

AGENDA ITEM # 14

October 28, 1997

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Consider approving regulatory signage associated with Great Oaks Elementary School.

Moved: Commissioner Hays

Seconded: Judge Doerfler

Motion: To approve regulatory signage associated with Great Oaks Elementary School with school district to install flashing lights and the two school principals from Great Oaks Elementary and Brushy Creek to determine the time associated with school zones.

Vote: Motion carried 5 - 0

< Clerk copy here >

Fisher Hagood, Inc.

Larry J. Fisher, P.E.
Terry R. Hagood, P.E.

September 23, 1997

MR. JOE ENGLAND, P.E.
WILLIAMSON COUNTY ENGINEER
1900 GEORGETOWN INNER LOOP, STE. B
GEORGETOWN, TX 78626

RE: School Zone Signage
Great Oaks Elementary
FHI Job No. 95097-co

Dear Mr. England

I would like to thank you for stopping by my office last week to personally review with me the Great Oaks Elementary school zone signage submittal. I have made the modifications we discussed and have attached an updated signage plan and school route map for your approval. In addition, I have sent a copy to Ms. Lisa Macquay of Brushy Creek MUD for her review as needed.

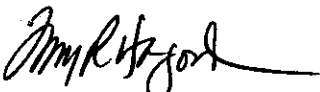
As part of the approval of this signage plan, I understand that Commissioner's Court action is required for the regulatory signage which includes stop signs and speed limits. Please confirm with my office the date, time and place, for the public hearing for this action.

As indicated on the school route plan, the boundary between Great Oaks Elementary and Brushy Creek Elementary is O'Connor Drive. Currently, a 20 mph school speed zone exists at the intersection of O'Connor and Pocono Drive. Since this intersection is now at the boundary between the schools and no pedestrian traffic relating to the schools should be crossing O'Connor, I believe this school speed zone should be eliminated and normal speeds re-established.

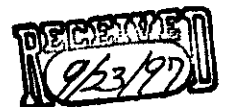
Should you have any questions please contact me at your convenience.

Sincerely

FISHER HAGOOD, INC.



Terry R. Hagood, P.E.
TRH/th



attachments

cc: Mr. Tom Phillips
Mr. Keith Hickman

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background, it should be set in from the edge. When the border is lighter, it should extend to the edge of the plate.

7B-5 Illumination and Reflectorization

Ordinarily the signs used for school area traffic control shall be reflectorized or illuminated when regularly scheduled classes begin or end during hours of darkness, and should be reflectorized or illuminated when there is a considerable use of school buildings by children during hours of darkness.

7B-6 Position of Signs

Signs should be placed in positions where they will convey their messages most effectively without restricting lateral clearance or sight distances. Placement therefore should be accommodated to highway design, alignment and roadside development. Signs should have a maximum practical lateral clearance from the edge of the traveled way for safety of vehicles that may leave the roadway and strike the sign supports. Normally signs should not be closer than 6 feet from the edge of a paved shoulder, or if none, 12 feet from the edge of the traveled way.

In urban areas, if the lateral clearances indicated in the preceding paragraph are not practicable, a lesser clearance may be used (not less than 2 feet from the face of a curb). In urban areas, where sidewalk width is limited or existing poles are close to the curb, a clearance of 1 foot from the curb face is permissible.

Portable schools signs shall not be placed within the roadway at any time.

7B-7 Height of Signs

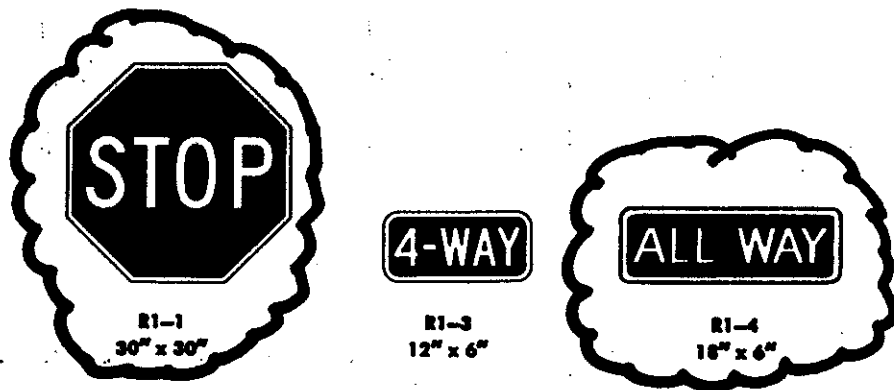
Signs erected at the side of the road in rural districts shall be mounted at a height of at least 5 feet, measured from the bottom of the sign to the level of the roadway edge. In business, commercial and residential districts where parking or pedestrian movement is likely to occur or where there are other obstructions to view, the clearance to the bottom of the sign shall be at least 7 feet.

7B-8 Erection of Signs

Normally signs should be mounted approximately at right angles to the direction of, and facing, the traffic that they are intended to serve.

7B-9 School Advance Sign (S1-1)

The School Advance sign is intended for use in advance of locations where school buildings or grounds are adjacent to the highway. It may also be used in advance of established school crossings not adjacent to a



2B-4 Stop Sign (R1-1)

STOP signs are intended for use where traffic is required to stop. The STOP sign shall be an octagon with white message and border on a red background. The standard size shall be 30 × 30 inches. Where greater emphasis or visibility is required, a larger size is recommended. On low-volume local streets and secondary roads with low approach speeds, a 24 × 24 inch size may be used.

At a multiway stop intersection (sec. 2B-6), a supplementary plate (R1-3) should be mounted just below each STOP sign. If the number of approach legs to the intersection is three or more, the numeral on the supplementary plate shall correspond to the actual number of legs, or the legend ALL-WAY (R1-4) may be used. The supplementary plate shall have white letters on a red background and shall have a standard size of 12 × 6 inches (R1-3) or 18 × 6 inches (R1-4).

A STOP sign beacon or beacons may be used in conjunction with a STOP sign as described in section 4E-4.

Secondary messages shall not be used on STOP sign faces.

2B-5 Warrants for Stop Sign

Because the STOP sign causes a substantial inconvenience to motorists, it should be used only where warranted. A STOP sign may be warranted at an intersection where one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign.

Prior to the application of these warrants, consideration should be given to less restrictive measures, such as the YIELD sign (2B-7) where a full stop is not necessary at all times. Periodic reviews of existing installations

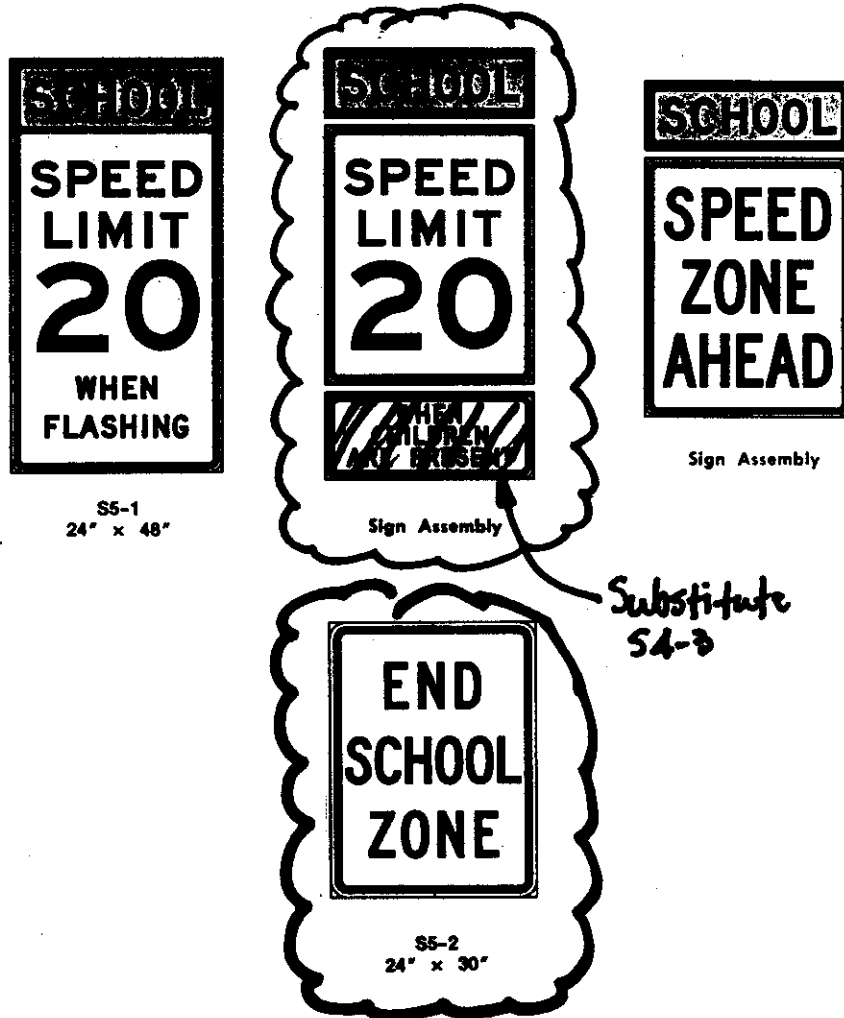
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2B-2

(Rev. No. 5)

lenses of the Speed Limit Sign Beacon may be positioned within the face of the School Speed Limit sign.

Because of special features, it may not always be practical to make variable display signs conform in all respects to the accepted standards. However, during the periods the school speed limit is in force, their basic shape, message, legend layout, and colors should conform to the standard for the fixed message sign, except that if the sign is internally illuminated, it may have a white legend on a black background.



Variable display signs with flashing beacons should be used for the more critical situations, where greater emphasis of the special school speed limit is needed.

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7B-5

(Rev. No. 5)

message or on a separate plate (R2-2). When used independently, the Truck Speed sign should carry a reference to SPEED or MPH.

Minimum speeds shall be displayed only in combination with the posted speed limit (sec.2B-12).

Advisory Speed signs are treated under section 2C-35.

School Speed Limit signs are discussed in section 7B-12.

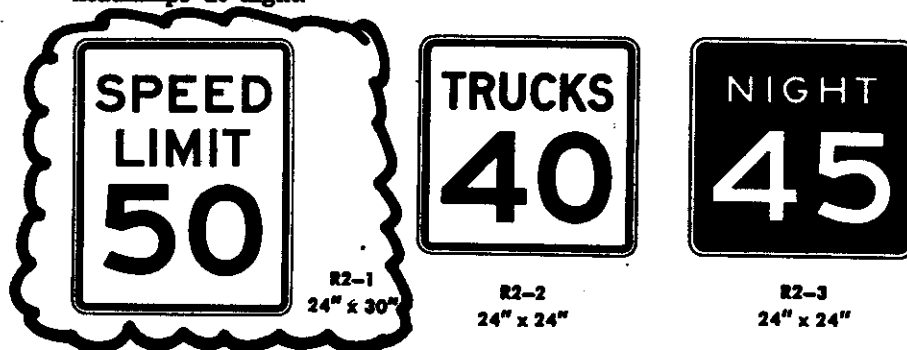
The standard Speed Limit sign shall be 24 x 30 inches. On expressways the sign should be at least 36 x 48 inches, with 48 x 60 inches prescribed for use on freeways.

2B-11 Night Speed Sign (R2-3)

Where different speed limits are prescribed for day and night, both the limits shall be posted. This may be done in either of two ways:

1. Immediately below the standard Speed Limit sign (R2-1) or combined with it, a Night Speed sign (R2-3) carrying the legend NIGHT 45 (or other suitable numerical limit) may be erected. In this case the numerals in the Night Speed sign and only the words SPEED LIMIT in the standard sign, should be reflectorized. As a special but logical exception to the general color scheme, the Night Speed sign should have its legend in white upon a black background.

2. A changeable message sign may be used, so that only the appropriate regulation is visible at a given time. The sign may have interchangeable panels, or reflectorization of the nighttime speed superimposed over the unreflectorized numerals of the daytime speed, to permit only the nighttime speed to become legible in the beam of motor-vehicle headlamps at night.



2B-12 Minimum Speed Sign (R2-4)

Where an engineering and traffic investigation shows that slow speeds on a highway consistently impede the normal and reasonable movement of traffic, signs may be used to post a minimum legal speed. Driving slower than the minimum limit is illegal except when necessary for safe operation or in compliance with the law. The minimum speed shall be displayed only in combination with the posted speed limit, and

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2B-7

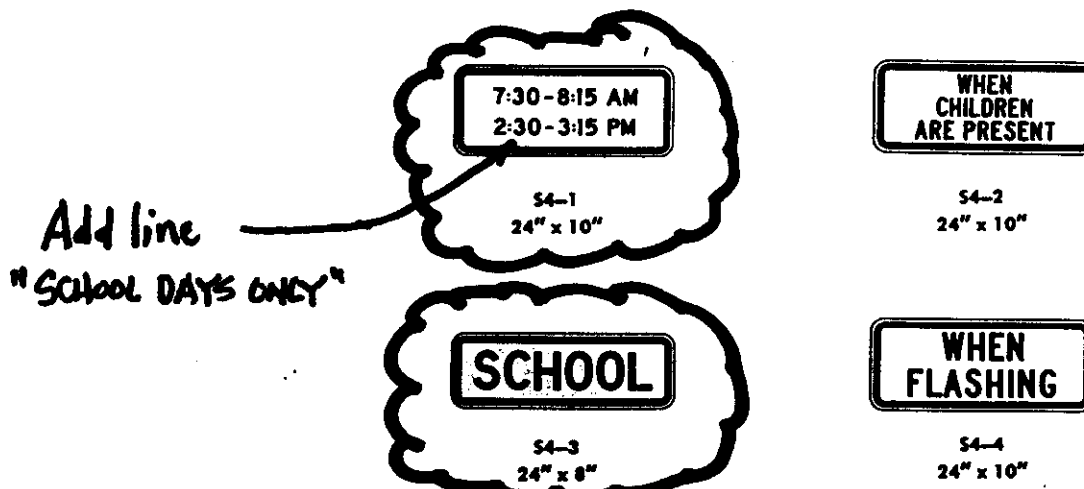
passengers, is not visible for a distance of 500 feet in advance. It shall have a minimum 30" x 30" size.

It is not intended that these signs be used everywhere a school bus stops to pick up or discharge passengers but for use only where terrain and roadway features limit the approach sight distance and where there is no opportunity to relocate the stop to another location with adequate visibility.

7B-12 School Speed Limit Signs (S4-1, S4-2, S4-3, S4-4)

The School Speed Limit sign shall be used to indicate the speed limit where a reduced speed zone for a school area has been established (in accordance with law, after an engineering and traffic investigation) or when a speed limit is specified for such areas by statute. The sign shall be either a fixed-message sign assembly or a variable display type sign.

The fixed message sign assembly shall consist of a top panel (S4-3), 24" x 8" (the legend SCHOOL in black on a yellow background), a Speed Limit sign (R2-1), 24" x 30", and a bottom panel (S4-1) indicating the specific periods of the day and/or days of the week, when the special school speed limit applies. The bottom panel shall be 24" x 10" (or larger if needed) and shall have a black legend on a white background. Alternate legends such as WHEN CHILDREN ARE PRESENT (S4-2) may be used if permitted by law. The numerical speed limit displayed on the sign shall be the limit established by law.



Variable display signs may be used to indicate the special school speed limit. These signs may use blank-out messages or other methods to display the school speed limit only during the periods it applies. A Speed Limit Sign Beacon (sec. 7D-24) may also be used, with a WHEN FLASHING sign (S4-4), to identify the periods the school speed limit is in force. The

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7B-4

school ground. The School Advance sign shall be used in advance of any installation of the S2-1 School Crossing sign.

Where used, the sign generally shall be erected not less than 150 feet nor more than 700 feet in advance of the school grounds or school crossing. The sign shall have a minimum height and width of 36 inches in rural areas, and 30 inches in urban areas.



7B-10 School Crossing Sign (S2-1)

The School Crossing sign is intended for use at established crossings including signalized locations used by pupils going to and from school, except that at crossings controlled by stop signs, the sign should be omitted. Only crossings adjacent to schools and those on established school pedestrian routes shall be signed. When used, the sign shall be erected at the crosswalk, or at the minimum distance possible in advance of the crosswalk. The sign shall have a minimum height and width of 36 inches in rural areas, and 30 inches in urban areas.

A School Advance sign (sec. 7B-9) shall be used in advance of every School Crossing sign.

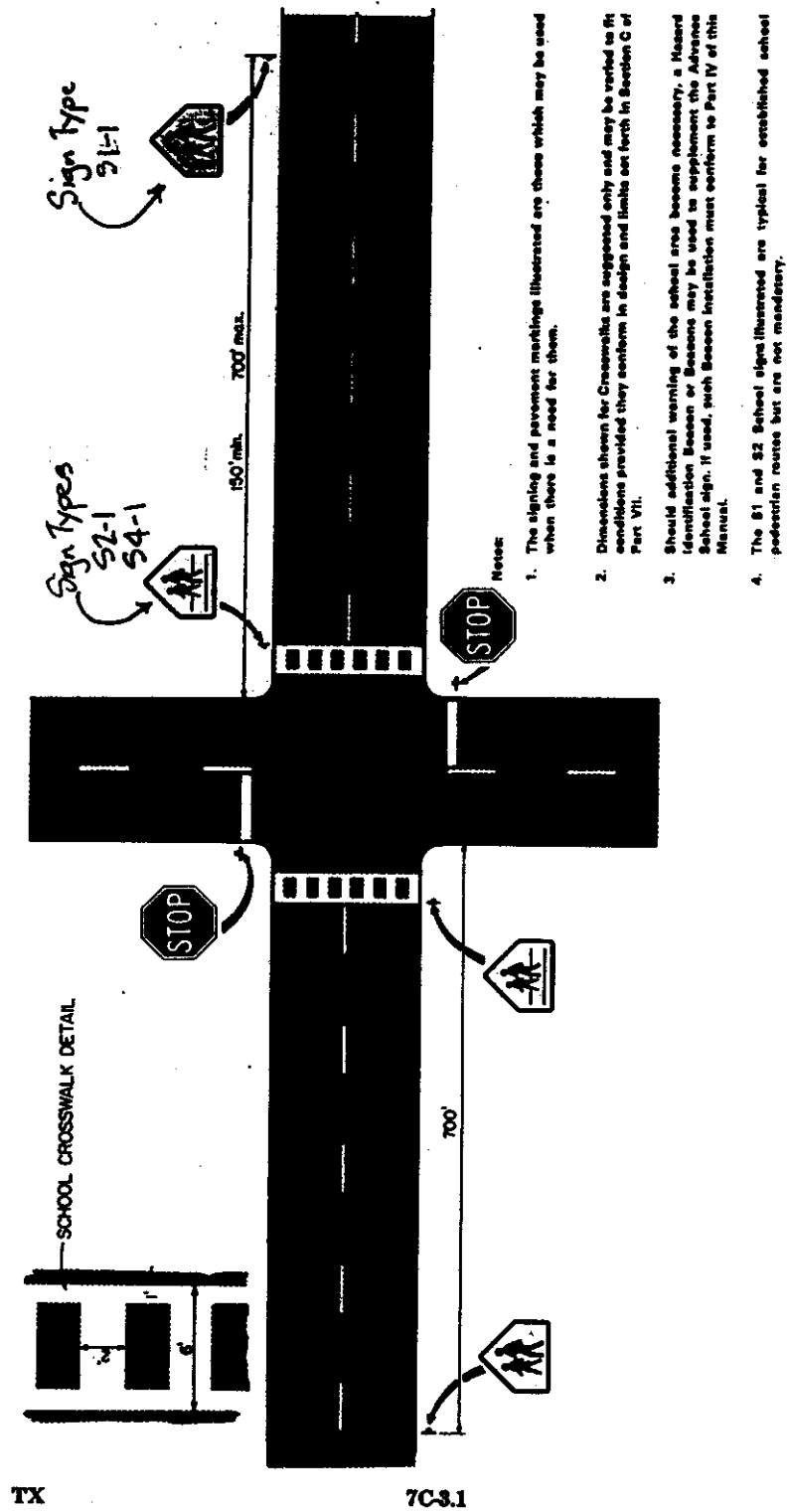
7B-11 School Bus Stop Ahead Sign (S3-1)

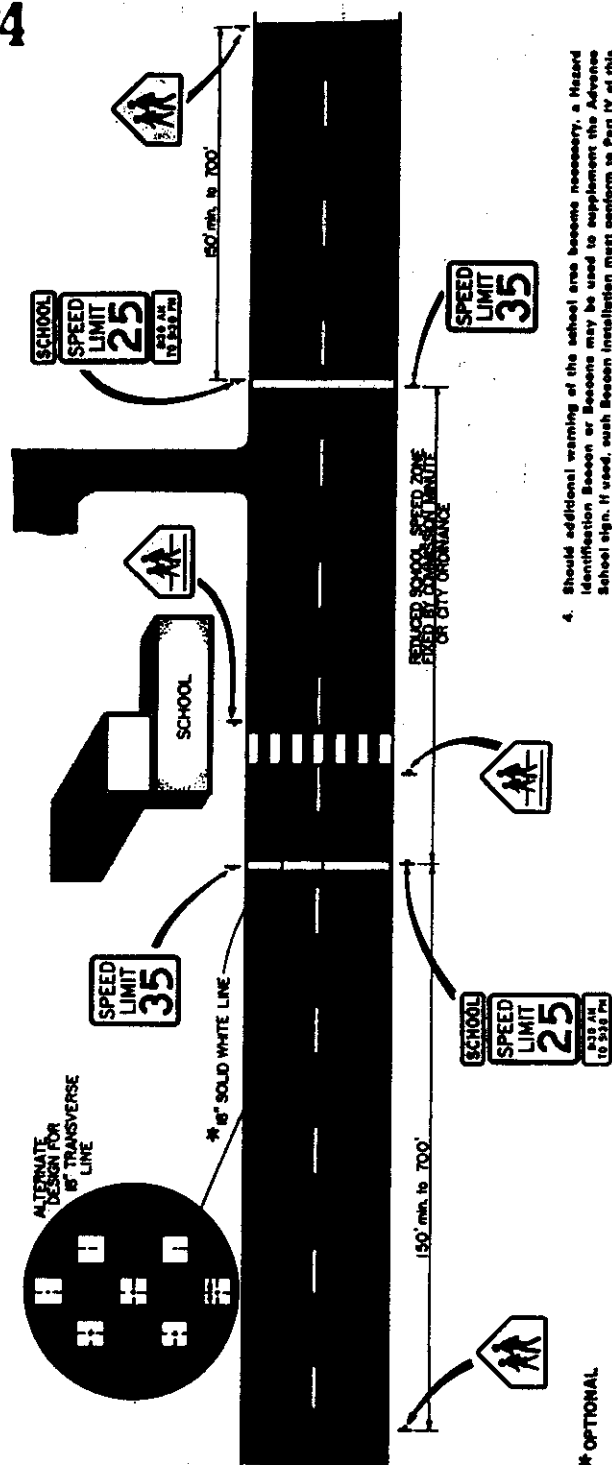
The School Bus Stop Ahead sign is intended for use in advance of locations where a school bus, when stopped to pick up or discharge



S3-1
30" x 30"

7B-3





*** OPTIONAL**

Notes:

1. The signing and pavement markings illustrated are the minimum that should be used when a Reduced School Speed Zone has been set by Commission Minutes or City Ordinances.
2. Dimensions shown for Crossovers are suggested only and may be varied to fit conditions provided they conform in design and limits set forth in Section C of Part VII.
3. Pavement ward marking "SCHOOL" is optional but when used must conform with Section C of Part VII.

4. Should additional warning of the school area become necessary, a Hazard Identification Beacon or Beacons may be used to supplement the Advance School Sign. If used, such Beacon Installation must conform to Part IV of this Manual.
5. Other appropriate times may be shown on the 84-1 panel to fit local conditions.
6. When required, the Speed Limit Sign Beacon may be used in lieu of the sign installation illustrated. When used, the flashing beacons must be in accordance with Section D of Part VII.
7. Length of zone determined by engineering and traffic investigation with minimum of 1000 feet in rural areas and approximately one block in urban areas.

FIGURE 7-3.3 MINIMUM SIGNING AND PAVEMENT MARKINGS FOR SCHOOL SPEED ZONES

AGENDA ITEM # 15

October 28, 1997

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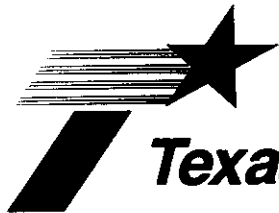
Consider approving agreement with TxDot pertaining to R.M. 1431.

Moved: Commissioner Mehevec

Seconded: Commissioner Boatright

Motion: To approve agreement with TxDot pertaining to R.M. 1431.

Vote: Motion carried 4 - 0 with Commissioner Heiligenstein absent from the dais.



Texas Department of Transportation

P.O. DRAWER 15426 • AUSTIN, TEXAS 78761-5426 • (512) 832-7000

October 9, 1997

Agreement to Contribute Funds

Account No. 8014-2-1

CSJ 137801020

Travis and Williamson Counties

R.M. 1431: From 3.8 km (2.3 Miles) West of U.S. 183

To 2.5 km (1.5 Miles) West of U.S. 183

Hon. John Doerfler

County Judge, Williamson County

Williamson County Courthouse

Georgetown, Texas 78626

Dear Judge Doerfler:

We would like to address the use of the alternate acquisition procedure as it relates to the above project. The County would be required to contribute 10% of the estimated cost for right of way acquisition and utility relocation(s) as needed. The initial contribution is based upon a current estimate for the necessary right of way and utility relocation(s).

If, as the project progresses, it is found that the amount contributed is insufficient to cover the County's obligation, then upon request, the County will supplement this amount in such an amount as requested by the State. Upon completion of the project, and in the event the amount paid is more than the County's percentage cost of the right of way and utility relocation(s), then any excess amount will be returned. It has been determined that Williamson County's 10% share of the estimated cost of the project is \$5,300.00.

Attached are the original and three copies of the Agreement to Contribute Funds (County Form) for your execution at one of the next County Commissioners Meetings. It will be necessary for the County to return a certified copy of the Minutes of the Commissioners' Hearing or Resolution accepting the Agreement by the Commissioners Court, three copies of the executed Agreement, and a check in the amount of \$5,300.00 to cover the County's 10% share of this project to this office for further handling.

If additional information is needed concerning this matter, please do not hesitate to contact Steve Bohuslav at (512)832-7242 or the undersigned at (512)832-7237.

Sincerely,

Shelly W. Easley

Supv. Right of Way Agent

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SE

Attachment