

THE STATE OF TEXAS)
COUNTY OF CAMERON

ORDER # 201401001

ROAD / PEDESTRIAN LANE ORDER

AN ORDER OF THE COMMISSIONERS COURT OF CAMERON COUNTY, TEXAS SETTING FORTH PROVISIONS FOR THE PROPOSED AMENDMENT TO THE CURRENT SUBDIVISION RULES AND REGULATIONS FOR THE PROPOSED CONSTRUCTION OF A ROAD / PEDESTRIAN LANE ON ANY NEW SUBDIVISION ROAD OR STREET LOCATED IN PUBLIC RIGHT OF WAY; TO SPECIFY STANDARDS FOR DESIGN, MAINTENANCE, AND USE OF ROAD / PEDESTRIAN LANES; TO DESIGNATE ROAD / PEDESTRIAN LANE MAINTENANCE RESPONSIBILITIES.

**SECTION 1
TITLE**

This Order is hereby designated as and shall be referred to as the Cameron County Road / Pedestrian Lane Order.

SECTION 2

PURPOSE AND SCOPE OF APPLICATION

2.1 Purpose.

The purposes of the Order is to protect and promote public health, safety, and welfare by specifying standards for design, maintenance, and use of road / pedestrian lanes located in public road rights-of-way; and to designate road / pedestrian lane maintenance responsibilities. These regulations are the minimum standards deemed necessary to provide suitable and safe pedestrian lane accommodations for pedestrians.

2.2 Scope of Application.

The requirements in this Order shall apply to road / pedestrian lanes constructed within the public right-of-way of the proposed subdivision development.

SECTION 3

DEFINITIONS

County Engineer: A Registered Professional Engineer licensed to practice in the state of Texas, who shall be appointed by the Commissioners Court and who shall be responsible for all engineering matters concerning compliance of this order.

Development: Refers to the construction of one or more new buildings or structures on one or more building lots and the servicing to such with streets and utilities in order to make inhabitable or useful.

Plat: Including the "Final Plat" is the official drawing or map, which conforms to the provisions of the Cameron County Subdivision Rules and Regulations to which the subdivider or developer submits for approval and a copy of which he intends to be recorded in the Map Records of Cameron County.

Public Street: An area, parcel, strip or land which provides primary vehicular access to adjacent property or land and provides general community circulation whether designed as a street, highway, freeway, thoroughfare, avenue, boulevard, road, place, drive, or otherwise designated, or which is dedicated or granted for public use.

Subdivider: An individual, firm, corporation, or other legal entity that owns land and that directly or indirectly subdivides land into lots.

Subdivision: An area of land that has been subdivided into for sale or lease.

Road / pedestrian lane: A paved striped five (5) foot wide surface located on one side of the proposed 30 foot wide road dedicated on a 60 foot ROW and adjacent to the actual road surface, and designed, constructed, and designated for pedestrian travel.

SECTION 4

DESIGN AND MINIMUM STANDARDS

4.1 General.

Road / pedestrian lanes shall be constructed on one side of the proposed subdivision paved road. Road / pedestrian lane shall be constructed in accordance with the Cameron County Subdivision Rules and Regulations construction standards and any subsequent amendments or revisions thereto as

promulgated by the County Engineer. Construction of road / pedestrian lane does not apply if the subdivision contains five (5) lots or less.

Speed humps shall be required as per Cameron County specifications and designed per recommendation of Institute of Transportation Engineering which is incorporated into this Order.

4.2 Use of Road / pedestrian lane:

1. Pedestrian Use.

Road / pedestrian lanes as defined herein, are for pedestrian use, and are not intended for motorized vehicles, motorcycles, mopeds or off-road utility vehicles. Travel by non-motorized bicycles is permitted. Bicycles shall yield to pedestrians.

2. Unlawful Damage.

It shall be unlawful to damage or deface a road / pedestrian lane by any means.

4.3 Construction Standards:

Road / pedestrian lane shall comply with the standards set forth herein and any supplemental engineering standards that may be adopted by the Cameron County Commissioners Court. In the event of conflict between different standards, the more stringent standard shall apply.

1. Edge line shall be marked to separate the shoulder from the travel way.
2. Road centerline needs to be marked with yellow stripe.
3. Crosswalks must be provided at all intersection crossings.
4. Speed humps are required and shall be in compliance with current Cameron County speed hump policy and the Institute of Transportation Engineering.
5. Speed limit 30 mph or minimum shall be posted on all subdivision roads or as per County Engineer approval.
6. All signs and markings shall comply with Manual Uniform Traffic Control devices (Latest Edition).

4.4 Maintenance Standards:

1. Maintenance Responsibility.

The Cameron County Public Works Division shall be responsible for the maintenance of the Public Road / Pedestrian Lanes upon final approval / acceptance of the subdivision roads into the Cameron County Road System.

2. Obstructions.

Road / pedestrian lanes shall be kept free of all obstructions, including but not necessarily limited to, obstructions from structures, vehicles, equipment, debris, and vegetation. This restriction shall not apply to temporary obstructions due to maintenance or construction work on or adjacent to the road / pedestrian lane in which case appropriate barriers and signage shall be erected to maintain public safety.

SECTION 5

SEVERABILITY, CONFLICTING PROVISIONS AND EFFECTIVE DATE

5.1 Severability.

Should any portion of this Order be found invalid for any reason, such a finding shall not be construed as affecting the validity of the remaining portions of this Order, which shall remain in full force and effect.

5.2 Conflicting Provisions Repealed.

All other Orders or parts of Orders in conflict with this Order are hereby repealed to the extent necessary to give this Order full force and effect.

BE IT RESOLVED that on October 2, 2001, Cameron County Commissioner's Court promulgated an order, pursuant to statutory authority, regulating subdivision standards in Cameron County and that this order was replaced on April 26, 2005 with replacement of said order.

BE IT RESOLVED that on Wednesday, January 29, 2014 at a regular meeting of the Cameron County Commissioner's Court, said Court, upon the request of the Cameron County Engineer, along with other items of public

business, conducted a Public Meeting at the Cameron County Courthouse to consider and approve an amendment to the existing Subdivision Regulations with a new Subdivision Regulation Order of the Cameron County Commissioner's Court, as authorized by Chapter 232.025(4), of the Texas Local Government Code and to regulate subdivision standards in Cameron County, Texas.

BE IT RESOLVED that the Commissioners Court held a public hearing before issuing any regulations concerning the construction of road / pedestrian lanes in Cameron County, Texas.

BE IT RESOLVED that Cameron County gave notice of the proposed construction of road / pedestrian lanes by publishing notice of the hearing in a newspaper of general circulation in the County not later than seven (7) days or earlier than thirty (30) days before the day of the hearing, which date was January 29, 2014.

BE IT RESOLVED that such Public Meeting the following findings were made by the Cameron County Commissioner's Court:

(1) Cameron County, acting by and through the Cameron County Commissioner's Court, is concerned with safety and general welfare of the citizens and residents of the County and wishes to amend said regulation to construct road / pedestrian lanes in Cameron County.

(2) Cameron County can regulate subdivision standards by order of its Commissioner's Court, pursuant to Chapter 232.025(4) of the Texas Local Government Code.

(3) Cameron County, acting by and through the County Commissioner's Court wishes to enact the new order to regulate such matters.

(4) This order is necessary for the immediate preservation of the public peace, health, welfare and safety.

NOW, THEREFORE, IT IS ORDERED by the Cameron County Commissioner's Court that the foregoing rules and regulation are hereby adopted for the purpose of insuring the health, safety and well being of the Cameron County residents.

IT IS FURTHER ORDERED that this order shall become effective on January 29, 2014.

SIGNED this 29 day of January, 2014.

CAMERON COUNTY COMMISSIONER'S COURT

Carlos H. Cascos

Carlos H. Cascos, CPA, County Judge

Sofia C. Benavides

Sofia C. Benavides, Precinct No. 1

Ernie L. Hernandez, Jr.

Ernie L. Hernandez, Jr., Precinct No. 2

David A. Garza

David A. Garza, Precinct No. 3

Absent

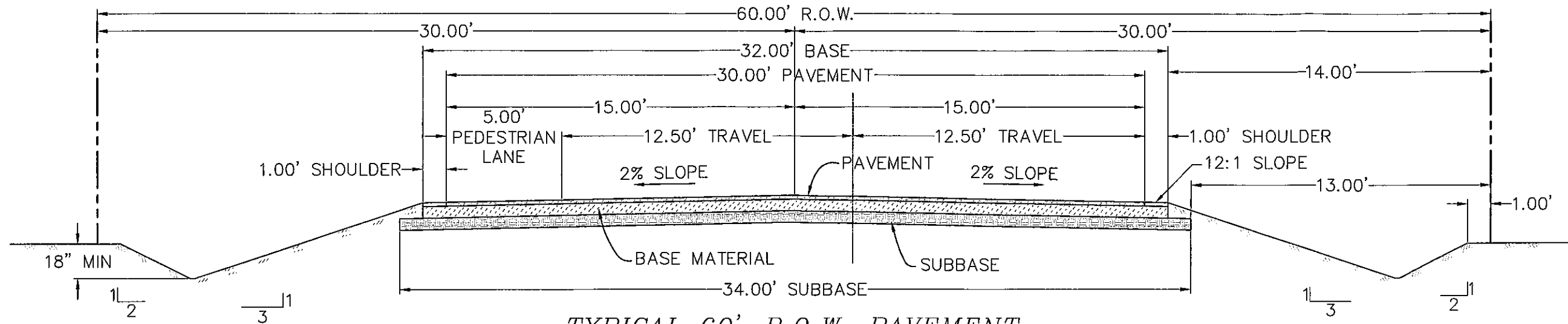
Dan A. Sanchez, Precinct No. 4

Attested By:

Joe G. Rivera
Joe G. Rivera, County Clerk

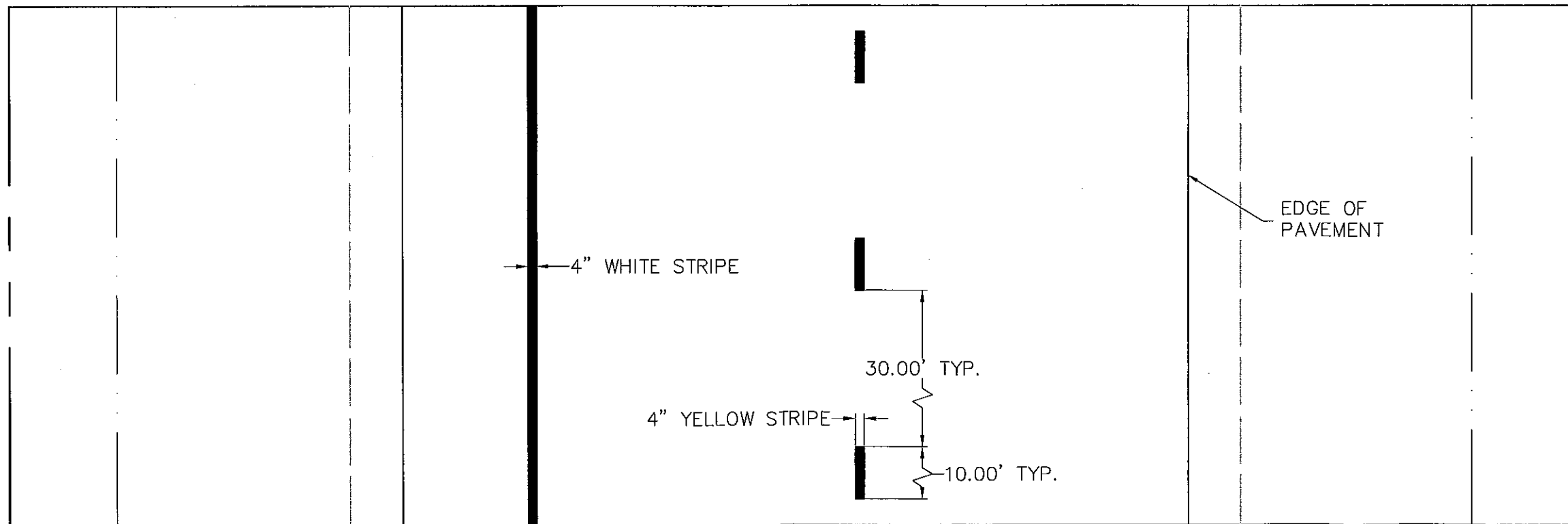


2.17 - RURAL STREET
PEDESTRIAN LANE



**TYPICAL 60' R.O.W. PAVEMENT
CROSS SECTION**

①
SCALE: 1" = 5'



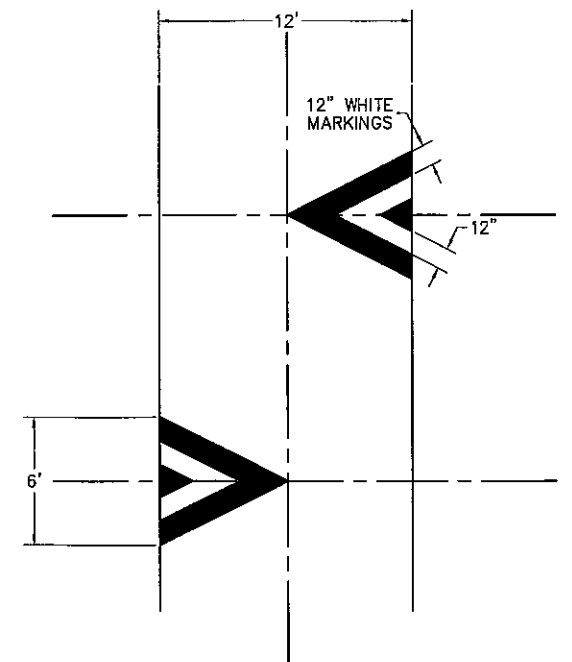
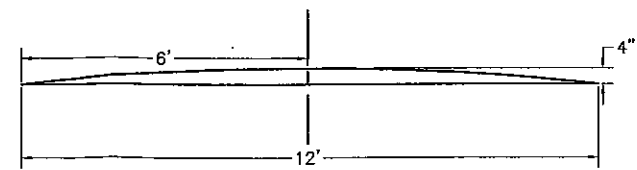
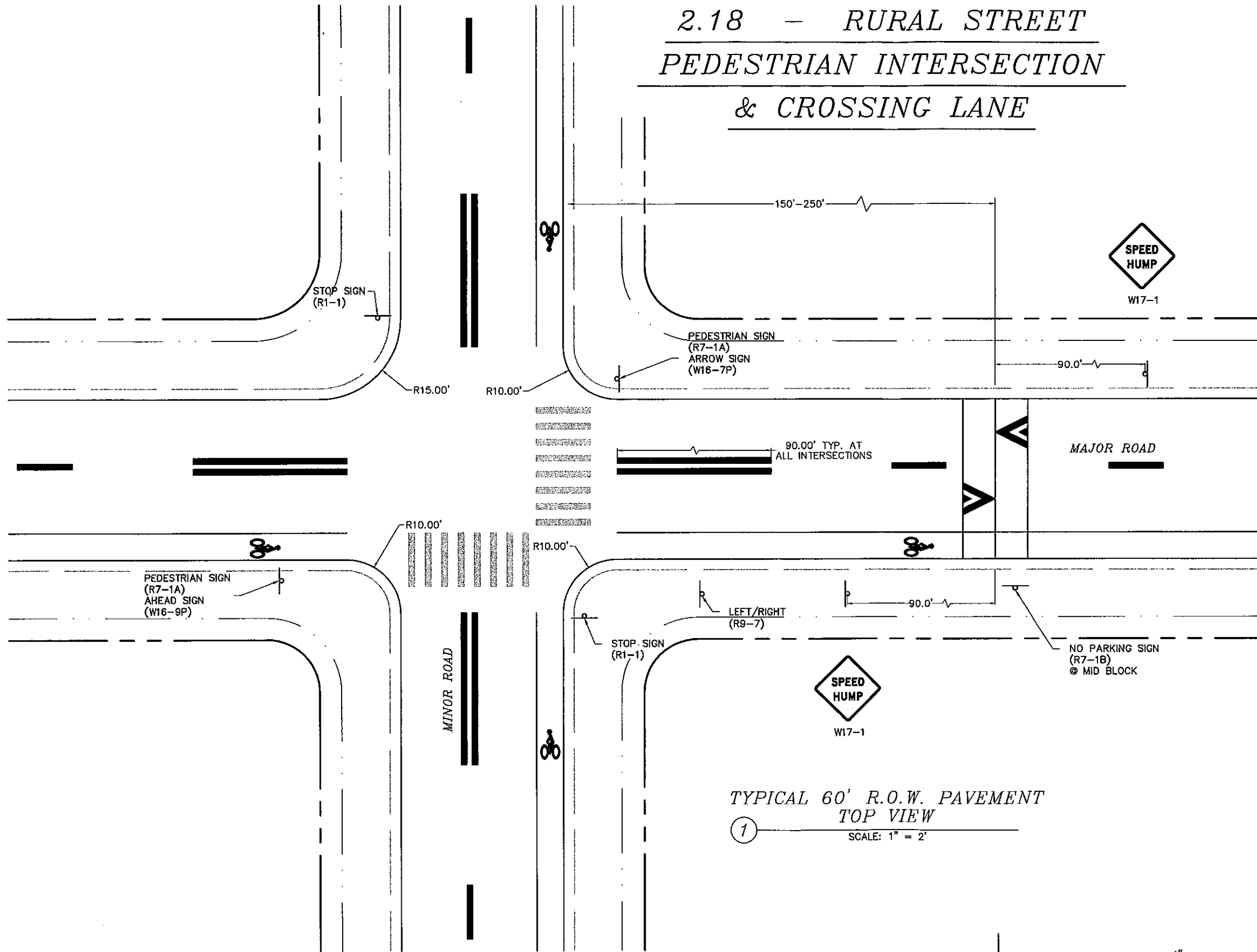
**TYPICAL 60' R.O.W. PAVEMENT
TOP VIEW**

②
SCALE: 1" = 5'

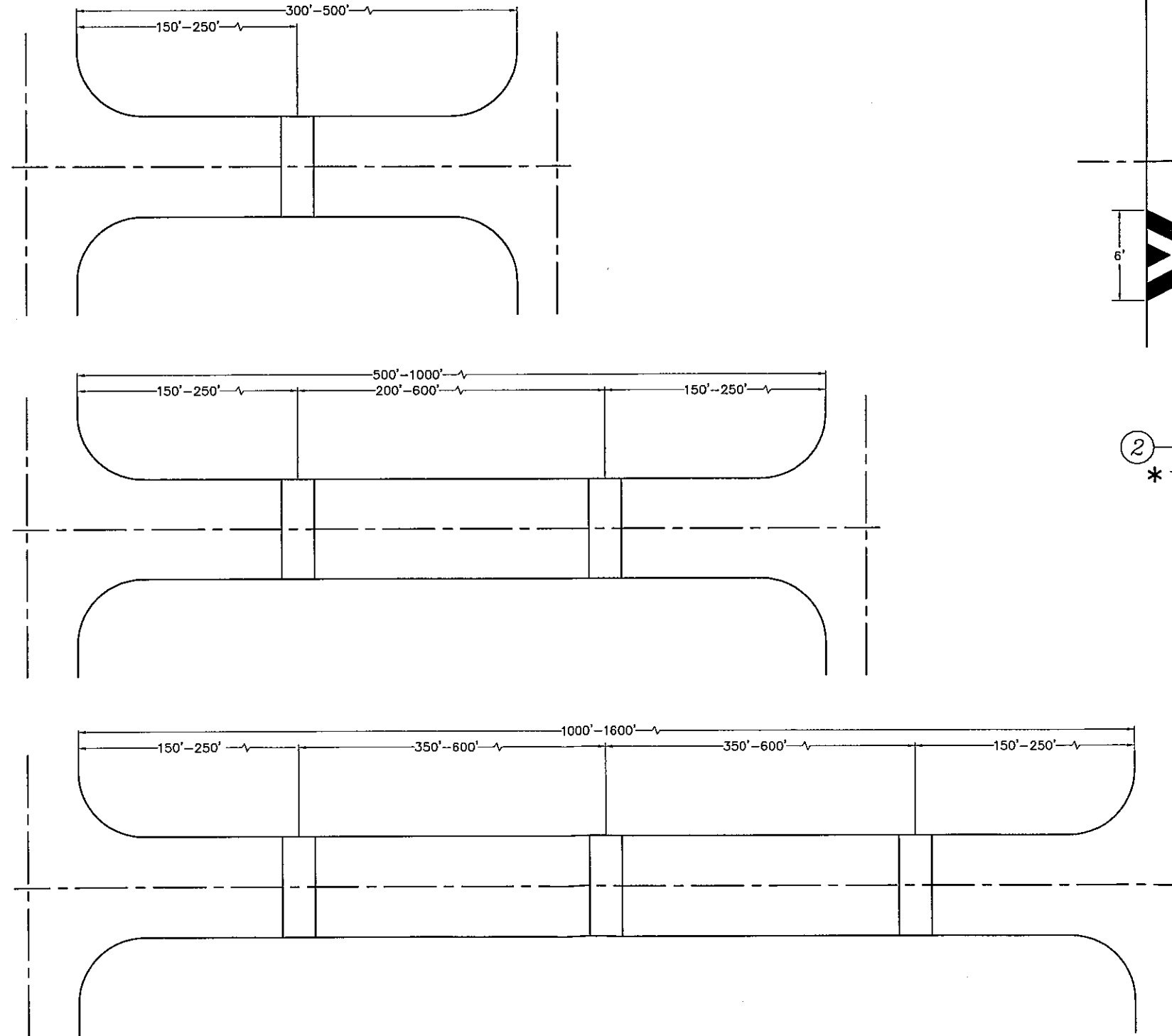
**2.18 - RURAL STREET
PEDESTRIAN INTERSECTION
& CROSSING LANE**

NOTES:

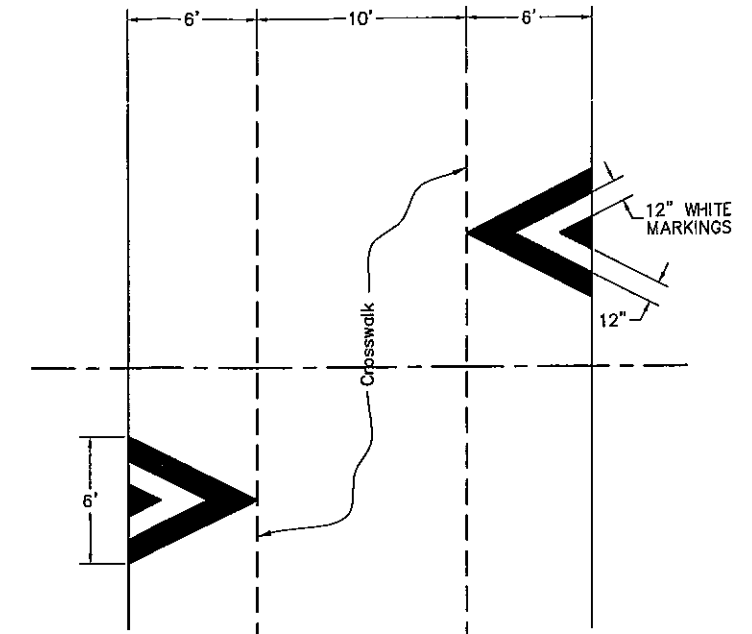
1. SPEED HUMPS SHALL BE IN COMPLIANCE WITH CURRENT CAMERON COUNTY SPEED HUMP POLICY
2. SPEED LIMIT 30 OR MINIMUM SHALL BE POSTED ON ALL SUBDIVISION ROADS OR AS PER COUNTY ENGINEER'S APPROVAL
3. ALL SIGNS AND MARKINGS SHALL COMPLY WITH M.U.T.C.D. (LATEST EDITION)
4. ALL MARKINGS SHALL COMPLY WITH TxDOT ITEM 666 SPECIFICATION.



2.19 - RURAL STREET
TYPICAL SPEED HUMP(S)



① MULTIPLE SPEED HUMP
SCALE: N.T.S.



② TYPICAL SPEED HUMP
W/ CROSSWALK
SCALE: 1" = 3'
* To be used on streets greater than 1000 feet.