

AGENDA ITEM 18

Discuss and take appropriate action on road bond program.

Mike Weaver addressed the Court regarding the Parmer Road project.

There was no action on Agenda Item 18.

AGENDA ITEM 19

Consider and approve a resolution authorizing entering into the necessary agreements to provide funding for signage to the TxDOT Austin District to implement the IH-35 18 wheel semi-trailer truck restriction program on IH-35 in Williamson County.

Mike Weaver addressed the Court.

Moved: **Commissioner Limmer**

Seconded: **Judge Doerfler**

Motion: To approve a resolution authorizing entering into the necessary agreements to provide funding for signage to the TxDOT Austin District to implement the IH-35 18 wheel semi-trailer truck restriction program on IH-35 in Williamson County with county expenses to be no greater than \$300,000.

Vote: 4 – 0. **Commissioner Boatright** was absent from the dais.

< Attachment >

RESOLUTION

The State of Texas }
 }
County of Williamson } Know All Men By These Presents:

13

That on this the XX day of January, A.D. 2004, the Commissioners Court of Williamson County, Texas, met duly called and convened lawful Session at the County Courthouse in Georgetown, Texas, with the following members present:

John Doerfler, County Judge, Presiding
J. Brad Curlee, Commissioner Precinct One, and
Greg Boatright, Commissioner Precinct Two, and
David Hays, Commissioner Precinct Three, and
Frankie Limmer, Commissioner Precinct Four

WHERE, among other matters, came up for consideration and adoption the following Resolution:

WHEREAS, the Texas Department of Transportation has adopted procedures and regulations related to restricting through traffic by class of vehicle to two or more designated lanes of traffic on certain portions of the designated state highway system, and

WHEREAS, municipalities along IH-35 have requested that the Texas Department of Transportation restrict 18-wheel semi-trailer trucks from the left lane of IH-35, and

WHEREAS, the Texas Department of Transportation is proceeding with the process to install signs along IH-35 restricting 18-wheel semi-trailer trucks, and

WHEREAS, the Austin District of the Texas Department of Transportation has limited dollars to implement the IH-35 lane restriction program, and

WHEREAS, the 2000 Williamson County Road Bond included funds to address traffic safety problems in Williamson County, and

WHEREAS, improving traffic safety and operations along IH-35 for the citizens of Williamson County is a high priority for the Williamson County Commissioners and local municipalities along IH-35.

THEREFORE, BE IT RESOLVED that Williamson County proposes to provide up to \$300,000 in road bond funds to the Austin District of the Texas Department of Transportation to implement the IH-35 18 wheel semi-trailer truck sign restriction program on IH-35 in Williamson County, and

FURTHER RESOLVED, that County Judge John Doerfler be, and is hereby, authorized to sign this resolution as the act and deed of Commissioners Court and to execute any and all necessary documents in connection with this project.

The foregoing Resolution was lawfully moved by Commissioner Linner, duly seconded by Judge Doerfler, and was then adopted by a vote of 4 voting for and 0 voting against.

County Judge John C. Doerfler was duly authorized to sign said resolution as the act and deed of Commissioners Court of Williamson County and of said County.

John C. Doerfler 1-13-04
John Doerfler, Williamson County Judge

Attest:

Nancy E. Riter
Nancy Riter, Williamson County Clerk

January 5, 2004

Mr. Bob Daigh, P.E.
Austin District Engineer
Texas Department of Transportation
P.O. Drawer 15426
Austin, Texas 78761-5426

Re: IH-35 Truck Lanes

Dear Mr. Daigh:

The Williamson County Commissioners Court is very excited about the action of the Texas Transportation Commission to allow local communities to request restricting trucks in the left lane of IH-35. The communities along IH-35 in Williamson County have endorsed this proposal.

The Commissioners Court would like to encourage your office to implement this program as soon as possible. The Court recognizes the financial constraints of your District. We also believe that this is a critical issue affecting the daily lives of our citizens.

As you know, the Williamson County Commissioners have placed a high priority on transportation safety projects. Over \$10.0 million was set aside in the November 2000 Road Bond Program to address county-wide safety projects, many of which are now complete.

To assist TxDOT in implementing the IH-35 restricted truck signage program in Williamson County, the Commissioners Court has adopted the enclosed resolution authorizing entering into the necessary agreements to provide up to \$300,000 in funding to your office. The safety road bond funds are currently available and can be provided as soon as requested. If you have any questions, please contact either Mike Weaver (445-7074) or my office.

Sincerely,

John C. Doerfler 1-13-04
Judge John Doerfler
Williamson County

Cc: Commissioner J. Brad Curlee, Precinct 1
Commissioner Greg Boatright, Precinct 2
Commissioner David Hays, Precinct 3
Commissioner Frankie Limmer, Precinct 4
Eugene Taylor, Williamson County Attorney
Michael Weaver, Prime Strategies, Inc.

Monday, January 12, 2004 | Star-Telegram

RESTRICTING TRUCKS ON SOME ROADS, BUT NOT OTHERS

A well-publicized proposal last week in Fort Worth to ban trucks from the left lane of Interstate 30 generated many calls and e-mails from *Star-Telegram* readers.

Many truckers were offended at the proposal, which was approved by the Fort Worth City Council and next will be considered by the Texas Department of Transportation. If approved by TxDot, the ban could be in place within six months.

Those who make their living at the controls of 18-wheelers say it's the dangerous behavior of private-automobile drivers that causes most highway accidents.

But many commuters said they would feel much safer if big rigs were forced to stay on the right side of the road. They hope that other cities in the region adopt similar restrictions.

TxDot is encouraging cities to apply for left-lane truck bans, but so far Fort Worth is the only city in North Texas to take action.

Several new state laws make it easier for communities to restrict truck traffic. For example, left-lane restrictions may now be initiated by a city, a county or TxDot itself (in the past, only cities had that power). And, a state law limiting truck-lane restrictions to certain times of day has been erased from the books, making it possible for restrictions to be in place around the clock.

A different approach is being studied in Dallas, where truck-only lanes are being considered on Interstate 20. Truck-only lanes would be separated from the main lanes by concrete barriers, and would be off limits for private automobiles (much like car-

pool lanes are off limits for solo drivers).

Truck-only lanes may be installed on I-20 in three years, Regional Transportation Council officials say.

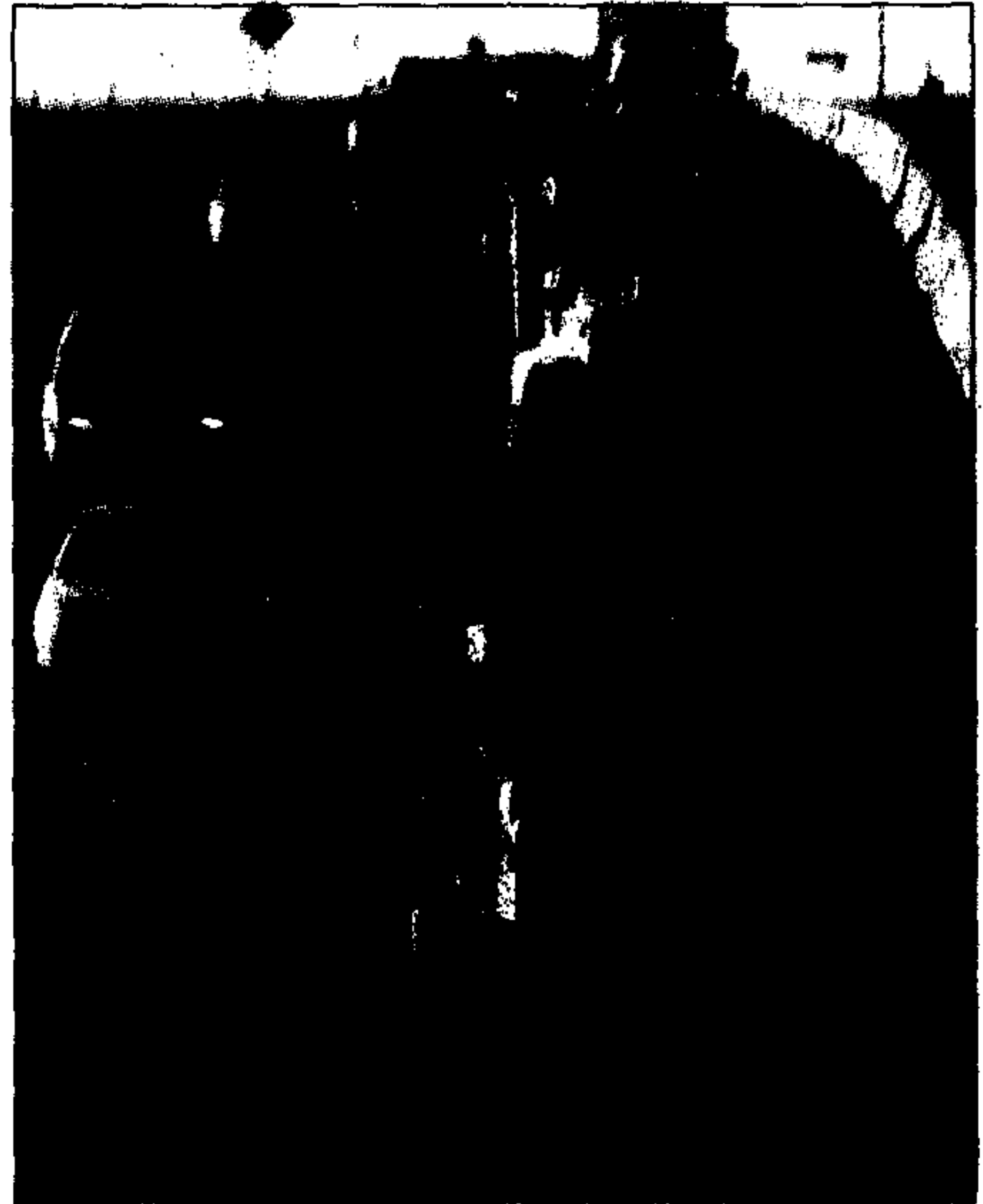
Many readers wanted to know why a left-lane truck ban wasn't being proposed for other Tarrant County freeways — especially congested stretches of Interstate 35W north of downtown Fort Worth, and Northeast Loop 820 just west of the Airport Freeway "Vortex."

Two reasons: A highway must have at least three main lanes in each direction, not including merge lanes, access lanes or frontage roads; and a highway cannot have left-lane exits.

Both of those rules eliminate Loop 820 and I-35W as candidates for left-lane truck restrictions.

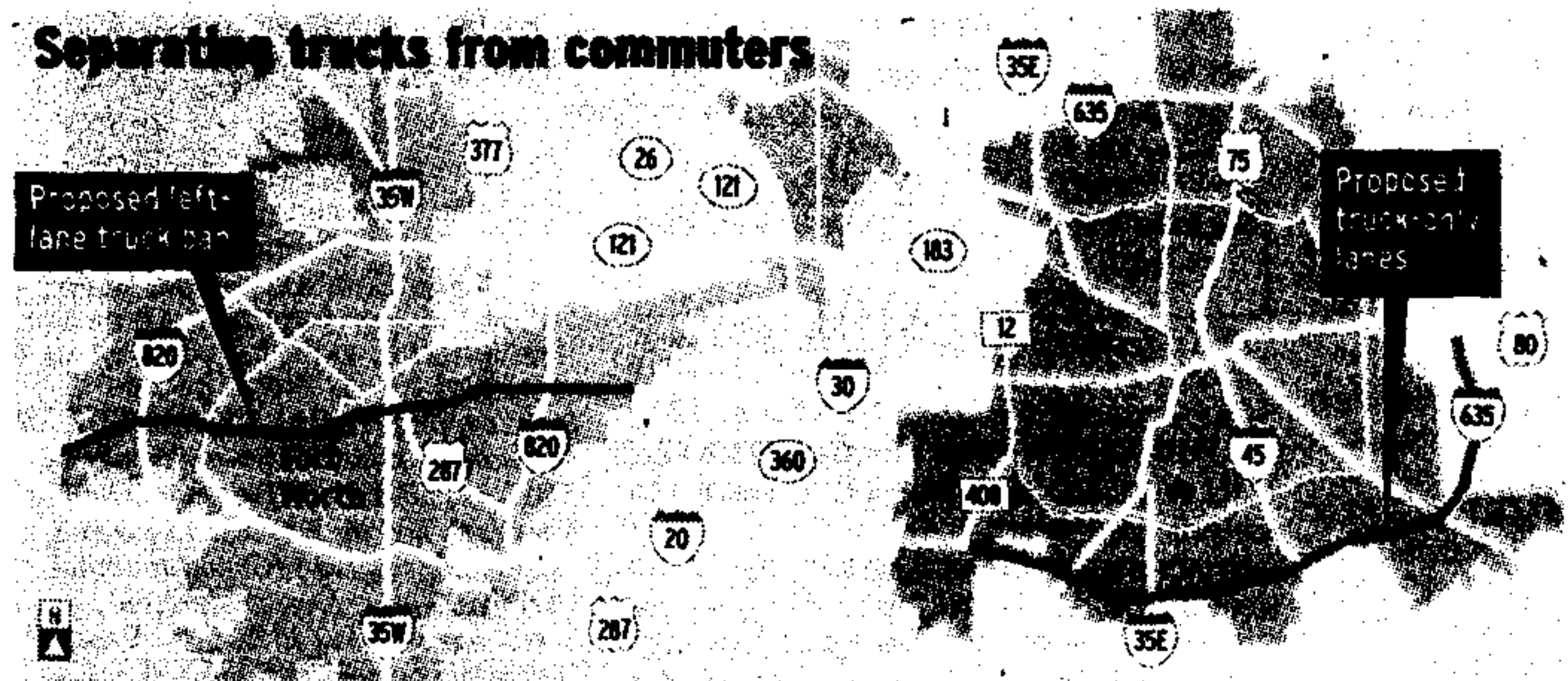
—Gordon Dickson

A parade of trucks travel in the left lane on Northeast Loop 820 near Haltom Road. Loop 820 has only two lanes in each direction in that area.



STAR-TELEGRAM/RON T. ENNS

Separating trucks from commuters



STAR-TELEGRAM/TIM BEDISON