CITY OF
Coweta

MAJOR STREET AND HIGHWAY PLAN

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PREPARED BY INCOG

CITY OF COWETA
MAJOR STREET AND HIGHWAY PLAN

Prepared For
The City of Coweta
By
INCOG
Tulsa, Oklahoma

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ACKNOWLEDGEMENTS

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INTRODUCTION

The City of Coweta grew at a rate of over 30 percent during the decade from 1980 to 1990.[1] Rural areas adjacent to the city, particularly between the cities of Coweta and Broken Arrow, experienced considerable growth as well during that period. Development within and around Coweta is expected to continue similar growth patterns in the future.

This urbanization has increased the already strong sociodemographic ties which exist between Coweta and the Tulsa metropolitan area. In effect, Coweta has become an integral part of the Tulsa metropolitan area, and will begin to have a more significant role in the metropolitan area's planning efforts. This is evidenced by the fact that Coweta was included in the Tulsa Metropolitan Area Transportation Study (TMATS) area, effective January 1, 1991. As a member of TMATS, Coweta will benefit from coordinated, comprehensive, and continued regional planning. Furthermore, Coweta will have added responsibilities, including active participation in the regional planning process.

Overview of the Study

This document represents the culmination of a series of elements which have been developed for the purpose of preparing a major street and highway plan to provide direction for future development of transportation facilities in the City of Coweta.

Initially, the study involved a series of inventories for the Coweta Transportation Planning Area, including inventories of street conditions, number of lanes and lane width, signalization and signage, drainage, and striping. Following the physical inventories, information was collected regarding the Federal Aid System classifications in the planning area, planning activities in adjacent jurisdictions, physical features, and historical background. Finally, traffic counts were taken at 16 different locations.

The next stage in the development of the *Coweta Major Street and Highway Plan* involved the analysis and evaluation of the data collected. This was accomplished by INCOG with the assistance of the Coweta City Manager, the Coweta City Planner, and the Coweta Planning Commission.

Throughout the process of developing the *Coweta Major Street and Highway Plan*, the Coweta Planning Commission was consulted regarding development of a goal and objectives representative of Coweta's desires and values, street functional classifications, street design standards, and designation of Coweta's streets per the adopted functional classifications.

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[1] U.S. Bureau of the Census, population for the City of Coweta in 1980 was 4,712; in 1990 was 6,159; an increase of 1,447 or 30.71 percent.

Purpose of the Major Street and Highway Plan

The major street and highway plan generally serves two vital purposes in a community. First, it specifies the functional classifications of a city's streets, which in turn provides information regarding design standards to which specific streets may ultimately develop. For example, if a particular street is designated a secondary arterial it may ultimately develop as a four lane street on a 100 foot right-of-way. Given this information, community decision makers and developers know, in advance, exactly what is expected when a development is proposed adjacent to the secondary arterial street. The developer should take this information into consideration when designing the plat of the property. This process will provide for the eventual improvement of the street to secondary arterial standards with lesser disruption to the property and with lowered expense. Additionally, the developer knows in advance what the ultimate plans are for the street along which he proposes to develop.

Second, the major street and highway plan serves as a guide for the allocation of development intensities for a community. The premise here is that the higher the intensity of a development the higher the traffic carrying capacity of the adjacent street. Obviously it would be poor planning to allow a regional mall to develop along a street that will never be more than two lanes. Likewise, a residential development bisected by a six lane primary arterial street would be undesirable.

These are the primary purposes a major street and highway plan typically should serve, and likewise they are the purposes for which the *Coweta Major Street and Highway Plan* are recommended. However, the purposes for which the *Coweta Major Street and Highway Plan* serve are ultimately the decision of the Coweta City Council. Obviously, the Coweta Planning Commission will play a major role in the development, adoption, implementation, and maintenance of the *Coweta Major Street and Highway Plan*.

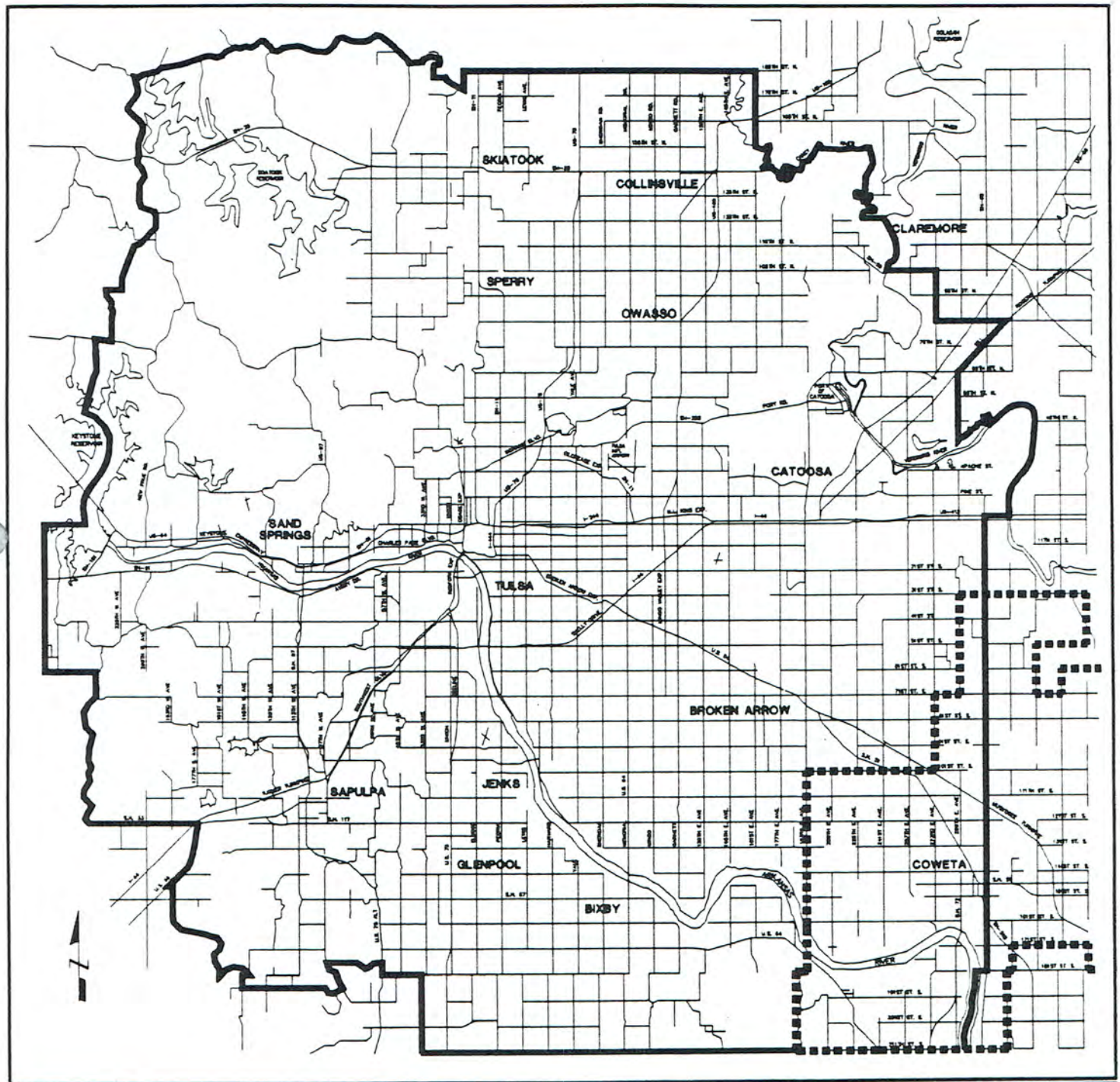
Community Perspective

The City of Coweta is located south and east of Tulsa in western Wagoner County and is an integral part of the Tulsa metropolitan area. It is located along State Highway 51, and also is served by State Highway 51-B and State Highway 72. Additionally, Coweta is served by the Muskogee Turnpike which bisects the planning area north and east of the City of Coweta, and offers access three miles east of the Coweta central business district, along State Highway 51. Figure 1 illustrates the boundary of the Coweta Transportation Planning Area and its location with respect to the TMATS study area.

As with most communities in Oklahoma, Coweta is served by a grid street network consisting of roads along the section lines spaced at one mile intervals. Most of the commercial and industrial development is located along the three state highways. Residential areas are served by a network of local streets which either connect directly to the section-line roads (in older parts of the community) or feed residential collector streets which in turn feed arterial streets.

FIGURE 1

LOCATION MAP



The Union Pacific Railroad operates a rail line through Coweta. No direct service is currently provided to the community; however, such close proximity to a rail facility may prove beneficial in the future. The regional trend in rail service seems to be declining as evidenced by the recent abandonments of rail lines in the region, including the Union Pacific Rail line southwest of Coweta, which previously connected Bixby with Muskogee. In some cases private companies have purchased abandoned rail lines and converted them to short-line passenger and/or freight operations. Additionally, in instances where the rails have been removed, programs are being promoted to utilize the rail right-of-way for recreational purposes, specifically pedestrian/bikeway trails.[2]

It is important to also note that a study has been underway since 1989 to evaluate the feasibility of establishing a fixed guideway passenger rail transportation system in the Tulsa metropolitan area. The study is entering the final phase, and it appears that implementing such a system may not be cost effective at the present time, considering the estimates of ridership. However, the corridor which appears to be most promising - offering the highest estimates of ridership - is a corridor between Broken Arrow and downtown Tulsa. If at some time in the future, implementation of such a system becomes a reality, then extension of the system to Coweta may at some later date become feasible. Alternately, feeder bus service to the fixed guideway system terminal in Broken Arrow may be an option.

Full service passenger and freight air service for the City of Coweta is provided by the Tulsa International Airport, approximately 30 miles northwest of Coweta. Recreational and/or business air service is also available at airports in south Tulsa, east Tulsa, Jenks, Muskogee, Claremore, and Wagoner.

Waterway transportation for the Tulsa metropolitan area, including Coweta, is provided through the Tulsa/Rogers County Port of Catoosa, approximately 20 miles north of Coweta. The Port of Catoosa offers full service terminal facilities and is supported by an adjacent industrial complex.

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[2] "Rails to Trails" program, Rails to Trails Conservancy; *National Trails System Improvement Act*.

INVENTORY OF EXISTING CONDITIONS

Inventories were conducted in the Coweta Transportation Planning Area to collect information pertinent to the development of this plan. Among the items inventoried were street conditions, number of lanes and lane widths, signalization and signage, drainage, and striping. Within the corporate limits of Coweta all streets were inventoried. Outside Coweta's corporate limits only section line roads and highways were inventoried. The rural inventory was limited to that area west of the Muskogee Turnpike.

Appendix A contains the results of the City of Coweta street inventory. Appendix B contains the results of the rural street inventory.

As an integral part of transportation plan development it was necessary to determine traffic volumes along major facilities in Coweta and along any facility which potentially could be identified as a major facility in the *Coweta Major Street and Highway Plan*, but which has thus far not developed as such. For this purpose traffic counters were positioned at the 16 locations illustrated on Figure 2, and counts were taken to determine average 24 hour daily traffic volumes at each location. These traffic counts were useful in determining the classification of Coweta's streets.

Although not the result of a physical inventory, the Federal Roadway Functional Classification System was reviewed during the process of classifying Coweta's streets. The Federal Roadway Functional Classification System follows a series of guidelines regarding roadway mileage and usage to stratify roadway facilities into classes in both urban and rural areas. Roadways within the State of Oklahoma were functionally classified in 1992-1993, in response to urban boundaries established by the 1990 Census. Those roadways classified as anything other than local or rural minor collectors maintain eligibility for Federal Transportation Funds authorized as part of the *Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991*.

Figure 3 shows the Federal Aid System map as drawn under federal legislation prior to passage of the *ISTEA*. It is anticipated that revisions to this map, as required by *ISTEA*, will be available in the summer or fall of 1993.

FIGURE 2

AVERAGE DAILY TRAFFIC VOLUMES

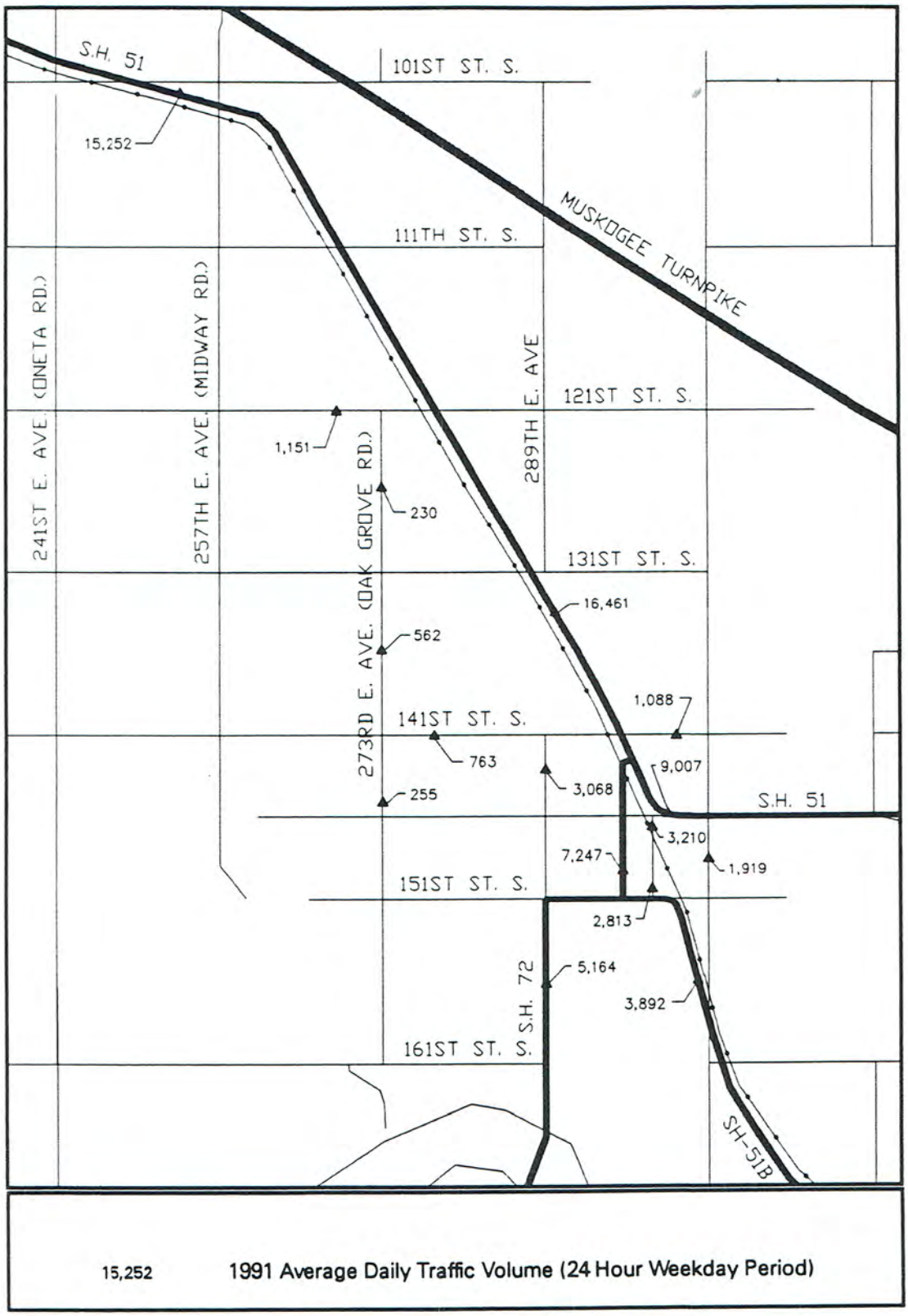
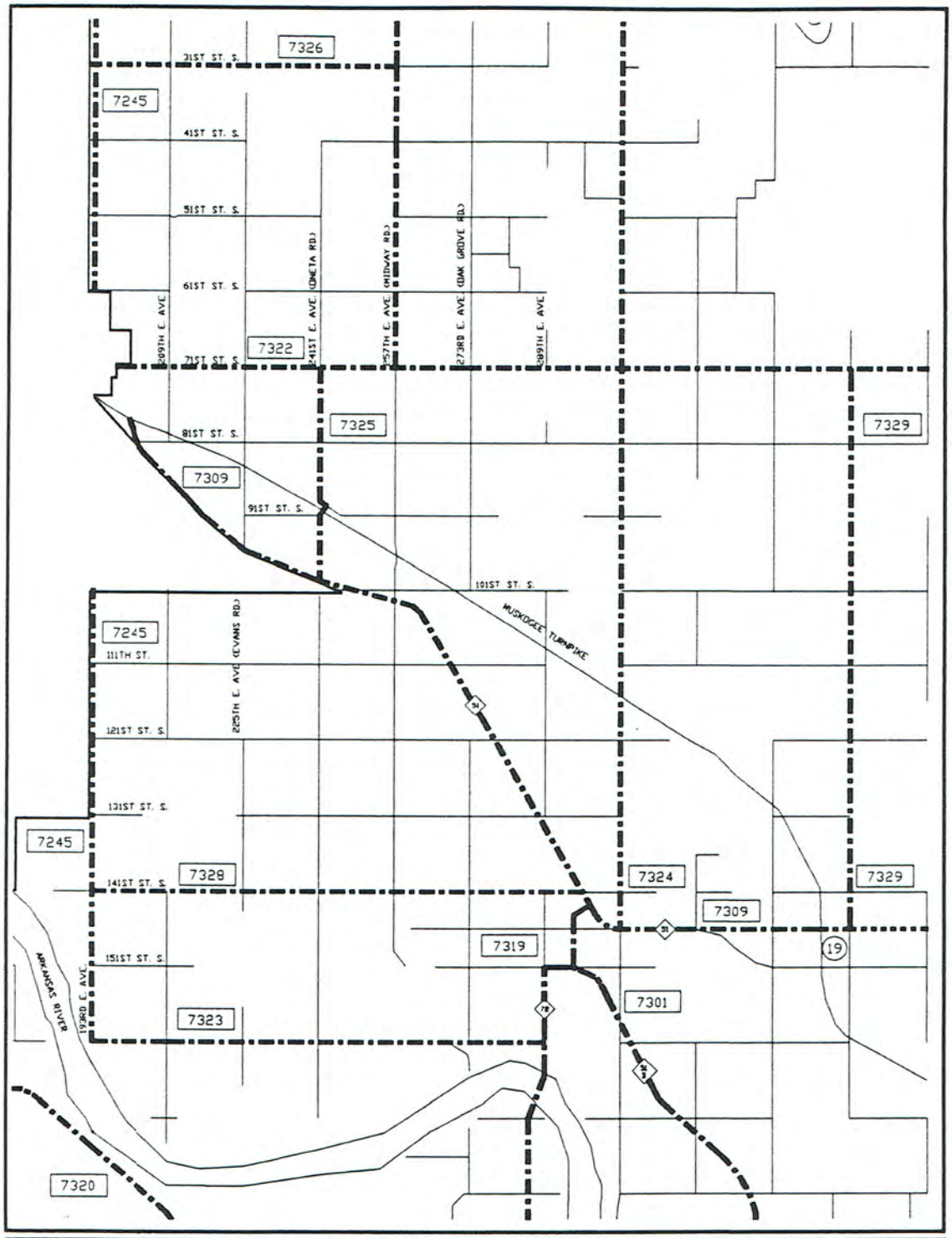


FIGURE 3

FEDERAL AID SYSTEM

This map will be updated as required by the federal *Intermodal Surface Transportation Efficiency Act*, as passed in 1991.



GOAL AND OBJECTIVES

An important early step in the development of a major street and highway plan for a community is the identification of the community's goal and objectives. The goal and objectives should reflect the desires and values of the community and provide a general direction that the planning process, and subsequent plan implementation, for the community will follow.

For the purpose of the *Coweta Major Street and Highway Plan*, the terms "goal" and "objectives" are defined as follows:

> A **"goal"** is an end toward which an effort is directed. A goal is intangible and often unachievable, but it provides a guide for decision making.
>
> An **"objective"** is also an end toward which an effort is directed, but it is tangible, achievable, and more specific than a goal.

The goal and objectives listed below were developed through consultation with Coweta's City Manager, City Planner, and the Coweta Planning Commission.

Goal

To provide for safe and efficient movement of people and goods.

Objectives

1. That a coordinated system of streets and highways is intended to be provided having a functional location and the engineering design characteristics necessary for the safe, efficient, and economical movement of people and goods within and through the community;

2. That a variety of trafficway types will be provided and specifically designed to serve the distinct traffic needs of the Coweta area;

3. That suitable and safe access be planned to all developed or developable property, when possible;

4. That vehicle storage on roadways be restricted or prohibited, where required, in order that the desired capacity and flow of the arterial street network be maintained;

5. That traffic-related accidents, fatalities, injuries, and property damage be minimized through appropriate facility design;

6. That trafficways be planned to discourage non-local traffic from passing through residential neighborhoods;

7. That each trafficway be planned with sufficient capacity to accommodate anticipated traffic based on projected land use intensities;

8. That the transportation system minimizes travel time, travel delays, and traffic congestion;

9. That facilities be provided for pedestrian movements and bikeways, where feasible, and depending on cost;

10. That land use intensity be controlled in order that traffic generation will not exceed the planned capacity of any facility;

11. That a balanced transportation system be provided, consisting of a variety of travel modes including highway, air, water, rail, bicycle, and pedestrian, recognizing all users and their specific needs;

12. That the transportation planning process be an element of the adopted Comprehensive Plan;

13. That trafficways be located so as to preserve and enhance desirable and productive land use areas, when possible;

14. That trafficways be environmentally compatible;

15. That the transportation system be capable of minimizing energy consumption;

16. That future right-of-way acquisition be identified, preserved from development, when possible, and acquired well in advance of need;

17. That sufficient right-of-way be acquired initially to accommodate the long-range transportation needs in a corridor, even though staged construction is necessary to finance the incremental development of the facility;

18. That trafficway improvements be planned, designed, scheduled, and constructed in a coordinated manner with activities associated with other public utilities and quasi-public utilities;

19. That the construction of transportation services be properly phased in order to ensure minimization of construction costs and that the most needed services have priority, including maintenance of existing facilities;

20. That rail and trafficway intersections shall be improved and made safer through signalization and other means, as necessary;

21. That rail facilities in the Coweta area be designed, developed, constructed, and maintained to adequately serve the needs of the community; and

22. That development along significant natural trails or changes to highways or arterials streets which intersect or otherwise impact significant natural trails should be compatible with the trail's use by hikers.

FUNCTIONAL CLASSIFICATION OF STREETS AND HIGHWAYS

The transportation system must serve several important functions. It must provide for the efficient movement of people and goods throughout the planning area. It must provide for access to all land use activities within the planning area. It must serve as an important part of the planning area's storm water drainage system. Finally, it must provide a corridor for the location of public utilities which serves the planning area's land use activities.

Because the transportation system must serve these many and varied functions, and because these functions are often incompatible, street and highway locations must be based on functional classification.

From a transportation planning standpoint, the transportation system has been classified into seven functional categories. These are freeway, primary arterial, secondary arterial, secondary arterial alternate, commercial/industrial collector, residential collector, and residential street. A detailed description of these functional categories follows:

Freeway: limited access multi-lane facility designed to carry large volumes of traffic safely, quickly, and smoothly through the area or considerable distances within the area. (includes toll facilities)

Primary Arterial: controlled access multi-lane facility (i.e. highway) designed to carry large volumes of traffic to and from freeways, facilitate trips of moderate distance, and provide connections between major activity centers and urban areas, while giving access to abutting property.

Secondary Arterial: multi-lane facility designed to move traffic short distances and to connect and give access to collector and residential streets, while giving access to abutting property. Most section line roads in the planning area are designated as secondary arterials.

Secondary Arterial Alternate: multi-lane facility, containing center continuous left turn lane, designed to move traffic short distances and to connect and provide access to collector and residential streets, while providing access to abutting property. This functional classification is designed for corridors through high density developments requiring continuous access.

Commercial/Industrial Collector: streets within commercial or industrial districts which collect and distribute traffic from local streets to arterial streets. A collector functions with low speed traffic movement. Access is a major factor in the design of a collector.

Residential Collector: streets within residential developments which collect and distribute traffic from residential streets to arterial streets. A collector functions with low speed traffic movement. Access is a major factor in the design of a collector.

Residential Street: streets which primary function is to provide direct access to residential property.

DESIGN STANDARDS

Categorization of the streets and highways into various functional classifications is an important step in the development of a major street and highway plan for a community. It provides the transportation infrastructure pertinent to the quality development of the community, and establishes a framework for the community's future development.

As each functional classification has a unique purpose, so does it have a unique design standard. The design standards are developed to provide for the efficient utilization of the transportation facilities based on the purpose for which the facilities are intended. For example, a freeway is intended "to carry large volumes of traffic safely, quickly, and smoothly through the area." To accommodate that end a freeway's design standards must provide multiple driving lanes, be of adequate width, limit access, include a wide median for safety, and be engineered for high speed.

The minimum design standards, by functional classification, are given below, and are also illustrated in Figure 4 on page 15.

Right-of-way Widths

The minimum right-of-way of all proposed streets shall be as follows:

Functional Class	Minimum Right-of-Way
Freeway	As per standards of the Oklahoma Department of Transportation or the Oklahoma Turnpike Authority
Primary Arterial	120 feet
Secondary Arterial	100 feet
Secondary Arterial Alternate	100 feet
Commercial/Industrial Collector	80 feet
Residential Collector	60 feet
Residential Street	50 feet

Paving Widths

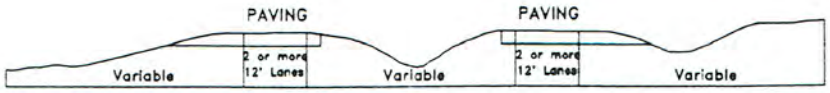
The minimum paving width for all streets, measured from curb face to curb face, shall be as follows:

Functional Class	Minimum Paving Width
Freeway	As per standards of the Oklahoma Department of Transportation or the Oklahoma Turnpike Authority
Primary Arterial	101 feet (6 lanes with 25 foot median)
Secondary Arterial	50 feet (4 lanes)
Secondary Arterial Alternate	63 feet (5 lanes)
Commercial/Industrial Collector	40-50 feet
Residential Collector	24-36 feet
Residential Street	26 feet

(Refer to the *Coweta Subdivision Regulations* for additional requirements regarding the final design of streets and highways in Coweta.)

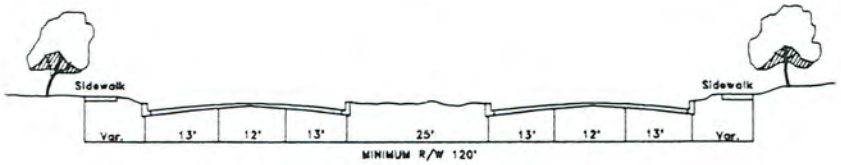
FIGURE 4

STREET AND HIGHWAY DESIGN STANDARDS

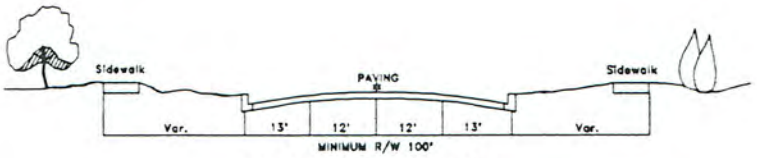


AS PER STANDARDS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION OR THE OKLAHOMA TURNPIKE AUTHORITY

FREEWAY

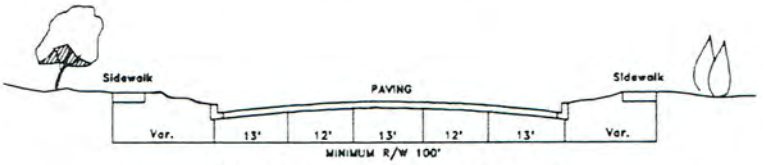


PRIMARY ARTERIAL

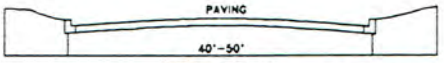


SECONDARY ARTERIAL

*CENTER MEDIAN WILL BE USED WHERE DESIGN AND OPERATING CONDITIONS DICTATE

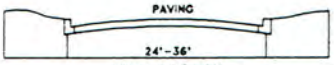


SECONDARY ARTERIAL ALTERNATE



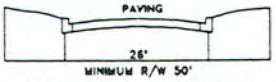
COMMERCIAL/INDUSTRIAL COLLECTOR

Commercial/Industrial Street with open drainage (County)
Central Business District Street



RESIDENTIAL COLLECTOR

Residential Street with open drainage (County)
Commercial/Industrial Street



RESIDENTIAL STREET

COWETA MAJOR STREET AND HIGHWAY PLAN

The preceding sections included various data that are necessary for the development of the *Coweta Major Street and Highway Plan*. The processes and procedures for developing a major street and highway plan were explained. Coweta's goal and objectives regarding transportation issues were enumerated. Functional classifications to be applied to Coweta's streets were detailed. And, design standards for each functional classification were presented. This section explains the process by which this information is used to develop the major street and highway plan map for Coweta.

All data presented thus far were carefully scrutinized to reach the conclusions illustrated on the map in Figure 5. Inventories, analyses, discussions, public meetings, and working sessions among Coweta Planning Commission members, City of Coweta staff, INCOG staff, and the public have culminated into this graphic representation which reflects Coweta's desires for future development of its transportation facilities.

The inventories described previously were carefully analyzed to determine the current condition of Coweta's streets. The traffic counts were examined to determine current usage of the streets. The Federal Aid System was referenced to obtain an idea of potential funding options.

Important characteristics of any community's plan are its continuity, its consistency, and its conformity with the plans of adjacent jurisdictions. In that regard, a thorough review of the *Tulsa Metropolitan Area Major Street and Highway Plan* was conducted. Additionally, reviews of the *TMATS Horizon Year 2005 Long-Range Transportation Plan*, the *Broken Arrow Major Street and Highway Plan*, and previous and existing plans for the Coweta planning area were conducted. All of these plans were considered when determining classifications for Coweta's streets in the *Plan*.

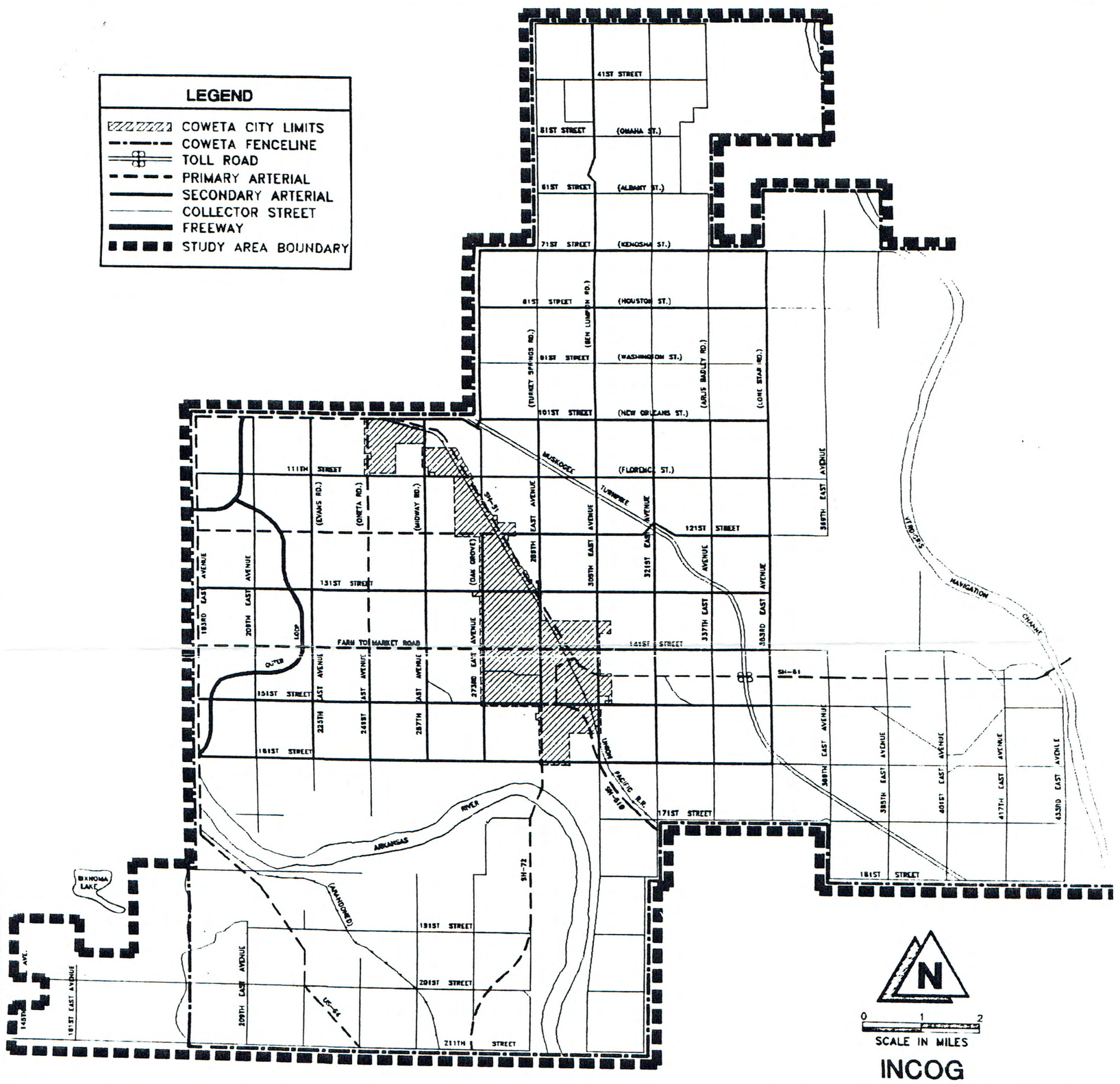
Finally, throughout the process of developing the *Coweta Major Street and Highway Plan* continuous interaction occurred among all involved parties to insure that the previously identified goal and objectives were adhered to, that the desires of the community were integrated into the process, and that the values of the citizens of Coweta were reflected.

By a joint resolution with the Coweta Metropolitan Area Planning Commission, the Coweta City Council, and the Wagoner County Board of Commissioners, the *Coweta Major Street and Highway Plan* was amended to be included in the *Coweta Metropolitan Area Major Street and Highway Plan* on January 4, 1993.

FIGURE 5

CITY OF COWETA

MAJOR STREET AND HIGHWAY PLAN



Recommended by the Coweta Metropolitan Area Planning Commission for Adoption:	December 14, 1992
Adopted by the Wagoner County Board of Commissioners:	December 21, 1992
Recommended by the Planning Commission for Adoption:	December 14, 1992
Adopted by the City Council:	January 4, 1993

TRAFFICWAY DESIGN STANDARDS

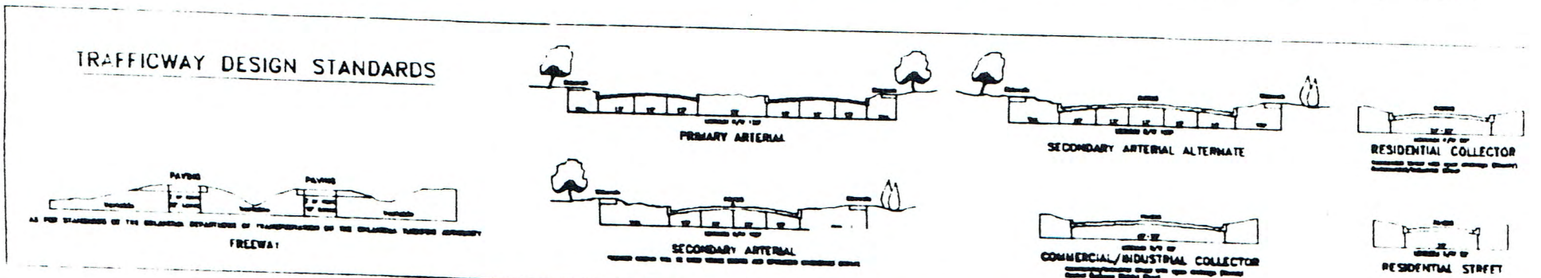
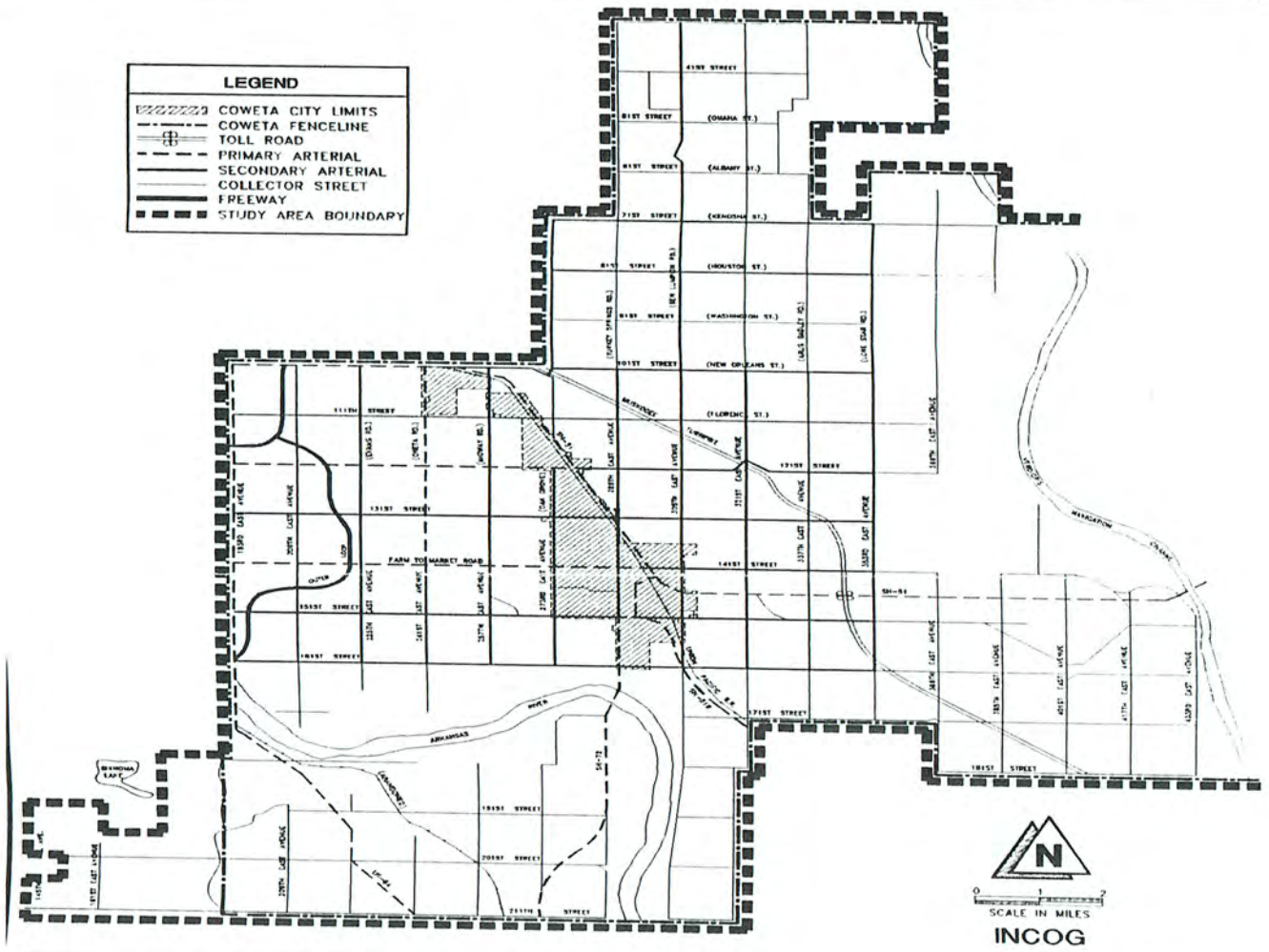


FIGURE 5

CITY OF COWETA

MAJOR STREET AND HIGHWAY PLAN



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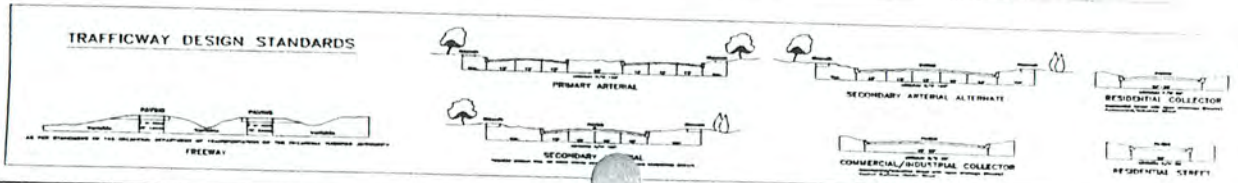

APPENDICES

APPENDIX A: CITY OF COWETA STREET INVENTORY

Comprehensive inventory of all streets and highways within the corporate limits of the City of Coweta, including drainage type, number of lanes, lane width, condition of roadway, condition of striping, and notes.

APPENDIX B: RURAL STREET INVENTORY

Abbreviated inventory of section-line roads, highways, and other major roads within the Coweta fenceline, west of the Verdigris River, and outside of the City of Coweta corporate limits, including surface type, number of lanes, lane width, and notes.

APPENDIX A: CITY OF COWETA STREET INVENTORY

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
120th Street	Old Oak Lane	Timber Ridge Road	Curb/Gutter	2	13′	Good	None	
Timber Ridge Road	117th Street	120th Street	Curb/Gutter	2	13′	Good	None	
117th Street	Old Oak Lane	Timber Ridge Road	Curb/Gutter	2	13′	Good	None	
Old Oak Lane	117th Street	121st Street	Curb/Gutter	2	13′	Good	None	
121st Street	West of Old Oak Lane	State Highway 51	Ditch	2	13′	Good	None	
121st Street	State Highway 51	Lone Oak Road	Ditch	2	11′	Good	None	
Lone Oak Road	121st Street	North of Weald Road	Ditch	2	11′	Good	None	
Weald Road	East of Lone Oak Road	Creek Hollow Road	Ditch	2	11′	Good	None	
Creek Hollow Road	Weald Road	State Highway 51	Ditch	2	11′	Good	None	
127th Street	273rd East Avenue	East of 276th East Avenue	Ditch	2	10′	Fair	None	
129th Street	273rd East Avenue	State Highway 51	Ditch	2	10′	Fair	None	
274th East Avenue	127th Street	129th Street	Ditch	2	10′	Fair	None	
275th East Avenue	127th Street	129th Street	Ditch	2	10′	Fair	None	
276th East Avenue	127th Street	129th Street	Ditch	2	10′	Fair	None	
277th East Avenue	129th Street	<north>	Ditch	2	10′	Fair	None	(1)
278th East Avenue	129th Street	<south>	Ditch	2	10′	Fair	None	(1)
279th East Avenue	129th Street	<south>	Ditch	2	10′	Fair	None	(1)
131st Street	State Highway 51	273rd East Avenue	Ditch	2	11′	Good	Fair	
273rd East Avenue	131st Street	Alberta Drive	Ditch	2	11′	Good	None	
Anna Drive	131st Street	Alberta Drive	Ditch	2	11′	Good	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
Robert Drive	Anna Drive	273rd East Avenue	Ditch	2	11′	Good	None	
136th Street	State Highway 51	285th East Avenue	Curb/Gutter	2	12′	Fair	None	
285th East Avenue	136th Street	137th Place	Curb/Gutter	2	12′	Fair	None	
137th Place	284th East Avenue	287th East Avenue	Curb/Gutter	2	12′	Fair	None	
284th East Avenue	285th East Avenue	141st Street	Curb/Gutter	2	12′	Fair	None	
138th Street	284th East Avenue	287th East Avenue	Curb/Gutter	2	12′	Good/Fair	None	
138th Place	283rd East Avenue	284th East Avenue	Curb/Gutter	2	12′	Good	None	
139th Street	284rd East Avenue	287th East Avenue	Curb/Gutter	2	12′	Fair	None	
140th Street	284rd East Avenue	287th East Avenue	Curb/Gutter	2	12′	Good	None	
283rd East Avenue	141st Street	North of 138th Place	Curb/Gutter	2	11′	Good	None	
287th East Avenue	141st Street	136th Street	Curb/Gutter	2	11′	Fair	None	
286th East Avenue	136th Street	137th Street	Curb/Gutter	2	11′	Good/Fair	None	
141st Street	State Highway 51	273rd East Avenue	Curb/Gutter	2	13′	Good	Good	
278th East Avenue	141st Street	<south>	Ditch	2	10′	Poor	None	
289th East Avenue	141st Street	151st Street	Ditch	2	11′	Good	None	
West Sycamore Street	Division Street	Old Main Street	Ditch	2	10′	Good	None	
North Water Street	West Sycamore Street	West Pine Street	Ditch	2	8′	Poor	None	
South Bixby Street	West Sycamore Street	South of West Cypress Street	Ditch	2	10′	Good	None	
West Sycamore Street	Old Main Street	273rd East Avenue	Ditch	2	11′	Good	None	
South Old Main Street	West Cypress Street	South one block	Ditch	2	8′	Poor	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
Old Main Street	West Cypress Street	West Pine Street	Ditch	2	10′	Fair	None	
West Cypress Street	South Old Main Street	South Division Street	Ditch	2	8′	Poor	None	
West Chestnut Street	North Old Main Street	North Division Street	Ditch	2	8′	Fair	None	
West Chestnut Street	North Old Main Street	North Water Street	Ditch	2	8′	Poor	None	
West Pine Street	West of North Water Street	North Division Street	Ditch	2	8′	Poor	None	
West Oak Street	North Dvision Street	North Bixby Street	Ditch	2	10′	Good	None	
North Bixby Street	West Oak Street	North one block	Ditch	2	10′	Good	None	
North Old Main Street	West Oak Street	North one block	Ditch	2	8′	Good	None	
South Broadway Street	Chestnut Street	Pecan Street	Curb/Gutter	2	20′	Good	Good	(2)
South Broadway Street	Pecan Street	151st Street	Ditch	2	12′	Good	Good	
151st Street	State Highway 51B	South Division Street	Ditch	2	11′	Good	Good	
South Avenue B	151st Street	Edward Lane	Ditch	2	10′	Good	None	
Edward Lane	South Broadway Street	South Avenue B	Curb/Gutter	2	10′	Good	None	
Edward Lane	South Avenue B	South Division Street	Ditch	2	10′	Good	None	
South Avenue B	Edward Lane	Ruth Lane	Curb/Gutter	2	11′	Good	None	
Ruth Lane	South Avenue B	South Broadway Street	Curb/Gutter	2	11′	Good	None	
South Broadway Street	Ruth Lane	151st Street	Curb/Gutter	2	11′	Good/Fair	None	
South Avenue B	151st Street	West Walnut Street	Ditch	2	8′	Poor	None	(3)
Avenue B	West Walnut Street	West First Street	Ditch	2	8′	Good	None	
West First Street	North Avenue B	North Avenue A	Ditch	2	8′	Good	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
North Avenue A	141st Street	West Second Street	Ditch	2	6′	Good	None	
West Second Street	North Avenue B	North Division Street	Ditch	2	8′	Good	None	
West Third Street	North Division Street	North Avenue B	Ditch	2	10′	Good	None	
North Orcutt Avenue	West Second Street	West Third Street	Ditch	2	8′	Good	None	
North Avenue A	West Third Street	151st Street	Ditch	2	10′	Good	None	(3)
West Hickory Street	South Avenue A	South Divison Street	Ditch	2	8′	Good	None	
South Avenue A	151st Street	Susan Lane	Ditch	2	10′	Good	None	
Susan Lane	South Avenue A	South Division Street	Ditch	2	10′	Good	None	
West Walnut Street	South Division Street	South Broadway Street	Ditch	2	10′	Good	None	
East Walnut Street	South Broadway Street	South Avenue D	Ditch	2	10′	Fair	None	
East Walnut Street	South Avenue D	South Avenue E	Ditch	2	8′	Fair	None	
Avenue E	East Hickory Street	East Chestnut Street	Ditch	2	10′	Good	None	
North Avenue F	East Chestnut Street	East Sycamore Street	Ditch	2	12′	Good	None	
East Sycamore Street	North Avenue F	South Avenue G	Ditch	2	12′	Good	None	
South Avenue G	East Sycamore Street	East Pecan Street	Ditch	2	11′	Good	None	
Chestnut Street	State Highway 51	Division Street	Ditch	2	11′	Good	None	
West Pine Street	North Division Street	North Broadway Street	Ditch	2	11′	Good	None	
Oak Street	North Avenue D	North Avenue B	Ditch	2	8′	Good/Fair	None	
West Oak Street	North Avenue B	North Division Street	Ditch	2	10′	Good	None	
West Sycamore Street	Division Street	Avenue A	Ditch	2	8′	Fair	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
Sycamore Street	Avenue A	Avenue E	Ditch	2	10′	Good	None	
East Sycamore Street	Avenue E	Avenue F	Ditch	2	8′	Good	None	
South Avenue F	East Sycamore Street	East Pecan Street	Ditch	2	8′	Good	None	
South Avenue F	East Pecan Street	East Hickory Street	Ditch	2	12′	Good	None	
East Hickory Street	South Avenue F	South Avenue G	Ditch	2	8′	Good	None	
South Avenue G	State Highway 51	East Pecan Street	Ditch	2	10′	Good	None	
Pecan Street	South Avenue G	South Division Street	Ditch	2	10′	Good	None	
Cypress Street	South Division Street	South Avenue E	Ditch	2	10′	Good	None	
East Cypress Street	South Avenue E	South Avenue F	Ditch	2	8′	Poor	None	
East Hickory Street	South Avenue E	South Broadway Street	Ditch	2	8′	Good	None	
Avenue D	East Hickory Street	East Oak Street	Ditch	2	10′	Good	None	
North Broadway Street	Chestnut Street	State Highway 51	Ditch	2	12′	Good	Good	
West Ash Street	South Broadway Street	South Division Street	Ditch	2	11′	Good	None	
Sarty Street	State Highway 51	North Avenue G	Ditch	2	11′	Good	None	(2)
North Avenue G	Sarty Street	141st Street	Ditch	2	11′	Good	None	(2)
North Avenue F	Sarty Street	141st Street	Ditch	2	10′	Good	None	
North Avenue E	Sarty Street	141st Street	Ditch	2	10′	Good	None	
North Avenue D	Sarty Street	141st Street	Ditch	2	10′	Good/Fair	None	
Floyd Street	Sarty Street	141st Street	Ditch	2	10′	Fair	None	
Logan Street	Sarty Street	141st Street	Ditch	2	10′	Fair	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
141st Street	State Highway 51	305th East Avenue	Ditch	2	11′	Good	None	
305th East Avenue	141st Street	131st Street	Ditch	2	11′	Good	None	
Elm Street	305th East Avenue	Persimmon Street	Ditch	2	10′	Good	None	
Persimmon Street	Elm Street	Sycamore Street	Ditch	2	10′	Good	None	
Sycamore Street	Persimmon Street	305th East Avenue	Ditch	2	10′	Good	None	
Pecan Street	Sycamore Street	<north one block>	Ditch	2	10′	Good	None	(1)
Terra-Wood Place	305th East Avenue	<west one block>	Ditch	2	10′	Good	None	
Terra-Wood Drive	305th East Avenue	<west one block>	Ditch	2	10′	Good	None	
Trower Street	State Highway 51	Koweta Street	Curb/Gutter	2	12′	Good/Fair	None	
Trower Drive	Trower Street	<east one block>	Curb/Gutter	2	10′	Good	None	(1)
Creek Street	Trower Street	<west two blocks>	Curb/Gutter	2	12′	Good	None	(1)
Creek Street	Koweta Street	<west one block>	Curb/Gutter	2	12′	Good	None	(1)
Koweta Street	Trower Street	State Highway 51	Ditch	2	11′	Good	None	
Trower Street	Koweta Street	Cherokee Street	Ditch	2	12′	Good	None	
Cherokee Street	Trower Street	<south one block>	Ditch	2	12′	Good	None	(1)
North Avenue F	State Highway 51	East First Street	Ditch	2	8′	Fair	None	
East Oak Street	State Highway 51	<east two blocks>	Ditch	2	6′	Poor	None	
East Third Street	North Avenue E	<east two blocks>	Ditch	2	5′	Poor	None	
East Second Street	State Highway 51	<east four blocks>	Ditch	2	8′	Good	None	
East First Street	State Highway 51	<east four blocks>	Ditch	2	8′	Poor	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
North Avenue F	141st Street	East First Street	Ditch	2	8′	Good	None	
North Avenue D	East First Street	East Second Street	Ditch	2	8′	Poor	None	
North Avenue E	141st Street	East First Street	Ditch	2	8′	Fair	None	
North Avenue E	East First Street	East Second Street	Ditch	2	10′	Good	None	(2)
North Avenue E	East Second Street	State Highway 51	Ditch	2	10′	Fair	None	
305th East Avenue	State Highway 51	Nancy Avenue	Ditch	2	10′	Good	None	
East Pecan Street	305th East Avenue	<west to railroad crossing>	Ditch	2	10′	Good	Poor	
Debra Street	East Pecan Street	East Walnut Street	Ditch	2	8′	Good	None	
Nancy Avenue	305th East Avenue	<west two blocks>	Ditch	2	10′	Good	None	
East Walnut Street	305th East Avenue	Midway Street	Ditch	2	8′	Good/Fair	None	
Midway Street	East Walnut Street	151st Street	Ditch	2	10′	Good	None	
East Hickory Street	Midway Street	305th East Avenue	Ditch	2	7′	Good	None	
151st Street	305th East Avenue	State Highway 51B	Ditch	2	10′	Good/Fair	Fair	
State Highway 51B	151st Street	156th Street	Ditch	2	13′	Good	Good	
Unnamed Street	State Highway 51B (4)	South Avenue G (4)	Ditch	2	13′	Good/Fair	None	(4)
Unnamed Street	(4)	(4)	Ditch	2	13′	Good	None	(4)
Unnamed Street	(4)	(4)	Ditch	2	11′	Fair	None	(4)
Unnamed Street	(4)	(4)	Ditch	2	11′	Poor	None	(1)(4)
South Avenue G	151st Street	161st Street	Ditch	2	11′	Fair	None	
East Dogwood Place	South Avenue G	South Avenue F	Curb/Gutter	2	13′	Good	None	

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
South Avenue F	East Redbud Street	East Dogwood Street	Curb/Gutter	2	13′	Good	None	
East Dogwood Street	South Avenue F	South Avenue D	Curb/Gutter	2	13′	Good	None	
South Avenue D	East Dogwood Street	East Redbud Street	Curb/Gutter	2	13′	Good	None	
South Avenue E	East Dogwood Street	East Redbud Street	Curb/Gutter	2	13′	Good	None	
East Redbud Street	South Avenue D	South Avenue G	Curb/Gutter	2	13′	Good	None	
East Leanne Street	South Avenue G	South Avenue D	Ditch	2	10′	Good	None	
South Avenue D	East Leanne Street	<south one block>	Ditch	2	10′	Good	None	
East Melinda Street	South Avenue G	<west two blocks>	Ditch	2	10′	Good/Fair	None	
South Avenue F	East Melinda Street	<south one block>	Ditch	2	10′	Good	None	(1)
East Post Oak Blvd.	South Avenue G	<west four blocks)	Curb/Gutter	2	13′	Good	None	(1)
South Avenue F	East Post Oak Blvd.	East Cedar Street	Curb/Gutter	2	13′	Good	None	
East Cedar Street	South Avenue F	East Post Oak Blvd.	Curb/Gutter	2	13′	Good	None	
South Avenue E	East Post Oak Blvd.	<south one block>	Curb/Gutter	2	13′	Good	None	(1)
151st Street	South Division Street	273rd East Avenue	Ditch	2	10′	Good	None	
South Main Street	151st Street	<north one block>	Ditch	2	8′	Fair	None	(3)
Cottonwood Drive	151st Street	Hickory Place	Ditch	2	8′	Poor	None	
Hickory Place	Cottonwood Drive	Pecan Drive	Ditch	2	8′	Poor	None	
Pecan Drive	Hickory Place	151st Street	Ditch	2	8′	Poor	None	
South Lamar Street	151st Street	West Ash Street	Curb/Gutter	2	12′	Good	None	
West Hickory Place	South Lamar Street	<east one block>	Curb/Gutter	2	11′	Good	None	(1)

City of Coweta Street Inventory

Street Name	From	To	Drainage Type	Number of Lanes	Lane Width	Condition of Roadway	Condition of Striping	Notes
West Hickory Street	South Lamar Street	<east one block>	Curb/Gutter	2	11′	Good	None	(1)
West Walnut Street	South Lamar Street	<east one block>	Curb/Gutter	2	11′	Good	None	(1)
West Ash Place	South Lamar Street	<east one block>	Curb/Gutter	2	11′	Good	None	(1)
West Ash Street	South Lamar Street	<east one block>	Curb/Gutter	2	11′	Good	None	(1)
Kiamachi Avenue	151st Street	149th Street	Ditch	2	11′	Good	None	
Koweta Avenue	151st Street	149th Street	Ditch	2	11′	Good	None	
149th Street	Koweta Avenue	<east one block>	Ditch	2	11′	Good	None	
State Highway 72	161st Street	151st Street	Ditch	2	13′	Good	Good	(3)
State Highway 51	257th East Avenue	305th East Avenue	Ditch	5	13′	Good	Good	
273rd East Avenue	151st Street	141st Street	Ditch	2	10′	Poor	None	
273rd East Avenue	141st Street	Alberta Drive	Ditch	2	12′	Good	None	
273rd East Avenue	131st Street	121st Street	Ditch	2	11′	Good	None	
272nd East Avenue	State Highway 51	<north one block>	Ditch	2	11′	Good	None	(1)

NOTES:

(1) Cul-de-sac street
(2) New overlay
(3) Narrow bridge
(4) Coweta Heights Subdivision streets
(5) Continuous left turn lane

APPENDIX B: RURAL STREET INVENTORY

Rural Street Inventory

Street Name	From	To	Surface	Number of Lanes	Lane Width	Notes
101st Street South	193rd East Avenue	241st East Avenue	Asphalt	2	10′	
101st Street South	241st East Avenue	SH-51	Asphalt	2	11′	(1)
101st Street South	SH-51	257th East Avenue	Gravel	2	11′	
101st Street South	257th East Avenue	289th East Avenue	Gravel	2	10′	
111th Street South	209th East Avenue	225th East Avenue	Gravel	2	10′	
111th Street South	225th East Avenue	241st East Avenue	Dirt	2	10′	
111th Street South	241st East Avenue	SH-51	Asphalt	2	11′	
111th Street South	SH-51	289th East Avenue	Gravel	2	10′	
121st Street South	193rd East Avenue	209th East Avenue	Gravel	2	10′	
121st Street South	209th East Avenue	257th East Avenue	Dirt	2	10′	
121st Street South	257th East Avenue	SH-51	Gravel	2	10′	
121st Street South	SH-51	289th East Avenue	Asph./Gravel	2	11′	
121st Street South	289th East Avenue	305th East Avenue	Gravel	2	10′	
131st Street South	193rd East Avenue	One-half mile east of 193rd E. Ave.	Gravel	2	10′	(3)
131st Street South	225th East Avenue	241st East Avenue	Dirt	2	10′	
131st Street South	241st East Avenue	257th East Avenue	Gravel	2	10′	
131st Street South	257th East Avenue	273rd East Avenue	Asph./Gravel	2	11′	

Rural Street Inventory

Street Name	From	To	Surface	Number of Lanes	Lane Width	Notes
141st Street South	193rd East Avenue	273rd East Avenue	Asphalt	2	13′	(2)
151st Street South	193rd Street South	209th East Avenue	Dirt	2	10′	
151st Street South	One-half mile west of 273rd E. Ave.	273rd East Avenue	Asphalt	2	12′	(3)
161st Street South	193rd Street South	SH-72	Asphalt	2	12′	(1)
171st Street South	273rd East Avenue	SH-72	Dirt	2	10′	
191st Street South	209th East Avenue	US-64	Asphalt	2	10′	
191st Street South	US-64	241st East Avenue	Dirt	2	10′	
191st Street South	241st East Avenue	SH-72	Asphalt	2	9′	
191st Street South	SH-72	One-half mile east of SH-72	Dirt	2	10′	(3)
201st Street South	241st East Avenue	273rd East Avenue	Dirt	2	10′	
201st Street South	273rd East Avenue	SH-72	Gravel	2	10′	
201st Street South	SH-72	One-half mile east of SH-72	Gravel	2	10′	
211th Street South	US-64	SH-72	Dirt	2	10′	
193rd East Avenue	101st Street South	161st Street South	Asphalt	2	12′	(1)
209th East Avenue	101st Street South	111th Street South	Asphalt	2	10′	
209th East Avenue	111th Street South	121st Street South	Dirt	2	10′	

Rural Street Inventory

Street Name	From	To	Surface	Number of Lanes	Lane Width	Notes
209th East Avenue	151st Street South	171st Street South	Dirt	2	10′	
225th East Avenue	101st Street South	161st Street South	Dirt	2	10′	
225th East Avenue	One mile north of 191st Street South	191st Street South	Dirt	2	10′	(3)
241st East Avenue	101st Street South	111th Street South	Asphalt	2	11′	
241st East Avenue	111th Street South	121st Street South	Asphalt/Dirt	2	10′	
241st East Avenue	121st Street South	131st Street South	Dirt/Gravel	2	10′	
241st East Avenue	131st Street South	141st Street South	Gravel	2	10′	
241st East Avenue	141st Street South	161st Street South	Dirt	2	10′	
241st East Avenue	161st Street South	One mile south of 161st St. S.	Dirt	2	10′	(3)
241st East Avenue	One-half mile north of 201st St. S.	211th Street South	Dirt	2	10′	
257th East Avenue	101st Street South	121st Street South	Asphalt	2	11′	
257th East Avenue	121st Street South	131st Street South	Gravel	2	10′	
257th East Avenue	191st Street South	201st Street South	Dirt	2	10′	
273rd East Avenue	101st Street South	111th Street South	Gravel	2	11′	
273rd East Avenue	141st Street South	161st Street South	Dirt	2	10′	
273rd East Avenue	171st Street South	SH-72	Dirt	2	10′	

Rural Street Inventory

Street Name	From	To	Surface	Number of Lanes	Lane Width	Notes
289th East Avenue	111th Street South	SH-51	Gravel	2	10′	
305th East Avenue	111th Street South	121st Street South	Gravel	2	10′	
305th East Avenue	121st Street South	131st Street South	Asphalt	2	10′	
SH-51	101st Street South	305th East Avenue	Asphalt	5	12′-13′	(1)(4)
SH-51B	151st Street South	321st East Avenue	Asphalt	2	12′	(1)
SH-72	151st Street South	211th Street South	Asphalt	2	12′	(1)
US-64	193rd East Avenue	211th Street South	Asphalt	2	12′	(1)

NOTES:

(1) Striped roadway
(2) Construction partially completed
(3) Dead end Street
(4) Continuous center left-turn lane