

**RESOLUTION NO. 13-500**  
**ACCEPTING THE STREET LIST FOR 2013 AND SUPPORTING THE**  
**MOUNT CARMEL AREA 2030 MAJOR STREET AND ROAD PLAN**

WHEREAS, the Mount Carmel Board of Mayor and Alderman seeks to continually develop comprehensive plan elements which serve as guidelines for the maintenance and improvement of community public facilities and infrastructure; and

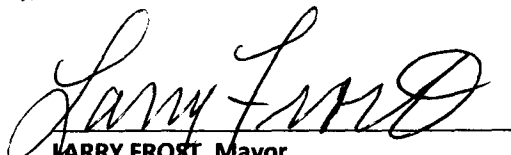
WHEREAS, the citizens of Mount Carmel are afforded a continues process whereby the transportation network within the area is maintained in an efficient and orderly manner while plans for future growth in traffic volumes and land use are considered; and

WHEREAS, the Mount Carmel Board of Mayor and Aldermen must accept all public streets; and

WHEREAS, the Town of Mount Carmel seeks to amend the 20-year planning document known as the Major Thoroughfare Plan of Mount Carmel dated 1964 whereby proposals for an area street and highway improvements are based on the functional use of these facilities as well as the development and growth of the community.

NOW, THEREFORE BE IS RESOLVED that the Town of Mount Carmel Board of Mayor and Aldermen does hereby amend the applicability of the Year 2030 Mount Carmel Major Street and Road Plan as amended by the Mount Carmel Regional Planning Commission at their April 9, 2013 meeting and accept all streets listed as public streets.

Duly passed and approved this the 28<sup>th</sup> day of May, 2013.

  
LARRY FROST, Mayor

ATTEST:

  
MARIAN SANDIDGE, City Recorder

APPROVED AS TO FORM:

  
C. CHRISTOPHER RAINES, JR., ATTORNEY



| FIRST READING             | AYES | NAYS | OTHER |
|---------------------------|------|------|-------|
| Alderman Eugene Christian | X    |      |       |
| Alderman Wanda Davidson   | X    |      |       |
| Alderman Leann DeBord     | X    |      |       |
| Alderman Frances Frost    | X    |      |       |
| Alderman Carl Wolfe       | X    |      |       |
| Vice-Mayor Paul Hale      | X    |      |       |
| Mayor Larry Frost         | X    |      |       |
| TOTALS                    | 7    | 0    | 0     |

PASSED FIRST READING May 28, 2013

## INTRODUCTION

Sections 13-302 and 13-303 of the Tennessee Code Annotated provide for the adoption and recording of a major road plan as part of the long range planning practices. The Mount Carmel Regional Planning Commission and the Mount Carmel Board of Mayor and Alderman realize the need to revisit and up-date the existing Major Street and Road Plan as part of the development of long-range transportation planning and land use planning.

The current Major Thoroughfare Plan or Major Street and Road Plan was adopted in July 1964. Though road improvements and new construction have been made through the years the plan has never been updated.

Mount Carmel has physical constraints that limit the growth of the City. However a current Major Street and Road plan can serve as a guide for the placement and improvements of roadway systems that will serve the present and potential growth of the City within those constraints.

This update to the Major Thoroughfare or Major Street and Road Plan is essentially a record of actual roads located within Mount Carmel's Planning Region. No new roads are proposed in this plan update. Staff felt the need to create a base map and plan prior to conducting an in-depth study of the area.

## PURPOSE OF MAJOR STREET AND ROAD PLAN

Where a Major Street and Road Plan does not exist, streets become major by use as determined by the public in meeting their immediate desires with no thought to orderly development which could prevent safety hazards and promote the long-range economy. Quite often, numerous streets become major streets by use rather than by the desirable development standards to adequately accommodate major traffic volumes. The acceptance and following of a major street plan enhances the planned advancement of any urban area. It enables the public to know which streets will be developed as major and which will be protected from high traffic volumes and speeds. This knowledge provides desirability to neighborhoods and a "peace of mind" for individuals residing therein. A workable and enforceable major street plan ensures that future growth will be made without unduly burdening the general public with future street improvements. Obviously, the Major Street and Road Plan is an integral part of the comprehensive development plan of any urban area. The plan must:

1. Accommodate a majority of traffic movements with relatively few well-improved facilities
2. Utilize to the maximum the existing street and highway system.
3. Be compatible with other elements of the comprehensive plan for the area and provide the best place for people to live, work and play.

4. Provide the most economical system to meet the travel desires for the design year with proper consideration for future expansion.

### MOUNT CARMEL'S MSRP AND KINGSPORT MTPO

The current Major Street and Road plan for Mount Carmel was adopted in 1964. Quite a bit has changed since then. Now, Mount Carmel is part of Kingsport's Metropolitan Transportation Planning Organization (MTPO). This organization was established pursuant to federal requirements in 1977 to provide a comprehensive approach to transportation planning for the Metropolitan area. This organization must develop a transportation plan for the entire area. The 2035 Long Range Transportation Plan was adopted in 2012. Larger transportation projects such as new collector or arterial roads for Mount Carmel should be implemented through this organization. For more information concerning the Kingsport Metropolitan Transportation Planning Organization (MTPO) consult the website: [www.Mtpo.KingsportTn.gov](http://www.Mtpo.KingsportTn.gov).

### FEATURES OF THE MAJOR STREET AND ROAD PLAN

In this Major Street and Road Plan, the streets have been assigned varying right-of-way and pavement widths dependant upon the volume of traffic anticipated by the Transportation Long Range Plan developed by the Kingsport Metropolitan Transportation Planning Organization (MTPO) and by staff with local knowledge of the roadway system. For this reason, it is necessary that the Major Street and Road Plan contain two sections: the first being the map showing the major streets with symbols indicating the general classification; the second section is the table which lists the streets , classification, ROW and pavement widths. Typical cross sections of various street types can be found in the subdivision regulations.

This plan contains two (2) street types of classifications which indicate the type of traffic each is designed to carry. These are as follows:

1. Arterial Streets. (PA and MNA) These facilities are designed for minimum of control, are generally located at approximately one-mile intervals and connect areas of principal traffic generation. A properly designed major arterial system should help define residential neighborhoods, industrial complexes, commercial centers, and recreational areas.
2. Collector Streets. (PC and MNC) This system is designed primarily to collect and distribute traffic between local streets and the major street network. Such streets are used primarily for traffic movement into, from, and within residential, commercial and industrial area rather than through such areas.

## MAJOR STREET AND ROAD PLAN (MSRP) Background Information

The Major Street and Road Plan contains all of the existing highway, streets and road by which all residential, commercial and industrial traffic are connected for the movement of local and regional traffic.

**Principal Arterials (PA)** – Two major arterials are associated with this plan. U.S. Highway 11-W is adjacent to the southerly corporate limits and serves as the only access to the surrounding urban areas. Since US11W is a “State” highway it maintains a Right of Way width determined by the Tennessee Department of Transportation. The fact that Mount Carmel is primarily a “residential” town with no major industry and few commercial shopping opportunities most of the population shop and are employed in areas surrounding Mount Carmel. Therefore U.S. 11W experiences a constant flow of local traffic moving to and from Mount Carmel to outlying areas. U.S. 11W is also considered a State Route and all improvements are made at the state level. The local authorities have little if any control of this highway.

Another Major Arterial identified in this plan is Carter’s Valley Road with a Right of Way width 60 feet. This arterial allows traffic to move in an east-west direction serving the northern portion of Mount Carmel. There are plans for future improvements for this road in Kingsport’s MPO Long Range Plan. These plans are identified in the as safety / geometric improvements including the widening of shoulder. The years for scheduled improvements to commence are 2026 through 2035. Needless to say these plans are in their infancy and the City of Mount Carmel must actively participate in all stages of these improvements through the Kingsport MPO office.

**Minor Arterials (MNA)** – There are three (3) minor arterials identified in this plan.

| Street Name     | ROW width | Classification | Improvements/schedule | Type of Improvements  |
|-----------------|-----------|----------------|-----------------------|-----------------------|
| HAMMOND AV      | 60'       | Minor Arterial |                       |                       |
| INDEPENDENCE AV | 60'       | Minor Arterial | 2016-2025             | turn lanes /shoulders |
| MAIN ST (EAST)  | 60'       | Minor Arterial |                       |                       |
| MAIN ST (WEST)  | 60'       | Minor Arterial |                       |                       |

Hammond Avenue and Independence Avenue are arterials that provide north-south connections to the two principal arterials. Main Street runs parallel to and provides a east- west connection from US11W to areas within the town of Mount Carmel.

Independence Avenue has been identified on Kingsport 2035 Long Range Transportation Plan as needed turn lanes and shoulders. This project is in the early planning stages and the Town of Mount Carmel must work diligently with the MTPO staff make sure that the schedules projects are transferred from the "general" Long Range Transportation Plan (LRTP) to its short term Transportation Improvement Program(TIP). The TIP updates, implements and advances these long term projects toward completion.

Collectors – In this plan collector streets are broken down into two (2) categories; principal (PC) and minor (MNC).

| Street Name      | ROW width                   | Classification  | Improvements /schedule | Type of Improvements |
|------------------|-----------------------------|-----------------|------------------------|----------------------|
| DOVER AV         | 60' w/pavement width of 28' | Minor Collector |                        |                      |
| ELLIS LN (EAST)  | 60' w/pavement width of 28' | Major Collector |                        |                      |
| ELLIS LN (WEST)  | 60' w/pavement width of 28' | Major Collector |                        |                      |
| ENGLEWOOD AV     | 60' w/pavement width of 28' | Minor Collector |                        |                      |
| KAYWOOD AV       | 60' w/pavement width of 28' | Minor Collector |                        |                      |
| LLOYDS CHAPEL RD | 60' w/pavement width of 28' | Minor Collector |                        |                      |
| MCCRACKEN LN     | 60' w/pavement width of 28' | Major Collector |                        |                      |
| REDWOOD ST       | 60' w/pavement width of 28' | Major Collector |                        |                      |
| WALNUT ST        | 60' w/pavement width of 28' | Major Collector |                        |                      |
| WOLFE LN         | 60' w/pavement width of 28' | Major Collector |                        |                      |

Principal Collectors (PC) – Principal Collectors (PC) collect traffic and disperse it onto an arterial roadway. There are six (6) Principal Collectors identified in this plan. These roads could be considered arterials in nature and purpose but the Tennessee Department of Transportation has identified them as collectors based upon their traffic count analysis. Staff kept them as collectors so that information can flow unobstructed from the local to state level. These collectors usually serve one or more residential neighborhoods and are considered the main exit of the area.

Minor Collectors (MNC) – Minor Collectors (MNC) also collect traffic but have lower traffic counts than Principal Collectors. There four (4) Minor Collectors identified in this plan. There no improvements scheduled for collectors in this plan.

Local Streets – Local streets must be identified on the plan to show their relationship to the over-all transportation system. Improvements on these streets are made at the local level. There are 119 local streets listed in this plan.

| Street Name    | ROW width | Classification | Improvements/schedule | Type of Improvements |
|----------------|-----------|----------------|-----------------------|----------------------|
| AMANDA CT      | Min 50'   | Local          |                       |                      |
| APACHE LN      | Min 50'   | Local          |                       |                      |
| ARBOR CT       | Min 50'   | Local          |                       |                      |
| ARNOTT DR      | Min 50'   | Local          |                       |                      |
| ASHEVILLE AV   | Min 50'   | Local          |                       |                      |
| ASHLEY AV      | Min 50'   | Local          |                       |                      |
| ASPEN CT       | Min 50'   | Local          |                       |                      |
| ATLANTA AV     | Min 50'   | Local          |                       |                      |
| BANNER DR      | Min 50'   | Local          |                       |                      |
| BARANCO LN     | Min 50'   | Local          |                       |                      |
| BAY ST         | Min 50'   | Local          |                       |                      |
| BEECH ST       | Min 50'   | Local          |                       |                      |
| BELMONT AV     | Min 50'   | Local          |                       |                      |
| BIG OAK RD     | Min 50'   | Local          |                       |                      |
| BIRCH ST       | Min 50'   | Local          |                       |                      |
| BRAMBLEWOOD DR | Min 50'   | Local          |                       |                      |
| BRENTWOOD DR   | Min 50'   | Local          |                       |                      |
| BROOKTON DR    | Min 50'   | Local          |                       |                      |
| CARNATION LN   | Min 50'   | Local          |                       |                      |
| CARRIE CR      | Min 50'   | Local          |                       |                      |
| CEDAR ST       | Min 50'   | Local          |                       |                      |
| CHASE DR       | Min 50'   | Local          |                       |                      |
| CHEEROKEE DR   | Min 50'   | Local          |                       |                      |
| CHERRY ST      | Min 50'   | Local          |                       |                      |
| CHESAPEAKE DR  | Min 50'   | Local          |                       |                      |
| CHESTNUT ST    | Min 50'   | Local          |                       |                      |
| CLIFFTOP CT    | Min 50'   | Local          |                       |                      |
| CLOVERLEAF CT  | Min 50'   | Local          |                       |                      |
| CONCORD AV     | Min 50'   | Local          |                       |                      |
| CREEKSIDE DR   | Min 50'   | Local          |                       |                      |
| CREST DR       | Min 50'   | Local          |                       |                      |
| CYPRESS ST     | Min 50'   | Local          |                       |                      |
| DAFFODIL LN    | Min 50'   | Local          |                       |                      |
| DAHLIA ST      | Min 50'   | Local          |                       |                      |
| DEERWOOD DR    | Min 50'   | Local          |                       |                      |
| DELLA ST       | Min 50'   | Local          |                       |                      |
| DOGWOOD ST     | Min 50'   | Local          |                       |                      |
| EDGEWOOD DR    | Min 50'   | Local          |                       |                      |
| ELM ST         | Min 50'   | Local          |                       |                      |
| FERNWOOD DR    | Min 50'   | Local          |                       |                      |

|                   |         |       |  |  |
|-------------------|---------|-------|--|--|
| FOREST RD         | Min 50' | Local |  |  |
| FOX RIDGE DR      | Min 50' | Local |  |  |
| FREEMONT AV       | Min 50' | Local |  |  |
| GALLUP AV         | Min 50' | Local |  |  |
| GLENMAR AV        | Min 50' | Local |  |  |
| GRANDVIEW ST      | Min 50' | Local |  |  |
| GREENBRIAR CR     | Min 50' | Local |  |  |
| GREENVIEW ST      | Min 50' | Local |  |  |
| GREY FOX DR       | Min 50' | Local |  |  |
| HEMLOCK ST        | Min 50' | Local |  |  |
| HERMITAGE DR      | Min 50' | Local |  |  |
| HERMITAGE LN      | Min 50' | Local |  |  |
| HIAWASSEE DR      | Min 50' | Local |  |  |
| HICKORY LN        | Min 50' | Local |  |  |
| HOLLY ST          | Min 50' | Local |  |  |
| HOLSTON DR        | Min 50' | Local |  |  |
| HUMMINGBIRD CT    | Min 50' | Local |  |  |
| HUNTERS RUN       | Min 50' | Local |  |  |
| INCA DR           | Min 50' | Local |  |  |
| IRIS WAY          | Min 50' | Local |  |  |
| ITHACA AV         | Min 50' | Local |  |  |
| IVY CIR           | Min 50' | Local |  |  |
| IVY LN            | Min 50' | Local |  |  |
| JACKSON ST        | Min 50' | Local |  |  |
| JEFFERSON AV      | Min 50' | Local |  |  |
| KATIE CR          | Min 50' | Local |  |  |
| LANCER CT         | Min 50' | Local |  |  |
| LANDON DR         | Min 50' | Local |  |  |
| LAURAL ST         | Min 50' | Local |  |  |
| LAZY LN           | Min 50' | Local |  |  |
| LOCUST ST         | Min 50' | Local |  |  |
| LOTUSVIEW ST      | Min 50' | Local |  |  |
| MAPLE HILL DR     | Min 50' | Local |  |  |
| MAPLE ST          | Min 50' | Local |  |  |
| MARSHALL AV       | Min 50' | Local |  |  |
| MEADOW LN         | Min 50' | Local |  |  |
| MEADOW SPRINGS LN | Min 50' | Local |  |  |
| MEADOWLARK CT     | Min 50' | Local |  |  |
| MIMOSA ST         | Min 50' | Local |  |  |
| MOCKINGBIRD CT    | Min 50' | Local |  |  |
| MONTGOMERY AV     | Min 50' | Local |  |  |
| MOUNTAIN VIEW DR  | Min 50' | Local |  |  |
| NANTUCKET AV      | Min 50' | Local |  |  |
| NICOLE DR         | Min 50' | Local |  |  |
| NIGHTINGALE CT    | Min 50' | Local |  |  |
| OAK ST            | Min 50' | Local |  |  |
| OHIO AV           | Min 50' | Local |  |  |
| OLD HICKORY CR    | Min 50' | Local |  |  |



|                      |         |       |  |  |
|----------------------|---------|-------|--|--|
| OLD HICKORY DR       | Min 50' | Local |  |  |
| PARK LN              | Min 50' | Local |  |  |
| PINE ST              | Min 50' | Local |  |  |
| POPLAR ST            | Min 50' | Local |  |  |
| PRIMROSE CT          | Min 50' | Local |  |  |
| RAMBLEWOOD DR        | Min 50' | Local |  |  |
| READING CR           | Min 50' | Local |  |  |
| RED FOX DR           | Min 50' | Local |  |  |
| RENEE DR             | Min 50' | Local |  |  |
| ROSE LN              | Min 50' | Local |  |  |
| ROUNDTREE AV         | Min 50' | Local |  |  |
| RUTHBROOKE DR        | Min 50' | Local |  |  |
| SEMINOLE DR          | Min 50' | Local |  |  |
| SEVEN OAKS LN        | Min 50' | Local |  |  |
| SHERBROOKE DR<br>(N) | Min 50' | Local |  |  |
| SHERBROOKE DR (S)    | Min 50' | Local |  |  |
| SHERBROOKE CT        | Min 50' | Local |  |  |
| SONGBIRD CT          | Min 50' | Local |  |  |
| SPRING HOUSE CT      | Min 50' | Local |  |  |
| SPRUCE ST            | Min 50' | Local |  |  |
| SUNRISE<br>MEADOWSCT | Min 50' | Local |  |  |
| TOPEKA DR            | Min 50' | Local |  |  |
| TULIP LN             | Min 50' | Local |  |  |
| UNAKA DR             | Min 50' | Local |  |  |
| VALLEY CREST DR      | Min 50' | Local |  |  |
| VALLEY LN            | Min 50' | Local |  |  |
| VIOLA CR             | Min 50' | Local |  |  |
| WHIPPOORWILL CT      | Min 50' | Local |  |  |
| WILLOW ST            | Min 50' | Local |  |  |
| WOLFE LAUREL CIR     | Min 50' | Local |  |  |
| WOODLAND DR          | Min 50' | Local |  |  |

