

AGENDA ITEM # 9April 27, 1999Hold public hearing on regulatory signage on County Road 185.

At 10:29 a.m. Judge Doerfler announced public hearing open on regulatory signage on County Road 185.

County Engineer Joe England advised County Road 185 has recently been reconstructed. Speed study indicates 200 cars per day travel this road and he recommended a 45 mile per hour speed limit.

At 10:31 a.m. Judge Doerfler announced public hearing closed on regulatory signage on County Road 185.

AGENDA ITEM # 10April 27, 1999

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Consider approving regulatory signage on County Road 185.

Moved: Commissioner Boatright

Seconded: Judge Doerfler

Motion: To approve 45 mile per hour speed limit on County Road 185.

Vote: Motion carried 4 - 0

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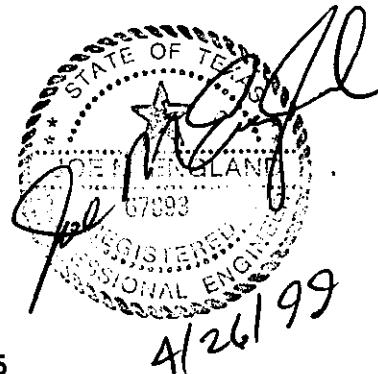
Joe M. England, P.E.
County Engineer



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Williamson County
Unified Road System

To: Williamson County Commissioners' Court
From: Joe M. England P.E., County Engineer
Date: April 26, 1999
Subject: Proposed Speed Limits on County Road 185



According to the 1980 edition of the Texas Manual on Uniform Traffic Control Devices there are six factors that should form the basis of an engineering and traffic investigation for determining the proper numerical value for a speed zone. The factors are as follows:

1. Road surface characteristics, shoulder condition, grade, alignment and sight distance.
2. The 85% speed and pace speed.
3. Roadside development and culture, and roadside friction.
4. Safe speed for curves or hazardous locations within the zone.
5. Parking practices and pedestrian activity.
6. Reported accident experience for a recent 12-month period.

approved 4.27.99
John C. Doerfler

Upon my field investigation, I found that the section of County Road 185 from the city limits of Cedar Park to County Road 180 consist of a rural street design within a rural environment with a posted speed limit of 40 MPH.

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The section of County Road 185 from the city limits of Cedar Park to County Road 180 consist of 80 feet of right-of-way (ROW), 24 feet of pavement, and six foot shoulders. The grade is flat with no horizontal curves thus producing good sight distance. There is little roadside development and culture which generates little roadside friction. Because of its rural nature, I did not notice any on-street parking and no pedestrian activity. To this date, I have no accident information for the last 12-month period that would dictate any certain speed limit.

A speed study was conducted from March 18 to March 19, 1999 on the section of County Road 185 from the city limits of Cedar Park to County Road 180. The result of this study shows a combined 85% speed of 53 MPH and a combined pace speed of 40 to 50 MPH.

The pace speed would indicate a proposed posting of between 40 and 50 MPH with the 85% suggesting the upper limit of this range. Due to the potential development of the adjacent property, it is my professional opinion that a posting of 45 MPH is proper for the section of County Road 185 from the city limits of Cedar Park to County Road 180.

*** Speed Bin Classification (#202) ***

Site ID : CR 185
Info 1 : CR 185
Info 2 : MIDWAY

Lane #1 Info : NORTH
Modes : SPEED
Sensors : Axle-Axle

Data Starts : 09:00 on 03/18/99
Data Ends : 07:00 on 03/19/99
Adj. Factor : 1.0008

Sensor Spacing: 5.0'

***** Lane 1 Speed Bin Classification *****

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other Total
03/18/99	09:00	0	0	1	3	5	9	11	3	1	0	0	0	0	0	0	0	33
	10:00	1	0	0	4	6	16	10	4	1	0	0	0	0	0	0	0	42
	11:00	0	0	1	5	12	14	10	8	1	0	0	0	0	0	0	0	51
	12:00	0	0	0	4	7	14	17	4	4	1	0	0	0	0	0	0	54
	13:00	0	0	1	6	18	21	16	7	0	0	0	0	0	0	0	0	69
	14:00	0	0	1	5	12	31	14	9	2	1	0	0	0	0	0	0	75
	15:00	0	0	0	2	16	42	34	6	2	1	0	1	0	0	0	0	104
	16:00	0	0	0	3	55	97	70	17	1	1	0	0	0	0	0	0	244
	17:00	0	0	0	5	81	212	112	26	4	1	0	0	0	0	0	0	441
	18:00	1	4	18	26	43	83	33	6	0	0	0	0	0	0	0	1	215
	19:00	0	0	1	5	7	17	19	19	3	5	4	3	1	0	0	0	84
	20:00	0	1	0	0	1	1	4	0	2	0	3	2	3	4	4	13	38
	21:00	0	0	0	1	3	1	3	5	2	1	2	1	0	0	1	3	23
	22:00	0	1	2	2	0	0	0	0	0	0	0	0	1	0	0	0	6
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Totals		2	7	28	71	266	558	353	114	23	11	9	7	5	4	5	17	1480
Percent		0%	0%	2%	5%	18%	38%	24%	8%	2%	1%	1%	0%	0%	0%	0%	1%	98
Average Hour		0	0	1	4	17	37	23	7	1	0	0	0	0	0	0	1	

Average Speed: 43.2mph
85th % Speed : 49.3mph
50th % : 43.0mph

***** Lane 1 Speed Bin Classification *****
#1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12 #13 #14 #15 #16

		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other Total
03/19/99	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Totals		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Percent		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Average Hour		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Speed: 0.0mph
85th % Speed : 0.0mph 50th % : 0.0mph

Lane #9 Info : SOUTH
Modes : SPEED
Sensors : Axle-Axle
Sensor Spacing: 5.0'

***** Lane 9 Speed Bin Classification *****

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other Total
03/18/99	09:00	0	0	2	1	3	17	14	30	12	10	5	0	0	0	0	0	94
Thu	10:00	0	1	1	0	5	5	19	16	15	4	3	1	1	0	0	0	71
	11:00	0	0	1	0	8	7	13	15	12	7	3	2	0	0	0	0	68
	12:00	0	0	0	0	4	9	19	14	13	7	4	0	0	0	0	0	70
	13:00	0	0	0	2	2	11	23	21	4	5	3	0	0	0	0	0	71
	14:00	0	0	0	0	4	6	18	14	8	4	0	0	0	0	0	0	54
	15:00	0	0	0	0	1	5	16	17	9	6	2	0	0	0	0	0	56
	16:00	0	0	0	1	1	7	23	21	14	1	0	0	0	0	0	0	68
	17:00	0	0	1	1	2	8	19	31	16	8	1	0	0	0	0	1	88
	18:00	2	1	1	6	5	12	14	10	8	0	2	0	0	0	0	0	61
	19:00	2	6	10	11	12	1	0	1	0	0	0	0	0	0	1	0	44
	20:00	2	6	5	5	0	1	1	0	0	0	2	0	0	0	0	0	22
	21:00	1	4	0	1	0	2	0	0	1	1	0	2	0	1	0	0	15
	22:00	0	0	1	0	0	4	0	3	2	5	2	1	1	1	0	5	25
	23:00	0	3	1	4	1	2	1	4	1	0	0	1	1	0	0	0	19
Daily Totals		7	21	23	32	48	97	180	197	115	58	27	7	3	2	1	8	826
Percent		1%	3%	3%	4%	6%	12%	22%	24%	14%	7%	3%	1%	0%	0%	0%	1%	

***** Lane 9 Speed Bin Classification *****

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70-	75-	80-	85-		
	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other Total	
03/19/99 00:00	1	0	3	1	1	1	0	0	0	0	0	0	1	0	0	0	
Fri 01:00	1	1	2	1	1	1	0	1	0	0	1	0	0	0	0	0	
02:00	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
03:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
06:00	0	2	3	0	1	1	0	0	0	2	0	0	0	1	0	0	
07:00	8	3	3	1	4	2	0	1	0	0	0	1	0	1	0	0	
Daily Totals	13	9	11	3	8	6	1	2	1	2	1	2	1	2	0	1	
Percent	21%	14%	17%	5%	13%	10%	2%	3%	2%	3%	2%	3%	2%	3%	0%	2%	
Average Hour	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	

Average Speed: 29.6mph
85th % Speed : 50.1mph
50th % : 25.6mph

GRAND TOTALS

***** LANES #1, & #9 FINAL *****

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70-	75-	80-	85-	Other	Total
	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9		
Total Lane 1	4	7	28	71	266	558	353	114	23	11	9	7	5	4	5	17	1482
Lane 9	20	30	34	35	56	103	181	199	116	60	28	9	4	4	1	9	889
FINAL	24	37	62	106	322	661	534	313	139	71	37	16	9	8	6	26	2371
Percent Lane 1	0%	0%	2%	5%	18%	38%	24%	8%	2%	1%	1%	0%	0%	0%	0%	1%	63%
Lane 9	2%	3%	4%	4%	6%	12%	20%	22%	13%	7%	3%	1%	0%	0%	0%	1%	37%
PERCENT	1%	2%	3%	4%	14%	28%	23%	13%	6%	3%	2%	1%	0%	0%	0%	1%	
Avg. Hr Lane 1	0	0	1	3	11	24	15	4	1	0	0	0	0	0	0	0	64

Lane 9	0	1	1	1	1	4	4	1	0	0	0	0	0	0	0	1	103
AVERAGE HOUR	1	1	2	4	14	28	23	13	6	3	1	0	0	0	0	1	103
Total Lane 1 :	1482 (62.5%)																
Lane 9 :	889 (37.5%)																
GRAND TOTAL	2371																
# Days Lane 1 :	0.96																
Lane 9 :	0.96																
COMBINED	0.96																
ADT Lane 1 :	1546																
Lane 9 :	928																
ADT	2474																
Avg Spd Lane 1 :	43.2mph																
Lane 9 :	46.9mph																
AVERAGE	44.6mph																
85% Spd Lane 1 :	49.3mph																
Lane 9 :	58.2mph																
50% Spd Lane 1 :	43.0mph																
Lane 9 :	49.4mph																
FINAL	53.5mph																
FINAL	44.6mph																

999

contract with Pinnacle Consulting
work on US 79 between County Road 122

City of Round Rock is in the process of extending US 79 adjacent to the new baseball stadium. TxDOT extend the project to County Road 122. Acquisition outside the city limits is being handled by the City of Round Rock. The City of Round Rock is working for the acquisition. Since federal funds are involved, the usual process must be followed.

acted if any difficulty occurs with the property owners in his precinct.

Inc. Gary Bernethy explained his project and advised four (4) property owners are needed for acquisition.

allowing Commissioner Limmer to

AGENDA ITEM # 11

April 27, 1999

Discuss and take appropriate action on contract with Pinnacle Consulting Management Group, Inc. for right-of-way work on US 79 between County Road 122 and County Road 110.

County Engineer Joe England advised the City of Round Rock is in the process of obtaining right-of-way for widening of US 79 adjacent to the new baseball stadium. Williamson County has requested TxDOT extend the project to County Road 110 which would require right-of-way acquisition outside the city limits of Round Rock. Pinnacle Consulting Management Group, Inc. is working for the City of Round Rock on city right-of-way acquisition. Since federal funds are involved federal acquisition regulations must be followed.

Commissioner Limmer would like to be contacted if any difficulty occurs with right-of-way acquisition from property owners in his precinct.

Pinnacle Consulting Management Group, Inc. Gary Bernethy explained his procedure with the City of Round Rock and advised four (4) property owners are involved in the county right-of-way acquisition.

Moved: Commissioner Heiligenstein

Seconded: Commissioner Limmer

Motion: To table this item for one week allowing Commissioner Limmer to review the proposal.

Vote: Motion carried 4 - 0