

**TENNESSEE STATE ROUTE 66
CORRIDOR MANAGEMENT AGREEMENT**

**MEMORANDUM OF UNDERSTANDING
CORRIDOR MANAGEMENT ALONG STATE ROUTE 66**

I. Purpose

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments, within the State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County to work collaboratively in the management of State Route 66 (SR66) from W. Andrew Johnson Highway/ SR34/ US Hwy 11E to SR341/ Roy Messer Hwy at I-81 Exit 4 and promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor. In addition, this Agreement will sustain the planning approaches developed as a result of the SR66 Corridor Study.

II. Agreement

WHEREAS, Tennessee's Long Range Transportation Plan recognizes the value of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

WHEREAS, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and the Lakeway Metropolitan Transportation Planning Organization have supported the SR 66 Corridor Study and all recommendations emerging from it.

WHEREAS, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County Forge have Identified transportation Improvements along the SR 66 corridor In their respective plans and work programs; and

WHEREAS, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County have prepared plans and studies describing their vision for the SR66 corridor, including:

- Transportation plan;
- Improvement Program;
- Overall Land Use Plan

WHEREAS, SR 66 has been identified as a corridor that enhances the economic vitality of the state, providing essential access for the City of White Pine, The City of Morristown, Jefferson County and Hamblen County to major economic markets and cultural centers; and

WHEREAS, the continued growth of the region is leading to increasing travel demand in the corridor, which, if unmanaged, can negatively affect the level of performance and safety experienced by users of the roadway; and

WHEREAS, community leaders, residents and transportation officials have identified this growing travel demand and development pressure as a concern with potential negative consequences

for the safety and operation of the corridor, with potential to degrade the performance of the corridor, and the resulting implications for the economy and quality of life of the region; and

WHEREAS, elected officials, agency staff, and representatives of State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and the Lakeway MTPO have endorsed the development of the SR 66 Corridor Study with the following list of corridor goals:

- Manage and coordinate growth;
- Expand regional mobility;
- Improve and preserve community character
- Mitigate negative impacts to the function of the corridor; and

WHEREAS, through the SR 66 Corridor Study process representatives from the respective jurisdictions will identify specific corridor strategies leading to the attainment of corridor goals.

NOW, THEREFORE, State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and the Lakeway MTPO agree to cooperate in the pursuit, adoption and implementation of the strategies and actions detailed in the **State Route 66 Corridor Study** and enumerated below:

1. **Access Management** – defines the relationship of adjacent land uses and activities to the corridor itself. The nature of that access can have a significant impact on mobility, congestion and safety. Tools to implement the access management strategy may include:
 - Medians/channelization standards;
 - Spacing standards;
 - Corner clearance standards;
 - Driveway design standards;
 - Connectivity and cross-access standards;
 - Street network standards;
 - Access management plans; and
 - Wayfinding signage.

Parties to this agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the SR 66 corridor. The parties agree to:

- a. Establish a process for coordinated access permit review and approval; and
 - b. Develop corridor access management standards and a corridor access management plan as part it of the comprehensive plan for State of Tennessee Department of Transportation, the City of White Pine, City of Morristown Hamblen County, and Jefferson County.
2. **Land Use Planning** – describes the location and type of places and activities along a corridor. The organization of those land uses can Influence a variety of factors, including traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:

III. Governance

1. Adoption, Amendment and Termination

This Agreement will become effective when an appointed and authorized representative of each State of Tennessee Agency, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and Lakeway MTPO have placed their signature in the block below.

This Agreement may be amended, in whole or in part, by mutual agreement of all parties as evidenced by signatures on an amended agreement. The signatory parties agree to confer with respect to the continuation of the Agreement, or if there is the necessity for any amendments, on an annual basis. The State Department of Transportation will coordinate this meeting by determining the date and location along with gathering input from the participating Agencies and Cities for preparation of the agenda.

This Agreement shall remain in force until terminated by written agreement of all of the signatory parties.

Notwithstanding the foregoing, the signatory parties may withdraw from this Agreement at any time provided that the withdrawing party notifies the other signatories thirty (30) days in advance of the desired date of withdrawal to allow time to remedy the reason for withdrawal. In the event efforts to remedy the reason for withdrawal are unsuccessful, the withdrawing party may withdraw from the Agreement without prejudice but at the risk of limiting its ability to participate in future activities and improvements taken as part of this Agreement.

2. Programming, Funding, Budgeting and Reimbursement

This Agreement is neither a fiscal nor a funding obligation. Any transfer of funds between signatories that occurs as a result of the actions outlined in this Agreement may take place through applicable laws, agreements, existing authorities and procedures.

Nothing in this Agreement obligate the signatories to expend appropriations, obligate funds or enter into any contract or agreement.

3. Administration

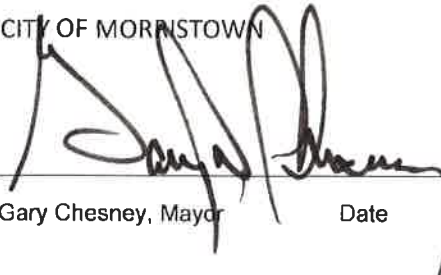
This Agreement will be coordinated by the State Department of Transportation in cooperation with the other signatories. The signatory parties, moreover, shall form a Corridor Management Committee to implement the course of action described in this Agreement. The Corridor Management Committee shall include a designated representative from each of the signatories to this Agreement. Committee members will develop committee rules and operating procedures and establish a regular schedule of meetings.

The Corridor Management Committee will function as the steering committee for this Agreement with the responsibility of providing strategic guidance on the actions described herein. In the absence of corridor wide policies, plans, standards and regulations, the Corridor Management Committee will also serve as a coordinating committee for proposed improvements and projects affecting the corridor. Adoption or approval of any policies, plans, standards or regulations recommended under this Agreement will be at the sole discretion of the legislative and/or appointed bodies of the signatory parties.

IV. Signatures

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

CITY OF MORRISTOWN




Gary Chesney, Mayor Date 5/7/18

CITY OF WHITE PINE



Glen E. Warren, Mayor Date 5-14-18

HAMBLEN COUNTY



Bill Brittain, Mayor Date 4/20/18

JEFFERSON COUNTY




Alan Palmieri, Mayor Date 5-14-18

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION



Commissioner Date JUN 01 2018

LAKWAY METROPOLITAN
TRANSPORTATION PLANNING
ORGANIZATION (LAMTPO)



Director Date 4/11/18