

streets shall be designed in accordance with the latest version of the American Association of State Highway and Transportation Officials AASHTO's "A Policy on Geometric Design of Highways and Streets" and the latest version of the City of Austin's Transportation Criteria Manual. Should there be a conflict between the two publications, the AASHTO publication will overrule. All references to "mountainous terrain" shall not apply to Williamson County.

B4. Construction: General

4.1 A preconstruction meeting will be scheduled prior to the start of construction. The Design Engineer, Owner, Contractor, Subcontractors, and County Engineer shall attend this meeting. All streets and roads are to be constructed according to specifications found in the current version of the Texas Department of Transportation Manual Standard Specifications for Construction of Highways, Streets, and Bridges unless otherwise stated in these guidelines.

4.2 All streets, roads, and concrete structures shall be tested by an Independent Testing Laboratory. The subgrade will be tested for Plasticity Index, per cent of lime if lime is to be added, and Proctor density. The each base course will be tested for Proctor density and depth. The two course surface treatment will have certification of distribution of AC-5 or HFRS-2 asphalt and of the cover stone. The HMAC course will be tested for Proctor density and depth. All Proctor density test reports will include a copy of the work sheet showing 100% Proctor. Concrete will be tested for compressive strength. A test will be placed at intervals no greater than 500 feet and will be determined by the County Engineer. The developer will pay for all testing and will furnish the County Engineer with certified copies of these tests. The number and location of all subgrade, base, and HMAC test samples shall be determined by the County Engineer. The County Engineer must approve the test results prior to constructing the next course of the pavement.

4.3 All underground nonferrous utilities within a right-of-way or easement must be accompanied by ferrous metal lines to aid in the location of said utilities through the use of a metal detector except for electrical lines.

4.4 All pavement is to be designed by a professional engineer. The design is to be based upon a soils report of samples taken along the proposed roadways. Test holes will be placed at a maximum spacing of 500 feet. The County Engineer shall review the report along with the street and drainage construction plans for the