

Major & Collector Street Plan Proposed Amendments Related to Antioch-Priest Lake, Southeast, Donelson-Hermitage-Old Hickory Community Plans - October 25, 2012

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Patricia Drive <i>Reflect updated land use policy</i>	1	From Thompson Place to approx. 1,000' north of Thompson Place	T3-R-CA2	Bike Route Planned	51'	T3-M-CA2	Bike Route Planned	55'	X	X				
Vultee Blvd <i>Reflect updated land use policy</i>	2	From Vultee Boulevard ramps to Murfreesboro Road to approx. 550' west of Goodbar Drive	T3-R-CA2		51'	T3-M-CA2		55'	X	X				
Antioch Pike <i>Reflect updated land use policy</i>	3	From Interstate 24 overpass to approx. 3,000' north of Harding Place	T3-M-AB3	Bike Lane Planned	77'	D-I-AB3	Bike Lane Planned	77'	X					
McGavock Pike <i>Reflect updated land use policy</i>	4	From Harding Place to approx. 0.5 mi north of Harding Place	T3-M-CA2		57'	D-I-CA2		57'	X					
Franklin-Limestone Road <i>(5) Reflect updated land use policy</i> <i>(6) Reflect updated Transect and include rural multi-use path</i>	5	From Antioch Pike to approx. 0.25 mi west of Billingsgate Road	T3-M-CA2 T3-R-CA2	Bike Lane Planned	63' 59'	D-I-CA2	Bike Route Planned	57'	X	X	X			
	6	From approx 1,000 feet north of Mullen Circle to just west of Forge Ridge Circle	T3-R-CA2	Bike Lane Planned	59'	T2-R-CA2	Bike Route Planned	51'	X	X	X			
Una Recreation Road <i>Reflect more detailed study of airport area office concentration</i>	7	From Smith Springs Road to existing terminus of Una Recreation Road	T3-M-CA2 T3-R-CA2		51'	Local Street		50'	X	X				
Una Recreation Road Extension <i>Reflect more detailed study of airport area office concentration</i>	8	From existing terminus of Una Recreation Road to Bell Road	T3-R-PCA2		51'	Delete		n/a	X	X				

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Smith Springs Road <i>(9, 10, 11) Reflect existing travel lane conditions</i> <i>(143) Reflect updated land use policy and existing travel lane conditions</i> <i>(12) Reflect existing travel lane conditions and floodplain constraints</i> <i>(144, 13) Reflect future vehicular travel demand with left turns</i>	9	From Murfreesboro Road to approx. 350' east of Reynolds Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
	10	From approx. 350' east of Reynolds Road to approx 300' west of Una Recreation Road	T3-R-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
	143	From approx. 300' west of Una Recreation Road to approx. 575' west of Una Recreation Road	T3-M-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
	11	From approx. 575' west of Una Recreation Road to Bell Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
	12	From Bell Road to approx. 325' west of Castlegate Drive	T3-R-AB5		88'	T3-R-AB2	<u>Bike Lane Planned</u>	<u>63'</u>	X	X	X		
	144	From approx. 325' west of Castlegate Drive to approx 0.25 mi west of Anderson Road	T3-R-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
	13	From approx 0.25 mi west of Anderson Road to Anderson Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
Edge O Lake Drive/Rural Hill Road <i>Add since Owendale Drive/Butler Road connection does not exist</i>	14	From Bell Road to Smith Springs Road	Local Street		50'	<u>T3-R-CA2</u>	<u>Potential Bike Loop</u>	<u>51'</u>	X	X	X		
Mossdale Drive <i>Add based upon transportation network</i>	15	From Bell Road to Anderson Road	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X			
Oakwood Forest Drive/Dover Glen Drive <i>Add based upon transportation network</i>	16	From Una Antioch Pike to approx. 400' south of Murfreesboro Pike	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X			
Dover Glen Drive <i>Add based upon transportation network</i>	17	From approx 400' south of Murfreesboro Pike to Murfreesboro Pike	Local Street		50'	<u>T3-M-CA2</u>		<u>55'</u>	X	X			

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Hickory Hollow Parkway <i>(18, 20) Reflect updated land use policy</i> <i>(19, 20, 21) Reflect existing travel lane conditions</i> <i>(21, 25, 26) Reflect updated Transect based upon future redevelopment vision</i>	18	From Una Antioch Pike to Mt. View Road	T3-M-AB3			T3-R-AB3		66'	X	X			
	19	From Mt. View Road to approx. 0.3 mi south of Mt. View Road	T3-R-AB5		88'	T3-R-AB2		55'	X	X			
	20	From 0.3 mi south of Mt. View Road to approx. 0.3 mi west of Bell Road	T3-M-AB5 T5-M-AB5		88' 96'	T3-M-AB2		55'	X	X			
	21	From approx. 0.3 mi west of Bell Road to Bell Road	T5-M-AB5 T5-M-AB4	Median	96' 115'	T4-M-AB4	30' Median	111'	X	X			
	25	From Bell Road to Mt. View Parkway	T5-M-AB4	Median	115'	T3-M-AB4	30' Median	107'	X	X			
	26	From Mt. View Parkway to proposed New Cane Ridge Road	T5-M-AB4		85'	T3-M-AB4		77'	X	X			
Mt. View Road <i>(61) Reflect updated land use policy and existing travel lane conditions</i> <i>(22, 58, 23, 24) Reflect updated Transect based upon future redevelopment vision</i> <i>(61, 22,) Add multi-use path</i> <i>(58, 23, 24) Add bike lane</i>	61	From Hickory Hollow Parkway to Highlander Drive	T3-M-AB3 T3-R-AB3		66'	T3-R-AB2	Multi-Use Path	84'	X	X	X	X	
	22	From Highlander Drive to Rural Hill Road	T5-M-AB3		74'	T4-M-AB3	Multi-Use Path	96'	X	X	X	X	
	143	From Rural Hill Road to Curtis Hollow Road	T5-M-AB3		74'	T4-M-AB3	Multi-Use Path	96'	X	X	X		
	23	From Curtis Hollow Road to Bell Road	T5-M-AB4		85'	T4-M-AB4	Multi-Use Path	108'	X	X	X		
	24	From Bell Road to Mt. View Parkway/Crossings Boulevard	T5-M-AB5		96'	T3-M-AB5	Multi-Use Path	120'	X	X	X		
Proposed New Cane Ridge Road <i>Reflect updated Transect and land use policies</i>	27	From Interstate 24 west to Cane Ridge Road	T5-M-PAB4		85'	T3-R-PAB4		77'	X	X			
	28	From Interstate 24 south to Cane Ridge Road	T4-M-PAB4		81'	T3-R-PAB4		77'	X	X			

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Cane Ridge Road <i>(29, 30, 31) Reflect updated Transit</i> <i>(30, 31) Reflect updated land use policy</i> <i>(30) Reflect existing travel lane conditions</i> <i>(145, 146) Reflect potential for additional vehicular lane for increased travel needs if Southeast Parkway is built</i> <i>(147) Reflect existing conditions</i> <i>(145, 146, 147) Outside of this Community Plan update</i>	29	From Bell Road to approx 750 feet north of Chimney Top Road	T5-M-AB4	15' Median	108'	T3-M-AB4	15' Median	92'	X	X				
	30	From approx. 750 feet north of Chimney Top Road to Chimney Top Road	T5-M-AB4 T5-M-AB5		108' 104'	T3-R-AB4	15' Median	92'	X	X				
	31	From Chimney Top Road to Old Franklin Road	T5-M-AB5 T3-M-AB5		96'	T3-R-AB3		66'	X	X				
	145	From Old Franklin Road to proposed Southeast Parkway	T3-R-AB5		88'	T3-R-AB3		66'	X	X				
	146	From proposed Southeast Parkway to approx. 0.25 mi south of the proposed Southeast Parkway	T3-M-AB5		88'	T3-M-AB3		66'	X	X				
	147	From approx. 0.25 mi south of the proposed Southeast Parkway to Old Hickory Boulevard	T3-R-AB5		88'	T3-R-AB2		55'	X	X				
Cane Ridge Road Extension <i>Reflect less need for travel lanes and outside of this Community Plan update</i>	148	From Old Hickory Boulevard to existing terminus of Battle Ridge Lane	T2-R-PCA5	Multi-Use Path	120'	T2-R-PCA2	Multi-Use Path	76'	X	X				
Battle Ridge Lane <i>Reflect existing conditions and outside of this Community Plan update</i>	149	From Battle Road to the existing terminus of Battle Ridge Lane	T2-R-PCA5	Multi-Use Path	120'	T2-R-CA2	Multi-Use Path	76'	X	X				
Old Franklin Road <i>(32) Reflect updated land use policy</i> <i>(33) Reflect potential need for additional travel lane with more development</i>	32	From approx. 350' west of Cane Ridge Road to Interstate 24	T3-M-CA2		55'	T3-R-CA2		51'	X	X				
	33	From 0.1 mi north of Crossings Boulevard to 0.1 mi south of Monroe Crossing	T3-M-CA2		55'	T3-M-CA3		66'	X	X				

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Crossings Boulevard Extension <i>(37) Reflect built portion</i> <i>(34, 35, 36) Reflect potential for bike lane with new construction connecting to high school</i> <i>(35, 36) Conceptual to align with existing development and conditions</i>	37	From Old Franklin Road to Dana Way	T3-M-PAB4	24' Median	101'	T3-M- AB4	24' Median <u>Bike Lane Planned</u>	<u>109'</u>	X	X	X		
	34	From Dana Way to proposed Southeast Parkway	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median <u>Bike Lane Planned</u>	<u>109'</u>	X	X	X		
	35	Change depiction of proposed route from the proposed Southeast Parkway to existing terminus of Cane Ridge High School entrance	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median <u>Bike Lane Planned</u>	<u>109'</u>	X	X	X		
	36	Change depiction of proposed route from the existing terminus of Cane Ridge High School entrance to Old Hickory Boulevard	T3-M-PAB4	24' Median	101'	T3-M- AB3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
Mt. View Road <i>Add bike lane</i> <i>(38, 39, 40, 41, 45) Reflect existing travel lane conditions</i> <i>(39, 40, 41, 42) Reflect updated Transect</i> <i>(39, 40, 43, 44) Reflect updated land use policy</i>	38	From Crossings Boulevard to Baby Ruth Lane	T3-M-AB4		77'	T3-M- AB3	<u>Multi-Use Path</u>	<u>96'</u>	X	X	X		
	39	From Baby Ruth Lane to Asheford Trace	T3-M-AB4 T3-M-AB3 T4-R-AB3		77' 66'	T3-R- AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		
	40	From Asheford Trace to approx 100' west of Mt. View Circle	T4-M-AB3 T4-R-AB3		70' 66'	T2-R- AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		
	41	From approx. 100' west of Mt. View Circle to proposed New Collector	T4-R-AB3		66'	T3-R- AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		
	42	From proposed New Collector to Murfreesboro Pike	T4-M-AB3		70'	T3-M-AB3	<u>Bike Route Planned</u>	<u>66'</u>	X	X	X		
	43	From Murfreesboro Pike to approx. 100' west of proposed New Collector	T3-M-AB3 T3-R-AB3		66'	T3- M -AB3	<u>Bike Route Planned</u>	66'	X		X		
	150	From approx 100' west of proposed New Collector to approx. 200' west of Hamilton Church Road	T3-R-AB3		66'	T3-R-AB3	<u>Bike Route Planned</u>	66'		X	X		
	44	From just west of Hamilton Church Road to Hamilton Church Road	T3-M-AB3		66'	T3- R -AB3	<u>Bike Route Planned</u>	66'	X	X	X		
45	From Hamilton Church Road to Smith Springs Parkway	T3-M-AB3 T3-R-AB3		66'	T3-R- AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X			

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Hamilton Church Road <i>(46, 56) Reflect updated land use policy</i> <i>(46) Reflect existing conditions</i> <i>(47) Reflect need for future travel lane with development</i>	46	From Mt. View Road to approx. 500' west of Hobson Pike	T3-M-CA3 T3-R-CA3		66' 62'	T3- R -CA2		51'	X	X			
	47	From Hobson Pike to approx. 600' east of Hobson Pike	T3-M-CA2		55'	T3-M-CA3		62'	X	X			
	56	From Pin Oak Drive to approx 500' west of South Shore Drive	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
Hobson Pike <i>Reflect existing conditions</i>	48	From approx. 400' south of Windcrest Trail to Smith Springs Parkway	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB2		55'	X	X			
	49	From Derbyshire Drive to approx. 250' north of Old Nottingham Drive	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB2		55'	X	X			
Pinhook Road <i>Reflect updated land use policy</i>	50	From approx. 125' west and approx. 300' east of the proposed extension of Pin Oak Drive	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
	51	From just west of Lavergne Couchville Pike to Lavergne Couchville Pike	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
Old Hickory Boulevard <i>Reflect updated land use policy</i>	52	From approx 175' west and approx. 150' east of Post Oak Drive	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
	53	From approx. 1,000' east of Murfreesboro Pike to approx. 500' west of Maxwell Road	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
Lavergne Couchville Pike <i>Reflect updated land use policy</i>	54	From Rockview Court to Rockland Trail	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
	55	From just south of Pinhook Road to just north of Pinhook Road	T3-M-CA2		55'	T3- R -CA2		51'	X	X			
Antioch Pike <i>(57, 58) Reflect updated land use policy</i> <i>(57) Reflect existing conditions</i>	57	From approx. 0.25 mi south of Richards Road to approx. 0.10 mi west of Blue Hole Road	T3-M-AB3	Bike Lane Planned	74'	T3- R -AB2	Bike Lane Planned	63'	X	X			
	58	From approx 0.10 mi west of Blue Hole Road to Hickory Hollow Parkway	T3-M-AB3	Bike Lane Planned	74'	T3- R -AB3	Bike Lane Planned	74'	X				

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Una Antioch Pike <i>(59, 152) Add multi-use path</i> <i>(152) Reflect updated land use policy and existing conditions</i>	59	From Hickory Hollow Parkway to approx 50' west of Ottenville Avenue	T3-M-AB3	Bike Route PLanned	66'	T3-M-AB3	<u>Multi-Use Path</u>	<u>96'</u>		X	X	X	
	152	From Ottenville Avenue to Piccadilly Row	T3-M-AB3 T3-R-AB3	Bike Route Planned	74' 66'	T3-R-AB2	<u>Multi-Use Path</u>	<u>55'</u>	X	X	X	X	
Blue Hole Road <i>Reflect existing conditions</i>	60	From Interstate 24 Overpass to Antioch Pike	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB2	Bike Lane Planned	<u>55'</u>	X	X			
Rural Hill Road <i>(63) Reflect updated land use policy</i> <i>(63, 64) Reflect existing conditions</i> <i>(63, 64, 62) Add multi-use path</i>	63	From Mt. View Road to approx. 400' north of Mt. View Road	T3-R-CA3		62'	T3-M-CA2	<u>Multi-Use Path</u>	<u>76'</u>	X	X	X	X	
	64	From approx. 400' north of Mt. View Road to approx 0.2 mi south of Murfreesboro Pike	T3-R-CA3		62'	T3-R-CA2	<u>Multi-Use Path</u>	<u>76'</u>	X	X	X	X	
	62	From approx 0.2 mi south of Murfreesboro Pike to Murfreesboro Pike	T3-M-CA3		66'	T3-M-CA3	<u>Multi-Use Path</u>	<u>88'</u>		X	X	X	
Edge O Lake Drive Extension <i>Reflect future travel demand needs</i>	65	From current terminus of Edge O Lake Drive to Rural Hill Road	T3-R-PCA3		62'	T3-R-PCA2		<u>51'</u>	X	X			
Baby Ruth Lane Extension <i>Reflect updated Transect</i>	66	From current terminus of Baby Ruth Lane to Hamilton Church Road/Zelida Avenue	T4-R-PCA2		51'	T3-R-PCA2		<u>51'</u>	X	X			
Asheford Trace Extension <i>Reflect updated Transect</i>	67	From the intersection of Asheford Trace and Mt. View Road to Bell Road	T4-R-PCA2		51'	T3-R-PCA2		<u>51'</u>	X	X			
Zelida Avenue Extension <i>Reflect updated Transect and land use policy</i>	68	From the intersection of Zelida Avenue and Hamilton Church Road to Mt. View Road (proposed Murphywood Crossing Extension)	T4-M-PCA2 T4-R-PCA2		59' 51'	T3-R-PCA2		<u>51'</u>	X	X			
Murphywood Crossing <i>Reflect street's future role in the system</i>	69	From Asheford Trace to current terminus of Murphywood Crossing	Local Street		50'	T3-R-CA2		<u>51'</u>	X	X			

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Murphywood Crossing Extension <i>Reflect future street connection</i>	70	From current terminus of Murphywood Crossing to Mt. View Road (proposed Zelida Avenue Extension)				T3-R-CA2		51'	X					
New Collector <i>Reflect updated land use policy</i>	72	From Mt. View Road approx. 1,500' from Hamilton Church Road	T4-R-PCA2		51'	T3-R-PCA2		51'	X	X				
New Collector <i>Reflect updated Transect and future travel demand</i>	73	From Mt. View Road to approx. 500' south of Murfreesboro Pike	T4-R-PCA3		62'	T3-R-PCA2		51'	X	X				
	74	From approx. 500' south of Murfreesboro Pike to Murfreesboro Pike	T4-M-PCA3		70'	T3-M-PCA2		51'	X	X				
Country Way Road/ Huntingboro Trail <i>Reflect street's future role in the system</i>	75	From Town Village Road to Mt. View Road	Local Street		50'	T3-R-CA2		51'	X	X				
Park Royal Lane <i>Reflect street's future role in the system</i>	76	From Mt. View Road to current terminus of Park Royal Lane	Local Street		50'	T3-R-CA2		51'	X	X				
Park Royal Lane Extension <i>Reflect future street connection</i>	77	From current terminus of Park Royal Lane to Hobson Pike				T3-R-PCA2		51'	X					
New Collector <i>Reflect updated land use policy</i>	78	From approx 250' north of Hobson Pike to approx. 250' south of Hobson Pike	T3-M-PCA2		55'	T3-R-PCA2		51'	X	X				
Bell Road <i>(79, 80, 81, 82, 83, 84) Reflect updated Transect (80) Reflect pedestrian needs</i>	79	From Cedar Pointe Parkway to Cane Ridge Road	T5-M-AB7-S	Bike Lane Planned	126'	T3-M-AB7-S	Bike Lane Planned	118'	X	X				
	80	From Cane Ridge Road to CSX Railroad Bridge	T5-M-AB5	Bike Lane Planned	104'	T3-M-AB5	Bike Lane Planned and Pedestrian Tunnel/Bridge	96'	X	X				
	81	From CSX Railroad Bridge to Hickory Hollow Parkway	T5-M-AB4	Median Bike Lane Planned	128'	T3-M-AB4	Median Bike Lane Planned	120'	X	X				
	82	From Hickory Hollow Parkway to Mt. View Road	T5-M-AB4	Median Bike Lane Planned	128'	T4-M-AB4	Median Bike Lane Planned	124'	X	X				
	83	From Mt. View Road to approx. 400' east of Mt. View	T3-M-AB5	Bike Lane Planned	96'	T4-M-AB5	Bike Lane Planned	100'	X	X				

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	84	From Eagle View Boulevard to Zelida Avenue	T4-R-AB5	Bike Lane Planned	96'	T3 -R-AB5	Bike Lane Planned	96'	X					

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Murfreesboro Pike <i>(151, 85) Reflect bus rapid transit concept</i> <i>(85) Reflect existing conditions</i> <i>(71) Reflect updated Transect</i> <i>(86, 87) Reflect updated land use policy</i>	151	From Una Antioch Pike to Rural Hill Road	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB5- <u>UM</u>	Bike Lane Planned	98'	X					
	85	From Rural Hill Road to Morris Gentry Boulevard	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB7- <u>UM</u>	Bike Lane Planned	120'	X	X				
	71	From approx. 0.35 mi south of Hamilton Church Road to approx. 600 feet north of Mt. View road	T4-M-AB5-RM T4-R-AB5-RM	Bike Lane Planned	102' 98'	T3-M-AB5-RM	Bike Lane Planned	98'	X	X				
	86	From approx 500' south of Pin Hook Road to approx 750' north of Mountain Springs Road	T3-R-AB5-RM	Bike Lane Planned	98'	T3- M -AB5-RM	Bike Lane Planned	98'	X					
	87	From approx. 300' south of Old Hickory Boulevard to approx 250' north of Hurricane Creek Boulevard	T3-R-AB5-RM	Bike Lane Planned	98'	T3- M -AB5-RM	Bike Lane Planned	98'	X					
Old Hickory Boulevard <i>Reflect street's role in system</i>	88	From Hobson Pike to Murfreesboro Pike	Local Street		50'	T3-M-CA3		66'	X	X				
Saddlecreek Way <i>Reflect street's future role in the system</i>	89	From Hobson Pike to existing terminus of Saddlecreek Way	Local Street		50'	T3-R-CA2		51'	X	X				
Saddlecreek Way Extension <i>Reflect future street connection</i>	90	From existing terminus of Saddlecreek Way to proposed Ashford Trace Extension				T3-R-PCA2		51'	X					
Preserve Boulevard <i>Reflect street's future role in the system</i>	91	From Hobson Pike to existing terminus of Preserve Boulevard at Sprucedale Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Preserve Boulevard Extension <i>Reflect future street connection</i>	92	From existing terminus of Preserve Boulevard at Sprucedale Drive to proposed Monroe Crossing Extension				T3-R-PCA2		51'	X					
Maxwell Road <i>Reflect street's role in the system</i>	93	From Old Hickory Boulevard to existing terminus of Maxwell Road	Local Street		50'	T3-R-CA2		51'	X	X				

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
New Collector <i>Reflect future street connection</i>	94	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike				T3-M-PCA2		51'	X					
	97	From approx. 700' east of Murfreesboro Pike to Maxwell Road				T3-R-PCA2		51'	X					
Hickory Woods Drive <i>Reflect street's future role in the system</i>	95	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike	Local Street		50'	T3-M-CA2		51'	X	X				
	96	From approx. 700' east of Murfreesboro Pike to existing terminus north of Sunnyvale Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Hickory Woods Drive Extension <i>Reflect future street connection</i>	98	From existing terminus of Hickory Woods Drive north of Sunnyvale Drive to Maxwell Road				T3-R-CA2		51'	X					
Pin Hook Road/Chutney Drive <i>Reflect street's future role in the system</i>	99	From Lavergne Couchville Pike to existing terminus east of Peppertree Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Chutney Drive Extension <i>Reflect future street connection</i>	100	From the existing terminus east of Peppertree Drive to Maxwell Road				T3-R-CA2		51'	X					
Lakewood Village Drive <i>Reflect street's future role in the system</i>	101	From Pin Hook Road to Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Dupree Point Drive <i>Reflect street's future role in the system</i>	102	From Lakewood Village Drive to existing terminus of Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Dupree Point Drive Extension <i>Reflect future street connection</i>	103	From existing terminus of Dupree Point Drive to Hamilton Church Road				T3-R-PCA2		51'	X					
Shoreline Lane <i>Reflect street's future role in the system</i>	104	From Beachfront Avenue to Grace Falls Drive	Local Street		50'	T3-R-CA2		51'	X	X				

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									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Grace Falls Drive <i>Reflect street's future role in the system</i>	105	From Shoreline Drive to existing terminus of Grace Falls Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Lakewalk Drive Extension <i>Reflect future street connection</i>	106	From the existing terminus of Grace Falls Drive to the existing terminus of Lakewalk Drive				T3-R-PCA2		51'	X					
Beachfront Avenue <i>Reflect street's future role in the system</i>	107	From Shoreline Drive to the existing terminus of Beachfront Avenue	Local Street		50'	T3-R-CA2		51'	X	X				
Beachfront Avenue Extension <i>Reflect future street connection</i>	108	From the existing terminus of Beachfront Avenue to Lavergne Couchville Pike				T3-R-PCA2		51'	X					
Lakewalk Drive Extension <i>Reflect street's future role in the system</i>	109	From Hobson Pike to the existing terminus of Lakewalk Drive just east of Pin Oak Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Pinelake Drive <i>Reflect street's future role in the system</i>	110	From Lakewalk Drive to existing terminus of Pinelake Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Pinelake Drive Extension <i>Reflect future street connection</i>	111	From existing terminus of Pinelake Drive to Pin Hook Road				T3-R-PCA2		51'	X					
Post Oak Drive <i>Reflect street's future role in the system</i>	112	From Old Hickory Boulevard to existing terminus of Post Oak Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Post Oak Drive Extension <i>Reflect future street connection</i>	113	From the existing terminus of Post Oak Drive to Pin Hook Road				T3-R-PCA2		51'	X					
Peaceful Brook Drive <i>Reflect street's future role in the system</i>	114	From Post Oak Drive to the existing terminus of Peaceful Brook Drive	Local Street		50'	T3-R-CA2		51'	X					

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									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Peaceful Brook Drive Extension <i>Reflect future street connection</i>	115	From the existing terminus of Peaceful Brook Drive to approx 250' south of Hobson Pike				T3-R-PCA2		51'	X					
Peaceful Brook Drive Extension <i>Reflect future street connection</i>	116	From approx. 250' south of Hobson Pike to Hobson Pike				T3-M-PCA2		55'	X					
Grovedale Trace Extension <i>Reflect future street connection</i>	117	From Murfreesboro Pike to approx. 500' north of Murfreesboro Pike				T3-M-PCA2		55'	X					
	118	From approx. 500' north of Murfreesboro Pike to Pinhook Road				T3-R-PCA2		51'	X					
Grovedale Trace <i>Reflect street's future role in the system</i>	119	From Pin Hook Road to Rockglade Run	Local Street		50'	T3-R-CA2		51'	X	X				
Rockglade Run <i>Reflect street's future role in the system</i>	120	From existing terminus just east of Grovedale Trace to the existing terminus of Rockglade Run	Local Street		50'	T3-R-CA2		51'	X	X				
Rockglade Run Extension <i>Reflect future street connection</i>	121	From the existing terminus of Rockglade Run to Hamilton Church Road				T3-R-PCA2		51'	X					
Proposed Highwater Drive <i>Reflect future street connection</i>	122	From the existing terminus of Rockglade Run to Hamilton Church Road				T3-R-PCA2		51'	X					
McCumber Drive Extension <i>Reflect future street connection</i>	123	From the existing terminus of McCumber Drive to Hamilton Church Road				T3-R-PCA2		51'	X					
Harvest Grove Drive <i>Reflect street's future role in the system</i>	124	Between the existing termini of Harvest Grove Drive	Local Street		50'	T3-R-CA2		51'	X	X				

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Harvest Grove Drive Extension <i>Reflect future street connection</i>	125	From the existing terminus of Harvest Grove Drive to the intersection of Hobson Pike and Lakewalk Drive				T3-R-PCA2		51'	X					
Harvest Grove Drive Extension <i>Reflect future street connection</i>	126	From the existing terminus of Harvest Grove Drive to Mt. View Road				T3-R-PCA2		51'	X					
Bradburn Village Circle <i>Reflect future street connection</i>	127	From Pin Hook Drive to Bradburn Village Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Bradburn Village Drive Extension <i>Reflect future street connection</i>	128	From Bradburn Village Circle to existing terminus of unnamed collector				T3-R-PCA2		51'	X					
Collector <i>Reflect street's future role in the system</i>	129	From Mt. View Road to Bradburn Village Drive Extension	Local Street		50'	T3-R-CA2		51'	X	X				
Collector <i>Reflect street's future role in the system</i>	130	From Bradburn Village Drive Extension to existing terminus	Local Street		50'	T3-R-CA2		51'	X	X				
Proposed Collector <i>Reflect future street connection</i>	131	From existing terminus to approx. 350' west of Hobson Pike				T3-R-PCA2		51'	X					
Proposed Collector <i>Reflect future street connection</i>	132	From 350' west of Hobson Pike to Hobson Pike				T3-M-PCA2		51'	X					
Summercrest Trail <i>Reflect street's future role in the system</i>	133	From Summercrest Boulevard to Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X				
Shagbark Trail <i>Reflect street's future role in the system</i>	134	From Summercrest Trail to the existing terminus of Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X				

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Shagbark Trail Extension <i>Reflect future street connection</i>	135	From the existing terminus of Shagbark Trail to the public terminus of Mountain Springs Road				T3-R-PCA2		51'	X					
Mountain Springs Road <i>Reflect street's future role in the system</i>	136	From Murfreesboro Pike and only including the public portion of right-of-way for Mountain Springs Road to its existing terminus	Local Street		50'	T3-R-CA2		51'	X	X				
New Collector <i>Reflect future street connection</i>	137	From the intersection of Owendale Drive and Hamilton Church Road to approx. 800' south of Hamilton Church Road				T3-R-PCA2		51'	X					
New Collector <i>Reflect future street connection</i>	138	From Murfreesboro Pike to approx. 800' north of Murfreesboro Pike				T3-M-PCA2		55'	X					
New Collector <i>Reflect future street connection</i>	139	From Murfreesboro Pike to approx. 1,500' north of Murfreesboro Pike				T3-M-PCA2		55'	X					
New Collector <i>Reflect future street connection</i>	140	From the intersection of Calumet Drive and Hamilton Church Road to approx. 1,000' south of Hamilton Church Road				T3-R-PCA2		51'	X					
New Collector <i>Reflect future street connection</i>	141	From Mt. View Road to proposed New Collector				T3-M-PCA2		55'	X					
New Collector <i>Reflect future street connection</i>	142	From Mt. Veiv Road to proposed New Collector				T3-M-PCA2		55'	X					
Harding Place <i>Add multi-use path</i>	153	From McGavock Pike to approx 250' west of Airpark Center Drive	D-I-AB5		101'	D-I-AB5	Multi-Use Path	120'		X	X	X		
	154	From approx. 250' west of Airpark Center Drive to Donelson Pike	D-I-AB4	15' Median	104'	D-I-AB4	15' Median Multi-Use Path	123'		X	X	X		
Harding Place Extension <i>Update depiction to show conceptual corridor</i>	155	Change depiction of alignment to a potential corridor from Couchville Pike to McCrory Creek Road	F6*		Per Study	F6*		Per Study	X					