



**CENTRAL TEXAS  
Regional Mobility Authority**

## Regular Meeting of the Board of Directors

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9:30 a.m.  
Wednesday, February 26, 2014

Lowell H. Lebermann, Jr., Board Room  
3300 N. IH-35, Suite 300  
Austin, Texas 78705

## AGENDA

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### ***No action on the following:***

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1. Welcome and opening remarks by the Chairman and members of the Board of Directors.
2. Opportunity for Public Comment – See *Notes* at the end of this agenda.

### ***Discuss, consider, and take appropriate action on the following:***

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3. Approve the minutes for the January 29, 2014, Regular Board Meeting.
4. Authorize installation of traffic signals at the intersection of Hero Way with the northbound and southbound 183A frontage roads.
5. Authorize installation of traffic signals at the intersection of Scottsdale Drive with the northbound and southbound 183A frontage roads.
6. Authorize the Executive Director to issue certain directive letters to Central Texas Mobility Constructors under the design-build comprehensive development agreement for the Manor Expressway.
7. Approve an amendment to the Policy Code to adopt the exceptions authorized by state law from procurement requirements for a county.
8. Adopt a resolution expressing intent to finance expenditures to be incurred for development of the Manor Expressway project.
9. Adopt a resolution expressing intent to finance expenditures to be incurred for development of the MoPac South project.

10. Adopt a resolution expressing intent to finance expenditures to be incurred for development of the 183 North project.
11. Adopt a resolution expressing intent to finance expenditures to be incurred for development of the MoKan Corridor project.
12. Approve the financial statements for January 2014.

***Briefing and discussion with no action proposed on the following:***

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13. Briefing on procedures to establish the speed limit for Mobility Authority roadways.
14. Executive Director's report
  - A. Project Status Updates, including communications update on the MoPac Improvement Project
  - B. Traffic lights at 183A frontage roads and Hero Way.
  - C. Board Retreat.
  - D. Update on Carma Pilot Project.
  - E. Update on smartphone app to address MoPac-related congestion.

***Executive Session***

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*Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.*

*The Board may deliberate the following items in executive session if announced by the Chairman:*

15. Discuss legal issues related to claims by or against the Mobility Authority, pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation With Attorney).
16. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).

***Reconvene in Open Session.***

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***Discuss, consider, and take appropriate action on the following:***

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17. Authorize issuing a request for qualifications for a design-build contract to develop the Bergstrom Expressway (183 South) Project, and designate Wesley M. Burford, P.E., Director of Engineering, as the Authority's representative for that procurement process and for the duration of the work on the project.
18. Adjourn Meeting.

***NOTES***

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***Opportunity for Public Comment.*** At the beginning and at the end of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to the Mobility Authority's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the public comment period. If a speaker's topic is not listed on this agenda, the Board may not deliberate the speaker's topic or question the speaker during the open comment period, but may direct staff to investigate the matter or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not deliberate or act on an item that is not listed on this agenda.

***Public Comment on Agenda Items.*** A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board takes up consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

***Meeting Procedures.*** The order and numbering of agenda items is for ease of reference only. After the meeting is convened, the Chairman may rearrange the order in which agenda items are considered, and the Board may consider items on the agenda in any order or at any time during the meeting.

***Persons with disabilities.*** If you plan to attend this meeting and may need auxiliary aids or services, such as an interpreter for those who are deaf or hearing impaired, or if you are a reader of large print or Braille, please contact Jennifer Guernica at (512) 996-9778 at least two days before the meeting so that appropriate arrangements can be made.



**CENTRAL TEXAS**  
**Regional Mobility Authority**

## AGENDA ITEM #1 SUMMARY

Welcome, Opening Remarks and Board Member Comments.

Welcome, Opening Remarks and Board Member Comments

Board Action Required: NO



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #2 SUMMARY

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Open Comment Period for Public Comment.  
Public Comment on Agenda Items.

**Open Comment Period for Public Comment** - At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to CTRMA's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the open comment period. If the speaker's topic is not listed on this agenda, the Board may not deliberate the topic or question the speaker during the open comment period, but may direct staff to investigate the subject further or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not act on an item that is not listed on this agenda.

**Public Comment on Agenda Items** - A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board's consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

Board Action: NO



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #3 SUMMARY

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Approve the minutes for the January 29, 2014  
Regular Board Meeting.

Department: Law  
Associated Costs: None  
Funding Source: None  
Board Action Required: YES (by Motion)

Description of Matter:

The Minutes for the January 29, 2014 Regular Board Meeting

Attached documentation for reference:

Draft Minutes for the January 29, 2014 Regular Board Meeting

Contact for further information:

Andrew Martin, General Counsel

## MINUTES

### Regular Meeting of the Board of Directors of the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, January 29, 2014  
8:30 A.M.

The meeting was held in the Mobility Authority's Lowell H. Lebermann, Jr., Board Room at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Notice of the meeting was posted January 24, 2014 at the respective County Courthouses of Williamson and Travis Counties; online on the website of the Secretary of State; online on the website of the Mobility Authority; and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849.

**1. Welcome and Opening Remarks by Chairman Ray Wilkerson.**

Chairman Ray Wilkerson called the meeting to order at 8:43 a.m. and called the roll. Directors present at the time the meeting was called to order were Mr. Jim Mills, Mr. David Singleton, Ms. Nikelle Meade, and Mr. David Armbrust. Mr. Charles Heimsath joined the dais prior to discussion of item 6. Mr. Bob Bennett joined the dais prior to discussion of item 7.

**2. Open Comment Period.**

No public comments were offered during the Open Comment Period.

**3. Approve the minutes for the December 18, 2013, Regular Meeting of the Board of Directors.**

Chairman Ray Wilkerson presented for Board consideration the minutes for the December 18, 2013, Regular Board Meeting. Mr. Jim Mills moved to approve the minutes as drafted, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 5-0, and the minutes were approved as drafted.

**4. Award a contract for crack sealing on 183A.**

Mr. Wes Burford presented this item. It is recommended that the contract be awarded to the lowest responsive bidder, D.I.J. Construction, Inc. Following submittal and review of the contract bond and insurance documents, the contract will be executed and a Notice to Proceed can be issued.

Mr. Charles Heimsath moved for approval, and Mr. Jim Mills seconded the motion. The motion carried unanimously, 5-0, and the resolution was approved as drafted.

**5. Approve a new work authorization with Atkins North America, Inc., to provide general engineering consultant services for development of the Bergstrom Expressway project.**

Mr. Wes Burford presented this item. Atkins North America, Inc. will provide General Engineering Consultant services related to project activities required to assist the Mobility Authority in the development of the Bergstrom Expressway. These efforts will include, but not be limited to, Project management, administrative tasks, and program oversight including: coordination with TxDOT, Consultants, Resource Agencies, TxDOT Environmental Affairs Division, and the FHWA as required for permitting, environmental approval, Schematic Design Review, Design Alternative Analysis, Toll Systems Design support, Public Involvement support, advancement of utility relocations, procurement management services and additional activities as specifically requested by the Authority.

Mr. Charles Heimsath moved for approval, and Mr. David Armbrust seconded the motion. The motion carried unanimously, 5-0, and the resolution was approved as drafted.

**6. Approve a work authorization with Telvent USA LLC relating to design, development, testing, and installation of a dynamic tolling system for the MoPac Improvement Project.**

Mr. Tim Reilly presented this item. This proposed work authorization with Telvent USA LLC provides for the design, development, installation and testing of a dynamic tolling system and related Intelligent Transportation System for the MoPac Improvement Project. The System will be an all-electronic system that uses a dynamic pricing structure to manage operations of the Express Lanes and will be fully compatible with the toll collection systems which have been designed and implemented for 183A and the Manor Expressway.

Mr. Jim Mills moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 6-0, and the resolution was approved as drafted.

**7. Approve an amendment to the toll system implementation contract with Telvent USA LLC to extend the length of that contract and increase total compensation payable for services provided under the contract.**

Mr. Tim Reilly presented this item. The amendment will increase the maximum compensation payable under the Contract to \$33,575,185.11, and will extend the term of the Contract to 180 days after the contractor completes all services authorized and required of all work authorizations and approved change orders.

Mr. Bob Bennett moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

**8. Authorize the Executive Director to negotiate a proprietary purchase from Metropia, Inc., for software and smartphone application to manage traffic congestion resulting from construction of the MoPac Improvement Project.**

Mr. Tim Reilly presented this item. Metropia, Inc., provides a unique incentive based traffic congestion management software and smartphone application that assists its users in avoiding traffic delays by providing real-time traffic information, but also a prediction of near-time future



congestion. Travelers are provided with an incentive to contribute to lessening traffic congestion by changing their travel time to a less-congested time period or by choosing an alternative route offered by the application instead of a congested route. Metropia, Inc., was the only respondent to a Request for Information issued by the Mobility Authority for incentive-based congestion management software. This application is being considered to assist in managing and routing traffic during the construction of the MoPac Improvement Project and continuing to assist in managing traffic corridors throughout the Central Texas Region.

Mr. Jim Mills moved for approval, and Mr. Bob Bennett seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

**9. Approve an expedited administrative change order approval process for use with the MoPac Improvement Project.**

Item 9 was deferred until after item 17.

**10. Approve an amendment to the Investment Policy [Article I, Chapter 2 of the Policy Code] following the annual review of that policy.**

Ms. Cindy Demers presented this item. The Public Funds Investment Act (PFIA) requires governing bodies to annually adopt its investment policy. The only change to the policy we are recommending this year is allowing the maximum maturity for individual securities to be up to 5 years to the extent cash flows allow. Any maturity greater than 5 years would require Board approval.

Ms. Nikelle Meade moved for approval, and Mr. Bob Bennett seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

**11. Approve an updated list of financial institutions and brokers authorized to provide investment services to the Mobility Authority.**

Ms. Cindy Demers presented this item. Sec. 201.011 of the Mobility Authority's Policy Code provides that "financial institutions and qualified brokers authorized to provide investment services and engage in investment transactions with the authority" shall be approved by separate resolution of the Board of Directors.

This item updates the Mobility Authority's current list of authorized financial institutions and investment brokers.

Mr. Charles Heimsath moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

**12. Approve the financial statements for December, 2013.**

Ms. Cindy Demers presented this item. There was nothing unusual to report for the December financial statements.

Mr. Bob Bennett moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

**Briefing and discussion on the following:**

**13. Quarterly Briefing on the MoPac Improvement Project.**

Ms. Heather Reavey presented this item. Weekly task force meetings continue, water quality maintenance plans and tree protections plans were submitted to the oversight team and reviewed. Final designs and early release for construction were completed for Segments 2B and 3. Surveying and geotechnical soil borings were completed by CH2M Hill's team, and data was finalized. Erosion control measures are being installed along the corridor in preparation for constructions, and fabrication of pre-cast concrete barrier rail continues. TxDOT negotiated an agreement to remediate asbestos coating present on bridges in advance of CH2M Hill demolition and widening activities. The project is on schedule.

**14. Quarterly Briefing on the Manor Expressway Project.**

Mr. Alastair Miller presented this item. Phase I is completed and currently open to tolled traffic. Central Texas Mobility Constructors has completed much of the frontage road construction for Phase II. Eastbound and westbound mainlane construction has seen significant progress. Utility relocation continues. Substantial completion is anticipated for May 2014. Phase II of the Manor Expressway Project supported 494 jobs during the month of December 2013. Some sustainability initiatives include solar-powered traffic control devices, pavement and topsoil reuse, recycled fill, wood and steel recycling, utilization of reclaimed or non-treated water, separating waste for landfills, and equipment emission reduction.

**15. Executive Director's report.**

Chairman Wilkerson congratulated Mr. David Singleton, Mr. Charles Heimsath, and Mr. David Armbrust on being reappointed

Mr. Mike Heiligenstein presented this item and announced the Board Workshop would be held in March 2014. IBTTA has a legislative conference in March in DC.

**Executive Session Pursuant to Government Code, Chapter 551**

Chairman Wilkerson announced in open session at 9:51 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following item:

16. Discuss legal issues related to claims by or against the Mobility Authority; pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation With Attorney).

The Board reconvened in open meeting at 10:46 a.m., and Chairman Wilkerson announced that no action was taken in Executive Session.

**9. Approve an expedited administrative change order approval process for use with the MoPac Improvement Project.**

Mr. Andy Martin presented this item. This item authorizes the Executive Director to approve

any change orders, in any amount, to the design/build contract with CH2MHill for development of the MoPac Improvement Project. Due to the importance of completing the MoPac Improvement Project on schedule, the Executive Director recommends that the Board authorize his approval of a change order to CH2MHill in any amount within contingency reserves without specific prior Board action.

Chairman Wilkerson amended the resolution to authorize the Executive Director to approve change orders to the design build contract with CH2MHill for the MoPac Improvement Project, with the approval of the Executive Committee, in the amount above \$300,000 not to exceed \$5 million in additional costs to the Mobility Authority without prior Board consideration or approval of such change order.

Mr. Bob Bennett moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the draft resolution was approved as amended by Chairman Wilkerson.

**18. Approve an agreement with Hill Country Constructors to close out the construction contract for 183A.**

Mr. Andy Martin presented this item. 183A Project is complete and staff recommends approval to close out the construction contract with Hill Country Constructors.

Ms. Nikelle Meade recused herself from this item. Mr. David Singleton moved for approval, and Mr. Bob Bennett seconded the motion. The motion carried unanimously, 6-0, and the resolution was approved as drafted.

**19. Adjourn Meeting.**

Chairman Ray Wilkerson declared the meeting adjourned at 10:49 a.m. with unanimous consent.



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #4 SUMMARY

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Authorize installation of traffic signals at the intersection of Hero Way with the northbound and southbound 183A frontage roads.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: approximately \$100,000 (most materials already owned by Mobility Authority)

Funding Source: General Funds

Board Action Required: Yes

Description of Matter:

The intersection of 183A and Hero Way is currently stop-controlled. A Traffic Signal Warrant Analysis was performed on January 16, 2014 and indicates that a signal is warranted.

The results of the warrant are based on the data collected in accordance with the TxDOT standard process for signals. The peak hour criteria (Warrant 3 - Peak Hour) were met. It is recommended that a traffic signal be installed.

Reference documentation: Draft Resolution  
Traffic Study Warrants  
Support Letter from Leander City Mayor Fielder and  
Williamson County Commissioner Long

Contact for further information: Wesley M. Burford, P.E., Director of Engineering

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

**RESOLUTION NO. 14-\_\_\_**

**AUTHORIZING INSTALLATION OF TRAFFIC SIGNALS AT  
THE INTERSECTION OF HERO WAY WITH THE NORTHBOUND  
AND SOUTHBOUND 183A FRONTAGE ROADS**

WHEREAS, the Director of Engineering has recently completed an engineering and traffic study for the intersection of the 183A frontage roads and Hero Way to determine if traffic signals at the intersections are now warranted; and

WHEREAS, based on the results of the engineering and traffic study and the resources now available to the Mobility Authority, the Executive Director recommends the installation of traffic signals at the intersections of the 183A frontage roads and Hero Way.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the installation of traffic signals at the intersection of the 183A frontage roads and Hero Way as recommended by the Executive Director, and authorizes and directs the Executive Director to complete the installation of those traffic signals within a reasonable time.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 02/26/14

**Traffic Signal Warrant**  
**183A Frontage Road**  
**And Hero Way**



**CENTRAL TEXAS**  
**Regional Mobility Authority**



*by* 2-10-14

February 2014

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## I. PROJECT DESCRIPTION

This report presents a summary of findings for a Traffic Signal Warrant Analysis performed by HNTB Corporation, Inc. for the intersection of 183A Frontage Road and Hero Way in Leander, Williamson County, Texas. A Site Location Map has been included in the Appendix of this report as *Exhibit 1*.

In order to conduct the signal warrant analysis 24-hour traffic counts were collected for the intersection of 183A and Hero Way on January 16, 2014. Based on previous data obtained in September 2013 for the Annual Traffic Report, the intersection of 183A Southbound Frontage Road and Hero Way had the highest volumes and number of accidents. This data can be found in the Appendix of this report as *Exhibit 2*. A site visit was also conducted to observe the geometric configuration of the intersection as well as any unique characteristics about the approaches.

The intersection of 183A and Hero Way is currently a diamond interchange with the frontage road divided with 183A main lanes. The northbound and southbound frontage roads speed limit is 60 mph and Hero Way Approach is 45 mph. Hero Way Approach is currently stop-controlled at both intersections.

## II. ANALYSIS

The 2011 Texas Manual on Uniform Traffic Control Devices (TMUTCD) requires that certain warrants be met prior to the installation of a traffic signal. These warrants are summarized at follows:

- |                                |                                       |
|--------------------------------|---------------------------------------|
| 1. Eight-Hour Vehicular Volume | 5. School Crossing                    |
| 2. Four-Hour Vehicular Volume  | 6. Coordinated Signal System          |
| 3. Peak Hour                   | 7. Crash Experience                   |
| 4. Pedestrian Volume           | 8. Roadway Network                    |
|                                | 9. Intersection Near a Grade Crossing |

Below are the TMUTCD descriptions of the Traffic Signal Warrants. In addition to the descriptions, TMUTCD also considers sound engineering judgment and recommendations as enough evidence to warrant the necessity of a traffic signal.

### A. Warrant 1 – Eight-Hour Vehicular Volume

This warrant involves three (3) conditions (A, B, or a combination of A and B) which can individually satisfy the conditions of Warrant 1. Condition A is the Minimum Vehicular Volume which is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Condition B is the Interruption of Continuous Traffic which is intended for application where the traffic volume on a major street is so heavy that traffic on a minor street suffers excessively.

B. Warrant 2 – Four-Hour Vehicular Volume

This warrant is intended to be applied where the volumes of intersecting traffic is the principal reason to consider installing a traffic control signal.

C. Warrant 3 – Peak Hour

This warrant is intended for use at a location where traffic conditions are such that for a minimum of one (1) hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

D. Warrant 4 – Pedestrian Volume

This warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

E. Warrant 5 – School Crossing

This warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

F. Warrant 6 – Coordinated Signal System

This warrant is when progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

G. Warrant 7 – Crash Experience

This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. Requests for crash data have been submitted to TxDOT and we have yet to receive them.

H. Warrant 8 – Roadway Network

This warrant is analyzed when installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway.

I. Warrant 9 – Intersection Near a Grade Crossing

This warrant is analyzed when installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway.

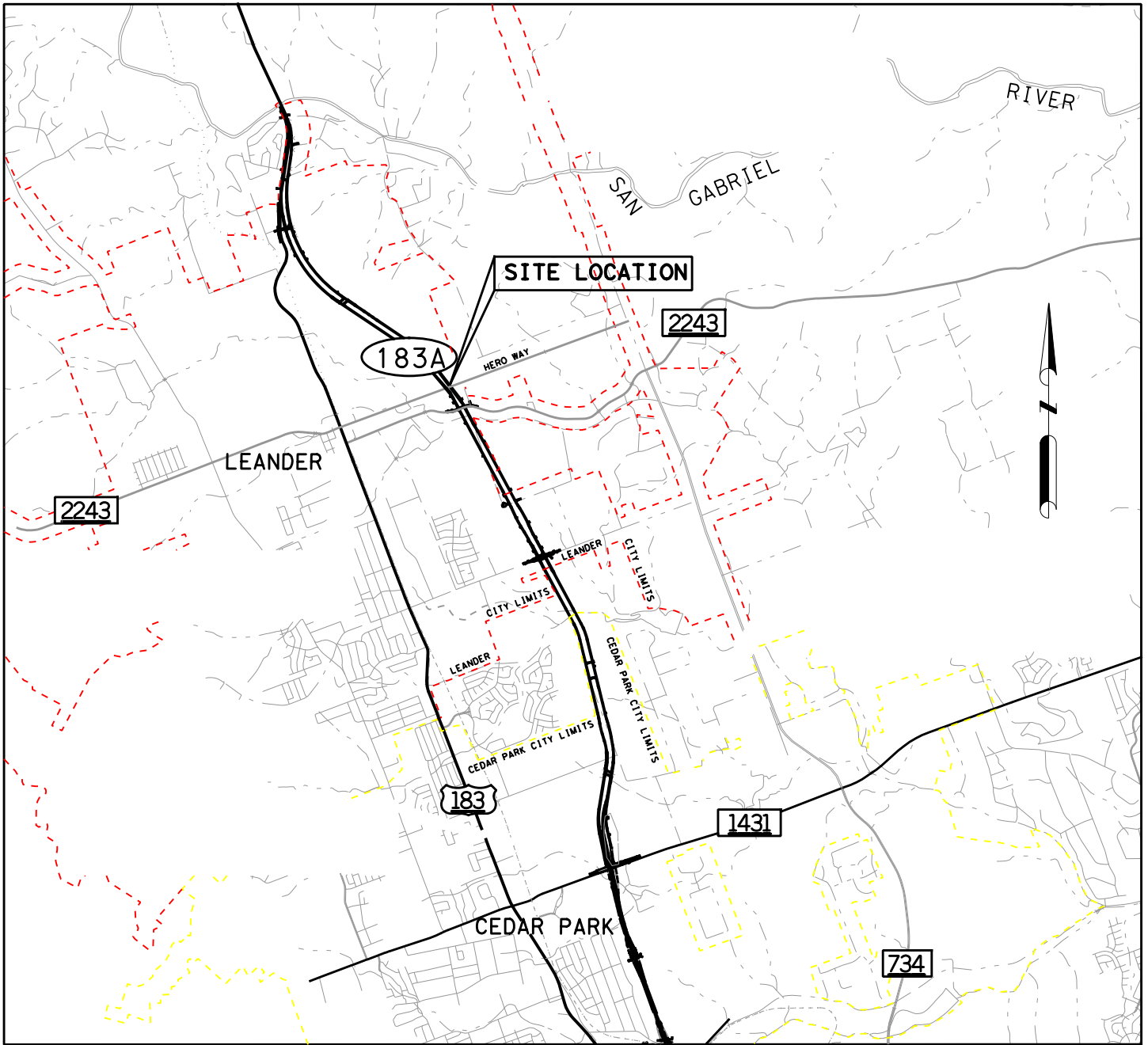
### III. RESULTS AND RECOMMENDATIONS

The following results and recommendations are based on data that has been collected, standards set by the TMUTCD. The signal warrant was performed for the 183A Southbound Frontage Road and Hero Way existing conditions. Due to the high volume of accidents, Warrant 7 was analyzed but did not meet the minimum volumes criteria. Warrant 3 satisfied the peak hour criteria therefore a traffic signal installation is recommended to be installed. Please refer to *Exhibit 3* within the Appendix of this report for the detailed Signal Warrant Worksheets.

# APPENDIX

**EXHIBIT 1**

**SITE LOCATION MAP**



**EXHIBIT 1**  
*SITE LOCATION*

**EXHIBIT 2**

**24-HOUR TRAFFIC COUNTS**

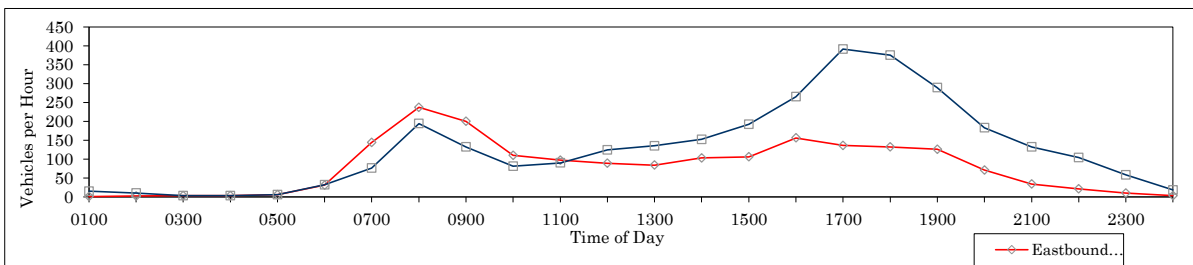
Traffic Data Report	
24 Hour Vehicle Count	
Location	Hero Way at 183A SBFR
City	Leander, Texas
Date	January 16, 2014
Speed Limit	
Notes	



Hero Way				
End Time per Interval	Eastbound Approach		Westbound Approach	
0015	0		5	
0030	1		6	
0045	0		1	
0100	0	1	3	15
0115	0		2	
0130	0		4	
0145	0		1	
0200	2	2	3	10
0215	1		1	
0230	2		1	
0245	0		0	
0300	0	3	1	3
0315	1		0	
0330	1		1	
0345	1		2	
0400	0	3	0	3
0415	1		2	
0430	2		1	
0445	1		3	
0500	2	6	0	6
0515	3		7	
0530	9		3	
0545	13		5	
0600	6	31	17	32
0615	24		16	
0630	32		20	
0645	45		13	
0700	43	144	27	76
0715	57		39	
0730	59		46	
0745	56		54	
0800	65	237	55	194
0815	69		35	
0830	48		32	
0845	51		38	
0900	32	200	27	132
0915	32		11	
0930	27		25	
0945	28		20	
1000	23	110	25	81
1015	22		21	
1030	22		14	
1045	28		24	
1100	25	97	31	90
1115	22		29	
1130	19		27	
1145	24		33	
1200	24	89	35	124

Hero Way				
End Time per Interval	Eastbound Approach		Westbound Approach	
1215	21		35	
1230	20		27	
1245	24		38	
1300	19	84	35	135
1315	20		49	
1330	35		39	
1345	24		23	
1400	24	103	41	152
1415	21		33	
1430	19		54	
1445	35		54	
1500	31	106	51	192
1515	40		43	
1530	33		85	
1545	50		54	
1600	33	156	83	265
1615	39		83	
1630	29		123	
1645	36		88	
1700	32	136	97	391
1715	37		102	
1730	27		101	
1745	39		80	
1800	29	132	92	375
1815	36		87	
1830	30		87	
1845	43		67	
1900	17	126	48	289
1915	17		57	
1930	26		43	
1945	14		55	
2000	14	71	28	183
2015	9		42	
2030	8		29	
2045	7		32	
2100	10	34	29	132
2115	6		27	
2130	7		29	
2145	7		27	
2200	1	21	21	104
2215	3		18	
2230	1		17	
2245	4		13	
2300	2	10	10	58
2315	2		5	
2330	1		5	
2345	0		4	
2400	0	3	4	18

24-Hour Approach Volume: 1,905      3,060  
 Total 24-Hour Approach Volume: 4,965





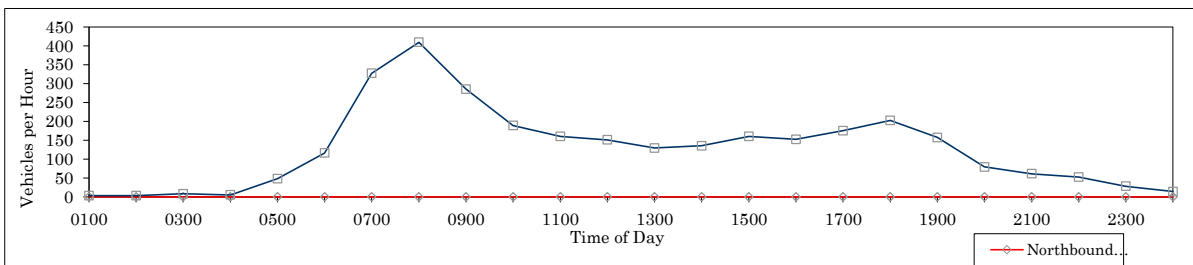
Traffic Data Report	
24 Hour Vehicle Count	
Location	183A SBFR at Hero Way
City	Leander, Texas
Date	January 16, 2014
Speed Limit	
Notes	



183A SBFR		
End Time per Interval	Northbound Approach	Southbound Approach
0015		0
0030		2
0045		0
0100	0	1 3
0115		0
0130		2
0145		0
0200	0	1 3
0215		2
0230		0
0245		5
0300	0	1 8
0315		3
0330		1
0345		0
0400	0	1 5
0415		3
0430		8
0445		14
0500	0	23 48
0515		17
0530		27
0545		36
0600	0	36 116
0615		72
0630		73
0645		88
0700	0	94 327
0715		96
0730		102
0745		99
0800	0	112 409
0815		85
0830		75
0845		69
0900	0	56 285
0915		56
0930		57
0945		35
1000	0	41 189
1015		46
1030		40
1045		35
1100	0	39 160
1115		37
1130		50
1145		36
1200	0	28 151

183A SBFR		
End Time per Interval	Northbound Approach	Southbound Approach
1215		31
1230		33
1245		33
1300	0	32 129
1315		48
1330		29
1345		30
1400	0	28 135
1415		34
1430		37
1445		48
1500	0	41 160
1515		26
1530		30
1545		55
1600	0	41 152
1615		44
1630		48
1645		44
1700	0	39 175
1715		41
1730		54
1745		48
1800	0	59 202
1815		37
1830		48
1845		35
1900	0	37 157
1915		19
1930		20
1945		18
2000	0	22 79
2015		13
2030		23
2045		13
2100	0	12 61
2115		12
2130		9
2145		17
2200	0	14 52
2215		12
2230		5
2245		10
2300	0	1 28
2315		5
2330		5
2345		3
2400	0	1 14

24-Hour Approach Volume: 0 3,048  
 Total 24-Hour Approach Volume: 3,048



**EXHIBIT 3**

**SIGNAL WARRANT WORKSHEETS**



Form Revised 2/27/2012

# Traffic Survey — Count Analysis

## 2011 TMUTCD Warrants

County: Williamson District: Austin  
 City: Leander Population: \_\_\_\_\_ Survey Date: 1-16-14

	Name	Control	Section	85% Speed
Major	Hero Way	Stop		45 MPH
Minor	183A SBFR	Free		

**Eight Highest Hours:** Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.		Comments:
	Veh. Total	Ped. Total	Veh. Total	Ped. Total	
8:00 AM	431		409		
6:00 PM	507		202		
5:00 PM	527		175		
9:00 AM	332		285		
4:00 PM	421		152		
7:00 PM	415		157		
7:00 AM	220		327		
3:00 PM	298		160		

### Warrant 1. Eight Hour Vehicular Volume

Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition A.  
 – *or* –  
 Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition B.  
 – *or* –  
 Yes  No Meets 80%<sup>d</sup> of Conditions A and B.  
 – *or* –  
 Yes  No Meets 56%<sup>d</sup> of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

### Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)				Vehicles per hour on higher-volume Minor St approach (One Direction Only)					
Major Street	Minor Street	Required				Existing	Required				Existing
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	500	400	350	280		150	120	105	84	
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336	298	200	160	140	112	160
1	2 or more	500	400	350	280		200	160	140	112	

### Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)				Vehicles per hour on higher-volume Minor St approach (One Direction Only)					
Major Street	Minor Street	Required				Existing	Required				Existing
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	750	600	525	420		75	60	53	42	
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504	298	100	80	70	56	160
1	2 or more	750	600	525	420		100	80	70	56	

<sup>a</sup>Basic minimum hourly volume.

<sup>b</sup>Used for combination of Conditions A and B after adequate trial of other remedial measures.

<sup>c</sup>May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

<sup>d</sup>May be used for combination of Conditions A and B after adequate trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

**Warrant 2. Four Hour Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).
------------------------------	--	---

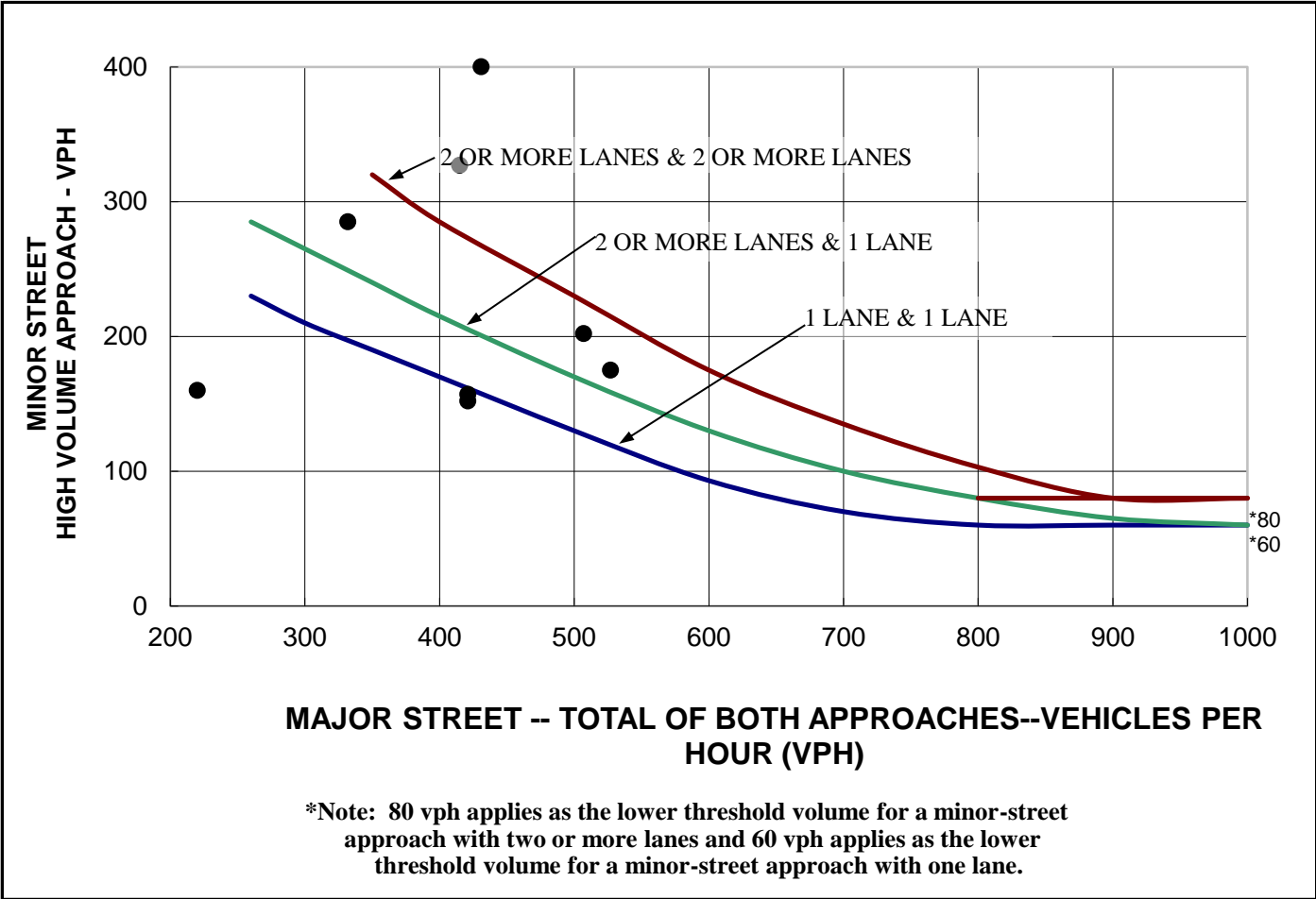


Figure 1. Four-hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 2.)

**Warrant 3. Peak Hour (70% Factor)**

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are all of the following conditions true for any four consecutive 15 minute periods? 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, <i>and</i> 2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, <i>and</i> 3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
- or -	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets one High Hour (Warrant 3 — see Figure 2).

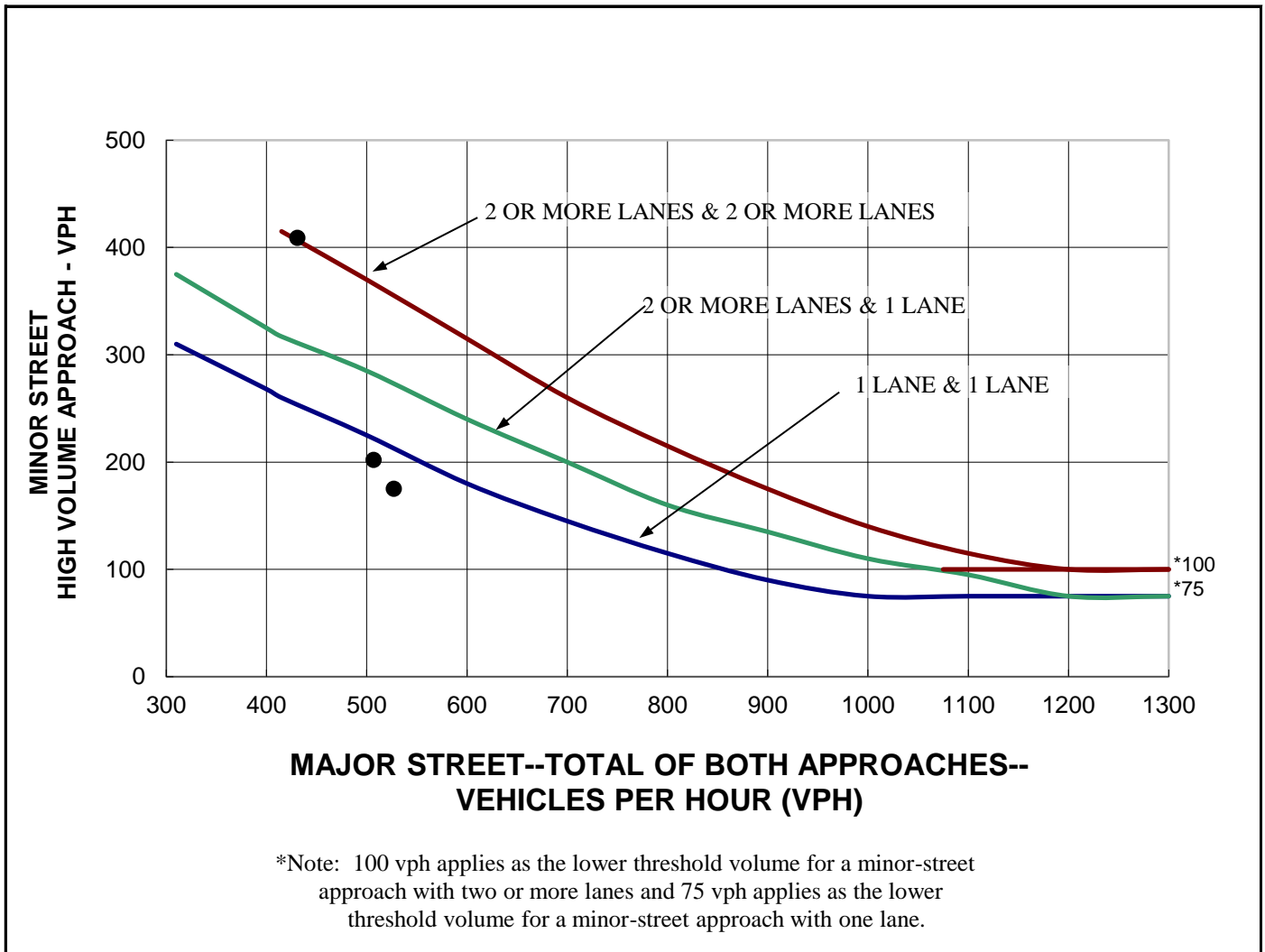


Figure 2. Peak hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 3.)

**Warrant 4. Four Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant4 — see Figure 3).
------------------------------	--	--

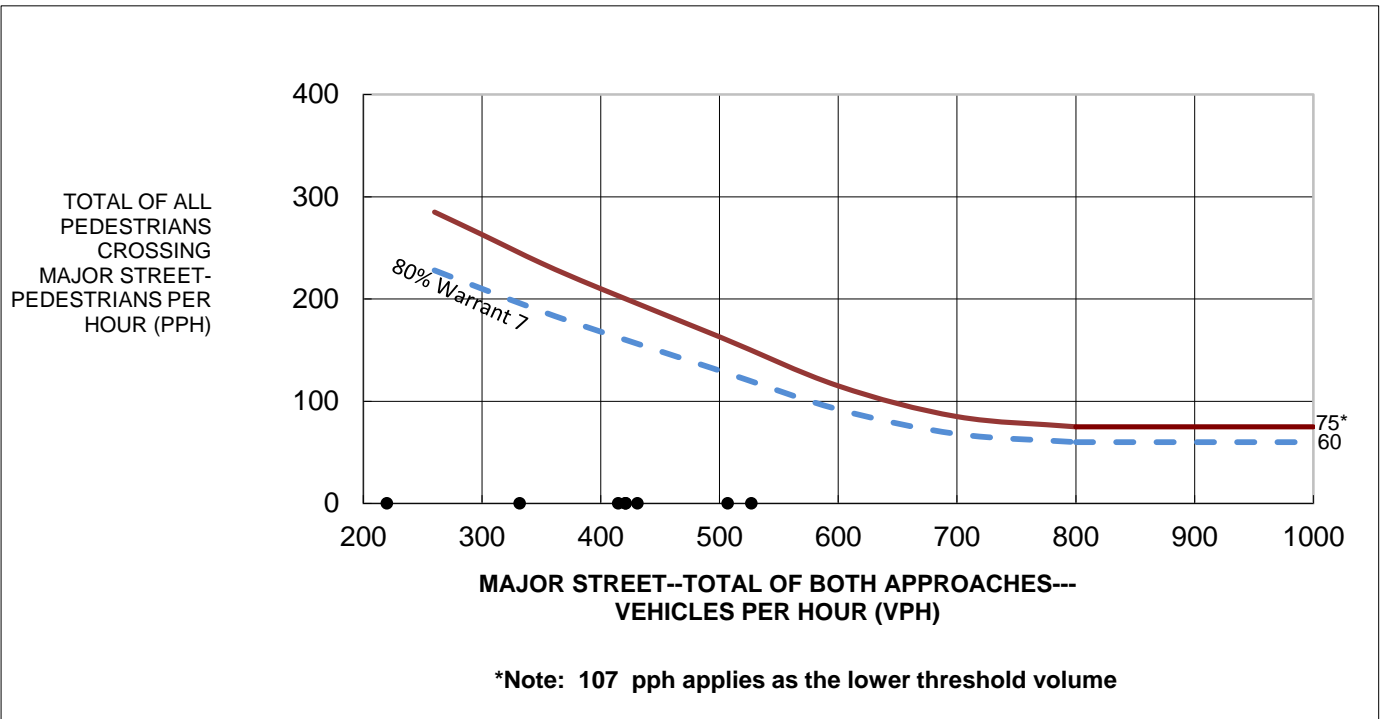


Figure 3. Four-hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

**Warrant 4. Peak Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets Peak Hour Pedestrian (Warrant4 — see Figure 4).
------------------------------	--	---

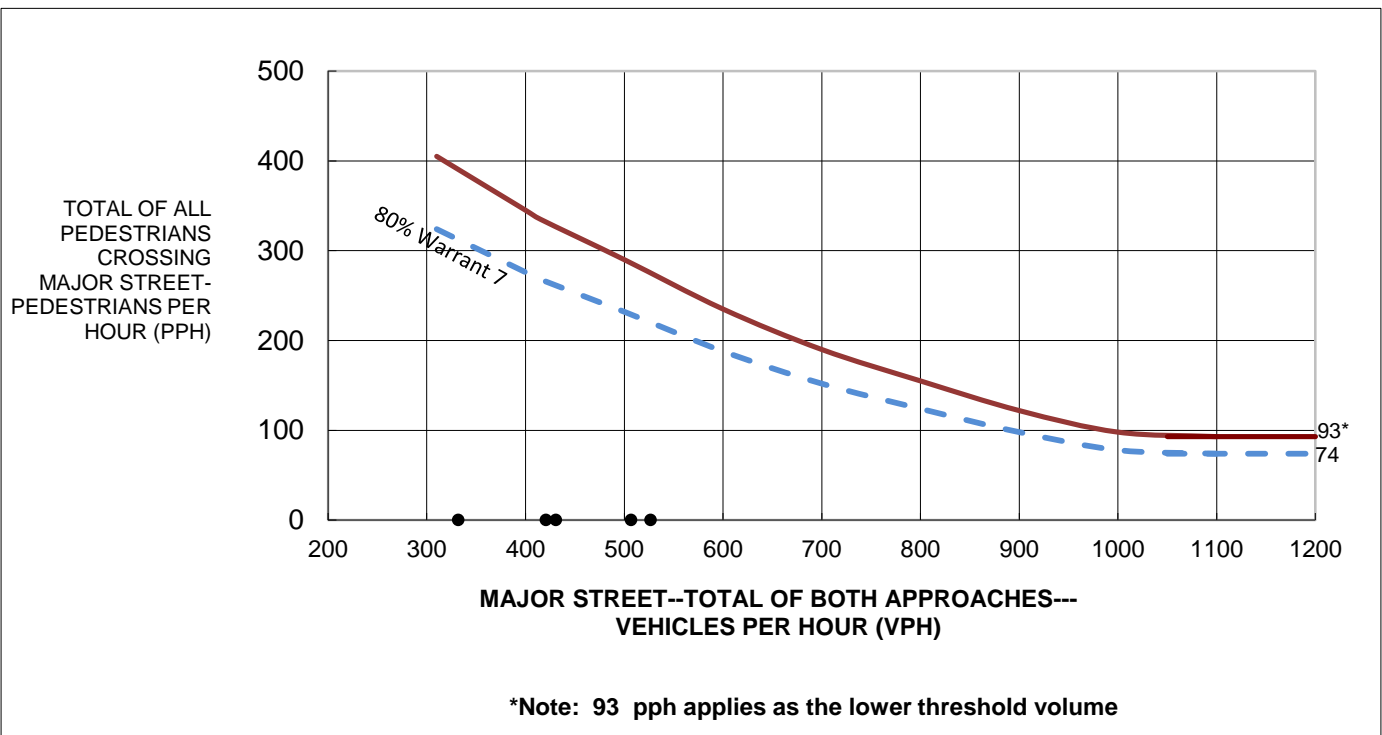


Figure 4. Peak hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

**Warrant 5. School Crossing**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	N/A	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period? – <i>and</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Is there a minimum of 20 students during the highest crossing hour? – <i>and</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)

**Warrant 6. Coordinated Signal System**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	N/A	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur? – <i>or</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

**Warrant 7. Crash Experience**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is one of the following conditions met?: <ul style="list-style-type: none"> <li>◆ 80% of Condition A or Condition B in Warrant 1</li> <li>◆ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000)</li> <li>◆ 80 % or more of Warrant 4 met?</li> </ul> – <i>and</i> –
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

**Warrant 8. Roadway Network**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday. – <i>or</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

Major Street	Minor Street	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It includes rural or suburban highways outside, entering, or traversing a city.
<input type="checkbox"/>	<input type="checkbox"/>	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

**Remarks:**

**Warrant 9. Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets one High Hour (Warrant 9 — see Figure 5).
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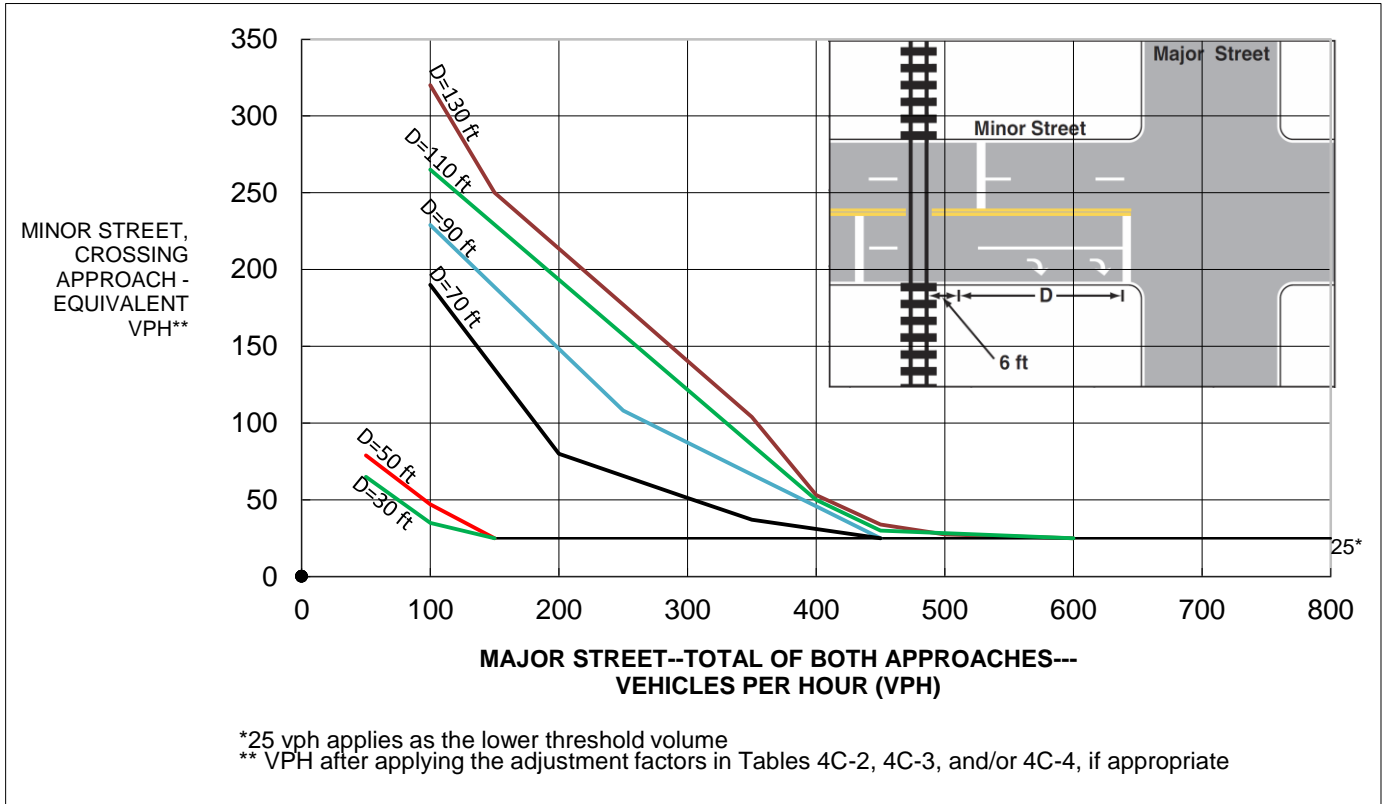


Figure 5. Railroad Grade Crossing (Two or More Approach Lanes at the Track Crossing).  
 (Warrant 9.)





January 14, 2014

Mike Heligenstein  
Executive Director  
Central Texas Regional Mobility Authority  
3300 N IH-35, Suite 300  
Austin, TX 78705


Dear Mr. Heligenstein,

While the opening of Hero Way has brought increased mobility to the Leander area, it has also created an overwhelming traffic safety problem occurring at the intersection of Hero Way and the 183A frontage roads. Within the first ten months of operation, over 30 traffic accidents were reported at this intersection. This past Friday, January 10, 2014 there was an accident involving a fatality of a beloved Liberty Hill resident.

We strongly urge the Mobility Authority to address this problem immediately. Given the Friday fatality, a fully signalized intersection should now be warranted. I am sure you can appreciate the seriousness of the situation and share our concern.

Your time and attention to this matter is greatly appreciated. Nothing is more important than the safety of our citizens and we would like to see the appropriate measures taken to prevent another accident or fatality from taking place.

Sincerely,

  
Christopher Fielder  
Mayor, City of Leander

  
Cynthia Long  
Williamson County Commissioner

Cc: Ray Wilkerson, CTRMA Board Chair  
Bob Daigh, Williamson County Senior Director of Infrastructure



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #5 SUMMARY

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Authorize installation of traffic signals at the intersection of Scottsdale Drive with the northbound and southbound 183A frontage roads.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: approximately \$200,000

Funding Source: General Funds (\$100,000 is to be reimbursed by Developer, Pecan Grove - SPVEF, L.P., to the Mobility Authority per an executed Developer's Agreement for the signal at Scottsdale Drive)

Board Action Required: Yes

Description of Matter: The intersection of 183A and Scottsdale Drive is currently stop-controlled. A Traffic Signal Warrant Analysis was performed in September 2013 and indicates that a signal is warranted.

The results of the warrant are based on the data collected in accordance with the TxDOT standard process for signals. The vehicular volume criteria (Warrant 2 - Four-Hour Vehicular Volume) and peak hour criteria (Warrant 3 - Peak Hour) were met. It is recommended that a traffic signal be installed.

Reference documentation: Traffic Signal Warrant  
Developer's Agreement with Pecan Grove

Contact for further information: Wesley M. Burford, P.E., Director of Engineering

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

**RESOLUTION NO. 14-\_\_\_**

**AUTHORIZING INSTALLATION OF TRAFFIC SIGNALS AT  
THE INTERSECTION OF SCOTTSDALE DRIVE WITH THE NORTHBOUND  
AND SOUTHBOUND 183A FRONTAGE ROADS**

WHEREAS, under that certain Development Agreement between the Mobility Authority and Pecan Grove – SPVEF, L.P. (the “Developer”), effective March 8, 2013, the Developer has agreed to pay \$100,000.00 towards the cost of installing a traffic signal at the intersection of the northbound 183A frontage road and Scottsdale Drive when the Mobility Authority determines that the installation of the traffic signal is warranted; and

WHEREAS, the Director of Engineering has recently completed an engineering and traffic study for the intersection of the 183A frontage roads and Scottsdale Drive to determine if traffic signals at the intersections are now warranted; and

WHEREAS, based on the results of the engineering and traffic study and the resources now available to the Mobility Authority, the Executive Director recommends the installation of traffic signals at the intersections of the 183A frontage roads and Scottsdale Drive.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the installation of traffic signals at the intersection of the 183A frontage roads and Scottsdale Drive as recommended by the Executive Director, and authorizes and directs the Executive Director to complete the installation of those traffic signals within a reasonable time.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 02/26/14

**Traffic Signal Warrant**  
**183A Frontage Road**  
**And Scottsdale Drive**



**CENTRAL TEXAS**  
**Regional Mobility Authority**



*[Handwritten signature]* 2-14-14

February 2014

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## LIST OF EXHIBITS

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## I. PROJECT DESCRIPTION

This report presents a summary of findings for a Traffic Signal Warrant Analysis performed by HNTB Corporation, Inc. for the intersection of 183A Frontage Road and Scottsdale Drive in Cedar Park, Williamson County, Texas. A Site Location Map has been included in the Appendix of this report as *Exhibit 1*.

In order to conduct the signal warrant analysis 24-hour traffic counts were collected for the intersection of 183A and Scottsdale Drive on September 18-19, 2013. In addition to the 24-hour traffic counts, turning movements counter were collected on September 19, 2013 and updated turning movement counts were collected on December 13, 2013. This data can be found in the Appendix of this report as *Exhibit 2*. A site visit was also conducted to observe the geometric configuration of the intersection as well as any unique characteristics about the approaches.

The intersection of 183A and Scottsdale Drive is currently a diamond interchange with the frontage road divided with 183A mainlanes. The 183A northbound and southbound frontage roads speed limit is 60 mph and Scottsdale Drive approach is 25 mph. Scottsdale Drive approach is currently stop-controlled at both intersections.

## II. ANALYSIS

The 2011 Texas Manual on Uniform Traffic Control Devices (TMUTCD) strongly recommends at least one warrant be met prior to the installation of a traffic signal. These warrants are summarized as follows:

- |                                |                                       |
|--------------------------------|---------------------------------------|
| 1. Eight-Hour Vehicular Volume | 5. School Crossing                    |
| 2. Four-Hour Vehicular Volume  | 6. Coordinated Signal System          |
| 3. Peak Hour                   | 7. Crash Experience                   |
| 4. Pedestrian Volume           | 8. Roadway Network                    |
|                                | 9. Intersection Near a Grade Crossing |

Below are the TMUTCD descriptions of the Traffic Signal Warrants. In addition to the descriptions, TMUTCD also considers sound engineering judgment and recommendations as enough evidence to warrant the necessity of a traffic signal.

### A. Warrant 1 – Eight-Hour Vehicular Volume

This warrant involves three (3) conditions (A, B, or a combination of A and B) which can individually satisfy the conditions of Warrant 1. Condition A is the Minimum Vehicular Volume which is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Condition B is the Interruption of Continuous Traffic which is intended for application where the traffic volume on a major street is so heavy that traffic on a minor street suffers excessively.

B. Warrant 2 – Four-Hour Vehicular Volume

This warrant is intended to be applied where the volumes of intersecting traffic is the principal reason to consider installing a traffic control signal.

C. Warrant 3 – Peak Hour

This warrant is intended for use at a location where traffic conditions are such that for a minimum of one (1) hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

D. Warrant 4 – Pedestrian Volume

This warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

E. Warrant 5 – School Crossing

This warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

F. Warrant 6 – Coordinated Signal System

This warrant is when progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

G. Warrant 7 – Crash Experience

This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

H. Warrant 8 – Roadway Network

This warrant is analyzed when installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway.

I. Warrant 9 – Intersection Near a Grade Crossing

This warrant is analyzed when installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway.



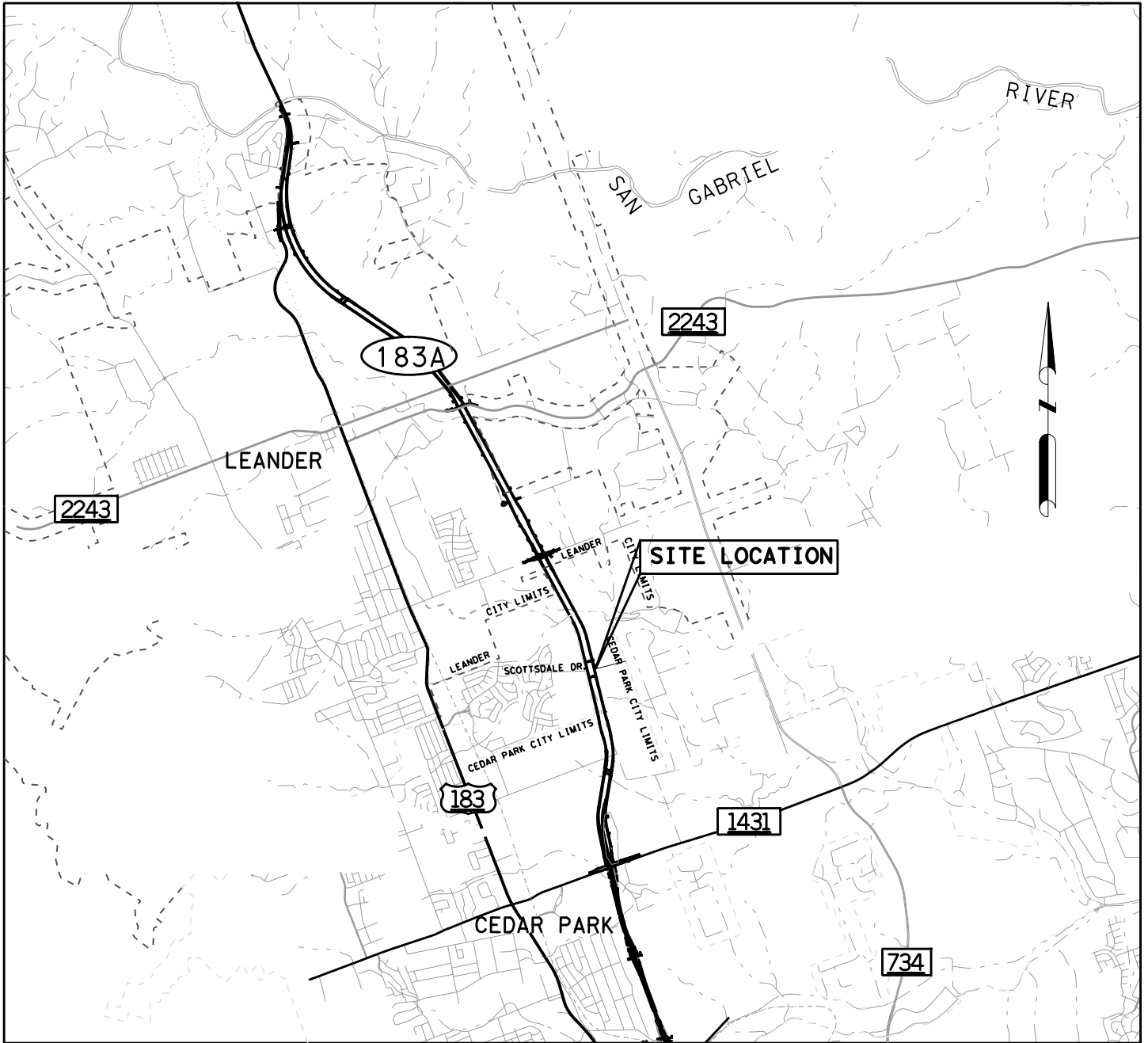
### **III. RESULTS AND RECOMMENDATIONS**

The following results and recommendations are based on data that has been collected, standards set by the TMUTCD. Due to the high volume of accidents, Warrant 7 was analyzed but did not meet the minimum volumes criteria. Warrants 2 (Four-hour Vehicular Volume) and 3 (Peak Hour) satisfied the volume criteria set by TMUTCD therefore a traffic signal installation is recommended to be installed. For analysis purposes, Scottsdale Drive was evaluated as a single lane approach and the WB right turning vehicles were not considered because the right-turn lane is currently free-flowing. Please refer to *Exhibit 3* within the Appendix of this report for the detailed Signal Warrant Worksheets.

# APPENDIX

**EXHIBIT 1**

**SITE LOCATION MAP**



**EXHIBIT 1**  
*SITE LOCATION*

**EXHIBIT 2**

**24-HOUR TRAFFIC COUNTS**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
1				GRAM Traffic, Inc.											Page 1		
2				21220 Jakes Hill Rd													
3				Hutto, TX 78634													
4				51											Scottsdale Dr		
5														Just east of Northbound Frontage			
6														Site Code:			
7																	
8																	
9																	
10		18-Sep-13	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals						
11		Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon					
12	12:00		0	2			0	4									
13	12:15		0	3			0	2									
14	12:30		0	7			0	4									
15	12:45		0	3	0	15	0	1	0	11	0	26					
16	01:00		0	2			0	1									
17	01:15		0	4			0	2									
18	01:30		0	10			0	2									
19	01:45		0	2	0	18	0	4	0	9	0	27					
20	02:00		0	2			0	4									
21	02:15		0	7			0	3									
22	02:30		2	3			1	3									
23	02:45		0	0	2	12	0	2	1	12	3	24					
24	03:00		0	5			0	0									
25	03:15		0	4			0	6									
26	03:30		0	0			0	2									
27	03:45		0	4	0	13	0	1	0	9	0	22					
28	04:00		0	0			0	4									
29	04:15		0	2			0	1									
30	04:30		0	0			0	2									
31	04:45		0	3	0	5	0	1	0	8	0	13					
32	05:00		0	0			0	1									
33	05:15		0	2			0	3									
34	05:30		2	4			0	2									
35	05:45		2	3	4	9	0	1	0	7	4	16					
36	06:00		0	0			0	2									
37	06:15		0	2			0	2									
38	06:30		2	0			0	2									
39	06:45		1	4	3	6	0	2	0	8	3	14					
40	07:00		1	0			0	3									
41	07:15		2	0			1	0									
42	07:30		0	0			0	0									
43	07:45		3	0	6	0	0	1	1	4	7	4					
44	08:00		4	0			2	0									
45	08:15		0	0			1	0									
46	08:30		2	0			0	0									
47	08:45		5	0	11	0	0	0	3	0	14	0					
48	09:00		6	0			1	0									
49	09:15		4	0			0	0									
50	09:30		6	0			0	0									
51	09:45		6	0	22	0	4	0	5	0	27	0					
52	10:00		0	0			2	0									
53	10:15		0	0			2	0									
54	10:30		2	0			5	0									
55	10:45		4	0	6	0	4	0	13	0	19	0					
56	11:00		5	0			0	0									
57	11:15		2	0			0	0									
58	11:30		5	0			4	0									
59	11:45		2	0	14	0	0	0	4	0	18	0					
60	Total		68	78			27	68			95	146					
61	Percent		46.6%	53.4%			28.4%	71.6%			39.4%	60.6%					

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				GRAM Traffic, Inc.											Page 2	
2				21220 Jakes Hill Rd												
3				Hutto, TX 78634												
4				512-832-8650												
5															Scottsdale Dr	
6															Just east of Northbound Frontage	
7															Site Code:	
8																
9																
10		19-Sep-13	Eastbound	Hour Totals		Westbound		Hour Totals		Combined Totals						
11		Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon				
12	12:00		0	8			0	3								
13	12:15		0	7			0	4								
14	12:30		0	3			0	2								
15	12:45		0	0	0	18	0	3	0	12	0	30				
16	01:00		0	0			0	1								
17	01:15		0	6			0	2								
18	01:30		0	3			0	2								
19	01:45		0	2	0	11	0	2	0	7	0	18				
20	02:00		0	0			0	0								
21	02:15		0	6			0	3								
22	02:30		0	5			0	3								
23	02:45		0	2	0	13	0	0	0	6	0	19				
24	03:00		0	0			0	1								
25	03:15		0	2			0	0								
26	03:30		0	0			0	0								
27	03:45		0	1	0	3	0	3	0	4	0	7				
28	04:00		0	3			0	2								
29	04:15		0	1			0	1								
30	04:30		0	2			0	3								
31	04:45		0	5	0	11	0	2	0	8	0	19				
32	05:00		0	0			0	2								
33	05:15		0	0			0	2								
34	05:30		0	2			0	3								
35	05:45		0	3	0	5	0	0	0	7	0	12				
36	06:00		0	1			0	2								
37	06:15		0	0			0	1								
38	06:30		4	0			0	0								
39	06:45		0	0	4	1	0	0	0	3	4	4				
40	07:00		2	1			0	3								
41	07:15		0	2			0	4								
42	07:30		2	0			0	0								
43	07:45		1	0	5	3	1	0	1	7	6	10				
44	08:00		4	0			1	0								
45	08:15		0	2			1	1								
46	08:30		3	0			0	0								
47	08:45		2	0	9	2	0	0	2	1	11	3				
48	09:00		0	0			0	0								
49	09:15		4	0			2	0								
50	09:30		13	0			2	0								
51	09:45		0	0	17	0	1	0	5	0	22	0				
52	10:00		0	0			1	0								
53	10:15		4	0			1	0								
54	10:30		8	0			2	0								
55	10:45		0	0	12	0	0	0	4	0	16	0				
56	11:00		0	0			0	0								
57	11:15		0	0			2	0								
58	11:30		2	0			1	0								
59	11:45		1	0	3	0	6	0	9	0	12	0				
60	Total		50	67			21	55			71	122				
61	Percent		42.7%	57.3%			27.6%	72.4%			36.8%	63.2%				
63	Grand Total		118	145			48	123			166	268				
64	Percent		44.9%	55.1%			28.1%	71.9%			38.2%	61.8%				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
1				GRAM Traffic, Inc.											Page 1		
2				21220 Jakes Hill Rd													
3				Hutto, TX 78634													
4				51											Scottsdale Dr		
5														In between NB and SB Frontage R			
6														Site Code:			
7																	
8																	
9																	
10		18-Sep-13	Westbound	Hour Totals		Eastbound		Hour Totals		Combined Totals							
11		Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon					
12	12:00		2	30			2	7									
13	12:15		5	30			0	7									
14	12:30		5	24			0	12									
15	12:45		1	33	13	117	1	24	3	50	16	167					
16	01:00		4	26			1	10									
17	01:15		3	37			0	17									
18	01:30		1	39			0	10									
19	01:45		3	34	11	136	0	8	1	45	12	181					
20	02:00		0	27			0	9									
21	02:15		1	42			0	8									
22	02:30		3	39			0	8									
23	02:45		1	40	5	148	0	3	0	28	5	176					
24	03:00		3	41			0	8									
25	03:15		0	42			0	8									
26	03:30		1	50			0	10									
27	03:45		0	48	4	181	0	11	0	37	4	218					
28	04:00		0	60			1	4									
29	04:15		0	70			1	7									
30	04:30		0	71			1	8									
31	04:45		4	80	4	281	1	5	4	24	8	305					
32	05:00		1	79			2	9									
33	05:15		1	98			1	11									
34	05:30		3	114			4	16									
35	05:45		7	90	12	381	1	24	8	60	20	441					
36	06:00		3	73			3	19									
37	06:15		8	70			6	21									
38	06:30		6	63			16	14									
39	06:45		2	55	19	261	21	9	46	63	65	324					
40	07:00		4	60			39	7									
41	07:15		18	60			23	8									
42	07:30		9	62			28	8									
43	07:45		9	63	40	245	39	6	129	29	169	274					
44	08:00		18	66			36	7									
45	08:15		8	56			54	3									
46	08:30		7	49			25	4									
47	08:45		15	52	48	223	19	5	134	19	182	242					
48	09:00		14	49			7	7									
49	09:15		16	45			4	4									
50	09:30		4	32			8	5									
51	09:45		20	27	54	153	3	1	22	17	76	170					
52	10:00		12	19			6	3									
53	10:15		17	18			2	1									
54	10:30		12	13			10	1									
55	10:45		27	13	68	63	2	0	20	5	88	68					
56	11:00		20	6			7	0									
57	11:15		21	16			1	0									
58	11:30		21	9			9	1									
59	11:45		31	6	93	37	5	1	22	2	115	39					
60	Total			371	2226		389	379			760	2605					
61	Percent			14.3%	85.7%		50.7%	49.3%			22.6%	77.4%					



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
1																	
2								GRAM Traffic, Inc. 21220 Jakes Hill Rd Hutto, TX 78634 512-832-8650						Page 2			
3																	
4																	
5														Scottsdale Dr			
6														In between NB and SB Frontage R			
7														Site Code:			
8																	
9																	
10		19-Sep-13	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals						
11		Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon					
12	12:00		11	27			0	5									
13	12:15		10	22			1	2									
14	12:30		4	29			0	5									
15	12:45		9	22	34	100	2	5	3	17	37	117					
16	01:00		7	25			1	6									
17	01:15		5	24			0	6									
18	01:30		10	26			0	7									
19	01:45		1	32	23	107	0	6	1	25	24	132					
20	02:00		2	25			0	4									
21	02:15		2	47			0	5									
22	02:30		2	31			0	7									
23	02:45		0	37	6	140	0	11	0	27	6	167					
24	03:00		2	33			0	12									
25	03:15		1	39			0	10									
26	03:30		0	24			1	17									
27	03:45		0	42	3	138	0	21	1	60	4	198					
28	04:00		0	58			2	21									
29	04:15		1	60			0	7									
30	04:30		1	55			0	16									
31	04:45		5	73	7	246	2	16	4	60	11	306					
32	05:00		1	88			1	18									
33	05:15		1	106			1	18									
34	05:30		3	93			4	19									
35	05:45		4	97	9	384	2	27	8	82	17	466					
36	06:00		6	73			2	18									
37	06:15		6	69			4	22									
38	06:30		5	82			10	13									
39	06:45		8	64	25	288	16	14	32	67	57	355					
40	07:00		13	51			25	12									
41	07:15		15	55			45	4									
42	07:30		14	54			27	2									
43	07:45		16	58	58	218	35	4	132	22	190	240					
44	08:00		9	71			41	5									
45	08:15		11	51			62	7									
46	08:30		14	45			31	2									
47	08:45		15	34	49	201	11	10	145	24	194	225					
48	09:00		7	43			8	5									
49	09:15		10	35			1	5									
50	09:30		15	34			6	2									
51	09:45		12	35	44	147	3	2	18	14	62	161					
52	10:00		8	23			5	1									
53	10:15		10	23			6	2									
54	10:30		16	16			9	0									
55	10:45		11	17	45	79	5	1	25	4	70	83					
56	11:00		19	8			3	2									
57	11:15		11	6			4	0									
58	11:30		16	10			6	2									
59	11:45		27	10	73	34	2	1	15	5	88	39					
60	Total		376	2082			384	407			760	2489					
61	Percent		15.3%	84.7%			48.5%	51.5%			23.4%	76.6%					
63	Grand Total		747	4308			773	786			1520	5094					
64	Percent		14.8%	85.2%			49.6%	50.4%			23.0%	77.0%					









	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1				GRAM Traffic, Inc.											Page 1
2				21220 Jakes Hill Rd											
3				Hutto, TX 78634											
4				51											
5															Scottsdale Dr
6															Between 183A S
7															Site Code:
8															
9															
10		18-Sep-13	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals				
11		Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon			
12	12:00			4	52			3	47						
13	12:15			1	59			5	59						
14	12:30			0	49			2	74						
15	12:45			2	47	7	207	3	42	13	222	20	429		
16	01:00			2	37			0	35						
17	01:15			0	48			1	40						
18	01:30			0	35			3	44						
19	01:45			1	36	3	156	0	48	4	167	7	323		
20	02:00			1	54			3	44						
21	02:15			1	42			0	53						
22	02:30			2	50			1	47						
23	02:45			7	56	11	202	0	59	4	203	15	405		
24	03:00			5	35			0	69						
25	03:15			7	51			1	78						
26	03:30			8	44			2	85						
27	03:45			17	45	37	175	3	94	6	326	43	501		
28	04:00			13	49			2	86						
29	04:15			25	70			2	105						
30	04:30			36	68			4	115						
31	04:45			34	80	108	267	10	91	18	397	126	664		
32	05:00			50	71			4	87						
33	05:15			91	76			10	76						
34	05:30			121	74			12	77						
35	05:45			131	58	393	279	20	56	46	296	439	575		
36	06:00			191	34			25	65						
37	06:15			135	48			40	58						
38	06:30			143	37			32	74						
39	06:45			144	35	613	154	21	78	118	275	731	429		
40	07:00			146	31			30	88						
41	07:15			152	28			23	63						
42	07:30			93	30			37	54						
43	07:45			78	32	469	121	28	63	118	268	587	389		
44	08:00			52	33			21	54						
45	08:15			55	20			22	49						
46	08:30			55	17			8	42						
47	08:45			43	9	205	79	20	29	71	174	276	253		
48	09:00			27	13			17	18						
49	09:15			29	8			19	20						
50	09:30			40	7			16	15						
51	09:45			36	4	132	32	26	13	78	66	210	98		
52	10:00			33	3			25	9						
53	10:15			29	2			19	16						
54	10:30			37	4			30	9						
55	10:45			40	7	139	16	42	6	116	40	255	56		
56	11:00			44	5			27	12						
57	11:15			43	7			31	10						
58	11:30			49	1			35	4						
59	11:45			65	6	201	19	38	9	131	35	332	54		max
60	Total			2318	1707			723	2469			3041	4176		
61	Percent			57.6%	42.4%			22.7%	77.3%			42.1%	57.9%		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1				GRAM Traffic, Inc.										Page 2
2				21220 Jakes Hill Rd										
3				Hutto, TX 78634										
4				512-832-8650										
5														Scottsdale
6														Between 18
7														Site Code:
8														
9														
10		19-Sep-13	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals			
11		Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon		
12	12:00		5	35			8	31						
13	12:15		3	26			5	27						
14	12:30		3	25			10	31						
15	12:45		1	30	12	116	2	32	25	121	37	237		
16	01:00		3	39			2	28						
17	01:15		2	35			2	50						
18	01:30		2	46			2	34						
19	01:45		2	28	9	148	0	44	6	156	15	304		
20	02:00		1	62			3	42						
21	02:15		1	36			1	40						
22	02:30		2	48			0	35						
23	02:45		3	52	7	198	0	57	4	174	11	372		
24	03:00		4	53			1	84						
25	03:15		11	50			1	96						
26	03:30		4	60			2	76						
27	03:45		16	57	35	220	4	92	8	348	43	568		
28	04:00		13	73			0	103						
29	04:15		19	93			1	122						
30	04:30		26	72			4	102						
31	04:45		39	87	97	325	5	100	10	427	107	752		
32	05:00		44	74			7	84						
33	05:15		100	78			9	89						
34	05:30		97	66			10	100						
35	05:45		137	54	378	272	28	70	54	343	432	615		
36	06:00		158	49			29	70						
37	06:15		168	40			24	81						
38	06:30		138	32			34	67						
39	06:45		154	30	618	151	30	62	117	280	735	431		
40	07:00		142	42			24	81						
41	07:15		159	22			37	61						
42	07:30		101	17			38	58						
43	07:45		85	33	487	114	35	40	134	240	621	354		
44	08:00		58	26			12	54						
45	08:15		42	19			15	45						
46	08:30		42	13			14	36						
47	08:45		55	9	197	67	18	40	59	175	256	242		
48	09:00		37	14			18	29						
49	09:15		45	12			16	23						
50	09:30		40	6			18	16						
51	09:45		41	5	163	37	13	17	65	85	228	122		
52	10:00		36	4			21	12						
53	10:15		34	4			16	7						
54	10:30		30	7			21	9						
55	10:45		24	5	124	20	31	12	89	40	213	60		
56	11:00		35	1			31	6						
57	11:15		36	4			25	4						
58	11:30		33	2			32	4						
59	11:45		44	5	148	12	29	13	117	27	265	39		
60	Total		2275	1680			688	2416			2963	4096		
61	Percent		57.5%	42.5%			22.2%	77.8%			42.0%	58.0%		
63	Grand Total		4593	3387			1411	4885			6004	8272		
64	Percent		57.6%	42.4%			22.4%	77.6%			42.1%	57.9%		

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : Scottsdale-NBpm  
Site Code : 00000003  
Start Date : 9/19/2013  
Page No : 1

Start Time	Southbound						Scottsdale Westbound						US 183A Frontage Northbound						Scottsdale Eastbound					
	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Uturn	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total
15:30	0	0	0	0	0	0	0	2	2	0	0	4	34	97	1	0	132	16	0	0	0	0	16	152
15:45	0	0	0	0	0	0	0	1	0	0	1	53	102	1	3	159	22	0	0	0	0	22	182	
Total	0	0	0	0	0	0	0	3	2	0	5	87	199	2	3	291	38	0	0	0	0	38	334	
16:00	0	0	0	0	0	0	0	1	0	0	1	42	93	1	0	136	14	0	0	0	0	14	151	
16:15	0	0	0	0	0	0	0	0	0	0	0	75	94	1	2	172	9	0	0	0	0	9	181	
16:30	0	0	0	0	0	0	0	0	1	0	1	76	140	2	2	220	7	0	0	0	0	7	228	
16:45	0	0	0	0	0	0	0	2	0	0	2	72	161	1	2	236	28	0	0	0	0	28	266	
Total	0	0	0	0	0	0	0	3	1	0	4	265	488	5	6	764	58	0	0	0	0	58	826	
17:00	0	0	0	0	0	0	0	4	0	0	4	77	148	0	0	225	20	0	0	0	0	20	249	
17:15	0	0	0	0	0	0	0	1	0	0	1	100	167	0	1	268	21	1	0	0	0	22	291	
17:30	0	0	0	0	0	0	0	0	0	0	0	90	161	0	1	252	21	0	0	0	0	21	273	
17:45	0	0	0	0	0	0	0	0	0	0	0	81	124	0	2	207	15	1	0	0	0	16	223	
Total	0	0	0	0	0	0	0	5	0	0	5	348	600	0	4	952	77	2	0	0	0	79	1036	
18:00	0	0	0	0	0	0	0	0	1	0	1	82	130	0	3	215	20	0	0	0	0	20	236	
18:15	0	0	0	0	0	0	0	0	0	0	0	59	127	0	4	190	15	0	0	0	0	15	205	
18:30	0	0	0	0	0	0	0	0	0	0	0	86	108	0	2	196	12	0	0	0	0	12	208	
18:45	0	0	0	0	0	0	0	0	0	0	0	63	91	1	0	155	9	0	0	0	0	9	164	
Total	0	0	0	0	0	0	0	0	1	0	1	290	456	1	9	756	56	0	0	0	0	56	813	
19:00	0	0	0	0	0	0	0	2	1	0	3	61	104	1	2	168	7	1	0	0	0	8	179	
19:15	0	0	0	0	0	0	0	2	0	0	2	43	85	0	1	129	8	2	0	0	0	10	141	
19:30	0	0	0	0	0	0	0	2	0	0	2	53	90	1	0	144	5	1	0	0	0	6	152	
19:45	0	0	0	0	0	0	0	0	1	0	1	52	63	0	0	115	9	2	0	0	0	11	127	
Total	0	0	0	0	0	0	0	6	2	0	8	209	342	2	3	556	29	6	0	0	0	35	599	
Grand Total	0	0	0	0	0	0	0	17	6	0	23	1199	2085	10	25	3319	258	8	0	0	0	266	3608	
Approach %	0	0	0	0	0	0	0	73.9	26.1	0	0.6	36.1	62.8	0.3	0.8	92	97	3	0	0	0	7.4		
Total %	0	0	0	0	0	0	0	0.5	0.2	0	0.6	33.2	57.8	0.3	0.7	92	7.2	0.2	0	0	0	7.4		



# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : Scottsdale-NBpm  
Site Code : 00000003  
Start Date : 9/19/2013  
Page No : 2

Start Time	Southbound					Scottsdale Westbound					US 183A Frontage Northbound					Scottsdale Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 15:30 to 19:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:45																						
16:45	0	0	0	0	0	0	2	0	0	0	2	72	161	1	2	236	28	0	0	0	28	266
17:00	0	0	0	0	0	0	4	0	0	0	4	77	148	0	0	225	20	0	0	0	20	249
17:15	0	0	0	0	0	0	1	0	0	0	1	100	167	0	1	268	21	1	0	0	22	291
17:30	0	0	0	0	0	0	0	0	0	0	0	90	161	0	1	252	21	0	0	0	21	273
Total Volume	0	0	0	0	0	0	7	0	0	0	7	339	637	1	4	981	90	1	0	0	91	1079
% App. Total	0	0	0	0	0	0	100	0	0	0	7	34.6	64.9	0.1	0.4	98.9	98.9	1.1	0	0	91.3	927
PHF	.000	.000	.000	.000	.000	.000	.438	.000	.000	.438	.848	.954	.250	.500	.915	.804	.250	.000	.000	.000	.813	.927
Peak Hour Analysis From 15:30 to 19:45 - Peak 1 of 1																						
Peak Hour for Each Approach Begins at:																						
15:30					16:30					16:45					16:45							
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	236	28	0	0	0	28
+15 mins.	0	0	0	0	0	2	2	0	0	0	2	77	148	0	0	225	20	0	0	0	20	249
+30 mins.	0	0	0	0	0	4	4	0	0	0	4	100	167	0	1	268	21	1	0	0	22	291
+45 mins.	0	0	0	0	0	1	1	0	0	0	1	90	161	0	1	252	21	0	0	0	21	273
Total Volume	0	0	0	0	0	7	7	1	0	0	8	339	637	1	4	981	90	1	0	0	91	1079
% App. Total	0	0	0	0	0	87.5	87.5	12.5	0	0	8	34.6	64.9	0.1	0.4	98.9	98.9	1.1	0	0	91	927
PHF	.000	.000	.000	.000	.000	.438	.438	.250	.000	.500	.848	.954	.250	.500	.915	.804	.250	.000	.000	.000	.813	.927

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : scottsdales-nbam  
Site Code : 00000003  
Start Date : 9/19/2013  
Page No : 1

## Groups Printed- Autos

Start Time	Southbound					Scottsdale Westbound					US 183A Frontage Northbound					Scottsdale Eastbound									
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total				
06:00	0	0	0	0	0	0	0	0	0	0	4	19	0	0	0	2	35	5	0	0	2	25			
06:15	0	0	0	0	0	0	0	0	0	0	2	32	0	1	1	35	5	0	0	0	5	40			
06:30	0	0	0	0	0	0	0	0	0	0	6	21	2	0	0	29	15	0	0	0	15	44			
06:45	0	0	0	0	0	0	0	0	0	0	11	32	0	0	0	43	15	0	0	0	15	58			
Total	0	0	0	0	0	0	0	0	0	0	23	104	2	1	1	130	37	0	0	0	37	167			
07:00	0	0	0	0	0	0	0	0	0	0	7	39	1	1	2	49	23	0	0	0	23	72			
07:15	0	0	0	0	0	0	0	0	0	0	10	50	0	3	3	63	36	0	0	0	36	99			
07:30	0	0	0	0	0	0	0	0	0	0	9	75	0	0	0	84	32	0	0	0	32	116			
07:45	0	0	0	0	0	0	0	0	0	0	14	74	0	3	3	91	52	0	0	0	52	143			
Total	0	0	0	0	0	0	0	0	0	0	40	238	1	8	8	287	143	0	0	0	143	430			
08:00	0	0	0	0	0	0	0	0	0	0	12	75	1	1	1	89	33	0	0	0	33	122			
08:15	0	0	0	0	0	0	0	0	0	0	15	76	2	3	3	96	46	1	0	0	47	143			
08:30	0	0	0	0	0	0	0	0	0	0	9	48	1	0	0	58	47	0	0	0	47	105			
08:45	0	0	0	0	0	0	0	0	0	0	14	38	1	0	0	53	10	0	0	0	10	63			
Total	0	0	0	0	0	0	0	0	0	0	50	237	5	4	4	296	136	1	0	0	137	433			
Grand Total	0	0	0	0	0	0	0	0	0	0	113	579	8	13	13	713	316	1	0	0	317	1030			
Approch %	0	0	0	0	0	0	0	0	0	0	15.8	81.2	1.1	1.8	1.8	99.7	99.7	0.3	0	0	30.8				
Total %	0	0	0	0	0	0	0	0	0	0	11	56.2	0.8	1.3	69.2	30.7	30.7	0.1	0	0	30.8				
Southbound											Scottsdale Westbound					US 183A Frontage Northbound					Scottsdale Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total				
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30																									
07:30	0	0	0	0	0	0	0	0	0	0	9	75	0	0	0	84	32	0	0	0	32	116			
07:45	0	0	0	0	0	0	0	0	0	0	14	74	0	3	3	91	52	0	0	0	52	143			
08:00	0	0	0	0	0	0	0	0	0	0	12	75	1	1	1	89	33	0	0	0	33	122			
08:15	0	0	0	0	0	0	0	0	0	0	15	76	2	3	3	96	46	1	0	0	47	143			
Total Volume	0	0	0	0	0	0	0	0	0	0	50	300	3	7	7	360	163	1	0	0	164	524			
% App. Total	0	0	0	0	0	0	0	0	0	0	13.9	83.3	0.8	1.9	1.9	99.4	99.4	0.6	0	0	164	524			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.833	.987	.375	.583	.938	.784	.250	.000	.000	.000	.788	.916			

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : scottsdale-nbam  
Site Code : 00000003  
Start Date : 9/19/2013  
Page No : 2

Start Time	Southbound					Scottsdale Westbound					US 183A Frontage Northbound					Scottsdale Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:00					06:00					07:30					07:45					
+0 mins.	0	0	0	0	0	0	0	0	0	0	9	75	0	0	84	52	0	0	0	52	
+15 mins.	0	0	0	0	0	0	0	0	0	0	14	74	0	3	91	33	0	0	0	33	
+30 mins.	0	0	0	0	0	0	0	0	0	0	12	75	1	1	89	46	1	0	0	47	
+45 mins.	0	0	0	0	0	0	0	0	0	0	15	76	2	3	96	47	0	0	0	47	
Total Volume	0	0	0	0	0	0	0	0	0	0	50	300	3	7	360	178	1	0	0	179	
% App. Total	0	0	0	0	0	0	0	0	0	0	13.9	83.3	0.8	1.9	99.4	99.4	0.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.833	.987	.375	.583	.938	.856	.250	.000	.000	.861	

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : Scottsdale-SBpm  
Site Code : 00000003  
Start Date : 9/18/2013  
Page No : 1

Start Time	US 183A Frontage						Scottsdale						Scottsdale														
	Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound					
	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
15:30	0	51	11	0	62	3	44	0	0	47	0	0	0	0	0	0	10	36	0	0	46	0	10	36	0	46	155
15:45	4	68	11	0	83	3	48	0	0	51	0	0	0	0	0	0	4	42	0	0	46	0	4	42	0	46	180
Total	4	119	22	0	145	6	92	0	0	98	0	0	0	0	0	0	14	78	0	0	92	0	14	78	0	92	335
16:00	0	78	10	0	88	1	56	0	0	57	0	0	0	0	0	0	6	33	0	0	39	0	6	33	0	39	184
16:15	0	70	14	0	84	2	62	0	0	64	0	0	0	0	0	0	5	36	0	0	41	0	5	36	0	41	189
16:30	0	69	14	0	83	0	68	0	0	68	0	0	0	0	0	0	10	26	0	0	36	0	10	26	0	36	187
16:45	0	86	19	2	107	0	78	0	0	78	0	0	0	0	0	0	5	44	0	0	49	0	5	44	0	49	234
Total	0	303	57	2	362	3	264	0	0	267	0	0	0	0	0	0	26	139	0	0	165	0	26	139	0	165	794
17:00	0	76	7	0	83	2	84	0	0	86	0	0	0	0	0	0	9	34	0	0	43	0	9	34	0	43	212
17:15	0	108	15	0	123	3	84	0	0	87	0	0	0	0	0	0	8	48	0	0	56	0	8	48	0	56	266
17:30	0	91	11	2	104	1	109	0	0	110	0	0	0	0	0	0	14	47	0	0	61	0	14	47	0	61	275
17:45	0	83	9	0	92	1	87	0	0	88	0	0	0	0	0	0	27	50	0	0	77	0	27	50	0	77	257
Total	0	358	42	2	402	7	364	0	0	371	0	0	0	0	0	0	58	179	0	0	237	0	58	179	0	237	1010
18:00	0	85	19	1	105	1	73	0	0	74	0	0	0	0	0	0	16	40	0	0	56	0	16	40	0	56	235
18:15	0	75	7	0	82	0	70	0	0	70	0	0	0	0	0	0	20	43	0	0	63	0	20	43	0	63	215
18:30	0	76	19	3	98	0	61	0	0	61	0	0	0	0	0	0	16	52	0	0	68	0	16	52	0	68	227
18:45	1	72	5	0	78	1	54	0	0	55	0	0	0	0	0	0	6	48	0	0	54	0	6	48	0	54	187
Total	1	308	50	4	363	2	258	0	0	260	0	0	0	0	0	0	58	183	0	0	241	0	58	183	0	241	864
19:00	0	61	7	0	68	1	57	0	0	58	0	0	0	0	0	0	6	23	0	0	29	0	6	23	0	29	155
19:15	0	51	5	2	58	1	51	0	0	52	0	0	0	0	0	0	7	36	0	0	43	0	7	36	0	43	153
19:30	0	37	7	2	46	1	65	0	0	66	0	0	0	0	0	0	8	21	0	0	29	0	8	21	0	29	141
19:45	0	51	18	1	70	0	57	0	0	57	0	0	0	0	0	0	8	27	0	0	35	0	8	27	0	35	162
Total	0	200	37	5	242	3	230	0	0	233	0	0	0	0	0	0	29	107	0	0	136	0	29	107	0	136	611
Grand Total	5	1288	208	13	1514	21	1208	0	0	1229	0	0	0	0	0	0	185	686	0	0	871	0	185	686	0	871	3614
Approach %	0.3	85.1	13.7	0.9	41.9	1.7	98.3	0	0	34	0	0	0	0	0	0	21.2	78.8	0	0	24.1	0	21.2	78.8	0	24.1	
Total %	0.1	35.6	5.8	0.4	41.9	0.6	33.4	0	0	34	0	0	0	0	0	0	5.1	19	0	0	24.1	0	5.1	19	0	24.1	

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : Scottsdale-SBpm  
Site Code : 00000003  
Start Date : 9/18/2013  
Page No : 2

US 183A Frontage Southbound						Scottsdale Westbound						Northbound						Scottsdale Eastbound					
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour Analysis From 15:30 to 19:45 - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 17:15																							
17:15	0	<b>108</b>	15	0	<b>123</b>	<b>3</b>	84	0	0	87	0	0	0	0	0	0	8	48	0	0	56	266	
17:30	0	91	11	<b>2</b>	104	1	<b>109</b>	0	0	<b>110</b>	0	0	0	0	0	0	14	47	0	0	61	<b>275</b>	
17:45	0	83	9	0	92	1	87	0	0	88	0	0	0	0	0	0	<b>27</b>	<b>50</b>	0	0	<b>77</b>	257	
18:00	0	85	<b>19</b>	1	105	1	73	0	0	74	0	0	0	0	0	0	16	40	0	0	56	235	
Total Volume	0	367	54	3	424	6	353	0	0	359	0	0	0	0	0	0	65	185	0	0	250	1033	
% App. Total	0	86.6	12.7	0.7		1.7	98.3	0	0		0	0	0	0	0	0	26	74	0	0			
PHF	.000	.850	.711	.375	.862	.500	.810	.000	.000	.816	.000	.000	.000	.000	.000	.000	.602	.925	.000	.000	.812	.939	
Peak Hour Analysis From 15:30 to 19:45 - Peak 1 of 1																							
Peak Hour for Each Approach Begins at:																							
17:15						17:00						15:30						17:45					
+0 mins.	0	<b>108</b>	15	0	<b>123</b>	2	84	0	0	86	0	0	0	0	0	0	0	<b>27</b>	50	0	0	<b>77</b>	
+15 mins.	0	91	11	<b>2</b>	104	<b>3</b>	84	0	0	87	0	0	0	0	0	0	0	16	40	0	0	56	
+30 mins.	0	83	9	0	92	1	<b>109</b>	0	0	<b>110</b>	0	0	0	0	0	0	0	20	43	0	0	63	
+45 mins.	0	85	<b>19</b>	1	105	1	87	0	0	88	0	0	0	0	0	0	0	16	<b>52</b>	0	0	68	
Total Volume	0	367	54	3	424	7	364	0	0	371	0	0	0	0	0	0	0	79	185	0	0	264	
% App. Total	0	86.6	12.7	0.7		1.9	98.1	0	0		0	0	0	0	0	0	0	29.9	70.1	0	0		
PHF	.000	.850	.711	.375	.862	.583	.835	.000	.000	.843	.000	.000	.000	.000	.000	.000	.000	.731	.889	.000	.857		

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : scottsdalesbam  
Site Code : 0000003  
Start Date : 9/18/2013  
Page No : 1

## Groups Printed- Autos

Start Time	US 183A Frontage Southbound					Scottsdale Westbound					Northbound					Scottsdale Eastbound					
	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00	0	54	1	0	55	1	5	0	0	6	0	0	0	0	0	0	3	42	0	45	106
06:15	0	80	0	0	80	0	8	0	0	8	0	0	0	0	0	0	4	70	0	74	162
06:30	0	98	4	0	102	0	5	0	0	5	0	0	0	0	0	0	17	92	0	109	216
06:45	1	105	11	1	118	0	4	0	0	4	0	0	0	0	0	0	19	101	0	120	242
Total	1	337	16	1	355	1	22	0	0	23	0	0	0	0	0	0	43	305	0	348	726
07:00	0	101	14	0	115	0	1	0	0	1	0	0	0	0	0	0	33	140	0	173	289
07:15	0	138	15	0	153	0	17	0	0	17	0	0	0	0	0	0	29	108	0	137	307
07:30	0	107	20	2	129	0	11	0	0	11	0	0	0	0	0	0	28	101	0	129	269
07:45	1	137	9	0	147	0	6	0	0	6	0	0	0	0	0	0	38	87	0	125	278
Total	1	483	58	2	544	0	35	0	0	35	0	0	0	0	0	0	128	436	0	564	1143
08:00	0	138	13	2	153	2	15	0	0	17	0	0	0	0	0	0	32	88	0	120	290
08:15	0	113	16	0	129	1	10	0	0	11	0	0	0	0	0	0	53	76	0	129	269
08:30	0	124	23	4	151	0	6	0	0	6	0	0	0	0	0	0	32	63	0	95	252
08:45	0	107	19	1	127	0	13	0	0	13	0	0	0	0	0	0	19	71	0	90	230
Total	0	482	71	7	560	3	44	0	0	47	0	0	0	0	0	0	136	298	0	434	1041
Grand Total	2	1302	145	10	1459	4	101	0	0	105	0	0	0	0	0	0	307	1039	0	1346	2910
Approch %	0.1	89.2	9.9	0.7	50.1	3.8	96.2	0	0	3.6	0	0	0	0	0	0	22.8	77.2	0	46.3	
Total %	0.1	44.7	5	0.3	50.1	0.1	3.5	0	0	3.6	0	0	0	0	0	0	10.5	35.7	0	46.3	
US 183A Frontage Southbound																					
Scottsdale Westbound																					
Northbound																					
Scottsdale Eastbound																					
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	138	15	0	153	0	17	0	0	17	0	0	0	0	0	0	29	108	0	137	307
07:30	0	107	20	2	129	0	11	0	0	11	0	0	0	0	0	0	28	101	0	129	269
07:45	1	137	9	0	147	0	6	0	0	6	0	0	0	0	0	0	38	87	0	125	278
08:00	0	138	13	2	153	2	15	0	0	17	0	0	0	0	0	0	32	88	0	120	290
Total Volume	1	520	57	4	582	2	49	0	0	51	0	0	0	0	0	0	127	384	0	511	1144
% App. Total	0.2	89.3	9.8	0.7	50.1	3.9	96.1	0	0	3.6	0	0	0	0	0	0	24.9	75.1	0	46.3	
PHF	.250	.942	.713	.500	.951	.250	.721	.000	.000	.750	.000	.000	.000	.000	.000	.000	.836	.889	.000	.932	

# GRAM Traffic, Inc.

21220 Jakes Hill Rd  
Hutto, TX 78634  
512-832-8650

File Name : scottsdale-sbam  
Site Code : 00000003  
Start Date : 9/18/2013  
Page No : 2

Start Time	US 183A Frontage Southbound					Scottsdale Westbound					Northbound					Scottsdale Eastbound					Int. Total
	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					07:15					06:00					07:00					
+0 mins.	0	138	15	0	153	0	17	0	0	17	0	0	0	0	0	0	33	140	0	173	
+15 mins.	0	107	20	2	129	0	11	0	0	11	0	0	0	0	0	0	29	108	0	137	
+30 mins.	1	137	9	0	147	0	6	0	0	6	0	0	0	0	0	0	28	101	0	129	
+45 mins.	0	138	13	2	153	2	15	0	0	17	0	0	0	0	0	0	38	87	0	125	
Total Volume	1	520	57	4	582	2	49	0	0	51	0	0	0	0	0	0	128	436	0	564	
% App. Total	0.2	89.3	9.8	0.7	.951	3.9	96.1	0	0	.750	0	0	0	0	.000	0	22.7	77.3	0	.815	
PHF	.250	.942	.713	.500	.951	.250	.721	.000	.000	.750	.000	.000	.000	.000	.000	.000	.842	.779	.000	.815	

Location	183A SBFR and Scottsdale Drive		
	Cedar Park, Texas		
North-South street	183A SBFR	Speed Limit	
East-West street	Scottsdale Drive	Speed Limit	
Time period	3:00 pm - 8:00 pm		
Counted By			
Date	December 12, 2013		



Auto- Heavy Vehicle Counts

Start Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
3:00 PM	0	0	0	0	0	53	6	0	0	9	35	0	1	42	0	0
3:15 PM	0	0	0	0	1	78	10	0	0	15	30	0	5	51	0	0
3:30 PM	0	0	0	0	0	86	7	0	0	19	38	0	0	50	0	0
3:45 PM	0	0	0	0	0	93	24	0	0	19	28	0	2	53	0	0
Total	0	0	0	0	1	310	47	0	0	62	131	0	8	196	0	0
4:00 PM	0	0	0	0	0	118	31	0	0	25	22	0	3	53	0	0
4:15 PM	0	0	0	0	0	103	50	0	0	18	34	0	5	74	0	0
4:30 PM	0	0	0	0	0	105	40	0	0	15	30	0	2	88	0	0
4:45 PM	0	0	0	0	0	115	35	0	0	16	35	0	2	89	0	0
Total	0	0	0	0	0	441	156	0	0	74	121	0	12	304	0	0
5:00 PM	0	0	0	0	1	121	30	0	0	19	36	0	3	88	0	0
5:15 PM	0	0	0	0	0	126	12	0	0	19	35	0	2	87	0	0
5:30 PM	0	0	0	0	2	125	20	0	0	17	39	0	1	107	0	0
5:45 PM	0	0	0	0	3	124	21	0	0	28	52	0	2	104	0	0
Total	0	0	0	0	6	496	83	0	0	83	162	0	8	386	0	0
6:00 PM	0	0	0	0	0	128	14	0	0	26	50	0	3	105	0	0
6:15 PM	0	0	0	0	0	138	19	0	0	22	48	0	5	101	0	0
6:30 PM	0	0	0	0	3	142	13	0	0	23	49	0	3	74	0	0
6:45 PM	0	0	0	0	2	125	13	0	0	18	41	0	5	79	0	0
Total	0	0	0	0	5	533	59	0	0	89	188	0	16	359	0	0
7:00 PM	0	0	0	0	0	113	11	0	0	18	42	0	6	76	0	0
7:15 PM	0	0	0	0	2	103	13	0	0	16	33	0	2	66	0	0
7:30 PM	0	0	0	0	0	81	15	0	0	12	30	0	1	63	0	0
7:45 PM	0	0	0	0	0	86	12	0	0	15	32	0	2	61	0	0
Total	0	0	0	0	2	383	51	0	0	61	137	0	11	266	0	0

Peak Hour	5:30 PM - 6:30 PM															
Peak Hour Total	0	0	0	0	5	515	74	0	0	93	189	0	11	417	0	0
Peak Hour Turn Percent	#####	#####	#####	#####	1%	87%	12%	0%	0%	33%	67%	0%	3%	97%	0%	0%
Peak Hour Approach Total	0				594				282				428			
Peak Hour Intersection Total	1304															
Peak Hour Factor	0.98															
HV Percent	3%															



Location	183A SBFR and Scottsdale Drive		
	Cedar Park, Texas		
North-South street	183A NBFR	Speed Limit	
East-West street	Scottsdale Drive	Speed Limit	
Time period	3:00 pm - 8:00 pm		
Counted By			
Date	December 12, 2013		



Auto- Heavy Vehicle Counts

Start Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
3:00 PM	42	110	2	0	0	0	0	0	9	0	0	0	0	1	5	0
3:15 PM	51	105	0	0	0	0	0	0	15	1	0	0	0	5	6	0
3:30 PM	50	103	2	0	0	0	0	0	19	0	0	0	0	0	5	0
3:45 PM	53	106	4	0	0	0	0	0	19	0	0	0	0	2	7	0
Total	196	424	8	0	0	0	0	0	62	1	0	0	0	8	23	0
4:00 PM	53	103	2	0	0	0	0	0	25	0	0	0	0	3	3	0
4:15 PM	74	103	3	0	0	0	0	0	18	0	0	0	0	5	2	0
4:30 PM	88	125	4	0	0	0	0	0	15	0	0	0	0	2	3	0
4:45 PM	89	153	3	0	0	0	0	0	16	0	0	0	0	2	2	0
Total	304	484	12	0	0	0	0	0	74	0	0	0	0	12	10	0
5:00 PM	88	150	0	0	0	0	0	0	19	1	0	0	0	3	3	0
5:15 PM	87	175	2	0	0	0	0	0	19	0	0	0	0	2	4	0
5:30 PM	107	179	2	0	0	0	0	0	17	2	0	0	0	1	4	0
5:45 PM	104	182	1	0	0	0	0	0	28	3	0	0	0	2	5	0
Total	386	686	5	0	0	0	0	0	83	6	0	0	0	8	16	0
6:00 PM	105	153	1	0	0	0	0	0	26	0	0	0	0	3	3	0
6:15 PM	101	163	4	0	0	0	0	0	22	0	0	0	0	5	1	0
6:30 PM	74	168	2	0	0	0	0	0	23	3	0	0	0	3	1	0
6:45 PM	79	125	1	0	0	0	0	0	18	2	0	0	0	5	3	0
Total	359	609	8	0	0	0	0	0	89	5	0	0	0	16	8	0
7:00 PM	76	110	3	0	0	0	0	0	18	0	0	0	0	6	1	0
7:15 PM	66	100	3	0	0	0	0	0	16	2	0	0	0	2	1	0
7:30 PM	63	103	2	0	0	0	0	0	12	0	0	0	0	1	0	0
7:45 PM	61	102	1	0	0	0	0	0	15	0	0	0	0	2	2	0
Total	266	415	9	0	0	0	0	0	61	2	0	0	0	11	4	0

Peak Hour	5:30 PM		-		6:30 PM											
Peak Hour Total	417	677	8	0	0	0	0	0	93	5	0	0	0	11	13	0
Peak Hour Turn Percent	38%	61%	1%	0%	#####	#####	#DIV/0!	#DIV/0!	95%	5%	0%	0%	0%	46%	54%	0%
Peak Hour Approach Total	1102				0				98				24			
Peak Hour Intersection Total	1224															
Peak HourFactor	0.94															
HV Percent	2%															

Location	183A SBFR and Scottsdale Drive		
	Cedar Park, Texas		
North-South street	183A SBFR	Speed Limit	
East-West street	Scottsdale Drive	Speed Limit	
Time period	3:00 pm - 8:00 pm		
Counted By			
Date	December 13, 2013		



Auto- Heavy Vehicle Counts

Start Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
3:00 PM	0	0	0	0	0	55	10	0	0	21	21	0	1	30	0	0
3:15 PM	0	0	0	0	0	69	10	0	0	28	22	0	1	54	0	0
3:30 PM	0	0	0	0	0	99	19	0	0	29	32	0	1	46	0	0
3:45 PM	0	0	0	0	0	107	43	0	0	20	44	0	4	59	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>330</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>119</b>	<b>0</b>	<b>7</b>	<b>189</b>	<b>0</b>	<b>0</b>
4:00 PM	0	0	0	0	0	120	37	0	0	8	38	0	0	90	0	0
4:15 PM	0	0	0	0	0	112	30	0	0	11	50	0	1	81	0	0
4:30 PM	0	0	0	0	0	124	20	0	0	15	43	0	2	71	0	0
4:45 PM	0	0	0	0	0	97	24	0	0	9	52	0	0	76	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>453</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>183</b>	<b>0</b>	<b>3</b>	<b>318</b>	<b>0</b>	<b>0</b>
5:00 PM	0	0	0	0	0	100	17	0	0	8	68	0	1	102	0	0
5:15 PM	0	0	0	0	0	91	21	0	0	17	53	0	0	95	0	0
5:30 PM	0	0	0	0	0	115	17	0	0	17	75	0	0	89	0	0
5:45 PM	0	0	0	0	0	77	19	0	0	12	58	0	0	74	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>383</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>254</b>	<b>0</b>	<b>1</b>	<b>360</b>	<b>0</b>	<b>0</b>
6:00 PM	0	0	0	0	0	90	19	0	0	21	53	0	2	86	0	0
6:15 PM	0	0	0	0	0	106	14	0	0	18	54	0	0	70	0	0
6:30 PM	0	0	0	0	0	88	11	0	0	9	62	0	3	62	0	0
6:45 PM	0	0	0	0	0	77	16	0	0	11	53	0	0	42	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>222</b>	<b>0</b>	<b>5</b>	<b>260</b>	<b>0</b>	<b>0</b>
7:00 PM	0	0	0	0	0	83	14	0	0	11	45	0	2	63	0	0
7:15 PM	0	0	0	0	0	57	10	0	0	4	32	0	3	50	0	0
7:30 PM	0	0	0	0	0	65	11	0	0	5	28	0	5	48	0	0
7:45 PM	0	0	0	0	0	60	12	0	0	3	40	0	5	51	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>265</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>145</b>	<b>0</b>	<b>15</b>	<b>212</b>	<b>0</b>	<b>0</b>

Peak Hour	4:45 PM - 5:45 PM															
Peak Hour Total	0	0	0	0	0	403	79	0	0	51	248	0	1	362	0	0
Peak Hour Turn Percent	#####	#####	#####	#####	0%	84%	16%	0%	0%	17%	83%	0%	0%	100%	0%	0%
Peak Hour Approach Total	0				482				299				363			
Peak Hour Intersection Total	1144															
Peak HourFactor	0.91															
HV Percent	0%															

Location	183A SBFR and Scottsdale Drive		
	Cedar Park, Texas		
North-South street	183A NBFR	Speed Limit	
East-West street	Scottsdale Drive	Speed Limit	
Time period	3:00 pm - 8:00 pm		
Counted By			
Date	December 13, 2013		



Auto- Heavy Vehicle Counts

Start Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
3:00 PM	30	116	3	0	0	0	0	0	21	2	0	0	0	1	7	0
3:15 PM	54	111	0	0	0	0	0	0	28	3	0	0	0	1	7	0
3:30 PM	46	109	3	0	0	0	0	0	29	2	0	0	0	1	6	0
3:45 PM	59	112	5	0	0	0	0	0	20	0	0	0	0	4	9	0
Total	189	448	11	0	0	0	0	0	98	7	0	0	0	7	29	0
4:00 PM	90	109	3	0	0	0	0	0	8	0	0	0	0	0	4	0
4:15 PM	81	109	4	0	0	0	0	0	11	2	0	0	0	1	3	0
4:30 PM	71	132	5	0	0	0	0	0	15	0	0	0	0	2	4	0
4:45 PM	76	161	4	0	0	0	0	0	9	0	0	0	0	0	3	0
Total	318	511	16	0	0	0	0	0	43	2	0	0	0	3	14	0
5:00 PM	102	158	0	0	0	0	0	0	8	3	0	0	0	1	4	0
5:15 PM	95	184	3	0	0	0	0	0	17	2	0	0	0	0	6	0
5:30 PM	89	188	3	0	0	0	0	0	17	3	0	0	0	0	6	0
5:45 PM	74	192	2	0	0	0	0	0	12	0	0	0	0	0	7	0
Total	360	722	8	0	0	0	0	0	54	8	0	0	0	1	23	0
6:00 PM	86	161	2	0	0	0	0	0	21	0	0	0	0	2	5	0
6:15 PM	70	172	5	0	0	0	0	0	18	0	0	0	0	0	2	0
6:30 PM	62	177	3	0	0	0	0	0	9	2	0	0	0	3	2	0
6:45 PM	42	132	2	0	0	0	0	0	11	3	0	0	0	0	5	0
Total	260	642	12	0	0	0	0	0	59	5	0	0	0	5	14	0
7:00 PM	63	116	4	0	0	0	0	0	11	0	0	0	0	2	2	0
7:15 PM	50	105	4	0	0	0	0	0	4	0	0	0	0	3	2	0
7:30 PM	48	109	3	0	0	0	0	0	5	0	0	0	0	5	0	0
7:45 PM	51	108	2	0	0	0	0	0	3	2	0	0	0	5	4	0
Total	212	438	13	0	0	0	0	0	23	2	0	0	0	15	8	0

Peak Hour	5:15 PM				6:15 PM											
Peak Hour Total	344	725	10	0	0	0	0	0	67	5	0	0	0	2	24	0
Peak Hour Turn Percent	32%	67%	1%	0%	#####	#####	#DIV/0!	#DIV/0!	93%	7%	0%	0%	0%	8%	92%	0%
Peak Hour Approach Total	1079				0				72				26			
Peak Hour Intersection Total	1177															
Peak HourFactor	0.96															
HV Percent	1%															

**EXHIBIT 3**

**SIGNAL WARRANT WORKSHEETS**



Form Revised 2/27/2012

# Traffic Survey — Count Analysis

## 2011 TMUTCD Warrants

County: Williamson District: Austin  
 City: Cedar Park Population: \_\_\_\_\_ Survey Date: 12-13-13

	Name	Control	Section	85% Speed
Major	183A 183A SBFR			60 MPH
Minor	Scottsdale Drive			

**Eight Highest Hours:** Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.		Comments:
	Veh. Total	Ped. Total	Veh. Total	Ped. Total	
6:00 PM	585		386		
7:00 PM	597		359		
5:00 PM	597		304		
8:00 PM	436		266		
8:00 AM	453		126		
4:00 PM	358		196		
9:00 AM	450		101		
9:00 PM	168		254		

### Warrant 1. Eight Hour Vehicular Volume

Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition A.  
 – *or* –  
 Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition B.  
 – *or* –  
 Yes  No Meets 80%<sup>d</sup> of Conditions A and B.  
 – *or* –  
 Yes  No Meets 56%<sup>d</sup> of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

### Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)				Vehicles per hour on higher-volume Minor St approach (One Direction Only)					
Major Street	Minor Street	Required				Existing	Required				Existing
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	500	400	350	280		150	120	105	84	
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336	168	200	160	140	112	254
1	2 or more	500	400	350	280		200	160	140	112	

### Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)				Vehicles per hour on higher-volume Minor St approach (One Direction Only)					
Major Street	Minor Street	Required				Existing	Required				Existing
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	750	600	525	420		75	60	53	42	
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504	168	100	80	70	56	254
1	2 or more	750	600	525	420		100	80	70	56	

<sup>a</sup>Basic minimum hourly volume.

<sup>b</sup>Used for combination of Conditions A and B after adequate trial of other remedial measures.

<sup>c</sup>May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

<sup>d</sup>May be used for combination of Conditions A and B after adequate trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

**Warrant 2. Four Hour Volumes (70% Factor)**

<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).
---	---

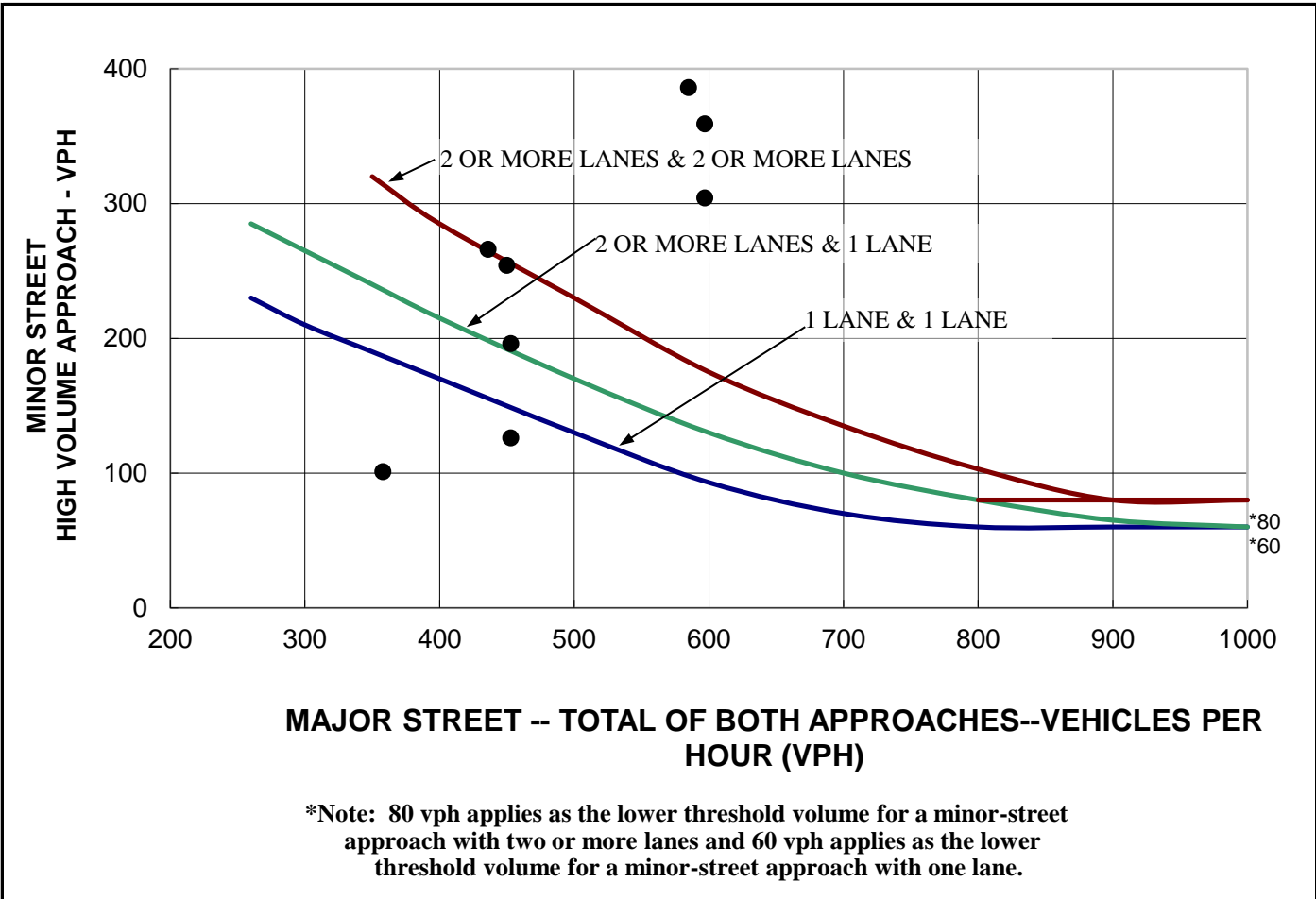


Figure 1. Four-hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 2.)

**Warrant 3. Peak Hour (70% Factor)**

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are all of the following conditions true for any four consecutive 15 minute periods?  1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, <i>and</i>  2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, <i>and</i>  3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
- <i>or</i> -	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets one High Hour (Warrant 3 — see Figure 2).

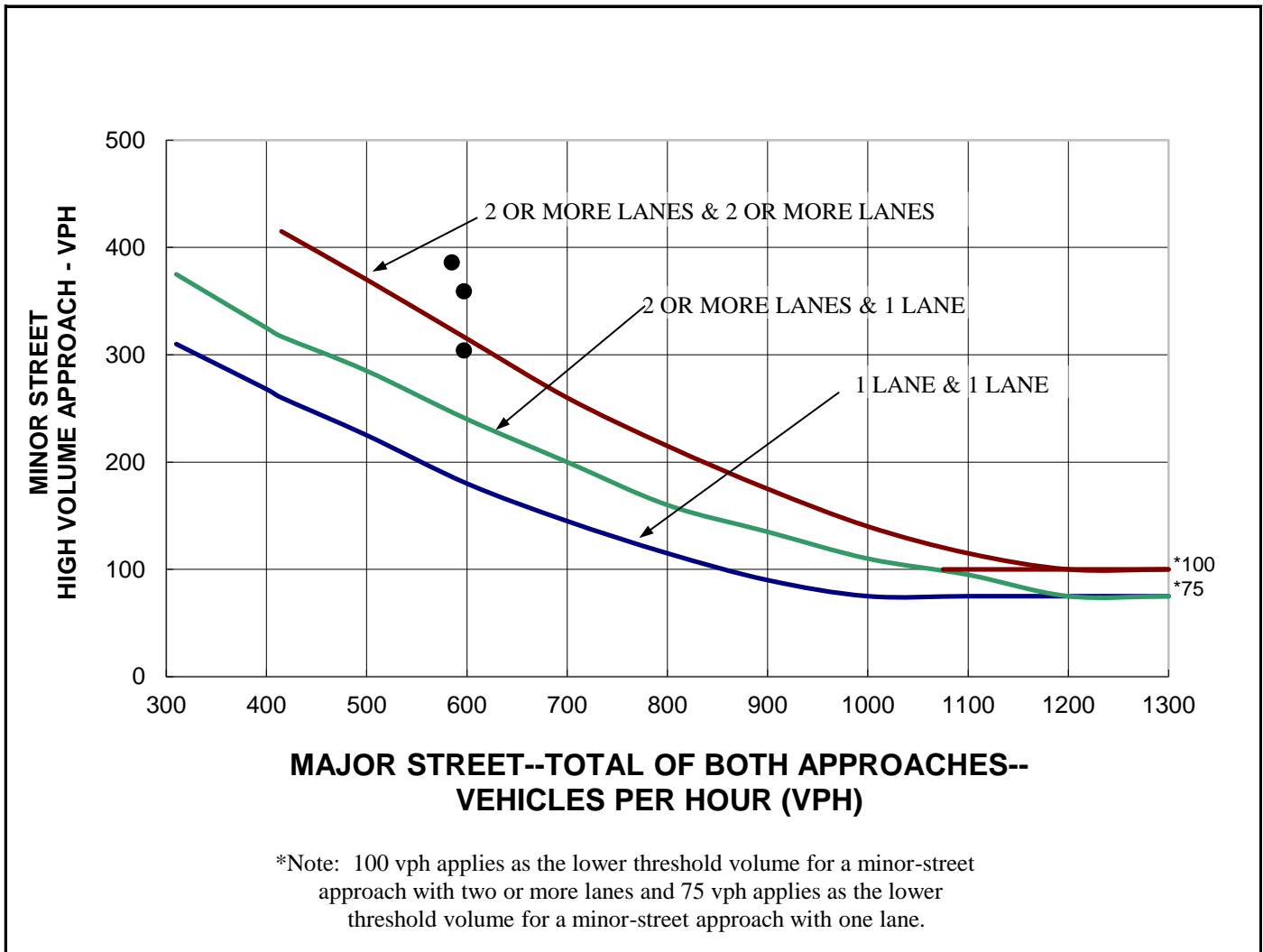


Figure 2. Peak hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 3.)

**Warrant 4. Four Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant4 — see Figure 3).
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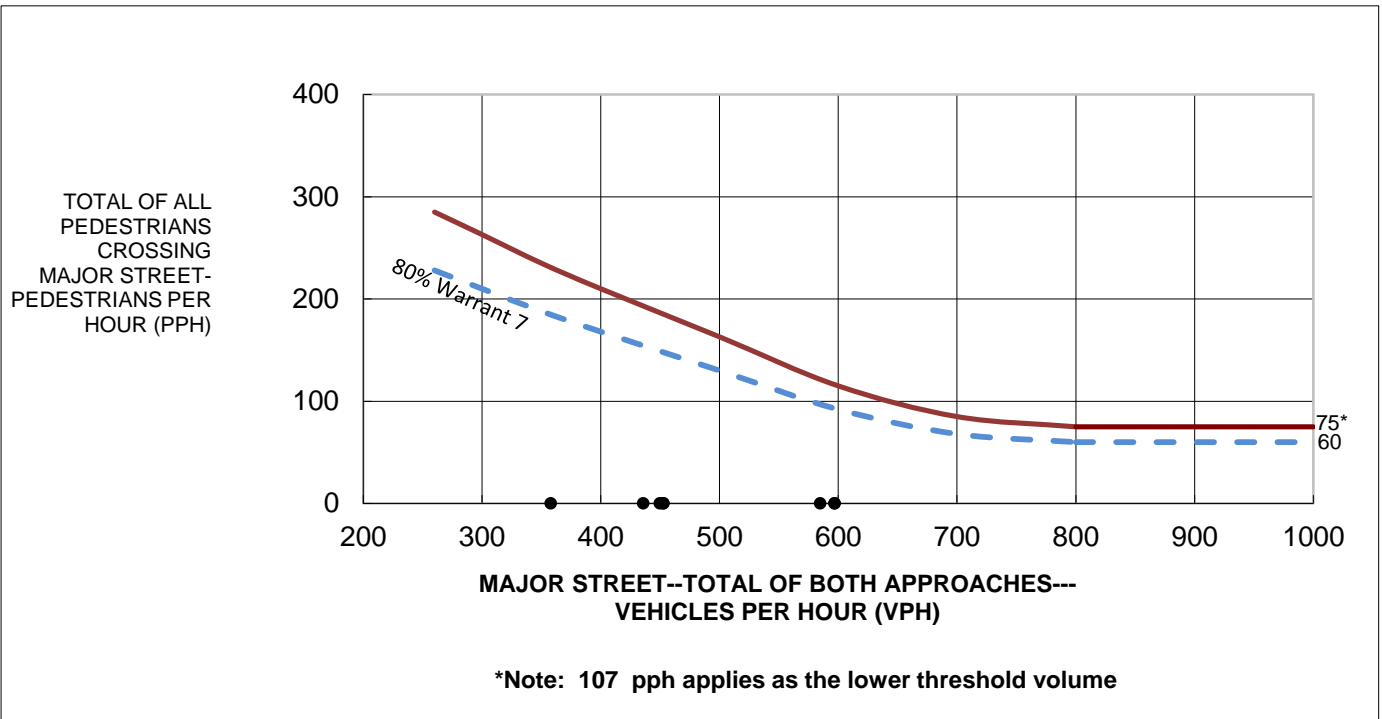


Figure 3. Four-hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

**Warrant 4. Peak Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets Peak Hour Pedestrian (Warrant4 — see Figure 4).
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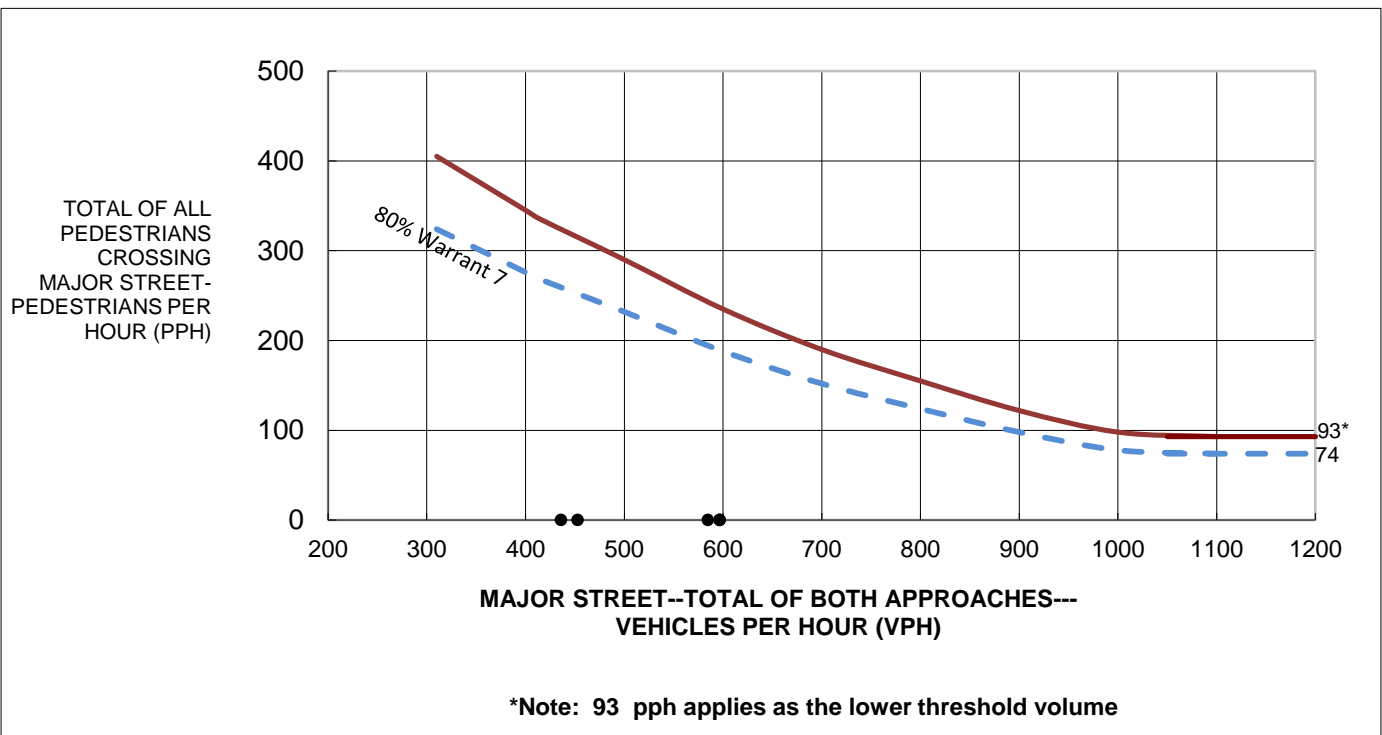


Figure 4. Peak hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)



**Warrant 5. School Crossing**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period? – <i>and</i> –
<b>N/A</b>		
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is there a minimum of 20 students during the highest crossing hour? – <i>and</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)

**Warrant 6. Coordinated Signal System**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur? – <i>or</i> –
<b>N/A</b>		
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

**Warrant 7. Crash Experience**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is one of the following conditions met?: ♦ 80% of Condition A or Condition B in Warrant 1 ♦ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000) ♦ 80 % or more of Warrant 4 met? – <i>and</i> –
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

**Warrant 8. Roadway Network**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday. – <i>or</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

<u>Major Street</u>	<u>Minor Street</u>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It includes rural or suburban highways outside, entering, or traversing a city.
<input type="checkbox"/>	<input type="checkbox"/>	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

**Remarks:**

**Warrant 9. Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Meets one High Hour (Warrant 9 — see Figure 5).
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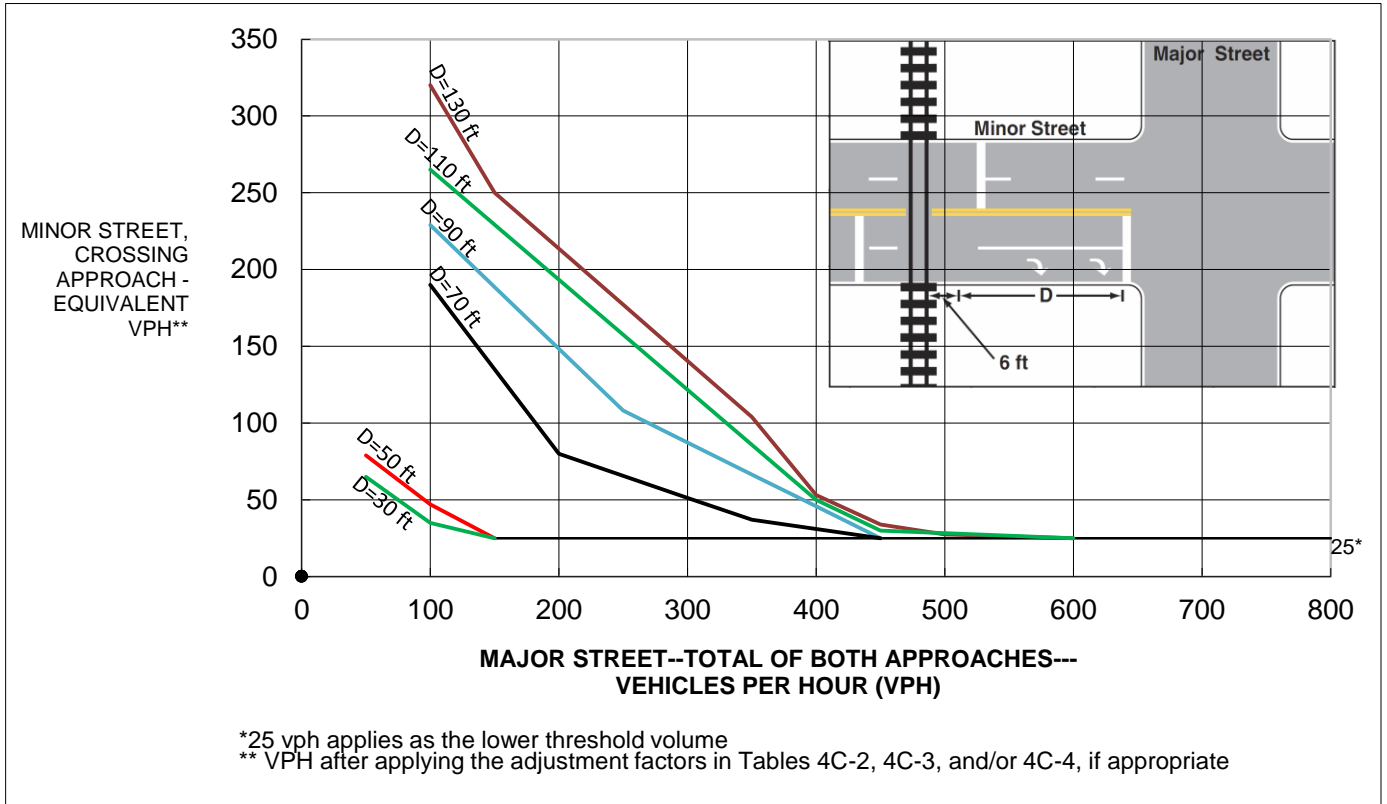


Figure 5. Railroad Grade Crossing (Two or More Approach Lanes at the Track Crossing).  
 (Warrant 9.)



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #6 SUMMARY

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Authorize the Executive Director to issue certain directive letters to Central Texas Mobility Constructors under the design-build comprehensive development agreement for the Manor Expressway

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Associated Costs: Not Applicable  
Funding Source: Manor Expressway Project funds  
Board Action Required: Yes

### Description of Matter:

This item authorizes the Executive Director, with approval of the Executive Committee, to issue any Directive Letters, in an amount not to exceed \$5 million, under the design/build contract with Central Texas Mobility Constructors, LLC, for development of the Manor Expressway Project.

Because of the critical importance of completing the Manor Expressway Project on schedule, the Executive Director recommends that the Board authorize his approval to issue Directive Letters, in an amount not to exceed \$5 million, for certain change orders to Central Texas Mobility Constructors, LLC. The Executive Director shall promptly provide a written report to the members of the Board of Directors describing each such approved Directive Letter and his reason for issuing that Directive Letter.

Most change orders will continue to be scheduled for Board approval during a regular monthly meeting, but this power will allow the Executive Director to act on behalf of the Mobility Authority if circumstances require the issuance of a Directive Letter in the period between the Board's monthly meetings.

Reference documentation: Draft Resolution  
Contract excerpt re Directive Letter  
Contact for further information: Wesley M. Burford, P.E., Director of Engineering

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

**RESOLUTION NO. 14-\_\_\_**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO ISSUE CERTAIN  
DIRECTIVE LETTERS TO CENTRAL TEXAS MOBILITY CONSTRUCTORS  
UNDER THE DESIGN/BUILD COMPREHENSIVE DEVELOPMENT  
AGREEMENT FOR THE MANOR EXPRESSWAY**

WHEREAS, Section 101.038(b)(7) of the Policy Code provides that the Executive Director “shall have such obligations and authority as may be described in one or more Resolutions enacted from time to time by the board;” and

WHEREAS, under Section 14.1.1.2 of the Design/Build Comprehensive Development Agreement with Central Texas Mobility Constructors, LLC, (“CTMC”) effective June 15, 2011 (the “Contract”), the Mobility Authority may issue a Directive Letter to CTMC to require immediate performance of Development Work by CTMC; and

WHEREAS, the Executive Director recommends that the Board authorize an expedited process to issue certain Directive Letters to CTMC when scheduling Board approval of the Directive Letter at a regular monthly meeting could cause a delay completing the Manor Expressway Project.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director, with approval of the Executive Committee, to issue to Central Texas Mobility Constructors, LLC, any Directive Letter for Development Work on the Manor Expressway Project when the estimated cost to the Mobility Authority of that Development Work is \$300,000 or more, but does not exceed \$5 million, without prior Board consideration or approval of the Directive Letter; and

BE IT FURTHER RESOLVED that the Executive Director shall promptly provide a written report to the members of the Board of Directors describing each such approved Directive Letter and his reason for issuing that Directive Letter.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 02/26/14

- (b) to revise the Interim Completion Deadline, the Completion Deadline or the Acceptance Deadline;
- (c) to revise the Development Price; and
- (d) to revise other terms and conditions of the Contract Documents.

Upon the CTRMA's approval of the matters set forth in the Change Order form, whether it is initiated by the CTRMA or D/B CDA Developer, the CTRMA shall execute such Change Order form.

**14.1.1.2 Issuance of Directive Letter.**

The CTRMA may, at any time, issue a letter to D/B CDA Developer in the event of any desired change in the Development Work or in the event of any dispute regarding the scope of the Development Work to be performed by D/B CDA Developer (a "**Directive Letter**"). The Directive Letter will describe the Development Work in question and will state the basis for determining compensation, if any. D/B CDA Developer will proceed immediately with the Development Work as directed in the Directive Letter, pending the execution of a formal Change Order or, if the Directive Letter states that the Development Work is within the original scope of the Development Work, D/B CDA Developer will proceed with the Development Work as directed, but shall have the right to submit the question of entitlement to a Change Order and the amount of allowable additional compensation and time to dispute resolution in accordance with Section 25 of this Agreement.

**14.1.1.3 Prerequisites for Change Orders for Work Outside of Scope.**

As a condition precedent to D/B CDA Developer's entitlement to a price increase or time extension for work which D/B CDA Developer believes is outside of the scope of the Development Work, D/B CDA Developer shall have received either a Directive Letter from the CTRMA stating that it is issued pursuant to Section 14.1.1.2 or a Change Order for such item signed by the CTRMA. D/B CDA Developer shall not be entitled to additional compensation or time extension for any such work performed prior to receipt of a Directive Letter or Change Order, except to the extent that Section 14.3.2.2 preserves D/B CDA Developer's right to compensation for work performed following delivery of a Request for Change Order Resolution Meeting. D/B CDA Developer acknowledges that it will be at risk if it elects to proceed with any such work, since CTRMA may later decide not to provide direction with regard to such work.

#### 14.1.1.4 **Additional Provisions Concerning Directive Letters.**

In addition to provision of a Proposed Change Order (“PCO”) Notice and subsequent Change Order request pursuant to Section 14.3.2, receipt of a Directive Letter from the CTRMA shall be a condition precedent to D/B CDA Developer’s right to make a Claim that a CTRMA-Directed Change has occurred. However, the fact that a Directive Letter was issued by the CTRMA shall not be considered evidence that a CTRMA-Directed Change has occurred. The determination as to whether a CTRMA-Directed Change has occurred shall be based on an analysis of the original requirements of the Contract Documents and a determination whether the Directive Letter constituted a change in those requirements. The foregoing requirements do not require that a Directive Letter be issued by the CTRMA in order for D/B CDA Developer to have the right to receive compensation for Development Work within the original scope of the Development Work (such as certain types of Utility Adjustment Work) for which additional compensation is specifically allowed under this Section 14.

#### 14.1.2 **Right of the CTRMA to Issue Change Orders.**

The CTRMA may, at any time and from time to time, without notice to any Surety or Guarantor, authorize and/or require changes in the Development Work within the general scope of the Development Work pursuant to a Change Order. All additions, deductions or changes to the Development Work as directed by Change Orders shall be executed under the conditions of the original Contract Documents.

#### 14.2 **Procedure for Issuance of Change Orders by the CTRMA.**

This Section 14.2 concerns Change Orders issued by the CTRMA following a Request for Change Proposal and Change Orders unilaterally issued by the CTRMA.

##### 14.2.1 **Request for Change Proposal.**

14.2.1.1 If the CTRMA desires to issue a CTRMA-Directed Change or to evaluate whether to initiate such a change, the CTRMA may, at its discretion, issue a Request for Change Proposal. The CTRMA may, at any time, ask D/B CDA Developer to provide two alternative Change Order forms in accordance with Section 14.3.3.

14.2.1.2 Within five Business Days after D/B CDA Developer’s receipt of a Request for Change Proposal, the CTRMA and D/B CDA Developer shall arrange an initial consultation (at no charge to the CTRMA) concerning the estimated cost and time impacts. D/B CDA Developer shall provide data regarding such matters as requested by the CTRMA.

14.2.1.3 After the initial consultation and delivery by D/B CDA Developer of data and information as described in Section 14.2.1.2, the CTRMA shall notify D/B CDA



**CENTRAL TEXAS  
Regional Mobility Authority**

**AGENDA ITEM #7 SUMMARY**

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Approve an amendment to the Policy Code to adopt the exceptions authorized by state law from procurement requirements for a county.

Strategic Plan Relevance:	Regional Mobility
Department:	Law
Associated Costs:	None
Funding Source:	N/A
Board Action Required:	Yes

Description of Matter: The Procurement Policies adopted in the Policy Code require a competitive bidding or competitive proposal process for all goods and services that cost more than \$50,000 if not otherwise subject to a specific procurement process established by state law or the Policy Code. This amendment to the Policy Code authorizes the board, in its discretion, to approve an exemption from a competitive bidding or competitive proposal process for those goods or services the Legislature has authorized a county to exempt from competitive bidding or proposal requirements established by the County Purchasing Act.

The list of discretionary exemptions from Section 262.024, Local Government Code, is incorporated into the Policy Code by reference (copy attached for reference). The discretionary exemptions most likely to be relevant to the Mobility Authority are those purchases needed to preserve public health or safety, necessary because of unforeseen damage to public property, for personal services, or for a professional services not subject to the Professional Services Procurement Act.

Reference documentation: Draft Resolution  
Section 262.024, Local Government Code

Contact for further information: Andrew Martin, General Counsel

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

**RESOLUTION NO. 14-\_\_\_**

**APPROVING AN AMENDMENT TO THE POLICY CODE TO ADOPT  
THE EXCEPTIONS AUTHORIZED BY STATE LAW FROM  
PROCUREMENT REQUIREMENTS FOR A COUNTY.**

WHEREAS, by Resolution No. 08-64 adopted December 17, 2008, the Board amended the Mobility Authority Procurement Policies to ensure conformity with applicable federal rules and regulations; and

WHEREAS, by Resolution No. 12-016 adopted February 29, 2012, the Board adopted the Mobility Authority Policy Code ("Policy Code") as a non-substantive codification of all policy resolutions adopted by the Board since 2003; and

WHEREAS, the Executive Director recommends amending the Policy Code to incorporate by reference those exemptions to state law procurement requirements that apply to a Texas county.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby amends the Policy Code to add a new Section 401.0061 (Discretionary Exemptions) to read as set forth in Exhibit 1 to this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of August, 2013.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 2/26/2014



**EXHIBIT 1 TO RESOLUTION NO. 14-**

A new Section 401.0061 of the Policy Code is amended to read as follows:

**401.0061 Discretionary Exemptions**

A contract to purchase general goods or services that may be exempted under Section 262.024, Local Government Code, from competitive bidding or competitive proposal requirements otherwise made applicable to a county by the County Purchasing Act may be exempted from competitive bidding or competitive proposal requirements established by Article 3 of this chapter if the board exempts the contract by motion or resolution.

## Texas Local Government Code

### Title 8. Acquisition, Sale, or Lease of Property

#### Subtitle B. County Acquisition, Sale, or Lease of Property

#### Chapter 262. Purchasing and Contracting Authority of Counties

#### Subchapter C. Competitive Bidding in General

### § 262.024. Discretionary Exemptions

(a) A contract for the purchase of any of the following items is exempt from the requirement established by Section 262.023 if the commissioners court by order grants the exemption:

- (1) an item that must be purchased in a case of public calamity if it is necessary to make the purchase promptly to relieve the necessity of the citizens or to preserve the property of the county;
- (2) an item necessary to preserve or protect the public health or safety of the residents of the county;
- (3) an item necessary because of unforeseen damage to public property;
- (4) a personal or professional service;
- (5) any individual work performed and paid for by the day, as the work progresses, provided that no individual is compensated under this subsection for more than 20 working days in any three month period;
- (6) any land or right-of-way;
- (7) an item that can be obtained from only one source, including:
  - (A) items for which competition is precluded because of the existence of patents, copyrights, secret processes, or monopolies;
  - (B) films, manuscripts, or books;
  - (C) electric power, gas, water, and other utility services; and
  - (D) captive replacement parts or components for equipment;
- (8) an item of food;
- (9) personal property sold:
  - (A) at an auction by a state licensed auctioneer;
  - (B) at a going out of business sale held in compliance with Subchapter F, Chapter 17, Business & Commerce Code;<sup>1</sup> or
  - (C) by a political subdivision of this state, a state agency of this state, or an entity of the federal government;
- (10) any work performed under a contract for community and economic development made by a county under Section 381.004; or
- (11) vehicle and equipment repairs.

(b) The renewal or extension of a lease or of an equipment maintenance agreement is exempt from the requirement established by Section 262.023 if the commissioners court by order grants the exemption and if:

- (1) the lease or agreement has gone through the competitive bidding procedure within the preceding year;
- (2) the renewal or extension does not exceed one year; and
- (3) the renewal or extension is the first renewal or extension of the lease or agreement.

(c) If an item exempted under Subsection (a)(7) is purchased, the commissioners court, after accepting a signed statement from the county official who makes purchases for the county as to the existence of only one source, must enter in its minutes a statement to that effect.

(d) The exemption granted under Subsection (a)(8) of this section shall apply only to the sealed competitive bidding requirements on food purchases. Counties shall solicit at least three bids for purchases of food items by telephone or written quotation at intervals specified by the commissioners court. Counties shall award food purchase contracts to the responsible bidder who submits the lowest and best bid or shall reject all bids and repeat the bidding process, as provided by this subsection. The purchasing officer taking telephone or written bids under this subsection shall maintain, on a form approved by the commissioners court, a record of all bids solicited and the vendors contacted. This record shall be kept in the purchasing office for a period of at least one year or until audited by the county auditor.



**CENTRAL TEXAS  
Regional Mobility Authority**

**AGENDA ITEM #8 SUMMARY**

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Adopt a resolution expressing intent to finance expenditures to be incurred for development of the Manor Expressway project.

Strategic Plan Relevance: Regional Mobility

Department: Finance

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

The attached resolution will allow the Mobility Authority to reimburse expenditures made from future bond proceeds.

Reference documentation:

Draft Resolution

Contact for further information:

Bill Chapman, Chief Financial Officer  
Cindy Demers, Controller

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

**RESOLUTION NO. 14-\_\_\_**

**Expressing Intent to Finance Expenditures To Be Incurred  
for the Manor ExpressWay Project.**

WHEREAS, the Central Texas Regional Mobility Authority (the “Issuer”) is a political subdivision of the State of Texas authorized to finance its activities by issuing obligations; and

WHEREAS, the Issuer will make, or has made not more than 60 days prior to the date hereof, payments with respect to the design, acquisition, construction, reconstruction, or renovation of the project listed on Attachment A to this resolution (the “Financed Property”); and

WHEREAS, the Issuer has concluded that it does not currently desire to issue obligations to finance the costs associated with the Financed Property; and

WHEREAS, the Issuer desires to reimburse itself for the costs associated with the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

WHEREAS, the Issuer reasonably expects to issue obligations to reimburse itself for the costs associated with the Financed Property.

NOW THEREFORE, BE IT RESOLVED, that the Issuer reasonably expects to reimburse itself for costs that have been or will be paid subsequent to the date that is 60 days prior to the date hereof and that are to be paid in connection with the analysis, design, acquisition, construction, reconstruction, or renovation of the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

BE IT FURTHER RESOLVED that the Issuer reasonably expects that the maximum principal amount of obligations issued to reimburse the Issuer for the costs associated with the Financed Property will be \$160,000,000.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 2/26/14

**ATTACHMENT "A" TO RESOLUTION 14-**

**DESCRIPTION OF PROJECT**

<u>Purpose/Project</u>	<u>Amount</u>
The Manor ExpressWay Project, which may include, without limitation, (i) approximately 3.5 miles of tolled freeway facility (including non-tolled access roads) from east of SH 130 to FM 973, and (ii) toll collection equipment and other facilities and equipment necessary or incidental to the project.	\$160,000,000



**CENTRAL TEXAS  
Regional Mobility Authority**

Strategic Plan Relevance: Regional Mobility

Department: Finance

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

The attached resolution will allow the Mobility Authority to reimburse expenditures made from future bond proceeds.

Reference documentation:

Draft Resolution

Contact for further information:

Bill Chapman, Chief Financial Officer  
Cindy Demers, Controller

## AGENDA ITEM #9 SUMMARY

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Adopt a resolution expressing intent to finance expenditures to be incurred for development of the MoPac South project.

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

**RESOLUTION NO. 14-\_\_\_**

**Expressing Intent to Finance Expenditures To Be Incurred  
for the MoPac South Project.**

WHEREAS, the Central Texas Regional Mobility Authority (the “Issuer”) is a political subdivision of the State of Texas authorized to finance its activities by issuing obligations; and

WHEREAS, the Issuer will make, or has made not more than 60 days prior to the date hereof, payments with respect to the design, acquisition, construction, reconstruction, or renovation of the project listed on Attachment A to this resolution (the “Financed Property”); and

WHEREAS, the Issuer has concluded that it does not currently desire to issue obligations to finance the costs associated with the Financed Property; and

WHEREAS, the Issuer desires to reimburse itself for the costs associated with the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

WHEREAS, the Issuer reasonably expects to issue obligations to reimburse itself for the costs associated with the Financed Property.

NOW THEREFORE, BE IT RESOLVED, that the Issuer reasonably expects to reimburse itself for costs that have been or will be paid subsequent to the date that is 60 days prior to the date hereof and that are to be paid in connection with the analysis, design, acquisition, construction, reconstruction, or renovation of the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

BE IT FURTHER RESOLVED that the Issuer reasonably expects that the maximum principal amount of obligations issued to reimburse the Issuer for the costs associated with the Financed Property will be \$273,500,000.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 2/26/14



**ATTACHMENT "A" TO RESOLUTION 14-**

**DESCRIPTION OF PROJECT**

<u>Purpose/Project</u>	<u>Amount</u>
The MoPac South Project, which may include, without limitation, (i) approximately 8.0 miles of tolled managed lanes within the Loop 1 corridor from Cesar Chavez Street southerly to Slaughter Lane, and (ii) toll collection equipment and other facilities and equipment necessary or incidental to the project.	\$273,500,000



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #10 SUMMARY

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Adopt a resolution expressing intent to finance expenditures to be incurred for development of the 183 North project.

Strategic Plan Relevance: Regional Mobility

Department: Finance

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

The attached resolution will allow the Mobility Authority to reimburse expenditures made from future bond proceeds.

Reference documentation:

Draft Resolution

Contact for further information:

Bill Chapman, Chief Financial Officer  
Cindy Demers, Controller

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

**RESOLUTION NO. 14-\_\_\_**

**Expressing Intent to Finance Expenditures To Be Incurred  
for the 183 North Project.**

WHEREAS, the Central Texas Regional Mobility Authority (the “Issuer”) is a political subdivision of the State of Texas authorized to finance its activities by issuing obligations; and

WHEREAS, the Issuer will make, or has made not more than 60 days prior to the date hereof, payments with respect to the design, acquisition, construction, reconstruction, or renovation of the project listed on Attachment A to this resolution (the “Financed Property”); and

WHEREAS, the Issuer has concluded that it does not currently desire to issue obligations to finance the costs associated with the Financed Property; and

WHEREAS, the Issuer desires to reimburse itself for the costs associated with the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

WHEREAS, the Issuer reasonably expects to issue obligations to reimburse itself for the costs associated with the Financed Property.

NOW THEREFORE, BE IT RESOLVED, that the Issuer reasonably expects to reimburse itself for costs that have been or will be paid subsequent to the date that is 60 days prior to the date hereof and that are to be paid in connection with the analysis, design, acquisition, construction, reconstruction, or renovation of the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

BE IT FURTHER RESOLVED that the Issuer reasonably expects that the maximum principal amount of obligations issued to reimburse the Issuer for the costs associated with the Financed Property will be \$286,000,000.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 2/26/14

**ATTACHMENT "A" TO RESOLUTION 14-**

**DESCRIPTION OF PROJECT**

<u>Purpose/Project</u>	<u>Amount</u>
The 183 North Project, which may include, without limitation, (i) approximately 7.8 miles of tolled managed lanes from RM 620 southerly to Loop 1 (MoPac) and along MoPac from US 183 to RM2222, and (ii) toll collection equipment and other facilities and equipment necessary or incidental to the project.	\$286,000,000



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #11 SUMMARY

Adopt a resolution expressing intent to finance expenditures to be incurred for development of the MoKan Corridor project.

Strategic Plan Relevance: Regional Mobility

Department: Finance

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

The attached resolution will allow the Mobility Authority to reimburse expenditures made from future bond proceeds.

Reference documentation:

Draft Resolution

Contact for further information:

Bill Chapman, Chief Financial Officer  
Cindy Demers, Controller

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

**RESOLUTION NO. 14-\_\_\_**

**Expressing Intent to Finance Expenditures To Be Incurred  
for the MoKan Corridor Project.**

WHEREAS, the Central Texas Regional Mobility Authority (the “Issuer”) is a political subdivision of the State of Texas authorized to finance its activities by issuing obligations; and

WHEREAS, the Issuer will make, or has made not more than 60 days prior to the date hereof, payments with respect to the design, acquisition, construction, reconstruction, or renovation of the project listed on Attachment A to this resolution (the “Financed Property”); and

WHEREAS, the Issuer has concluded that it does not currently desire to issue obligations to finance the costs associated with the Financed Property; and

WHEREAS, the Issuer desires to reimburse itself for the costs associated with the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

WHEREAS, the Issuer reasonably expects to issue obligations to reimburse itself for the costs associated with the Financed Property.

NOW THEREFORE, BE IT RESOLVED, that the Issuer reasonably expects to reimburse itself for costs that have been or will be paid subsequent to the date that is 60 days prior to the date hereof and that are to be paid in connection with the analysis, design, acquisition, construction, reconstruction, or renovation of the Financed Property from the proceeds of obligations to be issued subsequent to the date hereof; and

BE IT FURTHER RESOLVED that the Issuer reasonably expects that the maximum principal amount of obligations issued to reimburse the Issuer for the costs associated with the Financed Property will be \$706,000,000.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 2/26/14

**ATTACHMENT "A" TO RESOLUTION 14-**

**DESCRIPTION OF PROJECT**

<u>Purpose/Project</u>	<u>Amount</u>
The MoKan Corridor Project, which may include, without limitation, (i) approximately 28 miles of tolled managed lanes between Georgetown to US 183 along abandoned railroad right-of-way, and (ii) toll collection equipment and other facilities and equipment necessary or incidental to the project.	\$706,000,000



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #12 SUMMARY

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Accept the financial statements for January 2014.

Department: Finance

Associated Costs: None

Funding Source: None

Board Action Required: YES

Description of Matter:

Presentation and acceptance of the monthly financial statements for January 2014

Attached documentation for reference:

Draft Resolution

Draft Financial Statements for January 2014

Contact for further information:

Cindy Demers, Controller



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

**RESOLUTION NO. 14-\_\_\_**

**ACCEPT THE FINANCIAL STATEMENTS FOR JANUARY 2014.**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) is empowered to procure such goods and services as it deems necessary to assist with its operations and to study and develop potential transportation projects, and is responsible to insure accurate financial records are maintained using sound and acceptable financial practices; and

WHEREAS, close scrutiny of the Mobility Authority’s expenditures for goods and services, including those related to project development, as well as close scrutiny of the Mobility Authority’s financial condition and records is the responsibility of the Board and its designees through procedures the Board may implement from time to time; and

WHEREAS, the Board has adopted policies and procedures intended to provide strong fiscal oversight and which authorize the Executive Director, working with the Mobility Authority’s Chief Financial Officer, to review invoices, approve disbursements, and prepare and maintain accurate financial records and reports; and

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of January 2014, and has caused Financial Statements to be prepared and attached to this resolution as Attachments A.

**NOW THEREFORE, BE IT RESOLVED**, that the Board of Directors accepts the Financial Statements for January 2014, attached as Attachments A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26th day of February, 2014.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 2/26/2014

**Attachment A**

**Financial Statements for January 2014**

**Central Texas Regional Mobility Authority  
Balance Sheet**

As of

January 31, 2014

January 31, 2013

**Assets**

**Current Assets**

Cash in Regions Operating Account	2,183,204	218,144	
Cash In TexSTAR	59,797	145,778	
Regions Payroll Account	268,027	25,090	
<b>Restricted cash/cash equivalents</b>			
Fidelity Government MMA	111,369,656	86,435,435	
Restricted Cash-TexStar	7,667,953	52,409,784	
Overpayment accounts	27,323	37,075	
<b>Total Cash and Cash Equivalents</b>	121,575,960	139,271,306	
Accounts Receivable	9,469	15,302	
Due From TTA	140,441	0	
Due From NTTA	147,191	58,030	
Due From HCTRA	129,417	95,446	
Due From TxDOT	24,124,096	1,377,710	
Due From Federal Government	0	154,489	
Interest Receivable	186,488	551,194	
<b>Total Receivables</b>	24,737,102	2,252,170	
<b>Short Term Investments</b>			
Short Term Investments	67,088,268	122,423,363	
<b>Other Current Assets</b>			
Prepaid Insurance	62,206	40,955	
<b>Total Current Assets</b>	213,463,536	264,012,637	
<b>Construction Work In Process</b>			
	383,175,404	308,782,108	

**Fixed Assets**

Computers(net)	94,168	25,089	
Computer Software(net)	414,960	(25,672)	
Furniture and Fixtures(net)	0	10,973	
Equipment(net)	8,887	29,116	
Autos and Trucks(net)	10,347	17,246	
Buildings and Toll Facilities(net)	5,906,574	6,075,473	
Highways and Bridges(net)	321,984,655	276,113,500	
Communication Equipment(net)	653,717	840,130	
Toll Equipment(net)	11,400,204	9,118,481	
Signs(net)	8,687,412	5,989,234	
Land Improvements(net)	7,015,272	3,315,990	
Right of Way	46,642,851	24,800,630	
Leasehold Improvements	176,489	50,815	
<b>Total Fixed Assets</b>	402,995,537	326,361,005	

**Long Term Investments**

**Other Assets**

Security Deposits	0	8,644	
Intangible Assets	15,032,417	650	
2005 Bond Insurance Costs	5,337,706		
<b>Total Assets</b>	1,020,004,600	913,882,567	

## Liabilities

### Current Liabilities

Accounts Payable	1,043,452	176,094
Overpayments	28,767	38,143
Interest Payable	1,980,686	3,608,999
Due to other Funds	(300,000)	171,248
Deferred Compensation Payable	0	0
TCDRS Payable	45,181	32,946
Medical Reimbursement Payable	0	(50)
Due to other Entities	283,771	7,509
FICA Payable		3
FICA MED Payable		(7,493)
Federal Withholding Payable		7,500
<b>Total Current Liabilities</b>	<b>4,616,023</b>	<b>4,034,900</b>

### Long Term Liabilities

Accrued Vac & Sick Leave Paybl	189,089	189,089
Senior Lien Revenue Bonds 2005	0	170,404,728
Senior Lien Revenue Bonds 2010	106,656,121	103,293,630
Senior Lien Revenue Bonds 2011	307,675,269	306,971,392
Senior Refunding Bonds 2013	185,810,000	0
Sn Lien Rev Bnd Prem/Disc 2010	109,583	147,562
Sn Lien Rev Bnd Prem/Disc 2011	(3,636,153)	(3,787,528)
Sn Lien Rev Bnd Prem/Disc 2013	17,956,008	0
Subordinated Lien Bond 2010	0	45,000,000
Subordinated Lien Bond 2011	70,000,000	70,000,000
Subordinated Refunding Bonds 2013	103,960,000	
Sub Lien Bond 2011 Prem/Disc	(1,927,847)	(2,025,828)
Sub Lien Bond 2013 Prem/Disc	4,000,013	
TIFIA note 2008	0	77,506,077
2011 Regions Draw Down Note	3,049,820	1,200,000
2013 American Bank Loan	5,300,000	
Total Long Term Liabilities	<b>799,141,902</b>	<b>773,461,982</b>
<b>Total Liabilities</b>	<b>803,757,926</b>	<b>777,496,882</b>

### Net Assets Section

Contributed Capital	18,734,897	18,334,846
Net Assets beginning	153,684,998	85,879,931
Current Year Operations	43,826,780	32,170,908
<b>Total Net Assets</b>	<b>197,511,778</b>	<b>118,050,839</b>
<b>Total Liabilities and Net Assets</b>	<b>1,020,004,600</b>	<b>913,882,567</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 1/31/2014	Percent of Budget	Actual Prior Year to Date 1/31/2013
<b>Revenue</b>				
<b>Operating Revenue</b>				
Toll Revenue-TxTag-Manor	1,188,228	1,246,369	104.89%	124,175
Toll Revenue-TxTag-183A	29,507,860	13,697,117	46.42%	12,274,299
Toll Revenue-HCTRA-183A	884,163	717,529	81.15%	569,628
Toll Revenue-HCTRA Manor	173,689	179,529	103.36%	15,939
Toll Revenue-NTTA-183A	580,498	537,511	92.59%	370,493
Toll Revenue-NTTA-Manor	77,633	54,431	70.11%	3,582
Video Tolls 183A	4,243,980	3,270,682	77.07%	2,635,221
Video Tolls Manor Expressway	452,664	428,155	94.59%	-
Fee revenue 183A	1,661,750	1,289,896	77.62%	1,042,432
Fee revenue Manor Expressway <sup>2</sup>	179,820	299,811	166.73%	-
<b>Total Operating Revenue</b>	<b>38,950,285</b>	<b>21,721,028</b>	<b>55.77%</b>	<b>17,035,767</b>
<b>Other Revenue</b>				
Interest Income	180,000	66,365	36.87%	138,876
Grant Revenue	1,236,000	43,958,191	3556%	37,875,420
Reimbursed Expenditures	-	-	0.00%	34,774
Misc Revenue	92,500	337,761	365.15%	217,776
Unrealized Loss	-	-	0.00%	42,708
<b>Total Other Revenue</b>	<b>1,508,500</b>	<b>44,362,316</b>	<b>2941%</b>	<b>38,309,555</b>
<b>Total Revenue</b>	<b>\$ 40,458,785</b>	<b>\$ 66,083,345</b>	<b>163.33%</b>	<b>\$ 55,345,322</b>
<b>Expenses</b>				
<b>Salaries and Wages</b>				
Salary Expense-Regular	2,185,005	1,312,328	60.06%	1,074,438
Part Time Salary Expense	12,000	-	0.00%	480
Overtime Salary Expense	3,000	-	0.00%	-
Contractual Employees Expense	5,000	-	0.00%	1,202
TCDRS	317,550	182,336	57.42%	143,564
FICA	102,241	46,989	45.96%	33,742
FICA MED	31,900	19,187	60.15%	15,632
Health Insurance Expense	193,060	107,617	55.74%	106,719
Life Insurance Expense	5,874	1,466	24.95%	3,151

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 1/31/2014	Percent of Budget	Actual Prior Year to Date 1/31/2013
Auto Allowance Expense	10,200	5,100	50.00%	-
Other Benefits	190,261	64,162	33.72%	50,020
Unemployment Taxes	12,960	155	1.20%	3,354
Salary Reserve	50,000	-	0.00%	-
<b>Total Salaries and Wages</b>	<b>3,119,051</b>	<b>1,739,339</b>	<b>55.77%</b>	<b>1,432,302</b>
<b>Contractual Services</b>				
<u>Professional Services</u>				
Accounting	12,000	7,943	66.19%	3,703
Auditing	65,000	51,480	79.20%	44,990
General Engineering Consultant	460,000	3,800	0.83%	121,315
GEC-Trust Indenture Support	75,000	29,250	39.00%	-
GEC-Financial Planning Support	50,000	36,715	73.43%	31,640
GEC-Toll Ops Support	5,000	879	17.59%	-
GEC-Roadway Ops Support	325,000	97,363	29.96%	62,749
GEC-Technology Support	50,000	92,061	184.12%	12,517
GEC-Public Information Support	10,000	461	4.61%	6,619
GEC-General Support	275,000	128,107	46.58%	110,816
General System Consultant	175,000	36,692	20.97%	6,028
Image Processing - 183A	1,140,000	645,874	56.66%	566,892
Image Processing - Manor	120,000	157,091	130.91%	-
Facility maintenance	-	5,577		4,621
HERO	1,629,000	676,778	41.55%	591,184
Special Projects	-	63,500		-
Human Resources	50,000	5,846	11.69%	9,429
Legal	250,000	94,618	37.85%	152,175
Photography	10,000	1,125	11.25%	-
Traffic and Revenue Consultant	5,000	26,650	532.99%	-
Communications and Marketing	-	-	0.00%	92,563
<b>Total Professional Services</b>	<b>4,706,000</b>	<b>2,161,812</b>	<b>45.94%</b>	<b>1,817,241</b>
<u>Other Contractual Services</u>				
IT Services	63,000	21,367	33.92%	20,237
Graphic Design Services	40,000	11,819	29.55%	-
Website Maintenance	35,000	17,847	50.99%	2,929

**Central Texas Regional Mobility Authority  
Income Statement  
All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 1/31/2014	Percent of Budget	Actual Prior Year to Date 1/31/2013
Research Services	50,000	5,033	10.07%	3,149
Copy Machine	10,000	4,377	43.77%	2,824
Software Licenses	17,200	7,387	42.95%	7,387
ETC Maintenance Contract	1,291,625	322,958	25.00%	343,567
ETC Development	125,000	-	0.00%	-
ETC Testing	30,000	-	0.00%	-
Communications and Marketing	140,000	94,254	67.32%	204
Advertising Expense	60,000	33,411	55.68%	56,368
Direct Mail	5,000	-	0.00%	-
Video Production	20,000	5,050	25.25%	20,920
Radio	10,000	-	0.00%	-
Other Public Relations	2,500	-	0.00%	-
Law Enforcement	250,000	177,531	71.01%	95,981
Special assignments	5,000	-	0.00%	-
Traffic Management	-	-	0.00%	14,417
Emergency Maintenance	10,000	-	0.00%	-
Generator Maintenance	20,000	-	0.00%	-
Generator Fuel	9,000	596	6.62%	-
Fire and Burglar Alarm	3,660	-	0.00%	114
Elevator Maintenance	2,640	-	0.00%	-
Refuse	780	255	32.69%	-
Pest Control	1,536	512	33.33%	-
Custodial	4,440	860	19.37%	-
Roadway Maintenance - 183A	750,000	11,092	1.48%	103,918
Roadway Maintenance - 290	-	12,979		-
Landscape Maintenance	250,000	65,292	26.12%	89,000
Signal & Illumination Maint	-	20,169		44,898
Mowing and litter control	-	-	0.00%	40,806
Graffiti removal	-	-	0.00%	225
Cell Phones	10,000	7,001	70.01%	4,525
Local Telephone Service	25,000	8,744	34.98%	8,254
Internet	6,000	686	11.44%	-
Fiber Optic System	30,000	42,099	140.33%	16,780
Other Communication Expenses	1,000	376	37.64%	102
Subscriptions	1,850	108	5.86%	107
Memberships	34,600	27,618	79.82%	24,955
Continuing Education	7,300	596	8.16%	2,845

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 1/31/2014	Percent of Budget	Actual Prior Year to Date 1/31/2013
Professional Development	14,000	501	3.58%	-
Seminars and Conferences	32,000	19,282	60.26%	14,574
Staff-Travel	89,000	44,107	49.56%	45,450
Other Contractual Svcs	200	-	0.00%	-
Tag Collection Fees	2,013,000	911,919	45.30%	697,842
Court Enforcement Costs	15,000	-	0.00%	-
Contractual Contingencies	130,500	4,000	3.07%	649
<b>Total Other Contractual Services</b>	<b>5,615,831</b>	<b>1,879,824</b>	<b>33.47%</b>	<b>1,663,025</b>
<b>Total Contractual Services</b>	<b>10,321,831</b>	<b>4,041,636</b>	<b>39.16%</b>	<b>3,480,266</b>
<b>Materials and Supplies</b>				
Books & Publications	6,500	1,373	21.13%	4,283
Office Supplies	10,000	7,209	72.09%	1,235
Computer Supplies	12,500	7,752	62.02%	3,998
Copy Supplies	2,200	187	8.49%	745
Annual Report printing	7,000	1,944	27.77%	-
Other Reports-Printing	10,000	13	0.13%	2,901
Direct Mail Printing	5,000	-	0.00%	-
Office Supplies-Printed	2,500	484	19.38%	-
Maintenance Supplies-Roadway	9,175	-	0.00%	-
Promotional Items	10,000	370	3.70%	4,827
Displays	5,000	-	0.00%	-
ETC spare parts expense	30,000	-	0.00%	-
Tools & Equipment Expense	1,000	43	4.29%	-
Misc Materials & Supplies	3,000	1,122	37.39%	-
<b>Total Materials and Supplies</b>	<b>113,875</b>	<b>20,498</b>	<b>18.00%</b>	<b>17,989</b>
<b>Operating Expenses</b>				
Gasoline	5,500	1,755	31.91%	2,107
Mileage Reimbursement	6,750	3,014	44.65%	2,774
Toll Tag Expense	2,700	141	5.21%	1,390
Parking	3,175	1,677	52.82%	19,653
Meeting Facilities	250	-	0.00%	-
CommunityMeeting/ Events	5,000	-	0.00%	-



**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 1/31/2014	Percent of Budget	Actual Prior Year to Date 1/31/2013
Meeting Expense	17,300	3,341	19.31%	8,147
Public Notices	2,000	-	0.00%	-
Postage Expense	5,650	339	6.00%	221
Overnight Delivery Services	1,700	165	9.73%	140
Local Delivery Services	1,150	-	0.00%	12
Insurance Expense	90,000	57,286	63.65%	36,106
Repair & Maintenance-General	500	921	184.14%	403
Repair & Maintenance-Vehicles	500	792	158.32%	109
Repair & Maintenance Toll Equip	5,000	170	3.40%	400
Rent Expense	400,000	210,574	52.64%	127,725
Water	7,500	3,640	48.54%	4,274
Electricity	180,000	58,200	32.33%	37,731
Other Licenses	700	470	67.14%	494
Community Initiative Grants	65,000	50,000	76.92%	30,000
<b><u>Non Cash Operating Expenses</u></b>				
Amortization Expense	25,000	58,341	233.36%	199,636
Amort Expense - Refund Savings	-	599,585		-
Dep Exp- Furniture & Fixtures	14,000	-	0.00%	936
Dep Expense - Equipment	17,000	12,247	72.04%	9,852
Dep Expense - Autos & Trucks	7,000	4,024	57.49%	4,024
Dep Expense-Buildng & Toll Fac	100,000	103,317	103.32%	102,992
Dep Expense-Highways & Bridges	9,000,000	5,253,632	58.37%	3,790,468
Dep Expense-Communic Equip	175,000	114,401	65.37%	111,312
Dep Expense-Toll Equipment	986,000	902,111	91.49%	521,244
Dep Expense - Signs	175,000	141,615	80.92%	87,262
Dep Expense-Land Improvemts	160,000	298,597	186.62%	76,383
Depreciation Expense-Computers	11,000	13,614	123.76%	6,560
<b>Total Operating Expenses</b>	<b>11,470,375</b>	<b>7,893,967</b>	<b>68.82%</b>	<b>5,182,358</b>
<b>Financing Expenses</b>				
Arbitrage Rebate Calculation	6,000	6,630	110.50%	5,605
Loan Fee Expense	5,000	-	0.00%	-
Rating Agency Expense	50,000	6,000	12.00%	11,000
Trustee Fees	8,000	5,913	73.91%	2,000
Bank Fee Expense	8,000	3,291	41.14%	3,425

**Central Texas Regional Mobility Authority  
Income Statement  
All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 1/31/2014	Percent of Budget	Actual Prior Year to Date 1/31/2013
Continuing Disclosure	4,000	-	0.00%	-
Interest Expense	20,796,755	8,517,168	40.95%	12,752,930
Contingency	15,000	-	0.00%	-
<b>Non Cash Financing Expenses</b>				
Bond issuance expense	400,000	22,123	5.53%	254,506
<b>Total Financing Expenses</b>	<b>21,292,755</b>	<b>8,561,125</b>	<b>40.21%</b>	<b>13,029,467</b>
<b>Other Gains or Losses</b>				
Total Other Gains or Losses	-	-	0.00%	-
<b>Total Expenses</b>	<b>\$ 46,317,887</b>	<b>\$ 22,256,565</b>	<b>48.05%</b>	<b>\$ 23,142,381</b>
<b>Net Income</b>	<b>\$ (5,859,102)</b>	<b>\$ 43,826,780</b>		<b>\$ 32,202,941</b>

**Central Texas Regional Mobility Authority**  
**Statement of Cash Flows - FY 2014**  
**as of January 31, 2014**

**Cash flows from operating activities:**

Receipts from Department of Transportation	\$ 45,183,082
Receipts from toll fees	23,183,769
Receipts from other fees	-
Receipts from interest income	381,412
Receipts from other sources	2,732,040
Payments to vendors	(5,789,425)
Payments to employees and benefits	(1,766,530)
Net cash flows used in operating activities	<u>63,924,349</u>

**Cash flows from capital and related financing activities:**

Payments on interest	(36,152,723)
Payment on Bonds/Notes	(974,749)
Acquisitions of property and equipment	(183,794)
Acquisitions of construction in progress	(86,460,039)
Proceeds from Loans and Notes	2,050,000
Net cash flows used in capital and related financing activities	<u>(121,721,304)</u>

**Cash flows from investing activities:**

Purchase of investments	(26,955,056)
Proceeds from sale or maturity of investments	56,279,531
Net cash flows provided by investing activities	<u>29,324,475</u>
Net increase in cash and cash equivalents	(28,472,480)
Cash and cash equivalents at beginning of July 2013	150,048,440
Cash and cash equivalents at end of January 2014	<u>\$ 121,575,960</u>

**Reconciliation of change in net assets to net cash provided by operating activities:**

Change in net assets	\$ 43,826,780
Adjustments to reconcile change in net assets to net cash provided by operating activities:	
Depreciation and amortization	7,454,079
Nonoperating interest	8,766,589
Bond Issuance Expense	-
Changes in assets and liabilities:	
(Increase)/Decrease in accounts receivable	3,107,598
(Increase)/Decrease in prepaid expenses and other assets	401,251
(Increase)/Decrease in interest receivable	298,283
Increase/(Decrease) in deferred revenue (audit adjustments)	-
Increase/(Decrease) in other payable	1,106,580
Increase/(Decrease) in accounts payable	(1,036,812)
Total adjustments	<u>20,097,569</u>
Net cash flows provided by operating activities	<u>\$ 63,924,349</u>

### INVESTMENTS by FUND

		Balance	
		January 31, 2014	
<b>Renewal &amp; Replacement Fund</b>			
<b>TexSTAR</b>	61,318.05		<b>TexSTAR</b> 7,727,749.23
<b>Regions Sweep</b>	600,002.30		CD's 8,000,000.00
<b>Agencies</b>		661,320.35	Regions Sweep 109,835,355.03
			Agencies 59,088,268.28
<b>TxDOT Grant Fund</b>			
<b>TexSTAR</b>	82,178.30		
<b>Regions Sweep</b>	620,581.73		
<b>CD's</b>	3,000,000.00		
<b>Agencies</b>	5,750,738.47	9,453,498.50	\$ 184,651,372.54
<b>Senior Debt Service Reserve Fund</b>			
<b>TexSTAR</b>	589,915.32		
<b>Regions Sweep</b>	14,453,402.11		
<b>Agencies</b>	33,130,056.69	48,173,374.12	
<b>2010 Senior Lien DSF</b>			
<b>Regions Sweep</b>	299,189.28		
<b>TexSTAR</b>	-	299,189.28	
<b>2011 Debt Service Acct</b>			
<b>Regions Sweep</b>	8,314,006.29	8,314,006.29	
<b>2013 Sr Debt Service Acct</b>			
<b>Regions Sweep</b>	899,323.57	899,323.57	
<b>2013 Sub Debt Serrvice Account</b>			
<b>Regions Sweep</b>	530,641.32	530,641.32	
<b>2010 Senior Lien DSRF</b>			
<b>Regions Sweep</b>	-	-	
<b>2011 Sub Debt DSRF</b>			
<b>Regions Sweep</b>	2,024,426.18		
<b>CD's</b>	5,000,000.00	7,024,426.18	
<b>Operating Fund</b>			
<b>TexSTAR</b>	59,796.68		
<b>TexSTAR-Trustee</b>	1,968,607.29		
<b>Regions Sweep</b>	-	2,028,403.97	
<b>Revenue Fund</b>			
<b>TexSTAR</b>	1.00		
<b>Regions Sweep</b>	1,661,740.77	1,661,741.77	
<b>General Fund</b>			
<b>TexSTAR</b>	53.78		
<b>Regions Sweep</b>	9,118,846.99		
<b>Agencies</b>	5,016,720.65	14,135,621.42	
<b>2011 Sr Capitalized Interest Fund</b>			
<b>Regions Sweep</b>	38,542.88		
<b>Agencies</b>	-	38,542.88	
<b>2011 Sub Capitalized Interest Fund</b>			
<b>Regions Sweep</b>	444.47		
<b>Agencies</b>	-	444.47	
<b>2013 Sub Debt Service Reserve Fund</b>			
<b>Regions Sweep</b>	3,227,501.27		
<b>Agencies</b>	5,158,377.47	8,385,878.74	
<b>MoPac Construction Fund</b>			
<b>Regions Sweep</b>	26,555,320.95	26,555,320.95	
<b>2010-1 Sub Lien Projects Fund</b>			
<b>TexSTAR</b>	795,664.08		
<b>Regions Sweep</b>	-	795,664.08	
<b>2010 Senior Lien Construction Fund</b>			
<b>TexSTAR</b>	1.19		
<b>Regions Sweep</b>	125,783.22	125,784.41	
<b>2011 Sub Debt Project fund</b>			
<b>TexSTAR</b>	4,170,093.88		
<b>Agencies</b>			
<b>Regions Sweep</b>	41,365,513.55	45,535,607.43	
<b>2011 Sr Financial Assistance Fund</b>			
<b>Regions Sweep</b>	88.15	88.15	
<b>2011 Senior Lien Project Fund</b>			
<b>TexSTAR</b>	119.66		
<b>Regions Sweep</b>	0.00		
<b>Agencies</b>	10,032,375.00	10,032,494.66	
		<u>\$ 184,651,372.54</u>	

**CTRMA INVESTMENT REPORT**

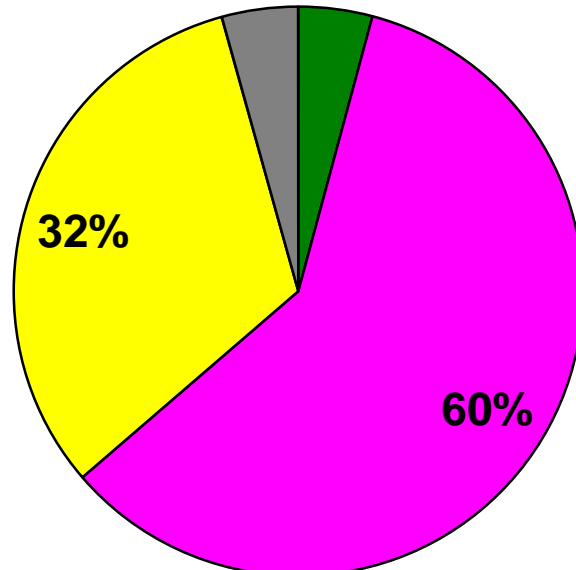
Month Ending 1/31/14						
Balance 1/1/2014	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 1/31/2014	Rate Jan 14
<b>Amount in Trustee TexStar</b>						
2011 Sub Lien Construction Fund	4,169,986.51		107.37		4,170,093.88	0.038%
2011 Senior Lien Construction Fund	119.66				119.66	0.038%
2010 Senior Lien Construction Fund	1.19				1.19	0.038%
2010-1 Sub Lien Projects	795,643.59		20.49		795,664.08	0.038%
General Fund	53.78				53.78	0.038%
Trustee Operating Fund	2,668,544.85	1,100,000.00	62.44	1,800,000.00	1,968,607.29	0.038%
Renewal and Replacement	61,316.46		1.59		61,318.05	0.038%
TxDOT Grant Fund	82,176.18		2.12		82,178.30	0.038%
Revenue Fund	1.00				1.00	0.038%
Senior Lien Debt Service Reserve Fund	13,596,899.29		283.25	13,007,267.22	589,915.32	0.038%
	<b>21,374,742.51</b>	<b>1,100,000.00</b>	<b>477.26</b>	<b>14,807,267.22</b>	<b>7,667,952.55</b>	<b>0.038%</b>
<b>Amount in TexStar Operating Fund</b>						
	<b>59,795.14</b>	<b>1,800,000.00</b>	<b>1.54</b>	<b>1,800,000.00</b>	<b>59,796.68</b>	<b>0.038%</b>
<b>Regions Sweep Money Market Fund</b>						
Operating Fund	0.00	1,100,000.00		1,100,000.00	0.00	0.100%
2010 Senior Lien Project Acct	125,772.36		10.86		125,783.22	0.100%
2011 Sub Lien Project Acct	41,361,943.98		3,569.57		41,365,513.55	0.100%
2011 Senior Lien Project Acct	22,213,328.09		754.61	22,214,082.70	0.00	0.100%
2011 Sr Financial Assistance Fund	0.00		88.15	0.00	88.15	0.100%
2010 Senior DSF	1,722,008.82	298,591.67	138.79	1,721,550.00	299,189.28	0.100%
2011 Senior Lien Debt Service Acct	0.33	17,260,612.21		8,946,606.25	8,314,006.29	0.100%
2013 Senior Lien Debt Service Acct	5,424,948.84	897,412.50	437.23	5,423,475.00	899,323.57	0.100%
2013 Subordinate Debt Service Acct	2,841,537.31	529,475.00	229.01	2,840,600.00	530,641.32	0.100%
2011 Sr Cap I Fund	8,984,373.77		775.36	8,946,606.25	38,542.88	0.100%
2011 Sub Debt CAP I	2,362,740.56		203.91	2,362,500.00	444.47	0.100%
TxDOT Grant Fund	4,350,585.53		116.42	3,730,120.22	620,581.73	0.100%
Renewal and Replacement	600,000.66		1.64		600,002.30	0.100%
Revenue Fund	1,223,358.17	7,534,910.57	89.91	7,096,617.88	1,661,740.77	0.100%
General Fund	14,697,448.31	584,325.69	1,274.07	6,164,201.08	9,118,846.99	0.100%
2010 Sr Debt Service Reserve Fund	2.98			2.98	0.00	0.100%
2011 Sub Debt Service Reserve Fund	2,024,251.48		174.70		2,024,426.18	0.100%
Senior Lien Debt Service Reserve Fund	9,442,586.59	18,007,270.20	10,812.54	13,007,267.22	14,453,402.11	0.100%
2013 Sub Debt Service Reserve Fund	8,421,926.79		726.82	5,195,152.34	3,227,501.27	0.100%
MoPac Managed Lane Construction Fund	28,103,165.17		2,432.56	1,550,276.78	26,555,320.95	0.100%
	<b>153,899,979.74</b>	<b>46,212,597.84</b>	<b>0.00</b>	<b>21,836.15</b>	<b>90,299,058.70</b>	<b>109,835,355.03</b>
<b>Amount in Fed Agencies and Treasuries</b>						
Amortized Principal	37,221,771.19	26,906,608.76	(40,586.67)		4,999,525.00	59,088,268.28
Accrued Interest				25,928.34		
	<b>37,221,771.19</b>	<b>26,906,608.76</b>	<b>(40,586.67)</b>		<b>4,999,525.00</b>	<b>59,088,268.28</b>
<b>Certificates of Deposit</b>						
Total in Pools	8,000,000.00				8,000,000.00	
Total in Money Market	21,434,537.65	2,900,000.00		478.80	16,607,267.22	7,727,749.23
Total in Fed Agencies	153,899,979.74	46,212,597.84		21,836.15	90,299,058.70	109,835,355.03
Total in Fed Agencies	37,221,771.19	26,906,608.76	(40,586.67)		4,999,525.00	59,088,268.28
<b>Total Invested</b>	<b>220,556,288.58</b>	<b>76,019,206.60</b>	<b>(40,586.67)</b>	<b>22,314.95</b>	<b>111,905,850.92</b>	<b>184,651,372.54</b>

All Investments in the portfolio are in compliance with the CTRMA's Investment policy.

William Chapman, CFO

Cindy Demers, Controller

# Allocation of Funds 4%



- Total in Pools
- Total in Money Market
- Total in Fed Agencies
- Total in CD's

Amount of investments As of January 31, 2014

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Federal Home Loan Bank	313378LX7	4,013,754.20	4,012,894.56	4,014,960.00	0.0267%	1/9/2014	4/30/2015	General
Federal Home Loan Bank	313378M57	1,004,065.22	1,003,826.09	1,004,220.00	0.0028%	1/9/2014	5/29/2015	General
Federal Home Loan Bank	3133XWKV0	10,388,500.00	10,032,375.00	10,026,100.00	0.3791%	3/30/2012	3/14/2014	2011 Sr Project
Freddie Mac	3137EADD8	1,004,940.00	1,002,470.00	1,003,830.00	0.2290%	12/3/2012	4/17/2015	TxDOT Grant Fund
Northside ISD	66702RAG7	1,057,700.00	1,025,003.33	1,028,480.00	0.3580%	12/5/2012	2/15/2015	TxDOT Grant Fund
Federal Home Loan Bank	313371KG0	1,019,000.00	1,018,136.36	1,018,890.00	0.3912%	1/9/2014	10/28/2015	TxDOT Grant Fund
Fannie Mae	3135G0QB2	1,001,990.00	1,001,899.55	2,708,235.00	0.0381%	1/9/2014	10/22/2015	TxDOT Grant Fund
Fannie Mae	3135G0QB2	1,703,383.00	1,703,229.23		0.0381%	1/9/2014	10/22/2015	TxDOT Grant Fund
Fannie Mae	3135G0BY8	8,081,952.00	8,030,984.94	8,034,400.00	0.2150%	2/8/2013	8/28/2014	Senior DSRF
Fannie Mae	313560TW3	CALLED	CALLED	CALLED	0.4060%	2/8/2013	7/30/2015	Senior DSRF
Federal Home Loan Bank	313371W51	12,217,422.00	12,099,651.75	12,102,840.00	0.2646%	2/8/2013	12/12/2014	Senior DSRF
Federal Home Loan Bank	3134G4T57	7,995,920.00	7,995,920.00	8,012,560.00	0.4750%	1/28/2014	1/28/2016	Senior DSRF
Fannie Mae	3135G0VA8	5,003,500.00	5,003,500.00	5,007,500.00	0.0468%	1/23/2014	3/1/3016	Senior DSRF
Federal Home Loan Bank	31398A3T7	5,164,996.34	5,158,377.47	5,163,963.70	0.3660%	1/9/2014	9/21/2015	2013 Sub DSRF
		<u>59,657,122.76</u>	<u>59,088,268.28</u>	<u>40,941,955.00</u>				

Agency	CUSIP #	COST	Cumulative Amortization	1/31/2014		Interest Income January 31, 2014		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Federal Home Loan Bank	313378LX7	4,013,754.20	859.64	4,012,894.56	4,000,000.00	2,650.00	(859.64)	1,790.36
Federal Home Loan Bank	313378M57	1,004,065.22	239.13	1,003,826.09	1,000,000.00	570.00	(239.13)	330.87
Federal Home Loan Bank	3133XWKV0	10,388,500.00	356,125.00	10,032,375.00	10,000,000.00	19,791.67	(16,187.50)	3,604.17
Freddie Mac	3137EADD8	1,004,940.00	2,470.00	1,002,470.00	1,000,000.00	416.67	(164.67)	252.00
Northside ISD	66702RAG7	1,057,700.00	32,696.67	1,025,003.33	1,000,000.00	2,500.00	(1,923.33)	576.67
Federal Home Loan Bank	313371KG0	1,019,000.00	863.64	1,018,136.36	1,000,000.00	1,812.50	(863.64)	948.86
Fannie Mae	3135G0QB2	1,001,990.00	90.45	1,001,899.55	1,000,000.00	625.00	(90.45)	534.55
Fannie Mae	3135G0QB2	1,703,383.00	153.77	1,703,229.23	1,700,000.00	1,062.50	(153.77)	908.73
Fannie Mae	3135G0BY8	8,081,952.00	50,967.06	8,030,984.94	8,000,000.00	5,833.33	(4,426.42)	1,406.91
Fannie Mae	313560TW3	CALLED	CALLED	CALLED	5,000,000.00			0.00
Federal Home Loan Bank	313371W51	12,217,422.00	117,770.25	12,099,651.75	12,000,000.00	12,500.00	(9,059.25)	3,440.75
Federal Home Loan Bank	3134G4T57	7,995,920.00	-	7,995,920.00	8,000,000.00	0.00	0.00	0.00
Fannie Mae	3135G0VA8	5,003,500.00		5,003,500.00	5,000,000.00	0.00	0.00	0.00
Federal Home Loan Bank	31398A3T7	5,164,996.34	6,618.87	5,158,377.47	5,026,000.00	16,753.33	(6,618.87)	10,134.46
		<u>59,657,122.76</u>	<u>568,854.48</u>	<u>59,088,268.28</u>	<u>63,726,000.00</u>	<u>25,928.34</u>	<u>(40,586.67)</u>	<u>6,554.07</u>

**January 31, 2014      Certificates of Deposit Outstanding**

Bank	CUSIP #	COST	Yield to Maturity	Purchased	Matures	January 31, 2014 Interest	FUND
Compass Bank	CD9932129	3,000,000	0.35%	8/27/2012	2/27/2014	\$ 863.01	TxDOT Grant Fund
Compass Bank	CD 02636	5,000,000	0.35%	2/5/2013		\$ 1,458.33	2011 Sub DSRF
		<u>8,000,000</u>				<u>\$ 2,321.34</u>	

**Travis County Escrow account**

Balance 1/1/2014	Additions	Accrued Interest	Withdrawals	Balance 1/31/2014
\$ 1,588,554.68	\$ -	\$ 126.87	\$ 54,380.22	\$ 1,534,301.33





## Monthly Newsletter - January 2014

### Performance

#### As of January 31, 2014

Current Invested Balance	\$5,518,659,649.58
Weighted Average Maturity (1)	50 Days
Weighted Average Maturity (2)	69 Days
Net Asset Value	1.000048
Total Number of Participants	781
Management Fee on Invested Balance	0.05%*
Interest Distributed	\$349,799.64
Management Fee Collected	\$217,725.80
% of Portfolio Invested Beyond 1 Year	1.43%
Standard & Poor's Current Rating	AAAm

Rates reflect historical information and are not an indication of future performance.

#### January Averages

Average Invested Balance	\$5,127,317,431.75
Average Monthly Yield, on a simple basis	0.0303%
Average Weighted Average Maturity (1)*	49 Days
Average Weighted Average Maturity (2)*	64 Days

#### Definition of Weighted Average Maturity (1) & (2)

- (1) This weighted average maturity calculation uses the SEC Rule 2a-7 definition for stated maturity for any floating rate instrument held in the portfolio to determine the weighted average maturity for the pool. This Rule specifies that a variable rate instrument to be paid in 397 calendar days or less shall be deemed to have a maturity equal to the period remaining until the next readjustment of the interest rate.
- (2) This weighted average maturity calculation uses the final maturity of any floating rate instruments held in the portfolio to calculate the weighted average maturity for the pool.

\* The maximum management fee authorized for the TexSTAR Cash Reserve Fund is 12 basis points. This fee may be waived in full or in part in the discretion of the TexSTAR co-administrators at any time as provided for in the TexSTAR Information Statement.

### Holiday Reminder

In observance of Presidents' Day, **TexSTAR will be closed Monday, February 17, 2014.** All ACH transactions initiated on Friday, February 14th will settle on Tuesday, February 18th.

### Transaction Confirmations

When a Participant initiates a transaction using the internet system, a transaction confirmation, including a confirmation number, is presented online upon completion of the transaction which can be printed. In addition, Participants are mailed daily transaction confirmations for all transactions initiated on the internet transaction system.

If you do not wish to receive mailed daily transaction confirmations, please use the attached form to discontinue these mailings. You will still receive your mailed monthly account statements even if you discontinue the mailed transaction confirmations.

Email confirmations of your transactions are also available. Please contact TexSTAR Participant Services at 800-839-7827 or by email at [texstar@firstsw.com](mailto:texstar@firstsw.com) to enable this functionality for your account.

### Economic Commentary

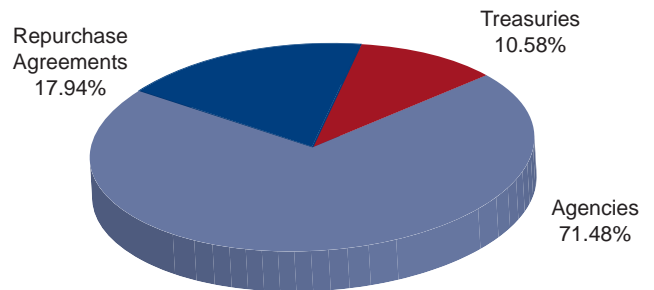
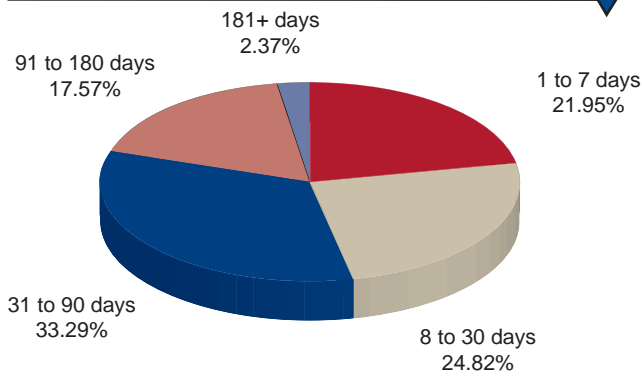
After strong gains in 2013, markets generally stumbled in January. Global equity markets largely ended the month down, and most spread sectors widened. Meanwhile, Treasury markets rallied, as the U.S. Treasury yield curve between two and five-year maturities flattened by 20 basis points (bps) on the month. The yield of the two-year note decreased 5 bps to 0.33%, and the yield of the five-year note fell 25 bps to 1.49%. While the weak December U.S. employment report was generally dismissed as an anomaly due to weather, the other economic data during the month reflected less strength than expected. Despite the recent slowdown in economic data and the subsequent rate rally in January, the view on the economy remains largely unchanged. Above-trend growth for the U.S. over the medium term is expected, led by the consumer, as the political uncertainty and the effects of the fiscal drag of 2013 fade away. Consumers ended the fourth quarter of 2013 with positive momentum that should continue into 2014. The first quarter should see a rebound in government spending. The drop in federal government spending attributable to the shutdown in October should reverse as federal employees work a full quarter. Furthermore, as tax receipts continue to strengthen, state and local governments should be in a better position to increase spending and reverse the contraction observed over the last few years. Assuming a successful increase of the debt ceiling, less uncertain fiscal policy should also have positive secondary effects on the economy relative to last year. The Federal Reserve's reduction of accommodation should, all else being equal, continue to bias rates higher, though it is expected the Fed will manage the rate rise without impairing growth. In the case that tapering appears to choke off growth, the Fed would be prepared to suspend tapering or add back accommodation, likely by strengthening forward rate guidance.

This information is an excerpt from an economic report dated January 2014 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

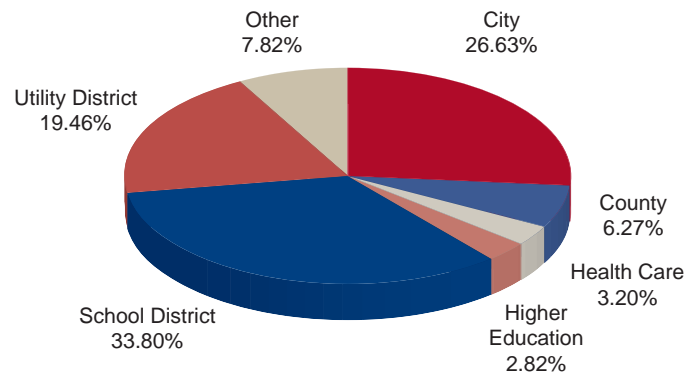
**For more information about TexSTAR, please visit our web site at [www.texstar.org](http://www.texstar.org).**

# Information at a Glance

## Portfolio by Type of Investment As of January 31, 2014



## Portfolio by Maturity As of January 31, 2014



## Distribution of Participants by Type As of January 31, 2014

# Historical Program Information

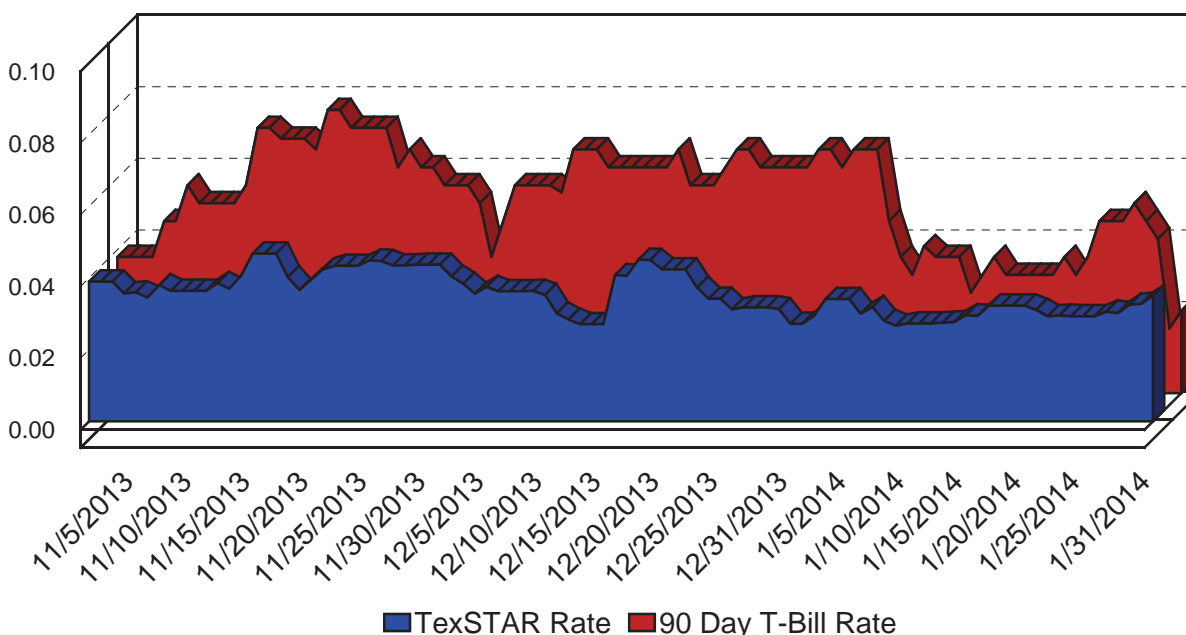
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Jan 14	0.0303%	\$5,518,659,649.58	\$5,518,895,897.21	1.000048	49	64	781
Dec 13	0.0357%	4,749,571,555.83	4,749,808,699.35	1.000050	52	65	781
Nov 13	0.0405%	4,358,778,907.03	4,358,933,052.64	1.000035	52	63	781
Oct 13	0.0434%	4,549,543,382.92	4,549,816,768.31	1.000060	52	63	781
Sep 13	0.0390%	4,545,216,845.55	4,545,590,808.40	1.000082	52	64	781
Aug 13	0.0474%	4,682,919,318.35	4,683,351,916.02	1.000091	52	59	777
Jul 13	0.0487%	4,833,856,137.70	4,834,318,370.27	1.000095	52	56	776
Jun 13	0.0614%	5,173,585,142.53	5,173,948,421.52	1.000070	54	58	775
May 13	0.0723%	5,474,920,318.32	5,475,469,836.81	1.000100	54	59	773
Apr 13	0.1038%	5,496,240,712.35	5,496,953,468.88	1.000129	51	57	773
Mar 13	0.1125%	5,635,357,483.25	5,636,069,051.83	1.000126	52	60	770
Feb 13	0.0996%	6,248,843,373.19	6,249,277,988.81	1.000069	51	58	768

# Portfolio Asset Summary as of January 31, 2014

	Book Value	Market Value
Uninvested Balance	\$ (6,705.06)	\$ (6,705.06)
Accrual of Interest Income	2,260,610.79	2,260,610.79
Interest and Management Fees Payable	(398,709.32)	(398,709.32)
Payable for Investment Purchased	(60,610,743.86)	(60,610,743.86)
Repurchase Agreement	1,000,493,000.00	1,000,493,000.00
Government Securities	4,576,922,197.03	4,577,158,444.66
<b>Total</b>	<b>\$ 5,518,659,649.58</b>	<b>\$ 5,518,895,897.21</b>

Market value of collateral supporting the Repurchase Agreements is at least 102% of the Book Value. The portfolio is managed by J.P. Morgan Chase & Co. and the assets are safekept in a separate custodial account at the Federal Reserve Bank in the name of TexSTAR. The only source of payment to the Participants are the assets of TexSTAR. There is no secondary source of payment for the pool such as insurance or guarantee. Should you require a copy of the portfolio, please contact TexSTAR Participant Services.

# TexSTAR versus 90-Day Treasury Bill



This material is for information purposes only. This information does not represent an offer to buy or sell a security. The above rate information is obtained from sources that are believed to be reliable; however, its accuracy or completeness may be subject to change. The TexSTAR management fee may be waived in full or in part at the discretion of the TexSTAR co-administrators and the TexSTAR rate for the period shown reflects waiver of fees. This table represents historical investment performance/return to the customer, net of fees, and is not an indication of future performance. An investment in the security is not insured or guaranteed by the Federal Deposit Insurance Corporation or any other government agency. Although the issuer seeks to preserve the value of an investment at \$1.00 per share, it is possible to lose money by investing in the security. Information about these and other program details are in the fund's Information Statement which should be read carefully before investing. The yield on the 90-Day Treasury Bill ("T-Bill Yield") is shown for comparative purposes only. When comparing the investment returns of the TexSTAR pool to the T-Bill Yield, you should know that the TexSTAR pool consist of allocations of specific diversified securities as detailed in the respective Information Statements. The T-Bill Yield is taken from Bloomberg Finance L.P. and represents the daily closing yield on the then current 90-day T-Bill.

## Daily Summary for January 2014

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
1/1/2014	0.0272%	0.000000746	\$4,749,571,555.83	1.000050	47	60
1/2/2014	0.0294%	0.000000805	\$4,815,354,995.15	1.000063	47	59
1/3/2014	0.0341%	0.000000933	\$4,950,862,078.81	1.000045	44	56
1/4/2014	0.0341%	0.000000933	\$4,950,862,078.81	1.000045	44	56
1/5/2014	0.0341%	0.000000933	\$4,950,862,078.81	1.000045	44	56
1/6/2014	0.0300%	0.000000823	\$5,013,355,442.43	1.000056	47	62
1/7/2014	0.0319%	0.000000873	\$5,000,546,524.97	1.000056	50	65
1/8/2014	0.0280%	0.000000768	\$5,061,964,342.84	1.000059	49	64
1/9/2014	0.0267%	0.000000732	\$5,075,083,584.37	1.000064	48	63
1/10/2014	0.0273%	0.000000748	\$5,204,542,040.58	1.000070	46	61
1/11/2014	0.0273%	0.000000748	\$5,204,542,040.58	1.000070	46	61
1/12/2014	0.0273%	0.000000748	\$5,204,542,040.58	1.000070	46	61
1/13/2014	0.0275%	0.000000753	\$5,140,754,183.14	1.000070	46	60
1/14/2014	0.0277%	0.000000760	\$5,172,013,338.70	1.000071	48	62
1/15/2014	0.0296%	0.000000812	\$5,037,323,166.85	1.000075	50	65
1/16/2014	0.0294%	0.000000806	\$5,031,773,504.75	1.000071	54	69
1/17/2014	0.0323%	0.000000885	\$5,079,723,779.70	1.000057	51	65
1/18/2014	0.0323%	0.000000885	\$5,079,723,779.70	1.000057	51	65
1/19/2014	0.0323%	0.000000885	\$5,079,723,779.70	1.000057	51	65
1/20/2014	0.0323%	0.000000885	\$5,079,723,779.70	1.000057	51	65
1/21/2014	0.0311%	0.000000852	\$5,104,102,124.00	1.000063	52	66
1/22/2014	0.0293%	0.000000804	\$5,193,302,060.17	1.000063	52	66
1/23/2014	0.0295%	0.000000808	\$5,181,424,129.76	1.000063	50	71
1/24/2014	0.0293%	0.000000803	\$5,198,865,418.56	1.000051	48	68
1/25/2014	0.0293%	0.000000803	\$5,198,865,418.56	1.000051	48	68
1/26/2014	0.0293%	0.000000803	\$5,198,865,418.56	1.000051	48	68
1/27/2014	0.0306%	0.000000837	\$5,233,282,287.15	1.000052	52	72
1/28/2014	0.0302%	0.000000828	\$5,349,871,777.37	1.000047	50	70
1/29/2014	0.0325%	0.000000891	\$5,382,585,883.19	1.000050	51	71
1/30/2014	0.0328%	0.000000899	\$5,504,168,101.46	1.000046	50	69
1/31/2014	0.0350%	0.000000958	\$5,518,659,649.58	1.000048	50	69
Average	0.0303%	0.000000831	\$5,127,317,431.75		49	64

TexSTAR Participant Services  
First Southwest Asset Management, Inc.  
325 North St. Paul Street, Suite 800  
Dallas, Texas 75201



## **TexSTAR Board Members**

<i>William Chapman</i>	<i>Central Texas Regional Mobility Authority</i>	<i>Governing Board President</i>
<i>Nell Lange</i>	<i>City of Frisco</i>	<i>Governing Board Vice President</i>
<i>Kenneth Huewitt</i>	<i>Houston ISD</i>	<i>Governing Board Treasurer</i>
<i>Michael Bartolotta</i>	<i>First Southwest Company</i>	<i>Governing Board Secretary</i>
<i>Joni Freeman</i>	<i>JP Morgan Chase</i>	<i>Governing Board Asst. Sec./Treas.</i>
<i>Eric Cannon</i>	<i>Town of Addison</i>	<i>Advisory Board</i>
<i>Nicole Conley</i>	<i>Austin ISD</i>	<i>Advisory Board</i>
<i>Pamela Moon</i>	<i>City of Lubbock</i>	<i>Advisory Board</i>
<i>Monte Mercer</i>	<i>North Central TX Council of Government</i>	<i>Advisory Board</i>
<i>Oscar Cardenas</i>	<i>Northside ISD</i>	<i>Advisory Board</i>
<i>Stephen Fortenberry</i>	<i>Plano ISD</i>	<i>Advisory Board</i>
<i>Becky Brooks</i>	<i>Government Resource Associates, LLC</i>	<i>Advisory Board</i>

**For more information contact TexSTAR Participant Services ★ 1-800-TEX-STAR ★ [www.texstar.org](http://www.texstar.org)**



**J.P.Morgan**  
Asset Management



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #13 SUMMARY

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Briefing on procedures to establish the speed limit for Mobility Authority roadways.

Strategic Plan Relevance: Regional Mobility given that the posted speed limit conveys traveler information to the driver to facilitate safe passage.

Department: Engineering

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

This briefing will outline the authority and procedures for establishing speed limits on turnpike facilities constructed and maintained by the Mobility Authority as enumerated in Section 545.354 of the Texas Transportation Code which additionally references TxDOT's Procedures for Establishing Speed Zones.

Reference documentation:

Texas Transportation Code Section 545.354; Powerpoint presentation, "How Speed Limits are Established."

Contact for further information:

Wesley M. Burford, P.E., Director of Engineering





CENTRAL TEXAS  
Regional Mobility Authority

# Briefing on How Speed Limits are Established

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February 26, 2014



- **Shall be determined and posted before opening highway to traffic**
- **Traffic and engineering investigation required for determination**



## Investigation will include review of:

- **Statutory prima facie applicable**
- **Design speed**
- **Trial-run speed study**







## **Statutory Prima Facie (for passenger cars):**

- **City street – 30 mph**
- **County roads – 60 mph**
- **State highways – 70 mph\***

**\*RMA's can establish speed limits up to 75 mph/TTC up to 85 mph**





## Design Speeds:

<b>Facility</b>	<b>Minimum</b>
<b>Mainlanes - Urban</b>	<b>50 mph</b>
<b>Mainlanes - Rural</b>	<b>70 mph</b>



## **Trial Run:**

- **A drive through of the roadway at various chosen speeds near and at the prima facie speed to determine if the speeds are appropriate for the area**



- **Interim speed limit shall be posted based on those factors using engineering judgment (prior to opening)**
- **Once speeds have stabilized, 85<sup>th</sup> percentile speed study should be conducted**



## Speed checks should:

- **Be made on avg week day at off-peak**
- **Be made during good weather**
- **Include only free flowing vehicles**
- **Include 125 vehicles minimum each direction**







**Examples of factors that allow up to a 12 mph adjustment \* to the 85<sup>th</sup> percentile speed:**

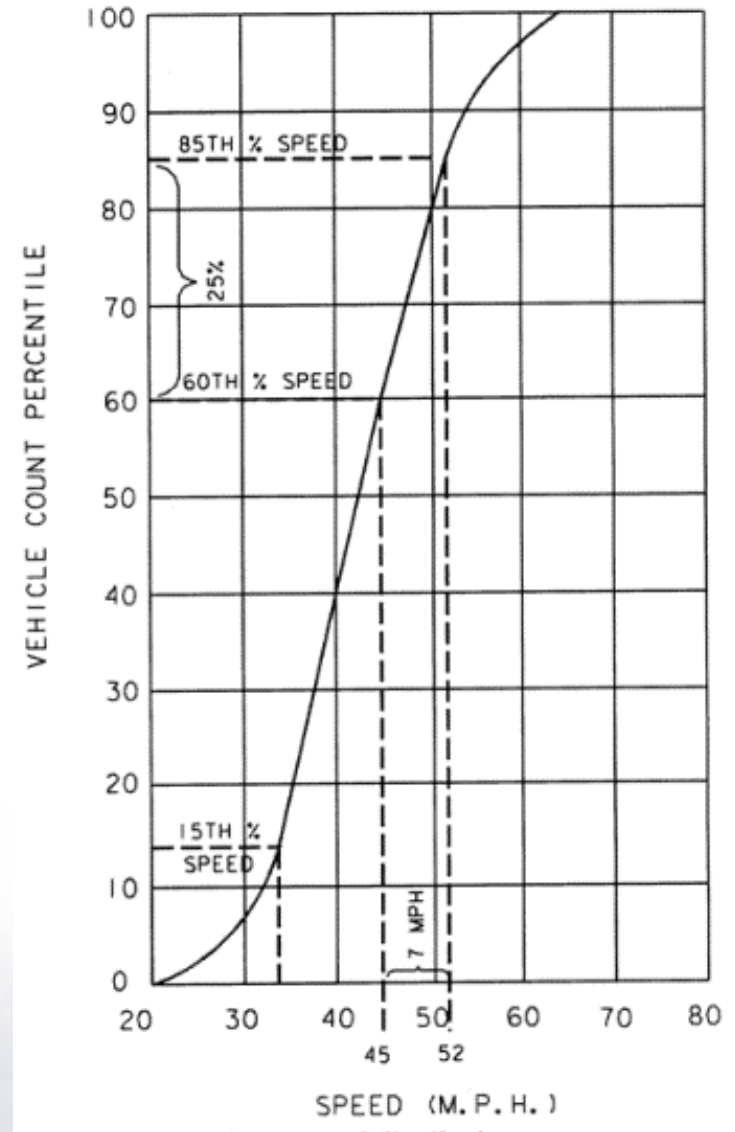
- **Narrow lane widths**
- **High driveway density**
- **Crash history exceeding statewide norm**
- **Lack of shoulders**
- **Limited sight distance**

**(\* maximum adjustment allowed would penalize over 50% of drivers)**


# 85<sup>th</sup> Percentile Speed Limits



- **Breaks in speed distribution curve at 15% and 85% indicate lack of normality (i.e. unreasonably fast or slow drivers)**
- **85% of drivers are safe and prudent (in theory)**
- **A 7 mph reduction below the 85<sup>th</sup> percentile penalizes 25% of drivers**





- **A trial run at the 85<sup>th</sup> percentile speed should then be conducted for length of roadway to look for irregularities that might require advisory signing (i.e. curves, etc.)**
- 
- **Finally, the signs should be replaced where 85<sup>th</sup> percentile speed differs from the interim speed posted**





## **Responsibility for setting speed limits:**

- **Main lanes – Mobility Authority**
- **Frontage Roads – TxDOT\***

## **Action to codify:**

- **Mobility Authority resolution**

**\* assumes TxDOT will maintain frontage roads**



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**AGENDA ITEM #14 SUMMARY**

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Executive Director's report.

Strategic Plan Relevance: Regional Mobility

Department: Executive

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

- A. Project Status Updates, including communications update on the MoPac Improvement Project.
- B. Traffic lights at 183A frontage roads and Hero Way.
- C. Board Retreat.
- D. Update on Carma Pilot Project.
- E. Update on smartphone app to address MoPac-related congestion.

Reference documentation:  
Executive Director's report

Contact for further information:  
Mike Heiligenstein, Executive Director



CENTRAL TEXAS  
Regional Mobility Authority

# REPORT TO THE BOARD OF DIRECTORS

FEBRUARY 26, 2014

Mike Heiligenstein – Executive Director

## MoPac Improvement Project

The MoPac Improvement Project is on schedule, with construction at 15% complete. Final design and the permitting processes continue and should be completed this spring. Pre-casting of beams and sound walls will soon begin. The team continues construction outreach, including: responding to 24/7 hotline, putting content on 800 AM, tweeting, blogging, and updating the website.



Work continues on clearing of vegetation, placement of erosion control devices, temporary lighting, rough grading, and removal of guard fence and existing railing.



CH2M Hill is completing temporary restriping and setting barriers for Segment 2B (US183 to RM2222) and Segment 3 (RM2222 to Enfield).



Traffic advisory signs have been placed in areas outside the construction zone to alert motorists of upcoming activity, such as this sign south of Loop 360.

## Manor Expressway Phase II Project



Plans are moving forward on a May 17 Grand Opening ceremony for Manor Expressway

Central Texas Mobility Constructors continue to finish the project in anticipation of a May 17<sup>th</sup> Grand Opening ceremony. Activities include:

- Paving access ramps and shoulders along the main lanes where the concrete pavement on the main lanes is substantially completed.
- Constructing retaining walls and installing wall coping on multiple walls.
- Setting trusses for the overhead sign bridges.



- Constructing sidewalks and the shared-use path.
- Installing the median cable barrier and miscellaneous concrete rip-rap.
- Dressing and stabilizing slopes.
- Constructing beds for the landscaped trees.
- Installing tolling and ITS equipment; the Systems Integrator will begin initial testing of the equipment in the near term.

## Oak Hill Parkway Environmental Study

- A public workshop was held February 4 with Waldorf School and other nearby stakeholders to discuss the transition of the freeway back to the existing highway on the western terminus.
- The modeling of travel times required by the screening criteria has been completed.
- The team has participated in ongoing meetings with TxDOT/City of Austin to investigate feasibility of regional detention.
- Next steps include implementing the refined screening criteria to narrow alternatives, finalizing material for a public funding workshop and developing the outreach process for context sensitive solutions all in preparation for the next Open House in May.

## MoPac South Environmental Study

- The Mobility Authority has received concurrence from FHWA on the study limits and that an Environmental Assessment is the appropriate document for the study.
- Traffic volumes have been collected and are under analysis.
- Consideration of input from the stakeholder meetings and public meeting is underway in the development of a Purpose and Need Statement and alternatives.

## MoPac Intersections Environmental Study

- Based on public input, technical constraints, costs, and environmental considerations, the build alternative for the Intersection Study will focus on extending the MoPac main lanes under the intersections of Slaughter Lane and La Crosse. Bike and pedestrian connections are under consideration include bike lanes, sidewalks, and connections to existing trails.

## 183 North Mobility Project

Following a weather-related postponement on January 28 an Open House took place Feb 18 at Anderson High School. The draft Purpose and Need Statement as well as preliminary alternatives were presented to the public.

## Mobility Authority News

### Traffic Signal to be Installed on 183A Frontage Road and Hero Way



Following the completion of a traffic signal warrant analysis, the Mobility Authority will soon install a fully-operational, four-way traffic signal at the intersection of the 183A frontage road and Hero Way in Leander. A warrant analysis had already been underway for several weeks when a traffic fatality occurred at the intersection on Jan. 10.

The analysis is a step-by-step process outlined by the State of Texas to determine whether a traffic signal may be installed on Texas roads. It evaluates eight criteria such as physical conditions around the intersection, traffic volume and congestion, pedestrian and school activity, accident history, and other factors that determine whether an intersection warrants a signal. The criteria are used because a traffic signal can, under certain conditions, cause traffic delays or rear-end collisions.

The analysis found that conditions at the intersection now allow for a traffic signal to be installed. Following installation and testing, the signal is expected to be activated as soon as possible.

### Calendar of Events

Carma Ribbon Cutting - Feb. 27, 10 am

Board of Directors Meeting - March 26, 9:30 am



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #15 SUMMARY

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### *EXECUTIVE SESSION*

*Executive Session:*

Discuss legal issues related to claims by or against the Mobility Authority, pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney; Closed Meeting).



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #16 SUMMARY

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### *EXECUTIVE SESSION*

*Executive Session:*

Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #17 SUMMARY

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Authorize issuing a request for qualifications for a design-build contract to develop the Bergstrom Expressway (183 South) Project, and designate Wesley M. Burford, P.E., Director of Engineering, as the Authority's representative for that procurement process and for the duration of the work on the project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: None

Funding Source: General Fund, Reimbursed per Advanced Funding Agreement with TxDOT (CAMPO ST PMM funds)

Board Action Required: Yes

Description of Matter:

The issuance of a Request for Qualifications is the first step in procuring a design-build contractor for the Bergstrom Expressway (183 South) project.

Reference documentation: Draft Resolution

Contact for further information: Wesley M. Burford, P.E., Director of Engineering



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

**RESOLUTION NO. 14-\_\_\_**

**AUTHORIZING ISSUING A REQUEST FOR QUALIFICATIONS FOR A DESIGN-BUILD CONTRACT TO DEVELOP THE BERGSTROM EXPRESSWAY (183 SOUTH) PROJECT, AND DESIGNATING WESLEY M. BURFORD, P.E., DIRECTOR OF ENGINEERING, AS THE AUTHORITY'S REPRESENTATIVE FOR THAT PROCUREMENT PROCESS AND FOR THE DURATION OF THE WORK ON THE PROJECT.**

WHEREAS, Subchapter K, Chapter 370, Transportation Code, authorizes the Mobility Authority to use a design-build method to develop its transportation projects, including the proposed Bergstrom Expressway (183 South) Project (the "Project"); and

WHEREAS, Subchapter A, Article 7, Chapter 4 of the Mobility Authority Policy Code implements applicable state law and establishes the process the Mobility Authority will use to solicit proposals for a design-build contract to develop the Project; and

WHEREAS, the Board of Directors desires to initiate that process by authorizing issuance of a request for qualifications (an "RFQ") to develop the Project using the design-build method.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors hereby authorizes and directs the Executive Director to issue an RFQ to develop the Project using the design-build method authorized by state law; and

BE IT FURTHER RESOLVED, that pursuant to Section 370.403, Transportation Code, the Board of Directors hereby designates Wes Burford, P.E., the Director of Engineering for the Mobility Authority, to act as the Mobility Authority's representative for the procurement process and for the duration of the work on the Project; and

BE IT FURTHER RESOLVED, that the Board of Directors hereby authorizes and directs the Executive Director to take such other actions as may be necessary to implement the design-build method procurement process to develop the Project, consistent with applicable state law and the Mobility Authority Policy Code, and to review the RFQ responses received, assess such responses based on the criteria identified in the RFQ, and prepare a recommendation to the Board of Directors regarding a short-list of firms to further participate in the design-build method procurement process and to receive and respond to a request for detailed proposals issued by the Mobility Authority in accordance with state law and the Policy Code.

*[Signatures on following page]*

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February, 2014.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_\_\_  
Date Passed: 2/26/2014