

Bryan Moyers, Councilmember
David Brundage, Councilmember
Holly Gray-Moore, Mayor Pro-Tem



Carl E. Gierisch, Jr., Mayor

Brian Darby, Councilmember
Hogan Page, Councilmember
David Thompson, Councilmember

ROANOKE CITY COUNCIL AGENDA REGULAR MEETING

**JULY 26, 2022
7:00 PM
500 S. OAK STREET
ROANOKE, TX 76262-6732**

A. CALL CITY COUNCIL TO ORDER

Invocation and Pledge of Allegiance

B. ANNOUNCEMENTS

C. PUBLIC INPUT

This item is available for citizens to address the City Council on any issues that are not the subject of a public hearing. No action by law may be taken on the topic. The presiding officer reserves the right to impose a time limit on this portion of the agenda. In order to provide the highest quality cable broadcast, all speakers need to speak at the podium.

D. PRESENTATION

1. Mayor Gierisch will swear in Police Officers Johnathan Lee and Taylor Lockwood to the Roanoke Police Department.

E. CONSENT AGENDA

All items listed below are considered routine and will be enacted with one motion. There will be no separate discussion of items unless a Councilmember or citizen so requests, in which event the item will be removed and considered separately.



**AGENDA FOR THE
REGULAR MEETING
OF THE ROANOKE CITY COUNCIL**

July 26, 2022
Page 2 of 5

1. Consider approval of the minutes from the regular City Council meeting held on July 12, 2022.
2. Consider approval of Resolution and Cooperative Agreement No. 2022-111R authorizing participation in Denton County's Community Development Block Grant for the three program year period, FY2023 through FY2025.
3. Consideration and acceptance of the FY 2021-2022 2nd Quarter Financial Report for the quarter period ending March 31, 2022.
4. Consideration and acceptance of the FY2021-22 3rd Quarter Financial Report for the period ending June 30, 2022

F. NEW BUSINESS

1. Public hearing to consider amending the Comprehensive Zoning Ordinance, by amending Chapter 12, Article III, Division 15, of the Code of Ordinances of the City of Roanoke, Texas, entitled "Oak Street Corridor Zoning District," by amending Exhibit C, entitled "Oak Street Regulating Plan"; by changing the maximum height of buildings from two (2) stories to four (4) stories for Lots 7R and 15R, Block 12 of the Original Town of Roanoke Addition, an addition to the City of Roanoke, Denton County, Texas, generally located on Hwy 377, west of Oak Street, between Main Street and Rusk Street (currently Scotty's Automotive). (Ordinance No. 2022-116)
2. Consideration and action on approval of Ordinance No. 2022-116 amending the Comprehensive Zoning Ordinance, by amending chapter 12, Article III, Division 15, entitled "Oak Street Corridor Zoning District" by amending exhibit C entitled "Oak Street Regulating Plan," by changing the maximum height of buildings from two (2) stories to four (4) stories for lots 7R and 15R, block 12 of the Original Town of Roanoke Addition, an addition to the City of Roanoke, Denton County, Texas, generally located on Hwy 377, west of Oak Street, between Main Street and Rusk Street (currently Scotty's Automotive).
3. Public hearing to consider a rezoning application for Lots 7R and 15R, Block 12 of O.T. Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, by changing the zoning for said property from Oak Street Corridor Zoning District – Highway 377 Zone to Oak Street Corridor Zoning District – Highway 377 Zone – Specific Use Permit



**AGENDA FOR THE
REGULAR MEETING
OF THE ROANOKE CITY COUNCIL**

**July 26, 2022
Page 3 of 5**

(SUP) to allow live work units use. The property is generally located on Hwy 377, west of Oak Street, between Main and Rusk Street (currently Scotty's Automotive). (SUP-2022-04 / Ordinance No. 2022-117)

4. Consideration and action on a Specific Use Permit (SUP 2022-04) request from Randy Primrose, for lots 7R and 15R, Block 12 of O.T. Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, for said property to allow Live-Work Units use. The property is generally located on Hwy 377, west of Oak Street, between Main and Rusk Street (currently Scotty's Automotive). (Ordinance No. 2022-117)
5. Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, on approximately 4.29 acres of land located in the M.E.P. & P.R.R Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, by changing the zoning on the approximately 4.29 acres of land from Retail (R) District to Office (O) District; prescribing the permissible uses. The property is generally located on Dallas Drive between Turner Ave and Hwy 114, adjacent to the Cinemark and Church of Christ properties. (Ordinance No. 2022-118)
6. Consideration and action on approval of Ordinance No. 2022-118 amending the Comprehensive Zoning Ordinance Of The City Of Roanoke, Texas, on approximately 4.29 acres of land located In The M.E.P. & P.R.R Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City Of Roanoke, Denton County, Texas, by changing the zoning on the approximately 4.29 acres of land from Retail (R) District to Office (O) District. The property is generally located on Dallas Drive between Turner Ave and Hwy 114, adjacent to the Cinemark and Church of Christ properties.
7. Consideration and action on a site plan request (SP 2022-07) from Kirkman Engineering for a new restaurant to be located in O T Roanoke Addition Block 5 Lot 22, and having an address of 107 S. Oak Street, City of Roanoke, Denton County, Texas. The property is generally located on the West side of Oak Street, between Bowie Street and Main Street, next to Hey Sugar Candy Store.
8. Discuss Roanoke participation in the proposed Denton County bond for transportation and road improvements.



**AGENDA FOR THE
REGULAR MEETING
OF THE ROANOKE CITY COUNCIL**

July 26, 2022
Page 4 of 5

9. Consideration and action on approval of Ordinance No. 2022-121, amending the Fiscal Year 2021-2022 Budget.
10. Consideration and action to appoint three (3) members to the Keep Roanoke Beautiful Board for a term ending January 2024.

G. EXECUTIVE SESSION

The City Council will hold a closed Executive Session meeting pursuant to the provisions of Chapter 551 of the Texas Government Code, in accordance with the authority contained in:

Section 551.087

To deliberate commercial or financial information the City has received from a business prospect, and to deliberate the offer of a financial or other incentive to a business prospect.

RECONVENE INTO REGULAR SESSION

The City Council will reconvene into Regular Session, pursuant to the provisions of Chapter 551 of the Texas Government Code, to take any action necessary regarding:

Section 551.087

To deliberate commercial or financial information the City has received from a business prospect, and to deliberate the offer of a financial or other incentive to a business prospect.

The City Council reserves the right to adjourn into Executive Session during the course of this meeting to discuss any item on the posted agenda as authorized by Chapter 551 of the Texas Government Code.

H. ADJOURNMENT

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on July 22, 2022, by 5:00 pm, in accordance with Chapter 551, Texas Government Code.

April S. Hill, City Secretary



**AGENDA FOR THE
REGULAR MEETING
OF THE ROANOKE CITY COUNCIL**

**July 26, 2022
Page 5 of 5**

*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

- 📶 A public wireless network is now available in the Council Chambers for use during meetings. It is available from 7am to 11pm Monday thru Friday. The name of the network is: City Hall Guests



AGENDA ITEM

TO: Honorable Mayor and City Council

SUBJECT: Swearing in new police officers

MEETING DATE: July 26, 2022

DEPARTMENT: Police

ITEM SUMMARY:

Mayor Gierisch will swear in Police Officers Johnathan Lee and Taylor Lockwood to the Roanoke Police Department.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

None



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: 07/12/2022 - CC Minutes

MEETING DATE: July 26, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consider approval of the minutes from the regular City Council meeting held on July 12, 2022.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. CCMin 07-12-2022

Bryan Moyers, Council Member
David Brundage, Council Member
Holly Gray-Moore, Mayor Pro-Tem



Carl E. Gierisch, Jr., Mayor

Brian Darby, Council Member
Hogan Page, Council Member
David Thompson, Council Member

**MINUTES
ROANOKE CITY COUNCIL
REGULAR MEETING
JULY 12, 2022
CITY HALL COUNCIL CHAMBERS
500 S. OAK STREET
7:00 P.M.**

PRESENT: Mayor Carl E. "Scooter" Gierisch, Jr.; Mayor Pro Tem Holly Gray-Moore; Council Members: David Brundage, David Thompson, Hogan Page, and Brian Darby; City Manager Scott Campbell, City Secretary April S. Hill, and City Attorney Jeff Moore.

DEPT. STAFF: Assistant City Manager Cody Petree, Chief of Police Jeriahme Miller, Public Works Director Shawn Wilkinson, Administrator Special Events, Marketing & Tourism Mary Jo Tellin, and Curator of Collections Kelli Thomerson.

ABSENT: Councilmember Bryan Moyers, Fire Chief Chris Addington, Director of Fiscal and Administrative Services Vicki Rodriguez, and Parks and Recreation Director Ronnie Angel.

A. CALL CITY COUNCIL TO ORDER

City Council called to order at 7:01p.m.
Invocation and Pledge of Allegiance given by Mayor Gierisch.

B. ANNOUNCEMENTS

Mayor Gierisch announced the July 3rd Event was a great success and thanked City Staff for their hard work.

C. PUBLIC INPUT

No one wished to speak.

D. PRESENTATION

1. Mayor Gierisch presented checks to the Guns and Hoses Foundation of North Texas and Speedway Children's Charities-Texas.



**MINUTES FOR THE REGULAR MEETING
OF THE ROANOKE CITY COUNCIL**

**July 12, 2022
Page 2 of 3**

2. Administrator Special Events, Marketing & Tourism Mary Jo Tellin presented the Operations Plan for the Formation of the Art & History Trail Project to the Mayor and City Council.

E. CONSENT AGENDA

All items listed below are considered routine and will be enacted with one motion. There will be no separate discussion of items unless a Councilmember or citizen so requests, in which event the item will be removed and considered separately.

1. Consider approval of the minutes from the regular City Council meeting held on June 28, 2022.

Motion made by Holly Gray-Moore second by David Brundage to approve Consent Agenda Item 1.

Motion carried unanimously.

F. NEW BUSINESS

1. Motion made by Holly Gray-Moore second by Hogan Page to appoint Kristie Womack, Jason Kasal, Victor Molaschi, and Donald J. Glacy to the Planning and Zoning Commission for a term expiring July 2024.

Motion carried 5-1-0. Councilmember Brian Darby was opposed.

2. Motion made by Holly Gray-Moore second by David Thompson to appoint Larry Granados, Abigail Mayer, Lewis Rice to the Zoning Board of Adjustment for a term expiring June 2024.

Motion carried unanimously.

G. EXECUTIVE SESSION

The City Council will hold a closed Executive Session meeting pursuant to the provisions of Chapter 551 of the Texas Government Code, in accordance with the authority contained in:

CITY COUNCIL CONVENED INTO CLOSED SESSION AT 7:30 p.m.

Section 551.074

To discuss and consider personnel matters and all matters incident and related thereto.

Section 551.087

To deliberate commercial or financial information the City has received from a business prospect, and to deliberate the offer of a financial or other incentive to a business prospect.

RECONVENE INTO REGULAR SESSION



**MINUTES FOR THE REGULAR MEETING
OF THE ROANOKE CITY COUNCIL**

**July 12, 2022
Page 3 of 3**

The City Council will reconvene into Regular Session, pursuant to the provisions of Chapter 551 of the Texas Government Code, to take any action necessary regarding:

CITY COUNCIL RECONVENED INTO REGULAR SESSION AT 7:55 P.M.

1. **Sections 551.071 of the TEXAS GOVERNMENT CODE** To discuss and consider personnel matters and all matters incident and related thereto.
No action taken.

2. **Sections 551.071 of the TEXAS GOVERNMENT CODE** To deliberate commercial or financial information the City has received from a business prospect, and to deliberate the offer of a financial or other incentive to a business prospect.
No action taken.

H. ADJOURNMENT

Motion made by Holly Gray-Moore second by Brian Darby to adjourn the meeting at 7:55 p.m.
Motion carried unanimously.

Carl E. "Scooter" Gierisch, Jr., Mayor

April S. Hill, City Secretary



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: RES NO 2022-111R - CDBG Program FY2023-2025

MEETING DATE: July 26, 2022

DEPARTMENT: Assistant City Manager

ITEM SUMMARY:

Consider approval of Resolution and Cooperative Agreement No. 2022-111R authorizing participation in Denton County's Community Development Block Grant for the three program year period, FY2023 through FY2025.

INFORMATION:

Denton County reached out and asked the City of Roanoke to participate in their upcoming CDBG program, which we originally did not think we would qualify, however the County confirmed the state had us listed as an approved entity. In order to receive Community Development Block Grant (CDBG) funding through 2023 – 2025 fiscal years, Denton County must qualify as an Urban County under the CDBG, program. Denton County is eligible to receive entitlement grant funds by having a combined population of 200,000 or more from unincorporated areas and participating municipalities. The funding to be received by Denton County is dependent on the size of the consortium, participating cities, with those funds being dispersed amongst those municipalities. Entitlement counties, such as Denton County must re-qualify every three years for funding.

The primary objective of the CDBG Program is to provide persons of low/moderate income with decent housing, suitable living environment, and expanded economic opportunities. All funding utilized by the consortium must benefit low/moderate income persons, prevent/eliminate slums or blight, and/or fulfill community development needs that have a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community.

STAFF RECOMMENDATION:

Approve Resolution



AGENDA ITEM

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Letter From Andy Eads
2. RES NO 2022-111R - City of Roanoke and Denton County - CDBG
3. Cooperative Agreement - Roanoke



Andy Eads
Denton County Judge

June 27, 2022

Honorable Scooter Gierisch, Jr., Mayor of Roanoke

RE: Urban County Qualification for CDBG 2023 - 2025

Dear Mayor Gierisch,

Denton County is honored to announce that we are seeking qualification as an Urban County under the Community Development Block Grant ("CDBG") program in order to assist in providing our eligible cities with funding for projects related to low-moderate income individuals in their communities.

CDBG aims to ensure the development of viable communities through the use of infrastructure development and anti-poverty programs. This mission is accomplished through the funding of activities which meet one of the CDBG national objectives: benefiting low and moderate income persons, eliminating slums/blight, or addressing urgent community development needs.

The CDBG program is federally funded, locally administered, and successful through collaboration. Denton County extends this invitation to you, as an eligible municipality, for participation in the Denton County CDBG Consortium. Under the Consortium we shall work together to provide valuable services to our citizens and further the high quality of living that all cities and towns in Denton County offer.

Should you elect to join to Consortium, the attached Cooperative Agreement must be signed and returned to the Denton County Grant Manager, Rina Maloney on or before August 1, 2022. Those cities/towns which opt out of joining are asked to notify the County of such by email, rina.maloney@dentoncounty.gov.

If you have any questions or concerns regarding the CDBG program, please contact Rina Maloney at, (940) 349-3012, rina.maloney@dentoncounty.gov.

Sincerely,

Andy Eads
County Judge
Denton County, Texas

RESOLUTION No. 2022-111R

RESOLUTION REGARDING CITY OF ROANOKE PARTICIPATION IN DENTON COUNTY'S COMMUNITY DEVELOPMENT BLOCK GRANT FOR THE THREE PROGRAM YEAR PERIOD, FISCAL YEAR 2023 THROUGH FISCAL YEAR 2025.

WHEREAS, Title I of the Housing and Community Act of 1974, as amended through the Housing and Community Act of 1992, establishes a program of community development block grants for the specific purpose of developing viable communities by providing decent housing and suitable living environment and expanding economic opportunities principally for persons of low and moderate income, and

WHEREAS, Denton County has been designated an "Urban County" by the Department of Housing and Urban Development entitled to a formula share of Community Development Block Grant (CDBG) program funds provided said County has a combined population of 200,000 persons in its unincorporated areas and units of general local government with which it has entered into cooperative agreements, and

WHEREAS, Article III, Section 64 of the Texas Constitution authorizes Texas counties to enter into cooperative agreements with local governments for essential Community Development and Housing Assistance activities, and

WHEREAS, the CITY OF ROANOKE may not apply for grants under the State CDBG Program from appropriations for fiscal years during the period in which it is participating in Denton County's CDBG program, and

WHEREAS, through cooperative agreements Denton County has authority to carry out activities funded from annual Community Development Block Grant (CDBG) Allocation from Federal Fiscal Years 2023, 2024, and 2025, from any program income generated from the expenditure of such funds and any successive qualification periods under automatic renewal, and

WHEREAS, this cooperative agreement covers Federal Fiscal Years 2023, 2024, and 2025, it will automatically be renewed for participation in successive three-year qualification periods, unless the County or the CITY OF ROANOKE informs HUD with written notice to elect to not participate in a new qualification period, and

WHEREAS, the cooperative agreement will be automatically renewed by the date specified in HUD's urban county qualification notice for the next qualification period, Denton County will notify CITY OF ROANOKE in writing of its right not to participate, and

WHEREAS, with automatic renewal, Denton County and the CITY OF ROANOKE will be required to adopt and submit to HUD any amendment to the agreement incorporating changes necessary to meet the requirements set forth in an Urban County Qualification Notice, and

WHEREAS, Denton County and the CITY OF ROANOKE agree to cooperate to undertake, or assist in undertaking, community renewal and lower income housing assistance activities, and

WHEREAS, Denton County and CITY OF ROANOKE will take all actions necessary to assure compliance under section 104(b) of Title I of the Housing and Community Development Act of 1974, Title VI of the Civil Rights Act of 1964 and the Fair Housing Act, and

WHEREAS, Denton County will not fund activities in, or in support of the CITY OF ROANOKE that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification, and

WHEREAS, Denton County and the CITY OF ROANOKE will comply with section 109 of Title I of the Housing and Community Development Act of 1974, which incorporates Section 504 of the Rehabilitation Act of 1973, of Title II of the Americans with Disabilities Act, Age Discrimination Act of 1975, Section 3 of the Housing and Urban Development Act of 1968, and other applicable laws, and

WHEREAS, the CITY OF ROANOKE has adopted and is enforcing a policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations and

WHEREAS, the CITY OF ROANOKE has adopted and is enforcing a policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of such non-violent civil rights demonstrations within jurisdictions, and

WHEREAS, in accordance with 24 CFR 570.501(b), Denton County is responsible for ensuring that CDBG funds are used in accordance with all program requirements, including monitoring and reporting to U.S. Department of Housing and Urban Development, on the use of program income, and

WHEREAS, pursuant to 24 CFR 570.501(b), the CITY OF ROANOKE is subject to the same requirements applicable to sub recipients, including the requirement of a written agreement as described in 24 CFR 570.503, and

WHEREAS, Denton County and CITY OF ROANOKE may not sell, trade, or otherwise transfer all or any portion of such funds to another such metropolitan CITY, urban county, unit of general local government, or Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits or non-Federal considerations, but must use such funds for activities eligible under title I of the Act in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2014, Pub. L. 113-76.

NOW, THEREFORE, BE IT RESOLVED, by the CITY OF ROANOKE that the CITY Council of ROANOKE, Texas supports the application of Denton County for funding from Housing and Community Development Act of 1974, as amended, and Cranston-Gonzalez National Affordable Housing Act, as amended, and asks that its population be included for three successive years with that of Denton County, Texas to carry out Community Development Program Activities Eligible for Assistance under Public Law 93-383, and Affordable Housing activities under Public Law 101-625, and authorizes the Mayor of ROANOKE, Texas to sign such additional forms as requested by the Department of Housing and Urban Development pursuant to the purposes of the Resolution, and further that the CITY OF ROANOKE projects and filing annual grant

requests.

BE IT FURTHER RESOLVED, this cooperative agreement will automatically be renewed for participation in successive three-year qualification periods, unless Denton County or the CITY OF ROANOKE provides written notice it elects not to participate in a new qualification period. Denton County will notify the CITY OF ROANOKE in writing of its right to make to such election on the date specified by the U.S. Department of Housing and Urban Development in HUD's urban county qualification notice for the next qualification period. Any amendments or changes contained within the Urban County Qualification Notice applicable for a subsequent three-year urban county qualification period must be adopted by Denton County and the CITY OF ROANOKE and submitted to HUD. Failure by either party to adopt such an amendment to the agreement will void the automatic renewal of this agreement.

This agreement remains in effect until CDBG funds and income received during the fiscal 2023, 2024, 2025 programs, and to any successive qualification periods provided through the automatic renewal of this agreement, are expended and the funded activities completed, neither Denton County nor the CITY OF ROANOKE may terminate or withdraw from the agreement while the agreement remains in effect.

Official notice of amendments or changes applicable for a subsequent three-year urban county agreement shall be in writing and be mailed by certified mail to the CITY Secretary of the CITY OF ROANOKE. Any notice of changes or amendments to this agreement by the CITY OF ROANOKE to Denton County shall be in writing to the Denton County Judge's Office.

SIGNED on this the 26th day of July, 2022.

April S. Hill, City Secretary

Carl Gierisch, Jr., Mayor

PASSED AND APPROVED THIS _____ day of _____, 2022.

Commissioners Court Clerk

Judge Andy Eads, County Judge



STATE OF TEXAS

COUNTY OF DENTON

§
§
§

COMMUNITY DEVELOPMENT

BLOCK GRANT PROGRAM

JOINT ADMINISTRATIVE AGREEMENT FOR ADMINISTRATION

Pursuant to Texas Local Government Code Chapter 373 and Section 381.003, Texas cities and counties are authorized to conduct essential housing and community development activities; and pursuant to Texas Government Code Chapter 791, Texas cities and counties are authorized to enter into cooperative agreements.

This agreement is entered into by and between **DENTON COUNTY** (“COUNTY”), a political subdivision of the State of Texas, and the **CITY OF ROANOKE**, (“CITY”) a municipal corporation under the laws of the State of Texas (also known individually as a “Party” or, collectively, the “Parties”).

The **CITY OF ROANOKE**, has chosen to have its population included as a portion of COUNTY’s population in COUNTY’s “Urban County” applications to the U.S. Department of Housing and Urban Development (“HUD”) for the Community Development Block Grant (“CDBG”) Program, the HOME Investment Partnership (“HOME”) Program, and Emergency Solutions Grants (“ESG”) Program (collectively, the “Grant Applications”), and COUNTY is willing to include CITY’s population in the Grant Applications

This Agreement is effective for the three fiscal years qualification period of Fiscal Years 2023- 2025. This Agreement remains in effect until the CDBG Program funds and income received with respect to the three fiscal years qualification period and any successive qualification periods are expended and the funded activities are completed, and the Parties may not terminate or withdraw from this Agreement while it remains in effect. This Agreement will automatically renew for each new three fiscal year Urban County qualification period, unless CITY or COUNTY provides written notice of its intention to end its participation in this Agreement to the other Party before the end of a three fiscal years qualification period. The termination notice must also be sent to the HUD Field Office.

This **JOINT ADMINISTRATIVE AGREEMENT** is made and entered into by and between the CITY Council of the **CITY OF ROANOKE** and **DENTON COUNTY** and the parties hereby AGREE as follows:

1. The Parties will cooperate to undertake, or assist in undertaking, community renewal and lower-income-housing-assistance activities.
2. The Parties will take all actions necessary to assure compliance with the Urban

County's certification required by section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, and implementing regulations at 24 CFR part 1, and the Fair

Housing Act, and the implementing Attachment B - Exhibit A regulations at 24 CFR part 100, will affirmatively further fair housing. The Parties will take all actions necessary to assure compliance with the Urban County's certification required by section 109 of Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR part 6, which incorporates Section 504 of the Rehabilitation Act of 1973, and the implementing regulations at 24 CFR part 8, Title II of the Americans with Disabilities Act, and the implementing regulations at 28 CFR part 35, the Age Discrimination Act of 1975, and the implementing regulation at 24 CFR part 146, and Section 3 of the Housing and Urban Development Act of 1968. The Parties will also comply with any other applicable laws.

3. The Parties will take all required actions to comply with the provisions of the National Environment Policy Act of 1969, Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Section 104 (b) and Section 109 of Title I of the Housing and Community Development Act of 1974, as amended, and other applicable laws.
4. The Parties will affirmatively further fair housing within the jurisdiction of the CITY and the COUNTY.
5. The COUNTY and the CITY have adopted and are enforcing a policy prohibiting the use of excessive force by law enforcement agencies with its jurisdiction against any individuals engaged in non-violent civil rights demonstrations and a policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location that is in the subject of such non-violent civil rights demonstrations within the jurisdiction.
6. Neither Party to this Agreement may veto or in any other way obstruct the implementation of the approved Consolidated Plan (the "Plan") during the period for which COUNTY is seeking to qualify as an Urban County, nor may either Party be required to undertake any activities not specifically in the Plan. In addition, nothing contained in this Agreement will deprive any municipality or other unit of local government of any powers of zoning, development control or other lawful authority which it presently possesses.
7. Pursuant to 24 CFR 570.501 (b), CITY is subject to the same requirements applicable to subrecipients, including the requirements for a written Attachment B - Exhibit A agreement set forth in 24 CFR 570.503.
8. CITY may not sell, trade, or otherwise transfer all or any portion of such funds to another such metropolitan CITY, urban county, unit of general local government or Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits, or non-Federal considerations, but must use such funds for activities eligible under title I of the Act.
9. COUNTY will adhere to HUD requirements regarding public hearings and will have final responsibility for selection of projects, the filing of annual grant request, and the

preparation of annual performance reports.

10. COUNTY has the final responsibility for submitting the consolidate Plan to HUD

11. CITY may not apply for grants from appropriations under the State CDBG Program for fiscal years during the period in which it participates in COUNTY's CDBG program.

This Joint Administrative Agreement is executed on behalf of the **CITY OF ROANOKE** and **DENTON COUNTY** by its duly authorized officials.

CITY OF ROANOKE

Carl "Scooter" Gierisch, Jr., Mayor of Roanoke

This the _____ day of _____, 2022

DENTON COUNTY, TEXAS

Andy Eads, County Judge

This the _____ day of _____, 2022



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: FY2021-22 2nd Quarter Financial Report

MEETING DATE: July 26, 2022

DEPARTMENT: Finance

ITEM SUMMARY:

Consideration and acceptance of the FY 2021-2022 2nd Quarter Financial Report for the quarter period ending March 31, 2022.

INFORMATION:

On a quarterly basis, the Department of Fiscal and Administrative Services will present a quarterly financial update to the City Council.

STAFF RECOMMENDATION:

Staff recommends acceptance

SPECIAL CONSIDERATION:

n/a

FINANCIAL CONSIDERATION:

Acceptance of the FY2021-22 2nd Quarter Financial Report for the period ending March 31, 2022

ATTACHMENTS:

1. FY2022 Quarterly Financial Summary as of 03-31-22

City of Roanoke, Texas

FY2021-22

Financial Summary as of 03/31/2022



500 S. Oak Street, Roanoke, TX 76262
www.roanoketexas.com



**TO: Scott Campbell
City Manager**

**FROM: Vicki Rodriguez
Chief Financial Officer**

SUBJECT: FY 2021-22 Financial Summary as of March 31, 2022

DATE: July 26, 2022

BACKGROUND

Quarterly financial reports are prepared for the General Fund, Debt Service Fund, Water and Wastewater Fund, the Hotel/Motel Fund, the Roanoke Economic and Industrial Development Corporation and the Roanoke Community Economic Development Corporation. Summaries of revenues and expenditures for the current year as well as the previous year, and percentage of collected/used are presented.

Fund summaries and variances for the second quarter of FY2021-22 are reported. After 6 months of activity, those programs that operate on a normal cycle should be approximately 50% complete. When comparing the current percentage to the benchmark, please keep in mind that some revenues are collected either once a year, or primarily at certain times of the year. Therefore, some percentages may be below the benchmark. For example, the majority of property taxes are paid during the months of January thru March, the electric franchise payment is made only once a year and there are also seasonal revenues such as recreational fees. The same can be true of expenditures as well.

GENERAL FUND

Total revenue collections in the General Fund for fiscal year 2022 are up \$2,004,286 when compared to prior year. The majority of the increase is due to the increase in property tax collections and sales tax collections. Property tax collections are above prior year by \$714,691 due to an increase in overall property values. Sales tax collections are exceeding prior year by \$1,115,066. Franchise taxes are better than prior year, up \$37,218 from prior year. License/permit revenues decreased \$89,975 from prior year. Charges for services which includes recreation fees and ambulance fees, increased from prior year by \$332,664, collectively. Fines and Fees, which includes revenue derived from the Municipal Court operation, is below prior year by

\$118,223. Total General Fund Revenues are at \$15,562,044 or 66.9% of budget. General Fund expenditures total \$10,177,072, or 42.6% of budget.

DEBT SERVICE FUND

Revenue collections in the Debt Service Fund for fiscal year 2022 totaled \$8,035,707, which includes proceeds from refunded bonds. Property tax collections are above prior year by \$139,311. Expenditures to date totaled \$3,616,407, which was a result of the bond refunding mentioned above. Actual principal and interest payments are paid on a semi-annual basis in February and August.

WATER AND WASTEWATER FUND

The Water and Wastewater Fund revenues totaled \$3,338,343 and represents 44.6% of the annual budget. This amount is \$10,377 less than prior year due to the elimination of the transfer from the EDC's. The majority of this revenue is collected during the late spring and summer months.

Expenditures for the Water and Wastewater Fund totaled \$2,894,441 and represents 36.2% of the annual budget.

HOTEL/MOTEL FUND

Hotel/Motel Fund revenue of \$37,696 or 27.8% of budget. This amount is \$15,449 more than prior year. These payments are made on a quarterly basis. This industry was hit very hard during the pandemic. We are continuing to see improvement in this area.

Total expenditures in the Hotel/Motel fund equal \$56,800 which is equal to 42.4% of budget. The majority of these expenditures are related to the special events aimed at increased tourism within the city as well as expenses associated with the Roanoke Visitor's Center and Museum. In addition this fund pays a portion of the debt of the Fire Museum

ROANOKE ECONOMIC AND INDUSTRIAL DEVELOPMENT CORPORATION

Revenue collections in the REIDC total \$3,027,483 for fiscal year 2022 and are up \$155,538 when compared to prior year. This increase is due to an increase in sales tax collections.

Total expenditures in the REIDC fund equal \$1,682,204 which is equal to 61.2% of budget. The majority of these expenditures are related to incentive agreements, debt and recreation activities.

ROANOKE COMMUNITY AND ECONOMIC DEVELOPMENT CORPORATION

Total revenue collections in the RCEDC for fiscal year 2022 are up \$624,039 when compared to prior year, for a total of \$3,154,609. This increase is due to an increase in sales tax collections.

Total expenditures in the RCEDC fund equal \$2,197,320 which is equal to 55.3% of budget. The majority of these expenditures are related to incentive agreements, debt, special events, recreation activities and capital improvements.

I hope this information will enhance your decision making process. As always, I am available to address any questions you may have.

CITY OF ROANOKE
COMBINED REVENUE & EXPENDITURE REPORT
FOR THE SIX MONTH PERIOD ENDING March 31, 2022

	Current Year Budget FY21-22	Current FYTD Actual	% Used/ Collected	Prior Year Budget FY20-21	Prior FYTD Actual	% Used/ Collected	Changes from Last Year
GENERAL FUND							
Revenues:							
Property taxes	\$ 5,366,540	5,248,199	97.8%	\$ 4,896,692	4,533,508	29.5%	\$ 714,691
Sales and use taxes	\$ 9,454,511	6,053,436	64.0%	\$ 8,536,007	4,938,370	23.5%	\$ 1,115,066
General & Admin Fees	\$ 514,793	236,305	45.9%	\$ 498,469	233,916	25.6%	\$ 2,389
Franchise/Liquor taxes	\$ 1,533,231	1,050,743	68.5%	\$ 1,544,068	1,013,525	5.7%	\$ 37,218
Licenses and permits	\$ 611,000	156,193	25.6%	\$ 715,000	246,168	21.8%	\$ (89,975)
Charges for services	\$ 1,340,250	812,552	60.6%	\$ 1,207,247	479,888	15.7%	\$ 332,664
Grants and awards	\$ 3,578,142	1,692,500	47.3%	\$ 3,573,000	1,692,500	25.0%	\$ -
Fines and forfeitures	\$ 701,000	261,321	37.3%	\$ 640,000	379,544	22.5%	\$ (118,223)
Investment income	\$ 10,000	1,370	13.7%	\$ 12,500	1,088	40.6%	\$ 282
Miscellaneous	\$ 75,000	14,425	19.2%	\$ 56,000	4,251	51.9%	\$ 10,174
Transfers from other funds	\$ 70,000	35,000	50.0%	\$ 70,000	35,000	25.0%	\$ -
Total Revenues	\$ 23,254,467	15,562,044	66.9%	\$ 21,748,983	13,557,758	22.8%	\$ 2,004,286
Expenditures:							
Non-departmental	\$ 1,928,935	321,970	16.7%	\$ 1,443,200	351,021	10.3%	\$ (29,051)
Administration	\$ 1,797,738	702,466	39.1%	\$ 1,722,223	749,325	15.3%	\$ (46,859)
City Secretary's Office	\$ 181,710	81,754	45.0%	\$ 176,847	89,050	21.3%	\$ (7,296)
Marketing/Special Events	\$ 492,793	192,194	39.0%	\$ 433,943	203,888	21.6%	\$ (11,694)
Information Services	\$ 914,149	393,259	43.0%	\$ 710,400	365,433	37.8%	\$ 27,826
Building Inspection/Code	\$ 806,683	286,505	35.5%	\$ 942,947	412,045	24.9%	\$ (125,540)
Human Resources	\$ 177,202	68,327	38.6%	\$ -	-	0.0%	\$ 68,327
Fire and EMS	\$ 4,732,225	2,276,405	48.1%	\$ 4,561,511	2,086,149	29.4%	\$ 190,256
Municipal court	\$ 473,497	199,541	42.1%	\$ 479,587	194,531	22.0%	\$ 5,010
Streets	\$ 1,304,074	520,476	39.9%	\$ 1,053,935	463,155	24.2%	\$ 57,321
Police	\$ 6,982,729	3,496,538	50.1%	\$ 6,565,500	2,995,442	26.1%	\$ 501,096
Library	\$ 736,466	310,707	42.2%	\$ 738,342	332,510	24.3%	\$ (21,803)
Visitor Center and Museum	\$ 322,407	133,251	41.3%	\$ 308,480	127,525	20.1%	\$ 5,726
Parks and Recreation	\$ 1,956,236	734,918	37.6%	\$ 1,930,467	576,057	20.4%	\$ 158,861
Parks Maintenance	\$ 1,064,773	458,761	43.1%	\$ 1,030,806	436,629	21.7%	\$ 22,132
Total Expenditures	\$ 23,871,617	10,177,072	42.6%	\$ 22,098,188	9,382,760	23.3%	\$ 794,312
DEBT SERVICE FUND							
Revenues:							
Property taxes	\$ 4,827,647	4,842,842	100.3%	\$ 4,736,470	4,703,531	29.8%	\$ 139,311
Investment income	\$ 5,000	112	2.2%	\$ 5,000	158	0.6696	\$ (46)
Transfer from Other Funds	\$ 285,350	142,675	50.0%	\$ 283,450	141,725	0.6696	\$ 950
Refunded Bond Proceeds	\$ -	3,050,078	n/a	\$ -	5,522,876	n/a	\$ (2,472,798)
Total Revenues	\$ 5,117,997	8,035,707	157.0%	\$ 5,024,920	10,368,291	99.3%	\$ (2,332,583)
Expenses:							
Principal	\$ 3,901,722	-	0.0%	\$ 3,813,007	-	0.0%	\$ -
Interest	\$ 1,333,466	567,994	42.6%	\$ 1,327,594	630,174	0.0%	\$ (62,180)
Paying Agent Fees	\$ 7,800	7,610	97.6%	\$ 6,500	7,250	112.2%	\$ 360
Issuance Cost	\$ -	147,289	n/a	\$ -	204,749	n/a	\$ (57,460)
Payment to Escrow Agent	\$ -	2,893,514	n/a	\$ -	5,310,308	n/a	\$ (2,416,794)
Total Expenses	\$ 5,242,988	3,616,407	69.0%	\$ 5,147,101	6,152,481	75.6%	\$ (2,536,074)

CITY OF ROANOKE
COMBINED REVENUE & EXPENDITURE REPORT
FOR THE SIX MONTH PERIOD ENDING March 31, 2022

	Current Year Budget FY21-22	Current FYTD Actual	% Used/ Collected	Prior Year Budget FY20-21	Prior FYTD Actual	% Used/ Collected	Changes from Last Year
WATER & WASTEWATER FUND							
Revenues:							
Water sales	\$ 4,483,904	1,900,798	42.4%	\$ 4,391,774	1,870,124	26.2%	\$ 30,674
Wastewater service	\$ 2,693,829	1,310,893	48.7%	\$ 2,424,917	1,242,950	25.0%	\$ 67,943
Penalties	\$ 50,000	31,291	62.6%	\$ 50,000	26,309	23.0%	\$ 4,982
Interest Income	\$ 5,000	871	17.4%	\$ 10,000	1,074	19.3%	\$ (203)
Tap and reconnection fees	\$ 18,125	7,375	40.7%	\$ 52,689	4,775	22.8%	\$ 2,600
Tower Rental	\$ 77,000	38,193	49.6%	\$ 75,000	39,773	23.5%	\$ (1,580)
Miscellaneous	\$ 50,000	15,263	30.5%	\$ 50,000	33,672	27.5%	\$ (18,409)
Impact Fees	\$ 100,000	33,659	33.7%	\$ 290,000	30,042	33.3%	\$ 3,617
Economic Dev. Contribution	\$ -	-	0.0%	\$ 200,000	100,000	25.0%	\$ (100,000)
Total Revenues	\$ 7,477,858	3,338,343	44.6%	\$ 7,544,380	3,348,720	26.1%	\$ (10,377)
Expenses:							
Water and Sewer	\$ 7,650,523	2,811,203	36.7%	\$ 7,014,682	2,892,190	25.5%	\$ (80,987)
Debt Service	\$ 334,859	83,238	24.9%	\$ 592,969	38,620	9.5%	\$ 44,618
Total Expenses	\$ 7,985,382	2,894,441	36.2%	\$ 7,607,651	2,930,810	23.9%	\$ (36,369)
HOTEL/MOTEL FUND							
Total Revenues	\$ 135,500	37,696	27.8%	\$ 135,500	22,247	9.0%	\$ 15,449
Total Expenses	\$ 134,100	56,800	42.4%	\$ 134,100	57,050	14.7%	\$ (250)
REIDC - Type A							
Total Revenues	\$ 4,857,256	3,027,483	62.3%	\$ 4,398,004	2,871,945	9.0%	\$ 155,538
Total Expenses	\$ 2,747,125	1,682,204	61.2%	\$ 2,775,555	2,084,899	14.7%	\$ (402,695)
RCEDC - Type B							
Total Revenues	\$ 4,853,526	3,154,609	65.0%	\$ 4,297,004	2,530,570	9.0%	\$ 624,039
Total Expenses	\$ 3,976,375	2,197,320	55.3%	\$ 2,633,675	1,770,043	14.7%	\$ 427,277

City of Roanoke

Monthly Sales Tax Receipts

CITYWIDE TOTALS

	2021-22					2020-21			2019-20		
	MONTHLY	CUMULATIVE	AVG CUMULATIVE %	FORECAST *	Mo % Chg PY	MONTHLY	CUMULATIVE	CUMULATIVE %	MONTHLY	CUMULATIVE	CUMULATIVE %
October	1,637,521.60	1,637,521.60	7.97%	20,550,692	14.94%	1,424,676.92	1,424,676.92	6.92%	1,585,249.61	1,585,249.61	9.07%
November	2,144,756.58	3,782,278.18	16.57%	22,828,261	1.65%	2,109,844.90	3,534,521.82	17.18%	1,351,522.50	2,936,772.11	16.80%
December	2,273,519.01	6,055,797.19	25.74%	23,530,993	13.73%	1,998,989.11	5,533,510.93	26.90%	1,639,229.03	4,576,001.14	26.18%
January	1,667,297.97	7,723,095.16	32.93%	23,452,584	24.78%	1,336,194.53	6,869,705.46	33.39%	1,427,084.68	6,003,085.82	34.34%
February	2,584,935.11	10,308,030.27	41.57%	24,799,013	55.72%	1,659,956.86	8,529,662.32	41.46%	1,548,976.29	7,552,062.11	43.20%
March	1,798,842.53	12,106,872.80	49.32%	24,545,675	33.54%	1,347,077.98	9,876,740.30	48.01%	1,683,441.96	9,235,504.07	52.83%
April	1,709,080.03	13,815,952.83	57.12%	24,188,731	34.03%	1,275,113.91	11,151,854.21	54.20%	1,104,373.74	10,339,877.81	59.15%
May	2,330,860.70	16,146,813.53	66.40%	24,319,135	9.96%	2,119,817.90	13,271,672.11	64.51%	1,449,107.00	11,788,984.81	67.44%
June	1,984,767.01	18,131,580.54	74.73%	24,262,099	2.04%	1,945,162.84	15,216,834.95	73.96%	1,347,011.00	13,135,995.81	75.14%
July	1,864,191.04	19,995,771.58	82.94%	24,109,321	20.15%	1,551,555.85	16,768,390.80	81.50%	1,399,018.50	14,535,014.31	83.14%
August		-	-	-	-	1,959,188.94	18,727,579.74	91.03%	1,742,155.69	16,277,170.00	93.11%
September		-	-	-	-	1,846,205.32	20,573,785.06	100.00%	1,204,676.60	17,481,846.60	100.00%
TOTAL	19,995,772					20,573,785			17,481,847		

Accrual Method

20,821,541

18,079,596

GENERAL FUND

	2021-22					2020-21			2019-20		
	Monthly	CUMULATIVE	% *	FORECAST *	Mo % Chg PY	Monthly	CUMULATIVE	% *	Monthly	CUMULATIVE	% *
October	818,760.80	818,760.80	7.88%	10,385,697	14.94%	712,338.46	712,338.46	7.75%	792,624.81	792,624.81	7.75%
November	1,072,378.29	1,891,139.09	16.70%	11,321,818	1.65%	1,054,922.45	1,767,260.91	16.64%	675,761.25	1,468,386.06	16.64%
December	1,136,759.51	3,027,898.60	24.51%	12,355,899	13.73%	999,494.56	2,766,755.47	24.21%	819,614.52	2,288,000.57	24.21%
January	833,648.99	3,861,547.58	31.87%	12,118,132	24.78%	668,097.27	3,434,852.73	31.46%	713,542.34	3,001,542.91	31.46%
February	1,292,467.56	5,154,015.14	41.51%	12,415,902	55.72%	829,978.43	4,264,831.16	41.67%	774,488.15	3,776,031.06	41.67%
March	899,421.27	6,053,436.40	49.56%	12,214,533	33.54%	673,538.99	4,938,370.15	49.78%	841,720.98	4,617,752.04	49.78%
April	854,540.02	6,907,976.42	58.00%	11,909,632	34.03%	637,556.96	5,575,927.11	57.57%	552,186.87	5,169,938.91	57.57%
May	1,165,430.35	8,073,406.77	66.96%	12,057,506	9.96%	1,059,908.95	6,635,836.06	66.93%	724,553.50	5,894,492.41	66.93%
June	992,383.51	9,065,790.27	74.43%	12,180,431	2.04%	972,581.42	7,608,417.48	74.26%	673,505.50	6,567,997.91	74.26%
July	932,095.52	9,997,885.79	82.66%	12,095,663	20.15%	775,777.93	8,384,195.40	82.07%	699,509.25	7,267,507.16	82.07%
August	0.00	-	-	-	-	979,594.47	9,363,789.87	91.55%	871,077.85	8,138,585.00	91.55%
September	0.00	-	-	-	-	923,102.66	10,286,892.53	100.00%	602,338.30	8,740,923.30	100.00%
TOTAL	9,997,886					10,286,893			8,740,923		

City of Roanoke

Monthly Sales Tax Receipts

Type A - ECONOMIC INDUSTRIAL DEVELOPMENT CORP.

	2021-22					2020-21			2019-20		
	Monthly	CUMULATIVE	% *	FORECAST *	Mo % Chg PY	Monthly	CUMULATIVE	% *	Monthly	CUMULATIVE	% *
October	409,380.40	409,380.40	7.41%	5,522,000	14.94%	356,169.23	356,169.23	7.46%	396,312.40	396,312.40	7.46%
November	536,189.15	945,569.55	15.92%	5,938,722	1.65%	527,461.23	883,630.46	16.15%	337,880.63	734,193.03	16.15%
December	568,379.75	1,513,949.30	23.10%	6,553,951	13.73%	499,747.28	1,383,377.73	23.34%	409,807.26	1,144,000.29	23.34%
January	416,824.49	1,930,773.79	29.71%	6,499,621	24.78%	334,048.63	1,717,426.37	30.11%	356,771.17	1,500,771.46	30.11%
February	646,233.78	2,577,007.57	39.00%	6,608,135	55.72%	414,989.22	2,132,415.58	40.10%	387,244.07	1,888,015.53	40.10%
March	449,710.63	3,026,718.20	46.48%	6,512,345	33.54%	336,769.50	2,469,185.08	47.85%	420,860.49	2,308,876.02	47.85%
April	427,270.01	3,453,988.21	53.89%	6,409,456	34.03%	318,778.48	2,787,963.55	55.00%	276,093.44	2,584,969.45	55.00%
May	582,715.18	4,036,703.38	62.79%	6,428,980	9.96%	529,954.48	3,317,918.03	64.33%	362,276.75	2,947,246.20	64.33%
June	496,191.75	4,532,895.14	69.65%	6,507,881	2.04%	486,290.71	3,804,208.74	71.28%	336,752.75	3,283,998.95	71.28%
July	466,047.76	4,998,942.90	77.31%	6,466,315	20.15%	387,888.96	4,192,097.70	78.72%	349,754.63	3,633,753.58	78.72%
August	0.00	-	-	-	-	489,797.24	4,681,894.94	88.02%	435,538.92	4,069,292.50	88.02%
September	0.00	-	-	-	-	461,551.33	5,143,446.27	96.32%	301,169.15	4,370,461.65	96.32%
TOTAL	4,998,943					5,143,446			4,370,462		

Type B - COMMUNITY ECONOMIC DEVELOPMENT CORP.

	2021-22					2020-21			2019-20		
	Monthly	CUMULATIVE	% *	FORECAST *	Mo % Chg PY	Monthly	CUMULATIVE	% *	Monthly	CUMULATIVE	% *
October	409,380.40	409,380.40	7.41%	5,522,000	14.94%	356,169.23	356,169.23	7.46%	396,312.40	396,312.40	7.46%
November	536,189.15	945,569.55	15.92%	5,938,722	1.65%	527,461.23	883,630.46	16.15%	337,880.63	734,193.03	16.15%
December	568,379.75	1,513,949.30	23.10%	6,553,951	13.73%	499,747.28	1,383,377.73	23.34%	409,807.26	1,144,000.29	23.34%
January	416,824.49	1,930,773.79	29.71%	6,499,621	24.78%	334,048.63	1,717,426.37	30.11%	356,771.17	1,500,771.46	30.11%
February	646,233.78	2,577,007.57	39.00%	6,608,135	55.72%	414,989.22	2,132,415.58	40.10%	387,244.07	1,888,015.53	40.10%
March	449,710.63	3,026,718.20	46.48%	6,512,345	33.54%	336,769.50	2,469,185.08	47.85%	420,860.49	2,308,876.02	47.85%
April	427,270.01	3,453,988.21	53.89%	6,409,456	34.03%	318,778.48	2,787,963.55	55.00%	276,093.44	2,584,969.45	55.00%
May	582,715.18	4,036,703.38	62.79%	6,428,980	9.96%	529,954.48	3,317,918.03	64.33%	362,276.75	2,947,246.20	64.33%
June	496,191.75	4,532,895.14	69.65%	6,507,881	2.04%	486,290.71	3,804,208.74	71.28%	336,752.75	3,283,998.95	71.28%
July	466,047.76	4,998,942.90	77.31%	6,466,315	20.15%	387,888.96	4,192,097.70	78.72%	349,754.63	3,633,753.58	78.72%
August	0.00	-	-	-	-	489,797.24	4,681,894.94	88.02%	435,538.92	4,069,292.50	88.02%
September	0.00	-	-	-	-	461,551.33	5,143,446.27	96.32%	301,169.15	4,370,461.65	96.32%
TOTAL	4,998,943					5,143,446			4,370,462		

City of Roanoke
Investment Pools
March 31, 2022

OPERATING		FUND	TX-01-0923-0001	TexClass Int	\$1,478.10	
TEXCLASS	0.0692%	General Fund	\$5,000,713.49	29.41%	\$434.75	\$5,001,148.24
TEXCLASS	0.0692%	Debt Service Fund	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Facility CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Street CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Parks CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	W&WW Fund	\$4,000,574.30	23.53%	\$347.80	\$4,000,922.11
TEXCLASS	0.0692%	W&WW CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Hotel/Motel	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Vehicle Replacement	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Fire Grant	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Computer Replacement	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Briarwyck PID	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Grants (ARPA)	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Police Grants	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Police Seizure	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Park Donation Fund	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	REIDC	\$3,000,417.18	17.65%	\$260.85	\$3,000,678.03
TEXCLASS	0.0692%	RCEDC	\$5,000,000.00	29.41%	\$434.69	\$5,000,434.69
TEXCLASS	0.0692%	Slaughter Park Foundation	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS		subtotal	\$17,001,704.97	100.00%	\$1,478.10	\$17,003,183.07
ARPA FUNDS			TX-01-0923-0002	TexClass Int	\$109.66	
TEXCLASS	0.0692%	Grants (ARPA)	\$1,163,286.17	100.00%	\$109.66	\$1,163,395.83
TEXCLASS		subtotal	\$1,163,286.17	100.00%	\$109.66	\$1,163,395.83
TEXCLASS		TOTAL	\$18,164,991.14		\$1,587.76	\$18,166,578.90
CD's			CD Int			
Prosperity Bank	0.0000%	General Fund	\$449,270.81	95.74%	\$0.00	\$449,270.81
Prosperity Bank	0.0000%	W&WW Fund	\$20,000.00	4.26%	\$0.00	\$20,000.00
CD's		TOTAL	\$469,270.81	100.00%	\$0.00	\$469,270.81



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: FY2021-22 3rd Quarter Financial Report

MEETING DATE: July 26, 2022

DEPARTMENT: Finance

ITEM SUMMARY:

Consideration and acceptance of the FY2021-22 3rd Quarter Financial Report for the period ending June 30, 2022

INFORMATION:

On a quarterly basis, the Department of Fiscal and Administrative Services will present a quarterly financial update to the City Council.

STAFF RECOMMENDATION:

Staff recommends acceptance

SPECIAL CONSIDERATION:

n/a

FINANCIAL CONSIDERATION:

Acceptance of the FY2021-22 3rd Quarter Financial Report for the period ending June 30, 2022

ATTACHMENTS:

1. FY2022 Quarterly Financial Summary as of 06-30-22

City of Roanoke, Texas

FY2021-22

Financial Summary as of 06/30/2022



500 S. Oak Street, Roanoke, TX 76262
www.roanoketexas.com



**TO: Scott Campbell
City Manager**

**FROM: Vicki Rodriguez
Chief Financial Officer**

SUBJECT: FY 2021-22 Financial Summary as of June 30, 2022

DATE: July 26, 2022

BACKGROUND

Quarterly financial reports are prepared for the General Fund, Debt Service Fund, Water and Wastewater Fund, the Hotel/Motel Fund, the Roanoke Economic and Industrial Development Corporation and the Roanoke Community Economic Development Corporation. Summaries of revenues and expenditures for the current year as well as the previous year, and percentage of collected/used are presented.

Fund summaries and variances for the second quarter of FY2021-22 are reported. After 9 months of activity, those programs that operate on a normal cycle should be approximately 75% complete. When comparing the current percentage to the benchmark, please keep in mind that some revenues are collected either once a year, or primarily at certain times of the year. Therefore, some percentages may be below the benchmark. For example, the majority of property taxes are paid during the months of January thru March, the electric franchise payment is made only once a year and there are also seasonal revenues such as recreational fees. The same can be true of expenditures as well.

GENERAL FUND

Total revenue collections in the General Fund for fiscal year 2022 are up \$2,388,729 when compared to prior year. The majority of the increase is due to the increase in property tax collections and sales tax collections. Property tax collections are above prior year by \$643,554 due to an increase in overall property values. Sales tax collections are exceeding prior year by \$1,457,373. Franchise taxes are better than prior year, up \$21,903 from prior year. License/permit revenues decreased \$243,331 from prior year. Charges for services which includes recreation fees and ambulance fees, increased from prior year by \$381,390, collectively. Fines and Fees, which includes revenue derived from the Municipal Court operation, is below

prior year by \$139,667. Total General Fund Revenues are at \$21,024,181 or 90.4% of budget. General Fund expenditures total \$15,576,925, or 65.3% of budget.

DEBT SERVICE FUND

Revenue collections in the Debt Service Fund for fiscal year 2022 totaled \$8,130,871, which includes proceeds from refunded bonds. Property tax collections are above prior year by \$58,270. Expenditures to date totaled \$3,616,407, which was a result of the bond refunding mentioned above. Actual principal and interest payments are paid on a semi-annual basis in February and August.

WATER AND WASTEWATER FUND

The Water and Wastewater Fund revenues totaled \$5,523,525 and represents 73.9% of the annual budget. This amount is \$156,931 more than prior year. The majority of this revenue is collected during the late spring and summer months.

Expenditures for the Water and Wastewater Fund totaled \$4,339,943 and represents 54.3% of the annual budget.

HOTEL/MOTEL FUND

Hotel/Motel Fund revenue of \$72,225 or 53.3% of budget. This amount is \$1,080 more than prior year. These payments are made on a quarterly basis. This industry was hit very hard during the pandemic. We are continuing to see improvement in this area.

Total expenditures in the Hotel/Motel fund equal \$85,200 which is equal to 63.5% of budget. The majority of these expenditures are related to the special events aimed at increased tourism within the city as well as expenses associated with the Roanoke Visitor's Center and Museum. In addition this fund pays a portion of the debt of the Fire Museum

ROANOKE ECONOMIC AND INDUSTRIAL DEVELOPMENT CORPORATION

Revenue collections in the REIDC total \$4,666,306 for fiscal year 2022 and are up \$334,178 when compared to prior year. This increase is due to an increase in sales tax collections.

Total expenditures in the REIDC fund equal \$2,161,568 which is equal to 78.7% of budget. The majority of these expenditures are related to incentive agreements, debt and recreation activities.

ROANOKE COMMUNITY AND ECONOMIC DEVELOPMENT CORPORATION

Total revenue collections in the RCEDC for fiscal year 2022 are up \$819,001 when compared to prior year, for a total of \$4,740,866. This increase is due to an increase in sales tax collections.

Total expenditures in the RCEDC fund equal \$3,017,499 which is equal to 75.9% of budget. The majority of these expenditures are related to incentive agreements, debt, special events, recreation activities and capital improvements.

I hope this information will enhance your decision making process. As always, I am available to address any questions you may have.

CITY OF ROANOKE
COMBINED REVENUE & EXPENDITURE REPORT
FOR THE NINE MONTH PERIOD ENDING June 30, 2022

	Current Year Budget FY21-22	Current FYTD Actual	% Used/ Collected	Prior Year Budget FY20-21	Prior FYTD Actual	% Used/ Collected	Changes from Last Year
GENERAL FUND							
Revenues:							
Property taxes	\$ 5,366,540	5,275,294	98.3%	\$ 4,896,692	4,631,740	29.5%	\$ 643,554
Sales and use taxes	\$ 9,454,511	9,065,790	95.9%	\$ 8,536,007	7,608,417	23.5%	\$ 1,457,373
General & Admin Fees	\$ 514,793	301,838	58.6%	\$ 498,469	366,880	25.6%	\$ (65,042)
Franchise/Liquor taxes	\$ 1,533,231	1,303,206	85.0%	\$ 1,544,068	1,281,303	5.7%	\$ 21,903
Licenses and permits	\$ 611,000	776,702	127.1%	\$ 715,000	533,371	21.8%	\$ 243,331
Charges for services	\$ 1,340,250	1,202,764	89.7%	\$ 1,207,247	821,374	15.7%	\$ 381,390
Grants and awards	\$ 3,578,142	2,538,750	71.0%	\$ 3,573,000	2,538,750	25.0%	\$ -
Fines and forfeitures	\$ 701,000	428,303	61.1%	\$ 640,000	567,970	22.5%	\$ (139,667)
Investment income	\$ 10,000	14,002	140.0%	\$ 12,500	1,730	40.6%	\$ 12,272
Miscellaneous	\$ 75,000	65,032	86.7%	\$ 56,000	231,417	51.9%	\$ (166,385)
Transfers from other funds	\$ 70,000	52,500	75.0%	\$ 70,000	52,500	25.0%	\$ 0
Total Revenues	\$ 23,254,467	21,024,181	90.4%	\$ 21,748,983	18,635,453	22.8%	\$ 2,388,729
Expenditures:							
Non-departmental	\$ 1,928,935	529,411	27.4%	\$ 1,443,200	721,941	10.3%	\$ (192,530)
Administration	\$ 1,797,738	1,043,717	58.1%	\$ 1,722,223	1,078,334	15.3%	\$ (34,617)
City Secretary's Office	\$ 181,710	129,943	71.5%	\$ 176,847	135,979	21.3%	\$ (6,036)
Marketing/Special Events	\$ 492,793	304,243	61.7%	\$ 433,943	314,326	21.6%	\$ (10,083)
Information Services	\$ 914,149	647,751	70.9%	\$ 710,400	523,221	37.8%	\$ 124,530
Building Inspection/Code	\$ 806,683	577,967	71.6%	\$ 942,947	605,786	24.9%	\$ (27,819)
Human Resources	\$ 177,202	92,727	52.3%	\$ -	-	0.0%	\$ 92,727
Fire and EMS	\$ 4,732,225	3,383,289	71.5%	\$ 4,561,511	3,525,434	29.4%	\$ (142,145)
Municipal court	\$ 473,497	320,975	67.8%	\$ 479,587	305,639	22.0%	\$ 15,336
Streets	\$ 1,304,074	771,952	59.2%	\$ 1,053,935	697,094	24.2%	\$ 74,858
Police	\$ 6,982,729	5,195,141	74.4%	\$ 6,565,500	4,550,923	26.1%	\$ 644,218
Library	\$ 736,466	484,467	65.8%	\$ 738,342	516,426	24.3%	\$ (31,959)
Visitor Center and Museum	\$ 322,407	200,360	62.1%	\$ 308,480	195,764	20.1%	\$ 4,596
Parks and Recreation	\$ 1,956,236	1,171,884	59.9%	\$ 1,930,467	927,877	20.4%	\$ 244,007
Parks Maintenance	\$ 1,064,773	723,098	67.9%	\$ 1,030,806	708,337	21.7%	\$ 14,761
Total Expenditures	\$ 23,871,617	15,576,925	65.3%	\$ 22,098,188	14,807,081	23.3%	\$ 769,844
DEBT SERVICE FUND							
Revenues:							
Property taxes	\$ 4,827,647	4,866,253	100.8%	\$ 4,736,470	4,807,983	29.8%	\$ 58,270
Investment income	\$ 5,000	527	10.5%	\$ 5,000	268	0.6696	\$ 259
Transfer from Other Funds	\$ 285,350	214,013	75.0%	\$ 283,450	212,588	0.6696	\$ 1,425
Refunded Bond Proceeds	\$ -	3,050,078	n/a	\$ -	5,522,876	n/a	\$ (2,472,798)
Total Revenues	\$ 5,117,997	8,130,871	158.9%	\$ 5,024,920	10,543,715	99.3%	\$ (2,412,844)
Expenses:							
Principal	\$ 3,901,722	-	0.0%	\$ 3,813,007	-	0.0%	\$ -
Interest	\$ 1,333,466	567,994	42.6%	\$ 1,327,594	630,174	0.0%	\$ (62,180)
Paying Agent Fees	\$ 7,800	7,610	97.6%	\$ 6,500	7,250	112.2%	\$ 360
Issuance Cost	\$ -	170,085	n/a	\$ -	186,976	n/a	\$ (16,891)
Payment to Escrow Agent	\$ -	2,870,719	n/a	\$ -	5,328,081	n/a	\$ (2,457,362)
Total Expenses	\$ 5,242,988	3,616,408	69.0%	\$ 5,147,101	6,152,481	75.6%	\$ (2,536,073)

CITY OF ROANOKE
COMBINED REVENUE & EXPENDITURE REPORT
FOR THE NINE MONTH PERIOD ENDING June 30, 2022

	Current Year Budget FY21-22	Current FYTD Actual	% Used/ Collected	Prior Year Budget FY20-21	Prior FYTD Actual	% Used/ Collected	Changes from Last Year
WATER & WASTEWATER FUND							
Revenues:							
Water sales	\$ 4,483,904	3,070,818	68.5%	\$ 4,391,774	2,841,180	26.2%	\$ 229,638
Wastewater service	\$ 2,693,829	2,035,082	75.5%	\$ 2,424,917	1,911,747	25.0%	\$ 123,335
Penalties	\$ 50,000	44,744	89.5%	\$ 50,000	38,710	23.0%	\$ 6,034
Interest Income	\$ 5,000	10,826	216.5%	\$ 10,000	1,327	19.3%	\$ 9,499
Tap and reconnection fees	\$ 18,125	34,125	188.3%	\$ 52,689	8,675	22.8%	\$ 25,450
Tower Rental	\$ 77,000	57,764	75.0%	\$ 75,000	55,664	23.5%	\$ 2,100
Miscellaneous	\$ 50,000	42,439	84.9%	\$ 50,000	304,917	27.5%	\$ (262,478)
Impact Fees	\$ 100,000	227,727	227.7%	\$ 290,000	54,374	33.3%	\$ 173,353
Economic Dev. Contribution	\$ -	-	0.0%	\$ 200,000	150,000	25.0%	\$ (150,000)
Total Revenues	\$ 7,477,858	5,523,525	73.9%	\$ 7,544,380	5,366,594	26.1%	\$ 156,931
Expenses:							
Water and Sewer	\$ 7,650,523	4,256,705	55.6%	\$ 7,014,682	4,599,621	25.5%	\$ (342,916)
Debt Service	\$ 334,859	83,238	24.9%	\$ 592,969	38,620	9.5%	\$ 44,618
Total Expenses	\$ 7,985,382	4,339,943	54.3%	\$ 7,607,651	4,638,241	23.9%	\$ (298,298)
HOTEL/MOTEL FUND							
Total Revenues	\$ 135,500	72,225	53.3%	\$ 135,500	71,145	9.0%	\$ 1,080
Total Expenses	\$ 134,100	85,200	63.5%	\$ 134,100	85,575	14.7%	\$ (375)
REIDC - Type A							
Total Revenues	\$ 4,857,256	4,666,306	96.1%	\$ 4,398,004	4,332,128	9.0%	\$ 334,178
Total Expenses	\$ 2,747,125	2,161,568	78.7%	\$ 2,775,555	2,636,989	14.7%	\$ (475,421)
RCEDC - Type B							
Total Revenues	\$ 4,853,526	4,740,866	97.7%	\$ 4,297,004	3,921,865	9.0%	\$ 819,001
Total Expenses	\$ 3,976,375	3,017,499	75.9%	\$ 2,633,675	2,461,324	14.7%	\$ 556,175

City of Roanoke

Monthly Sales Tax Receipts

CITYWIDE TOTALS

	2021-22					2020-21			2019-20		
	MONTHLY	CUMULATIVE	AVG CUMULATIVE %	FORECAST *	Mo % Chg PY	MONTHLY	CUMULATIVE	CUMULATIVE %	MONTHLY	CUMULATIVE	CUMULATIVE %
October	1,637,521.60	1,637,521.60	7.97%	20,550,692	14.94%	1,424,676.92	1,424,676.92	6.92%	1,585,249.61	1,585,249.61	9.07%
November	2,144,756.58	3,782,278.18	16.57%	22,828,261	1.65%	2,109,844.90	3,534,521.82	17.18%	1,351,522.50	2,936,772.11	16.80%
December	2,273,519.01	6,055,797.19	25.74%	23,530,993	13.73%	1,998,989.11	5,533,510.93	26.90%	1,639,229.03	4,576,001.14	26.18%
January	1,667,297.97	7,723,095.16	32.93%	23,452,584	24.78%	1,336,194.53	6,869,705.46	33.39%	1,427,084.68	6,003,085.82	34.34%
February	2,584,935.11	10,308,030.27	41.57%	24,799,013	55.72%	1,659,956.86	8,529,662.32	41.46%	1,548,976.29	7,552,062.11	43.20%
March	1,798,842.53	12,106,872.80	49.32%	24,545,675	33.54%	1,347,077.98	9,876,740.30	48.01%	1,683,441.96	9,235,504.07	52.83%
April	1,709,080.03	13,815,952.83	57.12%	24,188,731	34.03%	1,275,113.91	11,151,854.21	54.20%	1,104,373.74	10,339,877.81	59.15%
May	2,330,860.70	16,146,813.53	66.40%	24,319,135	9.96%	2,119,817.90	13,271,672.11	64.51%	1,449,107.00	11,788,984.81	67.44%
June	1,984,767.01	18,131,580.54	74.73%	24,262,099	2.04%	1,945,162.84	15,216,834.95	73.96%	1,347,011.00	13,135,995.81	75.14%
July	1,864,191.04	19,995,771.58	82.94%	24,109,321	20.15%	1,551,555.85	16,768,390.80	81.50%	1,399,018.50	14,535,014.31	83.14%
August		-	-	-	-	1,959,188.94	18,727,579.74	91.03%	1,742,155.69	16,277,170.00	93.11%
September		-	-	-	-	1,846,205.32	20,573,785.06	100.00%	1,204,676.60	17,481,846.60	100.00%
TOTAL	19,995,772					20,573,785			17,481,847		

Accrual Method

20,821,541

18,079,596

GENERAL FUND

	2021-22					2020-21			2019-20		
	Monthly	CUMULATIVE	% *	FORECAST *	Mo % Chg PY	Monthly	CUMULATIVE	% *	Monthly	CUMULATIVE	% *
October	818,760.80	818,760.80	7.88%	10,385,697	14.94%	712,338.46	712,338.46	7.75%	792,624.81	792,624.81	7.75%
November	1,072,378.29	1,891,139.09	16.70%	11,321,818	1.65%	1,054,922.45	1,767,260.91	16.64%	675,761.25	1,468,386.06	16.64%
December	1,136,759.51	3,027,898.60	24.51%	12,355,899	13.73%	999,494.56	2,766,755.47	24.21%	819,614.52	2,288,000.57	24.21%
January	833,648.99	3,861,547.58	31.87%	12,118,132	24.78%	668,097.27	3,434,852.73	31.46%	713,542.34	3,001,542.91	31.46%
February	1,292,467.56	5,154,015.14	41.51%	12,415,902	55.72%	829,978.43	4,264,831.16	41.67%	774,488.15	3,776,031.06	41.67%
March	899,421.27	6,053,436.40	49.56%	12,214,533	33.54%	673,538.99	4,938,370.15	49.78%	841,720.98	4,617,752.04	49.78%
April	854,540.02	6,907,976.42	58.00%	11,909,632	34.03%	637,556.96	5,575,927.11	57.57%	552,186.87	5,169,938.91	57.57%
May	1,165,430.35	8,073,406.77	66.96%	12,057,506	9.96%	1,059,908.95	6,635,836.06	66.93%	724,553.50	5,894,492.41	66.93%
June	992,383.51	9,065,790.27	74.43%	12,180,431	2.04%	972,581.42	7,608,417.48	74.26%	673,505.50	6,567,997.91	74.26%
July	932,095.52	9,997,885.79	82.66%	12,095,663	20.15%	775,777.93	8,384,195.40	82.07%	699,509.25	7,267,507.16	82.07%
August	0.00	-	-	-	-	979,594.47	9,363,789.87	91.55%	871,077.85	8,138,585.00	91.55%
September	0.00	-	-	-	-	923,102.66	10,286,892.53	100.00%	602,338.30	8,740,923.30	100.00%
TOTAL	9,997,886					10,286,893			8,740,923		

City of Roanoke

Monthly Sales Tax Receipts

Type A - ECONOMIC INDUSTRIAL DEVELOPMENT CORP.

	2021-22					2020-21			2019-20		
	Monthly	CUMULATIVE	% *	FORECAST *	Mo % Chg PY	Monthly	CUMULATIVE	% *	Monthly	CUMULATIVE	% *
October	409,380.40	409,380.40	7.41%	5,522,000	14.94%	356,169.23	356,169.23	7.46%	396,312.40	396,312.40	7.46%
November	536,189.15	945,569.55	15.92%	5,938,722	1.65%	527,461.23	883,630.46	16.15%	337,880.63	734,193.03	16.15%
December	568,379.75	1,513,949.30	23.10%	6,553,951	13.73%	499,747.28	1,383,377.73	23.34%	409,807.26	1,144,000.29	23.34%
January	416,824.49	1,930,773.79	29.71%	6,499,621	24.78%	334,048.63	1,717,426.37	30.11%	356,771.17	1,500,771.46	30.11%
February	646,233.78	2,577,007.57	39.00%	6,608,135	55.72%	414,989.22	2,132,415.58	40.10%	387,244.07	1,888,015.53	40.10%
March	449,710.63	3,026,718.20	46.48%	6,512,345	33.54%	336,769.50	2,469,185.08	47.85%	420,860.49	2,308,876.02	47.85%
April	427,270.01	3,453,988.21	53.89%	6,409,456	34.03%	318,778.48	2,787,963.55	55.00%	276,093.44	2,584,969.45	55.00%
May	582,715.18	4,036,703.38	62.79%	6,428,980	9.96%	529,954.48	3,317,918.03	64.33%	362,276.75	2,947,246.20	64.33%
June	496,191.75	4,532,895.14	69.65%	6,507,881	2.04%	486,290.71	3,804,208.74	71.28%	336,752.75	3,283,998.95	71.28%
July	466,047.76	4,998,942.90	77.31%	6,466,315	20.15%	387,888.96	4,192,097.70	78.72%	349,754.63	3,633,753.58	78.72%
August	0.00	-	-	-	-	489,797.24	4,681,894.94	88.02%	435,538.92	4,069,292.50	88.02%
September	0.00	-	-	-	-	461,551.33	5,143,446.27	96.32%	301,169.15	4,370,461.65	96.32%
TOTAL	4,998,943					5,143,446			4,370,462		

Type B - COMMUNITY ECONOMIC DEVELOPMENT CORP.

	2021-22					2020-21			2019-20		
	Monthly	CUMULATIVE	% *	FORECAST *	Mo % Chg PY	Monthly	CUMULATIVE	% *	Monthly	CUMULATIVE	% *
October	409,380.40	409,380.40	7.41%	5,522,000	14.94%	356,169.23	356,169.23	7.46%	396,312.40	396,312.40	7.46%
November	536,189.15	945,569.55	15.92%	5,938,722	1.65%	527,461.23	883,630.46	16.15%	337,880.63	734,193.03	16.15%
December	568,379.75	1,513,949.30	23.10%	6,553,951	13.73%	499,747.28	1,383,377.73	23.34%	409,807.26	1,144,000.29	23.34%
January	416,824.49	1,930,773.79	29.71%	6,499,621	24.78%	334,048.63	1,717,426.37	30.11%	356,771.17	1,500,771.46	30.11%
February	646,233.78	2,577,007.57	39.00%	6,608,135	55.72%	414,989.22	2,132,415.58	40.10%	387,244.07	1,888,015.53	40.10%
March	449,710.63	3,026,718.20	46.48%	6,512,345	33.54%	336,769.50	2,469,185.08	47.85%	420,860.49	2,308,876.02	47.85%
April	427,270.01	3,453,988.21	53.89%	6,409,456	34.03%	318,778.48	2,787,963.55	55.00%	276,093.44	2,584,969.45	55.00%
May	582,715.18	4,036,703.38	62.79%	6,428,980	9.96%	529,954.48	3,317,918.03	64.33%	362,276.75	2,947,246.20	64.33%
June	496,191.75	4,532,895.14	69.65%	6,507,881	2.04%	486,290.71	3,804,208.74	71.28%	336,752.75	3,283,998.95	71.28%
July	466,047.76	4,998,942.90	77.31%	6,466,315	20.15%	387,888.96	4,192,097.70	78.72%	349,754.63	3,633,753.58	78.72%
August	0.00	-	-	-	-	489,797.24	4,681,894.94	88.02%	435,538.92	4,069,292.50	88.02%
September	0.00	-	-	-	-	461,551.33	5,143,446.27	96.32%	301,169.15	4,370,461.65	96.32%
TOTAL	4,998,943					5,143,446			4,370,462		

City of Roanoke
Investment Pools
June 30, 2022

OPERATING		FUND	TX-01-0923-0001	TexClass Int	\$16,207.29	
TEXCLASS	0.0692%	General Fund	\$5,007,759.22	29.41%	\$4,767.05	\$5,012,526.28
TEXCLASS	0.0692%	Debt Service Fund	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Facility CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Street CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Parks CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	W&WW Fund	\$4,006,210.90	23.53%	\$3,813.65	\$4,010,024.54
TEXCLASS	0.0692%	W&WW CIP	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Hotel/Motel	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Vehicle Replacement	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Fire Grant	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Computer Replacement	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Briarwyck PID	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Grants (ARPA)	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Police Grants	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Police Seizure	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	Park Donation Fund	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS	0.0692%	REIDC	\$3,004,644.60	17.65%	\$2,860.22	\$3,007,504.82
TEXCLASS	0.0692%	RCEDC	\$5,007,044.73	29.41%	\$4,766.37	\$5,011,811.10
TEXCLASS	0.0692%	Slaughter Park Foundation	\$0.00	0.00%	\$0.00	\$0.00
TEXCLASS		subtotal	\$17,025,659.45	100.00%	\$16,207.29	\$17,041,866.74
ARPA FUNDS			TX-01-0923-0002	TexClass Int	\$1,108.92	
TEXCLASS	0.0692%	Grants (ARPA)	\$1,164,933.73	100.00%	\$1,108.92	\$1,166,042.65
TEXCLASS		subtotal	\$1,164,933.73	100.00%	\$1,108.92	\$1,166,042.65
TEXCLASS		TOTAL	\$18,190,593.18		\$17,316.21	\$18,207,909.39
CD's			CD Int			
Prosperity Bank	0.0000%	General Fund	\$449,270.81	95.74%	\$0.00	\$449,270.81
Prosperity Bank	0.0000%	W&WW Fund	\$20,000.00	4.26%	\$0.00	\$20,000.00
CD's		TOTAL	\$469,270.81	100.00%	\$0.00	\$469,270.81



CITY COUNCIL AGENDA ITEM

TO: Mayor and City Council

SUBJECT: PH Notice - ORD NO 2022-116 - Changing Max Height of Buildings

MEETING DATE: July 26, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending the Comprehensive Zoning Ordinance, by amending Chapter 12, Article III, Division 15, of the Code of Ordinances of the City of Roanoke, Texas, entitled "Oak Street Corridor Zoning District," by amending Exhibit C, entitled "Oak Street Regulating Plan"; by changing the maximum height of buildings from two (2) stories to four (4) stories for Lots 7R and 15R, Block 12 of the Original Town of Roanoke Addition, an addition to the City of Roanoke, Denton County, Texas, generally located on Hwy 377, west of Oak Street, between Main Street and Rusk Street (currently Scotty's Automotive). (Ordinance No. 2022-116)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2022-116 - Oak Street Zoning - Exhibit C Amendment - Oak Street Regulating Plan - 2 stories to 4 stories - Lots 7R and 15 R Block



City of Roanoke Notice of Public Hearing Zoning Amendment

NOTICE OF PUBLIC HEARING
ZONING AMENDMENT
City of Roanoke
Planning and Zoning Commission

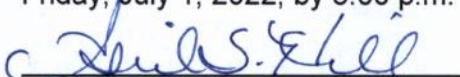
THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, JULY 18, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE, BY AMENDING CHAPTER 12, ARTICLE III, DIVISION 15, OF THE CODE OF ORDINANCES OF THE CITY OF ROANOKE, TEXAS, ENTITLED "OAK STREET CORRIDOR ZONING DISTRICT," BY AMENDING EXHIBIT C, ENTITLED "OAK STREET REGULATING PLAN"; BY CHANGING THE MAXIMUM HEIGHT OF BUILDINGS FROM TWO (2) STORIES TO FOUR (4) STORIES FOR LOTS 7R AND 15R, BLOCK 12 OF THE ORIGINAL TOWN OF ROANOKE ADDITION, AN ADDITION TO THE CITY OF ROANOKE, DENTON COUNTY, TEXAS. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

City of Roanoke
City Council

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON TUESDAY, JULY 26, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE, BY AMENDING CHAPTER 12, ARTICLE III, DIVISION 15, OF THE CODE OF ORDINANCES OF THE CITY OF ROANOKE, TEXAS, ENTITLED "OAK STREET CORRIDOR ZONING DISTRICT," BY AMENDING EXHIBIT C, ENTITLED "OAK STREET REGULATING PLAN"; BY CHANGING THE MAXIMUM HEIGHT OF BUILDINGS FROM TWO (2) STORIES TO FOUR (4) STORIES FOR LOTS 7R AND 15R, BLOCK 12 OF THE ORIGINAL TOWN OF ROANOKE ADDITION, AN ADDITION TO THE CITY OF ROANOKE, DENTON COUNTY, TEXAS. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Friday, July 1, 2022, by 5:00 p.m.


April S. Hill, City Secretary

*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

📶 A public wireless network is now available in the Council Chambers for use during meetings. It is available from 7am to 11pm Monday thru Friday. The name of the network is: City Hall Guests



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Text Amendment - Two (2) Stories to Four (4) Stories Lots 7R and 15R, Block 12 O T Roanoke Hwy 377 Zone

MEETING DATE: July 26, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on approval of Ordinance No. 2022-116 amending the Comprehensive Zoning Ordinance, by amending chapter 12, Article III, Division 15, entitled "Oak Street Corridor Zoning District" by amending exhibit C entitled "Oak Street Regulating Plan," by changing the maximum height of buildings from two (2) stories to four (4) stories for lots 7R and 15R, Block 12 of the Original Town of Roanoke Addition, an addition to the City of Roanoke, Denton County, Texas, generally located on Hwy 377, west of Oak Street, between Main Street and Rusk Street (currently Scotty's Automotive).

INFORMATION:

Oak Street-Hwy 377 Zone currently allows two (2) floors. The applicant is seeking to amend the text to four (4) floors for lots 7R and 15R, Block 12 of the Original Town of Roanoke Addition.

- Surrounding Land Uses

	<i>Existing Use</i>	<i>Zoning</i>	<i>Future Land Use Plan</i>
<i>North</i>	<i>Commercial</i>	<i>Oak Street - Hwy 377</i>	<i>Oak Street - Hwy 377</i>
<i>East</i>	<i>Commercial</i>	<i>Oak Street</i>	<i>Oak Street</i>
<i>South</i>	<i>Public parking</i>	<i>Oak Street - Hwy 377</i>	<i>Oak Street - Hwy 377</i>
<i>West</i>	<i>Commercial</i>	<i>Business Park</i>	<i>Business Park</i>

Planning and Zoning Commission:

The board recommended approval on July 18, 2022.



AGENDA ITEM

STAFF RECOMMENDATION:

Staff recommends approval.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Zoning Application
2. Land Survey
3. ORD NO 2022-116 - Oak Street Zoning - Exhibit C Amendment - Oak Street Regulating Plan - 2 stories to 4 stories - Lots 7R and 15 R Block 12 - jlm dra
4. Conceptual package



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411 FAX (817) 491-2242

ZONING APPLICATION

Applicant/Agent Name Randy Primrose		Home Phone	Mobile Phone 214-500-6763
Address 2435 E Southlake Blvd, Ste 150		City / State Southlake	Zip 76092
Property Owner(s)		Home Phone	Work Phone
Address, City, State, Zip			
Present Zoning Classification Oak Street Zoning District - Hwy 377 Zone	Requested Zoning Classification Oak Street Zoning District - 377 Zone/Text amendment	Acreage/Lot of Requested Zoning Classification N/A	

Are any Deed restrictions in place that would prevent this property being used in the manner herein proposed?

☐ Yes ☒ No

If yes, list restrictions _____

Proposed use Text Amendment to allow for 4 stories

Justification for requested zoning change: Currently allows for 2 stories

I authorize the City of Roanoke to place one change of zoning sign on the subject property to remain in place for the duration of the zoning change process.

Randy Primrose 5/19/22
Applicant Signature and Date

Attach two (2) copies of the Metes & Bounds description of the property and a survey map (11x17) of the property. One electronic copy in a pdf format. Fees for Zoning Request is \$250.00 plus \$10.00 per acre. Fees are subject to change if amended by Ordinance.

Authorization:

I/We _____ owner(s) of the above described property do hereby authorize _____ to act on my/our behalf in making and representing this zoning change application.

Signature of owner

Date

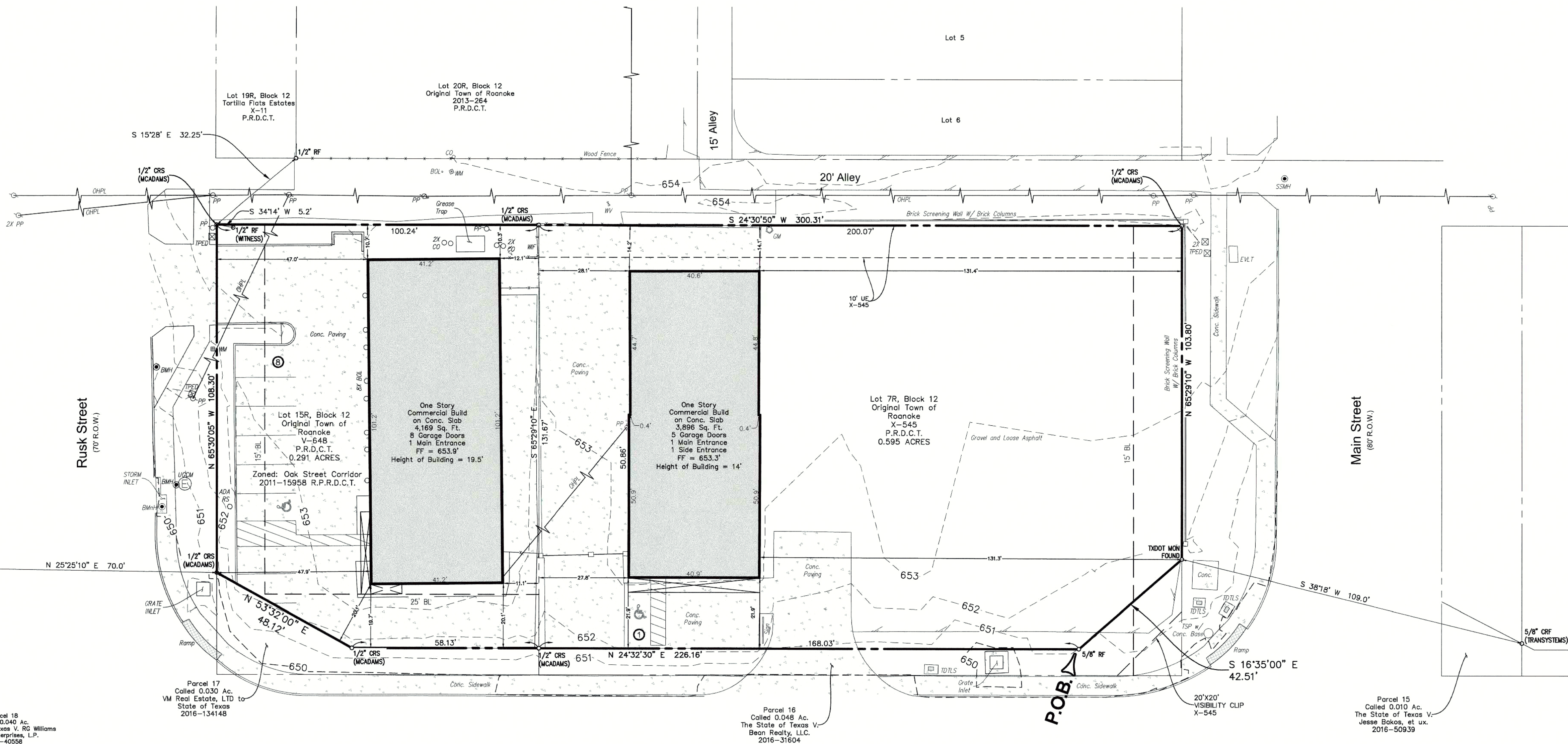
State of Texas
County of _____

Sworn to and subscribed before me on the _____ day of _____, _____, by _____
(year) (name of owner).

Notary Seal

Notary Public's Signature

08/23/2019



LEGAL DESCRIPTION
0.866 ACRES

the State of Texas, recorded in Document Number 2016-136815 of the Real Property Records of Denton County, Texas, bears S 38°18' W, 109.0 feet; THENCE N 16°35'00" W, 42.51 feet with the east line of said U.S. Highway 377 and the east line of said 0.048 acre tract to the POINT OF BEGINNING and containing approximately 0.886 acre of land.



 Mark Payne, RPLS
 Texas Registration No. 5678

McADAMS

www.micacalmisco.com

DRAWN BY: AT DATE: 05.13.2022 SCALE: 1"=20' JOB. No. **SPEC 21063**

RF	REBAR	graphic plotting only, this property appears to be within Flood Zone "X" (areas determined to be outside the 0.2% annual chance floodplain). This flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.
CRS	CAPPED REBAR SET	
CRS	CAPPED REBAR SET	
BL	BUILDING LINE	
BL	BUILDING LINE	
UE	UTILITY EASEMENT	
MAE	MUTUAL ACCESS EASEMENT	6. All original copies of survey maps and descriptions by the surveyor and firm whose name appear hereon will contain an embossed surveyor's seal. Any map or description copy without that embossed seal is likely a copy not prepared in the office of the surveyor and may contain alterations or deletions made without the knowledge or oversight of the surveyor.
WLE	WATERLINE EASEMENT	
CO	CLEAR CUT	
EPED	ELECTRICAL PEDESTAL	
VLT	VAULT	
PH	FIRE HYDRANT	7. This survey was prepared in connection with the Real Estate transaction related to Chicago Title Insurance Company, 6F No. 22-1414, Commitment effective April 18, 2022. McAdams shall not be held liable for any unauthorized use thereof.
WM	WATER METER	
BOL	BOLLARD	
WIF	WROUGHT IRON FENCE	8. Property subject to Oak Street Corridor Zoning District, Recording Date: February 18, 2011, Recording No.: 2011-15958, Real Property Records, Denton County, Texas. (Item 10e)
TOTLS	TWOOT TRAFFIC LIGHT SIGNAL	
OHPL	OVERHEAD POWER LINE	
QW	GUY WIRE	9. Lot 15R has a total of 8 parking spaces, 7 regular and 1 handicapped space.
LP	LIGHT POLE	
TPED	TELEPHONE PEDESTAL	10. Lot 7R has 1 handicapped space.
SSMR	SANITARY MANHOLE	
UCGM	UNDERGROUND CABLE MARKER	
BMH	BELL MANHOLE	11. Field work performed during the month of April, 2022.
DGI	DRAIN GRATE INLET	
PP	POWER POLE	12. Commonly known as 112 and 108 US-377.
EVL	ELECTRICAL VAULT	
GM	GAS METER	
TSP	TRAFFIC SIGNAL POLE	13. TBM TXDOT Monument Found for most southerly southwest corner of subject property. Elevation : 651.8'

ORDINANCE No. 2022-116

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE AND MAP OF THE CITY OF ROANOKE, TEXAS, BY AMENDING CHAPTER 12, ARTICLE III, DIVISION 15, ENTITLED "OAK STREET CORRIDOR ZONING DISTRICT" BY AMENDING EXHIBIT C ENTITLED "OAK STREET REGULATING PLAN," BY CHANGING THE MAXIMUM HEIGHT OF BUILDINGS FROM TWO (2) STORIES TO FOUR (4) STORIES FOR LOTS 7R AND 15R, BLOCK 12 OF THE ORIGINAL TOWN OF ROANOKE ADDITION, AN ADDITION TO THE CITY OF ROANOKE, DENTON COUNTY, TEXAS; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 12.124(b) of the Code of Ordinances of the City of Roanoke, Texas, provides as follows, "[f]or requests involving proposed changes to the text of the Zoning Ordinance, notice of the Planning and Zoning Commission hearing shall be accomplished by publishing the purpose, time and place of the public hearing in the official newspaper of the City before the fifteenth (15th) calendar day prior to the date of the public hearing. Changes in the Ordinance text which do not change zoning district boundaries do not require written notification to individual property owners;" and

WHEREAS, Section 12.127(c) of the Code of Ordinances of the City of Roanoke, Texas, provides as follows, "[n]otice of the City Council public hearing for a zoning, rezoning or Zoning Ordinance text amendment request shall be given in the same manner as that for the public hearing before the Planning and Zoning Commission as required in Section 12.124;" and

WHEREAS, the Planning and Zoning Commission and the City Council of the City of Roanoke, Texas, in compliance with the laws of the State of Texas, and the Code of Ordinances of the City of Roanoke, Texas, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested, and the City Council of the City of Roanoke, Texas, is of the opinion and finds that said changes should be granted and that the Zoning Ordinance should be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS:

Section 1. FINDINGS INCORPORATED

That the findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2.

That Chapter 12, Article III, Division 15, Exhibit C, entitled "Oak Street Regulating Plan" of the Code of Ordinances of the City of Roanoke, Texas, a copy of which is attached hereto as **Exhibit A** is hereby amended, for Lots 7R and 15R, Block 12 of the Original Town of Roanoke addition, an addition to the City of Roanoke, Denton County, Texas, as described and/or depicted in **Exhibit B**, which is attached hereto, by changing the maximum number of floors for said tracts of land from two (2) stories to four (4) stories.

Section 3. PENALTY CLAUSE

Any person, firm, or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction, shall be fined a sum not to exceed \$2,000.00 for each offense, and each and every violation or day such violation shall continue or exist, shall be deemed a separate offense.

Section 4. SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 5. EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Roanoke, Texas, on this the _____ day of _____, 2022.

APPROVED:

Carl E. Gierisch, Jr., Mayor

ATTEST:

April S. Hill, City Secretary

APPROVED AS TO FORM:

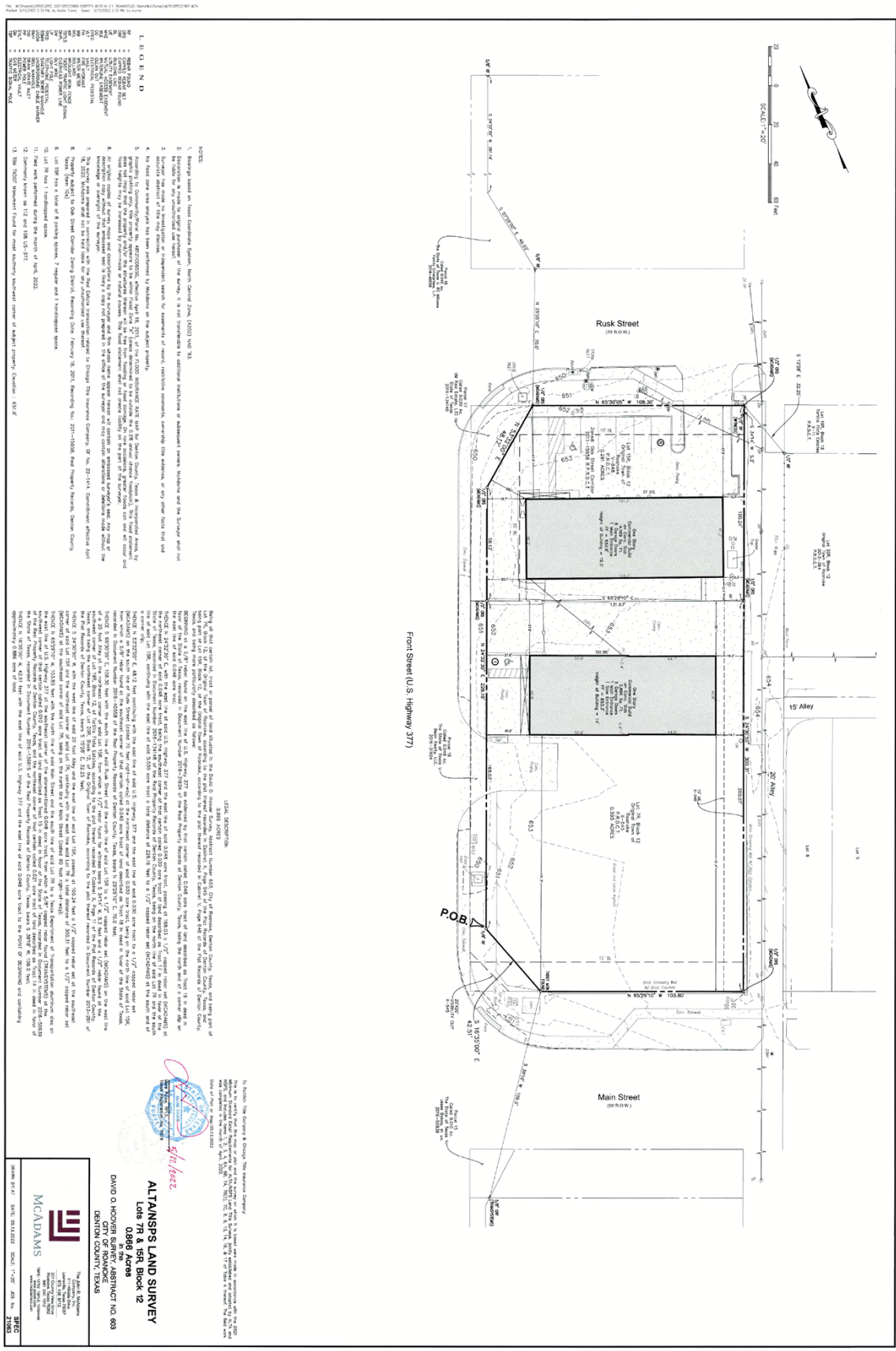
Jeff Moore, City Attorney

Exhibit A

EXHIBIT C
"Oak Street Regulating Plan"

Exhibit B

[Legal Description and/or Depiction of the Property]



CONCEPTUAL DESIGN PACKAGE

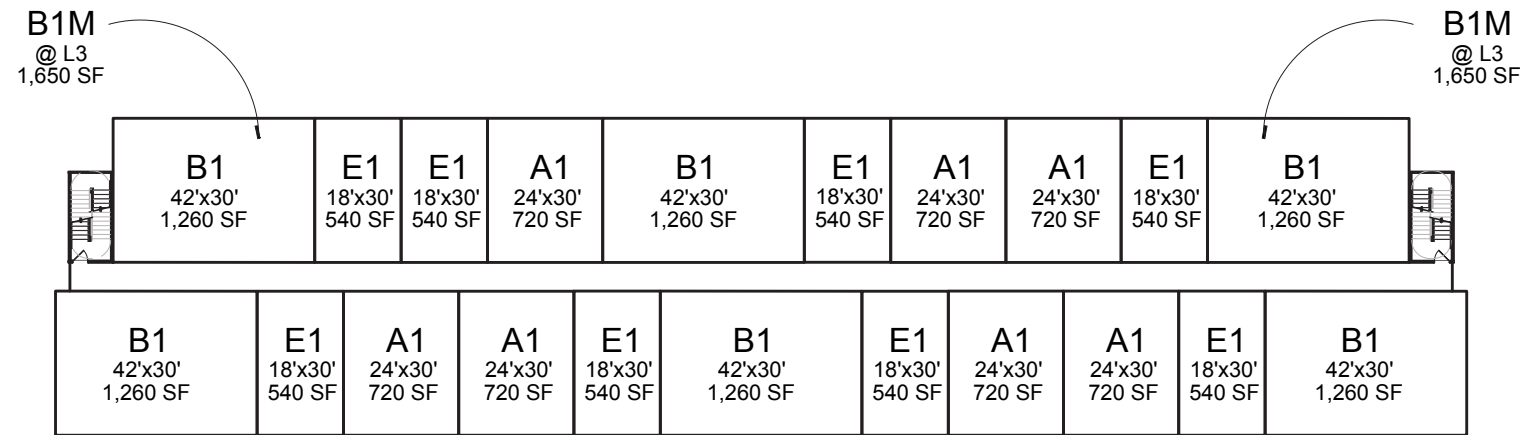
16 MAY 2022



MAGNOLIA on MAIN
Roanoke, Texas



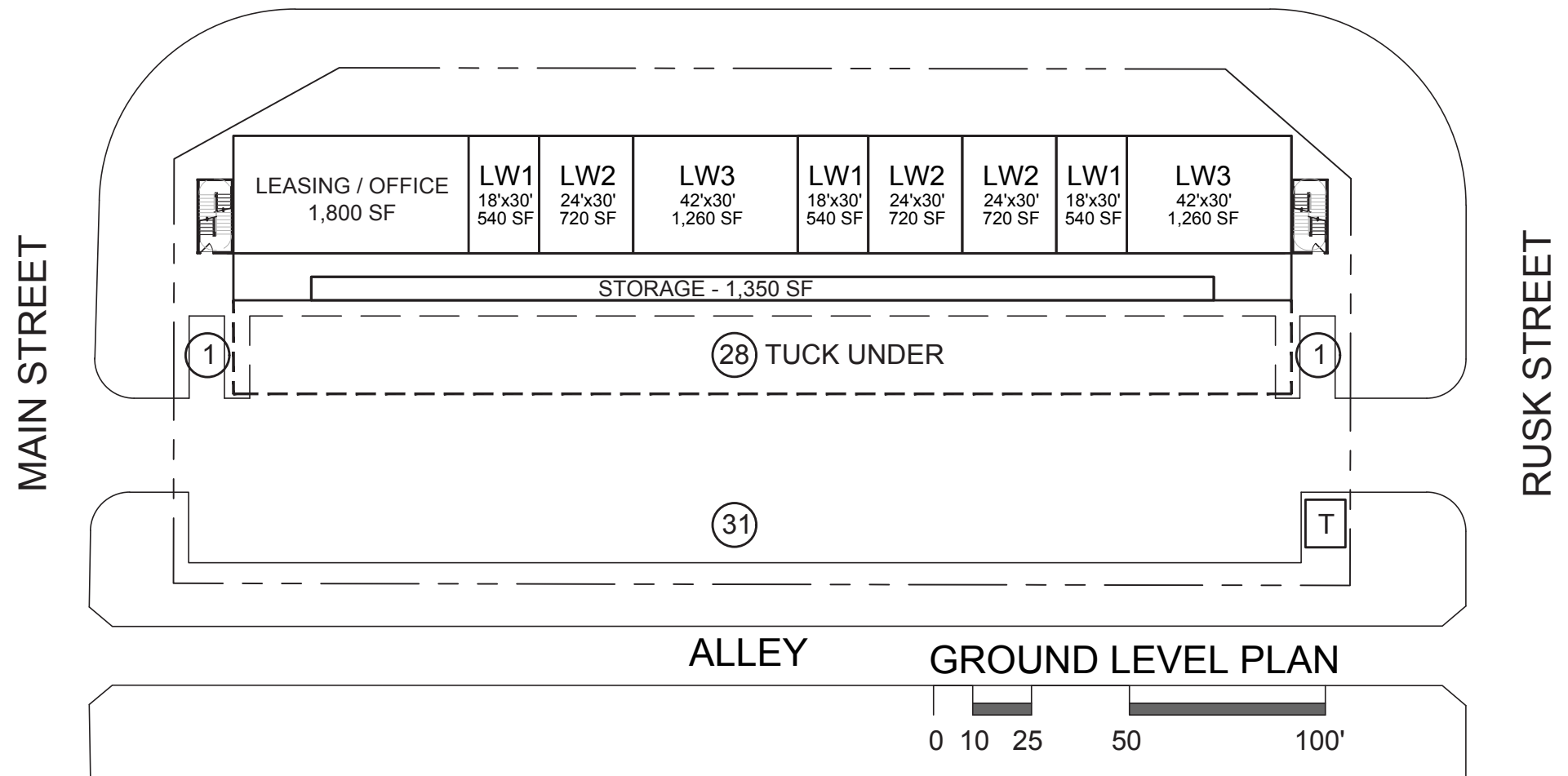
©WILDER ARCHITECTS, LLC



LEVELS 2 and 3 PLAN

0 10 25 50 100'

FRONT STREET



GROUND LEVEL PLAN

0 10 25 50 100'

MAIN STREET

RUSK STREET

ALLEY



BUILDING SKIN: 12,570 SF TOTAL
 DOORS and WINDOWS: 4,720 SF (37%)
 BALANCE of BLDG SKIN: 8,030 SF - 100% MASONRY
 BRICK (38%)
 STUCCO (47%)
 CEMENTITIOUS FIBER BOARD (15%)

FRONT STREET ELEVATION



BUILDING SKIN: 11,875 SF TOTAL
 DOORS and WINDOWS: 2,615 SF (22%)
 BALANCE of BLDG SKIN: 9,260 SF - 100% MASONRY
 BRICK (32%)
 STUCCO (58%)
 CEMENTITIOUS FIBER BOARD (10%)

REAR ELEVATION











Residential Units

	E1	A1	B1	B1M	
	540 SF	720 SF	1,260 SF	1,650 SF	
3	8	7	4	2	21
2	8	7	6	0	21
Ground	0	0		0	0
	16	14	10	2	42
	8,640 SF	10,080 SF	12,600 SF	3,300 SF	

34,620 SF - NET RENTABLE (RESIDENTIAL)
1,350 SF - RENTABLE STORAGE

42 RESIDENTIAL UNITS	1 BR UNITS	30	71.4%
824 SF AVERAGE	2 BR UNITS	12	28.6%

Live / Work Units

	LW1	LW2	LW3	
	540 SF	720 SF	1,260 SF	
3	0	0	0	0
2	0	0	0	0
Ground	3	3	2	8
	3	3	2	8
	1,620 SF	2,160 SF	2,520 SF	

6,300 SF - NET RENTABLE (LIVE / WORK UNITS)

8 LIVE / WORK UNITS
788 SF AVERAGE

Leasing Center / Office	1,800 SF
NON-RESIDENTIAL AREA	1,800 SF

Parking

City of Roanoke criteria:	
1 per 1BR unit	30
1 per 2BR unit	12
	42 residential spaces required
1 per LW unit	8
TOTAL REQ'D	50 spaces
Off Street parking provided	
Tuck-Under	28
Surface	33
	61 spaces



CITY COUNCIL AGENDA ITEM

TO: Mayor and City Council

SUBJECT: PH Notice - SUP-2022-04 / ORD NO 2022-117 - Live Work Units Use

MEETING DATE: July 26, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider a rezoning application for Lots 7R and 15R, Block 12 of O.T. Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, by changing the zoning for said property from Oak Street Corridor Zoning District – Highway 377 Zone to Oak Street Corridor Zoning District – Highway 377 Zone – Specific Use Permit (SUP) to allow live work units use. The property is generally located on Hwy 377, west of Oak Street, between Main and Rusk Street (currently Scotty's Automotive). (SUP-2022-04 / Ordinance No. 2022-117)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2022-117 - SUP 2022-04 - Rezone - Oak Street Zoning SUP - live work units - 108 and 112 N Hwy 377 - jlm draft - 052022 - 2



City of Roanoke Notice of Public Hearing Zoning Amendment

CITY OF ROANOKE PLANNING AND ZONING COMMISSION SUP-2022-04

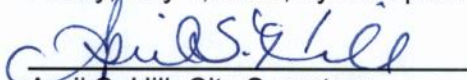
THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, JULY 18, 2022, TO CONSIDER A REZONING APPLICATION FOR LOTS 7R AND 15R, BLOCK 12 OF O.T. ROANOKE ADDITION, AN ADDITION LOCATED WITHIN THE CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING FOR SAID PROPERTY FROM OAK STREET CORRIDOR ZONING DISTRICT – HIGHWAY 377 ZONE TO OAK STREET CORRIDOR ZONING DISTRICT – HIGHWAY 377 ZONE – SPECIFIC USE PERMIT (SUP) TO ALLOW LIVE WORK UNITS USE. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

CITY OF ROANOKE CITY COUNCIL SUP-2022-04

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON TUESDAY, JULY 26, 2022, TO CONSIDER A REZONING APPLICATION FOR LOTS 7R AND 15R, BLOCK 12 OF O.T. ROANOKE ADDITION, AN ADDITION LOCATED WITHIN THE CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING FOR SAID PROPERTY FROM OAK STREET CORRIDOR ZONING DISTRICT – HIGHWAY 377 ZONE TO OAK STREET CORRIDOR ZONING DISTRICT – HIGHWAY 377 ZONE – SPECIFIC USE PERMIT (SUP) TO ALLOW LIVE WORK UNITS USE. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Friday, July 1, 2022, by 5:00 p.m.


April S. Hill, City Secretary

*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

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AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Specific Use Permit (SUP 2022-04) Magnolia on Main Live-Work

MEETING DATE: July 26, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on a Specific Use Permit (SUP 2022-04) request from Randy Primrose, for lots 7R and 15R, Block 12 of O.T. Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, for said property to allow Live-Work Units use. The property is generally located on Hwy 377, west of Oak Street, between Main and Rusk Street (currently Scotty's Automotive). (Ordinance No. 2022-117)

INFORMATION:

Zoning: Oak Street Hwy 377 Zone

An amendment to the Oak Street Corridor Zoning District, Ord. No. 2018-133, was approved at the City Council meeting on 10-23-18, authorizing "Live-Work Units Use" within the Oak St Zone and Highway 377 Zone, as a permitted use by (SUP) Specific Use Permit.

Planning Analysis

- The proposed use of a Live-Work is allowed by SUP.
- The conceptual plan includes 42 residential units, 8 live-work units, and 6,300 sf of retail leasable space along Hwy 377 frontage.
- The parking plan has 61 off-street parking spaces, which includes 28 tuck under-covered parking spaces and 33 surface parking spaces.
- A drainage plan will be accepted by the engineering consultant prior to construction.
- A utility plan will be accepted by the engineering consultant prior to construction.
- The exterior construction of the building is 100% masonry, comprised of brick, stucco, and cementous fiber board.
- The elevation includes a split level building with 3 and 4 floors.

Screening



AGENDA ITEM

Sec. 12-495 - Screening.

(a) All buildings shall be designed such that no mechanical equipment (HVAC, etc.), except vents or stacks, is visible from the public right-of-way or open space, whether the equipment is located on the ground, exterior walls or the roof.

(b) For use on lots adjacent to Oak Street, loading and service areas shall be located at the rear of buildings utilizing the alley.

(c) Any frontage along all streets (except alleys) not defined by a building at the BTZ shall be defined by a four-foot high street screen. Furthermore, service areas shall be defined by a street screen that is at least as high as the service equipment being screened. The street screen shall be of either the same building material as the principal structure on the lot or masonry or a living screen composed of shrubs planted to be opaque at maturity. The required street screen shall be located at the property line or within the BTZ along the corresponding frontage.

- Surrounding Land Uses

	<i>Existing Use</i>	<i>Zoning</i>	<i>Future Land Use Plan</i>
<i>North</i>	<i>Commercial</i>	<i>Oak Street - Hwy 377</i>	<i>Oak Street - Hwy 377</i>
<i>East</i>	<i>Commercial</i>	<i>Oak Street</i>	<i>Oak Street</i>
<i>South</i>	<i>Public parking</i>	<i>Oak Street - Hwy 377</i>	<i>Oak Street - Hwy 377</i>
<i>West</i>	<i>Commercial</i>	<i>Business Park</i>	<i>Business Park</i>

Planning and Zoning Commission:

The board recommended approval with the applicant providing street screens meeting the zoning standard, on July 18, 2022.



AGENDA ITEM

STAFF RECOMMENDATION:

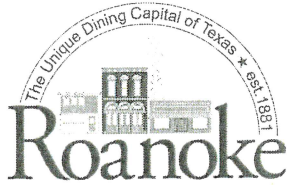
Staff has asked the applicant to include a 4ft. street screen along Rusk and Main St. meeting the zoning requirement listed above in Section 12.495. Staff recommends approval contingent on this standard being met with final submittal's for permitting.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SUP 2022-04 Application
2. Concept Plan
3. ORD NO 2022-117 - SUP 2022-04 - Rezone - Oak Street Zoning SUP - live work units - 108 and 112 N Hwy 377



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SPECIAL USE PERMIT APPLICATION

Name of Applicant/Agent Randy Primrose	Address, City, State, Zip 2435 E Southlake Blvd, Ste 150, Southlake, TX 76092	Phone Number 214-500-6763
Type of permit requested Special Use Permit	Name of Business Magnolia Property Company	Email randy@mpcres.com
Property Owner(s)	Address, City, State, Zip	Phone Number
Legal Description – Lot/Block/Subdivision Lots 7R & 15R, Block 12	Property Address 108 & 112 N Hwy 377	Present Zoning Oak Street Zoning District - Hwy 377 Zone

Are there deed restrictions that would prevent this property from being used in the manner herein proposed? No

Justification for request for Special Use Permit: Live/Work units on ground floor and upper floor residential

Authorization:

I/ We _____ owner(s) of the above described property do here by authorize _____ to act on my/our behalf in making and representing this special use permit application.

Owner(s) Signature _____

Owner(s) Signature _____

Date _____

Date _____

Attach the following:

Special Use Permit application fee of \$200.00**. Attach two (2) copies of the Metes & Bounds description of the property and a survey map (11x17) of the property. One electronic copy in a pdf format due at least 5 days prior to Council Meeting.

Randy Primrose
Applicants Signature

5/19/22
Date

**Fees are subject to change as amended by Ordinance.

FOR OFFICE USE ONLY

Application Fee MAY 23 2022	P&Z Meeting July 18, 2022	CC Meeting July 26, 2022	File for Record SUP- <u>2022</u> - <u>04</u>
---------------------------------------	------------------------------	-----------------------------	---

PAID

White
\$200.00
visa

8/23/2019

CONCEPTUAL DESIGN PACKAGE

16 MAY 2022



MAGNOLIA on MAIN
Roanoke, Texas



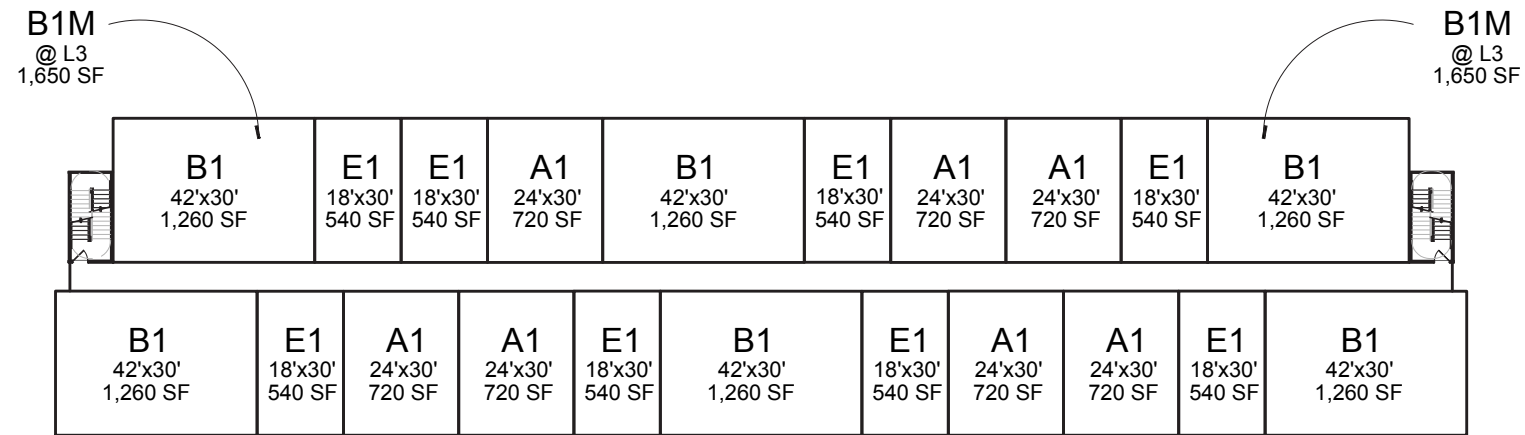
©WILDER ARCHITECTS, LLC



WILDER ARCHITECTS
wilderarch.com

MAGNOLIA on MAIN
Roanoke, Texas

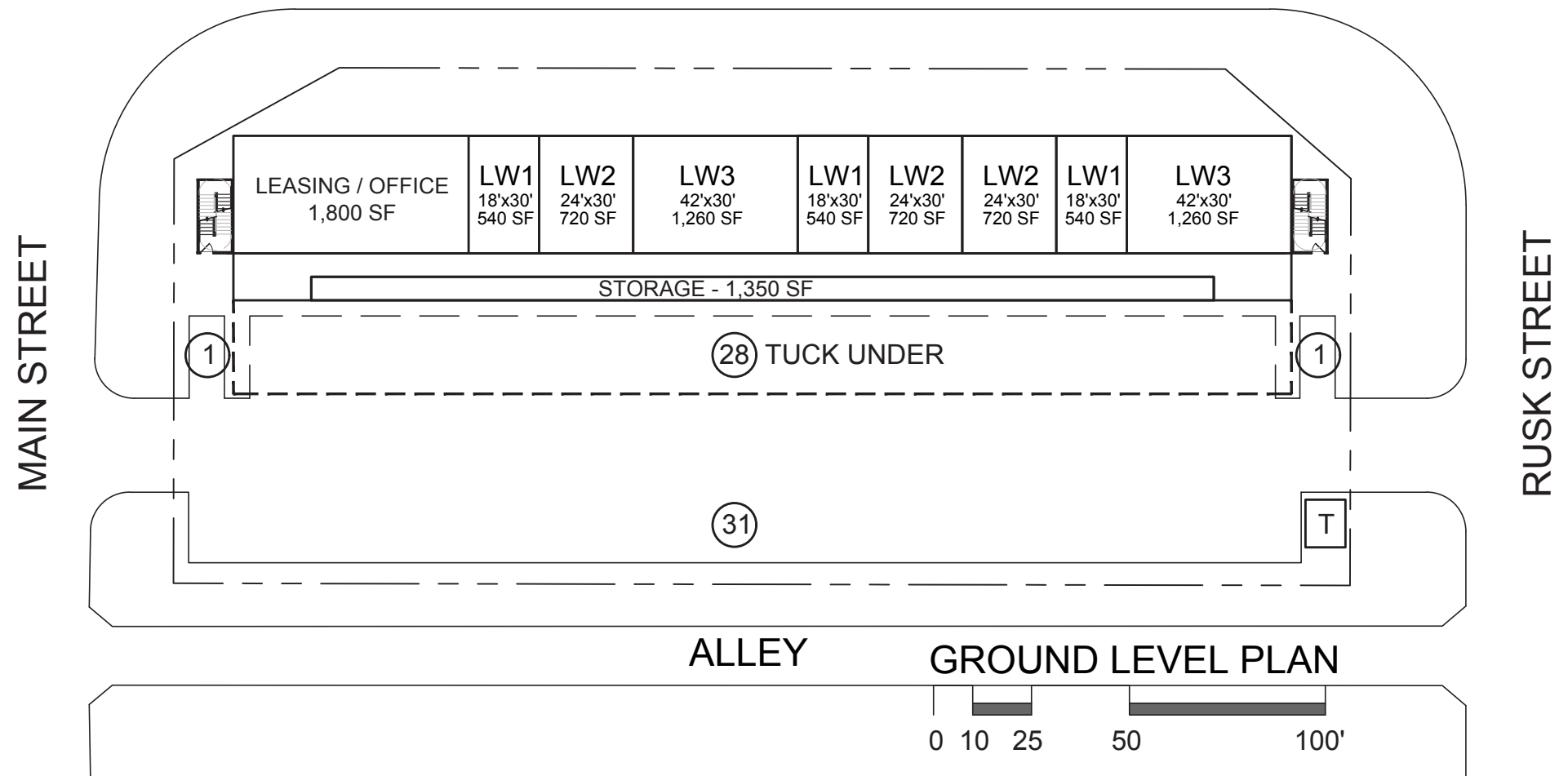




LEVELS 2 and 3 PLAN

0 10 25 50 100'

FRONT STREET





BUILDING SKIN: 12,570 SF TOTAL
 DOORS and WINDOWS: 4,720 SF (37%)
 BALANCE of BLDG SKIN: 8,030 SF - 100% MASONRY
 BRICK (38%)
 STUCCO (47%)
 CEMENTITIOUS FIBER BOARD (15%)

FRONT STREET ELEVATION



BUILDING SKIN: 11,875 SF TOTAL
 DOORS and WINDOWS: 2,615 SF (22%)
 BALANCE of BLDG SKIN: 9,260 SF - 100% MASONRY
 BRICK (32%)
 STUCCO (58%)
 CEMENTITIOUS FIBER BOARD (10%)

REAR ELEVATION



BUILDING SKIN: 2,895 SF TOTAL
 DOORS and WINDOWS: 250 SF (9%)
 BALANCE of BLDG SKIN: 2,645 SF - 100% MASONRY
 BRICK (30%)
 STUCCO (58%)
 CEMENTITIOUS FIBER BOARD (12%)

MAIN STREET ELEVATION



BUILDING SKIN: 2,895 SF TOTAL
 DOORS and WINDOWS: 250 SF (9%)
 BALANCE of BLDG SKIN: 2,645 SF - 100% MASONRY
 BRICK (30%)
 STUCCO (58%)
 CEMENTITIOUS FIBER BOARD (12%)

RUSK STREET ELEVATION









Residential Units

	E1	A1	B1	B1M	
	540 SF	720 SF	1,260 SF	1,650 SF	
3	8	7	4	2	21
2	8	7	6	0	21
Ground	0	0		0	0
	16	14	10	2	42
	8,640 SF	10,080 SF	12,600 SF	3,300 SF	

34,620 SF - NET RENTABLE (RESIDENTIAL)
1,350 SF - RENTABLE STORAGE

42 RESIDENTIAL UNITS	1 BR UNITS	30	71.4%
824 SF AVERAGE	2 BR UNITS	12	28.6%

Live / Work Units

	LW1	LW2	LW3	
	540 SF	720 SF	1,260 SF	
3	0	0	0	0
2	0	0	0	0
Ground	3	3	2	8
	3	3	2	8
	1,620 SF	2,160 SF	2,520 SF	

6,300 SF - NET RENTABLE (LIVE / WORK UNITS)

8 LIVE / WORK UNITS
788 SF AVERAGE

Leasing Center / Office	1,800 SF
NON-RESIDENTIAL AREA	1,800 SF

Parking

City of Roanoke criteria:	
1 per 1BR unit	30
1 per 2BR unit	12
	42 residential spaces required
1 per LW unit	8
TOTAL REQ'D	50 spaces
Off Street parking provided	
Tuck-Under	28
Surface	33
	61 spaces

ORDINANCE No. 2022-117

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE AND MAP OF THE CITY OF ROANOKE, TEXAS, AS HERETOFORE AMENDED, BY GRANTING A CHANGE IN ZONING FROM OAK STREET CORRIDOR ZONING DISTRICT – HIGHWAY 377 ZONE TO OAK STREET CORRIDOR ZONING DISTRICT – HIGHWAY 377 ZONE SPECIFIC USE PERMIT (SUP) TO ALLOW LIVE WORK UNITS USE FOR LOTS 7R AND 15R, BLOCK 12 OF O.T. ROANOKE ADDITION, AN ADDITION LOCATED WITHIN THE CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND WHICH IS MORE PARTICULARLY DESCRIBED AND/OR DEPICTED IN EXHIBIT “A” WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN FOR ALL PURPOSES; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, after public notice and public hearing as required by law, the Planning and Zoning Commission for the City of Roanoke, Texas, has recommended that the official zoning map of the City of Roanoke, Texas, be amended to reflect that the zoning on Lots 7R and 15R, Block 12 of O.T. Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, and being more particularly described and/or depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes, be changed from Oak Street Corridor Zoning District – Highway 377 Zone to Oak Street Corridor Zoning District – Highway 377 Zone - Specific Use Permit (SUP) to allow live work units use; and

WHEREAS, the Planning and Zoning Commission of the City of Roanoke, Texas, and the City Council of the City of Roanoke, Texas, in compliance with the laws of the State of Texas, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested, and the City Council of the City of Roanoke, Texas, is of the opinion and finds that said changes should be granted and that the Comprehensive Zoning Ordinance should be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS:

Section 1. FINDINGS INCORPORATED

That the findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2.

That the Comprehensive Zoning Ordinance and official zoning map of the City of Roanoke, Texas, be and the same is hereby amended to reflect that the zoning on Lots 7R and 15R, Block 12 of O.T. Roanoke Addition, an addition located within the City of Roanoke, Denton County, Texas, and being more particularly described and/or depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes, is changed from Oak Street Corridor Zoning District – Highway 377 Zone to Oak Street Corridor Zoning District – Highway 377 Zone - Specific Use Permit (SUP) to allow live work units use.

Section 3.

The City Secretary is directed to engross and enroll this Ordinance in the Code of Ordinances of the City of Roanoke and to reflect this change of zoning on the official zoning map of the City of

Roanoke, Texas.

Section 4. PENALTY CLAUSE

Any person, firm, or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction, shall be fined a sum not to exceed \$2,000.00 for each offense, and each and every violation or day such violation shall continue or exist, shall be deemed a separate offense.

Section 5. SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 6. EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Roanoke, Texas, on this the ____ day of _____, 2022.

APPROVED:

Carl E. Gierisch, Jr., Mayor

ATTEST:

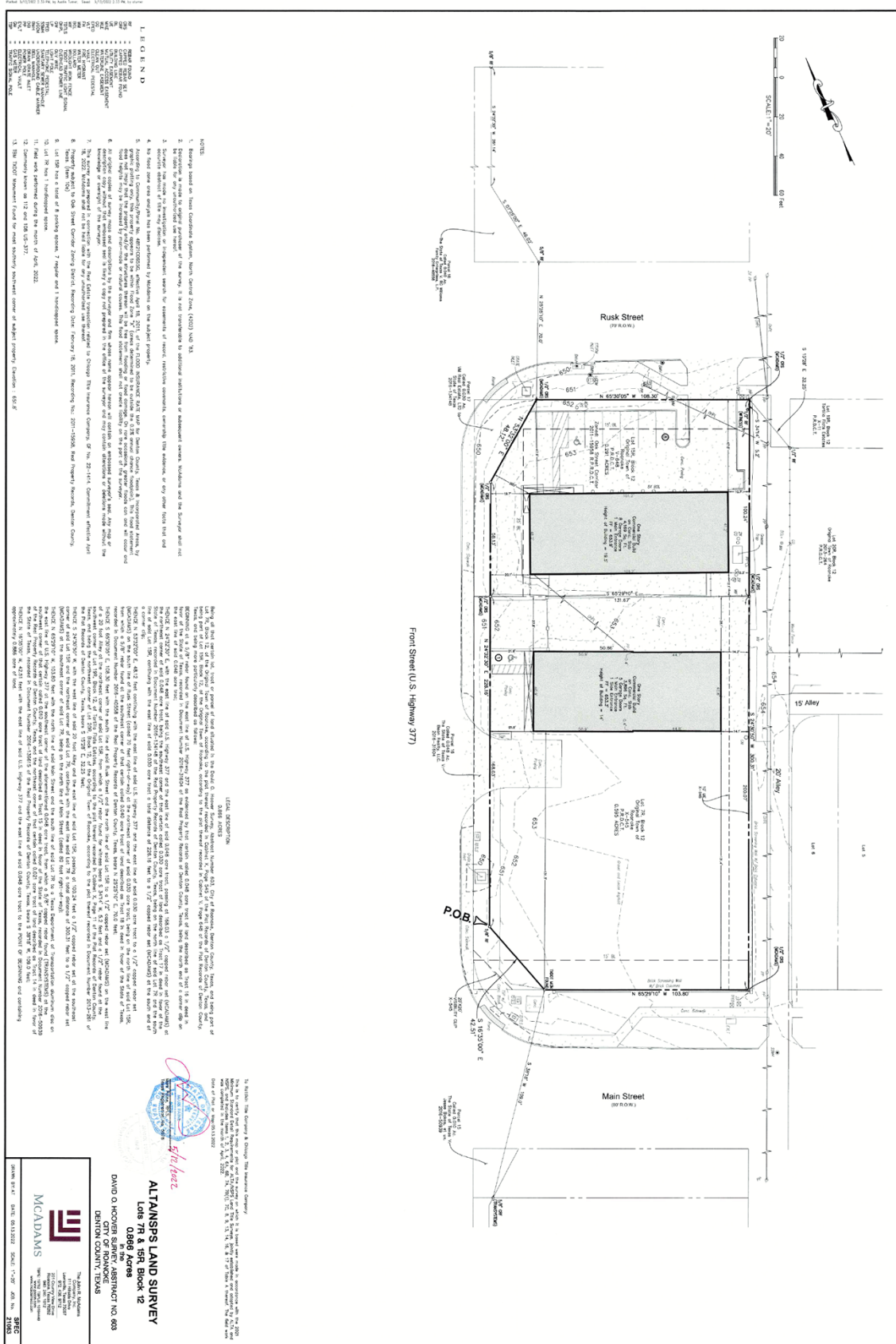
April S. Hill, City Secretary

APPROVED AS TO FORM:

Jeff Moore, City Attorney

Exhibit A

Legal Description and/or Depiction
of the
Property





CITY COUNCIL AGENDA ITEM

TO: Mayor and City Council

SUBJECT: PH Notice - ORD NO 2022-118 - Rezone Retail (R) to Office (O)

MEETING DATE: July 26, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, on approximately 4.29 acres of land located in the M.E.P. & P.R.R Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, by changing the zoning on the approximately 4.29 acres of land from Retail (R) District to Office (O) District; prescribing the permissible uses. The property is generally located on Dallas Drive between Turner Ave and Hwy 114, adjacent to the Cinemark and Church of Christ properties. (Ordinance No. 2022-118)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2022-118 - Dallas Drive Rezone - R to O - 4.29 Acres - 062522



City of Roanoke Notice of Public Hearing Zoning Amendment

NOTICE OF PUBLIC HEARING ZONING AMENDMENT

City of Roanoke Planning and Zoning Commission

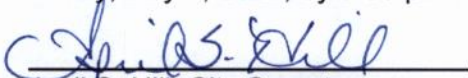
THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, JULY 18, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, ON APPROXIMATELY 4.29 ACRES OF LAND LOCATED IN THE M.E.P. & P.R.R CO. SURVEY, ABSTRACT NUMBER 923, THE JOHN BACON SURVEY, ABSTRACT NUMBER 1565, AND THE RICHARD EADS SURVEY, ABSTRACT NUMBER 393, CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING ON THE APPROXIMATELY 4.29 ACRES OF LAND FROM RETAIL (R) DISTRICT TO OFFICE (O) DISTRICT; PRESCRIBING THE PERMISSIBLE USES. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S. OAK STREET, ROANOKE, TEXAS.

City of Roanoke City Council

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON TUESDAY, JULY 26, 2022, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, ON APPROXIMATELY 4.29 ACRES OF LAND LOCATED IN THE M.E.P. & P.R.R CO. SURVEY, ABSTRACT NUMBER 923, THE JOHN BACON SURVEY, ABSTRACT NUMBER 1565, AND THE RICHARD EADS SURVEY, ABSTRACT NUMBER 393, CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING ON THE APPROXIMATELY 4.29 ACRES OF LAND FROM RETAIL (R) DISTRICT TO OFFICE (O) DISTRICT; PRESCRIBING THE PERMISSIBLE USES. THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S. OAK STREET, ROANOKE, TEXAS.

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Friday, July 1, 2022, by 5:00 p.m.


April S. Hill, City Secretary

*Any person planning to attend this meeting that may require auxiliary aids or services should request accommodations two (2) days prior to the meeting by calling (817) 491-8152. **BRILLE IS NOT AVAILABLE.**

📶 A public wireless network is now available in the Council Chambers for use during meetings. It is available from 7am to 11pm Monday thru Friday. The name of the network is: City Hall Guests



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Dallas Drive Zoning Change from Retail to Office Ordinance No. 2022-118

MEETING DATE: July 26, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on approval of Ordinance No. 2022-118 amending the Comprehensive Zoning Ordinance Of The City Of Roanoke, Texas, on approximately 4.29 acres of land located In The M.E.P. & P.R.R Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City Of Roanoke, Denton County, Texas, by changing the zoning on the approximately 4.29 acres of land from Retail (R) District to Office (O) District. The property is generally located on Dallas Drive between Turner Ave and Hwy 114, adjacent to the Cinemark and Church of Christ properties.

INFORMATION:

Planning and Zoning Board

The Board made a recommendation to approve the re-zoning at the meeting on 7-18-22,

The applicant is seeking to change the zoning from the Retail Zoning District, which requires a one-hundred (100) foot setback from residential zoning to the Office Zoning District that allows for a fifty (50) foot setback from residential zoning, to accommodate the proposed site plan for a new hotel.

STAFF RECOMMENDATION:

Staff is not opposed to rezoning the property to the Office Zoning District because it is adjacent to residential property. The O, Office, district is established to create an appropriate setting for low intensity office and professional uses. The district can be used as a transition district between residential uses and more intense uses, and with appropriate buffers and landscaping, this district may be located in close proximity to residential districts. Permitted uses should be compatible with adjacent residential areas by limiting heights to one (1) or two (2) stories, and shall not include uses that create excessive amounts of traffic, noise, trash or late-night business operations.

The concern is the hotel being four (4) stories located seventy (70) feet from the residences' back



AGENDA ITEM

yards as shown on the proposed site plan.

The Church of Christ property is also zoned residential, however the use is non-residential.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Zoning Application
2. Dallas Drive Survey_Eagle Surveying
3. 2022-007-01 704 Dallas Drive - Site Plan
4. Denton CAD Web Map
5. Colored Elevation
6. ORD NO 2022-118 - Dallas Drive - Rezone - R to O - 4.29 acre tract - 062522
7. Traffic Impact Analysis
8. Traffic Impact Analysis Engineer Review Acceptance Letter



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411 FAX (817) 491-2242

ZONING APPLICATION

Applicant/Agent Name ICON Lodging / Viren Patel		Home Phone	Mobile Phone 919-673-4443
Address 3501 Olympus Blvd, Suite 340		City / State Coppell	Zip 75019
Property Owner(s) Oldenwood Investment Group LLC		Home Phone	Work Phone 817-994-1702
Address, City, State, Zip 3301 Westover Ct, Grapevine, TX, 76051			
Present Zoning Classification SF-7 Overlay District Retail	Requested Zoning Classification Office	Acreage/Lot of Requested Zoning Classification 4.52	

Are any Deed restrictions in place that would prevent this property being used in the manner herein proposed?

☐ Yes ☐ No

If yes, list restrictions _____

Proposed use 4 Story Hotel

Justification for requested zoning change: Office zoning will provide needed development standards to support hotel development on this site.

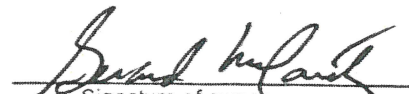
I authorize the City of Roanoke to place one change of zoning sign on the subject property to remain in place for the duration of the zoning change process.

 6/14/2022
Applicant Signature and Date

Attach two (2) copies of the Metes & Bounds description of the property and a survey map (11x17) of the property. One electronic copy in a pdf format. Fees for Zoning Request is \$250.00 plus \$10.00 per acre. Fees are subject to change if amended by Ordinance.

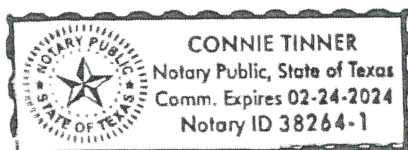
Authorization:

I/We Gerard M. Carthy owner(s) of the above described property do hereby authorize Viren Patel to act on my/our behalf in making and representing this zoning change application.

 6-15-2022
Signature of owner Date

State of Texas
County of Tarrant

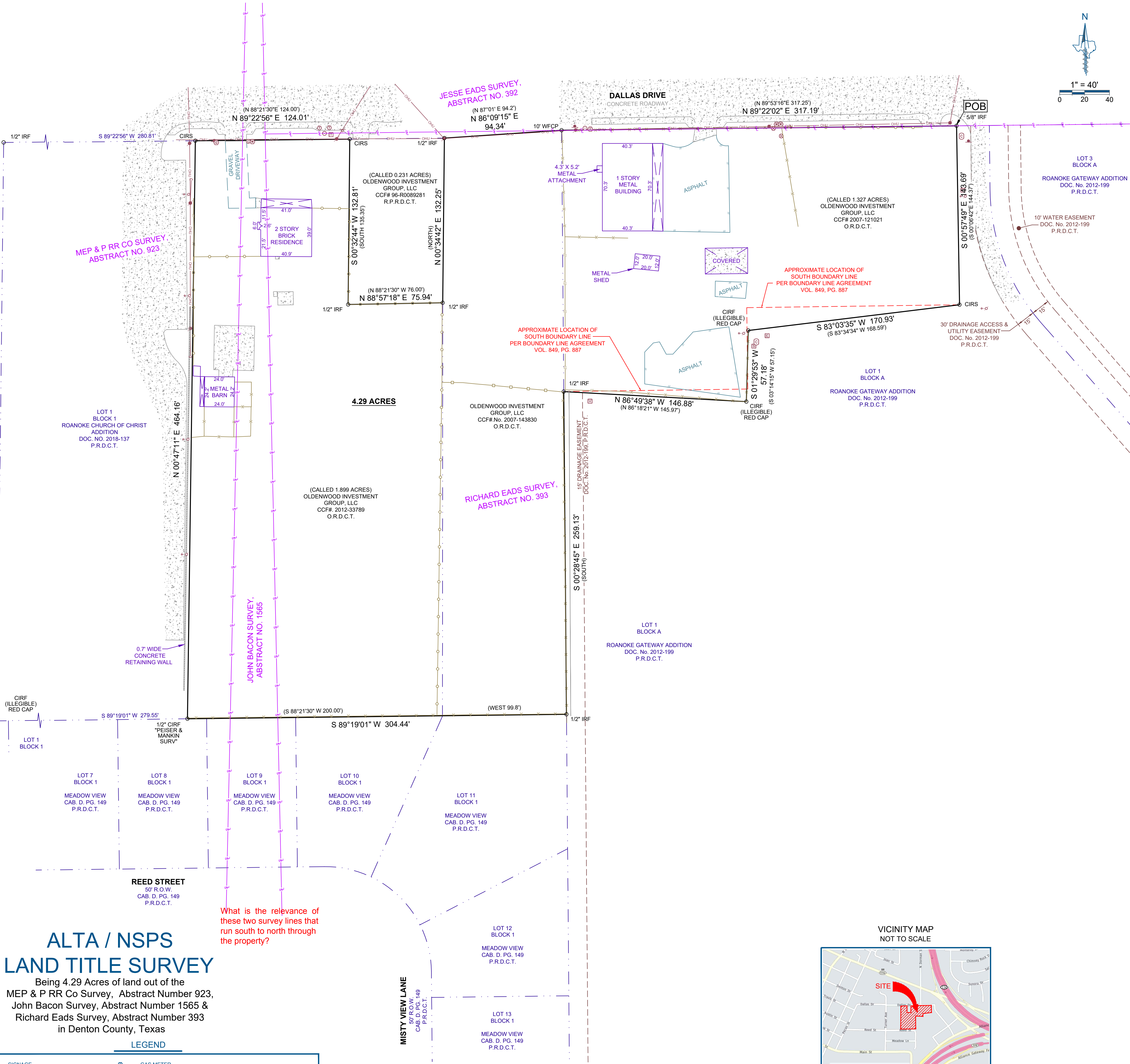
Sworn to and subscribed before me on the 15 day of June, 2022, by _____
(year) (name of owner).




Notary Public's Signature

08/23/2019

Paid 6/20/22 by [signature]



ALTA / NSPS LAND TITLE SURVEY

Being 4.29 Acres of land out of the
MEP & P RR Co Survey, Abstract Number 923,
John Bacon Survey, Abstract Number 1565 &
Richard Eads Survey, Abstract Number 393
in Denton County, Texas

LEGEND

1" SIGNAGE	1" GAS METER	1" ASPHALT
2" GUY ANCHOR	2" WATER METER	2" WOOD FENCE
3" UTILITY POLE	3" WOOD FENCE CORNER POST	3" METAL FENCE
4" LIGHT POLE	4" WFCP	4" CHAIN LINK FENCE
5" SAN. SEWER MANHOLE	5" IRON ROD FOUND	5" SURVEY LINE
6" DRAINAGE STRUCTURE	6" CAPPED IRON ROD FOUND	
7" FIRE HYDRANT	7" 1/2" INCH CAPPED IRON ROD STAMPED	
8" LIGHT POLE	8" "EAGLE SURVEYING" SET	
9" FIBER-OPTIC BOX	9" OFFICIAL RECORDS	
10" DRAINAGE STRUCTURE	10" DENTON COUNTY, TEXAS	
11" FIRE HYDRANT	11" PLAT RECORDS	
12" LIGHT POLE	12" DENTON COUNTY, TEXAS	
13" GAS LINE MARKER	13" REAL PROPERTY RECORDS	
	14" DENTON COUNTY, TEXAS	

LEGAL DESCRIPTION

BEING a 4.29 acre tract of land situated in the Richard Eads Survey, Abstract Number 393, the John Bacon Survey, Abstract Number 1565 and the MEP & P RR CO. Survey, Abstract Number 923, Denton County, Texas and being all of a tract of land described in deed to Oldenwood Investment Group, LLC., recorded in County Clerk's File Number 2007-121021 of the Official Records of Denton County, Texas, all of a tract of land described in deed to Oldenwood Investment Group, LLC., recorded in County Clerk's File Number 2007-143830 of the Official Records of Denton County, Texas and all of a tract of land described in deed to Oldenwood Investment Group, LLC., recorded in County Clerk's File Number 2012-33789 of the Official Records of Denton County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8" iron rod found at the Northeast corner of said Oldenwood Investment Group tract (2007-121021), the common Northwest corner of Roanoke Gateway Addition, recorded in Document Number 2012-199 of the Plat Records of Denton County, Texas and in the South line of Dallas Drive;

THENCE with the East lines of said Oldenwood Investment Group tract (2007-121021) and the common West line of said Roanoke Gateway Addition the following courses and distances;

S 00°57'49" E, a distance of 143.69 feet to a 1/2" iron rod with cap stamped "EAGLE SURVEYING" set;

S 83°03'35" W, a distance of 170.93 feet to an iron rod with red cap found (illegible);

S 01°29'53" W, a distance of 57.18 feet to an iron rod with red cap found (illegible) at the Southeast corner of said Oldenwood Investment Group tract (2007-121021);

THENCE N 86°49'38" W, with the South line of said Oldenwood Investment Group tract (2007-121021) and continuing with the West line said Roanoke Gateway Addition, a distance of 146.88 feet to a 1/2" iron rod found at the Southwest corner of said Oldenwood Investment Group tract (2007-121021) and in the East line of said Oldenwood Investment Group tract (2007-143830);

THENCE S 00°28'45" E, with the East line of said Oldenwood Investment Group tract (2007-143830) and continuing with the common West line of said Roanoke Gateway Addition, a distance of 259.13 feet to a 1/2" iron rod found at the Southeast corner of said Oldenwood Investment Group tract (2007-143830) and the common Northeast corner of Meadow View, recorded in Cabinet D, Page 149 of the Plat Records of Denton County, Texas;

THENCE S 89°19'01" W, with the South line of said Oldenwood Investment Group tract (2007-143830), the South line of said Oldenwood Investment Group tract (2012-33789) respectively and the common North line of said Meadow View, a distance of 304.44 feet to a 1/2" iron rod with cap stamped "PEISER & MANKIN SURV" found at the Southwest corner of said Oldenwood Investment Group tract (2012-33789) and the common Southeast corner of Lot 1, Block 1 Roanoke Church of Christ Addition, recorded in Document Number 2018-137 of the Plat Records of Denton County, Texas;

THENCE N 00°47'11" E, with the West line of said Oldenwood Investment Group tract (2012-33789) and the common East line of said Roanoke Church of Christ Addition, a distance of 464.16 feet to 1/2" iron rod with cap stamped "EAGLE SURVEYING" set at the Northwest corner of said Oldenwood Investment Group tract (2012-33789) and the common Northeast corner of said Roanoke Church of Christ Addition also being in the South line of said Dallas Drive from which a 1/2" iron rod found at the Northwest corner of said Roanoke Church of Christ Addition bears S 89°22'56" W, a distance of 280.81 feet;

THENCE N 89°22'56" E, with the North line of said Oldenwood Investment Group tract (2012-33789) and the common South line of said Dallas Drive, a distance of 124.01 feet to 1/2" iron rod with cap stamped "EAGLE SURVEYING" set at the Northeast corner of said Oldenwood Investment Group tract (2012-33789) and the common Northwest corner of a tract of land described in deed to Oldenwood Investment Group, LLC., recorded in County Clerk's File Number 96-R0089281 of the Real Property Records of Denton County, Texas;

THENCE with the East line of said Oldenwood Investment Group tract (2012-33789) the following courses and distances;

S 00°32'44" W, with the common West line of said Oldenwood Investment Group tract (96-R0089281), a distance of 132.81 feet to 1/2" iron rod found at the Southwest corner of said Oldenwood Investment Group tract (96-R0089281) and in the East line of said Oldenwood Investment Group tract (2007-143830);

N 88°57'18" E, with the common South line of said Oldenwood Investment Group tract (96-R008928), a distance of 75.94 feet to a 1/2" iron rod found at the Southeast corner of said Oldenwood Investment Group tract (96-R0089281) and in the East line of said Oldenwood Investment Group tract (2007-143830);

THENCE N 00°34'42" E, with the West line of said Oldenwood Investment Group tract (2007-143830) and the common East line of said Oldenwood Investment Group tract (96-R008928), a distance of 132.25 feet to a 1/2" iron rod found at the Northwest corner of said Oldenwood Investment Group tract (2007-143830) and the common Northeast corner of said Oldenwood Investment Group tract (96-R008928) also being in the South line of said Dallas Drive;

THENCE N 86°09'15" E, with the North line of said Oldenwood Investment Group tract (2007-143830) and the common South line of said Dallas Drive, a distance of 94.34 feet to a 10" diameter wood fence post found at the Northeast corner of said Oldenwood Investment Group tract (2007-143830) and the common Northwest corner of said Oldenwood Investment Group tract (2007-121021);

THENCE N 89°22'02" E, with the North line of said Oldenwood Investment Group tract (2007-121021) and the common South line of Dallas Drive, a distance of 317.19 feet to the POINT OF BEGINNING and containing 4.29 acres of land more or less.

FLOOD NOTE

This property is located in **Non-Shaded Zone "X"** as scaled from the F.E.M.A. Flood Insurance Rate Map dated April 18, 2011 and is located in Community Number 480785 as shown on Map Number 48121C0515G & 48121C0655G. The location of the Flood Zone is approximate, no vertical datum was collected at the time of the survey. For the exact Flood Zone designation, please contact 1-(877) FEMA MAP.

SCHEDULE B EXCEPTIONS OF COVERAGE

Subject to the easements as shown on Schedule "B" of the title commitment provided by Title Republic with G.F. No. 1002-277094-RTT as listed below:

(Affects Tract 1) **Affects as Shown**

10. (e.) Terms, provisions, and conditions of Boundary Line Agreement, filed 08/22/1977, recorded in Volume 849, Page 887, Real Property Records, Denton County, Texas.

10. (f.) Title to all coal, lignite, oil, gas and other minerals in, under and that may be produced from the land, together with all rights, privileges, and immunities relating thereto, all of such interest, to the extent not previously reserved or conveyed, being reserved or conveyed in instrument filed 10/12/2007, recorded in c# 2007-121021, Real Property Records Denton County, Texas. Company makes no representation as to the present ownership of any said interest. (Affects Tract 1)

Not a Survey Matter

10. (g.) Mineral lease together with all rights, privileges and immunities incident thereto, to W.L. George, from J.H. Strickland and wife, Ellen Strickland, described in instrument filed 02/10/1932, recorded in Volume 239, Page 63, Real Property Records, Denton County, Texas. Company makes no representation as to the present ownership of any such interests. (Affects Tracts 1 and 2)

Not a Survey Matter

GENERAL NOTES

- Eagle Surveying, LLC did not abstract the subject property. This survey was based off of a Legal description provided by Republic Title with G.F. No. 1002-277094-RTT, an effective date of August 1st, 2019 and issued on August 14th, 2019 at 8:00 a.m. This survey is only valid for G.F. No. 1002-277094-RTT. Eagle Surveying, LLC does not intend to express an opinion regarding ownership or title of the subject property.
- This survey is being provided by Eagle Surveying, LLC solely for the use of the parties to whom the survey is certified and no license has been created, express or implied to copy the survey except as necessary in conjunction with this transaction.
- The underground utility locations shown hereon are approximate and are based on above-ground evidence and utility markings. The surveyor makes no representation that the underground utility locations are in the exact location indicated, but does certify that they are located as accurately as is reasonably practicable from the information provided and observed in the field.
- There was no visible evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork.
- No striped parking spaces were observed in the process of conducting the fieldwork.
- Eagle Surveying, LLC has not been provided any documentation regarding proposed changes in street right of way lines, furthermore there was no visible evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.
- There are no visible encroachments or overlapping of improvements except as shown hereon.
- No substantial features were observed in the process of conducting the fieldwork except as shown hereon.
- No field delineation of wetlands was observed in the process of conducting the fieldwork.
- Eagle Surveying, LLC has not been provided a zoning report or letter at the time this survey was prepared.
- The bearings shown on this survey are based on GPS observations utilizing the AllTerra RTK Network. NAD 83 (2011) Datum.

SURVEYORS CERTIFICATION

This survey is certified to Republic Title, and Fidelity National Title Insurance Company, Sunset Hotels & Oldenwood Investment Group, LLC; and is only valid for G.F. No. 1002-277094-RTT, an effective date of August 1st, 2019 and issued on August 14th, 2019 at 8:00 a.m.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a) & (b), 7(a), 8, 11, 13, 14, 16, 17, 18 & 19 of Table A thereof. The fieldwork was completed on August 21st, 2018.

This map or plat was prepared on _____

PRELIMINARY
this document shall not be recorded
for any purpose and shall not be
used or viewed or relied upon as a
final survey document

Ted A. Gossett
R.P.L.S. # 5991

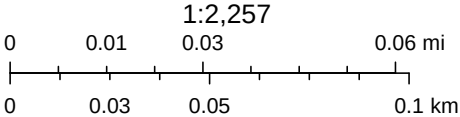
JOB NUMBER 19-08-32 DATE 8-28-2019 REVISION - DRAWN BY CF	 EAGLE SURVEYING	Eagle Surveying, LLC 210 South Elm Street Suite: 104 Denton, TX 76201 940.222.3009 www.eaglesurveying.com TX Firm # 10194177	PROPERTY ADDRESS 700 DALLAS DRIVE ROANOKE, TX. 76262
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Denton CAD Web Map



6/29/2022, 4:26:10 PM

Roads — MINOR
— FRNT



Denton Central Appraisal District, dentoncad.com



Dallas Drive
Roanoke, Texas

ORDINANCE No. 2022-118

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, FOR AN APPROXIMATELY 4.29 ACRES OF LAND IN THE M.E.P. & P.R.R CO. SURVEY, ABSTRACT NUMBER 923, THE JOHN BACON SURVEY, ABSTRACT NUMBER 1565, AND THE RICHARD EADS SURVEY, ABSTRACT NUMBER 393, CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND MORE PARTICULARLY DESCRIBED AND OR DEPICTED IN EXHIBIT "A" WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN FOR ALL PURPOSES, BY CHANGING THE ZONING ON SAID TRACT FROM RETAIL (R) DISTRICT TO OFFICE (O) DISTRICT; PRESCRIBING THE PERMISSIBLE USES THEREOF; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, after public notice and public hearing as required by law, the Planning and Zoning Commission for the City of Roanoke, Texas, has recommended that the official zoning map of the City of Roanoke, Texas, be amended to reflect that the zoning on the approximately 4.29 acres of land in the M.E.P. & P.R.R Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, and being more particularly described and depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes, be changed from Retail (R) District to Office (O) District; and

WHEREAS, the Planning and Zoning Commission of the City of Roanoke, Texas, and the City Council of the City of Roanoke, Texas, in compliance with the laws of the State of Texas, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested, and the City Council of the City of Roanoke, Texas, is of the opinion and finds that said changes should be granted and that the Comprehensive Zoning Ordinance should be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, THAT:

Section 1. FINDINGS INCORPORATED

The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2.

The approximately 4.29 acres of land in the M.E.P. & P.R.R Co. Survey, Abstract Number 923, the John Bacon Survey, Abstract Number 1565, and the Richard Eads Survey, Abstract Number 393, City of Roanoke, Denton County, Texas, and being more particularly described and depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes, and presently zoned Retail (R) District is changed to Office (O) District.

Section 3.

The property shall be developed in strict accordance with the allowable land uses for the property being more particularly described and depicted in **Exhibit A** of this Ordinance, which is attached hereto and incorporated herein for all purposes.

Section 4.

The City Secretary is directed to engross and enroll this Ordinance in the Code of Ordinances of the City of Roanoke and to reflect this change of zoning on the official zoning map of the City of Roanoke, Texas.

Section 5. PENALTY CLAUSE

Any person, firm, or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction, shall be fined a sum not to exceed \$2,000.00 for each offense, and each and every violation or day such violation shall continue or exist, shall be deemed a separate offense.

Section 6. SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 7. EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Roanoke, Texas, on this the 9th day of August, 2022.

APPROVED:

Carl E. Gierisch, Jr., Mayor

ATTEST:

April S. Hill, City Secretary

APPROVED AS TO FORM:

Jeff Moore, City Attorney

Exhibit A

Property Description and Depiction
of the
Approximately 4.29 Acre Tract of Land

**TRAFFIC IMPACT ANALYSIS FOR
PROPOSED HOTELS
ROANOKE, TEXAS**

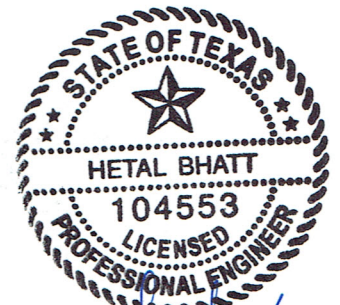
Prepared for:
ICON Lodging
8951 Cypress Waters Boulevard, Suite 160
Coppell, Texas

Prepared by:



LEE ENGINEERING

3030 LBJ Freeway, Suite 1660
Dallas, Texas 75234
(972) 248-3006
TBPE Firm F-450



Hetal

March 2022

03/11/2022

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TABLE OF CONTENTS

SITE ACCESSIBILITY	8
PROPOSED DEVELOPMENT.....	11
TRAFFIC VOLUMES.....	12
TRIP DISTRIBUTION AND ASSIGNMENT	15
INTERSECTION CAPACITY ANALYSES	19
ACCESS MANAGEMENT ANALYSIS.....	23
CONCLUSIONS & RECOMMENDATIONS.....	26
APPENDIX.....	27

LIST OF TABLES

Table 1: Trip Generation Characteristics for Proposed Hotels	11
Table 2: Historical Traffic Count Database System Traffic Counts.....	12
Table 3: Level of Service Criteria for Unsignalized Intersections	19
Table 4: Capacity Analysis Results – Existing Traffic Conditions	20
Table 5: Capacity Analysis Results – Build-Out (2024) Background and Total Traffic Conditions	21
Table 6: Right Turn Deceleration Lane Analysis Results	23
Table 7: Intersection Sight Distance Evaluation.....	24

LIST OF FIGURES

Figure 1: Vicinity Map of the Study Area	6
Figure 2: Proposed Site Plan.....	7
Figure 3: Existing Intersection Lane Configurations	9
Figure 4: Proposed Intersection Lane Configurations	10
Figure 5: Existing (2022) Peak Hour Traffic Volumes	13
Figure 6: Build-Out Year (2024) Background Peak Hour Traffic Volumes	14
Figure 7: Assumed Directional Distribution.....	16
Figure 8: Total Site Generated Peak Hour Traffic Volumes	17
Figure 9: Build-Out Year (2024) Total Peak Hour Traffic Volumes	18

INTRODUCTION

This traffic study was conducted to analyze the potential traffic impacts of the proposed Hotels to be located at 704 Dallas Drive in Roanoke, Texas. A vicinity map of the study area is shown in **Figure 1**, and a site plan for the proposed development is shown in **Figure 2**.

Please note that this Traffic Impact Analysis was completed with the site plan shown in Figure 2, including one 130-room hotel (along Dallas Drive) and one 104-room hotel (total 234 rooms). The developer recently revised the site plan, which reduced the size of the hotel along Dallas Drive from 130 rooms to 105 rooms (total 209 rooms). Since the revised site plan includes 25 fewer hotel rooms, this TIA was not updated. The revised site plan is provided in Appendix.

The following elements were included in this study:

Data Collection

- Collected weekday AM and PM peak period turning movement volumes at the following six (6) existing study intersections:
 - 1) Dallas Drive and Turner Avenue
 - 2) Dallas Drive and Dorman Street
 - 3) Dorman Street and Byron Nelson Boulevard
 - 4) Driveway on the north side of Floral Bar and SH 114 Southbound Frontage Road (SBFR)
 - 5) Driveway on the north side of On The Border and SH 114 SBFR
 - 6) Driveway on the south side of On The Border and SH 170 WBFR
- Obtained historical traffic volumes near the proposed development.
- Obtained the proposed site plan, information related to the planned roadway improvements, and other relevant information.

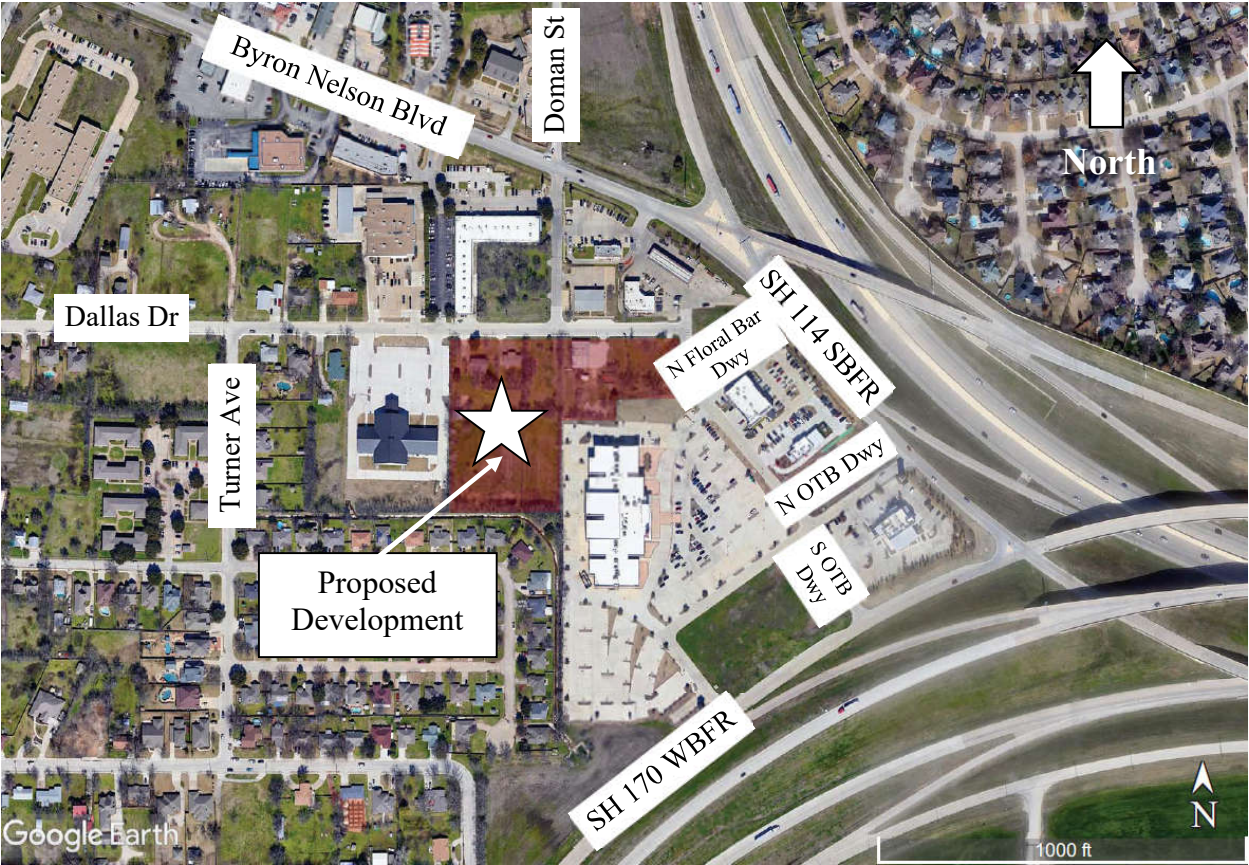
Traffic Analysis

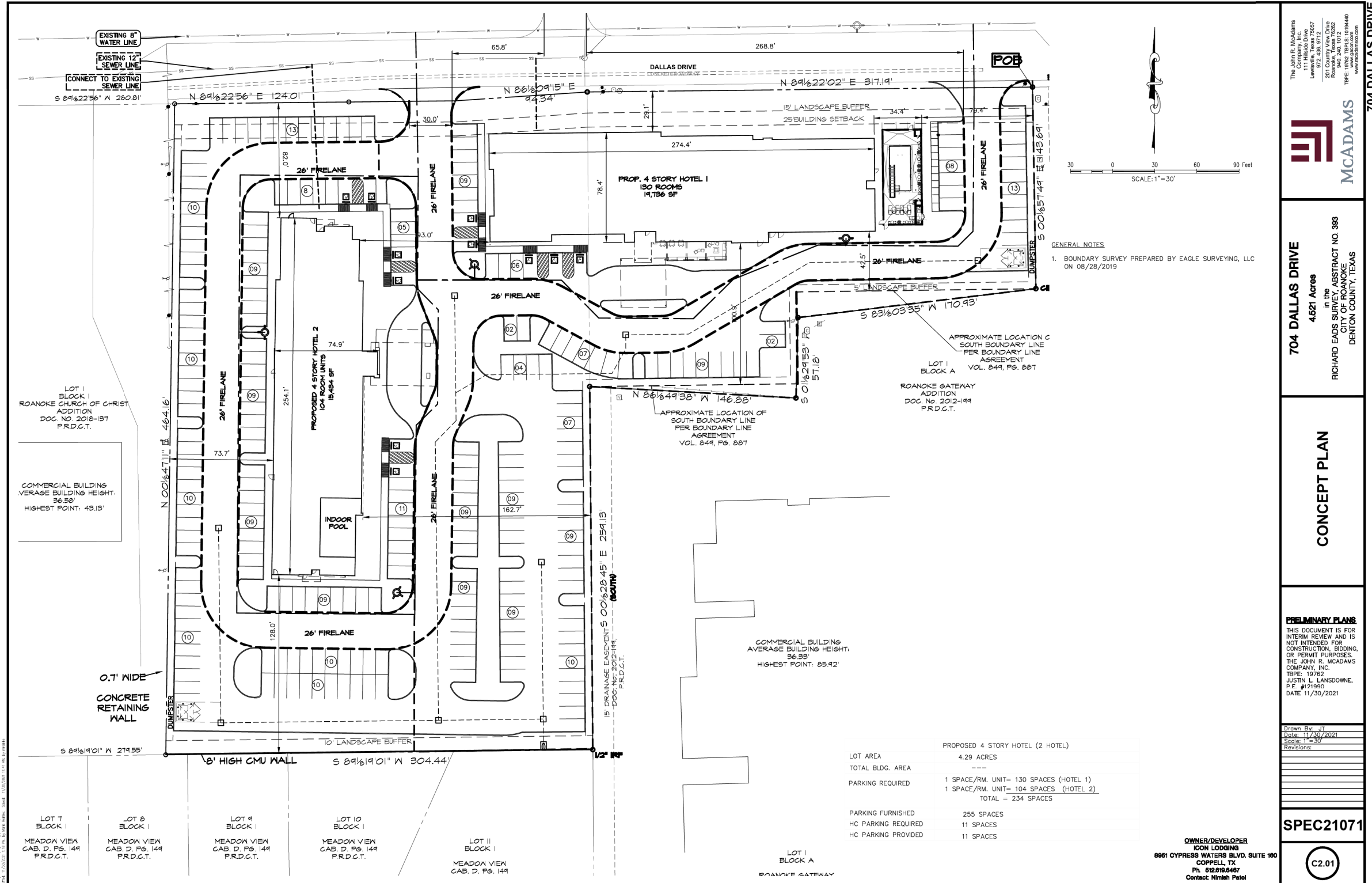
- Assessed the general accessibility of the site.
- Estimated the number of trips that will be generated by the proposed development
- Estimated the directional distribution of traffic approaching / departing the proposed development.
- Assigned the estimated traffic to the study area roadways and intersections.
- Performed capacity analyses for the critical intersections within the study area.
- Performed access management analysis for the proposed site driveways.

Recommendations

- Determined if any roadway improvements are needed to accommodate projected traffic generated by the proposed development.

Figure 1: Vicinity Map of the Study Area





Proposed Site Plan

Figure 2

SITE ACCESSIBILITY

Site accessibility describes the ease with which vehicles can get to and from a development. A site's accessibility is affected by the geographical location of the development with respect to other activity areas, the roadway system, and physical restraints such as rivers or lakes.

The existing lane configurations for the adjacent roadways are provided in **Figure 3**. A description of the study area roadways includes:

SH 114 – SH 114 is a six-lane freeway with two-lane one-way frontage roads in each direction. The posted speed limit on SH 114 frontage roads is 50 mph.

SH 170 – SH 170 is a six-lane freeway with three-lane one-way frontage roads in each direction. The posted speed limit on SH 114 frontage roads is 55 mph.

Byron Nelson Boulevard – Byron Nelson Boulevard is located to the north of the study area and is a three-lane undivided east-west roadway with a two-way-left-turn lane. The posted speed limit on Byron Nelson Boulevard is 40 mph. Byron Nelson Boulevard is identified as a Type AA Major Arterial in the City of Roanoke Thoroughfare Plan.

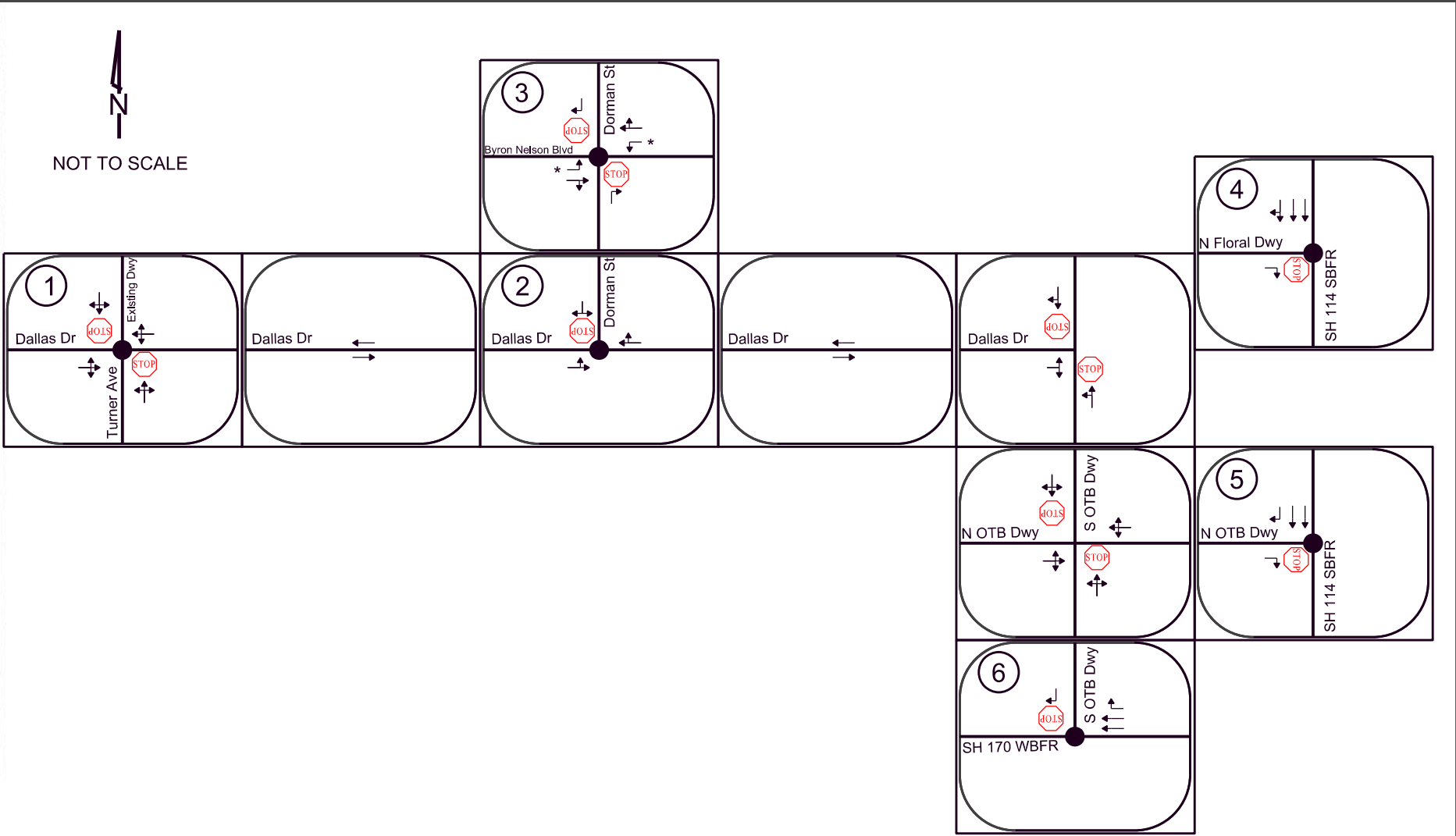
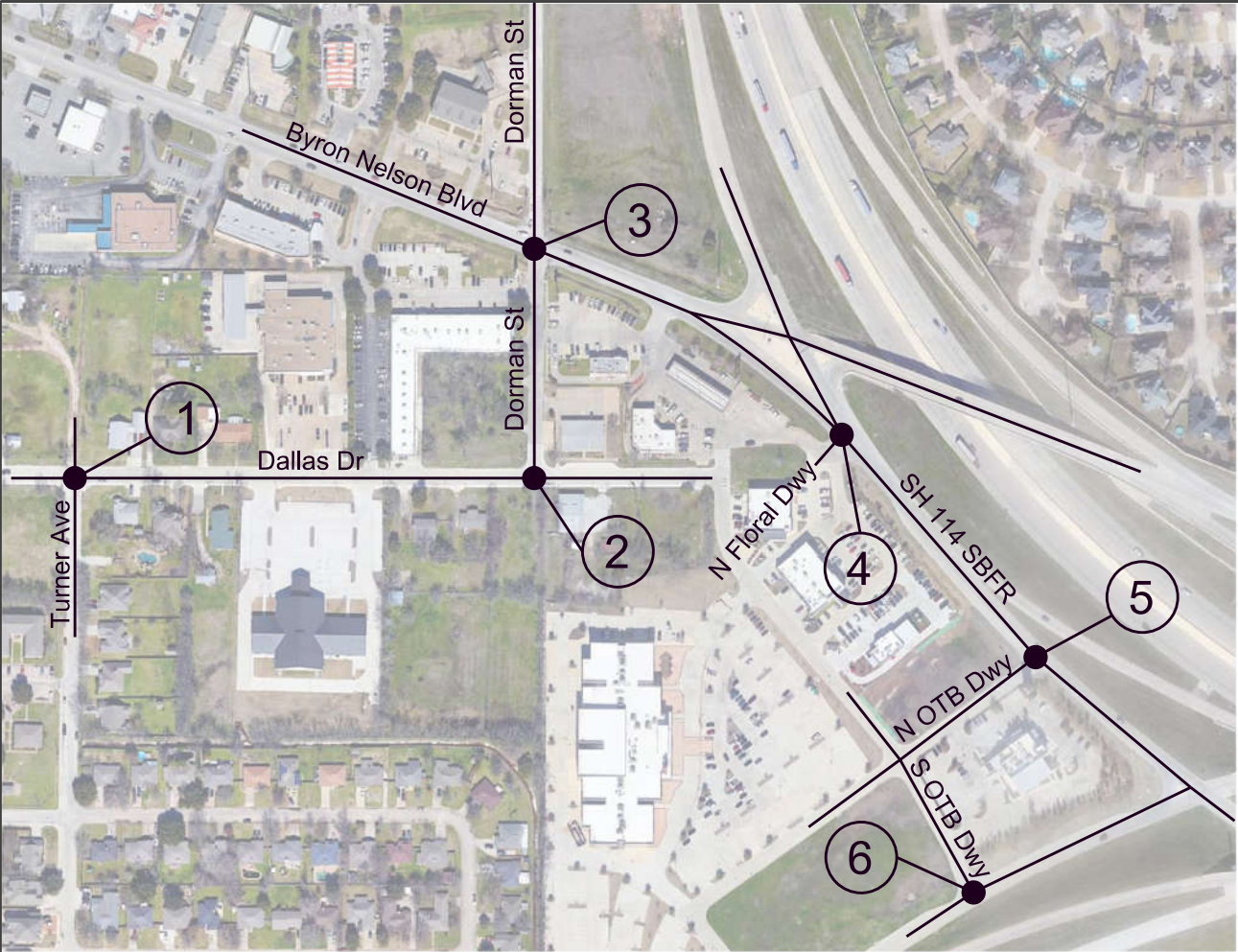
Dallas Drive – Dallas Drive is a two-lane undivided east-west roadway located north of the proposed development. The posted speed limit on Dallas Drive is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

Dorman Street – Dorman Street is a two-lane undivided north-south roadway that connects Byron Nelson Boulevard and Dallas Drive. The posted speed limit on Dorman Street is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

Turner Avenue – Turner Avenue is located to the west of the study area and is a two-lane undivided north-south roadway. The posted speed limit on Turner Avenue is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

Access to the proposed development is proposed to be provided by two (2) full-access driveways on Dallas Drive.

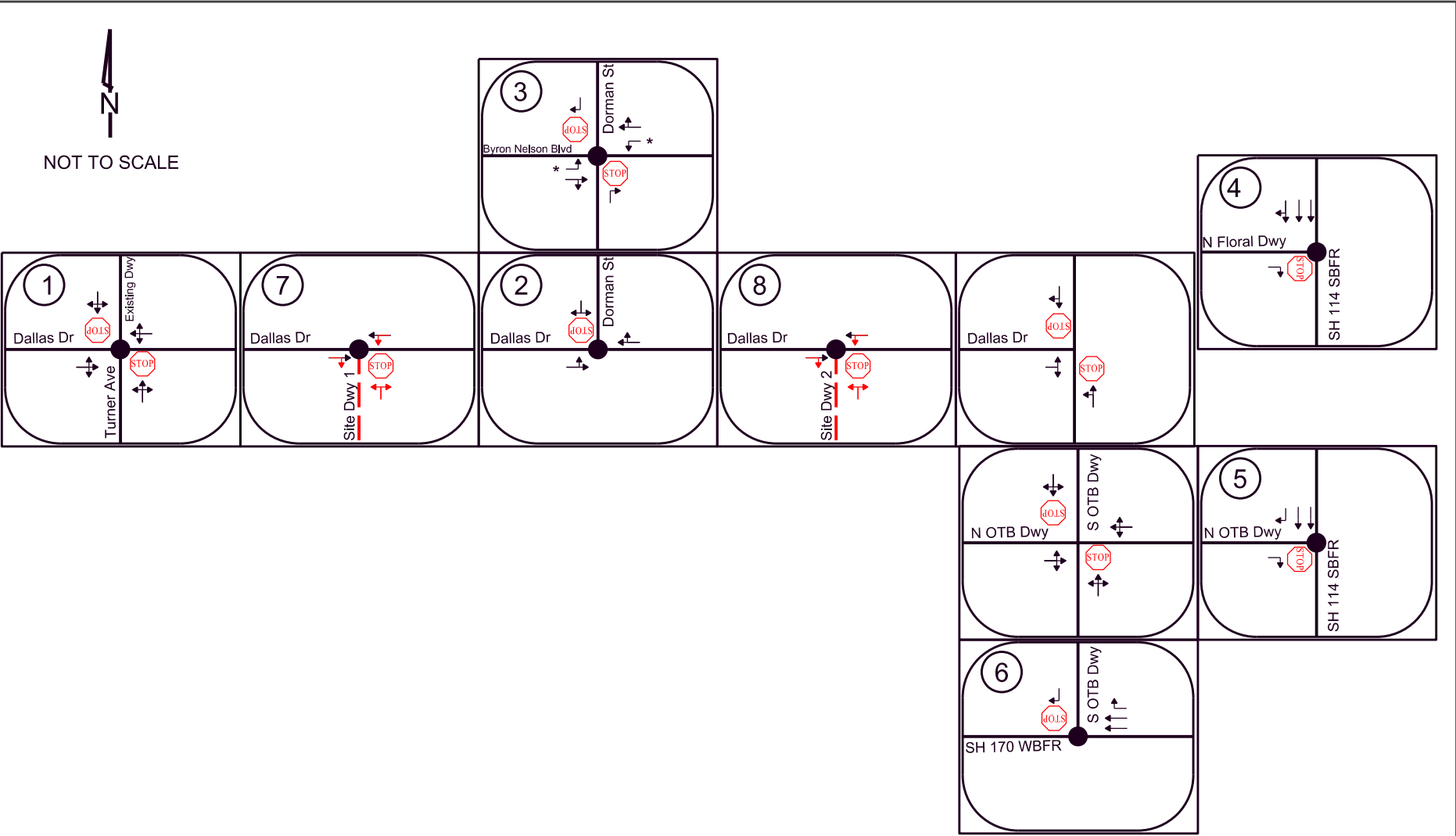
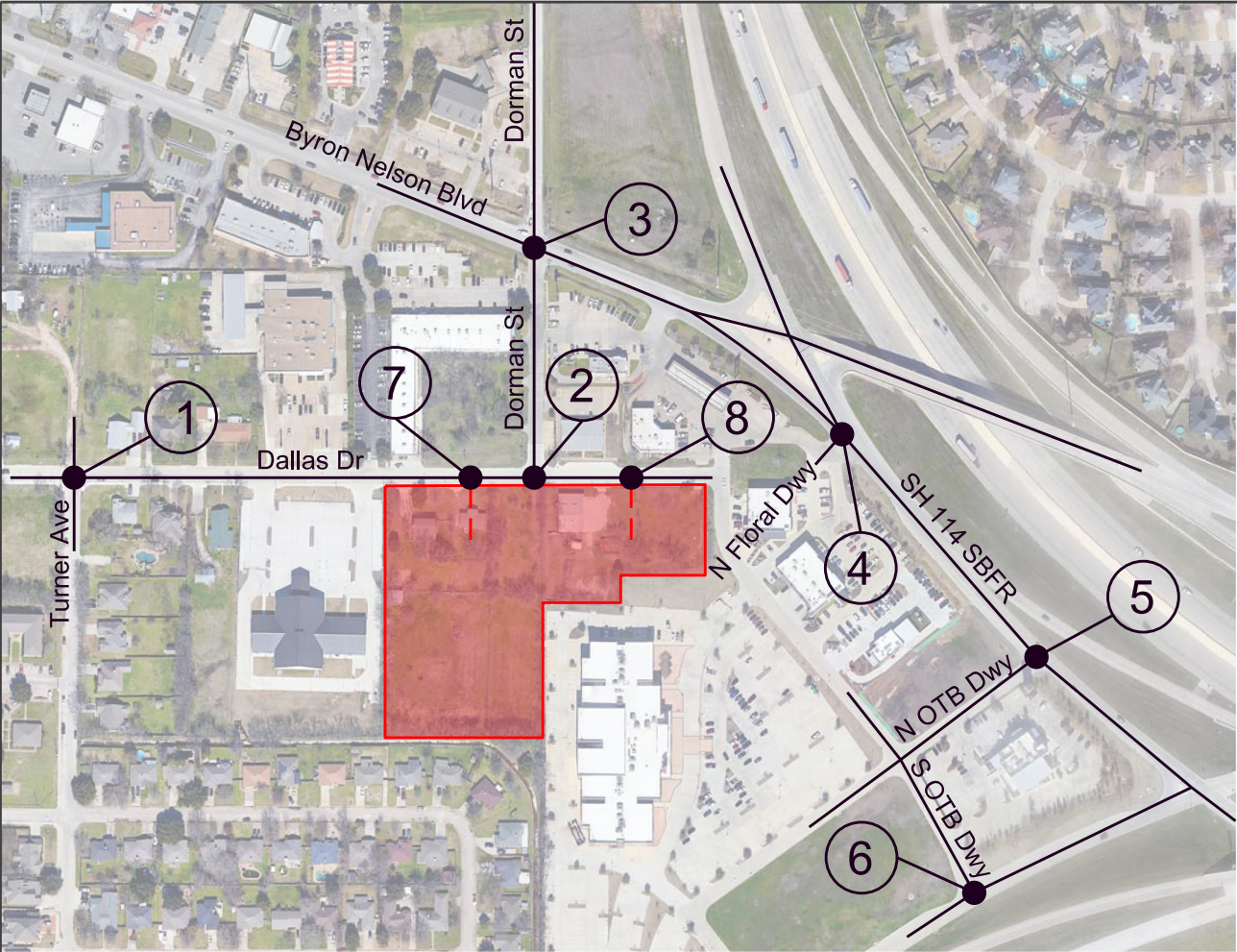
The proposed site access driveway location and lane configurations are shown in **Figure 4**.



- LEGEND
- STUDY INTERSECTION
 - STOP STOP-CONTROLLED INTERSECTION
 - ← EXISTING INTERSECTION LANE CONFIGURATION
 - * Two-Way Left Turn Lane (TWLTL).

Existing Intersection Lane Configurations

Figure 3



- LEGEND**
- STUDY INTERSECTION
 - STOP STOP-CONTROLLED INTERSECTION
 - ← EXISTING INTERSECTION LANE CONFIGURATION
 - PROPOSED INTERSECTION LANE CONFIGURATION
 - PROPOSED DEVELOPMENT
- * Two-Way Left Turn Lane (TWLTL).

Proposed Intersection Lane Configurations

Figure 4

PROPOSED DEVELOPMENT

The proposed development is planned to consist of one (1) 130-room hotel and one (1) 104 room-hotel.

Based on discussions with the developer's representative, the Build-Out Year of the proposed development is planned to occur in 2024. The property is currently undeveloped.

The number of trips generated by the proposed development is a function of the type and quantity of land uses within the development. The number of vehicle trips generated by the proposed development was estimated based on the trip generation rates and equations provided in the publication entitled *Trip Generation Manual, 11th Edition*, by the Institute of Transportation Engineers (ITE). Estimates of the number of trips generated by the site were made for the AM and PM peak hours, as well as on a daily basis. The trip generation characteristics for the proposed development at Build-Out are shown in **Table 1**.

Table 1: Trip Generation Characteristics for Proposed Hotels

Land Use (ITE Land Use)	ITE Code	Variable (X)	Average Weekday			AM Peak Hour			PM Peak Hour		
Equation/Rates ¹											
Hotel	310	Rooms	T = 7.99(X)			T = 0.50(X) - 7.45			T = 0.74(X) - 27.89		
Directional Splits ²											
Hotel	310	Rooms	50/50			56/44			51/49		
Trips Generated											
Land Use	Amount	Variable (X)	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Hotel 1	130	Rooms	1,040	520	520	58	32	26	68	35	33
Hotel 2	104	Rooms	832	416	416	45	25	20	49	25	24
TOTAL NEW TRIPS			1,872	936	936	103	57	46	117	60	57

¹T = Trips Ends; X = Number of Rooms

²XX / YY = % entering vehicles / % exiting vehicles

TRAFFIC VOLUMES

Existing Traffic Volumes

Peak period turning movement volumes were collected at the existing study area intersections from 6:30-8:30 AM and 4:30-6:30 PM on Thursday, January 27, 2022. The PM Peak period turning movement volumes at the Dallas Drive intersections with Turner Avenue and Dorman Street were collected on Tuesday, February 8, 2022. **Figure 5** shows the existing traffic volumes collected for this traffic study. The raw traffic count data is provided in the Appendix.

Background Traffic Volumes

Historical 24-hour traffic volumes in the vicinity of the proposed development were obtained from TxDOT's TCDS website along Walnut Street north and south of Byron Nelson Boulevard. These data are presented in **Table 2**. These volumes were used in estimating the annual growth percentage necessary to grow the existing background traffic volumes to future analysis years.

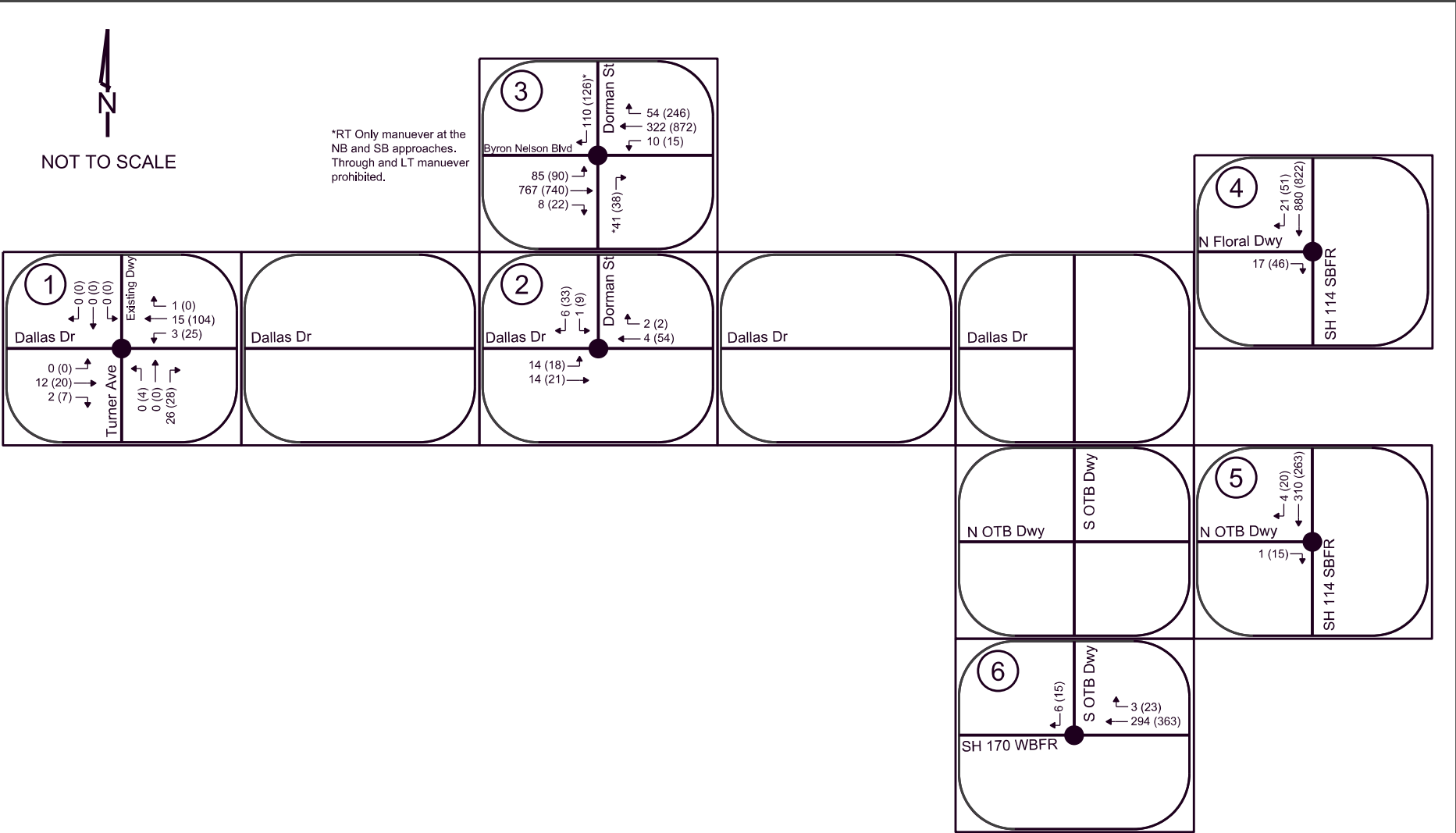
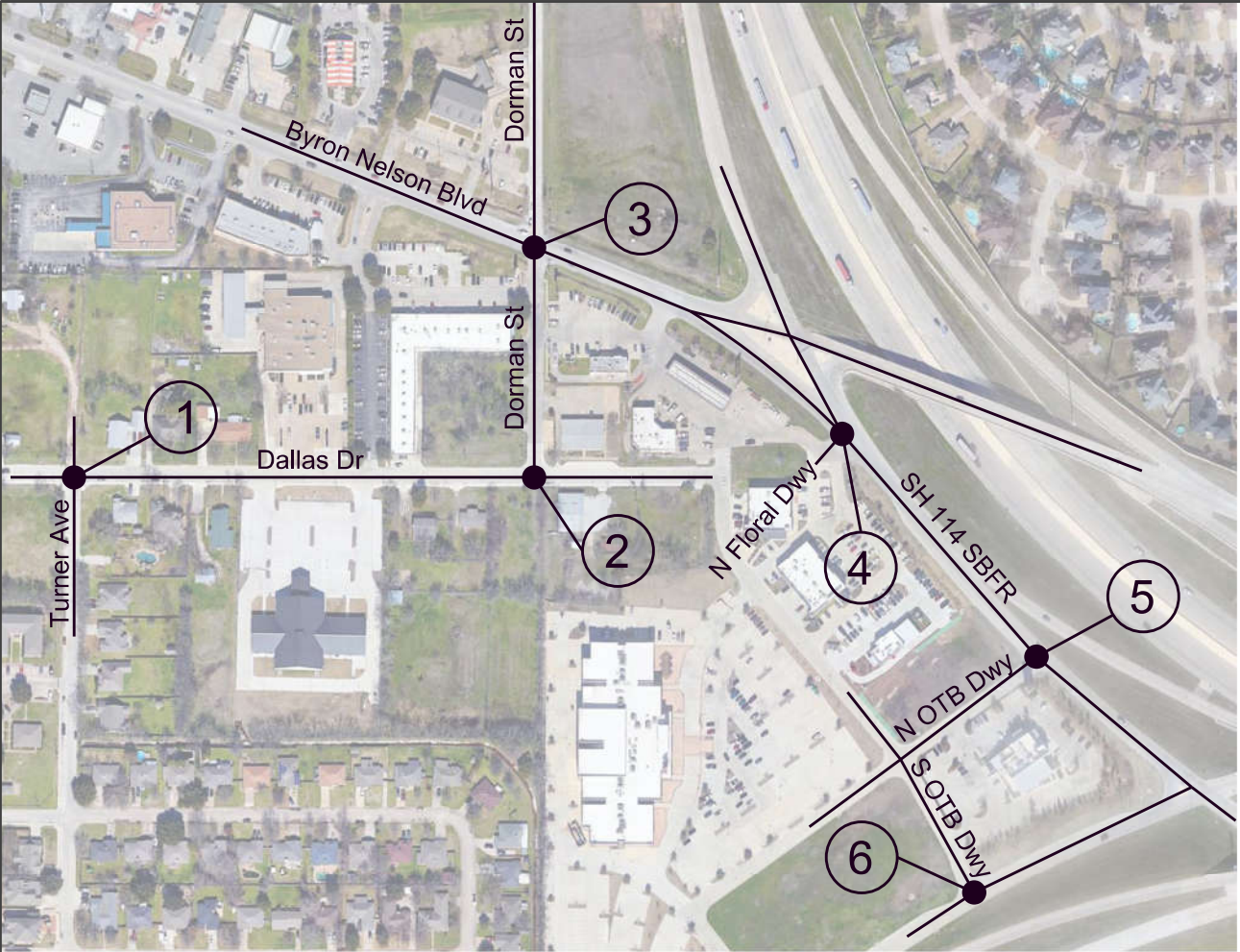
Table 2: Historical Traffic Count Database System Traffic Counts

YEAR	Walnut St North of Byron Nelson Blvd	Walnut St South of Byron Nelson Blvd
2009	---	2,780
2010	---	---
2011	---	---
2012	---	---
2013	---	---
2014	827	1,976
2015	---	---
2016	---	---
2017	---	---
2018	---	---
2019	1,077	1,988
Average Annual Growth Rate	5%²	-3%¹/-7%²

1 = Growth rate between 2009 and 2014

2 = Growth rate between 2009 and 2019

As shown in Table 2, traffic volumes near the proposed development have varied between -7% and 5%. The surrounding area consists of single family homes and retail developments. Traffic in such areas is not predicted to increase unless a new development is proposed to be built. For this analysis, a conservative annual growth rate of three percent (3%) was used for determining traffic conditions under the Build-Out Year (2024). **Figure 6** provides the resulting Build-Out Year (2024) Background peak hour traffic volumes.

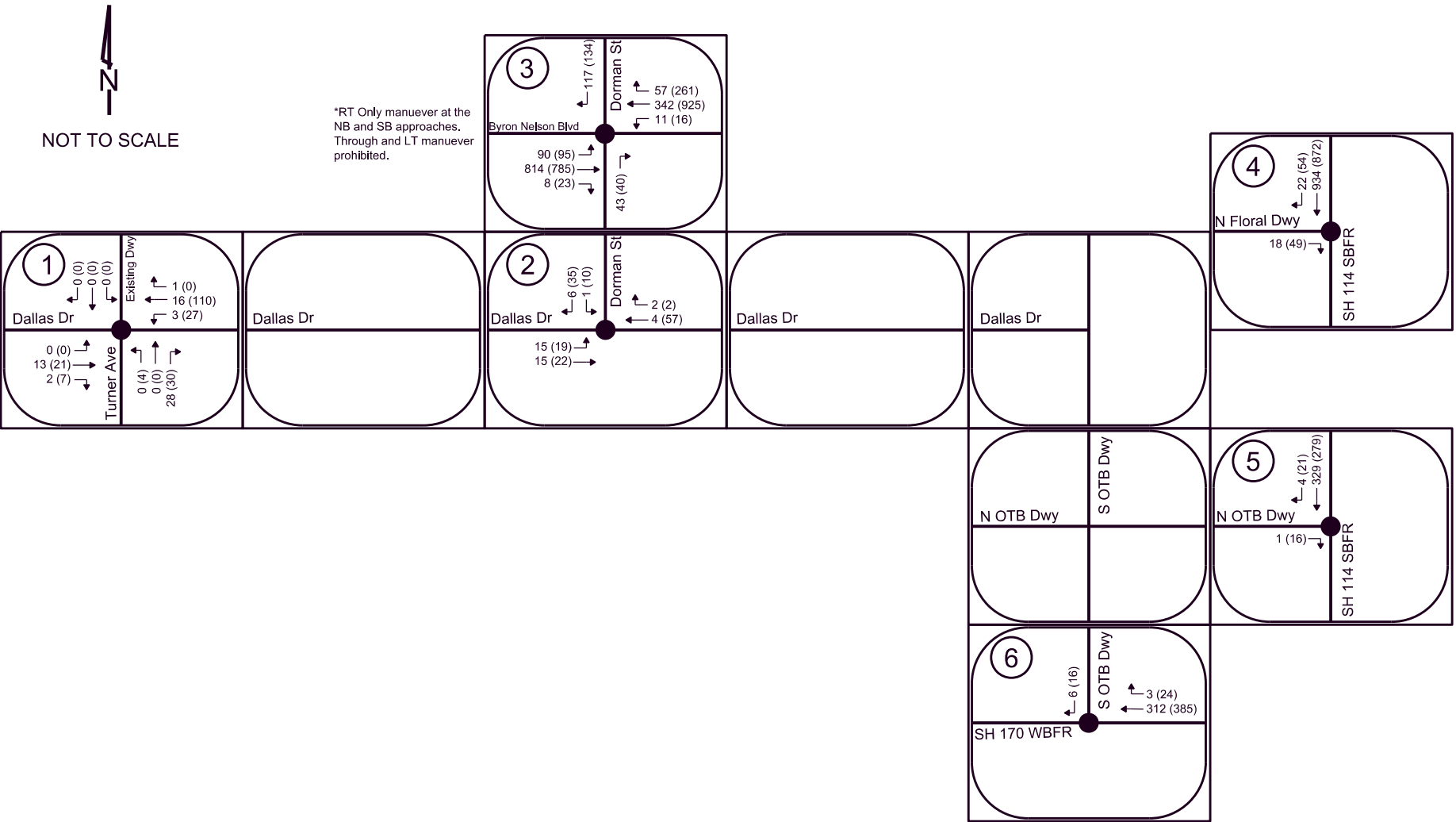
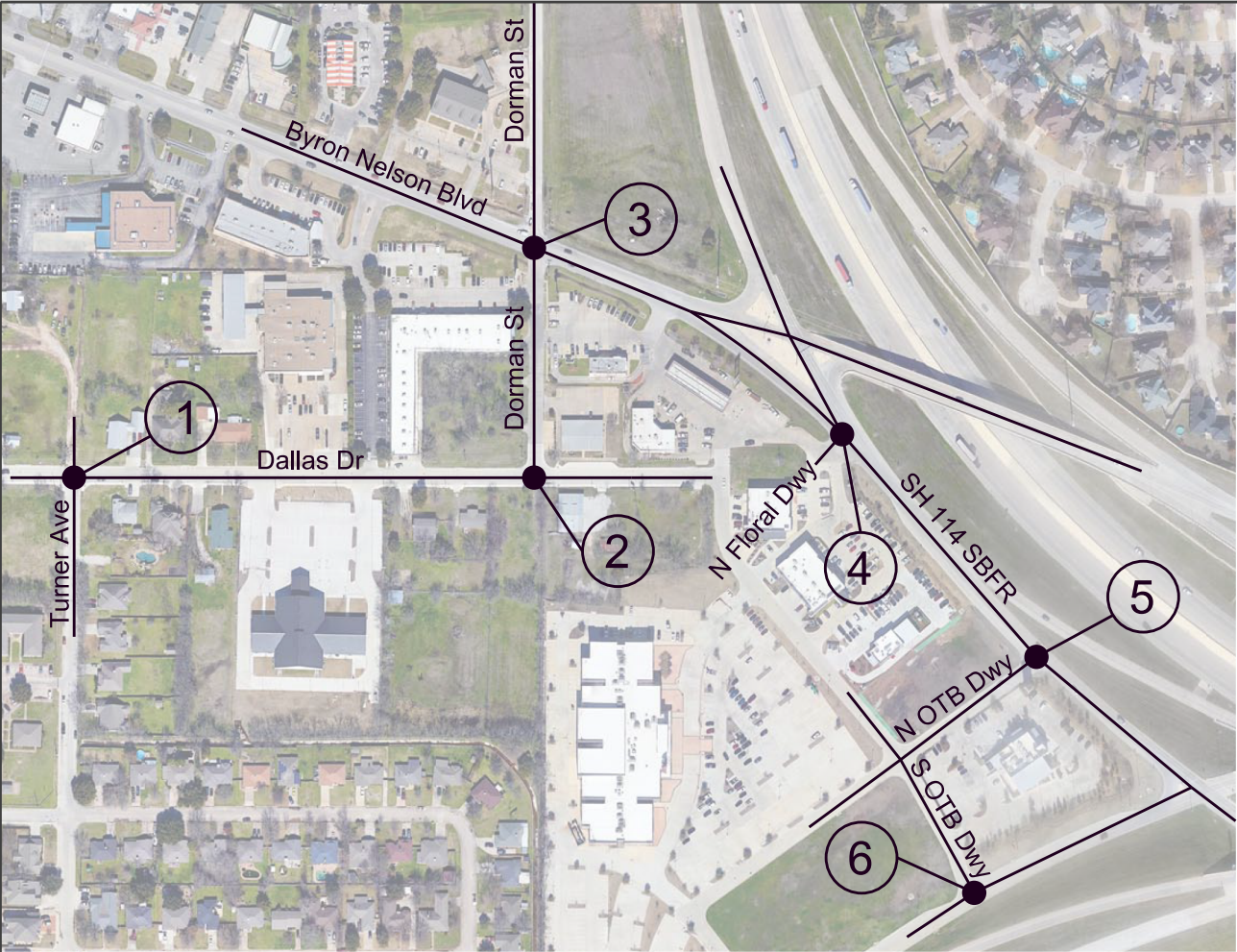


LEGEND

- STUDY INTERSECTION
- ← AM (PM) PEAK HOUR VOLUMES
- Traffic volumes collected on Thursday, January 27, 2022.
- PM Traffic volumes collected at Dallas Drive and Turner Avenue and Dallas Drive and Dorman Street on Tuesday, February 8, 2022.

Existing (2022) Peak Hour Traffic Volumes

Figure 5



LEGEND

● STUDY INTERSECTION

← AM (PM) PEAK HOUR VOLUMES

Build Out Year (2024) Background Peak Hour Traffic Volumes

Figure 6

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Distribution

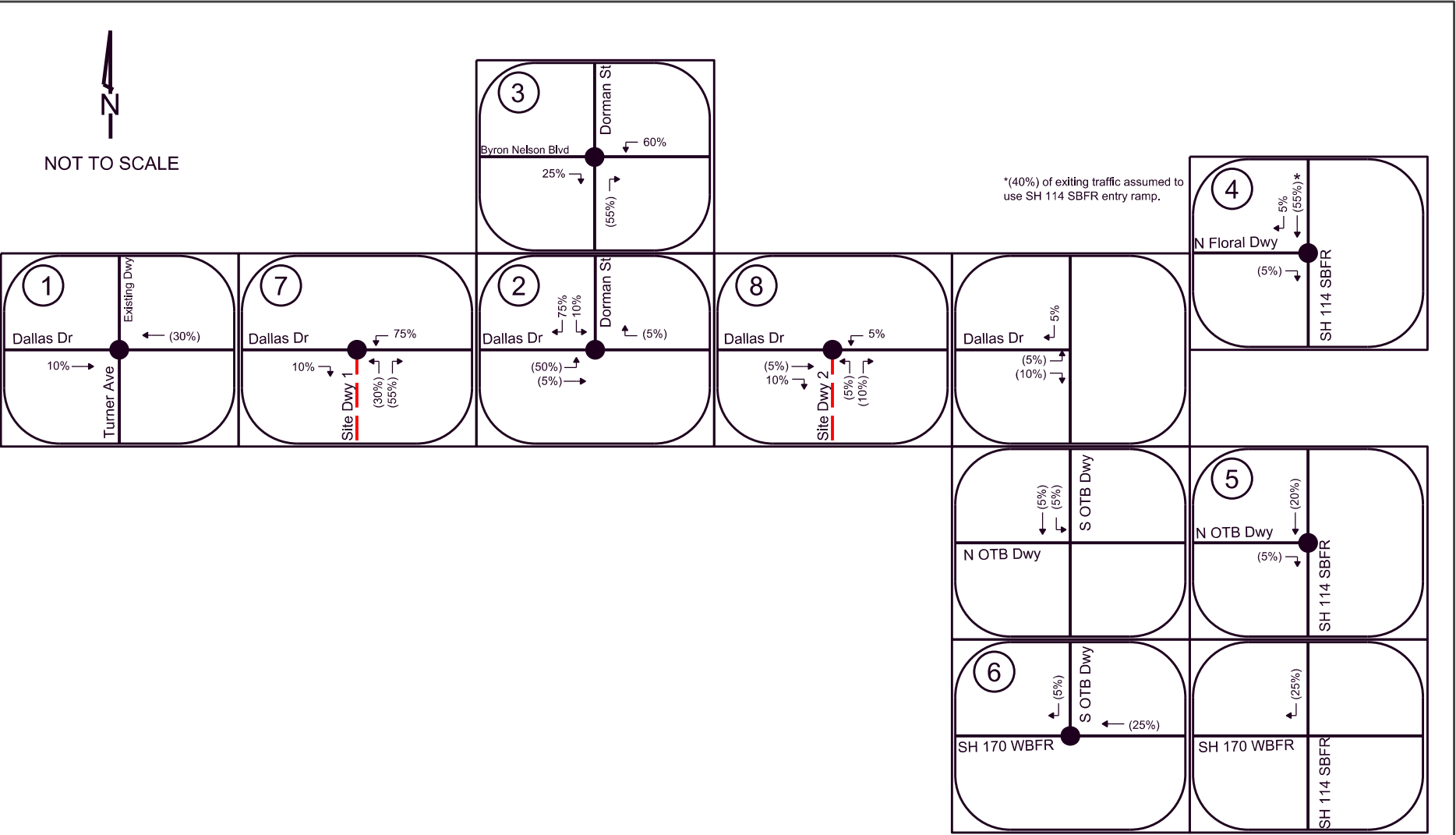
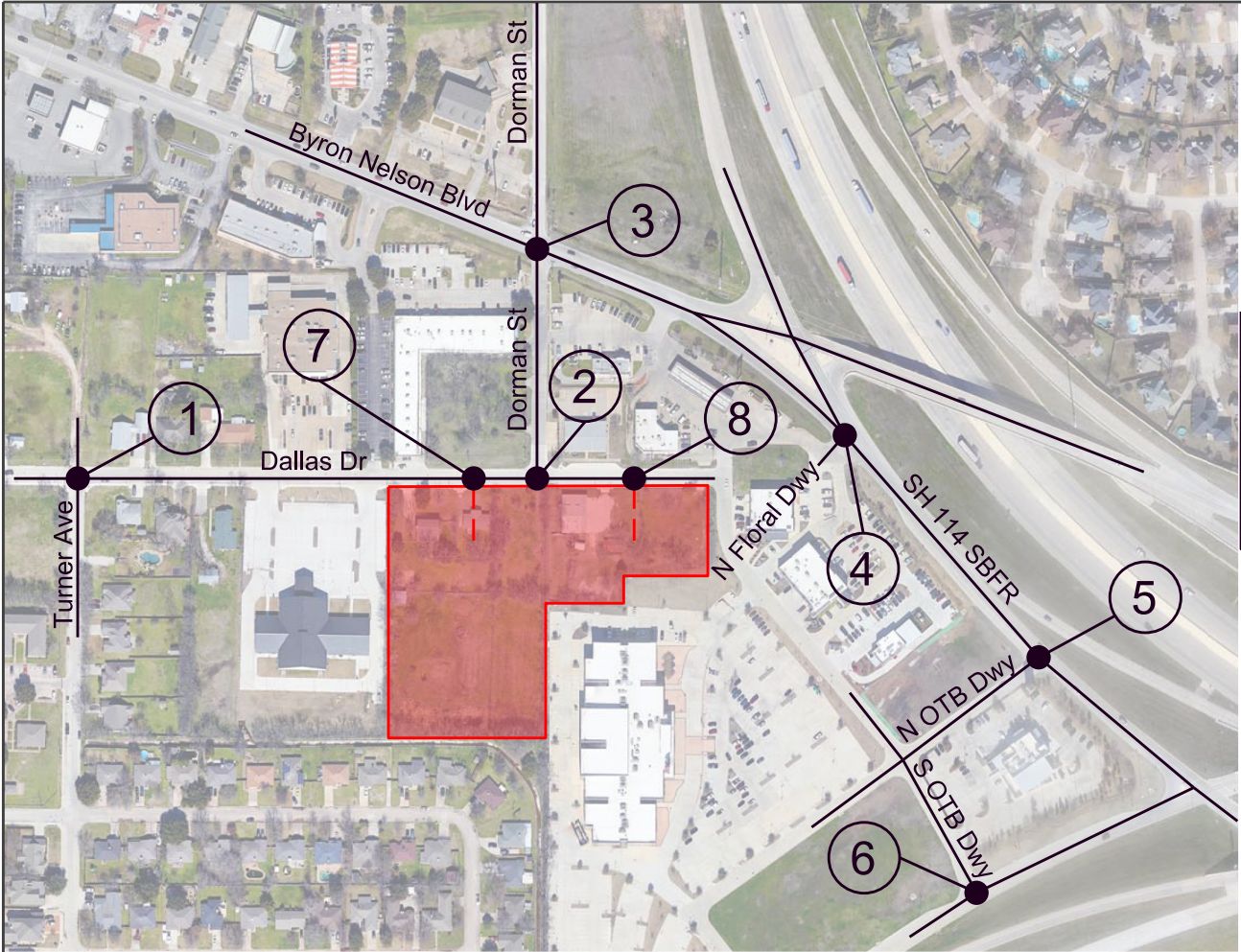
The existing traffic volumes and roadways in the area, along with the proposed site layout, were used to determine the directions from which traffic would approach and depart the proposed Hotels. The assumed directional distribution is provided in **Figure 7**.

Site Traffic Volumes

Traffic volumes expected to be generated by the proposed hotels (Table 1) were assigned to the area roadways and site access points based on the directional distribution identified in Figure 7. The estimated site generated traffic volumes for the weekday AM and PM peak hours are shown in **Figure 8**.

Total Traffic Conditions

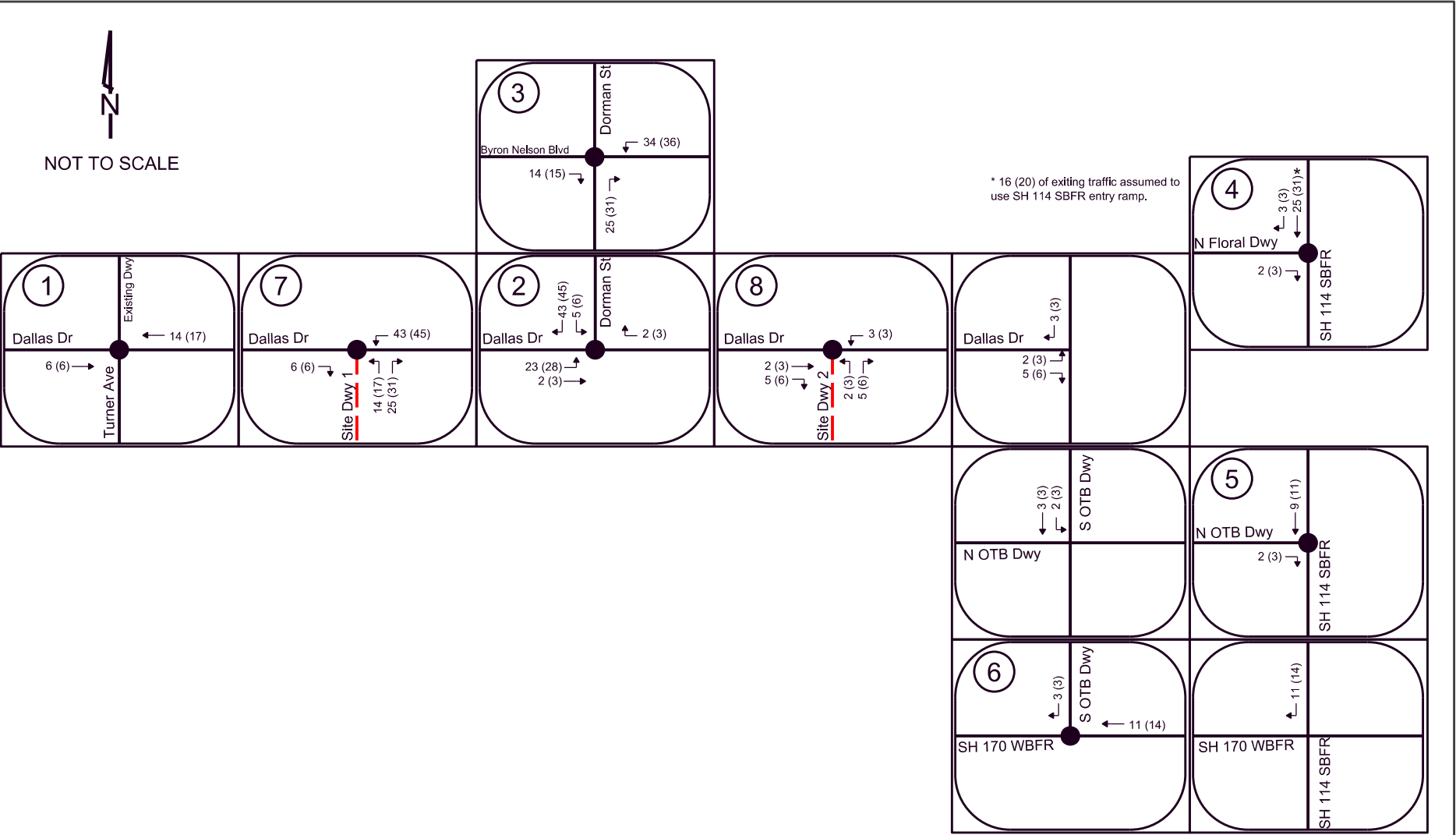
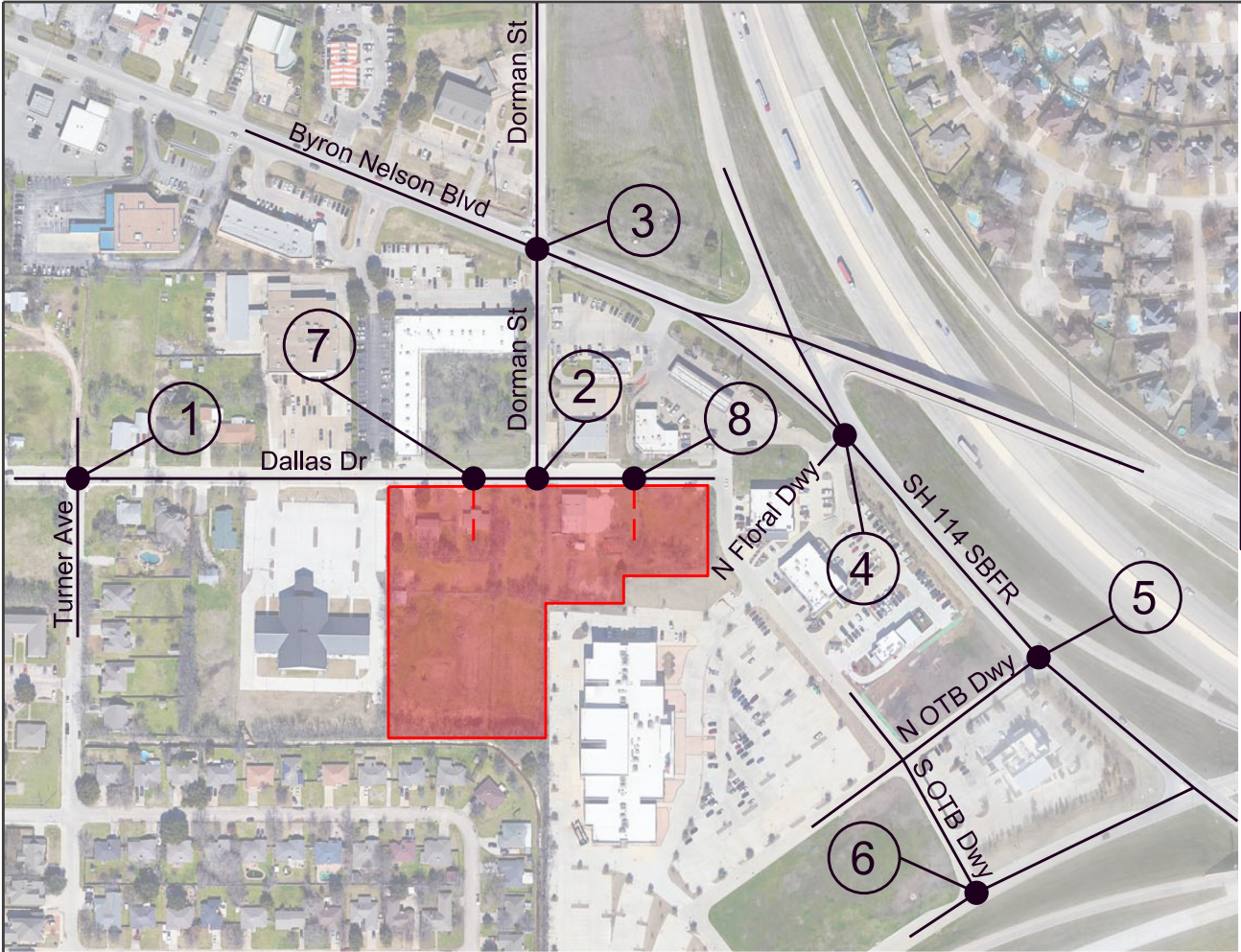
Total (background + site) peak hour traffic conditions at Build-Out Year (2024) of the proposed hotels were obtained by adding the Build-Out Year (2024) Background traffic volumes (Figure 6) to the site generated traffic volumes (Figure 8) and are shown in **Figure 9**.



- LEGEND**
- STUDY INTERSECTION
 - ← INBOUND (OUTBOUND) PERCENTAGES
 - PROPOSED DEVELOPMENT

Assumed Directional Distribution

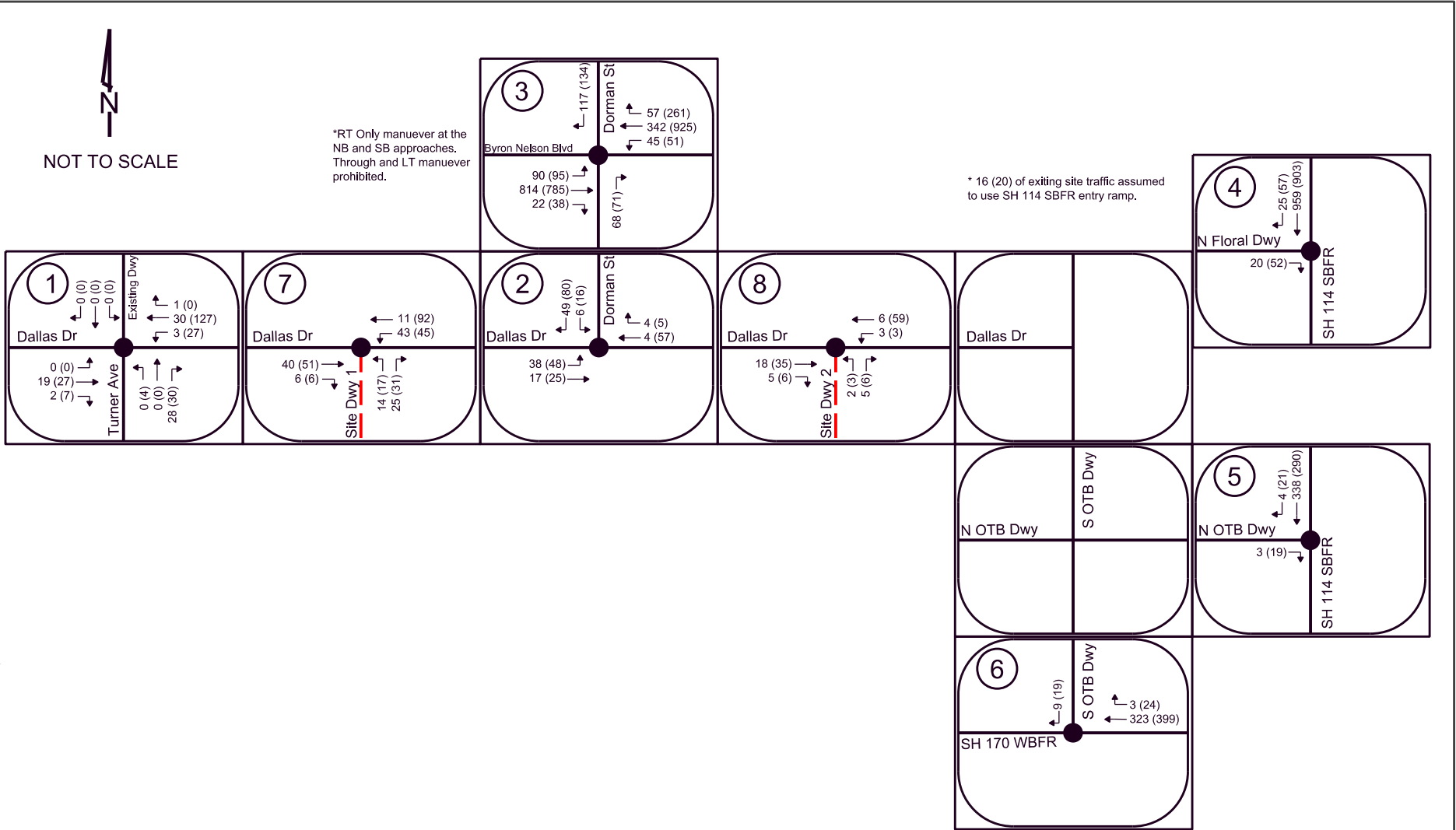
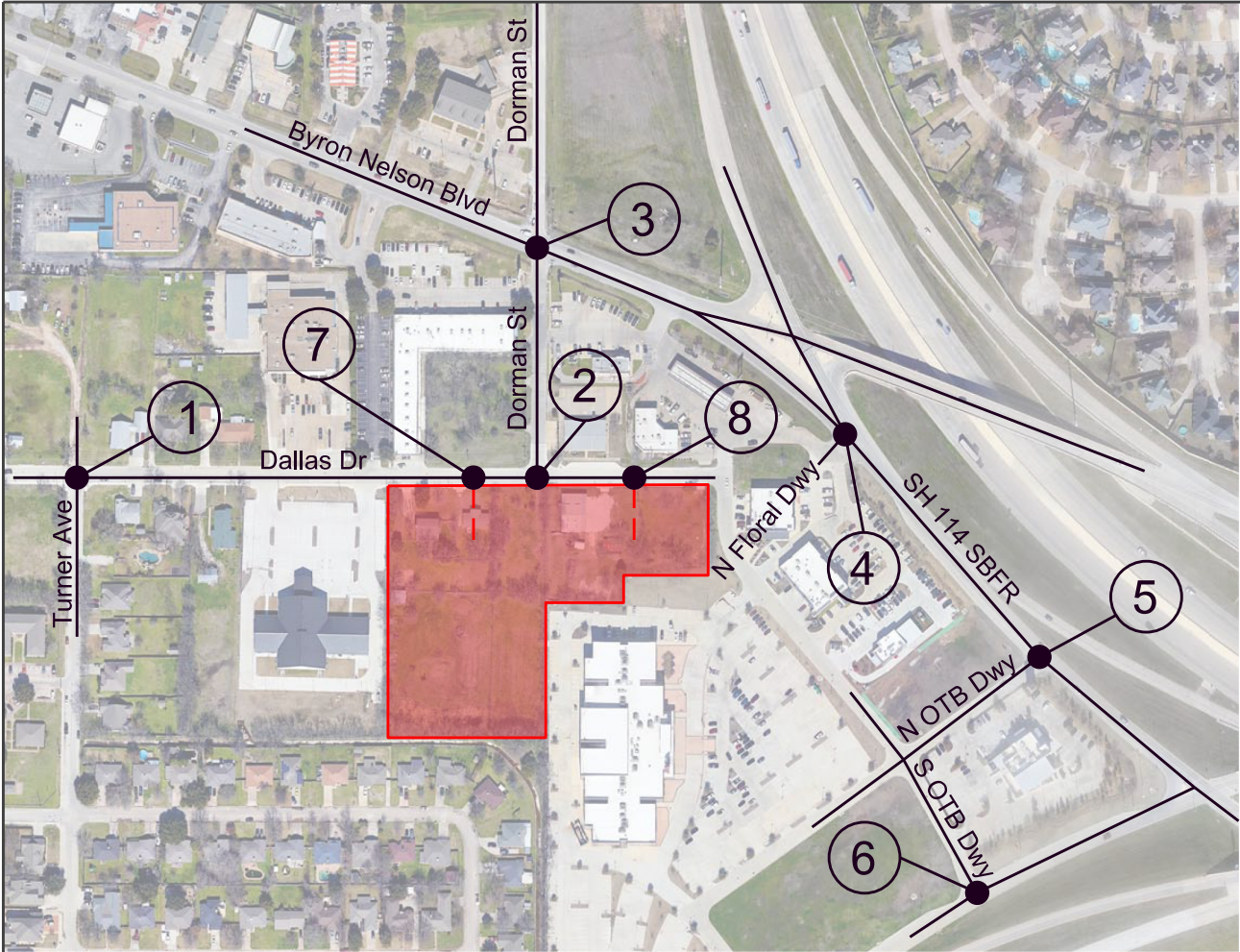
Figure 7



- LEGEND**
- STUDY INTERSECTION
 - ← AM (PM) PEAK HOUR VOLUMES
 - PROPOSED DEVELOPMENT

Total Site Generated Peak Hour Traffic Volumes

Figure 8



- LEGEND
- STUDY INTERSECTION
 - ← AM (PM) PEAK HOUR VOLUMES
 - PROPOSED DEVELOPMENT

Build-Out Year (2024) Total Peak Hour Traffic Volumes

Figure 9

INTERSECTION CAPACITY ANALYSES

The Level of Service (LOS) of an intersection is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay. The LOS criteria for unsignalized intersections are shown in **Table 3**. LOS is given a letter designation from A to F, with LOS A representing very short delays and LOS F representing very long delays or over-capacity conditions. LOS D is typically considered the minimum acceptable condition for both signalized and unsignalized intersections.

Table 3: Level of Service Criteria for Unsignalized Intersections

Level-of-Service (LOS)	Average Control Delay (seconds/vehicle)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

SOURCE: *Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016

Capacity analyses were conducted for the study area intersections under the following analysis scenarios:

- Existing (2022) Traffic Conditions
- Build-Out Year (2024) Background Traffic Conditions
- Build-Out Year (2024) Total Traffic Conditions

The intersection capacity analyses were conducted using *Highway Capacity Manual (HCM) 6th Edition* methodologies in *Synchro 11* traffic analysis software package. Printouts of the Synchro analysis results are provided in the Appendix.

Additional performance measures such as volume to capacity (v/c) ratios and queue lengths also provide an indication of operations. For example, at two-way stop-controlled intersections, main street traffic volumes may impose longer average delays for a small number of side-street vehicles, thus creating vehicle delays which correspond to a poor level of service.

Existing Traffic Conditions

The existing lane configurations shown in Figure 3 and the Existing (2022) traffic volumes shown in Figure 5 were used for the existing analyses. **Table 4** presents the capacity analysis results for the study intersections under Existing (2022) conditions.

Table 4: Capacity Analysis Results – Existing Traffic Conditions

1: Dallas Drive and Turner Avenue (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection ¹	EB Left	WB Left	NB	SB
Existing (2022) Conditions	AM	--	0.0 (A) ²	7.3 (A)	8.5 (A)	0.0 (A)
	PM	--	0.0 (A)	7.3 (A)	8.7 (A)	0.0 (A)
2: Dallas Drive and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB	NB	SB
Existing (2022) Conditions	AM	--	7.3 (A)	0.0 (A)	--	8.5 (A)
	PM	--	7.4 (A)	0.0 (A)	--	8.9 (A)
3: Byron Nelson Boulevard and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB Left	NB	SB
Existing (2022) Conditions	AM	--	8.4 (A)	9.6 (A)	16.0 (C)	11.5 (B)
	PM	--	12.3 (B)	9.5 (A)	15.4 (C)	30.3 (D)
4: SH 114 SBFR and North Floral Bar Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2022) Conditions	AM	--	13.6 (B)	--	--	0.0 (A)
	PM	--	13.7 (B)	--	--	0.0 (A)
5: SH 114 SBFR and North On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2022) Conditions	AM	--	9.7 (A)	--	--	0.0 (A)
	PM	--	9.3 (A)	--	--	0.0 (A)
6: SH 170 WBFR and South On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2022) Conditions	AM	--	--	0.0 (A)	--	9.3 (A)
	PM	--	--	0.0 (A)	--	9.6 (A)

¹ HCM methodology does not provide intersection-wide delay/level of service for Side-Street/Two-Way Stop-Controlled analysis

² Delay in seconds/vehicle (Level of Service)

The analysis results in Table 4 indicate that all study area stopped controlled approaches and movements operate at acceptable levels of service under Existing (2022) traffic conditions.

Build-Out Year (2024) Background and Total Traffic Conditions

The existing lane configurations shown in Figure 3 and the Build-Out Year (2024) Background traffic volumes shown in Figure 6 were used for the Build-Out Year (2024) Background analyses. The proposed lane configurations shown in Figure 4 and the Build-Out Year (2024) Total traffic volumes shown in Figure 9 were used for the Build-Out Year (2024) Total traffic analyses. **Table 5** presents the capacity analysis results for the study intersections under Build-Out Year (2024) Background and Total conditions. The shaded cells identify intersections or approaches that are predicted to operate at levels of service below the LOS D threshold.

Table 5: Capacity Analysis Results – Build-Out (2024) Background and Total Traffic Conditions

1: Dallas Drive and Turner Avenue (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection ¹	EB	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	0.0 (A) ²	7.3 (A)	8.5 (A)	0.0 (A)
	PM	--	0.0 (A)	7.3 (A)	8.8 (A)	0.0 (A)
Build-Out Year (2024) Total Conditions	AM	--	0.0 (A)	7.3 (A)	8.6 (A)	0.0 (A)
	PM	--	0.0 (A)	7.3 (A)	8.8 (A)	0.0 (A)
2: Dallas Drive and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	7.3 (A)	0.0 (A)	--	8.5 (A)
	PM	--	7.4 (A)	0.0 (A)	--	8.9 (A)
Build-Out Year (2024) Total Conditions	AM	--	7.3 (A)	0.0 (A)	--	8.7 (A)
	PM	--	7.4 (A)	0.0 (A)	--	9.3 (A)
3: Byron Nelson Boulevard and Dorman Street (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB Left	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	8.5 (A)	9.8 (A)	17.0 (C)	11.9 (B)
	PM	--	13.0 (B)	9.7 (A)	16.3 (C)	36.9 (E), v/c = 0.57 [4]
Build-Out Year (2024) Total Conditions	AM	--	8.5 (A)	10.1 (B)	18.3 (C)	11.9 (B)
	PM	--	13.0 (B)	10.0 (B)	17.7 (C)	36.9 (E), v/c = 0.57 [4]
4: SH 114 SBFR and North Floral Bar Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	14.1 (B)	--	--	0.0 (A)
	PM	--	14.2 (B)	--	--	0.0 (A)
Build-Out Year (2024) Total Conditions	AM	--	14.3 (B)	--	--	0.0 (A)
	PM	--	14.6 (B)	--	--	0.0 (A)
5: SH 114 SBFR and North On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	9.8 (A)	--	--	0.0 (A)
	PM	--	9.3 (A)	--	--	0.0 (A)
Build-Out Year (2024) Total Conditions	AM	--	9.9 (A)	--	--	0.0 (A)
	PM	--	9.4 (A)	--	--	0.0 (A)

6: SH 114 SBFR and South On The Border Driveway (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	--	0.0 (A)	--	9.4 (A)
	PM	--	--	0.0 (A)	--	9.7 (A)
Build-Out Year (2024) Total Conditions	AM	--	--	0.0 (A)	--	9.4 (A)
	PM	--	--	0.0 (A)	--	9.7 (A)
7: Driveway 1 and Dallas Drive (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	0.0 (A)	7.4 (A)	9.0 (A)	--
	PM	--	0.0 (A)	7.4 (A)	9.4 (A)	--
8: Driveway 2 and Dallas Drive (Side-Street Stop-Controlled)						
Scenario	Peak Hour	Intersection	EB	WB Left	NB	SB
Build-Out Year (2024) Background Conditions	AM	--	0.0 (A)	7.3 (A)	8.5 (A)	--
	PM	--	0.0 (A)	7.3 (A)	8.7 (A)	--

¹ HCM methodology does not provide intersection-wide delay/level of service for Side-Street/Two-Way Stop-Controlled analysis

² Delay in seconds/vehicle (Level of Service)

³ *Volume to Capacity (v/c) ratio shown in Italics*

The analysis results in Table 5 indicate that the stop controlled approaches at the existing and proposed unsignalized intersections are predicted to operate at acceptable levels of service under the Build-Out Year (2024) background and total traffic conditions, except the southbound approach of Dorman Street at Byron Nelson Boulevard. The v/c ratio for this approach under future conditions is 0.57, indicating the volume is not predicted to exceed the capacity.

ACCESS MANAGEMENT ANALYSIS

As part of this study, access management analyses were performed to consider the need for deceleration lanes and to determine if adequate driveway spacing and intersection sight distance is provided for the proposed site driveways.

Right Turn Deceleration Lane Analysis

Traffic volumes on Dallas Drive at the site roadway connections were analyzed to determine the necessity of right turn deceleration lanes. In the absence of City of Roanoke guidelines, guidelines in TxDOT's *Access Management Manual* were used for this analysis. TxDOT's guidelines indicated that for roadways with a posted speed limit less than 45 mph, a right turn deceleration lane should be considered when peak right turn volumes are greater than 60 vehicles per hour. **Table 6** summarizes the projected right turn volumes at the site roadway connections under Build-Out Year (2024) Total traffic conditions.

Table 6: Right Turn Deceleration Lane Analysis Results

Intersection	Scenario	Approach	Speed Limit (mph)	Right Turn Entering Volume (vph) AM (PM)	Threshold (vph)	Exceeds Threshold? AM (PM)
Driveway 1 at Dallas Drive	Build-Out Year (2024) Total	EB	25	6 (6)	60	No (No)
Driveway 2 at Dallas Drive	Build-Out Year (2024) Total	EB	25	5 (6)	60	No (No)

Based on the information presented in Table 6, right turn deceleration lanes are not recommended at site driveways.

Sight Distance

As part of this traffic analysis, the available and required intersection sight distance for motorists accessing the adjacent roadway from the proposed site roadway connections were analyzed. The sight distance required was estimated using the procedures developed by the American Association of State Highway and Transportation Officials (AASHTO) and published in the 2018 edition of *A Policy on Geometric Design of Highways and Streets*. At this location, the motorist should be able to see if and when adequate gaps exist to perform their desired maneuver. **Table 7** presents the required and available intersection sight distance for vehicles exiting to the adjacent streets for the proposed development.

Table 7: Intersection Sight Distance Evaluation

Major Roadway	Dallas Drive	
Posted Speed Limit	25 mph	
Design Vehicle	Passenger Vehicle	
Minor Roadway	Driveway 1	Driveway 2
Intersection Sight Distance (Turning from Driveway)		
Required	280'	280'
Available Sight Distance to the Left	>1,000'	>500'
Available > Required to the Left	YES	YES
Available Sight Distance to the Right	>400'	N/A ²
Available > Required to the Right	YES ¹	N/A

¹ Existing vegetation assumed to be removed at the time of construction

² Nearest intersection located approximately 30 feet to the right that has stop control for the side street

Based on the conditions that existed in the field at the time of the site visit, the field investigation results of the available sight distance indicate that adequate sight distance is predicted to be provided at all the proposed site roadway connections.

Access Spacing

In the *City of Roanoke's Technical Standards (Part B)*, required access point spacing is determined based on Street Type designation in the City of Roanoke Thoroughfare Plan. Section I.B.7 indicates that the minimum driveway spacing (edge to edge offset) should be 200 feet on a Collector or Arterial roadway.

Based on the information presented in the site plan, Driveway 1 is planned to be located approximately 330 feet west of Driveway 2 and approximately 200 feet east of an existing driveway.

Driveway 2 is an existing driveway.

CONCLUSIONS & RECOMMENDATIONS

Based on the analysis of the proposed site plan and characteristics of the proposed Hotels, the following **conclusions** can be made:

- The proposed development is predicted to generate 1,872 trips on a daily basis with 103 trips during the AM peak hour and 117 trips during the PM peak hour.

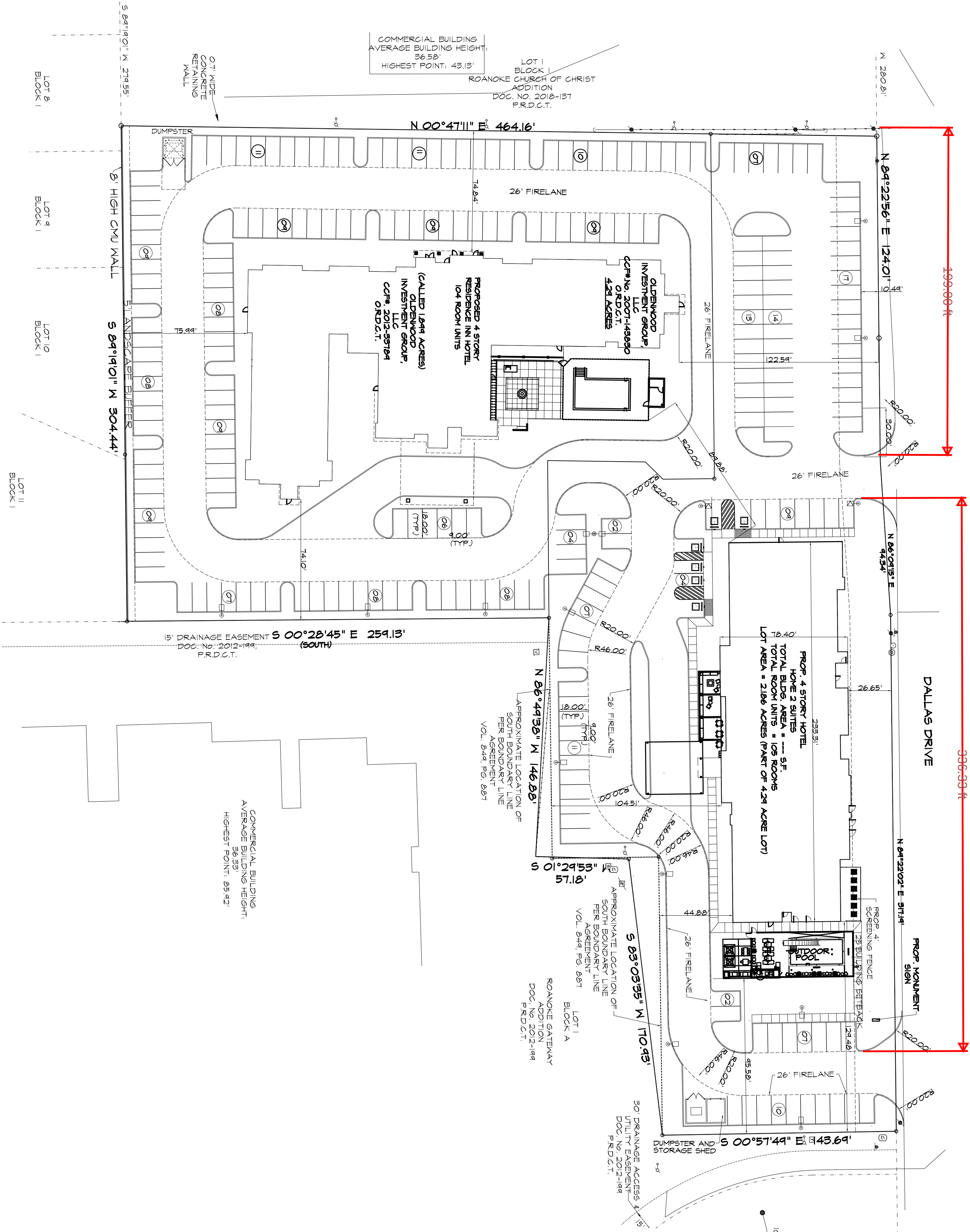
Intersection Capacity Analysis

- All study area stopped controlled approaches and movements operate at acceptable levels of service under Existing (2022) traffic conditions.
- The stop controlled approaches at the existing and proposed unsignalized intersections are predicted to operate at acceptable levels of service under the Build-Out Year (2024) background and total traffic conditions, except the southbound approach of Dorman Street at Byron Nelson Boulevard. The v/c ratio for this approach under future conditions is 0.57, indicating the volume is not predicted to exceed the capacity.

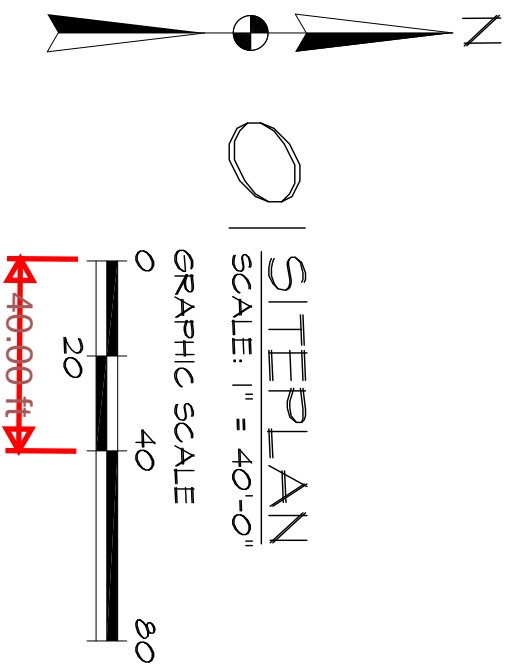
Access Management Analysis

- Right turn deceleration lanes are not recommended at the site driveways.
- Based on the conditions that existed in the field at the time of the site visit, the field investigation results of the available sight distance indicate that adequate sight distance is predicted to be provided at all of the proposed driveway locations.
- Driveway 1 meets the City's access spacing requirements.
- No improvements are recommended with based on study.

APPENDIX



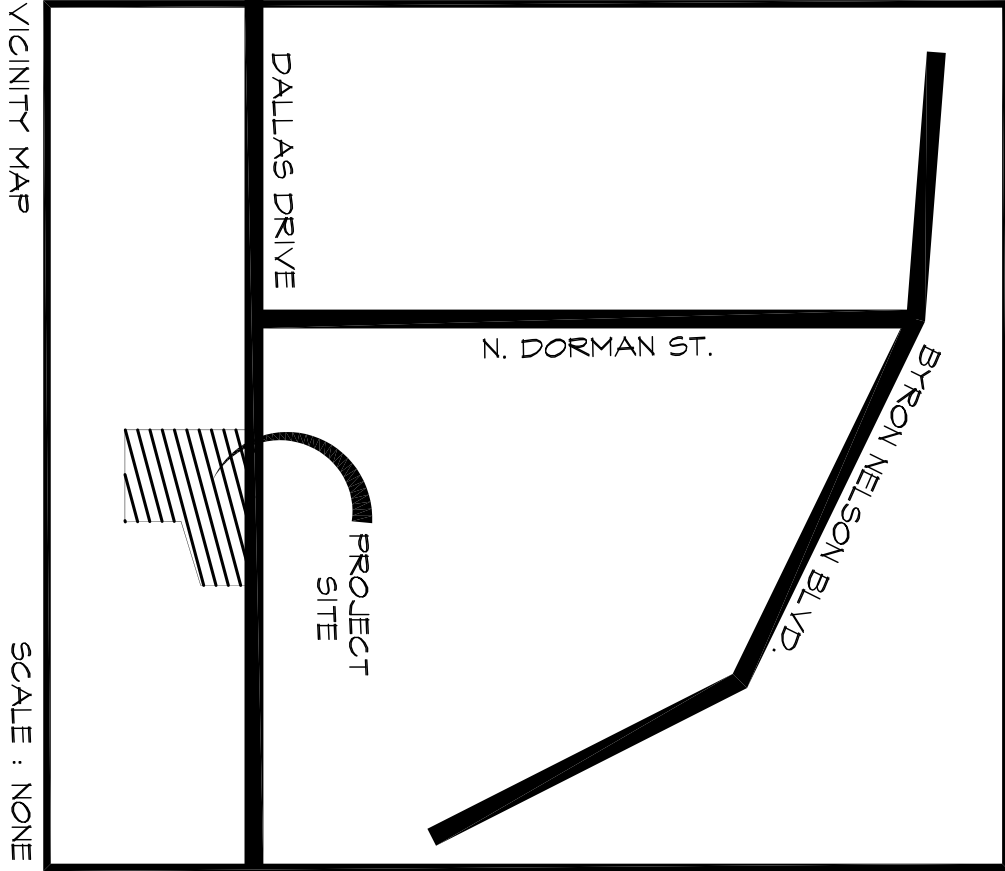
LOT AREA	PROPOSED 4 STORY HOTEL- 105 ROOMS (HOME2 SUITES)	PROPOSED 4 STORY HOTEL- 100 ROOMS (RESIDENCE INN)	TOTAL
TOTAL BLDG. AREA	2,186 ACRES	2,104 ACRES	4,294 ACRES
BUILDING HEIGHT	--- 5'F.	--- 5'F.	73,418.0 S.F.
PARKING REQUIRED	61-11 310' (4 STORY)	--- (4 STORY)	61-11 310' (4 STORY)
PARKING FURNISHED	1 SPACER/M. UNIT= 105 SPACES	1 SPACER/M. UNIT= 100 SPACES	288 SPACES
HC PARKING REQUIRED	6 SPACES	6 SPACES	6 SPACES
HC PARKING PROVIDED	6 SPACES	6 SPACES	6 SPACES



- GENERAL NOTES:
ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS OF THE CITY OF ROANOKE, TEXAS
- CONTRACTOR SHALL PROVIDE "AS BUILT" PLANS TO THE ENGINEER SO THAT THE REPRODUCIBLES OF THE "AS BUILT" CONDITIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE AND MAINTAIN ALL NECESSARY WARNING AND SAFETY DEVICES (FLASHING LIGHTS, BARRICADES, SIGNS, ETC.) TO PROTECT THE PUBLIC SAFETY AND HEALTH UNTIL THE WORK HAS BEEN COMPLETED AND ACCEPTED BY THE CITY.
- COMPLETION OF WORK BY ANY CONTRACTOR OR SUBCONTRACTOR SHALL BE CONSIDERED EVIDENCE THAT HE HAS INSPECTED AND ACCEPTED ALL CONDITIONS INVOLVED IN HIS WORK AND FINDS THEM SATISFACTORY.
- PRIOR TO THE COMMENCEMENT OF ANY WORK THE CONTRACTOR SHALL ANALYZE THE JOBSITE CONDITIONS, ALL DIMENSIONS, SETBACKS, EXISTING UTILITIES, ERECTION OF THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE CONTRACT DOCUMENTS HE SHALL PROPERLY NOTIFY THE ARCHITECT FOR CLARIFICATION, IF SUCH WORK PROCEEDS WITHOUT CLARIFICATION IT IS AT THE RISK OF THE CONTRACTOR. ANY CHANGES MADE BY THE CONTRACTOR PRIOR TO ARCHITECT'S CLARIFICATION SHALL BE AT THE CONTRACTOR'S RISK. THE SETTLEMENT OF ANY COMPLETION OR DISPUTES ARISING FROM THIS SHALL BE AT THE EXTENT OF THE CONTRACTOR.
- THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND IDENTIFY ANY UTILITIES THAT MAY CONFLICT WITH THIS CONSTRUCTION AT LEAST 24 HOURS PRIOR TO BEGINNING CONSTRUCTION IN THE VICINITY OF UNDERGROUND UTILITIES.

BUILDING INSPECTION
DEVELOPMENT SERVICES
FIRE DEPARTMENT
PUBLIC WORKS

817-441-2411
817-441-2411
817-441-2301
817-441-6044



SHEET NUMBER
C1

JOB NUMBER:
PSP - 21692

ADR-DESIGNS-LLC
TOTAL DESIGN MANAGERS
601 SADDLE HILL DRIVE, GRAND PRAIRIE, TX 75050
PH: 972-262-1333 FAX: 214-272-2987
E-Mail: adrdesignsllc@adrdesigns.com

HOME 2
SUITES BY HILTON
700 DALLAS DRIVE
ROANOAKE, TX. 76262

PROJECT STATUS:
PRELIMINARY
PROJECT MANAGER:
DESIGN MANAGER:
RDM
PROJECT DATE:
10/16/21
REVISION DATE:
02/08/22

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

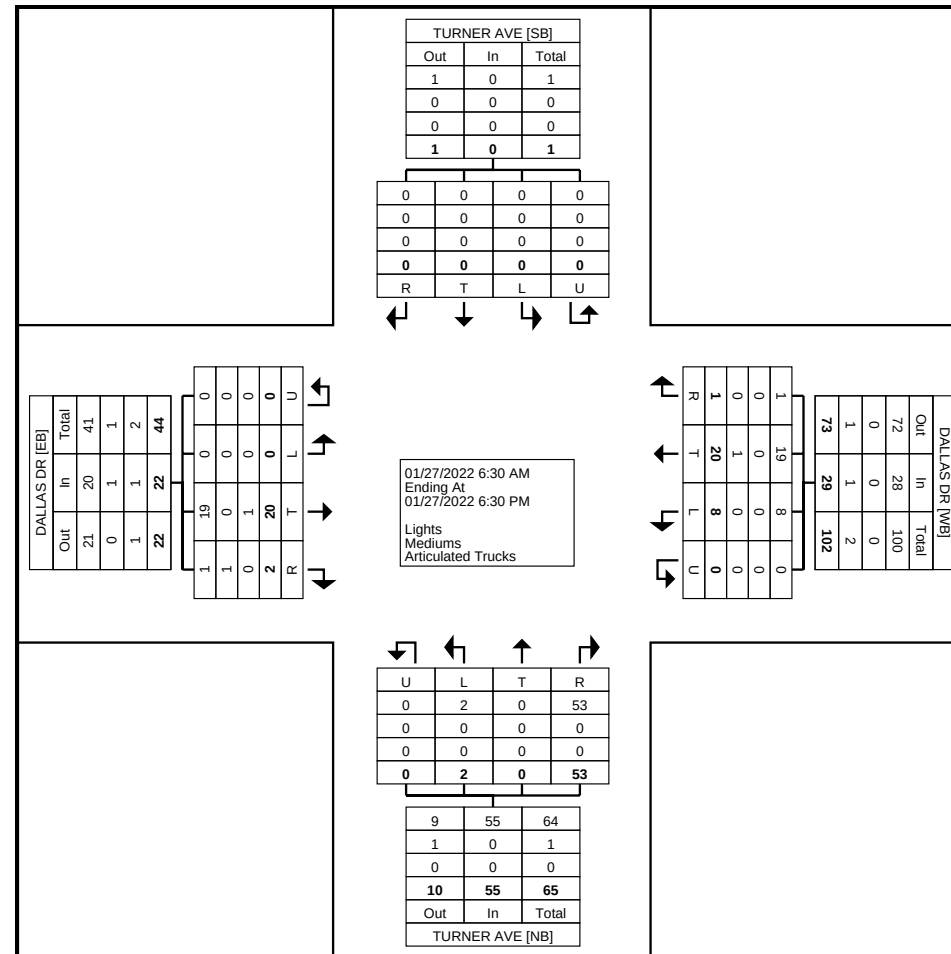
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AM
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	TURNER AVE Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	0	0	0	1	1	0	0	2	1	0	5	0	6	0	2	0	0	2	10
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	0	3	0	0	3	13
Hourly Total	0	0	0	0	0	1	3	0	0	4	1	0	13	0	14	0	5	0	0	5	23
7:00 AM	0	0	0	0	0	2	2	0	0	4	1	0	5	0	6	0	2	0	0	2	12
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	9	0	9	0	1	0	0	1	12
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	3	1	0	4	10
7:45 AM	0	0	0	0	0	2	1	1	0	4	0	0	10	0	10	0	5	0	0	5	19
Hourly Total	0	0	0	0	0	6	5	1	0	12	1	0	28	0	29	0	11	1	0	12	53
8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	5	0	5	0	2	1	0	3	13
8:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	7	0	7	0	2	0	0	2	17
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	1	12	0	0	13	0	0	12	0	12	0	4	1	0	5	30
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	8	20	1	0	29	2	0	53	0	55	0	20	2	0	22	106
Approach %	0.0	0.0	0.0	0.0	-	27.6	69.0	3.4	0.0	-	3.6	0.0	96.4	0.0	-	0.0	90.9	9.1	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	7.5	18.9	0.9	0.0	27.4	1.9	0.0	50.0	0.0	51.9	0.0	18.9	1.9	0.0	20.8	-
Lights	0	0	0	0	0	8	19	1	0	28	2	0	53	0	55	0	19	1	0	20	103
% Lights	-	-	-	-	-	100.0	95.0	100.0	-	96.6	100.0	-	100.0	-	100.0	-	95.0	50.0	-	90.9	97.2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Mediums	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	0.0	50.0	-	4.5	0.9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	-	-	-	-	-	0.0	5.0	0.0	-	3.4	0.0	-	0.0	-	0.0	-	5.0	0.0	-	4.5	1.9

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Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 2



Turning Movement Data Plot

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Arlington, Texas, United States 76013
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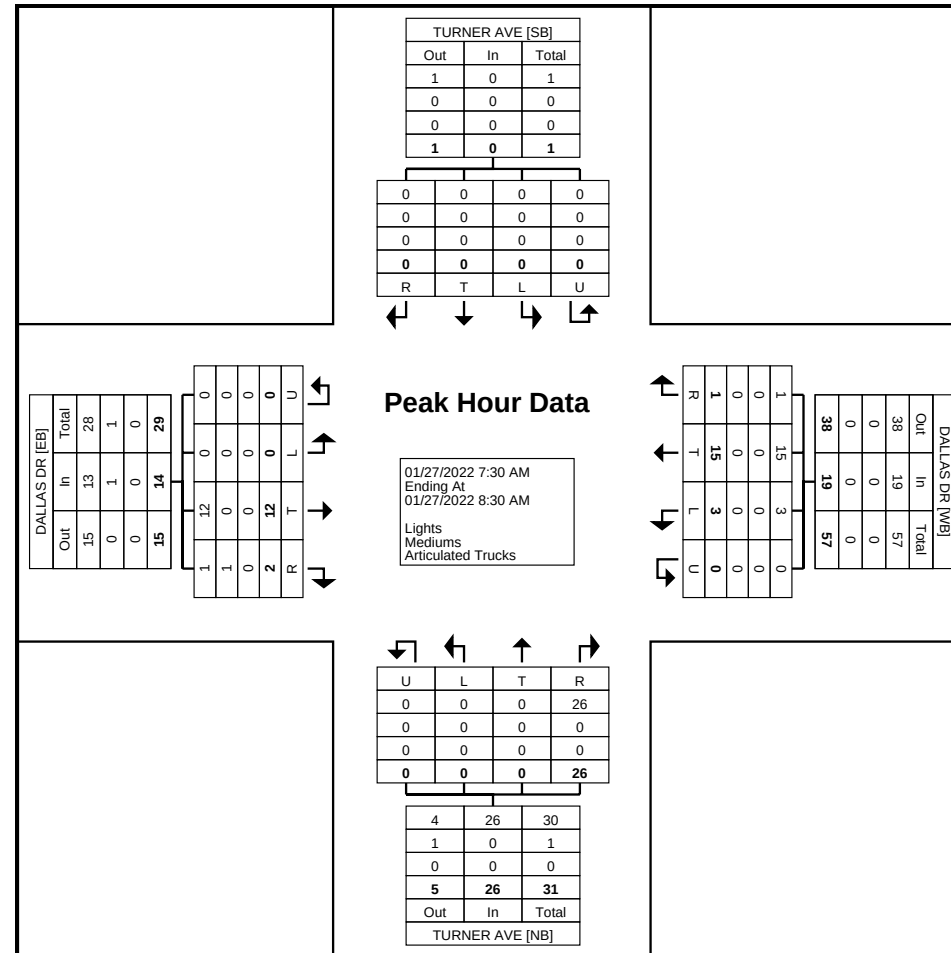
Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	TURNER AVE Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	3	1	0	4	10
7:45 AM	0	0	0	0	0	2	1	1	0	4	0	0	10	0	10	0	5	0	0	5	19
8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	5	0	5	0	2	1	0	3	13
8:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	7	0	7	0	2	0	0	2	17
Total	0	0	0	0	0	3	15	1	0	19	0	0	26	0	26	0	12	2	0	14	59
Approach %	0.0	0.0	0.0	0.0	-	15.8	78.9	5.3	0.0	-	0.0	0.0	100.0	0.0	-	0.0	85.7	14.3	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	5.1	25.4	1.7	0.0	32.2	0.0	0.0	44.1	0.0	44.1	0.0	20.3	3.4	0.0	23.7	-
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.536	0.250	0.000	0.594	0.000	0.000	0.650	0.000	0.650	0.000	0.600	0.500	0.000	0.700	0.776
Lights	0	0	0	0	0	3	15	1	0	19	0	0	26	0	26	0	12	1	0	13	58
% Lights	-	-	-	-	-	100.0	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	100.0	50.0	-	92.9	98.3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Mediums	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	50.0	-	7.1	1.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

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Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 4



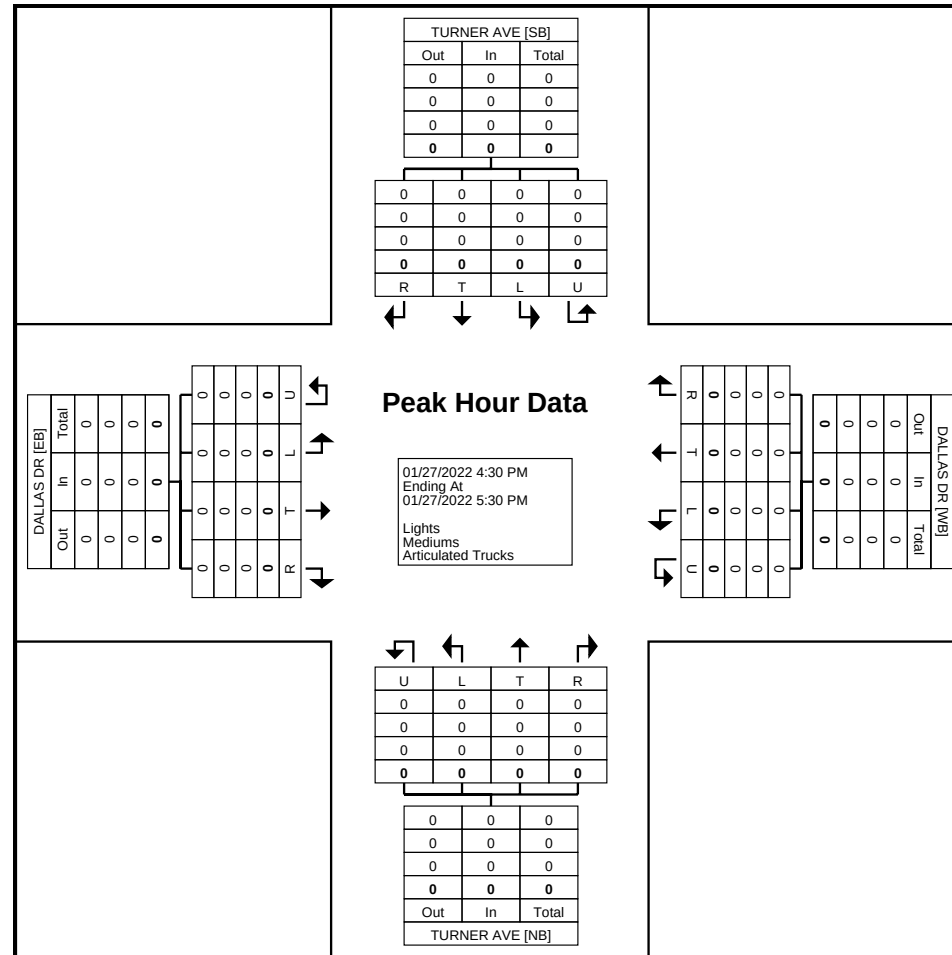
Turning Movement Peak Hour Data Plot (7:30 AM)

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Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	TURNER AVE Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

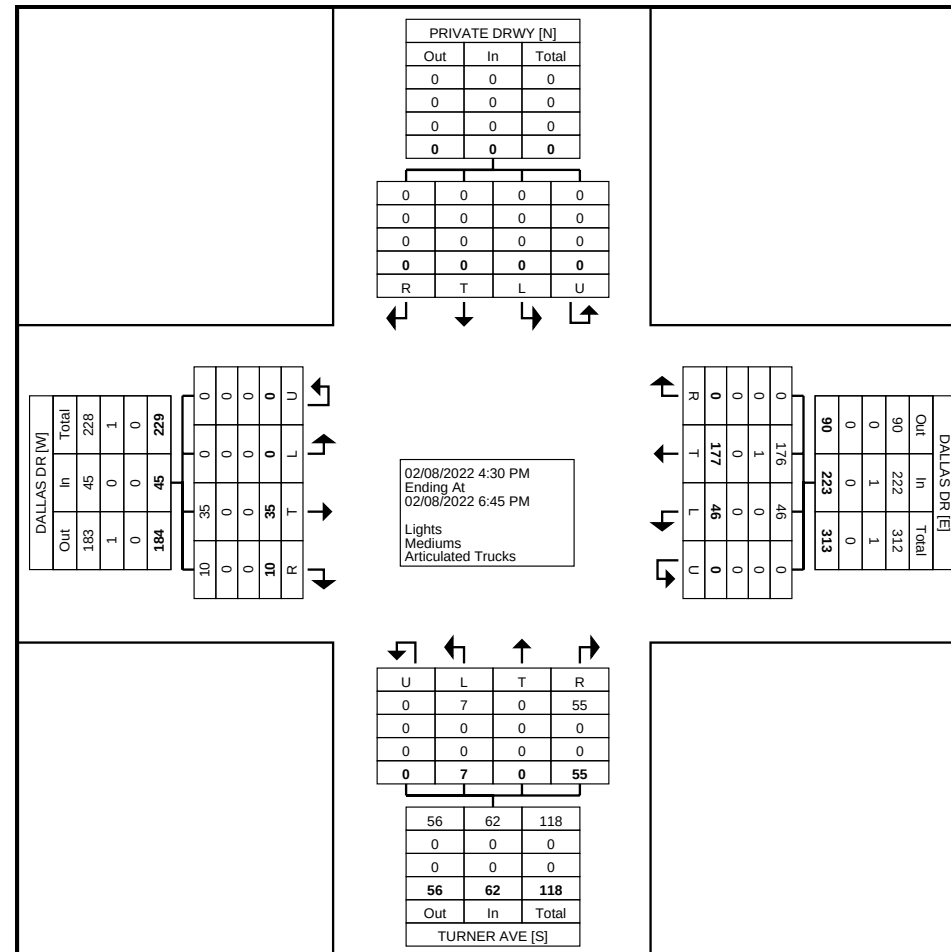
Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 1

Turning Movement Data

Start Time	PRIVATE DRWY Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	4	10	0	0	14	2	0	7	0	9	0	5	1	0	6	29
4:45 PM	0	0	0	0	0	3	28	0	0	31	1	0	7	0	8	0	3	1	0	4	43
Hourly Total	0	0	0	0	0	7	38	0	0	45	3	0	14	0	17	0	8	2	0	10	72
5:00 PM	0	0	0	0	0	8	32	0	0	40	2	0	9	0	11	0	2	1	0	3	54
5:15 PM	0	0	0	0	0	8	29	0	0	37	0	0	4	0	4	0	4	2	0	6	47
5:30 PM	0	0	0	0	0	3	21	0	0	24	1	0	8	0	9	0	7	2	0	9	42
5:45 PM	0	0	0	0	0	6	22	0	0	28	1	0	7	0	8	0	7	2	0	9	45
Hourly Total	0	0	0	0	0	25	104	0	0	129	4	0	28	0	32	0	20	7	0	27	188
6:00 PM	0	0	0	0	0	7	25	0	0	32	0	0	5	0	5	0	2	1	0	3	40
6:15 PM	0	0	0	0	0	7	10	0	0	17	0	0	8	0	8	0	5	0	0	5	30
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	46	177	0	0	223	7	0	55	0	62	0	35	10	0	45	330
Approach %	0.0	0.0	0.0	0.0	-	20.6	79.4	0.0	0.0	-	11.3	0.0	88.7	0.0	-	0.0	77.8	22.2	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	13.9	53.6	0.0	0.0	67.6	2.1	0.0	16.7	0.0	18.8	0.0	10.6	3.0	0.0	13.6	-
Lights	0	0	0	0	0	46	176	0	0	222	7	0	55	0	62	0	35	10	0	45	329
% Lights	-	-	-	-	-	100.0	99.4	-	-	99.6	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	99.7
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Mediums	-	-	-	-	-	0.0	0.6	-	-	0.4	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
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Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
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Arlington, Texas, United States 76013
817.265.8968

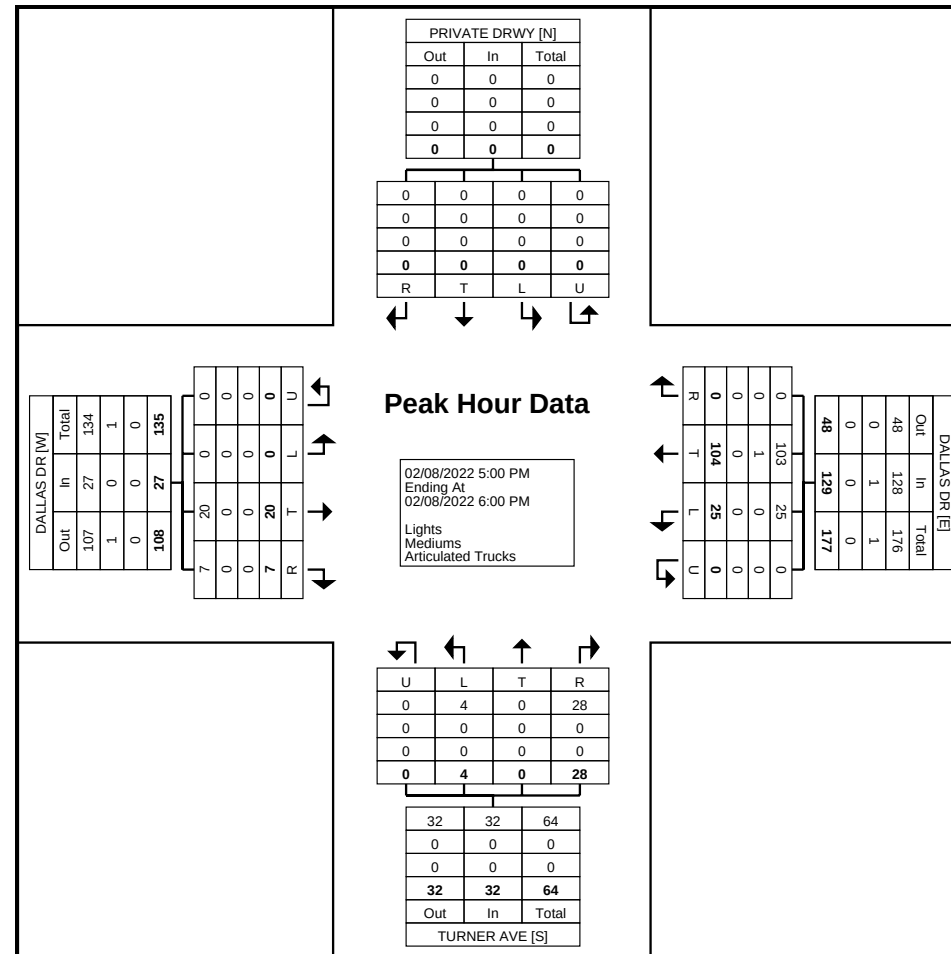
Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	PRIVATE DRWY Southbound					DALLAS DR Westbound					TURNER AVE Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:00 PM	0	0	0	0	0	8	32	0	0	40	2	0	9	0	11	0	2	1	0	3	54
5:15 PM	0	0	0	0	0	8	29	0	0	37	0	0	4	0	4	0	4	2	0	6	47
5:30 PM	0	0	0	0	0	3	21	0	0	24	1	0	8	0	9	0	7	2	0	9	42
5:45 PM	0	0	0	0	0	6	22	0	0	28	1	0	7	0	8	0	7	2	0	9	45
Total	0	0	0	0	0	25	104	0	0	129	4	0	28	0	32	0	20	7	0	27	188
Approach %	0.0	0.0	0.0	0.0	-	19.4	80.6	0.0	0.0	-	12.5	0.0	87.5	0.0	-	0.0	74.1	25.9	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	13.3	55.3	0.0	0.0	68.6	2.1	0.0	14.9	0.0	17.0	0.0	10.6	3.7	0.0	14.4	-
PHF	0.000	0.000	0.000	0.000	0.000	0.781	0.813	0.000	0.000	0.806	0.500	0.000	0.778	0.000	0.727	0.000	0.714	0.875	0.000	0.750	0.870
Lights	0	0	0	0	0	25	103	0	0	128	4	0	28	0	32	0	20	7	0	27	187
% Lights	-	-	-	-	-	100.0	99.0	-	-	99.2	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	99.5
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Mediums	-	-	-	-	-	0.0	1.0	-	-	0.8	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
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Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
Start Date: 02/08/2022
Page No: 4



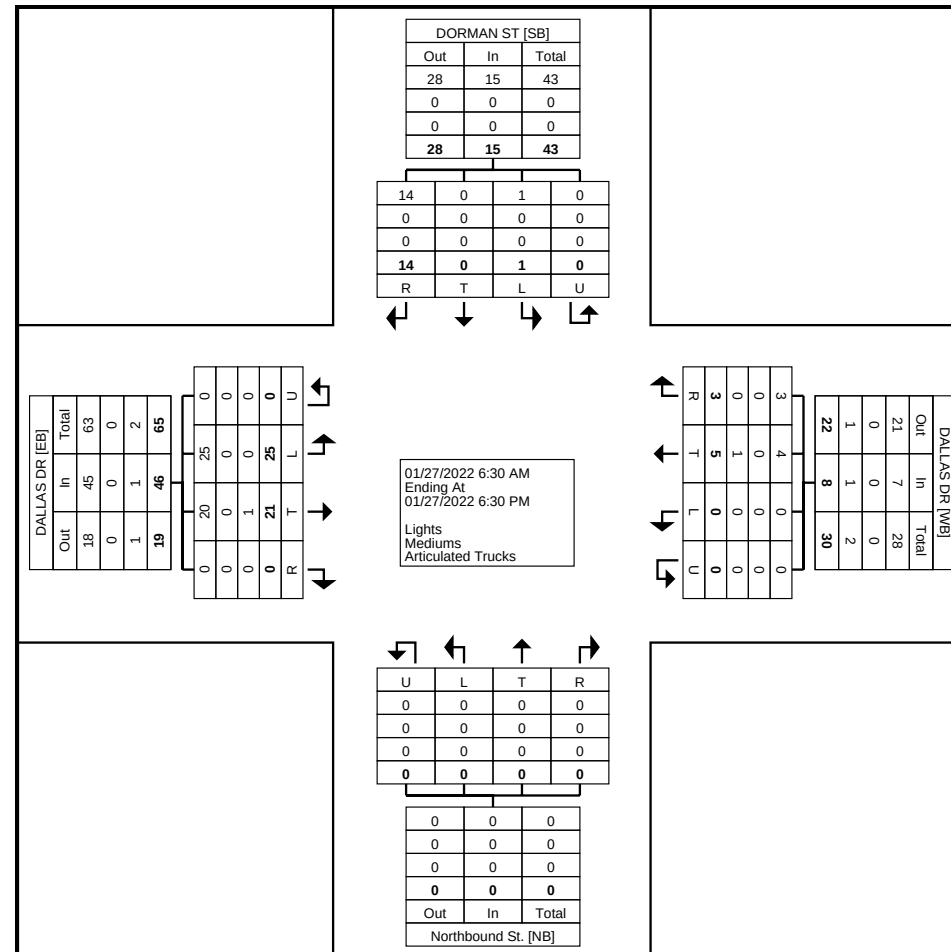
Turning Movement Peak Hour Data Plot (5:00 PM)

Turning Movement Data

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
6:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	8
Hourly Total	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	3	5	0	0	8	12
7:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	9
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	7
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	9
7:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	6	0	0	12	14
Hourly Total	1	0	6	0	7	0	1	2	0	3	0	0	0	0	0	15	14	0	0	29	39
8:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	8
8:15 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	5	0	5	0	3	1	0	4	0	0	0	0	0	7	2	0	0	9	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	14	0	15	0	5	3	0	8	0	0	0	0	0	25	21	0	0	46	69
Approach %	6.7	0.0	93.3	0.0	-	0.0	62.5	37.5	0.0	-	0.0	0.0	0.0	0.0	-	54.3	45.7	0.0	0.0	-	-
Total %	1.4	0.0	20.3	0.0	21.7	0.0	7.2	4.3	0.0	11.6	0.0	0.0	0.0	0.0	0.0	36.2	30.4	0.0	0.0	66.7	-
Lights	1	0	14	0	15	0	4	3	0	7	0	0	0	0	0	25	20	0	0	45	67
% Lights	100.0	-	100.0	-	100.0	-	80.0	100.0	-	87.5	-	-	-	-	-	100.0	95.2	-	-	97.8	97.1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	0.0	-	0.0	-	0.0	-	20.0	0.0	-	12.5	-	-	-	-	-	0.0	4.8	-	-	2.2	2.9

GRAM Traffic NTX Inc.
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Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

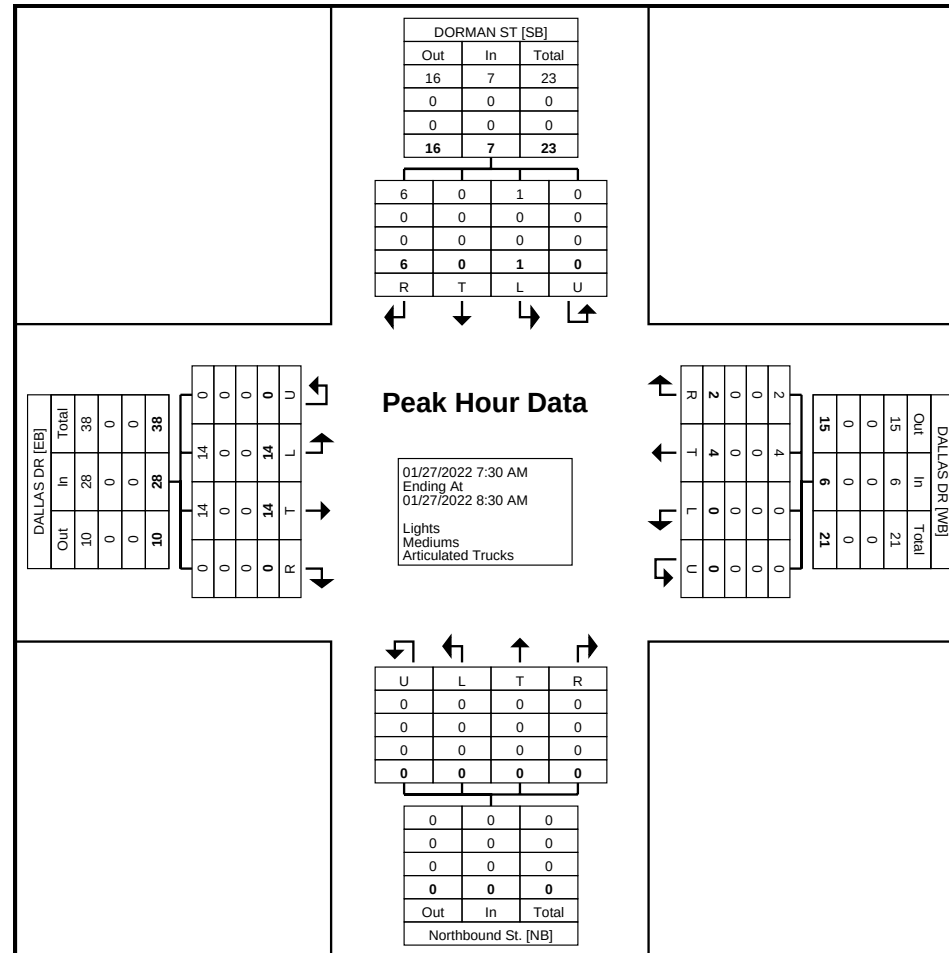
Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	9
7:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	6	0	0	12	14
8:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	8
8:15 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	10
Total	1	0	6	0	7	0	4	2	0	6	0	0	0	0	0	14	14	0	0	28	41
Approach %	14.3	0.0	85.7	0.0	-	0.0	66.7	33.3	0.0	-	0.0	0.0	0.0	0.0	-	50.0	50.0	0.0	0.0	-	-
Total %	2.4	0.0	14.6	0.0	17.1	0.0	9.8	4.9	0.0	14.6	0.0	0.0	0.0	0.0	0.0	34.1	34.1	0.0	0.0	68.3	-
PHF	0.250	0.000	0.500	0.000	0.583	0.000	0.500	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.583	0.583	0.000	0.000	0.583	0.732
Lights	1	0	6	0	7	0	4	2	0	6	0	0	0	0	0	14	14	0	0	28	41
% Lights	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0

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Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 4



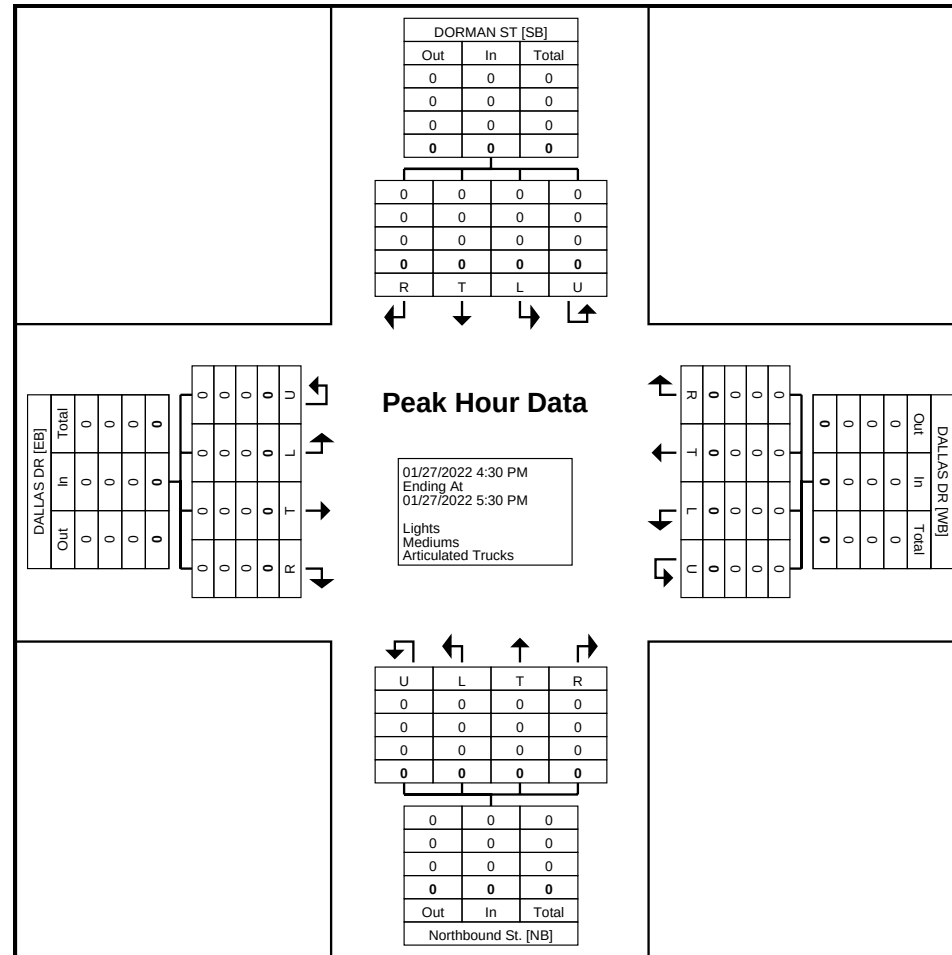
Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.
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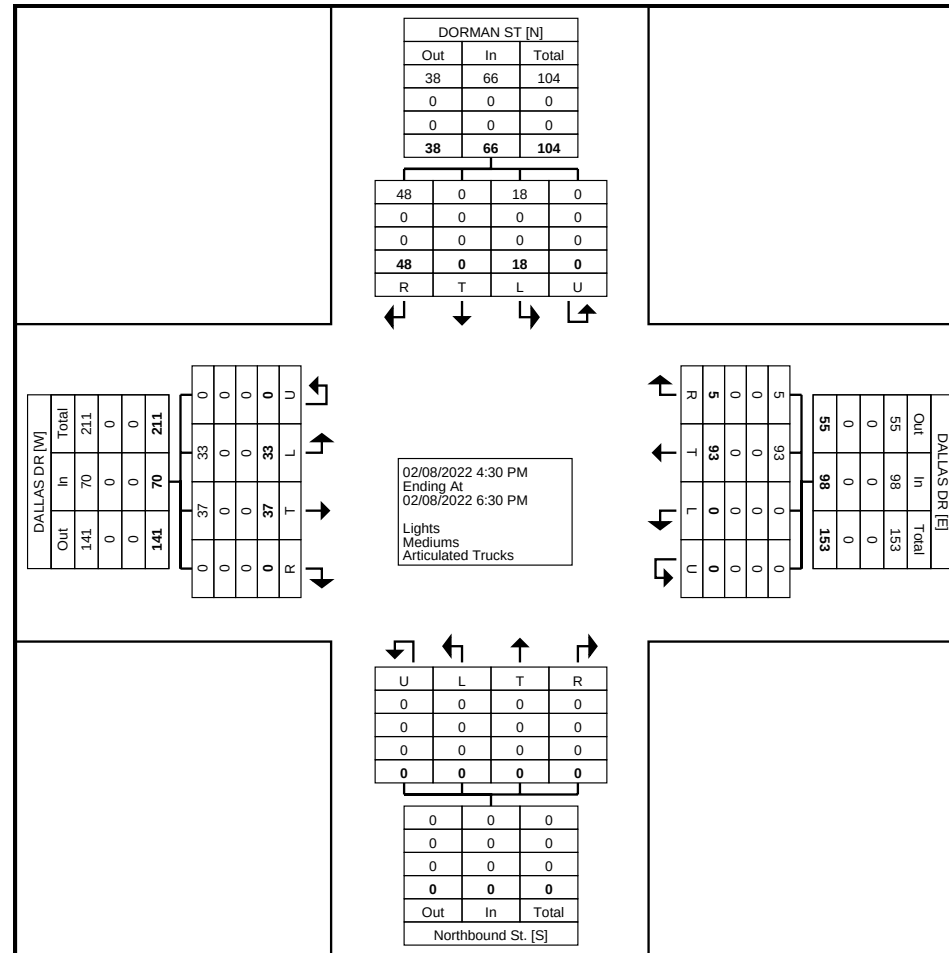
Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 1

Turning Movement Data

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:30 PM	2	0	5	0	7	0	5	1	0	6	0	0	0	0	0	7	5	0	0	12	25
4:45 PM	4	0	1	0	5	0	17	2	0	19	0	0	0	0	0	3	1	0	0	4	28
Hourly Total	6	0	6	0	12	0	22	3	0	25	0	0	0	0	0	10	6	0	0	16	53
5:00 PM	4	0	6	0	10	0	16	1	0	17	0	0	0	0	0	3	4	0	0	7	34
5:15 PM	1	0	14	0	15	0	14	0	0	14	0	0	0	0	0	5	2	0	0	7	36
5:30 PM	3	0	9	0	12	0	13	1	0	14	0	0	0	0	0	5	7	0	0	12	38
5:45 PM	1	0	4	0	5	0	11	0	0	11	0	0	0	0	0	5	8	0	0	13	29
Hourly Total	9	0	33	0	42	0	54	2	0	56	0	0	0	0	0	18	21	0	0	39	137
6:00 PM	1	0	5	0	6	0	12	0	0	12	0	0	0	0	0	2	5	0	0	7	25
6:15 PM	2	0	4	0	6	0	5	0	0	5	0	0	0	0	0	3	5	0	0	8	19
Grand Total	18	0	48	0	66	0	93	5	0	98	0	0	0	0	0	33	37	0	0	70	234
Approach %	27.3	0.0	72.7	0.0	-	0.0	94.9	5.1	0.0	-	0.0	0.0	0.0	0.0	-	47.1	52.9	0.0	0.0	-	-
Total %	7.7	0.0	20.5	0.0	28.2	0.0	39.7	2.1	0.0	41.9	0.0	0.0	0.0	0.0	0.0	14.1	15.8	0.0	0.0	29.9	-
Lights	18	0	48	0	66	0	93	5	0	98	0	0	0	0	0	33	37	0	0	70	234
% Lights	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0

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Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 2



Turning Movement Data Plot

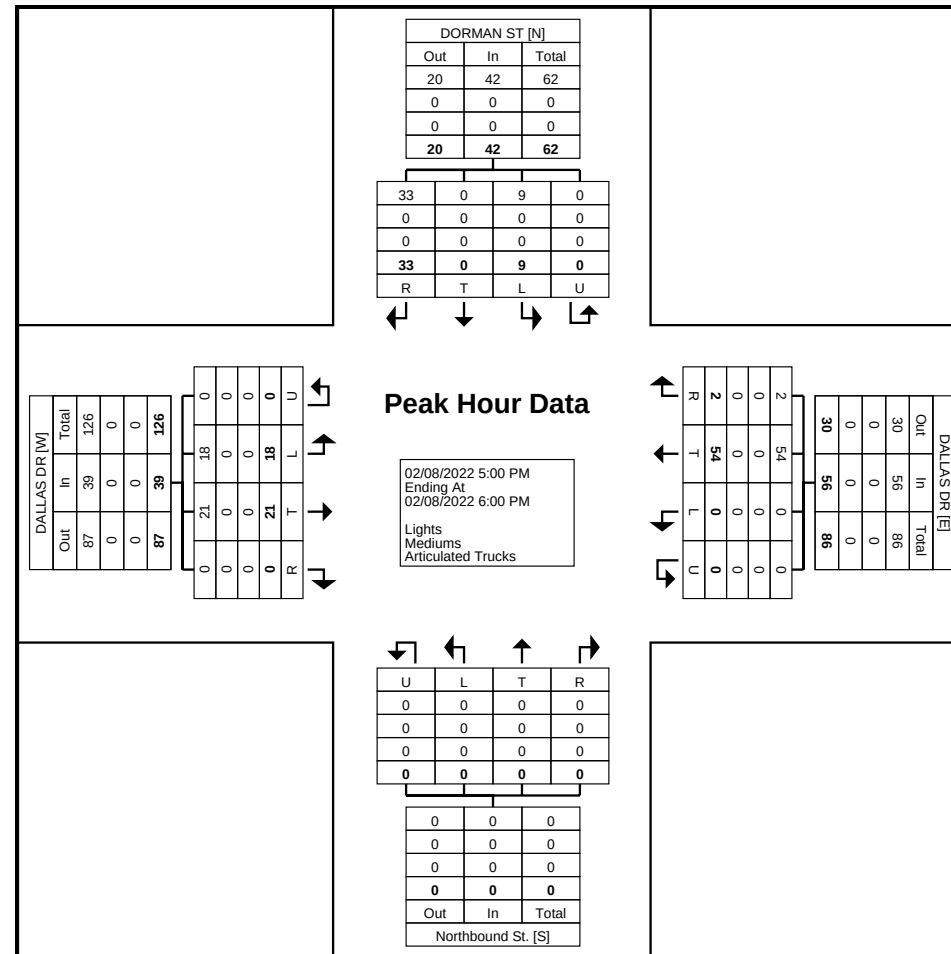
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Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	DORMAN ST Southbound					DALLAS DR Westbound					Northbound St. Northbound					DALLAS DR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:00 PM	4	0	6	0	10	0	16	1	0	17	0	0	0	0	0	3	4	0	0	7	34
5:15 PM	1	0	14	0	15	0	14	0	0	14	0	0	0	0	0	5	2	0	0	7	36
5:30 PM	3	0	9	0	12	0	13	1	0	14	0	0	0	0	0	5	7	0	0	12	38
5:45 PM	1	0	4	0	5	0	11	0	0	11	0	0	0	0	0	5	8	0	0	13	29
Total	9	0	33	0	42	0	54	2	0	56	0	0	0	0	0	18	21	0	0	39	137
Approach %	21.4	0.0	78.6	0.0	-	0.0	96.4	3.6	0.0	-	0.0	0.0	0.0	0.0	-	46.2	53.8	0.0	0.0	-	-
Total %	6.6	0.0	24.1	0.0	30.7	0.0	39.4	1.5	0.0	40.9	0.0	0.0	0.0	0.0	0.0	13.1	15.3	0.0	0.0	28.5	-
PHF	0.563	0.000	0.589	0.000	0.700	0.000	0.844	0.500	0.000	0.824	0.000	0.000	0.000	0.000	0.000	0.900	0.656	0.000	0.000	0.750	0.901
Lights	9	0	33	0	42	0	54	2	0	56	0	0	0	0	0	18	21	0	0	39	137
% Lights	100.0	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0

Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
Page No: 4

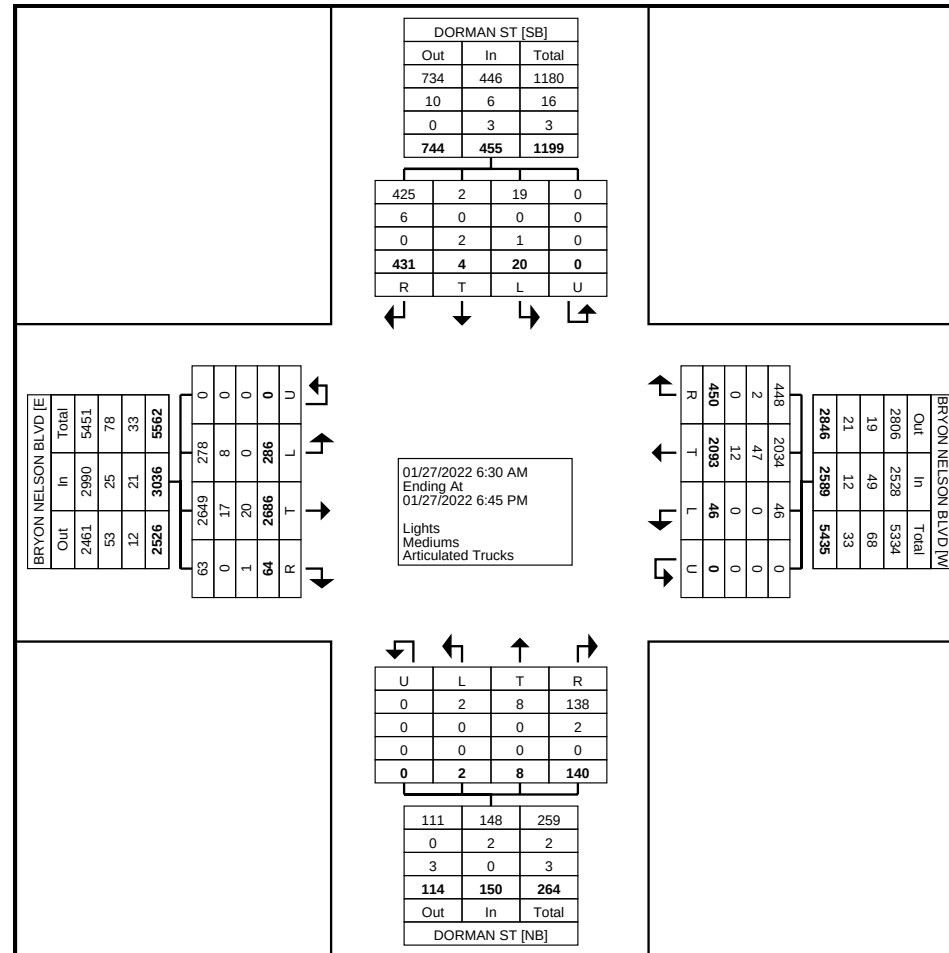


Turning Movement Data

Start Time	DORMAN ST Southbound					BRYON NELSON BLVD Westbound					DORMAN ST Northbound					BRYON NELSON BLVD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	1	0	8	0	9	0	49	1	0	50	0	0	5	0	5	7	92	2	0	101	165
6:45 AM	3	1	6	0	10	0	60	3	0	63	0	1	3	0	4	7	121	2	0	130	207
Hourly Total	4	1	14	0	19	0	109	4	0	113	0	1	8	0	9	14	213	4	0	231	372
7:00 AM	1	0	10	0	11	3	51	6	0	60	2	0	8	0	10	7	146	5	0	158	239
7:15 AM	0	0	18	0	18	2	64	4	0	70	0	0	6	0	6	14	161	2	0	177	271
7:30 AM	4	0	19	0	23	4	66	8	0	78	0	0	6	0	6	8	215	2	0	225	332
7:45 AM	1	1	29	0	31	2	86	22	0	110	0	0	10	0	10	16	206	3	0	225	376
Hourly Total	6	1	76	0	83	11	267	40	0	318	2	0	30	0	32	45	728	12	0	785	1218
8:00 AM	1	0	30	0	31	2	87	16	0	105	0	0	13	0	13	35	151	2	0	188	337
8:15 AM	0	0	32	0	32	2	83	8	0	93	0	2	12	0	14	26	195	1	0	222	361
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	1	0	62	0	63	4	170	24	0	198	0	2	25	0	27	61	346	3	0	410	698
4:30 PM	2	0	39	0	41	6	197	59	0	262	0	0	7	0	7	13	173	7	0	193	503
4:45 PM	1	0	32	0	33	5	208	48	0	261	0	0	10	0	10	18	188	5	0	211	515
Hourly Total	3	0	71	0	74	11	405	107	0	523	0	0	17	0	17	31	361	12	0	404	1018
5:00 PM	2	0	27	0	29	3	209	55	0	267	0	0	7	0	7	25	186	7	0	218	521
5:15 PM	1	0	27	0	28	2	230	79	0	311	0	0	13	0	13	26	161	7	0	194	546
5:30 PM	0	0	40	0	40	5	225	64	0	294	0	2	8	0	10	21	205	3	0	229	573
5:45 PM	0	2	34	0	36	3	211	34	0	248	0	1	14	0	15	20	170	2	0	192	491
Hourly Total	3	2	128	0	133	13	875	232	0	1120	0	3	42	0	45	92	722	19	0	833	2131
6:00 PM	2	0	35	0	37	2	149	23	0	174	0	0	12	0	12	23	154	10	0	187	410
6:15 PM	1	0	45	0	46	5	118	20	0	143	0	2	6	0	8	20	162	4	0	186	383
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	20	4	431	0	455	46	2093	450	0	2589	2	8	140	0	150	286	2686	64	0	3036	6230
Approach %	4.4	0.9	94.7	0.0	-	1.8	80.8	17.4	0.0	-	1.3	5.3	93.3	0.0	-	9.4	88.5	2.1	0.0	-	-
Total %	0.3	0.1	6.9	0.0	7.3	0.7	33.6	7.2	0.0	41.6	0.0	0.1	2.2	0.0	2.4	4.6	43.1	1.0	0.0	48.7	-
Lights	19	2	425	0	446	46	2034	448	0	2528	2	8	138	0	148	278	2649	63	0	2990	6112
% Lights	95.0	50.0	98.6	-	98.0	100.0	97.2	99.6	-	97.6	100.0	100.0	98.6	-	98.7	97.2	98.6	98.4	-	98.5	98.1
Mediums	0	0	6	0	6	0	47	2	0	49	0	0	2	0	2	8	17	0	0	25	82
% Mediums	0.0	0.0	1.4	-	1.3	0.0	2.2	0.4	-	1.9	0.0	0.0	1.4	-	1.3	2.8	0.6	0.0	-	0.8	1.3
Articulated Trucks	1	2	0	0	3	0	12	0	0	12	0	0	0	0	0	0	20	1	0	21	36
% Articulated Trucks	5.0	50.0	0.0	-	0.7	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.0	0.7	1.6	-	0.7	0.6

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Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
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817.265.8968

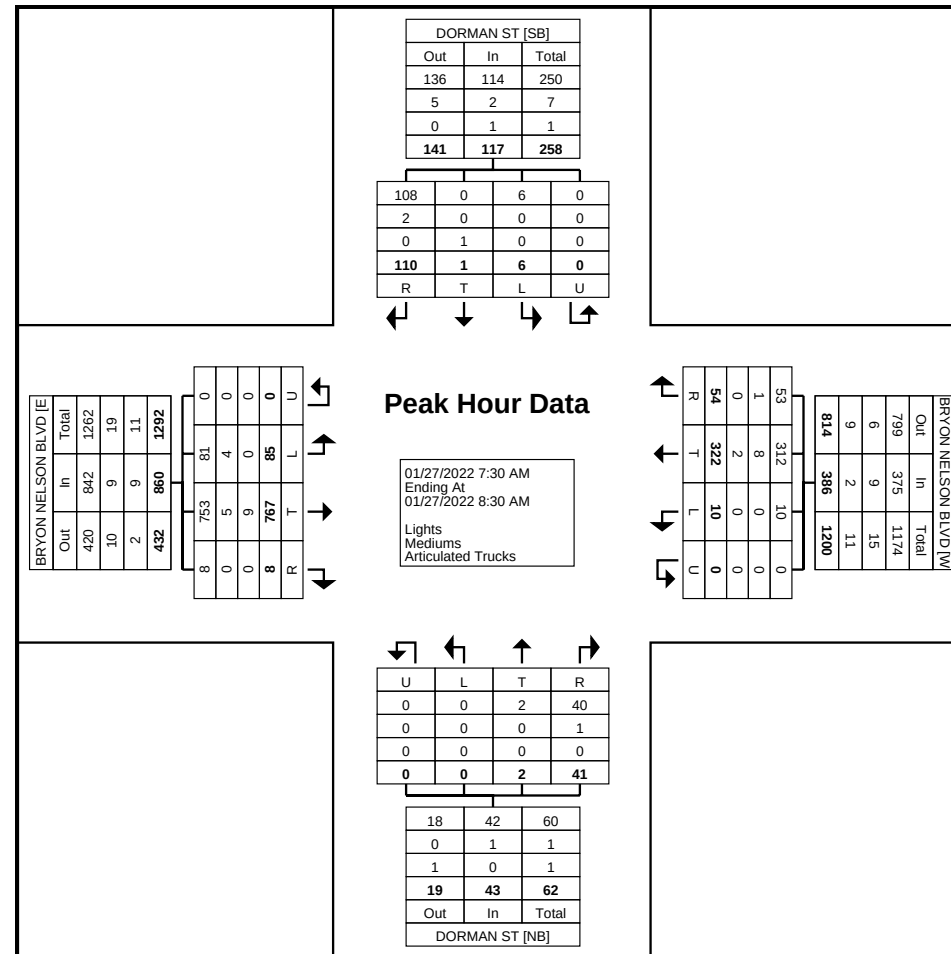
Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	DORMAN ST Southbound					BRYON NELSON BLVD Westbound					DORMAN ST Northbound					BRYON NELSON BLVD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	4	0	19	0	23	4	66	8	0	78	0	0	6	0	6	8	215	2	0	225	332
7:45 AM	1	1	29	0	31	2	86	22	0	110	0	0	10	0	10	16	206	3	0	225	376
8:00 AM	1	0	30	0	31	2	87	16	0	105	0	0	13	0	13	35	151	2	0	188	337
8:15 AM	0	0	32	0	32	2	83	8	0	93	0	2	12	0	14	26	195	1	0	222	361
Total	6	1	110	0	117	10	322	54	0	386	0	2	41	0	43	85	767	8	0	860	1406
Approach %	5.1	0.9	94.0	0.0	-	2.6	83.4	14.0	0.0	-	0.0	4.7	95.3	0.0	-	9.9	89.2	0.9	0.0	-	-
Total %	0.4	0.1	7.8	0.0	8.3	0.7	22.9	3.8	0.0	27.5	0.0	0.1	2.9	0.0	3.1	6.0	54.6	0.6	0.0	61.2	-
PHF	0.375	0.250	0.859	0.000	0.914	0.625	0.925	0.614	0.000	0.877	0.000	0.250	0.788	0.000	0.768	0.607	0.892	0.667	0.000	0.956	0.935
Lights	6	0	108	0	114	10	312	53	0	375	0	2	40	0	42	81	753	8	0	842	1373
% Lights	100.0	0.0	98.2	-	97.4	100.0	96.9	98.1	-	97.2	-	100.0	97.6	-	97.7	95.3	98.2	100.0	-	97.9	97.7
Mediums	0	0	2	0	2	0	8	1	0	9	0	0	1	0	1	4	5	0	0	9	21
% Mediums	0.0	0.0	1.8	-	1.7	0.0	2.5	1.9	-	2.3	-	0.0	2.4	-	2.3	4.7	0.7	0.0	-	1.0	1.5
Articulated Trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	12
% Articulated Trucks	0.0	100.0	0.0	-	0.9	0.0	0.6	0.0	-	0.5	-	0.0	0.0	-	0.0	0.0	1.2	0.0	-	1.0	0.9

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Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
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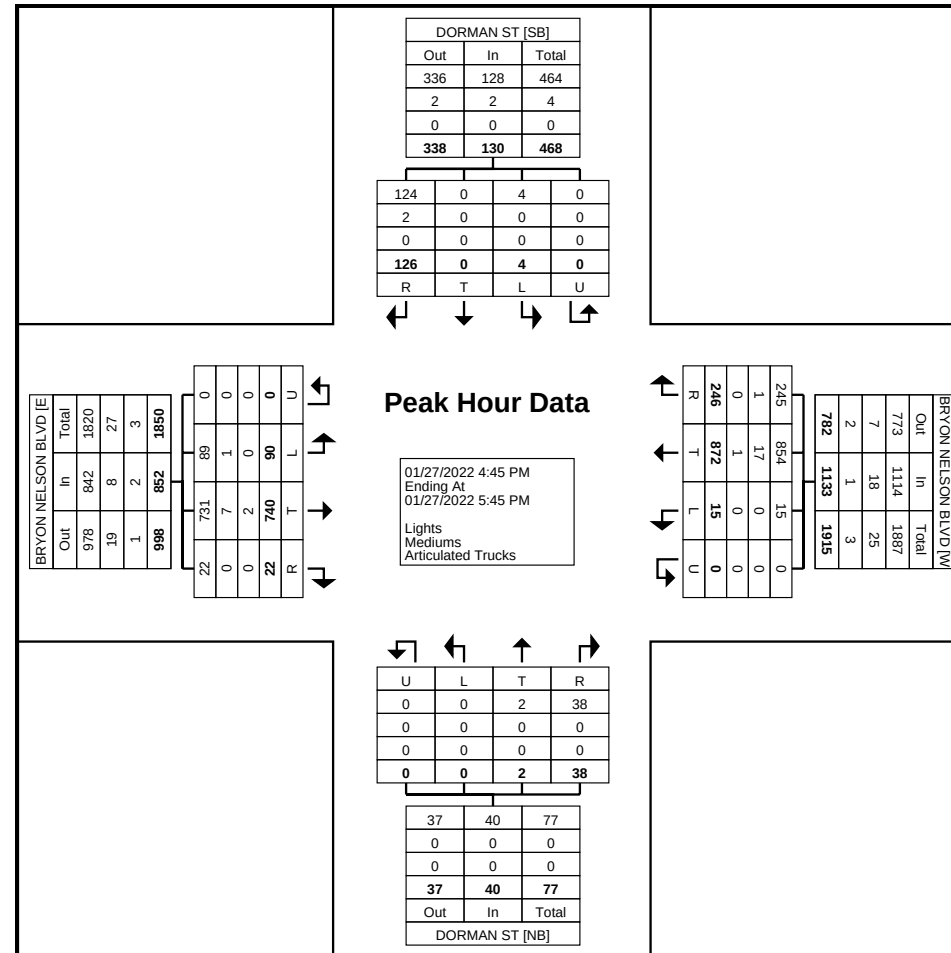
Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	DORMAN ST Southbound					BRYON NELSON BLVD Westbound					DORMAN ST Northbound					BRYON NELSON BLVD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	1	0	32	0	33	5	208	48	0	261	0	0	10	0	10	18	188	5	0	211	515
5:00 PM	2	0	27	0	29	3	209	55	0	267	0	0	7	0	7	25	186	7	0	218	521
5:15 PM	1	0	27	0	28	2	230	79	0	311	0	0	13	0	13	26	161	7	0	194	546
5:30 PM	0	0	40	0	40	5	225	64	0	294	0	2	8	0	10	21	205	3	0	229	573
Total	4	0	126	0	130	15	872	246	0	1133	0	2	38	0	40	90	740	22	0	852	2155
Approach %	3.1	0.0	96.9	0.0	-	1.3	77.0	21.7	0.0	-	0.0	5.0	95.0	0.0	-	10.6	86.9	2.6	0.0	-	-
Total %	0.2	0.0	5.8	0.0	6.0	0.7	40.5	11.4	0.0	52.6	0.0	0.1	1.8	0.0	1.9	4.2	34.3	1.0	0.0	39.5	-
PHF	0.500	0.000	0.788	0.000	0.813	0.750	0.948	0.778	0.000	0.911	0.000	0.250	0.731	0.000	0.769	0.865	0.902	0.786	0.000	0.930	0.940
Lights	4	0	124	0	128	15	854	245	0	1114	0	2	38	0	40	89	731	22	0	842	2124
% Lights	100.0	-	98.4	-	98.5	100.0	97.9	99.6	-	98.3	-	100.0	100.0	-	100.0	98.9	98.8	100.0	-	98.8	98.6
Mediums	0	0	2	0	2	0	17	1	0	18	0	0	0	0	0	1	7	0	0	8	28
% Mediums	0.0	-	1.6	-	1.5	0.0	1.9	0.4	-	1.6	-	0.0	0.0	-	0.0	1.1	0.9	0.0	-	0.9	1.3
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.2	0.1

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Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
Page No: 6



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	105	1	0	106	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	108
6:45 AM	0	134	2	0	136	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	141
Hourly Total	0	239	3	0	242	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	249
7:00 AM	0	164	1	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165
7:15 AM	0	188	1	0	189	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	190
7:30 AM	0	248	4	0	252	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	258
7:45 AM	0	232	7	0	239	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	243
Hourly Total	0	832	13	0	845	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	856
8:00 AM	0	182	3	0	185	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	188
8:15 AM	0	218	7	0	225	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	229
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	400	10	0	410	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	417
4:30 PM	0	189	10	0	199	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	210
4:45 PM	0	204	11	0	215	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	222
Hourly Total	0	393	21	0	414	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	432
5:00 PM	0	212	14	0	226	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	234
5:15 PM	0	184	12	0	196	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	215
5:30 PM	0	222	14	0	236	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	248
5:45 PM	0	190	16	0	206	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	216
Hourly Total	0	808	56	0	864	0	0	0	0	0	0	0	0	0	0	0	0	49	0	49	913
6:00 PM	0	178	13	0	191	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	203
6:15 PM	0	189	19	0	208	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	215
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3039	135	0	3174	0	0	0	0	0	0	0	0	0	0	0	0	111	0	111	3285
Approach %	0.0	95.7	4.3	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	92.5	4.1	0.0	96.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.4	-
Lights	0	2995	132	0	3127	0	0	0	0	0	0	0	0	0	0	0	0	108	0	108	3235
% Lights	-	98.6	97.8	-	98.5	-	-	-	-	-	-	-	-	-	-	-	-	97.3	-	97.3	98.5
Mediums	0	21	2	0	23	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	24
% Mediums	-	0.7	1.5	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.9	-	0.9	0.7
Articulated Trucks	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	26
% Articulated Trucks	-	0.8	0.7	-	0.8	-	-	-	-	-	-	-	-	-	-	-	-	1.8	-	1.8	0.8

1120 W. Lovers Lane

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 2



GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

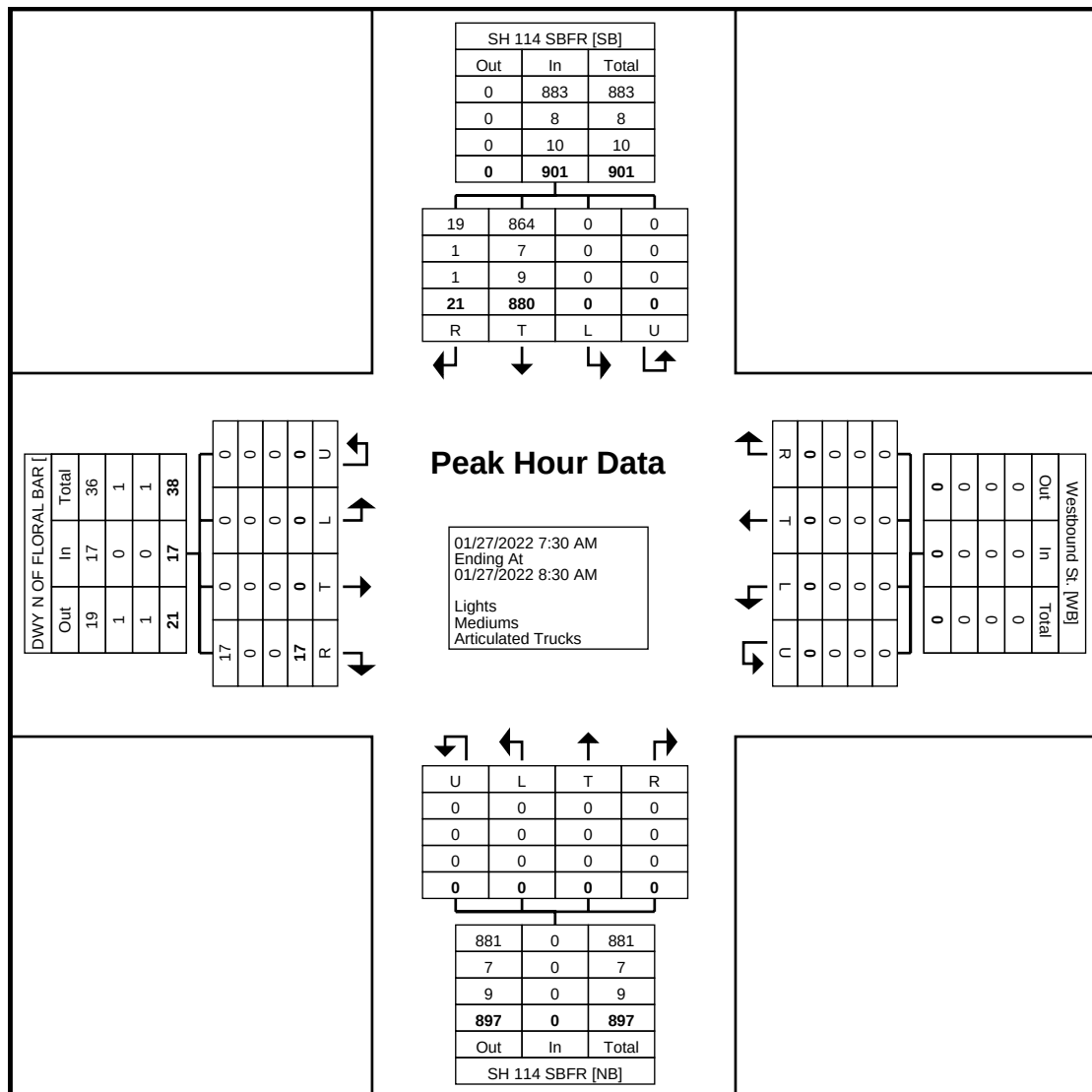
Turning Movement Peak Hour Data (7:30 AM)

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	248	4	0	252	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	258
7:45 AM	0	232	7	0	239	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	243
8:00 AM	0	182	3	0	185	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	188
8:15 AM	0	218	7	0	225	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	229
Total	0	880	21	0	901	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	918
Approach %	0.0	97.7	2.3	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	95.9	2.3	0.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9	-
PHF	0.000	0.887	0.750	0.000	0.894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.000	0.708	0.890
Lights	0	864	19	0	883	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	900
% Lights	-	98.2	90.5	-	98.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.0
Mediums	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
% Mediums	-	0.8	4.8	-	0.9	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.9
Articulated Trucks	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Articulated Trucks	-	1.0	4.8	-	1.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.1

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

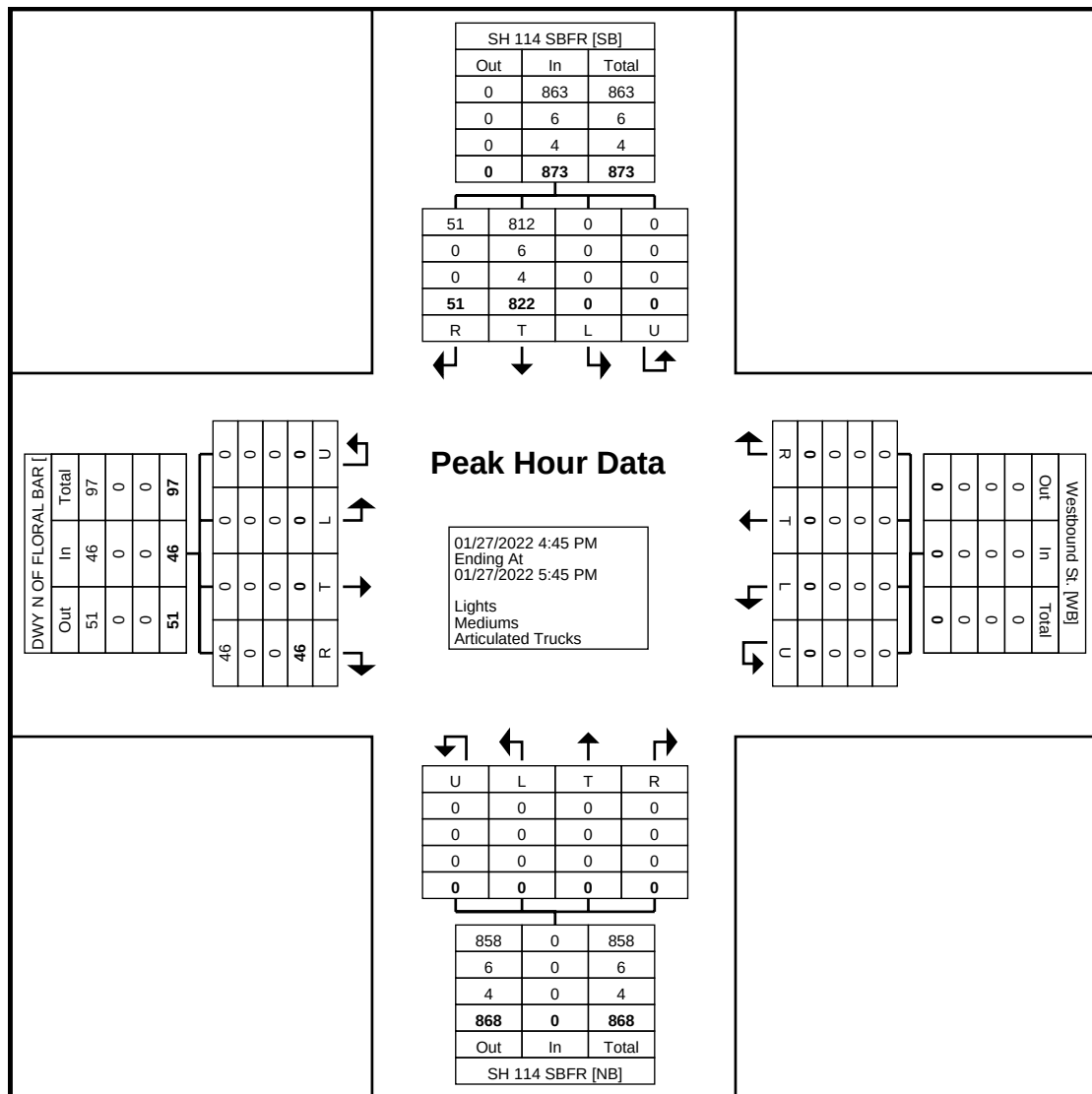
Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	0	204	11	0	215	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	222
5:00 PM	0	212	14	0	226	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	234
5:15 PM	0	184	12	0	196	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	215
5:30 PM	0	222	14	0	236	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	248
Total	0	822	51	0	873	0	0	0	0	0	0	0	0	0	0	0	0	46	0	46	919
Approach %	0.0	94.2	5.8	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	89.4	5.5	0.0	95.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	-
PHF	0.000	0.926	0.911	0.000	0.925	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.605	0.000	0.605	0.926
Lights	0	812	51	0	863	0	0	0	0	0	0	0	0	0	0	0	0	46	0	46	909
% Lights	-	98.8	100.0	-	98.9	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.9
Mediums	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Mediums	-	0.7	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	-	0.5	0.0	-	0.5	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY ON N SIDE
OF FLORAL BAR @ SH 114
SBFR
Site Code:
Start Date: 01/27/2022
Page No: 6



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

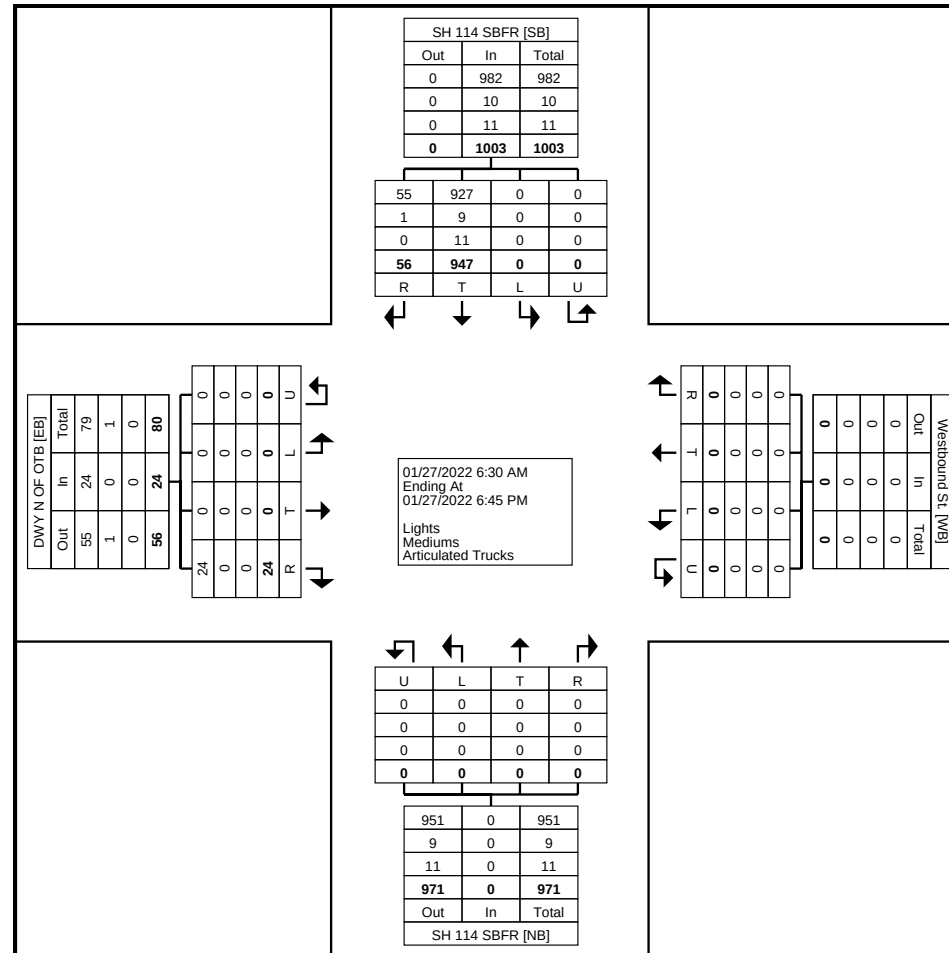
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF OTB Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
6:45 AM	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	0	43	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
7:00 AM	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
7:15 AM	0	51	1	0	52	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	53
7:30 AM	0	69	1	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
7:45 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	0	216	3	0	219	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	220
8:00 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	63
8:15 AM	0	119	1	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	180	2	0	182	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	183
4:30 PM	0	63	6	0	69	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	71
4:45 PM	0	57	8	0	65	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	66
Hourly Total	0	120	14	0	134	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	137
5:00 PM	0	65	10	0	75	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	76
5:15 PM	0	60	7	0	67	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	70
5:30 PM	0	67	5	0	72	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	73
5:45 PM	0	63	5	0	68	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	72
Hourly Total	0	255	27	0	282	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	291
6:00 PM	0	55	3	0	58	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	64
6:15 PM	0	78	7	0	85	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	89
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	947	56	0	1003	0	0	0	0	0	0	0	0	0	0	0	0	24	0	24	1027
Approach %	0.0	94.4	5.6	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	92.2	5.5	0.0	97.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.3	-
Lights	0	927	55	0	982	0	0	0	0	0	0	0	0	0	0	0	0	24	0	24	1006
% Lights	-	97.9	98.2	-	97.9	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.0
Mediums	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Mediums	-	1.0	1.8	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.0
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% Articulated Trucks	-	1.2	0.0	-	1.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.1

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

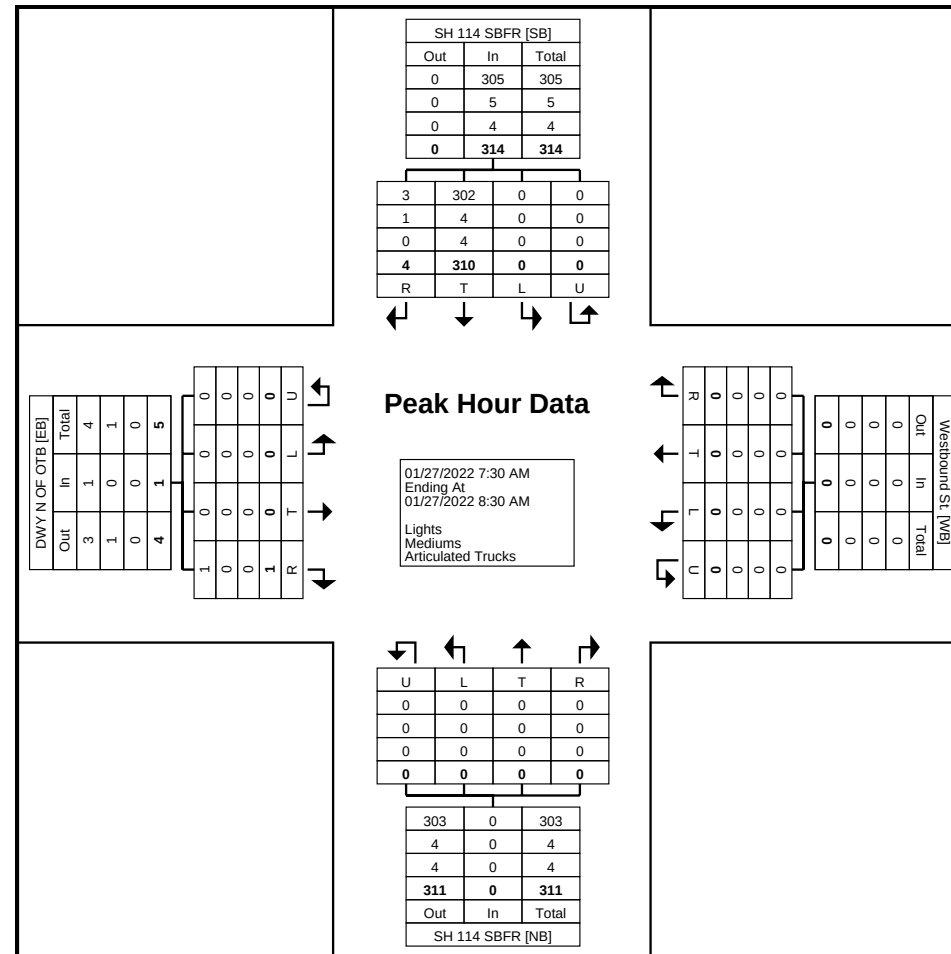
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF OTB Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	69	1	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
7:45 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
8:00 AM	0	61	1	0	62	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	63
8:15 AM	0	119	1	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
Total	0	310	4	0	314	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	315
Approach %	0.0	98.7	1.3	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	98.4	1.3	0.0	99.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	-
PHF	0.000	0.651	1.000	0.000	0.654	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.656
Lights	0	302	3	0	305	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	306
% Lights	-	97.4	75.0	-	97.1	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	97.1
Mediums	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Mediums	-	1.3	25.0	-	1.6	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.6
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	-	1.3	0.0	-	1.3	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.3

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

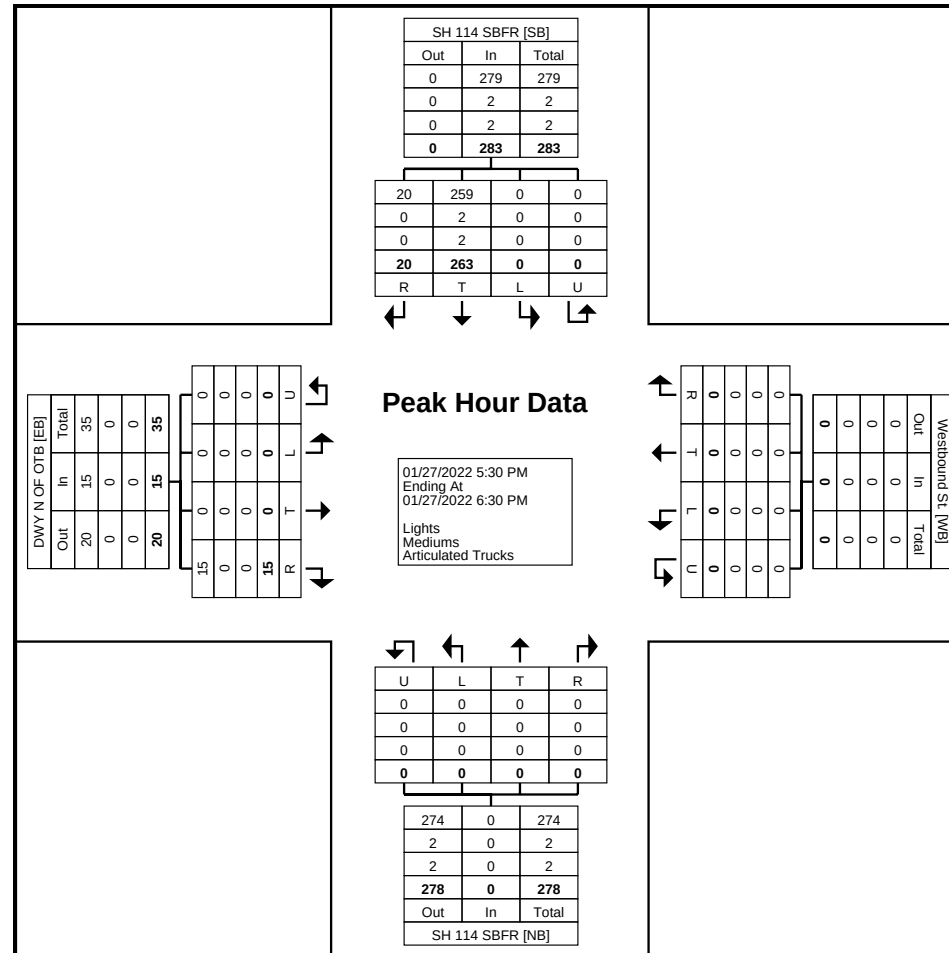
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (5:30 PM)

Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF OTB Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:30 PM	0	67	5	0	72	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	73
5:45 PM	0	63	5	0	68	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	72
6:00 PM	0	55	3	0	58	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	64
6:15 PM	0	78	7	0	85	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	89
Total	0	263	20	0	283	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	298
Approach %	0.0	92.9	7.1	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	88.3	6.7	0.0	95.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	-
PHF	0.000	0.843	0.714	0.000	0.832	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.837
Lights	0	259	20	0	279	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	294
% Lights	-	98.5	100.0	-	98.6	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	98.7
Mediums	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Mediums	-	0.8	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.7
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	0.8	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.7

GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 6



Turning Movement Peak Hour Data Plot (5:30 PM)

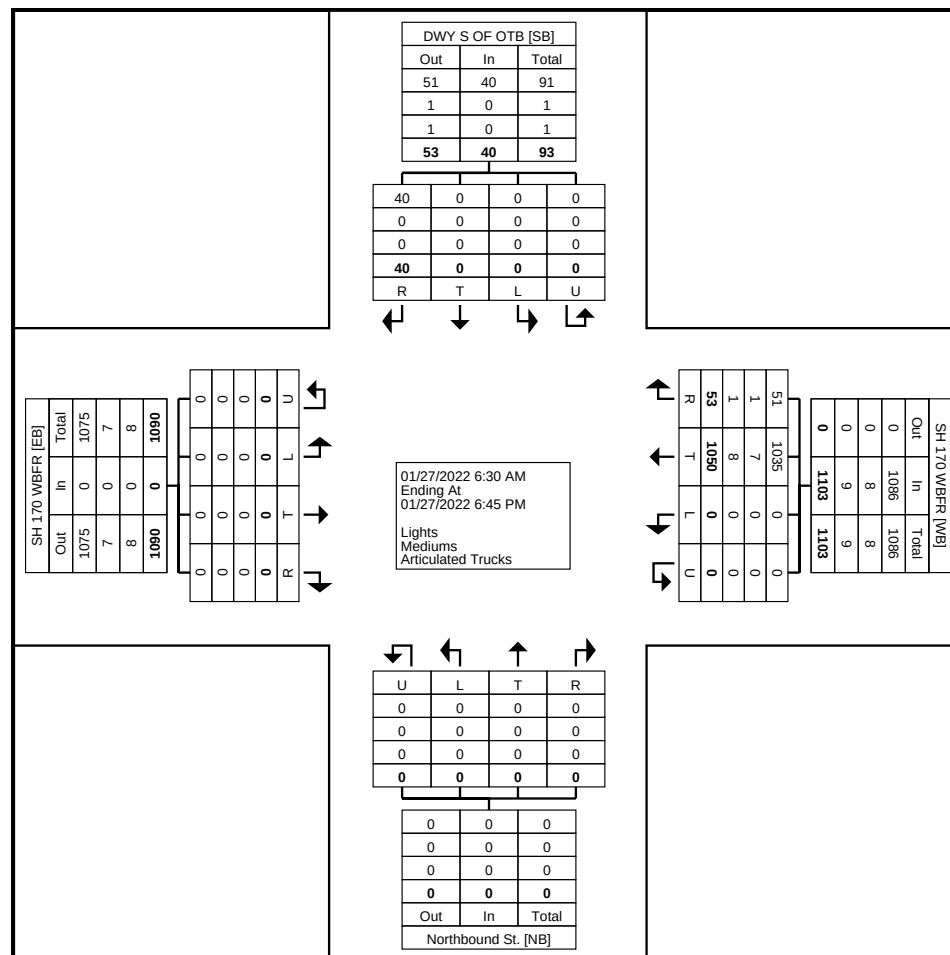
GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
Page No: 1

Turning Movement Data

Start Time	DWY S OF OTB Southbound					SH 170 WBFR Westbound					Northbound St. Northbound					SH 170 WBFR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	29
7:00 AM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	36
7:15 AM	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	44
7:30 AM	0	0	4	0	4	0	85	0	0	85	0	0	0	0	0	0	0	0	0	0	89
7:45 AM	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	0	0	5	0	5	0	238	0	0	238	0	0	0	0	0	0	0	0	0	0	243
8:00 AM	0	0	0	0	0	0	53	1	0	54	0	0	0	0	0	0	0	0	0	0	54
8:15 AM	0	0	1	0	1	0	83	2	0	85	0	0	0	0	0	0	0	0	0	0	86
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	1	0	1	0	136	3	0	139	0	0	0	0	0	0	0	0	0	0	140
4:30 PM	0	0	2	0	2	0	77	5	0	82	0	0	0	0	0	0	0	0	0	0	84
4:45 PM	0	0	3	0	3	0	80	3	0	83	0	0	0	0	0	0	0	0	0	0	86
Hourly Total	0	0	5	0	5	0	157	8	0	165	0	0	0	0	0	0	0	0	0	0	170
5:00 PM	0	0	3	0	3	0	89	8	0	97	0	0	0	0	0	0	0	0	0	0	100
5:15 PM	0	0	6	0	6	0	100	5	0	105	0	0	0	0	0	0	0	0	0	0	111
5:30 PM	0	0	3	0	3	0	94	7	0	101	0	0	0	0	0	0	0	0	0	0	104
5:45 PM	0	0	3	0	3	0	69	7	0	76	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	0	0	15	0	15	0	352	27	0	379	0	0	0	0	0	0	0	0	0	0	394
6:00 PM	0	0	7	0	7	0	92	5	0	97	0	0	0	0	0	0	0	0	0	0	104
6:15 PM	0	0	7	0	7	0	47	9	0	56	0	0	0	0	0	0	0	0	0	0	63
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	40	0	40	0	1050	53	0	1103	0	0	0	0	0	0	0	0	0	0	1143
Approach %	0.0	0.0	100.0	0.0	-	0.0	95.2	4.8	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	3.5	0.0	3.5	0.0	91.9	4.6	0.0	96.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Lights	0	0	40	0	40	0	1035	51	0	1086	0	0	0	0	0	0	0	0	0	0	1126
% Lights	-	-	100.0	-	100.0	-	98.6	96.2	-	98.5	-	-	-	-	-	-	-	-	-	-	98.5
Mediums	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	8
% Mediums	-	-	0.0	-	0.0	-	0.7	1.9	-	0.7	-	-	-	-	-	-	-	-	-	-	0.7
Articulated Trucks	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	9
% Articulated Trucks	-	-	0.0	-	0.0	-	0.8	1.9	-	0.8	-	-	-	-	-	-	-	-	-	-	0.8

Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
Page No: 2



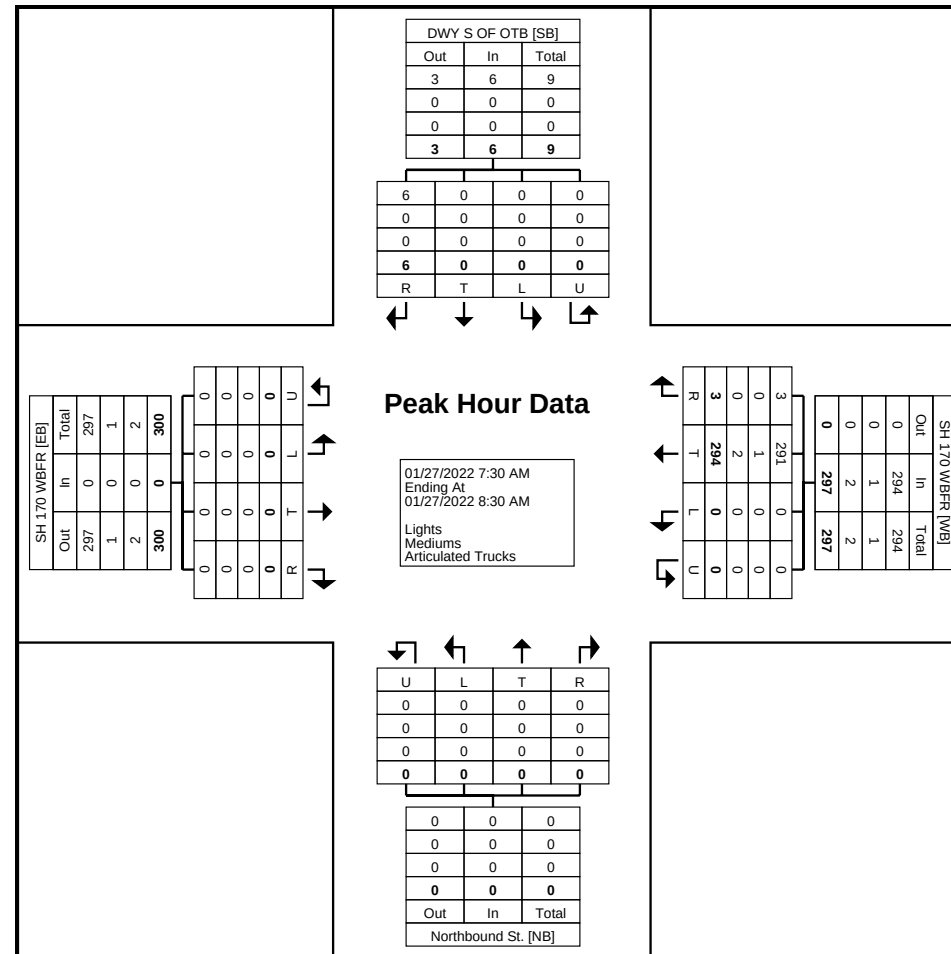
GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	DWY S OF OTB Southbound					SH 170 WBFR Westbound					Northbound St. Northbound					SH 170 WBFR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	0	0	4	0	4	0	85	0	0	85	0	0	0	0	0	0	0	0	0	0	89
7:45 AM	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	0	0	0	0	0	74
8:00 AM	0	0	0	0	0	0	53	1	0	54	0	0	0	0	0	0	0	0	0	0	54
8:15 AM	0	0	1	0	1	0	83	2	0	85	0	0	0	0	0	0	0	0	0	0	86
Total	0	0	6	0	6	0	294	3	0	297	0	0	0	0	0	0	0	0	0	0	303
Approach %	0.0	0.0	100.0	0.0	-	0.0	99.0	1.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	2.0	0.0	2.0	0.0	97.0	1.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.375	0.000	0.375	0.000	0.865	0.375	0.000	0.874	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.851
Lights	0	0	6	0	6	0	291	3	0	294	0	0	0	0	0	0	0	0	0	0	300
% Lights	-	-	100.0	-	100.0	-	99.0	100.0	-	99.0	-	-	-	-	-	-	-	-	-	-	99.0
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Mediums	-	-	0.0	-	0.0	-	0.3	0.0	-	0.3	-	-	-	-	-	-	-	-	-	-	0.3
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.7	0.0	-	0.7	-	-	-	-	-	-	-	-	-	-	0.7

Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
Page No: 4

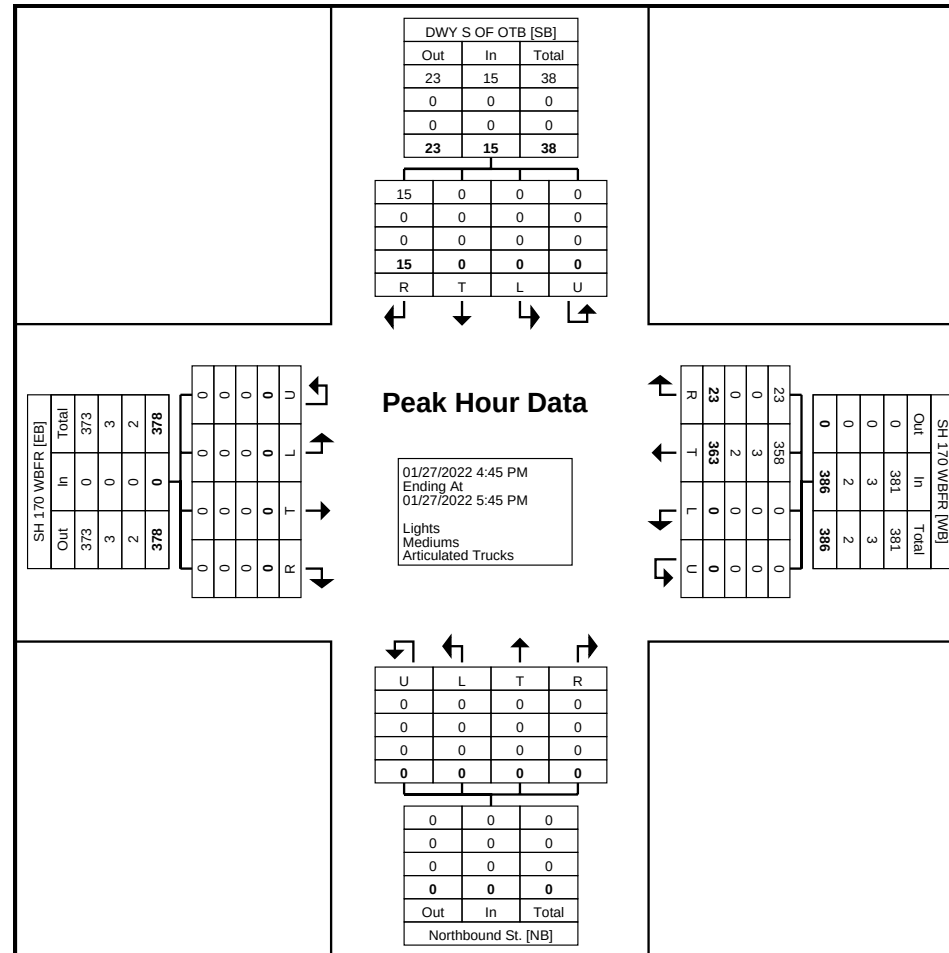


GRAM Traffic NTX Inc.
1120 W. Lovers Lane
Arlington, Texas, United States 76013
817.265.8968

Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	DWY S OF OTB Southbound					SH 170 WBFR Westbound					Northbound St. Northbound					SH 170 WBFR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	0	0	3	0	3	0	80	3	0	83	0	0	0	0	0	0	0	0	0	0	86
5:00 PM	0	0	3	0	3	0	89	8	0	97	0	0	0	0	0	0	0	0	0	0	100
5:15 PM	0	0	6	0	6	0	100	5	0	105	0	0	0	0	0	0	0	0	0	0	111
5:30 PM	0	0	3	0	3	0	94	7	0	101	0	0	0	0	0	0	0	0	0	0	104
Total	0	0	15	0	15	0	363	23	0	386	0	0	0	0	0	0	0	0	0	0	401
Approach %	0.0	0.0	100.0	0.0	-	0.0	94.0	6.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	3.7	0.0	3.7	0.0	90.5	5.7	0.0	96.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.625	0.000	0.625	0.000	0.908	0.719	0.000	0.919	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.903
Lights	0	0	15	0	15	0	358	23	0	381	0	0	0	0	0	0	0	0	0	0	396
% Lights	-	-	100.0	-	100.0	-	98.6	100.0	-	98.7	-	-	-	-	-	-	-	-	-	-	98.8
Mediums	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% Mediums	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	-	-	-	-	-	-	-	-	-	0.7
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.6	0.0	-	0.5	-	-	-	-	-	-	-	-	-	-	0.5



Turning Movement Peak Hour Data Plot (4:45 PM)

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	12	2	3	15	1	0	0	26	0	0	0
Future Vol, veh/h	0	12	2	3	15	1	0	0	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	3	4	19	1	0	0	33	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	18	0	0	45	45	17	61	46	20
Stage 1	-	-	-	-	-	-	17	17	-	28	28	-
Stage 2	-	-	-	-	-	-	28	28	-	33	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1596	-	-	1599	-	-	957	847	1062	934	846	1058
Stage 1	-	-	-	-	-	-	1002	881	-	989	872	-
Stage 2	-	-	-	-	-	-	989	872	-	983	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1596	-	-	1599	-	-	955	844	1062	902	843	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	844	-	902	843	-
Stage 1	-	-	-	-	-	-	1002	881	-	989	869	-
Stage 2	-	-	-	-	-	-	986	869	-	952	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			8.5			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1062	1596	-	-	1599	-	-	-				
HCM Lane V/C Ratio	0.031	-	-	-	0.002	-	-	-				
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Existing AM.syn

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	14	4	2	1	6
Future Vol, veh/h	14	14	4	2	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	19	5	3	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	64	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1612	-	-	-	942	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	931	1075
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	966	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1612	-	-	-	1052	
HCM Lane V/C Ratio	0.012	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Existing AM.syn

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	767	8	10	322	54	0	0	41	0	0	110
Future Vol, veh/h	85	767	8	10	322	54	0	0	41	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	2	2	2	3	2	2	2	2	2	100	2
Mvmt Flow	91	825	9	11	346	58	0	0	44	0	0	118

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	404	0	0	834	0	0	-	-	830	-	-	375
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.15	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1139	-	-	799	-	-	0	0	370	0	0	671
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1139	-	-	799	-	-	-	-	370	-	-	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			16			11.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	370	1139	-	-	799	-	-	671
HCM Lane V/C Ratio	0.119	0.08	-	-	0.013	-	-	0.176
HCM Control Delay (s)	16	8.4	-	-	9.6	-	-	11.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	0.6

HCM 6th TWSC 4: SH 114 & North Floral Bar Driveway

Existing AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	0	880	21
Future Vol, veh/h	0	17	0	0	880	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	10
Mvmt Flow	0	19	0	0	989	24
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	507	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	437	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	437	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	13.6		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	437	-	-			
HCM Lane V/C Ratio	0.044	-	-			
HCM Control Delay (s)	13.6	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Existing AM.syn

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	1	0	0	310	4
Future Vol, veh/h	0	1	0	0	310	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	3	25
Mvmt Flow	0	2	0	0	470	6
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	235	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	767	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	767	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.7		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	767	-	-			
HCM Lane V/C Ratio	0.002	-	-			
HCM Control Delay (s)	9.7	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC
6: SH 170 Ramp & South On the Border Driveway

Existing AM.syn

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	294	3	0	6
Future Vol, veh/h	0	0	294	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	346	4	0	7
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	173
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	840
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	840
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s			0	9.3		
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	840			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	9.3			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	7	25	104	0	4	0	28	0	0	0
Future Vol, veh/h	0	20	7	25	104	0	4	0	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	8	29	120	0	5	0	32	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	31	0	0	205	205	27	221	209	120
Stage 1	-	-	-	-	-	-	27	27	-	178	178	-
Stage 2	-	-	-	-	-	-	178	178	-	43	31	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1582	-	-	753	691	1048	735	688	931
Stage 1	-	-	-	-	-	-	990	873	-	824	752	-
Stage 2	-	-	-	-	-	-	824	752	-	971	869	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1468	-	-	1582	-	-	742	677	1048	701	674	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	677	-	701	674	-
Stage 1	-	-	-	-	-	-	990	873	-	824	737	-
Stage 2	-	-	-	-	-	-	808	737	-	941	869	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			8.7			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	997	1468	-	-	1582	-	-	-				
HCM Lane V/C Ratio	0.037	-	-	-	0.018	-	-	-				
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Existing PM.syn

Intersection

Int Delay, s/veh 3.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 18 21 54 2 9 33

Future Vol, veh/h 18 21 54 2 9 33

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 20 23 60 2 10 37

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 62 0 - 0 124 61

Stage 1 - - - - 61 -

Stage 2 - - - - 63 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1541 - - - 871 1004

Stage 1 - - - - 962 -

Stage 2 - - - - 960 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1541 - - - 860 1004

Mov Cap-2 Maneuver - - - - 860 -

Stage 1 - - - - 949 -

Stage 2 - - - - 960 -

Approach EB WB SB

HCM Control Delay, s 3.4 0 8.9

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1541 - - - 969

HCM Lane V/C Ratio 0.013 - - - 0.048

HCM Control Delay (s) 7.4 0 - - 8.9

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.2

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Existing PM.syn

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	740	22	15	872	246	0	0	38	0	0	126
Future Vol, veh/h	90	740	22	15	872	246	0	0	38	0	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	787	23	16	928	262	0	0	40	0	0	134

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1190	0	0	810	0	0	-	-	799	-	-	1059
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	587	-	-	816	-	-	0	0	386	0	0	273
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	587	-	-	816	-	-	-	-	386	-	-	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.1			15.4			30.3		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	587	-	-	816	-	-	273
HCM Lane V/C Ratio	0.105	0.163	-	-	0.02	-	-	0.491
HCM Control Delay (s)	15.4	12.3	-	-	9.5	-	-	30.3
HCM Lane LOS	C	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.6	-	-	0.1	-	-	2.5

HCM 6th TWSC
4: SH 114 & North Floral Bar Driveway

Existing PM.syn

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	
Traffic Vol, veh/h	0	46	0	0	822	51
Future Vol, veh/h	0	46	0	0	822	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	0	0	884	55

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	470	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.92	-	-
Pot Cap-1 Maneuver	0	462	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	462	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	13.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	462	-	-
HCM Lane V/C Ratio	0.107	-	-
HCM Control Delay (s)	13.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Existing PM.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	0	263	20
Future Vol, veh/h	0	15	0	0	263	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	0	313	24

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	157	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	861	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	861	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	861	-	-
HCM Lane V/C Ratio	0.021	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th TWSC
6: SH 170 Ramp & South On the Border Driveway

Existing PM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	363	23	0	15
Future Vol, veh/h	0	0	363	23	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	403	26	0	17
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	202
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	805
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	805
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s			0	9.6		
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	805			
HCM Lane V/C Ratio	-	-	0.021			
HCM Control Delay (s)	-	-	9.6			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	13	2	3	16	1	0	0	28	0	0	0
Future Vol, veh/h	0	13	2	3	16	1	0	0	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	3	4	21	1	0	0	36	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	20	0	0	49	49	19	67	50	22
Stage 1	-	-	-	-	-	-	19	19	-	30	30	-
Stage 2	-	-	-	-	-	-	30	30	-	37	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1596	-	-	951	843	1059	926	841	1055
Stage 1	-	-	-	-	-	-	1000	880	-	987	870	-
Stage 2	-	-	-	-	-	-	987	870	-	978	879	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1596	-	-	949	840	1059	893	838	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	949	840	-	893	838	-
Stage 1	-	-	-	-	-	-	1000	880	-	987	867	-
Stage 2	-	-	-	-	-	-	984	867	-	945	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			8.5			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1593	-	-	1596	-	-	-				
HCM Lane V/C Ratio	0.034	-	-	-	0.002	-	-	-				
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

HCM 6th TWSC

2: Dallas Drive & Dorman Street

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	15	4	2	1	6
Future Vol, veh/h	15	15	4	2	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	5	3	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	70	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1612	-	-	-	934	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	922	1075
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	960	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1612	-	-	-	1050	
HCM Lane V/C Ratio	0.013	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Background 2024 AM.syn

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	814	8	11	342	57	0	0	43	0	0	117
Future Vol, veh/h	90	814	8	11	342	57	0	0	43	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	2	2	2	3	2	2	2	2	2	100	2
Mvmt Flow	97	875	9	12	368	61	0	0	46	0	0	126
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	429	0	0	884	0	0	-	-	880	-	-	399
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.15	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1115	-	-	765	-	-	0	0	346	0	0	651
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1115	-	-	765	-	-	-	-	346	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.8		0.3			17			11.9			
HCM LOS						C			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	346	1115	-	-	765	-	-	651				
HCM Lane V/C Ratio	0.134	0.087	-	-	0.015	-	-	0.193				
HCM Control Delay (s)	17	8.5	-	-	9.8	-	-	11.9				
HCM Lane LOS	C	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	0.7				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑			↑↑↑	
Traffic Vol, veh/h	0	18	0	0	934	22
Future Vol, veh/h	0	18	0	0	934	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	10
Mvmt Flow	0	20	0	0	1049	25
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	537	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	418	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	418	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	14.1				0	
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	418	-	-			
HCM Lane V/C Ratio	0.048	-	-			
HCM Control Delay (s)	14.1	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	↗
Traffic Vol, veh/h	0	1	0	0	329	4
Future Vol, veh/h	0	1	0	0	329	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	3	25
Mvmt Flow	0	2	0	0	498	6
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	249	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	751	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	751	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.8		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	751	-	-			
HCM Lane V/C Ratio	0.002	-	-			
HCM Control Delay (s)	9.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC 6: SH 170 Ramp & South On the Border Driveway

Background 2024 AM.syn

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	312	3	0	6
Future Vol, veh/h	0	0	312	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	367	4	0	7
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	184	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.94	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.32	
Pot Cap-1 Maneuver		-	-	0	827	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	827	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	827			
HCM Lane V/C Ratio	-	-	0.009			
HCM Control Delay (s)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	21	7	27	110	0	4	0	30	0	0	0
Future Vol, veh/h	0	21	7	27	110	0	4	0	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	8	31	126	0	5	0	34	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	32	0	0	216	216	28	233	220	126
Stage 1	-	-	-	-	-	-	28	28	-	188	188	-
Stage 2	-	-	-	-	-	-	188	188	-	45	32	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	1580	-	-	740	682	1047	722	678	924
Stage 1	-	-	-	-	-	-	989	872	-	814	745	-
Stage 2	-	-	-	-	-	-	814	745	-	969	868	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1580	-	-	728	668	1047	687	664	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	668	-	687	664	-
Stage 1	-	-	-	-	-	-	989	872	-	814	729	-
Stage 2	-	-	-	-	-	-	797	729	-	937	868	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0		1.4				8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	996	1460	-	-	1580	-	-	-				
HCM Lane V/C Ratio	0.039	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	8.8	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-				

HCM 6th TWSC

2: Dallas Drive & Dorman Street

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	22	57	2	10	35
Future Vol, veh/h	19	22	57	2	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	24	63	2	11	39
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	65	0	-	0	130	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	864	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	852	1000
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	957	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.4	0		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1537	-	-	-	963	
HCM Lane V/C Ratio	0.014	-	-	-	0.052	
HCM Control Delay (s)	7.4	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Background 2024 PM.syn

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	785	23	16	925	260	0	0	40	0	0	134
Future Vol, veh/h	95	785	23	16	925	260	0	0	40	0	0	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	101	835	24	17	984	277	0	0	43	0	0	143
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1261	0	0	859	0	0	-	-	847	-	-	1123
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	551	-	-	782	-	-	0	0	362	0	0	250
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	551	-	-	782	-	-	-	-	362	-	-	250
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.1			16.3			36.9		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	362	551	-	-	782	-	-	250				
HCM Lane V/C Ratio	0.118	0.183	-	-	0.022	-	-	0.57				
HCM Control Delay (s)	16.3	13	-	-	9.7	-	-	36.9				
HCM Lane LOS	C	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.4	0.7	-	-	0.1	-	-	3.2				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	49	0	0	872	54
Future Vol, veh/h	0	49	0	0	872	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	0	938	58
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	498	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	443	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	443	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	14.2		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	443	-	-			
HCM Lane V/C Ratio	0.119	-	-			
HCM Control Delay (s)	14.2	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

HCM 6th TWSC

5: SH 114 & North On the Border Driveway

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	0	279	21
Future Vol, veh/h	0	16	0	0	279	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	0	332	25
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	166	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	849	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	849	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.3		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	849	-	-			
HCM Lane V/C Ratio	0.022	-	-			
HCM Control Delay (s)	9.3	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

HCM 6th TWSC

6: SH 170 Ramp & South On the Border Driveway

Background 2024 PM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	385	24	0	16
Future Vol, veh/h	0	0	385	24	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	428	27	0	18
Major/Minor	Major2		Minor2			
Conflicting Flow All			-	0	-	214
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Critical Hdwy			-	-	-	6.94
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy			-	-	-	3.32
Pot Cap-1 Maneuver			-	-	0	791
Stage 1			-	-	0	-
Stage 2			-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver			-	-	-	791
Mov Cap-2 Maneuver			-	-	-	-
Stage 1			-	-	-	-
Stage 2			-	-	-	-
Approach	WB		SB			
HCM Control Delay, s	0		9.7			
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	791			
HCM Lane V/C Ratio	-	-	0.022			
HCM Control Delay (s)	-	-	9.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	2	3	30	1	0	0	28	0	0	0
Future Vol, veh/h	0	19	2	3	30	1	0	0	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	50	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	3	4	38	1	0	0	36	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	27	0	0	73	73	26	91	74	39
Stage 1	-	-	-	-	-	-	26	26	-	47	47	-
Stage 2	-	-	-	-	-	-	47	47	-	44	27	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1587	-	-	918	817	1050	893	816	1033
Stage 1	-	-	-	-	-	-	992	874	-	967	856	-
Stage 2	-	-	-	-	-	-	967	856	-	970	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1587	-	-	916	815	1050	861	814	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	815	-	861	814	-
Stage 1	-	-	-	-	-	-	992	874	-	967	853	-
Stage 2	-	-	-	-	-	-	964	853	-	937	873	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			8.6			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1050	1571	-	-	1587	-	-	-				
HCM Lane V/C Ratio	0.034	-	-	-	0.002	-	-	-				
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	17	4	4	6	49
Future Vol, veh/h	38	17	4	4	6	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	23	5	5	8	67
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	10	0	-	0	135	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	859	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	-	-	831	1074
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	899	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.1	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1610	-	-	-	1041	
HCM Lane V/C Ratio	0.032	-	-	-	0.072	
HCM Control Delay (s)	7.3	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Build Out 2024 AM.syn

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	814	22	45	342	57	0	0	68	0	0	117
Future Vol, veh/h	90	814	22	45	342	57	0	0	68	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	2	2	2	3	2	2	2	2	2	100	2
Mvmt Flow	97	875	24	48	368	61	0	0	73	0	0	126
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	899	0	0	-	-	887	-	-	399
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.15	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1115	-	-	756	-	-	0	0	343	0	0	651
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1115	-	-	756	-	-	-	-	343	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1			18.3			11.9		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	343	1115	-	-	756	-	-	651				
HCM Lane V/C Ratio	0.213	0.087	-	-	0.064	-	-	0.193				
HCM Control Delay (s)	18.3	8.5	-	-	10.1	-	-	11.9				
HCM Lane LOS	C	A	-	-	B	-	-	B				
HCM 95th %tile Q(veh)	0.8	0.3	-	-	0.2	-	-	0.7				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑			↑↑↑	
Traffic Vol, veh/h	0	20	0	0	959	25
Future Vol, veh/h	0	20	0	0	959	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	10
Mvmt Flow	0	22	0	0	1078	28

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	553	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.92	-	-
Pot Cap-1 Maneuver	0	408	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	408	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	14.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	408	-	-
HCM Lane V/C Ratio	0.055	-	-
HCM Control Delay (s)	14.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
5: SH 114 & North On the Border Driveway

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖	↗
Traffic Vol, veh/h	0	3	0	0	338	4
Future Vol, veh/h	0	3	0	0	338	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	3	25
Mvmt Flow	0	5	0	0	512	6
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	256	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	743	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	743	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9.9		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	743	-	-			
HCM Lane V/C Ratio	0.006	-	-			
HCM Control Delay (s)	9.9	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC 6: SH 170 Ramp & South On the Border Driveway

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	323	3	0	9
Future Vol, veh/h	0	0	323	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	380	4	0	11
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	190	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Critical Hdwy		-	-	-	6.94	
Critical Hdwy Stg 1		-	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	-	3.32	
Pot Cap-1 Maneuver		-	-	0	820	
Stage 1		-	-	0	-	
Stage 2		-	-	0	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	-	820	
Mov Cap-2 Maneuver		-	-	-	-	
Stage 1		-	-	-	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	820			
HCM Lane V/C Ratio	-	-	0.013			
HCM Control Delay (s)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Intersection

Int Delay, s/veh 4.8

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 40 6 43 11 14 25

Future Vol, veh/h 40 6 43 11 14 25

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 43 7 47 12 15 27

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 50 0 153 47

Stage 1 - - - - 47 -

Stage 2 - - - - 106 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1557 - 839 1022

Stage 1 - - - - 975 -

Stage 2 - - - - 918 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1557 - 814 1022

Mov Cap-2 Maneuver - - - - 814 -

Stage 1 - - - - 975 -

Stage 2 - - - - 890 -

Approach EB WB NB

HCM Control Delay, s 0 5.9 9

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 936 - - 1557 -

HCM Lane V/C Ratio 0.045 - - 0.03 -

HCM Control Delay (s) 9 - - 7.4 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0.1 - - 0.1 -

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	5	3	6	2	5
Future Vol, veh/h	18	5	3	6	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	5	3	7	2	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	25
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1589
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1589
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1589	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	27	7	27	127	0	4	0	30	0	0	0
Future Vol, veh/h	0	27	7	27	127	0	4	0	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	8	31	146	0	5	0	34	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	39	0	0	243	243	35	260	247	146
Stage 1	-	-	-	-	-	-	35	35	-	208	208	-
Stage 2	-	-	-	-	-	-	208	208	-	52	39	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1571	-	-	711	659	1038	693	655	901
Stage 1	-	-	-	-	-	-	981	866	-	794	730	-
Stage 2	-	-	-	-	-	-	794	730	-	961	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1436	-	-	1571	-	-	700	645	1038	659	641	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	645	-	659	641	-
Stage 1	-	-	-	-	-	-	981	866	-	794	715	-
Stage 2	-	-	-	-	-	-	777	715	-	929	862	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	982	1436	-	-	1571	-	-	-				
HCM Lane V/C Ratio	0.04	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	8.8	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-				

HCM 6th TWSC
2: Dallas Drive & Dorman Street

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	25	57	5	16	80
Future Vol, veh/h	48	25	57	5	16	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	28	63	6	18	89
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	69	0	-	0	200	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1532	-	-	-	789	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	761	998
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	892	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.9	0		9.3		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1532	-	-	-	949	
HCM Lane V/C Ratio	0.035	-	-	-	0.112	
HCM Control Delay (s)	7.4	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

HCM 6th TWSC

3: Dorman Street & Byron Nelson Boulevard

Build Out 2024 PM.syn

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	785	38	51	925	261	0	0	71	0	0	134
Future Vol, veh/h	95	785	38	51	925	261	0	0	71	0	0	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	101	835	40	54	984	278	0	0	76	0	0	143
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1262	0	0	875	0	0	-	-	855	-	-	1123
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	551	-	-	771	-	-	0	0	358	0	0	250
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	551	-	-	771	-	-	-	-	358	-	-	250
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.4			17.7			36.9		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	358	551	-	-	771	-	-	250				
HCM Lane V/C Ratio	0.211	0.183	-	-	0.07	-	-	0.57				
HCM Control Delay (s)	17.7	13	-	-	10	-	-	36.9				
HCM Lane LOS	C	B	-	-	B	-	-	E				
HCM 95th %tile Q(veh)	0.8	0.7	-	-	0.2	-	-	3.2				

HCM 6th TWSC

4: SH 114 & North Floral Bar Driveway

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	52	0	0	903	57
Future Vol, veh/h	0	52	0	0	903	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	56	0	0	971	61
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	516	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	14.6		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	431	-	-			
HCM Lane V/C Ratio	0.13	-	-			
HCM Control Delay (s)	14.6	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations      

Traffic Vol, veh/h 0 19 0 0 290 21

Future Vol, veh/h 0 19 0 0 290 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 84 84 84 84 84 84

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 23 0 0 345 25

Major/Minor Minor2 Major2

Conflicting Flow All - 173 - 0

Stage 1 - - - -

Stage 2 - - - -

Critical Hdwy - 6.94 - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy - 3.32 - -

Pot Cap-1 Maneuver 0 840 - -

Stage 1 0 - - -

Stage 2 0 - - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - 840 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach EB SB

HCM Control Delay, s 9.4 0

HCM LOS A

Minor Lane/Major Mvmt EBLn1 SBT SBR

Capacity (veh/h) 840 - -

HCM Lane V/C Ratio 0.027 - -

HCM Control Delay (s) 9.4 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0.1 - -

HCM 6th TWSC 6: SH 170 Ramp & South On the Border Driveway

Build Out 2024 PM.syn

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑		↑
Traffic Vol, veh/h	0	0	399	24	0	19
Future Vol, veh/h	0	0	399	24	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	443	27	0	21

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 222
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- 6.94
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- 3.32
Pot Cap-1 Maneuver	-	0 782
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 782
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	9.7
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	782
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC

7: Proposed Driveway 1 & Dallas Drive

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	6	45	92	17	31
Future Vol, veh/h	51	6	45	92	17	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	7	49	100	18	34
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	62	0	257	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1541	-	732	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	707	1007
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	807	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.4		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	875	-	-	1541	-	
HCM Lane V/C Ratio	0.06	-	-	0.032	-	
HCM Control Delay (s)	9.4	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection

Int Delay, s/veh 0.9

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 35 6 3 59 3 6

Future Vol, veh/h 35 6 3 59 3 6

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 38 7 3 64 3 7

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 45 0 112 42

Stage 1 - - - - 42 -

Stage 2 - - - - 70 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1563 - 885 1029

Stage 1 - - - - 980 -

Stage 2 - - - - 953 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1563 - 883 1029

Mov Cap-2 Maneuver - - - - 883 -

Stage 1 - - - - 980 -

Stage 2 - - - - 951 -

Approach EB WB NB

HCM Control Delay, s 0 0.4 8.7

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 975 - - 1563 -

HCM Lane V/C Ratio 0.01 - - 0.002 -

HCM Control Delay (s) 8.7 - - 7.3 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0 - - 0 -

March 31, 2022

J. R. Hames
Development Services Administrator
City of Roanoke
500 S Oak Street
Roanoke TX 76262

**RE: Integrated Real Estate Group Resubmittal for 704 Dallas Drive
Traffic Impact Analysis Review for submittal dated 3/11/2022**

Mr. Hames

Teague Nall and Perkins, Inc. (tnp), on behalf of the City of Roanoke, has reviewed the above referenced Traffic Impact Analysis (TIA), dated March 2022 by Lee Engineering. The assumptions and projections are reasonable.

No Comments

Please let me know if you have any questions.
Sincerely,

tnp
teague nall & perkins



Christopher Hartke, P.E., CFM
Director of Engineering Services, Associate Principal



AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Henrietta Site Plan (SP 2022-07)

MEETING DATE: July 26, 2022

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and action on a site plan request (SP 2022-07) from Kirkman Engineering for a new restaurant to be located in O T Roanoke Addition Block 5 Lot 22, and having an address of 107 S. Oak Street, City of Roanoke, Denton County, Texas. The property is generally located on the West side of Oak Street, between Bowie Street and Main Street, next to Hey Sugar Candy Store.

INFORMATION:

Planning and Zoning Commission:

The P&Z made a recommendation to approve the site plan with the exception that the monument sign be removed from the Oak St. frontage and direct access be provided to the rear portion of the property to accommodate patrons parking in the public lot along Hwy 377. Council does have the option to approve any sign design as a unique sign in the Oak St. Zone.

Sec. 12.497. - Signage.

[SH](#)
[SE](#)
[SE](#)
[VE](#)

For conforming uses and new signs for non-conforming uses, the standards in Table 3 shall apply and sign permits may be approved administratively unless specifically noted in this section. An applicant has the option to establish unique sign standards including size, color, type, design, and location based upon specific performance criteria. Such sign standards shall be reviewed by staff and is subject to approval of the City Council.

The proposal is for a two (2) story restaurant. The building is four thousand three hundred and two



AGENDA ITEM

(4,302) square feet with outdoor patio seating and a stage for live music.

Exterior Facade: The primary exterior materials are corrugated metal and brick.

Parking: Required: Twelve (12) spaces. The proposal does not include on-site parking. The plan proposes outdoor seating and a stage in place of a parking lot. Public parking is situated directly behind the property across the alley.

Signage: Three (3) signs are included on the plan. The front wall sign, a mural on the back of the stage and a ground sign. Ground signs are not permitted in the Oak Street Zoning District.

Utilities: Utility plans will be accepted by the city's engineering consultant prior to construction.

Drainage: Drainage plans will be accepted by the city's engineering consultant prior to construction.

STAFF RECOMMENDATION:

Staff recommends the applicant install approximately eight parking spaces at the back of the property to provide some on-site parking and remove the ground sign.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SP-2022-07 - Application
2. Site Plan
3. L1.00 LANDSCAPE PLAN
4. exterior 01 (1)
5. Elevations-side and rear
6. Elevations-front and side
7. Stage



CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TEXAS 76262
(817) 491-2411

SITE PLAN APPLICATION
FEE OF \$400.00 IS DUE WITH SUBMITTAL

Name of Applicant The Henrietta Restaurant	Address of Applicant 110 N. Trinity Street, Decatur, TX 76234	Phone Number 469-226-3193
Legal Interest Owner / Developer		
Owner Matt Fisher	Address 110 N. Trinity Street, Decatur, TX 76234	Phone Number 469-226-3193
Firm preparing Site Plan Package Kirkman Engineering Jonathan Schindler	Address 5200 State Highway 121 Colleyville, TX 76034	Phone Number 817-488-4960 Email jonathan.schindler@trustke.com
Location of Property 107 S. Oak Street	Name of Addition/Subdivision Original Town of Roanoke	Lot / Block Lot 22, Block 5
		Present Zoning Oak Street Zone

Proposed Site Plan Contains:

LAND USE	NUMBER OF LOTS	ACRES FOR USE
Single Family		
Multi-Family		
Planned Development		
Office		
Retail		
Commercial	1	0.259 acres
Industrial		
Flood Plain		

A copy of the final plat or re-plat of the approved subdivision by the City Council showing property boundary lines and dimensions and easements, roadways, rail lines and public right-of-way crossing and adjacent to the subject property should be included.

If the property is subject to a Plan Development a statement showing that the proposed use substantially conforms to the Plan Development.

(P&Z two (2) folded copies (24"X36") & an electronic copy (pdf) City Council) Site Plan fee is \$400.00. Fees are subject to change as amended by Ordinance.

Jonathan Schindler
Applicants Signature

5/31/2022
Date

FOR OFFICE USE ONLY

Site Plan Fee Paid 6/6/22 CC by:JW	P&Z Meeting July 18, 2022	CC Meeting July 26, 2022	File for Record SP- <u>2022</u> - <u>07</u>
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PRELIMINARY
FOR REVIEW ONLY
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OR PERMIT. THEY WERE PREPARED
BY, OR UNDER THE SUPERVISION OF:

AMY L. MELLO
P.E.# 138912
DATE: May 4, 2022

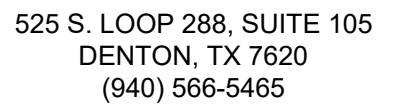
1



BM NO. 1	AN "X" CUT IN CONCRETE SIDEWALK ON THE EAST SIDE OF SOUTH OAK STREET, APPROXIMATELY 5' NORTH OF THE NORTH RIGHT-OF-WAY LINE OF BOWIE STREET. ELEVATION = 653.15' (NAD '88)
BM NO. 2	A 600 NAIL SET ON THE EAST SIDE OF SOUTH OAK STREET, LOCATED APPROXIMATELY 62 FEET SOUTHEAST OF THE NORTHEAST CORNER OF THE SUBJECT TRACT, AND APPROXIMATELY 150 FEET NORTHEAST OF THE NORTH RIGHT-OF-WAY LINE OF BOWIE STREET. ELEVATION = 653.52' (NAD '88)

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THE HENRIETTA

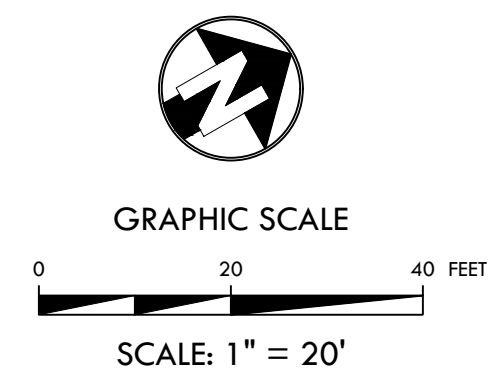
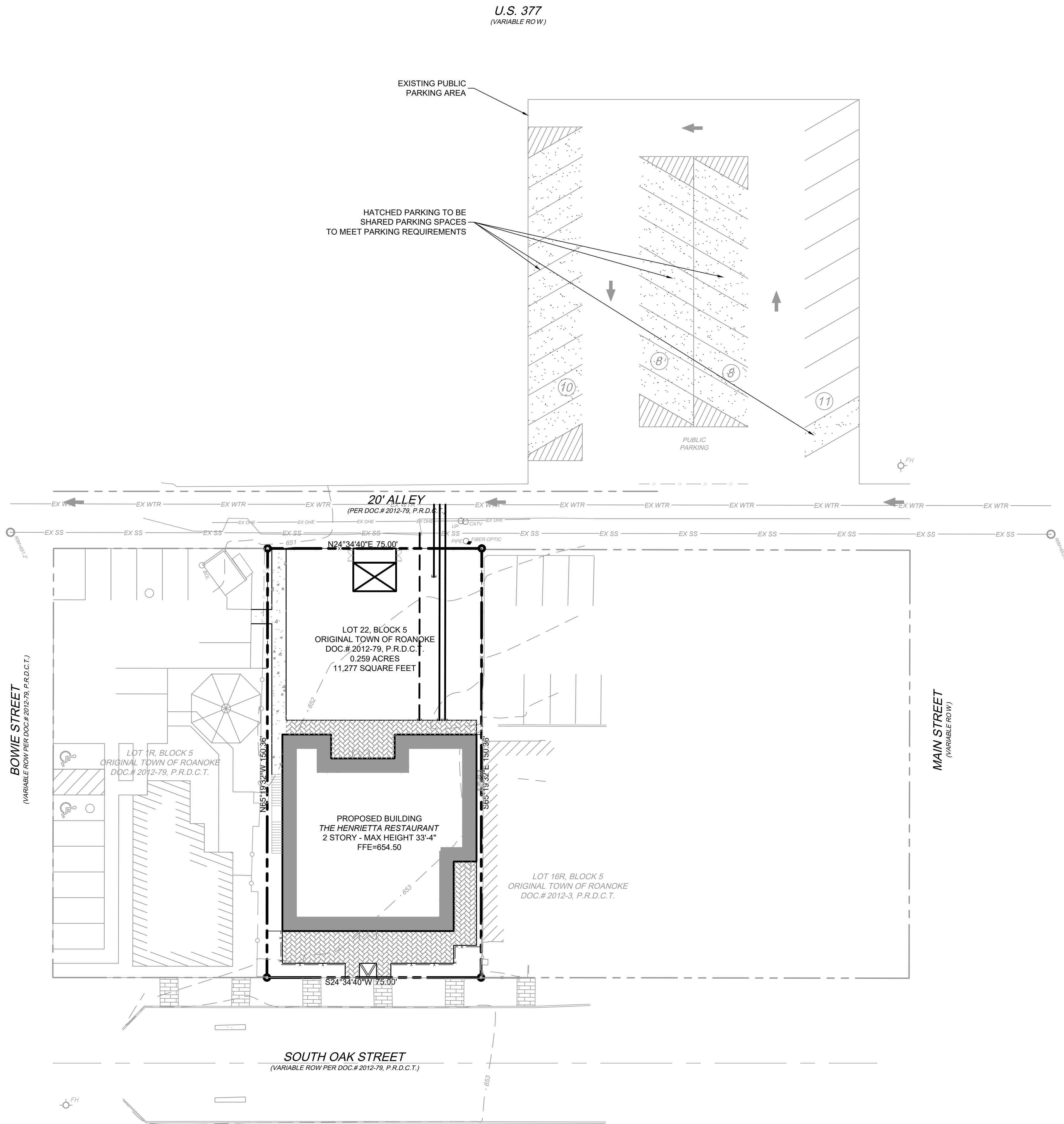
LOT 22, BLOCK 5
CITY OF ROANOKE
DENTON, TEXAS

LEGEND

PROPOSED SIGN	
PROPOSED SANITARY MANHOLE	
ACCESSIBLE ROUTE	
PARKING COUNT	
PROPOSED FDC	
PROPERTY BOUNDARY	

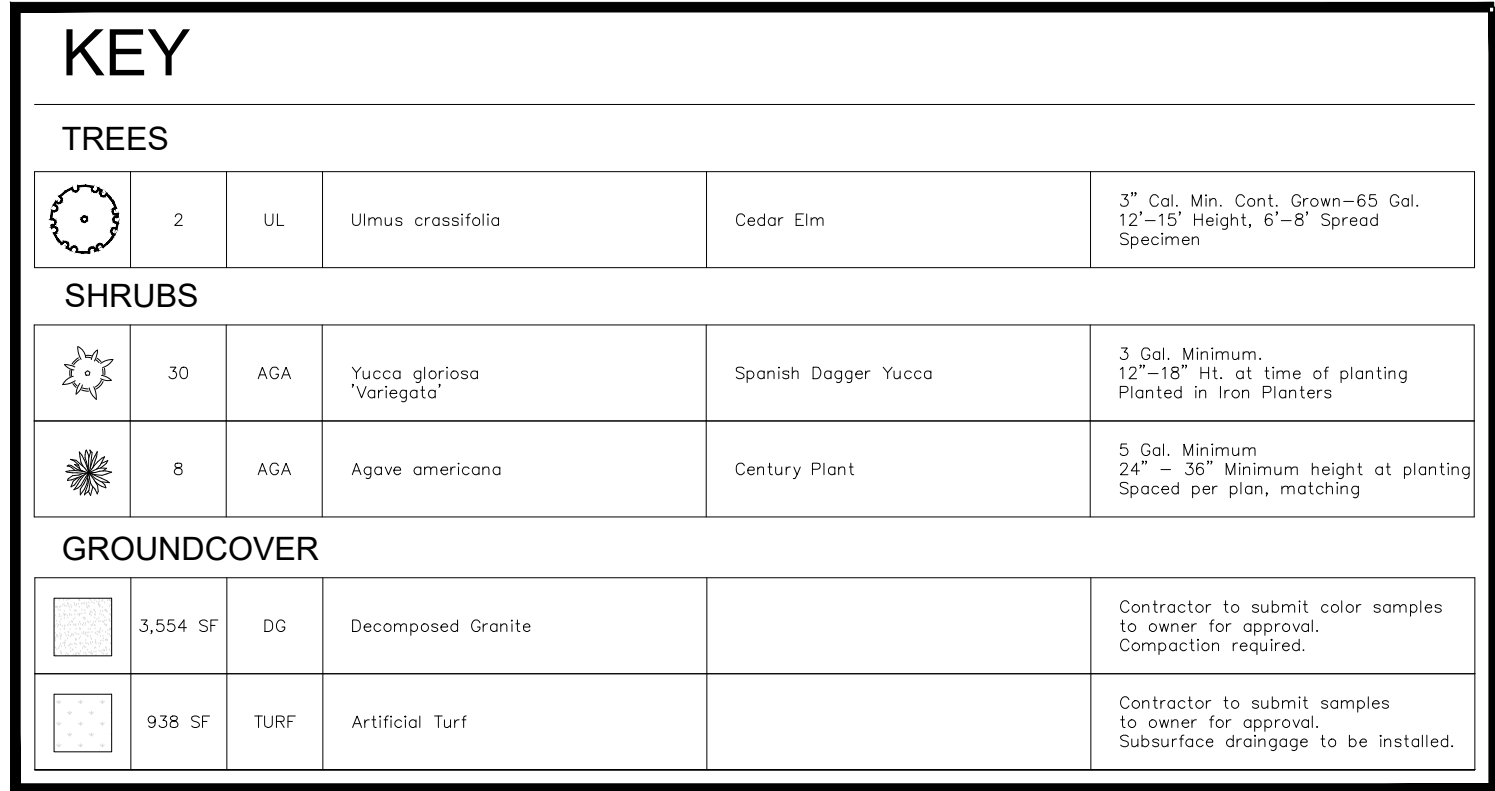
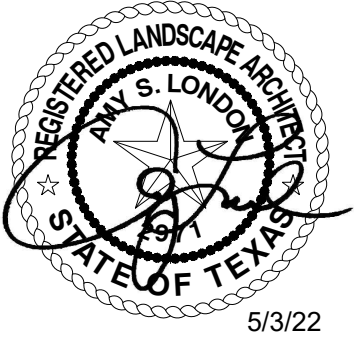
KE SITE PLAN DATA TABLE	
EXISTING & PROPOSED ZONING	OAK STREET ZONE
LOT AREA (SF) / (ACRES)	11,277 / 0.259
TOTAL BUILDING AREA (SF)	4,302
TOTAL PATIO AREA (SF)	4,895
BUILDING HEIGHT	33'-4" (2 STORY)
BUILDING LOT COVERAGE (%) / FLOOR AREA RATIO	46.7% / 0.467:1

KE PARKING DATA TABLE	
OAK STREET ZONING PARKING REQUIREMENT	1 SPACE PER 350 SF
PARKING SPACES REQUIRED	27 SPACES
PARKING SPACES PROVIDED (ONSITE)	0
PARKING SPACES PROVIDED (SHARED PARKING)	27
TOTAL PARKING SPACES PROVIDED	27



OVERALL SITE PLAN

SHEET:
2



525 S. LOOP 288, SUITE 105
DENTON, TX 7620
(940) 566-5465

THE HENRIETTA

LOT 22, BLOCK 5
CITY OF ROANOKE
DENTON, TEXAS

[illegible]

KIRKMAN ENGINEERING, LLC
5200 STATE HIGHWAY 121
COLLEYVILLE, TX 76034
TEXAS FIRM NO. 15874

JOB NUMBER: LNK22001

ISSUE DATE: 5/3/22

LANDSCAPE PLAN

SHEET:

L1.00



BRICK 33 % OF FACADE
CORRUGATED METAL 67 % OF FACADE

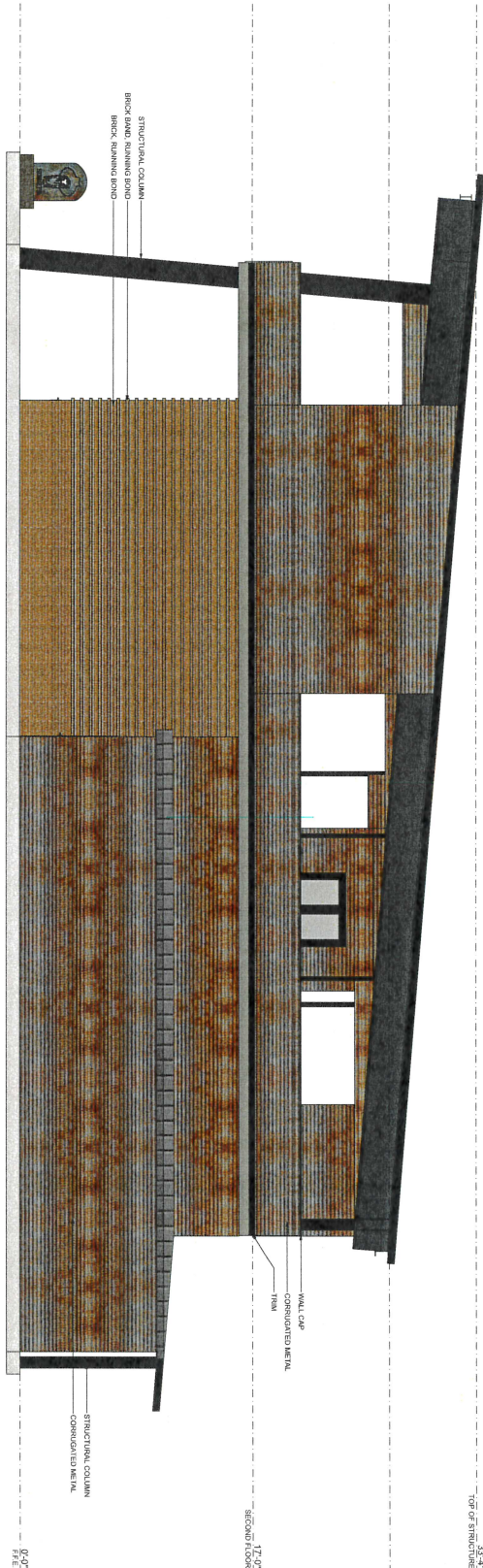
1 SIDE ELEVATION
SCALE: 1/4" = 1'-0"

2 BACK ELEVATION
SCALE: 1" = 1'-0"

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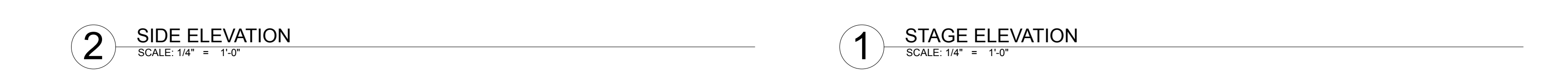
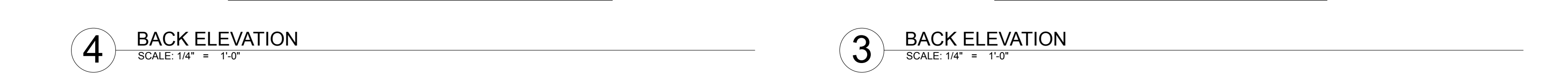


1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2 SIDE ELEVATION
SCALE: 1/8" = 1'-0"

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF WILLIAM PECK & ASSOCIATES ON THIS DATE AND IS NOT TO BE USED BY AUTHORITIES HAVING JURISDICTION FOR THE PURPOSE OF ISSUING CONSTRUCTION PERMITS										
A-201	Sheet Number	Date 09-05-2012	Owner JP	Title REF PLAN	REVISIONS	WILLIAM PECK & ASSOCIATES INC. ARCHITECTS Lewisville, Tx 972 221-1424		THE HENRIETTA RESTAURANT 111 S. OAK STREET Roanoke, Texas		These plans are intended to provide the basic construction information necessary to successfully complete any structure. These construction documents shall be used only for the project and site identified herein. No part of these documents shall be copied or reprinted, in any form or by any means, without the written consent of the Designer prior to any construction or purchase of materials. The Designer assumes no liability for the construction of any structure, or any part of it, based on these documents. 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[illegible]



AGENDA ITEM

TO: Honorable Mayor and City Council

SUBJECT: Discuss Roanoke participation in the proposed Denton County bond for transportation and road improvements.

MEETING DATE: July 26, 2022

DEPARTMENT: Public Works

ITEM SUMMARY:

Discuss Roanoke participation in the proposed Denton County bond for transportation and road improvements.

INFORMATION:

In November 2022, Denton County is proposing a five hundred million dollar (\$500,000,000.00) bond election for transportation and road improvements. Roanoke has submitted four (4) street reconstruction projects, totaling twelve million six hundred and ninety-six thousand dollars (\$12,696,000.00) for consideration in the County's November bond. These requests include Dorman Road, Howe Road, N. Walnut, and N. Oak. This week, the City received information from the County indicating it will likely request City participation of 50% to be included in their bond issue; however, it is possible that commitment could be spread over more than one year. The County has invited all municipalities to attend a meeting on Tuesday morning next week to learn more regarding the timing of their bond program, as well as the specific participation requirements for the cities. Based on what we learn at this meeting, staff will make specific recommendations on Tuesday night regarding which roads to include in our request, as well as a financial commitment and schedule (as the County is seeking commitments by early August).

STAFF RECOMMENDATION:

Discussion and direction

SPECIAL CONSIDERATION:



AGENDA ITEM

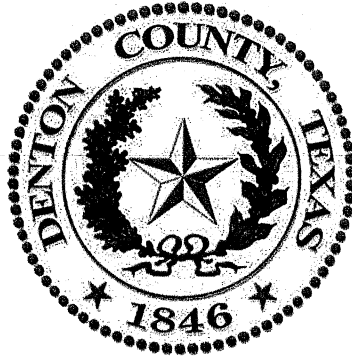
N/A

FINANCIAL CONSIDERATION:

TBD

ATTACHMENTS:

1. Denton County Transportation Bond Program 2022



DENTON COUNTY TRANSPORTATION BOND PROGRAM

PROJECT REQUESTS 2022

Requesting Entity: *City of Roanoke*

Project Name: *Dorman Road*

Project Limits From/To:

Lois Street to Byron Nelson

Project Description (work to be done, length/miles of project):

*concrete curb + gutter streets to include sidewalk, water,
sewer + drainage improvements*

ROW Acquisitions:

NONE

Utility Relocations:

Estimated Project Total:

\$ 1,413,000.00

Project Priority:

1



DENTON COUNTY TRANSPORTATION BOND PROGRAM

PROJECT REQUESTS 2022

Requesting Entity: *City of Rowanoke*

Project Name: *Howe Road*

Project Limits From/To:
Hwy 114 to Marshall Creek Road.

Project Description (work to be done, length/miles of project):
*concrete curb + gutter streets to include sidewalks, water,
sewer + drainage improvements.*

ROW Acquisitions:

NONE

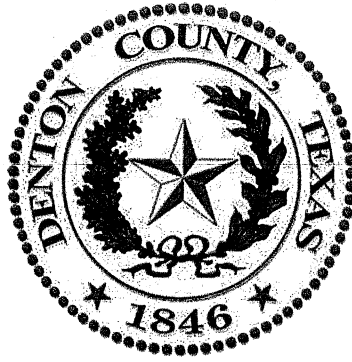
Utility Relocations:

Estimated Project Total:

\$ 4,484,000.00

Project Priority:

2



DENTON COUNTY TRANSPORTATION BOND PROGRAM

PROJECT REQUESTS 2022

Requesting Entity: *City of Rowanoke*

Project Name: *N. Oak Street*

Project Limits From/To: *Byron Nelson to Dorman Street*

Project Description (work to be done, length/miles of project):
*Concrete curb + gutter streets to include sidewalks, water,
sewer + Drainage improvements*

ROW Acquisitions:

NONE

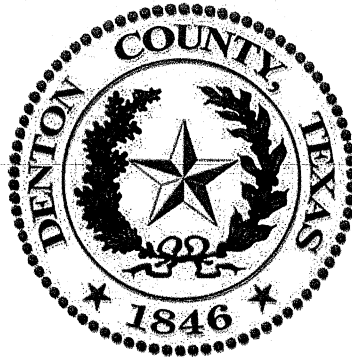
Utility Relocations:

Estimated Project Total:

\$ 3,522,000.00

Project Priority:

3



DENTON COUNTY TRANSPORTATION BOND PROGRAM

PROJECT REQUESTS 2022

Requesting Entity: *City of Rowville*

Project Name: *N. Walnut Street*

Project Limits From/To: *Byron Nelson to N. Oak Street*

Project Description (work to be done, length/miles of project):

*Concrete streets w/ curb + gutter to include sidewalks, water,
Sewer + Drainage improvements.*

ROW Acquisitions:

NONE

Utility Relocations:

Estimated Project Total:

\$ 3,277,000.00

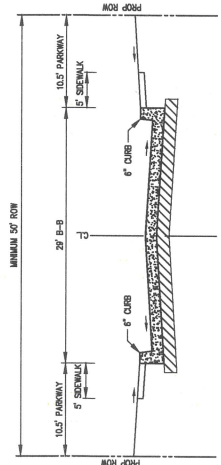
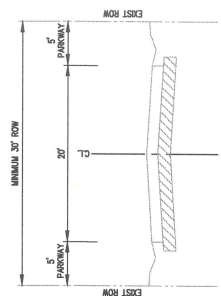
Project Priority:

4



BUDGETARY EXHIBIT (1 OF 2)
STREET RECONSTRUCTION
 N WALNUT STREET
 N OAK STREET
 DORMAN ROAD
 HOWE ROAD
 CITY OF ROANOKE, DENTON COUNTY, TEXAS
 SHEET 1" = 100' February 2022 SE 188-NX-22-005

- LEGEND**
- Proposed Road Reconstruction
 - ROW Acquisition
 - Schematic Storm Drain





AGENDA ITEM

TO: Mayor and City Council

SUBJECT: Ordinance No. 2022-121 amending the FY2021-22 budget as presented.

MEETING DATE: July 26, 2022

DEPARTMENT: Finance

ITEM SUMMARY:

Consideration and action on approval of Ordinance No. 2022-121, amending the Fiscal Year 2021-2022 Budget.

INFORMATION:

This Ordinance amends the current year's budget to add funds of \$135K for lump sum increases for non-executive level employees.

STAFF RECOMMENDATION:

Recommend Approval of Ordinance No. 2022-121 amending the FY2021-22 budget as presented.

SPECIAL CONSIDERATION:

n/a

FINANCIAL CONSIDERATION:

Funds of \$135,000 would be paid from the City's General Fund .

ATTACHMENTS:

1. ORD NO 2022-121 - Budget amendment 22-04

ORDINANCE 2022-121

AN ORDINANCE OF THE CITY OF ROANOKE, TEXAS, AMENDING THE FISCAL YEAR 2021-2022 BUDGET; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Roanoke Administration has seen significant increases in inflationary cost for our Employees, and

WHEREAS, the City of Roanoke Administration would like to ease this burden on our Employees by offering a one-time lump sum payment, and

WHEREAS, this lump sum payment requires a budget amendment to the current operating budget, and

WHEREAS, the Roanoke City Council must approve all budget amendments proposed; and

WHEREAS, the City Staff recommends amendment to the Fiscal Year 2021-2022 budget in the amount of \$135,000 to cover the cost of these lump sum payments;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS:

Section 1:

That the budget, as shown in words and figures is hereby amended in all respects and adopted as the City's budget for the fiscal year beginning October 1, 2021, and ending September 30, 2022.

Section 2:

That the following expenditure line items shall be amended as indicated for the 2021-2022 Fiscal Year.

#	Fund	Account	Account Description	Current Budget	Amended Budget	Diff
22-04	010	611-199	Salary Adjustments	75,000	210,000	135,000

Section 3: SAVINGS CLAUSE

All rights and remedies of the City of Roanoke, Texas are expressly saved as to any and all violations of the provisions of the Ordinance or any other ordinance which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

Section 4: CUMULATIVE CLAUSE

This ordinance shall be cumulative of all provisions of State or Federal law and other ordinances of the City of Roanoke, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

Section 5: SEVERABILITY CLAUSE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation of this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 6: REPEALER CLAUSE

Any provision of any prior ordinance of the City whether codified or uncoded, which are in conflict with any provision of the Ordinance, are hereby repealed to the extent of the conflict, but all other provisions of the ordinances of the City whether codified or uncoded, which are not in conflict with the provisions of this Ordinance, shall remain in full force and effect.

Section 7: EFFECTIVE DATE

This Ordinance shall become effective immediately upon its passage and publication as required by law.

PASSED AND APPROVED by the City Council of the City of Roanoke, Texas, on this the 26th day of July 2022.

APPROVED:

ATTEST:

Carl E. Gierisch Jr., Mayor

April S. Hill, City Secretary

APPROVE AS TO FORM:

Jeff Moore, City Attorney



AGENDA ITEM

TO:

SUBJECT:

MEETING DATE: July 26, 2022

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consideration and action to appoint three (3) members to the Keep Roanoke Beautiful Board for a term ending January 2024.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. KRB Board Application - Cassi Webb
2. KRB Board Application - Dan Webb
3. KRB Board Application - David Stone

Received 05/03/2022

Eligible: Yes



BOARD, COMMISSION OR COMMITTEE APPLICATION

Board, Commission or Committee: Keep Roanoke Beautiful

Name: Cassi Webb Phone Number: _____

Address: _____

Employer: n/a E-Mail Address: _____

How long have you lived in Roanoke? 1 Years 0 Months

Are you currently registered to vote in Roanoke? Yes ☒ No ☐

Please list any current or previous Board, Commission or Committee experience in the City of Roanoke or any other City:

n/a

What qualifications and/or experience do you possess that would assist you in serving the City of Roanoke in this position?

I spent my entire undergrad and grad school years volunteering in non-profits, as well as decades of volunteer work in my childhood church. I received an award during my undergrad career for a program I helped implement at a local women's shelter.

What do you think are the most important issues or problems facing the City of Roanoke?

I think it's important to be able to effectively maintain the city's population boom in recent years. With an influx of new residents and housing developments, there is a greater need for community engagement opportunities and amenities that appeal to a changing demographic.

Why do you want to serve on this Board, Commission or Committee?

I grew up very close to my Papa who served on city council, and as mayor pro-tem, for many years in the city of Grapevine. He instilled in me an understanding and desire to serve my own community in any capacity I'm able to.

Please provide any additional information or comments that you feel may help the City Council make a better decision in selecting you to serve on this Board, Commission or Committee:

Since moving to Roanoke in April 2021, I have made it a priority to meet with city employees and our council member to better understand the city, and its plans for the future. Engaging with so many different city departments has given me a greater desire to serve my community.

Signature: _____

Date: 4/19/2022



BOARD, COMMISSION OR COMMITTEE APPLICATION

Board, Commission or Committee: Keep Roanoke BeautifulName: Dan Webb Phone Number: _____

Address: _____

Employer: University of Texas System E-Mail Address: _____How long have you lived in Roanoke? 1 Years 1 MonthsAre you currently registered to vote in Roanoke? Yes ☒ No ☐

Please list any current or previous Board, Commission or Committee experience in the City of Roanoke or any other City:

N/A

What qualifications and/or experience do you possess that would assist you in serving the City of Roanoke in this position?

Volunteer work includes Disaster + Relief efforts w/ American Red Cross, Poverty Alleviation + Education w/ Boys + Girls Club of America, Rebuild efforts w/ Habitat for Humanity + Sunset Gap ministries, Environmental, Development, and Land use w/ Houston-Galveston Council for Urban Land Development and other volunteer experiences.

What do you think are the most important issues or problems facing the City of Roanoke?

Demographics, diversity, and inclusiveness, Environmental sustainability that includes safe, public, and open meeting areas, engagements in community outreach, infrastructure improvements, innovation of future economic development, and keeping public safety as a top priority.

Why do you want to serve on this Board, Commission or Committee?

Interested in building relationships with volunteers + citizens while advising the board, town boards, departments, + commissions in matters relating to aesthetics, ability to bring forward recommendations for public buildings, park-lands, and public areas, that encourages a sense of openness and community.

Please provide any additional information or comments that you feel may help the City Council make a better decision in selecting you to serve on this Board, Commission or Committee:

Degeared, public + private professional with project management and analyst KSAs.Signature: Date: 5/5/2022



BOARD, COMMISSION OR COMMITTEE APPLICATION

Board, Commission or Committee: KEEP ROANOKE BEAUTIFUL BOARDName: DAVID STONE Phone Number: _____

Address: _____

Employer: RETIRED E-Mail Address: _____How long have you lived in Roanoke? 10 Years _____ MonthsAre you currently registered to vote in Roanoke? Yes ☒ No ☐

Please list any current or previous Board, Commission or Committee experience in the City of Roanoke or any other City:

CITY CHARTER REVIEW COMMISSION, BRIARWYCK HOA BOARD

What qualifications and/or experience do you possess that would assist you in serving the City of Roanoke in this position?

EXTENSIVE PROJECT MANAGEMENT EXPERIENCE FOR VERY LARGE PROJECTS (25 MILLION +) AND DEVELOPMENT OF PROPOSALS

What do you think are the most important issues or problems facing the City of Roanoke?

TRAFFIC

Why do you want to serve on this Board, Commission or Committee?

SHARE MY EXPERTISE AND HELP IMPROVE THE LOOK OF ROANOKE

Please provide any additional information or comments that you feel may help the City Council make a better decision in selecting you to serve on this Board, Commission or Committee:

Signature: _____

Date: _____

7/14/2022