

AGENDA

**TRANSPORTATION BOARD
TUESDAY, AUGUST 7, 2018
6:35 P.M.**

**LEWISVILLE CITY HALL
151 W. CHURCH STREET
LEWISVILLE, TEXAS**

- 1. Call to Order and Announce a Quorum is Present**
- 2. Approval of the Minutes of the December 5, 2017 Meeting**
- 3. Visitors/Citizens Forum - At this time, any person with business before the Board not scheduled on the Agenda may speak to the Board. No formal action can be taken on these items at this meeting.**
- 4. Consideration of Establishing a Speed Limit on the Main Lanes, Managed Lanes, and Frontage Road Lanes of Interstate Highway 35E From North City Limits to South City Limits of Lewisville.**
- 5. Consideration of an Amendment to the City Ordinance to Extend the Permitted Time for Recreational Vehicle Parking on Public Streets in Residential Zoning District and Make a Recommendation to the City Council Regarding the Amendment.**
- 6. Consideration of an Amendment to the City Thoroughfare Plan to Change the Limits of North Cowan Avenue between Jones Street and Mill Street and Make a Recommendation to the City Council Regarding the Amendment**
- 7. Consideration of Removal of School Speed Zones on Mill Street, Valley Ridge Boulevard and on Cowan Avenue Pertaining to College Street Elementary School and Make a Recommendation to the City Council Regarding the Amendment.**
- 8. Adjournment**

NOTICE OF ASSISTANCE AT THE PUBLIC MEETINGS

The Lewisville City Hall and Council Chambers are wheelchair accessible. Access to the building is available at the primary south (front) entrance facing Church Street. Special parking spaces are available at either the southeast or southwest parking lot areas. Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services such as interpreters for persons who are deaf or hearing impaired, readers, or large print, are requested to contact the Engineering Division Office at (972) 219-3490 or by FAX at (972) 219-3487 at least two (2) working days prior to the meeting so that appropriate arrangements can be made.

BRAILLE IS NOT AVAILABLE

**MINUTES
TRANSPORTATION BOARD**

December 05, 2017

Item No. 1 Call to Order and Announce a Quorum is Present

Chairman James Davis called the Lewisville Transportation Board meeting to order at 6:47 p.m. and announced that a quorum was present with the following members in attendance:

Mary Ellen Miksa	_____	Alvin Turner	<u> X </u>
William Meredith	<u> X </u>	Karen Locke	<u> X </u>
John Lyng	<u> X </u>		_____
Kristin Green	<u> X </u>		_____
James Davis	<u> X </u>		

Members absent: Mary Ellen Miksa

Staff Present: Sagar Medisetty, Daphne Adair

Item No. 2 Minutes

A motion was made by Kristin Green and seconded by Karen Locke to approve the minutes of the October 17, 2017 meeting as submitted. All members present voted aye (6-0).

Item No. 3 Visitors/Citizens Forum

At this time, Chairman James Davis invited any visitors/citizens who wanted to speak to the Board to come forward, stating that no formal action could be taken because this item was not on the agenda.

No visitors were present. Chairman James Davis stated that he had a traffic issue. He expressed a concern about the traffic problem on Fox Avenue near I-35E, near the entrance into the shopping area on the north side of Fox Ave and the Apartments on the south side. He said that it gets quite busy during the evening rush hour and asked if the City had plans for improvements on Fox Avenue. He asked if there was any project in the 2025 plan. Medisetty stated that he is not aware of any improvement project on Fox Avenue but that he will find out and respond back.

Board member Kristin Green expressed a traffic concern at the intersection of Main St and Edmonds Lane. During the morning rush hour, the northbound traffic on Edmonds Ln backs up. Because the traffic lights on Main St & Edmonds and Main St & I-35E turn green/red for the eastbound movement at the same time, the short distance between the two intersections gets filled up with eastbound Main St traffic. When northbound Edmonds Ln gets a green signal, the northbound right turning vehicles have no space to get onto eastbound Main St. She stated that in one instance, it took her 5 signal cycles to make a right turn onto eastbound Main St. Medisetty stated that the signal timing is challenging in this area because the two traffic lights are so closely spaced but he will look into the signal timing to see if the space between the two intersections could be kept clear to give right turning traffic from Edmonds Ln an opportunity to turn right.

Board member John Lyng expressed his traffic concern about the long back up on southbound I-35E at the President George Bush Turnpike (PGBT) entrance ramps. There is a single lane to enter the PGBT. He stated for southbound traffic entering from SH 121 Business, it is very difficult to merge. Medisetty stated that it is TxDOT's jurisdiction and that he will relay the traffic concern to TxDOT.

Chairman James Davis stated that when TxDOT is contacted, he also wanted to convey the information that proper pavement markings are missing on southbound I-35E at the entrance ramp to the PGBT.

Item No. 4 Consideration of Establishing a Speed Limit on Valley Ridge Boulevard From Mill Street to State Highway 121 Business.

Sagar Medisetty presented this item to the Board. Mr. Medisetty explained that an ordinance is required to establish a maximum speed limit on the newly constructed street section of Valley Ridge Blvd between Mill St and College St. So, a speed study using the 85th percentile speed method was conducted to determine the speed limit to be posted. Speed checks were made at quarter-mile intervals, at 5 locations on Valley Ridge between Mill St and College St. The speed study indicated the 85th percentile speed to be 44.8 mph. So, the speed limit should be set at 45 mph, the nearest number ending in 5 or 0. But one of the factors that was considered in the evaluation of the speeds is the alignment of Mill St and College St at the intersections with Valley Ridge Blvd. The existing cross profiles of Mill St and College St are such that there are dips created at both the intersections on Valley Ridge Blvd. So, when drivers on Valley Ridge Blvd approach at a faster rate of speed at these intersections, their vehicles are bottoming out and scraping the road surface. For this reason, staff recommendation is to post the speed limit of 40 mph on the new section of Valley Ridge Blvd between Mill St and College St.

Staff also conducted a speed study on the existing section of Valley Ridge Blvd between College St and SH 121 Business where the posted speed limit is 35 mph. Based on the study, it is recommended to increase the speed limit on this existing section of Valley Ridge Blvd from 35 mph to 40 mph. It is to be noted that the speed limit on Valley Ridge Blvd west of Mill St is 40 mph and also the speed limit on Valley Ridge south of SH 121 Business is 40 mph.

In summary, staff recommendation is to post a speed limit of 40 mph on Valley Ridge Blvd from Mill St to SH 121 Business.

Board member Kristen Green asked about the design speed on the new section of Valley Ridge Blvd. Medisetty stated that the design speed is 45 mph.

Board member Karen Locke asked why the dips at the intersection of Mill St and College St were not avoided during the construction of Valley Ridge Blvd. Medisetty stated that the project limits of Valley Ridge Blvd were from the east curb line of Mill St to the north curb line of College St. The intersections of Mill St and College St were not reconstructed with the project and that is what is required to remedy the alignment issue.

Board member Kristen Green said that she is glad to hear that the speed limit on the existing section of Valley Ridge Blvd between College St and SH 121 Business is being increased from 35 mph because she said she believed most drivers drove over 35 mph in that section.

A motion was made by Kristin Green and seconded by John Lyng to approve Consideration of Establishing a Speed Limit of 40 mph on Valley Ridge Boulevard and Make a Recommendation to the City Council in Regard to the Amendment.

The vote was 6 ayes and 0 nay. The motion passed.

A motion to adjourn was made by John Lyng, seconded by Karen Locke. The meeting adjourned at 7:58 p.m.

Respectfully submitted,

David Salmon P.E.
City Engineer

THESE MINUTES APPROVED BY THE LEWISVILLE TRANSPORTATION BOARD.	
_____	_____
CHAIRMAN	DATE

AGENDA SUPPORT MATERIAL

August 07, 2018

Item No. 2 – Minutes

A copy of the minutes of the December 05, 2017 meeting is attached. If there are any questions or corrections, please contact Sagar Medisetty at 972-219-5027.

Item No. 3 – Visitors/Citizens Forum

At this time, any person with business before the Board not scheduled on the Agenda may speak to the Board. No formal action can be taken on these items at this meeting.

Item No. 4 – Consideration of Establishing a Speed Limit on the Main Lanes, Managed Lanes, and Frontage Road Lanes of Interstate Highway 35E From North City Limits to South City Limits of Lewisville.

Action Possible Action Informational Item

Presenter: Sagar Medisetty

Background:

The Texas Transportation Commission of the Texas Department of Transportation passed a Minute Order to establish and/or alter the speed limits on various travel lanes of Interstate Highway 35E upon the completion of the I-35Express project. The City ordinance needs to be amended to reflect the new speed limits for Lewisville Police Department to be able to enforce the speeds on the managed lanes, main lanes and frontage road lanes of Interstate Highway 35E.

Analysis:

The Texas Department of Transportation (TxDOT) establishes the prima facie reasonable and prudent speed limits on public highways and roadways of the state highway system. Texas Transportation Code empowers the Texas Transportation Commission of TxDOT to alter those prima facie speed limits on any part of the state highway system as determined from the results of an engineering and traffic study.

The Interstate Highway 35E (I-35E) through Lewisville is part of the state highway system of TxDOT. The I-35Express design-build project, constructed to improve the mobility on I-35E corridor, started in December 2012 and was completed in late 2017. The I-35 Express project created new managed toll lanes on I-35E, increased the number of main travel lanes or general purpose lanes and improved the frontage roads. After the completion of construction of the I-35Express project, TxDOT conducted an engineering study to establish and/or alter the speed limits on the managed toll lanes, main travel lanes and the frontage road lanes of I-35E.

On March 29, 2018 and on December 14, 2017, the Texas Transportation Commission passed minute orders to alter and/or establish the speed zones on Interstate Highway 35E in the city limits of Lewisville from Milepoint 1.644 to Milepoint 10.664 as follows:

- Managed Lanes of I-35E - 75 mph (two new travel lanes)
- Main Lanes of I-35E - 70 mph
- Frontage Road Lanes of I-35E - 50 mph (from milepoint 1.644 to 8.571)
- Frontage Road Lanes of I-35E - 55 mph (from milepoint 8.571 to 10.664)

REGULAR SPEED ZONES						
County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
Dallas District						
Denton (Carrollton)	IH 35 E FR 196-2	MP 1.001	MP 1.644	0.643	50	
Denton (Carrollton)	IH 35 E 196-2	MP 1.001	MP 1.644	0.643	70	
Denton (Lewisville)	IH 35 E FR 196-2	MP 1.644	MP 8.571	6.927	50	
Denton (Lewisville)	IH 35 E 196-2	MP 1.644	MP 10.664	9.020	70	
Denton (Lewisville)	IH 35 E FR 196-2	MP 8.571	MP 10.664	2.093	55	
Denton (Hickory Creek)	IH 35 E 196-2	MP 10.664	MP 10.951	0.287	70	
Denton (Hickory Creek)	IH 35 E FR 196-2	MP 10.664	MP 10.951	0.287	55	
Houston District						
Harris	SH 249 FR 720-3	MP 4.892	MP 12.730	7.838	50	
Harris	SH 249 720-3	MP 8.000	MP 12.730	4.730	65	

Figure 1: Exhibit from the Texas Transportation Commission Minute Order on March 29, 2018 indicating the newly established speed zones on various lanes of IH 35E in Lewisville, Denton County

REGULAR SPEED ZONES						
County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
Dallas District						
Denton (Hickory Creek)	IH 35 E XP 196-1	MP 10.657	MP 12.183	1.526	75	
Denton (Lake Dallas)	IH 35 E XP 196-1	MP 10.657	MP 12.183	1.526	75	
Denton (Carrollton)	IH 35 E XP 196-2	MP 1.001	MP 1.644	0.643	75	
Denton (Lewisville)	IH 35 E XP 196-2	MP 1.644	MP 10.664	9.020	75	
Denton (Hickory Creek)	IH 35 E XP 196-2	MP 10.664	MP 10.951	0.287	75	
Houston District						
Brazoria	FM 1301 1412-2	MP 10.510	MP 10.710	0.200	50	
Laredo District						
Duval	SH 339 623-2	MP 21.622	MP 22.257	0.635	50	
Duval	SH 339 623-2	MP 22.257	MP 23.083	0.826	60	

Page 3 of 4 14-Dec-2017 EXHIBIT B

Figure 2: Exhibit from the Texas Transportation Commission Minute Order on December 14, 2017 indicating the newly established speed zones on managed lanes/express lanes of IH 35E in Lewisville, Denton County

A speed limit of 75 mph has been established on the new managed toll lanes. The speed limit on the main travel lanes of I-35E has increased from 60 mph to 70 mph. The recommended speed limit on the frontage road lanes of I-35E from the south city limits (milepoint 1.644) to FM 407 (milepoint 8.571) is 50 mph. And from FM 407 north to the north city limits (milepoint 10.664), the speed limit on the frontage road lanes increased to 55 mph.

Amending the City Ordinance to reflect the new speed limits will allow Lewisville Police Department to enforce the established speed limits on I-35E.

Signage for speed limit signs on the managed lanes, main lanes and frontage roads on I-35E have already been installed by TxDOT.

Recommendation:

Staff requests that the Transportation Board approve the recommendation to the City Council to amend the existing ordinance establishing the speed limits on managed lanes, main lanes and frontage road lanes of Interstate Highway 35E within the City of Lewisville.

Item No. 5 – Consideration of an Amendment to the City Ordinance to Extend the Permitted Time for Recreational Vehicle Parking on Public Streets in Residential Zoning Districts and Make a Recommendation to the City Council Regarding the Amendment.

Action Possible Action Informational Item

Presenter: Sagar Medisetty

Background:

Recreational vehicles are currently permitted to be parked on public streets for a duration not to exceed 20 minutes by city ordinance. Some citizens have complained that this duration is too short. An amendment to the ordinance permitting the parking of recreational vehicles on public streets in residential zoning districts for 4 hours will provide adequate time for the loading and unloading of passengers and/or contents.

Analysis:

Current city ordinance permits the parking of recreation vehicles on public streets for a duration of 20 minutes for the purpose of loading and unloading passengers and/or contents. Staff has received complaints from citizens that this short time limit does not provide them enough time to complete the loading or unloading of contents while parked on the public street in front of their residences.

Staff conducted research on the recreational vehicle (RV) parking ordinance in cities in the Dallas Fort Worth metroplex. The research indicated that cities have adopted ordinances with varied permitted times for RV parking on public streets in residential districts ranging from completely disallowing parking of RV's to permitting them for 2 hours or 1 day or 3 days or 7 days or with a permit application approval etc. Based on the research, it was determined that permitting parking for 4 hours on a public street in residential zoning districts would be adequate time for residents to park a RV on the public street in front of their house and conduct the loading and unloading of passengers or contents. The 4-hour time limit will also inhibit the nuisance of extended parking of RV's on public streets. Furthermore, the residential zoning districts where the temporary parking of RV's on public streets will be allowed are restricted to single-family attached or detached and two-family zoned districts only. RV parking will continue to be restricted to 20 minutes in other zoning districts.

Recommendation:

Staff requests that the Transportation Board approve the recommendation to the City Council to amend the existing ordinance extending the permitted time for temporary parking of recreational vehicles on public streets in residential zoning districts including single-family attached or detached and two-family zoned districts.

Item No. 6 – Consideration of an Amendment to the City Thoroughfare Plan to Change the Limits of North Cowan Avenue between Jones Street and Mill Street and Make a Recommendation to the City Council Regarding the Amendment.

Action Possible Action Informational Item

Presenter: Sagar Medisetty

Background:

The opening of a new DCTA railroad crossing at Valley Ridge Boulevard in October 2017 required the closure of the existing railroad crossing at N Cowan Avenue. A cul-de-sac had been constructed on N Cowan Avenue just north of Mill Street. The City Thoroughfare Plan needs to be amended to reflect that N Cowan Avenue dead ends just short of Mill Street and does not connect to Mill Street.

Analysis:

The Valley Ridge Blvd construction project between Mill St and College St involved the construction of a new DCTA railroad crossing near Mill St. The railroad regulations require that for every new railroad crossing to be granted, two existing railroad crossings must be closed. After lengthy negotiation, the DCTA agreed to exchange the N Cowan Avenue railroad crossing for the new Valley Ridge Blvd railroad crossing due to the proximity. With the opening of Valley Ridge Blvd to vehicular traffic in October 2017, N Cowan Avenue has been permanently closed to traffic at Mill St.

A cul-de-sac has been constructed on N Cowan Avenue just north of the DCTA railroad crossing and the KCS railroad tracks. N Cowan Avenue no longer connects to Mill Street from the north. The Thoroughfare Plan needs to be updated to reflect this change, that, south of Jones St, N Cowan Avenue dead-ends just short of the KCS railroad tracks and no longer connects to Mill Street.

Functional Classification of N Cowan Avenue:

N Cowan Avenue south of Jones Street is currently classified as a ‘Collector 2-Lane Undivided’ (C2U) roadway with 60-foot Right-Of-Way. The portion of N Cowan Avenue between Jones Street and the cul-de-sac provides access to large tractor-trailer trucks serving the businesses on N Cowan Avenue south of Jones Street, and to the school buses serving the Village North Community on N Cowan Avenue. Cowan Avenue is the only access in and out of the Village North community which has several hundred lots. For this reason, it is recommended that N Cowan Avenue between Jones Street and the cul-de-sac remain as a Collector 2-Lane Undivided street (C2U – 60’ ROW).

Recommendation:

Staff requests that the Transportation Board approve the recommendation to the City Council to amend the City Thoroughfare Plan to change the limits of North Cowan Avenue between Jones Street and Mill Street.

Item No. 7 – Consideration of Removal of School Speed Zones on Mill Street, Valley Ridge Boulevard and on North Cowan Avenue Pertaining to College Street Elementary School and Make a Recommendation to the City Council Regarding the Amendment.

Action

Possible Action

Informational Item

Presenter: Sagar Medisetty

Background:

There are existing 20 mph school speed zones for College Street Elementary School near the intersection of Mill Street and Valley Ridge Boulevard. These school speed zones exist to serve children walking to the School at the corner of N Cowan Avenue and College St, especially from the Village North Community on N Cowan Ave. All these kids are now bussed to the School. Also, N Cowan Avenue has been closed just north of Valley Ridge Blvd.

Analysis:

Currently, 20 mph school speed zones exist on the following streets serving the College Street Elementary School at the southeast corner of Cowan Avenue and College Street.

- On Mill Street - From 600 feet south of Valley Ridge Blvd to 400 feet north of Valley Ridge Blvd
- On Valley Ridge Blvd - From 400 feet west of Mill St to Mill St
- On Cowan Avenue - From 300 feet south of Mill St to 400 feet north of Mill St

The above school zones do not serve any purpose because children in this neighborhood are bussed to the College Street Elementary School. These school zones are not utilized. Moreover, for the 2019-2020 school year, LISD plans to close the College Street Elementary School and move the children to the proposed Mill Street Elementary School at the corner of Mill Street and Purnell Street.

Staff has observed no kids using the above-mentioned school zones, during the regular school year, on Mill Street, Valley Ridge Blvd and on Cowan Ave. The crossing guard at this location has been assigned to a different school crossing.

Signage and flashing beacons related to the school speed zones will be removed by Public Services.

Recommendation:

Staff requests that the Transportation Board approve the recommendation to the City Council to remove the school speed zones on Mill Street, on Valley Ridge Boulevard, and on Cowan Avenue pertaining to College Street Elementary School.

NORTH CITY LIMITS

75 MPH SPEED LIMIT
ON I-35E MANAGED LANES

70 MPH SPEED LIMIT
ON I-35E MAIN LANES

Legend

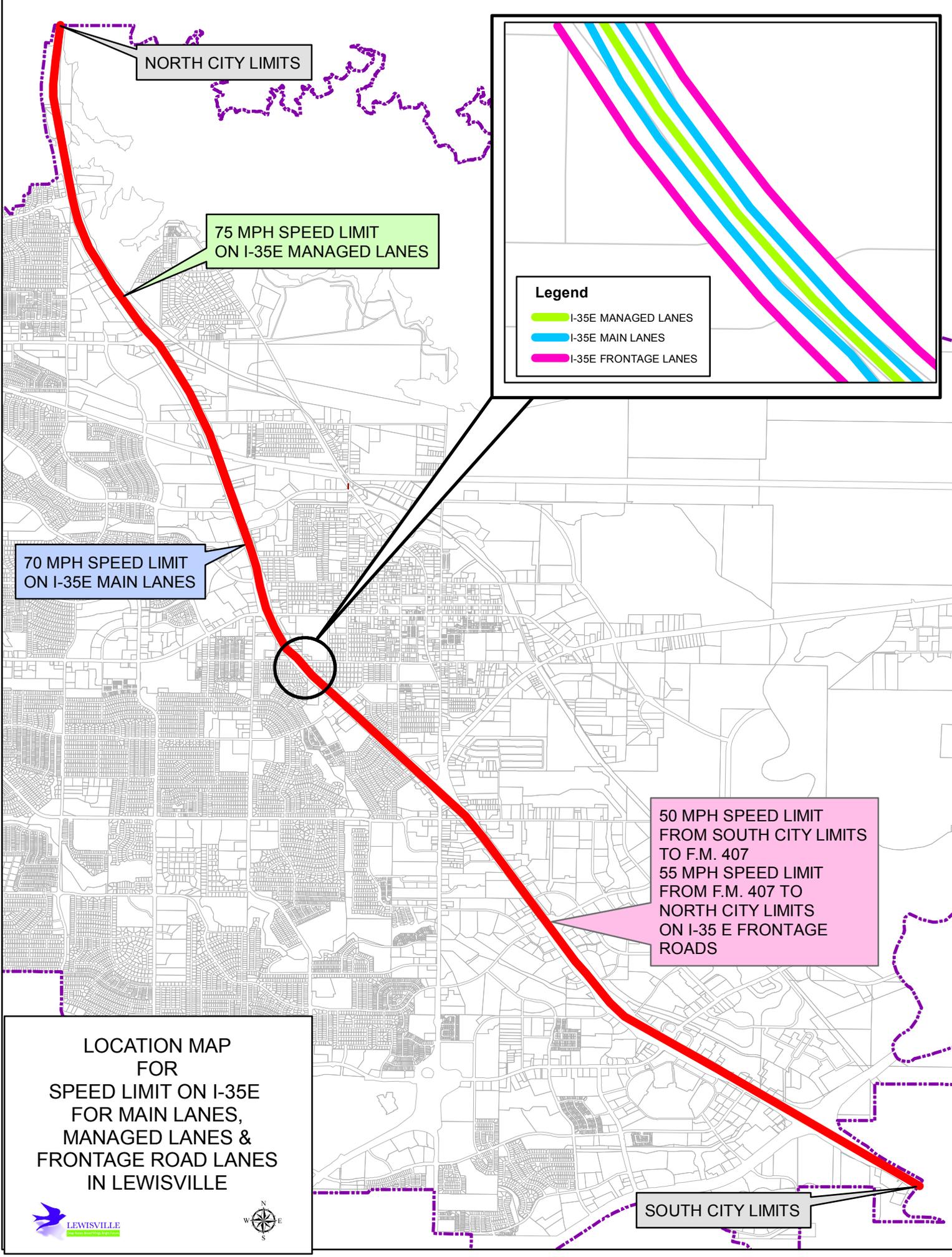
- I-35E MANAGED LANES
- I-35E MAIN LANES
- I-35E FRONTAGE LANES

50 MPH SPEED LIMIT
FROM SOUTH CITY LIMITS
TO F.M. 407
55 MPH SPEED LIMIT
FROM F.M. 407 TO
NORTH CITY LIMITS
ON I-35 E FRONTAGE
ROADS

LOCATION MAP
FOR
SPEED LIMIT ON I-35E
FOR MAIN LANES,
MANAGED LANES &
FRONTAGE ROAD LANES
IN LEWISVILLE



SOUTH CITY LIMITS



TEXAS TRANSPORTATION COMMISSION
MINUTE ORDER

VARIOUS Counties

Page 1 of 1

VARIOUS Districts

Transportation Code, §545.352 establishes prima facie reasonable and prudent speed limits for various categories of public roads, streets and highways.

Transportation Code, §545.353 empowers the Texas Transportation Commission (commission) to alter those prima facie limits on any part of the state highway system as determined from the results of an engineering and traffic investigation conducted according to the procedures adopted by the commission.

The Texas Department of Transportation (department) has conducted the prescribed engineering and traffic investigations to determine reasonable and safe prima facie maximum speed limits for those segments of the state highway system shown in Exhibits A and B.

Exhibit A lists construction speed zones in effect when signs are displayed within construction projects. The completion and/or acceptance of each project shall cancel the provision of this minute order applying to said project and any remaining construction speed zone signs shall be removed.

Exhibit B lists speed zones for sections of highways where engineering and traffic investigations justify the need to alter the speeds.

It has also been determined that the speed limits on the segments of the state highway system, previously established by the commission by minute order and listed in Exhibit C, are no longer necessary or have been incorporated by the city which has the authority to set the speed limits on these sections of the highway.

The department, in consultation with the Texas Commission on Environmental Quality, has also determined that environmental speed limits on the segment of highway established by Minute Order 108409, dated January 25, 2001 and listed in Exhibit D, are no longer necessary.

IT IS THEREFORE ORDERED by the commission that the reasonable and safe prima facie maximum speed limits determined in accordance with the department's "Procedures for Establishing Speed Zones" and shown on the attached Exhibits A and B are declared as tabulated in those exhibits. The executive director is directed to implement this order for control and enforcement purposes by the erection of appropriate signs showing the prima facie maximum speed limits.

IT IS FURTHER ORDERED that a provision of any prior order by the commission which is in conflict with a provision of this order is superseded to the extent of that conflict, and that the portions of minute orders establishing speed zones shown on the attached Exhibits C and D are canceled.

Submitted and reviewed by:

M. D. Chason, P.E.
Director, Traffic Operations Division

Recommended by:

James M. Bass
Executive Director

115192 MAR 29 18
Minute Date
Number Passed

REGULAR SPEED ZONES

County (City)	Highway Control Section	BEGIN	Limits MP-Milepoint	END	Length (Miles)	Speed (MPH)
Dallas District						
Denton (Carrollton)	IH 35 E FR 196-2	MP 1.001	MP 1.644		0.643	50
Denton (Carrollton)	IH 35 E 196-2	MP 1.001	MP 1.644		0.643	70
Denton (Lewisville)	IH 35 E FR 196-2	MP 1.644	MP 8.571		6.927	50
Denton (Lewisville)	IH 35 E 196-2	MP 1.644	MP 10.664		9.020	70
Denton (Lewisville)	IH 35 E FR 196-2	MP 8.571	MP 10.664		2.093	55
Denton (Hickory Creek)	IH 35 E 196-2	MP 10.664	MP 10.951		0.287	70
Denton (Hickory Creek)	IH 35 E FR 196-2	MP 10.664	MP 10.951		0.287	55
Houston District						
Harris	SH 249 FR 720-3	MP 4.892	MP 12.730		7.838	50
Harris	SH 249 720-3	MP 8.000	MP 12.730		4.730	65

TEXAS TRANSPORTATION COMMISSION
MINUTE ORDER

VARIOUS Counties

Page 1 of 1

VARIOUS Districts

Transportation Code, §545.352 establishes prima facie reasonable and prudent speed limits for various categories of public roads, streets and highways.

Transportation Code, §545.353 empowers the Texas Transportation Commission (commission) to alter those prima facie limits on any part of the state highway system as determined from the results of an engineering and traffic investigation conducted according to the procedures adopted by the commission.

The Texas Department of Transportation (department) has conducted the prescribed engineering and traffic investigations to determine reasonable and safe prima facie maximum speed limits for those segments of the state highway system shown in Exhibits A and B.

Exhibit A lists construction speed zones in effect when signs are displayed within construction projects. The completion and/or acceptance of each project shall cancel the provision of this minute order applying to said project and any remaining construction speed zone signs shall be removed.

Exhibit B lists speed zones for sections of highways where engineering and traffic investigations justify the need to alter the speeds.

It has also been determined that the speed limits on the segments of the state highway system, previously established by the commission by minute order and listed in Exhibit C, are no longer necessary or have been incorporated by the city which has the authority to set the speed limits on these sections of the highway.

The department, in consultation with the Texas Commission on Environmental Quality, has also determined that environmental speed limit on the segment of highway established by Minute Order 109064, dated October 31, 2002 and listed in Exhibit D, is no longer necessary.

IT IS THEREFORE ORDERED by the commission that the reasonable and safe prima facie maximum speed limits determined in accordance with the department's "Procedures for Establishing Speed Zones" and shown on the attached Exhibits A and B are declared as tabulated in those exhibits. The executive director is directed to implement this order for control and enforcement purposes by the erection of appropriate signs showing the prima facie maximum speed limits.

IT IS FURTHER ORDERED that a provision of any prior order by the commission which is in conflict with a provision of this order is superseded to the extent of that conflict, and that the portions of minute orders establishing speed zones shown on the attached Exhibits C and D are canceled.

Submitted and reviewed by:

M. D. A. Chason, P.E.
Director, Traffic Operations Division

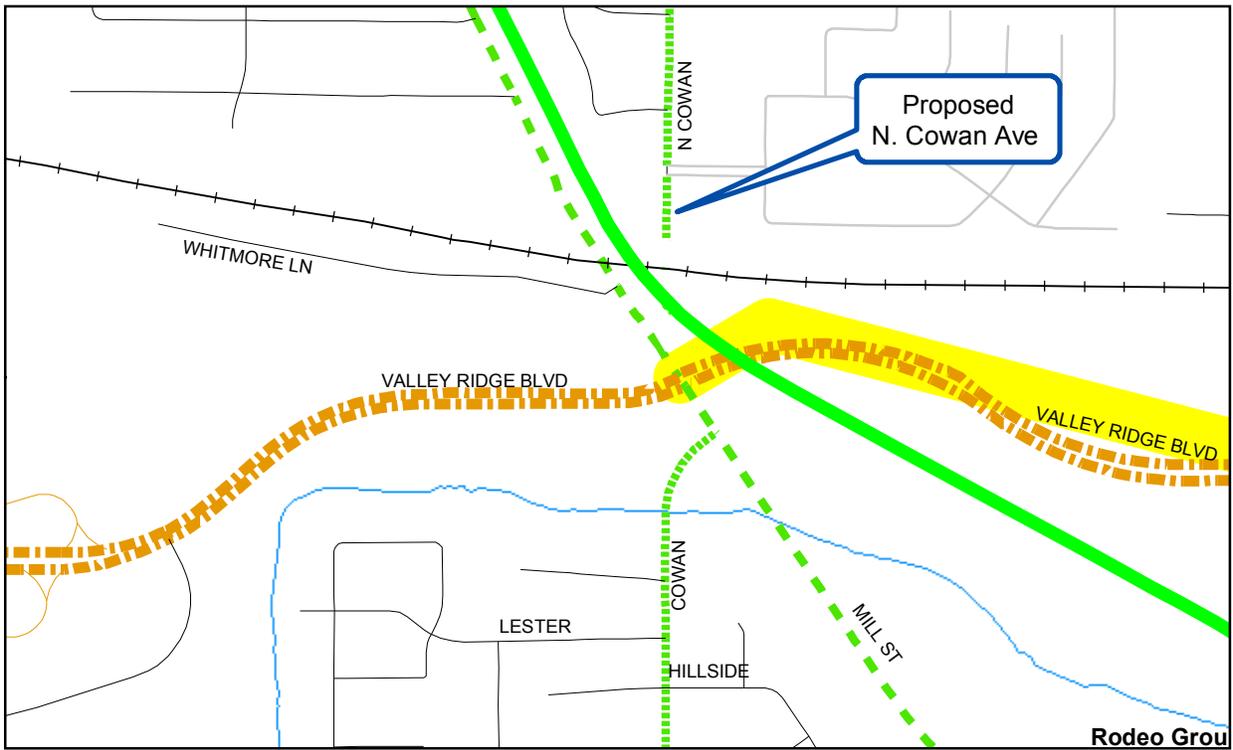
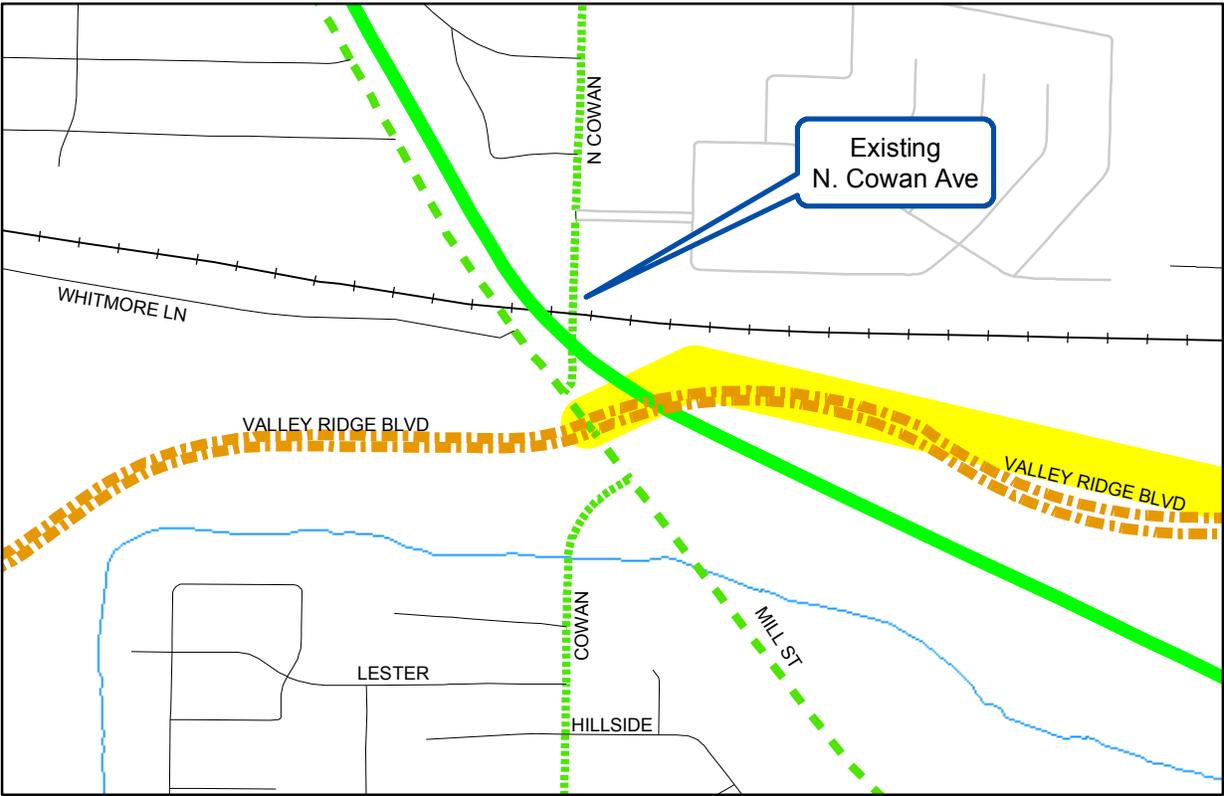
Recommended by:

James M. Barnes
Executive Director

115123 DEC 14 '17
Minute Date
Number Passed

REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
Dallas District						
Denton (Hickory Creek)	IH 35 E XP 196-1	MP 10.657	MP 12.183		1.526	75
Denton (Lake Dallas)	IH 35 E XP 196-1	MP 10.657	MP 12.183		1.526	75
Denton (Carrollton)	IH 35 E XP 196-2	MP 1.001	MP 1.644		0.643	75
Denton (Lewisville)	IH 35 E XP 196-2	MP 1.644	MP 10.664		9.020	75
Denton (Hickory Creek)	IH 35 E XP 196-2	MP 10.664	MP 10.951		0.287	75
Houston District						
Brazoria	FM 1301 1412-2	MP 10.510	MP 10.710		0.200	50
Laredo District						
Duval	SH 339 623-2	MP 21.622	MP 22.257		0.635	50
Duval	SH 339 623-2	MP 22.257	MP 23.083		0.826	60



LEWISVILLE
Deep Roots. Broad Wings. Bright Future.

Scale = NTS

LOCATION MAP
FOR
THOROUGHFARE PLAN - N COWAN AVE
EXISTING AND PROPOSED

VED

400 FT

400 FT

VALLEY RIDGE BLVD

400 FT

600 FT

300 FT

MILL ST

N COWAN AVE

Legend

 EXISTING SCHOOL ZONE TO BE REMOVED

LOCATION MAP
FOR
REMOVAL OF SCHOOL ZONES FOR
COLLEGE STREET ELEMENTARY



COLLEGE ST



COLLEGE
STREET
ELEMENTARY