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March 15, 2004

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Dear Pat:

Following is the question/answer report from the Neighborhood Association meeting. Immediately after each question is my answer and the answers in italic are from the engineer. If there is no response from the engineer, then my answer was deemed sufficient. As you can see, however, some of my responses might have needed a little more clarification. Please don't hesitate to call our office if you need further explanation.

Thanks again, Pat.

Sincerely,

Gerald Daugherty
 Travis County Commissioner
 Precinct 3

**Estate Of Brentwood Neighborhood Association Annual Meeting (2/29/04)
Questions (With Answers) Posed To Commissioner Dougherty**

1. Why does it take 2 years to build a road that is only 1+ mile ? (Gerald gave them Sept/Oct 04 – Spring 06 timeline)

Commissioner Daugherty's Answers:

- obtaining right of ways
- setting up utilities/water
- keeping the road open while the construction goes on
- replacing fences, trees, etc.

This is a project planning stage estimate. A more accurate estimate will be provided after the plans are 100% ready for bid. What influences this construction schedule includes the following:

- *Impact on cost (overtime, unpredictable site conditions, liquidated damages, etc)*
- *maintaining two-way traffic*
- *weather*
- *Limited area (Right-of-Way width) to work within. This requires more specialized construction methods*
- *Geologic & environmental features (rock, etc)*

2. Do they work 40 hour weeks; why don't they work on holidays, why not work on weekends?

Commissioner Daugherty's Answer: If anyone sees that they are not working "when they should be" let him know.

They normally, they work a 40-hr week. They may work on weekends on their own accord to "catchup". If the County mandates weekend work, the result will be significantly higher bid prices. In addition, it is our experience that residents adjacent to the road almost always complain about weekend work (noise, dust, added inconveniences, etc). The County also has a policy to discourage holiday work, except under extreme circumstances (those workers need a holiday too!).

3. Are the dollars there to get this done in a timely manner?

Commissioner Daugherty's Answer: The dollars are there and we have been able to secure an additional \$1M in case it is needed.

The project was designed per the project budget. However, construction costs (and land cost for ROW) has increased tremendously. We still expect the bids to come within the available budget.

4. Have incentives been set up to insure it will be complete when scheduled?

Commissioner Daugherty's Answer: There is a penalty clause of \$4,000 charged each day not completed after contract date.

There is a liquidated damage clause in the contract. The charge for "damage" is based on a schedule of fees, which is based on a stated range of the contract amount. For this project, the estimated construction cost falls between the \$2,000,000 and \$5,000,000 range for which there is an \$850 a day liquidated damages charge (not a penalty!). The charges are withheld from payments due the contractor.

5. Have the right-of-ways been secured?

Commissioner Daugherty's Answer: Approx. half have been secured.

Half of the 32 property owners have signed purchase contracts, about a quarter are still under negotiation, and the rest (about 8) are heading to condemnation proceedings.

6. Will there be speed limit signs? The speed limit on that road should be 35 or 45.

Commissioner Daugherty's Answer: Engineers will determine the speeds but he will check.

Speed limits are set under generally accepted engineering practice or as approved by the Commissioners' Court using recommendations based on an engineering study. The current construction plans have the speed limit set at 35 mph. During construction, the speed limit will be set at 25 mph. After construction and after the road has been in use for some time, an engineering study will be done to determine if any change is warranted.

7. Will there be lights?

Commissioner Daugherty's Answer: There will be two lights, one at Spicewood Parkway and one at Pecan Parkway. In case there are additional lights needed in the future, the needed wiring etc. will be installed at the time the road is being built in order to avoid tearing the road up in the future.

The signal warrant studies done indicated that signals are warranted at the Pecan Parkway and the Spicewood Parkway intersections. No other intersection within the project limits warrant signal installation under said study. After the road is constructed, another study will be done for additional warrants. Funding arrangements have not been solidified for any of the signals. I have been talking with the Traffic Division about available signal installation funds.

8. Will there be a left turn available at shopping center? Cars end up turning left at HEB and then backing up the traffic.

Will get back on the answer to this one.

There will be a dedicated left-turn lane into the HEB site. Whether this traffic spills into the driving lane will depend on the volume of turning movements. This will certainly happen at times. We cannot economically design for a 100% non-occurrence at this location.

9. What about the "no right turn 7-9" signs that are on Anderson Mill – disallowing turns onto the street the elementary school is on (is that Spicewood Parkway or Olson?). Are they legal? Who put them up? Was it COA or did the neighbors just do it?

Will get back on the answer to this one.

The sign is at the Spicewood Parkway intersection. The COA properly and legally installed the signs, with authorization from the County.

9. Speed signs are needed now – do we have to wait until the road is complete?

Will get back on the answer to this one.

If the number of speed limit signs is inadequate, that will be addressed. I will issue a request to the traffic Division to investigate this issue and act accordingly.

10. Are additional lights based on the number of cars going thru that particular intersection? Can we get a light at N. Centennial – even if it is a "click-on" light?

Will get back on the answer to this one.

Traffic signal installations are based on a number of requirements called warrants. Among these are the number of vehicle and combination of vehicle going through the intersection in a 24-hour period, peak hrs volume, and turning movements. Other warrants considered are:

- *Minimum vehicular volume*
- *Interruption of continuous traffic*
- *Minimum pedestrian volume*
- *School crossings*
- *Accidents*
- *Etc*

11. Will there be more or less traffic on Anderson Mill Parkway after 183 is complete?

Commissioner Daugherty's Answer: No less.

Will depend on the extent and types of surrounding developments, ease of commuting via Anderson Mill Road vs other arterials (US 183, SH 140, etc).

12. How are the lights to be timed?

Will get back on the answer to this one.

Based on fixed time per intersection leg or by pavement detector loops (sensors) or video cameras. Length of green & orange time will be based on:

Demand (traffic volume, time of day, etc).

Queuing

Traffic flow continuity (signal

13. Will there be a grass median with trees? Will there be water supplied?

Commissioner Daugherty's Answer: There will be grass and trees, but no water supply. There will not be lights.

The landscape plan has not been finalized. Grass and shrubberies (and if budget and safety constraints allows trees) will be planted in the raised median spaces. Water will be provided on a temporary basis (during the initial growth period).

14. Will there be guard rails?

Commissioner Daugherty's Answer: If needed for traffic safety.

Guardrails will be placed at locations where needed for public safety.

Guardrail is installed to reduce the severity of run-off-the-road accidents. This is accomplished by deflecting a vehicle away from embankment slopes or fixed objects and dissipating the energy of the errant vehicle. However, guardrail will reduce accident severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should be installed only where it is clear that safety will be improved.

Guardrail is placed to mitigate the detrimental effects of a vehicle leaving the roadway only when hitting the guardrail is expected to be less hazardous than the effect of leaving the unprotected roadway. Roadway guardrail is not intended to protect private or public property, but will be addressed on a case-by-case basis. The warrants for guardrail installation are based on three main criteria:

- *Clear zone*
- *Embankment*
- *Accident history*

15. Will there be bike lanes?

Commissioner Daugherty's Answer: Yes. (But probably not meant for children – but for “cyclists.”)

16. Will there be increased Sheriff's Office presence?

Commissioner Daugherty's Answer: If necessary. But there will be complaints from the neighbors either way.

Residents are encouraged to call the sheriff's office, as needed, to report traffic violations.

17. Will the utilities be buried.

Commissioner Daugherty's Answer: Yes.

That is determined by the utility companies concerned. Normally based on cost, ROW, location of existing facilities, time, company's current practice, etc. Respective neighborhood associations may be able to strike a deal respective utility companies to relocate per the neighborhood's preference. The neighborhood may have to subsidize some or all of the added costs.