

AGENDA ITEM # 22

May 27, 1997

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Discuss and take appropriate action on County Policy related to the installation of new traffic control devices required by the construction of new schools.

Moved: Commissioner Hays

Seconded: Commissioner Boatright

Motion: To approve County Policy of new schools being responsible for the design and installation of traffic control signs while giving the county a traffic flow study with proposed signage that Williamson County Commissioners Court will approve. Upon approval, the school will pay the county for installation of the signage.

Vote: Motion carried 5 - 0

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Williamson County
Unified Road System

MEMORANDUM

Date: May 27, 1997
From: Joe M. England, P.E.
To: Mike Heiligenstein, Commissioner Pct. 1
Greg Boatright, Commissioner Pct. 2
David Hays, Commissioner Pct. 3
Jerry Mehevec, Commissioner Pct. 4
Subject: Roadside Signage for New Schools

The current adopted version of the Williamson County Subdivision Regulations require that new development be responsible for the design and installation of traffic control signs as shown on Exhibit "A". In the past most schools have built on previously platted lots that were adjacent to existing streets and have looked to us for the installation of signs.

Since the construction of the last new school, Round Rock Independent School District ("ROUND ROCK") has hired a director of transportation that is familiar with the proper design of school route plans ("PLANS") as shown in Exhibit "B". As stated in the exhibit, it is the responsibility of BOTH the school and the traffic official to develop this plan.

Round Rock is in the process of constructing a new elementary school at the intersection of Great Oaks and Neenah. Both of these streets are designated as arterial streets (higher speeds and higher volumes). To date no plans have been developed for this new school.

Based upon our current labor and material costs, each street sign that our department constructs is approximately \$150.00 and each crosswalk cost approximately \$100.00. Depending on the location of a new school and the complexity of the plan, the construction of street signs and crosswalks could cost thousands of dollars.

Due to our departments budget and time constraints for street signs, I recommend that the current requirements that are in place for developers as shown in Exhibit "A" be extended to all school districts. I further recommend that a plan has to be approved by our department prior to the installation of street signs and crosswalks by the school districts.

*approved 5-27-97
John C. Daayler*

EXHIBIT "A"

- 5.5 The owner shall submit construction plans for streets, roads and, drainage, traffic signage, landscaping, irrigation, and utilities within a platted subdivision to the County Engineer for approval prior to beginning construction. These plans shall show the location of all underground utilities, including water, sewage, cable television, electric, gas, telephone, and storm sewers. These plans shall include the design issues as described in Appendix B Engineering Guidelines.
- 5.10 When traffic signal lights will be required for the entrance of traffic generated by subdivisions at the principal thoroughfares, such signal lights shall be the responsibility of the owner and the construction cost shall be included in the security.
- 9.2 Traffic control signs (such as stop, yield, and speed limit signs) as approved by Commissioners' Court, shall be installed by the owner or owners of said subdivision at all intersections. Other traffic control signs shall be installed to indicate any unusual traffic or road hazard or conditions that may exist. All traffic control devices shall be placed in compliance with the current standards of the Texas Department of Transportation and the construction cost shall be included in the security. The placement of these signs shall be shown in the construction plans.

xc: Greg Bergeron, URS Department Head

approved 5-27-97
John C. Daayler

A school route plan for each school serving elementary and kindergarten students is useful in developing uniformity in the use of school area traffic controls. The plan, developed by the school and traffic officials responsible for school pedestrian safety, consists of a simple map showing streets, the school, existing traffic controls, established school routes, and established school crossings. A typical school plan map is shown in figure 7-1.

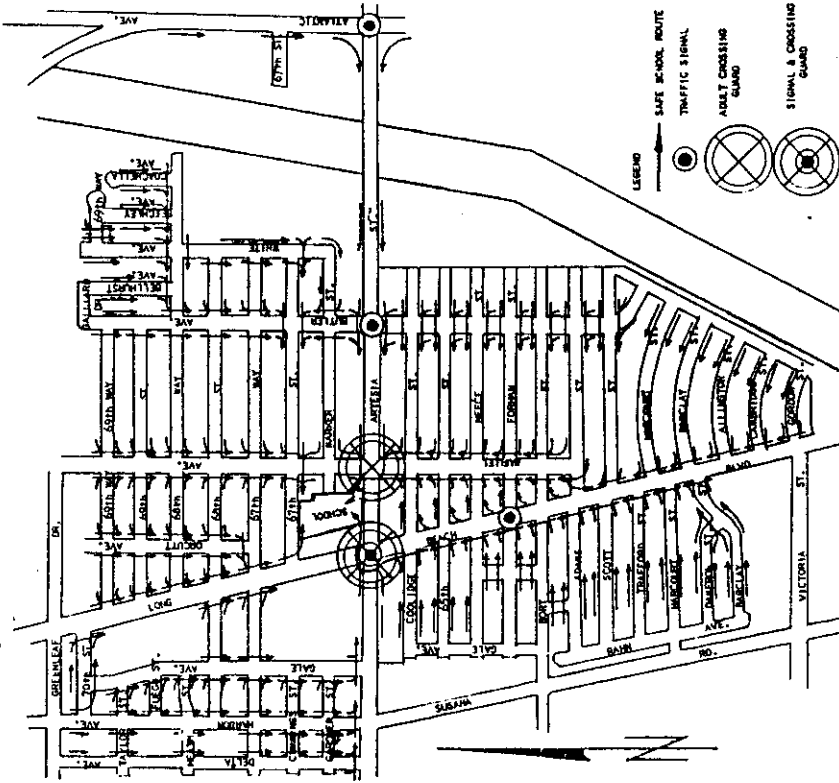


Figure 7-1. Typical school route plan map.

The plan permits the orderly review of school area traffic control needs, and the coordination of school pedestrian safety education and engineering activities.

The following treatment of signs, signals, and markings for school areas is intended to provide in effect a comprehensive handbook in its field, to be applied as a national standard. It establishes general principles to be observed in designing, installing, and maintaining traffic con-

trol devices in school areas, and prescribes specific standards where possible. While it constitutes a part of this Manual, it is designed so that it can be used independently, for the convenience of those who are not concerned with the many other phases of traffic control. To that end some material concerning specifications and devices having more general application is repeated here from preceding parts of this Manual.

Reference to reduced speed signs for school areas and crossings is included in this Manual solely for the purpose of standardizing signing for these zones. However, this is not to be considered an endorsement of the practice of mandatory reduced speed zones for all school areas and crossings.

7A-2 School Routes and Established School Crossings

School routes should be planned to take advantage of the protection afforded by existing traffic controls. This planning criterion may make it necessary for children to walk a non-direct, longer distance to an established school crossing located where there is existing traffic control, and to avoid the use of a direct, hazardous crossing where there is no existing traffic control.

Factors to be considered when determining the feasibility of requiring children to walk a longer distance to a crossing (at a location with existing traffic control) are:

1. The availability of adequate, safe sidewalks or off roadway side-walk areas to and from the location with existing control,
2. The number of children using the crossing,
3. The age levels of the children using the crossing, and
4. The total extra walking distance.

7A-3 School Crossing Control Criteria

Alternate gaps and blockades are formed in the vehicular traffic stream in a pattern peculiar to each crossing location. For safety, a pedestrian must wait for a gap in traffic that is of sufficient duration to permit a street crossing without interference from vehicular traffic. When the delay between the occurrence of adequate gaps becomes excessive, children may become impatient and endanger themselves by attempting to cross the street during an inadequate gap. This delay may be considered excessive when the number of adequate gaps in the traf-fic stream, during the period the children are using a crossing, is less than the number of minutes in that same time period. With this condi-tion (when adequate gaps occur less frequently than an average of one per minute) some form of traffic control is needed which will create in the traffic stream the gaps necessary to reduce the hazard.

A recommended practice for determining the frequency and ade-quacy of gaps in the vehicular traffic stream is given in the Institute of

Discuss and take appropriate action on proposed 1997 rate adjustment at the landfill.

Moved: Commissioner Heiligenstein

Seconded: Judge Doerfler

Motion: To adopt the proposed 1997 rate structure at the landfill with a \$5.00 fee for **cars** instead of the proposed \$9.00 fee.

Vote: Motion carried 5 - 0

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Sheet1

Attachment A									
WILLIAMSON COUNTY LANDFILL									
MAY 1997 PRICE COMPARISON									
BETWEEN LOCAL DISPOSAL SITES									
AND PROPOSED DISPOSAL RATES									
					PROPOSED				
					NEW WCL	CURRENT	PROPOSED		
SITE	TDS	BFI	ACL	AVERAGE	PRICE	WILLIAMSON	INCREASE		
LOOSE	\$5.45	\$5.50	\$6.15	\$5.70	\$5.70	\$5.25	\$0.45		
COMPACTED	\$5.95	\$5.67	\$6.25	\$5.96	\$5.95	\$5.50	\$0.45		
CARS *	\$8.50	\$9.50	\$9.00	\$9.00	\$9.00	\$5.25	\$3.75		
SMALL PICKUPS MIN. *	\$11.50	\$9.50	\$12.50	\$11.17	\$11.15	\$11.80	(\$0.65)		
LARGE PICKUPS MIN. *	\$13.50	\$12.75	\$14.50	\$13.58	\$13.60	\$11.80	\$1.80		
* THESE RATES ARE MINIMUMS AND ACTUAL CHARGES WILL BE BASED ON CUBIC YARD RATE TIMES VOLUME FOR LARGE LOADS.									

Approved 5-27-97
John C. Doerfler