

**RESOLUTION NO. 11-1363**

**A RESOLUTION AMENDING THE 1999 MASTER THOROUGHFARE PLAN OF THE CITY OF EULESS**

**WHEREAS**, on March 9, 1999, the City Council of the City of Euleless adopted Resolution No. 99-1013 establishing the City of Euleless Master Thoroughfare Plan; and

**WHEREAS**, the City of Euleless Master Thoroughfare Plan designated South Main Street as a Principal Arterial thoroughfare requiring 100 feet of right-of-way; and

**WHEREAS**, the City of Arlington Thoroughfare Development Plan showed Ballpark Way as an extension of South Main Street; and

**WHEREAS**, the City of Arlington has amended their Thoroughfare Development Plan to remove Ballpark Way from Green Oaks Boulevard to the north City Limits of Arlington; and

**WHEREAS**, the extension of South Main Street into the City of Arlington as a Principal Arterial thoroughfare will not occur; and

**WHEREAS**, without the extension of Ballpark Way from the City of Arlington, South Main Street does not need to be designated as a Principal Arterial thoroughfare;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EULESS, THAT:**

**Section 1:** The designation of South Main Street from State Highway 10 to South Pipeline Road as a Principal Arterial thoroughfare be changed to a Minor Local Arterial thoroughfare.

**Section 2:** Item 2 on Page 15 of the Master Thoroughfare Plan be amended to read as shown on **Exhibit A**.

**ADOPTED AND APPROVED** at the regular meeting of the Euleless City Council on the 24<sup>th</sup> day of May 2011, by a vote of \_\_\_\_ ayes, \_\_\_\_ nays, and \_\_\_\_ abstentions.

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
Mary Lib Saleh, Mayor

\_\_\_\_\_  
Susan Crim, TRMC, City Secretary

## EXHIBIT A

### **2. North Main Street – Type C and Type DA**

Main Street is a major north-south arterial facility connecting Euless to Grapevine and Arlington, with important linkages to S.H. 360, S.H. 183, S.H. 10 and Trinity Boulevard. North of S.H. 10, Main Street has been constructed as a 5-lane undivided facility with a two-way left-turn lane (TWLTL). The ultimate design standard is recommended to be 4 lanes divided north of Harwood Road and to be 6 lanes divided south of Harwood Road to S.H. 10. The ultimate right-of-way standard for the section north of Harwood Road should be 85 feet. The right-of-way standard for the section of North Main from Harwood Road to S.H. 10 should be 100 feet with consideration given to providing additional right-of-way at major intersections to incorporate free right-turn lanes.

### **South Main Street – Type DB and Type DC**

South of S.H. 10, Main Street exists as a 4-lane undivided facility. The ultimate design standard is recommended to be four (4) 12-foot wide lanes undivided within a 70-foot right-of-way except at the Huitt Lane and South Pipeline Road Intersections with South Main Street. At the Huitt Lane and South Pipeline Road intersections the design standard is recommended to be four (4) 12-foot lanes and a 14-foot turn lane within an 82-foot right-of-way. The turn lane section should extend 150 feet north and/or south from the centerlines of Huitt Lane and South Pipeline Road at which point a transition length of 110 feet to the 4-lane undivided section begins.