



ALL ABOARD

• Thompson's Station
Comprehensive Plan

MAJOR THOROUGHFARE PLAN

Kimley»»Horn



Adopted
March 14, 2023



ACKNOWLEDGMENTS

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 Shaun Alexander, *Vice Mayor*
 Andrew Zinn, *Alderman*
 Kreis White, *Alderman*
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EXISTING CONDITIONS

This section provides an overview of the current roadway network within the Thompson's Station study area. Existing traffic volumes, level of service, and crash data provide baseline data to better understand the current function of the town's transportation system. An inventory of existing congestion, safety, and connectivity issues is the first step to gauge which future improvements best plan for future growth and offer opportunities for improvement.

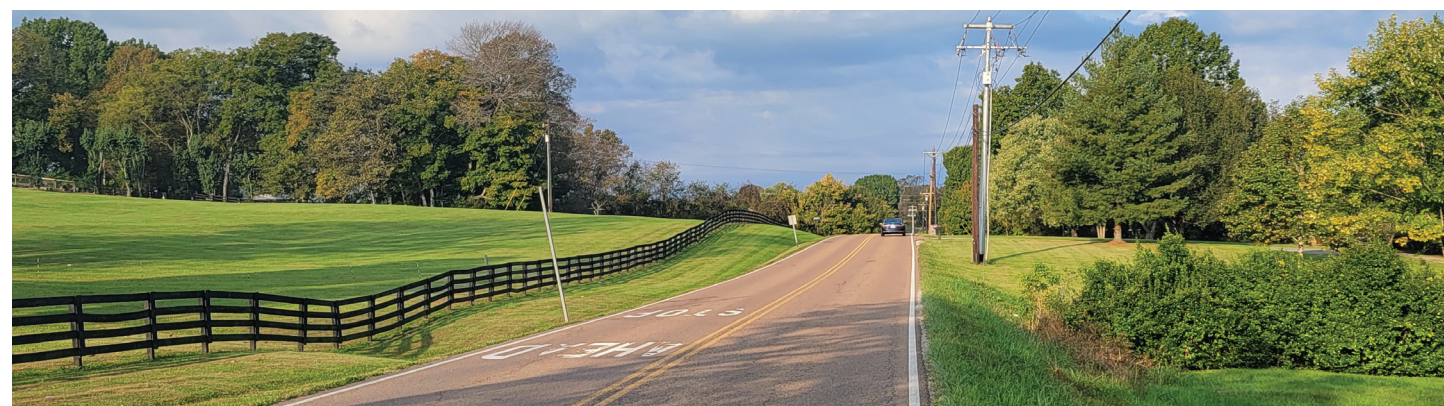
EXISTING ROADWAY CONDITIONS



Existing traffic volumes on roads in Thompson's Station vary from just over 1,000 cars per day on Thompson's Station Road west of I-840 to over 20,000 cars per day on Columbia Pike just north of Thompson's Station Road. Table 1 shows the average annual daily traffic (AADT) as recorded by the Tennessee Department of Transportation (TDOT) for roads in the Thompson's Station study area for the year 2021. As shown, the section of US 31/ Columbia Pike north of Thompson's Station Road is the most heavily-used route in the city, with daily volumes that exceed the capacity of the roadway, thus resulting in routine travel delay. Other heavily-traveled routes are the primary corridors in the Town that provide east-west and north-south travel into, out of, and through the Town. These include US 431/Lewisburg Pike, Thompson's Station Road, and SR 246/Carters Creek Pike.

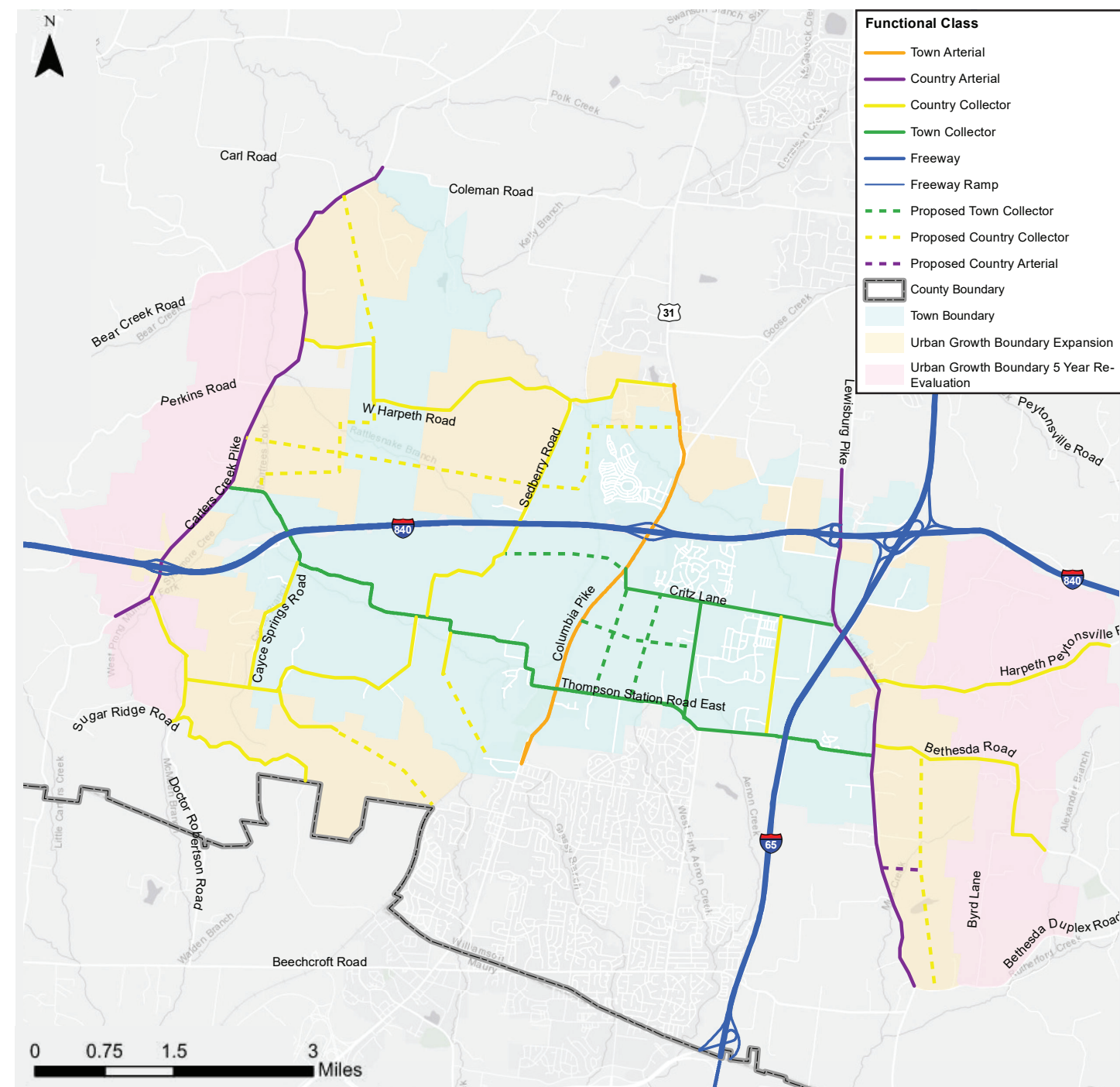
Table 1. Existing Traffic Volumes

ROAD NAME	TRAFFIC COUNT LOCATION	AADT, 2021
US 31/Columbia Pike	North of Thompsons Station Road	20,189
US 31/Columbia Pike	North of Goose Creek Bypass	13,091
US 431/Lewisburg Pike	South of Thompsons Station Road	7,043
Thompsons Station Road	East of US 31	3,663
Thompsons Station Road	West of US 31	3,993
Thompsons Station Road	West of Interstate 840	1,039
SR 246/Carters Creek Pike	North of Interstate 840	3,704



A map of the existing roadways within Thompson's Station and their functional classification is shown in Figure 1. For planning purposes, roads are often designated in terms of their functional classification, which is based on how the roadway is intended to operate in terms of mobility and network connectivity. Oftentimes, functional classification types include interstate, arterial, collector, and local roads. As one moves up the hierarchy from local to collector to arterial to interstate, speeds generally increase and there is a corresponding decrease in access provided to adjoining properties. For a number of reasons, including safety, it is important to manage the number of access points on higher-speed roads.

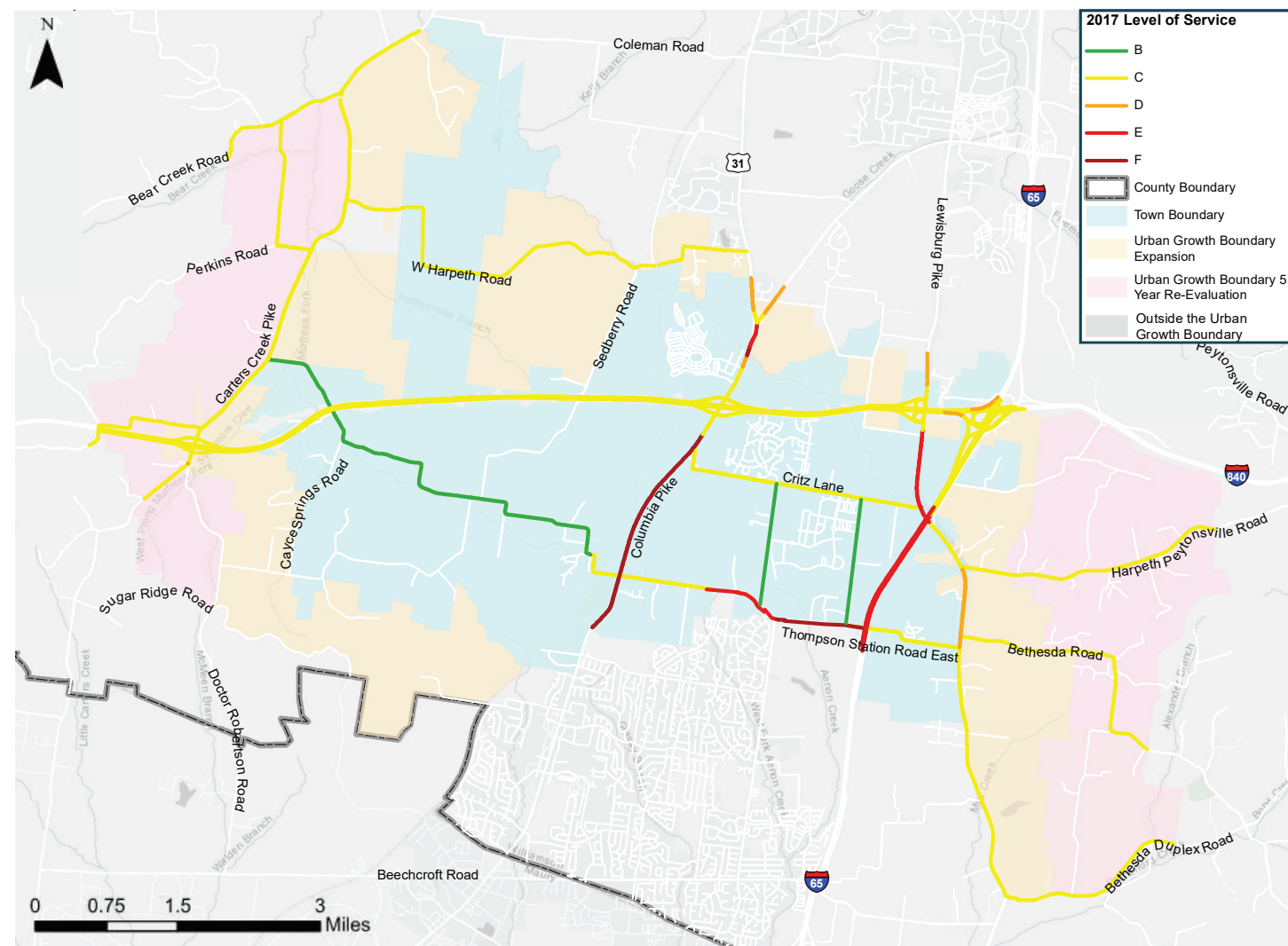
Figure 1. Functional Classification



Level of service (LOS) is used to describe how well traffic flows along a given roadway, expressed on a scale of A to F where LOS A represents free flow traffic conditions and LOS F represents a condition where demand exceeds the available capacity and travel is severely delayed. Generally, LOS changes as travel times increase and the number of vehicles on the road, or volume, increases. A map of the existing LOS in the study area is shown in Figure 2. This analysis uses data from the Greater Nashville Regional Council (GNRC) regional travel demand model, the regionally recognized traffic modeling application that is used for analyzing traffic conditions on roadways throughout the region, and existing known traffic volumes.



Figure 2. 2017 LOS



Roadways operating at a failing level of service for motor vehicles:

- Columbia Pike
- Lewisburg Pike
- Thompson's Station Road East



Most of the roads within the study area currently operate at an acceptable LOS (LOS D or better) except for portions of Columbia Pike, Thompson's Station Road East, Interstate 65, and Lewisburg Pike. The majority of Columbia Pike operates at LOS E and LOS F. Thompson's Station Road East operates at LOS F from Clayton Arnold Road to Interstate 65. From near Country Haven Drive east to Clayton Arnold Road, it operates at LOS E. Interstate 65 operates at LOS E from Lewisburg Pike south to Thompson's Station Road East. The portion of Lewisburg Pike between Interstate 840 and Interstate 65 operates at LOS E.

LOS is typically an indicator of how long a trip will take. It reflects speed and travel time and impacts factors such as freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Poor LOS indicates increased travel times, which impacts quality of life and general welfare. Acceptable LOS ensures that all travelers can reach their destinations on time, with the minimum level of discomfort and inconvenience. Determining LOS helps in planning for existing and upcoming projects.

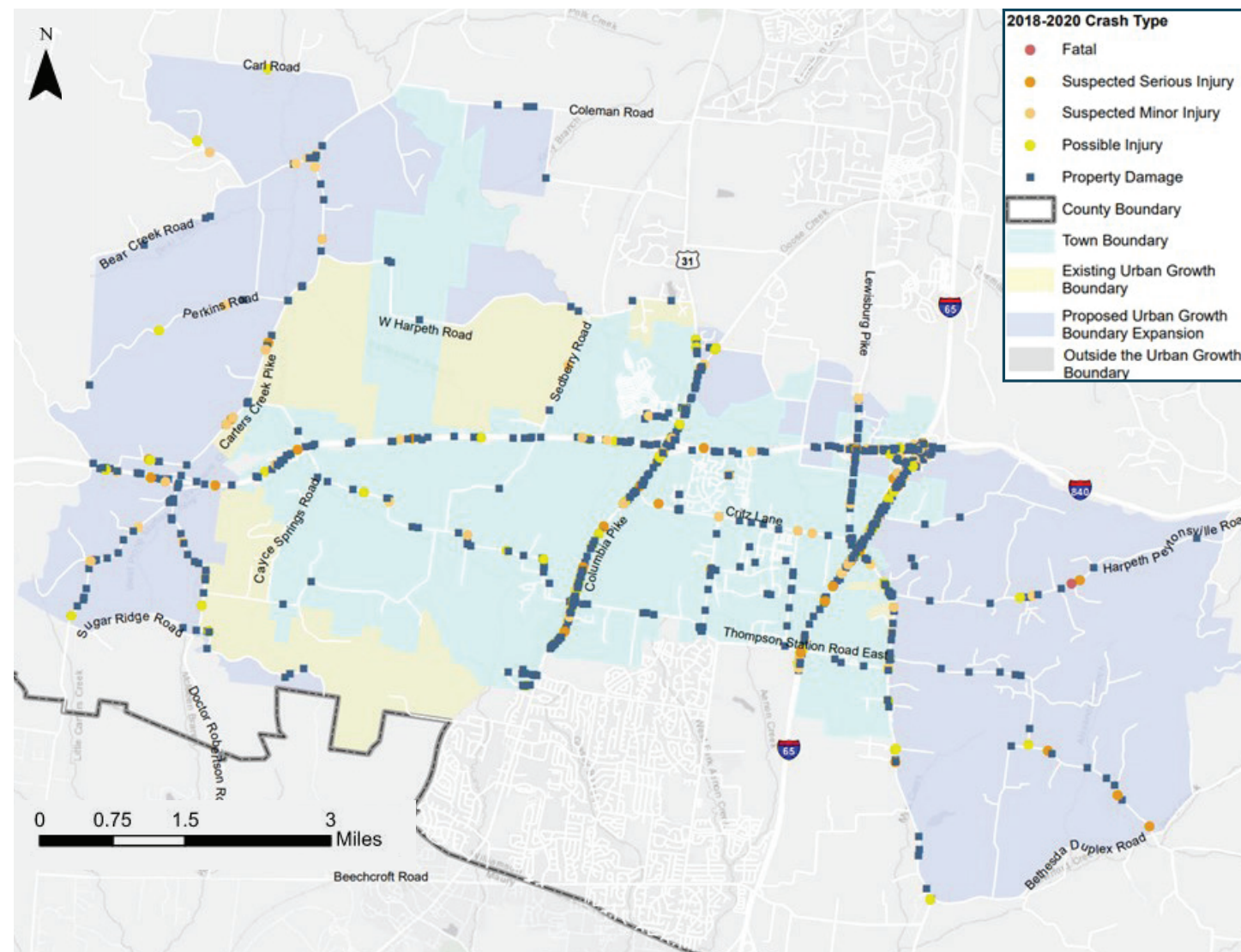




Analysis of crash locations, measured in both number of crashes and crash severity, is useful for determining potential safety improvement needs for Thompson's Station thoroughfares. Recent crash data from 2018 to 2020 reveals the location of fatal, serious, and minor crashes as well as possible injuries and property damage. Figure 3 illustrates that the corridors that have higher traffic volumes tend to have a higher number of crashes, such as Columbia Pike, Lewisburg Pike, and Interstate 65. However, there are smaller concentrations of crashes that indicate the potential need for intersection improvement projects.

Analysis of crash data and intersections resulted in several recommendations to improve safety and operations at key intersections in the roadway network. The proposed improvements have been incorporated into the Intersection Improvements Plan and shown on the Intersection Improvements Plan Map.

Figure 3. Crash Locations and Types



Specific areas of concern for safety include the Columbia and Lewisburg Pike corridors, Critz Lane, Thompson's Station Road east and west of Columbia Pike, Carters Creek Pike, and Popes Chapel Road. As a result, all of these corridors include recommended roadway improvements.

Areas of safety concern include:

- Columbia Pike
- Lewisburg Pike
- Critz Lane
- Thompson's Station Road at Columbia Pike
- Carter's Creek Pike
- Pope's Chapel Road

ROADWAY CONNECTIVITY

A roadway network with a high degree of connectivity is very effective at accommodating increased traffic and providing alternate routes of travel. Currently, there are not enough roads that connect to one another in the Thompson's Station road network to create redundancy and offer alternate routes to get from Point A to Point B. An interconnected roadway network can accommodate more travel demand than a roadway network with limited connectivity and multiple cul-de-sacs. The presence of a grid pattern and alternate parallel streets allows the interstate and other major roads to serve their main purpose — moving vehicles over longer distances — while shorter trips can take place on local streets.

Benefits of roadway connectivity include:

- **Travel Efficiency:** More roadway connectivity can result in continuous and more direct routes. Faster travel can reduce fuel use and pollution.
- **Safety:** Increased roadway connectivity can result in a safer system for vehicles, pedestrians, and bicyclists as well as better emergency service response.
- **Reduced Congestion:** Decreased traffic on arterial streets can result from increased roadway connectivity.
- **Encourages Walking and Biking:** More roadway connectivity can result in increased opportunities for walking and biking, thus increasing physical activity, as well as more efficient school bus transportation.
- **Improved Vehicle Distribution:** More roadway connectivity can result in better distribution of vehicular traffic across the system.

Many of the proposed transportation improvements in the Project Recommendations section are new road and road extension projects intended to provide much needed connectivity while also providing proposed roads in the "Town" character area, where future growth is anticipated.

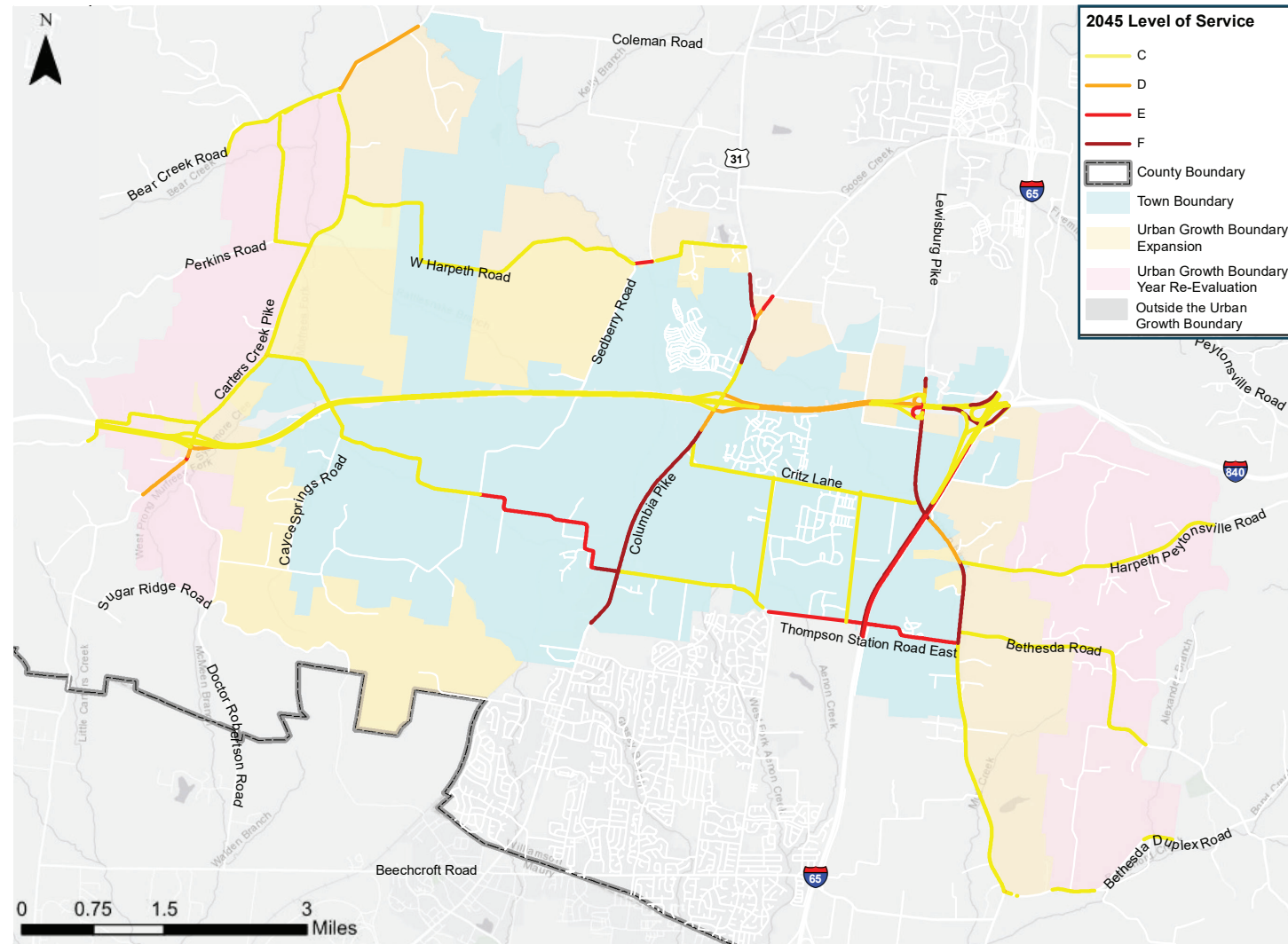
FUTURE ROADWAY CONDITIONS



The Existing Conditions section outlined the areas where Thompson's Station's roadway system performance is currently falling below acceptable LOS. The Future Conditions section projects how the transportation system will function by the year 2045 if no further improvements are made.

Figure 4 depicts the 2045 future LOS for all major thoroughfares based on the GNRC 2045 Existing Plus Committed model outputs. By the year 2045, assuming no major improvements are made, LOS is expected to degrade on most of the Town's major corridors and local roads. While most roads will see levels of service that are worse than the existing conditions, Figure 4 shows specific roads that are expected to see further congestion issues in the future including Columbia Pike, portions of Thompson's Station Road west of Columbia Pike and west of Lewisburg Pike, Lewisburg Pike south of Interstate 840, and Interstate 65 south of Lewisburg Pike. Traffic that was already operating at a poor LOS under the existing conditions will only worsen in the future if major investments in the transportation network are not implemented.

Figure 4. 2045 LOS



EXISTING CONDITIONS





PROPOSED PLAN

The Major Thoroughfare Plan is used as a tool by Town officials, staff, developers, and the general public to understand and plan for the needs of the roadway network. The plan establishes a baseline for traffic and safety related conditions of the roadway network while also analyzing connectivity needs of the community to provide redundancy in the transportation system. The result is a plan that consists of prioritized project needs and recommendations and a set of typical sections that, when implemented, will result in improved travel times, safety, and connectivity for the community.



VISION STATEMENT

The Town of Thompson's Station has cultivated a lasting identity as a rural, small-town community, despite Middle Tennessee's fast-paced growth both north and south of its borders. In the face of impending growth pressure, the All Aboard Comprehensive Plan will leverage the Town's unique characteristics and heritage to grow sustainably to ensure it will remain the place "where the country meets the town" for generations to come.



TRANSPORTATION & MULTIMODAL MOBILITY

Thompson's Station will prioritize fixing existing infrastructure and design future infrastructure so that it is thoughtfully coordinated with planned growth. The Town will enhance mobility and community connectivity through the design of sidewalks, trails, and greenways.

TRANSPORTATION POLICY NO. 1: CONTEXT SENSITIVE DESIGN

Streets are places, not just conduits for moving vehicles from point A to point B. Streets should respond to the character of the community. They are the "front door" to our community; we should design streets that are both functional and attractive.

RECOMMENDATION: Use the Land Use Context Map in conjunction with recommended typical sections in the Major Thoroughfare Plan to guide context-sensitive street design in Thompson's Station.

TRANSPORTATION POLICY NO. 2: FIX IT FIRST AND KEEP IT THAT WAY

Existing transportation facilities should not be fixed by building new facilities. All facilities should be kept in a good state of repair to avoid more costly fixes down the road.

RECOMMENDATION: Develop a pavement and asset management plan to ensure Thompson's Station transportation facilitates adhere to a regular maintenance schedule.

TRANSPORTATION POLICY NO. 3: THE TRANSPORTATION AND LAND USE CONNECTION

Transportation and land use decisions should complement each other. To that end, transportation investments should reflect intentional thought on their impact on land use.

RECOMMENDATION: Decisions on transportation investment priorities in the Major Thoroughfare Plan should take into consideration the timing and location of future growth as identified in the Future Land Use Map.

TRANSPORTATION POLICY NO. 4: ACCESS AND MOBILITY

Access management should be used as a tool to preserve roadway capacity and safety and to direct growth to desired locations. Public and private infrastructure investments should address multimodal access to all parts of the Town.

RECOMMENDATION: Develop guidelines for access management, including driveway spacing and cross-parcel access and implement through the land development ordinance (LDO).

TRANSPORTATION POLICY NO. 6: COMPLETE AND SAFE STREETS FOR ALL

Streets should be planned and designed to provide a safe a comfortable environment for all users. They should not be designed with a "one-size-fits-all" approach , but rather specific to the needs of each situation. Transportation should provide functional, recreational, and health benefits.

RECOMMENDATION: Design of new streets and improvements to existing streets should prioritize facilities for bicycles and pedestrians consistent with typical sections in the Major Thoroughfare Plan. The Town should emphasize and advocate for these facilities on new streets and street improvements within the Town and UGB that are the responsibility of TDOT, Williamson County, and others.

RECOMMENDATION: Decisions on future transportation facilities, including streets and greenways/trails, should take into account benefits to bicycle and pedestrian connectivity.



In all, this Plan recommends 33 roadway projects to address traffic congestion, LOS, and safety-related issues as well as increase roadway connectivity and network redundancy. The projects are listed in Table 2 and shown in the maps on pages 24 and 26. Each project includes an opinion of probable cost that is based on TDOT cost estimating methodology for planning purposes. It is important to note that the costs are in 2022 dollars and include engineering, right-of-way, construction, construction engineering and inspection, and a 30% contingency. Due to the uncertainty of utility locations, the cost estimates do not include utility relocation. In addition, a potential funding source is identified based on the roadway type. Roads that are state/federal routes are typically eligible for state and/or federal funds whereas others are anticipated to be completed as part of development and/or with local funds.

The recommended projects were developed by analyzing opportunities for additional connectivity to create redundancy in the roadway network, both for traffic mitigation and for creating multiple routes to destinations. A more connected road network is safer because it provides more than one way to reach a desired location or egress in case of emergencies. It disperses traffic by offering travel alternatives across a number of different routes. This distributes traffic more evenly along routes.

Each road project includes provisions for bicycle and pedestrian facilities, such as sidewalks and sidepaths, and paved shoulders (see the next section for typical section illustrations). Connectivity of roadways with bicycle and pedestrian facilities provides options for residents who choose to walk or bike to their destination.

The Major Thoroughfare Plan was developed in close coordination with the General Comprehensive Plan Future Land Use Map, which identifies the location, scale, and character of future development in Thompson's Station. This ensures that future transportation investments support and are consistent with future growth areas.

Sixteen new connector roadways are recommended as part of the plan. These projects are generally the result of development and will be constructed as development occurs. This will make for a more efficient transportation network and provide the necessary roadway network to serve anticipated growth areas. These new roads will not only provide for automobile travel, but also will be multimodal roadways that include multiuse paths and sidewalks, providing travel routes for pedestrians, cyclists, and other non-auto users.






The Character Area Context Map is linked directly to the Comprehensive Plan Future Land Use Map. It informs the Major Thoroughfare Plan through the future design and character of arterial, collector, and local streets in the Town, as illustrated in the typical section diagrams.


LEGEND

 FIVE-YEAR RE-EVALUATION AREA

 URBAN GROWTH BOUNDARY

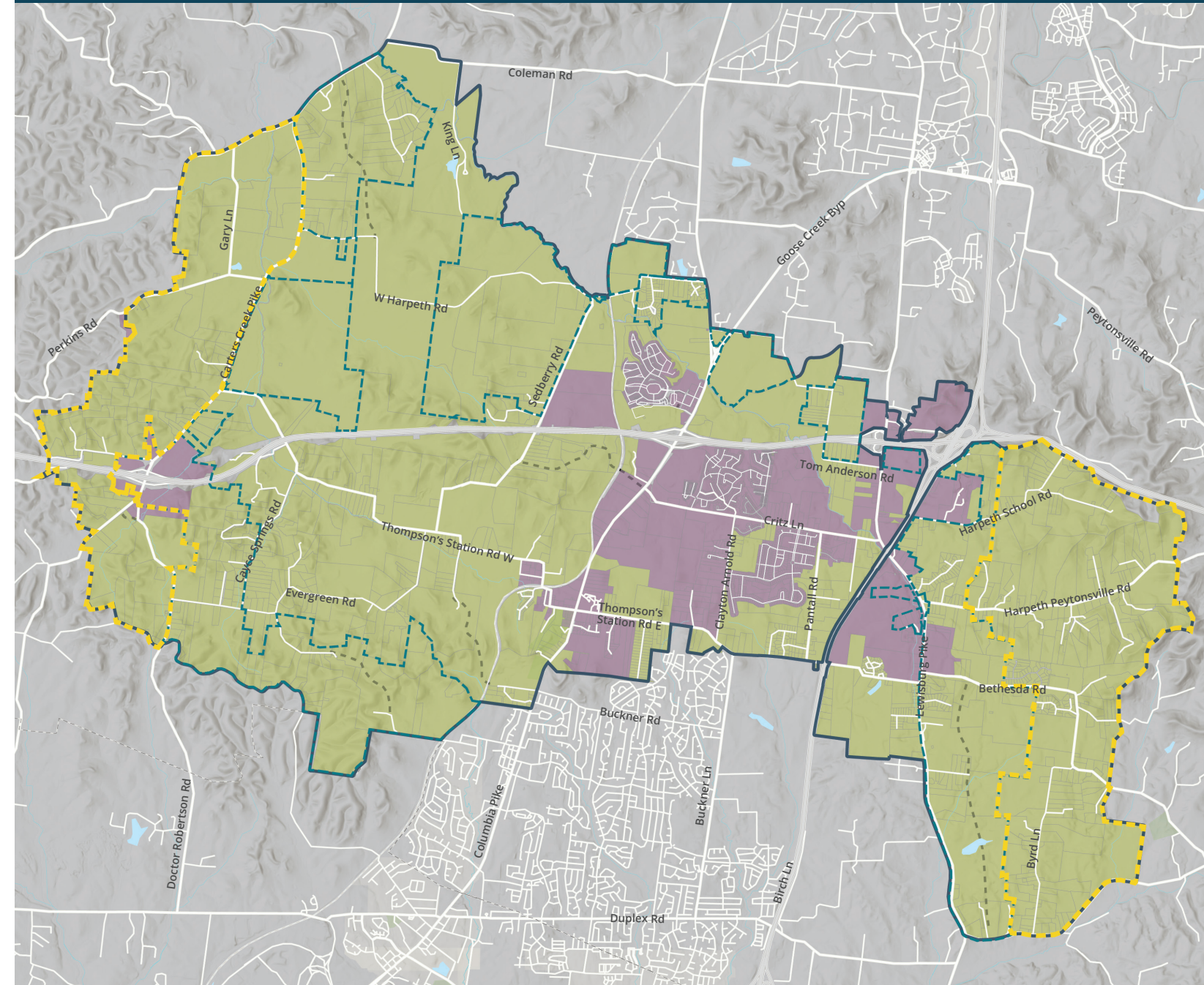
 **TOWN**
Town character areas are places with a mix of activities. Buildings are closer together and to the street. Open spaces, streets and landscaped areas are more formally organized.



 **COUNTRY**
Country character areas are more rural and pastoral in nature. Buildings are set back further from the street with lots of natural open spaces.



CHARACTER AREA CONTEXT MAP



Based on transportation needs in terms of congestion relief, safety, and connectivity, the 33 recommended projects were prioritized into high, mid, and low priority, as listed in Table 2 below.

Table 2. Project Recommendations

PROJECT NAME	PROJECT DESCRIPTION	ESTIMATED COST*	FUNDING	PRIORITY	MAP [†] KEY
Columbia Pike	Town Arterial - widen to 4 Lanes	\$25,100,000	State/ Federal	High	T
Columbia Pike North	Town Arterial - widen to 4 Lanes	\$15,800,000	State/ Federal	High	X
Critz Lane	Town 2 Lane Collector	\$18,000,000	Local	High	AB
Fry Road	Reconstruct Bridge	\$500,000	State	High	C
Lewisburg Pike	Country Arterial - widen to 4 lanes	\$39,600,000	State/ Federal	High	AD
Thompson Station Road East	Reconstruct as Town 2 Lane Collector - improve geometric deficiencies	\$18,600,000	Local	High	V
Downtown Streetscape	Various Multi-Modal Improvements	TBD	TBD	High	
Clayton Arnold Road	Reconstruct as Town 2 Lane Collector - improve geometric deficiencies and intersection at Thompsons Station Road	\$13,200,000	Developer/ Local	Mid	AA
Country Haven Drive Extension	New Town 2 Lane Collector	\$14,400,000	Developer/ Local	Mid	Y
Pantall Road	Country 2 Lane Collector - include traffic calming measures	\$12,200,000	Developer/ Local	Mid	AC
Robbins Nest Road Extension West	New Town 2 Lane Collector	\$15,100,000	Developer/ Local	Mid	Z
Sedberry Road Reconstruction	Country 2 Lane Collector - reconstruct to improve horizontal alignment and realign with Greensmill Road	\$21,200,000	Developer/ Local	Mid	Q
Thompson Station Road West	Town 2 Lane Collector - reconstruct/realign	\$22,000,000	Developer/ Local	Mid	G
Village Drive Extension	New Town 2 Lane Collector	\$14,900,000	Developer/ Local	Mid	U
West Harpeth Road	Reconstruct to Country 2 Lane Collector	\$31,300,000	Developer/ Local	Mid	K
Bethesda Connector	New Country 2 Lane Collector	\$21,800,000	Developer/ Local	Low	AF
Bethesda Road	Country 2 Lane Collector - reconstruct/realign	\$19,900,000	Developer/ Local	Low	AG

PROJECT NAME	PROJECT DESCRIPTION	ESTIMATED COST*	FUNDING	PRIORITY	MAP [†] KEY
Carl Road Extension	New Country 2 Lane Collector	\$16,300,000	Developer/ Local	Low	E
Critz Lane Extension	New Town 2 Lane Collector	\$16,700,000	Developer/ Local	Low	R
Dean Road Extension	New Country 2 Lane Collector - extend to realigned Thompsons Station Road West	\$6,100,000	Developer/ Local	Low	M
Dean Road	Country 2 Lane Collector - reconstruct	\$8,200,000	Developer/ Local	Low	N
Evergreen Road	Reconstruct to Country 2 Lane Collector	\$22,300,000	Developer/ Local	Low	H
Southeast Local Roadway Extension	New Country 2 Lane Arterial	\$8,000,000	Developer/ Local	Low	AE
Lavender Road	Country 2 Lane Collector - reconstruct	\$10,000,000	Developer/ Local	Low	F
McLemore Road Extension	New Country 2 Lane Collector	\$16,700,000	Developer/ Local	Low	S
McLemore Road Extension 2	New Country 2 Lane Collector	\$26,100,000	Developer/ Local	Low	S
Popes Chapel Road	Country 2 Lane Collector	\$10,900,000	Developer/ Local	Low	B
Popes Chapel Road Extension	New Country 2 Lane Collector - extend to Carters Creek Pike	\$6,800,000	Developer/ Local	Low	A
Tollgate Collector	New 2 lane Local Road	\$9,200,000	Developer/ Local	Low	AH
Thompsons Ridge Road Extension	New Country 2 lane Collector - extend to Dean Road	\$12,400,000	Developer/ Local	Low	P
Thompsons Ridge Road Extension Connector to Evergreen Road	New Country 2 Lane Local Road	\$9,400,000	Developer/ Local	Low	O
West Harpeth to TS Road Connector	New Country 2 Lane Collector	\$17,400,000	Developer/ Local	Low	D
Wilkes Lane	Country 2 Lane Collector - reconstruct/realign	\$8,800,000	Developer/ Local	Low	J
Wilkes Lane Extension	New Country 2 Lane Collector	\$11,500,000	Developer/ Local	Low	I
Bransford Place Extension	New Local Road Extension	\$3,000,000	Developer/ Local	Low	W

[†]Transportation Improvements Plan Map located on page 24.



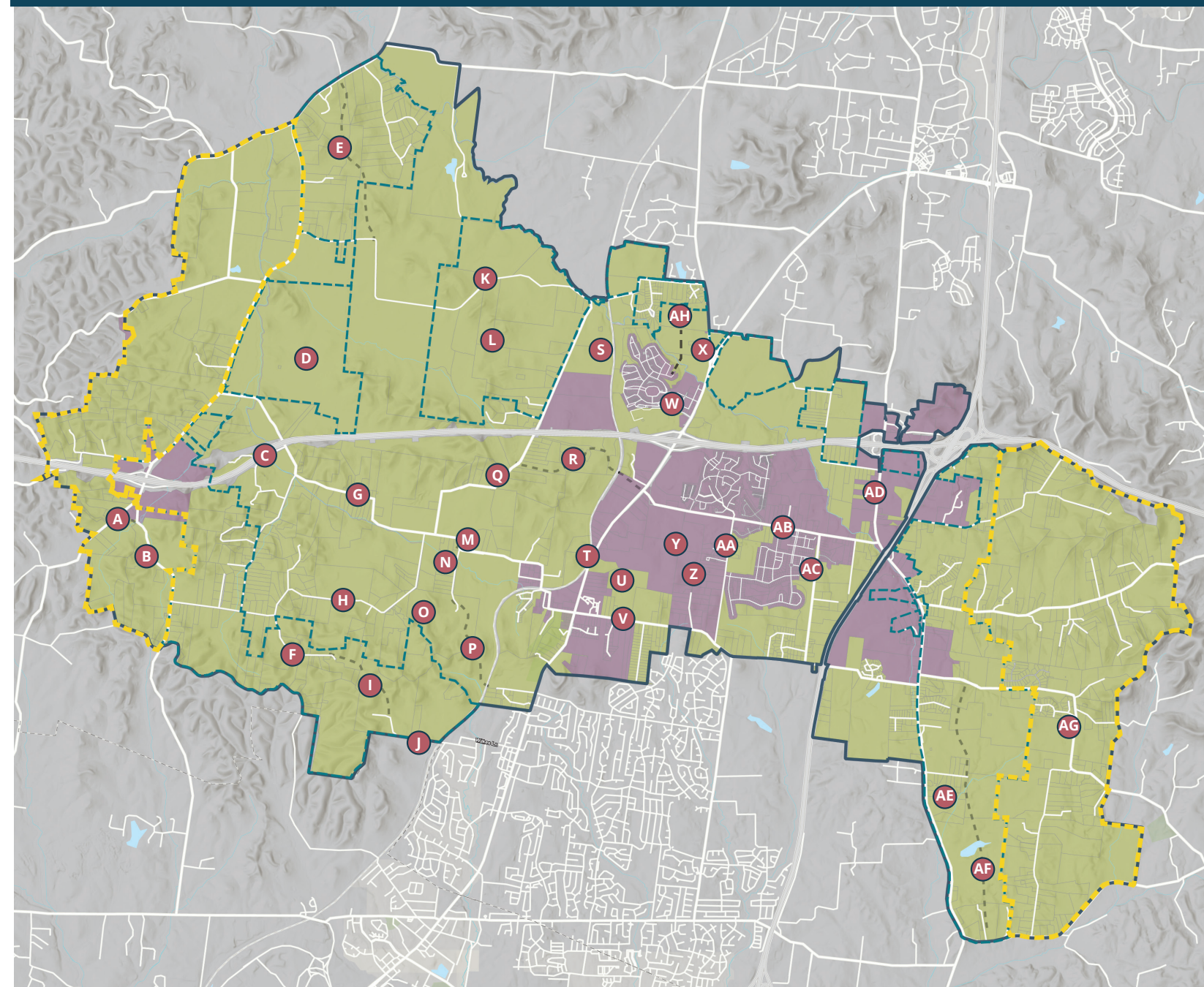
LEGEND

- FOUR-LANE ARTERIAL ROAD**
- TWO-LANE ARTERIAL ROAD**
- TWO-LANE COLLECTOR ROAD**
- LOCAL ROAD**
- NEW ROAD**
- BRIDGE REPLACEMENT**
- URBAN GROWTH BOUNDARY**
- FIVE-YEAR RE-EVALUATION AREA**

PROPOSED TRANSPORTATION IMPROVEMENTS

- A POPES CHAPEL ROAD EXTENSION**
2-lane collector road extended to Carters Creek Pike
- B POPES CHAPEL ROAD**
Reconstruct 2-lane collector road
- C FRY ROAD**
Reconstruct bridge
- D WEST HARPEATH CONNECTOR**
2-lane collector road connecting West Harpeath Road and Thompson's Station Road
- E CARL ROAD EXTENSION**
New 2-lane collector road
- F LAVENDER ROAD**
Reconstruct 2-lane collector road
- G THOMPSON'S STATION ROAD WEST**
Reconstruct /realign 2-lane collector road
- H EVERGREEN ROAD**
2-lane collector road
- I WILKES LANE EXTENSION**
New 2-lane collector road
- J WILKES LANE**
Reconstruct /realign 2-lane collector road
- K WEST HARPEATH ROAD**
Reconstruct 2-lane country collector
- L MCLEMORE ROAD EXTENSION**
2-lane collector road, second phase
- M DEAN ROAD EXTENSION**
Extend Dean Road to realigned Thompson's Station Road West
- N DEAN ROAD**
Reconstruct 2-lane collector road connected to Evergreen
- O THOMPSON'S RIDGE ROAD EXTENSION**
2-lane local road connecting Thompson's Ridge Road to Evergreen Road
- P THOMPSON'S RIDGE ROAD EXTENSION**
2-lane collector extended to Dean Road
- Q SEDBERRY ROAD RECONSTRUCTION**
Reconstruct 2-lane collector road to improve horizontal alignment and realign with Greens Mill Road
- R CRITZ LANE EXTENSION**
2-lane collector road
- S MCELMORE ROAD EXTENSION**
2-lane collector road, first phase
- T COLUMBIA PIKE**
Widen to 4 lanes with sidewalk and multi-use path
- U VILLAGE DRIVE EXTENSION**
2-lane collector road
- V THOMPSON'S STATION ROAD EAST**
Reconstruct as a 2-lane collector road and improve geometric deficiencies
- W EXTEND BRANFORD PLACE**
Extension of Branford Place to Declaration Way
- X COLUMBIA PIKE NORTH**
Widen to 4 lanes with sidealk and multi-use path
- Y COUNTRY HAVEN DRIVE EXTENSION**
2-lane collector road
- Z ROBBINS NEST ROAD EXTENSION WEST**
2-lane collector road
- AA CLAYTON ARNOLD ROAD**
Reconstruct as 2-lane collector, improve geometric deficiencies, and improve intersection at Thompson's Station Road
- AB CRITZ LANE**
Construct 2-lane collector road per plans
- AC PANTALL ROAD**
2-lane collector road including traffic calming measures. Maintain tree canopy.
- AD LEWISBURG PIKE**
Widen to 4 lanes with multi-use path
- AE SOUTHEAST LOCAL ROADWAY EXTENSION**
2-lane arterial road
- AF BETHESDA CONNECTOR**
2-lane collector road
- AG BETHESDA ROAD**
Reconstruct/realign 2-lane collector road
- AH TOLLGATE COLLECTOR**
New 2 lane local road

TRANSPORTATION IMPROVEMENTS PLAN MAP





In addition to the projects listed in the Transportation Improvements Plan, the following intersections have been identified as needing improvement as a result of specific crash-related and safety issues as well as geometric deficiencies including lack of sight distance, skewed angle intersections, etc. Figure 3 in the Existing Conditions section shows that each of these intersections experienced crashes between 2018 and 2020, some more severe than others. All of the crash types at each of these intersection locations included property damage, with the more severe crash types resulting in possible injuries along US 431/Lewisburg Pike and at Carter's Creek Pike and Bear Creek Road. Intersection-specific studies may result in new signalization, modifications to existing signals, addition of turn lanes, modifications to existing turn lanes, and/or reconstruction/realignment of intersections.

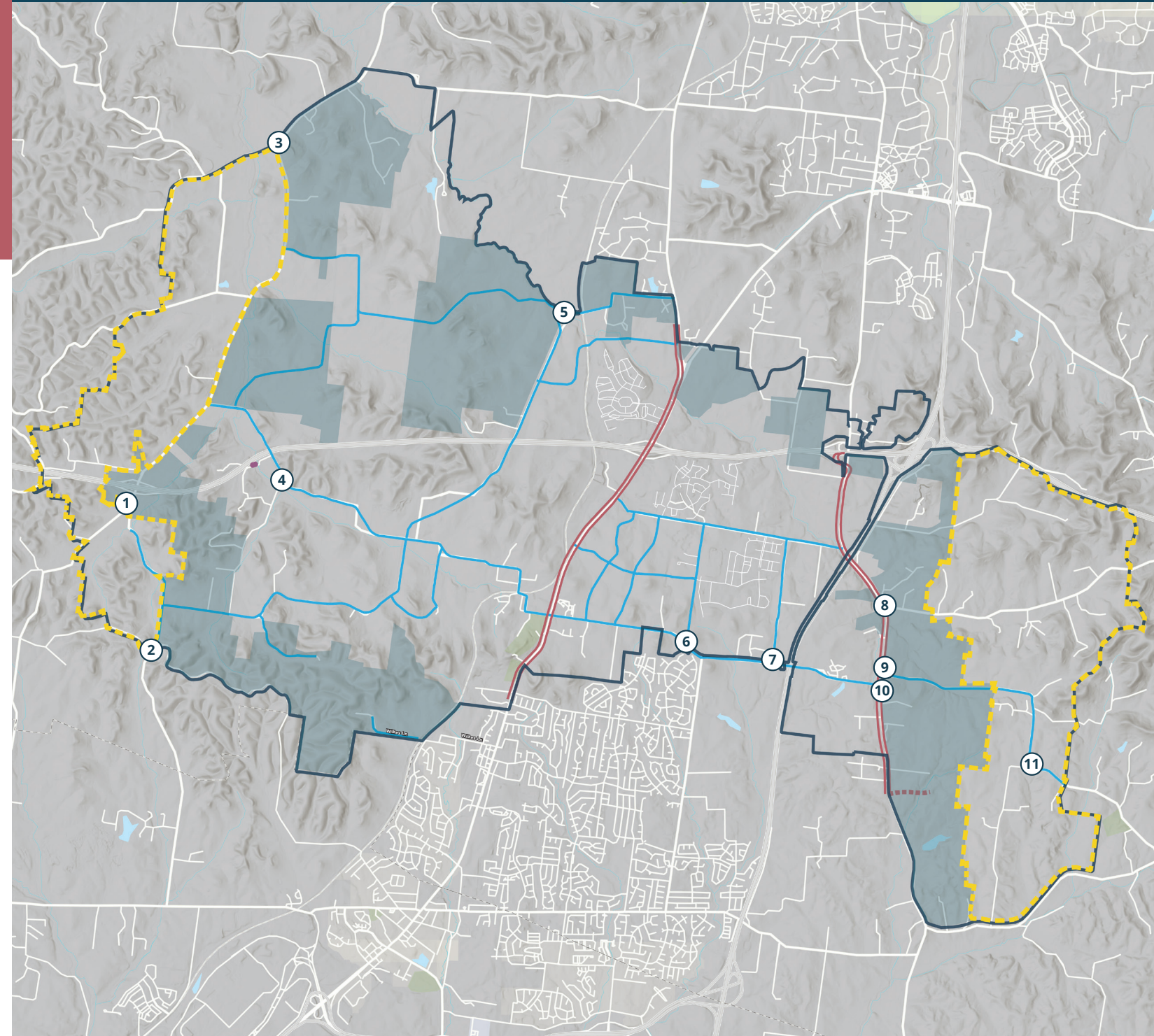
LEGEND

- FOUR-LANE ARTERIAL ROAD
- TWO-LANE ARTERIAL ROAD
- TWO-LANE COLLECTOR ROAD
- LOCAL ROAD
- NEW ROAD
- BRIDGE REPLACEMENT
- URBAN GROWTH BOUNDARY
- FIVE-YEAR RE-EVALUATION AREA

PROPOSED INTERSECTION IMPROVEMENTS

- ① POPE'S CHAPEL ROAD AT CARTER'S CREEK PIKE
- ② SUGAR RIDGE ROAD AT POPE'S CHAPEL AND BARKER ROAD
- ③ CARTER'S CREEK PIKE AT BEAR CREEK ROAD
- ④ CAYCE SPRINGS ROAD AT THOMPSON'S STATION ROAD
- ⑤ SEDBERRY ROAD AT WEST HARPETH ROAD
- ⑥ CLAYTON ARNOLD ROAD AT THOMPSON'S STATION ROAD
- ⑦ PANTALL ROAD AT THOMPSON'S STATION ROAD
- ⑧ HARPETH PEYTONSVILLE ROAD AT US 431
- ⑨ BETHESDA ROAD AT US 431
- ⑩ THOMPSON'S STATION ROAD AT LEWISBURG PIKE
- ⑪ BYRD LANE AT BETHESDA ROAD

INTERSECTION IMPROVEMENTS PLAN MAP





Typical sections for roadways in the Town of Thompson's Station have been carefully developed as part of the planning process to establish recommended right-of-way requirements, lane widths, shoulder widths, drainage types, and bicycle and pedestrian facility requirements. These conceptual illustrations will be used as a guide for future Town and TDOT roadway projects as well as to convey right-of-way needs for future development. Further, the recommended typical sections have been customized for both "Town" and "Country" applications for 2-lane, 3-lane, and 4-lane roadways. Thompson's Station is a town that prides itself in understanding and guiding growth in certain areas while also being careful to preserve its rural character. As a result, two sets of typical sections have been developed for two distinct character types: a "Town" or urban typical section with curb and gutter on both sides as well as sidewalks, narrow lanes, and minimal setbacks from buildings, which is appropriate for roadways in the Town Center context, and a "Country" typical section for roads in a rural and suburban context, which features open drainage, greater setbacks and horizontal spacing, and more expansive landscaping. As seen in the following typical sections, the town and country roadway types are very different in terms of the character they bring to the Town.

Figure 5. 2 Lane Country Collector

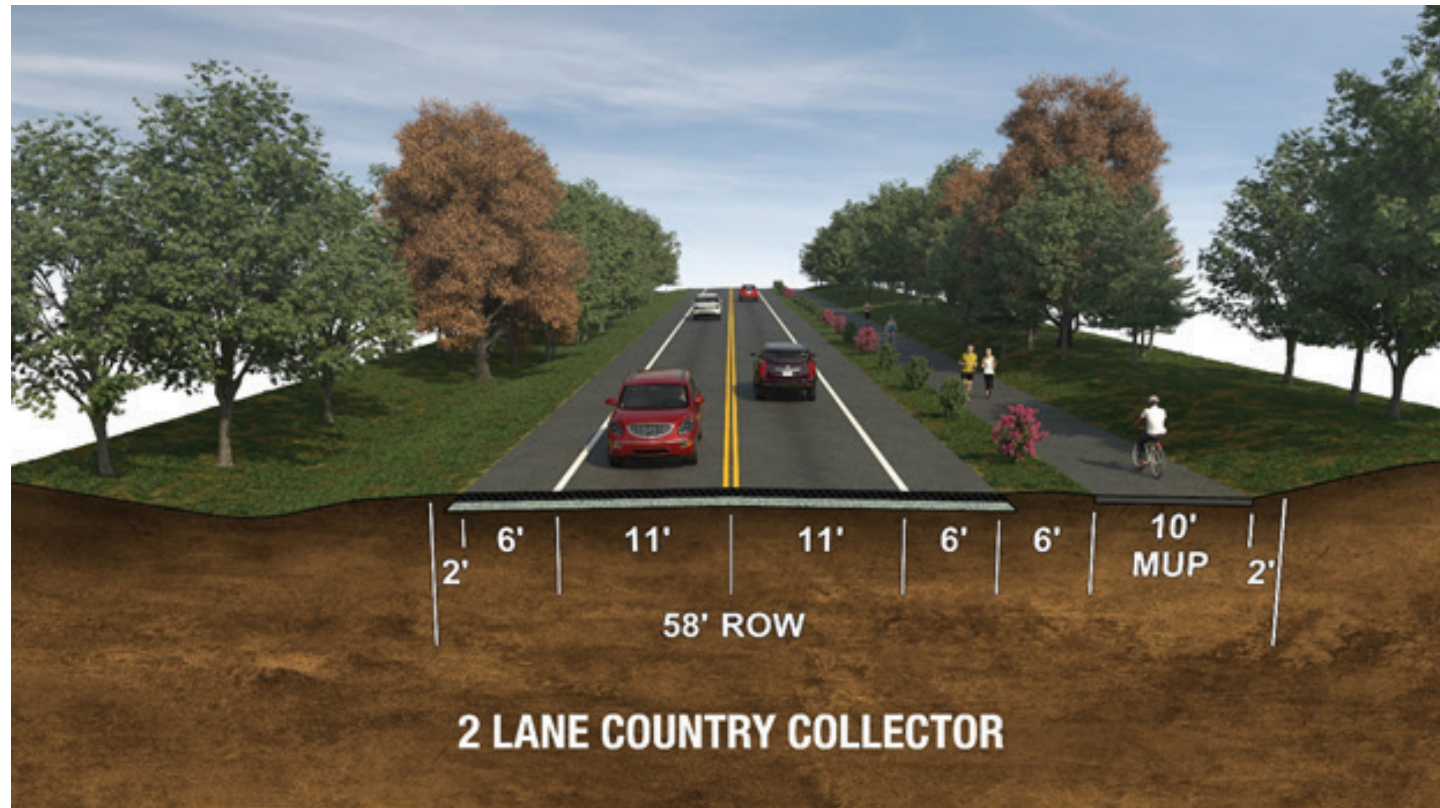


Figure 6. 2 Lane Town Connector

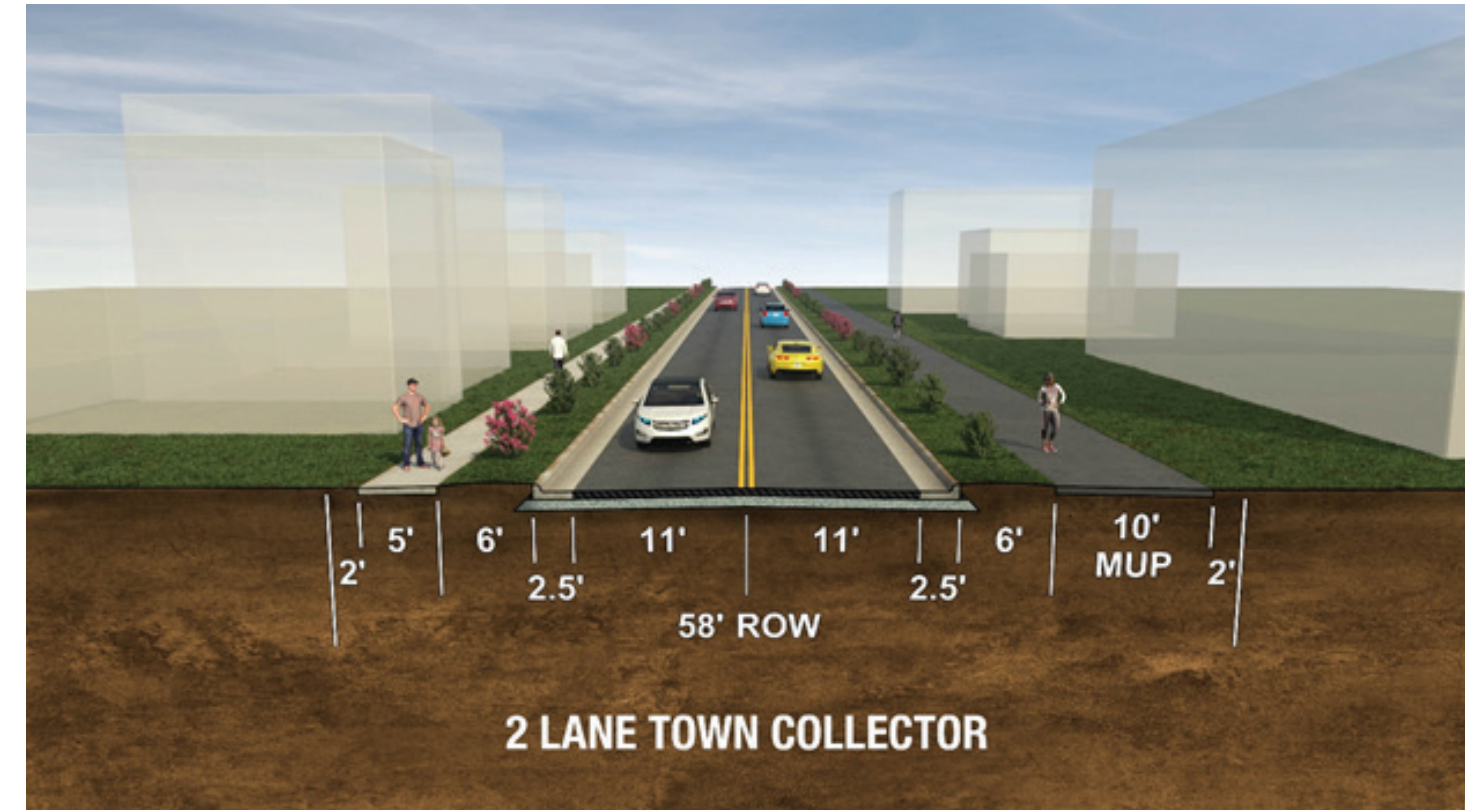


Figure 7. 3 Lane Country Collector

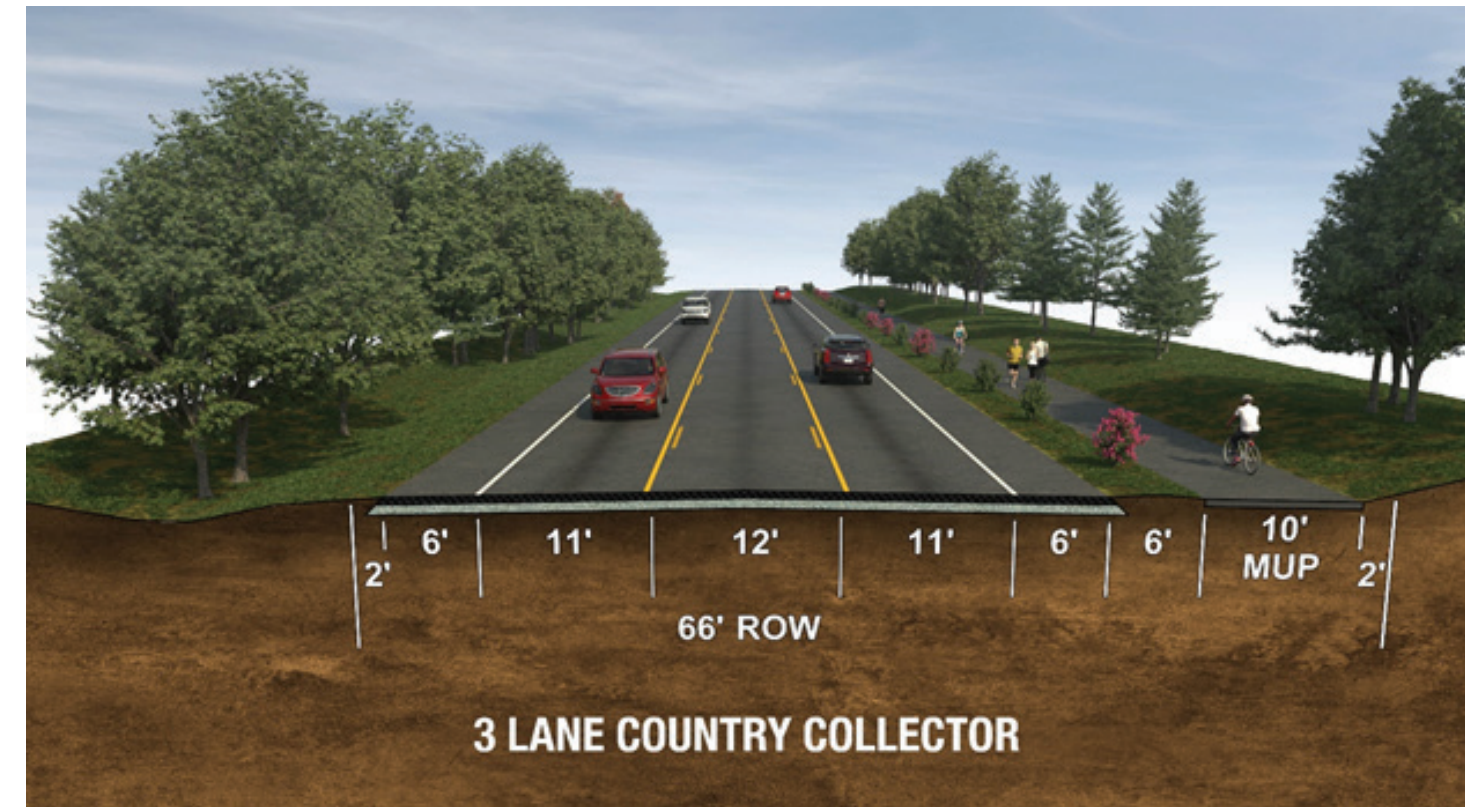




Figure 8. 3 Lane Town Collector

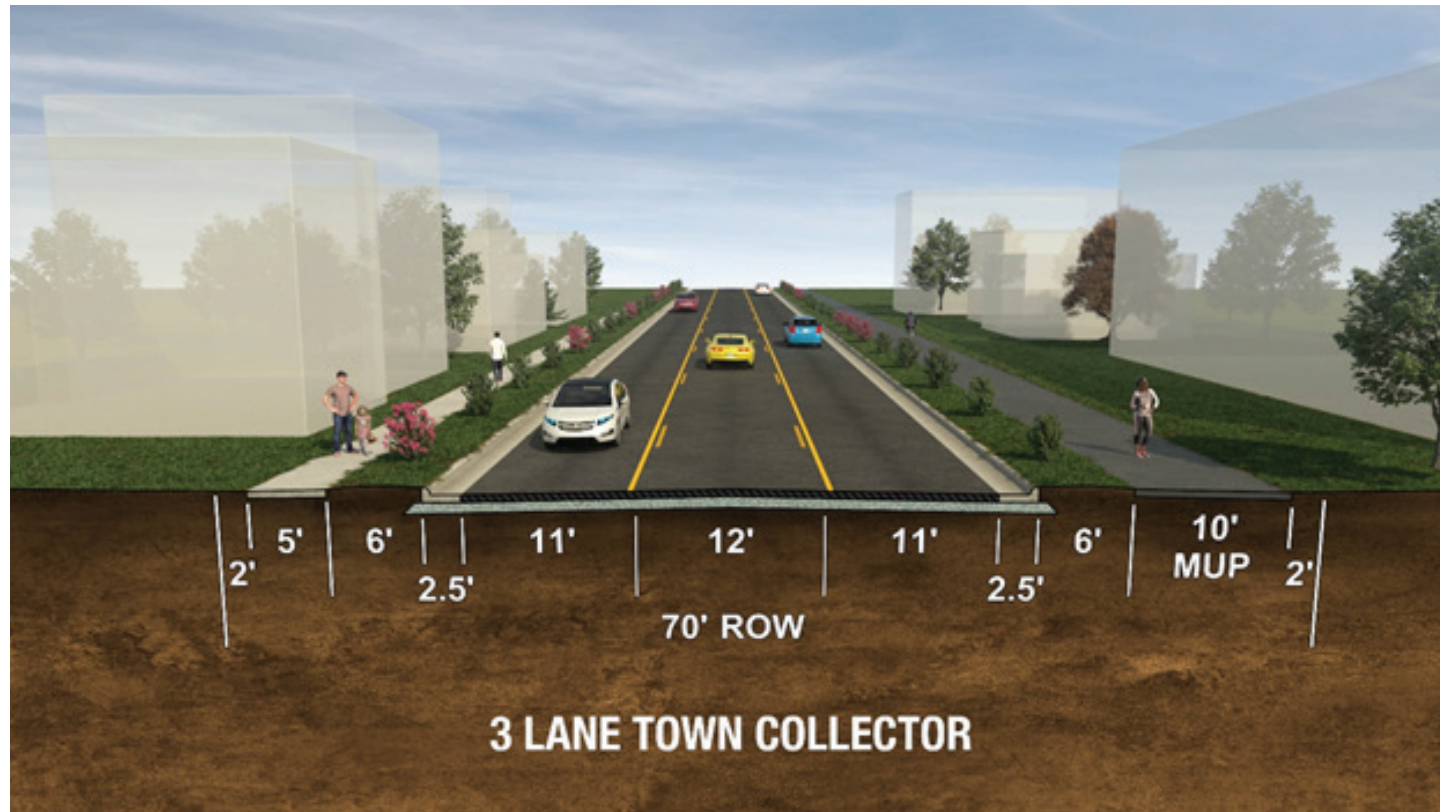


Figure 10. 2 Lane Town Arterial

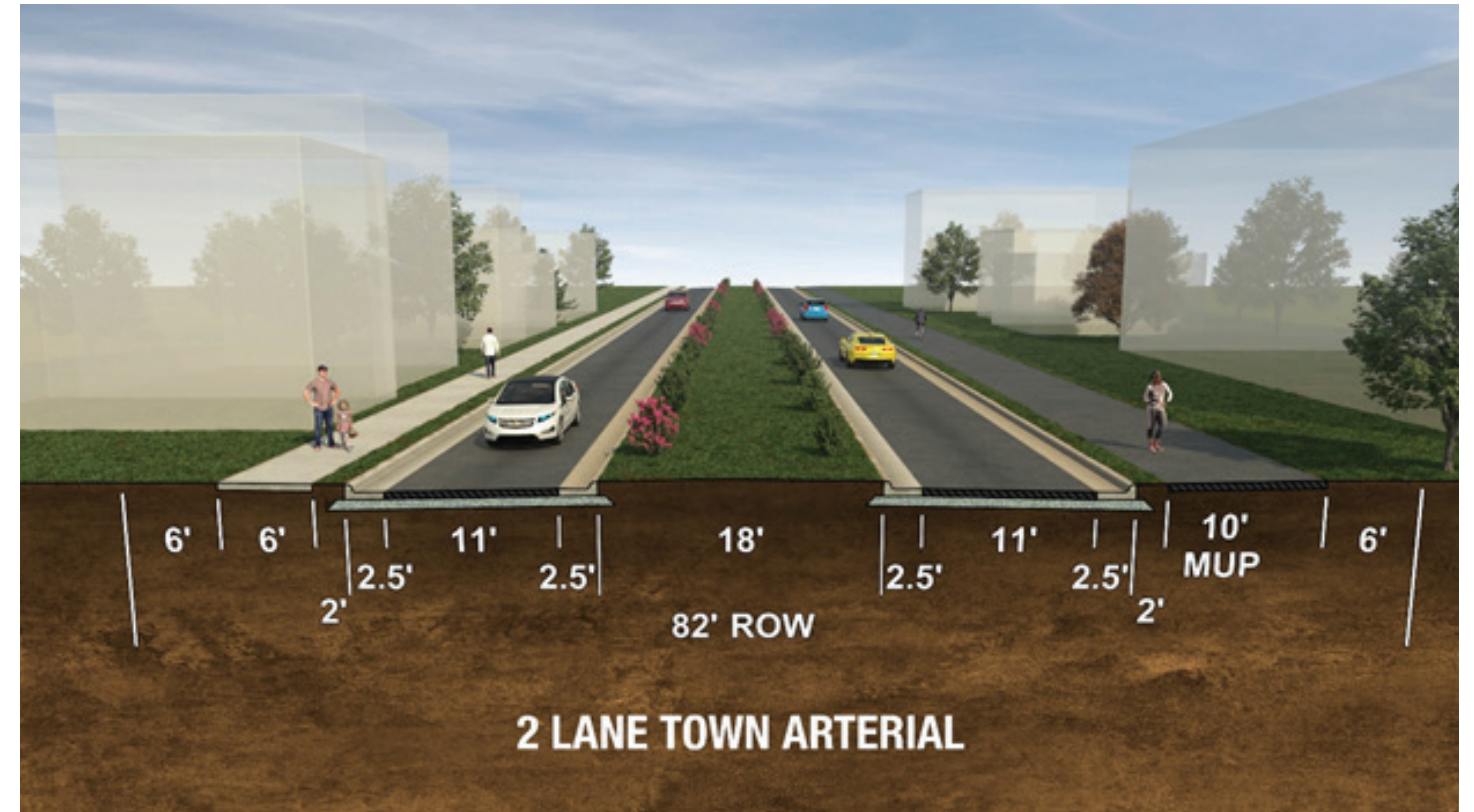


Figure 9. 2 Lane Country Arterial

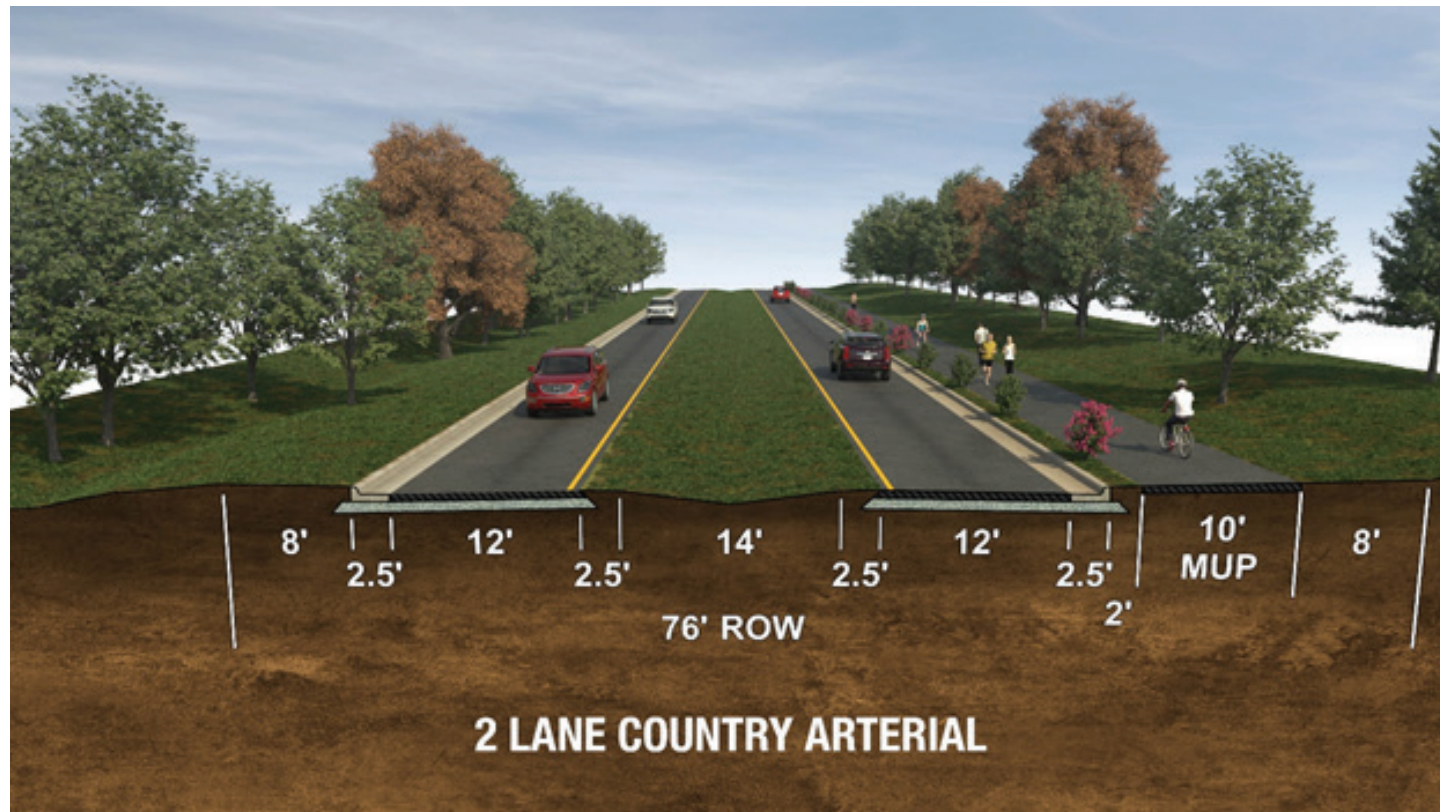


Figure 11. 4 Lane Country Arterial

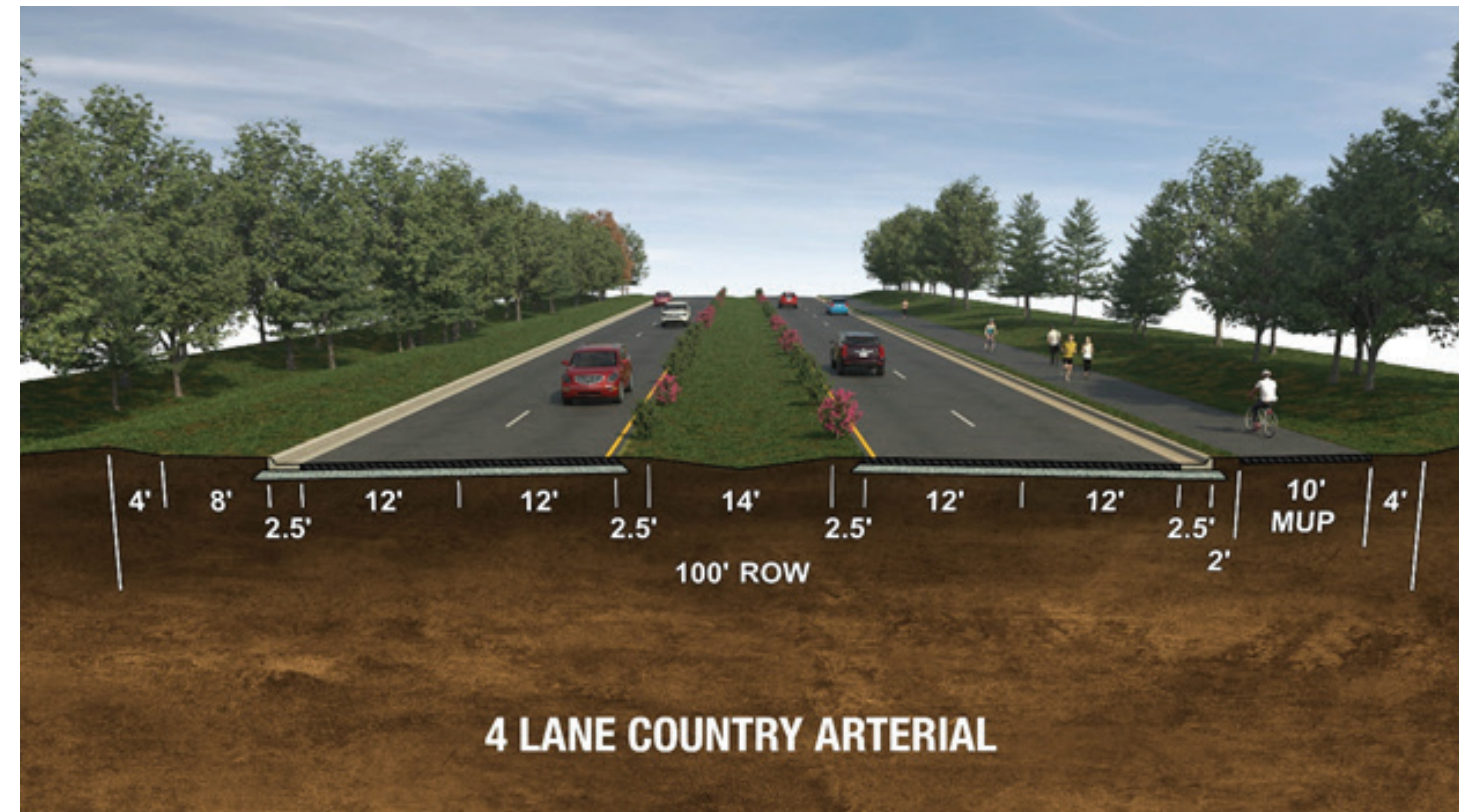




Figure 12. 4 Lane Town Arterial

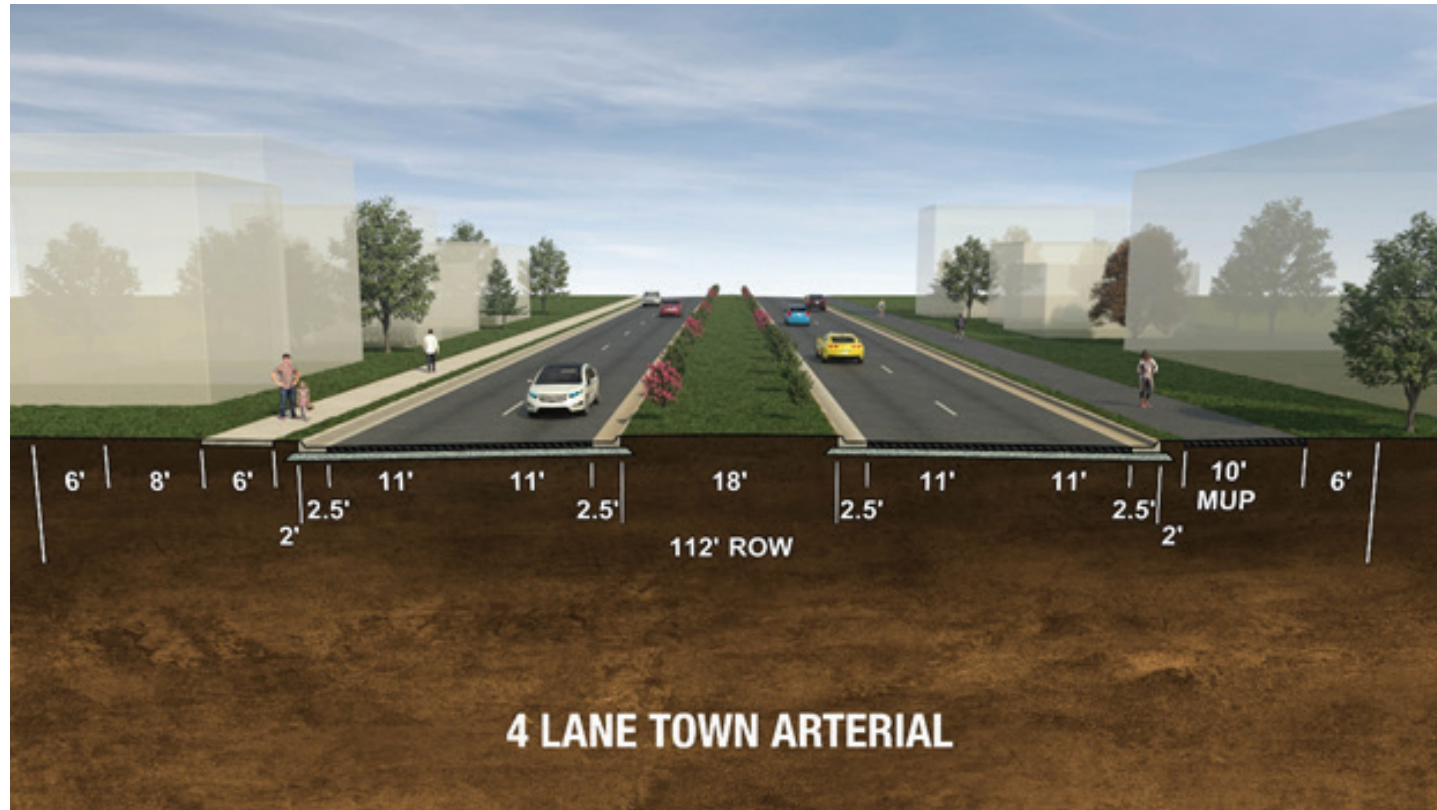


Figure 14. 2 Lane Local Town Road

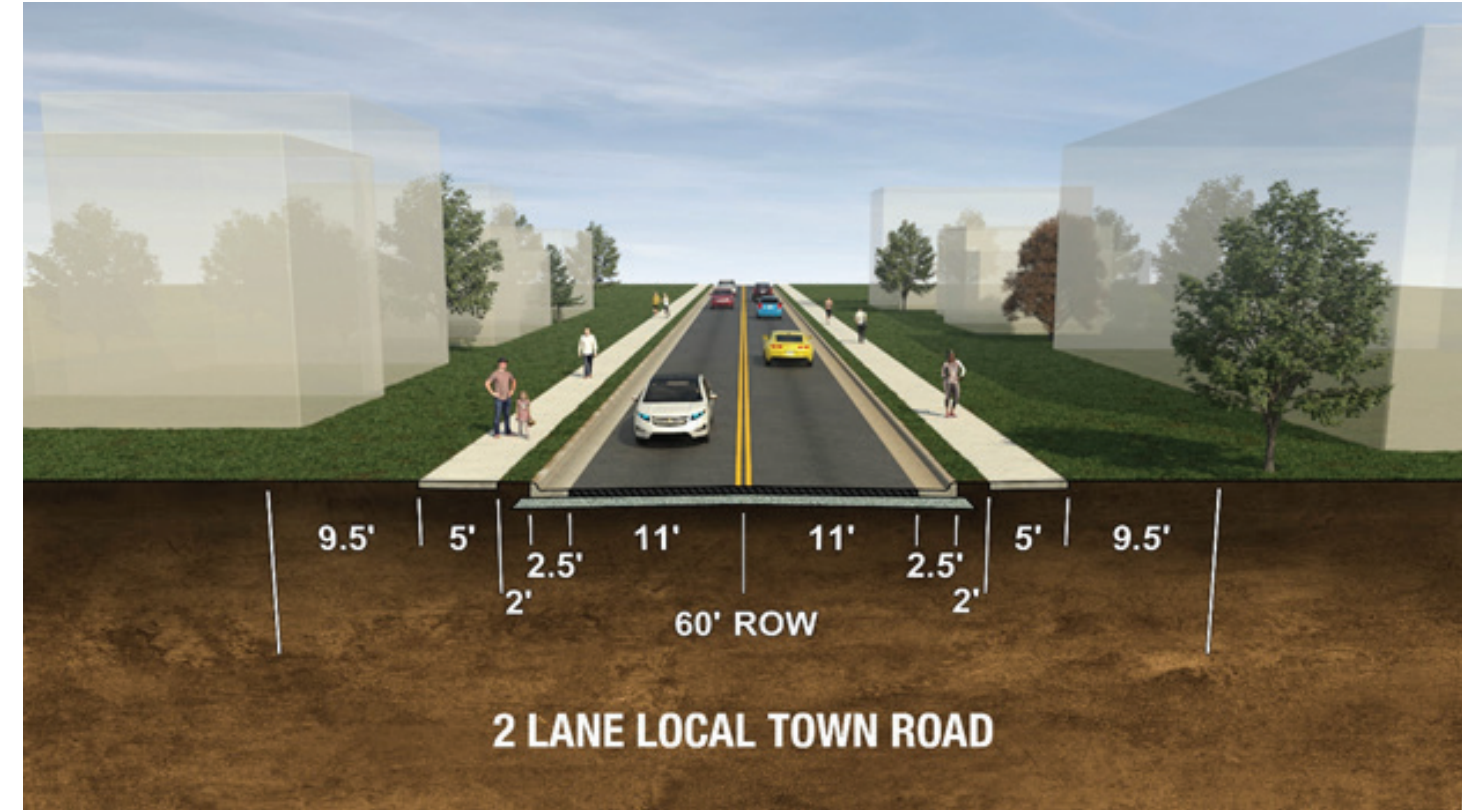
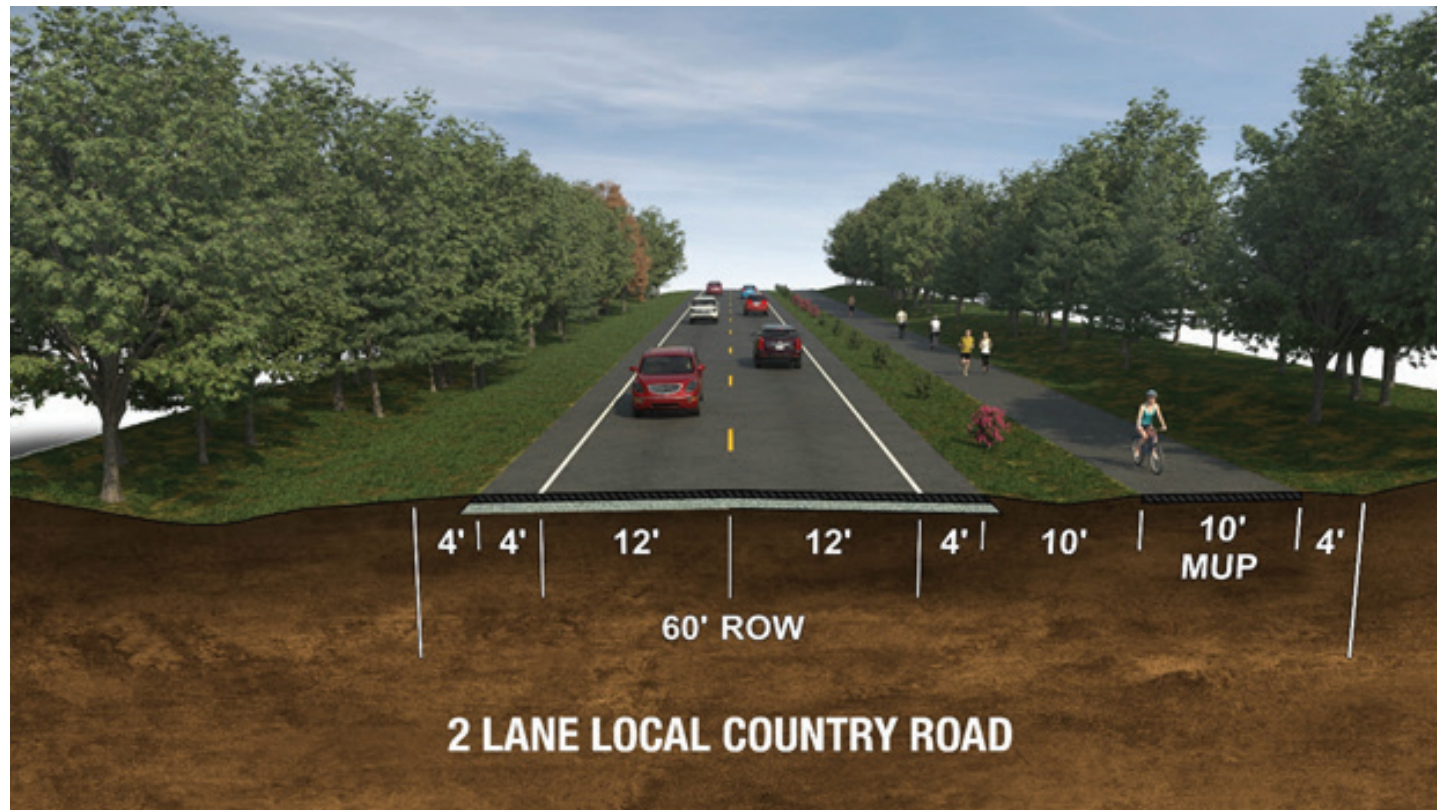


Figure 13. 2 Lane Local Country Road





APPENDIX

Existing Roadway Inventory

NAME	FUNCTIONAL CLASS	SUBDIVISION
Allenwood Dr	Local	
Americus Dr	Local	Tollgate Village
Ashmore Dr	Local	Tollgate Village
Ayer Circle	Local	Tollgate Village
Bartrams Bridge Rd	Local	Bridgemore Village
Baugh Rd	Local	
Becket Circle	Local	Fields of Canterbury
Berry Patch Rd	Local	
Blackberry Estates	Local	
Blair Park Cir	Local	
Bloomfield Dr	Local	
Brakeman Ln	Local	Whistle Stop
Branford Pl	Local	Tollgate Village
Brenda St	Local	
Bungalow Dr	Local	Tollgate Village
Burgin Dr	Local	Whistle Stop
Butchers Mill Bridge Rd	Local	Bridgemore Village
Cabin Run Bridge Rd	Local	Bridgemore Village
Callaway Park Pl	Local	Fields of Canterbury
Carena Terrace Ct	Local	Fields of Canterbury
Carters Creek Pk	Country Arterial	
Cayce Springs Rd	Country Collector	
Channing Dr	Local	Fields of Canterbury

NAME	FUNCTIONAL CLASS	SUBDIVISION
Chantry Place Ln	Local	Fields of Canterbury
Chatham Pl Ct	Local	Fields of Canterbury
Chaucer Park Ln	Local	Fields of Canterbury
Clayton Arnold Rd	Town Collector	
Clear Haven Dr	Local	Tollgate Village
Cloister Ln	Local	Bridgemore Village
Colebrook Dr	Local	Tollgate Village
Columbia Pk / Hwy 31	Town Arterial	
Conductor Ln	Local	Whistle Stop
Coppergate Way	Local	Fields of Canterbury
Country Haven Dr	Local	
Covered Bridge Rd	Local	Bridgemore Village
Cremery Bridge Rd	Local	Bridgemore Village
Critz Ln	Town Collector	
Danby Trace Dr	Local	Fields of Canterbury
Dean Rd	Local	
Devonwood Ln	Local	Fields of Canterbury
Dudley Dr	Local	
Dunstan Pl Dr	Local	Fields of Canterbury
Durham Trail Dr	Local	Fields of Canterbury
Dustin Dr	Local	
Elliston Way	Local	Tollgate Village
English Garden Way	Local	Fields of Canterbury

Existing Roadway Inventory

NAME	FUNCTIONAL CLASS	SUBDIVISION
Evergreen Rd	Country Collector	
Firtree Way	Local	Fields of Canterbury
Fry Rd	Country Collector	
Goose Creek Bypass	Town Arterial	
Greystone Quarry Rd	Local	
Hampshire Dr	Local	Fields of Canterbury
Hanover Dr	Local	
Harpeth School Rd Section	Local	
Hazelton Dr	Local	Tollgate Village
Hemmingway Cir	Local	
Learcrest Dr	Local	
Les Watkins Rd	Local	
Lewisburg Pk / Hwy 431	Country Arterial	
Lime Valley Bridge Rd	Local	Bridgemore Village
Lioncrest Ln	Local	Fields of Canterbury
Lionsgate Way	Local	Fields of Canterbury
Martins Mill Rd	Local	Bridgemore Village
Maytown Cir	Local	Tollgate Village
Milford Dr	Local	Tollgate Village
Millerton Dr	Local	Tollgate Village
Millerton Way	Local	Tollgate Village
Natoma Cir	Local	Tollgate Village
Newark Ct	Local	Tollgate Village

NAME	FUNCTIONAL CLASS	SUBDIVISION
Newark Ln	Local	Tollgate Village
Nickelby Pl	Local	Fields of Canterbury
Old Thompsons Station Rd	Local	
Otterham Dr	Local	
Paddock Park Dr	Local	Fields of Canterbury
Pantall Rd	Country Collector	
Paper Mill Bridge Ct	Local	Bridgemore Village
Paper Mill Bridge Rd	Local	Bridgemore Village
Pleasantville Bridge Rd	Local	Bridgemore Village
Pool Forge Bridge Rd	Local	Bridgemore Village
Portsmouth Dr	Local	Tollgate Village
Pratt Rd	Local	
Pulpmill Dr	Local	Bridgemore Village
Ravenscourt Dr	Local	Fields of Canterbury
Redwood Trl	Local	Fields of Canterbury
Robbins Nest Ct	Local	Bridgemore Village
Robbins Nest Rd	Local	Bridgemore Village
Rochelle Ln	Local	Tollgate Village
Roddy Bridge Rd	Local	Bridgemore Village
Ronstadt Rd	Local	Bridgemore Village
Sassafras Ln	Local	Fields of Canterbury
School St	Local	
Sedberry Rd	Country Collector	

TS Streets

NAME	FUNCTIONAL CLASS	SUBDIVISION
Seven Oaks Park	Local	Fields of Canterbury
Sherrie St	Local	
Silk Bridge Rd	Local	Bridgemore Village
Somers Ln	Local	Tollgate Village
Sporting Hill Bridge Rd	Local	Bridgemore Village
Stacey St	Local	
Standing Oak	Local	
Station South Rd	Local	
Stockwood Trl	Local	Fields of Canterbury
Sturry Cove Dr	Local	Fields of Canterbury
Sugar Ridge Rd	Country Collector	
Tapestry Ct	Local	Fields of Canterbury
Tapestry St	Local	Fields of Canterbury
Thompson's Ridge Rd	Local	
Thompsons Station Rd East	Town Collector	
Thompsons Station Rd West	Town Collector	
Tollgate Blvd	Local	Tollgate Village
Tollie Ln	Local	
Tom Anderson Rd	Local	
Trader's Way	Local	
Union Village Rd	Local	Bridgemore Village
Upper Hollow Rd	Local	Bridgemore Village
Village Dr	Local	

NAME	FUNCTIONAL CLASS	SUBDIVISION
Vinemont Dr	Local	Tollgate Village
Vinta Dr	Local	Tollgate Village
Waldorf Ln	Local	Bridgemore Village
Wareham Dr	Local	Tollgate Village
Watkins Rd	Local	
Weavers Mill Bridge Rd	Local	Bridgemore Village
Weeping Willow Ln	Local	Fields of Canterbury
West Harpeth Rd	Country Collector	
Westerham Way	Local	Fields of Canterbury
Whistable Ct	Local	Fields of Canterbury
Wilder Village Ct	Local	Bridgemore Village

