

ORIGINAL

ORDINANCE NO. 2005-03-01

AN ORDINANCE ADOPTING THE LAVON THOROUGHFARE PLAN; FINDING AND DETERMINING THAT A PUBLIC HEARING WAS CONDUCTED; FINDING AND DETERMINING THAT THE PLANNING AND ZONING COMMISSION REVIEWED AND RECOMMENDED THE THOROUGHFARE PLAN; AND THAT THE MEETING AT WHICH THIS ORDINANCE WAS PASSED WAS OPEN TO THE PUBLIC AS REQUIRED BY LAW

WHEREAS, a Thoroughfare Plan determines existing and future transportation corridors; and

WHEREAS, a Thoroughfare Plan serves to improve and enhance residential, commercial, and industrial development, promote logical land use patterns, and to have streets utilized for their designed purpose and capacities; and

WHEREAS, a Thoroughfare Plan serves to limit the potential for congestion, provides enhanced safety, and is a determinant of land use location by providing infrastructure capable of serving and growing with the City; and

WHEREAS, the Planning and Zoning Commission has reviewed and recommended the proposed Thoroughfare Plan; and

WHEREAS, the City Council of the City of Lavon, Texas, deems that the proposed Thoroughfare Plan is and will be in the public interest.

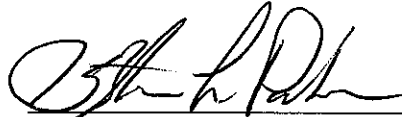
NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAVON:

SECTION 1. The Thoroughfare Plan attached as Exhibit "A" incorporated herein as part of this Ordinance is hereby adopted as the official Thoroughfare Plan, part of the comprehensive plan of the City of Lavon, Texas.

SECTION 2. It is hereby officially found and determined that, prior to passing this ordinance, a public hearing was conducted at which the public was given the opportunity to give testimony and present written evidence, and that the Thoroughfare Plan was reviewed by the Planning and Zoning Commission, as required by law.

SECTION 3. It is hereby officially found and determined that the meeting at which this ordinance was passed was open to the public, as required by law.

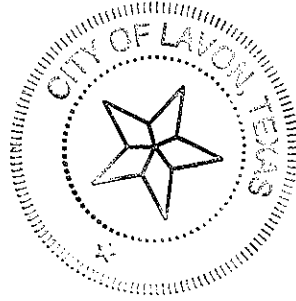
PASSED AND APPROVED this the 3RD day of March 2005.



Steve Parker, Mayor

ATTEST:

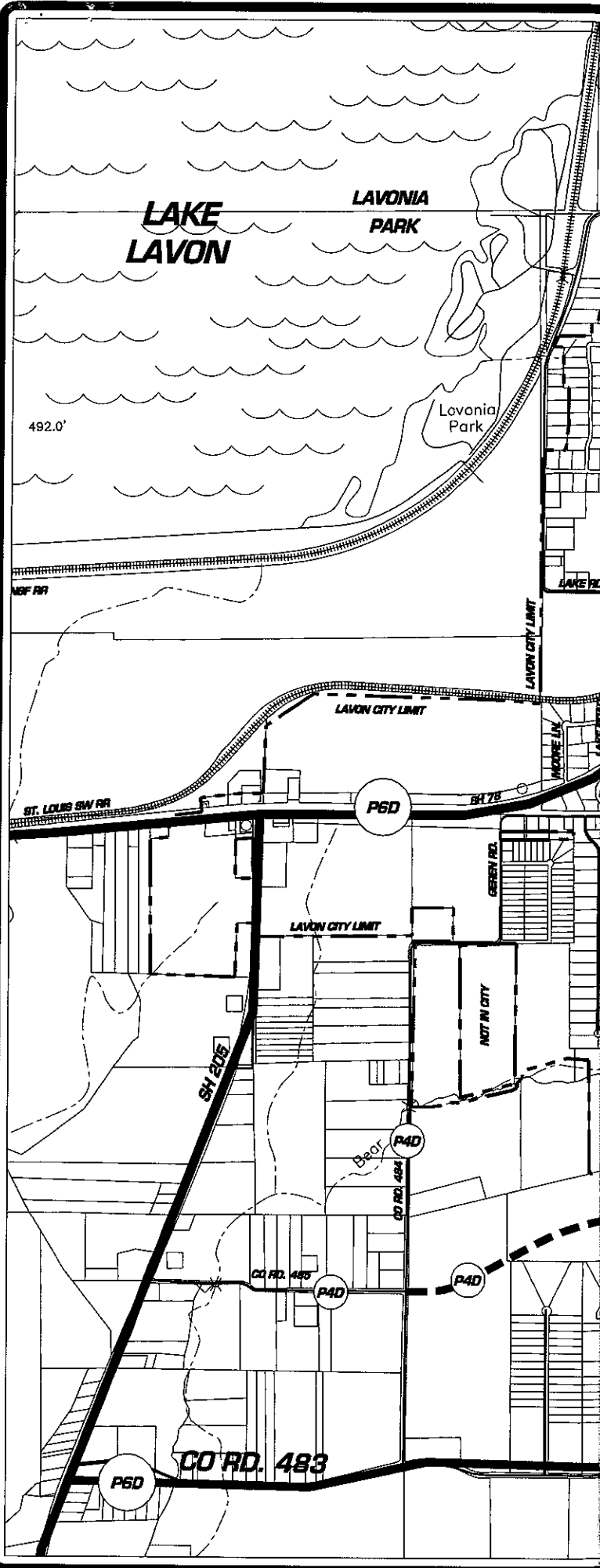
Rosa Stovall
Rosa Stovall, City Secretary



APPROVED:

Andy Messer
Andy Messer, City Attorney

Exhibit A
 Attach to
 Ord -



ROUGHFARE PLAN LEGEND

- PRINCIPAL 6 LANE DIVIDED (120' R.O.W.)
- PRINCIPAL ARTERIAL 4 LANE (90' R.O.W.)
- PRINCIPAL ARTERIAL/COM. COLLECTOR 5 LANE (90' R.O.W.)
- COMMERCIAL COLLECTOR 4 LANE (70' R.O.W.)
- RESIDENTIAL COLLECTOR (60' R.O.W.)
- LOCAL COLLECTOR ROAD
- LOCAL FIRE ROADWAY EXTENSION
- DASHED CITY LIMIT LINE

ALL OTHER ROADS ARE LOCAL ROADS (80' R.O.W.)



CITY OF LAVON THOROUGHFARE SYSTEM MAP EXHIBIT "A" PAGE 1

REVISED FEBRUARY 28, 2005

NOTE: ROADWAY ALIGNMENTS SHOWN ARE PRELIMINARY AND FOR PLANNING PURPOSES ONLY. ACTUAL ROADWAY SYSTEM ALIGNMENTS SHALL CONFORM TO AASHTO, TYPICAL, AND CITY ENGINEERING CRITERIA. ROADWAY ALIGNMENTS WILL BE REVIEWED AND DETERMINED AT THE TIME OF DEVELOPMENT.



All related documents (including those on electronic media), were prepared by Adams Consulting Engineers, Inc. as noted otherwise therein, as instruments of service, and shall remain the property of ACEI. The information used only by the client to whom the services are rendered and only for the purpose of constructing or installing shown of the designated location and site. Any other use of said documents, including (without limitation) any alteration, is strictly prohibited, and the user shall hold harmless and indemnify ACEI from all liabilities which may be incurred by the user. Such use shall cause the waiver of any expressed or implied warranties and shall sever any remedies which may arise from the construction, use or result of any such unauthorized use or changes.

City of Lavon

Roadway Classification

Page 2

Principal Arterials 120' R.O.W. (P6D) –

This six-lane divided section is intended to carry as many as 45-50,000 vehicles per day. They serve through traffic and are designed to operate at relatively high speeds between 40 and 50 miles per hour. Access should be limited and median openings should be at least 600 feet apart. Wider parkways may be desirable to provide for hike and bike trails. Right of way should be flared to 130 feet at intersections with other arterial streets to allow for dual left turn lanes.

Minor Arterials 90' R.O.W. (P4D) –

This four-lane divided section is intended to can carry between 25-30,000 vehicles per day. They serve through and local traffic and are designed to operate at moderate speeds between 35 and 45 miles per hour. Access should be some what limited with median openings at least 450 feet apart. Right of way should be flared to 100 feet at intersections with other arterial streets to allow for dual left turn lanes.

Minor Arterial / Commercial Collectors 90' R.O.W. (P5U) –

This five-lane undivided section is similar to the Minor Arterial except with more local property access. Should be used where adequate access to business drives and city streets cannot be provided with a divided roadway.

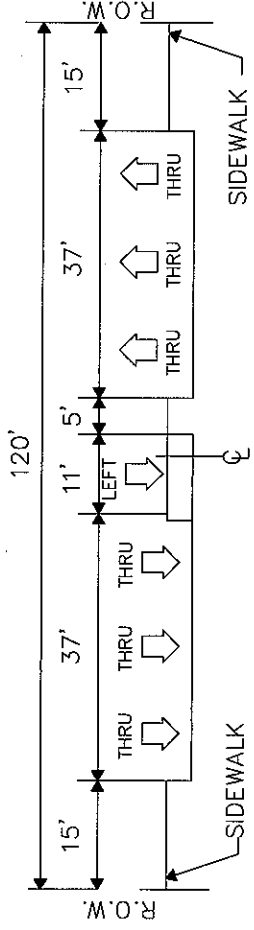
Commercial Collectors 70' R.O.W. (C4U) –

This four-lane undivided section is intended to serve commercial areas with numerous driveways. Commercial Collectors should not be used in areas that are expected to carry high volumes of through traffic as left turn conflicts will cause significant operational problems.

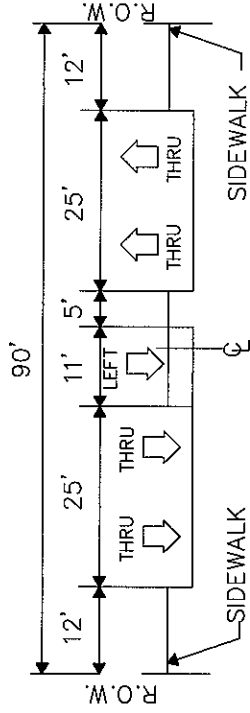
Residential Collectors 60' R.O.W. (C2U) –

This two-lane undivided section is intended to serve residential areas. They collect traffic from local streets and connect to Arterials. The section can be striped for two through lanes with parking on allowed on both sides or as a three lane sections if frequent intersections generate significant left turn volumes.

PRINCIPAL ARTERIAL - P6D



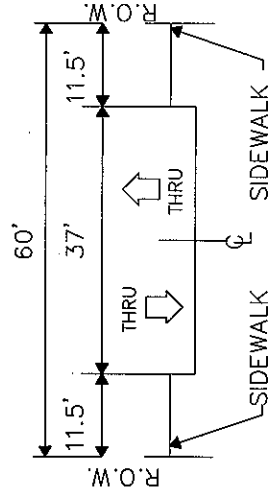
MINOR ARTERIAL - P4D



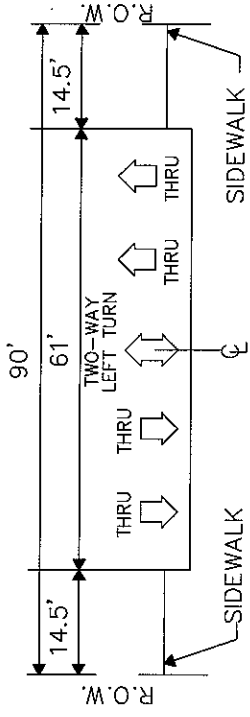
NOTE:

ALL DIMENSIONS SHOWN ARE MEASURED BACK-OF-CURB TO BACK-OF-CURB.

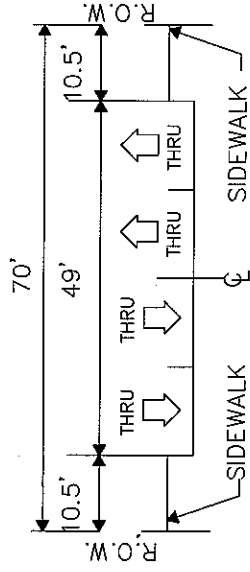
RESIDENTIAL COLLECTOR - C2U



MINOR ARTERIAL/COMMERCIAL COLLECTOR - P5U



COMMERCIAL COLLECTOR - C4U



CITY OF LAVON RECOMMENDED STANDARD ROADWAY CROSS SECTIONS

* SEE NCTCOG "THOROUGHFARE PLANNING AND DESIGN GUIDELINES" FOR GEOMETRIC DESIGN GUIDELINES.

