

RESOLUTION 15-57

A RESOLUTION TO ADOPT THE 2040 MAJOR THOROUGHFARE PLAN FOR THE CITY OF SPRING HILL, TENNESSEE

WHEREAS, pursuant to Tennessee Code Annotated § 13-4-201 and 13-4-202, it is the function and duty of the City of Spring Hill Planning Commission to make and adopt a general plan for the physical development of the municipality; and

WHEREAS, the City of Spring Hill has previously adopted the Major Thoroughfare Plan in 2011 for the City of Spring Hill; and

WHEREAS, the City of Spring Hill Planning Commission has, pursuant to Tennessee Code Annotated § 13-4-202(a), advertised and held a public meeting regarding this amendment request; and

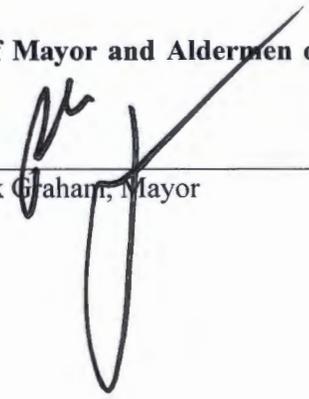
WHEREAS, the City of Spring Hill Planning Commission with the assistance of Public Input and City Staff has developed an updated Major Thoroughfare Plan which is attached hereto to this Resolution.

NOW, THEREFORE BE IT RESOLVED, BY THE CITY OF SPRING HILL BOARD OF MAYOR AND ALDERMAN HEREBY ADOPTS THE 2040 MAJOR THOROUGHFARE PLAN AS RECOMMENDED BY THE SPRING HILL PLANNING COMMISSION ON MAY 26, 2015;

BE IT FURTHER RESOLVED, that all resolutions or parts of resolutions in conflict herewith, be and the same hereby, repealed or modified as the case may be.

BE IT FURTHER RESOLVED, that this Resolution shall become effective immediately upon its adoption.

Passed and adopted by the City of Spring Hill Board of Mayor and Aldermen on the 15^h day of June, 2015.



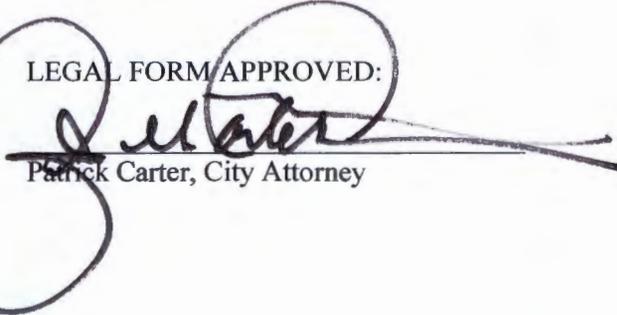
Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

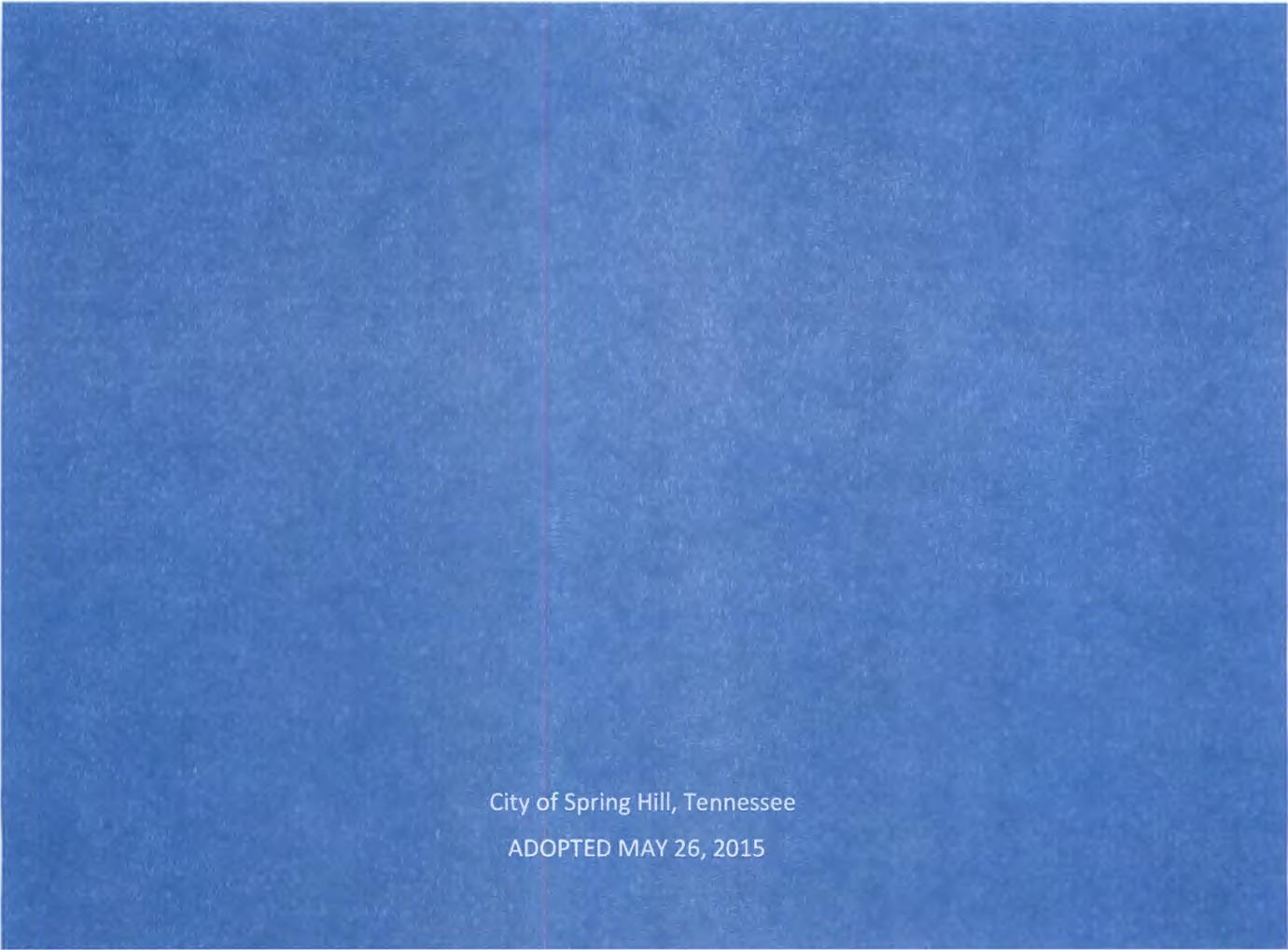
LEGAL FORM APPROVED:



Patrick Carter, City Attorney



2040 MAJOR THOROUGHFARE PLAN



City of Spring Hill, Tennessee
ADOPTED MAY 26, 2015



Major Thoroughfare Plan Update

City of Spring Hill

Adopted May 26, 2015

This update has been prepared at the request of the Board of Mayor and Aldermen to address future growth issues as the City expands to the east and to the south. This plan emphasizes connectivity and looks out to the year 2040 to guide infrastructure planning and construction.

1. Purpose of the Update

The City of Spring Hill has experienced a high level of growth over the last several years. In 1990, the population was 1,464 people. Twenty-five years later, the City population is nearly 33,000 people. Explosive residential and commercial growth requires proper planning to ensure that infrastructure facilities are maintained and expanded to meet the needs of a rapidly growing population. The purpose of this plan is to guide the Planning Commission and Board of Mayor and Aldermen so that they will secure appropriate ROW from development and develop appropriate fiscal policies to properly fund and expand the transportation network.

2. Functional Classifications of Roadways

This update simplifies the previous plan and focuses on local responsibility for arterials, collectors, and local roadways. Due to poor implementation of previous plans, many expansions of arterials and collectors in Spring Hill will be significantly more expensive due to having to purchase large amounts of ROW. As a result, this plan places additional emphasis on connectivity with local roadways along with expanding capacity of collectors and arterials. This will help partially offset the longer timeframe to complete larger projects to increase capacity by providing multiple connection points to disperse traffic during peak hour movements. Figure 1 shows the relationship between traffic movement and land access for the different classifications of roadways. The different classifications are further discussed below.

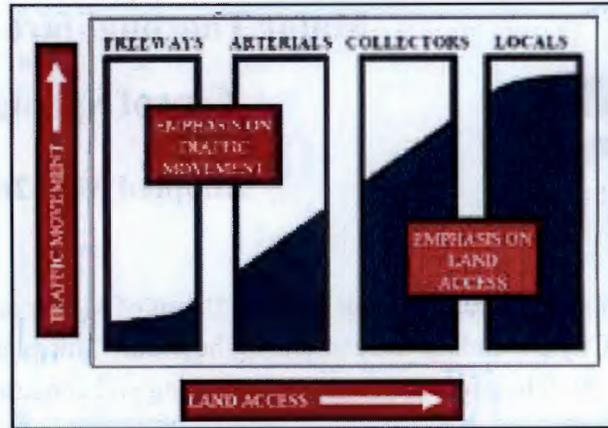


Figure 1 - Traffic Movement and Land Access

2.1 Interstate

The interstate facilities located within the limits of Spring Hill are Interstate 65 and SR 396 (Saturn Parkway). These facilities are designed to move traffic at a high rate of speed with access limited to grade separated interchanges. This plan proposes a future extension of SR 396 from the GM plant to SR 840 in order to provide more efficient distribution of goods manufactured in Spring Hill.

2.2 Arterials

In the previous plan, SR 6/US 31 was the only road classified as an arterial. Arterials are designed to move traffic and provide some access to major developments. This update increases the functional classification of several roads to be arterials and these roads are shown in red on the updated plan. These roads are:

- Buckner Road
- Buckner Lane
- Lewisburg Pike
- Duplex Road
- Reserve Boulevard
- Crossings Circle South
- Lunn Boulevard
- Port Royal Road
- Kedron Road
- Unnamed Future North-South Road between I-65 and Lewisburg Pike

2.3 Collectors

There are many collector streets in Spring Hill. Collector streets collect traffic from local streets and other collectors and distribute the traffic to roadways with higher classifications. The collectors in this plan are shown as blue and are listed as follows:

- New Port Royal Road
- Wilkes Lane
- Campbell Station Parkway
- Commonwealth Drive
- Miles Johnson Parkway
- Town Center Boulevard
- Wall Street
- Western US 31 Frontage Road
- Old Port Royal Road
- Ray Williams Drive
- Derryberry Lane
- Rice Road
- Denning Lane
- Greens Mill Road
- Mahlon Moore Road

2.4 Local Streets

In the previous plan, there was very little emphasis on local streets. They provide direct access to land and are lower speed facilities. Due to the lack of investment in roads, this update significantly changes that philosophy. The local connections shown in green on this plan are proposed to be adopted and enforced. In situations where there is a lack of capacity on major roads, it is critical that the roadway network be developed in a way that places a primary emphasis on connectivity. These connections are numerous and are shown in green on the updated plan.

3. Policies for Proper Growth of the Transportation Network

This update no longer requires roadways to be built as shown on the cross sections shown in the previous plan. Those sections remain, but are to be used as a guide to developing the appropriate section on a case by case basis. This allows for flexibility, creativity, and application of innovative design principles as opportunities arise. Additional policies are listed below.

3.1 Right of Way requirements

One of the primary responsibilities involved with implementing this plan is that the Planning Commission and Board of Mayor and Aldermen require dedication of right of way from new developments that are adjacent to or have designated roadways on this plan running through their property. The following right of way widths shall be required for the classifications as follows:

- Arterial: 95 feet
- Collector: 75 feet
- Local: 50 feet

3.2 Bike and Pedestrian Facilities

Staff is currently engaged in multiple efforts to add Bike and Pedestrian facilities around the city. New developments shall be required to address and accommodate bicycle and pedestrian traffic. This can be accomplished by building sidewalks, multi-use paths, utilizing open space to connect with greenways, installation of bike racks at commercial and retail sites, etc. City officials, developers, and staff shall work together to satisfy this requirement as well as those needs identified by the forthcoming Bike and Pedestrian Plan.

3.3 Access Management Policy

Spring Hill should strongly consider adopting an Access Management Policy. This policy would address spacing of access driveways and traffic signals for each classification of roadways. Many of Spring Hill's safety and congestion issues are a result of not having a comprehensive and enforceable access management policy. It should also be noted that this is an item that should be jointly developed with our regional partners per the Corridor Management Agreement that has been established for US 31.

3.4 Street Standards

Spring Hill should strongly consider adopting formal street standards. The purpose of these standards would be to standardize construction across the City. This will greatly simplify future maintenance needs and make the City's transportation network look better because there will be a sense of uniformity across all roads.

3.5 Comments from January Public Meeting

A public meeting was held at the Spring Hill Public Library in January 2015. Many residents voiced concerns about congestion on US 31. Congestion, safety, and new developments that generate large amounts of traffic were all identified as major concerns.

Based on public comment, the most dangerous intersections in Spring Hill are listed in order of most comments to least comments:

1. Duplex Road and New Port Royal Road
2. New Port Royal Road and Buckner Lane
3. Duplex Road and Buckner Lane
4. Miles Johnson Parkway and Duplex Road
5. Kedron Road and Old Kedron Road
6. Duplex Road and Commonwealth Drive
7. Buckner Road and Buckner Lane
8. Duplex Road and US 31
9. US 31 and Miles Johnson Parkway
10. US 31 and Campbell Station
11. US 31 and Buckner Road

Additionally, several alternate routes were proposed in discussion with residents. Those comments are summarized below.

- A request to include an eastern extension of Saturn Parkway to Lewisburg Pike has been added to the plan.
- There was discussion regarding whether Tom Lunn Road or Jim Warren Road should be classified as a portion of the east to west arterial that is proposed to connect US 31 to US 431 on the south side of Saturn Parkway. After consideration, staff has chosen to leave this area as originally proposed by utilizing Jim Warren Road.
- There was much discussion regarding Denning Lane being classified as a collector. There are concerns about a larger road impacting the historical and agricultural character of this area. However, staff is of the opinion that the road should be classified as a collector to plan for the appropriate ROW to be dedicated should the BOMA and PC decide to change past precedent and move towards allowing and/or encouraging more development in the area.
- There was discussion about adjusting the arterial south of Saturn Parkway to not show it going through Rippavilla. This change has been made.

4. Level of Service Analysis

Level of Service (LOS) is a term that is used to describe how well traffic operates on a roadway segment or at an intersection. LOS A is the best and LOS F is the worst. LOS D is typically considered to be the minimum acceptable LOS in an urbanized area. The following figure is a graphic depiction of the Level of Service concept.



The following table shows the Level of Service associated with the 31 individual traffic count stations that are measured every year in Spring Hill.

Street	Count Station #	Lanes	Count Collected By	Year 2014 ADT	LOS
31 & TSR	1	2	COSH	20783	F
31 & Buckner	2	2	COSH	10915	D
Buckner Ln & Westchester	3	2	COSH	9181	C
Buckner & Buckner	4	2	COSH	5716	A
31 & Wilkes	5	2	COSH	21125	F
Campbell Station Parkway & Harrah Drive	6	2	COSH	7479	B
Campbell Station Parkway & Loudenslager Drive	7	2	COSH	4202	A
New Port Royal & Danes Drive	8	2	COSH	3786	A
Buckner Ln & Stewart Campbell Pointe	9	2	COSH	8394	B
Buckner Ln & Nealcrest Dr	10	2	COSH	6840	A
Duplex Rd & Chapman's Retreat Drive	11	2	COSH	6934	A

31 & Miles Johnson Pkwy North	12	2	COSH	23708	F
31 & Miles Johnson Pkwy South	13	2	COSH	17434	E
Miles Johnson Pkwy & Duplex Rd North	14	2	COSH	4108	A
Miles Johnson Pkwy & Duplex Rd South	15	2	COSH	2228	A
Duplex Rd & Miles Johnson Pkwy West	16	2	COSH	7928	B
Beechcroft Road	17	2	COSH	6133	A
Doc Robertson	18	2	COSH	1627	A
31 & Crossings South	19	4	COSH	10883	D
31 & Crossings North	20	4	COSH	10883	D
Haynes Crossing	21	2	COSH	7065	A
Port Royal & Haynes Crossing West	22	2	COSH	8743	B
Port Royal & Haynes Crossing South	23	2	COSH	15122	E
Port Royal & Jim Warren Rd	24	2	COSH	9753	C
Kedron Rd & Royal Park Blvd	25	2	COSH	8881	B
Denning Rd & Kedron Rd	26	2	COSH	195	A
Mahlon Moore Rd & Kedron Rd	27	2	COSH	3680	A
Kedron Rd & Water Plant	28	2	COSH	3948	A
Port Royal & Water Plant	29	2	COSH	5100	A
Greens Mill Rd & Kedron Rd	30	2	COSH	3434	A
Kedron Rd & Port Royal Rd	31	2	COSH	3488	A

5. Project Segments

Based on the new 2040 plan, the road classifications are proposed to be divided into project segments to assist with programming future capital projects. The project numbering is not indicative of priority ranking, and only interstate, arterial, and collector projects are numbered. Capital Improvement Project ranking is performed and updated by the Board of Mayor and Aldermen on a regular basis. The numbering is provided merely as a point of reference. Please refer to the tables beginning on the next page for the project segments.

Spring Hill Collector Project Segments				
Project #	Road	Beginning	Ending	Recommended Improvements
COL-1	NS I-65 Collector	Thompson Station Road	Spring Station Extension	Construct New Collector
COL-2	Spring Station Extension	NS I-65 Collector	US 431	Construct New Collector
COL-3	New Port Royal Road	Thompson Station Road	Buckner Road	Construct New Collector
COL-4	New Port Royal Road	Buckner Road	Campbell Station Parkway	Safety Improvements, Traffic Calming
COL-5	New Port Royal Road	Campbell Station Parkway	Duplex Road	Safety Improvements, Traffic Calming
COL-6	Port Royal Road	Duplex Road	Buckner Lane	Safety Improvements, Additional Capacity
COL-7	Port Royal Road	Buckner Lane	Reserve Boulevard	Safety Improvements and Additional Capacity
COL-8	Campbell Station Parkway	Trader's Way	US 31	Construct New Collector
COL-9	Campbell Station Parkway	US 31	New Port Royal Road	Safety Improvements and Traffic Calming
COL-10	Stewart Campbell Pointe	New Port Royal Road	Buckner Lane	Safety Improvements and Traffic Calming
COL-11	Wilkes Lane	Miles Johnson Parkway	Campbell Station Parkway	Additional Capacity
COL-12	Miles Johnson Parkway	Wilkes Lane	Town Center Parkway	Additional Capacity
COL-13	Miles Johnson Parkway	Town Center Parkway	US 31	Additional Capacity
COL-14	Miles Johnson Parkway	US 31	Duplex Road	Additional Capacity
COL-15	Miles Johnson Parkway	Duplex Road	Old Kedron Road	Additional Capacity
COL-16	Miles Johnson Parkway	Old Kedron Road	Reserve Boulevard	Construct New Collector
COL-17	NS US 31 Collector	Wilkes Lane	Belshire Drive	Additional Capacity
COL-18	NS US 31 Collector	Belshire Drive	Miles Johnson Parkway	Additional Capacity
COL-19	Wall Street	Campbell Station Parkway	Commonwealth Drive	Additional Capacity
COL-20	Wall Street	Commonwealth Drive	Miles Johnson Parkway	Construct New Collector
COL-21	Harvey Springs Drive	Miles Johnson Parkway	Commonwealth Drive	Additional Capacity
COL-22	Commonwealth Drive	US 31	Duplex Road	Capacity, Safety, and Traffic Calming
COL-23	Commonwealth Drive	Duplex Road	Port Royal Road	Capacity, Safety, and Traffic Calming
COL-24	Sugar Ridge Road	Town Center Parkway	Doc Robertson Road	Construct New Collector
COL-25	Town Center Parkway	Miles Johnson Parkway	Beechcroft Road	Capacity, Safety, and Traffic Calming

COL-26	Town Center Parkway	Beechcroft Road	US 31	Safety Improvements and Traffic Calming
COL-27	Stephen Yokich	Town Center Parkway	US 31	Safety Improvements and Traffic Calming
COL-28	Ray Williams Drive	Miles Johnson Parkway	Commonwealth Drive	Construct New Collector
COL-28	Buckner Lane	Duplex Road	Port Royal Road	Safety Improvements and Traffic Calming
COL-29	Old Port Royal Road	Port Royal Road	Parkway Drive	Additional Capacity
COL-30	Ferguson Road	Duplex Road	Parkway Drive	Construct New Collector
COL-31	Denning Lane	US 31	Kedron Road	Capacity, Safety, and Traffic Calming
COL-32	NS Unnamed Collector	EW Southern Arterial	Kedron Road	Construct New Collector
COL-33	Derryberry Lane	Port Royal Road	Rice Road	Capacity, Safety, and Traffic Calming
COL-34	Rice Road	EW Southern Arterial	Derryberry Lane	Construct New Collector
COL-35	Rice Road	Derryberry Lane	Kedron Road	Construct New Collector
COL-36	Mahlon Moore Road	Kedron Road	Green's Mill Road	Additional Capacity
COL-37	Green's Mill Road	US 31	Mahlon Moore Road	Additional Capacity
COL-38	Green's Mill Road	Mahlon Moore Road	Kedron Road	Capacity, Safety, and Traffic Calming
COL-39	EW Unnamed Collector	Rice Road	NS Eastern Arterial	Construct New Collector
COL-40	EW Unnamed Collector	NS Eastern Arterial	US 431	Construct New Collector

Spring Hill Arterial Project Segments				
Project #	Road	Beginning	Ending	Recommended Improvements
ART-1	US 431	SR 840	Buckner Road	Additional Capacity
ART-2	US 431	Buckner Road	Spring Station Extension	Additional Capacity
ART-3	US 431	Spring Station Extension	Duplex Road	Additional Capacity
ART-4	US 431	Duplex Road	Saturn Parkway Extension	Additional Capacity
ART-5	US 431	Saturn Parkway Extension	EW Southern Arterial	Additional Capacity
ART-6	US 431	EW Southern Arterial	Unnamed Collector	Additional Capacity
ART-7	US 431	Unnamed Collector	Kedron Road	Additional Capacity
ART-8	NS Eastern Arterial	Buckner Road	Spring Station Extension	Construct New Arterial
ART-9	NS Eastern Arterial	Spring Station Extension	Duplex Road	Construct New Arterial
ART-10	NS Eastern Arterial	Duplex Road	Saturn Parkway Extension	Construct New Arterial
ART-11	NS Eastern Arterial	Saturn Parkway Extension	EW Southern Arterial	Construct New Arterial

ART-12	NS Eastern Arterial	EW Southern Arterial	Unnamed Collector	Construct New Arterial
ART-13	NS Eastern Arterial	Unnamed Collector	Kedron Road	Construct New Arterial
ART-14	Buckner Road	US 31	New Port Royal Road	Additional Capacity
ART-15	Buckner Road	New Port Royal Road	Buckner Lane	Additional Capacity
ART-16	Buckner Road	Buckner Lane	US 431	Construct New Arterial and Interchange
ART-17	Buckner Lane	Thompson Station Road	Buckner Road	Additional Capacity
ART-18	Buckner Lane	Buckner Road	Stewart Campbell Pointe	Additional Capacity
ART-19	Buckner Lane	Stewart Campbell Pointe	Duplex Road	Additional Capacity
ART-20	US 31	SR 840	Thompson Station Road	Additional Capacity
ART-21	US 31	Thompson Station Road	Buckner Road	Additional Capacity
ART-22	US 31	Buckner Road	Campbell Station Parkway	Additional Capacity
ART-23	US 31	Campbell Station Parkway	Miles Johnson Parkway	Additional Capacity
ART-24	US 31	Miles Johnson Parkway	Beechcroft Road	Historic Main Street
ART-25	US 31	Beechcroft Road	Kedron Road	Historic Main Street
ART-26	US 31	Kedron Road	Saturn Parkway	Additional Capacity and Safety Improvements
ART-27	US 31	Saturn Parkway	Denning Lane	Additional Capacity and Safety Improvements
ART-28	US 31	Denning Lane	Green's Mill Road	Additional Capacity and Safety Improvements
ART-29	Saturn Parkway	US 31	Beechcroft Road	Construct New Arterial
ART-30	Saturn Parkway	I-65	US 431	Construct New Arterial
ART-31	Doc Robertson Road	SR 840	Beechcroft Road	Additional Capacity and Safety Improvements
ART-32	Doc Robertson Road	Beechcroft Road	US 31	Construct New Arterial
ART-33	Beechcroft Road	Doc Robertson	Cleburne Road	Additional Capacity and Safety Improvements
ART-34	Beechcroft Road	Cleburne Road	Town Center Parkway	Additional Capacity and Safety Improvements
ART-35	Beechcroft Road	Town Center Parkway	US 31	Safety and Intersection Improvements
ART-36	Duplex Road	US 31	Miles Johnson Parkway	Additional Capacity and Safety Improvements
ART-37	Duplex Road	Miles Johnson Parkway	Commonwealth Drive	Additional Capacity and Safety Improvements
ART-38	Duplex Road	Commonwealth Drive	New Port Royal Road	Additional Capacity and Safety Improvements
ART-39	Duplex Road	New Port Royal Road	Buckner Lane	Additional Capacity and Safety Improvements
ART-40	Duplex Road	Buckner Lane	I-65	Additional Capacity and Safety Improvements
ART-41	Duplex Road	I-65	NS Eastern Arterial	Additional Capacity and Safety Improvements

ART-42	Duplex Road	NS Eastern Arterial	US 431	Additional Capacity and Safety Improvements
ART-43	Kedron Road	US 31	Old Kedron Road	Additional Capacity
ART-44	Kedron Road	Old Kedron Road	Saturn Parkway	Additional Capacity
ART-45	Kedron Road	Saturn Parkway	Denning Lane	Additional Capacity
ART-46	Kedron Road	Denning Lane	Port Royal Road	Additional Capacity
ART-47	Kedron Road	Port Royal Road	I-65	Additional Capacity and Interchange
ART-48	Kedron Road	I-65	NS Eastern Arterial	Additional Capacity
ART-49	Kedron Road	NS Eastern Arterial	US 431	Additional Capacity
ART-50	EW Southern Arterial	US 31	Kedron Road	Construct New Arterial
ART-51	EW Southern Arterial	Kedron Road	Port Royal Road	Construct New Arterial
ART-52	EW Southern Arterial	Port Royal Road	I-65	Construct New Arterial
ART-53	EW Southern Arterial	I-65	NS Eastern Arterial	Construct New Arterial
ART-54	EW Southern Arterial	NS Eastern Arterial	US 431	Construct New Arterial
ART-55	Luther Bradley Parkway	The Crossings	Civil War Trust Property	Construct New Arterial
ART-56	Luther Bradley Parkway	Civil War Trust Property	Kedron Road	Construct New Arterial
ART-57	Reserve Boulevard	Kedron Road	Port Royal Road	Additional Capacity
INT-1	I-65	SR 840	Buckner Road	Additional Capacity and Interchange
INT-2	I-65	Buckner Road	Saturn Parkway	Additional Capacity and Interchange
INT-3	I-65	Saturn Parkway	Kedron Road	Additional Capacity and Interchange

Major Thoroughfare Plan

