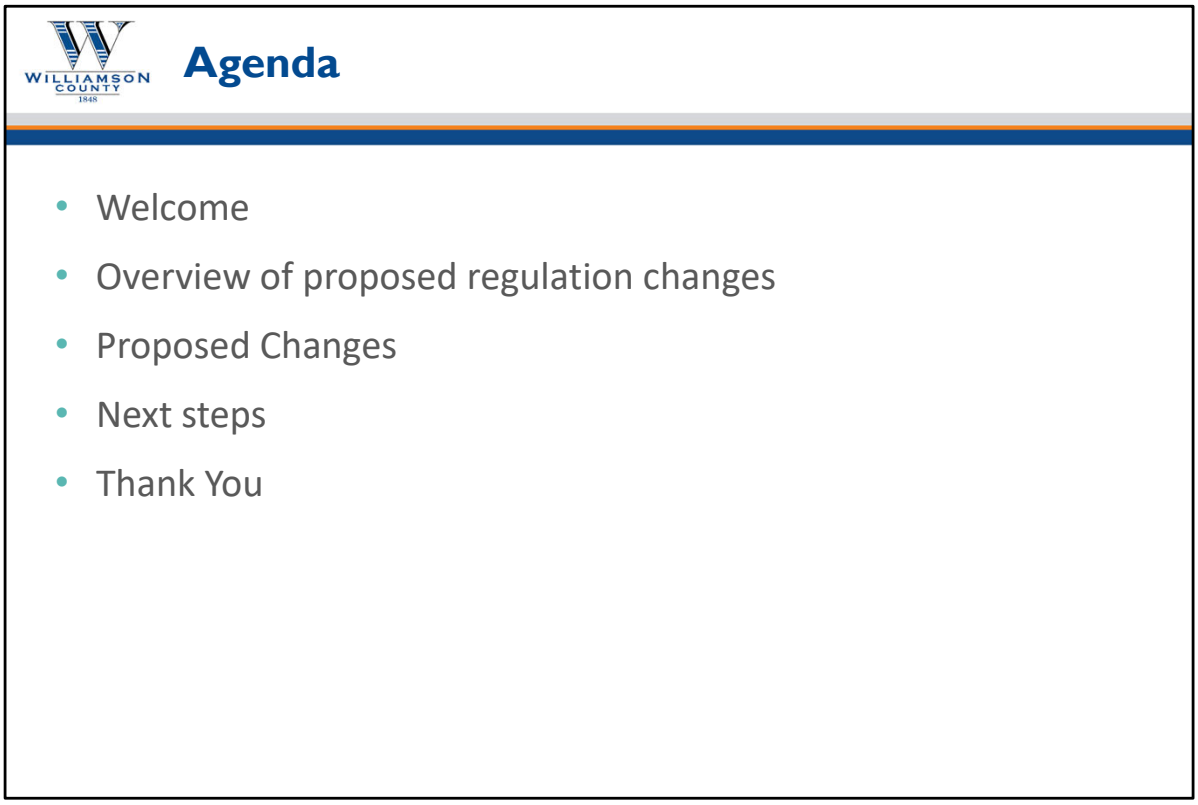
WILLIAMSON COUNTY
Virtual Subdivision Regulations Public Meeting

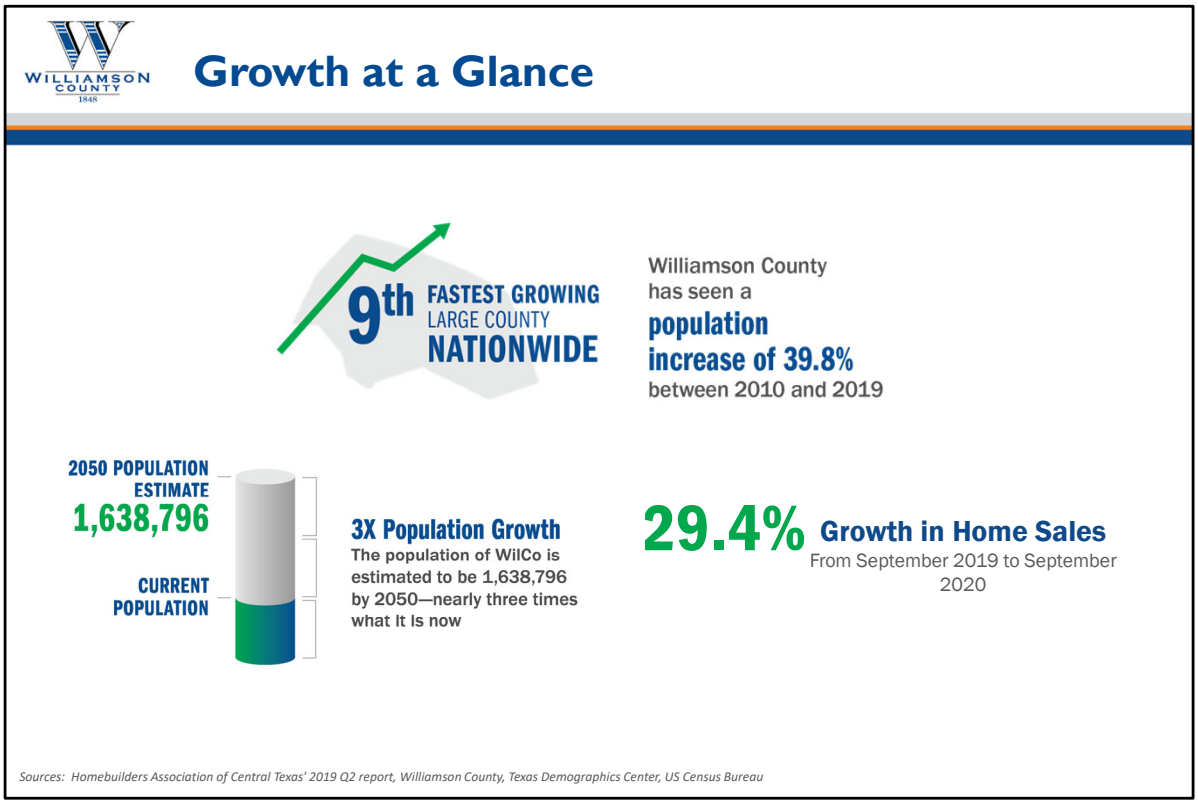
Wednesday, July 28, 2021

Hello and welcome to our virtual public meeting for proposed changes to the Williamson County Subdivision Regulations.

We have come up with several changes to the Subdivision Regulations that we would like to share with you in order to get your feedback. We appreciate your understanding and cooperation as we have moved this public meeting to a virtual platform in order to ensure safety and accessibility to all individuals.



This virtual public meeting will provide an overview of the proposed changes in the subdivision development process. Following this presentation, there will be a three-week public comment period where you are able to submit comments for consideration.



Williamson County has experienced a tremendous amount of growth in recent years and we anticipate this trend to continue. In 2019, the County ranked ninth as the fastest growing large county in the nation, and the population is projected to nearly triple by 2050. This rapid growth requires the County to properly plan for new Developments, including the infrastructure within those developments and maintain the safety and quality of life for our residents.

Growth at a Glance

Williamson County has put forth several subdivision regulations changes over the last few years in order to:

- Streamline the permitting and approval process
- Increase efficiency where possible
- Provide clear guidelines and requirements

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Growth at a Glance

During the process of examining the current subdivision regulations and proposing changes, the county has three goals in mind:

- Provide quality customer service
- Develop systems to provide consistent product for the development community
- Utilize taxpayers' dollars wisely

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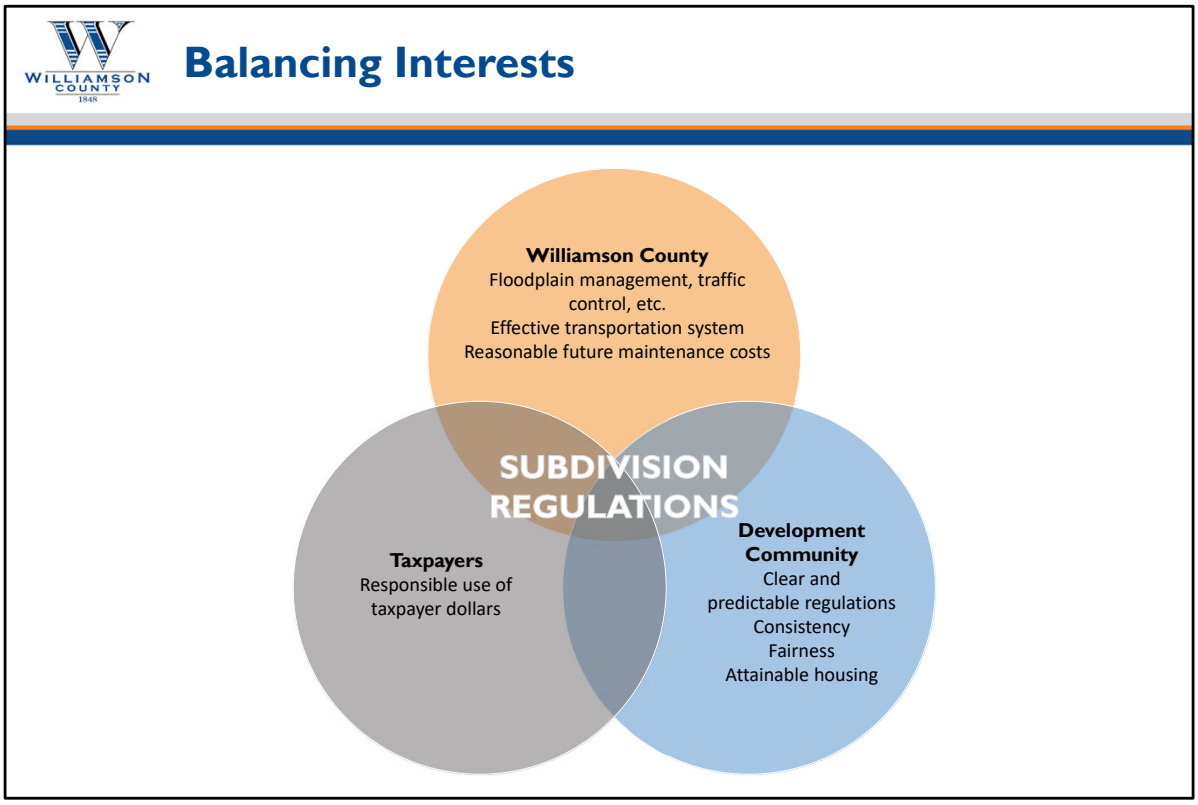
- And utilize taxpayers dollars wisely



Keeping those goals in mind, the County also seeks to balance various interests while evaluating proposed changes to the processes and regulations. Under consideration are the County's ability to meet their regulatory responsibilities, the needs of the development community, and cost to taxpayers including having an effective transportation system and thinking about the reasonable future maintenance cost.

Growth at a Glance

- A major responsibility of the county directly impacted by that growth is maintaining the safety and integrity of 1,400 miles of county roads.
- In the last 5 years, the county has seen 334 final plats approved to accommodate the explosive growth. More than 530 miles of county roads are located in subdivisions.

A major responsibility of the County directly impacted by that growth is maintaining the safety and integrity of 1400 miles of county roads. In the last 5 years, the County has seen 334 final plats approved to accommodate the explosive growth. More than 530 miles of county roads are located in subdivisions.

Because the County is responsible for this ongoing maintenance and repairs, it is important that the County has a standard for these roads at initial construction, so we are introducing pavement design standards under the Subdivision Regulations.

Proposed Changes

These standards will:

- Provide clear, concise, and predictable requirements for developers to create the infrastructure plans within their subdivisions
- Ensure roads are built reliably so that they can be added into our maintenance schedule after a predictable length of time
- Reduce the time, and associated costs of a prolonged review and approval process
- Acknowledge the county is accepting the responsibility and risk of the pavement design

These standards will

- Provide clear concise and predictable requirements for developers to create the infrastructure plans within their subdivisions
- Ensure roads are built reliably so they can be added into our maintenance schedule after a predictable length of time
- Reduce the time and associated costs of a prolonged review and approval process
- And acknowledge the county is accepting the responsibility and risk of this pavement design.

Proposed Changes

- Williamson County proposes to shorten the review time with introducing pavement design.

B4.4 All proposed pavements (flexible and rigid) are to be specified in the Geotech report. The Geotech report is to be signed and sealed by a Registered Professional Engineer. Pavement designs shall follow the below County requirements based upon soil conditions from samples taken along the proposed roadways. Test borings shall be placed at a maximum spacing of 500 feet or other sampling frequency approved by the County Engineer based on recommendations provided by the geotechnical engineer. Borings shall be to a depth of ten ft or, if solid rock is encountered, one ft below non-fractured rock or 3 ft below fractured rock. The pavement design must meet at least the minimum of one of the approved County designs and provided in the geotechnical report for review and approval prior to the review and approval of the construction plans. In addition to the basis of the pavement design, the soils report shall contain the results of sampled and tested subgrade for plasticity index.

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While there is more than one way to rate in situ soils for pavement designs, we are relying on the geotechnical community's professionalism in sampling and testing to provide a plasticity index for use in the pavement design tables. Using this criterium the County proposes different pavement designs for different classifications of roadways. All of this information is available on the Williamson County website and also by request.

As a sampling of the proposed changes, I'm going to highlight the scenario where the plasticity index is greater than 20 and below 35. For other ranges of plasticity index please review each table.

Proposed Changes

B4.5 Flexible Pavement Designs based on Roadway Classification

Minimum Residential Roadway (Urban) Flexible Pavement design				
Plasticity Index	PI <20	PI 20-35	PI 35-55	Material Requirements
Soil Classification	Clayey Sand	Lean Clay	Fat Clay	
HMA Surface	2"	2"	2"	TxDOT Item 340 D- GR HMA PG 70-22 SAC B (1)
Prime Coat or One Course Underseal				AEP or TxDOT Item 316 (4)
Flexible Base	12"	12"	14"	TxDOT Item 247 FLBS TY A GR 5(2)
Lime treated Subgrade		8"	8"	TxDOT Item 260 (3)
Notes:	1) See Appendix B7 for material requirements for HMA. 2) See Appendix B6 for additional Flexible Base specifications. 3) Pellitized lime is not allowed. Use hydrated lime or lime slurry. Confirm sulfates are not present in soil. 4) For PI >55 additional pavement structure is necessary and shall be reviewed and approved by the County Engineer.			

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The minimum flexible pavement design for a local roadway is two inches of hot mix asphalt, 12 inches of flexible base, and eight inches of lime treated subgrade.

Proposed Changes

B4.5 Flexible Pavement Designs based on Roadway Classification

Minimum Collector Roadway (Urban) Flexible Pavement design				
Plasticity Index	PI <20	PI 20-35	PI 35-55	Material Requirements
Soil Classification	Clayey Sand	Lean Clay	Fat Clay	
HMA Surface	2"	2"	2"	TxDOT Item 340 D- GR HMA PG 70-22 SAC B (1)
Prime Coat or One Course Underseal				AEP or TxDOT Item 316 (4)
Flexible Base	14"	14"	16"	TxDOT Item 247 FLBS TY A GR 5(2)
Lime treated Subgrade		8"	8"	TxDOT Item 260 (3)
Notes:	1) See Appendix B7 for material requirements for HMA. 2) See Appendix B6 for additional Flexible Base specifications. 3) Pellitized lime is not allowed. Use hydrated lime or lime slurry. Confirm sulfates are not present in soil. 4) For PI >55 additional pavement structure is necessary and shall be reviewed and approved by the County Engineer.			

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The minimum flexible pavement design for a collector roadway is two inches of hot mix asphalt, 14 inches of flexible base, and eight inches of lime treated subgrade.

Proposed Changes

B4.5 Flexible Pavement Designs based on Roadway Classification

Minimum Arterial Roadway (Urban) Flexible Pavement design				
Plasticity Index	PI <20	PI 20-35	PI 35-55	Material Requirements
Soil Classification	Clayey Sand	Lean Clay	Fat Clay	
HMA Surface	2"	2"	2"	TxDOT Item 340 D- GR HMA PG 70-22 SAC B (1)
Prime Coat or One Course Underseal				AEP or TxDOT Item 316 (4)
Flexible Base	20"	20"	22"	TxDOT Item 247 FLBS TY A GR 5(2)
Lime treated Subgrade		8"	10"	TxDOT Item 260 (3)
Notes:	1) See Appendix B7 for material requirements for HMA. 2) See Appendix B6 for additional Flexible Base specifications. 3) Pellitized lime is not allowed. Use hydrated lime or lime slurry. Confirm sulfates are not present in soil. 4) For PI >55 additional pavement structure is necessary and shall be reviewed and approved by the County Engineer. 5) See appendix B7 for requirements on asphalt and aggregate.			

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The minimum flexible pavement design for an arterial roadway is two inches of hot mix asphalt, 20 inches of flex base, and eight inches of lime treated subgrade.

Proposed Changes

B4.6 Rigid Pavement Designs based on Roadway Classification

Residential Roadway (Urban/ Rural) Rigid Pavement design				
Plasticity Index	PI <20	PI 20-35	PI 35-55	Material Requirements
Soil Classification	Clayey Sand	Lean Clay	Fat Clay	
CRCP	6"	6"	8"	TxDOT Item 421 – Class P Concrete CRCP (1)- 13, Continuously Reinforced Concrete Pavement, One-layer steel bar placement
HMA Bond Breaker	1"	1"	1"	TxDOT Item D- GR HMA TY D or TY F PG 64-22
Flexible Base	6"	8"	8"	TxDOT Item 247 FLBS TY A GR 4(2)
Lime treated Subgrade			8"	TxDOT Item 260 (3)
Notes:	1) See Appendix B7 for material requirements for CRCP 2) See Appendix B6 for additional Cement Treated Base specifications 3) Pellitized lime is not allowed. Use hydrated lime or lime slurry. Confirm sulfates are not present in soil. 4) For PI >55 additional pavement structure is necessary and shall be reviewed and approved by the County Engineer			

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As an alternative to flexible pavement designs, the County is also proposing changes to its rigid pavement designs for consideration.

For a local roadway within situ soils with a plasticity index of greater than 20 and less than 35, the rigid pavement design would be six inches of continuously reinforced concrete pavement, a one inch hot mix asphalt bond breaker, and 8 inches of flexible base.

Proposed Changes

B4.6 Rigid Pavement Designs based on Roadway Classification

Collector Roadway (Urban/ Rural) Rigid Pavement design				
Plasticity Index	PI <20	PI 20-35	PI 35-55	Material Requirements
Soil Classification	Clayey Sand	Lean Clay	Fat Clay	
CRCP	6"	6"	8"	TxDOT Item 421 – Class P Concrete CRCP (1)- 13, Continuously Reinforced Concrete Pavement, One-layer steel bar placement
HMA Bond Breaker	1"	1"	1"	TxDOT Item D- GR HMA TY D or TY F PG 64-22
Flexible Base	8"	10"	10"	TxDOT Item 247 FLBS TY A GR 4(2)
Lime treated Subgrade			8"	TxDOT Item 260 (3)
Notes:	1) See Appendix B7 for material requirements for CRCP 2) See Appendix B6 for additional Cement Treated Base specifications 3) Pellitized lime is not allowed. Use hydrated lime or lime slurry. Confirm sulfates are not present in soil. 4) For PI >55 additional pavement structure is necessary and shall be reviewed and approved by the County Engineer			

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For a collector roadway within situ soils with the plasticity index of greater than 20 and less than 35, the rigid pavement design would be six inches of continuously reinforced concrete pavement, a one inch hot mix asphalt bond breaker, and ten inches of flexible base.

Proposed Changes

B4.6 Rigid Pavement Designs based on Roadway Classification

Arterial Roadway (Urban/ Rural) Rigid Pavement design				
Plasticity Index	PI <20	PI 20-35	PI 35-55	Material Requirements
Soil Classification	Clayey Sand	Lean Clay	Fat Clay	
CRCP	11"	11"	11"	TxDOT Item 421 – Class P Concrete CRCP (1)- 13, Continuously Reinforced Concrete Pavement, One-layer steel bar placement
HMA Bond Breaker	1"	1"	1"	TxDOT Item D- GR HMA TY D or TY F PG 64-22
Flexible Base	12"	12"	12"	TxDOT Item 247 FLBS TY A GR 4(2)
Lime treated Subgrade		6"	10"	TxDOT Item 260 (3)
Notes:	1) See Appendix B7 for material requirements for CRCP 2) See Appendix B6 for additional Cement Treated Base specifications 3) Pellitized lime is not allowed. Use hydrated lime or lime slurry. Confirm sulfates are not present in soil. 4) For PI >55 additional pavement structure is necessary and shall be reviewed and approved by the County Engineer			

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For an arterial roadway within situ soils with a plasticity index of greater than 20 and less than 35, the rigid pavement design would be 11 inches of continuously reinforced concrete pavement, a one inch hot mix asphalt bond breaker 12 inches of flexible base, and 6 inches of lime treated subgrade.

Thank you for watching this presentation on proposed Subdivision Regulation changes.

We would like to hear your thoughts on these proposed changes. If you have feedback for the County to review and consider before these are taken before the Commissioners Court in late August, there are several ways to do so.

The best way to comment is simply by clicking on the link to the Online Comment Form, available on the website below the video.

You can also email your comments to roadadmin@wilco.org, or mail feedback to this address.
The comment period for the regulation changes will be open until the 5 p.m. on Tuesday, August 17.

If you have additional questions, please contact us at 512-943-1195.

After comments have been received the County will work on incorporating your feedback as necessary and will plan to have Commissioners Court vote on these changes late August. If approved, the changes would go into effect immediately.

THANK YOU

WILLIAMSON COUNTY
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