

AGENDA



ARCHITECTURAL REVIEW BOARD MEETING

CITY HALL, 385 SOUTH GOLIAD, ROCKWALL, TEXAS

OCTOBER 25, 2022 IN THE CITY COUNCIL CONFERENCE ROOM AT 5:00 PM

NOTES ABOUT PUBLIC PARTICIPATION = RED

(I) CALL TO ORDER

(II) OPEN FORUM

This is a time for anyone to address the Architectural Review Board (ARB) on any topic. Per the policies of the City of Rockwall, public comments are limited to three (3) minutes out of respect for the time of other citizens. On topics raised during the OPEN FORUM, please know that the Architectural Review Board (ARB) is not permitted to respond to your comments during the meeting per the Texas Open Meetings Act.

(III) ACTION ITEMS

(1) **SP2022-053 (BETHANY ROSS)**

Discuss and consider a request by Alan Jacob on behalf of Jim Melino of the Cambridge Companies, Inc. for the approval of a Site Plan for a Self-Service Carwash on a 6.37-acre tract of land identified as Tract 3-09 of the J. M. Allen Survey, Abstract No. 2, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 10 (PD-10) for Commercial (C) District, situated within the SH-205 By-Pass Overlay (SH-205 BY OV) District, located at the northwest corner of SH-276 and John King Boulevard, and take any action necessary.

(2) **SP2022-054 (BETHANY ROSS)**

Discuss and consider a request by Robert Romano on behalf of Bill McMahon of Triton I-30 Rockwall II, LLC for the approval of an Amended Site Plan for an existing Restaurant facility on a 1.370-acre parcel of land identified as Lot 17, Block A, La Jolla Pointe, Phase 2 Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, addressed as 568 E. IH-30, and take any action necessary.

(3) **SP2022-056 (BETHANY ROSS)**

Discuss and consider a request by Jeff Carroll of Jeff Carroll Architects, Inc. on behalf of Eric Borkenhalen of Kohl's Department Stores for the approval of a Site Plan for an Animal Clinic for Small Animals without Outside Pens on a 0.636-acre portion of a larger 7.383-acre parcel of land identified as Lot 7, Block A, Rockwall Market Center East Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, located at the terminus of Rochell Court, and take any action necessary.

(4) **SP2022-058 (HENRY LEE)**

Discuss and consider a request by Frank A. Polma, PE of R-Delta Engineers, Inc. on behalf of Stephen Geiger of Rayburn Country Electric Cooperative for the approval of a Site Plan for an Industrial Campus on a 99.849-acre tract of land identified as Lots 6, 7, 8 & 9, Block A, Rayburn Country Addition and Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Heavy Commercial (HC) and Commercial (C) Districts, situated within the SH-205 Overlay (SH-205 OV) District, addressed as 950 & 980 Sids Road, and take any action necessary.

(IV) ADJOURNMENT

The City of Rockwall Planning and Zoning Commission reserves the right to adjourn into executive session at any time to discuss any matters listed on the agenda above, as authorized by Texas Government Code §551.071 (Consultation with City Attorney).

This facility is wheelchair accessible and accessible parking spaces are available. Request for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact the City Secretary's Office at (972) 772-6406 for further information.

I, Angelica Guevara, Planning and Zoning Coordinator for the City of Rockwall, Texas, do hereby certify that this Agenda was posted at City Hall, in a place readily accessible to the general public at all times, on October 21, 2022 prior to 5:00 PM, and remained so posted for at least 72 continuous hours preceding the scheduled time of said meeting.

PROJECT COMMENTS



CITY OF ROCKWALL
385 S. GOLIAD STREET
ROCKWALL, TEXAS 75087
PHONE: (972) 771-7700

DATE: 10/20/2022

PROJECT NUMBER: SP2022-053
PROJECT NAME: Site Plan for a Car Wash at 276 and John King
SITE ADDRESS/LOCATIONS: 1720 S JOHN KING BLVD

CASE MANAGER: Bethany Ross
CASE MANAGER PHONE: (972) 772-6488
CASE MANAGER EMAIL: bross@rockwall.com

CASE CAPTION: Discuss and consider a request by Alan Jacob on behalf of Jim Melino of the Cambridge Companies, Inc. for the approval of a Site Plan for a Self-Service Carwash on a 6.37-acre tract of land identified as Tract 3-09 of the J. M. Allen Survey, Abstract No. 2, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 10 (PD-10) for Commercial (C) District, situated within the SH-205 By-Pass Overlay (SH-205 BY OV) District, located at the northwest corner of SH-276 and John King Boulevard, and take any action necessary.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PLANNING	Ryan Miller	10/20/2022	Approved w/ Comments

10/20/2022: SP2022-053: Site Plan for a Self Service Car Wash
Please address the following comments (M= Mandatory Comments; I = Informational Comments)

- I.1 This is a request by Alan Jacob on behalf of Jim Melino of the Cambridge Companies, Inc. for the approval of a Site Plan for a Self-Service Carwash on a 6.37-acre tract of land identified as Tract 3-09 of the J. M. Allen Survey, Abstract No. 2, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 10 (PD-10) for Commercial (C) District, situated within the SH-205 By-Pass Overlay (SH-205 BY OV) District, and located at the northwest corner of SH-276 and John King Boulevard.
- I.2 For questions or comments concerning this case please contact Bethany Ross in the Planning Department at (972) 772-6488 or email bross@rockwall.com.
- M.3 For reference, include the case number (SP2022-053) in the lower right-hand corner of all pages of all revised plan submittals. (Subsection 01.02(D), Article 11, UDC)
- I.4 The subject property will be required to be replatted after the engineering process to establish the new easements.
- M.5 Provide the standard signature block with signature space for the Planning and Zoning Chairman and the Planning Director on all pages of the plans. Also, remove the red placeholder text from the signature block. (Subsection 03.04. A, of Article 11)

APPROVED:

I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the ____ day of _____, ____.

WITNESS OUR HANDS, this ____ day of _____, ____.

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

M.6 Residential Adjacency. This site -- being located within 150-feet of a residential district (i.e. the Multi-Family 14 (MF-14) District) and being a carwash -- is subject to the Residential Adjacency standards stipulated in Article 05, District Development Standards, of the Unified Development Code (UDC). This means that the proposed carwash is required to be a minimum of 150-feet from the property line. Please indicate that the carwash land use (i.e. the paving areas or any other improvement) is more than 150-feet from the northern property line. Please also note that since this land use is located within 300-feet of a residential district, the Planning and Zoning Commission may require additional screening from the residential district. (Subsection 01.06 of Article 05, UDC)

M.7 Site Plan:

- (1) Please remove the second building on the west side of the property from the site plan.
- (2) Include the Legal Description (Tract 3-09 of the J. M. Allen Survey, Abstract No. 0002) in the title block (Subsection 03.04.A, of Article 11, UDC)
- (3) According to Planned Development District 10 (PD-10), "(a)ll overhead utilities shall be placed underground except at the outer perimeter of Planned Development District 10 (PD-10) as depicted in Exhibit 'B' including Area C as described in the Settlement Agreement and as otherwise approved by the City of Rockwall." In this case, the subject property is required to have all overhead utilities be placed underground. Please indicate conformance to this requirement on the site plan in the notes section. (Section D(1)(F), PD-10)
- (4) Indicate and label all sidewalks proposed for the site. A ten (10) foot meandering sidewalk is required along S John King Boulevard and a six (6) foot sidewalk is required along SH-276. (Subsection 03.04.B, of Article 11, UDC).
- (5) Remove all landscaping from the site plan.
- (6) Remove all labeling beside the street name on John King Boulevard and SH-276. The classifications called out on the plan are not correct.
- (7) Indicate the size of the building in SF.
- (8) Indicate conformance with the parking requirements (i.e. 1 parking space per 250 SF of building area). Also, indicate where the dedicated five (5) employee parking spaces are to be located (i.e. not a vacuum bay).
- (9) Indicate the distance between the building and the front and side property line.

M.8 Landscape Plan

- (1) Please remove the second building on the west side of the property from the landscape plan.
- (2) The landscape buffer along SH-276 is required to have 18 canopy trees and 24 accent trees. The landscape buffer along John King Boulevard is required to have nine (9) canopy trees and 12 accent trees. In addition, an undulating berm and shrubbery that is at least 30-inches in height is required along both frontages. Please provide a table showing conformance to the requirements.
- (3) Detention basins shall be landscaped in a natural manner using ground cover, grasses, shrubs, berms, and accent and canopy trees. There shall be a minimum of one (1) canopy tree per 750 SF and one (1) accent tree per 1,500 SF of detention area. Please provide a table showing conformance to the requirements. (Subsection 05.03(D), Article 08, UDC)
- (4) All canopy trees shall be four (4) caliper inches or greater, and all accent trees shall be four (4) feet in height or greater. Please provide a note indicating conformance to this requirement.
- (5) Indicate the applicable zoning district percentage of landscaping required and provided, and the impervious area vs the amount of landscaping required and provided. (Subsection 01.01.B, of Article 05, UDC)
- (6) All Canopy trees must be a minimum of four (4) caliper inches. (Subsection 04(A)(1)(a), Article 08, UDC)
- (7) Willow Oak, Mulberry, Japanese Pagoda, Purple Leaf Plum are prohibited trees. Please choose an approved tree from the table cited instead. (Table 1, Appendix C, UDC)
- (8) All parking spaces shall be within 80' of a canopy tree. Please provide an exhibit showing conformance to this requirement. (Subsection 05.03.E, Article 08, UDC)
- (9) Trees must be planted at least five (5) feet from water, sewer, and storm sewer lines. Please provide an exhibit showing conformance to this requirement. (Subsection 05.03.E, of Article 08, UDC)
- (10) The developer shall establish grass and maintain the seeded area, including watering, until a "permanent stand of grass" is obtained at which time the project will be accepted by the City. A "stand of grass" consists of 75% to 80% coverage and minimum height of one (1) inch in height. Please add a note indicating conformance. (Subsection 4.2, Coverage, Engineering Standards of Design and Construction)
- (11) All landscape buffers and public right-of-way located adjacent to a proposed development shall be improved with grass (i.e. sod – hydro mulch shall be prohibited in these areas) prior to issuance of a Certificate of Occupancy. Please add a note indicating conformance. (Subsection 05.03.G, of Article 08, UDC)
- (12) Landscape screening along entrances and exits of the carwash tunnel shall be three (3) tiered, incorporating approved canopy trees, accent trees, and shrubbery. Please show conformance to this on the landscape plan. (Subsection 05.02(A)(2), Article 08, UDC)
- (13) A minimum of a 20-foot wide landscape buffer shall be required along the entire length of any non-residential lot that abuts a residentially zoned or used property (i.e. the north and west property lines). Please show conformance to this on the landscape plan. (Subsection 05.01.B.2, of Article 08)
- (14) Any non-residential or multi-family land use or parking area that has a side or rear contiguous to any residentially zoned or used property shall be screened with a masonry fence a minimum of six (6) feet in height with approved canopy trees planted on 20-foot centers. As an alternative, the Planning and Zoning Commission may approve an alternative screening method that incorporates a wrought iron fence and three (3) tiered screening (i.e. [1] small to mid-sized shrubs, large shrubs or accent trees, and canopy trees or [2] evergreen trees and canopy trees) along the entire length of the adjacency. The canopy trees shall be placed on 20-foot centers. (Subsection 05.02 (B), Article 08)

M.9 Treescap Plan:

- (1) Please provide a table (see attached) with all the information of the trees removed and protected.

M.10 Photometric Plan:

- (1) Provide the same site data information required on the Site Plan.
- (2) The allowable maximum light intensity measured at the property line of a non-residential or residential property shall be 0.2 of one (1) foot candle. Currently, the values along the northern property line exceed this requirement. Please adjust the plan and resubmit. (Subsection 3.03.C, of Article 07, UDC)
- (3) In order to preserve the night sky and to reduce glare on roadways, pedestrian areas and adjacent development, light sources (e.g. light bulbs) shall be oriented down and toward the center of the site or shielded so as to not be visible from the property line. Please indicate conformance with this requirement. (Subsection 03.03(A), Article 07, UDC)
- (4) No up-lighting is permitted. Currently FCC600 (wall pack) shows that it will have up-lighting. Please change this fixture and resubmit new cut sheets.

M.11 Building Elevations:

- (1) All buildings shall be architecturally finished on all four (4) sides utilizing the same materials, detailing, articulation, and features. In addition, a minimum of one (1) row of trees (i.e. four (4) more accent or canopy trees) shall be planted along the perimeter of the subject property to the rear of the building. (Subsection 06.02.C5, of Article 05, UDC).
- (2) The proposed building does not meet the primary and secondary façade articulation requirements. Please provide an exhibit showing the correct calculations and conformance to the requirement, or this will require a variance to the four (4) sided architecture requirements.
- (3) Indicate the surface area of each façade and the percentage and square footage of each material used on that façade. Remove windows and doors from percentage of materials. (Subsection 04.01, Article 05, UDC)
- (4) Break out the percentage of stone and brick in separate calculations. A minimum of 20% natural stone is required.
- (5) Each material should have its own calculation. EFIS is called out but not included. In addition, the total material calculation should equal 100%.
- (6) The building does not appear to have the required minimum four (4) architectural elements listed in the General Overlay District Standards. Please provide a note indicating the four (4) elements.
- (7) Provide a note indicating that the back side of the parapet walls will be finished in the same materials as the front side.
- (8) Exterior walls should consist of 90% masonry materials and 20% stone excluding doors and windows. (Subsection 06.02.C, of Article 05, UDC)

M.12 Noise Study

- (1) The L10 and L90 measurements meet.
- (2) Please explain what causes the LMax peaks of 75.6 dBA and 85.5 dBA on locations ST1 and ST4.

M.13 Currently, the project has multiple variances and exceptions. According to Article 11, Development Application and Review Procedures, of the Unified Development Code (UDC), two (2) compensatory measure for each exception or variance is required. In order to request an exception or variance, the applicant will need to provide a letter outlining the requested exceptions and required compensatory measures. If there are any variances or exceptions requested, please provide a letter outlining those as well as the two compensatory measures associated with each.

I.14 Please note that failure to address all comments provided by staff by 3:00 PM on October 1, 2022 will result in the automatic denial of the case on the grounds of an incomplete submittal. No refund will be given for cases that are denied due to an incomplete submittal, and a new application and fee will be required to resubmit the case.

I.15 Staff has identified the aforementioned items necessary to continue the submittal process. Please make these revisions and corrections, and provide any additional information that is requested. Revisions for this case will be due on October 1, 2022; however, it is encouraged for applicants to submit revisions as soon as possible to give staff ample time to review the case prior to the November 15, 2022 Planning & Zoning Meeting.

I.16 Please note the scheduled meetings for this case:

- (1) Planning & Zoning Work Session meeting will be held on October 25, 2022.
- (2) Planning & Zoning meeting/public hearing meeting will be held on November 15, 2022.

I.17 All meetings will be held in person and in the City's Council Chambers. All meetings listed above are scheduled to begin at 6:00 p.m. (P&Z). The City requires that a representative(s) be present for these meetings. During the upcoming work session meeting with the Planning and Zoning Commission, representative(s) are required to present their case and answer any questions the Planning Commission may have regarding this request.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
ENGINEERING	Sarah Johnston	10/19/2022	Needs Review

- 10/19/2022: - Must build left turn lane to City Standards.
- Fire lane radius to be 20' min.
 - Remove sign from site plan.
 - How will this be accessed by the trucks? Must be skewed 45 degrees from directly facing a public roadway.
 - Potential water line location to remove some easements. (See markup)
 - Maximum 60' median opening for John King.

The following items are informational for the engineering design phase.

General Items:

- Must meet City Standards of Design and Construction
- 4% Engineering Inspection Fees
- Impact Fees (Water, Wastewater & Roadway)
- Minimum easement width is 20' for new easements. No structures allowed in easements.
- Retaining walls 3' and over must be engineered.
- All retaining walls 18" or taller must be rock or stone face. No smooth concrete walls.
- No walls or signage in any easement
- Traffic Impact Analysis will be required.
- TXDOT permit required

Drainage Items:

- Detention is required. C-value is per zoning type, C=0.9, for entire site. No vertical walls allowed in detention easement
- Wetland permit may be needed for filling in the existing pond.
- Need WOTUS and Wetland determination

Water and Wastewater Items:

- Only one "use" can be off a dead-end water line (Domestic service, irrigation, fire hydrant, or fire line).
- Minimum public water or sewer to be 8".
- May need additional fire hydrants (check with the fire marshal's office)
- Dumpster area to drain to an oil/water separator or grease trap before draining to the storm lines.
- Sewer pro-rata due = \$1,924.04/acre

Roadway Paving Items:

- Parking to be 20'x9'.
- Drive isles to be 24' wide.
- No dead-end parking allowed without a turnaround.
- Fire lane to have 20' min radius. Fire lane to be in a platted easement. If building is 30' or taller, the fire lane radii must be 30' minimum.

Landscaping:

- No trees to be with 10' of any public water, sewer or storm line that is 10" in diameter or larger.
- No trees to be with 5' of any public water, sewer, or storm line that is less than 10".
- Show all existing and proposed public water and sewer lines on landscape plan.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
BUILDING	Rusty McDowell	10/18/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
FIRE	Ariana Kistner	10/20/2022	Approved

10/20/2022: The inside radius for all fire lanes shall be 20 feet unless you request an alternative design approved by the Fire Marshal.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
GIS	Lance Singleton	10/17/2022	Approved w/ Comments

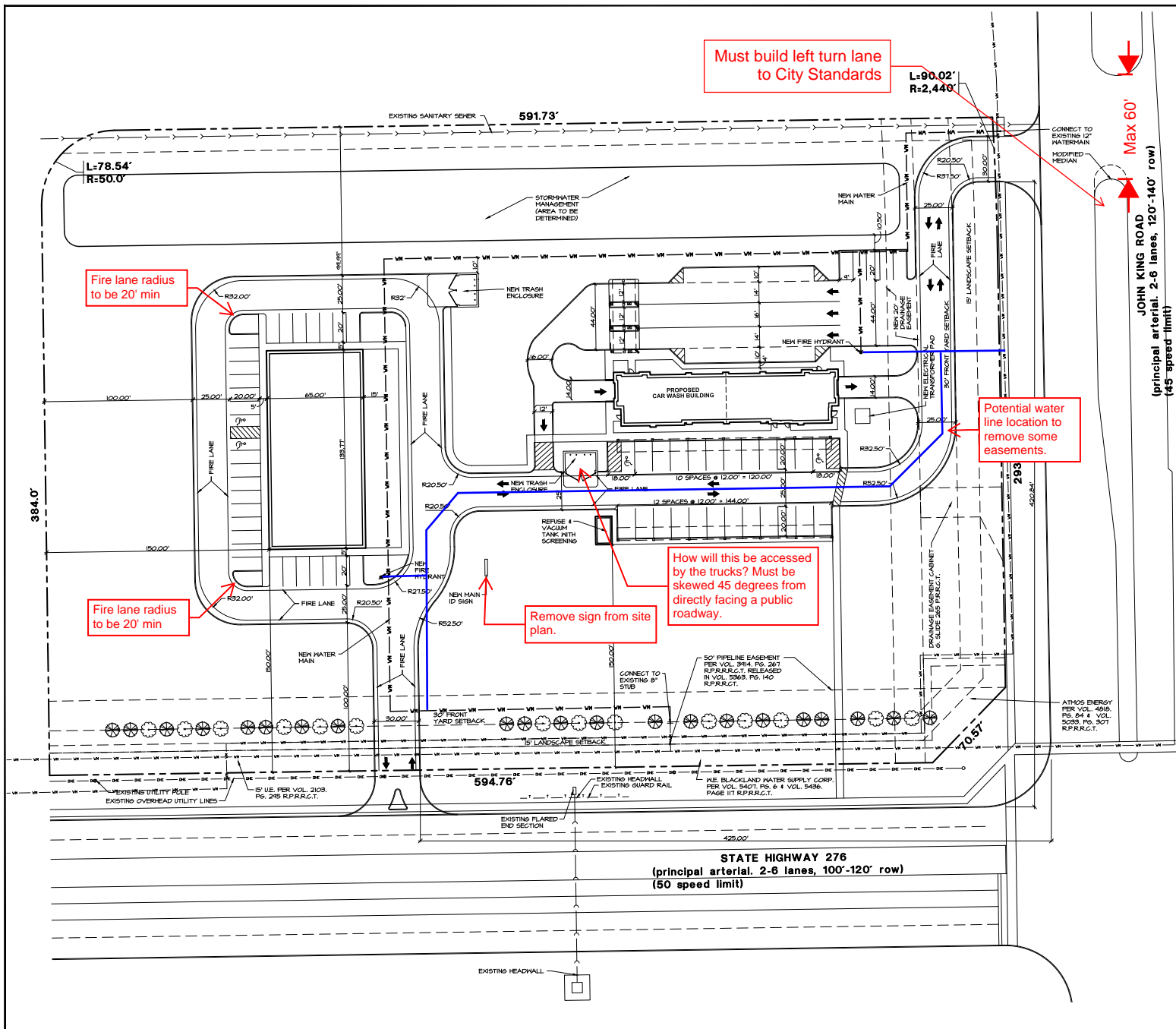
10/17/2022: Assigned address will be 1720 S. JOHN KING BLVD, ROCKWALL, TX 75032

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
POLICE	Chris Cleveland	10/14/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PARKS	Travis Sales	10/17/2022	Approved w/ Comments

10/17/2022: 1. Landscape Plan: all shade trees must be 4" caliper minimum
 2. Tree Mitigation Plan: please provide legend with calculations



- General Items:**
- Must meet City Standards of Design and Construction
 - 4% Engineering Inspection Fees
 - Impact Fees (Water, Wastewater & Roadway)
 - Minimum easement width is 20' for new easements. No structures allowed in easements.
 - Retaining walls 3' and over must be engineered.
 - All retaining walls 18" or taller must be rock or stone face. No smooth concrete walls.
 - No walls or signage in any easement
 - Traffic Impact Analysis will be required.
 - TXDOT permit required

- Drainage Items:**
- Detention is required. C-value is per zoning type, C=0.9, for entire site. No vertical walls allowed in detention easement
 - Wetland permit may be needed for filling in the existing pond.
 - Need WOTUS and Wetland determination

- Water and Wastewater Items:**
- Only one "use" can be off a dead-end water line (Domestic service, irrigation, fire hydrant, or fire line).
 - Minimum public water or sewer to be 8".
 - May need additional fire hydrants (check with the fire marshal's office)
 - Dumpster area to drain to an oil/water separator or grease trap before draining to the storm lines.
 - Sewer pro-rata due = \$1,924.04/acre

- Roadway Paving Items:**
- Parking to be 20'x9'.
 - Drive isles to be 24' wide.
 - No dead-end parking allowed without a turnaround.
 - Fire lane to have 20' min radius. Fire lane to be in a platted easement. If building is 30' or taller, the fire lane radii must be 30' minimum.

- Landscaping:**
- No trees to be with 10' of any public water, sewer or storm line that is 10" in diameter or larger.
 - No trees to be with 5' of any public water, sewer, or storm line that is less than 10".
 - Show all existing and proposed public water and sewer lines on landscape plan.

WT GROUP
 CONSULTING AND PROJECT, PLANNING AND DESIGN
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 www.wtgroup.com Houston, TX 77052
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WJ Group
 Engineering • Design • Consulting

CAR WASH
 N.W. STATE HWY 276 & JOHN KING
 ROCKWALL, TEXAS

ISSUE

TO: _____ DATE: 9/22

CHECK/TA: _____
 DRAWN/TEP: _____
 JOB: C220058

CP-3.0
 CONCEPTUAL SITE PLAN



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

<p>PLATTING APPLICATION FEES:</p> <p><input type="checkbox"/> MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹</p> <p><input type="checkbox"/> PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹</p> <p><input type="checkbox"/> FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹</p> <p><input type="checkbox"/> REPLAT (\$300.00 + \$20.00 ACRE) ¹</p> <p><input type="checkbox"/> AMENDING OR MINOR PLAT (\$150.00)</p> <p><input type="checkbox"/> PLAT REINSTATEMENT REQUEST (\$100.00)</p> <p>SITE PLAN APPLICATION FEES:</p> <p><input checked="" type="checkbox"/> SITE PLAN (\$250.00 + \$20.00 ACRE) ¹</p> <p><input type="checkbox"/> AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)</p>	<p>ZONING APPLICATION FEES:</p> <p><input type="checkbox"/> ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹</p> <p><input type="checkbox"/> SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}</p> <p><input type="checkbox"/> PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹</p> <p>OTHER APPLICATION FEES:</p> <p><input type="checkbox"/> TREE REMOVAL (\$75.00)</p> <p><input type="checkbox"/> VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²</p> <p>NOTES:</p> <p>¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.</p> <p>²: A \$1,000.00 FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.</p>
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PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS: Northwest Corner of SH276 & John King Boulevard

SUBDIVISION: Mansions Family Addition LOT: 1 BLOCK: A

GENERAL LOCATION: Central City

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING	Commercial, PD-10	CURRENT USE	Vacant Land, Zoned Commercial PD-10
PROPOSED ZONING	Commercial, PD-10 (same as current)	PROPOSED USE	Express Auto Spa (Car Wash)
ACREAGE	6.37	LOTS [CURRENT]	1
		LOTS [PROPOSED]	1

SITE PLANS AND PLATS: BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB316Z THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

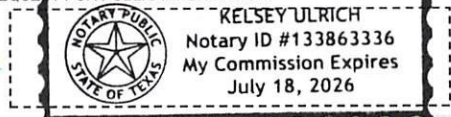
<input checked="" type="checkbox"/> OWNER	The Cambridge Companies, Inc.	<input checked="" type="checkbox"/> APPLICANT	Delayne Reamsbottom
CONTACT PERSON	Jim Melino	CONTACT PERSON	Alan Jacob (CWPD)
ADDRESS	8750 N. Central Expressway Suite 1735	ADDRESS	1837 Trail Drive
CITY, STATE & ZIP	Dallas, Texas 75231	CITY, STATE & ZIP	Rockwall, Texas 75087
PHONE	(214)532-3924	PHONE	(801)815-2741
E-MAIL	jim@cambridgecos.com	E-MAIL	delaynereamsbottom@gmail.com

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED James Melino [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

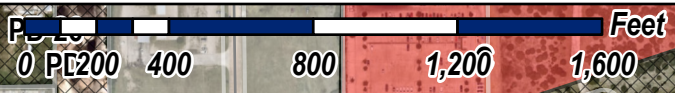
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ \$250+\$20/AC TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 10th DAY OF October, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 10th DAY OF October, 2022.
OWNER'S SIGNATURE: Jim Melino, President

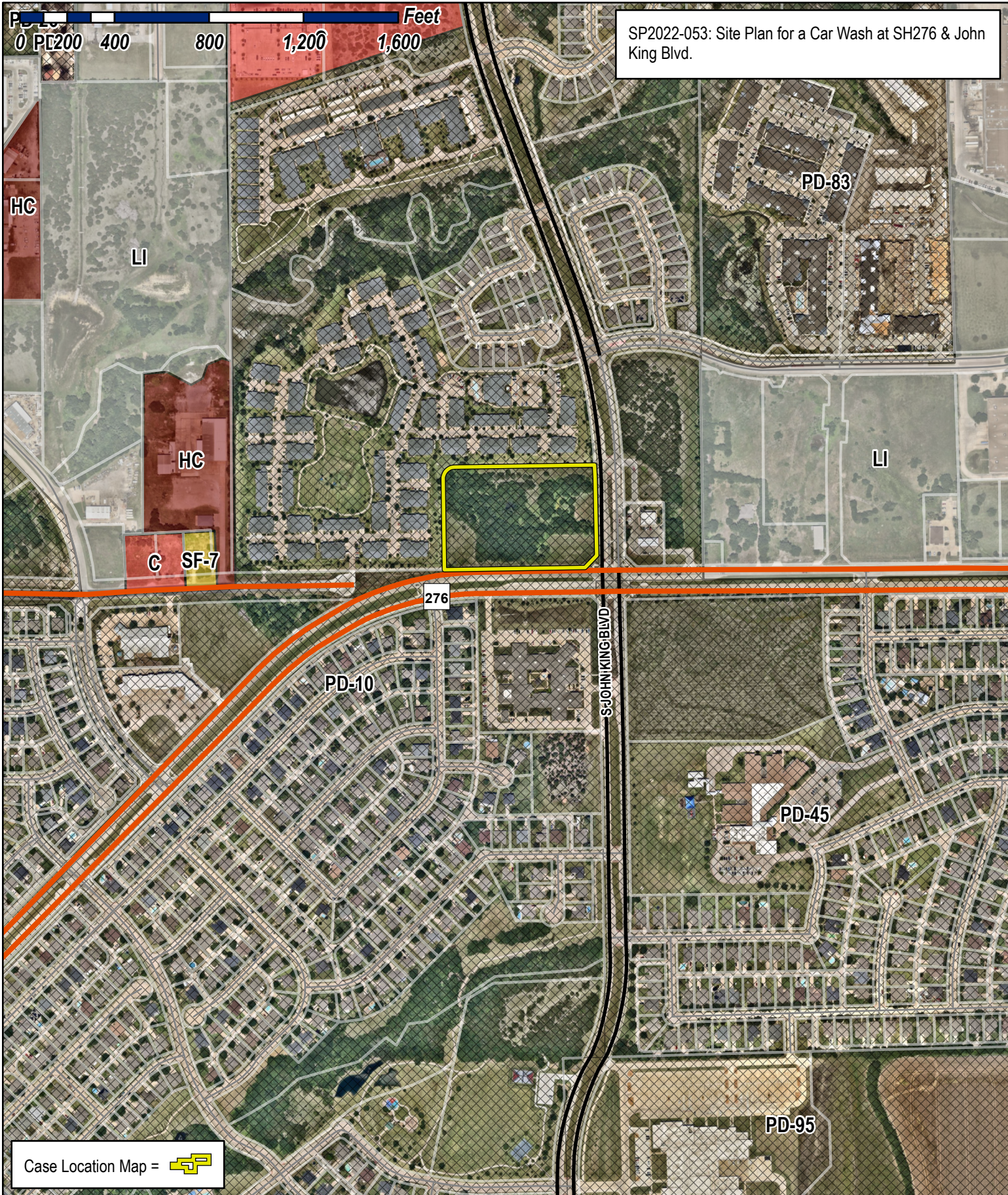



NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS: Relsey Ulrich

MY COMMISSION EXPIRES July 18, 2026



SP2022-053: Site Plan for a Car Wash at SH276 & John King Blvd.



Case Location Map = 



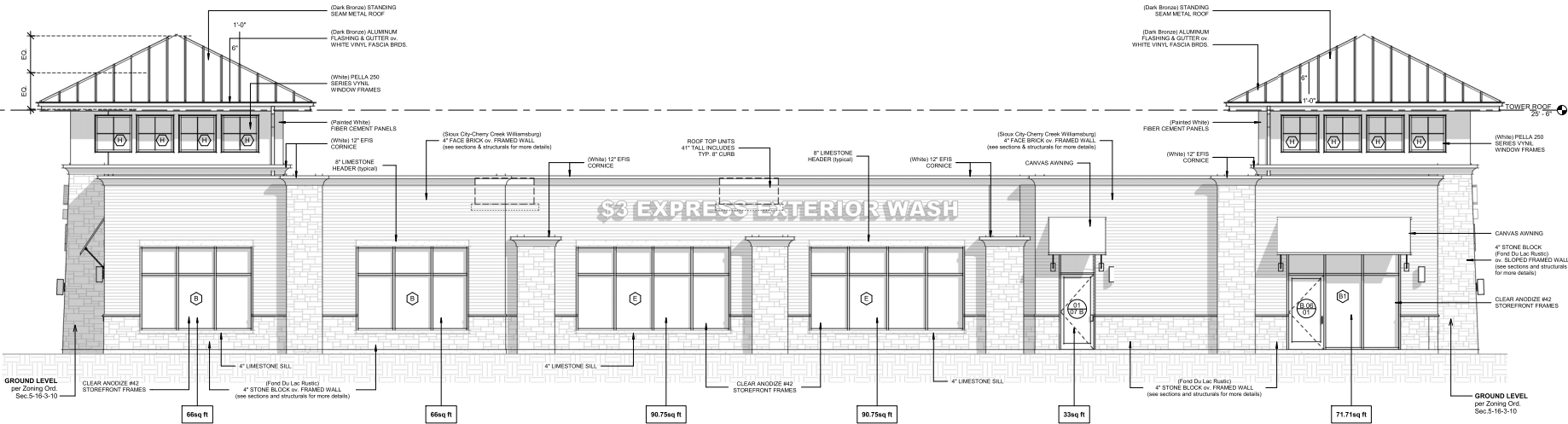
City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.



10/07/22	ZONING REVIEW
▲ DRAWN BY:	RAM
APPROVED BY:	GCM / MAM
SCALE:	AS NOTED
DESCRIPTION:	MAIN ELEVATIONS
SHEET NO.	A-5.0



1 Main Elevation-South
 SCALE: 3/16" = 1'-0"

Primary Materials
 Face Brick & Stone Block (64%)

Accent Material
 Fiber Cement Panels (8.6%)

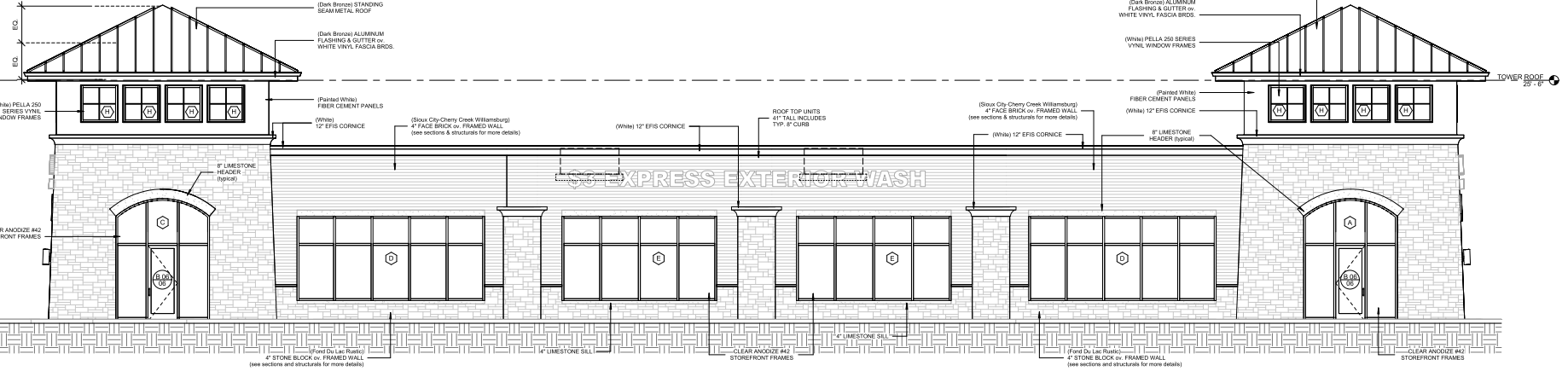
A minimum of 35% shall be transparent Ground Level :
 Ground level shall be defined to be between
 2'-0" & 8'-0" measured vertically from the adjacent grade.

Proposed Transparent = 45% (of Ground Level)
 Ground Level Zone = 903.94 sq. ft.
 Transparent Elements = 408.21 sq. ft.

- **Tower Roofs**
 Metal-(Dark Bronze)

- **Main Body of Building**
 4" Face Brick - (Sioux City-Cherry Creek Williamsburg)
 4"- 5" Stone Block (Fond Du Lac Rustic)

- **Accent Walls - Upper Tower Walls**
 Fiber Cement Panels (White)



1 Side Elevation-North
 SCALE: 3/16" = 1'-0"

Primary Materials
 Face Brick & Stone Block (57.4%)

Accent Material
 Fiber Cement Panels (8.6%)



2034

01/17/22

Z-1

1 VIEW LOOKING NORTHWEST
Z-1 SCALE: 12" = 1'-0"

NERI
ARCHITECTS

6400 N NORTHWEST HWY SUITE 4
CHICAGO, IL 60631
TEL 847.826.9400



2034
01/17/22
Z-2

① VIEW LOOKING NORTHEAST
Z-2 SCALE: 1/2" = 1'-0"

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ARCHITECTS
6400 N NORTHWEST HWY SUITE 4
CHICAGO, IL 60631
TEL 847.826.9400



2034
01/17/22
Z-3

1
Z-3 VIEW LOOKING SOUTHWEST
SCALE: 1/2" = 1'-0"

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ARCHITECTS
6400 N NORTHWEST HWY SUITE 4
CHICAGO, IL 60631
TEL 847 826 9400



2034
01/17/22
Z-4

1
Z-4 VIEW LOOKING SOUTHEAST
SCALE: 1/2" = 1'-0"





2034

01/17/22

Z-5



VIEW LOOKING NORTHEAST w/ SIGN

SCALE: 1/2" = 1'-0"

NERI
ARCHITECTS

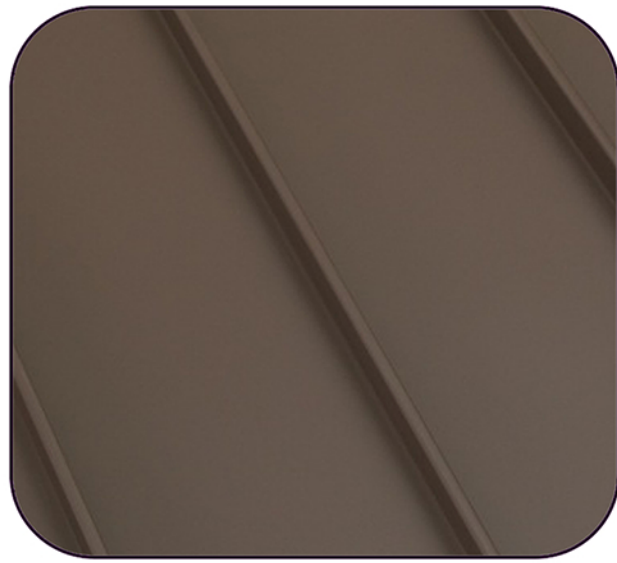
6400 N NORTHWEST HWY
SUITE 4
CHICAGO, IL 60631
TEL 847.826.9400



2034
01/17/22
Z-6

1
Z-6 AERIAL VIEW LOOKING SOUTH
SCALE: 1/2" = 1'-0"

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ARCHITECTS
6400 N NORTHWEST HWY SUITE 4
CHICAGO, IL 60631
TEL 847.826.9400



1 METAL ROOFING
DARK BRONZE



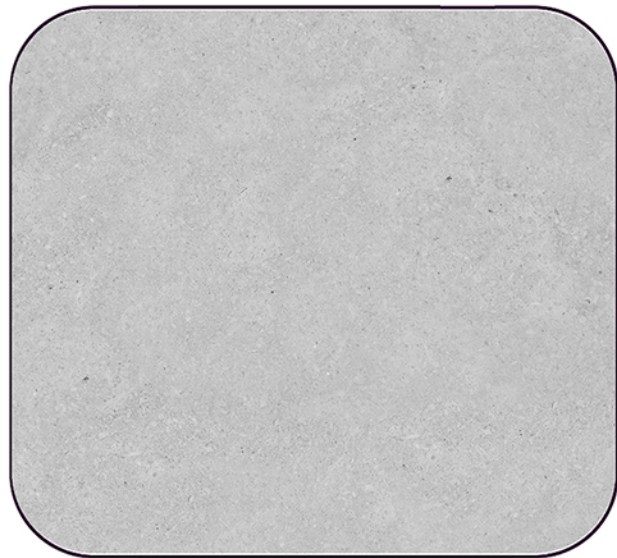
2 GUTTERS/ DOWNSPOUTS
DARK BRONZE



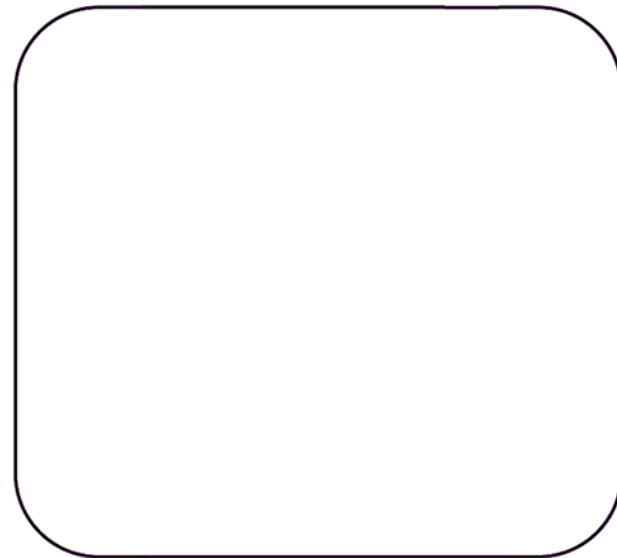
3 STONE VENEER
FOND DU LAC - RUSTIC



4 BRICK VENEER
SIOUX CITY-CHERRY CREEK WILLIAMSBURG



5 SILLS & HEADERS
CUT LIMESTONE



6 UPPER WALL/ CORNICE
PAINTED WHITE



7 ALUMINUM STOREFRONTS
CLEAR - ANNOIDIZED

APPLICANT

DELAYNE REAMSBOTTOM
1837 TRAIL DRIVE ROCKWALL, TX 75087
801.815.2741
delaynereamsbottom@gmail.com

OWNER

JIM MELINO
THE CAMBRIDGE COMPANIES, INC.
8750 N. CENTRAL EXPY. #1735 DALLAS, TX 75231
214.532.3924
jim@cambridgecos.com

NEW AUTOMATED CARWASH

NW STATE HWY 276 & JOHN KING ROCKWALL, TX 75087

CASE NUMBER

SUBMITTED ON 10.13.22

ARCHITECT

NERI ARCHITECTS
 6400 N. NORTHWEST HWY, SUITE 4
 CHICAGO, IL 60631
 P. 847.825.9400
 LICENSE # 1301070132
 EXPIRATION DATE: MARCH 02, 2023

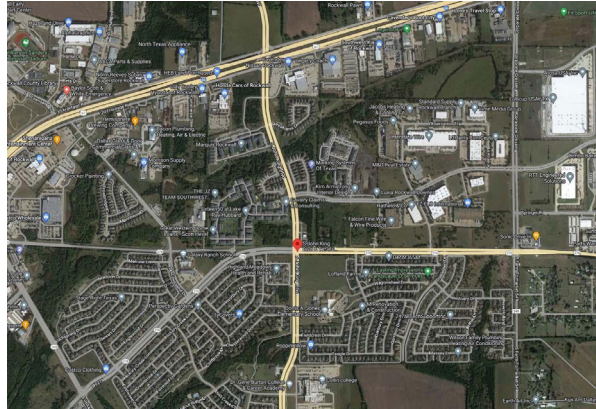
CONSULTANTS INFO:

CIVIL ENGINEER
 TERRA CONSULTING GROUP, LTD.
 600 BUSSE HWY, PARK RIDGE, IL 60068
 Phone: 847-636-6400

MEP ENGINEER
 GEOSOLAR ENERGY FARM
 RENEWABLES DESIGN / BUILD
 Phone: (630)938-7733
 Email: gvalcour@geosolarenergyfarm.com

STRUCTURAL ENGINEER
 Anax Engineering, Inc.
 317 W. Colfax St., Suite 105
 Peabody, IL 60267
 Phone: 847-461-9006
 Email: vlad@anaxeng.com

EQUIPMENT DESIGNER
 NCS WASH SOLUTIONS
 Patrick De Prisco
 VP System Sales
 National Carwash Solutions
 d: 602.267.1457 - m: 602.721.7760



ZONING & LOT DATA

ADDRESS: N W, STATE HWY 276 & JOHN KING
 ROCKWALL, TEXAS 75087

PIN#:

ACREAGE: TOTAL = 131,340 s.f. (3.02 acres)

ZONING: PD-10

PROJECT DATA

SCOPE OF WORK: NEW COMMERCIAL BUILDING

APPLICABLE CODES:

- (Building codes have been adopted by the CITY OF ROCKWALL)
- 2015 INTERNATIONAL BUILDING CODE and local amendments
- 2015 INTERNATIONAL FIRE CODE and local amendments
- 2015 INTERNATIONAL FUEL GAS CODE and local amendments
- 2015 INTERNATIONAL ENERGY CONSERVATION CODE and local amendments
- 2015 INTERNATIONAL MECHANICAL CODE and local amendments
- 2014 NATIONAL ELECTRICAL CODE and local amendments
- 2015 INTERNATIONAL PLUMBING CODE and local amendments

CLIMATE ZONE: 3A

EXISTING USE: COMMERCIAL BUILDING

BUILDING DESCRIPTION

USE GROUP: "B" - COMMERCIAL CARWASH

OCCUPANCY LOADS: 22

BUILDING AREA: ONE STORY (30'-0")

CONSTRUCTION TYPE: IIB / Non-Sprinklered

PROPOSED BUILDING AREA: 4,983 SQ. FT.

PROJECT NOTES CODES, STANDARDS, AND PROCEDURES

- ALL CONSTRUCTION SHALL COMPLY WITH INTERNATIONAL BUILDING CODES, OSHA, AND ZONING CODES, CITY OF ROCKWALL, STATE OF TEXAS, AND ALL OF THE UNITED STATES OF AMERICA FEDERAL AGENCY REQUIREMENTS.
- BEFORE DOING ANY CONSTRUCTION, CONTACT LOCAL ELECTRIC COMPANY AND ASK FOR THE "NEW BUSINESS GROUP". REQUEST AN ONSITE MEETING AND COORDINATION OF PROPOSED WORK. BRING ARCHITECTURAL DRAWINGS AND OBTAIN APPROVAL ON CLEARANCES FOR ALL NEW STRUCTURES BEING BUILT AND/ OR ELECTRIC SERVICE BEING MOVED AND/ OR UPGRADED.
- BEFORE DOING ANY CONSTRUCTION, CONTACT J.U.L.I.E. TO DETERMINE THE LOCATION OF ANY UNDERGROUND UTILITIES WHICH MAY AFFECT PROPOSED SITE WORK. 8-1-1 IS THE NATIONWIDE TOLL-FREE NUMBER FOR LOCATION SERVICES. CALL JULIE'S TOLL-FREE NUMBER 1-800-892-0123.
- ALL CARWASH EQUIPMENT SHALL BE PROVIDED BY NATIONAL CARWASH SOLUTIONS (NCS) AND COORDINATED w/ NERI ARCHITECTS' INFORMATION.
- ALL REFERENCES TO CODES, SPECIFICATIONS, AND STANDARDS, REFERRED TO IN THE SPECIFICATIONS AND/ OR DRAWINGS SHALL MEAN THE LATEST EDITION, AMENDMENT OR REVISION OF SUCH REFERENCE IN EFFECT AS OF THE LATEST DATE OF THE CONTRACT DOCUMENTS.
- ALL WORK SHALL COMPLY WITH THE REQUIREMENTS, POLICIES, AND PROCEDURES OF THE OWNER.
- DRAWINGS AND SPECIFICATIONS ARE TO BE ISSUED TO THE SUBCONTRACTORS IN COMPLETE SETS SO THAT THE FULL EXTENT OF WORK IS SHOWN AND COORDINATION OF WORK IS MADE POSSIBLE.
- ALL WORK SHALL BE OF THE HIGHEST QUALITY FOLLOWING THE CONTRACT DOCUMENTS, PROJECT SPECIFICATIONS, MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS, AND THE BEST ACCEPTED TRADE PRACTICES AND STANDARDS.
- DETAILS SHOWN ARE INTENDED TO BE INDICATIVE OF THE PROFILES AND TYPES OF DETAILING REQUIRED FOR THE WORK. DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO THOSE DETAILED.
- PROVIDE ALL SHOP DRAWINGS, CATALOG CUTS, SAMPLES, ETC. FOR THE NECESSARY WORK REQUIRED AND FOR ARCHITECTS REVIEW PRIOR TO COMMENCEMENT OF THE WORK.
- EACH CONTRACTOR SHALL KEEP ACCURATE RECORDS OF ALL WORK WHICH DIFFERS FROM CONTRACT DOCUMENTS SO THAT ACCURATE RECORD DRAWINGS AND SPECIFICATIONS CAN BE KEPT AND PROVIDED TO THE OWNER AT PROJECT CLOSEOUT.
- EACH CONTRACTOR SHALL VISIT THE SITE AND BE KNOWLEDGEABLE OF CONDITIONS THERE OF. FAILURE TO EXAMINE THE SITE AND DETERMINE EXISTING CONDITIONS OR NATURE OF NEW CONSTRUCTION, OR NATURE AND EXTENT OF WORK TO BE PERFORMED BY OTHER TRADES WILL NOT BE CONSIDERED A BASIS FOR GRANTING OF ADDITIONAL COMPENSATION.
- THE CONTRACTOR SHALL INVESTIGATE, VERIFY AND BE RESPONSIBLE FOR ALL REQUIREMENTS OF THE PROJECT AND SHALL NOTIFY THE ARCHITECT OF ANY CONDITIONS CONTRARY TO THE CONSTRUCTION DOCUMENTS THAT REQUIRE MODIFICATION BEFORE PROCEEDING WITH THE WORK.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING SITE ELEMENTS FROM DAMAGE DUE TO THE CONSTRUCTION OPERATIONS, AND REPAIR OR REPLACE ANY ELEMENTS DAMAGED DURING THE PROJECT.
- ANY UTILITY SHUT-OFFS AS REQUIRED BY THE CONTRACTOR FOR COMPLETION OF THEIR WORK SUCH AS ELECTRICAL, GAS, AND/ OR WATER SHOULD BE COORDINATED w/ NERI ARCHITECTS' INFORMATION.

SHEET INDEX

TITLE	STRUCTURAL
T-1.0 COVERSHEET & PROJECT INFO	S-101 GENERAL NOTES
CIVIL	S-201 FOUNDATION & 1st FLOOR PLAN
C-1 TITLE SHEET	S-202 ROOF FRAMING PLAN
C-2A SPECIFICATIONS	S-301 SECTIONS & DETAILS
C-2B SPECIFICATIONS	S-302 SECTIONS & DETAILS
C-3 EXISTING CONDITIONS & DEMOLITION PLAN	
C-4 GEOMETRIC PLAN	
C-5 GRADING PLAN	
C-6 UTILITY PLAN	
C-7 STORMWATER POLLUTION PREVENTION PLAN	
C-8 STORMWATER POLLUTION PREVENTION DETAILS	
C-9 DRAINAGE EXHIBIT	
C-10 DETAILS	
C-11 DETAILS	
C-12 DETAILS	
C-13 DETAILS	
GENERAL NOTES	
G-1.1 GENERAL NOTES	
G-1.2 SITE PLAN	
LANDSCAPE	
L.1.1 LANDSCAPE DETAILS & NOTES	
L.1.2 LANDSCAPE PLAN	
ARCHITECTURAL	
A-2.0 FOUNDATION PLAN	
A-2.1 FLOOR PLAN	
A-2.2 CEILING PLAN	
A-2.3 ROOF & TOWER PLANS	
A-3.4 BATHROOM PLANS & ELEVATIONS	
A-5.0 MAIN ELEVATIONS	
A-5.1 MAIN ELEVATIONS & WINDOW SCHDL.	
A-6.0 BUILDING SECTIONS	
A-6.1 DETAIL SECTIONS	
A-6.4 FIRESTOPPING DETAILS	
A-7.0 SIGNAGE, REFUSE, PAY STATION	
A-7.1 VACUUM STATION/CANOPY, MONUMENT SIGN	
A-8.0 DOOR SCHEDULE	
	MECHANICAL
	M2-0 SITE PLAN
	M2-1 FLOOR & ROOF PLAN
	M3-0 MECH SCHEDULES, NOTES, DETAILS
	M3-1 MECH SCHEDULES, NOTES & DETAILS
	M3-2 MECH SCHEDULES, NOTES, DETAILS
	M3-3 MECH SCHEDULES, NOTES, DETAILS
	ELECTRICAL
	E1-0 ELECTRIC SITE PLAN
	E2-1 1ST FLR PLAN & EQUIP. PLAN
	E2-2 REFLECTED CEILING PLAN
	E2-3 ROOF & TOWER PLANS
	E2-4 PAY-STATION DETAILS
	E3-0 ELEC SCHEDULES, NOTES, & DETAILS
	E3-1 ELEC SCHEDULES, NOTES, & DETAILS
	E3-2 ELEC SCHEDULES, NOTES, & DETAILS
	E3-3 ELEC SCHEDULES, NOTES, & DETAILS
	E3-4 MOTOR CONTROL CENTER
	E3-5 ELECTRIC CONTROLS
	E3-6 ELECTRIC MOTORS
	E3-7 ELECTRIC UNDERGROUND
	E3-8 ELECTRIC EQUIPMENT SCHD.
	PLUMBING
	P1-0 PLUMBING SITE PLAN
	P2-1 PLUMBING FLOOR PLAN
	P3-0 SCHEDULES & RISERS
	P3-1 PLUMBING EQUIP. PLAN
	P3-2 PLUMBING PIPING & UNDERGROUND
	P3-3 WATER EQUIP. SCHEDULE
	P3-4 AIR PIPING PLAN & RISER
	P3-5 AIR EQUIPMENT SCHEDULE

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NERI

ARCHITECTS

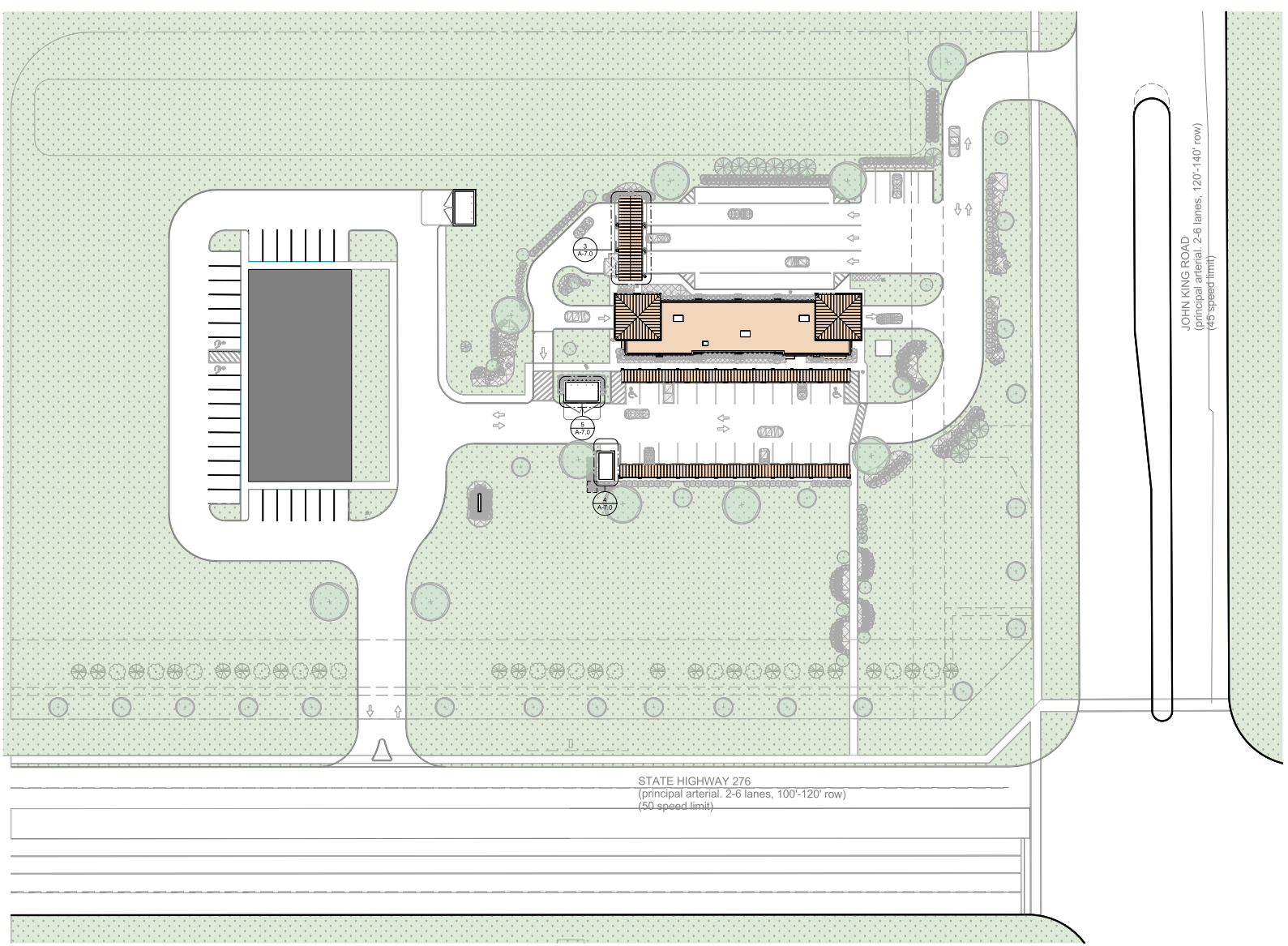
6400 N. NORTHWEST HWY
CHICAGO, IL SUITE 4
TEL: 847.825.9400

NEW AUTOMATED CARWASH FACILITY

N.W. STATE HWY 276 & JOHN KING
ROCKWALL, TEXAS 75087

PROJECT # 2034
DATE: 01/17/22

10/07/22	ZONING REVIEW
REVISIONS	
DRAWN BY:	RAM
APPROVED BY:	GCM / MAM
SCALE:	AS NOTED
DESCRIPTION:	COVERSHEET & PROJECT INFO
SHEET NO.	T-1.0



STATE HIGHWAY 276
 (principal arterial, 2-6 lanes, 100'-120' row)
 (50 speed limit)

JOHN KING ROAD
 (principal arterial, 2-6 lanes, 120'-140' row)
 (45 speed limit)

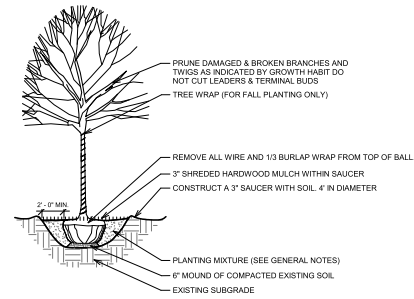
SITE PLAN
 SCALE: 1"=20'

10/7/2022 1:21:18 PM

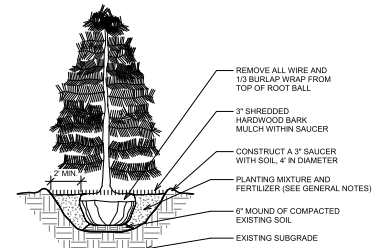
NERDI ARCHITECTS 6400 N NORTHWEST HWY CHICAGO, IL SUITE 4 TEL 847 825 9470	
PROJECT #	2034
DATE:	01/17/22
NEW AUTOMATED CARWASH FACILITY	
N.W. STATE HWY 276 & JOHN KING ROCKWALL, TEXAS 75087	
10/07/22	ZONING REVIEW
REVISIONS	
DRAWN BY:	RAM
APPROVED BY:	GCM / MAM
SCALE:	AS NOTED
DESCRIPTION:	SITE PLAN
SHEET NO.	G-1.2

GENERAL NOTES

- CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES, OBSTACLES AND/OR PROBLEMS.
- VERIFICATION OF DIMENSIONS AND GRADES, BOTH EXISTING AND PROPOSED, SHALL BE THE CONTRACTOR'S RESPONSIBILITY PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL NOTIFY THE OWNER OF ANY DISCREPANCIES.
- ALL SURFACE DRAINAGE SHALL BE DIRECTED AWAY FROM STRUCTURES. SURFACE DRAINAGE SHALL BE DIRECTED TO EXISTING CATCH BASIN DESIGNATED FOR THE COLLECTION OF SURFACE RUNOFF.
- CONTRACTOR SHALL NOTIFY OWNER OF ANY UNDESIRABLE DRAINAGE CONDITIONS AND RECOMMEND SUITABLE SOLUTIONS. WHERE NECESSARY TO ACHIEVE PROPER DRAINAGE, UNDER DRAINAGE FOR TREES MUST BE INSTALLED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.
- LANDSCAPE CONTRACTOR SHALL REPAIR IN KIND ALL AREAS DAMAGED AS A RESULT OF LANDSCAPE OPERATIONS.
- ALL TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 2" OF SHREDDED HARDWOOD MULCH.
- ALL GROUND COVER PERENNIAL BEDS TO RECEIVE A MINIMUM 2" OF MUSHROOM COMPOST.
- SIZES SHOWN ON PLANTING PLAN ARE MINIMUM ACCEPTABLE SIZES.
- LANDSCAPE CONTRACTOR SHALL WARRANT ALL TREES, SHRUBS, VINES, GROUNDCOVERS AND PERENNIALS UNDER THIS CONTRACT WILL BE HEALTHY AND IN FLOURISHING CONDITION OF ACTIVE GROWTH ONE YEAR FROM DATE OF FINAL ACCEPTANCE.
- SOIL TO BE USED FOR THE PLANTING MEDIUM FOR THE PROJECT SHALL BE FERTILE, WELL DRAINED, OF UNIFORM QUALITY, FREE OF STONES OVER 1" IN DIAMETER, STICKS, COILS, CHEMICALS, PLASTIC, CONCRETE AND OTHER SOLID MATERIALS.
- THE LANDSCAPE CONTRACTOR SHALL PREPARE PLANTING BEDS BY ADDING SOIL AMENDMENTS TO TOPSOIL MAX IN THE FOLLOWING QUANTITIES: TOPSOIL MAX FOR TREES AND SHRUBS SHALL BE THREE (3) PARTS TOPSOIL ONE (1) PART PEAT AND ONE (1) PART SAND. TOPSOIL MAX FOR PERENNIALS, BULBS, AND GROUND COVERS SHALL BE THREE (3) PARTS TOPSOIL ONE (1) PART SAND AND TWO (2) PARTS DECAYED MULCH OR COMPOST. SOIL SHALL MEET THE FOLLOWING REQUIREMENTS: SOIL COMPOSITION: 42-77% SILT, 0-20% CLAY, 20-30% SAND, SOIL ACIDITY: PH 6.5-7.5, SOIL ORGANIC CONTENT: THREE (3) TO FIVE (5) PERCENT.
- ALL PLANTS TO BE SAILED IN BURLAP OR CONTAINER GROWN AS SPECIFIED ON PLANTING PLAN. ALL PLANT ROOT WRAPPING MATERIAL, AND METAL WIRE BANDS MUST BE REMOVED. LANDSCAPE CONTRACTOR SHALL STAKE THE LOCATION OF ALL TREES AND PLANTING BED LINES AND HAVE LAYOUT APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING.
- WATER ALL PLANTS IMMEDIATELY AFTER PLANTING. FLOOD PLANTS TWICE DURING FIRST TWENTY FOUR HOUR PERIOD AFTER PLANTING.
- ALL NEW AND TRANSPLANTED PLANTS TO BE SPRAYED WITH AN ANTIDECIDUANT WITHIN TWENTY FOUR HOURS AFTER PLANTING. ANTI-TRANSPIRANT SHALL BE EQUAL TO "WILTPROOF". ALL MULCH SHALL BE REMOVED FROM ALL TREES BEFORE LEAVING THE SITE AND BEDS SHALL BE KEPT CLEAR OF MULCH AND DEBRIS AT ALL TIMES.
- ALL GRASS AREAS SHALL BE 6 INCHES OF TOPSOIL AND KENTUCKY BLUEGRASS SOO.



10 DECIDUOUS TREE PLANTING DETAIL
SCALE: 3/8" = 1'-0"

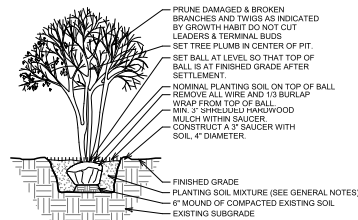


11 ORNAMENTAL TREE PLANTING DETAIL
SCALE: 1/2" = 1'-0"

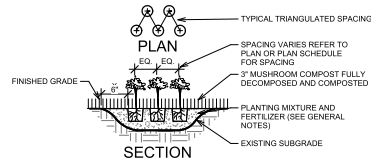
Planting Schedule (per LANDSCAPE CODES)

LEGEND	QUANT.	BOTANICAL NAME	COMMON NAME	MIN. SIZE	NOTES/SPECIAL CONDITIONS
SHADE/PARTIALLY DECIDUOUS TREES (Min. Size at planting 3" Caliper - Parkway Trees shall be max 40' quant)					
SS	1	Bain Saxeana	Willow Oak	2" caliper / 8' H.	
MA	1	Morus Alba	White Mulberry	2" caliper / 8' H.	
AR	2	Acer Rubrum	Red Maple	2" caliper / 8' H.	
JP	2	Styphion Japonica	Japanese Paper Birch	2" caliper / 8' H.	
PC	2	Prunus Cerasifera	Prunella Leaf Plum	2" caliper / 8' H.	
SMALL GROWING TREES (Height at Time of planting shall be no closer than 10 feet from the center of job line.)					
AB	4	Acer Boreale	Tsuga Maple	2.5" caliper / 8' H.	
ZS	6	Salix Serrata	Japanese Salix	2.5" caliper / 8' H.	Parkway Al - used under power lines also
MG	3	Magnolia Speciosa	Star Magnolia	2.5" caliper / 8' H.	Parkway Al - used under power lines also
GB	2	Ginkgo Biloba	Ginkgo (male catkins only)	2.5" caliper / 8' H.	Parkway Al - used under power lines also
EVERGREEN TREES (Min. Size at planting 8" Hgt.)					
PS	5	Prunus Serrata	Common White Pine	6' H.	
TC	24	Thuja occidentalis	White Cedar	6' H.	Minimum height 6'-12'
JT	5	Juniperus horizontalis Taylor	Taylor Juniper	6' H.	Minimum height 16'
EVERGREEN SHRUBS (All shrubs to be maintained and kept below @ max. 4'0" tall)					
TC	48	Taxus Canadensis	Canada Yew	30" sp. / 24" H.	
BO	13	Buxus + Green Velvet	Green Velvet Boxwood	30" sp. / 24" H.	
TM	12	Taxus + media Hedge	Hicks Yew Hedge	30" sp. / 24" H.	
DECIDUOUS SHRUBS - (Height at Time of planting dwarf shrubs - 18 inches / shrubs - 26 inches)					
MP	50	Myrica Pennsylvanica	Bayberry		if to 6' mature height
SJ	40	Spiraea Japonica	Lime Princess Spiraea		
VY	30	Viburnum Tricinctum	American Crabapple Bush		
ORNAMENTAL GRASS					
CP	48	Carex Pennsylvanica	Sedge	16' spread / 1' tall	ground cover
SA	37	Stachytarix Australis	Australian Mist Grass		
TL	14	Typha Latifolia	Common Cattail		Use in Wetland Basin / Enhancement
PERENNIALS, GROUNDCOVERS - (Starts in mulch beds)					
RS	600	Rudbeckia hirta	Green-headed Coneflower	2" pots	Use in Wetland Basin / Enhancement
VA	300	Vincetoxicum	Periwinkle	10" spread / 2" pots	perennials mature height 10"
AT	195	Achillea Tuberosa	Butterfly Weed	10" spread / 2" pots	perennials
EP	132	Erigeron annuus	Purple Coneflower	10" spread / 2" pots	perennials
WT	95	Wibrorstia Protopneides	Barnet Strawberry	10" spread / 2" pots	perennials
RS	195	Rudbeckia Speciosa	Black-eyed Susan	10" spread / 2" pots	perennials
PT	34	Polygonatum Terriculatum	Slender Mountain Lily		ground cover

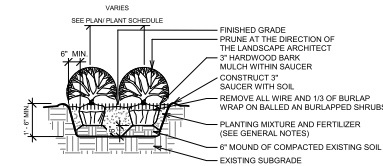
NOTES:
 PRECISION LANDSCAPE DESIGN PURSUANT TO THE REQUIREMENTS OF THIS CHAPTER SHALL RECOGNIZE THE NEED FOR PRODIGATION AND WATER CONSERVATION. SPRINKLER IRRIGATION SYSTEMS MAY BE REQUIRED FOR CERTAIN LANDSCAPE AREAS, AS DETERMINED BY A LANDSCAPE ARCHITECT. THE NEED FOR SPRINKLER IRRIGATION SYSTEMS SHALL BE DETERMINED BY THE TYPE OF PLANT MATERIAL AND THE CONDITION GROWING MEDIUM THAT THEY ARE INSTALLED IN. FOR INSTANCE, WHETHER THERE IS A PERMANENT FLOW AVAILABLE TO WATER PLANT MATERIAL, SUCH AS HOSE BIBS SHALL BE A CONSIDERATION. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED TO MINIMIZE THE USE OF WATER.



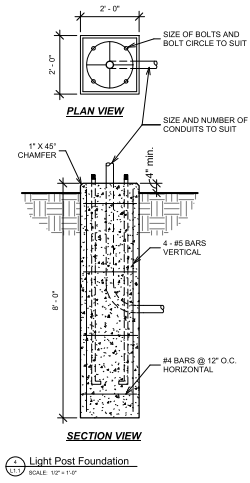
12 LARGE SHRUB PLANTING DETAIL
SCALE: 1/4" = 1'-0"



13 GROUND COVER PLANTING DETAIL
SCALE: 3/8" = 1'-0"

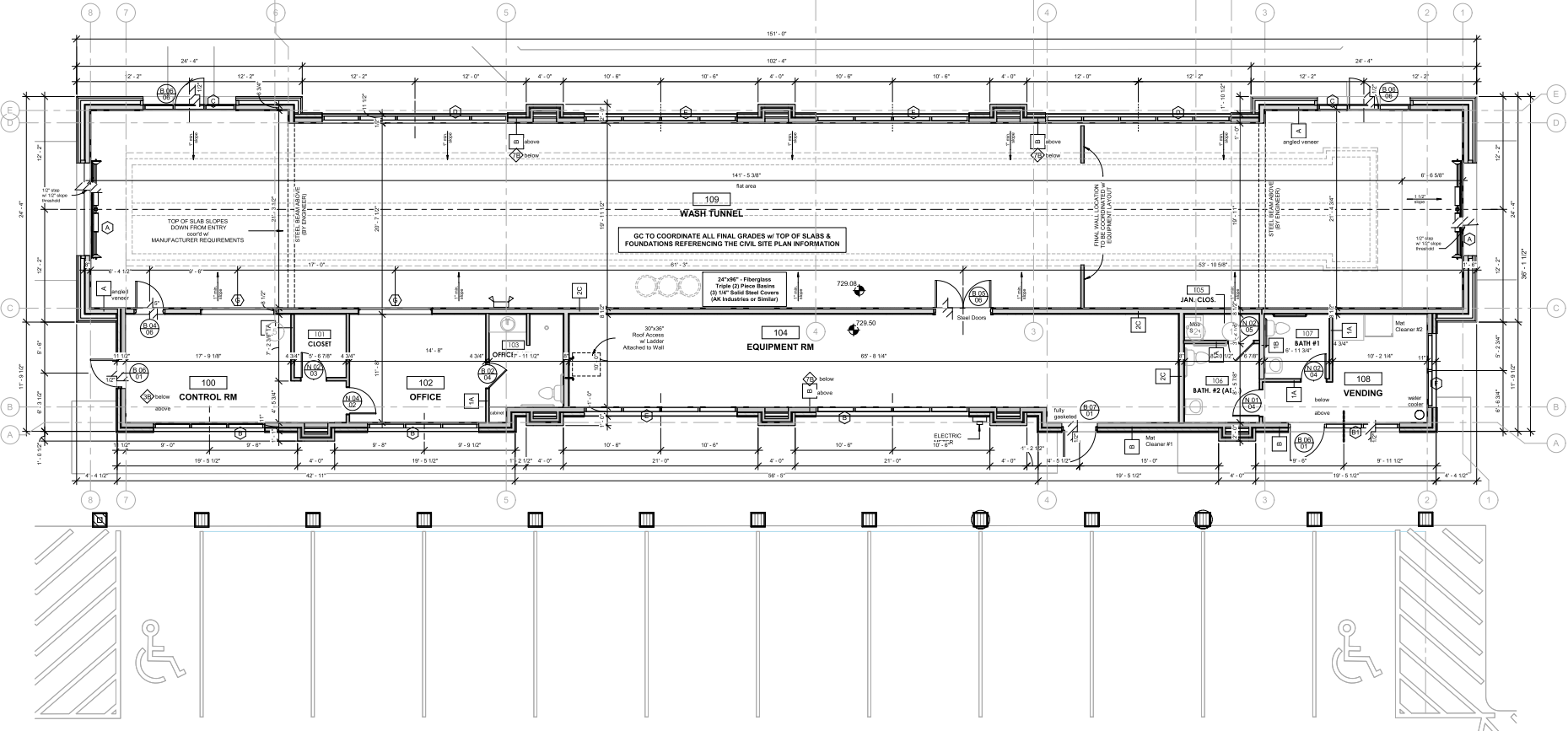


14 SMALL SHRUB PLANTING DETAIL
SCALE: 3/8" = 1'-0"



15 Light Post Foundation
SCALE: 1/2" = 1'-0"

10/07/22	ZONING REVIEW
REVISIONS	
DRAWN BY:	RAM
APPROVED BY:	GCM / MAM
SCALE:	AS NOTED
DESCRIPTION:	LANDSCAPE DETAILS & NOTES
SHEET NO.	L1.1



FIRST FLOOR PLAN
 SCALE: 3/8" = 1'-0"
 N

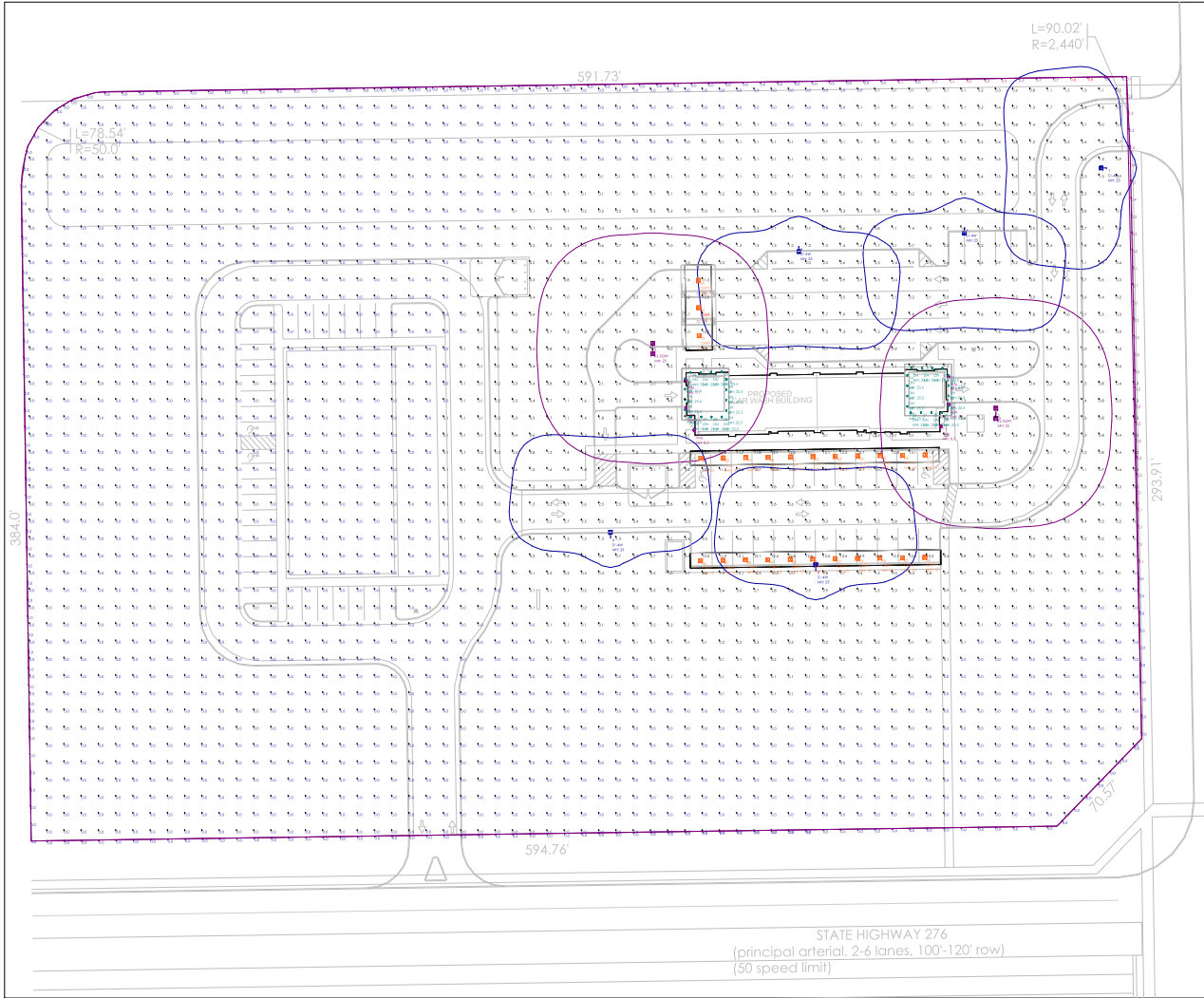
PROJECT # 2034
 DATE: 01/17/22

NEW AUTOMATED CARWASH FACILITY
 N.W. STATE HWY 276 & JOHN KING
 ROCKWALL, TEXAS 75087

1067/22	ZONING REVIEW
REVISIONS	
DRAWN BY:	RAM
APPROVED BY:	GCN / MAM
SCALE:	AS NOTED
DESCRIPTION:	FLOOR PLAN
SHEET NO.	A-2.1

Luminaire Schedule - Part numbers are provided by the manufacturer and are only intended to be used as a reference to output and optics used.										
Symbol	Qty	Tag	Arrangement	Luminaire Lumens	Arr. Lum. Lumens	Luminaire Waits	Arr. Waits	LLF	Manufacturer	Description
□	25	CNPY	Single	4450	4450	38	38	0.900	HUBBELL	VSH-30-4K7-UNV
⊕	32	DN	Single	996	996	14.4	14.4	0.900	DALS Lighting Inc.	RGR4-CC-XX
□	5	S1-4W	SINGLE	15232	15232	109.7	109.7	0.900	HUBBELL OUTDOOR	ASL1-160L-115-4K7-4W-UNV-AX-X
□	2	S2-5QW	Back-Back	15632	31264	109.7	219.4	0.900	HUBBELL OUTDOOR	ASL1-160L-115-4K7-5QW-UNV-AX-X (2@180)
⊙	6	WAL	GROUP	N.A.	2240	N.A.	14	0.450	FC Lighting	FCC612W-UNV-940-05-05L-X-D40-U40-LD

Calculation Summary									
Label	CalcType	Units	Avg	Max	Min	Max/Min	Avg/Min	Description	
PROPERTY LINES	Illuminance	Fc	0.05	0.8	0.0	N.A.	N.A.	READINGS @ GRADE	
PROPERTY Planar	Illuminance	Fc	0.78	13.3	0.0	N.A.	N.A.	READINGS @ GRADE	
CAR WASH PARKING & DRIVES	Illuminance	Fc	2.83	11.0	0.6	18.33	4.72	READINGS @ GRADE	



NOTES

PG-ENLIGHTEN IS NEITHER LICENSED NOR INSURED TO DETERMINE CODE COMPLIANCE. CODE COMPLIANCE REVIEW BY OTHERS.

ANY VARIANCE FROM REFLECTANCE VALUES, OBSTRUCTIONS, LIGHT LOSS FACTORS OR DIMENSIONAL DATA WILL AFFECT THE ACTUAL LIGHT LEVELS OBTAINED.

THIS ANALYSIS IS A MATHEMATICAL MODEL AND CAN BE ONLY AS ACCURATE AS IS PERMITTED BY THE THIRD-PARTY SOFTWARE AND THE IES STANDARDS USED.

FIXTURE TYPES AND QUANTITIES MAY CHANGE BASED ON UNKNOWN OBSTRUCTIONS OR FIELD CONDITIONS. THESE CHANGES MAY RESULT IN AN INCREASED QUANTITY OF FIXTURES.

FIXTURE TYPES AND QUANTITIES BASED ON PROVIDED LAYOUT AND DRAWINGS ARE FOR REFERENCE ONLY. TYPES AND QUANTITIES MAY CHANGE WITH FUTURE REVISIONS.

CALCULATION GRID VALUES 10'-0" O.C.

APPLICATION AND TASK	MAINTAINED HORIZONTAL		MAINTAINED VERTICAL		MAXIMUM	
	AVERAGE (FC)	RANGE (FC)	AVERAGE (FC)	RANGE (FC)	AVG:MIN	MAX:MIN
PARKING (UNCOVERED) ZONE 3 (URBAN)	1.5	0.75 - 3	0.8	0.4 - 1.6	4:1	15:1
PARKING (UNCOVERED) ZONE 2 (SUBURBAN)	1	0.5 - 2	0.6	0.3 - 1.2	4:1	15:1
SAFETY (BUILDING EXTERIOR)	1	0.5 - 2	-	-	FOR SECURITY ISSUES, RAISE AVG. TO 3	

SIMPLIFIED RECOMMENDATIONS BASED ON IES' THE LIGHTING HANDBOOK, 10TH EDITION AND IES RP-30-14. INDIVIDUAL APPLICATIONS WILL DETERMINE SPECIFIC RECOMMENDATIONS. PLEASE REFER TO THE MOST RECENT HANDBOOK FOR A MORE DETAILED EVALUATION AND ADDITIONAL APPLICATIONS. THESE RECOMMENDATIONS DO NOT SUPERCEDE ANY APPLICABLE CODES.



PROJECT NAME: **ROCKWALL TX CAR WASH- NW STATE HWY 276 & JOHN KING RD**

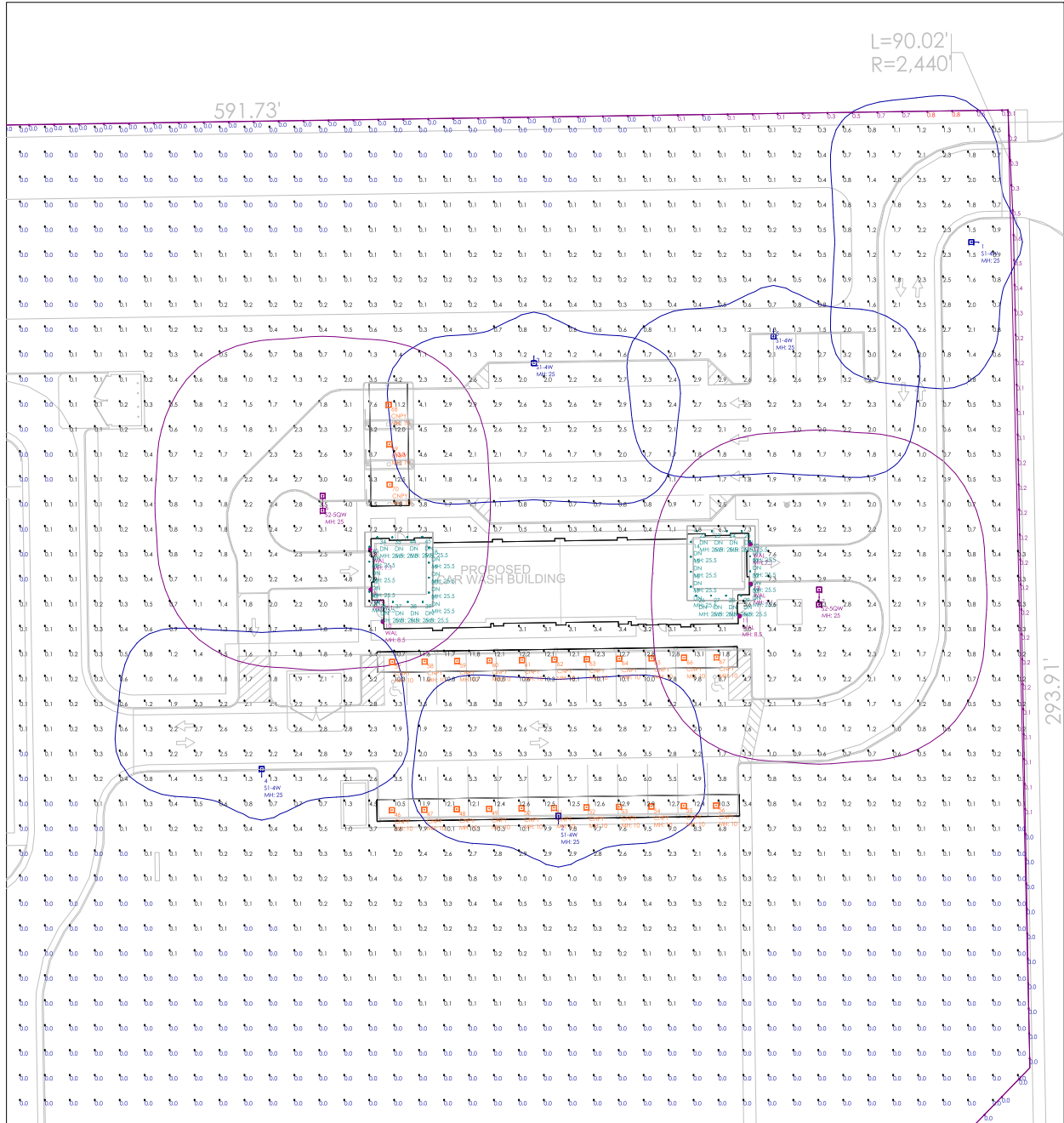
CLIENT NAME: **NERI ARCHITECTS**

DRAWN BY: **Joeli Collins**
 joeli.collins@pgenlighten.com
 817.228.1199

PG CONTACT: **Patti Geier**
 Patti.Geier@pgenlighten.com
 817.228.1199

REVISIONS
1
2
3

Luminaire Location Summary					
LumNo	Tag (Qty)	Label	Mtg Ht	Orient	Tilt
1	S1-4W (1)	ASL1-160L-115-4K7-4W	25	180	0
2	S1-4W (1)	ASL1-160L-115-4K7-4W	25	90	0
3	S1-4W (1)	ASL1-160L-115-4K7-4W	25	270	0
4	S1-4W (1)	ASL1-160L-115-4K7-4W	25	90	0
5	S1-4W (1)	ASL1-160L-115-4K7-4W	25	270	0
6	S2-SQW (2)	ASL1-160L-115-4K7-SQW 2	25	90	0
7	S2-SQW (2)	ASL1-160L-115-4K7-SQW 2	25	90	0
8		FCC612W-940-05-05L-D40-U40	7.1	90	0
9		FCC612W-940-05-05L-D40-U40	7.1	90	0
10		FCC612W-940-05-05L-D40-U40	8.5	90	0
11		FCC612W-940-05-05L-D40-U40	8.5	90	0
12		FCC612W-940-05-05L-D40-U40	7.1	90	0
13		FCC612W-940-05-05L-D40-U40	7.1	90	0
14	DN (1)	RGR4	25.5	90	0
15	DN (1)	RGR4	25.5	90	0
16	DN (1)	RGR4	25.5	90	0
17	DN (1)	RGR4	25.5	90	0
18	DN (1)	RGR4	25.5	90	0
19	DN (1)	RGR4	25.5	90	0
20	DN (1)	RGR4	25.5	90	0
21	DN (1)	RGR4	25.5	90	0
22	DN (1)	RGR4	25.5	90	0
23	DN (1)	RGR4	25.5	90	0
24	DN (1)	RGR4	25.5	90	0
25	DN (1)	RGR4	25.5	90	0
26	DN (1)	RGR4	25.5	90	0
27	DN (1)	RGR4	25.5	90	0
28	DN (1)	RGR4	25.5	90	0
29	DN (1)	RGR4	25.5	90	0
30	DN (1)	RGR4	25.5	90	0
31	DN (1)	RGR4	25.5	90	0
32	DN (1)	RGR4	25.5	90	0
33	DN (1)	RGR4	25.5	90	0
34	DN (1)	RGR4	25.5	90	0
35	DN (1)	RGR4	25.5	90	0
36	DN (1)	RGR4	25.5	90	0
37	DN (1)	RGR4	25.5	90	0
38	DN (1)	RGR4	25.5	90	0
39	DN (1)	RGR4	25.5	90	0
40	DN (1)	RGR4	25.5	90	0
41	DN (1)	RGR4	25.5	90	0
42	DN (1)	RGR4	25.5	90	0
43	DN (1)	RGR4	25.5	90	0
44	DN (1)	RGR4	25.5	90	0
45	DN (1)	RGR4	25.5	90	0
46	CNPY (1)	VSH-30-4K7	10	90	0
47	CNPY (1)	VSH-30-4K7	10	90	0
48	CNPY (1)	VSH-30-4K7	10	90	0
49	CNPY (1)	VSH-30-4K7	10	90	0
50	CNPY (1)	VSH-30-4K7	10	90	0
51	CNPY (1)	VSH-30-4K7	10	90	0
52	CNPY (1)	VSH-30-4K7	10	90	0
53	CNPY (1)	VSH-30-4K7	10	90	0
54	CNPY (1)	VSH-30-4K7	10	90	0
55	CNPY (1)	VSH-30-4K7	10	90	0
56	CNPY (1)	VSH-30-4K7	10	90	0
57	CNPY (1)	VSH-30-4K7	10	90	0
58	CNPY (1)	VSH-30-4K7	10	90	0
59	CNPY (1)	VSH-30-4K7	10	90	0
60	CNPY (1)	VSH-30-4K7	10	90	0
61	CNPY (1)	VSH-30-4K7	10	90	0
62	CNPY (1)	VSH-30-4K7	10	90	0
63	CNPY (1)	VSH-30-4K7	10	90	0
64	CNPY (1)	VSH-30-4K7	10	90	0
65	CNPY (1)	VSH-30-4K7	10	90	0
66	CNPY (1)	VSH-30-4K7	10	90	0
67	CNPY (1)	VSH-30-4K7	10	90	0
68	CNPY (1)	VSH-30-4K7	10	0	0
69	CNPY (1)	VSH-30-4K7	10	0	0
70	CNPY (1)	VSH-30-4K7	10	0	0



Scale: 1 inch= 20 FT.



PROJECT NAME:
ROCKWALL TX CAR WASH- NW STATE HWY 276 & JOHN KING RD

CLIENT NAME:
NERI ARCHITECTS

DATE: 10/5/2022

REVISIONS

1	
2	
3	

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 847.228.1199

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Joel Collins
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Vanish

EDGE-LIT CANOPY



FEATURES

- Edge-Lit technology for even illumination
- Low profile 2.1" depth design virtually disappears into the canopy
- Illuminates without distraction and glare
- Pendant or surface mounted with ¾" conduit
- Universal retrofit solution for HID replacements for various sizes
- IP65 rating to keep water and insects out
- Cast Aluminum with integral heat sink to maintain optimal thermal performance for long LED life Cast aluminum



SPECIFICATIONS

CONSTRUCTION

- Die-cast aluminum, low profile housing
- New construction or retrofit solution
- Canopy and soffit applications
- Easy installation
- Driver and optical chamber serviceable from below canopy
- Powder coat finish
- Heat sink design to disperse heat away from fixture
- Suitable for wet locations

INSTALLATION

- Surface or pendant mounted
- Easy installation and serviceable below the canopy deck
- Hinge for hanging during service

CERTIFICATIONS

- UL Certified
- DesignLights Consortium™ 5.1 qualified
- Wet Location Listed
- IP66
- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org

OPTICS

- Acrylic Lens
- Type V distribution
- Comfort lens for low glare
- Light Guide Edge-Lit technology

ELECTRICAL

- Universal 120-277 , 347, 480 Input Voltage
- Power Factor > 0.9 at full load
- Total Harmonic Distortion < 20% at full load
- 10 kV Surge Protection
- 0-10 Volt Dimmable Driver
- Operating temperature: -40°C to +40°C

WARRANTY

- 5 year warranty

ORDERING GUIDE

Example: VSH-85-5K7-UNV-WHS

CATALOG #

VSH					
Series	Size	Color Temp	Voltage	Finish	
VSH Vanish	30' 55 85 140	4K7 5K7	UNV Universal 347 347V 480 480V	BLT	Black Matte Textured
				BLS	Black Gloss Smooth
				DBT	Dark Bronze Matte Textured
				DBS	Dark Bronze Gloss Smooth
				GTT	Graphite Matte Textured
				LGS	Light Grey Gloss Smooth
				LGT	Light Grey Matte Textured
				PSS	Platinum Silver Smooth
				WHT	White Matte Textured
				WHS	White Gloss Smooth
				VGT	Verde Green Textured
				Color Option	
				CC	Custom Color

Notes:
 1 Only available in Universal Voltage

KEY DATA	
Lumen Range	4,500 – 20,200
Wattage Range	30 – 140 Watts
Efficacy Range (LPW)	138 – 157
Reported Life (Hours)	>60,000

PERFORMANCE DATA

Product	Lumens	B	U	G	LPW	CRI	CCT
VSH-30-4K7	4564	2	0	1	150	70	4000K
VSH-30-5K7	4793	2	0	1	157	70	5000K
VSH-55-4K7	8846	3	0	2	153	70	4000K
VSH-55-5K7	9069	3	0	2	157	70	5000K
VSH-85-4K7	13296	3	0	2	152	70	4000K
VSH-85-5K7	13666	3	0	2	157	70	5000K
VSH-140-4K7	19649	4	0	3	138	70	4000K
VSH-140-5K7	20196	4	0	3	142	70	5000K

Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment application and inherent performance balances of the electrical components.

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	50,000	TM-21-11' L96 60,000	100,000	L70 (Hours)
25°C / 77°F	1.00	0.94	0.92	0.90	0.81	>170,000
40°C / 104°F	0.99	0.94	0.92	0.89	0.80	>160,000

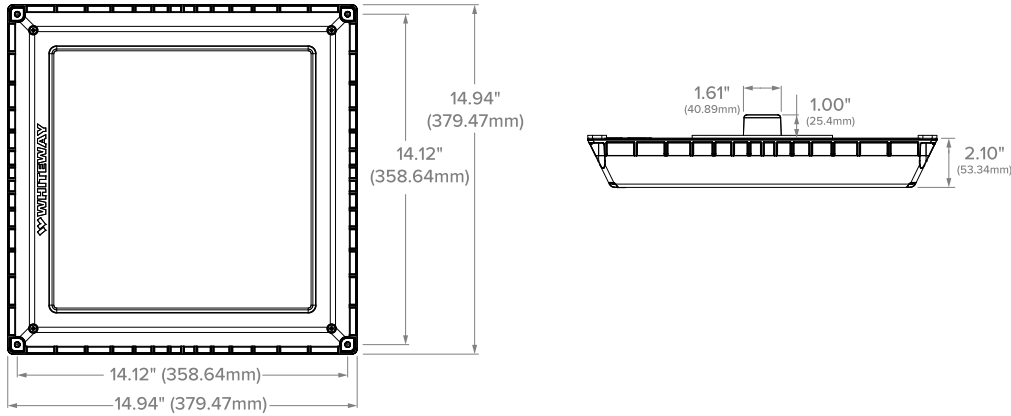
LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98
50°C	122°F	0.97

Vanish

EDGE-LIT CANOPY

DIMENSIONS

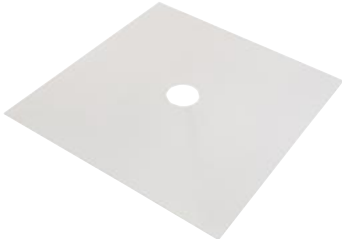


MOUNTING ACCESSORIES

Accessories (order separately)

- 93133148** WHITEWAY 15 IN CVR PLT WHT VSH/GSY Retrofit cover plate for LSI Encore 15" square-replacement for 10" opening
- 93133149** WHITEWAY DECORATIVE CVR PLT VSH/GSY 26" Decorative Beauty Plate for Canopy Retrofits
- 93133151** WHITEWAY HID RETRFT KIT WHT VSH/GSY Universal HID retrofit kit
(fits any square HID housing between 21" & 23" square.)
- 93133177** WHITEWAY STEM AND JUNCTION BOX

93133148



93133149



93133151

• Measure outside dimension of existing housing



93133177



SLING Micro Strike

AREA/SITE/ROAD LIGHTER

FEATURES

- Compact sleek design with multiple LED configurations and simple installation
- The SLING includes a universal mounting block for easy pole installation or mast arm option for 2-3/8 ft OD roadway brackets
- Capable of replacing up to 1000w HID luminaires
- Micro Strike optical distributions of Type 2, 3, 4W or 5QW
- Tool-less entry option for easy installation and maintenance
- 1.5G rated for high vibration applications including bridges and overpasses



CONTROL TECHNOLOGY



SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Separate optical and electrical compartment for improved thermal management and optimum component operation
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- Premium engineered individual acrylic lenses deliver IES Type 2, 3, 4W and 5QW distributions
- Lens distributions are field rotatable (in 90° increments) or exchangeable for job site fine-tuning
- 3000K, 4000K, or 5000K (70 CRI) CCT
- 80, 160, or 320 midpower LEDs
- 3000K, 4000K or 5000K (70 CRI) CCT
- Zero uplight at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Tool-less entry to wiring/driver compartment optional
- Universal mounting block works with #2 drill pattern
- Fixture ships with slotted mounting block to accommodate wide range of drill patterns for easy retrofit opportunities
- Mast arm fitter accessory or option available for 2-3/8" OD brackets with vertical tilt of +3°, 0° or -3°

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40° C to 40° C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is consumed

CONTROLS

- Photo control, occupancy sensor and Zigbee wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6
- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor via 7-pin
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application

CERTIFICATIONS

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- DLC (DesignLights Consortium Qualified), with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org
- 1.5G rated for ANSI C136.31 high vibration applications
- IP65 optical assembly
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020.

WARRANTY

- 5 Year warranty

KEY DATA	
Lumen Range	3,200–36,000
Wattage Range	25–255
Efficacy Range (LPW)	118–148
Weight lbs. (kg)	14.5–17.5 (6.6–8.0)

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

ORDERING GUIDE

Example: ASL1-80L-50-3K7-2-UNV-ASQU-BLT-7PRMD-40F

CATALOG #

ORDERING INFORMATION

Series	# LEDs	CCT/CRI	Distribution	Rotation/Orientation	Voltage	Mounting
ASL1 ASL Microstrike Series	80L-25 3,000 lm	3K7 3000K, 70 CRI	2 Type II	L Optic rotation left	UNV Universal 120-277V	ASQU Arm Square w/ Universal Mount
	80L-39 4,500 lm	4K7 4000K, 70 CRI	3 Type III	R Optic rotation right	120 120V	A3 AS with 3.5-4.13" OD RPA3 & UM
	80L-50 6,000 lm	5K7 5000K, 70 CRI	4W Type 4W		208 208V	A4 AS with 4.18-5.25" OD RPA4 & U
	160L-70 9,000 lm		5QW Type 5QW		240 240V	A5 AS with 5.5-6.5" OD RPA5 & UM
	160L-100 12,000 lm				277 277V	MAF Mast Arm Fitter for 2-3/8" OD
	160L-115 15,000 lm				347 347V	
	160L-135 18,000 lm				480 480V	
ASL2 ASL Microstrike Series	320L-145 21,000 lm					
	320L-170 24,000 lm					
	320L-185 27,000 lm					
	320L-210 30,000 lm					
	320L-235 33,000 lm					
	320L-255 35,000 lm					

Control Options Network	Options	Color
NXSPW30F¹ NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)	F³ Fusing	BLT Black Matte Textured
NXSP30F¹ NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' (use white for WH, black for DB, GT, TT, gray for LG, PS)	BC Backlight Control	BLS Black Gloss Smooth
NXWE¹ NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	TB⁴ Terminal Block	DBT Dark Bronze Matte Textured
Stand Alone Sensors	TE Toolless Entry	DBS Dark Bronze Gloss Smooth
SCP-8F^{5,6} Remote control programmable line voltage sensor	SSF Stainless Steel Fasteners	GTT Graphite Matte Textured
SCP-40F^{5,6} Remote control programmable line voltage sensor		LGS Light Grey Gloss Smooth
Control Options Other		LGT Light Grey Matte Textured
7PR 7 Pin Receptacle		PSS Platinum Silver Smooth
7PR-SC 7 Pin Receptacle with shorting cap		WHT White Matte Textured
7PR-MD8F 7 pin receptacle with low voltage sensor at 8' mounting for external control accessory		WHS White Gloss Smooth
7PR-MD40F 7 pin receptacle with low voltage sensor at 40' mounting for external control accessory		VGT Verde Green Textured
7PR-TL 7 Pin Receptacle with Photocontrol		Color Option
ADD AutoDim timer based dimming		CC Custom Color
ADT AutoDim time of day dimming		
Sensors		
BTS_F Bluetooth Programmable, PIR Occupancy/Daylight Sensor, 360° lens ⁷		
BTSO_F Bluetooth Programmable, PIR Occupancy/Daylight Sensor, 360° lens, up to 12' mounting height ⁸		

Notes:

- Not compatible with 80L configurations
- Not compatible with 480V configurations
- Must specify voltage
- Not available with a combination or 347/480 and fusing
- Must specify voltage, 120V or 277V only
- Order at least one SPC-REMOTE per project location to program and control the occupancy sensor
- Replace "_" with "14" for up to 14' mounting height, "40F" for 15-40' mounting height
- Replace "_" with "12" for up to 12' mounting height

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

CONTROL ACCESSORIES (ORDERED SEPARATELY)

Catalog Number	Description
<input type="checkbox"/> SCP-Remote	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
<input type="checkbox"/> WIR-RME-L	wiSCAPE External Fixture Module
<input type="checkbox"/> NXOFM-1R1D-UNV	NX 7-Pin Twist-Lock® with NX Networked Wireless Radio, Integral Automatic Dimming Photocell, Integral Single Pole Relay with Dimming, and Bluetooth Programming

ACCESSORIES (ORDERED SEPARATELY)

Catalog Number	Description
<input type="checkbox"/> ASL1-HSS-90-B-XXX ¹	House Side Shield Back 90 deg
<input type="checkbox"/> ASL1-HSS-90-F-XXX ¹	House Side Shield Front 90 deg
<input type="checkbox"/> ASL1-HSS-90-S-XXX ¹	House Side Shield Side 90 deg
<input type="checkbox"/> ASL1-HSS-270-BSS-XXX ¹	House Side Shield Back, Side & Side 270 deg
<input type="checkbox"/> ASL1-HSS-270-FSS-XXX ¹	House Side Shield Front, Side & Side 270 deg
<input type="checkbox"/> ASL1-HSS-270-FSB-XXX ¹	House Side Shield Front, Side & Back 270 deg
<input type="checkbox"/> ASL1-HSS-360-XXX ¹	House Side Shield 360 deg
<input type="checkbox"/> ASL2-HSS-90-B-XXX ¹	House Side Shield Back 90 deg
<input type="checkbox"/> ASL2-HSS-90-F-XXX ¹	House Side Shield Front 90 deg
<input type="checkbox"/> ASL2-HSS-90-S-XXX ¹	House Side Shield Side 90 deg
<input type="checkbox"/> ASL2-HSS-270-BSS-XXX ¹	House Side Shield Back, Side & Side 270 deg
<input type="checkbox"/> ASL2-HSS-270-FSS-XXX ¹	House Side Shield Front, Side & Side 270 deg
<input type="checkbox"/> ASL2-HSS-270-FSB-XXX ¹	House Side Shield Front, Side & Back 270 deg
<input type="checkbox"/> ASL2-HSS-360-XXX ¹	House Side Shield 360 deg
<input type="checkbox"/> ASL-MAF	Mast arm kit with wildlife shield for mounting on 2 3/8" OD arms
<input type="checkbox"/> SETA2-XX ¹	Square pole tenon adapter (4 at 90 degrees) (2 3/8" OD tenon)
<input type="checkbox"/> RETA2-XX ¹	Round pole tenon adapter (4 at 90 degrees) (2 3/8" OD tenon), requires CL1S-RPA4-ACC-XX for each luminaire
<input type="checkbox"/> RARBC80L	Backlight Control 80L
<input type="checkbox"/> RARBC160L	Backlight Control 160L
<input type="checkbox"/> RARBC320L	Backlight Control 320L
<input type="checkbox"/> RARBC480L	Backlight Control 480L
<input type="checkbox"/> CL1S-RPA4-ACC-XX ¹	Round Pole Adapter (* denotes pole diameter; 3 = 3 1/4" -3 3/4"; 4* = 3 7/8" – 6")
<input type="checkbox"/> ASL-ARMMTG-XX ¹	Arm mounting kit for side of pole attachment
<input type="checkbox"/> WB-AREA-XX ¹	Wall bracket, Compatible with standard arm mount option
<input type="checkbox"/> ASL-MAF	Mast arm kit with wildlife shield for mounting on 2 3/8" OD arms

¹ Replace XX or XXX with color choice, eg.: DB for Dark Bronze or BLT for Black Matte Textured

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

PERFORMANCE DATA

Description	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
				Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G
ASL1	25	25.4	2	3430	135	2	0	2	3413	134	2	0	2	3225	127	2	0	2
			3	3465	136	2	0	2	3448	136	2	0	2	3259	128	2	0	2
			4W	3401	134	2	0	3	3384	133	2	0	3	3198	126	2	0	3
			5QW	3483	137	4	0	2	3466	136	4	0	2	3274	129	4	0	2
	39	38.0	2	5237	138	3	0	3	5211	137	3	0	3	4924	130	3	0	3
			3	5292	139	2	0	2	5265	139	2	0	2	4976	131	2	0	2
			4W	5193	137	2	0	3	5168	136	2	0	3	4883	129	2	0	3
			5QW	5318	140	4	0	2	5292	139	4	0	2	4999	132	4	0	2
	50	49.7	2	6294	127	2	0	2	6263	126	2	0	2	5918	119	2	0	2
			3	6360	128	2	0	2	6328	127	2	0	2	5980	120	2	0	2
			4W	6242	126	2	0	3	6211	125	2	0	3	5869	118	2	0	3
			5QW	6392	129	4	0	2	6360	128	4	0	2	6008	121	4	0	2
	70	68.4	2	9461	138	3	0	3	9414	138	3	0	3	8897	130	3	0	3
			3	9560	140	2	0	2	9513	139	2	0	2	8989	131	2	0	2
			4W	9383	137	2	0	3	9336	136	2	0	3	8822	129	2	0	3
			5QW	9608	140	4	0	2	9560	140	4	0	2	9032	132	4	0	2
	100	88.0	2	11945	136	2	0	2	11886	135	2	0	2	11232	128	2	0	2
			3	12070	137	2	0	2	12010	136	2	0	2	11349	129	2	0	2
			4W	11846	135	2	0	3	11787	134	2	0	3	11139	127	2	0	3
			5QW	12131	138	4	0	2	12070	137	4	0	2	11403	130	4	0	2
	115	109.7	2	15683	143	2	0	2	15605	142	2	0	2	14977	137	2	0	2
			3	15486	141	2	0	2	15411	140	2	0	2	14819	135	2	0	2
			4W	15305	140	2	0	3	15232	139	2	0	3	14646	134	2	0	3
			5QW	15732	143	4	0	2	15653	143	4	0	2	15024	137	4	0	2
	135	133.3	2	18089	136	3	0	3	17999	135	3	0	3	17275	130	3	0	3
			3	17861	134	2	0	2	17776	133	2	0	2	17092	128	2	0	2
			4W	17653	132	2	0	3	17569	132	2	0	3	16893	127	2	0	3
			5QW	18155	136	4	0	2	18064	136	4	0	2	17338	130	4	0	2

ASL2 Performance Data on next page

¹ VAC input Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations. Actual performance may differ as a result of end-user environment and application.

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

PERFORMANCE DATA

Description	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
				Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G
ASL2	145	143.0	2	21007	147	3	0	4	20902	146	3	0	4	20061	140	3	0	4
			3	20842	146	3	0	4	20738	145	3	0	4	19904	139	3	0	4
			4W	20595	144	3	0	5	20492	143	3	0	5	19668	138	3	0	5
			5QW	21130	148	5	0	4	21024	147	5	0	4	20179	141	5	0	4
	170	168.0	2	24447	146	3	0	4	24325	145	3	0	4	23347	139	3	0	4
			3	24256	144	3	0	4	24134	144	3	0	4	23164	138	3	0	4
			4W	23968	143	3	0	5	23848	142	3	0	5	22889	136	3	0	5
			5QW	24591	146	5	0	4	24468	146	5	0	4	23484	140	5	0	4
	185	185.0	2	26651	144	4	0	5	26518	143	4	0	5	25452	138	4	0	5
			3	26442	143	3	0	4	26310	142	3	0	4	25252	136	3	0	4
			4W	26129	141	4	0	5	25998	141	4	0	5	24953	135	4	0	5
			5QW	26808	145	5	0	5	26674	144	5	0	5	25602	138	5	0	5
	210	210.0	2	29880	142	3	0	4	29731	142	3	0	4	28535	136	3	0	4
			3	29646	141	3	0	4	29497	140	3	0	4	28312	135	3	0	4
			4W	29294	139	3	0	5	29148	139	3	0	5	27976	133	3	0	5
			5QW	30056	143	5	0	4	29905	142	5	0	4	28703	137	5	0	4
	235	235.0	2	32959	140	3	0	4	32794	140	3	0	4	31475	134	3	0	4
			3	32700	139	3	0	4	32537	138	3	0	4	31229	133	3	0	4
			4W	32312	137	3	0	5	32151	137	3	0	5	30858	131	3	0	5
			5QW	33152	141	5	0	4	32987	140	5	0	4	31661	135	5	0	4
255	261.2	2	36218	139	4	0	5	36037	138	4	0	5	34588	132	4	0	5	
		3	35934	138	3	0	4	35754	137	3	0	4	34317	131	3	0	4	
		4W	35508	136	4	0	5	35330	135	4	0	5	33910	130	4	0	5	
		5QW	36431	139	5	0	5	36249	139	5	0	5	34792	133	5	0	5	

¹ VAC input Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations. Actual performance may differ as a result of end-user environment and application.

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

ELECTRICAL DATA

Family	Nominal Wattage	Input Voltage (Volts)	Current (AMPS)	System Power (Watts)
SLING (ASL1)	25	120	0.21	25.4
		208	0.12	
		240	0.11	
		277	0.09	
		347	0.07	
		480	0.05	
	39	120	0.32	38
		208	0.18	
		240	0.16	
		277	0.14	
		347	0.11	
		480	0.08	
	50	120	0.41	49.7
		208	0.24	
		240	0.21	
		277	0.18	
		347	0.14	
		480	0.10	
	70	120	0.57	68.4
		208	0.33	
		240	0.29	
		277	0.25	
		347	0.20	
		480	0.14	
	100	120	0.73	88
		208	0.42	
		240	0.37	
		277	0.32	
		347	0.25	
		480	0.18	
115	120	0.91	109.7	
	208	0.53		
	240	0.46		
	277	0.40		
	347	0.32		
	480	0.23		
135	120	1.11	133.3	
	208	0.64		
	240	0.56		
	277	0.48		
	347	0.38		
	480	0.28		
SLING (ASL2) Next Page				

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

ELECTRICAL DATA (CONT'D)

Family	Nominal Wattage	Input Voltage (Volts)	Current (AMPS)	System Power (Watts)
SLING (ASL2)	145	120	1.19	143.0
		208	0.69	
		240	0.60	
		277	0.52	
		347	0.41	
		480	0.30	
	170	120	1.40	168.0
		208	0.81	
		240	0.70	
		277	0.61	
		347	0.48	
		480	0.35	
	185	120	1.54	185.0
		208	0.89	
		240	0.77	
		277	0.67	
		347	0.53	
		480	0.39	
	210	120	1.75	210.0
		208	1.01	
		240	0.88	
		277	0.76	
		347	0.61	
		480	0.44	
	235	120	1.96	235.0
		208	1.13	
		240	0.98	
		277	0.85	
		347	0.68	
		480	0.49	
255	120	2.18	261.2	
	208	1.26		
	240	1.09		
	277	0.94		
	347	0.75		
	480	0.54		

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	TM-21-11' L96 60,000	50,000	100,000	L70 (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

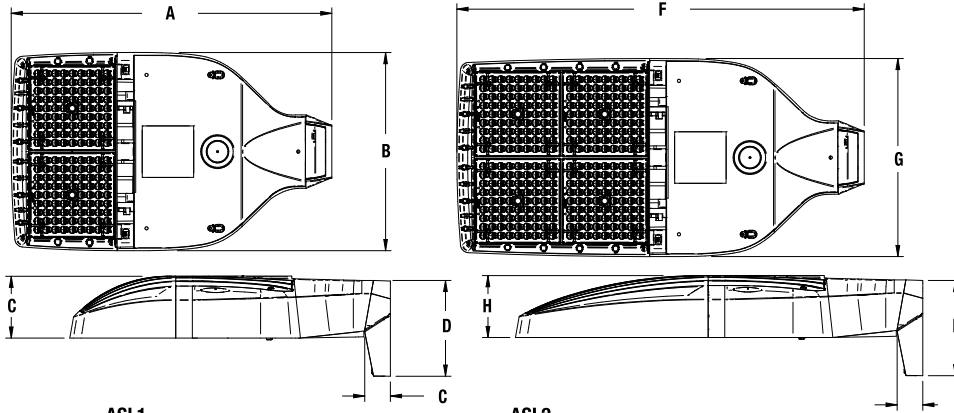
1. Projected per IESNA TM-21-11 (* Cree XP-L, 2100mA, 105°C Ts, 6,000hrs)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0° C	32° F	1.06
10° C	50° F	1.03
20° C	68° F	1.01
25° C	77° F	1.00
30° C	86° F	0.99
40° C	104° F	0.97
50° C	122° F	0.94

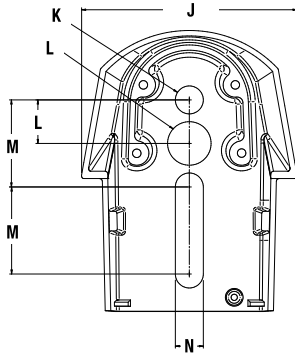
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

DIMENSIONS



Weight	
ASL1	14.47 lbs (6.56 kgs)
ASL2	17.47 lbs (7.92 kgs)

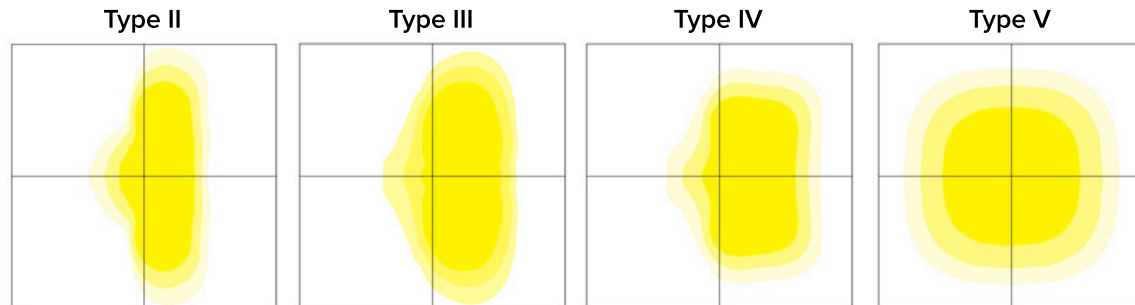
A	B	C	D	E	F	G	H	I	ASL1 EPA@0°	ASL2 EPA@0°	ASL1 w/ HSS	ASL2 w/ HSS
18.9"	11.7"	3.7"	5.65"	1.5"	24.0"	11.7"	3.7"	5.62"	.46 ft. ²	.56 ft. ²	.73 ft. ²	1.01 ft. ²
480mm	297mm	94mm	144mm	38mm	610mm	297mm	94mm	143mm	.14 m ²	.17 m ²	.22 m ²	.31 m ²



J	K	L	M	N
4.33"	.562"	.875"	1.75"	.562"
480mm	297mm	94mm	610mm	297mm

PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see [website photometric test reports](#).



SLING Micro Strike

AREA/SITE/ROAD LIGHTER

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

ADDITIONAL INFORMATION (CONT'D)

OCCUPANCY SENSOR

- Individual fixture control
- Dims product when space is not occupied



7-PIN RECEPTACLE

- Compatible with 3-pin, 5-pin or 7-pin photocontrols
 - Turns fixture on when sun sets, off when sun rises
 - Wireless networked solution
 - For use with a variety of control platforms
- *Additional accessories required.



NX



NX Lighting Controls™ platform delivers a lighting control solution capable of seamlessly connecting exterior and interior applications.

- Standalone or networked fixture control
- Astronomical time schedules
- BACnet building networking
- Connects with indoor wired, wireless or hybrid networks
- Wireless setup via app
- Occupancy Sensor option dims product when space is not occupied



SLING Micro Strike

AREA/SITE/ROAD LIGHTER

ADDITIONAL INFORMATION (CONT'D)

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6
Auto-Dim Brightness	0-9% Brightness	5
Auto-Dim Return	Delay 0-9 Hours	R6

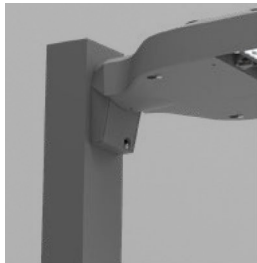
ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

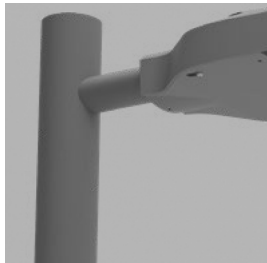
EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6
Auto-Dim Brightness	0-9% Brightness	5
Auto-Dim Return	12-6 AM and 9-11P	R6

MOUNTING



Arm Mount – Fixture ships with integral arm for ease of installation. Compatible with Outdoor S2 drill pattern.



MAF – Fits 2-3/8" OD arms Roadway applications.



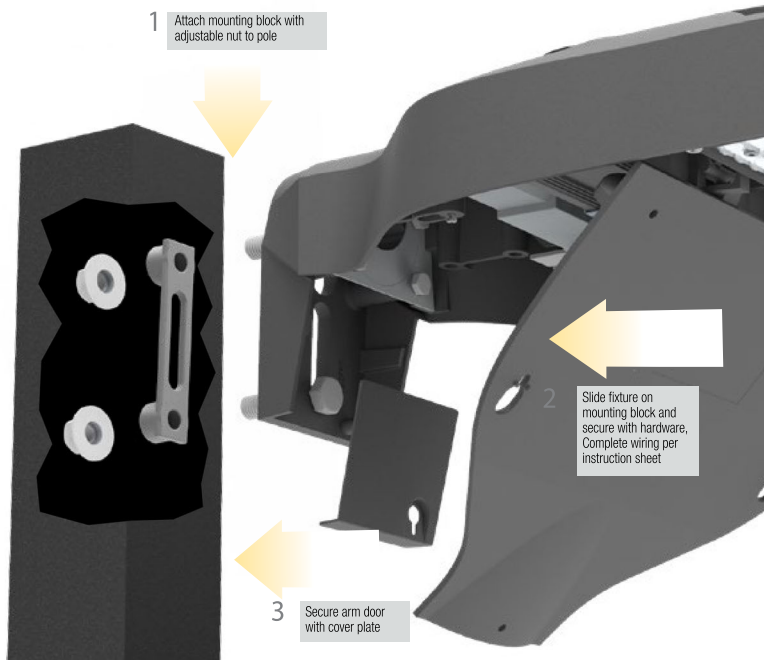
Wall Mount – Wall mount bracket designed for building mount applications.

SLING Micro Strike

AREA/SITE/ROAD LIGHTER

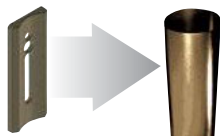
ADDITIONAL INFORMATION (CONT'D)

MOUNTING (CONT'D)



Universal Mount – Universal mounting block for ease of installation. Compatible with drill patterns from 2.5" to 4.5"

ACCESSORY



ROUND POLE ADAPTER



WB-AREA-XX



SPOKE BRACKET (single arm shown)
Horizontal round arm tenon adapters for use with MAF mounting type or accessory kit. Reference SH Spoke Pole Top Brackets for ordering information.

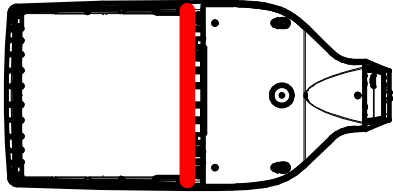
SLING Micro Strike

AREA/SITE/ROAD LIGHTER

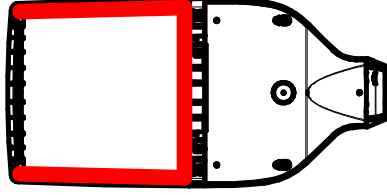
ADDITIONAL INFORMATION (CONT'D)

CONFIGURATIONS

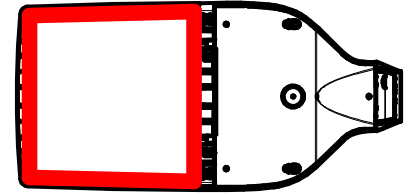
ASLx HSS-90-B-xx



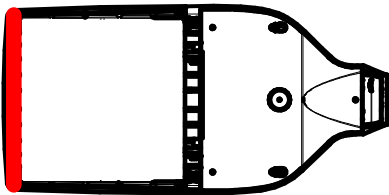
ASLx HSS-270-BSS-xx



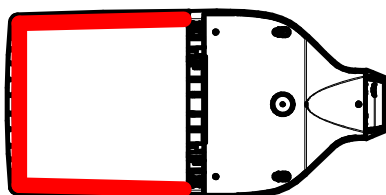
ASLx HSS-360-xx



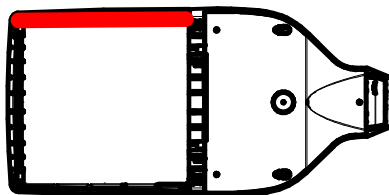
ASLx HSS-90-F-xx



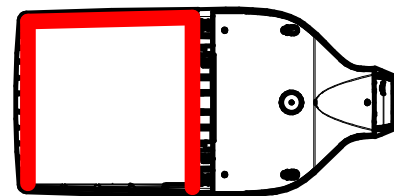
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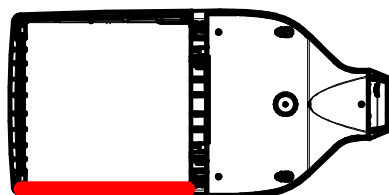
ASLx HSS-90-S-xx



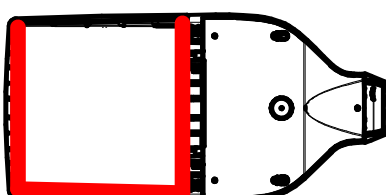
ASLx HSS-270-FSB-xx



ASLx HSS-90-S-xx



ASLx HSS-270-FSB-xx



USE OF TRADEMARKS AND TRADE NAMES

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Smooth baffle, round

When choosing a recessed fixture, eliminating glare is a priority. The unique positioning of the LED module in this series of downlights will meet that important need.



WET



LOW-GLARE

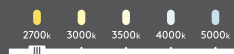


IC

RATED

JA8

CERTIFIED



COLOR TEMPERATURE



Model	Size	Watts	Delivered lumens	LED lumens	CRI	Color °T	Voltage
RGR2-CC	2"	8 W	600 lm	750 lm	90	2700, 3000, 3500, 4000, 5000 K	120 V
RGR4-CC	4"	14 W	990 lm	1200 lm	90		120 V
RGR6-CC	6"	20 W	1600 lm	1900 lm	90		120 V

Specifications

Every fixture includes a junction box with integrated dimmable driver
 Can be daisy chained
 Superior LED performance and lifespan
 Regressed light source
 Minimal heat emission
 Aluminum construction
 Switch-selectable CCT: 2700K/3000 K/3500 K/4000 K/5000 K
 IC certification (suitable for direct contact with insulation)
 Air-tight certified as per ASTM E283-04
 40° beam angle
 Suitable for wet locations
 JA8 Certified
 Refer to website for dimmer compatibility
 Ideal operating temperature: -20° to 40° C
 5-year warranty

Finish

- **BK** Black
- **SN** Satin Nickel
- **WH** White

Accessories

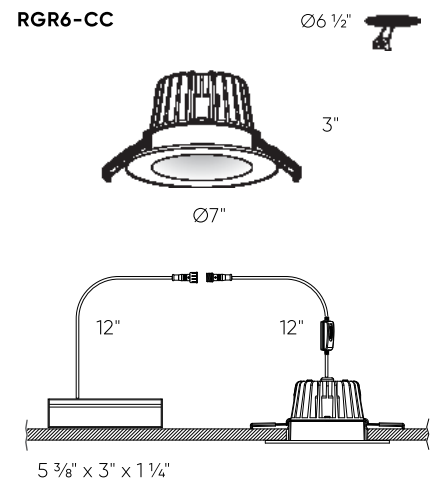
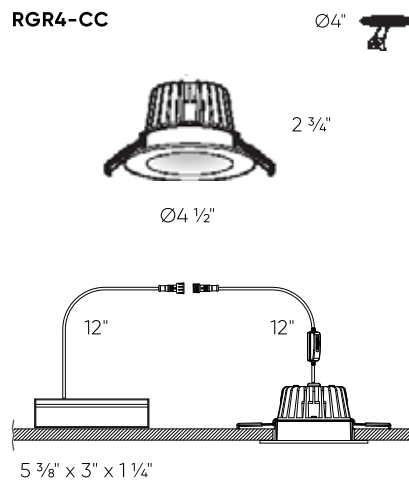
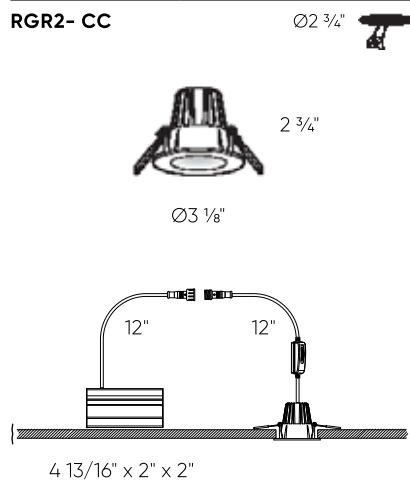
- RFP-UNI**
Universal rough-in plate
- RFP-23**
Rough-in plate for 2" and 3" models
- RFP-46**
Rough-in plate for 4" and 6" models

Order example

RGR4-CC-BK
 Dimmable RGR4-CC 4" round regressed LED fixture in a black finish

Note

Other Color °T and Finishes available, but may require MOQ's and longer lead times. Please contact your DALs representative for more information.

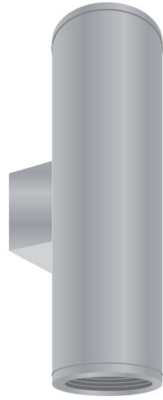


Date: _____
 Type: _____
 Fixture: _____
 Project: _____

Approved: _____

FCC600 Up/Down or Up, Standard Drivers without Battery Backup

6" Round wall mount up/down or up only cylinder outdoor



FEATURES

- Up to 5000 lm, Up to 100 LPW
- Numerous mounting capabilities
- Clear anti-glare tempered glass lens (IK09)
- Multiple color finishes with AAMA 2605 option (10 yr. paint warranty)
- 0-10V 1% Dimming (Standard)
- 1.5G Vibration Tested
- 95 CRI with 2 SDCM

PERFORMANCE

Beam Spread: 15° | 25° | 40° | 50° | 72°
CCT Options: 2700K | 3000K | 3500K | 4000K
CRI: 93 CRI
Consistency: 2 SDCM (Fixture to Fixture)
Lumens: 5000 lm
Lifetime: > 70,000 hours / L70 or better

PHYSICAL

Mounting: Mounts directly to standard recessed junction box with wall mount or twist-lock canopy. Additional holes allow unit to be attached directly to mounting surface.

Ingress Protection: Continuous silicone gasket to seal out contaminants, IP65 rated for dry, damp or wet locations

Finish: Six stage chemical iron phosphate conversion pre-treatment. Polyester powder coat finish, 18 µm Min., 5000hr salt spray test (ASTM B117) compliant with Florida / AAMA 2604 specification. AAMA 2605 optional w/ 10 yr. paint warranty.

Warranty: 5-Year limited warranty (refer to website for details)

Housing: Heavy-walled, extruded aluminum housing with high pressure die-cast lens ring and cap with stainless steel hardware.

Lens: IK09 impact compliant, clear anti-glare tempered glass

Vibration Resistance: Compliant with 1.5G ANSI C136.31, Seismic rated AC-156

Weight: 8-12 lbs (Depending on Length)

Operating Temperature: -22°F to 122°F (-30°C to 50°C)

ELECTRICAL

Voltage: Universal 120–277V AC standard, 347V optional

Power Supply: Integral Class II, electronic high-power factor >.90, THD < 20%, FCC Title 47 Part 15 Class A. EldoLED & Lutron optional

Power Consumption: Up to 53W (5000 lm)

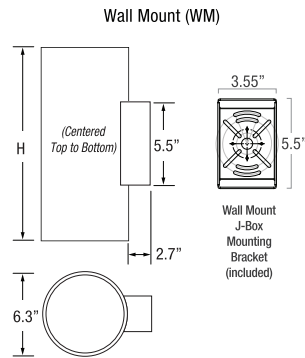
Dimming: Standard: 0-10V, 1% Dimming, Optional: ELV, TRIAC, dim to off, DMX, DALI

Certification: CEC Title 24 - JA8 Compliant (93 CRI Only)

Standards: cETLus Listed, CE, NOM, and RoHS Compliant. Wet location listed for wall or ceiling mount IP65 Ingress protection. 1.5G (ANSI C136.31) Vibration resistance rated. IK09 (IEC6226) Impact resistance rated. IESNA LM79 Photometric testing by NVLAP accredited test lab. IESNA LM80 LED testing by NVLAP accredited test lab. IESNA TM21 Luminaire lumen depreciation projection to >70,000hrs.

PHYSICAL DIMENSIONS

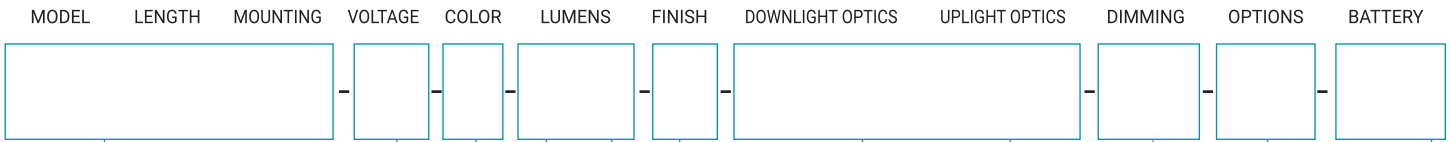
Fixture	Height (H)
FCC610W	10.95" Height (1 Integral Driver Only)
FCC612W	12.95" Height (1 Integral Driver Only)
FCC614W	14.95" Height (1 Integral Driver Only)
FCC616W	16.95" Height (1 Integral Driver Only)
FCC618W	18.95" Height
FCC620W	20.95" Height
	(All above are Wall Mount Standard)



FCC600 Up/Down or Up, Standard Drivers without Battery Backup

PRODUCT CODE

EXAMPLE: FCC610W-UNV-927-0505L-BKE-D15U15-ET



MODEL	
FCC610W	10.95" Height (1 Integral Driver Only)
FCC612W	12.95" Height (1 Integral Driver Only)
FCC614W	14.95" Height (1 Integral Driver Only)
FCC616W	16.95" Height (1 Integral Driver Only)
FCC618W	18.95" Height
FCC620W	20.95" Height
(All above are Wall Mount Standard)	

DOWN LUMENS (nominal) UP LUMENS		
NO	No Light Option	
05	500 lm	05L
10	1000 lm	10L
15	1500 lm	15L
20	2000 lm	20L
25	2500 lm	25L
30	3000 lm	30L
35	3500 lm	35L
40	4000 lm	40L
45	4500 lm	45L
50	5000 lm	50L

DOWN LIGHT OPTICS (nominal) UPLIGHT OPTICS		
D15	Spot (15°) (15L Max)	U15
D25	Narrow Flood (25°)	U25
D40	Mid Flood (40°)	U40
D50	Flood (50°)	U50
D72	Wide Flood (72°)	U72

WITH SOFT FIELD LENS (Below)		
D15S	Spot (15°) (15L Max)	U15S
D25S	Narrow Flood (25°)	U25S
D40S	Mid Flood (40°)	U40S
D50S	Flood (50°)	U50S
D72S	Wide Flood (72°)	U72S

VOLTAGE	
UNV	Universal 120-277 Volt AC
347V	347 Volt AC

COLOR	
927	(93CRI) 2700K
930	(93CRI) 3000K
935	(93CRI) 3500K
940	(93CRI) 4000K

(50L Max Total output) (Standard Lumen Output Split 50% Up / 50% Down) (Additional driver needed for unequal output selections)

FINISH	
BKE	Black (AAMA 2604)
BRE	Bronze (AAMA 2604)
SLE	Silver (AAMA 2604)
WHE	White (AAMA 2604)
CCE	Custom Color (AAMA 2604)
BKED	Black (AAMA 2605)
BRED	Bronze (AAMA 2605)
SLED	Silver (AAMA 2605)
WHED	White (AAMA 2605)
CCED	Custom Color (AAMA 2605)

DIMMING	
ET	ELV or TRIAC Driver (120V Phase Dimming w/ UNV Driver) (20L-45L Only)
LD	0-10V Dimming, 1% (Standard)
ET2	ELV or TRIAC Drivers (Qty. 2) (120V Phase Dimming w/ UNV Drivers) (20L-45L Only)
LD2	0-10V Dimming, 1% (Qty. 2)

OPTIONS	
CV	Cut-Off Visor (Down Only)

BATTERY	
N/A	(Leave Blank)

FCC600 Up/Down or Up, Standard Drivers without Battery Backup

LUMENS nominal

Model	Watts	940
FCC6	5W (Min)	500 lm (Min)
	53W (Max)	5000 lm (Max)

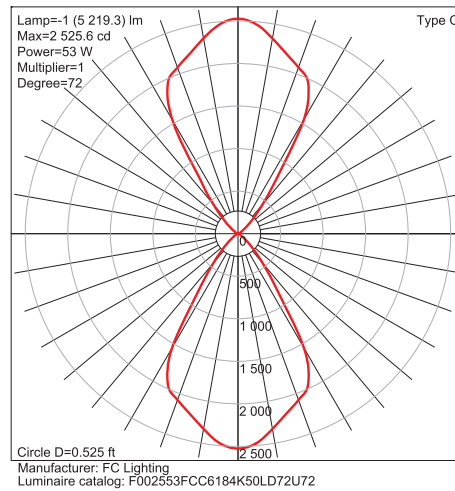
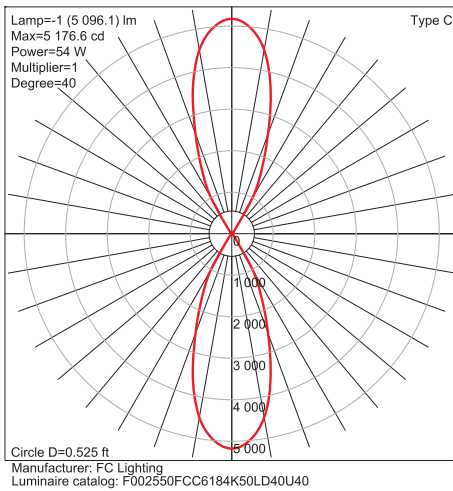
IES Multiplier	
Color	Multiplier
927	0.93
930	0.97
935	0.99
940	1.00

*83CRI/1.15 Consult factory.

TRIAC & ELV Approved Dimmer List	
Manufacturer	Manufacturer Part Number
Lutron	Glyder GLV-600
	Diva DVLV-600P
	Diva DV-600P
	Diva DVELV-600P(303)
	Maestro MALV-600
	Nova T NT-1000
	Nova T NTELV-600
Leviton	Skylark SLV-600P
	RadioRA2-10ND
	SureSlide 6633
	Illumatech IPE04

0-10V Approved Dimmer List	
Manufacturer	Manufacturer Part Number
Lutron	Diva DVSTV-XX
	Diva DVSTV-453PH-WH1
Leviton	Illumatech 010-IP710-DLZ

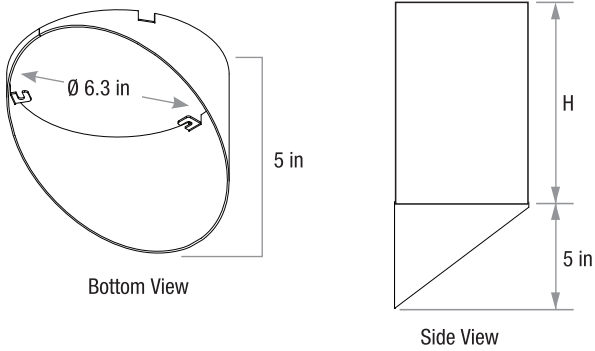
PHOTOMETRICS



FCC600 Up/Down or Up, Standard Drivers without Battery Backup

MORE DIMENSIONS

Cutt-Off Visor (CV) (Down Only)



September 14, 2022

Mr. Nick Spallone
 Car Wash Pro Designers (CWPD)
 6400 N Northwest Hwy, Unit 4
 Chicago, IL 60631

Subject: S John King Blvd Car Wash Facility–Noise Impact Study–Rockwall, TX

Dear Mr. Spallone:

MD Acoustics, LLC (MD) has completed a noise assessment for the proposed car wash located near the northwest corner of S John King Blvd and TX 276 in the City of Rockwall, TX. This assessment reviews the projected car wash operational noise levels and compares them to the City’s noise ordinance. The project proposes a covered car wash tunnel with 24 vacuum stations on approximately 3.02 acres.

1.0 Assessment Overview

This assessment evaluates the projections of operational noise and compares them to the relevant noise ordinance for informational purposes. The project location map is located in Exhibit A. The site plan utilized for the project is indicated in Exhibit B.

2.0 Local Acoustical Requirements

The Code of Ordinances of Rockwall, Texas Chapter 16 Section 16-183 states the following:

It shall be a violation of this article for any person to operate or permit to be operated any stationary source of sound which creates a unit percentile sound level (L_1) greater than 15 dBA above the ambient sound pressure level (L_{90}) as set forth in the table below in any residential use zone, or creates a tenth percentile sound level (L_{10}) or a 90th percentile sound level (L_{90}) which exceeds the limits set forth in the table below for the receiving land use districts when measured at the property boundary. For the purpose of enforcing these provisions, a measurement period shall not be less than ten minutes or more than 30 minutes.

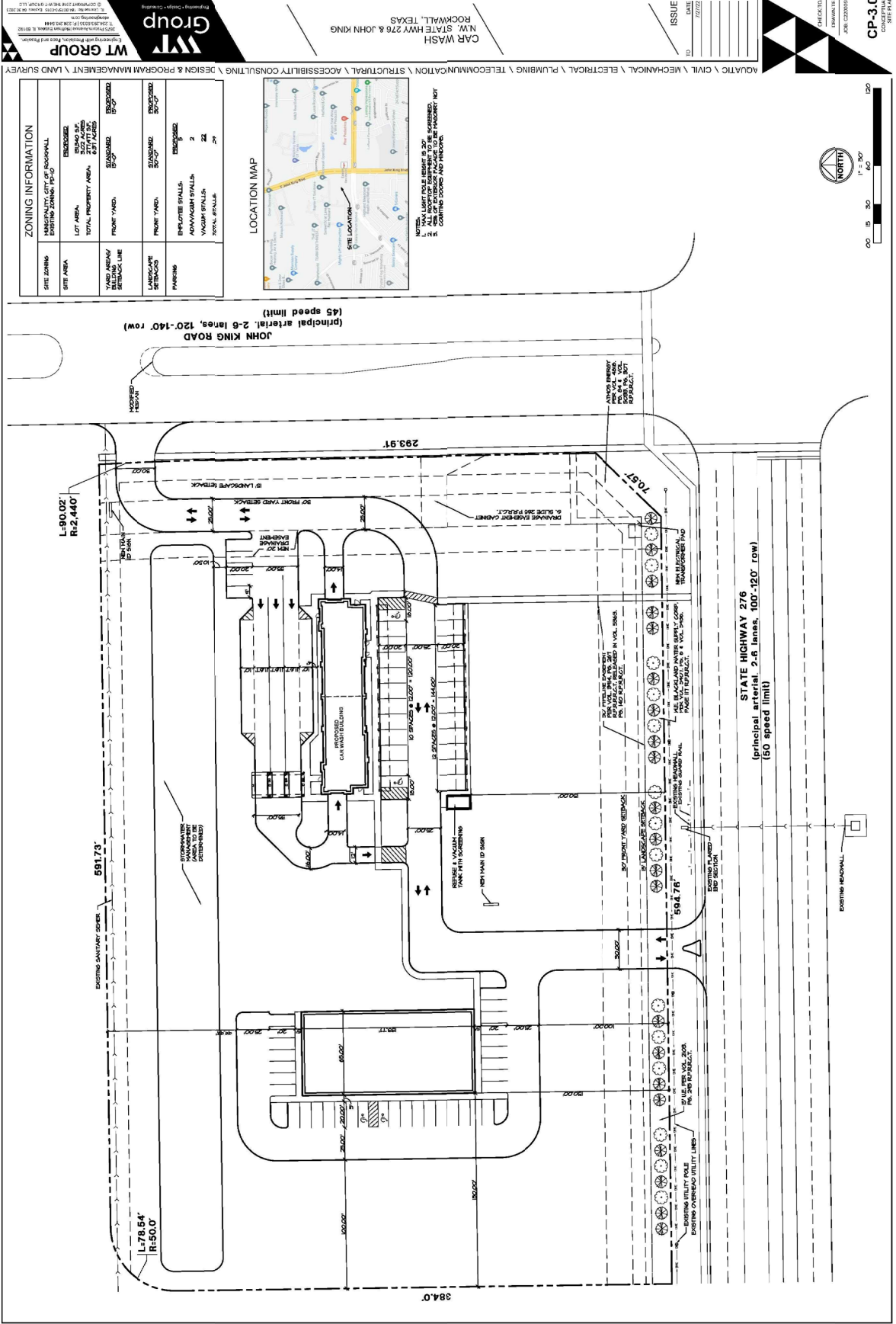
Table 1: Rockwall Noise Limits

<i>Land Use District</i>	<i>Tenth Percentile (L_{10})</i>	<i>Ambient, or 90th Percentile (L_{90})</i>
<i>Residential:</i>		
<i>7:00 a.m.—10:00 p.m.</i>	<i>65 dBA</i>	<i>55 dBA</i>
<i>10:00 p.m.—7:00 a.m.</i>	<i>60 dBA</i>	<i>50 dBA</i>
<i>Commercial/Agriculture:</i>		
<i>7:00 a.m.—10:00 p.m.</i>	<i>72 dBA</i>	<i>62 dBA</i>
<i>10:00 p.m.—7:00 a.m.</i>	<i>67 dBA</i>	<i>57 dBA</i>
<i>Industrial:</i>		
<i>7:00 a.m.—10:00 p.m.</i>	<i>85 dBA</i>	<i>75 dBA</i>
<i>10:00 p.m.—7:00 a.m.</i>	<i>85 dBA</i>	<i>75 dBA</i>

Exhibit A
Location Map



Exhibit B
Site Plan



3.0 Study Method and Procedure

SoundPLAN Acoustic Model

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP’s software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The model assumes that the car wash tunnel has an 8-foot-tall by 10-foot-wide exit opening and is covered by a solid roof. The blowers (120 HP IDC Predator system or equivalent) were modeled at 7 to 10 feet high as point sources. The blowers are modeled approximately 5 feet inside the exit of the tunnel. The reference equipment sound level data is provided in Appendix B.

The SP model assumes a total of 24 vacuums and the dryer system are operating simultaneously (worst-case scenario) when in actuality, the noise will be intermittent and lower in noise level. The project proposes to house all other equipment (e.g., compressors, pumps, vacuum turbine motors) inside equipment rooms. The reference vacuum equipment sound level data is provided in Appendix B. Appendix C contains the model’s inputs and outputs.

4.0 Existing Ambient Noise Levels

Five short-term (11 to 15-min) ambient noise measurements were performed on September 9 to September 10, 2022, to determine the existing ambient noise levels at the project site. Appendix A contains the locations of each measurement and the recorded data. The results of the short-term noise measurements are presented in Table 2.

Table 2: Short-Term Measurement Ambient Noise Data (dBA)¹

Location	Date	Start Time	Leq	Lmax	Lmin	L1	L10	L25	L50	L90
ST1	9/9/2022	3:56 PM	60.9	75.6	48.2	71.2	64.3	60.1	57.0	52.6
ST2	9/9/2022	4:18 PM	54.0	62.9	45.8	60.8	57.3	55.0	52.1	48.9
ST3	9/9/2022	4:42 PM	52.7	64.9	46.1	59.2	54.7	53.1	51.5	48.7
ST4	9/10/2022	2:02 PM	66.0	85.5	49.3	75.0	68.6	64.9	61.6	54.3

Notes:

1. Measurement locations are indicated in Appendix A.

These locations represent the levels at the adjacent properties. ST1 represents the residential properties to the south. ST2 represents the residential properties to the west. ST3 represents the residential properties to the north. ST4 represents the commercial property to the east.

The data indicates the ambient noise levels at nearby land uses range between 53 to 66 dBA Leq during operational hours. The measured noise levels and field notes indicate that traffic noise along SR-276 is the main source of noise impacting the project site.

A long-term measurement was also performed to determine the overall trend in the area throughout the day.

Table 3: Long-Term Measurement Ambient Noise Data (dBA)¹

Time	dB(A)							
	L _{EQ}	L _{MAX}	L _{MIN}	L ₁	L ₅	L ₁₀	L ₅₀	L ₉₀
5PM-6PM	60.3	74.6	50.6	64.2	63.5	62.6	59.7	57.5
6PM-7PM	60.0	74.7	49.8	63.6	62.9	62.5	59.1	57.4
7PM-8PM	62.1	76.3	51.1	68.8	67.4	66.2	60.1	56.4
8PM-9PM	58.1	63.7	56.3	63.6	62.8	61.4	56.5	54.3
9PM-10PM	60.0	82.9	49.6	68.4	65.1	62.0	57.0	53.8
10PM-11PM	58.1	76.2	48.4	66.0	63.8	60.3	55.9	53.4
11PM-12AM	56.1	74.8	47.0	63.5	59.6	56.6	54.0	52.1
12AM-1AM	55.3	75.8	46.6	63.7	58.5	56.5	53.4	51.8
1AM-2AM	52.8	75.8	43.5	63.4	55.7	53.6	50.3	46.8
2AM-3AM	51.7	76.7	40.4	62.7	55.9	51.9	47.4	43.7
3AM-4AM	52.4	72.3	39.1	62.2	59.4	55.8	46.5	42.2
4AM-5AM	53.4	78.0	39.4	64.8	57.4	55.5	47.5	43.9
5AM-6AM	56.1	74.4	41.9	63.9	62.0	60.2	52.7	49.2
6AM-7AM	58.3	77.8	47.8	64.8	63.3	61.3	56.1	52.4
7AM-8AM	61.0	79.9	51.1	67.2	65.9	62.6	59.9	56.9
8AM-9AM	61.1	76.3	48.7	66.3	65.5	64.6	60.0	56.4
9AM-10AM	58.9	80.4	45.4	65.9	62.8	61.3	57.3	54.6
10AM-11AM	59.8	78.7	46.1	67.1	64.1	63.9	57.7	55.2
11AM-12PM	59.7	83.5	47.0	68.3	63.7	61.7	56.7	54.3
12PM-1PM	57.7	74.7	45.3	62.8	60.9	60.6	57.0	53.3
1PM-2PM	57.4	77.1	45.0	64.8	61.0	58.8	55.9	53.4
CNEL	64.7							
Notes: ¹ Appendix A for measured noise data.								

The long-term data indicate that the afternoon is the quietest time of day during operational hours.

5.0 Findings and Recommendations

A total of four (4) receptors were modeled to accurately evaluate the future operational noise levels near the project site. In Exhibit C, a yellow dot denotes a receptor. Receptors 1, 2, and 4 represent areas that must meet the residential noise standard, and receptor 3 must meet the commercial noise standard. All yellow dots represent the property line of the project site.

Table 4 presents the project’s predicted noise levels and the project plus ambient noise levels. Table 4 compares both sets of noise levels to the maximum permitted L₉₀ noise level. The model assumes that the car wash is operating continuously as a worst-case scenario. With this assumption, the L₉₀ levels would

have the potential to increase the most due to the project. Therefore, if increases to the L₉₀ levels are within code and insignificant, increases to L₁₀ and L₁ levels will be as well.

Table 4: Worst-Case Predicted Operational Noise Levels (dBA, L₉₀)¹

Receptor ¹	Existing Ambient Noise Level ²	Project Noise Level ³	Rockwell Texas Ambient Limit 7 AM to 10 PM	Total Combined Noise Level	Change in Noise Level as Result of Project
1	49	41	55	50	1
2	49	39	55	49	0
3	54	50	62	55	1
4	53	46	55	54	1

Exhibit C shows the future noise level projections and contours based on the proposed project design. The project noise level at the residential properties is 39-46 dBA and meets the residential standard of 55 dBA L₉₀. The project noise level at the nonresidential properties is 50 dBA L₉₀ and meets the nonresidential standard of 62 dBA Leq.

The L₁₀ and L₁ levels will therefore change by less than 1 dB as a result of the project, as the project levels are at least 10 dB quieter than the existing levels.

The overall noise level will increase by 0-1 dB as a result of the project. Table 5 provides the characteristics associated with changes in noise levels.

Table 5: Change in Noise Level Characteristics¹

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

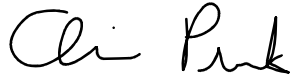
The noise level increase due to the project would fall within the “not perceptible” noise level characteristics at the receptors.

6.0 Conclusions

MD has reviewed the applicable noise ordinances and modeled the noise levels for the proposed car wash. The proposed car wash does not exceed the maximum permitted noise levels and does not perceptibly increase the overall ambient noise level.

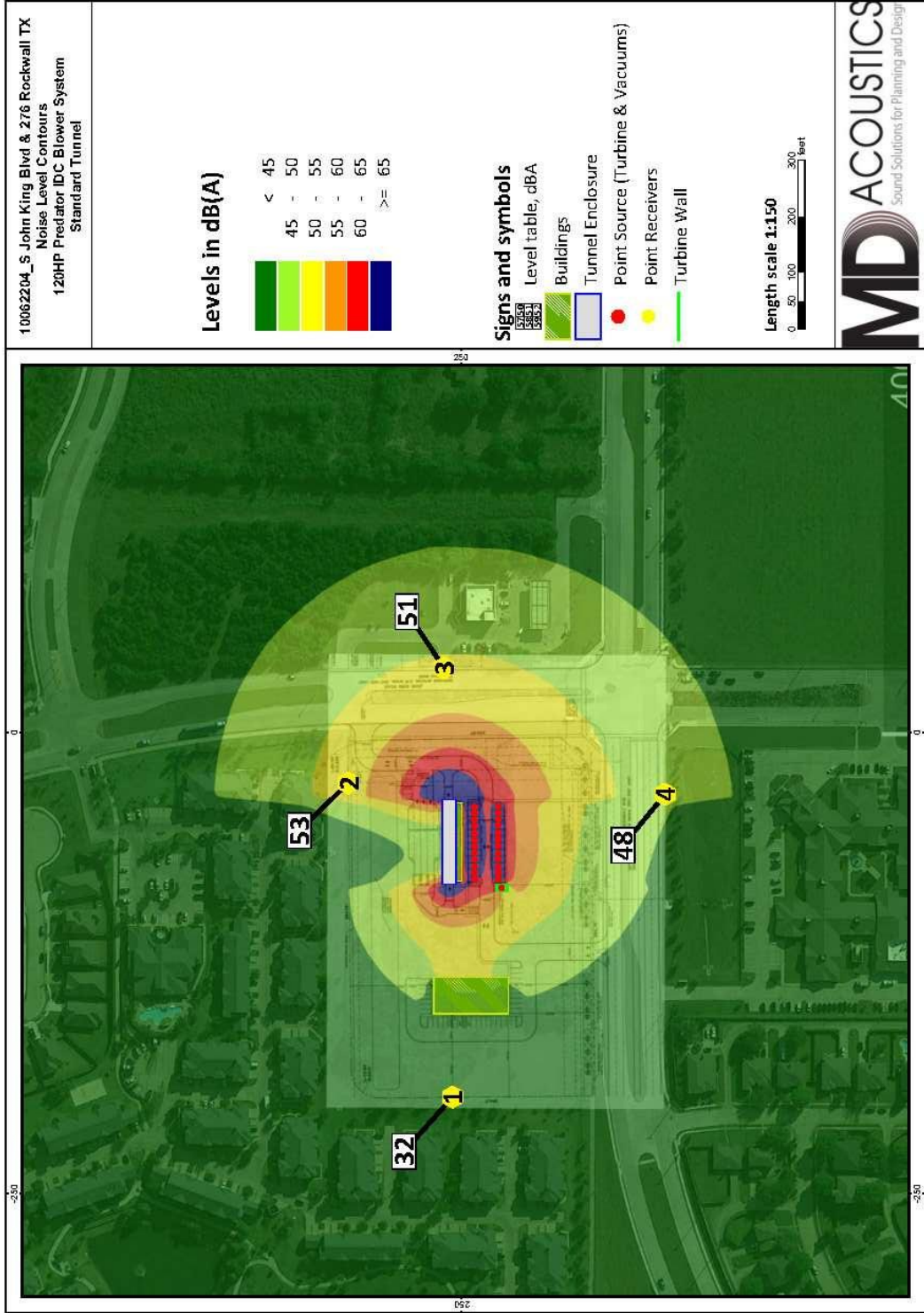
MD is pleased to provide this noise review for the car wash project. If you have any questions regarding this analysis, please call our office at (602) 774-1950.

Sincerely,
MD Acoustics, LLC



Claire Pincock, INCE-USA
Acoustical Consultant

Exhibit C
Operational Noise Levels



15-Minute Continuous Noise Measurement Datasheet

Project: S John King Blvd Car Wash **Site Observations:** Medium traffic. Load insects at location 2. Location 4 contains trucks, motorcycles, horns, and birds.

Site Address/Location: S John King Blvd & TX 276

Date: 9/9/22-9/10/22

Field Tech/Engineer: Brandon Skinner

General Location: Piccolo **SN:** A2A-05967-E0

Sound Meter: A-weighted, slow, 1-sec, 15-minute interval

Site ID: ST-1 thru ST-4

Site Topo: Flat

Ground Type: Soft site conditions

Noise Source(s) w/ Distance:

1 - 35' north of 276 at midpoint of small railing

2 - 20' west of east PL

3 - near middle of north PL

4 - 12' from John King curb

Figure 1: Monitoring Locations



10-Minute Continuous Noise Measurement Datasheet - Cont.

Project: S John King Blvd Car Wash
Site Address/Location: S John King Blvd & TX 276
Site ID: ST-1 thru ST-4

Table 1: Morning - Baseline Noise Measurement Summary

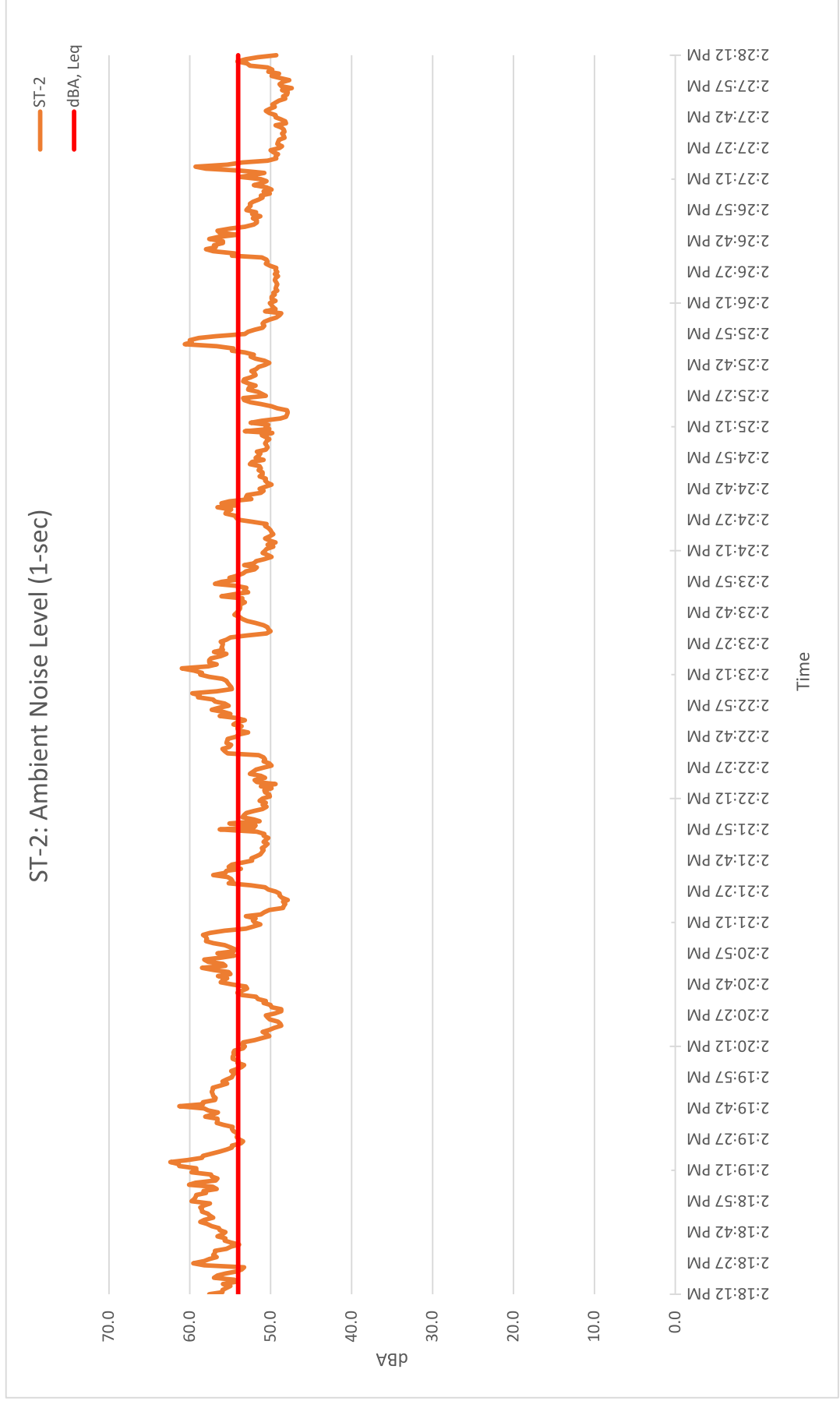
Location	Start	Stop	Leq	Lmax	Lmin	L1	L10	L25	L50	L90
1	1:56 PM	2:11 PM	60.9	75.6	48.2	71.2	64.3	60.1	57.0	52.6
2	2:18 PM	2:33 PM	54.0	62.9	45.8	60.8	57.3	55.0	52.1	48.9
3	2:42 PM	2:56 PM	52.7	64.9	46.1	59.2	54.7	53.1	51.5	48.7
4	12:02 PM	12:13 PM	66.0	85.5	49.3	75.0	68.6	64.9	61.6	54.3

10-Minute Continuous Noise Measurement Datasheet - Cont.

Project: S John King Blvd Car Wash

Site Address/Location: S John King Blvd & TX 276

Site ID: ST-2

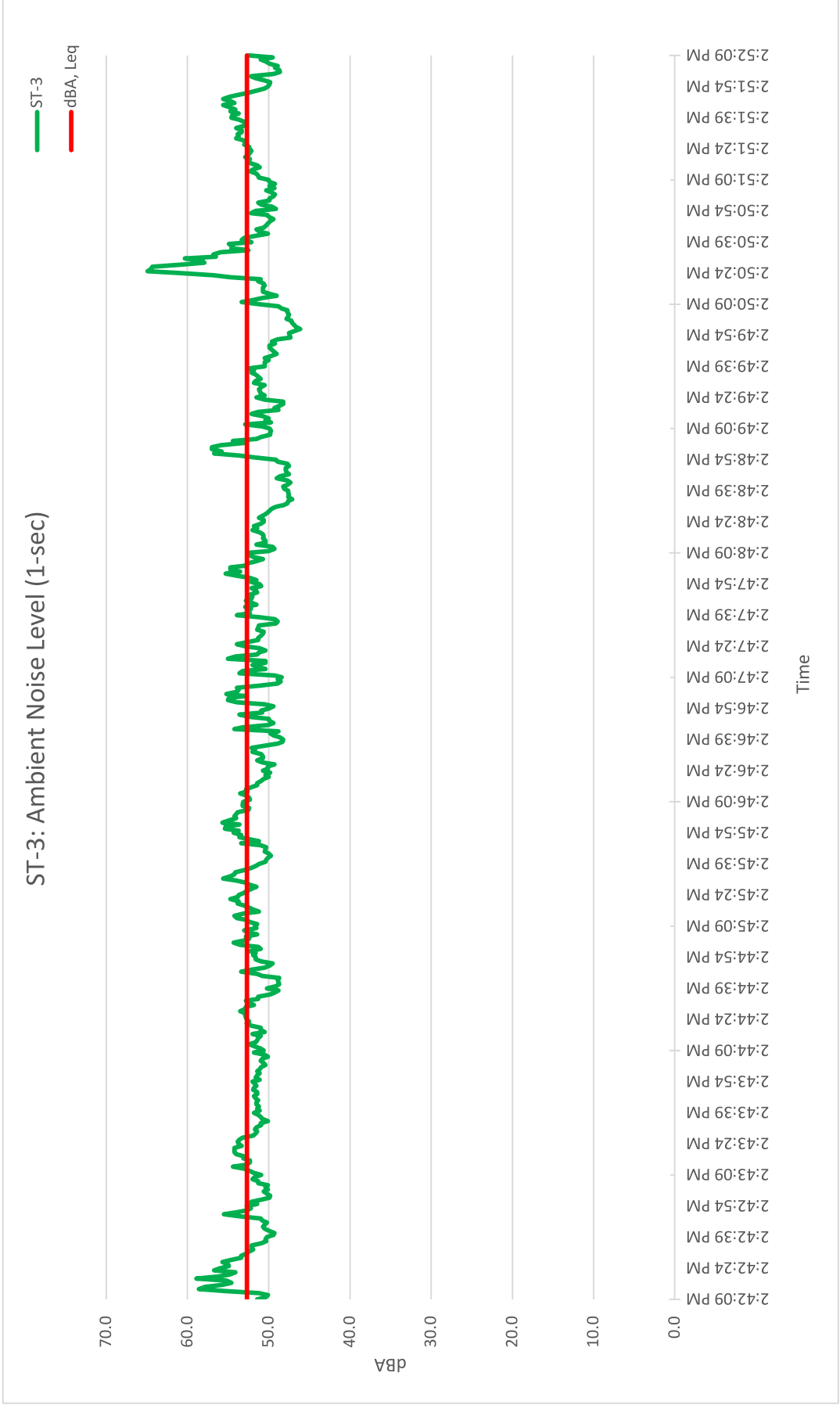


10-Minute Continuous Noise Measurement Datasheet - Cont.

Project: S John King Blvd Car Wash

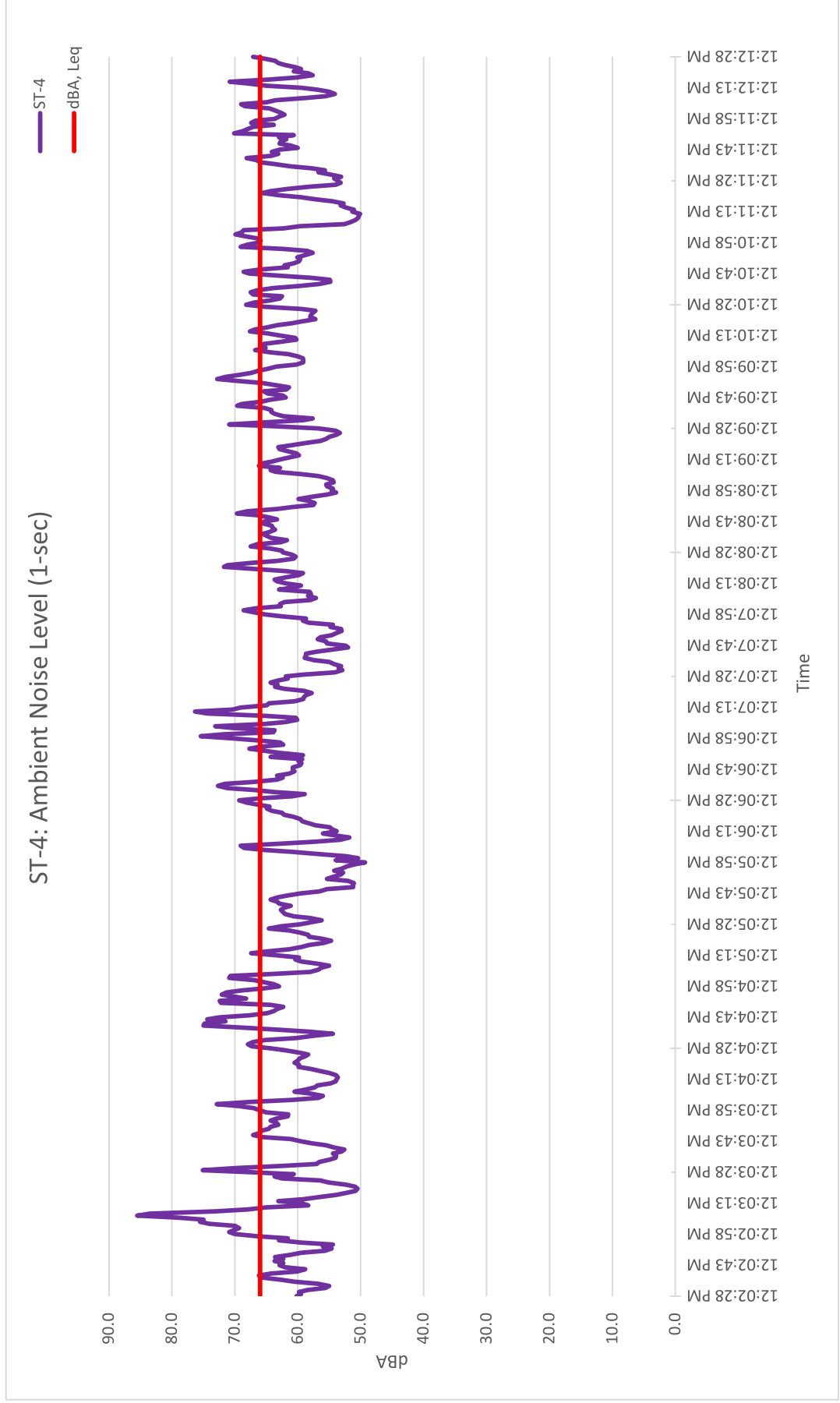
Site Address/Location: S John King Blvd & TX 276

Site ID: ST-3



10-Minute Continuous Noise Measurement Datasheet - Cont.

Project: S John King Blvd Car Wash
Site Address/Location: S John King Blvd & TX 276
Site ID: ST-4



Appendix A
Noise Measurement Field Sheets

24-Hour Continuous Noise Measurement Datasheet

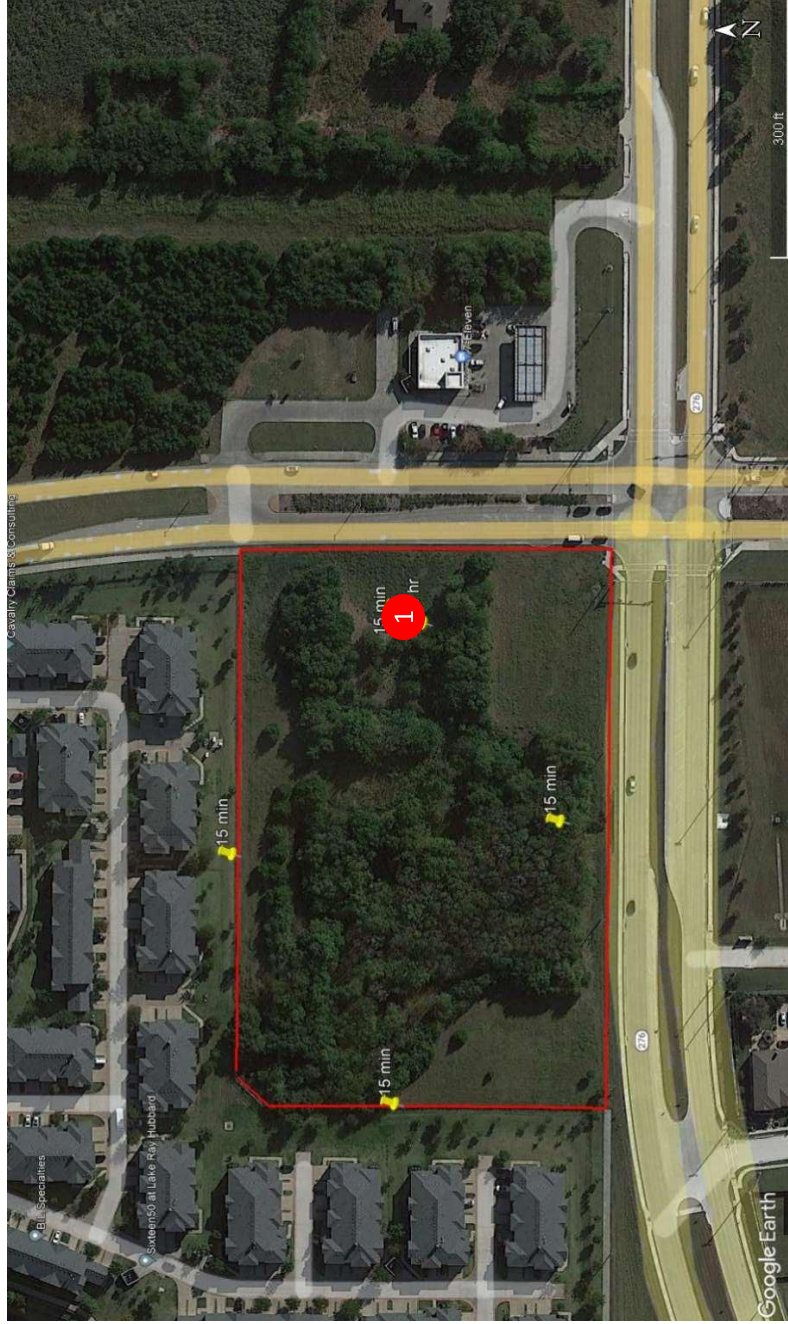
Project: S John King Blvd Car Wash
Site Observations: Heavy traffic southbound King when measurement started. Trucks, motorcycles, horns, crows.
Site Address/Location: S John King Blvd & TX 276
Date: 9/9/22-9/10/22
Field Tech/Engineer: Brandon Skinner

General Location: _____
Sound Meter: Piccolo **SN:** A2A-05967-E0
Settings: A-weighted, slow, 1-sec, 15-minute interval
Site ID: LT-1

Site Topo: Flat
Ground Type: Soft site, Open raw ground with a road

Noise Source(s) w/ Distance:
 75' from John King

Figure 1: LT-1 Monitoring Location



24-Hour Noise Measurement Datasheet - Cont.

Project: S John King Blvd Car Wash Day: 1 of 1

Site Address/Location: S John King Blvd & TX 276

Site ID: LT-1

Date	Start	Stop	Leq	Lmax	Lmin	L1	L5	L10	L50	L90
9/9/2022	3:00 PM	4:00 PM	60.3	74.6	50.6	64.2	63.5	62.6	59.7	57.5
9/9/2022	4:00 PM	5:00 PM	60.0	74.7	49.8	63.6	62.9	62.5	59.1	57.4
9/9/2022	5:00 PM	6:00 PM	62.1	76.3	51.1	68.8	67.4	66.2	60.1	56.4
9/9/2022	6:00 PM	7:00 PM	58.1	63.7	56.3	63.6	62.8	61.4	56.5	54.3
9/9/2022	7:00 PM	8:00 PM	60.0	82.9	49.6	68.4	65.1	62.0	57.0	53.8
9/9/2022	8:00 PM	9:00 PM	58.1	76.2	48.4	66.0	63.8	60.3	55.9	53.4
9/9/2022	9:00 PM	10:00 PM	56.1	74.8	47.0	63.5	59.6	56.6	54.0	52.1
9/9/2022	10:00 PM	11:00 PM	55.3	75.8	46.6	63.7	58.5	56.5	53.4	51.8
9/9/2022	11:00 PM	12:00 AM	52.8	75.8	43.5	63.4	55.7	53.6	50.3	46.8
9/10/2022	12:00 AM	1:00 AM	51.7	76.7	40.4	62.7	55.9	51.9	47.4	43.7
9/10/2022	1:00 AM	2:00 AM	52.4	72.3	39.1	62.2	59.4	55.8	46.5	42.2
9/10/2022	2:00 AM	3:00 AM	53.4	78.0	39.4	64.8	57.4	55.5	47.5	43.9
9/10/2022	3:00 AM	4:00 AM	56.1	74.4	41.9	63.9	62.0	60.2	52.7	49.2
9/10/2022	4:00 AM	5:00 AM	58.3	77.8	47.8	64.8	63.3	61.3	56.1	52.4
9/10/2022	5:00 AM	6:00 AM	61.0	79.9	51.1	67.2	65.9	62.6	59.9	56.9
9/10/2022	6:00 AM	7:00 AM	61.1	76.3	48.7	66.3	65.5	64.6	60.0	56.4
9/10/2022	7:00 AM	8:00 AM	58.9	80.4	45.4	65.9	62.8	61.3	57.3	54.6
9/10/2022	8:00 AM	9:00 AM	59.8	78.7	46.1	67.1	64.1	63.9	57.7	55.2
9/10/2022	9:00 AM	10:00 AM	59.7	83.5	47.0	68.3	63.7	61.7	56.7	54.3
9/10/2022	10:00 AM	11:00 AM	57.7	74.7	45.3	62.8	60.9	60.6	57.0	53.3
9/10/2022	11:00 AM	12:00 PM	57.4	77.1	45.0	64.8	61.0	58.8	55.9	53.4

CNEL: 64.7

24-Hour Continuous Noise Measurement Datasheet - Cont.

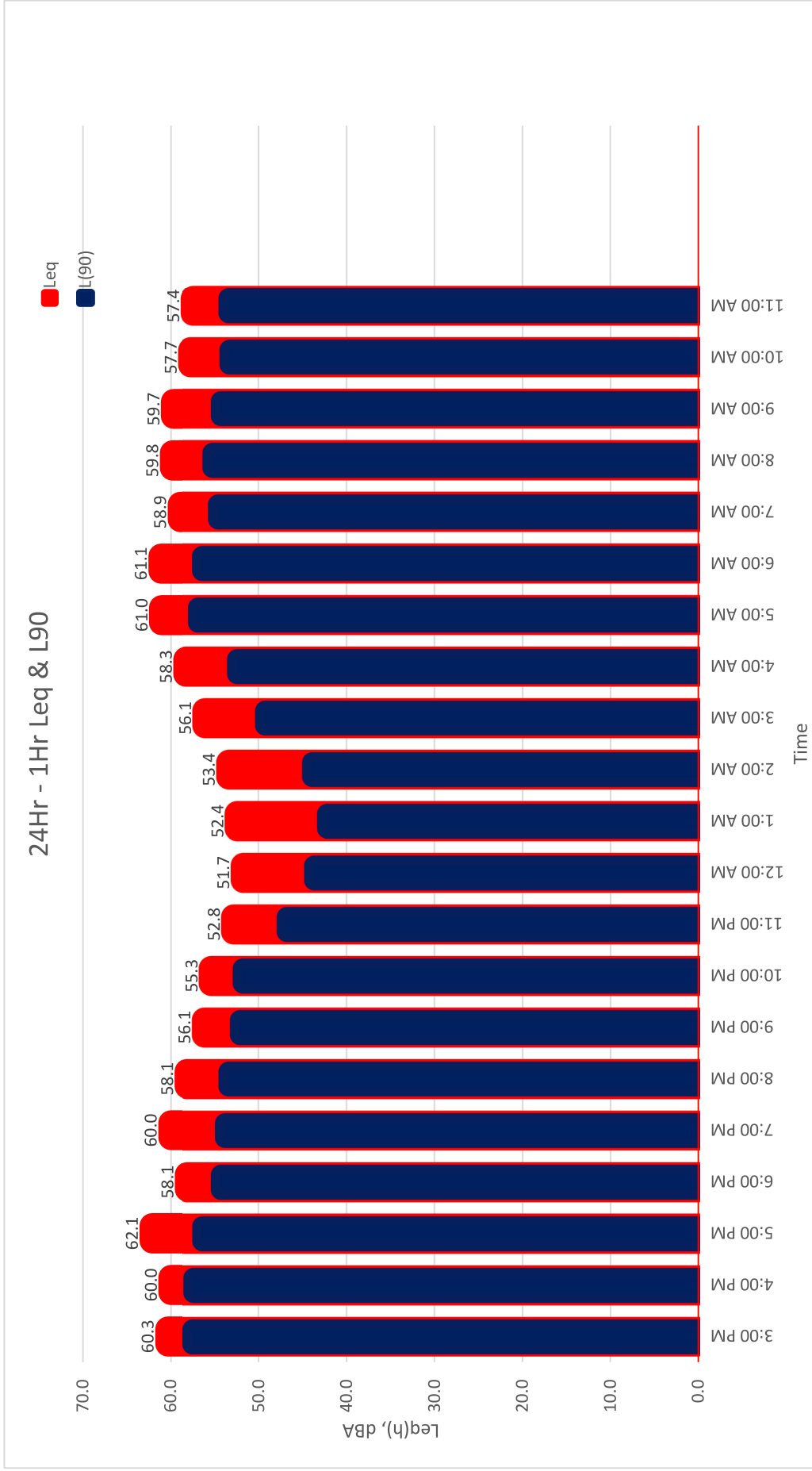
www.mdacoustics.com

Project: S John King Blvd Car Wash

Site Address/Location: S John King Blvd & TX 276

Site ID: LT-1

Day: 1 of 1



www.mdacoustics.com

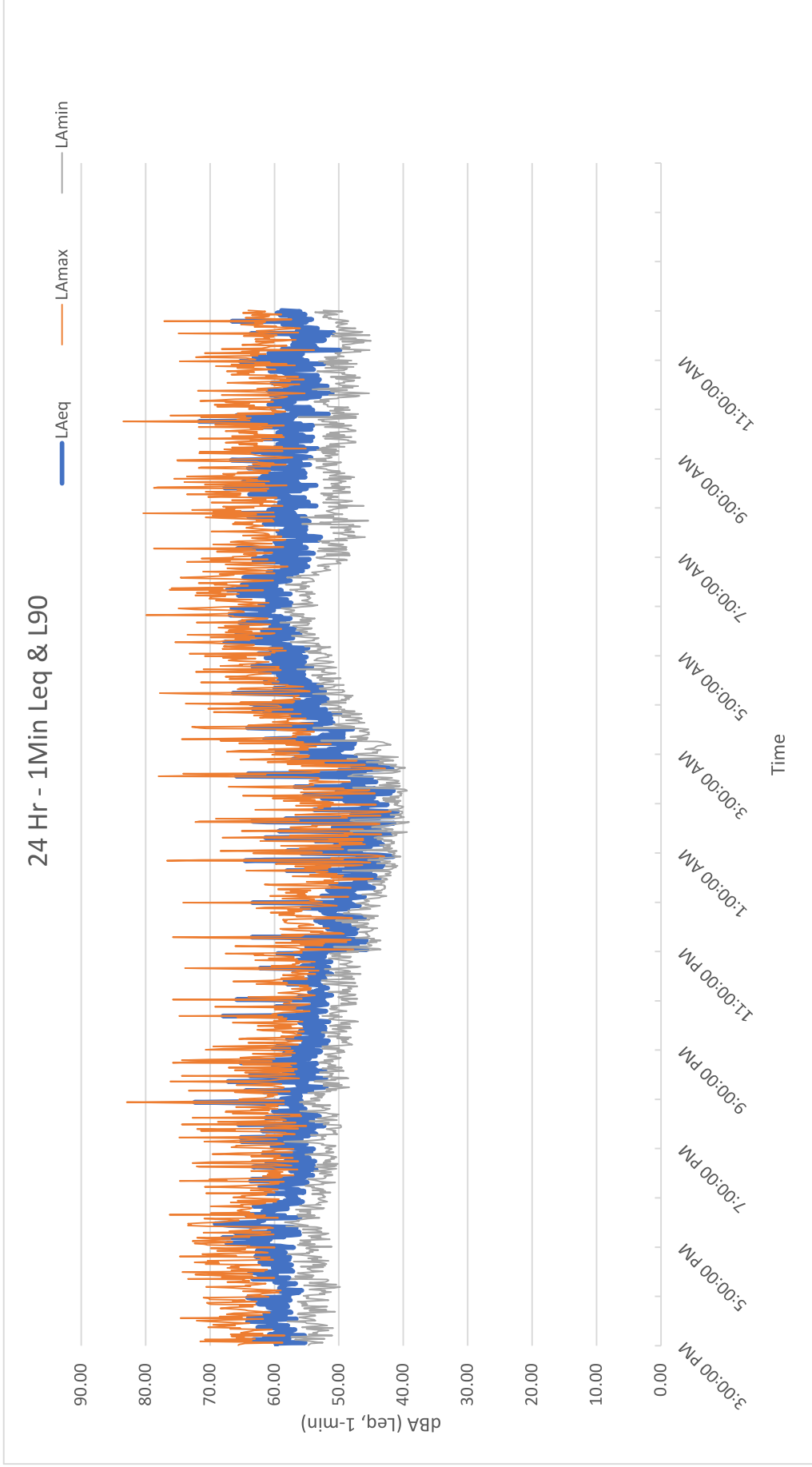
24-Hour Continuous Noise Measurement Datasheet - Cont.

Project: S John King Blvd Car Wash

Site Address/Location: S John King Blvd & TX 276

Site ID: LT-1

Day: 1 of 1



Appendix B
Sound Reference Data

80hp Predator Quiet Dryer System Specifications

Center Band Sound Frequency	63 Hz	125 Hz	250 Hz	500 Hz	1,000 Hz	2,000 Hz	4,000 Hz	8,000 Hz
Final Sound Pressure Level	49.6	58.4	71.5	73.2	70.7	69.2	63.1	53.0
Final Sound Pressure Level	47.0	55.5	68.6	70.1	67.6	66.2	60.1	49.6
Final Sound Pressure Level	45.4	53.8	66.9	68.2	65.8	64.4	58.4	47.6
Final Sound Pressure Level	44.0	52.3	65.5	66.7	64.3	62.9	56.9	46.0
Final Sound Pressure Level	42.8	51.1	64.2	65.4	63.0	61.6	55.6	44.6
Final Sound Pressure Level	41.6	49.9	63.0	64.3	61.8	60.4	54.4	43.5
Final Sound Pressure Level	40.6	48.9	62.0	63.2	60.8	59.4	53.4	42.4
Final Sound Pressure Level	39.7	48.0	61.1	62.3	59.9	58.5	52.5	41.5
Final Sound Pressure Level	38.9	47.2	60.3	61.5	59.0	57.6	51.6	40.6
Final Sound Pressure Level	38.1	46.4	59.5	60.7	58.3	56.9	50.9	39.8
Final Sound Pressure Level	37.4	45.7	58.8	60.0	57.6	56.2	50.2	39.1
Final Sound Pressure Level	36.8	45.0	58.2	59.3	56.9	55.5	49.5	38.5
Final Sound Pressure Level	36.2	44.4	57.5	58.7	56.3	54.9	48.9	37.9
Final Sound Pressure Level	35.6	43.8	57.0	58.2	55.7	54.3	48.3	37.3
Final Sound Pressure Level	35.1	43.3	56.4	57.6	55.2	53.8	47.8	36.7
Final Sound Pressure Level	34.6	42.8	55.9	57.1	54.7	53.3	47.3	36.2

Total Sound 60 Hz Results

77.6	dBa at Q=1, 5 feet
74.6	dBa at Q=1, 10 feet
72.8	dBa at Q=1, 15 feet
71.3	dBa at Q=1, 20 feet
70.0	dBa at Q=1, 25 feet
68.9	dBa at Q=1, 30 feet
67.9	dBa at Q=1, 35 feet
66.9	dBa at Q=1, 40 feet
66.1	dBa at Q=1, 45 feet
65.3	dBa at Q=1, 50 feet
64.6	dBa at Q=1, 55 feet
64.0	dBa at Q=1, 60 feet
63.4	dBa at Q=1, 65 feet
62.8	dBa at Q=1, 70 feet
62.2	dBa at Q=1, 75 feet
61.7	dBa at Q=1, 80 feet

Sound pressure values are approximated from outdoor propagation equation for planes waves given the sound power values.

* All information provided by MD Acoustics, LLC via tests performed in Cary, IL IDC facilities.

Sound Power Values

Predator Side Column	55.6	66.9	79.7	82.9	80.2	78.6	72.4	64.0
Predator Hogger Single	67.8	75.8	88.9	89.8	87.4	86.1	80.1	68.3

Lw_eq	86.9
	94.5



STEALTH PREDATOR DRYING SYSTEM



THE FIRST "ULTRA QUIET" DRYING SYSTEM

- ✓ Patent pending Reverse flow technology
- ✓ Producers constructed from 304 surgical stainless steel
- ✓ Over 11,000 cubic feet per minute (CFM) per 10HP motor
- ✓ Meets or exceeds most U.S. and International sound regulations
- ✓ Sound & Performance studies done in reverberant sound room ISO 3741:2010, 3747:2010



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Stealth Predator Ultra-Quiet Drying System Specifications

30HP System - Total Sound 60Hz

80HP System - Total Sound 60Hz

Q = sound source

65 dBA at Q=1, 30 feet

69.4 dBA at Q=1, 30 feet

61.8 dBA at Q=1, 45 feet

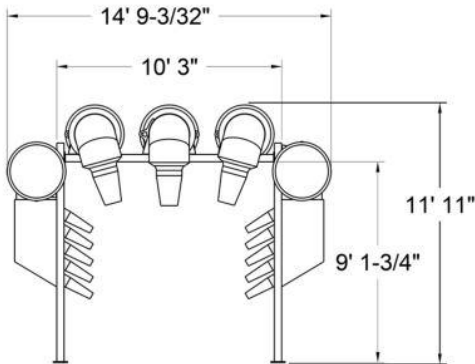
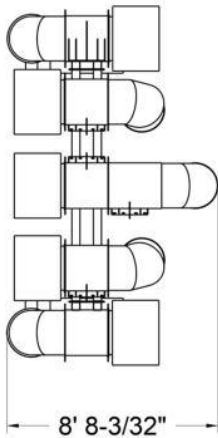
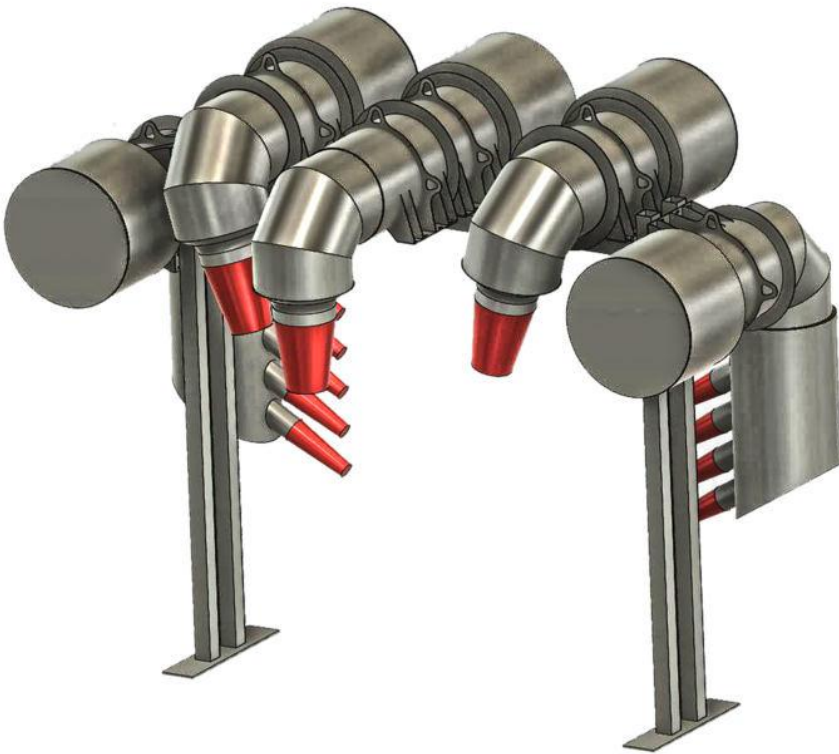
66.5 dBA at Q=1, 45 feet

60.2 dBA at Q=1, 55 feet

64.9 dBA at Q=1, 55 feet

Meets OSHA Sound Exposure Requirements

✓ The Stealth Predator features patent pending "Reverse flow air technology" which creates the first "Ultra-Quiet Dryer" and is the most powerful Ultra Quiet Dryer ever designed.



SPECIFICATIONS

15' 2" Bay Width
 12' 0" Ceiling Height
 96" Standard Clearance

Ducts-Stainless Steel
 Molded Aluminum Impellers
 Stainless Steel Motor Housings

Closed cell foam nozzles available in red, blue, black

Slotted flanges for adjustability of air outlet and air intake direction



SOUND LEVEL METER READINGS

MODEL: FT-DD-T340HP4 (40hp VACSTAR TURBINE VACUUM PRODUCER)

READING ONE: 73 DB-A, 3 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING TWO: 69 DB-A, 10 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING THREE: 54 DB-A, 20 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING FOUR: 38 DB-A, 30 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

NOTE: THESE READINGS WERE TAKEN OUTSIDE IN THE OPEN ON A CONCRETE SLAB.

SOUND LEVEL METER USED:

SIMPSON MODEL #40003 – MSHA APPROVED.
MEETS OSHA & WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL.
CONFORMS TO ANSI S1.4-1983, IEC 651 SPECS FOR METER TYPE.

Vacutech
1350 Hi-Tech Drive, Sheridan WY, 82801
PHONE: (800) 917-9444 FAX: (303) 675-1988
EMAIL: info@vacutechllc
WEB SITE: vacutechllc.com

Project: SuperStar Car Wash Chula Vista
Site Location: 1555 W Warner Rd, Gilbert, AZ 85233
Date: 4/5/2018
Field Tech/Engineer: Robert Pearson
Source/System: Vacutec System

Location: Vac Bay 1
Sound Meter: NTI XL2
Settings: A-weighted, slow, 1-sec, 10-sec duration
Meteorological Cond.: 80 degrees F, 2 mph wind

Site Observations:

Clear sky, measurements were performed within 1.5ft of source. Measurements were performed while the vacuum was positioned at three (3) different positions. Holstered, unholstered and inside a car. This data is utilized for acoustic modeling purposes and represents an average sound level at a vacuum station.

Table 1: Summary Measurement Data

Source	System	Overall dB(A)	3rd Octave Band Data (dB)																														
			20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K	5K	6.3K	8K	10K	12.5K	16K	20K
Vacutec (Holstered)	Vacuum	63.3	9	17	22	29	31	35	40	41	44	43	46	48	47	49	51	51	51	52	53	52	52	50	52	53	50	47	48	45	39	30	30
Vacutec (Unholstered)	Vacuum	80.7	6	19	22	28	34	37	40	43	47	46	48	48	48	49	54	55	58	62	65	68	70	74	75	73	69	67	65	60	55	55	
Vacutec (Inside Car)	Vacuum	69.6	16	28	31	38	42	45	49	51	52	55	60	61	57	55	59	53	55	54	57	57	57	57	55	54	51	48	46	42	36	36	
Average Level*	Vacuum	76.3	13	24	28	34	38	41	45	47	49	51	56	57	53	52	56	54	56	59	61	64	66	69	70	68	64	62	60	58	55	50	

* Refers to the logarithmic average of all measurements. This measurement represents an average of the multiple vacuum positions.

Figure 1: Example Measurement Position



Figure 1: Holstered



Figure 2: Unholstered

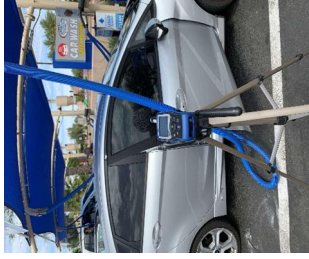
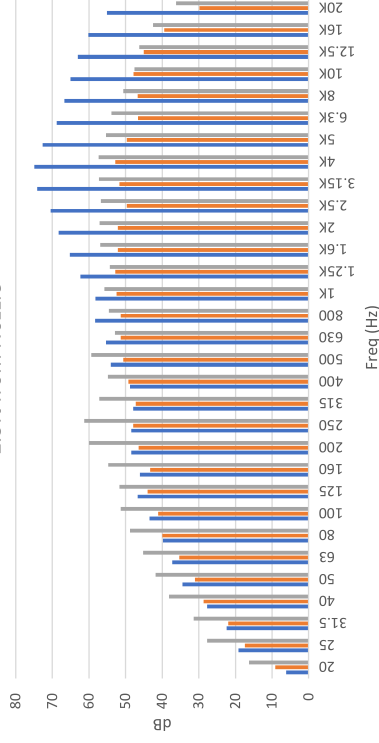


Figure 3: Inside Car

1.5ft from Nozzle



Appendix C
SoundPLAN Inputs/Outputs

S John King Blvd & 276 Rockwall TX
Contribution level - 001 - 120HP IDC - Standard: Outdoor SP

9

Source	Source group	Source type	Fr. lane	Leq,d dB(A)	A dB	
Receiver R1 FIG Lr,lim dB(A) Leq,d 32.1 dB(A) Sigma(Leq,d) 0.0 dB(A)						
Vac	Default industrial noise	Point		15.4	0.0	
Vac	Default industrial noise	Point		15.4	0.0	
Vac	Default industrial noise	Point		15.3	0.0	
Vac	Default industrial noise	Point		15.2	0.0	
Vac	Default industrial noise	Point		15.1	0.0	
Vac	Default industrial noise	Point		15.0	0.0	
Vac	Default industrial noise	Point		14.9	0.0	
Vac	Default industrial noise	Point		14.8	0.0	
Vac	Default industrial noise	Point		14.6	0.0	
Vac	Default industrial noise	Point		14.5	0.0	
Vac	Default industrial noise	Point		14.4	0.0	
Vac	Default industrial noise	Point		14.3	0.0	
Vac	Default industrial noise	Point		12.4	0.0	
Vac	Default industrial noise	Point		15.2	0.0	
Vac	Default industrial noise	Point		15.1	0.0	
Vac	Default industrial noise	Point		15.0	0.0	
Vac	Default industrial noise	Point		14.9	0.0	
Vac	Default industrial noise	Point		14.8	0.0	
Vac	Default industrial noise	Point		14.7	0.0	
Vac	Default industrial noise	Point		14.6	0.0	
Vac	Default industrial noise	Point		14.5	0.0	
Vac	Default industrial noise	Point		14.4	0.0	
Vac	Default industrial noise	Point		14.3	0.0	
Vac	Default industrial noise	Point		14.2	0.0	
Turbine	Default industrial noise	Point		-0.9	0.0	
001 - 120HP IDC Standard Tunnel-Roof 01	Default industrial noise	Area		2.1	0.0	
001 - 120HP IDC Standard Tunnel-Facade 01	Default industrial noise	Area		-2.2	0.0	
001 - 120HP IDC Standard Tunnel-Facade 02	Default industrial noise	Area		-10.8	0.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		22.7	0.0	
001 - 120HP IDC Standard Tunnel-Facade 03	Default industrial noise	Area		0.3	0.0	
001 - 120HP IDC Standard Tunnel-Facade 04	Default industrial noise	Area		-7.1	0.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		28.4	0.0	
Receiver R2 FIG Lr,lim dB(A) Leq,d 52.9 dB(A) Sigma(Leq,d) 0.0 dB(A)						
Vac	Default industrial noise	Point		14.5	0.0	
Vac	Default industrial noise	Point		14.4	0.0	
Vac	Default industrial noise	Point		14.4	0.0	
Vac	Default industrial noise	Point		14.6	0.0	

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1

S John King Blvd & 276 Rockwall TX
Contribution level - 001 - 120HP IDC - Standard: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Vac	Default industrial noise	Point		14.7	0.0	
Vac	Default industrial noise	Point		14.9	0.0	
Vac	Default industrial noise	Point		15.1	0.0	
Vac	Default industrial noise	Point		15.4	0.0	
Vac	Default industrial noise	Point		15.8	0.0	
Vac	Default industrial noise	Point		16.4	0.0	
Vac	Default industrial noise	Point		17.8	0.0	
Vac	Default industrial noise	Point		21.9	0.0	
Vac	Default industrial noise	Point		21.0	0.0	
Vac	Default industrial noise	Point		20.9	0.0	
Vac	Default industrial noise	Point		20.5	0.0	
Vac	Default industrial noise	Point		20.4	0.0	
Vac	Default industrial noise	Point		20.4	0.0	
Vac	Default industrial noise	Point		20.3	0.0	
Vac	Default industrial noise	Point		20.4	0.0	
Vac	Default industrial noise	Point		20.4	0.0	
Vac	Default industrial noise	Point		20.4	0.0	
Vac	Default industrial noise	Point		17.9	0.0	
Vac	Default industrial noise	Point		19.3	0.0	
Vac	Default industrial noise	Point		21.4	0.0	
Vac	Default industrial noise	Point		29.7	0.0	
Turbine	Default industrial noise	Point		3.3	0.0	
001 - 120HP IDC Standard Tunnel-Roof 01	Default industrial noise	Area		12.9	0.0	
001 - 120HP IDC Standard Tunnel-Facade 01	Default industrial noise	Area		8.2	0.0	
001 - 120HP IDC Standard Tunnel-Facade 02	Default industrial noise	Area		11.3	0.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		52.9	0.0	
001 - 120HP IDC Standard Tunnel-Facade 03	Default industrial noise	Area		17.0	0.0	
001 - 120HP IDC Standard Tunnel-Facade 04	Default industrial noise	Area		-5.0	0.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		28.9	0.0	
Receiver R3 FI G Lr,lim dB(A) Leq,d 50.9 dB(A) Sigma(Leq,d) 0.0 dB(A)						
Vac	Default industrial noise	Point		26.6	0.0	
Vac	Default industrial noise	Point		26.8	0.0	
Vac	Default industrial noise	Point		27.1	0.0	
Vac	Default industrial noise	Point		27.4	0.0	
Vac	Default industrial noise	Point		27.7	0.0	
Vac	Default industrial noise	Point		28.1	0.0	
Vac	Default industrial noise	Point		28.4	0.0	
Vac	Default industrial noise	Point		28.7	0.0	
Vac	Default industrial noise	Point		29.1	0.0	

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2

S John King Blvd & 276 Rockwall TX
Contribution level - 001 - 120HP IDC - Standard: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Vac	Default industrial noise	Point		29.5	0.0	
Vac	Default industrial noise	Point		29.9	0.0	
Vac	Default industrial noise	Point		30.3	0.0	
Vac	Default industrial noise	Point		28.0	0.0	
Vac	Default industrial noise	Point		26.6	0.0	
Vac	Default industrial noise	Point		26.9	0.0	
Vac	Default industrial noise	Point		27.2	0.0	
Vac	Default industrial noise	Point		27.5	0.0	
Vac	Default industrial noise	Point		27.8	0.0	
Vac	Default industrial noise	Point		28.1	0.0	
Vac	Default industrial noise	Point		28.5	0.0	
Vac	Default industrial noise	Point		28.8	0.0	
Vac	Default industrial noise	Point		29.2	0.0	
Vac	Default industrial noise	Point		29.5	0.0	
Vac	Default industrial noise	Point		29.9	0.0	
Turbine	Default industrial noise	Point		8.2	0.0	
001 - 120HP IDC Standard Tunnel-Roof 01	Default industrial noise	Area		8.0	0.0	
001 - 120HP IDC Standard Tunnel-Facade 01	Default industrial noise	Area		9.1	0.0	
001 - 120HP IDC Standard Tunnel-Facade 02	Default industrial noise	Area		8.8	0.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		50.3	0.0	
001 - 120HP IDC Standard Tunnel-Facade 03	Default industrial noise	Area		9.6	0.0	
001 - 120HP IDC Standard Tunnel-Facade 04	Default industrial noise	Area		-11.7	0.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		20.3	0.0	
Receiver R3 FIG Lr,lim dB(A) Leq,d 47.6 dB(A) Sigma(Leq,d) 0.0 dB(A)						
Vac	Default industrial noise	Point		28.6	0.0	
Vac	Default industrial noise	Point		29.6	0.0	
Vac	Default industrial noise	Point		29.5	0.0	
Vac	Default industrial noise	Point		28.9	0.0	
Vac	Default industrial noise	Point		29.3	0.0	
Vac	Default industrial noise	Point		29.2	0.0	
Vac	Default industrial noise	Point		29.2	0.0	
Vac	Default industrial noise	Point		29.3	0.0	
Vac	Default industrial noise	Point		29.4	0.0	
Vac	Default industrial noise	Point		29.4	0.0	
Vac	Default industrial noise	Point		29.4	0.0	
Vac	Default industrial noise	Point		29.5	0.0	
Vac	Default industrial noise	Point		28.8	0.0	
Vac	Default industrial noise	Point		28.9	0.0	

S John King Blvd & 276 Rockwall TX
Contribution level - 001 - 120HP IDC - Standard: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB
Vac	Default industrial noise	Point		29.1	0.0
Vac	Default industrial noise	Point		29.2	0.0
Vac	Default industrial noise	Point		29.3	0.0
Vac	Default industrial noise	Point		29.5	0.0
Vac	Default industrial noise	Point		29.5	0.0
Vac	Default industrial noise	Point		29.6	0.0
Vac	Default industrial noise	Point		29.7	0.0
Vac	Default industrial noise	Point		29.7	0.0
Vac	Default industrial noise	Point		29.8	0.0
Vac	Default industrial noise	Point		29.8	0.0
Turbine	Default industrial noise	Point		11.2	0.0
001 - 120HP IDC Standard Tunnel-Roof 01	Default industrial noise	Area		4.9	0.0
001 - 120HP IDC Standard Tunnel-Facade 01	Default industrial noise	Area		3.2	0.0
001 - 120HP IDC Standard Tunnel-Facade 02	Default industrial noise	Area		4.3	0.0
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		45.6	0.0
001 - 120HP IDC Standard Tunnel-Facade 03	Default industrial noise	Area		0.2	0.0
001 - 120HP IDC Standard Tunnel-Facade 04	Default industrial noise	Area		-7.9	0.0
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Default industrial noise	Area		26.7	0.0

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S John King Blvd & 276 Rockwall TX
 Octave spectra of the sources in dB(A) - 001 - 120HP IDC - Standard: Outdoor SP

Name	Source type	I or A m _r ,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)
001 - 120HP IDC Standard Tunnel-Facade 01	Area	251.57	86.1	57.0	37.5	61.5	0.0	0.0		3	100%/24h	17_Facade 01_	54.1	48.2	59.2	53.9	41.1	34.6	24.3	11.7	
001 - 120HP IDC Standard Tunnel-Facade 02	Area	32.63	88.7	57.0	39.6	54.7	0.0	0.0		3	100%/24h	18_Facade 02_	47.7	41.9	52.1	47.5	35.7	29.6	19.5	7.8	
001 - 120HP IDC Standard Tunnel-Facade 03	Area	251.57	86.1	57.0	37.5	61.5	0.0	0.0		3	100%/24h	19_Facade 03_	54.1	48.2	59.2	53.9	41.1	34.6	24.3	11.7	
001 - 120HP IDC Standard Tunnel-Facade 04	Area	32.63	81.7	57.0	34.5	49.6	0.0	0.0		3	100%/24h	20_Facade 04_	40.8	34.5	48.1	40.9	22.5	6.5	-13.6		
001 - 120HP IDC Standard Tunnel-Roof 01	Area	333.18	85.7	57.0	37.2	62.4	0.0	0.0		0	100%/24h	15_Roof 01_	54.9	49.1	60.1	54.8	42.0	35.4	25.2	12.7	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Area	7.43	88.9	0.0	88.9	97.6	0.0	0.0		3	100%/24h	53_Transmissive area 01_	71.4	79.7	91.9	93.3	90.5	88.4	81.4	68.0	
001 - 120HP IDC Standard Tunnel-Transmissive area 01	Area	7.43	81.6	0.0	81.6	90.3	0.0	0.0		3	100%/24h	54_Transmissive area 01_	64.2	71.9	87.6	86.4	77.0	65.1	48.0	26.7	
Turbine	Point				72.6	72.6	0.0	0.0		0	100%/24h	Vacutech Turbine	47.3	57.5	54.5	51.9	55.8	59.5	66.1	69.3	65.0
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0														

**S John King Blvd & 276 Rockwall TX
Octave spectra of the sources in dB(A) - 001 - 120HP IDC - Standard: Outdoor SP**

Name	Source type	I or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0		0	100%/24h	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2

MD Acoustics 1197 E Los Angeles Ave, Unit C 256 Simi Valley, CA 93065 USA

S John King Blvd & 276 Rockwall TX
 Contribution spectra - 001 - 120HP IDC - Standard: Outdoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Receiver: R1		Leq,d	Sigma(Leq,d) 0.0 dB(A)																											
001 - 120HP IDC Standard	Leq,d	-2.2																												
Tunnel-Facade 01	Leq,d	14.6	-13.9	-11.3	-4.7	-1.2	1.3	4.7	-12.2	-10.6	-10.2	-12.7	7.2	7.2	2.2	-18.5	-18.1	-17.9	-16.7	-14.2	-13.5	-14.0	-16.9	-13.3	-13.3	-15.0	-16.3	-19.9	-28.8	
001 - 120HP IDC Standard	Leq,d	14.7	-13.8	-11.1	-4.6	-1.0	1.4	4.8	2.4	2.5	4.5	7.3	7.3	2.3	2.3	-0.8	2.1	4.9	-3.6	-3.6	-6.8	-3.3	-4.7	-6.4	-8.4	-11.0	-16.6	-22.4	-31.7	-43.3
Tunnel-Facade 02	Leq,d	0.3																												
001 - 120HP IDC Standard	Leq,d	14.8	-13.6	-11.0	-4.4	-0.9	1.5	4.9	2.5	2.6	4.6	7.4	7.4	2.4	2.4	-0.7	2.3	4.7	-3.4	-3.5	-6.6	-3.2	-4.6	-6.2	-8.2	-10.7	-16.1	-21.8	-30.5	-41.6
Tunnel-Facade 03	Leq,d	14.9	-13.5	-10.9	-4.3	-0.8	1.7	5.0	2.7	2.8	4.8	7.5	7.5	2.4	2.4	-0.6	2.4	4.6	-3.3	-3.4	-6.6	-3.1	-4.5	-6.1	-8.0	-10.6	-15.9	-21.4	-29.9	-40.8
001 - 120HP IDC Standard	Leq,d	14.2	-14.5	-11.8	-5.2	-1.7	0.8	4.2	1.7	1.8	3.9	6.8	6.8	1.8	1.2	1.8	-5.2	-3.8	-3.9	-7.1	-3.6	-5.0	-6.8	-8.9	-11.7	-17.5	-23.7	-34.1	-46.5	
Tunnel-Facade 04	Leq,d	14.3	-14.3	-11.7	-5.1	-1.6	0.9	4.3	1.8	2.0	4.1	6.9	6.9	1.9	1.1	1.9	-5.1	-3.8	-3.8	-7.0	-3.5	-5.0	-6.7	-8.8	-11.5	-17.2	-23.4	-33.6	-45.7	
001 - 120HP IDC Standard	Leq,d	14.4	-14.2	-11.6	-5.0	-1.4	1.0	4.4	1.9	2.1	4.2	7.0	7.0	2.0	1.0	2.0	-5.0	-3.7	-3.8	-6.9	-3.5	-4.9	-6.6	-8.7	-11.4	-17.0	-23.1	-33.0	-44.9	
Tunnel-Transmissive area 01	Leq,d	14.5	-14.0	-11.4	-4.8	-1.3	1.2	4.5	2.1	2.2	4.3	7.1	7.1	2.1	0.9	2.1	-5.0	-3.6	-3.7	-6.9	-3.4	-4.8	-6.5	-8.5	-11.2	-16.8	-22.7	-32.4	-44.1	
001 - 120HP IDC Standard	Leq,d	15.1	-13.2	-10.6	-4.1	-0.6	1.9	5.2	2.9	2.9	4.9	7.6	7.6	2.5	0.5	2.4	-4.6	-3.2	-3.3	-6.5	-3.0	-4.4	-6.0	-7.9	-10.4	-15.7	-21.1	-29.5	-40.3	
Tunnel-Transmissive area 01	Leq,d	15.0	-13.4	-10.8	-4.2	-0.7	1.7	5.1	2.7	2.8	4.8	7.5	7.5	2.4	0.6	2.4	-4.7	-3.3	-3.4	-6.5	-3.1	-4.5	-6.1	-8.0	-10.6	-15.9	-21.6	-30.1	-41.1	
001 - 120HP IDC Standard	Leq,d	14.9	-13.5	-10.9	-4.3	-0.8	1.6	5.0	2.6	2.7	4.7	7.4	7.4	2.3	0.7	2.3	-4.7	-3.4	-3.5	-6.6	-3.2	-4.5	-6.2	-8.2	-10.7	-16.2	-21.9	-30.7	-42.0	
Tunnel-Facade 01	Leq,d	14.8	-13.6	-11.0	-4.4	-0.9	1.5	4.9	2.5	2.6	4.6	7.3	7.3	2.2	0.8	2.2	-4.8	-3.4	-3.5	-6.7	-3.2	-4.6	-6.3	-8.3	-10.9	-16.4	-22.2	-31.3	-42.8	
001 - 120HP IDC Standard	Leq,d	15.4	-12.7	-10.1	-3.6	-0.1	2.3	5.6	3.4	3.4	5.3	8.0	7.9	2.8	0.2	2.7	-4.3	-3.0	-3.1	-6.2	-2.8	-4.1	-5.7	-7.5	-9.9	-14.9	-19.2	-27.0	-37.0	
Tunnel-Facade 01	Leq,d	15.4	-12.8	-10.2	-3.7	-0.2	2.2	5.5	3.3	3.3	5.3	7.9	7.8	2.7	0.3	2.7	-4.4	-3.1	-3.1	-6.3	-2.8	-4.2	-5.7	-7.6	-10.0	-15.1	-19.7	-27.6	-37.8	
001 - 120HP IDC Standard	Leq,d	15.3	-12.9	-10.3	-3.8	-0.3	2.1	5.4	3.1	3.2	5.2	7.8	7.7	2.7	0.4	2.6	-4.5	-3.1	-3.2	-6.3	-2.9	-4.2	-5.8	-7.7	-10.1	-15.3	-20.1	-28.2	-38.6	
Tunnel-Facade 01	Leq,d	15.2	-13.1	-10.5	-3.9	-0.4	2.0	5.3	3.0	3.1	5.0	7.7	7.7	2.6	0.4	2.5	-4.5	-3.2	-3.3	-6.4	-3.0	-4.3	-5.9	-7.8	-10.3	-15.5	-20.6	-28.9	-39.5	
001 - 120HP IDC Standard	Leq,d	12.4	-14.0	-11.7	-5.6	-2.5	0.5	0.1	0.1	0.1	2.1	4.7	4.7	0.3	-3.2	-0.2	-7.3	-5.8	-5.9	-9.0	-5.6	-6.9	-8.5	-9.6	-11.1	-15.3	-19.5	-27.4	-37.5	
Tunnel-Facade 01	Leq,d	15.2	-13.0	-10.4	-3.9	-0.4	2.0	5.3	3.1	3.1	5.1	7.8	7.7	2.7	0.4	2.6	-4.5	-3.2	-3.2	-6.4	-2.9	-4.3	-5.8	-7.7	-10.1	-15.3	-20.0	-28.0	-38.3	
001 - 120HP IDC Standard	Leq,d	15.1	-13.1	-10.6	-4.0	-0.5	1.9	5.2	3.0	3.0	5.0	7.7	7.7	2.6	0.4	2.5	-4.5	-3.2	-3.3	-6.4	-3.0	-4.3	-5.9	-7.8	-10.2	-15.5	-20.4	-28.6	-39.1	
Tunnel-Facade 01	Leq,d	15.0	-13.3	-10.7	-4.1	-0.6	1.8	5.1	2.8	2.9	4.9	7.6	7.6	2.5	0.5	2.5	-4.6	-3.3	-3.4	-6.5	-3.1	-4.4	-6.0	-7.9	-10.4	-15.7	-20.9	-29.3	-39.9	
001 - 120HP IDC Standard	Leq,d	14.6	-13.8	-11.2	-4.6	-1.1	1.4	4.7	2.3	2.4	4.5	7.2	7.2	2.2	0.9	2.1	-4.9	-3.5	-3.5	-6.7	-3.3	-4.7	-6.4	-8.4	-11.0	-16.6	-22.5	-32.0	-43.6	

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S John King Blvd & 276 Rockwall TX
 Contribution spectra - 001 - 120HP IDC - Standard: Outdoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Vac	Leq,d	14.5	-13.9	-11.3	-4.7	-1.2	1.3	4.6	2.2	2.3	4.3	7.1	7.1	2.1	-0.9	2.0	-5.0	-3.6	-3.7	-6.8	-3.4	-4.8	-6.5	-8.5	-11.2	-16.8	-22.8	-32.6	-44.4	
Vac	Leq,d	14.4	-14.1	-11.4	-4.8	-1.3	1.2	4.5	2.0	2.2	4.2	7.0	7.0	2.0	-1.0	2.0	-5.1	-3.7	-3.7	-6.9	-3.4	-4.9	-6.6	-8.6	-11.4	-17.0	-23.1	-33.2	-45.2	
Vac	Leq,d	14.3	-14.2	-11.6	-5.0	-1.4	1.0	4.4	1.9	2.0	4.1	6.9	6.9	1.9	-1.1	1.9	-5.1	-3.7	-3.8	-7.0	-3.5	-4.9	-6.7	-8.8	-11.5	-17.3	-23.5	-33.8	-46.0	
Receiver R2		Leq,d	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9
FIG. Lr,lim		dB(A)	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9	52.9
Sigma(Leq,d)		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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
001 - 120HP IDC Standard	Leq,d	8.2					6.5			-5.0			2.0			-7.0		-21.6				-29.6			-42.1				-60.5	
Tunnel-Facade 01	Leq,d	11.3				7.9				-0.8		6.1				3.2		-6.6				-12.6			-24.0				-40.2	
001 - 120HP IDC Standard	Leq,d	17.0				13.5				4.8		12.2				8.4		-2.0				-8.4			-20.1				-37.6	
Tunnel-Facade 02	Leq,d	-5.0				-7.7				-18.5		-9.3				-18.5		-37.7				-56.0			-79.6				-46.4	
001 - 120HP IDC Standard	Leq,d	12.9				7.3				-0.7		10.1				4.6		-7.7				-14.9			-27.4				19.9	
Tunnel-Facade 03	Leq,d	52.9				31.6				37.5		44.5				47.1		47.7				46.2			37.9				19.9	
001 - 120HP IDC Standard	Leq,d	28.9				14.7				17.8		26.7				22.8		14.2				1.0			-19.4				-48.4	
Tunnel-Facade 04	Leq,d	3.3				-23.2				-8.6		-13.9				-18.1		-10.5				-7.2			-6.5				-119	
001 - 120HP IDC Standard	Leq,d	20.4				1.9				6.0		9.9				3.7		9.2				11.2			8.2				-16.2	
Tunnel-Facade 05	Leq,d	20.4				1.5				5.6		9.6				3.5		9.3				11.3			9.8				-15.2	
001 - 120HP IDC Standard	Leq,d	20.3				1.2				5.3		9.5				3.3		9.4				11.5			10.0				-14.9	
Tunnel-Facade 06	Leq,d	20.4				1.0				5.0		9.3				3.2		9.6				11.6			11.0				-14.5	
001 - 120HP IDC Standard	Leq,d	29.7				3.4				14.4		17.1				15.3		16.8				15.6			18.7				-14.5	
Tunnel-Facade 07	Leq,d	21.4				0.5				10.5		12.3				8.0		12.2				7.5			6.4				-13.4	
001 - 120HP IDC Standard	Leq,d	19.3				0.2				8.0		10.4				7.2		11.0				7.0			5.1				-17.4	
Tunnel-Facade 08	Leq,d	17.9				1.0				6.8		10.2				4.1		10.9				11.2			10.6				-25.0	
001 - 120HP IDC Standard	Leq,d	14.7				0.2				3.4		5.7				2.7		6.7				11.2			10.6				-15.5	
Tunnel-Transmissive area 01	Leq,d	14.9				0.0				3.6		7.1				0.7		5.2				11.2			10.7				-15.2	
001 - 120HP IDC Standard	Leq,d	15.1				0.1				3.7		7.3				0.9		6.3				11.3			10.7				-15.2	
Tunnel-Facade 09	Leq,d	15.4				0.4				3.9		7.5				1.1		6.2				11.5			10.9				-14.9	
001 - 120HP IDC Standard	Leq,d	14.5				0.1				3.3		6.6				0.3		5.9				11.6			11.0				-14.5	
Tunnel-Facade 10	Leq,d	14.4				0.2				3.2		6.2				0.4		6.0				11.7			11.0				-14.5	
001 - 120HP IDC Standard	Leq,d	14.4				0.3				3.2		6.2				0.3		6.0				11.6			11.0				-14.5	
Tunnel-Facade 11	Leq,d	14.4				0.3				3.2		6.2				0.4		6.0				11.6			11.0				-14.5	
001 - 120HP IDC Standard	Leq,d	14.6				0.3				3.1		6.4				0.4		6.0				11.6			11.0				-14.5	
Tunnel-Facade 12	Leq,d	21.0				0.6				4.5		8.8				2.8		6.6				11.7			11.0				-13.0	
001 - 120HP IDC Standard	Leq,d	20.9				0.7				4.6		8.9				2.9		6.5				12.1			11.5				-13.4	
Tunnel-Transmissive area 02	Leq,d	20.9				0.7				4.6		8.9				2.9		6.5				12.1			11.5				-13.4	

S John King Blvd & 276 Rockwall TX
 Contribution spectra - 001 - 120HP IDC - Standard: Outdoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz							
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)							
Vac	Leq,d	20.5	-11.8	-9.3	-2.7	0.7	3.1	6.4	4.7	4.7	6.6	9.0	8.7	3.4	0.2	3.0	-4.2	-3.0	9.9	7.6	12.0	11.4	10.5	9.2	7.2	2.0	-3.8	-13.8	-26.2							
Vac	Leq,d	20.4	-11.7	-9.2	-2.6	0.8	3.2	6.5	4.8	4.8	6.7	9.2	8.9	3.6	0.3	3.1	-4.1	-2.9	9.7	7.4	11.8	11.2	10.3	9.0	6.9	1.7	-4.1	-14.2	-26.5							
Vac	Leq,d	15.8	-11.1	-8.7	-2.4	0.8	3.0	6.1	4.7	4.6	6.3	8.0	7.6	2.2	-1.1	1.6	-5.7	-3.8	-4.0	-6.8	-3.0	-3.4	-3.9	-4.6	-5.5	-8.9	-11.9	-17.8	-25.1							
Vac	Leq,d	16.4	-10.5	-8.1	-1.7	1.6	3.8	6.9	5.5	5.4	7.2	8.5	8.1	2.7	-0.6	2.0	-5.3	-2.9	-3.2	-6.0	-2.3	-2.8	-3.4	-4.2	-5.1	-8.5	-11.5	-17.5	-24.7							
Vac	Leq,d	17.8	-9.6	-7.0	-0.6	2.8	5.1	8.3	7.1	7.1	9.1	9.5	9.2	3.8	0.5	3.2	-4.1	-0.8	-1.2	-4.2	-0.7	-1.5	-2.3	-3.2	-4.3	-7.8	-10.9	-16.8	-24.1							
Vac	Leq,d	21.9	-8.5	-5.8	0.9	4.6	7.2	10.8	10.0	10.5	13.0	12.5	12.7	7.9	5.4	8.6	1.8	7.6	7.8	4.9	8.3	7.3	6.2	4.9	3.3	-0.8	-4.4	-11.0	-18.8							
Receiver R3	Leq,d 50.9 dB(A)																																			
001 - 120HP IDC Standard	Leq,d	9.1					6.2																													
Tunnel-Facade 01	Leq,d																																			
001 - 120HP IDC Standard	Leq,d	8.8					5.6																													
Tunnel-Facade 02	Leq,d																																			
001 - 120HP IDC Standard	Leq,d	9.6					6.7																													
Tunnel-Facade 03	Leq,d																																			
001 - 120HP IDC Standard	Leq,d	-11.7					-13.4																													
Tunnel-Facade 04	Leq,d																																			
001 - 120HP IDC Standard	Leq,d	8.0					3.0																													
Tunnel-Roof 01	Leq,d																																			
001 - 120HP IDC Standard	Leq,d	50.3					29.5																													
Tunnel-Transmissive area 01	Leq,d																																			
001 - 120HP IDC Standard	Leq,d	20.3					8.5																													
Tunnel-Transmissive area 01	Leq,d																																			
Turbine	Leq,d	8.2																																		
Vac	Leq,d	28.5	-7.4	-4.4	2.6	6.6	9.6	13.6	12.7	13.7	16.7	14.8	15.7	11.7	10.0	13.9	7.9	15.6	16.6	14.5	18.8	18.5	18.1	17.4	16.4	12.7	9.2	2.5	-6.0	-20.9						
Vac	Leq,d	28.1	-7.6	-4.6	2.4	6.4	9.4	13.4	12.4	13.4	16.4	14.4	15.4	11.3	9.6	13.6	7.5	15.3	16.3	14.2	18.5	18.2	17.8	17.1	16.0	12.3	8.7	1.8	-6.9	-20.9						
Vac	Leq,d	27.8	-7.8	-4.8	2.2	6.2	9.2	13.2	12.1	13.1	16.1	14.0	15.0	11.0	9.3	13.2	7.2	15.0	16.0	13.9	18.2	17.9	17.5	16.7	15.6	11.8	8.1	1.1	-7.8	-20.9						
Vac	Leq,d	27.5	-8.0	-5.1	1.9	5.9	8.9	12.9	11.8	12.8	15.8	13.7	14.6	10.6	8.9	12.9	6.8	14.7	15.7	13.6	17.9	17.6	17.1	16.4	15.2	11.4	7.6	0.4	-8.7	-20.9						
Vac	Leq,d	29.9	-6.4	-3.4	3.6	7.6	10.6	14.6	14.0	15.0	18.0	16.4	17.4	13.4	11.6	15.6	9.6	17.0	17.9	15.8	20.1	19.9	19.5	18.9	18.0	14.6	11.5	5.3	-2.4	-20.9						
Vac	Leq,d	29.5	-6.7	-3.7	3.3	7.3	10.3	14.3	13.6	14.6	17.6	16.0	16.9	12.9	11.2	15.1	9.1	16.6	17.6	15.5	19.8	19.5	19.1	18.5	17.6	14.1	10.9	4.5	-3.3	-20.9						
Vac	Leq,d	29.2	-6.9	-3.9	3.1	7.1	10.1	14.1	13.3	14.3	17.3	15.6	16.5	12.5	10.8	14.8	8.7	16.3	17.2	15.2	19.5	19.2	18.8	18.2	17.2	13.7	10.3	3.9	-4.2	-20.9						
Vac	Leq,d	28.8	-7.1	-4.1	2.9	6.9	9.9	13.9	13.0	14.0	17.0	15.1	16.1	12.1	10.4	14.3	8.3	16.0	16.9	14.8	19.1	18.9	18.4	17.8	16.8	13.2	9.8	3.2	-5.1	-20.9						
Vac	Leq,d	27.7	-7.9	-4.9	2.1	6.1	9.1	13.1	12.1	13.0	16.0	14.0	14.9	10.9	9.2	13.2	7.1	15.0	15.9	13.8	18.2	17.9	17.4	16.7	15.5	11.7	8.0	1.0	-7.9	-20.9						
Vac	Leq,d	28.1	-7.6	-4.6	2.4	6.4	9.3	13.3	12.3	13.3	16.3	14.3	15.3	11.3	9.5	13.5	7.5	15.3	16.2	14.1	18.5	18.2	17.7	17.0	15.9	12.2	8.6	1.6	-7.1	-20.9						
Vac	Leq,d	28.4	-7.4	-4.4	2.6	6.6	9.6	13.6	12.6	13.6	16.6	14.6	15.6	11.6	9.9	13.9	7.8	15.6	16.6	14.4	18.8	18.5	18.0	17.4	16.3	12.6	9.1	2.3	-6.2	-20.9						
Vac	Leq,d	28.7	-7.2	-4.2	2.8	6.8	9.8	13.8	12.9	13.9	16.9	15.1	16.0	12.0	10.3	14.3	8.2	15.9	16.9	14.7	19.1	18.8	18.4	17.7	16.7	13.1	9.7	3.0	-5.3	-20.9						
Vac	Leq,d	26.6	-8.7	-5.7	1.3	5.3	8.3	12.3	11.0	12.0	14.9	12.9	13.6	9.6	7.9	11.8	5.8	13.9	14.8	12.7	17.1	16.7	16.2	15.4	14.1	10.0	6.0	-1.7	-11.4							
Vac	Leq,d	26.8	-8.5	-5.5	1.5	5.5	8.5	12.5	11.2	12.2	15.2	12.9	13.9	9.9	8.2	12.1	6.1	14.2	15.1	12.9	17.3	17.0	16.5	15.6	14.4	10.4	6.4	-1.1	-10.6							
Vac	Leq,d	27.1	-8.3	-5.3	1.7	5.7	8.7	12.7	11.5	12.5	15.4	13.2	14.2	10.2	8.5	12.4	6.4	14.4	15.3	13.2	17.6	17.3	16.7	16.0	14.7	10.8	6.9	-0.4	-9.8							

MD Acoustics 1197 E Los Angeles Ave, Unit C 256 Simi Valley, CA 93065 USA

S John King Blvd & 276 Rockwall TX
 Contribution spectra - 001 - 120HP IDC - Standard: Outdoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz			
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)			
Vac	Leq,d	27.4	-8.1	-5.1	1.9	5.9	8.9	12.9	11.8	12.7	15.7	13.6	14.6	10.5	8.8	12.8	6.7	14.7	15.6	13.5	17.9	17.6	17.1	16.3	15.1	11.3	7.5	0.3	-8.8			
Vac	Leq,d	28.0	-8.9	-5.9	1.1	5.1	8.1	12.1	10.8	11.7	14.7	12.4	13.4	9.3	10.0	13.9	7.9	16.0	16.9	14.8	19.2	18.8	18.3	17.4	16.1	11.9	7.7	-0.1	-10.1			
Vac	Leq,d	26.6	-8.7	-5.7	1.3	5.3	8.3	12.3	11.0	12.0	15.0	12.7	13.7	9.6	7.9	11.9	5.9	13.9	14.9	12.7	17.1	16.8	16.2	15.4	14.1	10.1	6.1	-1.5	-11.2			
Vac	Leq,d	26.9	-8.5	-5.5	1.5	5.5	8.5	12.5	11.3	12.2	15.2	13.0	14.0	9.9	8.2	12.2	6.1	14.2	15.2	13.0	17.4	17.0	16.5	15.7	14.4	10.5	6.5	-1.0	-10.4			
Vac	Leq,d	27.2	-8.3	-5.3	1.7	5.7	8.7	12.7	11.5	12.5	15.5	13.3	14.3	10.3	8.6	12.5	6.5	14.5	15.4	13.3	17.7	17.3	16.8	16.0	14.8	10.9	7.1	-0.3	-9.5			
Vac	Leq,d	29.1	-6.9	-3.9	3.1	7.1	10.1	14.1	13.3	14.3	17.3	15.5	16.5	12.5	10.7	14.7	8.7	16.3	17.2	15.1	19.4	19.2	18.8	18.1	17.1	13.6	10.3	3.8	-4.3			
Vac	Leq,d	29.5	-6.7	-3.7	3.3	7.3	10.3	14.3	13.6	14.6	17.6	15.9	16.9	12.9	11.2	15.1	9.1	16.6	17.5	15.5	19.7	19.5	19.1	18.5	17.5	14.1	10.8	4.5	-3.4			
Vac	Leq,d	29.9	-6.4	-3.4	3.6	7.6	10.6	14.6	14.0	14.9	17.9	16.4	17.3	13.3	11.6	15.6	9.5	17.0	17.9	15.8	20.1	19.8	19.5	18.9	18.0	14.6	11.4	5.2	-2.5			
Vac	Leq,d	30.3	-6.2	-3.2	3.8	7.8	10.8	14.8	14.3	15.3	18.3	16.8	17.8	13.8	12.1	16.0	10.0	17.3	18.3	16.2	20.4	20.2	19.9	19.3	18.4	15.1	12.0	6.0	-1.5			
Receiver R3 FIG Lr,lim dB(A) Sigma(Leq,d) 0.0 dB(A)		Leq,d	47.6																													
001 - 120HP IDC Standard	Leq,d	3.2																														
Tunnel-Facade 01	Leq,d						1.2																									
001 - 120HP IDC Standard	Leq,d	4.3					1.6																									
Tunnel-Facade 02	Leq,d						-1.3																									
001 - 120HP IDC Standard	Leq,d	0.2					-10.4																									
Tunnel-Facade 03	Leq,d	-7.9					0.6																									
001 - 120HP IDC Standard	Leq,d	4.9					26.0																									
Tunnel-Facade 04	Leq,d	45.6					13.0																									
001 - 120HP IDC Standard	Leq,d	26.7					15.9																									
Tunnel-Transmissive area 01	Leq,d	11.2					-15.9																									
001 - 120HP IDC Standard	Leq,d	29.6					6.7																									
Tunnel-Roof 01	Leq,d	29.5					2.7																									
001 - 120HP IDC Standard	Leq,d	29.5					2.6																									
Tunnel-Transmissive area 01	Leq,d	29.3					6.5																									
001 - 120HP IDC Standard	Leq,d	29.8					2.9																									
Tunnel-Transmissive area 01	Leq,d	29.8					6.8																									
001 - 120HP IDC Standard	Leq,d	29.7					2.8																									
Tunnel-Transmissive area 01	Leq,d	29.7					6.8																									
001 - 120HP IDC Standard	Leq,d	29.7					2.8																									
Tunnel-Transmissive area 01	Leq,d	29.7					6.8																									
001 - 120HP IDC Standard	Leq,d	29.3					1.7																									
Tunnel-Transmissive area 01	Leq,d	29.2					5.8																									
001 - 120HP IDC Standard	Leq,d	29.2					1.8																									
Tunnel-Transmissive area 01	Leq,d	29.3					5.9																									

S John King Blvd & 276 Rockwall TX

23

Contribution spectra - 001 - 120HP IDC - Standard: Outdoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Vac	Leq,d	28.6	-8.6	-5.6	1.4	5.4	8.4	12.4	11.2	12.1	17.3	15.0	15.9	11.9	10.2	14.2	8.1	16.2	17.1	15.0	19.4	19.0	18.5	17.7	16.3	12.3	8.2	0.5	-9.3
Vac	Leq,d	29.6	-8.5	-5.5	1.5	5.5	8.5	12.5	11.3	12.2	17.4	15.1	16.0	12.0	10.3	14.3	8.2	16.3	17.2	15.1	21.1	20.7	20.2	19.3	18.0	14.0	9.9	2.2	-7.5
Vac	Leq,d	29.5	-8.4	-5.4	1.6	5.6	8.6	12.6	11.4	12.3	17.5	15.2	16.2	12.1	10.4	14.4	8.3	16.4	17.3	15.2	19.6	20.7	20.2	19.4	18.1	14.0	9.9	2.3	-7.4
Vac	Leq,d	28.9	-8.3	-5.3	1.7	5.7	8.6	12.6	11.5	12.4	17.6	15.3	16.3	12.2	10.5	14.5	8.4	16.5	17.4	15.3	19.7	19.3	18.8	18.0	16.7	12.7	8.7	1.2	-8.4
Vac	Leq,d	28.8	-7.9	-4.9	2.1	6.1	9.1	13.1	12.1	13.1	16.0	14.0	14.9	10.9	10.6	14.6	8.5	16.6	17.5	15.3	19.7	19.4	18.9	18.1	16.8	12.9	9.0	1.7	-7.5
Vac	Leq,d	28.9	-7.8	-4.8	2.2	6.2	9.2	13.2	12.2	13.2	16.2	14.1	15.1	11.1	10.8	14.7	8.7	16.7	17.6	15.5	19.8	19.5	19.0	18.2	17.0	13.1	9.2	2.0	-7.1
Vac	Leq,d	29.1	-7.7	-4.7	2.3	6.3	9.3	13.3	12.3	13.3	16.3	14.3	15.2	11.2	10.9	14.9	8.8	16.8	17.7	15.6	19.9	19.6	19.1	18.3	17.1	13.2	9.4	2.2	-6.7
Vac	Leq,d	29.2	-7.6	-4.6	2.4	6.4	9.4	13.4	12.4	13.4	16.4	14.4	15.4	11.4	11.0	15.0	8.9	16.9	17.8	15.7	20.0	19.7	19.2	18.4	17.2	13.4	9.6	2.5	-6.4
Vac	Leq,d	29.4	-8.1	-5.1	1.9	5.9	8.9	12.9	11.8	12.8	17.9	15.7	16.7	12.6	10.9	14.9	8.8	16.8	17.7	15.6	20.0	19.7	19.2	18.4	17.1	13.2	9.3	2.0	-7.4
Vac	Leq,d	29.4	-8.0	-5.0	2.0	6.0	9.0	13.0	11.8	12.8	17.9	15.7	16.7	12.7	11.0	14.9	8.9	16.9	17.8	15.7	20.0	19.7	19.2	18.4	17.2	13.3	9.4	2.1	-7.2
Vac	Leq,d	29.4	-8.0	-5.0	2.0	6.0	9.0	13.0	11.9	12.9	18.0	15.8	16.7	12.7	11.0	15.0	8.9	16.9	17.8	15.7	20.1	19.7	19.2	18.5	17.2	13.3	9.5	2.1	-7.1
Vac	Leq,d	29.5	-8.0	-5.0	2.0	6.0	9.0	13.0	11.9	12.9	18.0	15.8	16.8	12.7	11.0	15.0	8.9	16.9	17.8	15.7	20.1	19.8	19.3	18.5	17.3	13.4	9.5	2.2	-7.1

MD Acoustics 1197 E Los Angeles Ave, Unit C 256 Simi Valley, CA 93065 USA

PROJECT COMMENTS



CITY OF ROCKWALL
385 S. GOLIAD STREET
ROCKWALL, TEXAS 75087
PHONE: (972) 771-7700

DATE: 10/20/2022

PROJECT NUMBER: SP2022-054
PROJECT NAME: Amended Site Plan for Snuffers
SITE ADDRESS/LOCATIONS: 568 E INTERSTATE 30

CASE MANAGER: Bethany Ross
CASE MANAGER PHONE: (972) 772-6488
CASE MANAGER EMAIL: bross@rockwall.com

CASE CAPTION: Discuss and consider a request by Robert Romano on behalf of Bill McMahon of Triton I-30 Rockwall II, LLC for the approval of an Amended Site Plan for an existing Restaurant facility on a 1.370-acre parcel of land identified as Lot 17, Block A, La Jolla Pointe, Phase 2 Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, addressed as 568 E. IH-30, and take any action necessary.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PLANNING	Ryan Miller	10/20/2022	Approved w/ Comments

10/20/2022: SP2022-054; Amended Site Plan for Snuffers

Please address the following comments (M= Mandatory Comments; I = Informational Comments)

- I.1 This is a request by Robert Romano on behalf of Bill McMahon of Triton I-30 Rockwall II, LLC for the approval of an Amended Site Plan for an existing Restaurant facility on a 1.370-acre parcel of land identified as Lot 17, Block A, La Jolla Pointe, Phase 2 Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, and addressed as 568 E. IH-30.
- I.2 For questions or comments concerning this case please contact Bethany Ross in the Planning Department at (972) 772-6488 or email bross@rockwall.com.
- M.3 For reference, include the case number (SP2022-054) in the lower right-hand corner of all pages on future submittals.
- M.4 Please add the standard signature block to all pages of all revised plan submittals. (Subsection 03.04.A, of Article 11, UDC)

APPROVED:

I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the ____ day of _____, ____.

WITNESS OUR HANDS, this ____ day of _____, ____.

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

- M.5 Provide a material sample board and color rendering of building elevations. (Subsection 03.04.A, of Article 11)
- M.6 Include the project name, owners and developers name, address, and phone number on all pages. (Subsection 03.04.B, of Article 11)
- M.7 Include a vicinity map that locates the site relative to the nearest major roadways in a one-half mile radius. (03.04.A, of Article 11)
- M.8 Site Plan
 - (1) Add the total lot or site area (in square footage or acreage). (Subsection 03.04.B, of Article 11)
 - (2) Indicate the perimeter dimensions of the site and building. (Subsection 03.04.B, of Article 11)
 - (3) Please provide the square footage of total proposed building footprint on site plan. (Subsection 03.04.B, of Article 11)
 - (4) Are you keeping the existing drive-through driveway that dead ends into the patio seating? Please review comments from fire and engineering on dead end drives.

- (5) Indicate the distance between all property lines and the existing building. (03.04.B, of Article 11)
- (6) Indicate the building setbacks adjacent to the IH-30 Frontage Road. (Subsection 03.04.B, of Article 11)
- (7) Indicate all utilities. (Subsection 03.04B, of Article 11)
- (8) Indicate all drive/turning radii, drive widths, and fire lanes. (Subsection 03.04.B, of Article 11)
- (9) Indicate all existing and proposed fire hydrants. (Subsection 03.04.B, of Article 11)
- (10) Indicate and label widths of all sidewalks. (Subsection 03.04.B, of Article 11)
- (11) Indicate all adjacent right-of-way information, centerlines, and any median breaks for IH-30 Frontage Road. (Subsection 03.04.B, of Article 11)
- (12) Indicate the dimension of a typical parking space. (Subsection 05.03, of Article 06)
- (13) Please review the attached parking agreement. Your existing parking is 49 spaces. The existing restaurant according to RCAD is 2,991.00 SF, which would require a minimum of 30 parking spaces. The proposed expansion of 1,905 SF would require a minimum of 20 parking spaces. This equates to 50 parking spaces required. Please revise parking table.
- (14) Is there any proposed roof mounted or pad mounted utility equipment? If so, indicate them on the site plan and building elevations and show any subsequent required screening. (Subsection 01.05. C, of Article 05)
- (15) Wood is not permitted as a patio railing. (Subsection 08.04.A, of Article 08)
- (16) Please indicate what the service yard is being used for and provide building elevations for this area.

M.9 Landscape Plan

- (1) A landscape plan is required since you are removing landscaping to add the patio along the east side of the property. In addition, the expansion being greater than 30% of the existing building area would require the site to meet the current landscaping requirements.
- (2) Provide the same site data information as the Site Plan.
- (3) Indicate the applicable zoning district percentage of landscaping required and provided, and the impervious area versus the amount of landscaping and open spaces required and provided. (Subsection 01.01.B, of Article 05)
- (4) Provide a landscape table showing plant materials, quantities, size and spacing for existing and proposed landscaping. Complete description of plant materials shown on the plan, including names, locations, qualities, container or caliper size at installation, heights, spread, and spacing requirements should also be listed on the plan. (Subsection 05.03.B, of Article 08)
- (5) Indicate the locations of all existing and proposed landscaping. (Subsection 05.03.B, of Article 08)
- (6) Indicate the locations and dimensions of the required landscape buffers. A 20-foot landscape buffer is required along the IH-30 frontage road [where feasible]. (Subsection 05.01, of Article 08)
- (7) All parking spaces shall be within 80' of a tree. (Subsection 05.03.E, of Article 08)
- (8) Four (4) canopy and eight (8) accent total trees are required along I-30 Frontage. Please indicate existing and proposed landscaping. (Subsection 06.02.E.1)

M.10 Photometric Plan

- (1) A photometric plan is required since Festoon Lighting is proposed along patio.
- (2) The maximum outdoor maintained, computed and measured illumination level within any nonresidential development shall not exceed 20 FC outdoors at any point on the site. (Subsection 03.03.G, of Article 07)
- (3) The allowable maximum light intensity measured at the property line of any non-residentially zoned lot shall be 0.2 of one (1) foot-candles or 0.2 FC. (Subsection 03.03.B, of Article 07)

M.11 Building Elevations

- (1) Provide the same site data information as the Site Plan.
- (2) Please provide a graphic scale. (Subsection 03.04.A, of Article 11)
- (3) Exterior walls should consist of 90% masonry materials and 20% natural stone excluding doors and windows. (Subsection 06.02.C. of Article 05)
- (4) Indicate the surface area (square feet) of each façade and the percentage and square footage of each material used on that façade. (Subsection 04.01, of Article 05)
- (5) Provide specifications and description of all proposed building materials. (Subsection 04.01, of Article 05)
- (6) Indicate roofing materials and color.
- (7) Indicate all vertical and horizontal measurements.
- (8) Indicate that the back of the parapet will be finished in the same materials as the front of the parapet.
- (9) Indicate all roof mounted mechanical equipment and how these will be screened from view. (Subsection 01.05.C, of Article 05)
- (10) The proposed building does not meet the Commercial Building Standards. Specifically, the standards for wall projections, projection height, and wall length. (Subsection

04.01.C, of Article 05)

(11) Dumpster enclosure must be screened, self-latching, and faced with primary building materials. (Subsection 01.05.B, of Article 05)

I.12 Based on the materials submitted staff has identified the following exceptions for this project:

(1) Four-sided Architecture. According to Article 05, Development Standards, of the Unified Development Code (UDC), all buildings shall be architecturally finished on all four (4) sides utilizing the same materials, detailing, articulation and features. -- Staff will point out that this variance was consistent with the previous elevations and does not indicate an increase in the non-conformity of the subject property.

(2) Primary Materials. According to Subsection 05.01A1.a of Article 05, Development Standards, of the Unified Development Code (UDC), exterior walls should consist of 90% masonry materials and 20% Stone.

M.13 According to Article 11, Development Application and Review Procedures, of the Unified Development Code (UDC), two (2) compensatory measure for each exception or variance is required. In this case, staff has identified two (2) variances. In order to request a variance, the applicant will need to provide a letter outlining the requested variances and the four (4) required compensatory measures. (Subsection 09.02, of Article 11).

I.14 Please note that failure to address all comments provided by staff by 3:00 PM on November 1, 2022 will result in the automatic denial of the case on the grounds of an incomplete submittal. No refund will be given for cases that are denied due to an incomplete submittal, and a new application and fee will be required to resubmit the case.

I.15 Please note the scheduled meetings for this case:

(1) Planning & Zoning Work Session meeting will be held on October 25, 2022.

(2) Planning & Zoning meeting/public hearing meeting will be held on November 15, 2022

I.16 All meetings will be held in person and in the City's Council Chambers. All meetings listed above are scheduled to begin at 6:00 p.m. (P&Z). The City prefers that a representative(s) be present for these meetings. During the upcoming work session meeting with the Planning and Zoning Commission, representative(s) are expected to present their case and answer any questions the Planning Commission may have regarding this request.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
ENGINEERING	Sarah Johnston	10/19/2022	Needs Review

10/19/2022: - No deadend paving. May need bollards or to remove paving.
- What is this in the bathroom area?
- Relocate existing fire hydrant and must replat.
- Move FDC to front of the building so that the side paving can be removed. Or make the FDC remote.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
BUILDING	Rusty McDowell	10/18/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
FIRE	Ariana Kistner	10/20/2022	Needs Review

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
GIS	Lance Singleton	10/17/2022	Approved

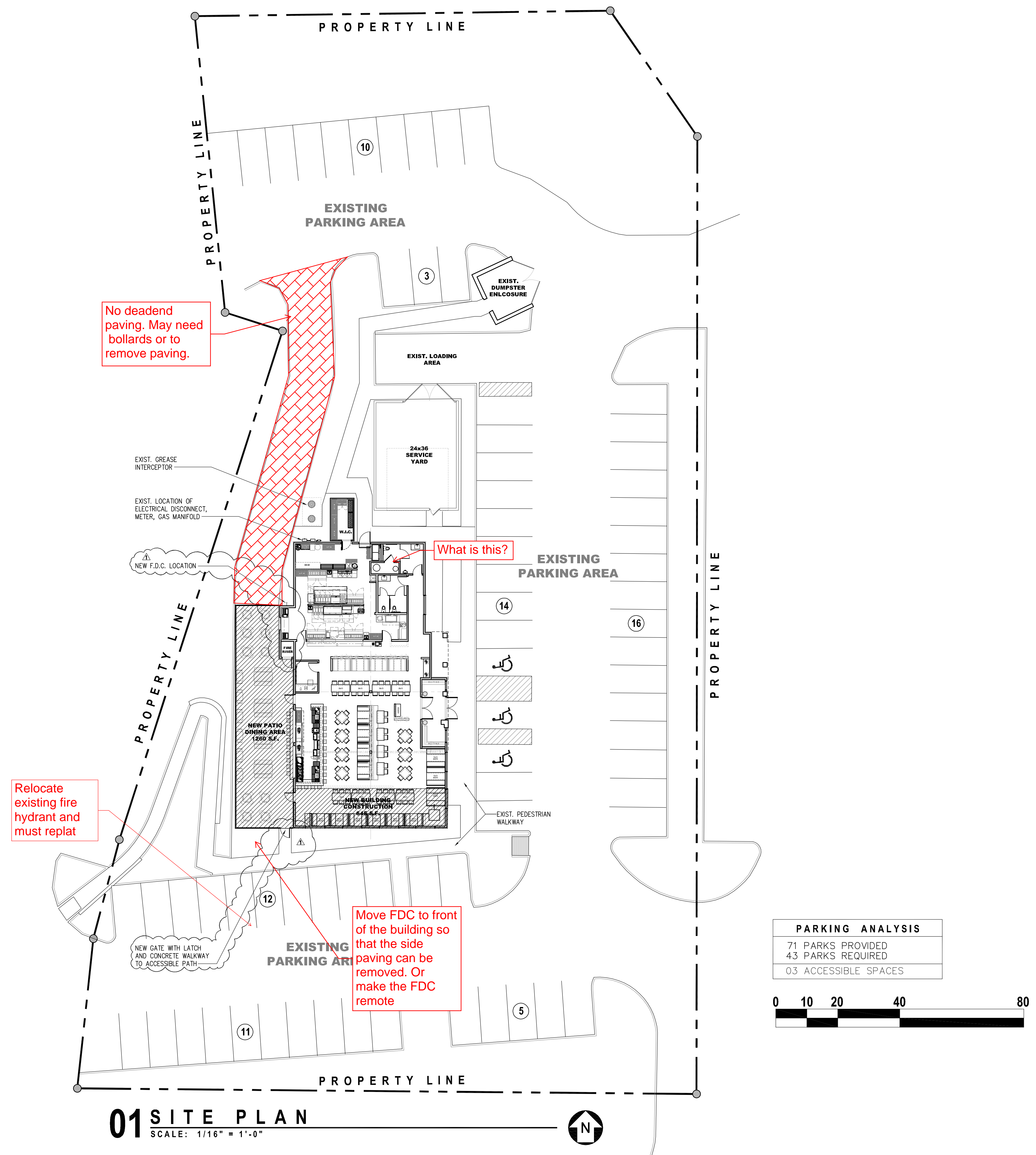
No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
POLICE	Chris Cleveland	10/14/2022	Approved

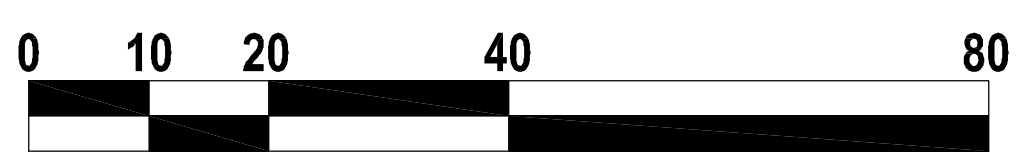
No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
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No Comments



PARKING ANALYSIS	
71 PARKS PROVIDED	
43 PARKS REQUIRED	
03 ACCESSIBLE SPACES	



01 SITE PLAN
SCALE: 1/16" = 1'-0"



ARCHITECTURAL SITE PLAN

REV. NO.	DATE	DESCRIPTION	CITY COMMENTS
A	07.09.22		

DATE ISSUED:
03-13-22

PROJECT NO.:
21751

DRAWING NO.:
A001



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- MASTER PLAT (\$100.00 + \$15.00 ACRE)¹
- PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE)¹
- FINAL PLAT (\$300.00 + \$20.00 ACRE)¹
- REPLAT (\$300.00 + \$20.00 ACRE)¹
- AMENDING OR MINOR PLAT (\$150.00)
- PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- SITE PLAN (\$250.00 + \$20.00 ACRE)¹
- AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ZONING CHANGE (\$200.00 + \$15.00 ACRE)¹
- SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE)^{1 & 2}
- PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE)¹

OTHER APPLICATION FEES:

- TREE REMOVAL (\$75.00)
- VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00)²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.
²: A **\$1,000.00** FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS **568 East I-30 Rockwall, TX 75087**

SUBDIVISION **La Jolla Pointe Addition, Phase 2**

LOT

17

BLOCK

A

GENERAL LOCATION **I-30 Access Road (North Side) West of Ridge Road**

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING _____

CURRENT USE _____

PROPOSED ZONING _____

PROPOSED USE _____

ACREAGE **1.370**

LOTS [CURRENT]

1

LOTS [PROPOSED]

1

- SITE PLANS AND PLATS:** BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

OWNER **Triton I-30 Rockwall II, LLC**

APPLICANT _____

CONTACT PERSON **Bill McMahon**

CONTACT PERSON **Robert Romano**

ADDRESS **1845 Woodall Rodgers Freeway
Suite 1100**

ADDRESS **800 Exposition Ave. #1**

CITY, STATE & ZIP **Dallas, TX 75201**

CITY, STATE & ZIP **Dallas, TX 75226**

PHONE **737.346.7110**

PHONE **214.821.8242**

E-MAIL **bill.mcmahon@localfavorite.com**

E-MAIL **hubcity.rr2002@gail.com**

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Bill McMahon [OWNER] ^{CONTACT} THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

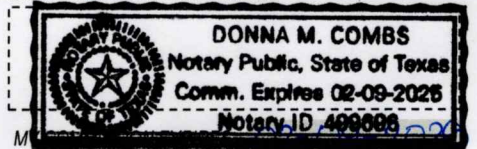
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 100.00 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 13th DAY OF October, 2022. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

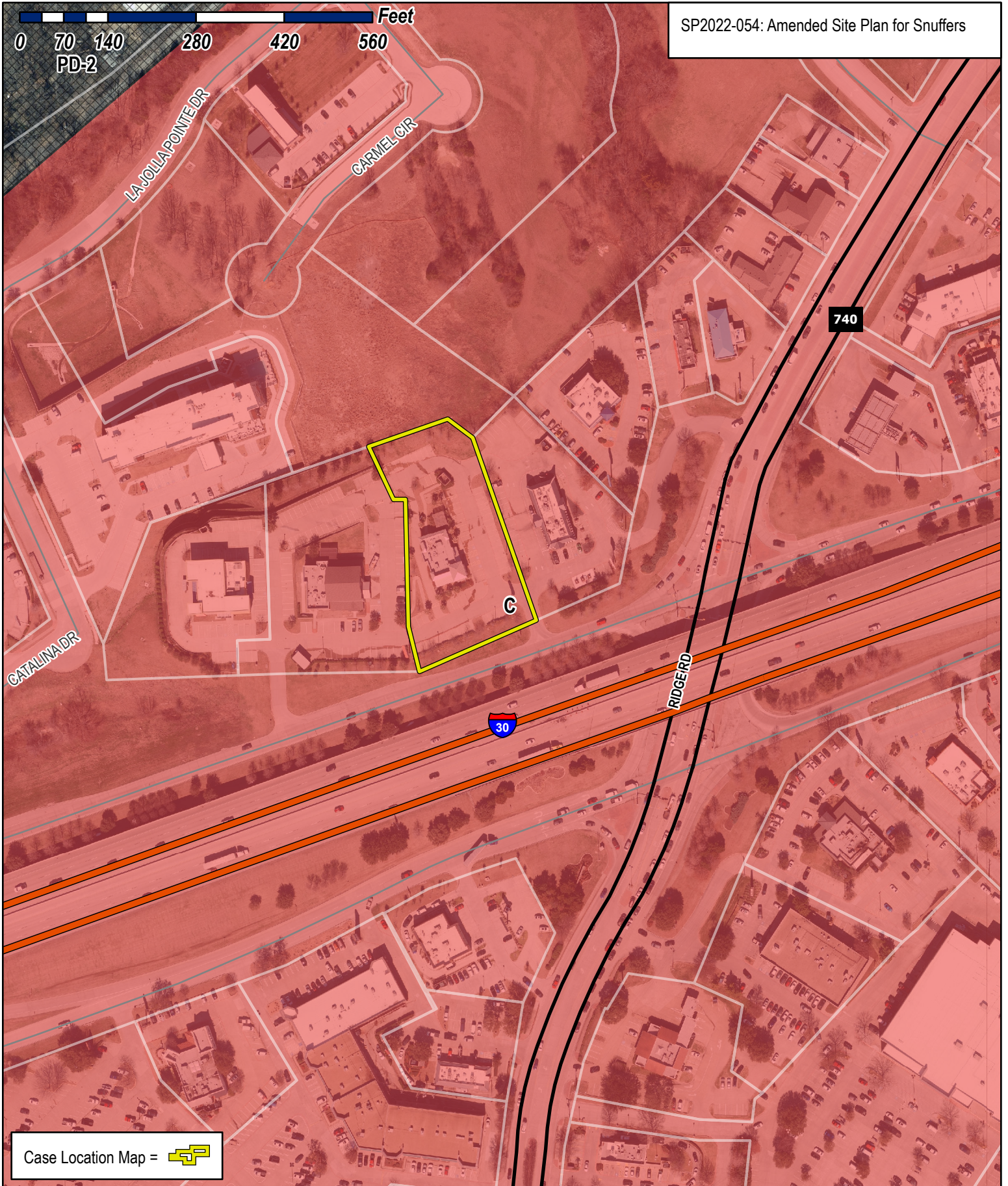
GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 13th DAY OF October, 2022

OWNER'S SIGNATURE

CONTACT

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS





Case Location Map = 

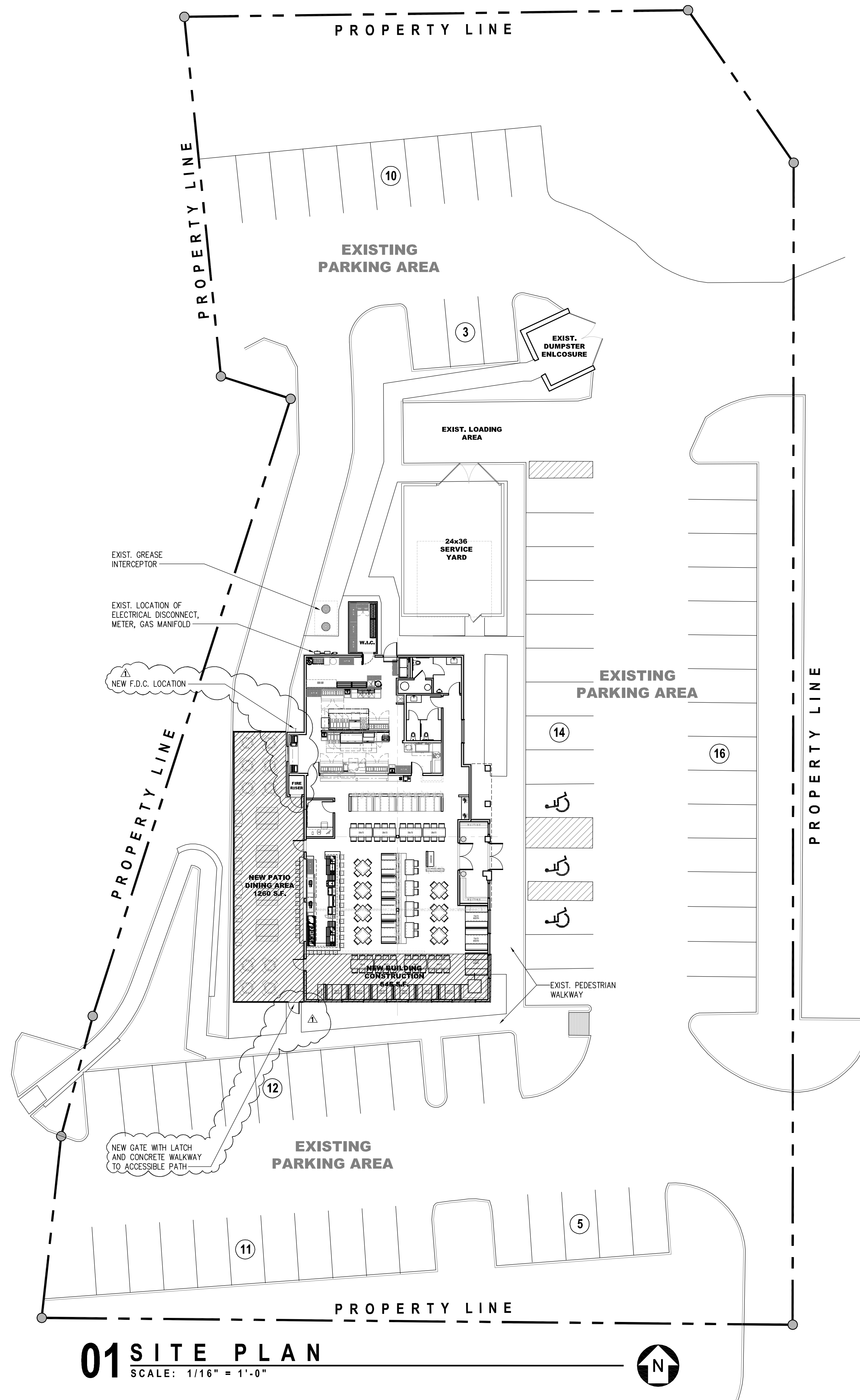


City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75032
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.





PARKING ANALYSIS	
71 PARKS PROVIDED	
43 PARKS REQUIRED	
03 ACCESSIBLE SPACES	



01 SITE PLAN
SCALE: 1/16" = 1'-0"



ARCHITECTURAL SITE PLAN

REV. NO.	DATE	DESCRIPTION	CITY COMMENTS
1/A	07.09.22		

DATE ISSUED:
03-13-22

PROJECT NO.:
21751

DRAWING NO.:
A001



PRODUCTIONS

800 EXPOSITION AVENUE
DALLAS TEXAS 75226
TEL: 214.821.8242

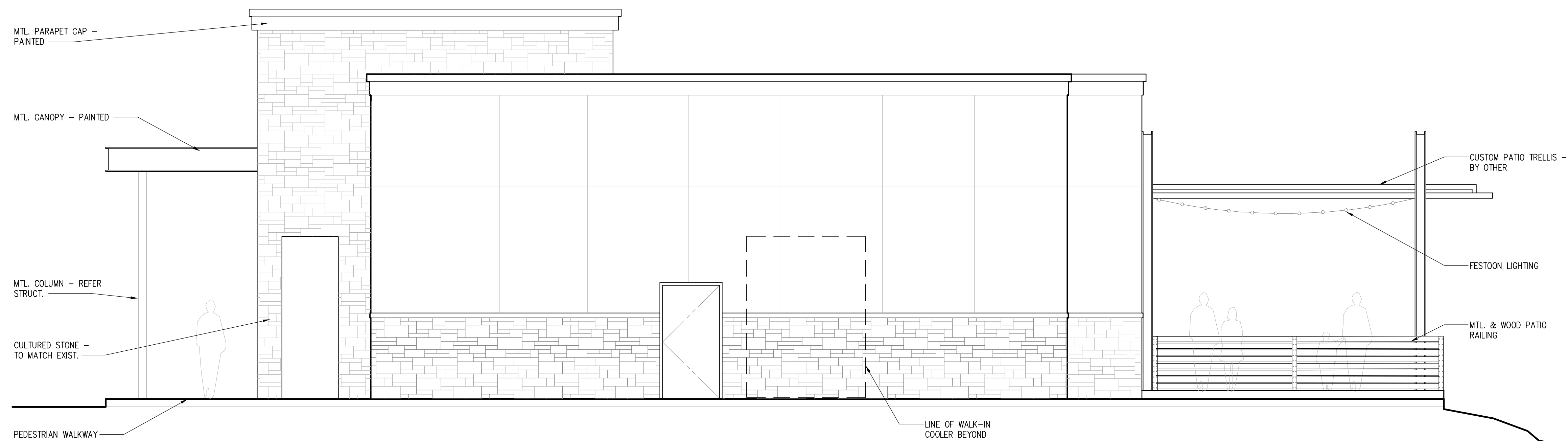
hubcity@flash.net

SNUFFER'S
RESTAURANT & BAR

CONVERSION
568 EAST I-30 • ROCKWALL, TEXAS 75087



02 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



01 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR ELEVATIONS

REV. NO.	DATE	DESCRIPTION

DATE ISSUED:
03-13-22

PROJECT NO.:
21751

DRAWING NO.:

A300



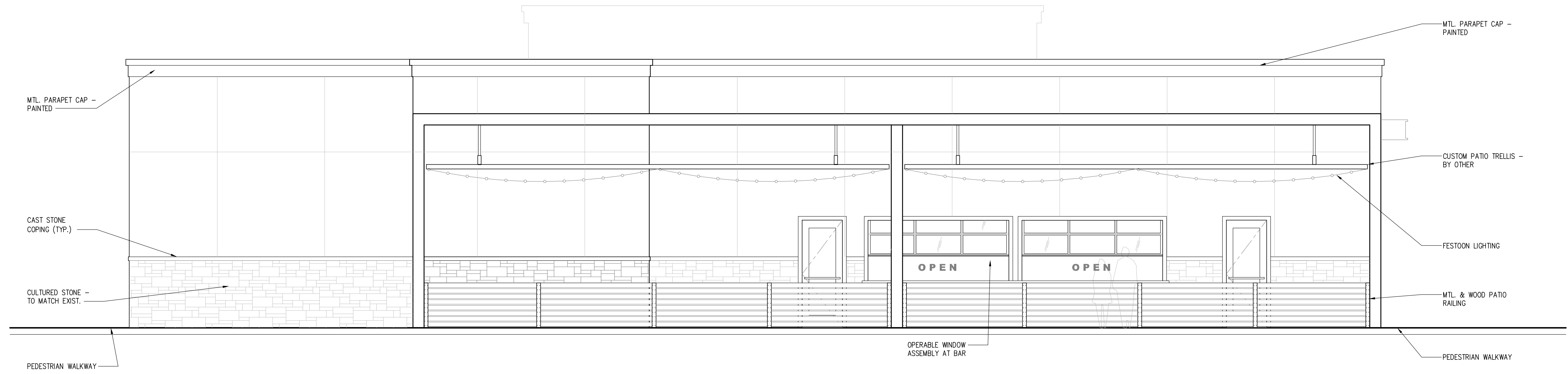
PRODUCTIONS

800 EXPOSITION AVENUE
DALLAS TEXAS 75226
TEL: 214.821.8242

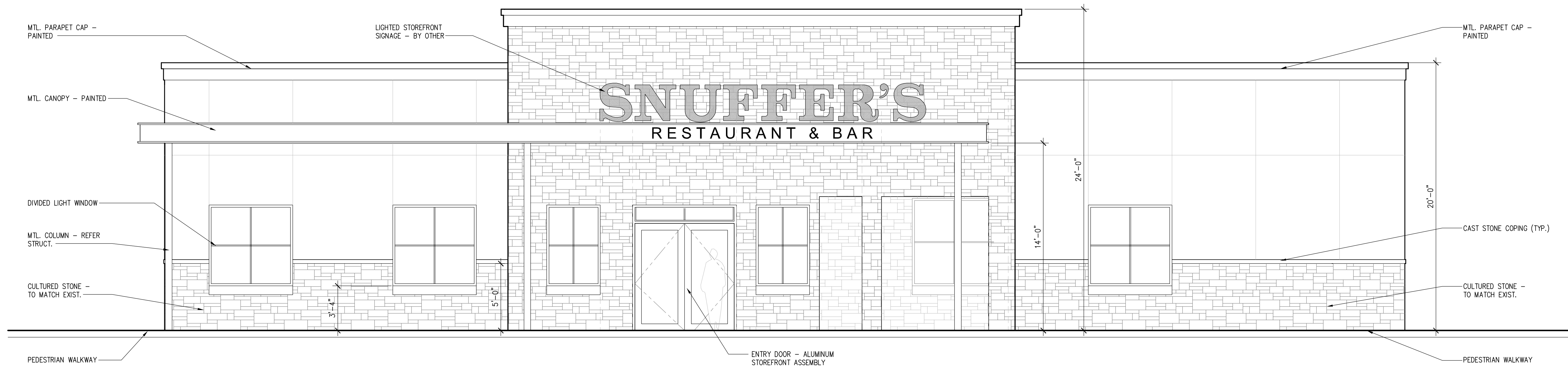
hubcity@flash.net

SNUFFER'S
RESTAURANT & BAR

CONVERSION
568 EAST I-30 • ROCKWALL, TEXAS 75087



02 WEST ELEVATION
SCALE: 1/4" = 1'-0"



01 EAST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR ELEVATIONS

REV. NO.	DATE	DESCRIPTION

DATE ISSUED:
03-13-22

PROJECT NO.:
21751

DRAWING NO.:
A301

Rockwall County
Lisa Constant
County Clerk
Rockwall, Texas 75087 (972) 882-0220



70 2008 00399949

Instrument Number: 2008-00399949

As

Recordings

Recorded On: June 10, 2008

Parties: N3 DEVELOPMENT LTD

To PUBLIC

Billable Pages: 17

Number of Pages: 17

Comment: DECLARATION

(Parties listed above are for Clerks reference only)

**** Examined and Charged as Follows: ****

Recordings	76.00
Total Recording:	76.00

***** DO NOT REMOVE THIS PAGE IS PART OF THE INSTRUMENT *****

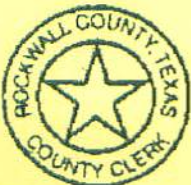
Any provision herein which restricts the Sale, Rental or use of the described REAL PROPERTY because of color or race is invalid and unenforceable under federal law.

File Information:

Document Number: 2008-00399949
Receipt Number: 201836
Recorded Date/Time: June 10, 2008 11:18:16A
Book-Vol/Pg: BK-OR VL-5487 PG-66
User / Station: V D - Cashier Station 2

Record and Return To:

LANDAMERICA - PATRIOT OFFICE
8222 DOUGLAS AVE STE 430
DALLAS TX 75225



I hereby certify that this instrument was filed on the date and time stamped hereon and was duly recorded in the Volume and Page of the named records in Rockwall County, Texas

Any provision herein which restricts the sale, rental or use of the described Real Estate because of color or race is invalid and unenforceable under Federal law

Lisa Constant
Lisa Constant
Rockwall County Clerk

AFTER RECORDING RETURN TO:

~~Brad Knippa
JACKSON WALKER, LLP
100 Congress, Suite 1100
Austin, Texas 78701~~

After Recording Return To:
LandAmerica-Patriot Office
8222 Douglas Ave, #430
Dallas, TX 75225
GF# 2246001145

**DECLARATION OF RECIPROCAL ACCESS EASEMENT, CROSS PARKING
EASEMENT AND RESTRICTIVE COVENANT**

STATE OF TEXAS §
 §
COUNTY OF ROCKWALL §

KNOW ALL MEN BY THESE PRESENTS:

This **DECLARATION OF RECIPROCAL ACCESS EASEMENT, CROSS PARKING EASEMENT AND RESTRICTIVE COVENANT** (this "Declaration") is made and entered into this 4th day of June, 2008, by N3 Development, Ltd., a Texas limited partnership (hereinafter referred to as the "Declarant") whose address is 505 Pecan Street, Suite 201, Forth Worth, Texas, 76102.

RECITALS:

A. Declarant is the owner of that certain parcel of land (the "Property") more particularly described in **Exhibit A** attached hereto and incorporated herein by this reference for all purposes.

B. Declarant proposes to plat the Property so that the Property consists of three (3) separate parcels (each a "Lot" and all three collectively are referred to herein as the "Lots") as described on **Exhibit B**. The Lots consist of (i) Lot 12 (herein so called) consisting of an approximately 1.781 acre tract located within the Property, (ii) Lot 13 (herein so called) consisting of an approximately 1.346 acre tract located within the Property and (iii) Lot 14 (herein so called) consisting of an approximately 1.370 acre tract located within the Property.

C. Declarant desires to (i) establish mutual, reciprocal, non-exclusive easements for vehicular access, parking, and ingress and egress on, across and over the Lots pursuant to the terms and conditions described below, (ii) place a certain restriction against Lot 12 and Lot 13 of the Property for the benefit of the lessee of Lot 14 of the Property, and (iii) confirm other covenants and rights which have been agreed to in connection with the Lots, including signage requirements.

D. Declarant now desires to execute this Declaration in order to set forth such easements, covenants and rights in more particular detail.

AGREEMENT:

NOW, THEREFORE. Declarant agrees that the Property shall be held, sold, conveyed and occupied subject to the following terms, restrictions, covenants, easements, and agreements, which are intended to protect the value and desirability of the Property, and Declarant therefore agrees and declares as follows:

ARTICLE I

RECIPROCAL ACCESS EASEMENT/CROSS PARKING EASEMENT

1.01 Reciprocal Access Easement.

(a) Declarant hereby retains for itself and its successors and assigns, and grants and conveys to the future owners from time to time of the other Lot(s), and their successors and assigns (including Declarant, the "Owners"), a non-exclusive, perpetual easement and right-of-way on, across and over all areas of the Property and used as common vehicular drives and common pedestrian walkways, in approximately the areas depicted by cross-hatching on Exhibit C attached hereto (collectively, the "Common Area").

(b) The easement described in this Section 1.01 shall be referred to herein as the "Access Easement" and shall be for the purpose of granting to the Owners, their respective successors and assigns, and the lessees, employees, customers, agents, independent contractors and invitees of same the right to use the Access Easement on the terms and conditions described herein. The Access Easement shall only be used for vehicular and pedestrian access, ingress and egress, and such Access Easement shall not be obstructed by improvements or other permanent or semi-permanent obstructions.

1.02 Cross Parking Easement.

(a) Declarant hereby retains for itself and its successors and assigns, and grants and conveys to the future owners from time to time of the other Lot(s), and their successors and assigns, a non-exclusive, perpetual easement and right-of-way on, across and over the parking areas in approximately the 27 parking spaces depicted as "Shared Parking" and the 111 parking spaces depicted as "CDR Parking" by cross-hatching on Exhibit D attached hereto (collectively, the "Parking Area").

(b) The easement described in this Section 1.02 shall be referred to herein as the "Parking Easement" and shall be for the purpose of granting to the customers and invitees of the Owners, their respective successors and assigns, the right to use the Parking Easement on the terms and conditions described herein. The Parking Easement shall only be used for the temporary parking of vehicles by customers and invitees of the Owners, and such Parking Area shall not be obstructed by improvements or other permanent or semi-permanent obstructions. Employees of the Owners are not allowed to park their vehicles in the Parking Area outside of their respective Lot. The Parking Area is intended to represent each party's parking capabilities for purposes of complying with

any applicable governmental requirements for construction on the Lots to qualify for their respective building permits.

1.03 No Public Dedication. Nothing herein contained shall be deemed to be a gift or dedication of any portion of the Access Easement or Parking Easement areas described herein to the general public or for any public purpose whatsoever, it being the intention of the parties that this Declaration shall be strictly limited to and for the purposes herein expressed.

1.04 Construction of Common Area. Declarant shall bear the cost and expenses incurred in connection with the initial construction of the Common Area, subject to reimbursement as provided in agreements affecting the Property, if any. All other obligations for construction of driveways, entrances, curb cuts and other related improvements to a Lot (including access points to and from each Lot) shall be the sole obligation of the respective Owner of its Lot, unless otherwise provided in an easement or other agreement affecting the Property, including satisfaction of any requirements imposed on a Lot by applicable governmental authorities as part of the platting of a Lot or in connection with obtaining permits relating thereto.

1.05 Maintenance and Taxes. The costs and expenses incurred in connection with any maintenance of the Common Area shall be shared proportionately between all Owners on the basis of the square footage contained within a Lot as compared to the square footage contained within the Property. Each Owner shall be responsible for maintaining and repairing in a timely manner the improvements on its Lot (including without limitation the portion of the Common Area on its Lot, the Parking Area on its Lot, if applicable, and other driveways, entrances, curb cuts and other related improvements) in good condition and repair, consistent with the standards of the surrounding retail area, clean and free of rubbish and other hazards, and in compliance with all applicable laws, rules, regulations and ordinances. The Owner's maintenance obligations shall include, but not be limited to the following: (i) preparing, maintaining and replacing all paved surfaces and curbs for all driving and parking areas in a sightly, orderly and safe condition, in good repair, and in a smooth and even condition; (ii) periodic removal of debris, refuse, snow and ice in order to maintain such areas in a sightly, orderly and safe condition, in good repair and condition consistent with the standards of the surrounding retail area; (iii) preparing, maintaining and replacing any appropriate directionals and signage, including stop signs, and striping of driving lanes and parking spaces for purposes of designation, traffic direction, marking loading and un-loading zones, no parking areas and pedestrian cross walks; (iv) preparing, maintaining and replacing any appropriate lighting and lighting improvements; (v) preparing, maintaining and replacing any appropriate landscape plantings, trees, shrubbery and grass in an attractive, sightly condition, trimmed and weed-free, in good repair and condition consistent with the standards of the surrounding retail area; (vi) preparing, maintaining and replacing all common utility mains and lines; (vii) preparing, maintaining and replacing the sidewalks in a sightly condition, in good repair and condition consistent with the standards of the surrounding retail area; and (viii) keeping the Common Areas and Parking Area, if applicable, free of obstructions and parked vehicles (other than temporarily parked vehicles). Likewise, ad valorem taxes and assessments, and similar requirements or incidentals of ownership, shall be paid by the Owner owning the Lot or portion thereof to which such ad valorem taxes or assessments attach (including without limitation the portion of the Common Area on its Lot); and nothing herein shall (i) require that any Owner be

responsible for any accidents, injury, loss or damage occurring on the Lot of the other, or (ii) impose any specific obligation or requirement with respect to the use, ownership, operation or maintenance of the Lot owned by such party, except as expressly set forth in this Declaration.

1.06 Utility Lines and Facilities. Declarant hereby retains for itself and the Owners, a permanent, perpetual, non-exclusive easement over the Lots to allow for the construction and maintenance of utilities (including, but not limited to, sanitary sewer, water and drainage), at a location reasonably approved by each respective Owner prior to commencement of construction of such utilities. Additionally, each Owner agrees not to unreasonably withhold its consent or unreasonably condition its response to a request from another Owner for additional underground easements which are reasonably required by any public or private utility for the purpose of providing utility services to the requesting party's Lot, provided such easements do not encroach on any building or other existing structures or unreasonably interfere with the property of the Owner to whom the request is made, and are not otherwise inconsistent with the provisions of this Declaration and further provided that all expenses related to the easement and utility installation and maintenance (including fully restoring the easement area after installation and/or maintenance) are borne by the requesting Owner. Furthermore, the Owner to whom the request is made shall have the right to require that all construction, repair and maintenance activities be undertaken after normal business hours or at such other times as, in the opinion of the party to whom the request is made, will minimize the impact of such activities upon the conduct of its business.

ARTICLE II

RESTRICTIVE COVENANT/SIGNAGE

2.01 Restrictive Covenant. No portion of Lot 12 or Lot 13 shall be conveyed, assigned, licensed, sold or leased for the operation of a restaurant whose gross sales revenues from Mexican food exceeds twenty percent (20%) of its total gross sales revenues at such site (the "Use Restriction"). This Use Restriction shall also apply to kiosks and carts on Lot 12 or Lot 13 and shall apply so long as (i) Texas Taco Cabana, L.P. is operating a Mexican restaurant on Lot 14 and (ii) Texas Taco Cabana, L.P. is not in default in the payment of Annual Rent or Additional Rent (as such terms are defined in the Taco Cabana Lease) or in the performance of any other material obligation of tenant beyond any applicable cure or grace periods, all as set forth in that certain Lease Agreement dated March 1, 2007 (the "Taco Cabana Lease") between Wyndham Investment Properties, Inc., as Lessor, and Texas Taco Cabana, L.P., as Lessee, as it may be extended. The Use Restriction is only for the benefit of Texas Taco Cabana, L.P., as lessee of Lot 14 of the Property, who shall have the right to invoke and enforce the restriction contained herein by any and all means available at law or in equity. The Use Restriction may be waived or modified by Texas Taco Cabana, L.P. by proper written instrument recorded in the Real Property Records of Rockwall, Texas. This Use Restriction shall be a covenant running with the land during the term of the Taco Cabana Lease, as it may be extended, as a burden on Lot 12 and Lot 13 of the Property for the benefit of Lot 14 of the Property, and there is currently no Use Restriction on Lot 14.

2.02 Signs.

(a) Monument/Pylon Signs. No more than one (1) sign (other than signage attached to the building located on such Lot) may be constructed on each Lot. Each such sign shall be a monument sign or a pylon sign and shall be built in accordance with the standards of the City of Rockwall, Texas, or other applicable governmental authority.

(b) Store Signs. Signage on the buildings of the Lots shall comply with all rules and regulations of the applicable governmental authorities.

ARTICLE III

DEFAULT; REMEDIES

3.01 Default/Remedies. In the event of a breach, or attempted or threatened breach, by any Owner of any of the terms, covenants, and conditions hereof, and after prior written notice and a reasonable period to cure such breach, any one or all of the other Owners shall be entitled forthwith to injunctive relief and/or all such other available legal and equitable remedies from the consequences of such breach, including without limitation the cure of such breach by the non-defaulting Owner, in which event the defaulting Owner shall owe the non-defaulting Owner reimbursement of all reasonable costs and expenses incurred by the non-defaulting Owner, including without limitation reasonable legal fees. All cost and expenses incurred by any Owner in any such suit or proceedings shall be assessed against the non-prevailing party Owner and shall constitute a lien against the non-prevailing Owner's Lot effective upon recording notice thereof in the Office of the County Clerk of Rockwall County, Texas (provided however any such lien shall be subject to and subordinate to any lender providing financing for any such Lot). The remedies of any one or all such Owners shall be cumulative as to each Owner and as to all other remedies permitted at law or in equity.

ARTICLE IV

INDEMNIFICATION AND INSURANCE

4.01 Indemnification.

(a) Each Owner (the "Indemnifying Owner") agrees to indemnify and hold harmless the Owner of any other Lot (the "Indemnified Owner") from any and all liability or damages which the Indemnified Owner may suffer as a result of claims, demands, costs, liens, judgments or awards against the Indemnified Owner arising out of or as a result of any event or circumstance occurring on the Lot owned by the Indemnifying Owner to the extent caused by the negligence or willful misconduct of the Indemnifying Owner, but not to the extent caused by the negligence or willful misconduct of the Indemnified Owner or the employees, contractors or employees of the Indemnified Owner.

(b) Notwithstanding the provisions of Section 4.01 (a), a party exercising its rights under Section 1.06 above shall indemnify, defend and hold harmless the Owner of the Lot into which such utility facilities are installed (the "Burdened Owner") from any and all claims, demands, liabilities, losses, costs and expenses (including attorneys' fees)

suffered or incurred by the Burdened Owner which arise out of, or relate to, the installation and maintenance of such utility facilities.

4.02 Insurance.

(a) Each Owner shall, with respect to its Lot and the operations thereon (including the construction of any improvements), at all times during the term of this Declaration, maintain in full force and effect comprehensive public liability insurance with a financially responsible insurance company or companies; such insurance to provide for a combined single limit of not less than Two Million Dollars (\$2,000,000.00) for personal or bodily injury or death and for property damage in commercially reasonable amounts. Such insurance shall extend to the contractual obligation of the insured party arising out of the applicable indemnification obligation set forth in Section 4.01 above; however, to the maximum extent permitted by commonly available insurance, the parties hereby waive subrogation with regard to their respective insurance coverages and agree that the location of the damage shall determine whose insurance coverage shall be applicable to the damage.

(b) Notwithstanding anything to the contrary set forth herein, each Owner hereby releases the other from any and all liability or responsibility to the other Owners, or to any other party claiming through or under them by way of subrogation or otherwise, for any loss or damage to property caused by a casualty which is insurable under standard fire and extended coverage insurance; provided, however, that this mutual waiver shall be applicable only with respect to a loss or damage occurring during the time when property insurance policies, which are readily available in the marketplace, contain a clause or permit an endorsement to the effect that any such release shall not adversely affect or impair the policy or the right of the insured party to receive proceeds under the policy; provided, further, that this release shall not be applicable to the apportion of any damage which is not reimbursed by the damaged party's insurer because of the "deductible" in the damaged party's insurance coverage.

4.03 Condemnation and Casualty. In the event of condemnation by any duly constituted authority for a public or quasi-public use of all or any part of any Lot, that portion of the award attributable to the value of the land within the area covered by that portion of the reciprocal easement granted herein and so taken shall be payable to the Owner in fee thereof and no claim thereon shall be made by any other Owner; provided, however, that such other Owners may file a collateral claim with the condemning authority over and above the value of the land within the easement area so taken, to the extent of any damages suffered resulting from the severance of the appurtenant easement area so taken. In the event all or any portion of any building on a Lot is damaged or destroyed by fire or other casualty, the Owner of such Lot (or portion thereof) shall promptly restore or cause to be restored such building or, in lieu thereof, shall remove or cause to be removed the damaged portion of such building together with all rubble and debris related thereto. Any area formerly covered by buildings which are not reconstructed following a casualty shall be graded to the level of the adjoining Lot and shall be covered by well-maintained grass or a one inch asphalt dust cap and shall be kept weed free and clean at the sole cost and expense of the Owner of such Lot (or portion thereof).

4.04 Municipal Compliance and Violations. Each Owner shall promptly address, pay all fines, penalties, remove of record and cure the condition of all notes or notices of violation of municipal ordinances and each Owner covenants and agrees not to create or permit to exist any violation that would prevent the other Owner from using the Common Area.

ARTICLE V

MISCELLANEOUS

5.01 Notices. Any and all notices, elections, demands, requests and responses thereto permitted or required to be given under this Declaration, except as otherwise provided for herein, shall be in writing, signed by or on behalf of the party giving the same, and shall be deemed to have been properly given and shall be effective upon being personally delivered, or upon one (1) business day after being deposited in the United States mail, postage prepaid, certified with return receipt requested, or upon being deposited on a paid basis with a nationally recognized overnight delivery service, to the other respective parties at the address of such other party set forth below (or as given from time to time) or at such other address within the continental United States as such other party may designate by notice specifically designated as a notice of change of address and given in accordance herewith; provided, however, no notice of change of address shall be effective until the date of receipt thereof personal delivery to a party or to any officer, partner, agent or employee of such party at said address shall constitute receipt. Rejection or other refusal to accept or inability to deliver because of changed address of which no notice has been received shall also constitute receipt and, if given to Declarant, shall be addressed as follows:

N3 DEVELOPMENT, LTD
Attention: Chris Baker
505 Pecan Street, Suite 201
Forth Worth, Texas, 76102

with a copy to: JACKSON WALKER L.L.P.
Attention: Brad Knippa
100 Congress, Suite 1100
Austin, Texas 78701

Until such time as the Taco Cabana Lease is terminated, to:

Texas Taco Cabana, L.P.
8918 Tesoro Drive, Suite 200
San Antonio, Texas 78217
Attention: Mr. Bradley Smith, Vice President Real Estate

with a copy to: Carrols Corporation
968 James Street
Syracuse, New York 13203
Attention: Real Estate Department/Legal Department

5.02 Saturdays, Sundays and Holidays. Unless otherwise specifically set forth herein, the term "days" shall include Saturdays, Sundays and all holidays, and the term "months" shall refer to calendar months. If the last day for performance falls on a Saturday, Sunday or holiday, the time for performance shall be extended to the next regular business day. Holidays shall include New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving and Christmas Day and any other legal holiday or holiday recognized by banks in Rockwall, Texas.

5.03 No Joint Venture or Partnership. This Declaration shall not be construed to create a partnership or joint venture among the Owners, but merely set forth the terms and conditions of the obligations of Owners regarding the Lots, the development of same, and other related matters. No Owner is authorized to act as agent for any other party or to otherwise act on behalf of any other Owner.

5.04 Invalid Provisions to Affect No Others. If fulfillment of any provisions hereof or any transaction related hereto at the time performance of such provisions shall be due shall involve transcending the limit of validity prescribed by law, then ipso facto, the obligation to be fulfilled shall be reduced to the limit of such validity; and if any clause or provision herein contained is held unlawful, such clause or provision shall be stricken, as though not herein contained, and the remainder of this Declaration shall remain operative and in full force and effect.

5.05 Departure from Terms. Any indulgence or departure at any time or by any party hereto from any of the provisions hereof or failure to exercise any of its rights and remedies shall not modify the same or relate to the future, or waive future compliance therewith by the other party. This Declaration may not be amended or modified except by a written instrument signed by all then current Owners and filed of record in Rockwall County, Texas.

5.06 Successors and Assigns. This Declaration shall be binding upon and shall inure to the benefit of the Owners from time to time, their respective heirs, legal representatives, successors, successors-in-title and assigns.

5.07 Law Governing. The laws of the State of Texas shall govern the interpretation, validity and enforceability hereof.

5.08 Captions. Titles or captions of articles, sections or paragraphs contained in this Declaration are inserted only as a matter of convenience and for reference, and in no way define, limit, extend or describe the scope of this Declaration or the intent of any provisions hereof.

5.09 Estoppel. If requested to do so in writing by an Owner, the other Owners shall execute and deliver, within ten (10) business days of receipt of such request, estoppel certificates to the requesting Owner, a lender proposing to lend funds secured by all or a portion of the Lot of the requesting Owner, to a party proposing to lease all or a portion of the Lot of the requesting Owner (or improvements located thereon) or to a party proposing to purchase all or a portion of the Lot owned by the requesting Owner, which certify, if true (and if not true, explains why not): (i) that this Declaration is in full force and effect and has not been modified or amended; (ii) that

the applicable Owner has not delivered any notice of default under this Declaration to another party; (iii) that, to the knowledge of such Owner, there is no outstanding default under this Declaration, or if such Owner has knowledge of a default, specifying such default; and (iv) other information regarding this Declaration reasonably requested by such Owner, prospective lender, tenant or purchaser.

5.10 Covenants Running With the Land. The rights and obligations contained in this Declaration constitute covenants running with the land, which shall bind all Owners succeeding to any right, title or interest in or to the Property or any part thereof, and their respective heirs, successors and assigns. During the period Declarant is an Owner, Declarant shall be entitled to specific enforcement of all the terms and provisions hereof. The obligations described herein shall not be personal obligations of an Owner once such Owner is no longer an owner of a Lot, but shall be obligations of the Owners owning a Lot from time to time. The Access Easement and the Parking Easement are easements appurtenant to the Lots.

5.11 Further Instruments. The Owners of the Property shall make a good faith effort to cooperate in all matters involving the use, maintenance and repair of the Access Easement and the Parking Easement and all rights referred to in this Declaration, and each Owner of the Property agrees to execute, acknowledge and record any and all further instruments, easements, agreements, declarations or other documents which are reasonably necessary to fulfill the terms and intentions of this Declaration.

5.12 Consents. Except where expressly provided herein to the contrary, any consent, determination, judgment, decision or approval required or permitted hereunder including without limitation consent, acknowledgement or other documents reasonably requested by a mortgagee of Lot 12, Lot 13 or Lot 14, shall be made or determined in the exercise of such party's reasonable discretion and judgment and shall not be unreasonably delayed, withheld or conditioned.

5.14. Exhibits. Each of the exhibits referred to herein and attached hereto is incorporated herein by reference and made a part of this Declaration.

[BALANCE OF PAGE INTENTIONALLY LEFT BLANK.]

N3 DEVELOPMENT, LTD.,
a Texas limited partnership

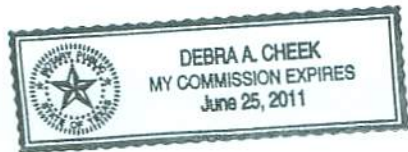
By: N3 Capital, LLC,
a Texas limited liability company,
its general partner

By: Chris Behm
Name: Chris Baker
Title: g.c.

ACKNOWLEDGMENT

STATE OF TEXAS §
 §
COUNTY OF TARRANT §

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this 5th day of June, 2008, personally appeared Chris Baker, the Secretary of N3 Capital, LLC, a Texas limited liability company, as general partner of N3 Development, Ltd., a Texas limited partnership, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged before me that he executed the same for the purposes and consideration therein expressed, as the act of said limited liability company and limited partnership, and in the capacity therein stated.



Debra A. Cheek
NOTARY PUBLIC, STATE OF TEXAS
Printed Name: Debra A. Cheek
My Commission Expires: 6-25-2011

CONSENTED TO BY:

TEXAS TACO CABANA, L.P.,
a Texas limited partnership

By: T.C. Management, Inc.,
its general partner

By: William E Myers
Name: William E. Myers
Title: Vice President

ACKNOWLEDGMENT

STATE OF ~~TEXAS~~ NEW YORK §
COUNTY OF ~~TARRANT~~ ONONDAGA §

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this 4th day of June, 2008, personally appeared William E. Myers, the Vice President of T.C. Management, Inc., a Delaware corporation, as general partner of Texas Taco Cabana, L.P., a Texas limited partnership, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged before me that he executed the same for the purposes and consideration therein expressed, as the act of said limited liability company and limited partnership, and in the capacity therein stated.

Terry L Hook
NOTARY PUBLIC, STATE OF ~~TEXAS~~ NEW YORK
Printed Name: Terry L Hook
My Commission Expires: 10/31/2010

TERRY L. HOOK
Notary Public, State of New York
Qualified in Onon. Co. No. 4664541
Commission Expires Oct. 31, 2010

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

Being Lots 15 - 17, Block A of the LaJolla Pointe Addition, Phase 2. an addition to the City of Rockwall, Rockwall County, Texas, according to the plat recorded in Cabinet G, Page 258, Plat Records, Rockwall County, Texas.

EXHIBIT B

PLAT

STAMPED FOR SCANNING
PURPOSES ONLY

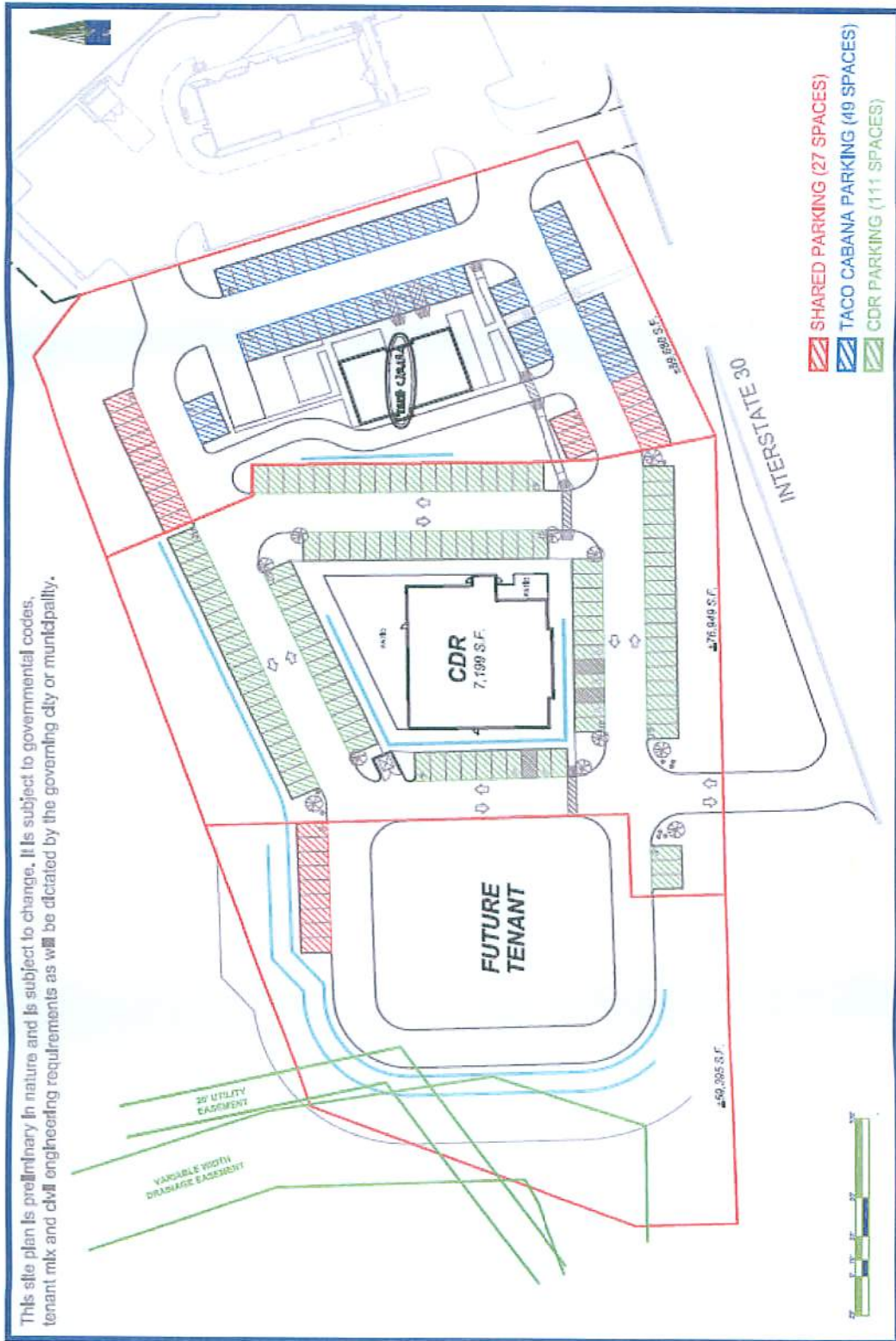
EXHIBIT C

COMMON AREA

**STAMPED FOR SCANNING
PURPOSES ONLY**

EXHIBIT D

PARKING AREA



This site plan is preliminary in nature and is subject to change. It is subject to governmental codes, tenant mix and civil engineering requirements as will be dictated by the governing city or municipality.

CDR Parking Exhibit
 Interstate 30 Frontage Road
 Rockwall, Texas 75087
 Date Created: 11/17/07
 Revision Number: 10
 LINC # 00397744

N³ DEVELOPMENT, LTD.
 505 Pecan Street | Suite 201 | Fort Worth, Texas 76102
 P: 817.348.8748 | F: 817.348.8468 | W: www.N³CAPITAL.COM

Filed for Record in: Rockwall County
 On: Jun 10, 2008 at 11:18A

PROJECT COMMENTS



CITY OF ROCKWALL
385 S. GOLIAD STREET
ROCKWALL, TEXAS 75087
PHONE: (972) 771-7700

DATE: 10/20/2022

PROJECT NUMBER: SP2022-056
PROJECT NAME: Site Plan for The Pet Doctor
SITE ADDRESS/LOCATIONS:

CASE MANAGER: Angelica Gamez
CASE MANAGER PHONE: 972-772-6438
CASE MANAGER EMAIL: agamez@rockwall.com

CASE CAPTION:

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PLANNING	Ryan Miller	10/20/2022	Approved w/ Comments

10/20/2022: SP2022-056; Site Plan for The Pet Doctor

Please address the following comments (M= Mandatory Comments; I = Informational Comments)

I.1 This is a request by Jeff Carroll of Jeff Carroll Architects, Inc. on behalf of Eric Borkenhalen of Kohl's Department Stores for the approval of a Site Plan for an Animal Clinic for Small Animals without Outside Pens on a 0.636-acre portion of a larger 7.383-acre parcel of land identified as Lot 7, Block A, Rockwall Market Center East Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, and located at the terminus of Rochell Court.

I.2 For questions or comments concerning this case please contact Bethany Ross in the Planning Department at (972) 772-6488 or email bross@rockwall.com.

M.3 For reference, include the case number (SP2022-056) in the lower right-hand corner of all pages of all revised plan submittals. (Subsection 01.02(D), Article 11, UDC)

I.4 The subject property will be required to be replatted after the engineering process to establish the new easements.

M.5 Site Plan:

(1) All head-in parking shall be 9' X 20'. Please indicate width of a typical parking space. (Subsection 2.20.3(a), City of Rockwall Standards of Design and Construction)

(2) Trash/Recycling Enclosures shall be four (4) sided. These receptacles shall be screened by a minimum eight (8) foot, solid masonry dumpster enclosure that utilizes the same masonry materials as the primary building (i.e. Brick and/or Stone) and incorporates an opaque, self-latching gate.

(3) There appears to be two (2) lots delineated on the site plan (i.e. one [1] with a width of 101', one [1] with a width of 34', and one [1] with a width of 42']. Two (2) of these three (3) lots do not meet the minimum lot width for the Commercial (C) District, which is 60-feet. Please clarify the lot area being considered with this site plan and ensure that all lots are a minimum of 60-feet.

(4) The minimum parking requirement for office or a veterinarian is one (1) parking space per 300 SF of building area. This means that Building 1 will require 14 parking spaces and Building 2 will require 17 parking space for a total of 31 parking spaces. Currently, the site appears to be ten (10) parking spaces deficient. Please add ten (10) parking spaces.

(5) Please indicate that the frontage along Rochell Court is a minimum of 60-feet. This is required in order to establish this as a lot. If this cannot be met this project will need to be withdrawn and a variance to lot width will need to be granted from the Board of Adjustments (BOA). In addition, delineate the lines between public right-of-way and private drives.

(6) Change the zoning classification in the chart to stipulated Commercial (C) District zoning.

M.6 Landscape Plan:

(1) Indicate conformance to the minimum landscaping percentage required for the Commercial (C) District of 20%.

- (2) All canopy trees must be a minimum of four (4) caliper inches in size.
- (3) All parking spaces shall be within 80' of a canopy tree. Please provide an exhibit showing conformance to this requirement. (Subsection 05.03.E, Article 08, UDC)
- (4) Trees must be planted at least five (5) feet from water, sewer, and storm sewer lines. (Subsection 05.03.E, of Article 08, UDC)
- (5) A ten (10) foot landscape buffer with one (1) canopy and one (1) accent tree per 50-linear feet is required along Rochell Court. Please show this landscape buffer and the required trees.
- (6) One (1) row of trees is required to be planted at the back of the building per the General Overlay District Standards.
- (7) Provide a tree mitigation table show the required mitigation versus what is being planted on the site.
- (8) The building elevations depict overhead doors will be utilized. These are required to be screened from all other properties.

M.7 Photometric Plan:

- (1) Please provide a Photometric Plan.
- (2) Provide the same site data information required on the Site Plan.
- (3) Please indicate the FC measurement for each of the proposed lights. The maximum outdoor maintained, computed, and measured illumination level within any nonresidential development shall not exceed 20 FC at any point on the site. (Subsection 03.03.G, of Article 07, UDC)
- (4) The allowable maximum light intensity measured at the property line of a non-residential property shall be 0.2 of one foot candle. (Subsection 3.03.C, of Article 07, UDC)

M.8 Building Elevations:

- (1) Two (2) separate buildings of differing sizes are being proposed; however, only one (1) set of building elevations have been submitted. Please provide building elevations for both buildings.
- (2) Indicate exterior elevations adjacent to public right-of-way.
- (3) Dash in roof mounted utility equipment.
- (4) Indicate that the parapets will be finished on both sides with the same materials.
- (5) Exterior walls should consist of 90% masonry materials and 20% stone excluding doors and windows. (Subsection 06.02.C, of Article 05, UDC)
- (6) Cementitious materials shall be limited to 50% of the building's exterior façade and stucco shall not be used within the first four (4) feet from grade on a building's façade. (Subsection 06.02C. 1(a.2), of Article 05, UDC)
- (7) The proposed building does not meet the Commercial Building Standards. Specifically the required projections on each façade both vertical and horizontal. (Subsection 04.01.C.1, of Article 05, UDC)
- (8) A minimum of four (4) architectural elements are required for any building less than 50,000 SF (Subsection 06.02.C4, of Article 05, UDC).
- (9) All buildings shall be architecturally finished on all four (4) sides utilizing the same materials, detailing, articulation, and features. In addition, a minimum of one (1) row of trees (i.e. four (4) more accent or canopy trees) shall be planted along the perimeter of the subject property to the rear of the building. (Subsection 06.02.C5, of Article 05, UDC).
- (10) Provide an exhibit of the dumpster enclosure. Dumpsters shall have self-latching gates. Please provide a note indicating that the dumpster is self-latching. (Subsection 01.05.B, of Article 05, UDC)

M.9 Based on the materials submitted staff has identified the following exceptions for this project:

- (1) Four (4) Sided Architecture Requirements
- (2) Cementitious Materials Requirements
- (3) 20% Stone Requirements
- (4) Landscape Buffer Requirements
- (5) Parking Requirements
- (6) Primary and Secondary Articulation Requirements
- (7) Parking Lot Trees
- (8) Required Lot Width in a Commercial (C) District
- (9) Screening for Overhead Doors
- (10) Landscaping Percentage

M.10 According to Article 11, Development Application and Review Procedures, of the Unified Development Code (UDC), two (2) compensatory measure for each exception or variance is required. In order to request an exception or variance, the applicant will need to provide a letter outlining the requested exceptions and required compensatory

measures.

I.11 Please note that failure to address all comments provided by staff by 3:00 PM on August 2, 2022 will result in the automatic denial of the case on the grounds of an incomplete submittal. No refund will be given for cases that are denied due to an incomplete submittal, and a new application and fee will be required to resubmit the case.

I.12 Staff has identified the aforementioned items necessary to continue the submittal process. Please make these revisions and corrections, and provide any additional information that is requested. Revisions for this case will be due on August 2, 2022; however, it is encouraged for applicants to submit revisions as soon as possible to give staff ample time to review the case prior to the August 9, 2022 Planning & Zoning Meeting.

I.13 Please note the scheduled meetings for this case:

- (1) Planning & Zoning Work Session meeting will be held on July 26, 2022.
- (2) Planning & Zoning meeting/public hearing meeting will be held on August 9, 2022.

I.14 All meetings will be held in person and in the City's Council Chambers. All meetings listed above are scheduled to begin at 6:00 p.m. (P&Z). The City requires that a representative(s) be present for these meetings. During the upcoming work session meeting with the Planning and Zoning Commission, representative(s) are required to present their case and answer any questions the Planning Commission may have regarding this request.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
ENGINEERING	Sarah Johnston	10/19/2022	Needs Review

- 10/19/2022: - Call out all easement.
- Once touched, will not be replaced as a grate inlet.
 - Structures may not be within sewer easement.
 - Trash enclosure may not be within an easement. Enclosure must be accessible by trash truck for a dumpster.

The following items are informational for the engineering design process.

General Items:

- Must meet City Standards of Design and Construction
- 4% Engineering Inspection Fees
- Impact Fees (Water, Wastewater & Roadway)
- Minimum easement width is 20'. No structures allowed in easements.
- Retaining walls 3' and over must be engineered.
- All retaining walls must be rock or stone face. No smooth concrete walls.

Drainage Items:

- Drainage from the site must follow the approved drainage area map. (See as-builts)
- Dumpster to go through oil/water separator before draining to the storm lines.
- Drainage must connect to existing underground storm sewer system that flows to detention pond.

Water and Wastewater Items:

- 8" water will need to be looped in around the site.
- Only one "use" can be off a dead-end water line (Domestic service, irrigation, fire hydrant, or fire line).
- Water to be 10' separated from storm and sewer lines.

Roadway Paving Items:

- Parking to be 20'x9'.
- Drive isles to be 24' wide.
- Fire lane to have minimum 20' radii.

Landscaping:

- No trees to be with 10' of any public water, sewer or storm line that is 10" in diameter or larger.
- No trees to be with 5' of any public water, sewer, or storm line that is less than 10".

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
BUILDING	Rusty McDowell	10/18/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
FIRE	Ariana Kistner	10/20/2022	Needs Review

10/20/2022: Show all existing fire lanes and proposed relocation including radius and widths.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
GIS	Lance Singleton	10/17/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
POLICE	Chris Cleveland	10/17/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PARKS	Ryan Miller	10/20/2022	N/A

No Comments

ZONING INFORMATION
ZONED: C (COMMERCIAL DISTRICT)

SETBACK LINE:
FRONT: 25' FROM THE FUTURE RIGHT-OF-WAY AS SHOWN ON THE ADOPTED THROUGHFARE PLAN OR AS ACTUALLY EXISTS, WHICHEVER IS GREATER. PARKING SHOULD NOT BE LOCATED BETWEEN THE FRONT FACADE AND THE PROPERTY LINE.

SIDE:
a) WITHOUT FIRE RETARDANT WALL: 10', OR AS REQUIRED BY BUILDING AND/OR FIRE CODES
b) WITH FIRE RETARDANT WALL: 0'
c) ADJUTING RESIDENTIALLY ZONED PROPERTY: 20' PLUS ONE-HALF THE BUILDING HEIGHT OVER 36'
d) IN NO CASE SHALL MORE THAN A 50' SETBACK BE REQUIRED

REAR:
a) ADJUTING NONRESIDENTIALLY ZONED PROPERTY, WITH FIRE RETARDANT WALL AND ALLEY SEPARATING: 0'
b) WITHOUT FIRE RETARDANT WALL, OR ALLEY: 10', OR AS REQUIRED BY BUILDING AND/OR FIRE CODES
c) ADJUTING RESIDENTIALLY ZONED PROPERTY: 30' PLUS ONE-HALF THE BUILDING HEIGHT OVER 36'
d) IN NO CASE SHALL MORE THAN A 50' SETBACK BE REQUIRED

MAXIMUM BUILDING HEIGHT - 240'; ANY STRUCTURE OVER 80' SHALL REQUIRE A SPECIFIC USE PERMIT

CURRENT OWNER OF RECORD

KOHL'S ILLINOIS INC
PO BOX 2148
MILWAUKEE, WI 53201-2148

DEVELOPER

KOHL'S ILLINOIS INC
PO BOX 2148
MILWAUKEE, WI 53201-2148

LEGEND

- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- POB/POC WITH PRO BEARING & DISTANCE
- POB/POC WITH PRO BEARING
- POB/POC WITH PRO BEARING & DISTANCE
- POB/POC WITH PRO BEARING & DISTANCE
- POB/POC WITH PRO BEARING & DISTANCE
- POB/POC WITH PRO BEARING & DISTANCE



SURVEYOR'S NOTES

- ZONING PROVIDED BY THE APPROPRIATE GOVERNMENTAL AGENCY; TO BE USED FOR INFORMATIONAL PURPOSES ONLY.
- THE WORDS "CERTIFY", "CERTIFIED" OR "CERTIFICATION" AS USED HEREIN ARE UNDERSTOOD TO BE AN EXPRESSION OF PROFESSIONAL OPINION BY THE SURVEYOR, BASED UPON HIS BEST KNOWLEDGE, INFORMATION AND BELIEF, AS SUCH, DO NOT CONSTITUTE A GUARANTEE FOR A WARRANTY, EXPRESSED OR IMPLIED.
- I HEREBY CERTIFY THAT THE RATIO OF PRECISION OF THE FIELD SURVEY IS 1:15,000 AS SHOWN HEREIN AND THAT THE AREA WAS DETERMINED BY DMD METHOD.
- ALL BOUNDARIES ARE MAG NAD 83 UNLESS OTHERWISE NOTED.

BASES OF BEARINGS
BEARINGS BASED ON OPUS SOLUTIONS
"OP1521597723688" & "OP1521597723688"
SPC 4202 TNC - NAD 83

FREELAND
SURVEYORS • ENGINEERS

FREELAND & ASSOCIATES, INC.
325 WEST STONE AVE.
GREENVILLE S.C. 29609
TEL: (864) 271-4824 FAX: (864) 233-2315
EMAIL: info@freeland-associates.com

DRAMA: JB PARRY DREW: BH CHECKED: MYA
REF. PLAT BOOK: 0-188
REF. DEED BOOK: 5240-143
TAX MAP: 50034
DATE OF SURVEY: 3-22-18
DATE DRAWN: 11-7-18
DRAWING NO: 09508-SUB E3D
DATE OF LAST REVISION: 4-11-19

SCALE: 1" = 80'

PLS: JAMES R. FREELAND
NO: 5080

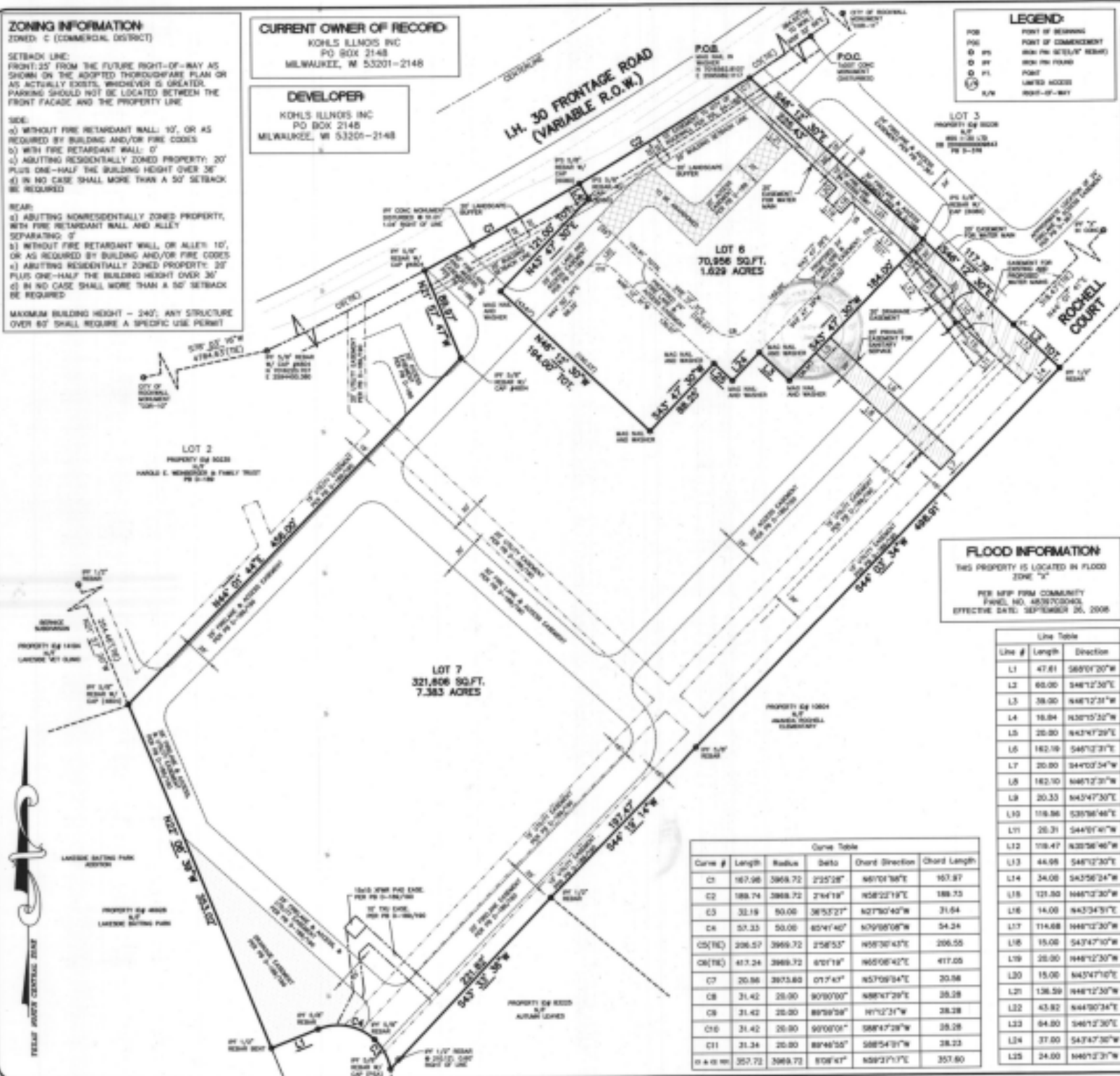
FLOOD INFORMATION
THIS PROPERTY IS LOCATED IN FLOOD ZONE "X"
PER MFP FIRM COMMUNITY
FIRM NO. 4837C004S
EFFECTIVE DATE: 09/15/2005

Line Table

Line #	Length	Direction
L1	47.81	S89°12'20"W
L2	69.00	S48°12'30"E
L3	38.00	S48°12'31"W
L4	18.84	N30°10'20"W
L5	20.00	S42°47'29"E
L6	182.16	S48°12'31"E
L7	20.00	S44°02'34"W
L8	182.10	S48°12'31"W
L9	20.33	S42°47'30"E
L10	119.86	S20°56'46"E
L11	20.31	S44°01'41"W
L12	119.47	S20°56'46"W
L13	44.95	S48°12'30"E
L14	34.00	S42°56'24"W
L15	121.00	S48°12'30"W
L16	14.00	S42°54'31"E
L17	114.68	S48°12'30"W
L18	15.00	S42°47'30"W
L19	20.00	S48°12'30"W
L20	15.00	S42°47'30"E
L21	138.59	S48°12'30"W
L22	43.82	S44°00'34"E
L23	94.00	S48°12'30"E
L24	37.00	S42°47'30"W
L25	24.00	S48°12'31"W

Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	167.98	3969.72	225°28'	S61°04'36"E	167.87
C2	188.74	3969.72	214°13'	S58°22'18"E	188.73
C3	32.18	50.00	36°52'27"	S27°30'40"W	31.64
C4	57.33	50.00	60°41'40"	S29°59'08"W	54.24
C5(1E)	206.57	3969.72	258°53'	S58°38'43"E	206.55
C6(1E)	412.24	3969.72	410°13'	S62°06'42"E	412.05
C7	20.96	3973.60	01°43'	S57°09'34"E	20.96
C8	31.42	20.00	90°00'00"	S88°47'29"E	20.28
C9	31.42	20.00	89°59'34"	N1°12'31"W	20.28
C10	31.42	20.00	90°00'00"	S88°47'29"W	20.28
C11	31.34	20.00	89°46'50"	S88°54'31"W	20.23
C14 & 15	357.72	3969.72	87°04'	S59°27'17"E	357.80



**BEING A
FINAL REPLAT OF LOTS 6 AND 7
ROCKWALL MARKET CENTER EAST
(FORMERLY BLOCK A - LOT 6)
A 1629 ACRE (70,856 SF) TRACT AND
A 7380 ACRE (321,806 SF) TRACT OF LAND
ZONED C
E.P. GAMES CHEBIM SURVEY, ABSTRACT NO. 64
CITY OF ROCKWALL,
ROCKWALL COUNTY, TEXAS**

NOVEMBER 7, 2018
LAST REVISED: MARCH 27, 2019



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY
PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:
CITY ENGINEER:

Please check the appropriate box below to indicate the type of development request [SELECT ONLY ONE BOX]:

Platting Application Fees:

- Master Plat (\$100.00 + \$15.00 Acre)¹
- Preliminary Plat (\$200.00 + \$15.00 Acre)¹
- Final Plat (\$300.00 + \$20.00 Acre)¹
- Replat (\$300.00 + \$20.00 Acre)¹
- Amending or Minor Plat (\$150.00)
- Plat Reinstatement Request (\$100.00)

Site Plan Application Fees:

- Site Plan (\$250.00 + \$20.00 Acre)¹
- Amended Site Plan/Elevations/Landscaping Plan (\$100.00)

Zoning Application Fees:

- Zoning Change (\$200.00 + \$15.00 Acre)¹
- Specific Use Permit (\$200.00 + \$15.00 Acre)¹
- PD Development Plans (\$200.00 + \$15.00 Acre)¹

Other Application Fees:

- Tree Removal (\$75.00)
- Variance Request (\$100.00)

Notes:

¹: In determining the fee, please use the exact acreage when multiplying by the per acre amount. For requests on less than one acre, round up to one (1) acre.

PROPERTY INFORMATION [PLEASE PRINT]

Address 823 E. I-30 Rockwall TX 75032
 Subdivision ROCKWALL MARKET CENTER EAST Lot 1 Block A
 General Location I-30 & MIMS ROAD

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

Current Zoning COMMERCIAL Current Use RETAIL
 Proposed Zoning GAME Proposed Use OFFICE - VETERINARY CLINIC
 Acreage 0.636 AC. Lots [Current] 2 Lots [Proposed] 3

SITE PLANS AND PLATS: By checking this box you acknowledge that due to the passage of HB3167 the City no longer has flexibility with regard to its approval process, and failure to address any of staff's comments by the date provided on the Development Calendar will result in the denial of your case.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

Owner KOHL'S DEPT STORES - ERIC BORKENHAGEN Applicant CARROLL ARCHITECTS, INC
 Contact Person ERIC BORKENHAGEN Contact Person JEFF CARROLL
 Address N 56 W 17000 RIDGEWOOD DR Address 750 E. I-30 # 110
 City, State & Zip MENOMONIE FALLS, WI City, State & Zip ROCKWALL, TX 75087
 Phone 262-703-7000 Phone 214-632-1762
 E-Mail eric.borkenhagen@kohls.com E-Mail JC@CARROLLARCH.COM

NOTARY VERIFICATION [REQUIRED]

Before me, the undersigned authority, on this day personally appeared Eric Borkenhagen [Owner] the undersigned, who stated the information on this application to be true and certified the following:

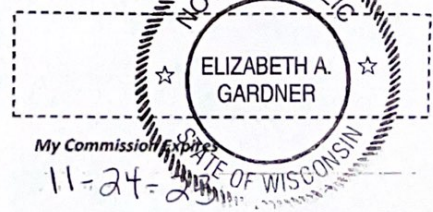
"I hereby certify that I am the owner for the purpose of this application; all information submitted herein is true and correct; and the application fee of \$ _____, to cover the cost of this application, has been paid to the City of Rockwall on this the _____ day of _____, 20____. By signing this application, I agree that the City of Rockwall (i.e. "City") is authorized and permitted to provide information contained within this application to the public. The City is also authorized and permitted to reproduce any copyrighted information submitted in conjunction with this application, if such reproduction is associated or in response to a request for public information."

Given under my hand and seal of office on this the 13 day of October, 2022.

Owner's Signature [Signature]

Notary Public in and for the State of Texas

Elizabeth A. Gardner





SP2022-056: Site Plan for 823 E. I-30

Case Location Map = 

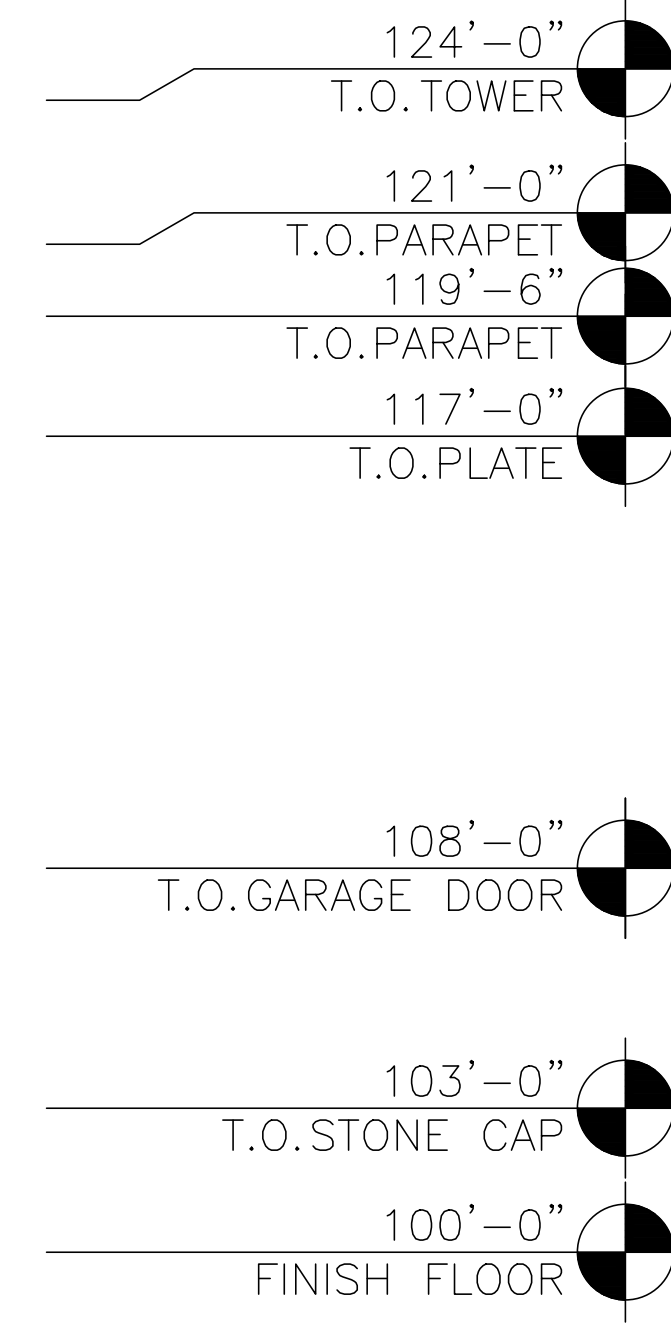
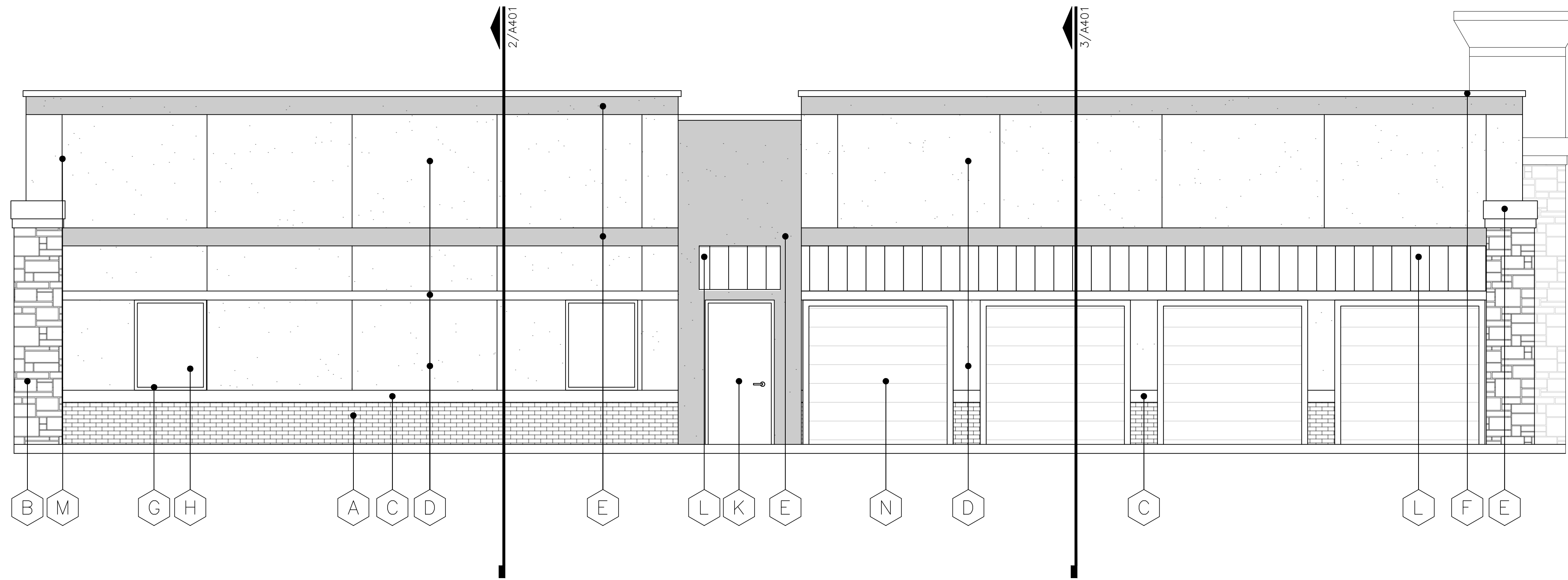


City of Rockwall

Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

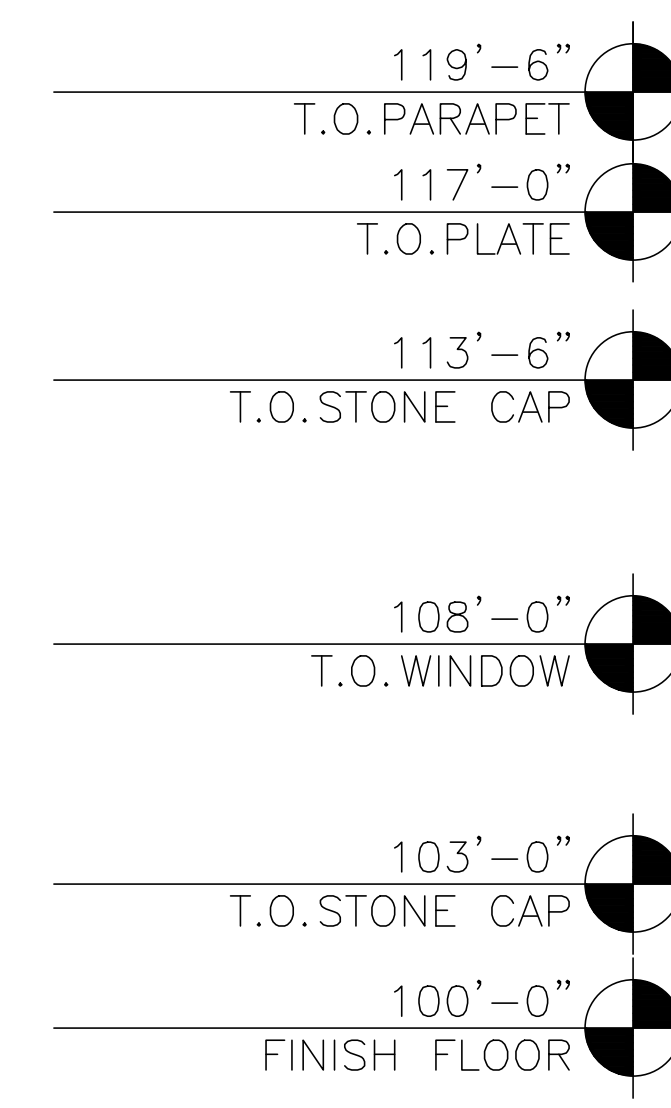
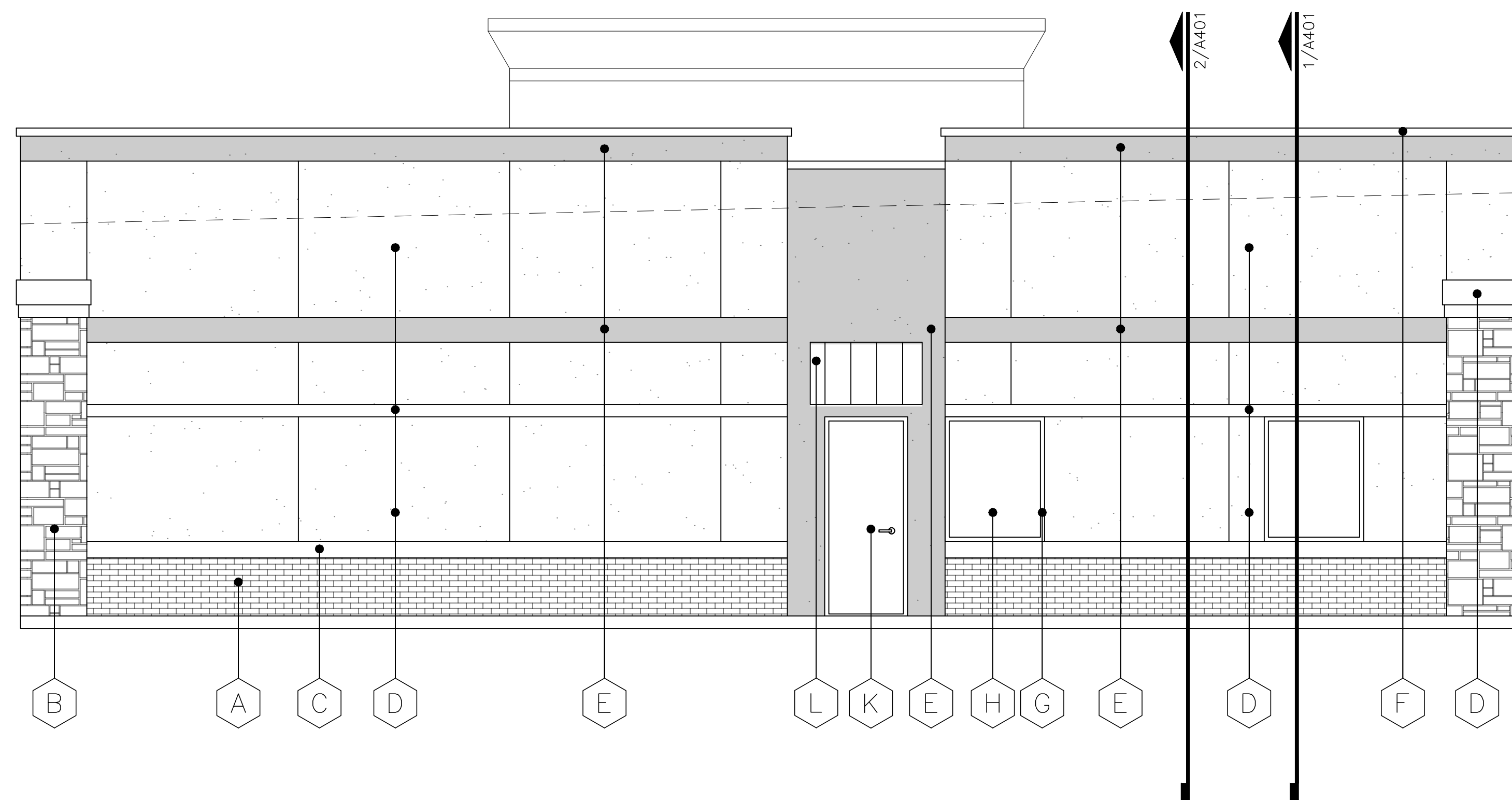
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2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

STONE	-	92 S.F.	-	10%
STUCCO	-	1091 S.F.	-	82%
BRICK	-	98 S.F.	-	8%
TOTAL	-	1281 S.F.	-	100%



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

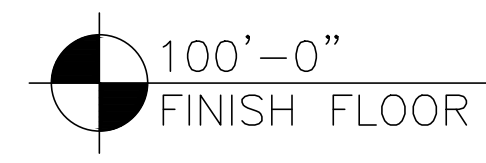
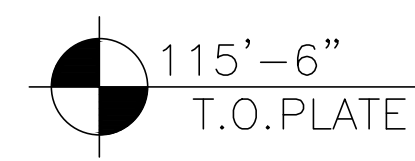
STONE	-	98 S.F.	-	10%
STUCCO	-	872 S.F.	-	79%
BRICK	-	120 S.F.	-	11%
TOTAL	-	1,090 S.F.	-	100%

EXTERIOR FINISH SCHEDULE	
(A)	BRICK VENEER: ACME, FIELD COLOR
(B)	STONE VENEER: (4) SIDED CUT STONE W/ RANDOM SIZE & WIDTHS WITH MINIMUM SIZE 12" TALL, MAXIMUM SIZE 15" TALL COLOR - CREAM
(C)	STONE CAP: (4) SIDED CUT STONE W/ RANDOM SIZE & WIDTHS WITH MINIMUM SIZE 12" TALL, MAXIMUM SIZE 15" TALL COLOR - CREAM
(D)	STUCCO: (3 PART SYSTEM) ELASTOMERIC FINISH COAT - FIELD COLOR - SANDY BEACH
(E)	STUCCO: EIFS STUCCO ACCENT. ELASTOMERIC FINISH COAT - COLOR - PEARL ASH
(F)	PREFINISHED METAL COPING COLOR - SILVER
(G)	WINDOW FRAMES ALUMINUM, COLOR - ANODIZED ALUM.
(H)	GLAZING: DOUBLE PANE INSULATED, LOW E GLASS W/ WINDOW TINTED @ 10% - GREY
(J)	STOREFRONT ENTRY SLIDING DOOR SYSTEM: ALUM. COLOR - ANODIZED ALUM.
(K)	EXTERIOR HOLLOW MTL. DOOR & FRAME: PAINTED, COLOR TO MATCH STUCCO
(L)	AWNINGS: PREFINISHED STANDING SEAM MTL. AWNINGS PANELS COLOR - DARK BRONZE
(M)	STUCCO: CONTROL JOINTS AS SHOWN
(N)	ELEC. SECTIONAL OVERHEAD DOCK DOORS W/ VISION PANELS COLOR:

ISSUE:	
CITY REVIEW:	10-14-2022

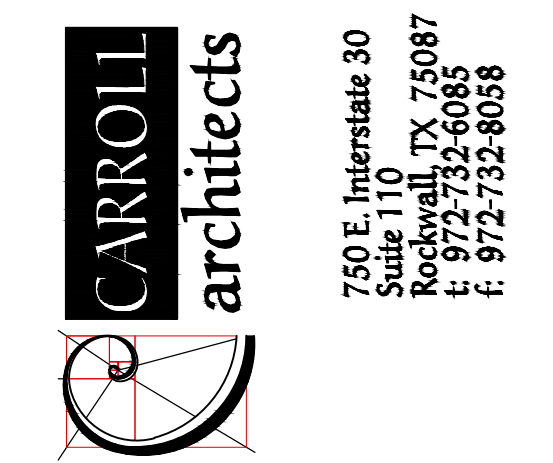
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PET DOCTOR
828 Rochelle Ct.
Rockwall, Texas 75087



PET DOCTOR	
LEGAL DESCRIPTION AND/OR ADDRESS: ROCKWALL MARKET CENTER EAST LOT, BLOCK A E.P. GAINES CHISUM SURVEY, ABSTRACT NO.64 City of Rockwall, Rockwall County, Texas	
Dr. Keith Webb Pet Doctor Veterinary Hospital 2703 Market Center Rockwall, TX 75032	OWNER
Carroll Architects, Inc. 750 E. Interstate 30 #110 Rockwall, TX 75087 P: 972-732-6085 E: jc@carrollarch.com ATTN: Jeff Carroll	APPLICANT
CITY OF ROCKWALL CASE NUMBER: SP2022-###	
SITE PLAN SIGNATURE BLOCK	
APPROVED: I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the _____ day of _____.	
WITNESS OUR HANDS, this _____ day of _____.	
Planning & Zoning Commission, Chairman	Director of Planning and Zoning

PET DOCTOR
DR. WEBB

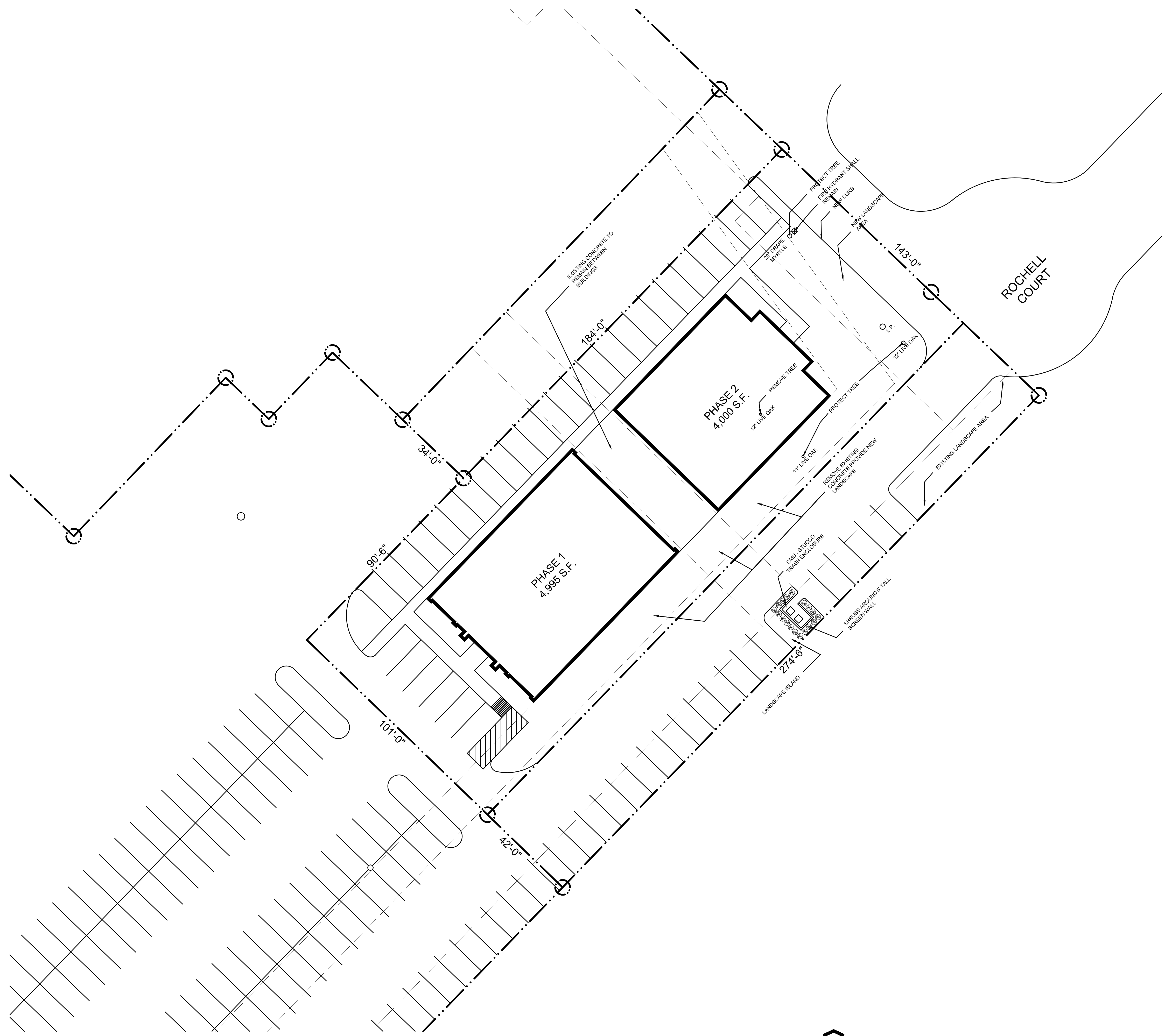


750 E. Interstate 30
Suite 110
Rockwall, TX 75087
t: 972-732-6085
f: 972-732-8058

EXTERIOR ELEVATIONS

DATE:	OCT 2022	SHEET NO.:	A502
PROJECT NO.:	2022063	DRAWN BY:	
CHECKED BY:			





SITE DATA TABLE	
SITE AREA	0.902 ACRES (39,306 S.F.)
ZONING	B
PROPOSED USE	BUSINESS
BUILDING AREA #1:	4,995 S.F.
BUILDING AREA #2:	4,000 S.F.
LOT COVERAGE (GROSS AREA)	22.9%
FLOOR TO AREA RATIO	22.9 : 1
BUILDING HEIGHT MAX.	36'-0"

LANDSCAPE TABULATION	
NET AREA	0.902 ACRES (39,306 S.F.)
REQUIRED LANDSCAPE AREA-- 10% OF 39,306 S.F.	3,930 S.F.
PROVIDED LANDSCAPE AREA-- 20.8% OF 39,309 S.F.	8,174 S.F.
IMPERVIOUS COVERAGE-- 79.2% OF 39,306 S.F.	31,132 S.F.

NOTES:

- Irrigation shall be provided to all landscaped areas.
- Tree mitigation for this project for existing trees on this property.
- All perimeter parking are within 50'-0" of a shade tree.
- No trees within 5' of public utilities less than 10".
- No trees within 10' of public utilities 10" or greater.

TREE/SHRUB LEGEND	
TREES, INSTALLED W/ MINIMUM 4" CALIPER	
CEDAR ELM (MIN. 4" CALIPER)	WINTER BOXWOOD (SHRUB) 5 GALLON @ INSTALLATION
EYE'S NECKLACE (MIN. 4" TALL)	EXISTING TREE OR SHRUBBERY

- GENERAL NOTES:**
- REQUIRED LANDSCAPE AREAS SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM; PROVIDED HOWEVER, THAT A HOSE BIB SYSTEM MAY BE USED FOR IRRIGATION WHEN A LANDSCAPE AREA IS LESS THAN 1,000 SQUARE FEET IN SIZE AND WHEN ALL PORTIONS OF THE AREA ARE WITHIN 50'-FEET OF A HOSE ATTACHMENT. SYSTEM SHALL HAVE FREEZE GUARD AND RAINSTAT.
 - ALL AREAS NOT SHOWN AS SPECIFIC PLANT MATERIAL SHALL BE HYDROMULCHED BERMUDA, EXCEPT FOR UNDISTURBED SITE AREA.
 - OWNER MAY SUBSTITUTE TYPES OF TREES. THE OWNER SHALL SELECT TYPES FROM CITY APPROVED TREE LIST ORDINANCE.
 - CONTRACTOR SHALL SUPPLY SLEEVES AS NEEDED FOR IRRIGATION.
 - CONTRACTOR TO VERIFY LOCATION OF IRRIGATION CONTROL W/ OWNER.
 - DUMPSTER IS NOT REQUIRED FOR THIS PROJECT. -- PROVIDED
 - ALL LANDSCAPE BUFFERS AND PUBLIC RIGHT-OF-WAY LOCATED ADJACENT TO A PROPOSED DEVELOPMENT SHALL BE IMPROVED WITH GRASS.
 - THE DEVELOPER SHALL ESTABLISH GRASS AND MAINTAIN THE SEEDED AREA, INCLUDING WATERING, UNTIL A "PERMANENT STAND OF GRASS" IS OBTAINED.
 - NO TREE SHALL BE PLANTED CLOSER THAN FIVE (5) FEET TO EDGE OF PAVEMENT OR FIVE (5) FEET FROM ANY WATER OR WASTEWATER LINE THAT IS LESS THAN 12 INCHES. WATER AND WASTEWATER LINES THAT ARE 12 INCHES AND GREATER REQUIRE TREES TO BE PLANTED A MINIMUM OF TEN (10) FEET FROM THE CENTERLINE OF THE PIPE. TREES MUST BE (5) FEET FROM ALL UTILITIES.
 - ALL PARKING SPACES ARE WITHIN 80' OF A TREE

ISSUE:

CITY REVIEW:	10-14-2022

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PET DOCTOR
 828 Rochelle Ct.
 Rockwall, Texas 75087

PET DOCTOR
 DR. WEBB

CARROLL architects
 750 E. Interstate 30
 Suite 110
 Rockwall, TX 75087
 t: 972-732-6085
 f: 972-732-8058

LANDSCAPE PLAN

PET DOCTOR

LEGAL DESCRIPTION AND/OR ADDRESS:
 ROCKWALL MARKET CENTER EAST
 LOT 1, BLOCK A E.P. GAINES CHISUM SURVEY, ABSTRACT NO.64
 City of Rockwall, Rockwall County, Texas

OWNER:
 Dr. Keith Webb
 Pet Doctor Veterinary Hospital
 2703 Market Center
 Rockwall, TX 75032

APPLICANT:
 Carroll Architects, Inc.
 750 E. Interstate 30 #110
 Rockwall, TX 75087
 P: 972-732-6085
 E: ic@carrollarch.com
 ATTN: Jeff Carroll

CITY OF ROCKWALL CASE NUMBER:
 SP2022-###

SITE PLAN SIGNATURE BLOCK

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the ____ day of _____.

WITNESS OUR HANDS, this ____ day of _____.

 Planning & Zoning Commission, Chairman

 Director of Planning and Zoning

DATE: OCT 2022

PROJECT NO: 2022063

DRAWN BY: L1

CHECKED BY:

SHEET NO: _____

PROJECT COMMENTS



CITY OF ROCKWALL
385 S. GOLIAD STREET
ROCKWALL, TEXAS 75087
PHONE: (972) 771-7700

DATE: 10/20/2022

PROJECT NUMBER: SP2022-058
PROJECT NAME: Site Plan for Rayburn Electric Company
SITE ADDRESS/LOCATIONS: 950 SIDS RD

CASE MANAGER: Henry Lee
CASE MANAGER PHONE: 972.772.6434
CASE MANAGER EMAIL: hlee@rockwall.com

CASE CAPTION: Discuss and consider a request by Frank A. Polma, PE of R-Delta Engineers, Inc. on behalf of Stephen Geiger of Rayburn Country Electric Cooperative for the approval of a Site Plan for an Industrial Campus on a 99.849-acre tract of land identified as Lots 6, 7, 8 & 9, Block A, Rayburn Country Addition and Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Heavy Commercial (HC) and Commercial (C) Districts, situated within the SH-205 Overlay (SH-205 OV) District, addressed as 950 & 980 Sids Road, and take any action necessary.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PLANNING	Ryan Miller	10/20/2022	Approved w/ Comments

10/20/2022: SP2022-058: Site Plan for Rayburn Electric Corporation
Please address the following comments (M= Mandatory Comments; I = Informational Comments)

- I.1 This is a request for the approval of a Site Plan for an Industrial Campus on a 99.849-acre tract of land identified as Lots 6, 7, 8 & 9, Block A, Rayburn Country Addition and Tract 3 of the W. H. Barnes Survey, Abstract No. 26, City of Rockwall, Rockwall County, Texas, zoned Heavy Commercial (HC) and Commercial (C) Districts, and situated within the SH-205 Overlay (SH-205 OV) District, addressed as 950 & 980 Sids Road.
- I.2 For questions or comments concerning this case please contact Henry Lee in the Planning Department at (972) 772-6434 or email hlee@rockwall.com.
- M.3 For reference, include the case number (SP2022-058) in the lower right-hand corner of all pages of all revised plan submittals. (Subsection 01.02(D), Article 11, UDC)
- I.4 All signage will be covered by a separate permit. (Subsection 06.02. F, of Article 05)
- M.5 In the variance letter identify the compensatory measures for each variance/exception requested. According to the UDC each variance/exception required two (2) compensatory measures. (Subsection 09.01, of Article 11)
- M.6 Provide the standard signature block with signature space for the Planning and Zoning Chairman and the Planning Director on all pages of the plans. Also remove the red placeholder text from the signature block. (Subsection 03.04. A, of Article 11)

APPROVED:

I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the ____ day of _____, _____.

WITNESS OUR HANDS, this ____ day of _____, _____.

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

M.7 Site Plan:

- (1) Please indicate the fence location and type approved with Case No. MIS2022-009.
- (2) As indicated in the variance letter the above ground storage tanks are not screened per the UDC standards. (Subsection 01.05. C, of Article 05)
- (3) All dumpster enclosures must be screened with five (5) gallon shrubs. Also, the dumpster enclosure west of proposed Building F will need to be reoriented; dumpster

enclosures may not face roadways. Please also provide a detail showing the elevations of each dumpster enclosure and the materials used. (Subsection 01.05. B, of Article 05)

(4) As indicated in the variance letter the outside storage is not screened per the UDC standards. (Subsection 01.05. E, of Article 05)

(5) Building D has roll-ups doors that face a public street and must be screened accordingly. Three (3) tiered screening is the preferred screening method please indicate this on the Landscape Plan. (Subsection 05.02, of Article 08)

(6) Indicate any ground mounted utility equipment and the subsequent screening. (Subsection 01.05. C, of Article 05)

(7) Indicate all roof mounted utility equipment and crosshatch it on the building elevations. (Subsection 01.05. C, of Article 05)

M.8 Landscape Plan:

(1) Please delineate the ten (10) foot landscape buffer along Mims Road and Sids Road. (Subsection 05.01, of Article 08)

(2) The landscape buffer must continue along all of Sids Road, which entails a berm, a shrub row, and one (1) canopy tree and (1) accent tree per 50-linear feet (the trees may be clustered). An exception may be requested for this along Mims Road, which would require the variance letter to be updated and the subsequent compensatory measures identified. (Subsection 05.01, of Article 08)

(3) Provide a note that the irrigation will meet the UDC standards. (Subsection 05.04, of Article 08)

(4) Please indicate the berm within all landscape buffers. (Subsection 05.03. G, of Article 08)

(5) A 20-foot landscape buffer is required along S. Goliad Street [SH-205].

(6) NOTE: It would not be unreasonable ask for a variance (i.e. for S. Goliad Street) and an exception (i.e. for Mims Road) to the landscape buffer requirements, as you are not developing these lots at this time.

M.9 Treescap Plan:

(1) Provide the same site data information required in Section 2.1 Site Plan: Miscellaneous and Density and Dimensional Requirements of this checklist. (See Section 2.1 of this checklist)

(2) The tree mitigation for this case will change as we are under a new tree preservation ordinance, which eliminates the mitigation for Hackberry Trees under 25-inches. In addition, Eastern Red Cedars over eight (8) feet in height are required to be mitigated with one (1), four (4) inch canopy tree. Eastern Red Cedars under eight (8) feet do not require mitigation. Also, mitigation is required for the 30-inche Cottonwood Tree as 60-inches of tree per the UDC, as any tree over 25-inches must be mitigated for double. (Subsection 03.01. G, of Article 09)

M.10 Photometric Plan:

1. Provide the same site data information required in Section 2.1 Site Plan: Miscellaneous and Density and Dimensional Requirements of this checklist. (Section 2.1 of this checklist)

2. The maximum foot-candles at all property lines must not exceed 0.2 FC. (Subsection 03.03. G, of Article 07)

M.11 Building Elevations:

1. Remove the glazing from the material percentages for each building. (Subsection 04.01, of Article 05)

2. Provide the building height for Building F. (Subsection 07.03, of Article 05)

3. Please indicate all roof mounted mechanical equipment and their subsequent screening. (Subsection 01.05. C, of Article 05)

4. Provide a detail of the canopy above the above ground storage tanks. (Subsection 04.01, of Article 05)

5. Indicate the height of any parapet walls. Also, provide a note that the parapets will be finished on the back side with the same material as the front facing façade. (Subsection 04.01, of Article 05)

6. Each of the proposed buildings do not meet the articulation standards for wall length. Each of the proposed buildings do not meet the wall length for primary facades, which is Wall Length = 3 x Wall Height. Buildings D and F also do not meet the wall length for secondary facades, which is Wall Length = 3 x Wall Height. These will each be exceptions to the articulation standards if not corrected, which will require the variance letter to be updated.

I.12 Staff has identified the following exceptions and variances associated with the proposed request: [1] above ground tank screening, [2] outside storage screening, [3] driveway spacing, [4] Mims Road Construction, [5] landscaping in the landscape buffers, [6] S. Goliad Street landscape buffer, [7] Mims Road landscape buffer, [8] primary façade articulation, and [9] secondary façade articulation. Should you decide to request these items as exceptions/variances, please provide a letter that lists the exceptions/variances, why they are being requested, and the subsequent compensatory measures. For each exception and variance requested the UDC requires two (2) compensatory measures (Subsection 09.01, of Article 11); however, for certain variances and exceptions this may not be necessary (i.e. the landscape buffers along Mims Road and SH-205 and the construction of Mims Road). Examples of compensatory measures include the increased use of masonry material or stone, increased articulation, increased architectural

elements, more pedestrian amenity, larger landscape planting sizes, etc.

I.13 Please note that failure to address all comments provided by staff by 3:00 PM on November 1, 2022 will result in the automatic denial of the case on the grounds of an incomplete submittal. No refund will be given for cases that are denied due to an incomplete submittal, and a new application and fee will be required to resubmit the case.

I.14 Staff has identified the aforementioned items necessary to continue the submittal process. Please make these revisions and corrections, and provide any additional information that is requested. Revisions for this case will be due on November 1, 2022; however, it is encouraged for applicants to submit revisions as soon as possible to give staff ample time to review the case prior to the November 15, 2022 Planning & Zoning Meeting.

I.15 Please note the scheduled meetings for this case:

- 1) Planning & Zoning Work Session meeting will be held on October 25, 2022.
- 2) Planning & Zoning meeting/public hearing meeting will be held on November 15, 2022.

I.16 All meetings will be held in person and in the City's Council Chambers. All meetings listed above are scheduled to begin at 6:00 p.m. (P&Z). The City prefers that a representative(s) be present for these meetings. During the upcoming work session meeting with the Planning and Zoning Commission, representative(s) are expected to present their case and answer any questions the Planning Commission may have regarding this request.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
ENGINEERING	Sarah Johnston	10/19/2022	Needs Review

10/19/2022: - Laydown yard must be concrete if there is a building in the area.

- Parking spaces to be 20x9' minimum.
- Wall must be 10' from water line.
- What is being placed on top of the water line? No structures allowed in easements.
- No detention in floodplain.
- No water easements allowed in detention.

The following items are informational for the engineering design process.

General Items:

- Must meet City Standards of Design and Construction
- 4% Engineering Inspection Fees
- Impact Fees (Water, Wastewater & Roadway)
- Minimum easement width is 20' for new easements. No structures including walls allowed in easements.
- Retaining walls 3' and over must be engineered.
- All retaining walls must be rock or stone face. No smooth concrete walls.
- TIA is required to be submitted separately with application to the Engineering Dept.(must pay retainer to City before review).

Drainage Items:

- Flood and Detention Study required (must pay retainer to City before review).
- Waters of the US and Wetlands Determination for all creeks and ponds.
- Erosion setback required along creeks.
- No detention in 100yr flood plain.
- Detention is required. Post-Development C value is by zoning, C=0.9 for all non-floodplain areas.
- Ex. and proposed detention areas need to be shown
- Add note that the property owner will be responsible for maintaining, repair, and replacement of the detention/drainage systems.
- No grate inlets allowed
- Call out floodplain elevation of cross section a minimum of every 300'.
- Detention is not allowed within floodplain area.
- Floodplain and erosion hazard setback must be within a drainage easement with potentially additional width.

Water and Wastewater Items:

- Loop minimum 8-inch Water Line on site

- Public sewer to be 8" minimum.
- Only one "use" off a dead-end line (domestic, irrigation, fire sprinkler, fire hydrant, etc.)
- Min 20' utility easements.
- Mims Lift Station Pro-rata \$401.89/acre.
- Trees must be a minimum of 5' from a public water line.
- Public water and sewer easements not allowed in detention easement

Roadway Paving Items:

- Fire lane to be 24' wide and in a platted easement.
- No dead-end parking.
- Parking to be 20x9' min.
- Must dedicate half of Goliad ROW 120' total ROW width
- Must dedicate half of Mims Road 65' total ROW width and build 29' wide section.
- Must dedicate half of Sids Road 65' total ROW width.
- Traffic Impact Analysis required
- Driveway Variance required for spacing along 205 for TxDOT and City requirements.
- Must pay proportional share of Sids Road for additional building.
- Drive to Mims Road must be a minimum of 1' above floodplain elevation.

Landscaping:

- No trees to be with 10' of any public water, sewer or storm line that is 10" in diameter or larger.
- No trees to be with 5' of any public water, sewer, or storm line that is less than 10".

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
BUILDING	Rusty McDowell	10/18/2022	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
FIRE	Ariana Kistner	10/20/2022	Needs Review

10/20/2022: FDC (fire department connections) shall be within 50 feet, facing, and visible from the fire lane.

FDC must be within 100 feet of a fire hydrant.

The FDC shall be clear and unobstructed with a minimum of a 5-foot clear all-weather path from the fire lane access.

Show the location of all proposed and existing FDCs

Fire hydrants shall be located 6 feet behind the edge of the fire apparatus access roadway/fire lane pavement.

All buildings shall have fire lane coverage within 250 feet of all portions of the exterior building walls when protected with fire sprinklers. Show coverage measurements.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
GIS	Lance Singleton	10/17/2022	Approved

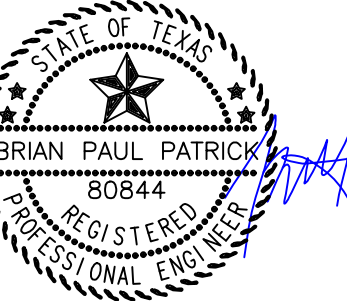
No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
POLICE	Ryan Miller	10/20/2022	N/A

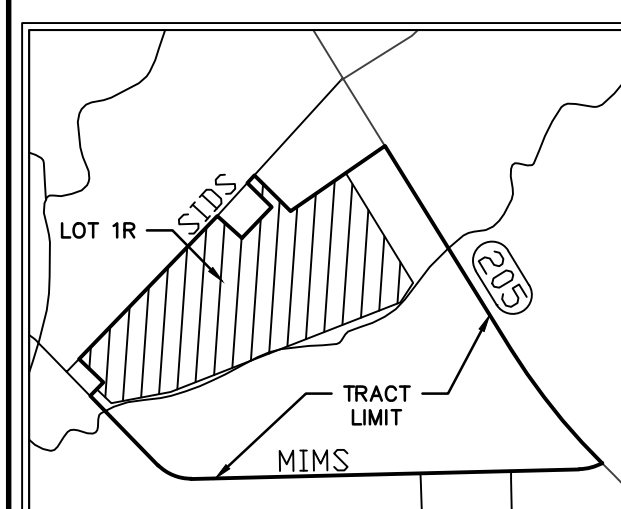
No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PARKS	Travis Sales	10/17/2022	Approved

No Comments



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY BRIAN PAUL PATRICK, P.E. 80844 ON 10/14/2022. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



VICINITY MAP

REVISION NO.	DESCRIPTION	DATE

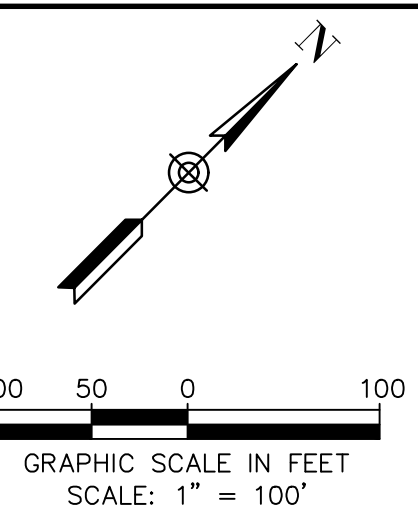
PROJECT NUMBER
3036.21
DATE
10/14/2022
ISSUE

CITY SITE PLAN
SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

SHEET NO.

LEGEND

EM	EX. ELECTRIC METER
ICV	EX. IRRIGATION CONTROL VALVE
B	EX. BOLLARD
WM	EX. WATER METER
SSMH	EX. SANITARY SEWER MANHOLE
TRFD	EX. TELEPHONE PEDESTAL



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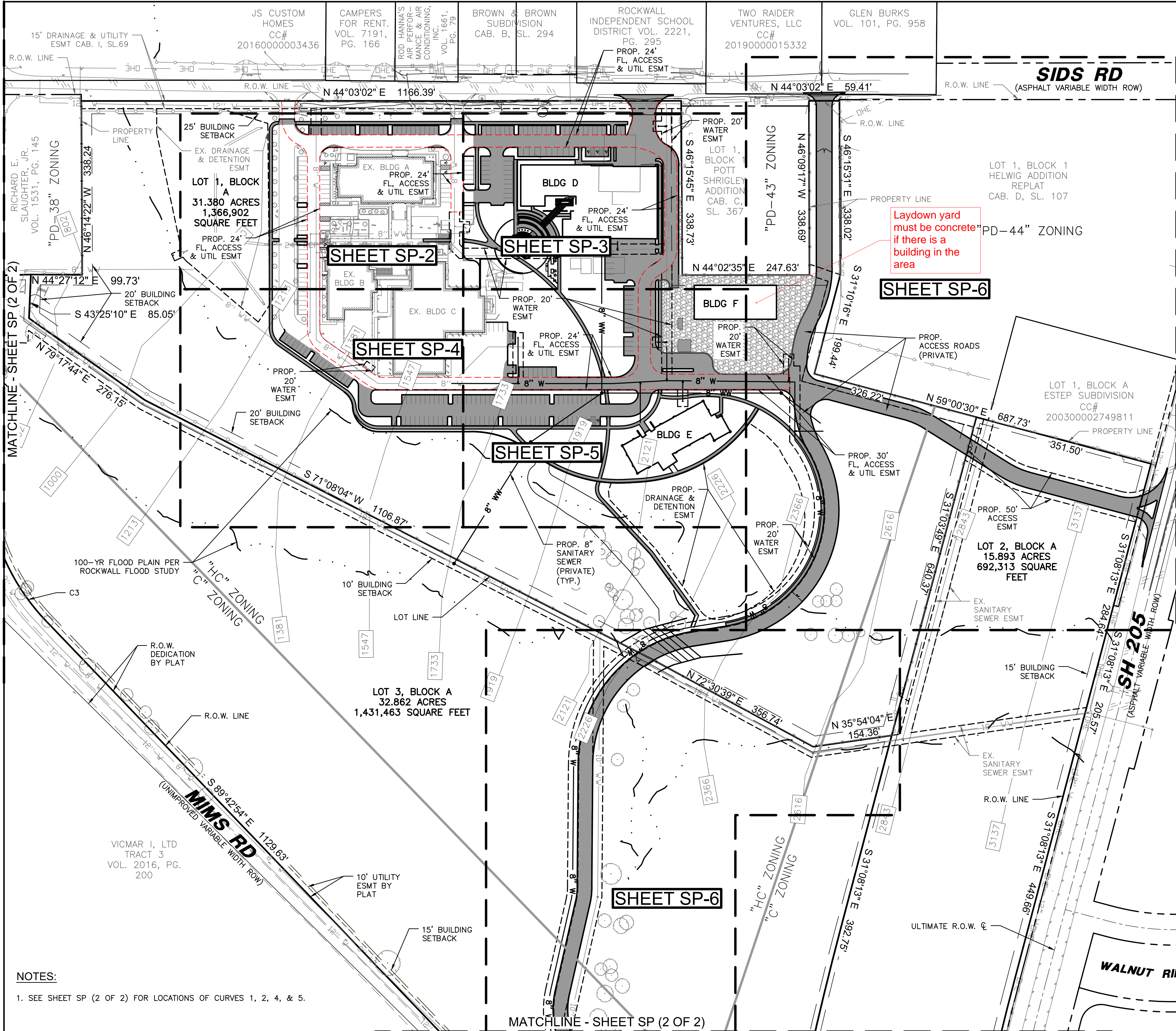
EXISTING WAREHOUSE 23,520 SQ FT (1:1000) = 24 SPACES
EXISTING OFFICE 31,530 SQ FT (1:300) = 106 SPACES
REMOVED OFFICE 7,700 SQ FT (1:300) = 26 SPACES
EXISTING REQUIRED PARKING = 104 SPACES
REQUIRED PARKING:
PROPOSED WAREHOUSE D 12,750 SQ FT (1:1000) = 13 SPACES
PROPOSED OFFICE 19,600 SQ FT (1:300) = 66 SPACES
PROPOSED OFFICE E 23,000 SQ FT (1:300) = 77 SPACES
PROPOSED WAREHOUSE F 10,560 SQ FT (1:1000) = 11 SPACES
TOTAL REQUIRED PARKING = 271 SPACES
TOTAL PROVIDED PARKING = 271 SPACES

PAVEMENT INFORMATION:

ALL PAVEMENTS BELOW HAVE #3 BARS 24" O.C.E.W.

PAVEMENT TYPE	THICKNESS (INCHES)	28-DAY (PSI)	MIN. CEMENT (SACKS/CY)	HAND
FIRE LANE	6"	3,600	6.0	6.5
DRIVEWAYS	6"	3,600	6.0	6.5
BARRIER FREE RAMPS	6"	3,600	6.0	6.5
DUMPSTER PADS	7"	3,600	6.0	6.5
SIDEWALKS	4"	3,000	N/A	5.5
PARKING LOT/ DRIVE AISLES	5"	3,000	5.0	5.5

REC CAMPUS EXPANSION
REC CAMPUS ADDITION
LOTS 1-4, BLOCK A
WILLIAM H. BARNES SURVEY, ABSTRACT NO. 26,
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



NOTES:

1. SEE SHEET SP (2 OF 2) FOR LOCATIONS OF CURVES 1, 2, 4, & 5.

BOUNDARY CURVE DATA

CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	111°11'01"	5,779.71'	1,128.15'	S 36°43'43" E	1,126.36'
C2	46°17'44"	450.00'	363.60'	N 66°34'02" W	353.79'
C3	36°44'03"	482.50'	309.35'	S 61°47'11" E	304.08'
C4	129°16'42"	40.00'	90.25'	S 23°55'53" W	72.29'
C5	7°41'42"	6,142.03'	824.89'	N 34°59'04" W	824.27'

APPROVED:

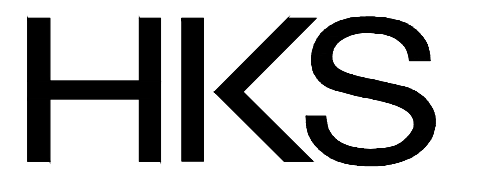
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the ____ day of _____, 202__.

WITNESS OUR HANDS, this ____ day of _____, 202__.

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

SIDS RD
(ASPHALT VARIABLE WIDTH ROW)



ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

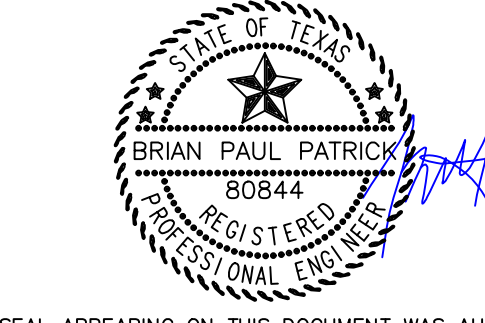
LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

STRUCTURAL ENGINEER
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

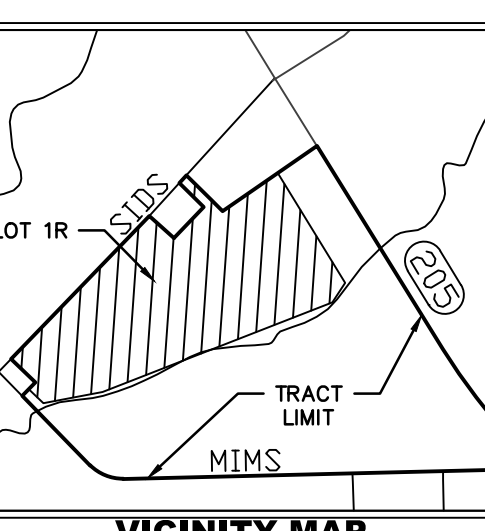
MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER/ APPLICANT
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087
469-402-2100

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



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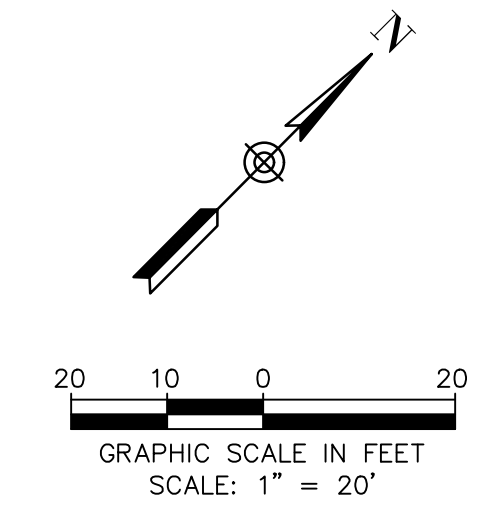


VICINITY MAP

REVISION NO.	DESCRIPTION	DATE

PROJECT NUMBER
3036.21
DATE
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ISSUE
CITY SITE PLAN
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SHEET TITLE
SITE PLAN
CASE# SP2022-041

SHEET NO.
SP-2

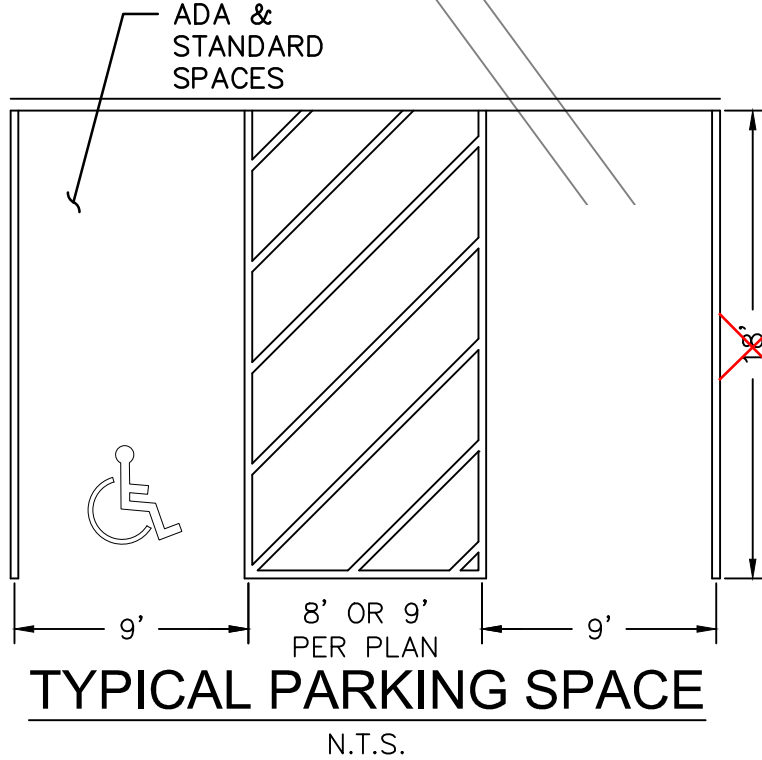
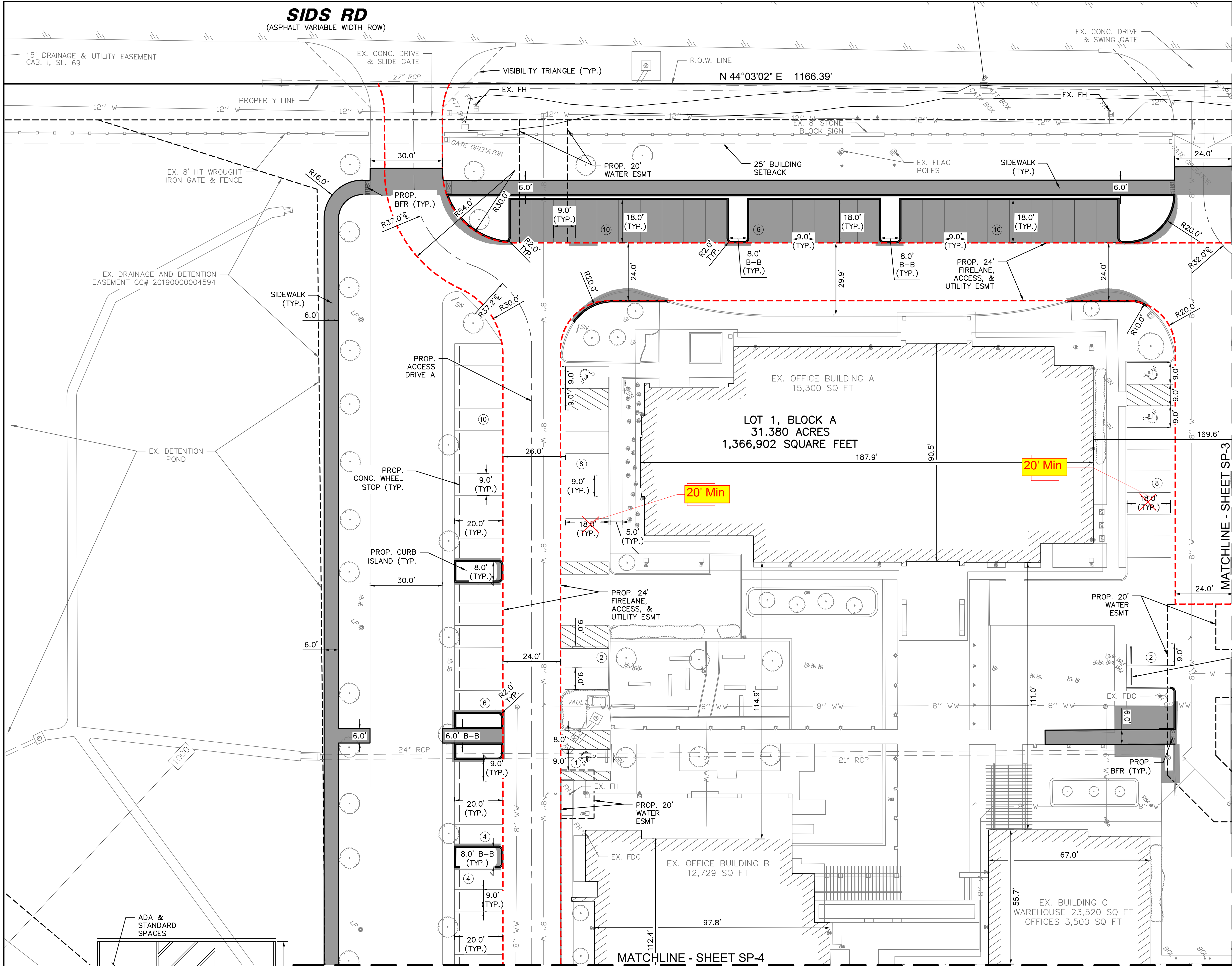


LEGEND

- EM EX. ELECTRIC METER
- ICV EX. IRRIGATION CONTROL VALVE
- B EX. BOLLARD
- WM EX. WATER METER
- SSMH EX. SANITARY SEWER MANHOLE
- TPED EX. TELEPHONE PEDESTAL
- WV EX. WATER VALVE
- EB EX. ELECTRIC BOX
- FH EX. FIRE HYDRANT
- CMP EX. CORRUGATED METAL PIPE
- X" W EX. WATER MAIN PIPE
- X" WW EX. WASTE WATER MAIN PIPE
- XX" CMP EXISTING CORRUGATED METAL PIPE & SIZE
- EXISTING WROUGHT IRON FENCE
- EXISTING CHAIN LINK FENCE
- OPP EXISTING POWER POLE
- OHE EXISTING OVERHEAD ELECTRIC
- EXISTING GUY WIRE
- EXISTING FLOOD LIGHT
- EDGE OF ASPHALT
- PROPOSED WROUGHT IRON FENCE
- 100-YR FLOOD PLAIN-ROCKWALL
- BFR - CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOMED PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS.
- ACCESSIBLE AISLE STRIPING
- CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY
- PROPOSED CONCRETE PAVEMENT

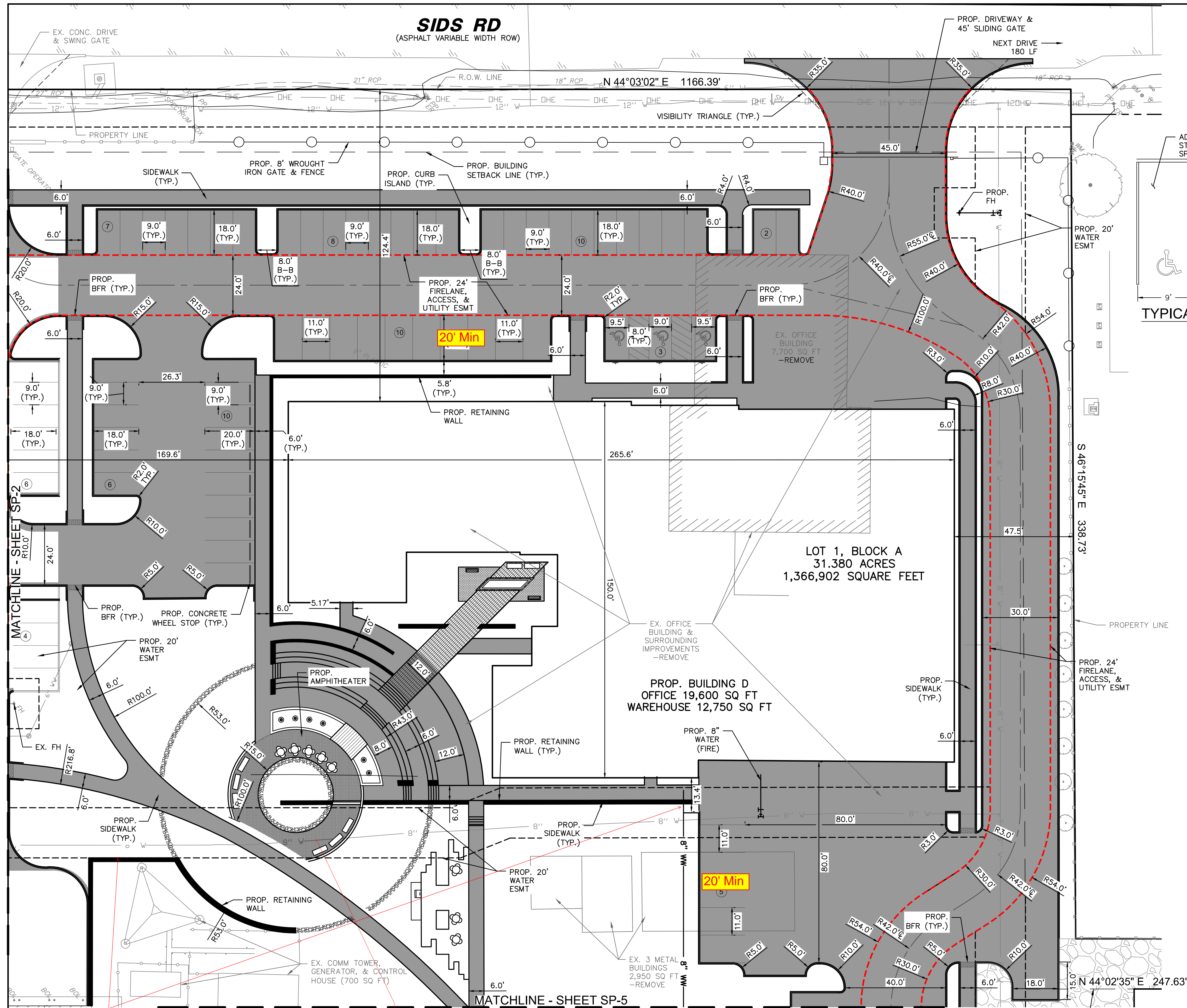
NOTES:

1. ALL SIDEWALKS ARE 6' UNLESS OTHERWISE INDICATED.
2. ALL RADII ARE 2' UNLESS OTHERWISE INDICATED.
3. ALL DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT.
4. SEE SHEET SP (1 OF 2) FOR SITE INFORMATION AND PARKING INFORMATION.



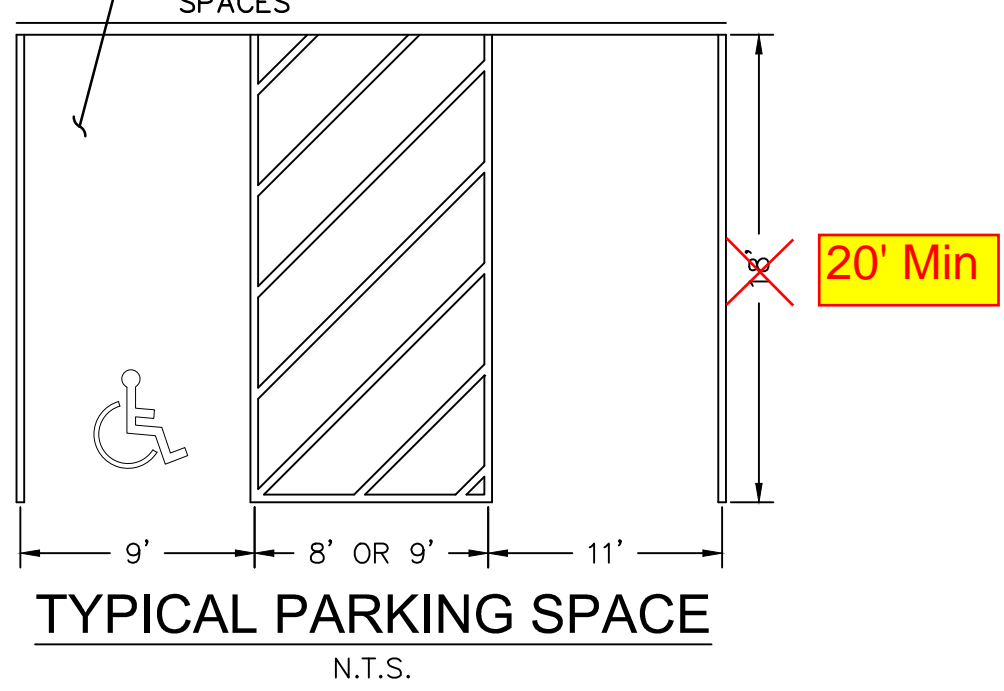
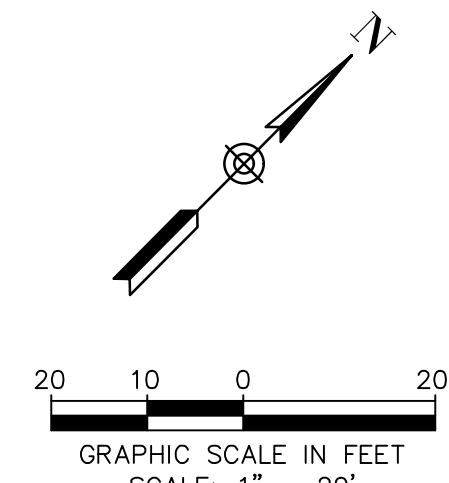
MATCHLINE - SHEET SP-4

MATCHLINE - SHEET SP-3



Wall must be 10' from water line

What is being placed on top of the water line? No structures allowed in easements



LEGEND

- EM EX. ELECTRIC METER
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- ACCESSIBLE AISLE STRIPING
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- PROPOSED CONCRETE PAVEMENT
- PROPOSED GRAVEL SURFACING

NOTES:

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HKS

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350 N SAINT PAUL ST
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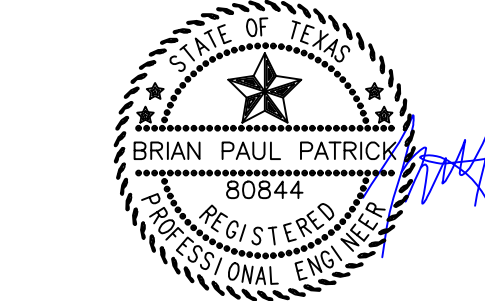
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350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

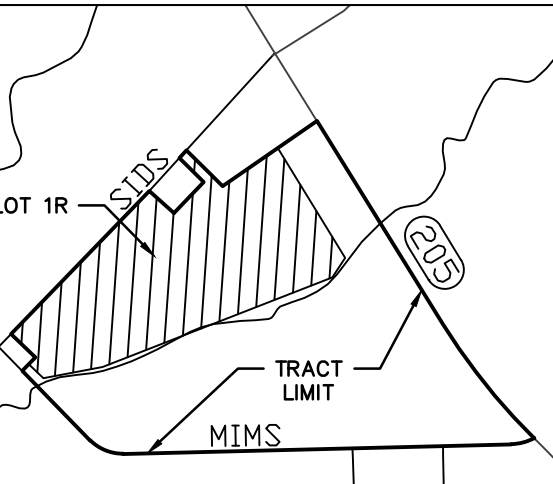
MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER/APPLICANT
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087
469-402-2100

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



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VICINITY MAP

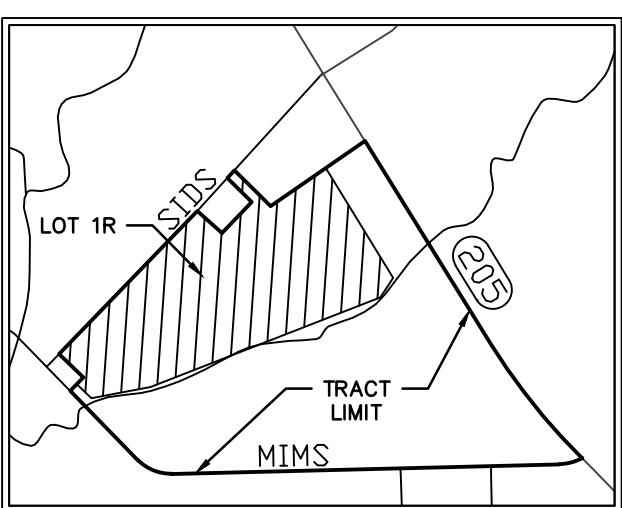
REVISION NO.	DESCRIPTION	DATE

PROJECT NUMBER
3036.21
DATE
10/14/2022
ISSUE
CITY SITE PLAN
SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

SP-3



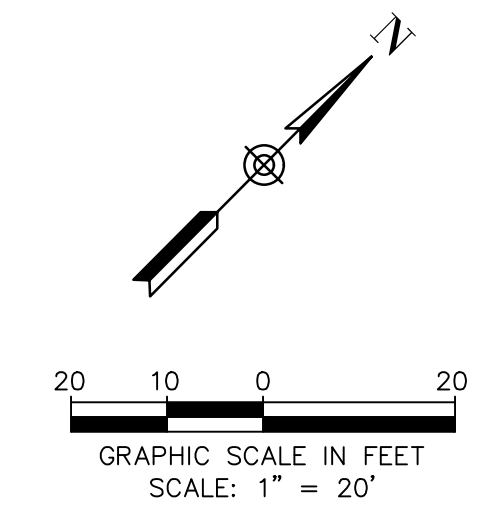
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VICINITY MAP

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CITY SITE PLAN SUBMITTAL
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SITE PLAN
CASE# SP2022-041

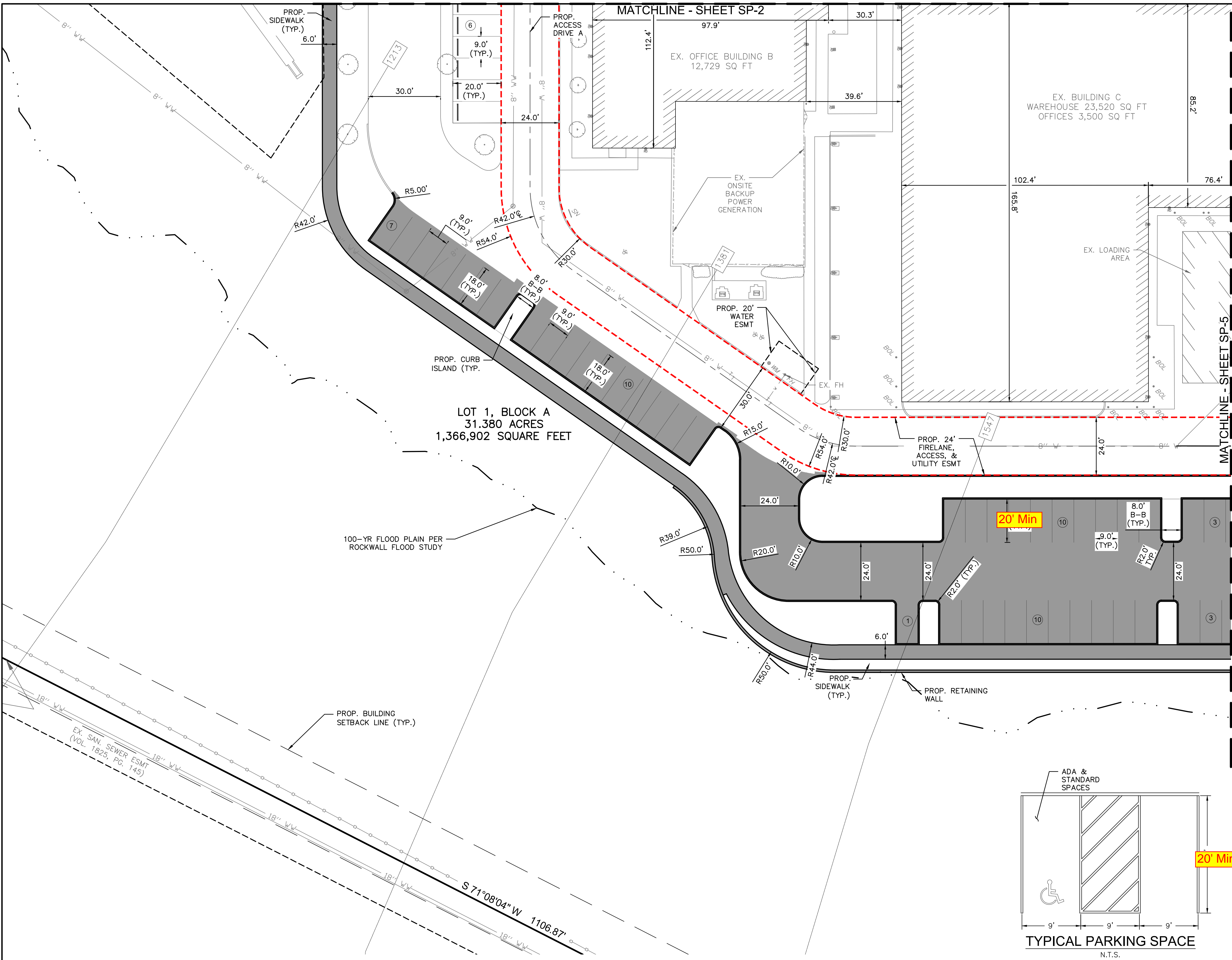
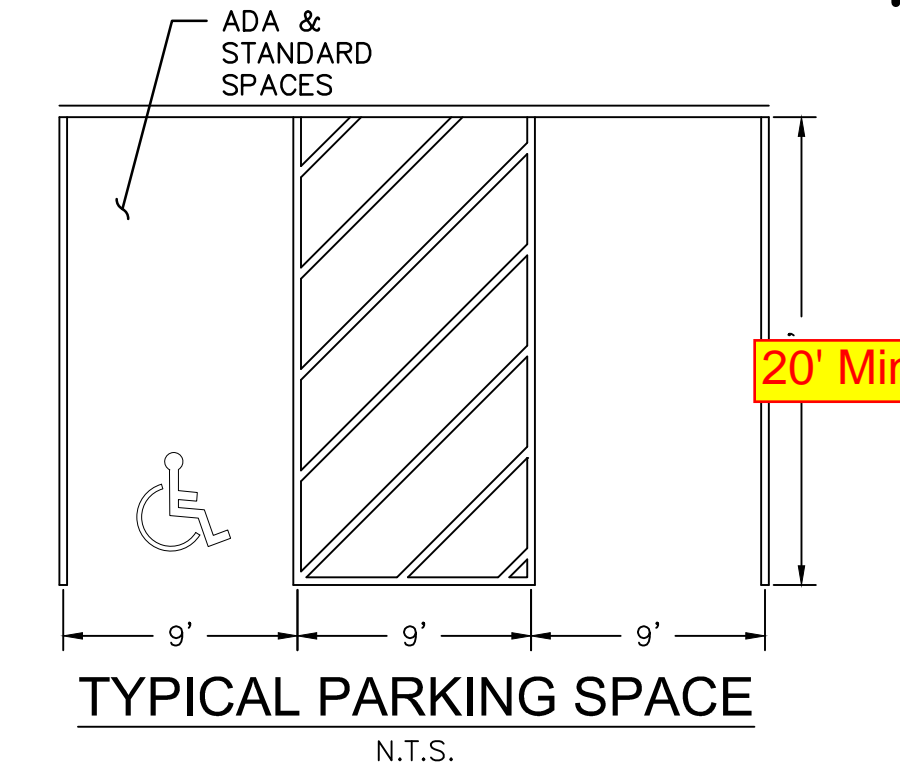


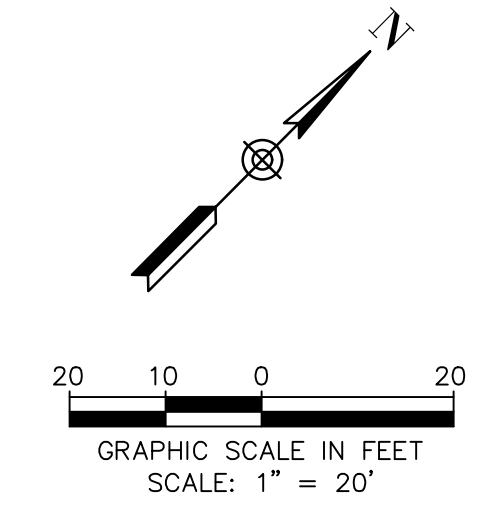
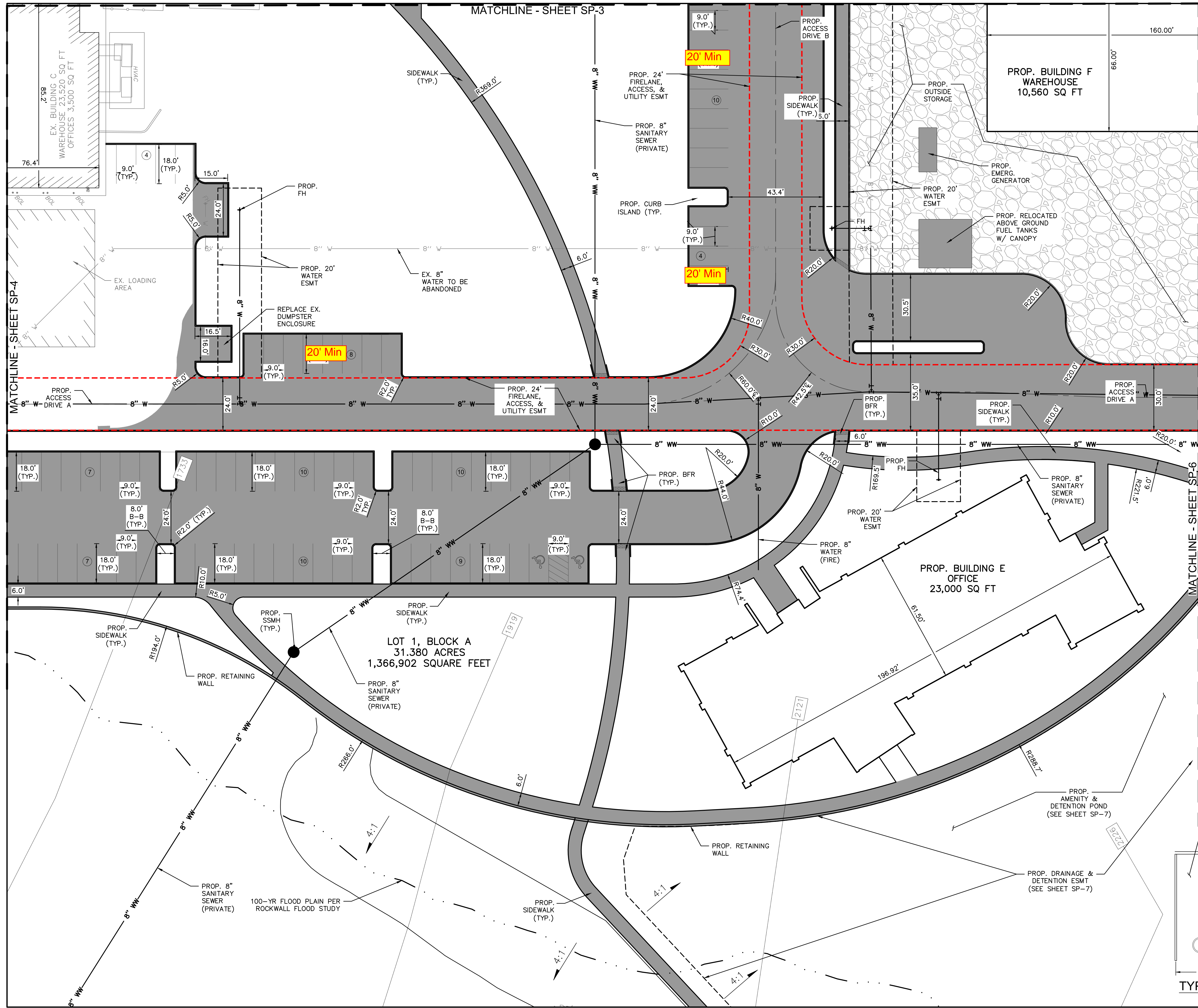
LEGEND

EM	EX. ELECTRIC METER
ICV	EX. IRRIGATION CONTROL VALVE
B	EX. BOLLARD
WM	EX. WATER METER
SSMH	EX. SANITARY SEWER MANHOLE
TPED	EX. TELEPHONE PEDESTAL
WV	EX. WATER VALVE
EB	EX. ELECTRIC BOX
FH	EX. FIRE HYDRANT
CMP	EX. CORRUGATED METAL PIPE
X" W	EX. WATER MAIN PIPE
X" WW	EX. WASTE WATER MAIN PIPE
XX" CMP	EXISTING CORRUGATED METAL PIPE & SIZE
[Symbol]	EXISTING WROUGHT IRON FENCE
[Symbol]	EXISTING CHAIN LINK FENCE
[Symbol]	EXISTING FLOOD POLE
[Symbol]	EXISTING OVERHEAD ELECTRIC
[Symbol]	EXISTING GUY WIRE
[Symbol]	EXISTING FLOOD LIGHT
[Symbol]	EDGE OF ASPHALT
[Symbol]	PROPOSED WROUGHT IRON FENCE
[Symbol]	100-YR FLOOD PLAIN-ROCKWALL
[Symbol]	BFR - CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOMED PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS.
[Symbol]	ACCESSIBLE AISLE STRIPING
[Symbol]	CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY
[Symbol]	PROPOSED CONCRETE PAVEMENT

NOTES:

- ALL SIDEWALKS ARE 6' UNLESS OTHERWISE INDICATED.
- ALL RADII ARE 2' UNLESS OTHERWISE INDICATED.
- ALL DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT.
- SEE SHEET SP (1 OF 2) FOR SITE INFORMATION AND PARKING INFORMATION.



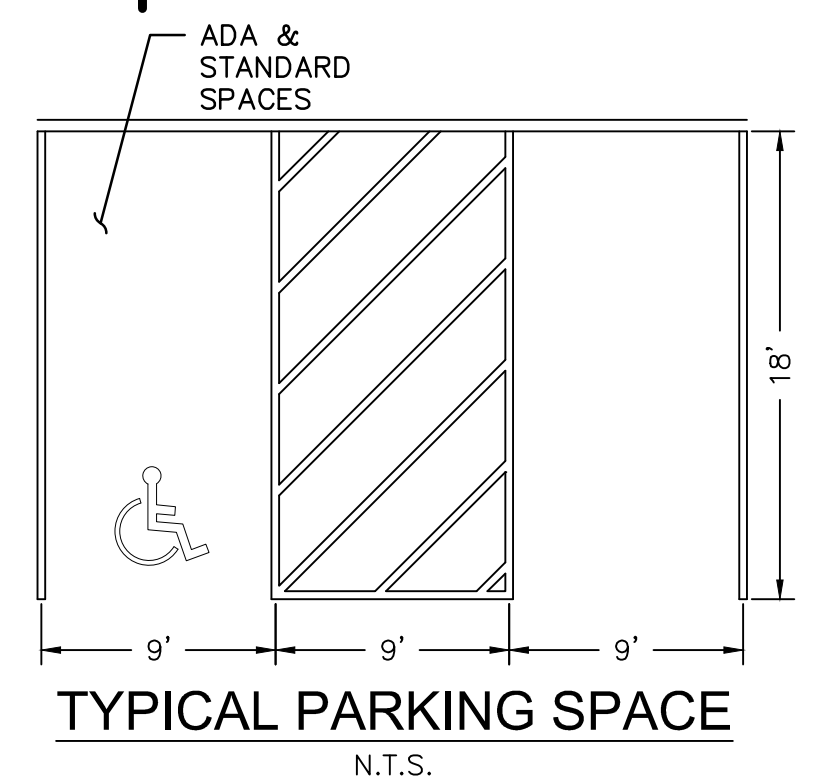


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- ☼ EX. FLOOD LIGHT
- /—/— EDGE OF ASPHALT
- PROP. WROUGHT IRON FENCE
- — — 100-YR FLOOD PLAIN-ROCKWALL
- BFR — CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOMED PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS.
- ▨ ACCESSIBLE AISLE STRIPING
- 1000 CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY
- PROPOSED CONCRETE PAVEMENT
- ▨ PROPOSED GRAVEL SURFACING

NOTES:

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 ARCHITECT
 HKS, INC.
 350 N SAINT PAUL ST
 SUITE 100
 DALLAS, TX 75201

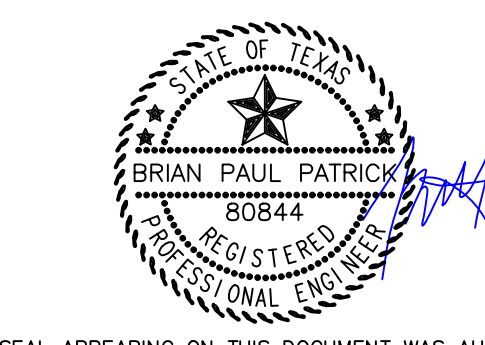
LANDSCAPE ARCHITECT
 KIMLEY-HORN AND ASSOCIATE, INC.
 260 EAST DAVIS STREET, SUITE 100
 MCKINNEY, TX 75069

STRUCTURAL ENGINEER
 HKS, INC.
 350 N SAINT PAUL ST, SUITE 100
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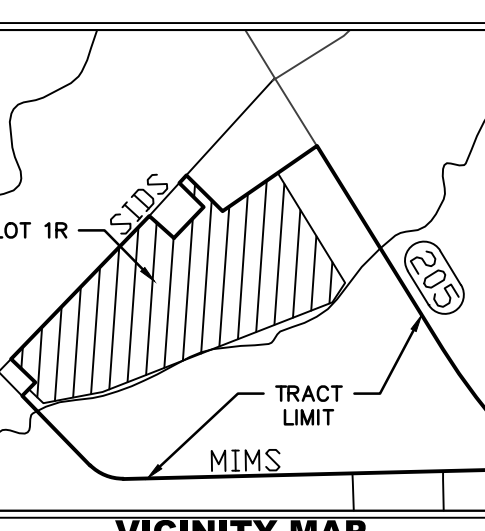
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CIVIL ENGINEER
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 618 MAIN STREET
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 TPBE No. F-1515



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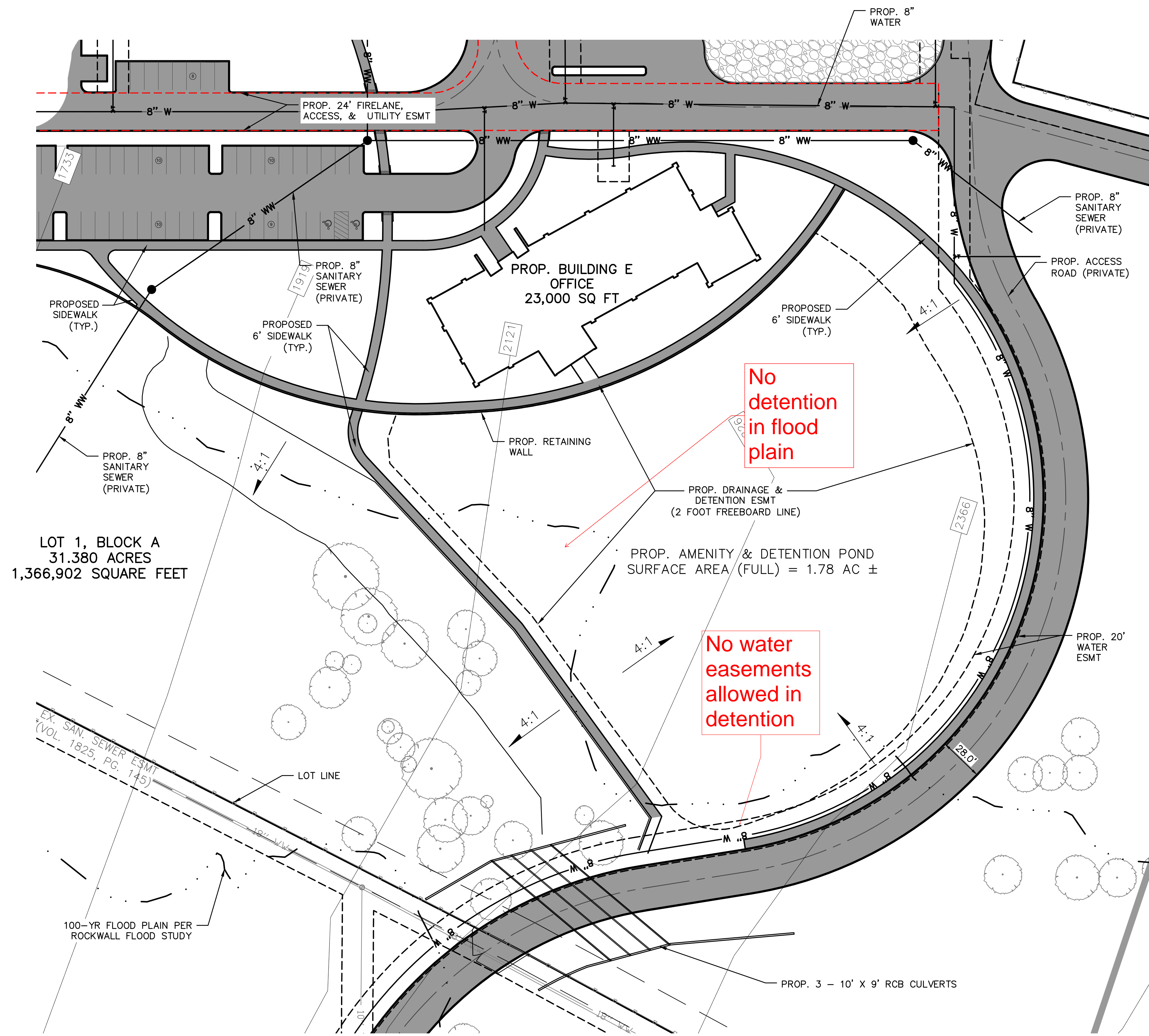
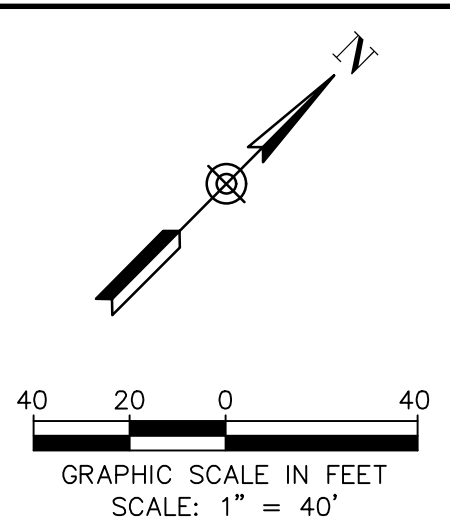


REVISION

NO.	DESCRIPTION	DATE

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CITY SITE PLAN
SUBMITTAL
 SHEET TITLE
SITE PLAN
 CASE# SP2022-041

SHEET NO.
SP-5



LOT 1, BLOCK A
31.380 ACRES
1,366,902 SQUARE FEET

PROP. BUILDING E
OFFICE
23,000 SQ FT

No detention
in flood
plain

PROP. AMENITY & DETENTION POND
SURFACE AREA (FULL) = 1.78 AC ±

No water
easements
allowed in
detention

LEGEND

EM	EX. ELECTRIC METER
ICV	EX. IRRIGATION CONTROL VALVE
B	EX. BOLLARD
WM	EX. WATER METER
SSMH	EX. SANITARY SEWER MANHOLE
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- SEE SHEET SP (1 OF 2) FOR SITE INFORMATION AND PARKING INFORMATION.

HKS

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HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
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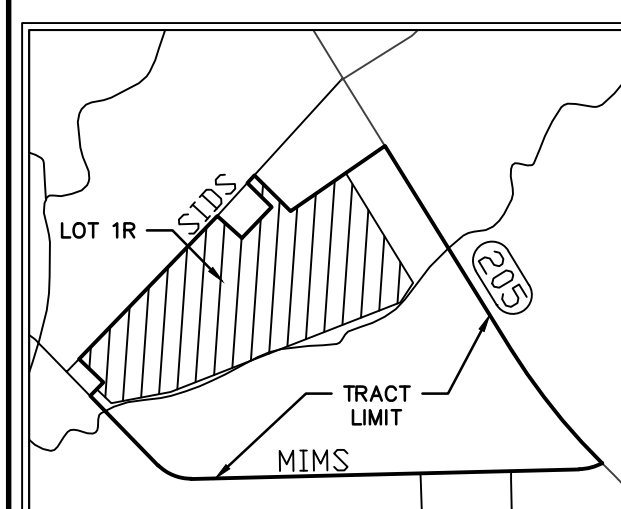
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950 SIDS ROAD
ROCKWALL, TX 75087
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618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



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VICINITY MAP

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CITY SITE PLAN
SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

SHEET NO.
SP-7



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
- PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
- FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
- REPLAT (\$300.00 + \$20.00 ACRE) ¹
- AMENDING OR MINOR PLAT (\$150.00)
- PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
- AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
- SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
- PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- TREE REMOVAL (\$75.00)
- VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.

²: A **\$1,000.00** FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS **950 Sids Road, Rockwall, Texas**

SUBDIVISION **Rayburn Country Addition**

LOT _____

BLOCK _____

GENERAL LOCATION _____

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING **AG, C and HC**

CURRENT USE **Rayburn Electric's Headquarters**

PROPOSED ZONING **AG, C and HC**

PROPOSED USE **Rayburn Electric's Headquarters**

ACREAGE **99.849**

LOTS [CURRENT] _____

Four (4)

LOTS [PROPOSED] _____

Four (4)



SITE PLANS AND PLATS: BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

OWNER **Rayburn Country Electric Coop.**

APPLICANT **R-Delta Engineers, Inc.**

CONTACT PERSON **Stephen Geiger**

CONTACT PERSON **Frank A. Polma, P.E.**

ADDRESS **950 Sids Road**

ADDRESS **618 Main Street**

CITY, STATE & ZIP **Rockwall, Texas, 75087**

CITY, STATE & ZIP **Garland, Texas, 75040**

PHONE **(469) 402-2112**

PHONE **(972) 494-5031**

E-MAIL **sgeiger@rayburnelectric.com**

E-MAIL **fapolma@rdelta.com**

NOTARY VERIFICATION [REQUIRED]

Stephen Geiger

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED _____ [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

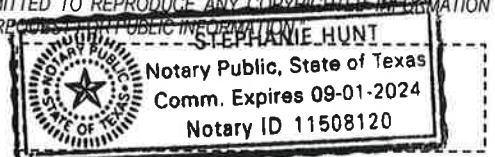
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 2,246.98 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 14th DAY OF October, 2022. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 12 DAY OF October, 2022

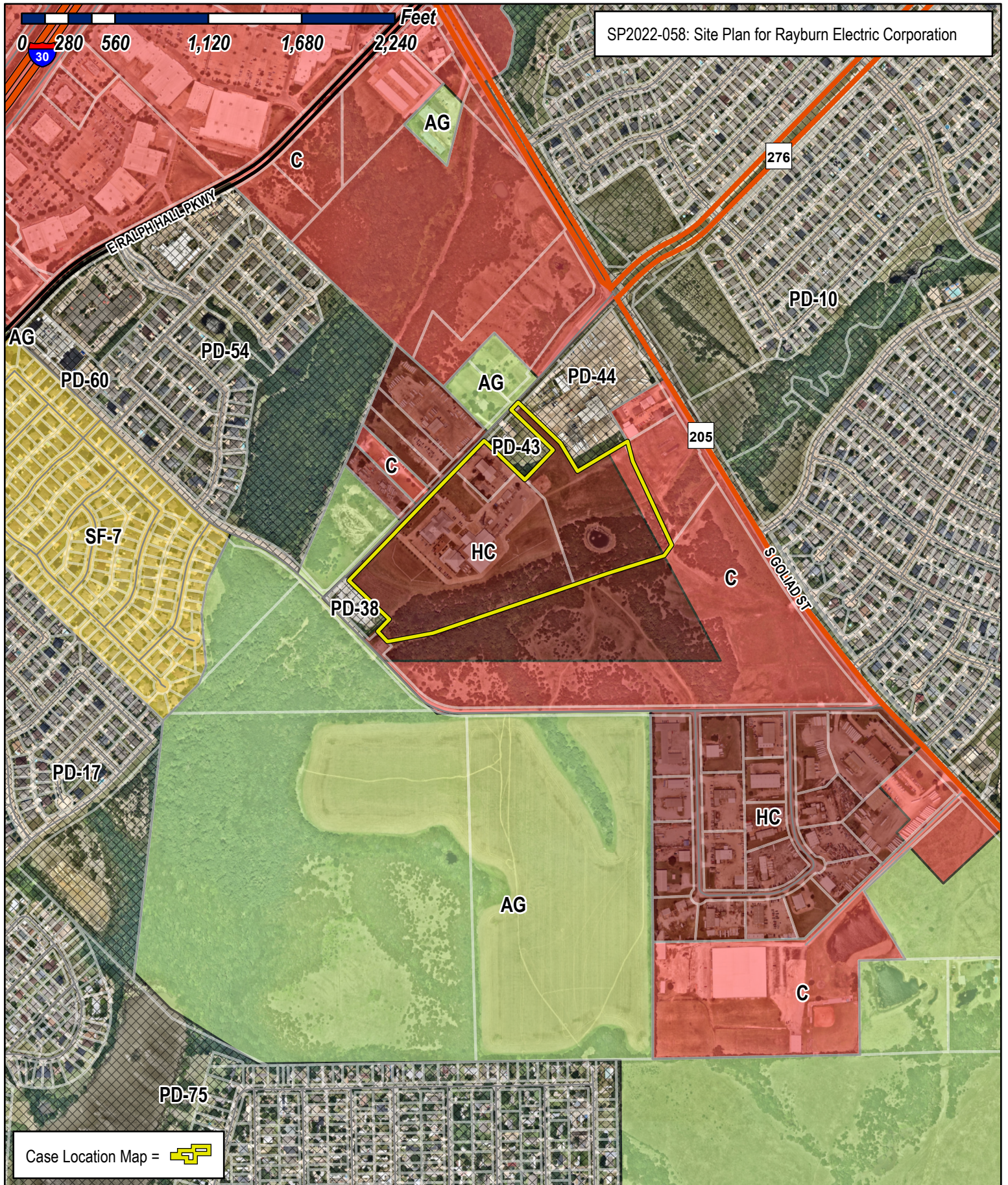
OWNER'S SIGNATURE

Stephen Geiger


NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS



MY COMMISSION EXPIRES



SP2022-058: Site Plan for Rayburn Electric Corporation

Case Location Map = 



City of Rockwall

Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.





October 14, 2022

City of Rockwall, Texas
385 S. Goliad Street
Rockwall, Texas 75087

**ATTENTION: Mr. Henry Lee, AICP
Planner**

**SUBJECT: REC Campus Expansion – Case #SP2022-041
Variance Requests**

Dear Mr. Lee,

Pursuant to submittal of the project Site Plan and supporting documents and on behalf of Rayburn Country Electric Cooperative (REC); we request consideration of the following requests for variances to the City's development requirements and Unified Development Code (UDC):

- Above Ground Fuel Tank Screening: Subsection 01.05 of the UDC requires screening utilizing walls matching the main structure. The proposed fuel storage tank is internal to the site and not visible from any public right-of-way. We request that this requirement be waived since walls would serve purpose screening the fuel storage tank from public view.
- Mims Road Reconstruction: City Engineering comments on the Preliminary Plat indicate that the Owner must reconstruct Mims Road as a 29-foot wide paving section. REC requests that this requirement be deferred until such time as development of Lot 3. Block A occurs. At this time REC proposes only to connect one access drive to Mims Road. The access drive will be private, gated, and used for property maintenance access purposes.
- Driveway Spacing Variance: A variance to the minimum spacing requirement is requested for the proposed Access Drive connection to State Highway 205. Preliminary discussions with the Texas Department of Transportation indicate they would permit the reduced driveway spacing if the driveway connection is constructed in the "right in" "right out" configuration shown on the Site Plan. The proposed access drive connection to State Highway 205 will be gated and is intended mainly for egress of the REC Mobile Substation.

- Outdoor Storage Area Screening Variance: A partial variance for screening of the proposed gravel laydown yard from SH 205 is requested due to its distance from the roadway. We request that only canopy trees along a portion of the proposed access drive be required to screen the outdoor storage area as shown in the Landscape Plans in lieu of a masonry wall or the full landscape screening.

We greatly appreciate your consideration of these variance requests.

Best Regards,



R-DELTA ENGINEERS, INC.
TBPE Firm No. F-001515

Frank A. Polma, P.E.
President

Cc: Mr. Stephen Geiger, P.E. – Rayburn Electric Cooperative

ARCHITECT

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DALLAS, TX 75201

LANDSCAPE ARCHITECT

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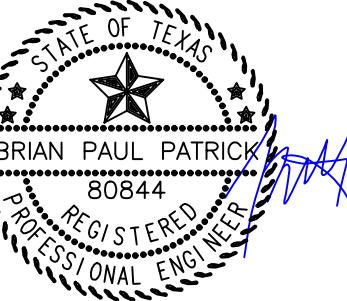
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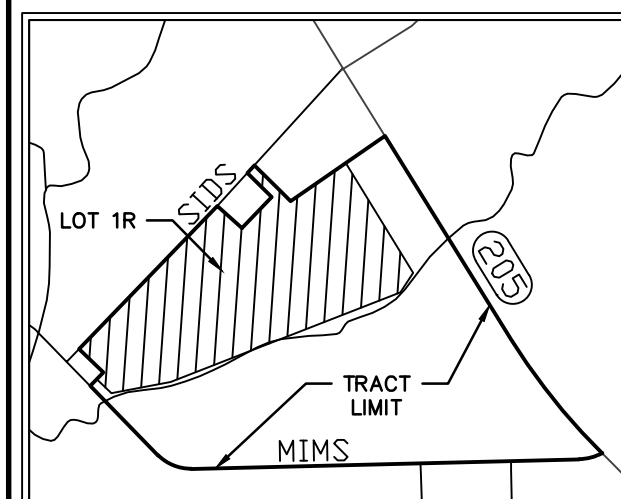
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VICINITY MAP

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CITY SITE PLAN

SUBMITTAL

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SITE PLAN

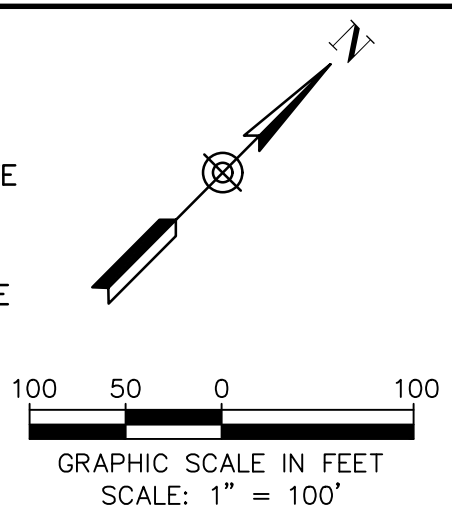
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SHEET NO.

SP (1 OF 2)

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- PROPOSED GRAVEL SURFACING



EXISTING SITE PARKING DATA

PUBLIC SPACES	ACCESSIBLE SPACES	TOTAL
125	5	130

PROPOSED SITE PARKING DATA

PUBLIC SPACES	ACCESSIBLE SPACES	TOTAL
262	9	271

SITE INFORMATION:

EXISTING ZONING: HEAVY COMMERCIAL (HC), COMMERCIAL (C), & AGRICULTURAL (AG)

PROPOSED ZONING: NO CHANGE

PROPOSED USE: EXPANSION OF EXISTING SITE TO INCLUDE 2 NEW OFFICE BUILDINGS, TRUCK WAREHOUSE, AND LAYDOWN STORAGE WAREHOUSE

TOTAL AREA LOT 1: 1,366,902 SQ FT 31.38 AC
TOTAL AREA LOTS 1-4: 4,146,392 SQ FT 95.19 AC

LOT 1 "HC" ZONING

MAXIMUM BUILDING HEIGHT: 60 FT
MAXIMUM LOT COVERAGE: 60%
MAXIMUM FLOOR AREA RATIO: 4:1
MAXIMUM IMPERVIOUS PARKING: 90-95%

PROPOSED MAX. BUILDING D HEIGHT: 40'
PROPOSED MAX. BUILDING E HEIGHT: 46'-4"
PROPOSED MAX. BUILDING F HEIGHT: 26'-8"
PROPOSED LOT COVERAGE: 106,281/1,366,902 = 7.8%
PROPOSED FLOOR AREA RATIO: 113,260/1,366,902 = 0.08:1
PROPOSED IMPERVIOUS PARKING: 67,476/1,366,902 = 4.9%

EXISTING PARKING:
EXISTING WAREHOUSE 23,520 SQ FT (1:1000) = 24 SPACES
EXISTING OFFICE 31,530 SQ FT (1:300) = 106 SPACES
REMOVED OFFICE 7,700 SQ FT (1:300) = -26 SPACES

EXISTING REQUIRED PARKING = 104 SPACES

REQUIRED PARKING:
PROPOSED WAREHOUSE D 12,750 SQ FT (1:1000) = 13 SPACES
PROPOSED OFFICE D 19,600 SQ FT (1:300) = 66 SPACES
PROPOSED OFFICE E 23,000 SQ FT (1:300) = 77 SPACES
PROPOSED WAREHOUSE F 10,560 SQ FT (1:1000) = 11 SPACES

TOTAL REQUIRED PARKING = 271 SPACES
TOTAL PROVIDED PARKING = 271 SPACES

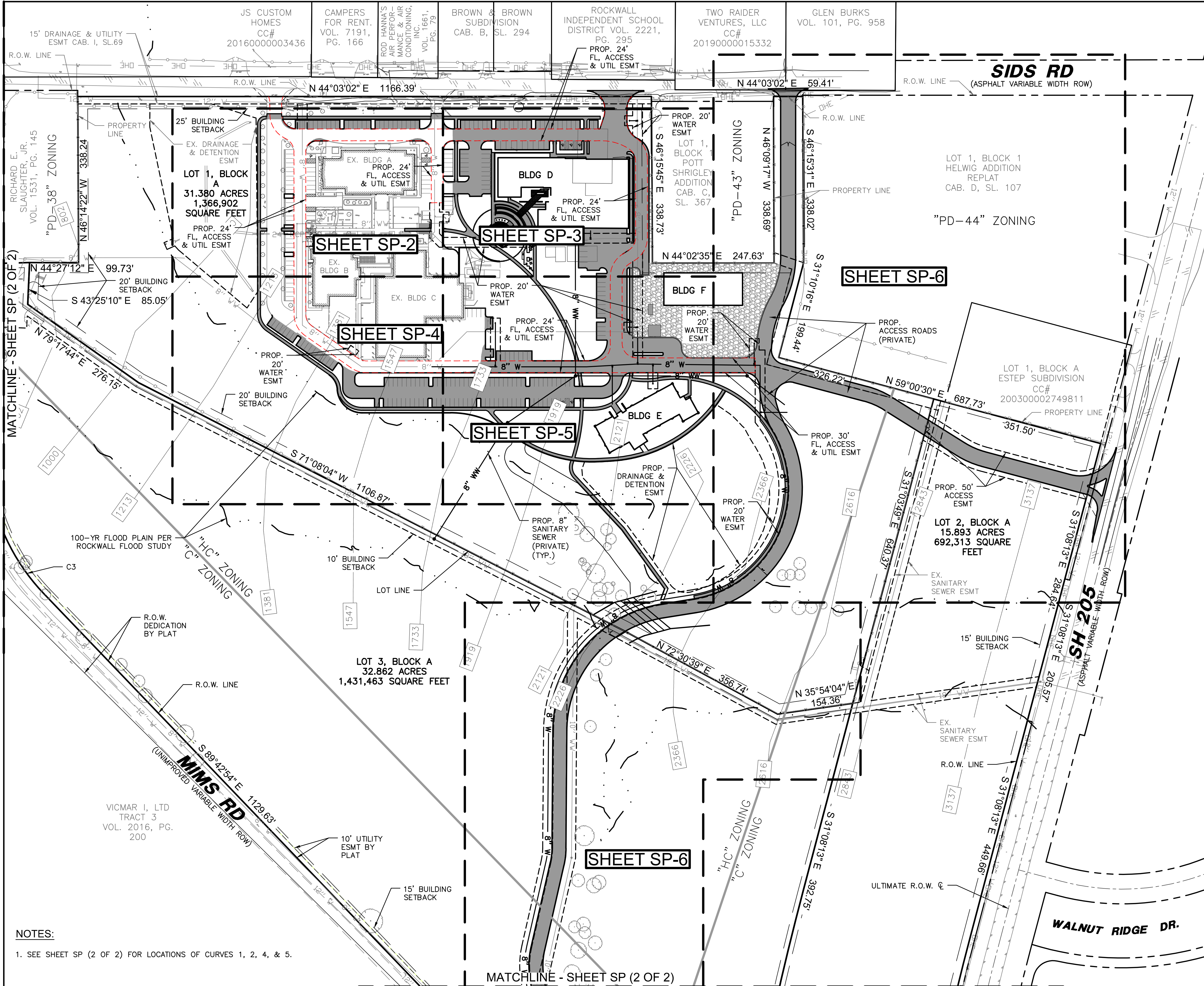
PAVEMENT INFORMATION:

ALL PAVEMENTS BELOW HAVE #3 BARS 24" O.C.E.W.

PAVEMENT TYPE	THICKNESS (INCHES)	28-DAY (PSI)	MIN. CEMENT (SACKS/CY)	MACHINE HAND
FIRE LANE	6"	3,600	6.0	6.5
DRIVEWAYS	6"	3,600	6.0	6.5
BARRIER FREE RAMPS	6"	3,600	6.0	6.5
DUMPSTER PADS	7"	3,600	6.0	6.5
SIDEWALKS	4"	3,000	N/A	5.5
PARKING LOT/ DRIVE AISLES	5"	3,000	5.0	5.5

REC CAMPUS EXPANSION
REC CAMPUS ADDITION

LOTS 1-4, BLOCK A
WILLIAM H. BARNES SURVEY, ABSTRACT NO. 26,
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



NOTES:
1. SEE SHEET SP (2 OF 2) FOR LOCATIONS OF CURVES 1, 2, 4, & 5.

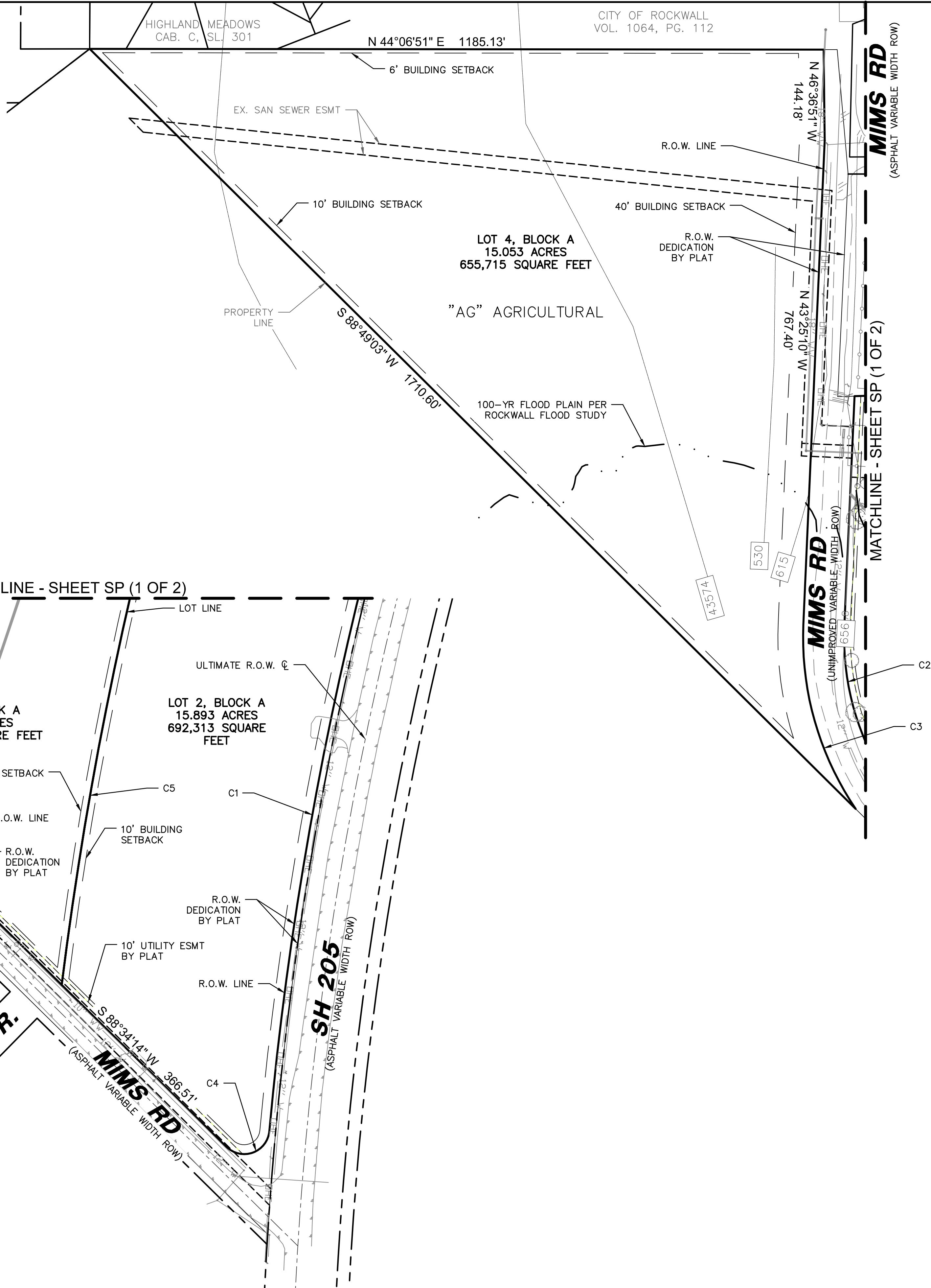
BOUNDARY CURVE DATA

CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	111°11'01"	5,779.71'	1,128.15'	S 36°43'43" E	1,126.36'
C2	46°17'44"	450.00'	363.60'	N 66°34'02" W	353.79'
C3	36°44'03"	482.50'	309.35'	S 61°47'11" E	304.08'
C4	129°16'42"	40.00'	90.25'	S 23°55'53" W	72.29'
C5	7°41'42"	6,142.03'	824.89'	N 34°59'04" W	824.27'

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the ___ day of _____, 202__.

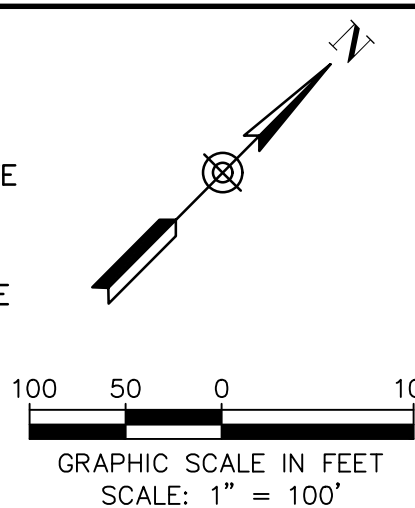
WITNESS OUR HANDS, this ___ day of _____, 202__.

Planning & Zoning Commission, Chairman _____ Director of Planning and Zoning _____



LEGEND

EM	EX. ELECTRIC METER
ICV	EX. IRRIGATION CONTROL VALVE
B	EX. BOLLARD
WM	EX. WATER METER
SSMH	EX. SANITARY SEWER MANHOLE
TPED	EX. TELEPHONE PEDESTAL
WV	EX. WATER VALVE
EB	EX. ELECTRIC BOX
FH	EX. FIRE HYDRANT
CMP	EX. CORRUGATED METAL PIPE
X" W	EX. WATER MAIN PIPE
X" WW	EX. WASTE WATER MAIN PIPE
XX" CMP	EXISTING CORRUGATED METAL PIPE & SIZE
□	EXISTING WROUGHT IRON FENCE
○	EXISTING CHAIN LINK FENCE
○-○	EXISTING POWER POLE
○-HE	EXISTING OVERHEAD ELECTRIC
←	EXISTING GUY WIRE
☐	EXISTING FLOOD LIGHT
—	EDGE OF ASPHALT
○-○	PROPOSED WROUGHT IRON FENCE
---	100-YR FLOOD PLAIN-ROCKWALL
---	BFR - CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOMED PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS.
▨	ACCESSIBLE AISLE STRIPING
1000	CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY
■	PROPOSED CONCRETE PAVEMENT



HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

STRUCTURAL ENGINEER
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

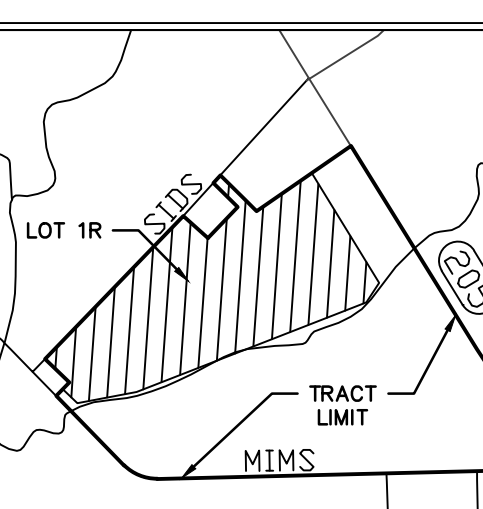
MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER/APPLICANT
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087
469-402-2100

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



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VICINITY MAP

REVISION NO.	DESCRIPTION	DATE

PROJECT NUMBER
3036.21
DATE
10/14/2022
ISSUE
CITY SITE PLAN
SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

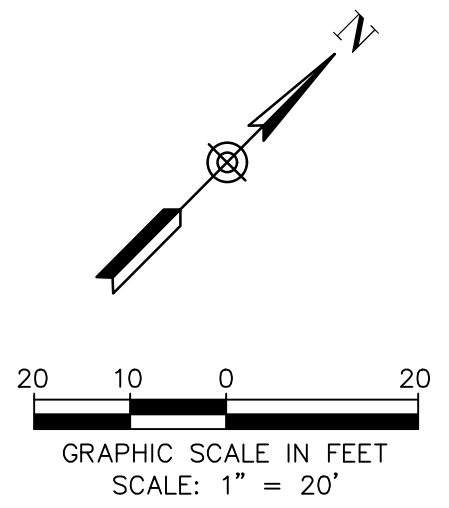
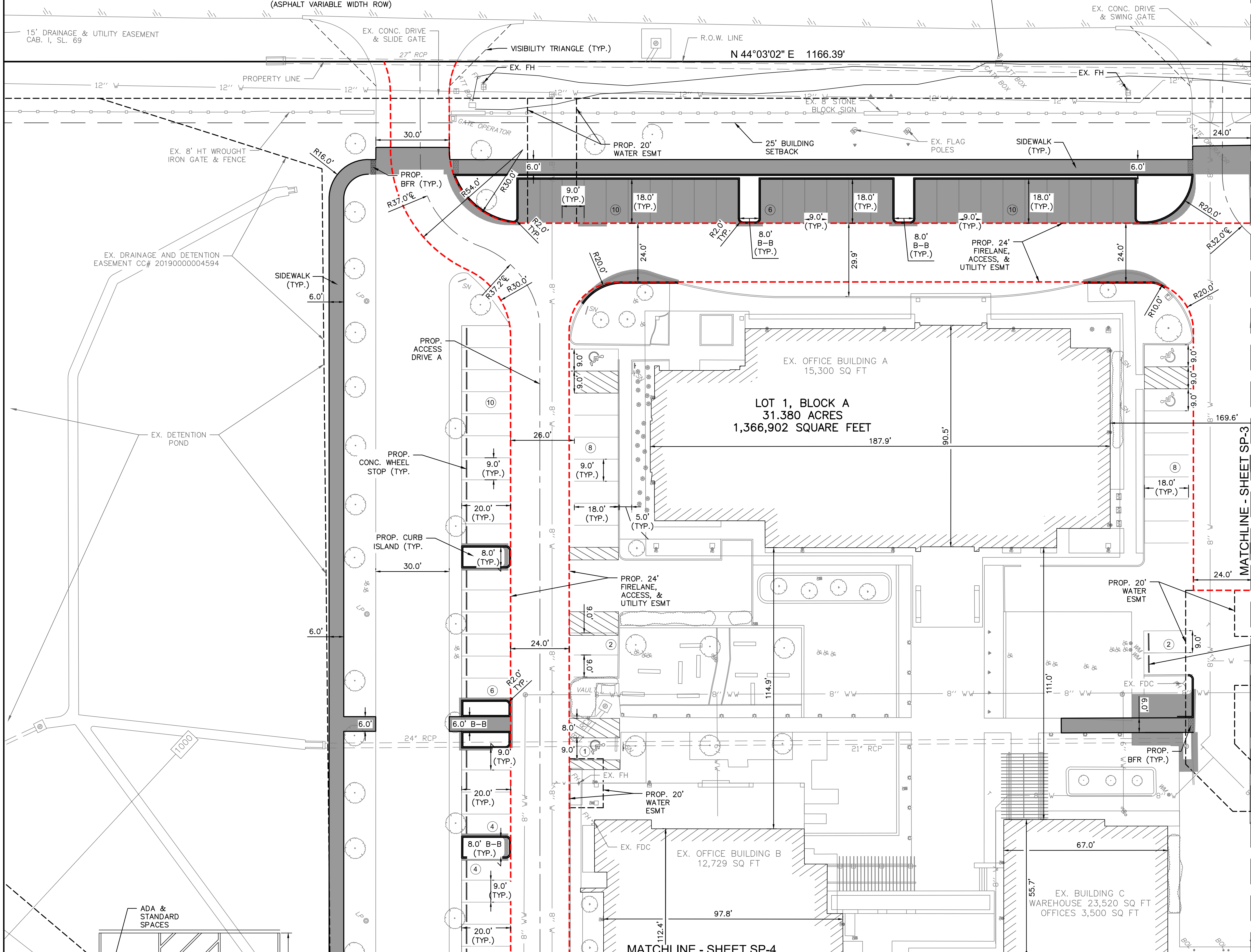
SHEET NO.
SP (2 OF 2)

NOTES:
1. SEE SHEET SP (2 OF 2) FOR BOUNDARY CURVE DATA.

REC CAMPUS EXPANSION
REC CAMPUS ADDITION
LOTS 1-4, BLOCK A
WILLIAM H. BARNES SURVEY, ABSTRACT NO. 26,
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SITE INFORMATION:
SEE SP (1 OF 2)
PAVEMENT INFORMATION:
SEE SP (1 OF 2)

SIDS RD
(ASPHALT VARIABLE WIDTH ROW)

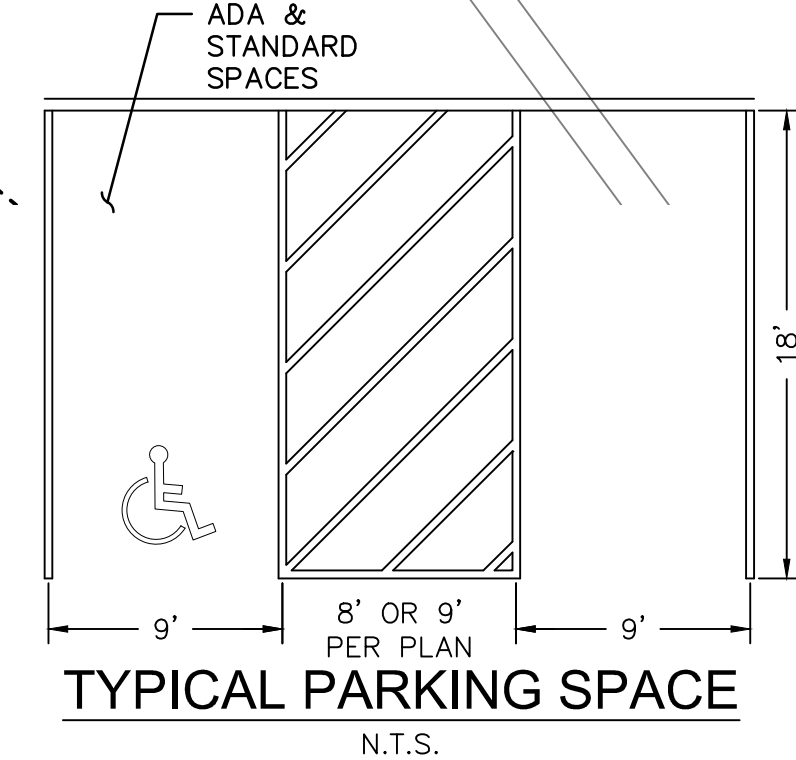


LEGEND

- | | |
|----------|---|
| EM | EX. ELECTRIC METER |
| ICV | EX. IRRIGATION CONTROL VALVE |
| B | EX. BOLLARD |
| WM | EX. WATER METER |
| SSMH | EX. SANITARY SEWER MANHOLE |
| TPED | EX. TELEPHONE PEDESTAL |
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| CMP | EX. CORRUGATED METAL PIPE |
| X" W | EX. WATER MAIN PIPE |
| X" WW | EX. WASTE WATER MAIN PIPE |
| XX" CMP | EXISTING CORRUGATED METAL PIPE & SIZE |
| [Symbol] | EXISTING WROUGHT IRON FENCE |
| [Symbol] | EXISTING CHAIN LINK FENCE |
| [Symbol] | EXISTING POWER POLE |
| [Symbol] | EXISTING OVERHEAD ELECTRIC |
| [Symbol] | EXISTING GUY WIRE |
| [Symbol] | EXISTING FLOOD LIGHT |
| [Symbol] | EDGE OF ASPHALT |
| [Symbol] | PROPOSED WROUGHT IRON FENCE |
| [Symbol] | 100-YR FLOOD PLAIN-ROCKWALL |
| [Symbol] | BFR - CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOMED PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS. |
| [Symbol] | ACCESSIBLE AISLE STRIPING |
| [Symbol] | CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY |
| [Symbol] | PROPOSED CONCRETE PAVEMENT |

PROP. CONC. WHEEL STOP (TYP.)

- NOTES:**
1. ALL SIDEWALKS ARE 6' UNLESS OTHERWISE INDICATED.
 2. ALL RADII ARE 2' UNLESS OTHERWISE INDICATED.
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 4. SEE SHEET SP (1 OF 2) FOR SITE INFORMATION AND PARKING INFORMATION.



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HKS, INC.
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SUITE 100
DALLAS, TX 75201

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

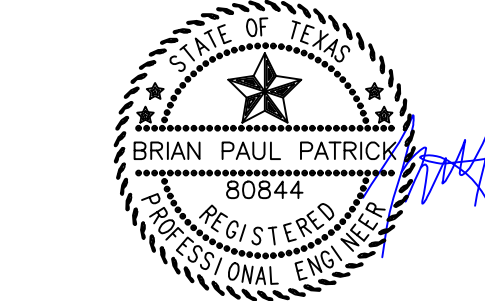
STRUCTURAL ENGINEER

HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

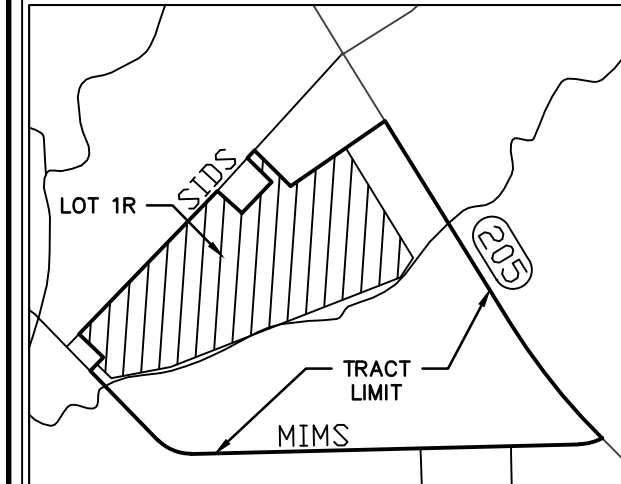
MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER/ APPLICANT
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087
469-402-2100

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



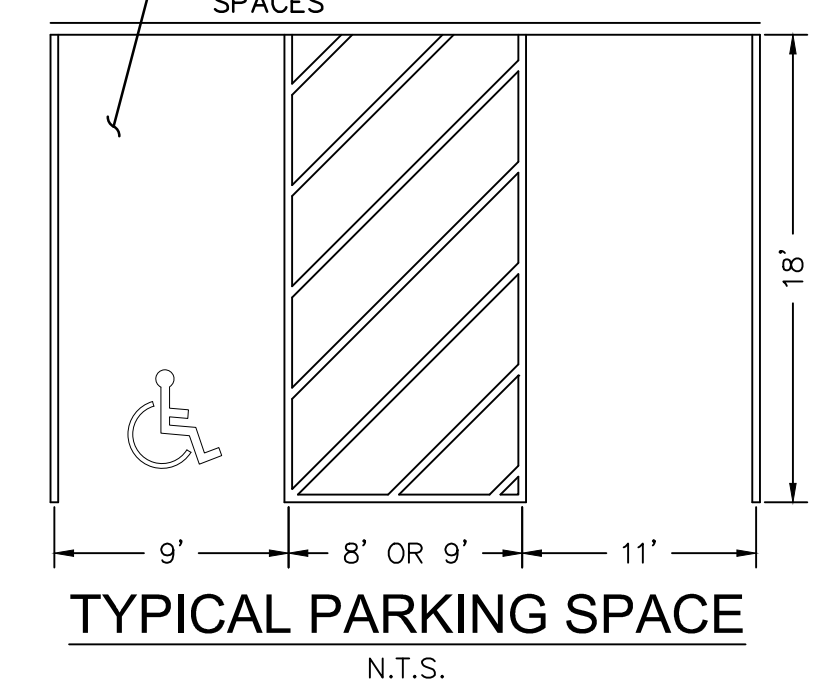
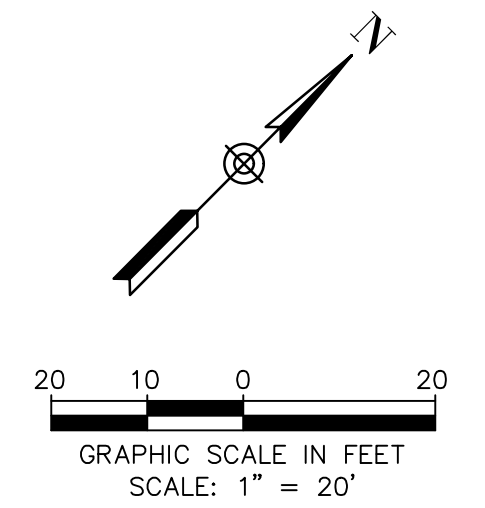
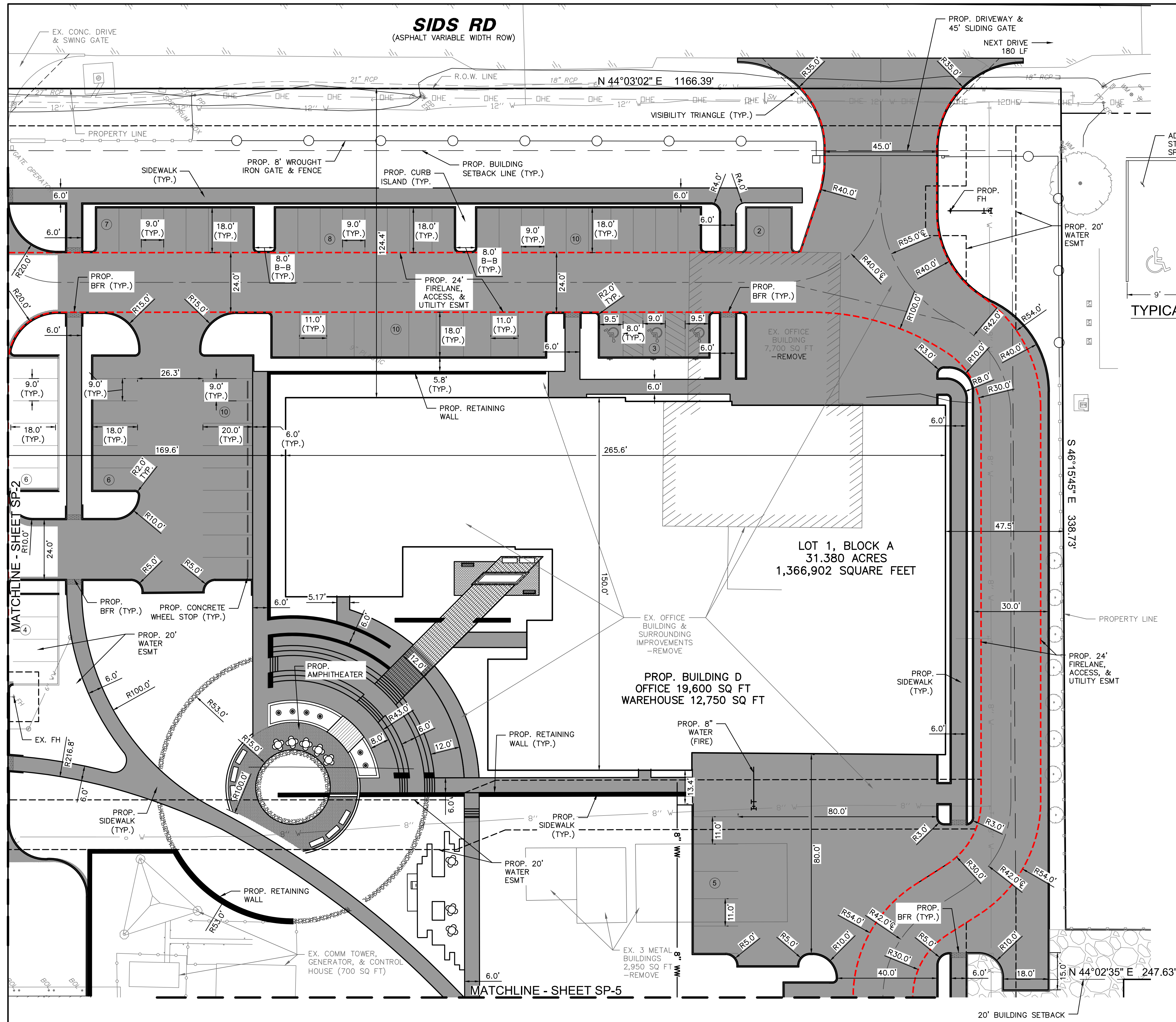
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PROJECT NUMBER
3036.21
DATE
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ISSUE
CITY SITE PLAN
SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

SHEET NO.
SP-2



LEGEND

- EM EX. ELECTRIC METER
- ICV EX. IRRIGATION CONTROL VALVE
- B EX. BOLLARD
- WM EX. WATER METER
- SSMH EX. SANITARY SEWER MANHOLE
- TPED EX. TELEPHONE PEDESTAL
- WV EX. WATER VALVE
- EB EX. ELECTRIC BOX
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- EDGE OF ASPHALT
- PROPOSED WROUGHT IRON FENCE
- 100-YR FLOOD PLAIN-ROCKWALL
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- ACCESSIBLE AISLE STRIPING
- CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY
- 1000
- PROPOSED CONCRETE PAVEMENT
- PROPOSED GRAVEL SURFACING

NOTES:

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HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

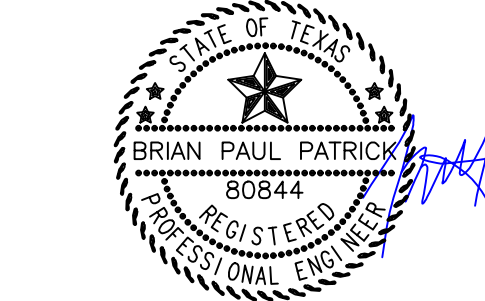
LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

STRUCTURAL ENGINEER
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

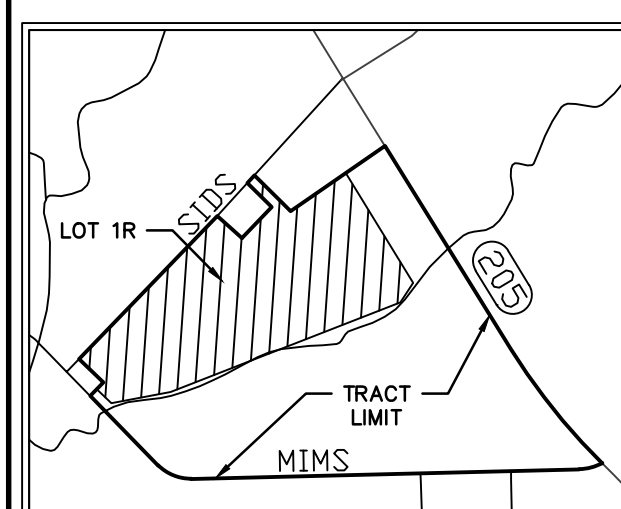
MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER/APPLICANT
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087
469-402-2100

CIVIL ENGINEER
R-DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



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VICINITY MAP

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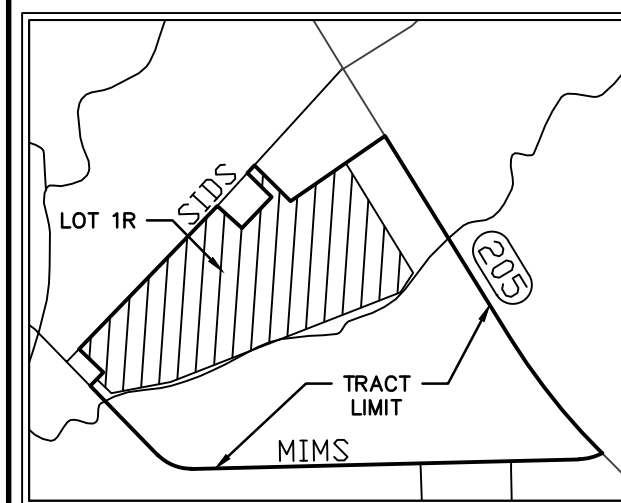
PROJECT NUMBER
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ISSUE
CITY SITE PLAN
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SHEET TITLE
SITE PLAN
CASE# SP2022-041

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PROJECT NO.
SP-3



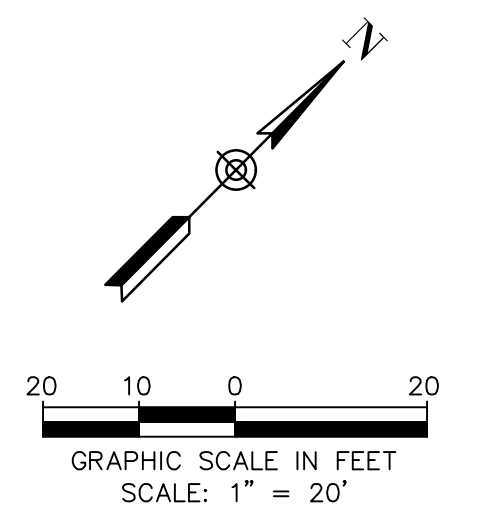
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3036.21
DATE
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ISSUE
CITY SITE PLAN SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

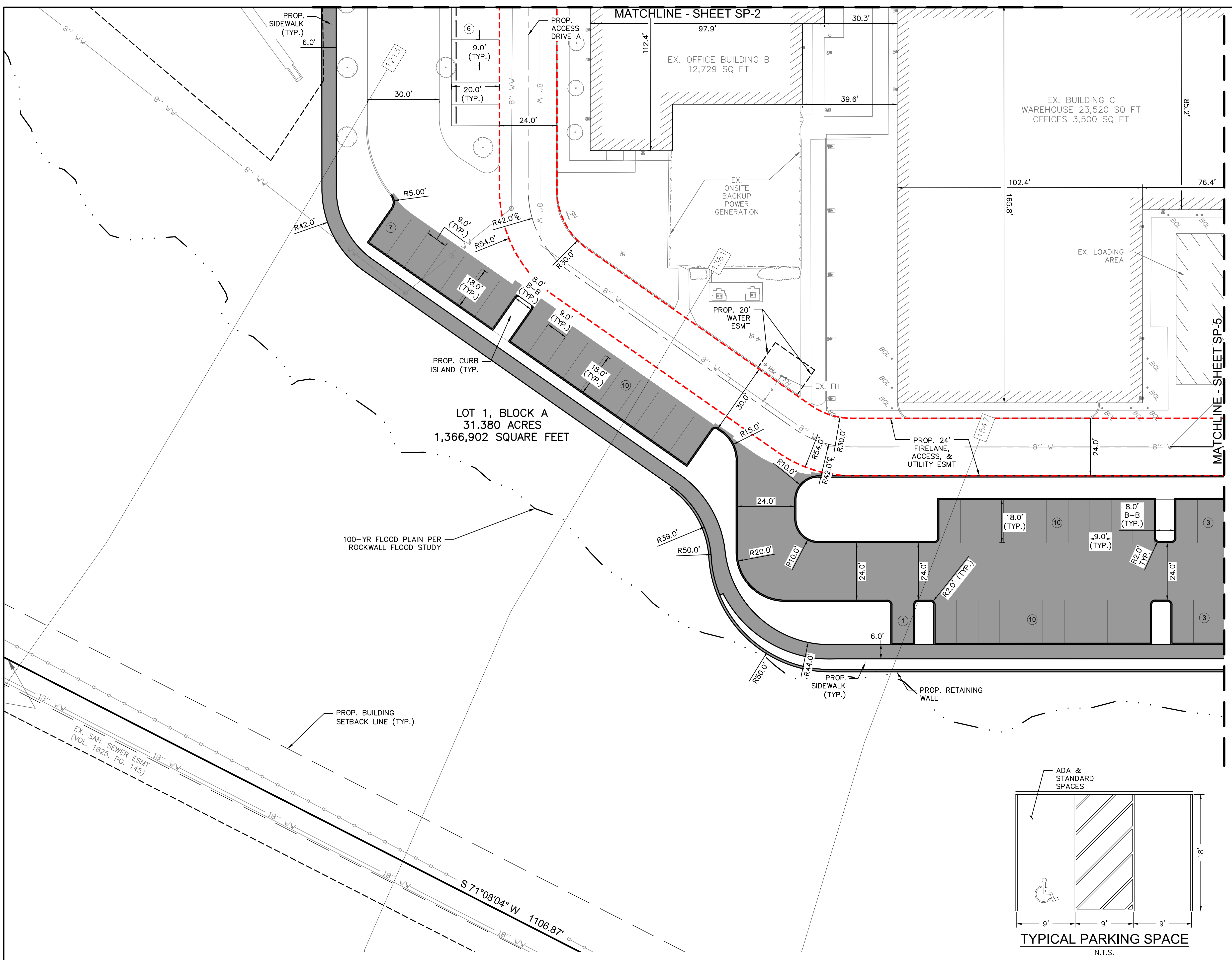
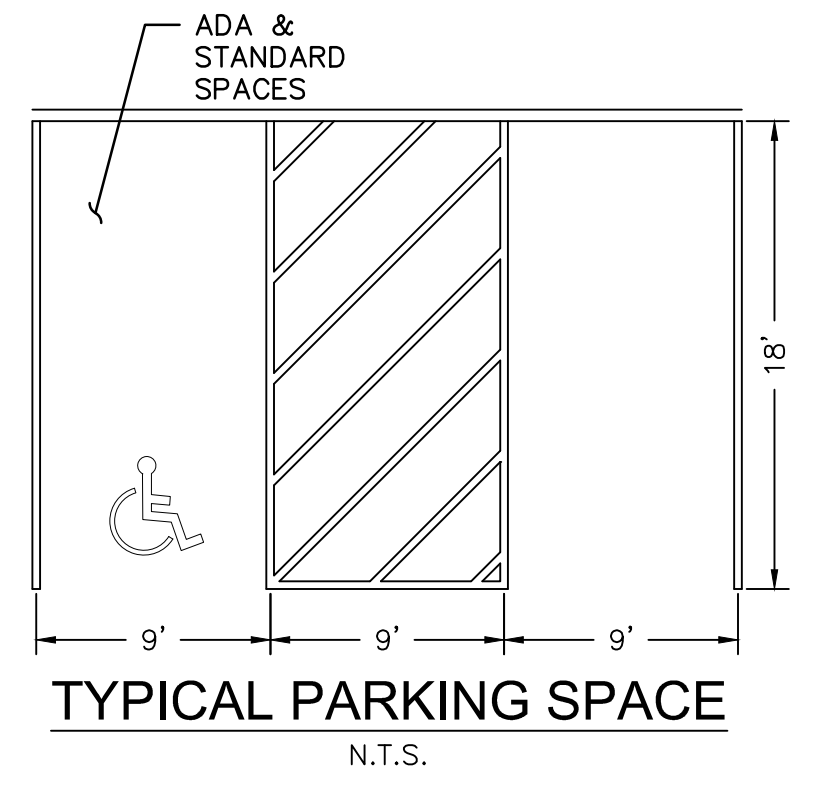


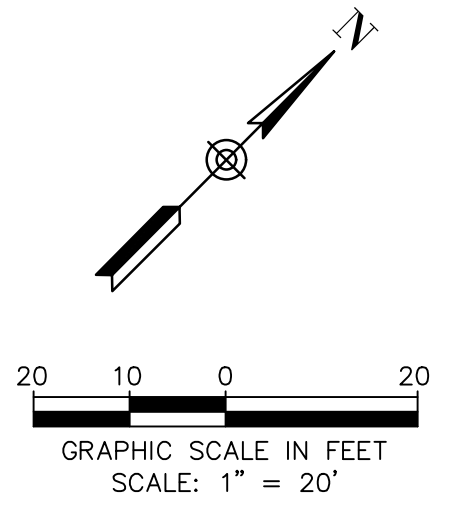
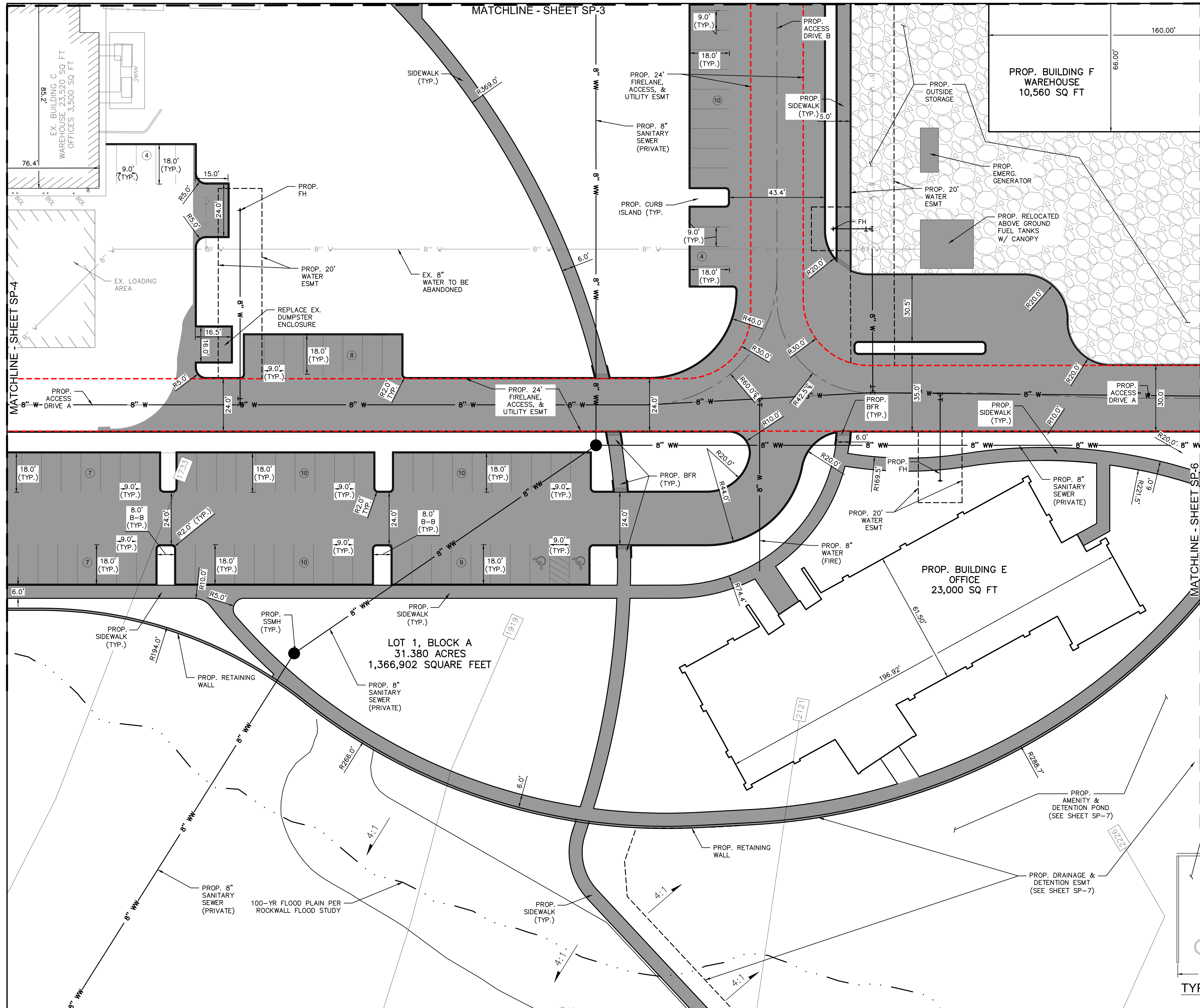
LEGEND

EM	EX. ELECTRIC METER
ICV	EX. IRRIGATION CONTROL VALVE
B	EX. BOLLARD
WM	EX. WATER METER
SSMH	EX. SANITARY SEWER MANHOLE
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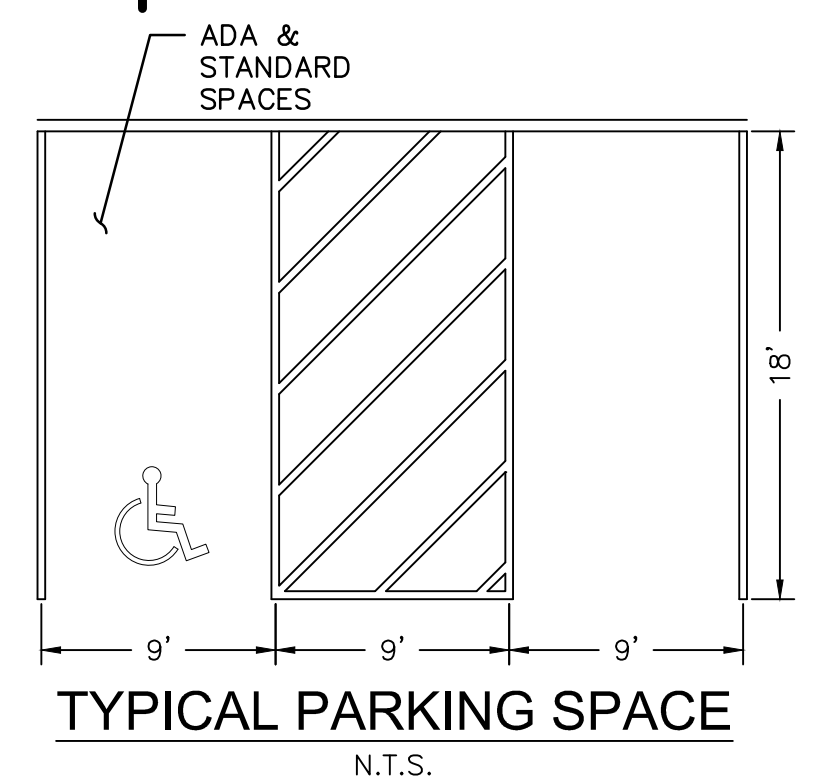


LEGEND

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 ARCHITECT
 HKS, INC.
 350 N SAINT PAUL ST
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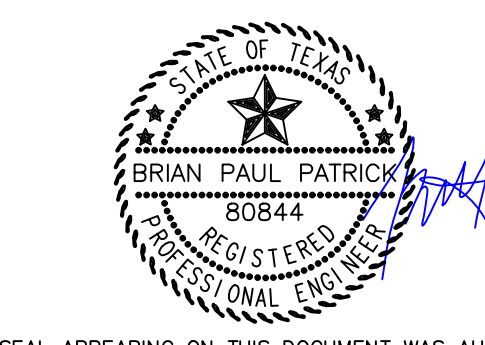
LANDSCAPE ARCHITECT
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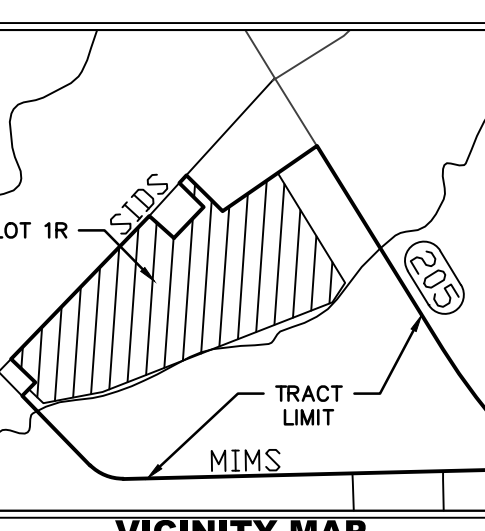
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 468-402-2100

CIVIL ENGINEER
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 618 MAIN STREET
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 TPBE No. F-1515



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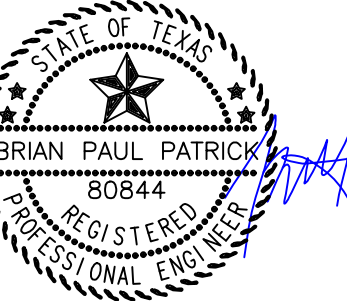


VICINITY MAP

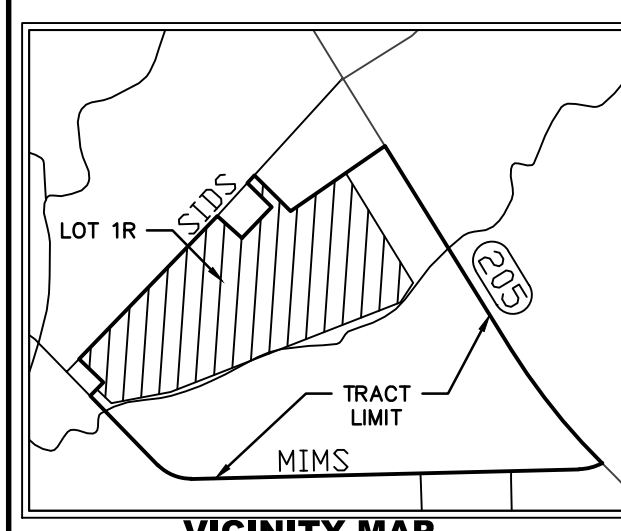
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CITY SITE PLAN
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 SHEET TITLE
SITE PLAN
 CASE# SP2022-041

SHEET NO.
SP-5



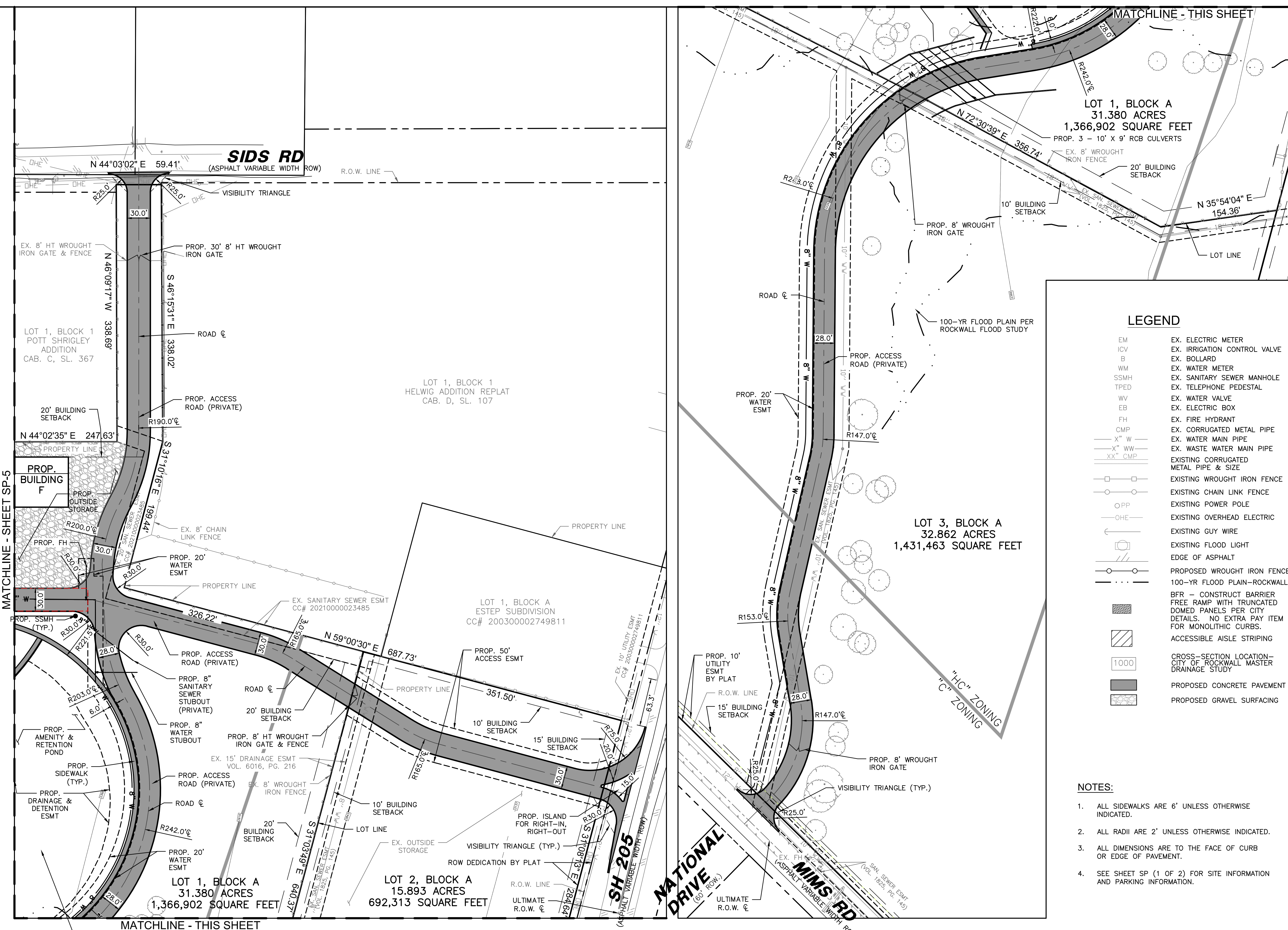
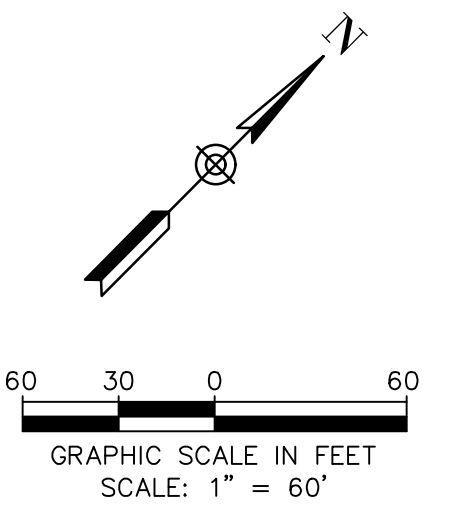
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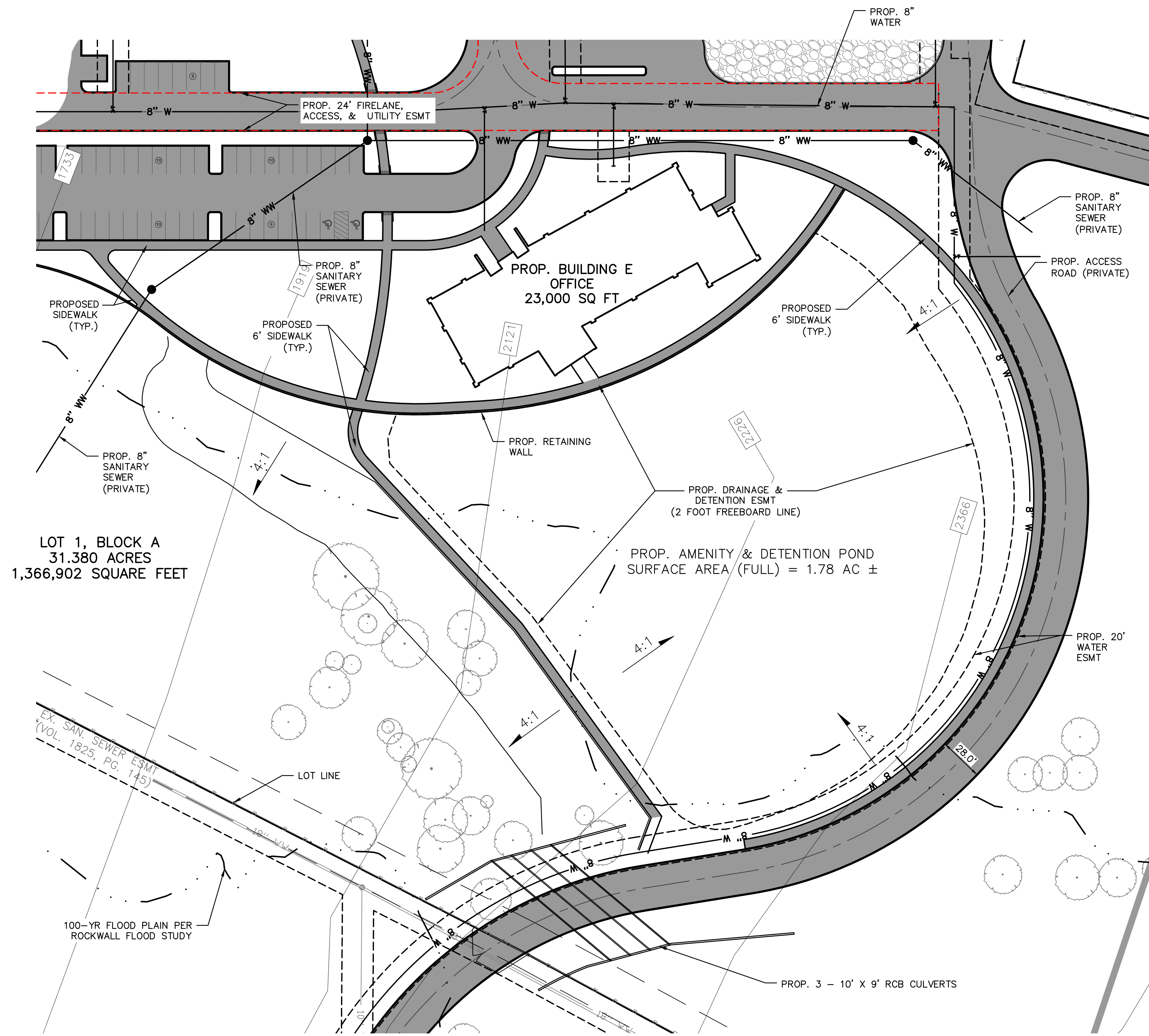
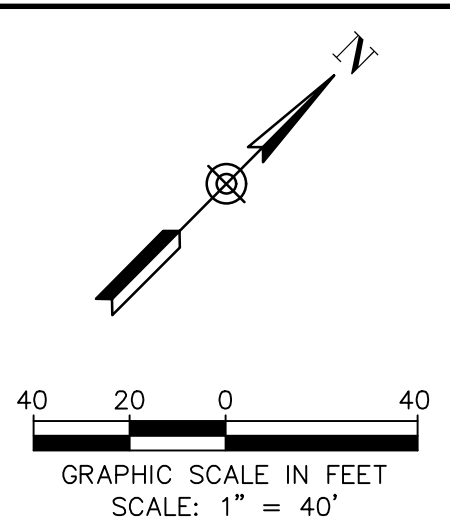
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X" WW	EX. WASTE WATER MAIN PIPE
XX" CMP	EXISTING CORRUGATED METAL PIPE & SIZE
—□—□—	EXISTING WROUGHT IRON FENCE
—○—○—	EXISTING CHAIN LINK FENCE
○PP	EXISTING POWER POLE
—OHE—	EXISTING OVERHEAD ELECTRIC
— — —	EXISTING GUY WIRE
—○—	EXISTING FLOOD LIGHT
—/—/—	EDGE OF ASPHALT
—○—○—	PROPOSED WROUGHT IRON FENCE
—○—○—	100-YR FLOOD PLAIN-ROCKWALL
—○—○—	BFR - CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOMED PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS.
—/—/—	ACCESSIBLE AISLE STRIPING
1000	CROSS-SECTION LOCATION - CITY OF ROCKWALL MASTER DRAINAGE STUDY
—■—	PROPOSED CONCRETE PAVEMENT
—■—	PROPOSED GRAVEL SURFACING

NOTES:

- ALL SIDEWALKS ARE 6' UNLESS OTHERWISE INDICATED.
- ALL RADII ARE 2' UNLESS OTHERWISE INDICATED.
- ALL DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT.
- SEE SHEET SP (1 OF 2) FOR SITE INFORMATION AND PARKING INFORMATION.

SEE SHEET SP-7 FOR AMENITY & RETENTION POND LIMITS



LOT 1, BLOCK A
31.380 ACRES
1,366,902 SQUARE FEET

PROP. AMENITY & DETENTION POND
SURFACE AREA (FULL) = 1.78 AC ±

EX. SAN. SEWER ESMT
(VOL. 1825, PG. 145)

100-YR FLOOD PLAIN PER
ROCKWALL FLOOD STUDY

PROP. 3 - 10' X 9' RCB CULVERTS

LEGEND

- | | |
|---------|--|
| EM | EX. ELECTRIC METER |
| ICV | EX. IRRIGATION CONTROL VALVE |
| B | EX. BOLLARD |
| WM | EX. WATER METER |
| SSMH | EX. SANITARY SEWER MANHOLE |
| TPED | EX. TELEPHONE PEDESTAL |
| WV | EX. WATER VALVE |
| EB | EX. ELECTRIC BOX |
| FH | EX. FIRE HYDRANT |
| CMP | EX. CORRUGATED METAL PIPE |
| X" W | EX. WATER MAIN PIPE |
| X" WW | EX. WASTE WATER MAIN PIPE |
| XX" CMP | EX. CORRUGATED METAL PIPE & SIZE |
| — — — | EX. WROUGHT IRON FENCE |
| —○—○— | EX. CHAIN LINK FENCE |
| ○PP | EX. POWER POLE |
| —OHE— | EX. OVERHEAD ELECTRIC |
| — — | EX. GUY WIRE |
| — — | EX. FLOOD LIGHT |
| — — | EDGE OF ASPHALT |
| —○—○— | PROP. WROUGHT IRON FENCE |
| — — | 100-YR FLOOD PLAIN-ROCKWALL |
| ■ | BFR - CONSTRUCT BARRIER FREE RAMP WITH TRUNCATED DOME PANELS PER CITY DETAILS. NO EXTRA PAY ITEM FOR MONOLITHIC CURBS. |
| ▨ | ACCESSIBLE AISLE STRIPING |
| 1000 | CROSS-SECTION LOCATION-CITY OF ROCKWALL MASTER DRAINAGE STUDY |
| ■ | PROPOSED CONCRETE PAVEMENT |

NOTES:

- ALL SIDEWALKS ARE 6' UNLESS OTHERWISE INDICATED.
- ALL RADII ARE 2' UNLESS OTHERWISE INDICATED.
- ALL DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT.
- SEE SHEET SP (1 OF 2) FOR SITE INFORMATION AND PARKING INFORMATION.

HKS

ARCHITECT
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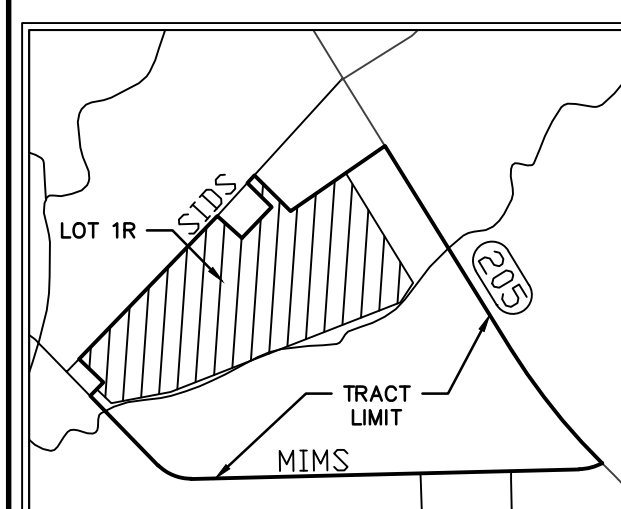
MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER/ APPLICANT
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087
469-402-2100

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040
TBPE No. F-1515



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VICINITY MAP

REVISION NO.	DESCRIPTION	DATE

PROJECT NUMBER
3036.21
DATE
10/14/2022
ISSUE
CITY SITE PLAN SUBMITTAL
SHEET TITLE
SITE PLAN
CASE# SP2022-041

SHEET NO.
SP-7

ELEVATION MATERIAL CALCULATIONS

MATERIAL:	AMOUNT (SF):	AMOUNT%:
**NORTH		
CMU SPLIT FACE (CMU01)	2720	100
TOTAL:	2,720*	100
SOUTH		
ALL OPEN		
EAST		
CMU SPLIT FACE (CMU01)	1394	100
TOTAL:	1394	100
WEST		
CMU SPLIT FACE (CMU01)	1394	100
TOTAL:	1394	100

** Designates elevations adjacent to Public ROW

EXTERIOR MATERIALS LEGEND

ST01:
a. STONE TYPE: LIMESTONE
b. STONE NAME: LEUDERS CHOPPED BUFF
c. GROUT/SEALANT COLOR: MATCH EXISTING
d. LOCATION: EXTERIOR STONE MASONRY VENEER

AMF01:
a. MATERIAL TYPE: ALUMINIUM
b. FINISH TYPE: ANODIZED
c. ANODIZED COLOR: DARK BRONZE
d. COATING COLOR: MATCH EXISTING
e. LOCATION: MULLIONS

AMF02:
a. MATERIAL TYPE: STEEL
b. FINISH TYPE: HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER
c. COATING COLOR: MATCH PT02
d. LOCATION: EXPOSED TRELLIS COLUMNS

AMF03:
a. MATERIAL TYPE: STEEL
b. COATING COLOR: MATCH EXISTING ROOF, BERTRIDGE PNEUMATHERED GALVALUME
c. MATTE FINISH
d. LOCATION: STANDING SEAM METAL ROOF

WD01:
a. SPECIES AND CUT: WESTERN RED CEDAR
b. FINISH: CLEAR MATTE FINISH
c. LOCATION: WOOD BEAM CLADDING, EXTERIOR SOFFITS, INTERIOR CEILINGS AND TRIM.

CSM01:
a. MATERIAL TYPE: CAST STONE
b. COLOR: NATURAL
c. AGGREGATE:
d. EXPOSED TEXTURE FINISH: [SMOOTH] [HONED] [SAND TEXTURE]
e. LOCATION: WAINSCOT SILL @ STONE, PARAPET CAP

PCP01:
a. MATERIAL TYPE: PORTLAND CEMENT PLASTER
b. COLOR: MATCH SW 9111 ANTLER VELVET

PC01:
a. MATERIAL TYPE: TILT UP CONCRETE PANELS
b. COLOR: MATCH SW 9111 ANTLER VELVET

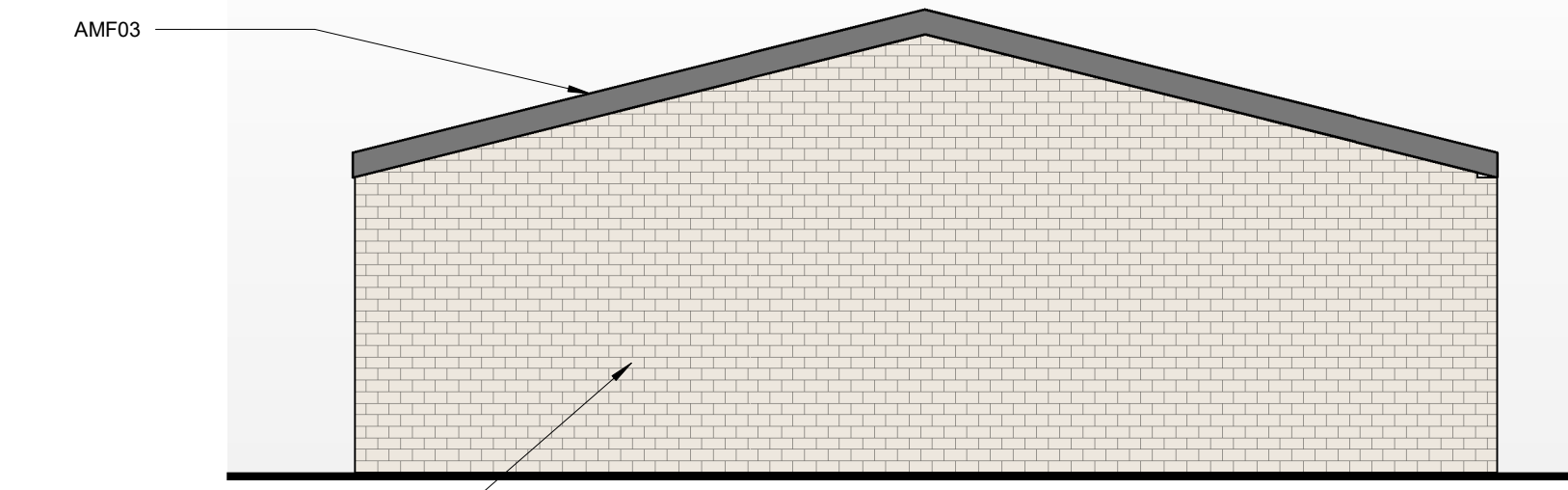
PT01:
a. MANUFACTURER: SHERWIN WILLIAMS
b. NUMBER: SW9111
c. COLOR: ANTLER VELVET
d. SHEEN: SEMI-GLOSS
e. LOCATION: GUTTERS AND DOWNSPOUTS

PT02:
a. MANUFACTURER: SHERWIN WILLIAMS
b. NUMBER: SW9111
c. COLOR: ANTLER VELVET
d. SHEEN: SEMI-GLOSS
e. LOCATION: EXPOSED STRUCTURAL STEEL & ENTRY CANOPIES

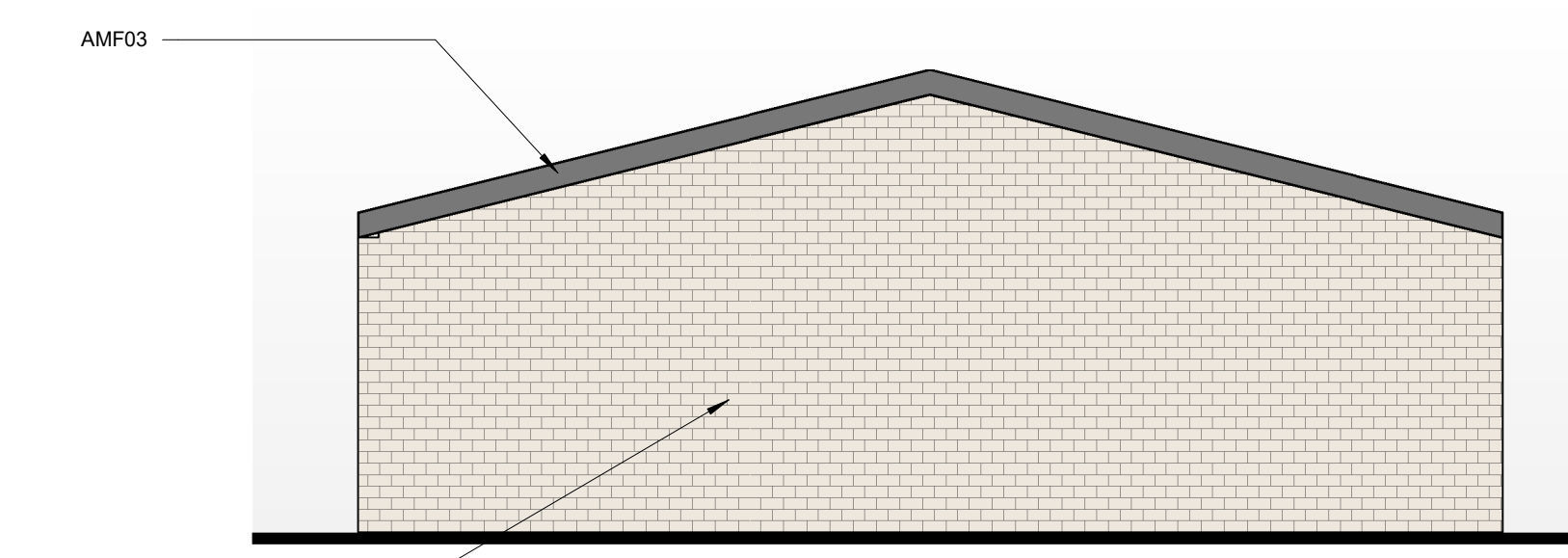
GL01: INSULATING COATED GLASS - VISION
1) OVERALL THICKNESS: 1 IN NOMINAL
2) OUTBOARD LITE: CLEAR HS. 1/4" THICK GLASS WITH COATING ON NO 2 SURFACE
3) AIR SPACE: 1/2" ALUMINIUM BLACK, ARGON
4) INBOARD LITE: CLEAR HS. 1/4" THICK GLASS
5) BASIS OF DESIGN MANUFACTURER AND PRODUCT: VIRACON 1" INSULATED LOW-E GLASS

GL02: INSULATING COATED GLASS - SPANDREL
1) OVERALL THICKNESS: 1 IN NOMINAL
2) OUTBOARD LITE: SPANDREL 1/4" THICK GLASS WITH COATING ON NO 2 SURFACE
3) AIR SPACE: 1/2" ALUMINIUM BLACK, ARGON
4) INBOARD LITE: CLEAR HS. 1/4" THICK GLASS
5) BASIS OF DESIGN MANUFACTURER AND PRODUCT: VIRACON 1" INSULATED LOW-E GLASS
COLOR: V908 GRAY

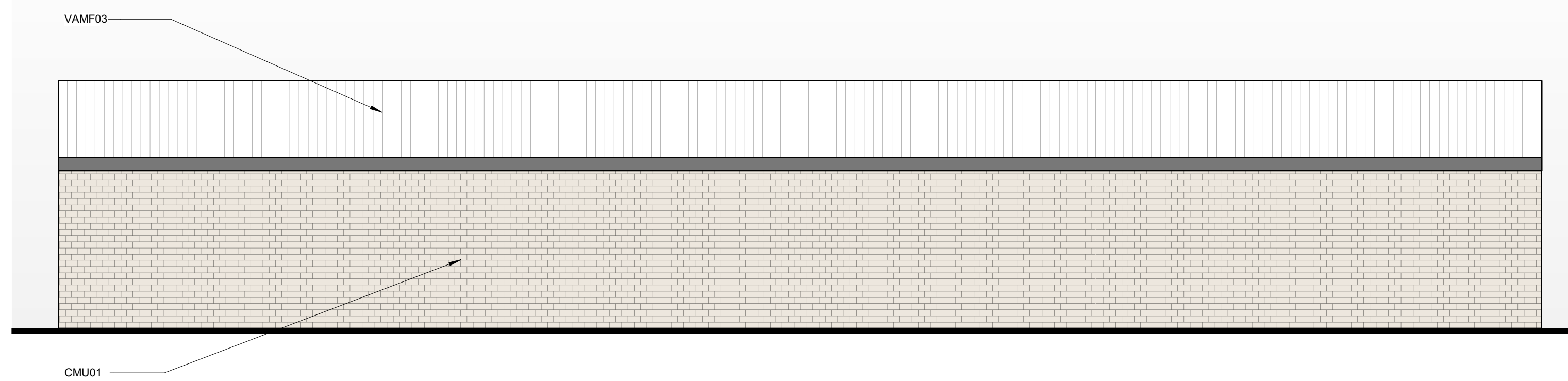
CMU01:
a. MANUFACTURER: FEATHERLITE
b. SPLIT FACE MASONRY BLOCK
c. COLOR: CREAM



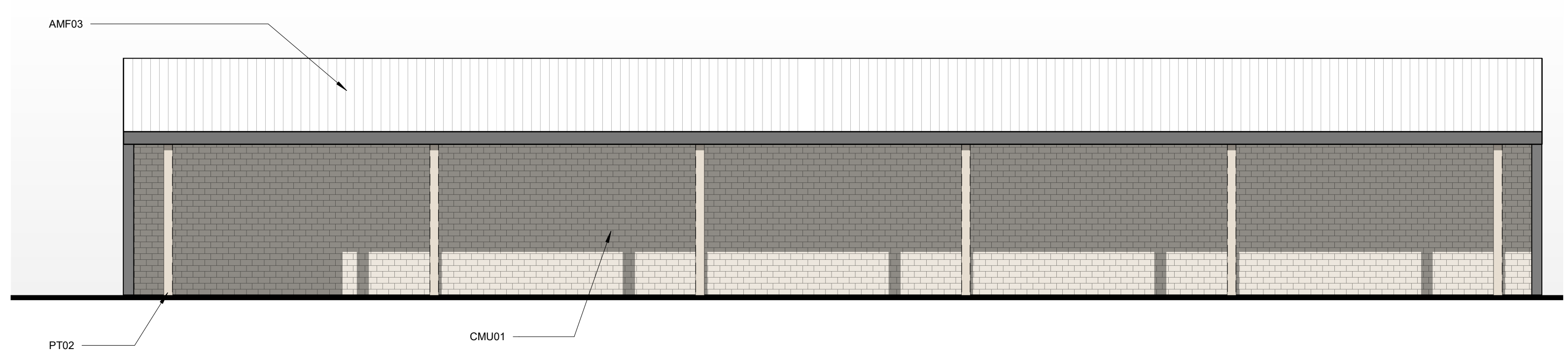
04 EXTERIOR ELEVATION - BUILDING F EAST
3/32" = 1'-0"



03 EXTERIOR ELEVATION - BUILDING F WEST
3/32" = 1'-0"



02 EXTERIOR ELEVATION - BUILDING F NORTH
3/32" = 1'-0"



01 EXTERIOR ELEVATION - BUILDING F SOUTH
3/32" = 1'-0"

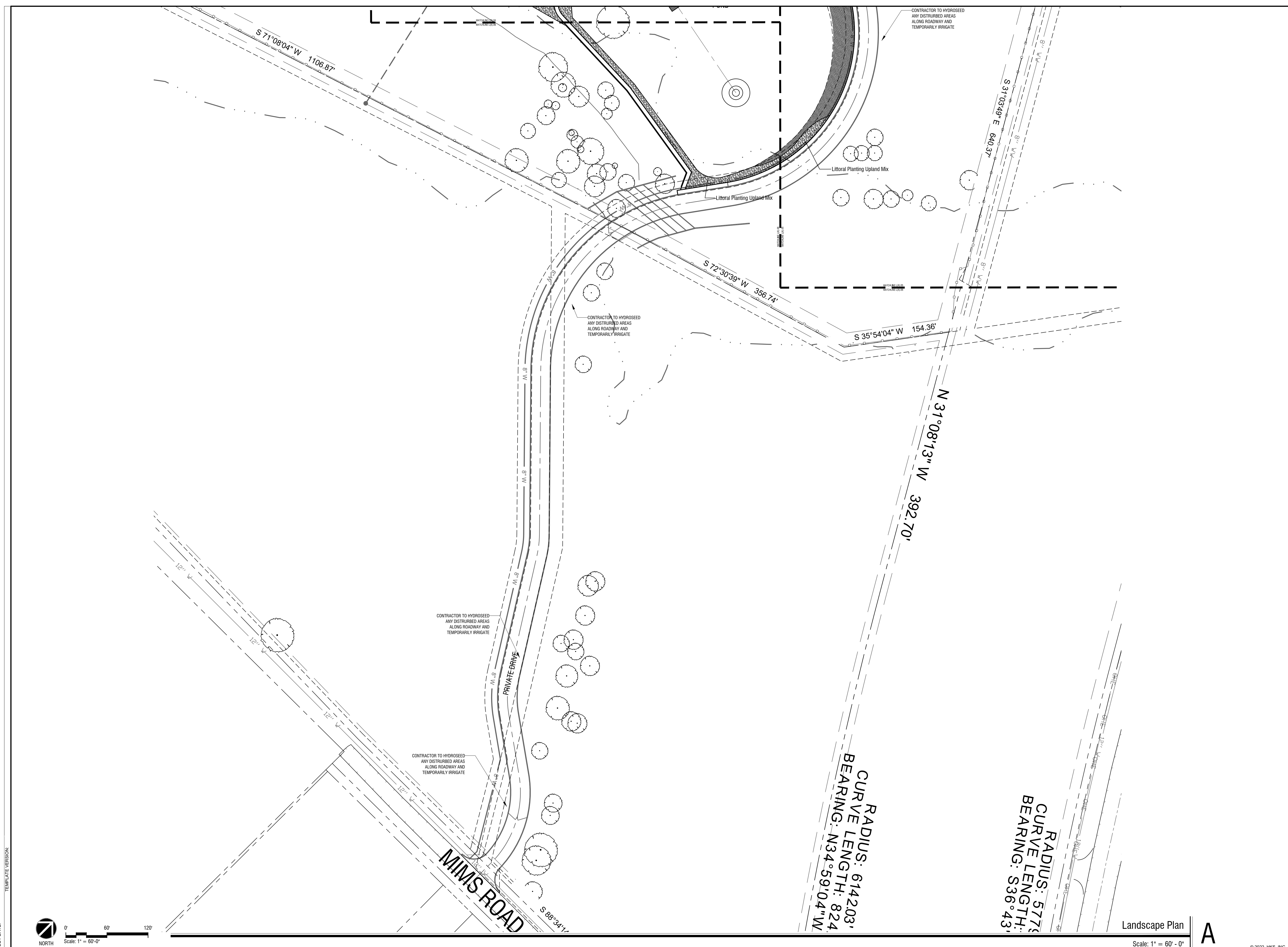
INTERIM REVIEW ONLY
These documents are incomplete, and are not intended for regulatory approval, permit, or construction purposes.
Architect: _____
Arch. Reg. No.: _____
Date: _____

KEY PLAN

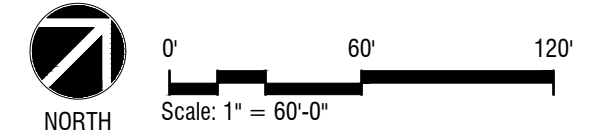
REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
25370.000
DATE
10/14/2022
ISSUE

SHEET TITLE
EXTERIOR ELEVATIONS - BUILDING F
SHEET NO.



PLOT DATE: TEMPLATE VERSION:



Landscape Plan
Scale: 1" = 60' - 0"

A

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HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

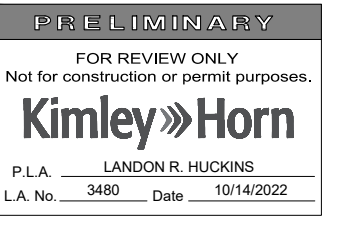
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ROCKWALL, TX 75087

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R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040



KEY PLAN

REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
25370.000
DATE
10/14/22
ISSUE
CITY SITE PLAN SUBMITTAL
SHEET TITLE
LANDSCAPE PLAN

SHEET NO.
L5.06

ARCHITECT

HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

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MEP ENGINEERS

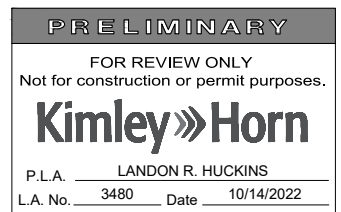
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R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040



KEY PLAN

REVISION NO. DESCRIPTION DATE

HKS PROJECT NUMBER

25370.000

DATE

10/14/22

ISSUE

CITY SITE PLAN

SUBMITTAL

SHEET TITLE

PLANTING

SCHEDULE

SHEET NO.

L5.07

PLANT SCHEDULE

TREES	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS	
	Cedar Elm / <i>Ulmus crassifolia</i>	4" cal	12" -14'	As Shown	13	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER	
	Duraheat River Birch Multi-Trunk / <i>Betula nigra</i> 'Duraheat'	65 gal	10' -12' ht		11	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, MULTI-TRUNK (3-5 TRUNKS)	
	Lacebark Elm / <i>Ulmus parvifolia</i>	4" cal	14' -16'	As Shown	15	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER	
	Live Oak / <i>Quercus virginiana</i>	4" cal	12" -14' ht	As Shown	28	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER	
	Texas Red Oak / <i>Quercus texana</i>	4" cal	12" -14' ht	As Shown	9	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER	
ORNAMENTAL TREES	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS	
	Dallas Red Crape Myrtle / <i>Lagerstroemia indica</i> 'Dallas Red'	65 gal	10' -12'		7	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED	
	Little Gem Dwarf Southern Magnolia / <i>Magnolia grandiflora</i> 'Little Gem'	65 gal	8' -10' ht	As Shown	3	CONTAINER, NURSERY GROWN, MATCHED, FULL TO BASE, WELL-BRANCHED, STRONG CENTRAL LEADER	
	Texas Redbud / <i>Cercis canadensis texensis</i>	45 gal	8' -10'	As Shown	16	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED	
	Yaupon Holly / <i>Ilex vomitoria</i>	45 Gal.	8' -10'	As Shown	22	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, MULTI-TRUNK (3 MIN.), TREE FORM	
SHRUBS	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS	
	Autumn Sage / <i>Salvia greggii</i>	3 gal	12" h x 18" w	24" OC	169	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Brakeights Red Yucca / <i>Hesperaloe parviflora</i> 'Brakeights' TM	3 gal	12" h x 12" w	18" OC	949	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Common Boxwood / <i>Buxus sempervirens</i>	3 gal	24" h x 24" w	36" OC	289	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Dwarf Podocarpus / <i>Podocarpus macrophyllus</i> 'Pringles'	3 gal	24" h x 18" w	24" OC	257	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Dwarf Yaupon / <i>Ilex vomitoria</i> 'Nana'	3 gal min.	24" h x 24" w	36" OC	235	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Green Cloud Texas Ranger / <i>Leucophyllum frutescens</i> 'Green Cloud' TM	3 gal min.	24" h x 24" w	36" OC	305	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Mahonia Soft Caress / <i>Mahonia eurybracteata</i> 'Soft Caress'	3 gal	18" h x 18" w	24" OC	125	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Mexican Feather Grass / <i>Nassella tenuissima</i>	3 gal min.	12" h x 12" w	24" OC	125	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Pink Muhly Grass / <i>Muhlenbergia capillaris</i>	3 gal	18" h x 18" w	30" OC	711	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
SHRUB AREAS	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS	
	Littoral Planting Upland Mix	SEED			10,493 sf		
	Fountain Grass / <i>Cenchrus advena</i>	3 gal	12" Ht. x 12" W	24" OC	24" o.c.	304	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED
	Little Spire Russian Sage / <i>Perovskia atriplicifolia</i> 'Little Spire'	1 gal	12" Ht. x 12" W	24" O.C.	24" o.c.	266	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED
	Switch Grass / <i>Panicum virgatum</i>	3 gal	18" Ht. 12" Spr.	36" O.C.	36" o.c.	118	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED
GROUND COVERS	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS	
	Hydroseed	HYDROMULCH			27,926 sf	REFER TO SPECIFICATIONS	
	Asiatic Jasmine / <i>Trachelospermum asiaticum</i>	1 gal	8" h x 8" w	18" o.c.	1,050	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Bermuda Grass / <i>Cynodon dactylon</i>	sod			130,384 sf	REFER TO SPECIFICATIONS	
	Creeping Juniper / <i>Juniperus horizontalis</i>	1 gal	8" h x 8" w	18" o.c.	232		
	Giant Liriope / <i>Liriope gigantea</i>	1 gal	12" h x 12" w	18" o.c.	1,056	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Little Bluestem Grass / <i>Schizachyrium scoparium</i>	3 gal	24" h x 18" w	24" o.c.	170	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Purple Wintercreeper / <i>Euonymus fortunei</i> 'Coloratus'	1 gal	8" h x 8" w	18" o.c.	1,251	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	
	Texas Sedge / <i>Carex texensis</i>	1 gal	12" h x 12" w	18" o.c.	1,079	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED	

NOTE: PLANT QUANTITIES ARE PROVIDED FOR CONVENIENCE ONLY. IN THE CASE OF A DISCREPANCY, THE DRAWING SHALL TAKE PRECEDENCE.

NOTE: PLANTS ARE SPECIFIED BY HEIGHT, SPREAD AND CONTAINER SIZE. ALL PLANTINGS ARE EXPECTED TO MEET ALL SPECIFICATIONS PROVIDED.

Rayburn Co-Op - Rockwall Code Calculations Chart		
Site Data	AC	SF
Total Site Area	31.38	1,366,902
Surface Parking Spaces	271	
Site Landscape Area	Required (% / SF)	Provided (% / SF)
15% of site to be landscaped (Heavy Commercial zoning district)*	15%	16%
*includes Existing Landscape Area to Remain	205,035	214,086
Street Frontage	Required	Provided
<i>Sids Road - 832 LF (773 LF Frontage + 59.41 LF of Drive connection)</i>		
10' Buffer	YES	YES
1 Canopy Tree/ 50 LF (Min. 4' Cal.)	17	17 (8 Existing)
1 Accent Tree/ 50LF (4' ht. Min.)	17	17
Continuous row of shrubs (min. 30" ht.- 3 Gal.)	YES	YES
<i>SH 205 - Drive connection 200LF</i>		
1 Canopy Tree/ 50 LF (Min. 4' Cal.)	N/A	N/A
<i>Mims Road - Drive connection 78 LF</i>		
1 Canopy Tree/ 50 LF (Min. 4' Cal.)	N/A	N/A
Parking Lot	Required	Provided
1 Large Canopy Tree/ 10 parking spaces	27	35
One tree within 80' of each parking space	YES	YES
Headlight Screening (min. 2' ht. berm with evergreen shrubs)	YES	YES
Total Trees	Required	Provided
Total Canopy Trees		74
Total Trees Existing		33
Total Trees		148

EXISTING SITE PARKING DATA

PUBLIC SPACES	ACCESSIBLE SPACES	TOTAL
125	5	130

PROPOSED SITE PARKING DATA

PUBLIC SPACES	ACCESSIBLE SPACES	TOTAL
262	9	271

SITE INFORMATION:

EXISTING ZONING: HEAVY COMMERCIAL (HC), COMMERCIAL (C), & AGRICULTURAL (AG)

PROPOSED ZONING: NO CHANGE

PROPOSE USE: EXPANSION OF EXISTING SITE TO INCLUDE 2 NEW OFFICE BUILDINGS, TRUCK WAREHOUSE, AND LAYDOWN STORAGE WAREHOUSE

TOTAL AREA LOT 1: 1,366,902 SQ FT 31.38 AC
TOTAL AREA LOTS 1-4: 4,146,392 SQ FT 95.19 AC

LOT 1 "HC" ZONING

MAXIMUM BUILDING HEIGHT: 60 FT
MAXIMUM LOT COVERAGE: 60%
MAXIMUM FLOOR AREA RATIO: 4:1
MAXIMUM IMPERVIOUS PARKING: 90-95%

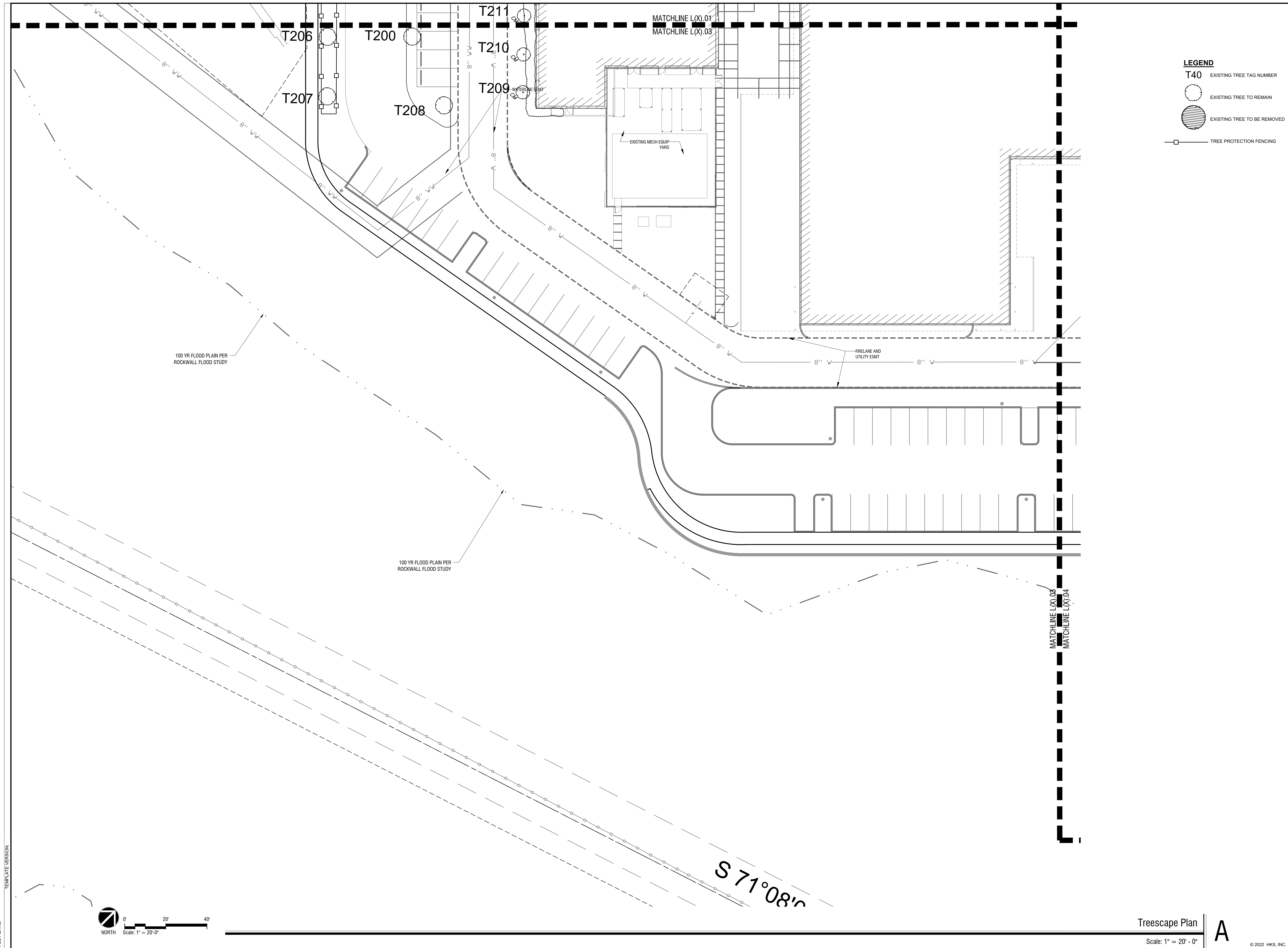
PROPOSED MAX. BUILDING HEIGHT: 40 FT (BUILDING D)
PROPOSED LOT COVERAGE: 106,281/1,366,902 = 7.8%
PROPOSED FLOOR AREA RATIO: 113,260/1,366,902 = 0.08:1
PROPOSED IMPERVIOUS PARKING: 67,476/1,366,902 = 4.9%

EXISTING PARKING:
EXISTING WAREHOUSE 23,520 SQ FT (1:1000) = 24 SPACES
EXISTING OFFICE 31,530 SQ FT (1:300) = 106 SPACES
REMOVED OFFICE 7,700 SQ FT (1:300) = -26 SPACES

EXISTING REQUIRED PARKING = 104 SPACES

REQUIRED PARKING:
PROPOSED WAREHOUSE D 12,750 SQ FT (1:1000) = 13 SPACES
PROPOSED OFFICE D 19,600 SQ FT (1:300) = 66 SPACES
PROPOSED OFFICE E 23,000 SQ FT (1:300) = 77 SPACES
PROPOSED WAREHOUSE F 10,560 SQ FT (1:1000) = 11 SPACES

TOTAL REQUIRED PARKING = 271 SPACES
TOTAL PROVIDED PARKING = 271 SPACES



- LEGEND**
- T40 EXISTING TREE TAG NUMBER
 - EXISTING TREE TO REMAIN
 - EXISTING TREE TO BE REMOVED
 - TREE PROTECTION FENCING

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

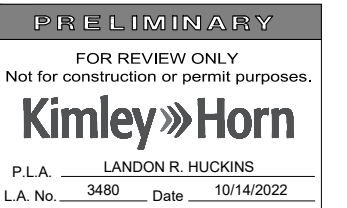
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KEY PLAN

REVISION NO.	DESCRIPTION	DATE

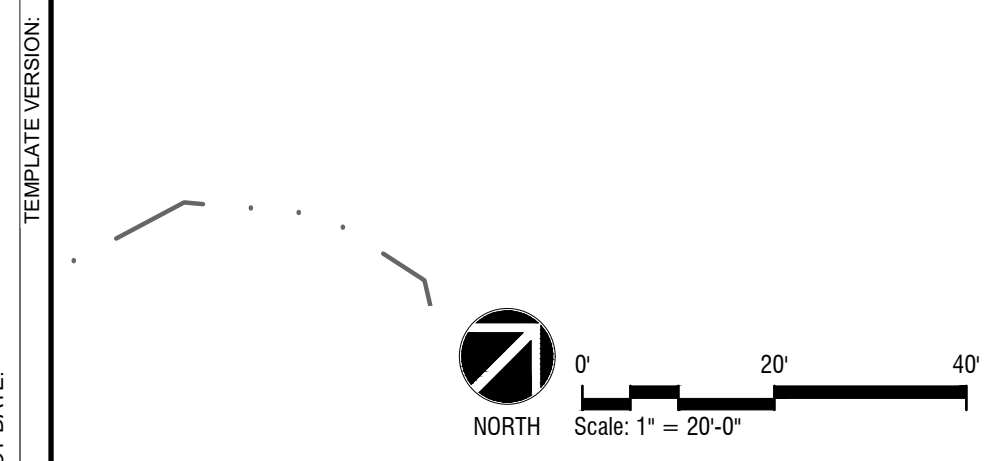
HKS PROJECT NUMBER
25370.000

DATE
10/14/22

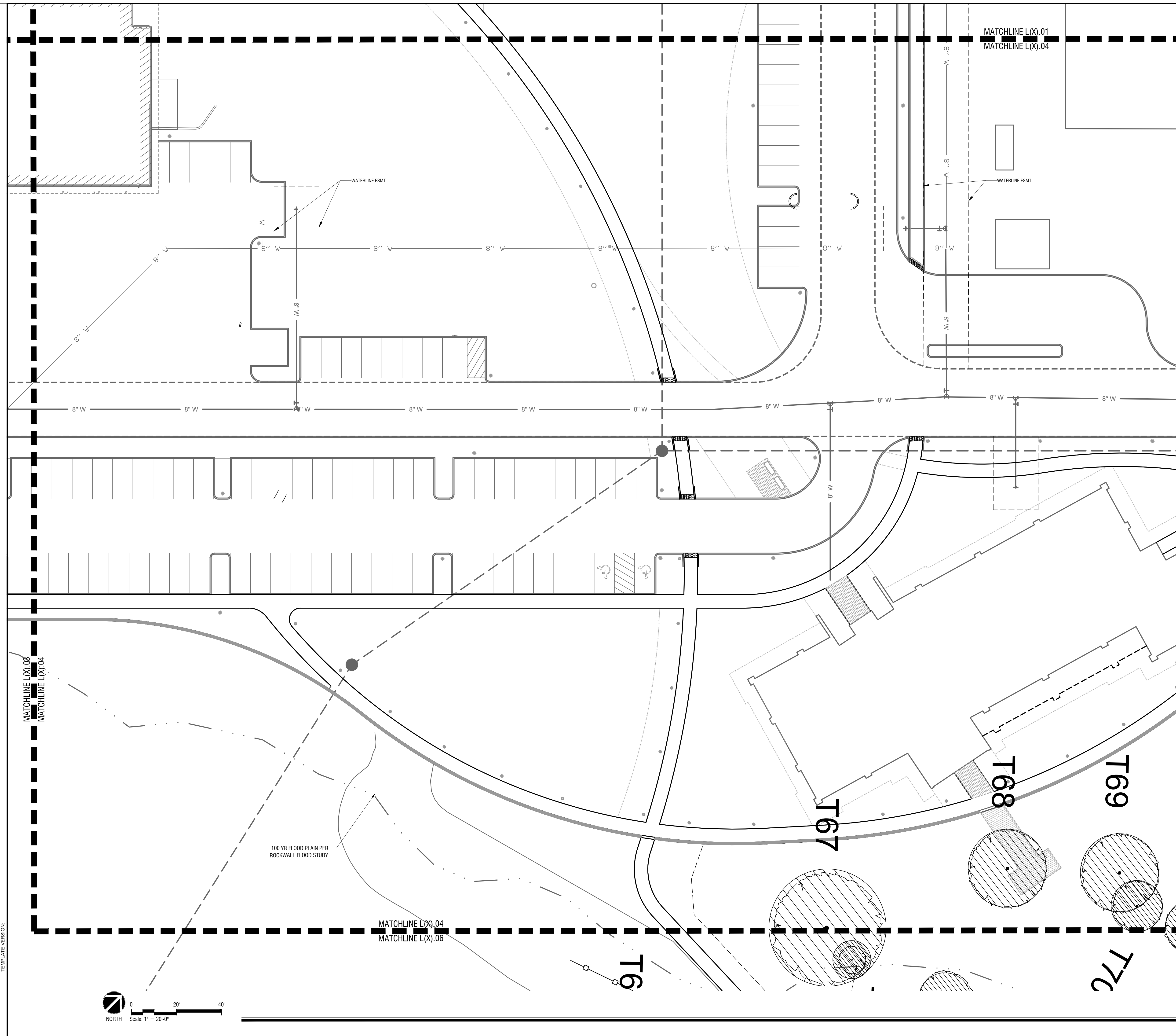
ISSUE
CITY SITE PLAN SUBMITTAL

SHEET TITLE
TREESCAPE PLAN

SHEET NO.
L7.03



Treescape Plan **A**
Scale: 1" = 20' - 0"



- LEGEND**
- T40 EXISTING TREE TAG NUMBER
 - EXISTING TREE TO REMAIN
 - ◐ EXISTING TREE TO BE REMOVED
 - TREE PROTECTION FENCING

HKS

ARCHITECT
 HKS, INC.
 350 N SAINT PAUL ST
 SUITE 100
 DALLAS, TX 75201

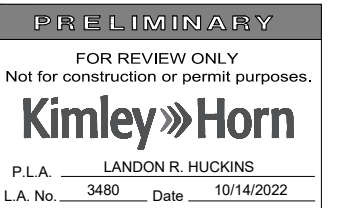
LANDSCAPE ARCHITECT
 KIMLEY-HORN AND ASSOCIATE, INC.
 260 EAST DAVIS STREET, SUITE 100
 MCKINNEY, TX 75069

STRUCTURAL ENGINEER
 HKS, INC.
 350 N SAINT PAUL ST, SUITE 100
 DALLAS, TX 75201-4240

MEP ENGINEERS
 SYSKA HENNESSY GROUP
 4925 GREENVILLE AVENUE, SUITE 415
 DALLAS, TX 75206

OWNER
 RAYBURN ELECTRIC COOPERATIVE
 950 SIDS ROAD
 ROCKWALL, TX 75087

CIVIL ENGINEER
 R - DELTA ENGINEERS, INC.
 618 MAIN STREET
 GARLAND, TEXAS 75040



KEY PLAN

REVISION NO.	DESCRIPTION	DATE

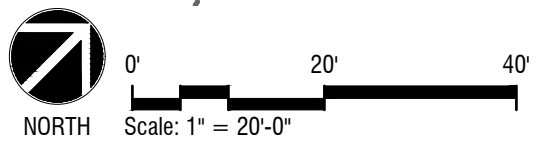
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25370.000

DATE
10/14/22

ISSUE
CITY SITE PLAN SUBMITTAL

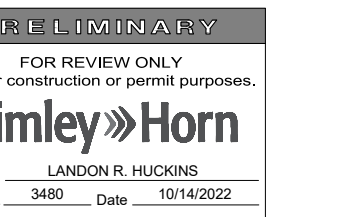
SHEET TITLE
TREESCAPE PLAN

SHEET NO.
L7.04



Treescape Plan **A**
 Scale: 1" = 20' - 0"

PLOT DATE: TEMPLATE VERSION:



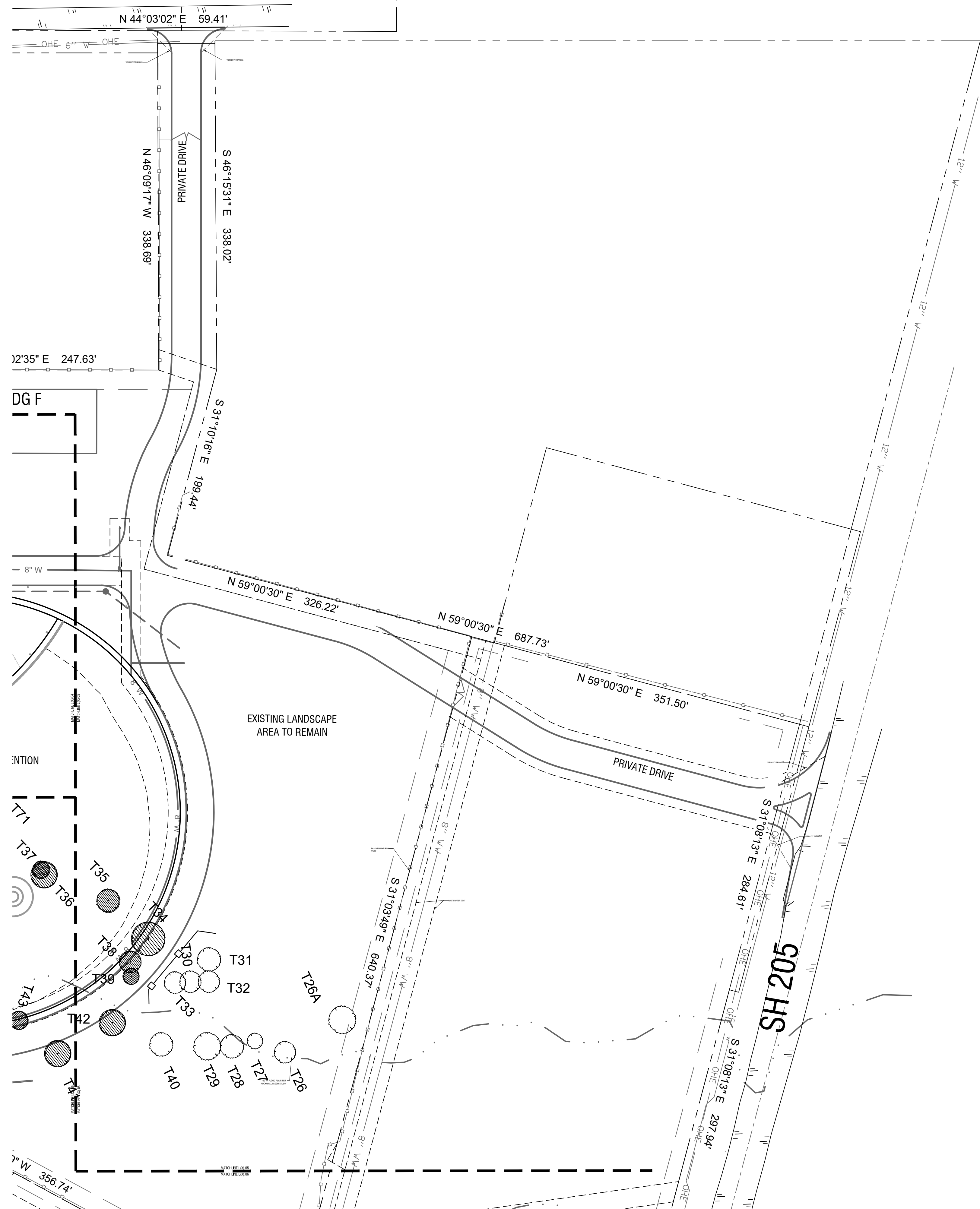
KEY PLAN

REVISION NO. DESCRIPTION DATE

REVISION NO.	DESCRIPTION	DATE

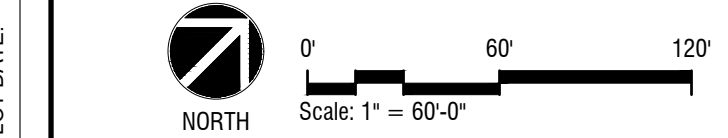
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25370.000
DATE
10/14/22
ISSUE
CITY SITE PLAN SUBMITTAL
SHEET TITLE
TREESCAPE PLAN

HKS PROJECT NUMBER
25370.000
DATE
10/14/22
ISSUE
CITY SITE PLAN SUBMITTAL
SHEET TITLE
TREESCAPE PLAN
SHEET NO.
L7.05



LEGEND

- T40 EXISTING TREE TAG NUMBER
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- TREE PROTECTION FENCING



Landscape Plan **A**
Scale: 1" = 60' - 0"

TEMPLATE VERSION
PLOT DATE:

Location Key	Size DBH (Inches)	Description	Common Name	Comments	Tree Designation				Removal Status	Replacement Caliper Inches
					Feature	Primary	Secondary	Non-Protected		
T1	14	M.T.	Bois D'Arc					X		
T2	24	M.T.	Bois D'Arc					X		
T3	24		Bois D'Arc					X		
T4	16	M.T.	Hackberry				X			
T5	13		American Elm			X				
T6	12		Eastern Red Cedar			X		Removed	6	
T7	12		Eastern Red Cedar			X				
T8	14		Hackberry			X				
T9	15	M.T.	Bois D'Arc				X			
T10	18	M.T.	American Elm			X				
T10A	30		Cottonwood				X	Removed		
T11	14		Black Willow				X			
T12	16		Black Willow				X			
T13	12		Eastern Red Cedar			X				
T14	15	M.T.	Hackberry	Dying and Covered with Poison Ivy		X				
T15	14		Hackberry	Diseased Crown		X				
T15A	14	M.T.	Hackberry			X				
T16	14		Hackberry			X				
T17	15		American Elm			X				
T18	13		Hackberry			X		Removed	6.5	
T19	14	M.T.	Bois D'Arc	Tagged as "20"		X		Removed		
T20	12		Eastern Red Cedar			X				
T21	13	M.T.	Eastern Red Cedar			X				
T22	12		Eastern Red Cedar			X		Removed	6	
T23	12		Eastern Red Cedar			X		Removed	6	
T24	12		Eastern Red Cedar			X				
T25	12		Eastern Red Cedar			X		Removed	6	
T26A	9		Cedar Elm			X				
T26	11		Eastern Red Cedar			X				
T27	8		White Ash			X				
T28	13	M.T.	Eastern Red Cedar			X				
T29	14	M.T.	Eastern Red Cedar			X				
T30	11		Eastern Red Cedar			X				
T31	12		Eastern Red Cedar			X				
T32	11		Eastern Red Cedar	Branched to Ground		X				
T33	11		Eastern Red Cedar			X				
T34	17		White Ash			X		Removed	17	
T35	12		Eastern Red Cedar	Only Top 1/4 of Tree is Above		X		Removed	6	
T36	13		Eastern Red Cedar	Entirely Dead		X		Removed	6.5	
T37	9		White Ash			X		Removed	9	
T38	11		Hackberry			X		Removed	5.5	
T39	8		Slippery Elm	Entire Tree is Wiltd.		X		Removed	8	
T40	12		Hackberry			X				
T41	13		Hackberry			X		Removed	6.5	
T42	14	M.T.	Eastern Red Cedar			X		Removed	7	
T43	8		Hackberry			X		Removed		
T44	10'		Bois D'Arc			X		Removed		
T45	14		American Elm			X		Removed	14	
T46	7		Slippery Elm			X		Removed	7	
T47	14		White Ash			X				
T48	6		Cedar Elm			X				
T49	12		Eastern Red Cedar			X				
T50	4		Bois D'Arc			X				
T51	19		Bois D'Arc			X				
T52	5		Persimmon			X				
T53	9		Persimmon			X				
T54	8		Black Willow			X				
T55	4		Persimmon			X				
T56	15		White Ash			X				
T57	18		Bois D'Arc			X				
T58	6		Bois D'Arc			X				
T59	14	M.T.	Bois D'Arc			X				
T60	21	M.T.	Bois D'Arc			X				
T61	6		Bois D'Arc	Tagged as "62"		X				
T62	6		Bois D'Arc	Tagged as "63"		X				
T63	8		American Elm			X				
T64	8	M.T.	Hackberry			X				
T65	12		White Ash			X				
T66	6		Bois D'Arc			X		Removed		
T67	24	M.T.	Bois D'Arc			X		Removed		
T68	17	M.T.	Hackberry			X		Removed	8.5	
T69	15	M.T.	Hackberry			X		Removed	7.5	
T70	11		Hackberry			X		Removed	5.5	
T71	12		Bois D'Arc			X		Removed		
T72	14		Hackberry			X		Removed	7	
T73	11		Cedar Elm			X				
T73A	8		American Elm			X				
T73B	12		Eastern Red Cedar			X				
T74	15		Eastern Red Cedar			X				
T75	15		Eastern Red Cedar			X				
T76	14		Eastern Red Cedar			X				
T77	12		Black Willow			X				
T78	13		Eastern Red Cedar			X				
T79	12		Eastern Red Cedar			X		Removed	6	
T80	12		Eastern Red Cedar			X		Removed	6	
T81	12	M.T.	'Nakhez' Crape Myrtle			X				
T81A	18		Live Oak			X		Removed	18	
T82	7	M.T.	'Nakhez' Crape Myrtle			X				
T83	6	M.T.	'Nakhez' Crape Myrtle			X				
T84	11	M.T.	'Nakhez' Crape Myrtle			X				
T85	16	M.T.	'Nakhez' Crape Myrtle			X				
T86	18	M.T.	'Nakhez' Crape Myrtle			X				
T87	15	M.T.	'Nakhez' Crape Myrtle			X				
T88	11	M.T.	'Nakhez' Crape Myrtle			X				
T89	15		Bradford Pear			X		Removed	15	
T90	11	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T90A	20	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T90B	9	M.T.	Wilmerlon Red Crape Myrtle			X		Removed		
T91	11	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T92	11	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T93	15	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T94	9	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T95	19	M.T.	'Nakhez' Crape Myrtle			X		Removed		
T96	7	M.T.	Wilmerlon Red Crape Myrtle			X		Removed		

Location Key	Size DBH (Inches)	Description	Common Name	Comments	Tree Designation				Removal Status	Replacement Caliper Inches
					Feature	Primary	Secondary	Non-Protected		
T96	7	M.T.	Wilmerlon Red Crape Myrtle					X	Removed	
T97	19	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T98	9	M.T.	Wilmerlon Red Crape Myrtle					X	Removed	
T99	13	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T100	8	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T101	11	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T102	7	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T103	10	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T104	7	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T105	11	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T106	6	M.T.	'Nakhez' Crape Myrtle					X	Removed	
T107	18		Red Oak				X	Removed	18	
T108	22		Bradford Pear				X	Removed	22	
T109	12		Bradford Pear	Diseased			X	Removed	12	
T110	15		Bradford Pear	Wind Damaged			X			
T111	15		Live Oak				X	Removed	15	
T112	17		Live Oak				X			
T113	13		Live Oak	Bad Freeze Damaged Trunk			X	Removed	13	
T114	5		Magnolia				X	Removed	5	
T115	9		Live Oak	Bad Freeze Damaged Trunk			X	Removed	9	
T116	12		Texas Red Oak	Substantial Trunk Damage with Borer Infestation			X	Removed	12	
T138	18	M.T.	Hackberry				X			
T141	12		Eastern Red Cedar				X			
T142	14		Eastern Red Cedar				X			
T143	17	M.T.	Eastern Red Cedar				X			
T144	4		Cedar Elm				X			
T145	16		Eastern Red Cedar				X			
T146	11		Eastern Red Cedar				X			
T147	14		Eastern Red Cedar				X			
T148	12		Eastern Red Cedar				X			
T149	12		Eastern Red Cedar				X			
T150	12		Eastern Red Cedar				X			
T151	12	M.T.	Eastern Red Cedar				X			
T152	15		Eastern Red Cedar				X			
T153	11		Eastern Red Cedar				X			
T155	16		Eastern Red Cedar				X			
T159	12		Eastern Red Cedar				X			
T157	14		Eastern Red Cedar				X			
T158	8		Cedar Elm				X			
T158A	7		Cedar Elm				X			
T159	8		Locust				X			
T160	5		White Ash				X			
T161	5		Cedar Elm				X			
T162	4		White Ash				X			
T163	4		Cedar Elm				X			
T164	8		Cedar Elm				X			
T164A	7		Cedar Elm				X			
T164B	10	M.T.	Cedar Elm				X			
T164C	6		Cedar Elm				X			
T165	7		Black Willow				X			
T166	20		Black Willow				X			
T168	19	M.T.	Eastern Red Cedar				X			
T168A	23	M.T.	Eastern Red Cedar				X			
T170	6		Live Oak				X	Removed	6	
T171	6		Live Oak				X			
T172	6		Bur Oak				X			
T173	6		Bur Oak				X			
T174	6		Bur Oak				X			
T175	6		Bur Oak				X			
T176	7		Live Oak				X			
T177	8	M.T.	'Nakhez' Crape Myrtle				X			
T178	6		Bur Oak				X			
T179	6		Bur Oak				X			
T180	6		Bur Oak				X			
T181	6		Live Oak	Stunted- Old Sapsucker Damage			X			
T182	10	M.T.	'Nakhez' Crape Myrtle				X			
T183	7.5	M.T.	'Nakhez' Crape Myrtle				X			
T184	7	M.T.	'Nakhez' Crape Myrtle				X			
T185	6		Bald Cypress				X			
T186	6		Bald Cypress				X			
T187	6		Bald Cypress				X			
T188	6		Bald Cypress				X			
T189	6		Bald Cypress				X			
T190	6		Live Oak	Stunted- Old Sapsucker Damage			X			
T191	6		Live Oak				X			
T192	6		Bald Cypress				X			
T193	6		Bald Cypress				X			
T194	6		Live Oak				X			
T195	6		Bald Cypress				X			
T196	6		Live Oak				X			
T197	6		Live Oak				X			
T198	6		Live Oak				X			
T199	6		Live Oak				X			
T200	6		Live Oak				X			
T201	6		Bald Cypress				X			
T202	6		Bald Cypress				X			
T203	6									

RAYBURN ELECTRIC COOPERATIVE

LANDSCAPE PLANS FOR BUILDING D AND E CAMPUS EXPANSION ROCKWALL, TX

HARDSCAPE, LANDSCAPE, IRRIGATION

Sheet Number	Sheet Title	Drawings Issued																		
		30% PROGRESS SET (ISSUE DATE - 09.01.22)	65% PROGRESS SET (ISSUE DATE - 09.26.22)	PSP SUBMITTAL (ISSUE DATE - 10.11.22)																
L0.00	SHEET INDEX		●	●																
GENERAL																				
L1.00	GENERAL NOTES & MATERIALS LEGEND		●	●																
L1.01	OVERALL PLAN		●	●																
HARDSCAPE																				
L2.01	HARDSCAPE PLAN		●	●																
L2.02	HARDSCAPE PLAN		●	●																
L2.03	HARDSCAPE PLAN		●	●																
L2.04	HARDSCAPE PLAN		●	●																
L2.05	HARDSCAPE PLAN		●	●																
L2.06	HARDSCAPE PLAN		●	●																
DETAILS																				
L4.01	HARDSCAPE DETAILS		●	●																
PLANTING																				
L5.01	LANDSCAPE PLAN	●	●	●																
L5.02	LANDSCAPE PLAN	●	●	●																
L5.03	LANDSCAPE PLAN	●	●	●																
L5.04	LANDSCAPE PLAN	●	●	●																
L5.05	LANDSCAPE PLAN	●	●	●																
L5.06	LANDSCAPE PLAN	●	●	●																
L5.07	PLANTING SCHEDULE	●	●	●																
L5.08	PLANTING DETAILS	●	●	●																
TREE PRESERVATION																				
L7.01	TREESCAPE PLAN	●	●	●																
L7.02	TREESCAPE PLAN		●	●																
L7.03	TREESCAPE PLAN		●	●																
L7.04	TREESCAPE PLAN		●	●																
L7.05	TREESCAPE PLAN		●	●																
L7.06	TREESCAPE PLAN		●	●																
L7.07	TREESCAPE TABLE	●	●	●																



ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

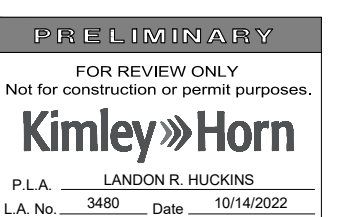
LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

STRUCTURAL ENGINEER
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040



KEY PLAN

REVISION
NO. DESCRIPTION DATE

HKS PROJECT NUMBER
25370.000
DATE
10/14/22
ISSUE
**CITY SITE PLAN
SUBMITTAL**
SHEET TITLE
SHEET INDEX

SHEET NO.

L0.00

1166.39'

SIDS ROAD

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

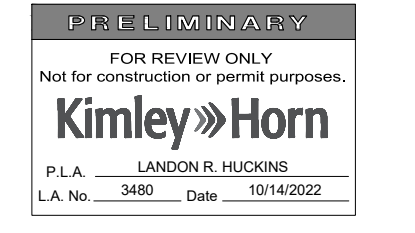
LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

STRUCTURAL ENGINEER
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

MEP ENGINEERS
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER
RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087

CIVIL ENGINEER
R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040



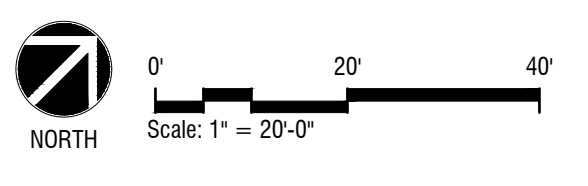
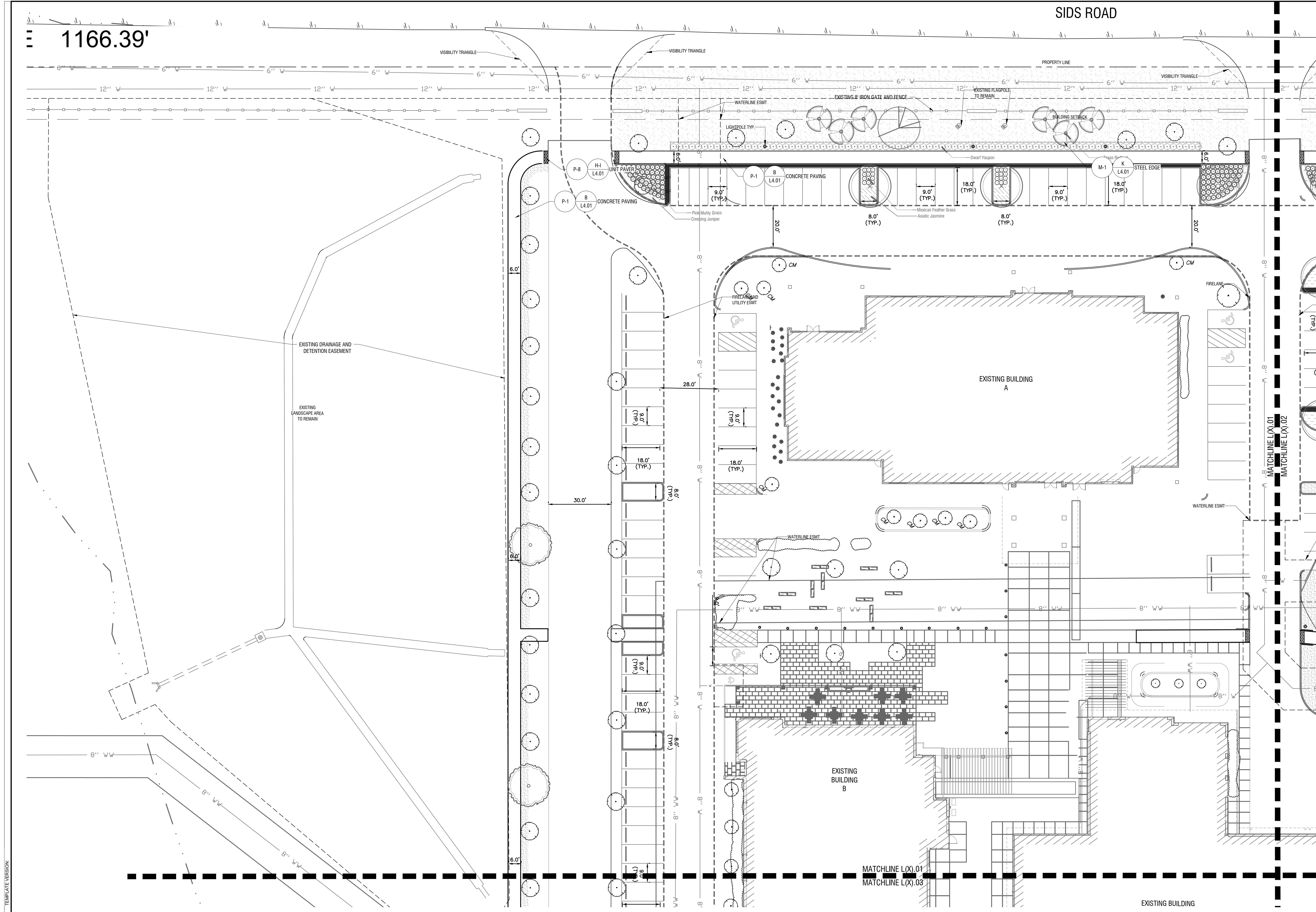
KEY PLAN

REVISION NO. DESCRIPTION DATE

HKS PROJECT NUMBER
25370.000
DATE
10/14/22
ISSUE
CITY SITE PLAN SUBMITTAL
SHEET TITLE
HARDSCAPE PLAN

SHEET NO.

L2.01



Hardscape Plan
Scale: 1" = 20' - 0"

A

TEMPLATE VERSION
PLOT DATE:

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ARCHITECT

HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

LANDSCAPE ARCHITECT

KIMLEY-HORN AND ASSOCIATE, INC.
260 EAST DAVIS STREET, SUITE 100
MCKINNEY, TX 75069

STRUCTURAL ENGINEER

HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

MEP ENGINEERS

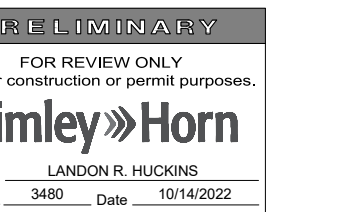
SYSKA HENNESSY GROUP
4925 GREENVILLE AVENUE, SUITE 415
DALLAS, TX 75206

OWNER

RAYBURN ELECTRIC COOPERATIVE
950 SIDS ROAD
ROCKWALL, TX 75087

CIVIL ENGINEER

R - DELTA ENGINEERS, INC.
618 MAIN STREET
GARLAND, TEXAS 75040



KEY PLAN

REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER

25370.000

DATE

10/14/22

ISSUE

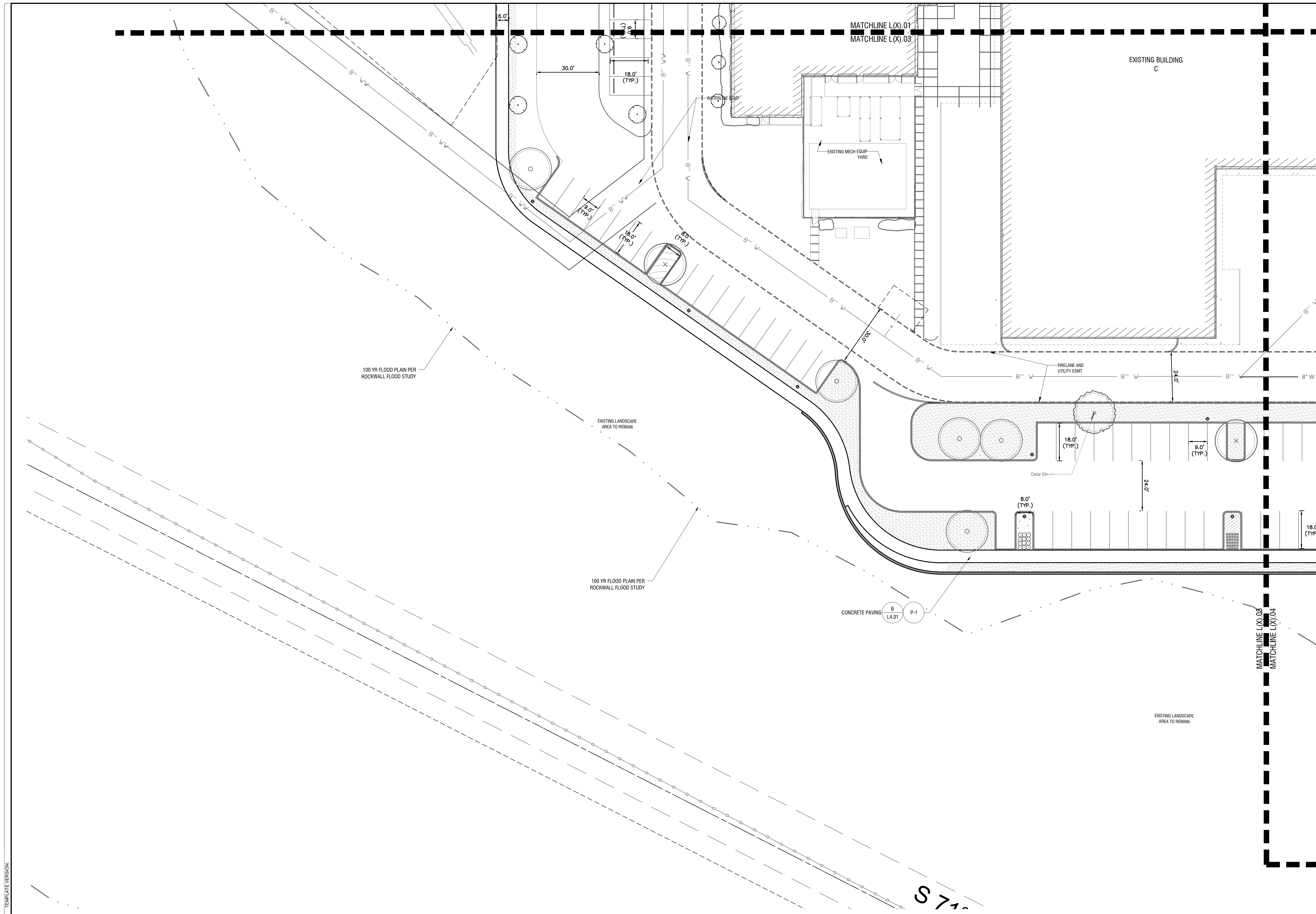
CITY SITE PLAN SUBMITTAL

SHEET TITLE

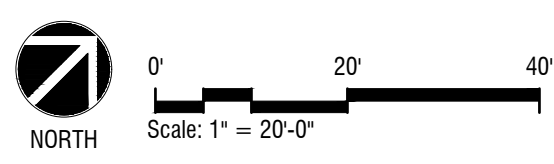
HARDSCAPE PLAN

SHEET NO.

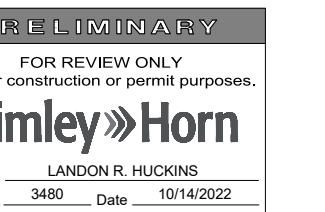
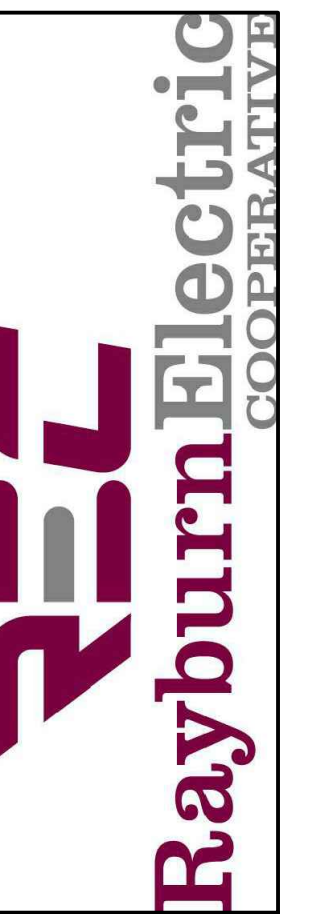
L2.03



PLOT DATE: TEMPLATE VERSION:



Hardscape Plan | A
Scale: 1" = 20'-0"



KEY PLAN

REVISION NO. DESCRIPTION DATE

HKS PROJECT NUMBER

25370.000

DATE

10/14/22

ISSUE

CITY SITE PLAN

SUBMITTAL

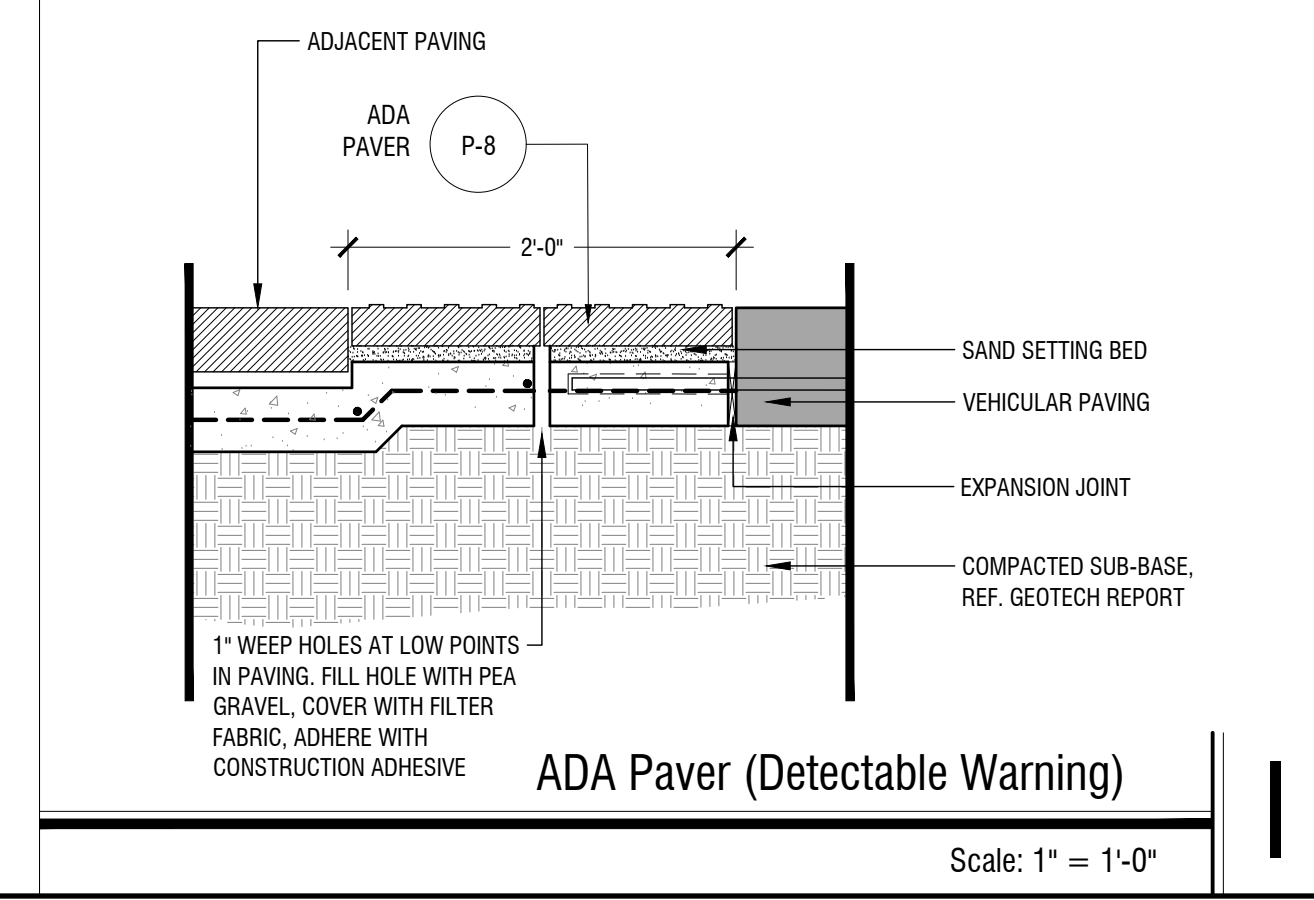
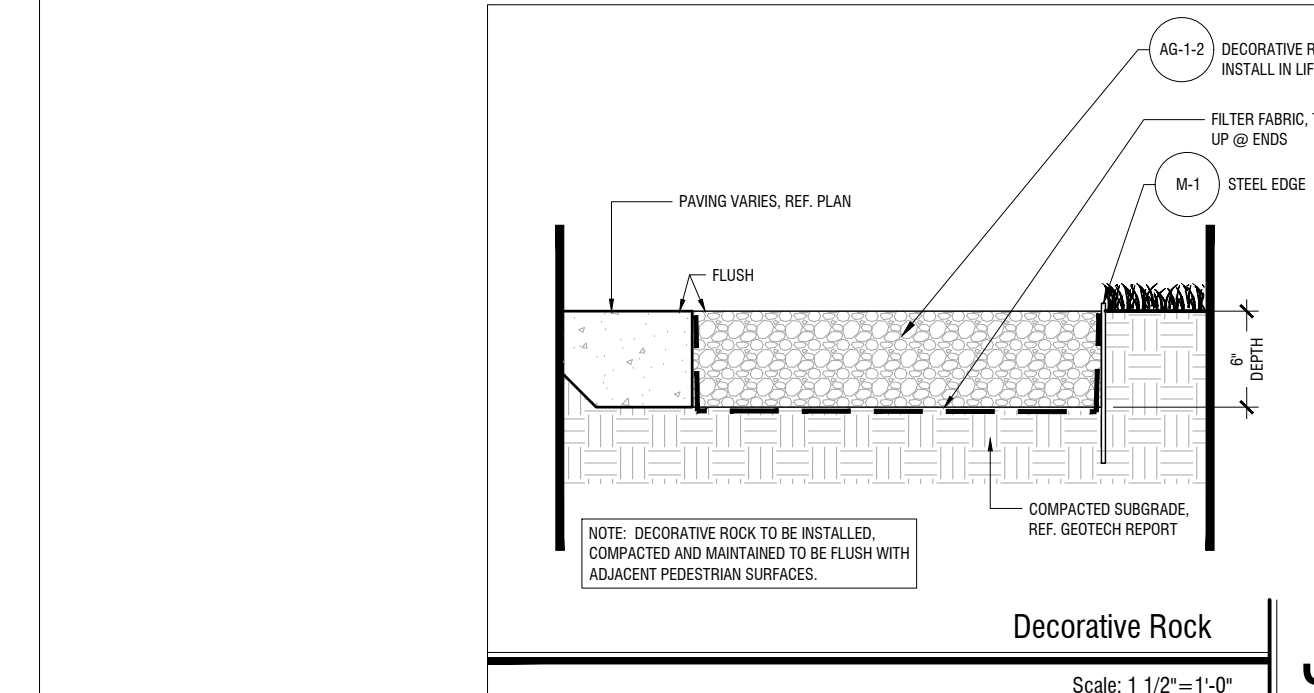
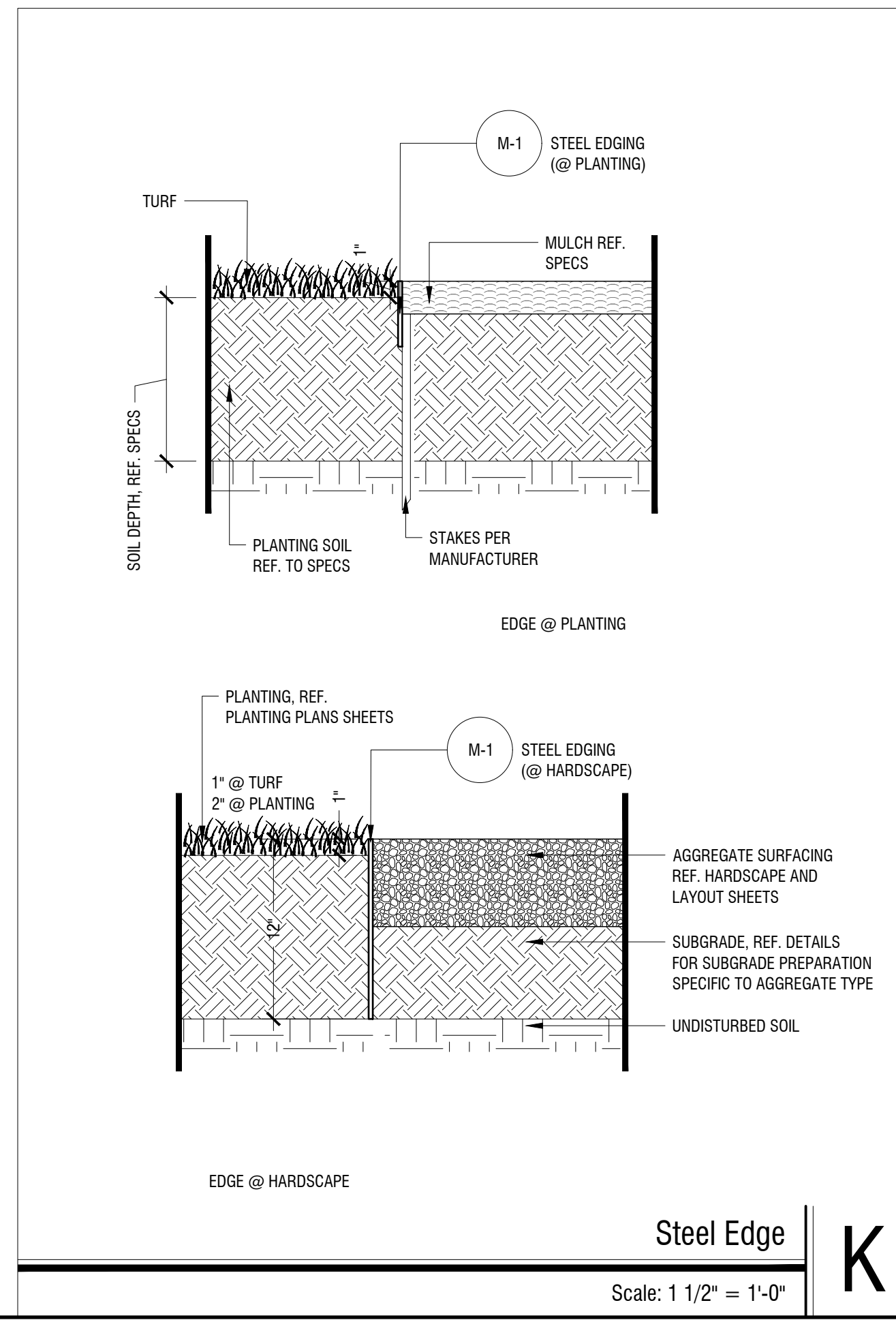
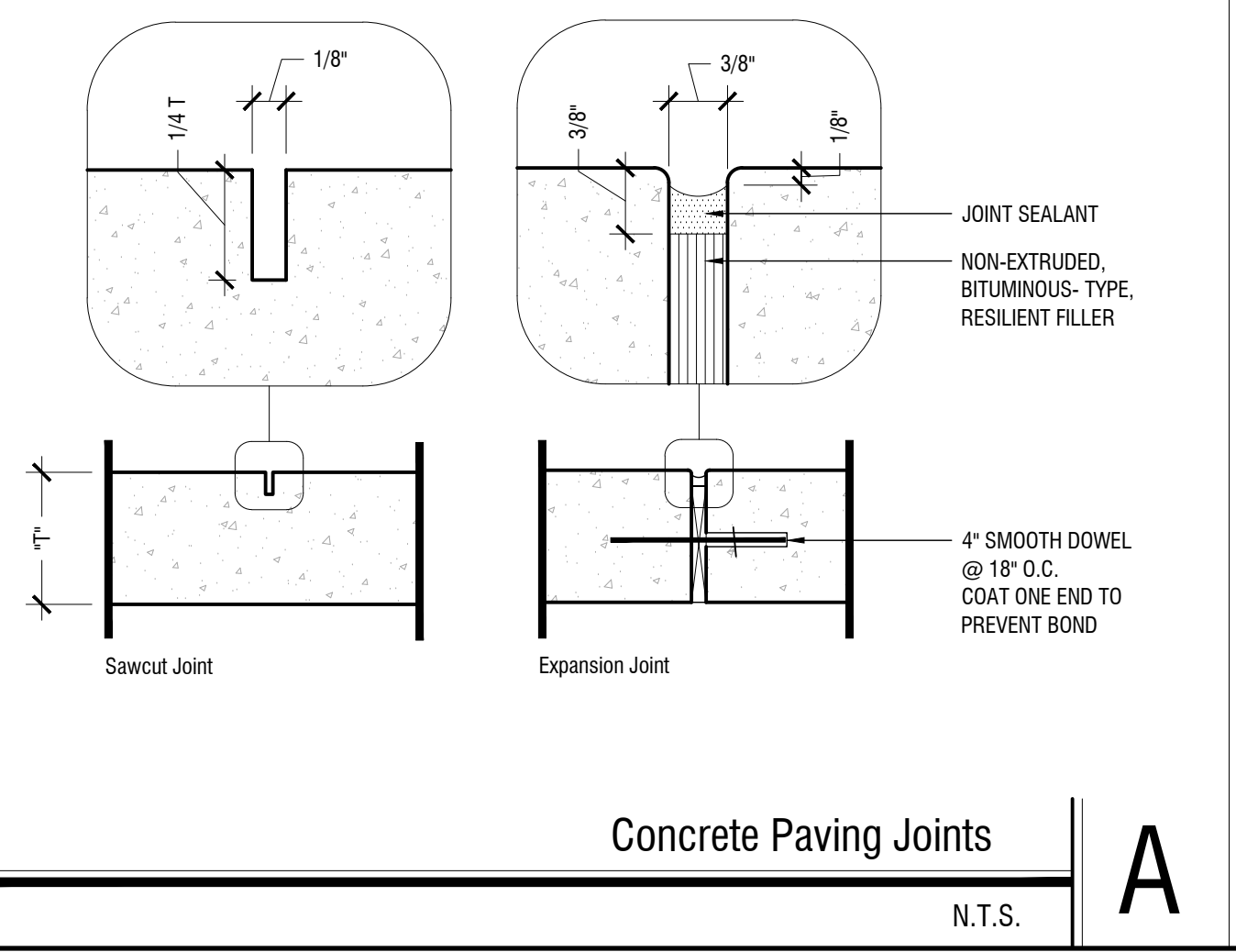
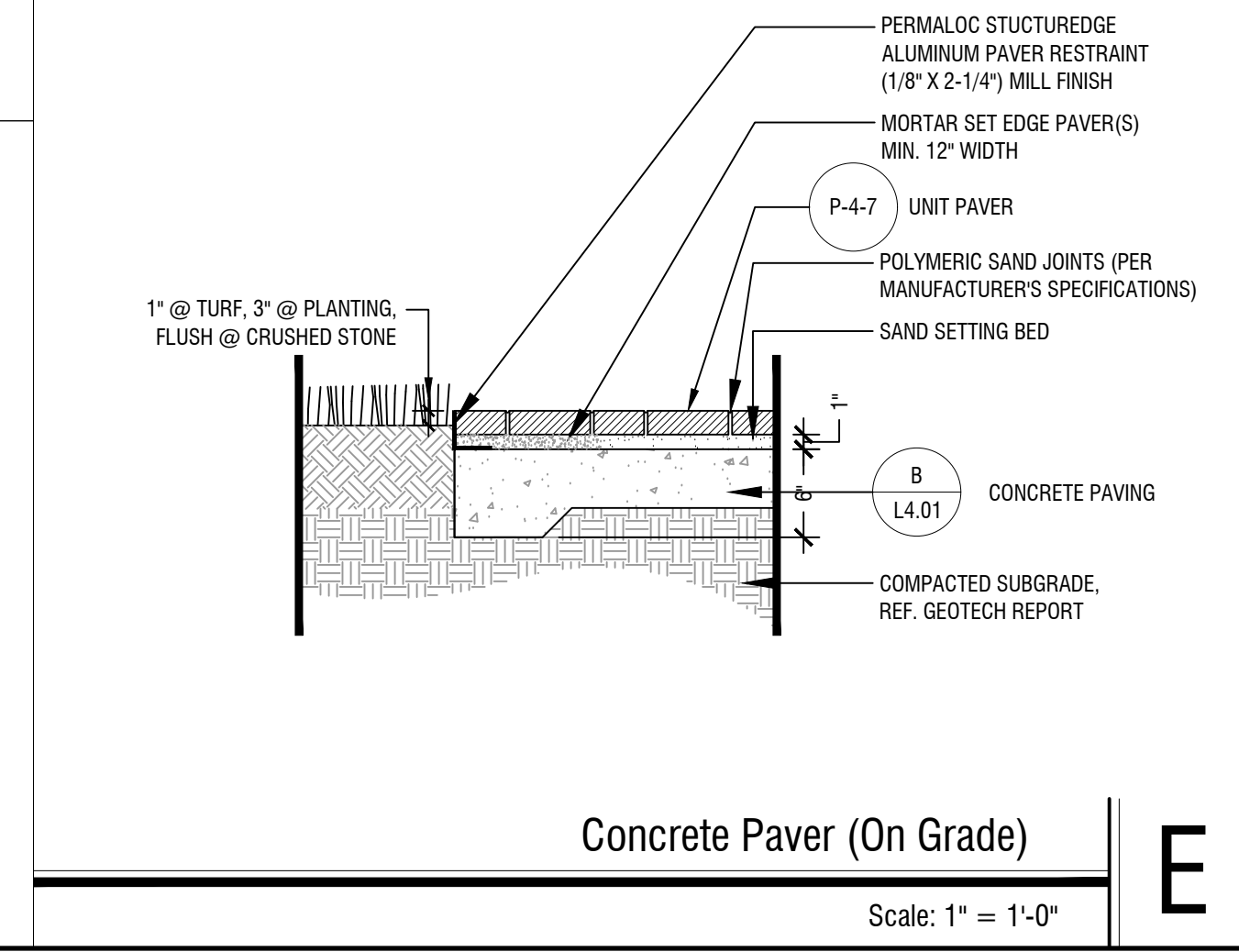
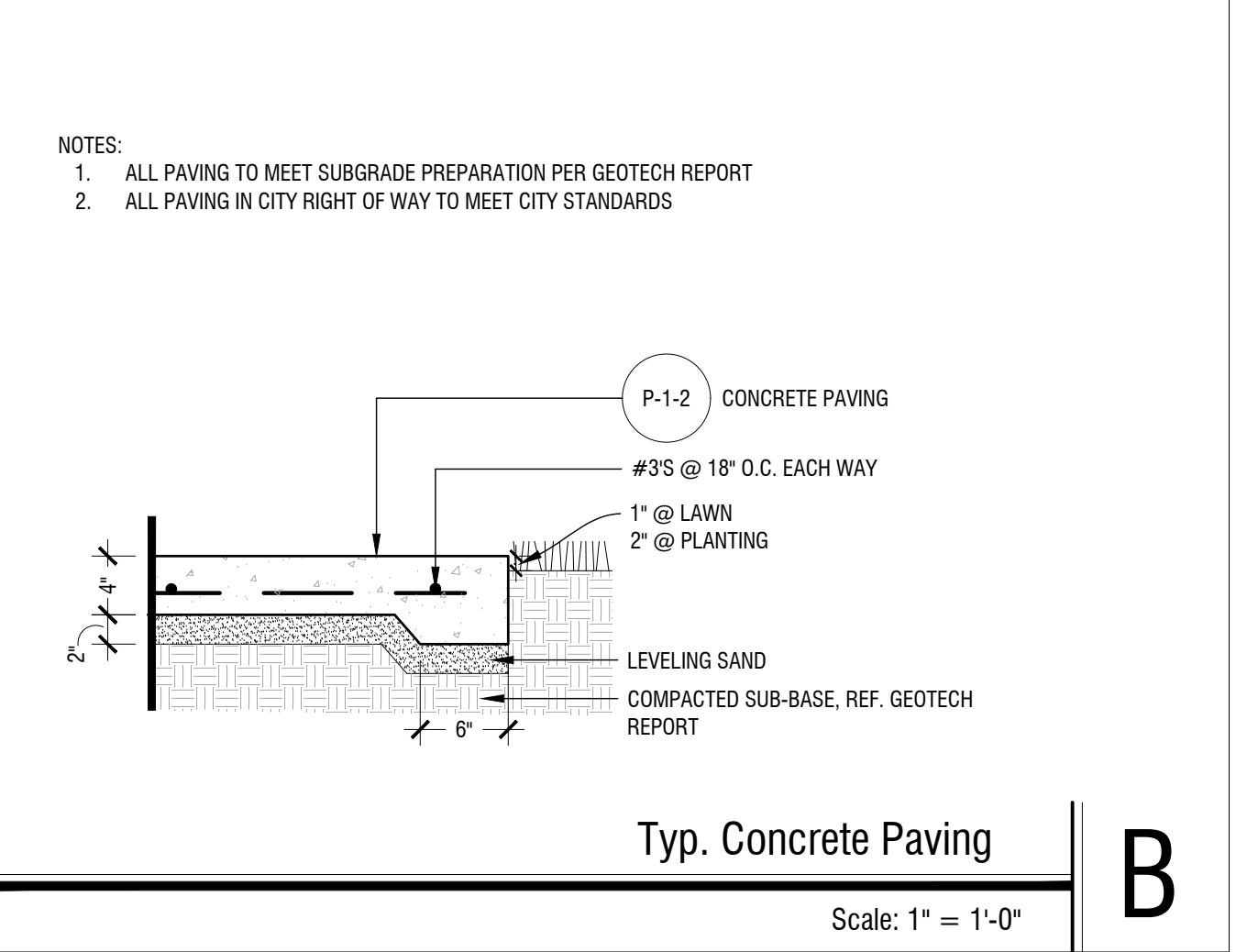
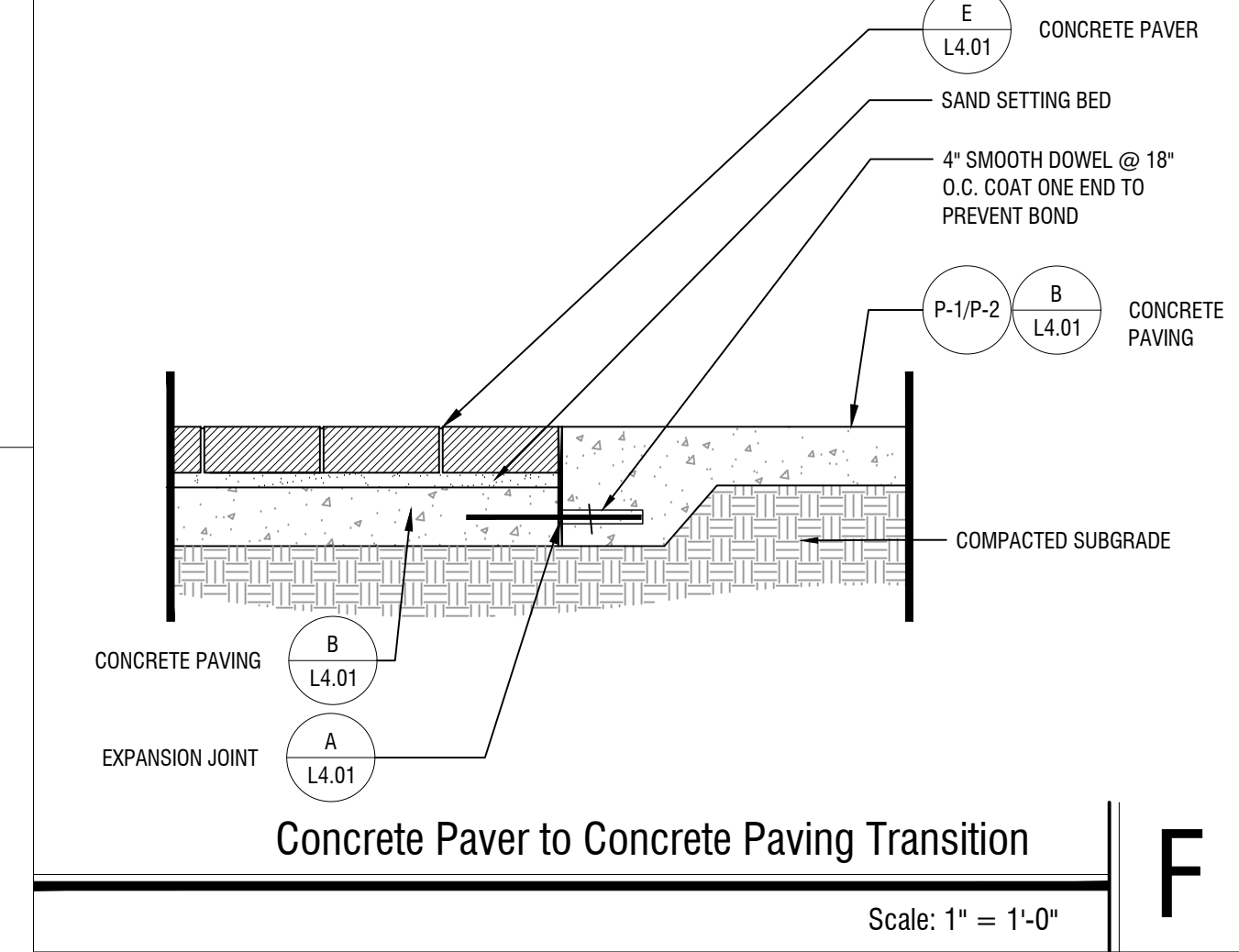
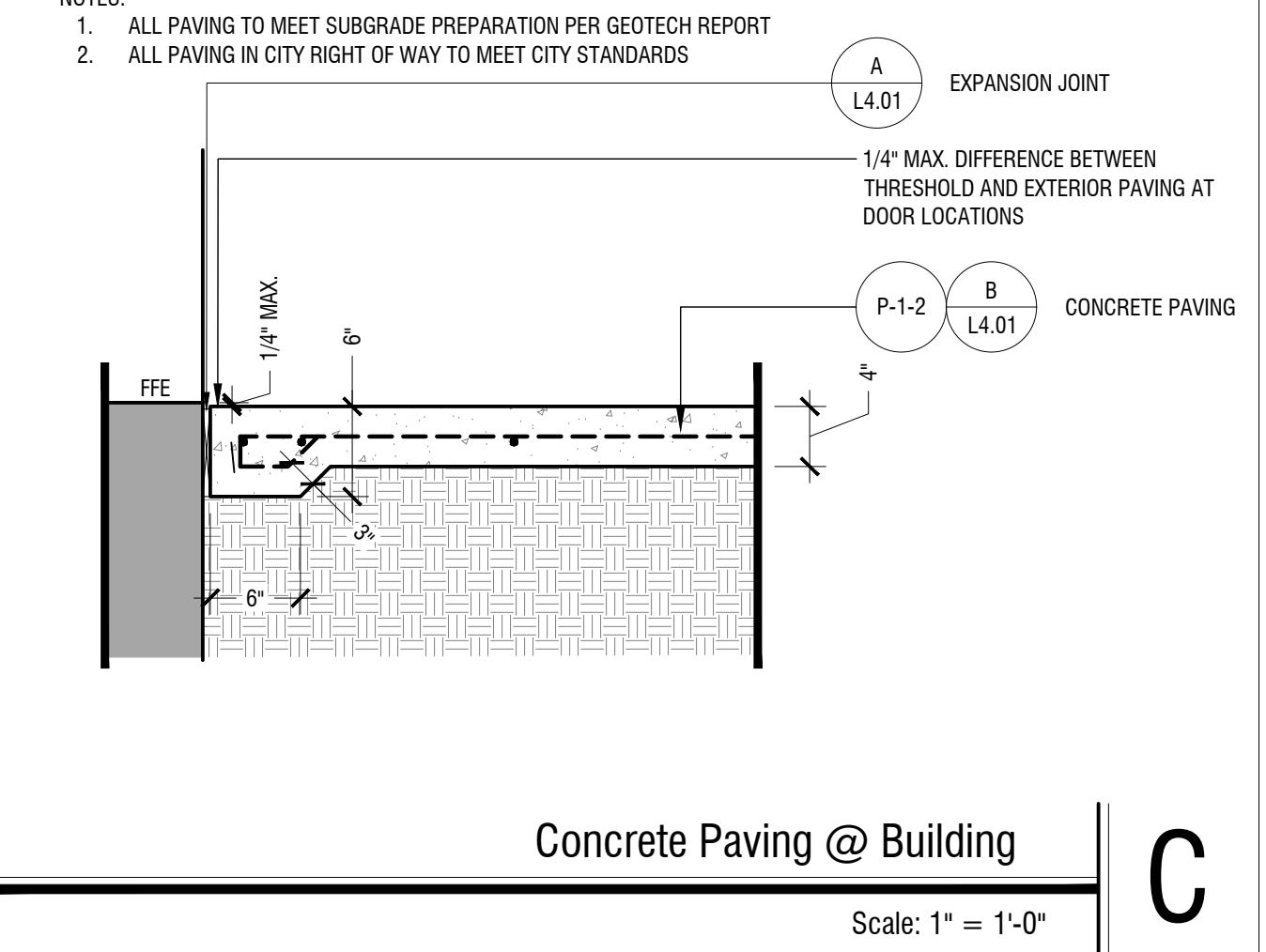
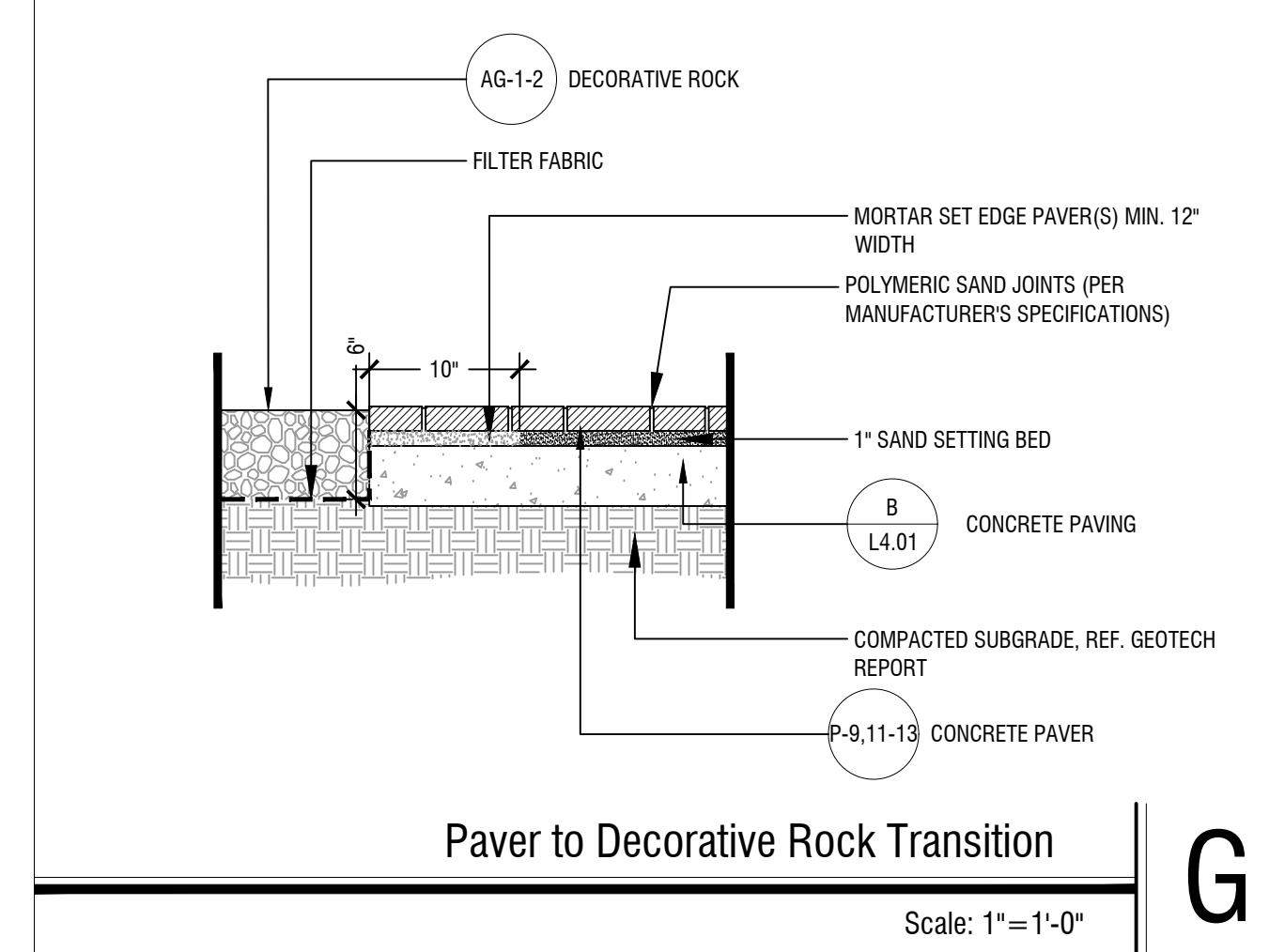
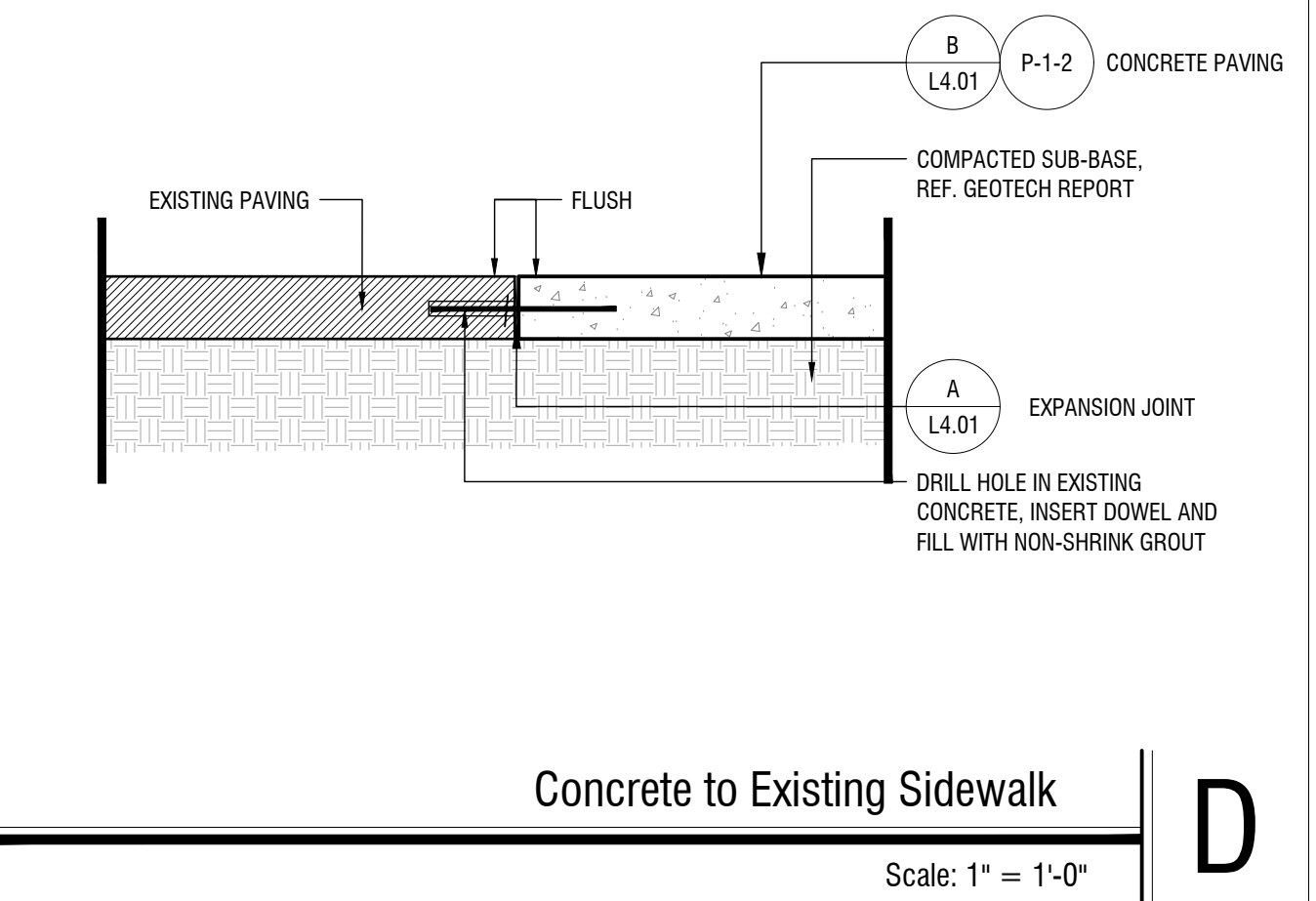
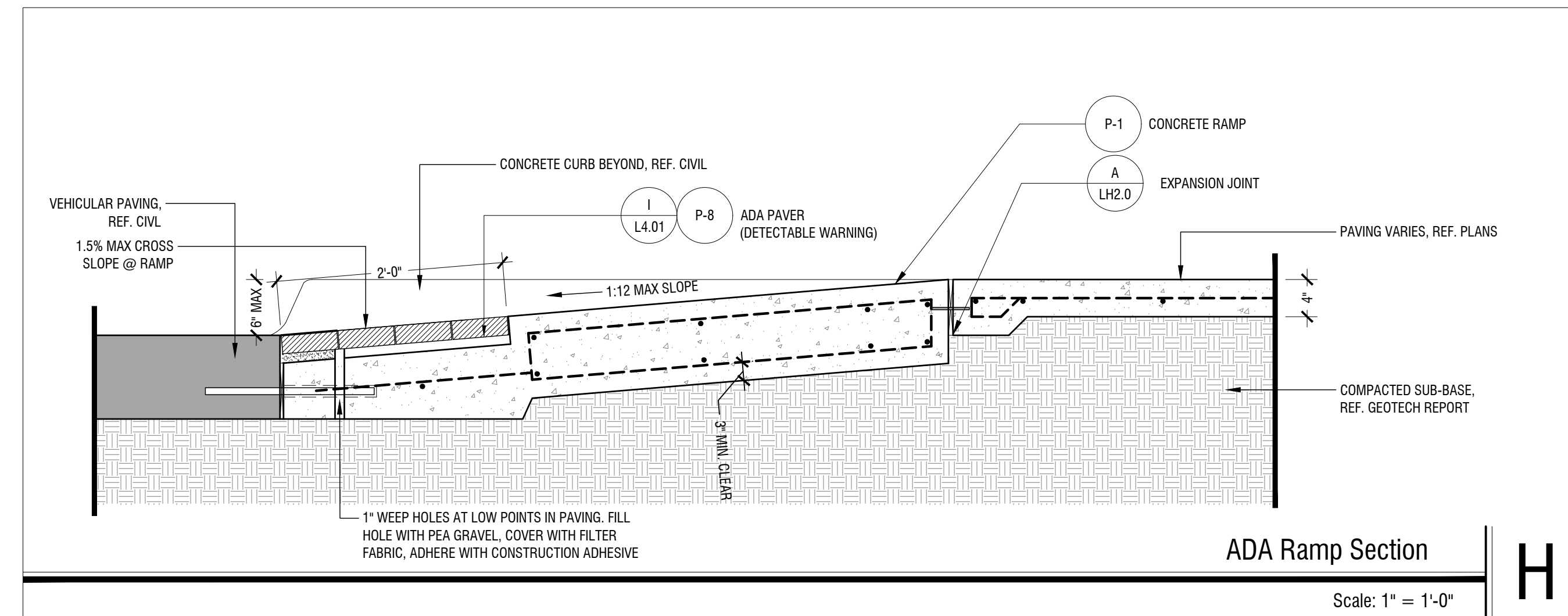
SHEET TITLE

HARDSCAPE DETAILS

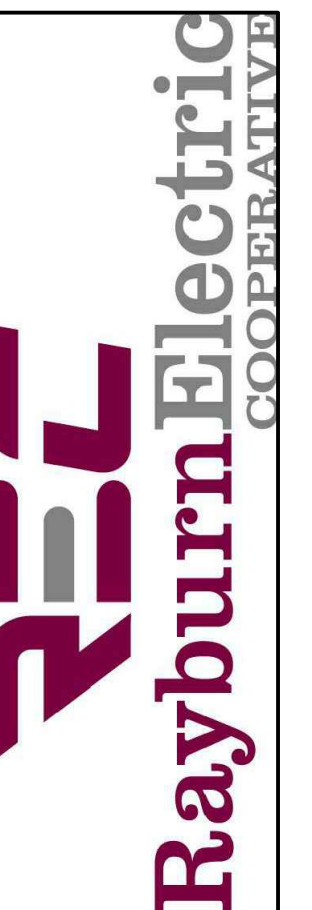
SHEET NO.

L4.01

- NOTES:
1. ALL PAVING TO MEET SUBGRADE PREPARATION PER GEOTECH REPORT
 2. ALL PAVING IN CITY RIGHT OF WAY TO MEET CITY STANDARDS



PLOT DATE: TEMPLATE VERSION:



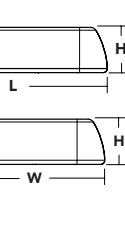
Luminaire Schedule		Qty	Manufacturer / Catalog Number	Total Lumen Output	Total Input Watts	Ballast Factor	Light Lost Factor	User Defined Factor
AA	51	LITHONIA CSX1 LED 60C 700 40K T4M HS	12377	134	1.000	0.900	1.000	
BB	40	LITHONIA KB8 LED 12C 350 40K ASY MVOLT	809	16	1.000	0.900	1.000	
CC	2	LITHONIA DSXW2 LED 20C 350 40K T2S MVOLT	2988	25	1.000	0.900	1.000	

Calculation Summary						
Calculation Grid Location	Calc. Height (Ft.)	Units	Avg	Max	Min	Avg/Min
GROUND Planar	0	Fc	0.78	5.0	0.0	N.A.
PARKING LOT 1		Fc	2.69	4.1	1.4	1.92
PARKING LOT 2 & ROADWAY		Fc	2.90	5.0	0.8	3.63

AA



CSX1 LED
LED Area Luminaire

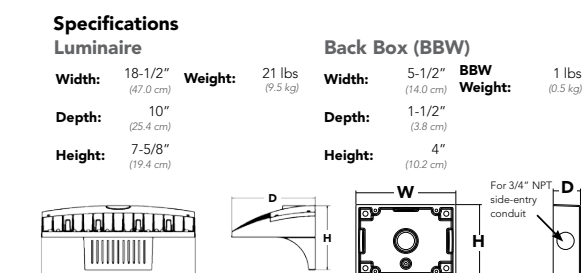


Specifications
EPA: 517
Length: 23 1/2"
Width: 18 1/2"
Height: 5.38"
Weight: 20 lbs

CC



D-Series Size 2
LED Wall Luminaire



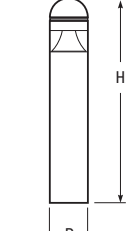
Specifications
Luminaire
Width: 18 1/2"
Depth: 10"
Height: 7.58"
Weight: 21 lbs

Back Box (BBW)
Width: 5 1/2"
Depth: 5 1/2"
Height: 4"
Weight: 1 lb

BB

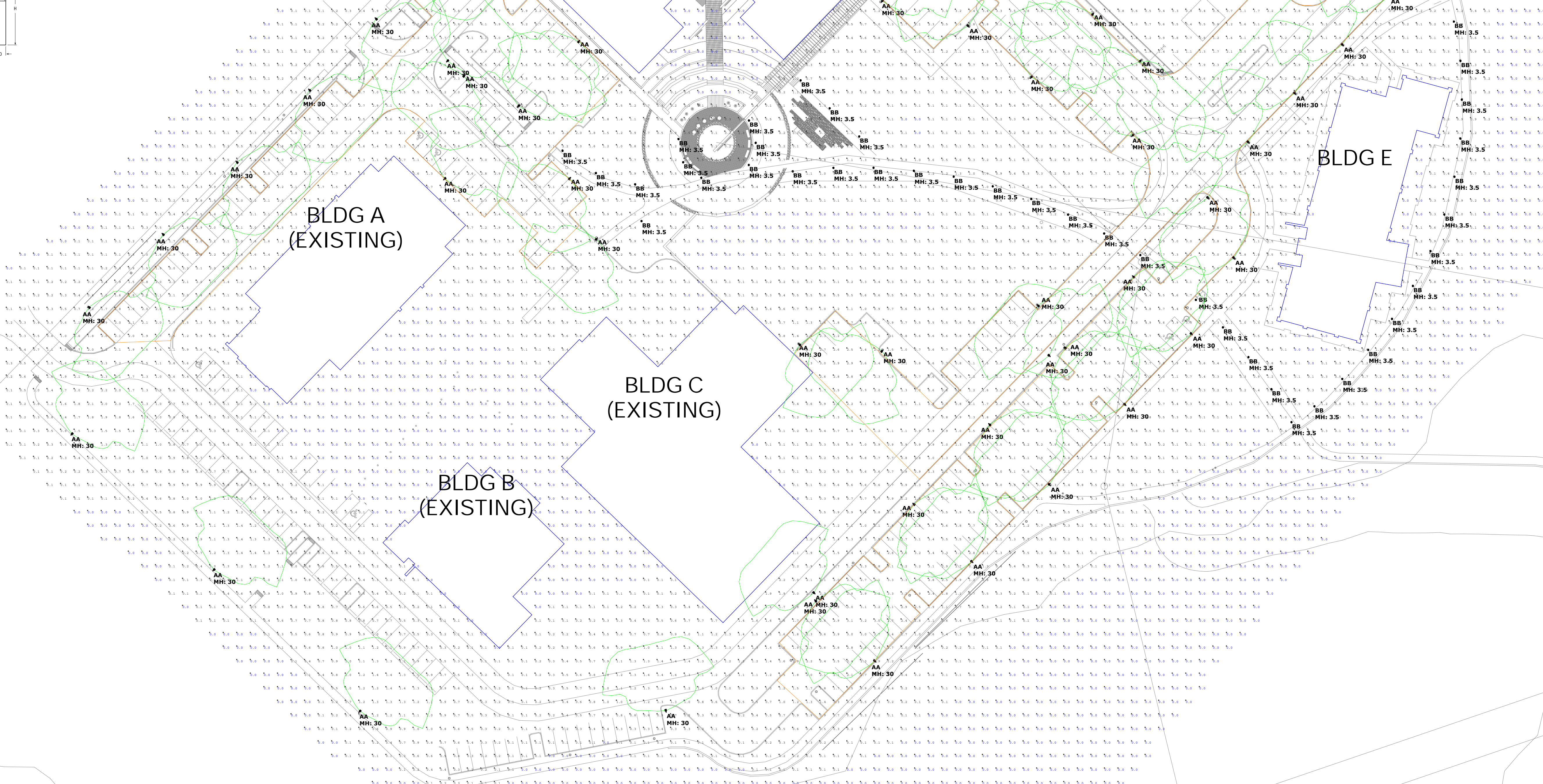


KBA8 LED
LED Specification Bollard



Specifications
Height: 48"
Weight: 27 lbs

PARKING LOT 1
Illuminance (Fc)
Average = 2.69
Maximum = 4.1
Minimum = 1.4
Avg/Min Ratio = 1.92
Max/Min Ratio = 2.93



BLDG A
(EXISTING)

BLDG C
(EXISTING)

BLDG B
(EXISTING)

BLDG D

BLDG E

PARKING LOT 2 & ROADWAY
Illuminance (Fc)
Average = 2.90
Maximum = 5.0
Minimum = 0.8
Avg/Min Ratio = 3.63
Max/Min Ratio = 6.25

VPL01 DATE: TEMPLATE VERSION

HKS PROJECT NUMBER
25370.000
DATE
10/14/22
ISSUE
CITY SITE PLAN
SUBMITTAL
SHEET TITLE
SITE LIGHTING -
PHOTOMETRIC CALCS

SHEET NO.
SL.00



Traffic Impact Analysis

Rayburn Electric Cooperative
Rockwall, Texas

October 13, 2022

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #67075002
Registered Firm F-928

Kimley»»Horn

Traffic Impact Analysis

**Rayburn Electric Cooperative Campus
Expansion
Rockwall, Texas**

Prepared by:

Kimley-Horn and Associates, Inc.
13455 Noel Road, Two Galleria Tower, Suite 700
Dallas, Texas 75240
Registered Firm F-928

10/13/2022

Contact:
Christian DeLuca, P.E., PTOE
972-770-1300
October 13, 2022



TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

I. INTRODUCTION..... 2

 A. PURPOSE 2

 B. METHODOLOGY 2

II. EXISTING AND FUTURE AREA CONDITIONS..... 5

 A. ROADWAY CHARACTERISTICS..... 5

 B. EXISTING STUDY AREA..... 5

 C. PROPOSED SITE IMPROVEMENTS..... 6

 D. EXISTING TRAFFIC VOLUMES 7

III. PROJECT TRAFFIC CHARACTERISTICS 10

 A. SITE-GENERATED TRAFFIC..... 10

 B. TRIP DISTRIBUTION AND ASSIGNMENT..... 11

 C. DEVELOPMENT OF 2024 BACKGROUND TRAFFIC 11

 D. DEVELOPMENT OF 2024 TOTAL TRAFFIC..... 11

IV. TRAFFIC OPERATIONS ANALYSIS..... 16

 A. ANALYSIS METHODOLOGY 16

 B. ANALYSIS RESULTS..... 17

 C. TRAFFIC OPERATIONS..... 18

 D. LINK VOLUME ANALYSIS 18

 E. RIGHT-TURN LANE ANALYSIS 19

V. CONCLUSIONS AND RECOMMENDATIONS..... 20

LIST OF EXHIBITS

EXHIBIT 1: VICINITY MAP3
EXHIBIT 2: CONCEPTUAL SITE PLAN.....4
EXHIBIT 3: LANE ASSIGNMENTS AND INTERSECTION CONTROL8
EXHIBIT 4: 2022 EXISTING TRAFFIC VOLUMES.....9
EXHIBIT 5: TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT12
EXHIBIT 6: TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT13
EXHIBIT 7: 2024 BACKGROUND TRAFFIC VOLUMES14
EXHIBIT 10: 2024 BACKGROUND PLUS-SITE GENERATED TRAFFIC VOLUMES15

LIST OF TABLES

TABLE 1 – TRIP GENERATION10
TABLE 2 – LEVEL OF SERVICE DEFINITIONS.....16
TABLE 3 – TRAFFIC OPERATIONAL RESULTS – WEEKDAY AM & PM PEAK HOUR17
TABLE 4 – LINK OPERATIONAL RESULTS18
TABLE 5 – RIGHT-TURN LANE ANALYSIS19

EXECUTIVE SUMMARY

The proposed Rayburn Electric Cooperative (REC) Campus Expansion development is located within the block bounded by Goliad Street, Sims Road, and Mims Road in Rockwall, Texas. The site is proposed to be built as a distribution center. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following existing intersections were selected to be part of this study:

- Goliad Street & Sids Road
- Mims Road & Sids Road
- Goliad Street & Mims Road
- Mims Road & National Drive

The analysis also included the following driveways having access in and out of the site:

- Drive 1, which is an existing full-access driveway for the REC Campus to Sids Road
- Drive 2, which is an existing full-access driveway for the REC Campus to Sids Road. The driveway is across from the driveway for Air Performance.
- Drive 3, which is an existing full-access driveway for the REC Campus to Sids Road. The driveway is across from the driveway for Rockwall ISD school bus parking lot.
- Drive 4, which is an existing full-access driveway for the REC Campus to Sids Road
- Drive 5, which is a proposed right-in right-out driveway to Goliad Street.
- Drive 6, which is an existing full-access driveway for the REC Campus to Mims Road. The driveway is across from the existing roadway, National Drive.

Traffic operations were analyzed at the study intersections for existing volumes and 2024 background traffic volumes and 2024 background plus site-generated traffic volumes. The future years correspond to the expected buildout year of the site. Conditions were analyzed for the weekday AM and PM peak hours. The background traffic conditions include existing traffic with compound growth rates.

The REC campus expansion development is expected to generate approximately 26 new weekday AM peak hour one-way vehicle trips and 37 new weekday PM peak hour one-way vehicle trips at buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

Based on the analysis presented in this report, the proposed Rayburn Electric Cooperative Campus Expansion development can be successfully incorporated into the surrounding roadway network. The proposed site driveways provide the appropriate level of access for the development. The site-generated traffic does not have a significant or disproportionate effect on the existing vehicle traffic operations. The following recommendations should be included in the development of the site:

1. Construct Drive 4 to Goliad Street as a right-in/right-out driveway due to not meeting TxDOT driveway access spacing.

I. INTRODUCTION

A. Purpose

Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the development of the Rayburn Electric Cooperative Campus Expansion site located within the block bounded by Goliad Street, Sims Road, and Mims Road in Rockwall, Texas. A site vicinity map is provided as **Exhibit 1**. **Exhibit 2** shows the proposed conceptual site plan. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

B. Methodology

Traffic operations were analyzed at the study intersections for AM and PM peak hours for the following scenarios due to falling into Analysis Category 1 based on the requirements listed in Table 2.6 in the City of Rockwall's Standards of Design & Construction.

- 2022 existing traffic
- 2024 background traffic
- 2024 background plus site traffic

The capacity analyses were conducted using the *Synchro*[™] software package and its associated *Intersection* reports for signalized intersections and *Highway Capacity Manual* reports for unsignalized intersections.

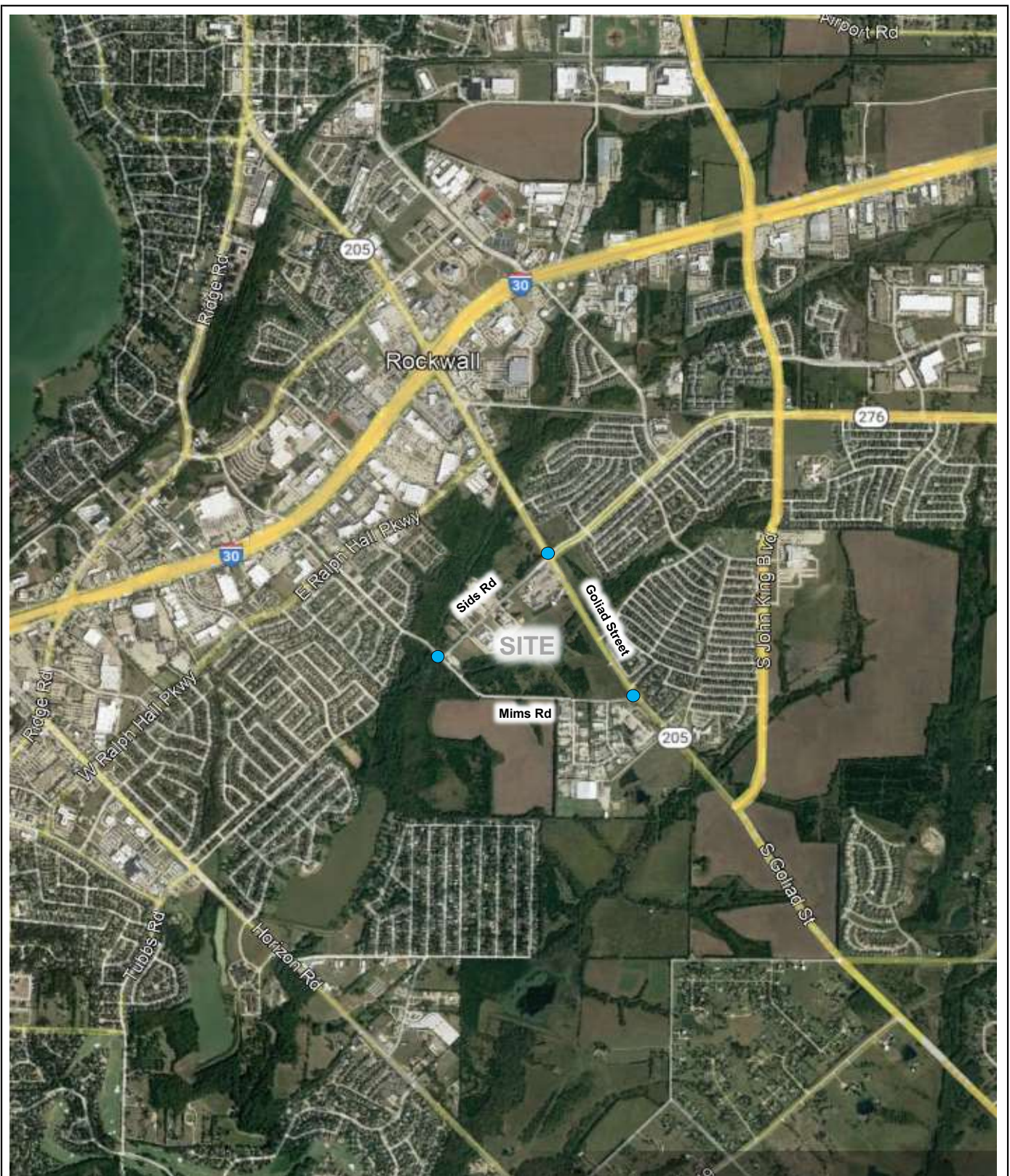



EXHIBIT 1

Vicinity Map
 Lineman Building - Rockwall, Texas

Kimley»Horn

LEGEND:
 = Study Intersection

North

 Not To Scale

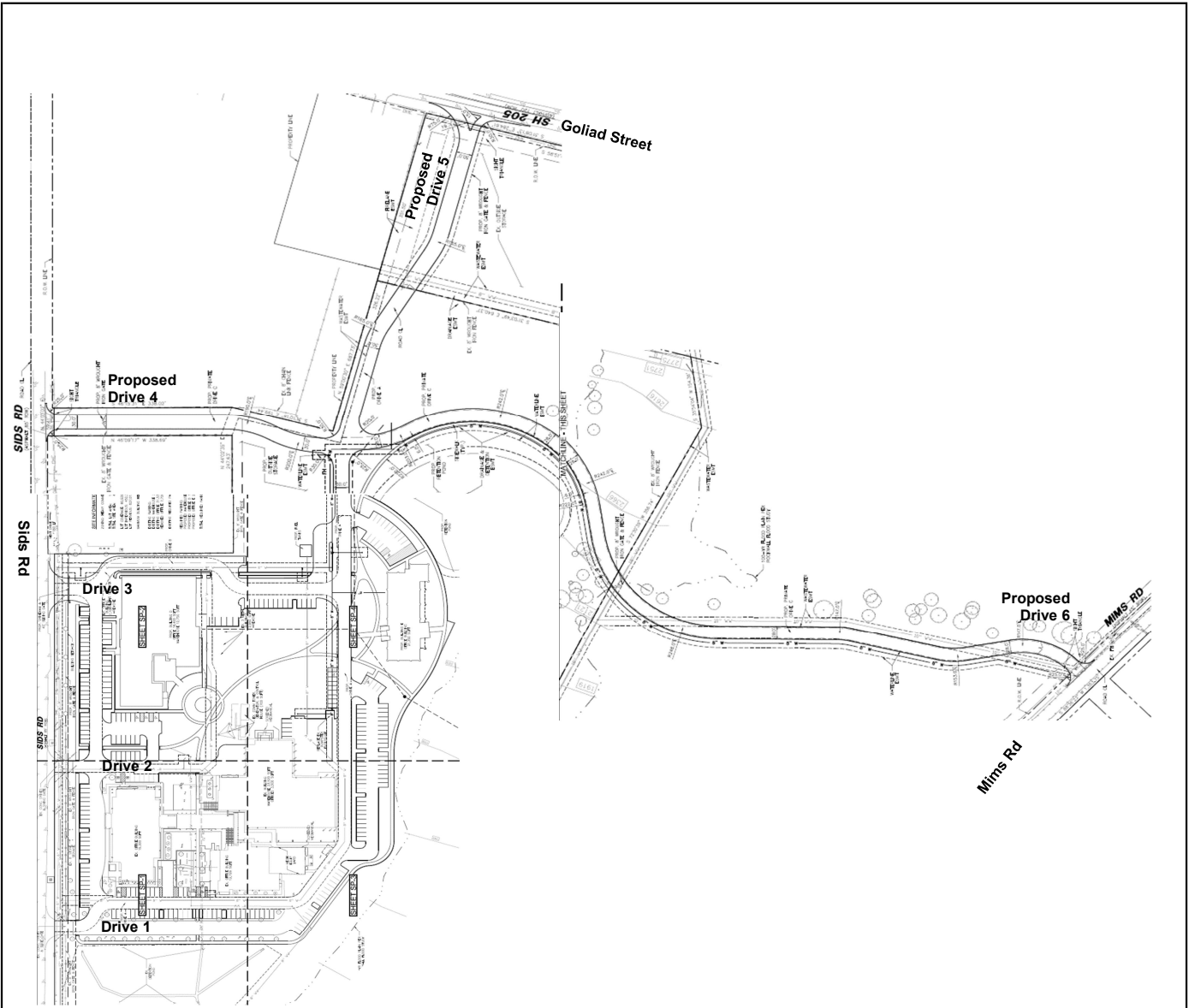


EXHIBIT 2
 Conceptual Site Plan
 Lineman Building - Rockwall, Texas



Not To Scale

II. EXISTING AND FUTURE AREA CONDITIONS

A. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

- Goliad Street & Sids Road

The following unsignalized intersections were evaluated as part of this study:

- Mims Road & Sids Road
- Goliad Street & Mims Road
- Mims Road & National Drive

The major study area roadways are described below.

Sids Road – is a two-lane undivided roadway between Mims Road to Goliad Street and then transitions into a four-lane divided roadway east of Goliad Street. The speed limit is 30 mph west of Goliad Street adjacent to the proposed site and 50 mph east of Goliad Street. Sids Road is identified as a 4-lane undivided minor arterial, west of Goliad Street, and a 6-lane divided arterial, east of Goliad Street.

Goliad Street (SH 205) – is a two-lane undivided roadway between John King Boulevard to Sids Road and then transitions into a six-lane divided roadway north of Sids Road. The speed limit is 55 mph south of Sids Road adjacent to the proposed site and 45 mph north of Sids Road. Goliad Street is identified as a 6-lane divided arterial on the City of Rockwall Thoroughfare Plan.

Mims Road – is a two-lane undivided roadway that runs from Goliad Street to I-30. On the City of Rockwall Thoroughfare Plan, Industrial Boulevard is designated as a four-lane undivided minor arterial. The speed limit near the site is 30 mph.

Exhibit 3 illustrates the intersection geometry used for the traffic analysis.

B. Existing Study Area

The property is zoned as Heavy Commercial (LHC with “office/warehouse combinations land uses” listed as a primary land use. The use of the property will not be changing.

C. Proposed Site Improvements

The development as proposed includes expansion of the Rayburn Electric Cooperative Campus. The existing REC campus contains 62,750 square feet; 7700 square feet will be removed while two buildings totaling 52,500 square feet will be added. The net gain is 44,800 square feet.

As shown in **Exhibit 3**, the site has three proposed driveways. The driveways to be modeled in this analysis are as follows:

Drive 1 – is an existing full-access driveway to Sids Road. The drive is approximately 550 feet northeast of the intersection of Mims Road and Sids Road.

Drive 2 – is an existing full-access driveway to Sids Road and is located across from another commercial driveway. The drive is approximately 300 feet northeast of Drive 1.

Drive 3 – would reconstruct and widen the site's northernmost driveway to Sids Road. The drive is approximately 375 feet northeast of Drive 2 and meets the City of Rockwall's minimum driveway spacing of 200 feet.

Proposed Drive 4 – would be a full-access driveway to Sids Road approximately 285 feet north of Drive 3. Drive 4 is proposed to be 100 feet northeast of the existing commercial driveway servicing S & A Systems Inc. The City of Rockwall requires 200 feet driveway spacing on Arterials and 100 feet of spacing on Collectors. Sids Road is expected to be a 4-lane arterial in the future based on the thoroughfare plan, however, functions as a two-lane collector today. Furthermore, the roadway dead ends into Mims Road and traffic volumes will likely remain low for quite sometimes. Further attributing to collector characteristics. The S & A Systems driveway only services a few parking spaces and has very low traffic. For these reasons, the 100-foot driveway spacing is appropriate for this driveway.

Proposed Drive 5 – would be a right-in right-out driveway to Goliad Street (SH 205) approximately 810 feet south of Goliad Street. The driveway will be 155 feet south of the next driveway to the north. Goliad Street is a TxDOT roadway and therefore requires 360 feet of spacing as a 45 MPH road. This spacing requirement is not met. To provide reasonable access under these conditions but also provide the safest operation, the driveway connection should be constructed to only allow right-in/right out turning movements.

Proposed Drive 6 – would be a full access driveway to the existing intersection of Mims Road and National Drive. The access point will create the fourth leg of the existing three-legged intersection

The intersection spacing appears to meet the City of Rockwall standards for driveway spacing away from intersections of minor arterials, and between driveways to minor arterials. Intersection sight distance at the proposed driveways is acceptable with each on relatively straight segments of their respective roadway.

D. Existing Traffic Volumes

Exhibit 4 shows the existing weekday AM and PM peak hour traffic volumes. 24-hour machine counts were collected near the site at the intersection of Goliad Street and Sids Road. The raw count sheets, as well as a comparison between the 24-hour volumes collected and previous 24-hour counts, are provided at the end of this report.

The 24-hour count showed the daily volume on the roadway link as follows:

- Goliad Street, west of Sids Road: 11,423 vehicles per day (vpd)
- Sids Road, south of Goliad Street: 2,339 vpd

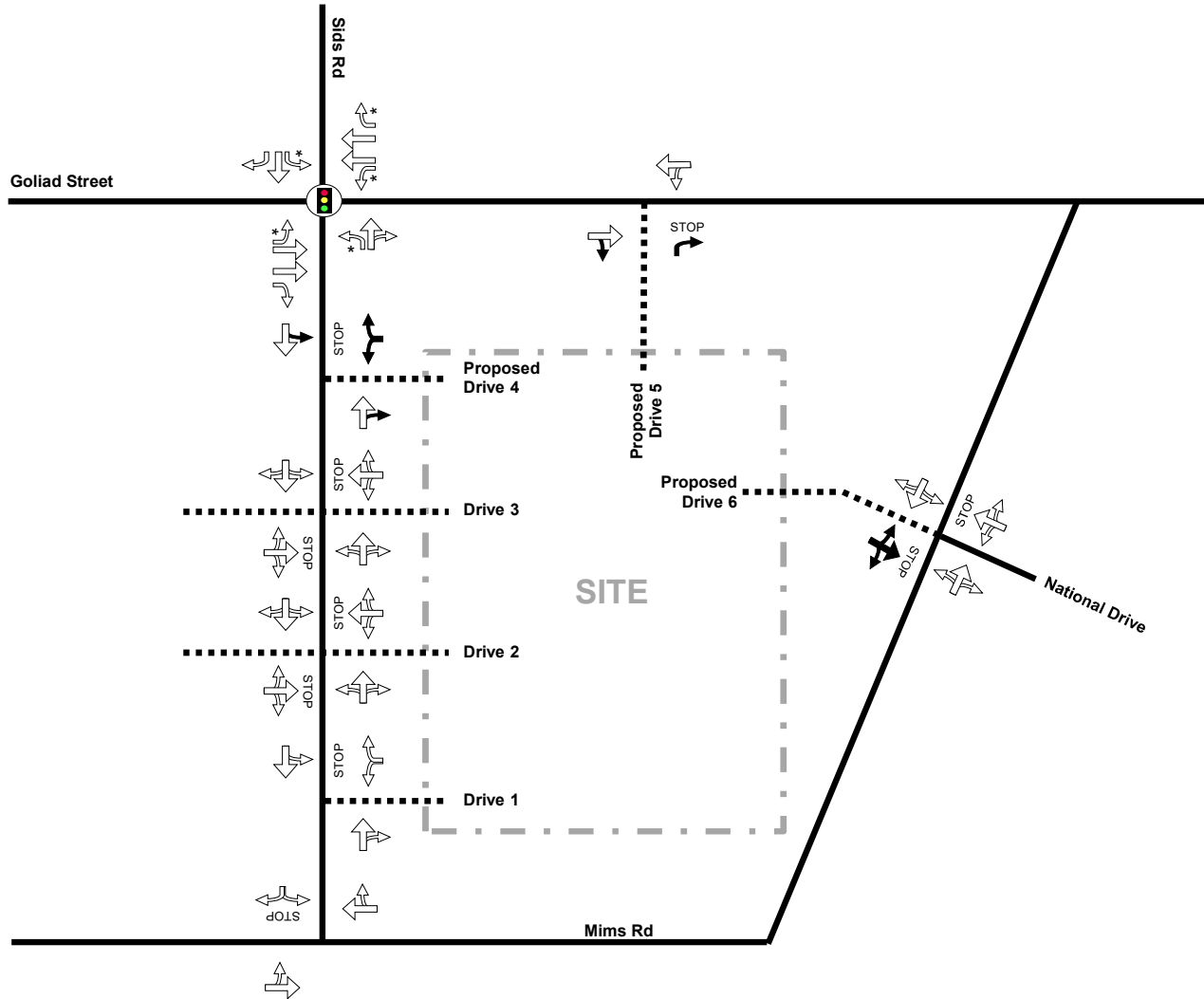


EXHIBIT 3

Lane Assignment and Intersection Control
 Lineman Building - Rockwall, Texas



LEGEND:

	= Signalized Intersection	*	= Turn Bay
STOP	= Stop-Controlled Approach		= Driveway Lanes or Off-Site Improvements
	= Travel Lane	TWLTL	= Two-Way Left Turn Lane

North
 Not To Scale

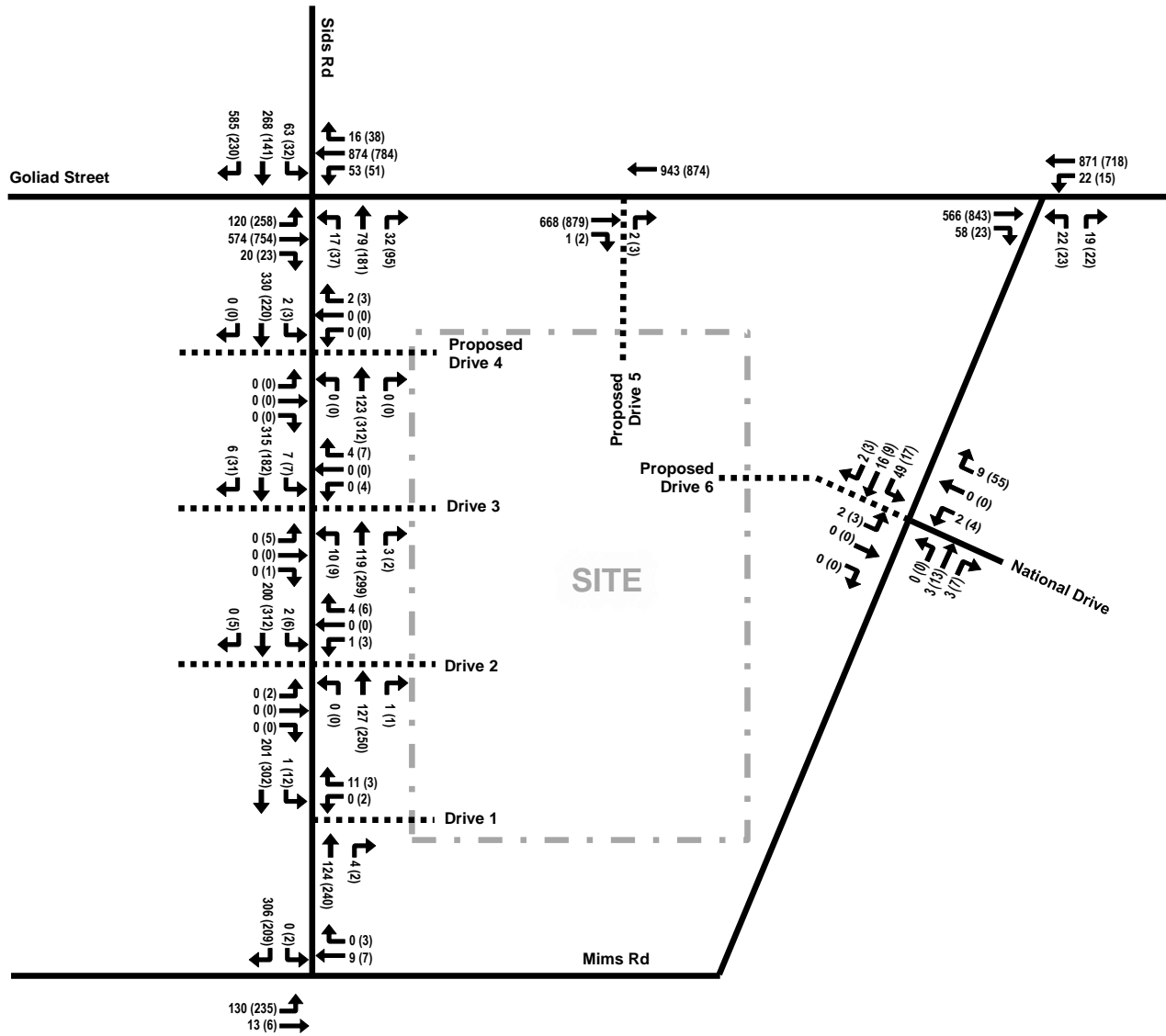


EXHIBIT 8

2024 Background Plus Site-Generated Traffic Volumes
 Lineman Building - Rockwall, Texas



LEGEND:
 X (Y)
 X = Weekday AM Peak Hour Turning Movements
 Y = Weekday PM Peak Hour Turning Movements
 Volumes may not sum from point to point due to rounding
 and presence of smaller driveways not included in analysis.



Not To Scale

III.PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. If site specific trip data is unknown, rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific tie interval using the 10th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). However, since the specific trip data of the existing site is known that data is a better indication of the expected trip data after the expansion is completed. The existing trip data was grown as a ratio based on the square footage of the existing REC campus and proposed REC campus. An additional 20% trip increase was applied to ensure a conservative analysis.

No reductions were taken for pass-by trips, internal capture, or multimodal use.

Table 1 shows the resulting daily and weekday AM and PM peak hour trip generation for the proposed development, showing new external trips.

Table 1 – Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Existing Site (Observed)</i>	62,750	SF	170	636 ⁽²⁾	11	13	24	17	18	35
Proposed Expansion (Estimated) ⁽¹⁾	44,800	SF	170	551 ⁽²⁾	8	10	18	13	13	25
Development Totals										
Subtotal Trip Generation Total:				1187 ⁽²⁾	19	23	42	30	31	60
Contingency (20% Increase)				-	4	5	8	6	6	12
<i>Existing Site (Observed)</i>				-636 ⁽²⁾	-11	-13	-24	-17	-18	-35
Total Net New External Vehicle Trips:				551⁽²⁾	12	15	26	19	19	37

(1) Trip Generation rates based on the existing site's observed inbound and outbound trips.

(2) Trip Generation rates based on ITE Trip Generation, 11th Edition.

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes in to and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to/from the site. The corresponding distributions can be found in **Exhibit 5**. The corresponding inbound and outbound traffic assignment, where the directional distribution is applied using the most probable paths to and from the site can be found in **Exhibit 6**

C. Development of 2024 Background Traffic

In order to obtain 2024 background traffic, the existing traffic counts and historic counts near the site were compared to find expected growth trends within the study area. Based on the recent growth in the area, an annual growth rate of 3.2% was assumed for the background traffic through 2024. To calculate the 2024 background traffic, the existing 2022 traffic counts were grown by their respective growth rates annually for two years. The resulting 2024 background weekday AM and PM peak hour traffic volumes are shown in **Exhibit 7**.

D. Development of 2024 Total Traffic

Site traffic volumes were added to the background volumes to represent the estimated total (background plus site-generated) traffic conditions for the 2024 study year after completion of the proposed development. **Exhibit 8** shows the resulting 2024 weekday AM and PM peak hour total traffic volumes.

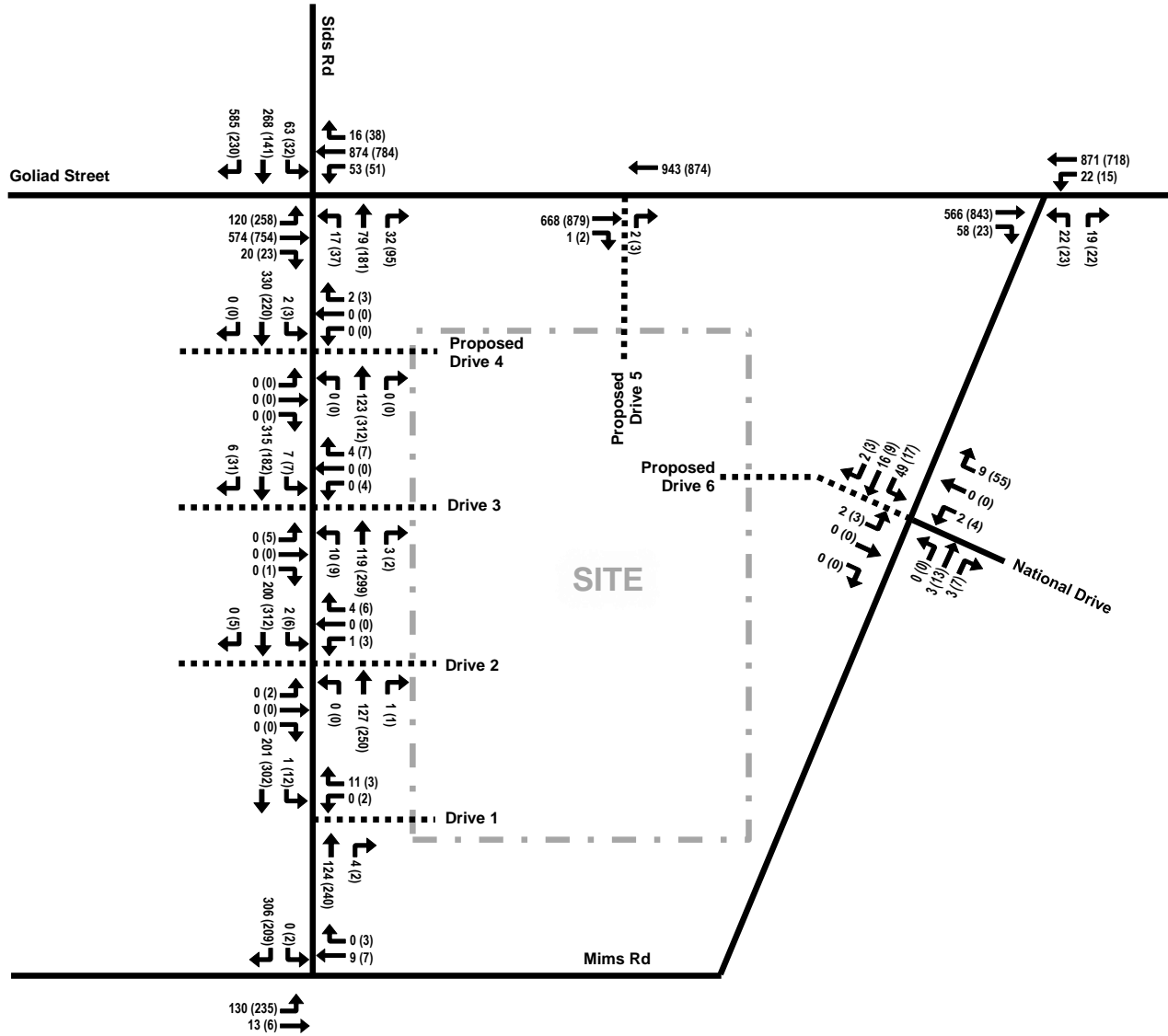


EXHIBIT 8

2024 Background Plus Site-Generated Traffic Volumes
 Lineman Building - Rockwall, Texas



LEGEND:
 X (Y)
 X = Weekday AM Peak Hour Turning Movements
 Y = Weekday PM Peak Hour Turning Movements
 Volumes may not sum from point to point due to rounding
 and presence of smaller driveways not included in analysis.



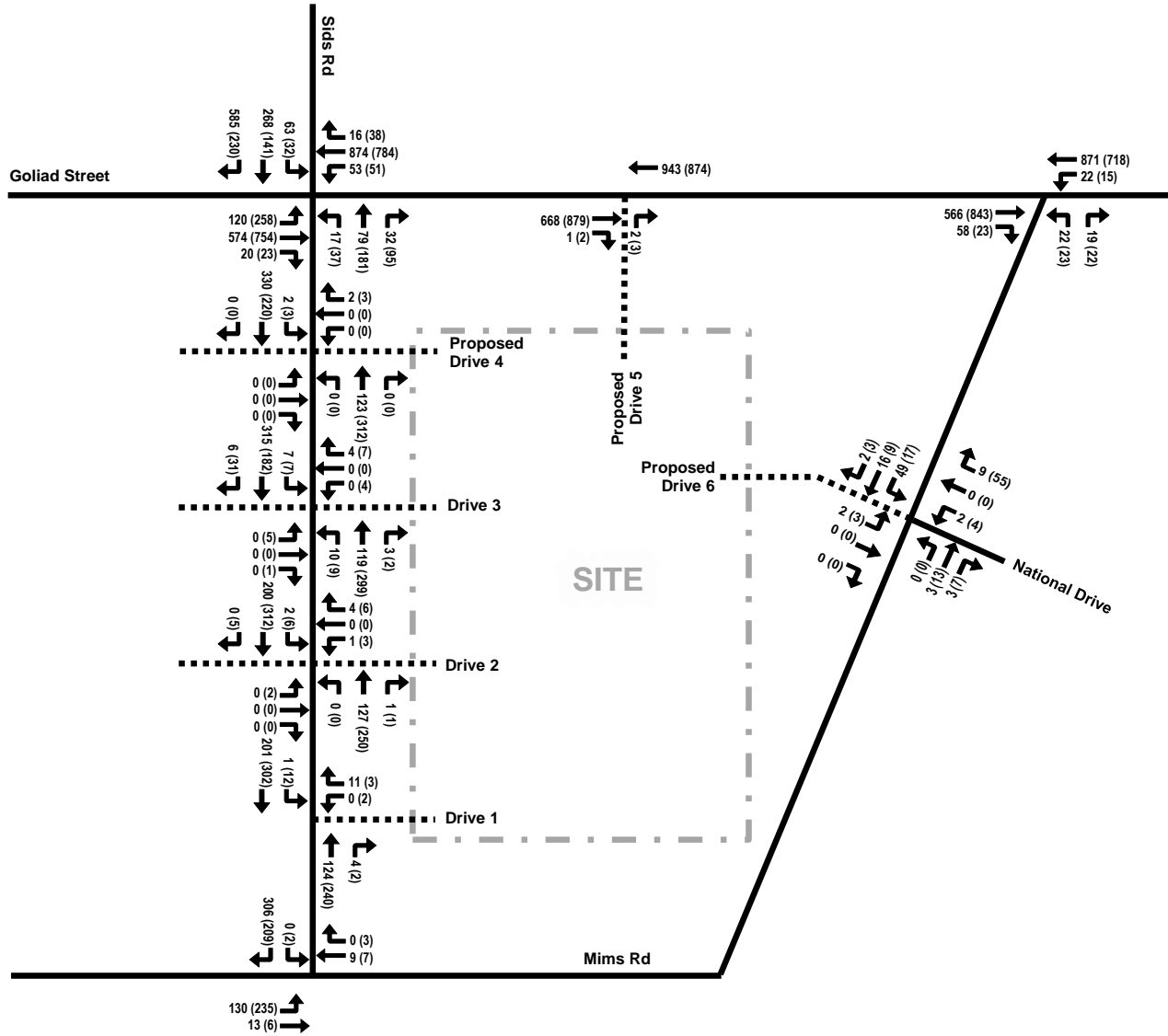


EXHIBIT 8

2024 Background Plus Site-Generated Traffic Volumes
 Lineman Building - Rockwall, Texas



LEGEND:
 X (Y)
 X = Weekday AM Peak Hour Turning Movements
 Y = Weekday PM Peak Hour Turning Movements
 Volumes may not sum from point to point due to rounding
 and presence of smaller driveways not included in analysis.



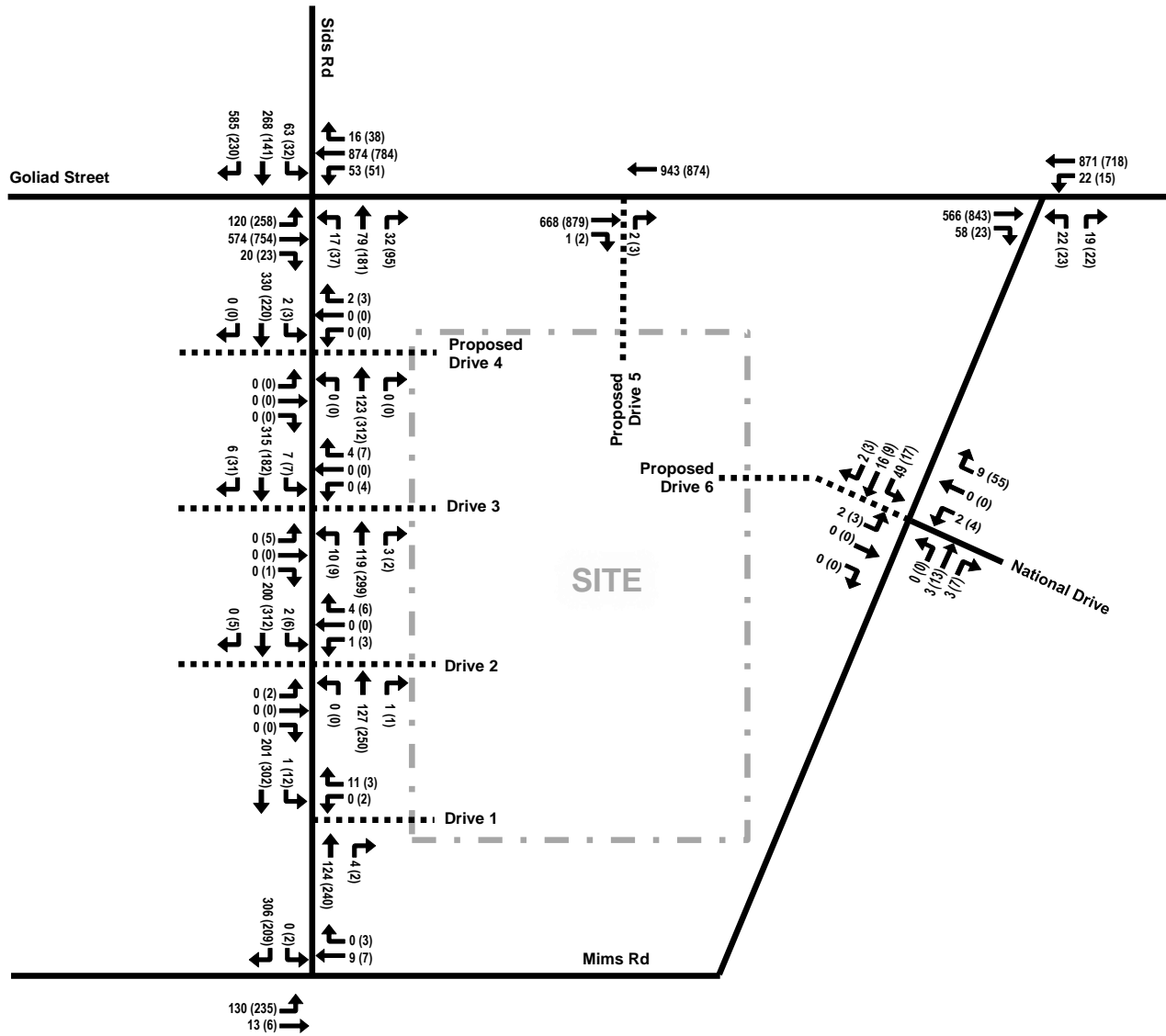


EXHIBIT 8

2024 Background Plus Site-Generated Traffic Volumes
 Lineman Building - Rockwall, Texas



LEGEND:
 X (Y)
 X = Weekday AM Peak Hour Turning Movements
 Y = Weekday PM Peak Hour Turning Movements
 Volumes may not sum from point to point due to rounding
 and presence of smaller driveways not included in analysis.



Not To Scale

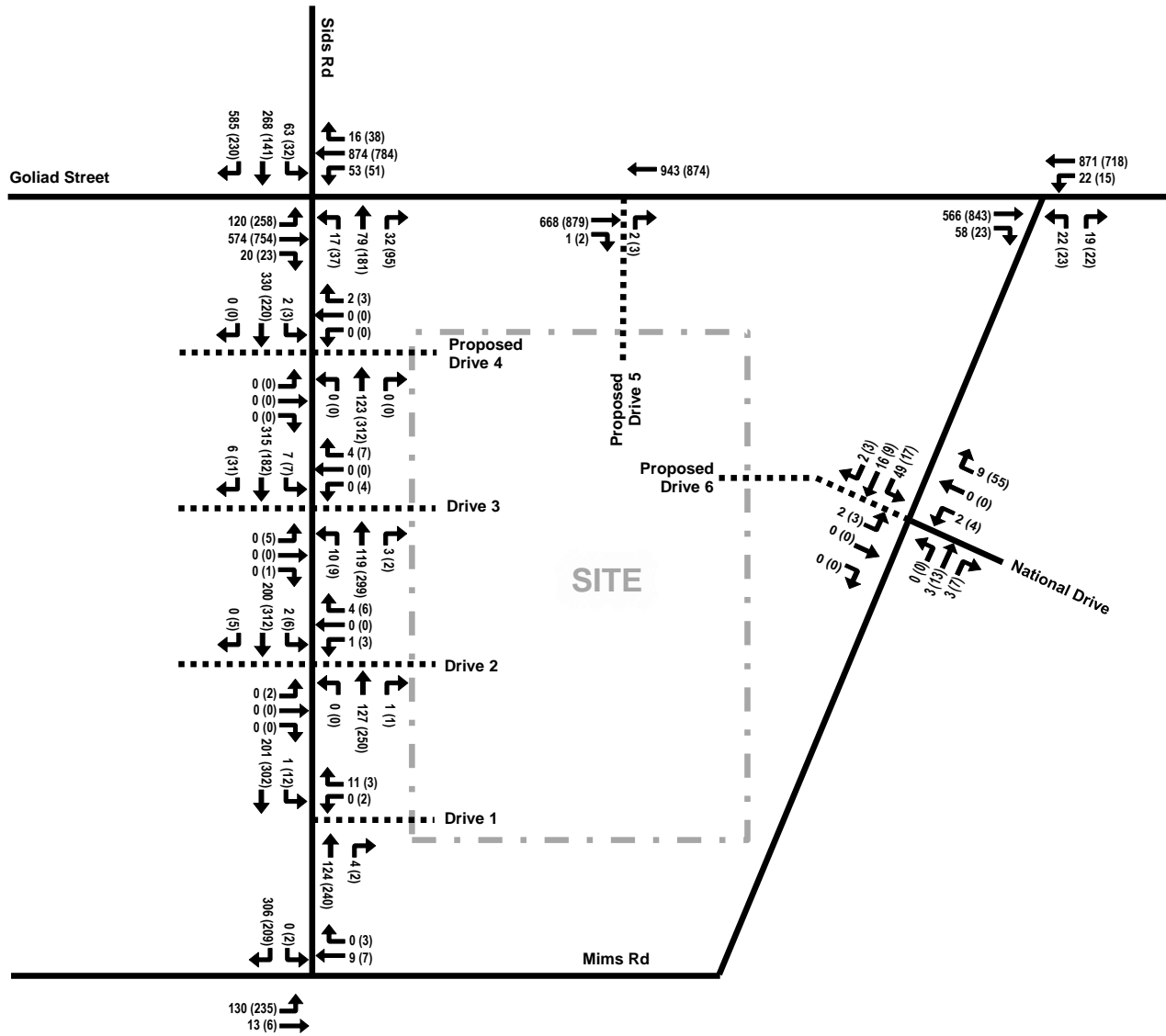


EXHIBIT 8

2024 Background Plus Site-Generated Traffic Volumes
 Lineman Building - Rockwall, Texas



LEGEND:
 X (Y)
 X = Weekday AM Peak Hour Turning Movements
 Y = Weekday PM Peak Hour Turning Movements
 Volumes may not sum from point to point due to rounding
 and presence of smaller driveways not included in analysis.



IV. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2022 & 2024 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*.

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection as a whole, LOS for two-way stop-controlled intersections is not defined as a whole.

Signal timings for the signalized intersection were based on the observed signal timing in the field. No timing adjustments were made in future scenarios.

The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

The peak hour factors (PHF) for the existing traffic is known from the counts collected at the study intersections and was assumed to remain the same through the analysis. PHF for the site-generated traffic is unknown, so at new driveways it was assumed to be 0.92.

B. Analysis Results

Table 3 show the intersection operational results for the weekday AM and PM peak hours, respectively.

Table 3 – Traffic Operational Results – Weekday AM & PM Peak Hour

INTERSECTION	APPROACH	2021 Existing Traffic		2023 Background Traffic		2023 Background plus Site Traffic		2021 Existing Traffic		2023 Background Traffic		2023 Background plus Site Traffic	
		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection													
Sids Road & Goliad Road	EB	24.6	C	24.7	C	24.7	C	34.4	C	34.4	C	36.1	D
	WB	34.0	C	34.2	C	34.1	C	32.2	C	32.2	C	31.8	C
	NB	21.8	C	23.3	C	23.2	C	24.9	C	24.9	C	25.2	C
	SB	17.9	B	20.9	C	23.2	C	12.7	B	12.7	B	13.0	B
	Overall	25.5	C	26.7	C	27.4	C	29.3	C	29.3	C	29.8	C
Unsignalized Intersection													
Mims Road & Sids Road	EBL	7.4	A	7.5	A	7.5	A	7.6	A	7.6	A	7.7	A
	SB	9.8	A	9.9	A	10.0	A	9.3	A	9.3	A	9.3	A
Goliad Road & Mims Road	EB	8.5	A	8.5	A	8.5	A	8.4	A	8.4	A	8.4	A
	NBL	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A
Sids Road & Drive 1	WB	9.0	A	9.0	A	9.0	A	11.3	B	11.3	B	11.0	B
	SBL	-	-	-	-	7.5	A	7.8	A	7.8	A	7.8	A
Sids Road & Drive 2	EB	0.0	A	0.0	A	0.0	A	13.7	B	13.7	B	13.9	B
	WB	9.6	A	9.8	A	9.5	A	11.4	B	11.4	B	11.1	B
	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	SBL	7.5	A	7.5	A	7.5	A	7.8	A	7.8	A	7.8	A
Sids Road & Drive 3	EB	-	-	-	-	-	-	12.8	B	12.8	B	13.1	B
	WB	8.9	A	8.9	A	9.0	A	12.0	B	12.0	B	11.4	B
	NBL	8.0	A	8.0	A	8.0	A	7.7	A	7.7	A	7.7	A
	SBL	7.5	A	7.5	A	7.5	A	7.9	A	7.9	A	7.9	A
Sids Road & Drive 4	WB	-	-	-	-	9.2	A	-	-	-	-	10.3	B
	SBL	-	-	-	-	7.6	A	-	-	-	-	8.0	A
Goliad Road & Drive 5	NBT	-	-	-	-	13.6	B	-	-	-	-	16.6	C
Mims Road & National Drive / Drive 6	EBL	-	-	-	-	-	-	-	-	-	-	-	-
	WBL	-	-	-	-	-	-	7.3	A	7.3	A	7.3	A
	NBT	8.6	A	8.6	A	8.6	A	8.7	A	8.7	A	8.7	A
	SBT	-	-	-	-	9.8	A	-	-	-	-	9.4	A

- No traffic movements in this analysis scenario

C. Traffic Operations

The results in **Table 3** show the intersection operational results for the weekday AM and PM peak hours. After the site-generated traffic is added to the roadway network, each approach operates at the same LOS and negligible increase in delay during both the AM and PM peak hours. The signalized intersection of Goliad Street and Sids Road performs at LOS C in the peak hours representing favorable operations; the analysis demonstrates that the site traffic can be incorporated into the roadway network with very limited disturbances to the existing traffic flow. The existing driveways remain operating with low delays and the proposed driveways are all expected to perform with low delays at LOS B or better. These results indicate favorable operations and that the development is provided the appropriate amount of access.

D. Link Volume Analysis

The volume to capacity ratio (V/C) of Sids Road and Goliad Street was calculated for the 2022 existing traffic and the 2024 background and background plus site traffic scenarios. The daily link capacity for each roadway is taken from the NTCOG model capacity volumes assuming the rural area type, Sids Road, as a secondary arterial, has a capacity of 875 vehicles per hour per lane (vphpl). Goliad Street, as a primary arterial, has a capacity of 925 vehicles per hour per lane (vphpl).

The link analyses displayed in **Table 4** shows that Sids Road currently operates with ample capacity of LOS A/B with current traffic volumes. After the traffic from the background growth and the project site are added to the network, the roadway continues to operate at a LOS A/B through the build-out of the site in 2024. Goliad Street currently operates with acceptable capacity of LOS D in a two-lane configuration with current traffic volumes. After the traffic from the background growth and the project site are added to the network, the roadway continues to operate at a LOS D through the build-out of the site in 2024.

The site as proposed does not have a significant negative impact on the link capacities of the study roadways.

Table 4 – Link Operational Results

Analysis Year	Roadway	Segment	Number of Lanes	Capacity	Background Volume	V/C	LOS	Back+Site Volume	V/C	LOS
2022	Sids Road	Mims Road to Goliad Street	2	17,500	11,423	0.65	D	-	-	-
	Goliad Street	Sids Road to Mims Road	2	17,500	2,339	0.13	A/B	-	-	-
2024	Sids Road	Mims Road to Goliad Street	2	17,500	12,166	0.70	D	12,500	0.71	D
	Goliad Street	Sids Road to Mims Road	2	17,500	2,491	0.14	A/B	2,571	0.15	A/B

E. Right-Turn Lane Analysis

Where justified, the addition of right-turn deceleration lanes can help inbound turning vehicles separate from the through traffic, avoiding conflicts and smoothing traffic flow. The TxDOT *Access Management Manual* sets forth criteria for auxiliary lanes on TxDOT roadways. Per Table 2.3 (Auxiliary Lane Thresholds), a right-turn deceleration lane should be considered on roads with a posted speed less than or equal to 45 MPH if the projected right-turn volume into a driveway is greater than 60 vehicles per hour. **Table 5** shows the driveway locations with right-turn driveway access to the site, and how they compare with the TxDOT threshold. The high inbound volume occurs in the PM peak hour for every driveway in this analysis.

In consideration to these recommendations and TxDOT criterion, a right-turn lane is not recommended at any of the site driveways.

Table 5 – Right-Turn Lane Analysis

Right-Turn Location	Projected Maximum Peak Hour Right-Turn Volume	TxDOT Threshold (Access Management Manual, Table 2-3)	Right-Turn Lane Recommended?
Drive 1 from Sids Road	4 vph	60 vph	No
Drive 2 from Sids Road	1 vph	60 vph	No
Drive 3 from Sids Road	3 vph	60 vph	No
Drive 4 from Sids Road	0 vph	60 vph	No
Drive 5 from Goliad Street	2 vph	50 vph	No
Drive 6 from Mims Road	3 vph	60 vph	No

V.CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed Rayburn Electric Cooperative Campus Expansion development can be successfully incorporated into the surrounding roadway network. The proposed site driveways provide the appropriate level of access for the development. The site-generated traffic does not have a significant or disproportionate effect on the existing vehicle traffic operations.

The following recommendations should be included in the development of the site:

1. Construct Drive 4 to Goliad Street as a right-in/right-out driveway due to not meeting TxDOT driveway access spacing.

TRAFFIC COUNTS AND HISTORICAL DATA

Lineman Building - Rockwall, Texas
 Historical Link Volumes and Growth Rates

Goliad Street						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2011	Lochsring Drive	SH 276	TxDOT	20,696	-
2	2013	Lochsring Drive	SH 276	TxDOT	23,328	6.2%
3	2014	Lochsring Drive	SH 276	TxDOT	21,981	-5.8%
4	2015	Lochsring Drive	SH 276	TxDOT	23,046	4.8%
5	2016	Lochsring Drive	SH 276	TxDOT	24,309	5.5%
6	2017	Lochsring Drive	SH 276	TxDOT	26,274	8.1%
7	2018	Lochsring Drive	SH 276	TxDOT	26,568	1.1%
8	2019	Lochsring Drive	SH 276	TxDOT	26,846	1.0%
9	2020	Lochsring Drive	SH 276	TxDOT	26,590	-1.0%
10	2021	Lochsring Drive	SH 276	TxDOT	27,992	5.3%
Average Growth 2011 - 2021:						3.0%

Mims Road						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2009	Goliad Street	Sids Road	TxDOT	1,143	-
2	2014	Goliad Street	Sids Road	TxDOT	1,353	3.4%
Average Growth 2009 - 2014:						3.4%
Average Annual Growth:						3.2%

National Data & Surveying Services Intersection Turning Movement Count

Location: Rayburn County Electric Middle Dwy & Sids Rd
City: Rockwall
Control: No Control

Project ID: 22-470030-006
Date: 9/20/2022

Data - Totals

NS/EW Streets:	Rayburn County Electric Middle Dwy				Rayburn County Electric Middle Dwy				Sids Rd				Sids Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	6:30 AM	0	0	0	0	0	0	0	0	0	20	0	0	1	19	0	0	40
	6:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	2	17	0	0	31
	7:00 AM	0	0	0	0	0	0	0	0	0	14	0	0	1	27	0	0	42
	7:15 AM	0	0	1	0	0	0	0	0	0	23	0	0	0	42	0	0	66
	7:30 AM	0	0	0	0	0	0	0	0	0	32	0	0	1	47	0	0	80
	7:45 AM	1	0	1	0	0	0	0	0	0	38	0	0	1	74	1	0	116
	8:00 AM	0	0	1	0	0	0	0	0	0	23	0	0	2	93	2	0	121
8:15 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	77	2	0	104	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	1.96%	96.82%	1.22%	0.00%	600	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	118	0	0	4	291	5	0	421	
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.776	0.000	0.000	0.500	0.782	0.625	0.000	0.870	
	0.375								0.776				0.773					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:30 PM	0	0	0	0	0	0	0	0	0	62	0	0	0	31	0	0	93
	4:45 PM	0	0	2	0	1	0	0	0	0	55	0	0	0	51	0	0	109
	5:00 PM	1	0	0	0	1	0	0	0	0	59	0	0	0	51	0	0	112
	5:15 PM	2	0	0	0	0	0	0	0	0	59	0	0	1	42	0	0	104
	5:30 PM	0	0	2	0	0	0	0	0	0	60	0	0	0	43	0	0	105
	5:45 PM	0	0	0	0	1	0	0	0	0	46	0	0	0	37	0	0	84
	6:00 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	31	0	0	81
6:15 PM	0	0	1	0	0	0	0	0	0	43	0	0	0	37	0	0	81	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	37.50%	0.00%	62.50%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.31%	99.69%	0.00%	0.00%	769	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	3	0	4	0	2	0	0	0	0	233	0	0	1	187	0	0	430	
PEAK HR FACTOR :	0.375	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.971	0.000	0.000	0.250	0.917	0.000	0.000	0.960	
	0.875				0.500				0.971				0.922					

National Data & Surveying Services Intersection Turning Movement Count

Location: Rayburn County Electric West Dwy & Sids Rd
City: Rockwall
Control: No Control

Project ID: 22-470030-005
Date: 9/20/2022

Data - Totals

NS/EW Streets:	Rayburn County Electric West Dwy				Rayburn County Electric West Dwy				Sids Rd				Sids Rd							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
6:30 AM	0	0	0	0	0	0	0	0	0	20	0	0	2	17	0	0	39			
6:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	17	0	0	29			
7:00 AM	0	0	0	0	0	0	0	0	0	15	0	0	1	26	0	0	42			
7:15 AM	0	0	0	0	0	0	0	0	0	23	4	0	2	39	0	0	68			
7:30 AM	0	0	1	0	0	0	0	0	0	30	0	0	2	46	0	0	79			
7:45 AM	0	0	1	0	0	0	0	0	0	37	1	0	2	72	0	0	113			
8:00 AM	0	0	0	0	0	0	0	0	0	23	2	0	5	89	0	0	119			
8:15 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	76	0	0	101			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0.00%	96.35%	3.65%	0.00%	3.54%	96.46%	0.00%	0.00%	590			
PEAK HR :	07:30 AM - 08:30 AM																TOTAL			
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	115	3	0	9	283	0	0	412			
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.777	0.375	0.000	0.450	0.795	0.000	0.000	0.866			
	0.500								0.776				0.777							
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
4:30 PM	0	0	1	0	0	0	0	0	0	58	0	0	0	31	0	0	90			
4:45 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	50	0	0	104			
5:00 PM	4	0	3	0	0	0	0	0	0	56	0	0	0	52	0	0	115			
5:15 PM	0	0	3	0	0	0	0	0	0	56	0	0	0	44	0	0	103			
5:30 PM	1	0	3	0	0	0	0	0	0	57	0	0	0	43	0	0	104			
5:45 PM	0	0	0	0	0	0	0	0	0	46	0	0	0	37	0	0	83			
6:00 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	31	0	0	81			
6:15 PM	0	0	0	0	0	0	0	0	0	44	0	0	0	38	0	0	82			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	762			
PEAK HR :	04:45 PM - 05:45 PM																TOTAL			
PEAK HR VOL :	5	0	9	0	0	0	0	0	0	223	0	0	0	189	0	0	426			
PEAK HR FACTOR :	0.313	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.978	0.000	0.000	0.000	0.909	0.000	0.000	0.926			
	0.500								0.978				0.909							

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 205/S Goliad St & Mims Rd
City: Rockwall
Control: 1-Way Stop(EB)

Project ID: 22-470030-004
Date: 9/20/2022

Data - Totals

NS/EW Streets:	SR 205/S Goliad St				SR 205/S Goliad St				Mims Rd				Mims Rd							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
6:30 AM	2	193	0	0	0	90	9	0	8	0	0	0	0	0	0	0	302			
6:45 AM	7	202	0	0	0	72	15	0	1	0	0	0	0	0	0	0	297			
7:00 AM	5	216	0	0	0	94	10	0	6	0	0	0	0	0	0	0	331			
7:15 AM	2	195	0	0	0	119	16	0	4	0	3	0	0	0	0	0	339			
7:30 AM	10	201	0	0	0	121	10	0	8	0	3	0	0	0	0	0	353			
7:45 AM	1	210	0	1	0	161	15	0	5	0	6	0	0	0	0	0	399			
8:00 AM	6	210	0	0	0	128	13	0	4	0	4	0	0	0	0	0	365			
8:15 AM	5	171	0	0	0	137	10	0	8	0	5	0	0	0	0	0	336			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	2.32%	97.62%	0.00%	0.06%	0.00%	90.39%	9.61%	0.00%	67.69%	0.00%	32.31%	0.00%	0	0	0	0	2722			
PEAK HR :	07:15 AM - 08:15 AM																TOTAL			
PEAK HR VOL :	19	816	0	1	0	529	54	0	21	0	16	0	0	0	0	0	1456			
PEAK HR FACTOR :	0.475	0.971	0.000	0.250	0.000	0.821	0.844	0.000	0.656	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.912			
	0.968				0.828				0.841											
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
4:30 PM	3	159	0	0	0	194	10	0	7	0	5	0	0	0	0	0	378			
4:45 PM	2	154	0	0	0	198	2	0	10	0	7	0	0	0	0	0	373			
5:00 PM	2	186	0	0	0	177	5	0	22	0	4	0	0	0	0	0	396			
5:15 PM	2	188	0	0	0	165	3	0	7	0	4	0	0	0	0	0	369			
5:30 PM	4	155	0	0	0	202	6	0	5	0	10	0	0	0	0	0	382			
5:45 PM	2	152	0	0	0	210	9	0	5	0	1	0	0	0	0	0	379			
6:00 PM	3	176	0	0	0	211	4	0	5	0	3	0	0	0	0	0	402			
6:15 PM	1	144	0	0	0	202	4	0	2	0	0	0	0	0	0	0	353			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	1.43%	98.57%	0.00%	0.00%	0.00%	97.32%	2.68%	0.00%	64.95%	0.00%	35.05%	0.00%	0	0	0	0	3032			
PEAK HR :	05:15 PM - 06:15 PM																TOTAL			
PEAK HR VOL :	11	671	0	0	0	788	22	0	22	0	18	0	0	0	0	0	1532			
PEAK HR FACTOR :	0.688	0.892	0.000	0.000	0.000	0.934	0.611	0.000	0.786	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.953			
	0.897				0.925				0.667											

National Data & Surveying Services Intersection Turning Movement Count

Location: National Dr & Mims Rd
 City: Rockwall
 Control: 1-Way Stop(NB)

Project ID: 22-470030-003
 Date: 9/27/2022

Data - Totals

NS/EW Streets:	National Dr				National Dr				Mims Rd				Mims Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
6:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	16
6:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	11	0	0	0	0	14
7:00 AM	1	0	5	0	0	0	0	0	0	0	1	0	5	0	0	0	0	12
7:15 AM	0	0	4	0	0	0	0	0	0	0	1	0	2	0	0	0	0	7
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4
7:45 AM	1	0	2	0	0	0	0	0	0	0	1	0	5	2	0	0	0	11
8:00 AM	0	0	2	0	0	0	0	0	0	0	2	0	5	8	0	0	0	17
8:15 AM	0	0	4	0	0	0	0	0	0	0	3	0	7	5	0	1	0	20
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	10.71%	0.00%	89.29%	0.00%	0	0	0	0	0.00%	27.27%	72.73%	0.00%	74.19%	24.19%	0.00%	1.61%	101	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :	2	0	8	0	0	0	0	0	0	3	3	0	20	15	0	1	52	
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.714	0.469	0.000	0.250	0.650	
	0.625								0.500				0.692					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:30 PM	1	0	10	0	0	0	0	0	0	5	3	0	3	3	0	0	0	25
4:45 PM	0	0	7	0	0	0	0	0	0	4	2	0	3	2	0	0	0	18
5:00 PM	1	0	14	0	0	0	0	0	0	1	2	0	5	2	0	0	0	25
5:15 PM	1	0	8	0	0	0	0	0	0	2	0	0	5	1	0	0	0	17
5:30 PM	0	0	3	0	0	0	0	0	0	5	2	0	6	2	0	0	0	18
5:45 PM	0	0	2	0	0	0	0	0	0	3	1	0	7	0	0	0	0	13
6:00 PM	1	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	10
6:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	7.14%	0.00%	92.86%	0.00%	0	0	0	0	0.00%	64.52%	35.48%	0.00%	69.77%	30.23%	0.00%	0.00%	130	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	3	0	39	0	0	0	0	0	0	12	7	0	16	8	0	0	85	
PEAK HR FACTOR :	0.750	0.000	0.696	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.583	0.000	0.800	0.667	0.000	0.000	0.850	
	0.700								0.594				0.857					

National Data & Surveying Services Intersection Turning Movement Count

Location: Mims Rd & Sids Rd
 City: Rockwall
 Control: 1-Way Yield(WB)

Project ID: 22-470030-002
 Date: 9/20/2022

Data - Totals

NS/EW Streets:	Mims Rd				Mims Rd				Sids Rd				Sids Rd								
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
6:30 AM	0	0	0	0	21	1	0	0	0	0	0	0	0	0	19	0					41
6:45 AM	0	0	0	0	13	0	0	0	0	0	0	0	0	0	16	0					29
7:00 AM	0	0	0	0	15	3	0	0	0	0	0	0	0	0	26	0					44
7:15 AM	0	1	1	0	25	1	0	0	0	0	0	0	0	0	39	0					67
7:30 AM	0	2	0	0	30	3	0	0	0	0	0	0	0	0	46	0					81
7:45 AM	0	0	0	0	38	2	0	0	0	0	0	0	0	0	72	0					112
8:00 AM	0	3	0	0	25	3	0	0	0	0	0	0	0	0	89	0					120
8:15 AM	0	2	0	0	27	4	0	0	0	0	0	0	0	0	77	0					110
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	0.00%	88.89%	11.11%	0.00%	91.94%	8.06%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	100.00%	0.00%					604
PEAK HR :	07:30 AM - 08:30 AM																				TOTAL
PEAK HR VOL :	0	7	0	0	120	12	0	0	0	0	0	0	0	0	284	0					423
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.789	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.798	0.000					0.881
			0.583			0.825									0.798						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:30 PM	0	0	0	0	59	3	0	0	0	0	0	0	0	0	31	0					93
4:45 PM	0	1	1	0	51	4	0	0	0	0	0	0	0	0	49	0					106
5:00 PM	0	2	1	0	55	0	0	0	0	0	0	0	2	0	55	0					115
5:15 PM	0	2	1	0	53	1	0	0	0	0	0	0	0	0	43	0					100
5:30 PM	0	3	0	0	58	1	0	0	0	0	0	0	0	0	45	0					107
5:45 PM	0	0	0	0	47	1	0	0	0	0	0	0	0	0	37	1					86
6:00 PM	0	0	1	0	46	1	0	0	0	0	0	0	0	0	31	0					79
6:15 PM	0	3	0	0	46	1	0	0	0	0	0	0	0	0	37	0					87
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	0.00%	73.33%	26.67%	0.00%	97.19%	2.81%	0.00%	0.00%	0	0	0	0	0.60%	0.00%	99.09%	0.30%					773
PEAK HR :	04:45 PM - 05:45 PM																				TOTAL
PEAK HR VOL :	0	8	3	0	217	6	0	0	0	0	0	0	2	0	192	0					428
PEAK HR FACTOR :	0.000	0.667	0.750	0.000	0.935	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.873	0.000					0.930
			0.917			0.945									0.851						

National Data & Surveying Services Intersection Turning Movement Count

Location: Rayburn County Electric East Dwy & Sids Rd
City: Rockwall
Control: No Control

Project ID: 22-470030-007
Date: 9/20/2022

Data - Totals

NS/EW Streets:	Rayburn County Electric East Dwy				Rayburn County Electric East Dwy				Sids Rd				Sids Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	48
6:45 AM	0	0	0	0	0	0	0	0	2	29	0	0	1	15	1	0	36
7:00 AM	0	0	0	0	0	0	0	0	0	20	0	0	2	29	1	0	52
7:15 AM	0	0	2	0	0	0	0	0	0	24	0	0	0	41	1	0	68
7:30 AM	0	0	1	0	0	0	0	0	0	32	0	0	1	46	3	0	83
7:45 AM	0	0	0	0	0	0	0	0	0	37	2	0	3	74	2	0	118
8:00 AM	0	0	0	0	0	0	0	0	1	23	0	0	1	96	0	0	121
8:15 AM	0	0	0	0	0	0	0	0	8	18	0	0	0	78	1	0	105
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0	0	0	0	5.16%	93.43%	1.41%	0.00%	2.17%	95.66%	2.17%	0.00%	631
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	9	110	2	0	5	294	6	0	427
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.281	0.743	0.250	0.000	0.417	0.766	0.500	0.000	0.882
	0.250								0.776				0.786				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	1	0	0	0	0	0	0	7	60	0	0	0	30	6	0	104
4:45 PM	3	0	0	0	0	0	0	0	3	69	0	0	2	45	14	0	136
5:00 PM	0	0	2	0	0	0	0	0	4	77	0	0	0	42	10	0	135
5:15 PM	0	0	0	0	4	0	0	0	0	70	0	0	1	38	4	0	117
5:30 PM	1	0	1	0	1	1	0	0	1	62	1	0	0	42	1	0	111
5:45 PM	0	0	1	0	0	0	0	0	0	50	0	0	0	37	2	0	90
6:00 PM	1	0	1	0	2	0	0	0	0	52	0	0	0	30	4	0	90
6:15 PM	0	0	0	0	0	0	0	0	0	46	0	0	0	36	1	0	83
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	45.45%	0.00%	54.55%	0.00%	87.50%	12.50%	0.00%	0.00%	2.99%	96.81%	0.20%	0.00%	0.87%	86.96%	12.17%	0.00%	866
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	4	0	3	0	5	1	0	0	8	278	1	0	3	167	29	0	499
PEAK HR FACTOR :	0.333	0.000	0.375	0.000	0.313	0.250	0.000	0.000	0.500	0.903	0.250	0.000	0.375	0.928	0.518	0.000	0.917
	0.583				0.375				0.886				0.816				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 205/S Gollad St & SR 276/Sids Rd
City: Rockwall
Control: Signalized

Project ID: 22-470030-001
Date: 9/20/2022

Data - Totals

NS/EW Streets:	SR 205/S Gollad St																				SR 205/S Gollad St				SR 276/Sids Rd				SR 276/Sids Rd				TOTAL
	NORTHBOUND										SOUTHBOUND										EASTBOUND				WESTBOUND								
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0					
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU																	
12:00 AM	0	13	1	0	4	14	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	38				
12:15 AM	0	6	1	0	7	17	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	35					
12:30 AM	0	4	2	0	3	18	0	0	1	1	0	0	0	0	1	5	0	0	0	0	1	5	0	0	0	0	0	35					
12:45 AM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	13					
1:00 AM	0	5	0	0	2	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	15					
1:15 AM	0	8	0	0	4	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21					
1:30 AM	0	6	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15					
1:45 AM	0	3	0	0	1	8	1	0	0	0	1	0	0	1	1	3	0	0	0	0	1	1	3	0	0	0	0	19					
2:00 AM	0	7	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14					
2:15 AM	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15					
2:30 AM	0	15	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16					
2:45 AM	0	9	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13					
3:00 AM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9					
3:15 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11					
3:30 AM	1	7	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13					
3:45 AM	0	12	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
4:00 AM	0	20	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34					
4:15 AM	0	24	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	37					
4:30 AM	0	21	0	0	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47					
4:45 AM	1	42	0	0	3	12	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78					
5:00 AM	3	54	1	0	3	11	4	0	0	1	1	1	0	0	1	2	7	0	0	0	1	2	7	0	0	0	0	89					
5:15 AM	2	68	0	0	2	26	2	0	0	1	2	0	0	0	2	5	21	0	0	0	0	0	0	0	0	0	0	131					
5:30 AM	3	94	1	0	5	28	2	0	0	1	3	2	0	0	1	3	15	0	0	0	0	0	0	0	0	0	0	158					
5:45 AM	2	111	0	0	3	36	14	0	0	1	1	1	0	0	3	13	24	0	0	0	0	0	0	0	0	0	0	209					
6:00 AM	3	145	1	0	5	29	5	0	0	4	5	5	0	0	4	9	41	0	0	0	0	0	0	0	0	0	0	256					
6:15 AM	3	161	2	0	6	45	5	0	0	6	11	5	0	0	7	10	39	0	0	0	0	0	0	0	0	0	0	298					
6:30 AM	6	210	4	0	9	84	4	0	0	1	13	14	0	0	10	9	60	0	0	0	0	0	0	0	0	0	0	424					
6:45 AM	6	216	3	0	13	68	3	0	0	2	7	9	0	0	14	16	79	0	0	0	0	0	0	0	0	0	0	436					
7:00 AM	13	241	3	0	15	115	3	0	0	3	12	3	0	0	7	16	95	0	0	0	0	0	0	0	0	0	0	526					
7:15 AM	12	212	8	0	20	111	2	0	0	1	13	13	0	0	13	34	105	0	0	0	0	0	0	0	0	0	0	544					
7:30 AM	9	213	5	0	27	124	5	0	0	0	23	7	0	0	13	39	121	0	0	0	0	0	0	0	0	0	0	593					
7:45 AM	9	208	2	0	30	130	2	0	0	4	24	12	0	0	18	68	129	0	0	0	0	0	0	0	0	0	0	636					
8:00 AM	19	211	4	0	32	132	4	1	0	2	16	4	0	0	17	82	148	0	0	0	0	0	0	0	0	0	0	672					
8:15 AM	11	188	4	0	24	142	6	1	0	3	8	7	0	0	11	61	151	0	0	0	0	0	0	0	0	0	0	617					
8:30 AM	19	148	7	0	25	109	4	0	0	5	15	9	0	0	19	49	132	0	0	0	0	0	0	0	0	0	0	541					
8:45 AM	17	173	1	0	32	142	6	0	0	18	14	8	0	0	9	42	122	0	0	0	0	0	0	0	0	0	0	594					
9:00 AM	9	207	9	0	27	113	3	0	0	7	14	11	0	0	7	32	99	0	0	0	0	0	0	0	0	0	0	538					
9:15 AM	10	172	2	0	35	117	6	0	0	7	10	8	0	0	6	26	89	0	0	0	0	0	0	0	0	0	0	488					
9:30 AM	3	162	7	0	52	133	6	0	0	7	15	8	0	0	3	28	68	0	0	0	0	0	0	0	0	0	0	492					
9:45 AM	5	170	3	0	28	103	5	0	0	1	16	7	0	0	1	29	60	0	0	0	0	0	0	0	0	0	0	428					
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL																
APPROACH % :	166	3577	71	0	426	1959	98	3	75	224	145	0	171	582	1663	0	9160																
	4.35%	93.79%	1.86%	0.00%	17.14%	78.80%	3.94%	0.12%	16.89%	50.45%	32.66%	0.00%	7.08%	24.09%	68.83%	0.00%																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL																
PEAK HR VOL :	48	820	15	0	113	538	17	2	11	71	30	0	59	250	549	0	2523																
PEAK HR FACTOR :	0.632	0.962	0.750	0.000	0.883	0.947	0.708	0.500	0.688	0.740	0.625	0.000	0.819	0.762	0.909	0.000	0.939																
	0.943																0.868																























NOON	SR 205/S Gollad St																				SR 205/S Gollad St				SR 276/Sids Rd				SR 276/Sids Rd				TOTAL
	NORTHBOUND										SOUTHBOUND										EASTBOUND				WESTBOUND								
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0					
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU																	
10:00 AM	8	192	4	0	23	101	1	0	0	4	8	10	0	0	4	14	59	0	0	0	0	0	0	0	0	0	0	428					
10:15 AM	8	164	0	0	25	102	6	0	0	4	10	8	0	0	4	19	56	0	0	0	0	0	0	0	0	0	0	406					
10:30 AM	10	147	4	0	28	124	5	0	0	2	23	17	0	0	3	17	60	0	0	0	0	0	0	0	0	0	0	440					
10:45 AM	3	163	1	0	25	138	0	0	0	5	20	10	0	0	6	17	60	0	0	0	0	0	0	0	0	0	0	448					
11:00 AM	7	152	3	0	28	111	4	0	0	3	14	12	0	0	7	20	60	0	0	0	0	0	0	0	0	0	0	421					
11:15 AM	3	173	3	0	45	147	9	0	0	3	20	2	0	0	2	14	52	0	0	0	0	0	0	0	0	0	0	473					
11:30 AM	14	171	6	0	35	144	4	0	0	6	18	16	0	0	4	17	48	0	0	0	0	0	0	0	0	0	0	483					
11:45 AM	4	160	7	0	37	138	3	0	0	11	17	9	0	0	5	25	68	0	0	0	0	0	0	0	0	0	0	484					
12:00 PM	4	153	5	0	36	188	10	0	0	8	14	12	0	0	4	12	72	0	0	0	0	0	0	0	0	0	0	518					
12:15 PM	10	193	2	0	38	141	7	0	0	5	20	14	0	0	4	26	70	0	0	0	0	0	0	0	0	0	0	534					
12:30 PM	11	139	3	0	38	156	5	0	0	4	25	15	0	0	4	26	72	1	0	0	0	0	0	0	0	0	0	503					
12:45 PM	10	140	6	0	40	140	10	0	0	8	30	17	0	0	2	23	53	0	0	0	0	0	0	0	0	0	0	479					
1:00 PM	12	146	2	0	43	148	8	0	0	4	20	9	0	0	5	15	73	0	0	0	0	0	0	0	0	0	0	485					
1:15 PM	10	128	2	0	47	17																											



Synchro™ Output - 2022 Existing Traffic

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

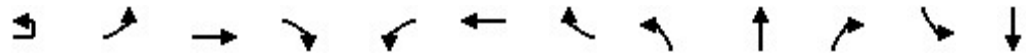
2022 Existing Traffic - AM Peak
1: Sids Road & Goliad Road

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	113	538	17	48	820	15	11	71	30	59	250
Future Volume (vph)	2	113	538	17	48	820	15	11	71	30	59	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0	185		265	285		0	330	
Storage Lanes		1		1	1		2	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850			0.850		0.956			
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1770	1781	0	1770	1863
Fl _t Permitted		0.127			0.328			0.510			0.687	
Satd. Flow (perm)	0	237	3539	1583	611	3539	1583	950	1781	0	1280	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				95			95		18			
Link Speed (mph)			45			45			30			30
Link Distance (ft)			505			1013			908			822
Travel Time (s)			7.7			15.3			20.6			18.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	120	572	18	51	872	16	12	76	32	63	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	572	18	51	872	16	12	108	0	63	266
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	8	8		4	4		8	6			2	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	549
Future Volume (vph)	549
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	326
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	584
Shared Lane Traffic (%)	
Lane Group Flow (vph)	584
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2022 Existing Traffic - AM Peak
1: Sids Road & Goliad Road











Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8	8	5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	15.0	15.0	55.0	55.0	15.0	55.0	55.0	12.0	38.0		12.0	38.0
Total Split (%)	12.5%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%	10.0%	31.7%		10.0%	31.7%
Maximum Green (s)	10.5	10.5	50.5	50.5	10.5	50.5	50.5	7.5	33.5		7.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max		None	Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0			0
Act Effct Green (s)		39.3	34.9	34.9	40.5	30.3	30.3	42.3	34.2		39.7	41.1
Actuated g/C Ratio		0.41	0.36	0.36	0.42	0.31	0.31	0.44	0.36		0.41	0.43
v/c Ratio		0.51	0.45	0.03	0.15	0.78	0.03	0.03	0.17		0.11	0.33
Control Delay		23.3	25.7	0.1	15.8	35.7	0.1	17.9	22.2		18.2	22.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		23.3	25.7	0.1	15.8	35.7	0.1	17.9	22.2		18.2	22.8
LOS		C	C	A	B	D	A	B	C		B	C
Approach Delay			24.6			34.0			21.8			17.9
Approach LOS			C			C			C			B
Queue Length 50th (ft)		44	150	0	18	264	0	4	39		22	103
Queue Length 95th (ft)		77	203	0	38	338	0	17	91		55	231
Internal Link Dist (ft)			425			933			828			742
Turn Bay Length (ft)		285			185		265	285			330	
Base Capacity (vph)		272	1897	892	400	1897	892	484	644		569	796
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.45	0.30	0.02	0.13	0.46	0.02	0.02	0.17		0.11	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 96.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 25.5 Intersection LOS: C
 Intersection Capacity Utilization 82.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Sids Road & Goliad Road

 Ø1 12 s	 Ø2 38 s	 Ø3 15 s	 Ø4 55 s
 Ø5 12 s	 Ø6 38 s	 Ø7 15 s	 Ø8 55 s

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	38.0
Total Split (%)	31.7%
Maximum Green (s)	33.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	41.1
Actuated g/C Ratio	0.43
v/c Ratio	0.68
Control Delay	15.7
Queue Delay	0.0
Total Delay	15.7
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	114
Queue Length 95th (ft)	#379
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	863
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.68
Intersection Summary	

Intersection						
Int Delay, s/veh	8.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	120	12	8	0	0	284
Future Vol, veh/h	120	12	8	0	0	284
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	14	9	0	0	323

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	9	0	-	0	295
Stage 1	-	-	-	-	9
Stage 2	-	-	-	-	286
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1611	-	-	-	696
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	763
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1611	-	-	-	637
Mov Cap-2 Maneuver	-	-	-	-	637
Stage 1	-	-	-	-	928
Stage 2	-	-	-	-	763

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1611	-	-	-	1073
HCM Lane V/C Ratio	0.085	-	-	-	0.301
HCM Control Delay (s)	7.4	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	9	115	3	0	189
Future Vol, veh/h	0	9	115	3	0	189
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	131	3	0	215

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	348	133	0	0	134
Stage 1	133	-	-	-	-
Stage 2	215	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	649	916	-	-	1451
Stage 1	893	-	-	-	-
Stage 2	821	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	649	916	-	-	1451
Mov Cap-2 Maneuver	649	-	-	-	-
Stage 1	893	-	-	-	-
Stage 2	821	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	1451
HCM Lane V/C Ratio	-	-	0.011	-
HCM Control Delay (s)	-	-	9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	2	0	118	0	1	187	0
Future Vol, veh/h	0	0	0	1	0	2	0	118	0	1	187	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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	0	0	1	0	2	0	136	0	1	215	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	354	353	215	353	353	136	215	0	0	136	0	0
Stage 1	217	217	-	136	136	-	-	-	-	-	-	-
Stage 2	137	136	-	217	217	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	601	572	825	602	572	913	1355	-	-	1448	-	-
Stage 1	785	723	-	867	784	-	-	-	-	-	-	-
Stage 2	866	784	-	785	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	599	571	825	601	571	913	1355	-	-	1448	-	-
Mov Cap-2 Maneuver	599	571	-	601	571	-	-	-	-	-	-	-
Stage 1	785	722	-	867	784	-	-	-	-	-	-	-
Stage 2	864	784	-	784	722	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9.6		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1355	-	-	-	778	1448	-	-
HCM Lane V/C Ratio	-	-	-	-	0.004	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.6	7.5	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	9	110	2	5	294	6
Future Vol, veh/h	0	0	0	0	0	1	9	110	2	5	294	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	1	10	125	2	6	334	7

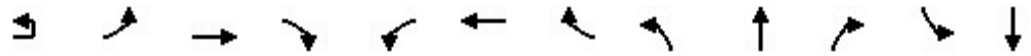
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	497	497	338	496	499	126	341	0	0	127	0	0
Stage 1	350	350	-	146	146	-	-	-	-	-	-	-
Stage 2	147	147	-	350	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	483	475	704	484	473	924	1218	-	-	1459	-	-
Stage 1	666	633	-	857	776	-	-	-	-	-	-	-
Stage 2	856	775	-	666	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	477	468	704	479	466	924	1218	-	-	1459	-	-
Mov Cap-2 Maneuver	477	468	-	479	466	-	-	-	-	-	-	-
Stage 1	660	630	-	849	769	-	-	-	-	-	-	-
Stage 2	847	768	-	663	628	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		8.9		0.6		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1218	-	-	-	-	924	1459	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.001	0.004	-
HCM Control Delay (s)	8	0	-	0	8.9	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2022 Existing Traffic - PM Peak
1: Sids Road & Goliad Road

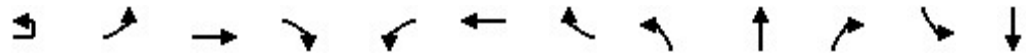


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	258	752	19	48	784	38	31	177	95	32	137
Future Volume (vph)	1	258	752	19	48	784	38	31	177	95	32	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0	185		265	285		0	330	
Storage Lanes		1		1	1		2	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850			0.850		0.948			
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1770	1766	0	1770	1863
Fl _t Permitted		0.155			0.223			0.646			0.458	
Satd. Flow (perm)	0	289	3539	1583	415	3539	1583	1203	1766	0	853	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				95			95		22			
Link Speed (mph)			45			45			30			30
Link Distance (ft)			505			1013			908			822
Travel Time (s)			7.7			15.3			20.6			18.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	272	792	20	51	825	40	33	186	100	34	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	792	20	51	825	40	33	286	0	34	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	8	8		4	4		8	6			2	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	230
Future Volume (vph)	230
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	242
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	242
Shared Lane Traffic (%)	
Lane Group Flow (vph)	242
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2022 Existing Traffic - PM Peak
1: Sids Road & Goliad Road











Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8	8	5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	15.0	15.0	55.0	55.0	15.0	55.0	55.0	12.0	38.0		12.0	38.0
Total Split (%)	12.5%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%	10.0%	31.7%		10.0%	31.7%
Maximum Green (s)	10.5	10.5	50.5	50.5	10.5	50.5	50.5	7.5	33.5		7.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max		None	Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0			0
Act Effct Green (s)		39.1	37.0	37.0	41.3	28.4	28.4	38.0	34.1		38.0	34.1
Actuated g/C Ratio		0.42	0.40	0.40	0.44	0.30	0.30	0.41	0.37		0.41	0.37
v/c Ratio		0.94	0.56	0.03	0.18	0.77	0.07	0.06	0.43		0.08	0.21
Control Delay		62.5	25.7	0.1	15.9	34.8	0.3	17.4	25.8		17.6	24.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		62.5	25.7	0.1	15.9	34.8	0.3	17.4	25.8		17.6	24.7
LOS		E	C	A	B	C	A	B	C		B	C
Approach Delay			34.4			32.2			24.9			12.7
Approach LOS			C			C			C			B
Queue Length 50th (ft)		112	220	0	17	245	0	11	126		11	63
Queue Length 95th (ft)		#287	294	0	38	317	0	32	234		33	127
Internal Link Dist (ft)			425			933			828			742
Turn Bay Length (ft)		285			185		265	285			330	
Base Capacity (vph)		291	1951	915	345	1951	915	539	659		424	681
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.94	0.41	0.02	0.15	0.42	0.04	0.06	0.43		0.08	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	93.3
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	29.3
Intersection LOS:	C
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Sids Road & Goliad Road

 Ø1 12 s	 Ø2 38 s	 Ø3 15 s	 Ø4 55 s
 Ø5 12 s	 Ø6 38 s	 Ø7 15 s	 Ø8 55 s

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	38.0
Total Split (%)	31.7%
Maximum Green (s)	33.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	34.1
Actuated g/C Ratio	0.37
v/c Ratio	0.33
Control Delay	4.9
Queue Delay	0.0
Total Delay	4.9
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	56
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	732
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.33
Intersection Summary	

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	231	6	7	3	2	205
Future Vol, veh/h	231	6	7	3	2	205
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	248	6	8	3	2	220

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	512 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	502 -
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	1608	-	-	-	522 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	608 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	441 1071
Mov Cap-2 Maneuver	-	-	-	-	441 -
Stage 1	-	-	-	-	856 -
Stage 2	-	-	-	-	608 -

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1056
HCM Lane V/C Ratio	0.154	-	-	-	0.211
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	2	238	0	10	302
Future Vol, veh/h	2	2	238	0	10	302
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	259	0	11	328

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	609	259	0	0	259	0
Stage 1	259	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	458	780	-	-	1306	-
Stage 1	784	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	453	780	-	-	1306	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	706	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	573	1306
HCM Lane V/C Ratio	-	-	0.008	0.008
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	3	0	4	0	248	0	4	310	5
Future Vol, veh/h	2	0	0	3	0	4	0	248	0	4	310	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	3	0	4	0	258	0	4	323	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	594	592	326	592	594	258	328	0	0	258	0	0
Stage 1	334	334	-	258	258	-	-	-	-	-	-	-
Stage 2	260	258	-	334	336	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	417	419	715	418	418	781	1232	-	-	1307	-	-
Stage 1	680	643	-	747	694	-	-	-	-	-	-	-
Stage 2	745	694	-	680	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	417	715	417	416	781	1232	-	-	1307	-	-
Mov Cap-2 Maneuver	414	417	-	417	416	-	-	-	-	-	-	-
Stage 1	680	640	-	747	694	-	-	-	-	-	-	-
Stage 2	741	694	-	677	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	11.4	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	414	568	1307	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.013	0.003	-	-
HCM Control Delay (s)	0	-	-	13.7	11.4	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	4	0	3	9	296	1	3	178	31
Future Vol, veh/h	5	0	1	4	0	3	9	296	1	3	178	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	4	0	3	10	322	1	3	193	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	560	559	210	560	576	323	227	0	0	323	0	0
Stage 1	216	216	-	343	343	-	-	-	-	-	-	-
Stage 2	344	343	-	217	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	439	438	830	439	428	718	1341	-	-	1237	-	-
Stage 1	786	724	-	672	637	-	-	-	-	-	-	-
Stage 2	671	637	-	785	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	433	433	830	435	423	718	1341	-	-	1237	-	-
Mov Cap-2 Maneuver	433	433	-	435	423	-	-	-	-	-	-	-
Stage 1	779	722	-	666	631	-	-	-	-	-	-	-
Stage 2	662	631	-	782	710	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		12		0.2		0.1	
HCM LOS	B		B					

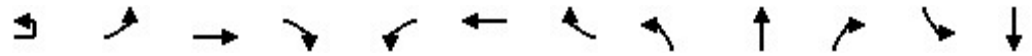
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1341	-	-	471	523	1237	-	-
HCM Lane V/C Ratio	0.007	-	-	0.014	0.015	0.003	-	-
HCM Control Delay (s)	7.7	0	-	12.8	12	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Synchro™ Output - 2024 Background Traffic

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background Traffic - AM Peak
1: Sids Road & Goliad Road

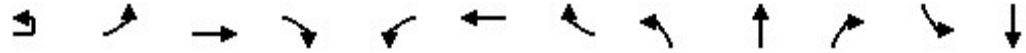


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	120	573	18	51	874	16	12	76	32	63	266
Future Volume (vph)	2	120	573	18	51	874	16	12	76	32	63	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0	185		265	285		0	330	
Storage Lanes		1		1	1		2	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850			0.850		0.956			
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1770	1781	0	1770	1863
Fl _t Permitted		0.119			0.310			0.485			0.682	
Satd. Flow (perm)	0	222	3539	1583	577	3539	1583	903	1781	0	1270	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				95			95		17			
Link Speed (mph)			45			45			30			30
Link Distance (ft)			505			1013			908			822
Travel Time (s)			7.7			15.3			20.6			18.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	128	610	19	54	930	17	13	81	34	67	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	610	19	54	930	17	13	115	0	67	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	8	8		4	4		8	6			2	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	585
Future Volume (vph)	585
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	316
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	622
Shared Lane Traffic (%)	
Lane Group Flow (vph)	622
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background Traffic - AM Peak
1: Sids Road & Goliad Road











Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8	8	5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	15.0	15.0	55.0	55.0	15.0	55.0	55.0	12.0	38.0		12.0	38.0
Total Split (%)	12.5%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%	10.0%	31.7%		10.0%	31.7%
Maximum Green (s)	10.5	10.5	50.5	50.5	10.5	50.5	50.5	7.5	33.5		7.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max		None	Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0			0
Act Effct Green (s)		41.8	37.2	37.2	43.0	32.6	32.6	42.4	34.2		39.7	41.2
Actuated g/C Ratio		0.42	0.38	0.38	0.44	0.33	0.33	0.43	0.35		0.40	0.42
v/c Ratio		0.55	0.46	0.03	0.16	0.80	0.03	0.03	0.18		0.12	0.36
Control Delay		25.0	25.4	0.1	15.6	35.9	0.1	19.2	23.7		19.4	24.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		25.0	25.4	0.1	15.6	35.9	0.1	19.2	23.7		19.4	24.5
LOS		C	C	A	B	D	A	B	C		B	C
Approach Delay			24.7			34.2			23.3			20.9
Approach LOS			C			C			C			C
Queue Length 50th (ft)		47	162	0	19	290	0	5	45		25	119
Queue Length 95th (ft)		85	217	0	40	366	0	18	100		60	255
Internal Link Dist (ft)			425			933			828			742
Turn Bay Length (ft)		285			185		265	285			330	
Base Capacity (vph)		265	1850	872	393	1850	872	455	628		552	776
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.49	0.33	0.02	0.14	0.50	0.02	0.03	0.18		0.12	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 98.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 26.7
 Intersection LOS: C
 Intersection Capacity Utilization 86.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Sids Road & Goliad Road

 Ø1	 Ø2	 Ø3	 Ø4
12 s	38 s	15 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
12 s	38 s	15 s	55 s

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	38.0
Total Split (%)	31.7%
Maximum Green (s)	33.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	41.2
Actuated g/C Ratio	0.42
v/c Ratio	0.74
Control Delay	19.5
Queue Delay	0.0
Total Delay	19.5
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	158
Queue Length 95th (ft)	#465
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	844
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.74
Intersection Summary	

Intersection						
Int Delay, s/veh	8.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	128	13	9	0	0	303
Future Vol, veh/h	128	13	9	0	0	303
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	15	10	0	0	344

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	315 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	305 -
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	-	-	-	678 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	748 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	616 1071
Mov Cap-2 Maneuver	-	-	-	-	616 -
Stage 1	-	-	-	-	921 -
Stage 2	-	-	-	-	748 -

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1071
HCM Lane V/C Ratio	0.09	-	-	-	0.321
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	10	123	3	0	201
Future Vol, veh/h	0	10	123	3	0	201
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	140	3	0	228

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	370	142	0	0	143
Stage 1	142	-	-	-	-
Stage 2	228	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	630	906	-	-	1440
Stage 1	885	-	-	-	-
Stage 2	810	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	630	906	-	-	1440
Mov Cap-2 Maneuver	630	-	-	-	-
Stage 1	885	-	-	-	-
Stage 2	810	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	906	1440
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	2	0	126	0	1	199	0
Future Vol, veh/h	0	0	0	1	0	2	0	126	0	1	199	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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	0	0	1	0	2	0	145	0	1	229	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	377	376	229	376	376	145	229	0	0	145	0	0
Stage 1	231	231	-	145	145	-	-	-	-	-	-	-
Stage 2	146	145	-	231	231	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	580	555	810	581	555	902	1339	-	-	1437	-	-
Stage 1	772	713	-	858	777	-	-	-	-	-	-	-
Stage 2	857	777	-	772	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	554	810	580	554	902	1339	-	-	1437	-	-
Mov Cap-2 Maneuver	578	554	-	580	554	-	-	-	-	-	-	-
Stage 1	772	712	-	858	777	-	-	-	-	-	-	-
Stage 2	855	777	-	771	712	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9.8		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	-	761	1437	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.8	7.5	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	10	117	2	5	313	6
Future Vol, veh/h	0	0	0	0	0	1	10	117	2	5	313	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	1	11	133	2	6	356	7

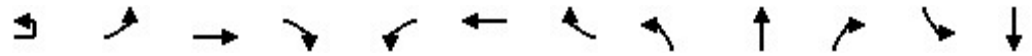
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	529	529	360	528	531	134	363	0	0	135	0	0
Stage 1	372	372	-	156	156	-	-	-	-	-	-	-
Stage 2	157	157	-	372	375	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	460	455	684	461	454	915	1196	-	-	1449	-	-
Stage 1	648	619	-	846	769	-	-	-	-	-	-	-
Stage 2	845	768	-	648	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	454	448	684	456	447	915	1196	-	-	1449	-	-
Mov Cap-2 Maneuver	454	448	-	456	447	-	-	-	-	-	-	-
Stage 1	642	616	-	838	761	-	-	-	-	-	-	-
Stage 2	836	760	-	645	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		8.9		0.6		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	-	915	1449	-	-
HCM Lane V/C Ratio	0.01	-	-	-	0.001	0.004	-	-
HCM Control Delay (s)	8	0	-	0	8.9	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background Traffic - PM Peak
1: Sids Road & Goliad Road

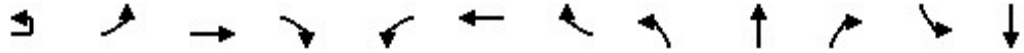


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	258	752	19	48	784	38	31	177	95	32	137
Future Volume (vph)	1	258	752	19	48	784	38	31	177	95	32	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0	185		265	285		0	330	
Storage Lanes		1		1	1		2	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850			0.850		0.948			
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1770	1766	0	1770	1863
Fl _t Permitted		0.155			0.223			0.646			0.458	
Satd. Flow (perm)	0	289	3539	1583	415	3539	1583	1203	1766	0	853	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				95			95		22			
Link Speed (mph)			45			45			30			30
Link Distance (ft)			505			1013			908			822
Travel Time (s)			7.7			15.3			20.6			18.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	272	792	20	51	825	40	33	186	100	34	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	792	20	51	825	40	33	286	0	34	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	8	8		4	4		8	6			2	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	230
Future Volume (vph)	230
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	242
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	242
Shared Lane Traffic (%)	
Lane Group Flow (vph)	242
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background Traffic - PM Peak
1: Sids Road & Goliad Road











Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8	8	5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	15.0	15.0	55.0	55.0	15.0	55.0	55.0	12.0	38.0		12.0	38.0
Total Split (%)	12.5%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%	10.0%	31.7%		10.0%	31.7%
Maximum Green (s)	10.5	10.5	50.5	50.5	10.5	50.5	50.5	7.5	33.5		7.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max		None	Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0			0
Act Effct Green (s)		39.1	37.0	37.0	41.3	28.4	28.4	38.0	34.1		38.0	34.1
Actuated g/C Ratio		0.42	0.40	0.40	0.44	0.30	0.30	0.41	0.37		0.41	0.37
v/c Ratio		0.94	0.56	0.03	0.18	0.77	0.07	0.06	0.43		0.08	0.21
Control Delay		62.5	25.7	0.1	15.9	34.8	0.3	17.4	25.8		17.6	24.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		62.5	25.7	0.1	15.9	34.8	0.3	17.4	25.8		17.6	24.7
LOS		E	C	A	B	C	A	B	C		B	C
Approach Delay			34.4			32.2			24.9			12.7
Approach LOS			C			C			C			B
Queue Length 50th (ft)		112	220	0	17	245	0	11	126		11	63
Queue Length 95th (ft)		#287	294	0	38	317	0	32	234		33	127
Internal Link Dist (ft)			425			933			828			742
Turn Bay Length (ft)		285			185		265	285			330	
Base Capacity (vph)		291	1951	915	345	1951	915	539	659		424	681
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.94	0.41	0.02	0.15	0.42	0.04	0.06	0.43		0.08	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	93.3
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	29.3
Intersection LOS:	C
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Sids Road & Goliad Road

 Ø1	 Ø2	 Ø3	 Ø4
12 s	38 s	15 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
12 s	38 s	15 s	55 s

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	38.0
Total Split (%)	31.7%
Maximum Green (s)	33.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	34.1
Actuated g/C Ratio	0.37
v/c Ratio	0.33
Control Delay	4.9
Queue Delay	0.0
Total Delay	4.9
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	56
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	732
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.33
Intersection Summary	

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	231	6	7	3	2	205
Future Vol, veh/h	231	6	7	3	2	205
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	248	6	8	3	2	220

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	512 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	502 -
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	1608	-	-	-	522 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	608 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	441 1071
Mov Cap-2 Maneuver	-	-	-	-	441 -
Stage 1	-	-	-	-	856 -
Stage 2	-	-	-	-	608 -

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1056
HCM Lane V/C Ratio	0.154	-	-	-	0.211
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	2	238	0	10	302
Future Vol, veh/h	2	2	238	0	10	302
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	259	0	11	328

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	609	259	0	0	259
Stage 1	259	-	-	-	-
Stage 2	350	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	458	780	-	-	1306
Stage 1	784	-	-	-	-
Stage 2	713	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	453	780	-	-	1306
Mov Cap-2 Maneuver	453	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	706	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	573	1306
HCM Lane V/C Ratio	-	-	0.008	0.008
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	3	0	4	0	248	0	4	310	5
Future Vol, veh/h	2	0	0	3	0	4	0	248	0	4	310	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	3	0	4	0	258	0	4	323	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	594	592	326	592	594	258	328	0	0	258	0	0
Stage 1	334	334	-	258	258	-	-	-	-	-	-	-
Stage 2	260	258	-	334	336	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	417	419	715	418	418	781	1232	-	-	1307	-	-
Stage 1	680	643	-	747	694	-	-	-	-	-	-	-
Stage 2	745	694	-	680	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	417	715	417	416	781	1232	-	-	1307	-	-
Mov Cap-2 Maneuver	414	417	-	417	416	-	-	-	-	-	-	-
Stage 1	680	640	-	747	694	-	-	-	-	-	-	-
Stage 2	741	694	-	677	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.7		11.4		0		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	414	568	1307	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.013	0.003	-	-
HCM Control Delay (s)	0	-	-	13.7	11.4	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	4	0	3	9	296	1	3	178	31
Future Vol, veh/h	5	0	1	4	0	3	9	296	1	3	178	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	4	0	3	10	322	1	3	193	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	560	559	210	560	576	323	227	0	0	323	0	0
Stage 1	216	216	-	343	343	-	-	-	-	-	-	-
Stage 2	344	343	-	217	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	439	438	830	439	428	718	1341	-	-	1237	-	-
Stage 1	786	724	-	672	637	-	-	-	-	-	-	-
Stage 2	671	637	-	785	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	433	433	830	435	423	718	1341	-	-	1237	-	-
Mov Cap-2 Maneuver	433	433	-	435	423	-	-	-	-	-	-	-
Stage 1	779	722	-	666	631	-	-	-	-	-	-	-
Stage 2	662	631	-	782	710	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		12		0.2		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1341	-	-	471	523	1237	-	-
HCM Lane V/C Ratio	0.007	-	-	0.014	0.015	0.003	-	-
HCM Control Delay (s)	7.7	0	-	12.8	12	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Synchro™ Output - 2024 Background Plus Site Traffic

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

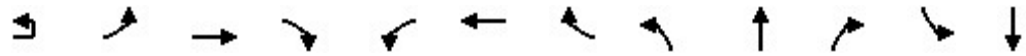
2024 Background + Site Traffic - AM Peak
1: Sids Road & Goliad Road

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	120	574	21	53	874	16	17	79	32	63	269
Future Volume (vph)	2	120	574	21	53	874	16	17	79	32	63	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0	185		265	285		0	330	
Storage Lanes		1		1	1		2	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850			0.850		0.957			
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1770	1783	0	1770	1863
Fl _t Permitted		0.118			0.311			0.472			0.678	
Satd. Flow (perm)	0	220	3539	1583	579	3539	1583	879	1783	0	1263	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				95			95		17			
Link Speed (mph)			45			45			30			30
Link Distance (ft)			505			1013			919			822
Travel Time (s)			7.7			15.3			20.9			18.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	128	611	22	56	930	17	18	84	34	67	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	611	22	56	930	17	18	118	0	67	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	8	8		4	4		8	6			2	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	585
Future Volume (vph)	585
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	313
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	622
Shared Lane Traffic (%)	
Lane Group Flow (vph)	622
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background + Site Traffic - AM Peak
1: Sids Road & Goliad Road

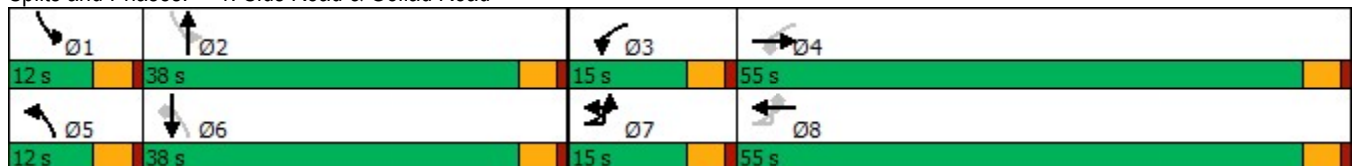


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8	8	5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	15.0	15.0	55.0	55.0	15.0	55.0	55.0	12.0	38.0		12.0	38.0
Total Split (%)	12.5%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%	10.0%	31.7%		10.0%	31.7%
Maximum Green (s)	10.5	10.5	50.5	50.5	10.5	50.5	50.5	7.5	33.5		7.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max		None	Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0			0
Act Effct Green (s)		41.8	37.2	37.2	43.0	32.6	32.6	41.5	34.2		39.7	39.1
Actuated g/C Ratio		0.42	0.38	0.38	0.44	0.33	0.33	0.42	0.35		0.40	0.40
v/c Ratio		0.55	0.46	0.03	0.17	0.80	0.03	0.04	0.19		0.12	0.39
Control Delay		25.2	25.5	0.1	15.6	35.9	0.1	19.1	23.8		19.4	26.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		25.2	25.5	0.1	15.6	35.9	0.1	19.1	23.8		19.4	26.8
LOS		C	C	A	B	D	A	B	C		B	C
Approach Delay			24.7			34.1			23.2			23.2
Approach LOS			C			C			C			C

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	98.7
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	27.4
Intersection LOS:	C
Intersection Capacity Utilization:	86.3%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 1: Sids Road & Goliad Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	38.0
Total Split (%)	31.7%
Maximum Green (s)	33.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	39.1
Actuated g/C Ratio	0.40
v/c Ratio	0.76
Control Delay	21.9
Queue Delay	0.0
Total Delay	21.9
LOS	C
Approach Delay	
Approach LOS	
Intersection Summary	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	130	611	22	56	930	17	18	118	67	286	622
v/c Ratio	0.55	0.46	0.03	0.17	0.80	0.03	0.04	0.19	0.12	0.39	0.76
Control Delay	25.2	25.5	0.1	15.6	35.9	0.1	19.1	23.8	19.4	26.8	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	25.5	0.1	15.6	35.9	0.1	19.1	23.8	19.4	26.8	21.9
Queue Length 50th (ft)	47	162	0	19	290	0	7	47	25	120	160
Queue Length 95th (ft)	86	217	0	41	366	0	23	103	60	260	#471
Internal Link Dist (ft)		425			933			839		742	
Turn Bay Length (ft)	285			185		265	285		330		
Base Capacity (vph)	265	1850	872	394	1850	872	440	629	549	737	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.33	0.03	0.14	0.50	0.02	0.04	0.19	0.12	0.39	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	8.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	131	13	9	0	0	306
Future Vol, veh/h	131	13	9	0	0	306
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	15	10	0	0	348

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	323 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	313 -
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	-	-	-	671 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	741 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	609 1071
Mov Cap-2 Maneuver	-	-	-	-	609 -
Stage 1	-	-	-	-	919 -
Stage 2	-	-	-	-	741 -

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1071
HCM Lane V/C Ratio	0.092	-	-	-	0.325
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection						
Int Delay, s/veh	8.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑	↑	↘
Traffic Vol, veh/h	0	58	22	0	0	0
Future Vol, veh/h	0	58	22	0	0	0
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	-	400	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	24	0	0	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	49	1	1	0	0
Stage 1	1	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	960	1084	1622	-	-
Stage 1	1022	-	-	-	-
Stage 2	974	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	946	1084	1622	-	-
Mov Cap-2 Maneuver	946	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	974	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.015	-	0.059	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	11	124	4	1	201
Future Vol, veh/h	0	11	124	4	1	201
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	141	5	1	228

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	374	144	0	0	146
Stage 1	144	-	-	-	-
Stage 2	230	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	627	903	-	-	1436
Stage 1	883	-	-	-	-
Stage 2	808	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	626	903	-	-	1436
Mov Cap-2 Maneuver	626	-	-	-	-
Stage 1	883	-	-	-	-
Stage 2	807	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	903	1436
HCM Lane V/C Ratio	-	-	0.014	0.001
HCM Control Delay (s)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	4	0	128	1	2	200	0
Future Vol, veh/h	0	0	0	1	0	4	0	128	1	2	200	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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	0	0	1	0	5	0	147	1	2	230	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	384	382	230	382	382	148	230	0	0	148	0	0
Stage 1	234	234	-	148	148	-	-	-	-	-	-	-
Stage 2	150	148	-	234	234	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	574	551	809	576	551	899	1338	-	-	1434	-	-
Stage 1	769	711	-	855	775	-	-	-	-	-	-	-
Stage 2	853	775	-	769	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	570	550	809	575	550	899	1338	-	-	1434	-	-
Mov Cap-2 Maneuver	570	550	-	575	550	-	-	-	-	-	-	-
Stage 1	769	710	-	855	775	-	-	-	-	-	-	-
Stage 2	849	775	-	767	710	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9.5		0		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1338	-	-	-	808	1434	-	-
HCM Lane V/C Ratio	-	-	-	-	0.007	0.002	-	-
HCM Control Delay (s)	0	-	-	0	9.5	7.5	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	4	10	120	3	8	316	6
Future Vol, veh/h	0	0	0	0	0	4	10	120	3	8	316	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	5	11	136	3	9	359	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	543	542	363	541	544	138	366	0	0	139	0	0
Stage 1	381	381	-	160	160	-	-	-	-	-	-	-
Stage 2	162	161	-	381	384	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	451	447	682	452	446	910	1193	-	-	1445	-	-
Stage 1	641	613	-	842	766	-	-	-	-	-	-	-
Stage 2	840	765	-	641	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	442	439	682	446	438	910	1193	-	-	1445	-	-
Mov Cap-2 Maneuver	442	439	-	446	438	-	-	-	-	-	-	-
Stage 1	635	608	-	834	758	-	-	-	-	-	-	-
Stage 2	827	757	-	636	606	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9		0.6		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1193	-	-	-	910	1445	-	-
HCM Lane V/C Ratio	0.01	-	-	-	0.005	0.006	-	-
HCM Control Delay (s)	8	0	-	0	9	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	668	1	0	943	0	3
Future Vol, veh/h	668	1	0	943	0	3
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	726	1	0	1025	0	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	727
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	424
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	424
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	424	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection													
Int Delay, s/veh	1.4												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	0	3	3	1	49	16	2	2	0	9	3	0	0
Future Vol, veh/h	0	3	3	1	49	16	2	2	0	9	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	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	65	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	5	2	75	25	3	3	0	14	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	28	0	0	-	10	0	0	185	190	8	192	191	27
Stage 1	-	-	-	-	-	-	-	8	8	-	177	181	-
Stage 2	-	-	-	-	-	-	-	177	182	-	15	10	-
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	1585	-	-	-	1610	-	-	776	705	1074	768	704	1048
Stage 1	-	-	-	-	-	-	-	1013	889	-	825	750	-
Stage 2	-	-	-	-	-	-	-	825	749	-	1005	887	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1585	-	-	~ -52	~ -52	-	-	776	705	1074	758	704	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	776	705	-	758	704	-
Stage 1	-	-	-	-	-	-	-	1013	889	-	825	750	-
Stage 2	-	-	-	-	-	-	-	825	749	-	992	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0		8.6	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1004	1585	-	-	+	-	-	758
HCM Lane V/C Ratio	0.017	-	-	-	-	-	-	0.006
HCM Control Delay (s)	8.6	0	-	-	-	-	-	9.8
HCM Lane LOS	A	A	-	-	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	-	-	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	124	0	2	331
Future Vol, veh/h	0	3	124	0	2	331
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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	182	0	3	487

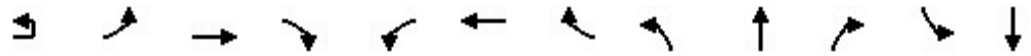
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	675	182	0	0	182	0
Stage 1	182	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	861	-	-	1393	-
Stage 1	849	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	418	861	-	-	1393	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	612	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	861	1393
HCM Lane V/C Ratio	-	-	0.005	0.002
HCM Control Delay (s)	-	-	9.2	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background + Site Traffic - PM peak
1: Sids Road & Goliad Road

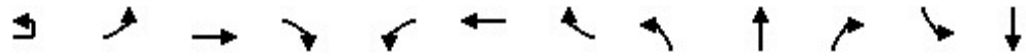


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	258	754	23	51	784	38	38	182	95	32	141
Future Volume (vph)	1	258	754	23	51	784	38	38	182	95	32	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0	185		265	285		0	330	
Storage Lanes		1		1	1		2	1		0	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.949			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1770	1768	0	1770	1863
Flt Permitted		0.152			0.209			0.641			0.451	
Satd. Flow (perm)	0	283	3539	1583	389	3539	1583	1194	1768	0	840	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				95			95		22			
Link Speed (mph)			45			45			30			30
Link Distance (ft)			505			1013			919			822
Travel Time (s)			7.7			15.3			20.9			18.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	272	794	24	54	825	40	40	192	100	34	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	794	24	54	825	40	40	292	0	34	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	D.P+P	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	8	8		4	4		8	6			2	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	230
Future Volume (vph)	230
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	242
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	242
Shared Lane Traffic (%)	
Lane Group Flow (vph)	242
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Rockwall REC Campus Expansion TIA
Lanes, Volumes, Timings

2024 Background + Site Traffic - PM peak
1: Sids Road & Goliad Road

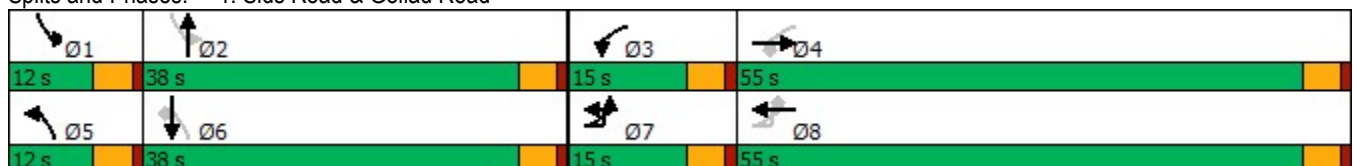


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	7	4	4	3	8	8	5	2		1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	15.0	15.0	55.0	55.0	15.0	55.0	55.0	12.0	38.0		12.0	38.0
Total Split (%)	12.5%	12.5%	45.8%	45.8%	12.5%	45.8%	45.8%	10.0%	31.7%		10.0%	31.7%
Maximum Green (s)	10.5	10.5	50.5	50.5	10.5	50.5	50.5	7.5	33.5		7.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max		None	Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0	7.0		7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0	11.0		11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0			0
Act Effct Green (s)		39.7	35.1	35.1	40.8	29.0	29.0	38.0	34.1		38.0	34.1
Actuated g/C Ratio		0.42	0.37	0.37	0.43	0.31	0.31	0.40	0.36		0.40	0.36
v/c Ratio		0.95	0.60	0.04	0.20	0.75	0.07	0.08	0.45		0.08	0.22
Control Delay		64.4	27.5	0.1	16.2	34.3	0.3	17.6	26.2		17.7	25.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		64.4	27.5	0.1	16.2	34.3	0.3	17.6	26.2		17.7	25.1
LOS		E	C	A	B	C	A	B	C		B	C
Approach Delay			36.1			31.8			25.2			13.0
Approach LOS			D			C			C			B

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	93.9
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	29.8
Intersection LOS:	C
Intersection Capacity Utilization:	70.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Sids Road & Goliad Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	38.0
Total Split (%)	31.7%
Maximum Green (s)	33.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	34.1
Actuated g/C Ratio	0.36
v/c Ratio	0.33
Control Delay	5.0
Queue Delay	0.0
Total Delay	5.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	273	794	24	54	825	40	40	292	34	148	242
v/c Ratio	0.95	0.60	0.04	0.20	0.75	0.07	0.08	0.45	0.08	0.22	0.33
Control Delay	64.4	27.5	0.1	16.2	34.3	0.3	17.6	26.2	17.7	25.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	27.5	0.1	16.2	34.3	0.3	17.6	26.2	17.7	25.1	5.0
Queue Length 50th (ft)	114	222	0	18	246	0	13	130	11	65	0
Queue Length 95th (ft)	#290	295	0	40	317	0	37	240	33	130	56
Internal Link Dist (ft)		425			933			839		742	
Turn Bay Length (ft)	285			185		265	285		330		
Base Capacity (vph)	288	1934	908	335	1934	908	532	656	417	675	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.41	0.03	0.16	0.43	0.04	0.08	0.45	0.08	0.22	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	235	6	7	3	2	210
Future Vol, veh/h	235	6	7	3	2	210
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	253	6	8	3	2	226

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	522 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	512 -
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	1608	-	-	-	515 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	602 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	434 1071
Mov Cap-2 Maneuver	-	-	-	-	434 -
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	602 -

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1056
HCM Lane V/C Ratio	0.157	-	-	-	0.216
HCM Control Delay (s)	7.7	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	0.8

Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↗
Traffic Vol, veh/h	0	23	23	0	0	0
Future Vol, veh/h	0	23	23	0	0	0
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	-	400	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	24	0	0	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	49	1	1	0	0
Stage 1	1	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	960	1084	1622	-	-
Stage 1	1022	-	-	-	-
Stage 2	974	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	946	1084	1622	-	-
Mov Cap-2 Maneuver	946	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	974	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.015	-	0.022	-	-
HCM Control Delay (s)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	2	3	240	2	12	302
Future Vol, veh/h	2	3	240	2	12	302
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	261	2	13	328

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	616	262	0	0	263	0
Stage 1	262	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	454	777	-	-	1301	-
Stage 1	782	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	449	777	-	-	1301	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	601	1301
HCM Lane V/C Ratio	-	-	0.009	0.01
HCM Control Delay (s)	-	-	11	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	3	0	6	0	250	1	6	312	5
Future Vol, veh/h	2	0	0	3	0	6	0	250	1	6	312	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	3	0	6	0	260	1	6	325	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	604	601	328	601	603	261	330	0	0	261	0	0
Stage 1	340	340	-	261	261	-	-	-	-	-	-	-
Stage 2	264	261	-	340	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	410	414	713	412	413	778	1229	-	-	1303	-	-
Stage 1	675	639	-	744	692	-	-	-	-	-	-	-
Stage 2	741	692	-	675	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	405	412	713	410	411	778	1229	-	-	1303	-	-
Mov Cap-2 Maneuver	405	412	-	410	411	-	-	-	-	-	-	-
Stage 1	675	635	-	744	692	-	-	-	-	-	-	-
Stage 2	735	692	-	671	634	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.9		11.1		0		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	405	599	1303	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.016	0.005	-	-
HCM Control Delay (s)	0	-	-	13.9	11.1	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	4	0	8	9	299	2	7	182	31
Future Vol, veh/h	5	0	1	4	0	8	9	299	2	7	182	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	4	0	9	10	325	2	8	198	34

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	582	578	215	578	594	326	232	0	0	327	0	0
Stage 1	231	231	-	346	346	-	-	-	-	-	-	-
Stage 2	351	347	-	232	248	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	424	427	825	427	418	715	1336	-	-	1233	-	-
Stage 1	772	713	-	670	635	-	-	-	-	-	-	-
Stage 2	666	635	-	771	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	420	825	421	411	715	1336	-	-	1233	-	-
Mov Cap-2 Maneuver	414	420	-	421	411	-	-	-	-	-	-	-
Stage 1	765	708	-	664	629	-	-	-	-	-	-	-
Stage 2	652	629	-	765	696	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		11.4		0.2		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	451	580	1233	-	-
HCM Lane V/C Ratio	0.007	-	-	0.014	0.022	0.006	-	-
HCM Control Delay (s)	7.7	0	-	13.1	11.4	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	879	2	0	874	0	3
Future Vol, veh/h	879	2	0	874	0	3
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	955	2	0	950	0	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	956
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	313
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	313
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	313	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	16.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	13	7	17	9	3	4	0	55	3	0	0
Future Vol, veh/h	0	13	7	17	9	3	4	0	55	3	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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	8	20	11	4	5	0	65	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	23	0	0	72	74	19	105	76	13
Stage 1	-	-	-	-	-	-	19	19	-	53	53	-
Stage 2	-	-	-	-	-	-	53	55	-	52	23	-
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	1603	-	-	1592	-	-	919	816	1059	875	814	1067
Stage 1	-	-	-	-	-	-	1000	880	-	960	851	-
Stage 2	-	-	-	-	-	-	960	849	-	961	876	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1603	-	-	1592	-	-	910	805	1059	814	803	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	910	805	-	814	803	-
Stage 1	-	-	-	-	-	-	1000	880	-	960	840	-
Stage 2	-	-	-	-	-	-	948	838	-	902	876	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			4.3			8.7			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1047	1603	-	-	1592	-	-	814
HCM Lane V/C Ratio	0.066	-	-	-	0.013	-	-	0.004
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	3	313	0	3	220
Future Vol, veh/h	0	3	313	0	3	220
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	368	0	4	259

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	635	368	0
Stage 1	368	-	-
Stage 2	267	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	443	677	-
Stage 1	700	-	-
Stage 2	778	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	441	677	-
Mov Cap-2 Maneuver	441	-	-
Stage 1	700	-	-
Stage 2	775	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	1191
HCM Lane V/C Ratio	-	-	0.005	0.003
HCM Control Delay (s)	-	-	10.3	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0