

Diana Smith, Commissioner
Larry Granados, Commissioner
Donald J. Glacy, Commissioner



Kristie Womack, Chairman

Jason Kasal, Vice Chairman
Victor Molaschi, Commissioner
Mark McCullough, Commissioner

**ROANOKE PLANNING AND ZONING AGENDA
AUGUST 7, 2023
7:00 PM**

**500 S. OAK STREET
ROANOKE, TX 76262**

**The Roanoke Planning and Zoning Commission meeting will be held in
Room #132 (1st Floor - Community Room)**

A. CALL TO ORDER

B. PUBLIC INPUT

This item is available for citizens to address the Planning and Zoning Commission 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 audio, all speakers need to speak at the podium.

C. APPROVAL OF THE MINUTES

1. Consideration and action on approval of the minutes from the regular Planning and Zoning Commission meeting held on May 1, 2023.

D. NEW BUSINESS

1. Consideration and action to nominate and elect a Chairman.
2. Consideration and action to nominate and elect a Vice Chairman.
3. Consideration and recommendation on a site plan (SP 2023-02) request from Pacheco Koch for a baseball complex, Roanoke Baseball Plex, on an approximate 116 acre parcel, Lot 1, Block 1 Fairway Ranch Addition, Roanoke, Denton County, Texas. The property is generally located at the south-east corner of Cleveland Gibbs Road and Hwy 114.



**AGENDA FOR THE PLANNING AND
ZONING COMMISSION**

**August 7, 2023
Page 2 of 3**

4. Consideration and recommendation on a site plan request (SP 2023-04) from Icon Lodging for two hotels, Residence Inn and Home 2 Suites on an approximate 4.521 acres, Lots 1 & 2, Block 1, Roanoke Lodging Addition, an addition of the City of Roanoke, in the Richard Eads survey abstract no. 393, Memphis El Paso and Pacific Railroad Company survey abstract no. 923, and John Bacon survey abstract no. 1565, City of Roanoke, Denton County, Texas. The property is generally located on the south side of Dallas Drive, across from Dorman Rd. The lots are adjacent to the Church of Christ and Cinemark properties.
5. Public hearing to consider amending Chapter 12, Article III, Division 13, by amending Section 12.452 of the Code of Ordinances, entitled "Height Regulations" for Business Park Districts by authorizing the maximum height in Business Park Districts to exceed forty feet (40') in height by Specific Use Permit (SUP) Only. (Ordinance No. 2023-108)
6. Consideration and recommendation on a text amendment request to consider amending Chapter 12, Article III, Division 13 of the code of ordinances by amending Section 12.452, entitled "Height Regulations" for The BP, Business Park, district by authorizing the maximum height in The BP, Business Park, district to exceed forty feet (40') in height by Specific Use Permit (SUP) only. (Ordinance No. 2023-108)
7. Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, for an approximately 17.122-acre tract of land in the L.H. Dotson Survey, Abstract No. 383, and the Mep & Prr Co. Survey, Abstract Number 923, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Business Park (BP) District to Business Park – Specific Use Permit District (BP-SUP) to allow a building or accessory structures exceeding forty feet (40'). (Ordinance No. 2023-109)
8. Consideration and recommendation on a Specific Use Permit (SUP 2023-02) for an approximately 17.122-acre tract of land in the L.H. Dotson survey, abstract no. 383, and the MEP & PRR Co. survey, abstract number 923, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Business Park (BP) District to Business Park – Specific Use Permit District (BP-SUP) to allow a building or accessory structures exceeding the height of forty feet (40'). The property is generally located on the north side of Henrietta Creek Rd., approximately 1/4 mile west of U.S. Hwy 377. The property is behind an existing warehouse with the address of 700-724 Henrietta Creek Rd. (Ordinance No. 2023-109)



**AGENDA FOR THE PLANNING AND
ZONING COMMISSION**

**August 7, 2023
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9. Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, on approximately 1.00 acres of land located in the M.E.P. & P.R.R. Company Survey, Abstract No. 923, City of Roanoke, Denton county, Texas, and generally located at 105 Dorman street, Roanoke, Texas, by changing the zoning on the approximately 1.00 acres of land from Single Family-7 (SF-7) District to Retail (R) District; prescribing the permissible uses. (Ordinance No. 2023-110)
10. Consideration and recommendation on a zoning change request to consider amending the comprehensive zoning ordinance of The City Of Roanoke, Texas, on an approximate 1.00 acre of land located in the M.E.P. & P.R.R. Company Survey, abstract no. 923, City Of Roanoke, Denton County, Texas, by changing the zoning on the approximately 1.00 acres of land from Single Family-7 (Sf-7) District to Retail (R) District; prescribing the permissible uses. The property is generally located on the west side of Dorman Street, at the intersection of Dorman Street and Dallas Drive. (Ordinance No. 2023-110)

E. ADJOURNMENT

CERTIFICATION

I certify that the above notice was posted at City Hall, 500 South Oak Street, Roanoke, Texas, on Thursday, August 3, 2023, by 5:00 pm, in accordance with Chapter 551, Texas Government Code.

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: COR-Guests



AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: 05/01/2023 - P&Z Minutes

MEETING DATE: August 7, 2023

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consideration and action on approval of the minutes from the regular Planning and Zoning Commission meeting held on May 1, 2023.

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PZMin 05-01-2023

Jesse Terrell, Commissioner
Larry Granados, Commissioner
Donald J. Glacy, Commissioner



Jason Kasal, Vice Chairman
Victor Molaschi, Commissioner
Mark McCullough, Commissioner

ROANOKE PLANNING AND ZONING MINUTES
MAY 1, 2023
7:00 P.M.
ROANOKE CITY HALL
500 S. OAK STREET
ROANOKE, TEXAS 76262

Present: Chairman Kristie Womack; Commissioners: Mark McCullough, Victor Molaschi, and Donald J. Glacy, City Planner Kelly Carlson, and P&Z Secretary Sherry Gragg.

Absent: Vice Chairman Jason Kasal; Commissioners: Victor Molaschi and Larry Granados.

A. CALL TO ORDER

Meeting called to order at 7:00 p.m.

B. PUBLIC INPUT

No one wished to speak.

C. APPROVAL OF THE MINUTES

1. Motion made by Donald J. Glacy second by Mark McCullough to approve the minutes from the regular Planning and Zoning Commission meeting held on March 6, 2023.

Motion carried unanimously.

D. NEW BUSINESS

1. Motion made by Mark McCullough second by Donald J. Glacy to approve a Site Plan (SP-2023-03) request from Willow Tree Custom Homes, to construct a building for lodging that would create a bed and breakfast establishment with the existing commercial structure that is located on an approximate half acre (.5170) parcel, situated in the O T Roanoke Addition, BLK 20, LOT 1R and having an address of 301 N Oak, City of Roanoke, Denton County, Texas. The property is generally located on the West side of N Oak Street, next to Austin Street Plaza.

Motion carried unanimously.



**MINUTES FOR THE REGULAR
PLANNING AND ZONING COMMISSION
MEETING**

**May 1, 2023
Page 2 of 2**

E. ADJOURNMENT

Motion made by Donald J. Glacy second by Jesse Terrell to adjourn the meeting at 7:06 p.m.
Motion carried unanimously.

Kristie Womack, Chairman

Sherry Gragg, P&Z Secretary



AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: Nominate and Elect Chairman

MEETING DATE: August 7, 2023

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consideration and action to nominate and elect a Chairman.

INFORMATION:**STAFF RECOMMENDATION:****SPECIAL CONSIDERATION:****FINANCIAL CONSIDERATION:****ATTACHMENTS:**

None



AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: Nominate and Elect Vice Chairman

MEETING DATE: August 7, 2023

DEPARTMENT: City Secretary

ITEM SUMMARY:

Consideration and action to nominate and elect a Vice Chairman.

INFORMATION:**STAFF RECOMMENDATION:****SPECIAL CONSIDERATION:****FINANCIAL CONSIDERATION:****ATTACHMENTS:**

None



AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: Site Plan (SP 2023-02) Baseball Complex -Roanoke Baseball Plex

MEETING DATE: August 7, 2023

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and recommendation on a site plan (SP 2023-02) request from Pacheco Koch for a baseball complex, Roanoke Baseball Plex, on an approximate 116 acre parcel, Lot 1, Block 1 Fairway Ranch Addition, Roanoke, Denton County, Texas. The property is generally located at the south-east corner of Cleveland Gibbs Road and Hwy 114.

INFORMATION:

Zoning: BP, Business Park, district

Use: ballpark, stadium, athletic field (private). The use is allowed in this zoning district.

Land area: 113 acres

Total building area: 9,888 sf

Parking Spaces: Required 400 Provided 712

Points of access: One (1) with a decel lane off of Hwy 114 & one (1) through the commercial site into the complex off of Cleveland Gibbs Rd .

The proposal consists of ball fields, batting cages, a concession/restroom building, a multisided press box for viewing, covered seating in front of the ball fields, and a storage building. A catering truck area is proposed to be serviced by local restaurants.

- Landscape: The landscape requirement exceeds the minimum in material and coverage.
- An engineered utility plan will be accepted prior to construction. Water and sewer connections will be served by the Town of Northlake.
- An engineered drainage plan will be accepted prior to construction.
- A traffic study is under review by the city's engineering consultant.
- A flood study is under review by the city's engineering consultant.
- A Tree Preservation plan shall be submitted prior to acceptance of the final plat.
- A TXDOT permit shall be submitted prior to acceptance of the final plat.



AGENDA ITEM

- A mutual access easement through the commercial site to the complex shall be included on the final plat.

STAFF RECOMMENDATION:

Staff recommends approval and clarifying that the catering will be by City of Roanoke restaurants only.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SP-2023-02 - Cleveland Gibbs & 114 - Site Plan Application
2. DCAD Map
3. Site Plan



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 114 Business Development Group	Address of Applicant 311 Skyline Drive, Trophy Club, TX 76262	Phone Number (817) 846-7025
Legal Interest Developer		
Owner City of Roanoke	Address	Phone Number
Firm preparing Site Plan Package Pacheco Koch, a Westwood Company	Address 4060 Bryant Irvin Road, Fort Worth, TX 76109	Phone Number (817) 412-7155
		Email dorothy.witmeyer@westw
Location of Property Intersection of Cleveland Gibbs & 114	Name of Addition/Subdivision Fairway Ranch Addition	Lot / Block Lot 1/Block 1
		Present Zoning Business Park

Proposed Site Plan Contains:

LAND USE Park/Floodplain	NUMBER OF LOTS	ACRES FOR USE
Single Family	-	
Multi-Family	-	
Planned Development	1	121 acres
Office	-	
Retail	-	
Commercial	-	
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.

Applicants Signature

April 10, 2023

Date

FOR OFFICE USE ONLY

Site Plan Fee Paid 4/10/23	P&Z Meeting 07/17/2023	CC Meeting 08/08/2023	File for Record SP- 2023 - 02
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City of Roanoke Site Plan Checklist



Submission Requirements

- ☐ Completed Application Form/Filing Fee - Partially complete with update for formal application
- ☐ Transmittal Letter - To be completed for formal application
- ☒ Electronic Copy (PDF) - To be updated for formal application

Print Requirements

- ☐ Staff Review
Two (2) sets of prints (**folded copies**) for staff discussion. (Plans shall be received thirty (30) days prior to P&Z meeting.) - To be completed for formal application
- ☐ Planning & Zoning Commission
Two (2) 24x36 (**folded into sets**) Black line prints of the complete site package. (Plans shall be received thirty (30) days prior to P&Z meeting.) - To be completed for formal application

Meetings are held on the 1st and 3rd Monday at 7:00 p.m. of each month. All information must be received one week prior to the meeting date.

- ☒ City Council
One (1) electronic copy (PDF) of the complete site package with and revisions made by the Planning & Zoning Commission. - To be updated for formal application

Meetings are held on the 2nd and 4th Tuesday at 7:00 p.m. of each month. All information must be received one week prior to the meeting date. These prints should contain any revisions made by staff or Planning & Zoning Commission.

Site Plan

- ☒ Title block, titled Site Plan, lower right corner including subdivision name, block & lot numbers, and date of preparation.
- ☒ Name, address, phone and email of the owner, applicant and engineer or architect.
- ☒ North arrow and scale. - To be updated for formal application
- ☒ Site Data Table / Scale 1" = 50' - To be updated for formal application
 - Existing Zoning
 - Proposed Use
 - Square footage of each proposed use
 - Building area (gross sq. ft.)
 - Building height
 - Required & Provided parking per each use
 - Proposed lot coverage

Site Plan Continued - To be provided for formal application

- ☐ Property boundaries with dimensions.
- ☐ Zoning districts adjacent to the property.
- ☐ Adjoining streets including existing and proposed median openings, curbs, sidewalks, street intersections, driveways, and alleys within 300 hundred feet of the property.
- ☐ Indicate spacing between driveways within the subject property and adjacent properties.
- ☐ Parking layout and driveways, including loading areas, dedicated fire lanes if required, access easements, and parking space dimensions.
- ☐ All existing and proposed drainage and utility easements.
- ☐ Topography with contour intervals of two (2) feet in 100 feet and minimum finished floor elevations, both referenced to mean sea level datum.
- ☐ Show location of the FEMA 100 year flood plain.
- ☐ Refuse facilities and mechanical equipment, including height, materials, and elevations or proposed screening.
- ☐ Lighting facilities, security lighting, screening, and glare shields.
- ☐ Proposed attached and monuments signs, showing elevations, dimensions, total square footage, materials, colors, font and lighting source. (sign information may be include on separate sheet)
- ☐ Preliminary Engineering. (conceptual utility plan)
- ☐ Show all existing and proposed sidewalks.
- ☐ Show Fire hydrant layout.
- ☐ Show existing and proposed Water & Waste Water.
- ☐ Any additional information as needed.

Building Elevations-Color Facade with any attached (wall-mounted) signage - To be provided for formal application

- ☐ North, South, East and West building elevations.
- ☐ Proposed building materials that include manufacturer's specifications.
- ☐ Proposed building height.
- ☐ Percentage of proposed materials.

Landscape Plan - To be provided for formal application

- ☐ Title block, titled Landscaping Plan, lower right corner including subdivision name, block & lot numbers, and date of preparation.
- ☐ Name, address, phone and fax numbers of the owner, applicant and Landscaping Architect.
- ☐ North arrow and scale. (same scale as site plan)
- ☐ Property boundaries with dimensions.

Landscape Plan Cont.

☐ Landscape Data Table showing required and provided square footage for each category as follows:

	Required	Provided
Perimeter Landscape	_____	_____
Number of Trees	_____	_____
Interior Landscape	_____	_____
Number of Trees	_____	_____
Non-vehicular Landscape	_____	_____
Number of Trees	_____	_____

Total Site Area devoted to landscape: _____ %

- ☐ Plant Table listing the number of each of tree and shrub species, providing scientific and common name and including caliper inches.
- ☐ A Plant Legend, if symbols or abbreviations are used.
- ☐ Show all areas of landscaped areas and plant materials on plan designated to fulfill interior, perimeter, and non-vehicular landscape requirements.
- ☐ Show location of trees to be preserved.
- ☐ Show spacing of plant material to be used.
- ☐ Show description of maintenance provisions for the Landscape Plan.
- ☐ Show proposed and existing sidewalks and utility easements.
- ☐ Show irrigation system if applicable.
- ☐ Show rain and freeze protection.

SITE PLAN APPROVAL CONDITIONS FOR RETAIL & OFFICE PROJECTS OUTSIDE INDUSTRIAL AREAS

These conditions and other considerations outlined in the CIVIC report should be considered in the design of a site plan.

- ☐ Utility meters will not be visible except in areas clearly intended as service areas where the public is generally excluded.
- ☐ Mechanical equipment located on rooftops will be screened.
- ☐

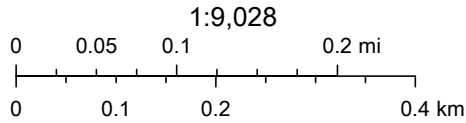
This checklist is provided as a supplement only. It is the applicant's responsibility to review and comply with the requirements of the Zoning Ordinance, Subdivision regulations and Construction specifications. Concept plans for Zoning Changes or Specific Use Permits require all items on the checklist (only civils may be excluded).

Denton CAD Web Map



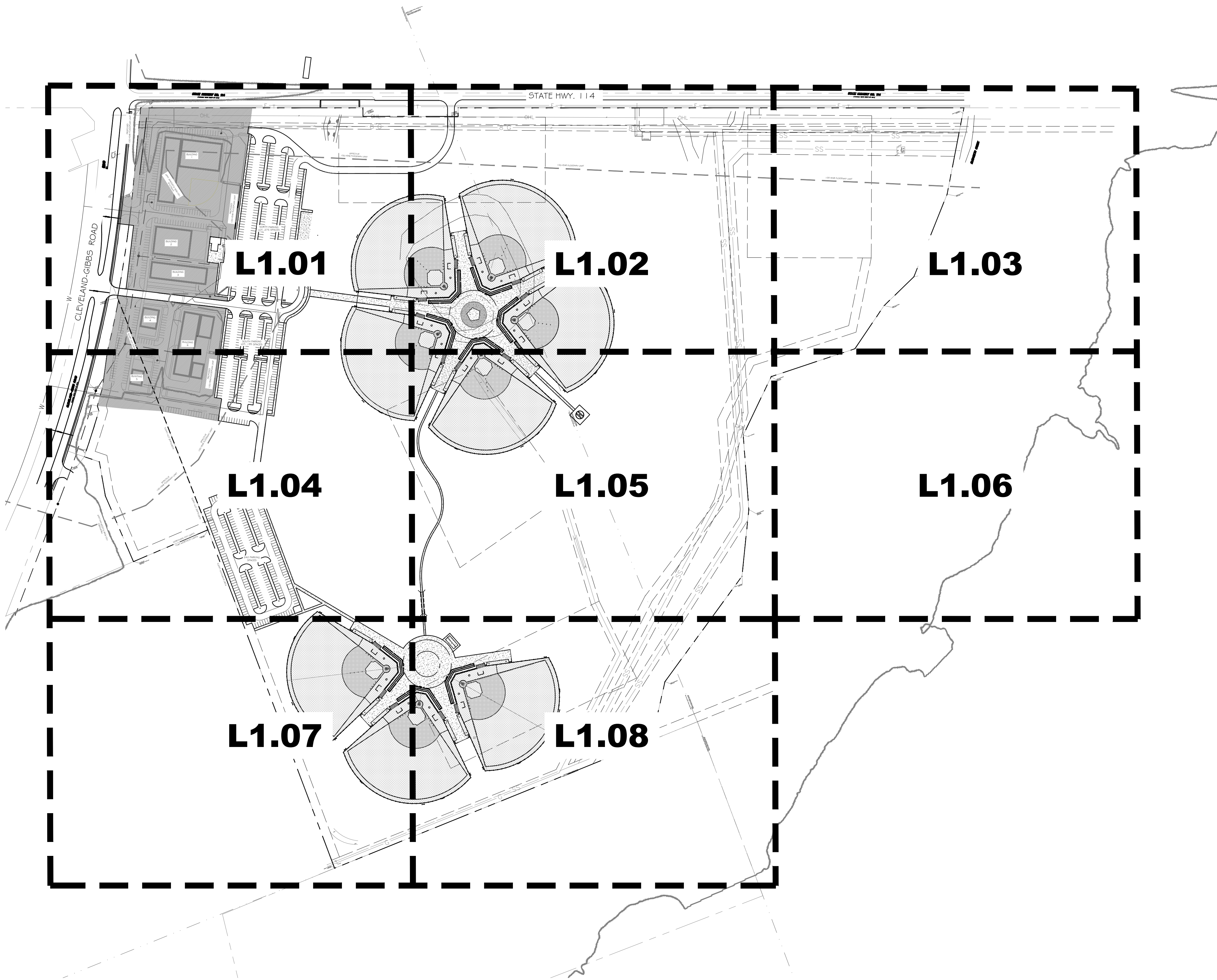
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-  Parcels
-  Roads
-  FEMA Floodplain

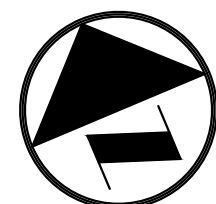


Denton Central Appraisal District, dentoncad.com

Denton County Appraisal District, Harris Govern -- www.harrisgovern.com
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



1 OVERALL SITE PLAN
1" = 200'-0"



0 100 200 400 600
GRAPHIC SCALE IN FEET

Site Data Table		
Existing Land Zoning:	Business Park	
Proposed Use:	Park/Floodplain	
Square Footage of each proposed use	113 acres	4,922,280 sq. ft.
Parks/Floodplain	113 acres	4,922,280 sq. ft.
Building area (gross sq. ft.):		
Crow's Nest Building	1,500 sq. ft.	
Restroom/Concession Building	1,500 sq. ft.	
Storage Building	880 sq. ft.	
Covered Batting Cages	6,000 sq. ft.	
Building Height		
Crow's Nest Building	30ft	
Restroom/Concession Building	12ft	
Covered Batting Cages	14ft	
Storage Building	13ft 4in	
Required & Provided Parking Per Use	Required	Provided
50 spaces per field	400	712
Proposed lot coverage	65.5 acres	2,856,828 sq. ft.

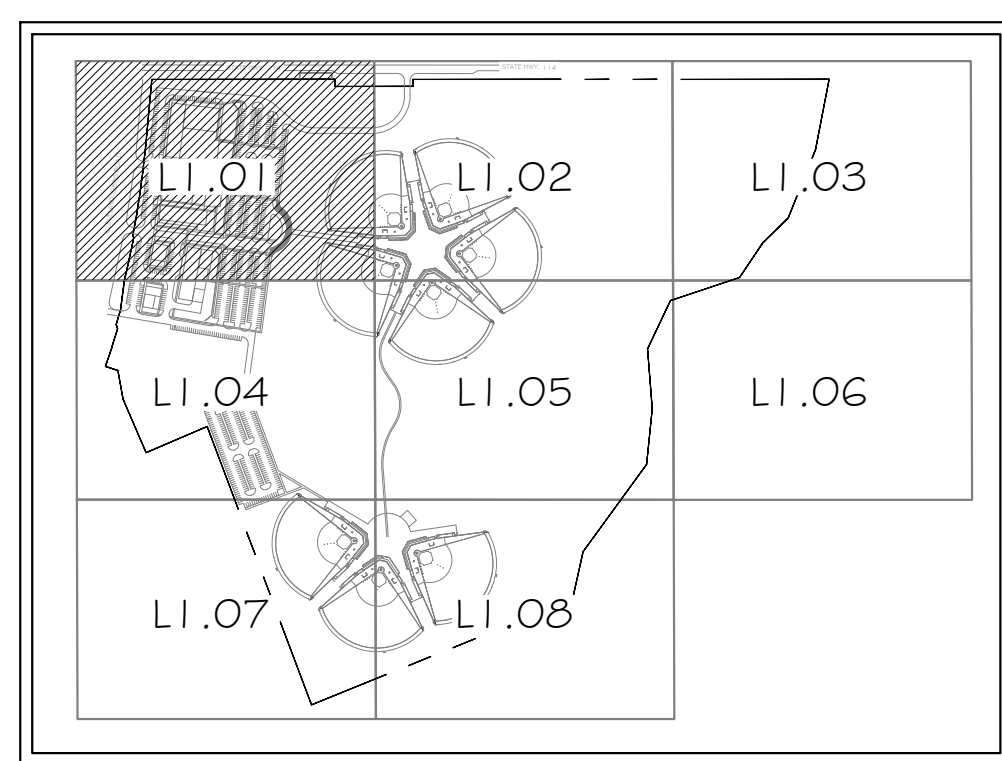
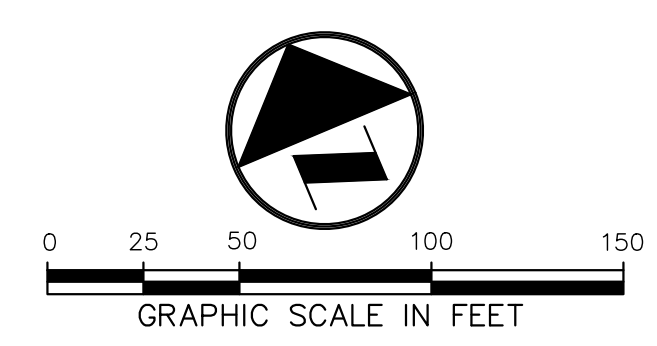
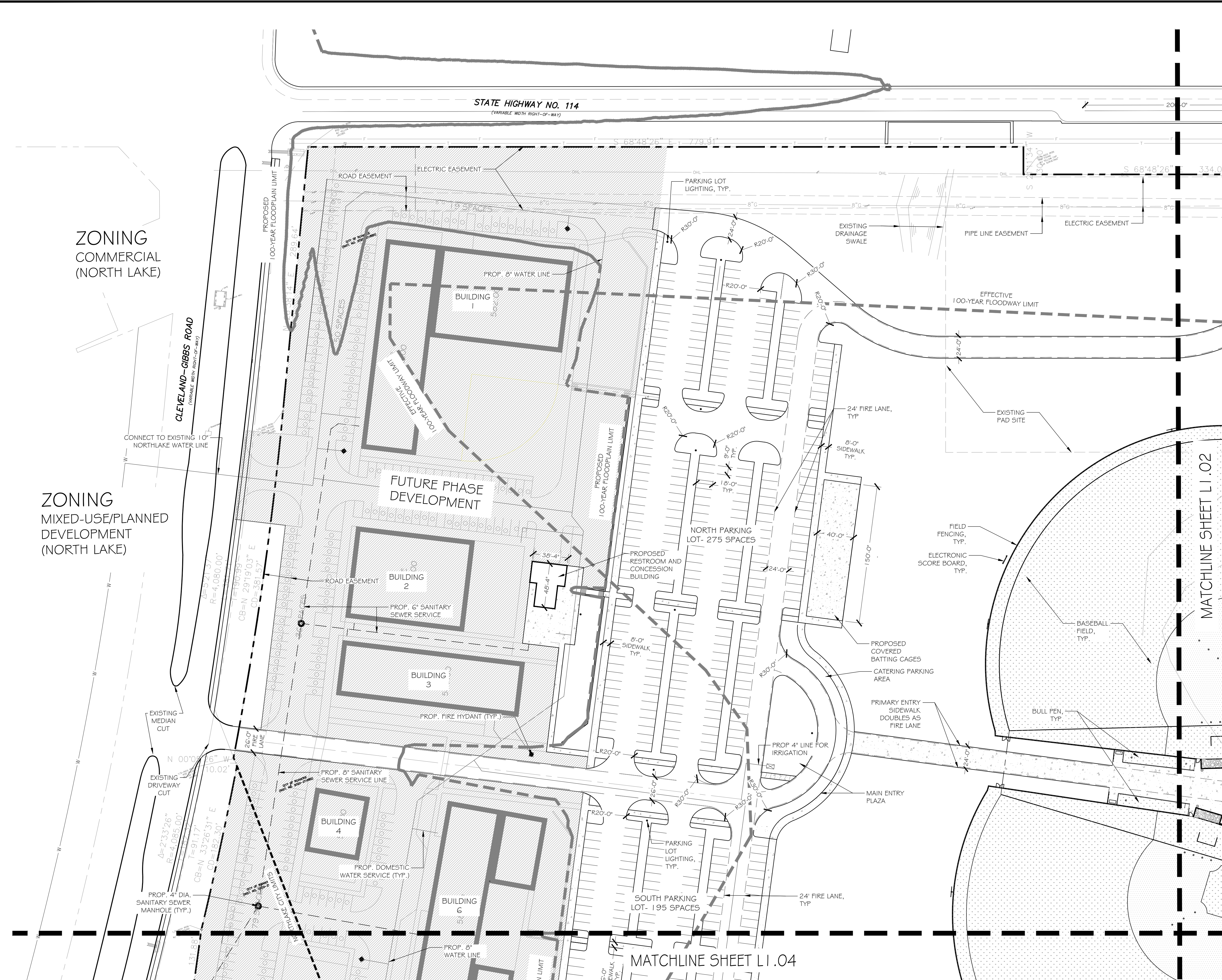
Catering Truck Area will be serviced by local city vendors/restaurants		
*Phase 2: Building Area & Parking	Square Foot Area	Required Parking
Building 1: Sports Entertainment Center (Commercial Amusements: 1 space per 500 SF)	39,000 SF	78
Building 2: Athletic Training Facility (Commercial Amusements: 1 space per 500 SF)	22,000 SF	110
Building 3: Retail/Restaurant (Restaurant: 1 space per 100 SF)	18,000 SF	180
Building 4: Retail/Restaurant (Retail: 1 space per 400 SF)	4,200 SF	11
Building 5: Retail/Restaurant (Retail: 1 space per 400 SF)	2,500 SF	7
Building 6: Hotel (Hotel: 1 space per guest room, 3 extra for first 20 rooms, then 1 for every 10 rooms)	73,900 SF	166
	TOTAL	552
*Phase 2: Additional Parking		Provided
		258

*Phase 2 Buildings and parking are subject to change

OWNER
CITY OF ROANOKE
500 S. OAK STREET
ROANOKE, TX 76262
APPLICANT/DEVELOPER
DAVE DICKSON, MANAGING PARTNER
114 BUSINESS DEVELOPMENT GROUP
311 SKYLINE DRIVE
TROPHY CLUB, TX 76262
EMAIL: DAVE@ECPTXAS.COM
LANDSCAPE ARCHITECT
DOROTHY WITMEYER, PLA
PACHECO KOCH, A WESTWOOD COMPANY
4060 BRYANT IRVIN ROAD
FORT WORTH, TEXAS 76109
EMAIL: DOROTHY.WITMEYER@WESTWOODPS.COM

INTERIM REVIEW
THESE DOCUMENTS ARE INTENDED FOR
INTERIM REVIEW ONLY AND NOT FOR
REGULATORY APPROVAL/PERMITTING, OR
CONSTRUCTION.
REGISTERED LANDSCAPE ARCHITECT
DOROTHY A. WITMEYER
TEXAS REGISTRATION NUMBER 3159

TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-1008001



KEY MAP
(NOT TO SCALE)

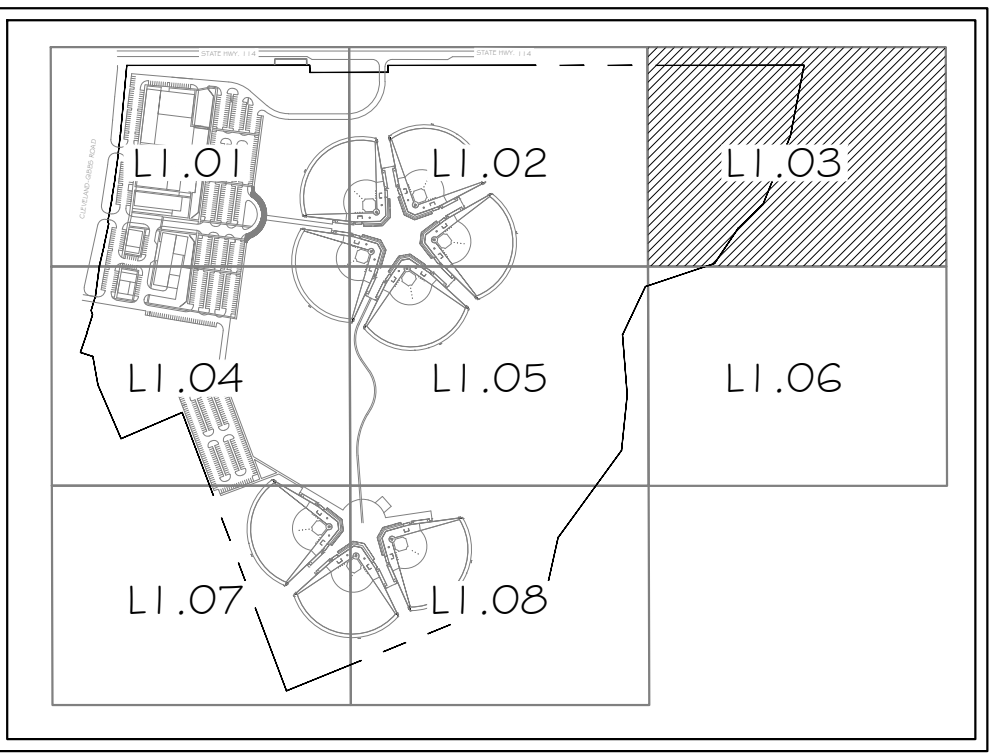
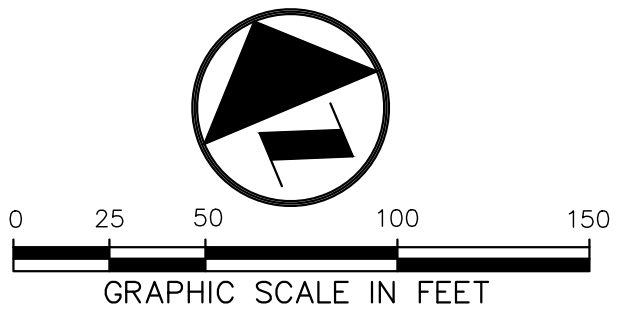
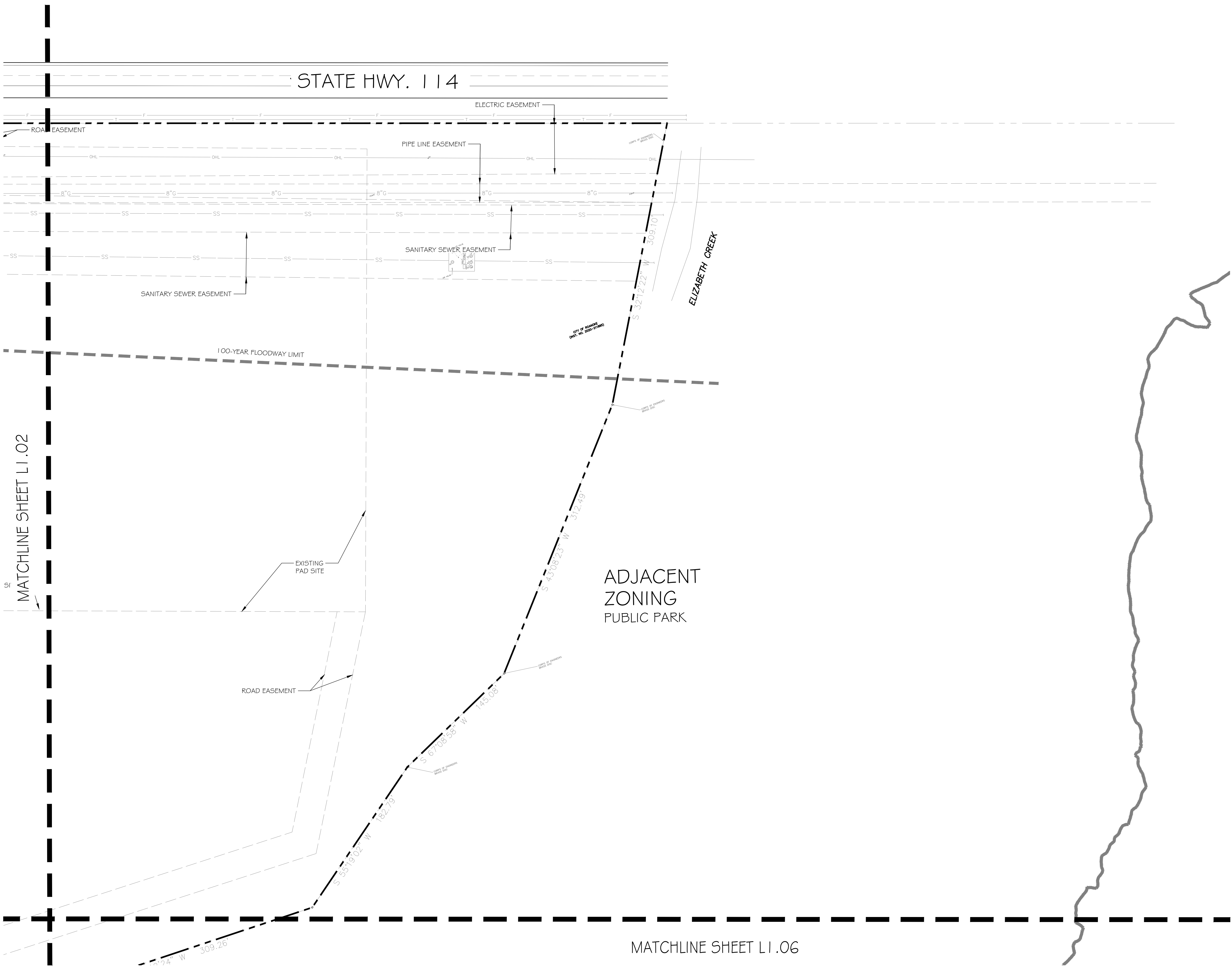
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GORDON L. WINNEKER
TEXAS REGISTRATION NUMBER 3159

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1 SITE PLAN
1" = 50'-0"

TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001

NEW BASEBALL COMPLEX, PHASE 1



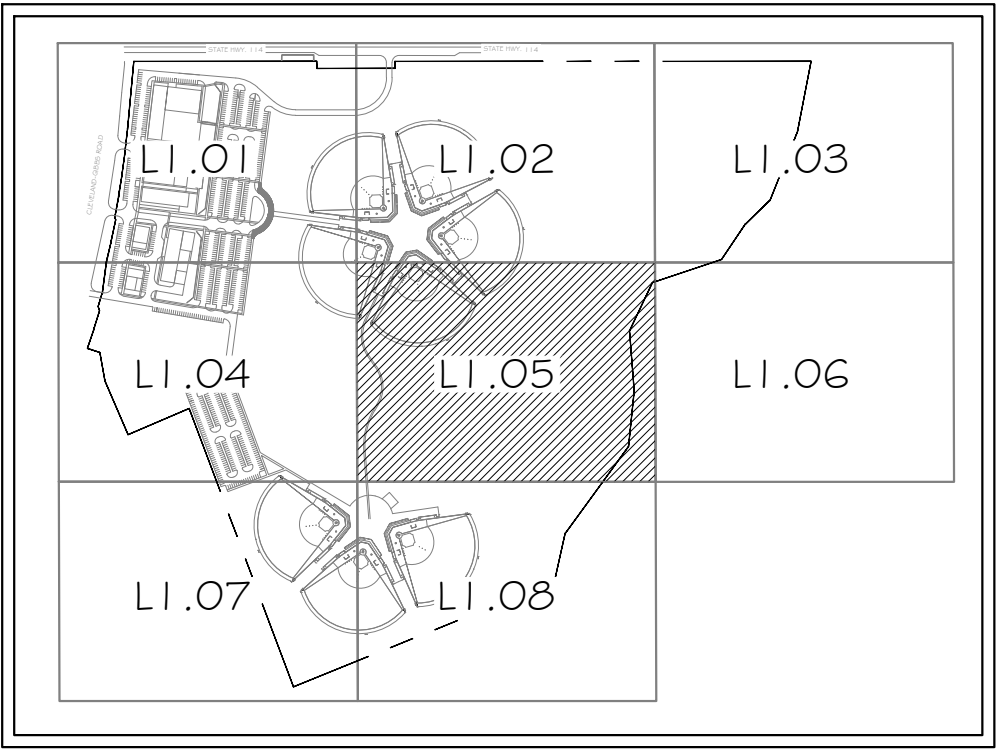
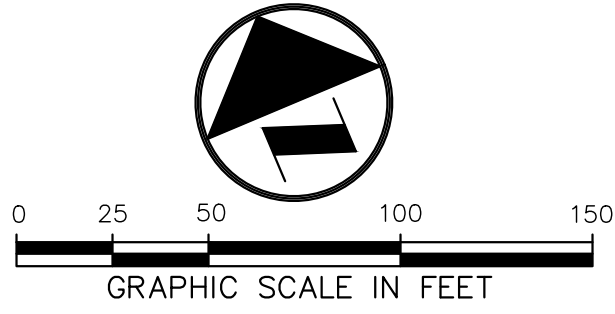
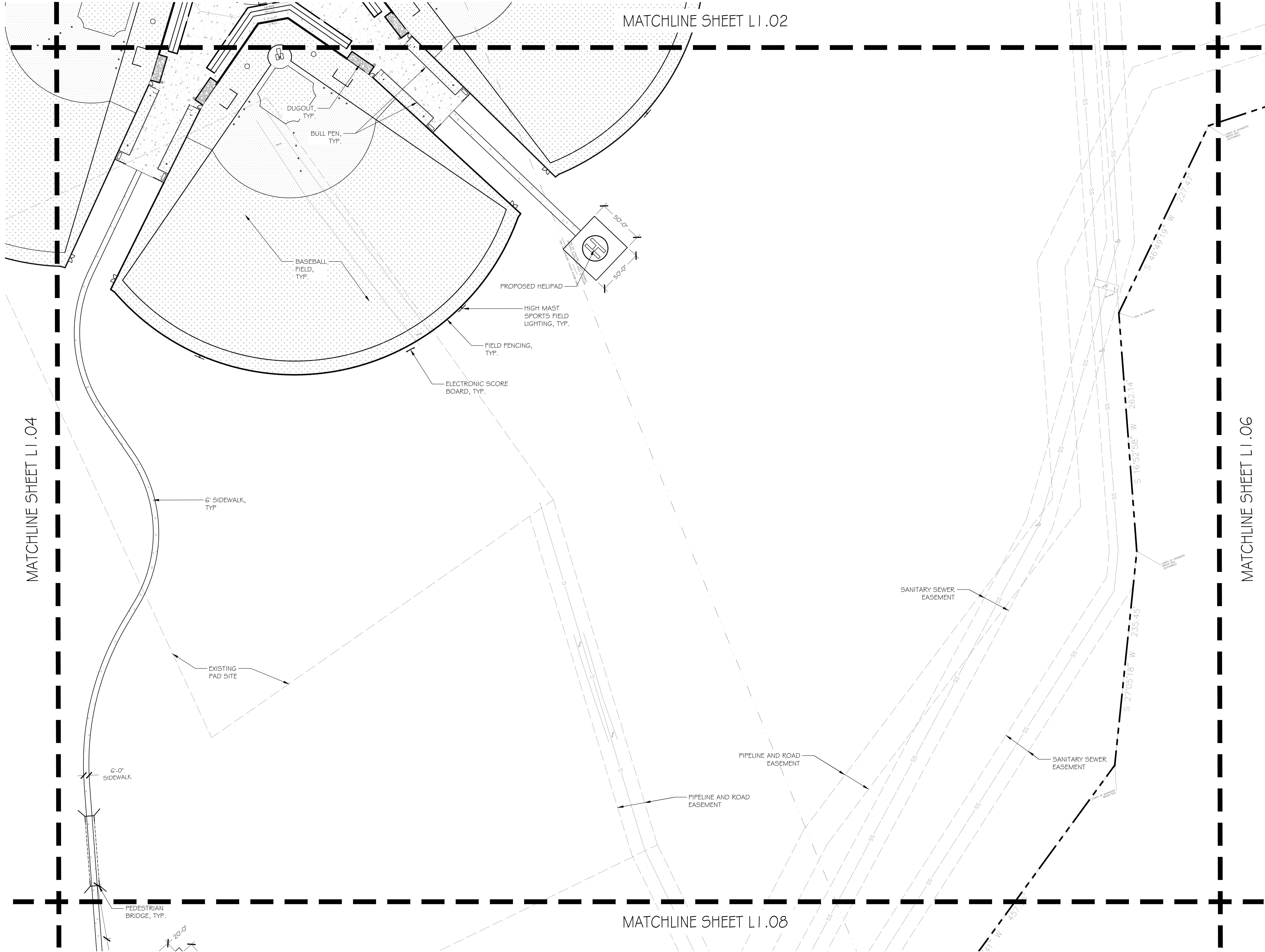
KEY MAP
(NOT TO SCALE)

INTERIM REVIEW

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CONSTRUCTION.

REGISTERED LANDSCAPE ARCHITECT
GORDON L. WITMEYER
TEXAS REGISTRATION NUMBER 3159

1 SITE PLAN
1" = 50'-0"



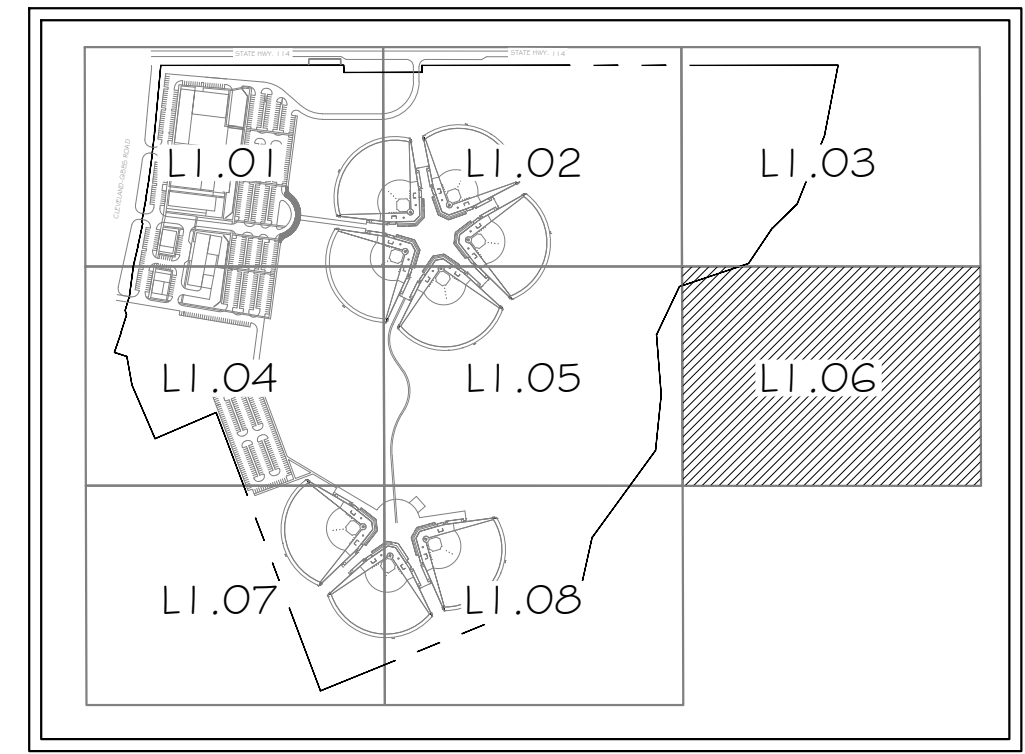
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REGISTERED LANDSCAPE ARCHITECT
OSBORNE, J. WITMEYER
TEXAS REGISTRATION NUMBER 3159

ADJACENT
ZONING
PUBLIC PARK

MATCHLINE SHEET L1.03

MATCHLINE SHEET L1.05



NO.	DATE	REVISION

Pacheco Koch

a Westwood company

4060 BRYANT IRVIN ROAD
FORT WORTH, TX 76109
817.412.7155

SITE PLAN

NEW BASEBALL COMPLEX - PHASE 1

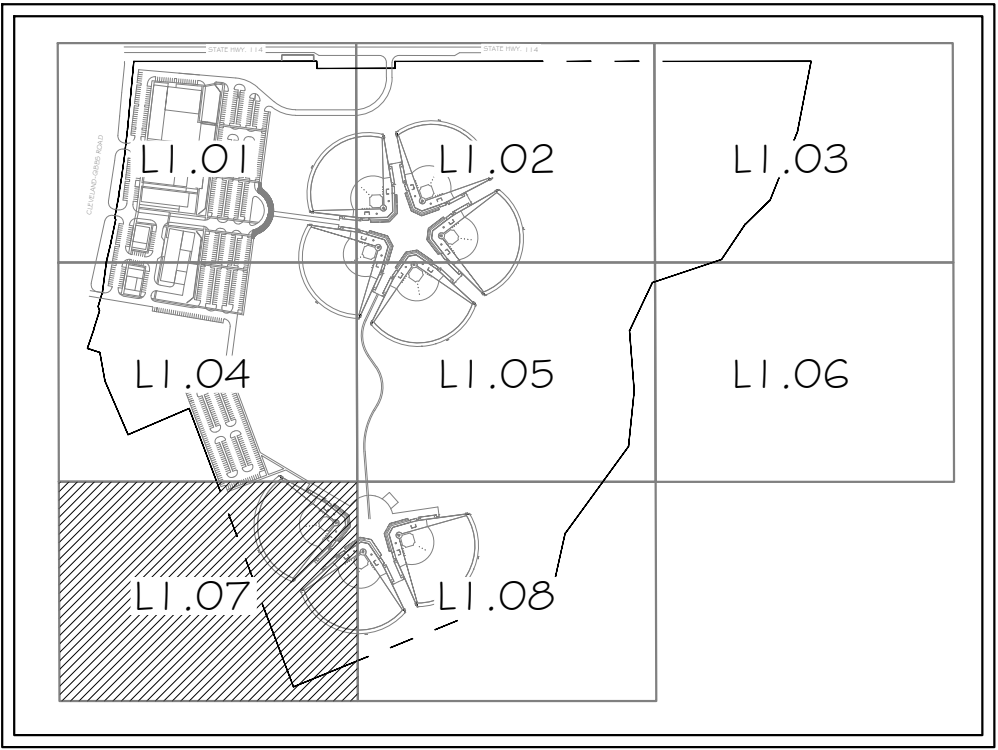
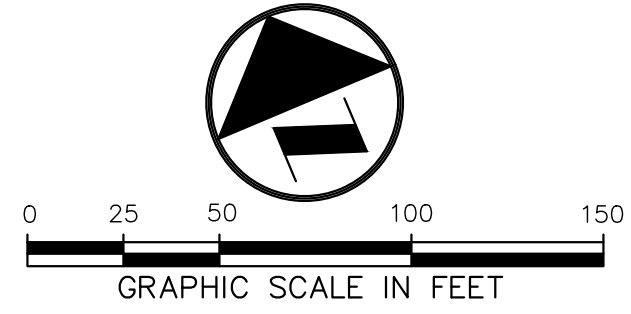
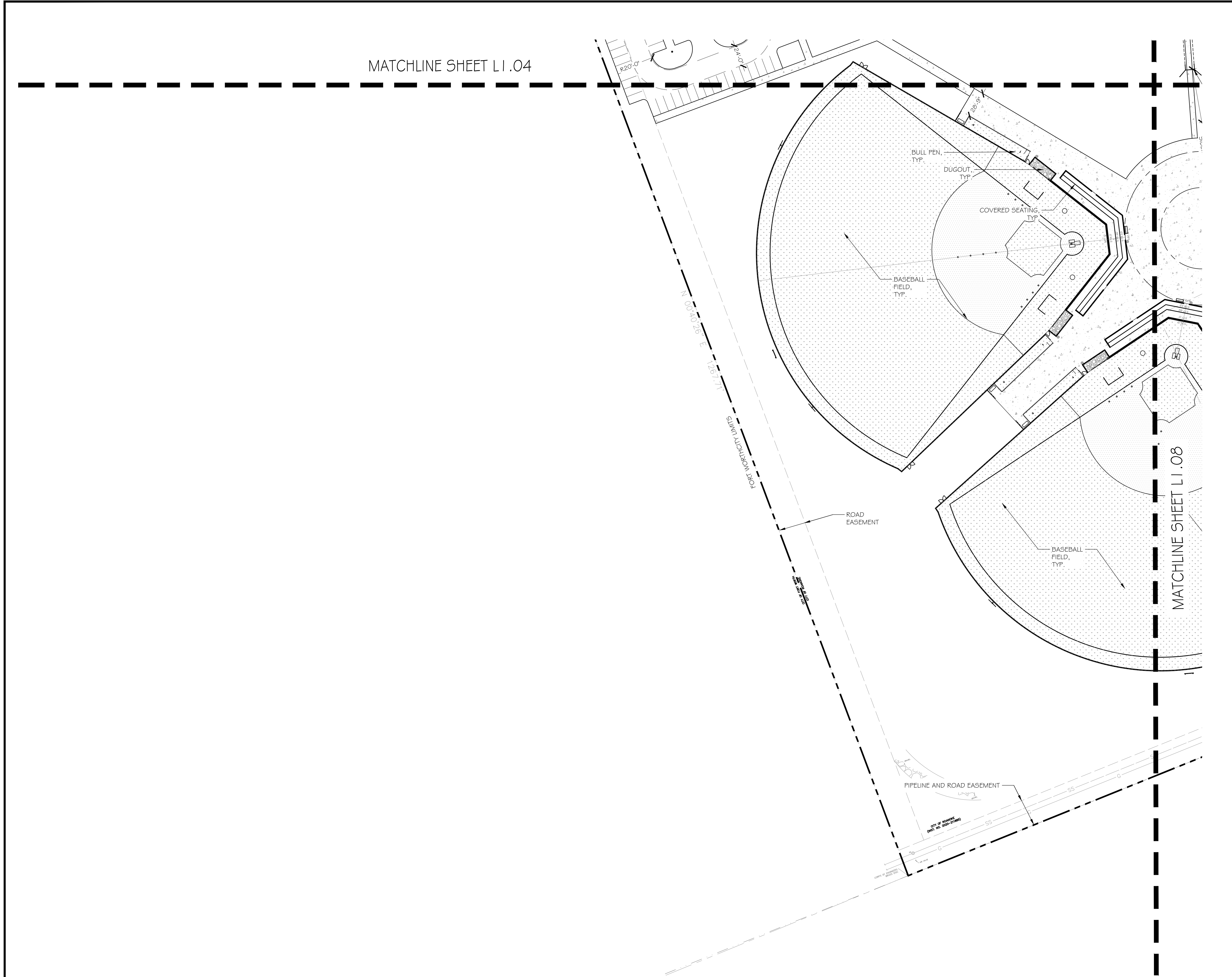
LOT 1 BLOCK 1

FAIRWAY RANCH ADDITION

CITY OF ROANOKE, DENTON, COUNTY, TX

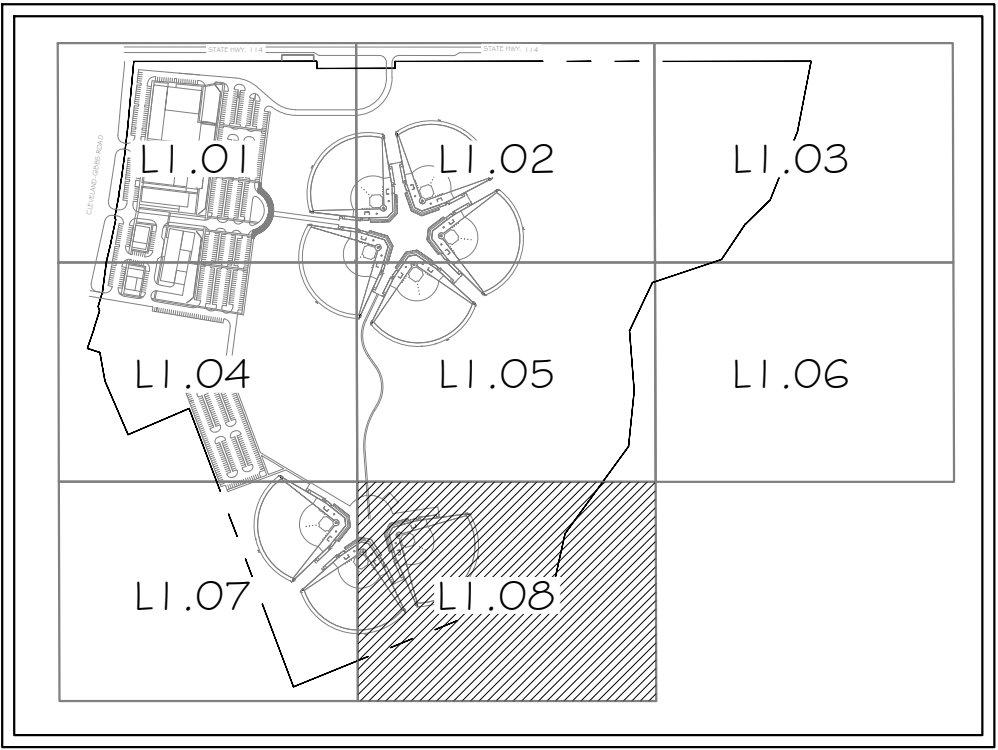
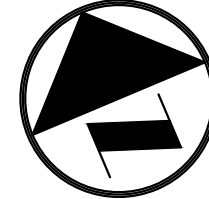
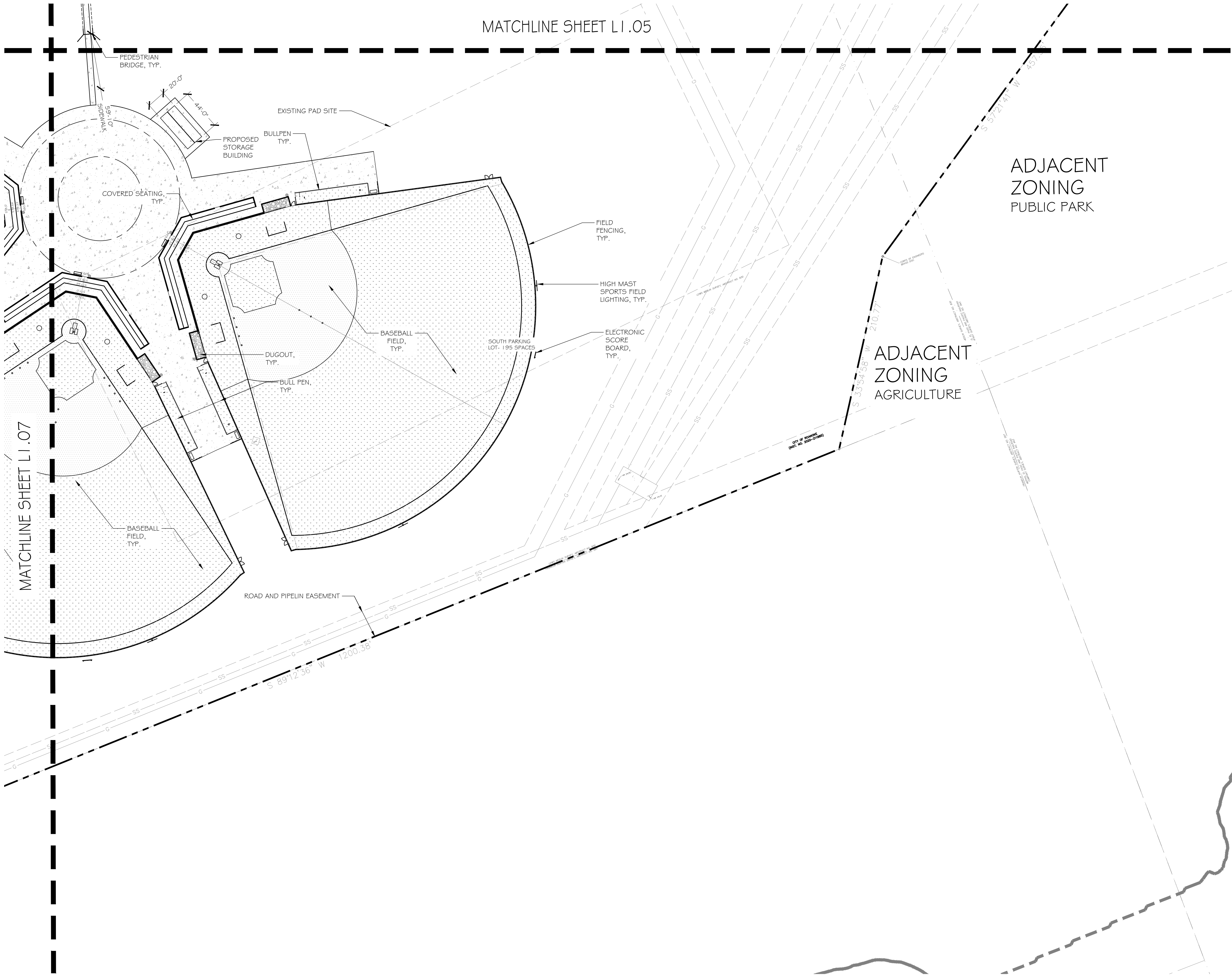
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
DJW	OKP	JUL 2023	AS SHOWN			L1.06

NEW BASEBALL COMPLEX, PHASE 1



KEY MAP
(NOT TO SCALE)

INTERIM REVIEW
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CONSTRUCTION.
REGISTERED LANDSCAPE ARCHITECT
CORBRY, J. WITMEYER
TEXAS REGISTRATION NUMBER 3159



KEY MAP
(NOT TO SCALE)

INTERIM REVIEW

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REGISTERED LANDSCAPE ARCHITECT
CORBETT L. WITMEYER
TEXAS REGISTRATION NUMBER 3159

NOTE: FINIAL BUILDING TO BE DESIGNED BY CONTRACTOR

1

2

44'-0"

10'-0"

3'-4"

REAR SIDE

9'-0" X 9'-0" ROLL UP BAY DOOR

10'-0"

44'-0"

FRONT SIDE

(1)

(2)

- ① R-PANEL STEEL ROOF, CUSTOM COLOR, OVER 4% 12 PREFAB TRUSSES
- ② CMU-SPLIT FACE, INTEGRAL COLOR

NOTE: FINIAL BUILDING TO BE DESIGNED BY CONTRACTOR

(1)

3'-4"

10'-0"

20'-0"

RIGHT SIDE / LEFT SIDE

(2)

- ① R-PANEL STEEL ROOF, CUSTOM COLOR, OVER 4% I 2 PREFAB TRUSSES
- ② CMU-SPLIT FACE, INTEGRAL COLOR

Technical drawing of a door frame. The overall width is 20'-0" and the overall height is 44'-0". The drawing shows a dashed rectangular outline representing the door opening. A callout '1' points to the left side of the frame, and a callout '2' points to the right side of the frame. A small detail view is shown at the bottom left corner of the frame.

- 1 12' ROLL UP BAY DOORS
- 2 FLOOR-CEILING SHELVING

3 STORAGE BUILDING - PLAN VIEW
3/16" = 1'-0"

NO.	DATE	REVISION
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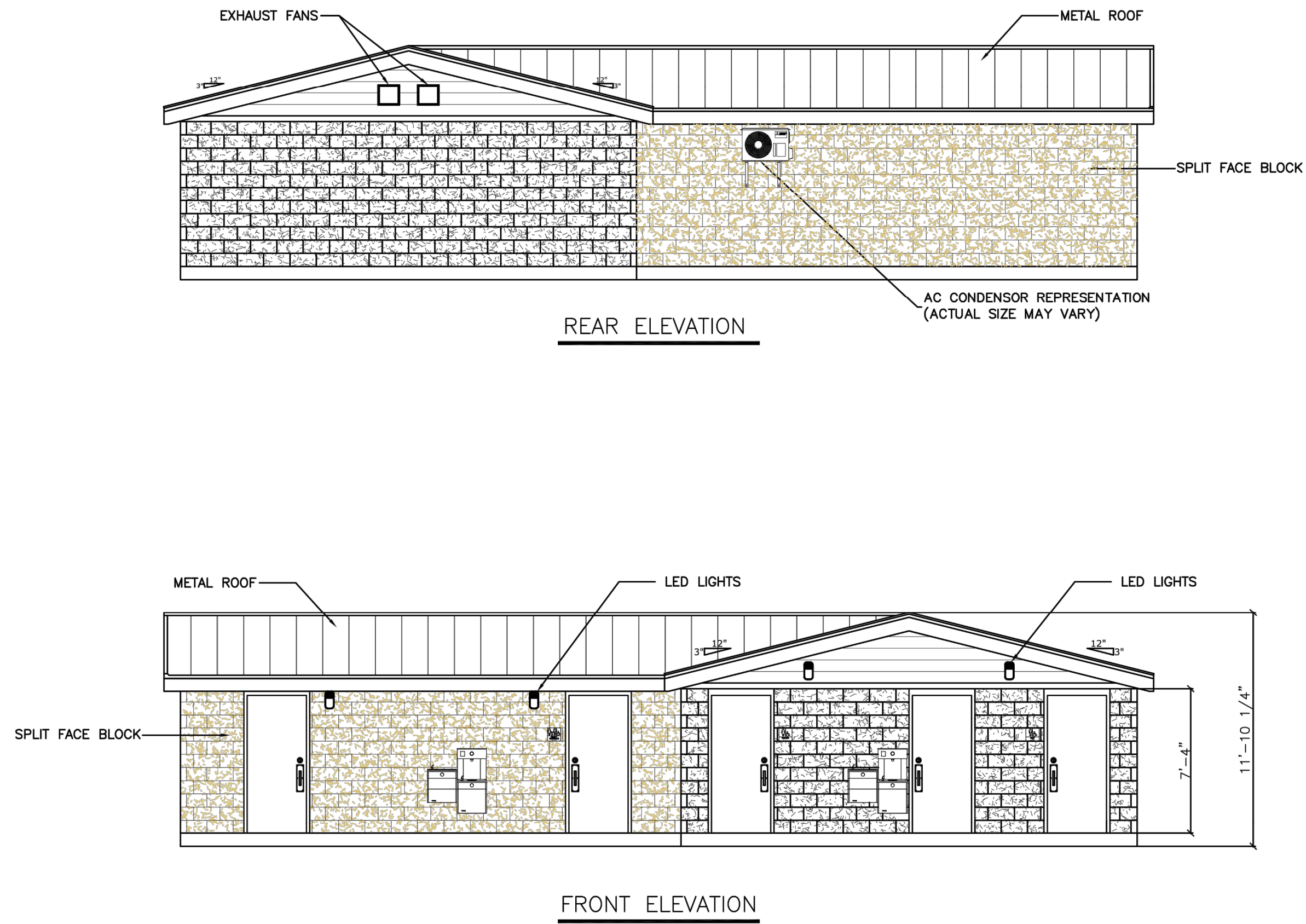
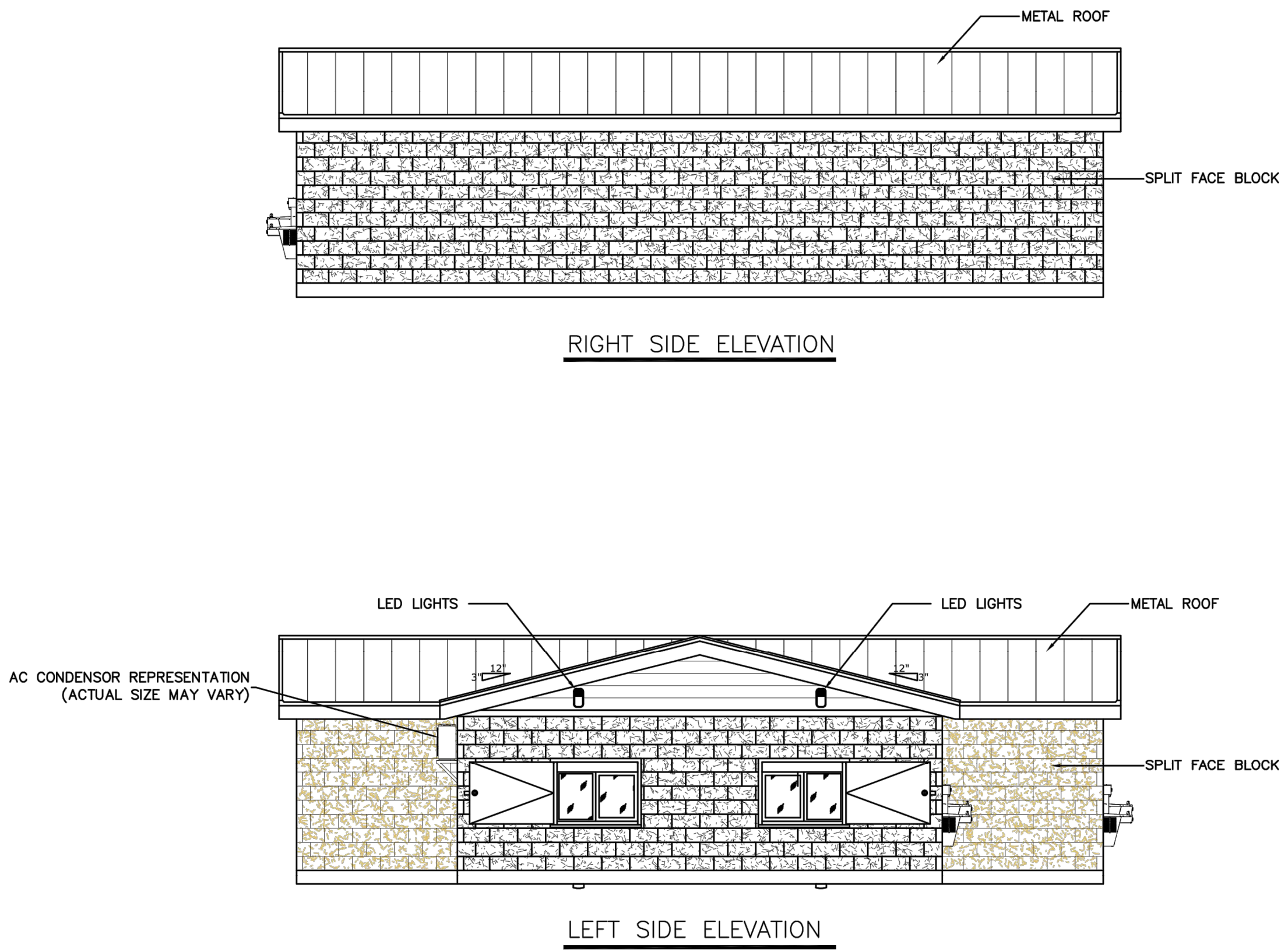
Pacheco Koch
 a Westwood company

4060 BRYANT IRVIN ROAD
 FORT WORTH, TX 76109
 817.412.7155

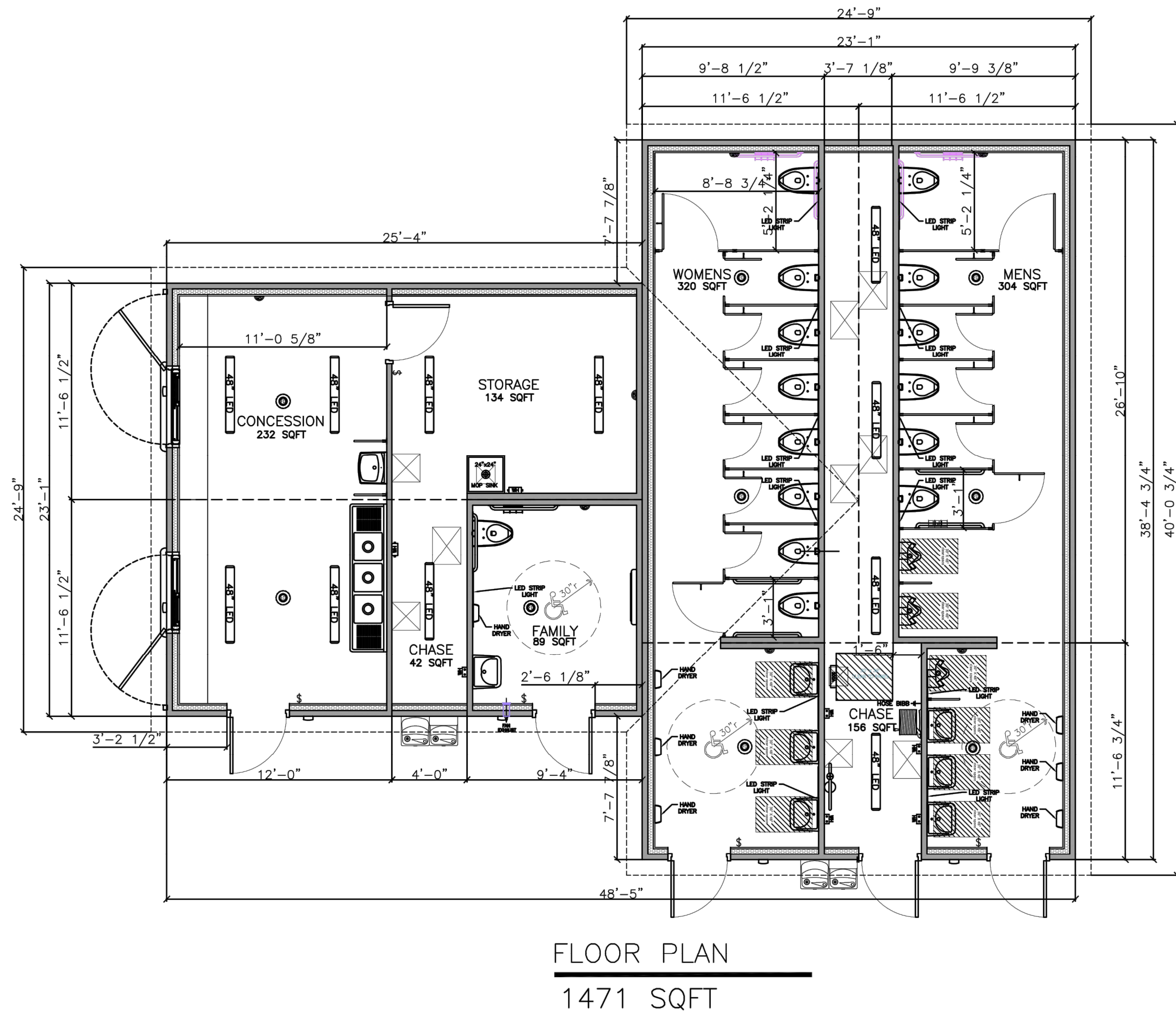
SITE PLAN - BUILDING ELEVATIONS							
NEW BASEBALL COMPLEX - PHASE 1							
LOT 1 BLOCK 1							
FAIRWAY RANCH ADDITION							
CITY OF ROANOKE, DENTON, COUNTY, TX							
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.	
DJW	OKP	JUL 2023	AS SHOWN			L1.09	

Page 25 of 229

NEW BASEBALL COMPLEX, PHASE 1



01 RESTROOM AND CONCESSION FACILITY - ELEVATIONS

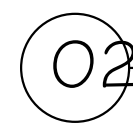
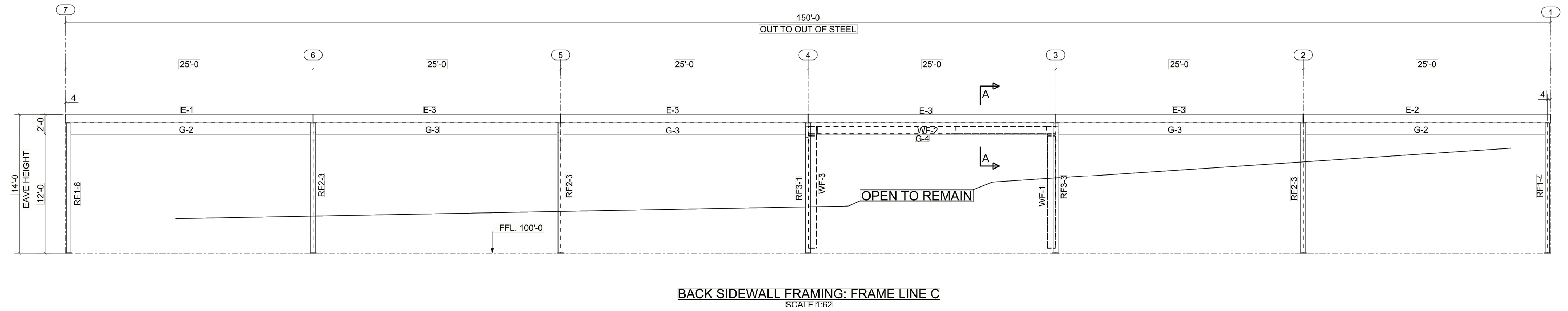
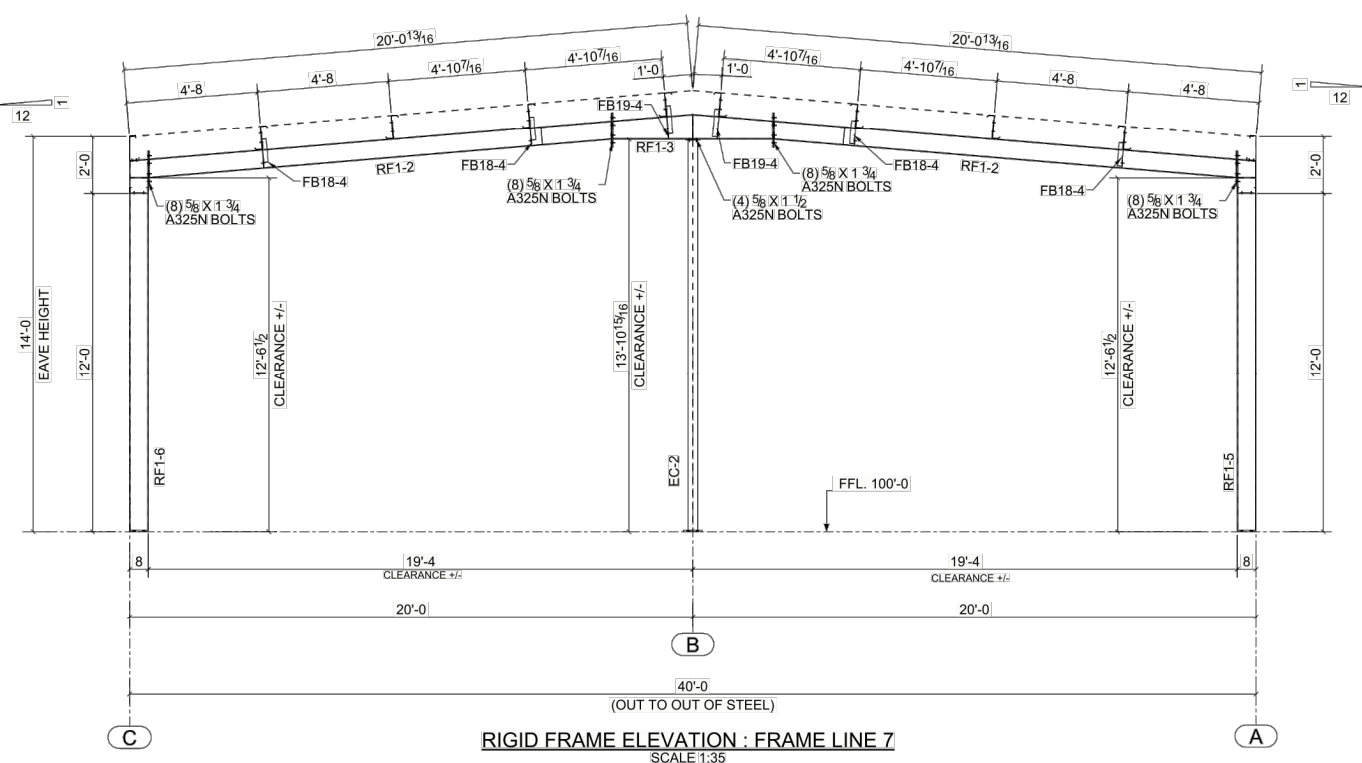


02 RESTROOM AND CONCESSION FACILITY - FLOOR PLAN

INTERIM REVIEW
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REGISTERED LANDSCAPE ARCHITECT
CORBETT L. WITMEYER
TEXAS REGISTRATION NUMBER 3159

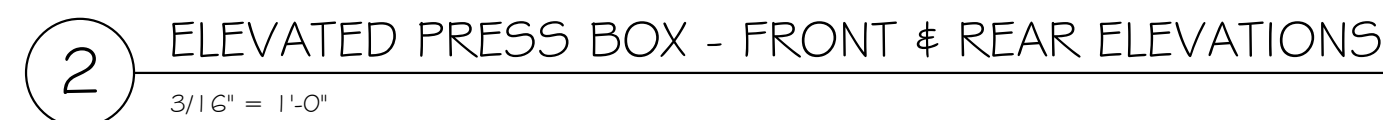
NO.	DATE	REVISION
Pacheco Koch a Westwood company		
4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155		
SITE PLAN - BUILDING ELEVATIONS		
NEW BASEBALL COMPLEX - PHASE 1		
LOT 1 BLOCK 1		
FAIRWAY RANCH ADDITION		
CITY OF ROANOKE, DENTON, COUNTY, TX		
DESIGN	DRAWN	DATE
DJW	OKP	JUL 2023
SCALE	NOTES	FILE
AS SHOWN		
NO.	L1.10	

TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001



REGISTERED LANDSCAPE ARCHITECT
DOROTHY J. WITMEYER
TEXAS REGISTRATION NUMBER 3159

NEW BASEBALL COMPLEX, PHASE 1

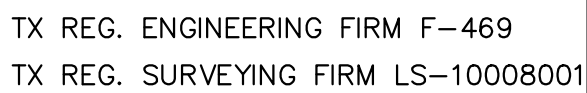


INTERIM REVIEW
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REGISTERED LANDSCAPE ARCHITECT
DOROTHY J. WITMEYER
TEXAS REGISTRATION NUMBER 3159

NO.	DATE	REVISION					
 Pacheco Koch a Westwood company				4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155			
SITE PLAN - BUILDING ELEVATIONS							
NEW BASEBALL COMPLEX - PHASE 1							
LOT 1 BLOCK 1							
FAIRWAY RANCH ADDITION							
CITY OF ROANOKE, DENTON, COUNTY, TX							
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.	
DJW	OKP	JUL 2023	AS SHOWN			L1.12	

1. A PERMANENT IRRIGATION SYSTEM WILL BE INSTALLED WITHIN THE PARKING LOT AREA AND DIRECTLY AROUND THE FIELD AREA.
2. A RAIN FREEZE SENSOR WILL BE INSTALLED ON THE IRRIGATION SYSTEM.
3. LANDSCAPE AREAS OUTSIDE OF THE PERMANENT IRRIGATION SYSTEM WILL BE TEMPORARILY IRRIGATED UNTIL ESTABLISHED.

- LANDSCAPE MAINTENANCE SHALL COMPLY WITH CITY OF ROANOKE CODE OF ORDINANCES, SECTION 12.727 - MAINTENANCE.
2. THE OWNER, TENANT AND/OR THEIR AGENT, IF ANY, SHALL BE JOINTLY RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPING. ALL REQUIRED LANDSCAPING SHALL BE MAINTAINED IN A NEAT AND ORDERLY MANNER AT ALL TIMES. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, MOWING, EDGING, PRUNING, FERTILIZING, WATERING, WEEDING, AND OTHER SUCH ACTIVITIES COMMON TO THE MAINTENANCE OF LANDSCAPING. LANDSCAPED AREAS SHALL BE KEPT FREE OF TRASH, LITTER, WEEDS, AND OTHER SUCH MATERIAL OR PLANTS NOT A PART OF THE LANDSCAPING. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION AS IS APPROPRIATE FOR THE SEASON OF THE YEAR. PLANT MATERIALS WHICH DIE SHALL BE REPLACED WITH PLANT MATERIAL OF SIMILAR VARIETY AND SIZE, WITHIN NINETY (90) DAYS. TREES WITH A TRUNK DIAMETER IN EXCESS OF SIX INCHES (6") MEASURED FOUR FOOT (4') ABOVE THE GROUND MAY BE REPLACED WITH ONES OF SIMILAR VARIETY HAVING A TRUNK DIAMETER OF NO LESS THAN THREE INCHES (3") MEASURED FOUR FOOT (4') ABOVE THE GROUND ON A CALIPER-INCH FOR CALIPER-INCH BASIS (E.G., FOR A 6" TREE, TWO 3" REPLACEMENT TREES SHALL BE REQUIRED). A TIME EXTENSION MAY BE GRANTED BY THE CITY MANAGER OR HIS/HER DESIGNEE IF SUBSTANTIAL EVIDENCE IS PRESENTED TO INDICATE ABNORMAL CIRCUMSTANCES BEYOND THE CONTROL OF THE OWNER OR HIS/HER AGENT.
3. IT SHALL BE THE DUTY OF ANY PERSON OR PERSONS OWNING OR OCCUPYING PROPERTY BORDERING ON ANY STREET TO PRUNE TREES NEXT TO THE STREET IN SUCH MANNER THAT THEY WILL NOT OBSTRUCT OR SHADE THE STREET LIGHTS, OBSTRUCT THE PASSAGE OF PEDESTRIANS, OR SIDEWALK, OR OBSTRUCT THE PASSAGE OF TRAFFIC. TREES SHALL NOT OBSTRUCT THE VIEW FROM ANY VEHICLE AT ANY INTERSECTION. THE MINIMUM CLEARANCE OF ANY PORTION OF A TREE OVERHANGING PUBLIC STREET RIGHT-OF-WAY SHALL BE FOURTEEN FEET (14'), AND OVERHANGING A PUBLIC SIDEWALK SHALL BE EIGHT FEET (8').



<u>TREES</u>	<u>QTY</u>	<u>BOTANICAL / COMMON NAME</u>	<u>SIZE/COND.</u>	<u>REMARKS</u>
	57	QUERCUS SHUMARDII SHUMARD RED OAK	3" CAL.	SINGLE, STRAIGHT LEADER, MATCHING
	37	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK	3" CAL.	SINGLE, STRAIGHT LEADER, MATCHING
	15	ULMUS CRASSIFOLIA CEDAR ELM	3" CAL.	SINGLE, STRAIGHT LEADER, MATCHING
<u>ORNAMENTAL TREES</u>	<u>QTY</u>	<u>BOTANICAL / COMMON NAME</u>	<u>SIZE/COND.</u>	<u>REMARKS</u>
	57	CERCIS CANADENSIS 'TEXENSIS' EASTERN REDBUD	45 GAL	MULTI-LEADER, FULL, MATCHING
	49	LAGERSTROEMIA X 'NATCHEZ' CRAPE MYRTLE	45 GAL	MULTI-TRUNK, FULL, MATCHING
<u>SOD/SEED</u>	<u>QTY</u>	<u>BOTANICAL / COMMON NAME</u>	<u>SIZE</u>	<u>REMARKS</u>
	1,435,000 SF	CYNODON DACTYLON BERMUDA GRASS	SOD	SOLID, ROLLED TIGHT, SAND FILLED JOINTS, 100% WEED, PEST AND DISEASE FREE

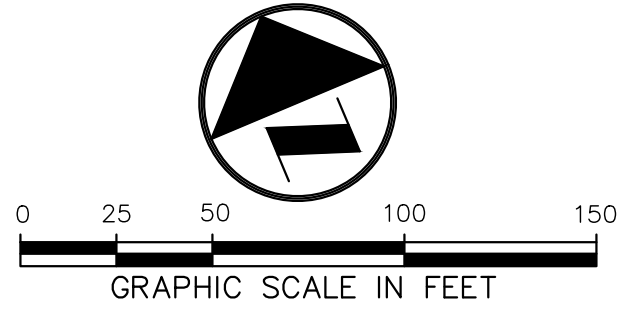
LANDSCAPE MAINTENANCE NOTES

- I. 40% OF THE SITE WILL NOT BE DESTURBED AND TREES WILL BE PRESERVED.

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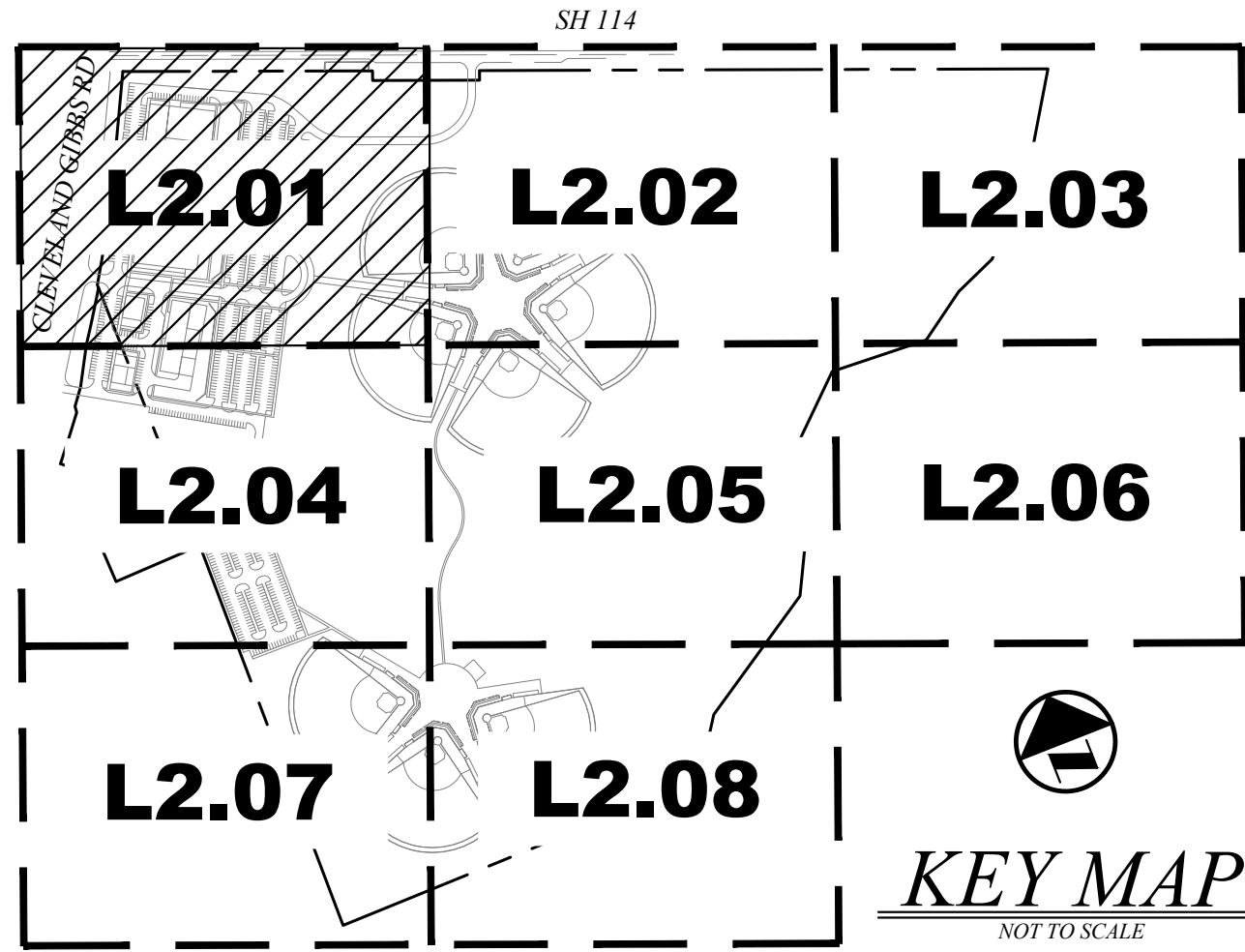
REGISTERED LANDSCAPE ARCHITECT
DOROTHY J. WITMEYER
TEXAS REGISTRATION NUMBER 3159

NEW BASEBALL COMPLEX, PHASE 1



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
	ULMUS CRASSIFOLIA CEDAR ELM
ORNAMENTAL TREES	BOTANICAL / COMMON NAME
	CERCIS CANADENSIS 'TEXENSIS' EASTERN REDBUD
	LAGERSTROEMIA X 'NATCHEZ' CRAPE MYRTLE
SOD/SEED	BOTANICAL / COMMON NAME
	CYNODON DACTYLON BERMUDA GRASS

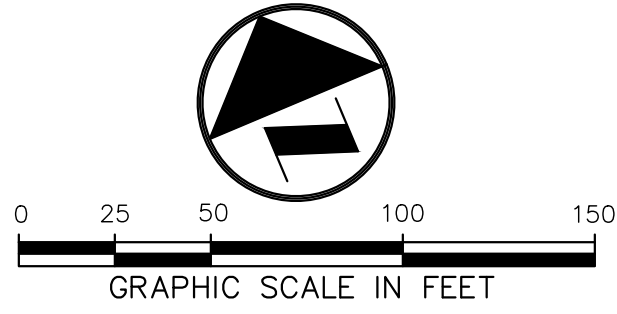
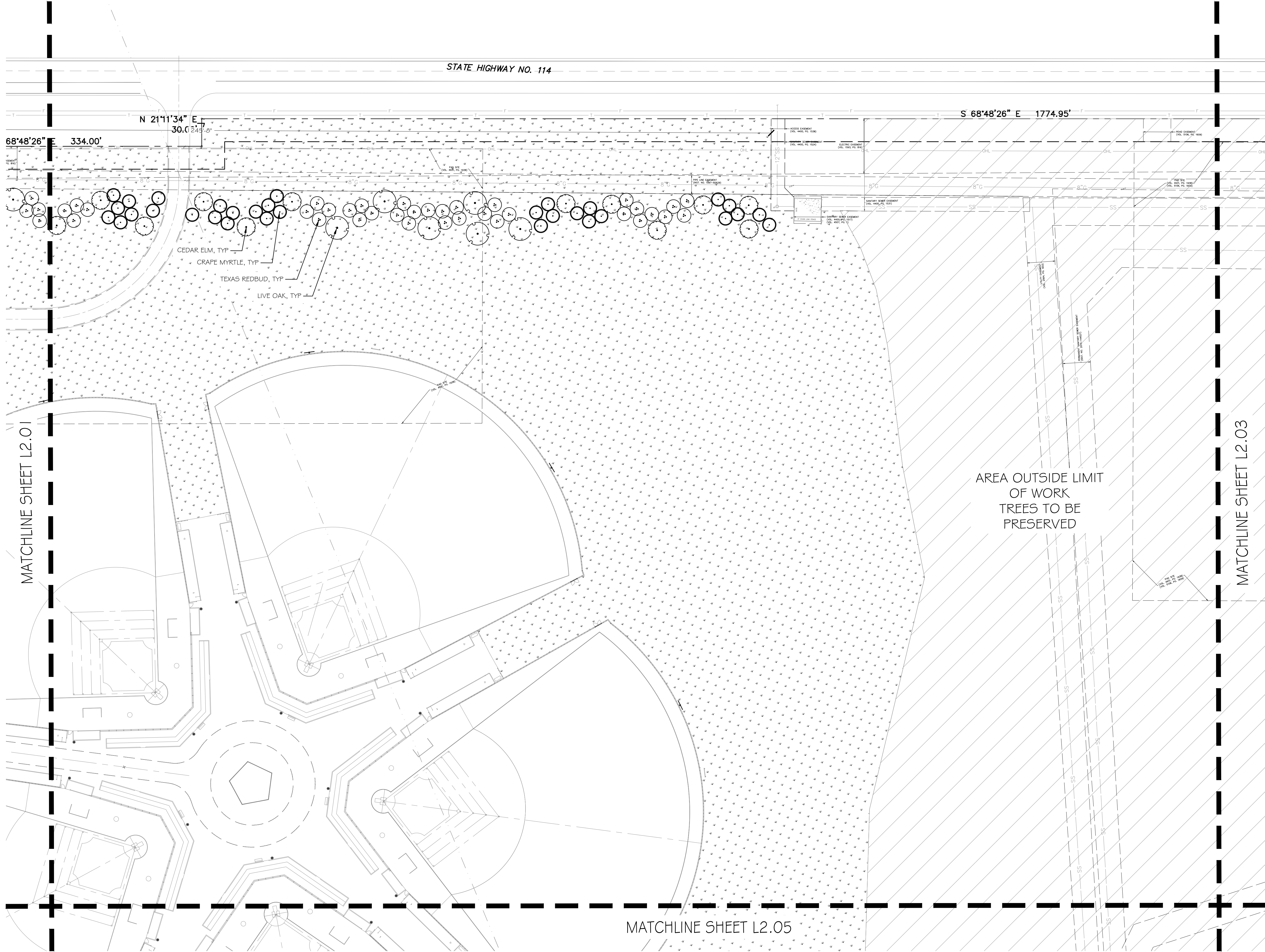


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CONSTRUCTION.
REGISTERED LANDSCAPE ARCHITECT
GORDON L. WINNEKER
TEXAS REGISTRATION NUMBER 3159

NO.	DATE	REVISION
4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155		

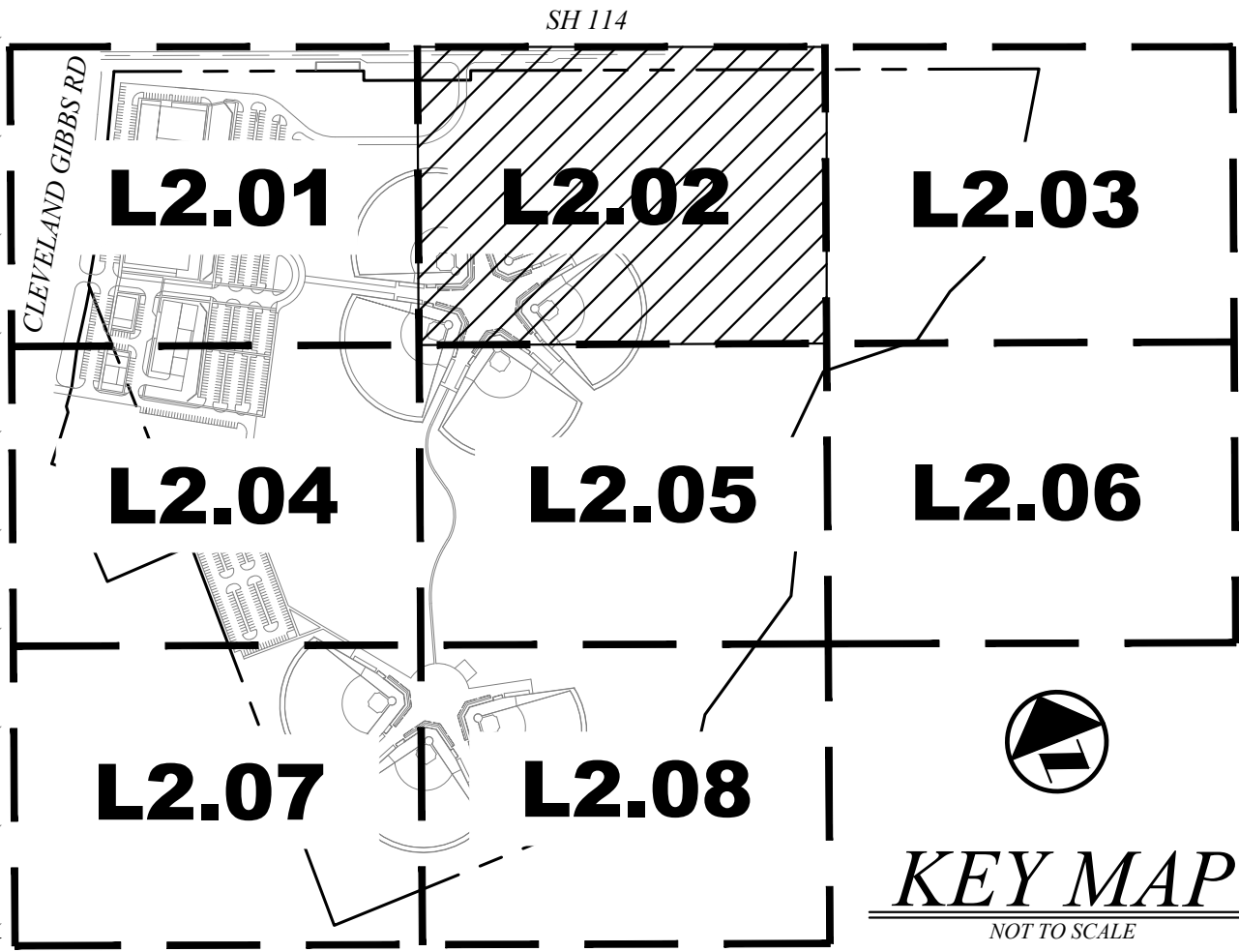
LANDSCAPE PLAN
NEW BASEBALL COMPLEX - PHASE 1
LOT 1 BLOCK 1
FAIRWAY RANCH ADDITION
CITY OF ROANOKE, DENTON, COUNTY, TX

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
DJW	OKP	JUL 2023	AS SHOWN			L2.01



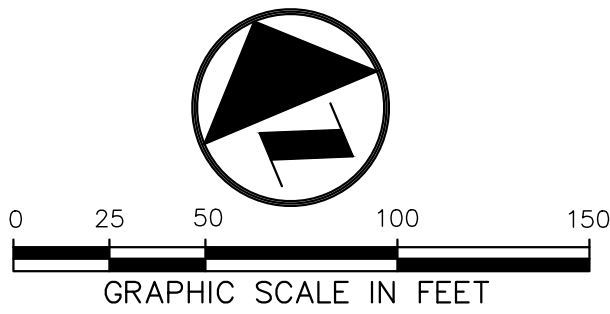
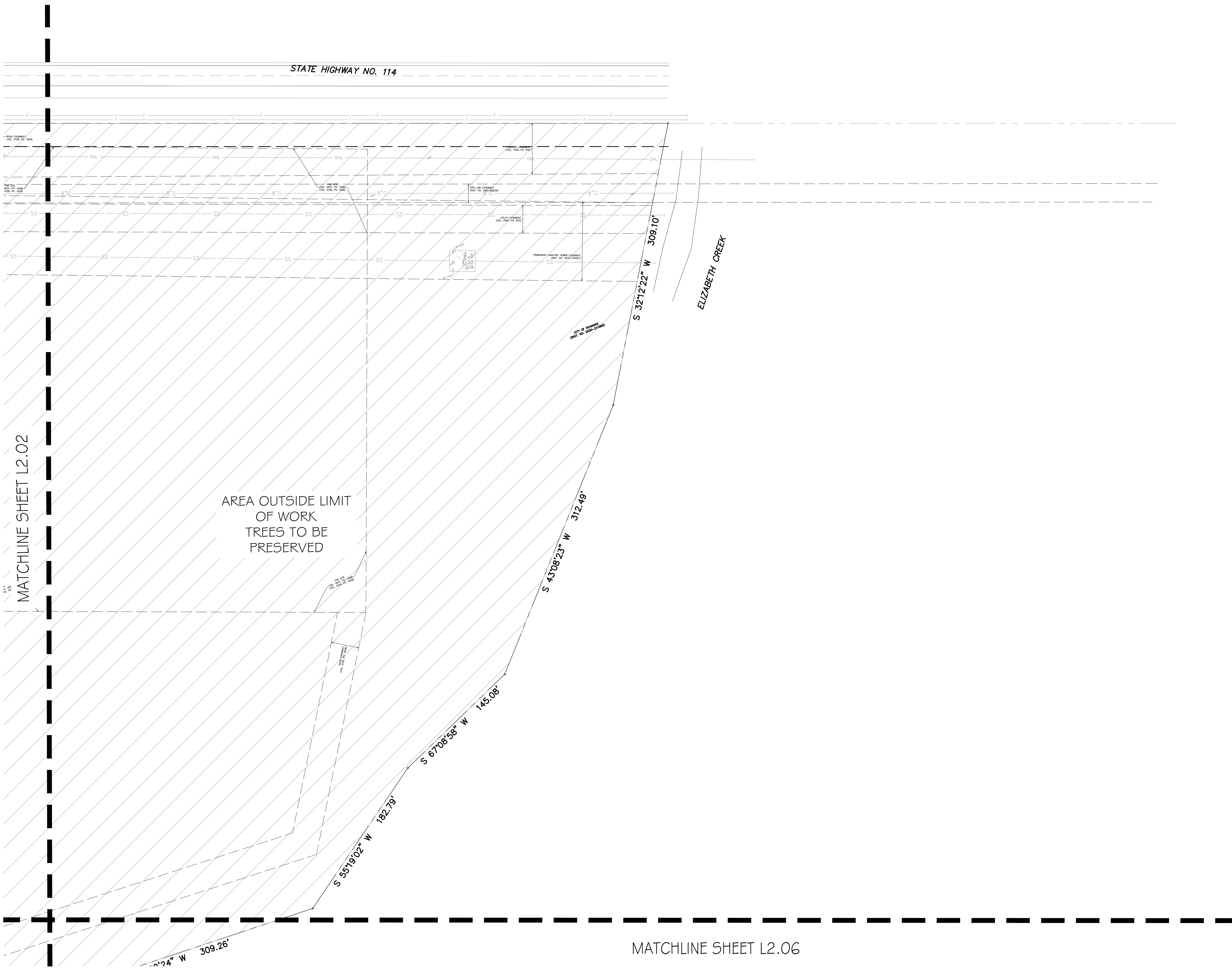
PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
	ULMUS CRASSIFOLIA CEDAR ELM
ORNAMENTAL TREES	BOTANICAL / COMMON NAME
	CERCIS CANADENSIS 'TEXENSIS' EASTERN REDBUD
	LAGERSTROEMIA X 'NATCHEZ' CRAPE MYRTLE
SOD/SEED	BOTANICAL / COMMON NAME
	CYNODON DACTYLON BERMUDA GRASS



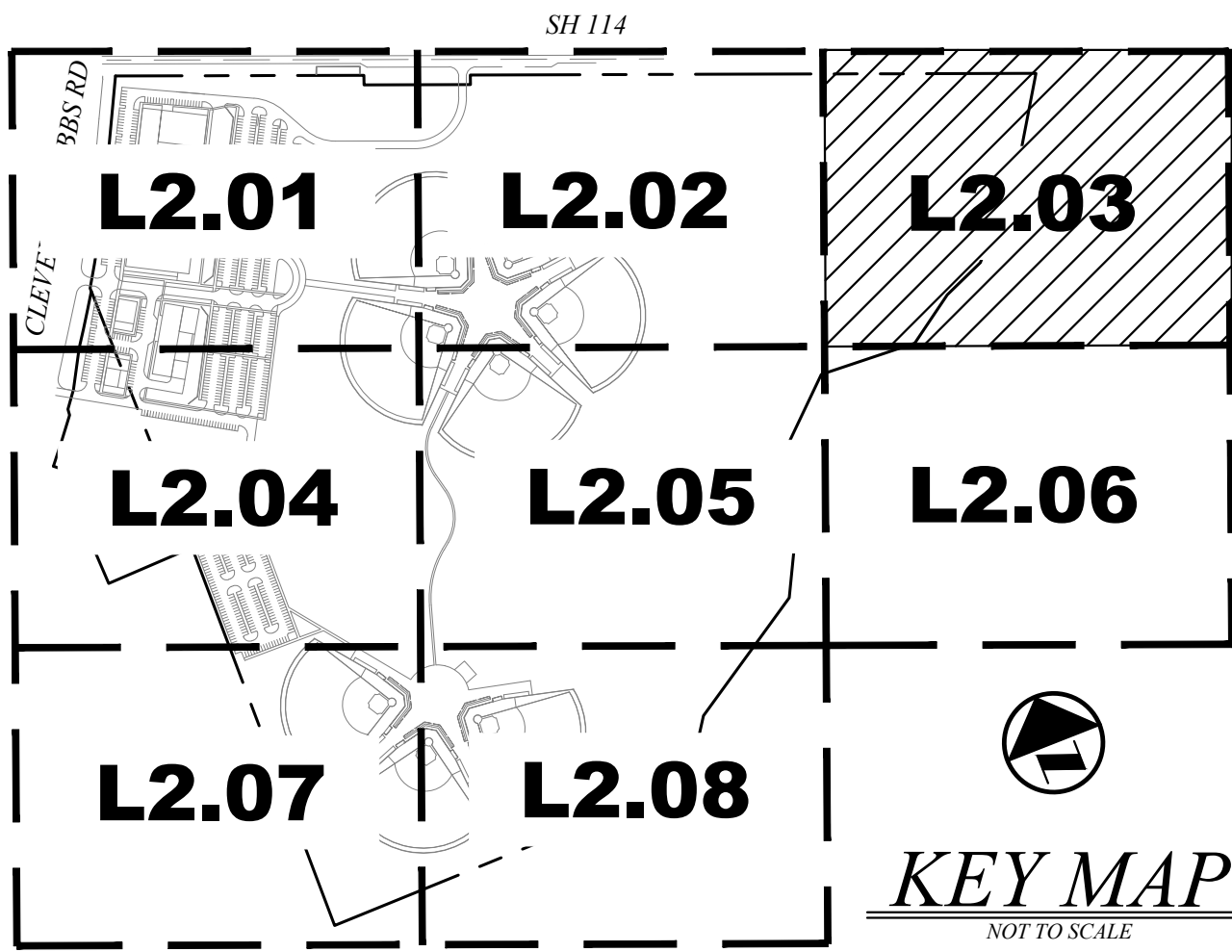
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TEXAS REGISTRATION NUMBER 3159

NO.	DATE	REVISION				
 Pacheco Koch a Westwood company				4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155		
LANDSCAPE PLAN						
NEW BASEBALL COMPLEX - PHASE 1						
LOT 1 BLOCK 1						
FAIRWAY RANCH ADDITION						
CITY OF ROANOKE, DENTON, COUNTY, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
DJW	OKP	JUL 2023	AS SHOWN			L2.02



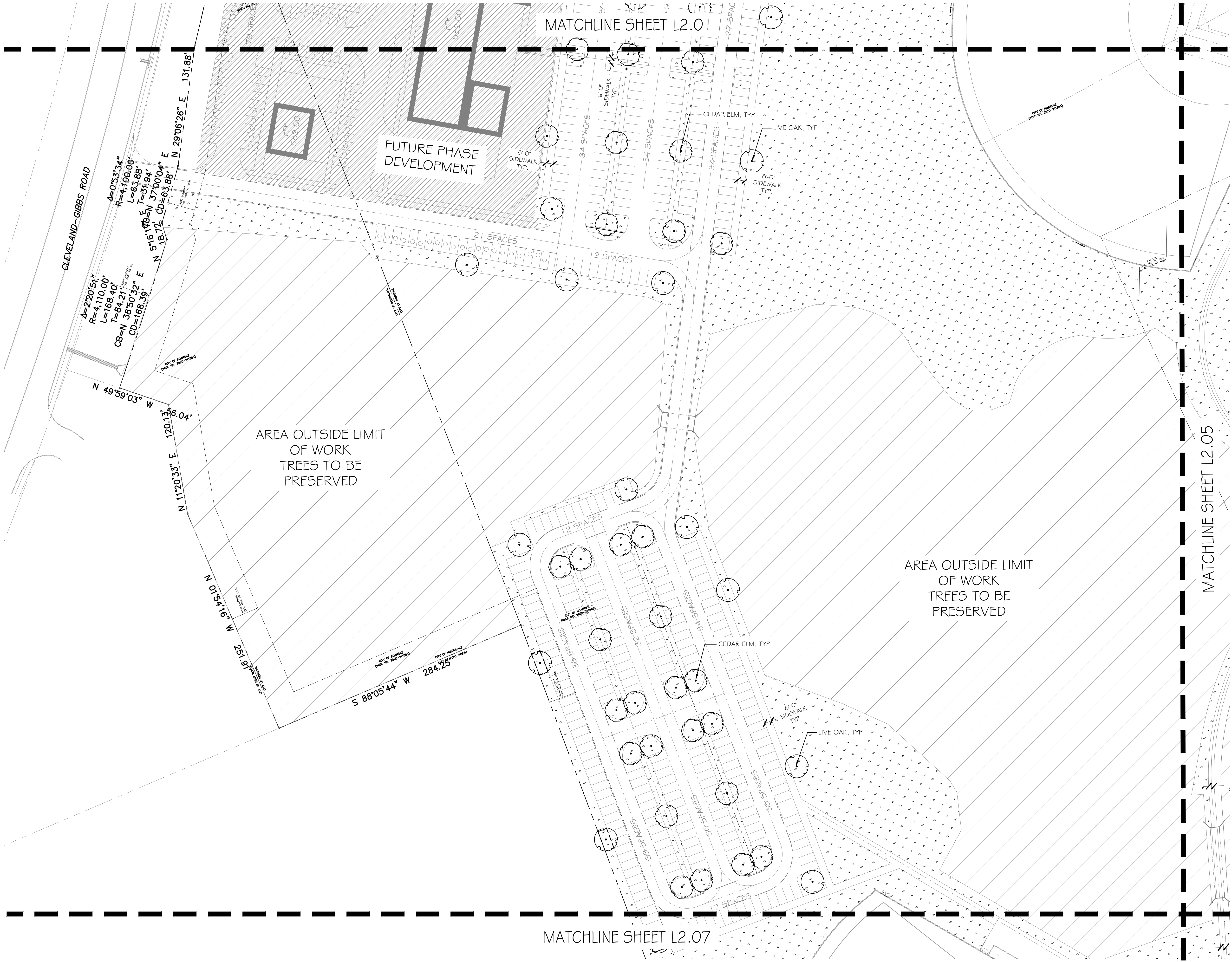
PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
	ULMUS CRASSIFOLIA CEDAR ELM
ORNAMENTAL TREES	BOTANICAL / COMMON NAME
	CERCIS CANADENSIS 'TEXENSIS' EASTERN REDBUD
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SOD/SEED	BOTANICAL / COMMON NAME
	CYNODON DACTYLON BERMUDA GRASS



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NO.	DATE	REVISION				
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LANDSCAPE PLAN						
NEW BASEBALL COMPLEX - PHASE 1						
LOT 1 BLOCK 1						
FAIRWAY RANCH ADDITION						
CITY OF ROANOKE, DENTON, COUNTY, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
DJW	OKP	JUL 2023	AS SHOWN			L2.03



GRAPHIC SCALE IN FEET

PLANT SCHEDULE

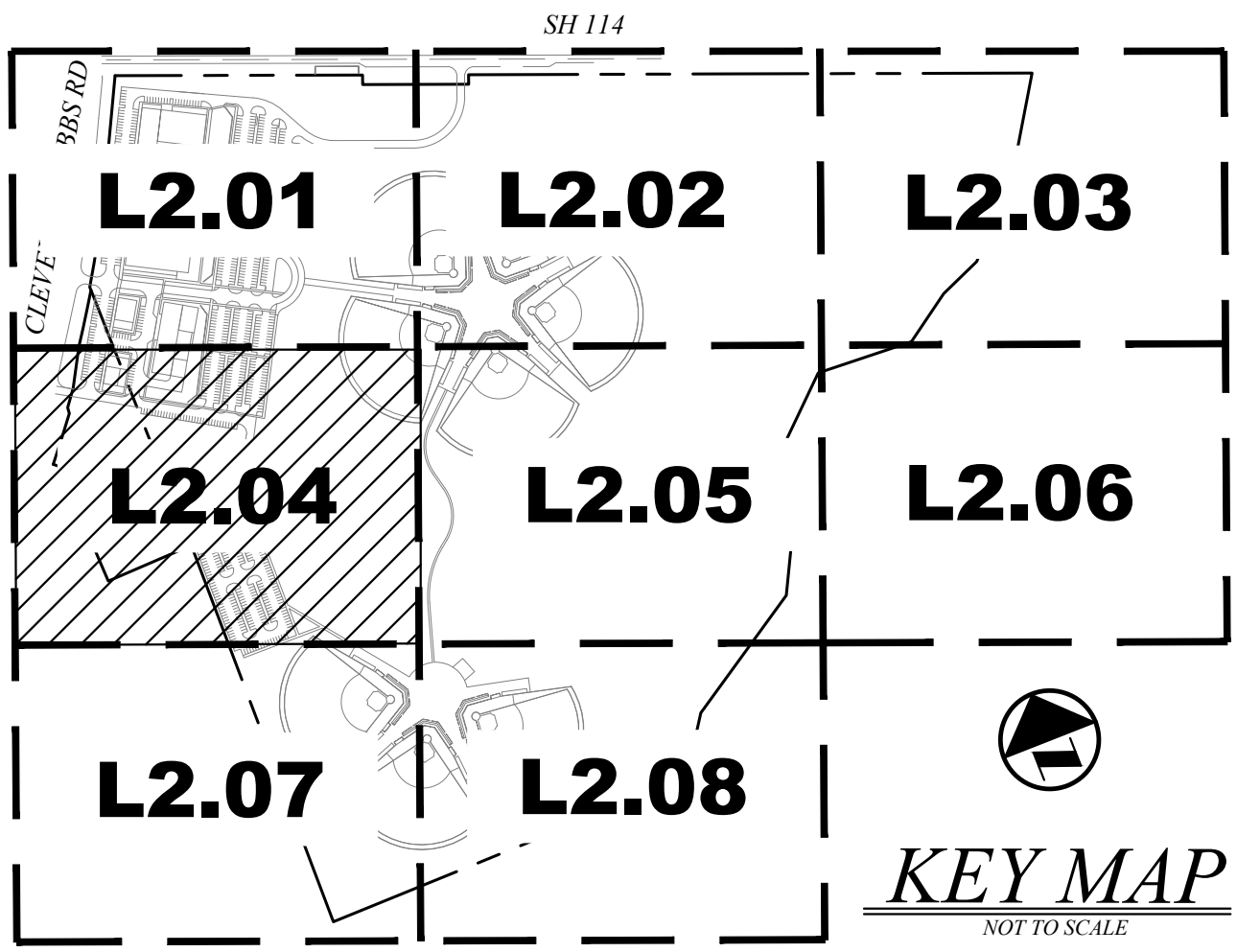
TREES	BOTANICAL / COMMON NAME
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
	ULMUS CRASSIFOLIA CEDAR ELM

ORNAMENTAL TREES

BOTANICAL / COMMON NAME
CERCIS CANADENSIS 'TEXENSIS' EASTERN REDBUD
LAGERSTROEMIA X 'NATCHEZ' CRAPE MYRTLE

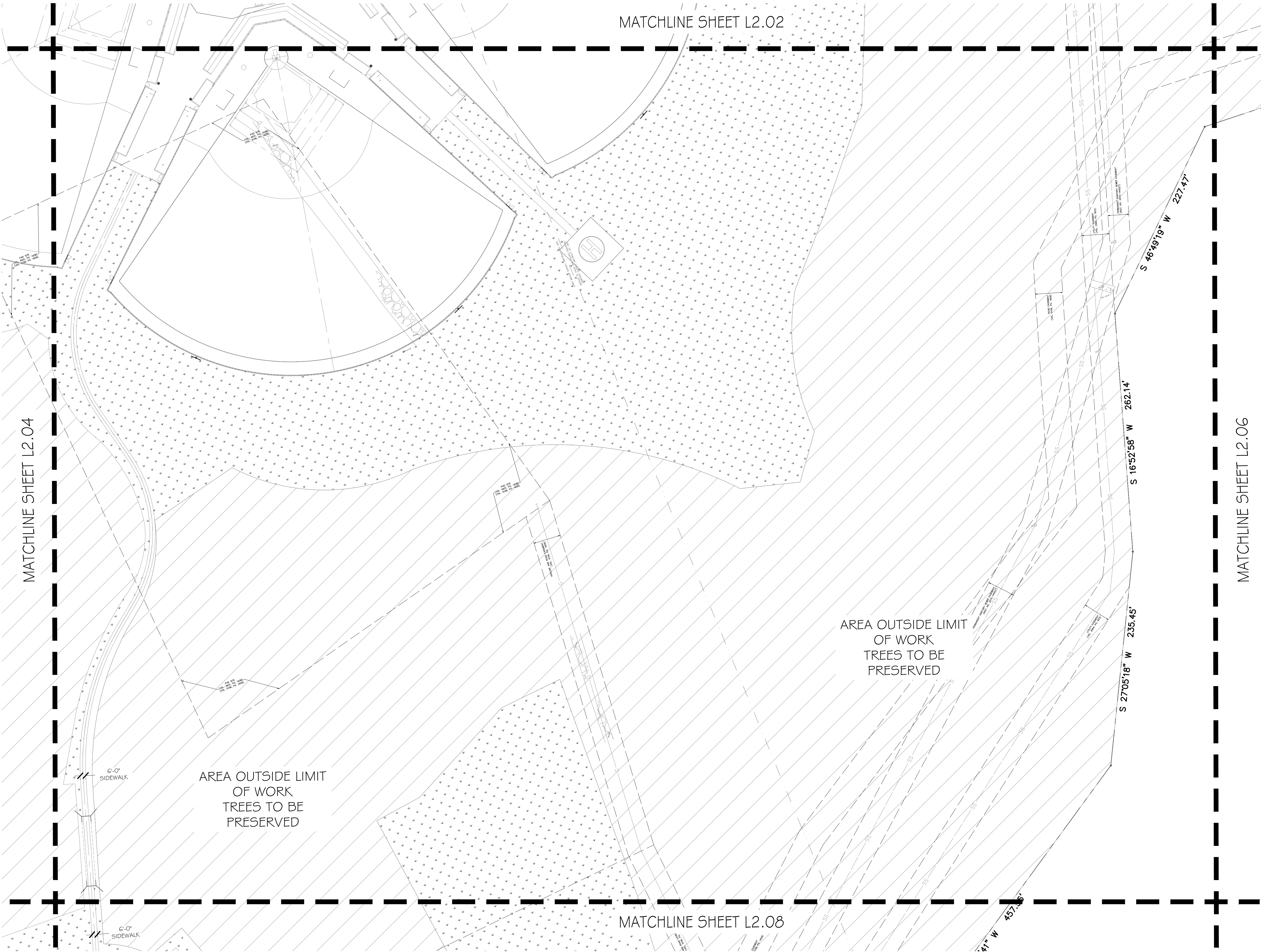
SOD/SEED

BOTANICAL / COMMON NAME
CYNODON DACTYLON BERMUDA GRASS



INTERIM REVIEW
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CORBETT L. WINNEYS
TEXAS REGISTRATION NUMBER 3159

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0 25 50 100 150
GRAPHIC SCALE IN FEET

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
	ULMUS CRASSIFOLIA CEDAR ELM

ORNAMENTAL TREES	BOTANICAL / COMMON NAME
	CERCIS CANADENSIS 'TEXENSIS' EASTERN REDBUD
	LAGERSTROEMIA X 'NATCHEZ' CRAPE MYRTLE

SOD/SEED	BOTANICAL / COMMON NAME
	CYNODON DACTYLON BERMUDA GRASS

KEY MAP
NOT TO SCALE

INTERIM REVIEW

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REGISTERED LANDSCAPE ARCHITECT
GORDON L. WITNEY
TEXAS REGISTRATION NUMBER 3159

NO.	DATE	REVISION				
 a Westwood company						
4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155						
LANDSCAPE PLAN						
NEW BASEBALL COMPLEX - PHASE 1						
LOT 1 BLOCK 1						
FAIRWAY RANCH ADDITION						
CITY OF ROANOKE, DENTON, COUNTY, TX						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
DJW	OKP	JUL 2023	AS SHOWN			L2.05

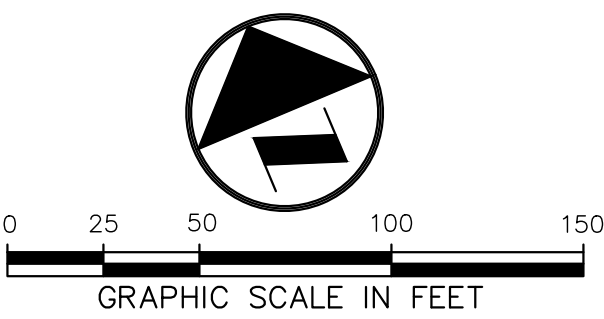
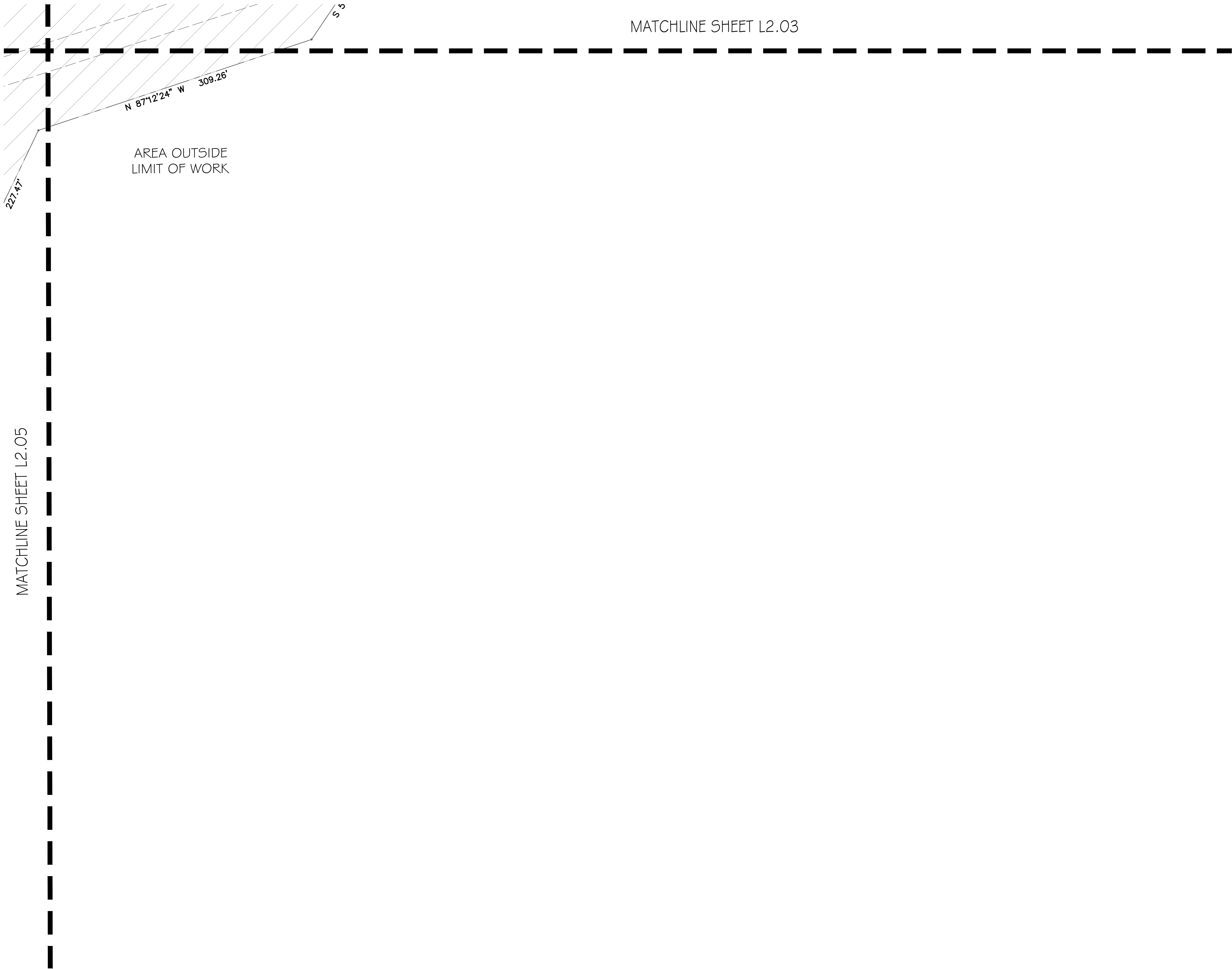
1 LANDSCAPE PLAN
1" = 50'-0"

TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-1008001

PK FILE: 2406-21.684

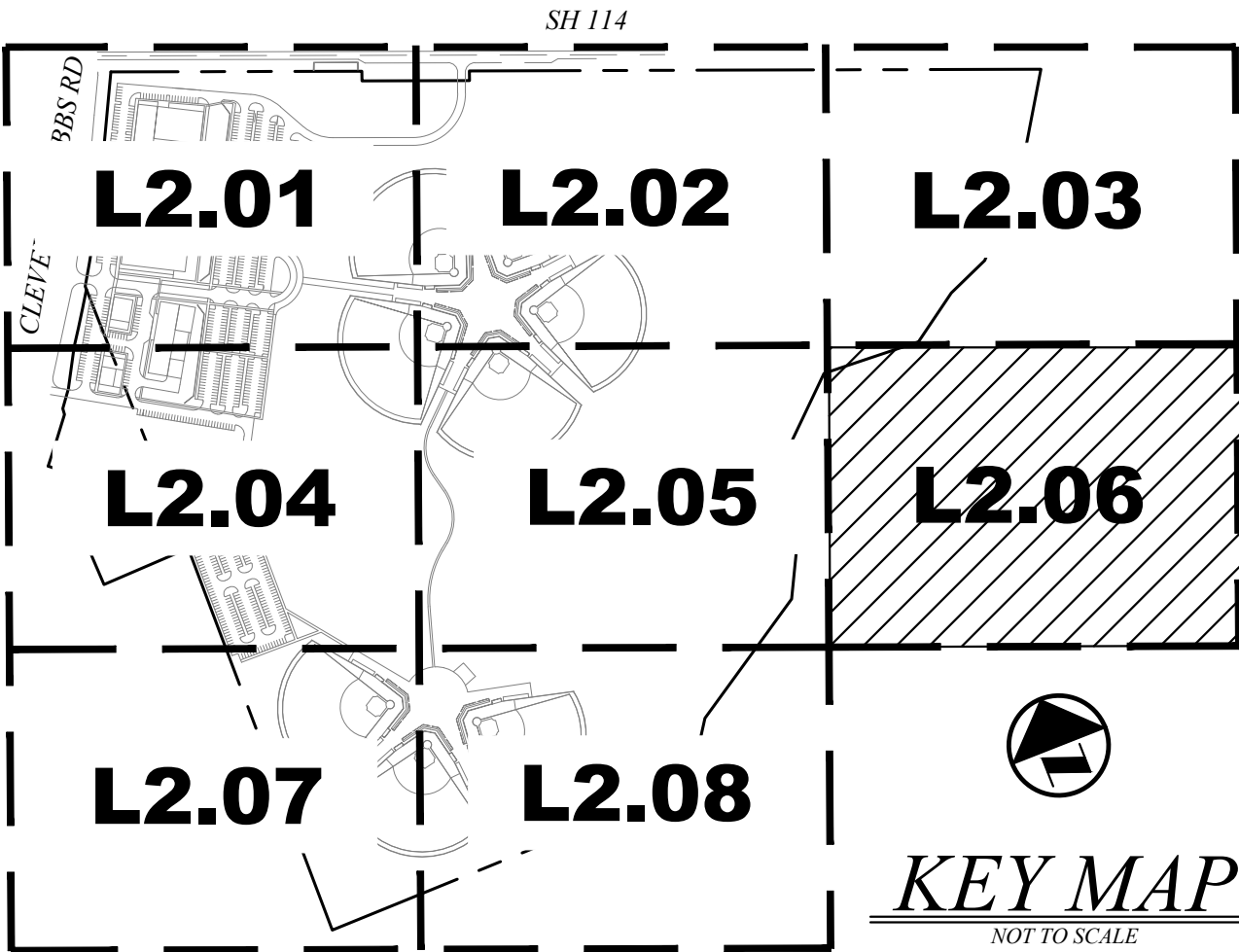
Page 34 of 229

NEW BASEBALL COMPLEX, PHASE 1



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
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ORNAMENTAL TREES	BOTANICAL / COMMON NAME
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SOD/SEED	BOTANICAL / COMMON NAME
	CYNODON DACTYLON BERMUDA GRASS



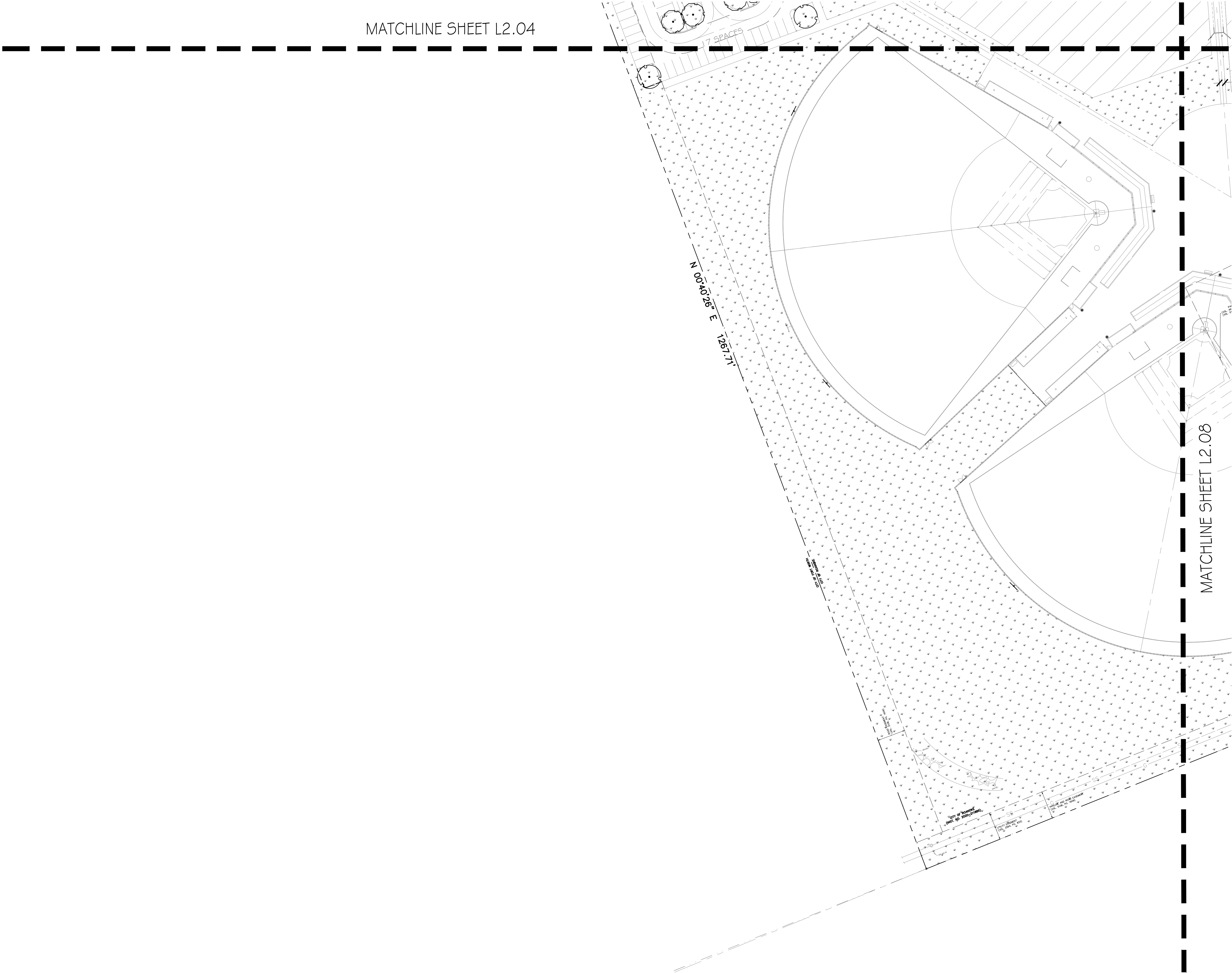
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OSBORNE, J. WITNEY
TEXAS REGISTRATION NUMBER 3159

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 Pacheco Koch a Westwood company				4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155			
LANDSCAPE PLAN							
NEW BASEBALL COMPLEX - PHASE 1							
LOT 1 BLOCK 1							
FAIRWAY RANCH ADDITION							
CITY OF ROANOKE, DENTON, COUNTY, TX							
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.	
DJW	OKP	JUL 2023	AS SHOWN			L2.06	

LANDSCAPE PLAN
1" = 50'-0"

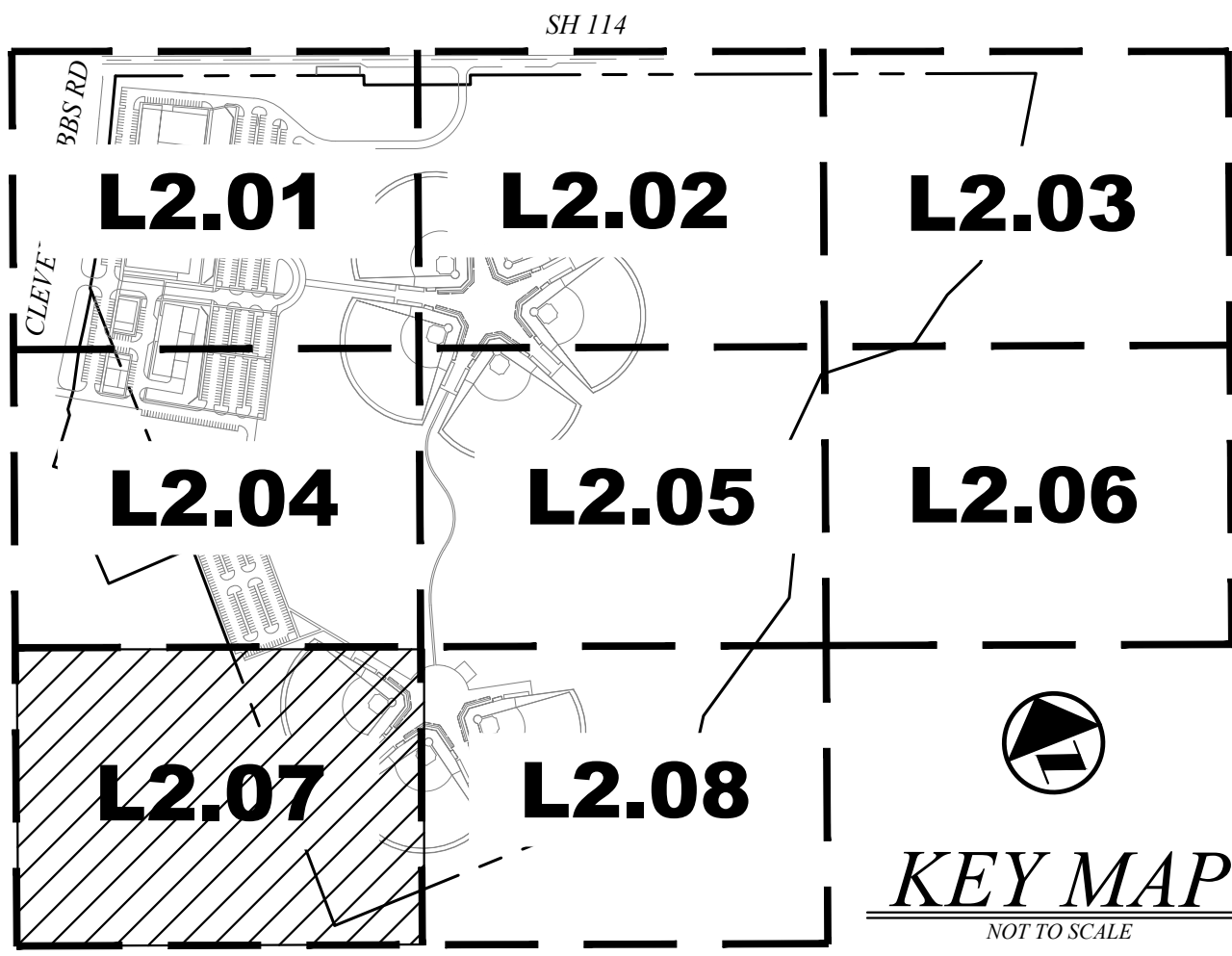
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TX REG. SURVEYING FIRM LS-10008001

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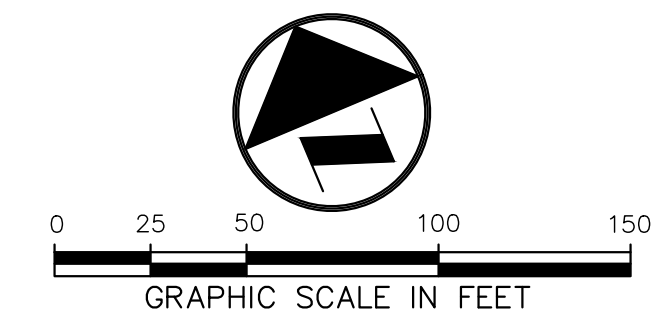
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SOD/SEED	BOTANICAL / COMMON NAME
	CYNODON DACTYLON BERMUDA GRASS

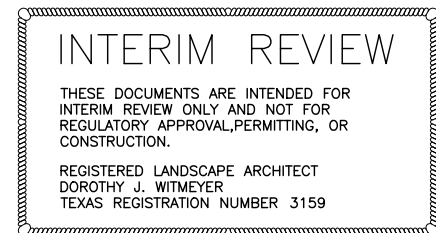


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LANDSCAPE PLAN							
NEW BASEBALL COMPLEX - PHASE 1							
LOT 1 BLOCK 1							
FAIRWAY RANCH ADDITION							
CITY OF ROANOKE, DENTON, COUNTY, TX							
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.	
DJW	OKP	JUL 2023	AS SHOWN			L2.07	



<u>TREES</u>	<u>BOTANICAL / COMMON NAME</u>
	QUERCUS SHUMARDII SHUMARD RED OAK
	QUERCUS VIRGINIANA 'HIGH RISE' HIGH RISE LIVE OAK
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<u>SOD/SEED</u>	<u>BOTANICAL / COMMON NAME</u>
	CYNODON DACTYLON BERMUDA GRASS



NO.	DATE	REVISION

Pacheco Koch

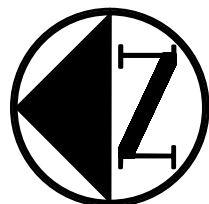
a Westwood company

4060 BRYANT IRVIN ROAD
 FORT WORTH, TX 76109
 817.412.7155

LANDSCAPE PLAN
NEW BASEBALL COMPLEX - PHASE 1
LOT 1 BLOCK 1
FAIRWAY RANCH ADDITION
CITY OF ROANOKE, DENTON, COUNTY, TX

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
DJW	OKP	JUL 2023	AS SHOWN			L2.08

NEW BASEBALL COMPLEX, PHASE 1



0 50 100 200 300
GRAPHIC SCALE IN FEET

LEGEND

- B+ BOLLARD
- EM+ ELECTRIC METER
- PP+ POWER POLE
- LS+ LIGHT STANDARD
- WM+ WATER METER
- WV+ WATER VALVE
- ICV+ IRRIGATION CONTROL VALVE
- FHC+ FIRE HYDRANT
- CS+ CLEANOUT
- MH+ MANHOLE
- TSC+ TRAFFIC SIGNAL CONTROL
- TSP+ TRAFFIC SIGNAL POLE
- TELE+ TELEPHONE BOX
- FL+ FLOOD LIGHT
- FP+ FLAG POLE
- SIGN+ TRAFFIC SIGN
- PROPERTY LINE
- x- FENCE
- OVERHEAD UTILITY LINE
- 613 EXIST CONTOUR
- 400 PROPOSED CONTOUR
- PROPOSED SWALE

COMMERCIAL PHASE 2
(NOT THIS CONTRACT)

OVERALL ROUGH CUT/FILL: 321 CY NET FILL
EXISTING STORAGE: 2,051,605.84
PROPOSED STORAGE: 2,094,497.27

PRELIMINARY
NOT FOR CONSTRUCTION
THIS DOCUMENT IS ISSUED FOR THE
PURPOSE OF SCHEMATIC REVIEW ONLY
AND IS NOT INTENDED FOR PERMITTING,
BIDDING, OR CONSTRUCTION PURPOSES.
PLANS PREPARED UNDER THE DIRECT
SUPERVISION OF ROBERT D. FOSTER, P.E.
TEXAS REGISTRATION NO. 146079
DATE: 07/24/2023

ISSUED FOR PRELIMINARY PRICING PURPOSES ONLY
(SUBJECT TO REVISION PRIOR TO CONSTRUCTION)

THESE DOCUMENTS HAVE BEEN PREPARED BY THE ENGINEER WITH THE INTENT OF
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DATE AND, THEREFORE, REVISIONS MAY BE REQUIRED PRIOR TO CONSTRUCTION.
BY ANY USE OF THESE DOCUMENTS, THE USER AFFIRMS THEIR UNDERSTANDING
OF THE PRELIMINARY STATUS OF THE PLANS AND THE POTENTIAL FOR REVISION
PRIOR TO ANY CONSTRUCTION.

NO. DATE REVISION

Pacheco Koch
a Westwood company

4060 BRYANT IRVIN ROAD
FORT WORTH, TX 76109
817.412.7155

GRADING PLAN

NEW BASEBALL COMPLEX - PHASE 1

LOT 1 BLOCK 1

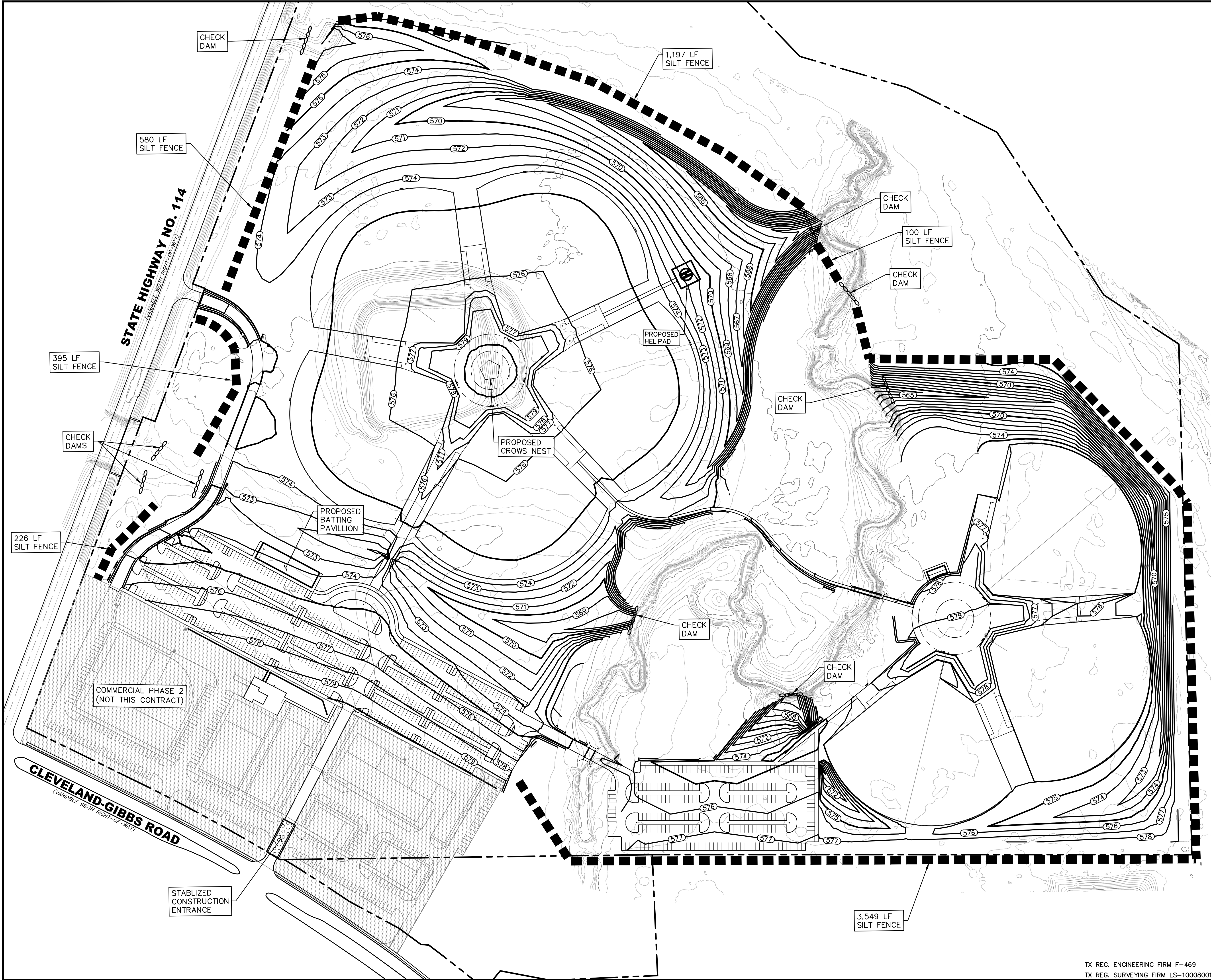
FAIRWAY RANCH ADDITION

CITY OF ROANOKE, DENTON COUNTY, TX

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
RDF	JMB/KLC	JULY 2023	1"=100'			

EXHB

TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001



GRAPHIC SCALE IN FEET

0 50 100 200 300

LEGEND

B. BOLLARD
EM. ELECTRIC METER
PP. POWER POLE
LS. LIGHT STANDARD
WM. WATER METER
WV. WATER VALVE
ICV. IRRIGATION CONTROL VALVE
FH. FIRE HYDRANT
C. CLEANOUT
MH. MANHOLE
TSC. TRAFFIC SIGNAL CONTROL
TSP. TRAFFIC SIGNAL POLE
TE. TELEPHONE BOX
FL. FLOOD LIGHT
FP. FLAG POLE
SIGN. TRAFFIC SIGN

--- PROPERTY LINE
--- FENCE
--- OVERHEAD UTILITY LINE
--- 613 EXIST CONTOUR
--- 400 PROPOSED CONTOUR
--- PROPOSED SWALE

COMMERCIAL PHASE 2 (NOT THIS CONTRACT)

PROPOSED CONSTRUCTION ENTRANCE

SILT FENCE OR FILTER TUBE AREA

CHECK DAM

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PLANS PREPARED UNDER THE DIRECT SUPERVISION OF ROBERT D. FOSTER, P.E.
TEXAS REGISTRATION NO. 146079
DATE: 07/24/2023

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NO.	DATE	REVISION
Pacheco Koch a Westwood company		
4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155		
EROSION CONTROL PLAN		
NEW BASEBALL COMPLEX - PHASE 1		
LOT 1 BLOCK 1		
FAIRWAY RANCH ADDITION		
CITY OF ROANOKE, DENTON COUNTY, TX		
DESIGN	DRAWN	DATE
RDF	JMB/KLC	JULY 2023
SCALE	NOTES	FILE
1"=100'		
NO.		EXHB

STATE HIGHWAY NO. 114
(VARIABLE WIDTH RIGHT-OF-WAY)

CLEVELAND-GIBBS ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)

CONNECT TO EXISTING 10"
NORTHLAKE WATER LINE

CONNECT TO EXISTING 10"
NORTHLAKE WATER LINE

CONNECT TO EXISTING NORTHLAKE
SANITARY SEWER MANHOLE.
COORDINATE CONNECTION WITH TRA.

PROPOSED
BATTLING
PAVILLION

PROPOSED
CROWS NEST

PROPOSED
HELIPAD

3-2" WATER
METERS

4" WATER LINE

PROP. IRRIGATION
LOOP WATER SERVICE

COMMERCIAL PHASE 2
(NOT THIS CONTRACT)

PROP. 6" SANITARY
SEWER SERVICE

PROP. FIRE
HYDRANT (TYP.)

PROP. DOMESTIC
WATER SERVICE (TYP.)

PROP. 8" WATER LINE

PROP. 6" SANITARY
SEWER SERVICE

PROP. 8" SANITARY
SEWER LINE

PROP. 4' DIA.
SANITARY SEWER
MANHOLE (TYP.)

PROP. 8" SANITARY
SEWER LINE

0 50 100 200 300
GRAPHIC SCALE IN FEET

LEGEND

BL	BOLLARD
EM	ELECTRIC METER
PP	POWER POLE
LS	LIGHT STANDARD
WM	WATER METER
WV	WATER VALVE
ICV	IRRIGATION CONTROL VALVE
FH	FIRE HYDRANT
CN	CLEANOUT
MAN	MANHOLE
TSC	TRAFFIC SIGNAL CONTROL
TSP	TRAFFIC SIGNAL POLE
TB	TELEPHONE BOX
FL	FLOOD LIGHT
FP	FLAG POLE
TS	TRAFFIC SIGN
IRS	1/2-INCH IRON ROD
(C.M.)	W/"PACHECO KOCH" CAP SET
	CONTROLLING MONUMENT
	PROPERTY LINE
-X-	FENCE
OHL	OVERHEAD UTILITY LINE
UEL	UNDERGROUND ELECTRIC LINE
T	UNDERGROUND TELEPHONE LINE
C	UNDERGROUND CABLE LINE
W	UNDERGROUND WATER LINE
SS	UNDERGROUND SANITARY SEWER LINE
WV	PROP. WATER VALVE
FH	PROP. FIRE HYDRANT
W/B	PROP. WATER LINE W/ BEND
SS	PROP. SANITARY SEWER LINE
MAN	PROP. SANITARY SEWER MANHOLE
CN	PROP. SANITARY SEWER CLEANOUT
	COMMERCIAL PHASE 2 (NOT THIS CONTRACT)

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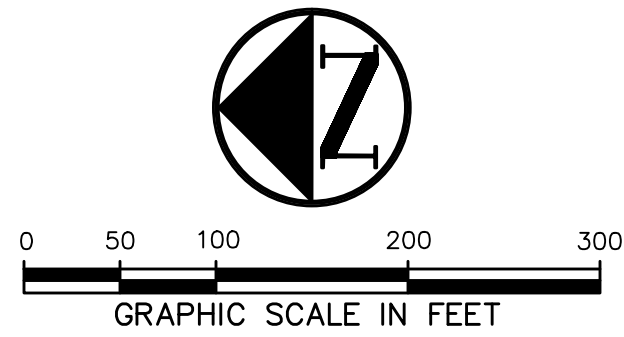
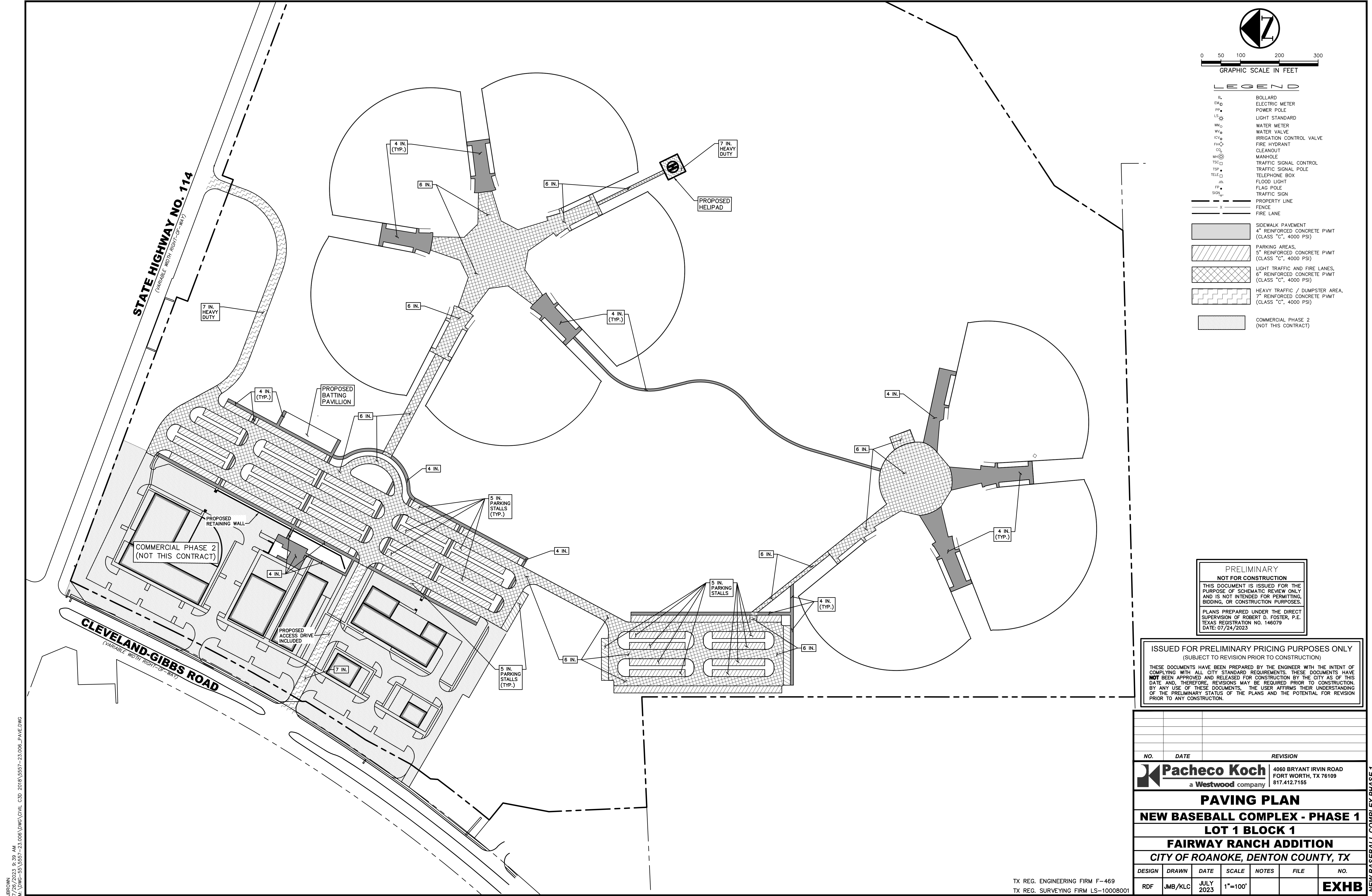
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NO.	DATE	REVISION
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4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155		
UTILITY PLAN		
NEW BASEBALL COMPLEX - PHASE 1		
LOT 1 BLOCK 1		
FAIRWAY RANCH ADDITION		
CITY OF ROANOKE, DENTON COUNTY, TX		
DESIGN	DRAWN	DATE
RDF	JMB/KLC	JULY 2023
SCALE	NOTES	FILE
1"=100'		
NO.	EXHB	

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PK-5557-23.006-UTILITY.DWG

PK FILE: 5557-23.006-UTILITY.DWG



LEGEND	
BL	BOLLARD
EM	ELECTRIC METER
PP	POWER POLE
LS	LIGHT STANDARD
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TELE	TELEPHONE BOX
FL	FLOOD LIGHT
FP	FLAG POLE
PS	PROPERTY SIGN
---	PROPERTY LINE
-X-	FENCE
---	FIRE LANE
[Pattern]	SIDEWALK PAVEMENT 4" REINFORCED CONCRETE PAVT (CLASS "C", 4000 PSI)
[Pattern]	PARKING AREAS, 5" REINFORCED CONCRETE PAVT (CLASS "C", 4000 PSI)
[Pattern]	LIGHT TRAFFIC AND FIRE LANES, 6" REINFORCED CONCRETE PAVT (CLASS "C", 4000 PSI)
[Pattern]	HEAVY TRAFFIC / DUMPSTER AREA, 7" REINFORCED CONCRETE PAVT (CLASS "C", 4000 PSI)
[Pattern]	COMMERCIAL PHASE 2 (NOT THIS CONTRACT)

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NO.		DATE		REVISION	
Pacheco Koch a Westwood company 4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155					
PAVING PLAN					
NEW BASEBALL COMPLEX - PHASE 1					
LOT 1 BLOCK 1					
FAIRWAY RANCH ADDITION					
CITY OF ROANOKE, DENTON COUNTY, TX					
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE
RDF	JMB/KLC	JULY 2023	1"=100'		
					EXHB

7/28/2023 9:39 AM
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TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001

NEW BASEBALL COMPLEX PHASE 1



AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: Site Plan (SP 2023-04) Residence Inn and Home 2 Suites

MEETING DATE: August 7, 2023

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and recommendation on a site plan request (SP 2023-04) from Icon Lodging for two hotels, Residence Inn and Home 2 Suites on an approximate 4.521 acres, Lots 1 & 2, Block 1, Roanoke Lodging Addition, an addition of the City of Roanoke, in the Richard Eads survey abstract no. 393, Memphis El Paso and Pacific Railroad Company survey abstract no. 923, and John Bacon survey abstract no. 1565, City of Roanoke, Denton County, Texas. The property is generally located on the south side of Dallas Drive, across from Dorman Rd. The lots are adjacent to the Church of Christ and Cinemark properties.

INFORMATION:

History

A text amendment (Ordinance 2022-100) from three floors to four floors for limited service hotels was approved on January 11, 2022.

A zoning change (Ordinance 2022-131) from Retail to Office for the 4.521 acres was approved July 26, 2022.

A Specific Use Permit (SUP 2022-03) for the two hotels was approved on October 25, 2022.

A Minor Plat for Lots 1 & 2, Block 1, Roanoke Lodging Addition was filed with the Denton County Central Appraisal District office on December 16, 2022.

Planning Analysis:

- Residence Inn - 104 Rooms
- Home 2 Suites - 105 Rooms
- Parking - the parking requirement is met
- Landscape - the landscape requirement is met



AGENDA ITEM

- An engineered utility plan will be accepted prior to construction.
- An engineered drainage plan will be accepted prior to construction.
- A traffic study was accepted by the city's engineering consultant.

STAFF RECOMMENDATION:

Staff recommends approval.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. SP-2023-04 - Site Plan Application
2. Residence Inn Colored Elevation
3. Home 2 Suites Colored Elevation
4. Landscape Plan
5. Roanoke TIA Final (3-11-2022)
6. TIA Acceptance Letter
7. Civils



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 Icon Lodging	Address of Applicant 8951 Cypress Waters Blvd., Suite 160, Coppell, TX	Phone Number 469-327-1000
Legal Interest		
Owner Oldenwood Investment Group, LLC	Address 3301 Westover Ct, Grapevine, TX 76051	Phone Number 817-481-8212
Firm preparing Site Plan Package John R. McAdams Company, Inc.	Address 201 Country View Drive Roanoke, TX 76262	Phone Number 940-240-1012
		Email dandrews@mcadamsco.com
Location of Property 704 Dallas Dr	Name of Addition/Subdivision Roanoke Lodging Addition	Lot / Block Lots 1 & 2/Block 1
		Present Zoning Retail

Proposed Site Plan Contains:

LAND USE	NUMBER OF LOTS	ACRES FOR USE
Single Family		
Multi-Family		
Planned Development		
Office		
Retail	2	4.521
Commercial		
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.

Derrick Jones

Applicants Signature

06/14/2023

Date

FOR OFFICE USE ONLY

Site Plan Fee Paid 6/15/2023	P&Z Meeting 08/7/2023	CC Meeting 08/21/2023	File for Record SP- 2023 - 04
------------------------------------	--------------------------	--------------------------	----------------------------------

City of Roanoke Site Plan Checklist



Submission Requirements

- ☐ Completed Application Form/Filing Fee
- ☐ Transmittal Letter
- ☐ Electronic Copy (PDF)

Print Requirements

- ☐ Staff Review
Two (2) sets of prints (**folded copies**) for staff discussion. (Plans shall be received thirty (30) days prior to P&Z meeting.)
- ☐ Planning & Zoning Commission
Two (2) 24x36 (**folded into sets**) Black line prints of the complete site package. (Plans shall be received thirty (30) days prior to P&Z meeting.)

Meetings are held on the 1st and 3rd Monday at 7:00 p.m. of each month. All information must be received one week prior to the meeting date.

- ☐ City Council
One (1) electronic copy (PDF) of the complete site package with and revisions made by the Planning & Zoning Commission.

Meetings are held on the 2nd and 4th Tuesday at 7:00 p.m. of each month. All information must be received one week prior to the meeting date. These prints should contain any revisions made by staff or Planning & Zoning Commission.

Site Plan

- ☐ Title block, titled Site Plan, lower right corner including subdivision name, block & lot numbers, and date of preparation.
- ☐ Name, address, phone and email of the owner, applicant and engineer or architect.
- ☐ North arrow and scale.
- ☐ Site Data Table / Scale 1" = 50'
 - Existing Zoning
 - Proposed Use
 - Square footage of each proposed use
 - Building area (gross sq. ft.)
 - Building height
 - Required & Provided parking per each use
 - Proposed lot coverage

Site Plan Continued

- ☒ Property boundaries with dimensions.
- ☒ Zoning districts adjacent to the property.
- ☒ Adjoining streets including existing and proposed median openings, curbs, sidewalks, street intersections, driveways, and alleys within 300 hundred feet of the property.
- ☒ Indicate spacing between driveways within the subject property and adjacent properties.
- ☒ Parking layout and driveways, including loading areas, dedicated fire lanes if required, access easements, and parking space dimensions.
- ☒ All existing and proposed drainage and utility easements.
- ☒ Topography with contour intervals of two (2) feet in 100 feet and minimum finished floor elevations, both referenced to mean sea level datum.
- ☐ Show location of the FEMA 100 year flood plain.
- ☒ Refuse facilities and mechanical equipment, including height, materials, and elevations or proposed screening.
- ☐ Lighting facilities, security lighting, screening, and glare shields.
- ☐ Proposed attached and monuments signs, showing elevations, dimensions, total square footage, materials, colors, font and lighting source. (sign information may be include on separate sheet)
- ☒ Preliminary Engineering. (conceptual utility plan)
- ☒ Show all existing and proposed sidewalks.
- ☒ Show Fire hydrant layout.
- ☒ Show existing and proposed Water & Waste Water.
- ☒ Any additional information as needed.

Building Elevations-Color Facade with any attached (wall-mounted) signage

- ☐ North, South, East and West building elevations.
- ☐ Proposed building materials that include manufacturer's specifications.
- ☐ Proposed building height.
- ☐ Percentage of proposed materials.

Landscape Plan

- ☒ Title block, titled Landscaping Plan, lower right corner including subdivision name, block & lot numbers, and date of preparation.
- ☒ Name, address, phone and fax numbers of the owner, applicant and Landscaping Architect.
- ☒ North arrow and scale. (same scale as site plan)
- ☒ Property boundaries with dimensions.

Landscape Plan Cont.

☐ Landscape Data Table showing required and provided square footage for each category as follows:

	Required	Provided
Perimeter Landscape	_____	_____
Number of Trees	_____	_____
Interior Landscape	_____	_____
Number of Trees	_____	_____
Non-vehicular Landscape	_____	_____
Number of Trees	_____	_____

Total Site Area devoted to landscape: _____ %

- ☒ Plant Table listing the number of each of tree and shrub species, providing scientific and common name and including caliper inches.
- ☐ A Plant Legend, if symbols or abbreviations are used.
- ☒ Show all areas of landscaped areas and plant materials on plan designated to fulfill interior, perimeter, and non-vehicular landscape requirements.
- ☒ Show location of trees to be preserved.
- ☒ Show spacing of plant material to be used.
- ☒ Show description of maintenance provisions for the Landscape Plan.
- ☒ Show proposed and existing sidewalks and utility easements.
- ☐ Show irrigation system if applicable.
- ☐ Show rain and freeze protection.

SITE PLAN APPROVAL CONDITIONS FOR RETAIL & OFFICE PROJECTS OUTSIDE INDUSTRIAL AREAS

These conditions and other considerations outlined in the CIVIC report should be considered in the design of a site plan.

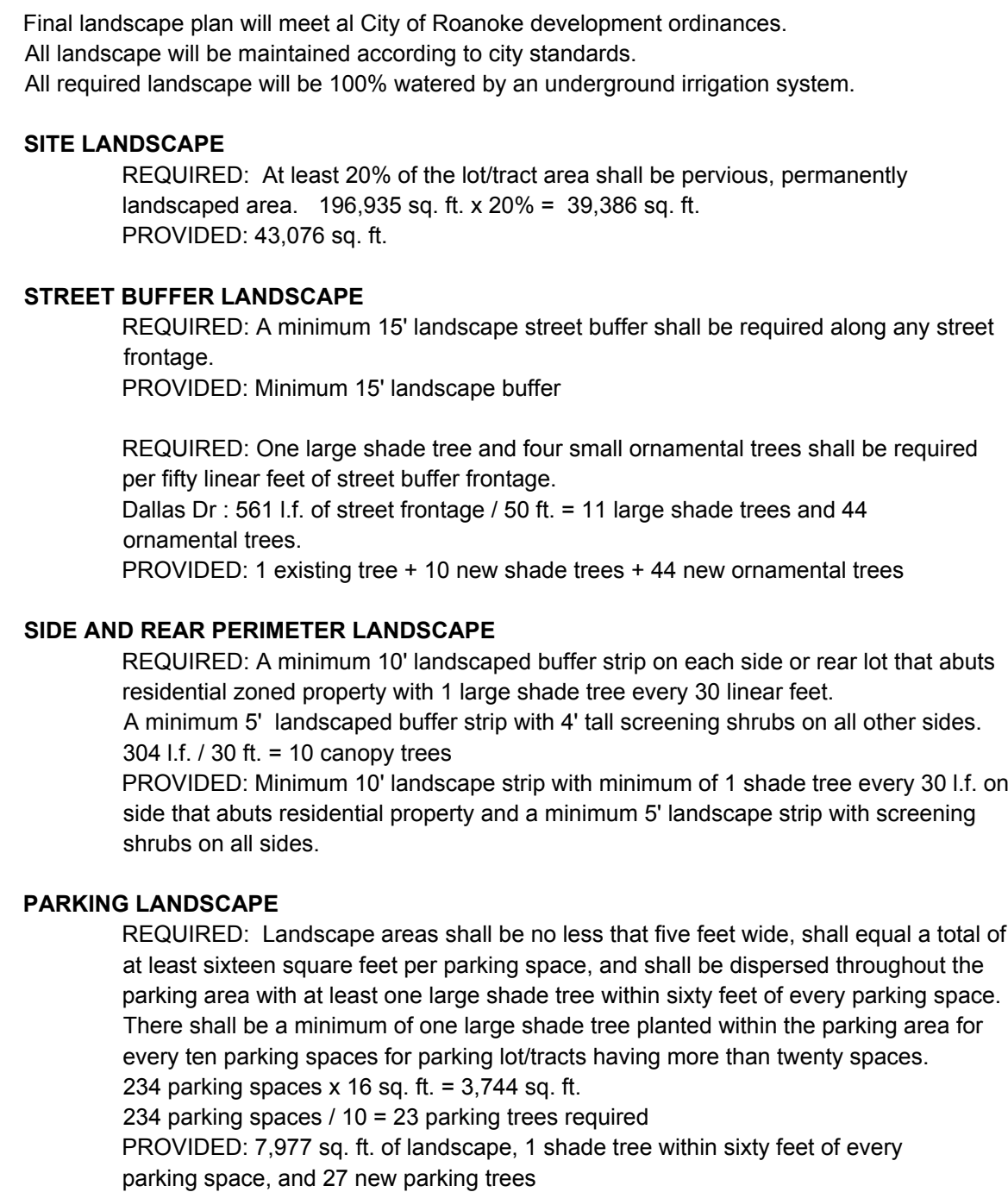
- ☒ Utility meters will not be visible except in areas clearly intended as service areas where the public is generally excluded.
- ☒ Mechanical equipment located on rooftops will be screened.

This checklist is provided as a supplement only. It is the applicant's responsibility to review and comply with the requirements of the Zoning Ordinance, Subdivision regulations and Construction specifications. Concept plans for Zoning Changes or Specific Use Permits require all items on the checklist (only civils may be excluded).



Dallas Drive
Roanoke, Texas





*NOTES:
234 INCHES PROVIDED IN REPLACEMENT TREES = 10 (3") CANOPY TREES
AND 51 (4") CANOPY TREES

OWNER/DEVELOPER
ICON LODGING
PRESS WATERS BLVD. SUITE 160
COPPELL, TX
Ph. 512.619.6467
Contact: Nimish Patel

Drawn By: MR
Date: 05/11/2022
Scale: 1"=30'
Revisions:

L5.01



MCADAMS

**The John R. McAdams
Company, Inc.**
(DBA, G&A | McAdams)
111 Hillside Drive
Lewisville, Texas 75057
972. 436. 9712

201 Country View Drive
Roanoke, Texas 76262
940. 240. 1012

BBPE: 19762 TBPLS: 101944440
www.gacon.com
www.mcadamsco.com

www.mcadamsco.com

704 DALLAS DRIVE

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

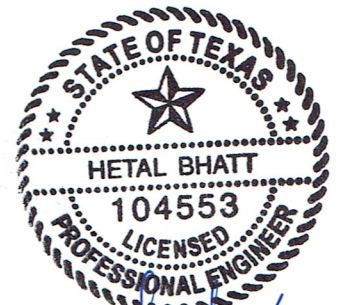
Prepared for:
ICON Lodging
8951 Cypress Waters Boulevard, Suite 160
Coppell, Texas

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

T1964.02

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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.

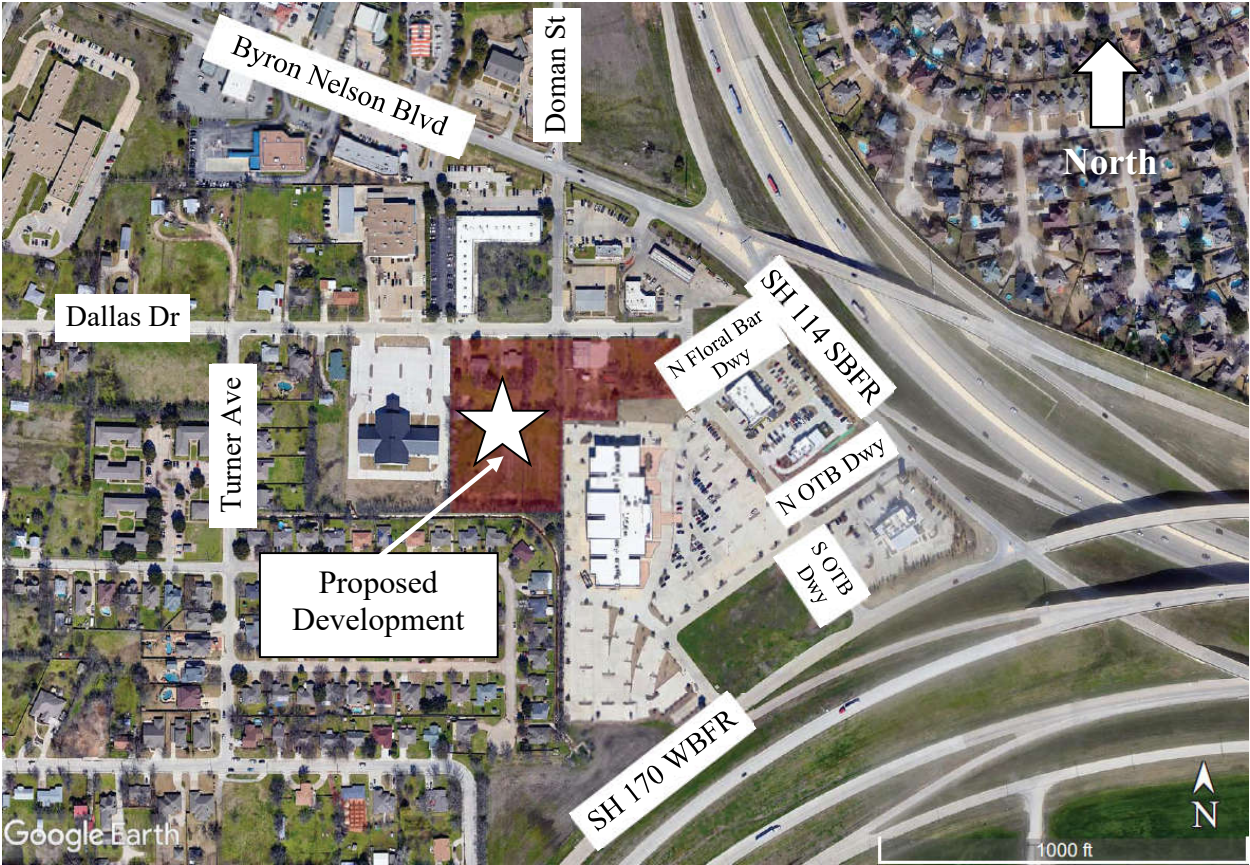
Traffic Analysis

- 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



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.

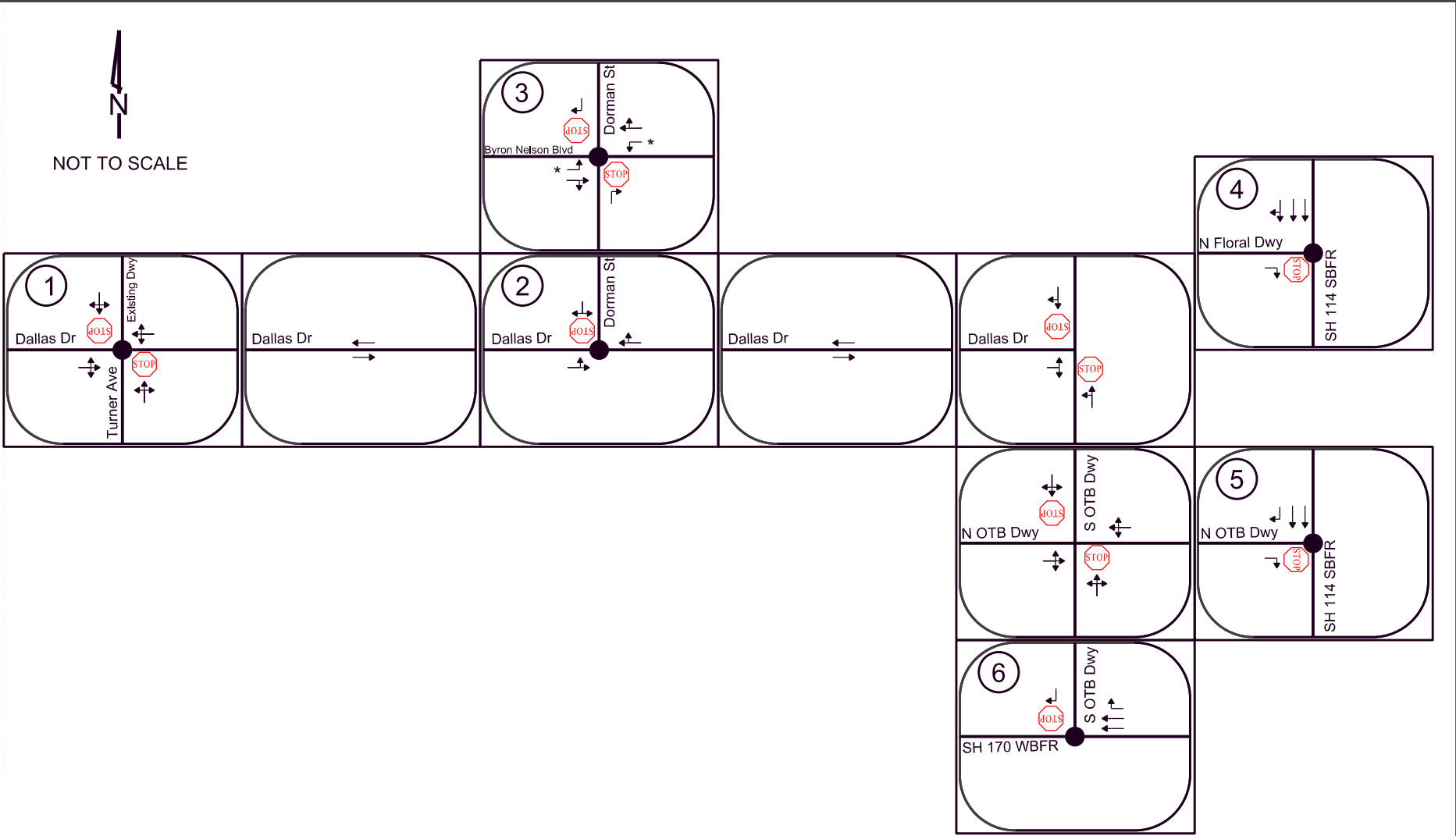
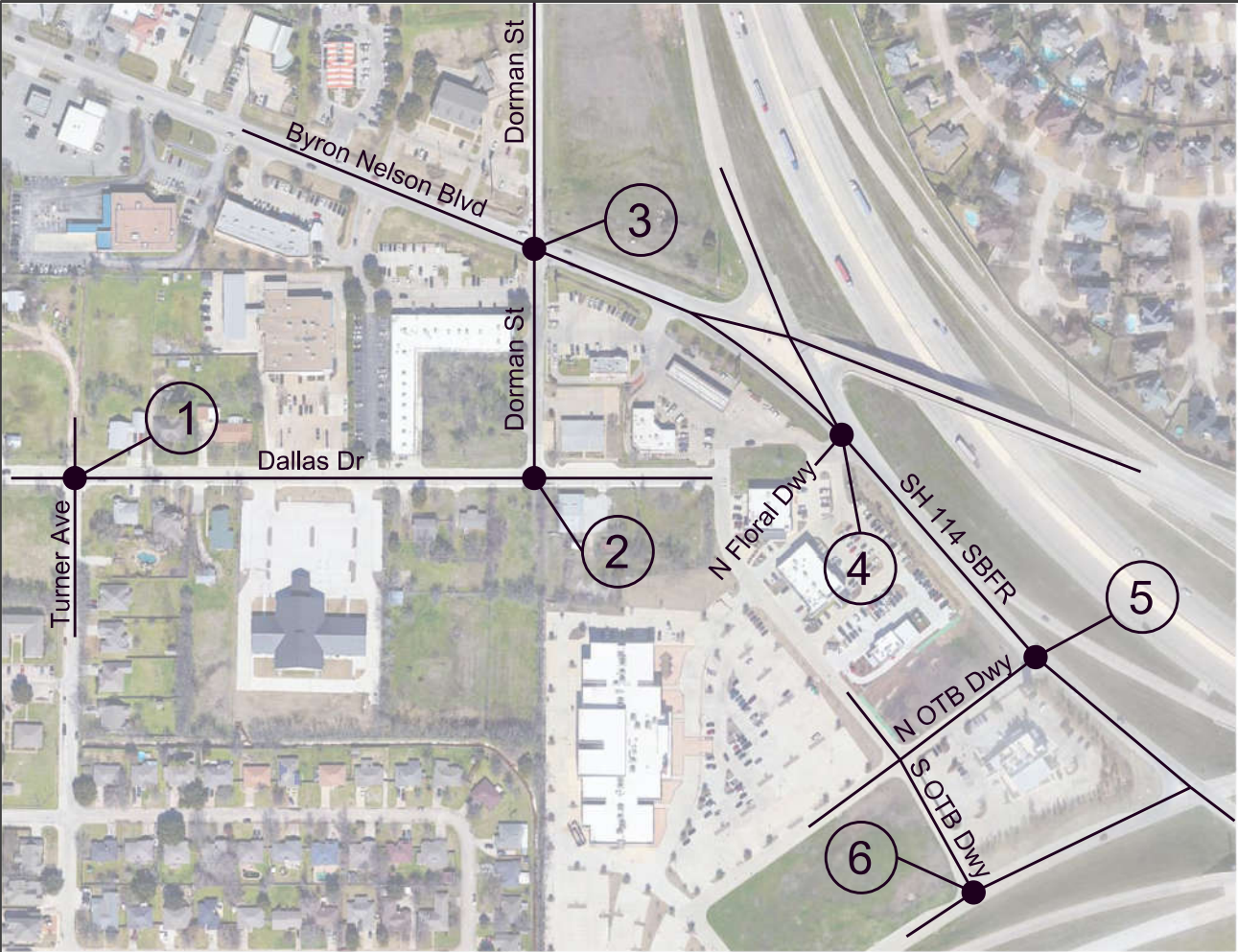
Dallas Drive – Dallas Drive is a two-lane undivided east-west roadway located north of the proposed development. The posted speed limit on Dallas Drive is 25 mph. It is identified as a Type C Major Collector in the City of Roanoke Thoroughfare Plan.

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**.

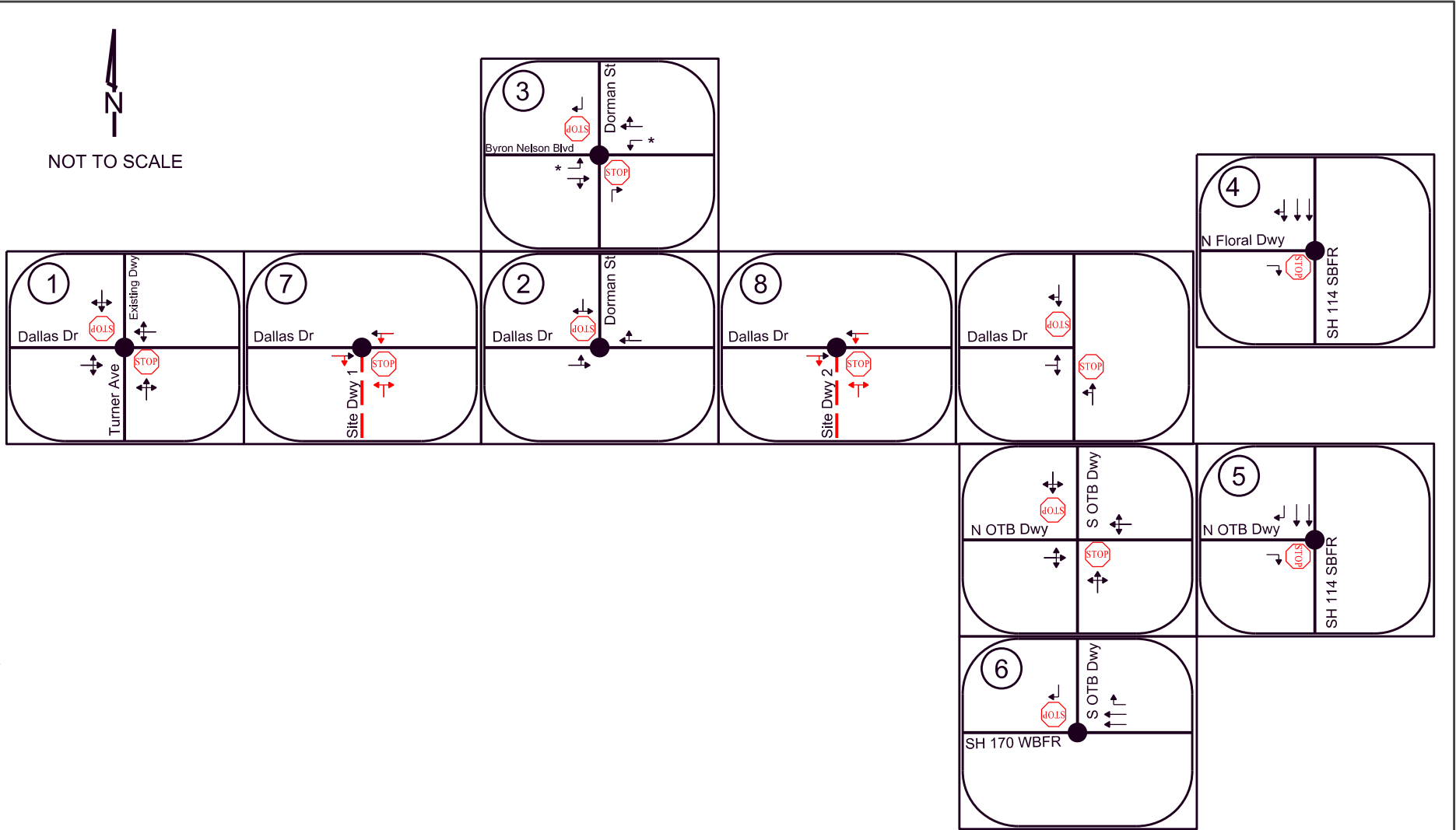
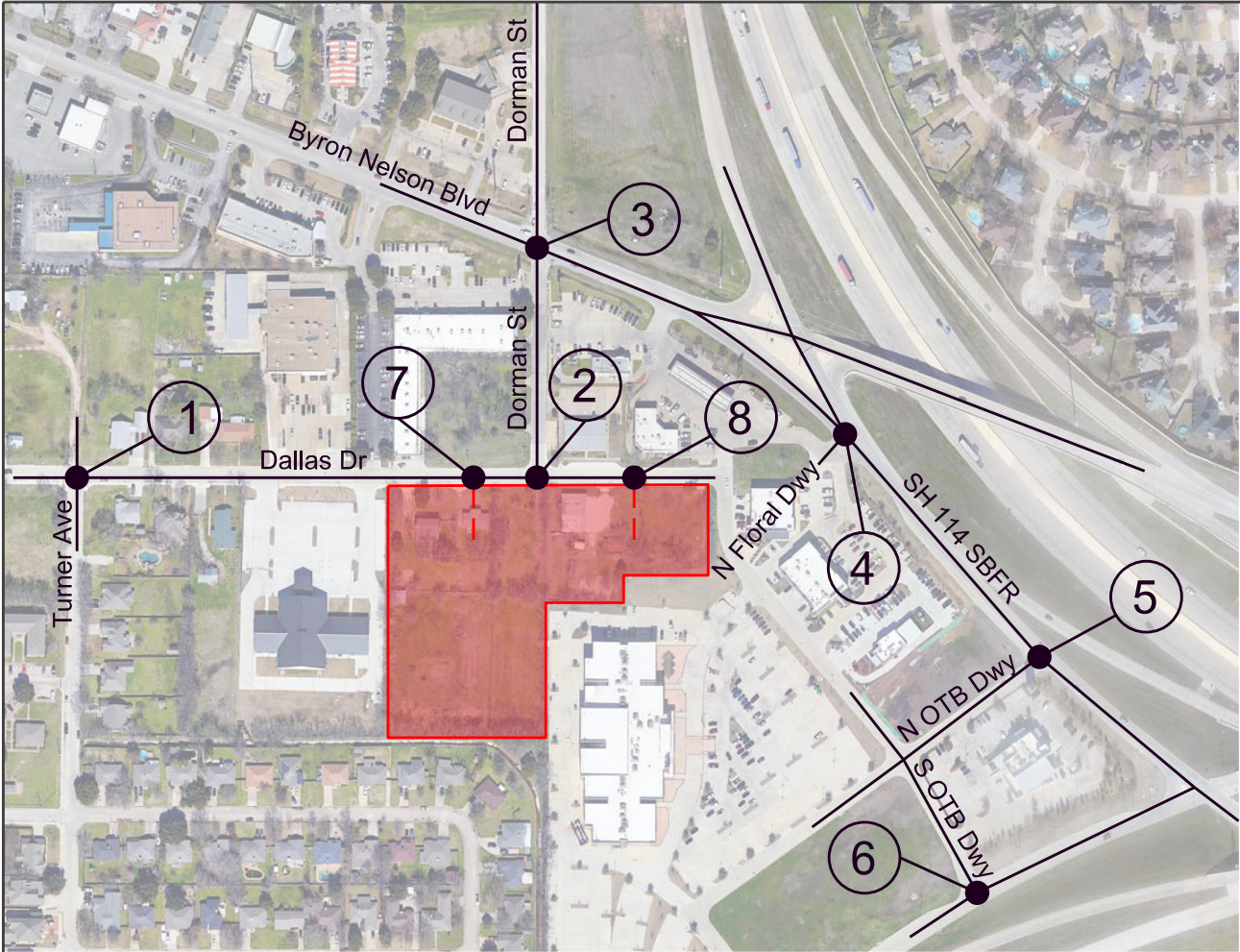


LEGEND

- 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.

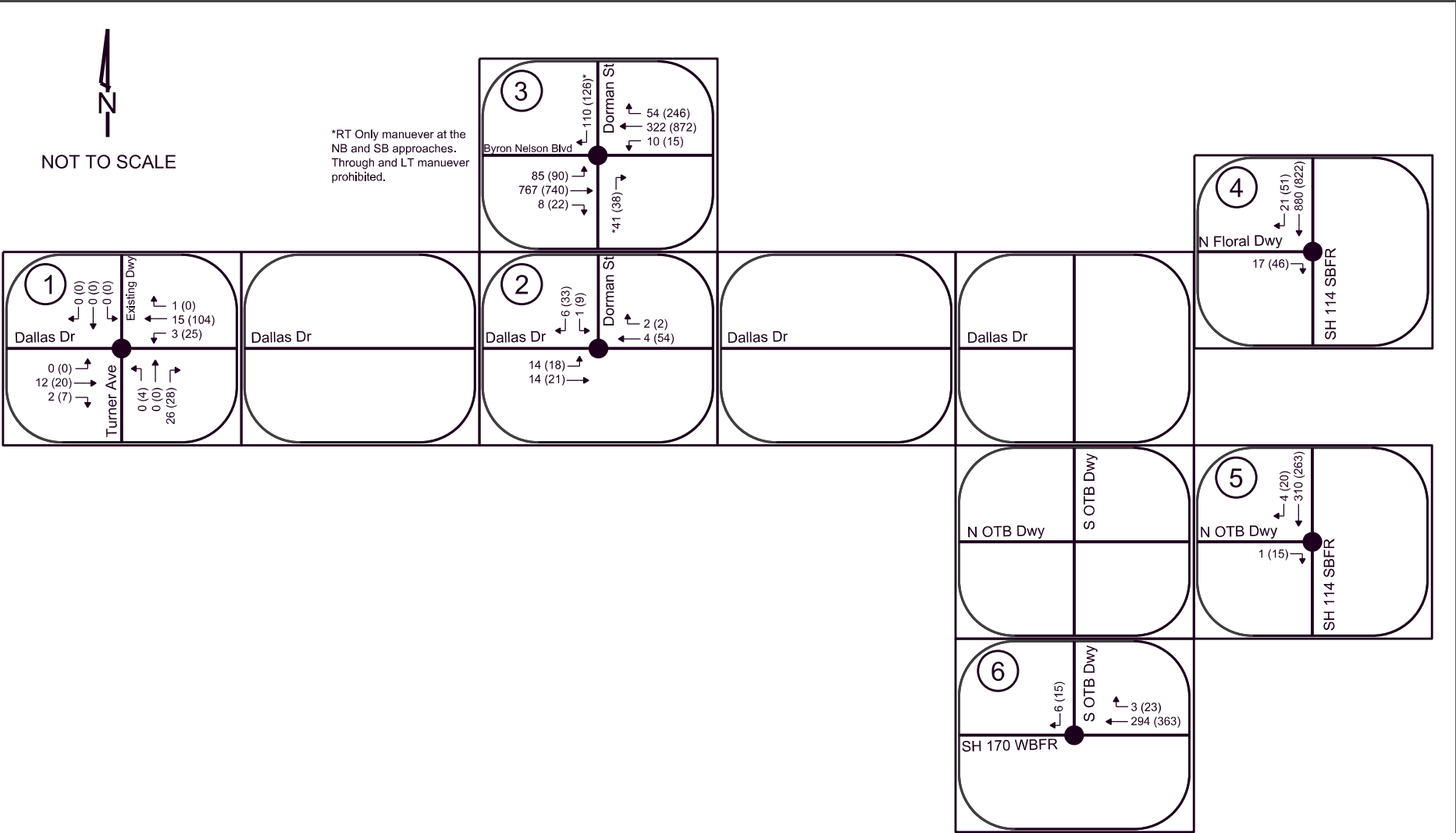
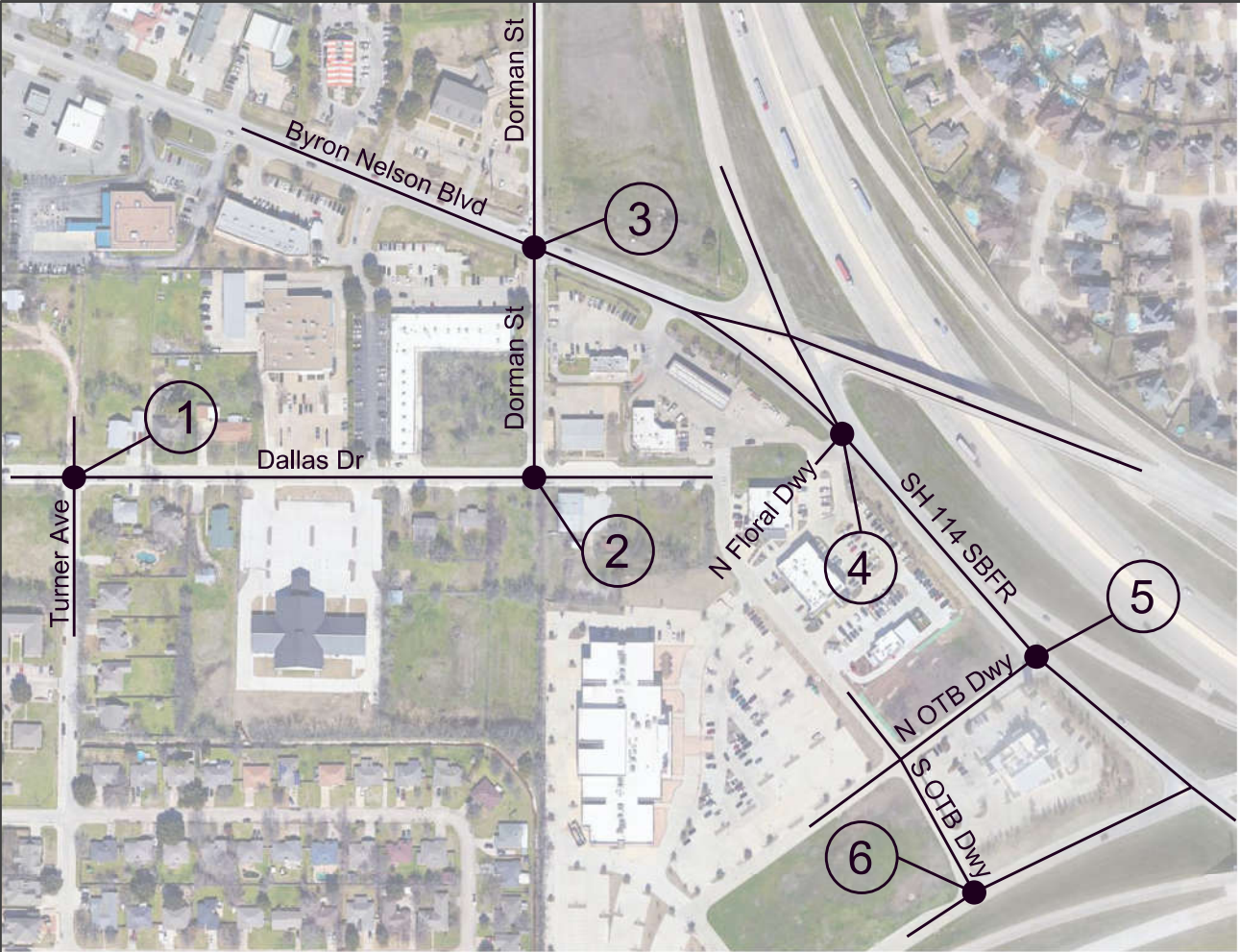
Table 2: Historical Traffic Count Database System Traffic Counts

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.

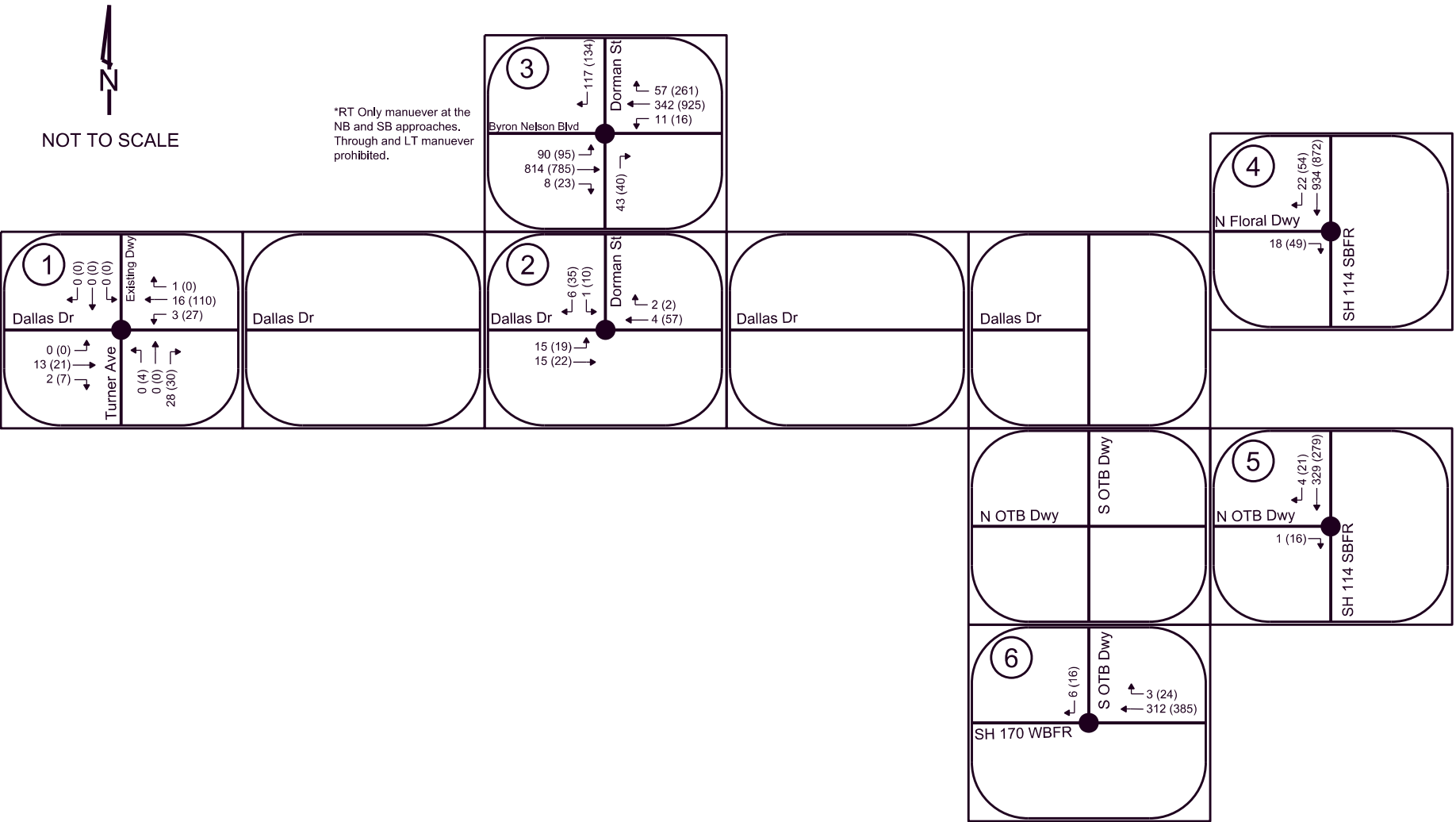
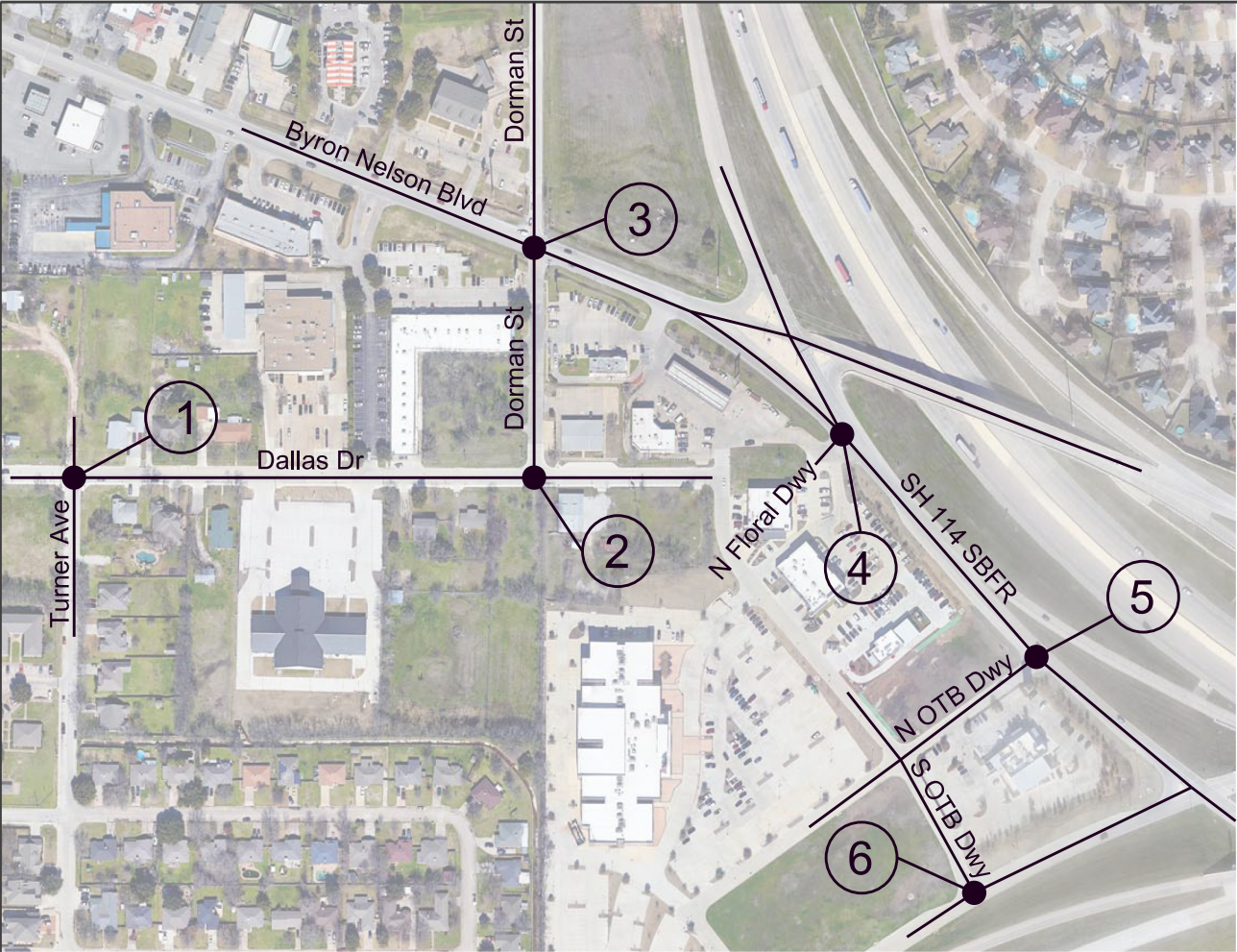


LEGEND

- 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

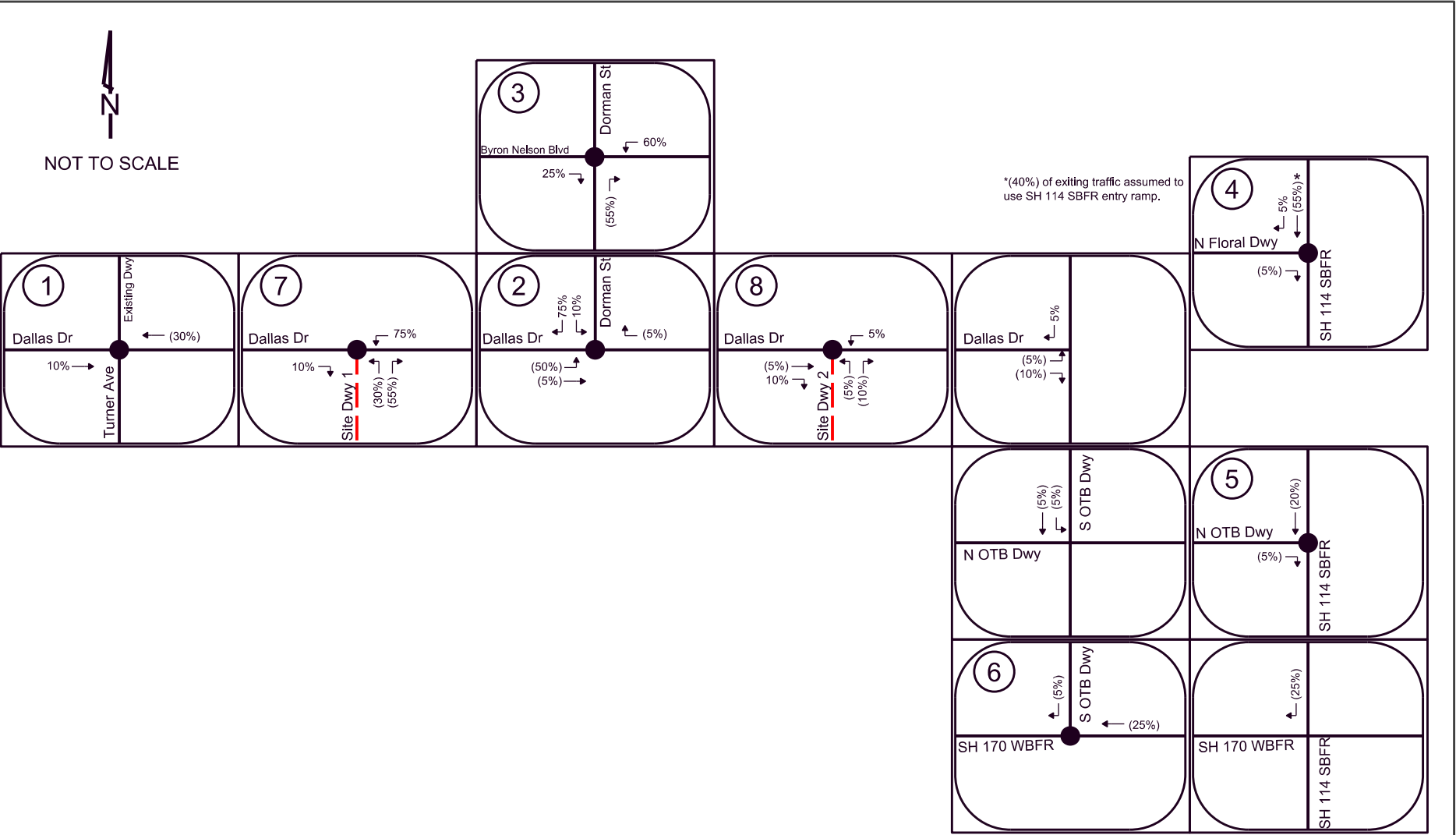
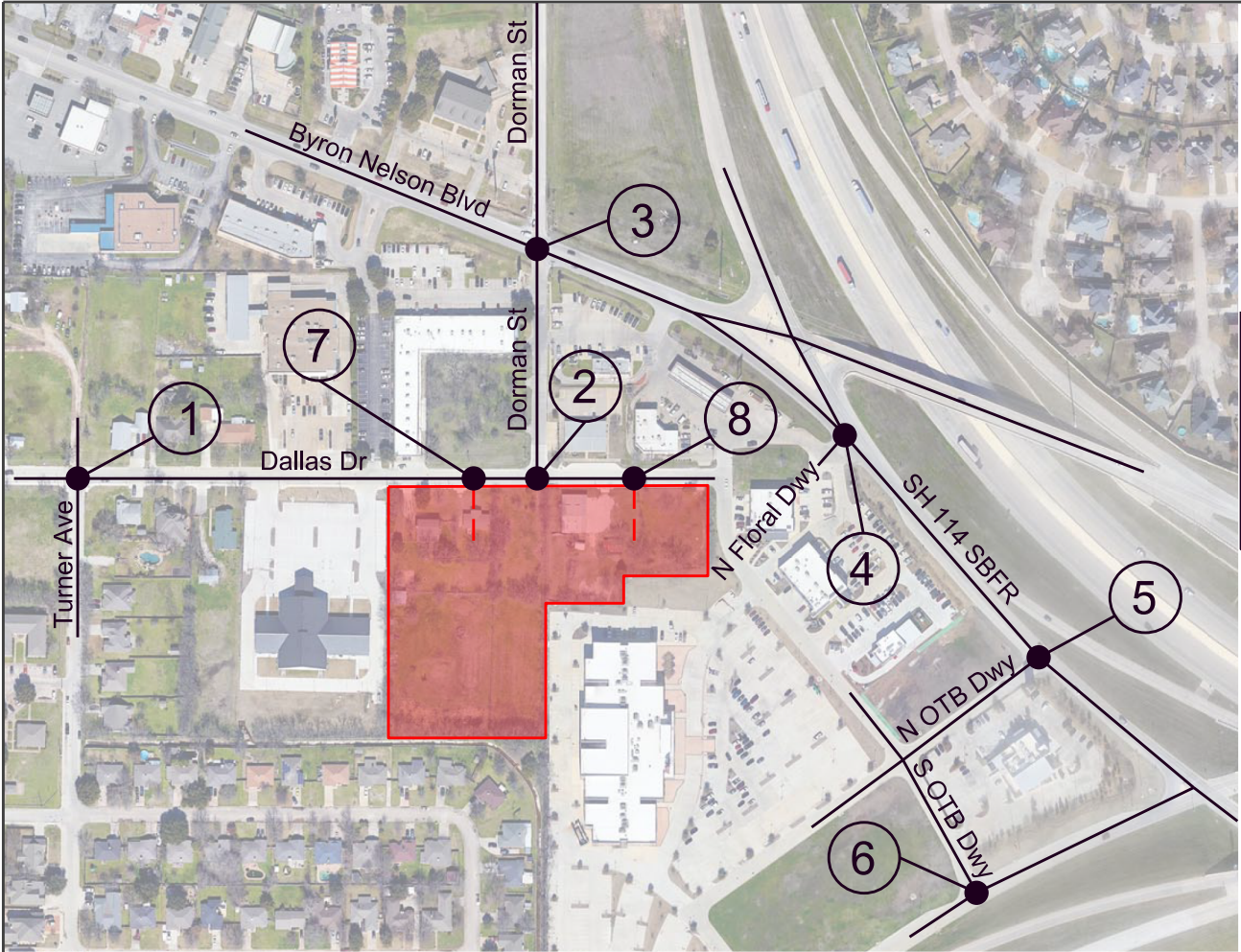
The existing traffic volumes and roadways in the area, along with the proposed site layout, were used to determine the directions from which traffic would approach and depart the proposed Hotels. The assumed directional distribution is provided in **Figure 7**.

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

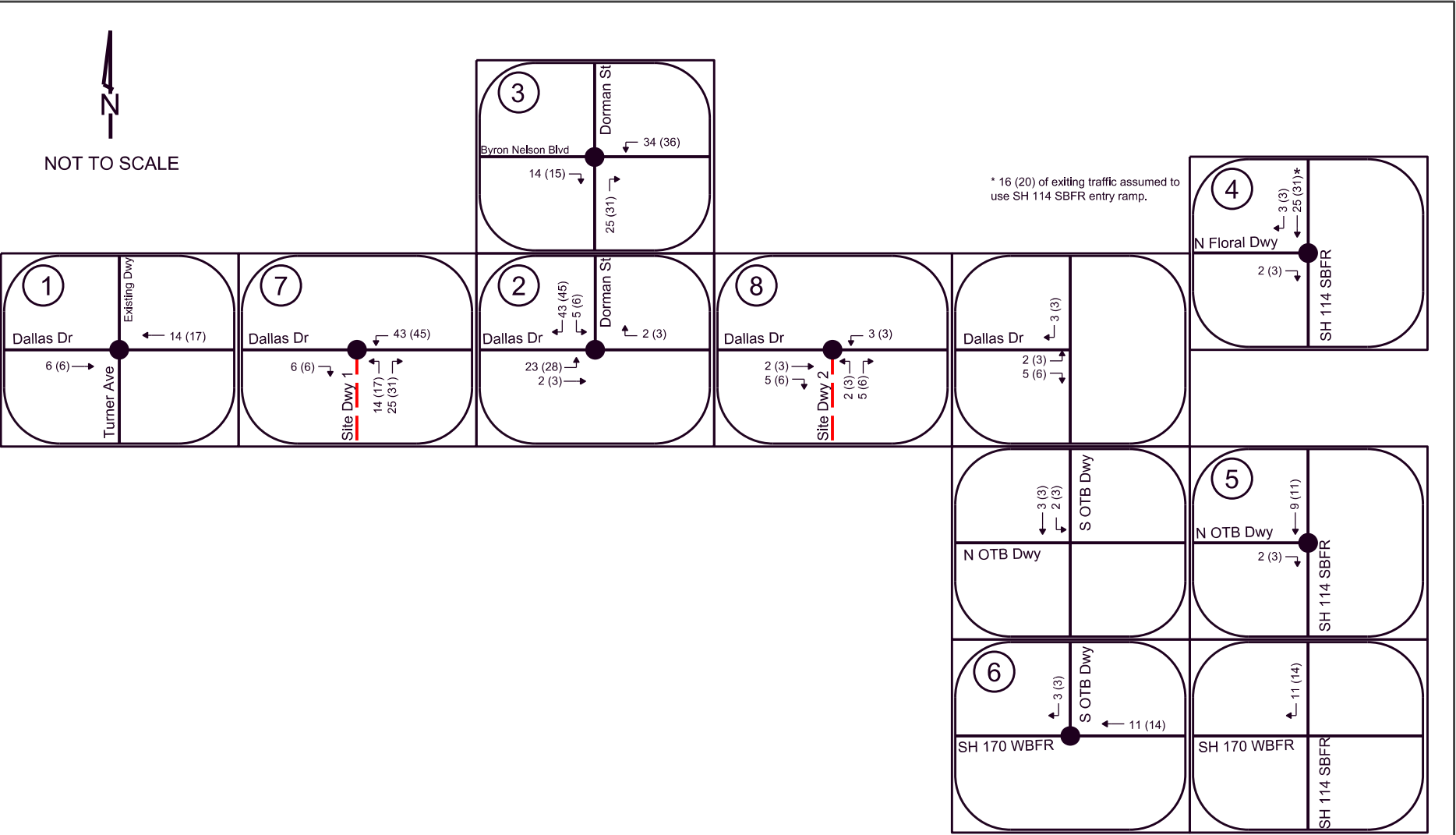
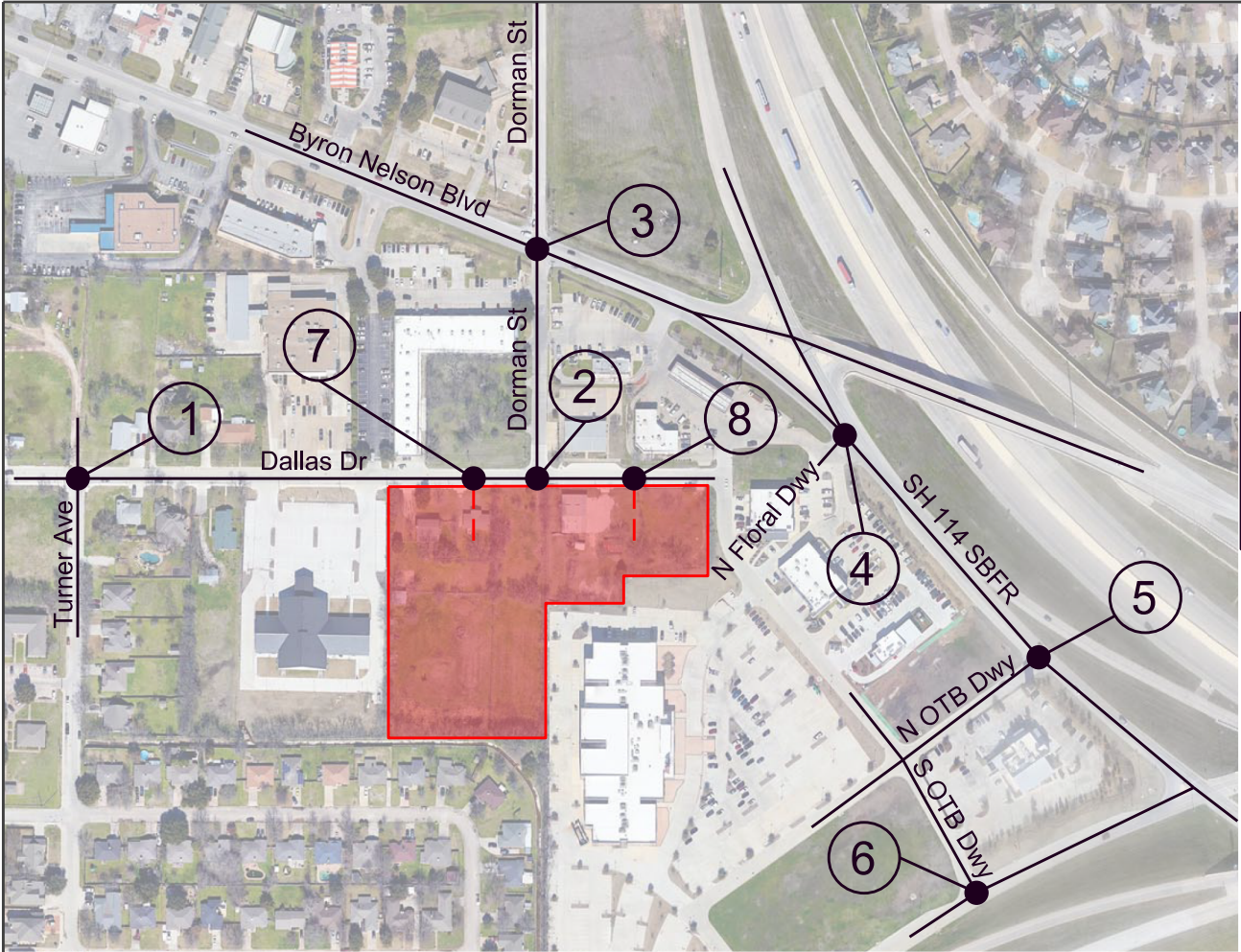
Total (background + site) peak hour traffic conditions at Build-Out Year (2024) of the proposed hotels were obtained by adding the Build-Out Year (2024) Background traffic volumes (Figure 6) to the site generated traffic volumes (Figure 8) and are shown in **Figure 9**.



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

Assumed Directional Distribution

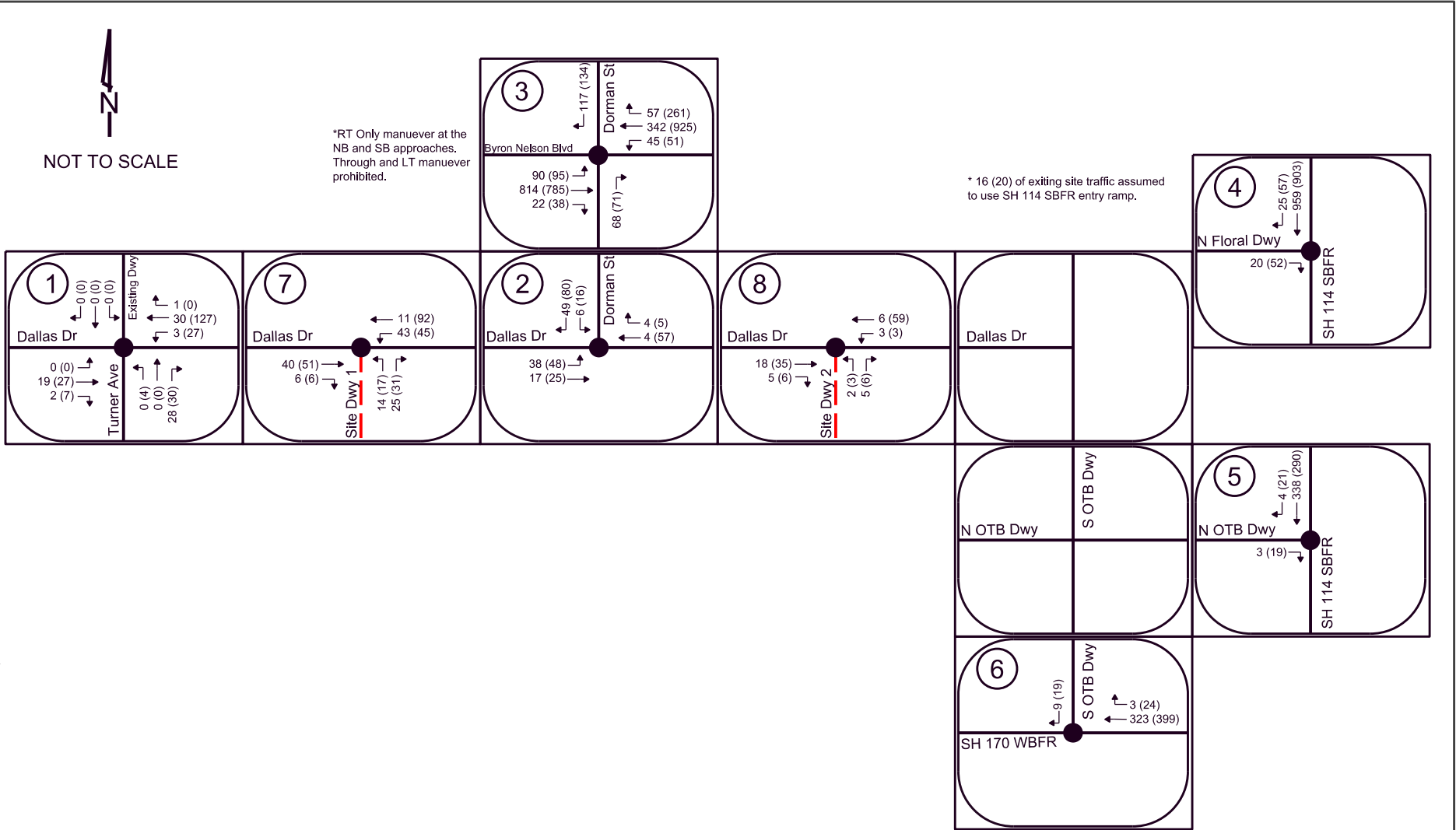
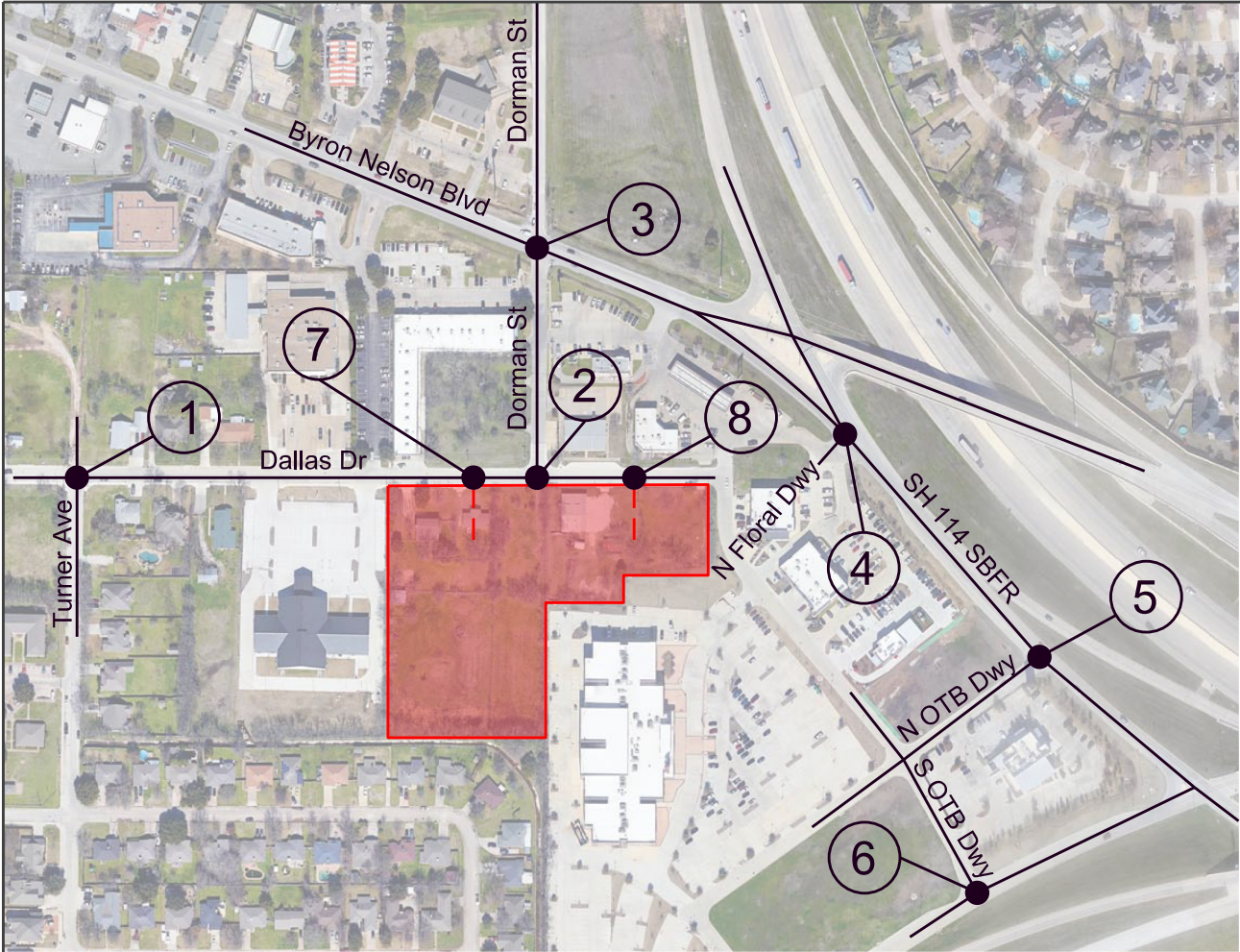
Figure 7



- 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.

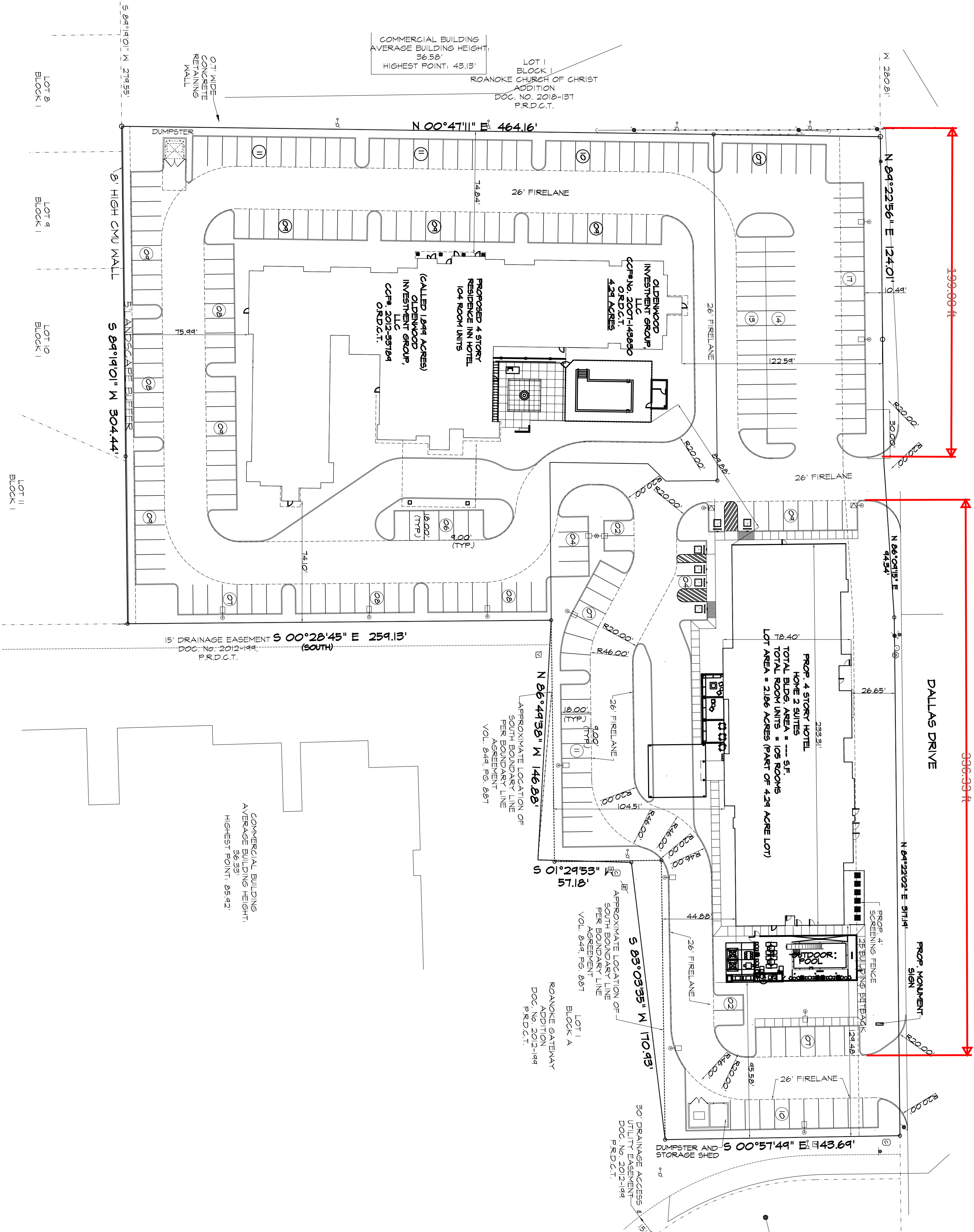
Intersection Capacity Analysis

- 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.

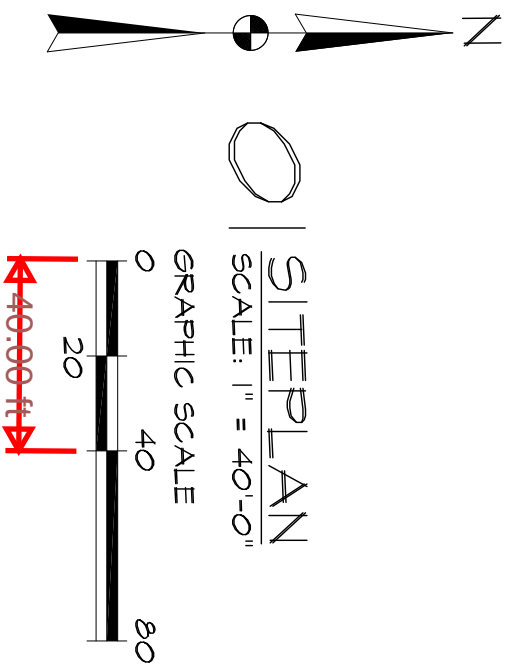
Access Management Analysis

- 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.

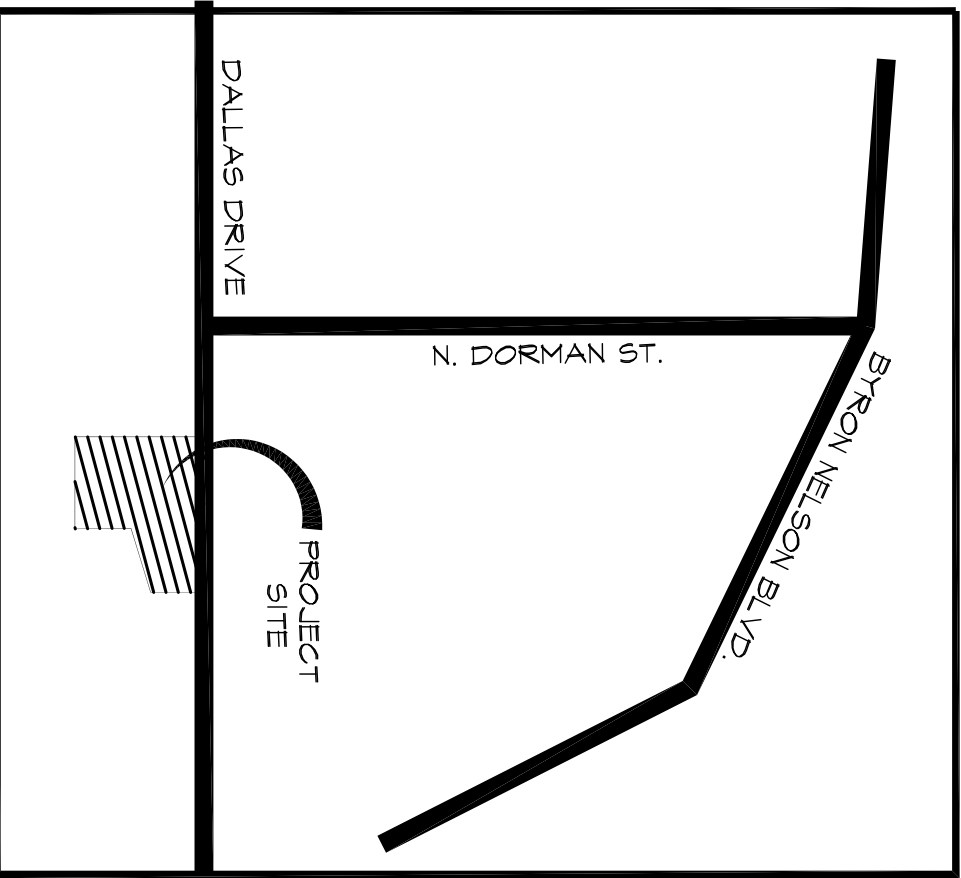
APPENDIX



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, ETC. AND REPORT THE RESULTS OF HIS ANALYSIS TO THE ENGINEER. IF THE CONTRACTOR OBSERVES ANY DISCREPANCIES OR OMISSIONS IN THE CONTRACT DOCUMENTS HE SHALL PROMPTLY 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 MARK ANY UTILITIES THAT MAY CONFLICT WITH THIS CONSTRUCTION AT LEAST 24 HOURS PRIOR TO BEGINNING CONSTRUCTION IN THE VICINITY OF UNDERGROUND UTILITIES.



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

HOME2

SUITES BY HILTON

700 DALLAS DRIVE
ROANOAKE, TX. 76262

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

JOB NUMBER:
PSP - 21692

SHEET NUMBER
C1

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

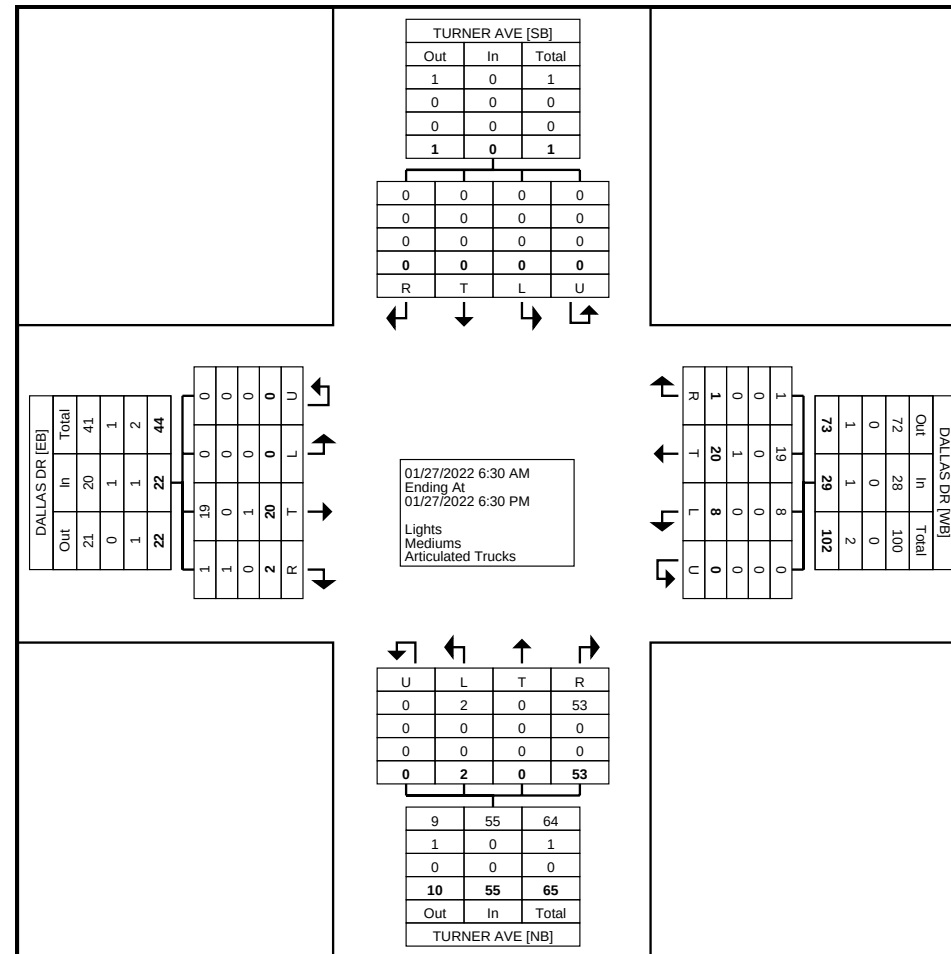
Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
Page No: 1

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
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	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 -
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Turning Movement Data Plot

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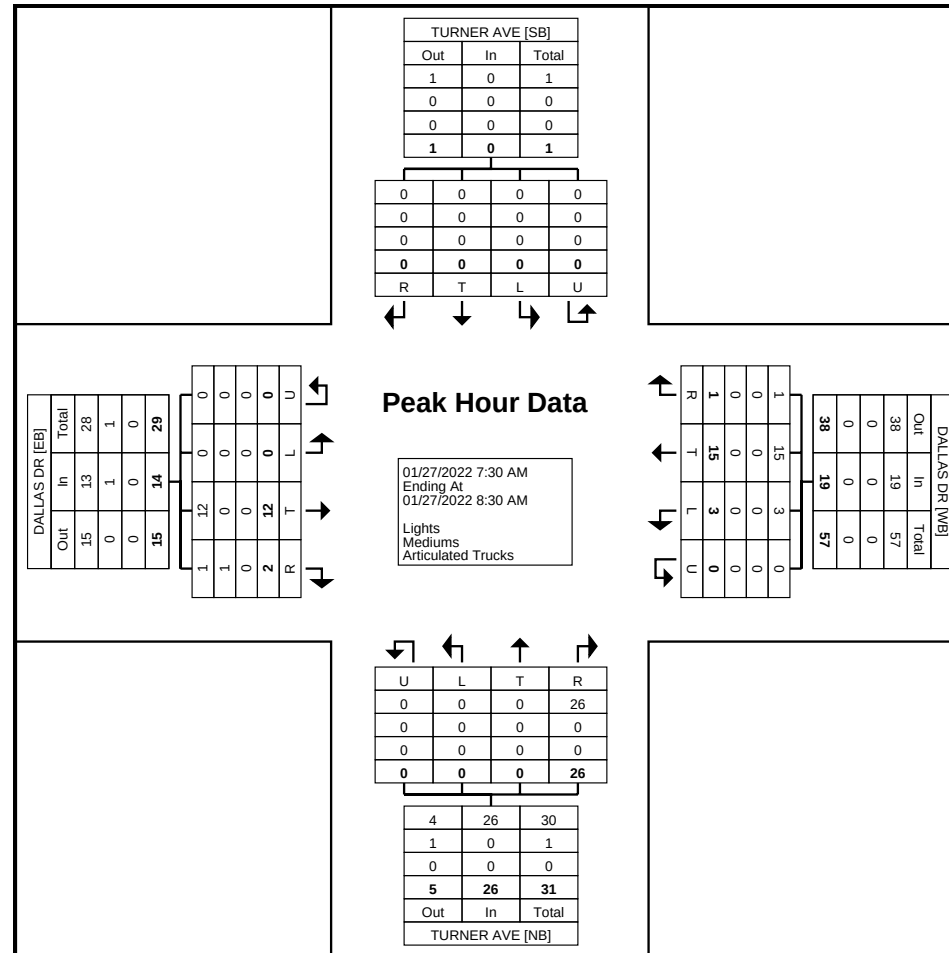
Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
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Turning Movement Peak Hour Data (7:30 AM)

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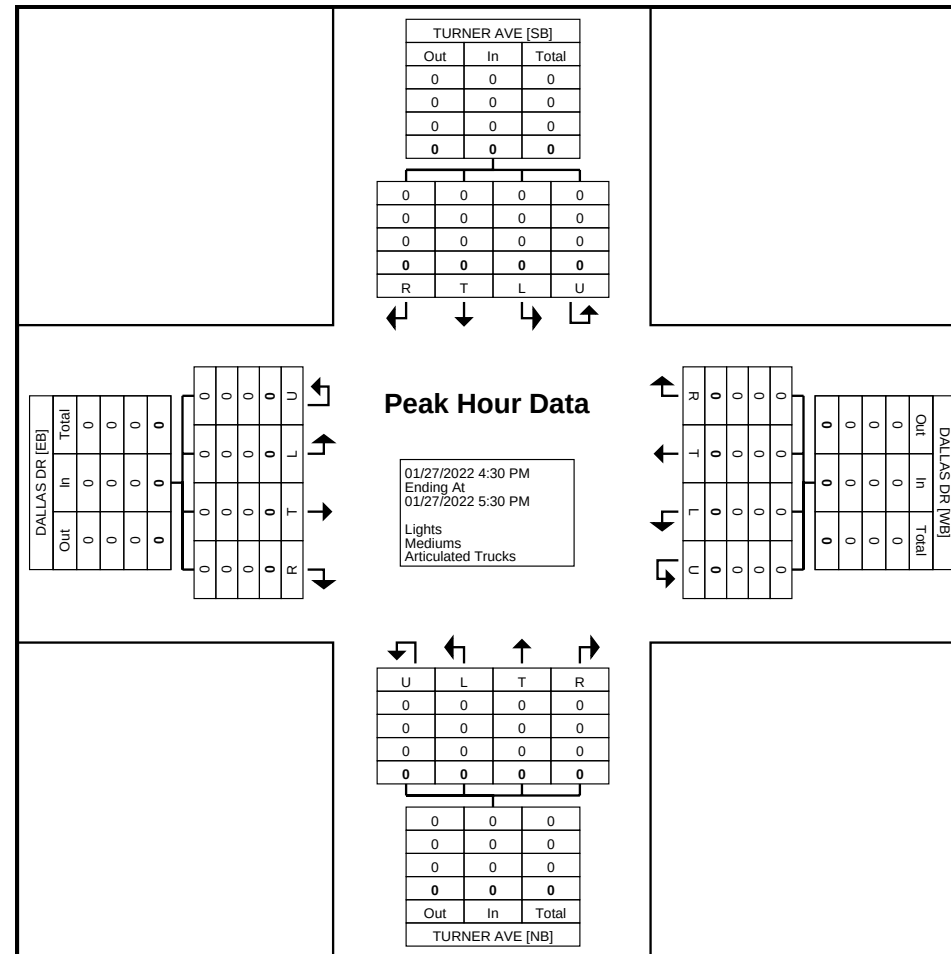
Turning Movement Peak Hour Data Plot (7:30 AM)

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Count Name: DALLAS DR @ TURNER AVE -
AM
Site Code:
Start Date: 01/27/2022
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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)

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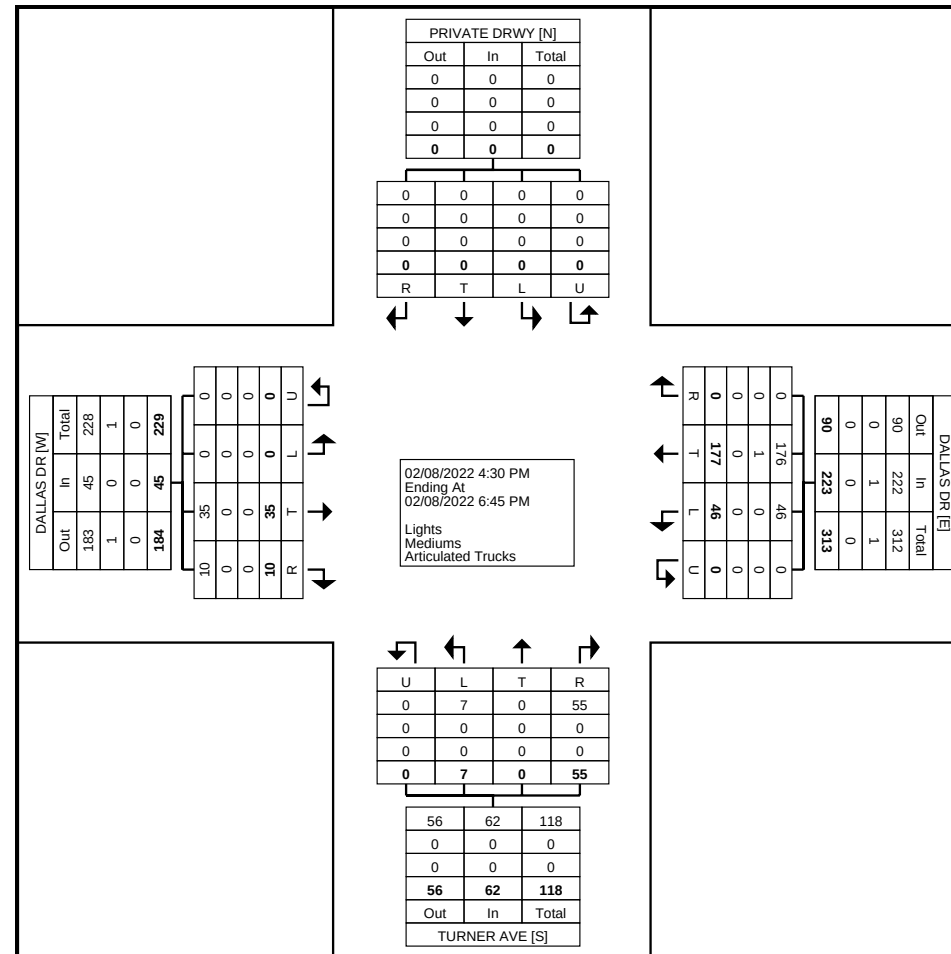
Count Name: DALLAS DR @ TURNER AVE -
PM
Site Code:
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Turning Movement Data

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

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Count Name: DALLAS DR @ TURNER AVE -
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Turning Movement Data Plot

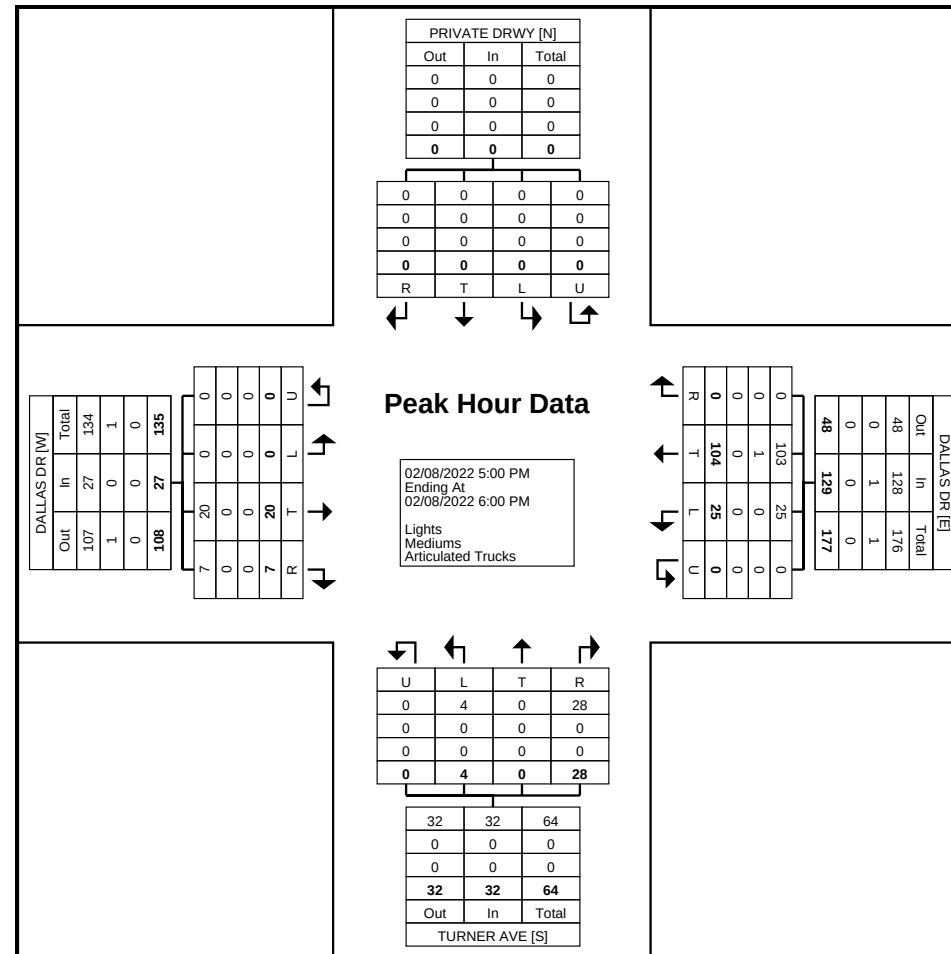
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Count Name: DALLAS DR @ TURNER AVE -
PM
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Start Date: 02/08/2022
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Turning Movement Peak Hour Data (5:00 PM)

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

Count Name: DALLAS DR @ TURNER AVE -
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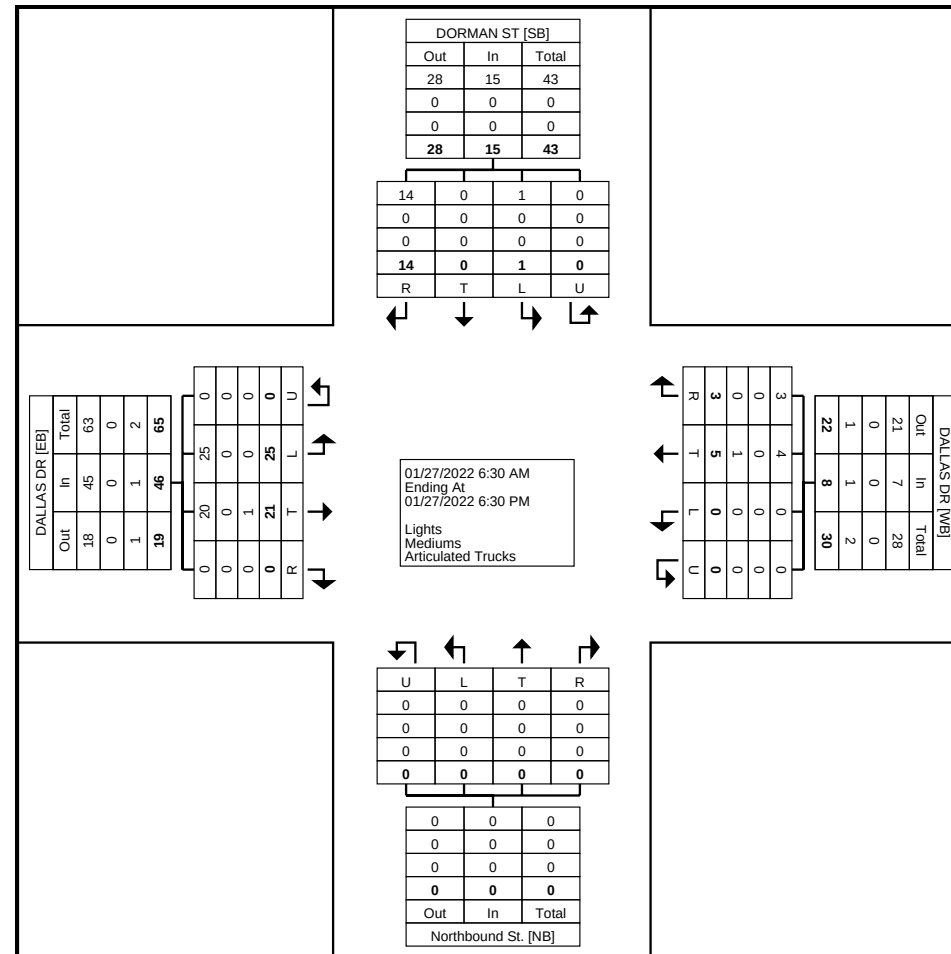
Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
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Turning Movement Data

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

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Count Name: DALLAS DR @ DORMAN ST - AM
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Turning Movement Data Plot

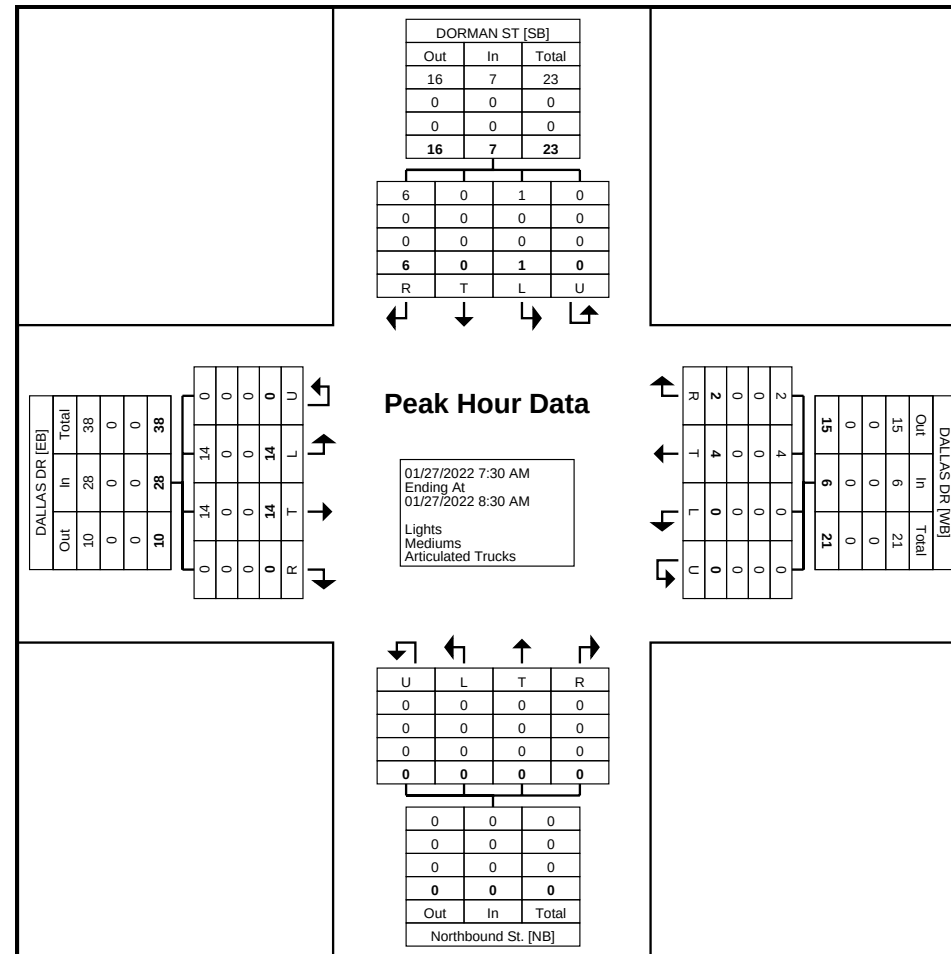
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Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
Start Date: 01/27/2022
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Turning Movement Peak Hour Data (7:30 AM)

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

Count Name: DALLAS DR @ DORMAN ST - AM
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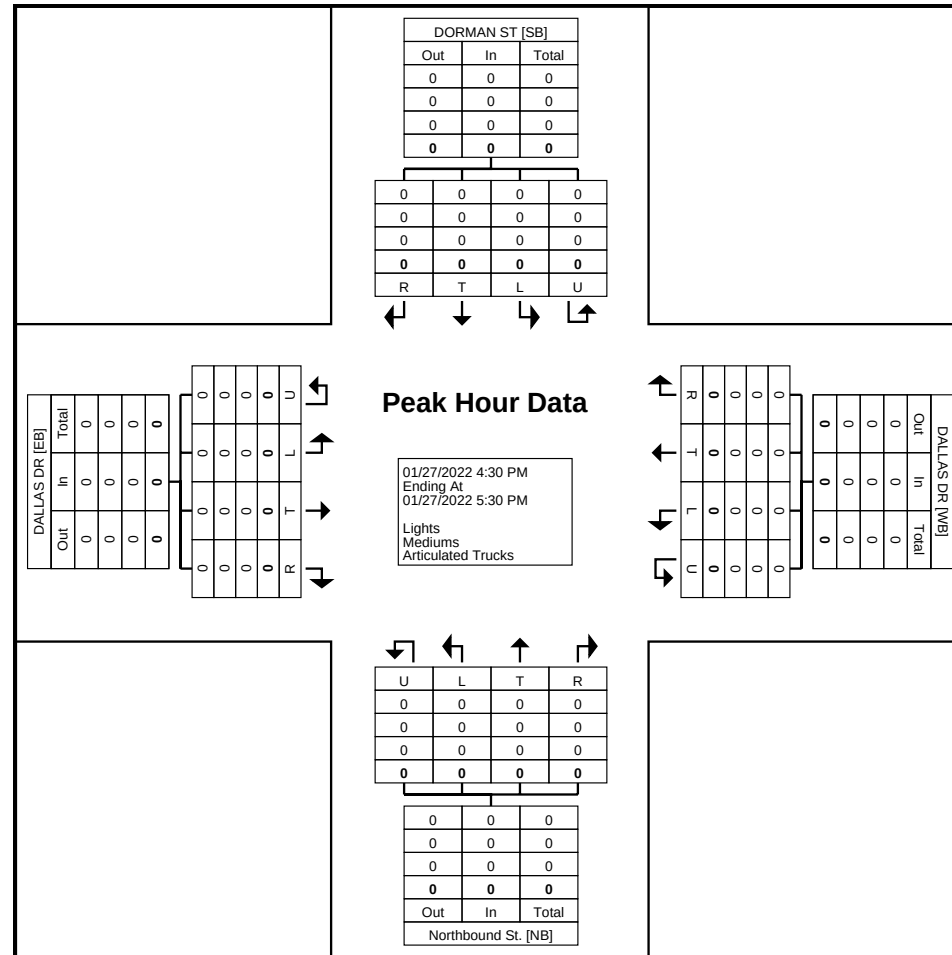


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Count Name: DALLAS DR @ DORMAN ST - AM
Site Code:
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Turning Movement Peak Hour Data (4:30 PM)

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)

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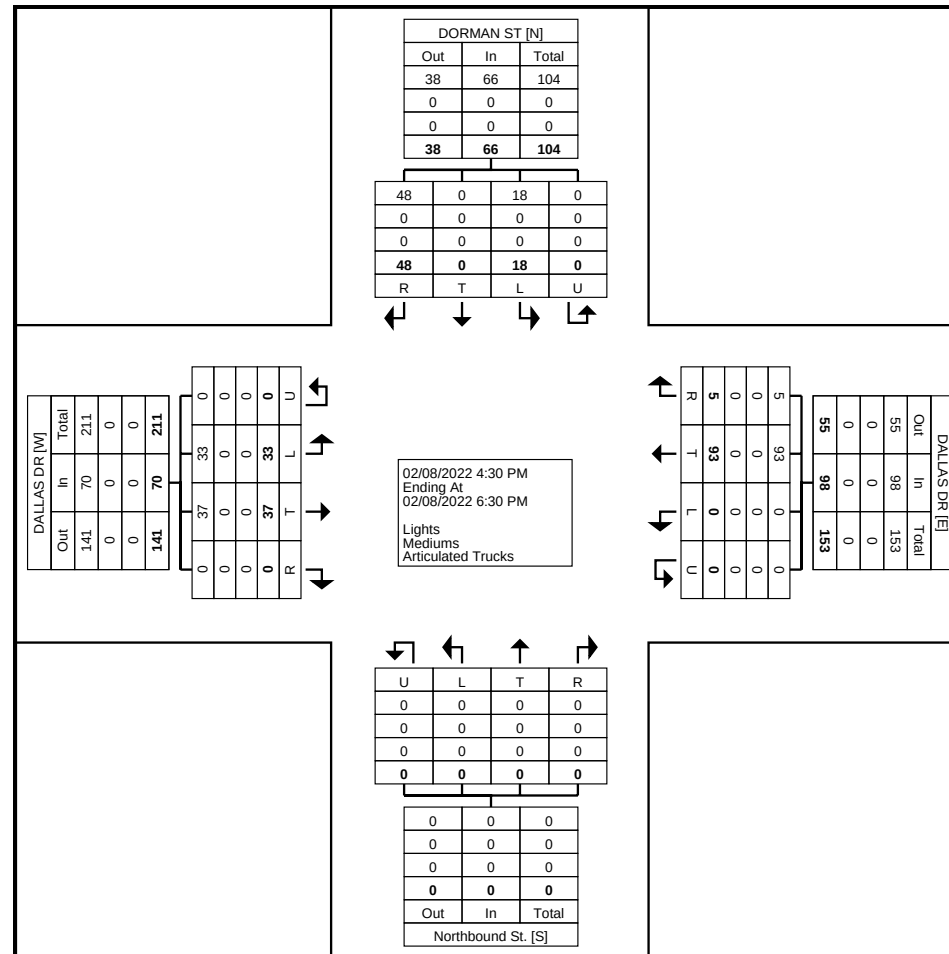
Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
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Turning Movement Data

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
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Turning Movement Data Plot

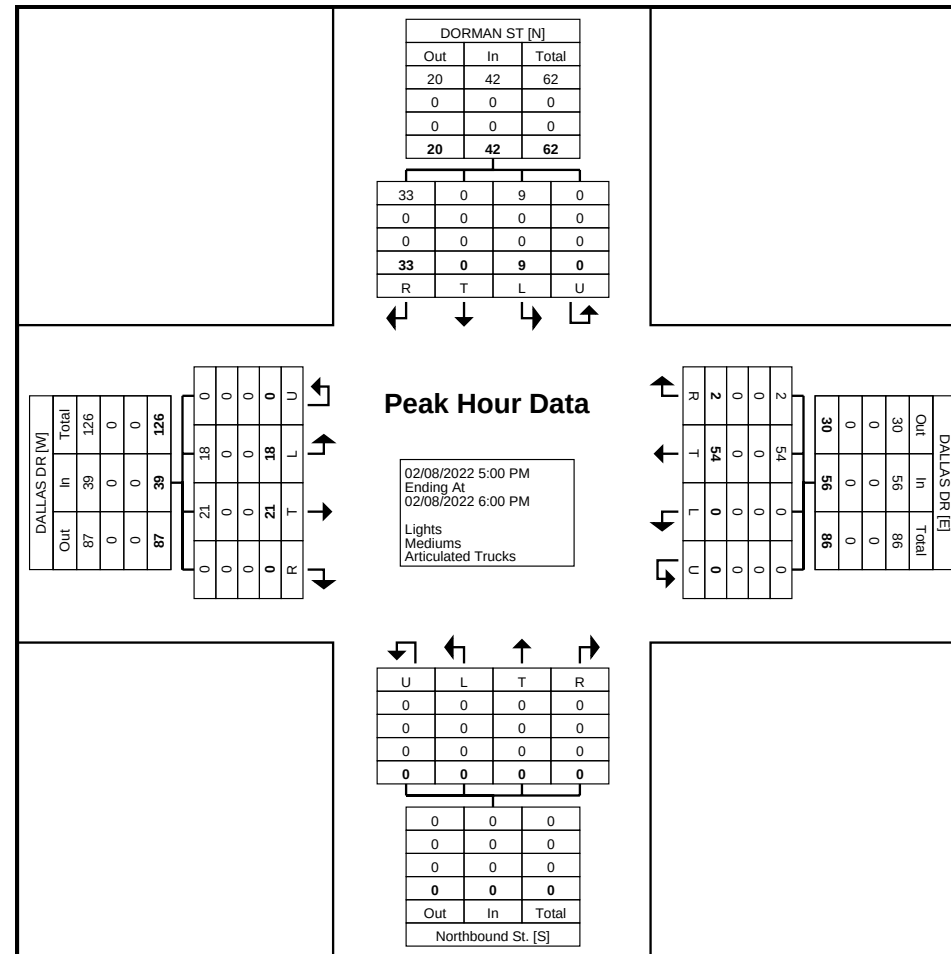
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Count Name: DALLAS DR @ DORMAN ST - PM
Site Code:
Start Date: 02/08/2022
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Turning Movement Peak Hour Data (5:00 PM)

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
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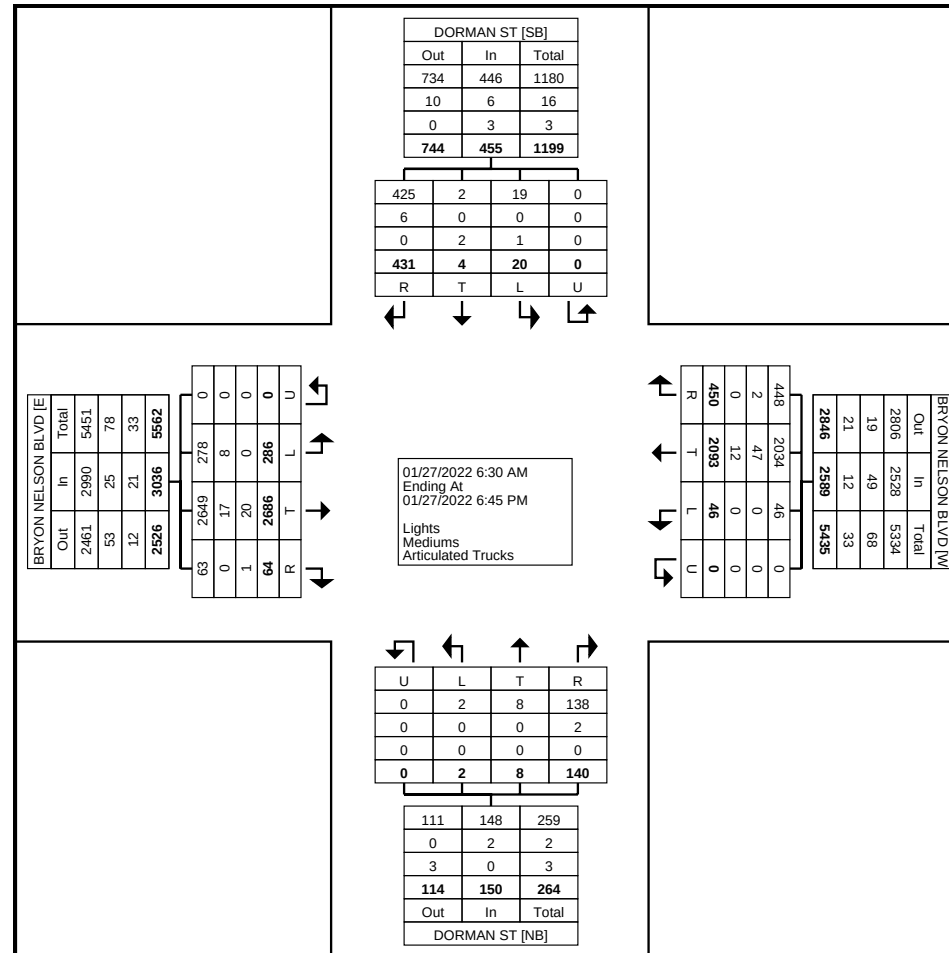
Count Name: DORMAN ST @ BRYON NELSON
BLVD
Site Code:
Start Date: 01/27/2022
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Turning Movement Data

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
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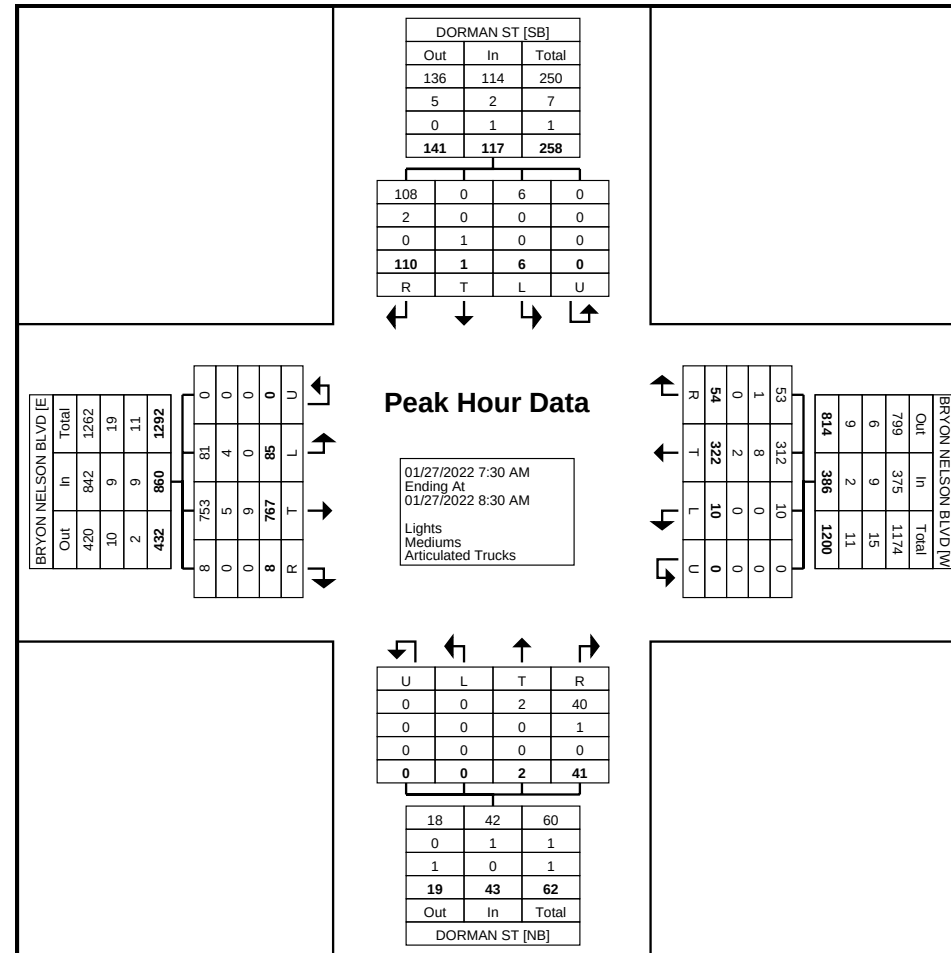
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Count Name: DORMAN ST @ BRYON NELSON
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Turning Movement Peak Hour Data (7:30 AM)

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



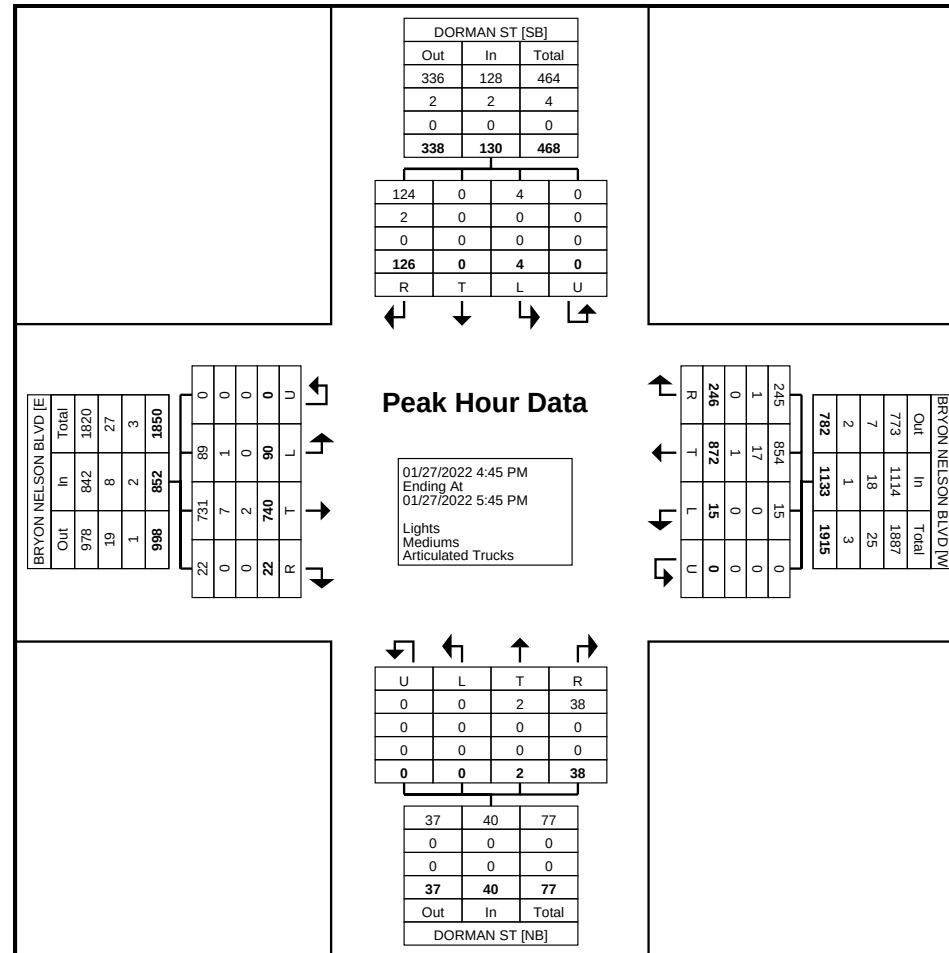
Turning Movement Peak Hour Data Plot (7:30 AM)

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

Count Name: 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



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

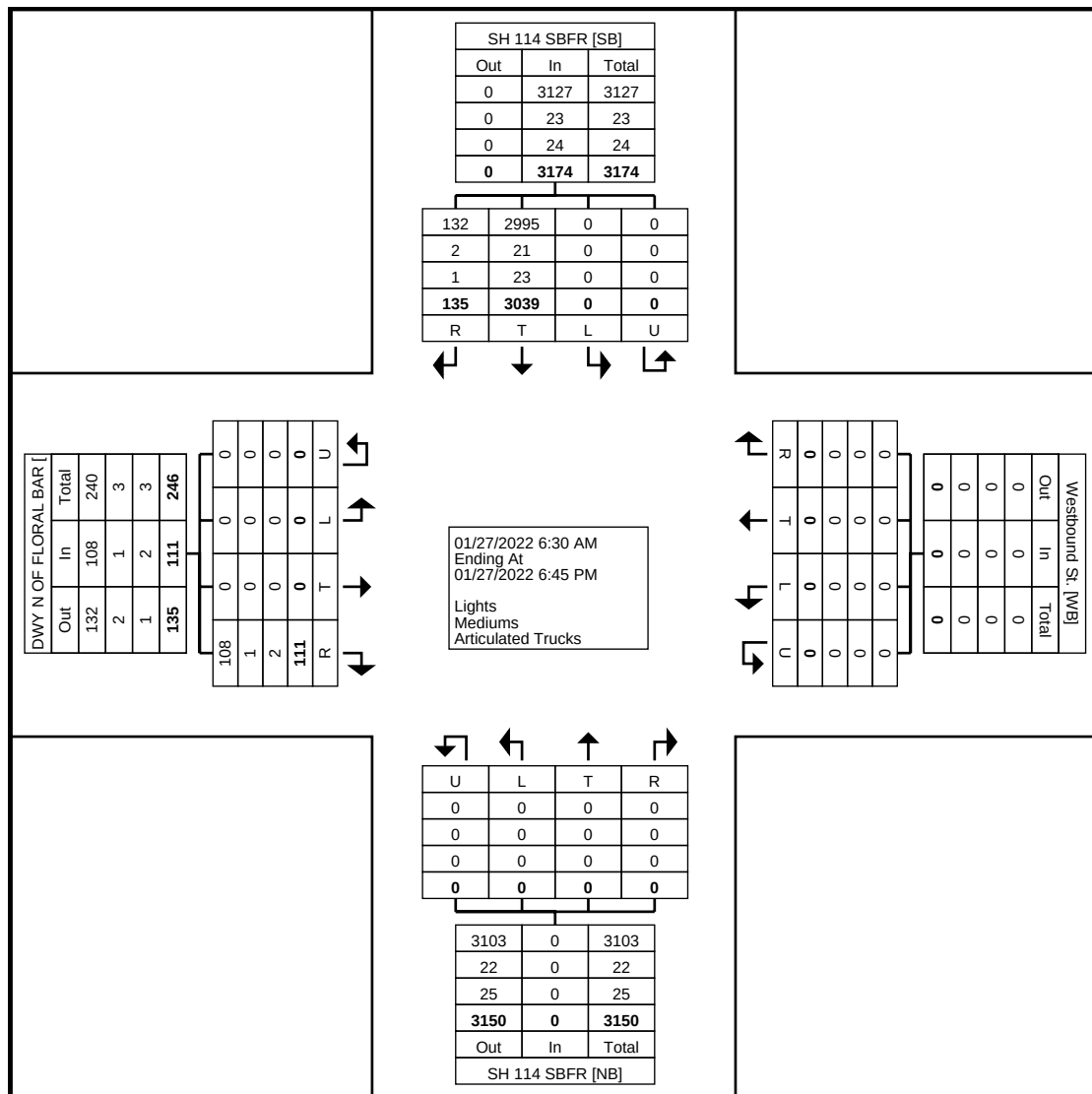
Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:30 AM	0	105	1	0	106	0	0	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

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: 2



Turning Movement Data Plot

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

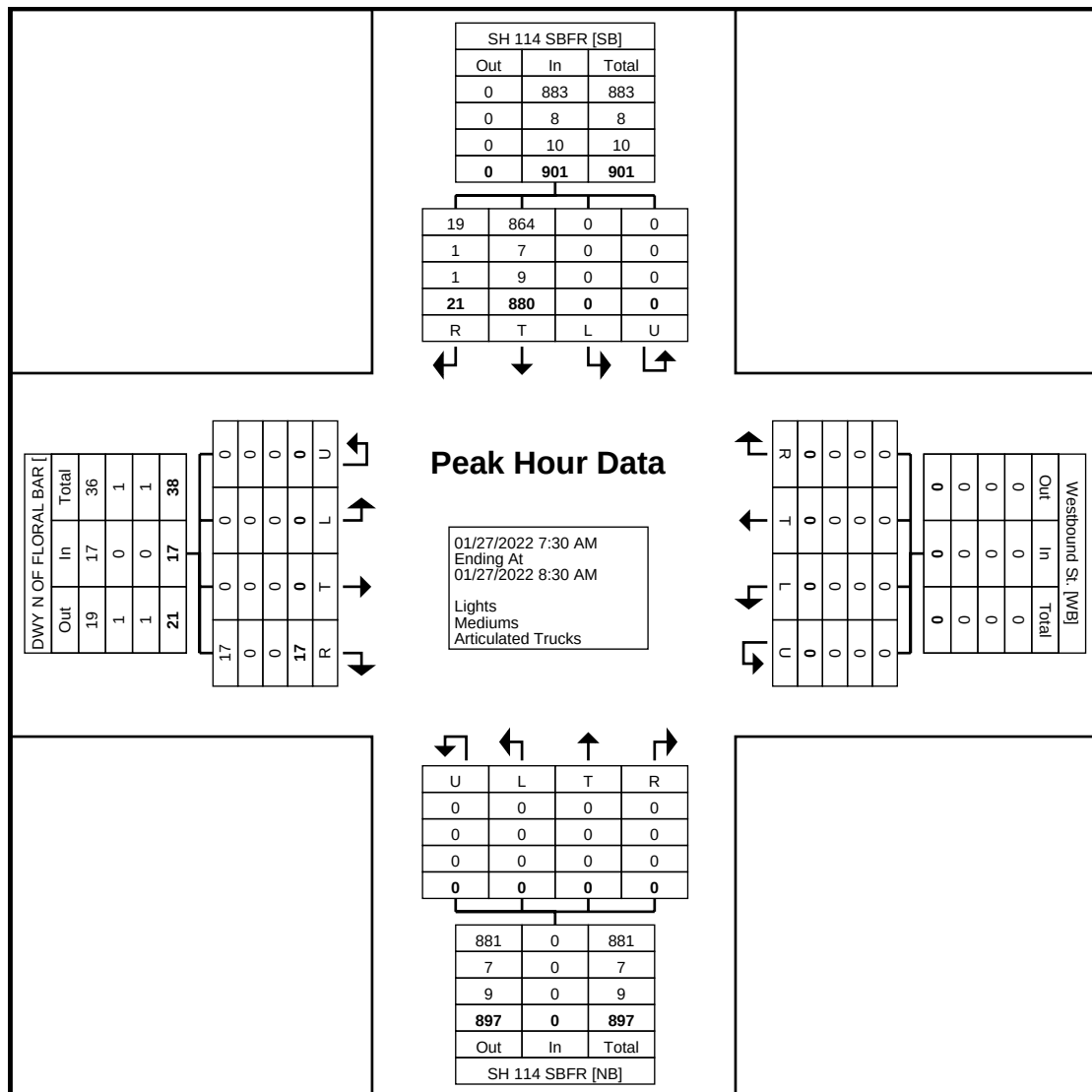
Turning Movement Peak Hour Data (7:30 AM)

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)

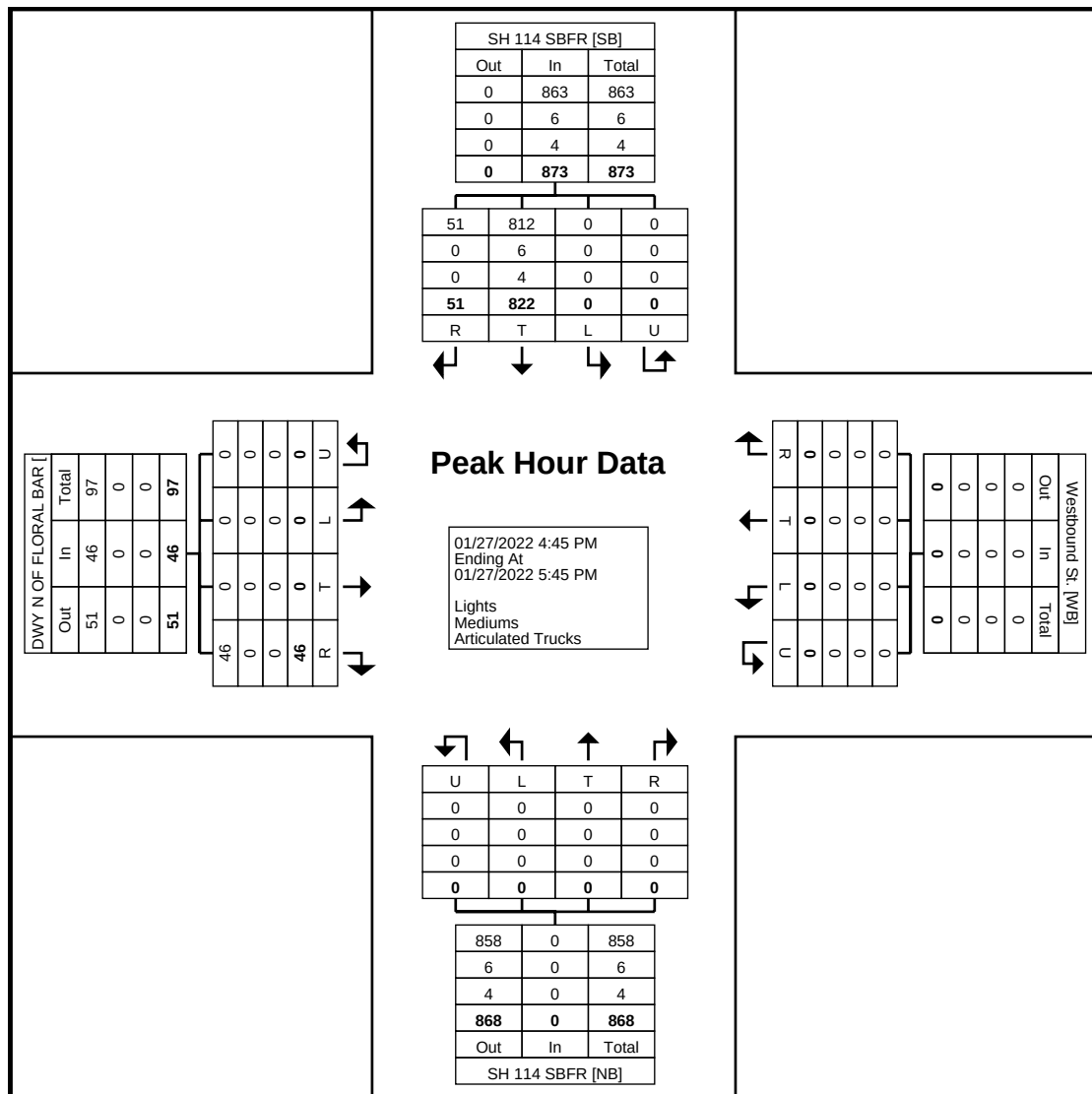
Start Time	SH 114 SBFR Southbound					Westbound St. Westbound					SH 114 SBFR Northbound					DWY N OF FLORAL BAR Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	0	204	11	0	215	0	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
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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

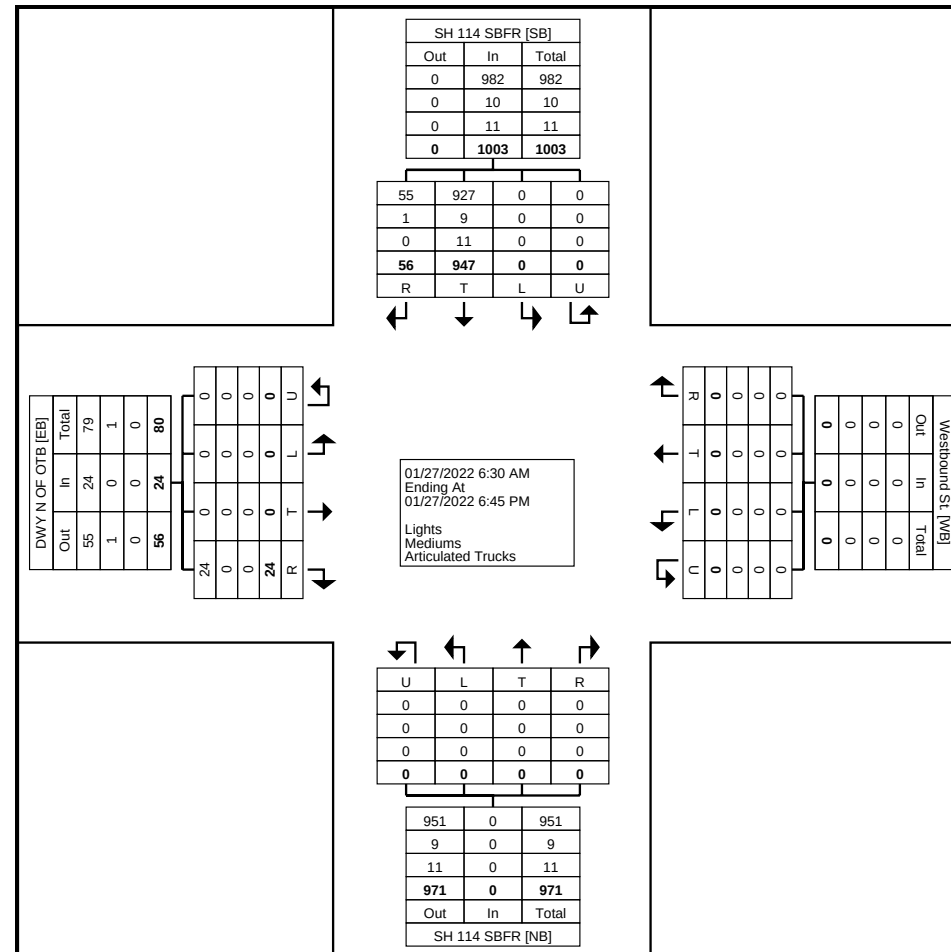
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
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Turning Movement Data

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

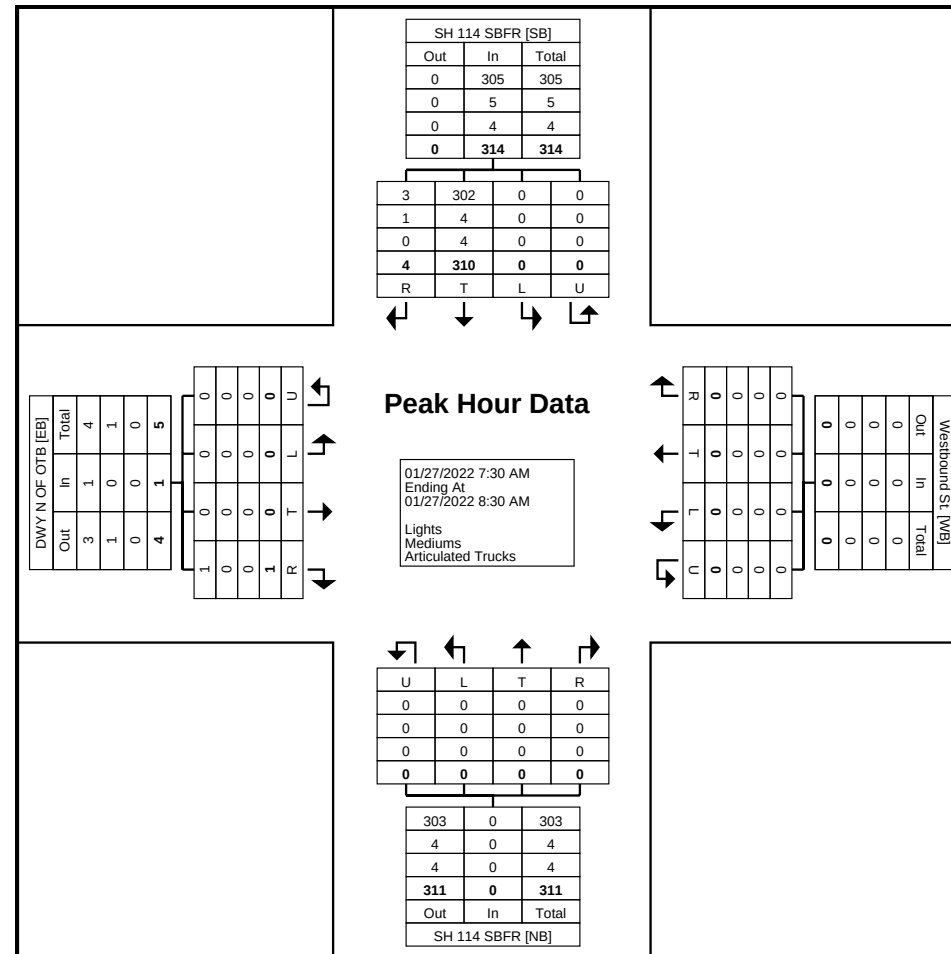
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

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.
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Count Name: DWY N OF OTB @ SH 114 SBFR
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Turning Movement Peak Hour Data Plot (7:30 AM)

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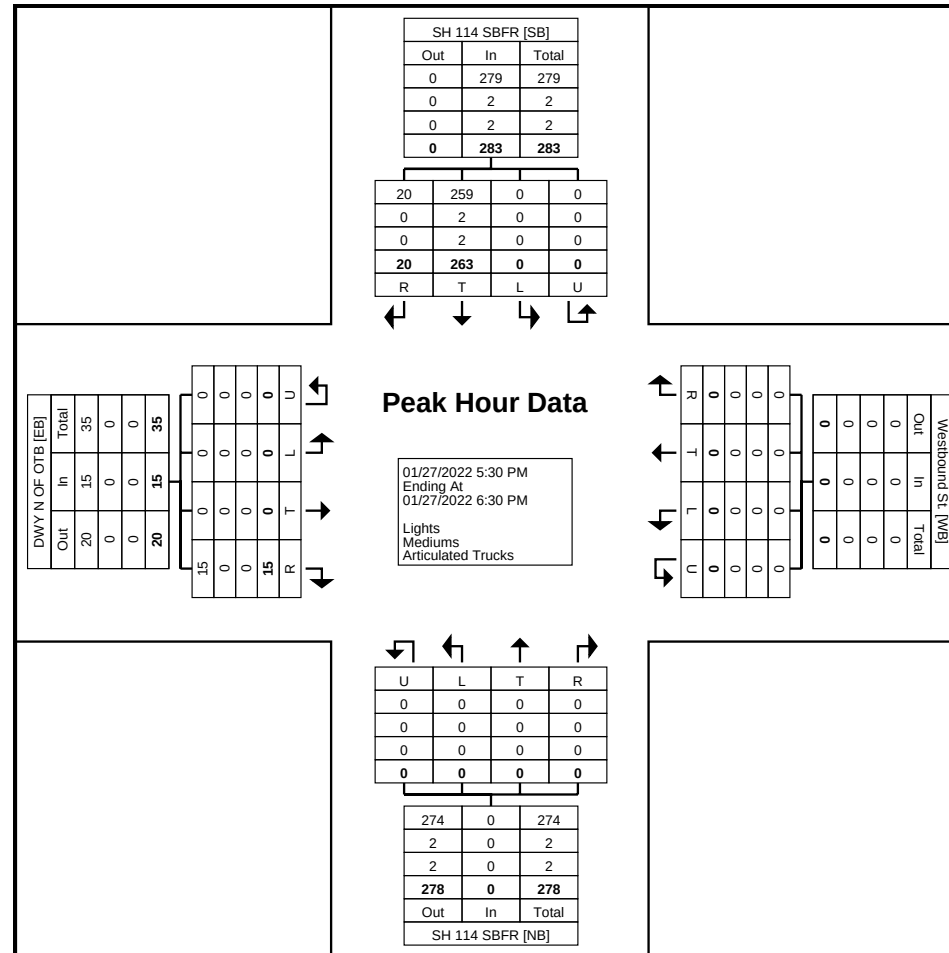
Count Name: DWY N OF OTB @ SH 114 SBFR
Site Code:
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Turning Movement Peak Hour Data (5:30 PM)

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

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Count Name: DWY N OF OTB @ SH 114 SBFR
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Turning Movement Peak Hour Data Plot (5:30 PM)

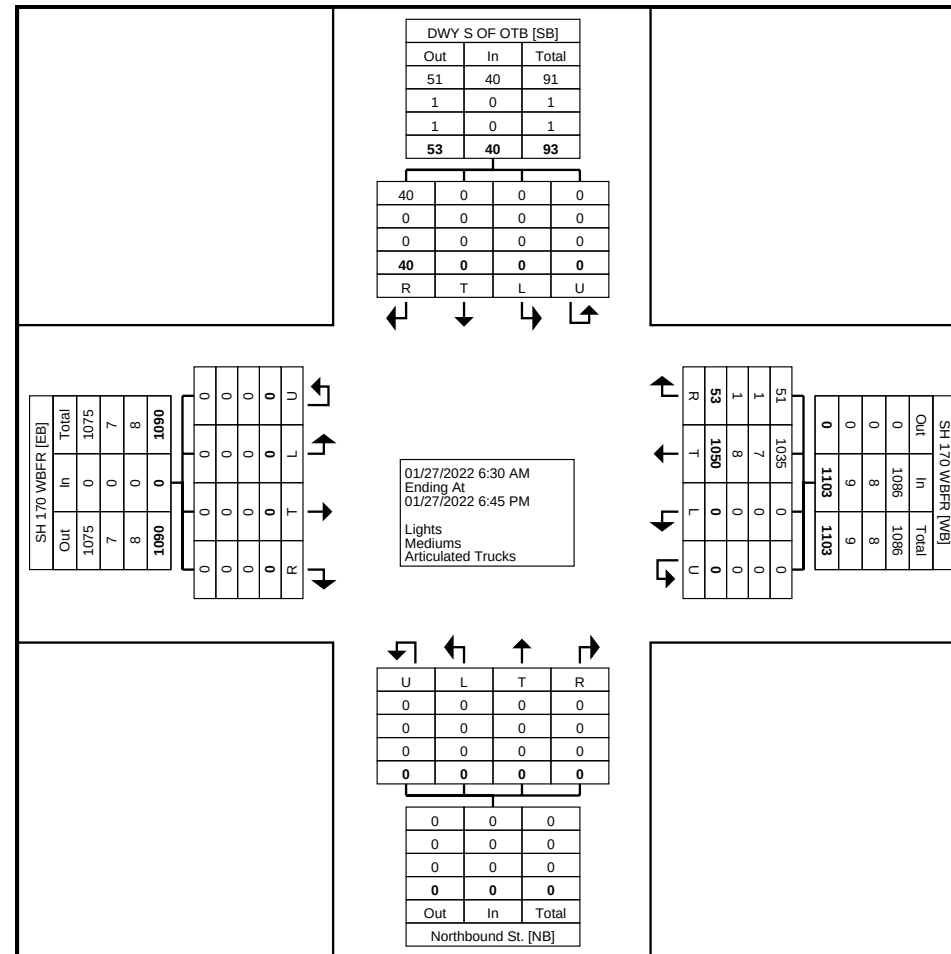
GRAM Traffic NTX Inc.
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Count Name: DWY S OF OTB @ SH 170 WBFR
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Turning Movement Data

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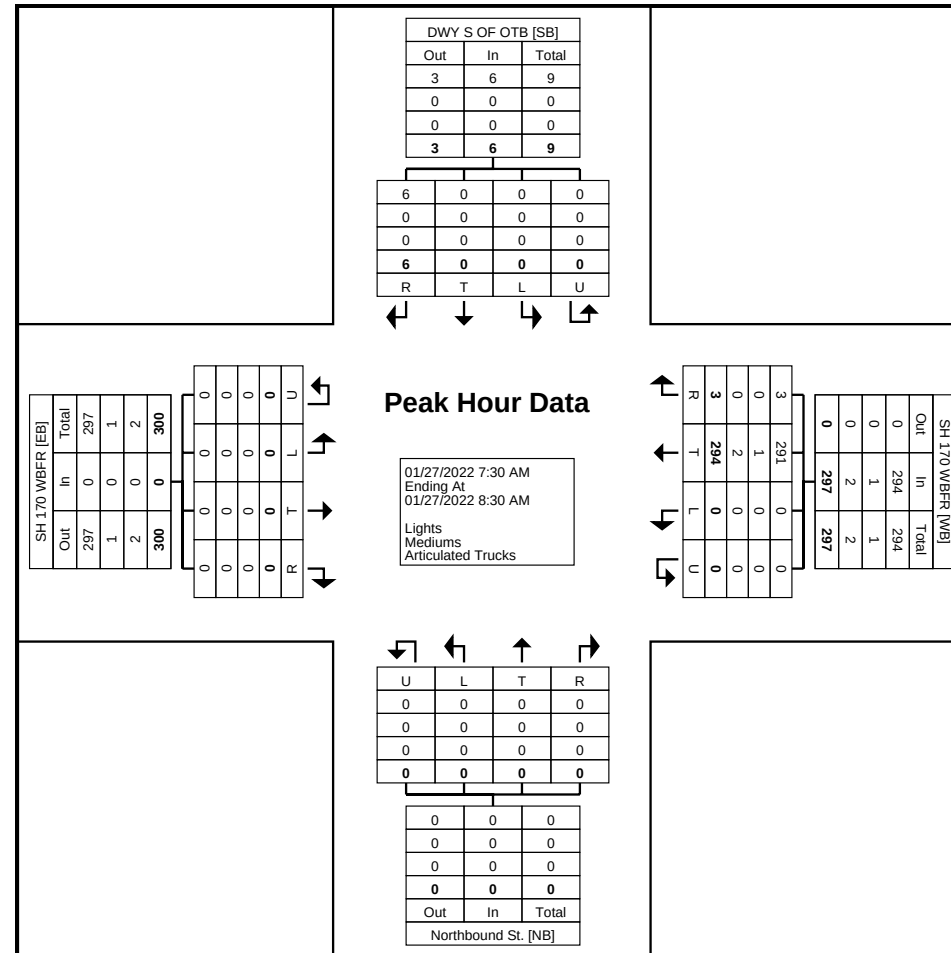
Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
Start Date: 01/27/2022
Page No: 3

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

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Count Name: DWY S OF OTB @ SH 170 WBFR
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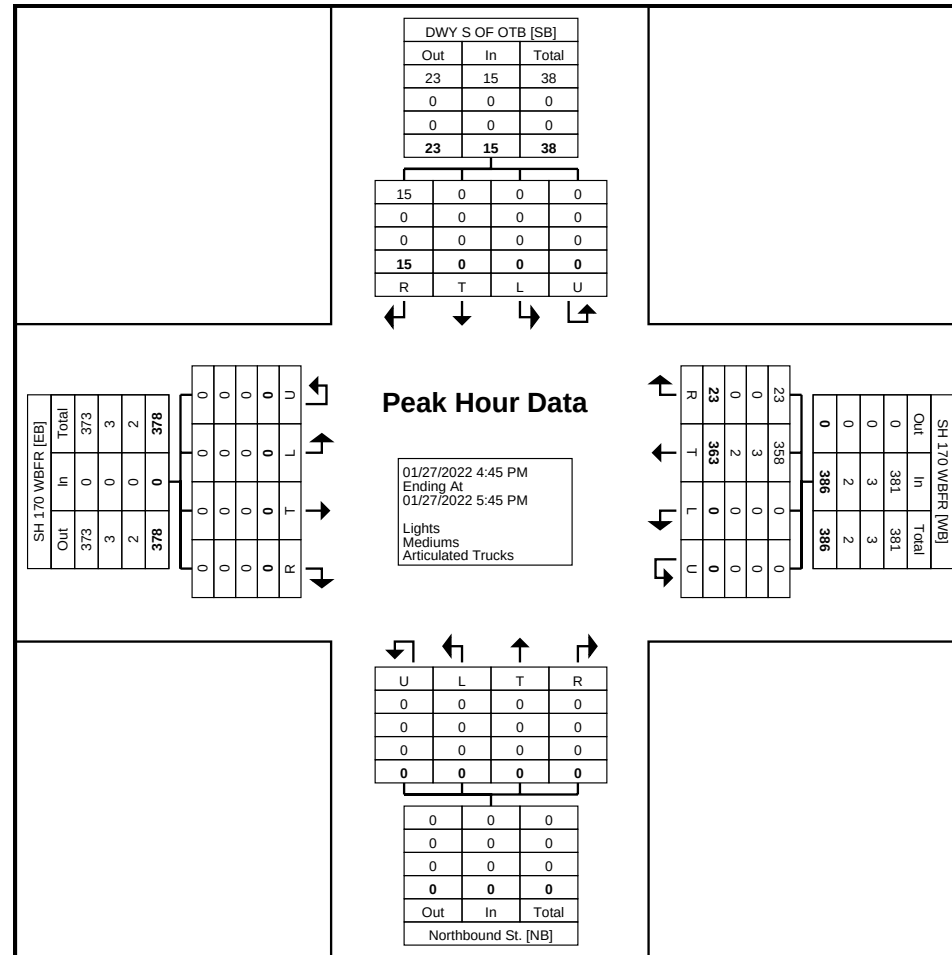
Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.
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Count Name: DWY S OF OTB @ SH 170 WBFR
Site Code:
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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)

HCM 6th TWSC

1: Turner Avenue/Existing Driveway & Dallas Drive

Existing AM.syn

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			

HCM 6th TWSC

1: Turner Avenue/Existing Driveway & Dallas Drive

Build Out 2024 AM.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	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			

HCM 6th TWSC
7: Proposed Driveway 1 & Dallas Drive

Build Out 2024 AM.syn

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane 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	-

HCM 6th TWSC

1: Turner Avenue/Existing Driveway & Dallas Drive

Build Out 2024 PM.syn

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	-	-			

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

Build Out 2024 PM.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane 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	NBR
Lane 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
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	-	-	1563
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1563
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

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Plotted: 6/7/2023 2:45 PM by Darren Jones, Somet 6/7/2023 2:44 PM by d Jones

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CONSTRUCTION PLANS

for

DALLAS HOTEL

ROANOKE LODGING ADDITION

LOT 1 & 2, BLOCK 1

4.521 Acres

in the

RICHARD EADS SURVEY, ABSTRACT NO. 393

MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY SURVEY,

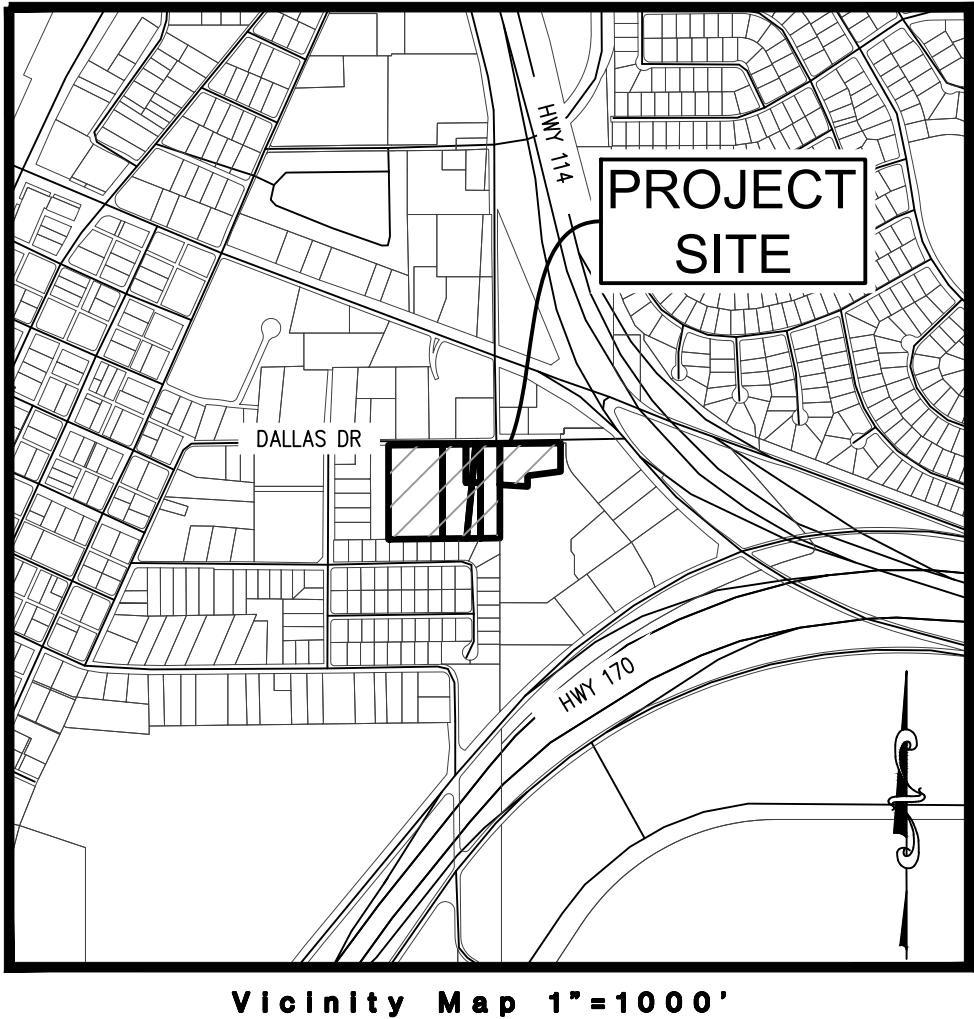
ABSTRACT NO. 923

JOHN BACON SURVEY, ABSTRACT NO. 1565

CITY OF ROANOKE

DENTON COUNTY, TEXAS

JUNE 2023



OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 160
COPPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL



The John R. McAdams
Company, Inc.
111 Hillside Drive
Lewisville, Texas 75057
972.436.9712
201 Country View Drive
Roanoke, Texas 76262
940.240.1012
TBPE: 19762 TBPLS: 10194440
www.mcadamsco.com

Contact: Darren Andrews, P.E.

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111 Hillside Drive
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COVER SHEET

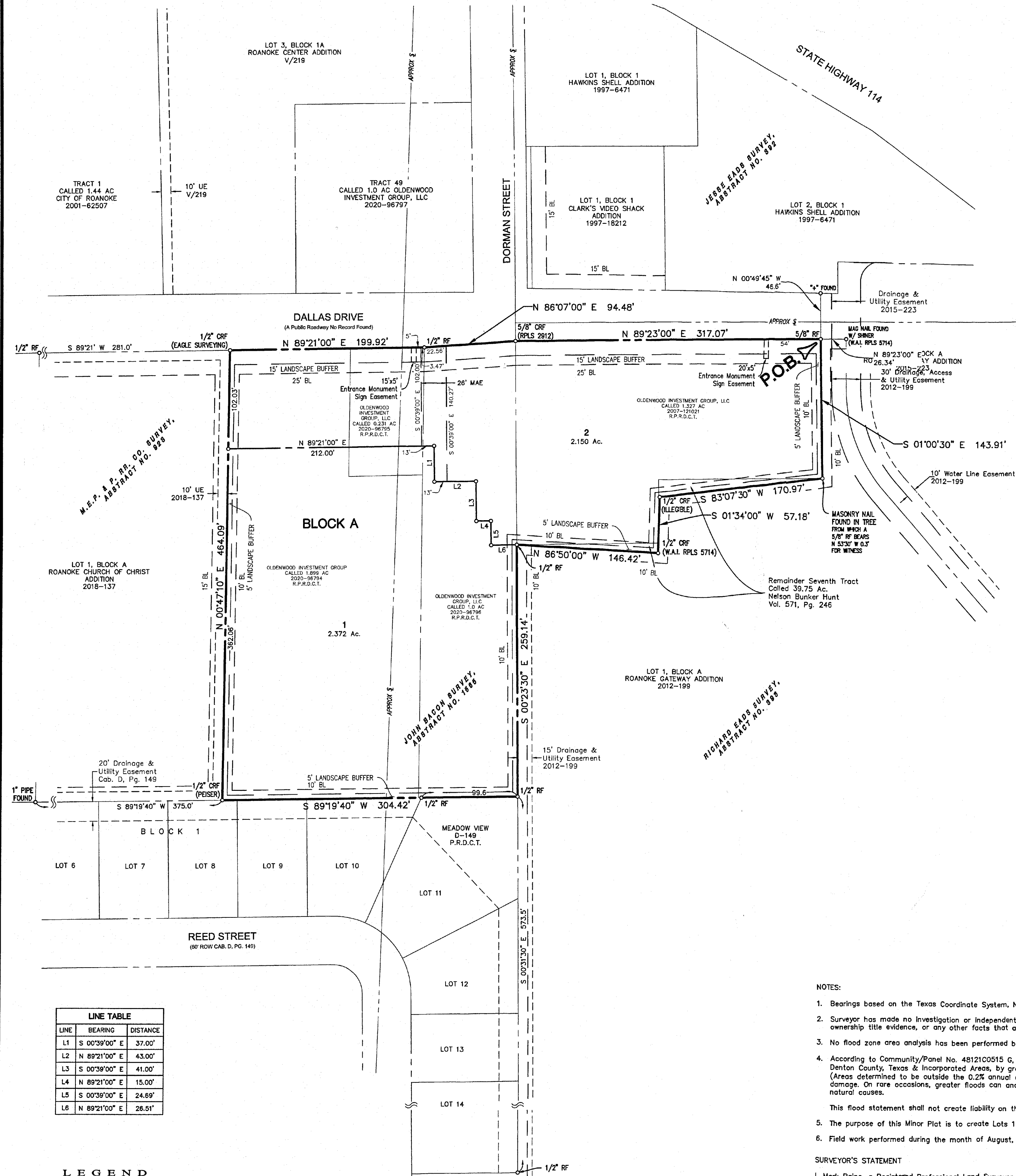
Drawn By: JCR
Date: 06/07/2023
Scale: N.T.S.
Revisions:

ICO22001

C0.01

CONSTRUCTION PLANS

DALLAS HOTEL



OWNER'S CERTIFICATE AND DEDICATION

STATE OF TEXAS :
COUNTY OF DENTON :
KNOW ALL MEN BY THESE PRESENTS, THAT, WE, OLDENWOOD INVESTMENT GROUP, LLC, are the owners of all that certain lot, tract or parcel of land situated in the Richard Eads Survey, Abstract Number 393, the Memphis, El Paso and Pacific Railroad Company Survey, Abstract Number 925 and the John Bacon Survey, Abstract Number 1565, City of Roanoke, Denton County, Texas and being part of that certain called 39.75 acre tract of land described as SEVENTH TRACT in deed in favor of Nelson Bunker Hunt, recorded in Volume 571, Page 246 of the Deed Records of Denton County, Texas, and being all of that certain called 1.327 acre tract of land described in deed in favor of Oldenwood Investments Group, LLC, recorded in Document Number 2007-121021 of the Real Property Records of Denton County, Texas, and being all of that certain called 1.899 acre tract of land described in Correction Instrument in favor of Oldenwood Investments Group, LLC, recorded in Document Number 2020-96794 of the Real Property Records of Denton County, Texas, and being all of that certain called 0.231 acre tract of land described in Correction Instrument in favor of Oldenwood Investments Group, LLC, recorded in Document Number 2020-96795 of the Real Property Records of Denton County, Texas, and being all of that certain tract of land described in Document Number 2020-96796 of the Real Property Records of Denton County, Texas, and being more particularly described as follows:

BEGINNING at a 5/8" rebar found on the south line of Dallas Drive (a public roadway, no record found) at the northeast corner of said 1.327 acre tract, being the most northerly northwest corner of Lot 1, Block A, Roanoke Gateway Addition, an addition to the City of Roanoke, Denton County, Texas, according to the plat thereof recorded in Document Number 2012-199 of the Plat Records of Denton County, Texas, and being the southwest corner of that certain called 0.293 acre tract of land described in City of Roanoke Ordinance No. 2014-132, recorded in Instrument Number 2015-5745 of the Real Property Records of Denton County, Texas, from which a magnetic nail with shiner (W.A.I. RPLS 5714) found at the northeast corner of said Lot 1 and the northeast corner of Lot 9, Block A of said Roanoke Gateway Addition bears S 89°23'00" E, 26.34 feet, and from said 5/8" rebar found, a "4" found in concrete at the northeast corner of said 0.293 acre tract bears N 00°49'45" W, 46.6 feet;

THENCE S 01°00'30" E, 143.91 feet with the common line between said 1.327 acre tract and said Lot 1, Roanoke Gateway Addition to a masonry nail found in a tree stump at the most easterly southeast corner of said 1.327 acre tract, from which a 5/8" rebar found for witness bears N 53°50'10" E, 0.3 feet;

THENCE S 83°07'30" W, 170.97 feet continuing with the common line between said 1.327 acre tract and said Lot 1, Roanoke Gateway Addition to a 1/2" capped rebar found (cap is illegible);

THENCE S 01°34'00" W, 57.18 feet continuing with the common line between said 1.327 acre tract and said Lot 1, Roanoke Gateway Addition to a 1/2" capped rebar found (W.A.I. RPLS 5714) at the most southerly southeast corner of said 1.327 acre tract;

THENCE N 86°50'00" W, 146.42 feet continuing with the common line between said 1.327 acre tract and said Lot 1, Roanoke Gateway Addition to a 1/2" rebar found at the southwest corner of said 1.327 acre tract and the most westerly northwest corner of said Lot 1, Roanoke Gateway Addition, and being on the east line of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796;

THENCE S 00°23'30" E, 259.14 feet with the east line of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796 and the west line of said Lot 1, Roanoke Gateway Addition to a 1/2" rebar found at the southeast corner of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796, and being the northeast corner of Lot 11, Block 1, Meadow View, an addition to the City of Roanoke, Denton County, Texas, according to the plat thereof recorded in Document D, Page 149 of the Plat Records of Denton County, Texas, from which a 1/2" rebar found at the southwest corner of Lot 9, Block A of said Roanoke Gateway Addition bears S 00°31'30" E, 573.5 feet;

THENCE S 89°19'40" W, with the south line of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796 and the north line of said Meadow View, passing at 99.6 feet a 1/2" rebar found at the northwest corner of said Lot 11, Meadow View and the northeast corner of Lot 10, Block 1, Meadow View, continuing a total distance of 304.42 feet to a 1/2" capped rebar found (P.EISER) at the southwest corner of said 1.899 acre tract, being the southeast corner of Lot 1, Block A, Roanoke Church of Christ Addition, an addition to the City of Roanoke, Denton County, Texas, according to the plat thereof recorded in Document Number 2018-137 of the Plat Records of Denton County, Texas, from which a 1" pipe found at the southwest corner of that certain called 1.0 acre tract of land described in deed in favor of Nicholas A. Cruze and Shannon K. Cruze, recorded in Document Number 2015-114479 of the Real Property Records of Denton County, Texas, bears S 89°19'40" W, 375.0 feet;

THENCE N 00°47'10" E, 464.09 feet with the east line of said 1.899 acre tract and the west line of said Lot 1, Roanoke Church of Christ Addition to a 1/2" capped rebar found (EAGLE SURVEYING) on the south line of said Dallas Drive at the northwest corner of said 1.899 acre tract and the northeast corner of said Lot 1, Roanoke Church of Christ Addition, from which a 1/2" rebar found at the northwest corner of said Roanoke Church of Christ Addition and the northeast corner of said 1.0 acre Cruze tract bears S 89°21' W, 281.0 feet;

THENCE N 89°21'00" E, with the south line of said Dallas Drive and the north line of said 1.899 acre tract, passing at 124 feet the most northerly northeast corner thereof, being the northwest corner of said 0.231 acre tract, continuing with the north line thereof a total distance of 199.92 feet to a 1/2" rebar found at the northeast corner of said 0.231 acre tract and the northwest corner of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796;

THENCE N 86°07'00" E, 94.48 feet continuing with the south line of said Dallas Drive and the north line of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796 to a 5/8" capped rebar found (RPLS 2912) at the northeast corner of said Oldenwood Investment Group, LLC tract in Document Number 2020-96796 and the northwest corner of said 1.899 acre tract;

THENCE N 89°23'00" E, 317.07 feet continuing with the south line of said Dallas Drive and the north line of said 1.899 acre tract to the POINT OF BEGINNING and containing approximately 4.521 acres of land.

NOTES:

- Bearings based on the Texas Coordinate System, North Central Zone (4202), NAD '83.
- Surveyor has made no investigation or independent search for easement of record, encumbrances, restrictive covenants, ownership title evidence, or any other facts that an accurate abstract of title may disclose.
- No flood zone area analysis has been performed by MCADAMS on the subject property.
- According to Community/Panel No. 48121C0515 G, effective April 18, 2011, of the FLOOD INSURANCE RATE MAP for Denton County, Texas & Incorporated Areas, by graphic plotting only, this property appears to be within Flood Zone "X" (Areas determined to be outside the 0.2% annual chance floodplain), therefore, 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.
- The purpose of this Minor Plat is to create Lots 1 and 2 of the Roanoke Lodging Addition.
- Field work performed during the month of August, 2022.

SURVEYOR'S STATEMENT

I, Mark Paine, a Registered Professional Land Surveyor in the State of Texas, have prepared this plat of the above property from an actual survey on the ground, and this plat represents that survey made by me or under my supervision.

Mark Paine, RPLS
Texas Registration No. 5078

10/28/2022

DEDICATION STATEMENT

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS: That we, OLDENWOOD INVESTMENT GROUP, LLC do hereby adopt this plat designating the herein above described property as Roanoke Lodging Addition, an addition to the City of Roanoke and do hereby dedicate to the public use forever the streets and alleys shown hereon and do hereby reserve the easement strips shown on this plat for the mutual use and accommodation of garbage collection agencies and all public utilities desiring to use or using same. Any public utility shall have the right to remove or keep removed all or part of any buildings, fences trees, shrubs or other improvements or growths which in any way endanger or interfere with the easement strips and public utility shall at all times have the right of ingress and egress to and from upon the said easement strips for the purpose of constructing, reconstructing, inspecting, and patrolling, without the necessity at any time of procuring the permission of anyone. This plat approved subject to all platting ordinances, rules, regulations, and resolutions of the City of Roanoke, Texas.

WITNESS MY HAND this 28 day of Oct 2022.

[Signature]
Authorized Representative

STATE OF TEXAS :
COUNTY OF DENTON :

Before me, the undersigned authority, a Notary Public in and for said County and State on this date personally appeared Mandy Marmore, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that they executed the same for the purpose and considerations therein expressed.

Given under my hand and seal of office this 28 day of Oct 2022.

[Signature]
Notary Public in and for the State of Texas

My commission expires the 30th day of Sept 2025

APPROVAL OF THE CITY OF ROANOKE, TEXAS

This Minor Plat or Amending Plat was submitted to and considered by the City of Roanoke, Texas and hereby approved pursuant to Sections 212.0065 and 212.016 of the Local Texas Government Code as amended.

Dated on this 1st day of Nov, 2022.

BY: *[Signature]* 11-01-22
Cody Petree, Interim City Manager Date

ATTEST: *[Signature]* 11-01-22
April S. Hill, City Secretary Date

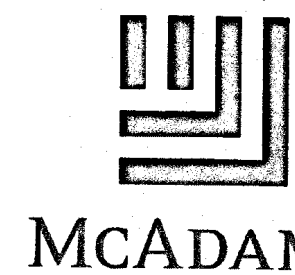


SJ1507A G01, S11, C17

68785 - A0923A MEP & PRR, TR 51/ALL
68780 - A0923A MEP & PRR, TR 50/ALL
82981 - A1565A J. BACON, TR 14/ALL
70769 - A1565A J. BACON, TR 15/ALL
70760 - A1565A J. BACON, TR 13/ALL
68832 - A0393A R. EADS, TR 5/ALL

MINOR PLAT
Lot 1 & 2, Block 1
ROANOKE LODGING ADDITION
4.521 Acres
in the

RICHARD EADS SURVEY, ABSTRACT NO. 393
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS



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201 Country View Drive
Roanoke, Texas 75282
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TBPE: 19782 TBPLS: 1019440
www.mcadamsco.com

DRAWN BY: AT DATE: 08/24/2022 SCALE: 1"=60' JOB. No. SPEC21071

DEVELOPER
Roanoke Lodging
8851 Cypress Waters Blvd Suite 160
Coppell, Texas
75019
Ph: (469) 327-1000
Contact: Gerald Boyle

Filed for Record
in the Official Records Of:
Denton County
On: 12/16/2022 9:40:56 AM
In the PLAT Records
ROANOKE LODGING LOT 1 & 2 BL
Doc Number: 2022 - 464
Number of Pages: 1
Amount: 50.00
Order# 20221216000108
By: DP

GENERAL NOTES

1. THE TERM MUNICIPALITY REFERS TO THE CITY OF ROANOKE.
2. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE MUNICIPALITY AND SHALL BE IN ACCORDANCE WITH THE MUNICIPAL STANDARD DETAILS AND SPECIFICATIONS FOR CONSTRUCTION. ALL WORK NOT COVERED IN THE CONTRACT DOCUMENTS AND MUNICIPAL STANDARD DETAILS AND SPECIFICATIONS FOR CONSTRUCTION SHALL BE GOVERNED BY THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENT STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
3. EXISTING UTILITY LOCATIONS SHOWN ARE GENERALLY SCHEMATIC IN NATURE AND MAY NOT ACCURATELY REFLECT THE SIZE AND LOCATION OF EACH PARTICULAR UTILITY. EXISTING UTILITIES SHOWN HAVE BEEN BASED ON AVAILABLE RECORD DRAWINGS AND SURFACE APPURTENANCE FIELD TIES ONLY. SOME UTILITY LINES AND SURFACE LOCATIONS MAY NOT BE SHOWN. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ACTUAL FIELD LOCATIONS AND PROTECTION OF EXISTING UTILITIES WHETHER SHOWN OR NOT. THE CONTRACTOR SHALL ALSO ASSUME RESPONSIBILITY FOR REPAIRS TO EXISTING UTILITIES WHETHER SHOWN OR NOT, DAMAGED BY THE CONTRACTOR'S ACTIVITIES. DIFFERENCES IN HORIZONTAL OR VERTICAL LOCATIONS OF EXISTING UTILITIES SHALL NOT BE BASIS FOR ADDITIONAL COMPENSATIONS TO THE CONTRACTOR.
4. THE CONTRACTOR SHALL PROTECT EXISTING PROPERTY MONUMENTATION AND PRIMARY CONTROL. ANY SUCH POINTS WHICH THE CONTRACTOR BELIEVES WILL BE DESTROYED SHALL HAVE OFFSET POINTS ESTABLISHED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY MONUMENTATION DESTROYED BY THE CONTRACTOR SHALL BE REESTABLISHED AT CONTRACTORS EXPENSE BY A REGISTERED PROFESSIONAL LAND SURVEYOR.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO: A.) PREVENT ANY DAMAGES TO PRIVATE PROPERTY AND PROPERTY OWNER'S POLES, FENCES, SHRUBS, ETC. B.) PROTECT ALL UNDERGROUND UTILITIES. C.) NOTIFY ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO EXCAVATION IN ACCORDANCE WITH TEXAS LAW. D.) FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES IN THE VICINITY OF CONSTRUCTION ACTIVITIES PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY ENGINEER OF ANY UNIDENTIFIED POTENTIAL CONFLICTS THAT MAY EXIST BETWEEN THE EXISTING UTILITIES AND CONSTRUCTION PLANS.
6. ANY DAMAGES THAT MAY OCCUR TO REAL PROPERTY OR EXISTING IMPROVEMENTS, INCLUDING EXISTING PRIVATE AND PUBLIC LANDSCAPE IRRIGATION SYSTEMS, SHALL BE RESTORED BY THE CONTRACTOR TO AT LEAST THE SAME CONDITION THAT THE REAL PROPERTY OR EXISTING IMPROVEMENT WERE IN PRIOR TO THE DAMAGES. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR THE ADJUSTMENT OF SPRINKLER HEADS TO FINAL GRADE AND RELOCATION IF NECESSARY.
7. THE CONTRACTOR SHALL MAINTAIN DRAINAGE AT ALL TIMES DURING CONSTRUCTION. THE PONDING OF WATER IN STREETS, DRIVES, TRENCHES, ETC, WILL NOT BE ALLOWED. THE CONTRACTOR SHALL MAINTAIN EXISTING DRIVEWAYS ACCESS AT ALL TIME.
8. THE CONTRACTOR SHALL MAINTAIN EXISTING SANITARY SEWER AND WATER SERVICES AT ALL TIMES DURING CONSTRUCTION.
9. AREAS OF THE SITE THAT WILL UNDERIE FILL SHALL BE SCARIFIED TO A DEPTH OF 8 INCHES, FILL SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 8 INCHES IN UNCOMPACTED THICKNESS. ALL FILL MATERIAL SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY WITH A MOISTURE CONTENT FROM -3% TO +1% OF OPTIMUM OR PER GEOTECH RECOMMENDATION. FIELD DENSITY TESTS PER MUNICIPAL REQUIREMENTS.
10. THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS GOVERNING EXCAVATION. THE CONTRACTOR SHALL PROVIDE DETAILED PLANS AND SPECIFICATION FOR TRENCH SAFETY SYSTEMS THAT COMPLY WITH APPLICABLE LAWS GOVERNING EXCAVATION. THESE PLANS SHALL BE SEALED BY AN ENGINEER EXPERIENCED IN THE DESIGN OF TRENCH SAFETY SYSTEM, REGISTERED IN THE STATE OF TEXAS. THE CONTRACTOR SHALL SUBMIT COMPLETED TRENCH SAFETY PLANS TO THE MUNICIPALITY PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL ASPECTS OF WORK RELATED TO EXCAVATION. ALL EXCAVATIONS, TRENCHING AND SHORING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS OF THE U.S. DEPARTMENT OF LABOR, OSHA, "CONSTRUCTION SAFETY AND HEALTH REGULATIONS".
11. WORK MAY NOT BE BACKFILLED OR COVERED UNTIL IT HAS BEEN INSPECTED BY THE MUNICIPALITY.
12. ALL EXCAVATION ON THE PROJECT IS UNCLASSIFIED.
13. ALL CURB AND GUTTER SHALL BE INTEGRAL WITH THE CONCRETE PAVEMENT.
14. CONTRACTOR SHALL COORDINATE THE PROTECTION OF EXISTING FRANCHISE UTILITIES AND APPURTENANCES INCLUDING EXISTING UTILITY POLES IN THE VICINITY OF CONSTRUCTION OPERATIONS WHETHER UTILITIES ARE SHOWN ON PLANS OR NOT. ANY DAMAGE INCURRED TO EXISTING FRANCHISE UTILITIES, APPURTENANCES, UTILITY POLES, LIGHT STANDARDS, ETC., BY CONSTRUCTION RELATED ACTIVITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
15. THE CONTRACTOR SHALL LOCATE AND RECORD EXISTING IRRIGATION SYSTEMS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL TEMPORARILY REMOVE AND CAP IRRIGATION SYSTEM AS NECESSARY FOR CONSTRUCTION AND SHALL REPLACE THE PORTION REMOVED WITH EQUIVALENT SYSTEMS. CONTRACTOR SHALL COORDINATE ANY IRRIGATION WORK WITH THE MUNICIPALITY AND PROPERTY OWNER'S REPRESENTATIVES.
16. THE CONTRACTOR MUST CEASE ALL CONSTRUCTION OPERATIONS IMMEDIATELY IF A SUSPECTED ARCHEOLOGICAL OBJECT/ARTIFACT IS UNCOVERED DURING CONSTRUCTION. THE CONTRACTOR MUST IMMEDIATELY CONTACT THE TEXAS HISTORICAL COMMISSION AND THE MUNICIPALITY. PROJECT WORK WILL NOT COMMENCE UNTIL PROPER PERMITS ARE IN PLACE AND PROVIDED TO THE MUNICIPALITY.
17. ALL PAVING DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
18. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE COMPLIANCE WITH ALL HANDICAPPED ACCESSIBILITY REQUIREMENTS INCLUDING SIGNAGE, TEXTURES, COLORING, MARKINGS, AND SLOPES OF ADA/TAS 2012 ACCESSIBLE ROUTES & RAMPS, AND PARKING SPACES.
19. ALL PIPE LENGTHS MEASURED FROM STATION TO STATION BASED ON THE CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
20. CONTRACTOR SHALL NOTIFY ENGINEER IF ANY DISCREPANCIES ARISE.

GENERAL NOTES FOR WATER IMPROVEMENTS

1. ALL WATER LINES SHALL BE PVC PIPE CONFORMING TO A.W.W.A. STANDARD C-900 DR-18 MINIMUM, WITH NSF SEAL, PRESSURE TESTED AND DISINFECTED IN ACCORDANCE WITH MUNICIPAL AND/OR NCTCOG STD. SPECS., UNLESS OTHERWISE NOTED WITHIN THE CONSTRUCTION PLANS.

GENERAL NOTES FOR PAVING IMPROVEMENTS

1. THE SUB GRADE SHALL BE PROOF ROLLED AND OBSERVED BY THE CONSTRUCTION INSPECTOR PRIOR TO AND AFTER SUB-GRADE STABILIZATION.
2. INDIVIDUAL WATER AND SEWER SERVICES AND WATER VALVES SHALL BE MARKED IN ACCORDANCE WITH MUNICIPAL REQUIREMENTS.
3. THE CONTRACTOR SHALL PROCEED WITH PAVING NO MORE THAN SEVENTY-TWO (72) HOURS AFTER DENSITY/MOISTURE TESTS HAVE BEEN TAKEN AND PASSED BY A REGISTERED TESTING FIRM. COPIES OF THE TEST RESULTS SHALL BE FURNISHED TO THE MUNICIPALITY. IN THE EVENT PAVING OPERATIONS HAVE NOT COMMENCED WITHIN THE SEVENTY-TWO (72) HOUR LIMIT, A RETEST SHALL BE REQUIRED AT THE CONTRACTOR'S EXPENSE.
4. MANHOLE RIM ELEVATIONS, CLEAN-OUTS, VALVE BOXES, FIRE HYDRANTS, ETC. SHALL BE ADJUSTED TO FINISHED GRADE BY THE PAVING CONTRACTOR AT THE TIME OF PAVING.
5. THE PAVING CONTRACTOR SHALL INSTALL A BLUE REFLECTOR IN THE STREET OR FIRE LANE CENTERLINE AT THE LOCATION OF EACH FIRE HYDRANT.
6. THE CONTRACTOR SHALL PREPARE ALL TRAFFIC CONTROL PLANS AND SUBMIT TO THE MUNICIPALITY PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMITS FOR WORK WITHIN THE MUNICIPALITY. THE PLAN SHALL BE PREPARED IN ACCORDANCE WITH THE CURRENT EDITION OF THE M.U.T.C.D AND AS MODIFIED BY THE TxDOT SUPPLEMENT TO THE M.U.T.C.D. THE PLAN SHALL ADDRESS THE REQUIREMENTS FOR ALL SIGNS, BARRICADES, FLAGMEN, LIGHTS, HOURS OF CONSTRUCTION, AND OTHER DEVICES AS NECESSARY FOR SAFE TRAFFIC CONTROL.

GENERAL NOTES FOR SANITARY SEWER IMPROVEMENTS

1. SANITARY SEWER PVC PIPE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH MUNICIPAL REQUIREMENTS.
2. AFTER COMPLETION OF ALL SANITARY SEWER TESTING (I.E. MANDREL AND AIR) CONTRACTOR SHALL PERFORM A TELEVISION INSPECTION AND PROVIDE A VIDEOTAPE TO THE MUNICIPALITY. ALL MANHOLES SHALL BE VACUUM TESTED.
3. ONE JOINT OF 150-PSI PRESSURE RATED PIPE SHALL BE INSTALLED AND CENTERED UNDER ALL PROPOSED WATER PIPE CROSSINGS.
4. CONTRACTOR TO PLACE A 3/4" PLYWOOD FALSE BOTTOM IN ALL SANITARY SEWER MANHOLES BEFORE PAVING CONTRACTOR BEGINS WORK.
5. ANY CONNECTION TIE-IN TO AN EXISTING MANHOLE MUST BE CORED.
6. ALL CLEAN-OUTS TO BE PROVIDED PER MUNICIPAL REQUIREMENTS.

PROJECT GENERAL NOTES

1. THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) MUST APPROVE ANY WORK TO BE DONE IN THE STATE HIGHWAY RIGHT-OF-WAY. AN APPLICATION AND APPROPRIATE PLANS MUST BE SUBMITTED DIRECTLY TO TxDOT FOR REVIEW AND APPROVED BY THE MUNICIPALITY WHERE THE WORK WILL BE PERFORMED.
2. THE LOCATION OF UNDERGROUND FACILITIES INDICATED ON THE PLANS IS TAKEN FROM PUBLIC RECORDS. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO MAKE ARRANGEMENTS WITH THE OWNERS OF SUCH UNDERGROUND FACILITIES PRIOR TO WORKING IN THE AREA TO CONFIRM THEIR EXACT LOCATION AND TO DETERMINE WHETHER ANY ADDITIONAL FACILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND FACILITIES. IF THE EXISTING UNDERGROUND UTILITIES ARE DAMAGED, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COST OF REPAIRING THE UTILITY.
3. WHERE EXISTING UTILITIES, SERVICE LINES OR IRRIGATION LINES ARE CUT, BROKEN OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR THE UTILITIES, SERVICE LINES OR IRRIGATION LINES WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION, OR BETTER, UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS, AT HIS OWN COST AND EXPENSE. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AT ONCE OF ANY CONFLICTS IN GRADES AND ALIGNMENTS.
4. ALL EXCAVATIONS, TRENCHING AND SHORING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS OF THE U.S. DEPARTMENT OF LABOR, OSHA, "CONST. SAFETY AND HEALTH REGULATIONS." VOL. 29, SUBPART P, PG. 128-137, AND ANY AMENDMENTS THERETO. THE CONTRACTOR SHALL PREPARE AND IMPLEMENT A TRENCH SAFETY PLAN FOR THIS PROJECT.
5. THE CONTRACTOR SHALL RESTORE ALL AREAS, ONSITE AND OFFSITE, DISTURBED BY CONSTRUCTION TO ORIGINAL CONDITION OR BETTER. RESTORED AREAS INCLUDE, BUT ARE NOT LIMITED TO: TRENCH BACKFILL, SIDE SLOPES, FENCES, CULVERT PIPES, DRAINAGE SWALES, STAGING AREAS, DRIVEWAYS, PRIVATE YARDS AND ROADWAYS. UNLESS OTHERWISE DIRECTED BY THE LANDSCAPE DRAWINGS, RESTORATION SHALL INCLUDE HYDROMULCHING ALL DISTURBED AREAS WITH A SLOPE OF LESS THAN 20% (1:5) AND SODDING AREAS WITH A SLOPE OF 20% (1:5) OR GREATER. ESTABLISHMENT OF GRASS THROUGH PROPER WATERING IS LEFT UP TO THE CONTRACT'S MEANS AND METHODS, UNLESS OTHERWISE DIRECTED BY THE LANDSCAPE/IRRIGATION DRAWINGS.
6. THE CONTRACTOR SHALL KEEP RECORDS FOR AS-BUILTS DRAWINGS AND SHALL SUBMIT MARK-UPS TO THE MUNICIPALITY INSPECTOR PRIOR TO SCHEDULING A FINAL WALK THROUGH INSPECTION.
7. PRIOR TO CONSTRUCTION, A PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES FROM ALL CONTRACTORS, THE ENGINEER, AND THE MUNICIPALITY.
8. ALL CONSTRUCTION MUST ADHERE TO THE TREE PRESERVATION REQUIREMENTS OF THE MUNICIPALITY.
9. THE CONTRACTOR, AND HIS AGENTS, AND SUB-CONTRACTOR, ARE COMPLETELY RESPONSIBLE FOR THE VERIFICATION OF THE ACCURACY OF THE DIMENSION CONTROL FURNISHED HEREIN. THE OWNER, ENGINEER AND THEIR AGENTS, ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE COORDINATES FURNISHED. THE CONTRACTOR IS REQUIRED TO VERIFY ALL COORDINATES FOR ACCURACY AND CONFIRM THE LOCATIONS OF ALL UTILITIES TO BE CONSTRUCTED, BOTH HORIZONTAL AND VERTICALLY. DISCREPANCIES FOUND BY THE CONTRACTOR SHALL BE REPORTED, IN WRITING, TO THE OWNER IMMEDIATELY FOR RECONCILIATION.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMPLEMENTATION OF STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIRED FOR THIS PROJECT IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL PREPARE, IMPLEMENT AND MAINTAIN THE SWPPP IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT TCEQ AND NPDES GENERAL PERMIT AS DESCRIBED IN THE FEDERAL REGISTER, PAGES 36489 THROUGH 36519.

TEXAS ACCESSIBILITY STANDARDS/AMERICAN WITH DISABILITIES ACT REQUIREMENTS

1. THE MAXIMUM ALLOWED CROSS SLOPE ON ANY PROPOSED SIDEWALK OR TRAIL IS 2%.
2. THE MAXIMUM ALLOWED PATH OF TRAVEL SLOPE IS 5%, UNLESS OTHERWISE NOTED ON THESE PLANS. ANY SLOPE GREATER THEN 5%, AND LESS THAN 8.25%, MUST HAVE HANDRAILS. NO SLOPE GREATER THAN 8.25% SHALL BE ALLOWED.
3. SLOPES BETWEEN 5% AND 8.25% ARE CONSIDERED RAMPS. NO RAMP CAN EXCEED 30' IN LENGTH AND NO RAMP CAN EXCEED A GRADE CHANGE OF MORE THAN 2"-6". LANDINGS ARE REQUIRED IF EITHER OF THESE ARE EXCEEDED.
4. LANDINGS MAY NOT EXCEED 2% SLOPE IN ANY DIRECTION.
5. RAILINGS, IF REQUIRED, ARE TO EXTEND A MINIMUM OF 1' INTO THE LANDING AREA.
6. CURB RAMPS ARE REQUIRED AT THE END AT ALL CROSSWALKS. ALL CURB RAMPS ARE TO HAVE A MAXIMUM OF 6" OF RISE OVER THE 6' LENGTH OF THE RAMP. THE MAXIMUM ALLOWED CROSS SLOPE IS 2%.
7. TRUNCATED DOMES ARE TO BE INSTALLED AT THE BOTTOM OF EACH RAMP. THE DOMES ARE TO EXTEND THE FULL WIDTH OF THE PROPOSED RAMP AND MUST BE OF A CONTRASTING COLOR TO THE RAMP PAVEMENT, SIMILAR COLORS WILL NOT BE ACCEPTED.
8. ANY WALKWAY, SIDEWALK OR TRAIL, LESS THAN 5' IN WIDTH MUST HAVE A 5'X5' PASSING ZONE EVERY 200', OR LESS.
9. A PAVED ACCESSIBLE PARKING SPACE MUST INCLUDE:
- 9.1. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY PAINTED CONSPICUOUSLY ON THE SURFACE IN A COLOR THAT CONTRASTS THE PAVEMENT;
- 9.2. THE WORDS "NO PARKING" PAINTED ON ANY SURFACE AISLE ADJACENT TO THE PARKING SPACE. THE WORDS MUST BE PAINTED:
- 9.2.1. IN ALL CAPITAL LETTERS
- 9.2.2. WITH A LETTER HEIGHT OS AT LEAST 12 INCHES AND A STROKE WIDTH OF AT LEAST 2 INCHES; AND
- 9.2.3. CENTERED WITHIN EACH ACCESS AISLE ADJACENT TO THE PARKING SPACE; AND
- 9.3. A SIGN IDENTIFYING THE CONSEQUENCES OF PARKING ILLEGALLY IN A PAVED ACCESSIBLE SPACE. THE SIGN MUST:
- 9.3.1. AT A MINIMUM STATE "VIOLATORS SUBJECT TO FINE AND TOWING" IN A LETTER HEIGHT OF AT LEAST ONE INCH;
- 9.3.2. BE MOUNTED ON A POLE, POST, WALL OR FREE STANDING BOARD;
- 9.3.3. BE NO MORE THAT EIGHT INCHES BELOW A SIGN REQUIRED BY THE TEXAS ACCESSIBILITY STANDARDS, 502.6; AND
- 9.3.4. BE INSTALLED SO THAT THE BOTTOM EDGE OF THE SIGN IS NO LOWER THAN 48 INCHES AND NO HIGHER THAN 80 INCHES ABOVE GROUND LEVEL.

CITY OF ROANOKE UTILITY CONTACTS

WATER/WASTEWATER DEPART. (817) 491-6099
PUBLIC WORKS DEPT. (817) 491-6099
BUILDING INSPECTIONS DEPT. (817) 490-1308
PARKS & RECREATION DEPT. (817) 837-9930
FIRE DEPARTMENT (817) 491-2301

ONCOR ELECTRIC (817) 491-6099
ATMOS ENERGY (817) 355-7011
ATMOS GAS (817) 303-2905
TRI-COUNTY ELECTRIC (972) 395-1313
AT&T (817) 980-7152
DIG T.E.S.S. (800) 344-8377

LEGEND

ABBREVIATIONS:

CRF	Capped Rebar Found	FG	Finished Grade
CRS	Capped Rebar Set	FF	Finished Floor
CP	Control Point	FP	Finished Pad
Mon.	Monument	FL	Flowline
BM	Benchmark	UE	Utility Easement
Ex TC	Existing Top of Curb	DE	Drainage Easement
Ex TP	Existing Top of Pavement	BL	Building Line
TC	Top of Curb	R.O.W.	Right-of-Way
G	Gutter	DR	Deed Records
PG	Proposed Grade	PR	Plot Records
TP	Grade at Top of Pavement	PAE	Pedestrian Access Easement
TA	Grade at Top of Asphalt	SB	Setback line
TW	Grade at Top of Wall	WLE	Waterline Easement
BW	Grade at Bottom of Wall	MAE	Mutual Access Easement
RW	Grade at Retaining Wall		
TG	Grade at Top of Grate		

LINES & SYMBOLS:

Existing:		Proposed:
	Contours	
	Asphalt Pavement	
	Wood Fence	
	Chain Link Fence	
	Wire Fence	
	Masonry Wall	
	Centerline of Creek, Swale, or Waterway	
	Waterline	
	Sanitary Sewer	
	Storm Sewer	
	Overhead Power	
	Buried Power	
	Gas Line	
	Fire Hydrant	
	Water Valve	
	Water Meter	
	Sanitary Sewer Manhole	
	Guy Wire	
	Light Pole	
	Power Pole	
	Tree	
	Benchmark	

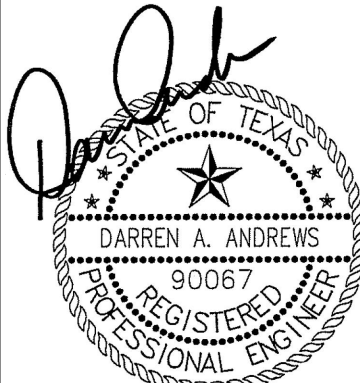
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Roanoke, Texas 76262
940.240.1012
TBE: 19762 TBEPLS: 10184440
www.mcadams.com



DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1

4521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 383
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1585
CITY OF ROANOKE
DENTON COUNTY, TEXAS

GENERAL NOTES



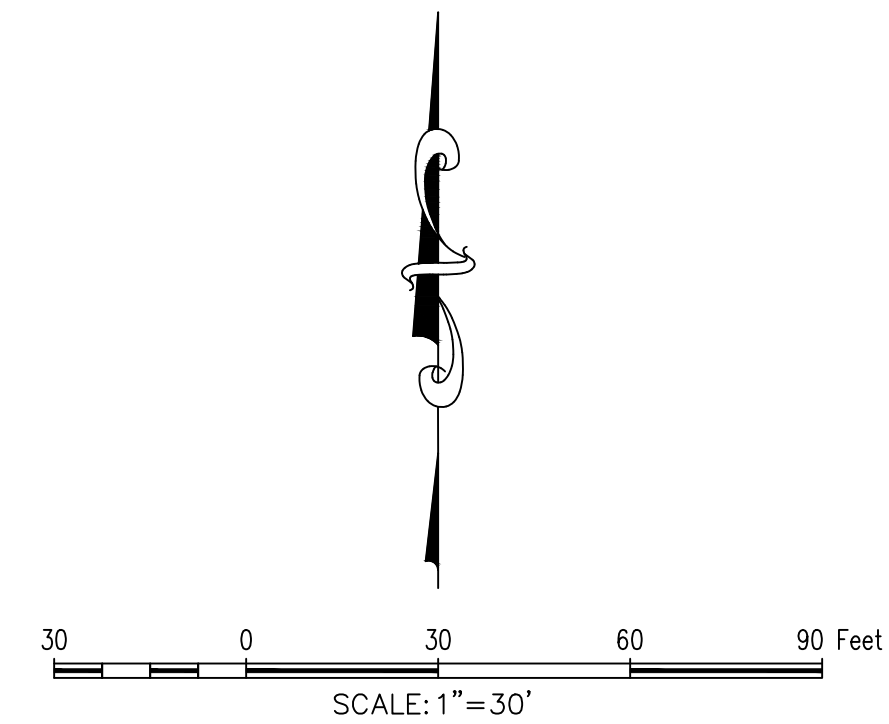
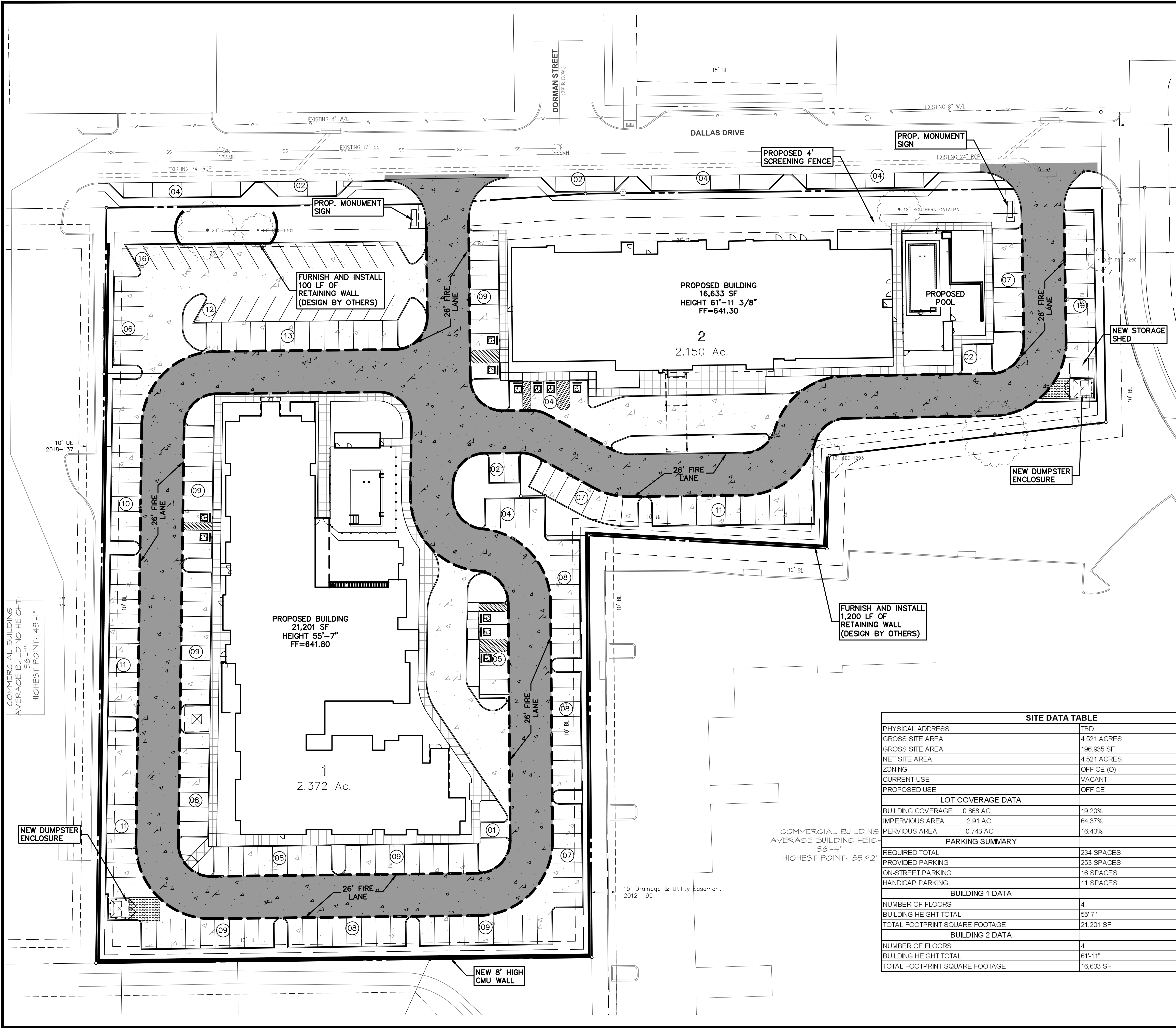
06/07/2023

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Date: 06/07/2023
Scale: N.T.S.
Revisions:

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OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 180
COPPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL

C0.02



BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 140' +/- WEST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 9' +/- SOUTHWEST FROM AN EXISTING TELEPEDESTAL. ELEVATION 638.32

BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 295' +/- EAST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 36' +/- EAST FROM AN EXISTING ROAD SIGN. ELEVATION 637.25

- GENERAL NOTES
1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.

- PAVING SPECIFICATIONS:
- SIDEWALK AREA:**
4" 3,600 PSI CONC. PAVEMENT W/ #3 BARS @ 18" O.C.E.W. (REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL SPECIFICATIONS.)
- PARKING AREA:**
5" 3,600 PSI CONC. PAVEMENT W/ #3 BARS @ 18" O.C.E.W. ON SUB-BASE COMPACTED TO 95% STD. PROCTOR DENSITY (REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL SPECIFICATIONS.)
- FIRE LANE:**
6" 3,600 PSI CONC. PAVEMENT W/ #3 BARS @ 18" O.C.E.W. ON SUBGRADE COMPACTED TO 95% STD. PROCTOR DENSITY
- DUMPSTER AREA:**
8" 3,600 PSI CONC. PAVEMENT W/ #3 BARS @ 18" O.C.E.W. ON SUBGRADE COMPACTED TO 95% STD. PROCTOR DENSITY

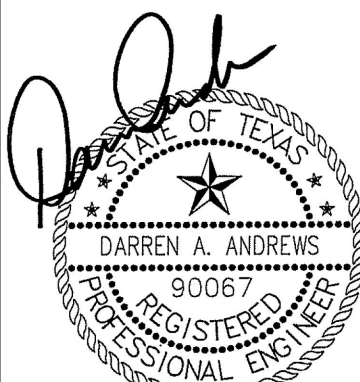
SITE DATA TABLE	
PHYSICAL ADDRESS	TBD
GROSS SITE AREA	4.521 ACRES
GROSS SITE AREA	196,935 SF
NET SITE AREA	4.521 ACRES
ZONING	OFFICE (O)
CURRENT USE	VACANT
PROPOSED USE	OFFICE
LOT COVERAGE DATA	
BUILDING COVERAGE	0.868 AC
IMPERVIOUS AREA	2.91 AC
PERVIOUS AREA	0.743 AC
PARKING SUMMARY	
REQUIRED TOTAL	234 SPACES
PROVIDED PARKING	253 SPACES
ON-STREET PARKING	16 SPACES
HANDICAP PARKING	11 SPACES
BUILDING 1 DATA	
NUMBER OF FLOORS	4
BUILDING HEIGHT TOTAL	55'-7"
TOTAL FOOTPRINT SQUARE FOOTAGE	21,201 SF
BUILDING 2 DATA	
NUMBER OF FLOORS	4
BUILDING HEIGHT TOTAL	61'-11"
TOTAL FOOTPRINT SQUARE FOOTAGE	16,633 SF

OWNER/DEVELOPER
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TBP#: 19762 TBP L.S. 1018440
www.mcadamsco.com

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS



06/07/2023

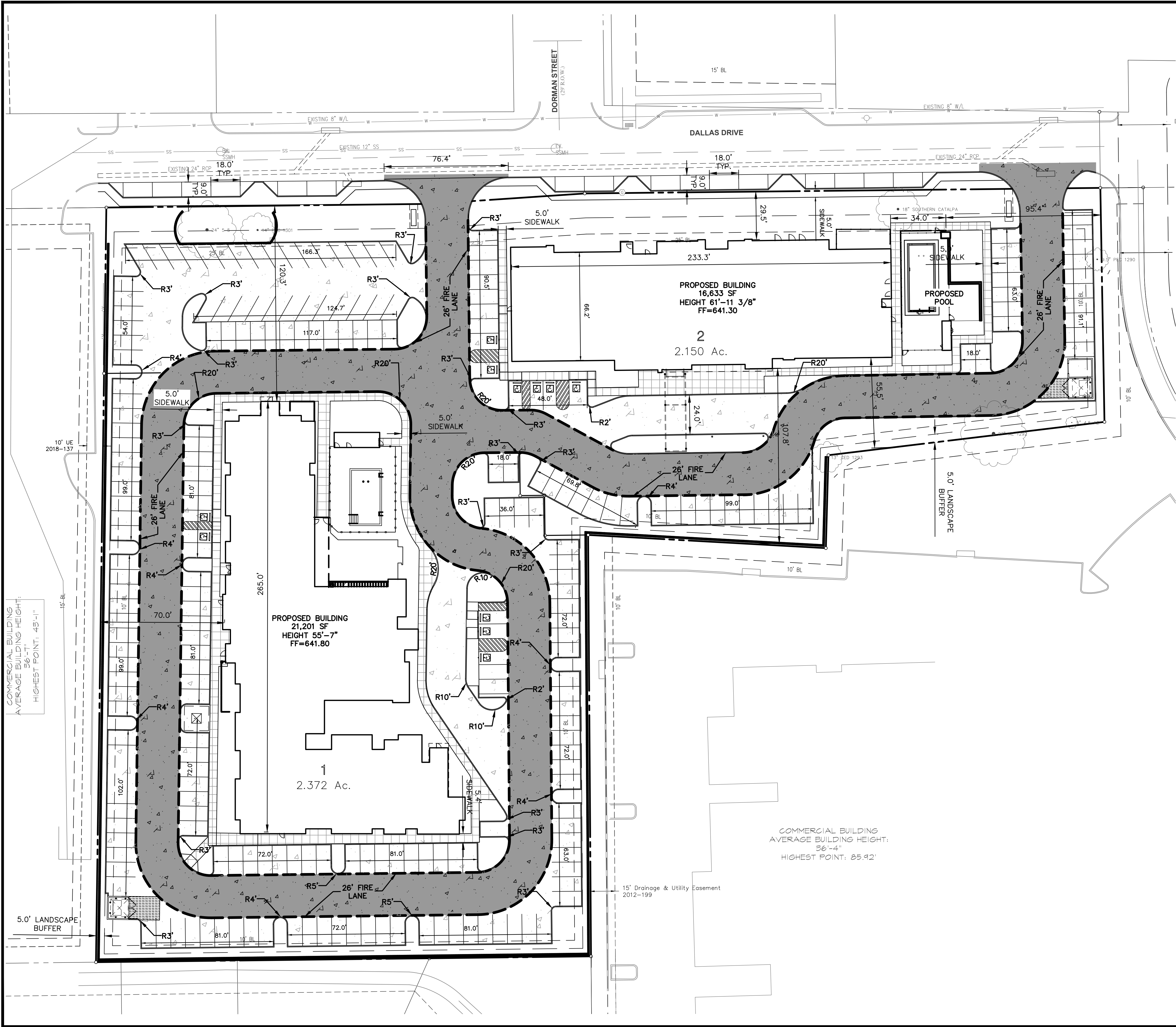
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Revisions:

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C2.01

DALLAS HOTEL

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Plotted: 6/7/2023 2:31 PM by Derrick Jones. Sheet: 6/7/2023 2:16 PM, by djones



BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 140' +/- WEST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 9' +/- SOUTHWEST FROM AN EXISTING TELEPEDESTAL. ELEVATION 638.32

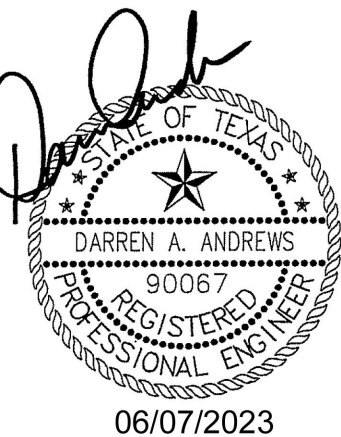
BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 295' +/- EAST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 36' +/- EAST FROM AN EXISTING ROAD SIGN. ELEVATION 637.25

- GENERAL NOTES
1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.
 2. ALL DIMENSIONS ARE FRONT OF CURB TO FRONT OF CURB, UNLESS OTHERWISE SPECIFIED.



30 0 30 60 90 Feet
SCALE: 1"=30'

OWNER/DEVELOPER
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COPPELL, TX 75019
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Drawn By: DJ
Date: 06/07/2023
Scale: 1"=30'
Revisions:

ICO22001

C2.02

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
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CITY OF ROANOKE
DENTON COUNTY, TEXAS

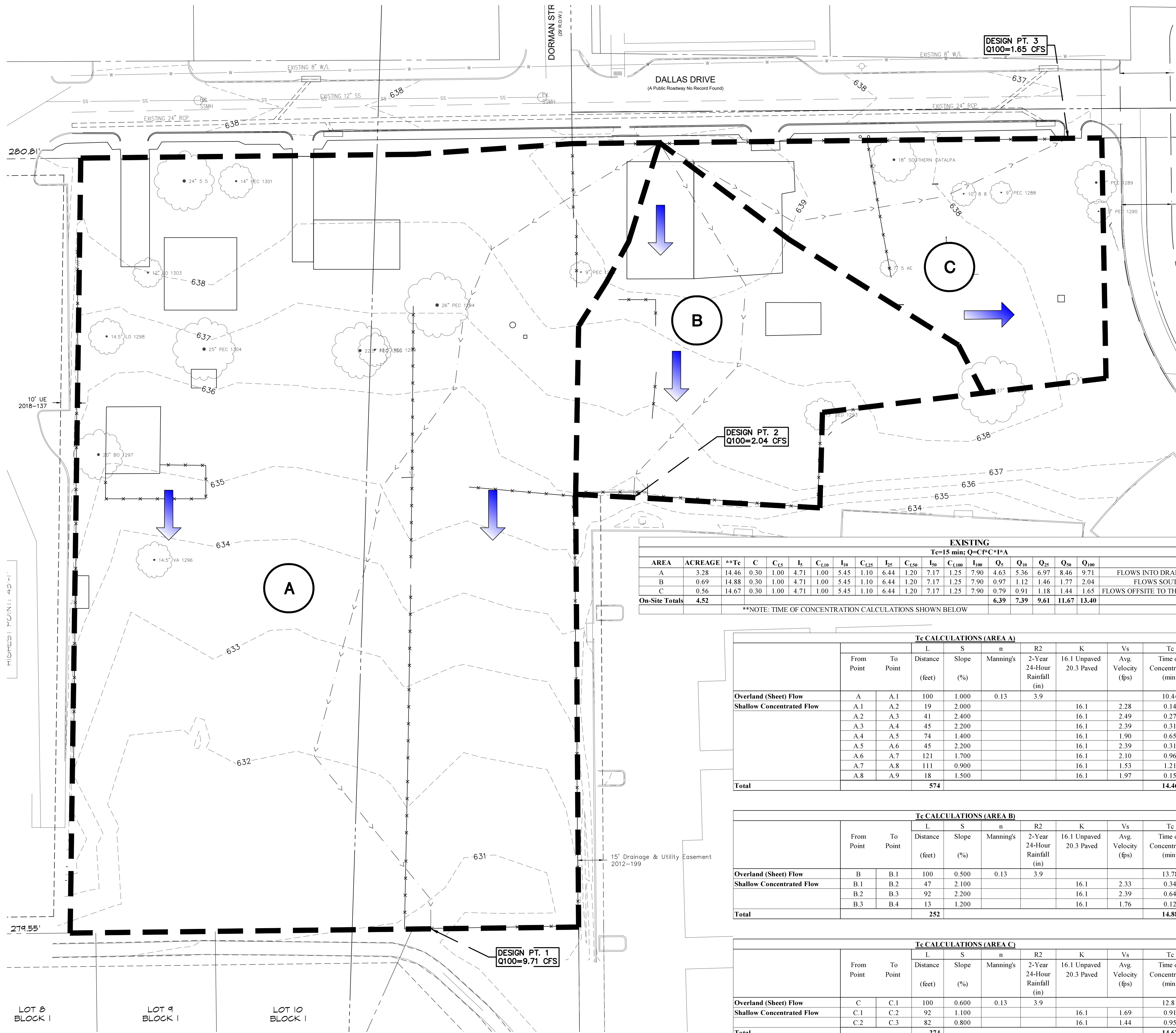


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DALLAS HOTEL

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EXISTING														
Tc=15 min; Q=C ² I ² A														
AREA	ACREAGE	**Tc	C	C _{1.5}	I ₅	C _{1.0}	I ₁₀	C _{1.25}	I ₂₅	C _{1.50}	I ₅₀	C _{1.00}	I ₁₀₀	Comments
A	3.28	14.46	0.30	1.00	4.71	1.00	5.45	1.10	6.44	1.20	7.17	1.25	7.90	Flows into drainage channel to the south
B	0.69	14.88	0.30	1.00	4.71	1.00	5.45	1.10	6.44	1.20	7.17	1.25	7.90	Flows south into exist. drop inlet
C	0.56	14.67	0.30	1.00	4.71	1.00	5.45	1.10	6.44	1.20	7.17	1.25	7.90	Flows offsite to the northeast onto Dallas Drive
On-Site Totals	4.52													
**NOTE: TIME OF CONCENTRATION CALCULATIONS SHOWN BELOW														

Tc CALCULATIONS (AREA A)									
	From Point	To Point	L Distance (feet)	S Slope (%)	n Manning's	R2 2-Year 24-Hour Rainfall (in)	K 16.1 Unpaved 20.3 Paved	Vs Avg. Velocity (fps)	Tc Time of Concentration (min)
Overland (Sheet) Flow	A	A.1	100	1.000	0.13	3.9			10.44
Shallow Concentrated Flow	A.1	A.2	19	2.000			16.1	2.28	0.14
	A.2	A.3	41	2.400			16.1	2.49	0.27
	A.3	A.4	45	2.200			16.1	2.39	0.31
	A.4	A.5	74	1.400			16.1	1.90	0.65
	A.5	A.6	45	2.200			16.1	2.39	0.31
	A.6	A.7	121	1.700			16.1	2.10	0.96
	A.7	A.8	111	0.900			16.1	1.53	1.21
	A.8	A.9	18	1.500			16.1	1.97	0.15
Total			574						14.46

Tc CALCULATIONS (AREA B)									
	From Point	To Point	L Distance (feet)	S Slope (%)	n Manning's	R2 2-Year 24-Hour Rainfall (in)	K 16.1 Unpaved 20.3 Paved	Vs Avg. Velocity (fps)	Tc Time of Concentration (min)
Overland (Sheet) Flow	B	B.1	100	0.500	0.13	3.9			13.78
Shallow Concentrated Flow	B.1	B.2	47	2.100			16.1	2.33	0.34
	B.2	B.3	92	2.200			16.1	2.39	0.64
	B.3	B.4	13	1.200			16.1	1.76	0.12
Total			252						14.88

Tc CALCULATIONS (AREA C)									
	From Point	To Point	L Distance (feet)	S Slope (%)	n Manning's	R2 2-Year 24-Hour Rainfall (in)	K 16.1 Unpaved 20.3 Paved	Vs Avg. Velocity (fps)	Tc Time of Concentration (min)
Overland (Sheet) Flow	C	C.1	100	0.600	0.13	3.9			12.81
Shallow Concentrated Flow	C.1	C.2	92	1.100			16.1	1.69	0.91
	C.2	C.3	82	0.800			16.1	1.44	0.95
Total			274						14.67

- GENERAL NOTES
- THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.

OWNER/DEVELOPER
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COPPELL, TX 75019
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Contact: MR. NICK PATEL

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 823
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE, TEXAS
DENTON COUNTY, TEXAS

DARREN A. ANDREWS
90067
REGISTERED PROFESSIONAL ENGINEER
06/07/2023

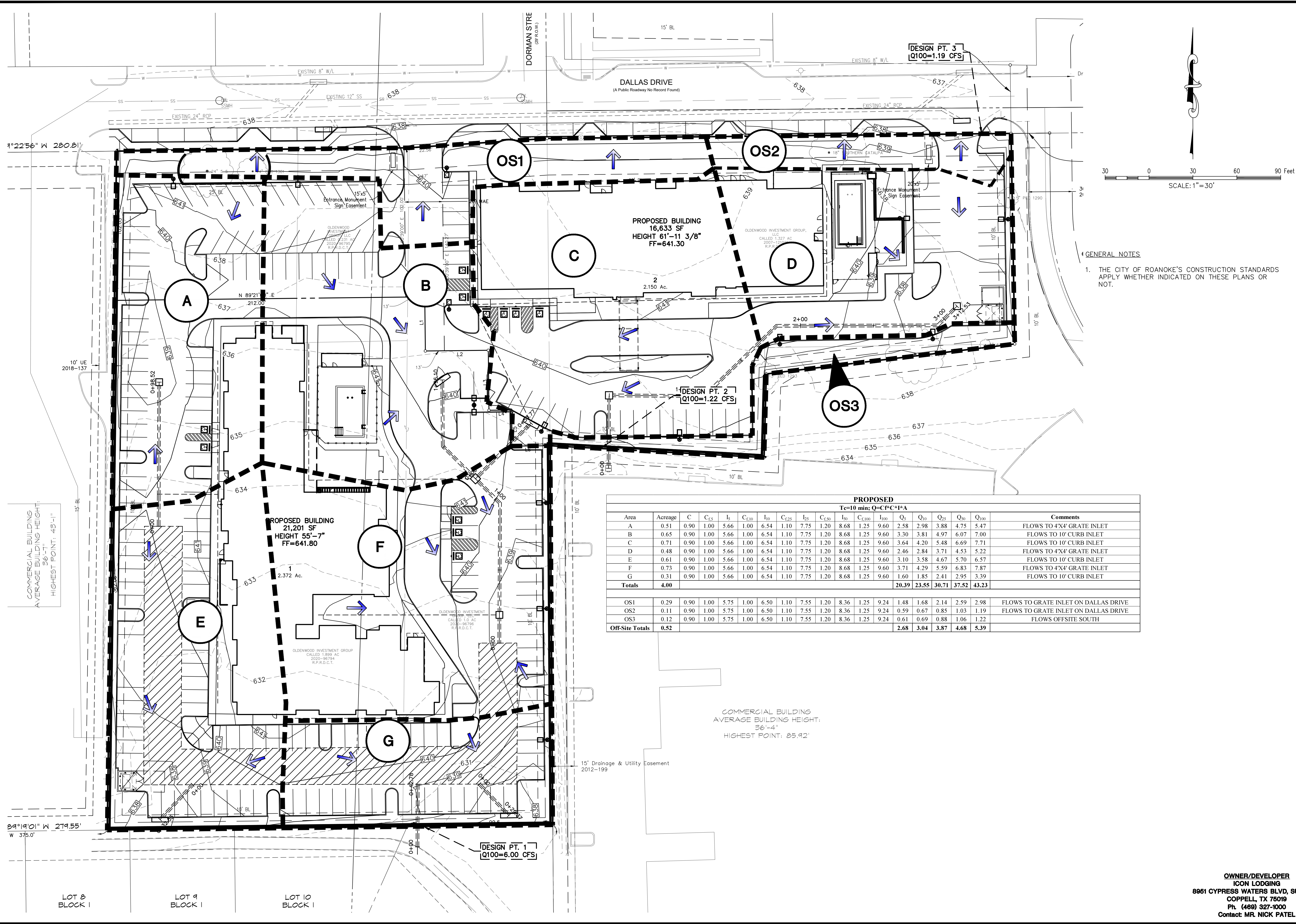
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Revisions:

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PROPOSED DRAINAGE
AREA MAP

06/07/2023

Drawn By: dJ
Date: 06/07/2023
Scale: 1"=30'
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MATCHLINE SHEET C3.04

MATCHLINE SHEET C3.03

COMMERCIAL BUILDING
AVERAGE BUILDING HEIGHT:
36'-7"
HIGHEST POINT: 43'-11"

PROPOSED
BUILDING
21,201 SF
HEIGHT 55'-7"
FF=641.80

20 0 20 40 60 Feet
SCALE: 1"=20'

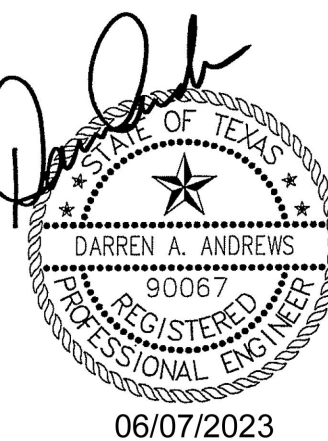
GENERAL NOTES

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2. ALL SIDEWALK SHALL HAVE A 2% CROSS SLOPE MAX, ALL PARKING SHALL HAVE A MAX CROSS SLOPE 2% IN ALL DIRECTIONS, AND ALL ACCESSIBLE PATHS SHALL HAVE A MAX LONGITUDINAL SLOPE OF 5%.

LEGEND

HP-HIGH POINT
TC-TOP OF CURB
TP-TOP OF PAVEMENT
BR-BOTTOM OF RAMP
TR-TOP OF RAMP
BW-BOTTOM OF WALL
TW-TOP OF WALL
FG-FINISH GROUND
FF-FINISH FLOOR

GRADING PLAN



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C3.03

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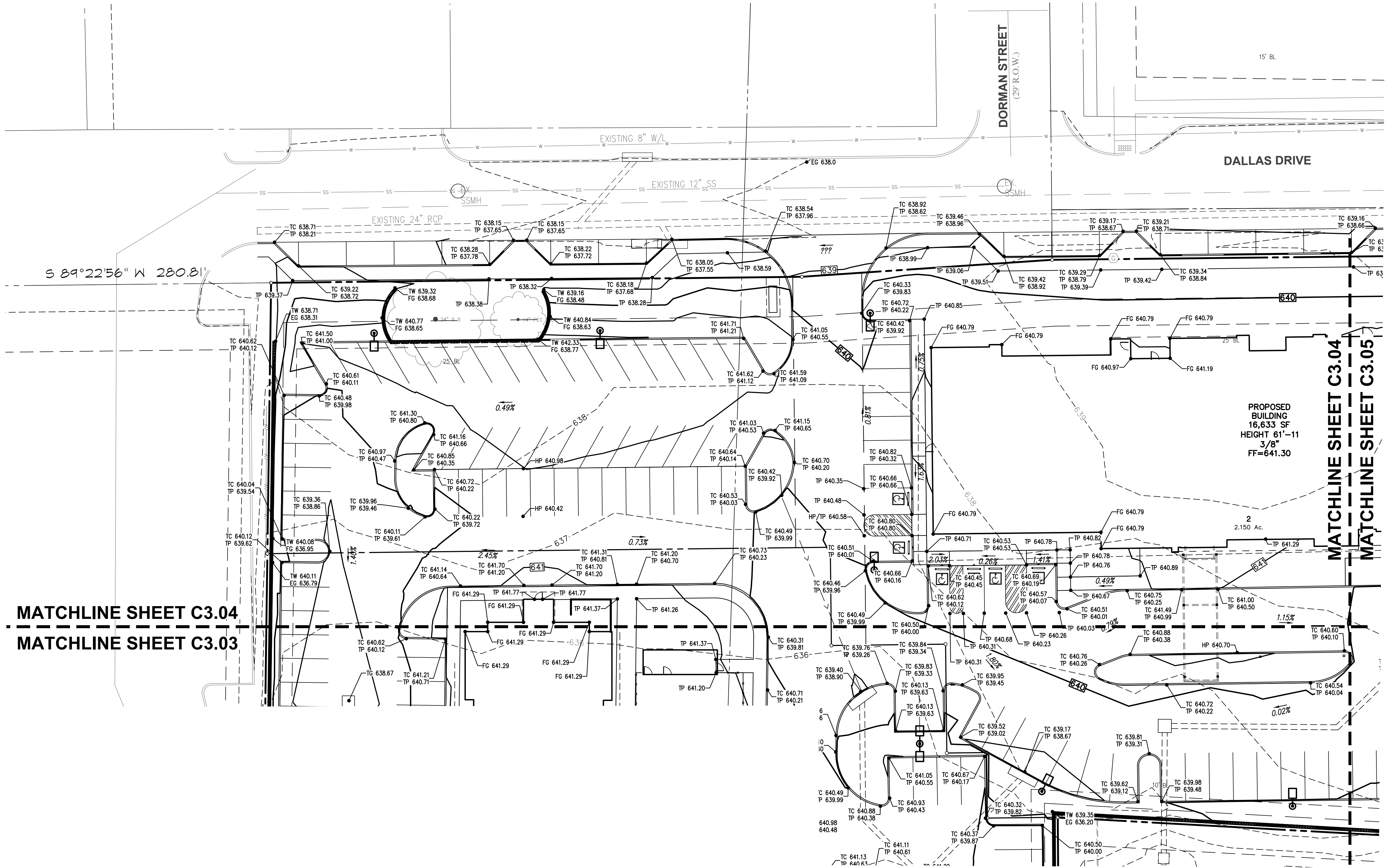
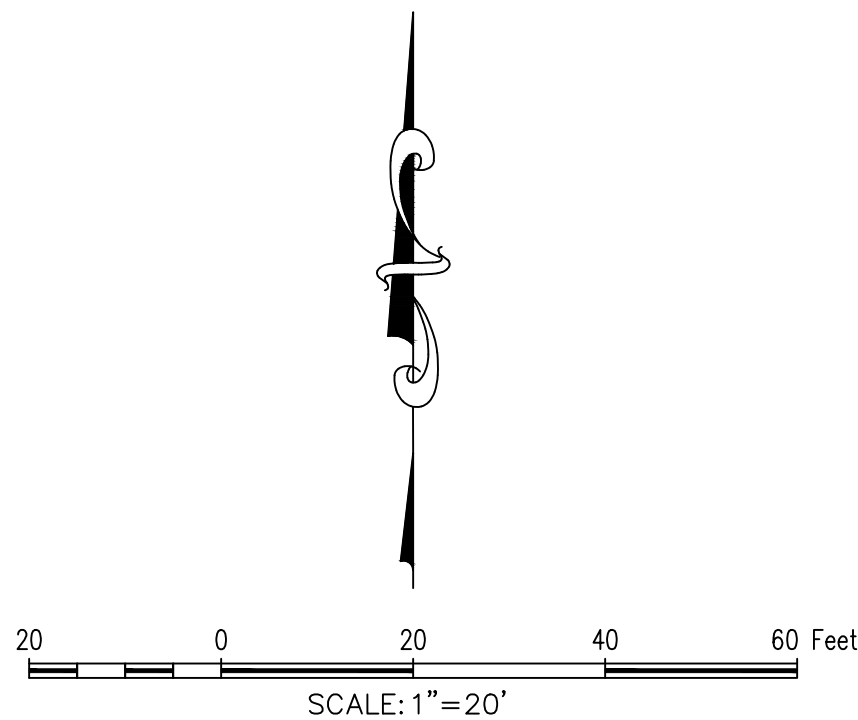
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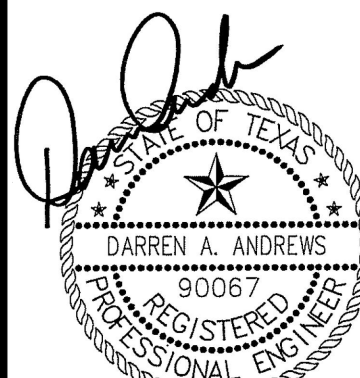
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4.521 Acres

RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS

GRADING PLAN



06/07/2023

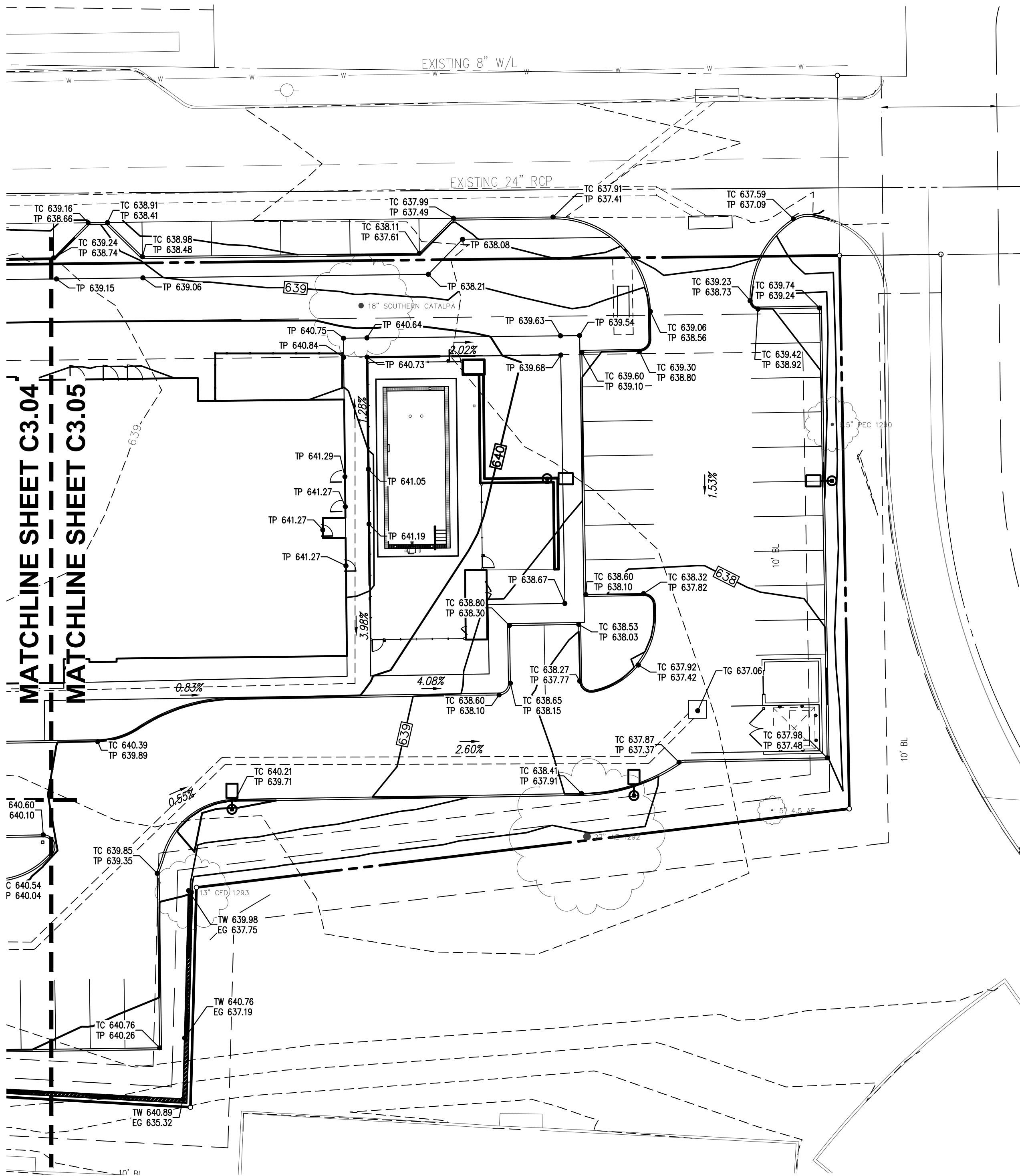
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Date: 06/07/2023
Scale: 1"=20'
Revisions:

ICO22001

C3.04

OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 160
COPPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL

File: M:\Projects\ICO22001\04-Production\Engineering\Sheet\ICO22001-02.dwg
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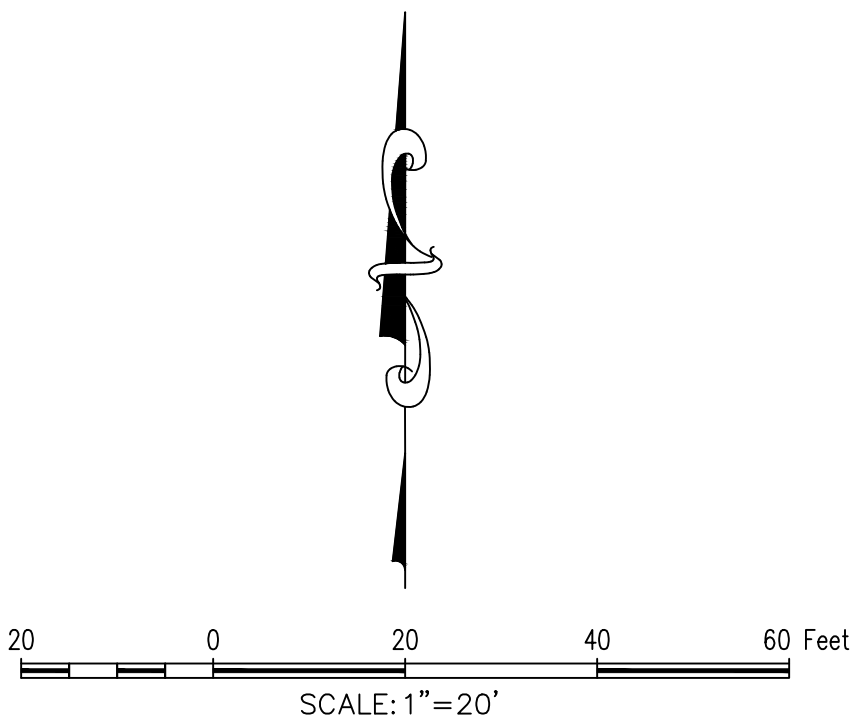


GENERAL NOTES

1. THE CITY OF ROANOKE ENGINEERING STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.
2. ALL SIDEWALK SHALL HAVE A 2% CROSS SLOPE MAX. ALL PARKING SHALL HAVE A MAX CROSS SLOPE 2% IN ALL DIRECTIONS, AND ALL ACCESSIBLE PATHS SHALL HAVE A MAX LONGITUDINAL SLOPE OF 5%.

LEGEND

HP-HIGH POINT
TC-TOP OF CURB
TP-TOP OF PAVEMENT
BR-BOTTOM OF RAMP
TR-TOP OF RAMP
BW-BOTTOM OF WALL
TW-TOP OF WALL
FG-FINISH GROUND
FF-FINISH FLOOR



OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 160
COPPELL, TX 75019
Ph. (489) 327-1000
Contact: MR. NICK PATEL



Drawn By: dJ
Date: 06/07/2023
Scale: 1"=20'
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ICO22001

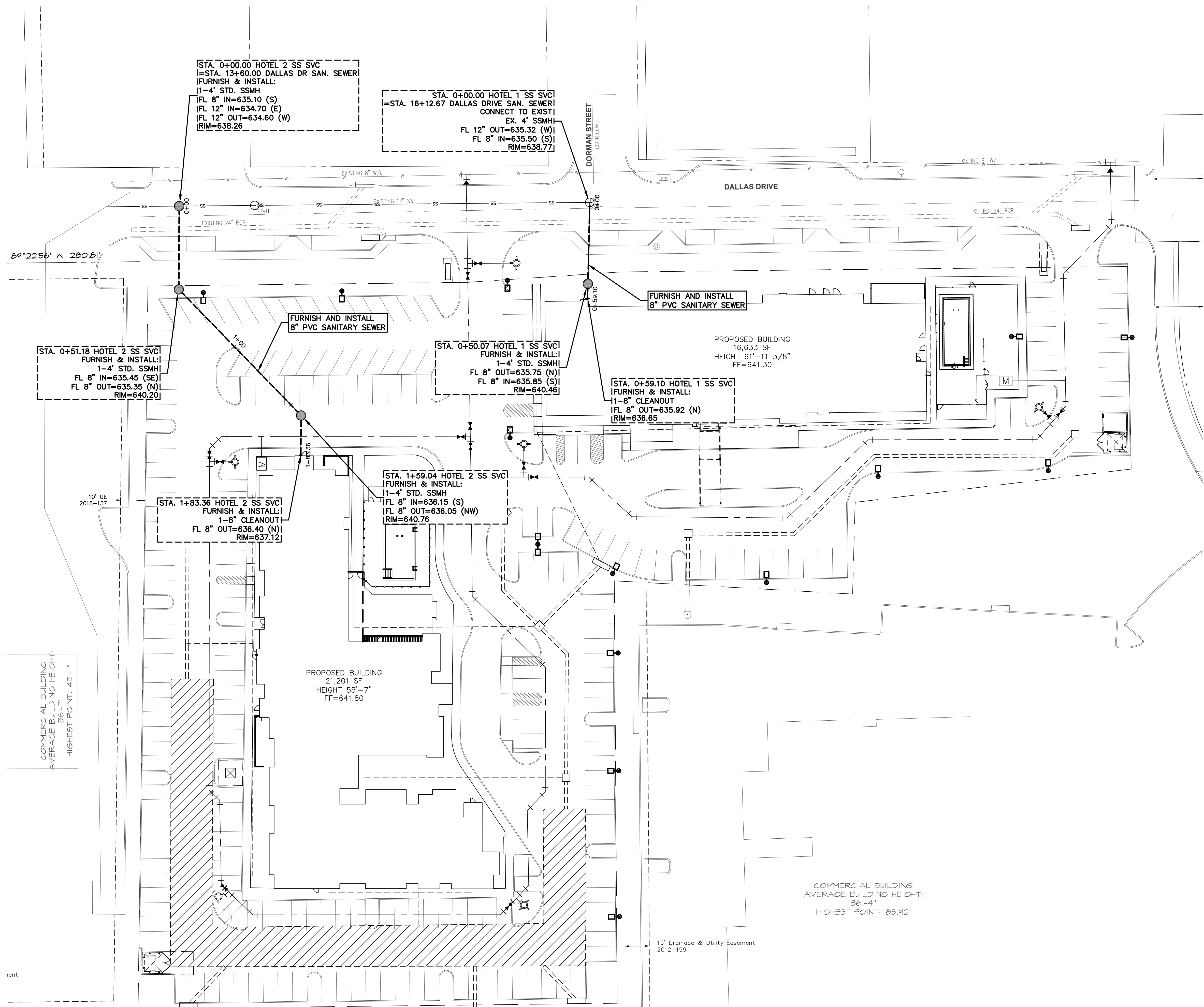
C3.05

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS

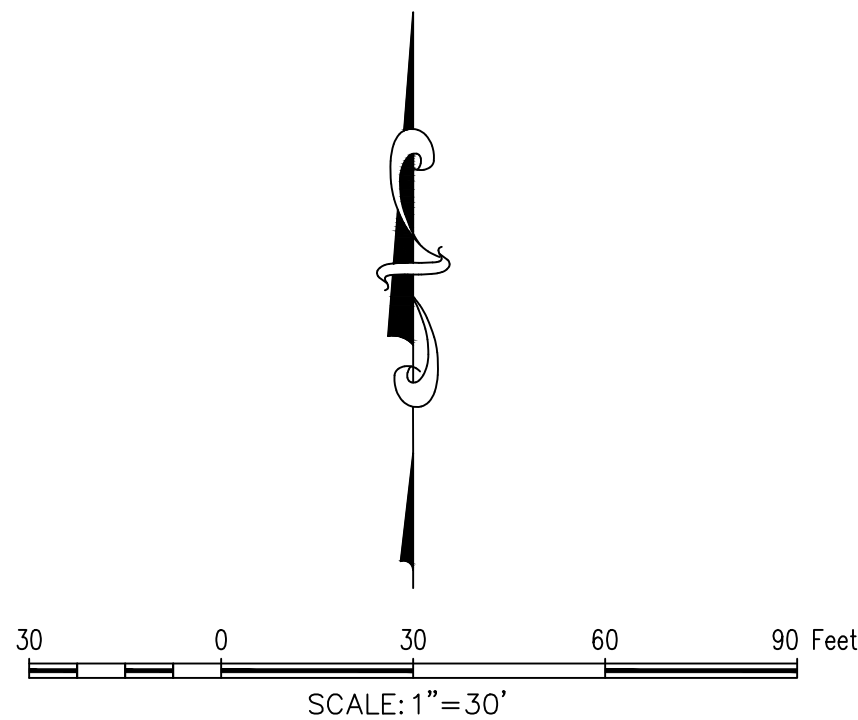


DALLAS HOTEL

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- GENERAL NOTES
1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.



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8951 CYPRESS WATERS BLVD, SUITE 160
COPPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL



Drawn By: JCR
Date: 06/07/2023
Scale: 1"=30'
Revisions:

ICO22001

C4.01

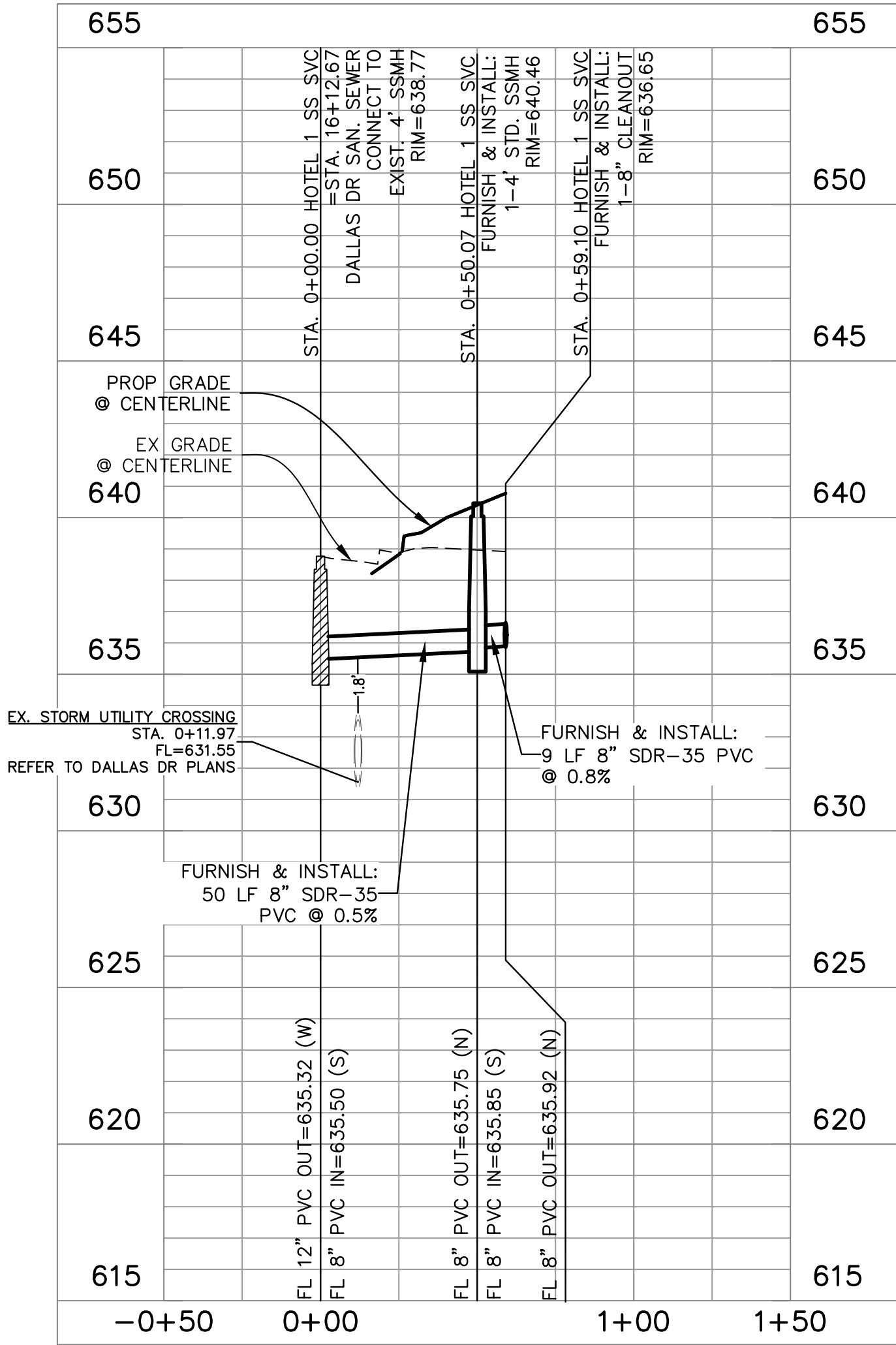
DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
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CITY OF ROANOKE
DENTON COUNTY, TEXAS



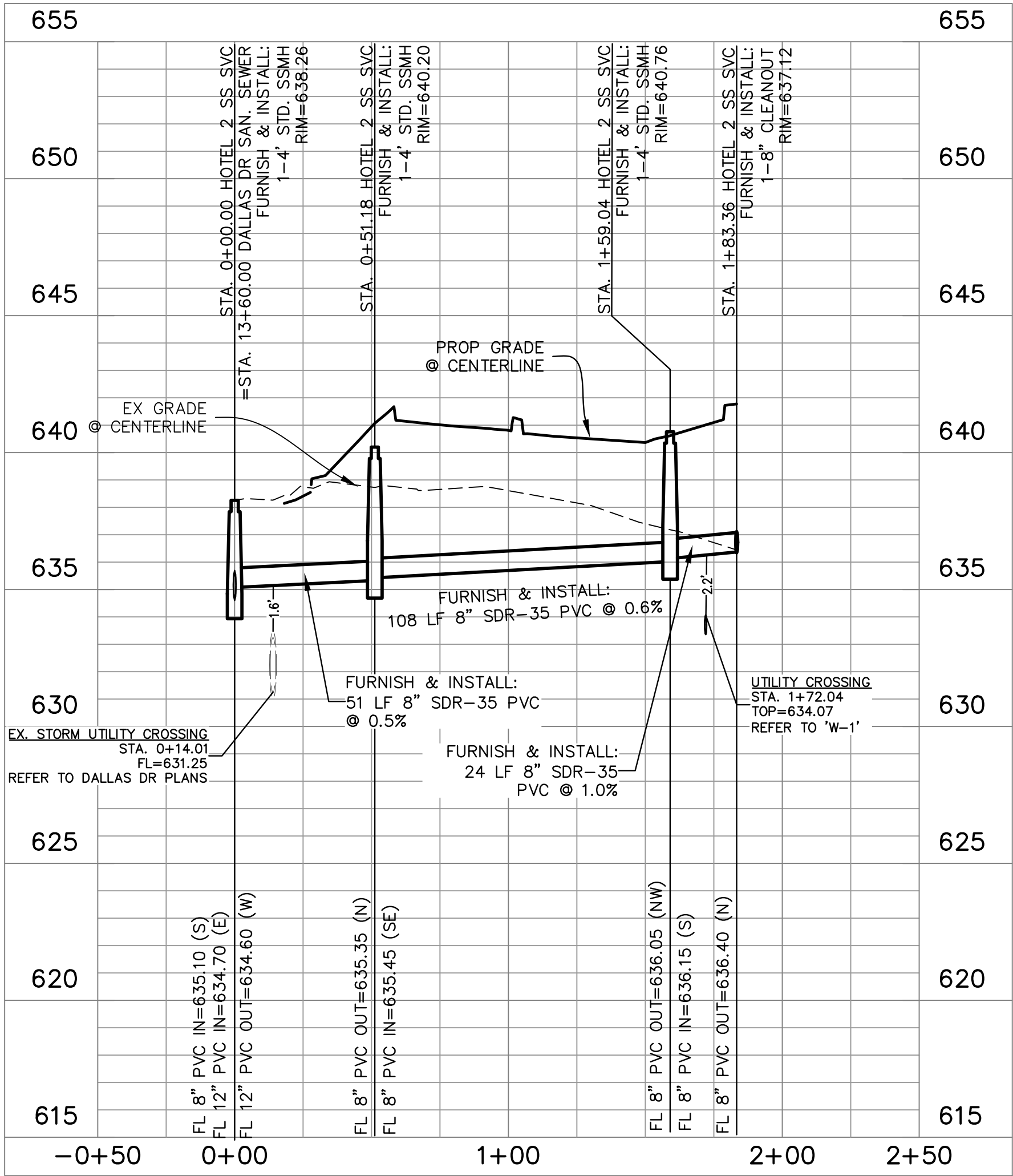
MCADAMS

The John R. McAdams
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1111 Hillside Drive
Lewisville, Texas 75057
972.436.9712
201 Country View Drive
Roanoke, Texas 76262
940.240.1012
TBE: 19762 TBEPLS: 1018440
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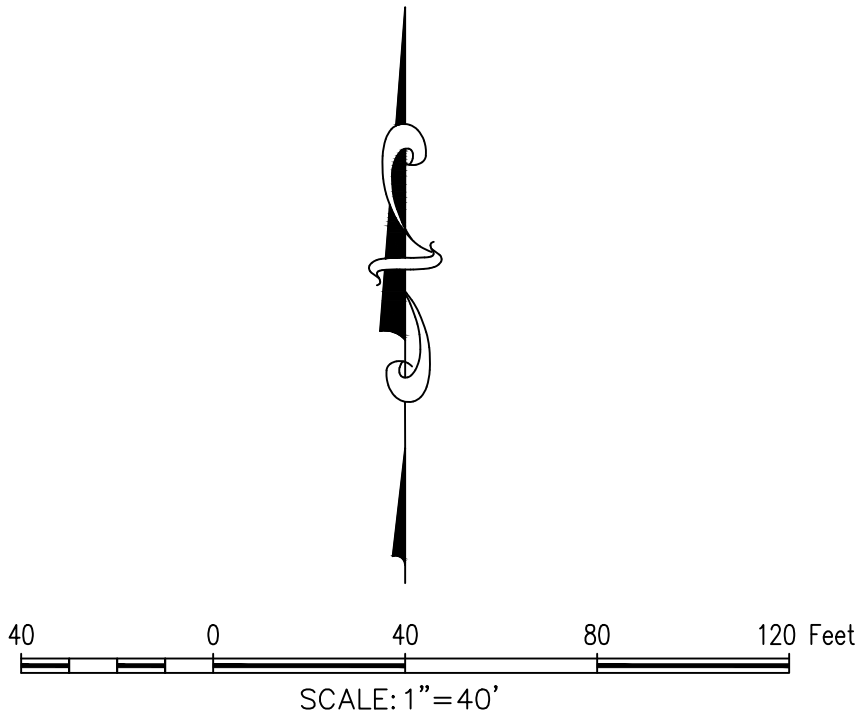
DALLAS HOTEL



SANITARY SEWER HOTEL 1 SS SVC



SANITARY SEWER HOTEL 2 SS SVC



BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 140' +/- WEST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 9' +/- SOUTHWEST FROM AN EXISTING TELEPEDESTAL. ELEVATION 638.32

BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 295' +/- EAST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 38' +/- EAST FROM AN EXISTING ROAD SIGN. ELEVATION 637.25

GENERAL NOTES

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TBF#: 19762 TBP#: 1018440
www.mcadamsco.com



DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 383
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS

SEWER PROFILE



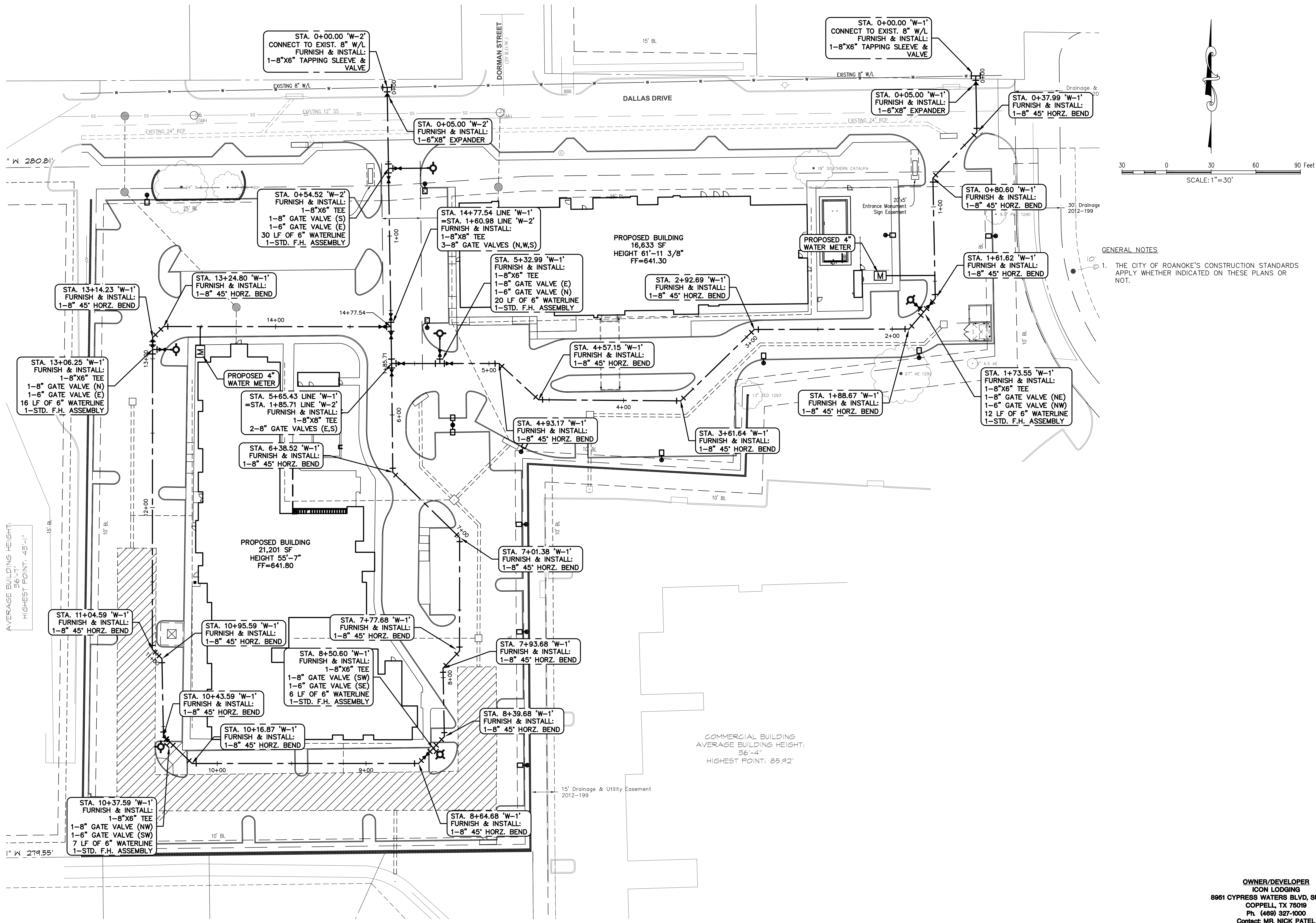
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Date: 06/07/2023
Scale: H1'=40'; V 1'=4'
Revisions:

ICO22001

C4.02

OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 160
COPPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL

File: \\s:\projects\1022001\1022001-04-Production\Engineering\Sheet\1022001-102
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GENERAL NOTES
1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres

WATER PLAN

IC022001

C4.03

OWNER/DEVELOPER
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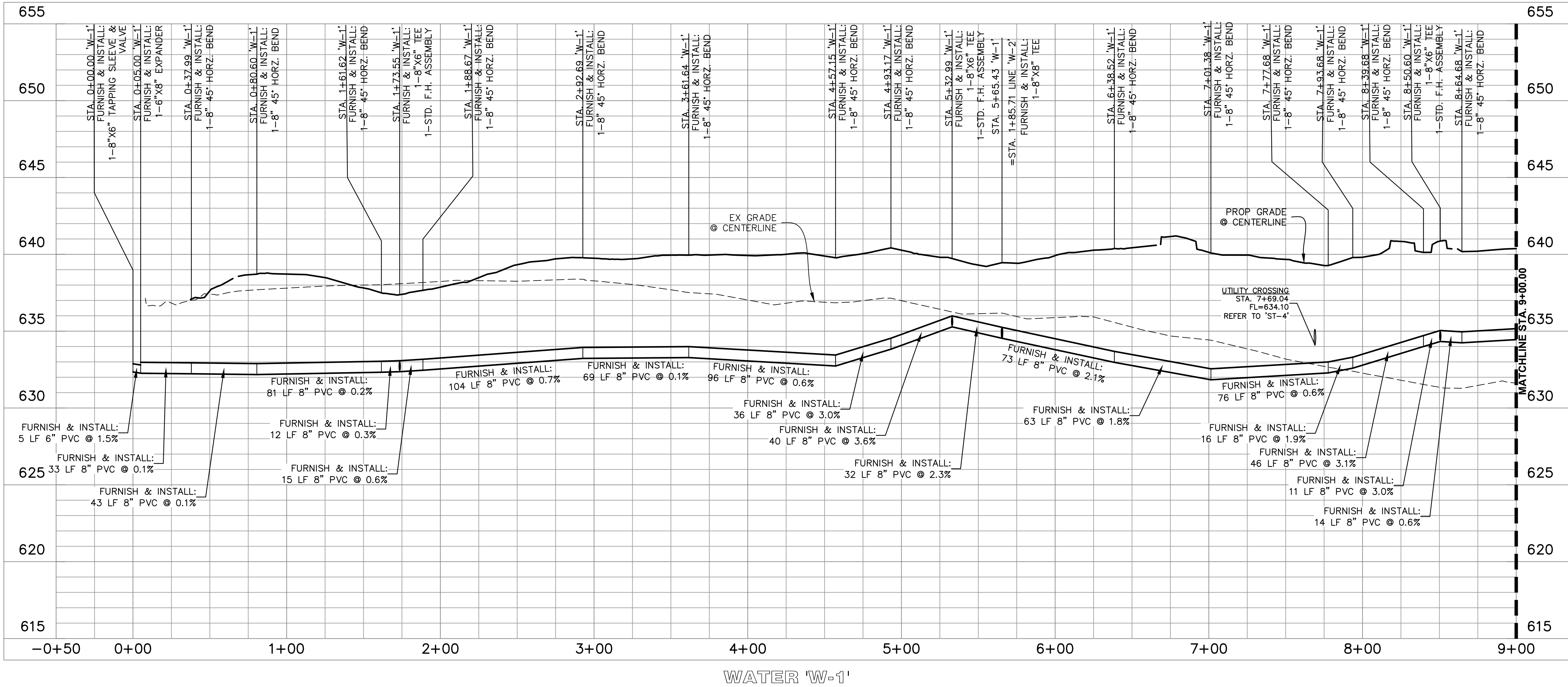
DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres

RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS

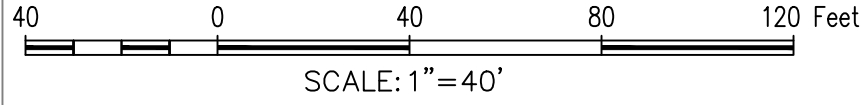
06/07/2023

Drawn By: JCR
Date: 06/07/2023
Scale: 1"=30'
Revisions:

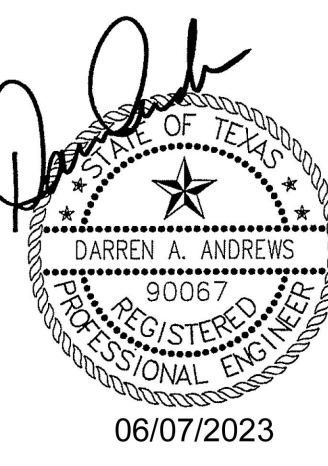
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- GENERAL NOTES
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Revisions:

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C4.04

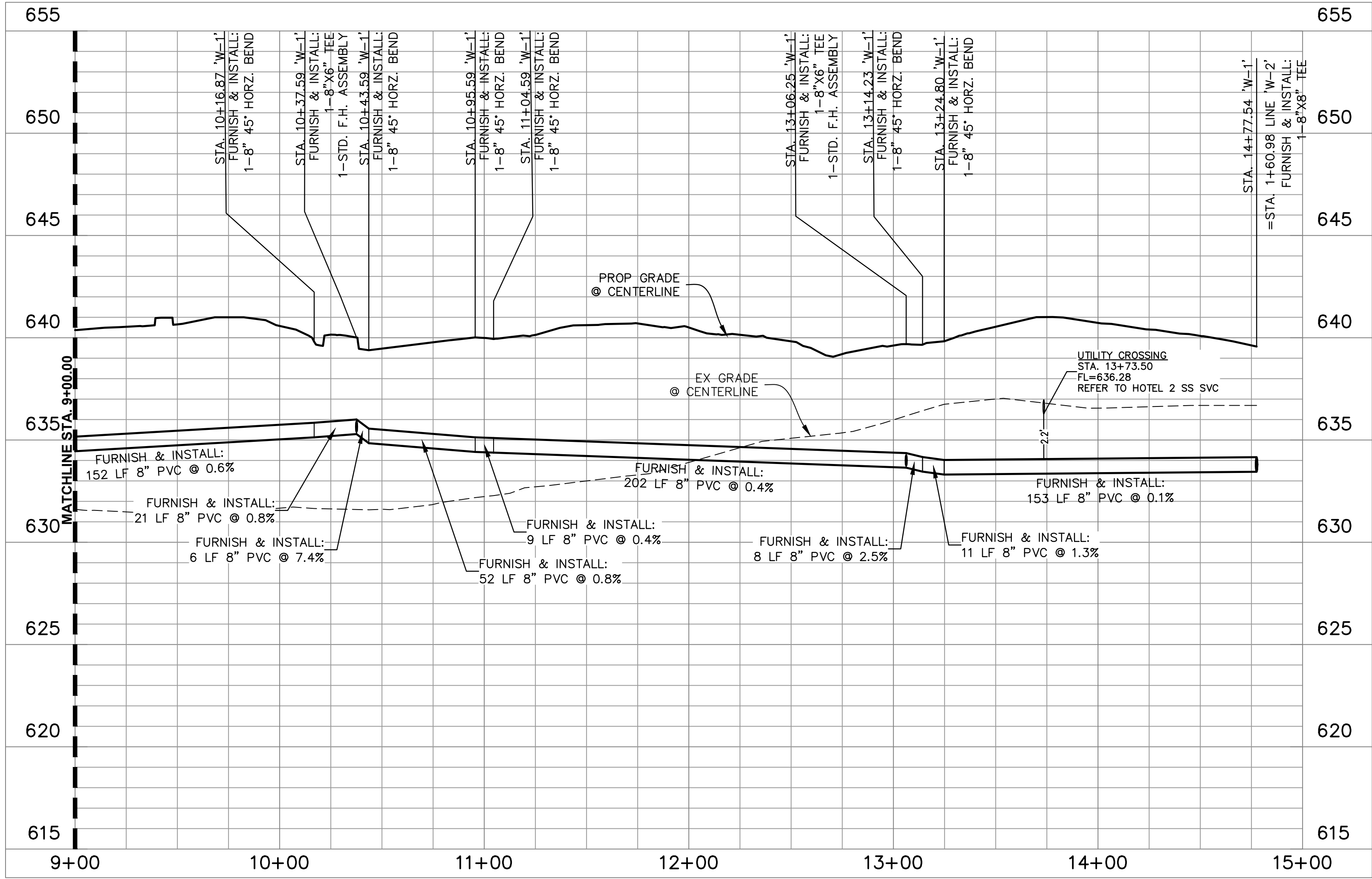
DALLAS HOTEL
ROANOKE LODGING ADDITION
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RICHARD EADS SURVEY, ABSTRACT NO. 389
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CITY OF ROANOKE
DENTON COUNTY, TEXAS



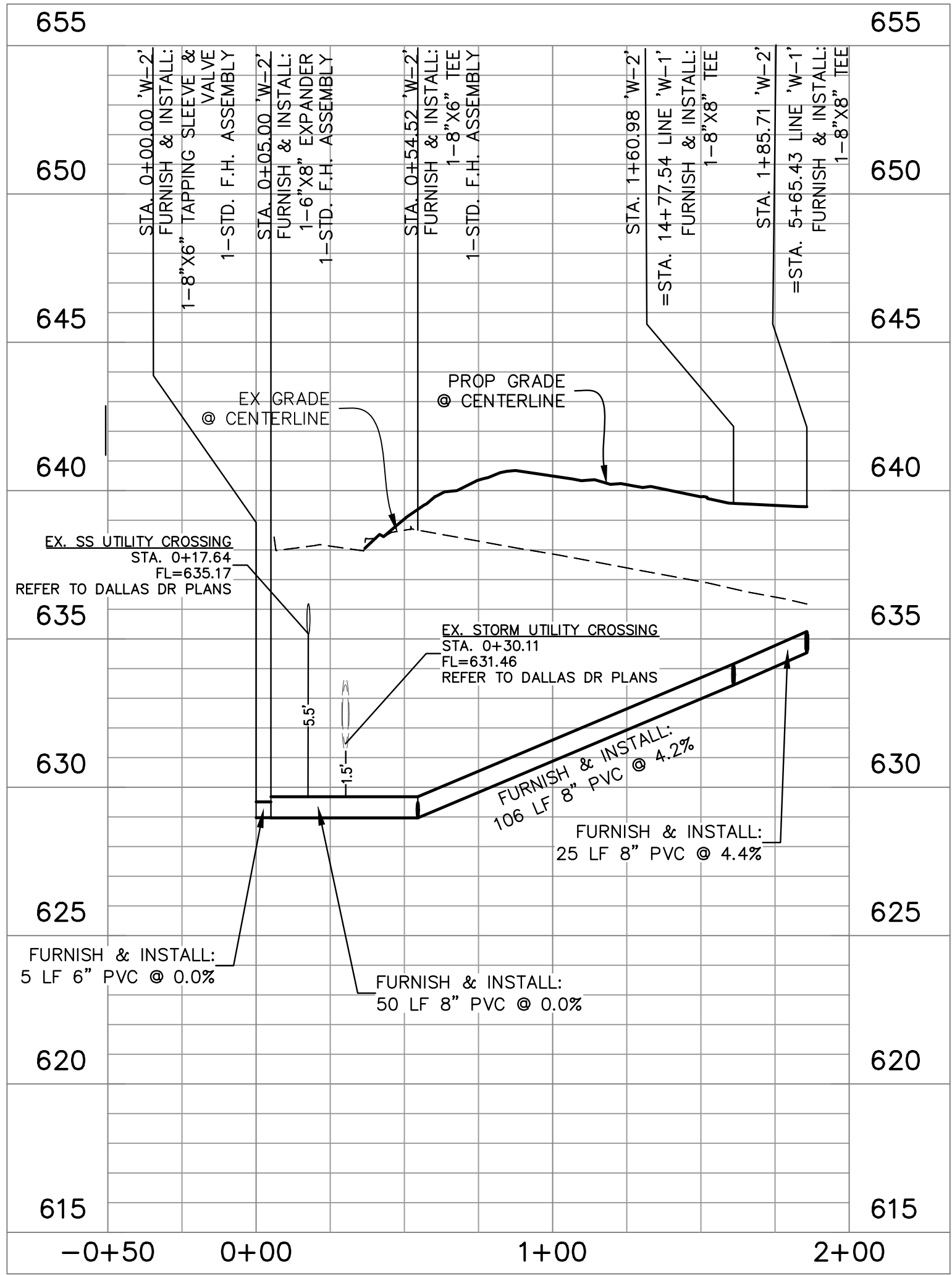
The John B. McAdams
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972.436.9712
201 County View Drive
Roanoke, Texas 76262
940.240.1012
TBP#: 19762 TBP L.S. 1018440
www.mcadamsco.com

DALLAS HOTEL

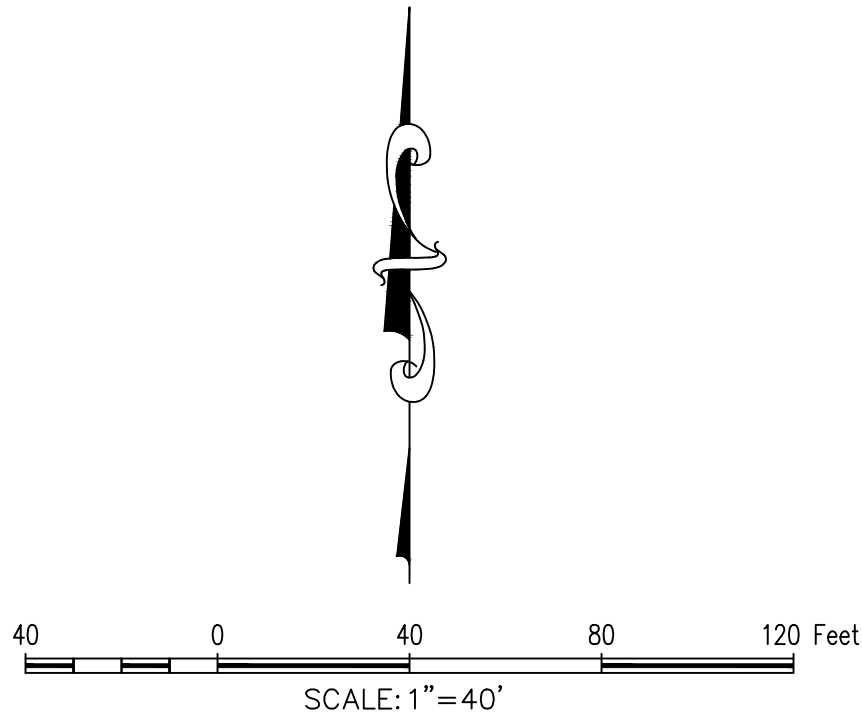
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WATER 'W-1'

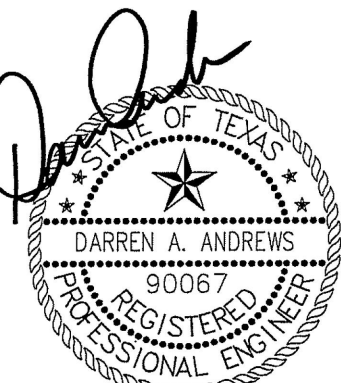


WATER 'W-2'



GENERAL NOTES

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Ph. (480) 327-1000
Contact: MR. NICK PATEL

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres

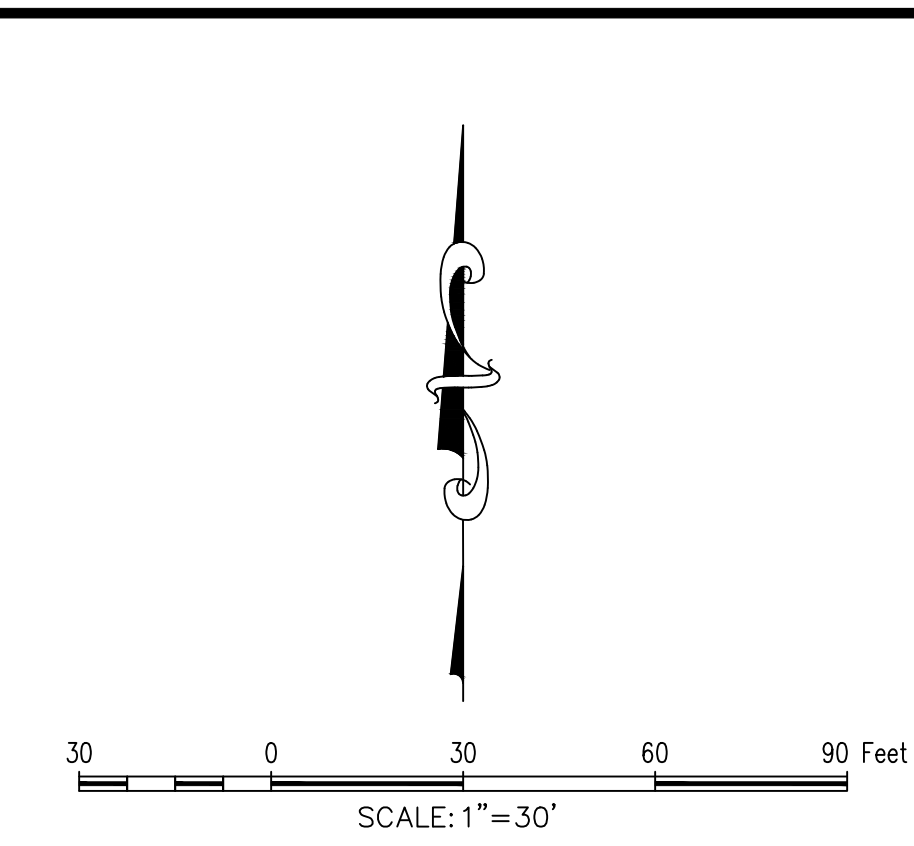
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
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CITY OF ROANOKE
DENTON COUNTY, TEXAS



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TBF#: 19762 TBPLS: 1018440
www.mcadamsco.com

DALLAS HOTEL



GENERAL NOTES

1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.
2. UNDERGROUND DETENTION MUST BE DESIGNED WITH A CAPACITY OF .71 AC-FT.

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201 Country View Drive
Roanoke, Texas 76262
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TBPE: 19762 TBPLS: 10194440
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MCADAMS

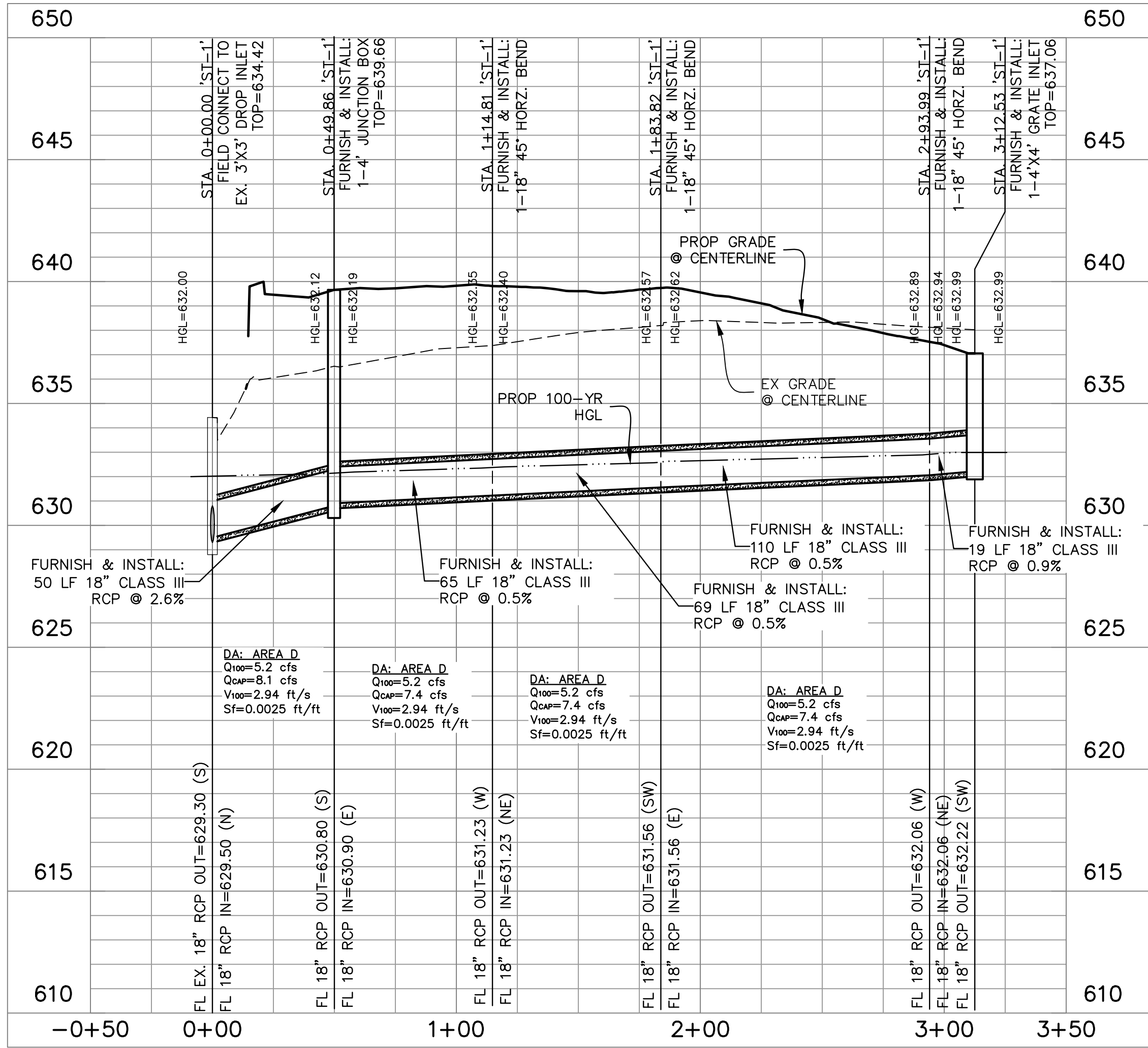
DALLAS HOTEL
ROANOKE LODGING ADDITION
 Lot 1 & 2, Block 1
 4.521 Acres
 in the
 RICHARD EADS SURVEY, ABSTRACT NO. 383
 MEMPHIS, EL. PASO AND PACIFIC RAILROAD COMPANY
 SURVEY, ABSTRACT NO. 923
 JOHN BACON SURVEY, ABSTRACT NO. 1685
 CITY OF ROANOKE
 DENTON COUNTY, TEXAS

STORM PLAN

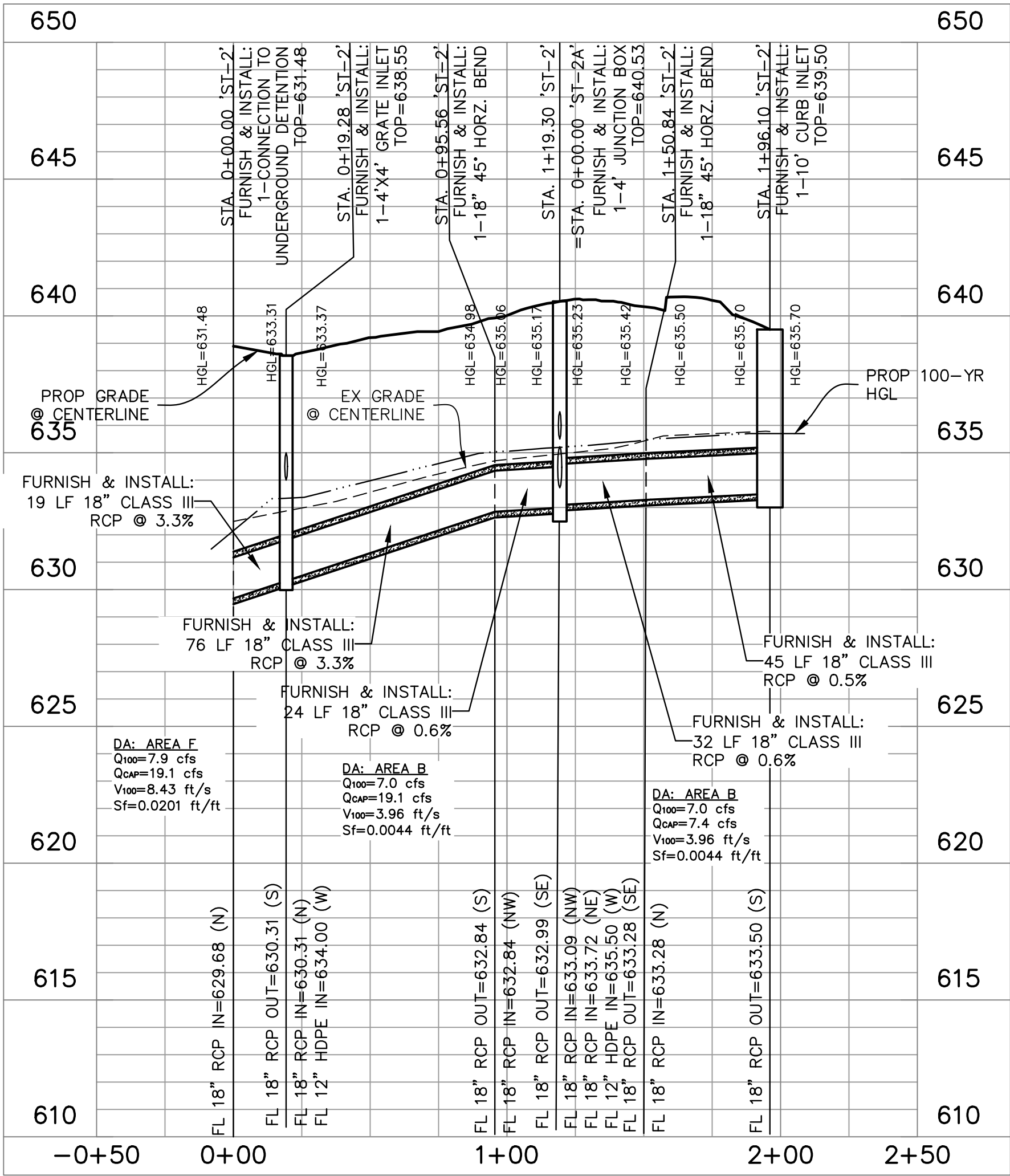
[illegible]

The logo consists of a black rectangular box divided into two horizontal sections. The top section contains the text 'ICO22001' in a bold, black, sans-serif font. The bottom section contains a black circle with the text 'C4.06' inside it, also in a bold, black, sans-serif font.

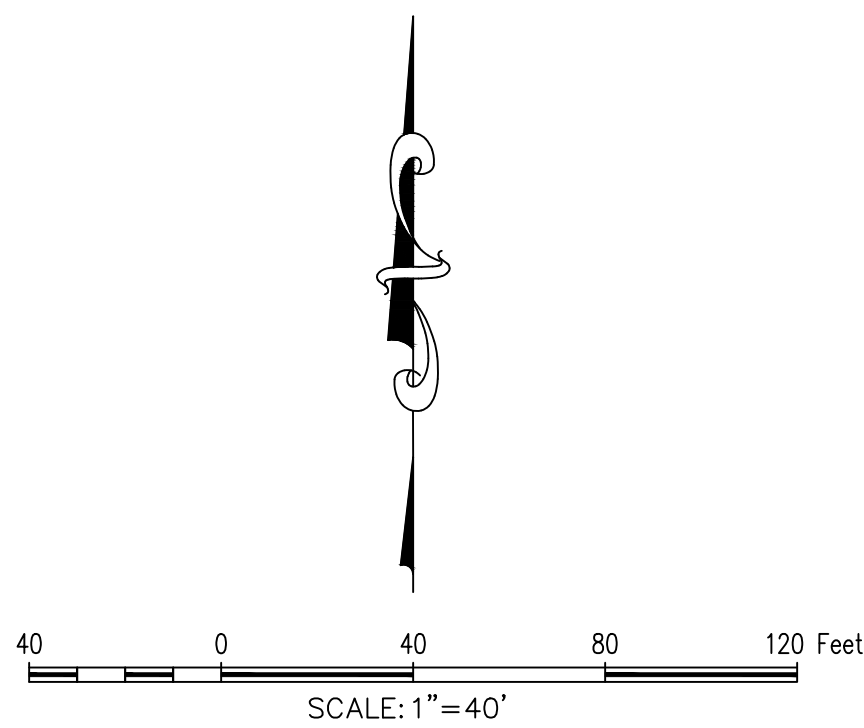
OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 160
COPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL



STORM SEWER 'ST-1'



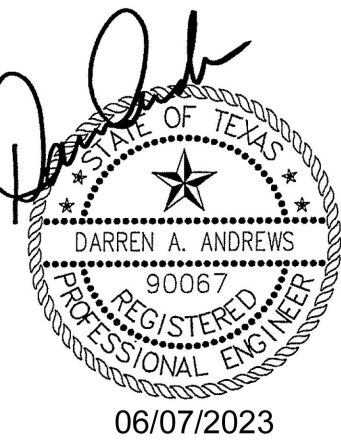
STORM SEWER 'ST-2'



BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 140' +/- WEST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 9' +/- SOUTHWEST FROM AN EXISTING TELEPEDESTAL. ELEVATION 638.32

BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 295' +/- EAST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 38' +/- EAST FROM AN EXISTING ROAD SIGN. ELEVATION 637.25

- GENERAL NOTES
1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.



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Revisions:

ICO22001

C4.07

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8951 CYPRESS WATERS BLVD, SUITE 160
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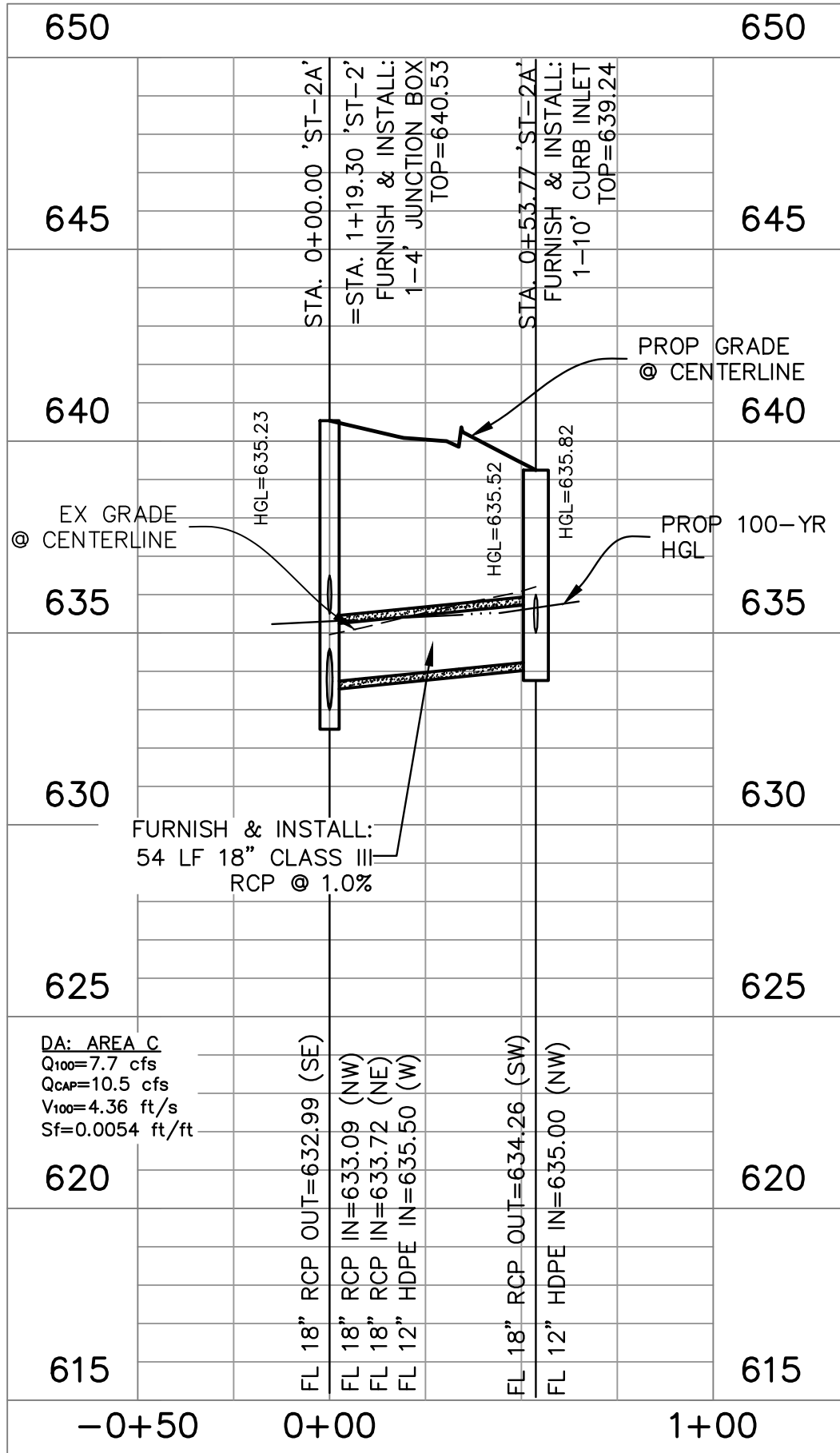
DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
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JOHN BACON SURVEY, ABSTRACT NO. 1565
CITY OF ROANOKE
DENTON COUNTY, TEXAS



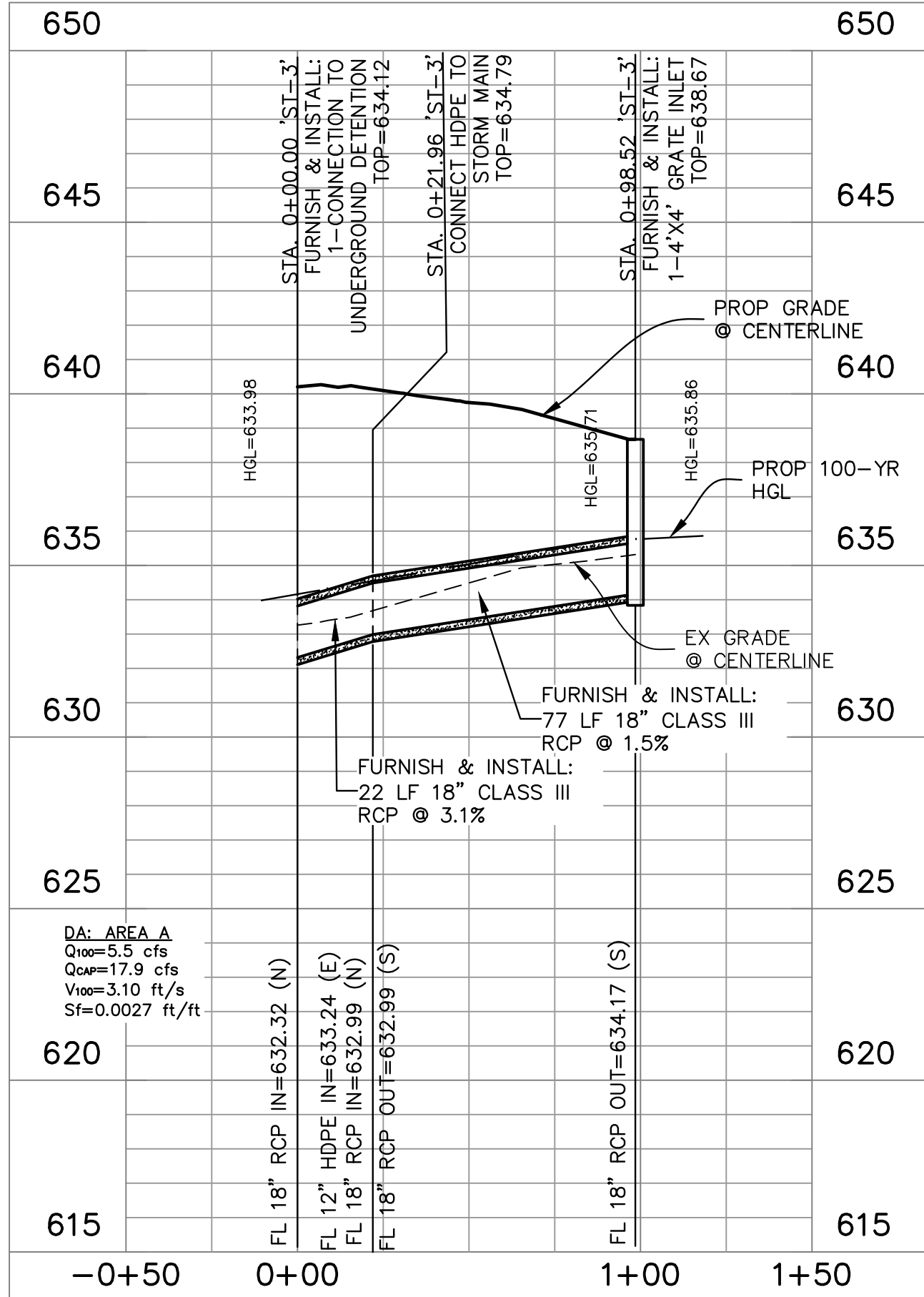
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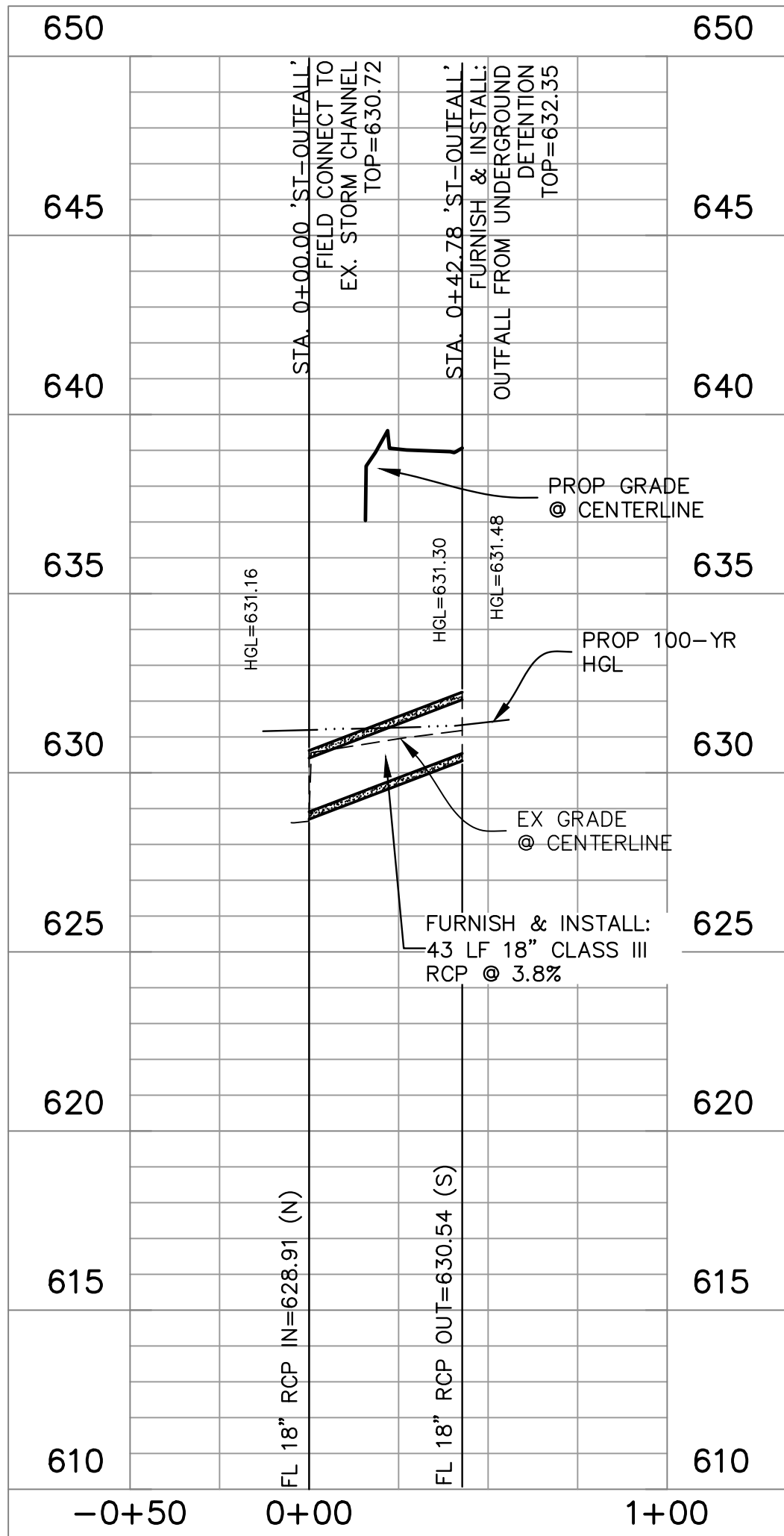
DALLAS HOTEL



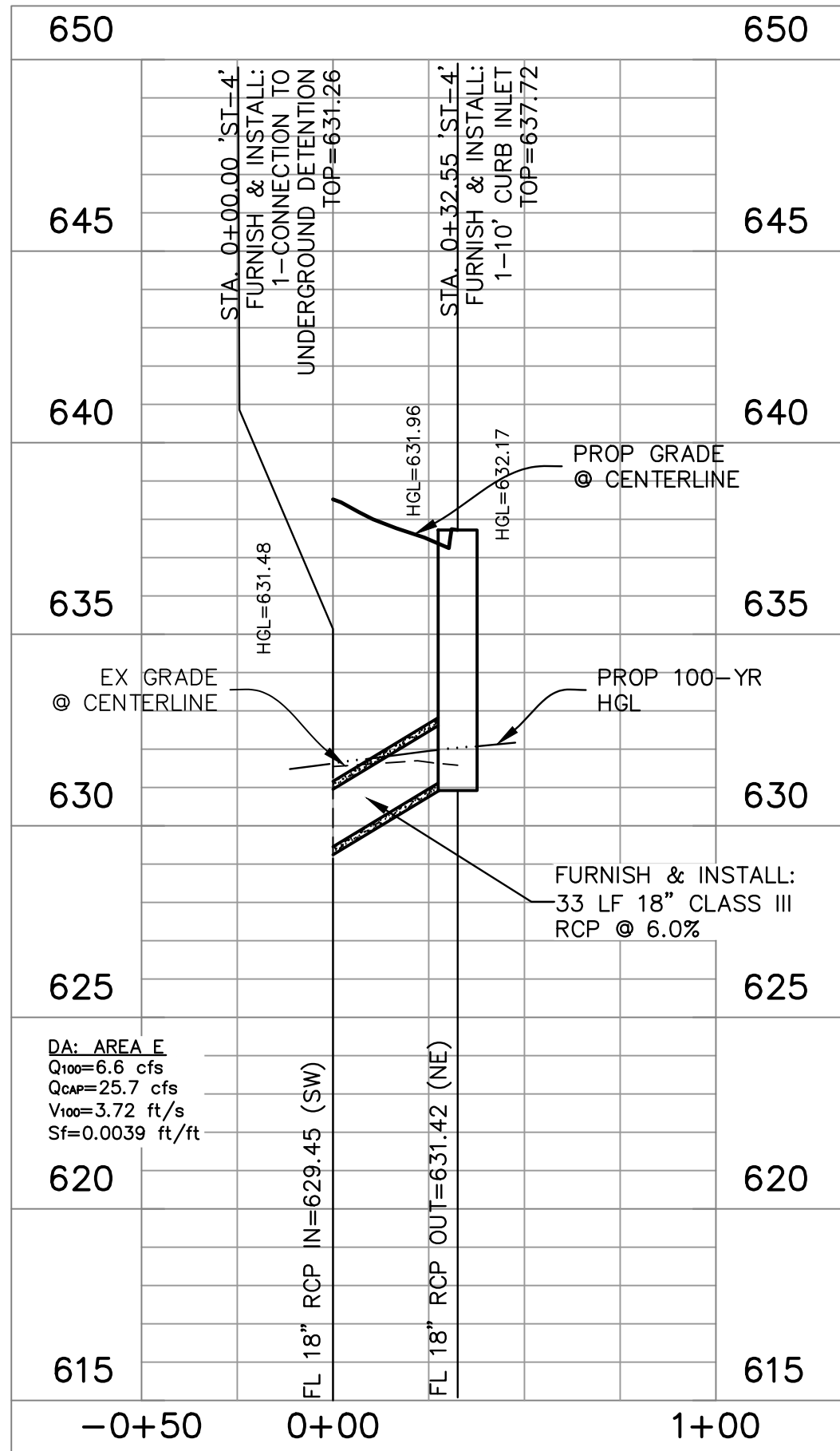
STORM SEWER 'ST-2A'



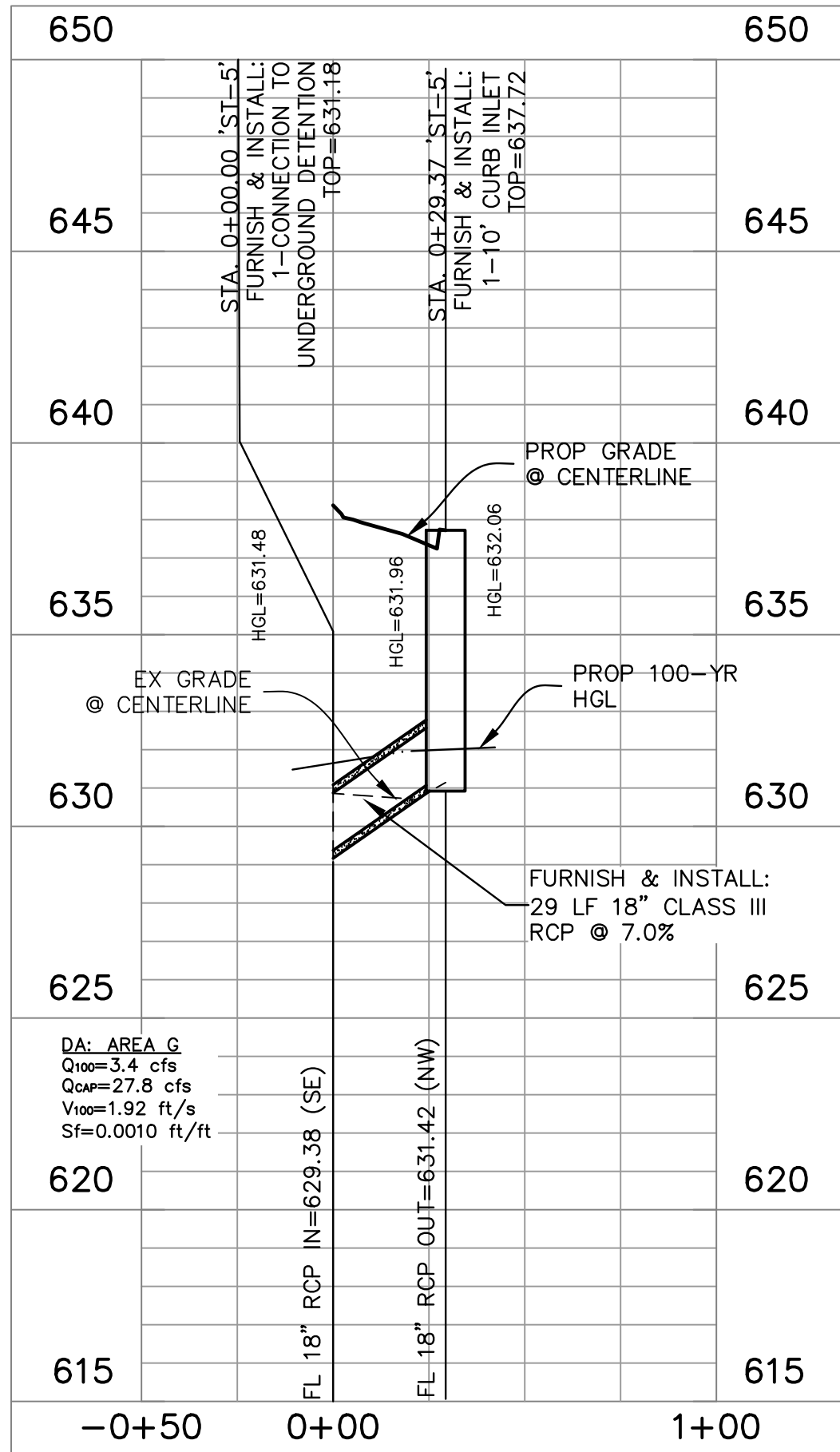
STORM SEWER 'ST-3'



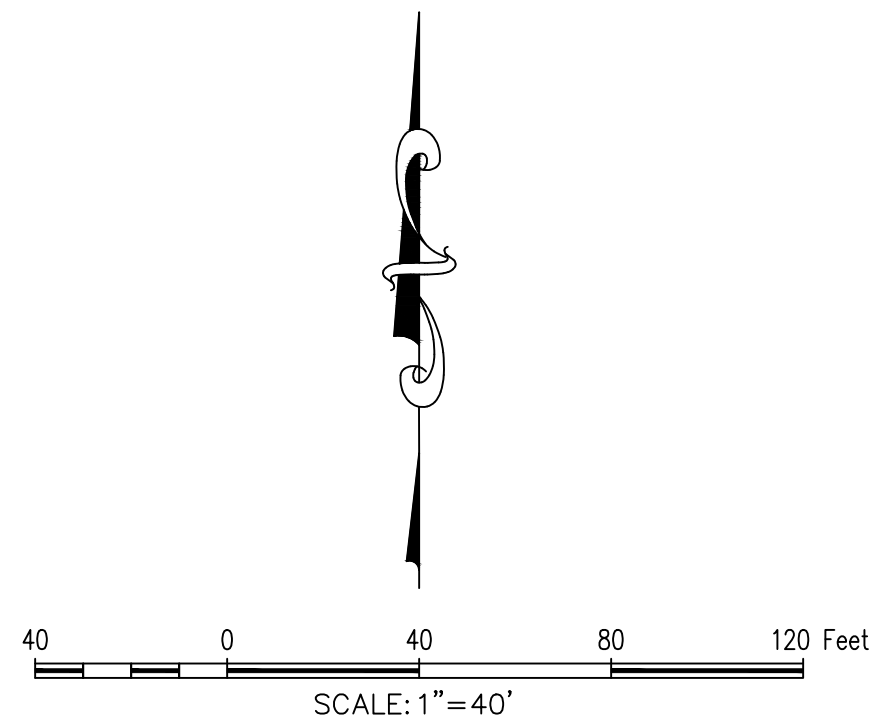
STORM SEWER 'ST-OUTFALL'



STORM SEWER 'ST-4'



STORM SEWER 'ST-5'



BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 140' +/- WEST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 9' +/- SOUTHWEST FROM AN EXISTING TELEPEDESTAL. ELEVATION 638.32

BOX WITH "+" SET ON AN EXISTING STORM INLET ON THE NORTHERN EDGE OF DALLAS DRIVE 295' +/- EAST OF THE INTERSECTION OF DALLAS DRIVE AND DORMAN STREET AND 38' +/- EAST FROM AN EXISTING ROAD SIGN. ELEVATION 637.25

- GENERAL NOTES
1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.



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Date: 06/07/2023
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Revisions:

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8951 CYPRESS WATERS BLVD, SUITE 160
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Contact: MR. NICK PATEL

DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
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MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
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DALLAS HOTEL

File: M:\Projects\ICO22001\04-Production\Engineering\Sheet\ICO22001-14 CALCS
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CALCULATIONS SHEET 100 YEAR HYDRAULIC CALCULATIONS FOR STORM DRAINS STORM DRAIN HYDRAULIC CALCULATIONS TABLE - PROPOSED CONDITIONS																																										
STORM	FROM	TO	PIPE LENGTH	DRAINAGE AREA			Runoff "C"	Runoff "Cf"	Runoff "C* Cf"	Incr. C* Cf* A	Total C* Cf* A	Tc			I ₁₀₀	Q ₁₀₀	Q _{TOT}	Q _{TOT To Inlet}	Inlet Capture	Pipe Size	K Conveyance Coefficient	Pipe Slope	Q _{TOT In System}	"Q" Cap	Frict. Slope	HGL		HEAD LOSS CALCULATIONS								Design HGL 11/S Elev.	Top of Struct/C urb ft.	Invert Elev.		Normal Depth	Inlet Depth	
				Inlet	DA							Total Area	Inlet	Travel												Total	U/S Elev.	D/S Elev.	V1 (in) ft/sec	V2 (out) ft/sec	V1 ² /2G ft.	V2 ² /2G ft.	Struct. Type	Kj	Kj/V1 ² /2 G			Hk ft.	TO (U/S) ft.			FROM (D/S) ft.
LINE			feet		No.	Area (ac)						min.	min.	min.	in/hr	cfs	cfs	cfs	cfs	in.		%	cfs	cfs	ft/ft	Elev.	Elev.	ft/sec	ft/sec	ft.	ft.					ft.	ft	ft				
ST-1	3+12.53	2+93.99	18.54		D	0.48	0.48	0.90	1.00	0.90	0.44	0.40	10.0	0.00	0.62	9.60	5.2	5.2	5.2	18	105.041	0.90	5.2	10.0	0.0025	631.99	631.94	0.00	2.94	0.00	0.13	INLET BEG	1.25	0.00	0.00	631.99	637.22	631.22	631.06	0.75	6.00	
ST-1	2+93.99	1+83.82	110.17				0.48	0.90	1.00	0.90	0.00	0.00	10.0	0.62	0.62	9.60	0.0	-	-	-	18	105.041	0.50	5.2	7.4	0.0025	631.89	631.62	2.94	2.94	0.13	0.13	BEND 45	0.35	0.05	0.05	631.94		631.06	630.56	0.75	-
ST-1	1+83.82	1+14.81	69.01				0.48	0.90	1.00	0.90	0.00	0.00	10.0	0.39	1.01	9.60	0.0	-	-	-	18	105.041	0.50	5.2	7.4	0.0025	631.57	631.40	2.94	2.94	0.13	0.13	BEND 45	0.35	0.05	0.05	631.62	-	630.56	630.23	0.75	-
ST-1	1+14.81	0+49.86	64.95				0.48	0.90	1.00	0.90	0.00	0.00	10.0	0.37	1.38	9.60	0.0	-	-	-	18	105.041	0.50	5.2	7.4	0.0025	631.35	631.19	2.94	2.94	0.13	0.13	BEND 45	0.35	0.05	0.05	631.40	-	630.23	629.90	0.75	-
ST-1	0+49.86	0+00.00	49.86				0.48	0.90	1.00	0.90	0.00	0.00	10.0	0.28	1.66	9.60	0.0	-	-	-	18	105.041	0.60	5.2	8.1	0.0025	631.12	631.00	2.94	2.94	0.13	0.13	MH 90 BEN	0.55	0.07	0.07	631.19	639.66	629.80	629.50	0.75	-
ST-2	1+96.10	1+50.84	45.26		B	0.65	0.65	0.90	1.00	0.90	0.58	1.00	10.0	0.00	0.00	9.60	7.0	7.0	7.0	18	105.041	0.50	7.0	7.4	0.0044	635.70	635.50	0.00	3.96	0.00	0.24	INLET BEG	1.25	0.00	0.00	635.70	639.50	633.50	633.28	2.14	-	
ST-2	1+50.84	1+19.30	31.54			0.00	0.65	0.90	1.00	0.90	0.00	1.00	10.0	0.13	0.13	9.60	0.0	-	-	-	18	105.041	0.60	7.0	8.1	0.0044	635.42	635.23	3.96	3.96	0.24	0.24	BEND 45	0.35	0.08	0.08	635.50	-	633.28	633.09	2.14	-
ST-2	1+19.30	0+95.56	23.74	2A		0.00	0.65	0.90	1.00	0.90	0.00	1.00	10.0	0.10	0.23	9.60	0.0	-	-	-	18	105.041	0.60	7.0	8.1	0.0044	635.17	635.06	3.96	3.96	0.24	0.24	MH 90 LAT	0.25	0.06	0.06	635.23	640.53	632.99	632.84	2.14	-
ST-2	0+95.56	0+19.28	76.28			0.00	0.65	0.90	1.00	0.90	0.00	1.00	10.0	0.32	0.55	9.60	0.0	-	-	-	18	105.041	3.30	7.0	19.1	0.0044	634.98	633.37	3.96	3.96	0.24	0.24	BEND 45	0.35	0.08	0.08	635.06	-	632.84	630.31	2.14	-
ST-2	0+19.28	0+00.00	19.28		F	0.73	1.38	0.90	1.00	0.90	0.66	1.70	10.0	0.08	0.63	9.60	7.9	7.9	-	7.9	18	105.041	3.30	14.9	19.1	0.0201	633.31	631.48	3.96	8.43	0.24	1.10	INLET LAT	0.25	0.06	0.06	633.37	638.55	630.31	629.68	3.00	-
ST-2A	0+53.77	0+00.00	53.77		C	0.71	0.71	0.90	1.00	0.90	0.64	1.90	10.0	0.00	0.00	9.60	7.7	7.7	7.7	18	105.041	1.00	7.7	10.5	0.0054	635.52	635.23	0.00	4.36	0.00	0.30	INLET BEG	1.25	0.00	0.30	635.82	639.24	634.26	633.72	0.54	4.98	
ST-3	0+98.52	0+00.00	98.52		A	0.51	0.51	0.90	1.00	0.90	0.46	2.30	10.0	0.00	0.00	9.60	5.5	5.5	5.5	18	105.041	2.90	5.5	17.9	0.0027	633.21	631.48	0.00	3.10	0.00	0.15	INLET BEG	1.25	0.00	0.15	633.36	638.67	632.67	629.82	0.54	6.00	
ST-4	0+32.55	0+00.00	32.55		E	0.61	0.61	0.90	1.00	0.90	0.55	2.90	10.0	0.00	0.00	9.60	6.6	6.6	6.6	18	105.041	6.00	6.6	25.7	0.0039	631.96	631.48	0.00	3.72	0.00	0.21	INLET BEG	1.25	0.00	0.21	632.17	637.42	631.42	629.45	0.54	6.00	
ST-5	0+29.37	0+00.00	29.37		G	0.73	0.73	0.90	1.00	0.90	0.66	3.50	10.0	0.00	0.00	9.60	3.4	3.4	3.4	18	105.041	7.00	3.4	27.8	0.0010	631.96	631.48	0.00	1.92	0.00	0.06	INLET BEG	1.25	0.00	0.10	632.06	637.42	631.42	629.38	0.54	6.00	
ST-OUT	0+42.78	0+00.00	42.78		-	0.00	0.00	0.90	1.00	0.90	0.00	3.50	10.0	0.00	0.00	9.60	6.0	6.0	6.0	18	105.041	7.00	6.0	27.8	0.0033	631.30	631.16	0.00	3.40	0.00	0.18	INLET LAT	0.25	0.00	0.18	631.48	-	630.54	628.91	0.54	-	

OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 160
COPPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL



Drawn By: DJ
Date: 06/07/2023
Scale: N.T.S.
Revisions:

ICO22001

C4.09

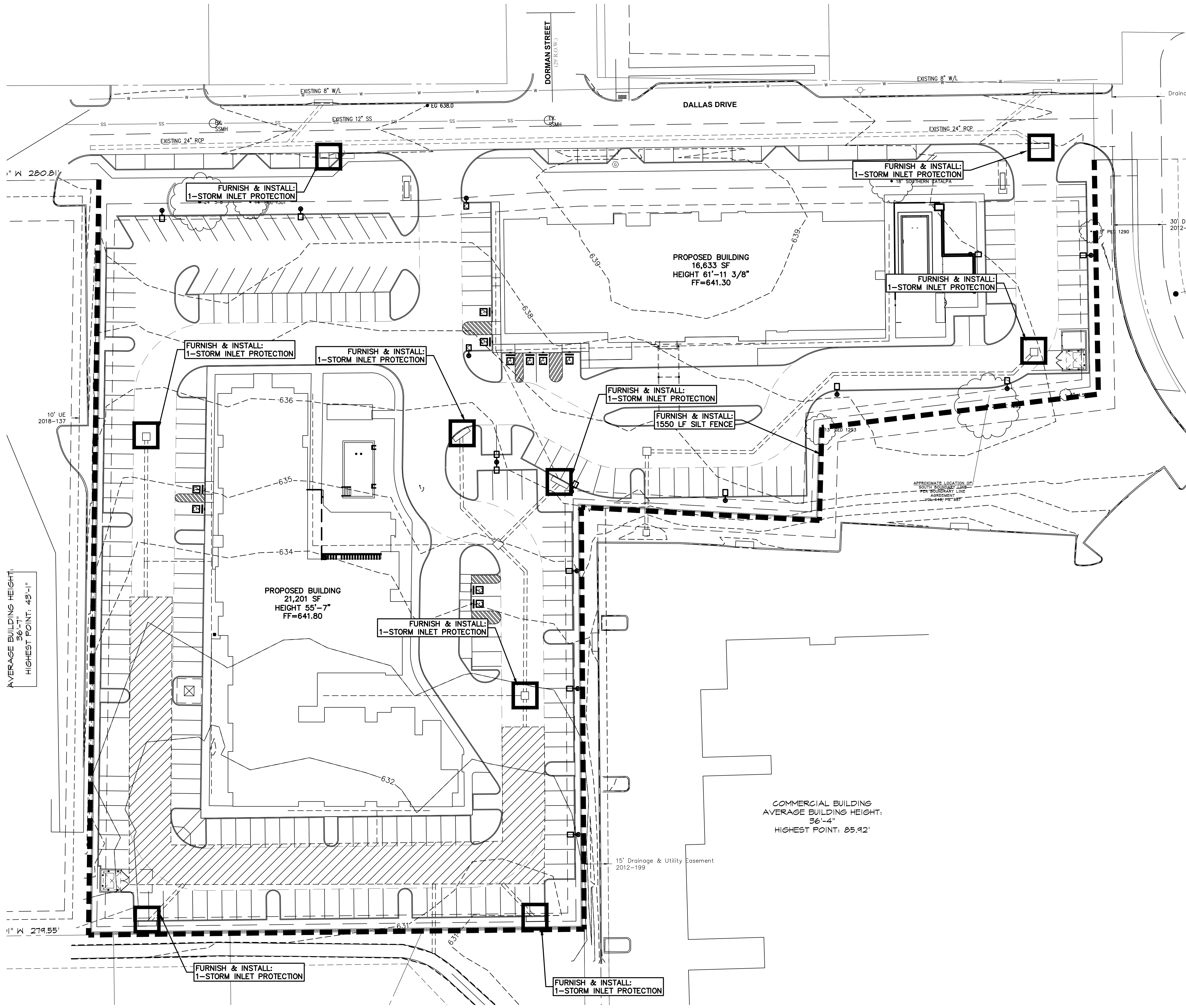


DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4.521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 823
JOHN BACON SURVEY, ABSTRACT NO. 1585
CITY OF ROANOKE
DENTON COUNTY, TEXAS

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TBP# 19762 TBP L.S. 0184440
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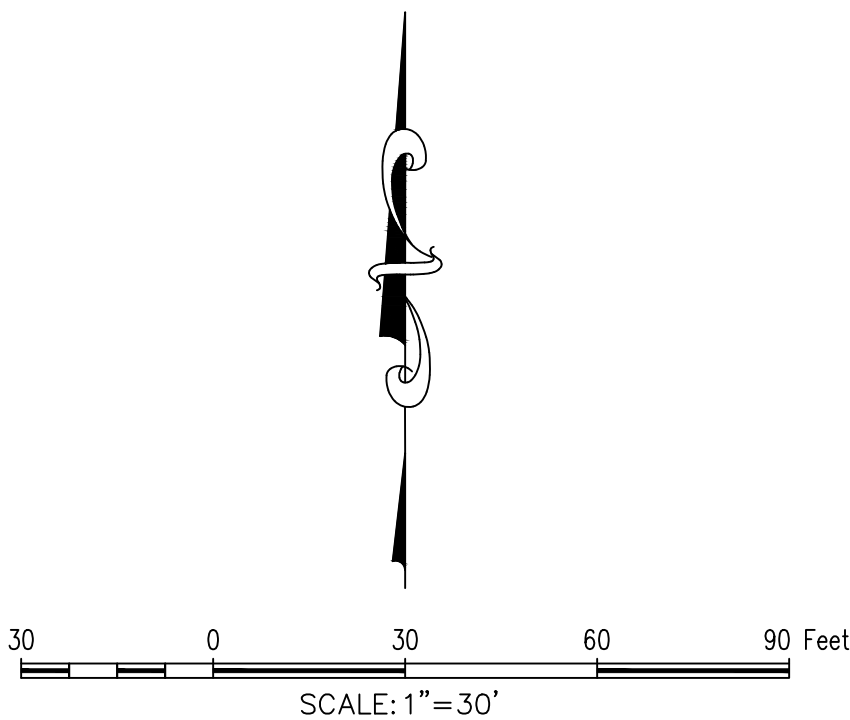
DALLAS HOTEL

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Plotted: 6/7/2023 2:38 PM by Derrick Jones, Saved: 6/7/2023 2:28 PM by eo



AVERAGE BUILDING HEIGHT:
36'-7"
HIGHEST POINT: 43'-1"

COMMERCIAL BUILDING
AVERAGE BUILDING HEIGHT:
36'-4"
HIGHEST POINT: 85.92'



GENERAL NOTES

1. THE CITY OF ROANOKE'S CONSTRUCTION STANDARDS APPLY WHETHER INDICATED ON THESE PLANS OR NOT.

BMP LEGEND:

- Silt Fence
- Inlet Protection
- Construction Entrance

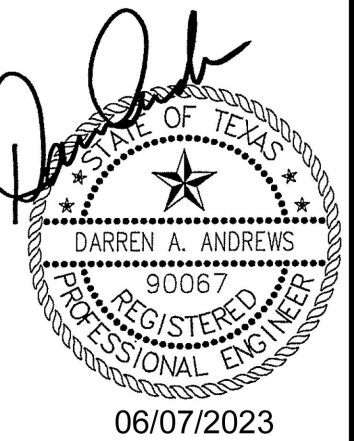
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TBP#: 19762 TBP#S: 1018440
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CITY OF ROANOKE
DENTON COUNTY, TEXAS

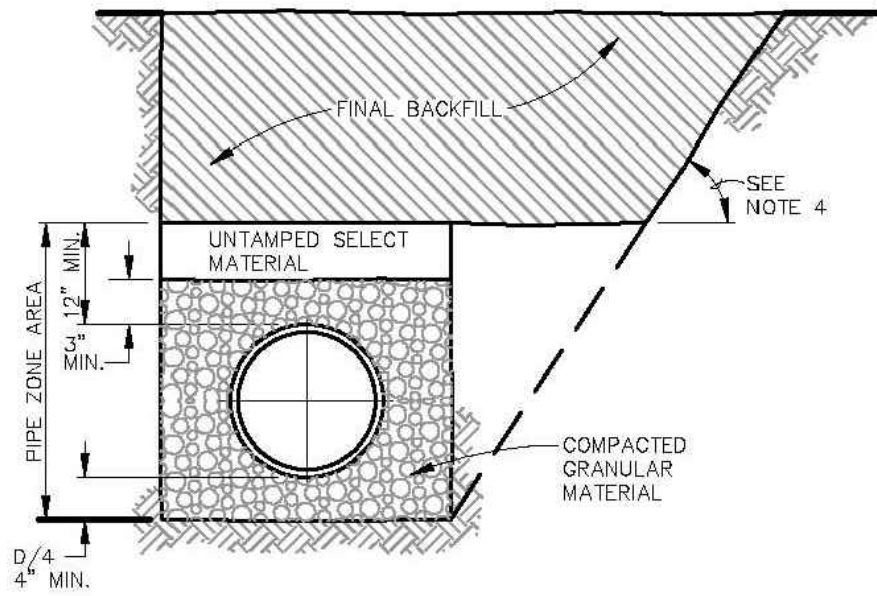
EROSION CONTROL
PLAN (PHASE II)



Drawn By: DJ
Date: 06/07/2023
Scale: 1"=30'
Revisions:

ICO22001

C6.02



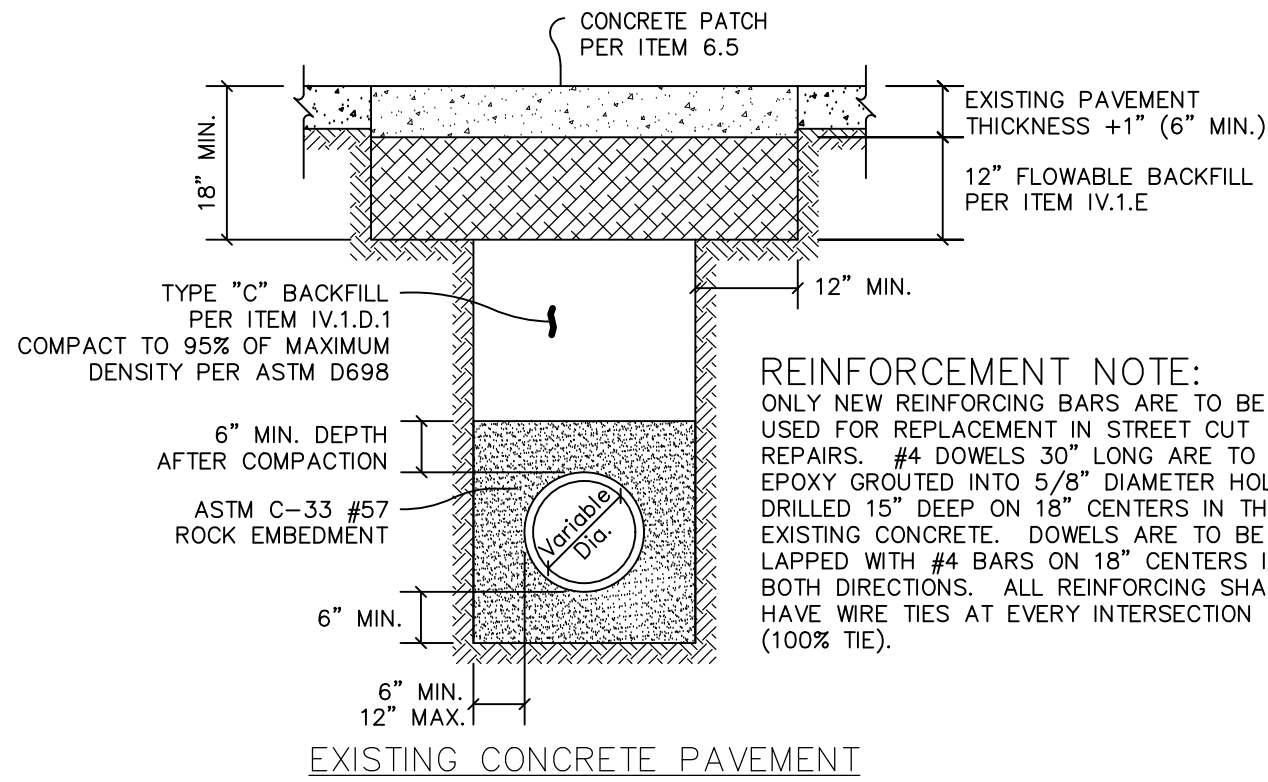
STORM SEWER EMBEDMENT AND BACKFILL

EMBEDMENT NOTES:

- WHERE THE MAXIMUM TRENCH WIDTH IS EXCEEDED, THE CONTRACTOR SHALL PROVIDE ADDITIONAL SUITABLE BEDDING THAT WILL ADEQUATELY RESIST THE ADDITIONAL EXTERNAL LOAD, AND THE ADDITIONAL COST SHALL BE BORNE BY THE CONTRACTOR.
- FINAL BACKFILL SHALL BE MATERIAL EXCAVATED FROM TRENCH MECHANICALLY COMPACTED TO A DENSITY NO LESS THAN 95% (AT OR NO MORE THAN 3% ABOVE OPTIMUM MOISTURE) OF STANDARD PROCTOR (ASTM D-698).
- THE MINIMUM AND MAXIMUM TRENCH WIDTHS SHALL BE ESTABLISHED BY HORIZONTAL MEASUREMENTS MADE AT AN ELEVATION IN THE TRENCH WHICH IS TWELVE (12) INCHES ABOVE THE TOP OF THE PIPE WHEN IT IS LAID TO GRADE. THAT PORTION OF THE TRENCH BELOW THIS REFERENCE PLANE IS DEFINED AS THE PIPE ZONE AREA.
- THE TRENCH WALLS IN THE PIPE ZONE AREA SHALL BE MAINTAINED VERTICAL. THE CONTRACTOR SHALL HAVE THE OPTION OF MAKING THE TRENCH WALLS ABOVE THE PIPE ZONE EITHER VERTICAL OR SLOPED, BUT IT SHALL BE HIS FULL RESPONSIBILITY TO PROVIDE ALL SHORING NECESSARY TO STAY WITHIN THE EASEMENT PROVIDED OR SECURE ADDITIONAL WORKING ROOM IF HE ELECTS TO SLOPE THE TRENCH WALLS OUTSIDE THE EASEMENT PROVIDED, ALL IN ACCORDANCE WITH THE APPLICABLE FEDERAL OCCUPATIONAL SAFETY AND HEALTH STANDARDS.

GENERAL NOTES:

- ALL CONCRETE SHALL BE CLASS "A" (5 BAGS OF CEMENT PER C.Y. AND A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 3000 PSI). ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4" UNLESS INCORPORATED INTO SIDEWALK.
- IN GENERAL, REINFORCING STEEL SHALL BE NO. 4 BARS, ON 12" CENTERS EACH WAY FOR GUTTER, BOTTOM SLAB, ENDS, AND FRONT AND BACK WALLS, AND NO. 4 BARS ON 6" CENTERS EACH WAY FOR TOP SLAB IN BOTH INLETS AND EXTENSIONS. ADDITIONAL REINFORCING STEEL SHALL BE PLACED AROUND MANHOLES AS SHOWN.
- ALL REINFORCING STEEL SHALL BE OPEN HEARTH NEW BILLET STEEL OF INTERMEDIATE OR HARD GRADE CONFORMING TO ASTM A-15. DEFORMATIONS SHALL CONFORM TO ASTM A-305-80T.
- ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2".
- 8" OF EXISTING CURB AND GUTTER, UPSTREAM AND 4" OF EXISTING CURB AND GUTTER DOWNSTREAM SHALL BE REMOVED AND RE-POURED INTEGRALLY WITH EACH INLET.
- DIMENSIONS RELATING TO REINFORCING STEEL ARE TO THE CENTER OF BARS.
- ALL BACKFILL SHALL BE PERFORMED BY MECHANICAL TAMPING.
- PRECAST INLETS MUST BE APPROVED BY CITY ENGINEER.
- ALL STORM SEWER MUST BE VIDEO INSPECTED BY CONTRACTOR. CONTRACTOR SHALL FURNISH THE CITY WITH DVD FOR APPROVAL PRIOR TO ACCEPTANCE.
- ALL STORM DRAIN STRUCTURES 36" DEEP OR DEEPER MUST HAVE FIBERGLASS STEPS INSTALLED.



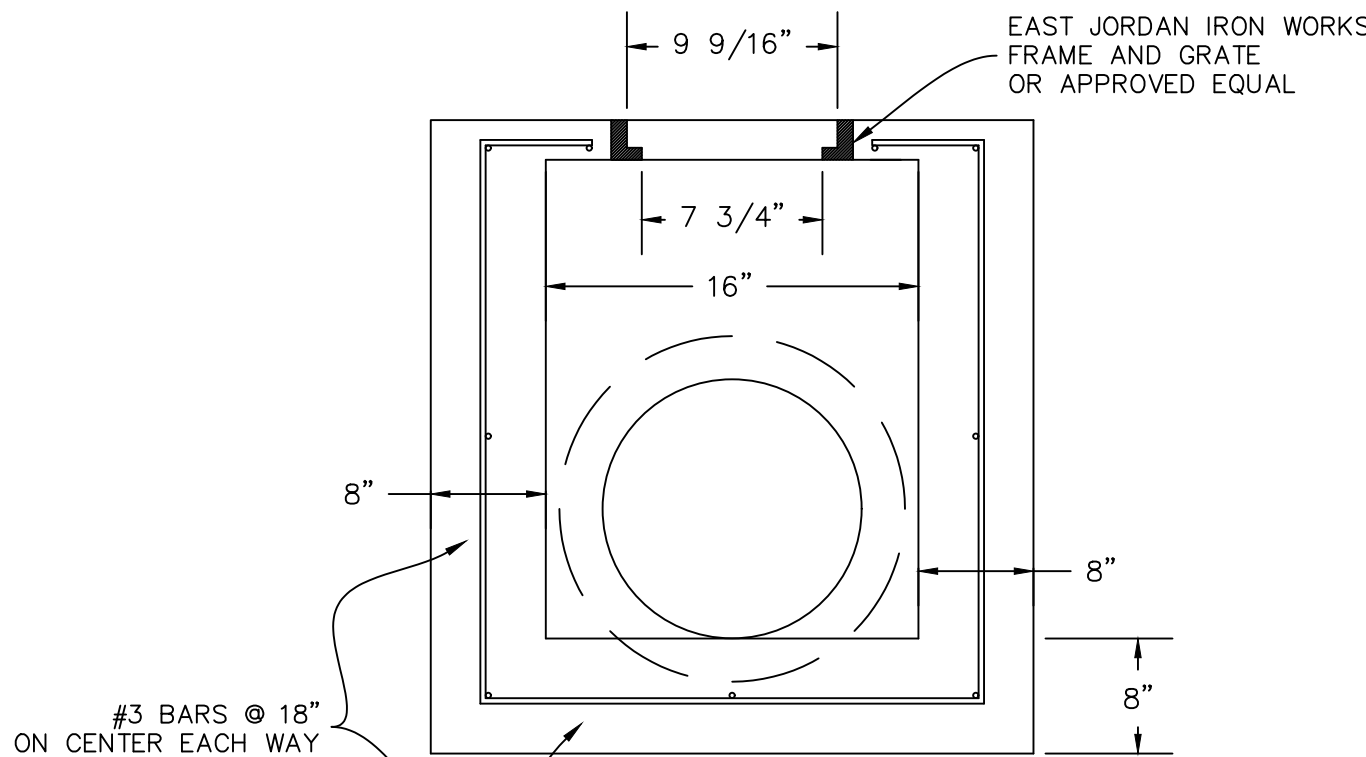
NOTES:

- AT THE END OF EACH WORK DAY, ALL SPOILS SHALL BE REMOVED FROM THE TOWN R.O.W. UNLESS PRIOR WRITTEN PERMISSION IS OBTAINED FROM THE TOWN TO STORE SPOILS IN DESIGNATED SPOIL STORAGE AREAS THAT DO NOT OBSTRUCT AUTOMOBILE OR PEDESTRIAN TRAFFIC.
- ALL PAVEMENT SHALL BE REMOVED ALONG NEAT SAW CUT LINES.
- A MAXIMUM OF 300'-FT OF OPEN TRENCH WILL BE ALLOWED AT ANY TIME, UNLESS APPROVED BY THE TOWN ENGINEER.
- NATIVE MATERIALS ARE NOT ACCEPTABLE FOR USE IN FLOWABLE BACKFILL MIX.
- IN SANDY SOILS THE CRUSHED ROCK EMBEDMENT SHALL BE WRAPPED IN A FILTER FABRIC.

STANDARD STORM SEWER EMBEDMENT AND BACKFILL

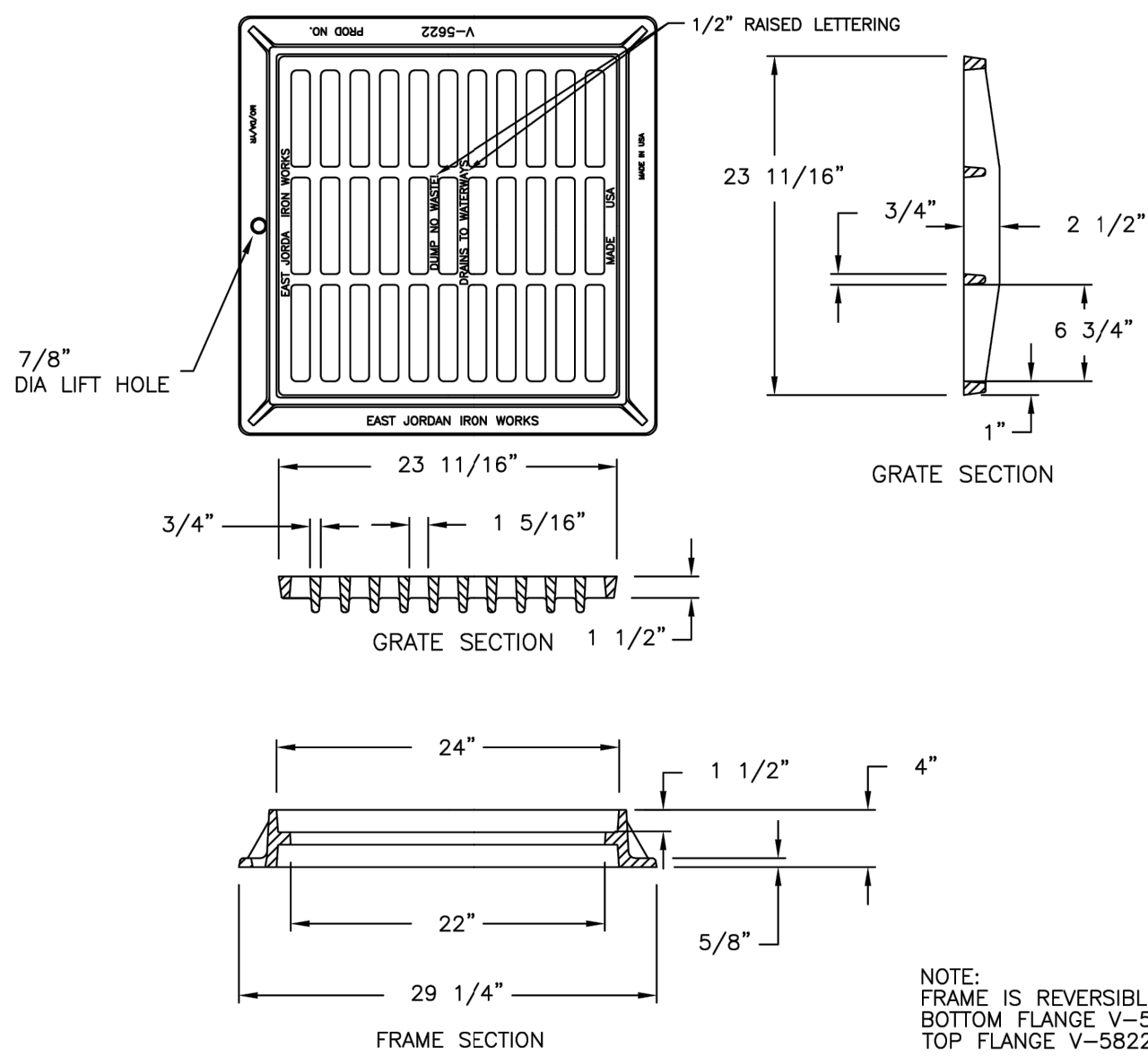
INLET NOTES:

- Concrete shall have a minimum compressive strength of 3,600 psi at 28 days.
- Reinforcing steel shall be grade 60.
- All backfill around inlets shall be mechanically tamped to 95% of the standard proctor density, method TEX-113, with moisture content on the wet side of optimum.
- Outside forms are required on inlets and all forming shall be removed.
- Concrete grout shall be placed in the bottom of the inlet and contoured to slope towards the outlet. Depth of grout at the perimeter of the inlet, except at the outlet, shall be six inches.
- Inlet bottoms shall be placed on moist compacted sand (minimum 4" depth), or undisturbed earth, or rock.



INLET FOR V5708 ASSEMBLY

V-5622/V-5622 ASSEMBLY



Corporate Headquarters
301 Spring Street
PO Box 439
East Jordan, MI 49727-0439
800.874.4100
EJ GROUP ®

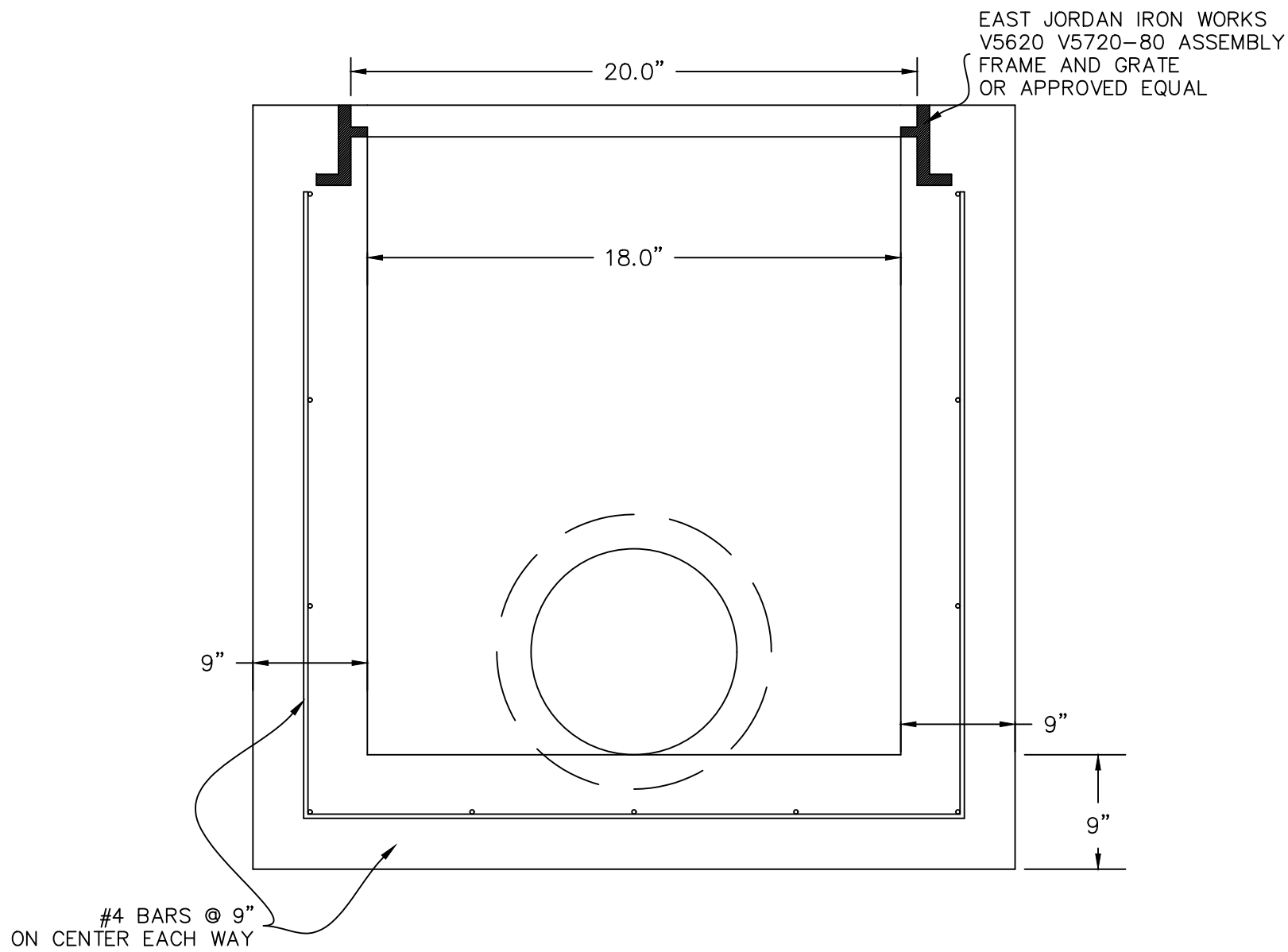
Call Today for More Information 800.626.4653 **EJ EAST JORDAN** WE COVER YOUR INFRASTRUCTURE www.ejw.com MADE IN THE USA

*Weights (lb./ft.) dimensions (inches/mm), and drawings provided for your guidance.
*We reserve the right to modify specifications without prior notice.
*Uncontrolled distribution.

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INLET FOR V5620 V5720-80 ASSEMBLY

PRODUCT NUMBER

45622040

DESIGN FEATURES

MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B
FRAME-GRAY IRON
ASTM A48 CL35B

DESIGN LOAD
HEAVY DUTY

COATING
UNDIPPED

OPEN AREA
290 SQ. IN.

✓ DESIGNATES MACHINED SURFACE

Supplied By:
TRENCH DRAIN SUPPLY
877-903-7246
www.trenchdrainsupply.com

REFERENCE INFORMATION

45622010
45622030

DRAWING DETAILS

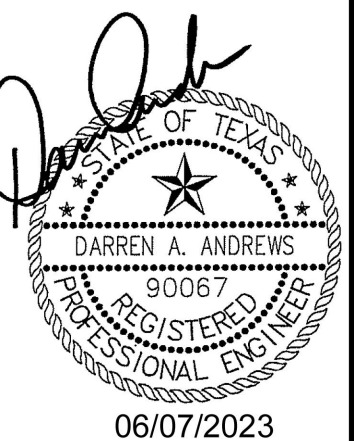
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REVISED BY: JJD 05/27/10

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201 County View Drive
Roanoke, Texas 76262
940.240.1012
TBPE: 19762 TBPLS: 10194440
www.mcadamsco.com



DALLAS HOTEL
ROANOKE LODGING ADDITION
Lot 1 & 2, Block 1
4521 Acres
RICHARD EADS SURVEY, ABSTRACT NO. 389
MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
SURVEY, ABSTRACT NO. 923
JOHN BACON SURVEY, ABSTRACT NO. 1585
CITY OF ROANOKE
DENTON COUNTY, TEXAS

STANDARD STORM SEWER DETAILS

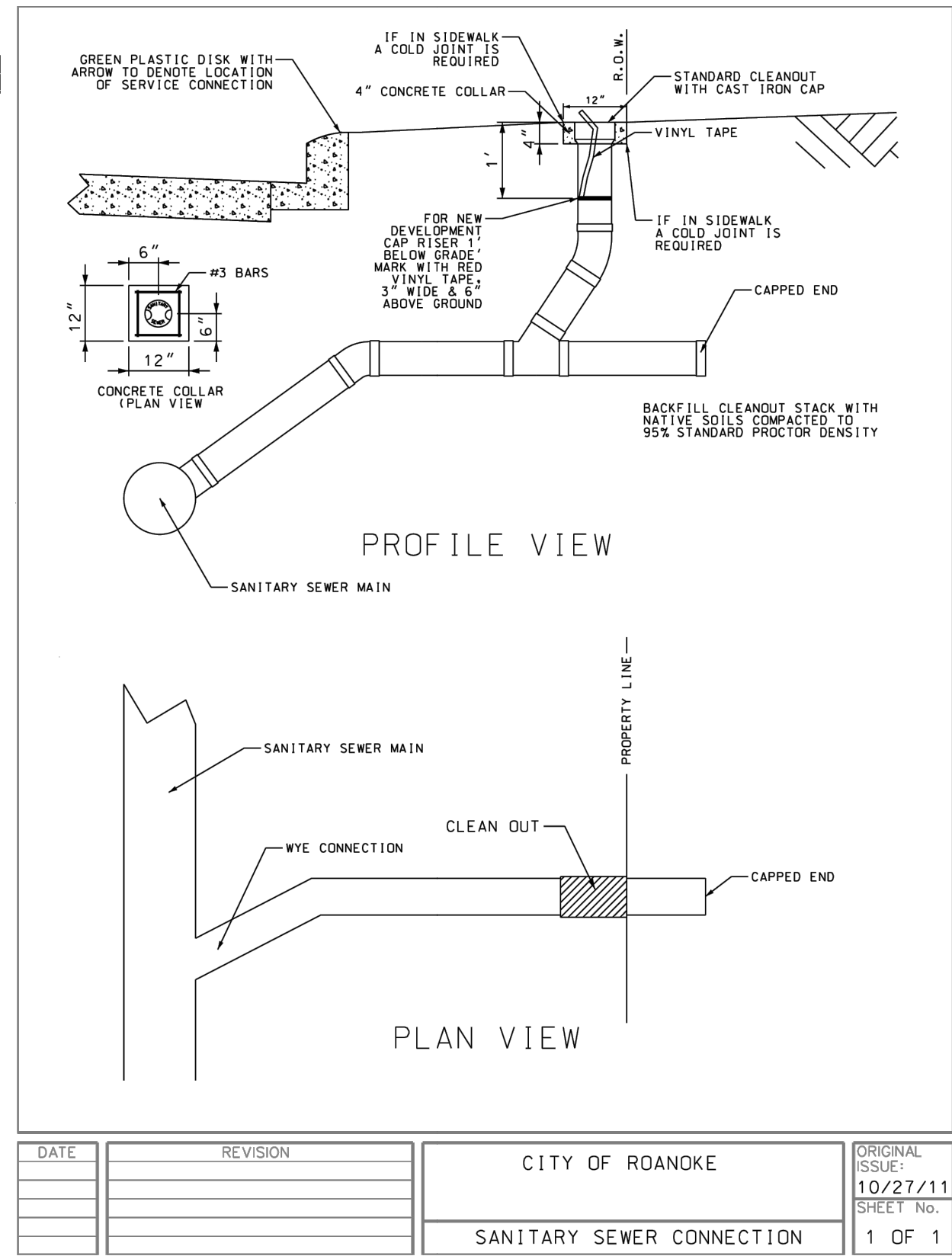
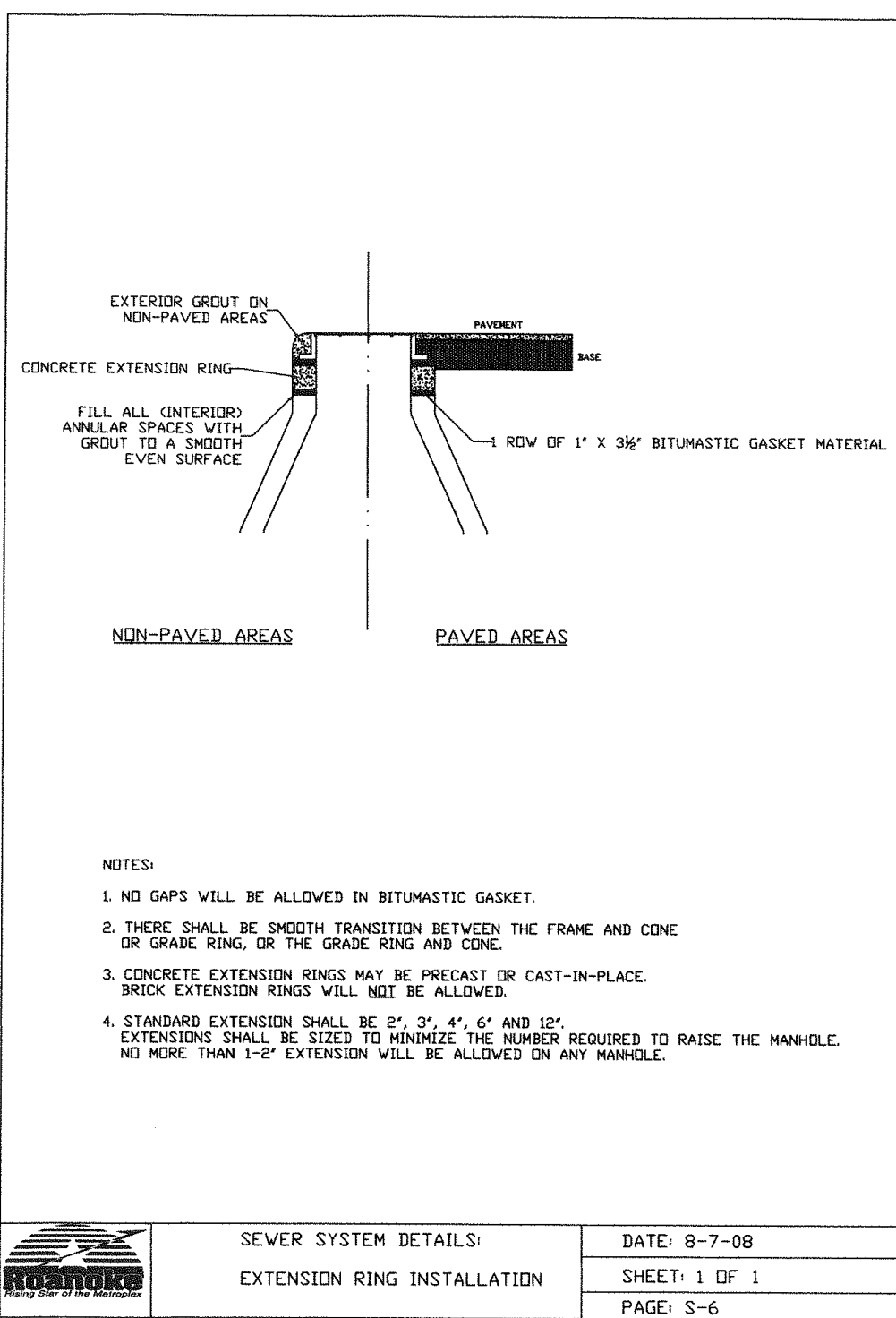
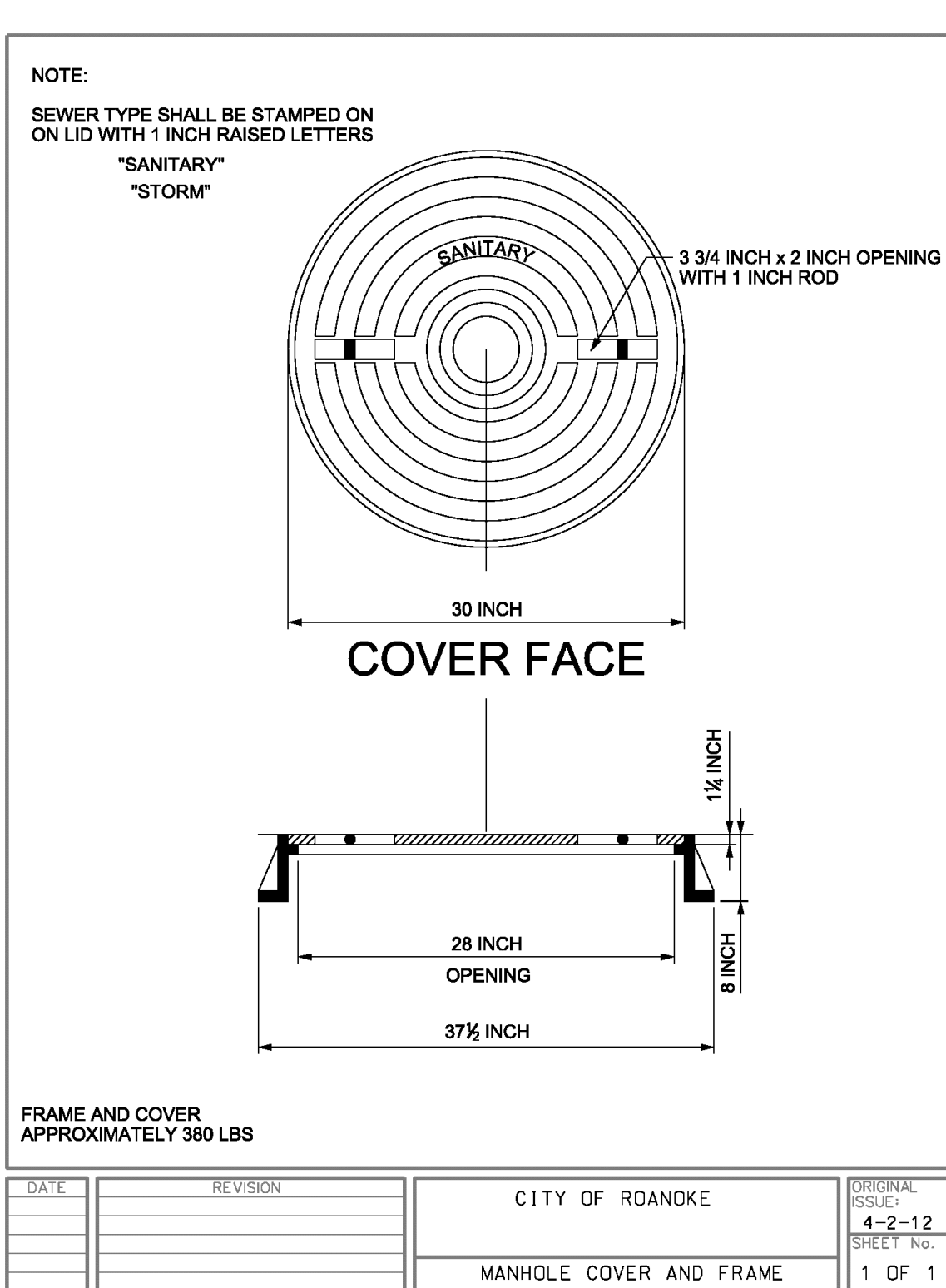
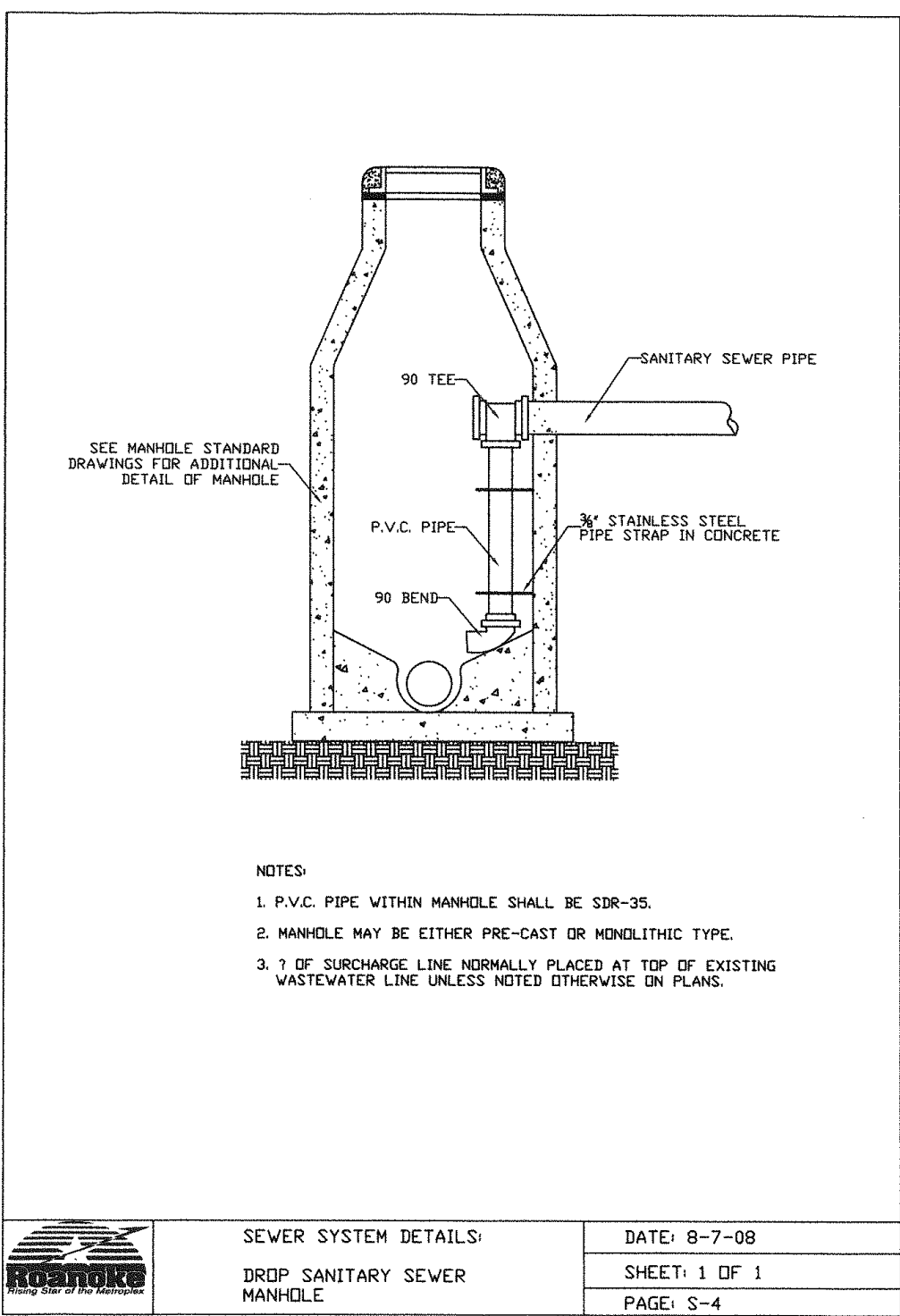
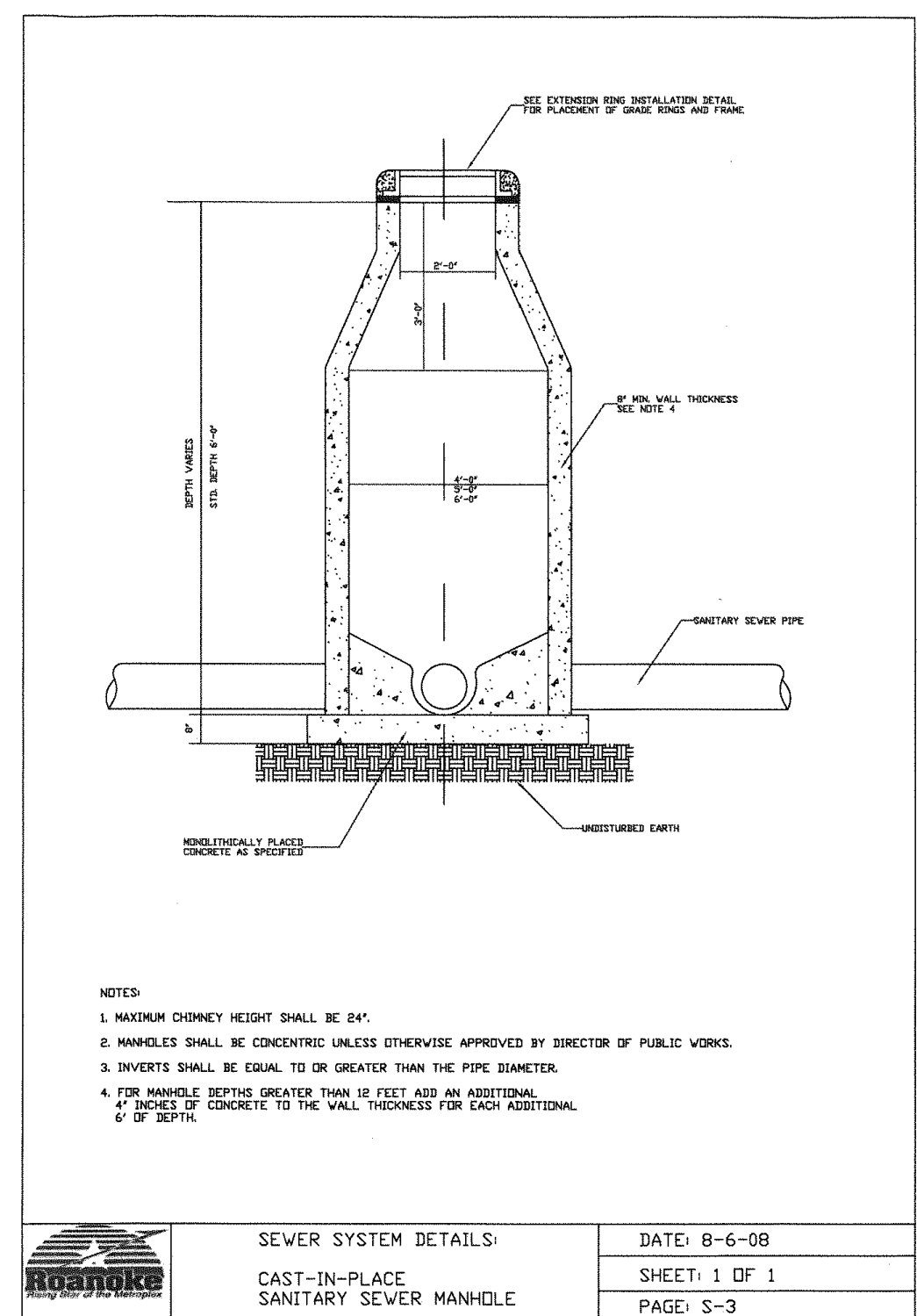
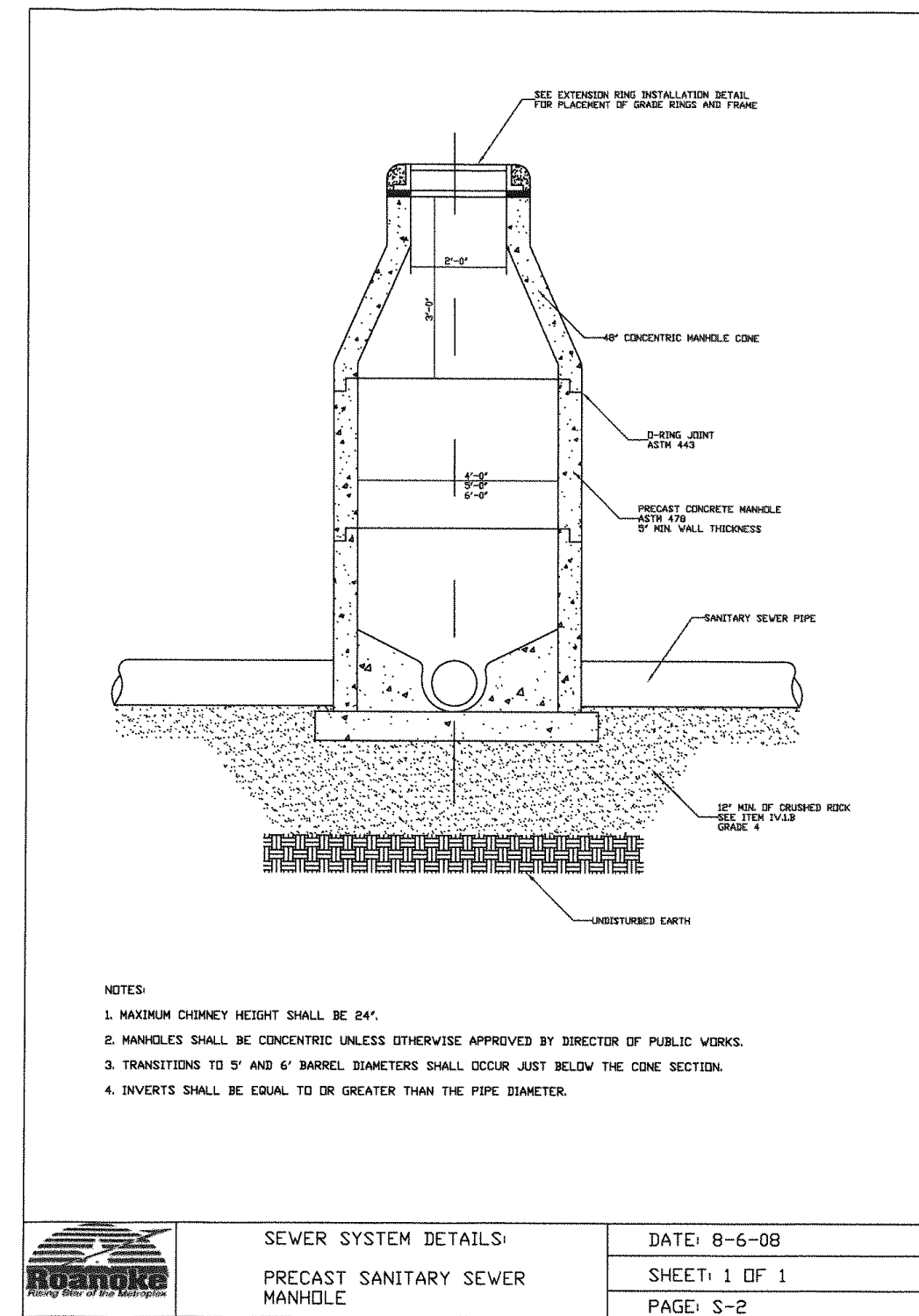
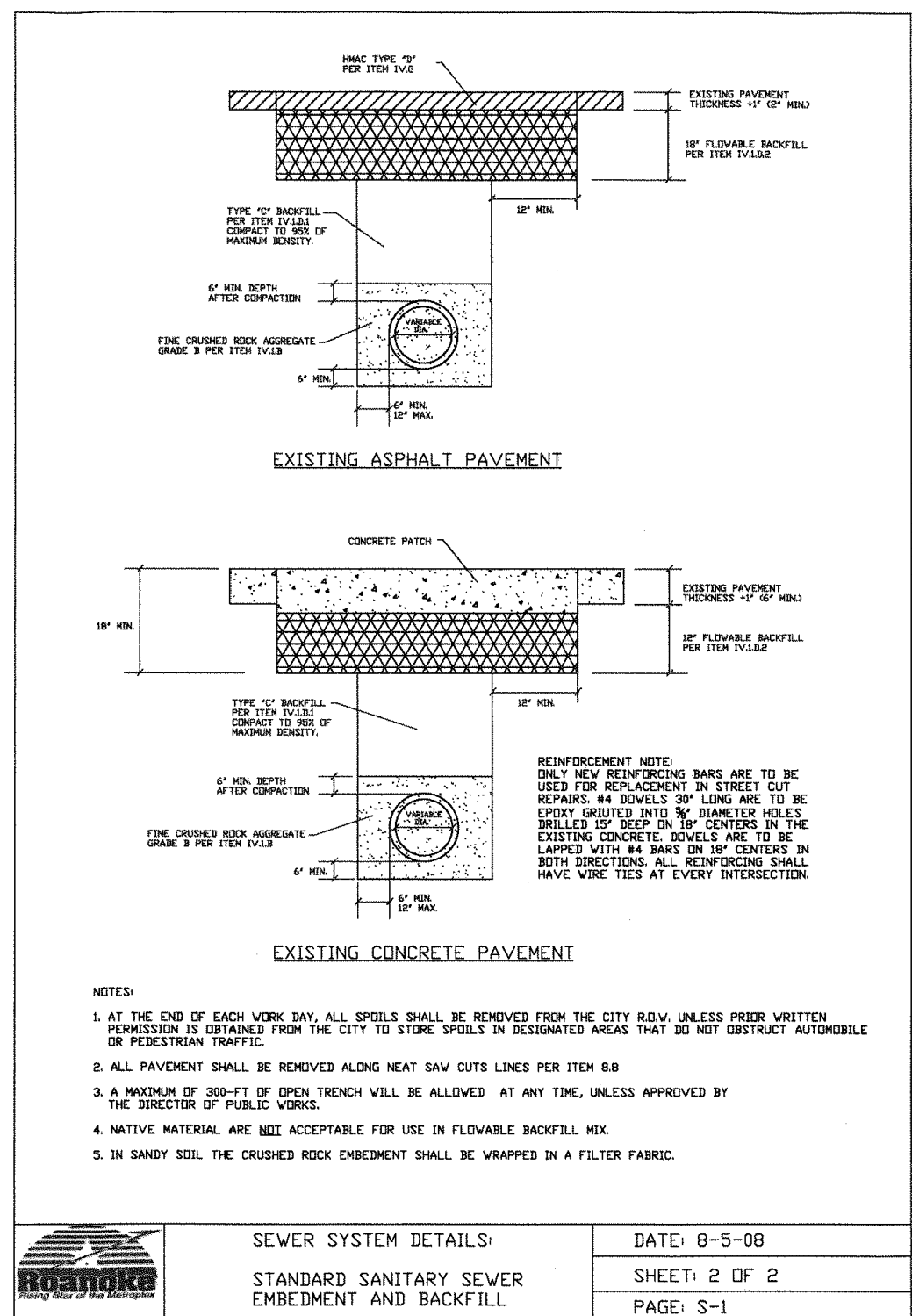
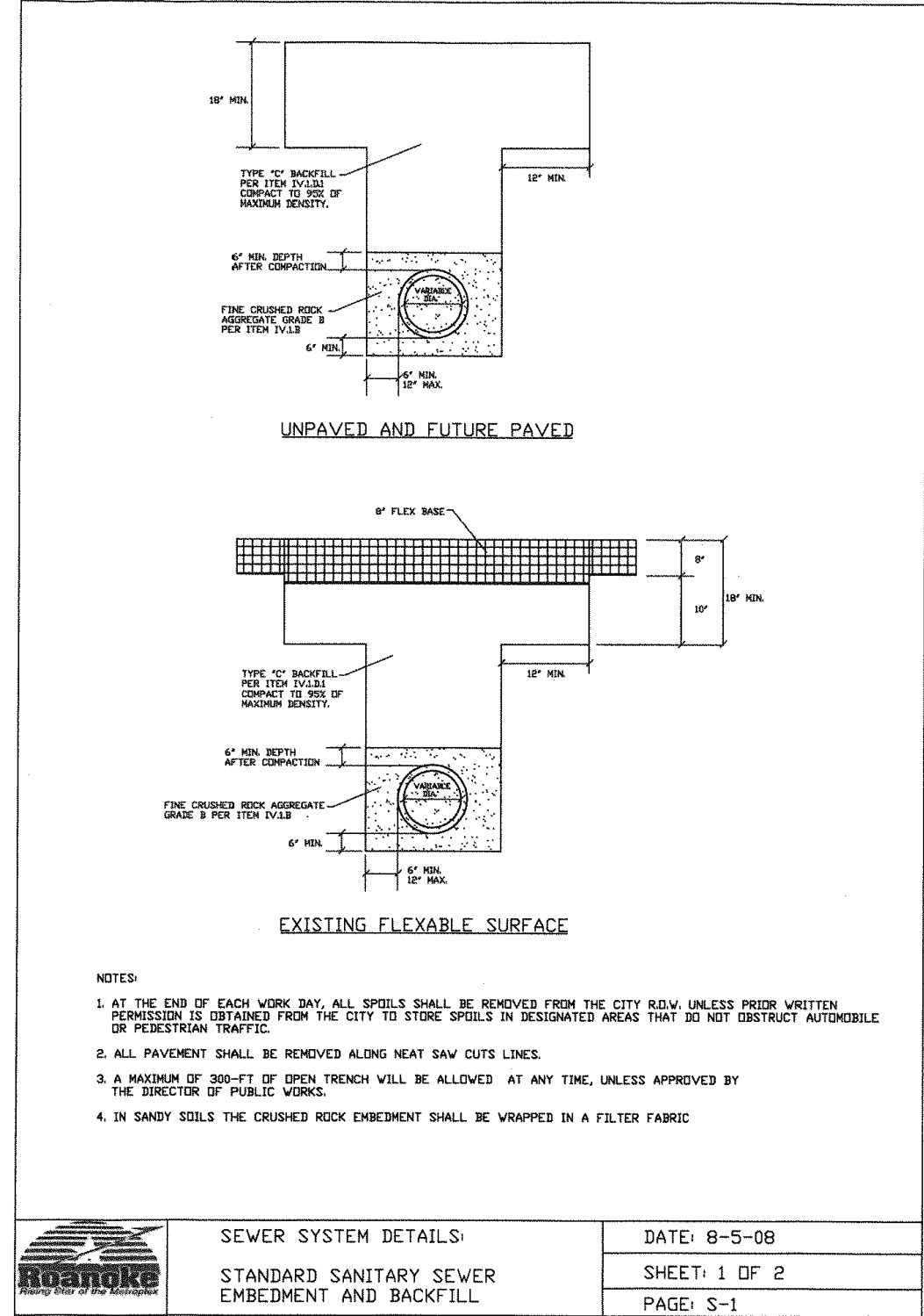


Drawn By: DJ
Date: 06/07/2023
Scale: N.T.S.
Revisions:

ICO22001

C8.00

OWNER/DEVELOPER
ICON LODGING
8951 CYPRESS WATERS BLVD, SUITE 180
CORPELL, TX 75019
Ph. (469) 327-1000
Contact: MR. NICK PATEL



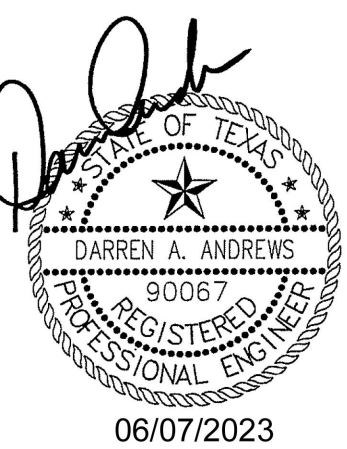
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CITY OF ROANOKE
DENTON COUNTY, TEXAS

STANDARD SEWER DETAILS



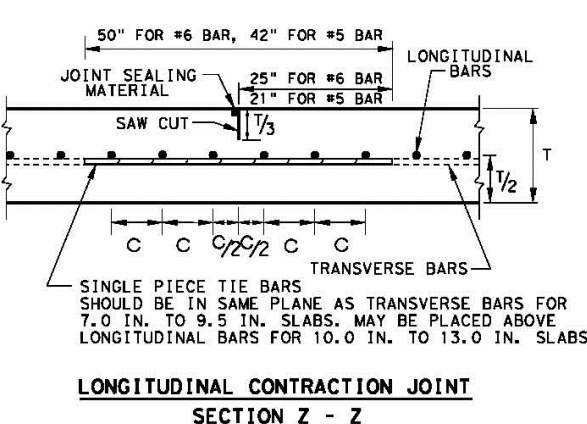
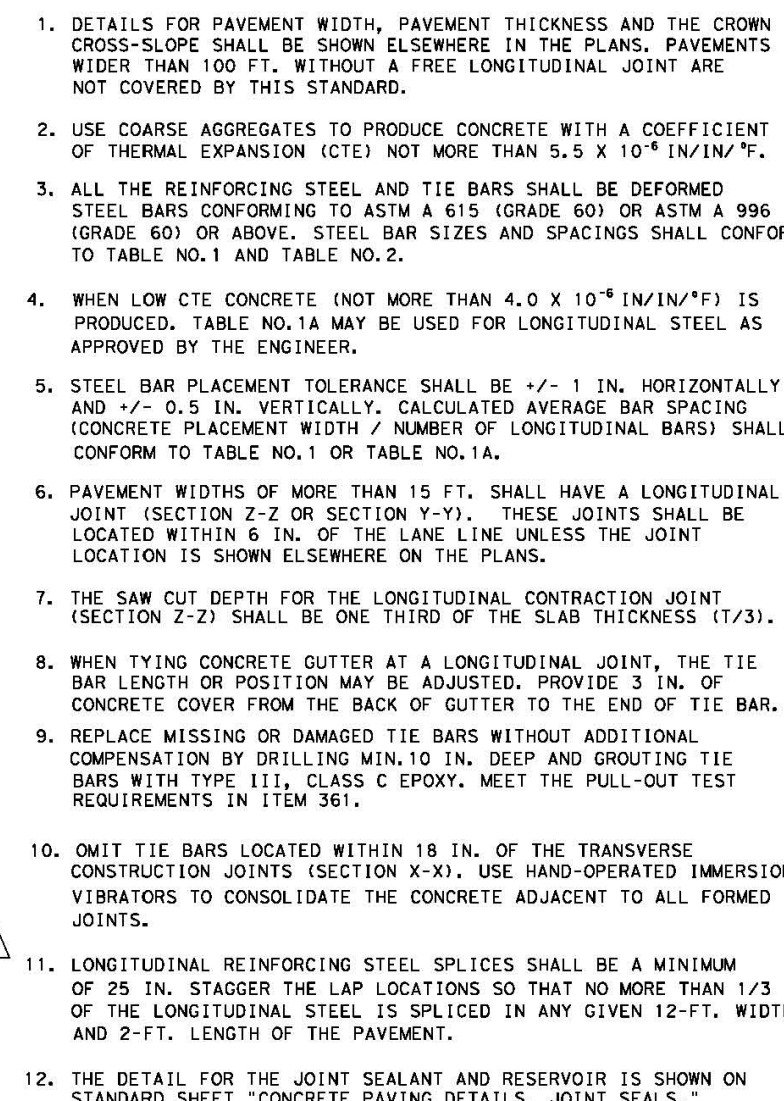
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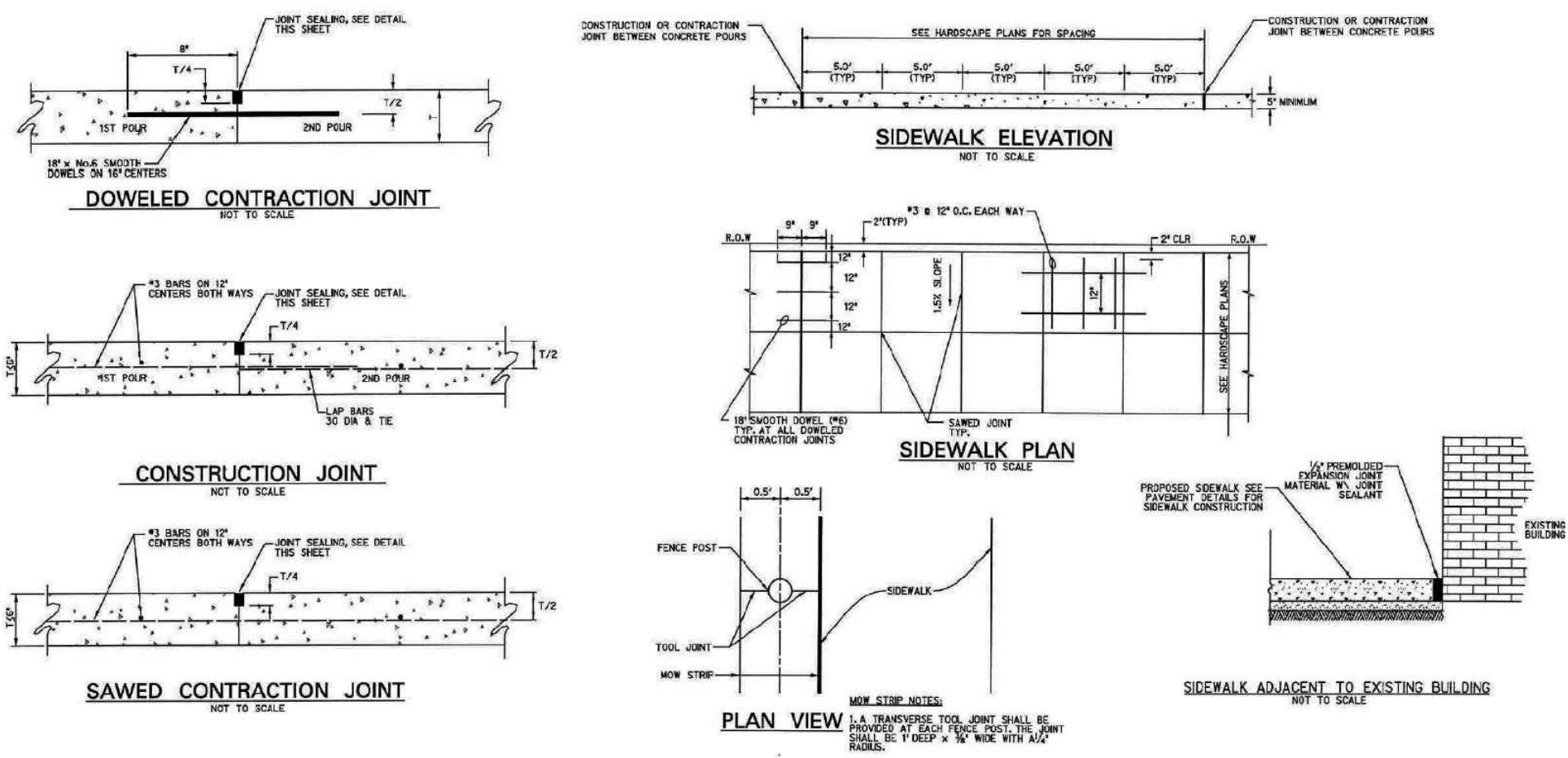
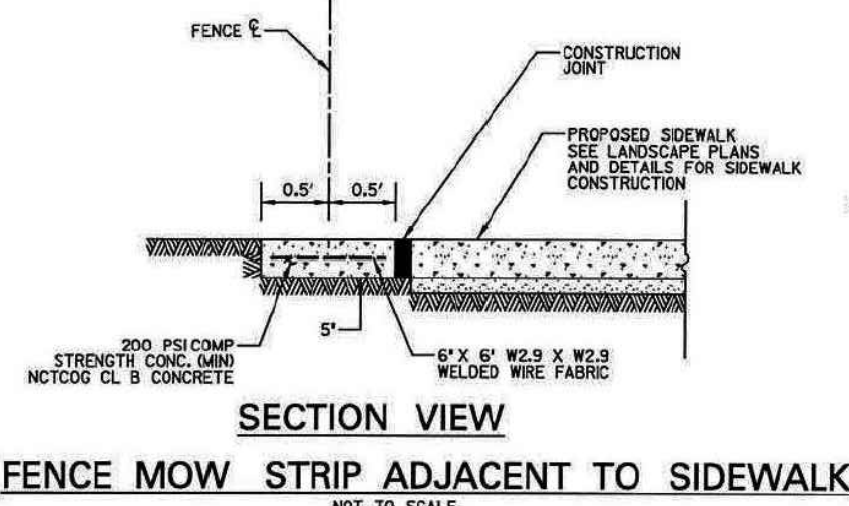
C8.02



SLAB THICKNESS (IN.)	TRANSVERSE STEEL		TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Z-Z)		TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Y-Y)	
	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)
7.0 - 7.5	#5	48	#5	48	#5	24
8.0 - 13.0	#5	48	#6	48	#6	24



SHEET 1 OF 2					
 Texas Department of Transportation				Design Division Standard	
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT ONE LAYER STEEL BAR PLACEMENT T - 7 TO 13 INCHES CRCP (1) - 13					
FILE#	crctp113.dgn	DWG T-7007	CHK JAN	JOB	CHK BM
(C)TxDOT	OCTOBER 2013	CHECK	SLECT	DESIGN	HIGHWAY
REVISIONS					
15/SEP/2011	ADD INV. #12				
SUBPLOT#2 WIDTH= 6' AND 8'-3"					
		DIST.	COUNTY	SHEET NO.	



STANDARD CONSTRUCTION DETAILS

06/07/2023

Drawn By: DJ
Date: 06/07/2023
Scale: N.T.S.
Revisions:

ICO22001

C8.05



AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: PH Notice - ORD NO 2023-108 Amending Maximum Height in Business Park Districts by SUP

MEETING DATE: August 7, 2023

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending Chapter 12, Article III, Division 13, by amending Section 12.452 of the Code of Ordinances, entitled "Height Regulations" for Business Park Districts by authorizing the maximum height in Business Park Districts to exceed forty feet (40') in height by Specific Use Permit (SUP) Only. (Ordinance No. 2023-108)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2023-108 - Text Amendment - Height Regulations in Business Park District - SUP



City of Roanoke

Notice of Public Hearing

Zoning Amendment

NOTICE OF PUBLIC HEARING CITY OF ROANOKE ZONING AMENDMENT

Planning and Zoning Commission

THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, AUGUST 7, 2023, TO CONSIDER AMENDING CHAPTER 12, ARTICLE III, DIVISION 13, BY AMENDING SECTION 12.452 OF THE CODE OF ORDINANCES, ENTITLED "HEIGHT REGULATIONS" FOR BUSINESS PARK DISTRICTS BY AUTHORIZING THE MAXIMUM HEIGHT IN BUSINESS PARK DISTRICTS TO EXCEED FORTY FEET (40') IN HEIGHT BY SPECIFIC USE PERMIT (SUP) ONLY. 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 Council

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON MONDAY, AUGUST 21, 2023, TO CONSIDER AMENDING CHAPTER 12, ARTICLE III, DIVISION 13, BY AMENDING SECTION 12.452 OF THE CODE OF ORDINANCES, ENTITLED "HEIGHT REGULATIONS" FOR BUSINESS PARK DISTRICTS BY AUTHORIZING THE MAXIMUM HEIGHT IN BUSINESS PARK DISTRICTS TO EXCEED FORTY FEET (40') IN HEIGHT BY SPECIFIC USE PERMIT (SUP) ONLY. 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 Thursday, July 19, 2023, by 5:00 p.m.

April S. Hill, City Secretary

Persons with disabilities who plan to attend this meeting, who may need auxiliary aids or services are requested to contact April S. Hill, City Secretary, at City Hall, (817) 491-2411 two (2) days prior to the meeting so that appropriate arrangements can be made. **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: Planning and Zoning Commission

SUBJECT: Text Amendment - Business Park (BP) District to Business Park – Specific Use Permit District (BP-SUP) to allow a building or accessory structures exceeding forty feet (40').

MEETING DATE: August 7, 2023

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and recommendation on a text amendment request to consider amending Chapter 12, Article III, Division 13 of the code of ordinances by amending Section 12.452, entitled “Height Regulations” for The BP, Business Park, district by authorizing the maximum height in The BP, Business Park, district to exceed forty feet (40') in height by Specific Use Permit (SUP) only. (Ordinance No. 2023-108)

INFORMATION:

The text amendment was initiated by an applicant that is proposing a building exceeding the maximum height of forty feet (40'). Staff recommended the applicant request the amendment in the BP, Business Park, district by Specific Use Permit (SUP) in order for the city to evaluate the impact of the special use on, and the compatibility of the use with, surrounding properties and neighborhoods to ensure the appropriateness of the use at a particular location.

The BP, Business Park, district is intended primarily for the conduct of light manufacturing, assembling and fabrication activities, and for warehousing, research and development, wholesale and service operations that do not typically depend upon frequent customer or client visits. Such uses do require accessibility to major thoroughfares, major highways, and/or other means of transportation such as the railroad.

STAFF RECOMMENDATION:

Staff recommends approval of the amendment by SUP only, so that the city may consider approval of the building proposal from this applicant and potential future proposals for buildings exceeding the maximum of forty-feet (40').

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:



AGENDA ITEM

ATTACHMENTS:

1. Zoning Application - AIL Investment LP 6.27.23
2. Elevation Exhibit
3. ORD NO 2023-108 - Zoning Amendment - Height Regulations in Business Park Districts
- SUP amendment - Redline Version
4. ORD NO 2023-108 - Zoning Amendment - Height Regulations in Business Park Districts
- SUP amendment



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

ZONING APPLICATION

Applicant/Agent Name AIL Investment LP attn.: Joe Schneider		Home Phone N/A	Mobile Phone 817-224-6054
Address 9800 Hillwood Parkway Suite 300		City / State Fort Worth, TX	Zip 76177
Property Owner(s) AIL Investment LP		Home Phone N/A	Work Phone 817-224-6054
Address, City, State, Zip 9800 Hillwood Parkway Suite 300, Fort Worth, TX 76177			
Present Zoning Classification Business Park	Requested Zoning Classification Business Park Amendment	Acreage/Lot of Requested Zoning Classification Change requested for all Business Park Zoning District zoned property.	

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 N/A

Justification for requested zoning change: Consideration of an increase in maximum height within the Business Park Zoning District to be achieved through an Special Use Permit.

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.


Applicant Signature and Date

Bill Burton on
behalf of AIL
Investment, L.P.

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 AIL Investment, L.P. owner(s) of the above described property do hereby authorize
AIL Investment, L.P. to act on my/our behalf in making and representing this zoning
change application.



Signature of owner

6.27.23

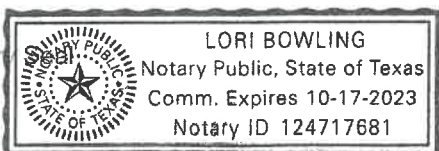
Date

State of Texas

County of Tarrant

Sworn to and subscribed before me on the 27 day of June, 23, by Bill Burton
(year) (name of owner).

Notary




Notary Public's Signature

08/23/2019

Items for consideration:

Maximum Height Regulations:

Within Section 12.452 of the Code of Ordinances of Roanoke, Texas; we are proposing the below additional language.

Sec. 12.452. Height Regulations.

{a} *Maximum Height.*

{1} Two {2} stories or forty feet {40'} for the main building(s), except maximum height shall be twenty-five feet {25'} for any portion of a building that is located within one hundred and fifty feet {150'} of a residential zoning district. **Any portion of the building or accessory structures exceeding 40' may be approved by SUP in this District only.**

{2} Other (article VII, division 6 of this chapter).

(Ord. No. 2010-100, § 2, adopted 1/12/2010)

ORDINANCE No. 2023-108

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE, BY AMENDING CHAPTER 12, ARTICLE III, DIVISION 13 OF THE CODE OF ORDINANCES BY AMENDING SECTION 12.452, ENTITLED “HEIGHT REGULATIONS” FOR BUSINESS PARK DISTRICTS BY AUTHORIZING THE MAXIMUM HEIGHT IN BUSINESS PARK DISTRICTS TO EXCEED FORTY FEET (40’) IN HEIGHT BY SPECIFIC USE PERMIT (SUP) ONLY; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALER CLAUSE; AND PROVIDING 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

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 13 of the Code of Ordinances of the City of Roanoke, Texas, is hereby amended by amending section 12.452, entitled “Height Regulations,” which shall read as follows:

“Sec. 12.452. - Height Regulations.

(a) *Maximum Height.*

- (1) Two (2) stories or forty feet (40') for the main building(s), except maximum height shall be twenty-five feet (25') for any portion of a building that is located within one hundred and fifty feet (150') of a residential zoning district. Any portion of the

building or accessory structures exceeding forty feet (40') may be approved by specific use permit (SUP) in the Business Park District.

(2) Other (article VII, division 6 of this chapter)."

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. 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 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 21st day of August, 2023.

APPROVED:

Carl E. Gierisch, Jr., Mayor

ATTEST:

April S. Hill, City Secretary

APPROVED AS TO FORM:

Jeff Moore, City Attorney

ORDINANCE No. 2023-108

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE, BY AMENDING CHAPTER 12, ARTICLE III, DIVISION 13 OF THE CODE OF ORDINANCES BY AMENDING SECTION 12.452, ENTITLED “HEIGHT REGULATIONS” FOR BUSINESS PARK DISTRICTS BY AUTHORIZING THE MAXIMUM HEIGHT IN BUSINESS PARK DISTRICTS TO EXCEED FORTY FEET (40’) IN HEIGHT BY SPECIFIC USE PERMIT (SUP) ONLY; PROVIDING A PENALTY CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALER CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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PASSED, APPROVED AND ADOPTED by the City Council of the City of Roanoke, Texas, on this the 21st day of August, 2023.

APPROVED:

Carl E. Gierisch, Jr., Mayor

ATTEST:

April S. Hill, City Secretary

APPROVED AS TO FORM:

Jeff Moore, City Attorney



AGENDA ITEM

TO:

SUBJECT:

MEETING DATE: August 7, 2023

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, for an approximately 17.122-acre tract of land in the L.H. Dotson Survey, Abstract No. 383, and the Mep & Prr Co. Survey, Abstract Number 923, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Business Park (BP) District to Business Park – Specific Use Permit District (BP-SUP) to allow a building or accessory structures exceeding forty feet (40'). (Ordinance No. 2023-109)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2023-109 - SUP-2023-02 - Rezone - BP to BP-SUP - height exceed 40 feet - 17.122 acres



City of Roanoke

Notice of Public Hearing

Zoning Amendment

NOTICE OF PUBLIC HEARING ZONING AMENDMENT

Roanoke Planning and Zoning Commission SUP 2023-02

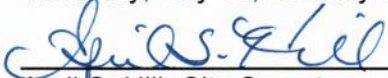
THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, AUGUST 7, 2023, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, FOR AN APPROXIMATELY 17.122-ACRE TRACT OF LAND IN THE L.H. DOTSON SURVEY, ABSTRACT NO. 383, AND THE MEP & PRR CO. SURVEY, ABSTRACT NUMBER 923, CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING ON SAID TRACT OF LAND FROM BUSINESS PARK (BP) DISTRICT TO BUSINESS PARK – SPECIFIC USE PERMIT DISTRICT (BP-SUP) TO ALLOW A BUILDING OR ACCESSORY STRUCTURES EXCEEDING FORTY FEET (40'). THE PUBLIC HEARING WILL BE HELD AT 7:00 P.M. AT THE ROANOKE CITY HALL LOCATED AT 500 S OAK STREET, ROANOKE, TEXAS.

Roanoke City Council SUP 2023-02

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON MONDAY, AUGUST 21, 2023, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, FOR AN APPROXIMATELY 17.122-ACRE TRACT OF LAND IN THE L.H. DOTSON SURVEY, ABSTRACT NO. 383, AND THE MEP & PRR CO. SURVEY, ABSTRACT NUMBER 923, CITY OF ROANOKE, DENTON COUNTY, TEXAS, BY CHANGING THE ZONING ON SAID TRACT OF LAND FROM BUSINESS PARK (BP) DISTRICT TO BUSINESS PARK – SPECIFIC USE PERMIT DISTRICT (BP-SUP) TO ALLOW A BUILDING OR ACCESSORY STRUCTURES EXCEEDING FORTY FEET (40'). 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 Thursday, July 19, 2023 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: Planning and Zoning Commission

SUBJECT: Specific Use Permit (SUP 2023-02) 17.122-acre tract - Henrietta Creek Rd.

MEETING DATE: August 7, 2023

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and recommendation on a Specific Use Permit (SUP 2023-02) for an approximately 17.122-acre tract of land in the L.H. Dotson survey, abstract no. 383, and the MEP & PRR Co. survey, abstract number 923, City of Roanoke, Denton County, Texas, by changing the zoning on said tract of land from Business Park (BP) District to Business Park – Specific Use Permit District (BP-SUP) to allow a building or accessory structures exceeding the height of forty feet (40'). (Ordinance No. 2023-109)

The property is generally located on the north side of Henrietta Creek Rd., approximately 1/4 mile west of U.S. Hwy 377. The property is behind an existing warehouse with the address of 700-724 Henrietta Creek Rd.

INFORMATION:

Zoning: Business Park

The maximum height in the BP, Business Park, district is forty feet (40'). A proposal exceeding this height, can be considered by Specific Use Permit (SUP).

The proposal is for an increase in building height to seventy feet (70') for 90% of the building footprint and one-hundred twenty-two feet (122') feet for 10% of the building footprint.

Use:

Dry mix mortar manufacturing, consisting of mixing sand, cement, and other components to produce a setting compound used for tile installation. The final mixture is then bagged, palletized, and shipped either by rail or truck.

The process also includes a dust collection and filtering system to minimize air particulates. Outside noise issues are relegated to the transfer of raw materials into the storage silos and are less than 85db. No public utilities are used as part of the production process. No onsite sales or outside storage of the product.

Hours of operation:

6:00am until 3:00am (2 shifts), moving to a 3 shift 24/5 operation in year three. Each shift would be approximately 15 employees with a mix of office, material handling and maintenance workers. Full



AGENDA ITEM

capacity after 3 years is expected to be 43 full-time employees.

Parking Requirements: Required: 71 Provided: 55

The current zoning ordinance requires 1 parking space for 3,000 square feet of manufacturing or warehouse uses and 1 space for 300 square feet of office area. As this facility is mostly automated, the user anticipates that at full capacity the facility would require approximately 15 employees per shift over three shifts per day.

Landscaping:

The plan provides the required amount and type of material except for the following: A four foot (4') tall screen within the landscape perimeter buffer.

STAFF RECOMMENDATION:

Staff recommends approval of the SUP, considering the land has no street frontage, is surrounded by warehouses and there are no residential neighborhoods in the immediate vicinity.

One exception to this recommendation is that the applicant includes the amount of required parking spaces considering future tenants may occupy this space. An additional sixteen (16) spaces is recommended to meet the minimum requirement.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. Exhibit
2. SUP 2023-02 - AIL Investment LP - Henrietta Creek Rd 17.122 acres Building Height
3. ORD NO 2023-109 - Rezone - 17.122 acre tract - SUP for Building in excess of 40 feet



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

SPECIFIC USE PERMIT APPLICATION

Name of Applicant/Agent AIL Investment LP attn.: Joe Schneider	Address, City, State, Zip 9800 Hillwood Parkway Suite 300 Fort Worth, Texas 76177	Phone Number and email 817-224-6054
Type of permit requested Special Use Permit	Name of Business Hillwood	Email and Website-if applicable joe.schneider@hillwood.com
Property Owner(s) AIL Investment LP	Address, City, State, Zip 9800 Hillwood Parkway Suite 300 Fort Worth, Texas 76177	Phone Number and email 817-224-6054
Legal Description – Lot/Block/Subdivision Approximately 17.122 acres as noted on the attached preliminary survey.	Property Address TBD Henrietta Creek Rd.	Present Zoning Business Park

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: Consideration of an allowed but new/unlisted use, increase in building height, and provide car parking consistent with the building use and occupancy.

Authorization:

I/ We AIL Investment, L.P. owner(s) of the above described property do here by authorize AIL Investment, L.P. to act on my/our behalf in making and representing this Specific Use permit application.


Owner(s) Signature
6.21.23
Date

REID GOETZ on
behalf of AIL
Investment, L.P.

Owner(s) Signature

Date

Include the following:

Specific Use Permit application fee of \$200.00**. A copy of a survey map of the property and a concept plan or site plan in a pdf format.


Applicants Signature
REID GOETZ on
behalf of AIL
Investment, L.P.

6.21.23
Date

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

FOR OFFICE USE ONLY

Application Fee	P&Z Meeting	CC Meeting	File for Record SUP- _____ - _____
-----------------	-------------	------------	---------------------------------------

06/09/2023

Items for consideration:

Maximum Height Regulations:

We propose an increase in building height from the 40 feet currently allowed to 70 feet for 90% of the building footprint and 122 feet for 10% of the building footprint. These heights would be measured from the finish floor elevation.

New / Unlisted Use:

The proposed use for this project is dry mix mortar manufacturing. The use anticipated would consist of mixing sand, cement, and other components to produce a setting compound used for tile installation. The final mixture is then bagged, palletized, and shipped either by rail or truck. There are no onsite sales or outside storage of the product.

The process also contains a dust collection and filtering system to minimize air particulates.

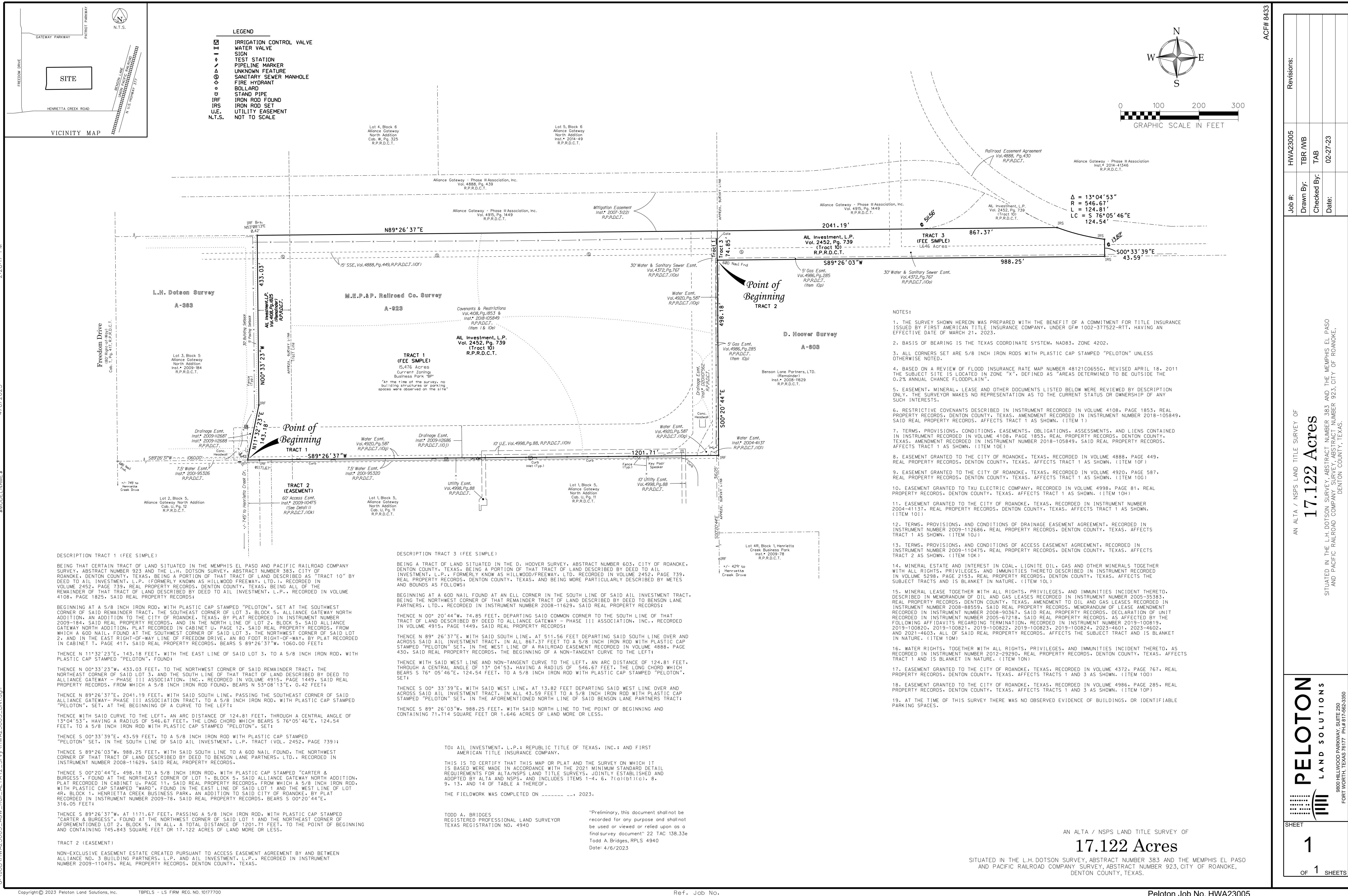
Outside noise issues are relegated to the transfer of raw materials into the storage silos and are less than 85db.

The planned hours of operation would be 6:00am until 3:00am (2 shifts) moving to a 3 shift 24/5 operation in year three. Each shift would be approximately 15 employees with a mix of office, material handling and maintenance workers. Full capacity after 3 years is expected to be 43 full-time employees.

No public utilities are used as part of the production process.

Off-Street Parking Requirements:

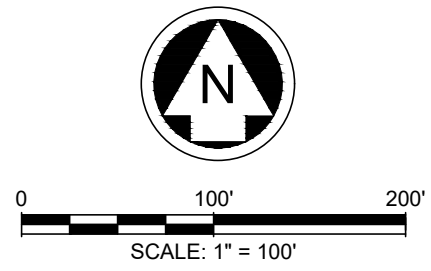
The current zoning ordinance requires 1 parking space for 3,000 square feet of manufacturing or warehouse uses and 1 space for 300 square feet of office area. As this facility is mostly automated, the user anticipates that at full capacity the facility would require approximately 15 employees per shift over three shifts per day.



NOTE: THE CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA:

TEXAS 811	1-800-344-8377
ATMOS GAS	972-881-4161
TXU ELECTRIC DELIVERY	1-800-711-9112
CITY OF ROANOKE PUBLIC WORKS	817-491-6099

CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITIES VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION.



LEGEND

- PROPERTY LINE
- EASEMENT LINE
- PROPOSED FIRELANE

- NOTES:
- ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF WALL, FACE OF BUILDING, CENTER OF STRIPING, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
 - REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDING AND DUMPSTER ENCLOSURE LAYOUT AND DESIGN.
 - REFER TO LANDSCAPE PLANS FOR FENCE AND HARDSCAPE LAYOUT AND DESIGN.
 - ALL MECHANICAL EQUIPMENT, DUMPSTERS, ROOFTOP UNITS, ETC SHALL BE SCREENED IN COMPLIANCE WITH THE ZONING ORDINANCE.
 - ALL LIGHTING SHALL COMPLY WITH THE ZONING ORDINANCE.
 - ALL DIMENSIONS ARE TO FACE OF CURB OR CENTER OF STRIPE UNLESS OTHERWISE NOTED.
 - CONTRACTOR SHALL VERIFY ALL DIMENSIONS & COORDINATES PRIOR TO CONSTRUCTION. CONTACT ENGINEER OF RECORD PRIOR TO CONSTRUCTION IF CONFLICTS EXIST.
 - ALL CURB RADII ARE TO FACE OF CURB AND ARE 4' UNLESS OTHERWISE NOTED.
 - ALL PROPOSED RAMPS TO FOLLOW THE ARCHITECTURAL BARRIERS TEXAS ACCESSIBILITY STANDARDS (TAS).

PARKING SUMMARY		
PARKING TYPE	PROVIDED	REQUIRED
PASSENGER CAR SPACES	52	72
PROPOSED ADA SPACES	3	
TOTAL	55	72

* 1 PER 3,000 FOR WAREHOUSE; 1 PER 300 FOR OFFICE

PRELIMINARY
-FOR REVIEW ONLY-

THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND ARE NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY, OR UNDER THE SUPERVISION OF:

KOLE T. WEBER 120316 06/21/2023
TYPE OR PRINT NAME PE # DATE

NO.	DATE	REVISION

ALLIANCE GATEWAY NORTH INDUSTRIAL BUILDING

OVERALL SITE PLAN

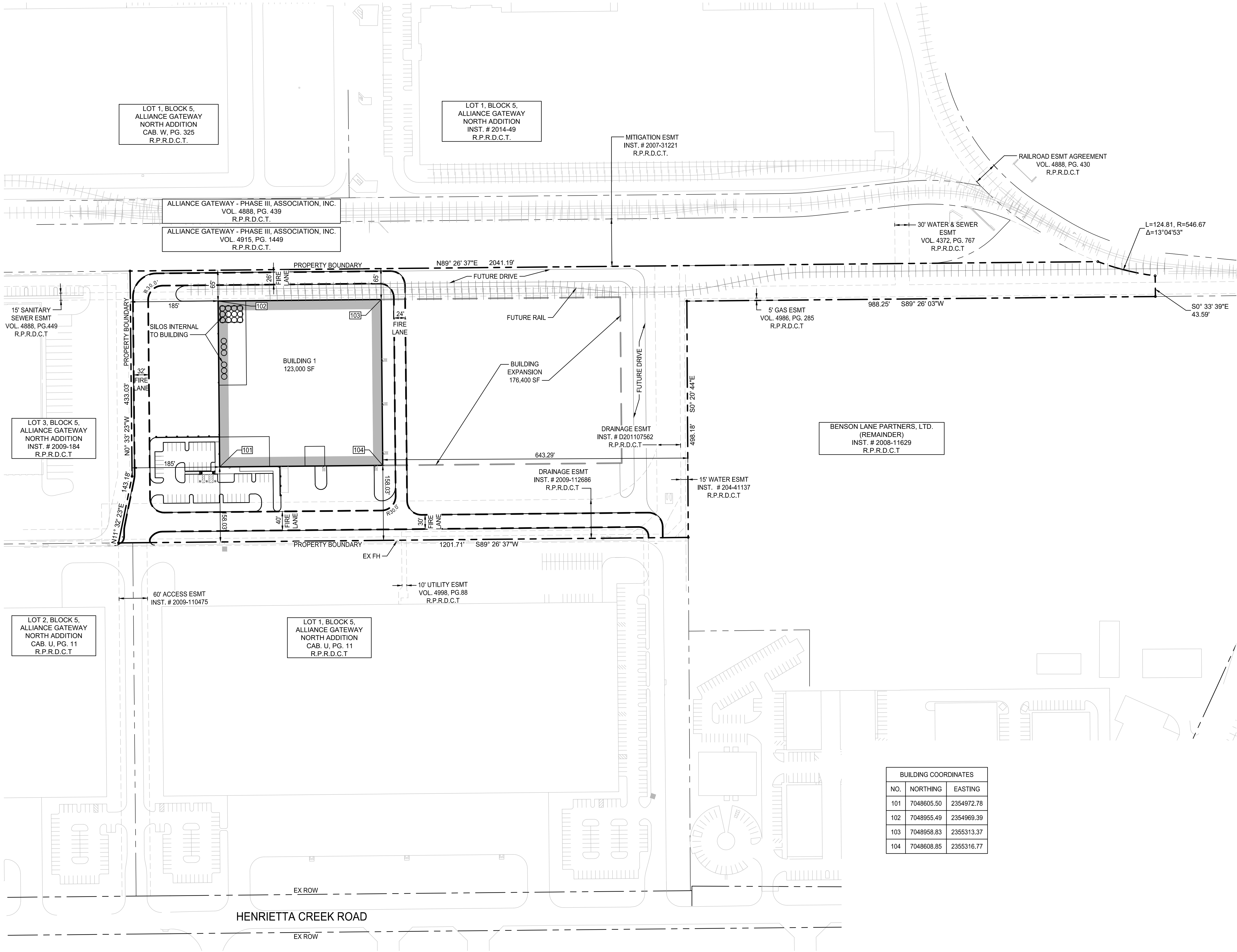
ROANOKE, DENTON COUNTY, TEXAS

PELOTON
LAND SOLUTIONS

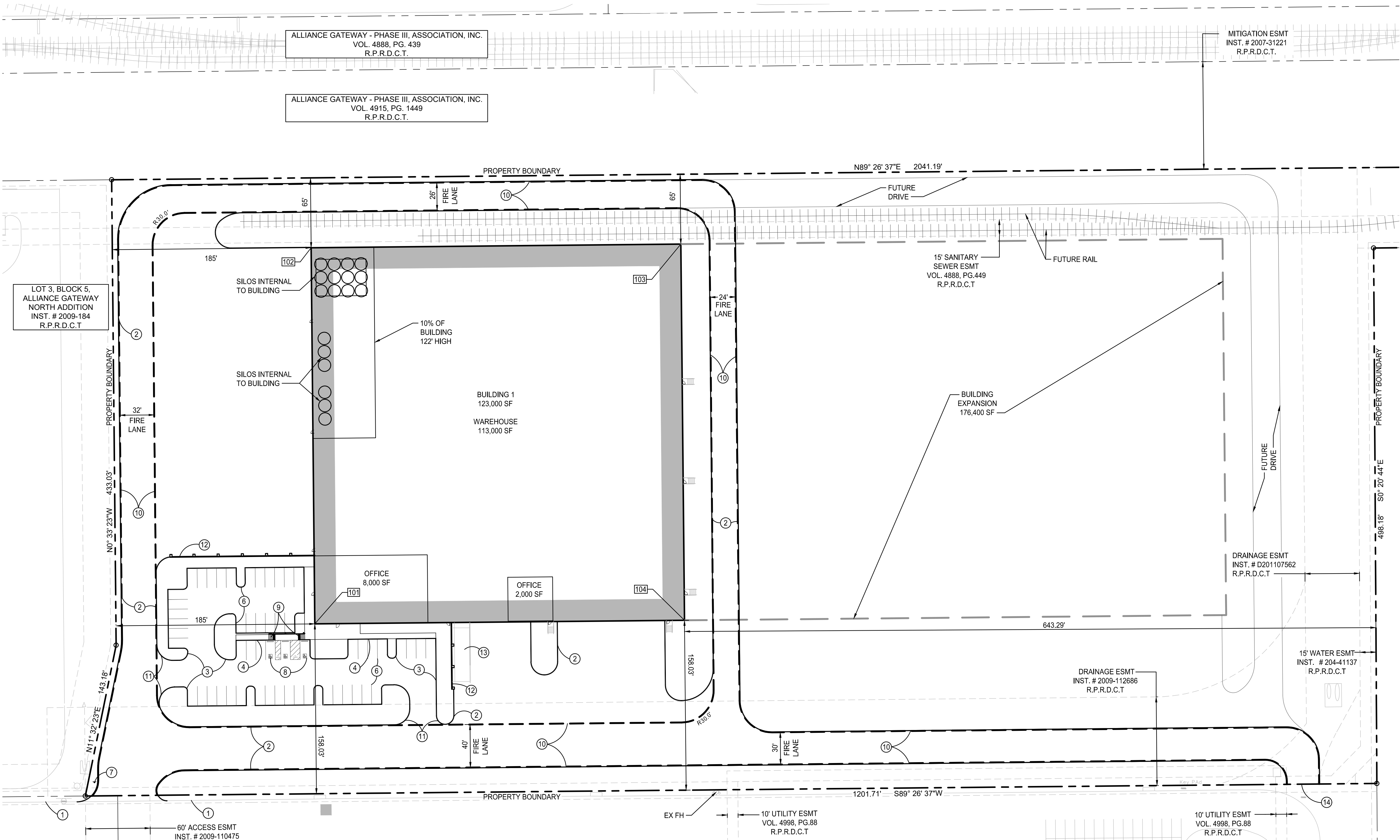
TEXAS REGISTRATION ENGINEERING FIRM NO. 12207
9800 HILLWOOD PKWY, SUITE 200, FORT WORTH, TEXAS 76177
FORT WORTH PHONE: (817) 562-3350

DRAWN: TCG/AEJ	DATE: JUNE 2023	PROJECT #: AAI23001	SHEET: C201
DESIGNED: RM			
REVIEWER: KTW			

BUILDING COORDINATES		
NO.	NORTHING	EASTING
101	7048605.50	2354972.78
102	7048955.49	2354969.39
103	7048958.83	2355313.37
104	7048608.85	2355316.77



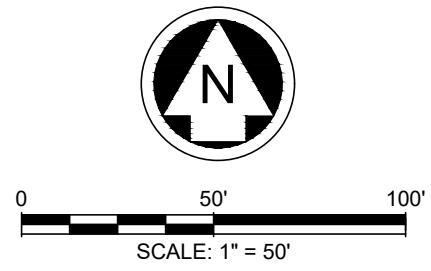
Drawing: G:\PELTON\2020\1000_SitePlan\05_Design\05_Civil\05_SitePlan\05_Preliminary\05_Preliminary_SitePlan.dwg
Last Saved by: TCG/AEJ
Print Date/Time: 02/21/2023 3:58 AM



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TEXAS 811	1-800-344-8377
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- NOTES:
- ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF WALL, FACE OF BUILDING, CENTER OF STRIPING, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
 - REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDING AND DUMPSTER ENCLOSURE LAYOUT AND DESIGN.
 - REFER TO LANDSCAPE PLANS FOR FENCE AND HARDSCAPE LAYOUT AND DESIGN.
 - ALL MECHANICAL EQUIPMENT, DUMPSTERS, ROOFTOP UNITS, ETC SHALL BE SCREENED IN COMPLIANCE WITH THE ZONING ORDINANCE.
 - ALL LIGHTING SHALL COMPLY WITH THE ZONING ORDINANCE.
 - ALL DIMENSIONS ARE TO FACE OF CURB OR CENTER OF STRIPE UNLESS OTHERWISE NOTED.
 - CONTRACTOR SHALL VERIFY ALL DIMENSIONS & COORDINATES PRIOR TO CONSTRUCTION. CONTACT ENGINEER OF RECORD PRIOR TO CONSTRUCTION IF CONFLICTS EXIST.
 - ALL CURB RADII ARE TO FACE OF CURB AND ARE 4' UNLESS OTHERWISE NOTED.
 - ALL PROPOSED RAMPS TO FOLLOW THE ARCHITECTURAL BARRIERS TEXAS ACCESSIBILITY STANDARDS (TAS).

PARKING SUMMARY		
PARKING TYPE	PROVIDED	REQUIRED
PASSENGER CAR SPACES	52	72
PROPOSED ADA SPACES	3	
TOTAL	55	72

* 1 PER 3,000 FOR WAREHOUSE; 1 PER 300 FOR OFFICE

PRELIMINARY
-FOR REVIEW ONLY-

THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND ARE NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY, OR UNDER THE SUPERVISION OF:

KOLE T. WEBER 120316 06/21/2023
TYPE OR PRINT NAME P.E.# DATE

BUILDING COORDINATES		
NO.	NORTHING	EASTING
101	7048605.50	2354972.78
102	7048955.49	2354969.39
103	7048958.83	2355313.37
104	7048608.85	2355316.77

SITE PLAN KEY NOTES

- EXISTING 6" CURB
- CONSTRUCT 12" INTEGRAL CURB PER DETAIL (x/Cxxx)
- CONSTRUCT 6" INTEGRAL CURB PER DETAIL (x/Cxxx)
- CONSTRUCT 6" INTEGRAL CURB W/ ADJACENT SIDEWALK PER DETAIL (Dxxx/Cxxx)
- CONSTRUCT SIDEWALK PER DETAIL (Dxxx/Cxxx)
- PAINT PARKING STALLS PER DETAIL (x/Cxxx)
- INSTALL STOP SIGN PER DETAIL (Cxxx)
- PAINT ACCESSIBLE PARKING PER DETAIL (x/Cxxx)
- CONSTRUCT ACCESSIBLE RAMP PER DETAIL (Cxxx)
- PAINT FIRE LANE STRIPE PER DETAIL (x/Cxxx)
- TRANSITION FROM 12" CURB TO 6" CURB OVER ENTIRE LENGTH OF CURB RETURN
- INSTALL SCREENING WALL PER ARCHITECTURAL PLANS
- INSTALL TRUCK RAMP PER ARCHITECTURAL PLANS
- ACCESS GATE W/ KNOX BOX

NO.	DATE	REVISION

ALLIANCE GATEWAY NORTH INDUSTRIAL BUILDING

DETAILED SITE PLAN

ROANOKE, DENTON COUNTY, TEXAS

PELTON
LAND SOLUTIONS

TEXAS REGISTRATION ENGINEERING FIRM NO. 12207
9800 HILLWOOD DRIVE, SUITE 200, FORT WORTH, TEXAS 76177
FORT WORTH PHONE: (817) 562-3350

DRAWN: TCG/AEJ	DATE: JUNE 2023	PROJECT #: AAI23001	SHEET: C202
DESIGNED: RM			
REVIEWER: KTW			

Drawing: C:\Users\AM23001\AppData\Local\Temp\AM23001-GEN
Last Saved: 6/16/2023 11:19 AM
Plot Date/Time: 6/16/2023 11:22 AM

- GENERAL NOTES
- Contractor shall provide all materials and labor to complete scope of work as indicated in documents.
 - All work shall be executed in accordance with all federal, state and local regulations, and shall comply with prevailing accessibility requirements. Contractor shall notify owner's representative of any portion of documents which conflict with regulations prior to construction.
 - Contractor is responsible for securing all required permits, approvals and inspections related to scope of work.
 - Reference to "owner's representative" are made in these documents, and refers to the project owner or designated representative. In addition to the owner's representative the contractor shall contact the landscape architect for design clarifications or additional information related to scope of work.
 - Notify owner's representative 48 hours in advance of commencing work to coordinate project inspection schedule.
 - Drawings are based on survey data and design drawings provided by others. It is the contractor's responsibility to verify existing conditions and shall notify owner's representative of any discrepancies between documents and actual site conditions prior to construction. Failure to make such conflicts known to the owner's representative will result in the contractor's liability to relocate materials as directed.
 - Do not proceed with any portion of work as indicated in documents if obstructions, discrepancies or unknown conditions are encountered. Notify the owner's representative immediately for direction on how to proceed.
 - Contractor shall coordinate all work with other disciplines.
 - Limits of work indicated on drawings, if any, are general in nature and are intended to define the general vicinity in with the scope of work exists. Actual limits of work shall include all areas necessary to complete scope of design intent.
 - Unless otherwise noted, all existing trees shall be protected. Do not park, drive, operate machinery or store materials within the dripline of existing trees.
 - The contractor shall locate and verify all existing utility lines prior to planting or construction and shall report any conflicts to the owner's representative. Verify with owner pipe line locations prior to digging. Contractor shall exercise caution when working in the vicinity of underground utilities.
 - Contractor shall provide bid proposal listing unit prices for all material provided.
 - Quantities shown on the plan are for the contractor's convenience only and are not guaranteed to be accurate. In the event of a discrepancy between quantities shown on the plan and quantities shown on the list, the quantities shown on the plan shall apply.

- LANDSCAPE NOTES
- All non-dimensioned plants symbols, edging and bed lines are diagrammatic and shall be scaled from drawings.
 - Stake the location of all proposed trees for approval by the owner's representative prior to commencement of planting. The owner's representative reserves the right to make minor adjustments to locations prior to planting.
 - Paint or string all edging and bed line locations on finish grade for approval by the owner's representative prior to installation. The owner's representative reserves the right to make minor adjustments to locations prior to planting.
 - Refer to details and specifications for plant pit dimensions and backfill requirements.
 - All plant material shall be maintained in a healthy growing condition as is appropriate for the season of the year. Plant material that is damaged, destroyed, or removed shall be replaced with plant material of similar size and variety within 30 days. Unless otherwise approved in writing by the owner or owner's representative.
 - All new plant material shall conform to the minimum guidelines established for nursery stock published by the American association of nurseryman, Inc. in addition, all new plant material for the project shall be of specimen quality.
 - All new plants shall be container- grown, unless otherwise noted on the plant list.
 - The general contractor shall supply all new plant material in quantities sufficient to complete the plantings shown on the drawings.
 - No trees shall be planted before acceptance of rough grading. Tree shall bear same relationship to finish grade as they bore to previous grade.
 - Contractor shall fine grade areas to achieve final contours as indicated. Planting bed areas to be excavated or left below final finished grade to accommodate for soil amendment / mulch.
 - All planting beds to be tilled to depth of 6" and, backfilled with 4" of organic mulch.
 - All planted areas to be mulched as specified in plan / details.
 - All landscaped areas are to be maintained in accordance with city regulations.
 - All plant varieties must come from a same source supplier in order to maintain a consistent appearance.
 - All container grown material must be of nursery stock conditions, with a well-established root system reaching the sides of the container, to maintain a firm ball when the container is removed, but shall not have excessive root growth encircling the inside of the container.
 - All shrub planting beds and lawn areas to be separated by steel edging unless otherwise noted. No steel to be installed adjacent to sidewalks, curbs or fences.
 - All required landscape areas shall be provided with an automatic underground irrigation system with rain and freeze sensors and evapotranspiration (et) weather-based controllers and said irrigation system shall be designed by a licensed irrigator.

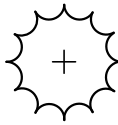
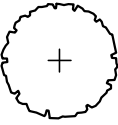
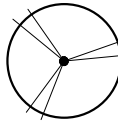
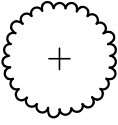
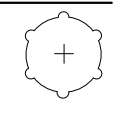
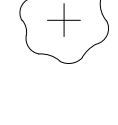
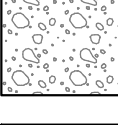
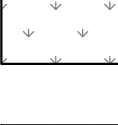
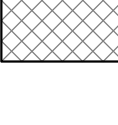
- MAINTENANCE NOTES
- The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping and irrigation. All required landscaping shall be maintained in a neat and orderly manner at all times. This shall include mowing, edging, pruning, fertilizing, watering, weeding, and other such activities common to the maintenance of landscaping. Landscaped areas shall be kept free of trash, litter, weeds, and other such material or plants not a part of the landscaping. All plant materials shall be maintained in a health and growing condition as is appropriate for the season of the year. All irrigation heads or lines which are broken shall be replaced or repaired to prevent the waste of water.
 - The owner shall be responsible for replacing all plant material, which shows dead branching over 75 percent or more of the normal branching pattern and repair of irrigation systems. Plant materials, which die, shall be replaced with plant material of similar variety and similar initial size.
 - Contractor shall provide a separate bid proposal for one year's maintenance to begin after final acceptance.

- GENERAL LAWN NOTES
- Contractor shall coordinate operations and availability of existing topsoil with on-site construction manager.
 - Contractor shall leave lawn areas 1" below final finished grade.
 - Contractors shall fine grade areas to achieve final contours as indicated on the civil plans. Provide uniform rounding at the top and bottom of slopes and other breaks in grade. Correct irregularities and areas where water may stand.
 - All lawn areas shall be fine graded, irrigation trenches completely settled and finish grade approved by the owner's construction manager or landscape architect prior to lawn installation.
 - Contractor shall remove all rocks 3/4" diameter and larger, dirt clods, sticks, concrete spoils, etc. prior to placing topsoil and lawn installation.
 - Contractor shall maintain all lawn areas until final acceptance. This shall include, but not be limited to: mowing, watering, weeding, cultivating, cleaning and replacing dead or bare areas to keep plants in a vigorous, healthy condition.
 - Contractor shall guarantee establishment of acceptable turf area and shall provide replacement from local supply if necessary.

- SOLID SOD NOTES
- Plant sod by hand to cover indicated areas completely. Ensure edges of sod are touching. Top dress joints by hand with topsoil to fill voids.
 - Roll grass areas to achieve a smooth, even surface, free from unnatural undulations.
 - Water sod thoroughly as sod operation progresses.
 - If installation occurs between September 1 and March 1, all sod areas to be over-seeded with winter ryegrass, at a rate of four (4) pounds per one thousand (1000) square feet.
 - Sod shall be clean and reasonably free of weeds and noxious pest and insects.

- IRRIGATION NOTES
- All areas containing turf, ground cover, shrubs, trees, or other planted material shall be irrigated with a permanent below-ground, automatic irrigation system, designed by a licensed irrigator. Temporary irrigation to establishment is acceptable as approved by the owner's representative and Landscape Architect and shall be designed and installed by a licensed irrigator.
 - All irrigation systems shall be installed with rain and frost sensors, and shall meet all applicable state and local regulations.
 - All areas other than turf shall be irrigated using Netafim™ or approved equal subterranean drip.
 - Hydromulched turf areas are to be irrigated with temporary above-ground irrigation for a minimum of 90 days and until achieving 100% germination.

PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	JE	Juniperus virginiana	Eastern Red Cedar	3" Cal.	14	Container grown, 8' height, 4' spread, strong central leader, upright growth, branches full to base.
	QS	Quercus shumardii	Shumard Red Oak	3" Cal.	5	Container grown, 12' height, 4' spread, 4' branching height, upright growth, full rounded canopy, strong central leader
	QV	Quercus virginiana	Live Oak	3" Cal.	5	Container grown, 12' height, 4' spread, 4' branching height, upright growth, full rounded canopy, strong central leader
	UP	Ulmus parvifolia	Lacebark Elm	3" Cal.	3	Container grown, 12' height, 4' spread, 4' branching height, upright growth, full rounded canopy, strong central leader
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	LF	Leucophyllum frutescens	Texas Sage	5 gal.	47	Container full, 24" spread, spaced at 36" on-center typical.
	PB	Pennisetum alopecuroides 'Little Bunny'	Little Bunny Fountain Grass	3 gal.	71	Container full, 18" spread, spaced at 24" on-center typical.
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	DG		Decomposed Granite	---	257 sf	Tan in color.
	CD	Cynodon dactylon	Bermuda Grass	sod	88,208 sf	Lawn solid sod, regional, drought tolerant - refer to notes.
	EC	Euonymus fortunei 'Coloratus'	Purple-leaf Wintercreeper	4" Pots	176	Container full, (5) runners minimum, 18" spread, spaced at 12" on-center typical.

- NOTE:
- All trees shall have straight trunks and be matching within varieties.
 - All trees shall have a full and uniform canopy.
 - Root balls should be well-formed, intact, with trunk firmly attached. Minimum root ball size for a 3" caliper tree is 32".
 - Plant list is an aid to bidders only. Contractor shall verify all quantities on plan.
 - All heights and spreads are minimums. All plant material shall meet or exceed remarks as indicated.
 - Do not install steel edging along sidewalks or curbs.

NOTE: THE CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA:	
TEXAS 811	1-800-344-8377
ATMOS GAS	972-881-4161
TXU ELECTRIC DELIVERY	1-800-711-9112
CITY OF _____	XXX-XXX-XXXX
CITY OF _____	XXX-XXX-XXXX
CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITIES VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION.	

PRELIMINARY
-FOR REVIEW ONLY-

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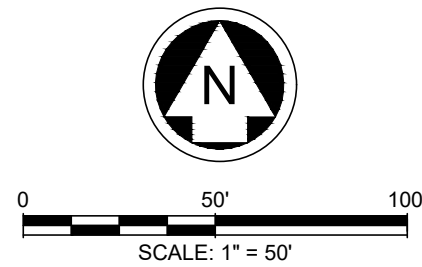
JORDAN A. KAYLOR	3117	JUNE 16, 2023
TYPE OR PRINT NAME	FLA #	DATE

NOT FOR CONSTRUCTION

NO.	DATE	REVISION	
ALLIANCE GATEWAY NORTH INDUSTRIAL BUILDING			
LANDSCAPE GENERAL NOTES AND SCHEDULE			
ROANOKE, DENTON COUNTY, TEXAS			
PELOTON LAND SOLUTIONS TEXAS REGISTRATION ENGINEERING FIRM NO. 12207 8800 HILLWOOD PKWY, SUITE 250, FORT WORTH, TEXAS 76177 FORT WORTH PHONE: (817) 562-3350			
DRAWN: GAM	DATE	PROJECT #	SHEET
DESIGNED: JLC	JUNE 2023	AAI23001	L001
REVIEWER: JAK			

NOTE: THE CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA:

TEXAS 811	1-800-344-8377
ATMOS GAS	972-881-4161
TXU ELECTRIC DELIVERY	1-800-711-9112
CITY OF _____	XXX-XXX-XXXX
CITY OF _____	XXX-XXX-XXXX
CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITIES VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION.	



LEGEND

TREES

	COMMON NAME
	Eastern Red Cedar
	Shumard Red Oak
	Live Oak
	Lacebark Elm

SHRUBS

	COMMON NAME
	Texas Sage
	Little Bunny Fountain Grass

GROUND COVERS

	COMMON NAME
	Decomposed Granite
	Bermuda Grass
	Purple-leaf Wintercreeper

PRELIMINARY -FOR REVIEW ONLY-

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JORDAN A. KAYLOR 3117 JUNE 16, 2023
TYPE OR PRINT NAME HLA # DATE

NOT FOR CONSTRUCTION

NO.	DATE	REVISION	
ALLIANCE GATEWAY NORTH INDUSTRIAL BUILDING			
OVERALL LANDSCAPE PLAN			
ROANOKE, DENTON COUNTY, TEXAS			
PELOTON LAND SOLUTIONS TEXAS REGISTRATION ENGINEERING FIRM NO. 12207 9800 HILLWOOD PKWY, SUITE 250, FORT WORTH, TEXAS 76177 FORT WORTH PHONE: (817) 562-3350			
DRAWN: GAM	DATE	PROJECT #	SHEET
DESIGNED: JLC	JUNE 2023	AAI23001	L100
REVIEWER: JAK			

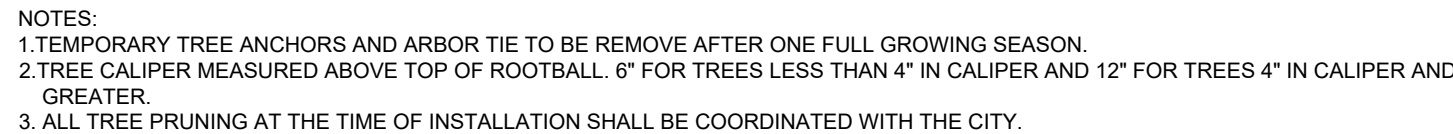
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User: JLC
Last Saved: 6/16/2023 9:44 AM
Plot Date/Time: 6/16/2023 10:42 AM

CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITIES
VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION

JORDAN A. KAYLOR	3117	JUNE 16, 2023
TYPE OR PRINT NAME	RLA #	DATE

NOT FOR CONSTRUCTION

END OF SECTION





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

SPECIFIC USE PERMIT APPLICATION

Name of Applicant/Agent AIL Investment LP attn.: Joe Schneider	Address, City, State, Zip 9800 Hillwood Parkway Suite 300 Fort Worth, Texas 76177	Phone Number and email 817-224-6054
Type of permit requested Special Use Permit	Name of Business Hillwood	Email and Website-if applicable joe.schneider@hillwood.com
Property Owner(s) AIL Investment LP	Address, City, State, Zip 9800 Hillwood Parkway Suite 300 Fort Worth, Texas 76177	Phone Number and email 817-224-6054
Legal Description – Lot/Block/Subdivision Approximately 17.122 acres as noted on the attached preliminary survey.	Property Address TBD Henrietta Creek Rd.	Present Zoning Business Park

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: Consideration of an allowed but new/unlisted use, increase in building height, and provide car parking consistent with the building use and occupancy.

Authorization:

I/We AIL Investment, L.P. owner(s) of the above described property do here by authorize AIL Investment, L.P. to act on my/our behalf in making and representing this Specific Use permit application.


Owner(s) Signature REID GOETZ on
behalf of AIL
Investment, L.P.
Date 6.21.23

Owner(s) Signature

Date

Include the following:

Specific Use Permit application fee of \$200.00**. A copy of a survey map of the property and a concept plan or site plan in a pdf format.


Applicants Signature REID GOETZ on
behalf of AIL
Investment, L.P.

6.21.23
Date

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

FOR OFFICE USE ONLY

Application Fee CITY OF ROANOKE	P&Z Meeting AUG 07 2023	CC Meeting AUG 21 2023	File for Record SUP- <u>2023</u> - <u>02</u>
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JUN 21 2023

PAID

CITY OF ROANOKE

06/09/2023

ORDINANCE No. 2023-109

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROANOKE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, BY GRANTING A CHANGE IN ZONING FOR AN APPROXIMATELY 17.122 ACRE TRACT OR TRACTS OF LAND SITUATED IN THE L.H. DOTSON SURVEY, ABSTRACT NUMBER 383, AND THE M.E.P. & P.R.R. CO. SURVEY, ABSTRACT NUMBER 923, 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 AMENDING THE UNDERLYING ZONING FOR THIS 17.122 ACRE TRACT OF LAND FROM BUSINESS PARK (BP) DISTRICT TO BUSINESS PARK – SPECIFIC USE PERMIT (BP-SUP) DISTRICT TO ALLOW FOR A BUILDING OR ACCESSORY STRUCTURES EXCEEDING FORTY FEET (40'); 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 17.122-acre tract or tracts of land situated in the L.H. Dotson Survey, Abstract No. 383, and the MEP & PRR Co. Survey, Abstract Number 923, 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 Business Park (BP) District to Business Park – Specific Use Permit (BP-SUP) District to allow for a building or accessory structures exceeding forty feet (40'); 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

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 Map of the City of Roanoke, Texas, duly passed by the governing body of the City of Roanoke, Texas, as heretofore amended, be and the same is hereby amended to grant a change in zoning on the approximately 17.122-acre tract or tracts of land situated in the L.H. Dotson Survey, Abstract No. 383, and the M.E.P. & P.R.R. Co. Survey, Abstract Number 923, 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 Business Park (BP) District to Business Park – Specific

Use Permit (BP-SUP) District to allow for a building or accessory structures exceeding forty feet (40').

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 21st day of August, 2023.

APPROVED:

Carl E. Gierisch, Jr., Mayor

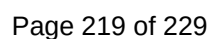
ATTEST:

April S. Hill, City Secretary

APPROVED AS TO FORM:

Jeff Moore, City Attorney

Legal Description and/or Depiction
of the
Approximately 17.122-Acre Tract or Tracts of Land





AGENDA ITEM

TO: Planning and Zoning Commission

SUBJECT: PH Notice - ORD NO 2023-110 - Zoning Change SF-7 to R

MEETING DATE: August 7, 2023

DEPARTMENT: City Secretary

ITEM SUMMARY:

Public hearing to consider amending the Comprehensive Zoning Ordinance of the City of Roanoke, Texas, on approximately 1.00 acres of land located in the M.E.P. & P.R.R. Company Survey, Abstract No. 923, City of Roanoke, Denton county, Texas, and generally located at 105 Dorman street, Roanoke, Texas, by changing the zoning on the approximately 1.00 acres of land from Single Family-7 (SF-7) District to Retail (R) District; prescribing the permissible uses. (Ordinance No. 2023-110)

INFORMATION:

STAFF RECOMMENDATION:

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. PH Notice - ORD NO 2023-110 - Dorman Road - Rezone - SF-7 to R - 1.00 acres - jlm draft - 070623



City of Roanoke

Notice of Public Hearing

Zoning Amendment

NOTICE OF PUBLIC HEARING ZONING AMENDMENT

Roanoke Planning and Zoning Commission

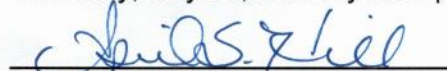
THE ROANOKE PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON MONDAY, AUGUST 7, 2023, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, ON APPROXIMATELY 1.00 ACRES OF LAND LOCATED IN THE M.E.P. & P.R.R. COMPANY SURVEY, ABSTRACT NO. 923, CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND GENERALLY LOCATED AT 105 DORMAN STREET, ROANOKE, TEXAS, BY CHANGING THE ZONING ON THE APPROXIMATELY 1.00 ACRES OF LAND FROM SINGLE FAMILY-7 (SF-7) DISTRICT TO RETAIL (R) 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.

Roanoke City Council

THE ROANOKE CITY COUNCIL WILL HOLD A PUBLIC HEARING ON MONDAY, AUGUST 21, 2023, TO CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROANOKE, TEXAS, ON APPROXIMATELY 1.00 ACRES OF LAND LOCATED IN THE M.E.P. & P.R.R. COMPANY SURVEY, ABSTRACT NO. 923, CITY OF ROANOKE, DENTON COUNTY, TEXAS, AND GENERALLY LOCATED AT 105 DORMAN STREET, ROANOKE, TEXAS, BY CHANGING THE ZONING ON THE APPROXIMATELY 1.00 ACRES OF LAND FROM SINGLE FAMILY-7 (SF-7) DISTRICT TO RETAIL (R) 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 Thursday, July 19, 2023 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: Planning and Zoning Commission

SUBJECT: Zoning Change- 105 Dorman St. Single Family, SF-7 to R, Retail

MEETING DATE: August 7, 2023

DEPARTMENT: Planning

ITEM SUMMARY:

Consideration and recommendation on a zoning change request to consider amending the comprehensive zoning ordinance of The City Of Roanoke, Texas, on an approximate 1.00 acre of land located in the M.E.P. & P.R.R. Company Survey, abstract no. 923, City Of Roanoke, Denton County, Texas, by changing the zoning on the approximately 1.00 acres of land from Single Family-7 (Sf-7) District to Retail (R) District; prescribing the permissible uses. The property is generally located on the west side of Dorman Street, at the intersection of Dorman Street and Dallas Drive. (Ordinance No. 2023-110)

INFORMATION:

The R, Retail district is intended to provide a location for retail and service-related establishments, such as retail product sales, Offices Professional, Banks, Hotel/Motel, Book Stores, Restaurants and other similar retail uses. High intensity retail and service facilities for the retail sales of goods and services. These shopping areas should utilize established landscape and buffering requirements. The uses envisioned for the district will typically utilize larger sites and have operation characteristics which are generally not compatible with residential uses and some nonresidential uses. Convenient access to thoroughfares and collector streets is also a primary consideration.

There is no residential property adjacent to this site. The property is surrounded by retail and office zoning.

SURROUNDING DISTRICTS AND LAND USES			
	ZONING	USE	FUTURE LAND USE
NORTH	RETAIL	ROANOKE CENTER-MULTI-TENANT BLDG.	
SOUTH	OFFICE	VACANT	HOTELS-2 LIMITED SERVICE



AGENDA ITEM

EAST	RETAIL	CHURCH & RESTAURANT	
WEST	RETAIL	ROANOKE CENTER- MULTI-TENANT BLDG.	

-

STAFF RECOMMENDATION:

Staff recommends approval of the zoning change.

SPECIAL CONSIDERATION:

FINANCIAL CONSIDERATION:

ATTACHMENTS:

1. APPLICATION
2. PROPERTY EXHIBIT
3. ORD NO 2023-110 - Dorman Road - Rezone - SF-7 to R - 1.00 acre tract



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

ZONING APPLICATION

Applicant/Agent Name Sanober Amin, MD		Home Phone	Mobile Phone 312-451-5962
Address 7226 Crawford Rd, Suite 100		City / State Argyle, TX	Zip 76226
Property Owner(s) OLDENWOOD INVESTMENT GROUP, LLC		Home Phone	Work Phone 817-994-1702
Address, City, State, Zip 3301 Westover Court, Grapevine, TX 76051			
Present Zoning Classification SF-7, Single Family Residential-7	Requested Zoning Classification R, Retail	Acreage/Lot of Requested Zoning Classification 1 acre	

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 Medical office building for doctor's offices.

Justification for requested zoning change: Retail zoning would allow for both medical office and future retail uses.

The neighboring properties are already zoned commercial retail. This zoning would allow two story building.

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.

06/30/2023

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.

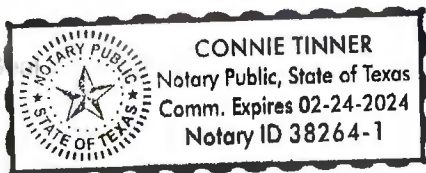
Authorization:

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

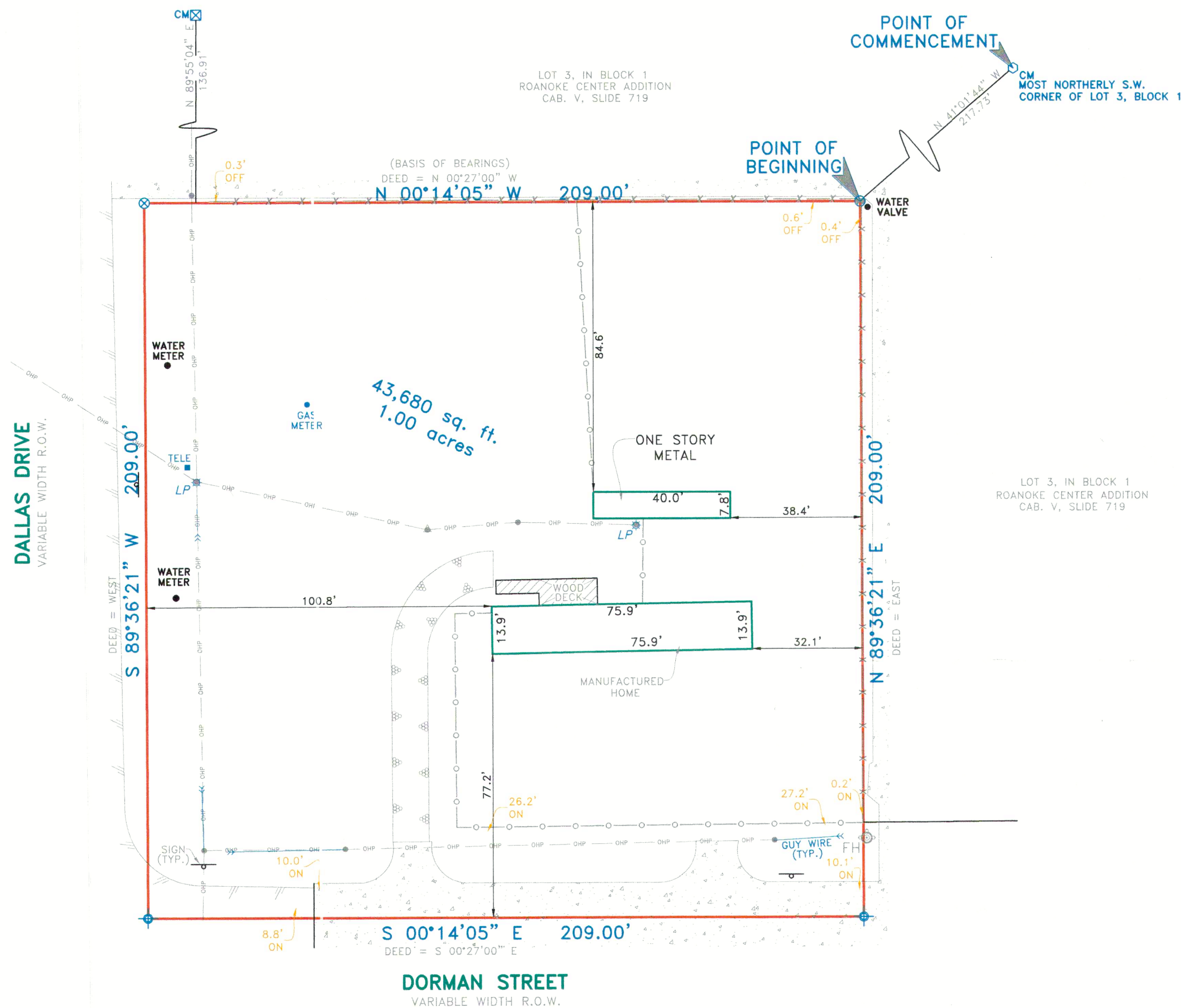
Garrett McCarthy Gerald Boyle 7/5/2023
Signature of owner Date

State of Texas
County of Tarrant

Sworn to and subscribed before me on the 5 day of July, 2023 by _____
(year) (name of owner).



Connie Tinner
Notary Public's Signature



105 Dorman Street

Being a tract of land situated in the M.E.P. & P.R.R. Company Survey, Abst. No. 923, in the City of Roanoke, Denton County, Texas, same being that tract of land conveyed to Joe Preston Blackburn, by deed recorded in Document Number 2007-103844, Official Public Records, Denton County, Texas and being more particularly described by metes and bounds as follows:

COMMENCING at a 5/8 inch iron rod found for corner, said corner being the most Northerly Southwest corner of Lot 3, Block 1, of Roanoke Center Addition, an addition in the City of Roanoke, Denton County, Texas, according to the plat thereof recorded in Cabinet V, Slide 719, Plat Records, Denton County, Texas;

THENCE South 41 degrees 01 minutes 44 seconds East, a distance of 217.73 feet to a PK nail set for corner, said corner being along the South line of said Addition and the POINT OF BEGINNING of the tract herein described;

THENCE North 89 degrees 36 minutes 21 seconds East, along the South line of said addition, a distance of 209.00 feet to a point for corner, said corner being in Dorman Street (variable width right-of-way);

THENCE South 00 degrees 14 minutes 05 seconds East, in the centerline of Dorman Street, a distance of 209.00 feet to a point for corner, said corner being in the centerline of Dallas Drive (variable width right-of-way);

THENCE South 89 degrees 36 minutes 21 seconds West, in Dorman Street, a distance of 209.00 feet to a 1/2 inch iron rod set for corner, with a plastic cap stamped C.B.G. Surveying;

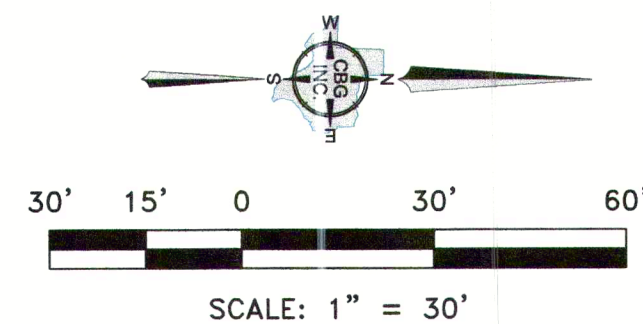
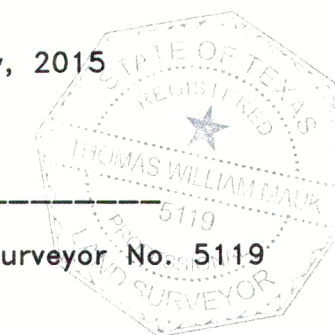
THENCE North 00 degrees 14 minutes 05 seconds West, continuing along said Addition, a distance of 209.00 feet to the POINT OF BEGINNING and containing 43,680 square feet or 1.00 acres of land.

SURVEYOR'S CERTIFICATE

The undersigned Registered Professional Land Surveyor Thomas W. Mauk hereby certifies to Oldenwood Investment Partners and Independence Title, in connection with the transaction described in G.F. 1517990-SKDF that, (a) this survey and the property description set forth hereon were prepared from an actual on-the-ground survey; (b) such survey was conducted by the Surveyor, or under his direction; (c) all monuments shown hereon actually existed on the date of the survey, and the location, size and type of material thereof are correctly shown; Use of this survey by any other parties and/or for other purposes shall be at User's own risk and any loss resulting from other use shall not be the responsibility of the undersigned. The plat hereon is a correct and accurate representation of the property lines and dimensions as are indicated; location and type of buildings are as shown; and EXCEPT AS SHOWN, all improvements are located within the boundaries the distances indicated and there are no visible and apparent encroachments or protrusions on the ground.

Executed this 27th day of July, 2015

Thomas W. Mauk
Registered Professional Land Surveyor No. 5119



NOTE: According to the F.L.R.M. in Map No. 48121C0515 G, this property does lie in Zone X and does not lie within the 100 year flood zone.

ACCEPTED BY: _____ SIGNATURE _____ DATE _____ SIGNATURE _____ DATE _____



NOTES:
1.) EASEMENTS AND BUILDING LINES ARE BY RECORDED PLAT UNLESS OTHERWISE NOTED.
2.) BEARINGS ARE BASED UPON PLAT RECORDED IN ROANOKE CENTER ADDITION, CAB. V, SLIDE 719, P.R.T.C.T.

REVISIONS		
DATE	BY	NOTES

LEGEND	
CM CONTROLLING MONUMENT	POINT FOR CORNER
1/2" IRON ROD FOUND	BRICK COLUMN
1/2" IRON ROD SET	AC - AIR CONDITIONING
1" IRON PIPE FOUND	FIRE HYDRANT
PK NAIL SET	"X" FOUND / SET
UNDERGROUND ELECTRIC	OVERHEAD ELECTRIC SERVICE
OVERHEAD ELECTRIC	OVERHEAD POWER LINE
POWER POLE	ASPHALT PAVING
GRAVEL/ROCK ROAD OR DRIVE	CONCRETE PAVING
CHAIN LINK FENCE	WOOD FENCE
0.5" WIDE TYPICAL BARBED WIRE	IRON FENCE
PIPE FENCE	COVERED PORCH, DECK OR CARPORT

C.B.G. Surveying, Inc.
12025 Shiloh Rd. Suite 230
Dallas, Texas 75228
P 214-349-9485 F 214-349-2216
Firm No. 10168800
www.cbgsurveying.com

SCALE	DATE	JOB NO.	G.F. NO.	DRAWN
1" = 30'	07/27/15	1511067	1517990-SKDF	BM

1.00 ACRES

M.E.P. & P.R.R. COMPANY SURVEY, ABST. NO. 923

CITY OF ROANOKE, DENTON COUNTY, TEXAS

105 DORMAN STREET

ORDINANCE No. 2023-110

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 1.00 ACRE TRACT OF LAND LOCATED IN THE M.E.P. & P.R.R. COMPANY SURVEY, ABSTRACT NO. 923, 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, AND GENERALLY LOCATED AT 105 DORMAN STREET, ROANOKE, TEXAS, BY CHANGING THE ZONING ON SAID TRACT OR TRACTS FROM SINGLE FAMILY-7 (SF-7) DISTRICT TO RETAIL (R) 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 1.00 acres tract or tracts located in the M.E.P. & P.R.R. Company Survey, Abstract No. 923, 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 Single Family-7 District (SF-7) to Retail District (R); 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 1.00 acres tract or tracts located in the M.E.P. & P.R.R. Company Survey, Abstract No. 923, 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 Single Family- 7 District (SF-7) is changed to Retail District (R).

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 21st day of August, 2023.

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 1.00 Acre Tract of Land

