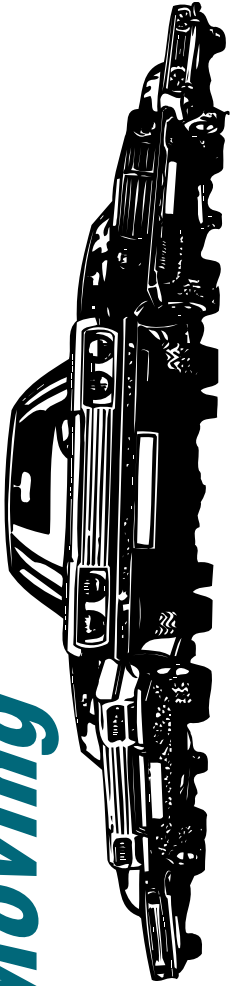
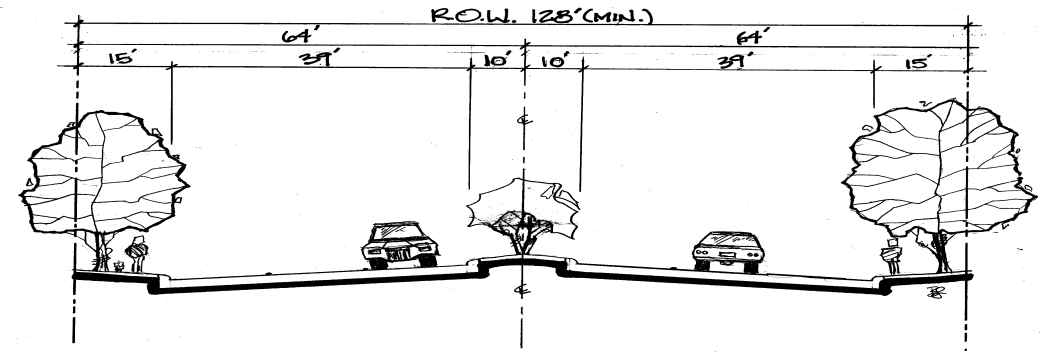


Keeping Colleyville Moving State Highway 26 Expansion



December 2001

Volume I, Number 2



Shown is an artist rendition of a typical section of the improvements planned along Colleyville Boulevard. The improvements will make SH 26 a six-lane divided roadway with raised center medians from IH 820 to SH 114.

Access management will help keep traffic moving safely along SH 26

As part of the National Highway System, design must meet federal standards for mobility and safety.

Residents think of Colleyville Boulevard as the Main Street of their community; however, SH 26 is actually a part of the National Highway System. Because of its classification as an Urban Principal arterial roadway, it must emphasize mobility, moving traffic from Point A to Point B.

This classification means that Colleyville Boulevard is primarily intended to provide mobility between freeways and major traffic generators. Providing access to adjacent properties, while important, is subordinate to maintaining the traffic flow along the highway.

Access management

“Where access to a highway is managed, entrances and exits are located at points best suited to fit traffic and land-use needs and are designed to enable vehicles to enter and leave safely with minimum interference from through traffic. Vehicles are prevented from entering or leaving elsewhere so that, regardless of the type and intensity of development of the roadside areas, a high quality of service is preserved and crash potential is lessened.” American Association of State Highway and Transportation Officials, 2001

(controlling where motorists are allowed to turn or cross the highway) is what engineers use along a busy stretch of roadway like Colleyville Boulevard to keep the traffic moving.

It is based on three guiding principles or priorities listed in order of importance:

- Safety
- Mobility
- Property access.

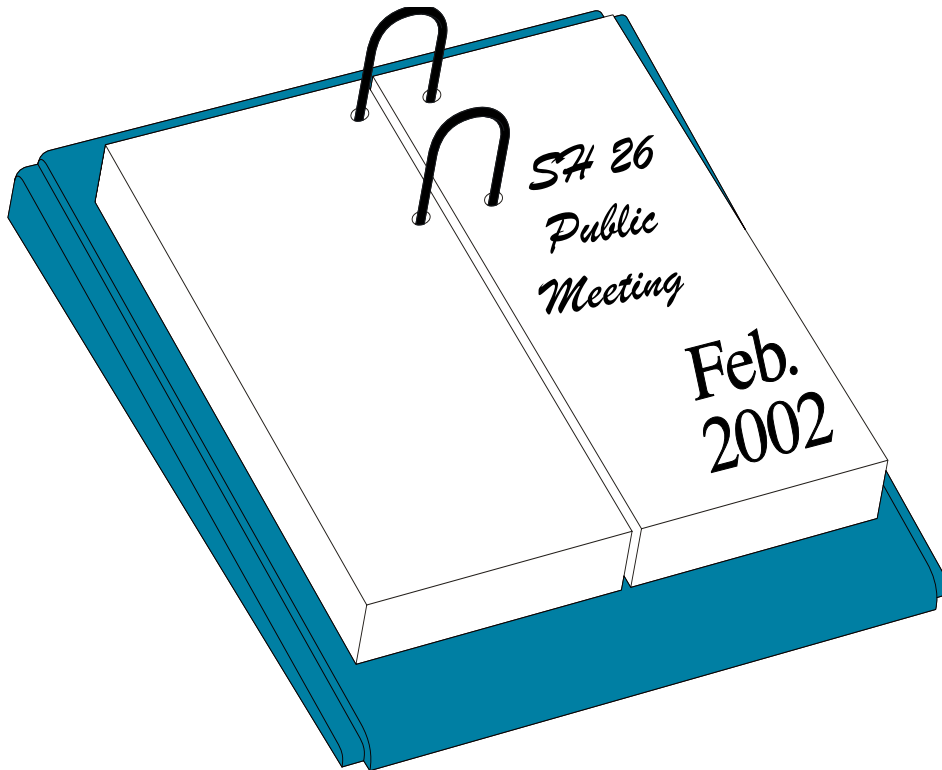
The improvements that are underway will turn Colleyville Boulevard and the entire segment of SH 26, from IH 820 to SH 114, into a 6-lane divided roadway with raised medians to control access and maximize traffic flow. Left turn access into properties will be limited to median openings.

To determine locations for median openings the design engineer will be using a set of criteria

Continued on Page Two

Updated project schedule

Public meeting scheduled for Feb. 2002



The SH 26 project team had originally planned its first public meeting for this fall. However, a state-wide moratorium imposed on many roadway design projects in July and August impacted the proposed date of the public meeting. The public meeting is now scheduled for February 2002. The short break was necessary to await reauthorization of TxDOT's new fiscal year funding from Austin.

However, these delays have not changed the anticipated date for completion of the final plans, letting of the contract, or the start of construction.

The design phase of the project is once again underway, and the team is taking advantage of the changes in the schedule to

incorporate revised design criteria from TxDOT's new Roadway Design Manual and to allow more time for public involvement before finalizing the design schematic.

"Instead of having our public meeting during the last quarter of 2001, we are planning it for the first quarter of 2002," said Gary Teague, project manager.

Other project milestones:

- ▶ **Complete Final Plans**
Spring 2004
- ▶ **Contract Letting by TxDOT**
Winter 2004
- ▶ **Begin Construction**
Spring 2005
- ▶ **Finish Construction**
Fall 2007

Access management leads to safer roadways

From Page One

based on State and Federal standards. Determinations as to where access will be provided are based on the following priority or hierarchy:

- **Public Roads** - the highest priority
- **Large, Mixed Use Developments or Major Shopping Centers** - second priority
- **Moderate Sized Developments such as Community Shopping Centers** - lowest priority
- **Single Occupant Driveways** - no median opening

Where possible, driveways and public streets may be relocated or realigned to provide better cross-traffic at median openings that meet the above criteria. Property owners will also be encouraged to combine access to their properties or provide their neighboring businesses access, through adjoining parking areas, in order to minimize the total number of driveways and facilitate better circulation between businesses.

"Properly designed medians and left-turn bays at median openings provide numerous benefits to the safety, mobility and environment of the roadway," said Mike Jones, assistant project manager. "Medians separate vehicles that are traveling in different directions at high rates of speed and limit the number of places where the cars come into contact with one another. This leads to less vehicle accidents by reducing the number of things a driver has to respond to. The result is a safer roadway and an increase in mobility for everyone."

TxDOT and the City work together to address concerns caused by temporary medians

Permanent medians will be wider to allow for safer turning movement by motorists.

This summer, temporary medians were constructed along SH 26 between Village Park Drive and Main Street. Planned as a means of improving motorist safety and mobility because of increasing traffic volume, the medians were modified and some even removed because of their narrow width and the limited turning space for u-turns on the existing roadway.

These medians were not a part of the SH 26 improvements currently in the schematic design phase. But because they established new traffic movement patterns that may or may not be consistent with proposed future improvements, TxDOT and the

City asked the SH 26 design team to review the existing median design. Factors like the roadway's current configuration, as well as the current state of development, were taken into account. Also, the anticipated design for the SH 26 improvements was studied.

Residents are reminded that although some of the medians were removed at this stage because of safety concerns and mobility requirements, the improvements to SH 26/ Colleyville Boulevard will include raised medians the entire length of the highway section. For more information on the access management plan, see page one.

Questions?

State Highway 26 improvements project team

Owner

Texas Department of Transportation (TxDOT), Fort Worth District

- ▶ Charles L. Conrad, P.E. - Interim District Engineer
- ▶ John Tillinghast, P.E. - Project Manager

Design Consultant

Teague Nall and Perkins, Inc.

- ▶ Gary Teague, P.E. - Project Manager
- ▶ Michael Jones, P.E. - Assistant Project Manager
- ▶ Ty Hilton, P.E. - Project Engineer

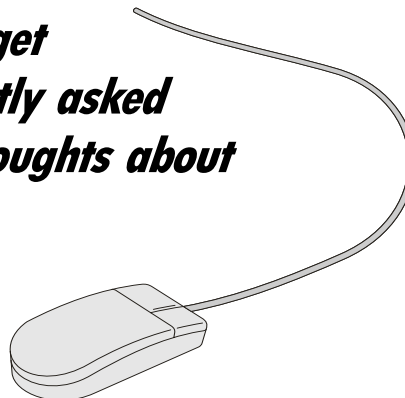
Sub-consultants

- ▶ **Parsons Transportation Group**
Traffic Engineering
- ▶ **Lina T. Ramey & Associates, Inc.**
Hydraulics, Bridge Design & Traffic Control
- ▶ **Wendy Lopez & Associates, Inc.**
Environmental Assessment, SWPPP & Illumination Design
- ▶ **Gorronдона & Associates, Inc.**
Surveying
- ▶ **Newman Jackson Bieberstein, Inc.**
Landscape Architecture
- ▶ **Pavlik and Associates**
Community Information & Public Involvement
- ▶ **TBE Group, Inc.**
Subsurface Utility Engineering

Check our progress on the project website

Find the latest information, get answers to the most frequently asked questions and share your thoughts about the project via the Internet

www.colleyvilleblvd.com



Project office identified

Designs, schematics to be on display in future.

A location for the SH 26 project office has recently been identified at the corner of Old Pleasant Run Road and Colleyville Boulevard. This is the former home of a karate studio and the current sales office of The Village development.

As the project progresses, the team will use the location as a convenient place for meetings with groups or individuals, as well as a



place to display design details.

There are no plans to staff the office full time; however, it will be a central location to learn more about the project as the timeline progresses.

Residents will not see any noticeable project staff activity at the Colleyville location. The majority of design work on the project will be done at the main offices of Teague, Nall and Perkins in downtown Fort Worth.

How can you get on the list?

If you received this newsletter in the mail, you are already on our project mailing list.

If not, and you would like to be added to our database to receive periodic updates, please email with **Colleyville Hwy. 26** in the subject line with your name, business name and address to:

**melissam@
pavlikandassociates.com**

