

EXECUTIVE SUMMARY

Location: Hamblen County, Morristown TN

The findings of the US-25E at Brights Pike or Dalton Ford Road Interchange Feasibility Study indicate that adding an interchange at either location will be challenging. Issues related to both sites are discussed below.

ISSUES AT BOTH LOCATIONS

- With the implementation of improved control of access along US-25E, an interchange at either location would be expected to improve traffic operations along US-25E in the study area.
- Improvements/impacts to traffic operations along the local road network are more difficult to determine without more detailed traffic/land use data.
- Based on historical data provided by TDOT, a typical rural diamond interchange costs approximately \$15 million to construct. This estimate does not include the construction of relocated side roads, right-of-way, or utility costs, all of which will be necessary at both locations studied. Based on observations at the sites, construction of an interchange at either location will be higher than the “typical” cost provided above.

ISSUES AT BRIGHTS PIKE LOCATION

- An interchange at this location may not be acceptable to FHWA due to the close proximity to the SR-343/Bufalo Trail Interchange to the north. This interchange is approximately 0.7 miles away. The minimum recommended interchange spacing for an access-controlled facility is 1 mile in an urban area.
- Brights Pike will need to be relocated in the northeast quadrant of the proposed interchange to connect with Brights Pike/Reeds Chapel Road. The ramp in the northeast quadrant will require this relocation.
- Old Liberty Hill Road will need to be relocated to provide access to properties not impacted by construction in the southeast quadrant of the proposed interchange.
- It will likely be required by the FHWA or TDOT to provide full access control along US-25E between the proposed interchange and the intersection with Cherokee Park Road to the north. Furthermore, it is recommended to close the at-grade crossing between US-25E and Cherokee Park Road, thus creating full access-control between the proposed interchange and the SR-343/Bufalo Trail Interchange to the north.
- Due to the presence of entrance and exit ramps along US-25E associated with a proposed interchange, it would be necessary to close a minimum of three existing at-grade crossing locations with median crossovers. It would not be allowed to provide access across these ramps. These locations include Old Liberty Hill Road, Jefferson Diamond Road, and a median crossover that provides access to driveways. These driveways provide access to the Morristown Church of God and the Lakeway Wholesale Florist.
- It is recommended to close two additional existing at-grade crossing locations with median crossovers due to their close proximity to the ramp termini. These locations include Dalton Ford Road and Cherokee Park Road.
- Brights Pike has a deficient horizontal curve and vertical alignment located just west of the interchange location. Due to the residential land use and small lot sizes in this area, improvements in this area will be difficult.

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- Brights Pike/Reeds Chapel Road has a deficient cross section compared to roadways that generally have a connection to an interchange.
- Considerable property impacts can be expected at this location. The total appraised value of the properties likely to be impacted by the proposed interchange is \$4,500,000. This appraised value can be expected to be considerably lower than the actual value of the R.O.W. impacts. Four church properties and nine commercial properties are included in the impacted properties.
- Environmentally sensitive locations that will be impacted with the construction of an interchange at this location include church properties, a stormwater detention pond, and a blue line stream (as noted on USGS Quad Maps “Morristown” and “Bean Station”).

ISSUES AT DALTON FORD ROAD LOCATION

- An interchange extension road would be required to connect the interchange with the local roadway network east of US-25E.
- It would be recommended, and probably required by the FHWA or TDOT, to provide full controlled access along US-25E between the proposed interchange and the US-11E Interchange to the south.
- It is recommended to provide auxiliary lanes along US-25E between the proposed interchange and the US-11E Interchange for improved traffic operations and safety.
- A network of frontage and connector roads would be necessary in the northeast and southeast quadrants of the interchange if access to adjacent properties is to be maintained.
- Due to the presence of entrance and exit ramps (and possibly auxiliary lanes) along US-25E associated with a proposed interchange, it would be necessary to close a minimum of four existing at grade crossing locations with median crossovers and several driveways. It would not be allowed to provide access across these ramps.
- It would also be preferred to close the Old Liberty Hill Road at-grade crossing with US-25E due to its relatively close spacing to the northernmost entrance and exit ramps of the proposed interchange. This is probably not a realistic recommendation, however, due to the access this road provides to adjacent property.
- Considerable property impacts can be expected in the northeast quadrant of the interchange. How considerable cannot be determined without a more detailed preliminary design.
- How to provide connectivity to the local road network west of US-25E will be difficult. It is not known if this is a purpose, need, or goal of the project.
- Considerable property impacts can be expected at this location. The total appraised value of the properties likely to be impacted by the proposed interchange is \$5,098,000. Three commercial properties are included in the impacted properties.

***US-25E AT BRIGHTS PIKE OR DALTON FORD ROAD
INTERCHANGE FEASIBILITY STUDY
HAMBLEN COUNTY, MORRISTOWN, TENNESSEE***

JULY, 2008

PREPARED BY:



Florence & Hutcheson, Inc.

CONSULTING ENGINEERS

FOR:



**TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION**

**US-25E at Brights Pike or Dalton Ford Road Interchange Feasibility Study
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1.0 BACKGROUND INFORMATION

This study provides a preliminary assessment for the addition of a service interchange to be located along US-25E (SR-32, Davy Crockett Parkway) in the area of existing Brights Pike or Dalton Ford Road in Morristown, TN. Please refer to **Exhibit 1.1** for a map of the study area. This study is being performed by the Tennessee Department of Transportation's Project Planning Division at the request of local officials.

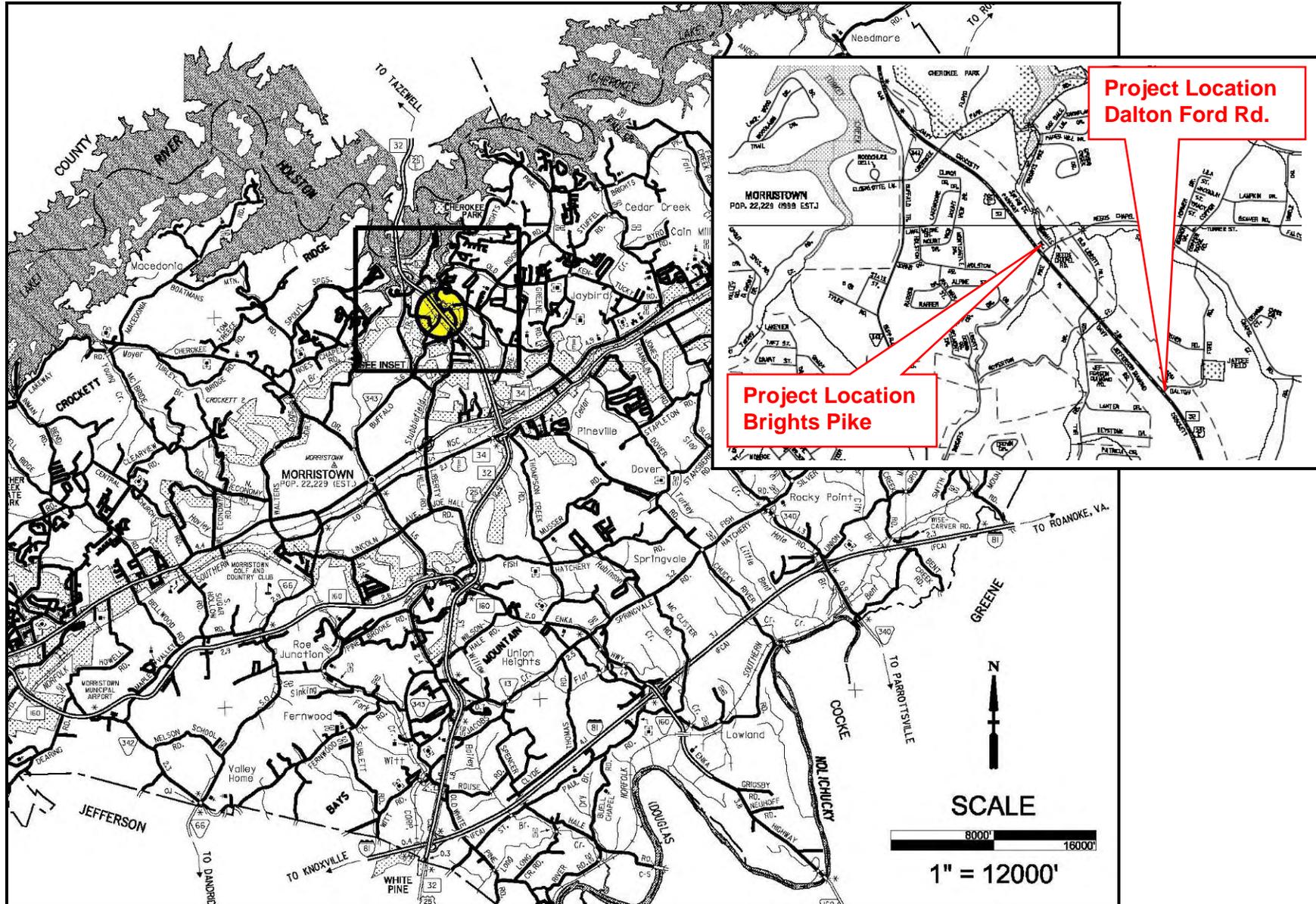
On February 20 and July 17, 2008, onsite field reviews were conducted to examine the terrain features and perform an environmental scan of the project study area. The purpose of the environmental scan was to locate environmentally sensitive areas and community resources that should be avoided, if possible. Those areas that cannot be avoided should have their impact mitigated. The locations are mapped in **Exhibit 1.2** and on the **Conceptual Plan Sheets**. Sources utilized in the environmental scan included:

Onsite Field Review
EPA Envirofacts
Aerial Photography
National Register of Historic Places

Tennessee Historical Commission
USGS Topographic Maps
TNMap GIS Server

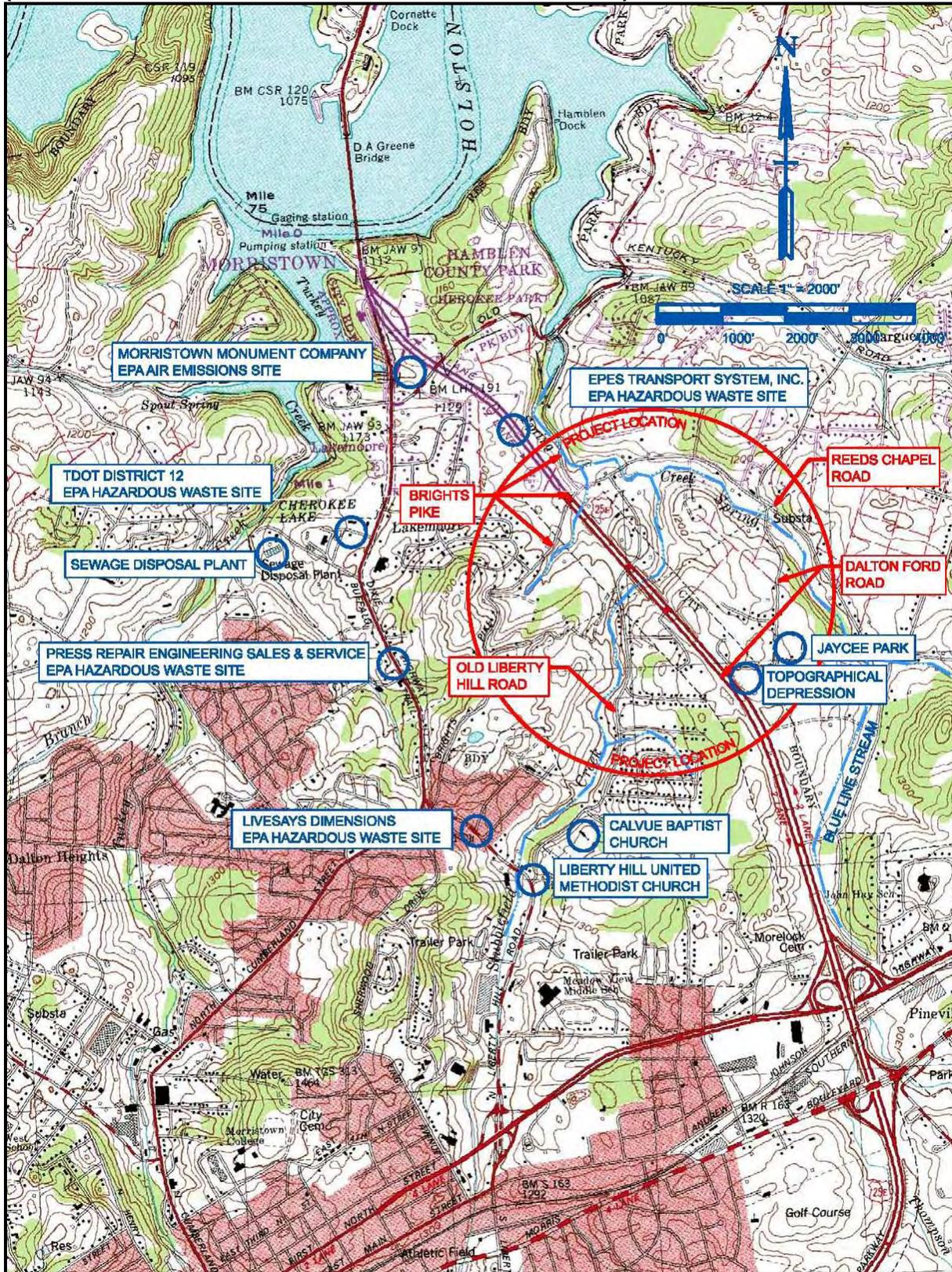
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EXHIBIT 1.1 AREA VICINITY MAP



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EXHIBIT 1.2 PROJECT LOCATION MAP (WITH ENVIRONMENTAL AND COMMUNITY RESOURCES LABELED)



2.0 ASSESSMENT OF OPTIONS

2.1 INTERCHANGE SPACING

A potential constraint limiting the location of a proposed interchange along US-25E is spacing to existing, adjacent, interchanges. AASHTO's "A Policy on Geometric Design of Highways and Streets" (2004) recommends a minimum interchange spacing of two miles in rural areas and one mile in urban areas. Please refer to **Exhibit 2.1** for a visual representation of the existing exit locations along US-25E. As shown in **Exhibit 2.1**, Brights Pike is located within the minimum recommended interchange spacing of one mile to an adjacent interchange. An interchange at Brights Pike may not be acceptable to FHWA due to the close proximity to the SR-343/Bufalo Trail Interchange to the north. This interchange is approximately 0.7 miles away. Dalton Ford Road is just outside the one mile minimum recommended spacing. US-25E is currently not a freeway (fully controlled access) facility. The minimum interchange spacing is still believed to be applicable, however, to allow for acceptable traffic operations, safety, and signing.

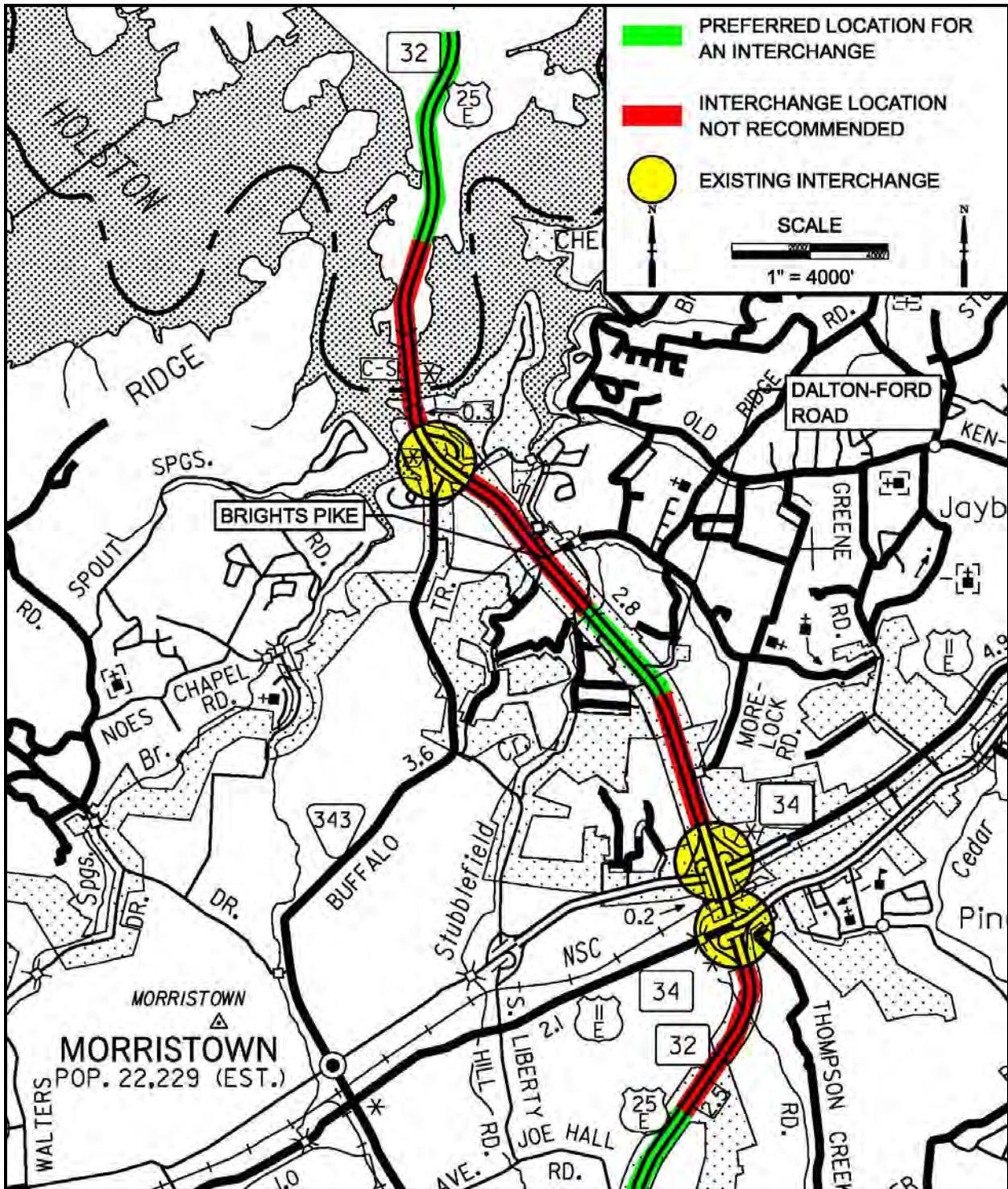
2.2 INTERCHANGE CONFIGURATION

In the absence of site development plans and future land use plans adjacent to the proposed interchange areas, any traffic projections based on trip generation would be speculative. A review of traffic data surrounding the study areas implies a standard diamond interchange with a two-lane cross road and one lane ramps in each quadrant will be sufficient at either Brights Pike or Dalton Ford Road.

Conceptual plans for the proposed interchange locations are provided in this study. The conceptual plans show the projected impacts associated with a rural diamond interchange located at Brights Pike or Dalton Ford Road. The interchange configurations are not anticipated to require retaining walls and to have the lowest construction costs of any interchange configuration. For both locations, right-of-way impacts could be reduced with the use of retaining walls and a subsequent relocation of the ramps closer together, but construction costs would increase considerably. A more detailed preliminary design with value engineering would need to be performed to determine the most cost efficient interchange designs, with R.O.W. costs factored into the total.

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EXHIBIT 2.1 RECOMMENDED INTERCHANGE SPACING MAP



2.3 BRIGHTS PIKE PROJECT STUDY AREA

Brights Pike/Reeds Chapel Road is approximately 16 feet wide with no shoulders. The speed limit is 35 mph east of US-25E and 30 mph west of US-25E. The vertical grade is deficient in many locations. The terrain on the east side of US-25E would necessitate a large earthwork fill volume to bridge over the mainline. A deficient horizontal curve is located just west of the proposed interchange location along Brights Pike. The vertical alignment is also deficient in this area.

The land use is primarily commercial and religious adjacent to US-25E. A Kingdom Hall of Jehovah's Witness is located in the northeast quadrant. A Church of God Daycare is located in the southeast quadrant. A healthcare business (Interim Healthcare) is located in the southwest quadrant. New construction is occurring in the northwest quadrant. The construction appears to be for a church. A property search did not indicate this was owned by a church, however. EPES Transport System business is also located in the northwest quadrant. Farther away from US-25E the land use is primarily residential. To the east of US-25E the lot sizes are generally large. To the west of US-25E the lot sizes are smaller, appearing to be ½ to ¼ of an acre.

Environmental concerns within the study area include a blue line stream and a stormwater detention pond located on the Interim Healthcare property. Please refer to **Exhibits 2.3.1** through **2.3.7** for photos of the study area.

EXHIBIT 2.3.1 PHOTO – BRIGHTS PIKE LOOKING EAST AT US-25E



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EXHIBIT 2.3.2 PHOTO - BRIGHTS PIKE/REEDS CHAPEL RD. LOOKING WEST AT US-25E



EXHIBIT 2.3.3 PHOTO – KINGDOM HALL OF JEHOVAH’S WITNESS IN NE QUADRANT



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EXHIBIT 2.3.3 PHOTO – CHURCH OF GOD DAYCARE IN SE QUADRANT



EXHIBIT 2.3.4 PHOTO – INTERIM HEALTHCARE BUSINESS IN SW QUADRANT



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EXHIBIT 2.3.5 PHOTO – NEW CONSTRUCTION (POSSIBLE CHURCH) IN NW QUADRANT



EXHIBIT 2.3.6 PHOTO – DEFICIENT CURVE AND GRADE ON BRIGHTS PIKE WEST OF US-25E



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EXHIBIT 2.3.7 PHOTO –BRIGHTS PIKE WEST OF US-25E RESIDENTIAL USE



2.4 DALTON FORD ROAD PROJECT STUDY AREA

Based on observations at the field review and the study of USGS topographic maps, the existing Dalton Ford Road intersection with US-25E is not the most prudent location for an interchange. A large topographical depression is located just south of Dalton Ford Road. This depression indicates the presence of a drainage issue in this quadrant and the possibility of a sinkhole. The topography surrounding the existing intersection of Dalton Ford Road with US-25E is primarily below the grade of US-25E. The depression will likely create environmental permitting issues with construction. The depressed topography surrounding this intersection would make bridging Dalton Ford Road over US-25E difficult. Therefore, this location may require Dalton Ford Road to be constructed under US-25E. This would add considerable cost to the project due to the increased earthwork required, complex maintenance of traffic along US-25E, and the need for twin bridges for US-25E over Dalton Ford Road. Please refer to **Exhibits 2.4.1** and **2.4.2** for photographs of the topographical depression and Dalton Ford Road at US-25E.

Another constraint is the observation that Dalton Ford Road has deficient geometric features. It would not be recommended to connect an interchange to this road without major reconstruction of the route. The existing development and terrain along Dalton Ford Road as it proceeds north would make improvements to this route difficult.

A final constraint influencing the location of the proposed interchange is existing development. A Jaycee Park, several houses, Lakeway Door and Glass Incorporated, and Colboch Harley Davidson Dealership are located in the northeast quadrant of the study area. The southeast quadrant of the study area is mostly rural. Please refer to **Exhibit 2.4.3** for a photograph of a property located in the southeast quadrant of the study area at the corner of Morelock Road and Reeds Chapel Road. "For sale by owner" signs were observed for tracts of land in the southeast quadrant. Apartments with direct access to US-25E are also located in the southeast quadrant. Over 50 units are located in this apartment complex. Please refer to **Exhibit 2.4.4** for a photograph of this apartment complex. West of US-25E, the existing development is a combination of small subdivision lots and large tracts of rural land. "For sale by owner" signs were observed for tracts of land west of US-25E.

Due to the constraints discussed above, if an interchange is to be located near Dalton Ford Road, it is recommended to locate the proposed interchange just south of Dalton Ford Road. A small knob is located approximately 500' south of Dalton Ford Road. This elevated area will provide a suitable location for bridging a crossroad over US-25E. Furthermore, less development is located west of US-25E south of Dalton Ford Road. Locating the interchange south of Dalton Ford Road will also decrease the risk of impacting the Jaycee Park located in the northeast quadrant of the proposed interchange. Locating the interchange south of Dalton Ford Road should still be within AASHTO's recommended spacing to the adjacent US-11E Interchange.

In the absence of land use planning data and definitive needs to be addressed, the appropriate connectivity at the Dalton Ford Road project location to the local roadway network east and west of the interchange study area is not known. The presence of rural land uses and open farmland to the east of the interchange area offers more opportunity for connection to the local roadway network. Providing a connection to the existing roadway network west of US-25E will be more difficult due to the presence of housing subdivisions, churches, cemeteries and potentially historic homes. In addition, it was observed that the geometrics of Old Liberty Hill

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Road (the first road located west of US-25E) are deficient. It would not be recommended to connect an interchange to this road without major reconstruction of the route.

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**EXHIBIT 2.4.1 PHOTO - TOPOGRAPHICAL DEPRESSION AT DALTON FORD ROAD
(LOOKING EAST FROM US-25E)**



**EXHIBIT 2.4.2 PHOTO - DALTON FORD ROAD
(LOOKING EAST FROM US-25E)**



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**EXHIBIT 2.4.3 PHOTO - PROPERTY AT CORNER OF MORELOCK RD. AND REEDS CHAPEL RD.
(LOOKING WEST TOWARDS US-25E)**



EXHIBIT 2.4.4 PHOTO - APARTMENTS ALONG US-25E



3.0 SUMMARY

3.1 BRIGHTS PIKE LOCATION

The provided conceptual plan demonstrates many issues and requirements likely to occur with the construction of an interchange near Brights Pike. Many of these issues are summarized below.

- With the implementation of improved control of access, an interchange at this location would be expected to improve traffic operations along US-25E in the study area.
- Improvements/impacts to traffic operations along the local road network are more difficult to determine without more detailed traffic/land use data.
- An interchange at this location may not be acceptable to FHWA due to the close proximity to the SR-343/Bufalo Trail Interchange to the north. This interchange is approximately 0.7 miles away. The minimum recommended interchange spacing for an access-controlled facility is 1 mile in an urban area. All of the following recommendations assume FHWA will approve an intersection at Brights Pike.
- Brights Pike will need to be relocated in the northeast quadrant of the proposed interchange to connect with Brights Pike/Reeds Chapel Road. The ramp in the northeast quadrant will require this relocation.
- Old Liberty Hill Road will need to be relocated to provide access to properties not impacted by construction in the southeast quadrant of the proposed interchange.
- It will likely be required by the FHWA or TDOT to provide full access control along US-25E between the proposed interchange and the intersection with Cherokee Park Road to the north. Furthermore, it is recommended to close the at-grade crossing between US-25E and Cherokee Park Road, thus creating full access-control between the proposed interchange and the SR-343/Bufalo Trail Interchange to the north.
- Due to the presence of entrance and exit ramps along US-25E associated with a proposed interchange, it would be necessary to close a minimum of three existing at-grade crossing locations with median crossovers. It would not be allowed to provide access across these ramps. These locations include Old Liberty Hill Road, Jefferson Diamond Road, and a median crossover that provides access to driveways. These driveways provide access to the Morristown Church of God and the Lakeway Wholesale Florist.
- It is recommended to close two additional existing at-grade crossing locations with median crossovers due to their close proximity to the ramp termini. These locations include Dalton Ford Road and Cherokee Park Road.
- Brights Pike has a deficient horizontal curve and vertical alignment located just west of the interchange location. Due to the residential land use and small lot sizes in this area, improvements in this area will be difficult.
- Brights Pike/Reeds Chapel Road has a deficient cross section compared to roadways that generally have a connection to an interchange.
- Based on historical data provided by TDOT, a typical rural diamond interchange costs approximately \$15 million to construct. This estimate does not include the construction of relocated side roads, right-of-way, or utility costs. A more detailed preliminary design is necessary to provide a more refined cost estimate. This estimate is provided as an order of magnitude estimate given the limited data available concerning the configuration, purpose, and need of a proposed interchange. Based on observations at the site, construction of an interchange at this location will be significantly higher than the “typical” cost provided above.

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- Considerable property impacts can be expected at this location. Properties likely to be impacted by construction of an interchange are listed in **Exhibit 3.1**, along with their assessed value. These properties are labeled on the Conceptual Layout. The total appraised value of the properties likely to be impacted by the proposed interchange is \$4,500,000. This appraised value can be expected to be considerably lower than the actual value of the R.O.W. impacts. Four church properties and nine commercial properties are included in the impacted properties.
- Environmentally sensitive locations that will be impacted with the construction of an interchange at this location include church properties, a stormwater detention pond, and a blue line stream (as noted on USGS Quad Maps “Morristown” and “Bean Station”).

EXHIBIT 3.1 PROPERTY INFORMATION

ID	Owner	Address	Class	Appraisal
1	Ricky Trent	2507 Brights Pike	Commercial	\$ 492,200
2	No information available			
3	Douglas Quick	2506 Brights Pike	Residential	\$ 124,700
4	Jehovahs Witness	2519 Reeds Chapel Road	Religious	\$ -
5	Merlin Myers	2525 Reeds Chapel Road	Commercial	\$ 201,300
6	Merlin Myers	2514 Reeds Chapel Road	Residential	\$ 65,900
7	Linda Wiley	2499 Old Liberty Hill Road	Residential	\$ 33,600
8	Ronald inman	2495 Old Liberty Hill Road	Residential	\$ 73,400
9	George Heck	2514 Reeds Chapel Road	Residential	\$ 9,500
10	Randy Couch	2485 Old Liberty Hill Road	Residential	\$ 18,000
11	Bobby Wyatt	Old Liberty Hill Road	Residential	\$ 31,000
12	Church of God	2471 N. Liberty Hill Road	Religious	\$ 56,000
13	Church of God	2471 N. Liberty Hill Road	Religious	\$ 13,800
14	Linda Withers	2451 Old Liberty Hill Road	Residential	\$ 119,000
15	Linda Withers	N. Liberty Hill Road	Residential	\$ 16,900
16	Oscar Wells	2385 Old Liberty Hill Road	Residential	\$ 63,300
17	Oscar Wells	Old Liberty Hill Road	Residential	\$ 12,000
18	Katherine Holt	2347 Old Liberty Hill Road	Residential	\$ 64,700
19	Bobby Smith	2105 Old Liberty Hill Road	Residential	\$ 110,000
20	Dorothy Short	2494 Old Liberty Hill Road	Residential	\$ 51,100
21	Mark Sawyer	2415 N. Davy Crockett Pkwy.	Commercial	\$ 461,700
22	Bunch & Jones	2501 Brights Pike	Commercial	\$ 270,400
23	Innovative Business	2482 Brights Pike	Commercial	\$ 824,600
24	Innovative Business	2480 Brights Pike	Commercial	\$ 220,100
25	Innovative Business	N. Davy Crockett Pkwy.	Commercial	\$ 191,100
26	David Rutherford	2708 N. Davy Crockett Pkwy.	Commercial	\$ 381,500
27	Church of God	No Information Available	Religious	\$ -
28	Kenneth Colboch	1830 N. Davy Crockett Pkwy.	Commercial	\$ 637,100
Total Appraised Values (2008 Tax Year):				\$ 4,542,900

Note: Properties 26, 27, & 28 listed due to damages anticipated due to potential loss of access.

3.2 DALTON FORD ROAD LOCATION

The provided conceptual plan demonstrates many issues and requirements likely to occur with the construction of an interchange near Dalton Ford Road. Many of these issues are summarized below.

- With the implementation of improved control of access, an interchange at this location would be expected to improve traffic operations along US-25E in the study area.
- Improvements/impacts to traffic operations along the local road network are more difficult to determine without more detailed traffic/land use data.
- An interchange extension road would be required to connect the interchange with the local roadway network east of US-25E.
- It would be recommended, and probably required by the FHWA or TDOT, to provide full controlled access along US-25E between the proposed interchange and the US-11E Interchange to the south.
- It is recommended to provide auxiliary lanes along US-25E between the proposed interchange and the US-11E Interchange for improved traffic operations and safety.
- A network of frontage and connector roads would be necessary in the northeast and southeast quadrants of the interchange if access to adjacent properties is to be maintained.
- Due to the presence of entrance and exit ramps (and possibly auxiliary lanes) along US-25E associated with a proposed interchange, it would be necessary to close a minimum of four existing at grade crossing locations with median crossovers and several driveways. It would not be allowed to provide access across these ramps.
- It would also be preferred to close the Old Liberty Hill Road at-grade crossing with US-25E due to its relatively close spacing to the northernmost entrance and exit ramps of the proposed interchange. This is probably not a realistic recommendation, however, due to the access this road provides to adjacent property.
- Considerable property impacts can be expected in the northeast quadrant of the interchange. How considerable cannot be determined without a more detailed preliminary design.
- How to provide connectivity to the local road network west of US-25E will be difficult. It is not known if this is a purpose, need, or goal of the project.
- Based on historical data provided by TDOT, a typical rural diamond interchange costs approximately \$15 million to construct. This estimate does not include right-of-way or utility costs. A more detailed preliminary design is necessary to provide a more refined cost estimate. This estimate is provided as an order of magnitude estimate given the limited data available concerning the configuration, purpose, and need of a proposed interchange. Based on the geography of the site and the need to provide access to the existing roadway network construction of an interchange at this location will be higher than the “typical” cost provided above.
- Considerable property impacts can be expected at this location. Properties likely to be impacted by construction of an interchange are listed in **Exhibit 3.2**, along with their assessed value. These properties are labeled on the Conceptual Layout. The total appraised value of the properties likely to be impacted by the proposed interchange is \$5,098,000. Three commercial properties are included in the impacted properties.

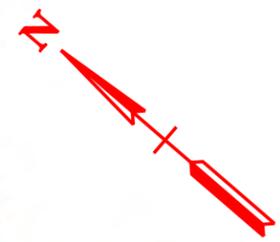
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Hamblen County**

EXHIBIT 3.2 PROPERTY INFORMATION

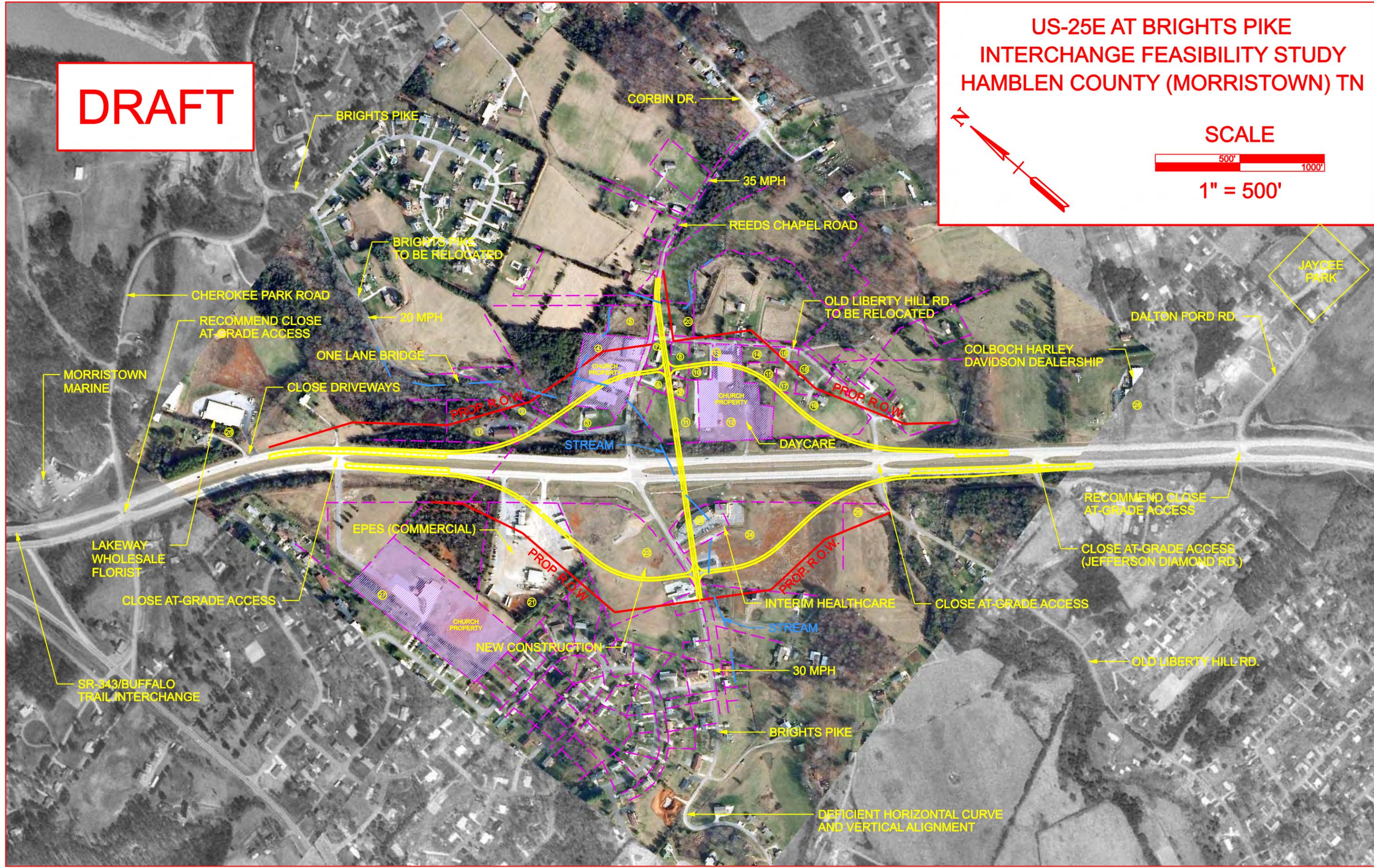
ID	Owner	Address	Class	Appraisal
1	Robert Eidson	1601 Dalton Ford Rd.	Residential	\$ 92,000
2	Russell Keller	1711 Dalton Ford Rd.	Residential	\$ 146,900
3	Russell Keller	1711 Dalton Ford Rd.	Residential	\$ 146,900
4	Lara Rocha	1717 Dalton Ford Rd.	Residential	\$ 70,600
5	Jennifer Stiner	1719 Dalton Ford Rd.	Residential	\$ 77,800
6	Clay Carmichael	1721 Dalton Ford Rd.	Residential	\$ 78,900
7	David Morelock	N Davy Crockett Pky.	Agricultural	\$ 50,400
8	David Morelock	N Davy Crockett Pky.	Agricultural	\$ 76,700
9	James Southerland	N Davy Crockett Pky.	Residential	\$ 42,000
10	James Southerland	N Davy Crockett Pky.	Residential	\$ 25,000
11	James Southerland	N Davy Crockett Pky.	Residential	\$ 46,800
12	John McDonald	N Davy Crockett Pky.	Residential	\$ 25,000
13	Thelma Carpenter	N Davy Crockett Pky.	Residential	\$ 96,700
14	Kenneth Jenkins	N Davy Crockett Pky.	Residential	\$ 63,950
15	Buckler Properties	2900 Clinchview Dr.	Commercial	\$ 2,487,600
16	Lynn Morelock	N Davy Crockett Pky.	Residential	\$ 63,300
17	David Morelock	Morelock Rd.	Agricultural	\$ 15,300
18	Taylor Investments	N Davy Crockett Pky.	Commercial	\$ 63,800
19	Elizabeth Seals	1265 Morelock Rd.	Agricultural	\$ 131,500
20	Jack Long	1890 Old Liberty Hill Rd.	Residential	\$ 24,300
21	Joseph Pierce	2723 Lanter Dr.	Residential	\$ 69,900
22	Ronald Chance	2726 Lanter Dr.	Residential	\$ 69,500
23	David Parson	1836 Old Liberty Hill Rd.	Residential	\$ 101,800
24	Roger Greene	N Davy Crockett Pky.	Residential	\$ 233,800
25	Roger Greene	N Davy Crockett Pky.	Residential	\$ 160,100
26	Kenneth Colboch	1830 N. Davy Crockett Pky.	Commercial	\$ 637,100
Total Appraised Values (2008 Tax Year):				\$ 5,098,000

**US-25E AT BRIGHTS PIKE
INTERCHANGE FEASIBILITY STUDY
HAMBLLEN COUNTY (MORRISTOWN) TN**

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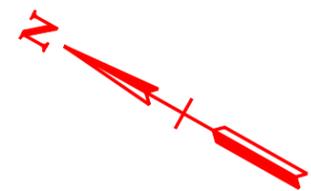


SCALE
500' 1000'
1" = 500'



**US-25E AT DALTON FORD ROAD
INTERCHANGE FEASIBILITY STUDY
HAMBLLEN COUNTY (MORRISTOWN) TN**

DRAFT



SCALE
500' 1000'
1" = 500'

