

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 07-58**

WHEREAS, the Central Texas Regional Mobility Authority ("CTRMA") was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the "RMA Rules"); and

WHEREAS, the CTRMA identified the proposed 183-A Turnpike Project (the "183-A Project") as its initial project in a petition filed under the RMA rules and has subsequently undertaken to cause the Project to be constructed under the terms of a Comprehensive Development Agreement; and

WHEREAS, the CTRMA will develop and construct other projects in addition to the 183-A Project (individually or collectively, the "Projects") that will require control of access to and from the Projects; and

WHEREAS, Section 370.179 of the Texas Transportation Code provides that an authority such as the CTRMA may control or deny access to a road in accordance with applicable laws and regulations, including access to and from real property adjacent to a turnpike project; and

WHEREAS, the Board of Directors agrees that such control of access is required to insure the safe and efficient use and operation of the Projects, and desires to adopt the Policies and Procedures for Access Management of Frontage Roads on CTRMA Facilities (the "Access Policy"), substantially in the form attached hereto as Attachment "A", and

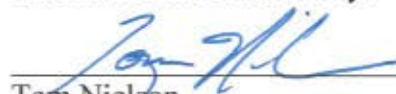
WHEREAS, the adoption of the Access Policy will provide a process for consideration of access issues related to the Projects, including access and driveway permits onto the frontage lanes of the Projects; and

WHEREAS, it is the CTRMA's intention to coordinate with the various governmental entities having jurisdiction along the Projects to eventually provide for access management to be part of the development process of the respective governmental entities, but only after development and approval of appropriate agreements with such governmental entities.


NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the CTRMA hereby adopts the Access Policy attached hereto as Attachment "A" subject to finalization consistent with the provisions of this Resolution and any specific direction from the Board during deliberation of the Access Policy.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 29th day of August, 2007.

Submitted and reviewed by:

  
\_\_\_\_\_  
Tom Nielson  
Legal Counsel for the Central  
Texas Regional Mobility Authority

Approved:

  
\_\_\_\_\_  
Robert E. Tesch  
Chairman, Board of Directors  
Resolution Number 07-58  
Date Passed 8/29/07

# POLICIES AND PROCEDURES FOR ACCESS MANAGEMENT OF FRONTAGE ROADS ON CTRMA FACILITIES

## SECTION 1. STATEMENT OF GENERAL POLICY

The mission of the Central Texas Regional Mobility Authority (the "Authority") is to implement innovative multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality. It is the policy of the Authority that all actions shall be based on achieving the highest degree of regional mobility and transportation safety while encouraging economic development and enhancing the quality of life.

As of the effective date of this policy, all previously permitted access as a condition of the acquisition process for the 183A facility will be "grandfathered" as accepted access. However, property owners must coordinate with the CTRMA or the municipality responsible for access permitting prior to making any property modifications that will result in changes to the traffic patterns associated with the access. To ensure an effective and consistent process for consideration of requests for additional access connections, criteria for establishing driveways to abutting properties shall be in accordance with the criteria established for frontage roads in the *TxDOT Access Management Manual, current issue*, except as may be required otherwise herein.

## SECTION 2. DEFINITIONS

The following words and terms, when used in these policies, shall have the following meanings, unless the context clearly indicates otherwise.

1. Authority: The Central Texas Regional Mobility Authority.
2. Board: The Board of Directors of the Authority.

## SECTION 3. APPLICATION OF ACCESS CRITERIA

Frontage roads are considered essential elements of the highway facilities being developed in the region by the Authority, particularly to provide direct access to abutting property where:

- 1) alternative access is not available and the property might otherwise be landlocked;
- 2) it is not feasible for the Authority to purchase the access; and/or
- 3) the frontage road allows for improved mobility together with the property access.

Direct access to the frontage roads is prohibited in the vicinity of existing ramp connections to the mainlane roadways and as proposed and indicated by a "Control of Access" area on the Right-of-Way Maps for the 183A Project (see Attachment A), or as described in the *TxDOT Roadway Design Manual, Chapter 3*.

#### SECTION 4. DRIVEWAYS

Driveways should provide free and safe access to properties along roadway facilities. Driveways can be classified into two main categories based on the property served:

- 1) Private: serving dwellings, duplexes, and townhouses.
- 2) Commercial & Public: serving either business and commercial establishments or public places (schools, churches, cemeteries, etc.).

Driveways are also classified into urban (curbed) or rural (uncurbed) based on their location along rural or urban facilities. Moreover, driveways are classified into three categories based on the direction of traffic and the separation of vehicles entering and exiting the served property: one-way, two-way divided, two-way undivided.

#### SECTION 5. CONNECTION SPACING CRITERIA FOR FRONTAGE ROADS

Access to the frontage roads shall not be granted or approved in the "Control of Access" areas depicted on Attachment A. In the event ramp locations for the 183A Turnpike depicted on Attachment A are moved prior to the design and construction of the 183A Turnpike mainlanes, access points shall not be granted within the areas reasonably designated by the CTRMA as "Control of Access" areas. Nothing herein shall preclude the CTRMA from requiring the expansion of either or both frontage roads if necessary, at the CTRMA's sole discretion, to accommodate traffic volumes or to improve safety.

Outside of the designated "Control of Access" areas, criteria for establishing driveways to abutting properties shall be in accordance with the criteria established for frontage roads in *TxDOT Access Management Manual, Chapter 2, Section 5*.

*Chapter 2, Table 2-1*

*Access connection is from EOP to EOP*

<i>Posted Speed (mph)</i>	<i>One-Way FR(ft)</i>	<i>Two-Way FR(ft)</i>
<i>≤30</i>	<i>200</i>	<i>200</i>
<i>35</i>	<i>250</i>	<i>300</i>
<i>40</i>	<i>305</i>	<i>360</i>
<i>45</i>	<i>360</i>	<i>435</i>
<i>≥50</i>	<i>425</i>	<i>510</i>

Table 2-1 gives the minimum connection spacing criteria for frontage roads. However, a lesser connection spacing may be allowed without deviation in the following situations:

- To keep from land-locking a property where such land-locking is solely the result of action by CTRMA (for example, design and construction modifications which

- physically prevent a driveway installation due to grade changes, retaining walls, or barrier installations) where CTRMA does not control the access; or
- Replacement or re-establishment of reasonable access.

The above references to land-locking do not apply to circumstances where an existing larger tract of land is subsequently (after the effective date of this policy) further subdivided (and the subdivided lots sold to separate owners) and the original tract of land either already has an existing permitted access connection point, or would qualify for such an access connection point based upon the spacing requirements of this policy. Potential land-locking caused by subdivision and resale is the result of such subdivision process and will not alone justify variances or deviations in the spacing requirements contained in this policy. Therefore, as part of the subdividing process, the party proposing the subdivision (and the municipality approving such subdivisions) should require and provide some type of internal access easements to the existing access connection points (or to such access connection point locations that qualify for future permits based on this policy's spacing requirements).

The distance between access connections is measured along the edge of the traveled way from the closest edge of pavement (EOP) of the first access connection to the closest edge of pavement of the second access connection. Additionally, the access connection spacing in the proximity of frontage road U-turn lanes will be measured from the inside edge of the U-turn lane to the closest edge of the first access connection.

A spacing that is shorter than the minimum allowable, as set forth in this document, is considered a deviation from the guidelines. Deviations shall be submitted to the CTRMA for a decision.

## SECTION 6. ACCESS MANAGEMENT COORDINATION WITH MUNICIPALITIES

The Access Management Plan initially is intended to be tailored to the 183A Turnpike facility. Municipalities wanting authority to govern access connection location decisions within their jurisdiction are encouraged to develop access management guidelines or plans for the 183A Corridor within their jurisdiction acceptable to the CTRMA, or adopt the CTRMA's guidelines.

Granting location permit authority to municipalities does not preclude the need for engineering driveway locations. Any impacts to drainage or hydraulics on the CTRMA's highway system resulting from access connections must be coordinated with the CTRMA prior to any local access location approval. Issuance of access permits by a municipality must address traffic operations, driveway geometrics, utility location/relocation, compliance with the Americans with Disabilities Act (ADA) and Texas Accessibility Standards (TAS), environmental requirements, wetland considerations if appropriate, and all other applicable state and federal laws, rules, and regulations.

## SECTION 7. ACCESS PERMIT APPLICATION PROCESS

In the absence of any safety or operational problems, additional access connections may be considered if the size and trip generation potential of the proposed development requires additional access in order to maintain good roadway traffic operations. Any additional access must not interfere with the location, planning, and operation of the frontage roads and the public street system. Where the property abuts or has primary access to a lesser function road, to an internal street system, or by means of dedicated access easement, any access to the CTRMA's highway system will be considered as an additional access.

If the proposed access connection causes operational problems (i.e. reducing the capacity of the through lanes, etc. or the operational analysis indicates the intersection to exceed a V/C ratio of 1.0), mitigation and/or additional operational improvements may be required as a condition of the permit.

Requests for driveway access shall be initiated with the preparation and submittal of a "Notice of Proposed Installation". Forms are available from the CTRMA (see Attachment B), accompanied by General Plan Requirements (Attachment C), Special Provisions (Attachment D). Pending review and acceptance of the documentation provided with the Notice, the Permit may be issued, along with the associated Access Driveway Regulations (Attachment E). Construction and operation of any access granted shall be strictly in accordance with the specific requirements of the issued permit.

[ END OF SECTION ]

[ Sketch being prepared ]

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CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY  
NOTICE OF PROPOSED INSTALLATION

(Initial one) **Controlled Access** \_\_\_\_\_ **Non-Controlled Access** \_\_\_\_\_

To: Central Texas Regional Mobility Authority

Date

Formal notice is hereby given that \_\_\_\_\_  
Company proposes to place a \_\_\_\_\_  
line within the right of way of \_\_\_\_\_ TRM# \_\_\_\_\_  
in \_\_\_\_\_ County, Texas

Provide location, length, general design, etc.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The infrastructure will be constructed and maintained on the Central Texas Regional Mobility Authority (CTRMA) ROW as shown on the attached drawing and in accordance with the rules, regulations and policies of the CTRMA, Texas Department of Transportation's (TxDOT) UAR and 2004 Standard Specifications, and all governing laws, including but not limited to the "Federal Clean Water Act," the "National Endangered Species Act," and the "Federal Historic Preservation Act." Upon request by CTRMA proof of compliance with all governing laws, rules and regulations will be submitted to CTRMA before commencement of construction.

Our firm will use Best Management Practices to minimize erosion and sedimentation resulting from the proposed installation, and we will revegetate the project area as indicated under "Revegetation Special Provisions."

Our firm will ensure that traffic control measures complying with applicable portions of the *Texas Manual of Uniform Traffic Control Devices* will be installed and maintained for the duration of this installation.

The location and description of the proposed line and appurtenances is shown by the complete set of drawing listed below

Construction of this line will begin within 30 days of \_\_\_\_\_  
Month/Day/Year

By signing below, I certify that I am authorized to represent the Firm listed below, and that the Firm agrees to the conditions/provisions included in this permit.

Firm Name:	Address:
By:	City: State/Zip:
Signature:	Phone Number: Fax:
Title:	Email:



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

General Plan Requirements

Please add the following notes to your site plans and submit two (2) black & white, 11X17 and one (1) color, 11X17 complete sets.

1. Construction Work in the CTRMA ROW must be scheduled between 9 AM and 4PM Monday through Friday. If Peak Hours are required Owner will request in writing an Exception detailing the variance and must receive an acceptable response in writing from the CTRMA before construction begins.
2. Lane closures (if required) will only be allowed during day light hours between 9 AM and 4 PM Monday through Friday, all day Saturday and Sunday.
3. Lane closures are not allowed in inclement weather or if the pavement is wet or icy.
4. The contractor must contact the CTRMA 48 hours prior to working in the ROW. The contact persons name and phone number will be shown on the approved utility permit request form.
5. The utility company or its contractor will be held responsible for keeping the CTRMA roadway free of mud, rocks, and general debris.
6. Construction equipment left overnight in the right of way must be sectioned off with orange plastic mesh fencing, and be placed at least 30' off the edge of pavement. Equipment located closer than 30' must be protected by TxDOT approved concrete traffic barriers (CTB).
7. Field crews will not be allowed extended parking of equipment and vehicles within the CTRMA ROW.
8. Bore pits located closer than 30' from the edge of pavement must be protected by concrete traffic barriers (CTB) or water filled barriers with CTRMA approval. Open pits must be sealed off by orange plastic mesh fencing, cones and drums.
9. All existing paved side roads and driveways located within the CTRMA ROW must be bored at a minimum depth of 24".
10. Traffic Control must conform to the CTRMA and TxDOT requirements and recommendations, and should meet or exceed the Texas Manual on Uniform Traffic Control Devices (TxMUTCD).
11. The utility company and/or its contractor must locate all existing utility lines prior to doing any ground work like boring, digging, trenching, or drilling within the ROW.
12. The permit holder will be required to restore the ground to its prior state, and revegetate all disturbed areas with like vegetation.
13. Trees with a trunk diameter of 6 inches or more must be bored at a minimum depth of 24 inches from dripline to dripline. The Contractor can not remove any existing tree without CTRMA approval.
14. Construction and maintenance of driveway facilities shall be in accordance with the booklet, "Regulations for Access Driveways to State Highways", published and adopted by the Texas Department of Public Safety.

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

**SPECIAL PROVISIONS  
FOR REVEGETATION REQUIREMENTS**

1. **The permit holder is solely responsible for revegetation of all areas damaged by utility construction.**
2. Re-vegetation practices shall be done in accordance with the "2004 TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges". Work shall be done in accordance with "Item 160, Topsoil; Item 161, Compost; Item 164, Seeding for Erosion Control, and Item 166, Fertilizer."
3. Damaged areas on which utility construction has ceased temporarily or permanently shall be revegetated within 14 days unless construction is scheduled to resume within 21 days.
4. The utility owner will be held liable and responsible for such areas until growth is reestablished to the satisfaction of an authorized representative of CTRMA.
5. The CTRMA reserves the right to require additional revegetation measures deemed necessary at any time after utility installation has begun until the CTRMA has accepted the erosion control measures and revegetation measures of the utility owner.
6. Prior to revegetation, the damaged area shall be restored to its original lines, grades and contours. Ditches shall be restored to their original contours and water carrying capacity. The area shall be smooth and free of ruts and other depressions. If weather conditions like wind and rain cause the seedbed to be damaged or undermined the seedbed shall be reworked and reseeded to CTRMA satisfactions. The work shall be performed as follows:
  - a. All disturbed areas shall receive a four inches of top soil prior to revegetation.
  - b. All areas to be seeded shall receive a 2" layer of compost in accordance with item 161
  - c. Prior to seeding, the soil and compost layer shall be cultivated sufficiently to reduce the mixture to a state of good tilth where the soil particles on the surface are small enough and lie closely enough together to prevent the seed from being too deep for optimum germination.
  - d. Cultivation of the seedbed will not be required in loose sand where the sand depth is four (4) inches or more. The original lines grades and contours shall be maintained throughout the process of cultivation.
  - e. All damaged areas shall be fertilized in accordance with Item 166 prior to re-vegetation.
  - f. Seeding shall be sown at the rates shown and in accordance with Item 164.
  - g. When necessary, water shall be provided to promote growth of vegetation. Only water that is clean and free of substances harmful to the growth of vegetation shall be used. Use watering equipment, which will insure the uniform distribution and controlled application of water rates. Apply ¼ inch of water per acre every two weeks for a three-month period or longer if necessary for vegetation establishment.

Central Texas Regional Mobility Authority
Permit to Construct Access Driveway Facilities
on Highway Right of Way

To: \_\_\_\_\_ Hwy. \_\_\_\_\_ Permit No. \_\_\_\_\_
(Name)
(Address) Control \_\_\_\_\_ Section \_\_\_\_\_
(City, State, Zip) (Phone No.)

The Central Texas Regional Mobility Authority, hereinafter called the CTRMA, hereby authorizes
hereinafter called the Permittee, to [ ] construct / [ ] reconstruct a \_\_\_\_\_ (residential, convenience
store, retail mall, farm, etc.) access driveway on the highway right of way abutting highway number \_\_\_\_\_ in \_\_\_\_\_
County, located \_\_\_\_\_

Subject to the following:

- 1. The Permittee is responsible for all costs associated with the construction of this access driveway.
2. Design of facilities shall be as follows and/or as shown on sketch and is subject to conditions stated below:
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_
\_\_\_\_\_

All construction and materials shall be subject to inspection and approval by the CTRMA.

- 3. Maintenance of facilities constructed hereunder shall be the responsibility of the Permittee, and the CTRMA reserves the right
to require any changes, maintenance or repairs as may be necessary to provide protection of life or property on or adjacent to
the highway. Changes in design will be made only with approval of the CTRMA.
4. The Permittee shall hold harmless the CTRMA and its duly appointed agents and employees against any action for personal
injury or property damage sustained by reason of the exercise of this permit.
5. Except for regulatory and guide signs at county roads and city streets, the Permittee shall not erect any sign on or extending
over any portion of the highway right of way, and vehicle service fixtures such as fuel pumps, vendor stands, or tanks shall be
located at least 12 feet from the right of way line to ensure that any vehicle services from these fixtures will be off the highway
right of way.
6. The CTRMA reserves the right to require a new access driveway permit in the event of a land use change or change in
driveway traffic volume or vehicle types.
7. This permit will become null and void if the above-referenced driveway facilities are not constructed within six (6) months from
the issuance date of this permit.
8. The Permittee will contact the CTRMA representative \_\_\_\_\_
telephone, (\_\_\_\_) \_\_\_\_\_, at least twenty-four (24) hours prior to beginning the work authorized by this permit.

Central Texas Regional Mobility Authority

Date of Issuance

Authorized Representative

The undersigned hereby agrees to comply with the terms and conditions set forth in this permit for construction of an access
driveway on the highway right of way.

Date: \_\_\_\_\_

Signed: \_\_\_\_\_
(Property owner or owner's representative)

## Access Driveway Regulations

The Central Texas Regional Mobility Authority, in recognition of its responsibility for the safety and utility of highways under its jurisdiction, has adopted access driveway standards to accomplish a coordinated development between highways and abutting property. For this purpose, the Texas Department of Public Safety published and adopted a booklet entitled "Regulations for Access Driveways to State Highways" supporting CTRMA policies to regulate construction and maintenance of access driveway facilities.

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### Sketch of Installation

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