# TEXAS TRANSPORTATION COMMISSION 

WHEREAS, Texas Transportation Code, $\S 545.351$ prohibits operation of a vehicle on the public roads at speeds greater than are reasonable and prudent under the circumstances and existing conditions; and

WHEREAS, Texas Transportation Code, $\S 545.352$ establishes prima facie reasonable and prudent speed limits for various classes of vehicles on various categories of public roads, streets and highways; and

WHEREAS, Texas Transportation Code, $\$ 545.353$ empowers the Texas Transportation Commission (the "commission") to alter those prima facie limits on any part of the state highway system as determined from the results of an engineering and traffic investigation conducted according to the procedure adopted by the commission; and

WHEREAS, the Texas Department of Transportation has conducted the prescribed engineering and traffic investigations and studies of those segments of the state highway system shown on the attached Exhibit " A, " and has recommended that the commission establish and order the respective speed limits listed in Exhibit " A " as the maximum reasonable and safe speeds for the involved highways;

NOW, THEREFORE, IT IS ORDERED that the commission finds and determines that, the speed limits shown on Exhibit "A" are the maximum prudent and safe speeds for the indicated segments of the state highway system; and the executive director is directed to proceed with the installation of appropriate signs posting those limits.

IT IS FURTHER ORDERED that a provision of any prior order by the commission which is in conflict with a provision of this order is superseded to the extent of that conflict.

## CANCELED SPEED ZONES

WHEREAS, in various counties, the Texas Transportation Commission has by Minute Order(s) set speed limit(s) on various section(s) of highway(s) of the State Highway System; and

WHEREAS, speed limits on the following section(s) of highway(s) are no longer necessary or have been incorporated by cities which have the authority to set speed limits on this/these section(s) of highway(s);

NOW, THEREFORE, IT IS ORDERED that the following MINUTE ORDER(S) or parts of MINUTE ORDER(S) which establish speed limit(s) on these section(s) of highway(s) be canceled.
$\qquad$ Pages

| CANCEL THAT PORTION OF M.O. NUMBER (DATED) | PERTAINING TO |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | DISTRICT | $\begin{aligned} & \text { COUNTY } \\ & \text { (City) } \end{aligned}$ | HIGHWAY CONTROLSECTION | LIMITS <br> RM-REF MARKER ST-STATION MP-MILEPOST/POINT $\overline{B E G I N} \quad$ END |  | LENGTH <br> (MILES/ <br> KM) |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| $\begin{aligned} & 106558 \\ & (12-21-95) \end{aligned}$ | WACO | BELL <br> (Temple) | $\begin{aligned} & \text { FM } 93 \\ & 3292-1 \end{aligned}$ | $\text { ST } 209+$ | $297+75.59$ | 1.678 MI |

## CANCELED AND SUPERSEDED SPEED ZONES

WHEREAS, in various counties, the Texas Transportation Commission has by MINUTE ORDER(S) set speed limit(s) on various section(s) of highway(s) of the State Highway System; and

WHEREAS, previously approved speed limits on the following section(s) of the highway(s) are revised, no longer necessary, or have been incorporated by various cities which have the authority to set speed limits on this/these section(s) of highway(s);

NOW, THEREFORE, IT IS ORDERED that the following MINUTE ORDER(S) or parts of MINUTE ORDER(S) which establish speed limit(s) on these section(s) of highway(s) be canceled and superseded.
$\qquad$ Pages

District VARIOUS

| CANCEL/ <br> SUPER- <br> SEDE <br> THAT <br> PORTION <br> OF M.O. <br> NUMBER <br> (DATED) | PERTAINING TO |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | DISTRICT | $\begin{aligned} & \text { COUNTY } \\ & \text { (City) } \end{aligned}$ | HIGHWAY CONTROLSECTION | LIMITS |  | LENGTH (MILES/ KM) |
|  |  |  |  | $\overline{\text { RM-REF MARKER }}$ ST-STATION MP-MILEPOST/POINT |  |  |
|  |  |  |  | BEGIN | END |  |
| $\begin{aligned} & 106708 \\ & (1-25-96) \end{aligned}$ | PARIS | GRAYSON | $\begin{aligned} & \text { US } 377 \\ & 81-10 \end{aligned}$ | MP 0.000 | MP 5.289 | 5.289 MI |
| $\begin{aligned} & 106708 \\ & (1-25-96) \end{aligned}$ | PARIS | GRAYSON | $\begin{aligned} & \text { SH } 91 \\ & 705-1 \end{aligned}$ | MP 2.703 | MP 2.914 | 0.211 MI |
| $\begin{aligned} & 106708 \\ & (1-25-96) \end{aligned}$ | SAN <br> ANGELO | COKE | $\begin{aligned} & \text { US } 277 \\ & 264-4 \end{aligned}$ | $\text { ST } 721+14$ | ST 713+70 | 0.200 MI |
| $\begin{aligned} & 106410 \\ & (11-30-95) \end{aligned}$ | SAN <br> ANGELO | STERLING | $\begin{aligned} & \text { US } 87 \\ & 69-4 \end{aligned}$ | ST 58+45 | ST 60+01 | 0.200 MI |



| $\begin{aligned} & \text { COUNTY } \\ & \text { (City) } \end{aligned}$ | HIGHWAY CONTROLSECTION | LIMITS <br> RM-REF MARKER <br> ST-STATION <br> MP-MILEPOST/POINT <br> BEGIN END | LENGTH <br> (MILES/K <br> M) | SPEED <br> (MILES <br> PER <br> HOUR) |
| :---: | :---: | :---: | :---: | :---: |
| ATLANTA DISTRICT |  |  |  |  |
| HARRISON | $\begin{aligned} & \text { FM } 134 \\ & 632-3 \end{aligned}$ | RM 276-1.207 RM 276-0.664 | 0.543 MI | 55 |
| HARRISON <br> (Karnack, uninc.) | $\begin{aligned} & \text { FM } 134 \\ & 632-3 \end{aligned}$ | RM 276-0.664 RM 276-0.354 | 0.310 MI | 45 |
| HARRISON (Karnack, uninc.) | $\begin{aligned} & \text { FM } 134 \\ & 632-3 \end{aligned}$ | RM 276-0.354 RM $276+1.218$ | 1.572 MI | 55 |
| MARION | $\begin{aligned} & \text { US } 59 \\ & 62-5 \end{aligned}$ | RM $266+0.197$ RM $266+1.272$ | 1.075 MI | 55 |
| MARION | $\begin{aligned} & \text { SH } 49 \\ & 222-5 \end{aligned}$ | RM $740+1.000$ RM $740+1.382$ | 0.382 MI | 55 |
| MARION | FM 881 <br> 3613-1 | ST 99+00 ST $126+38.35$ | 0.519 MI | 45 |
| FORT WORTH DISTRICT |  |  |  |  |
| TARRANT | $\begin{aligned} & \text { IH } 20 \\ & 8-16 \end{aligned}$ | MP 5.607 MP 6.391 | 0.784 MI | 65 |
| TARRANT <br> (Benbrook) | $\begin{aligned} & \text { IH } 20 \\ & 8-16 \\ & \hline \end{aligned}$ | MP 6.391 MP 8.649 | 2.258 MI | 65 |
| TARRANT <br> (Fort Worth) | $\begin{aligned} & \text { IH } 20 \\ & 8-16 \end{aligned}$ | MP 8.649 MP 10.527 | 1.878 MI | 65 |
| TARRANT <br> (Fort Worth) | $\begin{aligned} & \text { IH } 20 \\ & 8-12 \end{aligned}$ | MP 4.784 MP 11.756 | 6.972 MI | 65 |
| TARRANT <br> (Forest Hill) | $\begin{aligned} & \text { IH } 20 \\ & 8-13 \\ & \hline \end{aligned}$ | MP 11.756 MP 14.190 | 2.434 MI | 65 |
| TARRANT <br> (Fort Worth) | $\begin{aligned} & \text { IH } 20 \\ & 2374-5 \end{aligned}$ | MP 1.000 MP 1.552 | 0.552 MI | 65 |


| COUNTY <br> (City) | HIGHWAY <br> CONTROL- <br> SECTION | LIMITS <br> RM-REF MARKER <br> ST-STATION <br> MP-MILEPOST/POINT |  |  | LENGTH <br> (MILES/ <br> KM) | SPEED <br> (MILES <br> PER <br> HOUR) |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |


| COUNTY <br> (City) | HIGHWAY <br> CONTROL- <br> SECTION | LIMITS <br> RM-REF MARKER <br> ST-STATION <br> MP-MILEPOST/POINT |  |  | LENGTH <br> (MILES/ <br> KM) | SPEED <br> (MILES <br> PER <br> HOUR) |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

