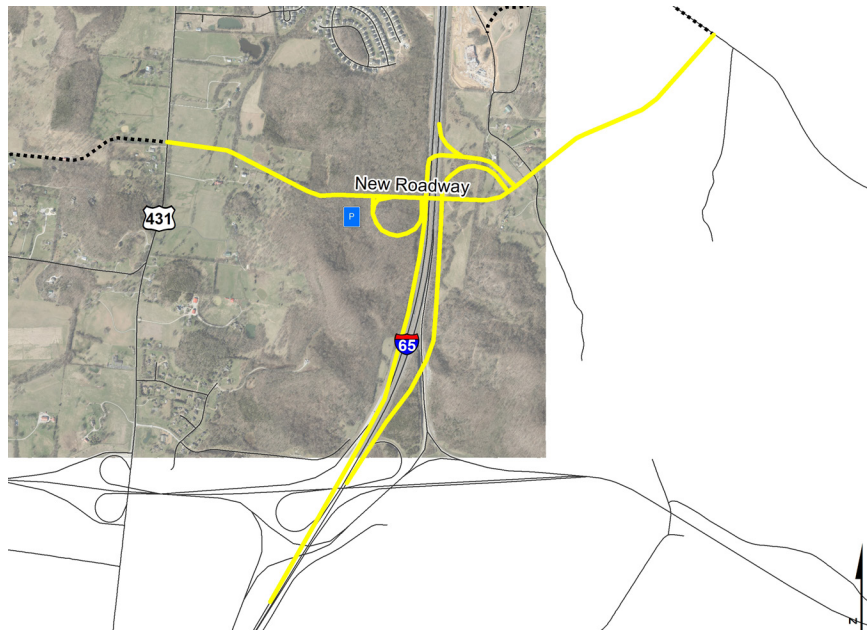
This project includes the extension of Reams Fleming Blvd to Project 83. Currently Pratt Lane is a long dead-end street with limited ability to provide redundant transportation network connections. This Project and Project 83 would provide that redundant access and regional connectivity.



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.



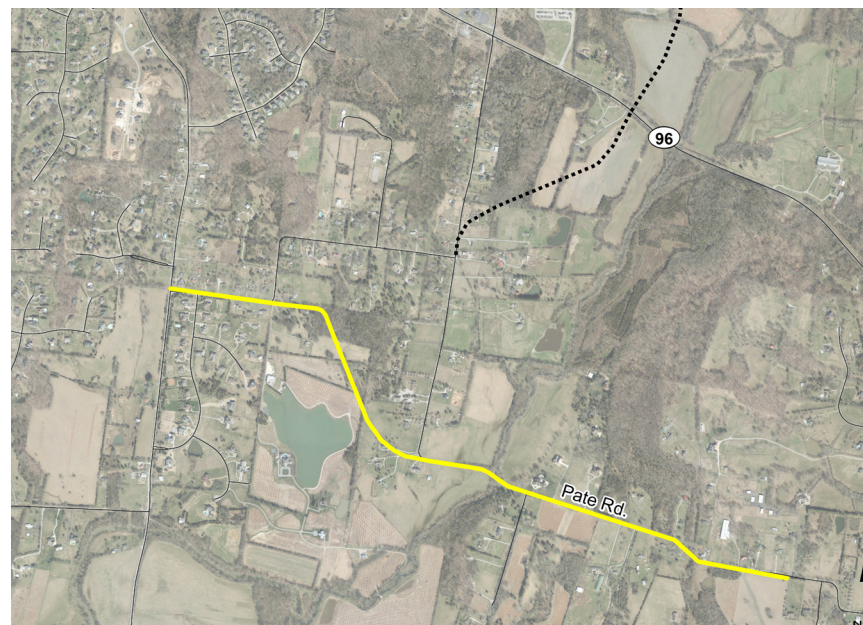
PROJECT OVERVIEW	
OVERALL COST:	\$45,000,000
TIME FRAME:	Long
PROJECT DRIVER:	TDOT / Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	2.03 miles
EXISTING LANES:	0
PROPOSED TRAVEL LANES:	4-10
PROPOSED RIGHT OF WAY:	158 feet
PROJECT SPECIFICS	
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

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

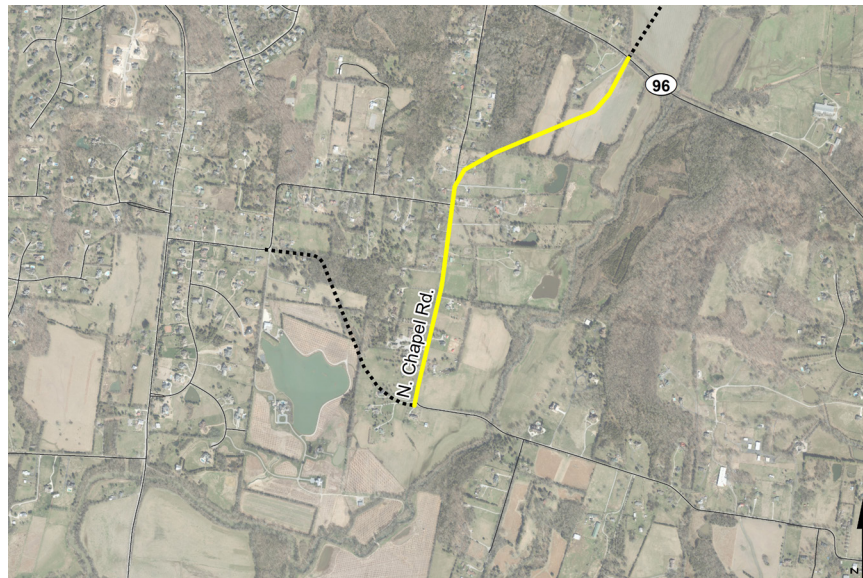
PROJECT OVERVIEW	
OVERALL COST:	\$17,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Minor Collector
SEGMENT LENGTH:	1.84 miles
EXISTING LANES:	2
PROPOSED TRAVEL LANES:	2 (3 w/ TWLTL)
PROPOSED RIGHT OF WAY:	75 feet
PROJECT SPECIFICS	
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)



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

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

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

1ST AVENUE SOUTH MARGIN STREET TO BRIDGE STREET

A

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.



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



LEWISBURG PIKE

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



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

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

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.



D OXFORD GLEN DRIVE

LIBERTY PIKE TO EAST MCEWEN DRIVE

Bicycle / Pedestrian Improvement Only

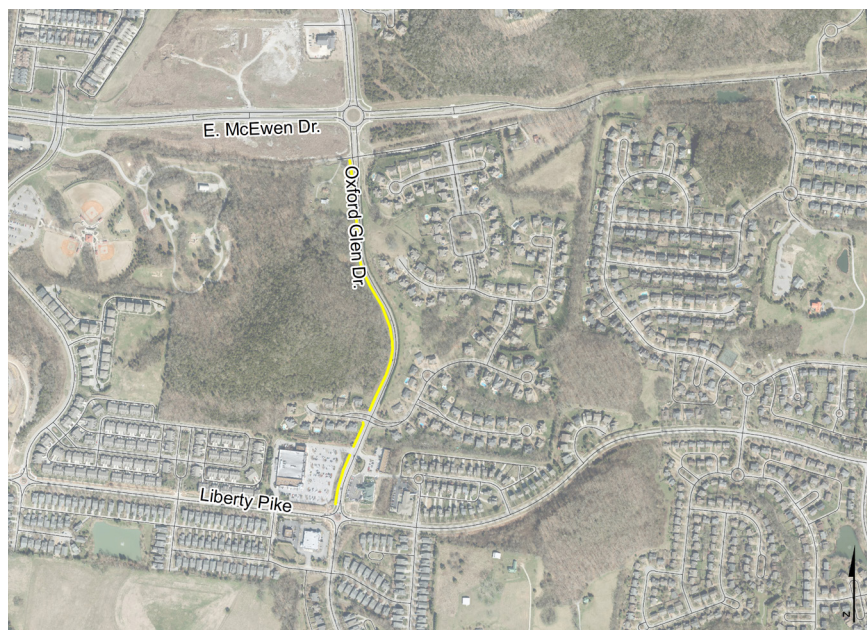
This project will construct a 12' wide Multi-Use Trail on the West side of Oxford Glen Drive.

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



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

E

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

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

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.



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



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

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

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.





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

Bicycle / Pedestrian Improvement Only

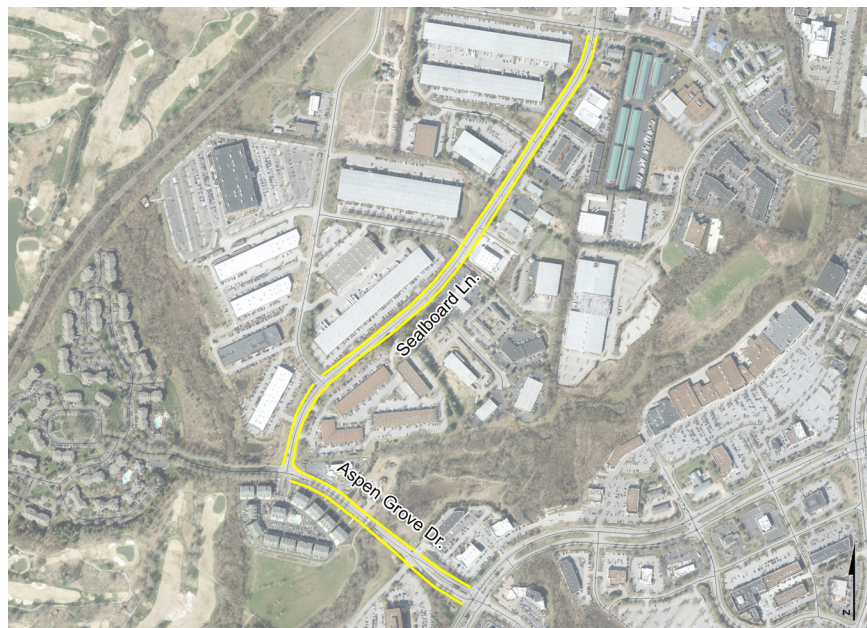
This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both sides of the roadway.

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



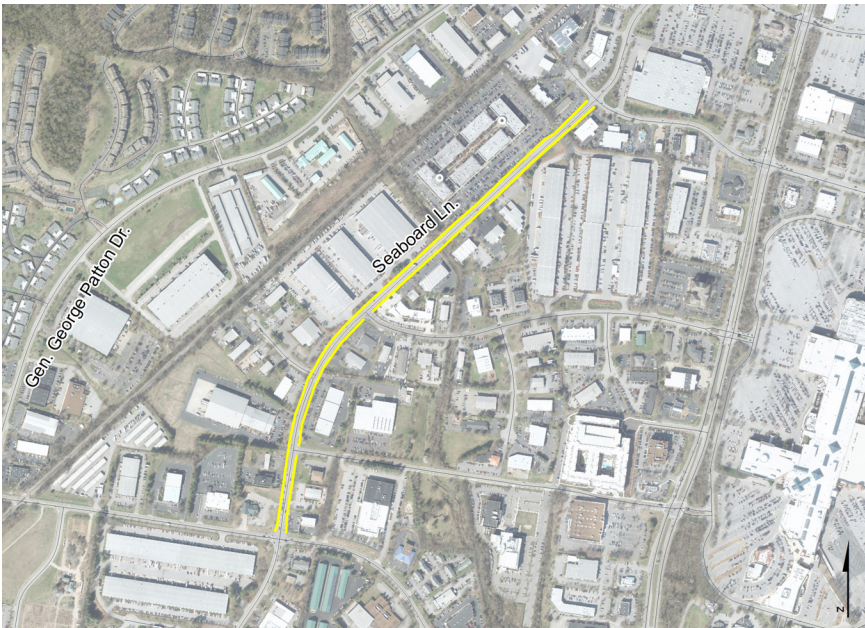
SEABOARD LANE

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

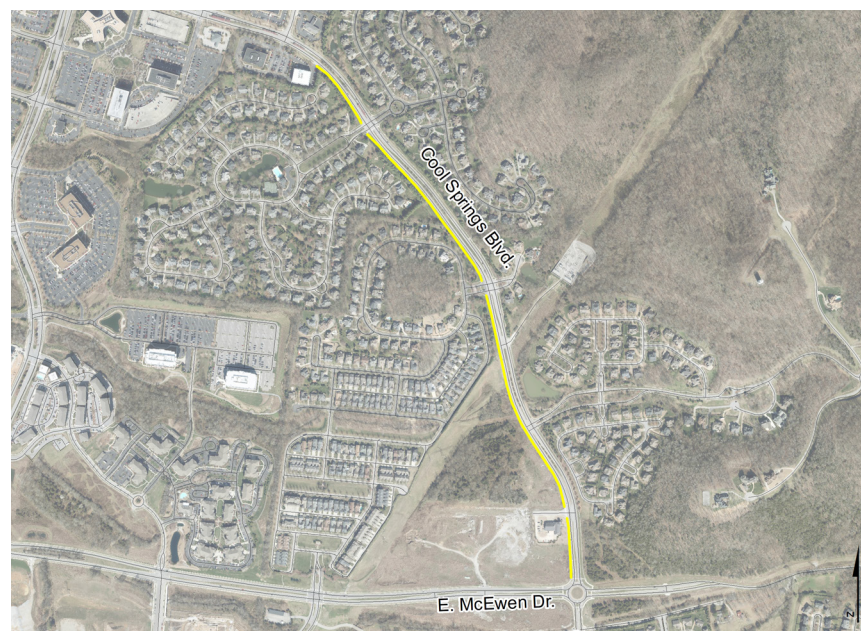
PROJECT OVERVIEW	
OVERALL COST:	\$3,000,000
TIME FRAME:	Long
PROJECT DRIVER:	Development / City of Franklin

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

COOL SPRINGS BLVD BILLINGSLY COURT TO EAST MCEWEN DRIVE

K

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.



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