

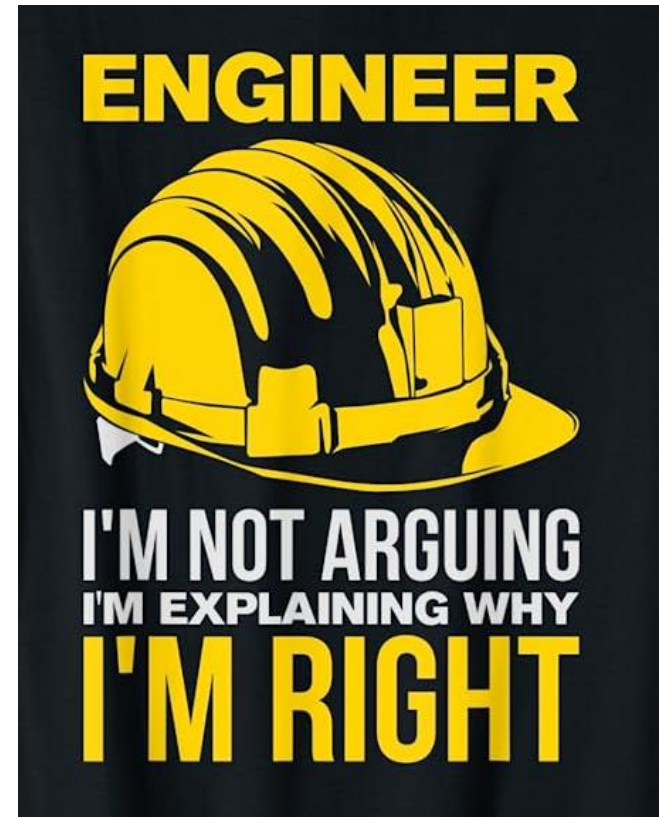


When Planning and Engineering Meet, Good Things Happen!

When two city planners hate each
other:



TSITE Summer Meeting
July 26, 2023



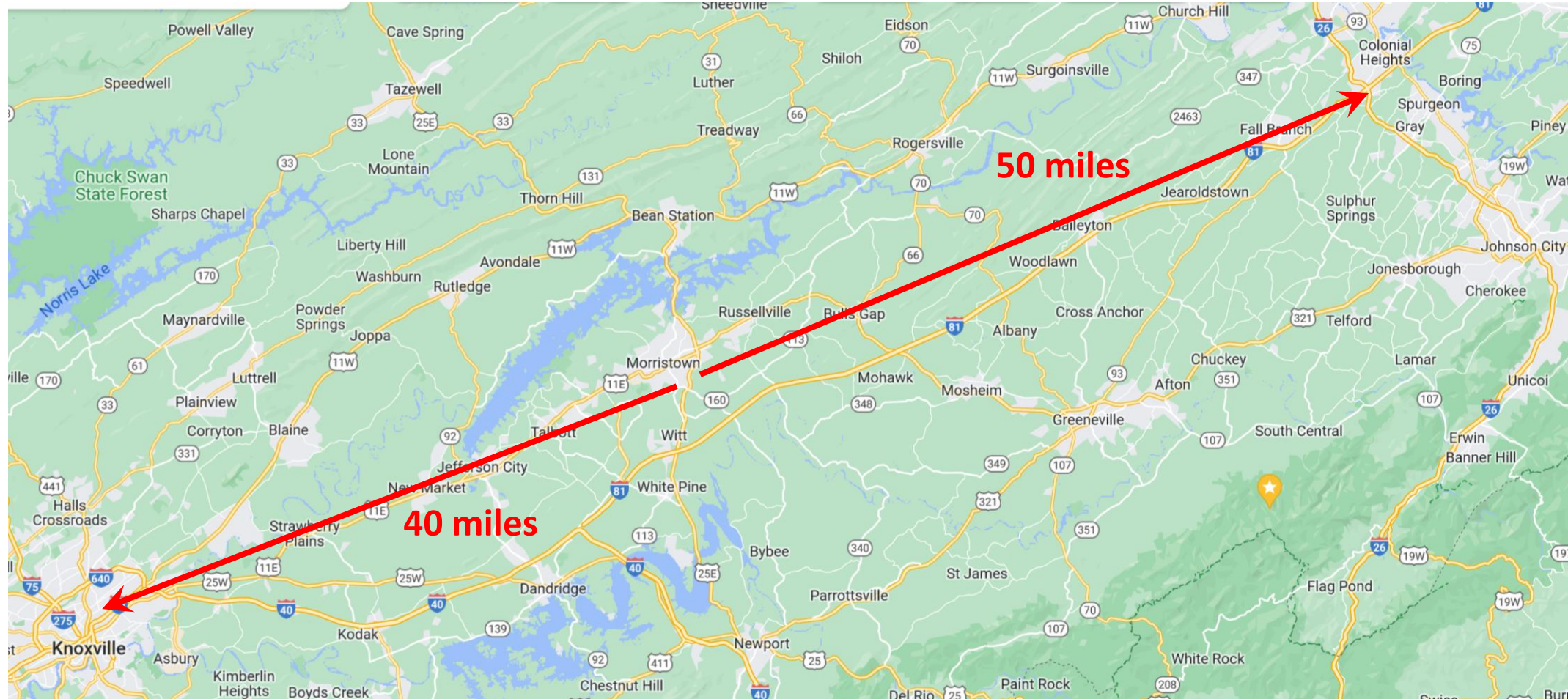


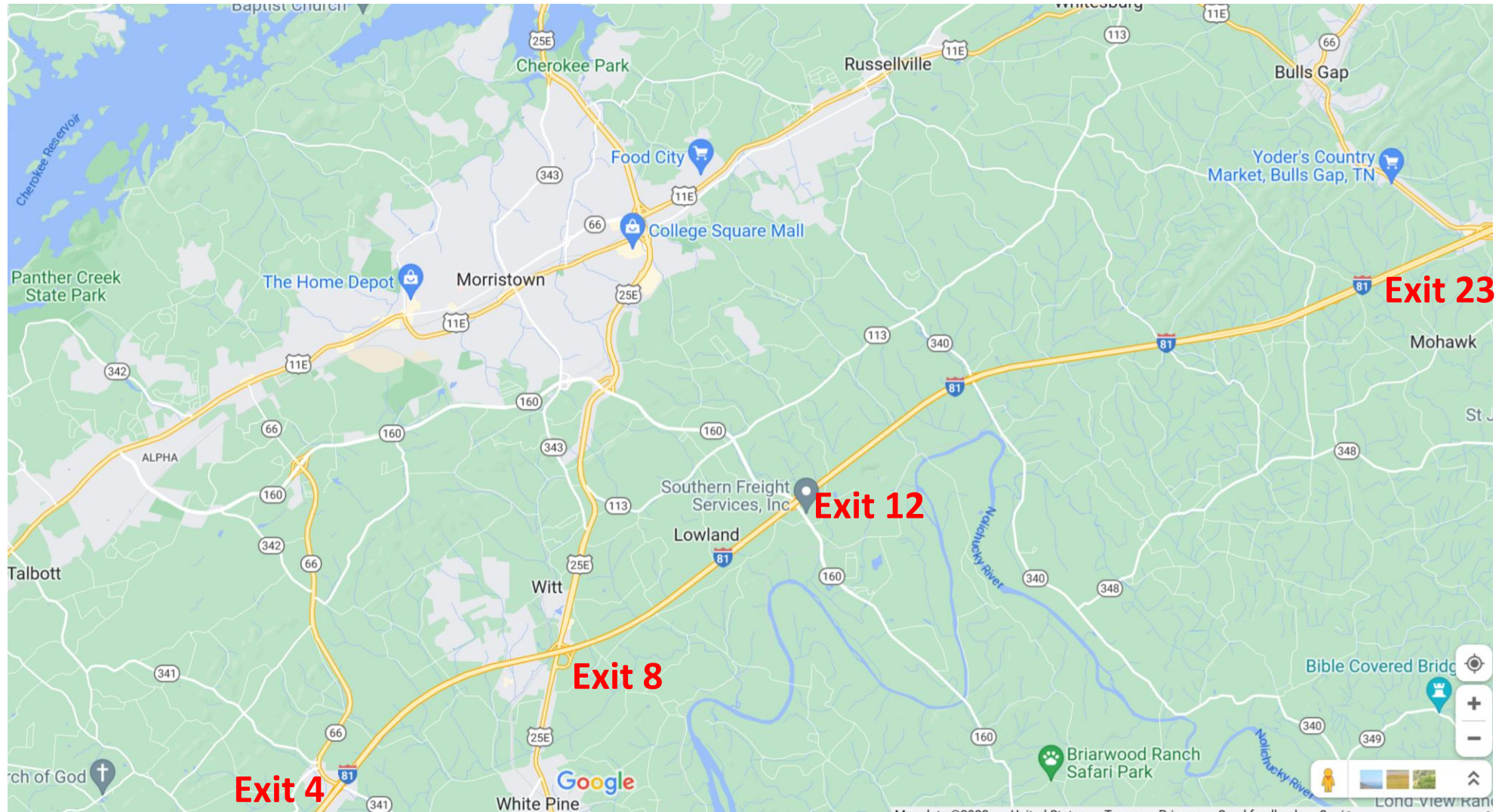
Morristown

- County seat of Hamblen County
- Economic hub of the “Lakeway” area (Grainger/Jefferson/Hamblen Counties)
- Population (2020): 30,000
- 2019: City reported to have a daytime population of 120,000±
- Davy Crockett’s father established a tavern there in 1794
- Hometown of VFL’s Randy Sanders and James “Little Man” Stewart



Morristown

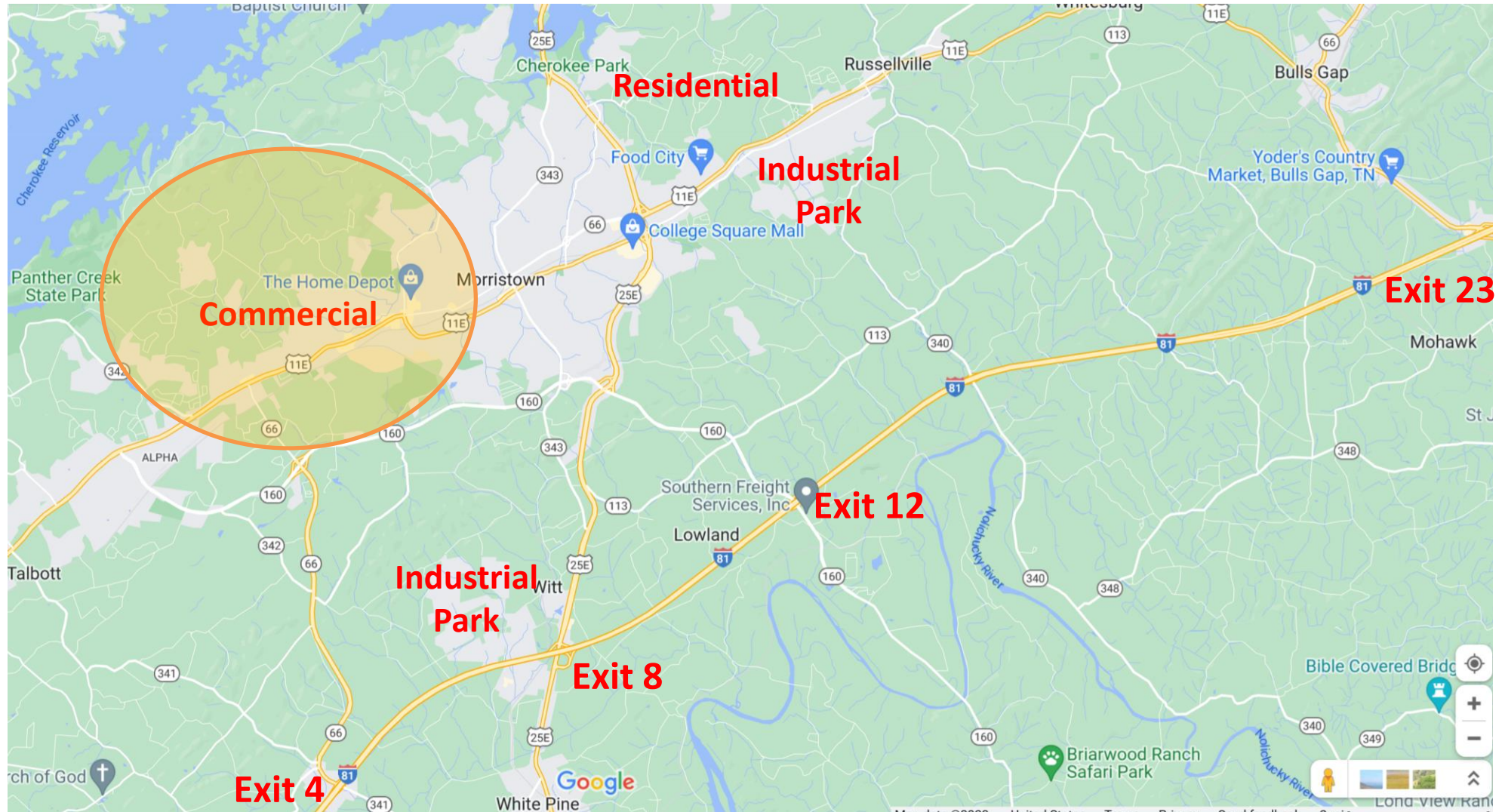


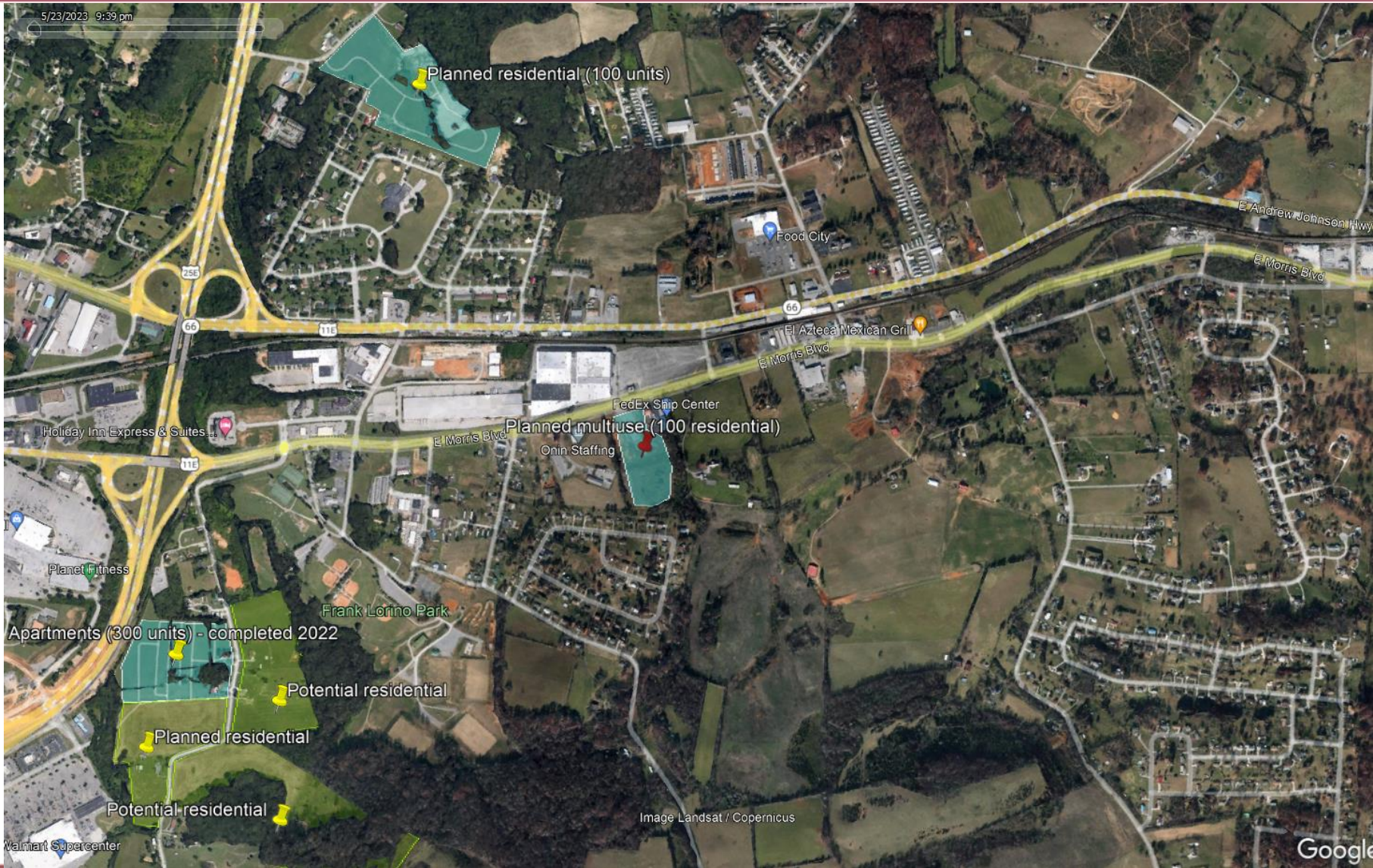




Growth trends

- Between 2010-2020, the area experienced nearly 25% growth in manufacturing.
- Over the past 5 years, employment has grown by approximately 500 jobs per year. Future job growth over the next 10 years is predicted to be almost 40%.
- Over the past 5 years, the area experienced almost a 25% growth in population. Approximately 1,000 residential units are in some stage of development (building permits, site plans, etc.).







Eastside area – issues/concerns

- TDOT project to widen East AJ/SR-34/US-11E will close two streets that connect AJ to East Morris: Pope Road and Norfolk Street.
 - This will reduce traffic on Pope at the East Morris signal.
 - This will also likely increase traffic on East Morris, between 25E and Jaybird (since those points will be the only connections between AJ and East Morris).
- The development on East Morris will increase traffic on East Morris, also between 25E and Jaybird.
- The development on Thompson Creek will increase traffic on Thompson Creek, and on East Morris. The current development will also make the adjacent property prime for future development.
- Millers Landing is nearing full buildout, which is adding traffic at the intersection with East Morris.



Eastside area – issues/concerns (cont.)

- Thompson Creek currently carries 500 vehicles per day.
- The recently completed residential development is expected to generate an additional 2,000 vehicles per day, almost all of which would get there via Thompson Creek Road at East Morris.
- Once the current phase of the development is complete, the adjacent properties (which are currently pasture) will become very attractive for further development. Assuming a similar type of development, this could add an additional 6,000 vehicles per day.
- Thompson Creek Road wasn't built to carry high traffic volumes; pictured is an example (lanes are 9' in width, both horizontal and vertical curvature is substandard, sight distance is limited).





Traffic study

- We prepared a traffic study, to consider all of the above factors. Results/recommendations were:
 - Thompson Creek Road is currently inadequate to carry additional traffic from the recent residential development, and likely future development.
 - Once the TDOT project closes Pope Road at the rail crossing, the traffic volume on Pope Road will decrease, and the traffic signal at East Morris/Pope would no longer be warranted, based on traffic volumes.
 - A traffic signal at East Morris/Thompson Creek is warranted, based on current traffic volumes. The additional traffic from the residential development will make this traffic signal a necessity.

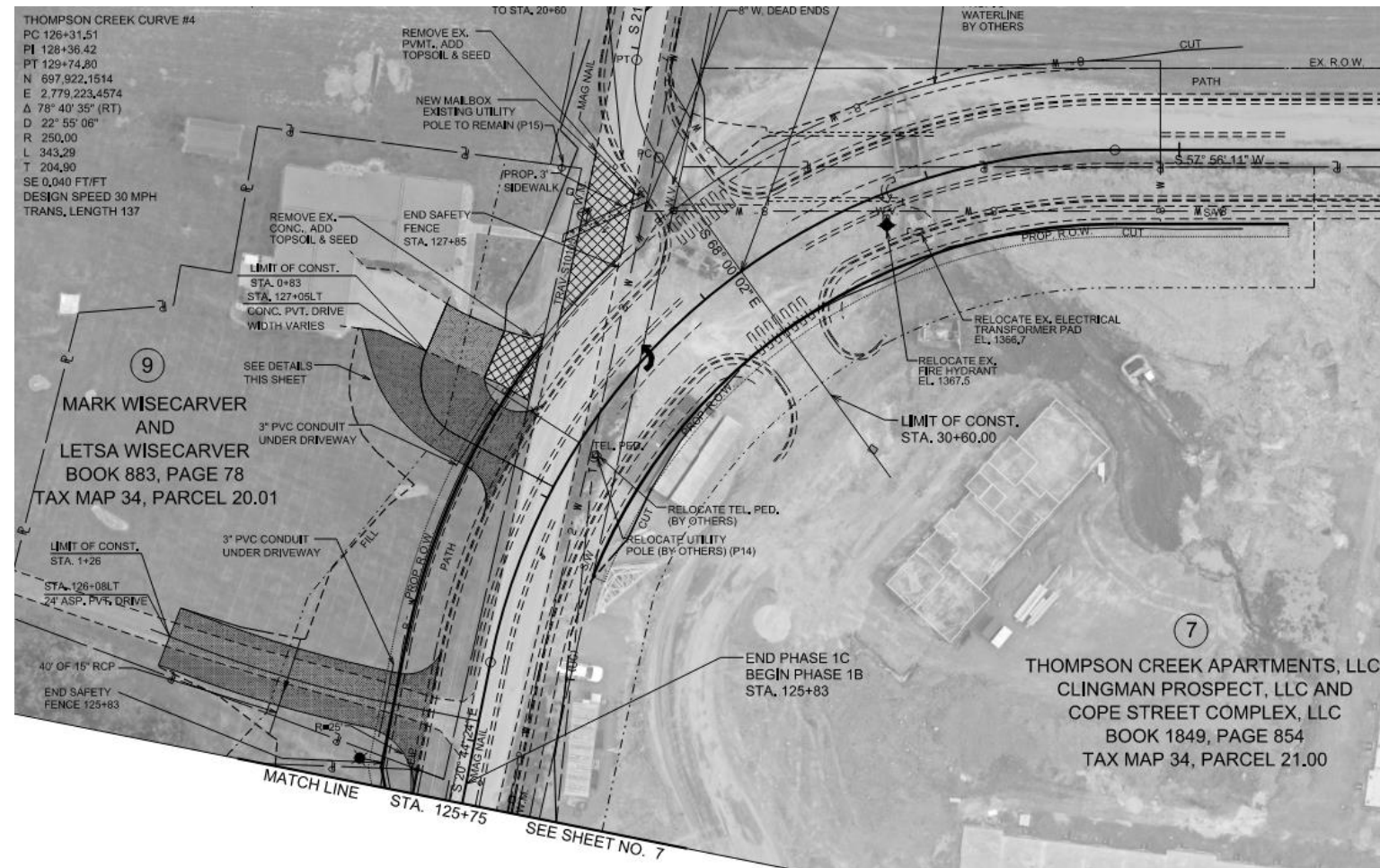


Thompson Creek Road improvements

- Should be built to accommodate future traffic volumes, assuming buildout of the undeveloped property. This would be on the order of 8,000 vehicles per day.
- We recommend reconstructing Thompson Creek Road, from East Morris to the Wal-Mart shopping center.
 - Would provide an alternate connection, between Wal-Mart/Walters State/College Square Mall and the area east of US-25E. This would alleviate traffic on both East AJ (US-11E) and East Morris.
 - Roadway would be designed to meet current City standards, for horizontal and vertical curvature.
 - The widened template would consist of 3) 12' wide travel lanes (one in each direction, with a center turn lane), with shoulders wide enough to function as an additional lane in each direction, if needed in the future.
 - Curb & gutter on both sides. 5' sidewalk on one side, 10' wide shared-use path on the other. Adding the shared-use path provides a multimodal connection to Frank Lorino Park.
- A traffic signal at the intersection of East Morris/Thompson Creek should be installed, with turn lanes to accommodate future traffic volumes.
- The traffic signal at the intersection of East Morris/Pope Road will likely no longer be warranted, once the TDOT project closes Pope Road at East AJ.



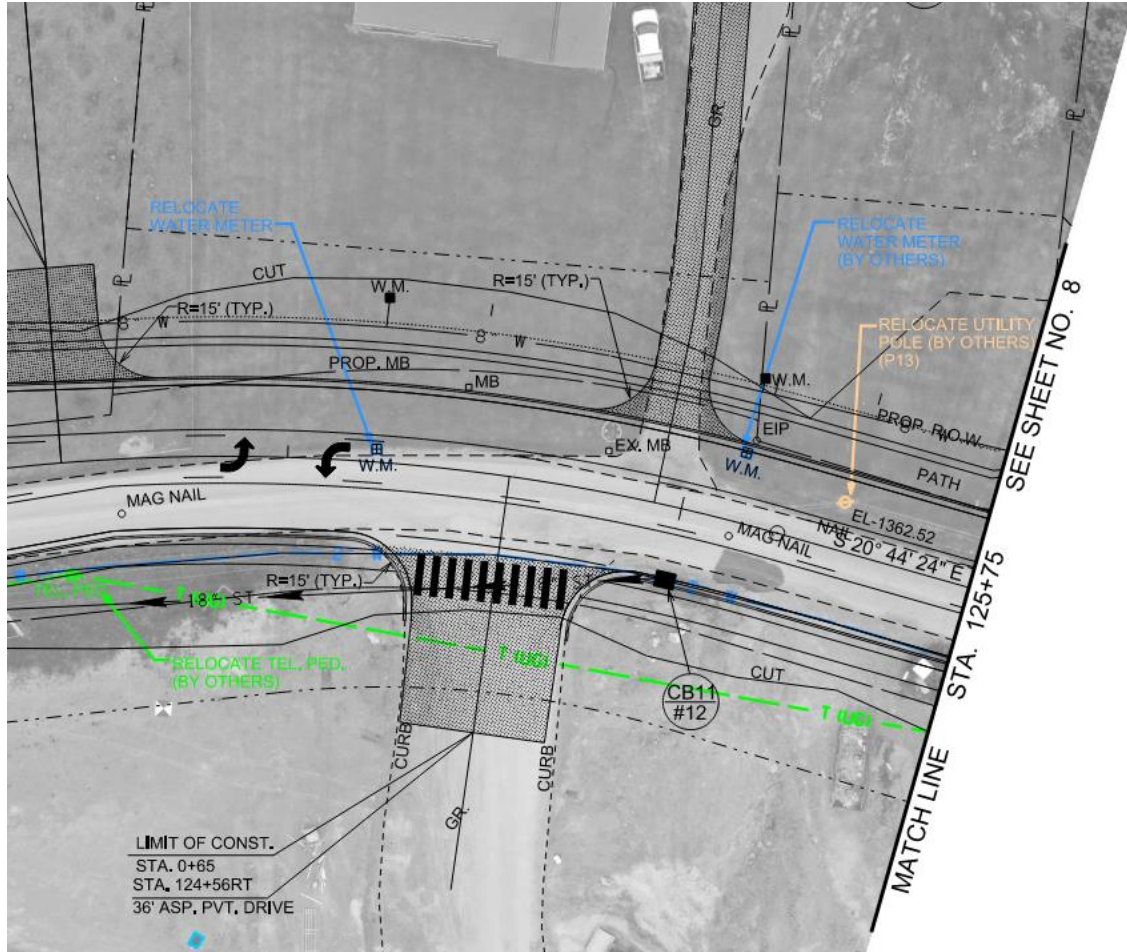
Thompson Creek Road challenges



- Limitations in this curve
- Apartments were already being constructed on Tract 7
- Looked at options to minimize impacts to Tracts 7 & 9



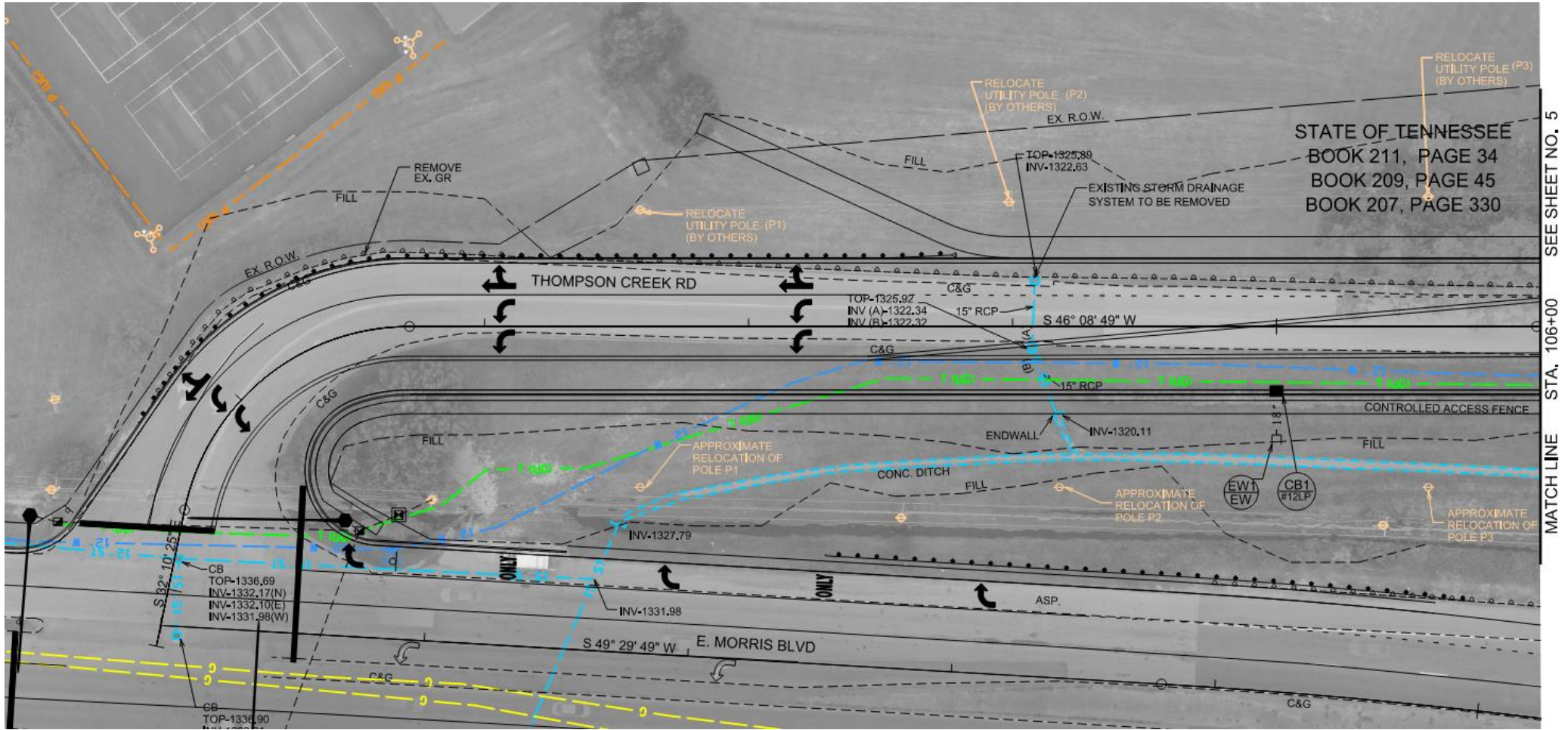
Thompson Creek Road challenges



- Power poles were obviously going to need be relocated
- Water department was looking to install new waterlines

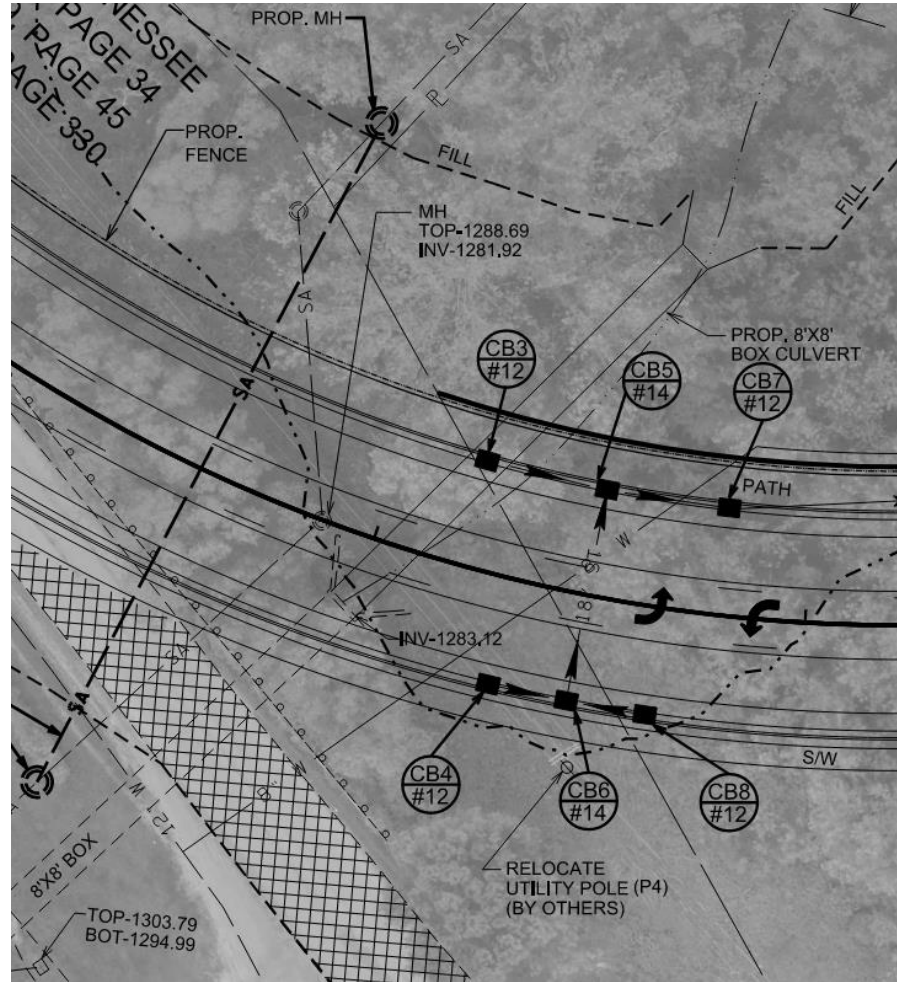


Thompson Creek Road challenges



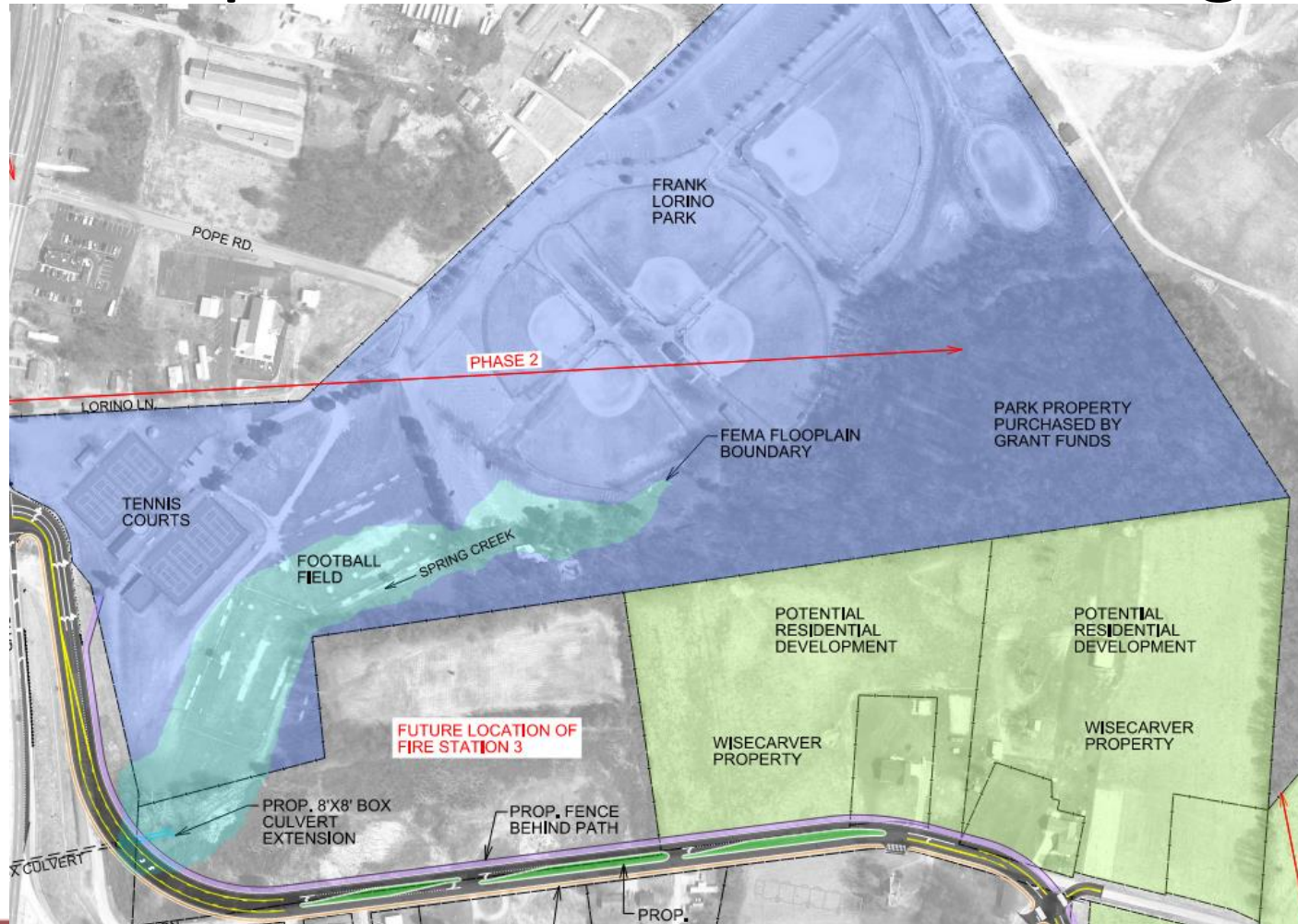


Thompson Creek Road challenges



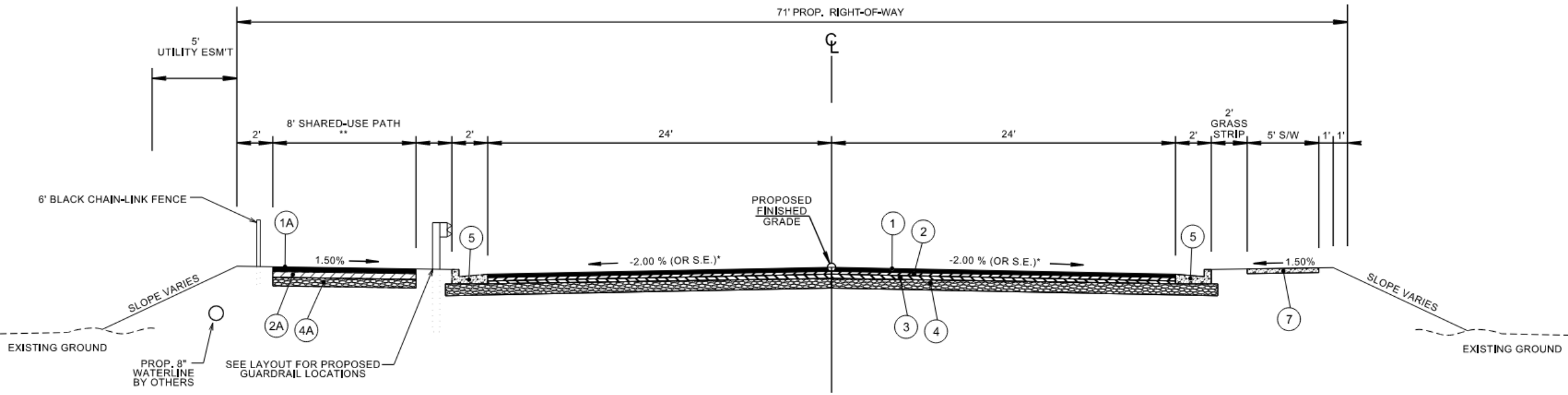


Thompson Creek Road challenges





Thompson Creek Road typical section

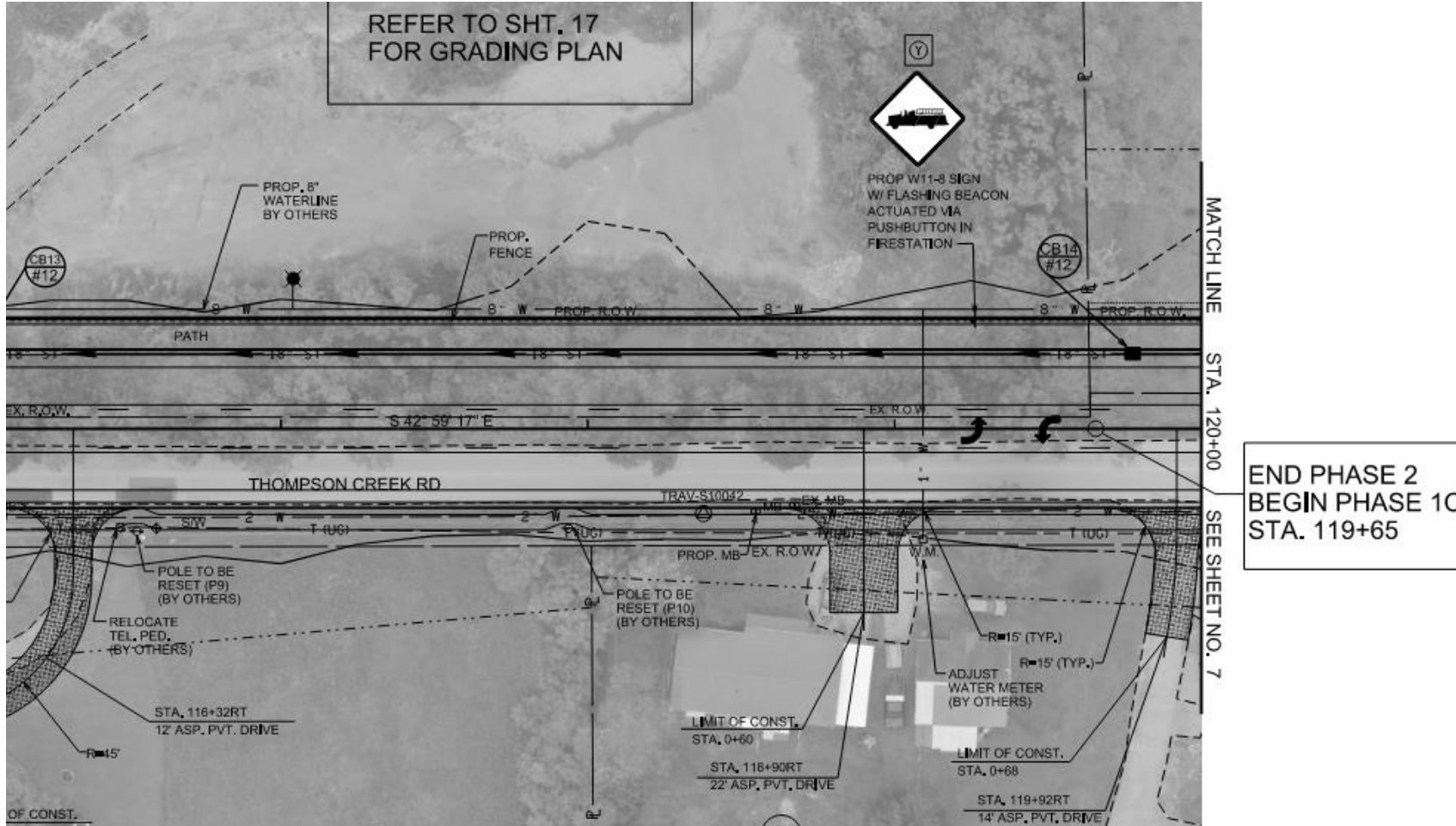


* MAX. S.E. 4.00%. SEE PLANS FOR DETAILS
** SEE PROPOSED LAYOUT FOR LOCATIONS
*** 2' MIN. GRASS STRIP IN PROPOSED GUARDRAIL LOCATIONS

THOMPSON CREEK TYPICAL SECTION



Thompson Creek Road Phase 1C/2





Thompson Creek Road before construction





Thompson Creek Road during construction





Thompson Creek Road during construction (Phase 1C)



Taken on 5/8/23



Thompson Creek Road during construction (Phase 1C)



Taken on 7/10/23



Thompson Creek Road during construction (Phase 1C)



Taken on 6/20/23



Thompson Creek Road during construction (Phase 1C)



Taken on 7/10/23



Thompson Creek Road before construction (Phase 2)



Taken on 6/7/22



Thompson Creek Road before construction (Phase 2)

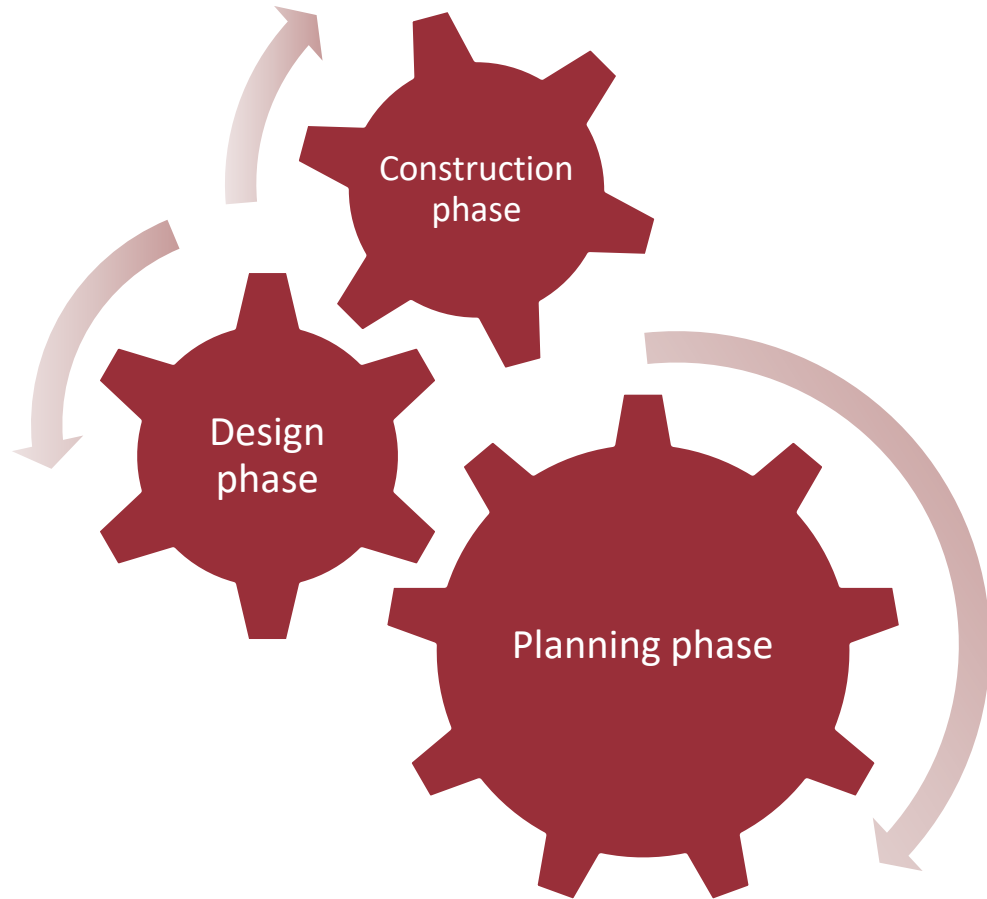


Taken on 7/20/23

07/20/2023



Conclusions



Involvement in all phases proved to be a smoother process



QUESTIONS?

