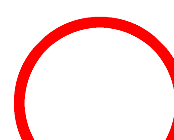









City of Colleyville Master Thoroughfare Plan

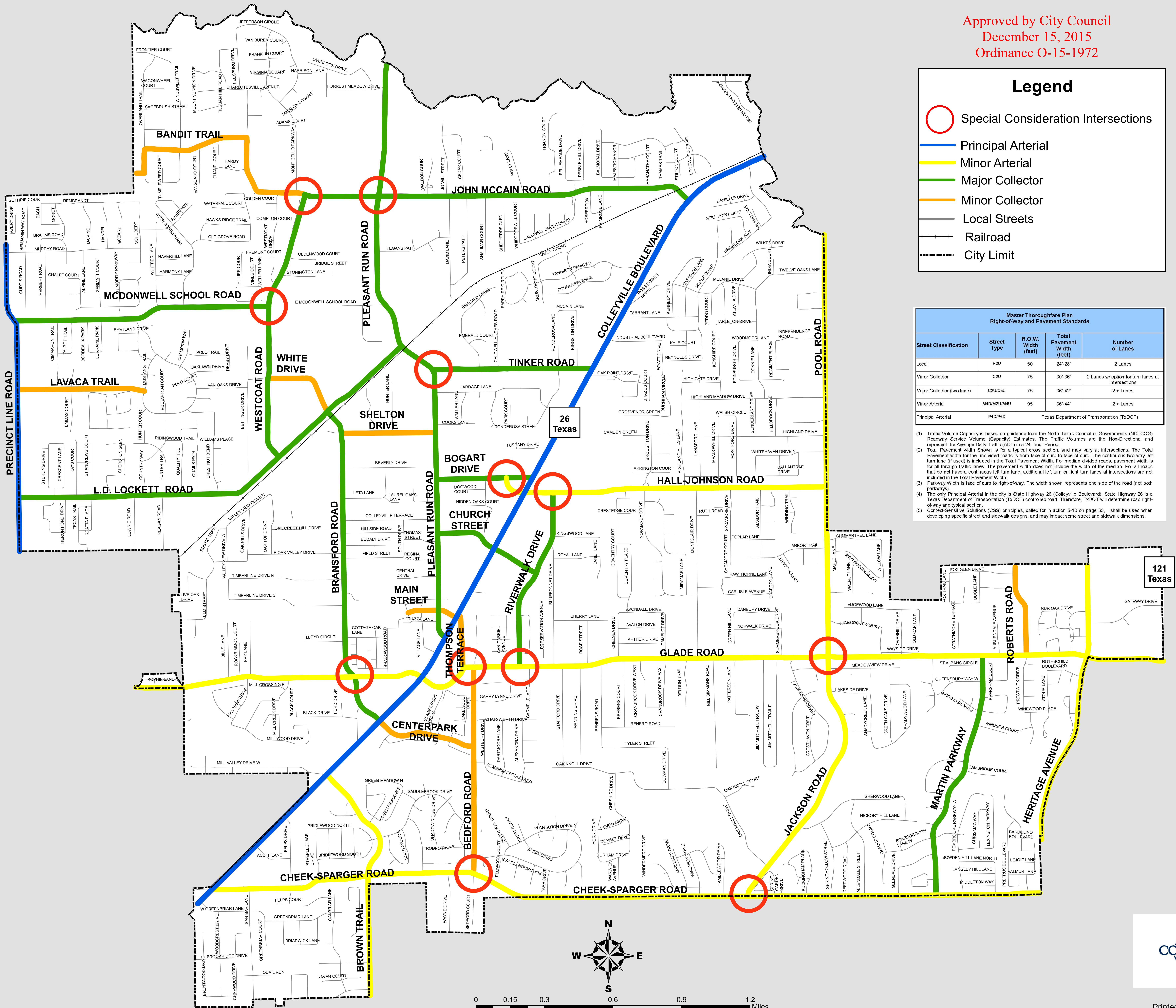
Approved by City Council
December 15, 2015
Ordinance O-15-1972

Legend

-  Special Consideration Intersections
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Streets
-  Railroad
-  City Limit

Master Thoroughfare Plan Right-of-Way and Pavement Standards				
Street Classification	Street Type	R.O.W. Width (feet)	Total Pavement Width (feet)	Number of Lanes
Local	R2U	50	24'-28"	2 Lanes
Minor Collector	C2U	75'	30'-36"	2 Lanes w/ option for turn lanes at Intersections
Major Collector (two lane)	C2UC3U	75'	36'-42"	2 + Lanes
Minor Arterial	M4DM2UM4U	95'	36'-44"	2 + Lanes
Principal Arterial	P4DP6D	Texas Department of Transportation (TxDOT)		

- (1) Traffic Volume Capacity is based on guidance from the North Texas Council of Governments (NCTCOG) Roadway Service Volume (Capacity) Estimates. The Traffic Volumes are the Non-Directional and represent the Average Daily Traffic (ADT) in a 24-hour Period.
- (2) Total Pavement width shown is for a typical cross section, and may vary at intersections. The Total Pavement width for the undivided roads is from face of curb to face of curb. The continuous two-way left turn lane (if used) is included in the Total Pavement Width. For median divided roads, pavement width is for all through traffic lanes. The pavement width does not include the width of the median. For all roads that do not have a continuous left turn lane, additional left turn or right turn lanes at intersections are not included in the Total Pavement Width.
- (3) Parkway Width is face of curb to right-of-way. The width shown represents one side of the road (not both parkways).
- (4) The only Principal Arterial in the city is State Highway 26 (Colleyville Boulevard). State Highway 26 is a Texas Department of Transportation (TxDOT) controlled road. Therefore, TxDOT will determine road right-of-way and typical section.
- (5) Context-Sensitive Solutions (CSS) principles, called for in action 5-10 on page 65, shall be used when developing specific street and sidewalk designs, and may impact some street and sidewalk dimensions.



DISCLAIMER
This data has been compiled for The City of Colleyville. Various official and unofficial sources were used to gather this information. Every effort was made to ensure the accuracy of this data, however, no guarantee is given or implied as to the accuracy of said data.

