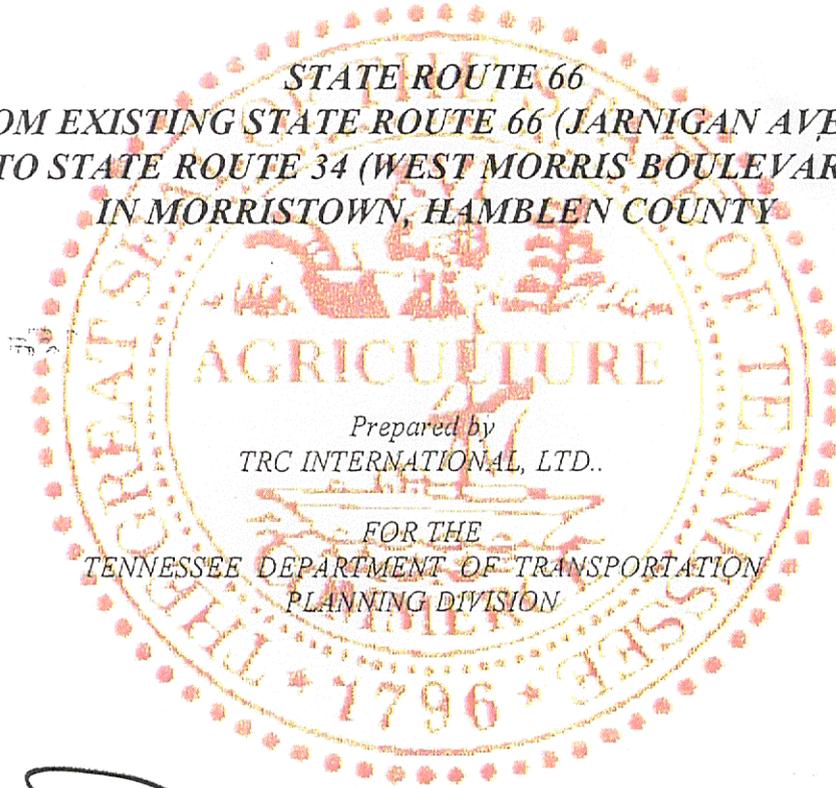


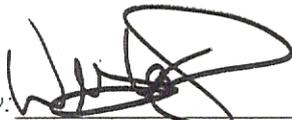
ADVANCE PLANNING REPORT

**STATE ROUTE 66
FROM EXISTING STATE ROUTE 66 (JARNIGAN AVENUE)
TO STATE ROUTE 34 (WEST MORRIS BOULEVARD)
IN MORRISTOWN, HAMBLEN COUNTY**



Prepared by
TRC INTERNATIONAL, LTD..

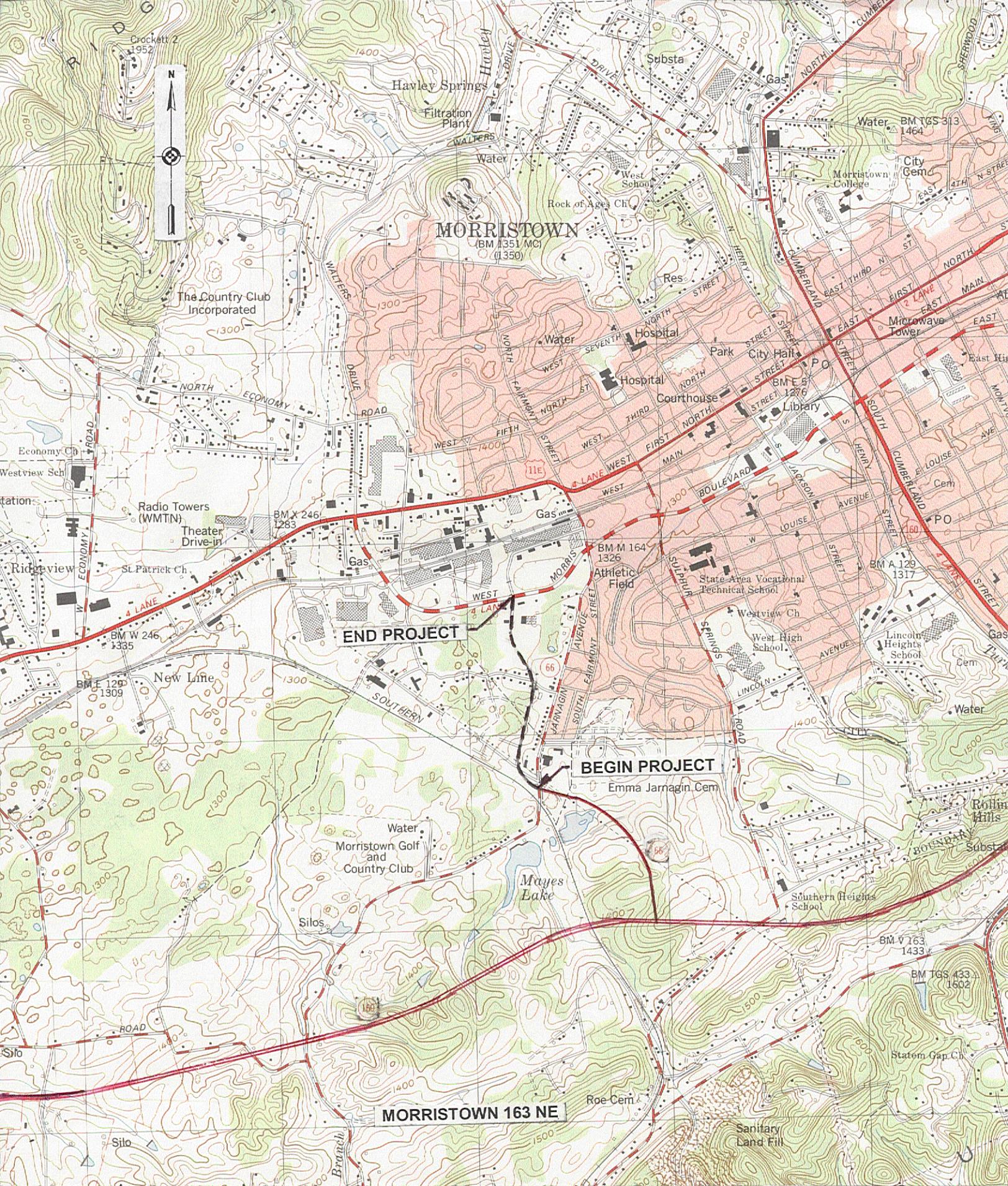
FOR THE
TENNESSEE DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION

Approved by: 
Chief Engineer

8/30/02
Date

REVISION

Recommended by:	INITIALS	DATE	Recommended by:	INITIALS	DATE
TRANS. DIRECTOR PLANNING DIVISION	R.E.C.	08/17/02	TRANS. DIRECTOR PLANNING DIVISION		
TRANS. DIRECTOR ENV. PLN. AND PERMITS		8/13/02	TRANS. DIRECTOR ENV. PLN. AND PERMITS		
ENG. DIRECTOR DESIGN DIVISION		8/15/02	ENG. DIRECTOR DESIGN DIVISION		
ENG. DIRECTOR STRUCTURES DIVISION		8/19/02	ENG. DIRECTOR STRUCTURES DIVISION		
TRANS. DIRECTOR PROG. DEV. DIVISION		8/20/02	ENG. DIRECTOR PROG. DEV. DIVISION		
ASSISTANT CHIEF ENGINEER		8/20/02	ASSISTANT CHIEF ENGINEER		
ASSISTANT CHIEF ENGINEER		8/29/02	ASSISTANT CHIEF ENGINEER		

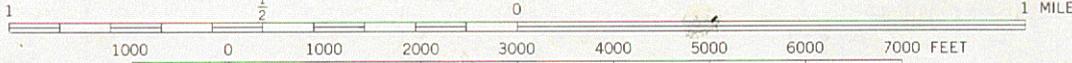


END PROJECT

BEGIN PROJECT

MORRISTOWN 163 NE

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET

**AREA MAP
STATE ROUTE 66
MORRISTOWN
HAMBLEN COUNTY**

PROJECT LOCATION MAP

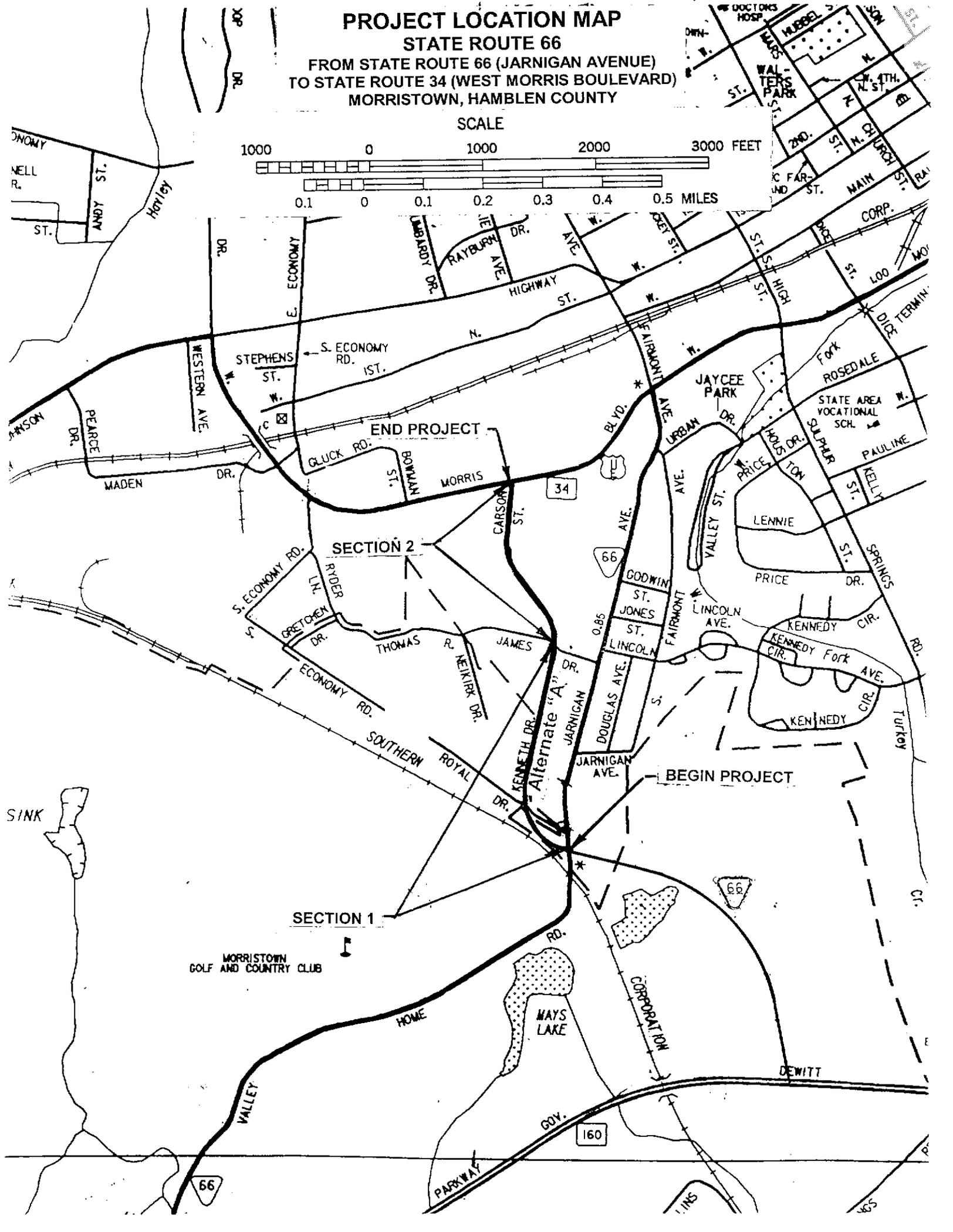
STATE ROUTE 66

FROM STATE ROUTE 66 (JARNIGAN AVENUE)
TO STATE ROUTE 34 (WEST MORRIS BOULEVARD)
MORRISTOWN, HAMBLLEN COUNTY

SCALE

1000 0 1000 2000 3000 FEET

0.1 0 0.1 0.2 0.3 0.4 0.5 MILES



DATA TABLE

ALTERNATE A

ITEM	EXISTING	SECTION 1 PROPOSED
Functional Class	Urban Minor Arterial	Urban Minor Arterial
System	STP	STP
Length (Miles)	0.79	0.40
Cross Section (Feet)	22'/30'/50'	36'/40'/68'
Present ADT (2003)	4800	4000
Future ADT (2023)	6300	5200
DHV	756	624
% Trucks	4%	4%
Estimated Right-of-Way Acquisition (Acres)		2.92*
Estimated Right-of-Way Tracts Affected		8
Estimated Family Displacements		18
Estimated Business Displacements		0
Estimated Non-Profit Displacements		0
Estimated Right-of Way Costs		\$ 455,000
Estimated Utility Cost Reimbursable		\$ 6,000
Estimated Utility Cost Non-Reimbursable		\$ 55,000
Estimated Construction Cost		\$ 791,000
Estimated Preliminary Engineering Cost		\$ 72,000
Total Estimated Cost		\$1,379,000

*Includes Easements

DATA TABLE

ALTERNATE A

ITEM	SECTION 2 PROPOSED	TOTAL PROPOSED
Functional Class	Urban Minor Arterial	Urban Minor Arterial
System	STP	STP
Length (Miles)	0.31	0.71
Cross Section (Feet)	36'/40'/68'	36'/40'/68'
Present ADT (2003)	4900	4600
Future ADT (2023)	6800	6300
DHV	816	756
% Trucks	4%	4%
Estimated Right-of-Way Acquisition (Acres)	3.32*	6.24*
Estimated Right-of-Way Tracts Affected	10	18
Estimated Family Displacements	0	18
Estimated Business Displacements	0	0
Estimated Non-Profit Displacements	0	0
Estimated Right-of Way Costs	\$ 200,000	\$ 655,000
Estimated Utility Cost Reimbursable	\$ 0	\$ 6,000
Estimated Utility Cost Non-Reimbursable	\$ 39,000	\$ 94,000
Estimated Construction Cost	\$ 705,000	\$ 1,496,000
Estimated Preliminary Engineering Cost	\$ 64,000	\$ 136,000
Total Estimated Cost	\$ 1,008,000	\$ 2,387,000

***Includes Easements**

PURPOSE OF STUDY

The purpose of this study is to evaluate the existing conditions and to determine the need and feasibility of improving State Route 66 from existing State Route 66 (Jarnigan Avenue) to State Route 34 (West Morris Boulevard) in Morristown, Hamblen County. The objectives of the study are to investigate reasonable improvement options, develop recommendations, estimate costs for project implementation, prepare functional plans and identify environmental sensitive areas for historic, archeological, and ecological consideration.

The project which has an existing length of 0.79 mile, was initiated in response to a request from local officials.

DEFICIENCIES

Geometrics X Structures _____ Operational X
R/R Crossing _____ Accident Rate 3.13 Statewide Average Rate 3.32

EXISTING CONDITIONS

The existing facility is an Urban Minor Arterial on the STP System. From the beginning of the project at existing State Route 66 (Jarnigan Avenue) to State Route 34 (West Morris Boulevard), the roadway cross section consists of a two 11' traffic lanes with 4' shoulders left and right on a 50' right-of-way. The Land Use along Jarnigan Avenue is a mixture of commercial and residential development with a number of connecting side streets.

A capacity analysis of the existing facility shows a Level-of-Service (LOS) D, using 2003 traffic volumes, and will remain at a LOS D beyond the 2023 Design Year

PROPOSED IMPROVEMENT

In 1997 a study was made for improving this section of State Route 66. Due to the large number of affected tracts, the presence of utilities along the existing route that would require relocation, and the impact to residences and businesses involved with widening of the existing route, it was proposed to relocate a portion of the route. The relocation began at Jarnigan Avenue, proceeding westward to the intersection of Kenneth Avenue; thence northward along the Kenneth Avenue alignment to north of Thomas R. James Drive, where the relocation rejoined Jarnigan Avenue north of Godwin Street.

While evaluating their long range plans for accommodating traffic movements to and from State Route 160 and to the west side of the city, the City of Morristown

requested additional alternate routes be evaluated. These locations were designated as Alternate A and Alternate B. A meeting was held with the Department and officials from the City of Morristown on July 18, 2002. After a careful evaluation of the two alternates, Alternate A was selected for development.

To better evaluate the proposal, section breaks have been established at logical points for the purpose of developing Functional Plans and the estimated costs. A description of these sections along with the improvement proposed are as follows:

Alternate A, Section 1

This section is 0.40 mile in length and extends westward from the beginning of the project at the intersection of State Route 66 (Jarnigan Avenue) and Valley Home Road; thence northward along Kenneth Drive and its alignment extended to Thomas R. James Drive. A 36'/40'/68' urban cross-section consisting of two 12' traffic lanes, at 12' center turn lane, and 2' curb and gutters left and right is proposed. It is further proposed that the 10' area between the curb and the proposed right-of-way on the left (west side) be sodded; with the possibility of adding a 5' sidewalk in the future, while the 18' area behind the face of the curb on the right (east side) will consist of a 5' sodded strip, a 10' asphalt paved joint – use greenway and another 3' sodded strip.

This section will have a design speed of 40 mph.

Alternate A, Section 2

This section is 0.31 mile in length and extends from the end of Section 1 at Thomas R. James Drive, northwestward on new location to Carson Street; thence along Carson Street to State Route 34 (West Morris Boulevard). The same cross-section as proposed for Section 1 is proposed for this section and will also have a design speed of 40 mph.

TRAFFIC OPERATIONS

Traffic schematics are provided showing the 2003 and 2023 average daily traffic volumes along the route. These schematics show the traffic volumes for the proposed route range from 4,000 to 4,900 vehicles per day in 2003 and will increase to a range from 5,200 to 6,800 vehicles per day in 2023.

Also provided are 2003 and 2023 design hour volumes for the intersections of the proposed route with existing State Route 66 (Valley Home Road / Jarnigan Avenue), Thomas R. James Drive, and State Route 34 (West Morris Boulevard). All three of the intersections have present and future entering design hour volumes in excess of 100 vehicles per hour.

LEVEL OF SERVICE

The Highway Capacity Manual does not contain any guidelines for quantifying a Level-of-Service (LOS) improvement between a two-lane and three-lane highway. Intuitively, a three-lane highway will provide a better LOS than a two-lane highway because conflicts with left turn traffic are reduced significantly with the introduction of the continuous center turn lane; therefore, the Level-of-Service for the proposed facility will be controlled by the above intersections.

Capacity analyses were made for the three intersections using 2003 traffic volumes and the proposed geometrics. To minimize conflicts and to improve traffic operations, separate left-turn lanes are provided on the north and south approaches for Jarnigan Avenue / Valley Home Road. This intersection will operate with two-way Stop Control. As with the above intersection separate left-turn lanes are provided on the east and west approaches for Thomas R. James Drive. This intersection will also operate with Two-way Stop Control. Due to the heavy traffic volumes on State Route 34 (West Morris Boulevard) this intersection will need to be signalized. Since State Route 314 (West Morris Boulevard) is presently a five-lane facility consisting of two traffic lanes in each direction with a center turn lane no improvements other than the traffic signal will be required. The results of these analyses are summarized in the following table:

Analysis Summary
2003 Traffic and Proposed Geometrics

Intersection	Type Control	Design Hour	LOS
S.R. 66/Jarnigan Avenue	Two-way Stop	AM	A (1.4)
		PM	A (1.9)
S.R. 66/Thomas R. James	Two-way Stop	AM	A (3.6)
		PM	A (3.3)
S.R. 66/S.R. 34	Signalized	AM	B (9.7)
		PM	B (8.8)

Note: The LOS shown is indicative of total average intersection delay. The delay shown in parentheses is given in seconds per vehicle.

Next, capacity analyses were prepared for three intersection using 2023 traffic volumes and the proposed geometrics. The results of these analyses are summarized in the following table:

**Analysis Summary
2023 Traffic and Proposed Geometrics**

Intersection	Type Control	Design Hour	LOS
S.R. 66/Jarnigan Avenue	Two-way Stop	AM	A (2.0)
		PM	A (2.7)
S.R. 66/Thomas R. James	Two-way Stop	AM	B (7.7)
		PM	B (7.9)
S.R. 66/S.R. 34	Signalized	AM	C (19.3)
		PM	B (9.0)

Note: The L.O.S. shown is indicative of total average intersection delay. The delay show in parentheses, is given in seconds per vehicle.

DISPOSTIOION OF EXISTING ROUTE

Upon completion of the proposed improvements, any portion of existing State Route 66 not utilized in the completion of this project will be removed from the State Highway System and turned over to the City of Morristown for maintenance.

ENVIRONMENTAL CONSIDERATIONS

While detailed environmental technical studies were not prepared for this project preliminary investigations were conducted to identify any environmentally sensitive areas for historic, archaeological and ecological considerations.

A check of the Tennessee Division of Archaeology Site survey files and maps reveals no recorded archaeological sites immediately adjacent to the proposed corridor. An intuitive assessment of the archaeological potential, indicates no high probability locations.

Preliminary reviews of the project area revealed no historical properties are located along the route. However, the Morristown Baptist Tabernacle is located on existing State Route 66 (Jarnigan Drive) near the beginning of the project and will be minimally impacted.

An above ground fuel tank is located at Summers-Taylor Inc. on the west side of Carson Street near the end of the project.

There are no "blue-line" streams within the project; therefore, with proper maintenance and implementation of environmental controls, no long-term impacts are anticipated.

FIELD INVESTIGATION

A field review of the proposed project was conducted on July 10, 2002. Those in attendance were as follows:

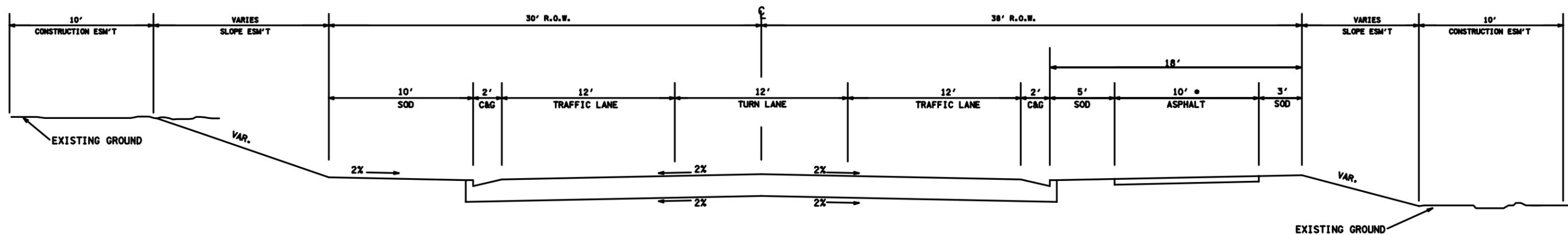
TDOT:	Ms. Jane Craig – Planning
	Mr. Charles Graves – Functional Design
	Mr. Paul Beebe – Region 1 Design
	Mr. Hubert Garland – Region 1 Survey
	Ms. Amanda Snowden – Region 1 Traffic
City of Morristown:	Mr. Bryan Fowler – City Engineer
TRC International, Ltd.:	Mr. Ken Arnold
	Mr. Brady Griggs

CHECK LIST OF DETERMINANTS FOR LOCATION STUDY

If preliminary field reviews indicate the presence of any of the following facilities or ESE categories, place an "X" in the blank opposite the item. Where more than one alternate is to be considered, place it's letter designation in the blank.

- | | | |
|----|--|--------------|
| 1 | Agricultural land usage. | _____ |
| 2 | Airport (existing or proposed) | _____ |
| 3 | Commercial area, shopping center. | <u> X </u> |
| 4 | Floodplains. | _____ |
| 5 | Forested land. | <u> X </u> |
| 6 | Historical, archaeological , cultural, or natural landmark. or cemeteries | _____ |
| 7 | Industrial park, factory. | _____ |
| 8 | Institutional usage | _____ |
| | a. School or other educational institution. | _____ |
| | b. Church or other religious institution. | <u> X </u> |
| | c. Hospital or other medical facility. | _____ |
| | d. Public building, e.g., fire station. | _____ |
| | e. Defense installation. | _____ |
| 9 | Recreational usage. | _____ |
| | a. Park or recreational area, State Natural Area. | _____ |
| | b. Wildlife refuge or wildlife management area. | _____ |
| 10 | Residential establishment. | <u> X </u> |
| 11 | Urban area, town, city or community (Morristown POP 22,229). | <u> X </u> |
| 12 | Waterway, lake, pond, river, stream, spring, wetland | <u> X </u> |
| | Permit required : Coast Guard _____ Section 404 _____ | |
| | Section 10 _____ TVA Section 26a review _____ NPDES _____ | |
| | Aquatic Resource Alteration Permit <u> X </u> Class V Injection Wells Permit _____ | |
| 13 | Location coordinated with local officials | <u> X </u> |
| 14 | Railroad Crossings. (Separation) | _____ |
| 15 | Hazardous Materials Site Above ground fuel tank at Summers-Taylor, Inc. | <u> X </u> |
| 16 | Other | _____ |

TYPE	YEAR	PROJECT NO.	SHEET NO.
APR	2002		2



SEE RD-TS-6A FOR SLOPES.

* JOINT USE GREENWAY

STATE ROUTE 66
 FROM EXISTING STATE ROUTE 66
 TO STATE ROUTE 34
 MORRISTOWN, HAMBLLEN COUNTY

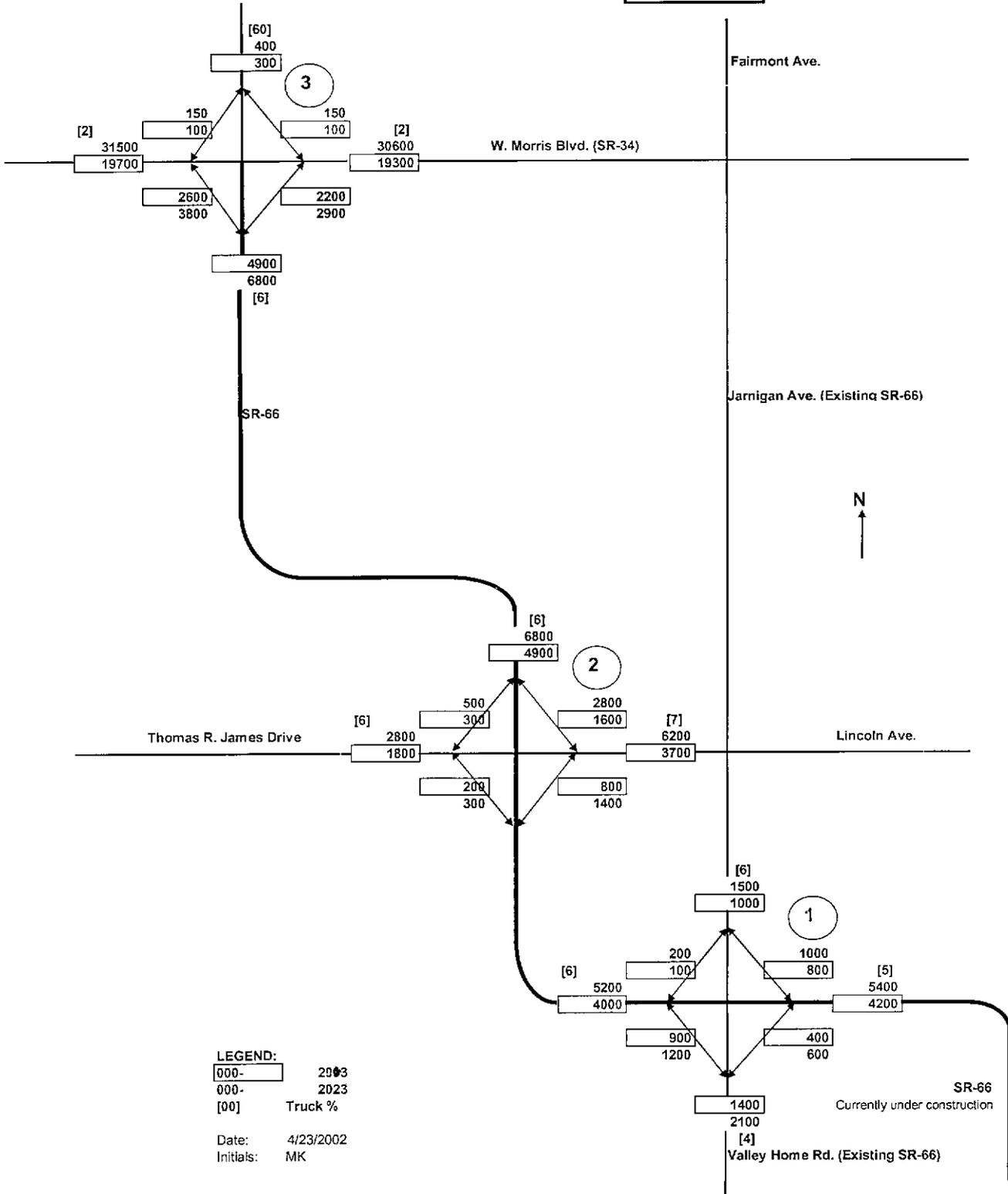
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF PLANNING & DEVELOPMENT

TYPICAL
 SECTIONS

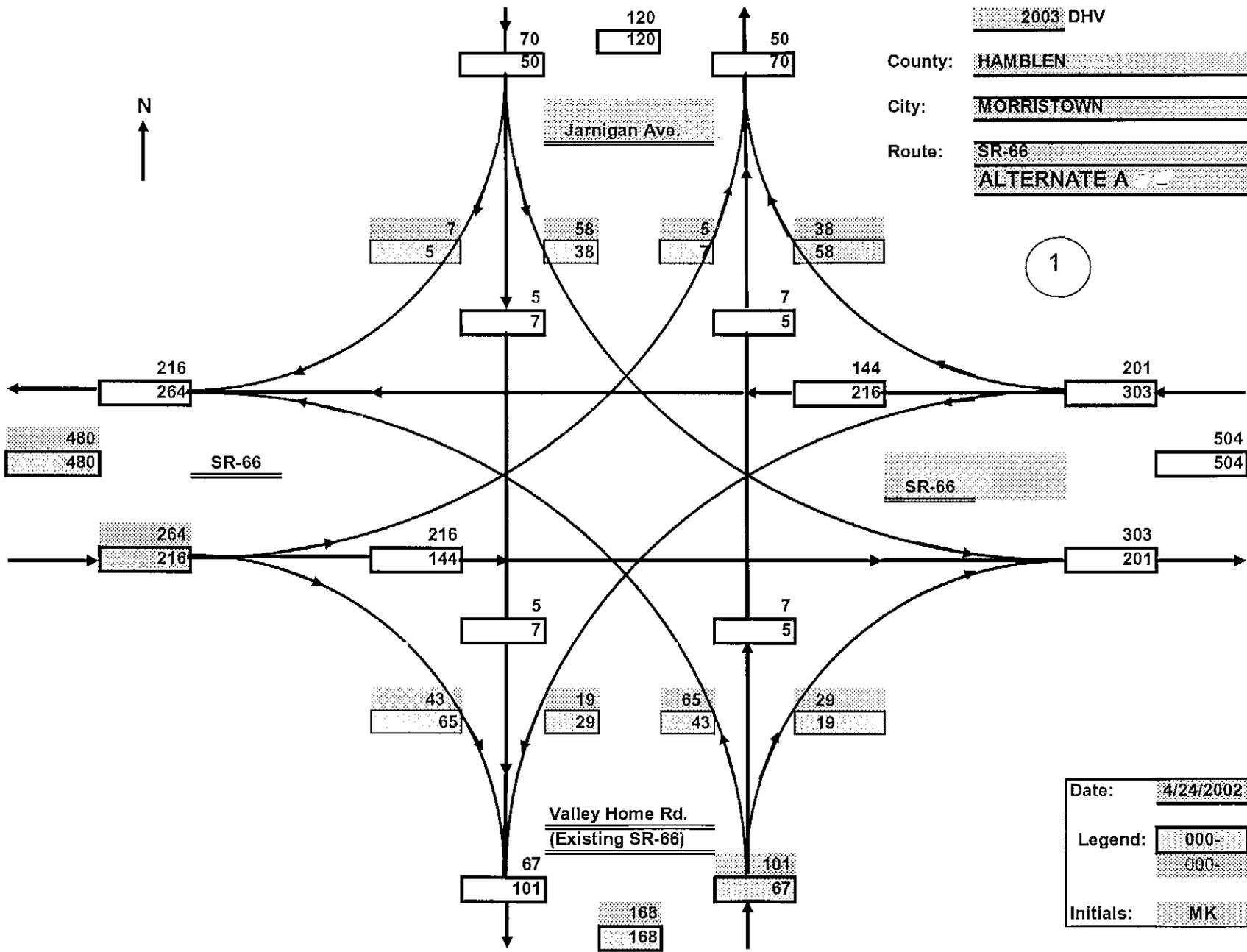
NOT TO SCALE

ADT
 County: Hamblen
 City: Morristown
 Route: SR-66

ALTERNATE A

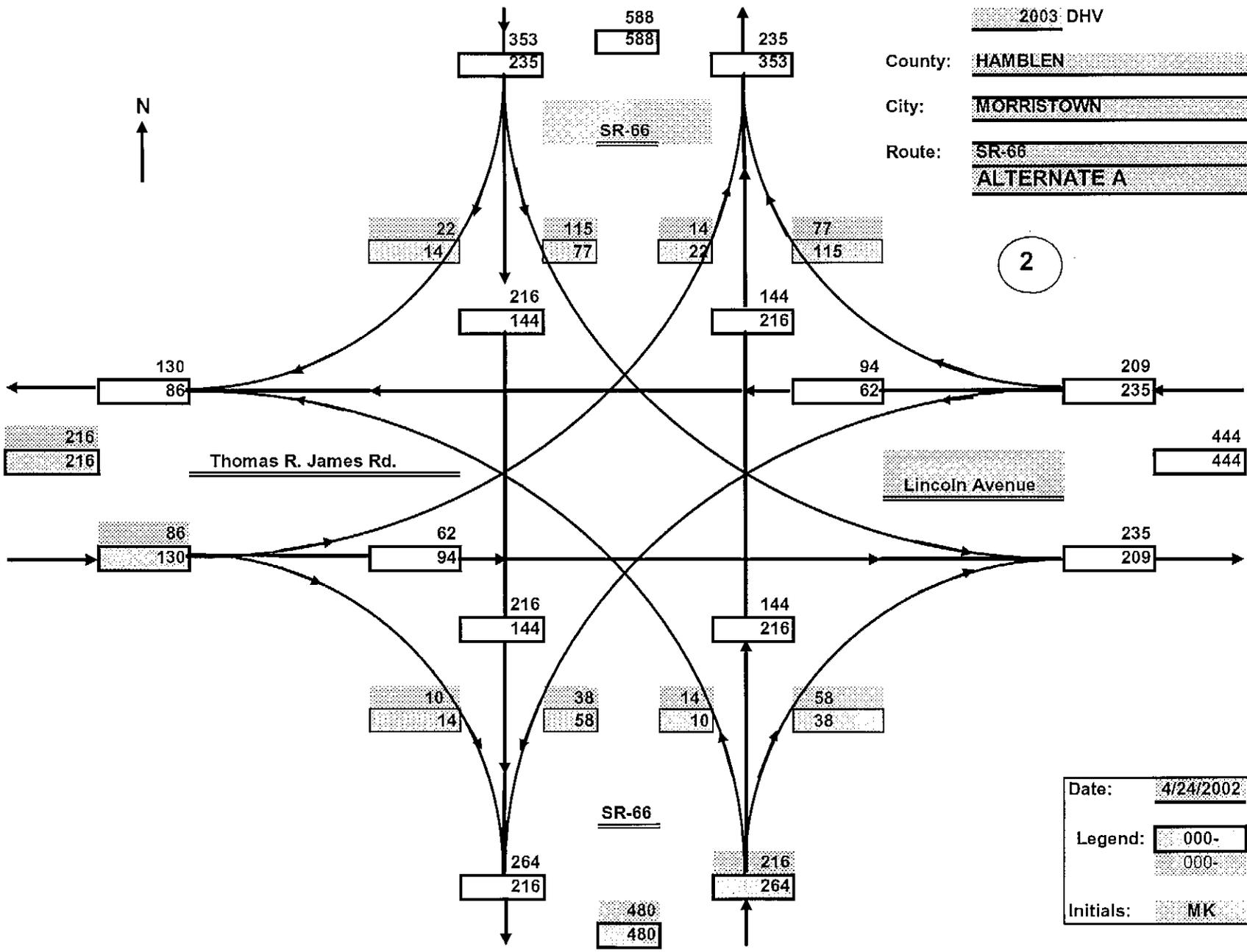


LEGEND:
 [000-] 2003
 000- 2023
 [90] Truck %
 Date: 4/23/2002
 Initials: MK



2003 DHV
 County: **HAMBLEN**
 City: **MORRISTOWN**
 Route: **SR-66**
ALTERNATE A

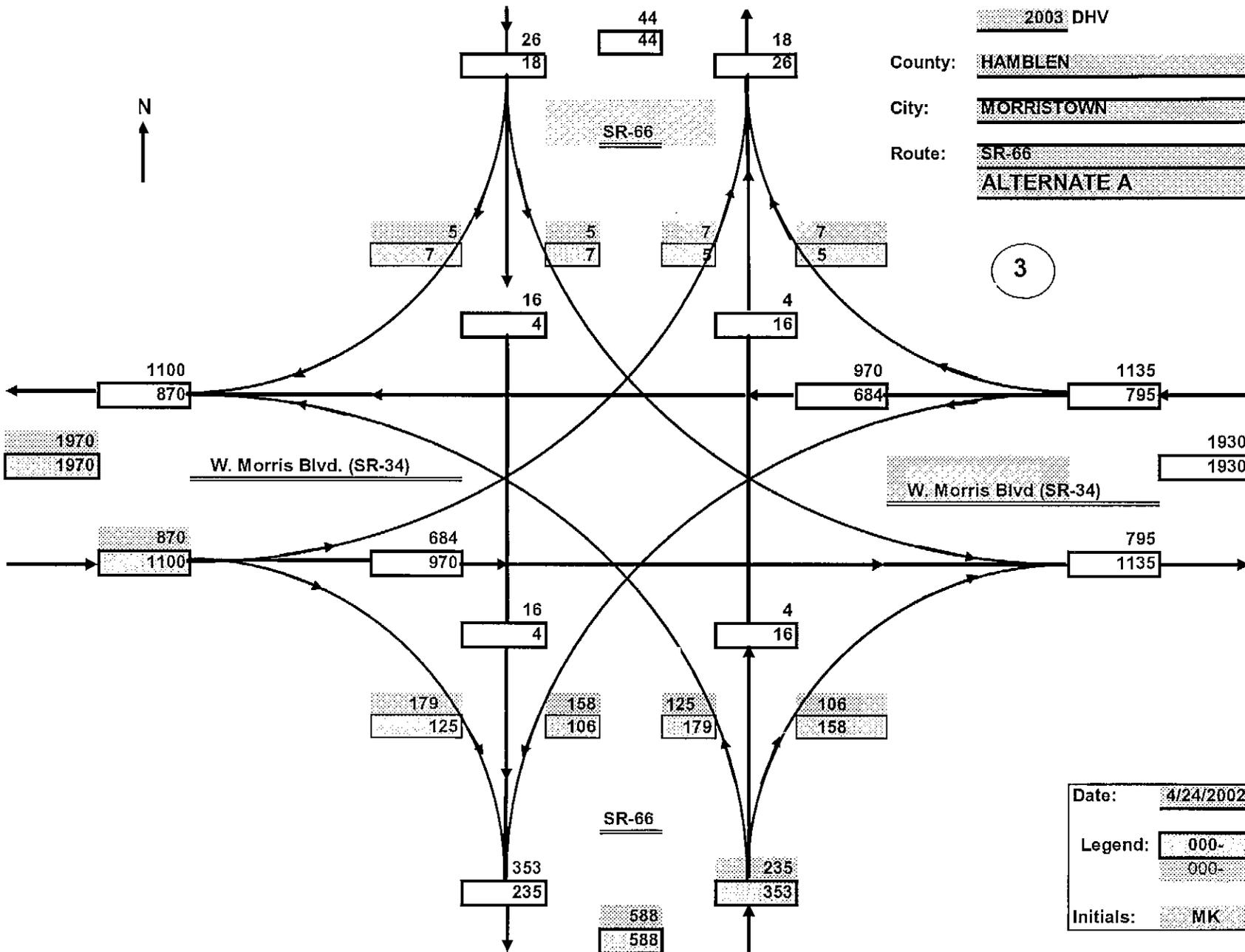
Date: **4/24/2002**
 Legend: **000-** AM
 000- PM
 Initials: **MK**



2003 DHV
 County: **HAMBLEN**
 City: **MORRISTOWN**
 Route: **SR-66**
ALTERNATE A

2

Date: **4/24/2002**
 Legend: 000- AM
000- PM
 Initials: **MK**



2003 DHV
 County: **HAMBLEN**
 City: **MORRISTOWN**
 Route: **SR-66**
ALTERNATE A

3

Date: **4/24/2002**
 Legend: **000-** AM
 000- PM
 Initials: **MK**

**Tennessee Department of Transportation
Design Criteria for Location and Design Phase**

Route: State Route 66 Alternate A Section: 1
 Region: 1 County: Hamblen Project No
 Location: From: Existing State Route 66 (Jarnigan Avenue)
 To: Thomas R. James Drive

2003 ADT.....	<u>4,000</u>
2023 ADT.....	<u>5,200</u>
Percent Trucks.....	<u>4%</u>
DHV.....	<u>624</u>
Functional Classification.....	<u>Urban Minor Arterial</u>
Minimum Design Speed.....	<u>40 mph</u>
Access Control.....	<u>None</u>
Minimum Radius.....	<u>10⁰ (573') (S.E.:0.04)</u>
Maximum Grade.....	<u>7%</u>
Minimum Stopping Sight Distance.....	<u>275-325</u>
Surface Width.....	<u>36'</u>
Number of Lanes.....	<u>2 @ 12'</u>
Usable Shoulder Width.....	<u>C & G</u>
Median Width.....	<u>12' turn lane</u>
Minimum Right of Way*.....	<u>68'</u>
Signalization	<u>None</u>

Remarks: 18' area outside curb on the right (east side) to include 10' paved joint-use greenway (See Typical Cross-Section) * Easements required outside right-of-way limits.

**Tennessee Department of Transportation
Design Criteria for Location and Design Phase**

Route: State Route 66 Alternate A Section: 2
 Region: 1 County: Hamblen Project No
 Location: From: Thomas R. James Drive
 To: State Route 34 (West Morris Boulevard)

2003 ADT.....	<u>4,900</u>
2023 ADT.....	<u>6,800</u>
Percent Trucks.....	<u>4%</u>
DHV.....	<u>816</u>
Functional Classification.....	<u>Urban Minor Arterial</u>
Minimum Design Speed.....	<u>40 mph</u>
Access Control.....	<u>None</u>
Minimum Radius.....	<u>10⁰ (573') (S.E.: 0.04)</u>
Maximum Grade.....	<u>7%</u>
Minimum Stopping Sight Distance.....	<u>275'-325'</u>
Surface Width.....	<u>36'</u>
Number of Lanes.....	<u>2@12'</u>
Usable Shoulder Width.....	<u>C & G</u>
Median Width.....	<u>12' turn lane</u>
Minimum Right of Way*.....	<u>68'</u>
Signalization	<u>State Route 34</u>

Remarks: 18' area outside curb on the right (eastside) to include 10' paved joint-use greenway (See Typical Cross-section). *Easements required outside right-of-way limits.

Section 1
COST DATA SHEET

Project: State Route 66, from existing State Route 66 (Jarnigan Avenue) to Thomas R. James Drive.

Length: 0.40 Mile **Cross-section:** 36'/40'/68'

Right – of - Way

Land, Improvements, and Damages (2.92 ac)*	\$	342,000
Incidentals (8 Tracts)	\$	23,000
Relocation Payments (18 Residences) Mobile Homes (0 Businesses) (0 Non-Profit)	\$	90,000
Total Right- of-Way Cost	\$	455,000

*Includes 1.10 ac for easements.

Utility Relocation

Reimbursable	\$	6,000
Non-Reimbursable	\$	55,000
Total Adjustment Cost	\$	61,000

Construction

Clearing and Grubbing	\$	6,000
Earthwork	\$	93,000
Pavement Removal	\$	6,000
Drainage (Includes Erosion Control \$30,000)	\$	150,000
Structures	\$	0
Railroad Crossing or Separation	\$	0
Paving	\$	325,000
Retaining Walls	\$	26,000
Maintenance of Traffic	\$	5,000
Topsoil	\$	2,000
Seeding	\$	1,000
Sodding	\$	12,000
Signing	\$	5,000
Signalization	\$	0
Fence	\$	0
Guardrail	\$	0
Rip-Rap or Slope Protection	\$	0
Other Construction Items (8.5%)	\$	54,000
Mobilization	\$	34,000
10% Engineering and Contingencies	\$	72,000
Total Construction Cost	\$	791,000

Preliminary Engineering (10 %) **\$ 72,000**

Total Section Cost **\$ 1,379,000**

Section 2
COST DATA SHEET

Project: State Route 66, from Thomas R. James Drive to State Route 34 (West Morris Blvd.)

Length: 0.31 Mile **Cross-section:** 36'/40'/68'

Right – of - Way

Land, Improvements, and Damages (3.32 ac)*	\$ 172,000
Incidentals (10 Tracts)	\$ 28,000
Relocation Payments (0 Residences) (0 Businesses) (0 Non-Profit)	\$ 0
Total Right- of-Way Cost	<u>\$ 200,000</u>

*Includes 1.43 ac for easements.

Utility Relocation

Reimbursable	\$ 0
Non-Reimbursable	\$ 39,000
Total Adjustment Cost	<u>\$ 39,000</u>

Construction

Clearing and Grubbing	\$ 7,000
Earthwork	\$ 72,000
Pavement Removal	\$ 5,000
Drainage (Includes Erosion Control \$25,000)	\$ 125,000
Structures	\$ 0
Railroad Crossing or Separation	\$ 0
Paving	\$ 260,000
Retaining Walls	\$ 21,000
Maintenance of Traffic	\$ 5,000
Topsoil	\$ 2,000
Seeding	\$ 1,000
Sodding	\$ 9,000
Signing	\$ 5,000
Signalization (State Route 34)	\$ 50,000
Fence	\$ 0
Guardrail	\$ 0
Rip-Rap or Slope Protection	\$ 0
Other Construction Items (8.5%)	\$ 48,000
Mobilization	\$ 31,000
10% Engineering and Contingencies	<u>\$ 64,000</u>
Total Construction Cost	\$ 705,000

Preliminary Engineering (10 %) \$ 64,000

Total Section Cost **\$ 1,008,000**

**TOTAL PROJECT
COST DATA SHEET**

Project: State Route 66, from existing State Route 66 (Jarnigan Ave.) to State Route 34 (West Morris Blvd.)

Length: 0.71 Mile Cross-section: 36'/40'/68'

Right – of - Way

Land, Improvements, and Damages (6.24 ac)*	\$ 514,000
Incidentals (18 Tracts)	\$ 51,000
Relocation Payments (18 Residences) Mobile Homes (0 Businesses) (0 Non-Profit)	\$ 90,000
Total Right- of-Way Cost	\$ 655,000

*Includes 2.53 ac for easements.

Utility Relocation

Reimbursable	\$ 6,000
Non-Reimbursable	\$ 94,000
Total Adjustment Cost	\$ 100,000

Construction

Clearing and Grubbing	\$ 13,000
Earthwork	\$ 165,000
Pavement Removal	\$ 11,000
Drainage (Includes Erosion Control \$55,000)	\$ 275,000
Structures	\$ 0
Railroad Crossing or Separation	\$ 0
Paving	\$ 585,000
Retaining Walls	\$ 47,000
Maintenance of Traffic	\$ 10,000
Topsoil	\$ 4,000
Seeding	\$ 2,000
Sodding	\$ 21,000
Signing	\$ 10,000
Signalization (State Route 34)	\$ 50,000
Fence	\$ 0
Guardrail	\$ 0
Rip-Rap or Slope Protection	\$ 0
Other Construction Items (8.5%)	\$ 102,000
Mobilization	\$ 65,000
10% Engineering and Contingencies	\$ 136,000
Total Construction Cost	\$ 1,496,000

Preliminary Engineering (10 %) \$ 136,000

Total Project Cost **\$ 2,387,000**

Index of Sheets

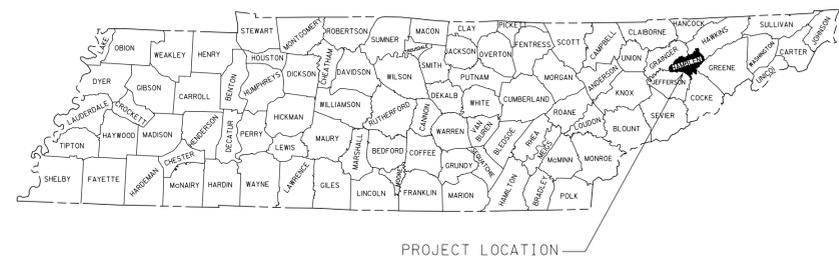
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3A-6A	FUNCTIONAL LAYOUTS, ALT. A

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION PLANNING DIVISION

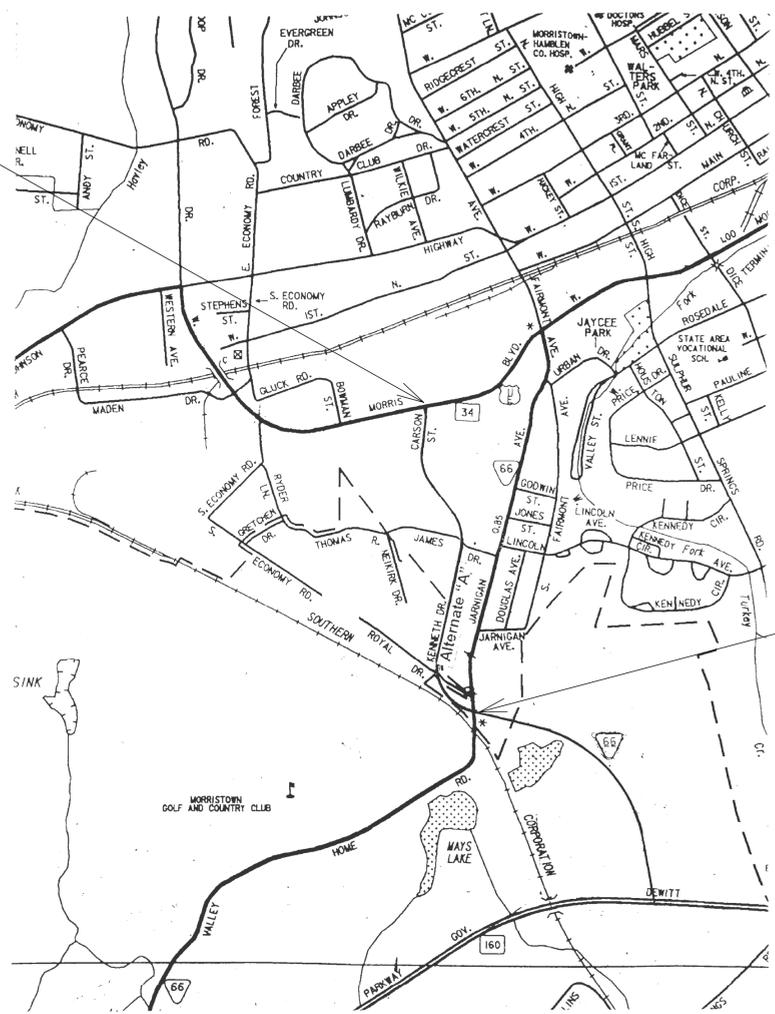
TENN.	YEAR	SHEET NO.
	2002	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		

HAMBLEN COUNTY STATE ROUTE 66

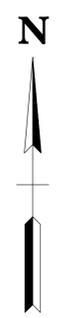
FROM EXISTING STATE ROUTE 66 (JARNIGAN AVENUE)
TO STATE ROUTE 34 (WEST MORRIS BOULEVARD) IN MORRISTOWN



END PROJECT



BEGIN PROJECT



SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 1995 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TRAFFIC DATA ALT. A	
ADT (2003)	4,600
ADT (2023)	6,300
DHV (2023)	756
D	55-45
T (ADT)	6%
T (DHV)	4%
V	40 MPH

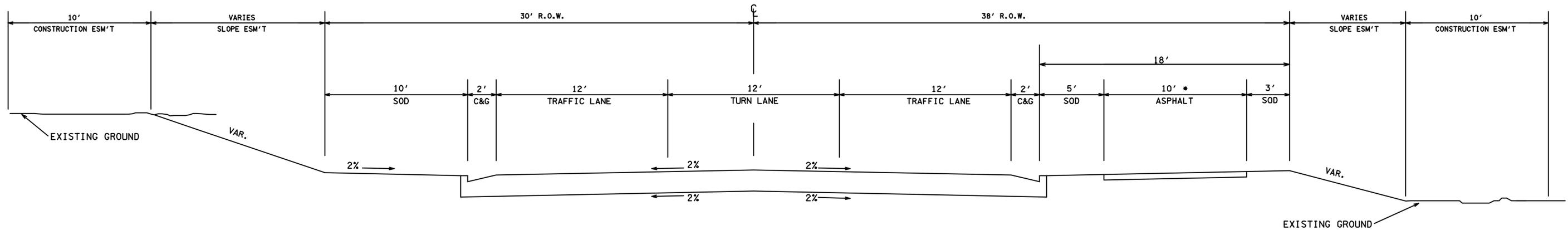


DESIGNED BY TRC INTERNATIONAL, LTD. CHECKED BY _____
P.E. NO. _____

APPROVED: _____
DESIGN DIVISION
DATE: _____
APPROVED: _____
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
APR	2002		2



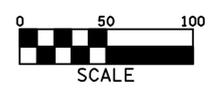
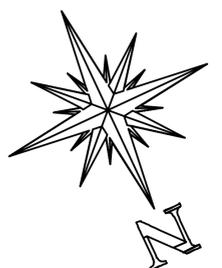
SEE RD-TS-6A FOR SLOPES.

* JOINT USE GREENWAY

STATE ROUTE 66
 FROM EXISTING STATE ROUTE 66
 TO STATE ROUTE 34
 MORRISTOWN, HAMBLEN COUNTY

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF PLANNING & DEVELOPMENT
 TYPICAL
 SECTIONS
 NOT TO SCALE

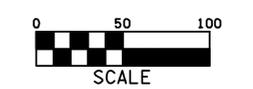
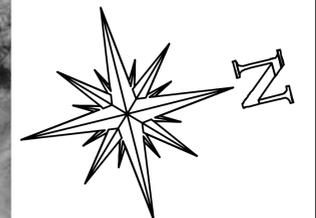
TYPE	YEAR	PROJECT NO.	SHEET NO.
APR	02		3-A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAMBLEN COUNTY
STATE ROUTE 66
FROM EXIST S.R. 66
TO S.R. 34
MORRISTOWN

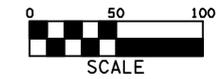
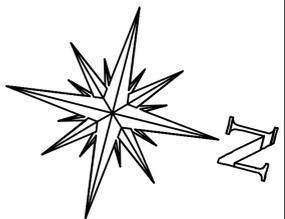
TYPE	YEAR	PROJECT NO.	SHEET NO.
APR	02		4-A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAMLEN COUNTY
STATE ROUTE 66
FROM EXIST S.R. 66
TO S.R. 34
MORRISTOWN

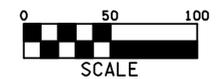
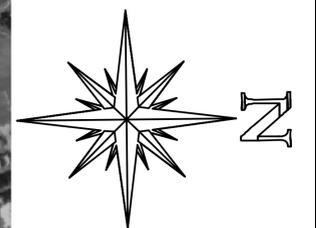
TYPE	YEAR	PROJECT NO.	SHEET NO.
APR	02		5-A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAMBLLEN COUNTY
STATE ROUTE 66
FROM EXIST S.R. 66
TO S.R. 34
MORRISTOWN

TYPE	YEAR	PROJECT NO.	SHEET NO.
APR	02		6-A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAMBLEN COUNTY
STATE ROUTE 66
FROM EXIST. S.R. 66
TO S.R. 34
MORRISTOWN