

RESOLUTION NO. 16-544
ACCEPTING THE STREET LIST FOR 2016

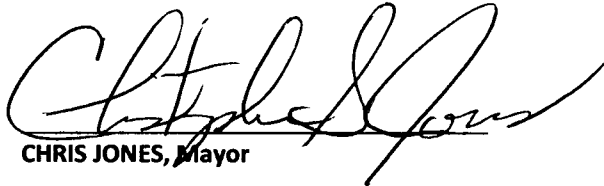
WHEREAS, the Street List approved by Mount Carmel Board of Mayor and Alderman May 28, 2013 omitted two streets; and

WHEREAS, the Mount Carmel Board of Mayor and Alderman needs to add these two streets to the Street List; and

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

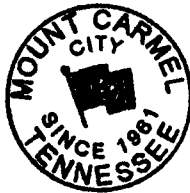
NOW, THEREFORE BE IT RESOLVED that the Town of Mount Carmel Board of Mayor and Aldermen does hereby amend the Mount Carmel Street List as recommended by the Mount Carmel Regional Planning Commission at their December 13, 2016 meeting and accepts all streets listed as public streets.

Duly passed and approved this the 27th day of December 2016.

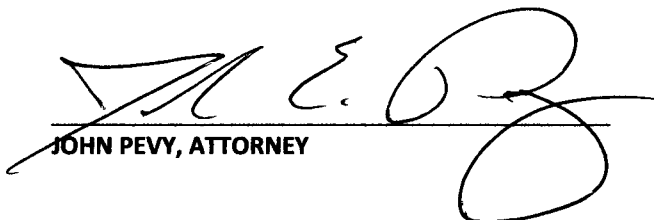

CHRIS JONES, Mayor

ATTEST:


MARIAN SANDIDGE, City Recorder



APPROVED AS TO FORM:


JOHN PEVY, ATTORNEY

Motion: Alderman Margaret Christian

Second: Alderman Diane Adams

FIRST READING	AYES	NAYS	OTHER
Alderman Diane Adams	X		
Alderman Eugene Christian	X		
Alderman Margaret Christian	X		
Alderman Wanda Davidson			Absent
Alderman Jennifer Williams	X		
Vice-Mayor Carl Wolfe	X		
Mayor Chris Jones	X		
TOTALS	6	0	1

PASSED FIRST READING: December 27, 2016

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 2013. 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.

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 dependent 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 highways, streets and roads 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 of 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 an 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 needing turn lanes and shoulders. This project is in the early planning stages and the Town of Mount Cannel must work diligently with the MTPO staff to make sure that the scheduled 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 AVE	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 AVE	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 are four (4) Minor Collectors identified in this plan. No improvements are 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 121 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 AVE	Min 50'	Local		
ASHLEY AVE	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 AVE	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 CIR	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 AVE	Min 50'	Local		
GALLUP AVE	Min 50'	Local		
GLENMAR AVE	Min 50'	Local		
GRANDVIEW ST	Min 50'	Local		
GREENBRIAR CIR	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 AVE	Min 50'	Local		
IVY CIR	Min 50'	Local		
IVY LN	Min 50'	Local		
JACKSON ST	Min 50'	Local		
JEFFERSON AVE	Min 50'	Local		
KATIE CIR	Min 50'	Local		
LANCER CT	Min 50'	Local		
LONDON 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		
McGEE ST	Min 50"	Local		
MIMOSA ST	Min 50'	Local		
MOCKINGBIRD CT	Min 50'	Local		
MONTGOMERY AVE	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 AVE	Min 50'	Local		
OLD HICKORY CIR	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 CIR	Min 50'	Local		
RED FOX DR	Min 50'	Local		
RENEE DR	Min 50'	Local		
ROSE LN	Min 50'	Local		
ROUNDTREE AVE	Min 50'	Local		
RUTHBROOKE DR	Min 50'	Local		
SEMINOLE DR	Min 50'	Local		
SEVEN OAKS LN	Min 50'	Local		
SHERBROOKE DR (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 MEADOWSC	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		
WINEGAR ST	Min 50'	Local		
WOLFE LAUREL CIR	Min 50'	Local		
WOODLAND DR	Min 50'	Local		