

To: Greg Ciaccio, P.E., Senior PM

From: Ryan J. Williams, P.E., Engineering Consultant PM

Date: March 27, 2025



**RE: REQUEST TO REDUCE SPEED LIMIT FROM 35 MPH TO 25 MPH FOR SOUTH MAYS ST  
BETWEEN MAIN ST & NASH ST**

The South Mays St Wall Stabilization Project requires removal of portions of the roadbed at the south end of the “Immortal 10” Bridge to stabilize retaining wall backfill and improve approach roadway subgrade. The project has two Traffic Control Phases (TCP) that require setting continuous concrete barrier and orange traffic barrels along an excavation zone in order to reduce from 4 lanes to 2 lanes, see Appendix A. Existing lanes will be temporarily reduced from 12-feet to 10-feet with 1-lane each direction through the 1,600-foot long work zone. We are requesting a reduction of the posted Speed Limit from 35 MPH to 25 MPH to enhance safety for the traveling public and construction workers as well as to improve the overall TCP configuration.

**SAFETY FOR THE TRAVELING PUBLIC & PEDESTRIANS**

Reducing posted speed plays a crucial role in enhancing safety by encouraging more controlled driving behavior. Lower posted speed leads to shorter stopping distance, improved reaction time, and reduced crash severity. Lower posted speed also allows for safer entry into intersections (Bagdad Ave), pedestrian crossings (Main St), and business driveways (Mi Mundo Coffeehouse, etc.). Considering the reduced lane widths, reduced number of lanes and shifting lane lines, it is important that motorists slow down for the untypical driving conditions.

**SAFETY FOR CONSTRUCTION WORKERS**

Lower posted speeds contribute to a safer construction work zone by reducing risks associated with high-speed traffic near active work areas. Slower-moving vehicles provide workers with more reaction time, creating a less hazardous environment. Reduced speed limits allow for better staging of construction activities such as delivery of materials and entrance/egress of construction vehicles as they maneuver around active traffic.

**REDUCED DOWNTOWN IMPACTS**

Another benefit of lowering the posted speed is that length of lane tapers, merging tapers and buffer zones can be reduced that might otherwise require TCP activities to extend northward beyond W Bagdad Ave into the Main St intersection. There is a large volume of traffic utilizing this downtown intersection as access IH35 and downtown businesses, and any opportunity to keep TCP activities from disrupting existing traffic patterns at this location is desirable.

### RECOMMENDATION

Estimated overall project construction timeline is approximately one year although work activities along the roadway are more realistically in the six-to-nine-month timeframe. Our primary concern is that the traveling public understands that usual conditions are not present due to reduced number of lanes, lane shifting, and reduced lane widths. **A speed limit reduction from 35 mph to 25 mph is recommended** to provide a safer work zone environment for both the traveling public and construction workers. By doing so, it also helps to minimize disruption that would occur if TCP limits extended through the Main St intersection as would be required by the normal design speed.

## APPENDIX A. TCP PLANS

TCP GENERAL NOTES:

1. TRAFFIC MUST BE MAINTAINED AS SHOWN ON THE TRAFFIC CONTROL LAYOUT SHEET THROUGHOUT THE PROJECT, DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SAFE PASSAGE FOR VEHICULAR TRAFFIC, WITH MINIMAL INCONVENIENCE TO THE PUBLIC.
2. THE CONTRACTOR MAY PROPOSE OR RECOMMEND MODIFICATIONS TO THE SEQUENCE OF WORK FOR CONSIDERATION BY THE ENGINEER. ANY MAJOR RECOMMENDED MODIFICATIONS BY THE CONTRACTOR SHALL INCLUDE ANY CHANGES TO THE VARIOUS BID ITEMS, THE IMPACT TO TRAFFIC, AND THE EFFECTS IN TIME, COST, ETC, TO THE OVERALL PROJECT. IF THE PROPOSAL IS IMPLEMENTED, THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING DETAILED PLAN SHEETS TO BE SEALED BY A TEXAS LICENSED PROFESSIONAL ENGINEER FOR INCLUSION WITH THE CHANGE ORDER. ANY ADDITIONAL COSTS RELATED TO THE CHANGES IN THE SEQUENCE OF WORK WILL BE BORNE ENTIRELY BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT PROCEED WITH ANY CONSTRUCTION OPERATIONS BASED ON A REVISED PHASE OR STEP UNTIL WRITTEN APROVAL IS OBTAINED FROM THE ENGINEER. IF AT ANY TIME DURING CONSTRUCTION THE CONTRACTOR'S PROPOSED PLAN OF OPERATION FOR HANDLING TRAFFIC DOES NOT PROVIDE FOR SAFE AND COMFORTABLE MOVEMENT, THE CONTRACTOR WILL IMMEDIATELY CHANGE THE OPERATION TO CORRECT THE UNSATISFACTORY CONDITION.
3. BARRICADES AND WARNING SIGNS WILL BE PLACED AS INDICATED ON THE PLANS AND TXDOT STANDARD SHEETS. THIS SHALL BE CONSIDERED THE MINIMUM REQUIRED TO PROVIDE FOR THE SAFETY OF TRAFFIC DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN OTHER SUCH BARRICADES AND SIGNS DEEMED NECESSARY BY THE ENGINEER, OR AS REQUIRED BY FIELD CONDITIONS, TO PROVIDE FOR THE SAFE PASSAGE OF TRAFFIC AT ALL TIMES. ANY WORK ZONE SAFETY ENHANCEMENTS SHALL BE PAID WITH THE FORCE ACCOUNT "SAFETY CONTINGENCY," AS DETAILED IN THE GENERAL NOTES.
4. TRAFFIC MUST PASS THROUGH THE PROJECT IN SAFETY DURING NON-WORK HOURS, AND NO EQUIPMENT OR MATERIAL WILL BE LEFT IN A POSITION THAT, IN THE OPINION OF THE ENGINEER, CONSTITUTES A HAZARD OR ENDANGERS TRAFFIC.
5. THE CONTRACTOR SHALL KEEP THE ROADWAY CLEAN AND FREE OF DIRT OR OTHER MATERIALS DURING HAULING OPERATIONS. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL CEASE ALL CONSTRUCTION OPERATIONS TO CLEAN THE ROADWAY, TO THE SATISFACTION OF THE ENGINEER.
6. CLOSURES WILL NOT BE ALLOWED UNTIL ALL OF THE MATERIALS, EQUIPMENT, WORK FORCE, ETC, ARE AVAILABLE AND READY TO CONTINUOUSLY EXECUTE THE WORK.
7. THE CONTRACTOR MAY BE REQUIRED TO HIRE OFF-DUTY POLICE OFFICERS AND/OR POLICE CRUISERS TO ASSIST IN TRAFFIC CONTROL DURING CONSTRUCTION OPERATIONS THROUGHOUT THE COURSE OF THE PROJECT. PAYMENT SHALL BE MADE BY THE CITY, AS REQUIRED.
8. WORKING HOURS ARE FROM 8AM TO 5PM, UNLESS OTHERWISE APPROVED BY THE ENGINEER. CONTRACT TIME DETERMINATION IS BASED UPON A STANDARD 5-DAY WORK WEEK.

TCP GENERAL NOTES (CONTINUED):

9. TEMPORARY EROSION CONTROL MEASURES SHALL ONLY BE PLACED IN AREAS WHERE SOIL DISTURBANCE IS EXPECTED TO OCCUR WITHIN 2 WEEKS. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED IN EACH AREA WITHIN 2 WEEKS OF VEGETATION ESTABLISHMENT OR AS APPROVED BY THE ENGINEER.
10. COVER OR REMOVE ANY EXISTING SIGN(S) WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL OPERATIONS. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING AND NON-CONFLICTING SIGNS THROUGHOUT CONSTRUCTION, EXCEPT THOSE SPECIFIED TO BE REMOVED IN THE TRAFFIC CONTROL PLANS.
11. THE LOCATIONS AND SPACING OF TEMPORARY SIGNS ARE APPROXIMATE. THE CONTRACTOR SHALL REFER TO TXDOT TCP STANDARDS BC(1)-21 THROUGH BC(12)-21 AND THE TXMUTCD FOR ACTUAL SIGN SPACING REQUIREMENTS. SIGNS MAY BE RELOCATED DUE TO FIELD CONDITIONS AND THE SAFETY OF TRAFFIC AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL RELOCATE SIGNS AT INTERSECTIONS AS NEEDED TO PROVIDE BETTER VISIBILITY.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL CONFLICTING EXISTING AND WORK ZONE PAVEMENT MARKINGS, INCLUDING PAVEMENT MARKINGS NOT SPECIFICALLY CALLED OUT TO BE REMOVED ON THE PLANS.
13. THE CONTRACTOR SHALL MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.
14. THE CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE DURING CONSTRUCTION. TEMPORARY DRAINAGE WORK AND ITEMS SHALL BE CONSIDERED SUBSIDIARY TO ITEM 502, UNLESS SPECIFIED OTHERWISE.
15. THE CONTRACTOR SHALL BE REQUIRED TO USE RUBBER-TIRED EQUIPMENT FOR HAULING MATERIAL ALONG OR ACROSS PAVEMENT SURFACES. WHERE THE CONTRACTOR MOVES ANY EQUIPMENT NOT LICENSED FOR OPERATION ON PUBLIC HIGHWAYS ON OR ACROSS PAVEMENT, THE PAVEMENT MUST BE PROTECTED FROM DAMAGE, AS APPROVED BY THE ENGINEER.
16. TEMPORARY CONCRETE TRAFFIC BARRIER ENDS (IF REQUIRED) SHALL BE TAPERED AWAY FROM EDGE LINE STRIPES, IF NECESSARY, TO ENSURE A MINIMUM 1 FOOT OFFSET IS MAINTAINED AT CRASH CUSHION ATTENUATORS.
17. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ALL DAMAGES WHICH OCCUR AS A RESULT OF THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY ABOVEGROUND AND UNDERGROUND UTILITIES.
18. WATER FILLED BARRIERS WILL NOT BE ACCEPTED AS SUBSTITUTE.
19. NIGHTTIME PAINTING OPERATIONS ARE NOT ALLOWED WITHOUT APPROVAL OF THE ENGINEER. CLOSURES FOR PAINTING DURING HOLIDAYS ARE ALSO NOT ALLOWED. COORDINATE WITH THE CITY ON TIMING OF DAYTIME PAINTING OPERATIONS.

SEQUENCE OF CONSTRUCTION:

PHASE 0:

1. PLACE EROSION CONTROL MEASURES IN ACCORDANCE WITH SW3P LAYOUT AND AS DIRECTED BY THE ENGINEER. ALL EROSION CONTROL DEVICES WILL BE MAINTAINED AND RELOCATED AS NEEDED THROUGHOUT CONSTRUCTION.
2. INSTALL BOTH BOTTOM OF WALL RESTRAINT SYSTEMS PRIOR TO COMMENCING WORK AT TOP OF WALL.

PHASE 1:

1. CONSTRUCTION ACTIVITY AT TOP OF RETAINING WALL AND ROADWAY MAY NOT COMMENCE UNTIL JULY 5TH.
2. INSTALL ALL PROJECT LIMIT SIGNS, TRAFFIC CONTROL DEVICES, AND ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE TXDOT BARRICADE AND CONSTRUCTION BC-21 STANDARDS AND THE LATEST EDITION OF THE TEXAS MUTCD AND AS DIRECTED BY THE ENGINEER. PLACE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMs) A MINIMUM OF 1,000 FEET IN ADVANCE OF SOUTH MAYS STREET WALL STABILIZATION WORK ZONE OR AS DIRECTED BY THE ENGINEER.
3. PLACE TRAFFIC CONTROL DEVICES AND BARRICADES. REDUCE TRAFFIC TO TWO LANES, ONE IN EACH DIRECTION PER STANDARD TCP(2-5b) AND TCP LAYOUT PHASE 1 OR AS DIRECTED BY THE ENGINEER.
4. PERFORM ROADWAY AND RETAINING WALL REPAIRS IN ACCORDANCE WITH LAYOUT AND DETAIL SHEETS.

PHASE 2:

1. ADJUST TRAFFIC CONTROL DEVICES AND BARRICADES TO CLOSE THE OTHER TWO LANES PER STANDARD TCP(2-5b) AND TCP LAYOUT PHASE 2 OR AS DIRECTED BY THE ENGINEER.
2. PERFORM ROADWAY AND RETAINING WALL REPAIRS IN ACCORDANCE WITH LAYOUT AND DETAILS SHEETS.
3. INSTALL PERMANENT ROADWAY SIGNING AND STRIPING AS SHOWN IN PLANS.
4. PLACE PERMANENT SEEDING AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

PHASE 3:

1. ADJUST TRAFFIC CONTROL DEVICES AND BARRICADES TO SHUT DOWN THE OUTSIDE LANE IN ONE DIRECTION ALONG S MAYS ST BETWEEN W BAGDAD AVE AND NASH ST PER STANDARD TCP(2-4A) OR AS DIRECTED BY THE ENGINEER.
2. CLEAN AND PAINT THE FULL LENGTH OF C411 AND T201(MOD) RAILINGS ON THIS SIDE OF ROAD PER "RAILING PAINTING DETAILS" SHEET.
3. ADJUST TRAFFIC CONTROL DEVICES AND BARRICADES TO SHUT DOWN THE OPPOSITE OUTSIDE LANE IN ONE DIRECTION PER STANDARD TCP(2-4A) OR AS DIRECTED BY THE ENGINEER.
4. CLEAN AND PAINT THE FULL LENGTH OF C411 AND T201(MOD) RAILINGS ON THIS SIDE OF ROAD PER "RAILING PAINTING DETAILS" SHEET.
5. REMOVE MESSAGE BOARD AND ADVANCE WARNING SIGNS.
6. REMOVE TEMPORARY EROSION CONTROL MEASURES AS REQUIRED.
7. PERFORM FINAL CLEAN UP OF ENTIRE WORK AREA AND REMOVE ANY CONSTRUCTION MATERIAL AND TRAFFIC CONTROL DEVICES.

NO.	DATE	REVISION	APPROV.





3/27/2025



**AGUIRRE & FIELDS**  
ENGINEERING INNOVATORS  
TEXAS REGISTERED ENGINEERING FIRM F-739



ROUND ROCK, TEXAS

**SOUTH MAYS STREET**  
  
**TCP NARRATIVE**

FED RD DIV NO.	FEDERAL AID PROJECT	HIGHWAY
---	---	S MAYS
STATE	DISTRICT	COUNTY
TEXAS	---	WILLIAMSON
CONTROL	SECTION	JOB
---	---	---

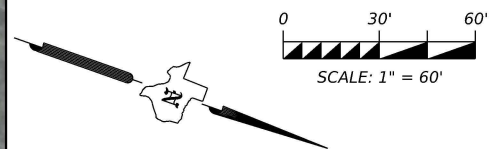
SHEET 1 of 1

11



END  
ROAD WORK  
G20-2  
48" X 24" 5

6  
CW1-6aT  
36" X 36"

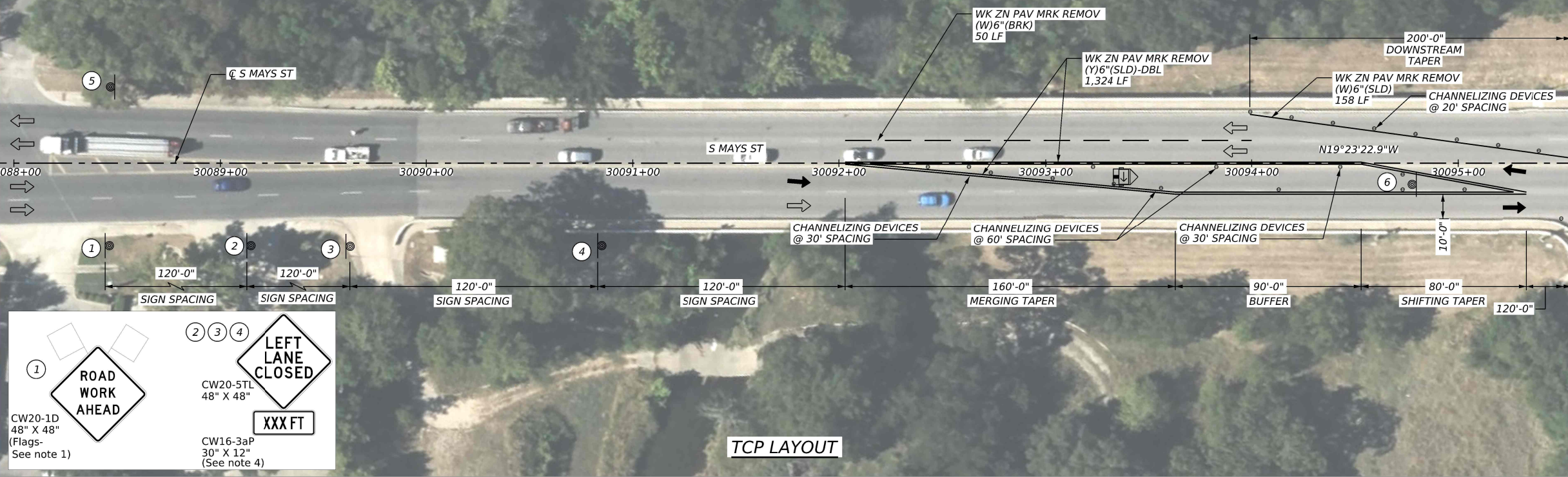


LEGEND:

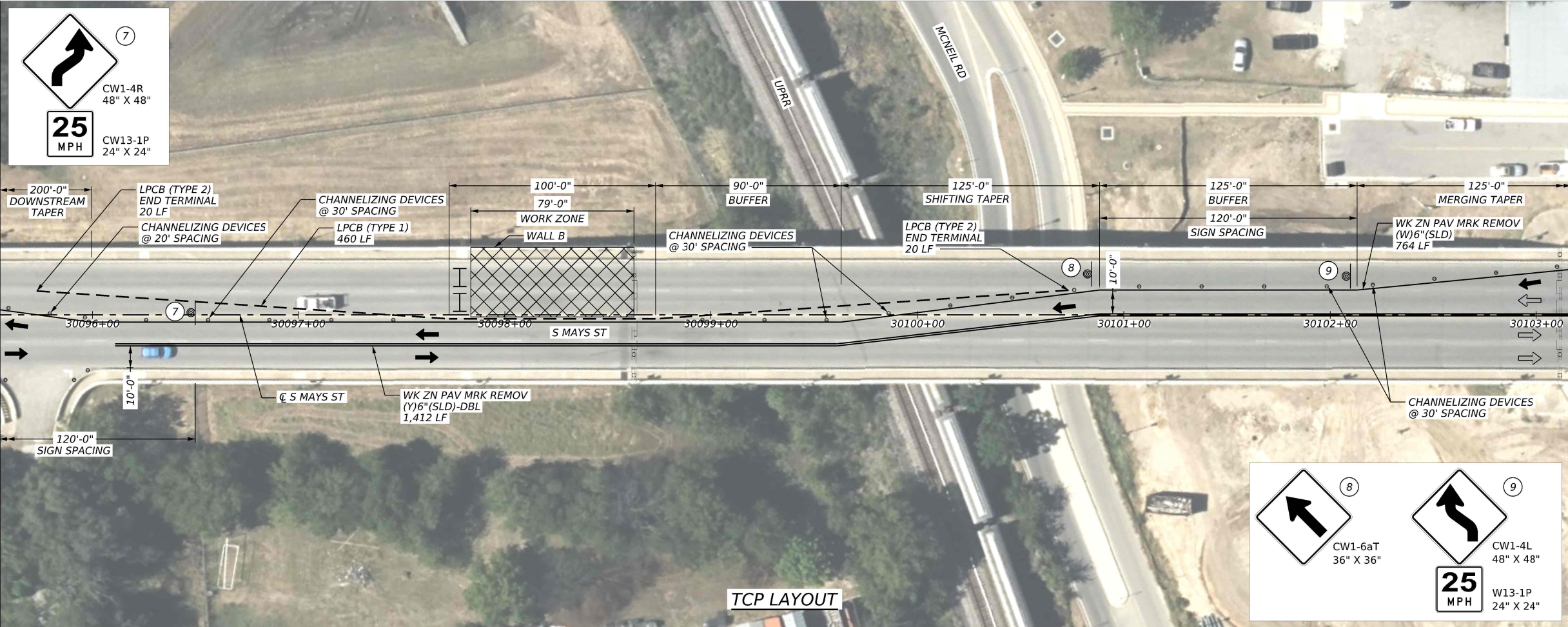
- EXIST LANE DIRECTION
- PROP LANE DIRECTION
- CURRENT CONSTRUCTION
- TY III BARRICADE
- CHANNELIZING DEVICE
- LOW PROFILE CONCRETE BARRIER (LPCB)
- SIGN
- SIGN NUMBER
- TRAILER MOUNTED FLASHING ARROW BOARD

GENERAL NOTES:

1. INSTALL ALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE TxDOT BC STANDARDS AND THE LATEST EDITION OF THE TEXAS MUTCD.
2. EXISTING UTILITIES SHALL BE FIELD VERIFIED AND PROTECTED BEFORE CLEARING WORK AREA.
3. REFER TO TCP STANDARDS FOR ADDITIONAL SIGN AND TRAFFIC CONTROL DEVICE REQUIREMENTS.



MATCH LINE STA 30095+55.04



MATCH LINE STA 30103+17.00

NO.	DATE	REVISION	APPROV.

**AGUIRRE & FIELDS**  
ENGINEERING INNOVATORS  
TEXAS REGISTERED ENGINEERING FIRM F-739  
ROUND ROCK, TEXAS

**SOUTH MAYS STREET**

**TCP EXHIBIT  
PHASE 1**

FED RD DIV. NO.	FEDERAL AID PROJECT	HIGHWAY
---	---	S MAYS
STATE	DISTRICT	COUNTY
TEXAS	---	WILLIAMSON
CONTROL	SECTION	JOB
---	---	---

SHEET 1 of 2

12

4:57:49 PM  
3/27/2025  
c:\pw-af\pw-af-prod\steven.eschel\0363260\AF-SHT-TCP-LAY-PHASE 1\_01.dgn

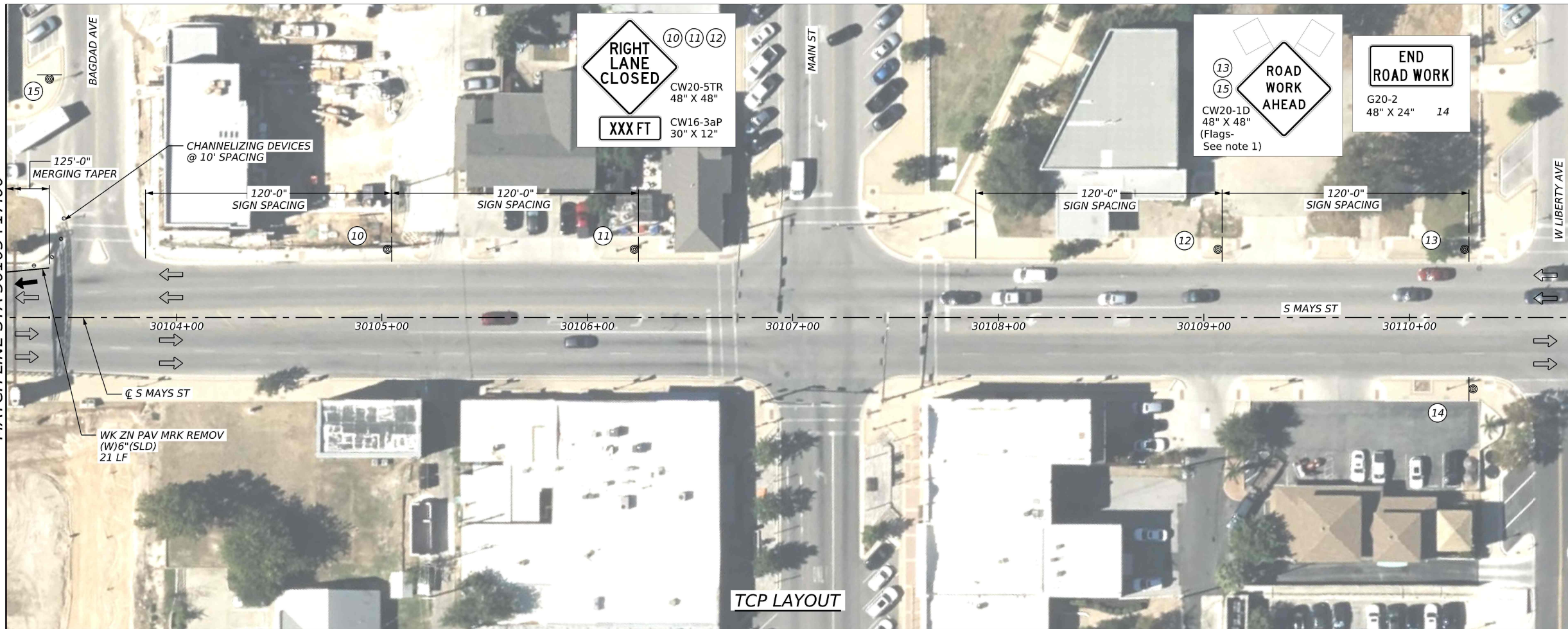


4:58:20 PM  
3/27/2025  
c:\pw-a\pw-a\prod\stevenson\eschele\0363260\AF-SHT-TCP-LAY-PHASE 1\_02.dgn

MATCH LINE STA 30110+78.96



MATCH LINE STA 30103+17.00



MATCH LINE STA 30110+78.96

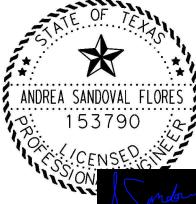
LEGEND:

- EXIST LANE DIRECTION
- PROP LANE DIRECTION
- CURRENT CONSTRUCTION
- TY III BARRICADE
- CHANNELIZING DEVICE
- LOW PROFILE CONCRETE BARRIER (LPCB)
- SIGN
- SIGN NUMBER
- TRAILER MOUNTED FLASHING ARROW BOARD

GENERAL NOTES:

- INSTALL ALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE TxDOT BC STANDARDS AND THE LATEST EDITION OF THE TEXAS MUTCD.
- EXISTING UTILITIES SHALL BE FIELD VERIFIED AND PROTECTED BEFORE CLEARING WORK AREA.
- REFER TO TCP STANDARDS FOR ADDITIONAL SIGN AND TRAFFIC CONTROL DEVICE REQUIREMENTS.

NO.	DATE	REVISION	APPROV.



3/27/2025



SOUTH MAYS STREET

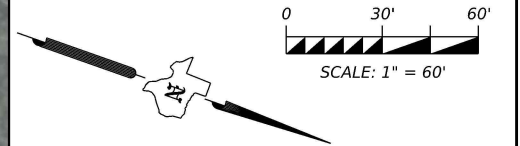
TCP EXHIBIT  
PHASE 1

SHEET 2 of 2

FED RD DIV NO.	FEDERAL AID PROJECT	HIGHWAY
---	---	S MAYS
STATE	DISTRICT	COUNTY
TEXAS	---	WILLIAMSON
CONTROL	SECTION	JOB
---	---	---
13		



END  
ROAD WORK  
G20-2  
48" X 24" 1



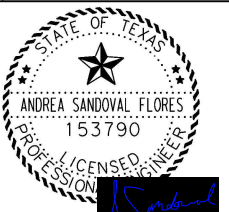
**LEGEND:**

- EXIST LANE DIRECTION
- PROP LANE DIRECTION
- CURRENT CONSTRUCTION
- TY III BARRICADE
- CHANNELIZING DEVICE
- LOW PROFILE CONCRETE BARRIER (LPCB)
- SIGN
- SIGN NUMBER
- TRAILER MOUNTED FLASHING ARROW BOARD

**GENERAL NOTES:**

1. INSTALL ALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE TxDOT BC STANDARDS AND THE LATEST EDITION OF THE TEXAS MUTCD.
2. EXISTING UTILITIES SHALL BE FIELD VERIFIED AND PROTECTED BEFORE CLEARING WORK AREA.
3. REFER TO TCP STANDARDS FOR ADDITIONAL SIGN AND TRAFFIC CONTROL DEVICE REQUIREMENTS.

NO.	DATE	REVISION	APPROV.



**AGUIRRE & FIELDS**  
ENGINEERING INNOVATORS  
TEXAS REGISTERED ENGINEERING FIRM F-739



**SOUTH MAYS STREET**

**TCP EXHIBIT  
PHASE 2**

SHEET 1 of 2

FED RD DIV. NO.	FEDERAL AID PROJECT	HIGHWAY
---	---	S MAYS
STATE	DISTRICT	COUNTY
TEXAS	---	WILLIAMSON
CONTROL	SECTION	JOB
---	---	---

14

MATCH LINE STA 30095+55.04

MATCH LINE STA 30103+17.00

TCP LAYOUT

TCP LAYOUT

4:58:45 PM  
3/27/2025  
C:\pw-a\pw-a\prod\stevenson\eschel\0363260\AF-SHT-TCP-LAY-PHASE 2\_01.dgn

MATCH LINE STA 30095+55.04



4:59:09 PM  
3/27/2025  
c:\pw-a\pw-a\prod\stevenson\eschele\0363260\AF-SHT-TCP-LAY-PHASE 2\_02.dgn

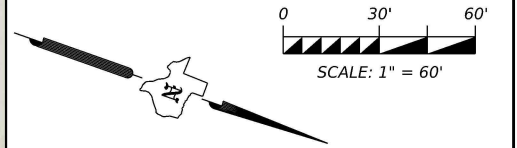
MATCH LINE STA 30110+78.96

MATCH LINE STA 30103+17.00



MATCH LINE STA 30110+78.96

- GENERAL NOTES:**
1. INSTALL ALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE TxDOT BC STANDARDS AND THE LATEST EDITION OF THE TEXAS MUTCD.
  2. EXISTING UTILITIES SHALL BE FIELD VERIFIED AND PROTECTED BEFORE CLEARING WORK AREA.
  3. REFER TO TCP STANDARDS FOR ADDITIONAL SIGN AND TRAFFIC CONTROL DEVICE REQUIREMENTS.



- LEGEND:**
- EXIST LANE DIRECTION
  - PROP LANE DIRECTION
  - CURRENT CONSTRUCTION
  - TY III BARRICADE
  - CHANNELIZING DEVICE
  - LOW PROFILE CONCRETE BARRIER (LPCB)
  - SIGN
  - SIGN NUMBER
  - TRAILER MOUNTED FLASHING ARROW BOARD

NO.	DATE	REVISION	APPROV.

2/27/2025

**AGUIRRE & FIELDS**  
ENGINEERING INNOVATORS  
TEXAS REGISTERED ENGINEERING FIRM F-739

**SOUTH MAYS STREET**

**TCP EXHIBIT  
PHASE 2**

SHEET 2 of 2

FED RD DIV NO.	FEDERAL AID PROJECT	HIGHWAY
---	---	S MAYS
STATE	DISTRICT	COUNTY
TEXAS	---	WILLIAMSON
CONTROL	SECTION	JOB
---	---	---

15