

Metropolitan Historical Commission  
Street Name Change Report for Metropolitan Council

December 7, 2017

Re: ORDINANCE NO. BL2017-1002

An ordinance to amend the Geographic Information Systems Street and Alley Centerline Layer for the Metropolitan Government of Nashville and Davidson County, by naming a Frontage Road “Inspiration Boulevard.” (Proposal Number 2017M-011SR-001).

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The subject road known as “Frontage Road,” like many “frontage roads” located elsewhere in the county, was constructed by the Tennessee Department of Transportation (TDOT) to provide access to properties cut off by the construction of I-65, Briley Parkway, and Ellington Parkway. Although the Metropolitan Government has not formally accepted these frontage roads, it began maintaining the roads in recent years.<sup>1</sup>

The *Major Thoroughfare Plan for the City of Nashville and Davidson County, Tennessee*, helps illustrate the future need for this particular Frontage Road. The Nashville City and Davidson County Planning Commissions approved and adopted the *Major Thoroughfare Plan* at a joint meeting on May 15, 1958. Map No. 1 (Quadrant B) of the plan, recorded on September 25, 1958, in Plat Book 2663, Page 80, RODC, shows the “proposed interstate controlled-access highway” that will become I-65 as well as the “proposed major street and road” that will become Briley Parkway (Figure 1).<sup>2</sup> The future parkway would run through a significant portion of Walton Lane, thereby cutting off access to some properties located along that road. The map key notes the following:

- 2: “Proposed Interstate Controlled-Access Highways” (300’ ROW Rural) – future I-65
- 8: “Existing Major Streets and Roads” – Briarville Road
- 4: “Proposed Major Streets and Roads” – (100’ – 120’ ROW rural) - future Briley Parkway

The subject Frontage Road is located approximately where “Loverville” appears on the 1958 map.

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<sup>1</sup> Email correspondence with Bonnie Crumby, Metro Public Works, October 17, 2017.

<sup>2</sup> The plan is recorded across 10 sheets. This particular map is located on Sheet 4 of 10.



Figure 1: Major Thoroughfare Plan for the City of Nashville and Davidson County, Tennessee, 1958.

Planning and subsequent construction of Nashville and Davidson County’s interstate highway and bypass route system would take decades to complete. The history of this transportation system is beyond the scope of this report, but a few highlights are included as background information. By October 1958, the proposed bypass route, which would “spread in an arc around the southern edge of Nashville,” was officially named Briley Parkway.<sup>3</sup> The first segment of the parkway, running from Elm Hill Pike to Vultee Boulevard, opened in 1961.<sup>4</sup> In July 1965, *The Nashville Tennessean* provided an update to the schedule of highway construction. State Highway Department and Metro highway engineers had prepared “a complete highway construction program map setting out the schedule of construction completion dates” for the benefit of the streets and highways committee of the Nashville Area Chamber of Commerce. According to the article, the report noted “next year” as the target completion date for the segment of Briley Parkway planned for Dickerson Road to Briarville [sic] Road.<sup>5</sup> However, ten years later the project was still underway and now included plans to construct Ellington Parkway. On Thursday, May 1, 1975, a Public Notice in *The Tennessean* announced the Federal Highway Administration’s approval of the Department of Transportation of the State of Tennessee design for a Federal Aid Highway Project involving Briley Parkway from I-65 to the L&N Railroad. “The proposed improvement will provide 2 @ 36’ traffic lanes with access

<sup>3</sup> Eugene Dietz, “Hope for Metro Stalls Sewers,” *The Nashville Tennessean*, 21 October 1958, Tuesday morning, Pages 1 and 4. According to the article, the Quarterly Court of Davidson County named the highway Briley parkway and approved engineering studies for the segment to run from Sidco Drive to the “Chattanooga leg of the interstate highway system” (i.e. the future I-24) at its meeting on October 20.

<sup>4</sup> Ridley Wills II, *Nashville Streets and Their Stories* (Franklin, TN: Plumblin Media LLC 2012) 15.

<sup>5</sup> Nat Caldwell, “\$125 Million Road Program Outlined,” *The Nashville Tennessean*, 18 July 1965, Sunday, Page 12.

control for the length of the project. An interchange will be constructed for the proposed Ellington Parkway connection and will also furnish access to and from Briarville Road north of Briley Parkway. A section of Walton Lane will be relocated and Saunders Avenue will be separated to provide for traffic continuity on local streets. Service roads will be constructed to provide access to abutting properties. (SU-6326 (9), 19071-0303-03)”<sup>6</sup>

The subject “Frontage Road” is likely the Service Road “C” referenced in the warranty deed which transferred land from Roscoe B. McDowell, Sr., Charles W. McDowell, Sr., Robert A. McDowell, Sr. and Bruce Purcell to the Metropolitan Government of Nashville and Davidson County, Tennessee, recorded on December 27, 1974 in Deed Book 4877, Pages 424-427. The deed included two tracts of land as well as a permanent easement for drainage, temporary construction easement for slopes, and a right-of-way for Service Road C.

We did not consult with TDOT about the road, but sources suggest that the subject Frontage Road was complete by 1983. A public notice in *The Tennessean* regarding Bill No. 082-1125, a zone change, refers to “an un-named frontage road, approximately 1,000 feet southwest of Cheron Road.”<sup>7</sup> Comparison of United States Geological Survey Maps from 1968 and 1983 confirms that the subject Frontage Road was constructed by 1983. The maps also illustrate the significant changes to the area brought about by the construction of Briley and Ellington parkways.

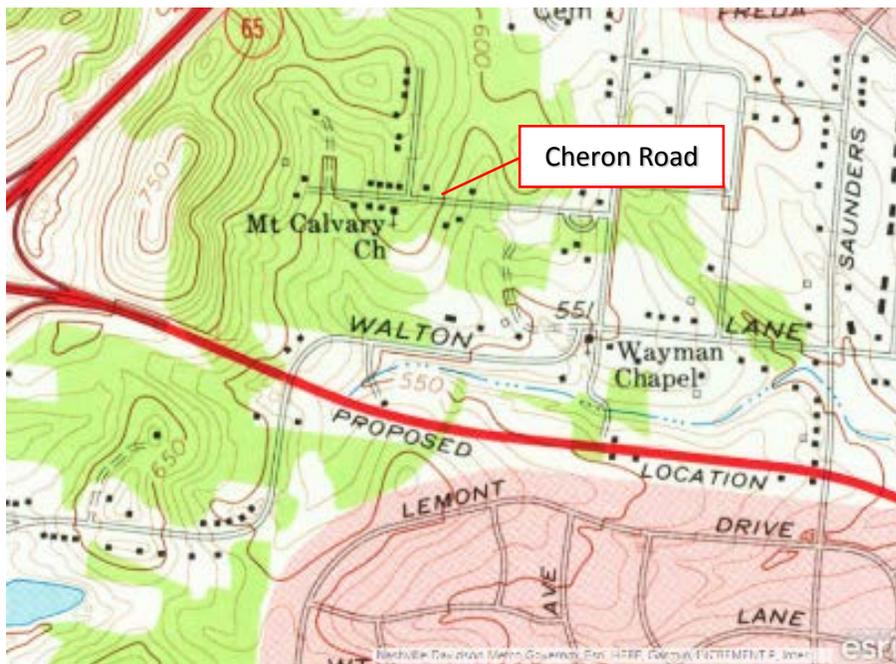


Figure 2: Nashville East, 1968. Subject Frontage Road not present. United States Geological Survey, Nashville East [map], 1:24000, Topographic Quadrangle Map, Reston, Va: U.S. Department of the Interior, 1979. Accessed 29 November 2017, <<http://historicalmaps.arcgis.com/usgs/>>

<sup>6</sup> Public Notice, *The Tennessean*, 1 May 1975, Thursday, Page 60.

<sup>7</sup> Notice of Zoning Amendment Proposals, *The Tennessean*, 11 February 1983, Friday, Page 8-C.

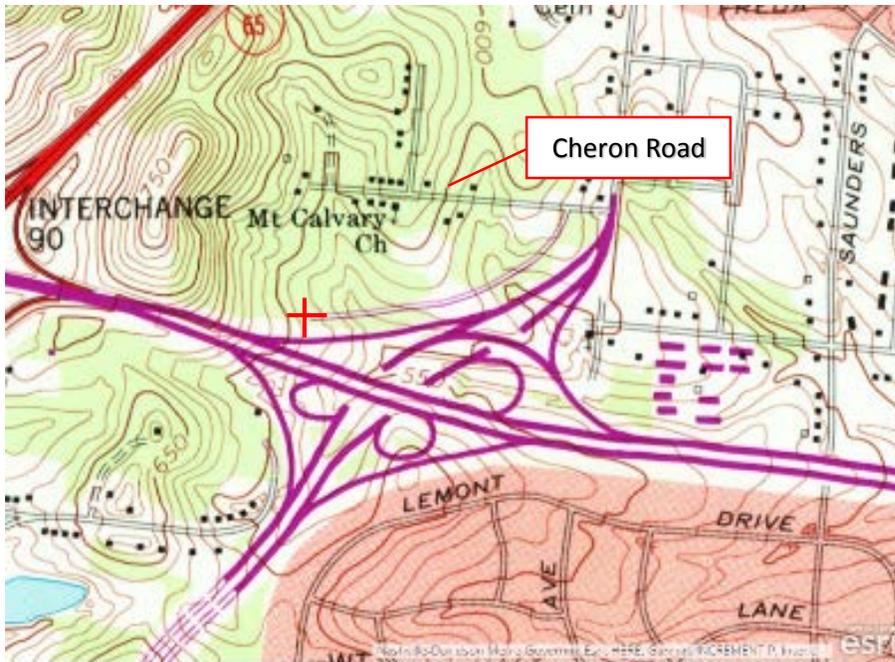


Figure 3: Nashville East, 1983. The red "+" marks the terminus of the subject Frontage Road. United States Geological Survey, Nashville East [map], 1:24000, Topographic Quadrangle Map, Reston, Va: U.S. Department of the Interior, 1988. Accessed 29 November 2017 <<http://historicalmaps.arcgis.com/usgs/>>

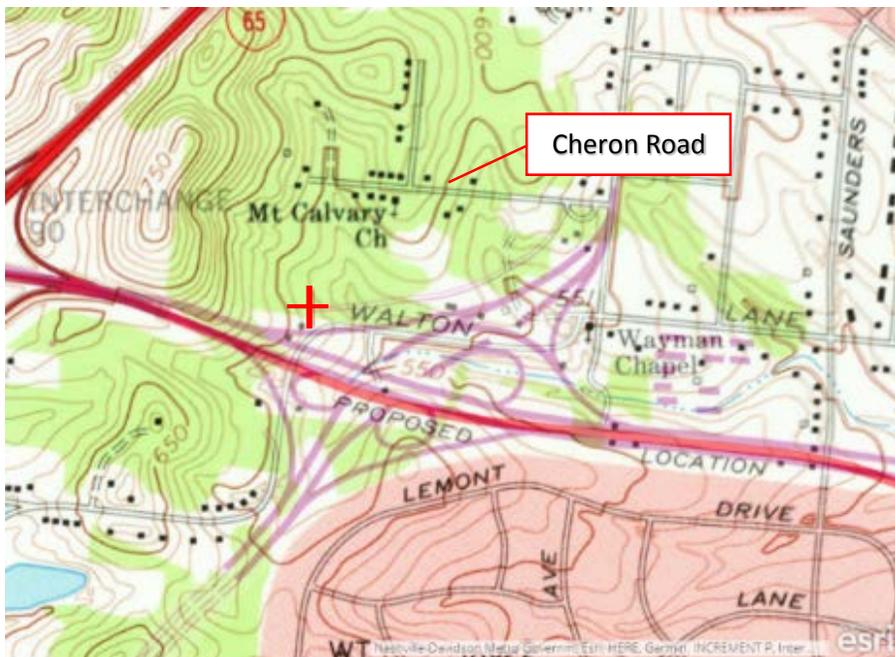


Figure 4: Nashville East 1968 layered with Nashville East 1983. The red "+" marks the terminus of the subject Frontage Road. Accessed 29 November 2017 <<http://historicalmaps.arcgis.com/usgs/>>