

City Council Regular Meeting

Dripping Springs ISD Center for Learning and Leadership

Board Room, 300 Sportsplex Drive – Dripping Springs, Texas

Tuesday, February 18, 2025, at 6:00 PM

AGENDA

CALL TO ORDER & ROLL CALL

City Council Members

Mayor Bill Foulds, Jr.

Mayor Pro Tem Taline Manassian

Council Member Place 2 Wade King

Council Member Place 3 Geoffrey Tahuahua

Council Member Place 4 Travis Crow

Council Member Place 5 Sherrie Parks

Staff, Consultants & Appointed/Elected Officials

City Administrator Michelle Fischer Deputy City Administrator Ginger Faught Deputy City Administrator Shawn Cox

City Attorney Laura Mueller

Deputy City Attorney Aniz Alani

City Secretary Diana Boone

Planning Director Tory Carpenter

Parks & Community Services Director Andy Binz

People & Communications Director Lisa Sullivan

PLEDGE OF ALLEGIANCE

PRESENTATION OF CITIZENS

A member of the public that wishes to address the City Council on any issue, regardless of whether it is posted on this agenda, may do so during Presentation of Citizens. It is the request of the City Council that individuals wishing to speak on agenda items with a public hearing hold their comments until the item is being considered. Individuals are allowed two (2) minutes each to speak regarding issues not on the agenda and two (2) minutes per item on the agenda and may not cede or pool time. Those requiring the assistance of a translator will be allowed additional time to speak. Individuals are not required to sign in; however, it is encouraged. Individuals that wish to share documents with the City Council must present the documents to the City Secretary or City Attorney providing at least seven (7) copies; if seven (7) copies are not provided, the City Council will receive the documents the following day. Audio Video presentations will not be accepted during Presentation of Citizens. By law no action shall be taken during Presentation

of Citizens; however, the Mayor may provide a statement of specific factual information, recitation of existing policy, or direction or referral to staff.

CONSENT AGENDA

The following items will be acted upon in a single motion and are considered to be ministerial or routine. No separate discussion or action on these items will be held unless pulled at the request of a member of the City Council or City staff.

- **1.** Approval of the February 4, 2025 City Council regular meeting minutes.
- 2. Approval of the Professional Services Contract and Use Agreement between the City of Dripping Springs and TLL Mercantile LLC dba Holiday and Harvest for the 2025 Eggstravaganza. Sponsor: Council Member Sherrie Parks
- 3. Approval of the Co-Sponsorship and Logo Use Contract between the City of Dripping Springs and the Dripping Springs Ag Boosters for the 2025 Dripping Springs Rodeo. Sponsor: Council Member Sherrie Parks
- 4. Approval of the Brewers Festival (2025) Collaboration Agreement between the City of Dripping Springs and the Dripping Springs Chamber of Commerce, Inc. Sponsor: Council Member Sherrie Parks
- 5. Approval of January 2025 Treasurer's Report. Shawn Cox, Deputy City Administrator

BUSINESS AGENDA

- <u>6.</u> Discuss and consider Appeal of the Takings Assessment related to the Hardy Tract project. Appellant: Jamie Rose, Greenberg Traurig
 - a. Staff Report
 - b. Appellant Presentation
 - c. Public Hearing -- Support and Oppose
 - d. Rebuttal -- Appellant
 - e. Appeal
- 7. Discuss and Consider approval of a Resolution Accepting the Petition Requesting the Consent of the City of Dripping Springs for Driftwood Conservation District to Annex Certain Property in the District. Applicant: Andrew Barrett
- 8. Discuss and Consider approval of a Resolution of the City of Dripping Springs Consenting to Legislation related to the Driftwood Conservation District. Applicant: Andrew Barrett

- Discuss and consider approval of selection of a bidder and authorize contract negotiation and execution for the Mercer Street Sidewalk Project Construction Contract between Dig Dug Construction, LLC and the City of Dripping Springs. Sponsor: Mayor Bill Foulds, Jr.
- 10. Discuss and consider approval of hiring a second Utility Billing Clerk and approving the job description. Sponsor: Mayor Bill Foulds, Jr.
- 11. Discuss and consider projects related to the proposed Certificates of Obligation. Sponsor: Mayor Bill Foulds, Jr.

REPORTS

Reports listed are on file and available for review upon request. The City Council may provide staff direction; however, no action shall be taken.

12. Planning Department Report. Tory Carpenter, Planning Director

CLOSED SESSION

The City Council has the right to adjourn into closed session on any item on this agenda and at any time during the course of this meeting to discuss any matter as authorized by law or by the Open Meetings Act, Texas Government Code Sections 551.071 (Consultation With Attorney), 551.072 (Deliberation Regarding Real Property), 551.073 (Deliberation Regarding Prospective Gifts), 551.074 (Personnel Matters), 551.076 (Deliberation Regarding Security Devices or Security Audits), and 551.087 (Deliberation Regarding Economic Development Negotiations), and 551.089 (Deliberation Regarding Security Devices or Security Audits). Any final action or vote on any Closed Session item will be taken in Open Session.

- 13. Consultation with Attorney and Deliberation Regarding Real Property related to TIRZ Priority Projects and Other Potential Strategic Real Property Acquisitions. (Consultation with Attorney, 551.071; Deliberation Regarding Real Property, 551.072)
- 14. Consultation with City Attorney related to legal issues regarding land use, economic development, waiver process, and infrastructure requirements and rough proportionality. (551.071, Consultation with Attorney).
- 15. Consultation with Attorney regarding legal issues related to the South Regional Water Reclamation Project, Wastewater, and Amendment 2 Permits, Wastewater Service Area and Agreements, Water Service and Agreements, Wastewater Fees, Wastewater Infrastructure Agreements, facility liability coverage, and related items. (Consultation with Attorney, 551.071)

UPCOMING MEETINGS

City Council & Board of Adjustment Meetings

March 4, 2025, at 6:00 PM March 25, 2025. at 6:00 PM

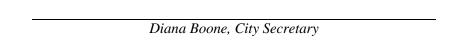
Board, Commission & Committee Meetings

Parks & Recreation Commission, February 19, 2025, at 6:00 p.m. Farmers Market Committee, February 20, 2025, at 10:00 a.m. Utility Commission, February 20, 2025, at 4:00 p.m.

ADJOURN

TEXAS OPEN MEETINGS ACT PUBLIC NOTIFICATION OF MEETING

I certify that this public meeting is posted in accordance with Texas Government Code Chapter 551, Open Meetings. This meeting agenda is posted on the bulletin board at the City of Dripping Springs City Hall, located at 511 Mercer Street, and on the City website at, www.cityofdrippingsprings.com, on February 14, 2025 at 5:30 p.m.



This facility is wheelchair accessible. Accessible parking spaces are available. Request for auxiliary aids and services must be made 48 hours prior to this meeting by calling (512) 858-4725.



City Council & Board of Adjustment Regular Meeting

Dripping Springs ISD Center for Learning and Leadership

Board Room, 300 Sportsplex Drive – Dripping Springs, Texas

Tuesday, February 04, 2025, at 6:00 PM

DRAFT MINUTES

CALL TO ORDER & ROLL CALL

With a quorum of City Council Members present, Mayor Foulds called the meeting to order at 6:02 PM.

City Council Members

Mayor Bill Foulds, Jr.

Mayor Pro Tem Taline Manassian

Council Member Place 2 Wade King

Council Member Place 3 Geoffrey Tahuahua

Council Member Place 4 Travis Crow

Council Member Place 5 Sherrie Parks

Staff, Consultants, & Appointed/Elected Officials

City Administrator Michelle Fischer

Deputy City Administrator Ginger Faught

Deputy City Administrator Shawn Cox

City Attorney Laura Mueller

Deputy City Attorney Aniz Alani

City Secretary Diana Boone

Planning Director Tory Carpenter

DSRP Manager Lily Sellers

Utilities Director Dane Sorensen

Parks & Community Services Director Andy Binz

People & Communications Director Lisa Sullivan

Information Technology Director Jason Weinstock

Keenan Smith TIRZ Project Manager

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Pro Tem Manassian.

PRESENTATION OF CITIZENS

A member of the public that wishes to address the City Council on any issue, regardless of whether it is posted on this agenda, may do so during Presentation of Citizens. It is the request of the City Council that individuals wishing to speak on agenda items with a public hearing hold their comments until the item is being considered. Individuals are allowed two (2) minutes each to speak regarding issues not on the agenda and two (2) minutes per item on the agenda and may not cede or pool time. Those requiring the assistance of a translator will be allowed additional time to speak. Individuals are not required to sign

in; however, it is encouraged. Individuals that wish to share documents with the City Council must present the documents to the City Secretary or City Attorney providing at least seven (7) copies; if seven (7) copies are not provided, the City Council will receive the documents the following day. Audio Video presentations will not be accepted during Presentation of Citizens. By law no action shall be taken during Presentation of Citizens; however, the Mayor may provide a statement of specific factual information, recitation of existing policy, or direction or referral to staff.

Nancy Heintz with the Homeless Coalition spoke and shared information about a Poverty Simulation event taking place on February 27th in San Marcos.

PROCLAMATIONS & PRESENTATIONS

Proclamations and Presentations are for discussion purposes only and no action shall be taken.

1. Proclamation of the City of Dripping Springs proclaiming the month of February 2025 as "Dating Violence Awareness and Prevention Month". Sponsor: Mayor Bill Foulds, Jr.

Council Member Parks presented the Proclamation to representatives from the Hays-Caldwell Women's Center.

CONSENT AGENDA

The following items will be acted upon in a single motion and are considered to be ministerial or routine. No separate discussion or action on these items will be held unless pulled at the request of a member of the City Council or City staff.

- 2. Approval of the January 7, 2025 City Council & Board of Adjustment regular meeting minutes.
- 3. Approval of the Co-Sponsorship Agreement with the Texas Hill Country Barrel Racing Association. Sponsor: Council Member Sherrie Parks
- 4. Approval of a Joint Election Agreement between the City of Dripping Springs and Dripping Springs Independent School District for the May 3, 2025 Municipal General Election.
- 5. Approval of a Joint Election Agreement between the City of Dripping Springs and Hays County for the May 3, 2025 Municipal General Election.
- 6. Approval of an Election Agreement and Contract for Election Services between the City of Dripping Springs and the Elections Administrator, Hays County, Texas to conduct and administer the May 3, 2025 Dripping Springs Municipal General Election.
- 7. Approval of an Agreement for the Temporary Closure of State Right of Way Multi-Year Agreement between the City of Dripping Springs and the Texas Department of Transportation for the Founders Day Festival and Parade. Sponsor: Councilmember Sherrie Parks.

- 8. Approval of a Rate Adjustment for an Agreement with Chapman Law Firm, P.C. Sponsor: Mayor Bill Foulds, Jr.
- 9. Approval of the December 2024 Treasurer's Report.

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Parks, to move item 8 out of the Consent Agenda. The motion carried unanimously 5 to 0.

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua, to approve Consent Agenda items 2-7, and item 9. The motion carried 4 to 0, with 1 abstention by Council Member Crow.

BUSINESS AGENDA

10. Discuss and consider approval of an ordinance amending Article 16.02 Parks and Recreation in the City of Dripping Springs Code of Ordinances regarding electric bicycles in parks. Sponsor: Mayor Pro Tem Taline Manassian.

The staff report was presented by the Parks & Community Services Director Andy Binz. The staff report is in the agenda packet which is available on the city website.

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Crow, to approve the ordinance to allow the use of e-bikes at the Parks with staff recommended speed limits.

The motion to approve carried unanimously 5 to 0.

11. Public hearing, discussion, and consideration of approval of a Resolution Authorizing the Publication of the Notice of Intention to Issue City of Dripping Springs, Texas Combination Tax and Limited Revenue Certificates of Obligation in an Estimated Amount not to Exceed \$14,500,000, and Other Matters Related Thereto. Sponsor: Mayor Bill Foulds, Jr.

a. Staff Report

The staff report was presented by Deputy City Administrator Shawn Cox. Also present to answer questions were Financial Advisor Chris Lane and Angela Avila with the Bond Counsel. Staff report is on file.

b. Public Hearing

No one spoke during the Public Hearing.

c. Resolution

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua, to adopt a Resolution Authorizing the Publication of the Notice of Intention to Issue City of Dripping Springs, Texas Combination Tax and Limited Revenue Certificates of Obligation in an estimated amount not to exceed \$14,500,000, and other matters related

thereto, including the proposed sale date of the Certificates to be held April 1, 2025, which is the date on which the City Council will consider the passage of an ordinance authorizing the certificates.

The motion to approve carried unanimously 5 to 0.

12. Public Hearing and consideration of approval of an Ordinance Ordering the City of Dripping Springs 2025 Municipal General Election.

This item was presented by City Secretary Diana Boone. Staff report is on file.

A motion was made by Council Member Parks and seconded by Council Member Tahuahua, to approve the Ordinance calling the 2025 Municipal General Election.

The motion to approve carried unanimously 5 to 0.

13. Discuss and Consider approval of a Resolution Accepting the Petition Requesting the Consent of the City of Dripping Springs for Driftwood Conservation District to Annex Certain Property in the District.

This item was moved to Closed Session.

After meeting in Closed Session, this item was postponed.

14. Discuss and Consider an Agreement between the City of Dripping Springs and the Dripping Springs Water Supply Corporation regarding the Provision of Retail Water Service to the Anarene West Property and the Cannon Retail Property Sponsor: Mayor Bill Foulds, Jr.

This item was presented by Deputy City Administrator Ginger Faught. The report is on file.

A motion was made by Council Member Parks and seconded by Council Member King, to approve the agreement with the Dripping Springs Water Supply Corporation regarding the Provision of Retail Water Service to the Anarene West Property and the Cannon Retail Property.

The motion to approve carried 4 to 0. Council Member Crow recused himself, did not participate in the discussion and did not vote.

15. Discuss and consider approval of a License Agreement between the City of Dripping Springs and Meritage Homes as it relates to installation of utility infrastructure on city property. Applicant: Meritage Homes

The staff report was presented by Planning Director Tory Carpenter. The report is on file.

A motion was made by Council Member Tahuahua and seconded by Council Member Crow, to approve the License Agreement with Meritage Homes.

The motion carried unanimously 5 to 0.

16. Discuss and consider selection of a bidder and approval of the proposal from the selected bidder, and authorize staff to negotiate an Agreement for the installation of Audio Visual Equipment City Hall with selected bidder. Sponsor: Mayor Bill Foulds, Jr.

The staff report was presented by Deputy City Administrator Shawn Cox and Information Technology Director Jason Weinstock. The staff report is on file.

A motion was made by Council Member Parks and seconded by Council Member Tahuahua, to authorize staff to negotiate agreement with selected bidder, including optional products for \$114,544.64.

The motion to approve carried unanimously 5 to 0.

17. Discuss and Consider approval to award bid to construct Phase 3 Drip Fields for Arrowhead WWTP and authorize city administrator to finalize an agreement with selected bidder. Sponsor: Mayor Bill Foulds, Jr.

The staff report was presented by Utilities Director Dane Sorensen. The report is on file.

A motion was made by Council Member Tahuahua and seconded by Council Member Crow, to approve the bid and authorize the City Administrator to finalize the agreement.

The motion to approve carried unanimously 4 to 0. Council Member King stepped away and did not vote.

REPORTS

Reports listed are on file and available for review upon request. The City Council may provide staff direction; however, no action shall be taken.

18. Legislative Report. Laura Mueller, City Attorney

This report is informational, no action was taken.

CLOSED SESSION

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua, to meet in Closed Session for items 8 from the Consent Agenda, item 13 from the Business Agenda, and items 19-22, under sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.087, and 551.089

The motion carried unanimously 5 to 0.

Closed Session started at 7:20 PM and ended at 8:28 PM.

The City Council has the right to adjourn into closed session on any item on this agenda and at any time during the course of this meeting to discuss any matter as authorized by law or by the Open Meetings Act, Texas Government Code Sections 551.071 (Consultation With Attorney), 551.072 (Deliberation Regarding Real Property), 551.073 (Deliberation Regarding Prospective Gifts), 551.074 (Personnel

Matters), 551.076 (Deliberation Regarding Security Devices or Security Audits), and 551.087 (Deliberation Regarding Economic Development Negotiations), and 551.089 (Deliberation Regarding Security Devices or Security Audits). Any final action or vote on any Closed Session item will be taken in Open Session.

- 19. Consultation with Attorney and Deliberation Regarding Real Property related to TIRZ Priority Projects and Other Potential Strategic Real Property Acquisitions. (Consultation with Attorney, 551.071; Deliberation Regarding Real Property, 551.072)
- 20. Consultation with City Attorney related to legal issues regarding land use, economic development, waiver process, and infrastructure requirements and rough proportionality. (551.071, Consultation with Attorney).
- 21. Consultation with Attorney regarding legal issues related to the South Regional Water Reclamation Project, Wastewater, and Amendment 2 Permits, Wastewater Service Area and Agreements, Water Service and Agreements, Wastewater Fees, Wastewater Infrastructure Agreements, facility liability coverage, and related items. (Consultation with Attorney, 551.071)
- 22. Consultation with City Attorney related to legal issues regarding federal regulatory changes affecting City park programs. (551.071, Consultation with Attorney).

Council Member Crow recused himself from item 21 and stepped out of Closed Session at 8:07 PM. He did not participate in discussions concerning this item.

Closed Session ended at 8:28 PM.

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua to approve the item 8 rate adjustment for the agreement with Chapman Law Firm.

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member King, to postpone item 13 to Date Certain for next meeting scheduled for February 18, 2025. The motion to postpone carried unanimously 5 to 0.

A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua, to bring item 19 out of Closed Session. The motion carried unanimously 5 to 0.

Item 19. A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua, to approve the Real Estate Purchase Agreement with Deborah Carter as presented by staff. The motion to approve carried unanimously 5 to 0.

Item 19 continued. A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Tahuahua, to approve the Magee proposal as presented by staff. The motion to approve carried unanimously 5 to 0.

Item 19 continued. A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Crow, to approve the Letter of Intent and Representation Agreement with Republic Ranches LLC and Riley McLean LLC related to the purchase of Real Property. The motion to approve carried unanimously 5 to 0.

Item 19 continued. A motion was made by Mayor Pro Tem Manassian and seconded by Council Member Parks, to approve the Letter of intent as presented. The motion to approve carried 4 to 1, with Council Member Tahuahua voting nay.

ADJOURN

A motion to adjourn the meeting was made by Council Member Tahuahua and seconded by Council Member King. The motion carried unanimously 5 to 0.

The meeting was adjourned at 8:34 PM.

APPROVED ON:	Month, XX, 202X	
Bill Foulds, Jr., Mayor	r	
ATTEST:		
Diana Boone, City Sec	eretary	



STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Lily Sellers, Dripping Springs Ranch Park Manager

Council Meeting Date: February 18th, 2025

Agenda Item Wording: Discuss and consider approval of the Use Agreement with the Holiday

and Harvest for our 2025 Eggstravaganza. Sponsor: Council Member

Sherrie Parks

Agenda Item Requestor: Lily Sellers

Summary/Background: This is a proposed Use Agreement between Holiday and Harvest, Attn. DJ

Smith, and City of Dripping Springs for our 2025 Eggstravaganza.

DJ Smith was the title sponsor for the 2023 Eggstravaganza at Dripping Springs Ranch Park and approved for our 2024 Use Agreement for Eggstravaganza. This year we are proposing a Use Agreement between Holiday and Harvest and the City of Dripping Springs for a 70/30 split of income after balancing all expenses. This is a repeat of the Use Agreement

for 2024.

Commission

Recommendations:

Dripping Springs Ranch Park Board voted unanimously to approve.

Recommended

Council Actions:

Staff recommends approving the Use Agreement

Attachments: 2025 – Holiday and Harvest Use Agreement

Next Steps/Schedule: Upon City Council approval, execute agreement.

PROFESSIONAL SERVICES CONTRACT AND USE AGREEMENT

This AGREEMENT is made and entered into this, the _____ day of February, 2025 by and between the **City of Dripping Springs**, Texas, a municipal corporation (hereinafter referred to as "City"), and **TLL Mercantile LLC dba Holiday and Harvest** (hereinafter referred to as "Contractor").

1. Project Summary: Contractor will provide helicopter drop of eggs and sponsorship services for Eggstravaganza at the Dripping Springs Ranch Park Event Center.

2. Duties.

A. Duties of Contractor.

- (1) Coordinate the helicopter drop of eggs for event on April 19, 2025 and shall comply with the safety plan provided by the City of Dripping Springs and follow all staff direction related to the egg drop.
- (2) Procure sponsorships and vendors for event.
- (3) Provide all expenses and income for percentage split.
- (4) Represent the City in a professional manner.
- (5) Communicate progress and goals with Dripping Springs Ranch Park Management.
- (6) Provide a safe environment for all event patrons by adhering to park rules as well as any rules or laws adopted by Hays County, the City of Dripping Springs, and the State of Texas.
- (7) Engage in excellent communication and customer service while working well with the public.
- (8) Work with City Emergency Management Coordinator and Dripping Springs Ranch Park Management to create an Emergency Action Plan for the attraction.
- (9) Address any complaints or concerns from event patrons, recording and submitting to Dripping Springs Ranch Park Management any incidents and accidents.
- (10) Contractor will adhere to the Traffic Control Plan prepared by the City Engineer for the attraction.
- (11) All outdoor lighting and signage shall be provided for review and approved prior to placement on site.

B. Duties of City.

(1) The City shall provide space at Dripping Springs Ranch Park for the event on April 19, 2025.

- (2) Dripping Springs Ranch Park staff shall provide customer service by staffing the Event Center Business Office during all hours of event operation, provide for the event ticket sales, and support event operations.
- (3) City shall provide a safe, clean, and well-kept location at Dripping Springs Ranch Park for hosting the attraction.
- (4) City Engineer shall submit a Traffic Control Plan for the attraction to Dripping Springs Ranch Park Management and the Contractor.
- (5) Dripping Springs Ranch Park Management will work with Contractor and with City People & Communications Director on all print, internet, and social media advertisement and marketing. The City People & Communications Director will oversee and approve all advertising and media for the attraction.
- **2. Duration.** The term of this Agreement shall be at time of execution through completion of event and all payment is completed.

This agreement can be terminated without cause by either party giving thirty (30) days written notice to the other party.

The City, at its sole discretion for any reason whatsoever, may cancel this agreement at any time and without prior notice if the City determines that the activity is not in the best interest of the City.

3. Pay/Fees.

- **A.** All fees are subject to final approval by the City Council at the recommendation of the Parks and Community Services staff.
- **B.** After all expenses are subtracted from income, the City and Contractor will split the balance. The Contractor will be paid a Use Fee equal to 70% of income after balanced expenses. City will be paid 30% of the income after balanced expenses.
- **C.** Payment will be accompanied by an accurate system-generated report accounting of total sales no later than seven business days after the conclusion of the event and presence of Contractor on premises, April, 19, 2025.
- **4. Notices.** Notices pursuant to this Agreement shall be given by deposit in the custody of the United States Postal Service, postage prepaid, addressed as follows:

To the City:
City of Dripping Springs
Attn: City Administrator

To the Contractor:
Holiday and Harvest
Attn: DJ Smith

PO Box 384 1053 Pink Granite Boulevard Dripping Springs, TX 78620 Dripping Springs, TX 78620

Alternatively, notices required pursuant to this Agreement may be personally served in the

same manner as is applicable to civil judicial practice. Notice shall be deemed given as of the date of personal service or as of the date of deposit of such written notice in the course of transmission in the United States Postal Service. Instructor or City may change the address for notices at any time with seven (7) days written notice to the other party.

5. General Provisions.

- **A. Relationship of Parties:** It is understood by the parties that Contract Instructor is an independent Contractor with respect to the City and not an employee of the City. City will not provide fringe benefits, including health insurance benefits, paid vacation, or any employee benefit, for the benefit of independent Contractor. The City may contract with other individuals or firms for entertainment services.
- **B. Injuries/Insurance:** Contractor acknowledges the Contractor's obligation to obtain appropriate insurance coverage with the City named as an additional named insured. Required insurance in Attachment "A". Contractor waives the rights to recovery from City for any injuries that Contractor may sustain while performing services under this Agreement. Contractor is to provide a copy of insurance coverage to City at least ten (10) days prior to the end of any existing coverage period if Contractor uses the services of any of Contractor's employees for the provision of services to the City. The City shall be named as an additional named insured on the Insurance.
- **C. Indemnification:** Contractor agrees to indemnify and hold City harmless from all claims, losses, expenses, fees, including attorney's fees, costs, and judgments that may be asserted against City that result from acts or omissions of Contractor.
- **D.** Assignment: Contractor's obligation under this Agreement may not be assigned or transferred to any other person, firm, or corporation without the prior written consent of City.
- E. Mandatory Disclosures: Texas law requires that vendors make certain disclosures. Prior to the effective date of this Contract, the Contractor has submitted to the City a copy of the Conflict of Interest Questionnaire form (CIQ Form) approved by the Texas Ethics Commission (Texas Local Government Code Chapter 176) and the Affidavit regarding Prohibition on Contracts with Companies Boycotting Israel (Texas Government Code Chapter 2270).
- **F. Force Majeure** means acts of God, strikes, lockouts, or other industrial disturbances, acts of the public enemy, orders of any kind from the government of the United States or the State of Texas or military authority, insurrections, epidemics, landslides, lightning, earthquakes, fires, hurricanes, storms, floods, restraint of the government and the people, explosions, or other causes not reasonably within the control of the party claiming such inability. Neither City nor Contractor shall be deemed in violation of this Agreement if it is prevented from performing any of its obligations hereunder by reasons for which it is not responsible as defined herein. However, notice of such impediment or delay in performance must be timely given, and all reasonable efforts undertaken to mitigate its effects.

- **G. Entire Agreement:** The text herein and attachments noted above shall constitute the entire Agreement between the parties. This Agreement shall be binding upon and inure to the benefit of the heirs at law and executors of Contractor.
- **H.** Effective Date: This Agreement shall become effective commencing on the date of execution as indicated below.
- I. Severability: If any provision, or any portion thereof, contained in this Agreement is held unconstitutional, invalid, or unenforceable, the remainder of this Agreement, or portion thereof, shall be deemed severable, shall not be affected, and shall remain in full force and effect.
- **J. Enforcement and Venue:** This Agreement shall be construed under and according to the laws of the State of Texas and venue for enforcement shall be in Hays County.
- **K.** Waiver of Contractual Right: The failure of any party to enforce any provision of this Agreement shall not be construed as a waiver of that party's right to subsequently enforce and compel strict compliance with every provision of the Agreement.

IN WITNESS WHEREOF, the City of Dripping Springs has caused this Agreement to be signed as of the day and year first above written.

CITY OF DRIPPING SPRINGS:	TLL MERCANTILE LLC dba Holiday and Harvest:
Michelle Fischer, City Administrator	Name:
	- Date

ATTACHMENT "A"

CITY OF DRIPPING SPRINGS CONTRACTOR INSURANCE REQUIREMENTS:

Firm providing goods, materials and services for the City of Dripping Springs shall, during the term of the contract with the City of Dripping Springs or any renewal or extension thereof, provide and maintain the types and amounts of insurance set forth herein. All insurance and certificate(s) of insurance shall contain the following provisions:

- 1. Name the City of Dripping Springs as additional named insured as to all applicable coverage.
- 2. Provide for at least thirty (30) days prior written notice to the City of Dripping Springs for cancellation, non-renewal, or material change of the insurance.
- 3. Provide for a waiver of subrogation against the City of Dripping Springs for injuries, including death, property damage, or any other loss to the extent the same is covered by the proceeds of insurance.

Insurance Company Qualification: All insurance companies providing the required insurance shall be authorized to transact business in Texas and rated at least "A" by AM Best or other equivalent rating service.

Certificate of Insurance: Certificates of Insurance evidencing all of the required insurance coverages shall be submitted with the Firm's submission. Copies of any modifications, amendments, renewals, or terminations of any coverage shall be promptly submitted to the City. If the contract is extended by the City of Dripping Springs, certificates of insurance evidencing all of the required insurance coverages shall be provided to the City prior to the date the contract is extended.

Type of Contract and Amount of Insurance:

- Statutory Workers Compensation insurance as required by state law.
- Commercial General Liability minimum limits of \$500,000 per occurrence for bodily injury, personal injury, and property damage.
- Automobile Liability with a minimum of \$500,000 Dollars combined single limit.



STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Lily Sellers, Dripping Springs Ranch Park Manager

Council Meeting Date: February 18th, 2025

Agenda Item Wording: Discuss and consider approval of the Co-Sponsorship and Logo Use

Contract with the Dripping Springs Ag Boosters for the 2025 Dripping

Springs Rodeo. Sponsor: Council Member Sherrie Parks

Agenda Item Requestor: Lily Sellers

Summary/Background: Dripping Springs Ag Boosters would like to create a Co-Sponsorship and

Logo Use Contract for the 2025 Rodeo occurring May 23-26, 2025

Commission

Recommendations:

Dripping Springs Ranch Park Board voted unanimously to approve.

Recommended

Council Actions:

Staff recommends approving the Co-Sponsorship and Logo Use Contract

Attachments: 2025 – DS Ag Boosters_Co-Sponsorship Logo Use Contract DS Fair Rodeo

Next Steps/Schedule: Upon City Council approval, execute agreement.

CO-SPONSORSHIP AND LOGO USE CONTRACT

THIS CONTRACT made this ____ day of _____ 2025, by and between **Dripping Springs Vocational Ag Boosters Association Inc.** dba **Dripping Springs Ag Boosters**, a recognized 501(c)(3) tax-exempt organization, hereinafter called the "User", and the **City of Dripping Springs**, hereinafter called the "Owner" acting herein by its City Administrator, Michelle Fischer hereunto duly authorized.

WITNESSETH, that the User and the Owner for the considerations stated herein mutually agree as follows:

- Owner owns all proprietary rights in and to the copyrightable and/or copyrighted works described in this Agreement. The copyrighted works will collectively be referred to as the "Property".
- 2. Owner owns all rights in and to the Property and retains all rights to the Property, which are not transferred herein, and retains all common law copyrights and all federal copyrights which have been, or which may be, granted.
- **3.** User desires to obtain, and Owner has agreed to grant, a license authorizing the use of the Property by User in accordance with the terms and conditions of this Agreement.

THE PARTIES AGREE TO ABIDE BY THE TERMS AS FOLLOWS:

- **A. CONTRACT COMPONENTS.** The executed contract documents shall consist of the following components:
 - 1. This Contract;
 - 2. Exhibit "A" Property/Logo

This Contract, together with other documents enumerated here, which said other documents are as fully a part of the Contract as if hereto attached or herein repeated, forms the Contract between the parties hereto. In the event that any provision of an Exhibit conflicts with a provision in this Contract, the provisions in this Contract prevail.

B. GRANT OF LICENSE. Owner owns the Dripping Springs Fair & Rodeo Logo "Property". Owner grants User a non-exclusive license to use the Property in all marketing materials related to the 2025 Dripping Springs Fair & Rodeo including digital marketing subject to the written approval required under paragraph E below. The license to use the Property terminates on December 31, 2025, unless extended in writing by the Owner. User may use the Property for apparel or other merchandise but must cease sale and distribution of the merchandise upon expiration or termination of this Agreement. Owner retains title and ownership of the Property. User will own all rights to materials, products, and work created by User "Work" in connection with this license. The license is only valid while the Dripping Springs Fair & Rodeo is located at the Dripping Springs Ranch Park and is the subject of a Dripping Springs Ranch Park and Event Center Rental Contract. The User will also list the City of Dripping Springs as the main sponsor for the Dripping Springs Fair & Rodeo in all

marketing materials.

- C. CO-SPONSORSHIP. User shall have use of the Dripping Springs Ranch Park and Event Center for the Dripping Springs Fair & Rodeo from 5/23/25-5/26/25 based on the Event Center Contract completed at least thirty (30) days prior to the Event at the cost of the greater of seven thousand nine hundred dollars (\$7900) for the Full Facility Rental or 1/3 of the profits generated from the event but shall not include the cost of other fees including, but not limited to, staff time or equipment rentals. A statement showing final income from the Rodeo is due to the City within 45 days after Rodeo. Once statement of final income is approved by both parties, the City will make a payment to User within 30 days. The User will also list the City of Dripping Springs as the main sponsor for the Dripping Springs Fair & Rodeo in all marketing materials.
- **D. RIGHTS AND OBLIGATIONS.** User shall be the sole owner of the Work and all proprietary rights in and to the Work; however, such ownership shall not include ownership of the copyright in and to the Property or any other rights to the Property not specifically granted in this Agreement.
- **E. MARKETING AND USE OF CITY LOGO.** User may design flyers and social media posts including the Rodeo Logo, but designs must be approved in writing by the City of Dripping Springs Communications Department and must follow the City of Dripping Springs Brand Guidelines. User must give the City at least seven business days to approve before release date of flyer distribution or social media posts.
- **F. MODIFICATIONS.** Unless the prior written approval of Owner is obtained, User may not modify or change the Property in any manner. User shall not use the Property for any purpose that is unlawful or prohibited by these Terms of the Agreement.
- **G. DEFAULTS ON AGREEMENT.** If User fails to abide by the obligations of this Agreement or its Event Center Rental Contract, including the obligation to publicize the City as the main sponsor of the event, Owner shall have the option to cancel this Agreement by providing 30 days written notice to User. User shall have the option of taking corrective action to cure the default to prevent the termination of this Agreement if said corrective action is enacted prior to the end of the time period stated in the previous sentence. There must be no other defaults during such time period or Owner will have the option to cancel this Agreement, despite previous corrective action.
- **H. WARRANTIES.** Neither party makes any warranties with respect to the use, sale, or other transfer of the Property by the other party or by any third party, and User accepts the product "AS IS." In no event will Owner be liable for direct, indirect, special, incidental, or consequential damages, that are in any way related to the Property.
- **I. TRANSFER OF RIGHTS.** Neither party shall have the right to assign its interests in this Agreement to any other party unless the prior written consent of the other party is obtained.
- J. MANDATORY DISCLOSURES. Texas law requires that vendors make certain disclosures. Prior to the effective date of this Contract the Contractor has submitted to the City a copy of the Conflict-of-Interest Questionnaire form (CIQ Form) approved by the Texas Ethics Commission (Texas Local Government Code Chapter 176). The Contractor shall submit a Form 1295 to the Texas Ethics Commission. The Contractor also confirms it is in compliance

- with all Texas requirements related to government contracts including: (1) no boycott of Israel; (2) not listed as a foreign terrorist organization by the Texas Comptroller of Public Accounts;
- (3) Contractor does not have a policy or practice of discriminating against firearm entities or firearm trade associations; (4) Contractor does not boycott energy companies; and Contractor is compliant with all other Texas laws including any additional disclosure requirements).
- K. INDEMNIFICATION. EACH PARTY SHALL INDEMNIFY AND HOLD THE OTHER HARMLESS FOR ANY LOSSES, CLAIMS, DAMAGES, AWARDS, PENALTIES, OR INTTJRIES INCURRED BY ANY THIRD PARTY, INCLUDING REASONABLE ATTORNEY'S FEES, WHICH ARISE FROM ANY ALLEGED BREACH OF SUCH INDEMNIFYING PARTY'S REPRESENTATIONS AND WARRANTIES MADE UNDER THIS AGREEMENT, PROVIDED THAT THE INDEMNIFYING PARTY IS PROMPTLY NOTIFIED OF ANY SUCH CLAIMS. THE INDEMNIFYING PARTY SHALL HAVE THE SOLE RIGHT TO DEFEND SUCH CLAIMS AT ITS OWN EXPENSE. THE OTHER PARTY SHALL PROVIDE, AT THE INDEMNIFYING PARTY'S EXPENSE, SUCH ASSISTANCE IN INVESTIGATING AND DEFENDING SUCH CLAIMS AS THE INDEMNIFYING PARTY MAY REASONABLY REQUEST. THIS INDEMNITY WILL SURVIVE THE TERMINATION OF THIS AGREEMENT.
- **L. AMENDMENT.** This Agreement may be modified or amended, only if the amendment is made in writing and is signed by both parties.
- **M. DURATION.** This Contract shall be in effect until December 31, 2025, unless terminated as provided below or extended in writing.
- **N. TERMINATION.** This Agreement shall terminate automatically on Termination Date. Either party may terminate this Agreement if the other party breaches this Agreement or the Event Center Rental Agreement. Prior to termination, the complaining party shall provide the other party ten (10) business days to cure any breach unless such cure is non-feasible.
 - Upon termination or expiration of this Agreement, User shall cease reproducing, advertising, marketing, and distributing the Work including merchandise as soon as is commercially feasible. User shall have the right to fill existing orders of any merchandise with the Property then in stock. Owner will have the right to verify the existence and validity of the existing orders and existing copies of the Work then in stock upon reasonable notice to User.
 - Termination or expiration of this Agreement shall not extinguish any of the User's or Owner's obligations under this Agreement including, but not limited to, the obligation to pay royalties, if any, which by their terms continue after the date of termination or expiration.

O. NOTICE. All notice required or permitted under this Contract shall be in writing and shall be delivered either in person or deposited in the United States mail, postage prepaid, addressed as follows:

If to the City:

City of Dripping Springs Attn: City Administrator

P.O. Box 384

Dripping Springs, TX 78620

(512) 858-4725

If to the User:

Dripping Springs Ag Boosters

Attn: Stephanie Kirkey

P.O. Box 1008

Dripping Springs, TX 78620

(863) 447-6878

- **P. SEVERABILITY.** If any prov1s10n of this Agreement shall be held to be invalid or unenforceable for any reason, the remaining provisions shall continue to be valid and enforceable. If a court finds that any provision of this Agreement is invalid or unenforceable, but that by limiting such provision it would become valid or enforceable, then such provision shall be deemed to be written, construed, and enforced as so limited.
- **Q. WAIVER OF CONTRACTUAL RIGHT.** The failure of any party to enforce any provision of this Contract shall not be construed as a waiver of that party's right to subsequently enforce and compel strict compliance with every provision of the Contract.
- **R. APPLICABLE LAW.** The laws of the State of Texas shall govern this Contract. The prevailing party shall have the right to collect from the other party its reasonable costs and necessary disbursements and attorneys' fees incurred in enforcing this Agreement.
- **S. VENUE.** The venue for any and all legal disputes arising under this Contract shall be Hays County, Texas.

This Agreement and its exhibits contains the entire agreement of the parties and there are no other promises or conditions in any other agreement whether oral or written. This Agreement supersedes any prior written or oral agreements between the parties.

CITY OF DRIPPING SPRINGS	DRIPPING SPRINGS VOCATIONAL AG BOOSTERS ASSOCIATION INC. dba DRIPPING SPRINGS AG BOOSTERS
Michelle Fischer, City Administrator	Name: Title:
	 Date





STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Pam King, Tourism Manager/Lisa Sullivan, People & Communications

Director

Council Meeting Date: February 18, 2025

Agenda Item Wording: Approval of the Brewers Festival (2025) Collaboration Agreement

between the City of Dripping Springs and the Dripping Springs Chamber of Commerce, Inc. Sponsor: Council Member Sherrie Parks

Agenda Item Requestor: Pam King, Tourism Manager

Summary/Background: Destination Dripping Springs has organized The Dripping Springs Brewers

Festival since 2022 as a fundraiser for the organization. It has been successful and is a great event for our community; however, we would not consider it to be a tourism promotion effort. Most attendees are local, with most coming from within 30 miles of Dripping Springs, generating no overnight stays in our hotels. This event is a much better fit for the Dripping Springs Chamber of Commerce. We are proposing that we partner with them for the 2025 event, sharing in the expenses and profits equally, and then transfer the event "ownership" to the Chamber of Commerce in 2026. The City of Dripping Springs and Destination Dripping Springs would then become sponsors of the event and work with the Chamber, providing

support with facilities and equipment.

Commission

Recommendations:

N/A

Recommended Council Actions:

Staff recommends approving the Collaboration Agreement with the

Dripping Springs Chamber of Commerce

Attachments: Brewers Festival Collaboration Agreement

Next Steps/Schedule: Upon City Council approval, execute agreement. 2025 Brewers Festival is

March 29 from 11am-5:00pm.

BREWERS FESTIVAL (2025) COLLABORATION AGREEMENT

between

City of Dripping Springs

and

Dripping Springs Chamber of Commerce, Inc.

Contract No. DRI20250218

TABLE OF CONTENTS

BREWERS	FESTIVAL (2025) COLLABORATION AGREEMENT	. 1
ARTICLE 1	I. General	. 1
1.1	Recitals	. 1
1.2	Effective Date	. 1
1.3	Term	
1.4	Purpose and Scope	. 1
1.5	Termination	. 2
	2. Definitions	
ARTICLE 3	B. FESTIVAL HOSTING	
3.1	Date, Time and Location of Festival	. 2
3.2	City Management	
3.3	Chamber Support and Participation	. 3
3. <i>4</i>	Adverse Weather	. 3
ARTICLE 4	1. FINANCIAL	. 3
4.1	Profit Sharing	. 3
4.2	Accounting	
ARTICLE 5	5. Marketing and Promotion	
5.1	Press Releases	. 3
5.2	Design Approval	. 4
5.3	Logo Usage	. 4
5. <i>4</i>	Sponsorships	. 4
ARTICLE 6	S. MISCELLANEOUS	. 4
6.1	Assignment	. 4
6.2	Insurance	. 4
6.3	Indemnification	. 4
6.4	Compliance with Laws	. 4
6.5	Entire Agreement	. 5
6.6	Amendment	. 5
6.7	Severability	. 5
6.8	Notice	. 5
6.9	Force Majeure	. 5
6.10	Governing Law	. 5
6.11	Venue	. 6
6.12	Execution in Counterparts	. 6
6.13	Section Headings, Exhibits	
6.14	Waiver	
6.15	Binding Effect	. 6
6.16	Survival	

BREWERS FESTIVAL (2025) COLLABORATION AGREEMENT

THIS BREWERS FESTIVAL (2025) COLLABORATION AGREEMENT IS ENTERED BY AND BETWEEN THE CITY OF DRIPPING SPRINGS AND DRIPPING SPRINGS CHAMBER OF COMMERCE, INC.

- **WHEREAS,** the City of Dripping Springs hosts various community events aimed at fostering local culture, arts, and commerce, including events intended to promote local brewers, in Dripping Springs, Texas; and
- **WHEREAS**, the Chamber of Commerce is dedicated to building the best environment for business in the region and is committed to improving the economic vitality of the Dripping Springs area; and
- WHEREAS, the Parties mutually desire to collaborate on hosting the 2025 Brewers Festival on March 29, 2025, which will serve as a platform for local brewers to display, sample and sell their craft beers, while also enhancing community engagement and supporting local economic development; and
- **WHEREAS**, the Parties have successfully worked together on previous events and wish to build on that success by formalizing their collaboration for the upcoming Festival; and
- **WHEREAS,** the Parties recognize the importance of establishing clear terms and conditions to govern their collaboration, ensuring a well-organized and successful Festival;

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL COVENANTS CONTAINED HEREIN, THE CITY AND THE CHAMBER AGREE AS FOLLOWS:

ARTICLE 1. GENERAL

1.1 Recitals

The foregoing recitals are incorporated into this Agreement by reference as if expressly set forth herein.

1.2 Effective Date

This Agreement shall be effective on the date upon which all the binding signatures of all Parties to this Agreement are affixed.

1.3 Term

This Agreement shall remain in effect until December 31, 2025 unless earlier terminated in accordance with section 1.5 below.

1.4 Purpose and Scope

The purpose of this Agreement is to establish the terms and conditions under which the Parties will collaborate to the Festival.

1.5 Termination

This Agreement may be terminated by either Party with 30 days' written notice. In the event of termination, any payments due to each Party will be paid within 30 days of being invoiced by the other Party.

ARTICLE 2. DEFINITIONS

In this Agreement:

- (a) "Chamber of Commerce" means Dripping Springs Chamber of Commerce, Inc., a corporation registered to do business in Texas.
- (b) "City" means the City of Dripping Springs, a General Law, Type-A municipality located in Hays County, Texas.
- (c) "**Festival**" means a festival hosted in accordance with this Agreement.

ARTICLE 3. FESTIVAL HOSTING

3.1 Date, Time and Location of Festival

A Festival will be held on March 29, 2025 at a location and during times to be determined by the City.

3.2 City Management

Except as otherwise specifically set out in this Agreement, the City will have broad discretion to determine, select, secure and manage all aspects of the Festival, including but not limited to the following:

- (a) Festival layout,
- (b) vendor and brewer capacity,
- (c) live music (if any),
- (d) tent rental,
- (e) solid waste removal,
- (f) ice,
- (g) security,
- (h) tables and chairs.
- (i) washrooms,

- (j) fees,
- (k) Texas Alcoholic Beverage Commission permitting, and
- (l) the procurement of any goods or services conducive to the successful hosting of the Festival.

3.3 Chamber Support and Participation

The Chamber will use its best efforts to help promote the Festival, solicit sponsors and partners, and provide volunteers to staff the Festival.

3.4 Adverse Weather

If the Festival cannot be hosted on its scheduled date at the scheduled location due to adverse weather conditions, the City may, at the City's sole discretion:

- (a) cancel the Festival,
- (b) reschedule the Festival to a different date at the same or an alternate location, or
- (c) relocate the Festival indoors to an alternate location on the originally scheduled date.

ARTICLE 4. FINANCIAL

4.1 Profit Sharing

The parties agree to equally share the profits of the Festival, being all the net revenue remaining after deducting reasonably incurred direct expenses related to the Festival. For greater certainty, each party shall bear its own costs of internal labor related to the Festival.

4.2 Accounting

Each party will maintain accurate records and receipts of expenses and income subject to this Article, which will be open for inspection and review by the other party and its advisors, auditors and relevant consultants upon reasonable notice subject to applicable law.

ARTICLE 5. MARKETING AND PROMOTION

5.1 Press Releases

- (a) Subject to paragraph (b), each of the parties will draft and issue one or more press releases promoting the Festival.
- (b) Each party will collaborate with the other party before issuing a press release regarding the Festival and, in particular, will provide the other party with a reasonable opportunity to review and comment on each proposed press release.

5.2 Design Approval

Each banner and social media design related to the Festival must be approved by the City before posting.

5.3 Logo Usage

Without limiting the generality of section 5.2 above, use of City logos in connection with the Festival must comply with the City's Logos and Seal Ordinance.

5.4 Sponsorships

Event sponsorships for the Festival may be negotiated and agreed upon by mutual consent of the Parties, provided that the Parties will each receive 50% of sponsorship revenue.

ARTICLE 6. MISCELLANEOUS

6.1 Assignment

Neither Party's obligations under this Agreement may be assigned or transferred to any other person, firm, or corporation without the prior written consent of the other Party.

6.2 Insurance

The Chamber agrees to maintain public liability insurance carried by one or more insurance companies duly authorized to transact business in Texas in an amount of at least one million dollars (\$1,000,000) and naming the City of Dripping Springs, Texas as an additional insured. The Chamber agrees to deliver to the City certificates of insurance confirming the coverages required under this section upon execution of this Agreement and thereafter as requested.

6.3 Indemnification

THE CHAMBER AGREES TO INDEMNIFY AND HOLD HARMLESS THE CITY OF DRIPPING SPRINGS FROM AND AGAINST ANY AND ALL CLAIMS, DAMAGES, LOSSES, LIABILITIES, COSTS, AND EXPENSES (INCLUDING REASONABLE ATTORNEY'S FEES) ARISING OUT OF OR IN CONNECTION WITH THE FESTIVAL, EXCEPT TO THE EXTENT SUCH CLAIMS ARE CAUSED BY THE CITY'S GROSS NEGLIGENCE OR WILLFUL MISCONDUCT.

6.4 Compliance with Laws

Each Party agrees to comply with all laws, regulations, rules, and ordinances applicable to this Agreement and applicable to the Parties performing the terms and conditions of this Agreement.

6.5 Entire Agreement

This Agreement constitutes the entire understanding between the parties with respect to the subject matter hereof and supersedes all prior negotiations, representations, or agreements, whether written or oral.

6.6 Amendment

This Agreement may only be amended in writing signed by both parties.

6.7 Severability

If any provision of this Agreement is held to be invalid, illegal, or unenforceable, the remaining provisions shall continue in full force and effect.

6.8 Notice

(a) All notice required or permitted under this Agreement shall be in writing and shall be delivered either in person or deposited in the United States mail, postage prepaid, addressed as follows:

For the City:	For the Chamber:
Attention: City Administrator	Attention: Susan Kimball
P.O. Box 384	400 W. Hwy 290 Suite B-205
Dripping Springs, TX 78620	Dripping Springs, TX 78620
	susan@dstxchamber.com.

(b) Either party may change such address from time to time by providing written notice to the other in the manner set forth above. Notice is deemed to have been received three (3) days after deposit in U.S. mail.

6.9 Force Majeure

Each of the Parties shall be excused from any delays and failures in the performance of the terms and conditions of this agreement, to the extent that such delays or failures result from causes beyond the delaying/failing party's reasonable control, including but not limited to Acts of God, Forces of Nature, Civil Riot or Unrest, and Governmental Action that was unforeseeable by all parties at the time of the execution of this Agreement. Any delaying/failing party shall, with all reasonable diligence, attempt to remedy the cause of delay and/or failure and shall recommence all remaining duties under this Agreement within a reasonable time of such remedy.

6.10 Governing Law

This Agreement shall be governed by and construed in accordance with the laws of the State of Texas.

6.11 Venue

The venue for any and all legal disputes arising under this Agreement shall be a court of competent jurisdiction located in Hays County, Texas.

6.12 Execution in Counterparts

This Agreement may be executed in counterparts, each of which shall be considered an original instrument, but all of which shall be considered one and the same agreement, and shall become binding when one or more counterparts have been signed by each of the Parties and delivered to the other Party. A signed copy of this Agreement delivered by facsimile, e mail or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

6.13 Section Headings, Exhibits

The article, section and subsection headings of this Agreement, shall not enter in the interpretation of the terms and conditions contained herein, as those portions of the Agreement are included merely for organization and ease of review. The exhibit(s) that may be referred to herein and may be attached hereto, are incorporated herein to the same extent as if fully set forth herein.

6.14 Waiver

No waiver of any provision of this Agreement shall be effective unless in writing and signed by the waiving Party. No waiver of any breach of any provision of this Agreement shall constitute a waiver of any subsequent breach of the same or any other provision hereof.

6.15 Binding Effect

Subject to any provisions hereof restricting assignment, this Agreement shall be binding upon and shall inure to the benefit of the parties hereto, and their respective successors, permitted assigns, heirs, executors, and/or administrators.

[THIS SPACE INTENTIONALLY BLANK]

Item 4.

6.16 Survival

Despite the duration of this Agreement, the following provisions, and the terms and conditions contained therein, shall remain in effect: 1.1, 1.5, Article 2, section 3.2, Article 4, section 5.4, and Article 6.

IN WITNESS WHEREOF, THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT.

THE CITY: City of Dripping Springs	THE CHAMBER: Dripping Springs Chamber of Commerce, Inc.	
Michelle Fischer	Susan Kimball	
City Administrator	President	
Date	Date	

Item 5.



To: Mayor Bill Foulds, Jr. and City Council, City of Dripping Springs

From: Shawn Cox, Deputy City Administrator

Date: February 18, 2025

RE: January 2025 City Treasurer's Report

General Fund:

The General Fund received **\$1,594,500.09** in revenues for January.

General Fund revenues are in line with the adopted budget. Line items of note include:

- 100-000-40000: Ad Valorem Tax In January, the City received \$694,006.47 in property tax payments. This brings the total collected to \$780,344.30 (21.05%).
- 100-000-40001: Sales Tax Revenue \$371,332.48 was received in January, of which \$282,942.27 is considered City Revenues and is not allocated to either the Utility Fund or through agreements. This is a 3.23% decrease from January 2024 collections.
- 100-200-43030: Subdivision Fees \$79,275.00 was received in Subdivision Fees in January, bringing the fiscal year total to \$169,732.60 (57.52%).
- 100-201-43031: Building Code Fees The City received \$121,938.40 in Building Code Fees in January.

General Fund expenditures are in line with the adopted budget.

Utility Fund:

The Utility Fund received \$1,295,475.29 in revenues for January.

Utility Fund revenues are in line with the adopted budget. Line items of note include:

- 400-320-47009: Sales Tax For December, the Utility Fund received \$156,089.24 in Sales Tax Revenues. This total included December and January's allocations.
- 400-300-43018: Wastewater Service Fee The Utility fund received \$293,013.75 in wastewater fees in January. This includes \$146,348.02 from December, which was not deposited until January.
- 400-300-46001: Other Revenues The \$741,480.20 received was developer contribution to the construction of the East Interceptor line.

Utility Fund expenditures are in line with the adopted budget.

Dripping Springs Ranch Park (DSRP):

The Ranch Park received \$175,386.11 in January.

DSRP revenues are in line with the amended budget. Line items of note include:

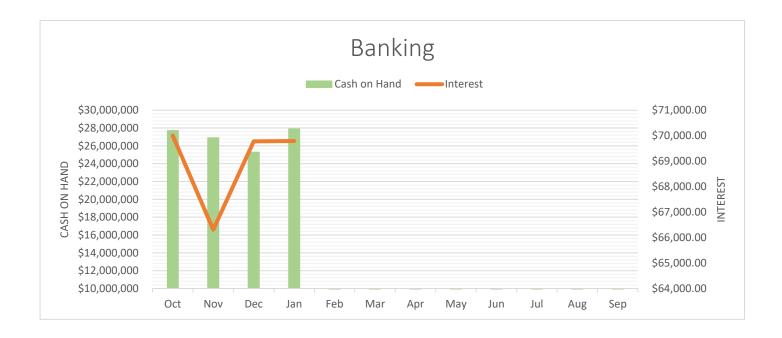


- 200-401-43012: Facility Rental Fees Through January, the DSRP collected \$39,345.00 (31.48%) in Facility Rental Fees.
- 200-401-47005: Transfer from HOT Fund \$165,000.00 was transferred from the HOT Fund to the DSRP. This is half of the total FY25 allocation.

DSRP expenditures are in line with the amended budget.

Banking:

On January 31st, the City's cash balance was **\$27.89 Million**. This is a 10.28% increase from the previous month's cash balances. A total of **\$69,789.63** was collected in interest revenues in January.





City of Dripping Springs, TX



For Fiscal: FY 2024-2025 Period Ending: 01/31/2025

						Variance	
		Original	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
Fund: 100 - Gene	eral Fund						
Revenue							
Department	:: 000 - Undesignated						
100-000-40000	Ad Valorem Tax	3,707,356.54	3,707,356.54	694,006.47	780,344.30	-2,927,012.24	78.95 %
100-000-40001	Sales Tax Revenue	4,500,000.00	4,500,000.00	371,332.48	1,559,957.93	-2,940,042.07	65.33 %
100-000-40002	Mixed Beverage	100,000.00	100,000.00	0.00	26,976.63	-73,023.37	73.02 %
<u>100-000-40006</u>	Ad Valorem Tax Penalty/Interest	4,000.00	4,000.00	364.47	1,593.26	-2,406.74	60.17 %
100-000-41000	Solid Waste Franchise Fee	55,000.00	55,000.00	0.00	20,258.61	-34,741.39	63.17 %
100-000-42000	Alcohol Permit Fees	6,500.00	6,500.00	405.00	2,677.50	-3,822.50	58.81 %
100-000-46001	Other Revenues	40,000.00	40,000.00	265,205.18	761,082.01	· ·	1,902.71 %
100-000-46002	Interest	150,000.00	150,000.00	18,619.45	76,878.78	-73,121.22	48.75 %
100-000-46014	Transportation Improvements Reim	1,010,000.00	1,010,000.00	0.00	0.00	-1,010,000.00	100.00 %
100-000-47005	Transfer from HOT Fund	55,000.00	255,000.00	0.00	0.00	-255,000.00	100.00 %
100-000-47013	Transfer From TIRZ	0.00	100,000.00	0.00	0.00	-100,000.00	100.00 %
<u>100-000-47016</u>	Transfer from Sidewalk Fund	29,000.00	29,000.00	0.00	0.00	-29,000.00	100.00 %
	Department: 000 - Undesignated Total:	9,656,856.54	9,956,856.54	1,349,933.05	3,229,769.02	-6,727,087.52	67.56%
-	: 105 - Communications						
<u>100-105-46006</u>	Merchandise	0.00	0.00	0.00	-239.83	-239.83	0.00 %
	Department: 105 - Communications Total:	0.00	0.00	0.00	-239.83	-239.83	0.00%
Department	:: 200 - Planning & Development						
100-200-42001	Health Permits/Inspections	75,000.00	75,000.00	8,740.00	16,420.00	-58,580.00	78.11 %
100-200-43000	Site Development Fees	400,000.00	400,000.00	4,151.00	30,640.25	-369,359.75	92.34 %
100-200-43002	Zoning Fees	65,000.00	65,000.00	2,370.00	7,635.00	-57,365.00	88.25 %
100-200-43030	Subdivision Fees	295,100.00	295,100.00	79,275.00	169,732.60	-125,367.40	42.48 %
	Department: 200 - Planning & Development Total:	835,100.00	835,100.00	94,536.00	224,427.85	-610,672.15	73.13%
Department	:: 201 - Building						
100-201-42007	Sign Permits	0.00	0.00	1,600.00	11,320.00	11,320.00	0.00 %
100-201-43029	Fire Inspections	50,000.00	50,000.00	2,342.64	11,496.64	-38,503.36	77.01 %
100-201-43031	Building Code Fees	1,500,000.00	1,500,000.00	121,938.40	581,672.17	-918,327.83	61.22 %
	Department: 201 - Building Total:	1,550,000.00	1,550,000.00	125,881.04	604,488.81	-945,511.19	61.00%
Department	:: 400 - Parks & Recreation						
100-400-44000	Sponsorships & Donations	5,500.00	5,500.00	0.00	5,676.00	176.00	103.20 %
100-400-44001	Community Service Fees	1,800.00	1,800.00	25.00	290.00	-1,510.00	83.89 %
100-400-44002	Program & Event Fees	9,500.00	9,500.00	0.00	20.00	-9,480.00	99.79 %
100-400-44004	Park Rental Income	6,000.00	6,000.00	170.00	755.00	-5,245.00	87.42 %
100-400-47002	Transfer from Parkland Dedication	8,500.00	8,500.00	0.00	0.00	-8,500.00	100.00 %
100-400-47003	Transfer from Landscaping Fund	60,000.00	60,000.00	0.00	0.00	-60,000.00	100.00 %
<u>100-400-47005</u>	Transfer from HOT Fund	16,500.00	16,500.00	0.00	0.00	-16,500.00	100.00 %
	Department: 400 - Parks & Recreation Total:	107,800.00	107,800.00	195.00	6,741.00	-101,059.00	93.75%
Department	:: 402 - Aquatics						
100-402-44003	Aquatic Fees	41,750.00	41,750.00	0.00	2.40	-41,747.60	99.99 %
100-402-44004	Park Rental Income	21,235.00	21,235.00	0.00	0.00	-21,235.00	100.00 %
100-402-46012	Reimbursement of Utility Costs	0.00	0.00	380.00	380.00	380.00	0.00 %
	Department: 402 - Aquatics Total:	62,985.00	62,985.00	380.00	382.40	-62,602.60	99.39%
Department	:: 404 - Founders Day						
100-404-45000	FD Craft/Business Booths	7,540.00	7,540.00	10,800.00	10,950.00	3,410.00	145.23 %
100-404-45001	FD Food Booths	1,500.00	1,500.00	0.00	0.00	-1,500.00	100.00 %
100-404-45002	FD BBQ Cooker Registration Fees	5,115.00	5,115.00	0.00	0.00	-5,115.00	100.00 %
100-404-45003	FD Carnival	15,000.00	15,000.00	0.00	0.00	-15,000.00	100.00 %
100-404-45004	FD Parade Registration Fees	4,675.00	4,675.00	255.00	255.00	-4,420.00	94.55 %

Item 5.

buuget neport				TOT TISCUI.	2024 2025		
		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100 404 45005	ED Coornershine	•	· ·	•	•	,	•
<u>100-404-45005</u> <u>100-404-45006</u>	FD Sponsorships	100,000.00 500.00	100,000.00 500.00	12,500.00 0.00	16,000.00 0.00	-84,000.00 -500.00	84.00 % 100.00 %
100-404-45007	FD Parking Fees FD Electric Fees	3,000.00	3,000.00	20.00	20.00	-2,980.00	99.33 %
100-404-43007	Department: 404 - Founders Day Total:	137,330.00	137,330.00	23,575.00	27,225.00	-110,105.00	80.18%
	Revenue Total:	12,350,071.54	12,650,071.54	1,594,500.09	4,092,794.25	-8,557,277.29	67.65%
_	Revenue Total.	12,330,071.34	12,030,071.34	1,554,500.05	4,092,794.25	-6,337,277.23	07.03%
Expense	. Hadasimatad						
Department: 000	_	2 026 274 94	2 026 274 94	0.00	0.00	3,936,374.84	100.00 %
100-000-60000 100-000-61000	Salaries Health Insurance	3,936,374.84 315,432.63	3,936,374.84 315,432.63	0.00 10,553.96	26,260.04	289,172.59	91.67 %
100-000-61001	Dental Insurance	0.00	0.00	0.00	1.13	-1.13	0.00 %
100-000-61002	Medicare	0.00	0.00	0.00	2.15	-2.15	0.00 %
100-000-61003	Social Security	0.00	0.00	0.00	9.21	-9.21	0.00 %
100-000-61005	Federal Withholding	309,012.18	309,012.18	0.00	0.00	309,012.18	100.00 %
100-000-61006	TMRS	214,341.87	214,341.87	0.00	8.85	214,333.02	100.00 %
100-000-62009	Human Resources Consultant	38,200.00	38,200.00	0.00	13,335.99	24,864.01	65.09 %
100-000-63004	Dues, Fees & Subscriptions	74,462.85	74,462.85	23,133.77	40,596.55	33,866.30	45.48 %
100-000-63005	Training/Continuing Education	100,000.00	100,000.00	1,554.85	7,820.60	92,179.40	92.18 %
100-000-64000	Office Supplies	37,000.00	37,000.00	628.49	5,390.35	31,609.65	85.43 %
100-000-64004	Office Furniture and Equipment	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
100-000-66002	Postage & Shipping	4,500.00	4,500.00	528.77	952.58	3,547.42	78.83 %
100-000-68004	Animal Control	3,400.00	3,400.00	0.00	0.00	3,400.00	100.00 %
100-000-69002	Economic Development	5,000.00	5,000.00	0.00	5,000.00	0.00	0.00 %
<u>100-000-70001</u>	Mileage	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-000-70002	Contingencies/Emergency Fund	62,000.00	62,000.00	1,000.00	1,000.00	61,000.00	98.39 %
100-000-70003	Other Expenses	10,000.00	10,000.00	156,089.24	227,554.03	-217,554.03	-2,175.54 %
100-000-90000	Transfer to Reserve Fund	500,000.00	500,000.00	0.00	0.00	500,000.00	100.00 %
100-000-90002	Transfer to TIRZ	575,566.14	575,566.14	0.00	0.00	575,566.14	100.00 %
100-000-90013	Transfer to Vehicle Replacement Fu	115,083.55	115,083.55	0.00	0.00	115,083.55	100.00 %
<u>100-000-90015</u>	Transfer to Farmers Marke	16,542.01	16,542.01	0.00	0.00	16,542.01	100.00 %
	Department: 000 - Undesignated Total:	6,328,916.07	6,328,916.07	193,489.08	327,931.48	6,000,984.59	94.82%
Department: 100	- City Council/Boards & Commissions						
<u>100-100-69000</u>	Family Violence Center	7,000.00	7,000.00	0.00	0.00	7,000.00	100.00 %
100-100-69008	Land Acquisition	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
·-	100 - City Council/Boards & Commissions Total:	17,000.00	17,000.00	0.00	0.00	17,000.00	100.00%
•	- City Administrators Office						
<u>100-101-60000</u>	Regular Employees	0.00	0.00	50,663.82	209,315.97	-209,315.97	0.00 %
<u>100-101-60002</u>	Overtime	0.00	0.00	0.00	15.85	-15.85	0.00 %
100-101-61000 100-101-61001	Health Insurance	0.00 0.00	0.00 0.00	2,082.14 134.80	7,824.50 606.60	-7,824.50 -606.60	0.00 % 0.00 %
<u>100-101-61001</u> <u>100-101-61002</u>	Dental Insurance Medicare	0.00	0.00	703.08	2,893.37		0.00 %
100-101-61002	Social Security	0.00	0.00	3,006.34	9,125.25	-2,893.37 -9,125.25	0.00 %
100-101-61004	Unemployment	0.00	0.00	563.62	707.62	-707.62	0.00 %
100-101-61006	TMRS	0.00	0.00	2,956.24	12,317.62	-12,317.62	0.00 %
	partment: 101 - City Administrators Office Total:	0.00	0.00	60,110.04	242,806.78	-242,806.78	0.00%
				•	·	•	
Department: 102 100-102-60000	Regular Employees	0.00	0.00	10,317.28	46,519.19	-46,519.19	0.00 %
100-102-60001	Part-time Employees	0.00	0.00	1,520.00	6,582.00	-6,582.00	0.00 %
100-102-60002	Overtime	0.00	0.00	9.88	187.13	-187.13	0.00 %
100-102-61000	Health Insurance	0.00	0.00	1,023.92	4,606.63	-4,606.63	0.00 %
100-102-61001	Dental Insurance	0.00	0.00	67.40	303.30	-303.30	0.00 %
100-102-61002	Medicare	0.00	0.00	169.30	761.51	-761.51	0.00 %
100-102-61003	Social Security	0.00	0.00	723.90	3,256.04	-3,256.04	0.00 %
100-102-61004	Unemployment	0.00	0.00	189.56	270.55	-270.55	0.00 %
100-102-61006	TMRS	0.00	0.00	602.59	2,748.97	-2,748.97	0.00 %
100-102-62000	Municipal Election	8,000.00	8,000.00	0.00	0.00	8,000.00	100.00 %
100-102-62018	Code Publication	6,461.47	6,461.47	0.00	0.00	6,461.47	100.00 %
100-102-64032	Meeting Supplies	3,120.00	3,120.00	510.25	1,989.37	1,130.63	36.24 %

Item 5.

						Variance	
		Original	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
100 103 66003	D. I.P. Matters	2 600 00	2 600 00	444.00	444.00	2 405 20	05.50.0/
<u>100-102-66003</u>	Public Notices	2,600.00	2,600.00	114.80	114.80	2,485.20	95.58 %
<u>100-102-69003</u>	Records Management	720.00	720.00	465.00	785.00	-65.00	-9.03 %
	Department: 102 - City Secretary Total:	20,901.47	20,901.47	15,713.88	68,124.49	-47,223.02	-225.93%
Department: 103 - Courts							
100-103-62003	Muni Court Attorney/ Judge	15,500.00	15,500.00	2,020.00	2,020.00	13,480.00	86.97 %
	Department: 103 - Courts Total:	15,500.00	15,500.00	2,020.00	2,020.00	13,480.00	86.97%
Department: 104 - City At	tornov						
100-104-60000	Regular Employees	0.00	0.00	22,004.58	98,636.27	-98,636.27	0.00 %
100-104-61000	Health Insurance	0.00	0.00	1,039.34	4,675.36	-4,675.36	0.00 %
100-104-61001		0.00		67.40	•	•	
	Dental Insurance		0.00		303.30	-303.30	0.00 %
<u>100-104-61002</u>	Medicare	0.00	0.00	314.62	1,410.21	-1,410.21	0.00 %
<u>100-104-61003</u>	Social Security	0.00	0.00	1,345.22	5,901.30	-5,901.30	0.00 %
<u>100-104-61004</u>	Unemployment	0.00	0.00	274.46	274.46	-274.46	0.00 %
<u>100-104-61006</u>	TMRS	0.00	0.00	1,283.97	5,805.27	-5,805.27	0.00 %
100-104-62003	Special Counsel and Consultants	16,000.00	16,000.00	0.00	750.00	15,250.00	95.31 %
100-104-69004	Government Affairs	50,000.00	50,000.00	0.00	0.00	50,000.00	100.00 %
	Department: 104 - City Attorney Total:	66,000.00	66,000.00	26,329.59	117,756.17	-51,756.17	-78.42%
Department: 105 - Comm	unications						
<u>100-105-60000</u>	Regular Employees	0.00	0.00	14,518.06	68,115.62	-68,115.62	0.00 %
<u>100-105-61000</u>	Health Insurance	0.00	0.00	1,051.64	4,731.22	-4,731.22	0.00 %
<u>100-105-61001</u>	Dental Insurance	0.00	0.00	67.40	303.30	-303.30	0.00 %
100-105-61002	Medicare	0.00	0.00	209.48	983.03	-983.03	0.00 %
100-105-61003	Social Security	0.00	0.00	895.66	4,203.09	-4,203.09	0.00 %
100-105-61004	Unemployment	0.00	0.00	213.80	213.80	-213.80	0.00 %
<u>100-105-61006</u>	TMRS	0.00	0.00	847.12	4,009.35	-4,009.35	0.00 %
100-105-63039	Employee Engagement	20,000.00	20,000.00	4,894.89	7,504.37	12,495.63	62.48 %
100-105-66000	Website	7,000.00	7,000.00	0.00	0.00	7,000.00	100.00 %
<u>100-105-66005</u>	Public Relations	15,000.00	15,000.00	3,312.29	3,312.29	11,687.71	77.92 %
Dep	partment: 105 - Communications Total:	42,000.00	42,000.00	26,010.34	93,376.07	-51,376.07	-122.32%
Department: 106 - IT							
100-106-60000	Regular Employees	0.00	0.00	6,730.76	30,158.61	-30,158.61	0.00 %
100-106-61000	Health Insurance	0.00	0.00	530.74	2,387.13	-2,387.13	0.00 %
100-106-61001	Dental Insurance	0.00	0.00	33.70	151.65	-151.65	0.00 %
100-106-61002	Medicare	0.00	0.00	97.42	436.51	-436.51	0.00 %
100-106-61003		0.00	0.00	416.54	1,866.38	-1,866.38	0.00 %
100-106-61004	Social Security	0.00			•	•	
	Unemployment		0.00	107.70	107.70	-107.70	0.00 %
100-106-61006 100-106-64001	TMRS	0.00	0.00	392.74	1,775.00	-1,775.00	0.00 %
<u>100-106-64001</u>	Office IT Equipment & Support Software	117,329.00	117,329.00	4,591.63	33,850.70	83,478.30	71.15 %
<u>100-106-64002</u>		301,251.76	301,251.76	45,831.04	83,427.68	217,824.08	72.31 %
100-106-65000	Network/Phone	85,221.64	85,221.64	8,602.93 67,335.20	28,037.47	57,184.17	67.10 %
	Department: 106 - IT Total:	503,802.40	503,802.40	67,333.20	182,198.83	321,603.57	63.84%
Department: 107 - Financ	e						
<u>100-107-60000</u>	Regular Employees	0.00	0.00	24,288.33	102,907.61	-102,907.61	0.00 %
<u>100-107-60002</u>	Overtime	0.00	0.00	0.00	57.71	-57.71	0.00 %
<u>100-107-61000</u>	Health Insurance	0.00	0.00	2,069.36	8,270.82	-8,270.82	0.00 %
<u>100-107-61001</u>	Dental Insurance	0.00	0.00	134.80	539.20	-539.20	0.00 %
<u>100-107-61002</u>	Medicare	0.00	0.00	324.79	1,371.29	-1,371.29	0.00 %
<u>100-107-61003</u>	Social Security	0.00	0.00	1,388.71	5,863.30	-5,863.30	0.00 %
<u>100-107-61004</u>	Unemployment	0.00	0.00	353.82	353.82	-353.82	0.00 %
<u>100-107-61006</u>	TMRS	0.00	0.00	1,417.32	6,059.23	-6,059.23	0.00 %
<u>100-107-62001</u>	Financial Services	37,500.00	37,500.00	0.00	0.00	37,500.00	100.00 %
100-107-67000	TML Liability Insurance	33,908.00	33,908.00	0.00	6,692.75	27,215.25	80.26 %
<u>100-107-67001</u>	TML Property Insurance	67,191.00	67,191.00	0.00	29,510.50	37,680.50	56.08 %
100-107-67002	TML Workmen's Comp Insurance	42,497.00	42,497.00	0.00	10,624.25	31,872.75	75.00 %
<u>100-107-70001</u>	Mileage	0.00	0.00	0.00	46.05	-46.05	0.00 %
100-107-80004	Series 2024	486,041.67	486,041.67	0.00	75,541.66	410,500.01	84.46 %
100-107-80005	Series 2025	865,000.00	865,000.00	0.00	0.00	865,000.00	100.00 %

						Variance	
		Original	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
100-107-90003	Transfer to Westerwater Hillity Fund	000 000 00	000 000 00	0.00	225 421 75	664 569 35	73.84 %
100-107-90004	Transfer to Wastewater Utility Fund SPA & ECO D Transfers	900,000.00 259,200.00	900,000.00 259,200.00	31,740.28	235,431.75 66,094.13	664,568.25 193,105.87	73.84 % 74.50 %
100-107-90004	Department: 107 - Finance Total:		2,691,337.67	61,717.41	549,364.07	2,141,973.60	79.59%
	Department. 107 - Finance Total.	2,691,337.67	2,091,337.07	01,/1/.41	343,364.07	2,141,575.00	73.33%
Department: 2	00 - Planning & Development						
100-200-60000	Regular Employees	0.00	0.00	12,720.69	57,602.79	-57,602.79	0.00 %
100-200-60002	Overtime	0.00	0.00	8.48	160.53	-160.53	0.00 %
100-200-61000	Health Insurance	0.00	0.00	1,049.12	4,720.20	-4,720.20	0.00 %
100-200-61001	Dental Insurance	0.00	0.00	67.40	303.30	-303.30	0.00 %
100-200-61002	Medicare	0.00	0.00	177.76	806.92	-806.92	0.00 %
100-200-61003	Social Security	0.00	0.00	760.11	3,450.36	-3,450.36	0.00 %
100-200-61004	Unemployment	0.00	0.00	203.66	203.66	-203.66	0.00 %
100-200-61006	TMRS	0.00	0.00	742.76	3,399.77	-3,399.77	0.00 %
100-200-62002	Engineering & Surveying	70,000.00	70,000.00	0.00	1,729.00	68,271.00	97.53 %
100-200-62005	Health Inspector	0.00	0.00	3,450.00	3,450.00	-3,450.00	0.00 %
100-200-62006	Architectural & Landscape Consulta	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
100-200-62007	Historic District Consultant	29,500.00	29,500.00	6,500.00	7,100.00	22,400.00	75.93 %
100-200-62010	Miscellaneous Consultant	30,000.00	30,000.00	0.00	223.65	29,776.35	99.25 %
I	Department: 200 - Planning & Development Total:	134,500.00	134,500.00	25,679.98	83,150.18	51,349.82	38.18%
Department: 2	01 - Building						
100-201-60000	Regular Employees	0.00	0.00	42,432.53	184,233.71	-184,233.71	0.00 %
100-201-60002	Overtime	0.00	0.00	847.46	4,531.57	-4,531.57	0.00 %
100-201-61000	Health Insurance	0.00	0.00	4,605.69	19,431.04	-19,431.04	0.00 %
100-201-61001	Dental Insurance	0.00	0.00	303.30	1,279.47	-1,279.47	0.00 %
100-201-61002	Medicare	0.00	0.00	599.97	2,618.41	-2,618.41	0.00 %
100-201-61003	Social Security	0.00	0.00	2,565.36	11,195.96	-11,195.96	0.00 %
100-201-61004	Unemployment	0.00	0.00	692.46	867.77	-867.77	0.00 %
100-201-61006	TMRS	0.00	0.00	2,525.08	11,108.69	-11,108.69	0.00 %
100-201-62004	Bldg. Inspector	750,000.00	750,000.00	80,405.00	172,125.00	577,875.00	77.05 %
100-201-62008	Lighting Consultant	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-201-62014	FireInspector	40,000.00	40,000.00	0.00	0.00	40,000.00	100.00 %
100-201-64003	Uniforms	0.00	0.00	1,258.99	1,608.94	-1,608.94	0.00 %
100-201-04003	Department: 201 - Building Total:	792,000.00	792,000.00	136,235.84	409,000.56	382,999.44	48.36%
		752,000.00	752,000.00	130,233.04	403,000.30	302,333.44	40.3070
-	00 - Wastewater						
<u>100-300-71001</u>	Transportation Improvement Proje	790,000.00	790,000.00	0.00	8,787.71	781,212.29	98.89 %
	Department: 300 - Wastewater Total:	790,000.00	790,000.00	0.00	8,787.71	781,212.29	98.89%
Department: 3	04 - Maintenance						
100-304-60000	Regular Employees	0.00	0.00	42,478.16	191,343.67	-191,343.67	0.00 %
100-304-60002	Overtime	0.00	0.00	794.72	3,688.01	-3,688.01	0.00 %
100-304-60003	On Call Pay	0.00	0.00	1,000.00	4,200.00	-4,200.00	0.00 %
100-304-61000	Health Insurance	0.00	0.00	5,064.10	22,297.63	-22,297.63	0.00 %
100-304-61001	Dental Insurance	0.00	0.00	337.00	1,482.80	-1,482.80	0.00 %
100-304-61002	Medicare	0.00	0.00	630.83	2,838.98	-2,838.98	0.00 %
100-304-61003	Social Security	0.00	0.00	2,697.34	12,139.00	-12,139.00	0.00 %
100-304-61004	Unemployment	0.00	0.00	708.36	845.27	-845.27	0.00 %
100-304-61006	TMRS	0.00	0.00	2,583.05	11,725.60	-11,725.60	0.00 %
100-304-63000	Office Maintenance/Repairs	36,880.00	36,880.00	1,801.93	5,501.95	31,378.05	85.08 %
100-304-63001	Equipment Maintenance	17,750.00	17,750.00	245.91	763.63	16,986.37	95.70 %
100-304-63002	Fleet Maintenance	103,675.00	103,675.00	3,450.84	10,563.31	93,111.69	89.81 %
100-304-63008	Stephenson Building & Lawn Maint	2,500.00	2,500.00	0.00	6.97	2,493.03	99.72 %
100-304-63009	Street/ROW Maintenance	215,075.00	215,075.00	3,047.12	6,456.92	208,618.08	97.00 %
100-304-64003	Uniforms	17,500.00	17,500.00	1,719.23	2,340.20	15,159.80	86.63 %
100-304-64006	Fleet Acquisition	50,000.00	50,000.00	-999.75	43,667.25	6,332.75	12.67 %
100-304-64009	Maintenance Equipment	115,500.00	115,500.00	212.13	333.13	115,166.87	99.71 %
100-304-64010	Maintenance Supplies	6,500.00	6,500.00	346.77	691.79	5,808.21	89.36 %
100-304-65001	Street Electricty	20,000.00	20,000.00	538.25	3,280.30	16,719.70	83.60 %
100-304-65002	City Streets Water	4,000.00	4,000.00	0.00	1,446.04	2,553.96	63.85 %
100-304-65003	Office Electricty	8,000.00	8,000.00	0.00	1,764.69	6,235.31	77.94 %
	·					•	

ltam	5
tem	J.

						Variance	
		Original	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
100-304-65004	Office Water	750.00	750.00	0.00	1,179.89	-429.89	-57.32 %
100-304-65005	Stephenson Bldg Electric	1,500.00	1,500.00	0.00	153.31	1,346.69	89.78 %
100-304-65006	Stephenson Water	800.00	800.00	0.00	277.24	522.76	65.35 %
100-304-65009	Triangle Electric	0.00	0.00	0.00	76.50	-76.50	0.00 %
100-304-65015	Downtown Restroom Electric	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-304-65021	Downtown Restroom Water	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-304-69001	Lighting Compliance	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-304-69010	Downtown Bathroom	0.00	360,000.00	52,797.57	52,797.57	307,202.43	85.33 %
100-304-71002	Street Improvements		•	•	477,627.76		
	' '	0.00	439,269.14	4,000.00	•	-38,358.62	-8.73 %
100-304-71003	City Hall Improvements	1,100,000.00	1,100,000.00	89,442.22	326,098.66	773,901.34	70.35 %
	Department: 304 - Maintenance Total:	1,706,430.00	2,505,699.14	212,895.78	1,185,588.07	1,320,111.07	52.68%
Department: 40	0 - Parks & Recreation						
100-400-60000	Regular Employees	0.00	0.00	42,941.23	167,430.63	-167,430.63	0.00 %
<u>100-400-60001</u>	Part-time Employees	16,840.00	16,840.00	0.00	0.00	16,840.00	100.00 %
100-400-60002	Overtime	0.00	0.00	158.76	1,224.06	-1,224.06	0.00 %
100-400-60003	On Call Pay	0.00	0.00	600.00	2,000.00	-2,000.00	0.00 %
100-400-60005	Camp Staff	0.00	0.00	9,976.85	23,555.20	-23,555.20	0.00 %
100-400-61000	Health Insurance	0.00	0.00	1,871.61	6,982.69	-6,982.69	0.00 %
100-400-61001	Dental Insurance	0.00	0.00	151.98	592.35	-592.35	0.00 %
100-400-61002	Medicare	0.00	0.00	769.62	2,783.67	-2,783.67	0.00 %
100-400-61003	Social Security	0.00	0.00	3,290.91	11,902.87	-11,902.87	0.00 %
100-400-61004	Unemployment	0.00	0.00	858.83	1,162.18	-1,162.18	0.00 %
100-400-61006	TMRS	0.00	0.00	2,301.28	8,920.17	-8,920.17	0.00 %
100-400-62011	Park Consultant	0.00	0.00	0.00	1,245.00	-1,245.00	0.00 %
100-400-63004	Dues, Fees & Subscriptions	2,725.00	2,725.00	1,350.00	1,350.00	1,375.00	50.46 %
100-400-63010	Sports & Rec Park Lawn Mainten	0.00	0.00	0.00	2,700.00	-2,700.00	0.00 %
100-400-63011	Founders Park Lawn Maintenance	0.00	0.00	0.00	520.00	-520.00	0.00 %
100-400-63012	Charro Ranch Landscaping	0.00	0.00	0.00	365.00	-365.00	0.00 %
100-400-63013	General Parks Maintenance	25,000.00	25,000.00	3,260.28	4,797.28	20,202.72	80.81 %
100-400-63015	Founders Park/Pool Maintenance	26,000.00	26,000.00	122.64	165.56	25,834.44	99.36 %
100-400-63016	Sports & Rec Park Maintenance	43,500.00	43,500.00	0.00	1,625.00	41,875.00	96.26 %
100-400-63017	Charro Ranch Park Maintenance	26,150.00	26,150.00	0.00	0.00	26,150.00	100.00 %
100-400-63018	Triangle/Veterans Park Maintenanc	5,700.00	5,700.00	0.00	0.00	5,700.00	100.00 %
100-400-63036	Skate Park Maintenance	2,500.00	2,500.00	0.00	0.00	2,500.00	100.00 %
100-400-64003	Uniforms	0.00	0.00	0.00	254.37	-254.37	0.00 %
100-400-64005	Equipment Rental	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
100-400-64011	Park Supplies	19,600.00	19,600.00	0.00	3,298.11	16,301.89	83.17 %
100-400-64012	Charro Ranch Supplies	1,050.00	1,050.00	0.00	26.09	1,023.91	97.52 %
100-400-64013	Founders Park/Pool Supplies	0.00	0.00	0.00	52.18	-52.18	0.00 %
100-400-64014	Sports & Rec Park Supplies	400.00	400.00	0.00	0.00	400.00	100.00 %
100-400-64015	Park Program & Event Supplies	10,950.00	10,950.00	152.88	-98.26	11,048.26	100.90 %
100-400-64033	Rathgeber Supplies	1,504.00	1,504.00	0.00	0.00	1,504.00	100.00 %
100-400-65000	Network/Phone	8,568.00	8,568.00	0.00	0.00	8,568.00	100.00 %
100-400-65007	Portable Toilets	10,000.00	10,000.00	1,035.00	1,385.00	8,615.00	86.15 %
100-400-65009	Triangle Electric	500.00	500.00	0.00	0.00	500.00	100.00 %
100-400-65010	Triangle Water	500.00	500.00	0.00	179.42	320.58	64.12 %
100-400-65011	Sports & Rec Park Water	13,000.00	13,000.00	0.00	12,001.27	998.73	7.68 %
100-400-65012	Sports & Rec Park Electricty	2,500.00	2,500.00	0.00	1,064.90	1,435.10	57.40 %
100-400-65014	Founders Park/Pool Electricty	0.00	0.00	0.00	1,150.11	-1,150.11	0.00 %
100-400-66001	Advertising	15,500.00	15,500.00	50.00	2,311.15	13,188.85	85.09 %
100-400-70003	Other Expenses	6,500.00	6,500.00	1,746.84	2,533.64	3,966.36	61.02 %
100-400-70007	Sponsored Events	0.00	0.00	94.87	1,695.98	-1,695.98	0.00 %
100-400-71004	All Parks Improvements	247,000.00	247,000.00	17,897.40	36,011.24	210,988.76	85.42 %
100-400-71005	Founders Park/Pool Improvmts	175,000.00	175,000.00	0.00	0.00	175,000.00	100.00 %
100-400-71006	Sports & Rec Park Improvements	70,000.00	70,000.00	26,800.00	26,800.00	43,200.00	61.71 %
100-400-71009	Triangle Improvements	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
100-400-71010	Rathgeber Improvements	0.00	0.00	3,366.38	3,366.38	-3,366.38	0.00 %
				, -	•	,	

For

r Fiscal: FY	2024-2025 Pe	eriod Ending:	Item 5. 5
		Variance	•
Period	Fiscal	Favorable	Percent
ctivity	Activity	(Unfavorable) Remaining
0.00	0.00	25 000 00	100 00 %

		Outsin al	C	Daniad	Finnal	Variance	D
		Original Total Budget	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Kemaining
100-400-71012	Skate Park Improvements	25,000.00	25,000.00	0.00	0.00	25,000.00	100.00 %
	Department: 400 - Parks & Recreation Total:	765,987.00	765,987.00	118,797.36	331,353.24	434,633.76	56.74%
Department: 401	- DSRP						
100-401-60000	Regular Employees	293,829.00	293,829.00	29,062.56	153,372.12	140,456.88	47.80 %
100-401-60002	Overtime	0.00	0.00	425.12	1,547.63	-1,547.63	0.00 %
100-401-60003	On Call Pay	0.00	0.00	200.00	1,600.00	-1,600.00	0.00 %
100-401-61000	Health Insurance	35,267.45	35,267.45	2,827.73	15,826.64	19,440.81	55.12 %
100-401-61001	Dental Insurance	0.00	0.00	185.02	1,042.10	-1,042.10	0.00 %
100-401-61002	Medicare	0.00	0.00	416.93	2,179.48	-2,179.48	0.00 %
100-401-61003	Social Security	0.00	0.00	1,782.85	9,319.50	-9,319.50	0.00 %
100-401-61004	Unemployment	0.00	0.00	474.99	499.59	-499.59	0.00 %
100-401-61005	Federal Withholding	17,049.43	17,049.43	0.00	0.00	17,049.43	100.00 %
100-401-61006	TMRS	23,737.92	23,737.92	1,702.75	9,095.12	14,642.80	61.69 %
100-401-63023	General Maintenance	17,000.00	17,000.00	0.00	0.00	17,000.00	100.00 %
	Department: 401 - DSRP Total:	386,883.80	386,883.80	37,077.95	194,482.18	192,401.62	49.73%
Danastmants 402	•						
Department: 402 100-402-60000	Regular Employees	0.00	0.00	0.201.46	27 701 46	27 701 46	0.00 %
100-402-60007	Aquatic Staff	126,813.64	126,813.64	9,201.46 0.00	27,701.46 3,265.45	-27,701.46 123,548.19	97.43 %
100-402-61000	Health Insurance	0.00	0.00	256.18	2,049.02	-2,049.02	0.00 %
100-402-61001	Dental Insurance	0.00	0.00	16.85	134.80	-2,049.02	0.00 %
100-402-61002	Medicare	0.00	0.00	133.14	446.80	-446.80	0.00 %
100-402-61003	Social Security	0.00	0.00	569.29	1,910.34	-1,910.34	0.00 %
100-402-61004	Unemployment	0.00	0.00	144.00	1,910.34	-1,910.34	0.00 %
100-402-61006	TMRS	0.00	0.00	542.89	1,634.39	-1,634.39	0.00 %
100-402-63015	Founders Park/Pool Maintenance	21,000.00	21,000.00	335.00	335.00	20,665.00	98.40 %
100-402-64013	Pool Supplies	26,200.00	26,200.00	49.95	49.95	26,150.05	99.81 %
100-402-65000	Network/Phone	2,500.00	2,500.00	170.87	683.48	1,816.52	72.66 %
100-402-65013	FMP Pool/Pavilion Water	5,300.00	5,300.00	0.00	2,582.38	2,717.62	51.28 %
100-402-65014	FMP Pool/Pavilion Electric	4,500.00	4,500.00	0.00	0.00	4,500.00	100.00 %
100-402-65019	Propane/Natural Gas	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
100-402-71011	Founders Pool Improvements	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
100 102 7 1011	Department: 402 - Aquatics Total:	206,313.64	206,313.64	11,419.63	40,988.05	165,325.59	80.13%
	·	200,020.04	200,010.04	11,413.00	40,500.05	103,323.33	0011370
Department: 404	-						
100-404-63019	FD Clean Up	18,500.00	18,500.00	0.00	0.00	18,500.00	100.00 %
100-404-63038	FD Transportation	10,500.00	10,500.00	0.00	0.00	10,500.00	100.00 %
<u>100-404-64016</u>	FD Event Supplies	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
100-404-64017	FD Event Tent, Table, & Chairs	7,000.00	7,000.00	0.00	0.00	7,000.00	100.00 %
100-404-64018	FD Barricades	21,500.00	21,500.00	0.00	0.00	21,500.00	100.00 %
<u>100-404-65007</u>	Portable Toilets	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
<u>100-404-65016</u>	FD Berede	2,225.00	2,225.00	0.00	0.00	2,225.00	100.00 %
<u>100-404-66008</u>	FD Parade	500.00	500.00	0.00	0.00	500.00	100.00 %
<u>100-404-66009</u>	FD Publicity	1,400.00	1,400.00	0.00	0.00	1,400.00	100.00 %
<u>100-404-66010</u>	Events, Entertainment & Activities	25,000.00	25,000.00	0.00	0.00	25,000.00	100.00 %
100-404-66012	FD Sponsorship	3,500.00	3,500.00	0.00	0.00	3,500.00	100.00 %
<u>100-404-68005</u> <u>100-404-68006</u>	FD Security FD Health, Safety & Lighting	38,000.00 17,500.00	38,000.00	0.00	0.00	38,000.00 17,500.00	100.00 % 100.00 %
100-404-68006	Department: 404 - Founders Day Total:		17,500.00	0.00	0.00 0.00		100.00 %
	,	156,625.00	156,625.00	0.00	0.00	156,625.00	100.00%
•	- Emergency Management						
100-500-60000	Regular Employees	0.00	0.00	6,438.76	29,492.24	-29,492.24	0.00 %
100-500-61000	Health Insurance	0.00	0.00	18.08	80.85	-80.85	0.00 %
100-500-61001	Dental Insurance	0.00	0.00	33.70	151.65	-151.65	0.00 %
100-500-61002	Medicare	0.00	0.00	92.60	424.21	-424.21	0.00 %
100-500-61003	Social Security	0.00	0.00	395.92	1,813.75	-1,813.75	0.00 %
<u>100-500-61004</u>	Unemployment	0.00	0.00	103.02	103.02	-103.02	0.00 %
<u>100-500-61006</u>	TMRS	0.00	0.00	375.70	1,735.83	-1,735.83	0.00 %
100-500-68000	Emergency Management Equip	67,500.00	67,500.00	0.00	28,249.86	39,250.14	58.15 %
<u>100-500-68001</u>	Emergency Fire& Safety	611.00	611.00	0.00	166.00	445.00	72.83 %

Item 5.

						Variance	
		Original	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
100-500-68002	Emorgonov Managoment DD	3,000.00	3,000.00	0.00	0.00	3,000.00	100.00 %
100-500-68003	Emergency Management PR	12,299.00	12,299.00	174.67	1,531.97	10,767.03	87.54 %
100-300-68003	Emergency Equipment Maint Department: 500 - Emergency Management Total:	83,410.00	83,410.00	7,632.45	63,749.38	19,660.62	23.57%
	_					·	
	Expense Total:	14,707,607.05	15,506,876.19	1,002,464.53	3,900,677.26	11,606,198.93	74.85%
	Fund: 100 - General Fund Surplus (Deficit):	-2,357,535.51	-2,856,804.65	592,035.56	192,116.99	3,048,921.64	106.72%
Fund: 200 - Dripp	oing Springs Ranch Park						
Revenue							
Department	: 401 - DSRP						
200-401-42008	Riding Permit Fees	8,000.00	8,000.00	100.00	5,445.00	-2,555.00	31.94 %
200-401-43010	Stall Rental Fees	40,000.00	40,000.00	125.00	10,861.50	-29,138.50	72.85 %
200-401-43011	RV Site Rental Fees	21,000.00	21,000.00	100.00	4,690.00	-16,310.00	77.67 %
200-401-43012	Facility Rental Fees	125,000.00	125,000.00	4,820.00	39,345.00	-85,655.00	68.52 %
200-401-43013	Equipment Rental Fees	8,000.00	8,000.00	0.00	3,745.00	-4,255.00	53.19 %
200-401-43014	Staff & Miscellaneous Fees	4,000.00	4,000.00	0.00	1,200.00	-2,800.00	70.00 %
200-401-43015	Cleaning Fees	25,000.00	25,000.00	700.00	8,840.00	-16,160.00	64.64 %
200-401-44000	Sponsorships & Donations	52,275.00	52,275.00	0.00	304.00	-51,971.00	99.42 %
200-401-44005	Coyote Camp	137,100.00	137,100.00	0.00	12,605.00	-124,495.00	90.81 %
200-401-44006	Riding Series	35,000.00	35,000.00	0.00	11,770.00	-23,230.00	66.37 %
200-401-44007	Miscellaneous Events	12,000.00	12,000.00	445.17	22,212.17	10,212.17	185.10 %
200-401-44008	Program Fees	53,000.00	53,000.00	0.00	5,990.00	-47,010.00	88.70 %
200-401-44009	Ice Rink	229,169.00	229,169.00	8,234.57	14,947.64	-214,221.36	93.48 %
200-401-44012	Rink Merchandise	500.00	500.00	497.85	497.85	-2.15	0.43 %
200-401-46001	Other Revenues	500.00	500.00	-5,295.35	-3,832.91	-4,332.91	866.58 %
200-401-46002	Interest	4,500.00	4,500.00	427.42	1,431.22	-3,068.78	68.20 %
200-401-46006	Merchandise Sales	22,065.20	22,065.20	156.58	4,635.26	-17,429.94	78.99 %
200-401-46015	Concessions	0.00	0.00	74.87	-458.61	-458.61	0.00 %
200-401-47005	Transfer from HOT Fund	330,000.00	330,000.00	165,000.00	165,000.00	-165,000.00	50.00 %
	Department: 401 - DSRP Total:	1,107,109.20	1,107,109.20	175,386.11	309,228.12	-797,881.08	72.07%
	Revenue Total:	1,107,109.20	1,107,109.20	175,386.11	309,228.12	-797,881.08	72.07%
Firmanaa	Revenue Total:	1,107,109.20	1,107,109.20	175,386.11	309,228.12	-797,881.08	72.07%
Expense		1,107,109.20	1,107,109.20	175,386.11	309,228.12	-797,881.08	72.07%
Department	: 400 - Parks & Recreation			·	·	ŕ	
Department 200-400-63035	: 400 - Parks & Recreation Ranch House Maintenance	5,000.00	5,000.00	540.00	1,260.00	3,740.00	74.80 %
Department	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies	5,000.00 1,000.00	5,000.00 1,000.00	540.00 0.00	1,260.00 0.00	3,740.00 1,000.00	74.80 % 100.00 %
Department 200-400-63035 200-400-64024	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total:	5,000.00	5,000.00	540.00	1,260.00	3,740.00	74.80 %
Department 200-400-63035 200-400-64024 Department	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total:	5,000.00 1,000.00	5,000.00 1,000.00 6,000.00	540.00 0.00 540.00	1,260.00 0.00 1,260.00	3,740.00 1,000.00	74.80 % 100.00 % 79.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff	5,000.00 1,000.00	5,000.00 1,000.00	540.00 0.00	1,260.00 0.00	3,740.00 1,000.00	74.80 % 100.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total:	5,000.00 1,000.00 6,000.00 154,246.48 0.00	5,000.00 1,000.00 6,000.00	540.00 0.00 540.00	1,260.00 0.00 1,260.00	3,740.00 1,000.00 4,740.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00	5,000.00 1,000.00 6,000.00	540.00 0.00 540.00	1,260.00 0.00 1,260.00	3,740.00 1,000.00 4,740.00 154,246.48	74.80 % 100.00 % 79.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63002 200-401-63004	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63002	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63002 200-401-63004	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63002 200-401-63004 200-401-63005	:: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: :: 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63002 200-401-63004 200-401-63005 200-401-63005	:: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: :: 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63004 200-401-63005 200-401-63023 200-401-63024	:: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: :: 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63004 200-401-63023 200-401-63024 200-401-63028	:: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: :: 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 % 100.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63002 200-401-63005 200-401-63023 200-401-63024 200-401-63028 200-401-64000	:: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: :: 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63004 200-401-63023 200-401-63024 200-401-63028 200-401-64000 200-401-64000	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: :: 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 3,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 % 100.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63002 200-401-63003 200-401-63023 200-401-63024 200-401-64000 200-401-64000 200-401-64001 200-401-64003	Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 3,000.00 17,065.20	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 3,000.00 17,065.20	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 97.03 % 100.00 % 79.83 % 100.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63001 200-401-63002 200-401-63005 200-401-63023 200-401-63028 200-401-64000 200-401-64001 200-401-64003 200-401-64005	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Rental	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 17,065.20 5,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 3,000.00 17,065.20 5,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 % 100.00 % 79.83 % 100.00 % 100.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63023 200-401-63028 200-401-64000 200-401-64001 200-401-64005 200-401-64005 200-401-64021	Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Rental Merchandise	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 170,730.00 4,000.00 12,000.00 1,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 0.00 188.17	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 % 100.00 % 79.83 % 100.00 % 100.00 % 91.04 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63023 200-401-63024 200-401-64000 200-401-64001 200-401-64005 200-401-64005 200-401-64021 200-401-64023	Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Rental Merchandise Equipment	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 17,065.20 5,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 3,000.00 17,065.20 5,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 0.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20 5,000.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 % 100.00 % 79.83 % 100.00 % 100.00 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63023 200-401-63024 200-401-64000 200-401-64001 200-401-64003 200-401-64005 200-401-64021 200-401-64023 200-401-64026	Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Uniforms Equipment Rental Merchandise Equipment Sponsorship Expenses	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 170,730.00 4,000.00 12,000.00 1,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 0.00 188.17	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20 5,000.00 1,911.83	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 99.03 % 100.00 % 79.83 % 100.00 % 100.00 % 91.04 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63023 200-401-63024 200-401-64000 200-401-64001 200-401-64005 200-401-64005 200-401-64021 200-401-64022 200-401-64026 200-401-64027	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Uniforms Equipment Rental Merchandise Equipment Sponsorship Expenses Coyote Camp	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00 28,000.00 700.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 3,000.00 1,000.00 3,000.00 17,065.20 5,000.00 2,100.00 12,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00 0.00 0.00 0.00 0.00 0.00	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 0.00 188.17 816.39	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20 5,000.00 1,911.83 11,183.61	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 100.00 % 79.83 % 100.00 % 100.00 % 100.00 % 91.04 % 93.20 % 63.43 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63005 200-401-63024 200-401-64001 200-401-64001 200-401-64003 200-401-64021 200-401-64021 200-401-64022 200-401-64027 200-401-64028	Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Rental Merchandise Equipment Sponsorship Expenses Coyote Camp Riding Series	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 1,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00 12,000.00 28,000.00 700.00 8,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 3,000.00 1,000.00 3,000.00 17,065.20 5,000.00 2,100.00 12,000.00 28,000.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 188.17 816.39 10,241.00	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20 5,000.00 1,911.83 11,183.61 17,759.00	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 100.00 % 100.00 % 100.00 % 100.00 % 100.00 % 100.00 % 37.07 % 63.43 % 3,481.35 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63005 200-401-63024 200-401-64000 200-401-64001 200-401-64005 200-401-64021 200-401-64023 200-401-64026 200-401-64028 200-401-64028	: 400 - Parks & Recreation Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Uniforms Equipment Rental Merchandise Equipment Sponsorship Expenses Coyote Camp Riding Series Miscellaneous Events	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 10,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00 28,000.00 700.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 1,000.00 3,000.00 17,065.20 5,000.00 2,100.00 12,000.00 28,000.00 700.00	540.00 0.00 540.00 0.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 188.17 816.39 10,241.00 25,069.46	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20 5,000.00 1,911.83 11,183.61 17,759.00 -24,369.46	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 % 100.00 % 100.00 % 100.00 % 100.00 % 100.00 % 100.00 % 37.07 % 63.43 % 3,481.35 %
Department 200-400-63035 200-400-64024 Department 200-401-60005 200-401-63000 200-401-63001 200-401-63004 200-401-63005 200-401-63023 200-401-63024 200-401-64001 200-401-64001 200-401-64005 200-401-64021 200-401-64023 200-401-64027 200-401-64028 200-401-64028 200-401-64029 200-401-64030	Ranch House Maintenance Ranch House Supplies Department: 400 - Parks & Recreation Total: : 401 - DSRP Camp Staff Building/Office Maintenance Equipment Maintenance Fleet Maintenance Dues, Fees & Subscriptions Training/Continuing Education General Maintenance Stall Cleaning & Repair Lift Station Maintenance Office Supplies IT Equipment Uniforms Equipment Rental Merchandise Equipment Sponsorship Expenses Coyote Camp Riding Series Miscellaneous Events Programing	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 1,000.00 3,000.00 1,000.00 17,065.20 5,000.00 2,100.00 12,000.00 28,000.00 700.00 8,000.00	5,000.00 1,000.00 6,000.00 154,246.48 0.00 25,000.00 3,000.00 5,127.50 0.00 170,730.00 4,000.00 12,000.00 3,000.00 1,000.00 3,000.00 17,065.20 5,000.00 2,100.00 12,000.00 28,000.00 700.00 8,000.00	540.00 0.00 540.00 16,912.13 313.86 0.00 164.74 0.00 0.00 65.65 0.00 96.96 0.00 0.00 605.00 0.00 0.00 257.63 691.00 0.00 3,501.41	1,260.00 0.00 1,260.00 0.00 26,374.64 313.86 885.33 477.93 760.23 2,585.00 2,665.65 0.00 96.96 0.00 629.29 605.00 0.00 188.17 816.39 10,241.00 25,069.46 18,464.27	3,740.00 1,000.00 4,740.00 154,246.48 -26,374.64 24,686.14 2,114.67 4,649.57 -760.23 168,145.00 1,334.35 12,000.00 9,903.04 3,000.00 370.71 2,395.00 17,065.20 5,000.00 1,911.83 11,183.61 17,759.00 -24,369.46 -10,464.27	74.80 % 100.00 % 79.00% 100.00 % 0.00 % 98.74 % 70.49 % 90.68 % 0.00 % 98.49 % 33.36 % 100.00 %

Item	5.
	٠.

		Original	Current	Period	Fiscal	Variance Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	
200-401-64038	Ice Rink	0.00	229,169.00	2,752.94	128,229.38	100,939.62	44.05 %
200-401-65000	Network/Phone	9,414.00	9,414.00	1,852.13	5,269.23	4,144.77	44.03 %
200-401-65005	Water	7,000.00	7,000.00	0.00	9,306.91	-2,306.91	-32.96 %
200-401-65007	Portable Toilets	960.00	960.00	160.00	240.00	720.00	75.00 %
200-401-65008	Alarm	13,317.24	13,317.24	0.00	979.97	12,337.27	92.64 %
200-401-65017	Electricity	60,000.00	60,000.00	10,683.21	23,937.01	36,062.99	60.10 %
200-401-65018	Septic	750.00	750.00	0.00	0.00	750.00	100.00 %
200-401-65019	Propane/Natural Gas	2,500.00	2,500.00	538.54	1,212.49	1,287.51	51.50 %
200-401-66001	Advertising	15,000.00	15,000.00	0.00	46.51	14,953.49	99.69 %
<u>200-401-70001</u>	Mileage	500.00	500.00	0.00	0.00	500.00	100.00 %
<u>200-401-70002</u>	Contingencies/Emergency Fund	30,000.00	30,000.00	0.00	1,520.00	28,480.00	94.93 %
<u>200-401-70003</u>	Other Expenses	10,000.00	10,000.00	0.00	17,003.37	-7,003.37	-70.03 %
<u>200-401-70004</u>	Hays County Livestock Board Agree	13,200.00	13,200.00	0.00	0.00	13,200.00	100.00 % 100.00 %
<u>200-401-70007</u> 200-401-70013	Sponsored Events DSRP Sales Tax	7,900.00 0.00	7,900.00 0.00	0.00 476.36	0.00	7,900.00 -476.36	0.00 %
200-401-71008	DSRP Improvements	320,000.00	320,000.00	0.00	476.36 0.00	320,000.00	100.00 %
200-401-90013	Transfer to Vehicle Replacement Fu	31,906.08	31,906.08	0.00	0.00	31,906.08	100.00 %
200 401 30013	Department: 401 - DSRP Total:	1,215,585.50	1,215,585.50	39,071.56	335,686.66	879,898.84	72.38%
	Expense Total:	1,221,585.50	1,221,585.50	39,611.56	336,946.66	884,638.84	72.42%
Fund: 20	00 - Dripping Springs Ranch Park Surplus (Deficit):	-114,476.30	-114,476.30	135,774.55	-27,718.54	86,757.76	75.79%
Fund: 400 - Utilities							
Revenue							
•	00 - Undesignated						
<u>400-000-46001</u>	Other Revenues	0.00	0.00	0.00	299,976.36	299,976.36	0.00 %
	Department: 000 - Undesignated Total:	0.00	0.00	0.00	299,976.36	299,976.36	0.00%
Department: 30	00 - Wastewater						
400-300-41000	Solid Waste	0.00	0.00	0.00	-20,258.61	-20,258.61	0.00 %
400-300-43018	Wastewater Service Fees	1,672,883.25	1,672,883.25	293,013.75	735,428.14	-937,455.11	56.04 %
400-300-43020	Late Fees	9,000.00	9,000.00	2,409.93	4,838.49	-4,161.51	46.24 %
400-300-43021	Delayed Connection Fees	5,000.00	5,000.00	0.00	3,500.00	-1,500.00	30.00 %
400-300-43024	Over Use Fees	0.00	0.00	29,689.16	56,063.77	56,063.77	0.00 %
400-300-43025	Reuse Fees	0.00	0.00	5,499.24	4,640.40	4,640.40	0.00 %
400-300-43047	Temporary Wastewater Service - Ca	0.00	0.00	1,607.40	3,905.00	3,905.00	0.00 %
400-300-43048	Reclaimed Water Use Fee	0.00	0.00	0.00	123.50	123.50	0.00 %
<u>400-300-46001</u> 400-300-47009	Other Revenues	0.00 0.00	0.00 0.00	741,480.20	741,480.20	741,480.20	0.00 %
400-300-47009	Sales Tax Department: 300 - Wastewater Total:			156,089.24	317,486.80	317,486.80	9.50%
	•	1,686,883.25	1,686,883.25	1,229,788.92	1,847,207.69	160,324.44	3.30%
Department: 30							
400-301-43020	Late Fees	0.00	0.00	595.16	3,522.89	3,522.89	0.00 %
400-301-43038	Meter Set Fees	3,000.00	3,000.00	350.00	2,150.00	-850.00	28.33 %
<u>400-301-43040</u> 400-301-43041	Water Base Rate Water Usage	40,000.00 200,000.00	40,000.00 200,000.00	11,249.63	36,336.26 147,167,67	-3,663.74 -52,832.33	9.16 % 26.42 %
400-301-43043	Equipment Fee	8,000.00	8,000.00	25,213.54 2,289.00	147,167.67 13,342.00	5,342.00	166.78 %
400-301-43044	Inspection Fees	1,000.00	1,000.00	350.00	2,050.00	1,050.00	205.00 %
100 301 13011	Department: 301 - Water Total:	252,000.00	252,000.00	40,047.33	204,568.82	-47,431.18	18.82%
Donoutusout, 2	•	232,000.00	232,000.00	40,047133	20-1,300.02	47,452120	10.0270
400-320-41001	20 - Development/Capital PEC	130,000.00	130,000.00	0.00	65,710.27	-64,289.73	49.45 %
400-320-41001	ROW Fees	3,500.00	3,500.00	26.01	1,019.34	-04,289.73	49.45 % 70.88 %
400-320-41002	Cable Franchise Fee	130,000.00	130,000.00	0.00	35,481.77	-94,518.23	70.88 %
400-320-41004	Texas Gas Franchise Fee	4,250.00	4,250.00	5,057.52	5,057.52	807.52	119.00 %
400-320-43024	Overuse Fees	221,841.43	221,841.43	0.00	0.00	-221,841.43	100.00 %
400-320-46001	Other Revenues	80,000.00	80,000.00	0.00	0.00	-80,000.00	100.00 %
400-320-46002	Interest	180,000.00	180,000.00	20,555.51	81,068.51	-98,931.49	54.96 %
400-320-47009	Sales Tax	900,000.00	900,000.00	0.00	74,034.19	-825,965.81	91.77 %
	Department: 320 - Development/Capital Total:	1,649,591.43	1,649,591.43	25,639.04	262,371.60	-1,387,219.83	84.09%

buuget neport				i oi i iscui.	11 2024 2025 1		
		Original	Current	Period	Fiscal	Variance Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
Department: 330 - T\	•						
400-330-47008	Transfer from TWDB	21,005,000.00	21,005,000.00	0.00	0.00	-21,005,000.00	100.00 %
	Department: 330 - TWDB Project Total:	21,005,000.00	21,005,000.00	0.00	0.00	-21,005,000.00	100.00%
	Revenue Total:	24,593,474.68	24,593,474.68	1,295,475.29	2,614,124.47	-21,979,350.21	89.37%
Expense							
Department: 300 - W	/astewater						
400-300-62019	Planning and Permitting	0.00	0.00	100.00	3,217.76	-3,217.76	0.00 %
400-300-63004	Dues, Fees & Subscriptions	0.00	0.00	117.80	295.98	-295.98	0.00 %
400-300-63025	Wastewater Treatment Plant Maint	108,100.00	108,100.00	5,761.97	9,918.19	98,181.81	90.82 %
400-300-63026	Routine Operations	95,700.00	95,700.00	1,838.05	10,252.28	85,447.72	89.29 %
400-300-63027	Operations Non Routine	94,400.00	94,400.00	9,085.00	12,141.03	82,258.97	87.14 %
400-300-63028	Lift Station Maintenance	81,000.00	81,000.00	1,792.80	6,710.80	74,289.20	91.72 %
<u>400-300-63029</u>	Sanitary Sewer Line Maintenance	80,000.00	80,000.00	0.00	8.98	79,991.02	99.99 %
<u>400-300-63030</u>	Drip Field Maintenance	41,000.00	41,000.00	720.23	11,092.28	29,907.72	72.95 %
<u>400-300-63031</u>	Sludge Hauling	165,000.00	165,000.00	4,886.00	27,025.80	137,974.20	83.62 %
<u>400-300-63034</u>	Utility Operations	0.00	0.00	11,497.50	22,995.00	-22,995.00	0.00 %
<u>400-300-64003</u>	Uniforms	0.00	0.00	0.00	1,808.50	-1,808.50	0.00 %
<u>400-300-64008</u> 400-300-64010	Fuel	0.00 0.00	0.00 0.00	83.54	83.54 90.57	-83.54 -90.57	0.00 %
400-300-64022	Supplies Chemicals	16,500.00	16,500.00	90.57 821.97	2,385.93	-90.57 14,114.07	0.00 % 85.54 %
400-300-65000	Network/Phone	0.00	0.00	722.79	2,891.16	-2,891.16	0.00 %
400-300-65017	Electric	88,000.00	88,000.00	6,821.77	19,933.76	68,066.24	77.35 %
400-300-70003	Other Expenses	0.00	0.00	281.20	18,068.99	-18,068.99	0.00 %
400-300-90013	Transfer to Vehicle Replacement Fu	50,545.02	50,545.02	0.00	0.00	50,545.02	100.00 %
400 300 30013	Department: 300 - Wastewater Total:	820,245.02	820,245.02	44,621.19	148,920.55	671,324.47	81.84%
	•	020,243.02	020,243.02	44,021.15	140,520.55	071,324.47	01.04/0
Department: 301 - W		27 500 00	27 500 00	247.40	474.70	27.025.20	00.37.0/
<u>400-301-63026</u>	Routine Operations	27,500.00	27,500.00	247.18	474.70	27,025.30	98.27 %
<u>400-301-63027</u> 400-301-63032	Operations Non Routine	15,000.00	15,000.00	0.00	0.00 0.00	15,000.00	100.00 %
400-301-64040	Water Line Maintenance & Repair Water Meters	25,000.00 60,000.00	25,000.00	0.00 0.00	4,073.02	25,000.00 55,926.98	100.00 % 93.21 %
400-301-04040	Department: 301 - Water Total:	127,500.00	60,000.00 127,500.00	247.18	4,547.72	122,952.28	96.43%
Danautmanti 210 III	•	,,555.65		,0	.,	,	501.075
Department: 310 - Ut	Regular Employees	711,493.20	711,493.20	42,667.37	192,030.51	519,462.69	73.01 %
400-310-60002	Overtime	48,672.00	48,672.00	1,514.13	6,507.13	42,164.87	86.63 %
400-310-60003	On Call Pay	26,000.00	26,000.00	1,000.00	7,400.00	18,600.00	71.54 %
400-310-61000	Health Insurance	70,133.37	70,133.37	4,595.76	20,677.13	49,456.24	70.52 %
400-310-61001	Dental Insurance	0.00	0.00	303.30	1,364.85	-1,364.85	0.00 %
400-310-61002	Medicare	0.00	0.00	640.12	2,918.52	-2,918.52	0.00 %
400-310-61004	Unemployment	0.00	0.00	722.91	809.18	-809.18	0.00 %
400-310-61005	Federal Withholding	53,169.15	53,169.15	0.00	0.00	53,169.15	100.00 %
400-310-61006	TMRS	40,977.10	40,977.10	2,635.99	12,120.64	28,856.46	70.42 %
400-310-62001	Financial Services	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
400-310-62003	Special Coounsel and Consultants	55,000.00	55,000.00	4,254.64	4,254.64	50,745.36	92.26 %
400-310-62020	Lab Testing	45,000.00	45,000.00	2,493.25	7,979.25	37,020.75	82.27 %
400-310-63001	Equipment Maintenance	11,000.00	11,000.00	96.70	381.13	10,618.87	96.54 %
400-310-63002	Fleet Maintenance	14,000.00	14,000.00	0.00	440.03	13,559.97	96.86 %
400-310-63005	Training/Continuing Education	20,000.00	20,000.00	182.25	857.25	19,142.75	95.71 %
400-310-63034	Utility Operations	69,000.00	69,000.00	50.00	24,007.44	44,992.56	65.21 %
400-310-63041	SCADA	50,000.00	59,450.00	0.00	59,450.00	0.00	0.00 %
400-310-64001	IT Equipment & Support	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
400-310-64002	Software	7,000.00	7,000.00	6,982.81	7,051.06	-51.06	-0.73 %
400-310-64003	Uniforms	11,000.00	11,000.00	48.29	-4.91	11,004.91	100.04 %
400-310-64006	Fleet Acquisition	50,000.00	50,000.00	0.00	42,217.00	7,783.00	15.57 %
400-310-64008	Fuel	22,000.00	22,000.00	43.70	193.70	21,806.30	99.12 %
400-310-64010	Supplies	59,500.00	59,500.00	2,143.34	3,717.84	55,782.16	93.75 %
400-310-64023	Equipment	320,000.00	320,000.00	0.00	0.00	320,000.00	100.00 %

						Variance	
		Original	Current	Period	Fiscal	Favorable	Percent
		Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Remaining
400-310-65000	Network/Phone	18,000.00	18,000.00	320.63	671.69	17,328.31	96.27 %
	Department: 310 - Utility Operations Total:	1,716,944.82	1,726,394.82	70,695.19	395,044.08	1,331,350.74	77.12%
Department: 3	311 - Arrowhead Wastewater Plant						
400-311-63025	Arrowhead - Wastwater Treatment	21,250.00	21,250.00	0.00	2,724.30	18,525.70	87.18 %
400-311-63026	Arrowhead - Routine Operations	26,000.00	26,000.00	2,638.66	6,549.40	19,450.60	74.81 %
400-311-63027	Arrowhead - Non-Routine Operatio	24,000.00	24,000.00	17.43	17.43	23,982.57	99.93 %
400-311-63028	Arrowhead - Lift Station Maintenan	11,000.00	11,000.00	0.00	3,261.51	7,738.49	70.35 %
400-311-63030	Arrowhead - Drip Field Maintenanc	52,000.00	52,000.00	643.36	643.36	51,356.64	98.76 %
400-311-63031	Arrowhead - Sludge Hauling	50,000.00	50,000.00	0.00	6,141.52	43,858.48	87.72 %
400-311-64022	Arrowhead - Chemicals	14,300.00	14,300.00	513.00	3,568.20	10,731.80	75.05 %
400-311-65017	Arrowhead - Electricity	22,000.00	22,000.00	2,914.24	9,923.70	12,076.30	54.89 %
400-311-71000	Arrowhead - Capital Projects	0.00	0.00	0.00	1,338.12	-1,338.12	0.00 %
400-311-71013	Arrowhead Plant Lease	286,560.00	286,560.00	39,410.00	126,360.00	160,200.00	55.90 %
Depa	rtment: 311 - Arrowhead Wastewater Plant Total:	507,110.00	507,110.00	46,136.69	160,527.54	346,582.46	68.34%
Department: 3	12 - Big Sky Wastewater Plant						
400-312-63025	Big Sky - Wastewater Treatment Pla	8,700.00	8,700.00	0.00	0.00	8,700.00	100.00 %
400-312-63026	Big Sky - Routine Operations	23,250.00	23,250.00	0.00	0.00	23,250.00	100.00 %
400-312-63027	Big Sky - Non-Routine Operations	21,450.00	21,450.00	0.00	0.00	21,450.00	100.00 %
400-312-63028	Big Sky - Lift Station Maintenance	6,500.00	6,500.00	0.00	0.00	6,500.00	100.00 %
400-312-63030	Big Sky - Drip Field Maintenance	7,500.00	7,500.00	0.00	0.00	7,500.00	100.00 %
400-312-63031	Big Sky - Sludge Hauling	39,000.00	39,000.00	0.00	0.00	39,000.00	100.00 %
400-312-64022	Big Sky - Chemicals	13,000.00	13,000.00	0.00	0.00	13,000.00	100.00 %
400-312-65017	Big Sky - Electricity	20,000.00	20,000.00	0.00	0.00	20,000.00	100.00 %
D	Department: 312 - Big Sky Wastewater Plant Total:	139,400.00	139,400.00	0.00	0.00	139,400.00	100.00%
Department: 3	320 - Development/Capital						
400-320-62002	Engineering and Surveying	762,500.00	762,500.00	0.00	0.00	762,500.00	100.00 %
400-320-71000	Capital Projects	2,600,000.00	2,600,000.00	0.00	0.00	2,600,000.00	100.00 %
	Department: 320 - Development/Capital Total:	3,362,500.00	3,362,500.00	0.00	0.00	3,362,500.00	100.00%
Department: 3	330 - TWDB Project						
400-330-72001	TWDB Capital Projects	20,500,000.00	20,500,000.00	0.00	0.00	20,500,000.00	100.00 %
400-330-72002	TWDB Engineering and Surveying	405,000.00	405,000.00	0.00	0.00	405,000.00	100.00 %
400-330-72004	TWDB - Consultants and Legal	100,000.00	100,000.00	0.00	440.80	99,559.20	99.56 %
	Department: 330 - TWDB Project Total:	21,005,000.00	21,005,000.00	0.00	440.80	21,004,559.20	100.00%
	Expense Total:	27,678,699.84	27,688,149.84	161,700.25	709,480.69	26,978,669.15	97.44%
	Fund: 400 - Utilities Surplus (Deficit):	-3,085,225.16	-3,094,675.16	1,133,775.04	1,904,643.78	4,999,318.94	161.55%
	Report Surplus (Deficit):	-5,557,236.97	-6,065,956.11	1,861,585.15	2,069,042.23	8,134,998.34	134.11%

Item 5.

Group Summary

				`	or out our	.
Paradana	Original	Current	Period	Fiscal	Variance Favorable	Percent
Department	Total Budget	Total Budget	Activity	Activity	(Unfavorable)	Kemaining
Fund: 100 - General Fund						
Revenue						
000 - Undesignated	9,656,856.54	9,956,856.54	1,349,933.05	3,229,769.02	-6,727,087.52	67.56%
105 - Communications	0.00	0.00	0.00	-239.83	-239.83	0.00%
200 - Planning & Development	835,100.00	835,100.00	94,536.00	224,427.85	-610,672.15	73.13%
201 - Building	1,550,000.00	1,550,000.00	125,881.04	604,488.81	-945,511.19	61.00%
400 - Parks & Recreation	107,800.00	107,800.00	195.00	6,741.00	-101,059.00	93.75%
402 - Aquatics	62,985.00	62,985.00	380.00	382.40	-62,602.60	99.39%
404 - Founders Day	137,330.00	137,330.00	23,575.00	27,225.00	-110,105.00	80.18%
Revenue Total:	12,350,071.54	12,650,071.54	1,594,500.09	4,092,794.25	-8,557,277.29	67.65%
Expense						
000 - Undesignated	6,328,916.07	6,328,916.07	193,489.08	327,931.48	6,000,984.59	94.82%
100 - City Council/Boards & Commissions	17,000.00	17,000.00	0.00	0.00	17,000.00	100.00%
101 - City Administrators Office	0.00	0.00	60,110.04	242,806.78	-242,806.78	0.00%
102 - City Secretary	20,901.47	20,901.47	15,713.88	68,124.49	-47,223.02	-225.93%
103 - Courts	15,500.00	15,500.00	2,020.00	2,020.00	13,480.00	86.97%
104 - City Attorney	66,000.00	66,000.00	26,329.59	117,756.17	-51,756.17	-78.42%
105 - Communications	42,000.00	42,000.00	26,010.34	93,376.07	-51,376.07	-122.32%
106 - IT	503,802.40	503,802.40	67,335.20	182,198.83	321,603.57	63.84%
107 - Finance	2,691,337.67	2,691,337.67	61,717.41	549,364.07	2,141,973.60	79.59%
200 - Planning & Development	134,500.00	134,500.00	25,679.98	83,150.18	51,349.82	38.18%
201 - Building	792,000.00	792,000.00	136,235.84	409,000.56	382,999.44	48.36%
300 - Wastewater	790,000.00	790,000.00	0.00	8,787.71	781,212.29	98.89%
304 - Maintenance	1,706,430.00	2,505,699.14	212,895.78	1,185,588.07	1,320,111.07	52.68%
400 - Parks & Recreation	765,987.00	765,987.00	118,797.36	331,353.24	434,633.76	56.74%
401 - DSRP	386,883.80	386,883.80	37,077.95	194,482.18	192,401.62	49.73%
402 - Aquatics	206,313.64	206,313.64	11,419.63	40,988.05	165,325.59	80.13%
404 - Founders Day	156,625.00	156,625.00	0.00	0.00	156,625.00	100.00%
500 - Emergency Management	83,410.00	83,410.00	7,632.45	63,749.38	19,660.62	23.57%
Expense Total:	14,707,607.05	15,506,876.19	1,002,464.53	3,900,677.26	11,606,198.93	74.85%
Fund: 100 - General Fund Surplus (Deficit):	-2,357,535.51	-2,856,804.65	592,035.56	192,116.99	3,048,921.64	106.72%
Fund: 200 - Dripping Springs Ranch Park						
Revenue						
401 - DSRP	1,107,109.20	1,107,109.20	175,386.11	309,228.12	-797,881.08	72.07%
Revenue Total:	1,107,109.20	1,107,109.20	175,386.11	309,228.12	-797,881.08	72.07%
	1,107,103.20	1,107,103.20	173,300.11	303,228.12	-757,001.00	72.07/6
Expense						
400 - Parks & Recreation	6,000.00	6,000.00	540.00	1,260.00	4,740.00	79.00%
401 - DSRP	1,215,585.50	1,215,585.50	39,071.56	335,686.66	879,898.84	72.38%
Expense Total:	1,221,585.50	1,221,585.50	39,611.56	336,946.66	884,638.84	72.42%
Fund: 200 - Dripping Springs Ranch Park Surplus (Deficit):	-114,476.30	-114,476.30	135,774.55	-27,718.54	86,757.76	75.79%
Fund: 400 - Utilities						
Revenue						
000 - Undesignated	0.00	0.00	0.00	299,976.36	299,976.36	0.00%
300 - Wastewater	1,686,883.25	1,686,883.25	1,229,788.92	1,847,207.69	160,324.44	9.50%
301 - Wastewater	252,000.00	252,000.00	40,047.33	204,568.82	-47,431.18	18.82%
320 - Development/Capital			25,639.04	262,371.60		84.09%
330 - TWDB Project	1,649,591.43 21,005,000.00	1,649,591.43 21,005,000.00	25,639.04	0.00	-1,387,219.83 -21,005,000.00	100.00%
Revenue Total:	24,593,474.68	24,593,474.68	1,295,475.29	2,614,124.47	-21,003,000.00	89.37%
	=-,555, -1 7.00	, <i>555</i> , -1 700	1,233,413.23	-,-17,147.7/	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	33.37/0
Expense						
300 - Wastewater	820,245.02	820,245.02	44,621.19	148,920.55	671,324.47	81.84%
301 - Water	127,500.00	127,500.00	247.18	4,547.72	122,952.28	96.43%
310 - Utility Operations	1,716,944.82	1,726,394.82	70,695.19	395,044.08	1,331,350.74	77.12%
311 - Arrowhead Wastewater Plant	507,110.00	507,110.00	46,136.69	160,527.54	346,582.46	68.34%
312 - Big Sky Wastewater Plant	139,400.00	139,400.00	0.00	0.00	139,400.00	100.00%

						<u></u>	
Department		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
320 - Development/Capital		3,362,500.00	3,362,500.00	0.00	0.00	3,362,500.00	100.00%
330 - TWDB Project		21,005,000.00	21,005,000.00	0.00	440.80	21,004,559.20	100.00%
	Expense Total:	27,678,699.84	27,688,149.84	161,700.25	709,480.69	26,978,669.15	97.44%
Fund: 400 - Util	ities Surplus (Deficit):	-3,085,225.16	-3,094,675.16	1,133,775.04	1,904,643.78	4,999,318.94	161.55%
Re	port Surplus (Deficit):	-5.557.236.97	-6.065.956.11	1.861.585.15	2.069.042.23	8.134.998.34	134.11%

Item 5.

Fund Summary

Fund	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)
100 - General Fund	-2,357,535.51	-2,856,804.65	592,035.56	192,116.99	3,048,921.64
200 - Dripping Springs Ranch Park	-114,476.30	-114,476.30	135,774.55	-27,718.54	86,757.76
400 - Utilities	-3,085,225.16	-3,094,675.16	1,133,775.04	1,904,643.78	4,999,318.94
Report Surplus (Deficit):	-5,557,236.97	-6,065,956.11	1,861,585.15	2,069,042.23	8,134,998.34



To: Jamie Rose

From: Chad Gilpin, P.E., City Engineer; Laura Mueller, City Attorney

Date: May 2, 2024

RE: Takings Impact Assessment for Required Infrastructure for the Hardy Tract

Introduction

The City of Dripping Springs has required, due to site development and fire requirements, that the project commonly known as the Hardy Tract build a road as specified in Exhibit "A." The property owner has requested a Takings Impact Assessment related to this requirement. For the City to impose this requirement it must show that "the required dedication is related both in nature and extent to the project's anticipated impact, though a precise mathematical calculation is not required." This assessment will show that the road requirement is roughly proportional to the impact of the Bunker Ranch/Hardy Tract project.

REQUIREMENTS

The City, in consultation with the Fire Department (North Hays County Fire – ESD), requires a minimum twenty-six (26) foot roadway and a five (5) foot sidewalk on one side. This was based on the representation by the developer that multi-family may be placed on the tract. If no multi-family is on the tract, the roadway only must be twenty-four (24) feet. This is a fire requirement. Section 11.3.4 of the City Subdivision Ordinance requires all subdivisions with fifty (50) or more lots or units have at least two points of vehicular access and must be connected via improved roadways. The standard is to require sidewalks on both sides of the roadway, but the City waived the requirement for the second side on request of the developer in return for payment of fee-in-lieu. In addition, drainage improvements are required, but are only those needed to meet the Water Quality and Drainage mitigation as required by the Water Quality Ordinance Article 22.05.² The extent of the drainage improvements are only those that directly affect the required roadway and the sidewalk. These improvements are not required to be oversized for any other development.

The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision. The subdivision ordinance is attached as Exhibit "A." The requirement of adequate drainage and water quality is to ensure that any required or planned improvements do not burden other private or public parties with adverse stormwater flows. In addition, it aids in protecting all waterways in the area from pollutants. The Ordinance adopted Article 22.05 is attached to this assessment as Exhibit "C." The remoteness requirement is from the Fire Code Section D106.3. It is attached as Exhibit "B." These required improvements

¹ Dolan v. City of Tigard, 512 U.S. 374, 391 (1994).

² All references to Ordinances or Sections are to the City of Dripping Springs Code of Ordinances unless otherwise stated. City of Dripping Springs Code of Ordinances are available on the City's website and municode.com.

Item 6.

are reasonably related to and accomplish the legitimate municipal goal of public safety while ensuring that neighboring properties are not burdened by new development.

The roadway only needs to be twenty-four (24) feet in width unless multi-family is built adjacent to the roadway. This is the minimum for any subdivision within the City of Dripping Springs. Fire requires twenty-six (26) feet if there will be multi-family.

IMPACT OF DEVELOPMENT

The Hardy Tract will add an additional seventy-five lots. In addition, the development is seventy-eight acres. This roadway is only for the residents of this development and does not have to be open to the public. In addition, the City is not asking that it be oversized to meet the needs of the public in general, only to meet the minimum city and fire requirements. Detention and Water Quality are required by the Hardy Tract subdivision to mitigate increased flows to neighboring properties caused by the roadway. The issue of the expense of the drainage is the fact that the second access point, the roadway in question, is between two parcels that are currently not owned by the developer. This requires that the drainage, sidewalk, and roadway must be included in their owned property.

DISCUSSION AND ANALYSIS

The requirements the City and Fire require are the minimum for roads and drainage for any residential development. In addition, the minimum normally required for a sidewalk on a two-lane rural roadway (which is the roadway required by the City) is five feet on both sides. The City waived the requirement that the sidewalk be on both sides, instead only requiring it on one side. These requirements are required for safety and are also sized to an extent appropriate to a development of this size. The nature of a subdivision as proposed is a two-lane rural road with sidewalks including adequate drainage.

ALTERNATIVES

The development could build a second point of access in another part of the development. In addition, the City has offered to review the possibility of allowing drainage to be stored on an adjacent agricultural lot. Finally, the developer could also appeal the partial waiver of the sidewalk to the Planning & Zoning Commission.

CONCLUSION AND RECOMMENDATIONS

The City and Fire is open to limiting the roadway to twenty-four feet so long as no multi-family is built in this development or adjacent to this roadway. If any other variances or waivers are requested, or decisions to be appealed, the processes must be followed. The City is not requiring that the development pay for any additional city infrastructure or fees that are not the minimum required by the number of lots and acres within this subdivision. The Hardy Drive and related infrastructure is not for the public or the City, it is solely to benefit the safety of the future residents of the proposed development.



To: Jamie Rose

From: Chad Gilpin, P.E., City Engineer; Laura Mueller, City Attorney

Date: May 2, 2024

RE: Takings Impact Assessment for Required Infrastructure for the Hardy Tract

INTRODUCTION

The City of Dripping Springs has required, due to site development and fire requirements, that the project commonly known as the Hardy Tract build a road as specified in Exhibit "A." The property owner has requested a Takings Impact Assessment related to this requirement. For the City to impose this requirement it must show that "the required dedication is related both in nature and extent to the project's anticipated impact, though a precise mathematical calculation is not required." This assessment will show that the road requirement is roughly proportional to the impact of the Bunker Ranch/Hardy Tract project.

REQUIREMENTS

The City, in consultation with the Fire Department (North Hays County Fire – ESD), requires a minimum twenty-six (26) foot roadway and a five (5) foot sidewalk on one side. This was based on the representation by the developer that multi-family may be placed on the tract. If no multi-family is on the tract, the roadway only must be twenty-four (24) feet. This is a fire requirement. Section 11.3.4 of the City Subdivision Ordinance requires all subdivisions with fifty (50) or more lots or units have at least two points of vehicular access and must be connected via improved roadways. The standard is to require sidewalks on both sides of the roadway, but the City waived the requirement for the second side on request of the developer in return for payment of fee-in-lieu. In addition, drainage improvements are required, but are only those needed to meet the Water Quality and Drainage mitigation as required by the Water Quality Ordinance Article 22.05.² The extent of the drainage improvements are only those that directly affect the required roadway and the sidewalk. These improvements are not required to be oversized for any other development.

The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision. The subdivision ordinance is attached as Exhibit "A." The requirement of adequate drainage and water quality is to ensure that any required or planned improvements do not burden other private or public parties with adverse stormwater flows. In addition, it aids in protecting all waterways in the area from pollutants. The Ordinance adopted Article 22.05 is attached to this assessment as Exhibit "C." The remoteness requirement is from the Fire Code Section D106.3. It is attached as Exhibit "B." These required improvements

¹ Dolan v. City of Tigard, 512 U.S. 374, 391 (1994).

² All references to Ordinances or Sections are to the City of Dripping Springs Code of Ordinances unless otherwise stated. City of Dripping Springs Code of Ordinances are available on the City's website and municode.com.

Item 6.

are reasonably related to and accomplish the legitimate municipal goal of public safety while ensuring that neighboring properties are not burdened by new development.

The roadway only needs to be twenty-four (24) feet in width unless multi-family is built adjacent to the roadway. This is the minimum for any subdivision within the City of Dripping Springs. Fire requires twenty-six (26) feet if there will be multi-family.

IMPACT OF DEVELOPMENT

The Hardy Tract will add an additional seventy-five lots. In addition, the development is seventy-eight acres. This roadway is only for the residents of this development and does not have to be open to the public. In addition, the City is not asking that it be oversized to meet the needs of the public in general, only to meet the minimum city and fire requirements. Detention and Water Quality are required by the Hardy Tract subdivision to mitigate increased flows to neighboring properties caused by the roadway. The issue of the expense of the drainage is the fact that the second access point, the roadway in question, is between two parcels that are currently not owned by the developer. This requires that the drainage, sidewalk, and roadway must be included in their owned property.

DISCUSSION AND ANALYSIS

The requirements the City and Fire require are the minimum for roads and drainage for any residential development. In addition, the minimum normally required for a sidewalk on a two-lane rural roadway (which is the roadway required by the City) is five feet on both sides. The City waived the requirement that the sidewalk be on both sides, instead only requiring it on one side. These requirements are required for safety and are also sized to an extent appropriate to a development of this size. The nature of a subdivision as proposed is a two-lane rural road with sidewalks including adequate drainage.

ALTERNATIVES

The development could build a second point of access in another part of the development. In addition, the City has offered to review the possibility of allowing drainage to be stored on an adjacent agricultural lot. Finally, the developer could also appeal the partial waiver of the sidewalk to the Planning & Zoning Commission.

CONCLUSION AND RECOMMENDATIONS

The City and Fire is open to limiting the roadway to twenty-four feet so long as no multi-family is built in this development or adjacent to this roadway. If any other variances or waivers are requested, or decisions to be appealed, the processes must be followed. The City is not requiring that the development pay for any additional city infrastructure or fees that are not the minimum required by the number of lots and acres within this subdivision. The Hardy Drive and related infrastructure is not for the public or the City, it is solely to benefit the safety of the future residents of the proposed development.

Item 6.

Summary of Comments on Microsoft Word - Hardy Tract. Takings Assessment. 2024 TC

Page: 1

Number: 1 Author: ChadGilpin Subject: Highlight Date: 7/25/2024 12:53:12 PM -05'00'
Section 11.3.4 of the City Subdivision Ordinance requires all subdivisions with fifty (50) or more lots or units have at least two points of vehicular access and must be connected via improved roadways.

Number: 2 Author: ChadGilpin Subject: Highlight Date: 7/25/2024 12:54:37 PM -05'00'
The standard is to require sidewalks on both sides of the roadway, but the City waived the requirement for the second side on request of the developer in return for payment of fee-in-lieu.

Number: 3 Author: ChadGilpin Subject: Highlight Date: 7/25/2024 12:56:08 PM -05'00'
The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision. The subdivision ordinance is attached as Exhibit "A."

Page: 2

Date: 7/25/2024 12:58:25 PM -05'00'

Number: 1 Author: ChadGilpin Subject: Highlight Date: 7/25/2024 In addition, the minimum normally required for a sidewalk on a two-lane rural roadway (which is the roadway required by the City) is five feet on both sides. The City waived the requirement that the sidewalk be on both sides, instead only requiring it on one side. Jamie A Rose Tel 512.320.7281 Fax 512.320.7210 Jamie.Rose@gtlaw.com

January 27, 2025

Planning@cityofdrippingsprings.com c/o Laura Mueller City Attorney City of Dripping Springs, Texas lmueller@cityofdrippingsprings.com

Re: Notice of Appeal – Takings/Rough Proportionality Assessment – Hardy Driveway and Hardy Subdivision.

Dear City of Dripping Springs, Texas,

This firm represents Hardy T. Land, LLC ("Appellant") regarding the Hardy Driveway (Project No. SD2022-0025) and the Hardy Subdivision (Project No. SUB2023-0042). On December 6, 2024, Hardy T Land gave its written notice of appeal of the May 2, 2024 Takings Impact Assessment for Requested Infrastructure for the Hardy Tract, from Chad Gilpin, P.E., City Engineer, and Laura Mueller, City Attorney, attached hereto as Exhibit A (the "Assessment"). Such matter was to be heard at prior meetings that were cancelled by the City, including the January 21, 2025 meeting that was cancelled due to inclement weather.

Appellants hereby request this appeal be placed on the agenda for the City of Dripping Spring's City Council meeting to be held on <u>February 18, 2025</u>.

Please let us know if you wish to discuss in advance of the meeting.

Best regards,

/s/ Jamie Rose

Jamie A. Rose Shareholder

Exhibit A



To: Jamie Rose

From: Chad Gilpin, P.E., City Engineer; Laura Mueller, City Attorney

Date: May 2, 2024

RE: Takings Impact Assessment for Required Infrastructure for the Hardy Tract

Introduction

The City of Dripping Springs has required, due to site development and fire requirements, that the project commonly known as the Hardy Tract build a road as specified in Exhibit "A." The property owner has requested a Takings Impact Assessment related to this requirement. For the City to impose this requirement it must show that "the required dedication is related both in nature and extent to the project's anticipated impact, though a precise mathematical calculation is not required." This assessment will show that the road requirement is roughly proportional to the impact of the Bunker Ranch/Hardy Tract project.

REQUIREMENTS

The City, in consultation with the Fire Department (North Hays County Fire – ESD), requires a minimum twenty-six (26) foot roadway and a five (5) foot sidewalk on one side. This was based on the representation by the developer that multi-family may be placed on the tract. If no multi-family is on the tract, the roadway only must be twenty-four (24) feet. This is a fire requirement. Section 11.3.4 of the City Subdivision Ordinance requires all subdivisions with fifty (50) or more lots or units have at least two points of vehicular access and must be connected via improved roadways. The standard is to require sidewalks on both sides of the roadway, but the City waived the requirement for the second side on request of the developer in return for payment of fee-in-lieu. In addition, drainage improvements are required, but are only those needed to meet the Water Quality and Drainage mitigation as required by the Water Quality Ordinance Article 22.05.² The extent of the drainage improvements are only those that directly affect the required roadway and the sidewalk. These improvements are not required to be oversized for any other development.

The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision. The subdivision ordinance is attached as Exhibit "A." The requirement of adequate drainage and water quality is to ensure that any required or planned improvements do not burden other private or public parties with adverse stormwater flows. In addition, it aids in protecting all waterways in the area from pollutants. The Ordinance adopted Article 22.05 is attached to this assessment as Exhibit "C." The remoteness requirement is from the Fire Code Section D106.3. It is attached as Exhibit "B." These required improvements

¹ Dolan v. City of Tigard, 512 U.S. 374, 391 (1994).

² All references to Ordinances or Sections are to the City of Dripping Springs Code of Ordinances unless otherwise stated. City of Dripping Springs Code of Ordinances are available on the City's website and municode.com.

Item 6.

are reasonably related to and accomplish the legitimate municipal goal of public safety while ensuring that neighboring properties are not burdened by new development.

The roadway only needs to be twenty-four (24) feet in width unless multi-family is built adjacent to the roadway. This is the minimum for any subdivision within the City of Dripping Springs. Fire requires twenty-six (26) feet if there will be multi-family.

IMPACT OF DEVELOPMENT

The Hardy Tract will add an additional seventy-five lots. In addition, the development is seventy-eight acres. This roadway is only for the residents of this development and does not have to be open to the public. In addition, the City is not asking that it be oversized to meet the needs of the public in general, only to meet the minimum city and fire requirements. Detention and Water Quality are required by the Hardy Tract subdivision to mitigate increased flows to neighboring properties caused by the roadway. The issue of the expense of the drainage is the fact that the second access point, the roadway in question, is between two parcels that are currently not owned by the developer. This requires that the drainage, sidewalk, and roadway must be included in their owned property.

DISCUSSION AND ANALYSIS

The requirements the City and Fire require are the minimum for roads and drainage for any residential development. In addition, the minimum normally required for a sidewalk on a two-lane rural roadway (which is the roadway required by the City) is five feet on both sides. The City waived the requirement that the sidewalk be on both sides, instead only requiring it on one side. These requirements are required for safety and are also sized to an extent appropriate to a development of this size. The nature of a subdivision as proposed is a two-lane rural road with sidewalks including adequate drainage.

ALTERNATIVES

The development could build a second point of access in another part of the development. In addition, the City has offered to review the possibility of allowing drainage to be stored on an adjacent agricultural lot. Finally, the developer could also appeal the partial waiver of the sidewalk to the Planning & Zoning Commission.

CONCLUSION AND RECOMMENDATIONS

The City and Fire is open to limiting the roadway to twenty-four feet so long as no multi-family is built in this development or adjacent to this roadway. If any other variances or waivers are requested, or decisions to be appealed, the processes must be followed. The City is not requiring that the development pay for any additional city infrastructure or fees that are not the minimum required by the number of lots and acres within this subdivision. The Hardy Drive and related infrastructure is not for the public or the City, it is solely to benefit the safety of the future residents of the proposed development.

DECLARATION OF JIM BOUSHKA

Pursuant to Section 132.001 of the Texas Civil Practice and Remedies Code, Declarant Jim Boushka hereby makes the following declaration under penalty of perjury:

- 1. My name is James Boushka. I am over the age of eighteen and am fully competent to make this declaration. The facts stated in this declaration are true and correct and based upon my personal knowledge.
- 2. This Declaration is made on behalf of Hardy T Land, LLC in support of its Appeal of the May 2, 2024 Takings Impact Assessment for Requested Infrastructure for the Hardy Tract, from Chad Gilpin, P.E., City Engineer, relating to Project No. SUB2023-0042 (known as the "Hardy Subdivision") and Project No. SD2022-0025 (known as the "Hardy Driveway"). A copy of the Notice of Appeal is attached hereto as **Exhibit A.** We initially gave notice of our intent to be heard at the December 17, 2024 City Council Meeting, but we were notified that meeting had been cancelled by the City.
- 3. I am a manager of Bunker Ranch, LLC, Hardy T Land, LLC and the Overlook at Bunker Ranch, LLC. I have over 7 years of experience in residential real estate development and construction, including as the owner and developer of 7 residential subdivision projects, including Bunker Ranch.
- 4. Hardy T Land owns an approximately 79-acre tract (the "Hardy Tract") in the City of Dripping Springs (the "City") that has been approved by the City for development as a residential subdivision, being an extension to and comprising Phase 6 of Bunker Ranch Subdivision, in accordance with Project No. SUB2023-0042 (known as the "Hardy Subdivision"), on the condition that Hardy T Land also improve (to the City's specifications) a private caliche road located in the Dripping Springs extra territorial jurisdiction (the "ETJ") that runs from the proposed Hardy Subdivision to Highway 290 (the "Hardy Driveway"). Attached hereto are (i) the deed conveying the Hardy Tract and (as tenants in common) the Hardy Driveway to Hardy T Land (Exhibit B); (ii) the plans for the Hardy Subdivision (Exhibit C); (iii) the City's conditional approval of the Hardy Subdivision (Exhibit D); and (iv) the City's approval with conditions of the plans for the Hardy Driveway (Exhibit E).
- 5. Aerial photos depicting the Hardy Subdivision and Hardy Driveway locations are attached at **Exhibit F**. The Hardy Subdivision consists of 72 lots, which (like the existing, completed phases of Bunker Ranch Subdivision) are large lots, and with respect to the Hardy Subdivision, intended to be on average approximately .75 acre in size to accommodate the City's desire for reduced density. Primary access for the Hardy Subdivision will be via Bunker Ranch Boulevard, which a Traffic Impact Analysis ("TIA") determined to be sufficient to handle the traffic flow stemming from the Hardy Subdivision. A copy of the TIA is attached hereto as **Exhibit G**. The City is requiring, as a condition to approval of the Hardy Subdivision development, the improvement of the Hardy Driveway to serve as a fire apparatus road and a secondary point of vehicular access to the Hardy Subdivision. It is the secondary access requirement imposed by the City that has apparently also led the City to impose requirements for construction of a sidewalk

along one side of the Hardy Driveway and to require payment of a fee-in-lieu of construction of a sidewalk along the other side. See Exhibit H; see also City Code section 15.4.2. Hardy T Land sought from the Planning and Zoning Commission waivers of the secondary access and sidewalk requirements relating to the Hardy Driveway, as well as variances from the requirement to build sidewalks within the Hardy Subdivision, all of which were denied. It is noted that no prior phases of Bunker Ranch Subdivision were required to install sidewalks, and thus there are no sidewalks within Bunker Ranch Subdivision (as it is currently existing) to which sidewalks within the Hardy Subdivision could feasibly connect. The City staff has indicated that the denials of sidewalk variances by P&Z is not subject to administrative appeal. This is a separate question from the issue at hand, namely, whether the City must compensate Hardy T Land for the substantial costs associated with the sidewalk and fee-in lieu requirements based on the law relating to Takings and Rough Proportionality.

- 6. Hardy T Land LLC owns as tenants in common with a third party the approximately 3000 x 60 ft strip of land that is currently improved as a private caliche driveway and referred to herein as the "Hardy Driveway," which is located between two large approximately 80-acre privately-owned family tracts unrelated to the Hardy development, and which extends from the proposed Hardy Subdivision to Hwy 290. *See* Exhibit B. The fact that Hardy T Land owns the Hardy Driveway as tenants in common with a third party, prevents it as a matter of law from unilaterally dedicating the driveway and/or any sidewalk improvement associated with the driveway to the City as a public right-of-way. Thus, the conditionally approved site development plan contemplates that the Hardy Driveway and any sidewalk improvements will remain private property.
- 7. While Hardy T Land has challenged the necessity and extent of the required Hardy Driveway improvements, which Hardy T Land alleges far exceed those needed for a fire apparatus road and secondary access point, the subject of this appeal of the Takings Impact Assessment focuses on the City's requirements for the developer to (i) construct and pay for a *sidewalk to nowhere* along one side of the Hardy Driveway and (ii) pay a fee in lieu of a *sidewalk to nowhere* on the other side of this private drive, both of which—along with related increases in the construction costs associated with the private drive—constitute exactions for which the City must compensate Hardy T Land.
- 8. To put the City's requirements for the Hardy Driveway in context, I provide some background on the Hardy Tract and surrounding properties.
- 9. Bunker Ranch LLC owned and developed Phases 1-5 of the Bunker Ranch residential subdivision that is situated south of Hwy 290 and west of the Arrowhead subdivision. Consistent with maintaining its rural appeal, the Bunker Ranch residential subdivision includes large, approximately 1-acre lots, and was not required to build sidewalks. As mentioned above, the City waived the requirement for sidewalks within prior phases of the Bunker Ranch Subdivision. In 2020, Overlook at Bunker Ranch, LLC proposed to develop an additional 18.25 acres to the south of Bunker Ranch, as an extension of Bunker Ranch (known as the Overlook at Bunker Ranch or the "Florio Tract," Project No. SFL2021-0001)). The City waived sidewalks for

the Overlook at Bunker Ranch development due to sidewalks "not providing any beneficial pedestrian connectivity." See Exhibit I.

- 10. In 2021, Hardy T Land acquired the Hardy Tract, which is located to the west of the existing Bunker Ranch Subdivision and the proposed Florio Tract development, and which at the time of acquisition was located outside of the City limits. The Hardy Tract was acquired with the specific intent to develop a residential subdivision that would be an extension of Bunker Ranch Subdivision, and this plan was discussed at length with the City both before and after the acquisition of the Hardy Tract. See Exhibit J. Hardy T Land also acquired co-ownership of the Hardy Driveway extending from the new proposed Phase 6 of Bunker Ranch to Hwy 290. Prior to Hardy T Land's acquisition of the Hardy Tract and Hardy Driveway tract, principals of Hardy T Land (including me) participated in numerous and extensive meetings and calls with the City, during which it was discussed that this new addition would be an extension of Bunker Ranch Subdivision and that the Hardy Driveway might be required for secondary emergency fire access to satisfy the "remoteness" requirements of Fire Code Sec. D104.3. It is not disputed by the City that the fire code does not require sidewalks, and that the fire marshal did not determine that sidewalks must be built.
- 11. In 2021, Hardy T Land voluntarily annexed the Hardy Tract into the City in reliance on the City's representations that it would be an extension of (and treated like) prior phases of Bunker Ranch Subdivision. However, the Hardy Driveway tract remains in the EJT. Despite no public facilities, sidewalks, trails, or roads existing in the vicinity of the Hardy Driveway, and despite the City previously waiving sidewalk requirements in all prior phases of the Bunker Ranch Subdivision, as well as in the Florio Tract, the City is now requiring costly sidewalks both within the Hardy Subdivision (Phase 6 of Bunker Ranch) and along the Hardy Driveway. Again, this appeal of the Takings Impact Assessment focuses on the *sidewalk to nowhere* and fee in lieu requirements along the Hardy Driveway.
- 12. While *public* sidewalks can advance a legitimate state interest, they do not do so along the *private* Hardy Driveway. There is no evidence showing that the development of the Hardy Driveway will have any impact on existing (or future planned and funded) infrastructure, such that the City is permitted to force Hardy T Land to pay for the sidewalk improvements and fees-in-lieu. In addition, there is no evidence showing that a sidewalk along the Hardy Driveway will provide any pedestrian connectivity with the rest of Bunker Ranch Subdivision or surrounding properties at all.
- 13. First, Mr. Gilpin's Taking Impact Assessment refers, without any detail or engineering analysis, to the City's "standard of requiring sidewalks on both sides of a roadway" as supporting his (incorrect) conclusion that there is no municipal taking of property, and that the sidewalk requirements are roughly proportional to the impact of the subdivision development. He offers no information or individualized, engineering analysis at all, including any supporting documentation on the level of pedestrian traffic (or corresponding reduction in vehicle traffic) that could be anticipated on a sidewalk along the Hardy Driveway. Given that a half-mile sidewalk along the Hardy Driveway would go nowhere and connect with nothing at Hwy 290 or within the remainder of the Bunker Ranch Subdivision, it defies logic to suggest that the impact of the Hardy

Tract subdivision requires the sidewalk. A copy of the Takings Impact Assessment is attached hereto as **Exhibit K**.

- 14. Second, sidewalks along the private Hardy Driveway significantly impair—rather than promote—safety. The Takings Impact Assessment asserts that sidewalks are "solely to benefit the safety of the future residents of the proposed development." Id. But it does not explain how, why, or on what basis that statement is made. On the contrary, sidewalks along the private Hardy Driveway are *not required* by the Fire Code or the Fire Marshal—tasked with determining safety issues associated with developments. The Takings Impact Assessment does not address or attempt to address this fact and provides nothing to support its claim. Further, the required sidewalk would dead-end into Hwy 290's dangerous traffic, where there are no existing sidewalks, or any planned and funded sidewalks. To promote access via a sidewalk to nowhere will decrease safety for any pedestrians foolhardy enough to decide to walk to Hwy 290 along the Hardy Driveway. Encouraging pedestrian traffic to enter this dangerous area of Hwy 290, where there are no public improvements or safety measures in place or planned is simply negligent. And as shown in **Exhibit F** there are no existing or planned public or even private trail systems connecting to the Hardy Driveway. See ppt. 2-11. The existing trails within Bunker Ranch Subdivision dead end into a fence abutting private ranch property located adjacent to the east of the Hardy Driveway. In addition, there is currently fencing along both sides of the Hardy Driveway separating the driveway from the adjacent, privately-owned ranch properties, thus, without additional land grants by adjacent owners, there is no possibility of connectivity between Bunker Ranch, Hardy Tract and any public trails within the vicinity. The closest public sidewalk to the Hardy Driveway is in front of Walnut Springs Middle School, which is approximately 1 mile from the intersection of the Hardy Driveway/Hwy 290 and there are no existing, or planned and funded public sidewalks on Hwy 290 for that entire 1 mile.
- 15. Third, Mr. Gilpin makes a conclusory statement that the requirements of the Hardy Driveway are required to protect waterways or the environment. There is no explanation as to how that would support the City's requirement for the addition of a sidewalk, which by its very nature will increase impervious cover. During public comment at the P&Z hearing, neighbors and concerned citizens expressed their disapproval of adding more cement (i.e., from the sidewalks). Further, Mr. Gilpin did not even consider whether expanding the width of the road by requiring the sidewalk would necessitate the removal of additional large, native trees that currently line both sides of Hardy Driveway. Surely, removing these trees at the expense of cement sidewalks could not possibly be beneficial for the environment. See Exhibit F, p. 12-18.
- 16. Fourth, Mr. Gilpin does not offer nor address any reasonable alternatives to building sidewalks along the Hardy Driveway.
- 17. I am qualified by my years of experience in residential development and construction to determine the relative and reasonable costs of the Hardy Driveway with and without the City's sidewalk requirements. Attached as **Exhibit L** is a current estimate of the cost of the Hardy Driveway, based on the City's current approval with conditions. I believe that this is a reasonable cost estimate based on the current market and City's requirements, and the actual cost will continue to grow and is likely to be higher at the time of construction because of the passage

of time and delay caused by the disputes with the City relating to their excessive requirements for the Hardy Driveway. Attached as Exhibit M is a current estimate of the cost for the Hardy Driveway without the requirement for a sidewalk along one side. The compensation due to Hardy T Land is \$2,011,936, which is the difference between the two estimates plus the fee in lieu on one side, and represents the costs associated with the sidewalks to nowhere.

- Attached hereto as Exhibit N is correspondence Greenberg Traurig, LLP sent on our behalf on April 3, 2024, and we have done everything possible to resolve this matter since, to no avail. We are asking the Council to make the right decision, and award compensation for this taking of private property. If we are unable to get compensation for the exactions that do not flow from the subdivision's impact, we intend to seek relief from the Courts. The extreme costs of the Hardy Driveway, due to the City staff's specifications, compared to the relatively small number of lots proposed for the Hardy Tract to meet City's desire for reduced density, essentially destroys the economic viability of the Hardy Subdivision project. We have even requested, and been denied, additional density within the Hardy Subdivision. After many years of trying to reach an acceptable compromise with the City on this issue, I note that if Hardy T Land is forced to build the required sidewalks and pay the fees in lieu as required by the City as a condition to development of the Hardy Tract, Hardy T Land may be left with no option but to abandon the development of the Hardy Tract with its limited density, as currently contemplated.
- 19. Hardy T. Land's counsel, Jamie Rose with Greenberg Traurig, LLP, has corresponded with Laura Mueller, City Attorney of Dripping Springs, regarding the procedures for this hearing. Apparently, the City had no procedures in place for this type of Appeal before January 7, 2025—just two weeks prior to our appeal hearing. Attached hereto as Exhibit O are email correspondence between Jamie Rose and Laura Mueller.
- 20. My name is Jim Boushka, my date of birth is March 29, 1961, and my address is 6836 FM 2244, Rd 3-302, Austin, Texas 78746. I declare under penalty of perjury that the foregoing is true and correct.

Executed in Travis County, State of Texas, on the 16th day of January 2025

Jim Boushka

Exhibit A

Jamie A Rose Tel 512.320.7281 Fax 512.320.7210 Jamie.Rose@gtlaw.com

December 12, 2024

Planning@cityofdrippingsprings.com c/o Laura Mueller City Attorney City of Dripping Springs, Texas lmueller@cityofdrippingsprings.com

Re: Notice of Appeal – Takings/Rough Proportionality Assessment – Hardy Driveway and Hardy Subdivision.

Dear City of Dripping Springs, Texas,

On behalf of Hardy T. Land, LLC, and Bunker Ranch, LLC (collectively, "Appellants"), regarding the Hardy Driveway (Project No. SD2022-0025) and the Hardy Subdivision (Project No. SUB2023-0042), please consider this letter as a formal, written notice of appeal of the May 2, 2024 Takings Impact Assessment for Requested Infrastructure for the Hardy Tract, from Chad Gilpin, P.E., City Engineer, and Laura Mueller, City Attorney, attached hereto as Exhibit A (the "Assessment").

Appellants hereby request this appeal be placed on the agenda for the City of Dripping Spring's meeting to be held on January 21, 2025.

Please let us know if you wish to discuss in advance of the Planning & Zoning meeting.

Best regards,

/s/ Jamie Rose

Jamie A. Rose Shareholder



To: Jamie Rose

From: Chad Gilpin, P.E., City Engineer; Laura Mueller, City Attorney

Date: May 2, 2024

RE: Takings Impact Assessment for Required Infrastructure for the Hardy Tract

Introduction

The City of Dripping Springs has required, due to site development and fire requirements, that the project commonly known as the Hardy Tract build a road as specified in Exhibit "A." The property owner has requested a Takings Impact Assessment related to this requirement. For the City to impose this requirement it must show that "the required dedication is related both in nature and extent to the project's anticipated impact, though a precise mathematical calculation is not required." This assessment will show that the road requirement is roughly proportional to the impact of the Bunker Ranch/Hardy Tract project.

REQUIREMENTS

The City, in consultation with the Fire Department (North Hays County Fire – ESD), requires a minimum twenty-six (26) foot roadway and a five (5) foot sidewalk on one side. This was based on the representation by the developer that multi-family may be placed on the tract. If no multi-family is on the tract, the roadway only must be twenty-four (24) feet. This is a fire requirement. Section 11.3.4 of the City Subdivision Ordinance requires all subdivisions with fifty (50) or more lots or units have at least two points of vehicular access and must be connected via improved roadways. The standard is to require sidewalks on both sides of the roadway, but the City waived the requirement for the second side on request of the developer in return for payment of fee-in-lieu. In addition, drainage improvements are required, but are only those needed to meet the Water Quality and Drainage mitigation as required by the Water Quality Ordinance Article 22.05.² The extent of the drainage improvements are only those that directly affect the required roadway and the sidewalk. These improvements are not required to be oversized for any other development.

The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision. The subdivision ordinance is attached as Exhibit "A." The requirement of adequate drainage and water quality is to ensure that any required or planned improvements do not burden other private or public parties with adverse stormwater flows. In addition, it aids in protecting all waterways in the area from pollutants. The Ordinance adopted Article 22.05 is attached to this assessment as Exhibit "C." The remoteness requirement is from the Fire Code Section D106.3. It is attached as Exhibit "B." These required improvements

¹ Dolan v. City of Tigard, 512 U.S. 374, 391 (1994).

² All references to Ordinances or Sections are to the City of Dripping Springs Code of Ordinances unless otherwise stated. City of Dripping Springs Code of Ordinances are available on the City's website and municode.com.

Item 6.

are reasonably related to and accomplish the legitimate municipal goal of public safety while ensuring that neighboring properties are not burdened by new development.

The roadway only needs to be twenty-four (24) feet in width unless multi-family is built adjacent to the roadway. This is the minimum for any subdivision within the City of Dripping Springs. Fire requires twenty-six (26) feet if there will be multi-family.

IMPACT OF DEVELOPMENT

The Hardy Tract will add an additional seventy-five lots. In addition, the development is seventy-eight acres. This roadway is only for the residents of this development and does not have to be open to the public. In addition, the City is not asking that it be oversized to meet the needs of the public in general, only to meet the minimum city and fire requirements. Detention and Water Quality are required by the Hardy Tract subdivision to mitigate increased flows to neighboring properties caused by the roadway. The issue of the expense of the drainage is the fact that the second access point, the roadway in question, is between two parcels that are currently not owned by the developer. This requires that the drainage, sidewalk, and roadway must be included in their owned property.

DISCUSSION AND ANALYSIS

The requirements the City and Fire require are the minimum for roads and drainage for any residential development. In addition, the minimum normally required for a sidewalk on a two-lane rural roadway (which is the roadway required by the City) is five feet on both sides. The City waived the requirement that the sidewalk be on both sides, instead only requiring it on one side. These requirements are required for safety and are also sized to an extent appropriate to a development of this size. The nature of a subdivision as proposed is a two-lane rural road with sidewalks including adequate drainage.

ALTERNATIVES

The development could build a second point of access in another part of the development. In addition, the City has offered to review the possibility of allowing drainage to be stored on an adjacent agricultural lot. Finally, the developer could also appeal the partial waiver of the sidewalk to the Planning & Zoning Commission.

CONCLUSION AND RECOMMENDATIONS

The City and Fire is open to limiting the roadway to twenty-four feet so long as no multi-family is built in this development or adjacent to this roadway. If any other variances or waivers are requested, or decisions to be appealed, the processes must be followed. The City is not requiring that the development pay for any additional city infrastructure or fees that are not the minimum required by the number of lots and acres within this subdivision. The Hardy Drive and related infrastructure is not for the public or the City, it is solely to benefit the safety of the future residents of the proposed development.

Exhibit B

NOTICE OF CONFIDENTIALITY RIGHTS: IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER'S LICENSE NUMBER.

SPECIAL WARRANTY DEED WITH VENDOR'S LIEN

STATE OF TEXAS	§	
	§	KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF HAYS	§	

THAT P & H FAMILY LIMITED PARTNERSHIP NO. 1., a Texas limited partnership, ("Grantor"), for the consideration herein provided, has GRANTED, BARGAINED, SOLD and CONVEYED and does hereby GRANT, BARGAIN, SELL and CONVEY unto HARDY T LAND, LLC, a Texas limited liability company, whose address is 317 Grace Lane, Austin, Texas 78746, all that certain real property comprising Tract 1, Tract 2, Tract 3, Tract 4 and Tract 5 situated in Hays County, Texas, and described on EXHIBITS A, A-1, A-2 and A-3, all attached hereto and incorporated herein by reference for all purposes (collectively, the "Land"), together with any and all improvements situated upon the Land, including specifically, but not by way of limitation, houses, barns, sheds, garages and other buildings and fences, fixtures, roads, paving, curbing, trees, shrubs, plants, hay, crops and other landscaping (the "Improvements"), and together with all rights, privileges and appurtenances pertaining thereto, including but not limited to: any right, title and interest of Grantor in and to any adjacent streets, alleys or rights-of-way adjoining the Land, any water rights, claims, strips and gores, and easements, whether of record or not (the "Appurtenances").

For the same consideration, Grantor has **GRANTED**, **SOLD** and **CONVEYED** and does hereby **GRANT**, **SELL** and **CONVEY**, unto Grantee, **WITHOUT WARRANTY**, **EITHER EXPRESS OR IMPLIED**, **INCLUDING**, **BUT WITHOUT LIMITATION THERETO**, **ALL WARRANTIES THAT MIGHT ARISE BY COMMON LAW AND THE WARRANTIES IN SECTION 5.023 OF THE TEXAS PROPERTY CODE (OR ITS SUCCESSOR STATUTE), all of Grantor's rights, title and interest in and to any development rights, entitlements, land use rights, and utility rights pertaining to the Land ("<u>Entitlements</u>") and to any permits, applications, plans, studies and warranties applicable to the Land ("<u>Permits</u>").**

The Land, together with the Improvements, Appurtenances, Entitlements and Permits are herein collectively referred to as the "Property."

The consideration for this conveyance, the receipt of which is hereby acknowledged, is as follows:

- 1. \$10.00 and other valuable consideration paid to Grantor for which no lien, either expressed or implied, is retained; and
- 2. Delivery and payment to Grantor by STEPHEN C. DUJKA PARTNERSHIP, LTD., a Texas limited partnership ("<u>First Lien Lender</u>"), at the instance and request of Grantee, of the proceeds from one certain promissory note dated on or about the date of this Deed (the "<u>First Lien Note</u>"), executed by Grantee, in the original principal

amount therein stated, bearing interest and payable to the order of First Lien Lender as therein provided, the payment of which First Lien Note to the extent of the funds advanced for the purchase of the Property (defined below) is secured by the vendor's lien herein retained and by a deed of trust (the "First Lien Deed of Trust") of even date herewith to Steve Dujka, Trustee; and

3. Delivery and payment to Grantor by JPH INVESTMENT HOLDINGS, LLC, a Texas limited liability company ("Second Lien Lender"), at the instance and request of Grantee, of the proceeds from one certain promissory note dated on or about the date of this Deed (the "Second Lien Note"), executed by Grantee, in the original principal amount therein stated, bearing interest and payable to the order of Second Lien Lender as therein provided, the payment of which Second Lien Note to the extent of the funds advanced for the purchase of the Property (defined below) is secured by a subordinate vendor's lien herein retained and by a subordinate deed of trust (the "Second Lien Deed of Trust") of even date herewith to James P. Hendricks, Trustee.

Grantor hereby EXCEPTS from the Property hereby conveyed and RESERVES UNTO ITSELF, its successors and assigns, all of the oil, gas and other minerals of every kind and character, whether similar or dissimilar, known or unknown, in, on, under and which may be discovered, mined, produced, or recovered from the Property, or any portion thereof, that are owned by Grantor as of the date of this instrument (hereinafter the "Mineral Reservation"). The Mineral Reservation expressly excluding water, sand, gravel, limestone, rock, building stone, caliche, surface shale, near surface lignite, iron, and similar materials considered part of the surface estate. In connection with the Mineral Reservation, Grantor hereby WAIVES AND RELEASES any and all rights of every kind on the part of itself and its successors and assigns, to use the surface of the Land between the natural surface thereof and a depth of five hundred feet (500') in connection with the exploration, prospecting, mining, drilling, producing, saving, transporting, storing, treating or otherwise dealing with the oil, gas and other minerals lying in, on and under the Land or which may be produced therefrom.

This conveyance and the warranties of title herein are expressly made subject to: a) ad valorem taxes for the year 2021, not yet due and payable, and all subsequent years, including any and all assessments for prior years due to changes in land usage; and b) the matters set forth on **EXHIBIT B**, attached hereto and incorporated herein by this reference for all purposes (collectively, the "Permitted Exceptions").

BY ITS ACCEPTANCE OF THIS SPECIAL WARRANTY DEED, GRANTEE ACKNOWLEDGES AND AGREES THAT, EXCEPT FOR THE SPECIAL WARRANTY OF TITLE SET FORTH HEREIN AND THOSE REPRESENTATIONS AND WARRANTIES IN THAT CERTAIN FARM AND RANCH CONTRACT BETWEEN GRANTOR AND STEVE HARRAN AND JIM BOUSHKA, PREDECESSORS IN INTEREST TO GRANTEE, DATED MARCH 5, 2021 AS AMENDED BY THAT CERTAIN FIRST AMENDMENT TO FARM AND RANCH CONTRACT DATED JUNE 17, 2021 AND THAT CERTAIN SECOND AMENDMENT TO FARM AND RANCH CONTRACT DATED AUGUST 23, 2021 (COLLECTIVELY, THE "GRANTOR REPRESENTATIONS AND WARRANTIES"), GRANTEE ACKNOWLEDGES AND AGREES THAT GRANTOR HAS NOT MADE, DOES NOT MAKE AND SPECIFICALLY DISCLAIMS ANY REPRESENTATIONS, WARRANTIES,

Item 6.

PROMISES, COVENANTS, AGREEMENTS OR GUARANTIES OF ANY KIND OR CHARACTER WHATSOEVER, WHETHER EXPRESS OR IMPLIED, ORAL OR WRITTEN, PAST, PRESENT OR FUTURE, OF, AS TO, CONCERNING OR WITH RESPECT TO: (A) THE NATURE, OUALITY OR CONDITION OF THE PROPERTY, INCLUDING, WITHOUT LIMITATION, THE WATER, SOIL AND GEOLOGY; (B) THE INCOME TO BE DERIVED FROM THE PROPERTY OR THE PROPERTY'S INCOME POTENTIAL; (C) THE SUITABILITY OF THE PROPERTY FOR ANY AND ALL ACTIVITIES AND USES WHICH GRANTEE MAY CONDUCT THEREON; (D) THE COMPLIANCE OF OR BY THE PROPERTY OR ITS OPERATION WITH ANY LAWS, RULES, ORDINANCES OR REGULATIONS OF ANY APPLICABLE GOVERNMENTAL AUTHORITY OR BODY; (E) THE HABITABILITY OR MERCHANTABILITY OF THE PROPERTY OR ITS FITNESS FOR ANY PARTICULAR PURPOSE: (F) THE PRESENCE OF ANY ENDANGERED OR THREATENED SPECIES ON THE PROPERTY, AS WELL AS THE SUITABILITY OF THE PROPERTY AS HABITAT FOR ANY OF THOSE SPECIES; (G) THE PRESENCE OF ANY HISTORICAL OR ARCHEOLOGICALLY SIGNIFICANT SITE ON THE PROPERTY; (H) THE AVAILABILITY, CAPACITY OR LOCATION OF UTILITIES TO SERVE THE PROPERTY; (I) THE IMPACT UPON OR PRECISE NATURE OF OPERATIONS CONDUCTED UPON THE PROPERTY IN CONNECTION WITH ANY OIL, GAS AND MINERAL OPERATIONS WHICH MAY HAVE BEEN PREVIOUSLY CONDUCTED UPON OR NEAR THE PROPERTY OR (J) ANY OTHER MATTER WITH RESPECT TO THE PROPERTY OTHER THAN AS MAY BE SPECIFICALLY REPRESENTED IN THE GRANTOR REPRESENTATIONS AND WARRANTIES.

WITHOUT LIMITING THE FOREGOING, EXCEPT AS SET FORTH IN GRANTOR'S REPRESENTATIONS AND WARRANTIES, GRANTOR DOES NOT AND HAS NOT MADE ANY REPRESENTATION OR WARRANTY REGARDING THE PRESENCE OR ABSENCE OF ANY HAZARDOUS SUBSTANCES (defined below) OR SOLID WASTE (defined at 40 C.F.R., Part 261) ON, UNDER OR ABOUT THE PROPERTY OR THE COMPLIANCE OF THE PROPERTY WITH ANY OF THE FOLLOWING ENVIRONMENTAL LAWS AND GRANTEE FURTHER RELEASES GRANTOR FROM ANY CLAIMS, DEMANDS OR CHARGES THAT MAY BE BROUGHT BY IT WITH RESPECT TO THE FOLLOWING ENVIRONMENTAL LAWS - THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY ACT ("CERCLA"), THE SUPERFUND AMENDMENT AND REAUTHORIZATION ACT, THE RESOURCE CONSERVATION RECOVERY ACT, THE FEDERAL WATER **POLLUTION CONTROL** ACT, THE FEDERAL ENVIRONMENTAL PESTICIDES ACT, THE CLEAN WATER ACT, THE CLEAN AIR ACT, THE TEXAS NATURAL RESOURCES CODE, THE TEXAS WATER CODE, THE TEXAS SOLID WASTE DISPOSAL ACT, THE TEXAS HAZARDOUS SUBSTANCES SPILL PREVENTION AND CONTROL ACT, ANY SO CALLED FEDERAL, STATE OR LOCAL "SUPERFUND" OR "SUPERLIEN" STATUTE, OR ANY OTHER STATUTE, LAW, ORDINANCE, CODE, RULE, REGULATION, ORDER OR DECREE REGULATING, RELATING TO OR IMPOSING LIABILITY (INCLUDING STRICT LIABILITY) OR STANDARDS OF CONDUCT CONCERNING ANY HAZARDOUS SUBSTANCES (COLLECTIVELY, THE "ENVIRONMENTAL LAWS"). FOR PURPOSES OF THIS INSTRUMENT, THE TERM "HAZARDOUS SUBSTANCES" SHALL MEAN AND INCLUDE THOSE ELEMENTS OR COMPOUNDS WHICH ARE CONTAINED ON THE LIST OF HAZARDOUS SUBSTANCES ADOPTED BY THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY AND THE LIST OF TOXIC POLLUTANTS DESIGNATED BY CONGRESS OR THE ENVIRONMENTAL PROTECTION AGENCY OR UNDER ANY ENVIRONMENTAL LAWS. (49 CFR 172.101 AND 40 CFR PART 301) AND AMENDMENTS THERETO OR ANY SUBSTANCES, MATERIALS OR WASTES WHICH ARE OR BECOME REGULATED UNDER ANY APPLICABLE ENVIRONMENTAL LAW, INCLUDING, WITHOUT LIMITATION, ANY MATERIAL, WASTE, OR SUBSTANCE WHICH IS (i) PETROLEUM, (ii) ASBESTOS, (iii) POLYCHLORINATED BIPHENS, (iv) DESIGNATED AS A "HAZARDOUS SUBSTANCE" UNDER SECTION 331 OF THE CLEAN WATER ACT OR LISTED PURSUANT TO SECTION 307 OF THE CLEAN WATER ACT OR (v) DEFINED AS A "HAZARDOUS WASTE" PURSUANT TO SECTION 101 OF CERCLA.

GRANTEE FURTHER ACKNOWLEDGES AND AGREES THAT: (i) GRANTEE HAS BEEN GIVEN FREE AND FULL OPPORTUNITY TO INSPECT THE PROPERTY; (ii) GRANTEE IS A SOPHISTICATED BUYER OF REAL PROPERTY, (iii) GRANTEE WILL BE PURCHASING THE PROPERTY PURSUANT TO ITS INDEPENDENT EXAMINATION, STUDY, INSPECTION AND KNOWLEDGE OF THE PROPERTY; (iv) GRANTEE IS RELYING UPON ITS OWN DETERMINATION OF THE VALUE OF THE PROPERTY AND USES TO WHICH THE PROPERTY MAY BE PUT, AND NOT ON ANY INFORMATION PROVIDED OR TO BE PROVIDED BY GRANTOR OR ITS AGENTS; AND (v) THE PURCHASE PRICE REFLECTS THE "AS IS" NATURE OF THIS INTENDED TRANSACTION. GRANTEE SPECIFICALLY ACKNOWLEDGES AND AGREES THAT, THE OTHERWISE SPECIFICALLY SET FORTH IN EXCEPT AS REPRESENTATIONS AND WARRANTIES, GRANTOR IS SELLING THE PROPERTY AND GRANTEE IS PURCHASING THE PROPERTY ON AN "AS IS", "WHERE IS" AND "WITH ALL FAULTS" BASIS.

TO HAVE AND TO HOLD the Land, subject to the Mineral Reservation and the Permitted Exceptions, unto Grantee, and Grantee's successors and assigns forever, and Grantor does hereby bind Grantor, and Grantor's successors and assigns, to WARRANT and FOREVER DEFEND, all and singular the Land unto Grantee and Grantee's successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through, or under Grantor, but not otherwise, but subject, however, to the Mineral Reservation and the Permitted Exceptions.

Ad valorem taxes for the current year have been prorated as of the Effective Date of this instrument.

First Lien Lender, at Grantee's request, has paid in cash to Grantor that certain portion of the purchase price of the Property as is evidenced by the above referenced First Lien Note. It is expressly agreed and stipulated that a first and superior vendor's lien against and superior title (to the extent of the portion of the First Lien Note advanced for the purchase of the Property), is hereby retained by Grantor against the Property for the benefit of First Lien Lender until the above-described First Lien Note, and all interest accruing thereon, have been fully paid in accordance with their terms. Grantor does hereby TRANSFER, ASSIGN and CONVEY unto First Lien Lender said vendor's lien and superior title to the Property, WITHOUT RECOURSE against Grantor. Upon the full and complete payment of the First Lien Note and satisfaction and performance of all covenants, conditions, obligations and liabilities under the First Lien Deed of Trust, then this conveyance shall

become absolute and the vendor's lien and superior title herein reserved shall be automatically released and discharged.

In addition, Second Lien Lender, at Grantee's request, has paid in cash to Grantor that certain portion of the purchase price of the Property as is evidenced by the above referenced Second Lien Note. It is expressly agreed and stipulated that a subordinate vendor's lien (to the extent of the portion of the Second Lien Note advanced for the purchase of the Property), is hereby retained by Grantor against the Property for the benefit of Second Lien Lender until the above-described Second Lien Note, and all interest accruing thereon, have been fully paid in accordance with their terms. Grantor does hereby TRANSFER, ASSIGN and CONVEY unto Second Lien Lender said vendor's lien, WITHOUT RECOURSE against Grantor. Upon the full and complete payment of the Second Lien Note and satisfaction and performance of all covenants, conditions, obligations and liabilities under the Second Lien Deed of Trust, then this conveyance shall become absolute and the vendor's lien and superior title herein reserved shall be automatically released and discharged.

(Signature page follows)

EXECUTED effective as of this day of September, 2021 (the "Effective Date").

GRANTOR:

P & H FAMILY LIMITED PARTNERSHIP NO. 1 a Texas limited partnership

By:

Pathar No. 1, L.L.C.

Its:

General Partner

By:

Name: Hardy E. Thompson. III

Title: President

GRANTEE:

HARDY T LAND, LLC

a Texas limited liability company

By:

Name: Steve G. Harren

Title: Manager

THE STATE OF TEXAS

COUNTY OF 1 tungs

This instrument was acknowledged before me on the day of September, 2021, by Hardy E. Thompson, III, in his capacity as President of Pathar No. 1, L.L.C., a Texas limited liability company, general partner to P & H Family Limited Partnership No. 1, a Texas limited partnership, for and on behalf of said limited partnership.



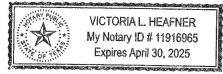
VICTORIA L. HEAFNER My Notary ID # 11916965 Expires April 30, 2025

Notary Public in and for the State of Texas

THE STATE OF TEXAS

COUNTY OF

This instrument was acknowledged before me on the 16 day of September, 2021, by Steve G. Harren, in his/her capacity as Manager of Hardy T Land, LLC, a Texas limited liability company, for and on behalf of said limited liability company.



Notary Public, State of Texas

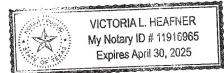
The following individuals join in the execution of this Special Warranty Deed to reflect the relinquishment of their homestead rights, if any, in and to the Property.

Susan S. Thompson

THE STATE OF TEXAS

COUNTY OF

This instrument was acknowledged before me on the land ay of September, 2021 by Hardy E. Thompson, III.



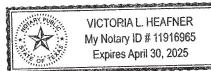
Notary Public, State of Texas

THE STATE OF TEXAS

COUNTY OF

This instrument was acknowledged before me on the day of September, 2021 by

Susan S. Thompson.



Notary Public, State of Texas

After recording, please return to:

GF No. 20-4146-D Attn: Vicki Heafner Corridor Title Company 171 Benney Lane, Bldg. 1 Dripping Springs, Texas 78620

EXHIBIT A

LEGAL DESCRIPTION OF THE LAND

<u>Tract 1</u>: Being 78.021 acres of land, more or less, out of the B. F. HANNA LEAGUE, in Hays County, Texas, being a portion of that certain 79.61 acre tract conveyed in Deed recorded in Volume 1733, Page 755, Official Public Records, Hays County, Texas. Said 78-021 acre tract being more particularly described by metes and bounds in <u>Exhibit "A-1"</u> attached hereto and made a part hereof.

Tract 2: A one-half undivided interest in and to that certain 3.706 acres of land, more or less, out of the B.F. HANNA LEAGUE, in Hays County, Texas, being all of a called 4.25 acre tract conveyed to P & H Family Limited Partnership No. 1 in Exhibit C by deed of record in Volume 1733, Page 755, Official Public Records, Hays County, Texas. Said 3.706 acre tract being more particularly described by metes and bounds in **Exhibit "A-2"** attached hereto and made a part hereof.

<u>Tract 3</u>: A one-half undivided interest in and to that certain 1.507 acre tract of land, more or less, out of the BENJAMIN F. HANNA SURVEY NO. 28, ABSTRACT NO. 222, in Hays County, Texas, being a portion of a called 79.61 acre tract conveyed to P & H Family Limited Partnership No. 1 as Tract A by Deed of record in Volume 1733, Page 755, Official Public Records, Hays County, Texas. Said 1.507 acre tract being more particularly described by metes and bounds in **Exhibit "A-3"** attached hereto and made a part hereof.

Tract 4: Being all of Grantor's right, title and interest in and to that certain non-exclusive easement for ingress and egress sixty (60) feet in width, lying south of and adjacent to the northern boundary of that certain 79.39-acre tract being out of and a part of quarter section No. 15. of the B. F. HANNA LEAGUE and a portion of the A. J. Holford Survey, in Hays County, Texas, said 79.39 acre-tract being more particularly described on Exhibit B to that certain Special Warranty Deed dated October 23, 2000 recorded at Document No. 00025537, Volume 1733, Page 748 in the Official Public Records of Hays County, Texas (the "FLP 2 Tract"); said easement over the FLP 2 Tract being created and described as Item #4 in that Special Warranty Deed dated October 23, 2000, executed by Hardy E. Thompson, Jr. and Patty King Thompson, to P & H Family Limited Partnership No. 1, a Texas limited partnership, recorded in Volume 1733, Page 755, Official Public Records, Hays County, Texas.

Tract 5: Being all of Grantor's right, title and interest in and to a one-half undivided interest in any other easements of ingress and egress appurtenant to Tract 1 or to the FLP 2 Tract, as described as Item #3 in that Special Warranty Deed dated October 23, 2000, executed by Hardy E. Thompson, Jr. and Patty King Thompson, to P & H Family Limited Partnership No. 1, a Texas limited partnership, recorded in Volume 1733, Page 755, Official Public Records, Hays County, Texas.

EXHIBIT A-1

METES AND BOUNDS DESCRIPTION AND SURVEY PLAT OF TRACT 1 [SEE ATTACHED]

EXHIBIT A-1

78.021 ACRES BUNKER RANCH DRIPPING SPRINGS, TX

PROJECT NO.: 304-065 MARCH 4, 2021

LEGAL DESCRIPTION

BEING A 78.021 ACRE TRACT OF LAND (INCLUDING A 60 SQUARE FOOT AREA IN CONFLICT) OUT OF THE BENJAMIN F. HANNA SURVEY NO. 28, ABSTRACT NO. 222, SITUATED IN HAYS COUNTY, TEXAS, BEING A PORTION OF A CALLED 79.61 ACRE TRACT CONVEYED TO P & H FAMILY LIMITED PARTNERSHIP NO. 1 AS TRACT A BY DEED OF RECORD IN VOLUME 1733, PAGE 755, OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS (O.P.R.H.C.T.); SAID 78.021 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING, at a ½ inch iron rod with "CEC" cap set at the northeast corner of the remainder of said 79.61 acre tract, being an interior "ell" corner of a called 4.25 acre tract described in Exhibit C of said deed recorded in Volume 1733, Page 755, O.P.R.H.C.T.;

THENCE, along the common line of said remainder of 79.61 acre tract and of said 4.25 acre tract, S00°25'57"W, a distanced of 60.03 feet to a ½ inch iron rod with "CEC" cap set for the easterly common corner of said 78.021 acre tract and of said remainder of 79.61 acre tract and the POINT OF BEGINNING, hereof.

THENCE, along the common line of said 78.021 acre tract and partially of said 4.25 acre tract and then partially of a called 44.123 acre tract conveyed to the Elry and Barbara Hudson Living Trust by deed of record in Volume 2851, Page 80, O.P.R.H.C.T., S00°25'57"W, passing at distance of 39.91 feet, a ½ inch iron rod found at the westerly common corner of said 4.25 acre tract and of said 44.123 acre tract, continuing for a total distance of 652.82 feet to a ½ inch iron rod found at the westerly common corner of said 44.123 acre tract and of Bunker Ranch Phase 2, a subdivision of record in Document No. 20017197, O.P.R.H.C.T.;

THENCE, along the common line of said 78.021 acre tract and partially of said Bunker Ranch Phase 2 and then partially of the remainder of a called 111.67 acre tract conveyed to Bunker Ranch, LLC by deed of record in Document No. 16020931, O.P.R.H.C.T., S00°21'25"W, passing at 629.14 feet, a ½ inch iron rod with "CEC" cap set at the westerly common corner of said Bunker Ranch Phase 2 and the said remainder of 111.67 acre tract, continuing for a total distance of 2,259.99 feet to a ½ inch iron rod found at the westerly common corner of said remainder of 111.67 acre tract of a called 18.250 acre tract conveyed to The Overlook at Bunker Ranch, LLC by deed of record in Document No. 20061246, O.P.R.H.C.T.;

THENCE, bounding the area of conflict, the following two (2) courses and distances:

- 1. S05°53'31"E, a distance of 10.82 feet to a found 1/2 inch iron rod;
- 2. S86°15'32"W, a distance of 5.94 feet to an 8 inch cedar fence post found at the northerly common corner of said 18.250 acre tract and of a called 603.70 acre tract conveyed to Anna Marie Widen Speir, et al, by deed of record in Volume 1734, Page 427, O.P.R.H.C.T.;

THENCE, along the common line of said 78.021 acre tract and of said 603.70 acre tract, S88°42'30"W, a distance of 1,237.34 feet to a ½ inch iron rod with "CEC" cap set at the southerly common corner of said 78.021 acre tract and of a called 79.39 acre tract conveyed to P & H Family Limited Partnership No. 2 by deed of record in Volume 1733, Page 748, O.P.R.H.C.T.;

78.021 ACRES BUNKER RANCH DRIPPING SPRINGS, TX

PROJECT NO.: 304-065 MARCH 4, 2021

THENCE, along the common line of said 78.021 acre tract and of said 79.39 acre tract, the following three (3) courses and distances:

- 1. N18°14'48"E, a distance of 881.92 feet to a found 1/2 inch iron rod;
- 2. N19°44'58"W, a distance of 1,048.36 feet to a found 8 inch cedar fence post;
- 3. N12°13'46"E, a distance of 1,128.80 feet to a ½ inch iron rod set at the westerly common corner of said 78.021 acre tract and said remainder of 79.61 acre tract:

THENCE, along the common line of said 78.021 acre tract and of said remainder of 79.61 acre tract, N88°43'55"E, 1,100.12 feet to the **POINT OF BEGINNING**, and containing 78.021 acres (3,398,613 square feet) of land, more or less.

THE BASIS OF BEARING OF THIS SURVEY IS TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NSRS 2011(2012A), UTILIZING THE LEICA SMARTNET CONTINUALLY OPERATING REFERENCE NETWORK.

FRANK WILLIAM FUNK

Witness my hand and seal this 4th day of March, 2021.

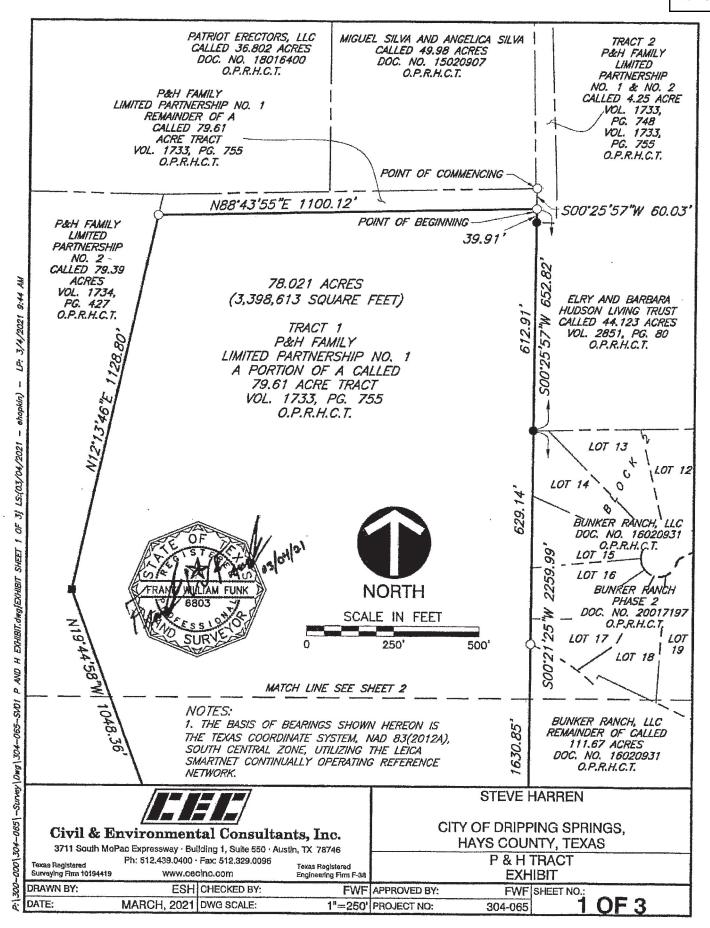
Frank William Funk, R.P.L.S. 6803

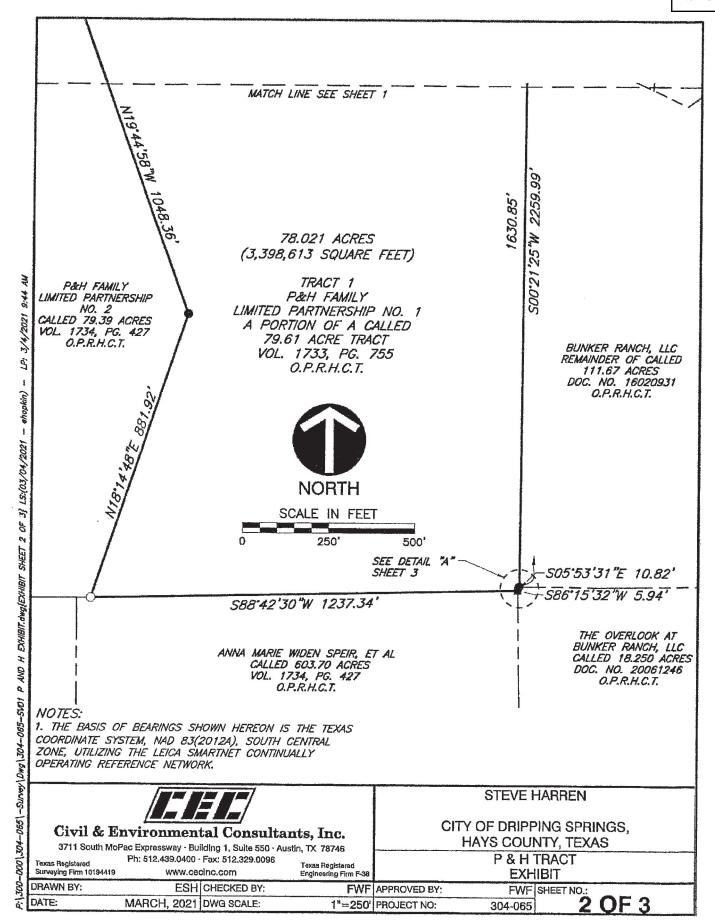
Civil & Environmental Consultants, Inc.

3711 S. MoPac Expressway, Building 1, Suite 550

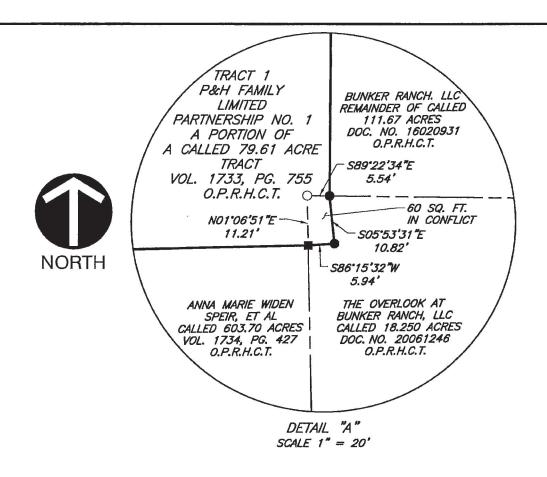
Austin, TX 78746

Texas Registered Surveying Firm No. 10194419









LEGEND:

- 1/2" IRON ROD FOUND
- **■** FENCE POST FOUND
- O 1/2" IRON ROD SET W/ "CEC" CAP

SUBJECT PROPERTY LINE

ADJACENT PROPERTY LINE

O.P.R.H.C.T.

OFFICIAL PUBLIC RECORDS, HAYS COUNTY, TEXAS

DOC. NO.

DOCUMENT NUMBER

VOL.

VOLUME

PG.

PAGE

Civil & Environmental Consultants, Inc.

3711 South MoPac Expressway · Building 1, Suite 550 · Austin, TX 78746

Texas Registered Surveying Firm 10194419

M

2:00

3/4/2021

Ġ

ehopkin)

3} 15:(03/04/2021

SHEET 3 OF

EXHIBIT. dwg{EXHIBIT

I

AND

Q

-Survey\Dwg\304-065-5V01

1590-

300-000

Ph: 512.439.0400 · Fax: 512.329.0096 www.cecinc.com

Texas Registered Engineering Firm F-38

STEVE HARREN

CITY OF DRIPPING SPRINGS, HAYS COUNTY, TEXAS

> P & H TRACT EXHIBIT

DRAWN BY: ESH CHECKED BY: FWF APPROVED BY: FWF SHEET NO.:

DATE: MARCH, 2021 DWG SCALE: 1"=250' PROJECT NO: 304-065 3 OF 3

EXHIBIT A-2

METES AND BOUNDS DESCRIPTION AND SURVEY PLAT OF TRACT 2 [SEE ATTACHED]

EXHIBIT A-2

3.706 ACRES BUNKER RANCH DRIPPING SPRINGS, TX

PROJECT NO.: 304-065 APRIL 29, 2021

LEGAL DESCRIPTION

BEING A 3.706 ACRE TRACT OF LAND OUT OF THE BENJAMIN F. HANNA SURVEY NO. 28, ABSTRACT NO. 222, SITUATED IN HAYS COUNTY, TEXAS, BEING ALL OF A CALLED 4.25 ACRE TRACT CONVEYED TO P & H FAMILY LIMITED PARTNERSHIP NO. 1 IN EXHIBIT C BY DEED OF RECORD IN VOLUME 1733, PAGE 755, OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS (O.P.R.H.C.T.); SAID 3.706 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING, at a ½ inch iron rod with "CEC" cap set at an interior "ell" corner of said 3.706 acre tract, being the northeast corner of a called 79.61 acre tract, being described in Exhibit A of said deed recorded in Volume 1733, Page 755, O.P.R.H.C.T., for the **POINT OF BEGINNING**, hereof;

THENCE, along the common line of said 3.706 acre tract and of said 79.61 acre tract, S88°43'55"W, a distance of 3.37 feet to a found cotton spindle in a fence post at the southerly common corner of said 3.706 acre tract and of a called 49.98 acre tract conveyed to Miguel Silva and Angelica Silva by deed of record in Document No. 15020907, O.P.R.H.C.T.;

THENCE, along the common line of said 3.706 acre tract and of said 49.98 acre tract, generally following the fence, the following six (6) courses and distances:

- 1. N01°03'57"W, a distance of 453.05 feet to a calculated point;
- 2. N01°56'10"W, a distance of 547.42 feet to a calculated point;
- 3. N01°13'49"W, a distance of 182.02 feet to a calculated point;
- 4. N01°27'10"W, a distance of 445.20 feet to a calculated point;
- 5. N02°33'10"W, a distance of 563.42 feet to a calculated point;
- 6. N02°40'11"W, a distance of 802.30 feet to a ½ inch iron rod found in the southerly right-of-way line of U.S. Highway 290 at the northerly common corner of said 3.706 acre tract and of said 49.98 acre tract;

THENCE, along the common line of said 3.706 acre tract and of the southerly right-of-way line of U.S. Highway 290, N89°24'56"E, a distance of 60.00 feet to a ½ inch iron rod with "CEC" cap set at the northerly common corner of said 3.706 acre tract and of a called 18.340 acre tract conveyed to Nelda Kyle by deed of record in Volume 1264, Page 812, O.P.R.H.C.T;

THENCE, along the common line of said 3.706 acre tract and partially of said 18.340 acre tract, and then partially of a called 44.123 acre tract conveyed to the Elry and Barbara Hudson Living Trust in Volume 2851, Page 80, O.P.R.H.C.T., S02°00'08"E, a distance of 2995.00 feet to a found ½ inch iron rod;

THENCE, along the common line of said 3.706 acre tract and of said 44.123 acre tract, the following two (2) courses and distances:

1. S00°49'45"W, a distance of 99.68 feet to a found ½ inch iron rod;

3.706 ACRES BUNKER RANCH DRIPPING SPRINGS, TX

PROJECT NO.: 304-065 APRIL 29, 2021

2. N89°00'40"W, a distance of 56.01' feet to a ½ inch iron rod found in the easterly line of said 79.61 acre tract found at the westerly common corner of said 3.706 acre tract and of said 44.123 acre tract;

THENCE, along the common line of said 3.706 acre tract and of said 79.61 acre tract, N00°25'57"E, a distance of 99.94 feet to the **POINT OF BEGINNING**, and containing 3.706 acres (161,454 square feet) of land, more or less.

THE BASIS OF BEARING OF THIS SURVEY IS TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NSRS 2011(2012A), UTILIZING THE LEICA SMARTNET CONTINUALLY OPERATING REFERENCE NETWORK.

Witness my hand and seal this 29th day of April, 2021.

Frank William Funk, R.P.L.S. 6803

Civil & Environmental Consultants, Inc.

3711 S. MoPac Expressway, Building 1, Suite 550

Austin, TX 78746

Texas Registered Surveying Firm No. 10194419

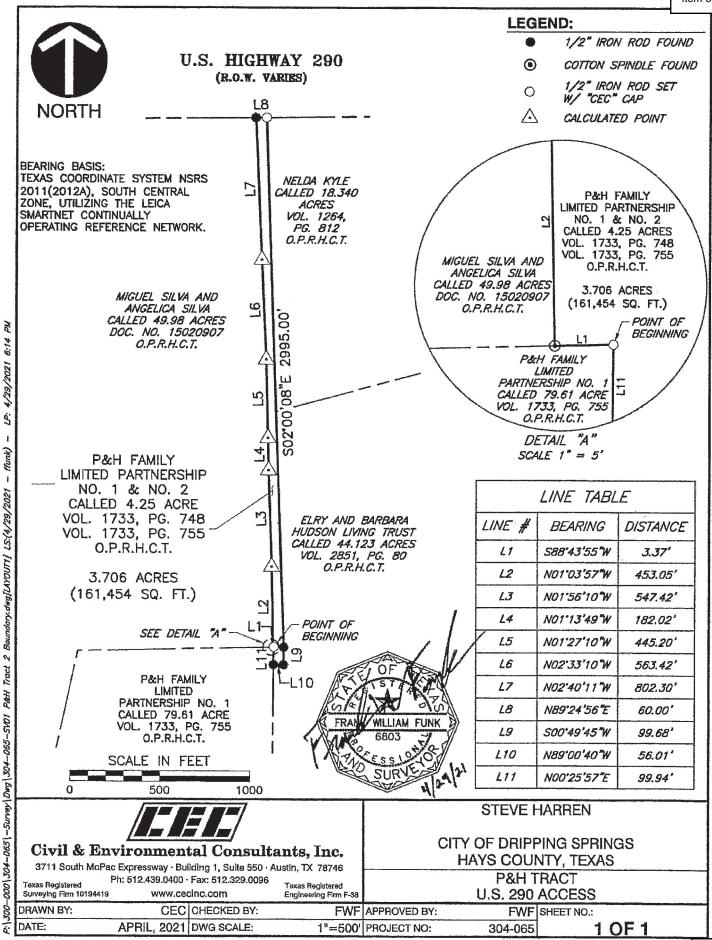


EXHIBIT A-3

METES AND BOUNDS DESCRIPTION AND SURVEY PLAT OF TRACT 3 [SEE ATTACHED]

EXHIBIT A-3

1.507 ACRES BUNKER RANCH DRIPPING SPRINGS, TX

PROJECT NO.: 304-065 APRIL 29, 2021

LEGAL DESCRIPTION

BEING A 1.507 ACRE TRACT OF LAND OUT OF THE BENJAMIN F. HANNA SURVEY NO. 28, ABSTRACT NO. 222, SITUATED IN HAYS COUNTY, TEXAS, BEING A PORTION OF A CALLED 79.61 ACRE TRACT CONVEYED TO P & H FAMILY LIMITED PARTNERSHIP NO. 1 AS TRACT A BY DEED OF RECORD IN VOLUME 1733, PAGE 755, OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS (O.P.R.H.C.T.); SAID 1.507 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING, at a ½ inch iron rod with "CEC" cap set at the northeast corner of the said 79.61 acre tract, being an interior "ell" corner of a called 4.25 acre tract described in Exhibit C of said deed recorded in Volume 1733, Page 755, O.P.R.H.C.T., for the POINT OF BEGINNING hereof;

THENCE, along the common line of said 1.507 acre tract and of said 4.25 acre tract, S00°25'57"W, a distance of 60.03 feet to a ½ inch iron rod with "CEC" cap set at the easterly common corner of said 1.507 acre tract and the remainder of said 79.61 acre tract;

THENCE, along the common line of said 1.507 acre tract and of said remainder of 79.61 acre tract, S88°43'55"W, 1,100.12 feet to a ½ inch iron rod with "CEC" cap set in the common line of said 79.61 acre tract and of a called 79.39 acre tract conveyed to P&H Family Limited Partnership No. 2 by deed of record in Volume 1733, Page 748, O.P.R.H.C.T., at the westerly common corner of said 1.507 acre tract and of the remainder of said 79.61 acre tract;

THENCE, along the common line of said 1.507 acre tract and of said 79.39 acre tract, N12°13'46"E, a distance of 61.70 feet to a ½ inch iron rod found in the southerly line of a called 36.802 acre tract conveyed to Patriot Erectors, LLC by deed of record in Document No. 18016400, O.P.R.H.C.T., at the northerly common corner of said 1.507 acre tract and of said 79.39 acre tract;

THENCE, along the common line of said 1.507 acre tract and partially of said 36.802 acre tract, and then partially of a called 49.98 acre tract conveyed to Miguel Silva and Angelica Silva by deed of record in Document No. 15020907, O.P.R.H.C.T., and then partially of said 4.25 acre tract, N88°43'55"E, passing at a distance of 1,084.13, a found cotton spindle in a fence post at the southerly common corner of said 49.98 acre tract and of said 4.25 acre tract, continuing for a total distance of 1,087.50 feet to the **POINT OF BEGINNING**, and containing 1.507 acres (65,628 square feet) of land, more or less.

THE BASIS OF BEARING OF THIS SURVEY IS TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NSRS 2011(2012A), UTILIZING THE LEICA SMARTNET CONTINUALLY OPERATING REFERENCE NETWORK.

Witness my hand and seal this 29th day of April, 2021.

Frank William Funk, R.P.L.S. 6803

Civil & Environmental Consultants, Inc.

3711~S.~MoPac~Expressway, Building 1, Suite <math display="inline">550

Austin, TX 78746

Texas Registered Surveying Firm No. 10194419



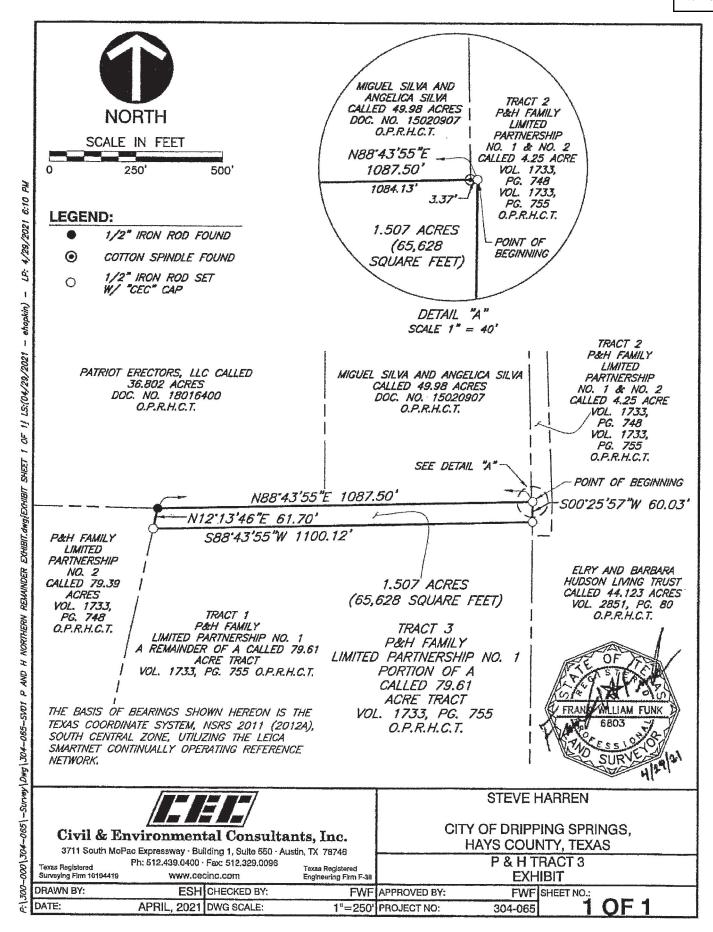


EXHIBIT B

Permitted Exceptions

- 1. Easement granted to Southwestern Bell Telephone Company, dated July 12, 1937, recorded in Volume 115, Page 86, of the Deed Records of Hays County, Texas (Tract 2).
- 2. Easement granted to Dripping Springs Water Supply Corporation, dated December 18, 2002, recorded in Volume 3228, Page 542, of the Official Public Records of Hays County, Texas (Tracts 1 and 3).
- 3. Non-exclusive ingress and egress easement set out in Special Warranty Deed recorded in Volume 1733, Page 748, Official Public Records, Hays County, Texas (Tract 3).
- 4. Rights and claims of cotenants in the land and to the rights of anyone claiming under them including, but not limited to, rights of partition, claims for improvements, claims for reimbursement, owelty of partition, and agreements between co-tenants (Tracts 2 and 3).
- 5. Easement granted to Pedernales Electric Cooperative, Inc. pursuant to Condemnation Proceedings filed May 19, 1953, under Cause No. 1648, in the County Court of Hays County, Texas and file of record in Document No. 21022398 of the Official Public Records of Hays County, Texas and as affected by Amendment recorded in Volume 1983, Page 576, of the Official Public Records of Hays County, Texas (Tract 1).
- 6. Easement granted to Dripping Springs Water Supply Corporation, dated December 4, 2003, recorded in Volume 3228, Page 534, of the Official Public Records of Hays County, Texas (Tract 2).
- 7. Affidavit to the public regarding a non-standard and/or proprietary on-site sewage facility installed on subject property, as recorded in Document No. 18037775, of the Official Public Records of Hays County, Texas. (Tract 4)
- 8. An approximately 60 square foot area located at the southeast corner of the Land in conflict with description of 18.250 acre tract in deed to The Overlook at Bunker Ranch, LLC recorded at Clerk's File No. 20061246, of the Official Public Records of Hays County, Texas.

THE STATE OF TEXAS COUNTY OF HAYS

I hereby certify that this instrument was FILED on the date and the time stamped hereon by me and was duly RECORDED in the Records of Hays County, Texas.

21051171 DEED 09/17/2021 09:07:15 AM Total Fees: \$110.00

Elaine H. Cárdenas, MBA, PhD, County Clerk Hays County, Texas

Elein & Cardenas

Exhibit C

Civil & Bush **ДИАЈ Т УДЯАН** TIEIT **ЭТГИВИТ Т КВЯВН**

WATER LINE B P&P (16+00 - 24+00)

WATER LINE B P&P (24+00 - END)

WATER LINE C P&P

OVERALL STORM PLAN

UTILITY DETAILS

STORM LINES A STORM LINE A1 & A2 STORM B STORM LINES B1 & B2

WATER LINE B P&P (6+00 -16+00)

WATER LINE B P&P (0+00 -6+00)

WATER LINE A P&P (14+50 -21+50)

WATER LINE A P&P (3+50 - 14+50) WATER LINE A P&P (21+50 - END)

WATER LINE A P&P (0+00-3+50)

OVERALL WATER PLAN

ДВІРРІИ БРВІИСЬ, НАҮS СО**U**NTY, ТХ

солев знеет

Item 6.

III CAUTION III III CAUTION III
III BE CONRECCIORS RESPOSIBLIUT TO VERITY ALI
PROR TO CONSTRUCTION, and AUTIFY THE EDINERS
IMERINELY OF ANY DISCREMANCE.

Sheet #	Description
01	COVER SHEET
02	GENERAL NOTES
80	PRELIMINARY PLAN
8	PRELIMINARY PLAN
90	EXISTING CONDITIONS
90	EXISTING DRAINAGE AREA MAP
20	PROPOSED DRAINAGE AREA MAP
80	ROSS STREET NORTH (0+00 -4+50)
60	ROSS STREET NORTH (4+50 - END)
10	ROSS STREET SOUTH (0+00-9+50)
11	ROSS STREET SOUTH (9+50 - END)
12	MINUTE LANE NORTH (0+00-5+50)
13	MINUTE LANE NORTH (5+50 - END)
14	MINUTE LANE SOUTH (0+00-9+50)
15	MINUTE LANE SOUTH (9+50 - END)

BUNKER RANCH BLVD. (0+00 - END)

SUBDIVISION CONSTRUCTION

DRAWINGS

GHRON

SITE

FOR HARDY T LAND

CITY OF DRIPPING SPRINGS, HAYS COUNTY, TX

OWNER/TEAM INFORMATION

COVIL & EMPRONAEDITAL CONSULTANTS, INC. 37711 S. MODOL EXPRESSION, BUILDING 1, SUITE 550 MUSTRY, TX 78746 PPF 1571 X-99-AG COVINGT: BROW ESTES, PE

CANL & EMMONHENTAL CONSULTANTS, INC.
3711 S. MODOL EXPRESSIONY, BUILDING 1, SUITE 550
AUSTIN, 1X 78746
PH. (12) 7494-040
CONTACT: STONEY SMITH XINOS, R.P.L.S.

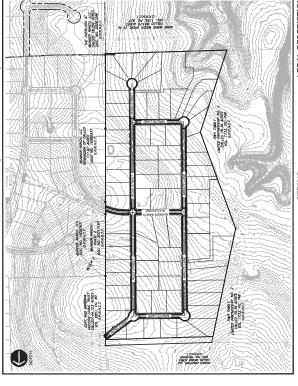
LAND SURVEYOR

ULL PURPOSE CITY LIMITS CONING: SF-2

AREAS

SUMMARY

VICINITY MAP



SCALE: 17=300

BUILDING SETBACKS

ENTIAL LOT = 8,500

IMPERVIOUS COVER

ROPOSED IMPERVIOUS COVER = 26.07% AX. ALLOWED IMPERVIOUS COVER = 40% MPERVIOUS COVER TOTAL = 885,819 S.F. MPERVIOUS COVER TOTAL = 20.34 AC. OTAL AREA = 78.02 AC.

OT COUNT

THE ACCUPACY OF THESE PLANS REMAINS WITH THE ENGINEER WHO EWING THESE PLANS, THE CITY MUST REPLY ON THE ADEQUACY OF THE

PLAT NOTES

NO PORTION OF THIS TRACT FALLS WITHIN FEMA 1% ANNUAL CHANCE FEMA PANEL 48209C0085F DATED 9/2/2005.

A PORTION OF THIS PROJECT IS LOCATED WITHIN THE EDW

THE HOA SHALL BE RESPONSIBLE FOR OPERATION AND MAIN

LEGAL DESCRIPTION

UNITED NAME COUNT TROE BERNAL THROUGH THROUGH APPRAIL THROUGH THROU

STORM LINES E1-E2-E3

STORM LINE E STORM LINE F

STORM LINE C1-C5

STORM LINE C

STORM LINES D STORM LINE D-2 E&S CONTROL PLAN DETENTION POND A DETENTION POND B

- CONNECTION TO THE EXISTING BUNKER RANCH BOULE'NRID STUBAT BUNKEF BE COMPLETED PRIOR TO APPROVAL OF THE FINAL PLAT FOR HARDY.
- STREET TREES SHALL BE PLANTED IN EACH LOT PROR TO THE ISSUANCE OF A CERTERICATE OF OCCUPANCY PEH THE QUANTITY, SAZE AND LOCATION REQUIREMENTS OF SUBDIVISION ORDINANCE 22000031.
 - DEVELOPER WILL BUILD SIDEWALKS ADJACENT TO COMMON AREAS; HOME BULIDERS WILL BUILD SIDEWALKS ON RESIDENTIAL LOTS, DEVELOPER WILL BOND SIDEWALKS PRIOR TO CONSTRUCTION





02/13/2024

SUBMITTED BY : BRIAN ESTES, PE

I CERTIFY THAT THESE ENGINEERING DOCUMENTS ARE COMPLETE, ACCURATE AND AGEOMATE FOR THE INTENDED PURPOSES, INCLUDING CONSTRUCTION, BUT ARE NOT ALTHOROGY FORMAL, CITY APPROVAL.

HAYS COUNTY ESD #6 SITE PERMIT NUMBER

DRIPPING SPRINGS WATER SUPPLY CORPORATION THE HOA SHALL BE THE OWNER AND OPERATOR OF ROADWAY FACILITIES CITY ADMINISTRATOR CITY ENGINEER

94

Exhibit D



City of Dripping Springs

511 Mercer Street • PO Box 384 • Dripping Springs, TX 78620 • 512.858.4725 cityofdrippingsprings.com

Open spaces, friendly faces.

Date: March 7, 2024

Name: **Luis Garcia** Company: **CEC**

Email: Igarcia@cecinc.com

Dear Luis Garcia:

CONDITIONAL APPROVAL

This letter is to inform you that case **SUB2023-0042 HARDY CONSTRUCTION PLANS** has received a conditional approval. Each the following conditions must be addressed before the permit is approved.

- 1. Final approval will be withheld until completion of the secondary access.
- 2. Provide copy of executed drainage easement.

Should you have any questions or concerns, please feel free to reach out to the planning department.

Regards,

Tory Carpenter, AICP Planning Director City of Dripping Springs

Exhibit E



Texas

City of Dripping Springs

511 Mercer Street • PO Box 384 • Dripping Springs, TX 78620 • 512.858.4725 cityofdrippingsprings.com

Open spaces, friendly faces.

Date: November 7, 2023

Name: Michael Theone

Company: Civil & Environmental Consultants, Inc.

Email: mtheone@cecinc.com

Dear Michael Theone:

CONDITIONAL APPROVAL

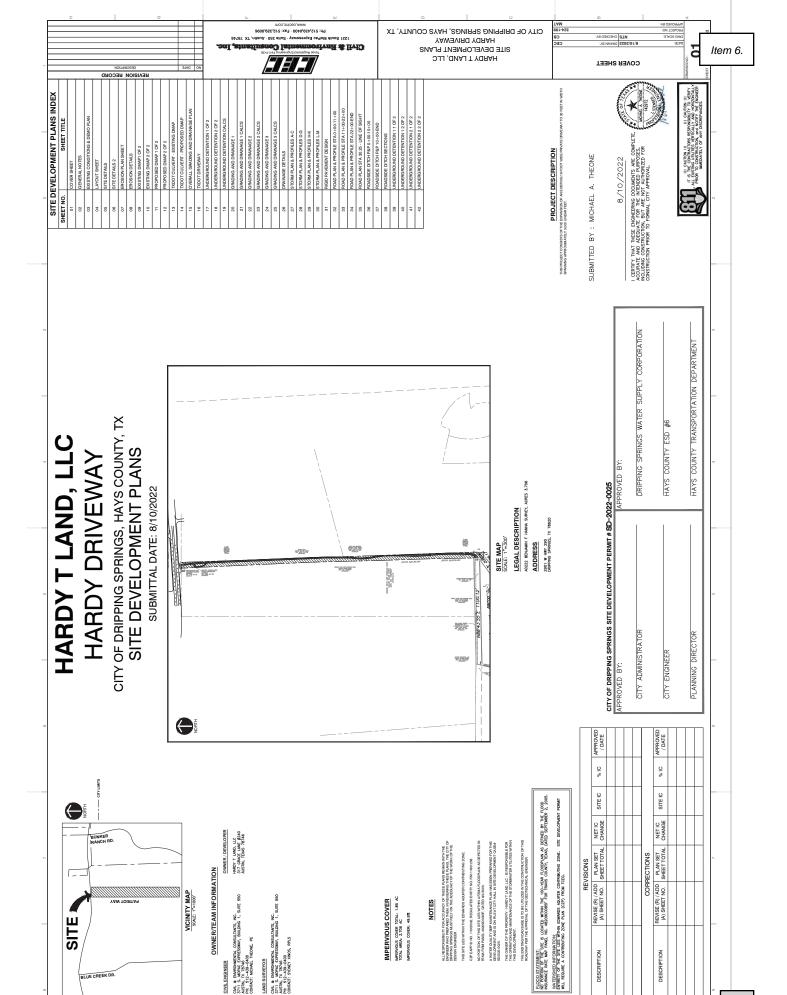
This letter is to inform you that the case SD2022-0025 HARDY DRIVEWAY has received a conditional approval. Each the following conditions must be addressed before the permit is approved.

- 1. Submit executed drainage easement document.
- 2. I do not see the level spreader details for the culvert discharge. Please add details or clarify location. The one detail reference 508S-13 is a standard headwall detail that will not fit the situation.
- 3. Confirm 100-yr flow is contained within the ROW. Provide an exhibit confirming the spread of the 100-yr is contained within the ROW.
- 4. Since this roadway is in the ETJ provide a signature block on the cover with approval by the County Transportation Department prior to submitting to the City for final approval and signatures.

Should you have any questions or concerns, please feel free to reach out to the planning department.

Michelle Fischer City Administrator

City of Dripping Springs



SITE

LAND SURVEYOR

DESCRIPTION

DESCRIPTION

CITY OF DRIPPING SPRINGS, HAYS COUNTY, TX SITE DEVELOPMENT PLANS НАВВУ Т LAND, LLC

> The year given gave and other in extending shell are not one of the year given and other given PERMANENT VEGETATIVE STABILIZATION:

A TA ENFRONCAD CICE DERING THE PERSON OF ESTRALBAMBER AT A MATE OF 12 POLYNO FEBT 1000 SE.

HOPPACHALICH SHALL CHORN, WITH THALE I BELOW.

LEST 12 ROBER SHALL BENCHETHER. WHEN THE GRASS HAS GROWN AT LEST 12 ROBER SHALL BENCHETHER. WHEN THE GRASS HAS GROWN AT SLOW THE LEST 12 ROBER SHAWN THOSE THAW SO SOUWER BETT DISK.

FOUND REPRODE TO SELECT A SELE THE WAS ARREST TO A THE WA

TREE & NATURAL AREA PROTECTION NOTES:

Civil & Environ

The Committee of Language and L

EROSION CONTROL NOTES:

The property of the property o

TREET AND DRAINAGE NOTES:

In all Improvements are Done to water processing control contr

In this time the part of the p

17. TO BEN'S THE TO COMPACTIO BACKELL SHALL BE LAKE AT A WITE OF OUT THE TYPE THOU THE THE THE TYPE TH

SEQUENCE OF CONSTRUCTION

He was required and the control of t

ACCESSION HOTELS AND PROCESSION OF THE RECORD AND PROCESSION AND P

TRENCH SAFETY NOTES:

SILT FENCE NOTES:

The wine spicial is the control of t

WITH TO A WICE AND AND A STATE AND A STATE

PREVIOURT DATA LUCKOLLAND LONGES SALLE, BE DESCORDED OF IN APPRIVED SO DESCORD, SERVICE DE CONTRACTOR DE SALLE DE SALLE

сеиева иотеѕ



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY CONTRIBUTING ZONE PLAN TOS CONTRIBUTING TO THE STATE OF THE STATE O

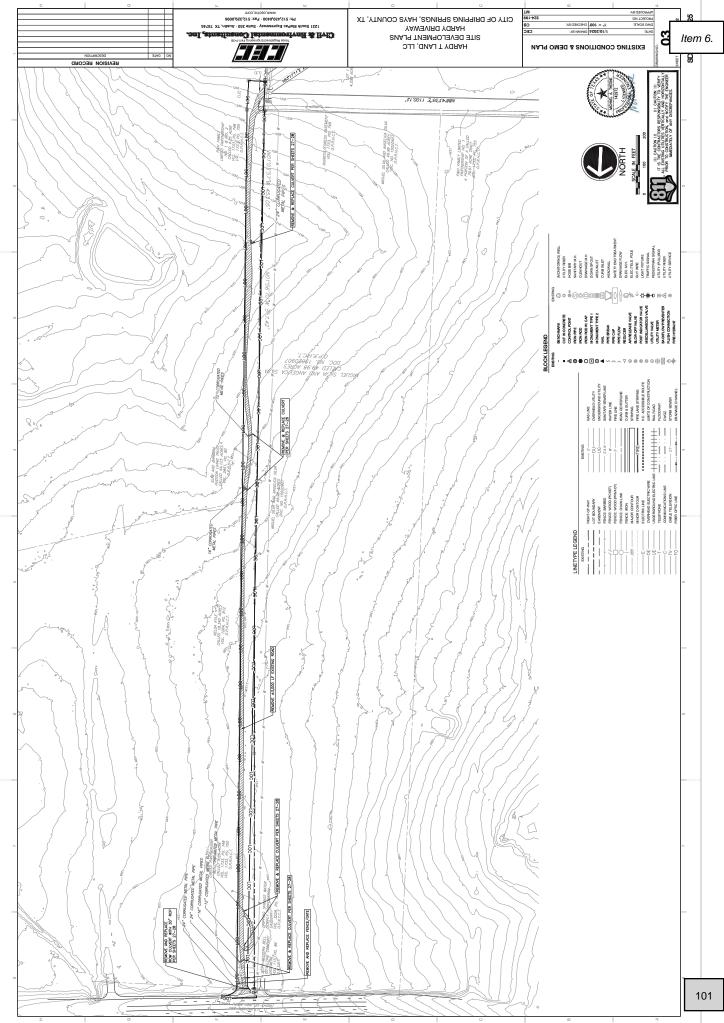
MINISTER IN LOWCOMM TO ANNING THIND HE OF SHALL BE AMERICAN WINNESS SHALL CONFORM TO ANNING THE COMPANY THE MINISTER ANNING THE COMPANY THE SHALL SHAPE THE MINISTER THAN THE SECOND SHALL BE SHAPE THE OWNER THE MINISTER SHAPE THE MINISTER THAN THE SHAPE THE MINISTER THAN THE SHAPE THE MINISTER SHAP

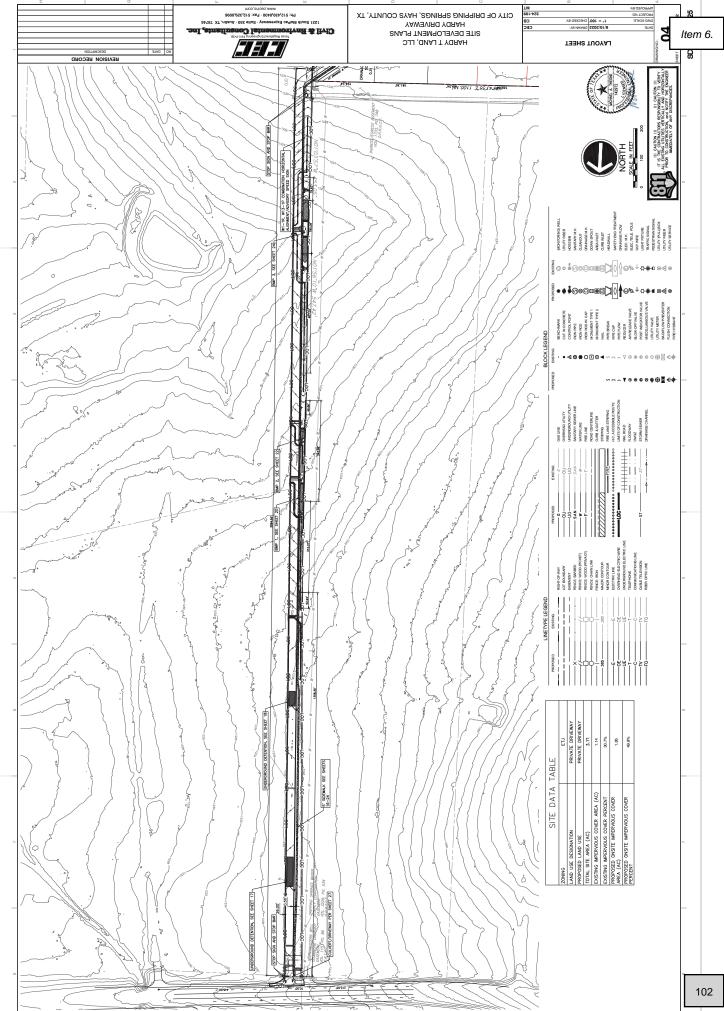
The control interest SHALL BE FORD BRASS UNLESS OTHERWISE APPROVED BY SACS MET AND BY CASHERN, WAS CSTAFFAND BY CASHERN.

THERE NPROJECT SPECIFICATIONS AND WATER DETRIBUTED BY CASHADARDS OF THE DREPHAN SPRINGS WAS, THE WAS CASHADARDS SHALL GOVERN, INCLIDING CARTED ITEMS

PROCEED FOR A LANGE AND A PROCEED FOR A PROCEED FOR A PROCESS OF A PRO

Item 6.





СІТУ ОҒ БЯІРРІИС ЗРЯІИСЗ, НАҮЅ СОUNТУ, ТХ **HARDY DRIVEWAY** mnorivnä 🌲 fivit) 8-1 mm growning co. SITE DEVELOPMENT PLANS TELLI 85-7 mm² companional boxoteinan exac НАВВУ Т LAND, LLC SITE DETAILS shall be approved
by the
Road Director
on a case-by-case SUMMARY OF HAYS COUNTY ROAD STANDARDS Occasional short runs between intersections may exceec the amounts shown, but maximum grades through in riveways or curb cuts is 150ft. Safety-end treatment required on all driveways. (Minimum 8.1 slope)) All design standards may be modified on a case-by-case basis as each project merits depending t cossible wider ROWs when designed backslopes will not fit within standard ROW. The entire side ditch shall be contained entirely within the road right-of The second secon As an operation, we haveged even a 500 or 100 or 10 2). CONTINUE AND USE, PROVIDES, AND SUPPLY SERVING STATES AND SUPPLY SERVING STATES AND SUPPLY SERVING SUPPLY SERVING SUPPLY SERVING SUPPLY SUPPLY SERVING SUPPLY S 30. If the CONCRETE KEIGH REQUIRES GREATER THAN \$5 SECKS
DEFORMED TO HE HELL PROPERTY SHE HELD HELL HOUSE
CONSETT DATABASE THE HELL THE HELL THAN THE HELL T THE CONTROL OF THE CO . DO MOT 8000 THE BARRS AND DOWEL BASS, TO PREVENT DEPLACEMENT OF MINE TABBLE BY CONTINE PACKEDING. THE WAY PASSED SHALL TOKETHER AND THE THE INITIAL FABRIC PACKED SHALLS OF EACH SALES TO HAS DONEL MASKET OR AS DIRECTED. The state of the s JOINTED REINFORCED
CONCRETE PAVEMENT
DETAILS
EXPANSION JOINT DESIGN
FOR PARDENT HICKNESS 10 INCHES OF LE It is promotion as in groups of man armon a man of the state of the st JOINTED REINFORCED CONCRETE PAVEMENT DETAILS OF LE RININ S. WINJITS OF SARING, COMPLETELY REMOVE THE RESULTING SLUGAT FROM THE JOINT OF PLUSHING WITH HIS PRESSURE MATTER, THEN ALLOW THE JOINT OFF FOR A MINIMAN OF 48 HOURS SEFORE SANDELASTING THE JOINT APPLY A STEEL TOWEL FINISH TO SLEEPER SLABS AND CAST MITH A APPRALT DOND BREAKE.

THE ERLALIS FOR AMPHONS, LUCS, EPPANSION JOHN'S, AND SLEEPER SLAES AND SLAES se assesser o as with RE PAID FOR IN ACCORDANCE ITEM "CONCRETE SIRUCTURES," JRCP SAUG FILL PLACE USING, MEET NET CHARGE BOARS OF THE STATE O 23. z z 1. W. D. 22' EPONT GAUED

OOM, Labor 1, 12' Sp., CLASS 4, 5, OR 7 JOINT SEALING MATERIAL JOINT SEALING DETAILS FOAM BACKER ROD E samto aciner - SALSIA, Alberta aciner TYPICAL 6" CURB (DETAIL) 3418 31867 4 **Aggle-Marrie Annous Transport Annous T ASTION POSTURE SAMED JOINTS ** IF SILICEOUS RIVER GRAVEL IS USED AS THE COMPSE AGGREGATE, THIS DEPTH IS 1/3, LALE SECTION 1 STATE OF THE CONSTRUCTION JOINTS W. Through S. C. Chronick S. Chronick S. C. Chronick S. Chronic SECTION C.C.

BAR TELW ONCOMENT

LONG ITUDINAL SAWED JOINTS SCIENCE AND SCIENCE EXPANSION JOINTS ON SIN SCIENCE SCIENCE AND SC CONCITUDIBLE CURB DOMO. CLASS 4, 5, OR 7 JOINT REPLACE WEST COGNINGME, RENORDED, IT PRINCE TO SPECIFICATION CONTINUED OF A STATE AND SPECIFICATION CONTINUED OF A STATE AND SPECIFICATION CONTINUED OF A STATE AND SPECIFICATION CONTINUED TO PROPER INFORMATION OF A STATE AND SPECIFICATION CONTINUED AS TO SPECIFICATION CONTINUED ASSOCIATION CONTINUED AS TO SPECIFICATION CONTINUED ASSOCIATION CONTINUED AS TO SPECIFICATION CONTINUED AS TO SPECIFI THE SAME SHIP TO A SAME CHST 360 PROP 360 PRO CHST BE TOTAL STATE OF THE SESTIMON C SAND JOHN C SAND JO ACTION OF THE PROPERTY OF THE TYPICAL LAYOUT STEEL ON T TIE BARS • INLET BLOCK-OUT DETAIL OF BLOCKOUT To the Charles DIAMETER RADIUS THICKNESS NOTE AL SEE SHEET 1 OF 2 FOR STEEL PLACEMENT FOR THE PERSON LANK WIDTHS. WELLED WIRE FABRIC 000 NOTE: LEAVE 152.AND ARE: OPEN UNLESS OTHERNISE SHOWN IN THE PLANS. INTERSECTION OF MAJOR STREET WITH FRONTAGE STREET
TYPICAL REINFORCING PLAN A 000.4 BARS! THREE LANE PAVEMENT PLAN CES. R USUAL PACE OF CURBS SAMED JOINT TO MATCH LONGITUDINAL CONSTRUCTION JOINT OF CITY STREET - NIA.2 - N

Item 6.

III CAUTON III
IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY
ALL EXSTING UTILITES VERTICALLY AND HORIZONTALLY
PRIOR TO CONSTRUCTION, and NOTIFY THE ENGINEER

KIN AREAS OF CURB RETURNS OR OTHER INRECLARE AREAS, FLACE A REINFORCEMENT ARBANICAMENT WHICH WILL BE APPROXIMATELY EQUAL, BY RETURN TO THE MAIN SLAB OR AS DIRECTED.

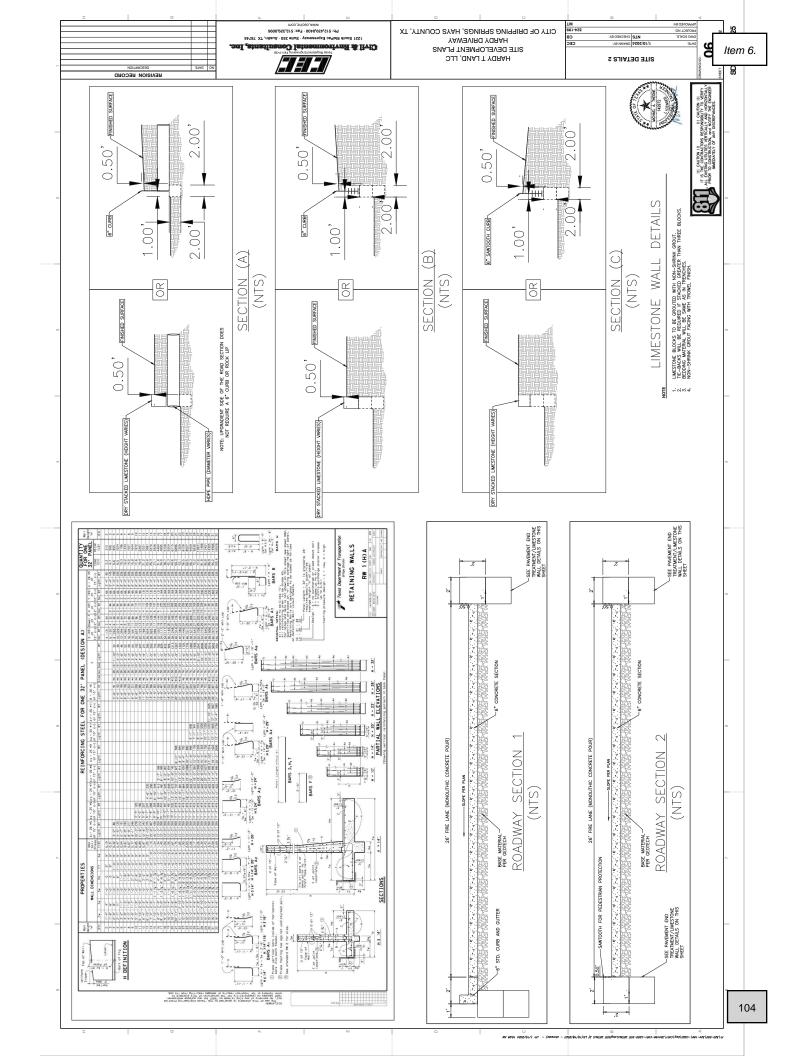
NOTE: PLACE TRANSPERSE SAWED JOINTS WHERE DIRECTED.

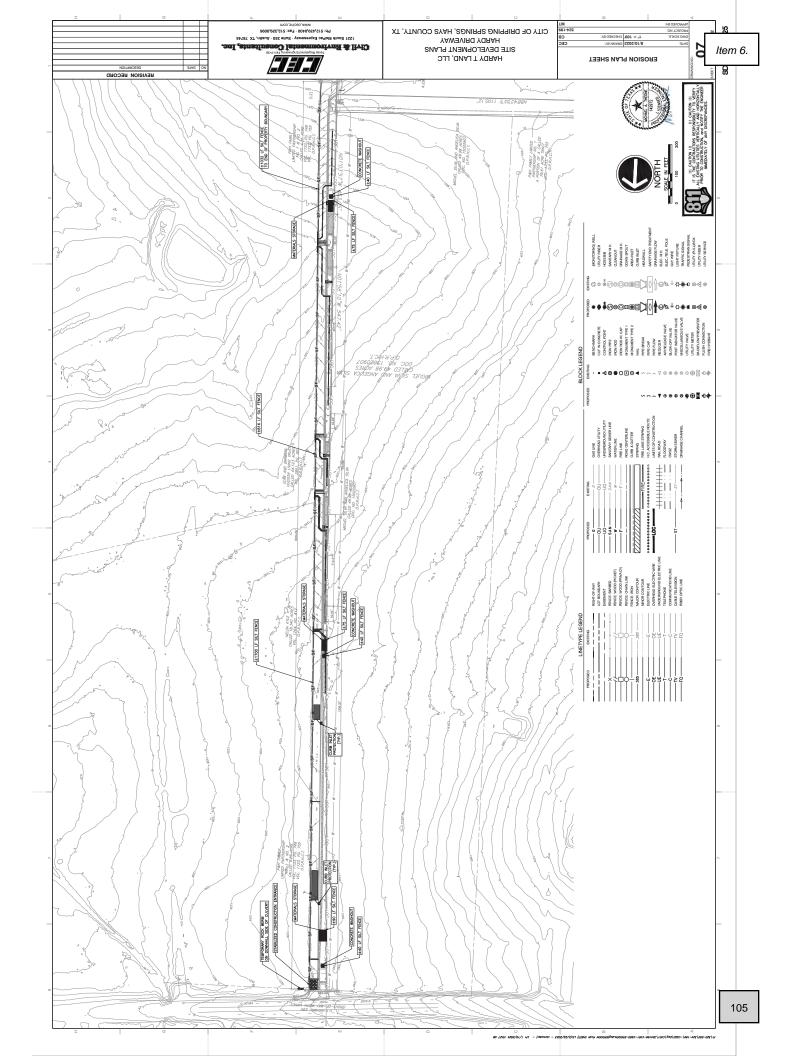
END CURB RETURN 15'R USUAL FACE OF CURB

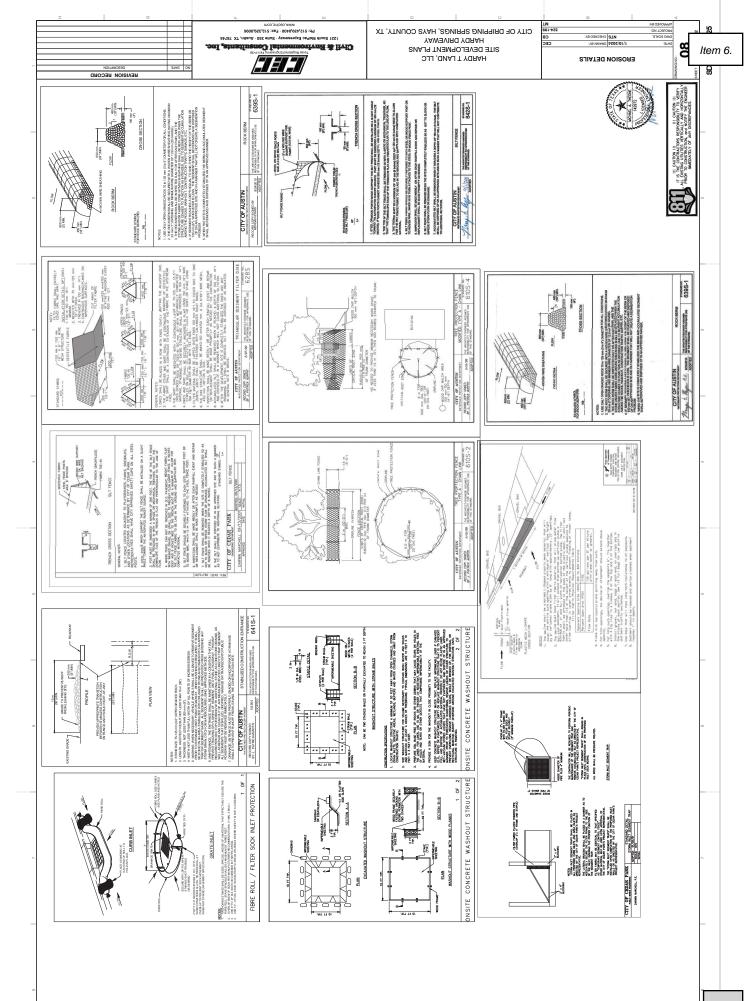
CEFSET TO FREEWAY (SEE PLAN SHEETS)

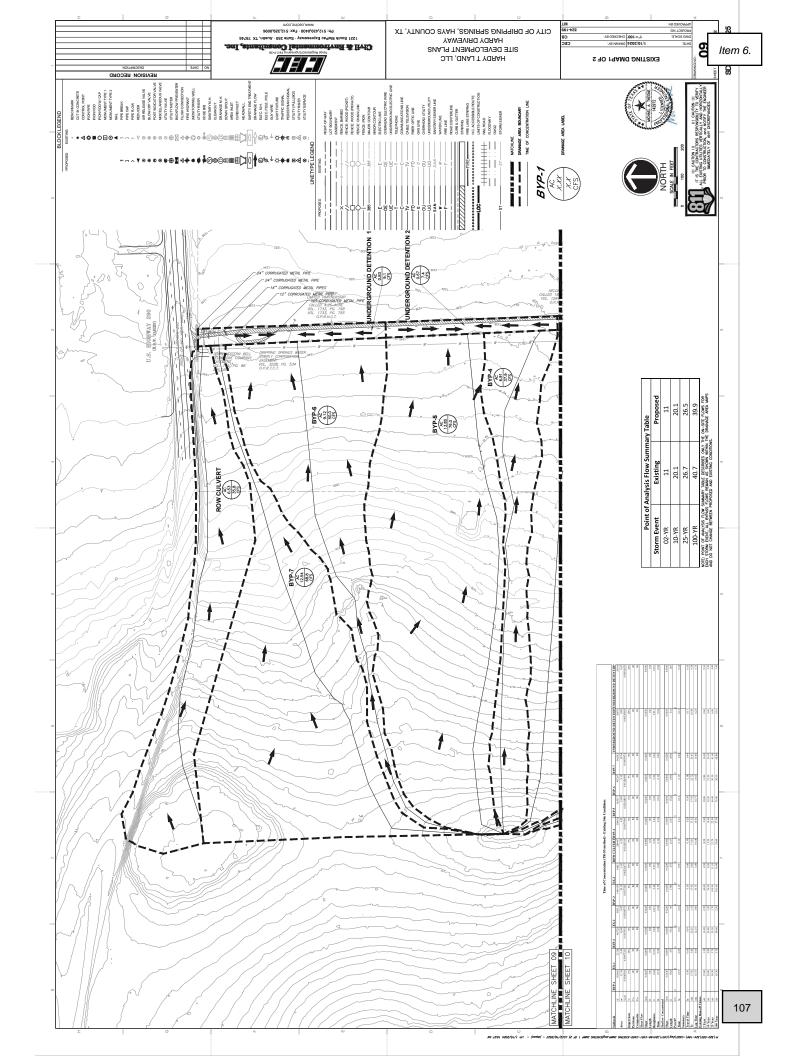
BAR

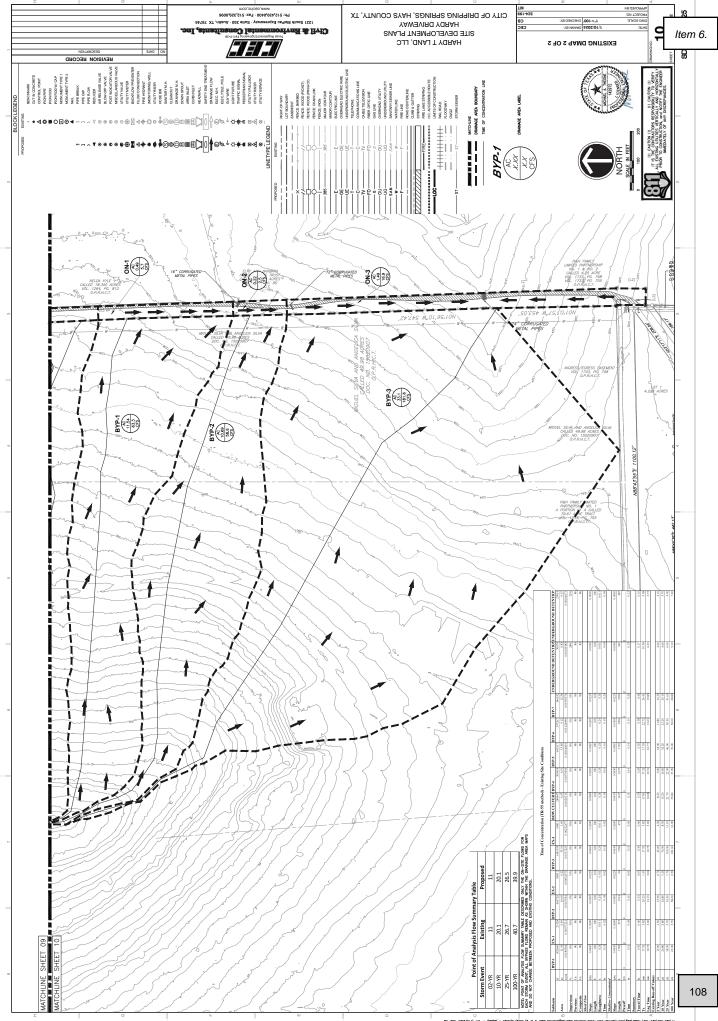
<--

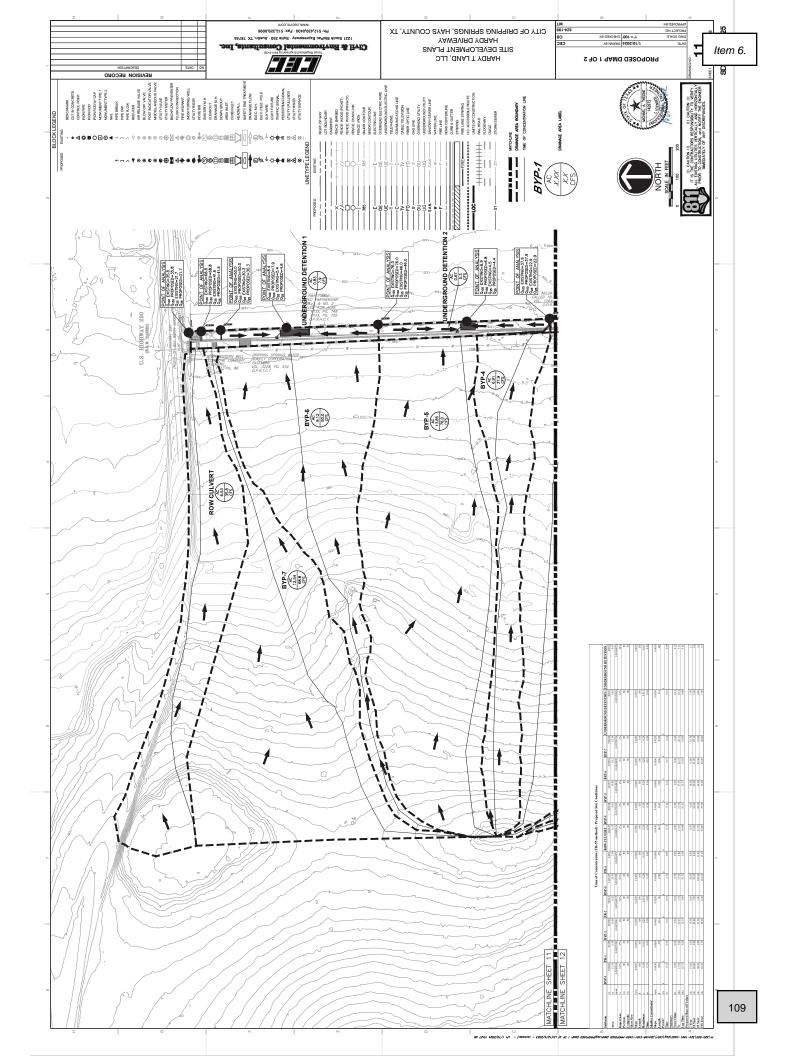


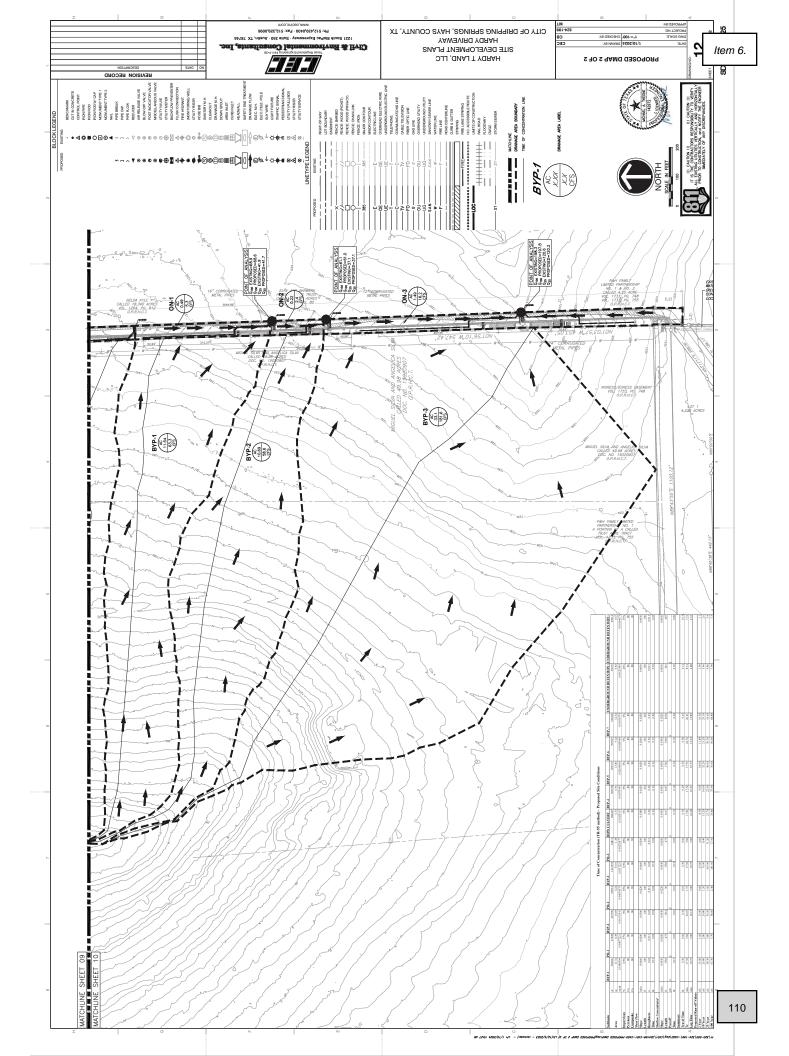


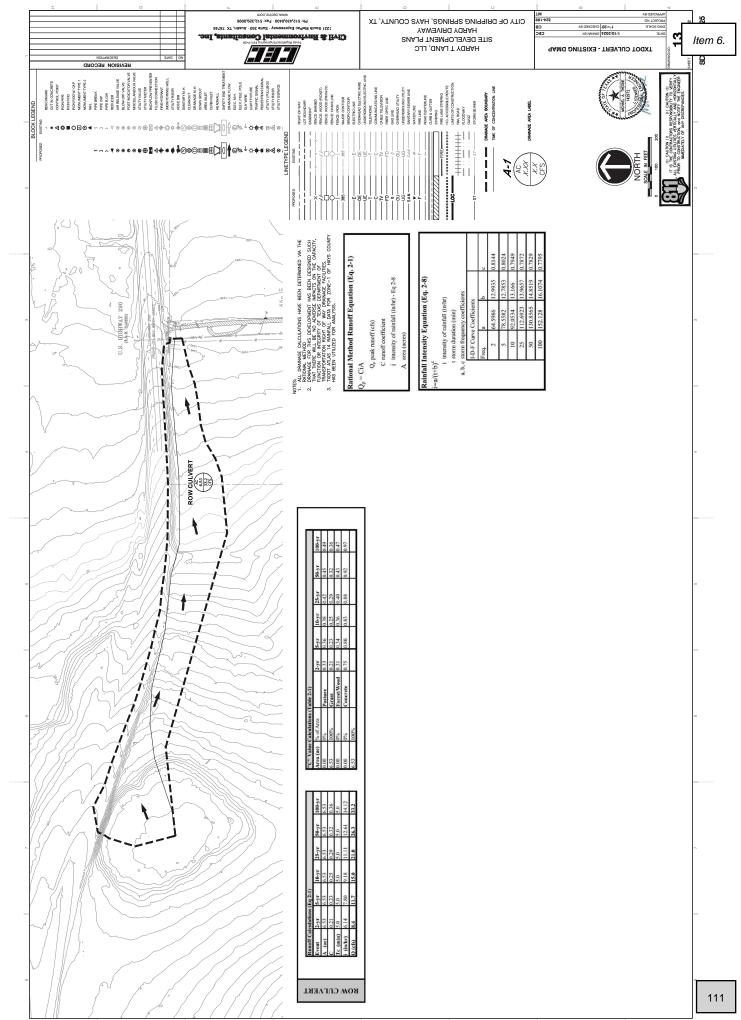


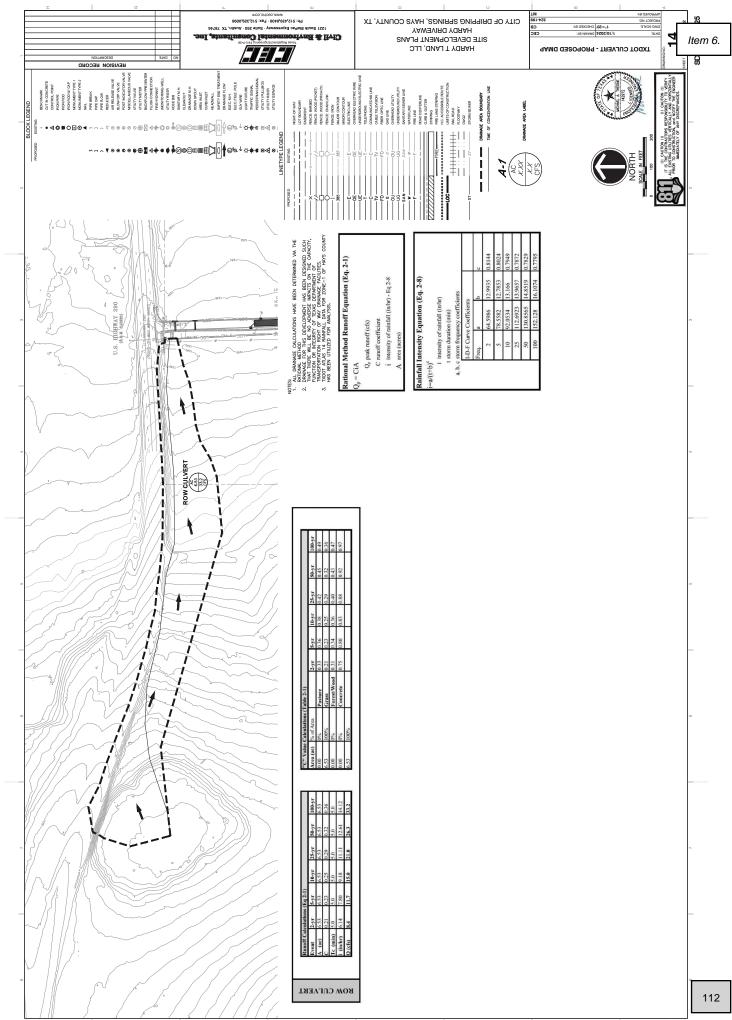


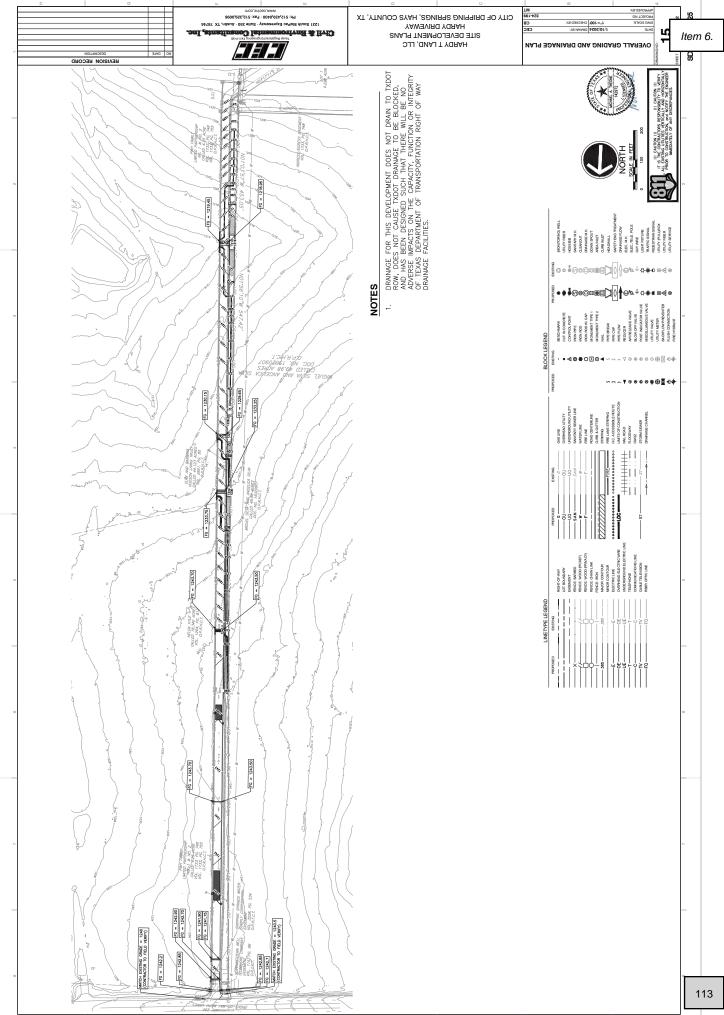


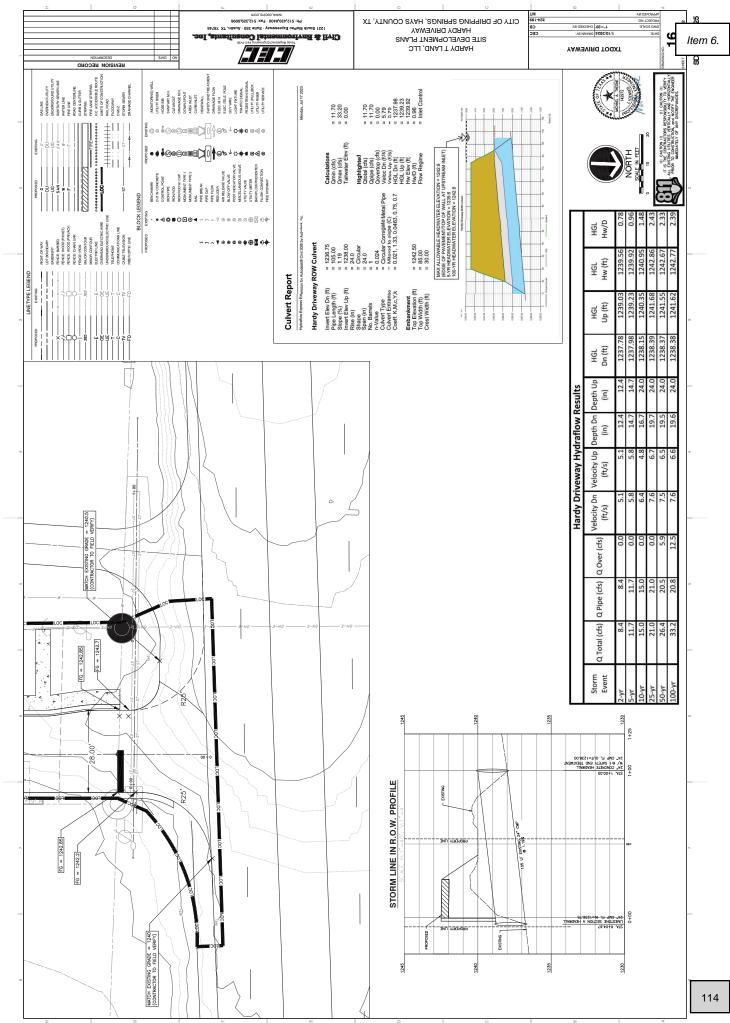


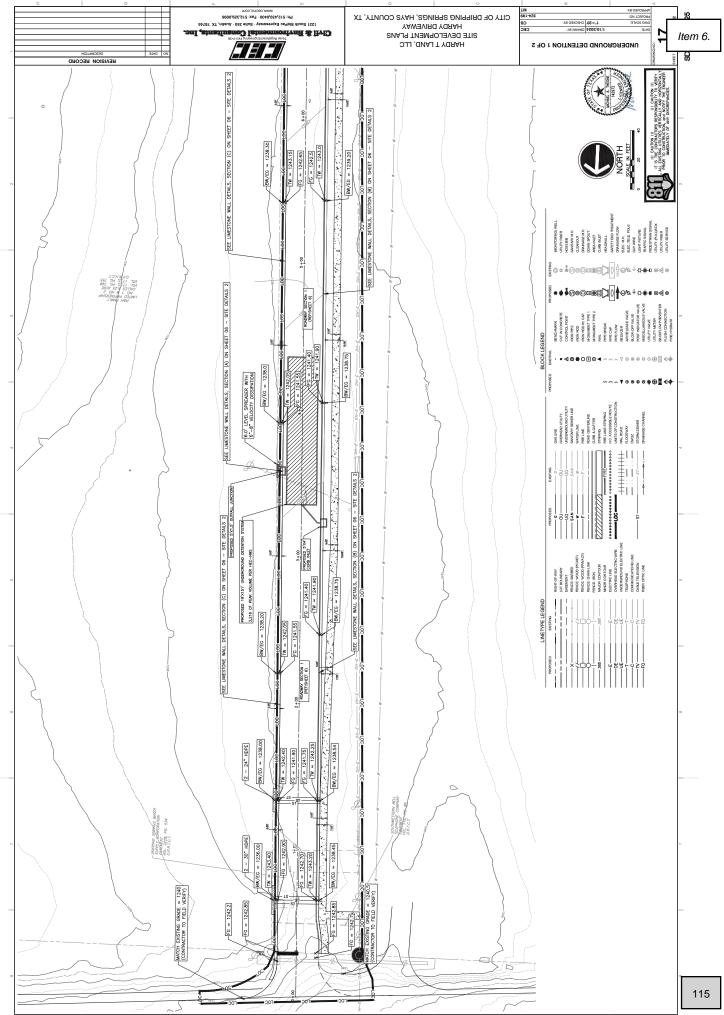


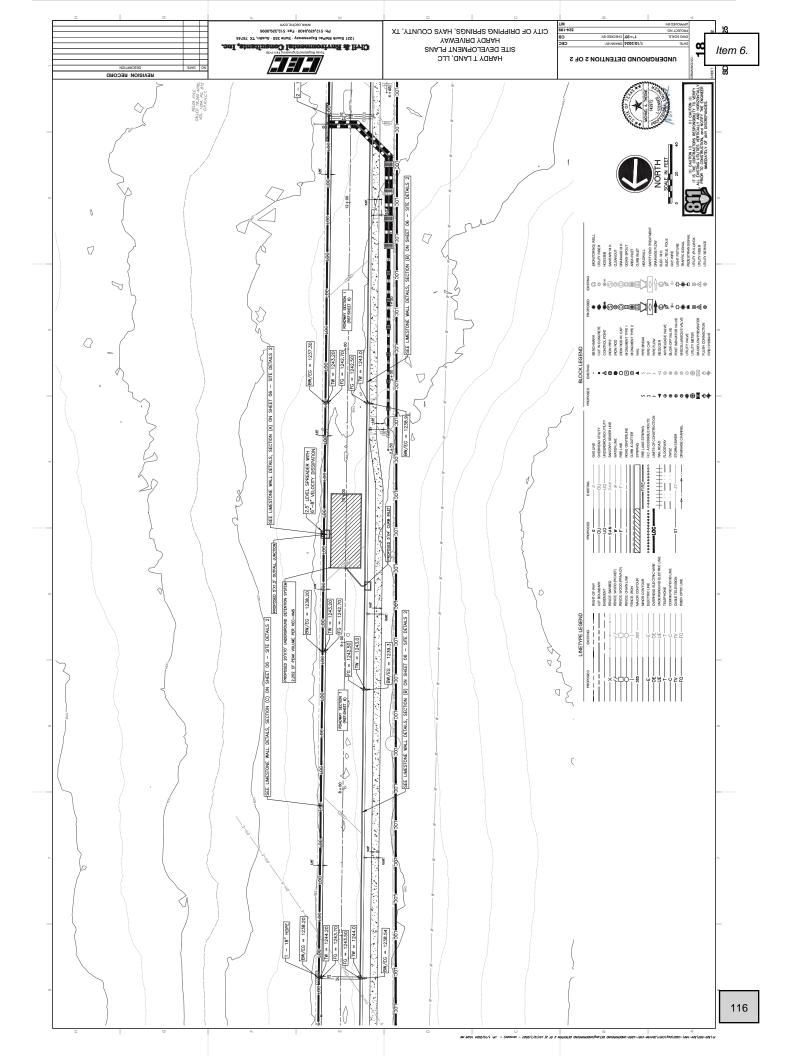


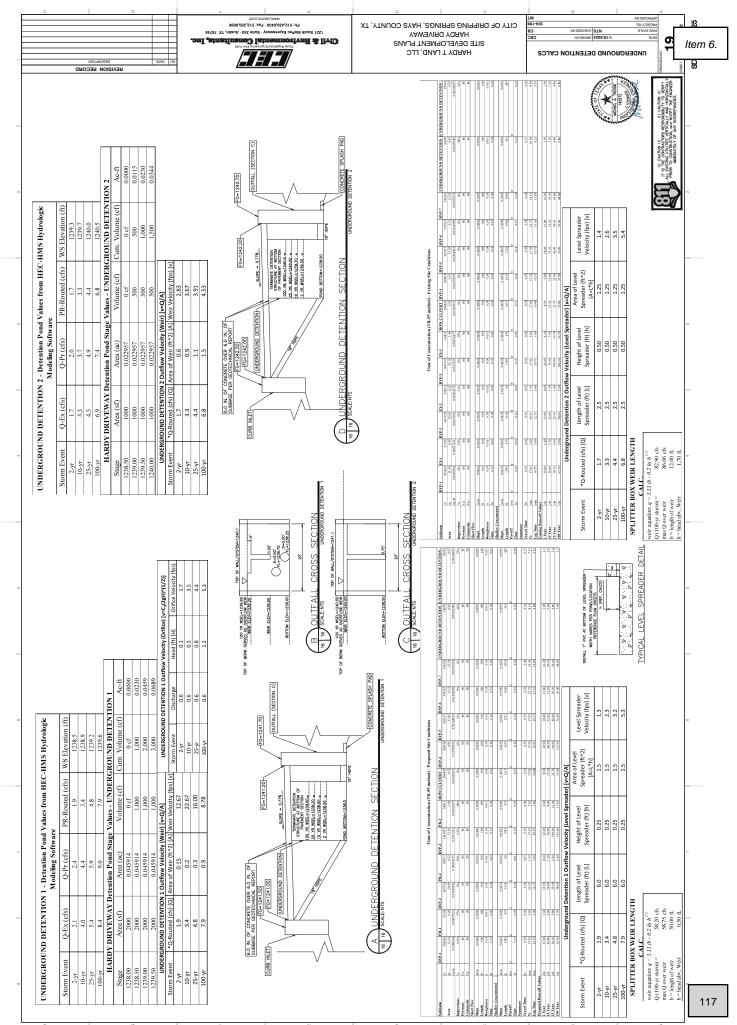


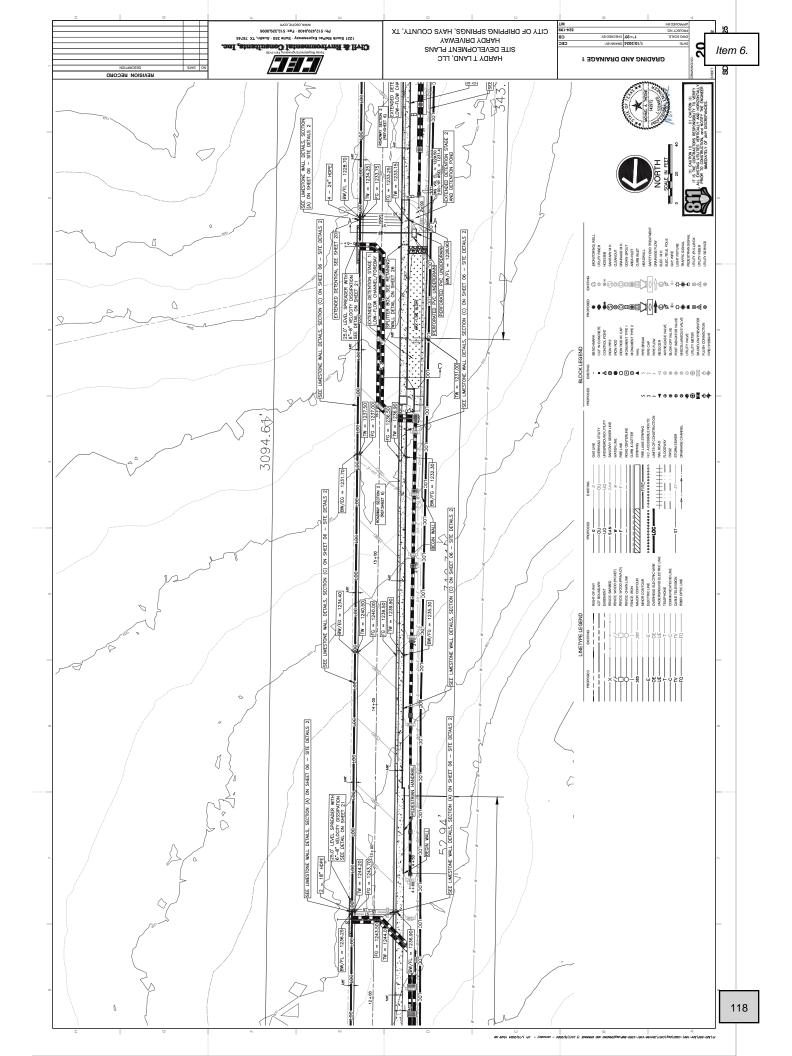


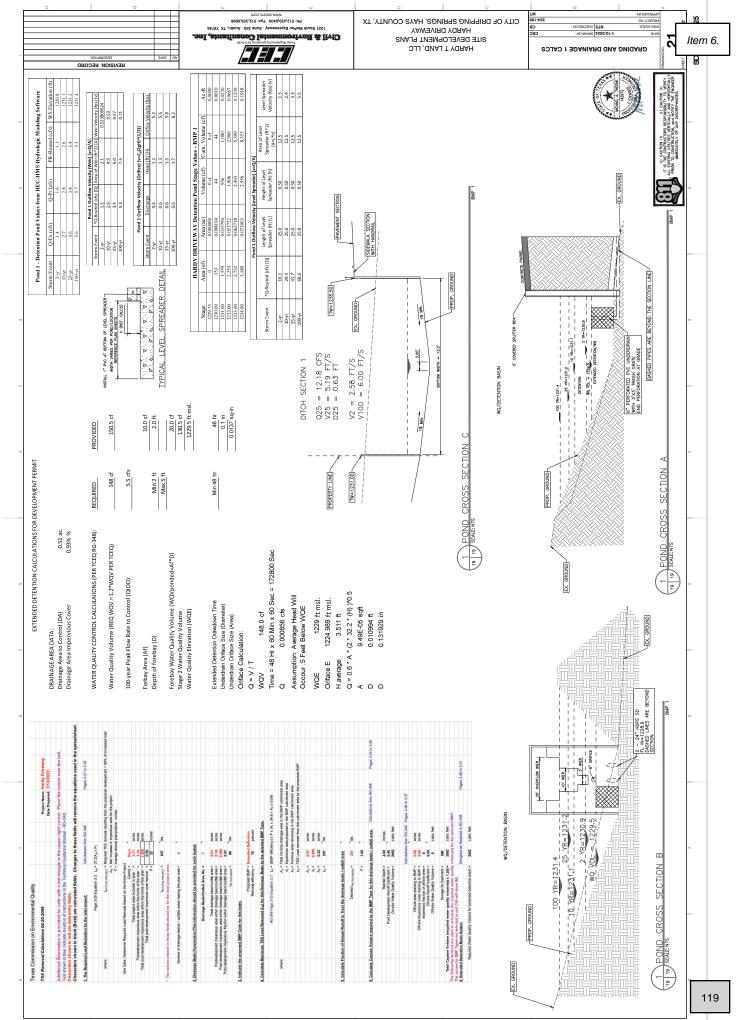


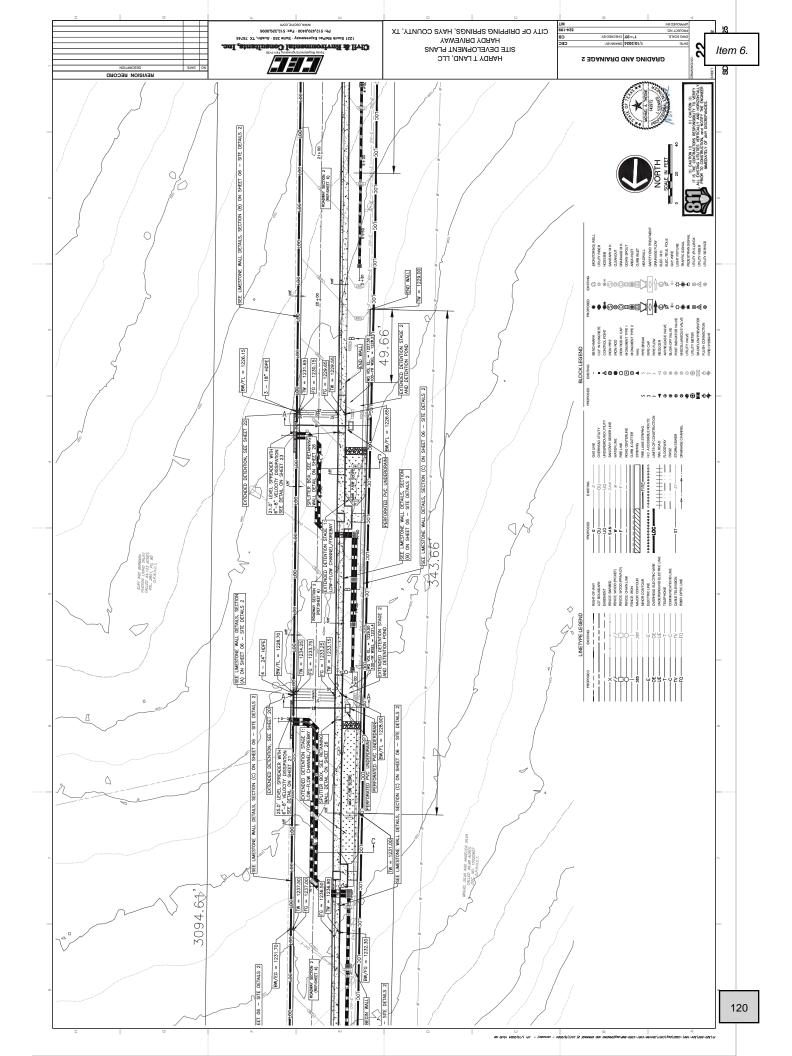


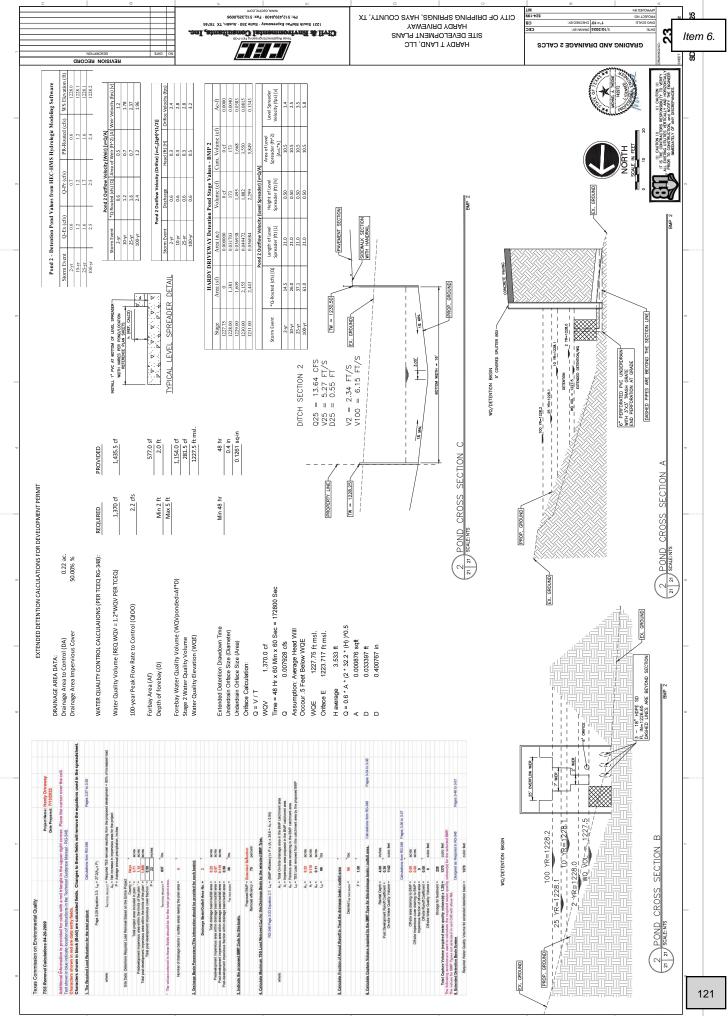


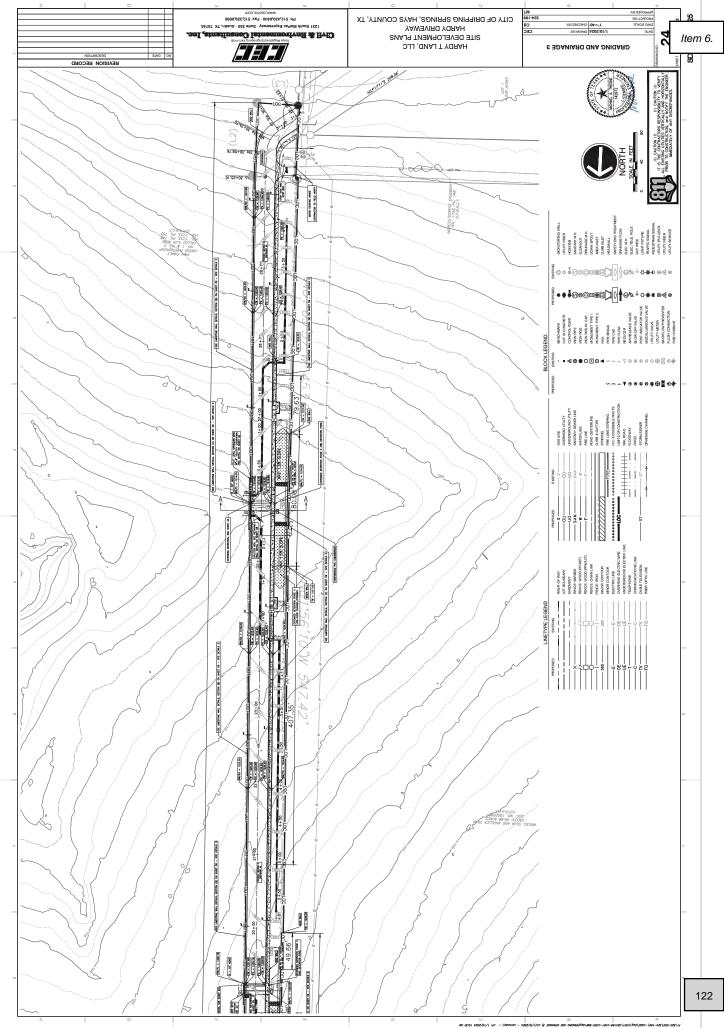


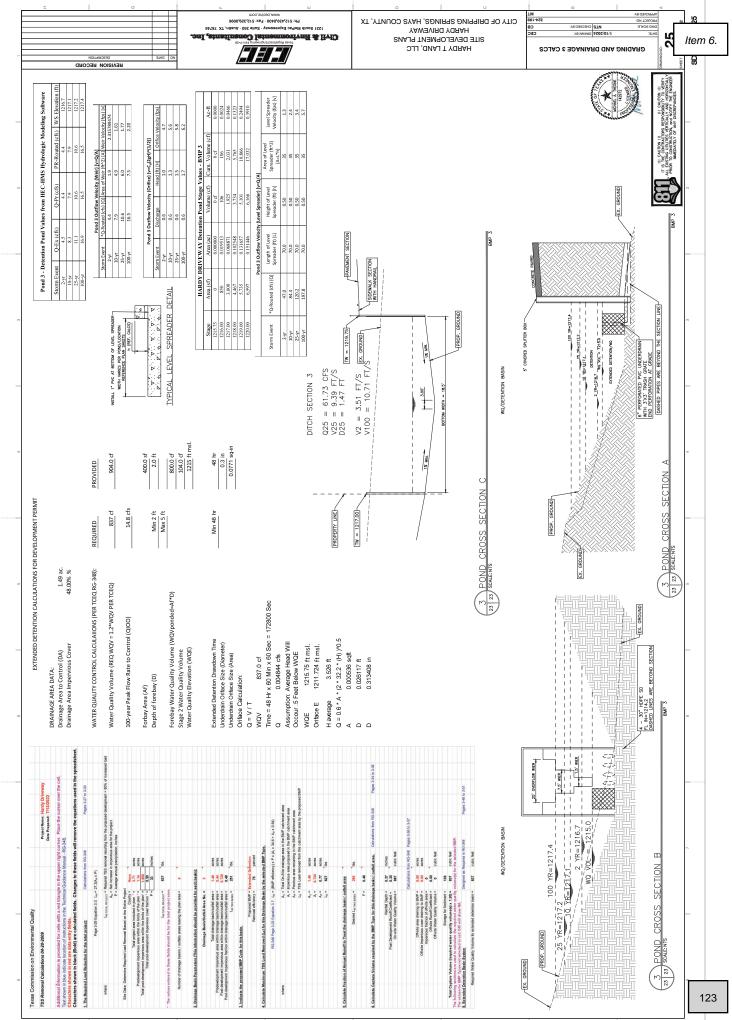


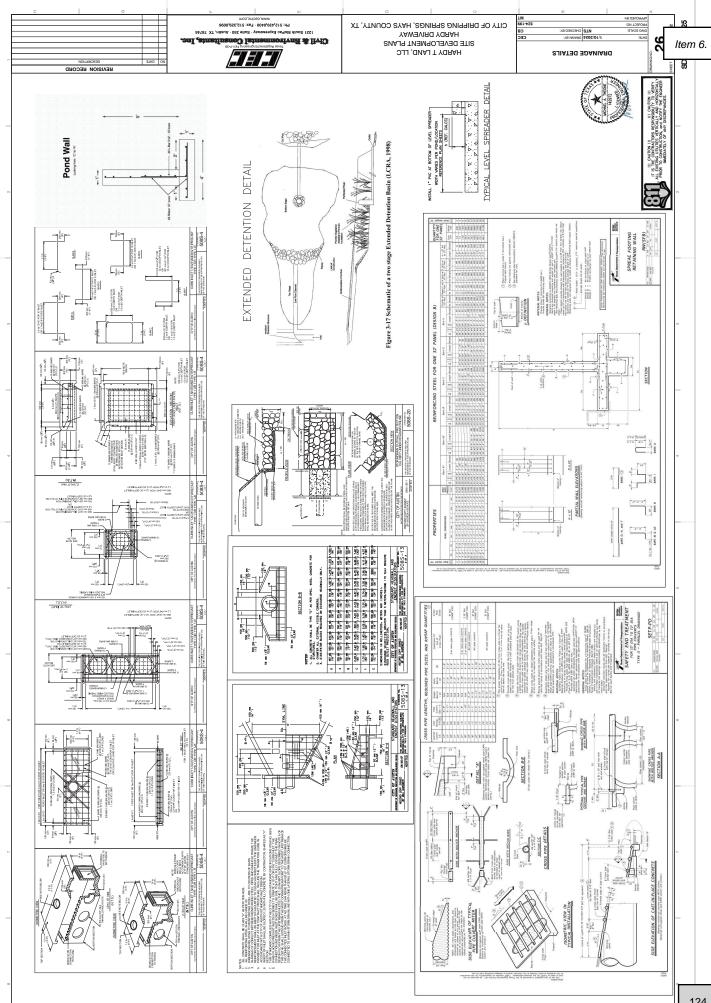


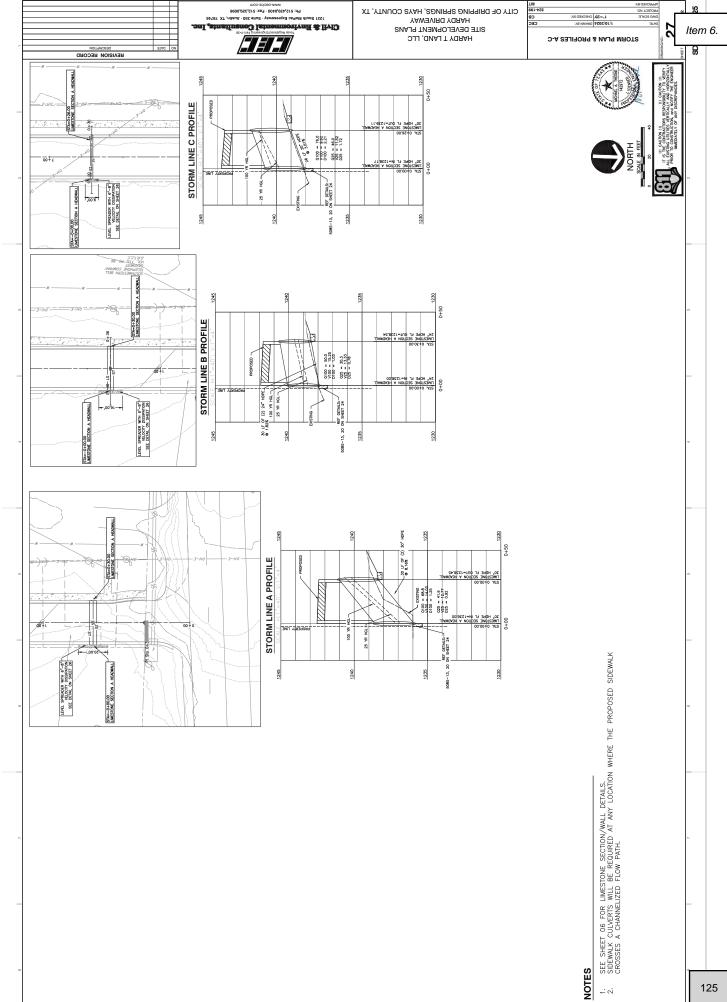




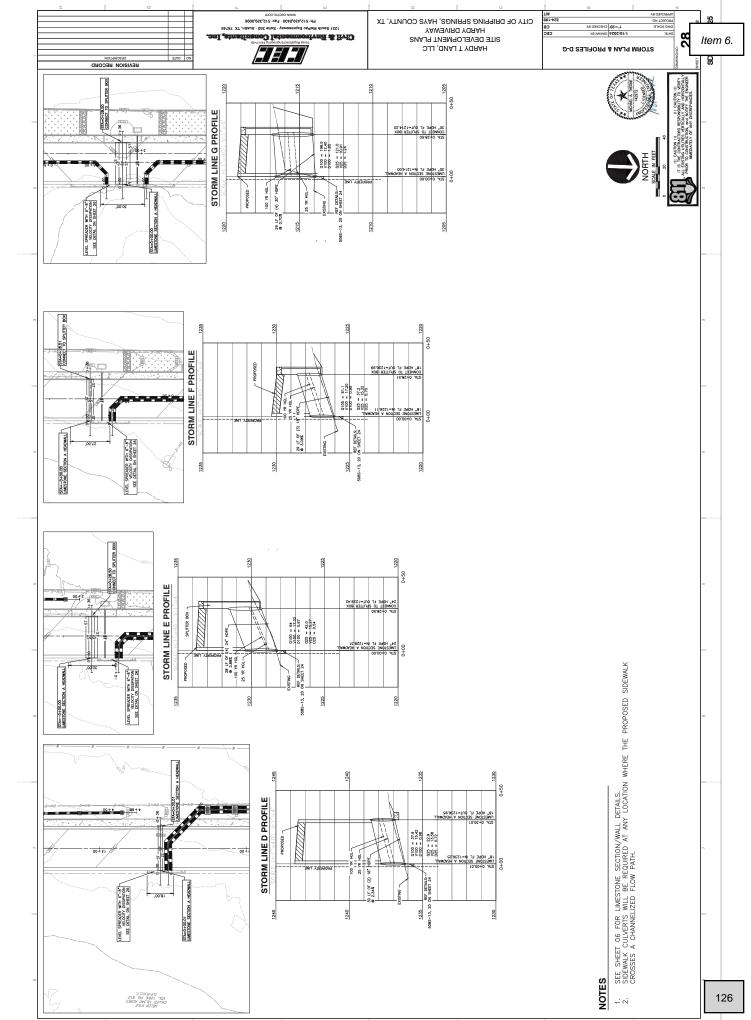


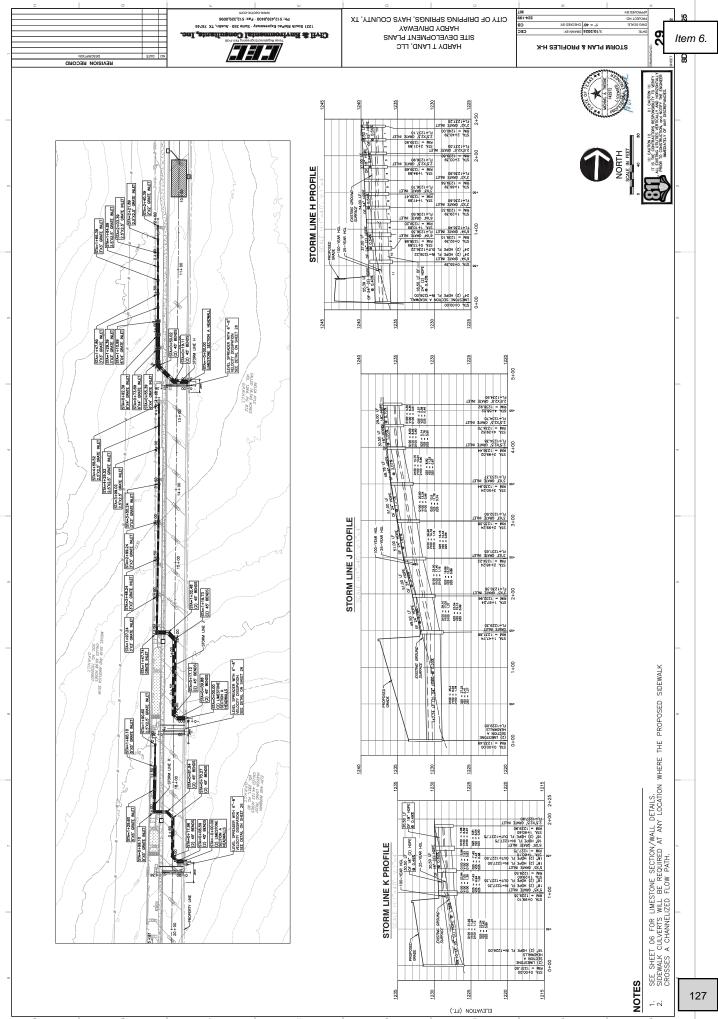


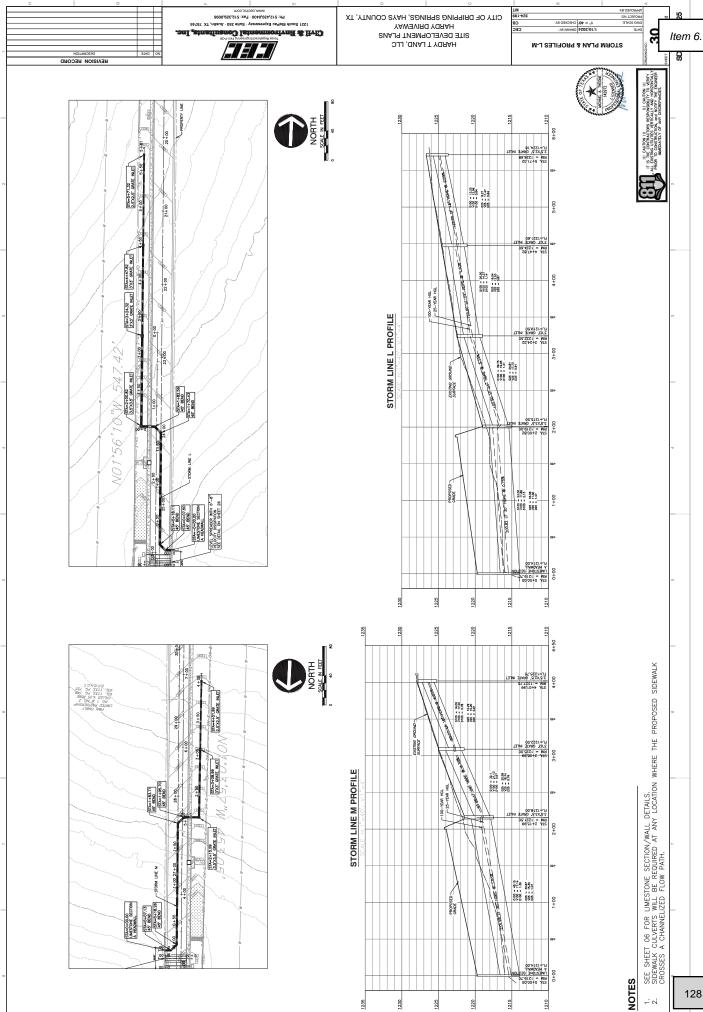




-: ~:







СІТҮ ОҒ БЯІРРІИС ЗРЯІИСЗ, НАҮЅ СОUNТҮ, ТХ HARDY DRIVEWAY Civil & Environ streatfrancO featness SITE DEVELOPMENT PLANS *[131]* НАВВУ Т LAND, LLC

RIGID PAVEMENT DESIGN

띪 Item 6.



- 13. Appropriate curing compounds should be used to properly cure the concrete Proposed curing compounds and application procedures should submitted for review to the engineer.
- 14. In lieu of ribbon curbs, it may be possible to thicken the edges of the pavement to run off the pavement edge. Guidance is given by the National Ready Mix Concrete Association (NRMCA). NRMCA suggests thickening the edges by 50% of the pavement thickness support wheel loads and mitigate possible edge cracking if vehicles over a transition extending 4 ft from the pavement edge.
- 15. Pavement construction should follow the concrete paving specifications provided in Appendix B. In addition, pavement construction should be in general conformance with City of Austin Standard Specifications Item 360.
- and 12-inch spacing between transverse wires. All reinforcements should be chaired to be secure at slab mid-height. Please refer to TxDOT JCRP Detail Sheet 1 of 2 attached in Appendix 1, for other details (Note: TxDOT longitudinal bar spacing is
- For slipform paving operations, we recommend a maximum concrete slump of 1 to 1.5 inches. For concrete placed by hand or with a vibratory or roller screed, we recommend a maximum slump of 4 inches.
- penetrate at least 'x of the pavement thickness and should be cut within the time allocations prescribed by ACI criteria (ACI 302.1.R. Reference 19). For early-entry saw cutting, the time of cutting is usually in the range of 2 to 6 hrs. We recommend submitted for approval by the engineer. It is important to make the saw cuts early to avoid premature crack formation but not too early to avoid possible spalling and that the successful bidding contractor address this issue in his Quality Control Plan 15 ft centers. Transverse control joints should be placed on minimum We recommend a concrete air content of 3 to 5%.
- Proposed joint sealer product information shall be submitted to the engineer for approval. The use of backer material and silicone sealer is recommended. Routine All saw cut joints should be approximately ¼ inch wide and will need to be routed. See details on the attached TxDOT JCRP Detail Sheets - Appendix A. All joints will need to be sealed with appropriate joint sealer satisfying requirements of ACI 325.12R-4.7. maintenance of joints and joint filler over the life of the pavement will be required and
- Control Plan document outlining specific joint locations (including cul de sacs), method of construction of joints, proposed backer material and joint filler material and periodic 12. It is recommended that the successful bidding contractor provide a detailed Quality

velded wire fabric (WWF) may be used with 6-inch spacing between longitudinal wires different.)

Based on the Hays County criteria stated above, a design ADT of 759 and 500, and a design FSU, where of \$4,000 and \$5,000 was seaded for design; Porterimed termispass using current AASHTO parament inference sleaging noncolures and ADI 355, 158,02 guidance. Based on these procedures, and Hays County, City of Dopping Springs and City of Austin criteria. Department with the special countries and Hays County, City of Dopping Springs and City of Austin criteria. The following Jointed Reinforced Concrate Parament Pickness is recommended.

The 6.0-inch thickness for the Local Roadway Category is set based on reinforcing steel requirements and recommended depth of control joints. In addition, the following nendations to guide pavement detailing and material selection are provided.

cover

6.0 in. concrete over 6.0 in. subbase 6.0 in. concrete over 6.0 in. subbase

34,000 ESALs 25,000 ESALs

Local Roadway Local Roadway

Over-excavate and remove any surficial CH clay soils and then scarify and moisture condition the existing subgrade (limestone derivative material) to a depth of 6 inches and compact to 95% of the maximum dry density as determined using Test Methor TEX-113-E at a moisture content within 2% of optimum.

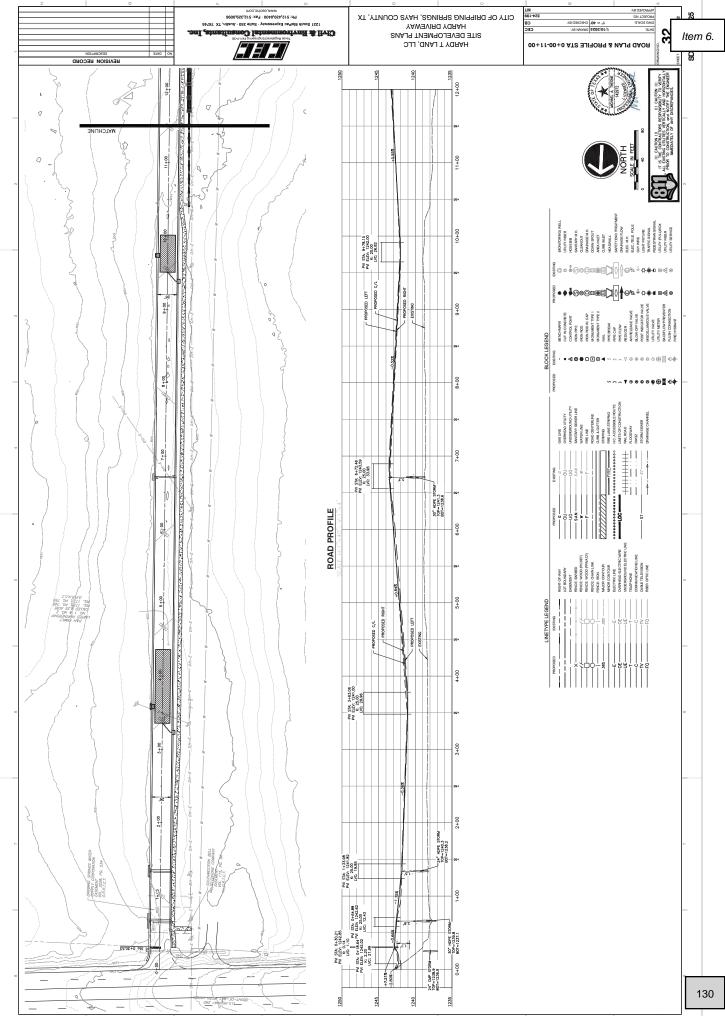
- The concrete mix should be designed to satisfy a 28-day design strength of 4,500 psi with a flexural strength of 650 psi (third point loading). To promote aggregate interlock and efficient load transfer, we recommend crushed limestone aggregate. Contractor should submit concrete mix designs at least 2 weeks before paving commencement
- raveling damage to the concrete.

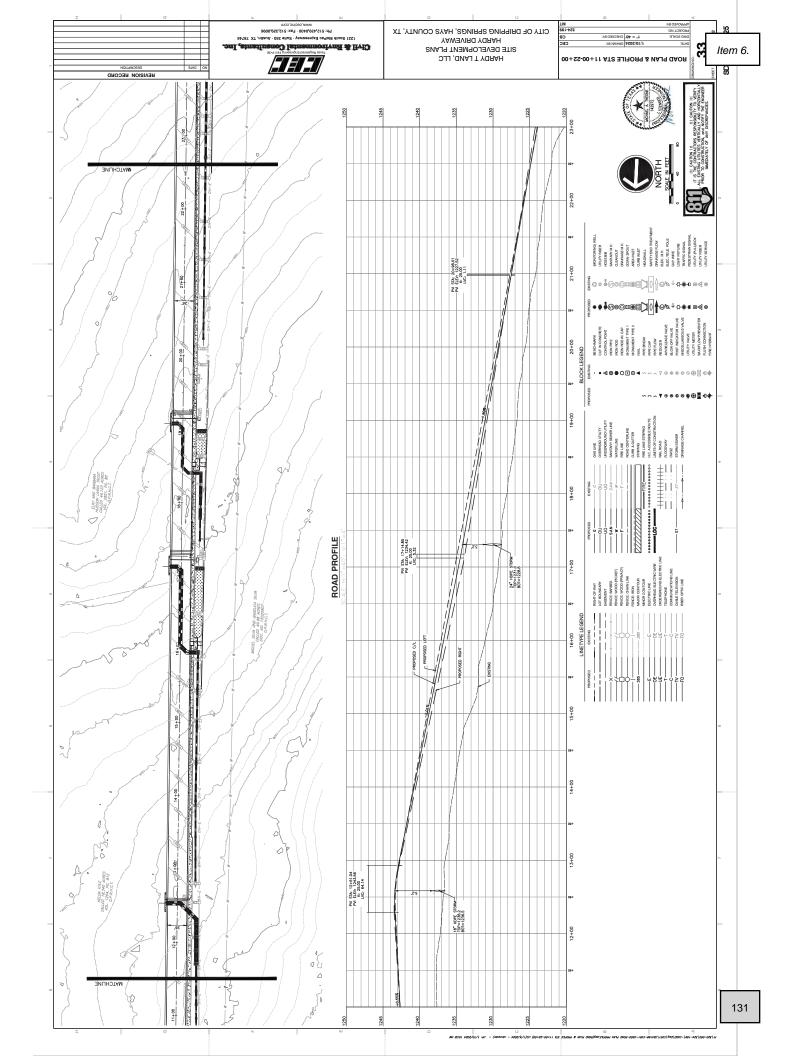
The subbase material should be compacted to 95% of the maximum dry density determined by YLOOT Test Method TEK.115-E at a moisture content within 2% of opinum. The compacted subbase should extend 2 it beyond the edges of the powerment shoulder (enologing curbs).

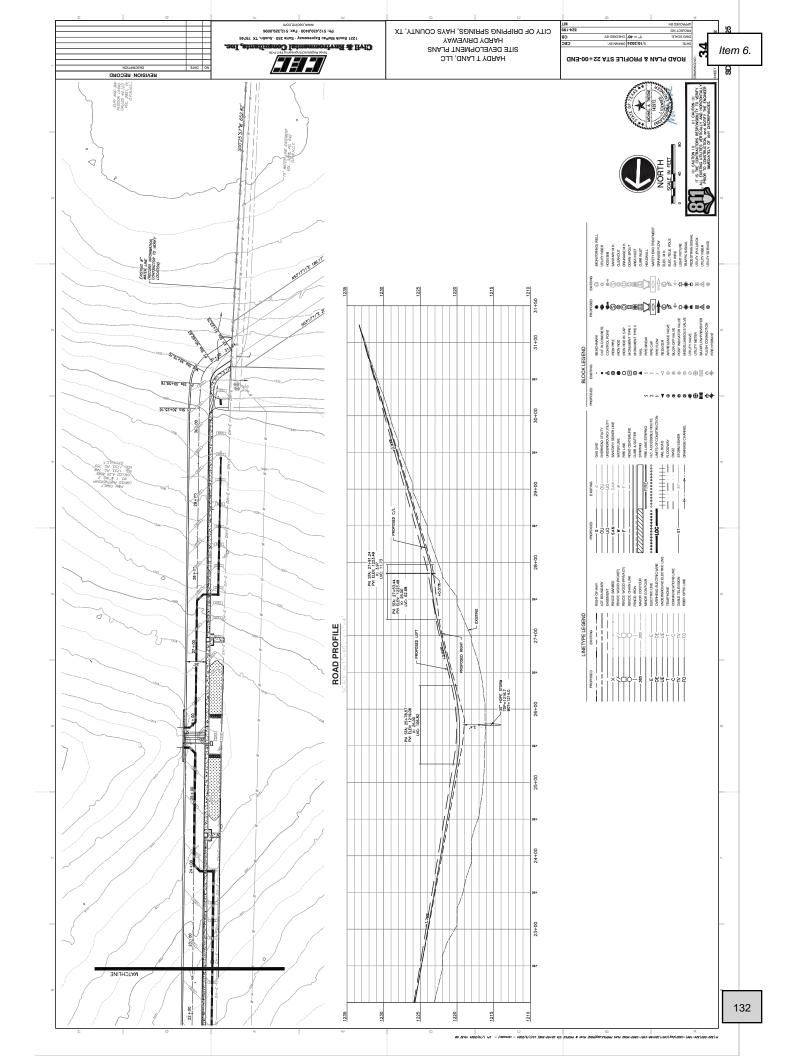
concrete pavement should be reinforced with #4 longitudinal bars spaced at 16-centers, and transverse bars spaced at 24-inch centers. As an alternate, #10

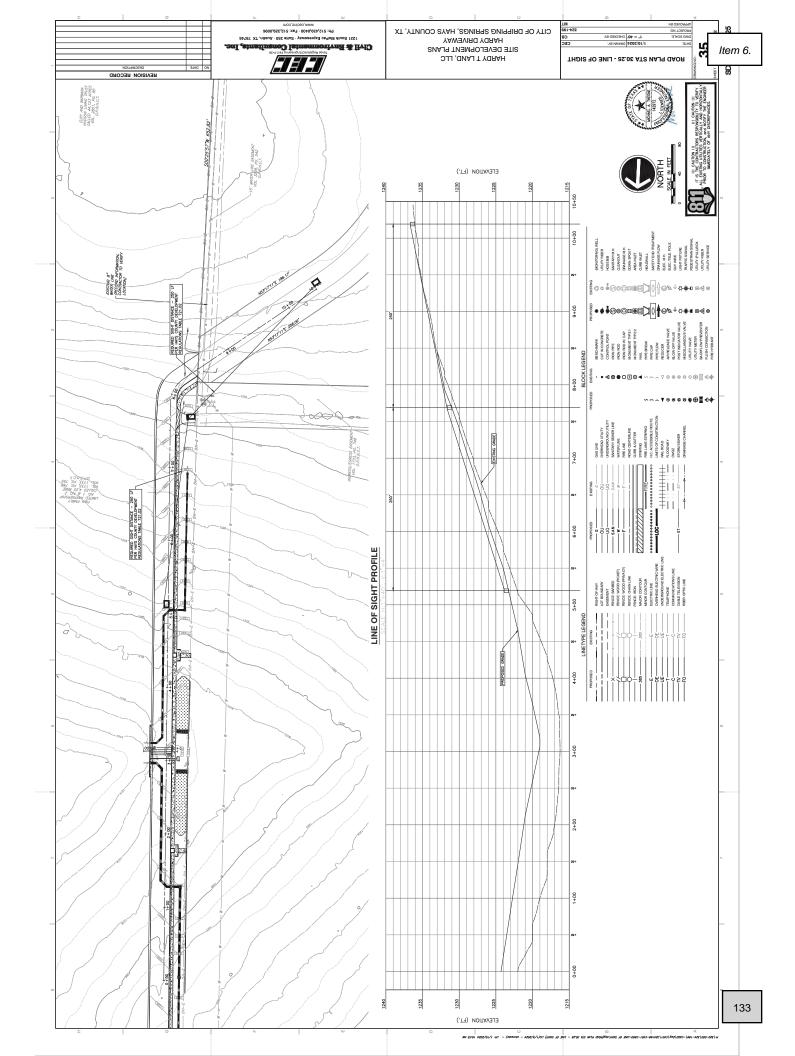
Provide at least 6 inches of compacted subbase material beneath the concrete pavement. A site-generated subbase material mined on-site is acceptable provided it conforms with the criteria for select fill presented on page 7 of this report.

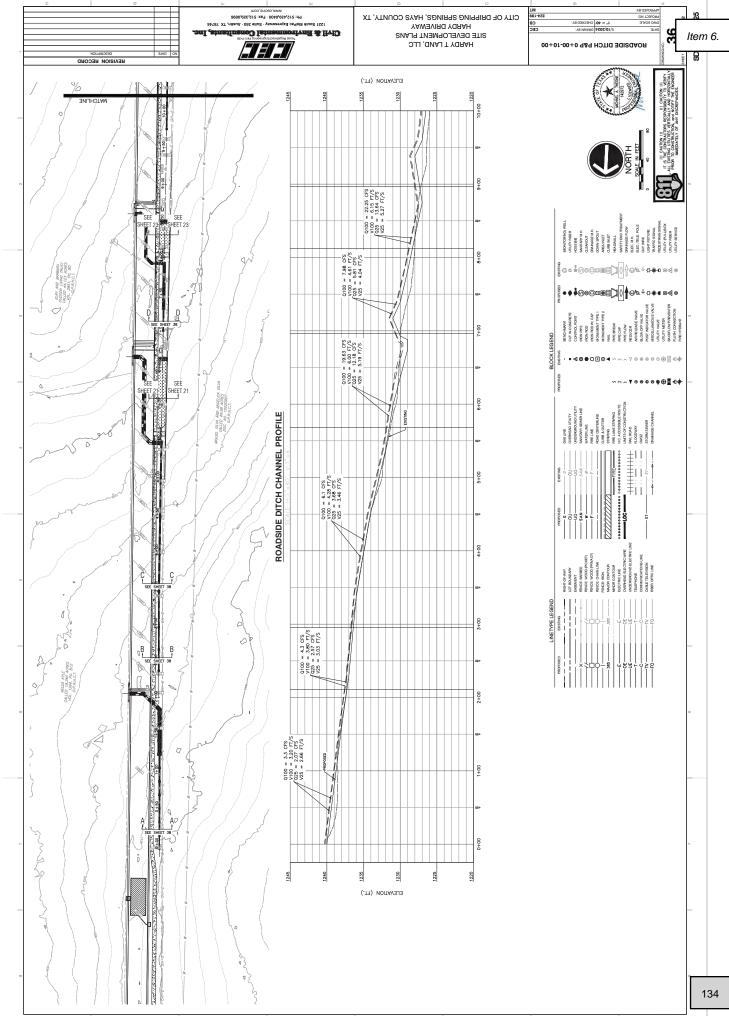
- Full depth expansion joints should be constructed at 180 ft spacing.
- 10. Longitudinal joints will also be required along the centerline of the pavement. The longitudinal joints should be cut at the same time as the transverse joints using the
- could include re-sealing on a 5 to 10-year frequency.

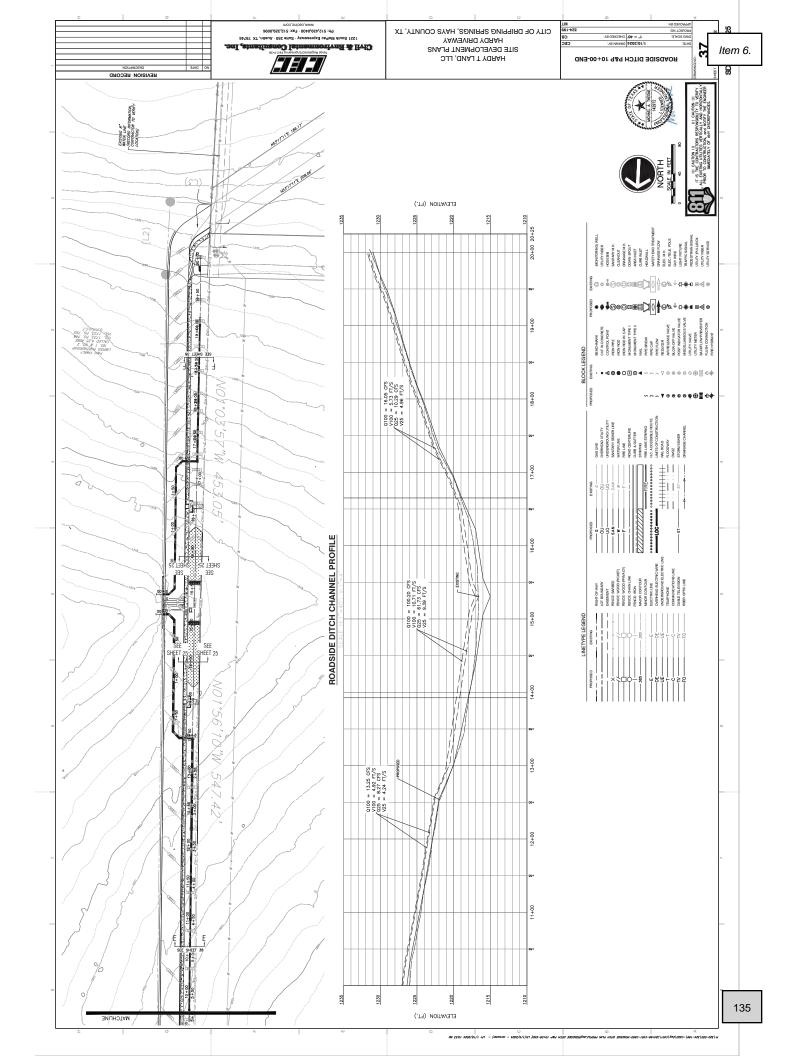


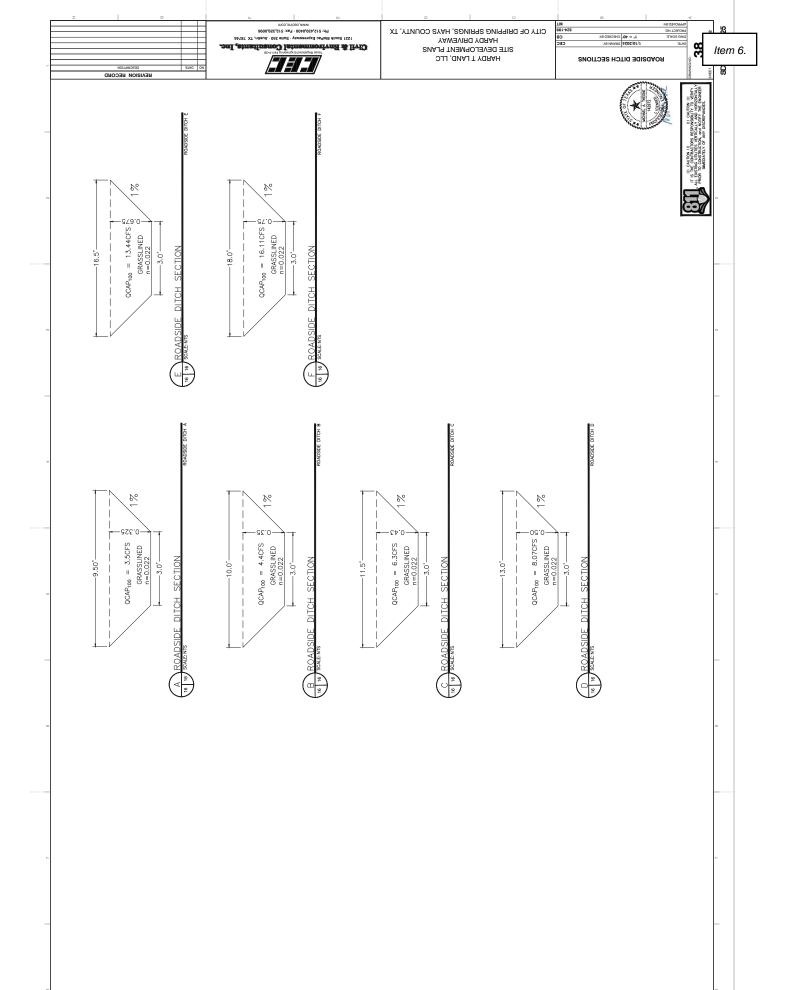












The participant of the participa

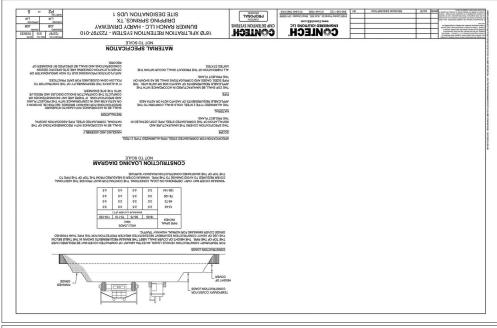
HARDY T LAND, LLC SITE DEVELOPMENT PLANS HARDY DRIVEWAY CITY OF DRIPPING SPRINGS, HAYS COUNTY, TX

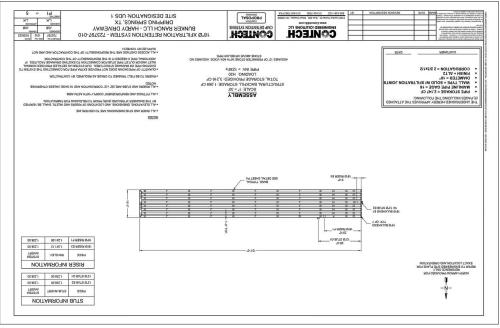
 PassionED BIT
 WIT

 DRUE DOWNER OF THE PROPERTY OF T

Item 6.

III. CUITON III. C





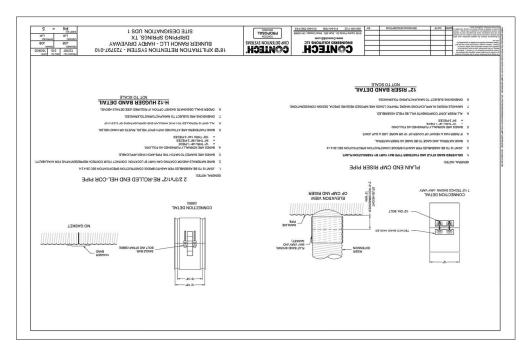
HARDY T LAND, LLC SITE DEVELOPMENT PLENS HARDY DRIVEWRY CITY OF DRIPPING SPRINGS, HAYS COUNTY, TX

CEC CB 324-199 C

UNDERGROUND DETENTION 1 2 OF 2

Item 6.

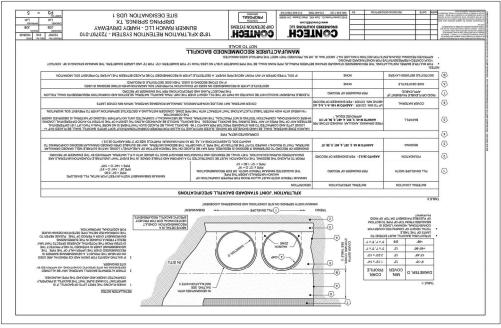
HI CUITON III COLTON IIII COLTON III COLTON III COLTON III COLTON III COLTON III COLTON



| State | Section | Sectio

[13]

BEAISION BECORD



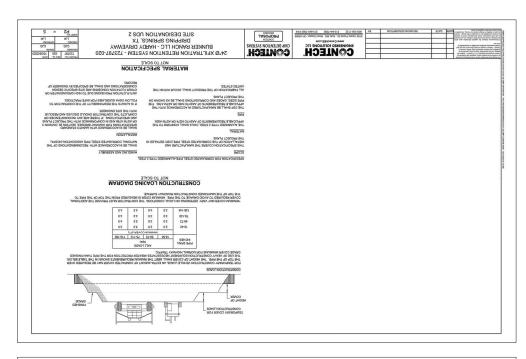
661-4SE TAM UNDERGROUND DETENTION 2 1 OF 2

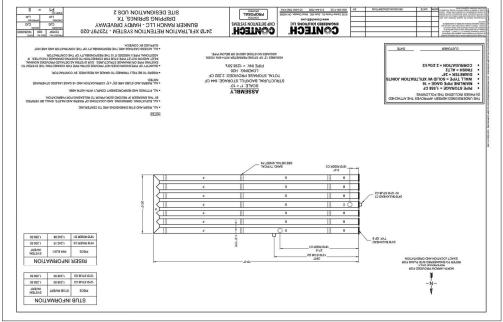
CITY OF DRIPPING SPRINGS, HAYS COUNTY, TX HARDY DRIVEWAY SITE DEVELOPMENT PLANS HARDY T LAND, LLC

The state of the s **BEAISION BECORD**



Item 6.





981-4SE TAM

CITY OF DRIPPING SPRINGS, HAYS COUNTY, TX HARDY DRIVEWAY SITE DEVELOPMENT PLANS

HARDY T LAND, LLC

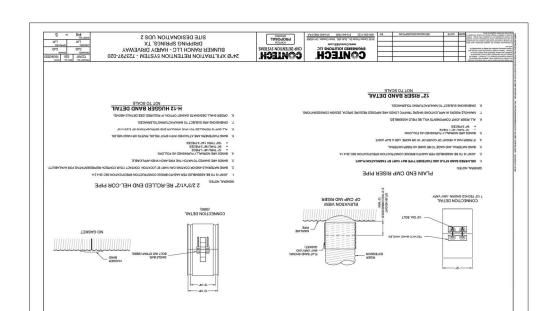
Item 6.

III CAUTION IIII

TI S THE CONTRACTORS RESPONSIBILITY TO WEBY
ALL ENSTING UTILLIES VERTICALLY AND HORIZONTALL
PROG TO CANSTRUCTION, and NOTHEY THE EMONEEN
IMMEDIATELY OF ANY DISCREPANCES.

UNDERGROUND DETENTION 2 2 OF 2





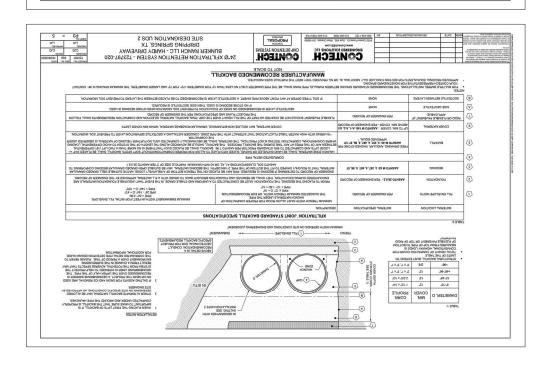
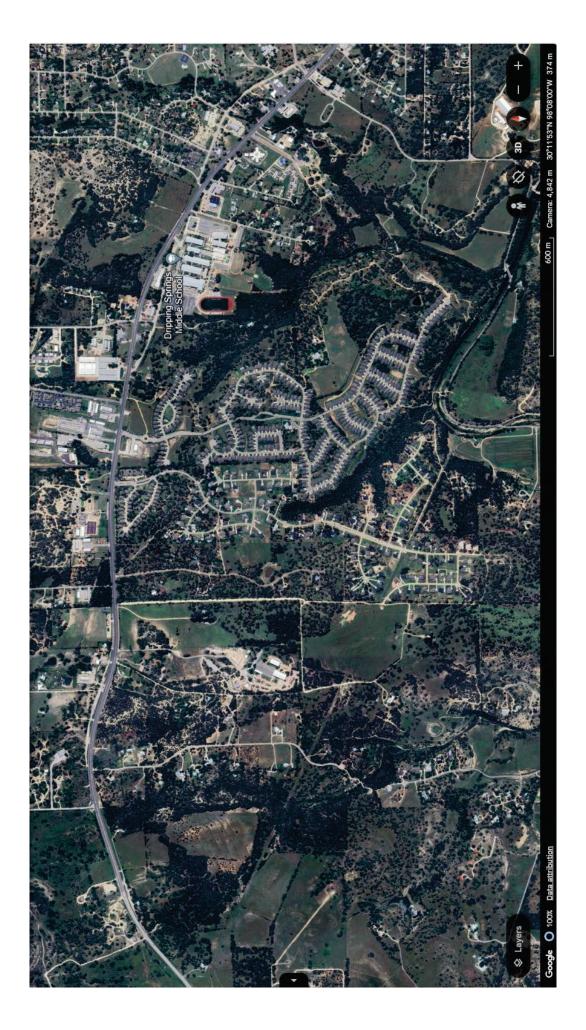
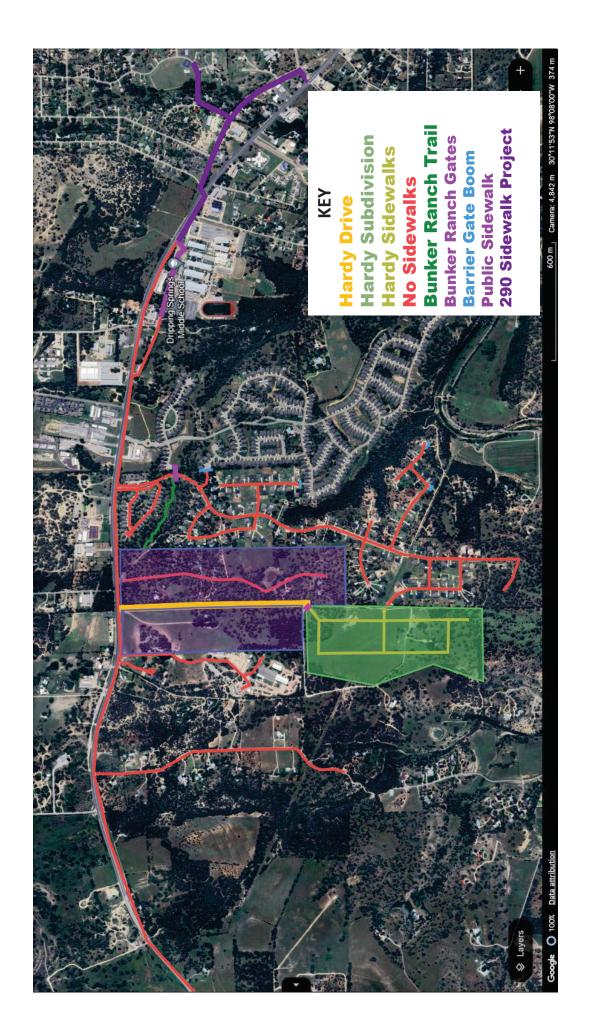


Exhibit F







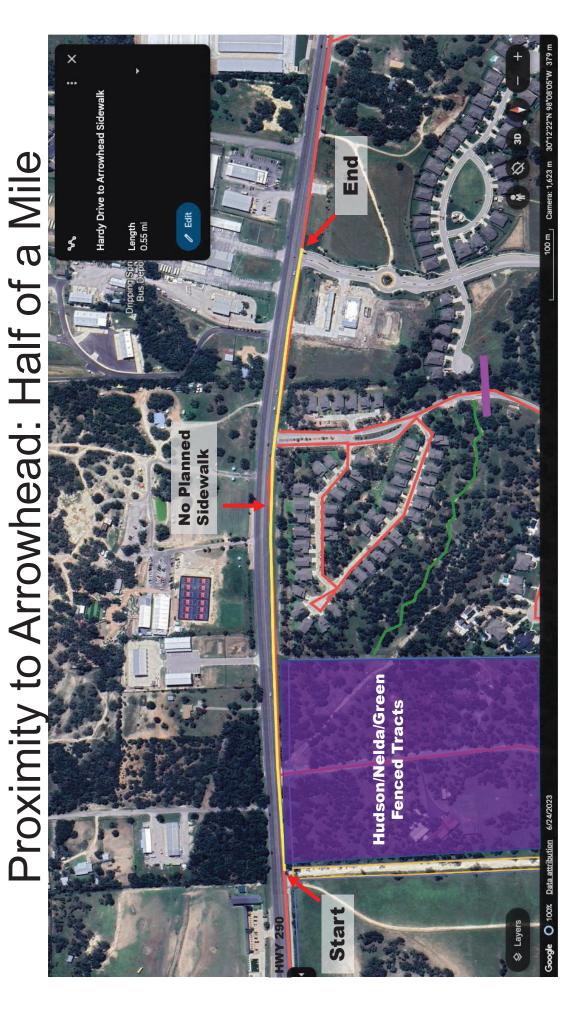
Bunker Ranch Hardy Drive Silva Land **Hardy Subdivision** Gate

Hardy Drive Neighboring Land

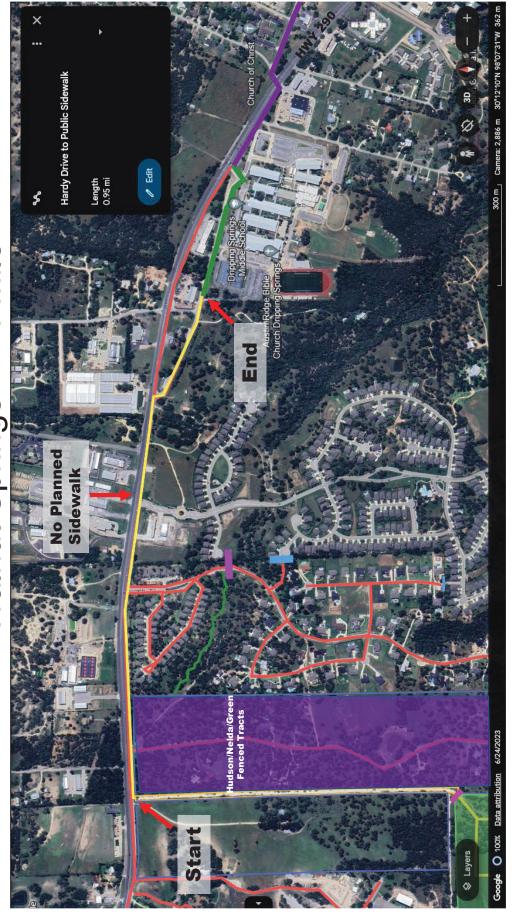
- Private
- Fenced
- Rural
- Large Parcels
- No Planned Development/Sale
- No Planned Multifamily Development
- No Planned Commercial Development
- No Connectivity

Proximity to Bunker Ranch Trail: Half of a Mile

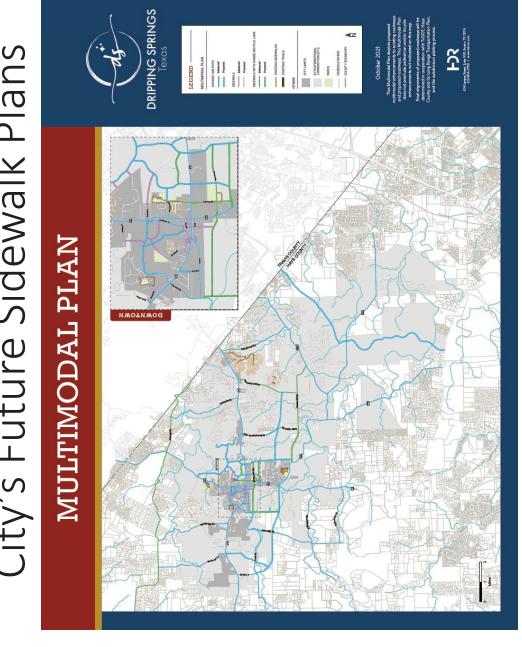




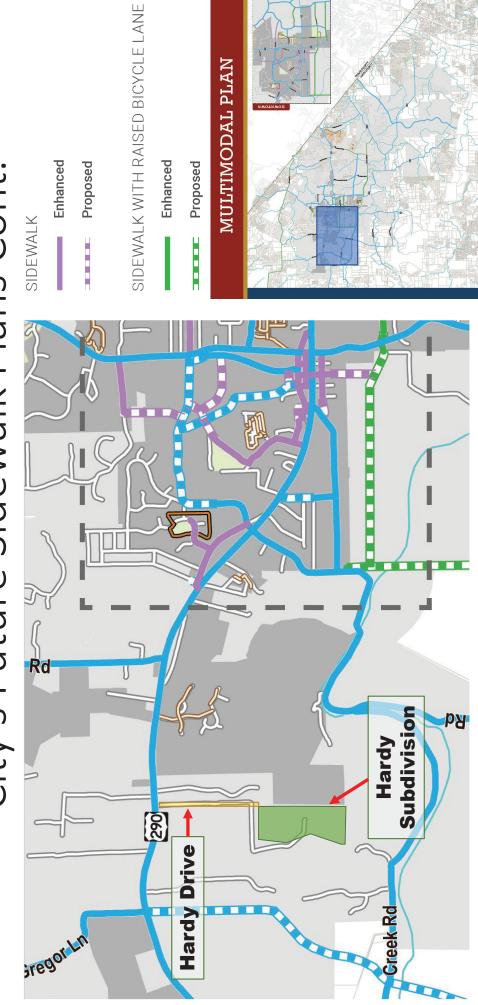
Proximity to Closest Public Sidewalk - Walnut Springs - ~1 Mile



City's Future Sidewalk Plans

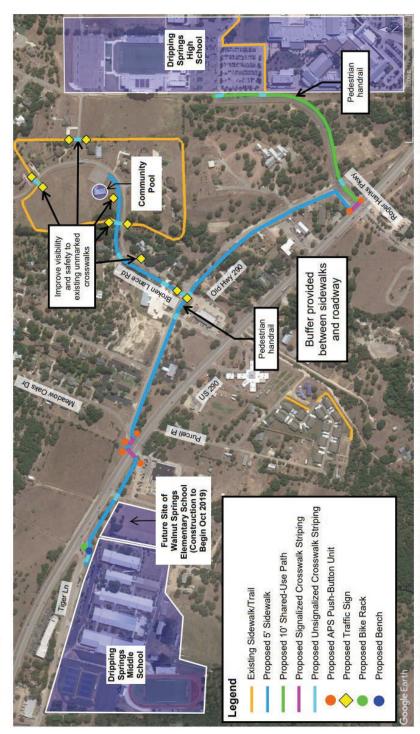


City's Future Sidewalk Plans Cont.



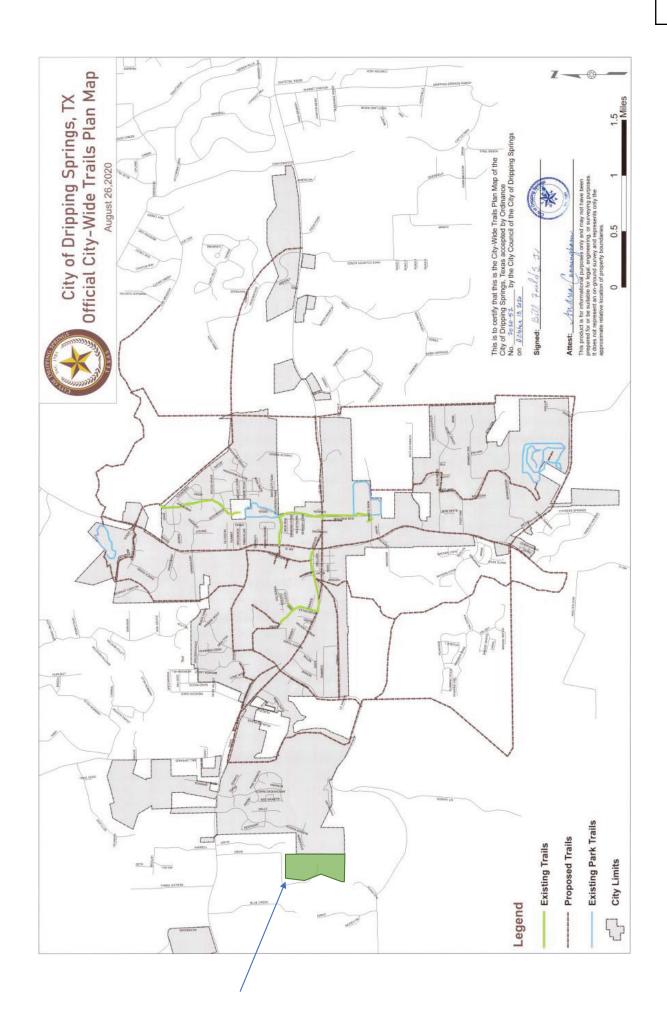
City of Dripping Springs DSMS to DSHS SRTS Shared-Use Path/Sidewalk Project Project Layout Map

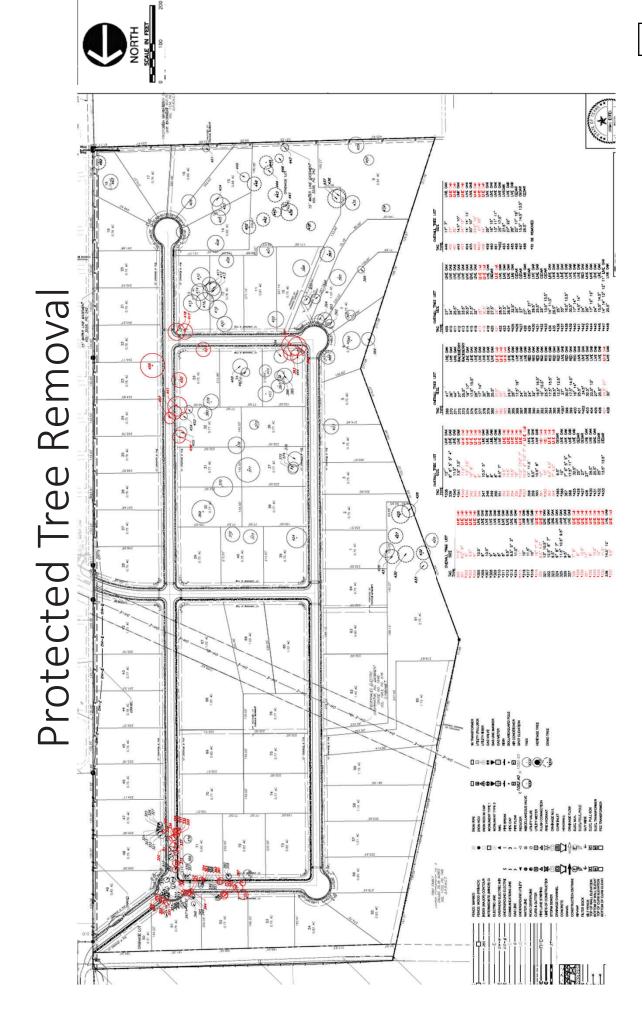




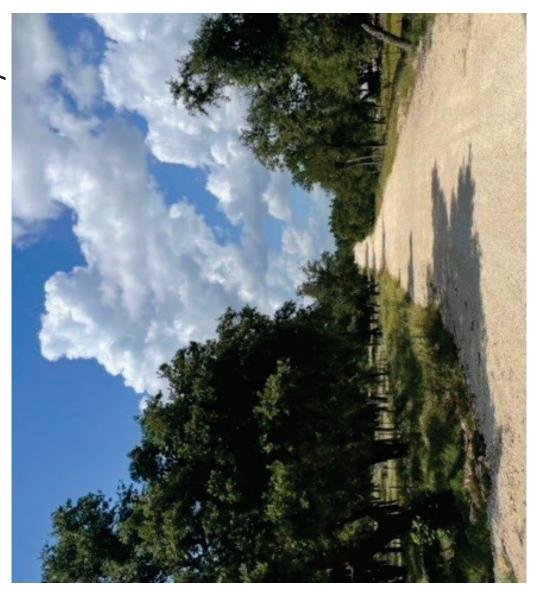
Dripping Spr Middle School SRTS SUP/Sidewalk Project along US Hwy 290 from DSpr High School to DSpr Middle School Project # 0_AUS_Dripping Springs MS SUP & Sidewalk

Cite: https://www.cityofdrippingsprings.com/sites/g/files/vyhlif6956/f/uploads/project_location_middle_school_sup_and_sidewalks.pdf





Protected Tree Removal – Hardy Drive

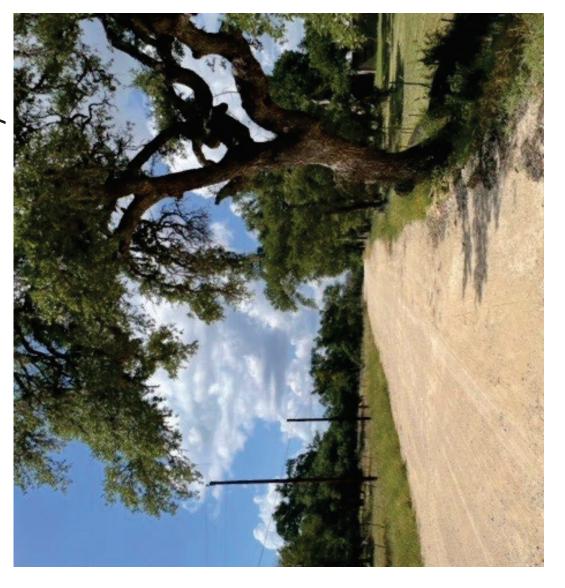


Protected Tree Removal – Hardy Drive Cont.

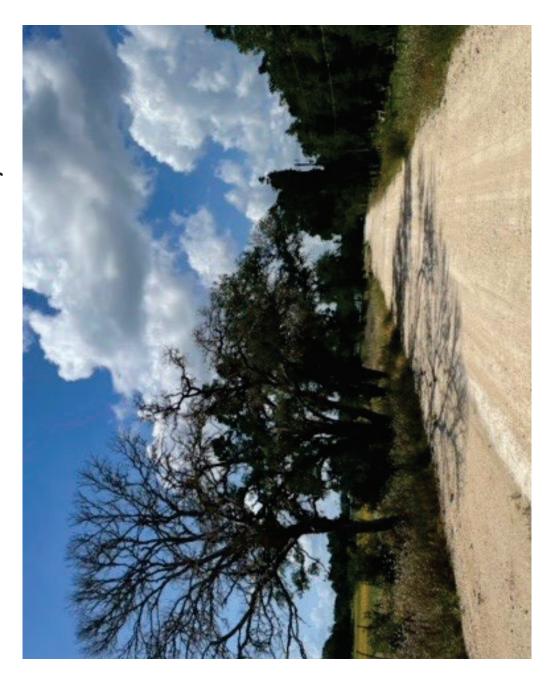


Protected Tree Removal – Hardy Drive Cont.

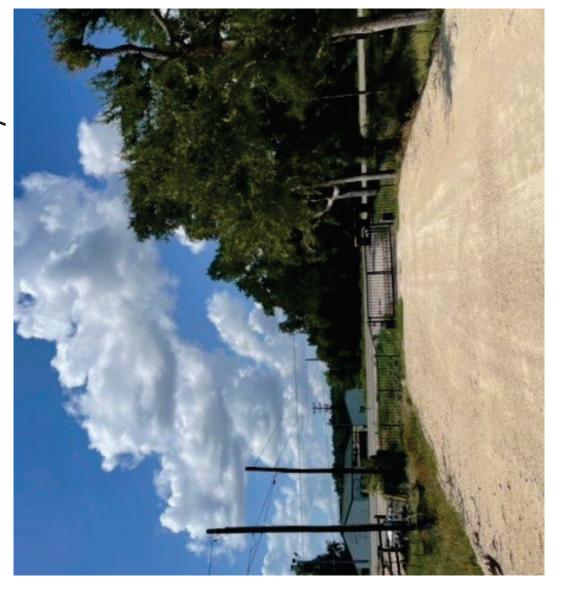
Protected Tree Removal – Hardy Drive Cont.



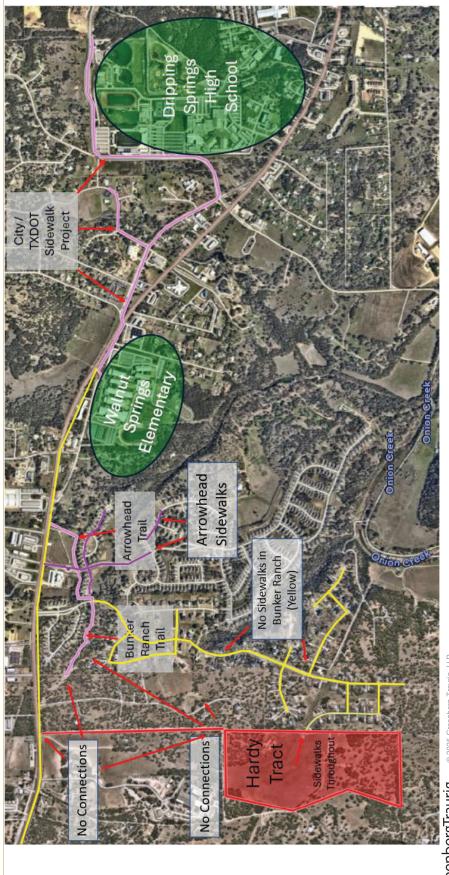
Protected Tree Removal – Hardy Drive Cont.



Protected Tree Removal – Hardy Drive Cont.



Supplemental Slides



© 2025 Greenberg Traurig, LLP GT GreenbergTraurig

Exhibit G

JUNE 9, 2021

REVISED TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED BUNKER RANCH SUBDIVISION EXPANSION

US 290 and Bunker Ranch Boulevard

City of Dripping Springs Hays County, Texas

Prepared for:

The Overlook at Bunker Ranch, LLC Mr. Steve Harren 317 Grace Lane #240 Austin, Texas 78746 (512) 644-6800

Prepared by:

Civil & Environmental Consultants, Inc. Mr. Jeffrey M. DePaolis, P.E., PTOE 333 Baldwin Road Pittsburgh, Pennsylvania 15205 (412) 429-2324





TABLE OF CONTENTS

EXECUTIVE SUMMARY	v
PROJECT DESCRIPTION/DATA COLLECTION/EXISTING	
ROADWAY DESCRIPTION	1
PROJECT DESCRIPTION	1
DATA COLLECTION	2
EXISTING CONDITIONS	3
EXISTING 2021 CONDITION CAPACITY ANALYSIS	4
FORECASTED 2025 NO-BUILD (BASE) TRAFFIC VOLUMES	5
FORECASTED 2025 NO-BUILD (BASE) CONDITION CAPACITY	
CALCULATIONS	8
SITE TRAFFIC GENERATION AND DISTRIBUTION	9
VEHICULAR TRIP GENERATION	9
SITE TRAFFIC DISTRIBUTION	10
FORECASTED 2025 BUILD (WITH DEVELOPMENT) TRAFFIC VOLUMES	10
FORECASTED 2025 BUILD (WITH DEVELOPMENT) CONDITION CAPACITY	
CALCULATIONS	10
ADDITIONAL ANALYSES	11
SIGNAL WARRANT EVALUATION	11
QUEUING ANALYSIS	12
STOPPING SIGHT DISTANCE	12
CONCLUSIONS/RECOMMENDATIONS	13

LIST OF TABLES

- TABLE 1 SUMMARY OF CAPACITY ANALYSIS RESULTS AM PEAK HOUR
- TABLE 2 SUMMARY OF CAPACITY ANALYSIS RESULTS PM PEAK HOUR
- TABLE 3 APPROVED BUNKER RANCH SUBDIVISION TRIP GENERATION SUMMARY
- TABLE 4 PROPOSED BUNKER RANCH SUBDIVISION TRIP GENERATION SUMMARY
- TABLE 5 PROPOSED BUNKER RANCH SUBDIVISION APPROVED PLUS EXPANSION TRIP GENERATION SUMMARY
- TABLE 6 ARROWHEAD RANCH DEVELOPMENT TRIP GENERATION SUMMARY

LIST OF FIGURES

- FIGURE 1 SITE LOCATION
- FIGURE 2 SITE PLAN
- FIGURE 3 STUDY INTERSECTION
- FIGURE 4 EXISTING 2021 PEAK HOUR TRAFFIC VOLUMES
- FIGURE 5 EXISTING 2021 PEAK HOUR LEVELS OF SERVICE
- FIGURE 6 FORECASTED 2025 BACKGROUND PEAK HOUR TRAFFIC VOLUMES
- FIGURE 7 ANTICIPATED BUNKER RANCH SUBDIVISION PRIMARY TRIP ARRIVAL/DEPARTURE DISTRIBUTION
- FIGURE 8 ANTICIPATED BUNKER RANCH APPROVED BACKGROUND PRIMARY SITE GENERATED PEAK HOUR TRIPS
- FIGURE 9 ANTICIPATED ARROWHEAD RANCH RESIDENTIAL PRIMARY TRIP ARRIVAL/DEPARTURE DISTRIBUTION
- FIGURE 10 ANTICIPATED ARROWHEAD RANCH COMMERCIAL PRIMARY TRIP ARRIVAL/DEPARTURE DISTRIBUTION
- FIGURE 11 ANTICIPATED ARROWHEAD RANCH COMMERCIAL PASS-BY TRIP ARRIVAL/DEPARTURE DISTRIBUTION
- FIGURE 12 ANTICIPATED ARROWHEAD RANCH APPROVED BACKGROUND RESIDENTIAL SITE GENERATED PEAK HOUR TRIPS
- FIGURE 13 ANTICIPATED ARROWHEAD RANCH PLANNED LIQUOR STORE PRIMARY SITE GENERATED PEAK HOUR TRIPS
- FIGURE 14- ANTICIPATED ARROWHEAD RANCH PLANNED GAS STATION PRIMARY SITE GENERATED PEAK HOUR TRIPS
- FIGURE 15 ANTICIPATED ARROWHEAD RANCH PLANNED GAS STATION PASS-BY SITE GENERATED PEAK HOUR TRIPS
- FIGURE 16 ANTICIPATED ARROWHEAD RANCH TOTAL BACKGROUND SITE GENERATED PEAK HOUR TRIPS
- FIGURE 17 FORECASTED 2025 NO-BUILD (BASE) PEAK HOUR TRAFFIC VOLUMES
- FIGURE 18 FORECASTED 2025 NO-BUILD (BASE) LEVELS OF SERVICE
- FIGURE 19 FORECASTED 2025 NO-BUILD (BASE) MITIGATED LEVELS OF SERVICE

- FIGURE 20 ANTICIPATED PROPOSED BUNKER RANCH PRIMARY SITE GENERATED PEAK HOUR TRIPS
- FIGURE 21 FORECASTED 2025 BUILD (WITH DEVELOPMENT) PEAK HOUR TRAFFIC VOLUMES
- FIGURE 22 FORECASTED 2025 BUILD (WITH DEVELOPMENT) PEAK HOUR LEVELS OF SERVICE
- FIGURE 23 FORECASTED 2025 BUILD (WITH DEVELOPMENT) MITIGATED PEAK HOUR LEVELS OF SERVICE

LIST OF APPENDICES

- APPENDIX A TRAFFIC IMPACT ANALYSIS SCOPE OF STUDY
- APPENDIX B BACKGROUND TRAFFIC GROWTH RATE CALCULATIONS
- APPENDIX C TURNING MOVEMENT COUNT SUMMARIES
- APPENDIX D COVID-19 TRAFFIC VOLUME FACTOR EVALUATION
- APPENDIX E INTERSECTION APPROACH PHOTOGRAPHS
- APPENDIX F LEVEL OF SERVICE DEFINITIONS
- APPENDIX G EXISTING 2021 CAPACITY CALCULATIONS
- APPENDIX H BUNKER RANCH TRIP GENERATION CALCULATIONS
- APPENDIX I ARROWHEAD RANCH CONCEPTUAL SITE PLAN
- APPENDIX J ARROWHEAD RANCH BACKGROUND DEVELOPMENT TRIP GENERATION CALCULATIONS
- APPENDIX K FORECASTED 2025 NO-BUILD (BASE) CAPACITY CALCULATIONS
- APPENDIX L TRAFFIC SIGNAL WARRANT EVALUATION
- APPENDIX M FORECASTED 2025 NO-BUILD (BASE) MITIGATED CAPACITY CALCULATIONS
- APPENDIX N FORECASTED 2025 BUILD (WITH DEVELOPMENT) CAPACITY CALCULATIONS
- APPENDIX O FORECASTED 2025 BUILD (WITH DEVELOPMENT) MITIGATED CAPACITY CALCULATIONS
- APPENDIX P EXISTING 2021 QUEUING ANALYSIS
- APPENDIX Q FORECASTED 2025 NO-BUILD (BASE) QUEUING ANALYSIS
- APPENDIX R FORECASTED 2025 NO-BUILD (BASE) MITIGATED QUEUEING ANALYSIS
- APPENDIX S FORECASTED 2025 BUILD (WITH DEVELOPMENT) QUEUEING ANALYSIS
- APPENDIX T FORECASTED 2025 BUILD (WITH DEVELOPMENT) MITIGATED QUEUEING ANALYSIS

REVISED TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED BUNKER RANCH SUBDIVISION EXPANSION City of Dripping Springs, Hays County, Texas

EXECUTIVE SUMMARY

General Overview of the Development

- The Bunker Ranch subdivision is located south of US 290, at its intersection with Bunker Ranch Boulevard, in the City of Dripping Springs, Hays County, Texas.
- The Bunker Ranch subdivision was previously approved to include 160 single family units and 42 condominium units. At the time of the data collection for this project, 58 single family units and six (6) condominium units have been constructed and occupied.
- The proposed expansion will include the construction of an additional 228 single family units (388 total single family units).
- Access to the Bunker Ranch subdivision is provided via Bunker Ranch Boulevard at its intersection with US 290. No changes to the site access are planned with the expansion.
- Traffic Impact Analysis revised in order to address review comments received from the traffic engineering consultant for the City of Dripping Springs (HDR Engineering, Inc.) dated June 3, 2021.

Study Intersection

- US 290 with Bunker Ranch Boulevard (existing unsignalized);
- US 290 with Arrowhead Ranch Boulevard (existing unsignalized); and
- US 290 with Springs Lane (existing unsignalized).

Trip Generation and Distribution

- Trip generation of the proposed Bunker Ranch subdivision was determined using rates and formulae contained in the Institute of Transportation Engineers (ITE) publication <u>Trip</u> Generation, Tenth Edition, 2017:
 - o Land Use Code 210, *Single-Family Detached Housing*, was used to determine the trip generation of the proposed 228 additional single family units.
- Estimated Trip Generation for the proposed development:

AM Peak Hour: 40 Entering / 122 Exiting / 162 Total PM Peak Hour: 134 Entering / 79 Exiting / 213 Total

• Trip distribution provided by the City of Dripping Springs indicates 80% / 20% distribution with the majority of trips originating from or destined to the east of the site along US 290.

Mitigation Measures to be Constructed Concurrent with Development

• No mitigation measures recommended for the Bunker Ranch development expansion.

REVISED TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED BUNKER RANCH SUBDIVISION EXPANSION City of Dripping Springs, Hays County, Texas

Civil & Environmental Consultants (CEC) has completed this Revised Traffic Impact Analysis for the construction of the proposed expansion of the Bunker Ranch subdivision, which is located south of US 290, at its intersection with Bunker Ranch Boulevard, in the City of Dripping Springs, Hays County, Texas.

This Traffic Impact Analysis has been revised in order to address review comments received from the traffic engineering consultant for the City of Dripping Springs, HDR Engineering Inc., dated June 3, 2021.

The following sections of this report contain a project description, data collection, site traffic generation and distribution, projected traffic volumes, analysis, and conclusions and recommendations.

PROJECT DESCRIPTION/DATA COLLECTION/EXISTING ROADWAY DESCRIPTION

PROJECT DESCRIPTION

As shown in Figure 1, the Bunker Ranch subdivision is located south of US 290, at its intersection with Bunker Ranch Boulevard, in the City of Dripping Springs, Hays County, Texas.

The Bunker Ranch subdivision was previously approved to include 160 single family units and 42 condominium units. At the time data collection was performed for this project, 58 single family units and six (6) condominium units had been constructed and occupied. The proposed expansion will include the construction of an additional 228 single family units, for a total of 388 single family units following the proposed expansion.

A copy of the site plan for the proposed Bunker Ranch subdivision has been included with this report as Figure 2.

In accordance with a scope of study developed by the representatives of the City of Dripping Springs and provided to CEC via an email dated March 31, 2021, the following intersections were selected for study:

- US 290 with Bunker Ranch Boulevard (existing unsignalized);
- US 290 with Arrowhead Ranch Boulevard (existing unsignalized); and
- US 290 with Springs Lane (existing unsignalized).

A total of three (3) existing intersections were included in the scope of the study. A copy of the completed City of Dripping Springs/Texas Department of Transportation Traffic Impact Analysis

Scope and Study Area form provided by the City of Dripping Springs has been included in Appendix A to this report.

The study intersections with respect to the site are illustrated in Figure 3.

DATA COLLECTION

Manual turning movement counts were performed at the existing study intersections on Tuesday, April 20, 2021 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. These time periods were assumed to include the weekday AM and weekday PM peak hours of vehicular activity for the study area. Summaries of the data collected during the turning movement counts at the study intersections have been included in Appendix C to this report.

The overall peak hours determined from these counts are as follows:

- AM Peak Hour 8:00 AM 9:00 AM
- PM Peak Hour 4:30 PM 5:30 PM

The results of the turning movement counts are presented in Figure 4.

However, as a result of measures put in place to prevent the spread of COVID-19 including stay at home orders, canceling of events and public gatherings, business closures, university and school closures, increased telecommuting, and increased jobless numbers, traffic volumes observed at the time the turning movement counts were conducted collected may be lower than under pre-COVID conditions in some locations. Therefore, at the request of the City of Dripping Springs, historic traffic count data during pre-COVID conditions was reviewed in order to determine if an adjustment factor is necessary to account for variations in traffic volumes due to the COVID-19 pandemic.

Pre-COVID 24-hour traffic volumes collected in January 2018 along US 290, west of Bell Springs Road, were provided by the City of Dripping Springs. According to this count data, the Average Daily Traffic (ADT) along US 290, west of Bell Springs Road, was 14,959 vehicles per day in 2018.

In order to project current year, 2021, traffic volumes, CEC calculated a background traffic growth rate for the study area. This growth rate was calculated based on Average Annual Daily Traffic (AADT) volume data obtained from the TXDOT Traffic Count Database System (TCDS). The data includes the five (5) most recent years of AADT count data available for three (3) count stations along US 290. Based on this count data, a background traffic growth rate of 2.44 percent per year, linear was calculated. This background traffic growth rate was approved by the City of Dripping Springs Traffic Consultant, HDR Inc., on April 30, 2021. Detailed background traffic growth rate calculations are provided in Appendix B to this report.

The background traffic growth rate of 2.44 percent per year, linear, was then applied to the 2018 ADT volumes provided by the City of Dripping Springs in order to depict existing 2021 24-hour

ADT traffic volumes along US 290, west of Bell Springs Road. The resultant 2021 ADT traffic volumes for US 290, west of Bell Springs Road, was estimated to be 16,054 vehicles per day.

An Automatic Traffic Recorder (ATR) was installed along US 290, west of Bell Springs Road, for 48-continuous hours on Tuesday, April 20, 2021 and Wednesday, April 21, 2021. Based on the data collected using the ATR, the average ADT for this location along US 290 was identified to be approximately 20,717 vehicles per day. This reflects an increase of 4,663 vehicles per day when compared to the ADT data provided by the City of Dripping Springs, grown to estimate existing 2021 conditions. As a result, it is CEC's opinion that traffic volumes within the study area do not require an adjustment factor to account for COVID-19. This evaluation was provided to and approved by the City of Dripping Spring's Traffic Consultant, HDR Inc., in a virtual meeting held on April 3, 2021.

Traffic volume comparisons to evaluate COVID-19 traffic conditions are provided in Appendix D to this report.

EXISTING CONDITIONS

A field reconnaissance of the study area was conducted by CEC to obtain information such as roadway widths, roadway grades, and posted speed limits within the environs of the study intersection. A description of the study roadways is as follows:

<u>US 290</u> – Within the study area, US 290 is a State-maintained, principal arterial roadway providing a five (5) lane, 63-foot wide improved surface with a 15 foot wide center two-way left turn lane and five (5) foot-wide paved shoulders.

At its intersection with Bunker Ranch Boulevard, US 290 provides a three (3) lane approach for eastbound traffic (two (2) exclusive through lanes and an exclusive right turn lane) and a three (3) lane approach for westbound traffic (left turns from the center, two-way left turn lane and two (2) exclusive through lanes). The intersection is controlled by a Stop sign on the Bunker Ranch Boulevard approach to US 290.

At its intersection with Arrowhead Ranch Boulevard/Dripping Springs Independent School District (DSISD) Transportation Department driveway, US 290 provides a four (4) lane approach for eastbound traffic (left turns from the center, two-way left turn lane, two (2) exclusive through lanes and an exclusive right turn lane) and a three (3) lane approach for westbound traffic (left turns from the center, two-way left turn lane, an exclusive through lane, and a shared through/right turn lane). The intersection is controlled by a Stop sign on the Arrowhead Ranch Boulevard driveway approach to US 290. Although there is no Stop sign on the DSISD Transportation Department driveway approach to US 290, it is assumed that this minor street approach to US 290 is intended to stop prior to entering US 290.

At its intersection with Springs Lane, US 290 provides a three (3) lane approach for eastbound traffic (left turns from the center, two-way left turn lane and two (2) exclusive through lanes) and a two (2) lane approach for westbound traffic (an exclusive through lane and a shared through/right turn lane). The intersection is controlled by a Stop sign on the Springs Lane approach to US 290.

The posted speed limit of US 290 is 60 miles per hour west of Arrowhead Ranch Boulevard and 50 miles per hour east of Arrowhead Ranch Boulevard.

<u>Bunker Ranch Boulevard</u> — At its intersection with US 290, Bunker Ranch Boulevard is a privately-maintained roadway, providing a 20-foot wide lane for ingress traffic and a 20-foot wide lane for egress traffic, separated by a 20-foot wide median. Bunker Ranch Boulevard provides a one (1) lane approach to US 290 for northbound traffic. The posted speed limit on Bunker Ranch Boulevard is 25 mph.

<u>Arrowhead Ranch Boulevard</u> – At its intersection with US 290, Arrowhead Ranch Boulevard is a privately-maintained roadway providing a 24-foot wide lane for ingress traffic and a 24-foot wide lane for egress traffic, separated by a eight (8) foot wide median. Arrowhead Ranch Boulevard provides a one (1) lane approach to US 290 for northbound traffic. There is no posted speed limit on Arrowhead Ranch Boulevard.

<u>Dripping Springs Independent School District (DSISD) Transportation Department Driveway</u> – At its intersection with US 290, the Dripping Springs Independent School District (DSISD) Transportation Department driveway is a privately-maintained roadway providing a 40-foot wide improved lane with a single lane approach to US 290 for southbound traffic. There is no posted speed limit on the DSISD Transportation Department driveway.

<u>Springs Lane</u> – At its intersection with US 290, Springs Lane is a privately-owned roadway, providing a two (2) lane, 30-foot wide improved surface with a single lane approach to US 290 for southbound traffic. There is no posted speed limit on Springs Lane.

Photographs of each approach to the study intersections are included in Appendix E to this report.

EXISTING 2021 CONDITION CAPACITY ANALYSIS

Capacity calculations were performed for each of the existing study intersections using existing 2021 peak hour traffic volumes and the methodologies published by the Transportation Research Board in their *Highway Capacity Manual*, Sixth Edition, 2017. This methodology determines how well an intersection, approach to an intersection, or movement at an intersection operates, and assigns to it a Level of Service (LOS) A through F, with LOS A representing the best operating conditions and LOS F, the worst. Detailed definitions of LOS have been included in Appendix F to this report.

The results of the capacity calculations performed using existing 2021 peak hour traffic volumes and conditions at the existing study intersections are presented in Figure 5 for the weekday AM and weekday PM peak hours. LOS, delay, and volume to capacity ratios for each approach to each study intersection are summarized in Table 1 and Table 2 for the weekday AM and weekday PM peak hours, respectively.

The results of the capacity calculations performed using existing 2021 condition traffic volumes revealed that each of the existing study intersections currently operates at an overall intersection Level of Service A during both the weekday AM and weekday PM peak hours, with all movements

at the study intersections operating at a Level of Service C or better, with the exception of the DSISD Transportation Department driveway approach to US 290, which currently operates at a LOS D during the weekday AM peak hour and a LOS E during the weekday PM peak hour. Copies of the capacity calculations performed using existing 2021 peak hour traffic volumes and conditions at the existing study intersections are included in Appendix G to this report.

FORECASTED 2025 NO-BUILD (BASE) TRAFFIC VOLUMES

The proposed Bunker Ranch subdivision expansion is anticipated to be completed and fully occupied in 2025. Therefore, traffic volumes were projected for the study intersections for forecasted 2025 conditions.

Forecasted 2025 background traffic volumes for the weekday AM and weekday PM peak hours were determined by applying the aforementioned background traffic growth rate of 2.44 percent per year, linear, to the existing 2021 peak hour traffic volumes (Figure 4). The resultant forecasted 2025 background weekday AM and weekday PM peak hour traffic volumes are presented in Figure 6.

As previously discussed, the Bunker Ranch subdivision was previously approved to include 160 single family units and 42 condominium units but, at the time data collection was performed for this project, 58 single family units and six (6) condominium units had been constructed and occupied. Therefore, the anticipated weekday AM and PM peak hour trips to be generated by the 102 single family units and 36 condominium units that have been approved but not yet constructed or occupied have been included in the within the approved no-build (base) condition traffic volumes.

Vehicular trip generation of the 102 single family units and 36 condominium units that have been approved but not yet constructed or occupied was projected based upon data published by the Institute of Transportation Engineers (ITE) in their <u>Trip Generation</u>, Tenth Edition, 2017. Land Use Code 210, <u>Single-Family Detached Housing</u>, was used to estimate the trip generation for the 102 single family units and Land Use Code 220, <u>Multifamily Low-Rise</u>, was used to estimate the trip generation for the 36 multi-family condo units.

Using this methodology, the approved but not yet constructed or occupied residential units within the Bunker Ranch subdivision can be anticipated to generate a total of 90 trips during the weekday AM peak hour (22 trips entering and 68 trips exiting) and a total of 122 trips during the weekday PM peak hour (77 trips entering and 45 trips exiting). Copies of the trip generation calculations performed in order to estimate the anticipated trip generation of the approved but not yet constructed or occupied residential units within the Bunker Ranch subdivision are included in Appendix H to this report.

The forecasted trips to be generated by the approved but not yet constructed or occupied residential units within the Bunker Ranch subdivision were distributed onto the study roadways and through the study intersections based on an arrival/departure distribution provided by the Traffic Engineering Consultant for the City of Dripping Springs. According to this information, 80 percent of primary trips within the study area are anticipated to originate from and be destined to

the east along US 290 and the remaining 20 percent of primary trips are anticipated to originate from and be destined to the west along US 290. The anticipated distribution of the forecasted trips to be generated by the approved but not yet constructed or occupied residential units within the Bunker Ranch subdivision is presented in Figure 7.

The anticipated trips to be added to the study intersections by the approved but not yet constructed or occupied residential units within the Bunker Ranch subdivision during the weekday AM and weekday PM peak hours are presented in Figure 8.

Similarly, it is understood that approximately 181 of the 403 residential units that have been approved as part of the Arrowhead Ranch residential development have been constructed and are occupied. Therefore, the anticipated weekday AM and PM peak hour trips to be generated by the 222 single family units that have been approved but not yet constructed or occupied have been included in the within the approved no-build (base) condition traffic volumes.

Vehicular trip generation of the 222 single family units that have been approved but not yet constructed or occupied was projected based upon data published by the aforementioned <u>Trip Generation</u>. Land Use Code 210, <u>Single-Family Detached Housing</u>, was used to estimate the trip generation for the 222 single family units.

Using this methodology, the approved but not constructed or occupied residential units within the Arrowhead Ranch residential development can be anticipated to generate a total of 158 trips during the weekday AM peak hour (40 trips entering and 118 trips exiting) and a total of 207 trips during the weekday PM peak hour (131 trips entering and 76 trips exiting).

The forecasted trips to be generated by the approved but not yet constructed or occupied residential units within the Arrowhead Ranch development were distributed onto the study roadways and through the study intersections based on the aforementioned arrival/departure distribution provided by the Traffic Engineering Consultant for the City of Dripping Springs. The anticipated distribution of the forecasted trips to be generated by the approved but not yet constructed or occupied residential units within the Arrowhead Ranch residential development is presented in Figure 9.

In addition, according to representatives of the City of Dripping Springs, a 6,000 SF super convenience store with 10 vehicle fueling positions and a 1,800 SF liquor store are currently planned to be constructed as part of the Arrowhead Ranch development. It is CEC's understanding that these commercial developments have not submitted a TIA and are not currently approved by the City of Dripping Springs. However, the City of Dripping Springs has requested that the anticipated trips to be generated by these planned commercial developments be included in the background traffic projections.

The City of Dripping Springs provided a conceptual site plan for these planned Arrowhead Ranch commercial developments. Based on the site plan provided, access to these commercial developments is proposed via a new site access driveway to US 290, the centerline of which is shown to be located approximately 320 feet west of the centerline of Arrowhead Ranch Boulevard, that will be restricted to right turns in/right turns out only. A second, full-movement driveway to

Arrowhead Ranch Boulevard is also planned to provide access to these commercial developments. A copy of the conceptual site plan for the planned Arrowhead Ranch commercial developments is included in Appendix I to this report.

Vehicular trip generation for the planned Arrowhead Ranch commercial developments was projected based upon data published in the aforementioned <u>Trip Generation</u>. Land Use Code 960, Super Convenience Market/Gas Station, was used to estimate the trip generation for the 6,000 SF super convenience store with 10 vehicle fueling positions. Land Use Code 899, *Liquor Store*, was used to estimate the trip generation for the 1,800 SF liquor store.

Using this methodology, the proposed 6,000 SF super convenience store with 10 vehicle fueling positions can be anticipated to generate a total of 488 trips during the weekday AM peak hour (244 trips entering and 244 trips exiting) and a total of 386 trips during the weekday PM peak hour (193 trips entering and 193 trips exiting). Similarly, the proposed 1,800 SF liquor store can be anticipated to generate a total of eight (8) trips during the weekday AM peak hour (four (4) trips entering and four (4) trips exiting) and a total of 29 trips during the weekday PM peak hour (15 trips entering and 14 trips exiting).

In addition, a portion of the total trips to be generated by the proposed Arrowhead Ranch 6,000 SF super convenience store with 10 vehicle fueling positions can be anticipated to be pass-by trips (those trips that are already traveling the study roadways and will stop at the site as an intermediate stop between their primary origin and their primary destination). The forecasted pass-by trips to be generated by the planned 6,000 SF super convenience store with 10 vehicle fueling positions, as a percentage of the total site trip generation, were estimated using data published by ITE in their *Trip Generation Handbook*, Third Edition, 2017. Land Use Code 960, *Super Convenience Market/Gas Station*, was used to estimate the trip generation for the 6,000 SF super convenience store with 10 vehicle fueling positions. According to this information, a *Super Convenience Market/Gas Station* can be anticipated to generate approximately 76 percent pass-by trips during both the weekday AM and PM peak hours.

Using this methodology, approximately 370 of the 488 trips generated by the planned 6,000 SF super convenience store with 10 vehicle fueling positions during the weekday AM peak hour can be anticipated to be pass-by trips (185 trips entering/185 trips exiting) and approximately 294 of the total 386 trips generated by the planned 6,000 SF super convenience store with 10 vehicle fueling positions during the weekday PM peak hour can be anticipated to be pass-by trips (147 trips entering/147 trips exiting).

The forecasted primary trips to be generated by the planned Arrowhead Ranch commercial developments were distributed onto the study roadways and through the study intersections based on the aforementioned arrival/departure distribution provided by the Traffic Engineering Consultant for the City of Dripping Springs. The anticipated distribution of the forecasted trips to be generated by the planned Arrowhead Ranch commercial developments is presented in Figure 10.

Forecasted pass-by trips to be generated by the planned super convenience store with 10 vehicle fueling positions were distributed through the study intersections based on the existing peak hour

traffic volume distributions along US 290 during each individual peak hours analyzed for both the weekday AM and PM peak hours. The forecasted pass-by trip distribution percentages are presented in Figure 11.

The anticipated trips to be added to the study intersections by the approved but not yet constructed or occupied residential units within the Arrowhead Ranch residential development during the weekday AM and weekday PM peak hours are presented in Figure 12.

The anticipated trips to be added to the study intersections by the planned Arrowhead Ranch liquor store during the weekday AM and weekday PM peak hours are presented in Figure 13.

The forecasted primary trips to be added to the study intersections by the planned Arrowhead Ranch super convenience market/gas station are presented in Figure 14.

The forecasted pass-by trips to be added to the study intersections by the planned Arrowhead Ranch super convenience market/gas station are presented in Figure 15.

The total trips to be added to each of the study intersections by the Arrowhead Ranch development, including both primary and pass-by trips, are presented in Figure 16.

Forecasted 2025 no-build traffic volumes for the weekday AM and weekday PM peak hours were determined by adding anticipated trips to be added to the study intersections by the approved but not yet constructed or occupied residential units within the Bunker Ranch subdivision (Figure 8) and the total trips to be added to each of the study intersections by the Arrowhead Ranch development (Figure 16) to the forecasted 2025 background traffic volumes (Figure 6). The resultant 2025 no-build (base) traffic volumes are presented in Figure 17.

FORECASTED 2025 NO-BUILD (BASE) CONDITION CAPACITY CALCULATIONS

Capacity calculations were performed for each of the study intersections using forecasted 2025 no-build (base) condition traffic volumes during the weekday AM and weekday PM peak hours. The results of the capacity calculations performed using forecasted 2025 no-build (base) condition traffic volumes are presented in Figure 18 for the weekday AM and weekday PM peak hours. LOS, delay, and volume to capacity ratios for each approach to each study intersection are summarized in Table 1 and Table 2 for the weekday AM and weekday PM peak hours, respectively.

The results of the capacity calculations performed using forecasted 2025 no-build (base) condition traffic volumes revealed that the study intersections of US 290 with Bunker Ranch Boulevard and US 290 with Springs Lane are anticipated to operate at an overall intersection Level of Service A during the weekday AM and PM peak hours, with all movements at each intersection forecasted to operate at a LOS C or better during each of the peak hours analyzed.

However, the study intersection of US 290 with Arrowhead Ranch Boulevard/DSISD Transportation Department driveway is anticipated to operate at an overall intersection Level of Service F during both the weekday AM and PM peak hours, with both the northbound Arrowhead

Ranch Boulevard and the southbound DSISD Transportation Department driveway approaches to the intersection operating at LOS F during each of the peak hours analyzed.

Copies of the capacity calculations performed using forecasted 2025 no-build (base) traffic volumes and conditions are included in Appendix L to this report.

According to the City of Dripping Springs Code of Ordinances, Chapter 28, Exhibit A, Section 11.11, "The intersections included within the traffic impact analysis shall be considered adequate to serve the proposed development if existing intersections can accommodate the existing service volume, the service volume of the proposed development, and the service volume of approved but unbuilt developments holding valid, unexpired building permits at level of service "C" or above." Therefore, because of the forecasted decrease in Level of Service, mitigation measures will need to be considered for the intersection of US 290 with Arrowhead Ranch Boulevard.

Warrants for the installation of traffic signal control were evaluated at the study intersection of US 290 with Arrowhead Ranch Boulevard. These analyses were performed using criteria published in Chapter 4C, Traffic Control Signal Needs Studies, contained in the <u>Texas Manual on Uniform Traffic Control Devices</u> (TMUTCD). Specifically Warrant III, the <u>Peak Hour</u> warrant, was evaluated. The peak hour signal warrant is anticipated to be satisfied at the intersection of US 290 with Arrowhead Ranch Boulevard under forecasted 2025 no-build (base) conditions during both the weekday AM and weekday PM peak hours. Therefore, traffic signal control is assumed to be necessary for the planned Arrowhead Ranch development and the installation of traffic signal control at the intersection of US 290 with Arrowhead Ranch Boulevard would be the sole responsibility of the Arrowhead Ranch development.

Copies of the graphs used to verify warrants for the installation of traffic signal control are included in Appendix L to this report.

Therefore, capacity calculations were then performed for the study intersection of US 290 with Arrowhead Ranch Boulevard assuming the installation of a traffic signal at the intersection. The results of these capacity calculations revealed that the intersection of US 290 with Arrowhead Ranch Boulevard could be anticipated to operate at an overall intersection Level of Service C or better during the weekday AM and PM peak hours, with all movements operating at a LOS C or better, following installation of traffic signal control. The anticipated Levels of Service at the intersection of US 290 with Arrowhead Ranch Boulevard, assuming the installation of a traffic signal, are presented in Figure 19 for the weekday AM and weekday PM peak hours. LOS, delay, and volume to capacity ratios for each approach are summarized in Table 1 and Table 2 for the weekday AM and weekday PM peak hours, respectively.

Copies of the capacity calculations performed using forecasted 2025 no-build (base) traffic volumes including mitigations are included in Appendix M to this report.

SITE TRAFFIC GENERATION AND DISTRIBUTION

VEHICULAR TRIP GENERATION

Vehicular trip generation for the proposed Bunker Ranch subdivision expansion was projected based upon data published in the aforementioned <u>Trip Generation</u>. Land Use Code 210, <u>Single-Family Detached Housing</u>, was used to estimate the trip generation for the proposed 228 Single family units.

Using this methodology, the proposed Bunker Ranch subdivision expansion can be anticipated to generate a total of 162 trips during the weekday AM peak hour (40 trips entering and 122 trips exiting) and a total of 213 trips during the weekday PM peak hour (134 trips entering and 79 trips exiting).

SITE TRAFFIC DISTRIBUTION

As previously detailed, arrival and departure distribution for the proposed Bunker Ranch subdivision expansion was provided by the Traffic Engineering Consultant for the City of Dripping Springs. This trip distribution is summarized in Figure 7.

The forecasted trips to be added to each of the study intersections by the proposed Bunker Ranch subdivision expansion are presented in Figure 20.

FORECASTED 2025 BUILD (WITH DEVELOPMENT) TRAFFIC VOLUMES

The forecasted 2025 build traffic volumes (with development) at each of the study intersections during the weekday AM and weekday PM hours were determined by adding the forecasted trips to be added to the study intersection by the proposed Bunker Ranch subdivision expansion (Figure 20) to the forecasted 2025 no-build (base) traffic volumes (Figure 17). The resultant forecasted 2025 build (with development) traffic volumes are presented in Figure 21.

FORECASTED 2025 BUILD (WITH DEVELOPMENT) CONDITION CAPACITY CALCULATIONS

Capacity calculations were performed for each of the study intersections using forecasted 2025 build (with development) traffic volumes and conditions during the weekday AM and weekday PM peak hours. The results of the capacity calculations performed using forecasted 2025 build (with development) conditions and traffic volumes are presented in Figure 22 for the weekday AM and weekday PM peak hours. LOS, delay, and volume to capacity ratios for each approach are summarized in Table 1 and Table 2 for the weekday AM and weekday PM peak hours, respectively.

The results of the capacity calculations performed using forecasted 2025 build (with development) condition traffic volumes revealed that the study intersections of US 290 with Bunker Ranch Boulevard and US 290 with Springs Lane are anticipated to continue to operate at an overall intersection Level of Service A during the weekday AM and PM peak hours, with all movements

at each intersection forecasted to operate at a LOS D or better. Therefore, no mitigation measures are necessary for the intersections of US 290 with Bunker Ranch Boulevard and US 290 with Springs Lane following completion of the Bunker Ranch subdivision expansion.

However, similar to the analyses performed for the 2025 no-build (base) conditions, the study intersection of US 290 with Arrowhead Ranch Boulevard is anticipated to operate with an overall intersection Level of Service F during both the weekday AM and PM peak hours, with both the northbound Arrowhead Ranch Boulevard and the southbound DSISD Transportation Department driveway approaches to the intersection operating at LOS F during each of the peak hours analyzed under existing traffic control. As previously detailed, warrants for the installation of traffic signal control at the intersection of US 290 with Arrowhead Ranch Boulevard are forecasted to be satisfied under forecasted 2025 no-build (base) conditions. Therefore, traffic signal control is assumed to be necessary for the planned Arrowhead Ranch development. Installation of traffic signal control at the intersection of US 290 with Arrowhead Ranch Boulevard is the sole responsibility of the Arrowhead Ranch development.

Copies of the capacity calculations performed using forecasted 2025 build (with development) traffic volumes are included in Appendix N to this report.

Therefore, capacity calculations were then performed for the study intersection of US 290 with Arrowhead Ranch Boulevard assuming the installation of a traffic signal at the intersection. The results of these capacity calculations revealed that the intersection of US 290 with Arrowhead Ranch Boulevard could be anticipated to operate at an overall intersection Level of Service C or better during the weekday AM and PM peak hours, with all movements operating at a LOS C or better, following installation of traffic signal control. The anticipated Levels of Service at the intersection of US 290 with Arrowhead Ranch Boulevard, assuming the installation of a traffic signal, are presented in Figure 23 for the weekday AM and weekday PM peak hours. LOS, delay, and volume to capacity ratios for each approach are summarized in Table 1 and Table 2 for the weekday AM and weekday PM peak hours, respectively.

Copies of the capacity calculations performed using forecasted 2025 build (with development) traffic volumes including mitigations are included in Appendix O to this report.

ADDITIONAL ANALYSES

SIGNAL WARRANT EVALUATION

As previously discussed, warrants for the installation of traffic signal control at the study intersection of US 290 with Arrowhead Ranch Boulevard are anticipated to be satisfied under forecasted 2025 no-build (base) conditions and are forecasted to continue to be satisfied under forecasted 2025 build (with development) conditions.

According to the City of Dripping Springs Code of Ordinances, Chapter 28, Exhibit A, Section 11.11, "The intersections included within the traffic impact analysis shall be considered adequate to serve the proposed development if existing intersections can accommodate the existing service volume, the service volume of the proposed development, and the service volume of approved but

unbuilt developments holding valid, unexpired building permits at level of service "C" or above." Therefore, signal warrant evaluations were not performed for the intersections of US 290 with Bunker Ranch Boulevard and US 290 with Springs Lane.

QUEUING ANALYSIS

Traffic volumes at each of the study intersections were used to perform queuing analyses for each approach to each intersection. These queuing analyses were reported as the 95th percentile queue from the average of five (5) runs of SimTraffic Traffic Signal Coordination Software by TrafficWare. The results of these queuing analyses are summarized in Table 1 and Table 2 for the weekday AM and weekday PM peak hours, respectively.

As described under Existing Conditions, a center, two-way left turn lane is provided along US 290 within the study area. SimTraffic Traffic Signal Coordination Software does not account for left turns being made within a center two-way left turn lane. Therefore, in order to accurately model the intersections, the center, two-way left turn lane was treated as an exclusive left turn lane at each of the study intersections.

Based on the results of these queueing analyses, each of the existing auxiliary turn lanes at the study intersections is of sufficient length to accommodate all existing queues, as well as all forecasted 2025 queues, both without and following the proposed Bunker Ranch subdivision expansion.

However it should be noted that the right turn in/right turn out driveway proposed to be constructed as part of the planned Arrowhead Ranch commercial developments will be located in the middle of the taper of the existing eastbound right turn lane on US 290 at its intersection with Arrowhead Ranch Boulevard. Therefore, it is anticipated that the eastbound right turn lane on US 290 will need to be lengthened in order to accommodate the location of the right turn in/right turn out driveway and the increase in traffic volumes associated with the Arrowhead Ranch development.

Copies of the queuing analyses performed for existing 2021, forecasted 2025 no-build (base), forecasted 2025 no-build (base) mitigated, forecasted 2025 build (with development), and forecasted 2025 build (with development) mitigated conditions have been included in Appendix P, Appendix Q, Appendix R, Appendix S and Appendix T to this report, respectively.

STOPPING SIGHT DISTANCE

Stopping sight distance calculations were performed for the US 290 approaches to Arrowhead Ranch Boulevard, as warrants for the installation of traffic signal control at the intersection are anticipated to be satisfied and the installation of a traffic signal is anticipated to be required in order to mitigate the impacts caused by the construction of the proposed Arrowhead Ranch commercial development. Stopping sight distance calculations were completed based on the methodologies presented in the TXDOT *Roadway Design Manual*, July 2020. For analysis purposes, the stopping sight distance required for vehicles approaching a stopped vehicle along US 290 was evaluated

The posted speed limit of US 290 is 60 miles per hour west of Arrowhead Ranch Boulevard and 50 miles per hour east of Arrowhead Ranch Boulevard. Therefore, for analysis purposes, the stopping sight distance calculations were conservatively based on a posted speed limit of 60 miles per hour. According to the TXDOT Roadway Design Manual, Section 3, Table 2-1, the required stopping sight distance for a 60 mph posted speed limit is 570 feet.

The available stopping sight distance for the US 290 approaches to Arrowhead Ranch Boulevard was measured to the location of the projected back of the queues on US 290. Based on the results of the queuing analysis performed, the back of queue on the eastbound US 290 approach to Arrowhead Ranch Boulevard was identified to be approximately 230 feet back from the intersection during the weekday AM peak hour and approximately 196 feet back from the intersection during the weekday PM peak hour. The back of queue on the westbound US 290 approach to Arrowhead Ranch Boulevard was identified to be approximately 170 feet back from the intersection during the weekday AM peak hour and approximately 152 feet back from the intersection during the weekday PM peak hour.

Based on the sight distance measurements performed at the intersection of US 290 with Arrowhead Ranch Boulevard, greater than 1,000 feet of sight distance is available to the back of queue along eastbound US 290 and greater than 1,000 feet of sight distance is available to the back of queue along westbound US 290. Therefore, the available sight distance along US 290 to the back of queue at Arrowhead Ranch Boulevard exceeds the required stopping sight distance for a posted speed limit of 60 miles per hour.

CONCLUSIONS/RECOMMENDATIONS

The study concluded that the construction of the proposed Bunker Ranch Residential Development expansion will have no significant impact on the operation of the study intersections.

Following completion of the proposed Bunker Ranch Residential Development expansion, the study intersections of US 290 with Bunker Ranch Boulevard and US 290 with Springs Lane are anticipated to continue to operate at an overall intersection Level of Service A during the weekday AM and PM peak hours, with all movements operating at a LOS D or better.

However, it should be noted that, under both forecasted 2025 no-build (base) and forecasted 2025 build (with development) conditions, the study intersection of US 290 with Arrowhead Ranch Boulevard is anticipated to operate at an overall intersection Level of Service F during both the weekday AM and PM peak hours, with both the northbound Arrowhead Ranch Boulevard and the southbound DSISD Transportation Department driveway approaches to the intersection operating at LOS F during each of the peak hours analyzed. These Failure Levels of Service can be directly attributed to the traffic volumes generated by the planned Arrowhead Ranch commercial developments, including a 1,800 SF liquor store and a 6,000 SF super convenience store with 10 vehicle fueling positions.

Warrants for the installation of traffic signal control are anticipated to be satisfied at the intersection of US 290 with Arrowhead Ranch Boulevard under forecasted 2025 no-build (base)

TABLES

TABLE 1
SUMMARY OF CAPACITY ANALYSIS RESULTS - AM PEAK HOUR
Proposed Bunker Ranch Subdivision Expansion Traffic Impact Analysis
City of Dripping Springs, Hays County, Texas

		2021 Ex	2021 Existing Conditions	nditions			2025 No	2025 No-Build Conditions	ditions		2025	2025 No-Build Mitigated Conditions (5)	itigated Co	nditions (5)		2	25 Build	2025 Build Conditions		20	2025 Build Mitigated Conditions (5)	itigated C	onditions	(5)
Intersection/Movement	(i) SO7	Delay (1)	V/C (2) 0	95th % Queue (ft) ⁽³⁾	Bay Length (ft) (4)	(I) SOT	Delay (1)	V/C (3) 95	95th % Queue (ft)	Bay Length (ft) (4)	TOS ₍₁₎ D	Delay (1) V/	V/C (t) 95th %	95th % Queue Bay Length (ft) (ft) (ft)	ength LOS (1)	n Delay (i)) V/C (2)	95th % Queue (ff) ⁽³⁾	eue Bay Length (ff) (4)	(i) SOT	Delay (1)	V/C (2)	95th % Queue (ft)	Bay Length (ft) (4)
									US 29	0 with Bu	nker Rai	US 290 with Bunker Ranch Boulevard	vard											
Eastbound US 290																								
EB Through				.0	1490'				.0	1490'			-				-	.0	1490'					
EB Right	<	0.0	-	.0	240'	٧	0.0		.0	240'	,				٧	0.0	1	.0	240	:	1			-
EB Approach				:				:				Ц		-				-	:					
Westbound US 290																								
WB Left (6)	Α	9.4	0.046	36'	150'+	Α	6.6	0.075	43,	150'+	-				. B	10.2	0.123	45'	150'+	:	1	-	:	
WB Through	A	0.0	-	.0	780'	Y	0.0		.0	.082		-			Y	0.0	:	.0	780					
WB Approach	A	9.0		-		V	6.0					-			Y	1.4	-		-					
Northbound Bunker Ranch Blvd.	а	0 11	0.045	181		а	777	0.213	.09							300	0.517	156						
Overall Intersection	V	0.5	1	2 1	:	ν .	1.3	1	3 1	:	1	-				3.3	+		:	:	1	1	:	1
									US 290	with Arre	whead R	US 290 with Arrowhead Ranch Boulevard	levard											
Eastbound US 290			ľ			ľ		F				-	L		L	-	L	_	_	L				
EB Left (6)	V	6.8	0.001	3,	150'+	٧	8.7	0.001	.0	150'+	В	16.6	0.00	5' 150	A A	8.8	0.001	Š	150+	В	20.0	0.00	4	150'+
EB Through	Α	0.0		.0	780'	٧	0.0	-	2,	780'		23.5 0.	0.78 20	_	0, A	0.0	1	.0	780	С	32.2	0.85	230'	780'
EB Right	A	0.0	-	.0	250'	A	0.0		10'	250'	В	18.0 0.	0.17 5	58' 250'	0' A	0.0	:	.6	250	С	21.5	0.16	.69	250'
EB Approach	A	0.0	;	;	;	A	0.0	:	;	:	С	23.3		1	Α .	0.0	;	;	1	C	31.9	1	;	;
Westbound US 290																								
WB Left ⁽⁶⁾	Α	0.2	0.053	32'	150'	В	11.3	0.296	,96	150'	В	17.5 0.	0.63 13	132' 15	150' B	12.3	0.327	95'	150	C	27.1	0.74	160'	150'
WB Through WB Right	<	0.0	;	0,	440'	٧	0.0	-	11,	440,	В	14.8 0.	0.45	150' 440'	0, Y	0.0	:	21,	440	В	18.2	0.46	170,	440'
WB Approach	٧	9.0	:	;	:	<	3.2	;	:	;	В	15.5		1	۷ .	3.4	1	:	:	C	20.7		;	
Northbound Arrowhead Ranch Blvd.																								
NB Approach	C	9.61	0.248	.89		F	2,413	6.111	358'	:	С	22.9 0.	0.74 31	318'	. F	3508.7	8.462	355	:-	С	28.5	0.67	335'	-
Southbound DSISD Driveway		-										+					4							
SB Approach	D	\dagger	0.017	15.	:	tr t	105.9	0.062	13,	;	1	+		1	in E	145.0	0		:	В	16.9	0.00	10,	1
Overall Intersection	ν.	6.1			:		509.9	;		:	ا ا	ш		:	┨	090.3		-	:	ر	20.0	,	-	:
								-		US 290 w	290 with Springs Lane	gs Lane	-		-	-	-	_	_	-		-		
Eastbound US 290	1	+	0000	:		1		0000	ā		1	1	-	-	+	t	000	1						
EB Left	Α.	+	0.003	8	150+	۷,	9.6	0.003	io i	150.+	:	1	1	1		7.6	0.003		150+	:	:		;	:
EB Inrougn	< <	0.0	: :	0 1	+	< <	0.0	: :	0 1	0#	: :				< <	0.0		0 1	0++	: :	:		:	:
Westbound US 290	:	2					2																	
WB Through				i					,	.04		_		-			L		-	L				
WB Right	٧	0.0		0,	490'	<	0.0	-	0,	490'	1	1		-	Y	0.0	1	0,	490	;	1	1		-
WB Approach				:				:	:	:	1						:	:	:			1	:	1
Southbound Springs Lane																	H							
SB Approach	ပ	17.0	0.056	35'	:	၁	19.7	0.067	36'	:	:	1	-	:		20.9	0.072	40,	;	:			:	:
Overall Intersection	Α	0.2	;	;	:	٧	0.2	;	;	;	;	-			Α .	0.2	:	:	:	:		-	:	:

∃ Ø Ø € Ø

Level of service determined through the use of Syncher of Taffic Simulation Software, Version 11. All calculations were performed using the methodologies published in Highway Capacity Manual 6th Edition by the Transportation Research Board.
Volume to expediy ration (vc) were calculated using Syncher Or Taffic Simulation Software. Results of queuing analysis represent the average of free (5) SamTraffic simulation runs.
Sylth precentile queue lengths were calculated using SimTraffic Simulation and Software and Signal Taffic Signal Coordination Software. Results of queuing analysis represent the average of free (5) SamTraffic simulation runs.
Existing queue sonsone and signal plants are as of signal and an and signal plants are and signal plants in Software and Signal Coordination Software. All storage lengths were rounded by no the neurest 5 ft. increment.
Existing queue sonsone selection in migrate that the intersection of US 290 with Arrowshead Ranch Boulevard.

Therefore, it is anticipated that mitigation measures will need to be constructed by the Arrowshead Ranch Boulevard.

Therefore, it is anticipated conditions for this study represent the anticipated need to install raffic signal control at the intersection of US 290 with Arrowshead Ranch Boulevard.

SUMMARY OF CAPACITY ANALYSIS RESULTS - PM PEAK HOUR Proposed Bunker Ranch Subdivision Expansion Traffic Impact Analysis City of Dripping Springs, Hays County, Texas TABLE 2

		2021 Ex	2021 Existing Conditions	nditions			2025 No-	2025 No-Build Conditions	ditions		2025 N	2025 No-Build Mitigated Conditions (5)	tigated Cor	nditions (5)		202	2025 Build Conditions	onditions		202	2025 Build Mitigated Conditions (5)	itigated C	onditions	(9)
Intersection/Movement	LOS (1)	Delay (1)	V/C (2) 95	95th % Queue (ft) ⁽³⁾	Bay Length (ft) (4)	(I) SOT	Delay (1)	V/C (2) 95t	95th % Queue B (ft) (3)	Bay Length (ft) (4)	LOS ⁽¹⁾ Do	Delay ⁽¹⁾ V/C	V/C (2) 95th % Queue (ft) (3)	Queue Bay Length	gth LOS (1)	Delay (1)	V/C (2)	95th % Queue (ft) (3)	Bay Length (ft) (4)	LOS (1)	Delay (1)	V/C (2)	95th% Queue (ft)	Bay Length (ft) (4)
									US 29(with Bu	nker Ran	290 with Bunker Ranch Boulevard	ard											
Eastbound US 290																								
EB Through			:	0,	1490'			:	0,	1490'							:	0,	1490'			-	:	:
EB Right	<	0.0	:	.0	240'	∢	0.0	:	0,	240'		'	:		∀	0.0	:	'4	240	:	1	-	1	:
EB Approach			:	1	-			:	:	-			-	1			:	:	1			-	:	-
Westbound US 290													1											
WB Left (6)	V	9.1	0.016	21,	150'+	A	6.7	0.1	45'	150'+	,	;	1		В	10.9	0.254	.89	150'+	:	1		;	1
WB Through	Y	0.0		.0	780'	Y	0.0	-	.0	.082	-				A	0.0		.0	780				-	
WB Approach	Α	0.1				Y	8.0								A	1.8								-
Northbound Bunker Ranch Blvd.	а	1, 21	820 0	105		а	14.3	0.106	100						C	300	0.45	106	1					
Overall Intersection	V	0.3	:	3 :	:	V	╁	1	2 :	:					V	2.7	:	-	:	:	;		:	1
									US 290 v	vith Arro	whead Ra	290 with Arrowhead Ranch Boulevard	evard											
Eastbound US 290	ľ	ľ	l			L	r	H	-	-	-	L	L	-	L	L	L		L		ľ	ľ	ľ	
EB Left (6)	В	11.8	0.004	2,	150'+	В	11.7	0.004	5∞	150'+	В	13.6 0.0	0.01 5'	150+	В .	12.5	0.004	.9	150+	В	13.4	0.01	.6	150'+
EB Through	V	0.0	:	.0	780'	٧	0.0		.0	.082	В	18.0 0.4	961 69.0	.082 .9	A	0.0	:	,0	780	В	18.1	0.71	1961	780'
EB Right	Α	0.0	-	.0	250'	A	0.0		10,	250'	В	14.0 0.4	0.08 45'	5' 250'	A	0.0		13,	250	В	13.8	80.0	42'	250'
EB Approach	Α	0.0	:			Α	0.0				В	- 17.8			A	0.0	:	:	1	В	17.9			
Westbound US 290																								
WB Left ⁽⁶⁾	Α	9.4	0.068	33'	150'	В	11.4	0.352	116'	150'	В	12.3 0.0	0.62 151	1' 150'	В	12	0.372	148	150	В	12.8	0.64	152'	150'
WB Through	<	0.0	1	0,	440'	<	0.0	;	0.	440,	В	11.8 0.:	0.54 143'	3' 440'	<	0.0	1	111	440	В	12.2	0.59	152'	440,
WB Approach	V	9.0	:	:	:	٧	3.0	:	:	:	В	- 11.9	:	1	A	2.9	:	:	:	В	12.4		:	
Northbound Arrowhead Ranch Blvd.																								
NB Approach	В	14.2	0.106	42.	:	Н	1,016.3	3.051	326'	:	C	21.2 0.0	0.63 18		F	1362.1	3.78	321'	:	С	22.2	0.64	189	1
Southbound DSISD Driveway																								
SB Approach	Е	41.4	0.02	11'	-	F	_	0.079	11,	:		16.3 0.01	01 14'	+-	F	204.7	0.103	20'	:	В	17.1	0.01	12'	-
Overall Intersection	٧	8.0	:	;	:	т	140.0	;	;	;	В	- 1	:	;	Н	171.2	:	;	;	В	15.5		;	:
										US 290 wi	290 with Springs Lane	gs Lane												
Eastbound US 290															-									
EB Left (6)	В	10.1	0.003	6'	150'+	В	11.2	0.004	12'	150'+		-			В	11.8	0.004	.6	150'+	-	-	1	:	:
EB Through	Α	0.0		.0	440'	Y	0.0		.0	440'		-			A	0.0		.0	440					:
EB Approach	Α	0.0	:		-	Α	0.0	-	:			-	-		A	0.0	:	:	1			-	:	
Westbound US 290																								
WB Through		0	;	0,	490,		0	;	0,	490,			-	-	_	Ġ	1	0	490			1	1	1
WB Right	<	0.0				V	0:0				:				∀	0.0				:	1			
WB Approach			:	:	:			;		1				1			:	1					:	:
Southbound Springs Lane		0	0,00	3		· ·	\dashv	000				-	_		,	ě	0							
SB Approach	သ	18.9	0.068	46,	:	S	+	0.089	,44	:	:		:	:	Q	26.7	0.102	46.	:	:	,		;	;
Overall Intersection	V	0.7	:		:	<	0.2	:							∀	0.7	:	:	:				:	:

(1) Level of service determined through the use of Special Draffic Simulation Software, Version 11. All calculations were performed using the methodologies published in Highway Capacity Manual 6th Edition by the Transportation Research Board.
(2) Sydame calculated using Saferdor Traffic Staggard Confidence are represented to severe performed using the methodologies published in Highway Capacity Manual 6th Edition by the Transportation Research Board.
(3) Sydamente capacity and severe accordance and signal plans. All storage lengths were performed sumplication and signal plans. All storage lengths were consider to the color of the (3) Simiration Software and signal plans. All storage lengths were considered to the capacity was determined through the use of Google Earth Software and signal plans. All storage lengths were considered to the capacity and severe the accusage of the Capacity and account of US 20 With Arrowhed and Research Board.
(4) Exist in the capacity may be expected to expert and the intersection of US 20 With Arrowhed Software. All storage lengths were conditioned to the capacity and the capacity and the service of US 20 With Arrowhed Software. Accide to expert the capacity and the service of the capacity and the service of the capacity of the service of the capacity and the service of the

APPROVED BUNKER RANCH SUBDIVISION TRIP GENERATION SUMMARY Proposed Bunker Ranch Subdivision Expansion Traffic Impact Analysis City of Dripping Springs, Hays County, Texas

				Trip Generation ⁽¹⁾	
Description/Land Use Code	Size	Time Period		Primary Trips	
			In	Out	Total
APPROVED BUNKER RANCH SUBDIVISION					
Approved Existing Bunker Ranch Subdivision					
		Weekday 24 Hour	801	801	1602
Single-Family Detached Housing	160 units	Weekday AM Peak Hour	30	88	118
		Weekday PM Peak Hour	101	65	160
		Weekday 24 Hour	153	154	307
Multifamily Low-Rise	42 units	Weekday AM Peak Hour	5	16	21
		Weekday PM Peak Hour	17	10	27
		Weekday 24 Hour	954	955	1,909
Subtotal	1	Weekday AM Peak Hour	35	104	139
		Weekday PM Peak Hour	118	69	187
Existing Bunker Ranch Subdivision Currently Constructed/Occupied (2)	cted/Occupied (2)				
		Weekday 24 Hour	315	315	630
Single-Family Detached Housing	58 units	Weekday AM Peak Hour	12	34	46
		Weekday PM Peak Hour	38	22	09
		Weekday 24 Hour	22	22	44
Multifamily Low-Rise	6 units	Weekday AM Peak Hour	1	2	3
		Weekday PM Peak Hour	3	2	5
		Weekday 24 Hour	337	337	674
Subtotal		Weekday AM Peak Hour	13	36	49
		Weekday PM Peak Hour	41	24	92
Bunker Ranch Subdivison Approved Residential Units Not Yet Constructed/Occupied to be Included in Background Traffic Volumes	Not Yet Constructed/Occup	oied to be Included in Background Tr	affic Volumes		
		Weekday 24 Hour	486	486	972
Single-Family Detached Housing	102 units	Weekday AM Peak Hour	18	54	72
		Weekday PM Peak Hour	63	37	100
		Weekday 24 Hour	131	132	263
Multifamily Low-Rise	36 units	Weekday AM Peak Hour	4	14	18
		Weekday PM Peak Hour	14	8	22
		Weekday 24 Hour	617	618	1,235
Subtotal	;	Weekday AM Peak Hour	22	89	06
		Weekday PM Peak Hour	77	45	122

⁽¹⁾ Anticipated trip generation calculated based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition publication.

(2) Data regarding the number of residential units that have yet to be constructed or occupied have been provided by the City of Dripping Springs. The Bunker Ranch Development has currently been approved for the construction of 160 single family units and 42 condo units. At this time, 102 single family units and 36 condo units have yet to be constructed or occupied.

PROPOSED BUNKER RANCH SUBDIVISION EXPANSION TRIP GENERATION SUMMARY Proposed Bunker Subdivsion Expansion Traffic Impact Analysis City of Dripping Springs, Hays County, Texas

				÷ · · ·	
	i	i		Irip Generation	
Description/Land Use Code	Size	Time Period		Primary Trips	
			In	Out	Total
BUNKER RANCH RESIDENTIAL DEVELOPMENT	JENT				
Proposed Total Bunker Ranch Subdivision After Expansion	Expansion				
		Weekday 24 Hour	1810	1810	3620
Single-Family Detached Housing	388 units	Weekday AM Peak Hour	70	210	280
		Weekday PM Peak Hour	235	138	373
Approved Bunker Ranch Subdivision Single Family Units (3)	nily Units (3)				
		Weekday 24 Hour	801	801	1602
Single-Family Detached Housing	160 units	Weekday AM Peak Hour	30	88	118
		Weekday PM Peak Hour	101	59	160
Proposed New Bunker Ranch Subdivsion Residential Single Family Units (3)	ntial Single Family Units (3)				
		Weekday 24 Hour	1,009	1,009	2,018
Single-Family Detached Housing	228 units	Weekday AM Peak Hour	40	122	162
		Weekday PM Peak Hour	134	79	213

(1) Anticipated trip generation calculated based on the rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition publication.

(2) Data regarding the number of residential units that have yet to be constructed or occupied have been provided by the City of Dripping Springs. The Bunker Ranch Development has currently been approved for the construction of 160 single family units and 42 condo units. At this time, 102 single family units and 36 condo units have yet to be constructed or occupied.

(3) From Table 3.(4) The total Bunker Ranch Subdivision Trips was calcualted by adding the existing approved Bunker Ranch Subdivision trips (160 Single Family Residential Units plus 42 Multifamily Low-Rise Residential Units shown on Table 3) to the proposed Bunker Ranch Subdivision Expansion trips (Additional 228 Single Family Residential Units shown on Table 4).

TABLE 5
PROPOSED BUNKER RANCH SUBDIVISION APPROVED PLUS EXPANSION TRIP GENERATION SUMMARY
Proposed Bunker Subdivsion Expansion Traffic Impact Analysis
City of Dripping Springs, Hays County, Texas

				Trip Generation ⁽¹⁾	
Description/Land Use Code	Size	Time Period		Primary Trips	
			uI	Out	Total
APPROVED BUNKER RANCH SUBDIVISION (I)	[(1)				
Approved Existing Bunker Ranch Subdivision					
		Weekday 24 Hour	801	801	1602
Single-Family Detached Housing	160 units	Weekday AM Peak Hour	30	88	118
		Weekday PM Peak Hour	101	59	160
		Weekday 24 Hour	153	154	307
Multifamily Low-Rise	42 units	Weekday AM Peak Hour	5	16	21
		Weekday PM Peak Hour	17	10	27
		Weekday 24 Hour	954	955	1,909
Subtotal	1	Weekday AM Peak Hour	32	104	139
		Weekday PM Peak Hour	118	69	187
PROPOSED NEW BUNKER RANCH SUBDIVIS	CH SUBDIVISION EXPANSION (2)				
		Weekday 24 Hour	1,009	1,009	2,018
Single-Family Detached Housing	228 units	Weekday AM Peak Hour	40	122	162
		Weekday PM Peak Hour	134	79	213
		Weekday 24 Hour	:		:
Multifamily Low-Rise		Weekday AM Peak Hour			-
		Weekday PM Peak Hour			-
		Weekday 24 Hour	1,009	1,009	2,018
Subtotal		Weekday AM Peak Hour	40	122	162
		Weekday PM Peak Hour	134	79	213
TOTAL APPROVED BUNKER RANCH SUBDIVISION PLUS PROPOSED NEW BUNKER RANCH SUBDIVISION EXPANSION	IVISION PLUS PROPOSEI	O NEW BUNKER RANCH SUBDIVI	SION EXPANSION		
		Weekday 24 Hour	1,810	1,810	3,620
Single-Family Detached Housing	388 units	Weekday AM Peak Hour	70	210	280
		Weekday PM Peak Hour	235	138	373
		Weekday 24 Hour	153	154	307
Multifamily Low-Rise	42 units	Weekday AM Peak Hour	5	16	21
		Weekday PM Peak Hour	17	10	27
		Weekday 24 Hour	1,963	1,964	3,927
Subtotal	ı	Weekday AM Peak Hour	22	226	301
		Weekday PM Peak Hour	252	148	400

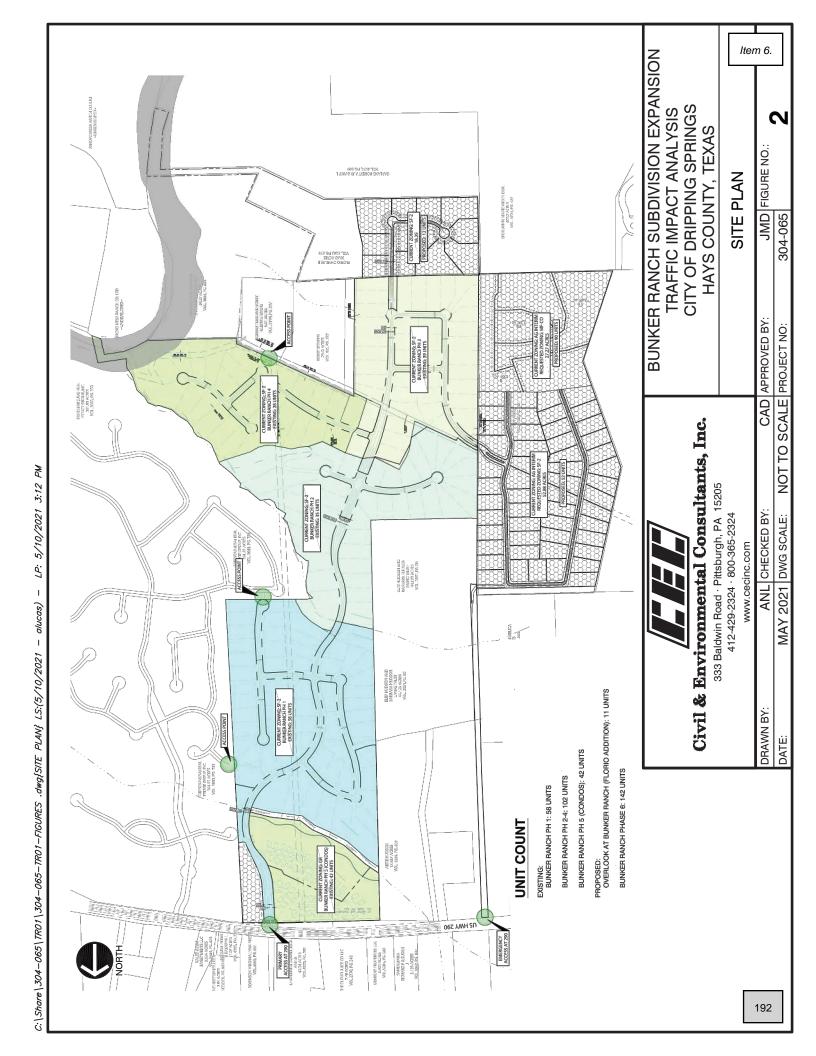
⁽¹⁾ From Table 3. (2) From Table 4.

ARROWHEAD RANCH DEVELOPMENT TRIP GENERATION SUMMARY Proposed Bunker Ranch Subdivision Expansion Traffic Impact Analysis City of Dripping Springs, Hays County, Texas TABLE 6

						Ė	Trin Conoration(1)	(1)			
	ċ	į					p Generation				
Description/Land Use Code	Size	Time Period	P	Primary Trips	S		Pass-By Trips			Total Trips	
			In	Out	Total	uI	Out	Total	In	Out	Total
ARROWHEAD RANCH DEVELOPMENT	ENT										
Total Approved Arrowhead Ranch Residential Development	dential Development										
		Weekday 24 Hour	1874	1874	3748	0	0	0	1,874	1,874	3,748
Single-Family Detached Housing	403 units	Weekday AM Peak Hour	73	218	167	0	0	0	73	218	291
		Weekday PM Peak Hour	244	143	387	0	0	0	244	143	387
Existing Arrowhead Ranch Residential Development Currently Constructed/Occupied (2)	Development Currently Cons	structed/Occupied (2)									
		Weekday 24 Hour	868	268	5621	0	0	0	868	268	1,795
Single-Family Detached Housing	181 units	Weekday AM Peak Hour	33	100	133	0	0	0	33	100	133
		Weekday PM Peak Hour	113	<i>L</i> 9	180	0	0	0	113	29	180
Arrowhead Ranch Residential Development Approved Residential Units Not Yet Constructed/Occupied to be Included in Background Traffic Volumes	ient Approved Residential U	nits Not Yet Constructed/Occupied to	be Included	in Backgrou	ind Traffic V	'olumes					
		Weekday 24 Hour	926	226	1953	0	0	0	926	226	1,953
Single-Family Detached Housing	222 units	Weekday AM Peak Hour	40	118	158	0	0	0	40	118	158
		Weekday PM Peak Hour	131	76	207	0	0	0	131	92	207
Planned Arrowhead Ranch Development Commercial Development (3)	t Commercial Development	(3)									
		Weekday 24 Hour	92	91	183	0	0	0	92	91	183
Liquor Store	1,800 SF	Weekday AM Peak Hour	4	4	8	0	0	0	4	4	8
		Weekday PM Peak Hour	15	14	67	0	0	0	15	14	29
		Weekday 24 Hour		No Data A	vailable for V	No Data Available for Weekday 24-Hour Period	our Period		1,153	1,152	2,305
Super Convenience Market/Gas Station	6,000 SF	Weekday AM Peak Hour	59	59	811	185	185	370	244	244	488
		Weekday PM Peak Hour	46	46	65	147	147	294	193	193	386
		Weekday 24 Hour	-		-		-		1,245	1,243	2488
SubTotal		Weekday AM Peak Hour	63	63	126	185	185	370	248	248	496
		Weekday PM Peak Hour	61	09	121	147	147	294	208	207	415

Anticipated trip generation calculated based on the rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition publication.
 Data regarding the number of residential units that are currently constructed and occupied have been provided by the City of Dripping Springs.
 The City of Dripping Springs has requested that trips associated with the planned Arrowhead Ranch Super Convenience Market/Gas Station and Liquor Store be included in the background traffic projections. A conceptual site plan for these commercial developments has been provided by the City of Dripping Springs.

FIGURES



⋖

⋖

212

<u>B</u> ⋖

LP: 5/10/2021 3:57 PM

C:\Share\304-065\TR01\304-065-TR01\FIGURES .dwg{2025 BUILD LOS} LS:(5/10/2021 - alucas) -



APPENDIX A TRAFFIC IMPACT ANALYSIS SCOPE OF STUDY



TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project
Name:

Bunker Ranch
Date: March 31, 2021

Location: South of the intersection of US 290 and

Bunker Ranch Boulevard

Owner's Agent: Civil & Environmental Consultants, Inc. Phone: 512-439-0400

1. Background Information

The following information should be provided:

- Site Map or Site Plan.
- Location/Study area map specifying major roadways within the study area.
- Identify state and county roadways in the study area. Scope should be provided to all agencies impacted by the study.
- Identify adopted plans and public infrastructure improvement projects applicable to this site.

2. Intersection Level of Service

Calculations for AM and PM peak hours must be performed for the intersections listed below, showing existing traffic conditions and projected traffic conditions, identifying site, non-site, and total traffic:

- US 290 and Bunker Ranch Boulevard
- US 290 and Arrowhead Ranch Boulevard
- US 290 and Springs Lane
- All Site Driveways Accessing US 290

AM and PM peak-hour turning movement counts will be collected at the study intersections to determine existing background traffic and should be collected while school is in session. If

historical counts must be obtained due to the COVID-19 pandemic and reduced traffic, a growth rate approved by the city must be applied to reflect existing "2021" conditions. If counts are collected during the COVID-19 reduced traffic conditions, adjustments to the traffic counts should be made, and data to justify the adjustments should be provided with the submittal of the TIA.

The Intersection Capacity Analysis should include the following build-out phases/years:

- Phase 1 Residential land use buildout year
- Phase 2 Commercial land use buildout year

Intersection Capacity Analysis for each phase/year shall include:

- Level of Service by movements
- Delay by movements
- V/C by movements
- Queuing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

3. Roadway Analysis

Document the projected daily volumes on Bunker Ranch Boulevard for each analysis phase/year.

4. Sight Distance Analysis

- When proposed mitigation recommends a new traffic signal be installed, an analysis of the stopping sight distance on approach to stopped queues (back of queue) should be included.
- New intersections or driveways must provide an analysis of the intersection sight distance. The intersection of US 290 and Bunker Ranch Boulevard is considered an existing driveway and does not require a sight distance analysis.

5. <u>Transportation Improvements</u>

The following adopted plans and public infrastructure improvement projects applicable to this site should be considered in the analysis.

- Dripping Springs Traffic Study 2020 (Dripping Springs)
- Dripping Springs Thoroughfare Plan (Dripping Springs)

Consider the following for transportation improvements related to the site:

 Improvements required to mitigate the impact of site traffic for intersections below Level of Service C, based on City of Dripping Springs Code Chapter 28, Exhibit A, Section 11.11.

6. Other Considerations

- Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

7. Study Assumptions

The following assumptions must be included in the analysis:

- Background traffic —the average annual growth rate shall be calculated using available sources and documented in the report. Identified growth rate for use in analysis which must be approved by the City prior to submittal
- Projects for background traffic calculations:
 - Arrowhead Ranch

The City will provide available land use information for the proposed development.

- Transit Trips/Walking/Biking Reductions N/A
- Internal Capture Reductions N/A
- Pass-By Trip Reductions Appropriate pass-by trip reductions may be applied to commercial land uses based on the ITE Trip Generation Manual, 10th Edition.
- Trip distribution To be determined based on existing and historical data. Analysis used to support distribution assumptions should be provided with the submittal of the TIA.
 Obtain approval by the City prior to submittal.

8. Submittal Requirements

- Submit an electronic version of the draft TIA report for agency review. Once all agency
 comments are resolved, submit two (2) printed copies of the final report, signed and
 sealed by a professional engineer licensed in the State of Texas for submittal to City of
 Dripping Springs. The final report should also be provided in electronic format. Submit
 an electronic version of the draft and final TIA report TxDOT through DropBox.
- The submittal should include the following: PDF of the TIA, Synchro Network for all
 conditions analyzed and background DXF or aerial format (Synchro files must be in real
 world coordinates), excel spreadsheets with, overall trip generation, internal and pass-by
 trip reduction rates if applicable, site trip distribution and assignment within roadway
 network and site driveways, A CAD file for the site plan, if available.
- Traffic signal modeling requirements:
 - All intersections must be modeled in one Synchro file (including unsignalized intersections).
 - Synchro signal timing sheets are to be included with the submittal.

- Present intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (preferably in 11"x17") for different scenarios noted.
- The following Maps should be included in the TIA report:
 - Site Map or Site Plan.
 - Location/Study area map specifying major roadways within the study area.
 - A map showing all bicycle routes, bus transit and bus stops within ½ mile of the site
 - o A map showing all background projects and trip generation for each project,
 - o A map showing all roadways and driveways analyzed (labeled and dimensioned)
 - An aerial map of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

This scope and study are based upon discussions between Civil & Environmental Consultants, Inc., the City of Dripping Springs transportation consultant, and TxDOT. Any change in these assumptions may require a change in scope.

Approved by:	C. HA	7	PRPEN		
•	Chad Gilnin	5 E	City Engineer	City of Dripping S	nr

Chad Gilpin, P.E., City Engineer, City of Dripping Springs

Reviewed by: Yellack

Leslie D. Pollack, P.E., PTOE, HDR Engineering, Inc.

Approved by: Natt K Cusuughum, P.E.

Scott R. Cunningham, P.E., TxDOT Austin District

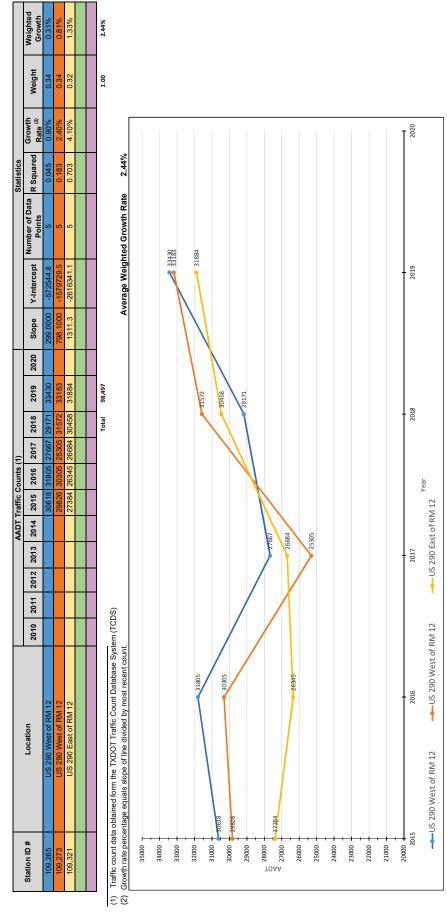
Agree to follow:

Jeffrey M. DePaolis, P.E., PTOE, Civil & Environmental Consultants, Inc.

ltam	6

APPENDIX B BACKGROUND TRAFFIC GROWTH RATE CALCULATIONS

TABLE A1
BACKGROUND TRAFFIC GROWTH RATE CALCULATIONS



Droznek, Chris

From: Pollack, Leslie < Leslie.Pollack@hdrinc.com >

Sent: Friday, April 30, 2021 4:06 PM

To: Droznek, Chris **Subject:** RE: Bunker Ranch TIA

Hi Chris, I am good with the growth rate as proposed. Thank you!

Leslie D. Pollack, P.E., PTOE D 512.904.3728 M 512.560.1619

hdrinc.com/follow-us

From: Droznek, Chris <cdroznek@cecinc.com>

Sent: Friday, April 30, 2021 7:23 AM

To: Pollack, Leslie < Leslie. Pollack@hdrinc.com>

Subject: RE: Bunker Ranch TIA

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Leslie,

Thank you. I'm also attaching a copy of the calculated growth rate for the study area. Since our project is located on US 290, I collected AADT data along US 290. From the TXDOT Traffic Count Database System (TCDS) I was able to locate 3 count locations along US 290 and within Dripping Springs. I utilized the most recent 5 years of AADT data available for the calculations. From this data I calculated a linear growth rate of 2.44% per year using a weighted average of the three locations.

I understand that you want to verify this information prior to submission of the TIA. Please review the attached calculated growth rate and provide me with any comments or suggestions as to what background traffic growth rate you would like to utilize for the study area.

Thank you,

Chris

Chris A. Droznek II, P.E. | Project Manager Civil & Environmental Consultants, Inc. 333 Baldwin Road, Pittsburgh, PA 15205 direct 412.249.3177 office 412.429.2324 mobile 412.804.8807 www.cecinc.com



APPENDIX C TURNING MOVEMENT COUNT SUMMARIES

3751 FM 1105, Bldg. A Georgetown, TX 78626 512-832-8650

File Name: Site 1 - US 290 & Bunker Ranch Blvd - AM

Site Code: 1

Start Date : 4/20/2021

Page No : 1

										- venic											1
								US 29	0			Bunke	er Ran	ch Blv	⁄d			US 29	0		
		Sc	outhbo	und			W	estbou	ınd			N	orthbo	und			E	astbou	ınd		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	4	82	0	0	86	0	0	2	0	2	0	148	0	0	148	236
07:15	0	0	0	0	0	4	100	0	0	104	0	0	4	0	4	0	161	0	0	161	269
07:30	0	0	0	0	0	8	131	0	1	140	0	0	5	0	5	0	178	1	0	179	324
07:45	0	0	0	0	0	11	118	0	0	129	1	0	3	0	4	0	157	0	0	157	290
Total	0	0	0	0	0	27	431	0	1	459	1	0	14	0	15	0	644	1	0	645	1119
08:00	0	0	0	0	0	12	137	0	0	149	0	0	5	0	5	0	137	1	0	138	292
08:15	0	0	0	0	0	5	109	0	0	114	0	0	3	0	3	0	141	0	0	141	258
08:30	0	0	0	0	0	7	108	0	0	115	3	0	1	0	4	0	180	2	0	182	301
08:45	0	0	0	0	0	11	151	0	0	162	0	0	10	1	11	0	168	2	0	170	343
Total	0	0	0	0	0	35	505	0	0	540	3	0	19	1	23	0	626	5	0	631	1194
Grand Total	0	0	0	0	0	62	936	0	1	999	4	0	33	1	38	0	1270	6	0	1276	2313
Apprch %	0	0	0	0		6.2	93.7	0	0.1		10.5	0	86.8	2.6		0	99.5	0.5	0		
Total %	0	0	0	0	0	2.7	40.5	0	0	43.2	0.2	0	1.4	0	1.6	0	54.9	0.3	0	55.2	
Vehicles	0	0	0	0	0	60	825	0	1	886	3	0	32	1	36	0	1168				
% Vehicles	0	0	0	0	0	96.8	88.1	0	100	88.7	75	0	97	100	94.7	0	92	83.3	0	91.9	90.6
Heavy vehicles																					
% Heavy vehicles	0	0	0	0	0	3.2	11.9	0	0	11.3	25	0	3	0	5.3	0	8	16.7	0	8.1	9.4

		So	outhbo	und				US 29 /estbou	-				er Ran orthbo	ch Blvo und	I		Е	US 29	-		
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour A	nalysi	s Fron	า 07:00	0 to 08	:45 - Pe	ak 1 c	of 1														
Peak Hour f	or Entii	re Inte	rsectio	n Begi	ns at 0	8:00															
08:00	0	0	0	0	0	12	137	0	0	149	0	0	5	0	5	0	137	1	0	138	292
08:15	0	0	0	0	0	5	109	0	0	114	0	0	3	0	3	0	141	0	0	141	258
08:30	0	0	0	0	0	7	108	0	0	115	3	0	1	0	4	0	180	2	0	182	301
08:45	0	0	0	0	0	11	151	0	0	162	0	0	10	1	11	0	168	2	0	170	343
Total Volume	0	0	0	0	0	35	505	0	0	540	3	0	19	1	23	0	626	5	0	631	1194
% App. Total	0	0	0	0		6.5	93.5	0	0		13	0	82.6	4.3		0	99.2	8.0	0		
PHF	.000	.000	.000	.000	.000	.729	.836	.000	.000	.833	.250	.000	.475	.250	.523	.000	.869	.625	.000	.867	.870
Vehicles	0	0	0	0	0	34	433	0	0	467	3	0	18	1	22	0	569	4	0	573	1062
% Vehicles						97.1	85.7	0	0	86.5	100	0	94.7	100	95.7	0	90.9	80.0	0	90.8	88.9
Heavy vehicles																					
% Heavy vehicles	0	0	0	0	0	2.9	14.3	0	0	13.5	0	0	5.3	0	4.3	0	9.1	20.0	0	9.2	11.1

Georgetown, TX 78626

512-832-8650

File Name: Site 1 - US 290 & Bunker Ranch Blvd - PM

Site Code: 1

Start Date : 4/20/2021

Page No : 1

								US 29		- Verile				ich Blv	d			US 29	0		1
		Sc	outhbo	und			W	estbo	ınd			N	orthbo	und			Е	astbou	und		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	0	0	0	0	0	6	151	0	0	157	2	0	10	0	12	0	172	1	0	173	342
16:15	0	0	0	0	0	8	188	0	0	196	0	0	10	0	10	0	155	0	0	155	361
16:30	0	0	0	0	0	5	295	0	0	300	0	0	7	0	7	0	141	1	0	142	449
16:45	0	0	0	0	0	5	196	0	0	201	2	0	5	0	7	0	156	1	0	157	365
Total	0	0	0	0	0	24	830	0	0	854	4	0	32	0	36	0	624	3	0	627	1517
17:00	0	0	0	0	0	2	186	0	0	188	2	0	10	0	12	0	157	1	0	158	358
17:15	0	0	0	0	0	0	199	0	0	199	1	0	10	0	11	0	162	0	0	162	372
17:30	0	0	0	0	0	6	178	0	0	184	2	0	8	0	10	0	162	1	0	163	357
17:45	0	0	0	0	0	2	164	0	0	166	0	0	10	0	10	0	142	1	0	143	319
Total	0	0	0	0	0	10	727	0	0	737	5	0	38	0	43	0	623	3	0	626	1406
Grand Total	0	0	0	0	0	34	1557	0	0	1591	9	0	70	0	79	0	1247	6	0	1253	2923
Apprch %	0	0	0	0		2.1	97.9	0	0		11.4	0	88.6	0		0	99.5	0.5	0		
Total %	0	0	0	0	0	1.2	53.3	0	0	54.4	0.3	0	2.4	0	2.7	0	42.7	0.2	0	42.9	
Vehicles	0	0	0	0	0	32	1508										1186				
% Vehicles	0	0	0	0	0	94.1	96.9	0	0	96.8	100	0	95.7	0	96.2	0	95.1	100	0	95.1	96.1
Heavy vehicles																					
% Heavy vehicles	0	0	0	0	0	5.9	3.1	0	0	3.2	0	0	4.3	0	3.8	0	4.9	0	0	4.9	3.9

								US 29	-					ch Blv	t		_	US 29			
		Sc	<u>uthbo</u>	<u>und</u>			VV	<u>estbo</u>	und			N	<u>orthbo</u>	und			<u></u>	<u>astbοι</u>	<u>ind</u>		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour A	nalysi	s From	า 16:00) to 17:	:45 - Pe	eak 1 c	of 1														
Peak Hour fo	or Enti	re Inte	rsectio	n Begi	ns at 1	6:30															
16:30	0	0	0	0	0	5	295	0	0	300	0	0	7	0	7	0	141	1	0	142	449
16:45	0	0	0	0	0	5	196	0	0	201	2	0	5	0	7	0	156	1	0	157	365
17:00	0	0	0	0	0	2	186	0	0	188	2	0	10	0	12	0	157	1	0	158	358
17:15	0	0	0	0	0	0	199	0	0	199	1	0	10	0	11	0	162	0	0	162	372
Total Volume	0	0	0	0	0	12	876	0	0	888	5	0	32	0	37	0	616	3	0	619	1544
% App. Total	0	0	0	0		1.4	98.6	0	0		13.5	0	86.5	0		0	99.5	0.5	0		
PHF	.000	.000	.000	.000	.000	.600	.742	.000	.000	.740	.625	.000	.800	.000	.771	.000	.951	.750	.000	.955	.860
Vehicles	0	0	0	0	0	12	860	0	0	872	5	0	31	0	36	0	583	3	0	586	1494
% Vehicles							98.2	0	0	98.2	100	0	96.9	0	97.3	0	94.6	100	0	94.7	96.8
Heavy vehicles																					
% Heavy vehicles	0	0	0	0	0	0	1.8	0	0	1.8	0	0	3.1	0	2.7	0	5.4	0	0	5.3	3.2

3751 FM 1105, Bldg. A Georgetown, TX 78626 512-832-8650

File Name: Site 2 - US 290 & Arrowhead Ranch Blvd - AM

Site Code : 2

Start Date : 4/20/2021

Page No : 1

		Bus B	Barn D	rivewa	V			US 29		- VEITICI				anch E	lvd			US 29	0		
		Sc	outhbo	und	,		W	estbou	und			No	orthbo	und			Ε	astbou	ınd		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	4	97	0	0	101	1	0	22	0	23	0	156	0	0	156	280
07:15	3	0	0	0	3	9	106	0	0	115	1	0	20	0	21	0	160	2	0	162	301
07:30	1	0	1	0	2	12	138	3	1	154	2	0	21	0	23	0	176	0	0	176	355
07:45	1	0	0	0	1	11	143	4	0	158	2	0	10	0	12	0	168	0	0	168	339
Total	5	0	1	0	6	36	484	7	1	528	6	0	73	0	79	0	660	2	0	662	1275
08:00	0	0	0	0	0	6	144	0	0	150	2	0	15	0	17	0	142	2	0	144	311
08:15	1	0	0	0	1	11	119	2	0	132	3	0	16	0	19	0	155	3	0	158	310
08:30	0	0	0	0	0	8	126	6	0	140	2	0	13	0	15	1	173	4	0	178	333
08:45	1	0	0	0	1	12	154	26	0	192	1	0	17	0	18	0	179	5	0	184	395
Total	2	0	0	0	2	37	543	34	0	614	8	0	61	0	69	1	649	14	0	664	1349
Grand Total	7	0	1	0	8	73	1027	41	1	1142	14	0	134	0	148	1	1309	16	0	1326	2624
Apprch %	87.5	0	12.5	0		6.4	89.9	3.6	0.1		9.5	0	90.5	0		0.1	98.7	1.2	0		
Total %	0.3	0	0	0	0.3	2.8	39.1	1.6	0	43.5	0.5	0	5.1	0	5.6	0	49.9	0.6	0	50.5	
Vehicles	4	0	0	0	4	69	919	7	1	996	7	0	130	0	137	1	1223				
% Vehicles	57.1	0	0	0	50	94.5	89.5	17.1	100	87.2	50	0	97	0	92.6	100	93.4	12.5	0	92.5	90.1
Heavy Vehicles																					
% Heavy Vehicles	42.9	0	100	0	50	5.5	10.5	82.9	0	12.8	50	0	3	0	7.4	0	6.6	87.5	0	7.5	9.9

			Barn Dr	iveway			١٨	US 29 /estbou	-		A		ead Ra	anch Bl	vd			US 29	-		
			Juliibo	unu					ina					una				1	iriu		
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour A	\nalysi:	s Fron	า 07:00) to 08:	45 - Pe	eak 1 d	of 1														
Peak Hour fo	or Entii	re Inte	rsectio	n Begi	ns at 0	8:00															
08:00	0	0	0	0	0	6	144	0	0	150	2	0	15	0	17	0	142	2	0	144	311
08:15	1	0	0	0	1	11	119	2	0	132	3	0	16	0	19	0	155	3	0	158	310
08:30	0	0	0	0	0	8	126	6	0	140	2	0	13	0	15	1	173	4	0	178	333
08:45	1	0	0	0	1	12	154	26	0	192	1	0	17	0	18	0	179	5	0	184	395
Total Volume	2	0	0	0	2	37	543	34	0	614	8	0	61	0	69	1	649	14	0	664	1349
% App. Total	100	0	0	0		6	88.4	5.5	0		11.6	0	88.4	0		0.2	97.7	2.1	0		
PHF	.500	.000	.000	.000	.500	.771	.881	.327	.000	.799	.667	.000	.897	.000	.908	.250	.906	.700	.000	.902	.854
Vehicles	2	0	0	0	2	36	476	3	0	515	1	0	59	0	60	1	601	2	0	604	1181
% Vehicles						97.3	87.7	8.8	0	83.9	12.5	0	96.7	0	87.0	100	92.6	14.3	0	91.0	87.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	2.7	12.3	91.2	0	16.1	87.5	0	3.3	0	13.0	0	7.4	85.7	0	9.0	12.5

3751 FM 1105, Bldg. A Georgetown, TX 78626 512-832-8650

File Name: Site 2 - US 290 & Arrowhead Ranch Blvd - PM

Site Code : 2

Start Date : 4/20/2021

Page No : 1

		Bus B	Barn D	rivewa	У			US 29		- VEITIC				anch E	Blvd			US 29	0		
		Sc	outhbo	und	•		W	estboi	und			No	orthbo	und			Е	astbou	ınd		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	2	0	0	0	2	7	161	0	0	168	2	0	8	0	10	0	183	2	0	185	365
16:15	1	0	0	0	1	14	205	2	0	221	0	0	16	0	16	0	161	1	0	162	400
16:30	0	0	0	0	0	18	236	2	0	256	0	0	11	0	11	1	152	2	0	155	422
16:45	1	0	0	0	1	13	189	1	0	203	0	0	12	0	12	0	166	4	0	170	386
Total	4	0	0	0	4	52	791	5	0	848	2	0	47	0	49	1	662	9	0	672	1573
17:00	0	0	0	0	0	9	198	5	0	212	3	0	11	0	14	1	182	0	0	183	409
17:15	1	0	0	0	1	19	197	14	0	230	2	0	6	0	8	0	177	2	0	179	418
17:30	3	0	2	0	5	15	175	10	0	200	0	0	8	0	8	2	182	0	0	184	397
17:45	6	0	0	0	6	12	157	6	0	175	0	0	11	0	11	0	158	4	0	162	354
Total	10	0	2	0	12	55	727	35	0	817	5	0	36	0	41	3	699	6	0	708	1578
Grand Total	14	0	2	0	16	107	1518	40	0	1665	7	0	83	0	90	4	1361	15	0	1380	3151
Apprch %	87.5	0	12.5	0		6.4	91.2	2.4	0		7.8	0	92.2	0		0.3	98.6	1.1	0		
Total %	0.4	0	0.1	0	0.5	3.4	48.2	1.3	0	52.8	0.2	0	2.6	0	2.9	0.1	43.2	0.5	0	43.8	
Vehicles	13	0	2	0	15	105	1464										1302				
% Vehicles	92.9	0	100	0	93.8	98.1	96.4	7.5	0	94.4	85.7	0	97.6	0	96.7	75	95.7	93.3	0	95.6	95
Heavy Vehicles																					
% Heavy Vehicles	7.1	0	0	0	6.2	1.9	3.6	92.5	0	5.6	14.3	0	2.4	0	3.3	25	4.3	6.7	0	4.4	5

				iveway			10	US 29	-		P			anch Bl	vd			US 29	-		
		50	outhbo	una			V\	<u>/estboι</u>	ına			IN	<u>orthbo</u>	una				astbou	ına		
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour A	\nalysi:	s Fron	า 16:00) to 17:	:45 - Pe	eak 1 c	of 1														
Peak Hour fo	or Entii	re Inte	rsectio	n Begi	ns at 1	6:30															
16:30	0	0	0	0	0	18	236	2	0	256	0	0	11	0	11	1	152	2	0	155	422
16:45	1	0	0	0	1	13	189	1	0	203	0	0	12	0	12	0	166	4	0	170	386
17:00	0	0	0	0	0	9	198	5	0	212	3	0	11	0	14	1	182	0	0	183	409
17:15	1	0	0	0	1	19	197	14	0	230	2	0	6	0	8	0	177	2	0	179	418
Total Volume	2	0	0	0	2	59	820	22	0	901	5	0	40	0	45	2	677	8	0	687	1635
% App. Total	100	0	0	0		6.5	91	2.4	0		11.1	0	88.9	0		0.3	98.5	1.2	0		
PHF	.500	.000	.000	.000	.500	.776	.869	.393	.000	.880	.417	.000	.833	.000	.804	.500	.930	.500	.000	.939	.969
Vehicles	2	0	0	0	2	58	796	1	0	855	5	0	38	0	43	1	647	7	0	655	1555
% Vehicles						98.3	97.1	4.5	0	94.9	100	0	95.0	0	95.6	50.0	95.6	87.5	0	95.3	95.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.7	2.9	95.5	0	5.1	0	0	5.0	0	4.4	50.0	4.4	12.5	0	4.7	4.9

3751 FM 1105, Bldg. A Georgetown, TX 78626 512-832-8650

File Name: Site 3 - US 290 & Springs Ln - AM

Site Code: 3

Start Date : 4/20/2021

Page No : 1

	1					1		_		- venici	es - n	eavy	veriici	65					_		1
			prings					US 29										US 29			
		Sc	<u>outhbo</u>	und			W	estbo	<u>und</u>			No	<u>orthbo</u>	und			E	astbou	ınd		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	9	0	1	0	10	0	97	2	0	99	0	0	0	0	0	1	181	0	0	182	291
07:15	7	0	2	0	9	0	122	2	0	124	0	0	0	0	0	1	191	0	0	192	325
07:30	6	0	1	0	7	0	146	6	0	152	0	0	0	0	0	0	208	0	0	208	367
07:45	9	0	1	0	10	0	158	4	0	162	0	0	0	0	0	0	177	0	0	177	349
Total	31	0	5	0	36	0	523	14	0	537	0	0	0	0	0	2	757	0	0	759	1332
08:00	5	0	0	0	5	0	158	1	0	159	0	0	0	0	0	0	159	0	0	159	323
08:15	5	0	0	0	5	0	135	0	0	135	0	0	0	0	0	1	173	0	0	174	314
08:30	2	0	0	0	2	0	138	3	0	141	0	0	0	0	0	0	187	0	1	188	331
08:45	3	0	0	0	3	0	197	2	0	199	0	0	0	0	0	1	199	0	0	200	402
Total	15	0	0	0	15	0	628	6	0	634	0	0	0	0	0	2	718	0	1	721	1370
															-						
Grand Total	46	0	5	0	51	0	1151	20	0	1171	0	0	0	0	0	4	1475	0	1	1480	2702
Apprch %	90.2	0	9.8	0		0	98.3	1.7	0		0	0	0	0		0.3	99.7	0	0.1		
Total %	1.7	0	0.2	0	1.9	0	42.6	0.7	0	43.3	0	0	0	0	0	0.1	54.6	0	0	54.8	
Vehicles	44	0	4	0	48	0	1004										1372				
% Vehicles	95.7	0	80	0	94.1	0	87.2	90	0	87.3	0	0	0	0	0	75	93	0	100	93	90.5
Heavy Vehicles																					
% Heavy Vehicles	4.3	0	20	0	5.9	0	12.8	10	0	12.7	0	0	0	0	0	25	7	0	0	7	9.5
,	-																				

			prings					US 29										US 29			
		Sc	outhbo	una			V۱	/estboι	ına			N	<u>orthbo</u>	una				astbοι	ına		
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour A	\nalysi:	s Fron	า 07:00) to 08:	:45 - Pe	eak 1 d	of 1														
Peak Hour fo	or Entii	re Inte	rsectio	n Begi	ns at 0	8:00															
08:00	5	0	0	0	5	0	158	1	0	159	0	0	0	0	0	0	159	0	0	159	323
08:15	5	0	0	0	5	0	135	0	0	135	0	0	0	0	0	1	173	0	0	174	314
08:30	2	0	0	0	2	0	138	3	0	141	0	0	0	0	0	0	187	0	1	188	331
08:45	3	0	0	0	3	0	197	2	0	199	0	0	0	0	0	1	199	0	0	200	402
Total Volume	15	0	0	0	15	0	628	6	0	634	0	0	0	0	0	2	718	0	1	721	1370
% App. Total	100	0	0	0		0	99.1	0.9	0		0	0	0	0		0.3	99.6	0	0.1		
PHF	.750	.000	.000	.000	.750	.000	.797	.500	.000	.796	.000	.000	.000	.000	.000	.500	.902	.000	.250	.901	.852
Vehicles	15	0	0	0	15	0	525	6	0	531	0	0	0	0	0	2	667	0	1	670	1216
% Vehicles							83.6	100	0	83.8	0	0	0	0	0	100	92.9	0	100	92.9	88.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	16.4	0	0	16.2	0	0	0	0	0	0	7.1	0	0	7.1	11.2

3751 FM 1105, Bldg. A Georgetown, TX 78626 512-832-8650

File Name: Site 3 - US 290 & Springs Ln - PM

Site Code: 3_

Start Date : 4/20/2021

Page No : 1

								_		- venici	00 11	oury	V 011101						_		1
			prings					US 29										US 29			
		Sc	uthbo	<u>und</u>			W	estbou	<u>und</u>			N	<u>orthbo</u>	und			E	astbou	<u>ınd</u>		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	3	0	0	0	3	0	185	4	0	189	0	0	0	0	0	0	203	0	0	203	395
16:15	4	0	1	0	5	0	226	6	0	232	0	0	0	0	0	0	182	0	0	182	419
16:30	4	0	0	0	4	0	260	6	0	266	0	0	0	0	0	1	162	0	0	163	433
16:45	2	0	2	0	4	0	192	7	0	199	0	0	0	0	0	1	187	0	0	188	391
Total	13	0	3	0	16	0	863	23	0	886	0	0	0	0	0	2	734	0	0	736	1638
17:00	7	0	1	0	8	0	211	6	0	217	0	0	0	0	0	0	190	0	0	190	415
17:15	2	0	0	0	2	0	242	7	0	249	0	0	0	0	0	0	193	0	0	193	444
17:30	3	0	0	0	3	0	193	4	0	197	0	0	0	0	0	1	195	0	0	196	396
17:45	3	0	0	0	3	0	189	4	0	193	0	0	0	0	0	0	169	0	0	169	365
Total	15	0	1	0	16	0	835	21	0	856	0	0	0	0	0	1	747	0	0	748	1620
Grand Total	28	0	4	0	32	0	1698	44	0	1742	0	0	0	0	0	3	1481	0	0	1484	3258
Apprch %	87.5	0	12.5	0		0	97.5	2.5	0		0	0	0	0		0.2	99.8	0	0		
Total %	0.9	0	0.1	0	1	0	52.1	1.4	0	53.5	0	0	0	0	0	0.1	45.5	0	0	45.5	
Vehicles	28	0	3	0	31	0	1613										1419				
% Vehicles	100	0	75	0	96.9	0	95	97.7	0	95.1	0	0	0	0	0	100	95.8	0	0	95.8	95.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	25	0	3.1	0	5	2.3	0	4.9	0	0	0	0	0	0	4.2	0	0	4.2	4.6

			prings					US 29	-			N	orthbo	und				US 29	-		
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour A	nalysi	s Fron	n 16:00) to 17	:45 - Pe	eak 1 c	of 1														
Peak Hour fo	or Enti	re Inte	rsection	n Begi	ins at 1	6:30															
16:30	4	0	0	0	4	0	260	6	0	266	0	0	0	0	0	1	162	0	0	163	433
16:45	2	0	2	0	4	0	192	7	0	199	0	0	0	0	0	1	187	0	0	188	391
17:00	7	0	1	0	8	0	211	6	0	217	0	0	0	0	0	0	190	0	0	190	415
17:15	2	0	0	0	2	0	242	7	0	249	0	0	0	0	0	0	193	0	0	193	444
Total Volume	15	0	3	0	18	0	905	26	0	931	0	0	0	0	0	2	732	0	0	734	1683
% App. Total	83.3	0	16.7	0		0	97.2	2.8	0		0	0	0	0		0.3	99.7	0	0		
PHF	.536	.000	.375	.000	.563	.000	.870	.929	.000	.875	.000	.000	.000	.000	.000	.500	.948	.000	.000	.951	.948
Vehicles	15	0	2	0	17	0	864	25	0	889	0	0	0	0	0	2	700	0	0	702	1608
% Vehicles			66.7	0	94.4	0	95.5	96.2	0	95.5	0	0	0	0	0	100	95.6	0	0	95.6	95.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	33.3	0	5.6	0	4.5	3.8	0	4.5	0	0	0	0	0	0	4.4	0	0	4.4	4.5

GRAM Traffic Counting, Inc. 3751 FM 1105, Bldg. A Georgetown, TX 78626

512-832-8650

Site Code: 1 Station ID: US 290

East of CR 239

Latitude: 0' 0.0000 Undefined

Time T 12:00 12:15 12:30 12:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	Apr-21 Wes Tue Morning 9 11 6 4 4 3 3 2 11 5 4 6 3 3 3 4 5 9 16 12 26 51 70 66 71	tbound Afternoon 167 164 219 183 182 216 202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210 169	Morning 30 14 12 15 34	Totals	Morning 7 4 5 4 1 2 8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	192 179 148 140 159 153 154 162 139 189 216 176 201 184 168 184 189 221 182 182 189 200 190 197	Morning 20 15 12 18 60	Totals	50 29 24 33 94	139 140 149 156
12:15 12:30 12:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	9 111 6 4 4 3 3 2 1 1 5 4 6 3 3 3 3 4 5 9 16 12 26 51 70 66	164 219 183 182 216 202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	30 14 12 15	777 771 831 894	4 5 4 1 2 8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	179 148 140 159 153 154 162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	15 12 18 60	628 720 737 780	29 24 33	149 156 167
12:30 12:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	6 4 4 3 4 3 2 1 5 4 6 3 3 3 3 4 5 9 16 12 26 51 70 66	219 183 182 216 202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	14 12 15	777 771 831 894	5 4 1 2 8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	148 140 159 153 154 162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	15 12 18 60	628 720 737 780	29 24 33	149 156 167
12:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	4 4 3 4 3 2 1 5 4 6 3 3 3 3 4 5 9 16 12 26 51 70 66	183 182 216 202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	14 12 15	777 771 831 894	4 1 2 8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	140 159 153 154 162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197	15 12 18 60	628 720 737 780	29 24 33	149 156 167
01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	4 3 4 3 2 1 5 4 6 3 3 3 3 4 5 9 16 12 26 51 70 66	182 216 202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	14 12 15	777 771 831 894	1 2 8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	159 153 154 162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	15 12 18 60	628 720 737 780	29 24 33	149 156 167
01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	3 4 3 2 1 5 4 6 3 3 3 3 4 5 9 16 12 26 51 70 66	216 202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	12 15 34	771 831 894	2 8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	153 154 162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	12 18 60	720 737 780	24	149 156 167
01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	4 3 2 1 5 4 6 3 3 3 4 5 9 16 12 26 51 70 66	202 177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	12 15 34	771 831 894	8 4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	154 162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197	12 18 60	720 737 780	24	149 156 167
01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 06:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	3 2 1 5 4 6 3 3 3 4 5 9 16 12 26 51 70 66	177 216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	12 15 34	771 831 894	4 2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	162 139 189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	12 18 60	720 737 780	24	14 ⁻ 15 ⁻ 16
02:00 02:15 02:30 02:45 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 06:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	2 1 5 4 6 3 3 3 4 5 9 16 12 26 51 70 66	216 201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	12 15 34	771 831 894	2 3 4 3 3 4 5 6 8 7 24 21 28 33 56 59	139 189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	12 18 60	720 737 780	24	14 15
02:15 02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	1 5 4 6 3 3 3 4 5 9 16 12 26 51 70 66	201 190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	15 34	831 894	3 4 3 3 4 5 6 8 7 24 21 28 33 56	189 216 176 201 184 168 184 189 221 182 188 200 190 197 173	18	737 780	33	15 16
02:30 02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	5 4 6 3 3 3 4 5 9 16 12 26 51 70 66	190 164 215 234 209 173 197 225 261 211 212 241 210 180 210	15 34	831 894	4 3 3 4 5 6 8 7 24 21 28 33 56	216 176 201 184 168 184 189 221 182 188 200 190 197 173	18	737 780	33	15 ⁰
02:45 03:00 03:15 03:30 03:45 04:00 04:15 04:30 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	4 6 3 3 3 4 5 9 16 12 26 51 70 66	164 215 234 209 173 197 225 261 211 212 241 210 180 210	15 34	831 894	3 3 4 5 6 8 7 24 21 28 33 56	176 201 184 168 184 189 221 182 188 200 190 197 173	18	737 780	33	15 16
03:00 03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	6 3 3 3 4 5 9 16 12 26 51 70 66	215 234 209 173 197 225 261 211 212 241 210 180 210	15 34	831 894	3 4 5 6 8 7 24 21 28 33 56	201 184 168 184 189 221 182 188 200 190 197 173	18	737 780	33	15 16
03:15 03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	3 3 4 5 9 16 12 26 51 70 66	234 209 173 197 225 261 211 212 241 210 180 210	34	894	4 5 6 8 7 24 21 28 33 56 59	184 168 184 189 221 182 188 200 190 197 173	60	780		16
03:30 03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	3 3 4 5 9 16 12 26 51 70 66	209 173 197 225 261 211 212 241 210 180 210	34	894	5 6 8 7 24 21 28 33 56 59	168 184 189 221 182 188 200 190 197 173	60	780		16
03:45 04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	3 4 5 9 16 12 26 51 70 66	173 197 225 261 211 212 241 210 180 210	34	894	6 8 7 24 21 28 33 56 59	184 189 221 182 188 200 190 197 173	60	780		16
04:00 04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	4 5 9 16 12 26 51 70 66	197 225 261 211 212 241 210 180 210	34	894	8 7 24 21 28 33 56 59	189 221 182 188 200 190 197 173	60	780		16
04:15 04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	5 9 16 12 26 51 70 66	225 261 211 212 241 210 180 210	·		7 24 21 28 33 56 59	221 182 188 200 190 197 173			94	
04:30 04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	9 16 12 26 51 70 66	261 211 212 241 210 180 210	·		24 21 28 33 56 59	182 188 200 190 197 173			94	
04:45 05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	16 12 26 51 70 66	211 212 241 210 180 210	·		21 28 33 56 59	188 200 190 197 173			94	
05:00 05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	12 26 51 70 66	212 241 210 180 210	·		28 33 56 59	200 190 197 173			94	
05:15 05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	26 51 70 66	241 210 180 210	159	843	33 56 59	190 197 173	176	700		
05:30 05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	51 70 66	210 180 210	159	843	56 59	197 173	176	700		
05:45 06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	70 66	180 210	159	843	59	173	176	700		
06:00 06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	66	210	159	843	59 80		176			
06:15 06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	66				90			760	335	16
06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15	74	100			09	155				
06:45 07:00 07:15 07:30 07:45 08:00 08:15	/1	109			99	157				
07:00 07:15 07:30 07:45 08:00 08:15	66	167			132	164				
07:15 07:30 07:45 08:00 08:15	86	135	289	681	141	134	461	610	750	12
07:30 07:45 08:00 08:15	101	104			173	108				
07:45 08:00 08:15	122	118			195	100				
08:00 08:15	165	131			218	117				
08:15	170	96	558	449	177	88	763	413	1321	8
08:15	159	107			167	92				
	138	71			163	70				
08:30	163	66			173	65				_
08:45	190	81	650	325	187	62	690	289	1340	6
09:00	193	77			175	52				
09:15	133	61			172	52				
09:30	159	45	0.10	222	166	38	201	400	1000	
09:45	161	43	646	226	171	41	684	183	1330	4
10:00	162	40			175	25				
10:15	178	30			175	24				
10:30	168	23	225	100	153	21	252		1010	_
10:45	158	36	666	129	150	16	653	86	1319	2
11:00	159	28			171	19				
11:15	153	14			164	11				
11:30	176	13			209	17				
11:45	120	12	627	67	182	6	726	53	1353	1
Total Percent	139 3700	6726			4278	5918			7978 38.7%	126 61.3

GRAM Traffic Counting, Inc. 3751 FM 1105, Bldg. A Georgetown, TX 78626

512-832-8650

Site Code: 1 Station ID: US 290

East of CR 239 Latitude: 0' 0.0000 Undefined

Start	21-Apr-21		bound	Hour	Totals	Eastl	oound		Totals		ed Totals
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		12	159 197			3 7	173				
12:15		9					157				
12:30		4	189	00	700	3	152	4.4	000	47	405
12:45		8	181	33	726	1	151	14	633	47	135
01:00		3	153			0	152				
01:15		4	208			2	158				
01:30		6	188	45	707	9	170	40	000	00	404
01:45		2	158	15	707	2	146	13	626	28	133
02:00		2	176			4	151				
02:15		3	180 177			3	186				
02:30		3		12	745	5	222	4.5	705	07	14
02:45		4	182	12	715	3	176	15	735	27	143
03:00		4	152			1	174				
03:15		6	207			2	160				
03:30		5 2	184	17	740	5	168	10	004	22	4.44
03:45		2	200	17	743	8	192	16	694	33	14:
04:00		10 5	194 232			8	219 200				
04:15		5									
04:30		8	225	00	074	21	176	50	700	00	40
04:45		13	220	36	871	15	168	53	763	89	16
05:00		12	243			23	172				
05:15		23	227			45	194				
05:30		47	219	4.40	055	39	194	470	7.10	0.45	40
05:45		61	266	143	955	65	180	172	740	315	16
06:00		66	201			64	184				
06:15		68	178			117	163				
06:30		80	193			112	166				
06:45		96	168	310	740	151	136	444	649	754	138
07:00		81	130			187	115				
07:15		139	118			194	123				
07:30		155	124			188	95				
07:45		183	128	558	500	188	89	757	422	1315	9
08:00		149	102			187	91				
08:15		144	93			170	105				
08:30		149	82			172	91				
08:45		175	88	617	365	196	89	725	376	1342	7
09:00		171	80			177	59				
09:15		175	67			164	51				
09:30		166	60			167	36				
09:45		154	44	666	251	170	38	678	184	1344	4
10:00		148	38			173	58				
10:15		163	33			164	30				
10:30		161	25 23			177	28				
10:45		188	23	660	119	177	28	691	144	1351	2
11:00		168	17			162	32				
11:15		156	23			174	14				
11:30		184	8			182	13				
11:45		184	17	692	65	169	5	687	64	1379	1
Total		3759	6757			4265	6030			8024	127
Percent		35.7%	64.3%			41.4%	58.6%			38.6%	61.4
Grand											
Total		7459	13483			8543	11948			16002	254
Percent		35.6%	64.4%			41.7%	58.3%			38.6%	61.4
		DT 20,716		DT 20,716							



APPENDIX D COVID-19 TRAFFIC VOLUME FACTOR EVALUATION

Volume Comparison for COVID-19 Factor Determination

Data Source	А	DT Traffic Volum	es
Data Source	Eastbound	Westbound	Total
Tuesday, January 30, 2018	7,570	7,389	14,959
Grown to 2021 (2.44% per year linear)	8,124	7,930	16,054
Tuesday, April 20, 2021	10,196	10,426	20,622
Wednesday, April 21, 2021	10,295	10,516	20,811
Average	10,246	10,471	20,717
Difference	2,122	2,541	4,663

Linear Growth Rate	2.44%
2018	2021
1.0732	

Based on data, no factor to adjust 2021 traffic volumes to account for COVID conditions will be applied.

2018 traffic count data provided by the City of Dripping Springs

GRAM Traffic Counting Inc. 3751 FM 1105 Bldg A Georgetown, TX 78626

512-832-8650

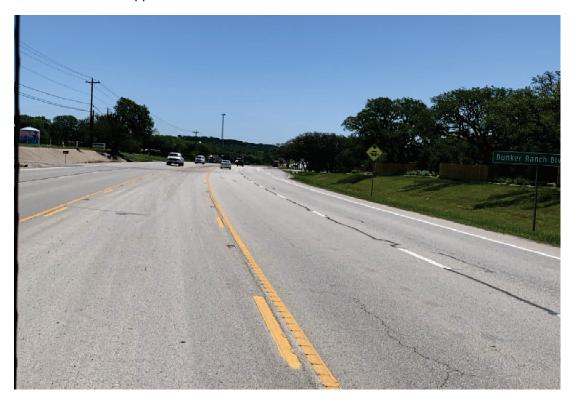
Site Code: 2 Station ID: Hwy 290 West of Bell Springs Rd Latitude: 0' 0.0000 Undefined

Start	30-Jan-18	Easth	oound	Hour	Totals	West	bound	Hour	Totals	Combine	ed Totals
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoo
12:00		4	131			18	124				
12:15		3	110			5	132				
12:30		6	133			6	120				
12:45		4	122	17	496	3	122	32	498	49	99
01:00		1	145			1	125				
01:15		2	135			4	113				
01:30		4	115			2	124				
01:45		2	117	9	512	1	116	8	478	17	9
02:00		3	113			3	121				
02:15		2	152			2	125				
02:30		1	170			1	115				
02:45		3	142	9	577	2	148	8	509	17	108
03:00		4	136			5	161				
03:15		1	107			2	146				
03:30		12	100			0	173				
03:45		7	105	24	448	3	130	10	610	34	10
04:00		6	107			3	150				
04:15		3	121			5	160				
04:30		10	97			6	171				
04:45		19	101	38	426	8	156	22	637	60	10
05:00		23	123			9	195				
05:15		35	129			20	170				
05:30		55	164			34	142				
05:45		67	130	180	546	52	166	115	673	295	12
06:00		91	125			36	159				
06:15		108	109			60	151				
06:30		134	106			51	145				
06:45		123	83	456	423	64	101	211	556	667	9
07:00		118	69			65	115				
07:15		166	70			84	60				
07:30		168	63			89	95				
07:45		153	55	605	257	106	85	344	355	949	6
08:00		152	32			90	66				
08:15		144	43			92	63				
08:30		164	36			95	78				
08:45		166	26	626	137	122	55	399	262	1025	3
09:00		147	17			104	69				
09:15		150	30			109	49				
09:30		127	36			126	36				
09:45		147	24	571	107	123	30	462	184	1033	2
10:00		141	23			89	24				
10:15		117	15			93	34				
10:30		116	20			122	32				
10:45		134	12	508	70	108	23	412	113	920	1
11:00		133	16			97	16				
11:15		134	5			120	15				
11:30		114	6			118	10				
11:45		116	4	497	31	109	6	444	47	941	
Total		3540	4030			2467	4922			6007	89
Percent		46.8%	53.2%			33.4%	66.6%			40.2%	59.8
Grand		3540	4030			2467	4922			6007	89
Total											
Percent		46.8%	53.2%			33.4%	66.6%			40.2%	59.8
ADT		ADT 3,815	•	ADT 3,815							

APPENDIX E INTERSECTION APPROACH PHOTOGRAPHS

Intersection: US 290 with Bunker Ranch Boulevard

Eastbound US 290 Approach



Westbound US 290 Approach



Intersection: US 290 with Bunker Ranch Boulevard

Northbound Bunker Ranch Boulevard



Intersection: US 290 with Arrowhead Ranch Boulevard/DSISD Driveway

Eastbound US 290 Approach



Westbound US 290 Approach



Intersection: US 290 with Arrowhead Ranch Boulevard/DSISD Driveway

Northbound Arrowhead Ranch Boulevard Approach



Looking at Southbound DSISD Driveway

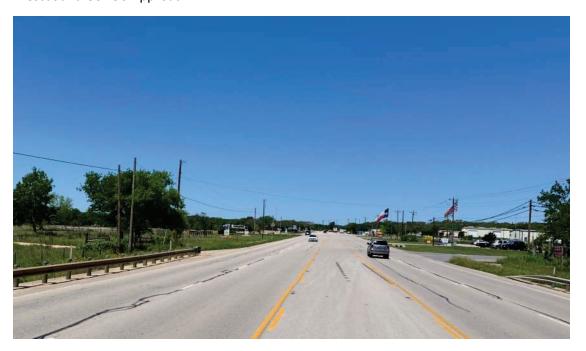


Intersection: US 290 with Springs Lane Road

Eastbound US 290 Approach

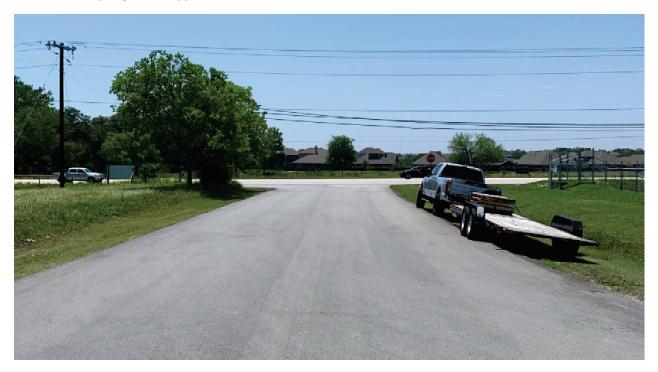


Westbound US 290 Approach



Intersection: US 290 with Springs Lane Road

Southbound Springs Lane Approach



APPENDIX F LEVEL OF SERVICE DEFINITIONS

LEVELS OF SERVICE

Intersection levels of service (LOS) were determined through implementation of the methodology presented in the *Highway Capacity Manual 6th Edition*, published by the Transportation Research Board.

i. Signalized Intersections

An explanation of level of service at signalized intersections is as follows:

This subsection describes the LOS criteria for the motorized vehicle mode. The criteria for the motorized vehicle mode are different from those for other modes. Specifically, the motorized vehicle mode criteria are based on performance measures that are field measurable and perceivable by travelers. The criteria for other modes are based on scores reported by travelers indicating their perception of service quality.

LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection of an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phases's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Exhibit 19-8 lists the LOS thresholds established for the motor vehicle mode at a signalized intersection.

Exhibit 19-8 LOS Criteria: Signalized Intersection

Control Polovi (a/vah)	LOS by Volume-to-	Capacity (v/c) Ratio ⁽¹⁾
Control Delay (s/veh)	v/c ≤ 1.0	v/c > 1.0
≤ 10	А	F
> 10 – 20	В	F
> 20 – 35	С	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

⁽¹⁾ For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

ii. Unsignalized Intersections

The following level-of-service criteria for two-way stop-controlled and all-way stop-controlled intersections differ from the criteria for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from various kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Thus, a higher level of control delay is acceptable at a signalized intersection for the same level of service.

Level of service for two-way stop-controlled (TWSC) intersections and an all-way stop control intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement), as well as the major-street left turns, by using the criteria given in Exhibit 20-2 and Exhibit 21-8. For TWSC intersections, LOS is not defined for the intersection as a whole or for major –street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask LOS deficiencies for minor movements. Level of service for two-way stop control is not defined for the intersection as a whole, while level of service for all-way stop control is defined for the intersection as a whole. Level of service criteria are given in Exhibit 20-2 (two-way stop-controlled intersections) and Exhibit 21-8 (all-way stop controlled intersections).

Exhibit 20-2 and Exhibit 21-8 LOS Criteria: Two-Way and All-Way Stop Controlled Intersections

Control Polov (o/voh)	LOS by Volume-to-C	apacity (v/c) Ratio (1)(2)
Control Delay (s/veh)	v/c ≤ 1.0	v/c > 1.0
0 – 10	A	F
> 10 – 15	В	F
> 15 – 25	С	F
> 25 – 35	D	F
> 35 – 50	Е	F
> 50	F	F

⁽¹⁾ TWSC: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

⁽²⁾ AWSC: For approaches and intersectionwide assessment, LOS is defined solely by control delay.

APPENDIX G EXISTING 2021 CAPACITY CALCULATIONS

0.5 EBT	555				
	EBR	WBL	WBT	NBL	NBR
	7	ች	^	¥	
626	5	35	505	3	19
626	5	35	505	3	19
0	0	0	0	0	0
	Free	Free		Stop	Stop
-		_		_	None
_		150	-	0	-
. # 0		_	0		_
		_			_
					87
					6
					22
120	U	70	000	- 0	LL
Major1	Λ	//ajor2	N	Minor1	
0	0	726	0	1090	360
-	-	-	-	720	-
-	-	-	-	370	-
-	-	4.16	-	6.8	7.02
-	-	-	-	5.8	-
-	-	-	-	5.8	-
-	-	2.23	-	3.5	3.36
-	-	866	-	213	625
-	-	-	-	448	-
-	-	-	_	675	-
-	-		_		
_	_	866	_	203	625
_	_	_	_		-
	_	_			_
	_		_		_
_	_	_		044	_
EB		WB		NB	
0		0.6		11.8	
				В	
it N	VBLn1	EBT	EBR	WBI	WBT
· 1					-
					_
					-
					_
					_
	0.1	-	-	0.1	
	Free	Free Free - None - 240 - 240 - 3, # 0 - 0 - 87 87 - 10 20 - 720 6 Major1 N	Free Free Free - None - 240 150 - 240 150 - 3 87 87 87 - 10 20 3 - 720 6 40 Major1 Major2	Free Free Free Free - None - None - 240 150 0 - 0 - 0 87 87 87 87 87 10 20 3 15 720 6 40 580 Major1 Major2 M 0 0 726 0 4.16 2.23 866 866	Free Free Free Free Stop - None - None - O O O O O O O O O O O O O O O O O O

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7	ሻ	ħβ			44			4	
Traffic Vol, veh/h	1	649	14	37	543	34	8	0	61	2	0	0
Future Vol, veh/h	1	649	14	37	543	34	8	0	61	2	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	150	-	250	150	-	-	-	-	-	-	-	-
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, %	0	8	86	3	13	92	88	0	4	0	0	0
Mvmt Flow	1	764	16	44	639	40	9	0	72	2	0	0
Major/Minor M	ajor1		ľ	Major2		N	Minor1		N	Minor2		
Conflicting Flow All	679	0	0	780	0	0	1174	1533	382	1131	1529	340
Stage 1	-	-	-	-	-	-	766	766	-	747	747	-
Stage 2	-	-	-	-	-	-	408	767	-	384	782	-
Critical Hdwy	4.1	-	-	4.16	-	-	9.26	6.5	6.98	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	_	-	-	-	8.26	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.26	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.23	-	-	4.38	4	3.34	3.5	4	3.3
Pot Cap-1 Maneuver	923	-	-	827	-	-	75	118	610	161	118	662
Stage 1	-	-	-	-	-	-	218	415	-	376	423	-
Stage 2	-	-	-	-	-	-	409	414	-	616	408	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	827	-	-	72	112	610	136	112	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	112	-	136	112	-
Stage 1	-	-	-	-	-	-	218	415	-	376	401	-
Stage 2	-	-	-	-	-	-	387	392	-	543	408	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			19.6			31.9		
HCM LOS	-						С			D		
		_	_	_	_	_		_	_		_	_
Minor Lane/Major Mvmt	ı	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		327	923			827			136			
HCM Lane V/C Ratio			0.001	-	_	0.053	_	_	0.017			
HCM Control Delay (s)		19.6	8.9	_	_	9.6	_	-	31.9			
HCM Lane LOS		C	Α	-	_	3.0 A	_	_	D D			
HCM 95th %tile Q(veh)		1	0	_	_	0.2	-	-	0.1			
		•				J.L			J. 1			

0.2					
FRI	FRT	WRT	WRR	SRI	SBR
			ופייי		אופט
			6		0
					0
					0
					Stop
					None
					None
					-
					-
					85
					0
2	845	739	7	18	0
/laior1	N	//aior2	N	Minor2	
		-			373
- 10	_	_	_		-
_	_				_
4 1	_	_			6.9
		_			-
					_
	_	-			3.3
		-			630
0/1	-	-			030
-	-	-			-
-	-	-		632	-
074		-		400	000
		-			630
-	-	-	-		-
-	-	-	-		-
-	-	-	-	632	-
EB		WB		SB	
		· ·			
		EBT	WBT	WBR :	
		-	-		
	0.003	-	-	-	0.056
	9.1	-	-	-	17
	Α	_	_	_	С
	0				0.2
	4.1 - - 2.2 871 - - 871	718 2 718 2 718 0 0 Free Free - None 150 - # - 0 85 85 0 8 2 845 Major1 N 746 0 4.1 2.2 - 871 871 871 Separate S	7	718 628 6 2 718 628 6 0 0 0 0 0 Free Free Free Free Free - None - None 150 0 0 0 0 - 85 85 85 85 0 8 17 0 2 845 739 7 Major1 Major2 N 746 0 - 0 1 -	2 718 628 6 15 2 718 628 6 15 0 0 0 0 0 0 0 Free Free Free Free Stop - None - None - 150 0 # - 0 0 - 0 85 85 85 85 85 0 8 17 0 0 2 845 739 7 18 Major1 Major2 Minor2 746 0 - 0 1170 743 743 58 2.2 3.5 871 189 317 317 632 EB WB SB 0 0 17 C EBL EBT WBT WBR

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	^	7	ሻ	^	¥	אפא
Traffic Vol, veh/h	616	3	12	876	5	32
Future Vol, veh/h	616	3	12	876	5	32
Conflicting Peds, #/hr	010	0	0	0/0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee -		riee -	None	Stop -	None
	-	240	150	None -	0	NULLE
Storage Length Veh in Median Storage,						-
		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	0	0	2	0	4
Mvmt Flow	716	3	14	1019	6	37
Major/Minor M	lajor1	N	/lajor2		Minor1	
Conflicting Flow All	0	0	719	0	1254	358
Stage 1	-	-	-	-	716	-
Stage 2	_	_	_	_	538	_
Critical Hdwy	_	_	4.1	_	6.8	6.98
Critical Hdwy Stg 1		_		_	5.8	0.90
	-		-			
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.34
Pot Cap-1 Maneuver	-	-	892	-	167	633
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	892	-	164	633
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	546	-
, and the second						
			14/5		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12.1	
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		550			892	
HCM Lane V/C Ratio		0.078	_		0.016	-
HCM Control Delay (s)		12.1		-	9.1	
		12.1 B	-	-	9.1 A	-
			-	-	А	-
HCM Lane LOS HCM 95th %tile Q(veh)		0.3	_		0	_

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	^	7	ሻ	ħβ			4			4	
Traffic Vol, veh/h	2	677	8	59	820	22	5	0	40	2	0	0
Future Vol, veh/h	2	677	8	59	820	22	5	0	40	2	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	150	-	250	150	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	50	5	13	2	3	96	0	0	5	0	0	0
Mvmt Flow	2	698	8	61	845	23	5	0	41	2	0	0
Major/Minor M	lajor1			Major2			Minor1		N	/linor2		
Conflicting Flow All	868	0	0	706	0	0	1247	1692	349	1332	1689	434
Stage 1	-	-		-	-	-	702	702	-	979	979	-
Stage 2	_	_	_	_	_	_	545	990	_	353	710	_
Critical Hdwy	5.1	_	_	4.14	_	-	7.5	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	_	_		_	_	6.5	5.5	_	6.5	5.5	-
Critical Hdwy Stg 2	_	_	-	-	-	-	6.5	5.5	_	6.5	5.5	_
Follow-up Hdwy	2.7	_	_	2.22	_	_	3.5	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	530	_	_	888	_	_	132	94	638	114	94	576
Stage 1	-	_	_	-	_	_	400	443	-	272	331	-
Stage 2	-	-	_	_	-	-	495	327	-	642	440	-
Platoon blocked, %		-	_		_	-						
Mov Cap-1 Maneuver	530	-	_	888	_	_	125	87	638	101	87	576
Mov Cap-2 Maneuver	-	-	_	-	_	_	125	87	-	101	87	-
Stage 1	-	-	_	_	-	_	398	441	-	271	308	-
Stage 2	_	-	_	_	_	_	461	304	-	598	438	-
U -												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			14.2			41.4		
HCM LOS	U			0.0			14.2 B			41.4 E		
TOW LOO							ט					
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SRI n1			
Capacity (veh/h)	-	438	530		EDR -	888	VVDI	WDR .	101			
HCM Lane V/C Ratio		0.106				0.068	_	_	0.02			
HCM Control Delay (s)		14.2	11.8		_	9.4	_		41.4			
HCM Lane LOS		14.2 B	11.0 B	_	-	9.4 A	-	_	41.4 E			
HCM 95th %tile Q(veh)		0.4	0		-	0.2	-	-	0.1			
HOW JOHN JOHN Q(VEH)		0.4	U	_	_	0.2			0.1			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	†	W DIX	¥	ODIT
Traffic Vol, veh/h	2	732	905	26	15	3
Future Vol, veh/h	2	732	905	26	15	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	150	-	_	-	0	-
Veh in Median Storage,		0	0	_	0	_
Grade, %	, <i>''</i> -	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	5	4	0	34
Mymt Flow	2	771	953	27	16	3
IVIVIIIL FIOW	2	771	900	21	10	3
Major/Minor N	Major1	N	Major2	N	Minor2	
Conflicting Flow All	980	0	-	0	1357	490
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	4.1	-	-	-	6.8	7.58
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	_	_	5.8	-
Follow-up Hdwy	2.2	-	_	-	3.5	3.64
Pot Cap-1 Maneuver	712	_	-	_	143	447
Stage 1	-	_	-	_	334	-
Stage 2	_	_	_	_	659	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	712	_	_	_	143	447
Mov Cap-2 Maneuver	- 112	_	_	_	257	- ' ' -
Stage 1	_	_	_	_	333	_
Stage 2	_	_	_	_	659	_
Stage 2			_		000	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		18.9	
HCM LOS					С	
Min and an a /NA dia NA		EDI	CDT	MOT	WEE	ODL 4
Minor Lane/Major Mvmt	τ	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		712	-	-	-	277
HCM Lane V/C Ratio		0.003	-	-	-	0.068
HCM Control Delay (s)		10.1	-	-	-	18.9
			- -	-	- -	18.9 C 0.2

14000	~

APPENDIX H BUNKER RANCH TRIP GENERATION CALCULATIONS

Trip Generation Calculations Bunker Ranch Development City of Dripping Springs, Hays County, Texas

Proposed Total Bunker Ranch Development Single Family Homes (160 Approved plus 228 Proposed)

388	units	ITE Land Use Code			210				Single-Family Detached Housing						
	Weekday 24-Hour	=====>	Ln(T) =	0.92	Ln(Х) +	2.71		(50	% Entering/	50	% Exiting)	
			Ln(T) =	0.92	Ln(388) +	2.71							
			Ln(T) =	0.92	(5.961) +	2.71							
			Ln(T) =			8.19	9			(1810	Entering/	1810	Exiting)	
						3619.6	522								
			T =			362	0								
	A.M. Peak Hour	=====>	T =	0.71	(Х) +	4.8		(25	% Entering/	75	% Exiting)	
			T =	0.71	(388.00) +	4.80							
			T =			280.2	28								
			T =			280)			(70	Entering/	210	Exiting)	
	P.M. Peak Hour	=====>	Ln(T) =	0.96	Ln(Χ) +	0.2		(63	% Entering/	37	% Exiting)	
			Ln(T) =	0.96	Ln(388) +	0.2							
			Ln(T) =	0.96	(5.961) +	0.2							
			Ln(T) =			5.92	2			(235	Entering/	138	Exiting)	
			T =			373.368									
		T =				373	}								

Bunker Ranch Approved Single Family Units

160	units	ITE Land Us	e Code	210) Sii			Single-Family Detached Housin	-Family Detached Housing					
	Weekday 24-Hour	=====>	Ln(T) =	0.92	Ln(Х)	+	2.71	(50	% Entering/	50	% Exiting)		
			Ln(T) =	0.92	Ln(160)	+	2.71							
			Ln(T) =	0.92	(5.075)	+	2.71							
			Ln(T) =			7.38	3			(801	Entering/	801	Exiting)		
			T =			1602.2	243									
			T =			1602										
	A.M. Peak Hour	=====>	T =	0.71	(Х)	+	4.8	(25	% Entering/	75	% Exiting)		
			T =	0.71).71 (1)	+	4.80							
			T =			118.	4									
			T =			118	3			(30	Entering/	88	Exiting)		
	P.M. Peak Hour	=====>	Ln(T) =	0.96	Ln(Х)	+	0.2	(63	% Entering/	37	% Exiting)		
			Ln(T) =	0.96	Ln(160)	+	0.2							
			Ln(T) =	0.96	(5.075)	+	0.2							
			Ln(T) =			5.07	7			(101	Entering/	59	Exiting)		
			T =			159.5	20									
			T =			160)									

Bunker Ranch Single Family Homes Currently Built and Occupied

58	units	ITE Land Us	e Code		210				Single-Family Detached Hous	ing			
	Weekday 24-Hour	=====>	Ln(T) =	0.92	Ln(Х) +	2.71	(50	% Entering/	50	% Exiting)
			Ln(T) =	0.92	Ln(58) +	2.71					
			Ln(T) =	0.92	(4.060) +	2.71					
			Ln(T) =			6.45	5		(315	Entering/	315	Exiting)
			T =			629.9	29						
			T =			630)						
	A.M. Peak Hour	=====>	T =	0.71	(Х) +	4.8	(25	% Entering/	75	% Exiting)
			T =	0.71	(58.00) +	4.80					
			T =			45.9	8						
			T =			46			(12	Entering/	34	Exiting)
	P.M. Peak Hour	=====>	Ln(T) =	0.96	Ln(Χ) +	0.2	(63	% Entering/	37	% Exiting)
			Ln(T) =	0.96	Ln(58) +	0.2					
			Ln(T) =	0.96	(4.060) +	0.2					
			Ln(T) =			4.10)		(38	Entering/	22	Exiting)
			T =			60.22	21						
			T =			60							

Bunker Ranch Development Approved Multifamily Units

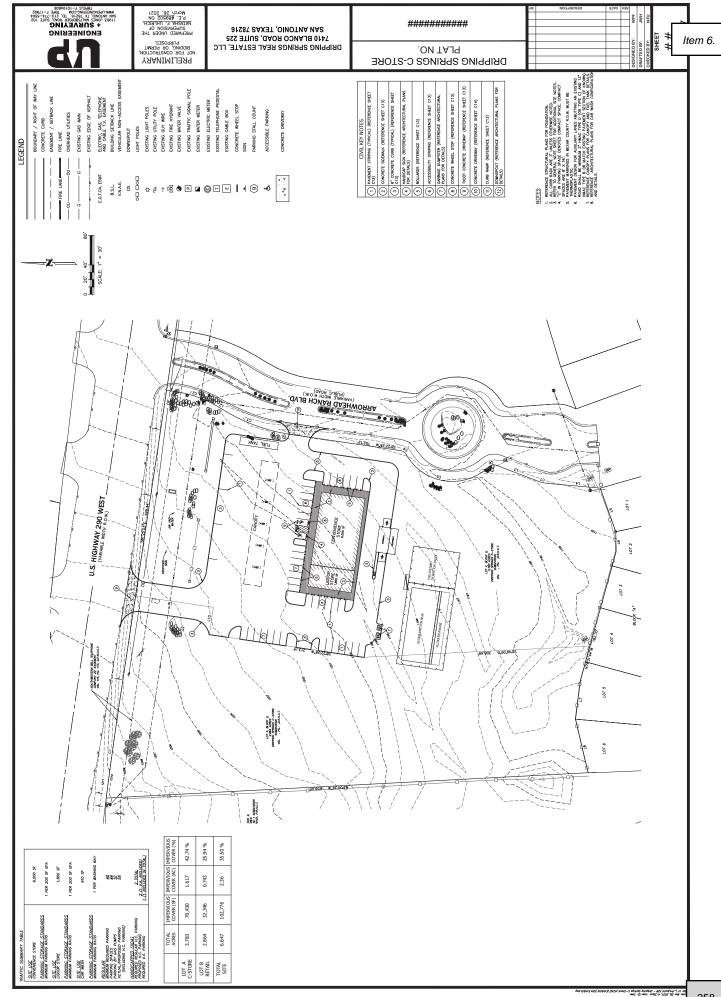
42	units	ITE Land Us	se Code		220				Multfamily Low-Rise	:				
	Weekday 24-Hour	=====>	T = T =	7.32 7.32	(X 42.00)			(50	% Entering/	50	% Exiting)
			T =		,	307.	44							
			T =			307	7			(153	Entering/	154	Exiting)
	A.M. Peak Hour	=====>	Ln(T) =	0.95	Ln(Х) -	0.51		(23	% Entering/	77	% Exiting)
			Ln(T) =	0.95	Ln(42) -	0.51						
			Ln(T) =	0.95	(3.738) -	0.51						
			Ln(T) =			3.0	4			(5	Entering/	16	Exiting)
			T =			20.9	22							
			T =			21								
	P.M. Peak Hour	=====>	Ln(T) =	0.89	Ln(Х) -	0.02		(63	% Entering/	37	% Exiting)
			Ln(T) =	0.89	Ln(42) -	0.02						
			Ln(T) =	0.89	(3.738) -	0.02						
			Ln(T) =			3.3	1			(17	Entering/	10	Exiting)
			T =			27.2	90							
			т –			27								

Bunker Ranch Development Multifamily Units Currently Constructed and Occupied

6	units	ITE Land Us	e Code		220				Multfamily Low-Rise				
	Weekday 24-Hour	=====>	T = T =	7.56 7.56	(X 6.00) -) -	40.86 40.86	(50	% Entering/	50	% Exiting)
			T = T =			4.5 5			1	2	Entering/	3	Exiting)
			1 -			5			(2	Entering/	3	EXILITIE
	A.M. Peak Hour	=====>	Ln(T) =	0.95	Ln(х) -	0.51	(23	% Entering/	77	% Exiting)
			Ln(T) =	0.95	Ln(6) -	0.51					
			Ln(T) =	0.95	(1.792) -	0.51					
			Ln(T) =			1.19	9		(1	Entering/	2	Exiting)
			T =			3.29	4						
			T =			3							
	P.M. Peak Hour	=====>	Ln(T) =	0.89	Ln(Х) -	0.02	(63	% Entering/	37	% Exiting)
			Ln(T) =	0.89	Ln(6) -	0.02	,		G,		o,
			Ln(T) =	0.89	(1.792) -	0.02					
			Ln(T) =			1.57	7		(3	Entering/	2	Exiting)
			T =			4.82	9						
			T =			5							



APPENDIX I ARROWHEAD RANCH CONCEPTUAL SITE PLAN



14000	6

APPENDIX J ARROWHEAD RANCH TRIP GENERATION CALCULATIONS

Approved Ari	rowhead Ranch Residenti	al Units											
403	units	ITE Land Us	se Code		210				Single-Family Detached Hou	sing			
	Weekday 24-Hour	=====>	Ln(T) =	0.92	Ln(Х) +	2.71	(50	% Entering/	50	% Exiting)
			Ln(T) =	0.92	Ln(403) +	2.71					
			Ln(T) =	0.92	(5.999) +	2.71					
			Ln(T) =			8.23	3		(1874	Entering/	1874	Exiting)
			T =			3748.3	165						
			T =			374	8						
	A.M. Peak Hour	=====>	T =	0.71	(Х) +	4.8	(25	% Entering/	75	% Exiting)
			T =	0.71	į	403.00		4.80	•		C,		0,
			T =		,	290.9							
			T =			291			(73	Entering/	218	Exiting)
	P.M. Peak Hour	=====>	Ln(T) =	0.96	Ln(Χ) +	0.2	(63	% Entering/	37	% Exiting)
			Ln(T) =	0.96	Ln(403) +	0.2					
			Ln(T) =	0.96	(5.999) +	0.2					
			Ln(T) =			5.96	5		(244	Entering/	143	Exiting)
			T =			387.2	15		•		-		•
			T =			387	,						

Arrowhead	Ranch Single Family Reside	ential Units Cui	rently Co	nstructe	ed and 0	Occupiec							
181	units	ITE Land Us	e Code		210				Single-Family Detached Hous	ing			
	Weekday 24-Hour	=====>	Ln(T) =	0.92	Ln(Х) +	2.71	(50	% Entering/	50	% Exiting)
	Weekaay 2 . Hou	-	Ln(T) =		Ln(181) +	2.71	,	50	/ · · · · · · · · · · · · · · · · · · ·	50	/0 E/(6)
			Ln(T) =			5.198) +	2.71					
				0.32	(7.49	,	2.71	1	898	Entering/	897	Eviting)
			Ln(T) =						(090	Entering/	897	Exiting)
			T =			1794.7							
			T =			179	5						
			0.71	(Х) +	4.8	(25	% Entering/	75	% Exiting)	
			T =	0.71	(181.00) +	4.80					
			T =			133.3	31						
			T =			133			(33	Entering/	100	Exiting)
											_		
	P.M. Peak Hour	=====>	Ln(T) =	0.96	Ln(Х) +	0.2	(63	% Entering/	37	% Exiting)
			Ln(T) =	0.96	Ln(181) +	0.2					
			Ln(T) =	0.96	(5.198) +	0.2					
			Ln(T) =			5.19)		(113	Entering/	67	Exiting)
			T =			179.5			•				- 1.6/
			T =			180							
			. –			100	'						

1,800	Square Feet	ITE Land Use	Code	899				Liquor Store					
	Weekday 24-Hour	=====>	T = T =	101.49 101.49	(X 1.80)		(50	% Entering/	50	% Exiting)
			T = T =			182.682 183			(92	Entering/	91	Exiting)
	A.M. Peak Hour Peak Hour of Generator	=====>	T = T =	4.55 4.55	(X 1.80)		(51	% Entering/	49	% Exiting)
			T = T =			8.19 8			(4	Entering/	4	Exiting)
	P.M. Peak Hour	=====>	T = T =	16.37 16.37	(X 1.80)		(50	% Entering/	50	% Exiting)
			T = T =		`	29.466 29	,		(15	Entering/	14	Exiting)

10 6,000	Vehicle Fueling Positions Square Feet	ITE Land Use	Code	960			Super Con	venience Market/Gas Station					
	Weekday 24-Hour	=====>	T = T =	230.52 230.52	(X 10)		(50	% Entering/	50	% Exiting)
			T = T =			2305.2 2305			(1153	Entering/	1152	Exiting)
	A.M. Peak Hour	=====>	T = T = T =	[(VFP Factor) (16.1	x (Ni	umber of VFI 10	, ,	(GFA)] + (Constant) (6) + -483	(50	% Entering/	50	% Exiting)
			T =				488 488		(244	Entering/	244	Exiting)
	P.M. Peak Hour	=====>	T = T =	[(VFP Factor) (11.5	x (Ni	umber of VFI 10	, ,	(GFA)] + (Constant) (6) + -226	(50	% Entering/	50	% Exiting)
			T = T =				386.4 386		(193	Entering/	193	Exiting)
Pas	ss-By Trip Generation	<u>-</u>											
	A.M. Peak Hour	=====>	76	%		Pa	ss-By Trips						
								Primary	=	59	Entering /	59	Exiting
								Pass-By	=	185	Entering /	185	Exiting
	P.M. Peak Hour	=====>	76	%		Pa	ss-By Trips						
								Primary	=	46	Entering /	46	Exiting
								Pass-By	=	147	Entering /	147	Exiting

14000	6

APPENDIX K
FORECASTED 2025 NO-BUILD (BASE) CAPACITY CALCULATIONS

Int Delay, s/veh Movement	1.3					
Movement						
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	† †	7	ሻ	^	¥	, LOIN
Traffic Vol, veh/h	708	10	52	542	17	73
Future Vol, veh/h	708	10	52	542	17	73
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	Stop -	None
Storage Length	_	240	150	-	0	INOHE
Veh in Median Storag		240	150	0	0	
	je, # 0 0			0	0	
Grade, %		- 07	- 07			- 07
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	10	20	3	15	0	6
Mvmt Flow	814	11	60	623	20	84
Major/Minor	Major1	N	Major2		Minor1	
Conflicting Flow All	0	0	825	0	1246	407
Stage 1	_	-	-	_	814	-
Stage 2	-	_	_	_	432	_
Critical Hdwy	_	_	4.16	_	6.8	7.02
Critical Hdwy Stg 1	_	<u>-</u>	7.10	_	5.8	1.02
Critical Hdwy Stg 2	<u>-</u>	_	_	_	5.8	
		_	2.23		3.5	3.36
Follow-up Hdwy	-		795	-		582
Pot Cap-1 Maneuver		-	795	-	169	
Stage 1	-	-		-	401	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver		-	795	-	156	582
Mov Cap-2 Maneuver	r -	-	-	-	284	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	581	-
Annroach	EB		WB		NB	
Approach						
HCM Control Delay, s	s 0		0.9		14.4	
HCM LOS					В	
Minor Lane/Major Mv	mt N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		486	-	-	795	_
		0.213	_		0.075	_
HCM Lane V/C Ratio		14.4	_	_	9.9	
HCM Control Delay (2)				0.0	_
HCM Control Delay (s	s)			_	Δ	_
	,	B 0.8	-	-	A 0.2	-

Intersection													
Int Delay, s/veh	509.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	^	7	ሻ	ħβ			4			4		
Traffic Vol, veh/h	1	663	22	203	476	34	129	0	245	2	0	0	
Future Vol, veh/h	1	663	22	203	476	34	129	0	245	2	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	150	-	250	150	-	-	-	-	-	-	-	-	
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, %	0	8	86	3	13	92	88	0	4	0	0	0	
Mvmt Flow	1	780	26	239	560	40	152	0	288	2	0	0	
Major/Minor N	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	600	0	0	806	0	0	1540	1860	390	1450	1866	300	
Stage 1	-	-	-	-	-	-	782	782	-	1058	1058	-	
Stage 2	-	-	-	-	-	-	758	1078	-	392	808	-	
Critical Hdwy	4.1	-	-	4.16	-	-	9.26	6.5	6.98	7.5	6.5	6.9	
Critical Hdwy Stg 1	-	-	-	-	-	-	8.26	5.5	-	6.5	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	8.26	5.5	-	6.5	5.5	-	
Follow-up Hdwy	2.2	-	-	2.23	-	-	4.38	4	3.34	3.5	4	3.3	
Pot Cap-1 Maneuver	987	-	-	808	-	-	~ 35	74	603	94	73	702	
Stage 1	-	-	-	-	-	-	212	408	-	244	304	-	
Stage 2	-	-	-	-	-	-	221	297	-	610	397	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	987	-	-	808	-	-	~ 27	52	603	38	51	702	
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 27	52	-	38	51	-	
Stage 1	-	-	-	-	-	-	212	408	-	244	214	-	
Stage 2	-	-	-	-	-	-	156	209	-	318	397	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0			3.2		\$ 2	2413.3			105.9			
HCM LOS				0.2		Ψ.	F			F			
							•			•			
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SRI n1				
Capacity (veh/h)	t I	72	987	LDI	EDK -	808	VVDI	WDR	38				
HCM Lane V/C Ratio			0.001	-		0.296	-	-	0.062				
HCM Control Delay (s)		2413.3	8.7	-	-	11.3	-		105.9				
HCM Lane LOS	Ψ 2	F	Α		_	11.3 B		_	F				
HCM 95th %tile Q(veh)		49.3	0	-	-	1.2	-	-	0.2				
` '		₹3.3	U			1.2			0.2				
Notes													
~: Volume exceeds cap	acity	\$: De	lay exc	eeds 30	00s -	+: Comp	outation	Not De	fined	*: All ı	major v	olume ir	n plat

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	† ‡		W	
Traffic Vol, veh/h	2	916	727	6	15	0
Future Vol, veh/h	2	916	727	6	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	150	-	_	-	0	-
Veh in Median Storage		0	0	_	0	_
Grade, %	, <i>''</i>	0	0	_	0	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	8	17	0	0	0
Mymt Flow	2	1078	855	7	18	0
IVIVIIIL FIOW	2	1070	000	ı	10	U
Major/Minor N	Major1	N	Major2	N	Minor2	
Conflicting Flow All	862	0	-	0	1402	431
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	4.1	-	_	_	6.8	6.9
Critical Hdwy Stg 1	_	_	_	_	5.8	-
Critical Hdwy Stg 2	_	_	_	_	5.8	_
Follow-up Hdwy	2.2	_	_	_	3.5	3.3
Pot Cap-1 Maneuver	789	_	_	_	133	578
Stage 1	-	_	_	_	380	-
Stage 2	_	_	_	_	552	_
Platoon blocked, %	_		_	_	JJZ	
Mov Cap-1 Maneuver	789		-		133	578
		-	-	-		
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	552	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		19.7	
HCM LOS			- 0		C	
TOWI LOO					U	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		789	-	-	-	263
HCM Lane V/C Ratio		0.003	-	-	-	0.067
HCM Control Delay (s)		9.6	-	-		19.7
HCM Lane LOS		Α	-	-	-	С
HCM 95th %tile Q(veh)		0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	^	7	ሻ	^	¥	H.DIK
Traffic Vol, veh/h	654	19	73	903	14	68
Future Vol, veh/h	654	19	73	903	14	68
Conflicting Peds, #/hr	0.54	0	0	0	0	00
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee -	None	riee -	None	Stop -	None
	-	240	150			None -
Storage Length		240	150	0	0	-
Veh in Median Storage						
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	0	0	2	0	4
Mvmt Flow	760	22	85	1050	16	79
Major/Minor	Major1	N	Major2	ı	/linor1	
Conflicting Flow All	0	0	782	0	1455	380
Stage 1	_	_	-	_	760	_
Stage 2	_	_	_	_	695	_
Critical Hdwy	_	_	4.1	_	6.8	6.98
Critical Hdwy Stg 1	_	_	-	_	5.8	-
Critical Hdwy Stg 2	_	_	_	_	5.8	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.34
Pot Cap-1 Maneuver	_	_	845	_	123	612
Stage 1	_	_	-	<u>-</u>	428	012
Stage 2				_	462	_
Platoon blocked, %	_	-	-	_	402	-
Mov Cap-1 Maneuver		-	845		111	612
	-	-		-		
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	415	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		14.2	
HCM LOS			V. .		В	
110111 200						
Minor Lane/Major Mvn	nt r	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		486	-	-	845	-
HCM Lane V/C Ratio		0.196	-	-	0.1	-
HCM Control Delay (s)		14.2	-	-	9.7	-
HCM Lane LOS		В	-	-	Α	-
HCM 95th %tile Q(veh		0.7	-	-	0.3	-

Intersection													
Int Delay, s/veh	140												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ħ	^	7	ሻ	∱ }			4			4		
raffic Vol, veh/h	2	688	34	293	801	22	112	0	178	2	0	0	
uture Vol, veh/h	2	688	34	293	801	22	112	0	178	2	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
ign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	250	150	-	-	-	-	-	-	-	-	
eh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
leavy Vehicles, %	50	5	13	2	3	96	0	0	5	0	0	0	
Ivmt Flow	2	709	35	302	826	23	115	0	184	2	0	0	
ajor/Minor M	lajor1		N	/lajor2		N	Minor1		N	Minor2			
onflicting Flow All	849	0	0	744	0	0	1730	2166	355	1801	2190	425	
Stage 1	-	-	-	-	-	-	713	713	-	1442	1442	-	
Stage 2	-	-	-	-	-	-	1017	1453	-	359	748	-	
ritical Hdwy	5.1	-	-	4.14	-	-	7.5	6.5	7	7.5	6.5	6.9	
ritical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-	
ritical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-	
ollow-up Hdwy	2.7	-	-	2.22	-	-	3.5	4	3.35	3.5	4	3.3	
ot Cap-1 Maneuver	541	-	-	859	-	-	~ 58	48	633	51	46	583	
Stage 1	-	-	-	-	-	-	394	438	-	142	199	-	
Stage 2	-	-	-	-	-	-	258	197	-	637	423	-	
latoon blocked, %		-	-		-	-							
ov Cap-1 Maneuver	541	-	-	859	-	-	~ 42	31	633	26	30	583	
ov Cap-2 Maneuver	-	-	-	-	-	-	~ 42	31	-	26	30	-	
Stage 1	-	-	-	-	-	-	392	436	-	141	129	-	
Stage 2	-	-	-	-	-	-	167	128	-	451	421	-	
pproach	EB			WB			NB			SB			
ICM Control Delay, s	0			3		\$ 1	1016.3			155.1			
ICM LOS							F			F			
linor Lane/Major Mvmt	1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
apacity (veh/h)		98	541	-	-	859	-	-	26				
CM Lane V/C Ratio		3.051		-	-	0.352	-	-	0.079				
CM Control Delay (s)	\$ 1	1016.3	11.7	-	-	11.4	-		155.1				
CM Lane LOS		F	В	-	-	В	-	-	F				
ICM 95th %tile Q(veh)		29	0	-	-	1.6	-	-	0.2				
Notes													
: Volume exceeds capa	acity	\$: De	elay exc	eeds 30	00s -	+: Comp	outation	Not De	fined	*· All ı	maior v	olume in	n platoon
Jame exceed out	Long	ψ. υ	.a, once	5545 60	. 30	. Comp	Jacacion	.100 00	ou	. Aur I	. rajoi V		Piatoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	† 1>		¥	
Traffic Vol, veh/h	2	877	1120	26	15	3
Future Vol, veh/h	2	877	1120	26	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	_	None	-		-	None
Storage Length	150	-	_	-	0	-
Veh in Median Storage		0	0	_	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	5	4	0	34
Mymt Flow	2	923	1179	27	16	3
IVIVIIILI IOW		323	1113	21	10	J
Major/Minor I	Major1	N	Major2	N	/linor2	
Conflicting Flow All	1206	0	-	0	1659	603
Stage 1	-	-	-	-	1193	-
Stage 2	-	-	-	-	466	-
Critical Hdwy	4.1	-	-	-	6.8	7.58
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	_
Follow-up Hdwy	2.2	-	-	-	3.5	3.64
Pot Cap-1 Maneuver	586	-	-	-	90	371
Stage 1	-	-	_	-	254	-
Stage 2	-	-	-	_	604	_
Platoon blocked, %		_	-	_		
Mov Cap-1 Maneuver	586	_	-	_	90	371
Mov Cap-2 Maneuver	-	_	_	_	195	-
Stage 1	_	_	_	_	253	_
Stage 2	_	_	_	_	604	_
Olage 2					004	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		23.6	
HCM LOS					С	
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR :	SBI n1
Capacity (veh/h)		586	-	1101	-	212
HCM Lane V/C Ratio		0.004	-	<u>-</u>		0.089
HCM Control Delay (s)		11.2		_	-	23.6
HCM Lane LOS		11.2 B	-		-	23.0 C
HCM 95th %tile Q(veh)		0		-	-	0.3
HOW SOUT MILE Q(VEH)		U	-	-	-	0.5

APPENDIX L TRAFFIC SIGNAL WARRANT EVALUATION

Project:		_	Bunker Ranch TIA			Calculations		
		Name:	US 290			Date:	5/6/21	
Major Street	İ	Speed Limit (mph):	50-60			Checked by:	JMD	
		Approach Lanes:	2			Date:	5/6/21	
		Name:	Arrowhead Ranch Blvd					
Minor Street		Speed Limit (mph):	25				/3-8-4	7-/
Willion Street							<u> </u>	/ /
		Approach Lanes:	1			Civil & Envi	ronmental Consultants, Inc	c.
Population <	< 10000?		Yes					
Warrant 3	- Peak	<u>Hour</u>						
Signal Warra	ant Satisf	ied?		X Yes			No	
		(COMMUNIT	Warra	ant 3, Peak Hour	/h (40 mph) ON M	AJOR STREET)		
	600 _F							
天	500							
>	500							
MINOR STREET HIGH VOLUME APPROACH - VPH								
₽	400		2 OR MORE LANE	S & 2 OR MORE LANES				
l ii õ	100	_ \						
1, 1, 1,				2 OR MORE LANES & 1 L	ΔNE			
AF.	300			2 OK WORL LANES & TE	ANL			
흐씥			\sim					
					_ 1 LANE & 1 LA	ANE		
20	200			$\overline{}$				
Í								
≗	400				-			
I	100						*	
							*	
	o L							
			VEHIO *Note: 100 vph applies: approach with two o	- TOTAL OF BOTH A CLES PER HOUR (V as the lower threshold volt or more lanes and 75 vph a for a minor-street approac	PH) ume for a minor-streapplies at the lower			
	Sce	enario	Major Street (vph)	Minor Street (vph)		Volume Street	Warrant Satisfied?	•
2021 Eviation	4 AMDs -	l,	1278	(VPII)		75	NO	
2021 Existing								
2021 Existing	g, PM Pea	K	1588	45	,	75	NO	
2025 No-Buil			1399	374		75	YES	
2025 No-Buil	d, PM Pea	ak	1840	286	7	75	YES	
2025 Build, A	M Peak		1529	374	7	75	YES	
2025 Build, P			2010	286		75	YES	
			1			+		
			1					
			1					
			<u> </u>					
			1			<u> </u>		
			+	+		+		
			1					
			1					
	·	·				Т		_
			+	+		+		
Ī			1	1	1			

Signal warrant satisfied if hourly threshold satisfied for any 1 hour of an average day.

14000	6

APPENDIX M FORECASTED 2025 NO-BUILD (BASE) MITIGATED CAPACITY CALCULATIONS

	۶	→	•	•	←	•	1	†	<i>></i>	/	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7	ሻ	∱ ∱			↔			4	
Traffic Volume (veh/h)	1	663	22	203	476	34	129	0	245	2	0	0
Future Volume (veh/h)	1	663	22	203	476	34	129	0	245	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	4070	No	205	1000	No	507	500	No	1011	1000	No	4000
Adj Sat Flow, veh/h/ln	1976	1781	625	1930	1707	537	596	1976	1841	1900	1976	1900
Adj Flow Rate, veh/h	1	780	26	239	560	40	152	0	288	2	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	8	86	3	13	92	88	0	4	0	0	0
Cap, veh/h	350	1002	157	377	1256	90	233	19	342	387	0	0
Arrive On Green	0.00	0.30	0.30	0.11	0.41	0.41	0.32	0.00	0.32	0.32	0.00	0.00
Sat Flow, veh/h	1882	3385	530	1838	3071	219	501	60	1063	870	0	0
Grp Volume(v), veh/h	1	780	26	239	295	305	440	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1882	1692	530	1838	1622	1668	1624	0	0	871	0	0
Q Serve(g_s), s	0.0	14.2	2.4	5.6	8.8	8.9	14.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.2	2.4	5.6	8.8	8.9	16.9	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00	4000	1.00	1.00	000	0.13	0.35	0	0.65	1.00	0	0.00
Lane Grp Cap(c), veh/h	350	1002	157	377	663	682	594	0	0	387	0	0
V/C Ratio(X)	0.00	0.78	0.17	0.63	0.45	0.45	0.74	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	487	1412	221	440	797	820	892	0	1.00	600	0	1.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 0.00	1.00	1.00	1.00
Upstream Filter(I)	1.00 16.6	21.6	1.00 17.5	14.9	1.00 14.3	14.3	21.1	0.00	0.00	15.5	0.00	0.00
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	0.0	1.9	0.5	2.3	0.5	0.5	1.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.0	2.0	2.6	2.7	6.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh		4.3	0.5	2.0	2.0	2.1	0.5	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	16.6	23.5	18.0	17.3	14.8	14.8	22.9	0.0	0.0	15.5	0.0	0.0
LnGrp LOS	В	23.3 C	В	17.3 B	В	В	ZZ.5	Α	Α	15.5 B	Α	Α
Approach Vol, veh/h		807			839			440			2	
Approach Delay, s/veh		23.3			15.5			22.9			15.5	
Approach LOS		23.3 C			В			22.3 C			13.3 B	
											D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	25.9		27.6	6.1	33.4		27.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	28.0		34.0	5.0	33.0		34.0				
Max Q Clear Time (g_c+I1), s	7.6	16.2		2.1	2.0	10.9		18.9				
Green Ext Time (p_c), s	0.2	3.7		0.0	0.0	3.0		2.7				
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			С									

Item 6.

3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

	•	-	•	•	←	1	†	-	ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	^	7	ሻ	∱ ∱		4		4	
Traffic Volume (vph)	1	663	22	203	476	129	0	2	0	
Future Volume (vph)	1	663	22	203	476	129	0	2	0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA	
Protected Phases	5	2		1	6		8		4	
Permitted Phases	2		2	6		8		4		
Detector Phase	5	2	2	1	6	8	8	4	4	
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	16.0	16.0	11.0	16.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	34.0	34.0	16.0	39.0	40.0	40.0	40.0	40.0	
Total Split (%)	12.2%	37.8%	37.8%	17.8%	43.3%	44.4%	44.4%	44.4%	44.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	None	None	None	None	
Act Effct Green (s)	27.9	22.7	22.7	38.3	36.7		25.3		25.3	
Actuated g/C Ratio	0.37	0.30	0.30	0.50	0.48		0.33		0.33	
v/c Ratio	0.00	0.78	0.08	0.62	0.41		0.86		0.01	
Control Delay	12.0	31.8	0.5	19.8	15.8		34.8		17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	
Total Delay	12.0	31.8	0.5	19.8	15.8		34.8		17.5	
LOS	В	С	Α	В	В		С		В	
Approach Delay		30.8			16.9		34.8		17.5	
Approach LOS		С			В		С		В	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 76.3

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86 Intersection Signal Delay: 26.1 Intersection Capacity Utilization 64.6%

Intersection LOS: C ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290



	۶	→	•	•	←	•	1	†	<i>></i>	/	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	∱ ∱			₩			4	
Traffic Volume (veh/h)	2	688	34	293	801	22	112	0	174	2	0	0
Future Volume (veh/h)	2	688	34	293	801	22	112	0	174	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1205	1826	1707	1945	1856	477	1900	1976	1826	1900	1976	1900
Adj Flow Rate, veh/h	2	709	35	302	826	23	115	0	179	2	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	50	5	13	2	3	96	0	0	5	0	0	0
Cap, veh/h	246	1023	427	490	1541	43	215	22	227	389	0	0
Arrive On Green	0.00	0.30	0.30	0.15	0.44	0.44	0.23	0.00	0.23	0.23	0.00	0.00
Sat Flow, veh/h	1148	3469	1447	1853	3503	98	542	94	989	1124	0	0
Grp Volume(v), veh/h	2	709	35	302	416	433	294	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1148	1735	1447	1853	1763	1838	1625	0	0	1124	0	0
Q Serve(g_s), s	0.1	9.9	1.0	5.6	9.5	9.5	7.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.9	1.0	5.6	9.5	9.5	9.3	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00	4000	1.00	1.00	77.5	0.05	0.39	•	0.61	1.00	•	0.00
Lane Grp Cap(c), veh/h	246	1023	427	490	775	809	464	0	0	389	0	0
V/C Ratio(X)	0.01	0.69	0.08	0.62	0.54	0.54	0.63	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	348	2088	871	824	1479	1542	710	0	0	585	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00 11.3	1.00 19.8	0.00	0.00	1.00 16.3	0.00	0.00
Uniform Delay (d), s/veh	13.6	17.1 0.9	14.0 0.1	11.0 1.3	11.3 0.6	0.6	1.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	1.6	2.6	2.7	3.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh		J. I	0.5	1.0	2.0	2.1	3.4	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	13.6	18.0	14.0	12.3	11.8	11.8	21.2	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	В	В	В	12.3 B	В	В	C C	Α	Α	10.5 B	Α	Α
Approach Vol, veh/h	<u> </u>	746	U	<u> </u>	1151	<u> </u>		294		<u> </u>	2	
Approach Delay, s/veh		17.8			11.9			21.2			16.3	
Approach LOS		17.0 B			В			C C			В	
											D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	22.2		18.6	6.2	30.1		18.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	33.0		21.0	5.0	46.0		21.0				
Max Q Clear Time (g_c+I1), s	7.6	11.9		2.1	2.1	11.5		11.3				
Green Ext Time (p_c), s	0.6	4.2		0.0	0.0	4.9		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			В									

	•	-	•	•	←	•	†	-	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	^	7	, Y	↑ ↑		4		4	
Traffic Volume (vph)	2	688	34	293	801	112	0	2	0	
Future Volume (vph)	2	688	34	293	801	112	0	2	0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA	
Protected Phases	5	2		1	6		8		4	
Permitted Phases	2		2	6		8		4		
Detector Phase	5	2	2	1	6	8	8	4	4	
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	16.0	16.0	11.0	16.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	39.0	39.0	24.0	52.0	27.0	27.0	27.0	27.0	
Total Split (%)	12.2%	43.3%	43.3%	26.7%	57.8%	30.0%	30.0%	30.0%	30.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	Min	Min	Min	Min	
Act Effct Green (s)	23.8	18.5	18.5	35.0	33.5		10.4		10.4	
Actuated g/C Ratio	0.41	0.32	0.32	0.60	0.58		0.18		0.18	
v/c Ratio	0.01	0.65	0.06	0.54	0.43		0.65		0.01	
Control Delay	7.0	20.6	0.2	9.6	9.1		17.6		22.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	
Total Delay	7.0	20.6	0.2	9.6	9.1		17.6		22.5	
LOS	Α	С	Α	Α	Α		В		С	
Approach Delay		19.6			9.2		17.6		22.5	
Approach LOS		В			Α		В		С	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 58.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65 Intersection Signal Delay: 13.9 Intersection Capacity Utilization 65.4%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

3: Arrowhead Ranch Blvd/DSISD Dwy & US 290 Splits and Phases:

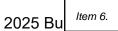


14000	6

APPENDIX N
FORECASTED 2025 BUILD (WITH DEVELOPMENT) CAPACITY CALCULATIONS

Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	^	7	*	^	¥	
Traffic Vol, veh/h	708	18	84	542	41	171
Future Vol, veh/h	708	18	84	542	41	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	240	150	-	0	-
Veh in Median Storage,		-	-	0	0	_
Grade, %	0	_	_	0	0	<u>-</u>
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	10	20	3	15	0	6
Mvmt Flow	814	21	97	623	47	197
IVIVITIL FIOW	014	21	91	023	47	197
Major/Minor M	1ajor1	N	Major2	1	Minor1	
Conflicting Flow All	0	0	835	0	1320	407
Stage 1	-	-	-	-	814	-
Stage 2	_	-	-	_	506	_
Critical Hdwy	_	_	4.16	_	6.8	7.02
Critical Hdwy Stg 1	_	_	-	_	5.8	-
Critical Hdwy Stg 2	_	_	_	-	5.8	_
Follow-up Hdwy	_	_	2.23	_	3.5	3.36
Pot Cap-1 Maneuver	_	_	788	_	151	582
Stage 1	_	_	700	_	401	-
			-		576	
Stage 2		-	-	-	5/6	-
Platoon blocked, %	-	-	700	-	420	E00
Mov Cap-1 Maneuver	-	-	788	-	132	582
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	505	-
Approach	FR		WR		NR	
Approach HCM Control Dalay s	EB		WB		NB	
HCM Control Delay, s	EB 0		WB 1.4		20.5	
HCM Control Delay, s					20.5	
HCM Control Delay, s	0	NBLn1		EBR	20.5	WBT
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt	0	NBLn1 471	1.4	EBR -	20.5 C	WBT -
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0	471	1.4 EBT	-	20.5 C WBL 788	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	471 0.517	1.4 EBT	-	20.5 C WBL 788 0.123	-
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	0	471 0.517 20.5	1.4 EBT -	-	20.5 C WBL 788 0.123 10.2	-
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	471 0.517	1.4 EBT - -	-	20.5 C WBL 788 0.123	- - -



Intersection													
	690.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	T T					WDIN	NDL		NDI	SDL		SDN	
Lane Configurations	<u>ግ</u>	↑↑ 761	7 22	202	↑ ↑	34	129	4	245	2	4	0	
Traffic Vol, veh/h	•	761	22	203		34		0			0		
Future Vol, veh/h	1		0	203	508 0	0	129	0	245	2	0	0	
Conflicting Peds, #/hr	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	150	-	250	150	-	-	-	-	-	-	-	-	
/eh in Median Storage,		0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
eak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85	
leavy Vehicles, %	0	8	86	3	13	92	88	0	4	0	0	0	
/lvmt Flow	1	895	26	239	598	40	152	0	288	2	0	0	
lajor/Minor M	lajor1			Major2		ı	Minor1		N	Minor2			
	638	0	0	921	0		1674	2013	448	1546	2019	319	
Conflicting Flow All	030		U			0	897	897		1096	1096		
Stage 1		-	-	-	-	-			-			-	
Stage 2	-	-	-	4.40	-	-	777	1116	-	450	923	-	
itical Hdwy	4.1	-	-	4.16	-	-	9.26	6.5	6.98	7.5	6.5	6.9	
ritical Hdwy Stg 1	-	-	-	-	-	-	8.26	5.5	-	6.5	5.5	-	
itical Hdwy Stg 2	-	-	-	-	-	-	8.26	5.5	-	6.5	5.5	-	
ollow-up Hdwy	2.2	-	-	2.23	-	-	4.38	4	3.34	3.5	4	3.3	
ot Cap-1 Maneuver	956	-	-	731	-	-	~ 26	59	553	79	59	683	
Stage 1	-	-	-	-	-	-	172	361	-	231	292	-	
Stage 2	-	-	-	-	-	-	214	285	-	564	351	-	
atoon blocked, %		-	-		-	-							
ov Cap-1 Maneuver	956	-	-	731	-	-	~ 19	40	553	28	40	683	
ov Cap-2 Maneuver	-	-	-	-	-	-	~ 19	40	-	28	40	-	
Stage 1	-	-	-	-	-	-	172	361	-	231	197	-	
Stage 2	-	-	-	-	-	-	~ 144	192	-	270	351	-	
n n n n n n h	ED			WD			ND			C.D.			
pproach	EB			WB			NB			SB			
HCM Control Delay, s	0			3.4		\$ 3	3508.7			145			
ICM LOS							F			F			
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)		52	956			731			28				
ICM Lane V/C Ratio		8.462	0.001	_		0.327	_	_	0.084				
CM Control Delay (s)		3508.7	8.8	_	_	12.3	_	_	145				
CM Lane LOS	Ψ	F	Α	_	_	12.3 B	_	_	F				
ICM 95th %tile Q(veh)		51.7	0	-	-	1.4	-	-	0.3				
Notes													
: Volume exceeds capa	acity	\$· De	elay exc	eeds 30	10s -	+: Comp	outation	Not De	fined	*· ΔII ι	maior v	olume in	nlatoon
. Volumo exocedo capa	uoity	ψ. DC	hay ono	0000	.00	ooni	Jalation	100 00	micu	Full	najoi V	Ciumbo III	piatoon

Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
		FDT	MOT	MDD	001	ODB
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	^	↑ ↑		¥	
Traffic Vol, veh/h	2	1014	759	6	15	0
Future Vol, veh/h	2	1014	759	6	15	0
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage	e.# -	0	0	-	0	-
Grade, %	-	0	0	_	0	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	8	17	0	0	0
Mvmt Flow	2	1193	893	7	18	0
IVIVIIIL FIOW	2	1193	093	ı	10	U
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	900	0	-	0	1498	450
Stage 1	-	_	_	_	897	-
Stage 2	_	_	_	_	601	_
Critical Hdwy	4.1	_	_	_	6.8	6.9
Critical Hdwy Stg 1	4.1	-	_	-	5.8	0.9
		<u>-</u>			5.8	
Critical Hdwy Stg 2	-	-	-	-		-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	763	-	-	-	115	562
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	763	-	-	-	115	562
Mov Cap-2 Maneuver		-	-	-	244	-
Stage 1	_	-	_	_	362	_
Stage 2	_	_	_	_	516	_
Jugo 2					010	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		20.9	
HCM LOS					С	
3 200						
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		763	-	-	-	244
HCM Lane V/C Ratio		0.003	-	-	-	0.072
HCM Control Delay (s	s)	9.7	-	-	-	20.9
HCM Lane LOS	,	A	-	-	_	С
HCM 95th %tile Q(veh	າ)	0	_	_	_	0.2
	./	v				J.2
,						

Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	^	T T	YVDL	↑ ↑	₩.	NDIX
Traffic Vol, veh/h	654	46	180	903	30	131
Future Vol, veh/h	654	46	180	903	30	131
Conflicting Peds, #/hr	0.04	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	Stop -	None
Storage Length	_	240	150	NOHE -	0	-
Veh in Median Storage,		240	100	0	0	-
Grade, %	0 86	- 06	- 06	0 86	0 86	86
Peak Hour Factor		86	86			
Heavy Vehicles, %	6	0	0	2	0	4
Mvmt Flow	760	53	209	1050	35	152
Major/Minor M	ajor1	N	/lajor2	N	/linor1	
Conflicting Flow All	0	0	813	0	1703	380
Stage 1	-	-	-	-	760	-
Stage 2	_	_		-	943	-
	-		4.1		6.8	6.98
Critical Hdwy		-	4.1	-		
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	2 24
Follow-up Hdwy	-	-	2.2	-	3.5	3.34
Pot Cap-1 Maneuver	-	-	823	-	84	612
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	344	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	823	-	63	612
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	257	-
A	ED		VAID		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		20.5	
HCM LOS					С	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
	I					
Capacity (veh/h)		416	-	-	823	-
HCM Lane V/C Ratio		0.45	-		0.254	-
HCM Control Delay (s)		20.5	-	-	10.9	-
HCM Lane LOS		С	-	-	В	-
HCM 95th %tile Q(veh)		2.3	-	-	1	-



Intersection													
Int Delay, s/veh	171.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	*	^	7	*	∱ }			4			4		
Traffic Vol, veh/h	2	751	34	293	908	22	112	0	174	2	0	0	
uture Vol, veh/h	2	751	34	293	908	22	112	0	174	2	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	150	_	250	150	_	-	_	_	-	_	_	-	
eh in Median Storage		0	-	-	0	_	_	0	_	_	0	_	
Grade, %	, <i>''</i>	0	_	_	0	_	_	0	_	_	0	_	
eak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
leavy Vehicles, %	50	5	13	2	3	96	0	0	5	0	0	0	
lvmt Flow	2	774	35	302	936	23	115	0	179	2	0	0	
		- 117	- 00	00L	000	20	. 10		.10				
4 ' (5.4'						_			_				
	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	959	0	0	809	0	0	1850	2341	387	1943	2365	480	
Stage 1	-	-	-	-	-	-	778	778	-	1552	1552	-	
Stage 2	-	-	-	-	-	-	1072	1563	-	391	813	-	
ritical Hdwy	5.1	-	-	4.14	-	-	7.5	6.5	7	7.5	6.5	6.9	
ritical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-	
ollow-up Hdwy	2.7	-	-	2.22	-	-	3.5	4	3.35	3.5	4	3.3	
ot Cap-1 Maneuver	481	-	-	812	-	-	~ 47	37	603	40	36	537	
Stage 1	-	-	-	-	-	-	360	410	-	121	176	-	
Stage 2	-	-	-	-	-	-	239	174	-	610	395	-	
latoon blocked, %		-	-		-	-							
Nov Cap-1 Maneuver	481	-	-	812	-	-	~ 33	23	603	20	23	537	
Nov Cap-2 Maneuver	-	-	-	-	-	-	~ 33	23	-	20	23	-	
Stage 1	-	-	-	-	-	-	359	408	-	121	111	-	
Stage 2	-	-	-	-	-	-	150	109	-	427	393	-	
pproach	EB			WB			NB			SB			
HCM Control Delay, s	0			2.9		\$ ′	1362.1			204.7			
HCM LOS							F			F			
Minor Lane/Major Mvm	.t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	CDI n1				
	t I		481	LDI	LDK	812		WDIX (
Capacity (veh/h) ICM Lane V/C Ratio		78	0.004	-	-		-	-	20				
	ተ ላ			-	-	0.372	-		0.103				
ICM Long LOS	D	1362.1	12.5	-	-		-	-	204.7				
ICM Lane LOS ICM 95th %tile Q(veh)		F 30.7	B 0	-	-	1.7	<u>-</u>	-	F 0.3				
,		30.7	U	-	-	1.7	-	-	0.3				
lotes													
: Volume exceeds cap	oacity	\$: De	lay exc	eeds 30	00s -	+: Comp	outation	Not De	fined	*: All ı	major v	olume in	platoon

Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
		ERT	MET	WED	ODI	ODB
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	ħβ		¥	
Traffic Vol, veh/h	2	940	1227	26	15	3
Future Vol, veh/h	2	940	1227	26	15	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	150	-	-	-	0	-
Veh in Median Storag	ie.# -	0	0	_	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	5	4	0	34
	2			27	16	3
Mvmt Flow	2	989	1292	21	10	3
Major/Minor	Major1	N	//ajor2	N	Minor2	
Conflicting Flow All	1319	0	-		1805	660
Stage 1	-	-	_	-	1306	-
Stage 2	_	_	_	-	499	_
Critical Hdwy	4.1	-	-	-	6.8	7.58
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.64
Pot Cap-1 Maneuver	531	-	-	-	72	338
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	581	_
Platoon blocked, %		-	_	-		
Mov Cap-1 Maneuve	531	_	_	_	72	338
Mov Cap-1 Maneuve		_	_	_	170	-
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	581	-
Approach	EB		WB		SB	
HCM Control Delay, s			0		26.7	
	o U		U		20.7 D	
HCM LOS					U	
				WBT	WBR :	SBLn1
Minor Lane/Maior Mv	mt	EBL	FBI			
Minor Lane/Major Mv	mt	EBL 531	EBT	1121		195
Capacity (veh/h)	mt	531	-	-	-	185
Capacity (veh/h) HCM Lane V/C Ratio		531 0.004	-	-		0.102
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s		531 0.004 11.8	- - -	- - -	-	0.102 26.7
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s HCM Lane LOS	s)	531 0.004 11.8 B	-	-		0.102 26.7 D
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s	s)	531 0.004 11.8	- - -	- - -	-	0.102 26.7

14000	~

APPENDIX O
FORECASTED 2025 BUILD (WITH DEVELOPMENT) MITIGATED CAPACITY
CALCULATIONS

	۶	→	\rightarrow	•	←	•	4	†	<i>></i>	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	ተ ኈ			4			4	
Traffic Volume (veh/h)	1	761	22	203	508	34	129	0	245	2	0	0
Future Volume (veh/h)	1	761	22	203	508	34	129	0	245	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1781	625	1930	1707	537	596	1976	1841	1900	1976	1900
Adj Flow Rate, veh/h	1	895	26	239	598	40	152	0	288	2	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	8	86	3	13	92	88	0	4	0	0	0
Cap, veh/h	320	1054	165	323	1289	86	245	19	390	417	0	0
Arrive On Green	0.00	0.31	0.31	0.11	0.42	0.42	0.37	0.00	0.37	0.37	0.00	0.00
Sat Flow, veh/h	1882	3385	530	1838	3086	206	509	51	1062	901	0	0
Grp Volume(v), veh/h	1	895	26	239	314	324	440	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1882	1692	530	1838	1622	1670	1622	0	0	901	0	0
Q Serve(g_s), s	0.0	20.9	3.0	7.0	11.8	11.8	17.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.9	3.0	7.0	11.8	11.8	19.7	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.12	0.35		0.65	1.00		0.00
Lane Grp Cap(c), veh/h	320	1054	165	323	677	697	654	0	0	417	0	0
V/C Ratio(X)	0.00	0.85	0.16	0.74	0.46	0.46	0.67	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	429	1244	195	343	692	713	654	0	0	417	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.0	27.2	21.0	19.3	17.7	17.7	23.0	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.0	0.4	7.8	0.5	0.5	5.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	0.4	3.2	3.8	4.0	8.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh	00.0	00.0	04.5	07.4	40.0	40.0	00.5	0.0	0.0	40.0	0.0	0.0
LnGrp Delay(d),s/veh	20.0	32.2	21.5	27.1	18.2	18.2	28.5	0.0	0.0	16.9	0.0	0.0
LnGrp LOS	В	С	С	С	В	B	С	A	A	В	A	A
Approach Vol, veh/h		922			877			440			2	
Approach Delay, s/veh		31.9			20.7			28.5			16.9	
Approach LOS		С			С			С			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	32.3		37.0	6.1	41.2		37.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	31.0		31.0	5.0	36.0		31.0				
Max Q Clear Time (g_c+l1), s	9.0	22.9		2.1	2.0	13.8		21.7				
Green Ext Time (p_c), s	0.1	3.4		0.0	0.0	3.3		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			С									



Lane Group EBL EBT EBR WBL WBT NBL NBT SBL SBT Lane Configurations ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
Lane Configurations †
Traffic Volume (vph) 1 761 22 203 508 129 0 2 0 Future Volume (vph) 1 761 22 203 508 129 0 2 0
Traffic Volume (vph) 1 761 22 203 508 129 0 2 0 Future Volume (vph) 1 761 22 203 508 129 0 2 0
\ 1 /
T T
Turn Type pm+pt NA Perm pm+pt NA Perm NA Perm NA
Protected Phases 5 2 1 6 8
Permitted Phases 2 2 6 8 4
Detector Phase 5 2 2 1 6 8 8 4
Switch Phase
Minimum Initial (s) 5.0 10.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0
Minimum Split (s) 11.0 16.0 16.0 11.0 16.0 11.0 11.0 11.0
Total Split (s) 11.0 37.0 37.0 16.0 42.0 37.0 37.0 37.0 37.0
Total Split (%) 12.2% 41.1% 41.1% 17.8% 46.7% 41.1% 41.1% 41.1% 41.1%
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0
Lead/Lag Lead Lag Lead Lag
Lead-Lag Optimize? Yes Yes Yes Yes Yes
Recall Mode None None None None Max Max Max Max
Act Effct Green (s) 32.6 27.6 27.6 43.1 41.2 31.1 31.1
Actuated g/C Ratio 0.38 0.32 0.32 0.50 0.48 0.36 0.36
v/c Ratio 0.00 0.84 0.07 0.72 0.44 0.81 0.01
Control Delay 11.0 35.4 0.4 27.5 16.5 32.7 19.5
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Total Delay 11.0 35.4 0.4 27.5 16.5 32.7 19.5
LOS B D A C B C
Approach Delay 34.4 19.5 32.7 19.5
Approach LOS C B C
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 86.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.2
Intersection Capacity Utilization 67.3%

Intersection LOS: C
ICU Level of Service C

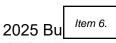
Analysis Period (min) 15

Splits and Phases: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290



Timing Plan: PM Peak Hour

	ၨ	→	•	•	—	•	•	†	<i>></i>	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7	7	∱ }			4			4	
Traffic Volume (veh/h)	2	751	34	293	908	22	112	0	174	2	0	0
Future Volume (veh/h)	2	751	34	293	908	22	112	0	174	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1205	1826	1707	1945	1856	477	1900	1976	1826	1900	1976	1900
Adj Flow Rate, veh/h	2	774	35	302	936	23	115	0	179	2	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	50	5	13	2	3	96	0	0	5	0	0	0
Cap, veh/h	226	1090	455	473	1598	39	211	21	224	377	0	0
Arrive On Green	0.00	0.31	0.31	0.14	0.45	0.45	0.23	0.00	0.23	0.23	0.00	0.00
Sat Flow, veh/h	1148	3469	1447	1853	3516	86	544	91	989	1106	0	0
Grp Volume(v), veh/h	2	774	35	302	469	490	294	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1148	1735	1447	1853	1763	1840	1624	0	0	1106	0	0
Q Serve(g_s), s	0.1	11.2	1.0	5.6	11.3	11.3	8.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	11.2	1.0	5.6	11.3	11.3	9.7	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.39		0.61	1.00		0.00
Lane Grp Cap(c), veh/h	226	1090	455	473	801	836	456	0	0	377	0	0
V/C Ratio(X)	0.01	0.71	0.08	0.64	0.59	0.59	0.64	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	324	2070	863	761	1423	1486	683	0	0	558	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	17.2	13.7	11.3	11.6	11.6	20.7	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.1	1.4	0.7	0.7	1.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.3	1.6	3.1	3.2	3.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	18.1	13.8	12.8	12.2	12.2	22.2	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	В	В	В	В	В	В	С	Α	Α	В	Α	<u>A</u>
Approach Vol, veh/h		811			1261			294			2	
Approach Delay, s/veh		17.9			12.4			22.2			17.1	
Approach LOS		В			В			С			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	23.9		18.9	6.2	31.9		18.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	17.0	34.0		21.0	5.0	46.0		21.0				
Max Q Clear Time (g_c+I1), s	7.6	13.2		2.1	2.1	13.3		11.7				
Green Ext Time (p_c), s	0.6	4.7		0.0	0.0	5.8		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			15.5									
HCM 6th LOS			В									



Timing Plan: PM Peak Hour

	•	-	•	•	←	4	†	-	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	^	7	, Y	↑ ↑		4		4
Traffic Volume (vph)	2	751	34	293	908	112	0	2	0
Future Volume (vph)	2	751	34	293	908	112	0	2	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases	2		2	6		8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	16.0	16.0	11.0	16.0	11.0	11.0	11.0	11.0
Total Split (s)	11.0	40.0	40.0	23.0	52.0	27.0	27.0	27.0	27.0
Total Split (%)	12.2%	44.4%	44.4%	25.6%	57.8%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	25.5	20.2	20.2	36.8	35.2		10.6		10.6
Actuated g/C Ratio	0.42	0.34	0.34	0.61	0.59		0.18		0.18
v/c Ratio	0.01	0.67	0.06	0.56	0.48		0.66		0.01
Control Delay	7.0	20.8	0.2	10.0	9.3		18.3		23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.0	20.8	0.2	10.0	9.3		18.3		23.5
LOS	Α	С	Α	Α	Α		В		С
Approach Delay		19.9			9.5		18.3		23.5
Approach LOS		В			Α		В		С

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 60

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

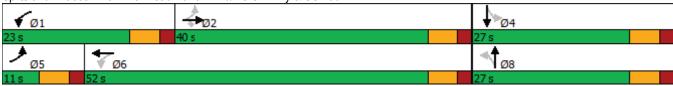
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 14.2

Intersection Capacity Utilization 67.1%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290





APPENDIX P EXISTING 2021 QUEUING ANALYSIS

Run Number	1	2	3	4	5	Avg	
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	
End Time	9:00	9:00	9:00	9:00	9:00	9:00	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	1423	1415	1417	1350	1407	1402	
Vehs Exited	1423	1421	1416	1351	1403	1404	
Starting Vehs	20	20	17	14	9	15	
Ending Vehs	20	14	18	13	13	15	
Travel Distance (mi)	728	716	724	689	709	713	
Travel Time (hr)	15.2	15.2	15.1	14.5	14.9	15.0	
Total Delay (hr)	1.0	1.2	1.0	1.0	1.0	1.0	
Total Stops	146	163	145	152	138	148	
Fuel Used (gal)	24.0	24.0	23.8	23.0	23.2	23.6	

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Values as adjusted by Croudle Costons	

Volumes adjusted by Growth Factors.

No data recorded this interval.

Start Time	8:00
End Time	9:00
Total Time (min)	60
Volumes adjusted by Growth Fa	actors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	1423	1415	1417	1350	1407	1402	
Vehs Exited	1423	1421	1416	1351	1403	1404	
Starting Vehs	20	20	17	14	9	15	
Ending Vehs	20	14	18	13	13	15	
Travel Distance (mi)	728	716	724	689	709	713	
Travel Time (hr)	15.2	15.2	15.1	14.5	14.9	15.0	
Total Delay (hr)	1.0	1.2	1.0	1.0	1.0	1.0	
Total Stops	146	163	145	152	138	148	
Fuel Used (gal)	24.0	24.0	23.8	23.0	23.2	23.6	

Intersection: 2: Bunker Ranch Blvd & US 290

Movement	WB	NB
Directions Served		LR
Maximum Queue (ft)	48	59
()		
Average Queue (ft)	13	20
95th Queue (ft)	36	48
Link Distance (ft)		357
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	4	46	101	30
Average Queue (ft)	0	11	27	2
95th Queue (ft)	3	32	68	15
Link Distance (ft)			292	108
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: US 290 & Spring Lane

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	26	36
Average Queue (ft)	2	11
95th Queue (ft)	11	35
Link Distance (ft)		207
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Run Number	1	2	3	4	5	Avg	
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	
End Time	5:30	5:30	5:30	5:30	5:30	5:30	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	1759	1821	1717	1816	1742	1771	
Vehs Exited	1762	1804	1712	1813	1739	1766	
Starting Vehs	16	7	18	15	17	13	
Ending Vehs	13	24	23	18	20	19	
Travel Distance (mi)	890	914	860	922	879	893	
Travel Time (hr)	18.6	19.1	17.9	19.2	18.4	18.7	
Total Delay (hr)	1.3	1.4	1.1	1.4	1.3	1.3	
Total Stops	144	148	141	139	130	141	
Fuel Used (gal)	30.0	30.9	28.9	31.0	29.4	30.0	

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth I	actors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Fa	actors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	1759	1821	1717	1816	1742	1771	
Vehs Exited	1762	1804	1712	1813	1739	1766	
Starting Vehs	16	7	18	15	17	13	
Ending Vehs	13	24	23	18	20	19	
Travel Distance (mi)	890	914	860	922	879	893	
Travel Time (hr)	18.6	19.1	17.9	19.2	18.4	18.7	
Total Delay (hr)	1.3	1.4	1.1	1.4	1.3	1.3	
Total Stops	144	148	141	139	130	141	
Fuel Used (gal)	30.0	30.9	28.9	31.0	29.4	30.0	

293

Intersection: 2: Bunker Ranch Blvd & US 290

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	57
Average Queue (ft)	4	25
95th Queue (ft)	21	50
Link Distance (ft)		357
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	4	38	64	24
Average Queue (ft)	0	15	17	1
95th Queue (ft)	2	33	42	11
Link Distance (ft)			292	108
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: US 290 & Spring Lane

Movement	EB	SB	
Directions Served	L	LR	
Maximum Queue (ft)	15	57	
Average Queue (ft)	1	16	
95th Queue (ft)	6	46	
Link Distance (ft)		207	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

294



APPENDIX Q FORECASTED 2025 NO-BUILD (BASE) QUEUING ANALYSIS

Run Number	1	2	3	4	5	Avg	
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	
End Time	9:00	9:00	9:00	9:00	9:00	9:00	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	1725	1757	1766	1806	1744	1759	
Vehs Exited	1736	1754	1768	1802	1740	1761	
Starting Vehs	39	23	27	29	24	27	
Ending Vehs	28	26	25	33	28	28	
Travel Distance (mi)	754	767	777	786	757	768	
Travel Time (hr)	188.2	192.6	205.5	178.7	148.8	182.8	
Total Delay (hr)	172.4	176.6	189.0	162.2	132.7	166.6	
Total Stops	297	253	272	335	293	290	
Fuel Used (gal)	60.4	62.6	66.3	60.9	53.1	60.7	

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth F	actors.

No data recorded this interval.

Start Time	8:00
End Time	9:00
Total Time (min)	60
Volumes adjusted by Growth Factors	3 .

Run Number	1	2	3	4	5	Avg	
Vehs Entered	1725	1757	1766	1806	1744	1759	
Vehs Exited	1736	1754	1768	1802	1740	1761	
Starting Vehs	39	23	27	29	24	27	
Ending Vehs	28	26	25	33	28	28	
Travel Distance (mi)	754	767	777	786	757	768	
Travel Time (hr)	188.2	192.6	205.5	178.7	148.8	182.8	
Total Delay (hr)	172.4	176.6	189.0	162.2	132.7	166.6	
Total Stops	297	253	272	335	293	290	
Fuel Used (gal)	60.4	62.6	66.3	60.9	53.1	60.7	

Intersection: 2: Bunker Ranch Blvd & US 290

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	51	72
Average Queue (ft)	19	36
95th Queue (ft)	43	60
Link Distance (ft)		357
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	WB	WB	NB	SB
Directions Served	Т	R	L	Т	LTR	LTR
Maximum Queue (ft)	4	24	122	19	355	24
Average Queue (ft)	0	1	51	1	326	2
95th Queue (ft)	2	10	96	11	358	13
Link Distance (ft)	780			451	292	108
Upstream Blk Time (%)					100	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)		250	150			
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 4: US 290 & Spring Lane

Movement	EB	SB		
Directions Served	L	LR		
Maximum Queue (ft)	16	40		
Average Queue (ft)	1	11		
95th Queue (ft)	8	36		
Link Distance (ft)		207		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Run Number	1	2	3	4	5	Avg	
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	
End Time	5:30	5:30	5:30	5:30	5:30	5:30	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	2088	2118	2059	2049	2112	2086	
Vehs Exited	2082	2113	2055	2044	2108	2080	
Starting Vehs	28	27	40	33	33	31	
Ending Vehs	34	32	44	38	37	36	
Travel Distance (mi)	975	992	973	966	1004	982	
Travel Time (hr)	161.3	154.7	177.2	173.6	159.4	165.2	
Total Delay (hr)	141.0	133.9	157.0	153.6	138.7	144.8	
Total Stops	378	390	344	356	374	369	
Fuel Used (gal)	66.9	66.0	69.8	69.3	66.7	67.7	

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth F	actors.

No data recorded this interval.

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Fa	actors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	2088	2118	2059	2049	2112	2086	
Vehs Exited	2082	2113	2055	2044	2108	2080	
Starting Vehs	28	27	40	33	33	31	
Ending Vehs	34	32	44	38	37	36	
Travel Distance (mi)	975	992	973	966	1004	982	
Travel Time (hr)	161.3	154.7	177.2	173.6	159.4	165.2	
Total Delay (hr)	141.0	133.9	157.0	153.6	138.7	144.8	
Total Stops	378	390	344	356	374	369	
Fuel Used (gal)	66.9	66.0	69.8	69.3	66.7	67.7	

Intersection: 2: Bunker Ranch Blvd & US 290

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	56	135
Average Queue (ft)	21	45
95th Queue (ft)	45	98
Link Distance (ft)		357
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	L	LTR	LTR
Maximum Queue (ft)	11	24	134	345	18
Average Queue (ft)	0	1	68	301	1
95th Queue (ft)	8	10	116	326	11
Link Distance (ft)				292	108
Upstream Blk Time (%)				100	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)	150	250	150		
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 4: US 290 & Spring Lane

Movement	EB	SB	
Directions Served	L	LR	
Maximum Queue (ft)	27	52	
Average Queue (ft)	2	16	
95th Queue (ft)	12	44	
Link Distance (ft)		207	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

ltam	6

APPENDIX R FORECASTED 2025 NO-BUILD (BASE) MITIGATED QUEUING ANALYSIS

Run Number	1	2	3	4	5	Avg	
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	
End Time	9:00	9:00	9:00	9:00	9:00	9:00	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	1998	2020	2035	1992	2016	2012	
Vehs Exited	2018	2017	2066	2005	1996	2021	
Starting Vehs	42	33	53	33	20	37	
Ending Vehs	22	36	22	20	40	25	
Travel Distance (mi)	842	857	854	836	851	848	
Travel Time (hr)	29.6	30.2	31.6	29.3	30.7	30.3	
Total Delay (hr)	10.9	11.2	12.4	10.6	11.8	11.4	
Total Stops	1135	1186	1231	1135	1221	1183	
Fuel Used (gal)	34.9	35.3	36.0	34.9	35.8	35.4	

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth F	actors.

No data recorded this interval.

Start Time	8:00
End Time	9:00
Total Time (min)	60
Volumes adjusted by Growth Factors	S.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	1998	2020	2035	1992	2016	2012	
Vehs Exited	2018	2017	2066	2005	1996	2021	
Starting Vehs	42	33	53	33	20	37	
Ending Vehs	22	36	22	20	40	25	
Travel Distance (mi)	842	857	854	836	851	848	
Travel Time (hr)	29.6	30.2	31.6	29.3	30.7	30.3	
Total Delay (hr)	10.9	11.2	12.4	10.6	11.8	11.4	
Total Stops	1135	1186	1231	1135	1221	1183	
Fuel Used (gal)	34.9	35.3	36.0	34.9	35.8	35.4	

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	Т	Т	R	L	Т	TR	LTR	LTR
Maximum Queue (ft)	9	241	221	64	163	182	162	340	18
Average Queue (ft)	0	133	112	19	74	81	61	178	1
95th Queue (ft)	5	201	184	58	132	150	135	318	9
Link Distance (ft)		780	780			451	451	292	108
Upstream Blk Time (%)								2	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	150			250	150				
Storage Blk Time (%)		4	0		0	1			
Queuing Penalty (veh)		0	0		1	2			

Run Number	1	2	3	4	5	Avg	
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	
End Time	5:30	5:30	5:30	5:30	5:30	5:30	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	2332	2349	2228	2258	2295	2292	
Vehs Exited	2336	2340	2229	2262	2293	2294	
Starting Vehs	41	35	42	32	29	35	
Ending Vehs	37	44	41	28	31	37	
Travel Distance (mi)	1064	1088	1010	1052	1049	1053	
Travel Time (hr)	35.8	36.0	33.5	34.3	35.6	35.1	
Total Delay (hr)	12.8	12.5	11.3	11.7	12.8	12.2	
Total Stops	1278	1276	1209	1209	1252	1243	
Fuel Used (gal)	43.7	43.8	41.1	42.7	42.7	42.8	

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth F	actors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	2332	2349	2228	2258	2295	2292	
Vehs Exited	2336	2340	2229	2262	2293	2294	
Starting Vehs	41	35	42	32	29	35	
Ending Vehs	37	44	41	28	31	37	
Travel Distance (mi)	1064	1088	1010	1052	1049	1053	
Travel Time (hr)	35.8	36.0	33.5	34.3	35.6	35.1	
Total Delay (hr)	12.8	12.5	11.3	11.7	12.8	12.2	
Total Stops	1278	1276	1209	1209	1252	1243	
Fuel Used (gal)	43.7	43.8	41.1	42.7	42.7	42.8	

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	Т	Т	R	L	Т	TR	LTR	LTR
Maximum Queue (ft)	14	203	185	56	164	199	152	214	18
Average Queue (ft)	1	127	106	13	91	78	57	98	1
95th Queue (ft)	8	187	169	40	150	144	115	179	10
Link Distance (ft)		780	780			451	451	292	108
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	150			250	150				
Storage Blk Time (%)		3			2	0			
Queuing Penalty (veh)		0			6	0			

14000	6

APPENDIX S FORECASTED 2025 BUILD (WITH DEVELOPMENT) QUEUING ANALYSIS

Run Number	1	2	3	4	5	Avg	
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	
End Time	9:00	9:00	9:00	9:00	9:00	9:00	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	1897	1884	1853	1951	1875	1891	
Vehs Exited	1907	1894	1845	1939	1874	1892	
Starting Vehs	41	34	24	18	30	29	
Ending Vehs	31	24	32	30	31	28	
Travel Distance (mi)	831	815	817	855	815	827	
Travel Time (hr)	226.8	235.8	279.0	194.6	213.3	229.9	
Total Delay (hr)	209.0	218.4	261.6	176.3	195.7	212.2	
Total Stops	439	402	373	426	435	414	
Fuel Used (gal)	71.8	74.1	82.8	67.1	68.7	72.9	

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth Fac	tors.

No data recorded this interval.

Start Time	8:00
End Time	9:00
Total Time (min)	60
Volumes adjusted by Growth F	actors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	1897	1884	1853	1951	1875	1891	
Vehs Exited	1907	1894	1845	1939	1874	1892	
Starting Vehs	41	34	24	18	30	29	
Ending Vehs	31	24	32	30	31	28	
Travel Distance (mi)	831	815	817	855	815	827	
Travel Time (hr)	226.8	235.8	279.0	194.6	213.3	229.9	
Total Delay (hr)	209.0	218.4	261.6	176.3	195.7	212.2	
Total Stops	439	402	373	426	435	414	
Fuel Used (gal)	71.8	74.1	82.8	67.1	68.7	72.9	

Intersection: 2: Bunker Ranch Blvd & US 290

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	58	218
Average Queue (ft)	22	76
95th Queue (ft)	45	156
Link Distance (ft)		357
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	R	L	T	LTR	LTR
Maximum Queue (ft)	11	17	115	29	353	24
Average Queue (ft)	0	1	52	1	322	2
95th Queue (ft)	5	9	95	21	355	13
Link Distance (ft)				451	292	108
Upstream Blk Time (%)					100	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	150	250	150			
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			1	0		

Intersection: 4: US 290 & Spring Lane

Movement	EB	SB		
Directions Served	L	LR		
Maximum Queue (ft)	21	49		
Average Queue (ft)	1	13		
95th Queue (ft)	10	40		
Link Distance (ft)		207		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1

Run Number	1	2	3	4	5	Avg	
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	
End Time	5:30	5:30	5:30	5:30	5:30	5:30	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	2247	2322	2298	2290	2217	2275	
Vehs Exited	2235	2315	2293	2293	2214	2270	
Starting Vehs	32	32	36	44	41	36	
Ending Vehs	44	39	41	41	44	42	
Travel Distance (mi)	1038	1084	1068	1068	1041	1060	
Travel Time (hr)	210.3	204.7	191.7	183.5	171.6	192.4	
Total Delay (hr)	188.1	181.9	169.0	160.7	149.7	169.9	
Total Stops	500	543	524	553	485	520	
Fuel Used (gal)	80.3	80.7	77.6	75.9	71.7	77.3	

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth F	actors.

No data recorded this interval.

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Fa	actors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	2247	2322	2298	2290	2217	2275	
Vehs Exited	2235	2315	2293	2293	2214	2270	
Starting Vehs	32	32	36	44	41	36	
Ending Vehs	44	39	41	41	44	42	
Travel Distance (mi)	1038	1084	1068	1068	1041	1060	
Travel Time (hr)	210.3	204.7	191.7	183.5	171.6	192.4	
Total Delay (hr)	188.1	181.9	169.0	160.7	149.7	169.9	
Total Stops	500	543	524	553	485	520	
Fuel Used (gal)	80.3	80.7	77.6	75.9	71.7	77.3	

Intersection: 2: Bunker Ranch Blvd & US 290

Movement	EB	WB	NB
Directions Served	R	L	LR
Maximum Queue (ft)	9	83	262
Average Queue (ft)	0	38	84
95th Queue (ft)	4	68	196
Link Distance (ft)			357
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	240	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	R	L	Т	TR	LTR	LTR
Maximum Queue (ft)	8	35	160	183	92	329	35
Average Queue (ft)	0	1	79	15	6	301	4
95th Queue (ft)	6	13	148	111	65	321	20
Link Distance (ft)				451	451	292	108
Upstream Blk Time (%)						100	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)	150	250	150				
Storage Blk Time (%)			2	0			
Queuing Penalty (veh)			10	0			

Intersection: 4: US 290 & Spring Lane

Movement	EB	SB	
Directions Served	L	LR	
Maximum Queue (ft)	11	54	
Average Queue (ft)	1	17	
95th Queue (ft)	9	46	
Link Distance (ft)		207	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 10



APPENDIX T FORECASTED 2025 BUILD (WITH DEVELOPMENT) MITIGATED QUEUING ANALYSIS

Run Number	1	2	3	4	5	Avg	
Start Time	7:45	7:45	7:45	7:45	7:45	7:45	
End Time	9:00	9:00	9:00	9:00	9:00	9:00	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	2194	2168	2165	2115	2205	2168	
Vehs Exited	2195	2164	2162	2120	2197	2169	
Starting Vehs	47	36	31	37	31	37	
Ending Vehs	46	40	34	32	39	35	
Travel Distance (mi)	933	909	916	884	913	911	
Travel Time (hr)	38.0	36.9	35.7	34.0	37.1	36.3	
Total Delay (hr)	16.9	16.3	15.0	14.0	16.1	15.7	
Total Stops	1432	1476	1425	1367	1483	1436	
Fuel Used (gal)	40.8	39.7	39.6	38.1	39.2	39.5	

Interval #0 Information Seeding

Start Time	7:45
End Time	8:00
Total Time (min)	15
Volumes adjusted by Growth F	actors.

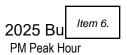
No data recorded this interval.

Start Time	8:00
End Time	9:00
Total Time (min)	60
Volumes adjusted by Growth Fa	ctors.

Run Number	1	2	3	4	5	Avg	
Vehs Entered	2194	2168	2165	2115	2205	2168	
Vehs Exited	2195	2164	2162	2120	2197	2169	
Starting Vehs	47	36	31	37	31	37	
Ending Vehs	46	40	34	32	39	35	
Travel Distance (mi)	933	909	916	884	913	911	
Travel Time (hr)	38.0	36.9	35.7	34.0	37.1	36.3	
Total Delay (hr)	16.9	16.3	15.0	14.0	16.1	15.7	
Total Stops	1432	1476	1425	1367	1483	1436	
Fuel Used (gal)	40.8	39.7	39.6	38.1	39.2	39.5	

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	Т	Т	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	9	254	249	72	171	202	160	337	24
Average Queue (ft)	0	162	142	18	90	99	73	189	1
95th Queue (ft)	4	230	219	59	160	170	141	335	10
Link Distance (ft)		780	780			451	451	292	108
Upstream Blk Time (%)								4	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	150			250	150				
Storage Blk Time (%)		10	0		1	1			
Queuing Penalty (veh)		0	0		3	2			



Run Number	1	2	3	4	5	Avg	
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	
End Time	5:30	5:30	5:30	5:30	5:30	5:30	
Total Time (min)	75	75	75	75	75	75	
Time Recorded (min)	60	60	60	60	60	60	
# of Intervals	2	2	2	2	2	2	
# of Recorded Intervals	1	1	1	1	1	1	
Vehs Entered	2498	2531	2518	2541	2481	2514	
Vehs Exited	2511	2537	2512	2563	2485	2521	
Starting Vehs	49	34	32	47	43	42	
Ending Vehs	36	28	38	25	39	34	
Travel Distance (mi)	1126	1159	1150	1157	1121	1143	
Travel Time (hr)	40.4	40.9	39.9	41.5	39.7	40.5	
Total Delay (hr)	15.4	15.4	14.7	15.8	14.8	15.2	
Total Stops	1408	1465	1362	1503	1398	1427	
Fuel Used (gal)	46.7	48.2	47.5	48.7	46.7	47.5	

Interval #0 Information Seeding

Start Time	4:15				
End Time	4:30				
Total Time (min)	15				
Volumes adjusted by Growth Factors.					

No data recorded this interval.

Start Time	4:30				
End Time	5:30				
Total Time (min)	60				
Volumes adjusted by Growth Factors.					

Run Number	1	2	3	4	5	Avg	
Vehs Entered	2498	2531	2518	2541	2481	2514	
Vehs Exited	2511	2537	2512	2563	2485	2521	
Starting Vehs	49	34	32	47	43	42	
Ending Vehs	36	28	38	25	39	34	
Travel Distance (mi)	1126	1159	1150	1157	1121	1143	
Travel Time (hr)	40.4	40.9	39.9	41.5	39.7	40.5	
Total Delay (hr)	15.4	15.4	14.7	15.8	14.8	15.2	
Total Stops	1408	1465	1362	1503	1398	1427	
Fuel Used (gal)	46.7	48.2	47.5	48.7	46.7	47.5	

Intersection: 3: Arrowhead Ranch Blvd/DSISD Dwy & US 290

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB	
Directions Served	L	Т	Т	R	L	T	TR	LTR	LTR	
Maximum Queue (ft)	14	220	209	50	170	192	160	261	24	
Average Queue (ft)	1	127	108	15	93	84	58	100	1	
95th Queue (ft)	9	196	179	42	152	152	122	189	12	
Link Distance (ft)		780	780			451	451	292	108	
Upstream Blk Time (%)								0		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	150			250	150					
Storage Blk Time (%)		3	0		1	0				
Queuing Penalty (veh)		0	0		5	1				

conditions during both the weekday AM and weekday PM peak hours, and can be anticipated to continue to be satisfied under forecasted 2025 build (with development) conditions. Therefore, the installation of traffic signal control at the intersection of US 290 with Arrowhead Ranch Boulevard is required to accommodate the traffic volumes generated by the proposed Arrowhead Ranch commercial development and the installation of traffic signal control at the intersection would be the sole responsibility of the Arrowhead Ranch development.

The available sight distance along US 290 to the back of queue at Arrowhead Ranch Boulevard exceeds the required stopping sight distance for a posted speed limit of 60 miles per hour.

Capacity calculations performed for the intersection of US 290 with Arrowhead Ranch Boulevard assuming the installation of a traffic signal at the intersection revealed that the intersection can be anticipated to operate at an overall intersection Level of Service C or better during the weekday AM and PM peak hours, with all movements operating at a LOS C or better, following installation of traffic signal control.

The right turn in/right turn out driveway proposed to be constructed as part of the planned Arrowhead Ranch commercial developments will be located in the middle of the taper of the existing eastbound right turn lane on US 290 at its intersection with Arrowhead Ranch Boulevard. Therefore, it is anticipated that the eastbound right turn lane on US 290 will need to be lengthened in order to accommodate the location of the right turn in/right turn out driveway and the increase in traffic volumes associated with the Arrowhead Ranch development.

According to the City of Dripping Springs Code of Ordinances, Chapter 28, Exhibit A, Section 11.11, "The intersections included within the traffic impact analysis shall be considered adequate to serve the proposed development if existing intersections can accommodate the existing service volume, the service volume of the proposed development, and the service volume of approved but unbuilt developments holding valid, unexpired building permits at level of service "C" or above." Therefore, signal warrant evaluations were not performed for the intersections of US 290 with Bunker Ranch Boulevard and US 290 with Springs Lane.

The results of queueing analyses performed for the remaining study intersections revealed that each of the existing auxiliary turn lanes at the study intersections is of sufficient length to accommodate all existing queues, as well as all forecasted 2025 queues, both without and following the proposed Bunker Ranch subdivision expansion.

Therefore, no mitigations to the existing study intersections are anticipated to be required in order to accommodate the traffic volumes anticipated to be generated by the proposed Bunker Ranch subdivision expansion.

This concludes CEC's Revised Traffic Impact Analysis for the construction of the proposed Bunker Ranch subdivision expansion, located south of US 290 at its intersection with Bunker Ranch Boulevard in the City of Dripping Springs, Hays County, Texas.

Included with this report is a Technical Appendix containing all counts, analyses and calculations.

Exhibit H

Item 6.



City of Dripping Springs

511 Mercer Street • PO Box 384 • Dripping Springs, TX 78620 • 512.858.4725 cityofdrippingsprings.com

Open spaces, friendly faces.

Date: May 20, 2022

Name: Steve Harren

Email: Steveharren@aol.com

Dear Mr. Harren:

This letter is to inform you that the Development Review Committee reviewed **VAR2022-0005**, a variance requesting to be relieved from the sidewalk requirements for the road from US290 to the Hardy Tract.

The development review committee has approved the variance request with the following conditions:

- 1. Sidewalks are required along the entire length of one side of the road; and
- 2. Sidewalks along the other side of the road are deferred until the adjacent property is developed.

Per section 28.04.015(k), this decision can be appealed to the Planning & Zoning Commission. An appeal can be requested in writing via email.

Should you have any questions or concerns, please feel free to reach out to the planning department.

Regards,

Tory Carpenter, AICP Senior Planner

Exhibit I



CITY OF DRIPPING SPRINGS

Physical: 511 Mercer Street • Mailing: PO Box 384 • Dripping Springs, TX 78620

512.858.4725 • www.cityofdrippingsprings.com

May 4, 2020

Attn: Steve Harren
Overlook at Bunker Ranch, LLC
317 Grace Lane, Suite 240,
Austin Texas 78746
JBock@sunlandgrp.com

RE:

Decision by Development Team Review Committee - Sidewalk Fee-in-Lieu for

Overlook at Bunker Ranch

Project Number: SFL2021-0001

Project Name: Overlook at Bunker Ranch

Project Address: 2004 Creek Road

Mr. Harren:

The City of Dripping Springs has finished the review of SFL2021-0001 Overlook at Bunker Ranch. The applicant is requesting to not construct 10,810 square feet of sidewalk with the Overlook at Bunker Ranch due to the proposed sidewalk not providing any beneficial pedestrian connectivity. The applicant is requesting to pay fee-in-lieu for 10,810 square feet of the sidewalk. Per Chapter 28, Article 28.04 Subdivision Ordinances, Section 28.04.019 Sidewalks of the City of Dripping Springs Code of Ordinances:

The Development Review Committee shall consider the following criteria when evaluating a request for fee-in-lieu of construction for sidewalks:

- I. Proximity to the nearest existing sidewalk;
- II. Proximity to public facilities, such as public or private schools, libraries, and other government buildings;
- III. Whether any public sidewalk improvements are planned or contemplated in the area; and
- IV. Any other information deemed appropriate by the Development Review Committee.

The Development Review Committee has found that the sidewalk would currently provide no beneficial pedestrian connectivity to the adjacent subdivisions. There are no proposed sidewalks planned or contemplated in this area and this development is not near any public facilities. The City approves the sidewalk fee-in-lieu request for the entire 10,810 square feet of sidewalk.



Physical: 511 Mercer Street • Mailing: PO Box 384 • Dripping Springs, TX 78620 512.858.4725 • www.cityofdrippingsprings.com

Please provide the Sidewalk Fee-in-lieu per the City's Fee Schedule prior to approval of the Preliminary Plat:

Sidewalk Fee-in-Lieu: \$8.00/square foot of approved fee-in-lieu of sidewalk construction

Should you have any questions or concerns in the meantime, please feel free to reach out to the Planning Department.

Sincerely,

Michelle Fischer

City Administrator

Exhibit J



Planning and Zoning Commission Planning Department Staff Report

Planning and Zoning
Commission Meeting:

June 22, 2021

Project No: ZA2021-0002

Project Planner: Amanda Padilla, Senior Planner

Item Details

Project Name: Hardy Tract

Property Location: 2901 W US Highway 290, Dripping Springs, Texas 78620 (R15103)

Legal Description: Approximately 79.61 acres, situated in the Benjamin F. Hanna Survey No.

28, Abstract No. 222

Applicant: Steve Harren c/o Brian Estes, P.E.

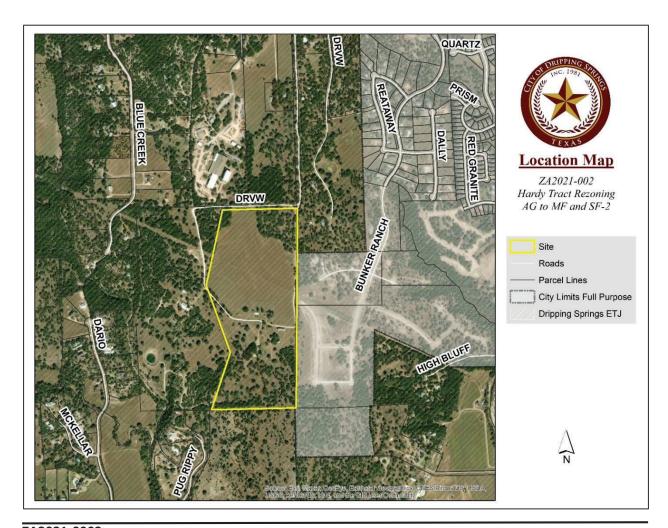
Property Owners: P& H Family Limited Partnership No. 1

Request: Zoning Map Amendment to zone a 78.021-acre tract of land to SF-2,

Moderate Density Residential zoning district, upon annexation.

Staff

Recommendation: Staff is recommending approval of the SF-2 Zoning district



Planning Department Staff Report

Overview

The applicant submitted a petition for voluntary annexation of the approximately 78.021 acres, therefore should the annexation be approved by City Council at the July 20, 2021 meeting, the applicant would like to request the zoning designation of SF-2, Moderate Density Residential. The applicant's intention for development of the 78.021-acre tract is a similar build to the property east of this tract, Bunker Ranch Phase 3. The applicant had previously requested SF-2 for the northern portion and MF for the southern portion of the tract but has since removed the MF zoning.

Site Information

Location:

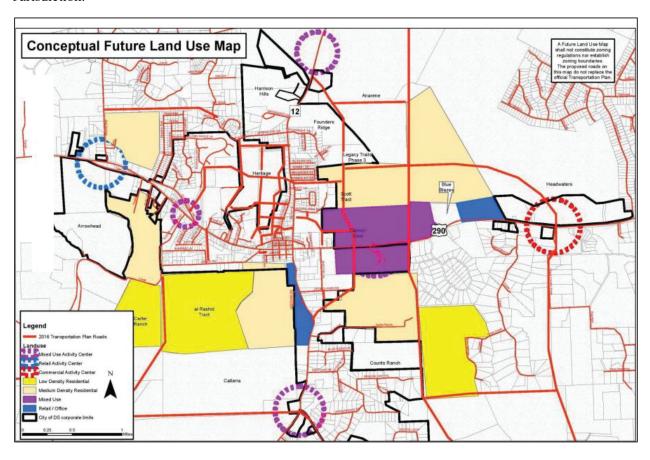
The subject property is located south of US Highway 290, along the western boundary of Bunker Ranch Phase 3 and north of Creek Road.

Physical and Natural Features:

The subject property is open in the norther portion and heavily treed in the southern portion. The property has a residential home that will be removed for development with a 60-foot access easement that extends out to US Highway 290.

Future Land Use and Zoning Designations:

The subject property is not indicated on the Future Land Use Map. There is currently no zoning designation on the property because at the time of application the property was within the City's Extraterritorial Jurisdiction.



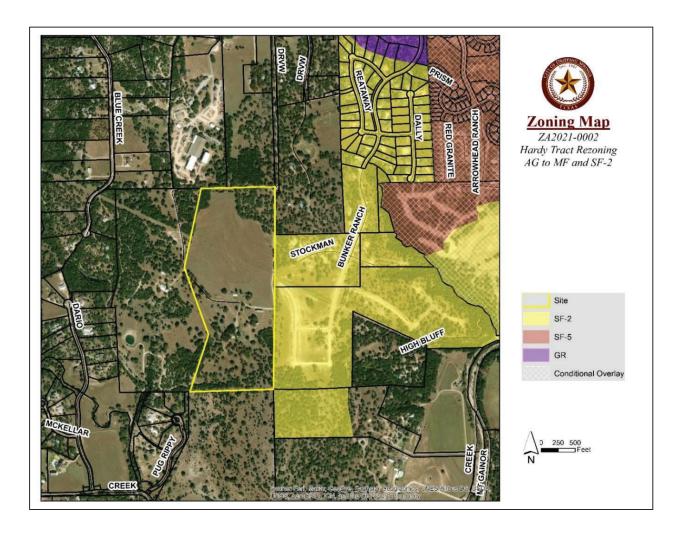
Planning Department Staff Report

Surrounding Properties:

The Subject property is just west of the City Limits. The surrounding lots had originally been large tract residential but in recent years the adjacent City Limit tracts have become zoned SF-2, which allows for tracts greater than a ½ acre. The tracts to the north, west, and south are within the ETJ and are larger than 1 acre.

The current zoning and existing uses of the adjacent properties to the north, south, east, and west are outlined in the table below:

Direction	Zoning District	Existing Use	Comprehensive Plan		
North	ETJ	Residential			
East	SF-2, Moderate Density Residential	Residential (Bunker Ranch Subdivision)	The properties are not within in the Comprehensive		
South	ETJ	Residential	Plan or Future Land Use Map.		
West	ETJ	Residential	Osc Map.		



Property History:

The applicant has come before the commission on April 27, 2021 for a zoning map amendment to zone the property to SF-2 and MF with a conditional overlay. The Planning and Zoning Commission had unanimously voted to postpone the zoning amendment. The applicant met with staff and submitted a new application which is being presented today.

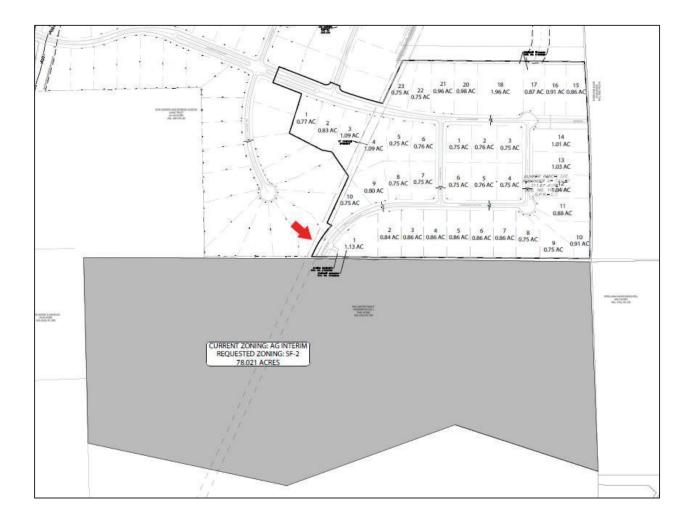
Utilities

The subject property is located within the Dripping Springs Water Supply Corporation service area for Water, Pedernales Electric Cooperative (PEC) service area for electricity and will be utilizing on-site septic facilities for wastewater.

Transportation

The subject property will have ingress and egress through Phase 3 of the Bunker Ranch Development. The access would be through local streets which provide primary land access and connectivity between land parcels and other streets and collectors.

A Traffic Impact Analysis is currently being reviewed by the City's Transportation Engineer.



Proposed Zoning District

Single-family residential district—Moderate density (SF-2)

The Single-family residential district – moderate density (SF-2) is intended to provide for development of primarily moderate-density detached, single-family residences on lots of at least ½ acre in size.

Permitted uses: Those uses listed for the SF-2 district or any less intense residential district in appendix C [appendix E] (Use Charts) as "P" or "C" are authorized uses permitted by right or conditionally permitted uses, respectively.

Development Standards for SF-2							
Size of Lots							
Minimum Lot area	½ acre						
Setback Requirements							
Minimum Front Yard	25 feet						
Minimum Side Yard	15 feet						
Minimum Rear Yard	25 feet						
Height Regulations							
Main Building	2 ½ stories, or 40', whichever is less, for the main buildings						
Accessory Building	25'						
Other Development Standards	·						
Impervious Cover	40% total, including main buildings and accessory buildings						

Special requirements:

- a) On-site dwellings: Recreational vehicles, manufactured homes, travel trailers or motor homes may not be used for on-site dwelling purposes.
- b) Open storage: Open storage is prohibited (except for materials for the resident's personal use or consumption such as firewood, garden materials, etc.).
- c) Side-entry garages: Single-family homes with side-entry garages where lot frontage is only to one street (not a corner lot) shall have a minimum of 25 feet from the door face of the garage or carport to the side property line for maneuvering.
- d) Swimming pools: Swimming pools shall be constructed and enclosed in accordance with the city building code.
- e) Nonresidential uses: Site plan approval shall be required for any nonresidential use (such as a school, church, child-care center, private recreation facility, etc.) in the SF-2 district. Any nonresidential land use that may be permitted in this district shall conform to the local retail district standards.
- f) Temporary facilities: There shall be no permanent use of temporary facilities or buildings.
- g) Other regulations: Refer to section 5, Development Standards and Use Regulations.
- h) OSSFs: On-site sewage facilities (OSSFs) are prohibited in this district on lots of less than three-quarters of an acre.

Criteria

Staff has reviewed the proposed rezoning request based on the criteria outlined in Chapter 30 Zoning

Exhibit A Zoning Ordinance Section 2.28.2, see below:

Zoning Map Amendment Criteria

1. Whether the proposed change will be appropriate in the immediate area concerned;

The applicant is proposing to zone the subject property to SF-2. The SF-2 Zoning district is consistent with the surrounding areas, and due to the proximity to the ETJ and the surrounding properties, it would serve as a transition to more rural parts of the city's ETJ. The lots to the east are single-family lots that are equal to or greater to 0.75 acre lots and have the same designation as the zoning requested for the subject property. To the north, south, and west are residential large lots that are over 30 acres and are within the City's ETJ.

SF-2 zoning requires that lots be a minimum of $\frac{1}{2}$ acre and if the wastewater is being provided via an OSSF the lots are required to be a minimum of $\frac{3}{4}$ acres.

Based on the proposed zoning, adjacent City Limits zoning, and the ETJ lots the proposed zoning is appropriate in the area.

2. Their relationship to the general area and the City as a whole;

The SF-2 zoning uses proposed will fit in with the surrounding areas zoning districts and will be compatible with the ETJ properties.

Though this property is not within the City's Conceptual Future Land Use Map, the current map shows low density and moderate density on the outer edges of the City Limits, which shows that low density should occur away from the city center.

3. Whether the proposed change is in accord with any existing or proposed plans for providing public schools, streets, water supply, sanitary sewers, and other utilities to the area;

The subject property is not shown on any existing or proposed plans for public schools, streets, water supply, sanitary sewers, and other utilities to the area.

4. The amount of undeveloped land currently classified for similar development in the vicinity and elsewhere in the City, and any special circumstances which may make a substantial part of such undeveloped land unavailable for development;

The City is seeing an increase in residential development within the city limits and the extraterritorial jurisdiction. Within the vicinity of the subject property to the east are tracts zoned SF-2 the land is currently being developed. Rezoning the subject property to SF-2 is appropriate and will not affect any similar zoned lots within the vicinity. The City has not seen any issues with undeveloped land for properties rezoned to SF-2.

5. The recent rate at which land is being developed in the same zoning classification, particularly in the vicinity of the proposed change;

As stated above the adjacent lot to the east is currently being developed for SF-2 zoning. The rate of land being developed in this area has increased within the last few years.

6. How other areas designated for similar development will be, or are unlikely to be, affected if the proposed amendment is approved;

Based on the area, the proposed rezone to SF-2 will not affect the surrounding area and will complement the adjacent lots.

7. Whether the proposed change treats the subject parcel of land in a manner which is significantly different from decisions made involving other, similarly situated parcels; and

This property is being treated similarly to other similarly situated parcels within the City Limits.

8. Any other factors which will substantially affect the public health, safety, morals, or general welfare.

Staff does not see this zoning change affecting the public health, safety, morals, or general welfare.

Based on the Criteria listed above, staff finds that the requested zoning amendment is a compatible use that will ensure conformity with the character of the area and will promote the orderly development of the city.

Meetings

June 22, 2021- Planning and Zoning Commission (Zoning) July 20, 2021- City Council (Annexation and Zoning)

Public Notification

A legal notice advertising the public hearing was placed in the Dripping Springs Century-News, signs were posted on the-site, notice was placed on the City Website, and all property owners within a 300-foot radius of the site were notified of the request.

Attachments

Attachment 1: Rezoning Application Attachment 2: Zoning Use Chart

Attachment 3: Site Exhibit

Attachment 4: Deed

Recommended Action:	Recommend approval of the Single-Family residential district – Moderate Density (SF-2) Zoning district.
Alternatives/Options:	Recommend denial of the Single-Family residential district – Moderate Density (SF-2) Zoning district.
Budget/Financial Impact:	None calculated at this time.

ZA2021-0002 Hardy Tract

Item 6.

Planning Department Staff Report

Public Comments:	No public comment was received for this request.
Enforcement Issues:	N/A

Item 6.



CITY OF DRIPPING SPRINGS

PHYSICAL: 511 Mercer Street • MAILING: PO Box 384

Dripping Springs, TX 78620

• 512.858.4725 • www.cityofdrippingsprings.com

ZONING/PDD AMENDMENT APPLICATION

Case Number (staff use only):								
CONTACT INFORMATION								
PROPERTY OWNER NAME P & H Family Limited Partnership No. 1								
STREET ADDRESS P O BOX 1696								
CITY Dripping Springs s		ZIP CODE 78620						
PHONEEMAIL								
APPLICANT NAME Brian Estes								
COMPANY Civil and Environm	ental Con	sultants Inc.						
STREET ADDRESS 3711 S. Mo Pa	c Expy Su	uite 550						
CITY Austin STATE Texas ZIP CODE 78746								
PHONE 512-439-0400 EMAIL	PHONE 512-439-0400 EMAIL bestes@cecinc.com							
REASONS FOR AMENDMENT								
☐ TO CORRECT ANY ERROR IN THE REG	GULATION	☐ TO RECOGNIZE CHANGES IN TECHNOLOGY, STYLE OF LIVING, OR MANNER OF CONDUCTING BUSINESS						
☐ TO RECOGNIZE CHANGED CONDITIO CIRCUMSTANCES IN A PARTICULAR LOC		■ TO MAKE CHANGES IN ORDER TO IMPLEMENT POLICIES REFLECTED WITHIN THE COMPREHENSIVE PLAN						

Revised 11.30.2018 Page **1** of **4** 330

PROPERTY & ZONING INFORMATION					
PROPERTY OWNER NAME	P & H Family Family Limited Partnership No. 1				
PROPERTY ADDRESS	2901 W US 290, DRIPPING SPRINGS, TX 78620				
CURRENT LEGAL DESCRIPTION	A0222 BENJAMIN F HANNA SURVEY, ACRES 77				
TAX ID#	R15103				
LOCATED IN	☐ CITY LIMITS				
	☐ EXTRATERRITORIAL JURISDICTION				
CURRENT ZONING	AG				
REQUESTED ZONING/AMENDMENT TO PDD	SF-2				
REASON FOR REQUEST (Attach extra sheet if necessary)	Annex into full purpose city limits				
INFORMATION ABOUT PROPOSED USES (Attach extra sheet if necessary)	Will comprise etirely of single family home lots.				

COMPLIANCE WITH OUTDOOR LIGHTING ORDINANCE? *

(See attached agreement).

■ YES (REQUIRED)* ☐ YES (VOLUNTARY)* ☐ NO*

Voluntary compliance is <u>strongly</u> encouraged by those not required by above criteria (*see Outdoor Lighting tab on the CODS webpage and online Lighting Ordinance under Code of Ordinances tab for more information*).

^{*} If proposed subdivision is in the City Limits, compliance with Lighting Ordinance is **mandatory**. If proposed subdivision is in the ETJ, compliance is **mandatory** when required by a Development Agreement or as a condition of an Alternative Standard/Special Exception/Variance/Waiver.

APPLICANT'S SIGNATURE

rne unaersignea, ne	ereby confirms that ne/si	ne/it is the owner of the above described real property and all is authorized to act as my agent and representative with
further, that Gordanii	SRIS (CIVII & EITARUITHISHI Isnis, Inc.)	is authorized to act as my agent and representative with
respect to this Appli	cation and the City's zon	ing amendment process.
(As recorded in the I	Hays County Property De	ed Records, Vol, Pg)
•		
	The state of the s	
	Name	
	PRINCIP	PAL
	Title	
STATE OF TEXAS	§	
	§	
COUNTY OF HAYS	§	
	-	HL
This instrum	ent was acknowledged b	perfore me on the 5 day of March
2021 by Hay		ompson, III.
	SA	SMASSA
	Notar	y Public, State of Texas Susan Rosson
My Commission Exp	Irac: 12 - 10 - 2	024
тту сопппыноп ыф	11 21 10	
Hardy E.TT	nompson TII	
Name of Applicant	E Company	
		SUSAN ROSSON
		Notary Public, State of Texas
		Comm. Expires 12-10-2024
		Notary ID 10188174

ZONING AMENDMENT SUBMITTAL

All required items and information (including all applicable above listed exhibits and fees) must be received by the City for an application and request to be considered complete. **Incomplete submissions will not be accepted.**By signing below, I acknowledge that I have read through and met the above requirements for a complete submittal:

5/24/2021

submittal:	5/24/2021
Applicant Signature	Date

	CHECKLIST						
STAFF	APPLICANT						
		Completed Application Form - including all required signatures and notarized					
	✓	Application Fee-Zoning Amendment or PDD Amendment (refer to Fee Schedule)					
		PDF/Digital Copies of all submitted Documents					
	✓	When submitting digital files, a cover sheet must be included outlining what					
		digital contents are included.					
	✓	Billing Contact Form					
	✓	GIS Data					
	√	Outdoor Lighting Ordinance Compliance Agreement - signed with attached photos/drawings (required if marked "Yes (Required)" on above Lighting Ordinance Section of application)					
	✓	Legal Description					
V	✓	Concept Plan					
		Plans					
	✓	Maps					
		Architectural Elevation					
	✓	Explanation for request (attach extra sheets if necessary)					
	✓	Information about proposed uses (attach extra sheets if necessary)					
	V	Public Notice Sign (refer to Fee Schedule)					
	✓	Proof of Ownership-Tax Certificate or Deed					
	n/a	Copy of Planned Development District (if applicable)					
	n/a	Digital Copy of the Proposed Zoning or Planned Development District Amendment					

Received on/by:	Item 6.
-----------------	---------

Project Number:	
Only filled out by staff	

Date, initials



TEN	TAS TO THE PROPERTY OF THE PRO
BILLING CON	NTACT FORM
Project Name: Bunker Ranch Phase	e 6 (Hardy Tract 79.61 Acres)
Project Address: 2901 W US 290, I	Oripping Springs, TX 78620
Project Applicant Name: Cristina Coro	loba / Brian Estes
Billing Contact Information	
Name: Steve Harren	
Mailing Address: 317 Grace La	ane #240
Austin, Texa	s 78746
Email: steveharren@aol.c	om _{Phone Number:(512)644-6800}
Type of Project/Application (check all that apply	r):
☐ Alternative Standard	☐ Special Exception
☐ Certificate of Appropriateness	☐ Street Closure Permit
☐ Conditional Use Permit	☐ Subdivision
☐ Development Agreement	☐ Waiver
☐ Exterior Design	☐ Wastewater Service
☐ Landscape Plan	☐ Variance
☐ Lighting Plan	Zoning
☐ Site Development Permit	Other

Applicants are required to pay all associated costs associated with a project's application for a permit, plan, certificate, special exception, waiver, variance, alternative standard, or agreement, regardless of City approval. Associated costs may include, but are not limited to, public notices and outside professional services provided to the City by engineers, attorneys, surveyors, inspectors, landscape consultants, lighting consultants, architects, historic preservation consultants, and others, as required. Associated costs will be billed at cost plus 20% to cover the City's additional administrative costs. Please see the online Master Fee Schedule for more details. By signing below, I am acknowledging that the above listed party is financially accountable for the payment and responsibility of these fees.



5/24/2021

E.1. Use regulations (charts).

- E.1.1. The use of land or buildings shall be in accordance with those listed in the following use charts. No land or building shall hereafter be used and no building or structure shall be erected, altered, or converted other than for those uses specified in the zoning district in which it is located.
 - (a) The legend for interpreting the permitted uses in the use charts is:
- P Designates that the use is permitted in the zoning district indicated.
 - Designates that the use is prohibited in the zoning district indicated.
- C Designates that the use may be permitted in the zoning district only pursuant to issuance of a conditional use permit.
- ** Designates that the use is defined in this chapter.
 - (b) <u>Definitions</u>: See definitions in section 1.6 of this chapter for further description of uses.
 - (c) <u>Uses not listed</u>: If a use is not listed in the use charts, it is not allowed in any zoning district.
 - (d) <u>Use chart organization</u>: The following use categories are listed in the use charts:

Agricultural uses.

Residential uses.

Office uses.

Personal and business service uses.

Retail uses.

Transportation and auto service uses.

Amusement and recreational service uses.

Institutional/governmental uses.

Commercial and wholesale trade uses.

Manufacturing and light industrial uses.

Use Chart Adopted February 17, 2015

Permitted Uses "P"

Conditional Uses "C"

	Residential Uses					Nonresidential Uses									
AGRICULTURE	AG	SF-	SF-	SF-	SF-	MF-	0	LR	GR	CS	НО	1	GUI	PR	PP
		1	2	4	5	1									
Bulk Grain and/or Feed Storage	Р										Х	Р			
Farms, General (Crops), Commercial	P	С	С								X				

	Ι_	Τ_	_		1	<u> </u>	T	1	_	1	Ι_			1	1
Greenhouse	Р	Р	Р	Р							Р				
(Non-Retail)		ļ													
Livestock	Р										Χ				
Sales															
Orchard/Crop	Р	Р	С	С	С	С	С	С	С	С	Р	С			
Propagation															
Plant Nursery	Р								Р	Р	Χ	С			
(Commercial)															
Small Scale	Р	С	С			С	С	С	С	С	Р				
Farm															
Stable,	Р	С									Χ				
Commercial															
Stables	Р	С	С								Р				
(Private,															
accessory															
use)															
Stables	Р	С									Χ				
(Private,															
principal use)															
Garden (Non-	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р
Retail)															
Farm Animals	Р	С	С	С	С	С	С	С	С	С	Р	С			
(Exempt -															
FFA, 4H)															
Farm Animals	Р	С	С	С	С	С	С	С	С	С	Р	С			
(Non-Exempt)															

	Resi	denti	al Us	es			No	nres	ident	ial U	ses				
RESIDENTIAL	AG	SF-	SF-	SF-	SF-	MF-	0	LR	GR	CS	НО	1	GUI	PR	PP
		1	2	4	5	1									
Accessory Bldg./Structure (Nonresidential)							Р	Р	Р	Р	Р	Р			
Accessory Bldg./Structure (Residential)	Р	Р	Р	Р	Р	Р					Р				
Accessory Dwelling	Р	С	С								Р		Р		
Caretaker's/Guard Residence	Р	Р	Р								Р				

	1	1			т —	1	_		1				
Community or	С	С	С	С	С						Р		
Group Home													
Duplex/Two-				Р	Р	Р	Р	Р	Р		Р		
Family													
Garage Residential	Р	Р	С	С							Р		
Conversion													
Garden					Р	Р	Р	Р	Р		Р		
Home/Townhome													
Home Occupation	Р	Р	Р	Р	Р	Р	Р	Р	Р		Р		
HUD-Code	С			С	С	С					Х		
Manufactured													
Home													
Living Quarters on							Р	Р	Р	Р	Р		
Site with a													
Business													
Multiple-Family						Р	Р	Р	Р		Р		
Dwelling													
Residential Loft							Р	Р	Р		Р		
Rooming/Boarding						Р		Р			Р		
House													
Single-Family	Р	Р	Р	Р	Р	Р					Р		
Dwelling,													
Detached													
Single-Family	Р	Р	Р	Р	Р	Р					Р		
Industrialized													
Housing													
Swimming Pool,	Р	Р	Р	Р	Р	Р	Р	Р	Р		Р		
Private													

	Resi	denti	al Us	es			No	nres	ident	ial U	ses				
OFFICE	AG	SF-	SF-	SF-	SF-	MF-	0	LR	GR	CS	НО	Ι	GUI	PR	PP
		1	2	4	5	1									
Armed Services							Р	Р	Р	Р	Р				
Recruiting Center															
Bank										С	Χ				
Check Cashing								Р	Р	Р	Χ				
Service															
Credit Agency							Р	Р	Р	Р	Χ				
Insurance Agency							Р	Р	Р	Р	Р				
Offices															

Offices, General/Professional				Р	Р	Р	Р	Р		
Office, Brokerage Services				Р	Р	Р	Р	Р		
Offices, Health Services				Р	Р	Р	Р	Р		
Offices, Legal Services				Р	Р	Р	Р	Р		
Offices, Parole/Probation								Х	Р	
Offices, Professional				Р	Р	Р	Р	Р		
Offices, Real Estate Office				Р	Р	Р	Р	Р		
Saving and Loan							С	Χ		
Security Monitoring Company				Р	Р	Р	Р	Х		
Telemarketing Center				Р	Р	Р	Р	Х		

	Resi	denti	al Us	es			No	nres	ident	ial U	ses				
PERSONAL AND BUSINESS SERVICES	AG	SF- 1	SF- 2	SF- 4	SF- 5	MF- 1	0	LR	GR	CS	НО*	Ι	GUI	PR	PP
All-Terrain Vehicle									P	P	Х				
Dealer (Sales Only)											Х				
Ambulance Service (Private)										Р	Χ				
Antique Shop								Р	Р	Р	Р				
Appliance Repair								Р	Р	Р	Χ				
Art Dealer/Gallery								Р	Р	Р	Р				
Artisan's Shop	Р							Р	Р	Р	Р				
Artist Studio	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р				
Auto Sales (New and Used)									С	Р	Χ				
Auto Supply Store									Р	Р	Χ				
Bakery or Confectionary (Retail)								Р	Р	Р	Р				
Bar								С	С	С	С				
Barbershop								Р	Р	Р	Р				
Beauty Shop								Р	Р	Р	Р				
Bed and Breakfast Inn or Facility	С	С	С					Р	Р	Р	Р				

											_
Bicycle Sales and Repair					Р	Р	Р	Р			
Book Store					Р	Р	Р	Р			
Building Materials Sales						С	Р	Χ			
Cabinet/Counter/Woodworking							С	Χ	Р		
Shop (Custom) Retail											
Cabinet/Counter/Woodworking								Χ	Р		
Shop (Manufacturing)											
Wholesale											
Cafeteria				С	С	Р	Р	Р			
Communication Equipment							Р	Χ			
Repair											
Computer Sales					Р	Р	Р	Р			
Consignment Shop					Р	Р	Р	Р			
Convenience Store (With Gas						Р	Р	Χ			
Sales)											
Convenience Store (Without					С	Р	Р	Р			
Gas Sales)											
Cooking School					Р	Р	Р	Р			
Dance/Drama/Music Studio or					Р	Р	Р	Р			
School											-
Department Store			-			Р	Р	Р			-
Drapery, Blind Upholstery Store			-		Р	Р	Р	Р			-
Exterminator Services							Р	Χ			
Financial Services					Р	Р	Р	Р			
Florist Shop					Р	Р	Р	Р			
Food or Grocery Store						Р	Р	Р			
(General)											-
Food or Grocery Store (Limited)					Р	Р	Р	Р			
Funeral Home or Mortuary							Р	Χ			
Furniture Store (New and/or					Р	Р	Р	Х			
Used)											-
Garden Shop (Inside Storage)					Р	Р	Р	Р			-
General or Community Retail						Р	Р	Р			
Store											ļ
Gravestone/Tombstone Sales							Р	Х			
Hardware Store				_	Р	P	P	Р			
Home Improvement Center						Р	Р	Х			
Laundry/Dry Cleaning							Р	Х			
Lawnmower Sales & Repair						Р	Р	Х			
Live-in Security Quarters				Р	Р	Р	Р	Р			-
Locksmith					Р	Р	Р	Χ		$ldsymbol{ld}}}}}}$	

												_
Major Appliance Sales						Р	Р	Χ				
Market (Public)					Р	Р	Р	Р				
Mini-Warehouse - Self Storage							С	Χ				
Mobile food vendor - 10 days				Р	Р	Р	Р	Р	Р	Р	Р	Р
or less												
Mobile food vendor - longer				С	С	С	С	С	С	С		
than 10 days												
Mobile food vendor court				С	С	С	С	С	С	С		
Motorcycle Dealer (Sales,						Р	Р	Χ				
Repair)												
Motel or Hotel						Р	Р	Р				
Needlework Shop					Р	Р	Р	Р				
Pet Shop/Supplies					Р	Р	Р	Р				
Pharmacy					Р	Р	Р	Р				
Photocopying/Duplicating					Р	Р	Р	Р				
Photography Studio					Р	Р	Р	Р				
Plant Nursery (Retail Sales,						Р	Р	Χ				
Outdoors)												
Radio or Television Studio						Р	Р	Χ				
Recycling Center							С	Χ	Р			
Restaurant (No Drive-Through					Р	Р	Р	Р				
Service)												
Restaurant (With Drive-						Р	Р	Χ				
Through)												
Security Systems Installation						С	Р	Χ				
Company												
Sexually Oriented Business							С	Χ	С			
Shoe Repair					Р	Р	Р	Р				
Studio, Tattoo or Body Piercing					С	С	С	Р				
Tailor Shop					Р	Р	Р	Р				
Tool and Machinery Rental					Р	Р	Р	Х				
(Indoor Storage)												
Tool and Machinery Rental							Р	Χ				
(Outdoor Storage)												
Travel Agency				Р	Р	Р	Р	Р				
Temporary Outdoor				С	Р	Р	Р	Р				
Sales/Promotion												
Upholstery Shop						Р	Р	Р				
Used Merchandise/Furniture					Р	Р	Р	Р				<u> </u>
Vacuum Cleaner Sales and					Р	Р	Р	Х				
Repair				<u> </u>					L_			<u> </u>

Veterinarian Clinic (Indoor Kennels)				Р	Р	Р	Р		
Woodworking Shop				Р	Р	Р	Р		
(Ornamental, Handmade									

^{*}Permitted in HO district per requirements of chapter 30, article 30.05, Mobile Food Vendors.

	Resi	denti	al Use	es			No	nres	ident	ial U	ses				
TRANSPORTATION AND AUTO SERVICES	AG	SF- 1	SF- 2	SF- 4	SF- 5	MF- 1	0	LR	GR	CS	НО	Ι	GUI	PR	PP
Antique Vehicle Restoration										Р	Х				
Auto Body Repair										Р	Χ				
Auto Financing and Leasing								Р	Р	Р	Х				
Auto Muffler Shop										Р	Χ				
Auto Paint Shop										Р	Χ				
Auto Tire Sales and Repair									Р	Р	X				
Auto Upholstery Shop										Р	Χ				
Auto Washing Facility, Attended									Р	Р	Х				
Auto Washing Facility, Unattended									Р	Р	Х				
Auto Wrecker Service										Р	Х				
Automobile Repair, Major										Р	Х				
Automobile Repair, Minor								С	С	Р	Х				
Heliport												Р	Р		
Helistop												Р	Р		
Limousine/Taxi Service										Р	Х				
Oil Change and Inspection									Р	Р	Х				
Parking Lot, Commercial										С					

Parking Structure, Commercial				С	С	С	Р	Р		
Tire Dealer,					Р	Р	Р	Х		
Indoor Storage										

	Resi	denti	al Use	es			No	nres	ident	ial U	ses				
AMUSEMENT/	AG	SF-	SF-	SF-	SF-	MF-	0	LR	GR	CS	НО	1	GUI	PR	PP
RECREATION		1	2	4	5	1									
Amusement Arcade									Р	Р	Р				
(Four or more devices)															
Amusement Services									Р	Р	Р				
(Indoor)															
Amusement Services									Р	Р	Χ				
(Outdoor)															
Billiard/Pool Facility									Р	Р	Р				
Bingo Hall									Р	Р	Р			Р	
Bowling Center									Р	Р	Р			Р	
Broadcast Station											Χ	Р			
(With Tower)															
Country Club (Private)									Р		Χ				
Dance Hall									Р	Р	Р			Р	
Day Camp for Children	С	С					С		Р	Р					
Civic/Conference											Р		Р		
Center															
Dinner Theater									Р	Р	Р				
Driving Range														Р	
Fairgrounds/Exhibition	С													Р	
Area															
Gaming Club (private)								С	С	С					
Golf Course									Р	Р				Р	
(Miniature)															
Golf Course (Public,	С								Р	Р				Р	
Private)															
Health Club							С	Р	Р	Р	Р			Р	
Motion-Picture Studio,										Р		Р			
Commercial															
Motion-Picture									Р	Р	Р				
Theater															
Museum								Р	Р	Р	Р				
Park accessory uses															Р

Park and/or	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р			Р
Playground														
Psychic Reading								Р	Р	Р	Р			
Services														
Rodeo Grounds	С									С		С		
Skating Rink										Р			Р	
Tennis Court	Р	Р	Р	Р	Р	Р					Р		Р	
Theater (Stage)									Р	Р	Р		Р	
Video Rentals/Sales								Р	Р	Р	Р			

	Resi	denti	al Us	es			Nonresidential Uses								
INSTITUTIONAL/ GOVERNMENT	AG	SF- 1	SF- 2	SF- 4	SF- 5	MF- 1	0	LR	GR	CS	НО	Ι	GUI	PR	PP
Assisted Living Facility						С		С	С	С	Р				
Broadcast Tower (Commercial)												С			
Cemetery or Mausoleum	С												Р		
Child Day-Care Facility	С	С	С	С	С	С	С	Р	Р	Р	Р				
Church, Religious Assembly	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р		Р		
Civic Club							Р	Р	Р	Р	Р				
Community Center (Municipal)											Р		Р		
Electrical Generating Plant												Р	Р		
Electrical Substation												Р	Р		
Emergency Care Clinic									Р	Р					
Fire Station	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р			Р		
Fraternal Lodge or Union							Р	Р	Р	Р	Р				
Government Building (Mun., St., Fed.)										Р	Р		Р		
Group Day-Care Home	С	С	С	С	С	С	С	Р	Р	Р					
Medical Clinic or Office							Р	Р	Р	Р	Р				

Wireless	С	С	С			С	С	С	С	С		С		I	
Communications															
Tower															
Heliport												Р			
Home for the Aged,	С	С	С	С	С	С	С	С	Р	Р	Р				
Residential															
Hospice								С	Р	Р	Р				
Hospital (Acute Care,							С	С	Р	Р					
General)															
Library							Р	Р	Р	Р	Р		Р		
Maternity Home							С	С	Р	Р	Р				
Nursing/Convalescent							С	С	Р	Р					
Home															
Orphanage						С	С	С	Р	Р	Р				
Philanthropic							Р	Р	Р	Р	Р				
Organization															
Post Office	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р		Р		
Radio, Television,									С	С		С			
Microwave Tower															
School, K Through 12	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р		Р		
(public or private)															
Sewage Pumping	С	С	С	С	С	С	С	С	С	С	Р	Р	Р		
Station					ļ			_							
Telephone							С	С	С	Р	Р		Р		
Switching/Exchange															
Bldg.	С	_	С	_	_	-			-	_			_		
Wastewater Treatment Plant	C	С	C	С	С	С	С	С	С	С		С	Р		
	С	С	С	С	С	С	С	С	С	С	P	С	P		
Water Supply (Elevated Storage	١		C	١									-		
Tank)															
Water Supply Facility	P	Р	Р	Р	Р	Р		С	С	С		С	Р		
(Private)		ļ .			l .	']		Ĭ			
1		<u> </u>			<u> </u>	1			1		<u> </u>				

	Resi	denti	al Us	es			No	nres	ident	ial U	ses				
COMM. AND	AG	SF-	SF-	SF-	SF-	MF-	0	LR	GR	CS	НО	_	GUI	PR	PP
WHOLESALE		1	2	4	5	1									
TRADE															
Book Bindery										Р	Р				
Feed and Grain									Р	Р					
Store															

Furniture Manufacture							Р		
Heating and Air- Conditioning Sales/Service					Р	Р			
Pawnshop					C	С			
Propane Sales (Retail)						Р			
Taxidermist						Р			
Transfer Station/Refuse Pickup							Р		
Veterinarian (Outdoor Kennels or Pens)	С					Р			
Warehouse/Office						С	Р		
Welding Shop						С	Р		

	Resi	denti	al Us	es			No	nres	ident	ial U	ses				
LIGHT INDUSTRIAL/ MFG.	AG	SF- 1	SF- 2	SF- 4	SF- 5	MF- 1	0	LR	GR	CS	НО	1	GUI	PR	PP
Contractor's Office (No Outside Storage)								Р	Р	Р	Р	Р			
Contractor's Office (With Outside Storage)										С		Р			
Contractor's Temporary On-site Office	С	С	С	С	С	С	С	С	С	С	Р	С			
Electronic Assembly										С		Р			
Engine Repair or Manufacture												Р			
Laboratory Equipment Manufacture												Р			
Machine Shop												Р			

Maintenance and Repair Services for Bldgs.						Р				
Open Storage/Outside Storage	С					С		Р		
Plumbing Shop					Р	Р				
Research Lab (Nonhazardous)					С	С		Р		
Sand/Gravel/Stone Sales or Storage	С					С		Р		
Sand/Gravel Quarrying								С		
Sign Manufacturing						С	Р	Р		
Stone/Clay/Glass Manufacturing						С		Р		

(Ordinance 1220.10, adopted 9/12/06; Ordinance 1220.99, adopted 2/17/15; Ordinance 1220.140, att. B, adopted 4/11/17; Ordinance 1220.149, adopted 11/14/17; Ordinance 1220.151, adopted 12/12/17; Ordinance 2018-09, adopted 4/10/18; Ordinance 2019-44, adopted 12/10/19; Ordinance 2020-01, adopted 1/14/20)



SPECIAL WARRANTY DEED

STATE OF TEXAS

\$ \$ \$

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF HAYS

THAT the undersigned, Hardy E. Thompson, Jr., and Patty King Thompson, husband and wife (hereinafter referred to as "Grantors"), have GRANTED and CONVEYED, and by these presents do hereby GRANT and CONVEY unto the P & H Family Limited Partnership No. 1, a Texas Limited Partnership, whose mailing address is 1034 Liberty Park Drive, Apt. G2, Austin, Texas 78746 (hereinafter referred to as "Grantee"), the following:

- 1. The real property described in <u>Exhibit A</u>, which is attached hereto and incorporated herein for all pertinent purposes (hereinafter referred to as "Tract A");
- 2. A one-half (1/2) undivided interest in the real property described in Exhibit C, which is attached hereto and incorporated herein for all pertinent purposes, (hereinafter referred to as the "Road"), subject to a non-exclusive easement of ingress and egress in the entire Road in the event of a subsequent partition;
- 3. A one-half (½) undivided interest in any other easements of ingress and egress appurtenant to either Tract A or to the real property described in Exhibit B, which is attached hereto and incorporated herein for all pertinent purposes (hereinafter referred to as "Tract B"); and

4. A nonexclusive easement of ingress and egress sixty (60) feet in width lying south of and adjacent to the northern boundary of Tract B and running from the eastern boundary of Tract B to a point where the northern boundary of Tract B intersects with the western boundary of any easement of ingress and egress to and from Tract B to U.S. Highway 290.

Said real property interests are hereinafter referred to collectively as the "Property."

This conveyance is expressly made and accepted subject to all valid and subsisting liens, leases of surface acreage, oil, gas, and mineral leases, all prior mineral conveyances of any nature, easements, restrictions, reservations, covenants, conditions and other matters relating to the Property to the extent that the same are valid and enforceable against said Property, as same are shown by instruments filed for record in the office of the County Clerk of Hays County, Texas, or as same are evident upon inspection of the Property.

TO HAVE AND TO HOLD the Property, together with all and singular the rights and appurtenances thereto in anywise belonging, subject to the foregoing terms and provisions, unto the said Grantee, its successors and/or assigns forever; and Grantors do hereby bind Grantors' heirs, executors, administrators, successors and/or assigns, to WARRANT AND FOREVER DEFEND all and singular the Property, subject, however, as aforesaid, unto the said Grantee, its successors and/or assigns, against every person whomsoever claiming or to claim the same or any part thereof, by, through or under Grantors, but not otherwise.

EXECUTED this 23rd day of October, 2000.

Hardy E. Thompson, Jr.

STATE OF TEXAS

§ § §

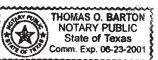
COUNTY OF TRAVIS

The foregoing instrument was acknowledged before me on the 23rd day of October, 2000, by Hardy E. Thompson, Jr.

Notary Public, State of Texas

STATE OF TEXAS

COUNTY OF TRAVIS



The foregoing instrument was acknowledged before me on the 23rd day of October, 2000, by Patty King Thompson.

After Recording Return To:

Thomas O. Barton McGinnis, Lochridge & Kilgore, L.L.P. 919 Congress Ave., Suite 1300 Austin, Texas 78701

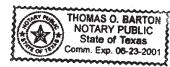


EXHIBIT A

79.61 acres of land out of and a part of quarter section No. 15 of the B. F. Hanna League, situated in Hays County, Texas, said 79.61 acre tract being more particularly described as being a portion of that certain 159.0 acre tract of land conveyed from Katherine Roberts, a widow, to Hardy E. Thompson, and wife Patty Thompson by deed of record in Volume 239, Pages 521-524 of the Deed Records of Hays County, Texas, said 79.61 acre tract being more fully described by metes and bounds as follows

Beginning at a steel pin found at a fence corner at the northeast corner of said quarter section No. 15, same being the common corner of quarter sections No. 14, 15, 16, and 17 of said Hanna League, for the northeast corner of the tract herein described, said point also being the northeast corner of said 159.0 acre tract;

THENCE with the fence along the common line of said quarter sections No. 14 and 15, same being the east line of said 159.0 acre tract, S 00°06'E 2983.98 feet to a steel pin set at a fence corner post for the southeast corner of the tract herein described;

THENCE with a new fence along the south line of this Survey S 88°12'W 1243.27 feet to a steel pin set a fence corner for the southwest corner of the tract herein described:

THENCE with the west line of this survey the following three (3) courses;

- 1. N 17°46'E, with a fence, 882.44 feet to a steel pin set at a fence corner;
- N 20°12'W, leaving said fence, 1048.31 feet to a steel pin set at a fence corner;
- 3. N 11°45'E, with a fence, 1190.68 feet to a steel pin set at a fence corner in the north line of said 159.0 acre tract for the northwest corner of the tract herein described;

THENCE with the fence along the north line of said 159.0 acre tract N 88°15'E 1087.93 feet to the place of BEGINNING containing 79.61 acres of land.

EXHIBIT A

EXHIBIT B

79.39 acres of land out of and a part of quarter section No. 15 of the B. F. Hanna League, and a portion of the A. J. Holford Survey, situated in Hays County, Texas, said 79.39 acre tract being more particularly described as being a portion of that certain 159.0 acre tract of land conveyed from Katherine Roberts, a widow, to Hardy E. Thompson, and wife Patty Thompson by deed of record in Volume 239, Pages 521-524 of the Deed Records of Hays County, Texas, said 79.39 acre tract being more fully described by metes and bounds as follows:

BEGINNING at a steel pin found at a fence corner at the northwest corner of said 159.0 acre tract for the northwest corner of the tract herein described;

THENCE with the fence along the north line of said 159.0 acre tract the following two (2) courses;

- 1. N 89°44'E 832.80 feet to an iron stake found at a bend in said fence at a fence corner on the east side of a gate;
- 2. S 88°52'E 426.95 feet to a steel pin set at a fence corner for the northeast corner of the tract herein described;

THENCE with the east line of this survey the following three (3) courses;

- S 11°45'W, with a fence, 1190.68 feet to a steel pin set at a fence corner;
- S 20°12'E, leaving said fence, 1048.31 feet to a steel pin set at a fence corner.
- 3. S 17°46'W, with a fence, 882.44 feet to a steel pin set at a fence corner for the southeast corner of the tract herein described;

THENCE with a new fence along the south line of this survey N 89°59'W 571.9 feet to a steel pin found at the top of a bluff;

THENCE continue with the fence along the south line of said 159.0 acre tract N 83°00'W 233.9 feet to a steel pin at a fence corner for the southwest corner of the tract herein described, same being the southwest corner of said 159.0 acre tract;

THENCE with the fence along the west line of said 159.0 acre tract the following twelve (12) courses;

- N 01°12'W 71.2 feet;
- N 37°07'W 383.7 feet;
- N 15°10'W 92.6 feet;
- N 53°25'E 44.2 feet;
- N 18°26'W 157.4 feet;
- 6. N 01°23'W 32.74 feet;
- 7. N 12°00'W 230.6 feet;
- 8. N 02°15'W 263.5 feet;
- 9. N 10°36'E 131.8 feet
- 10. N 01°54'E 406.5 feet;
- 11. N 02°44'W 214.3 feet;
- N 00°11'W 1052.3 feet to the place of BEGINNING Containing 79.39 acres of land.
 EXHIBIT B

A 4.25 acre tract of land out of and a part of Quarter Section, Numbers 14 and 17 of the B. F. Hanna League, situated in Hays County, Texas, being more particularly described as being part of those certain two tracts of land that were conveyed to Clayton S. Brown and wife, Henry Louise Brown, by deeds of record in Volume 166, Page 264-266 and Volume 268, Page 594-596 of the Hays County, Texas Deed Records, said 4.25 acre tract being more fully described by metes and bounds as follows:

BEGINNING at a steel pin set at a corner fence post at the southwest corner of the above said Quarter Section No. 17, it being also the southwest corner of that certain 160.0 acre tract conveyed to Clayton S. Brown by the above said deed of record in Volume 166, Pages 264-266 of the Hays County, Texas Deed Records;

THENCE with the fence along the west line of the Clayton S. Brown 160.0 acre tract, North 2993.2 feet to a corner fence post set in concrete in the south line of Highway No. 290 for the northwest corner of the 4.25 acre tract herein described;

THENCE with the south line of Highway No. 290, S 89°33'E, 60.0 feet to a steel pin set for the northeast corner of this 4.25 acre tract;

THENCE South 2990.0 feet to a steel pin set in the common line between said Quarter Sections 14 and 17, said steel pin being also in the north line of that certain 23.0 acre tract of land that was conveyed to Clayton S. Brown by the above said deed found of record in Volume 268, Pages 594-596 of the Hayes County, Texas Deed Records;

THENCE S 0°06'E, 100.00 feet to a steel pin set for the southeast corner of this 4.25 acre tract;

THENCE S 88°15'W, 56.0 feet to a steel pin in the fence on the east line of that certain 159.0 acre tract of land that was conveyed to Hardy E. Thompson and wife, Patty Thompson by deed of record in Volume 239, pages 521-524 of the Hays County, Texas Deed Records;

THENCE with the fence between the said Clayton S. Brown 23.0 acre tract and the said Hardy E. Thompson 159.0 acre tract, N 0°06'E, 100.0 feet to a steel pin found at a fence corner at the northeast corner of said Thompson 159.0 acre tract, said point being also the northwest corner of the above said Clayton S. Brown 23.0 acre tract;

THENCE S 88°15'W, 4.0 feet to the place of beginning; and containing 4.25 acres of land.

EXHIBIT C

Item 6.

FILED AND RECORDED OFFICIAL PUBLIC RECORDS On: Oct 26,2000 at 03:09P

Document Number:

00025538

Amount

21.00

By Lynn Curry Lee Carlisle, County Clerk Hays County

Exhibit K



To: Jamie Rose

From: Chad Gilpin, P.E., City Engineer; Laura Mueller, City Attorney

Date: May 2, 2024

RE: Takings Impact Assessment for Required Infrastructure for the Hardy Tract

Introduction

The City of Dripping Springs has required, due to site development and fire requirements, that the project commonly known as the Hardy Tract build a road as specified in Exhibit "A." The property owner has requested a Takings Impact Assessment related to this requirement. For the City to impose this requirement it must show that "the required dedication is related both in nature and extent to the project's anticipated impact, though a precise mathematical calculation is not required." This assessment will show that the road requirement is roughly proportional to the impact of the Bunker Ranch/Hardy Tract project.

REQUIREMENTS

The City, in consultation with the Fire Department (North Hays County Fire – ESD), requires a minimum twenty-six (26) foot roadway and a five (5) foot sidewalk on one side. This was based on the representation by the developer that multi-family may be placed on the tract. If no multi-family is on the tract, the roadway only must be twenty-four (24) feet. This is a fire requirement. Section 11.3.4 of the City Subdivision Ordinance requires all subdivisions with fifty (50) or more lots or units have at least two points of vehicular access and must be connected via improved roadways. The standard is to require sidewalks on both sides of the roadway, but the City waived the requirement for the second side on request of the developer in return for payment of fee-in-lieu. In addition, drainage improvements are required, but are only those needed to meet the Water Quality and Drainage mitigation as required by the Water Quality Ordinance Article 22.05.² The extent of the drainage improvements are only those that directly affect the required roadway and the sidewalk. These improvements are not required to be oversized for any other development.

The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision. The subdivision ordinance is attached as Exhibit "A." The requirement of adequate drainage and water quality is to ensure that any required or planned improvements do not burden other private or public parties with adverse stormwater flows. In addition, it aids in protecting all waterways in the area from pollutants. The Ordinance adopted Article 22.05 is attached to this assessment as Exhibit "C." The remoteness requirement is from the Fire Code Section D106.3. It is attached as Exhibit "B." These required improvements

¹ Dolan v. City of Tigard, 512 U.S. 374, 391 (1994).

² All references to Ordinances or Sections are to the City of Dripping Springs Code of Ordinances unless otherwise stated. City of Dripping Springs Code of Ordinances are available on the City's website and municode.com.

Item 6.

are reasonably related to and accomplish the legitimate municipal goal of public safety while ensuring that neighboring properties are not burdened by new development.

The roadway only needs to be twenty-four (24) feet in width unless multi-family is built adjacent to the roadway. This is the minimum for any subdivision within the City of Dripping Springs. Fire requires twenty-six (26) feet if there will be multi-family.

IMPACT OF DEVELOPMENT

The Hardy Tract will add an additional seventy-five lots. In addition, the development is seventy-eight acres. This roadway is only for the residents of this development and does not have to be open to the public. In addition, the City is not asking that it be oversized to meet the needs of the public in general, only to meet the minimum city and fire requirements. Detention and Water Quality are required by the Hardy Tract subdivision to mitigate increased flows to neighboring properties caused by the roadway. The issue of the expense of the drainage is the fact that the second access point, the roadway in question, is between two parcels that are currently not owned by the developer. This requires that the drainage, sidewalk, and roadway must be included in their owned property.

DISCUSSION AND ANALYSIS

The requirements the City and Fire require are the minimum for roads and drainage for any residential development. In addition, the minimum normally required for a sidewalk on a two-lane rural roadway (which is the roadway required by the City) is five feet on both sides. The City waived the requirement that the sidewalk be on both sides, instead only requiring it on one side. These requirements are required for safety and are also sized to an extent appropriate to a development of this size. The nature of a subdivision as proposed is a two-lane rural road with sidewalks including adequate drainage.

ALTERNATIVES

The development could build a second point of access in another part of the development. In addition, the City has offered to review the possibility of allowing drainage to be stored on an adjacent agricultural lot. Finally, the developer could also appeal the partial waiver of the sidewalk to the Planning & Zoning Commission.

CONCLUSION AND RECOMMENDATIONS

The City and Fire is open to limiting the roadway to twenty-four feet so long as no multi-family is built in this development or adjacent to this roadway. If any other variances or waivers are requested, or decisions to be appealed, the processes must be followed. The City is not requiring that the development pay for any additional city infrastructure or fees that are not the minimum required by the number of lots and acres within this subdivision. The Hardy Drive and related infrastructure is not for the public or the City, it is solely to benefit the safety of the future residents of the proposed development.

Exhibit L

HARDY ROAD PROJECT WITH THE SIDEWALK

HARDY ROAD 12/4/24

Name								
Mobilization	Civil Improvements	I I m i h	OTV	DDICE	20	122 TOTAL	12	/24 TOTAL
Surveying and Layout			_					
Clearing						•		•
Silt Fennice	, ,							
Rock Berm	•			. ,		-		
Street Improvements						-		
Street Improvements						-	•	-
Street Improvements No.	_	LA	1	\$ 33,000.00		•	•	-
Name					Ψ		*	,
Name	Street Improvements							
Street Embankment Material	_	Unit	OTY	PRICE	20	23 ΤΩΤΔΙ	12/	/24 ΤΩΤΔΙ
Site Equipment			-				-	
Subgrade Preperation CT 20388 \$ 5,00 \$ 101,938 \$ 117,229 Limestone Butterstick Blocks ea 5155 \$ 150,00 \$ 5,000 \$ 5,000 \$ 5,750 Footing Allowance ea \$ 175,000,00 \$ 175,000 \$ 201,250 Handrall Allowance If 1400 \$ 95,000 \$ 155,000 \$ 63,250 Haull Off Allowance EA 1 \$ 55,000,00 \$ 55,000 \$ 63,250 Haull Off Allowance EA 1 \$ 50,000,00 \$ 50,000 \$ 78,750 SUB-TOTAL F 8 1900 \$ 11,00 \$ 900,900 \$ 1,036,035 SIGWAII Allowance SF 8 1900 \$ 11,00 \$ 900,900 \$ 1,036,035 SIGWAII Allowance SF 8 1900 \$ 11,00 \$ 900,900 \$ 1,036,035 SIGWAII Allowance SF 8 1900 \$ 11,00 \$ 900,900 \$ 1,036,035 SIGWAII Allowance SF 8 1900 \$ 11,00 \$ 900,900 \$ 1,036,035 SIGWAII Allowance SF 8 1900 <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td>· ·</td>						-		· ·
Street Signs		СТ	20388					
Limestone Butterstick Blocks ea 5155 5 150,000 5 773,190 5 889,169 Footing Allowance ea 5155 5 150,000 5 175,000 5 201,250 Testing Allowance 1 5 50,000,000 5 55,000 5 63,250 Testing Allowance EA 1 5 50,000,000 5 55,000 5 575,500 Tree Disposal EA 1 5 50,000,000 5 50,000 5 575,500 Tree Disposal EA 1 5 50,000,000 5 50,000 5 575,500 Tree Disposal EA 1 5 50,000,000 5 2,369,122 Tree Disposal EA 1 5 50,000,000 5 2,369,122 Tree Disposal EA 1 5 15750 5 50,000 5 2,369,122 Tree Disposal EA 1 5 15750 5 50,000 5 1,036,035 Tree Disposal EA 1 5 135,777 5 150,400 5 1,471,598 Tree Disposal EA 1 5 135,777 5 150,400 5 1,471,598 Tree Disposal EA 1 5 135,777 5 150,404 Tree Disposal EA 1 5 135,777 5 135,777 5 150,404 Tree Disposal EA 1 5 135,700 5 136,775 Tree Disposal EA 1 5 135,700 5 136,700 5 136,750 Tree Disposal EA 1 5	- '			•		-		· ·
Footing Allowance	•	ea	5155	1		-		=
Handrail Allowance		ea						
Haull Off Allowance EA	Handrail Allowance	lf	1400		\$	133,000	\$	152,950
Tree Disposal EA	Testing Allowance		1	\$ 55,000.00	\$	55,000	\$	63,250
Concrete Section Sec	Haull Off Allowance	EA	1	\$ 50,000.00	\$	50,000	\$	57,500
Concrete Tree Disposal	EA	1	\$ 25,000.00	\$	25,000	\$	28,750	
Sidewalk Allowance	SUB-TOTAL				\$	2,060,106	\$	2,369,122
Sidewalk Allowance SF 15750 \$ 5.00 \$ 78,750 \$ 300,000 \$ 345,000	Concrete							
Retaining Wall Allowance	6" Concrete Allowance	SF	81900	\$ 11.00	\$	900,900	\$	1,036,035
Drainage Improvements	Sidewalk Allowance	SF	15750	\$ 5.00	\$	78,750	\$	90,563
Drainage Improvements Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL HDPE EA 1 \$ 135,777 \$ 135,777 \$ 156,144 6x4 Grate Inlet EA 5 \$ 13,000 \$ 65,000 \$ 74,750 5x5 grate inlets EA 3 \$ 9,500 \$ 28,500 \$ 32,775 4x4 Grate Inlets EA 2 \$ 5,600 \$ 11,200 \$ 12,880 3x3 grate inlets EA 10 \$ 3,250 \$ 32,500 \$ 24,840 2.5x2.5 grate inlets EA 9 \$ 4,000 \$ 21,600 \$ 24,840 2x2 Grate Inlets EA 9 \$ 2,400 \$ 21,600 \$ 24,840 Misc Parts 1 \$ 35,000 \$ 35,000 \$ 40,250 5' Curb Inlet EA 1 \$ 75,000 \$ 75,000 \$ 86,250 5' Curb Inlet EA 1 \$ 75,000 \$ 75,000 \$ 86,250 DRAINAGE GRADING EA 1 \$ 75,000 \$ 200,000 \$ 20	Retaining Wall Allowance				\$	300,000	\$	345,000
Nith	SUB-TOTAL				\$	1,279,650	\$	1,471,598
6x4 Grate Inlet EA 5 \$ \$ 13,000 \$ 65,000 \$ 74,750 5x5 grate inlets EA 3 \$ 9,500 \$ 28,500 \$ 32,775 4x4 Grate Inlets EA 2 \$ 5,600 \$ 11,200 \$ 12,880 3x3 grate inlets EA 10 \$ 3,250 \$ 32,500 \$ 37,375 2.5x2.5 grate inlets EA 9 \$ 2,400 \$ 21,600 \$ 24,840 2x2 Grate Inlets EA 1 \$ 1,600 \$ 1,600 \$ 1,840 Misc Parts 1 \$ 35,000 \$ 35,000 \$ 40,250 5' Curb Inlet EA 2 \$ 8,250 \$ 16,500 \$ 18,975 5' Curb Inlet EA 2 \$ 8,250 \$ 16,500 \$ 18,975 DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 Curb Inlet EA 4 \$ 50,000 \$ 200,000 \$ 230,000 Curb Inlet EA 4 \$ 50,000 \$ 200,000 \$ 230,000 Curb Inlet EA 4 \$ 50,000 \$ 200,000 \$ 316,250 SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision \$ 75,000 \$ 86,250 Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 75,000 \$ 86,250 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 50,000 \$ 143,750 Onsite Engineer								
Sx5 grate inlets EA 3 \$ \$,500 \$ 28,500 \$ 32,775 4x4 Grate Inlets EA 2 \$ 5,600 \$ 11,200 \$ 12,880 3x3 grate inlets EA 10 \$ 3,250 \$ 32,500 \$ 37,375 2.5x2.5 grate inlets EA 9 \$ 2,400 \$ 21,600 \$ 24,840 2x2 Grate Inlets EA 1 \$ 35,000 \$ 1,840 Misc Parts 1 \$ 35,000 \$ 35,000 \$ 40,250 5' Curb Inlet EA 2 \$ 8,250 \$ 16,500 \$ 18,975 5' Curb Inlet EA 1 \$ 75,000 \$ 75,000 \$ 86,250 DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 Pond Allowance EA 1 \$ 275,000 \$ 200,000 \$ 230,000 SUB-TOTAL ** </td <td></td> <td>Unit</td> <td>QTY</td> <td>PRICE</td> <td>20</td> <td>23 TOTAL</td> <td>12/</td> <td>/24 TOTAL</td>		Unit	QTY	PRICE	20	23 TOTAL	12/	/24 TOTAL
### Grate Inlets	Item		-					
3x3 grate inlets EA 10 \$ 3,250 \$ 32,500 \$ 37,375 2.5x2.5 grate inlets EA 9 \$ 2,400 \$ 21,600 \$ 24,840 2x2 Grate Inlets EA 1 \$ 1,600 \$ 1,600 \$ 1,840 Misc Parts 1 \$ 35,000 \$ 35,000 \$ 40,250 5' Curb Inlet EA 2 \$ 8,250 \$ 16,500 \$ 18,975 DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 Pond Allowance EA 4 \$ 50,000 \$ 200,000 \$ 230,000 Underground Detention System EA 1 \$ 275,000 \$ 275,000 \$ 316,250 SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision \$ 75,000 \$ 86,250 Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 75,000 \$ 86,250 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 185,700 \$ 18,000 Sidewalk Fee in Lue \$ 185,700	Item HDPE	EA	1	\$ 135,777	\$	135,777	\$	156,144
2.5x2.5 grate inlets	Item HDPE 6x4 Grate Inlet	EA EA	1 5	\$ 135,777 \$ 13,000 \$ 9,500	\$ \$	135,777 65,000	\$ \$	156,144 74,750
2x2 Grate Inlets EA 1 \$ 1,600 \$ 1,600 \$ 1,840 Misc Parts 1 \$ 35,000 \$ 35,000 \$ 40,250 5' Curb Inlet EA 2 \$ 8,250 \$ 16,500 \$ 18,975 DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 Pond Allowance EA 4 \$ 50,000 \$ 200,000 \$ 230,000 Underground Detention System EA 1 \$ 275,000 \$ 275,000 \$ 316,250 SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision \$ 75,000 \$ 86,250 Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Stidewalk Fee in Lue \$ 185,700	Item HDPE 6x4 Grate Inlet 5x5 grate inlets	EA EA EA	1 5 3	\$ 135,777 \$ 13,000 \$ 9,500	\$ \$ \$	135,777 65,000 28,500	\$ \$ \$ \$	156,144 74,750 32,775
Misc Parts 1 \$ 35,000 \$ 35,000 \$ 18,975 5' Curb Inlet EA 2 \$ 8,250 \$ 16,500 \$ 18,975 DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 \$ Pond Allowance EA 4 \$ 50,000 \$ 200,000 \$ 230,000 \$ Underground Detention System EA 1 \$ 275,000 \$ 275,000 \$ 316,250 SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision \$ 75,000 \$ 86,250 Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 75,000 \$ 86,250 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets	EA EA EA	1 5 3 2 10	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250	\$ \$ \$ \$	135,777 65,000 28,500 11,200	\$ \$ \$ \$ \$	156,144 74,750 32,775 12,880
Signature EA 2	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets	EA EA EA EA EA	1 5 3 2 10 9	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400	\$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600	\$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840
DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 \$	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets	EA EA EA EA EA	1 5 3 2 10 9	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600	\$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600	\$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840
DRAINAGE GRADING EA 1 \$ 75,000 \$ 75,000 \$ 86,250 \$ Pond Allowance EA 4 \$ 50,000 \$ 200,000 \$ 230,000 \$ Underground Detention System EA 1 \$ 275,000 \$ 275,000 \$ 316,250 SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 75,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 185,700 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts	EA EA EA EA EA	1 5 3 2 10 9 1	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000	\$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000	\$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250
Pond Allowance EA 4 \$ 50,000 \$ 200,000 \$ 230,000 \$ Underground Detention System EA 1 \$ 275,000 \$ 275,000 \$ 316,250 SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision Project Manager \$ 75,000 \$ 86,250 \$ Superintendent \$ 125,000 \$ 143,750 \$ Overhead \$ 75,000 \$ 86,250 \$ GC Fee \$ 500,000 \$ Onsite Engineer \$ 500,000 \$ SUB-TOTAL \$ 150,000 \$ Sidewalk Fee in Lue \$ 185,700 \$ 1,063,750 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts	EA EA EA EA EA	1 5 3 2 10 9 1	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000	\$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000	\$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250
Pond Allowance EA 4 \$ 50,000 \$ 200,000 \$ 230,000 \$	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250	\$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500	\$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975
SUB-TOTAL EA 1 \$ 275,000 \$ 275,000 \$ 316,250 Supervision Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 75,000 \$ 86,250 Onsite Engineer \$ 500,000 \$ 575,000 SUB-TOTAL \$ 150,000 \$ 172,500 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250	\$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975
SUB-TOTAL \$ 897,677 \$ 1,032,329 Supervision Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 125,000 \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$ \$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250
Supervision Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$ \$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250
Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000
Project Manager \$ 75,000 \$ 86,250 Superintendent \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 40,250 18,975 - 86,250 - 230,000
Superintendent \$ 125,000 \$ 143,750 Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 40,250 18,975 - 86,250 - 230,000
Overhead \$ 75,000 \$ 86,250 GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329
GC Fee \$ 500,000 \$ 575,000 Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000 897,677	, , , , , , , , , , , , , , , , , , ,	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329
Onsite Engineer \$ 150,000 \$ 172,500 SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL 12/24 TOTAL 15/24 TOTAL 1	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000 897,677	, , , , , , , , , , , , , , , , , , ,	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329
SUB-TOTAL \$ 925,000 \$ 1,063,750 Sidewalk Fee in Lue \$ 185,700 \$ 185,700 Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL 45 6 264 810	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000 897,677 75,000 125,000 75,000	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329 86,250 143,750 86,250
Item Unit QTY PRICE 2023 TOTAL 12/24 TOTAL	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 897,677 75,000 125,000 75,000 500,000	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329 86,250 143,750 86,250 575,000
#E 471 102 # 6 264 010	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee Onsite Engineer	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000 125,000 75,000 500,000 150,000	, , , , , , , , , , , , , , , , , , ,	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329 86,250 143,750 86,250 575,000 172,500
¢E 471 102	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee Onsite Engineer SUB-TOTAL	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000	\$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000 125,000 75,000 500,000 150,000 925,000	, , , , , , , , , , , , , , , , , , ,	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329 86,250 143,750 86,250 575,000 172,500 1,063,750 185,700
	Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee Onsite Engineer SUB-TOTAL Sidewalk Fee in Lue	EA EA EA EA EA EA	1 5 3 2 10 9 1 1 2 1 4	\$ 135,777 \$ 13,000 \$ 9,500 \$ 5,600 \$ 3,250 \$ 2,400 \$ 1,600 \$ 35,000 \$ 8,250 \$ 75,000 \$ 275,000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	135,777 65,000 28,500 11,200 32,500 21,600 1,600 35,000 16,500 75,000 200,000 275,000 125,000 75,000 500,000 150,000 925,000 185,700	\$\$\$\$\$\$\$\$\$\$\$\$\$\$ \$ \$\$ \$ \$\$ \$ \$ \$ \$ \$ \$ \$	156,144 74,750 32,775 12,880 37,375 24,840 1,840 40,250 18,975 - 86,250 - 230,000 - 316,250 1,032,329 86,250 143,750 86,250 575,000 1,063,750 185,700

Exhibit M

HARDY ROAD PROJECT WITHOUT THE SIDEWALK

HARDY ROAD	12/4/24				
61.11.7					
Civil Improvements					
Item	Unit	QTY			AL 12/24
Mobilization	EA		1	\$	8,250.0
Surveying and Layout	EA		1	\$	49,500.0
Clearing	EA		1	\$	14,300.0
Silt Fence	LF		5000	\$	20,625.0
Rock Berm	LF		150	\$	4,950.0
*Revegetation	EA		1	\$	38,500.0
SUB_TOTAL				\$	136,125.0
Street Improvements					
Item	Unit	QTY		TOTA	AL 12/24
Street Embankment Material	CT	ų	20388	\$	238,535
	EA		20300	\$	
Site Equipment					243,750
Subgrade Preperation	CT		20388	\$	66,260
Street Signs	EA		1	\$	3,250
Limestone Butterstick Blocks	ea		5155	\$	502,574
Footing Allowance	ea			\$	113,750
Handrail Allowance	lf		1400	\$	86,450
Testing Allowance			1	\$	35,750
Haull Off Allowance	EA		1	\$	32,500
Tree Disposal	EA		1	\$	16,250
SUB-TOTAL	271		-	\$	1,339,069
SOD TOTAL				7	1,333,003
Concrete					
6" Concrete Allowance	SF		81900	\$	990,990
Sidewalk Allowance	SF		15750	\$	-
Retaining Wall Allowance					
SUB-TOTAL				\$	990,990
Drainage Improvements					
Drainage Improvements Item	Unit	QTY			AL 12/24
	Unit EA	QTY	1	\$	AL 12/24 88,255
Item		QTY	1 5	\$ \$	-
Item HDPE	EA	QTY		\$	88,255
Item HDPE 6x4 Grate Inlet	EA EA	QTY	5	\$ \$	88,255 42,250
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets	EA EA EA	QTY	5 3	\$ \$ \$	88,255 42,250 18,525 7,280
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets	EA EA EA EA	QTY	5 3 2 10	\$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets	EA EA EA EA EA	QTY	5 3 2 10 9	\$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets	EA EA EA EA	QTY	5 3 2 10 9 1	\$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts	EA EA EA EA EA	QTY	5 3 2 10 9 1	\$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets	EA EA EA EA EA	QTY	5 3 2 10 9 1	\$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet	EA EA EA EA EA EA	QTY	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts	EA EA EA EA EA	QTY	5 3 2 10 9 1	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet	EA EA EA EA EA EA	QTY	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet	EA EA EA EA EA EA	QTY	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING	EA EA EA EA EA EA	QTY	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING	EA EA EA EA EA EA	QTY	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System	EA EA EA EA EA EA	QTY	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance	EA EA EA EA EA EA	үту	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 48,750
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System	EA EA EA EA EA EA	үту	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL	EA EA EA EA EA EA	үту	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision	EA EA EA EA EA EA	ŲΥΥ	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager	EA EA EA EA EA EA	γτ	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490 82,500 137,500
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead	EA EA EA EA EA EA	ŲΤΥ	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490 82,500 82,500 82,500
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee	EA EA EA EA EA EA	үту	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490 82,500 137,500 82,500 550,000
HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee Onsite Engineer	EA EA EA EA EA EA	үтр	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490 82,500 137,500 82,500 550,000 165,000
Item HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee	EA EA EA EA EA EA	γτ	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490 82,500 137,500 82,500 550,000
HDPE 6x4 Grate Inlet 5x5 grate inlets 4x4 Grate Inlets 3x3 grate inlets 2.5x2.5 grate inlets 2x2 Grate Inlets Misc Parts 5' Curb Inlet DRAINAGE GRADING Pond Allowance Underground Detention System SUB-TOTAL Supervision Project Manager Superintendent Overhead GC Fee Onsite Engineer	EA EA EA EA EA EA	үту	5 3 2 10 9 1 1 2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	88,255 42,250 18,525 7,280 21,125 14,040 1,040 22,750 10,725 - 48,750 - 130,000 - 178,750 - 583,490 82,500 137,500 82,500 550,000 165,000

TOTAL 12/24 \$ 4,252,874

ROAD ESTIMATE

Exhibit N

Jamie A Rose Tel 512.320.7281 Fax 512.320.7210 Jamie.Rose@gtlaw.com

April 3, 2024

Laura Mueller City Attorney Dripping Springs, Texas 511 Mercer Street Dripping Springs, Texas 78620 Via email: lmueller@cityofdrippingsprings.com

Re: Project No. SUB2023-0042, Hardy subdivision construction plans (the "Hardy

Development"); and Project No. SD2022-0025, site development plans for the

Hardy Driveway (the "Hardy Driveway")

Dear Ms. Mueller:

This firm represents Hardy T. Land, LLC and Bunker Ranch, LLC in regards to the above projects and specifically unreasonable conditions the City of Dripping Springs (the "City") has imposed on the approval of the Hardy Driveway site development plans – and by extension on the approval of the subdivision plat for the Hardy Development – which constitute exactions and a regulatory taking without proper compensation in violation of Local Government Code §212.904 and other applicable law. My clients' efforts to reach an amicable resolution of these issues have been unsuccessful to date. We are prepared to engage with the City to promptly resolve this matter. We have been instructed to pursue all appropriate legal remedies on behalf of the client starting with an application for determination under Local Government Code §212.904 and with obtaining the City's takings impact assessment required by Government Code §2007.043.

Please accept this letter as Hardy T. Land, LLC's (i) request under the Texas Public Information Act for all reports, evaluations, and other information the City maintains, or has access to, that demonstrates that "rough proportionality" test required by Local Government Code §212.904 has been met for its property, (ii) request under the Texas Public Information Act for all reports, evaluations, and other information the City maintains, or has access to, that constitute, support, reference or demonstrate the City's taking impact analysis under §2007.043 of the Government Code, (iii) request for determination under §212.904(a) of the Local Government Code, (iv) request for the City's takings impact analysis under §2007.043 of the Government Code, and (v) request for determination as to whether, pursuant to the current Interlocal Cooperation Agreement Between Hays County and the City of Dripping Springs, the City has assumed exclusive responsibility for approving the Hardy Driveway site development plans, such that my client does not have to seek the same approvals from the County.

Laura Mueller April 3, 2024 Page 2

The City has conditioned its approval of the client's subdivision plat for the Hardy Development on my client's construction and funding of extensive and costly improvements to an existing private driveway, which the City is requiring to be improved as a secondary point of access to the proposed Hardy Development consisting of approximately 78 acres and 72 lots. The City's requirements for the Hardy Driveway include significant expansion of the road, and construction of extensive and costly infrastructure for drainage and water flow, as well as sidewalks, all of which have little or no discernable relationship to the impact of the proposed subdivision development, and which are estimated to cost between \$4,142,747 and \$4,350,131.76, destroying the economic viability of the Hardy Development. Bear in mind, the Hardy Driveway (i) is not situated within the Hardy Development, (ii) is in the City's extra-territorial jurisdiction ("ETJ"), and (iii) is co-owned by Hardy T. Land, LLC as a tenant in common with an unaffiliated, third-party landowner.

The City has never offered engineering or other data that would explain how its position that Hardy T. Land, LLC must pay for such extensive improvements to the private driveway meets the "rough proportionality" standard required by Local Government Code §212.904, and we do not believe a legitimate explanation exists. For example, the available water flow information indicates that the subdivision to the south would not be affected by the addition of culverts, storm drains, and other drainage requirements that are not already in place, as the water flowing to the driveway is flowing west to east, not south. Additionally, the required sidewalks extend to undeveloped regions, implying no foreseeable increase in connectivity or community integration. In fact, the adjacent Bunker Ranch subdivision has no such sidewalks. Further, a traffic impact analysis ("TIA") for the proposed subdivision demonstrates that Bunker Ranch Boulevard (being the primary, existing point of vehicular access to the subdivision) can support the anticipated traffic arising from the proposed subdivision.

The City is mechanically applying UDC 11.3.4, requiring two points of vehicular access to all subdivisions with 50 or more lots. However, the City's engineer has the ability to waive the requirement of a second point of access, and the Hardy Driveway could be minimally improved to provide emergency access for public safety vehicles without the onerous requirements the City seeks to impose. In fact, comparing the treatment of the adjacent Arrowhead subdivision, which consists of more than 400 lots and has one entrance and one exit, casts considerable doubt on any necessity and reasonableness of the onerous requirements of secondary access being imposed in the instant case.

In sum, we think the City can and should proceed with a far less onerous development plan for the Hardy Driveway, consistent with the unified development code, and my client has made various proposals to no avail. However, we intend to ensure that the City must bear its proportionate cost, and compensate my client, for the exactions and regulatory takings imposed by the City on Hardy T. Land's projects.

Laura Mueller April 3, 2024 Page 3

We look forward to receiving the materials requested herein and, provided we can do so without delay, working with you to reach an amicable resolution of this matter. I am happy to have a preliminary call with you to discuss the foregoing in advance of a call that includes staff, engineers, clients, etc. If that would be helpful, please let me know your availability.

Sincerely,

/s/ Jamie A. Rose Jamie A. Rose Shareholder

JAR:cs

cc: Steve Harren

Jim Boushka Sue Savage

Joe Shaneyfelt (firm)

Andrea Cunningham, City Secretary & Records Management Officer, City of Dripping Springs, via email: acunningham@cityofdrippingsprings.com

Exhibit O

Dominguez, Sylvia (LSS-AUS-LT)

From: Laura Mueller < Imueller@cityofdrippingsprings.com>

Sent: Monday, September 16, 2024 2:11 PM

To: Rose, Jamie (Shld-AUS-LT)

Cc: Shaneyfelt, Joe (Assoc-AUS-LT); ssavage@hsvllp.com

Subject: RE: Hardy Driveway; Hardy Subdivision

Thank you for reaching out. We do not have an established procedure for this so we will treat this like other planning appeals.

- 1. Submit your written appeal two Fridays before the Tuesday meetings so that it can be placed on the agenda in accordance with our approved agenda policy.
 - a. October 1, 2024 Meeting need appeal by September 20, 2024
 - b. October 15, 2024 Meeting need appeal by October 4, 2024
 - c. November 5, 2024 Meeting need appeal by October 25, 2024
- 2. All backup materials (other than the meeting presentation) is due the Wednesday before the meeting.
 - a. October 1, 2024 Meeting need materials by September 25, 2024
 - b. October 15, 2024 Meeting need materials by October 9, 2024
 - c. November 5, 2024 Meeting need materials by October 30, 2024.
- 3. Presentation is due 5 p.m. the day before the Meeting.

This will be an evidentiary hearing will you all will be able to make a presentation on the analysis. Afterwards, the City Council will have 30 days to issue a written decision on the appeal.

Submit your appeal to planning@cityofdrippingsprings.com.

Please let me know if you have any questions.



Open spaces, friendly faces.

Laura Mueller City Attorney

Imueller@cityofdrippingsprings.com 512.858.4725 City Hall

511 Mercer Street • PO Box 384 Dripping Springs, TX 78620

cityofdrippingsprings.com

From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com >

Sent: Monday, September 16, 2024 10:37 AM

To: Laura Mueller < Imueller@cityofdrippingsprings.com>
Cc: Joe.Shaneyfelt@gtlaw.com; ssavage@hsvllp.com
Subject: RE: Hardy Driveway; Hardy Subdivision

Laura – following up on the email below, and the procedures that will apply to the appeal of the Takings/Rough Proportionality assessment.

Item 6.

Greenberg Traurig, LLP
300 West 6th Street, Suite 2050 | Austin, Texas 78701
T +1 512.320.7281 | F +1 512.320.7210
Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography

GT GreenbergTraurig

From: Laura Mueller < lmueller@cityofdrippingsprings.com>

Sent: Friday, September 6, 2024 2:32 PM

To: Rose, Jamie (Shld-AUS-LT) < Jamie.Rose@gtlaw.com>

Cc: Shaneyfelt, Joe (Assoc-AUS-LT) < Joe. Shaneyfelt@gtlaw.com>; ssavage@hsvllp.com

Subject: RE: Hardy Driveway; Hardy Subdivision

EXTERNAL TO GT

Jamie,

There is no appeal from the variances. You can appeal the takings assessment to City Council. I will see if there are any requirements for this appeal, and I will let you know next week.

Sincerely,



Open spaces, friendly faces.

Laura Mueller City Attorney

Imueller@cityofdrippingsprings.com 512.858.4725 City Hall

511 Mercer Street • PO Box 384 Dripping Springs, TX 78620

cityofdrippingsprings.com

From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com >

Sent: Friday, September 6, 2024 1:16 PM

To: Laura Mueller < lmueller@cityofdrippingsprings.com cc: Joe.Shaneyfelt@gtlaw.com; ssavage@hsvllp.com

Subject: Hardy Driveway; Hardy Subdivision

Laura -

Please confirm that there is no further right of appeal from the P&Z decisions on the appeals/variances heard last week. Assuming that is the case, my clients want to appeal the Takings Impact Assessment and request a hearing before Council on the matter. Please advise of the procedures that will apply to that appeal.

Regards,

Jamie Rose Shareholder

Greenberg Traurig, LLP 300 West 6th Street, Suite 2050 | Austin, Texas 78701

GT GreenbergTraurig

If you are not an intended recipient of confidential and privileged information in this email, please delete it, notify us immediately at postmaster@gtlaw.com, and do not use or disseminate the information.

Dominguez, Sylvia (LSS-AUS-LT)

From: Laura Mueller < Imueller@cityofdrippingsprings.com>

Sent: Wednesday, January 8, 2025 3:11 PM

To: Rose, Jamie (Shld-AUS-LT)

Cc: Sgovio, Sydney (Assoc-AUS-LT); Aniz Alani **Subject:** RE: Hardy T Land Subdivision / Hardy Driveway

Attachments: Takings Assessment Procedures.pdf

Jamie,

In advance of our meeting today, I wanted to send you the Appeal Procedures City Council adopted last night.

Sincerely,



Laura Mueller City Attorney

Imueller@cityofdrippingsprings.com 512.858.4725 City Hall

> 511 Mercer Street • PO Box 384 Dripping Springs, TX 78620

cityofdrippingsprings.com





From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com >

Sent: Tuesday, January 7, 2025 10:00 AM

To: Laura Mueller < lmueller@cityofdrippingsprings.com>

Cc: Sydney.Sgovio@gtlaw.com

Subject: RE: Hardy T Land Subdivision / Hardy Driveway

Laura – could you do 3:30pm (or another time in the afternoon) tomorrow?

Jamie Rose

Shareholder

Greenberg Traurig, LLP 300 West 6th Street, Suite 2050 | Austin, Texas 78701 T+1 512.320.7281 | F+1 512.320.7210

Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography

GT GreenbergTraurig

From: Laura Mueller < lmueller@cityofdrippingsprings.com>

Sent: Monday, January 6, 2025 4:38 PM

To: Rose, Jamie (Shld-AUS-LT) <Jamie.Rose@gtlaw.com>

Cc: Sgovio, Sydney (Assoc-AUS-LT) < Sydney. Sgovio@gtlaw.com >

Subject: Re: Hardy T Land Subdivision / Hardy Driveway

Yes. Tomorrow. I can do 2p or 330p. I also have availability on Wednesday or Thursday if those times don't work.

Get Outlook for iOS

From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com>

Sent: Monday, January 6, 2025 12:35:19 PM

To: Laura Mueller < lmueller@cityofdrippingsprings.com Sydney.Sgovio@gtlaw.com Subject: RE: Hardy T Land Subdivision / Hardy Driveway

Laura – do you have time to confer this afternoon or tomorrow regarding this matter?

Jamie Rose

Shareholder

Greenberg Traurig, LLP
300 West 6th Street, Suite 2050 | Austin, Texas 78701
T +1 512.320.7281 | F +1 512.320.7210

Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography

GT GreenbergTraurig

From: Laura Mueller < lmueller@cityofdrippingsprings.com>

Sent: Monday, December 16, 2024 1:22 PM

To: Rose, Jamie (Shld-AUS-LT) < <u>Jamie.Rose@gtlaw.com</u>>

Cc: Sgovio, Sydney (Assoc-AUS-LT) < Sydney.Sgovio@gtlaw.com>

Subject: RE: Hardy T Land Subdivision / Hardy Driveway

Wednesday, January 15 for Backup Materials.

5 p.m. on January 20th should be fine.

Sincerely,



Laura Mueller City Attorney

Imueller@cityofdrippingsprings.com 512.858.4725 City Hall

> 511 Mercer Street • PO Box 384 Dripping Springs, TX 78620

cityofdrippingsprings.com





From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com >

Sent: Monday, December 16, 2024 11:38 AM

To: Laura Mueller < lmueller@cityofdrippingsprings.com>

Cc: Sydney.Sgovio@gtlaw.com

Subject: RE: Hardy T Land Subdivision / Hardy Driveway

Laura –

We want to confirm the deadlines associated with the January 21 Council Meeting.

All backup materials due on Monday, January 13

Presentation due at 5:00 pm on Monday, January 20 *this is MLK Day, so we want to double check this deadline

Thanks,

Jamie Rose Shareholder

Greenberg Traurig, LLP
300 West 6th Street, Suite 2050 | Austin, Texas 78701
T+1 512.320.7281 | F+1 512.320.7210
Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography

GT GreenbergTraurig

From: Laura Mueller < lmueller@cityofdrippingsprings.com>

Sent: Thursday, December 12, 2024 11:14 AM

To: Rose, Jamie (Shld-AUS-LT) < Jamie.Rose@gtlaw.com **Subject:** RE: Hardy T Land Subdivision / Hardy Driveway

I'll move it.



Laura Mueller City Attorney

Imueller@cityofdrippingsprings.com 512.858.4725 City Hall

> 511 Mercer Street • PO Box 384 Dripping Springs, TX 78620

cityofdrippingsprings.com





From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com >

Sent: Thursday, December 12, 2024 11:05 AM

To: Laura Mueller < lmueller@cityofdrippingsprings.com> Subject: RE: Hardy T Land Subdivision / Hardy Driveway

We need to shift to January 21. Amended notice coming.

Thanks,

Jamie Rose Shareholder

Greenberg Traurig, LLP
300 West 6th Street, Suite 2050 | Austin, Texas 78701
T +1 512.320.7281 | F +1 512.320.7210
Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography

Jame: Nose(@gtiaw.com | www.gtiaw.com | view or blogi-



From: Laura Mueller < lmueller@cityofdrippingsprings.com

Sent: Wednesday, December 11, 2024 2:04 PM

To: Rose, Jamie (Shld-AUS-LT) <Jamie.Rose@gtlaw.com>

Cc: Shaneyfelt, Joe (Assoc-AUS-LT) < <u>Joe.Shaneyfelt@gtlaw.com</u>>; Sgovio, Sydney (Assoc-AUS-LT)

<Sydney.Sgovio@gtlaw.com>

Subject: RE: Hardy T Land Subdivision / Hardy Driveway

EXTERNAL TO GT

Okay.





Laura Mueller City Attorney

Imueller@cityofdrippingsprings.com 512.858.4725 City Hall

> 511 Mercer Street • PO Box 384 Dripping Springs, TX 78620

cityofdrippingsprings.com





From: Jamie.Rose@gtlaw.com < Jamie.Rose@gtlaw.com>

Sent: Wednesday, December 11, 2024 11:03 AM

To: Laura Mueller < lmueller@cityofdrippingsprings.com > Cc: Joe.Shaneyfelt@gtlaw.com; Sydney.Sgovio@gtlaw.com Sudney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sudney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com Sydney.Sgovio@gtlaw.com <a href="mailto:Sydney.Sgovio.

Laura – I may have a snag on January 7. Please hold and let me confirm if that date works or we need to do January 21.

Thanks,

Jamie Rose

Shareholder

Greenberg Traurig, LLP
300 West 6th Street, Suite 2050 | Austin, Texas 78701
T +1 512.320.7281 | F +1 512.320.7210
Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography

GT GreenbergTraurig

From: Rose, Jamie (Shld-AUS-LT) <Jamie.Rose@gtlaw.com>

Sent: Tuesday, December 10, 2024 4:34 PM

To: Laura Mueller < mueller@cityofdrippingsprings.com>

Cc: Shaneyfelt, Joe (Assoc-AUS-LT) <Joe.Shaneyfelt@gtlaw.com>; Sgovio, Sydney (Assoc-AUS-LT)

<Sydney.Sgovio@gtlaw.com>

Subject: Hardy T Land Subdivision / Hardy Driveway

Laura – please see attached revised Notice of Appeal for the January 7, 2025 Council Meeting.

Thanks,

Jamie Rose

Shareholder

Greenberg Traurig, LLP
300 West 6th Street, Suite 2050 | Austin, Texas 78701
T+1 512.320.7281 | F+1 512.320.7210
Jamie.Rose@gtlaw.com | www.gtlaw.com | View GT Biography



DECLARATION OF MICHAEL THEONE

Pursuant to Section 132.001 of the Texas Civil Practice and Remedies Code, Declarant Michael Theone hereby makes the following declaration under penalty of perjury:

- 1. My name is Michael Theone. I am over the age of eighteen and am fully competent to make this declaration. The facts stated in this declaration are true and correct and based upon my personal knowledge and/or experience.
- 2. This Declaration is given on behalf of Hardy T Land, LLC in support of its Appeal of the May 2, 2024 Takings Impact Assessment for Requested Infrastructure for the Hardy Tract, from Chad Gilpin, P.E., City Engineer, relating to Project No. SUB2023-0042 (known as the "Hardy Subdivision") and Project No. SD2022-0025 (known as the "Hardy Driveway").
- 3. I have eight (8) years of experience as a Professional Engineer, Texas License No. 142972, with the following certifications: 1.4.1 Land Planning/Engineering, TxDot; 4.2.1 Roadway Design, TxDOT; 17.5.1 Civil Engineering, TxDOT; 18.3.1 Utility Adjustment Coordination, TxDOT; and 18.4.1 Utility Engineering, TxDOT.
- 4. Currently, I am a Senior Project Manager for Civil & Environmental Consultants, Inc. My project experience focuses on land development that includes site plan design, grading and drainage, water quality, stormwater management, erosion and sedimentation control design, small and large roadway design, utility design / coordination, and traffic control plan design. A copy of my Resume is attached to this Declaration as **Exhibit A.**
- 5. As one of the project engineers for the Hardy Driveway, I was asked to provide an explanation regarding the engineering complexities and costs associated with constructing a sidewalk along one side of the Hardy Driveway, as currently required by the City.

- 6. The Hardy Driveway project (SD2022-0025) is located on a 60' wide tract that stretches roughly 3,100 LF from the US HWY 290 right-of-way to the proposed Hardy Subdivision (SUB2023-0042). Roughly 105 acres of upgradient drainage traverse through the subject tract via existing stormwater culverts. With a relatively narrow tract and large off-site drainage conditions, there are several construction challenges to accommodate the city requirements for drainage analysis points, detention, water quality, and accessibility.
- 7. The cost of requiring a sidewalk on one side of a long, single road is significantly higher due to the unique challenges associated with water quality, stormwater detention, and off-site drainage routing. When constructing sidewalks on a roadway, the available area for managing stormwater runoff is greatly reduced. This forces designers to look for alternative/atypical solutions, where costs escalate rapidly (drainage swales with stormwater inlet improvements, underground detention, etc.).
- 8. In a typical roadway project with space to spare, detention ponds, bioswales, or other above-ground stormwater management features can be installed alongside the road. These options are generally more cost-effective and easier to maintain. However, when space is constrained-such as in urban or densely developed corridors-there may not be enough room to implement these above-ground systems or traditional drainage swales. In such cases, stormwater detention and/or water quality treatment must be integrated beneath the road itself, and drainage swales will require extensive stormwater improvements. An example of such a road is attached as **Exhibit B**. These improvements will cause the costs associated with the construction of the sidewalk to substantially increase.
- 9. This underground approach requires complex engineering solutions. For example, detention vaults, oversized culverts, or modular storage systems need to be buried beneath the

Item 6.

roadway. These systems involve heavy excavation, specialized materials, and the reinforcement

of the roadbed to maintain its structural integrity. Furthermore, these installations often require

precise grading, advanced filtration technologies, and access points for maintenance, all of which

contribute to higher costs.

10. If a sidewalk is required along one side of the Hardy Driveway, this will necessarily

result in the road and the sidewalk having to be elevated to accommodate the storage and treatment

of stormwater discharge under the roadway. This accommodation of these facilities under the

roadway, as well as the increased costs associated with the complex engineering, limited working

space, and logistical challenges of doing so, will make this project significantly more expensive

than those with more flexible site layouts.

11. I have reviewed the costs that Jim Boushka concludes that the Hardy Driveway

Project is expected to incur with and without a sidewalk. I believe Mr. Boushka's conclusions to

be reasonable based on my knowledge of the engineered plans and requirements of the City.

My name is Michael Theone, my date of birth is March 23, 1994, and my business address

is 1221 S. Mopac Expressway, Suite 350, Austin, Texas 78746. I declare under penalty of perjury

that the foregoing is true and correct.

Executed in Travis County, State of Texas, on the 15th day of January 2025

Mheore

Michael Theone

Exhibit A

Michael Theone, P.E.

Senior Project Manager



8 YEARS OF EXPERIENCE

EDUCATION

B.S., Civil Engineering, University of Texas at San Antonio, 2017

My experience in land development includes site plan design, grading and drainage, water quality, stormwater management, erosion and sedimentation control design, small and large roadway design, utility design / coordination, and traffic control plan design. I utilize these skills to ensure my projects stay on budget and on schedule. I understand the importance of being responsive and take pride in maintaining excellent client communication.

PROJECT EXPERIENCE

NFM - Cedar Park, NFM, Cedar Park

Role: Civil PM

118 ac mixed use development with over super-regional destination retail.

Lot 2 - Arrowpoint Subivision, RCPDevco LLC, Cedar Park texas

Role: Civil PM

1 ac pad site development for QSR (shake shack)

Lot 4 - Arrowpoint Subdivision, RCPDevco LLC, Cedar Park texas

Role: Civil PM

Roughly 1.5 ac pad site development with multi-tenant retail building.

Lot 3 Arrowpoint Subdivision, Glen Irby, Cedar Park texas

Role: Civil PM

1 ac pad site development for QSR (black rock coffee)

707 W. Slaughter Lane, Jounreyman Construction inc., Austin Texas

Role: Civil Pm

300 unit multi family development

1208 East Howard Lane, Journeyman Construction INC., Austin Texas

Role: Civil PM

300 unit multifamily development on tract containing floodplains and CEFs

Arrowpoint Subdivision, Realtex Ventures, LP, Cedar Park, Texas

Role: Assistant Project Manager

Mr. Theone served as the sole client contact for the development of a 25 acre commercial subdivision in Cedar Park, Texas. Responsibilities included final design, platting/permitting, construction phase services, and pad site lot marketing assistance. Design activities included extensive site grading, roadway design, detention, water quality management, utility design and franchise utility coordination.

EXPERTISE

Site design. Especially: grading, stormwater management, water quality, and floodplain design

Client and team communication

REGISTRATIONS

Professional Engineer
• TX 142972

CERTIFICATIONS

1.4.1 Land Planning / Engineering, TxDOT

4.2.1 Roadway Design, TxDOT

17.5.1 Civil Engineering, TXDOT

18.3.1 Utility Adjustment Coordination, TxDOT

18.4.1 Utility Engineering, TxDOT

Item 6.

Michael Theone, P.E.

Senior Project Manager

QuikTrip No. 4129, QuikTrip Corporation, Austin, Texas

Role: Assistant Project Manager

Mr. Theone served as Assistant Project Manager for the development of a 21.7 acre tract in Austin, Texas. The development included platting, subdivision improvements, relocation of public storm water infrastructure, and civil site development plans for a proposed QuikTrip store. Responsibilities included site grading, storm water management, water quality, and QuikTrip Prototype coordination.

QuikTrip No. 4128, QuikTrip Corporation, Bastrop, Texas

Role: Assistant Project Manager

Mr. Theone served as the Assistant Project Manager for a QuikTrip Travel Center in Bastrop, Texas. Responsibilities included final site design, permitting, QuikTrip Prototype coordination, and construction phase services. Design activities included site grading, underground detention design, and franchise utility coordination.

Pond Springs Mixed-Use, David Spatz, Austin, Texas

Role: Assistant Project Manager

Mr. Theone served as the Assistant project Manager for a proposed Mixed-Use development including 72 units of multi-family and live/work units in Austin, Texas. Responsible for final site design, permitting and construction phase services. Design activities included site grading, innovative water quality management, utility design and coordination with franchise utility providers.

Rooms to Go Expansion, Roomstogo.com, Inc. dba Rooms To Go, Round Rock, Texas

Role: Assistant Project Manager

Mr. Theone served as the Assistant Project Manager for expansion of an existing Rooms To Go in Round Rock, Texas. Responsilies included final site design, floodplain investigation, permitting, and construction phase services. Design activities included deceleration lane deisgn, franchise utility relolcations, right of way donation, and encroachment agreements with the City of Round Rock.

Wolf Lakes Village Section 5, Novak Commercial LLC, Georgetown texas

Role: Civil PM

Multifamily development with a master development community (PUD) containing over 250 units.

Bar W Ranch Commercial, Barshop & Oles Company, Leander, Texas

Role: Assistant Project Manager

Mr.Theone served as the Assistance Project Manager for 50 acres of civil subdivision improvements including civil site development plans for retail and anchor tenant use (HEB). Responsibilities included drainage design, platting/permitting, construction phase services, and client marketing assistance. Design activities included unmapped floodplain modifications, wet pond design, and sedimentation/filtration ponds to serve the ultimate build out of the 50 acre commercial development.

Dairy Queen Hutto, Robert Mayfield, Hutto, Texas

Role: Assistant Project Manager

Mr. Theone served as Assistant Project Manger for a proposed Dairy Queen Restaurant in Hutto, Texas. Responsibilities included final design, permitting, subdivision improvement coordination, and construction phase services. Design activities included site grading, site layout, and utility design/coordination with the concurrent subdivision improvements.

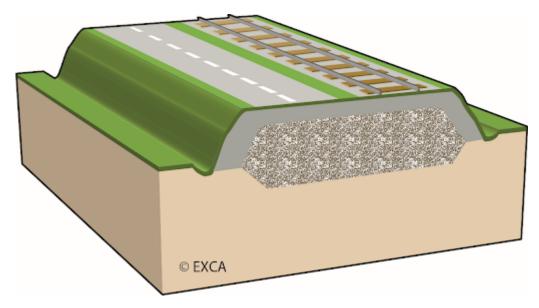
Shady Oaks Gun Range, Shady Oaks Gun Range, Cedar Park, Texas

Mr. Theone served as the sole client contact for the proposed gun range expansion in Cedar Park, Texas. Responsibilities included final site design, permitting, and construction phase services. Design activities included utilization of natural filter strips and earthen berm detention included in the overall site grading.

PROFESSIONAL AFFILIATIONS

Real Estate Council of Austin

Exhibit B



ELEVATED ROADWAY WITH ROADSIDE DRAINAGE SWALES



ELEVATED ROADWAY WITH UNDERGROUND DETENTION

11.3. Adequacy of streets and thoroughfares.

- **11.3.1.Responsibility for adequacy.** The property owner shall assure that the subdivision is served by adequate streets and thoroughfares, and shall be responsible for the costs of rights-of-way and street improvements, in accordance with the following policies and standards, and subject to the city's cost participation policies on oversized facilities, and in accordance with the technical standards and transportation plan.
- **11.3.2.General adequacy policy.** Every subdivision shall be served by improved streets and thoroughfares adequate to accommodate the vehicular traffic to be generated by the development. Proposed streets shall provide a safe, convenient and functional system for traffic circulation; shall be properly related to the city's transportation plan, road classification system, comprehensive plan and any amendments thereto; and shall be appropriate for the particular traffic characteristics of each development.
- 11.3.3.Road network. New subdivisions shall be supported by a road network having adequate capacity, ingress/egress, and safe and efficient traffic circulation. The adequacy of the road network for developments of 200 or more dwelling units, or for developments generating 2,000 or more "one-way" trips per day, or for developments involving collector or arterial streets not appearing on the city's adopted transportation plan, shall be demonstrated by preparation and submission, prior to the preliminary plat application, of a traffic impact analysis prepared, which takes into consideration the need to accommodate traffic generated by the development, land to be developed in common ownership and other developed property. In the event that the property to be developed is intended as a phase in a larger development project, or constitutes a portion of the land to be ultimately developed, the planning and zoning commission may require a demonstration of adequacy pursuant to this section for additional phases or portions of the property as a condition of approval for the proposed preliminary plat. In the event that the applicant submits a traffic impact analysis for an entire phased development project, the city may require an update of the study for each subsequent phase of the development which reflects any applicable changed conditions. If the preliminary plat is in conformance with the transportation plan and if the preliminary plat is for a development of less than 200 dwelling units or for a development generating less than 2,000 "one-way" trips per day, then a traffic impact analysis is not required.
- 11.3.4.Approach roads and access. All subdivisions with 50 or more lots or units must have at least two points of vehicular access and must be connected via improved roadways to the improved thoroughfare and street system (city, county and state, as may be applicable) by one or more approach roads of such dimensions and improved to such standards as are hereinafter set forth. Requirements for dedication of right-of-way and improvement of approach roads may be increased depending upon the size or density of the proposed development, or if such need is demonstrated by traffic impact analysis. This requirement shall be waived by the city upon demonstration by the applicant that the required access points are prohibited by TxDOT.
 - (a) "Two points of vehicular access" shall be construed to mean that the subdivision has at least two improved roads accessing the subdivision from the improved thoroughfare system, and the subdivision has at least two road entrances. The planning and zoning commission may, at its discretion and upon a finding that such will not compromise public safety or impede emergency access, accept a single median-divided entrance from the city's improved thoroughfare system provided that the median extends into the subdivision for an unbroken length of at least 200 feet to an intersecting internal street which provides at least two routes to the interior of the subdivision. For example, the entrance street is not a dead-end or cul-de-sac, and it does not create a "bottleneck" allowing only one emergency route into the interior of the subdivision.
 - (b) The subdivision shall be designed to provide adequate emergency access for public safety vehicles. Each residential lot in the subdivision shall have a minimum frontage on a dedicated public street as required by applicable zoning or 35 feet, whichever is greater, unless other provisions have been authorized through planned development district approval. Each nonresidential lot shall have a

- minimum frontage on a dedicated public street as required by applicable zoning or 50 feet, whichever is greater, unless other provisions have been authorized through planned development approval.
- (c) At the discretion of the city engineer, the second access point may take the form of an unimproved dedicated public right-of-way without requiring improvement. The city engineer may waive the requirement for a second access point if justified by the presence of a multiple-lane entrance and exit, the width of the single access point, and any geographical or topographical considerations.

- CODE OF ORDINANCES Chapter 22 - GENERAL REGULATIONS ARTICLE 22.05. WATER QUALITY PROTECTION

ARTICLE 22.05. WATER QUALITY PROTECTION¹

Sec. 22.05.001. Title.

This article shall be commonly cited as the water quality protection ordinance.

(Ordinance 3500.11, § 1.1, adopted 2/20/07)

Sec. 22.05.002. Authority.

Section 26.177 of the Texas Water Code provides an opportunity for municipalities to regulate water protection, water pollution, and pollution abatement.

(Ordinance 3500.11, § 1.2, adopted 2/20/07)

Sec. 22.05.003. Purpose.

- (a) This article provides standards and procedures for municipal determination of the nonpoint source pollution control management policies which govern the planning, design, construction, operation and maintenance of drainage, erosion, and water quality facilities within the city's jurisdiction.
- (b) This article sets forth the minimum requirements necessary to provide and maintain a safe, efficient and effective nonpoint source pollution control system and to establish the various public and private responsibilities for the provision thereof. Further, it is the purpose of this article to:
 - (1) Protect human life, health and property;
 - (2) Prevent losses of endangered species and habitat of endangered species;
 - (3) Protect the integrity of local ecological systems;
 - (4) Minimize the expenditure of public money for building and maintaining nonpoint source pollution control projects and cleaning sediments out of storm drains, streets, sidewalks and watercourses;
 - (5) Help maintain a stable tax base and preserve land values;
 - (6) Preserve the natural beauty and aesthetics of the community;
 - (7) Control and manage the quality of stormwater runoff, and the sediment load in that runoff, from points and surfaces within subdivisions;
 - (8) Establish a reasonable standard of design and performance for development which prevents erosion and sediment damage and which reduces the pollutant loading to streams, ponds and other watercourses; and

Dripping Springs, Texas, Code of Ordinances (Supp. No. 5)

¹State law reference(s)—Water quality control, V.T.C.A., Water Code, § 26.001 et seq.; sanitary standards of drinking water and protection of public water supplies and bodies of water, V.T.C.A., Health and Safety Code, § 341.031 et seq.

(9) Prevent degradation and pollution of groundwater resources.

(Ordinance 3500.11, § 1.3, adopted 2/20/07)

Sec. 22.05.004. Program description.

The city's water quality protection program is comprehensive and practical. The regulations enacted to implement the program are found throughout the city's development code, and include but are not limited to:

Element of Program	Document	Code Citation
Rural vision	Comprehensive plan	
Public education	Water quality	Article 22.05
Land use	Zoning	Chapter 30, exhibit A
Lot size in city limits	Zoning	Chapter 30, exhibit A
Lot size in ETJ	Subdivision	Chapter 28, exhibit A
Impervious cover	Zoning (city)	Chapter 30, exhibit A
	Water quality (ETJ)	Article 22.05
Drainage	TCSS	
	Flood damage prevention	
	Site development	Article 28.04
	Water quality	Article 22.05
	Subdivision	Chapter 28, exhibit A
Vegetation	Landscaping	Article 28.06
Open space	Parkland dedication	Article 28.03
	Conservation design	Article 28.05
Water supply	Subdivision	Chapter 28, exhibit A
Water pollution	Water quality protection	Article 22.05
Wastewater	Subdivision	Chapter 28, exhibit A
	OSSF	Article 20.03
Preferred growth areas	Zoning	Chapter 30, exhibit A
Buffer zones	TCSS	
Development agreements	Development agreements	Article 22.02

(Ordinance 3500.11, § 1.4, adopted 2/20/07)

Sec. 22.05.005. Scope.

- (a) This article applies to all property within the city limits and the ETJ.
- (b) This article applies to projects when considered as a whole, even if comprised of more than one lot. These regulations may not be circumvented by aggregating small lots, when in fact the lots share a common development scheme as part of a joint project.

(Ordinance 3500.11, § 1.5, adopted 2/20/07)

Sec. 22.05.006. Exemptions.

(a) This article shall not apply to public school facilities.

(b) The city encourages all public school facilities.

(Ordinance 3500.11, § 1.6, adopted 2/20/07)

Sec. 22.05.007. TCSS manual.

The technical construction standards and specifications (TCSS) manual establishes uniform design practices; it neither replaces the need for engineering judgment nor precludes the use of any information relevant to the accomplishment of the purposes of this article. Other generally accepted or innovative and effective engineering procedures may be used in conjunction with, or instead of, those prescribed by the TCSS manual if approved by the city engineer. The TCSS manual is maintained and available for inspection at city hall.

(Ordinance 3500.11, § 1.7, adopted 2/20/07)

Sec. 22.05.008. Applicability; compliance.

- (a) Any person proposing to develop real property within the jurisdiction of the city is subject to the provisions of this article.
- (b) Requirements of this article shall be addressed in applications for subdivision plats, site development permits, rezoning, planned development districts (PDs), conditional use permits, development agreements, and construction permits.
- (c) It shall be an offense for any person to develop or improve real property in violation of this article.

(Ordinance 3500.11, § 1.8, adopted 2/20/07)

Sec. 22.05.009. Preferred growth areas.

- (a) Preferred growth areas (PGAs) are defined herein.
- (b) Through the designation of PGAs, the city council finds it reasonable and prudent to encourage growth within the mostly-developed urban core of the municipality, and discourage heavy development in the ETJ.
- (c) PGA status is attained by a tract of land upon the granting of zoning, not upon annexation.

(Ordinance 3500.11, § 1.9, adopted 2/20/07)

Sec. 22.05.010. Definitions.

- (a) Rules of interpretation. Words and phrases used in this article shall have the meanings set forth in this section. Terms that are not defined below, but are defined elsewhere in the Code of Ordinances, shall be given the meanings set forth in the code. Words and phrases not defined in the Code of Ordinances shall be given their common, ordinary meaning unless the context clearly requires otherwise. When not inconsistent with the context, words used in the present tense shall include the future tense, words in the plural number shall include the singular number (and vice versa), and words in the masculine gender shall include the feminine gender (and vice versa). The word "shall" is always mandatory, while the word "may" is merely directory. Headings and captions are for reference purposes only.
- (b) Specific definitions.

<u>Agricultural activities</u>: Pasturing of livestock or use of the land for planting, growing, cultivating, and harvesting crops for human or animal consumption.

<u>Agricultural stormwater runoff</u>: Any stormwater runoff from orchards, cultivated crops, pastures, range land, and other nonpoint source agricultural activities, but not discharges from concentrated animal feeding operations as defined in 40 CFR section 122.23 or discharges from concentrated aquatic animal production facilities as defined in 40 CFR section 122.24.

<u>Applicant</u>: A person who submits an application for approval required by this article. The applicant shall be the owner of the property subject to this article, acting in person or by and through the owner's authorized representative. Documentation, in a form acceptable to the city, evidencing ownership of the property or the authority of the authorized agent must be submitted along with the application. For example, written power of attorney or letter of agency will be sufficient to prove agency. A deed or tax letter will be adequate to establish ownership of the property.

Application: A written request for an approval required by this article.

<u>Background pollutant load</u>: The amount of pollution in stormwater runoff that is discharged from a site before development. The method used for calculating background pollutant load is to be found in the TCSS (or the technical standards section of this article).

<u>Best management practices (BMP)</u>: Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the nonpoint source pollution of waters in the state. The two basic types of BMPs for purposes of this article are "structural BMPs" (which include engineered and constructed systems that are designed to provide for water quantity and/or water quality control of stormwater runoff) and "nonstructural BMPs" (which include institutional and pollution-prevention type practices designed to prevent pollutants from entering stormwater runoff or to reduce the volume of stormwater requiring management). This term expressly includes both structural and nonstructural BMPs.

Board of adjustment: This term is the same as defined and applied in the zoning ordinance for the city.

<u>City limits</u>: The incorporated municipal boundaries of the city.

<u>Contributing zone</u>: The area or watershed where runoff from precipitation flows downgradient to the recharge zone of the Edwards Aquifer.

<u>Critical environmental features (CEFs)</u>: Geologic or manmade features that are critically important to assure protection of water quality in:

- (1) The hydraulic interconnectedness between the ground surface and the Edwards Aquifer; and
- (2) The rapid infiltration to the subsurface.

Features of critical importance to protect may include, but are not limited to, bluffs, springs, caves, solution cavities, solution-enlarged fractures and sinkholes.

<u>Developer</u>: A person who owns a tract of land and who is engaged in clearing, grubbing, filling, mining, excavating, grading, installing streets and utilities or otherwise preparing that tract of land for the eventual division into one or more lots on which building(s) or other structure(s) will be constructed or placed.

<u>Development</u>: All land modification activity, including the construction of buildings, roads, paved storage areas, and parking lots. "Development" also includes any land-disturbing construction activities or human-made change of the land surface, including clearing of vegetative cover, excavating, filling and grading, mining, and dredging, and the deposit of refuse, waste or fill. The following activities are excluded from the definition: care and maintenance of lawns, gardens, and trees; minimal clearing (maximum ten feet (10') wide) for surveying and testing; and agricultural activities.

<u>Discharge</u>: Any addition or introduction of any pollutant, stormwater, or any other substance in a harmful quantity into a stormwater drainage system or into waters in the state.

<u>Discharge (hydraulics)</u>: The rate of fluid flow, expressed as the volume of fluid passing a point per unit time, commonly expressed as cubic feet per second.

<u>Domestic sewage</u>: Human excrement, gray water from home clothes washing, bathing, showers, dishwashing, and food preparation, other wastewater from household and residential drains, and waterborne waste normally discharged from the sanitary conveniences of apartment houses, hotels, office buildings, factories, institutions and other dwellings, but excluding industrial waste.

Drainage area: The horizontal projection of the area contributing runoff to a single control or design point.

EPA: The federal Environmental Protection Agency, or a successor agency.

ETJ: The extraterritorial jurisdiction of the city.

Erosion: The detachment and movement of soil, sediment, or rock fragments by wind, water, ice or gravity.

<u>Facility</u>: Any building, structure, installation, process, or activity from which there is or may be discharge of a pollutant.

<u>Fertilizer</u>: A solid or non-solid substance or compound that contains an essential plant nutrient element in a form available to plants that is used primarily for its essential plant nutrient element content in promoting or stimulating growth of a plant or improving the quality of a crop, or a mixture of one or more fertilizers. The term does not include the excreta of an animal, plant remains, or a mixture of those substances, for which no claim of essential plant nutrients is made.

<u>Fill</u>: The man-made deposition and compaction of material to effect a rise in elevation.

Flood: A general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of inland or tidal waters; or
- (2) The unusual and rapid accumulation or runoff of surface waters from any source.

<u>Floodplain</u>: For the purposes of water quality buffer zones, this term shall mean either of one or the other following definitions:

- A FEMA studied floodplain identified on the FIRM (flood insurance rate maps) as zone AE or equivalent;
 or
- (2) A studied floodplain as provided through engineering data prepared and certified by a professional engineer.

<u>Grade</u>: The vertical location or elevation of a surface, or the degree of rise or descent of a slope.

Harmful quantity: The amount of any substance that will cause pollution of water in the state.

<u>Hazardous household waste (HHW)</u>: Any material generated in a household (including single and multiple residences, hotels, motels, bunkhouses, ranger stations, crew quarters, campgrounds, picnic grounds, and day use recreational areas) by a consumer which, except for the exclusion provided in 40 CFR section 261.4(b)(1), would be classified as a hazardous waste under 40 CFR part 261.

<u>Hazardous substance</u>: Any substance listed in table 302.4 of 40 CFR part 302.

<u>Hazardous waste</u>: Any substance identified or listed as a hazardous waste by the EPA pursuant to 40 CFR part 261.

<u>Herbicide</u>: A substance or mixture of substances used to destroy a plant or to inhibit plant growth.

<u>Impervious cover</u>: Buildings, parking areas, roads, and other impermeable man-made improvements covering the natural land surface that prevent infiltration. For purposes of compliance with this article, the term

expressly excludes storage tanks for rainwater collection systems, or the structure covering specifically the rainwater collection tanks.

<u>Industrial waste</u>: Any waterborne liquid or solid substance that results from any process of industry, manufacturing, mining, production, trade, or business.

Infiltration: The passage or movement of water into the subsurface of the natural land.

<u>Island annexation</u>: Any annexation of land that is not contiguous to the city's corporate limits as defined by the most current official city limits map.

<u>Licensed professional engineer</u>: A person who possesses an active license and is registered by the state board of registration for professional engineers to engage in the practice of engineering in the state. The term also includes a professional engineer (PE).

<u>Local governmental agencies</u>: Any department or agency related to the subdivision of the state in the form of the county or municipality.

<u>Natural state</u>: The condition of the land existing prior to any development activities.

<u>Nonpoint source (NPS) pollution</u>: Pollution that is caused by or attributable to diffuse sources. Such pollution results in the human-made or human-induced alteration of the chemical, physical, biological, or radiological integrity of water. Typically, NPS pollution results from land runoff, precipitation, atmospheric disposition, or percolation.

<u>Oil</u>: Any kind of petroleum substance, including but not limited to petroleum, fuel oil, crude oil or any fraction thereof which is liquid at standard conditions of temperature and pressure, sludge, oil refuse, and oil mixed with waste.

Owner: The person who owns a facility or part of a facility subject to the requirements of this article.

<u>Person</u>: Any individual, association, firm, corporation, governmental agency, political subdivision, or legal entity of any kind.

<u>Pesticide</u>: A substance or mixture of substances intended to prevent, destroy, repel, or mitigate any pest, or any substance or mixture of substances intended for use as a plant regulator, defoliant, or desiccant, as these terms are defined in Texas Agriculture Code section 76.001.

<u>Petroleum storage tank (PST)</u>: Any one or combination of aboveground or underground storage tanks that contain oil, petroleum products or petroleum substances, and any connecting underground pipes.

<u>Pollutant</u>: Eroded or displaced sediment, soil, silt or sand resulting from development activities; dredged spoil; solid waste; sewage; garbage; chemical waste; biological materials; radioactive materials; abandoned or discarded appliances or equipment; and industrial, municipal, and agricultural waste which is or may be discharged into waters in the state. This term shall be limited to those substances listed herein, or monitored or regulated by the TCEQ or EPA.

<u>Pollution</u>: The alteration of the physical, thermal, chemical, or biological quality of, or the contamination of, any water in the state that renders the water harmful, detrimental, or injurious to humans, animal life, vegetation, or property, or to the public health, safety, or welfare, or impairs the usefulness or the public enjoyment of the water for any lawful or reasonable purpose.

<u>Preferred growth area (PGA)</u>: That area as defined by the contiguous city limits as reflected in the most current official city limits map, and is affected by the current zoning ordinance defining areas of higher-density development (specifically zoning categories of MF, CS, LR, GR, I, O, and SF-5), as may be determined from time to time to be deemed as appropriate for higher-density development. This area allows for change through future contiguous annexations. This is not to reflect the areas of land annexed as "island annexations."

<u>Recharge zone</u>: That area where the stratigraphic units constituting the Edwards Aquifer crop out, including the outcrops of other geologic formations in proximity to the Edwards Aquifer where caves, sinkholes, faults, fractures or other permeable features create a potential for recharge of surface waters into the Edwards Aquifer.

<u>Release</u>: Any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into a stormwater drainage system or into waters in the state.

<u>Residence</u>: Any building, or portion thereof, which is designed for or used as living quarters for one or more families.

<u>Riparian corridor</u>: The ecological areas within and adjacent to a floodplain that are or can be comprised of the following plant species: Pecan, American Elm, Arizona Walnut, Bald Cypress, Black Walnut, Bur Oak, Cedar Elm, Little Walnut, Green Ash, Texas Sugarberry, American Sycamore, Eastern Cottonwood, Black Willow, and Live Oak.

Rubbish: Nonputrescible solid waste, excluding ashes, that consists of:

- (1) Combustible waste materials, including paper, rags, cartons, wood, excelsior, furniture, rubber, plastics, yard trimmings, leaves, and similar materials; and
- (2) Noncombustible waste materials, including glass, crockery, tin cans, aluminum cans, metal furniture, and similar materials that do not burn at ordinary incinerator temperatures (1,600 to 1,800 degrees Fahrenheit).

<u>Runoff</u>: That portion of precipitation or precipitation drainage that flows by force of gravity across the ground surface as sheet flow or in a stormwater drainage system towards water in the state.

<u>Septic tank waste</u>: Any domestic sewage from holding tanks such as vessels, chemical toilets, campers, trailers, and septic tanks.

<u>Sewage (or sanitary sewage)</u>: The domestic sewage and/or industrial waste that is discharged into a sanitary sewer system and passes through the sanitary sewer system to a sewage treatment plant for treatment.

<u>Site development permit</u>: The permit required by the city's Code of Ordinances.

<u>Solid waste</u>: Any garbage, rubbish, refuse, sludge from a waste treatment plant, water supply treatment plant, or air pollution control facility, and other discarded material, including, solid, liquid, semi-solid, or contained gaseous material resulting from industrial, municipal, commercial, mining, and agricultural operations, and from community and institutional activities.

<u>Spring</u>: A point or zone of natural groundwater discharge having measurable flow, or a pool, and characterized by the presence of a mesic plant community adapted to the moist conditions of the site.

Steep slope: Defined as a 400 percent grade, as defined for the purposes of setbacks.

<u>Stormwater drainage system</u>: A conveyance or system of conveyances including roads with drainage systems, catchbasins, curbs, gutters, ditches, man-made channels, or storm drains designed or used for collecting or conveying stormwater.

<u>Streams</u>: Perennial and intermittent watercourses identified through site inspection and USGS maps. Perennial streams are those which are depicted on a USGS map with a solid blue line. Intermittent streams are those which are depicted on a USGS map with a dotted blue line.

<u>Subdivision</u>: A division, or redivision, of any tract of land situated within the city's jurisdiction into two or more parts, lots or sites, for the purpose, whether immediate or in the future, of sale, division of ownership or building development. "Subdivision" includes resubdivisions of land or lots which are part of previously recorded subdivisions.

<u>TCEQ</u>: The state commission on environmental quality or its predecessor or successor agencies as defined by law.

<u>Transferable development right (TDR)</u>: Authorization to exceed the uniform intensity levels otherwise imposed under this article on a less environmentally sensitive tract of land resulting from voluntary relinquishment of development rights otherwise allowed under this article on a more environmentally sensitive tract of land (e.g., through dedicated conservation easement). A TDR can also result from voluntary retrofitting of existing development with water quality protection measures not otherwise required by this article.

<u>Waiver</u>: A grant of relief to a person from the requirements of this article when specific enforcement would result in unjustifiable or unnecessary hardship due to out-of-the-ordinary or extenuating circumstances.

<u>Water in the state (or water)</u>: Any groundwater, percolating or otherwise, lakes, bays, ponds, impounding reservoirs, springs, rivers, streams, creeks, estuaries, marshes, inlets, or canals inside the territorial limits of the state, and all other bodies of surface water, natural or artificial, navigable or non-navigable, and including the beds and banks of all watercourses and bodies of surface water, that are inside the jurisdiction of the state.

Watershed: The total area contributing runoff to a stream or drainage system.

<u>Wetland</u>: An area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, and conforms to the U.S. Army Corps of Engineers' definition. Wetlands generally include swamps, marshes, bogs, and similar areas.

<u>Yard waste</u>: Leaves, grass clippings, yard and garden debris, and brush that results from landscaping maintenance and land-clearing operations.

(Ordinance 3500.11, § 2, adopted 2/20/07; Ordinance 3500.12, adopted 2/17/09)

Sec. 22.05.011. Enforcement; penalties.

- (a) <u>Enforcement</u>. The city shall have the power to administer and enforce the provisions of this article as may be required by governing law. Any person violating any provision of this article is subject to suit for injunctive relief as well as prosecution for criminal violations. Any violation of this article is hereby declared to be a nuisance.
- (b) <u>Criminal penalty</u>. Any person violating any provision of this article shall, upon conviction, be fined a sum not exceeding \$2,000.00. Each day that a provision of this article is violated shall constitute a separate offense. An offense under this article is a misdemeanor.
- (c) <u>Civil remedies</u>. Nothing in this article shall be construed as a waiver of the city's right to bring a civil action to enforce the provisions of this article and to seek remedies as allowed by law, including but not limited to the following:
 - (1) Injunctive relief to prevent specific conduct that violates this article or to require specific conduct that is necessary for compliance with this article;
 - (2) A civil penalty up to \$1,000.00 a day when it is shown that the defendant was actually notified of the provisions of this article and after receiving notice committed acts in violation of this article or failed to take action necessary for compliance with this article; and
 - (3) Other available relief.
- (d) Administrative actions.
 - Stop work orders. When an appropriate authorized official of the city determines that there has been
 noncompliance with any material term, condition, requirement or agreement under this article, the
 person obtaining such approved plan shall be ordered by the city in writing to cease and desist from
 further development or construction material to the alleged noncompliance until corrected by
 compliance.

(2) <u>Withholding authorizations</u>. The city may refuse to grant development, construction, or occupancy approvals for improvements for a property that does not fully and completely comply with all terms and conditions of this article. Without limiting the type or number of approvals the city may withhold, the city is specifically authorized to refuse to grant site development permits, building permits, utility connections, and certificates of occupancy.

(Ordinance 3500.11, § 20, adopted 2/20/07)

Sec. 22.05.012. Waivers.

- (a) <u>Presumption</u>. There shall be a presumption against waivers. However, if the applicant requests a waiver in writing, the board of adjustment may authorize a waiver from these regulations when, in its opinion, undue hardship will result from requiring strict compliance.
- (b) <u>Identification</u>. All waivers requested for a project must be identified during the platting and/or site plan approval process (as may be applicable).
- (c) <u>Conditions</u>. In granting a waiver, the board of adjustment shall prescribe upon the applicant only conditions that it deems necessary to or desirable in the public interest.
- (d) <u>Considerations</u>. In making the findings required below, the board of adjustment shall take into account the nature of the proposed use of the land involved, existing uses of land in the vicinity, the number of persons who will reside or work in the proposed development, and the probable effect of such waiver on the public health, safety, convenience and welfare in the vicinity.
- (e) <u>Findings</u>. No waiver shall be granted unless the board of adjustment finds that all of the following provisions are met, and the burden shall be on the developer to show that these provisions are satisfied:
 - (1) That there are special circumstances or conditions affecting the land involved, such that the strict application of the provisions of this article would deprive the applicant of the reasonable use of this land;
 - (2) That the waiver is necessary for the preservation and enjoyment of a substantial property right of the applicant;
 - (3) That the granting of the waiver will not be detrimental to the public health, safety or welfare, or injurious to other property in the area; and
 - (4) That the granting of the waiver will not have the effect of preventing the orderly development of other land in the area in accordance with the provisions of this article.
- (f) <u>Pecuniary hardship</u>. Pecuniary hardship to the applicant, property owner or developer, standing alone, shall not be deemed sufficient to constitute undue hardship.
- (g) Minimum departure. When the board of adjustment determines that a waiver is warranted, the waiver permitted shall be the minimum departure from the terms of this article necessary to avoid such deprivation of privileges enjoyed by such other property to facilitate a reasonable use, and which will not create significant probabilities of harmful environmental consequences.
- (h) Adequate basis option 1. It may be determined by the city to be an adequate basis for granting a waiver that doing so will enable the applicant to create additional open space, preserve trees, maintain critical environmental features, ensure more wildlife preservation, or bring nonconforming structures (including but not limited to signs) into compliance with current regulations. This section is designed to achieve a more favorable outcome for the general public than would be possible complying with the strict mandates of this article.

(i) Adequate basis option 2. It may be determined by the city to be an adequate basis for granting a waiver that the applicant provides the city with a proposal pursuant to which the applicant presents a site exceeding the standard impervious cover rates with a mitigation plan that compensates for the additional impervious cover. Examples of potential mitigation include, but are not limited to, the applicant's acquisition of transferable development rights (TDRs) to offset the additional impervious cover.

(Ordinance 3500.11, § 19, adopted 2/20/07)

Sec. 22.05.013. Prohibitions.

(a) General prohibitions.

- (1) Except as otherwise specifically authorized by this article, no person shall discharge, or cause, suffer or allow the discharge, of any wastes, substances or other materials into or adjacent to any water in the state which causes or will cause pollution of any water in the state, except where otherwise exempt or allowed through permit by the TCEQ.
- (2) Except as otherwise specifically authorized by this article, no person shall introduce or cause to be introduced into a stormwater drainage system any pollutants or other discharge that is not composed entirely of stormwater, except where otherwise exempt or allowed through permit by the TCEQ.

(b) Specific prohibitions.

- (1) No person shall introduce or cause to be introduced into a stormwater drainage system any discharge that causes or contributes to causing a violation of a water quality standard established by law.
- (2) No person shall introduce, discharge, or cause, suffer or allow a release of any harmful quantity of the following substances into a stormwater drainage system:
 - (A) Used motor oil, antifreeze, or any other motor vehicle fluid;
 - (B) Industrial waste;
 - (C) Hazardous waste, including hazardous household waste;
 - (D) Domestic sewage or septic tank waste, grease trap waste, or grit trap waste;
 - (E) Garbage, rubbish, or yard waste beyond that which typically washes off a yard during by rain event;
 - (F) Wastewater from a commercial carwash facility; from any vehicle washing, cleaning, or maintenance operation at any new or used automobile or other vehicle dealership, rental agency, body shop, repair shop, or maintenance facility; or from any washing, cleaning, or maintenance of any business or commercial or public service vehicle, including a truck, bus, or heavy equipment, by a business or public entity that operates more than two such vehicles;
 - (G) Wastewater from the washing, cleaning, de-icing, or other maintenance of aircraft;
 - (H) Wastewater from a commercial mobile power washer or from the washing or other cleaning of a building exterior that contains any soap, detergent, degreaser, solvent, or any other harmful cleaning substance;
 - (I) Wastewater from commercial floor, rug, or carpet cleaning;
 - (J) Wastewater from the washdown or other cleaning of pavement that contains any harmful quantity of soap, detergent, solvent, degreaser, emulsifier, dispersant, or any other harmful cleaning substance as defined by the EPA or TCEQ; or any wastewater from the washdown or other cleaning of any pavement where any spill, leak, or other release of oil, motor fuel, or other

- petroleum or hazardous substance has occurred, unless all harmful quantities of such released material have been previously removed;
- (K) Effluent from a cooling tower, condenser, compressor, emissions scrubber, or emissions filter, or the blowdown from a boiler;
- Ready-mixed concrete, mortar, ceramic, or asphalt base material or hydromulch material, or from the cleaning of commercial vehicles or equipment containing, or used in transporting or applying, such material;
- (M) Runoff or washdown water from any animal pen, kennel, or fowl or livestock containment area;
- (N) Filter backwash from a swimming pool, or fountain, or spa;
- (O) Swimming pool water containing any harmful quantity of chlorine, muriatic acid or other chemical used in the treatment or disinfection of the swimming pool water or in pool cleaning;
- (P) Discharge from water line disinfection by superchlorination or other means if it contains any harmful quantity of chlorine or any other chemical used in line disinfection;
- (Q) Fire protection water containing oil or hazardous substances or materials (except for discharges or flows from firefighting activities by a locally accredited fire department);
- (R) Water from a water curtain in a spray room used for painting vehicles or equipment;
- (S) Contaminated runoff from a vehicle wrecking yard;
- (T) Substance or material that will damage, block, or clog the stormwater drainage system;
- (U) Release from a petroleum storage tank (PST), or any leachate or runoff from soil contaminated by a leaking PST, or any discharge of pumped, confined, or treated wastewater from the remediation of any such PST release, unless the discharge satisfies all of the following criteria:
 - (i) The discharge complies with all state and federal standards and requirements;
 - (ii) The discharge does not contain a harmful quantity of any pollutant; and
 - (iii) The discharge does not contain more than 50 parts per billion of benzene; 500 parts per billion combined total quantities of benzene, toluene, ethylbenzene, and xylene (BTEX); or 15 mg/l of total petroleum hydrocarbons (TPH).
- (3) No person shall introduce or cause to be introduced into a stormwater drainage system any harmful quantity of sediment, silt, dirt, soil, sand or other material associated with clearing, grading, excavation or other construction activities, or associated with landfilling or other placement or disposal of soil, rock, sand or other earth materials, in excess of what could be retained on-site or captured by employing sediment and erosion control measures to the minimum extent required by this article.
- (4) No person shall connect a line conveying sanitary sewage, whether domestic or industrial, to a stormwater drainage system, nor allow such a connection to continue if discovered.
- (5) No person shall cause or allow any pavement washwater from a service station to be discharged into a stormwater drainage system unless such washwater has first passed through a grease, oil, and sand interceptor which is properly functioning and maintained.

(Ordinance 3500.11, § 3, adopted 2/20/07)

Sec. 22.05.014. Restricted activities.

(a) Pesticides, herbicides and fertilizers.

- (1) Any license, permit, registration, certification, or evidence of financial responsibility required by state or federal law for sale, distribution, application, manufacture, transportation, storage, or disposal of a pesticide, herbicide or fertilizer must be presented to an authorized city enforcement officer for examination upon request.
- (2) No person shall use or cause to be used any pesticide or herbicide contrary to any directions for use on any labeling required by state or federal statute or regulation.
- (3) No person shall use or cause to be used any pesticide, herbicide, or fertilizer in any manner that the person knows, or reasonably should know, is likely to cause, or does cause, a harmful quantity of the pesticide, herbicide, or fertilizer to enter a stormwater drainage system or waters of the United States.
- (4) No person shall dispose of, discard, store, or transport a pesticide, herbicide, or fertilizer, or a pesticide, herbicide, or fertilizer container, in a manner that the person knows, or reasonably should know, is likely to cause, or does cause, a harmful quantity of the pesticide, herbicide, or fertilizer to enter a stormwater drainage system or waters in the state.

(b) <u>Used oil</u>.

- (1) No person shall:
 - (A) Discharge used oil into a stormwater drainage system or a sewer, drainage system, septic tank, surface water, groundwater, or watercourse;
 - (B) Knowingly mix or commingle used oil with solid waste that is to be disposed of in a landfill or knowingly directly dispose of used oil on land or in a landfill.

The application of used oil shall be allowed for the uses of used oil as defined in 40 CFR 279.1.

- (2) All businesses engaged in the changing of motor oil for the public, all municipal waste landfills, and all fire stations may serve as public used oil collection centers as provided by state law.
- (3) A retail establishment which sells motor oil in containers directly to the public for use off-premises shall post in a prominent place a sign informing the public that improper disposal of used oil is prohibited by law. The sign shall prominently display the toll-free telephone number of the state used oil information center.
- (c) Hazardous material traps (HMT).
 - (1) Roadways capable of conveying at least 5,000 vehicles a day must include a hazardous material trap (HMT).
 - (A) These HMTs must be designed to retain a spill of 10,000 gallons of liquid hazardous material.
 - (B) These may be of a variety of designs, including that used previously by TxDOT.
 - (2) To eliminate the need for manual draining of a hazardous material trap after a rain event, the state department of transportation (TxDOT) has developed an automatic siphon system to drain the HMT when it fills with rainwater. See the city's TCSS for an illustration of a typical siphon detail from a set of TxDOT construction plans.
 - (A) The siphon device is designed to drain the trap after it becomes full from a rain event, but is installed at an elevation above the full capacity of the trap.
 - (B) Therefore, as long as a hazardous material spill does not occur during a rain event, the system should contain the spill.
 - (C) The siphon is provided with bypass and shutoff valves so that alert on-scene responders can shut off the automatic siphon and thereby maintain some containment even in the event of a concurrent rain/spill.

(D) Other options for spill containment are presented in the main section of TCEQ's Optional Enhanced Measures (OEM), RG-348.

(Ordinance 3500.11, § 4, adopted 2/20/07)

Sec. 22.05.015. Performance standards.

- (a) Applicability.
 - (1) All development shall achieve the following pollutant removal standards through the design and implementation of structural and nonstructural BMPs and water quality controls.
 - (2) This article shall apply to an entire project for which a unified development scheme is intended by the applicant, without regard to whether the project is comprised of more than one lot. These regulations cannot be avoided by dividing a single project into several small lots.
- (b) <u>Performance standards within PGA</u>. All development within the area defined as the PGA is subject to the following requirements:
 - (1) Five acres or less: Technical demonstration of pollutant load removal is not required; however, the applicant shall employ a combination of structural and nonstructural BMPs to remove the net increase in pollutants due to development to a level of not less than 80 percent TSS pollutant load removal and shall address the remaining pollutant loading constituents through nonstructural measures, in accordance with the TCSS.
 - (2) Greater than five acres: For each of the constituents below, the design shall demonstrate 85 percent removal of the net increase for the design storm event:
 - (A) Total suspended solids.
 - (B) Total phosphorus.
 - (C) Oil and grease.
- (c) <u>Performance standards outside PGA</u>. All development that is not within the area defined as the PGA is subject to the following requirements:
 - (1) It is the desire of these regulations that there be no net increase of pollutant load.
 - (2) Plans shall be designed to achieve no net increase above base analysis.
 - (3) For each of the constituents below, the design shall demonstrate 90 percent removal of the net increase for the design storm event:
 - (A) Total suspended solids.
 - (B) Total phosphorus.
 - (C) Oil and grease.
 - (4) Background pollutant loads and pollution concentrations for developed sites:
 - (A) Background pollutant concentrations shall be as defined in the TCSS manual.
 - (B) Standard pollutant concentrations for developed sites shall be as defined in the TCSS manual.
 - (C) Calculation of annual pollutant loading shall comply with the criteria set forth in the TCSS manual.
- (d) <u>Incentive-based alternative standards</u>. These standards shall apply throughout the city limits and the ETJ as they are to encourage the use of innovative strategies and opportunities for meeting water quality standards

and lessening demand on water for irrigation or other water uses that would otherwise use either surface water or groundwater resources.

- (1) The gross impervious cover is 15 percent or less.
- (2) The street and drainage network is designed to include the use of open roadway sections, ribbon curb, maintenance of sheet flow and vegetative buffer zones.
- (3) Impervious cover credit by use of porous pavement, rainwater harvesting, and other methods can be used to gain compliance as they are demonstrated to the satisfaction of the city engineer to provide long-term water quality viability, and the long-term maintenance is ensured by the developer and subsequent owners through an approved method prescribed by the city council.
- (e) <u>Design storm event</u>. The design storm event shall be the two-year, three-hour storm. The pollutant loadings for this storm event shall be calculated in accordance with the TCSS manual.

(Ordinance 3500.11, § 5, adopted 2/20/07)

Sec. 22.05.016. Impervious cover.

- (a) <u>Maximum limitations</u>. Maximum limitations on impervious cover are established as follows on developments for which a site development plan is first filed after the effective date of this article:
 - (1) For areas within the Edwards Aquifer recharge zone: Ten percent.
 - (2) For areas within the Edwards Aquifer contributing zone in the ETJ: 35%.
 - (3) For areas within the city limits, refer to the zoning ordinance:
 - (A) Zoning. Impervious cover limits for tracts within PGAs are established in the city's zoning ordinance according to the particular zoning district the tract is designated.
 - (B) Reduction incentives. As an incentive to reduce impervious cover, all developments in the contributing zone with less than 15 fifteen percent impervious cover are not required to provide technical demonstration for removal of net increase in pollutants, but must still incorporate sufficient water quality control measures to comply with the other provisions of this section. Refer to section 22.05.015(b) and (c).
 - (C) Effective impervious cover. Through the incorporation of incentives (rainwater collection, pervious pavement, nonstructural BMPs), also known as "stormwater credits" for the purposes of water quality calculations, this allows for the reduction of impervious cover that is considered (taken into account) in the calculating of pollutant load removal for a specific site. (Refer to the LCRA or the city's TCSS manual for more explanation regarding the calculations and methods for attaining effective impervious cover.) There is a reduction in the impervious cover for purposes of calculation, and also a corresponding allowance for an increase in the physical impervious cover.
- (b) <u>Impervious cover limit calculations</u>. Impervious cover limits in this section are expressed as a percentage of the gross site area of the subject tract. For purposes of calculation of impervious cover limits, the gross site area includes water quality buffer zone areas and critical environmental features setback areas.
- (c) <u>Items considered impervious cover</u>. Impervious cover shall include all man-made improvements which prevent the infiltration of water into the natural soil, or prevent the migration of the infiltration as base flow. The following shall be considered as impervious cover, unless modified through the use of incentives (stormwater credit: rainwater collection, porous pavement, etc.):
 - (1) Roads, pavements, and driveways, except as provided in subsection (d) of this section;
 - (2) Parking areas;

- (3) Buildings;
- (4) Pedestrian walkways and sidewalks;
- (5) Concrete, asphalt, masonry surfaced areas, and paving stone surfaced areas;
- (6) Swimming pool water surface area;
- (7) Densely compacted natural soils or fills which result in a coefficient of permeability less than 1 × 10⁻⁶ cm/sec;
- (8) All existing man-made impervious surfaces prior to development;
- (9) Water quality and stormwater detention basins lined with impermeable materials;
- (10) Stormwater drainage conveyance structures lined with impermeable materials;
- (11) Fifty percent of the horizontal surface area of an uncovered deck that has drainage spaces between the deck boards that is located over a pervious surface;
- (12) Up to fifty percent of the horizontal surface of materials whose design has been prepared by a Texas licensed professional engineer and approved by the city to accommodate the capture and/or infiltration of stormwater, provided the design incorporates maintenance provisions sufficient to maintain the pervious nature of the material for its full service life.
- (d) Items not considered impervious cover.
 - (1) Existing roads adjacent to the development and not constructed as part of the development at an earlier phase;
 - (2) Rock outcrops;
 - (3) Landscaped areas and areas remaining in their natural state;
 - (4) Water quality controls and stormwater detention basins not lined with impermeable materials;
 - (5) Stormwater drainage conveyance structures not lined with impermeable materials; and
 - (6) Interlocking or "permeable" pavers.
- (e) Rainwater harvesting.
 - (1) Rainwater harvesting collection and containment structures functioning as a rainwater harvesting system are not considered impervious cover. Structures and/or improvements (e.g., building roofs, patios, awnings, etc.) from which stormwater is harvested are considered impervious cover. Only that portion of a structure covering a rainwater harvesting collection system may be credited with not being impervious cover.
 - (2) In order to qualify to receive credit for a rainwater system, the system must be designed to exceed normal draw (i.e., no credit will be given if the tank routinely stays full). Credit is not just for the tank cover, but for structures collected from. The applicant must demonstrate where water is going to qualify (how he is going to draw it down, e.g., use as nonpotable source rainwater, or irrigation).
 - (3) Credits can zero-out impervious cover for purposes of calculating runoff treatment. Applicants may also get 50 percent credit toward additional cover.
- (f) <u>Siting restrictions</u>. Impervious cover shall not be constructed:
 - (1) Downstream of water quality controls;
 - (2) Within critical environmental feature setback areas; or
 - (3) Within the areas designated for on-site irrigation for treated wastewater effluent disposal.

(Ordinance 3500.11, § 6, adopted 2/20/07)

Sec. 22.05.017. Water quality buffer zones.

- (a) <u>Applicability</u>. This section is applied at the time of platting (creation of newly subdivided lots). This section does not apply to legally platted lots that existed as of the effective date of this article.
- (b) Water quality buffer zones (WQBZ).
 - (1) Greater than 50 acres and up to 160 acres: The WQBZ shall extend a minimum of 50 feet from either side of the centerline of the stream (total of 100 feet of buffer zone).
 - (2) Greater than 160 acres and up to 320 acres: The WQBZ shall extend a minimum of 100 feet from either side of the centerline of the stream (total of 200 feet of buffer zone).
 - (3) Greater than 320 acres and up to 640 acres: The WQBZ shall extend a minimum of 200 feet from either side of the centerline of the stream (total of 400 feet of buffer zone).
 - (4) Greater than 640 acres and up to 1,280 acres: The WQBZ shall extend a minimum of 300 feet from either side of the centerline of the stream (total of 600 feet of buffer zone).
 - (5) Greater than 1,280 acres: The WQBZ shall extend a minimum of 400 feet from either side of the centerline of the stream (total of 800 feet of buffer zone).
- (c) Special instructions regarding WQBZs.
 - (1) At the sole discretion of the city and based on special circumstances, minimum distances from the stream centerline may be adjusted if there are equivalent protection measures proposed that are found acceptable by the city engineer.
 - (2) Along steep slopes, as defined, the width of the WQBZ shall be 25 feet beyond the edge of the defined steep slope.
 - (3) Except as specifically provided for in this section, all development activities, including temporary construction activities, and landscaping activities, are prohibited in the buffer zone of a stream without the express written approval of the city engineer, who must be provided evidence of equivalent protection.
- (d) <u>Allowable development in WQBZ</u>. The following development activities within a WQBZ may be allowed at the sole discretion of the city with the corresponding conditions:
 - (1) Critical utility crossings if the number of crossings of the WQBZ is limited to the maximum feasible extent;
 - (2) Critical roadway crossings if the number of crossings of the WQBZ is limited to the maximum feasible extent;
 - (3) Critical transportation crossings if the number of crossings of the WQBZ is limited to the maximum feasible extent;
 - (4) Hike-and-bike trails if provided for in an approved development plan;
 - (5) Maintenance and restoration of native, noninvasive vegetation;
 - (6) Water quality control monitoring devices;
 - (7) Removal of trash, debris, pollutants;
 - (8) Fences that do not obstruct flood flows;

- (9) Public and private parks and open space, if human activities are limited to hiking, jogging, or walking trails, and excluding stables, corrals and other forms of animal housing;
- (10) Typical private drives (acceptable to the city) to allow access to property not otherwise accessible; and/or
- (11) The construction and use of BMPs for the express purpose of water quality and stormwater control provided that the natural drainage to the site is less than 128 acres.
- (e) <u>Limitations on allowed activities</u>. Any development within a WQBZ allowed under subsection (d) of this section shall be designed and/or conducted in a manner which limits the alteration and pollution of the natural riparian corridor to the maximum extent feasible. In no case shall any wastewater line be located less than 100 feet from the centerline of a stream unless the applicant has demonstrated that installation of the wastewater line outside of this zone is physically prohibitive or environmentally unsound. Any wastewater lines located in a WQBZ shall meet design standards and construction specifications to ensure zero leakage.
- (f) Requirements for discharges. All water quality control discharges and stormwater discharges into a WQBZ shall only be in the form of diffused, overland sheet flow and shall have peak velocities of less than five feet per second at the two-year, three-hour design rainfall event, unless demonstration is provided that this is not achievable with the proposed BMPs for managing stormwater runoff and quality, or that other means of diffusing the velocity of the runoff are provided that will protect the affected stream's morphology.

(Ordinance 3500.11, § 7, adopted 2/20/07)

Sec. 22.05.018. CEF setbacks.

- (a) <u>Minimum setback</u>. A minimum setback area of 150 feet is established around the outside periphery of all CEFs.
- (b) <u>CEFs in Edwards Aquifer recharge zone</u>. For a CEF which is in direct communication with the Edwards Aquifer, the upstream setback area shall extend out to the upper catchment divide of the CEF or 300 feet, whichever is less, but in no circumstances less than 150 feet.
- (c) <u>Restrictions</u>. No site development activities are allowed within the setback area.
- (d) <u>Hilltop CEFs</u>. For CEFs which are discovered to lie in an area which does not receive stormwater runoff (e.g., situated at the top of a hill), the setback area is 25 feet to prevent inadvertent pollution of the CEF.

(Ordinance 3500.11, § 8, adopted 2/20/07)

Sec. 22.05.019. Erosive flow control.

- (a) <u>Prohibition</u>. No untreated stormwater runoff from developed land shall be allowed to flow over critical environmental features.
- (b) <u>Downspouts for certain roofs</u>. All roof runoff from nonresidential buildings shall have downspouts disconnected from the site stormwater drainage system. Special circumstances may be reviewed and approved by the city without a waiver to this requirement.
- (c) <u>Grass-lined swales or vegetated buffers</u>. To the maximum extent practical, stormwater drainage shall be treated using overland flow methods to a grass-lined swale or other vegetated buffer. The vegetated buffer shall be designed in accordance with the TCSS manual. Special circumstances may be reviewed and approved by the city without a waiver to this requirement.

- (d) <u>Drainage patterns</u>. Drainage patterns shall be designed to the maximum extent practical to prevent erosion, maintain the recharge of local seeps and springs, and attenuate the harm of contaminants collected and transported by stormwater. All discharge points from stormwater retention and detention ponds or other accumulation areas shall provide for energy dissipation prior to exiting the site. Overland sheet flow and natural drainage features and patterns shall be maintained, rather than concentrating flows in storm sewers and drainage ditches. Stormwater drainage structures shall be sized to maintain flood flow velocities below the velocity associated with the 25-year, three-hour rainfall event.
- (e) Stormwater discharge into waterway. For site designs that provide for discharge of stormwater into a waterway, adequate retention and/or detention shall be incorporated into the site design to limit flows into the receiving waterway to the level consistent with the flow rate of the two-year, three-hour rainfall event evenly distributed over a 24-hour period.
- (f) <u>Enclosed storm sewers and impervious channel linings</u>. Enclosed storm sewers and impervious channel linings may be considered and approved by the city if such storm sewers or impervious linings are considered to be protective of water quality.
- (g) <u>Overland flow facilities</u>. Overland flow facilities for a stormwater drainage system shall be designed in accordance with criteria set forth in the TCSS manual.

(Ordinance 3500.11, § 9, adopted 2/20/07)

Sec. 22.05.020. Infiltration.

- (a) Restoration of infiltration capacity. To the maximum extent practical, water quality controls shall be designed to restore the infiltration capacity to pre-development conditions. Infiltration BMPs shall be designed in accordance with the TCSS manual.
- (b) <u>Impact avoidance</u>. Infiltration systems shall be designed and located to avoid impacts to existing springs and recharge structures.

(Ordinance 3500.11, § 10, adopted 2/20/07)

Sec. 22.05.021. Steep slopes.

- (a) <u>Nonresidential construction</u>. To the maximum extent practical, nonresidential construction shall be limited to those areas with pre-development natural grades of less than 25 percent.
- (b) <u>BMP standards</u>. Erosion control, terracing and water quality control BMPs shall be designed in accordance with the TCSS manual.
- (c) <u>Cut and fill</u>. A cut or fill with a finished gradient steeper than 33 percent shall be stabilized with a permanent structure.

(Ordinance 3500.11, § 11, adopted 2/20/07)

Sec. 22.05.022. Vegetation.

- (a) <u>Construction plans</u>. Construction plans must demonstrate the following:
 - (1) Landscape shall be restored to the maximum extent practical to its natural state after construction on the site is concluded (i.e., restoration of landscaping and vegetation is done at the time of post-construction final inspection).

- (2) Xeriscape and low maintenance vegetation shall be included in all nonresidential development in accordance with specifications in the TCSS manual.
- (3) Guidance shall be provided for the use of herbicides, pesticides and fertilizers.
- (b) <u>Pesticide and fertilizer management plan</u>. An applicant for a site development permit shall submit a pesticide and fertilizer management plan providing information regarding proper use, storage, and disposal of pesticides and fertilizers. The plan shall indicate likely pesticides and fertilizers to be used. The plan shall include two lists of pesticides and fertilizers:
 - (1) Those which, due to their chemical characteristics, potentially contribute significantly to water quality degradation;
 - (2) Those which, due to the chemical characteristics, potentially would result in minimal water quality degradation.
- (c) <u>Integrated pest management plan</u>. An applicant for a site development permit shall submit an integrated pest management (IPM) plan in accordance with criteria set forth in the TCSS manual.
- (d) <u>Nonstructural BMPs</u>. For the purposes of achieving compliance with this article, integrated pest management, pesticide, fertilizer, and parking lot management plans are considered a valid nonstructural BMP.
- (e) <u>Vegetative BMPs</u>. Vegetative BMPs, such as vegetative filter strips, shall be designed in accordance with the TCSS manual.

(Ordinance 3500.11, § 12, adopted 2/20/07)

Sec. 22.05.023. Structural controls.

- (a) <u>Water quality control sizing</u>. Structural water quality controls (WQCs) shall be sized for the entire contributing drainage area for the following types of developments:
 - (1) New multifamily residential development, new nonresidential development, and new subdivision development.
 - (2) Redeveloped multifamily residential development, redeveloped nonresidential development, and all redeveloped subdivision development that increases total impervious cover to a level greater than the impervious cover limits described in section 22.05.016.
 - (3) New single-family residential development which is not part of a subdivision development if such development has impervious cover greater than the impervious cover limits described in section 22.05.016.
- (b) <u>Runoff volume</u>. The volume of runoff required to be captured, isolated, and treated by each structural WQC, or series of WQCs operating in sequence as a treatment train, shall be as required in section 22.05.015(e) and based on the contributing drainage area for the WQC or series of WQCs.
- (c) <u>Limited exclusions</u>. Stormwater runoff from the following areas shall not require structural WQCs nor be included in the calculation of the volume of stormwater runoff required to be captured, isolated, and treated by a structural WQC:
 - (1) The full area of existing natural areas or restored natural areas from which stormwater runoff is routed around a WQC structure and which is restricted from development and from pesticide, herbicide, or fertilizer application through a plat note or restrictive covenant. The drainage areas from which stormwater is not routed around a WQC structure and which blends with runoff from developed areas shall be included in the water quality volume calculations.

- (2) Fifty percent of the area using landscaping that requires no irrigation and no pesticide, herbicide, or fertilizer applications.
- (3) The area on which a WQC structure is situated.
- (4) Swimming pools that do not discharge the filter backwash into a stormwater drainage system.
- (5) Impervious surface areas used for stormwater collection and on-site irrigation.
- (6) Drainage from off-site areas which is routed around a WQC structure. The drainage areas from which stormwater is not routed around a WQC structure and which blends with runoff from developed areas shall be included in the water quality volume calculations.
- (d) <u>Nature and volume of pollutant loads</u>. In determining the required level of treatment, the nature and volume of pollutant loads from all developed areas shall be considered, including but not limited to the following:
 - (1) Areas of impervious cover;
 - (2) The potential for pollutant impacts from industrial, commercial and other nonresidential types of development;
 - (3) Lawns, landscaping, and gardens using pesticides, herbicides or fertilizers;
 - (4) Golf courses, play fields and other recreational or greenspace areas using pesticides, herbicides or fertilizers; and
 - (5) Areas receiving wastewater effluent through surface spray irrigation or subsurface infiltration.
- (e) Engineer required. All WQCs utilized for any development or redevelopment project shall be designed by a licensed Texas professional engineer in accordance with the removal efficiencies and other technical criteria set forth in the TCSS manual. Alternative WQC technical criteria may be approved if it is determined in the sole discretion of the city that the alternative technical criteria will result in equal or greater water quality control performance as that required under this article.
- (f) <u>Direct infiltration and recharge from WQC prohibited</u>. All structural WQCs utilized in the recharge zone shall be modified or augmented to prevent direct infiltration and recharge from the WQC. To meet this requirement, such WQCs shall utilize artificial linings, evapotranspiration beds, or other methods designed and operated to prevent infiltration into the Edwards Aquifer even during periods of extended rainfall.
- (g) <u>Erosion control</u>. The erosion control requirements of this article shall apply to all related areas for a development project, including but not limited to off-site borrow areas, off-site spoil areas and off-site construction staging areas which are owned or controlled by the developer.
- (h) <u>Peak runoff rate</u>. The peak runoff rate for developed conditions shall not exceed the peak runoff rate for pre-development conditions for the two-year storm event. Peak runoff rate calculations shall comply with the criteria set forth in the TCSS manual.
- (i) <u>Dedicatory instrument</u>. To provide necessary access for maintenance and monitoring, water quality controls shall be located within an area dedicated to the public by easement, deed restriction, or recorded plat notation. The dedicatory instrument shall note that water quality restrictions exist on the property and that any alternative use or alteration of the property must be approved in writing by the city.

(Ordinance 3500.11, § 13, adopted 2/20/07)

Sec. 22.05.024. Roof runoff capture systems.

A roof rainfall runoff capture system or rainwater harvesting system approved under this article shall comply with the following minimum requirements:

- (1) The entire system, including rainwater collection, conveyance and storage, shall be isolated from the site stormwater system.
- (2) The collected rainwater shall be used for on-site irrigation or other purposes as approved by the city.
- (3) The system shall comply with the pollution control performance standards of section 22.05.015(b) and (c).
- (4) The on-site irrigation system shall be designed in accordance with standard irrigation practices considering such factors as soil type, slope, and vegetative uptake rates.

(Ordinance 3500.11, § 14, adopted 2/20/07)

Sec. 22.05.025. Erosion hazard setbacks.

- (a) <u>Generally</u>. The city may require preservation of an existing channel or waterway for use as a natural floodplain through the establishment of erosion hazard setbacks in accordance with the TCSS manual. No building, fence, wall, deck, swimming pool or other structure shall be located, constructed or maintained within the area encompassing the setback.
- (b) <u>Alternative</u>. As an alternative to the establishment of an erosion hazard setback, an existing channel or waterway may be preserved and protected through a bank stabilization and protection plan as approved by the city.

(Ordinance 3500.11, § 15, adopted 2/20/07)

Sec. 22.05.026. Operation and maintenance of water quality controls.

- (a) Maintenance plan required. An applicant for a site development permit shall submit a WQC maintenance plan describing the specific measures proposed for operating, monitoring, and maintaining each water quality control proposed for a development project as required by this article. The measures described in the WQC maintenance plan shall be consistent with the guidelines set forth in the TCSS manual and shall comply with the financial assurance requirements as may be defined by the TCSS and as required by the city council based upon design criteria and needs. City approval of the WQC maintenance plan is required prior to issuance of a site development permit.
- (b) Recording of plan; deed restriction. Upon city approval of the WQC maintenance plan, the project applicant shall record in the county deed records and on any recorded plat(s) for the development a notation stating that the property is subject to a water quality control maintenance plan on file at the city's administrative offices. Upon transferring title to the property, or any subdivided portion thereof, the applicant shall establish a deed restriction stating that the property is subject to a water quality control maintenance plan on file at the city's administrative offices.
- (c) <u>Operation, monitoring and maintenance of controls</u>. All applicants shall operate, monitor, and maintain each water quality control required by this article in accordance with the WQC maintenance plan and this article.
- (d) <u>Transfer of responsibility</u>.

- (1) The WQC maintenance plan may provide for transfer of responsibility for WQC operation and maintenance activities to:
 - (A) A groundwater district, a municipal utility district, a public utility district, or any other special district created under state law;
 - (B) A homeowners' or property owners' association;
 - (C) A natural resources conservation or other environmental interest group; or
 - (D) Any similar third party entity.
- (2) Transfer of responsibility to any such entity requires the advance written consent of the city. Any entity assuming responsibility for WQC operation and maintenance shall also assume responsibility for the financial assurance as may be required by the TCSS or the city council.

(Ordinance 3500.11, § 16, adopted 2/20/07)

APPENDIX D FIRE APPARATUS ACCESS ROADS

SECTION D104

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height.

Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area.

Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross *building area* of up to 124,000 square feet (11 520 m²) that have a single *approved* fire apparatus access road where all buildings are equipped throughout with *approved automatic sprinkler systems*.

D104.3 Remoteness.

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

CITY OF DRIPPING SPRINGS

ORDINANCE No. 2021-40

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DRIPPING SPRINGS, TEXAS AMENDING ARTICLE 22.04 TRANSPORTATION MASTER PLAN, SECTION 22.04.001 ADOPTION, ADOPTING THE 2021 CITY OF DRIPPING SPRINGS TRANSPORTATION MASTER PLAN AND ASSOCIATED POLICIES.

- WHEREAS, Chapter 213 of the Texas Local Government Code authorizes the City to adopt a comprehensive plan for the long-range development of the City; and
- WHEREAS, the Transportation Master Plan, represents a single plan organized by subject matter and geographic area to be used to coordinate and guide the establishment of development regulations; and
- WHEREAS, the City Council approved a Professional Services Agreement with HDR to conduct transportation master planning services on May 18, 2018; and
- WHEREAS, the primary purposes of the Transportation Master Plan are as follows:
 - 1. Update the Thoroughfare Plan
 - 2. Complete traffic analysis supporting routes identified on the Thoroughfare Plan
 - 3. Develop recommended cross-sections
 - 4. Identify cross-section and right-of-way needs on new and existing roads
 - 5. Prepare a Transportation Master Plan documenting analysis, recommendations, and best practices
- WHEREAS, the City Council of the City of Dripping Springs conducted a transportation master planning open house in January 2019; draft Thoroughfare Plan and Multimodal Plan was presented online for public comment in November/December 2020; and a virtual Town Hall in February 2021; and
- WHEREAS, the City staff conducted stakeholder meetings with key representatives from local agencies that included Dripping Springs Independent School District, Hays County Commissioners Court, Texas Department of Transportation, and Hays County Transportation Department to address specific concerns related to local and regional mobility; and
- WHEREAS, the Transportation Committee of the City of Dripping Springs received multiple presentations related to the Transportation Master Plan and provided input related to the proposed Plan; and
- WHEREAS, the City Council and Planning and Zoning Commission were invited to participate in the transportation master planning open house in January 2019; and

- WHEREAS, the Planning & Zoning Commission of the City of Dripping Springs conducted a public hearing on October 12, 2021, to consider the draft Transportation Master Plan report and provide recommendations for City Council consideration; and
- WHEREAS, the City has conducted all necessary public hearings regarding the need and desirability of amendments, revisions, deletions, and modifications to the proposed 2021 Transportation Master Plan; and
- WHEREAS, the City finds it has satisfied all legal prerequisites and has determined that the adoption of this Ordinance is in the interest of promoting the general health, safety, morals, and welfare of the community; and
- WHEREAS, this Ordinance was passed and approved at a meeting of the City Council of the City of Dripping Springs held in compliance with the Texas Open Meetings Act at which a quorum of the City Council Members was present and voting.

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

SECTION 1: ADOPTION OF MASTER PLAN

That the City Council of the City of Dripping Springs does hereby adopt the attached 2021 Transportation Master Plan (the "Plan"), which supersedes previous existing Transportation Master Plans.

ARTICLE 22.04. TRANSPORTATION PLAN

Sec. 22.04.001. Adopted.

The transportation plan attached to Ordinance No. 2021-40 as exhibit A is adopted by reference.

SECTION 2: POLICIES STATEMENT

That the City Council of the City of Dripping Springs does hereby adopt the Plan subject to the following policies:

- (a) It is the intent of the City Council to adopt a Plan that provides direction to enhance the development of a transportation network of roads, bicycle lanes, trails, sidewalks, and shared use paths that adequately supports existing and planned land uses, as well as to integrate and support interconnectivity among subdivisions, commercial areas, schools, and places of interest.
- (b) It is the intent of the City Council that projects listed in the Plan will be constructed or developed within the general time frame outlined in the Plan.

- (c) The City Council recognizes the need for annexation planning and transportation master planning to be coordinated activities.
- (d) The Plan is designed to ensure compliance with applicable federal, state, and local regulatory programs. Projects identified within the Plan should be designed to ensure that transportation mobility within the City of Dripping Springs is managed in a comprehensive manner that minimizes project life-cycle costs and maximizes overall benefits for the citizens of Dripping Springs.
- (e) The City Council acknowledges that circumstances may arise where adjustments or deviations from the Plan may be in the best interest of the City of Dripping Springs. If it is determined that an adjustment or deviation should be made, the Dripping Springs City Council may amend the Plan at any time to reflect the change.

SECTION 3. REPEALER

In the case of any conflict between other provisions of this Ordinance and any existing Ordinance of the City, the provisions of this Ordinance will control.

SECTION 4. SEVERABILITY

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, that invalidity or the unenforceability will not affect any other provisions or applications of this Ordinance that can be given effect without the invalid provision.

SECTION 6. EFFECTIVE DATE

The Ordinance shall be effective immediately upon passage and publication.

SECTION 7. PROPER NOTICE & MEETING

It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

PASSED & APPROVED this, the 19th day of October 2021, by a vote of <u>3</u> (ayes) to <u> θ </u> (ayes) to <u> θ </u> (abstentions) of the City Council of Dripping Springs, Texas.

CITY OF DRIPPING SPRINGS:

Bill Foulds, Jr., Mayor

ATTEST:

Andrea Cunningham, City Secretary



EXHIBIT "A"

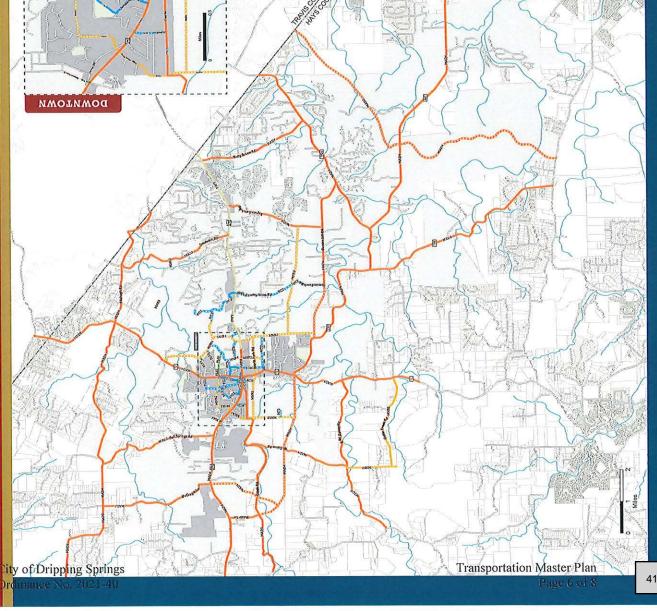
Transportation Master Plan

THOROUGHFARE PLAN





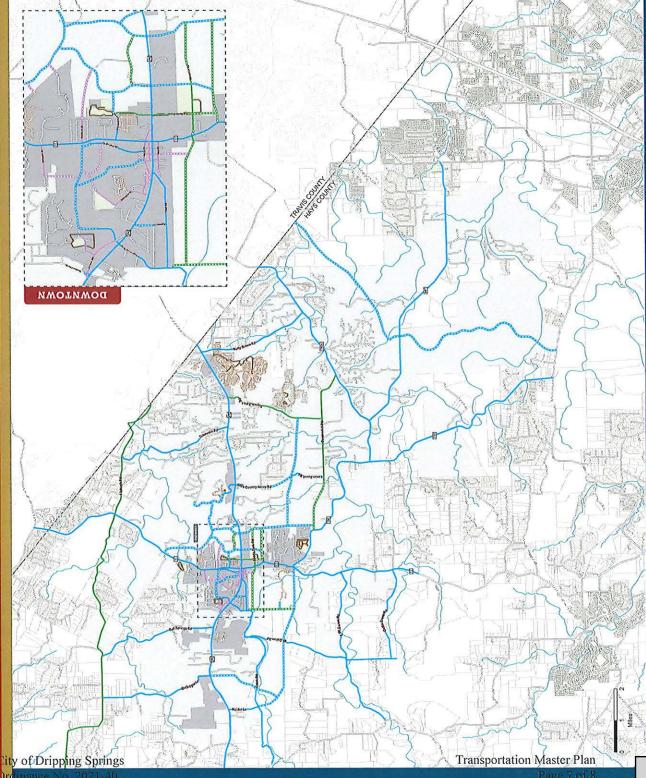
October 2021



MULTIMODAL PLAN







PRIORITIZATION PLAN

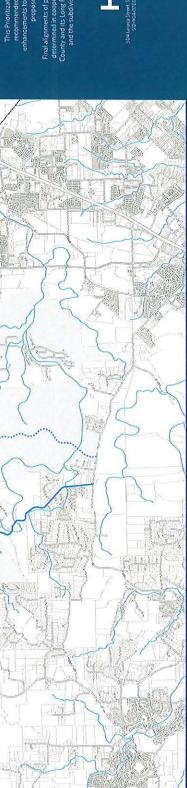
ромитоми





October 2021





Item 6.

San Marcos Publishing, LP Wimberley View • Century News

P.O. Box 49, Wimberley, Texas 78676 **(512) 847-2202**

State of Texas County of Hays Received

OCT 28 2021

City of Dripping Springs

Before me, the undersigned authority, on this day personally appeared Dalton Sweat, who being by me here and now duly sworn, upon oath says:

My name is <u>Dalton Sweat</u>, and I am the <u>General Manager</u>, of the <u>The Wimberley View & The Dripping Springs Century News</u>, a newspaper of general circulation in Hays County, Texas, and a newspaper which has been regularly and continuously published in Wimberley, Hays County, Texas, for a period of more than one year immediately preceding the date of publications of the following, and that the said notice, a copy of which follows, was published in the regular edition of said newspaper for a period of on the following dates:

Debby 28,	2021
	2021
	_2021
	2021

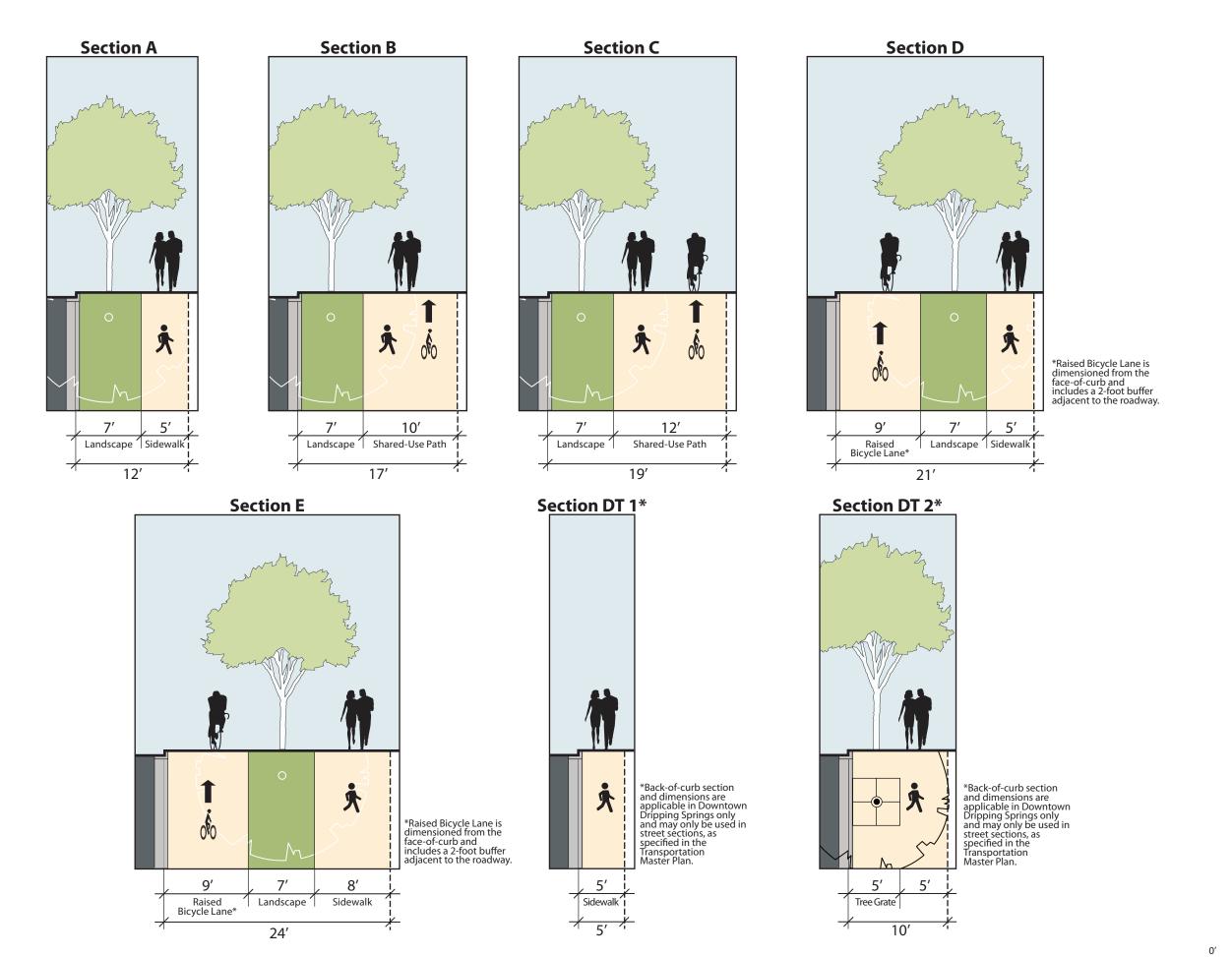
The said <u>General Manager</u>, <u>Dalton Sweat</u> further states that the rate charged for this publication is the lowest rate charged to commercial advertisers for the same class as advertising for a like amount of space.

Signature of Affiant

Subscribed and Sworn to me, by the said General Manager Dalton Sweat this 21th day of Debut, 2021 to certify which witness my hand and seal of office.

MATTATHA MARIE BARKER Notary Public, State of Texas Comm. Expires 11-04-2022 Notary ID 128436511 NOTARY PUBLIC in and for Havs County, Texas

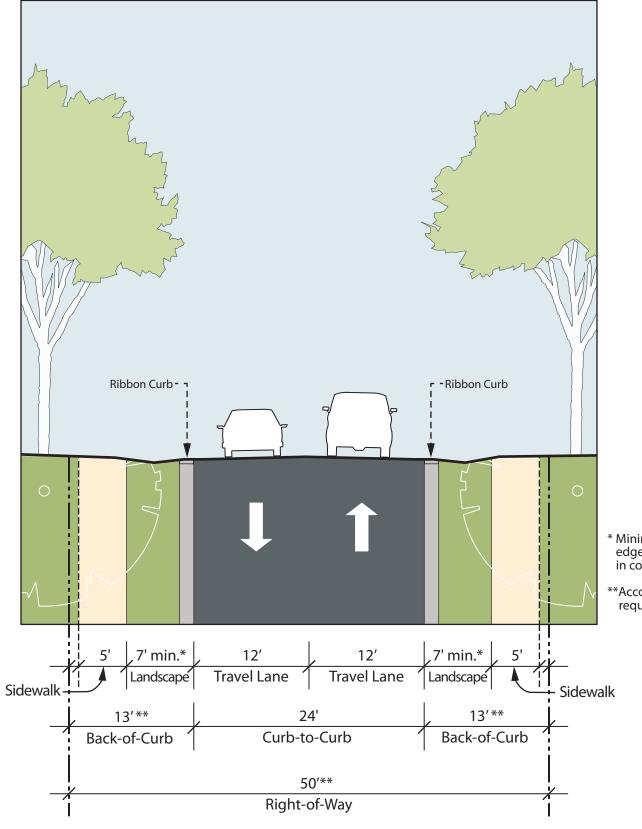
City of Dripping Springs
Public Notice of Ordinance 2021-40
Transportation Master Plan
Effective Date: October 28, 2021
AN ORDINANCE OF THE CITY COUNCIL
OF THE CITY OF DRIPPING SPRINGS,
TEXAS AMENDING ARTICLE 22.04
TRANSPORTATION MASTER PLAN,
SECTION 22.04.001 ADOPTION, ADOPTING THE 2021 CITY OF DRIPPING
SPRINGS TRANSPORTATION MASTER
PLAN AND ASSOCIATED POLICIES.



Back-of-Curb Options
City of Dripping Springs - Transportation Master Plan
October 19, 2021

10 ft.

Item 6.



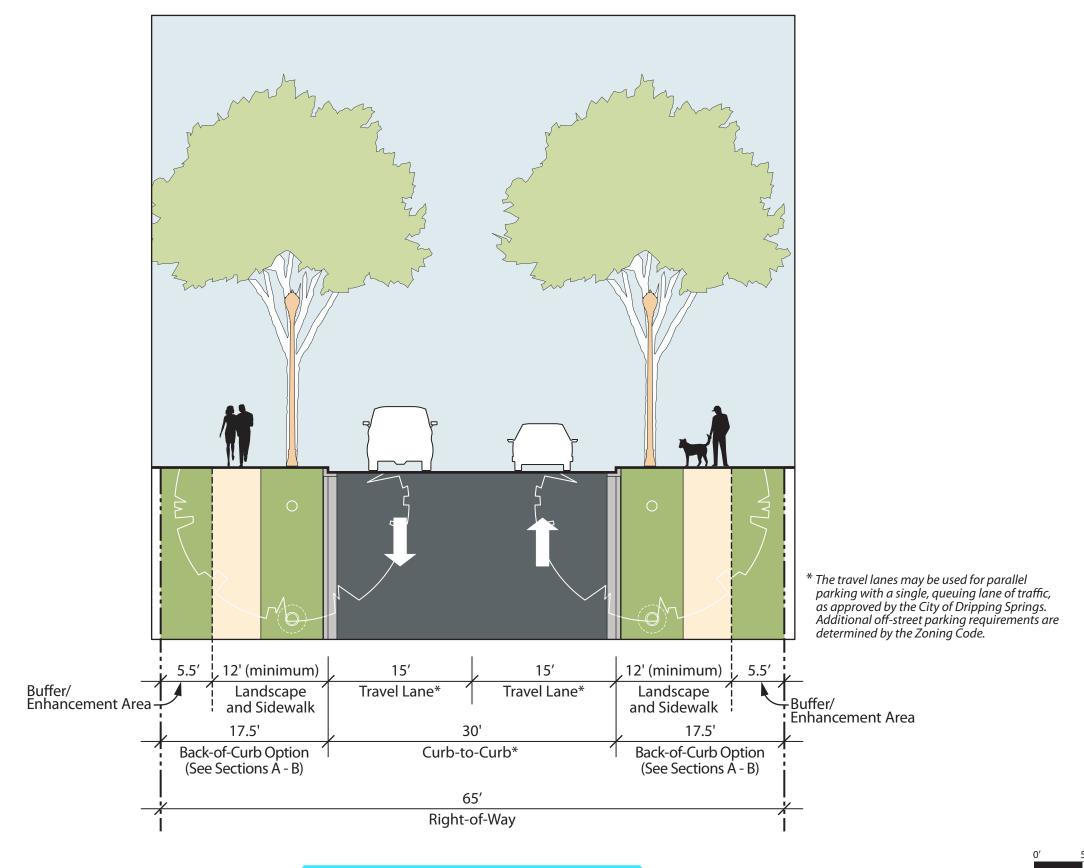
* Minimum landscape clear space width between edge of pavement and sidewalk to be determined in coordination with the City of Dripping Springs.

**Accommodations for drainage may impact required Right-of-Way width.

2 Lane Rural Roadway City of Dripping Springs - Transportation Master Plan

- NOTES
 Curb-to-curb dimensions are to face-of-curb.
 For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.

 418 418



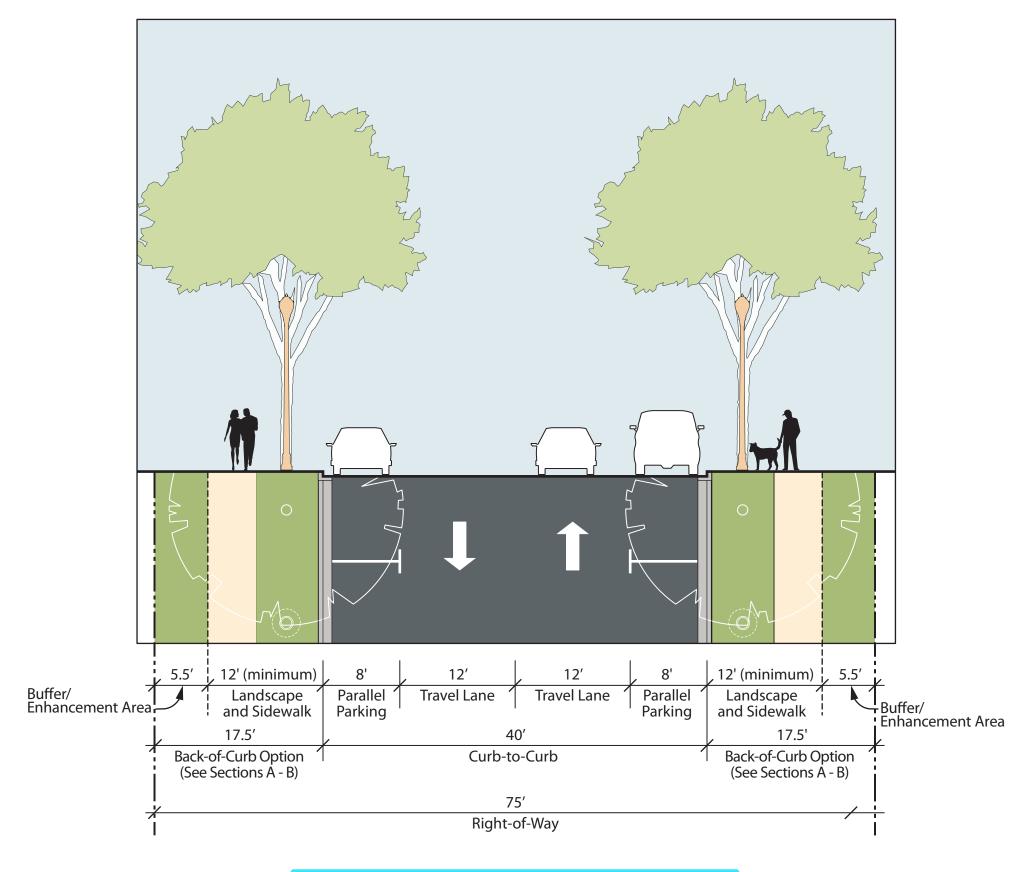
2 Lane Residential Local Street City of Dripping Springs - Transportation Master Plan

- NOTES

 Curb-to-curb dimensions are to face-of-curb.

 For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.

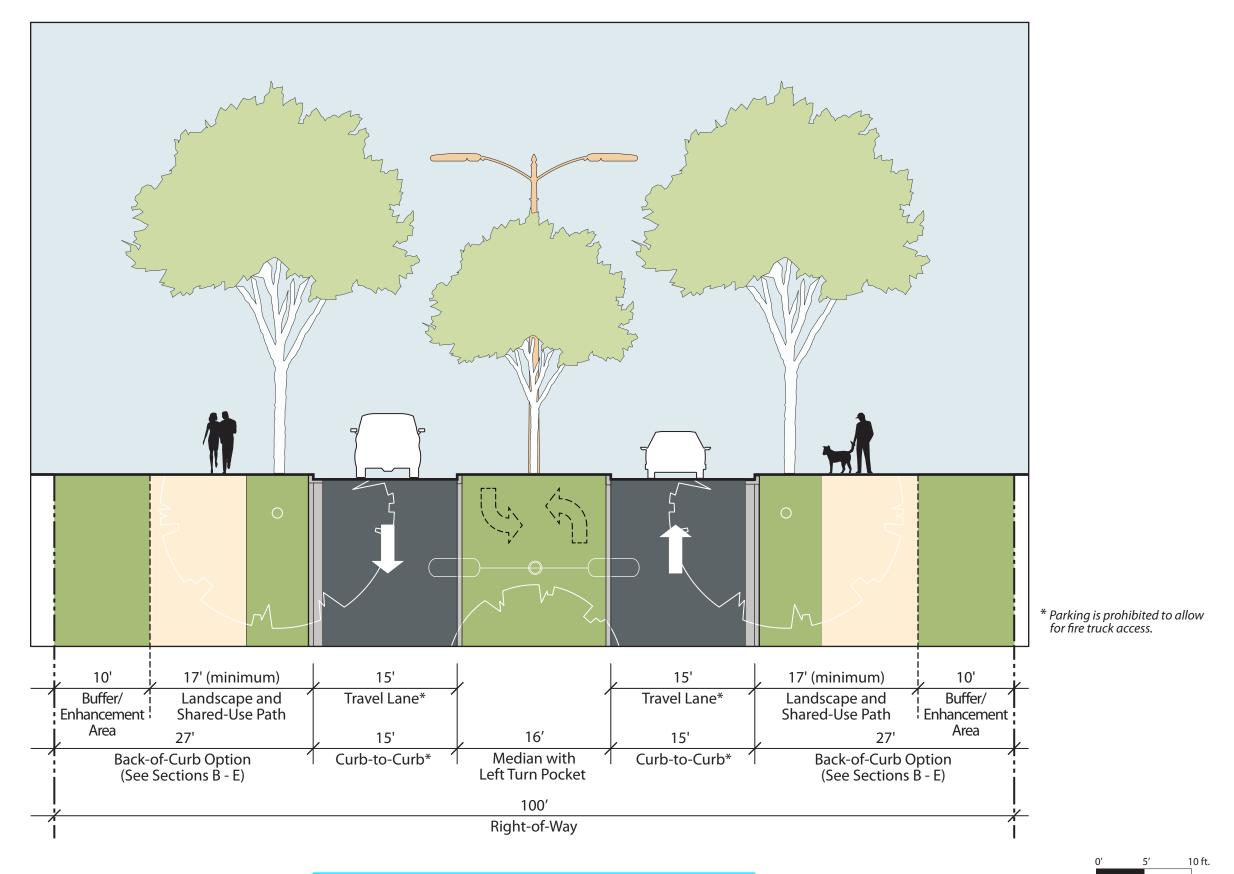
 419 419



2 Lane Residential Collector/Local Street City of Dripping Springs - Transportation Master Plan

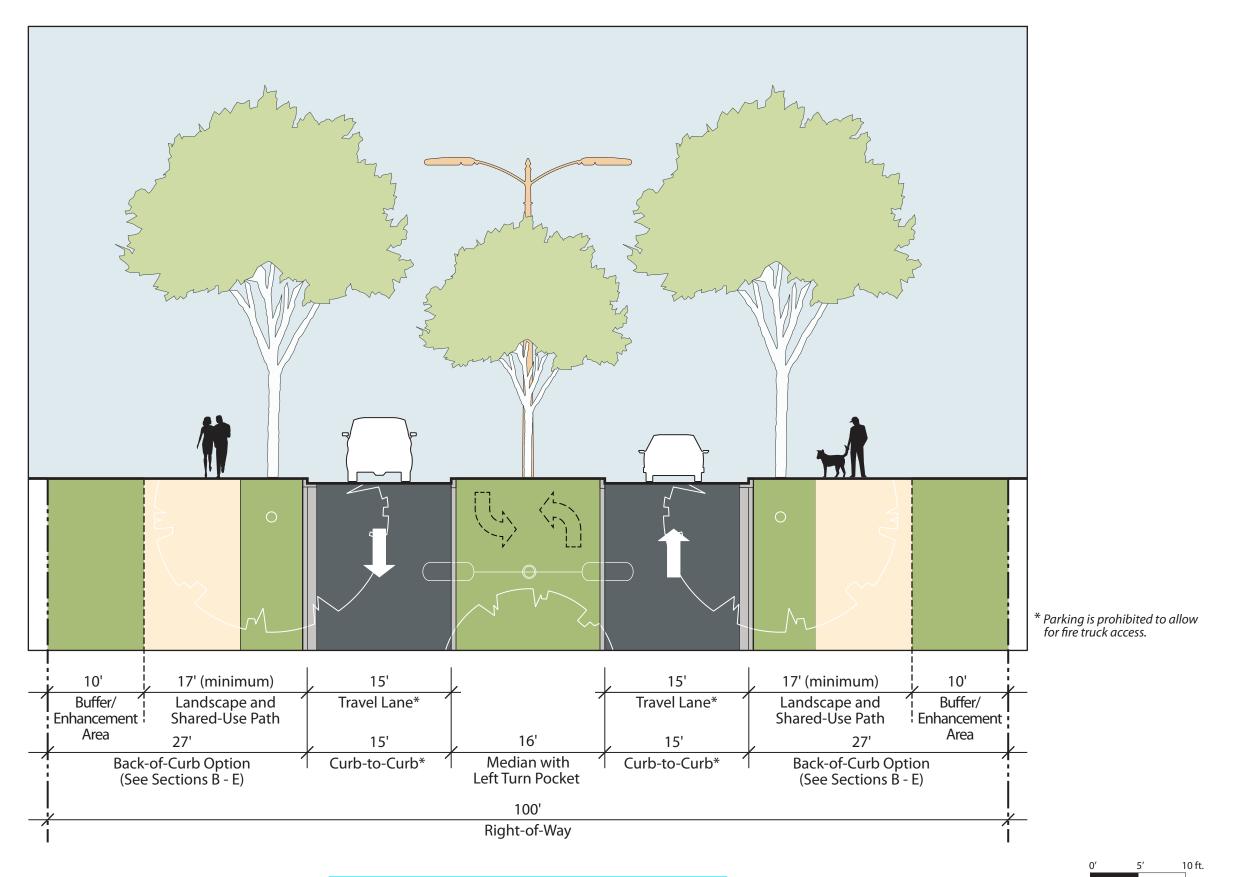
- NOTES
 Curb-to-curb dimensions are to face-of-curb.
 For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.

 420 420



2 Lane Neighborhood Collector Divided
City of Dripping Springs - Transportation Master Plan

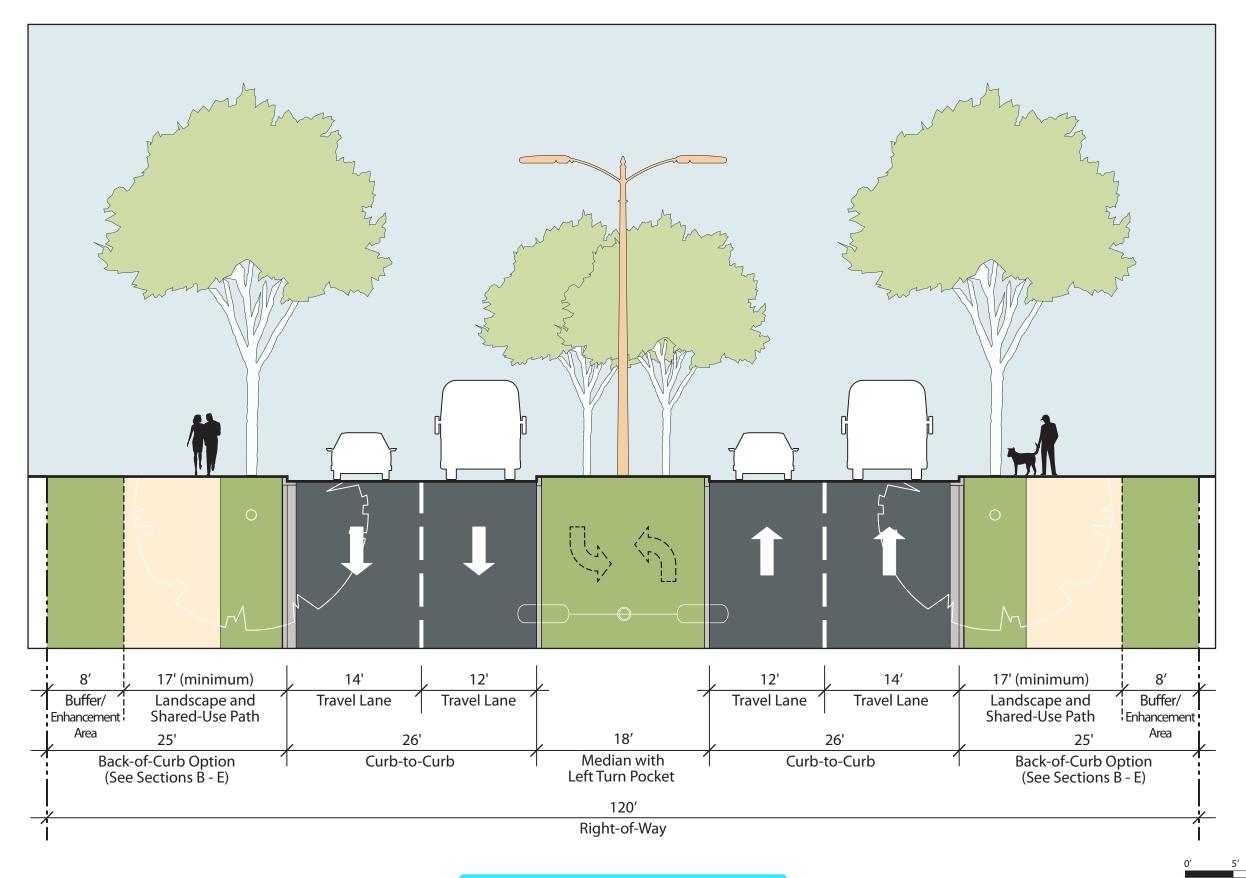
- NOTES
 Curb-to-curb dimensions are to face-of-curb.
 For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the 421 Buffer/Enhancement Area.



2 Lane Minor/Major Arterial Divided
City of Dripping Springs - Transportation Master Plan

- NOTES
 Curb-to-curb dimensions are to face-of-curb.
 For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.

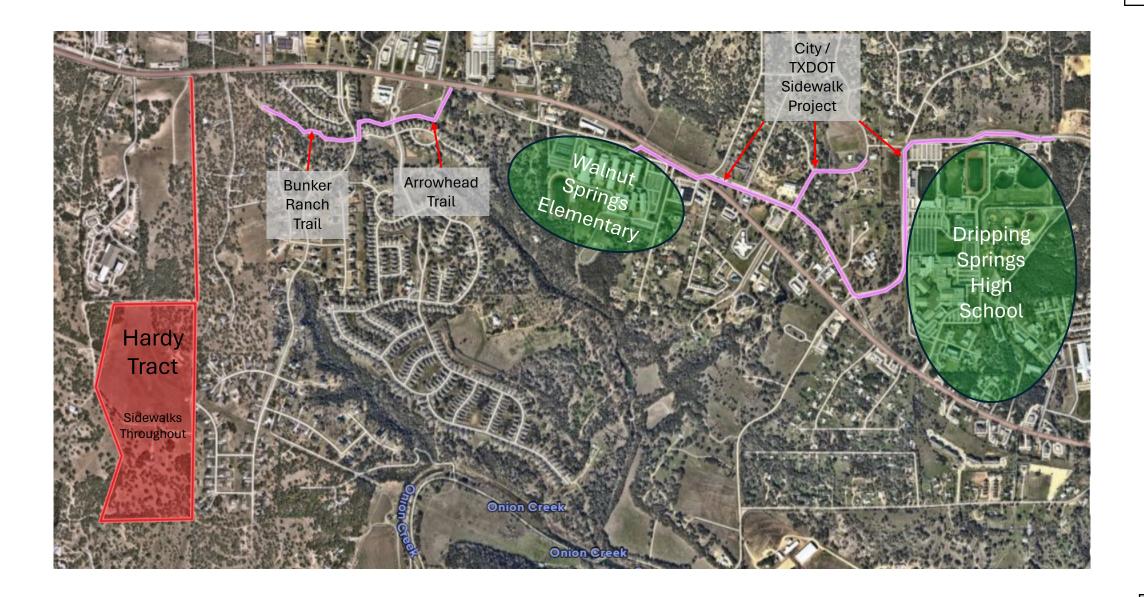
 422



4 Lane Major Arterial Divided
City of Dripping Springs - Transportation Master Plan

- NOTES
 Curb-to-curb dimensions are to face-of-curb.
 For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.

 423 423



From: <u>Luisa Leon</u>
To: <u>Planning</u>

Subject: Re: Hardy development concern

Date: Saturday, January 18, 2025 11:02:25 AM

Hello City of Dripping Springs,

I hope this message finds you well. My name is Luisa Alberto and I live in the Bunker Ranch community here in Dripping Springs. I am reaching out to make a public statement on the appeal happening Tuesday 1/21/2025 for the proposed Hardy development. I would like to voice my family's concern as we live on the main Bunker Ranch Blvd road in our community and cannot fathom why construction traffic would be allowed through our community for this project! We have young families that use these roads and I fear for our safety. I've almost been hit by a car walking in my own community and cannot imagine the legal consequences this could impart by allowing these big construction trucks to go through our private community; day in and day out. Another notable mention, we had a personal incident of a construction truck going through our backyard when a home was being built on our block. They could have hit our little one! We do not trust that these construction crews will be safe and we fear for our safety in allowing strangers have that close of proximity to our homes. Considering the dangers, lack of regulation, safety concerns, and disruption to our community we hope that the city will put its residents first and deny the developer using our community to access the project. The last thing we want is to add legal affairs to an already burdened city that we recognize you all juggling at the moment. Sincerely, we know you are dealing with a plethora of issues that come with growth and you are appreciated in our community; we simply pray you will value our concerns.

A concerned citizen,

Luisa Alberto

From: Marcia Opsata Sparks
To: Tory Carpenter
Subject: Bunker Ranch #9

Date: Sunday, January 19, 2025 12:58:19 PM

Mr Carpenter,

I am a resident of Bunker Ranch. I have been living here since April 2019.

This neighborhood has grown and changed every single day since our move here. What hasn't changed are the degradation of our streets, the racing through our neighborhood by construction vehicles and the inability to walk safely along the street.

I used to stand in the middle of the road, waving my arms to get the drivers to slow down. It rarely worked and of course it wasn't safe for me to do that. I just wanted them to slow down. We have old people, we have little people, all of which might not be able to quickly jump out of the way of a speeding vehicle.

One of our diligent parents was able to get some speed bumps and stop signs installed. They help but the honest to goodness truth is that people still race through the neighborhood AND they run the stop signs.

We do have a security gate at our entrance. The gate initially was suppose to be open during the day and closed at night, (per the developer). The hours for construction people to be in the neighborhood varied between 6 and 7 am and then to be out by 6 or 7 pm. The gates were then closed for the night. What we experienced was construction personnel, wanting to come in earlier then allowed. They would push our gate open, tie the gate open, block the sensors once they got in and of course any additional means to essentially break our gate opening and closing. Early on, I reached out to our HOA and asked how much money had been spent to repair the gates. At that time I was quoted \$6300+. WOW! The sad thing is that we have probably spent twice that much since my inquiry. We recently were able to get our security gates to be closed full time. This has helped keep out unauthorized vehicles. However, with the possibility of increased construction trafficking through our neighborhood our gates will again be subjected to increased vandalism thus eroding our personal and property safety. When we had little control over our gates, we were subjected to construction traffic at all times of the day and night. The cement trucks often entered in the middle of the night to pour cement. If you have never witnessed or been abused by the noise of construction at 1 am, you simply cannot understand how horrendously loud it is. Forget about going back to sleep.

Have I mentioned the condition of our Bunker Ranch roads? Well, the first phase roads were built with a side strip of cement and then the main driving road being blacktop. These roads which carry ALL of the Bunker Ranch traffic currently have large cracks, crumbling blacktop/cement and of course they were built too narrow for safe driving! When the "powers that be" approved building in the newer areas, they mandated full cement roads which are a decent width for two passing vehicles. They are infact, awesome. The roads in the first phase were not built to handle such heavy duty equipment on a regular basis If access is allowed to the desired building area via Bunker Ranch, our first phase roads will need to be replaced and potentially the second phase will also need repair or replacement..

It is my understanding that the gravel road two gates to our west is a direct road to the area that is wanting to be developed. Why can that road not be used for the entrance and exit to the building area? It makes sense to use it and not impact so many families. It seems logical.

Mr. Carpenter, I apologize for the length of this long missive. It's just that I am tired of being abused by the developer and his wants. What we, the residents of Bunker Ranch want, is a safe, quiet neighborhood where we can build a community that will benefit Dripping Springs and the surrounding areas

Hopefully you can help us build a better Bunker Ranch and thus a better Dripping Springs. Thank you Marcia Opsata-Sparks.

From: Rodney Sparks
To: Planning

Cc: Bill Foulds; Taline Manassian; Wade King; Geoffrey Tahuahua; Travis Crow; Sherrie Parks

Subject: Opposition to Takings Assessment Appeal, Case TA2025-001, Hardy Tract

Date: Tuesday, January 21, 2025 8:18:20 AM

All,

As long-time residents of Bunker Ranch my wife and I vehemently oppose approval of the Appeal. We were one of the first three families to buy here back in 2018. We chose to move from out of state back to Texas and to settle in Dripping Springs and Bunker Ranch as we retired. You may be surprised that our HOA has not opposed this, but that is because it is still under the control of the developer seeking a variance. The residents do not seem to be of much concern to them.

We have witnessed heavy construction traffic with large and small trucks, speeding and running of stop signs by these trucks and contractor employees, and damage to our entrance road by the large trucks has yet to be addressed by the developer/HOA. I should also point out that these same contractors do not comply with the supposed 12-hour day time limits (which change from time to time and are not really in writing) and I have seen and have been rousted from sleep by large trucks and even caravans of trucks anywhere from 1 in the morning to 5 in the morning. The HOA claims they have no real control over the contractors or builders.

It has only been in the last few months that the developer has allowed the gates to be closed during the day, and with new construction being requested the gates may remain open again. All of the wear and tear caused by large trucks has also caused problems with the gates and their operations, including being broken, disarmed, or dismantled by construction crews who forgot codes when they arrived in the hours outside their approved time. Broken and open gates in the middle of the night have allowed unwanted visitors and thefts to occur. Furthermore, HOA funds paid by the residents have paid for the repairs, not the developer.

I am a signatory of the petition being submitted by our fellow concerned Bunker Ranch neighbors and urge you to consider the main points outlined there: 1. Destruction of Infrastructure; 2. Traffic Congestion and Thru Traffic; 3. Safety Concerns; 4. Traffic Hazards; 5. Violation of HOA bylaws; 6. Property Value Impacts.

We also request that the City Council honor the requests in our petition regarding upholding the previous rejection of the sidewalk issue, deny any future appeals or requests not compliant with the subdivision ordinances, requiring the construction traffic to utilize a new road from 290 into the Hardy Tract, and to protect the interests of the residents of Bunker Ranch and our community.

Thank you for your consideration.

Rodney Sparks 132 Dally Court, Bunker Ranch, Dripping Springs, Texas 78620 434-806-8198 Rsparks64@gmail.com

--

Rodney Sparks

From: Ichen108
To: Tory Carpenter

Cc: <u>lauralindsey6212@gmail.com</u>

Subject: Public Comment for Takings Assessment Appeal (TA2025-001)

Date: Sunday, January 19, 2025 8:14:18 AM

To Whom This May Concern:

Please consider the following public comment with respect to the Takings Assessment Appeal (TA2025-001) as it pertains to the public hearing currently scheduled for January 21, 2025:

I, Laura Lindsey and Lindsey Chen, jointly submit these comments, as current residents of the existing Bunker Ranch Estates neighborhood.

ACCESS ROAD -

- We are respectfully requesting that any and all contractors, sub-contractors, and construction related vehicles/individuals involved in the future development of the Hardy Subdivision be forced to either create a separate access road outside of the existing Bunker Ranch Estates neighborhood front entrance gate and/or use ONLY the new exit road linking the Hardy Subdivision to HWY 290. Specifically, we are requesting that the Hardy Subdivision be prohibited from using the existing main entrance gate of Bunker Ranch Estates under all circumstances during the construction of the proposed subdivision.
 - As the developer of the Hardy Subdivision is well aware, we have specific bylaws in place which were in part created by the developer himself, that were intended to protect the current homeowners from being forced to endure "unusual construction practices." Moreover, the contract (our bylaws) in which the developer created understands that enduring years of loud construction vehicles, unauthorized individuals/vehicles from accessing our private property during all hours of the day/night, the speeding of vehicles, as well as, the danger of large construction trucks, when children are present and at

play, as well as the destruction of our current roads, qualifies as "unusual construction practices" and is a direct violation of our bylaws pursuant to Article 5, paragraph 5.25 - "Construction Activities."

- o Furthermore, it is our understanding that if such activities do constitute "unusual construction practices" we have the right as members of the community, to potentially seek an injunction via the ACC. We believe by addressing this ingress and egress issue now, all parties involved will avoid potential future litigation.
- o In addition to the aforementioned, as a result of the developer allowing our front gate to remain open during the day for many years, there have been numerous occurrences of theft on private properties under construction, as unauthorized vehicles have been known to case the various lots during active construction, and we have had numerous encounters where both children and adults are almost hit by construction workers (because we don't have sidewalks which should never have been approved by the City.) Please note that the front gate at the main entrance to Bunker Ranch is now closed after years of residents requesting to the HOA that it be closed during the daytime. The HOA took action to close the gate for the full 24 hour day period following an incident where an unwelcomed non-resident and potentially illegal adult male took pictures and engaged in inappropriate conversation with several children out for early trick or treating on Halloween this past October. Re-opening the main entrance of Bunker Ranch for construction traffic for 78 additional tracts would put the residents and especially the children of Bunker Ranch Estates at risk.
- o Finally, please understand that there are some residents of Bunker Ranch Estates who have already been forced to live through nearly 5 years of constant construction activities; with no end date in sight within the current plots of Bunker Ranch Estates; it's time for this to come to an end.

Thank you for taking the time to listen to our comments, concerns, and requests. We can both be reached for additional comments/questions by

phone and/or email as noted below.

Sincerely,

Laura Lindsey, Esq. and Lindsey Chen

Contact Info:

Laura Lindsey: LauraLindsey6212@gmail.com / (858) 335-4619

Lindsey Chen: lchen108@protonmail.com / (541) 272-2026

Sent with Proton Mail secure email.

From: Mike Wright
To: Planning

Subject: Hardy Tract Appeal

Date: Saturday, January 18, 2025 9:09:49 AM

I am responding to the Public Notice below:

CITY OF DRIPPING SPRINGS NOTICE OF PUBLIC HEARING FOR A TAKINGS ASSESSMENT APPEAL CASE #: TA2025-001

HARDY TRACT

I am a resident of Bunker Ranch and I believe that a second entry/exit for Hardy Tract is critical for the safety of Bunker Ranch residents. There are now many children in our neighborhood and plenty of traffic from residents, delivery trucks and contractors that are causing concerns and safety issues and adding to it threatens our residents even further.

A second entry/exit for Hardy Tract, would also be essential for the residents there should they build at some point.

Thank you for your consideration.

Sincerely,

Michael S. Wright 250 Reataway 630-258-8790





Hardy Tract: Taking Assessment Appeal

Laura Mueller, City Attorney
Chad Gilpin, City Engineer

BACKGROUND – HARDY TRACT

- The City of Dripping Springs has required, due to site development and fire requirements, that the project commonly known as the Hardy Tract build a road, including sidewalks and drainage.
- The property owner requested a Takings Assessment.
- Takings Assessment, drafted by City Engineer Chad Gilpin, supported the required infrastructure.
- Hardy Tract applied for variances to request relief from the sidewalk requirements. They were
 partially approved to allow sidewalks on only one side of the Hardy Road. The remaining
 variances were denied.
 - Final decision on August 27, 2024
- The developer then appealed the Takings Assessment to the City Council.



• Appellant (Developer) can appeal the Takings Assessment at any time by setting a Notice of Appeal

Takings Assessment Appeal

Process

• Once the item is placed on the City Council Agenda, the Appellant (Developer) may submit any written information to include in the City Council's Packet by the Wednesday before the meeting.

- At the meeting: A public hearing on an appeal shall proceed in the following order:
 - (1) a report from City staff including outline of the Takings Assessment;
 - (2) a presentation by the appellant;
 - (3) public hearing by persons supporting the appeal;
 - (4) public hearing by persons opposing the appeal; and
 - (5) a rebuttal by the appellant.
- At the public hearing, each speaker receives 2 minutes similar to Presentation of Citizens.
- After the item, the Appellant can choose to submit the item or submit additional information for up to ten (10) additional days.
- Once all testimony and documentation is submitted, the City Council has 30 days to issue its opinion.
 - Staff recommends that deliberation occur at the next meeting.
- Appellant then has 30 days to appeal the City Council's decision to district court if it wishes to do so.

Takings Assessment Analysis

In order for the required infrastructure to be upheld as stated in the Takings Assessment, the City must show that the requirements:

- (1) are for legitimate government purposes; and
- (2) are roughly proportional to the impact of the development.

The assessment must show that "the developer's portion of the costs [does] not exceed the amount required for infrastructure improvements that are roughly proportionate to the proposed development" for the improvements to be legally required by the City.

Difference to Variance Analysis:

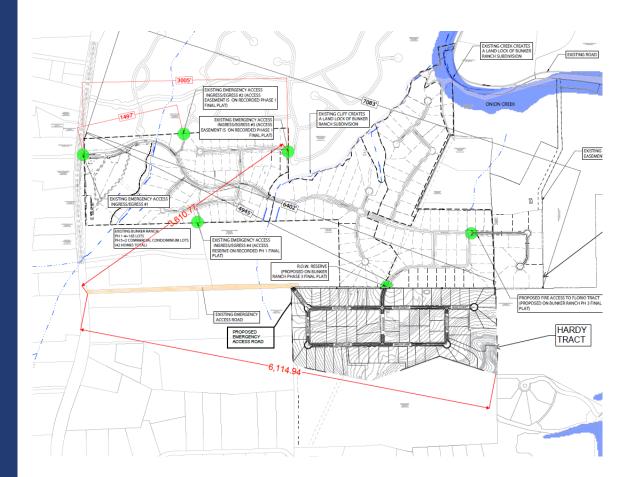
In Variance review, cost of infrastructure is not analyzed as part of the undue hardship review. Takings/Rough Proportionality does anticipate analysis of the cost of the infrastructure.

- Two points of ingress and egress Fire and City Requirement
- Two lane rural road: twenty-four foot (24 ft) road (26 ft if the development includes multi-family) Subdivision Ordinance --11.3.4
- Five (5) foot sidewalk on one side (based on partial approval of variance)
- Drainage improvements required to meet the Water Quality and Drainage mitigation as required by the Water Quality Ordinance Article 22.05.
- These improvements are to service the development and are not required to be oversized for any other development.
- There is no requirement for dedication of right-of-way or easement for the City or any other entity.

Item 6.

- The purpose of requiring two points of vehicular access is to provide safety and adequate traffic circulation to the residents of the subdivision.
- The other purpose of requiring two points of vehicular access is to provide adequate fire access based on remoteness.
- Fire Code Section D104.3 Remoteness
 "Where two fire apparatus access roads are
 required, they shall be placed a distance
 apart equal to not less than one half of the
 length of the maximum overall diagonal
 dimension of the lot or area to be served,
 measured in a straight line between
 accesses."

ROADWAYS

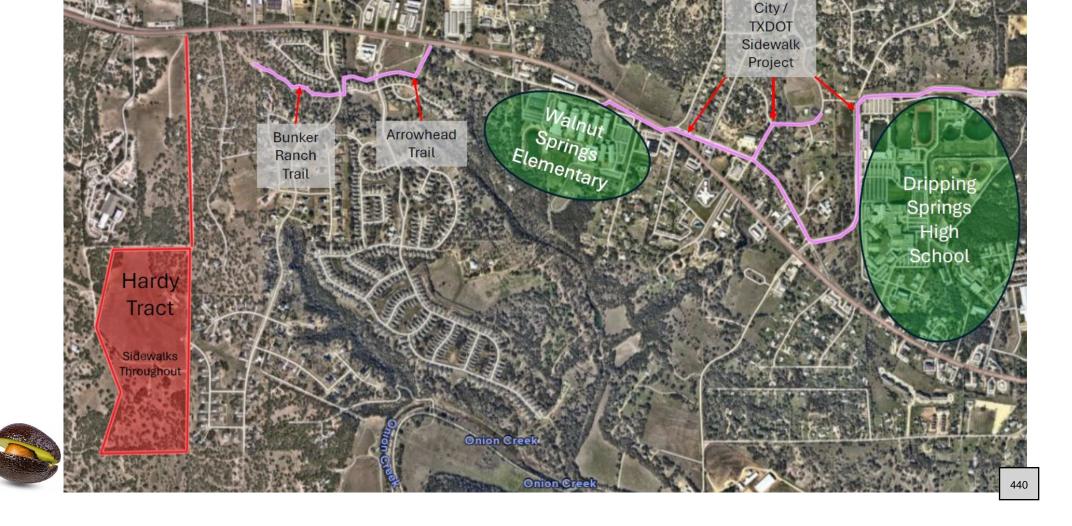


Drainage

- The requirement of adequate drainage and water quality is to ensure that any required or planned improvements do not burden other private or public parties with adverse stormwater flows.
 - In addition, it aids in protecting all waterways in the area from pollutants.

Sidewalks

The requirement for sidewalks is to provide pedestrian access to the subdivision that provides a safer alternative than walking in the roadway itself.

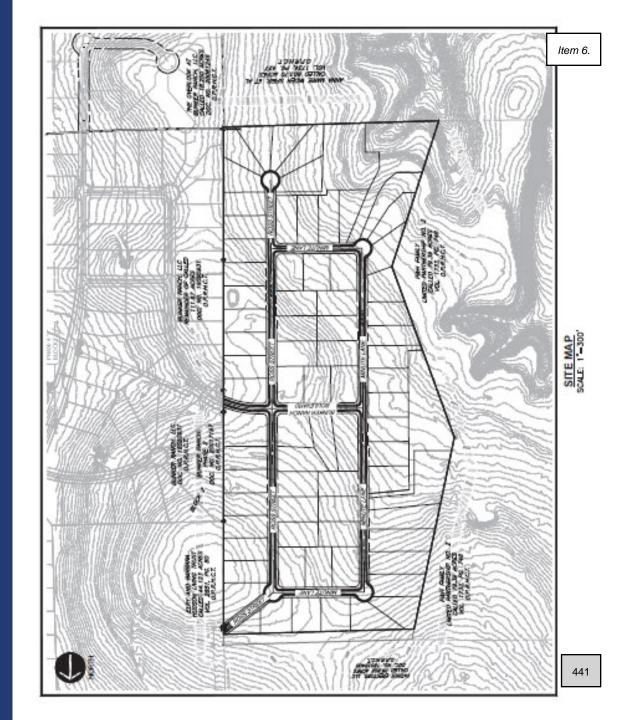




IMPACT OF DEVELOPMENT

The Hardy Tract is 78 acres and will add an additional seventyfive lots.

- This roadway is only for the residents of this development and does not have to be open to the public.
- The infrastructure required only meets minimum city and fire requirements.
- Detention and Water Quality are required by the Hardy
 Tract subdivision to mitigate increased flows to neighboring properties caused by the roadway.
- The sidewalk is only required for one side of the road and is near trails and the middle school/high school sidewalk project.



ALTERNATIVES

- The development could build a second point of access in another part of the development.
- In addition, the City has offered to review the possibility of allowing drainage to be stored on an adjacent agricultural lot.

CONCLUSION AND RECOMMENDATIONS

- The City and Fire is open to limiting the roadway to twenty-four feet so long as no multi-family is built in this development or adjacent to this roadway.
- The City is not requiring that the development pay for any additional city infrastructure or fees that are not the minimum required by the number of lots and acres within this subdivision.
- The City is not requiring any right-of-way dedication or easement to the City or any other entity.
- The Hardy Drive and related infrastructure is not for the public or the City, it is solely to benefit the safety of the future residents of the proposed development.

CONCLUSION AND NEXT STEPS



Staff Recommendation:

The City Engineer and staff found that the required infrastructure was roughly proportional to the impact of the development as it is the minimum required for the size and type of development.

Next Steps:

For the City Council to consider the appellant's arguments and the City Engineer's Takings Assessment and determine whether the required infrastructure is a taking.

Appellant can request up to 10 additional days to submit written information.

Decision must be issued by City Council within 30 days of the final submission of testimony and written information. Staff recommends deliberation occur at Council's next meeting.

Questions?



STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Ginger Faught, Deputy City Administrator

Council Meeting Date: February 18, 2025

Agenda Item Wording: Discuss and Consider approval of a Resolution Accepting the Petition

Requesting the Consent of the City of Dripping Springs for Driftwood Conservation District to Annex Certain Property in the District.

Applicant: Andrew Barrett

Agenda Item Requestor: Andrew Barrett

Summary/Background:

The 85th Texas Legislature created the Driftwood Conservation District in 2017. The District, despite its name, is essentially a Municipal Utility District. It is part of a high-end Golf Course Development in Driftwood, Hays County, Texas. The initial district acreage was approximately 522 acres. Driftwood Conservation District is within the City of Dripping Springs' extraterritorial jurisdiction.

Since its creation, Driftwood Conservation District has conducted confirmation, director and bond elections.

Driftwood Conservation District has received three separate petitions from landowners seeking to be annexed into the District boundaries. The first petition was in 2018 and sought to add approximately 37 acres to the District. The District approved the petition in February 2019.

The second Petition for Annexation of Property was filed in September 2019. In this Petition, the Petitioners sought to add approximately 119 acres. The District approved this second petition in October 2019.

The third Petition for Annexation of Property, seeking annexation of approximately 44 acres, was filed in March 2020 and approved in April 2020.

In 2021, the Texas Legislature, through SB 2183, redefined the boundaries of Driftwood Conservation District to confirm and validate the previous annexations. At that time, the District was approximately 723 acres.

In 2023, the District, upon Petition by the landowner, annexed an additional 13.9499 acres, making the current boundaries to approximately 738 acres.

The City of Dripping Springs has consented to all four of the annexations.

The District is now seeking to annex approximately 95 acres that is owned by numerous owners. All property owners have signed the annexation petitions and those are on file. This annexation would bring total acreage to approximately 828 acres. The properties being annexed all receive services from the District and are being developed under the approved Development Agreement.

Commission

N/A

Recommendations:

Recommended Council Actions:

Approve as presented.

CITY OF DRIPPING SPRINGS

RESOLUTION NO. 2025-R-_

A RESOLUTION ACCEPTING THE PETITION REQUESTING THE CONSENT OF THE CITY OF DRIPPING SPRINGS FOR DRIFTWOOD CONSERVATION DISTRICT TO ANNEX CERTAIN PROPERTY IN THE DISTRICT

- WHEREAS, by Resolutions No. 2017-17, 2018-R25 and 2019 R06, 2019-R37, 2020-R18 and Resolution 2023-R10, the City of Dripping Springs, Texas (the "City") consented to the creation of the Driftwood Conservation District, subject to certain conditions and restrictions and consented to the annexation of certain other property into the District;
- WHEREAS, The City has received a Petition formally requesting that the City consent to the annexation of approximately 90.2975 acres of land (described by the Field notes and Map attached as Exhibit A and B) into the Driftwood Conservation District pursuant to Section 54.016 of the Texas Water Code and Section 42.042 of the Texas Local Government Code.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DRIPPING SPRINGS, as follows:

- **Section 1.** The petition requesting consent of the City for the Driftwood Conservation District annexing certain property identified in Exhibit "A" (attached hereto) into the Driftwood Conservation District is granted.
- Section 2. The Mayor of the City of Dripping Springs is authorized and directed to execute this Resolution Consenting to the Driftwood Conservation District's annexation of certain property into the District.

PASSED AND APPROVED	ON this of, 2025
	Bill Foulds, Mayor
	ATTEST
	Diana Boone, City Secretary

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 1 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

STATE OF TEXAS §

COUNTY OF HAYS §

FIELDNOTE DESCRIPTION of a tract or parcel of land containing 81.7176 acres situated in the Fannie A. D. Darden, Abstract No. 664 and the Freelove Woody Survey No. 23, Abstract No. 20, Hays County, Texas, being all of that 0.83 acre tract conveyed to Masa Scott Roberts by deed recorded in Volume 333, Page 323 of the Deed Records of Hays County, Texas, a portion of that 130 acre tract, described as Tract I, a portion of that 100 acre tract, described as Tract II, a portion of that 47.5 acre tract, described as Tract III and a portion of that 200 acre tract, described as Tract IV, all conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the said Deed Records, the said 81.7176 acre tract is more particularly described by metes and bounds as follows:

BEGINNING at a cotton gin spindle found in rock, for the common north corner of the said 0.83 acre tract and the said 130 acre tract, being the southeast corner of Lot 1-B, Division of Lot 1, The J. V. Ash, Jr. Subdivision, a subdivision recorded in Volume 10, Page 217 of the Plat Records of Hays County, Texas, same being the southwest corner of Lot 2, Block 'B', "Creek of Driftwood", a subdivision recorded in Volume 8, Page 246 of the said Plat Records;

THENCE, leaving the easterly line of the said 0.83 acre tract, along the centerline of Onion Creek, with the northeast and easterly line of the above said 130 acre tract, being the southerly line of aforesaid Lot 2, Block "B", Creek of Driftwood subdivision, for the following two (2) courses:

- 1) S80°26'41"E, 216.51 feet to a calculated angle point;
- 2) N89°33'24"E, 514.79 feet to the calculated southeast corner of aforesaid Lot 2, Block 'B', same being the northeast corner of Lot 56, Block "A, Driftwood Subdivision, Phase One, Section Two, a subdivision recorded in Document No. 19026363 of the Official Public Records of Hays County, Texas;

THENCE, leaving the south line of said Lot 2, Block 'B, across the said 130 acre tract and the said 100 acre tract, with the westerly and southerly lines of said Driftwood Subdivision, Phase One, Section Two, for the following five (5) courses:

- 1) S05°40'15"E, 578.57 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner of Lot 3, Block "A", (Thurman Roberts Way variable width right-of-way);
- 2) N88°34'32"E, with the southerly right-of-way of Thurman Roberts Way, 279.37 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- Continuing along the southerly right-of-way line of Thurman Roberts Way, with said curve to the left, having a central angle of 27°58'16", a radius of 831.70 feet, a long chord of 402.01 feet (chord bears N74°35'24"E), for an arc distance of 406.03 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the right on the westerly right-of-way line of Lot 6, Block "F" (Roxie Crossing) as dedicated by plat of said Driftwood Subdivision, Phase One, Section Two;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 2 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

- Continuing with the westerly right-of-way line of Roxie Crossing, with said curve to the right, having a central angle of 87°17'31", a radius of 15.00 feet, a long chord of 20.71 feet (chord bears \$75°44'58"E), for an arc distance of 22.85 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- S32°06'12"E, continuing with the westerly line of Roxie Crossing, Driftwood, Phase One, Section Two, subdivision, 37.95 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the common southwest corner of Roxie Crossing, Driftwood, Phase One, Section Two, subdivision, same being the northwest corner of Lot 5, Block "F" (Roxie Crossing), Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Pages 236 through 240 of the Plat Records of Hays County, Texas;

THNECE, leaving the southerly line of Driftwood Subdivision, Phase One, Section Two, along the northerly and westerly line of Driftwood Subdivision, Phase One, Section One, for the following five (5) courses:

- 1) S57°25'46"W, 200.01 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) S32°06'12"E, 40.24 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- 3) With said curve to the right, having a central angle of 21°50'23", a radius of 275.00 feet, a long chord of 104.19 feet (chord bears S21°11'01"E), for an arc distance of 104.82 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the left;
- 4) With said curve to the left, having a central angle of 65°29'02", a radius of 725.00 feet, a long chord of 784.24 feet (chord bears S43°00'20"E), for an arc distance of 828.61 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 5) S75°44'51"E, 184.03 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a non-tangent curve to the right on the westerly line of Lot 2, Block "F", (Thurman Roberts Way variable width right-of-way) as dedicated by plat of Driftwood Subdivision, Phase One, Section One;

THENCE, with the westerly right-of-way line of said Thurman Roberts Way, being Lot 2, Block "F" and Lot 1, Block "F", of said Driftwood Subdivision, Phase One, Section One, for the following four (4) courses:

- 1) With said non-tangent curve to the right, having a central angle of 22°05'26", a radius of 1225.00 feet, a long chord of 469.38 feet (chord bears \$16°44'49"W), for an arc distance of 472.30 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 2) S27°47'32"W, 81.49 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 3 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

- 3) With said curve to the right, having a central angle of 09°33'11", a radius of 775.00 feet, a long chord of 129.07 feet (chord bears \$32°34'08"W), for an arc distance of 129.22 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 4) S46°06'03"W, 73.14 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;

THENCE, leaving westerly right-of-way line of said Thurman Roberts Way, across the aforesaid 200 acre tract and the said 47.5 acre tract, for the following four (4) courses:

- 1) N56°01'33"W, 199.87 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- 2) With said curve to the left, having a central angle of 145°01'54", a radius of 773.00 feet, a long chord of 1474.58 feet (chord bears S51°27'30"W), for an arc distance of 1956.68 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 3) S70°51'14"W, 489.70 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner in the aforesaid 47.5 acre tract;
- 4) N04°40'53"W, 328.13 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found on the common north line of the aforesaid 47.5 acre tract and south line of that 7.47 acre tract conveyed to D. Scott Daves as recorded in Document No. 70003517 of the said Official Public Records;

THENCE, with the northerly and westerly lines of the said 47.5 acre tract, the 200 acre tract and the 100 acre tract, for the following six (6) courses:

- 1) N88°21'08"E, with the common north line of the said 47.5 acre tract and south line of the said 7.47 acre tract, 55.66 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) N06°16'50"W, leaving the north line of the said 47.5 acre tract, with the common west line of the said 200 acre tract, the east line of the said 7.47 acre tract and the east line of that 1.12 acre tract conveyed to Kathleen Collins and Thomas Wendt as recorded in Volume 3272, Page 851 of the said Deed Records, 604.83 feet to a ½ inch iron rod, without cap, found for corner;
- 3) S89°02'53"W, 77.37 feet to a calculated point, from which a ½ inch iron rod, without cap, bears S05°17'08"W, 2.25 feet for the southeast corner of that 5.2506 acre tract conveyed to Kathleen Collins and Thomas Wendt by deed recorded in Volume 1427, Page 454 of the said Deed Records;
- 4) N05°17'08"E, 618.54 feet to a 5/8" iron rod found for the northeast corner of the said 5.04 acre tract conveyed to Educated Roofing Systems, Inc., by deed recorded in Document No. 17027808 of the said Official Public Records, being on the apparent

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 4 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

common line between the above said 288 acre tract and the 100 acre tract, same being the POINT OF REFERENCE for the 5.336 acre tract described below;

- 5) S86°24'25"W, with the above said common line between the 288 acre tract and the 100 acre tract, being the north line of the said 5.04 acre tract, 91.89 feet to a ½" iron rod found for the southeast corner of that 7.56 acre tract conveyed to HD Ventures LP by deed recorded in Volume 2625, Page 278 of the said Official Public Records and being the apparent southwest corner of the 100 acre tract;
- 6) N07°27'54"W, with the common line between the said 7.56 acre tract and the 100 acre tract, 1242.44 feet to a ½" iron rod found for the north corner of the aforesaid 7.56 acre tract and the 100 acre tract, being on the south line of Lot 1-D, of aforesaid "Division of Lot 1, The J. V. Ash, Jr. Subdivision":

THENCE, S89°18'23"E, leaving the east line of the said 6.01 acre tract, with the common north line of the said 100 acre tract and south line of the said Lot 1-D, a distance of 174.13 feet to a ½" iron rod found for the southeast corner of said Lot 1-D, same being the southwest corner of the aforesaid 0.83 acre tract;

THENCE, N08°44'17"W, leaving the north line of the said 100 acre tract, with the common east line of Lot 1-D, and west line of the said 0.83 acre tract, 101.46 feet to a ½" iron rod found for an angle point;

THENCE, N33°27'31"E, with the west line of the said 0.83 acre tract, at 148.39 feet pass a ½" iron rod found for the common east corner of Lot 1-D, and Lot 1-B, of said "Division of Lot 1, The J. V. Ash, Jr. Subdivision", and continuing along the east line of said Lot 1-B, for a total distance of 209.96 feet to a fence corner post found for an angle point for the most northerly corner of the aforesaid 0.83 acre tract;

THENCE, S69°54'59"E, with the common north line of the said 0.83 acre tract and south line of said Lot 1-B, 18.34 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 81.7176 acres of land area, SAVE and EXCEPT the following 5.336 acre tract, being all of that 5.2 acre tract conveyed to Christella Alberado by deed recorded in Volume 302, Page 484 of the said Deed Records and that 11.005 acre tract, being out of the aforesaid 100 acre tract, described as Tract II, and as more particularly described by metes and bounds as follows:

SAVE AND EXCEPT 5.336 ACRE TRACT

COMMENING at the 5/8" iron rod found for the common west corner of the said 200 acre tract and 100 acre tract, being the northeast corner of the said 10.283 acre tract, and as further described above as the POINT OF REFERENCE:

THENCE, N86°13'55"E, with the south line of the above said 100 acre tract, for a distance of 49.97 feet to a ½" iron rod found for the northwest corner of the said 5.2 acre tract and the POINT OF BEGINNING of the herein described tract;

THENCE, N86°22'32"E, with the north line of the said 5.2 acre tract, 314.54 feet to a ½" iron rod found for an angle point;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 5 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

THENCE, N87°39'46"E, 436.49 feet to a ½" iron rod found for the northeast corner of the said 5.2 acre tract;

THENCE, S05°36'14"W, 310.15 feet to a 60d nail found in a fence corner post for the southeast corner of the said 5.2 acre tract;

THENCE, S86°53'23"W, 377.12 feet to a ½" iron rod found for an angle point;

THENCE, S87°09'18"W, 372.19 feet to a ½" iron rod found for the southwest corner of the said 5.2 acre tract;

THENCE, N05°15'47"E, 311.23 feet to the POINT OF BEGINNING of the herein described tract, CONTAINING within these metes and bounds 5.336 acres of land area, to be SAVED AND EXCEPTED from the 81.7176 acre tract described above.

SAVE AND EXCEPT 0.5394 ACRE TRACT

0.5394 Acres, being all of Lot 4, Block A, Driftwood Subdivision, Phase Four Final Plat, a subdivision recorded in Document No. 22036884 of the Official Public Records of Hays County, to be SAVED AND EXCEPTED from the 81.7196 acre tract described above.

SAVE AND EXCEPT 11.005 ACRE TRACT

COMMENCING at a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the most northerly corner of Lot 1, Block "C", same being the most easterly corner of Roxie Crossing Drive (50' right-of-way) as dedicated by plat in Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Pages 236 through 240 of the Plat Records of Hays County, Texas, from which a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the most westerly corner of said Lot 1, Block "C", bears S57°25'46"W, 200.01 feet;

THENCE, leaving the westerly line of said Lot 1, Block "C", across the said 100 acre tract, with the southerly right-of-way line of Lot 6, Block "F" (Roxie Crossing), as dedicated in Driftwood Subdivision, Phase One, Section Two, a subdivision recorded in Document No. 19026363 of the Plat Records of Hays County, Texas, for the following two (2) courses:

- 1) N32°06'12"W, 37.95 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", set for the point of curvature of a curve to the left;
- With the said curve to the lest, having a central angle of 87°17'31", a radius of 15.00 feet, a long chord of 20.71 feet (chord bears N75°44'59"W), for an arc distance of 22.85 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the right at the intersection with Lot 3, Block "F", (Thurman Roberts Way, right-of-way varies), Driftwood Subdivision, Phase One, section Two:

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 6 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

THENCE, leaving the southerly right-of-way line of Roxie Crossing Drive, and continuing across the said 100 acre tract, along the southerly right-of-way line of Thurman Roberts Way, with a curve to the right having a central angle of 13°33'28", a radius of 831.70 feet, a long chord of 196.35 feet (chord bears S67°23'00"W), for an arc distance of 196.80 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the northeast corner and POINT OF BEGINNING of the herein described tract;

THENCE, leaving the southerly right-of-way line of Thurman Roberts Way, and continuing across the said 100 acre tract, for the following twelve (12) courses:

- 1) S20°32'24"E, 374.25 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) S01°59'47"E, 403.48 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner, from which a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the common south corner of Lot 3 and Lot 4, Block "C", Driftwood Subdivision, Phase One, Section One, bears N48°23'42"E, 238.83 feet;
- 3) N74°30'28"W, 279.15 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner,
- 4) N70°26'35"W, 152.74 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 5) N74°05'29"W, 144.99 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 6) N73°05'40"W, 56.98 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 7) N72°36'05"W, 103.77 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 8) N49°16'55"W, 105.41 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 9) N23°03'53"W, 107.36 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 10) N00°19'53"E, 143.04 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 11) N72°18'57"W, 177.92 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a non-tangent curve to the right;
- With the said curve to the right, having a central angle of 48°39'30", a radius of 379.00 feet, a long chord of 312.28 feet (chord bears N64°14'47"E), for an arc distance of 321.87 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 7 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

THENCE, N88°34'32"E, continuing across the said 100 acre tract, at a distance of 84.35 feet pass a ½" iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner of aforesaid Thurman Roberts Way, and continuing along the southerly line of Thurman Roberts Way, for a total distance of 363.72 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;

THENCE, continuing across the said 100 acre tract, along the southerly line of said Thurman Roberts Way, with the said curve to the left, having a central angle of 14°24'48", a radius of 831.70 feet, a long chord of 208.67 feet (chord bears N81°22'08"E), for an arc distance of 209.22 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 11.005 acres of land area, to be SAVED AND EXCEPTED from the 81.7176 acre tract described above, for a total NET AREA of 64.8372 acres of land area.

The bearings shown in this survey are grid bearings based on the Texas State Plane Coordinate System, NAD 83 (HARN) Datum, South Central Zone, derived by Global Positioning Systems surveys

Note: This description is intended for a political district creation and not for property conveyance.

That I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas this the 16th day of December, 2024.

REGORY A. WAY DESCRIPTION OF SURVEY

Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas

Fannie A. D. Darden Survey, Abstract No. 664 October 21, 2019

4.7233 Acres

Page 1 of 3

18512.31

Item 7.

STATE OF TEXAS §
COUNTY OF HAYS §

FIELDNOTE DESCRIPTION of a tract or parcel of land containing 4.7233 acres situated in the Fannie A. D. Darden Survey, Abstract No. 664, Hays County, Texas, being a portion of that 130 acre tract, described as Tract 1, conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the Deed Records of Hays County, Texas and as further described in Volume 168, Page 156 of the said Deed Records; the herein described 4.7233 acre tract is more particularly described by metes and bounds as follows:

COMMENCING at a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the common northeast corner of Lot 13, Block "A" and northwest corner of Lot 2, Block "F" (Thurman Roberts Way, right-of-way varies), Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Page 236 of the Plat Records of Hays County, Texas, same being on the southwest corner of Lot 3, Block "F" (Thurman Roberts Way, right-of-way varies) and a southeast corner of Lot 14, Block "B", Driftwood Subdivision, Phase One, Section Two, a subdivision recorded in Document No. 19026363 of the said Plat Records;

THENCE, N23°22'29"E, leaving the northerly line of said Lot 13, Block "A" and Lot 2, Block "F", along the common westerly right-of-way line of Thurman Roberts Way, (Lot 3, Block "F") and the easterly line of Lot 14, Block "B", a distance of 50.32 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the southeast corner and POINT OF BEGINNING of the herein described tract;

THENCE, N60°06'46"W, continuing across the said 130 acre tract, with the centerline of the aforesaid 100' electric easement, 175.12 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner of the herein described tract;

THENCE, continuing across the said 130 acre tract, with the northeast line of said Lot 14, Block "B", for the following six (6) courses:

- 1) N08°21'50"W, 33.32 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) N21°22'48"W, 20.10 feet a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 3) N14°01'53"W, 58.45 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 4) N18°18'45"W, 80.14feet a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 5) N42°20'24"W, 48.60 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;

Page 2 of 3

18512.31

N55°47'45"W, 42.50 feet a ½ inch iron rod, with plastic cap marked "Capital 6) Surveying Company, Inc.", found on the easterly right-of-way line of aforesaid Thurman Roberts Way (Lot 3, Block "F");

THENCE, leaving the northerly line of said Lot 14, Block "B", and continuing across the said 130 acre tract, with the interior right-of-way line of Thurman Roberts Way (Lot 3, Block "F"), for the following ten (10) courses

- 1) N25°41'33"E, 3.98 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- 2) With the said curve to the left, having a central angle of 55°00'58", a radius of 121.50 feet, a long chord of 112.24 feet (chord bears N01°48'57"W), for an arc distance of 116.67 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- N29°19'26"W, 17.15 feet to a ½ inch iron rod, with plastic cap marked "Capital 3) Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- 4) With the said curve to the right, having a central angle of 20°04'43", a radius of 78.50 feet, a long chord of 27.37 feet (chord bears N19°17'05"W), for an arc distance of 27.51 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of compound curvature of a curve to the right;
- 5) With the said curve to the right, having a central angle of 23°39'25", a radius of 44.00 feet, a long chord of 18.04 feet (chord bears N02°34'59"E), for an arc distance of 18.17 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of compound curvature of a curve to the right;
- 6) With the said curve to the right, having a central angle of 124°18'34", a radius of 234.79 feet, a long chord of 415.22 feet (chord bears N76°33'58"E), for an arc distance of 509.41 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of compound curvature of a curve to the right;
- 7) With the said curve to the right, having a central angle of 58°47'24", a radius of 78.50 feet, a long chord of 77.06 feet (chord bears S11°53'03"E), for an arc distance of 80.55 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the left;
- With the said curve to the left, having a central angle of 47°15'27", a radius of 8) 148.00 feet, a long chord of 118.64 feet (chord bears \$06°07'04"E), for an arc

Page 3 of 3

18512.31

distance of 122.07 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the right;

- 9) With the said curve to the right, having a central angle of 53°07'17", a radius of 78.50 feet, a long chord of 70.20 feet (chord bears S03°11'09"E), for an arc distance of 72.78 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 10) S23°22'28"W, a distance of 369.44 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 4.7233 acres of land area.

Bearing Basis is the Texas State Plane Coordinate System, South Central Zone, NAD 83 (GRID).

I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas this the 21st day of October, 2019.

Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas

19.302 Acres

Page 1 of 4

October 28, 2019 18521.20

Item 7.

STATE OF TEXAS §

COUNTY OF HAYS §

FIELDNOTE DESCRIPTION, of a tract or parcel of land containing 19.302 acres situated in the Freelove Woody Survey No. 23, Abstract No. 20, Hays County, Texas, being a portion of that 200 acre tract, described as Tract IV, conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the Official Public Records of Hays County, Texas, the said 19.302 acre tract being more particularly described by metes and bounds as follows:

COMMENCING at a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found on the common southerly line of the said 200 acre tract and northerly right-of-way line of State Highway RM 1826 (80.00' right-of-way), for the southeast corner of that 0.1166 acre right-of-way dedication tract, as conveyed in Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Volume 18, Pages 236 through 240 of the Plat Records of Hays County, Texas, from which a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found on the northerly right-of-way line of said RM 1826, for the southwest corner of the said 0.1166 acre right-of-way dedication tract, bears N88°48'32"W, 148.00 feet;

THENCE, leaving the northerly right-of-way line of State Highway RM 1826, across the said 200 acre tract, with the easterly line of the said 0.1166 acre right-of-way dedication, being the easterly right-of-way line of Thurman Roberts Way (variable width R.O.W.), for the following two (2) courses:

- 1) N01°11'26"E, 25.00 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- N43°49'26"W, 14.15 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the northeast corner of the said 0.1166 acre right-of-way dedication tract, being the southeast corner of Lot 1, Block "F", Driftwood Subdivision, Phase One, Section One subdivision (Thurman Roberts Way, right-of-way varies);

THENCE, leaving the northerly line of the said 0.1166 acre right-of-way dedication, and continuing across the said 200 acre tract, with the easterly line of said Lot 1, Block "F" (Thurman Roberts Way), for the following six (6) courses:

- 1) N43°49'26"W, 21.22 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) N01°10'43"E, 66.45 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With said curve to the right, having a central angle of 45°53'14", a radius of 570.00 feet, a long chord of 444.40 feet (chord bears N24°07'11"E), for an arc distance of 456.50 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;

October 28, 2019

Page 2 of 4

18521.20

Item 7.

- 4) N47°03'48"E, 50.99 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- With said curve to the left, having a central angle of 55°12'40", a radius of 320.00 feet, a long chord of 296.56 feet (chord bears N19°27'28"E), for an arc distance of 308.36 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 6) N08°08'52"W, 43.64 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner and POINT OF BEGINNING of the herein described tract;

THENCE, continuing across the said 200 acre tract, with the easterly line of the said Lot 1, Block "F" (Thurman Roberts Way), for the following six (6) courses:

- 1) N08°08'52"W, a distance of 270.55 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With the said curve to the right having a central angle of 32°07'04", a radius of 175.00 feet, a chord distance of 96.82 feet (chord bears N07°54'40"E), for an arc distance of 98.10 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 3) N23°58'11"E, a distance of 53.58 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- With the said curve to the left having a central angle of 28°12'44", a radius of 250.00 feet, a chord distance of 121.86 feet (chord bears N09°51'49"E), for an arc distance of 123.10 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 5) N04°14'32"W, a distance of 51.42 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With the said curve to the right having a central angle of 16°19'00", a radius of 375.00 feet, a chord distance of 106.43 feet (chord bears N03°54'57"E), for an arc distance of 106.79 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the northwest corner of the herein described tract, same being the point of curvature of a non-tangent curve to the left;

THENCE, leaving the easterly line of said Lot 1, Block "F" (Thurman Roberts Way), and crossing through the said 200 acre tract, for the following ten (10) courses:

With the said non-tangent curve to the left having a central angle of 84°22'00", a radius of 15.00 feet, a chord distance of 20.14 feet (chord bears S30°06'34"E), for an arc distance of 22.09 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;

October 28, 2019

Page 3 of 4

18521.20

Item 7.

- 2) S72°17'33"E, 10.71 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- With a curve to the left having a central angle of 22°56'38", a radius of 275.00 feet, a chord distance of 109.39 feet (chord bears \$83°45'53"E), for an arc distance of 110.12 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 4) N84°45'49"E, 211.28 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With a curve to the right having a central angle of 18°03'27", a radius of 725.00 feet, a chord distance of 227.55 feet (chord bears S86°12'28"E), for an arc distance of 288.49 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 6) S77°10'44"E, 128.00 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 7) S90°00'00"E (east), 229.51 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 8) N84°09'44"E, 129.83 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for corner;
- 9) N85°31'04"E, 20.00 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for corner;
- N63°47'30"E, 116.76 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found on the westerly line of Lot 1-B, Block "A", "Final Plat" of the Driftwood Solage Subdivision, Block A, Lots 1-B, being a Replat of Block A, Lot 1of the Driftwood Solage Subdivision and 17.3859 acres out of the Freelove Woody Survey No. 23, Abstract No. 664, within the extraterritorial jurisdiction of the City of Dripping Springs, Hays County, Texas, a subdivision recorded in Document No. 19037665 of the Official Public Records of Hays County, Texas, from which a ½" iron rod, with plastic cap marked "Capital Surveying Co. Inc.", found on the westerly line of said Lot 1-B, bears N14°38'40"W, 253.31 feet;

THENCE, continuing across the said 200 acre tract, with the westerly line of said Lot 1-B, for the following six (6) courses:

- 1) S14°38'40"E, 119.66 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 2) S22°46'05"E, 42.55 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;

Page 4 of 4

18521.20

Item 7.

- With a curve to the right having a central angle of 23°43'44", a radius of 375.00 feet, a chord distance of 154.20 feet (chord bears S10°54'13"E), for an arc distance of 155.30 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 4) S00°57'39"W, 317.81 feet to ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With a curve to the right having a central angle of 01°48'33", a radius of 975.00 feet, a chord distance of 30.79 feet (chord bears S01°51'55"W), for an arc distance of 30.79 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 6) S02°46'12"W, 20.69 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the southwest corner of aforesaid Lot 1-B;

THENCE, leaving the westerly line of said Lot 1-B, and continuing across the said 200 acre tract, for the following four (4) courses:

- 1) S69°45'58"W, 146.21 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 2) S84°10'39"W, 154.10 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 3) N64°35'30"W, 97.62 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 4) N89°59'25"W, 885.66 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 19.302 acres of land area.

The Bearings shown hereon are grid bearings base on the Texas State Plane Coordinate System, South Central Zone, NAD83 (HARN), derived by GPS observation.

I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 28th day of October, 2019.



Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas

18508.11

1.435 Acres

Freelove Woody Survey No. 23, Abst. No. 20 June 12 2018

Page 1 of 4

COUNTY OF HAYS

STATE OF TEXAS

§ § §

FIELDNOTE DESCRIPTION, to accompany sketch of same date, of a tract or parcel of land containing 1.435 acres situated in the Freelove Woody Survey No. 23, Abstract No. 20, Hays County, Texas, being a portion of that 100 acre tract, described as Tract II, conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 156 of the Deed Records of Hays County, Texas and that 200 acre tract, described as Tract 4 conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the said Deed Records, the said 1.435 acre tract is more particularly described by metes and bounds as follows:

BEGINNING at a ½" iron rod, with plastic cap marked "Capital Surveying Co., Inc.", found on the curving, easterly line of Lot 2, Block "F", (Thurman Roberts Way - variable width right-of-way), as dedicated in Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Pages 236 through 240 of the Plat Records of Hays County, Texas, same being the southwest corner of Lot 1, Block "A" of said Driftwood Subdivision, Phase One, Section One, from which a 1/2" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the southeast corner of Lot 6, Block "C", of said Driftwood Subdivision, Phase One, Section One, bears N84°17'13"W, 50.00 feet;

THENCE, S84°39'08"E, leaving easterly line of said Lot 2, Block "F", across the said 100 acre tract and the 200 acre tract, with the southerly line of said Lot 1, Block "A", Driftwood Subdivision, Phase One, Section One, for a distance of 146.87 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the northwest corner of Lot 1, Block "A", Driftwood Solage, a subdivision recorded in Book 18, Page 257 of the said Plat Records, for the northeast corner of the herein described tract, from which a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the southeast corner of aforesaid Lot 1, Block "A", Driftwood Subdivision, Phase One, Section One, bears S84°39'08"E, 113.68 feet;

THENCE, leaving the southerly line of said Lot 1, Block "A", Driftwood Subdivision, Phase One, Section One, and crossing through the said 200 acre tract, with the westerly line of said Lot 1, Block "A", Driftwood Solage, subdivision, for the following four (4) courses:

- 1) S05°20'52"W, 82.17 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for corner;
- 2) S14°09'20"E, 149.71 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for corner;
- 3) \$14°30'16"W, 131.29 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for corner;
- 4) N85°21'33"W, 228.91 feet to a 1/2" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the point of curvature of a non-tangent curve to the left on the easterly line of the Lot 1, Block "F", (Thurman Roberts Way - variable width right-of-way), for the southwest corner of the herein described tract, from which a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found on the easterly line of aforesaid Lot 1, Block "F", for most westerly, southwest corner of aforesaid Lot 1, Block "A", Driftwood Solage, subdivision, bears \$23°06'09"W, a chord distance of 52.71 feet;

18508.11

Item 7.

THENCE, leaving the westerly line of Lot 1, Block "A", Driftwood Solage, subdivision, continuing across the said 200 acre tract and the 100 acre tract, with the easterly line of aforesaid Lot 1 and Lot 2, Block "F", Driftwood Subdivision, Phase One, Section One (Thurman Roberts Way), for the following five (5) courses:

- 1) With a non-tangent curve to the left having a central angle of 03°13'29", a radius of 1275.00 feet, a chord distance of 71.75 feet (chord bears N20°18'20"E), for an arc distance of 71.76 feet to a ½" iron rod, with plastic cap marked "Capital Surveying Company", found for the point of compound curvature of a curve to the left;
- 2) With the said curve to the left having a central angle of 38°48'54", a radius of 140.00 feet, a chord distance of 93.04 feet (chord bears N37°33'25"E), for an arc distance of 94.84 feet to a 1/2" iron rod, with plastic cap marked "Capital Surveying Company", found for the point of tangency;
- 3) N18°08'59"E, 10.00 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the point of curvature of a curve to the left;
- 4) With the said curve to the left having a central angle of 50°39'22", a radius of 118.00 feet, a chord distance of 100.96 feet (chord bears N07°10'42"W), for an arc distance of 104.32 feet to a ½" iron rod, with plastic cap marked "Capital Surveying Company", found for the common northeast corner of aforesaid Lot 1, Block "F" and the southeast corner of Lot 2, Block "F", for the point of compound curvature of a non-tangent curve to the left;
- 5) With the said non-tangent curve to the left having a central angle of 04°28'18", a radius of 1275.00 feet, a chord distance of 99.48 feet (chord bears N07°56'17"E), for an arc distance of 99.51 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 1.435 acres of land area.

The Bearings shown hereon are grid bearings base on the Texas State Plane Coordinate System, South Central Zone, NAD83 (Grid), derived by GPS observation.

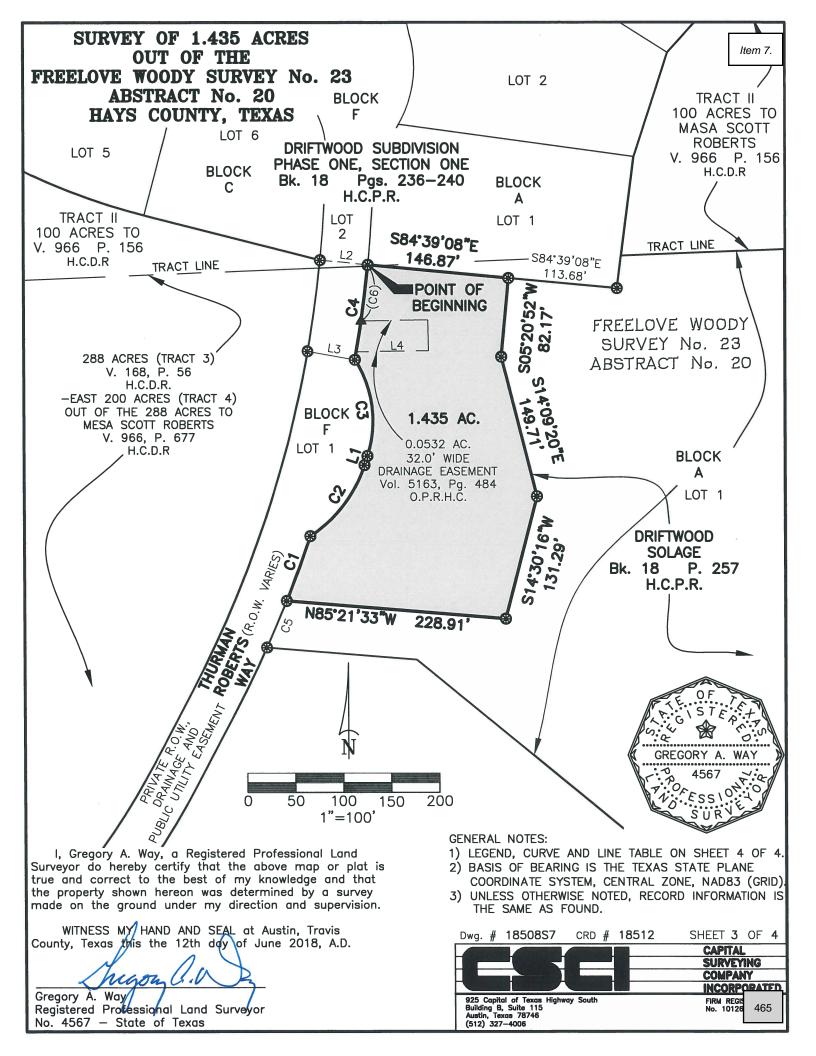
I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 12th day of June, 2018.



Gregory A. Way Registered Professional Land Surveyor

No. 4567 - State of Texas



SURVEY OF 1.435 ACRES OUT OF THE FREELOVE WOODY SURVEY No. 23 ABSTRACT No. 20 HAYS COUNTY, TEXAS

CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD	CH. BEARING
C1	03'13'29"	1275.00'	71.76'	71.75'	N20°18'20"E
C2	38'48'54"	140.00'	94.84'	93.04'	N37'33'25"E
C3	50'39'22"	118.00'	104.32'	100.96	N07'10'42"W
C4	04'28'18"	1275.00'	99.51'	99.48'	N07°56'17"E
C5	02°22'08"	1275.00'	52.72'	52.71'	S23°06'09"W
(C6)	(02°38'21")	(1275.00')	(58.73')	(52.72')	(S07°01'18"W)

LINE TABLE				
LINE	BEARING LENGTH			
L1	N18'08'59"E	10.00'		
L2	N84°17'13"W	50.00'		
L3	N79°49'34"W	50.00'		
L4	N89°15'07"E	75.32'		

LEGEND

0.P.R.H.C.

OFFICIAL PUBLIC RECORDS HAYS COUNTY

()

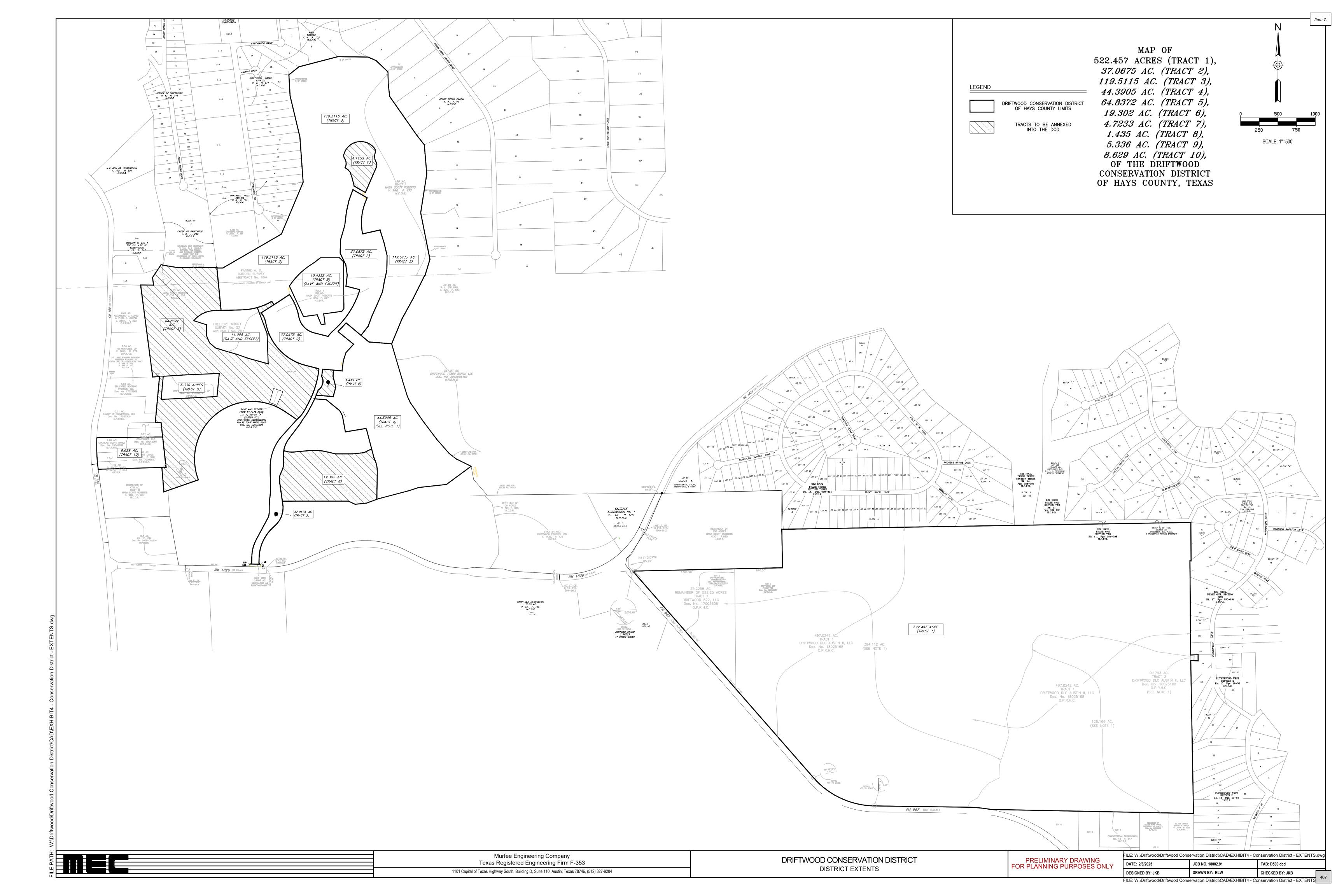
RECORD INFORMATION

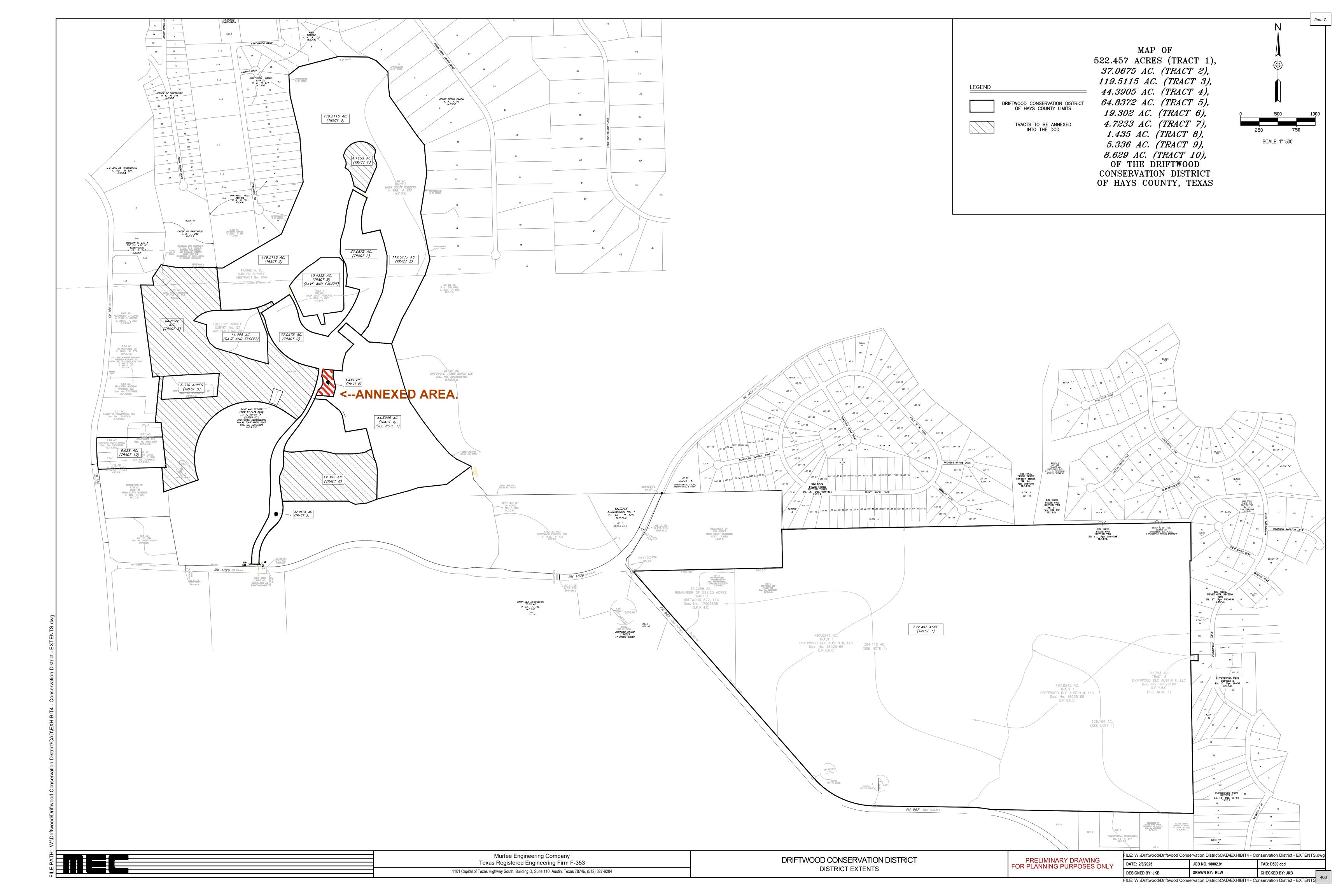
₩

1/2" IRON ROD FOUND WITH CAP STAMPED "CAPITAL SURVEYING CO. INC."

CALCULATED POINT









STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Ginger Faught, Deputy City Administrator

Council Meeting Date: February 18, 2025

Agenda Item Wording: Discuss and Consider approval of a Resolution of the City of

Dripping Springs Consenting to Legislation related to the Driftwood Conservation District. Applicant: Andrew Barrett

Agenda Item Requestor: Andrew Barrett

Summary/Background:

The 85th Texas Legislature created the Driftwood Conservation District in 2017. The District, despite its name, is essentially a Municipal Utility District. It is part of a high-end Golf Course Development in Driftwood, Hays County, Texas. The initial district acreage was approximately 522 acres. Driftwood Conservation District is within the City of Dripping Springs' extraterritorial jurisdiction.

Since its creation, Driftwood Conservation District has conducted confirmation, director and bond elections.

Driftwood Conservation District has received three separate petitions from landowners seeking to be annexed into the District boundaries. The first petition was in 2018 and sought to add approximately 37 acres to the District. The District approved the petition in February 2019.

The second Petition for Annexation of Property was filed in September 2019. In this Petition, the Petitioners sought to add approximately 119 acres. The District approved this second petition in October 2019.

The third Petition for Annexation of Property, seeking annexation of approximately 44 acres, was filed in March 2020 and approved in April 2020.

In 2021, the Texas Legislature, through SB 2183, redefined the boundaries of Driftwood Conservation District to confirm and validate the previous annexations. At that time, the District was approximately 723 acres.

In 2023, the District, upon Petition by the landowner, annexed an additional 13.9499 acres, making the current boundaries to approximately 738 acres.

The City of Dripping Springs has consented to all four of the annexations.

The District is now seeking to annex approximately 95 acres that is owned by numerous owners. A separate resolution is on the agenda to accept the petition to annex the property into the district. All property owners have signed the annexation petitions and those are on file. This annexation would bring total acreage to approximately 828 acres. The properties being annexed all receive services from the District and are being developed under the approved Development Agreement.

This Resolution is to support legislation to approve the annexation at the state level through legislation.

Commission Recommendations:

N/A

Recommended Council Actions:

Approve as presented.

CITY OF DRIPPING SPRINGS

RESOLUTION No. 2025-

A RESOLUTION OF THE CITY OF DRIPPINGS SPRINGS CONSENTING TO LEGISLATION RELATED TO THE DRIFTWOOD CONSERVATION DISTRICT

WHEREAS, a municipal utility district (the "District") was created by the Texas Legislature in 2017 by HB 4301 and the Texas Legislature redefined to the boundaries of the District by SB 2183 in 2021. The District is within the extraterritorial jurisdiction of the City of Dripping Springs, Texas (the "City") for the benefit of the affected public property, including the construction and maintenance of water, sewer, division and drainage facilities and roads;

WHEREAS, the District is named the Driftwood Conservation District;

WHEREAS, City of Dripping Springs adopted a Resolution consenting to the Creation of the Driftwood Conservation District in 2017 and to redefining the boundaries of the District in 2021; and

WHEREAS, the City of Dripping Springs desires to continue its support of the Driftwood Conservation District.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF COUNCIL OF THE CITY OF DRIPPING SPRINGS, as follows:

- Section 1. The facts and opinions in the preamble of this Resolution are true and correct.
- Section 2. The City Council of Dripping Springs hereby consents to legislation in the 89th Legislative Session that validates and confirms the annexation of property into the District and the redefining of the District's boundaries to be those reflected in Exhibit "A".
- Section 5. This Resolution shall become effective from and after the date of its passage.

PASSED AND APPROVED ON the	his, 202	5.
_		
	Bill Foulds, Jr. Mayor	
	ATTEST	
Di	iana Boone City Secretary	

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 1 of 7

Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

STATE OF TEXAS §

COUNTY OF HAYS §

FIELDNOTE DESCRIPTION of a tract or parcel of land containing 81.7176 acres situated in the Fannie A. D. Darden, Abstract No. 664 and the Freelove Woody Survey No. 23, Abstract No. 20, Hays County, Texas, being all of that 0.83 acre tract conveyed to Masa Scott Roberts by deed recorded in Volume 333, Page 323 of the Deed Records of Hays County, Texas, a portion of that 130 acre tract, described as Tract I, a portion of that 100 acre tract, described as Tract II, a portion of that 47.5 acre tract, described as Tract III and a portion of that 200 acre tract, described as Tract IV, all conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the said Deed Records, the said 81.7176 acre tract is more particularly described by metes and bounds as follows:

BEGINNING at a cotton gin spindle found in rock, for the common north corner of the said 0.83 acre tract and the said 130 acre tract, being the southeast corner of Lot 1-B, Division of Lot 1, The J. V. Ash, Jr. Subdivision, a subdivision recorded in Volume 10, Page 217 of the Plat Records of Hays County, Texas, same being the southwest corner of Lot 2, Block 'B', "Creek of Driftwood", a subdivision recorded in Volume 8, Page 246 of the said Plat Records;

THENCE, leaving the easterly line of the said 0.83 acre tract, along the centerline of Onion Creek, with the northeast and easterly line of the above said 130 acre tract, being the southerly line of aforesaid Lot 2, Block "B", Creek of Driftwood subdivision, for the following two (2) courses:

- 1) S80°26'41"E, 216.51 feet to a calculated angle point;
- 2) N89°33'24"E, 514.79 feet to the calculated southeast corner of aforesaid Lot 2, Block 'B', same being the northeast corner of Lot 56, Block "A, Driftwood Subdivision, Phase One, Section Two, a subdivision recorded in Document No. 19026363 of the Official Public Records of Hays County, Texas;

THENCE, leaving the south line of said Lot 2, Block 'B, across the said 130 acre tract and the said 100 acre tract, with the westerly and southerly lines of said Driftwood Subdivision, Phase One, Section Two, for the following five (5) courses:

- 1) S05°40'15"E, 578.57 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner of Lot 3, Block "A", (Thurman Roberts Way variable width right-of-way);
- 2) N88°34'32"E, with the southerly right-of-way of Thurman Roberts Way, 279.37 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- Continuing along the southerly right-of-way line of Thurman Roberts Way, with said curve to the left, having a central angle of 27°58'16", a radius of 831.70 feet, a long chord of 402.01 feet (chord bears N74°35'24"E), for an arc distance of 406.03 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the right on the westerly right-of-way line of Lot 6, Block "F" (Roxie Crossing) as dedicated by plat of said Driftwood Subdivision, Phase One, Section Two;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 2 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

- 4) Continuing with the westerly right-of-way line of Roxie Crossing, with said curve to the right, having a central angle of 87°17'31", a radius of 15.00 feet, a long chord of 20.71 feet (chord bears S75°44'58"E), for an arc distance of 22.85 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- S32°06'12"E, continuing with the westerly line of Roxie Crossing, Driftwood, Phase One, Section Two, subdivision, 37.95 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the common southwest corner of Roxie Crossing, Driftwood, Phase One, Section Two, subdivision, same being the northwest corner of Lot 5, Block "F" (Roxie Crossing), Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Pages 236 through 240 of the Plat Records of Hays County, Texas;

THNECE, leaving the southerly line of Driftwood Subdivision, Phase One, Section Two, along the northerly and westerly line of Driftwood Subdivision, Phase One, Section One, for the following five (5) courses:

- 1) S57°25'46"W, 200.01 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) S32°06'12"E, 40.24 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- 3) With said curve to the right, having a central angle of 21°50'23", a radius of 275.00 feet, a long chord of 104.19 feet (chord bears S21°11'01"E), for an arc distance of 104.82 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the left;
- 4) With said curve to the left, having a central angle of 65°29'02", a radius of 725.00 feet, a long chord of 784.24 feet (chord bears S43°00'20"E), for an arc distance of 828.61 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 5) S75°44'51"E, 184.03 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a non-tangent curve to the right on the westerly line of Lot 2, Block "F", (Thurman Roberts Way variable width right-of-way) as dedicated by plat of Driftwood Subdivision, Phase One, Section One;

THENCE, with the westerly right-of-way line of said Thurman Roberts Way, being Lot 2, Block "F" and Lot 1, Block "F", of said Driftwood Subdivision, Phase One, Section One, for the following four (4) courses:

- 1) With said non-tangent curve to the right, having a central angle of 22°05'26", a radius of 1225.00 feet, a long chord of 469.38 feet (chord bears \$16°44'49"W), for an arc distance of 472.30 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 2) S27°47'32"W, 81.49 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 3 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

- 3) With said curve to the right, having a central angle of 09°33'11", a radius of 775.00 feet, a long chord of 129.07 feet (chord bears S32°34'08"W), for an arc distance of 129.22 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 4) S46°06'03"W, 73.14 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;

THENCE, leaving westerly right-of-way line of said Thurman Roberts Way, across the aforesaid 200 acre tract and the said 47.5 acre tract, for the following four (4) courses:

- 1) N56°01'33"W, 199.87 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- 2) With said curve to the left, having a central angle of 145°01'54", a radius of 773.00 feet, a long chord of 1474.58 feet (chord bears S51°27'30"W), for an arc distance of 1956.68 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 3) S70°51'14"W, 489.70 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner in the aforesaid 47.5 acre tract;
- 4) N04°40'53"W, 328.13 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found on the common north line of the aforesaid 47.5 acre tract and south line of that 7.47 acre tract conveyed to D. Scott Daves as recorded in Document No. 70003517 of the said Official Public Records;

THENCE, with the northerly and westerly lines of the said 47.5 acre tract, the 200 acre tract and the 100 acre tract, for the following six (6) courses:

- 1) N88°21'08"E, with the common north line of the said 47.5 acre tract and south line of the said 7.47 acre tract, 55.66 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) N06°16'50"W, leaving the north line of the said 47.5 acre tract, with the common west line of the said 200 acre tract, the east line of the said 7.47 acre tract and the east line of that 1.12 acre tract conveyed to Kathleen Collins and Thomas Wendt as recorded in Volume 3272, Page 851 of the said Deed Records, 604.83 feet to a ½ inch iron rod, without cap, found for corner;
- 3) S89°02'53"W, 77.37 feet to a calculated point, from which a ½ inch iron rod, without cap, bears S05°17'08"W, 2.25 feet for the southeast corner of that 5.2506 acre tract conveyed to Kathleen Collins and Thomas Wendt by deed recorded in Volume 1427, Page 454 of the said Deed Records;
- 4) N05°17'08"E, 618.54 feet to a 5/8" iron rod found for the northeast corner of the said 5.04 acre tract conveyed to Educated Roofing Systems, Inc., by deed recorded in Document No. 17027808 of the said Official Public Records, being on the apparent

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 4 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

common line between the above said 288 acre tract and the 100 acre tract, same being the POINT OF REFERENCE for the 5.336 acre tract described below;

- 5) S86°24'25"W, with the above said common line between the 288 acre tract and the 100 acre tract, being the north line of the said 5.04 acre tract, 91.89 feet to a ½" iron rod found for the southeast corner of that 7.56 acre tract conveyed to HD Ventures LP by deed recorded in Volume 2625, Page 278 of the said Official Public Records and being the apparent southwest corner of the 100 acre tract;
- 6) N07°27'54"W, with the common line between the said 7.56 acre tract and the 100 acre tract, 1242.44 feet to a ½" iron rod found for the north corner of the aforesaid 7.56 acre tract and the 100 acre tract, being on the south line of Lot 1-D, of aforesaid "Division of Lot 1, The J. V. Ash, Jr. Subdivision";

THENCE, S89°18'23"E, leaving the east line of the said 6.01 acre tract, with the common north line of the said 100 acre tract and south line of the said Lot 1-D, a distance of 174.13 feet to a ½" iron rod found for the southeast corner of said Lot 1-D, same being the southwest corner of the aforesaid 0.83 acre tract;

THENCE, N08°44'17"W, leaving the north line of the said 100 acre tract, with the common east line of Lot 1-D, and west line of the said 0.83 acre tract, 101.46 feet to a ½" iron rod found for an angle point;

THENCE, N33°27'31"E, with the west line of the said 0.83 acre tract, at 148.39 feet pass a ½" iron rod found for the common east corner of Lot 1-D, and Lot 1-B, of said "Division of Lot 1, The J. V. Ash, Jr. Subdivision", and continuing along the east line of said Lot 1-B, for a total distance of 209.96 feet to a fence corner post found for an angle point for the most northerly corner of the aforesaid 0.83 acre tract;

THENCE, S69°54'59"E, with the common north line of the said 0.83 acre tract and south line of said Lot 1-B, 18.34 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 81.7176 acres of land area, SAVE and EXCEPT the following 5.336 acre tract, being all of that 5.2 acre tract conveyed to Christella Alberado by deed recorded in Volume 302, Page 484 of the said Deed Records and that 11.005 acre tract, being out of the aforesaid 100 acre tract, described as Tract II, and as more particularly described by metes and bounds as follows:

SAVE AND EXCEPT 5.336 ACRE TRACT

COMMENING at the 5/8" iron rod found for the common west corner of the said 200 acre tract and 100 acre tract, being the northeast corner of the said 10.283 acre tract, and as further described above as the POINT OF REFERENCE:

THENCE, N86°13'55"E, with the south line of the above said 100 acre tract, for a distance of 49.97 feet to a ½" iron rod found for the northwest corner of the said 5.2 acre tract and the POINT OF BEGINNING of the herein described tract;

THENCE, N86°22'32"E, with the north line of the said 5.2 acre tract, 314.54 feet to a ½" iron rod found for an angle point;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 5 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

THENCE, N87°39'46"E, 436.49 feet to a ½" iron rod found for the northeast corner of the said 5.2 acre tract;

THENCE, S05°36'14"W, 310.15 feet to a 60d nail found in a fence corner post for the southeast corner of the said 5.2 acre tract;

THENCE, S86°53'23"W, 377.12 feet to a ½" iron rod found for an angle point;

THENCE, S87°09'18"W, 372.19 feet to a ½" iron rod found for the southwest corner of the said 5.2 acre tract;

THENCE, N05°15'47"E, 311.23 feet to the POINT OF BEGINNING of the herein described tract, CONTAINING within these metes and bounds 5.336 acres of land area, to be SAVED AND EXCEPTED from the 81.7176 acre tract described above.

SAVE AND EXCEPT 0.5394 ACRE TRACT

0.5394 Acres, being all of Lot 4, Block A, Driftwood Subdivision, Phase Four Final Plat, a subdivision recorded in Document No. 22036884 of the Official Public Records of Hays County, to be SAVED AND EXCEPTED from the 81.7196 acre tract described above.

SAVE AND EXCEPT 11.005 ACRE TRACT

COMMENCING at a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the most northerly corner of Lot 1, Block "C", same being the most easterly corner of Roxie Crossing Drive (50' right-of-way) as dedicated by plat in Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Pages 236 through 240 of the Plat Records of Hays County, Texas, from which a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the most westerly corner of said Lot 1, Block "C", bears S57°25'46"W, 200.01 feet;

THENCE, leaving the westerly line of said Lot 1, Block "C", across the said 100 acre tract, with the southerly right-of-way line of Lot 6, Block "F" (Roxie Crossing), as dedicated in Driftwood Subdivision, Phase One, Section Two, a subdivision recorded in Document No. 19026363 of the Plat Records of Hays County, Texas, for the following two (2) courses:

- 1) N32°06'12"W, 37.95 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", set for the point of curvature of a curve to the left;
- With the said curve to the lest, having a central angle of 87°17'31", a radius of 15.00 feet, a long chord of 20.71 feet (chord bears N75°44'59"W), for an arc distance of 22.85 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the right at the intersection with Lot 3, Block "F", (Thurman Roberts Way, right-of-way varies), Driftwood Subdivision, Phase One, section Two:

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 6 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

THENCE, leaving the southerly right-of-way line of Roxie Crossing Drive, and continuing across the said 100 acre tract, along the southerly right-of-way line of Thurman Roberts Way, with a curve to the right having a central angle of 13°33'28", a radius of 831.70 feet, a long chord of 196.35 feet (chord bears S67°23'00"W), for an arc distance of 196.80 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the northeast corner and POINT OF BEGINNING of the herein described tract;

THENCE, leaving the southerly right-of-way line of Thurman Roberts Way, and continuing across the said 100 acre tract, for the following twelve (12) courses:

- 1) S20°32'24"E, 374.25 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) S01°59'47"E, 403.48 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner, from which a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the common south corner of Lot 3 and Lot 4, Block "C", Driftwood Subdivision, Phase One, Section One, bears N48°23'42"E, 238.83 feet;
- 3) N74°30'28"W, 279.15 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner,
- 4) N70°26'35"W, 152.74 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 5) N74°05'29"W, 144.99 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 6) N73°05'40"W, 56.98 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 7) N72°36'05"W, 103.77 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 8) N49°16'55"W, 105.41 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 9) N23°03'53"W, 107.36 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 10) N00°19'53"E, 143.04 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 11) N72°18'57"W, 177.92 feet to a plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a non-tangent curve to the right;
- With the said curve to the right, having a central angle of 48°39'30", a radius of 379.00 feet, a long chord of 312.28 feet (chord bears N64°14'47"E), for an arc distance of 321.87 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;

81.7176 Acres SAVE AND EXCEPT: 5.336 Acres, 0.5394 Acres and 11.005 Acres Page 7 of 7 Fannie A. D. Darden Survey, Abst. No. 664 Freelove Woody Survey No. 23, Abst. No. 20 December 16, 2024 17532.91

THENCE, N88°34'32"E, continuing across the said 100 acre tract, at a distance of 84.35 feet pass a ½" iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner of aforesaid Thurman Roberts Way, and continuing along the southerly line of Thurman Roberts Way, for a total distance of 363.72 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;

THENCE, continuing across the said 100 acre tract, along the southerly line of said Thurman Roberts Way, with the said curve to the left, having a central angle of 14°24'48", a radius of 831.70 feet, a long chord of 208.67 feet (chord bears N81°22'08"E), for an arc distance of 209.22 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 11.005 acres of land area, to be SAVED AND EXCEPTED from the 81.7176 acre tract described above, for a total NET AREA of 64.8372 acres of land area.

The bearings shown in this survey are grid bearings based on the Texas State Plane Coordinate System, NAD 83 (HARN) Datum, South Central Zone, derived by Global Positioning Systems surveys

Note: This description is intended for a political district creation and not for property conveyance.

That I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas this the 16th day of December, 2024.

Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas

Fannie A. D. Darden Survey, Abstract No. 664 October 21, 2019

4.7233 Acres

Page 1 of 3

18512.31

Item 8.

STATE OF TEXAS

COUNTY OF HAYS

\$ \$ \$

FIELDNOTE DESCRIPTION of a tract or parcel of land containing 4.7233 acres situated in the Fannie A. D. Darden Survey, Abstract No. 664, Hays County, Texas, being a portion of that 130 acre tract, described as Tract 1, conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the Deed Records of Hays County, Texas and as further described in Volume 168, Page 156 of the said Deed Records; the herein described 4.7233 acre tract is more particularly described by metes and bounds as follows:

COMMENCING at a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the common northeast corner of Lot 13, Block "A" and northwest corner of Lot 2, Block "F" (Thurman Roberts Way, right-of-way varies), Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Page 236 of the Plat Records of Hays County, Texas, same being on the southwest corner of Lot 3, Block "F" (Thurman Roberts Way, right-of-way varies) and a southeast corner of Lot 14, Block "B", Driftwood Subdivision, Phase One, Section Two, a subdivision recorded in Document No. 19026363 of the said Plat Records;

THENCE, N23°22'29"E, leaving the northerly line of said Lot 13, Block "A" and Lot 2, Block "F", along the common westerly right-of-way line of Thurman Roberts Way, (Lot 3, Block "F") and the easterly line of Lot 14, Block "B", a distance of 50.32 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the southeast corner and POINT OF BEGINNING of the herein described tract;

THENCE, N60°06'46"W, continuing across the said 130 acre tract, with the centerline of the aforesaid 100' electric easement, 175.12 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner of the herein described tract;

THENCE, continuing across the said 130 acre tract, with the northeast line of said Lot 14, Block "B", for the following six (6) courses:

- 1) N08°21'50"W, 33.32 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) N21°22'48"W, 20.10 feet a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 3) N14°01'53"W, 58.45 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 4) N18°18'45"W, 80.14feet a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 5) N42°20'24"W, 48.60 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;

Page 2 of 3

6) N55°47'45"W, 42.50 feet a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found on the easterly right-of-way line of aforesaid Thurman Roberts Way (Lot 3, Block "F");

THENCE, leaving the northerly line of said Lot 14, Block "B", and continuing across the said 130 acre tract, with the interior right-of-way line of Thurman Roberts Way (Lot 3, Block "F"), for the following ten (10) courses

- 1) N25°41'33"E, 3.98 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- With the said curve to the left, having a central angle of 55°00'58", a radius of 121.50 feet, a long chord of 112.24 feet (chord bears N01°48'57"W), for an arc distance of 116.67 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 3) N29°19'26"W, 17.15 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With the said curve to the right, having a central angle of 20°04'43", a radius of 78.50 feet, a long chord of 27.37 feet (chord bears N19°17'05"W), for an arc distance of 27.51 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of compound curvature of a curve to the right;
- With the said curve to the right, having a central angle of 23°39'25", a radius of 44.00 feet, a long chord of 18.04 feet (chord bears N02°34'59"E), for an arc distance of 18.17 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of compound curvature of a curve to the right;
- With the said curve to the right, having a central angle of 124°18'34", a radius of 234.79 feet, a long chord of 415.22 feet (chord bears N76°33'58"E), for an arc distance of 509.41 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of compound curvature of a curve to the right;
- With the said curve to the right, having a central angle of 58°47'24", a radius of 78.50 feet, a long chord of 77.06 feet (chord bears \$11°53'03"E), for an arc distance of 80.55 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the left;
- 8) With the said curve to the left, having a central angle of 47°15'27", a radius of 148.00 feet, a long chord of 118.64 feet (chord bears S06°07'04"E), for an arc

Page 3 of 3

October 21, 2019 18512.31

distance of 122.07 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of reverse curvature of a curve to the right;

- 9) With the said curve to the right, having a central angle of 53°07'17", a radius of 78.50 feet, a long chord of 70.20 feet (chord bears S03°11'09"E), for an arc distance of 72.78 feet to a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 10) S23°22'28"W, a distance of 369.44 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 4.7233 acres of land area.

Bearing Basis is the Texas State Plane Coordinate System, South Central Zone, NAD 83 (GRID).

I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas this the 21st day of October, 2019.

Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas

19.302 Acres

Page 1 of 4

18521.20

Item 8.

STATE OF TEXAS
COUNTY OF HAYS

§

FIELDNOTE DESCRIPTION, of a tract or parcel of land containing 19.302 acres situated in the Freelove Woody Survey No. 23, Abstract No. 20, Hays County, Texas, being a portion of that 200 acre tract, described as Tract IV, conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the Official Public Records of Hays County, Texas, the said 19.302 acre tract being more particularly described by metes and bounds as follows:

COMMENCING at a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found on the common southerly line of the said 200 acre tract and northerly right-of-way line of State Highway RM 1826 (80.00' right-of-way), for the southeast corner of that 0.1166 acre right-of-way dedication tract, as conveyed in Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Volume 18, Pages 236 through 240 of the Plat Records of Hays County, Texas, from which a ½ inch iron rod, with a plastic cap marked "Capital Surveying Company, Inc.", found on the northerly right-of-way line of said RM 1826, for the southwest corner of the said 0.1166 acre right-of-way dedication tract, bears N88°48'32"W, 148.00 feet;

THENCE, leaving the northerly right-of-way line of State Highway RM 1826, across the said 200 acre tract, with the easterly line of the said 0.1166 acre right-of-way dedication, being the easterly right-of-way line of Thurman Roberts Way (variable width R.O.W.), for the following two (2) courses:

- 1) N01°11'26"E, 25.00 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- N43°49'26"W, 14.15 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the northeast corner of the said 0.1166 acre right-of-way dedication tract, being the southeast corner of Lot 1, Block "F", Driftwood Subdivision, Phase One, Section One subdivision (Thurman Roberts Way, right-of-way varies);

THENCE, leaving the northerly line of the said 0.1166 acre right-of-way dedication, and continuing across the said 200 acre tract, with the easterly line of said Lot 1, Block "F" (Thurman Roberts Way), for the following six (6) courses:

- 1) N43°49'26"W, 21.22 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for corner;
- 2) N01°10'43"E, 66.45 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With said curve to the right, having a central angle of 45°53'14", a radius of 570.00 feet, a long chord of 444.40 feet (chord bears N24°07'11"E), for an arc distance of 456.50 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;

October 28, 2019

Page 2 of 4

18521.20

Item 8.

- 4) N47°03'48"E, 50.99 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- With said curve to the left, having a central angle of 55°12'40", a radius of 320.00 feet, a long chord of 296.56 feet (chord bears N19°27'28"E), for an arc distance of 308.36 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 6) N08°08'52"W, 43.64 feet to a ½ inch iron rod, with plastic cap marked "Capital Surveying Company, Inc.", found for the southwest corner and POINT OF BEGINNING of the herein described tract;

THENCE, continuing across the said 200 acre tract, with the easterly line of the said Lot 1, Block "F" (Thurman Roberts Way), for the following six (6) courses:

- 1) N08°08'52"W, a distance of 270.55 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With the said curve to the right having a central angle of 32°07'04", a radius of 175.00 feet, a chord distance of 96.82 feet (chord bears N07°54'40"E), for an arc distance of 98.10 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 3) N23°58'11"E, a distance of 53.58 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;
- With the said curve to the left having a central angle of 28°12'44", a radius of 250.00 feet, a chord distance of 121.86 feet (chord bears N09°51'49"E), for an arc distance of 123.10 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 5) N04°14'32"W, a distance of 51.42 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With the said curve to the right having a central angle of 16°19'00", a radius of 375.00 feet, a chord distance of 106.43 feet (chord bears N03°54'57"E), for an arc distance of 106.79 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the northwest corner of the herein described tract, same being the point of curvature of a non-tangent curve to the left;

THENCE, leaving the easterly line of said Lot 1, Block "F" (Thurman Roberts Way), and crossing through the said 200 acre tract, for the following ten (10) courses:

With the said non-tangent curve to the left having a central angle of 84°22'00", a radius of 15.00 feet, a chord distance of 20.14 feet (chord bears S30°06'34"E), for an arc distance of 22.09 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;

October 28, 2019 18521.20

Item 8.

Page 3 of 4

2) S72°17'33"E, 10.71 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the left;

- With a curve to the left having a central angle of 22°56'38", a radius of 275.00 feet, a chord distance of 109.39 feet (chord bears \$83°45'53"E), for an arc distance of 110.12 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 4) N84°45'49"E, 211.28 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With a curve to the right having a central angle of 18°03'27", a radius of 725.00 feet, a chord distance of 227.55 feet (chord bears S86°12'28"E), for an arc distance of 288.49 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 6) S77°10'44"E, 128.00 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 7) S90°00'00"E (east), 229.51 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 8) N84°09'44"E, 129.83 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for corner;
- 9) N85°31'04"E, 20.00 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for corner;
- N63°47'30"E, 116.76 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found on the westerly line of Lot 1-B, Block "A", "Final Plat" of the Driftwood Solage Subdivision, Block A, Lots 1-B, being a Replat of Block A, Lot 1of the Driftwood Solage Subdivision and 17.3859 acres out of the Freelove Woody Survey No. 23, Abstract No. 664, within the extraterritorial jurisdiction of the City of Dripping Springs, Hays County, Texas, a subdivision recorded in Document No. 19037665 of the Official Public Records of Hays County, Texas, from which a ½" iron rod, with plastic cap marked "Capital Surveying Co. Inc.", found on the westerly line of said Lot 1-B, bears N14°38'40"W, 253.31 feet;

THENCE, continuing across the said 200 acre tract, with the westerly line of said Lot 1-B, for the following six (6) courses:

- 1) S14°38'40"E, 119.66 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 2) S22°46'05"E, 42.55 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;

Page 4 of 4

18521.20

- With a curve to the right having a central angle of 23°43'44", a radius of 375.00 feet, a chord distance of 154.20 feet (chord bears S10°54'13"E), for an arc distance of 155.30 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 4) S00°57'39"W, 317.81 feet to ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of curvature of a curve to the right;
- With a curve to the right having a central angle of 01°48'33", a radius of 975.00 feet, a chord distance of 30.79 feet (chord bears S01°51'55"W), for an arc distance of 30.79 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the point of tangency;
- 6) S02°46'12"W, 20.69 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for the southwest corner of aforesaid Lot 1-B;

THENCE, leaving the westerly line of said Lot 1-B, and continuing across the said 200 acre tract, for the following four (4) courses:

- 1) S69°45'58"W, 146.21 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 2) S84°10'39"W, 154.10 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 3) N64°35'30"W, 97.62 feet to a ½" iron rod, with cap marked "Capital Surveying Company, Inc.", found for an angle point;
- 4) N89°59'25"W, 885.66 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 19.302 acres of land area.

The Bearings shown hereon are grid bearings base on the Texas State Plane Coordinate System, South Central Zone, NAD83 (HARN), derived by GPS observation.

I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 28th day of October, 2019.



Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas

18508.11

1.435 Acres

Freelove Woody Survey No. 23, Abst. No. 20 June 12 2018

Page 1 of 4

ç

COUNTY OF HAYS

STATE OF TEXAS

§ §

FIELDNOTE DESCRIPTION, to accompany sketch of same date, of a tract or parcel of land containing 1.435 acres situated in the Freelove Woody Survey No. 23, Abstract No. 20, Hays County, Texas, being a portion of that 100 acre tract, described as Tract II, conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 156 of the Deed Records of Hays County, Texas and that 200 acre tract, described as Tract 4 conveyed to Masa Scott Roberts by deed recorded in Volume 966, Page 677 of the said Deed Records, the said 1.435 acre tract is more particularly described by metes and bounds as follows:

BEGINNING at a ½" iron rod, with plastic cap marked "Capital Surveying Co., Inc.", found on the curving, easterly line of Lot 2, Block "F", (Thurman Roberts Way – variable width right-of-way), as dedicated in Driftwood Subdivision, Phase One, Section One, a subdivision recorded in Book 18, Pages 236 through 240 of the Plat Records of Hays County, Texas, same being the southwest corner of Lot 1, Block "A" of said Driftwood Subdivision, Phase One, Section One, from which a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the southeast corner of Lot 6, Block "C", of said Driftwood Subdivision, Phase One, Section One, bears N84°17'13"W, 50.00 feet;

THENCE, S84°39'08"E, leaving easterly line of said Lot 2, Block "F", across the said 100 acre tract and the 200 acre tract, with the southerly line of said Lot 1, Block "A", Driftwood Subdivision, Phase One, Section One, for a distance of 146.87 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the northwest corner of Lot 1, Block "A", Driftwood Solage, a subdivision recorded in Book 18, Page 257 of the said Plat Records, for the northeast corner of the herein described tract, from which a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the southeast corner of aforesaid Lot 1, Block "A", Driftwood Subdivision, Phase One, Section One, bears S84°39'08"E, 113.68 feet;

THENCE, leaving the southerly line of said Lot 1, Block "A", Driftwood Subdivision, Phase One, Section One, and crossing through the said 200 acre tract, with the westerly line of said Lot 1, Block "A", Driftwood Solage, subdivision, for the following four (4) courses:

- 1) S05°20'52"W, 82.17 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for corner;
- 2) S14°09'20"E, 149.71 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for corner;
- 3) S14°30'16"W, 131.29 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for corner;
- 4) N85°21'33"W, 228.91 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the point of curvature of a non-tangent curve to the left on the easterly line of the Lot 1, Block "F", (Thurman Roberts Way variable width right-of-way), for the southwest corner of the herein described tract, from which a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found on the easterly line of aforesaid Lot 1, Block "F", for most westerly, southwest corner of aforesaid Lot 1, Block "A", Driftwood Solage, subdivision, bears \$23°06'09"W, a chord distance of 52.71 feet;

18508.11

Item 8.

THENCE, leaving the westerly line of Lot 1, Block "A", Driftwood Solage, subdivision, continuing across the said 200 acre tract and the 100 acre tract, with the easterly line of aforesaid Lot 1 and Lot 2, Block "F", Driftwood Subdivision, Phase One, Section One (Thurman Roberts Way), for the following five (5) courses:

- 1) With a non-tangent curve to the left having a central angle of 03°13'29", a radius of 1275.00 feet, a chord distance of 71.75 feet (chord bears N20°18'20"E), for an arc distance of 71.76 feet to a ½" iron rod, with plastic cap marked "Capital Surveying Company", found for the point of compound curvature of a curve to the left;
- 2) With the said curve to the left having a central angle of 38°48'54", a radius of 140.00 feet, a chord distance of 93.04 feet (chord bears N37°33'25"E), for an arc distance of 94.84 feet to a ½" iron rod, with plastic cap marked "Capital Surveying Company", found for the point of tangency;
- 3) N18°08'59"E, 10.00 feet to a ½" iron rod, with a cap marked "Capital Surveying Co., Inc.", found for the point of curvature of a curve to the left;
- 4) With the said curve to the left having a central angle of 50°39'22", a radius of 118.00 feet, a chord distance of 100.96 feet (chord bears N07°10'42"W), for an arc distance of 104.32 feet to a ½" iron rod, with plastic cap marked "Capital Surveying Company", found for the common northeast corner of aforesaid Lot 1, Block "F" and the southeast corner of Lot 2, Block "F", for the point of compound curvature of a non-tangent curve to the left;
- 5) With the said non-tangent curve to the left having a central angle of 04°28'18", a radius of 1275.00 feet, a chord distance of 99.48 feet (chord bears N07°56'17"E), for an arc distance of 99.51 feet to the POINT OF BEGINNING, CONTAINING within these metes and bounds 1.435 acres of land area.

The Bearings shown hereon are grid bearings base on the Texas State Plane Coordinate System, South Central Zone, NAD83 (Grid), derived by GPS observation.

I, Gregory A. Way, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made on the ground under my direction and supervision.

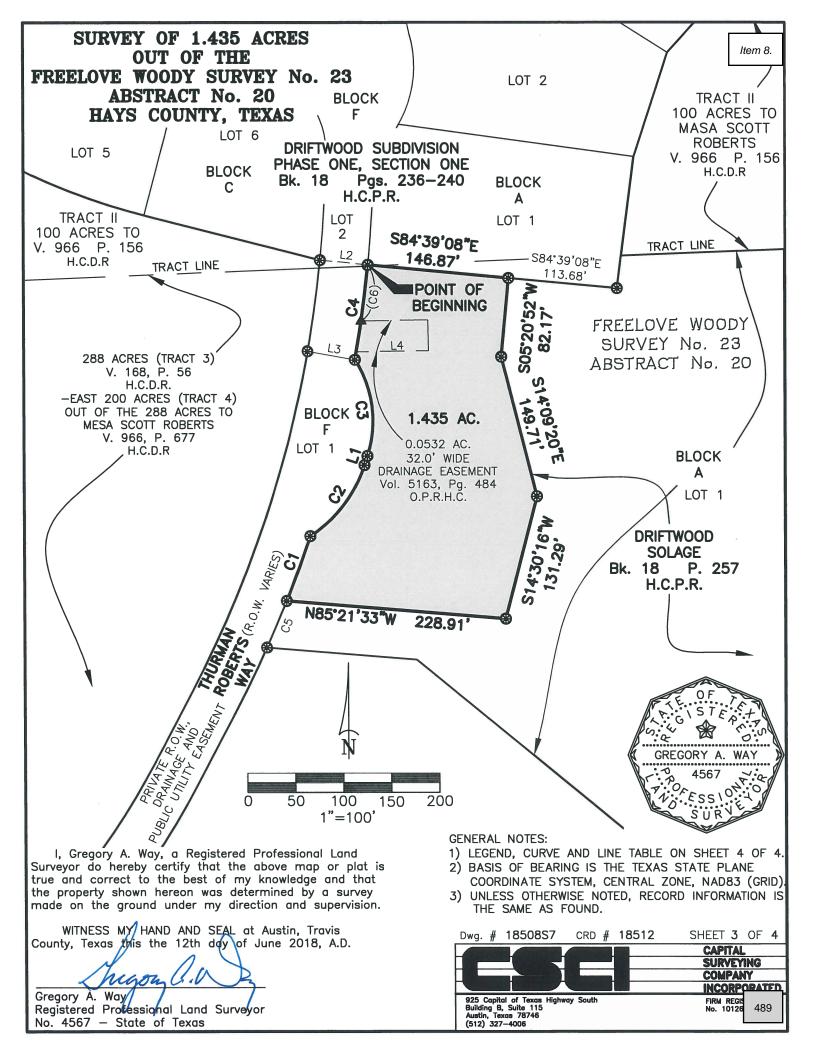
WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, this the 12th day of June, 2018.



Gregory A. Way

Registered Professional Land Surveyor

No. 4567 - State of Texas



SURVEY OF 1.435 ACRES OUT OF THE FREELOVE WOODY SURVEY No. 23 ABSTRACT No. 20 HAYS COUNTY, TEXAS

CURVE TABLE											
CURVE	DELTA	RADIUS	ARC	CHORD	CH. BEARING						
C1	03'13'29"	1275.00'	71.76'	71.75'	N20°18'20"E						
C2	38'48'54"	140.00'	94.84'	93.04'	N37'33'25"E						
C3	50'39'22"	118.00'	104.32'	100.96	N07°10'42"W						
C4	04'28'18"	1275.00'	99.51'	99.48'	N07'56'17"E						
C5	02°22'08"	1275.00'	52.72'	52.71'	S23°06'09"W						
(C6)	(02°38'21")	(1275.00')	(58.73')	(52.72')	(S07°01'18"W)						

	LINE TABLE	
LINE	BEARING	LENGTH
L1	N18'08'59"E	10.00'
L2	N84°17'13"W	50.00'
L3	N79°49'34"W	50.00'
L4	N89°15'07"E	75.32'

LEGEND

0.P.R.H.C.

OFFICIAL PUBLIC RECORDS HAYS COUNTY

()

RECORD INFORMATION

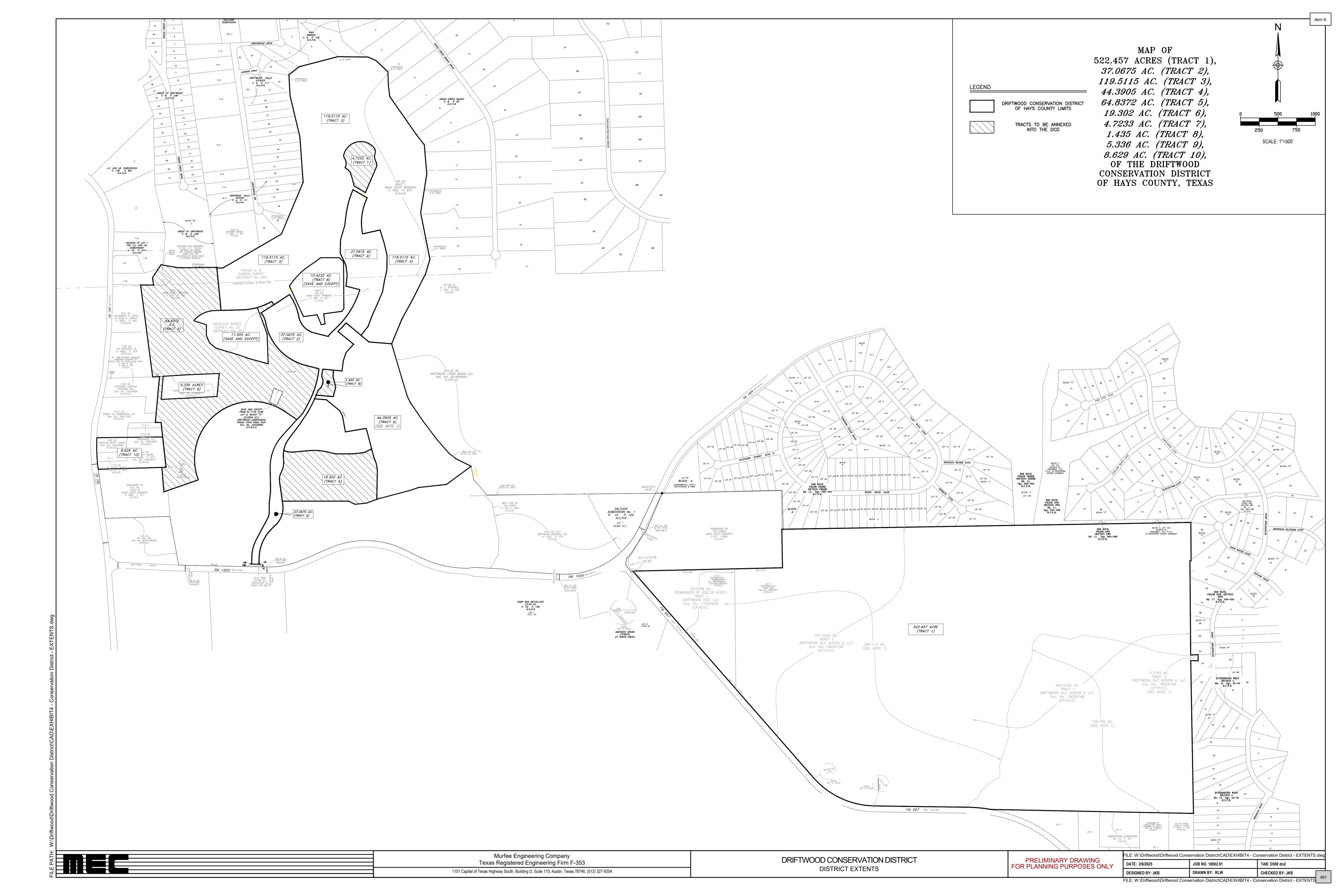
₩

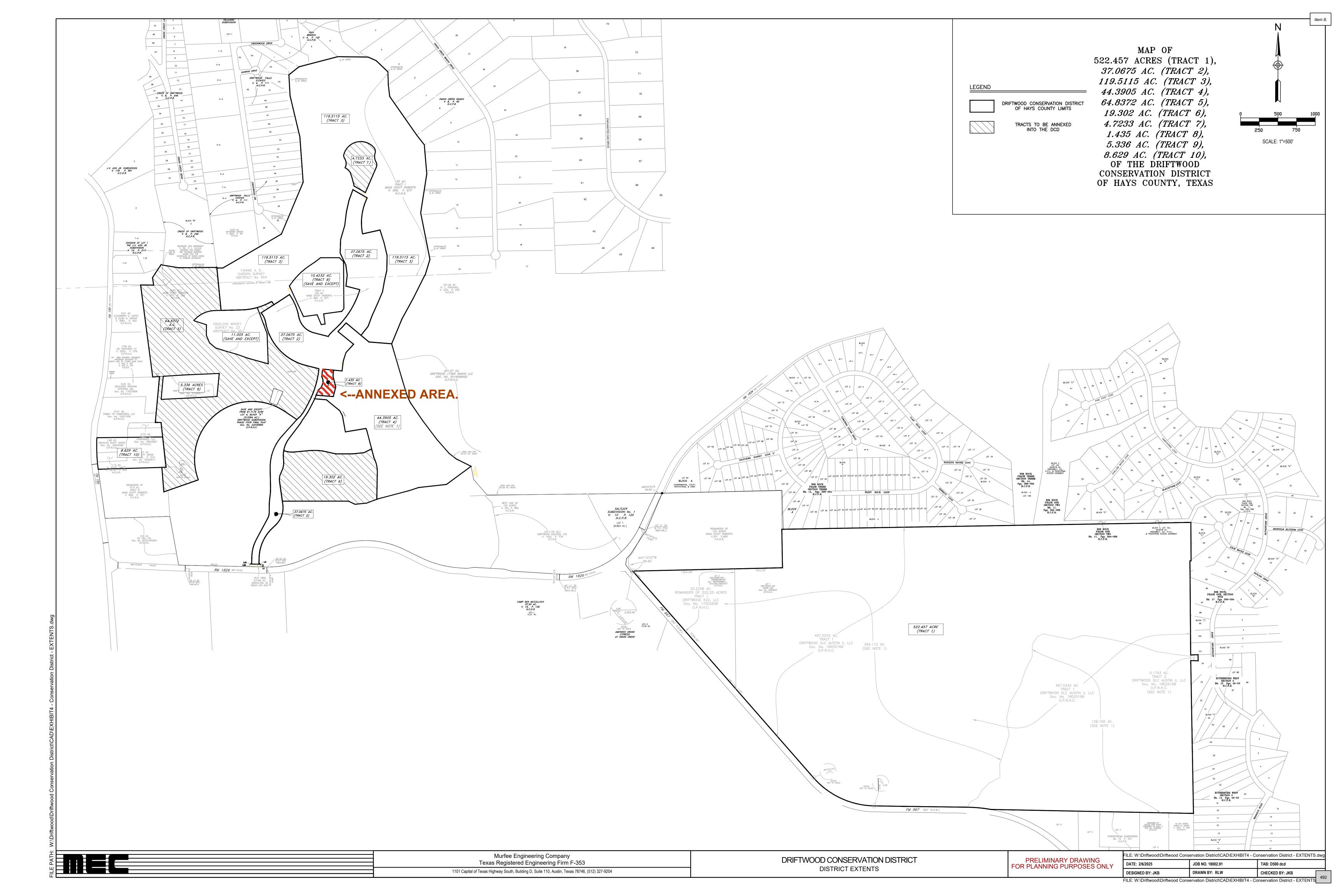
1/2" IRON ROD FOUND WITH CAP STAMPED "CAPITAL SURVEYING CO. INC."

 \blacksquare

CALCULATED POINT









STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Chad Gilpin, City Engineer;

Council Meeting Date: February 18, 2025

Agenda Item Wording: Discuss and consider approval of selection of a bidder and authorize

contract negotiation and execution for the Mercer Street Sidewalk Project Construction Contract between Dig Dug Construction, LLC and the City of Dripping Springs. Sponsor: Mayor Bill Foulds, Jr.

Sponsor: *Mayor Bill Foulds*

Summary/Background: The Mercer Street sidewalk project will construct 6-foot sidewalks for a

total length of 1,500 feet along Mercer Street, east of RM 12 to US 290. The proposed 6-foot sidewalk will continue along the north side of US 290, between Mercer Street and Rob Shelton Boulevard. The project will construct sidewalk culverts and will create a midblock crossing on Mercer Street with striping, crossing signage, and advance warning signage.

The project promotes pedestrian safety and access while connecting completed grant sidewalk projects in Downtown Dripping Springs to completed grant sidewalks along Rob Shelton Boulevard.

Construction Grant Budget

Grant Authorized Funds for Construction: \$833,342 Construction Bid: \$593,761

Grant Construction Fund contingency remaining: \$239,581

Construction Schedule

65 working days (approximately 96 calendar days)

Anticipate Notice to Proceed (NTP) early March with Construction

complete early May

Staff will coordinate with Contractor prior executing the contract to ensure that construction work and potential road closures can be suspended on

Founders Day weekend.

Commission
Recommendations:

N/A

Recommended Council Actions:

Staff Recommends approval of selection of Dig Dug Construction, LLC and

authorization to complete contract negotiation and contract execution

Attachments: Bid Proposal – Dig Dug Construction, LLC

Bid Tabulation

Recommendation of Award – Freese Nichols

Concurrence to Award – City Engineer

Construction Plans

Project Layout

Next Steps/Schedule: Staff will notify the contractor of award, then finalize the construction

contract.



Innovative approaches
Practical results
Outstanding service

10431 Morado Cir, Suite 300 • Austin, Texas 78759 • 512-617-3100 • FAX 512-617-3101

www.freese.com

February 4, 2025

Chad Gilpin, P.E.
City Engineer
City of Dripping Springs
511 W Mercer St
Dripping Springs, TX 78620

Re: Recommendation of Award of Contract
Bid Tab Comparison Spreadsheet
Contractor Reference Checks
CSJ 0914-33-094 – Mercer Street Sidewalks
FNI Project No. DSP24006

Mr. Gilpin,

Five bids were received for the above-referenced project on Thursday, January 30, 2025. The bids were evaluated and checked for responsiveness. All five bidders included the required documents and were deemed responsive.

Summary of Total Base Bids:

Contractor	Total Bid
DigDug Construction, LLC	\$ 593,761.35
Meyers Concrete Construction	\$ 602,184.50
Ten Point Services	\$ 630,465.23
Aaron Concrete Contractors, LP	\$ 674,433.70
Lone Star Sitework, LLC	\$ 873,886.20

Freese and Nichols, Inc. (FNI) performed a reference check for DigDug Construction, receiving input from three references. Two of the three references provided positive feedback and one wasn't available. Attached is the reference check form for the reference.

Recommendation of Award of Contract February 4, 2025 Page 2 of 2

Based on their bid proposal, previous construction experience, and references, FNI recommends that the Mercer Street Sidewalks project be awarded to DigDug Construction, LLC for the total bid amount of \$593,761.35.

If you have any questions concerning this recommendation, please contact me at your convenience.

Sincerely,

Andrea Bryant, PE

andrea Bryant

Freese and Nichols, Inc.

CONTRACTOR REFERENCE CHECK

CONTRACTOR:



DigDug Construction

OWNER:	City of Dripping Spr 511 W Mercer St	PERSON	PERSON CONTACTED: Tom Gdala					
PROJECT NAME:	Dripping Springs, To Mercer Street Side	TELEPHO	ONE NO.:	512-401-5064				
PROJECT NO.:	DSP24006		DATE:	02/04/2025	TIME: 1	L1:15 AM		
REPRESENTING:	Freese & Nichols							
CONTACTED BY:	Chris Dulac							
REFERENCE PROJECT: PROJECT DESCRIPTION:	Cedar Park Sidewal	lk Gap Proje	ect					
PROJECT COMPLETE:	YES □ NO ON S	CHEDULE:	▼ YES □ N	O COMPLET	ION DATE:	Jan. 2025		
PROJECT MANAGER:	Kyser Wiley							
SUPERINTENDENT(S):	Kyser Wiley							
	E = EXCELLENT	G = GOOD	F = FAII	R P = POOR				
RAT	E THE PROJECT MA	NAGER IN	THE FOLLOV	WING CATEGO	RIES:			
QUALIFICATIONS BY EXPE	RIENCE OR SKILLS	G	PROFESION	NAL CONDUCT	AND INTEGI	RITY G		
ABILITY TO MANAGE SUB	CONTRACTORS	G	ABILITY TO) WORK WITH (CHANGES	G		
COMMENTS Contracto	r did a great job han	ndling prop	erty owners	that had issue	s with the v	vork being o		
RAT	E THE SUPERINTEN	NDENT IN T	HE FOLLOW	VING CATEGOR	RIES:			
QUALIFICATIONS BY EXPE	ERIENCE OR SKILLS	G	PROFESION	NAL CONDUCT A	AND INTEGI	RITY G		
ABILITY TO MANAGE SUB	CONTRACTORS	G	ABILITY TO) WORK WITH (CHANGES	G		
COMMENTS								
RATE THE CO	NTRACTOR'S PROJI	ECT RESOU	RCES IN TH	E FOLLOWING	CATEGORI	ES:		
RATE OVERALL QUALITY	OF FINISHED PROJEC	CT E	SIGNIFICA	NT REWORK R	EQUIRED	_		
	CTED DROMDTI V	G	OUALITY (CONTROL PROC	EDURES AD	EOUATE		
DEFECTIVE WORK CORRE	CIED I ROMI ILI		_ ~~		DD OTTED TID			

				Contractor Refe	
-			APPROPRIATE USE OF	F EQUIPMENT	G
COMMENTS					
RATE THE CONTR	ACTOR'S FIN	JANCIAL	MANAGEMENT AND S	STRENGHTH:	
FINANCIAL RESOURCES ADEQUATE FO	R PROJECT	G	LIENS BY SUBCONTR	ACTORS OR SUPPLIEF	S E
PERSONNEL WAGE DISPUTES		E	COMPLAINTS OF LAT	ΓE OR NON-PAYMENT	_ <u>E</u>
COMMENTS					
RATE THE CONTRACTOR'S A	ABILITY TO (COMPLE	TE AND FOLLOW-UP (ON WARRANTY WOR	Κ:
PUNCHLIST COMPLETED IN RESONABI	LE TIME	G	_ PROJECT STAFFED F	FOR TIMELY COMPLET	
RESPONSE ON WARRANTY WORK ACC	EPTABLE _	E		☐ YES ☑ NO	
COMMENTS					
WOULD YOU RECOMMEND AWARD	OF ANOTHI	ER CONT	RACT TO THIS CONTI	RACTOR? ☑ YES ☐ N	0
COMMENTS OR RECOMMENDATIONS Y	OU WOULD	MAKE TO	O ANOTHER OWNER:	DigDug was fantas	tic for the
Sidewalk gap project and the City hop	es to work w	vith ther	n again in the future.		

CONTRACTOR REFERENCE CHECK

CONTRACTOR:



DigDug Construction

Oripping Springs, T Mercer Street Side OSP24006 Freese & Nichols Chris Dulac CO21 CDBG Sidewa		TELEPHO	ONE NO.: 02/04/2025	512-218-70 TIME: 2 :	
reese & Nichols Chris Dulac		DATE:	02/04/2025	TIME: 2:	
Chris Dulac					00 PM
2021 CDBG Sidewa					
	lk Project C	Chisholm Va	ley		
YES □ NO ON S	CHEDULE:	✓ YES □ N	O COMPLET	ON DATE:	Sept. 2024
cott McKnight					
(yser Wiley					
E = EXCELLENT	G = GOOD	F = FAII	R P = POOR		
THE PROJECT MA	NAGER IN T	THE FOLLO	WING CATEGO	RIES:	
RIENCE OR SKILLS	G	PROFESION	NAL CONDUCT A	AND INTEGRI	TY G
ONTRACTORS	G	ABILITY TO	WORK WITH	CHANGES	G
THE SUPERINTEN	NDENT IN T	HE FOLLOV	VING CATEGOR	RIES:	
RIENCE OR SKILLS	G	PROFESION	NAL CONDUCT A	AND INTEGRI	TY G
ONTRACTORS	G	ABILITY TO	WORK WITH	CHANGES	G
TRACTOR'S PROJ	ECT RESOU	RCES IN TH	E FOLLOWING	CATEGORIES	S:
F FINISHED PROJE	CT G	SIGNIFICA	NT REWORK R	EQUIRED	G
TED PROMPTLY	G	QUALITY (CONTROL PROC	EDURES ADE	QUATE G
usekeeping items v	were addre	ssed timely	after the proje	ct walkthrou	gh. They we
	Cott McKnight Kyser Wiley E = EXCELLENT THE PROJECT MA RIENCE OR SKILLS ONTRACTORS THE SUPERINTEN RIENCE OR SKILLS ONTRACTORS TRACTOR'S PROJECT TED PROMPTLY Usekeeping items v	Cott McKnight Kyser Wiley E = EXCELLENT	Cott McKnight Cyser Wiley E = EXCELLENT	E = EXCELLENT G = GOOD F = FAIR P = POOR THE PROJECT MANAGER IN THE FOLLOWING CATEGOR RIENCE OR SKILLS G PROFESIONAL CONDUCT A ONTRACTORS G ABILITY TO WORK WITH O THE SUPERINTENDENT IN THE FOLLOWING CATEGOR RIENCE OR SKILLS G PROFESIONAL CONDUCT A ONTRACTORS G ABILITY TO WORK WITH O THE SUPERINTENDENT IN THE FOLLOWING CATEGOR RIENCE OR SKILLS G PROFESIONAL CONDUCT A ONTRACTORS G ABILITY TO WORK WITH O TRACTOR'S PROJECT RESOURCES IN THE FOLLOWING F FINISHED PROJECT G SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G Q QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G Q QUALITY CONTROL PROCUSE A USE RESERVED THE SIGNIFICANT REWORK RI TED PROMPTLY G Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q Q	E = EXCELLENT G = GOOD F = FAIR P = POOR THE PROJECT MANAGER IN THE FOLLOWING CATEGORIES: RIENCE OR SKILLS G PROFESIONAL CONDUCT AND INTEGRION ABILITY TO WORK WITH CHANGES THE SUPERINTENDENT IN THE FOLLOWING CATEGORIES: RIENCE OR SKILLS G PROFESIONAL CONDUCT AND INTEGRION ABILITY TO WORK WITH CHANGES ONTRACTORS G ABILITY TO WORK WITH CHANGES TRACTOR'S PROJECT RESOURCES IN THE FOLLOWING CATEGORIES: F FINISHED PROJECT G SIGNIFICANT REWORK REQUIRED

RATE THE CONTRACTOR'S WORK HABITS AND QUALITY OF THE WORK PERFORMED:

				Contractor Refe	
ADEQUATE SKILLED LABOR FORCE COMMENTS	G		APPROPRIATE USE OF	FEQUIPMENT	G
RATE THE CONTR	RACTOR'S FI	NANCIAI	. MANAGEMENT AND S	STRENGHTH:	
FINANCIAL RESOURCES ADEQUATE F	OR PROJECT	G	LIENS BY SUBCONTR	ACTORS OR SUPPLIE	RS G
PERSONNEL WAGE DISPUTES		G	COMPLAINTS OF LAT	E OR NON-PAYMENT	<u>G</u>
COMMENTS					
RATE THE CONTRACTOR'S	ABILITY TO	COMPLE	TE AND FOLLOW-UP (ON WARRANTY WOR	K:
PUNCHLIST COMPLETED IN RESONAB	LE TIME	G	PROJECT STAFFED F	OR TIMELY COMPLET	
RESPONSE ON WARRANTY WORK ACC	EPTABLE _	G		☐ YES ☑ NO	r wordt.
COMMENTS					
WOULD YOU RECOMMEND AWARI	D OF ANOTH	ER CON	TRACT TO THIS CONTE	RACTOR? Z YES N	10
COMMENTS OR RECOMMENDATIONS	YOU WOULD	MAKE T	O ANOTHER OWNER:	DigDug was very e	asy to
work with and adapted to changes in	the project	as consti	ruction progressed.		



City of Dripping Springs

511 Mercer Street • PO Box 384 • Dripping Springs, TX 78620 • 512.858.4725 cityofdrippingsprings.com

Open spaces, friendly faces.

February 7, 2025

Ms. Michelle Meaux, AICP TxDOT Austin District 7901 N IH 35 Austin, Texas 78753

Re: Mercer St. Sidewalks 0914-33-094

Request for TxDOT Concurrence on Contract Award

Dear Ms. Meaux,

The City concurs with the recommendation of award submitted by our design consultant Freese & Nichols. We are requesting concurrence by TxDOT for award of the contract to Dig Dug Construction, LLC in the amount of Five Hundred Ninety-Three Thousand Seven Hundred Sixty-One Dollars and Thirty-Five Cents (\$593,761.35).

Let us know if you have any questions or need any further information.

Sincerely,

Chad Gilpin, PE

CHAD CRPIN

City Engineer

City of Dripping Springs, TX

CC:

Shawn Cox – Deputy City Administrator Garrett Osborne – City Grant Administrator





MEMO February 10, 2025

To: Lance Simmons, P.E.

Chief Engineer

Through: Jessica Butler, P.E.

Director of Engineering & Safety Operations

Docusigned by:

OBTC02688034DD...

From: Duane S. Milligan, P.E.

Construction Division Director



Subject: Award of a Local Government Project, Hays County

Control: 0914-33-095

Project: STP 2023 (624) TAPS

Highway: VA Hays County

The above referenced construct pedestrian infrastructure project has been reviewed. The City of Dripping Springs and the Austin District recommend awarding the contract to Dig Dug Construction, LLC. The total amount of the low bid was \$593,761.35, which is 7.8 percent under the engineer's estimate of \$644,221.00. Funds for this project are allocated in accordance with the Federal Project Authorization and Agreement (FPAA). The city is responsible for any costs above the maximum authorized federal amounts.

Attached are the State Letter of Authority (SLOA) for locally let projects and the FPAA, indicating clearances for the following:

Right of way

Encroachments

Relocation assistance

Utilities

Environmental

—DocuSigned by: 2/11/2025

7A1E426988DE4A2...

I concur with the recommendation.

We request your concurrence in the award of this project. If you have any questions, please call Duane S. Milligan, P.E., at 512/416-2456.

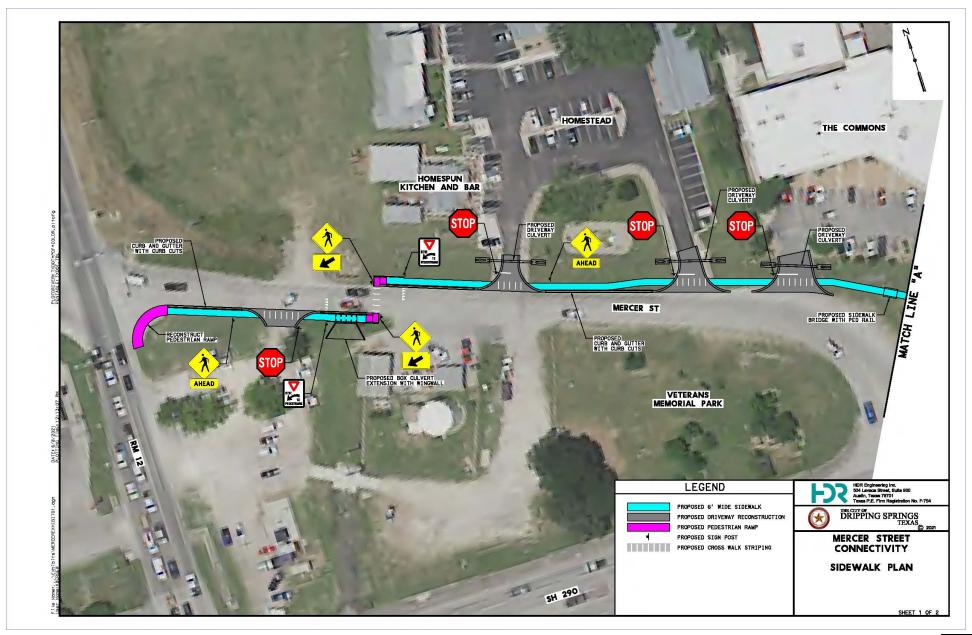


Freese & Nichols, Inc. 10431 Morado Cir, #300 Austin, TX, 78759 BID TABULATION

Client: City of Dripping Springs			Dig Dug Const		Myers Concrete		Ten Point S			te Contractors, LP	Lone Star Si	/	Avorage	f Pido	Engineerie	Eatimata
Project: Mercer Street Sidewalks				PO Box 92583		2301 FM 3237		11581 Hwy 281		PO Box 27107			Average of Bids		Engineer's Estimate	
Bid Date: Project No.: DSP24006			Austin, TX 78709		Wimberly, TX 78676		Round Mountain, TX 78663		Austin, TX 78755-2107		Wimberly, TX 78676					
	0 "	1	11 110 1	T		T	11.70	T. 10 1	11.70	T. 1.0. 1		T.10.		T. 10 1	11.70	T
# Description	Quantity	Unit	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost
1 PREPARING ROW	0.5		\$25,000.00	\$12,500.00	\$5,119.00	\$2,559.50	\$24,530.84	\$12,265.42	\$100,000.00	\$50,000.00	\$12,000.00	\$6,000.00	\$33,329.97	\$16,664.98	\$9,000.00	\$4,500.00
2 REMOVING CONCRETE (DRIVEWAYS)	508		\$20.00	\$10,160.00	\$34.00	\$17,272.00	\$34.50	\$17,526.00	\$75.00	\$38,100.00	\$31.00	\$15,748.00	\$29.50	\$14,986.00	\$30.00	\$15,240.00
3 REMOVING STAB BASE & ASPH PAV (4"-12")	75	SY	\$36.00	\$2,700.00	\$50.00	\$3,750.00	\$75.00	\$5,625.00	\$64.00	\$4,800.00	\$34.00	\$2,550.00	\$53.67	\$4,025.00	\$40.00	\$3,000.00
4 EXCAVATION (ROADWAY)	35	<u> </u>	\$87.00	\$3,045.00	\$154.00	\$5,390.00	\$45.00	\$1,575.00	\$100.00	\$3,500.00	\$48.00	\$1,680.00	\$95.33	\$3,336.67	\$70.00	\$2,450.00
5 EMBANKMENT (FINAL)(ORD COMP)(TY A)	200		\$130.00	\$26,000.00	\$100.00	\$20,000.00	\$102.00	\$20,400.00	\$45.00	\$9,000.00	\$231.00	\$46,200.00	\$110.67	\$22,133.33	\$60.00	\$12,000.00
6 BROADCAST SEED (CLAY)(RURAL)(PERM)SEED	790	SY	\$12.42	\$9,811.80	\$2.00	\$1,580.00	\$3.65	\$2,883.50	\$1.00	\$790.00	\$1.10	\$869.00	\$6.02	\$4,758.43	\$3.50	\$2,765.00
7 VEGETATIVE WATERING	14	MG	\$750.00	\$10,500.00	\$613.00	\$8,582.00	\$300.00	\$4,200.00	\$89.00	\$1,246.00	\$385.00	\$5,390.00	\$554.33	\$7,760.67	\$300.00	\$4,200.00
8 FL BS (CMP IN PLC)(TY A GR5)(6")	268	SY	\$60.00	\$16,080.00	\$29.00	\$7,772.00	\$96.00	\$25,728.00	\$33.00	\$8,844.00	\$81.25	\$21,775.00	\$61.67	\$16,526.67	\$50.00	\$13,400.00
9 CONC PVMT (CONT REINF - CRCP)(8")	76	SY	\$215.00	\$16,340.00	\$201.00	\$15,276.00	\$174.50	\$13,262.00	\$213.00	\$16,188.00	\$407.00	\$30,932.00	\$196.83	\$14,959.33	\$180.00	\$13,680.00
10 RAIL (HANDRAIL)(TY E)	185		\$180.00	\$33,300.00	\$191.00	\$35,335.00	\$156.00	\$28,860.00	\$167.00	\$30,895.00	\$180.00	\$33,300.00	\$175.67	\$32,498.33	\$210.00	\$38,850.00
11 CONC BOX CULV (6 FT X 3 FT)	8	LF	\$1,785.00	\$14,280.00	\$1,754.00	\$14,032.00	\$1,500.00	\$12,000.00	\$1,676.00	\$13,408.00	\$1,393.00	\$11,144.00	\$1,679.67	\$13,437.33	\$1,100.00	\$8,800.00
12 CONC BOX CULV (4 FT X 4 FT) (EXTEND)	24		\$875.00	\$21,000.00	\$2,127.00	\$51,048.00	\$2,430.00	\$58,320.00	\$1,135.00	\$27,240.00	\$778.00	\$18,672.00	\$1,810.67	\$43,456.00	\$1,000.00	\$24,000.00
13 RC PIPE (CL III) (24 IN)	152		\$138.00	\$20,976.00	\$137.00	\$20,824.00	\$210.00	\$31,920.00	\$200.00	\$30,400.00	\$247.00	\$37,544.00	\$161.67	\$24,573.33	\$150.00	\$22,800.00
14 WINGWALL (PW - 1) (Hw=6 FT)	1	EA	\$13,500.00	\$13,500.00	\$17,869.00	\$17,869.00	\$24,465.00	\$24,465.00	\$29,346.00	\$29,346.00	\$39,875.00	\$39,875.00	\$18,611.33	\$18,611.33	\$20,000.00	\$20,000.00
15 SET (TY II) (24 IN) (RCP) (3:1) (P)	6	EA	\$1,950.00	\$11,700.00	\$2,590.00	\$15,540.00	\$2,275.00	\$13,650.00	\$2,702.00	\$16,212.00	\$8,800.00	\$52,800.00	\$2,271.67	\$13,630.00	\$1,500.00	\$9,000.00
16 ADJUSTING MANHOLES (WATER VALVE BOX)	1	EA	\$1,500.00	\$1,500.00	\$987.00	\$987.00	\$2,500.00	\$2,500.00	\$1,099.00	\$1,099.00	\$2,500.00	\$2,500.00	\$1,662.33	\$1,662.33	\$1,500.00	\$1,500.00
17 MOBILIZATION	1	LS	\$35,500.00	\$35,500.00	\$53,767.00	\$53,767.00	\$67,459.81	\$67,459.81	\$67,426.70	\$67,426.70	\$33,700.00	\$33,700.00	\$52,242.27	\$52,242.27	\$58,566.00	\$58,566.00
18 BARRICADES, SIGNS AND TRAFFIC HANDLING	5	MO	\$6,750.00	\$33,750.00	\$1,318.00	\$6,590.00	\$2,300.00	\$11,500.00	\$1,114.00	\$5,570.00	\$2,400.00	\$12,000.00	\$3,456.00	\$17,280.00	\$7,500.00	\$37,500.00
19 PORTABLE CHANGEABLE MESSAGE SIGN	65	DAY	\$145.00	\$9,425.00	\$124.00	\$8,060.00	\$55.00	\$3,575.00	\$174.00	\$11,310.00	\$400.00	\$26,000.00	\$108.00	\$7,020.00	\$100.00	\$6,500.00
20 TMA (STATIONARY)	65	DAY	\$235.00	\$15,275.00	\$210.00	\$13,650.00	\$192.00	\$12,480.00	\$267.00	\$17,355.00	\$500.00	\$32,500.00	\$212.33	\$13,801.67	\$100.00	\$6,500.00
21 BIODEG EROSN CONT LOGS(INSTALL)(8")	1,509	LF	\$7.50	\$11,317.50	\$8.00	\$12,072.00	\$6.00	\$9,054.00	\$6.00	\$9,054.00	\$6.50	\$9,808.50	\$7.17	\$10,814.50	\$15.00	\$22,635.00
22 BIODEG EROSN CONT LOGS(REMOVAL)	1,509	LF	\$2.45	\$3,697.05	\$5.00	\$7,545.00	\$2.00	\$3,018.00	\$1.00	\$1,509.00	\$1.30	\$1,961.70	\$3.15	\$4,753.35	\$5.00	\$7,545.00
23 CONC CURB & GUTTER (TY II)	602	LF	\$40.00	\$24,080.00	\$44.00	\$26,488.00	\$54.75	\$32,959.50	\$34.00	\$20,468.00	\$55.00	\$33,110.00	\$46.25	\$27,842.50	\$30.00	\$18,060.00
24 CONC CURB (TY C1)	140	LF	\$70.00	\$9,800.00	\$90.00	\$12,600.00	\$223.00	\$31,220.00	\$134.00	\$18,760.00	\$295.00	\$41,300.00	\$127.67	\$17,873.33	\$150.00	\$21,000.00
25 CONC CURB (TY F1)	31	LF	\$175.00	\$5,425.00	\$268.00	\$8,308.00	\$316.00	\$9,796.00	\$267.00	\$8,277.00	\$644.00	\$19,964.00	\$253.00	\$7,843.00	\$180.00	\$5,580.00
26 CONC CURB (TY F3)	19	LF	\$190.00	\$3,610.00	\$482.00	\$9,158.00	\$397.00	\$7,543.00	\$454.00	\$8,626.00	\$975.00	\$18,525.00	\$356.33	\$6,770.33	\$350.00	\$6,650.00
27 DRIVEWAYS (CONC)	508	SY	\$132.75	\$67,437.00	\$108.00	\$54,864.00	\$105.00	\$53,340.00	\$99.00	\$50,292.00	\$188.00	\$95,504.00	\$115.25	\$58,547.00	\$150.00	\$76,200.00
28 CONC SIDEWALKS (5")	730	SY	\$103.50	\$75,555.00	\$87.00	\$63,510.00	\$88.00	\$64,240.00	\$137.00	\$100,010.00	\$167.00	\$121,910.00	\$92.83	\$67,768.33	\$140.00	\$102,200.00
29 CONC SIDEWALKS (6")	108	SY	\$121.50	\$13,122.00	\$97.00	\$10,476.00	\$112.50	\$12,150.00	\$127.00	\$13,716.00	\$198.00	\$21,384.00	\$110.33	\$11,916.00	\$150.00	\$16,200.00
30 CURB RAMPS (TY 2)	2	EA	\$2,500.00	\$5,000.00	\$4,274.00	\$8,548.00	\$2,600.00	\$5,200.00	\$1,664.00	\$3,328.00	\$5,950.00	\$11,900.00	\$3,124.67	\$6,249.33	\$3,300.00	\$6,600.00
31 CONC MEDIAN	10	SY	\$235.00	\$2,350.00	\$145.00	\$1,450.00	\$167.00	\$1,670.00	\$273.00	\$2,730.00	\$837.00	\$8,370.00	\$182.33	\$1,823.33	\$180.00	\$1,800.00
32 REFL PAV MRK TY I (W)24"(SLD)(100MIL)	90	LF	\$35.00	\$3,150.00	\$35.00	\$3,150.00	\$12.00	\$1,080.00	\$29.00	\$2,610.00	\$33.00	\$2,970.00	\$27.33	\$2,460.00	\$50.00	\$4,500.00
33 INSTL RDSD FLSH BCN ASSM (SOLAR PWRD	2	EA	\$20,937.50	\$41,875.00	\$27,066.00	\$54,132.00	\$9,500.00	\$19,000.00	\$21,162.00	\$42,324.00	\$23,000.00	\$46,000.00	\$19,167.83	\$38,335.67	\$20,000.00	\$40,000.00
34 FORCE ACCOUNT – EROSION CONTROL	1	LS	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
35 FORCE ACCOUNT – SAFETY CONTINGENCY	1	LS	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
TOTAL AMOUNT - BASE BID				\$593,761.35	Ī	\$602,184.50		\$630,465.23		\$674,433.70		\$873,886.20		\$616,360.37		\$644,221.00

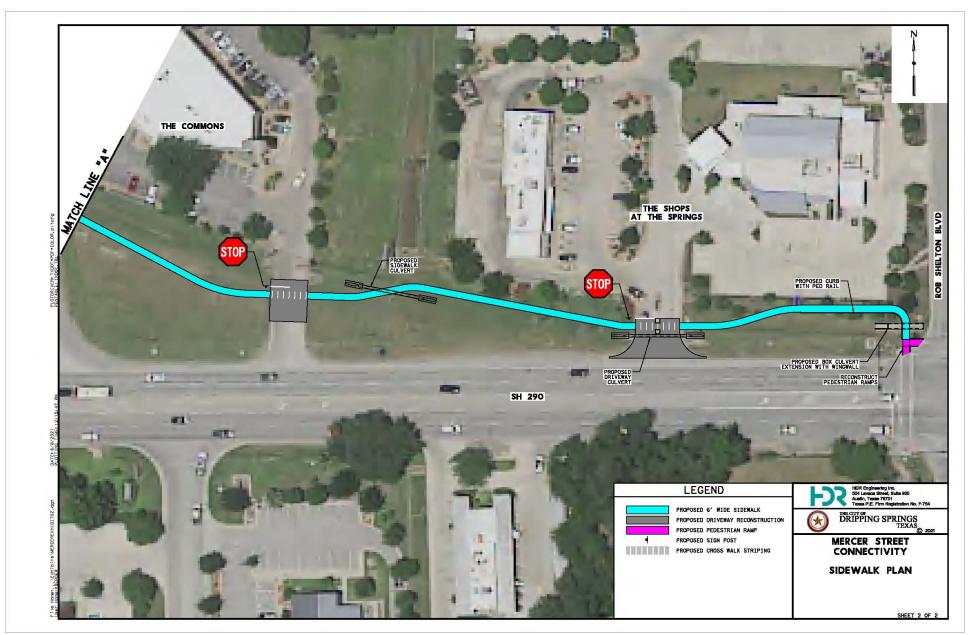


Conceptual Design





Conceptual Design



ADDENDUM NO. 2

Project: MERCER STREET SIDEWALK PROJECT

Owner: City of Dripping Springs, Texas

Date: **January 23, 2025**

Bidders are hereby notified of the following revisions and/or clarifications to the construction plans, contract documents and specifications. This Addendum forms a part of the Contract and clarifies, corrects, or modifies original Bid Documents.

BEGIN REVISIONS

I. Contract Documents and Specifications:

Section B-1 Bid Form – Header (all sheets)

MODIFY – the header of the Bid Form by adding a "**W**" to indicate this project is identified as a "waived" project. Contractors who wish to bid on the project will need to complete the Bidder's Questionnaire in lieu of the Confidential Questionnaire.

MODIFY – Updated the address where bids are to be delivered to: **Dripping Springs Ranch Park Event Center, 1042 Event Center Drive, Dripping Springs, Texas 78620**

Section C-7 Contract Time & Liquidated Damages

MODIFY – Paragraph 1, Sentence 1 - The Contract Performance for this project shall be **65 working days** as defined in the Specifications under General Conditions.

II. Attachments:

This Addendum contains 6 page(s) of attachment(s).

- Section B-1 Bid Form (5 Pages)
- Section C-7 Contract Time & Liquidated Damages (1 page)

END REVISIONS

BIDDERS MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM ON THEIR BID PROPOSAL TO HAVE THEIR BIDS RECOGNIZED.

Revisions By:

Chad Gilpin, PE – City Engineer

MERCER STREET SIDEWALK

Item 9.

Project: MERCER STREET SIDEWALK

THIS BID IS SUBMITTED TO:

City of Dripping Springs Dripping Springs Ranch Park Event Center 1042 Event Center Drive Dripping Springs, Texas 78620

FROM:	
	Contractor

- 1. The undersigned BIDDER proposes and agrees, if this Bid is accepted, to enter into an Agreement with OWNER in the form included in the Contract Documents to perform and furnish all Work as specified or indicated in the Contract Documents for the Contract Price and within the Contract Time indicated in this Bid and in accordance with the other terms and conditions of the Contract Documents.
- 2. BIDDER agrees to commence Work under this Contract on a date to be specified in written "Notice to Proceed" of the OWNER and to reach Substantial Completion of the Work within sixty-five (65) working days thereafter. BIDDER further agrees to pay, as liquidated damages, the sum for each consecutive working day thereafter as provided in Division C, Section 7 thereafter that Substantial Completion has not been reached as provided in the Agreement.
- 3. BIDDER accepts all of the terms and conditions of the Advertisement, Notice to Bidders and Instructions to Bidders, including without limitation those dealing with the deposition of Bid Security. This Bid will remain subject to acceptance for 60 calendar days after the day of Bid opening. BIDDER will sign and submit the Agreement with the Bonds and other documents required by the Bidding Requirements within 10 calendar days after the date of OWNER's Notice of Award.
- 4. In submitting Bid, BIDDER represents, as more fully set forth in the Agreement, that:
 - A. BIDDER has examined copies of all the Bidding Documents and of the following Addenda (receipt of all which is hereby acknowledged):

Addendum No.:	Dated:
Addendum No.:	Dated:

B. BIDDER has familiarized itself with the nature and extent of the Contract Documents, Work, site, locality, and all local conditions and Laws and Regulations that in any manner may affect cost, progress, performance, or furnishing of the Work.

BF - 1 of 5 January 2024

- D. BIDDER has obtained and carefully studied (or assumes responsibility for obtaining and carefully studying) all such examinations, investigations, explorations, tests, and studies that pertain to the subsurface or physical conditions at the site or otherwise may affect the cost, progress, performance, or furnishing of the Work as BIDDER considers necessary for the performance or furnishing of the Work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, explorations, tests, reports, or similar information or data are or will be required by BIDDER for such purposes.
- E. BIDDER has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, or similar information or data in respect of said Underground Facilities are or will be required by BIDDER, of the OWNER and/or the ENGINEER, in order to perform and furnish the Work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents.
- F. BIDDER has correlated the results of all such observations, examinations, investigations, explorations, tests, reports, and studies with the terms and conditions of the Contract Documents.
- G. BIDDER has given ENGINEER written notice of all conflicts, errors, or discrepancies that it has discovered in the Contract Documents, and the written resolution thereof by ENGINEER is acceptable to BIDDER.
- H. This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, or corporation, and is not submitted in conformity with any Agreement or rules of any group, association, organization, or corporation; BIDDER has not directly or indirectly induced or solicited any other BIDDER to submit a false or sham Bid; BIDDER has not solicited or induced any person, firm, or corporation to refrain from bidding; and BIDDER has not sought by collusion to obtain for itself any advantage over any other BIDDER or over OWNER.
- 5. The following documents (signed and completed) are attached to and made a condition of this Bid:
 - A. Required Bid Security in the form of a Bid Bond, Cashier's Check, or Certified Check.
 - B. Non-Collusion Affidavit
 - C. Conflict of Interest Statement
 - D. Information From Bidders

MERCER STREET SIDEWALK

City of Dripping Springs, Texas

Section B-1 BID FORM (W)

Item 9.

RESPECTFULLY SUBMITTED on	, 2025.		
By:(Authorized Signature)	Bidder, if the Bidder is an individual Partner, if the Bidder is a Partnership Officer, if the Bidder is a Corporation		
(Typed or Printed Name and Title)			
Bidder: (Name of Company)			
(Name of Company)			
Business Address:			
Telephone No:			
IF Bidder is a Corporation:			
ATTEST			
(Signature of Witness)	(Corporate Seal)		
	(State of Incorporation)		
IED:11 ' I ' I '			

IF Bidder is a Joint Venture:

Each joint venture must sign a separate copy of this page. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.

BF - 3 of 5 January 2024

City of Dripping Springs, Texas

ITEM NO.	QUANTITY	UNIT	ITEM DESCRIPTION	UNIT PRICE	UNIT COST
100-7001	0.5	AC	PREPARING ROW		
104-7011	508	SY	REMOVING CONCRETE (DRIVEWAYS)		
105-7008	75	SY	REMOVING STAB BASE & ASPH PAV (4"-12")		
110-7011	35	CY	EXCAVATION (ROADWAY)		
132-7001	200	CY	EMBANKMENT (FINAL) (ORD COMP) (TY A)		
164-7002	790	SY	BROADCAST SEED(CLAY)(RURAL)(PERM)SEED		
168-7001	14	MG	VEGETATIVE WATERING		
247-7047	268	SY	FL BS (CMP IN PLC)(TY A GR5)(6")		
360-7002	76	SY	CONC PVMT (CONT REINF - CRCP) (8")		
450-7062	185	LF	RAIL (HANDRAIL) (TY E)		
462-7011	8	LF	CONC BOX CULV (6 FT X 3 FT)		
462-7060	24	LF	CONC BOX CULV (4 FT X 4 FT) (EXTEND)		
464-7005	152	LF	RC PIPE (CL III) (24 IN)		
466-7176	1	EA	WINGWALL (PW - 1) (Hw=6 FT)		
467-7469	6	EA	SET (TY II) (24 IN) (RCP) (3:1) (P)		
479-7001	1	EA	ADJUSTING MANHOLES (WATER VALVE BOX)		
500-7001	1	LS	MOBILIZATION		
502-7001	5	МО	BARRICADES, SIGNS AND TRAFFIC HANDLING		
503-7001	65	DAY	PORTABLE CHANGEABLE MESSAGE SIGN		
505-7001	65	DAY	TMA (STATIONARY)		
506-7043	1509	LF	BIODEG EROSN CONT LOGS(INSTALL)(8")		
506-7046	1509	LF	BIODEG EROSN CONT LOGS(REMOVAL)		
529-7009	602	LF	CONC CURB & GUTTER (TY II)		
529-7016	140	LF	CONC CURB (TY C1)		
529-7017	31	LF	CONC CURB (TY F1)		
529-7019	19	LF	CONC CURB (TY F3)		
530-7006	508	SY	DRIVEWAYS (CONC)		
531-7002	730	SY	CONC SIDEWALKS (5")		
531-7003	108	SY	CONC SIDEWALKS (6")		

MERCER STREET SIDEWALK

City of Dripping Springs, Texas

Section B-1 BID FORM (W)

Item 9.

ITEM NO.	QUANTITY	UNIT	ITEM DESCRIPTION	UNIT PRICE	UNIT COST
531-7006	2	EA	CURB RAMPS (TY 2)		
536-7002	10	SY	CONC MEDIAN		
666-7036	90	LF	REFL PAV MRK TY I (W)24"(SLD)(100MIL)		
685-7004	2	EA	INSTL RDSD FLSH BCN ASSM (SOLAR PWRD)		
XXXX-XXXX	1	LS	FORCE ACCOUNT – EROSION CONTROL	\$5,000	\$5,000
XXXX-XXXX	1	LS	FORCE ACCOUNT – SAFETY CONTINGENCY	\$5,000	\$5,000

TOTAL BASE BID:	\$
* TOTAL:	\$

BF - 5 of 5 January 2024

^{*} Note: This total must be the same amount as shown above for "Total Base Bid".

CONTRACT TIME & LIQUIDATED DAMAGES

The Contract Performance for this project shall be 65 working days as defined in the Specifications under General Conditions.

The time set forth in the proposal for the completion of the work is an essential element of the Contract. For each working day under the conditions described in the preceding Paragraph that any work shall remain uncompleted after the expiration of the calendar days specified in the Contract, together with any additional working days allowed, the amount per day given in the following schedule will be deducted from the money due or to become due the Contractor, not as a penalty but as liquidated damages.

	FOR AMOUNT OF CONTRACT	
From More Than	To and Including	Amount of Liquidated Damages Per Working Days
\$0	\$100,000	\$200
\$100,000	\$500,000	\$400
\$500,000	\$1,000,000	\$550
\$1,000,000	\$2,000,000	\$700
\$2,000,000	\$5,000,000	\$850
\$5,000,000	\$10,000,000	\$1,200
\$10,000,000	\$15,000,000	\$1,500
\$15,000,000	\$20,000,000	\$1,700
\$p20,000,000	Over \$20,000,000	\$2,500

CTLD 1 of 1 January 2024 512

Item 9.

ADDENDUM NO. 1

Project: MERCER STREET SIDEWALK PROJECT

Owner: City of Dripping Springs, Texas

Date: **January 13, 2025**

Bidders are hereby notified of the following revisions and/or clarifications to the construction plans, contract documents and specifications. This Addendum forms a part of the Contract and clarifies, corrects, or modifies original Bid Documents.

BEGIN REVISIONS

I. Contract Documents and Specifications:

Section A-1 NOTICE TO BIDDERS - Page 1 of 2

MODIFY – Paragraph 1, Sentence 1 - Sealed bids will be received by the **City of Dripping Springs**, at Dripping Springs Ranch Park Event Center at **1042 Event Center Drive**, **Dripping Springs**, **Texas**, **78620** until **2:00 p.m.** on **Thursday**, **January 30**, **2025**, and then publicly opened, read, and taken under advisement at the same address.

Section A-1 NOTICE TO BIDDERS – Page 2 of 2

MODIFY – Paragraph 1, Sentence 1 - An <u>Optional Pre-Bid conference</u> with prospective bidders will be held on <u>Thursday</u>, <u>January 16</u>, 2025, at 2:00 p.m. at the Dripping Springs Ranch Park Event Center at 1042 Event Center Drive, <u>Dripping Springs</u>, <u>Texas</u>, 78620.

II. Attachments:

This Addendum contains 2 page(s) of attachment(s).

• Section A-1 Bid Form (2 Pages)

END REVISIONS

BIDDERS MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM ON THEIR BID PROPOSAL TO HAVE THEIR BIDS RECOGNIZED.

Revisions By:

Chad Gilpin, PE – City Engineer

Item 9.

514

NOTICE TO BIDDERS

Sealed bids will be received by the City of Dripping Springs, at Dripping Springs Ranch Park Event Center at 1042 Event Center Drive, Dripping Springs, Texas, 78620 until 2:00 p.m. on Thursday, January 30, 2025, and then publicly opened, read, and taken under advisement at the same address. Bids will be for the furnishing of all necessary materials, machinery, equipment, labor, superintendence, and all other services and appurtenances required for the construction of the "Project" titled MERCER STREET SIDEWALK and shall include acknowledgement of any addenda submitted, and all other documents included in said bid call. No bids may be withdrawn after the scheduled opening time. Any bids received after scheduled bid opening time will be returned unopened. Said bid shall be marked:

"MERCER STREET SIDEWALK"

Bids must be submitted on City of Dripping Springs bid forms and must be accompanied by an acceptable bid security in the form of a cashier's check or bid bond, payable to the City of Dripping Springs, Texas, equal to five percent (5%) of the total bid amount. Bids must be submitted in a sealed envelope plainly marked with the name of the project as shown above, and the name and address of the Bidder. When submitted in person or by courier, this envelope shall be placed in another envelope addressed to:

City of Dripping Springs 511 Mercer St. Dripping Springs, Texas, 78620

2025 MERCER STREET SIDEWALKS generally includes: construction of sidewalks along the northern and southern edges of Mercer St from RM 12 to Rob Shelton Blvd consisting sidewalks, concrete driveways, concrete box culverts, handrail, raised pedestrian crossing, and solar rapid flashing pedestrian beacons.

Plans, Bid Forms, Specifications, and Instructions to Bidders may be obtained at the City of Drippings Springs website https://www.cityofdrippingsprings.com/requestforbids beginning January 7, 2025.

The City reserves the right to reject any and all Bids and any nonconforming Bid and to award the Contract in a period of time not exceeding **60 days** from the Bid opening date. Bids shall remain firm for that period.

The successful Bidder must furnish a performance bond and payment bond on the forms provided, each in the amount of one hundred percent (100%) of the contract amount, from a surety company holding a permit from the State of Texas to act as surety.

The Bidder must be prequalified with the Texas Department of Transportation. Documentation of the Bidder's Qualification shall be submitted as part of the proposal.

Bidders are expected to inspect the site of the work and inform themselves regarding all local conditions.

NTB - 1 of 2 January 2025

MERCER STREET SIDEWALK

City of Dripping Springs, Texas

Section A-1 NOTICE TO BIDDERS

Item 9.

An <u>Optional Pre-Bid conference</u> with prospective bidders will be held on <u>Thursday</u>, <u>January 16</u>, <u>2025</u>, at <u>2:00 p.m.</u> at the Dripping Springs Ranch Park Event Center at <u>1042 Event Center Drive</u>, <u>Dripping Springs</u>, <u>Texas</u>, <u>78620</u>.

NTB - 2 of 2 January 2025

Registered Accessibility Specialist

TDLR No. <u>TABS2024025182</u>

(RAS) Inspection Required

CITY OF DRIPPING SPRINGS

PLANS OF PROPOSED SIDEWALK IMPROVEMENTS

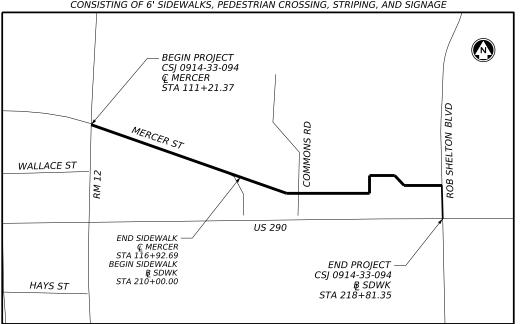
FEDERAL-AID PROJECT NUMBER STP 2023(624)TAPS CSI 0914-33-094

LIMITS FROM: LOOP 64 (MERCER ST.) - RM 12 TO US 290 LIMITS TO: US 290 - LOOP 64 TO ROB SHELTON BLVD HIGHWAY: VARIOUS

PROJECT LENGTH = 1453 FEET = 0.28 MILES

HAYS COUNTY MERCER ST SIDEWALKS

CONSTRUCT SIDEWALKS ALONG MERCER ST AND US 290 CONSISTING OF 6' SIDEWALKS, PEDESTRIAN CROSSING, STRIPING, AND SIGNAGE



VICINITY MAP N.T.S.

EXCEPTIONS: NONE EOUATIONS: NONE RAILROAD CROSSINGS: NONE

Austin, Texas 78759 Phone - (512) 617-3100 Fax - (512) 617-3101 Web - www.freese.com F-2144



© 2024 by Texas Department of Transportation all rights reserved

APPROVED

FOR LETTING:

RECOMMENDED FOR LETTING:

DocuSigned by:

917B7C376B3C4D5

 $_{DATE}$ 11/22/2024

CITY ENGINEER

AREA ENGINEER

DATE 01/06/2025

RECOMMENDED FOR LETTING:

E1816167B5C7414

APPROVED

DATE 11/22/2024

DocuSigned by:

8912AAN8/F45A4AA6V.ELOPMENT

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON SEPTEMBER 1, 2024 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THS PROECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FROM FHWA 1273, OCTOBER 23, 2023).

0914 33 094 Item 9. DIST COUNTY AUS HAYS FEDERAL-AID PROJECT NUMBER STP 2023(624)TAPS

DESIGN SPEED:

CONT SECT

FINAL PLAN SET

DATE OF LETTING: DATE WORK BEGAN: DATE WORK COMPLETED AND ACCEPTED: _ FINAL CONTRACT COST: \$ ____

CONTRACTOR:

LIST OF APPROVED CHANGE ORDERS:

I CERTIFY THAT THIS PROJECT WAS CONSTRUCTED IN SUBSTANTIAL COMPLIANCE WITH THE FINAL AS-BUILT PLANS AND SPECIFICATIONS.

> DATE AREA ENGINEER

CORRECT: DATE

FREESE AND NICHOLS. INC.(TBPE FIRM REG. F-2144)

DISTRICT DESIGN ENGINEER

DIRECTOR OF TRANSPORTATION

516

THE STANDARD SHEETS SPECIFICALLY

IDENTIFIED ON THIS INDEX HAVE BEEN ISSUED BY ARTURO TERRAZAS, P.E. AND

ARE APPLICABLE TO THIS PROJECT.







10431 Morado Circle Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com F-2144



INDEX OF SHEETS

xD0T	2024		SHEET	1	OF	1	
ONT	SECT	JOB			HIGH	WAY	
914	33	094			_ ا	47	
IST	COUNTY			ت اا	17		
US		HAYS			_	\overline{z}	

GENERAL TITLE SHEET INDEX OF SHEETS PROJECT LAYOUT TYPICAL SECTIONS 5A-5I GENERAL NOTES SUMMARY OF QUANTITIES TRAFFIC CONTROL PLANS TCP NARRATIVE TCP TYPICAL SECTIONS 9 - 11 DETOUR LAYOUTS 12 - 23 BC(1)-21 THRU BC(12)-21 24 WZ(RCD)-13 TCP(2-1)-18 25 26 TCP(2-2)-18 ROADWAY / PEDESTRIAN 27 SURVEY CONTROL SHEET 28 - 29 HORIZONTAL ALIGNMENT DATA 30 - 31 SIDEWALK LAYOUTS 32 - 33 MISCELLANEOUS SIDEWALK DETAILS ROADWAY STANDARDS 34 - 35 CRCP(1)-24 CCCG-22 36 37 - 40 PED-18 41 - 43 PRD-13 44 DWMB-24 (AUS) MCPSWMD-23 (AUS) 45 DRAINAGE STANDARDS 46 - 47 SCC-5 & 6 48 - 49 MC-4-23 50 51 PW BCS 52 SETP-PD 53 PSET-SP PSET-RP SIGNING & PAVEMENT MARKING STANDARDS 55 PM(4)-22A 56 SPRFBA(1)-13 ENVIRONMENTAL STANDARDS

57 - 58 SW3P 59 EPIC 60 - 62 EC(9)-16

091

SCALE IN FEET



----- EXIST ROW

. CENTER LINE/ BASE LINE

PROP SIDEWALK
AND DRIVEWAYS







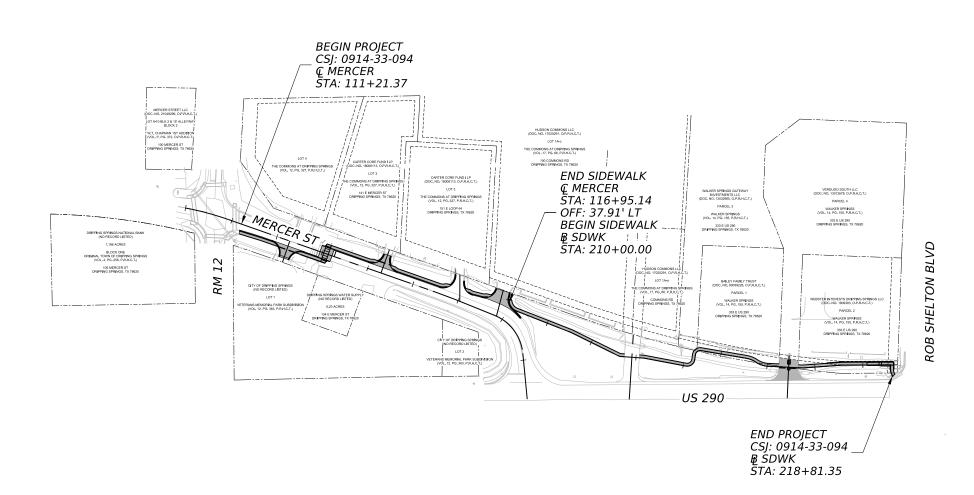
10431 Morado Circle Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com

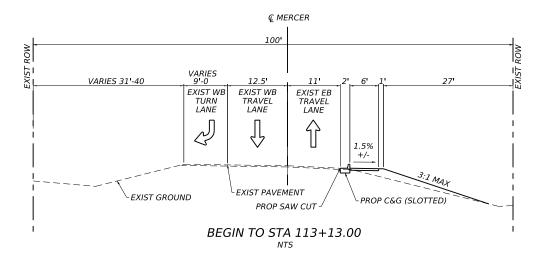


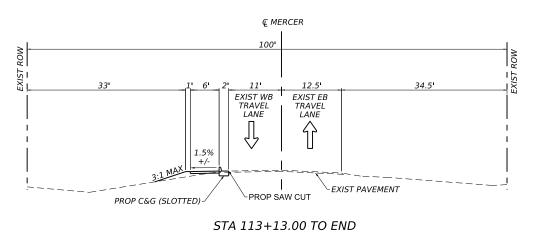
MERCER ST

PROJECT LAYOUT

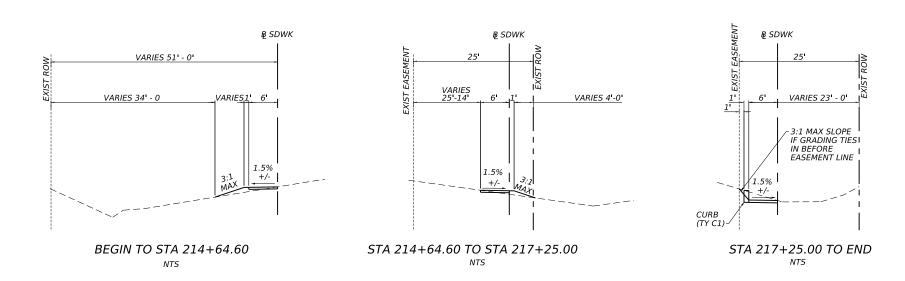
©TxD0T	2024	SHE	ET .	1	OF	1	
CONT	SECT	JOB			HIGHV	VAY	П
0914	33	094			_	10	
DIST		COUNTY			ာ	18	
ALIS		HAYS				-	П







NTS











TYPICAL SECTIONS

TxDOT	2024		SHEET	1	OF	1	
CONT	SECT	јов			HIGH	WAY	٦
914	33	094] _	.,,	
DIST		COUNTY			∏ ⊃	19	٦
AUS		HAYS			_	4	┒

Sheet: 5 A **Control:** 0914-33-094

Item 9.

GENERAL NOTES: Version: October 21, 2024

Item	Description	**Rate
**204	Sprinkling	
	(Dust)	30 GAL/CY
	(Item 132)	30 GAL/CY
	(Item 247)	30 GAL/CY
**210	Rolling (Flat Wheel)	
	(Item 247)	1 HR/200 TON
	(Item 316)	1 HR/6000 SY
**210	Rolling (Tamping and Heavy Tamping)	1 HR/200 CY
**210	Rolling (Lt Pneumatic Tire)	
	(Item 132)	1 HR/500 CY
	(Item 247)	1 HR/200 TON
	(Item 316 - Seal Coat)	1 HR/6000 SY
	(Item 316 - Two Course)	1 HR/3000 SY
247	Flexible Base (CMP IN PLC)	132 LB/CF
310	Prime Coat	0.20 GAL/SY
314	Emulsified Asphalt Treatment (SS-1 or MS-2)	0.30 GAL/SY
316	Underseals Asphalts (Multi Option)	0.20 GAL/SY
	Surface Treatments	
	Seal Coat	
	Grade 4	
	Asphalt	0.38 GAL/SY
	Aggregate	1 CY/120 SY
	Grade 5	
	Asphalt	0.32 GAL/SY
	Aggregate	1 CY/150 SY
	Two Course Surface Treatment	
	Asphalt 1st Application	0.28 GAL/SY
	Asphalt 2nd Application	0.24 GAL/SY
	Aggregate 1st Application Grade 4	1 CY/110 SY
	Aggregate 2nd Application Grade 4	1 CY/130 SY
341, 344	Dense-Graded Hot-Mix Asphalt and Superpave	110 LB/SY/IN
342	Permeable Friction Course (PFC)	90.0 LB/SY/IN
346	Stone-Matrix Asphalt	113 LB/SY/IN
347	Thin Overlay Mixtures (TOM)	
	SAC B	113.0 LB/SY/IN
	SAC A	116.0LB/SY/IN
350	Microsurfacing	25 LB/SY
3006	Underseal Course	0.20 GAL/SY
3007	Bonding Course	0.09 GAL/SY
	Tack Coat	0.08 GAL/SY
1.0		·

^{**} For Informational Purposes Only

GENERAL

Contractor questions and requests for documents on this project are to be addressed to the following

individual(s):

City of Dripping Springs Chad Gilpin — <u>cgilpin@cityofdrippingsprings.com</u>

South Austin Mark Maloy — <u>Mark.Maloy@txdot.gov</u>

Plans, Bid Forms, Specifications, and Instructions to Bidders may be obtained via the City of Dripping Springs website: https://www.cityofdrippingsprings.com/requestsforbids

References to manufacturer's trade name or catalog numbers are for the purpose of identification only. Similar materials from other manufacturers are permitted if they are of equal quality, comply with the specifications for this project, and are approved.

If work is performed at Contractor's option, when inclement weather is impending, and the work is damaged by subsequent precipitation, the Contractor is responsible for all costs associated with replacing the work, if required.

The roadbed will be free of organic material prior to placing any section of the pavement structure.

Contact the supervisor for the passenger facility at Capital Metro and request the relocation of Capital Metro signs. Contact the supervisor at (512) 385-0190.

Equip all construction equipment used in roadway work with highly visible omnidirectional flashing warning lights.

Intelligent Transportation Systems (ITS) Infrastructure may exist within the limits of this project and that the system must remain operational throughout construction. The exact location of ITS Infrastructure is not known. Contact the TxDOT Area Engineer's or Inspection Team's Office for the location(s) at least 72 hours before commencing any work that might affect present ITS Infrastructure. In the event of system damage, notify TxDOT/CTECC at (512) 974-0883 within one hour of occurrence. Refer to Item 6000 for additional details.

Provide a smooth, clean sawcut along the existing asphalt or concrete pavement structure, as directed. Consider subsidiary to the pertinent Items.

Construct all manholes/valves to final pavement elevations prior to the placement of final surface. If the manholes/valves are going to be exposed to traffic, place temporary asphalt around the manhole/valve to provide a 50:1 taper. The asphalt taper is subsidiary to the ACP work.

Keep the roadway free of debris and sediment caused by construction activities. Dispose of all material in accordance with federal, state, and local regulations. This work is subsidiary.

Damage to existing pipes and SET's due to Contractor operations will be repaired at Contractor's expense.

General Notes

Sheet 5 A

Sheet: 5 B

Control: 0914-33-094

All locations used for storing construction equipment, materials, and stockpiles of any type, within the right of way, will be as directed. Use of right of way for these purposes will be restricted to those locations where driver sight distance to businesses and side street intersections is not obstructed and at other locations where an unsightly appearance will not exist. The Contractor will not have exclusive use of right of way but will cooperate in the use of the right of way with the city/county and various public utility companies as required.

During evacuation periods for Hurricane events the Contractor will cooperate with Department for the restricting of Lane Closures and arranging for Traffic Control to facilitate Coastal Evacuation Efforts.

Precast Alternate Proposals.

When a precast or cast-in-place concrete element is included in the plans, a precast concrete alternate may be submitted in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at https://ftp.txdot.gov/pub/txdot-info/brg/design/alternate-precast-proposal-submission.pdf. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

Thermoplastic Pipe Alternate Proposals

When a reinforced concrete or corrugated metal pipe is included in the plans, a thermoplastic polypropylene pipe alternate may be submitted in a 2-phase process. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

Phase 1 submit an official request to TxDOT PM with a summary of proposed locations, max depth of placement for each location, cover depth, and pipe diameters. TxDOT goal is to review and respond within 10 days. Phase 1 approval does not guarantee Phase 2 approval.

Phase 2 submit the following documents with all documents signed and sealed by a licensed Engineer in the state of Texas. 1-Provide a redline or revised set of drainage plans reflecting the revised locations. 2-Provide certification that the use of the alternate pipe and proposed bedding are adequate for the proposed application, depth, etc. 3-Provide a completed thermoplastic pipe installation drawing using the following,

https://ftp.txdot.gov/pub/txdot/brg/thermoplastic-pipe-installation-drawing.pdf https://ftp.txdot.gov/pub/txdot/brg/thermoplastic-pipe-installation-drawing.dgn

For all uses of thermoplastic pipe as an alternate, furnish, install, and inspect the thermoplastic pipe in accordance with Item 468 or latest thermoplastic pipe special specification at time of letting. Minimum values, such as cover depth, required by the specification, installation drawing, etc. will not be waived. Use granular backfill unless flowable fill or CSB is required by the alternate design. Backfill locations shown in the bid plans using flowable fill or CSB must use the backfill per the bid plans.

Electronic Shop Drawing Submittals.

Submit electronic shop drawing submittals according to the current <u>Guide to Electronic Shop Drawing</u> Submittal which can be found online at,

https://www.txdot.gov/business/resources/highway/bridge/shop-drawing-submittal-cycle.html.

Pre-approved producers can be found online at, https://www.txdot.gov/business/resources/materials/material-producer-list.html.

Use the following contact list for all submittals that are not required to be sent to Bridge Division and to copy the Engineer for all submittals to the Bridge Division.

Submittal Contact List

South Austin Mark.Baumann@txdot.gov AUS SA-ShopReview@txdot.gov

ITEM 6 - CONTROL OF MATERIALS

Give a minimum of 1 business day notice for materials, which require inspection at the Plant.

For structures with paint containing hazardous materials, provide locations of material removal 60 days prior to begin removal. For metal elements to be removed, mechanical shear or unbolting for removal and disposal does not require paint abatement but requires 60-day advance notice.

The area designated as the potential habitat for the Houston Toad will not be allowed as a source for embankment unless approved by the Engineer. The general area is Bastrop County north of the Colorado River and east of SH 95 unless provided in the plans.

For removal, tie, or tap of asbestos concrete (AC) pipe, contact TxDOT and the local utility company 60 days prior to performing the work. Expose the AC pipe to provide a minimum of 1 ft. of clearance around the top and sides. A minimal amount of soil may remain around the AC pipe to avoid disturbance. The local utility company will be responsible for the demo notice to DSHS and removal of the AC pipe. Tie or tap into existing AC pipe may require removing an entire section of pipe from collar to collar and replacement of pipe with new pipe using existing bid items.

The Buy America Material Classification Sheet for clarification on material categorization is located at the following link: https://www.txdot.gov/business/resources/materials/buy-america-material-classification-sheet.html

Storage of Material Near Structures

Do not store equipment or flammable material within 100 ft. of bridges, culverts, or near their openings (portals). Flammable materials include all material that is not metal or aluminum.

ITEM 7 – LEGAL RELATIONS AND RESPONSIBILITIES

The City will coordinate with TDLR regarding pedestrian elements and sidewalks required by the plans. The Contractor will coordinate with TDLR to procure and provide all permits, licenses, and inspections; pay all charges, fees, and taxes regarding field offices and laboratories.

Roadway closures during key dates, significant traffic generators, and/or special events are prohibited. See notes for Item 502 for the key dates and/or special events.

Refer to the Environmental Permits, Issues and Commitments (EPIC) plan sheets for additional requirements and permits.

General Notes

Sheet 5 B

County: Hays Highway: Various

Sheet: 5 C

Control: 0914-33-094

When any abandoned well is encountered, cease construction operations in this area and notify the Engineer who will coordinate the proper plugging procedures. A water well driller licensed in the State of Texas must be used to plug a well.

Perform maintenance of vehicles or equipment at designated maintenance sites. Keep a spill kit on-site during fueling and maintenance. This work is subsidiary.

Maintain positive drainage for permanent and temporary work for the duration of the project. Be responsible for any items associated with the temporary or interim drainage and all related maintenance. This work is subsidiary.

Suspend all activities near any significant recharge features, such as sinkholes, caves, or any other subterranean openings that are discovered during construction or core sampling. Do not proceed until the designated Geologist or TCEQ representative is present to evaluate and approve remedial action.

Locate aboveground storage tanks kept on-site for construction purposes in a contained area as to not allow any exposure to soils. The containment will be sized to capture 150% of the total capacity of the storage tanks.

PSL in Edwards Aquifer Recharge and Contributing Zone.

Obtain written approval from the Engineer for all on or off right of way PSLs not specifically addressed in the plans. Provide a signed sketch of the location 30 business days prior to use of the PSL. Include a list of materials, equipment and portable facilities that will be stored at the PSL. TxDOT will coordinate with the necessary agencies. Approval of the PSL is not guaranteed. Un approved PSL is not a compensable impact.

Work within a USACE Jurisdictional Area.

Do not initiate activities within a U.S. Army Corps of Engineers (USACE) jurisdictional area that have not been previously evaluated by the USACE as part of the permit review of this project. Such activities include, but are not limited to, haul roads, equipment staging areas, borrow and disposal sites. Obtain written approval from the Engineer for activities not specifically addressed in the plans. Provide a signed sketch and description of the location 60 business days prior to begin work at the location. Complete and return any forms provided by TxDOT. Approval of the work is not guaranteed. Un approved work is not a compensable impact.

DSHS Asbestos and Demolition Notification.

Complete and provide the Texas Department of State Health Services (DSHS) notification form to the Engineer and email to <u>AUS_BRG_Notify@txdot.gov</u> at least 30 calendar days prior to bridge removal or renovation for each phase or step of work. Notify the Engineer via email of any changes to the work start and end dates.

Vehicle Idle Restrictions

With in the limits of City of Austin, Bastrop County, and Travis County, on road vehicles may not idle more than 5 minutes except for following exemptions: vehicle 14,000 pounds or less, vehicles over 14,000 pounds are certified clean ideal as defined by the EPA, or other exemptions as listed in TAC Title 30, Part 1, Chapter 114, Subchapter J, Division 2, 114.517.

Birds and bats may be nesting within the project limits and concentrated on roadway structures such as bridges and culverts. Remove all old and unoccupied migratory bird nests from any structures, trees, etc. between September 16 and February 28. Prevent migratory birds from re-nesting between March 1 and September

15. Prevention shall include all areas within 25 ft. of proposed work. All methods used for the removal of old nesting areas and the prevention of re-nesting must be submitted to TxDOT 30 business days prior to begin work. This work is subsidiary.

If active nests are encountered on-site during construction, all construction activity within 25 ft. of the nest must stop. Contact the Engineer to determine how to proceed.

Tree and Brush Trimming and Removal.

Work will be conducted September 16 thru February 28. Work conducted outside this timeframe will require a bird survey. Submit a survey request to TxDOT 30 business days prior to begin work.

If within the removal time period, removal work may be conducted during delayed start period using proper traffic control per TCP standards.

Upon begin removal operations, all removal work for the project must be completed within 21 calendar days. Completion of removal includes removing from ROW or mulching of all debris.

No extension of time or compensation will be granted for a delay or suspension due to the above bird, bat, and tree/brush requirements.

Law Enforcement Personnel.

Submit charge summary and invoices using the Department forms.

Patrol vehicles must be clearly marked to correspond with the officer's agency and equipped with appropriate lights to identify them as law enforcement. For patrol vehicles not owned by a law enforcement agency, markings will be retroreflective and legible from 100 ft. from both sides and the rear of the vehicle. Lights will be high intensity and visible from all angles.

No payment will be made for law enforcement personnel needed for moving equipment or payment for drive time to/from the event site. A minimum number of hours is not guaranteed. Payment is for work performed. If the Contractor has a field office, provide an office location for a supervisory officer when event requires a supervising officer. This work is subsidiary.

A maximum combined rate of \$85 per hour for the law enforcement personnel and the patrol vehicle will be allowed. Any scheduling fee is subsidiary per Standard Specification 502.4.2.

Cancel law enforcement personnel when the event is canceled. Cancellation, minimums or "show up" fees will not be paid when cancellation is made 12 hours prior to beginning of the event. Failure to cancel within 12 hours will not be cause for payment for cancellation, minimums, or "show up" time. Payment of actual "show up" time to the event site due to cancellation will be on a case-by-case basis at a maximum of 2 hours per officer.

Alterations to the cancellation and maximum rate must be approved by the Engineer or pre-determined by official policy of the officer's governing authority.

Back Up Alarm.

General Notes

Sheet 5 C

Sheet: 5 D

Control: 0914-33-094

For hours 9 P to 5 A, utilize a non-intrusive, self-adjusting noise level reverse signal alarm. This is not applicable to hotmix or seal coat operations. This is subsidiary.

Lane Closure Assessment Fee.

The monthly estimate will be deducted a fee per 15-minute interval according to the following schedule for each closure or obstruction that extends beyond the allowable closure time. Fee will be based on Annual Average Daily Traffic (AADT) of the roadway. Use AADT information as shown on the plans. If AADT is not found on the plans please use TxDOT – Statewide Planning Map, https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html. Ramp and direct connector AADT will be based on the main lane AADT. If the roadway has a peak direction of traffic, the Engineer may reduce the fee by 25 percent for off-peak direction of traffic for up to 30 minutes.

AADT	Lane Closure Assessment	
More than	To and Including	Fee (per lane per 15 minutes)
0	10000	\$150.00
10000	20000	\$300.00
20000	40000	\$600.00
40000	60000	\$900.00
60000	80000	\$1,200.00
80000	100000	\$1,500.00
100000		\$1,800.00
All of IH 35 Mainlanes		\$2,000.00

ITEM 100 - PREPARING RIGHT OF WAY

Prep ROW must not begin until accessible trees designated for preservation have been protected, items listed in the EPIC have been addressed, and SW3P controls installed in accessible areas.

Backfill material will be Type B Embankment using ordinary compaction.

Follow Item 752.4 Work Methods and Item 752 general notes when removing or working on or near trees and brush.

Unless shown otherwise in the plans or a designated non-mow area, perform trimming or removal for areas within 30 ft. of edge of pavement under construction. Trim or remove to provide minimum of 5 ft. of horizontal clearance and 7 ft. of vertical clearance for the following: sidewalks, paths, guard fence, rails, signs, object markers, and structures. Trim to provide a minimum of 14 ft. vertical clearance under all trees. This work is subsidiary.

ITEM 105 - REMOVING TREATED AND UNTREATED BASE AND ASPHALT PAVEMENT

Existing typical is based on information available. This typical may not account for all maintenance work such as overlays or pavement repairs. A change in material type or thickness does not warrant additional payment. Payment is full compensation for removing all material to the depth specified.

ITEM 110 – EXCAVATION

The Engineer will define unsuitable material.

ITEM 132 – ALL EMBANKMENT

At no time will the retaining wall backfill material exceed the adjacent embankment operation by more than one lift. At no time will the embankment adjacent to the retaining wall backfill exceed the wall backfill by any elevation. Embankment placed over the area of MSE backfill must meet the same backfill requirements for the type specified under Item 423.

The Engineer will define unsuitable material. Material which the Contractor might deem to be unsuitable due to moisture content will not be considered unsuitable material.

Prior to begin embankment of existing area, correct or replace unstable material to a depth of 6 in. below existing grade. Embankment areas will be inspected prior to beginning work.

Rock or broken concrete produced by the project is allowed in earth embankments. The size of the rock or broken concrete will not exceed the layer thickness requirements in Section 132.3.4., "Compaction Methods." The material will not be placed vertically within 5 ft. of the finished subgrade elevation.

Embankment placed vertically within 5 ft. of the finished subgrade elevation or within the edges of the subgrade and treated with lime, cement, or other calcium-based additives must have a sulfate content less than 3000 ppm. Allow 5 business days for testing. Treatment of sulfate material 3000 ppm to 7000 ppm requires 7 days of mellowing and continuous water curing, in accordance TxDOT guidelines for Treatment of Sulfate-Rich Soils and Bases in Pavement Structures (9/2005). Material over 7000 ppm is not allowed.

ITEM 164 – SEEDING FOR EROSION CONTROL

Hydro mulch seeding will be allowed as a substitute for drill seeding if placed October 1 thru January 31. It may only be substituted in areas with a slope less than 1 in. vertical to 12 in. horizontal. It may not be used in the bottom of a ditch or channel. Payment will be made using the existing drill seed item.

ITEM 168 – VEGETATIVE WATERING

Water all areas of project to be seeded or sodded.

Maintain the seedbed in a condition favorable for the growth of grass. Watering can be postponed immediately after a rainfall on the site of ½ inch or greater, but will be resumed before the soil dries out. Continue watering until final acceptance.

Vegetative watering rates and quantities are based on ¼ inch of watering per week over a 3-month watering cycle. The actual rates used and paid for will be as directed and will be based on prevailing weather conditions to maintain the seedbed.

Obtain water at a source that is metered (furnish a current certification of the meter being used) or furnish the manufacturer's specifications showing the tank capacity for each truck used. Notify the Engineer, each day that watering takes place, before watering, so that meter readings or truck counts can be verified.

ITEM 247 - FLEXIBLE BASE

General Notes

Sheet 5 D

Sheet: 5 E

Control: 0914-33-094

The layer thickness will be 4 in. to 6 in. unless shown on the plans. Placing in a single layer is allowed when total thickness of base is 8 in. or less. When placed in multiple layers, compact the bottom and middle layers to at least 95% and 98% of the maximum dry density, respectively. When placed in a single layer or the final layer, compact to at least 100%.

Correction of subgrade soft spots is subsidiary.

Complete per plans the subgrade, ditches, slopes, and drainage structures prior to the placement of base.

Do not use a vibratory roller to compact base placed directly on top of a drainage structure.

Grade 4 will have the same material requirements as Grade 5 except minimum compressive strength at lateral pressure 3 psi will be 70 psi and at lateral pressure 15 psi will be 150 psi. Grade 4 does not have a minimum compressive strength at lateral pressure 0 psi.

ITEM 360 – CONCRETE PAVEMENT

Provide Class K concrete as necessary to follow work sequence, comply with closure restrictions, and meet requirements for opening to traffic. This work is subsidiary.

Tining will be longitudinal.

After preparation of subgrade and base courses for CRCP, saw cut and remove 2 in. of existing CRCP prior to widening CRCP to create a clean vertical joint for widening. Unless otherwise specified on the plans, the work performed, materials furnished, equipment, labor, tools, and incidentals will not be paid for directly but will be subsidiary.

ITEM 400 - EXCAVATION AND BACKFILL FOR STRUCTURES

Unless otherwise shown on the plans, for cutting and restoring pavement use the AUS District Flexible Pavement Details found at www.txdot.gov/about/districts/austin-district/district-standards.html.

Saw-cut the pavement at the edge of the excavation. This work is subsidiary.

Backfill the bridge ends in accordance with the limits shown on TxDOT "CSAB" Standard. Use material in accordance with "CSAB" or Item 423, Type BS. The "CSAB" optional bond breaker materials are allowed. This work is subsidiary.

ITEM 466 - HEADWALLS AND WINGWALLS

Remove all loose formwork and materials from the waterway at the end of each work week or prior to a rain event. Debris that falls into the waterway must be removed at the end of each work day. Upon completion of the structure, stencil the National Bridge Inventory (NBI) number (structure number) using black paint and 4 in. tall numbers at 4 locations designated by TxDOT. This work is subsidiary.

ITEM 467 - SAFETY END TREATMENT

Field adjust pipe end to maintain the necessary slope. Field cutting of pipe end is allowed. Coat all metal field cuts or exposed reinforcement with asphalt paint.

For all Type II SETs, provide riprap apron shown in the cast-in-place standards and precast riprap detail standard. This work is subsidiary.

Cast-in-place or precast will be allowed unless stated otherwise.

ITEM 496 - REMOVING STRUCTURES

Submit a demolition plan to the Engineer. Have the plan signed and sealed by a licensed professional engineer when the structure will continue to accommodate traffic after removal has begun and the removal impacts any part of the structure below the deck or riding surface. If applicable, the plan must detail requirements for meeting the U.S. Army Corps of Engineers' Section 404 Permit. The demolition plan must detail handling of roadway and waterway traffic. Waterway traffic must be maintained at all times unless a closure is approved by the Engineer.

No debris is allowed to fall into a body of water. Debris that falls into the water must be removed at the end of each workday. Debris that falls into the floodway must be removed at the end of each work week or prior to a rain event.

No debris is allowed to fall directly onto existing pavement. Existing pavement must be protected from damage by debris with a minimum of 1 ft. sand cushion. Submit an alternate roadway protection or cushion material to Engineer for approval. If existing pavement is PFC, use a vacuum truck to remove embedded sand after removal of sand cushion and debris. This work is subsidiary.

ITEM 502 - BARRICADES, SIGNS, AND TRAFFIC HANDLING

<u>Table 1</u>	

Roadway	Limits	Allowable Closure Time
All	Within 200' of a signalized intersection	9 P to 5 A
All	All (Full Closure, see allowable work below)	11 P to 4 A

For roadways without defined allowable closure times, nighttime lane closures will be allowed from 8 P to 6 A.

Daytime or Friday night lane closures will not be allowed unless otherwise shown on the plans. One lane in each direction will remain open at all times for all roadways unless otherwise shown on the plans.

Two lanes closed on IH 35 allowed to begin at 9 P.M. for main lane (shoulder work not included) hotmix overlay or pavement repair operations (does not include bridge joint work).

Full closures only allowed Friday night thru Monday morning for bridge beam installation, bridge demolition, or OSB truss removal/installation. Full closures only allowed for roadways with frontage roads or if a designated detour route is provided in the plans.

No closures will be allowed on the weekends, business day prior, and business day after the National Holidays defined in the Standard Specifications, Good Friday, and Easter weekend.

No closures will be allowed 1 P.M. to 11 P.M. the Sunday of the Super Bowl.

General Notes Sheet 5 E

Control: 0914-33-094

Time charges will not be suspended during the large and special events listed below. These events are provided in the contract to allow scheduling of work around these lane closure restrictions.

All lanes will be open by noon of the day before the large events listed in below table. No closures will be allowed on Friday and the weekends for projects within 20 miles of these large events:

Table 4 (Large Events)

Event	City	Dates
Formula 1 @ COTA	Austin	Annually (See Event Website)
Moto GP @ COTA	Austin	Annually (See Event Website)
ACL Fest	Austin	Annually (See Event Website)
SXSW	Austin	Annually (See Event Website)
ROT Rally	Bastrop	Annually (See Event Website)
UT Football Games	Austin	Annually (See Event Website)
Sales Tax Holiday	All	Annually (See Event Website)
Rodeo Austin	Austin	Annually (See Event Website)

All lanes will be open by noon of the day before the special events listed in below table. No closures will be allowed on Friday and the weekends for projects within 10 miles of these special events:

Table 5 (Special Events)

Event	City	Dates		
Eaker BBQ Competition	Fredericksburg	March 10, 2024		
Sherwood Forest Faire	McDade / Paige	Weekends in March and April		
Smithville Jamboree	Smithville	April 4-6, 2024		
Two Step Inn	Georgetown	April 20-24, 2024		
Wiener Dog Races	Buda	April 27-28, 2024		
Founders Day Festival	Dripping Springs	April 26-28, 2024		
Red Poppy Festival	Georgetown	April 26-28, 2024		
Crawfish Open	Llano	3 rd Friday and Saturday in April		
Fair and Rodeo	Liberty Hill	May 18, 2023		
Founders Day Ceremony	Fredericksburg	2 nd Weekend in May		
Crawfish Festival	Fredericksburg	Saturday before Memorial Day		
Lakefest Boat Races	Marble Falls	June 10-11, 2023		
Watermelon Thump	Luling	Last Full Weekend in June		
Pie in the Sky	Kyle	Sept 1-2, 2023		
Wine and Music Festival	Georgetown	Last Saturday of September		
Deer Season Opening Weekend	All Counties in Burnet Area Office	1st Friday and Saturday of Season		
Christmas Nights of FBG Lights	Fredericksburg	Nov 21, 2023		
Christmas on Mercer	Dripping Springs	Dec 2, 2023		
Lady of Guadalupe Procession	Fredericksburg	Dec 12, 2023		
Texas State Graduation Fall	San Marcos	TBD		
Texas State Graduation Spring	San Marcos	TBD		

All the large and special events listed in the above tables occur annually. Coordinate with the Department and review the city/event website to plan around the future events.

To account for directional traffic volumes, begin and end times of closures may be shifted equally by the Engineer. The closure duration will remain. Added compensation is not allowed.

One-way traffic control, including work performed under Item 510, must be set up to provide a maximum of 20 minutes of delay to the traveling public.

Submit an emailed request for a lane closure (LCN) to TxDOT. The email will be submitted in the format provided. Receive concurrence prior to implementation. Submit a cancellation of lane closures a minimum of 18 hours prior to implementation. Blanket requests for extended periods are not allowed. Max duration of a request is 2 weeks prior to requiring resubmittal.

Provide 2-hour notice prior to implementation and immediately upon removal of the closure.

For roadways listed in Table 1: Submit the request 96 hours prior to implementation.

For roadways not listed in Table 1: Submit the request a minimum of 48 hours prior to the closure and by the following deadline immediately prior to the closure: 11A on Tuesday or 11A on Friday.

For all roadways: Submit request for traffic detours and full roadway closures 168 hours prior to implementation. Submit request for nighttime work 96 hours to implementation date.

Cancellations of accepted closures (not applicable to full closures or detours) due to weather will not require resubmission in accordance with the above restrictions if the work is completed during the next allowable closure time.

Closures that conflict with adjacent contractor will be prioritized according to critical path work per latest schedule. Conflicting critical path or non-critical work will be approved for first LCN submitted. Denial of a closure due to prioritization or other reasons will not be reason for time suspension, delay, overhead, etc.

Meet with the Engineer prior to lane closures to ensure that sufficient equipment, materials, devices, and workers will be used. Take immediate action to modify current and future traffic control, if at any time the queue becomes greater than 20 minutes.

Consider inclement weather prior to implementing the lane closures. Do not set up traffic control when the pavement is wet.

Cover, relocate, or remove existing small, large, and overhead signs that conflict with traffic control. Cover large and overhead signs to remain using latest standard TS-CD. This work is subsidiary.

Install all permanent signs, delineation, and object markers required for the operation of the roadway before opening to traffic. Use of temporary mounts is allowed or may be required until the permanent mounts are installed or not impacted by construction. Maintain the temporary mounts. This work is subsidiary.

Place a 28-inch cone, meeting requirements of BC (10) and Ty III barricades, on top of foundations that have protruding studs. This work is subsidiary.

General Notes Sheet 5 F

Sheet: 5 G

Control: 0914-33-094

Vertical panels used on roadways with speed limit 55 mph or greater must be round in shape or have a self-righting mechanism. The "flat" or "oblong" shaped vertical panels are not allowed.

A series of sequential flashing warning lights, per BC(7), must be installed in a merging taper for long term stationary TCP. This includes all TCP setups, such as those shown on the plans or TCP setups per the standards.

Edge condition treatment types must be in accordance with the TxDOT standard. Installation and removal of a safety slope is subsidiary.

To determine a speed limit or an advisory speed limit, submit a request to TxDOT 60 business days prior to manufacture of the sign.

For non-site-specific signal projects, 2 months of barricades will be paid per work order location.

The Contractor Force Account "Safety Contingency" that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

ITEM 505 – TRUCK MOUNTED ATTENUATOR AND TRAILER ATTENUATOR

The TMA/TA used for installation/removal of traffic control for a work area will be subsidiary to the TMA/TA used to perform the work.

The contractor will be responsible for determining if one or more operations will be ongoing at the same time to determine the total number of TMA/TA required for the work. TMA/TAs paid by the day is full compensation for all worksite locations during an entire day.

TMA/TAs used to protect damaged attenuators will be paid by the day using the force account item for the repair.

ITEM 506 - TEMPORARY EROSION, SEDIMENTATION, AND ENV CONTROLS

If SW3P plan sheets are not provided, place the control measures as directed.

Install, maintain, remove control measures in areas of the right of way utilized by the Contractor that are outside the limits of disturbance required for construction. Permanently stabilize the area. This work is subsidiary.

Erosion control measures must be initiated immediately in areas where construction activities have ceased and will not resume for a period exceeding 14 calendar days. Vertical track all exposed soil, stockpiles, and slopes. Re-track after each rain event or every 14 days, whichever occurs first. Sheep foot roller is allowed for vertical tracking. This work is subsidiary.

For routine or anticipated dewatering, notify the engineer 72 hours before beginning dewatering. Notify the Engineer within 1 hour of beginning emergency or recent rainfall dewatering. Water located within the ROW that will leave the ROW must appear free of pollutants such as suspended sediment, oil sheen, floating solids, etc. Dirty water must

pass thru adequate BMPs prior to leaving the ROW to prevent discharge of dirty water. Bypass pumping of water found in a navigable waterway that enters from outside the ROW and is discharged downstream of the ROW will not require the use of BMPs. Dewatering BMPs will be paid for in conformance with the applicable bid items. However, if the necessary BMP item is not included in the Contract, payment for the BMP will be in accordance with Article 9.7., "Payment for Extra Work and Force Account Method." The act of dewatering and the equipment used to dewater will not be paid for directly but will be subsidiary to pertinent bid items.

Unless a specific pay item is provided in the plans, the installation of the 6:1 or flatter for RFD side slopes in the safety zone will be subsidiary to pertinent bid items.

Cover small waste containers (100 gallons or less) at all times. This work is subsidiary. Large waste containers (more than 100 gallons) must have a secondary discharge containment system around the container using erosion control logs. Installation of the log for each container location will be paid using existing bid items. Repair, remove, or replace of the log will not be paid. Revisions, repairs, remove or replace of the log during exchange of empty/full containers at the same location will not be paid.

Portable restrooms must be located more than 50 ft. from a waterway. Tie or stake down portable restrooms to prevent tipping due to vandalism or weather. This work is subsidiary.

Provide a designated location for disposal when excess and waste, including waste generated from cleaning of all equipment used for mixing, hauling, and transfer concrete is disposed in the ROW or PSL. Manufactured disposal containers must be metal or a plastic material with minimum 10 mil thickness. Paper, earthen berms, or pits must be lined with minimum 10 mill thickness polyethylene sheeting. Disposal locations must be located a minimum of 50 ft. from a waterway, tree, or sensitive feature. The disposal location must have a minimum height of 6 in. Maintain a minimum 4 in. of freeboard at all times. Disposal locations are not required for cleaning of small hand tools. Hardened concrete waste may be used as embankment if placed in accordance with Item 132.

Dust Control

Stockpiles that will be inactive for greater than 14 days must be treated to contain dust by covering with chemical dust suppressant, soil blanket, vertical tracking, or method other than sprinkling with water. Stockpiles that are actively being used must be treated to contain dust by vertical tracking or a method determined by the Contractor. This work is subsidiary.

Provide designated construction traffic routes when feasible. Construction site traffic must be directed to use designated routes.

ITEM 508 – CONSTRUCTING DETOURS

Detour typical section must match the adjacent roadway section, unless shown on the plans.

Type B ACP use PG 64-22 and Type C or D ACP use PG 76-22, unless shown on the plans.

Flexible base will be Type A Grade 5 placed using ordinary compaction. Base compressive strengths are waived for roadways with AADT less than 50,000.

ITEM 512 – PORTABLE TRAFFIC BARRIER

General Notes

Sheet 5 G

Sheet: 5 H

Control: 0914-33-094

Designated source barrier stockpile locations: SH 45 just west of US 183 South, SH 130 @ Harold Green, or SH 130 @ Greg Manor Rd. Upon completion of the project, designated source PTB deemed unsalvageable by the Engineer will become the property of the contractor and paid for removal using Item 104. Connection hardware is NOT available for designated source, furnish and retain all hardware to install the PTB.

In lieu of a crash cushion, place 25:1 Class C concrete transition where concrete PTB terminates adjacent to existing concrete barrier. Installation and removal will be paid using existing Item 512 bid items.

If bid item allows concrete or steel, the steel barrier must provide a maximum deflection of 2 ft. 3 in. Pinning and other work to obtain the required deflection is subsidiary.

Any increase in temporary barrier quantities that occur due to Contractor changes in the sequence of work or the traffic control plan will not be paid.

ITEMS 528, 529, 530, 531, & 536 – MISCELLANEOUS CONSTRUCTION

Reinforcement will be in accordance with Section 432.3.1 unless shown on the plans. Fiber reinforcement is not allowed. GFRP is allowed reinforcement for all applications. Class A and B Concrete are allowed to use Coarse Aggregate Grades 1-8.

Unless shown on the plans, all concrete will be 5 in. thick and have 2 in. sand, base, or RAP bedding. Furnish base meeting the requirement for any type or grade in accordance with Item 247. Compressive strengths for flexible base are waived. RAP must be 100% passing a 1 in. sieve. Bedding and flexible base must be placed using ordinary compaction.

ITEM 530 – INTERSECTIONS, DRIVEWAYS, AND TURNOUTS

Notify property owners at least 48 hr. before beginning work on their driveway. Use a means and methods to construct the driveway while maintaining access to the property at all times. Full closure of a driveway is allowed for reconstruction if duration and alternate access are approved by Engineer. Install and maintain material across a work zone as temporary access. This work is subsidiary.

Unless otherwise shown on the plans, use the AUS District Driveway and Mailbox Turnout standard found at www.txdot.gov/about/districts/austin-district/district-standards.html.

Driveways that are public county roads or city streets the pavement structure will match the adjacent roadway.

ITEMS 600s & 6000s - ITS, TOLLING, LIGHTING, SIGNING, MARKINGS, AND SIGNALS

Meet the requirements of the NEC, Texas MUTCD, TxDOT standards, and TxDOT Standard Specifications. Notify the Engineer if existing elements to remain do not meet code or specification.

Provide all service, equipment and material required to provide a functional item and interface with existing equipment and software.

For signals and illumination contact Robert Bolin (<u>Robert.Bolin@txdot.gov</u>) and Kevin Plumlee (<u>Kevin.Plumlee@txdot.gov</u>).

For ITS contact Doug Turner (Douglas.L.Turner@txdot.gov) and Kevin Plumlee (Kevin.Plumlee@txdot.gov).

Use the TxDOT provided form to submit an electrical, illumination, and signal checklist prior to request for signal activation or a punch list.

Provide a 14-day advance email notice to the Engineer to request illumination or traffic signal punch list inspection.

All items must be completed per the plans prior to traffic signal activation including deficiencies found in the punch list.

Provide a 14-day advance notice prior to planned traffic signal activation. Send notice by email to <u>Kevin.Plumlee@txdot.gov</u>, <u>Robert.Bolin@txdot.gov</u>, <u>Rick.Thomas@txdot.gov</u>, <u>Gabriela.Perales@txdot.gov</u>, and the Project Engineer.

The contractor must have a qualified technician and a representative from the controller and detection supplier on the project site to place the traffic signals in operation.

For existing traffic signals, provide a 14-day advance email notice to the Engineer with Contractor signal technician contact information and signal locations prior to working or assuming operations of illumination or traffic signal.

Provide a 60-day advance email notice to the Engineer to request signal timing if timing is not provided in the plans.

Provide a 180-day advance email notice to the Engineer for equipment to be provided by TxDOT.

Provide equipment that requires TxDOT programming, etc. to TxDOT 180 days in advance.

Prior to relief of maintenance, a Test Period is required for signals and ITS equipment in accordance with Item 680.3.1.7. Response time to reported trouble calls shall be less than 2 hours.

Complete repairs within 24 hours. Notify the Engineer and maintain a logbook in the controller cabinet of each trouble call. Do not clear the error log in the conflict monitor without approval.

Maintain the existing ITS equipment and keep HUB buildings operational during construction. ITS downtime is allowed from 12A to 4A and must be approved in advance by the Engineer. Submit the request 7 days prior to planned outage. Downtime is restricted to one time per HUB or equipment.

Definitions of abbreviations used to designate ITS equipment, material, etc. can be provided by the Engineer.

Provide email notice to TxDOT and toll road owner 60 business days prior to begin work that impacts tolling equipment. Attend a pre-construction meeting with TxDOT and toll road owner prior to begin work.

Coordinate with toll road owner during construction that impacts or installs tolling equipment. Toll owner will assist with inspection to ensure tolling equipment will operate correctly. Provide email notice to TxDOT and toll road owner 30 business days in advance of completion of toll equipment work. Once toll equipment work is complete, allow 60 calendar days for toll road owner to complete their portion of the work and testing.

Stakes or other physical method shall be installed to hold down conduit prior to placement of concrete/flow fill encasement.

General Notes

Sheet 5 H

Sheet: 5 I

Control: 0914-33-094

Minimum distance between HDPE joints will be 200 ft.

For conduit mounted to bridges in hangers, fiberglass can be substituted for RMC only when the height between the conduit and ground is greater than 8 feet. Furnish and install per Special Specification 6xxx.

ITEM 666 - RETROREFLECTORIZED PAVEMENT MARKINGS

Notify the Engineer at least 24 hr. before beginning work.

All projects, including resurfacing, must increase center-to-center width for center line markings to 18 in. unless the plans or existing is greater than 18 in.

Place longitudinal markings nightly for IH 35 main lanes or roadways with AADT greater than 100,000. Use of temporary flexible reflective roadway marker tabs is subsidiary and at the Contractor's option. Replace missing or damaged tabs nightly. If using tabs, place longitudinal markings weekly by 5 AM Friday for all weekday work and by 5 AM Monday for all weekend work. Failure to maintain tabs or place longitudinal markings by deadline will require nightly placement of longitudinal markings.

Place longitudinal markings no later than 7 calendar days after placement of the surface for roadways with AADT greater than 20,000.

When the raised portion of a profile marking is placed as a separate operation from the pavement marking, the raised portion must be placed first then covered with TY I.

When using black shadow to cover existing stripe apply a non-retroreflective angular abrasive bead drop. The marking color shall be adjusted to resemble the pavement color. If Item 677 is not used prior to placement of black shadow, scrape the top of the marking with a blade or large piece of equipment unless surface is a seal coat. The scraping of the marking is subsidiary.

ITEM 685 – ROADSIDE FLASHING BEACON ASSEMBLIES

Installation includes all components in the assembly, signs, signal heads, and conductors in the foundation and within 6 in. of the foundation to provide a fully operational assembly.

Test period for the assembly shall be in accordance with Item 680.3.1.8.

General Notes

UMMARY OF ROADWAY ITEMS	5														
LOCATION	110	132	247	360	450	479	529	529	529	529	530	531	531	531	536
	7011	7001	7047	7002	7062	7001	7009	7016	7017	7019	7006	7002	7003	7006	7002
	EXCAVATION (ROADWAY)	EMBANKMENT (FINAL) (ORD COMP) (TY A)	FL BS (CMP IN PLC) (TY A GR 5) (6")	CONC PVMT (CONT REINF -CRCP) (8")	RAIL (HANDRAIL) (TY E)	ADJUSTING MANHOLES (WATER VALVE BOX)	CONC CURB & GUTTER (TY II)	CONC CURB (TY C1)	CONC CURB (TY F1)	CONC CURB (TY F3)	DRIVEWAYS (CONC)	CONC SIDEWALKS (5")	CONC SIDEWALKS (6")	CURB RAMPS (TY 2)	CONC MEDIAN
	CY	CY	SY	SY	LF	EA	LF	LF	LF	LF	SY	SY	SY	EA	SY
CL MERCER															
BEGIN TO STA 115+00		50	243	76	55		546				164	200		2	
STA 115+00 TO END		75	25				56				120	86			
BL SDWK															
BEGIN TO STA 215+00		50										311			
STA 215+00 TO END	35	25			130	1		140	31	19	224	133	108		10
PROJECT TOTALS	35	200	268	76	185	1	602	140	31	19	508	730	108	2	10

LOCATION	100	104	105
	7001	7011	7008
	PREPARING ROW	REMOVE CONCRETE (DRIVEWAYS)	REMOVING STAB BASE & ASPH PAV (4"-12")
	AC	SY	SY
CL MERCER			
BEGIN TO STA 115+00	0.125	164	75
STA 115+00 TO END	0.125	120	
BL SDWK			
BEGIN TO STA 215+00	0.125		
STA 215+00 TO END	0.125	224	
PROJECT TOTALS	0.5	508	75

LOCATION	666	685
	7036	7004
	REFL PAV MARK TY I (W) 24" (SLD)(100MIL)	INSTL RDSD FLSH BCN ASSM (SOLAR PWRD)
	LF	EA
CL MED CED		
CL MERCER		
BEGIN TO STA 115+00	90	2
STA 115+00 TO END		
BL SDWK		
BEGIN TO STA 215+00		
STA 215+00 TO END		
PROJECT TOTALS	90	2

LOCATION	500 502		503	505
	7001	7001	7001	7001
	MOBILIZATION	BARRICADES, SIGNS AND TRAFFIC HANDLING	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONARY)
	LS	МО	DAYS	DAYS
MERCER STREET SIDEWALKS	1	5	65	65
PROJECT TOTALS	1	5	65	65

LOCATION	462 7011	462 7060	464 7005	466 7176	467 7469
	CONC BOX CULV (6 FT X 3FT)	CONC BOX CULV (4 FT X 4 FT) (EXTEND)	RC PIPE (CL III)(24 IN)	WINGWALL	SET (TY II) (24 IN)(RCP, (3:1)(P)
	LF	LF	LF	EA	EA
CL MERCER					
BEGIN TO STA 115+00		24		1	
STA 115+00 TO END			65		2
BL SDWK					
BEGIN TO STA 215+00			27		2
STA 215+00 TO END	8		60		2
PROJECT TOTALS	8	24	152	1	6

LOCATION	164 7002	168 7001	506 7043	506 7046
	BROADCAST SEED(CLAY) (RURAL)(PERM) SEED	VEGETATIVE WATERING	BIODEG EROSN CONT LOGS (INSTL)(8")	BIODEG EROSN CONT LOGS (REMOVE)
	SY	MG	LF	LF
CL MERCER				
BEGIN TO STA 115+00	230	4	402	402
STA 115+00 TO END	115	2	187	187
BL SDWK				
BEGIN TO STA 215+00	270	5	539	539
STA 215+00 TO END	175	3	381	381
PROJECT TOTALS	790	14	1509	1509







SUMMARY OF QUANTITIES

©TxD0T	2024	SHEET	1	OF	1	
CONT	SECT JOB			HIGH	WAY	7
0914	33	094		Ι,	-00	П
DIST		COUNTY			529	П
AUS	HAYS			Ъ	б	_

GENERAL REQUIREMENTS

- 1. THE CONTRACTOR SHALL PLACE AND MAINTAIN ALL SIGNS, BARRICADES, PAVEMENT MARKINGS, AND OTHER WARNING DEVICES AS SHOWN IN THESE PLANS FOR MERCER STREET, US 290 AND ALL CROSS STREETS ACCORDING TO THE LATEST EDITION OF THE "TEXAS MUTCD" AND TXDOT APPLICABLE STANDARDS. THE SIGNS, BARRICADES, OR OTHER WARNING DEVICES SHOWN SHALL BE CONSIDERED A MINIMUM AND ADDITIONAL SIGNS, BARRICADES, OR WARNING DEVICES DEEMED NECESSARY BY THE ENGINEER OR DICTATED BY FIELD CONDITIONS SHALL BE PROVIDED ACCORDING TO TXDOT APPLICABLE STANDARDS, ADDITIONAL SIGNS OR BARRICADES WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO THE BID ITEM "BARRICADES, SIGNS, AND TRAFFIC HANDLING."
- 2. THE CONTRACTOR SHALL KEEP THE ROADWAY CLEAN AND FREE OF DIRT OR OTHER MATERIALS DURING HAULING OPERATIONS. IF THE CONTRACTOR DOES NOT MAINTAIN A CLEAN ROADWAY, THEY SHALL CEASE ALL CONSTRUCTION OPERATIONS, WHEN DIRECTED TO BY THE ENGINEER. CONSTRUCTION OPERATIONS SHALL NOT RESUME UNTIL THE ROADWAY IS CLEANED TO THE SATISFACTION OF THE ENGINEER.
- 3. NO CLOSURES WILL BE ALLOWED UNTIL ALL MATERIALS, EQUIPMENT, WORKFORCE, ETC. ARE AVAILABLE AND READY TO CONTINUOUSLY WORK TO KEEP LANES OPEN AS LONG AS POSSIBLE.
- 4. PRIOR TO BEGINNING WORK IN ANY SECTION OF THE PROJECT, PLACE ALL ROADSIDE SIGNE ON TEMPORARY SUPPORTS AT AN APPROVED LOCATION AND AS WORK PROGRESSES. EXISTING ROAD SIGNS MAY BE USED AND PLACED ON TEMPORARY SUPPORTS.
- 5. DO NOT STORE ANY CONSTRUCTION MATERIAL OR EQUIPMENT AT ANY LOCATION THAT WILL CONSTITUTE A HAZARD AND WILL ENDANGER THE PUBLIC.
- 6. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PER TMUTCD, WHEN REQUIRED, MUST BE PLACED 7 DAYS IN ADVANCE. THE ENGINEER SHALL APPROVE THE LOCATION OF THE PCMS PRIOR TO RELOCATING THE PCMS. THE WORDING OF THE PCMS SHALL BE APPROVED BY THE ENGINEER.
- 7. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL
- 8. CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS TO ADJACENT PROPERTIES AT ALL TIMES. THIS WORK WILL BE SUBSIDIARY TO THE VARIOUS BID ITEMS.
- 9. THE CONTRACTOR MAY USE A DIFFERENT CONSTRUCTION PHASING AND TRAFFIC CONTROL PLAN. ANY VARIATION FROM THE PLAN SHALL BE FORMALLY SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. ANY CHANGES PROPOSED BY THE CONTRACTOR SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER

SEQUENCE OF CONSTRUCTION

PHASE 1 - CONSTRUCT SOUTH MERCER ST SIDEWALK, CULVERT, AND RAISED CROSSING

STEP 1 (MERCER ST CULVERT EXTENSION AND SIDEWALK)

- 1. INSTALL ADVANCE WARNING SIGNS FOR MERCER ST AND ALL CROSS STREETS IN ACCORDANCE WITH TXDOT STANDARD BC(2) - 21.
- 2. INSTALL SIGNS AND BARRICADES FOR THE LIMITS OF MERCER ST FROM RM 12 TO THE RAISED CROSSING IN ACCORDANCE WITH TxDOT STANDARD WZ (RCD) - 13.
- 3. INSTALL DETOUR SIGNS ALONG RM 12 AND US 290 TO DIRECT LOCAL MERCER ST TRAFFIC AROUND CONSTRUCTION.
- 4. INSTALL TYPE 3 BARRICADE TO CLOSE MERCER ST EASTBOUND LANE FROM RM 12TO THE RAISED CROSSING. CONTRACTOR TO COORDINATE WITH ADJACENT PROPERTY OWNERS TO MAINTAIN ACCESS AND EGRESS.
- 5. EXTEND MERCER ST CULVERT PRIOR TO SIDEWALK CONSTRUCTION.
- 6. SAWCUT EXISTING EDGE OF PAVEMENT AND INSTALL FLEXBASE AND SAND. CONSTRUCT PROPOSED SLOTTED CURB AND GUTTER AND SIDEWALK.
- 7. CONSTRUCT ALL REMAINING ITEMS OF WORK INCLUDING CURB WALLS, DRIVEWAYS, HANDRAILS, GRADING, ETC. PROVIDE TEMPORARY SEEDING OF DISTURBED AREAS WITHIN 7-DAYS. COORDINATE WITH ADJACENT PROPERTY OWNERS TO MAINTAIN ACCESS AND EGRESS.

STEP 2 (MERCER ST RAISED CROSSING)

- 1. INSTALL ADVANCE WARNING SIGNS FOR MERCER ST AND ALL CROSS STREETS IN ACCORDANCE WITH TXDOT STANDARD BC(2) - 21
- 2. INSTALL SIGNS AND BARRICADES FOR THE LIMITS OF MERCER ST FROM RM 12 TO THE RAISED CROSSING IN ACCORDANCE WITH TXDOT STANDARD WZ (RCD) - 13.
- 3. INSTALL DETOUR SIGNS ALONG RM 12 AND US 290 TO DIRECT LOCAL MERCER ST TRAFFIC AROUND CONSTRUCTION.
- 4. CLOSE MERCER ST FOR THE LIMITS OF THE RAISED CROSSING.
- 5. REMOVE EXISTING ASPHALT PAVEMENT AND BASE AT THE PROPOSED RAISED CROSSING. INSTALL FLEX BASE AND CONCRETE PAVEMENT FOR RAISED CROSSING.
- 6. SAWCUT EXISTING EDGE OF PAVEMENT AND INSTALL FLEXBASE AND SAND. CONSTRUCT PROPOSED SLOTTED CURB AND GUTTER AND SIDEWALK FOR THE LIMITS OF THE RAISED CROSSING.
- 7. CONSTRUCT ALL REMAINING ITEMS OF WORK INCLUDING CURB WALLS, DRIVEWAYS, HANDRAILS, GRADING, ETC. PROVIDE TEMPORARY SEEDING OF DISTURBED AREAS WITHIN 7-DAYS. COORDINATE WITH ADJACENT PROPERTY OWNERS TO MAINTAIN ACCESS AND EGRESS.

PHASE 2 - CONSTRUCT NORTH SIDEWALK FROM RAISED CROSSING TO ROB SHELTON BLVD

STEP 1 (MERCER ST)

- 1. INSTALL ADVANCE WARNING SIGNS FOR MERCER ST AND ALL CROSS STREETS IN ACCORDANCE WITH BC(2) - 21.
- 2. INSTALL TEMPORARY FROSION CONTROL DEVICES PER SW3P DETAILS AND TXDOT STANDARDS OR AS DIRECTED BY THE ENGINEER.
- 3. INSTALL DETOUR SIGNS ALONG RM 12 AND US 290 TO DIRECT LOCAL MERCER ST TRAFFIC AROUND CONSTRUCTION.
- 4. INSTALL TYPE 3 BARRICADE TO CLOSE MERCER ST WESTBOUND LANE FROM THE RAISED CROSSING TO US 290. CONTRACTOR TO COORDINATE WITH ADJACENT PROPERTY OWNERS TO MAINTAIN ACCESS AND EGRESS.
- 5. INSTALL DETOUR SIGNS ALONG US 290 AND RM 12 TO DIRECT LOCAL MERCER ST AROUND CONSTRUCTION.
- 6. SAWCUT EXISTING EDGE OF PAVEMENT AND INSTALL FLEXBASE AND SAND. CONSTRUCT PROPOSED SLOTTED CURB AND GUTTER AND
- 7. REMOVE AND RECONSTRUCT REQUIRED DRIVEWAYS AND CULVERTS.
- 8. CONSTRUCT ALL REMAINING ITEMS OF WORK INCLUDING SET'S, GRADING, ETC. PROVIDE TEMPORARY SEEDING OF DISTURBED AREAS WITHIN 7-DAYS.
- 9. REMOVE TYPE 3 BARRICADES AND DETOUR SIGNS AND OPEN WESTBOUND MERCER ST TO LOCAL TRAFFIC.

STEP 2 (US 290)

- 1. INSTALL ADVANCE WARNING SIGNS FOR MERCER ST AND ALL CROSS STREETS IN ACCORDANCE WITH BC(2) - 21.
- 2. INSTALL TEMPORARY EROSION CONTROL DEVICES PER SW3P DETAILS AND TXDOT STANDARDS OR AS DIRECTED BY THE ENGINEER.
- 3. INSTALL ALL SIGNING AND CHANNELIZING DEVICES PER TXDOT STANDARDS, TCP TYPICAL SECTIONS AND AS APPROVED/DIRECTED BY THE ENGINEER.
- 4. CLOSE THE US 290 WESTBOUND SHOULDER FOR THE LIMITS OF SIDEWALK CONSTRUCTION FROM MERCER ST TO ROB SHELTON BLVD. UTILZE ADAVNCE WARNING SIGNS IN PLACE FOR THE PROJECT AND TXDOT STANDARDS TCP (2-1) - 18 OR TCP (2-2) - 18 FOR SHOULDER CLOSURES.
- 5. CONSTRUCT SIDEWALK FOR THE ENTIRE LIMITS, INCLUDING ANY CULVERTS, MEDIANS, CURB WALLS, ETC. REQUIRED FOR THE PROJECT.
- 6. AT END OF WORKDAY, ADJUST CHANNELIZING DEVICES FOR NIGHTTIME SECTIONS. NIGHTTIME OPERATIONS ARE NOT ALLOWED UNLESS APPROVED BY THE ENGINEER. ELIMINATE OVERNIGHT DROP-OFFS BY PROVIDING 3:1 MAX SAFETY SLOPES AT EDGE OF DROP-OFFS UTILIZING EXCAVATED BASE MATERIALS. THIS WORK SHALL BE SUBSIDIARY TO ITEM 502.
- 7. CONSTRUCT ALL REMAINING ITEMS OF WORK INCLUDING HANDRAILS, SET'S. GRADING, ETC. PROVIDE TEMPORARY SEEDING OF DISTURBED AREAS WITHIN 7-DAYS. COORDINATE WITH ADJACENT PROPERTY OWNERS TO MAINTAIN ACCESS AND EGRESS.







Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com F-2144



TCP NARRATIVE

	1	OF	1	SHEET		2024	© TxD0T
1	WAY	HIGH			JOB	SECT	CONT
1	20] _			094	33	0914
1	30	1 ວ			COUNTY		DIST
1	_				HAYS		

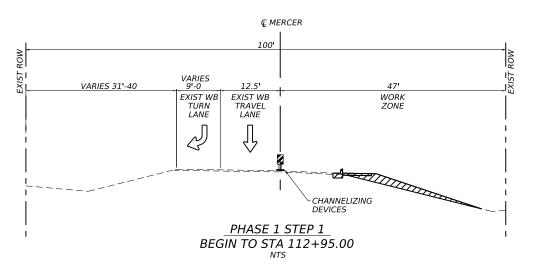
Item 9.

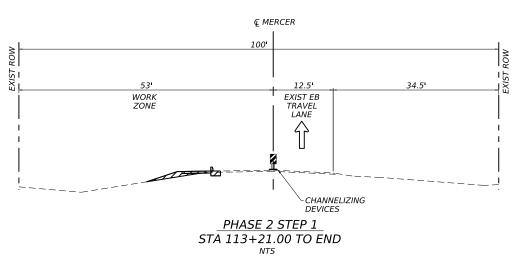
EXIST TRAFFIC DIRECTION



CHANNELIZING DEVICE











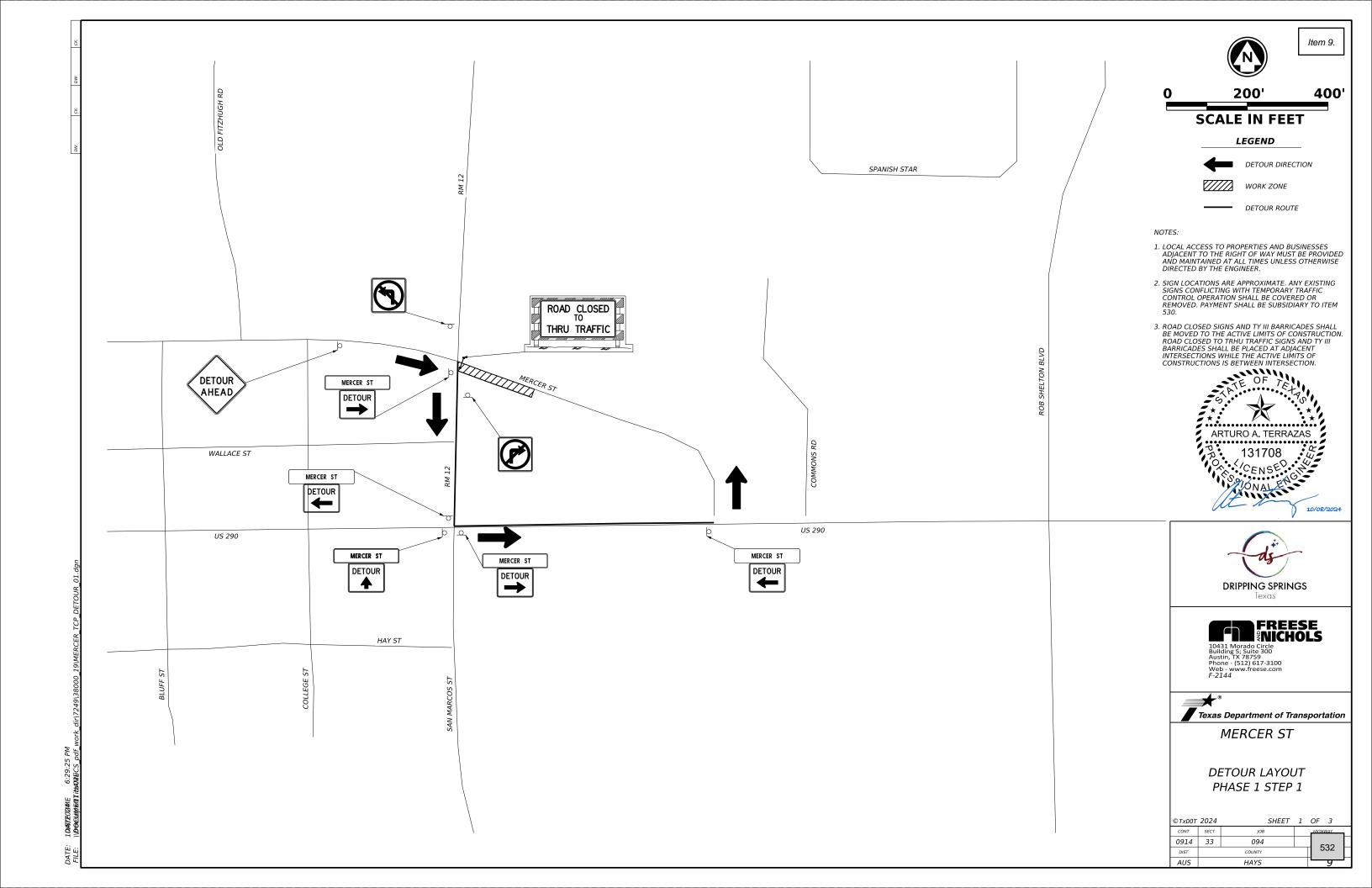


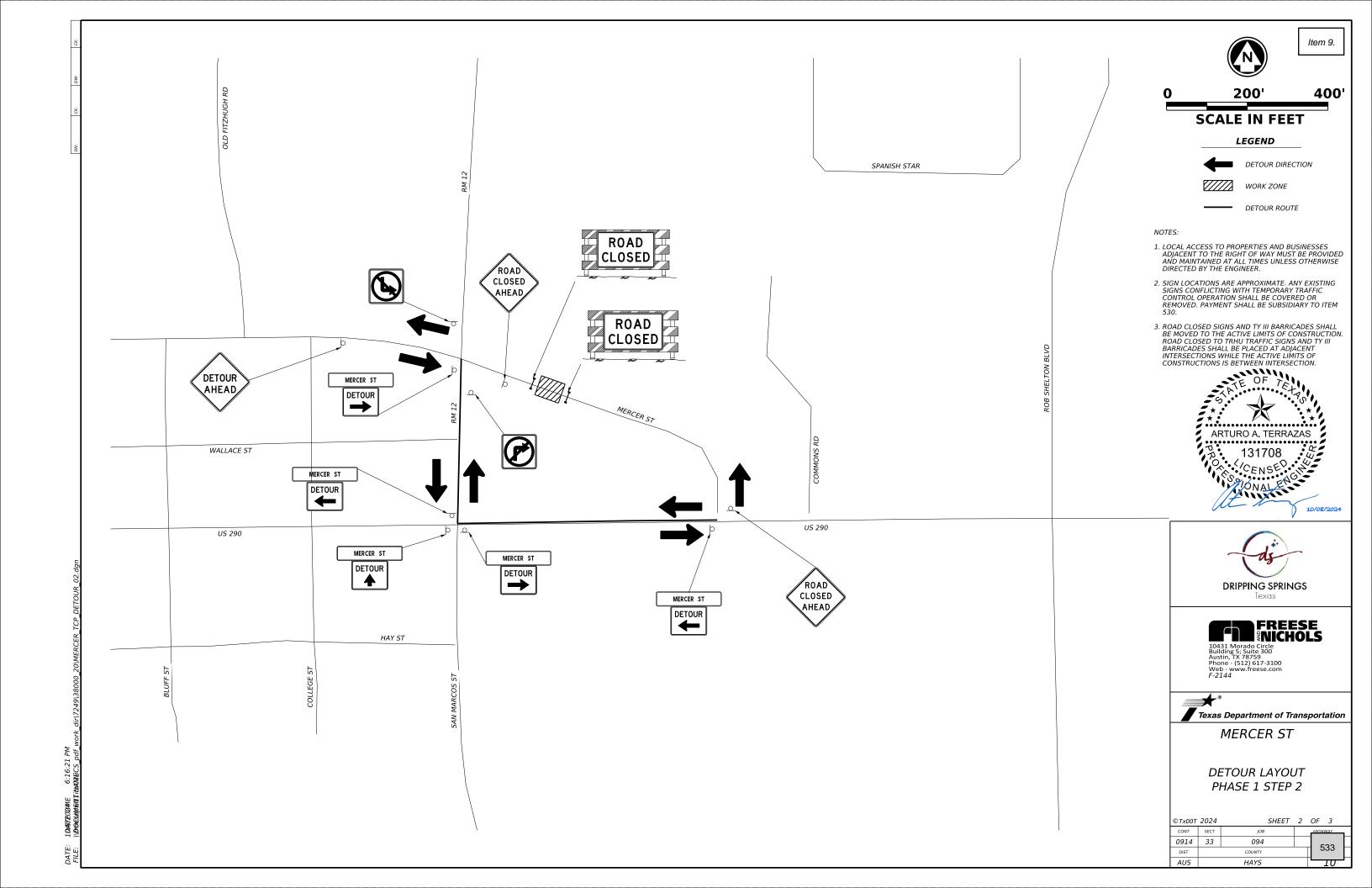
10431 Morado Circle Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com F-2144

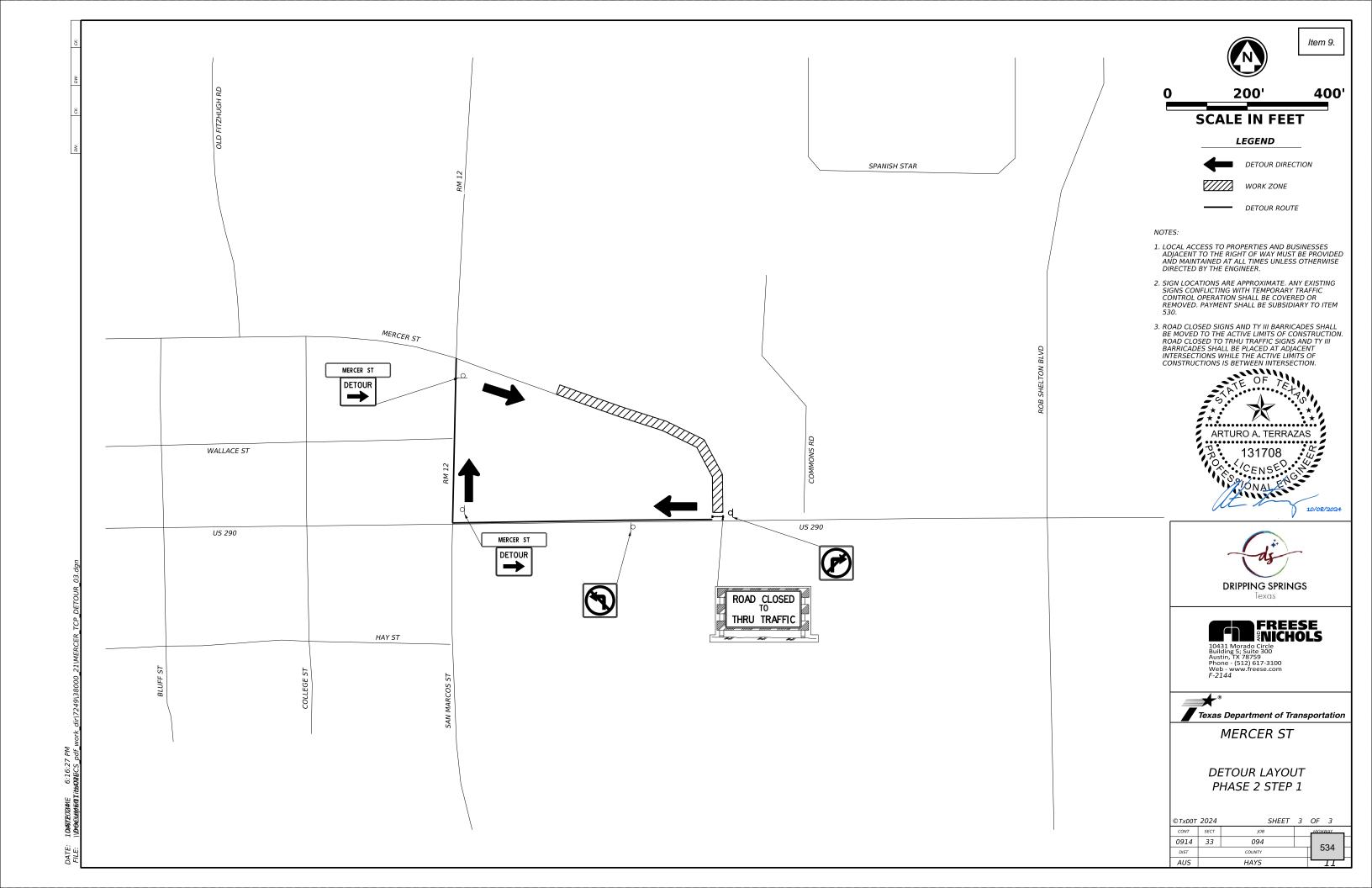


TRAFFIC CONTROL PLAN TYPICAL SECTIONS

©TxD0T	2024	SHEE	Т 1	ı	OF	1	
CONT	SECT	JOB			HIGH	WAY	
0914	33	094				.04	
DIST	COUNTY				ם	31	П
AUS	HAYS			П		8	П







- 1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
- 4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
- 5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
- When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
- The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
- 8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
- The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
- 10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES. CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
- 11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.
- 12. The Engineer has the final decision on the location of all traffic control devices.
- 13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY NOTES:

- 1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel." or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.
- 2. Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

- 1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
- 2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov

COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)

DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)

MATERIAL PRODUCER LIST (MPL)

ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"

STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)

TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)

TRAFFIC ENGINEERING STANDARD SHEETS

SHEET 1 OF 12



Traffic Safety Division Standard

Item 9.

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

LE: bc-21.dgn	DN: TxDOT		ck: TxDOT	DW:	T×DOT	ck: TxDOT
TxDOT November 2002	CONT	SECT	JOB			CUWAY
REVISIONS 4-03 7-13	0914	33	094			535
9-07 8-14	DIST		COUNTY			555
5-10 5-21	AUS		HAYS			77

11:59:

- ## May be mounted on back of "ROAD WORK AHEAD"(CW20-1D) sign with approval of Engineer. (See note 2 below)
- 1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D) sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
- 2. The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign mounted back to back with the reduced size 36" x 18" "END ROAD WORK" (G20-2) sign on low volume crossroads (see Note 4 under "Typical Construction Warning Sign Size and Spacing"). See the "Standard Highway Sign Designs for Texas" manual for sign details. The Engineer may omit the advance warning signs on low volume crossroads. The Engineer will determine whether a road is low volume as per TMUTCD Part 5. This information shall be shown in the plans.
- Based on existing field conditions, the Engineer/Inspector may require additional signs such as FLAGGER AHEAD, LOOSE GRAVEL, or other appropriate signs. When additional signs are required, these signs will be considered part of the minimum requirements. The Engineer/Inspector will determine the proper location and spacing of any sign not shown on the BC sheets, Traffic Control Plan sheets or the Work Zone Standard Sheets.
- 4. The "ROAD WORK NEXT X MILES" (G20-1aT) sign shall be required at high volume crossroads to advise motorists of the length of construction in either direction from the intersection. The Engineer will determine whether a roadway is considered high volume.
- 5. Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
- 6. When work occurs in the intersection area, appropriate traffic control devices, as shown elsewhere in the plans or as determined by the Engineer/Inspector, shall be in place.

BEGIN T-INTERSECTION ★ ★ G20-9TP ZONE ★ R20-5T FINES DOLIBL X R20-5aTP WHEN WORKERS ARE PRESENT ROAD WORK <⇒ NEXT X MILES FND * X G20-26T WORK ZONE G20-1bTI INTERSECTED 1000'-1500' - Hwy 1 Block - City 1000'-1500' - Hwy 1 Block - City ROADWAY \Rightarrow ROAD WORK G20-16TR NEXT X MILES € 80' Limit WORK ZONE G20-26T X X BEGIN WORK \times \times G20-9TP ZONE TRAFFI G20-6T \times \times R20-5T FINES IDOUBLE X X R20-5aTP WORKERS ARE PRESENT ROAD WORK G20-2

CSJ LIMITS AT T-INTERSECTION

- 1. The Engineer will determine the types and location of any additional traffic control devices, such as a flagger and accompanying signs, or other signs, that should be used when work is being performed at or near an intersection.
- 2. If construction closes the road at a T-intersection, the Contractor shall place the "CONTRACTOR NAME"(G20-6T) sign behind the Type 3 Barricades for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" left arrow(G20-1bTL) and "ROAD WORK NEXT X MILES" right arrow (G20-1bTR)" signs shall be replaced by the detour signing called for in the plans.

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SI

SIZE

Sign Number or Series	Conventional Road	Expressway/ Freeway
CW20 ⁴ CW21 CW22 CW23 CW25	48" × 48"	48" × 48"
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" × 36"	48" × 48"
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" × 48"	48" × 48"

Posted Speed	Sign△ Spacing "X"
MPH	Feet (Apprx.)
30	120
35	160
40	240
45	320
50	400
55	500 ²
60	600 ²
65	700 2
70	800 ²
75	900 ²
80	1000 ²
*	* 3

Item 9.

SPACING

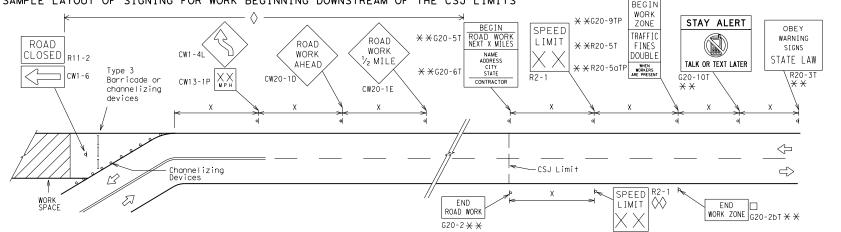
- * For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.
- \triangle Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

- 1. Special or larger size signs may be used as necessary.
- 2. Distance between signs should be increased as required to have 1500 feet advance warning.
- 3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be used on low volume crossroads at the discretion of the Engineer as per TMUTCD Part 5. See Note 2 under "Typical Location of Crossroad Signs".
- 5. Only diamond shaped warning sign sizes are indicated.
- 6. See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign design

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS	SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS
ROAD WORK AREA AHEAD 3X CW20-1D CW13-1P	** ** ** ** ** ** ** ** ** ** ** ** **
	······································
Channelizing Devices	WORK SPACE SPEED SPEED
When extended distances occur between minimal work spaces, the Engineer/I "ROAD WORK AHEAD"(CW20-1D)signs are placed in advance of these work areas	to remind drivers they are still G20-2 * * location NOTES
within the project limits. See the applicable TCP sheets for exact locati channelizing devices.	on and spacing of signs and The Contractor shall determine the appropr

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING DOWNSTREAM OF THE CSJ LIMITS



The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD" WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer.

- The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.
- $\star\star$ CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.
- Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic
- Contractor will install a regulatory speed limit sign at $\Diamond \Diamond$ the end of the work zone.

	LEGEND					
	Type 3 Barricade					
000	Channelizing Devices					
•	Sign					
Х	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.					

SHEET 2 OF 12



Traffic Safety Division Standard

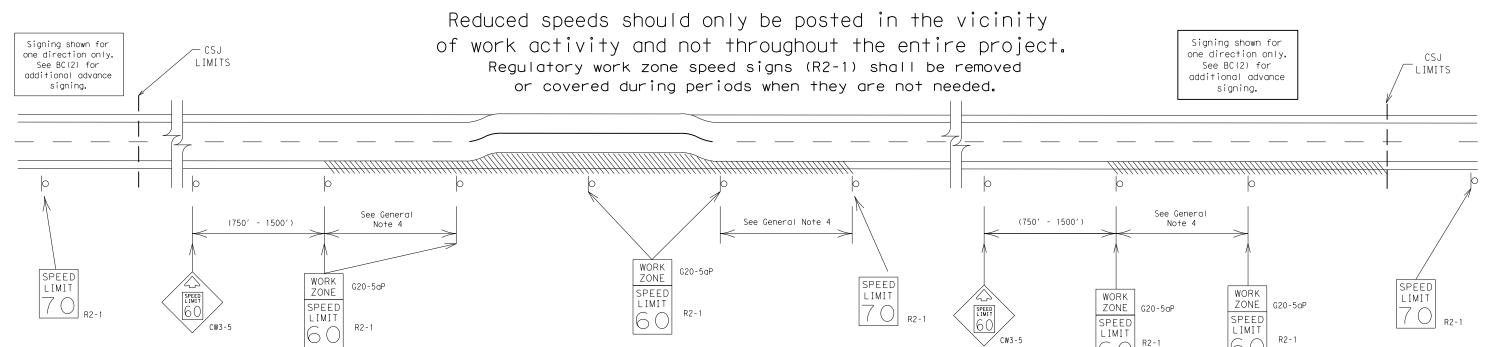
BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE:	bc-21.dgn	DN: TxDOT		CK: TXDOT DW:		TxDO	T	ck: TxD	0
© TxD0T	November 2002	CONT	SECT	JOB		-	штс	- LIWAY	ī
	REVISIONS	0914	33	094			536		ſ
9-07	8-14	DIST		COUNTY					ſ
7-13	5-21	AUS		HAYS				13	_

TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

Work zone speed limits shall be regulatory, established in accordance with the "Procedures for Establishing Speed Zones," and approved by the Texas Transportation Commission, or by City Ordinance when within Incorporated City Limits.



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit should be included on the design of the traffic control plans when restricted geometrics with a lower design speed are present in the work zone and modification of the geometrics to a higher design speed is not feasible.

Long/Intermediate Term Work Zone Speed Limit signs, when approved as described above, should be posted and visible to the motorist when work activity is present. Work activity may also be defined as a change in the roadway that requires a reduced speed for motorists to safely negotiate the work area, including:

- a) rough road or damaged pavement surface
- b) substantial alteration of roadway geometrics (diversions)
- c) construction detours
- d) grade
- e) width
- f) other conditions readily apparent to the driver

As long as any of these conditions exist, the work zone speed limit signs should remain in place.

SHORT TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit may be included on the design of the traffic control plans when workers or equipment are not behind concrete barrier, when work activity is within 10 feet of the traveled way or actually in the traveled way.

Short Term Work Zone Speed Limit signs should be posted and visible to the motorists only when work activity is present. When work activity is not present, signs shall be removed or covered. (See Removing or Covering on BC(4)).

GENERAL NOTES

- 1. Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
- 2. Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mountina heiaht.
- 3. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
- 4. Frequency of work zone speed limit signs should be:

40 mph and greater 0.2 to 2 miles

35 mph and less 0.2 to 1 mile

- 5. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
- 6. Fabrication, erection and maintenance of the "ADVANCE SPEED LIMIT" (CW3-5) sign, "WORK ZONE"(G20-5aP) plaque and the "SPEED LIMIT"(R2-1)signs shall not be paid for directly, but shall be considered subsidiary to Item 502.
- 7. Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
- 8. Techniques that may help reduce traffic speeds include but are not limited to: A. Law enforcement.
 - B. Flagger stationed next to sign.
 - C. Portable changeable message sign (PCMS).
 - D. Low-power (drone) radar transmitter.
 - E. Speed monitor trailers or signs.
- 9. Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
- 10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see TxDOT form #1204 in the TxDOT e-form system.

SHEET 3 OF 12



BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

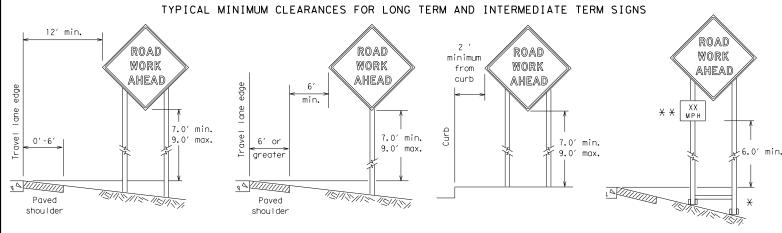
Traffic Safety Division Standard

Item 9.

BC(3) - 21

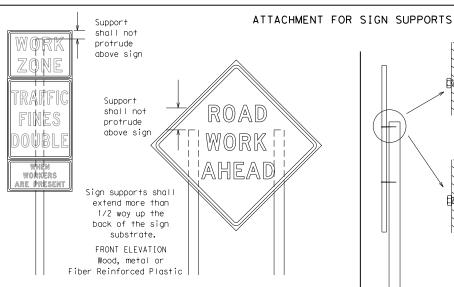
FILE:	bc-21.dgn	DN: TxDOT		ck: TxDOT Dw:		TxDO	T CK: TxD	ОТ
© TxD0T	November 2002	CONT	T SECT JOB				UICUWAY	П
0.07	REVISIONS	0914	33	094			537	П
9-07 7-13	8-14 5-21	DIST		COUNTY			557	П
1-13	3-21	ALIS		HAYS			77	Л





* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

X When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.



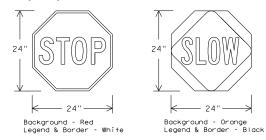
Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the spice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

STOP/SLOW PADDLES

- 1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24". STOP/SLOW paddles shall be retroreflectorized when used at night.
- 3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
- 4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



SHEETING RE	QUIREMENT	S (WHEN USED AT NIGHT)
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	ORANGE	TYPE B _{fl} OR C _{fl} SHEETING
LEGEND & BORDER	WHITE	TYPE B OR C SHEETING
LEGEND & BORDER	BLACK	ACRYLIC NON-REFLECTIVE FILM

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

SIDE ELEVATION

Wood

- Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, specific service (LOGO), or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction
- When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
- When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
- If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
- If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC standard sheets, TLRS standard sheets or the CWZTCD list. The signs shall meet the required mounting heights shown on the BC, or the SMD standard sheets during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
- Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502

GENERAL NOTES FOR WORK ZONE SIGNS

- Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
- Wooden sign posts shall be painted white.
- Barricades shall NOT be used as sign supports
- All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
- The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
- The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD) for small roadside signs. Supports for temporary large roadside signs shall meet the requirements detailed on the Temporary Large Roadside Signs (TLRS) standard sheets. The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
- The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
- Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
- The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

<u>DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)</u>

- The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
 - a. Long-term stationary work that occupies a location more than 3 days.
 - Intermediate-term stationary work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
 - Short-term stationary daytime work that occupies a location for more than 1 hour in a single daylight period. Short, duration work that occupies a location up to 1 hour.
- Mobile work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

- The bottom of Long-term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface, except as shown for supplemental plagues mounted below other signs.
- The bottom of Short-term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above
- the ground. Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
- 4. Short-term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday or raised to appropriate Long-term/Intermediate sign height.
- Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

SIZE OF SIGNS

I. The Contractor shall furnish the sign sizes shown on BC (2) unless otherwise shown in the plans or as directed by the Engineer.

SIGN SUBSTRATES

- The Contractor shall ensure the sign substrate is installed in accordance with the manufacturer's recommendations for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
- "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
- All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

REFLECTIVE SHEETING

- 1. All signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300
- for rigid signs or DMS-8310 for roll-up signs. The web address for DMS specifications is shown on BC(1).
- White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
- 3. Orange sheeting, meeting the requirements of DMS-8300 Type B_{FL} or Type C_{FL} , shall be used for rigid signs with orange backgrounds.

SIGN LETTERS

1. All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

REMOVING OR COVERING

- When sign messages may be confusing or do not apply, the signs shall be removed or completely covered. 2. Long-term stationary or intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when
- the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
- 3. Signs installed on wooden skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
- When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
- Burlap shall NOT be used to cover signs. Duct tape or other adhesive material shall NOT be affixed to a sign face.
- Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

- l. Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used. The sandbags will be tied shut to keep the sand from spilling and to maintain a
- constant weight.
- Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
- Sandbags shall be made of a durable material that tears upon vehicular
- impact. Rubber (such as tire inner tubes) shall NOT be used. Rubber ballasts designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured
- with rubber bases may be used when shown on the CWZTCD list. Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
- Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

1. Flags may be used to draw attention to warning signs. When used, the flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color. Flags shall not be allowed to cover any portion of the sign face. SHEET 4 OF 12

Traffic Safety Division Standard

Item 9.

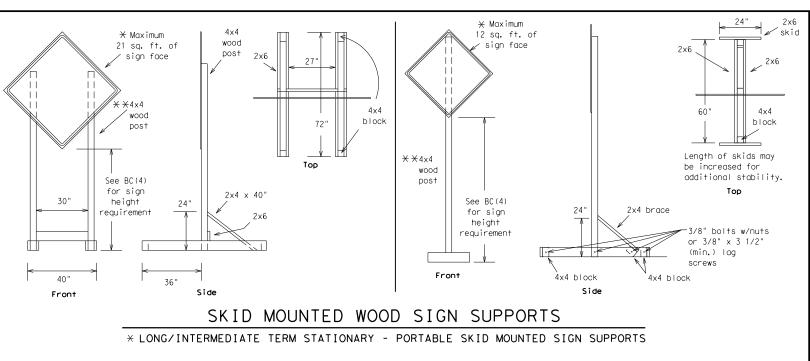


BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

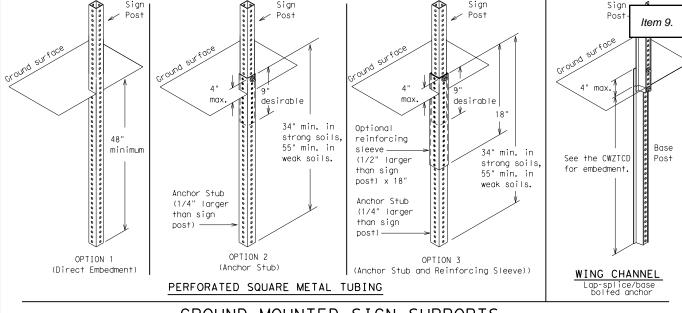
BC(4) - 21

FILE:	bc-21.dgn	DN: T>	DN: TXDOT CK: TXDOT D		DW:	TxDO	T	ck: TxD(TC
© TxD0T	November 2002	CONT	SECT	JOB			utc	LWAY	
	REVISIONS	0914	33	094				538	
9-07	8-14	DIST		COUNTY			,	030	
7-13	5-21	AUS		HAYS				15	

12:01:59



SINGLE LEG BASE

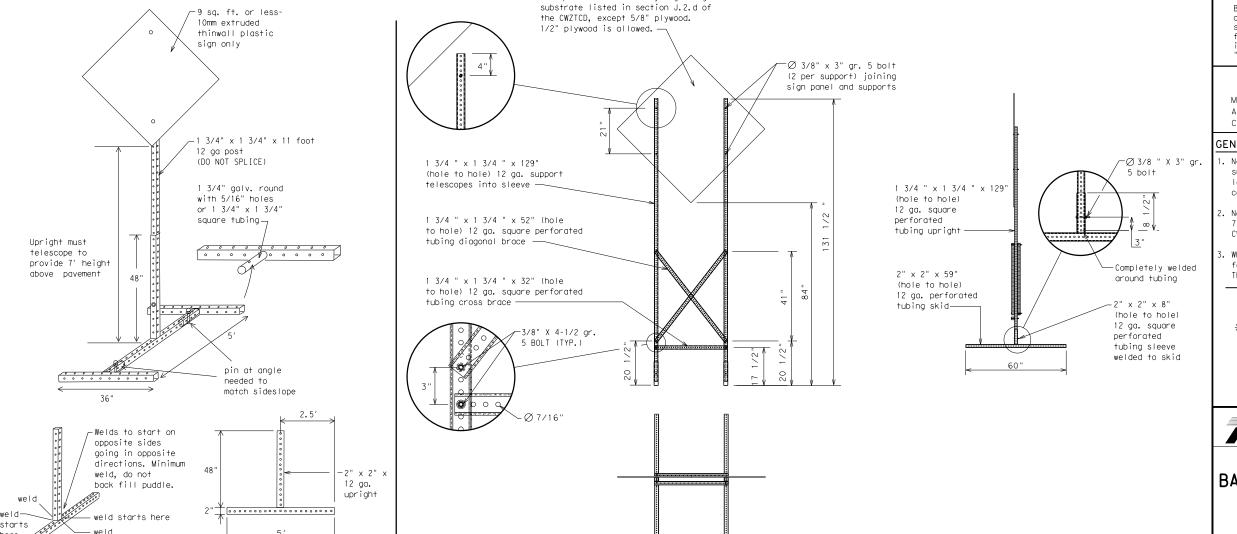


GROUND MOUNTED SIGN SUPPORTS

Refer to the CWZTCD and the manufacturer's installation procedure for each type sign support.

The maximum sign square footage shall adhere to the manufacturer's recommendation.

Two post installations can be used for larger signs.



16 sq. ft. or less of any rigid sign

WEDGE ANCHORS

Both steel and plastic Wedge Anchor Systems as shown on the SMD Standard Sheets may be used as temporary sign supports for signs up to 10 square feet of sign face. They may be set in concrete or in sturdy soils if approved by the Engineer. (See web address for "Traffic Engineering Standard Sheets" on BC(1)).

OTHER DESIGNS

MORE DETAILS OF APPROVED LONG/INTERMEDIATE AND SHORT TERM SUPPORTS CAN BE FOUND ON THE CWZTCD LIST. SEE BC(1) FOR WEBSITE LOCATION.

GENERAL NOTES

- Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
- . No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
- When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered subsidiary to Item 502.
 - \star See BC(4) for definition of "Work Duration."
- $\times\!\!\!\times$ Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.
- ☐ See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

SHEET 5 OF 12



Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

FILE:	bc-21.dgn	DN: TxDOT		DOT CK: TxDOT DW:		TxD0	T	ck: TxDC)
© TxDOT	November 2002	CONT	SECT	JOB				JWAY	
	REVISIONS	0914	33	094			_	39	Ī
9-07	8-14	DIST		COUNTY			Ü	139	Ī
7-13	5-21	AUS		HAYS				16	

SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

32′

99

WHEN NOT IN USE. REMOVE THE PCMS FROM THE RIGHT-OF-WAY OR PLACE THE PCMS BEHIND BARRIER OR GUARDRAIL WITH SIGN PANEL TURNED PARALLEL TO TRAFFIC

PORTABLE CHANGEABLE MESSAGE SIGNS

- 1. The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
- 2. Messages on PCMS should contain no more than 8 words (about four to eight characters per word), not including simple words such as "TO, "FOR." "AT." etc.
- 3. Messages should consist of a single phase, or two phases that alternate. Three-phase messages are not allowed. Each phase of the message should convey a single thought, and must be understood by
- Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
- Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
- When in use, the bottom of a stationary PCMS message panel should be a minimum 7 feet above the roadway, where possible.
- 7. The message term "WEEKEND" should be used only if the work is to start on Saturday morning and end by Sunday evening at midnight. Actual days and hours of work should be displayed on the PCMS if work is to begin on Friday evening and/or continue into Monday morning.
- The Engineer/Inspector may select one of two options which are available for displaying a two-phase message on a PCMS. Each phase may be displayed for either four seconds each or for three seconds each.
- Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
- 10. Do not present redundant information on a two-phase message; i.e., keeping two lines of the message the same and changing the third line.
- 11. Do not use the word "Danger" in message.
- 12. Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
- 13. Do not display messages that scroll horizontally or vertically across the face of the sign.
- 14. The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated, unless shown in the TMUTCD.
- 15. PCMS character height should be at least 18 inches for trailer mounted units. They should be visible from at least 1/2 (.5) mile and the text should be legible from at least 600 feet at night and 800 feet in daylight. Truck mounted units must have a character height of 10 inches and must be legible from at least 400 feet.
- 16. Each line of text should be centered on the message board rather than left or right justified.
- 17. If disabled, the PCMS should default to an illegible display that will not alarm motorists and will only be used to alert workers that the PCMS has malfunctioned. A pattern such as a series of horizontal solid bars is appropriate.

WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION		
Access Road	ACCS RD	Major	MAJ		
Alternate	ALT	Miles	MI		
Avenue	AVE	Miles Per Hour			
Best Route	BEST RTE	Minor MNR			
Boulevard	BLVD	Monday MON			
Bridge	BRDG	Normal NORM			
Canno+	CANT	North N			
Center	CTR	Northbound	(route) N		
Construction Ahead	CONST AHD	Parking	PKING		
CROSSING	XING	Road	RD RD		
Detour Route	DETOUR RTE	Right Lane	RT LN SAT		
Do Not	DONT	Saturday Service Road	SERV RD		
East	E	Shoulder	SHL DR		
Eastbound	(route) E	Slippery	SLIP		
Emergency	EMER	South	S		
Emergency Vehicle		Southbound	(route) S		
Entrance, Enter	FNT	Speed	SPD SPD		
Express Lane	EXP LN	Street	ST		
Expressway	EXPWY	Sunday	SUN		
XXXX Feet	XXXX FT	Telephone	PHONE		
Fog Ahead	FOG AHD	Temporary	TEMP		
Freeway	FRWY, FWY	Thursday	THURS		
Freeway Blocked	FWY BLKD	To Downtown	TO DWNTN		
Friday	FRI	Traffic	TRAF		
Hazardous Driving		Travelers	TRVLRS		
Hazardous Material	HAZMAT	Tuesday	TUES		
High-Occupancy	HOV	Time Minutes	TIME MIN		
Vehicle	HWY	Upper Level	UPR LEVEL		
Highway		Vehicles (s)	VEH, VEHS		
Hour(s)	HR, HRS	Warning	WARN		
Information	INFO	Wednesday	WED		
It Is	ITS	Weight Limit	WT LIMIT		
Junction	JCT	West	W		
Left	LFT	Westbound	(route) W		
Left Lane	LFT LN	Wet Pavement	WET PVMT		
Lane Closed	LN CLOSED	Will Not	WONT		
Lower Level	LWR LEVEL		1		
Maintenance	MAINT				

designation # IH-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

(The Engineer may approve other messages not specifically covered here.)

Phase 1: Condition Lists

Road/Lane/Rai	mp Closure List	Other Condition List			
FREEWAY CLOSED X MILE	FRONTAGE ROAD CLOSED	ROADWORK XXX FT	ROAD REPAIRS XXXX FT		
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT	FLAGGER XXXX FT	LANE NARROWS XXXX FT		
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT	RIGHT LN NARROWS XXXX FT	TWO-WAY TRAFFIC XX MILE		
RIGHT X LANES CLOSED	RIGHT X LANES OPEN	MERGING TRAFFIC XXXX FT	CONST TRAFFIC XXX FT		
CENTER LANE CLOSED	DAYTIME LANE CLOSURES	LOOSE GRAVEL XXXX FT	UNEVEN LANES XXXX FT		
NIGHT LANE CLOSURES	I-XX SOUTH EXIT CLOSED	DETOUR X MILE	ROUGH ROAD XXXX FT		

EXIT XXX VARIOUS CLOSED LANES CLOSED X MILE EXIT RIGHT LN CLOSED TO BE

MALL

DRIVEWAY

CLOSED

XXXXXXXX

BLVD

CLOSED

CLOSED

X LANES CLOSED TUE - FRI

X LANES SHIFT in Phase 1 must be used with STAY IN LANE in Phase 2.

ROADWORK

PAST

SH XXXX

RLIMP

XXXX FT

TRAFFIC

SIGNAL

XXXX FT

Phase 2: Possible Component Lists

Action to Take/Effect on Travel * * Advance Location Warning Notice List List List List TUE-FRI MERGE FORM ΔΤ SPEED FM XXXX RIGHT X LINES LIMI. XX AM-XX MPH X PM RIGHT APR XX-DETOUR USE BEFORE MAXIMUM XXXXXRAILROAD SPEED RD EXIT XX MPH X PM-X AM X EXITS CROSSING USF USE EXIT NEXT MINIMUM BEGINS EXIT XXX I - XX SPEED MONDAY NORTH MILES XX MPH STAY ON USE PAST ADVISORY BEGINS IIS XXX I-XX F IIS XXX SPEED ΜΔΥ ΧΧ SOUTH TO I-XX N EXIT XX MPH TRUCKS WATCH XXXXXXX RIGHT MAY X-X USE FOR TΩ LANF XX PM -US XXX N TRUCKS XXXXXXX EXIT XX AM WATCH EXPECT IIS XXX USF NFXT FOR DELAYS ΤO CAUTION FRI-SUN TRUCKS FM XXXX PREPARE DRIVE XX AM EXPECT DELAYS ΤO SAFELY TΟ STOP XX PM REDUCE END DRIVE NEXT SPEED SHOULDER TUF WITH XXX FT USE CARE AUG XX USE WATCH TONIGHT OTHER XX PM-FOR ROUTES WORKERS XX AM STAY ΙN * X See Application Guidelines Note 6. LANE

APPLICATION GUIDELINES

- 1. Only 1 or 2 phases are to be used on a PCMS.
- 2. The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
- 3. A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
- 4. A Location Phase is necessary only if a distance or location is not included in the first phase selected.
- 5. If two PCMS are used in sequence, they must be separated by a minimum of 1000 ft. Each PCMS shall be limited to two phases, and should be understandable by themselves.
- 6. For advance notice, when the current date is within seven days of the actual work date, calendar days should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.

WORDING ALTERNATIVES

- 1. The words RIGHT, LEFT and ALL can be interchanged as appropriate.
- 2. Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
- 3. EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
- 4. Highway names and numbers replaced as appropriate.
- ROAD, HIGHWAY and FREEWAY can be interchanged as needed.
- 6. AHEAD may be used instead of distances if necessary. 7. FI and MI. MILE and MILES interchanged as appropriate.
- 8. AT. BEFORE and PAST interchanged as needed.
- 9. Distances or AHEAD can be eliminated from the message if a location phase is used.

PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC. THE FOUR DRUMS SHOULD BE PLACED WITH ONE DRUM AT EACH OF THE FOUR CORNERS OF THE UNIT.

ROADWORK

NEXT

FRI-SUN

US XXX

FXIT

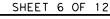
X MILES

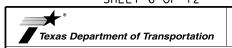
LANES

SHIFT

FULL MATRIX PCMS SIGNS

- 1. When Full Matrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
- 2. When symbol signs, such as the "Flagger Symbol"(CW20-7) are represented graphically on the Full Matrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
- 3. When symbol signs are represented graphically on the Full Matrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
- 4. A full matrix PCMS may be used to simulate a flashing arrow board provided it meets the visibility, flash rate and dimming requirements on BC(7), for the same size arrow







Item 9.

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

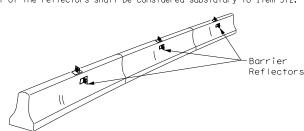
BC(6)-21

ILE:	bc-21.dgn	DN: T	OOT	ck: TxDOT	DW:	TxDO	CK: TxD	ОТ
C) TxDOT	November 2002	CONT	SECT	JOB		Г	HICHWAY	,
	REVISIONS	0914	33	094			540	П
9-07	8-14	DIST		COUNTY			540	
7-13	5-21	AUS		HAYS			17	,

100

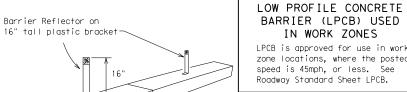
12:00:56

- 1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of pregualified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- 2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.



CONCRETE TRAFFIC BARRIER (CTB)

- 3. Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. The Barrier Reflector mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.
- 4. Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of CTB. The reflector unit on top shall have two yellow reflective faces (Bi-Directional) while the reflectors on each side of the barrier shall have one yellow reflective face, as shown in the detail above.
- 5. When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.
- 6. Barrier Reflector units shall be yellow or white in color to match the edgeline being supplemented.
- 7. Maximum spacing of Barrier Reflectors is forty (40) feet.
- 8. Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
- 9. Attachment of Barrier Reflectors to CTB shall be per manufacturer's
- 10.Missing or damaged Barrier Reflectors shall be replaced as directed
- 11. Single slope barriers shall be delineated as shown on the above detail.

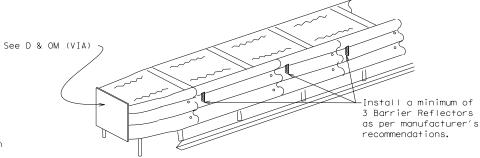


LPCB is approved for use in work zone locations, where the posted speed is 45mph, or less. See Roadway Standard Sheet LPCB.

IN WORK ZONES

Max. spacina of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)



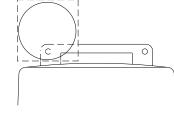
DELINEATION OF END TREATMENTS

END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet the apppropriate crashworthy standards as defined in the Manual for Assessing Safety Hardware (MASH), Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

WARNING LIGHTS

- 1. Warning lights shall meet the requirements of the TMUTCD.
- 2. Warning lights shall NOT be installed on barricades.
- 3. Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B_{FL} or C_{FL} Sheeting meeting the requirements of Departmental Material Specification DMS-8300.
- 4. Type-C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
- 5. The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
- 6. When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights. 7. When used to delineate curves, Type-C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.

8. The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

- 1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- 2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- 3. A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
- 4. Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
- 5. Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
- 6. Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
- 7. The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS

- 1. A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
- 2. The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed
- 3. The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
- 4. Round reflectors shall be fully reflectorized, including the area where attached to the drum.
- 5. Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
- 6. The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
- 7. When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
- 8. The warning reflector should be mounted on the side of the handle nearest approaching traffic.
- 9. The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.

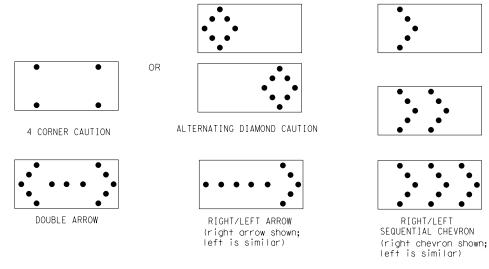
Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

1. The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.

2. Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.

3. The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Board.

4. The Flashing Arrow Board should be able to display the following symbols:



5. The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.

The straight line caution display is NOT ALLOWED.

The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.

Minimum lamp "on time" shall be approximately 50 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.

9. The sequential arrow display is NOT ALLOWED.
10. The flashing arrow display is the TxDOT standard; however, the sequential chevron

display may be used during daylight operations.

11. The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.12. A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.13. A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility,

flash rate and dimming requirements on this sheet for the same size arrow. 14. Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway

to bottom of panel.

	REQUIREMENTS									
TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE							
В	30 × 60	13	3/4 mile							
С	48 × 96	15	1 mile							

ATTENTION Flashing Arrow Boards shall be equipped with automatic dimming devices.

WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

Traffic Safety Division Standard

Item 9.

FLASHING ARROW BOARDS

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

- 1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
- Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
- 3. Refer to the CWZTCD for a list of approved TMAs.
- 4. TMAs are required on freeways unless otherwise noted n the plans
- 5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
- 6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.



BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR

BC(7) - 21

FILE:	bc-21.dgn	DN: TxDOT		ck: TxDOT	DW:	TxDO	CK: TxD(TC
© TxD0T	November 2002	CONT	SECT	JOB		Г	U T C UWAY	П
	REVISIONS	0914	33	094			541	П
9-07 8-14 7-13 5-21		DIST		COUNTY			541	П
1-13	5-21	ALIC		HAYS			70	П

101

1. For long term stationary work zones on freeways, drums shall be used as

- the primary channelizing device.

 For intermediate term stationary work zones on freeways, drums should be
- Let intermediate term stationary work zones on freeways, drums should be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or 42" two-piece cones. In tangent sections, one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
- 3. For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tapers, transitions and tangent sections by vertical panels, two-piece cones or one-piece cones as approved by the Engineer.
- Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWTCD).
- Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.
- The Contractor shall have a maximum of 24 hours to replace any plastic drums identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

GENERAL DESIGN REQUIREMENTS

GENERAL NOTES

Pre-qualified plastic drums shall meet the following requirements:

- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- 2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
- Plastic drums shall be constructed of lightweight flexible, and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums as channelization devices or sign supports.
- 4. Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height when viewed from any direction. The height of drum unit (body installed on base) shall be a minimum of 36 inches and a maximum of 42 inches.
- 5. The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two widely spaced 9/16 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved compliant sign.
- 6. The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective circumferential stripes not less than 4 inches nor greater than 8 inches in width. Any non-reflectorized space between any two adjacent stripes shall not exceed 2 inches in width.
- Bases shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footholds of sufficient size to allow base to be held down while separating the drum body from the base.
- to be held down while separating the drum body from the base.

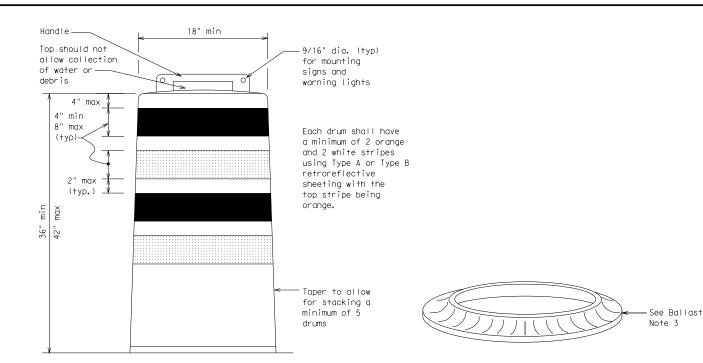
 8. Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
- 9. Drum body shall have a maximum unballasted weight of 11 lbs.
- 10. Drum and base shall be marked with manufacturer's name and model number.

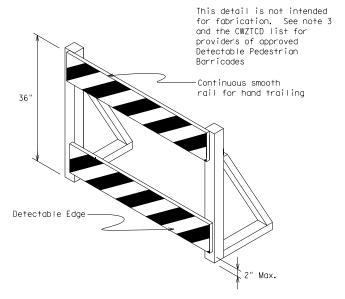
RETROREFLECTIVE SHEETING

- The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
- The sheeting shall be suitable for use on and shall adhere to the drum surface such that, upon vehicular impact, the sheeting shall remain adhered in-place and exhibit no delaminating, cracking, or loss of retroreflectivity other than that loss due to abrasion of the sheeting surface.

BALLAST

- 1. Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other ballasting devices as approved by the Engineer. Stacking of sandbags will be allowed, however height of sandbags above pavement surface may not exceed 12 inches.
- Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of an integral crumb rubber base or a solid rubber base.
- Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
- 4. The ballast shall not be heavy objects, water, or any material that would become hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
- When used in regions susceptible to freezing, drums shall have drainage holes in the bottoms so that water will not collect and freeze becoming a hazard when struck by a vehicle.
- 6. Ballast shall not be placed on top of drums.
- 7. Adhesives may be used to secure base of drums to pavement.





DETECTABLE PEDESTRIAN BARRICADES

- 1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
- Where pedestrians with visual disabilities normally use the closed sidewalk, a Detectable Pedestrian Barricade shall be placed across the full width of the closed sidewalk instead of a Type 3 Barricade.
- 3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
- 4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" and should not be used as a control for pedestrian
- Warning lights shall not be attached to detectable pedestrian barricades.
- 6. Detectable pedestrian barricades should use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.



18" x 24" Sign (Maximum Sign Dimension) Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer



12" x 24"
Vertical Panel
mount with diagonals
sloping down towards
travel way

Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED
ON PLASTIC DRUMS

- Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
- 2. Chevrons and other work zone signs with an orange background shall be manufactured with Type B_{FL} or Type C_{FL} Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
- 3. Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A or Type B. Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
- 4. Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height, except for the R9 series signs discussed in note 8 below.
- Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection
- Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
- 7. Chevrons may be placed on drums on the outside of curves, on merging tapers or on shifting tapers. When used in these locations, they may be placed on every drum or spaced not more than on every third drum. A minimum of three (3) should be used at each location called for in the plans.
- R9-9, R9-10, R9-11 and R9-11a Sidewalk Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

SHEET 8 OF 12



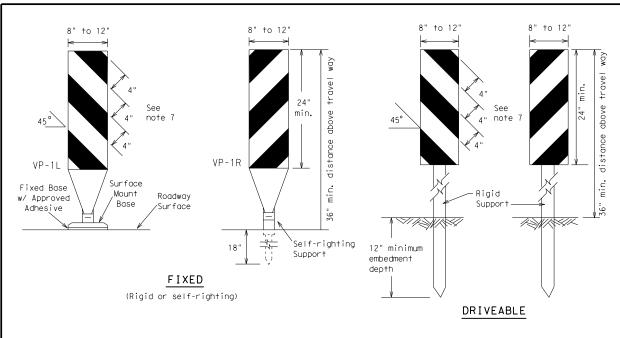
Traffic Safety Division Standard

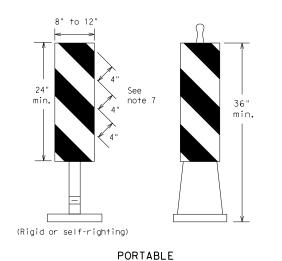
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

LE: bc-21.dgn	DN: T>	OOT	ск: TxDOT	DW:	TxDOT	ck: TxDOT
TxDOT November 2002	CONT	SECT	JOB			CHMYA
REVISIONS 1-03 8-14	0914	33	094			542
1-03 8-14 3-07 5-21	DIST		COUNTY			342
7-13	AUS		HAYS			19

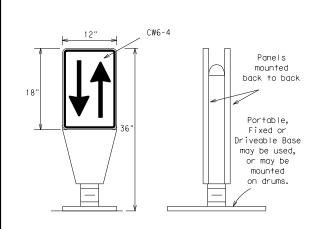
102





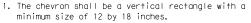
- 1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
- 2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is required. The Engineer/Inspector shall refer to the Roadway Design Manual for additional requirements on the use VP's for drop-offs.
- 3. VP's should be mounted back to back if used at the edge of cuts adjacent to two-way two lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
- VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
- Self-righting supports are available with portable base.
 See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
- Sheeting for the VP's shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
- Where the height of reflective material on the vertical panel is 36 inches or greater, a panel stripe of 6 inches shall be used.

VERTICAL PANELS (VPs)



- 1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
- The OTLD may be used in combination with 42" cones or VPs.
- Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
- 4. The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

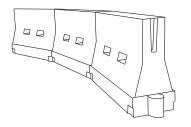


- Chevrons are intended to give notice of a sharp change of alignment with the direction of travel and provide additional emphasis and guidance for vehicle operators with regard to changes in horizontal alignment of the roadway.
- 3. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
- 4. To be effective, the chevron should be visible for at least 500 feet.
- 5. Chevrons shall be orange with a black nonreflective legend. Sheeting for the chevron shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
- For Long Term Stationary use on tapers or transitions on freeways and divided highways, self-righting chevrons may be used to supplement plastic drums but not to replace plastic drums.

CHEVRONS

GENERAL NOTES

- Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- Channelizing devices shown on this sheet may have a driveable, fixed or portable base. The requirement for self-righting channelizing devices must be specified in the General Notes or other plan sheets.
- 3. Channelizing devices on self-righting supports should be used in work zone areas where channelizing devices are frequently impacted by errant vehicles or vehicle related wind gusts making alignment of the channelizing devices difficult to maintain. Locations of these devices shall be detailed elsewhere in the plans. These devices shall conform to the TMUTCD and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
- 4. The Contractor shall maintain devices in a clean condition and replace damaged, nonreflective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
- Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
- 6. Pavement surfaces shall be prepared in a manner that ensures proper bonding between the adhesives, the fixed mount bases and the pavement surface. Adhesives shall be prepared and applied according to the manufacturer's recommendations.
- 7. The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including pavement surface discoloration or surface integrity. Driveable bases shall not be permitted on final pavement surfaces. The Engineer/Inspector shall approve all application and removal procedures of fixed bases.



LONGITUDINAL CHANNELIZING DEVICES (LCD)

36

Fixed Base w/ Approved Adhesive

(Driveable Base, or Flexible

Support can be used)

- 1. LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
- 2. LCDs may be used instead of a line of cones or drums.
- 3. LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
- 4. LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
- 5. LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
- 6. LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10). Place reflective sheeting near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

- Water ballasted systems used as barriers shall not be used solely to channelize road users, but also to protect the
 work space per the appropriate Manual for Assessing Safety Hardware (MASH) crashworthiness requirements based on
 roadway speed and barrier application.
- Water ballasted systems used to channelize vehicular traffic shall be supplemented with retroreflective delineation or channelizing devices to improve daytime/nighttime visibility. They may also be supplemented with pavement markings.
- 3. Water ballasted systems used as barriers shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
- 4. Water ballasted systems used as barriers should not be used for a merging taper except in low speed (less than 45 MPH urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the available geometric conditions.
- 5. When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

If used to channelize pedestrians, longitudinal channelizing devices or water ballasted systems must have a continuous detectable bottom for users of long canes and the top of the unit shall not be less than 32 inches in height.

HOLLOW OR WATER BALLASTED SYSTEMS USED AS LONGITUDINAL CHANNELIZING DEVICES OR BARRIERS

Posted Speed	Formula	D	Minimur esirab er Len * * *	le	Suggested Maximum Spacing of Channelizing Devices		
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
30	2	150′	165′	180′	30′	60′	
35	$L = \frac{WS^2}{60}$	2051	225′	245′	35′	70′	
40	80	265′	295′	320′	40′	80′	
45		450′	495′	540′	45′	90′	
50		500′	550′	600′	50´	100′	
55	L=WS	550′	6051	660′	55 <i>°</i>	110′	
60		600′	660′	720′	60′	120′	
65		650′	715′	780′	65′	130′	
70		700′	770′	840′	70′	140′	
75		750′	825′	900′	75′	150′	
80		800′	880′	960′	80′	160′	

 \times Taper lengths have been rounded off. L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12



Traffic Safety Division Standard

Item 9.

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

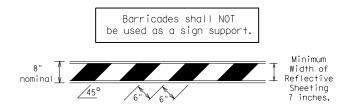
BC(9)-21

ILE:	bc-21.dgn	DN: T>	<dot< td=""><td>ск: TxDOT</td><td>DW:</td><td>TxDOT</td><td>CK: TxD</td><td>TC</td></dot<>	ск: TxDOT	DW:	TxDOT	CK: TxD	TC
C) TxDOT	November 2002	CONT	SECT	JOB			U T C UWAY	
	REVISIONS	0914	33	094			543	
9-07	8-14	DIST		COUNTY			545	
7-13	5-21	AUS		HAYS			70	_

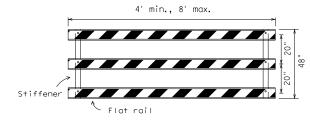
1/24/2024 12:01:02 AM

TYPE 3 BARRICADES

- Refer to the Compliant Work Zone Traffic Control Devices List (CWZTCD) for details of the Type 3 Barricades and a list of all materials used in the construction of Type 3 Barricades.
- 2. Type 3 Barricades shall be used at each end of construction projects closed to all traffic.
- 3. Barricades extending across a roadway should have stripes that slope downward in the direction toward which traffic must turn in detouring. When both right and left turns are provided, the chevron striping may slope downward in both directions from the center of the barricade. Where no turns are provided at a closed road, striping should slope downward in both directions toward the center of roadway.
- 4. Striping of rails, for the right side of the roadway, should slope downward to the left. For the left side of the roadway, striping should slope downward to the right.
- 5. Identification markings may be shown only on the back of the barricade rails. The maximum height of letters and/or company logos used for identification shall be 1".
- 6. Barricades shall not be placed parallel to traffic unless an adequate clear zone is provided.
- 7. Warning lights shall NOT be installed on barricades.
- 8. Where barricades require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand is recommended. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight. Sand bags shall not be stacked in a manner that covers any portion of a barricade rails reflective sheeting. Rock, concrete, iron, steel or other solid objects will NOT be permitted. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall not be used for sandbags. Sandbags shall only be placed along or upon the base supports of the device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners.
- Sheeting for barricades shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

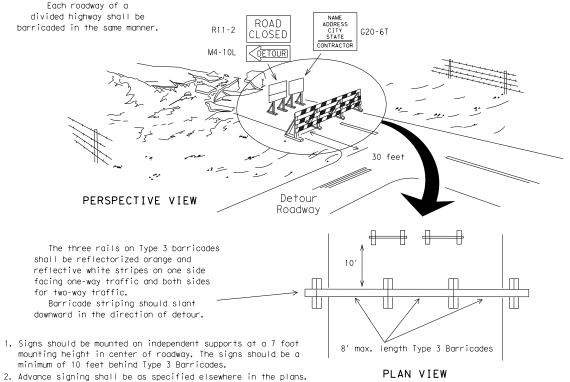


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



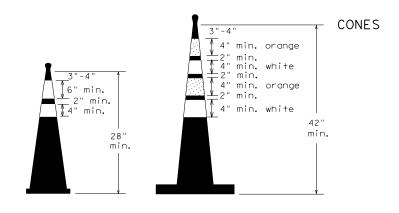
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION

Item 9. 1. Where positive redirection capability is provided, may be omitted. 2. Plastic construction fencing may be used with drums for safety as required in the plans. 3. Vertical Panels on flexible support may be substituted for drums when the Typical shoulder width is less than 4 feet. Plastic Drum 4. When the shoulder width is greater than 12 feet, steady-burn lights PERSPECTIVE VIEW may be omitted if drums are used. 5. Drums must extend the length These drums are not required of the culvert widening. on one-way roadway LEGEND Plastic drum Plastic drum with steady burn light work or yellow warning reflector um of two dru across the v teady burn warning light or yellow warning reflector Increase number of plastic drums on the side of approaching traffic if the crown width makes it necessary. (minimum of 2 A mi and maximum of 4 drums) PLAN VIEW



Two-Piece cones

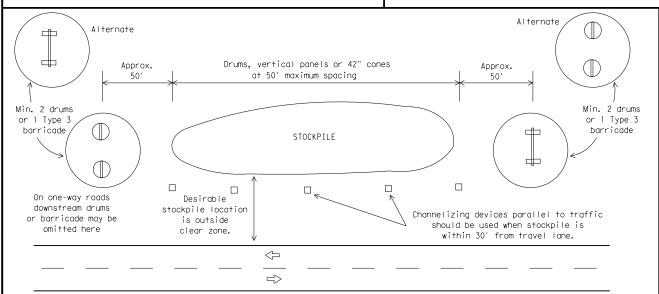
3"-4" 6" min. 2" min. 28" min.

One-Piece cones



CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS

Tubular Marker



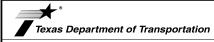
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

28" Cones shall have a minimum weight of 9 1/2 lbs.

42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

- Traffic cones and tubular markers shall be predominantly orange, and meet the height and weight requirements shown above.
- One-piece cones have the body and base of the cone molded in one consolidated unit. Two-piece cones have a cone shaped body and a separate rubber base, or ballast, that is added to keep the device upright and in place.
- Two-piece cones may have a handle or loop extending up to 8" above the minimum height shown, in order to aid in retrieving the device.
- 4. Cones or tubular markers shall have white or white and orange reflective bands as shown above. The reflective bands shall have a smooth, sealed outer surface and meet the requirements of Departmental Material Specification DMS-8300 Type A or Type B.
- 5. 28" cones and tubular markers are generally suitable for short duration and short-term stationary work as defined on BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel is on-site to maintain them in their proper upright position.
- 6. 42" two-piece cones, vertical panels or drums are suitable for all work zone durations.
- 7. Cones or tubular markers used on each project should be of the same size and shape.

SHEET 10 OF 12



Traffic Safety Division ation Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

ILE:	bc-21.dgn	DN: T	<dot< th=""><th>ck: TxDOT</th><th>DW:</th><th>TxD0</th><th>T</th><th>ck: TxD</th><th>TC</th></dot<>	ck: TxDOT	DW:	TxD0	T	ck: TxD	TC
C) TxDOT	November 2002	CONT	SECT	JOB		-	штс	UWAV	_
	REVISIONS	0914	33	094				544	
9-07	8-14	DIST		COUNTY		344			
7-13	5-21	AUS		HAYS				21	

WORK ZONE PAVEMENT MARKINGS

GENERAL

- 1. The Contractor shall be responsible for maintaining work zone and existing pavement markings, in accordance with the standard specifications and special provisions, on all roadways open to traffic within the CSJ limits unless otherwise stated in the plans.
- 2. Color, patterns and dimensions shall be in conformance with the Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- 3. Additional supplemental pavement marking details may be found in the plans or specifications.
- 4. Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
- 5. When short term markings are required on the plans, short term markings shall conform with the TMUTCD, the plans and details as shown on the Standard Plan Sheet WZ(STPM).
- 6. When standard pavement markings are not in place and the roadway is opened to traffic, DO NOT PASS signs shall be erected to mark the beginning of the sections where passing is prohibited and PASS WITH CARE signs at the beginning of sections where passing
- 7. All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

- 1. Raised pavement markers are to be placed according to the patterns
- 2. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200 or DMS-4300.

PREFABRICATED PAVEMENT MARKINGS

- 1. Removable prefabricated pavement markings shall meet the requirements
- 2. Non-removable prefabricated pavement markings (foil back) shall meet the requirements of DMS-8240.

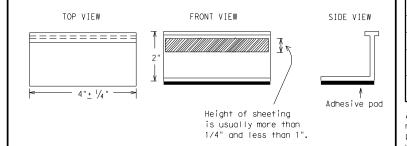
MAINTAINING WORK ZONE PAVEMENT MARKINGS

- 1. The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
- 2. Work zone pavement markings shall be inspected in accordance with the frequency and reporting requirements of work zone traffic control device inspections as required by Form 599.
- 3. The markings should provide a visible reference for a minimum distance of 300 feet during normal daylight hours and 160 feet when illuminated by automobile low-beam headlights at night, unless sight distance is restricted by roadway geometrics.
- 4. Markings failing to meet this criteria within the first 30 days after placement shall be replaced at the expense of the Contractor as per Specification Item 662.

REMOVAL OF PAVEMENT MARKINGS

- 1. Pavement markings that are no longer applicable, could create confusion or direct a motorist toward or into the closed portion of the roadway shall be removed or obliterated before the roadway is opened to traffic.
- 2. The above shall not apply to detours in place for less than three days, where flaggers and/or sufficient channelizing devices are used in lieu of markings to outline the detour route.
- 3. Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernable marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
- 4. The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
- 5. Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
- 6. Blast cleaning may be used but will not be required unless specifically shown in the plans.
- 7. Over-painting of the markings SHALL NOT BE permitted.
- 8. Removal of raised pavement markers shall be as directed by the
- 9. Removal of existing pavement markings and markers will be paid for directly in accordance with Item 677, "ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS," unless otherwise stated in the plans.
- 10.Black-out marking tape may be used to cover conflicting existing markings for periods less than two weeks when approved by the Engineer.

Temporary Flexible-Reflective Roadway Marker Tabs



STAPLES OR NAILS SHALL NOT BE USED TO SECURE TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS TO THE PAVEMENT SURFACE

- 1. Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
- 2. Tabs detailed on this sheet are to be inspected and accepted by the Engineer or designated representative. Sampling and testing is not normally required, however at the option of the Engineer, either "A" or "B" below may be imposed to assure quality before placement on the
 - A. Select five (5) or more tabs at random from each lot or shipment and submit to the Construction Division, Materials and Pavement Section to determine specification compliance.
 - B. Select five (5) tabs and perform the following test. Affix five (5) tabs at 24 inch intervals on an asphaltic pavement in a straight line. Using a medium size passenger vehicle or pickup, run over the markers with the front and rear tires at a speed of 35 to 40 miles per hour, four (4) times in each direction. No more than one (1) out of the five (5) reflective surfaces shall be lost or displaced as a result of this test.
- 3. Small design variances may be noted between tab manufacturers.
- 4. See Standard Sheet WZ(STPM) for tab placement on new pavements. See Standard Sheet TCP(7-1) for tab placement on seal coat work.

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

- 1. Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
- 2. All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
- 3. Adhesive for guidemarks shall be bituminous material hot applied or butyl rubber pad for all surfaces, or thermoplastic for concrete surfaces.
- Guidemarks shall be designated as: YELLOW - (two amber reflective surfaces with yellow body). WHITE - (one silver reflective surface with white body).

DEPARTMENTAL MATERIAL SPECIFICATIO	Item 9.
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
PAVEMENT MARKERS (REFLECTORIZED)	DW3-4200
TRAFFIC BUTTONS	DMS-4300
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY REMOVABLE, PREFABRICATED PAVEMENT MARKINGS	DMS-8241
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS	DMS-8242

A list of pregualified reflective raised payement markers. non-reflective traffic buttons, roadway marker tabs and other pavement markings can be found at the Material Producer List web address shown on BC(1).

SHEET 11 OF 12



Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

			_			
FILE: bc-21.dgn	DN: T:	×DOT	ck: TxDOT	DW:	TxDOT	ck: TxDOT
© TxDOT February 1998	CONT	SECT	JOB		۳.	CUMVA
REVISIONS	0914	33	094			545
2-98 9-07 5-21 1-02 7-13	DIST		COUNTY			343
11-02 8-14	AUS		HAYS			 _

11:59:48

Yellow

4 to 8"

PAVEMENT MARKING PATTERNS

Type II-A-An

Type II-A-A-

Type I-C

-Type I-C or II-C-R

└Type I-C or II-C-R

RAISED PAVEMENT MARKERS - PATTERN A

RAISED PAVEMENT MARKERS - PATTERN B

Type W buttons-

Type W buttons-

RAISED PAVEMENT MARKERS

Type Y buttons

Type II-A-A

000000000000000 Type Y

buttons-

Type I-A-

CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS

10 to 12"

REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

Yellow

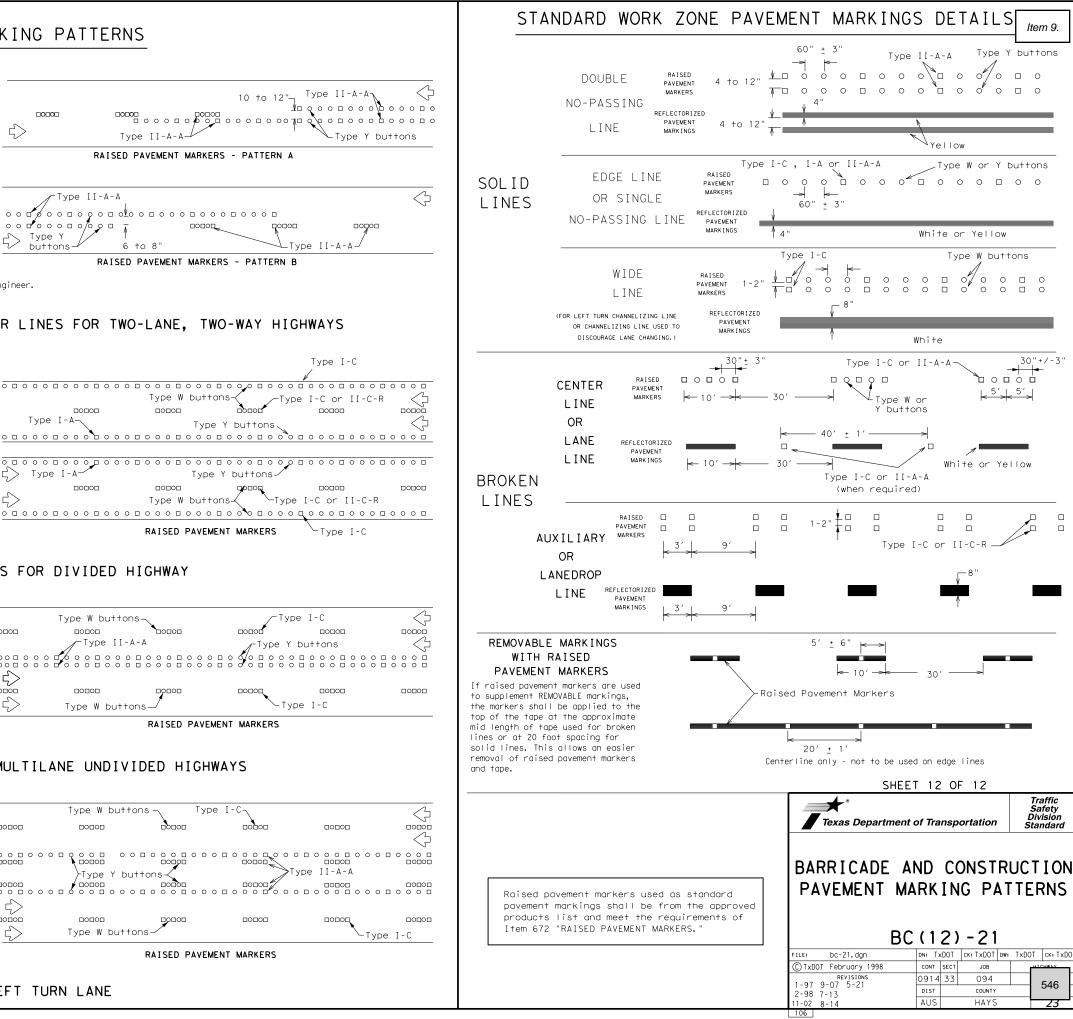
Yellow

REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectorized pavement markings.

White

Pattern A is the TXDOT Standard, however Pattern B may be used if approved by the Engineer. Prefabricated markings may be substituted for reflectorized pavement markings.



Posted Speed *	Minimum Sign Spacing "X" Distance
30	120′
35	160′
40	240′
45	320′
50	400′
55	500′
60	600′
65	700′
70	800′
75	900′

* Conventional Roads Only

GENERAL NOTES

- This sheet is intended to provide details for temporary work zone road closures. For permanent road closure details see the DNOM standards
- 2. Barricades used shall meet the requirements shown on Barricade and Construction Standard BC(10) and listed on the Compliant Work Zone Traffic Control Devices list (CWZTCD).
- Stockpiled materials shall not be placed on the traffic side of barricades.
- 4. Barricades at the road closure should extend from pavement edge to pavement edge.
- 5. Detour signing shown is intended to illustrate the type of signing that is appropriate for numbered routes or un-numbered routes as labeled. It does not indicate the full extent of detour signing required. Detour routes should be signed as shown elsewhere in the plans.
- 6. If the road is open for a significant distance beyond the intersection or there are significant origin/destination points beyond the intersection, the signs and barricades at this location should be located at the edge of the traveled way.
- 7. The Street Name (M4-12T) sign is to be placed above the DETOUR (M4-9S) sign.
- 8. For urban areas where there is a shorter distance between the intersection and the actual closure location, the ROAD CLOSED XX MILES AHEAD (R11-3a) sign may be replaced with a ROAD CLOSED TO THRU TRAFFIC (R11-4) sign. If adequate space does not exist between the intersection and the closure a single ROAD CLOSED AHEAD (CW20-3D) sign spaced as per the table above may replace the ROAD CLOSED 1000 FT (CW20-3B) and ROAD CLOSED 500 FT (CW20-3C) signs.
- 9. Signs and barricades shown shall be subsidiary to Item 502. Locations where these details will be required shall be as shown elsewhere in the plans.

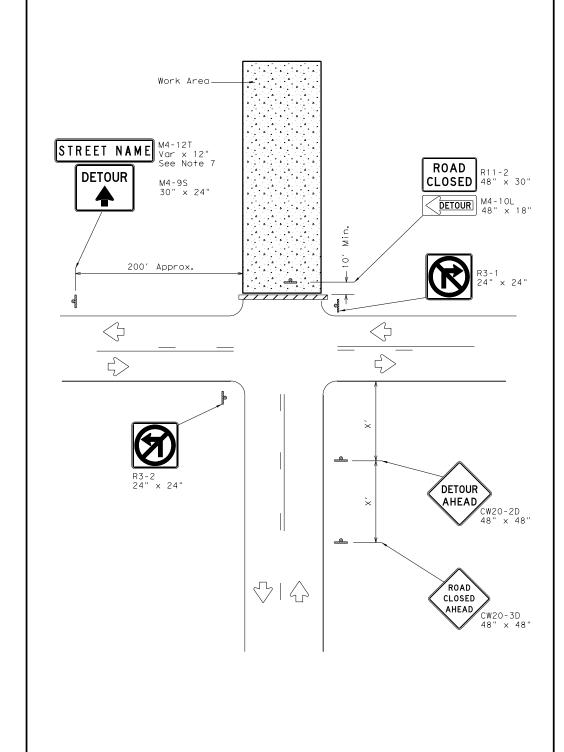


Traffic Operations Division Standard

WORK ZONE ROAD CLOSURE DETAILS

WZ (RCD) -13

FILE:	wzrcd-13.dgn	DN: To	TxDOT CK: TxDOT DW:		T×DOT	ck: TxDOT		
© TxD0T	August 1995	CONT	SECT	JOB		-	CUWA V	
	REVISIONS	0914	33	094			547	
	7-13	DIST		COUNTY			347	
2-98 3-03		AUS		HAYS			24	



ROAD CLOSURE AT THE INTERSECTION
Signing for an Un-numbered Route with an Off-Site Detour

Signing for a Numbered Route with an Off-Site Detour

ROAD CLOSURE BEYOND THE INTERSECTION

ROAD

ROAD CLOSED

ROAD

CLOSED

1000 FT

CLOSED R11-2 48" × 30"

> CW20-3C 48" x 48" See Note 8

CW20-3B

ROAD CLOSED R11-3a XX MILES AHEAD 60" × 30"

DETOUR M4-10L

See Note 6

DETOUR

XX

TEXAS

DETOUR

XX

TEXAS

DETOUR 1500 FT

 \triangleleft

OCAL TRAFFIC ONLY See Note 8

48" × 18

M4-8 24" × 12"

24" × 24"

M6-1 21" × 15"

24" × 12"

24" × 24"

M5-1L 21" × 15"

CW20-2A

M1-6T

48" x 48" See Note 8

DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by 1x00T for any purpose whatseever. Tx0OT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damage resulting from its use

Work Area

 $\sim \sim$

510

M4-8 24" × 12" **DETOUR**

WEST

XX

TEXAS

200' Approx.

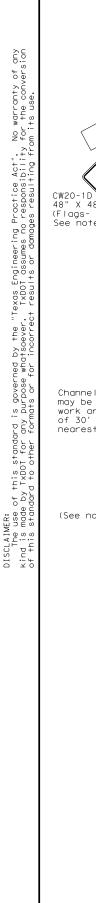
 \langle

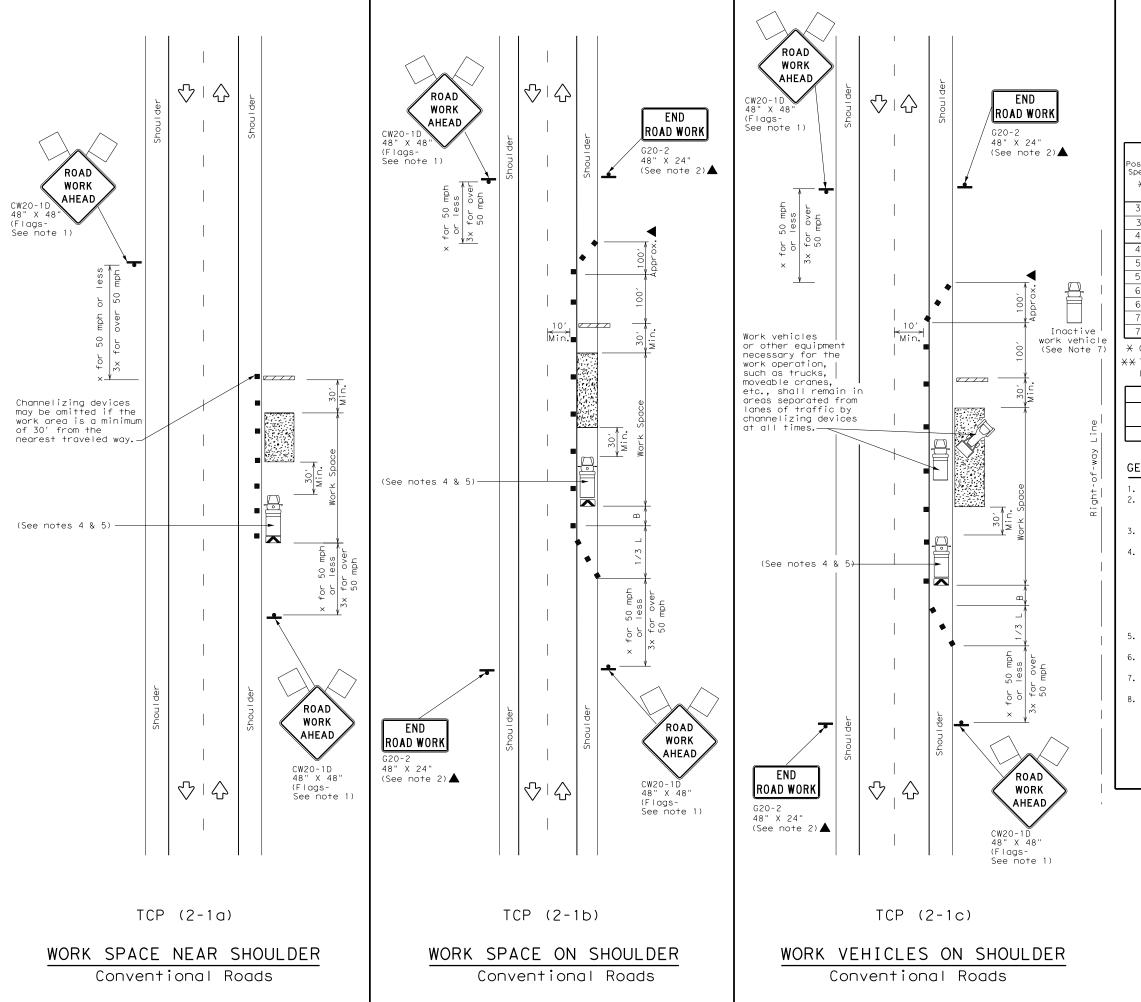
M3-4 24" × 12'

M1-6T 24" × 24"

23/2024 11:59:28 PM freesepw11ics02\iCs ddf work dir\6976\38000

113





	LEGEND								
	Type 3 Barricade		Channelizing Dev						
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)						
F	Trailer Mounted Portable Change Flashing Arrow Board Message Sign (P								
•	Sign	⟨\forall	Traffic Flow						
\bigcirc	Flag	Lo	Flagger						

Posted Speed	Formula	D	Minimum Desirable Taper Lengths X X		Spacir Channe		Minimum Sign Spacing "X"	Suggested Longitudinal Buffer Space	
*		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	Distance	"B"	
30	, WS ²	150′	165′	180′	30′	60′	120′	90′	
35	L = WS	2051	225′	245′	35′	70′	160′	120′	
40	80	265′	295′	3201	40′	80′	240′	155′	
45		450′	495′	540′	45′	90′	320′	195′	
50		500′	550′	600′	50′	100′	400′	240′	
55	L=WS	550′	605′	660′	55′	110′	500′	295′	
60		600′	660′	720′	60′	120′	600′	350′	
65		650′	715′	780′	65′	130′	700′	410′	
70		700′	770′	840′	70′	140′	800′	475′	
75		750′	825′	900′	75′	150′	900′	540′	

- imes Conventional Roads Only
- ** Taper lengths have been rounded off.

L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE										
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY						
	✓	✓	✓	✓						

GENERAL NOTES

- 1. Flags attached to signs where shown, are REQUIRED.
- 2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
- 3. Stockpiled material should be placed a minimum of 30 feet from
- nearest traveled way.

 4. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- 5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- 6. See TCP(5-1) for shoulder work on divided highways, expressways and
- 7. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- 8. CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

Texas Department of Transportation

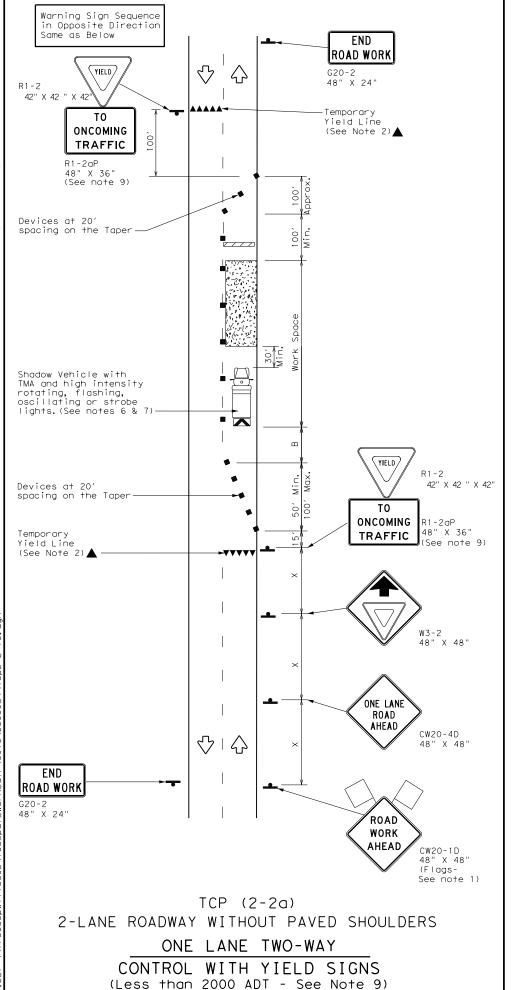
Traffic Operations Division Standard

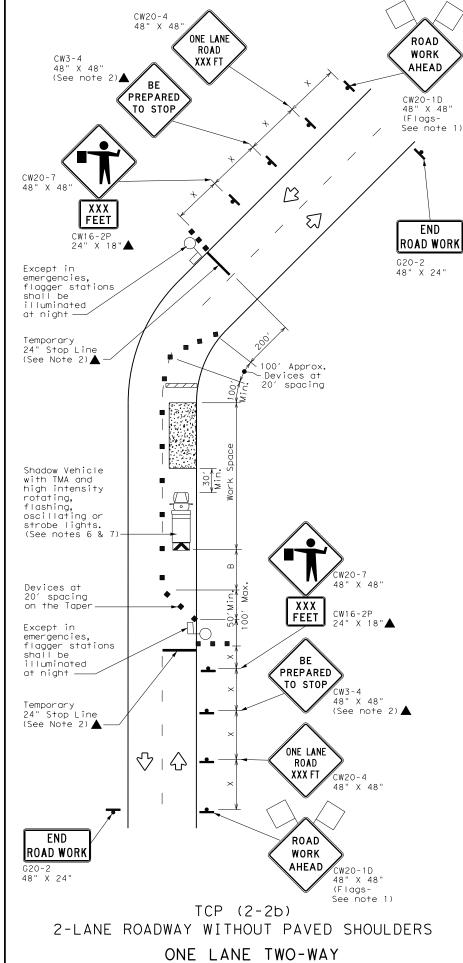
TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

FILE:	tcp	2-1-18.dgn		DN:		CK:	DW:			CK:
(C) TxD	OT.	December	1985	CONT	SECT	JOB		Г	штс	-UWAV
2-94	4-98	EVISIONS		0914	33	094				548
8-95	2-12			DIST		COUNTY			•	346
1-97	2-18			AUS		HAYS	,			25







CONTROL WITH FLAGGERS

	LEGE		
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
•	Sign	♦	Traffic Flow
\Diamond	Flag	Lo	Flagger

Posted Speed	Formula	D	Minimur esirab er Lend **	le	Spacir Channe		Minimum Sign Spacing "X"	Suggested Longitudinal Buffer Space	Stopping Sight Distance
*		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	Distance	"B"	
30	ws ²	150′	165′	180′	30′	60′	120′	90′	200′
35	L = WS	205′	225′	245′	35′	70′	160′	120′	250′
40	80	265′	295′			80′	240′	155′	305′
45		450′	495′	540′	45′	90′	320′	195′	360′
50		500′	550′	600′	50′	100′	400′	240′	425′
55	L=WS	550′	605′	660′	55′	110′	500′	295′	495′
60	L-W3	600′	660′	720′	60′	120′	600′	350′	570′
65		650′	715′	780′	65′	130′	700′	410′	645′
70		700′	770′	840′	70′	140′	800′	475′	730′
75		750′	825′	900′	75′	150′	900′	540′	820′

* Conventional Roads Only

 \frak{XX} Taper lengths have been rounded off.

 $\verb|L=Length| of Taper(FT) W=Width| of Offset(FT) S=Posted Speed(MPH)$

	TYPICAL USAGE											
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY								
	1	1	1									

GENERAL NOTES

- 1. Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol
 may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved
 by the Engineer.
- 3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
- 4. Flaggers should use two-way radios or other methods of communication to control traffic.
- 5. Length of work space should be based on the ability of flaggers to communicate.
- 6. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- 7. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-2a)

8. The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.

 The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.

TCP (2-2b)

- 10. Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- 11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
- 12. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.



Traffic Operations Division Standard

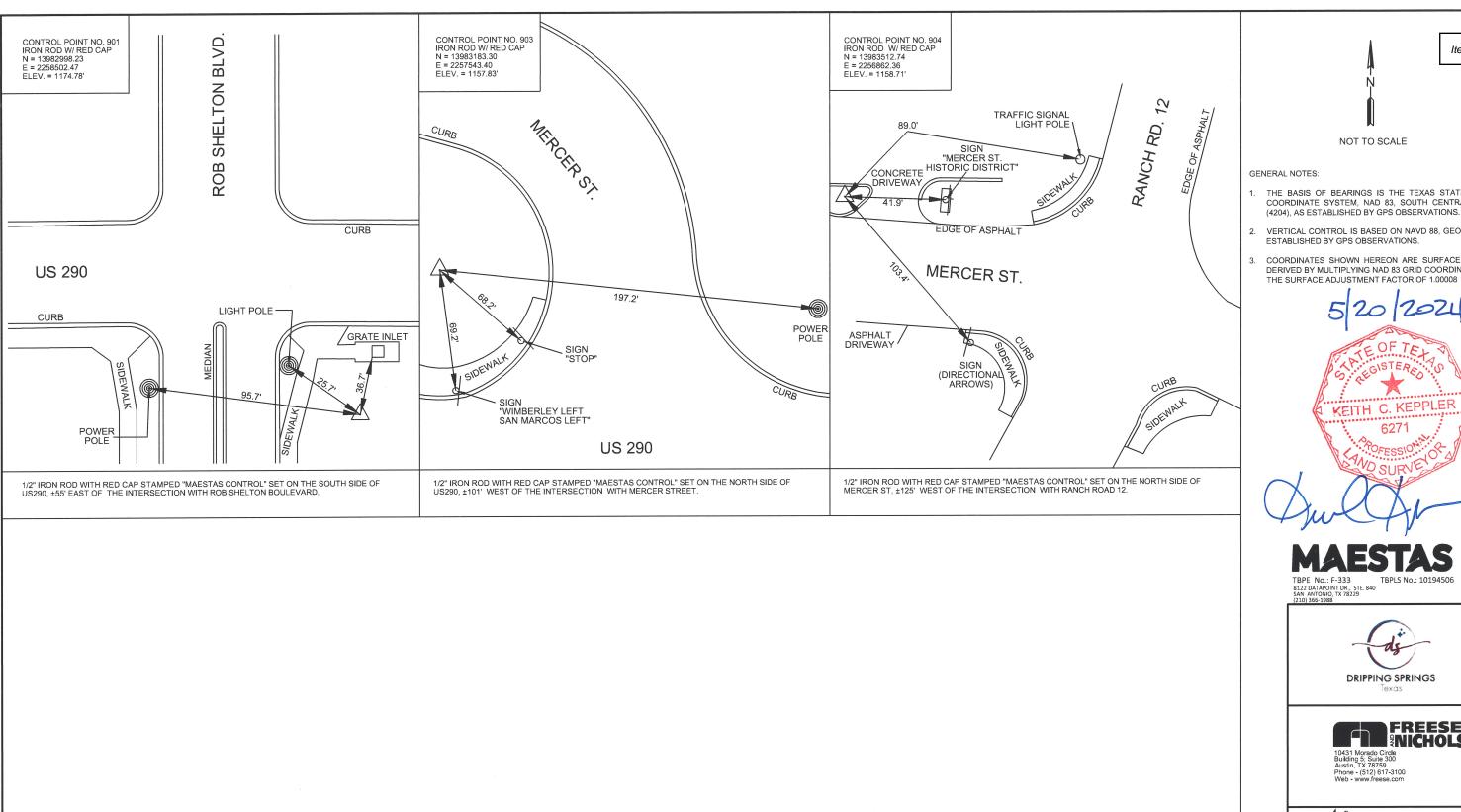
Item 9.

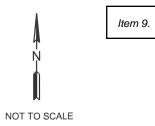
TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP(2-2)-18

FILE:	tcp2-2-18.dgn	DN:		CK:	DW:	CK:	
© ⊺xD	OT December 1985	CONT	SECT	JOB		UTCHWAY	_
8-95	REVISIONS 3-03	0914	33	094		549	
1-97	2-12	DIST		COUNTY		349	
4-98	2-18	AUS		HAYS	5	26	_

162





- 1. THE BASIS OF BEARINGS IS THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD 83, SOUTH CENTRAL ZONE (4204), AS ESTABLISHED BY GPS OBSERVATIONS.
- 2. VERTICAL CONTROL IS BASED ON NAVD 88, GEOID 18, AS
- COORDINATES SHOWN HEREON ARE SURFACE VALUES DERIVED BY MULTIPLYING NAD 83 GRID COORDINATES BY THE SURFACE ADJUSTMENT FACTOR OF 1.00008









MERCER STREET **SIDEWALKS**

PRIMARY SURVEY CONTROL SHEET

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0914	33	094	
DIST		COUNTY	550
AUS		HAYS	

:MQ
CK:

Alian	mont Namo	MEDGED CT	CI.				11544 150	12002206	2257424.0
Alignment Name: Alignment Description:		MERCER_SI_	CL		PI	(BL CL-1)	11544.159 R1	13983296. 890	2257434.9 40
-	nment Style:	Alignment\Ba	aseline		PI	(PI)	11592.394 R1	13983280. 130	2257480.1 70
, y .		Station	Northing	Easting	Tange	ntial Direction:	S69.668°E	130	70
Element: Lir	near		_		•	gential Length:	48.235		
POT	(POT)	11000.000 R1	13983470. 187	2256919.4 31	Element:	-			
PC	(PC)	11002.159 R1	13983469. 780	2256921.5 51	PI	(PI)	11592.394 R1	13983280. 130	2257480.1 70
Tangenti	al Direction:	S79.149°E			PC	(PC)	11682.200 R1	13983246.4 01	2257563.4 01
Tangei	ntial Length:	2.159			Tange	ntial Direction:	S67.940°E		
Element: Ci	rcular				Tang	gential Length:	89.805		
PC	(PC)	11002.159 R1	13983469. 780	2256921.5 51	Element:	Circular			
PI	(PI)	11046.477 R1	13983461. 437	2256965.0 76	PC	(PC)	11682.200 R1	13983246.4 01	2257563.4 01
СС	(CC)		13982880. 509	2256808.5 92	PI	(PI)	11739.815 R1	13983224. 762	2257616.7 98
PT	PT (PT)		13983446. 789	2257006.9 04	CC	(CC)		13983158. 356	2257527.7 20
	Radius:				PT	(PT)	11785.782 R1	13983167. 408	2257622.2 88
	Delta:		Right			Radius:	95.000		
Degree d	Degree of Curvature (Arc):					Delta:	62.472°	Right	
	Length:	88.476			Degre	e of Curvature (Arc):	60.311°		
						Length:	103.582		
	Tangent:	44.318							
	Chord:	88.396				Tangent:	57.615		
Midd	lle Ordinate:	1.630				Chord:	98.527		
	External:	1.635			M	iddle Ordinate:	13.771		
Ва	ack Tangent Direction:	S79.149°E				External:	16.106		
Back Radi	al Direction:	S10.851°W				Back Tangent Direction:	S67.940°E		
Cho	rd Direction:	S74.924°E			Back Ra	adial Direction:	S22.060°W		
Ahead Radi	al Direction:	519.300°W			CI	hord Direction:	S36.704°E		
Ahe	ead Tangent Direction:	S70.700°E			Ahead Ra	adial Direction:	S84.532°W		
Element: Lir	near				A	head Tangent Direction:	S5.468°E		
PT	PT (PT) 11090.634 13983446. 2257006.9 R1 789 04			Element:					
PI	(PI)	11544.159 R1	13983296. 890	2257434.9 40	PT	(PT)	11785.782 R1	13983167. 408	2257622.2 88
Tangenti	al Direction:	S70.700°E			POT	(POT)	11884.422 R1	13983069. 217	2257631.6 88
Tangei	ntial Length:	453.525			Tange	ntial Direction:	S5.468°E		
Element: Lir	near				Tang	gential Length:	98.641		

Align	ment Name:	IND_SDWK_I	BL		Tangential	Direction:	S63.747°E				
Alignment Description: Alignment Style.					Tangent Element: Cir	ial Length: cular	106.435				
		Alignment\B		F	PC	(PC)	21262.067	13983162.	2257820		
Element: 0	^ircular	Station	Northing	Easting	PC	(FC)	R1	662	489		
PC PC	(PC)	21000.000 R1	13983279. 922	2257593. 411	PI	(PI)	21265.999 R1	13983160. 923 13983180.	2257824. 016 2257829.		
PI	(PI)	21017.963 R1	13983261. 982	2257592. 521	CC	(CC)	21269.833	599 13983160.	336 2257827.		
CC	(CC)		13983278. 684	2257618. 380	PT	(PT)	R1	648	939		
PT	(BL CL-1)	21031.152	13983255.	2257609.		Radius:	20.000				
FI		R1	414	240	Degree of	Delta:	22.248°	Left			
	Radius:	25.000 71.395°	1 - 64		Degree or	(Arc):	286.479°				
Dearee o	Delta: of Curvature		Len			Length:	7.766				
9:	(Arc):	229.183°				Tangent:	3.933				
	Length:	31.152				Chord:	7.717				
	Tangent:	17.963			Middle	Ordinate:	0.376				
	Chord:	29.175				External:	0.383				
Midd	dle Ordinate:	4.697			Вас	k Tangent Direction:	S63.747°E				
	External:	5.784			Back Radial		526.253°				
Ва	ack Tangent Direction:	52.840°W					W				
Rack Padi	ial Direction:	N87.160°				Direction:	S74.871°E				
		W			And	ead Radial Direction:	54.004°W				
	rd Direction: Nhead Radial	532.858°E 521.445°			Ahea	d Tangent Direction:	S85.996°E				
	Direction:	W W			Element: Lin						
	ead Tangent Direction:	S68.555°E			PT	(PT)	21269.833 R1	13983160. 648	2257827. 939		
Element: L		21031.152	13983255.	2257609.	PC	(PC)	21314.053 R1	13983157. 560	2257872 051		
PT	(PT)	R1	414	240	Tangential	Direction:	S85.996°E				
PC	(PC)	21151.436 R1	13983211. 438	2257721. 197	•	ial Length:	44.220				
Tangenti	ial Direction:	S68.555°E			Element: Cir		21314.053	13983157.	2257872.		
_	ntial Length:	120.284			PC	(PC)	R1	560	051		
Element: (ircular (PC)	21151.436	13983211.	2257721.	PI	(PI)	21317.001 R1	13983157. 354	2257874 992		
		R1 21153.535	438 13983210.	197 2257723.	CC	(CC)		13983107. 682	2257868 559		
PI	(PI)	R1	670	150	PT	(PT)	21319.942 R1	13983156. 804	2257877. 889		
CC	(CC)		13983164. 899	2257702. 916		Radius:	50.000	004	009		
PT	(PT)	21155.632 R1	13983209. 742	2257725. 033		Delta:	6.749°	Right			
	Radius:	50.000			Degree of	Curvature (Arc):	114.592°				
	Delta:	4.808°	Right			Length:	5.890				
Degree d	of Curvature (Arc):	114.592°									
	Length:	4.196				Tangent:	2.948				
						Chord:	5.886				
	Tangent:	2.099			Middle	Ordinate:	0.087				
	Chord:	4.194			Rac	External: k Tangent	0.087				
Midd	dle Ordinate:	0.044			Dac	Direction:	S85.996°E				
B:	External: ack Tangent	0.044			Back Radial		54.004°W				
56	Direction:	S68.555°E				Direction:	582.621°E				
Back Radi	ial Direction:	S21.445° W				ead Radial Direction:	S10.754° W				
	rd Direction:	S66.151°E			Ahea	d Tangent Direction:	S79.246°E				
А	head Radial Direction:	526.253° W			Element: Lin	near	2121004	12002155	225555		
Ahe	ead Tangent Direction:	S63.747°E			PT	(PT)	21319.942 R1	13983156. 804	2257877 889		
Element: L					PC	(PC)	21405.294 R1	13983140. 878	2257961. 741		
PT	(PT)	21155.632 R1	13983209. 742	2257725. 033	Tangential	Direction:	S79.246°E	0/0	741		
DC.	(PC)	21262.067	13983162.	2257820.	•	ial Length:	85.351				
PC	(PC)	R1	662	489	Element: Cir	_					

Tangential Direction: S63.747°E

Alignment Name: IND_SDWK_BL







10431 Morado Circle Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com F-2144



HORIZONTAL ALIGNMENT DATA

© TxD0T	2024	SHEET	1	OF	2	
CONT	SECT	JOB		HIGH	IWAY	٦
0914	33	094		Π,	,	1
DIST		COUNTY		∏ '	551	1
AUS		HAYS	_	28 		

PC	(PC)		13983140.		СС	(CC)		13983107.	2258079.		Radius:	50.000				Length:	1.571		
	, ,	R1 21422.247	878 13983137.	741 2257978.			21573.458	755 13983149.	546 2258106.		Delta:	6.731°	Left						
PI	(PI)	R1	715	397	PT	(PT)	R1	809	590	Degree of Cu	rvature (Arc):	114.592°			T	angent:	1.000		
CC	(CC)		13983156. 597	2257964. 726		Radius:	50.000	Diebt		ı	Length:	5.874			Middle Oi	Chord:	1.414 0.293		
PT	(PT)	21431.352 R1	13983154. 526	2257980. 592	Degree of Cu	Delta: rvature	23.113°	Kigiit								xternal:	0.414		
R	Radius:	16.000			-	(Arc):	114.592°				angent:	2.940			Back T	angent	N89.581°E		
	Delta:	93.314°	Left			Length:	20.170			Middle Or	Chord:	5.870 0.086			Di Back Radial Di	rection:	S0.419°E		
Degree of Cur	vature (Arc):	358.099°			Ta	angent:	10.224				xternal:	0.086			Chord Di		50.419 E S45.419°E		
L	.ength:	26.058				Chord:	20.033			Back T	angent	S87.329°E			Ahead	l Radial	S89.581°		
					Middle Oi	rdinate:	1.014			Dii Back Radial Dii	rection:	52.671°W			Di. Ahead T	rection: angent	W		
	ingent:	16.953				xternal:	1.035			Chord Dii		N89.306°E			Di	rection:	S0.419°E		
Middle Ord	Chord: dinate:	23.272 5.018			Back T Dii	angent rection:	S80.369°E			Ahead	l Radial	S4.060°E			Element: Linea		21858.296	13983142.	2258388.
	ternal:	7.311			Back Radial Dii	rection:	S9.631°W			Dii Ahead T	rection: angent				PT	(PT)	R1	398	611
Back Ta	angent	S79.246°E			Chord Di		S68.812°E			Dii	rection:	N85.940°E			PC	(PC)	21867.954 R1	13983132. 740	2258388. 682
	ection:	S10.754°				l Radial rection:	532.744° W			Element: Linear		21678.494	13983137.	2258209.	Tangential Di	rection:	S0.419°E		
Back Radial Dire		W			Ahead T Dii	angent rection:	S57.256°E			PT	(PT)	R1	195	567	Tangential Element: Circui	-	9.658		
Chord Dire Ahead		N54.097°E			Element: Linea					PC	(PC)	21753.979 R1	13983142. 539	2258284. 864	PC	(PC)	21867.954	13983132.	2258388.
Dire	ection:	S82.561°E			PT	(PT)	21573.458 R1	13983149. 809	2258106. 590	Tangential Dir						, ,	R1 21872.598	740 13983128.	682 2258388.
Ahead Ta Dire	angent ection:	N7.439°E			PC	(PC)	21576.283	13983148. 282	2258108. 966	Tangential I Element: Circul		75.486			PI	(PI)	R1	096	716
Element: Linear					Tangential Di	rection:	R1 S57.256°E	202	900	PC	(PC)	21753.979	13983142.	2258284.	CC	(CC)		13983132. 886	2258408. 681
PT	(PT)	21431.352 R1	13983154. 526	2257980. 592	Tangential i		2.824				, ,	R1 21755.569	539 13983142.	864 2258286.	PT	(PT)	21877.081 R1	13983123. 942	2258390. 793
PC	(PC)	21441.421 R1	13983164. 510	2257981. 895	Element: Circul	ar				PI	(PI)	R1	651	449		Radius:	20.000	312	, 33
Tangential Dire	ection:	N7.439°E			PC	(PC)	21576.283 R1	13983148. 282	2258108. 966	CC	(CC)		13983092. 664	2258288. 404		Delta:	26.146°	Left	
Tangential L	-	10.069			PI	(PI)	21589.714 R1	13983141. 017	2258120. 263	PT	(PT)	21757.157 R1	13983142. 663	2258288. 038	Degree of Cu	rvature (Arc):	286.479°		
Element: Circula		21//1 /21	13983164.	2257981.	СС	(CC)		13983190.	2258136.		Radius:	50.000				Length:	9.127		
PC	(PC)	R1	510	895			21602.526	336 13983140.	010 2258133.		Delta:	3.641°	Right						
PI	(PI)	21451.811 R1	13983174. 813	2257983. 241	PT	(PT)	R1	391	680	Degree of Cu	rvature (Arc):	114.592°			T.	angent:	4.644		
CC	(CC)		13983163. 215	2257991. 811		Radius: Delta:	50.000 30.073°	Loft		I	Length:	3.177			Middle Oi	Chord:	9.048 0.518		
PT	(PT)		13983173.	2257993.	Degree of Cu		114.592°	Len		_						xternal:	0.532		
	Radius:	R1 10.000	074	484	_	(Arc):					angent: Chord:	1.589 3.177				angent	S0.419°E		
	Delta:	92.192°	Right		•	Length:	26.244			Middle Or		0.025			Di. Back Radial Di.	rection:	589.581°		
Degree of Cur		212.958°	-		Ta	angent:	13.432			Ex	xternal:	0.025					W		
L	(Arc): .ength:	16.091				Chord:	25.943				angent rection:	N85.940°E			Chord Di Ahead	rection: I Radial	S13.492°E S63.435°		
					Middle Oi		1.712			Back Radial Dii		S4.060°E			Di	rection:	W		
Та	ingent:	10.390				xternal: angent	1.773					N87.761°E			Anead I Di	angent rection:	S26.565°E		
	Chord:	14.410			Dii	rection:	S57.256°E				l Radial rection:	S0.419°E			Element: Linea		21877 081	13983123.	2258390
Middle Ord Fx	umate: :ternal:	3.065 4.421			Back Radial Dii	rection:	532.744° W			Ahead T	angent	N89.581°E			PT	(PT)	N1	342	793
Back Ta	angent	N7.439°E					S72.292°E			Dii Element: Lineai	rection: r	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			POT	(POT)	21883.830 R1	13983117. 906	2258393. 811
Dire Back Radial Dire	ection:				Ahead Dii	l Radial rection:	S2.671°W			PT	(PT)		13983142.		Tangential Di	rection:	S26.565°E		
		N53.535°E			Ahead T	angent rection:	S87.329°E			PC	(PC)	R1 21856.725	663 13983143.	038 2258387.	Tangential	Length:	6.749		
Ahead	Radial	59.631°W			Element: Linea	r						R1	391	604					
Dire Ahead Ta	ection: anaent				PT	(PT)	21602.526 R1	13983140. 391	2258133. 680	Tangential Dii Tangential I		99.569							
Dire	ection:	S80.369°E			PC	(PC)	21672.620	13983137.	2258203.	Element: Circul	_	22.303							
Element: Linear PT		21457.512	13983173.		Tangential Di		R1 S87.329°E	124	697	PC	(PC)	21856.725 R1	13983143. 391	2258387. 604					
	(- 1)	R1	074 13983157.	484	Tangential i		70.093			PI	(PI)	21857.725	13983143.	2258388.					
PC	(PC)	R1	050	911	Element: Circul		01670	12002727	2250255			R1	398 13983142.	604 2258387.					
Tangential Dire					PC	(PC)	21672.620 R1	13983137. 124	2258203. 697	CC	(CC)	21858 206	391 13983142.	611					
Tangential L Element: Circula	_	95.777			PI	(PI)	21675.560 R1	13983136. 987	2258206. 635	PT	(PT)	R1	13983142. 398	611					
PC			13983157.		CC	(CC)		13983187.	2258206.		Radius:	1.000	Dist.						
PI	(PI)		050 13983155.		PT	(PT)		069 13983137.	028 2258209.	Degree of Cu	Delta: rvature	90.000°	кıght						
ГІ	(F1)	R1	339	991	r I	([])	R1	195	567		(Arc):	329.578°							







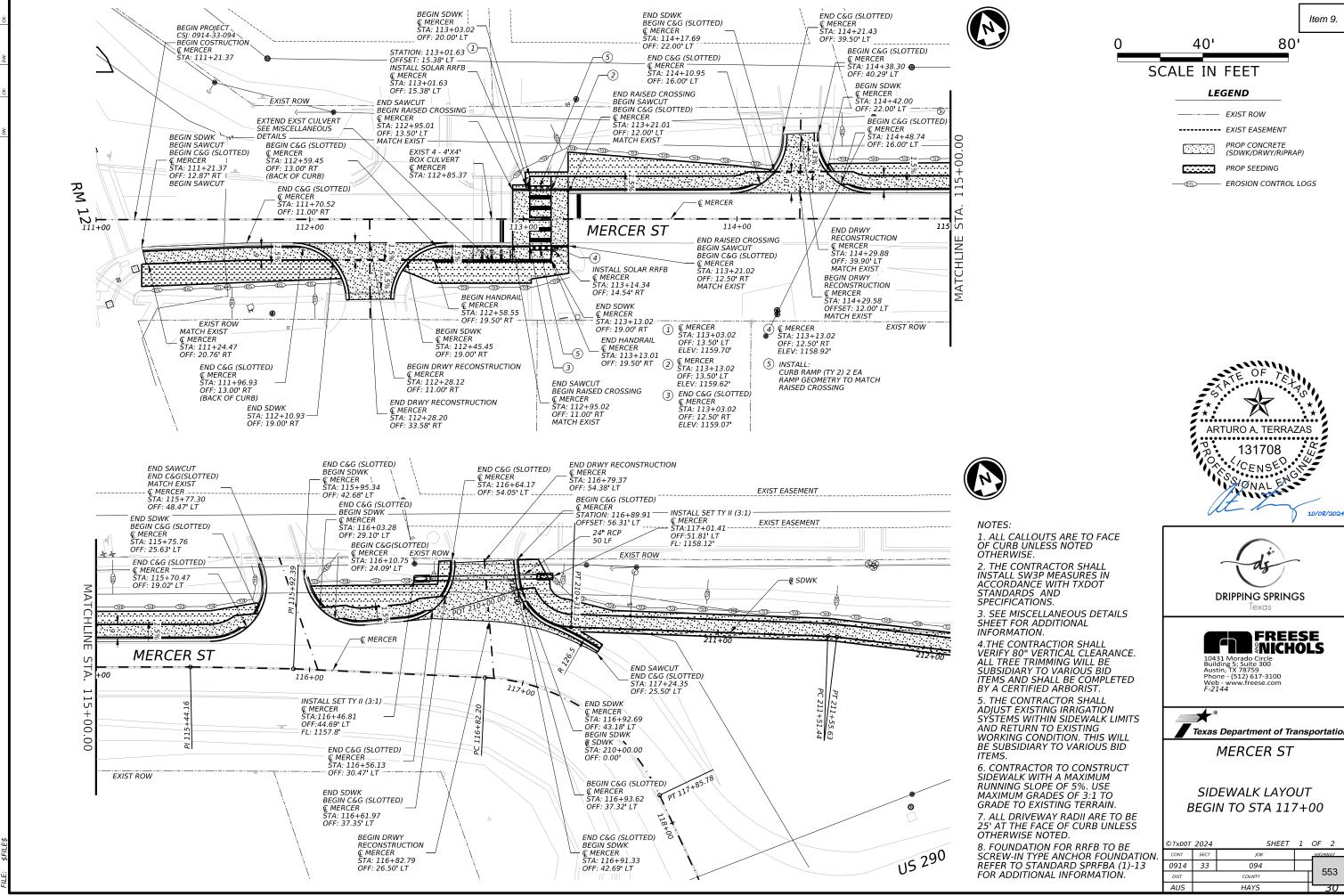
10431 Morado Circle Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com F-2144



HORIZONTAL ALIGNMENT DATA

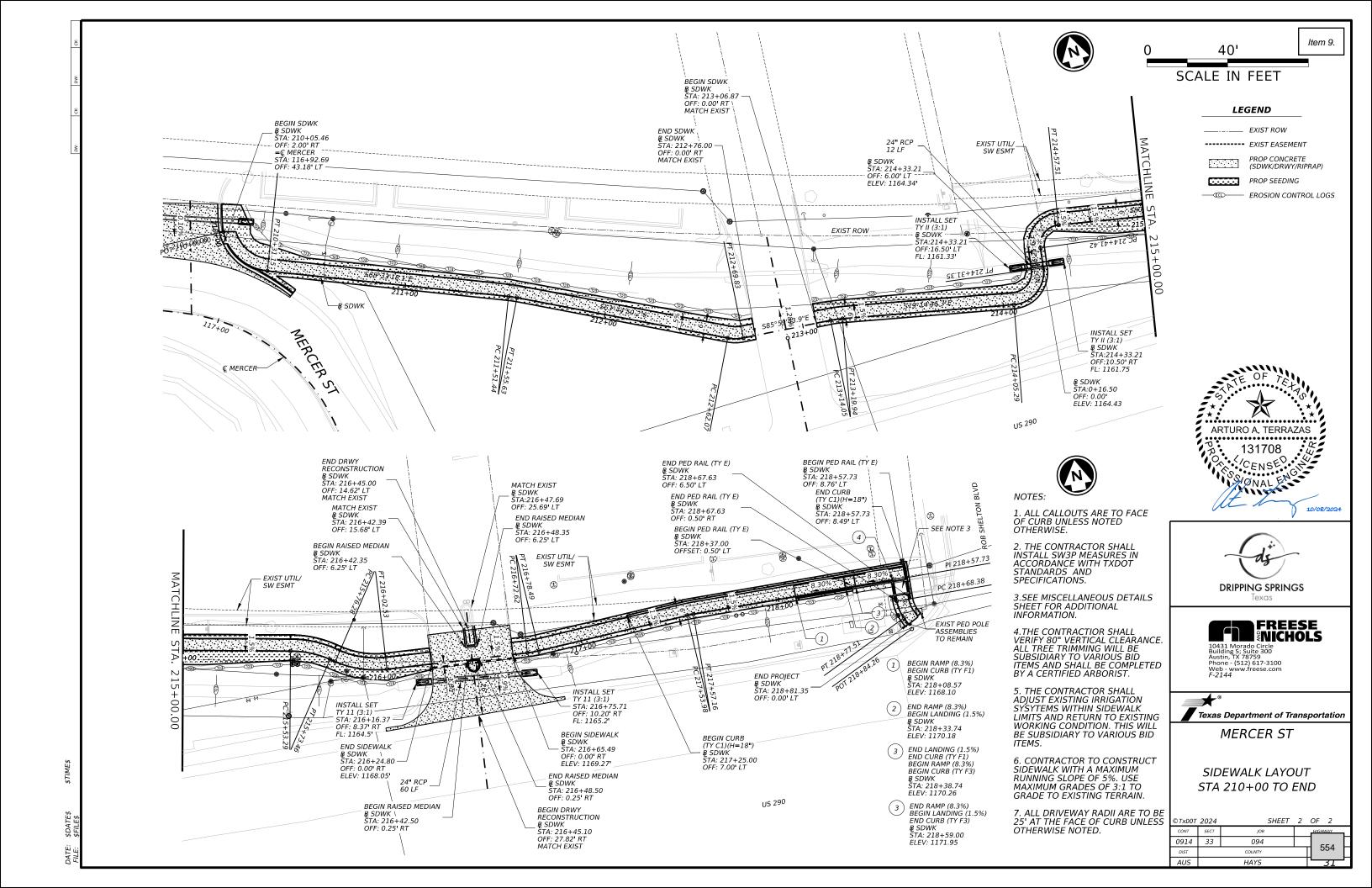
рот	2024		SHEET	2	OF	2	
Т	SECT	јов			HIGH	WAY	1
.4	33	094] ,		1
г		COUNTY			7	552	1
S		HAYS			_	79 -	1

© TxDO
CONT
0914
DIST
AUS





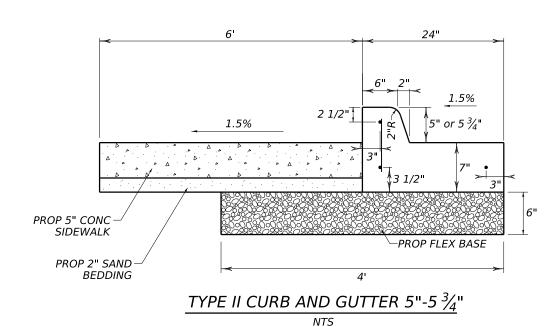
OF 2	1	SHEET		©TxD0T 2024	
HIGHWAY			јов	SECT	CONT
-F-0		094		33	0914
553				DIST	
				ALIC	



RAISED MEDIAN SECTION VIEW NTS

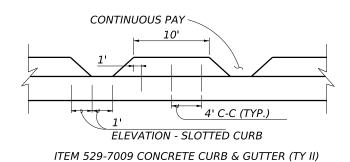
NOTE:

1. DRILL AND GROUT BARS SHOWN AS PER ITEM 420.4.7.10, 6" EMBENDMENT, MINIMUM ON EXISTING CONC.

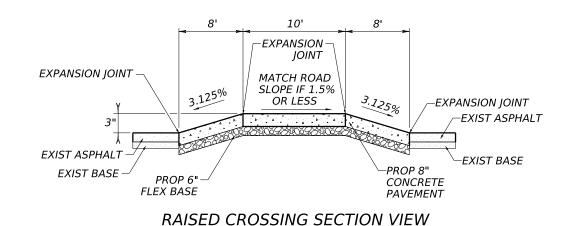


NOTE:

1. SEE TXDOT STANDARD CCCG-22 FOR ADDITIONAL DETAILS



SLOTTED CURB SECTION VIEW NTS



NTS

NOTE:

1. REFER TO TXDOT STANDARD CRCP(1)-23 FOR ADDITIONAL DETAILS.





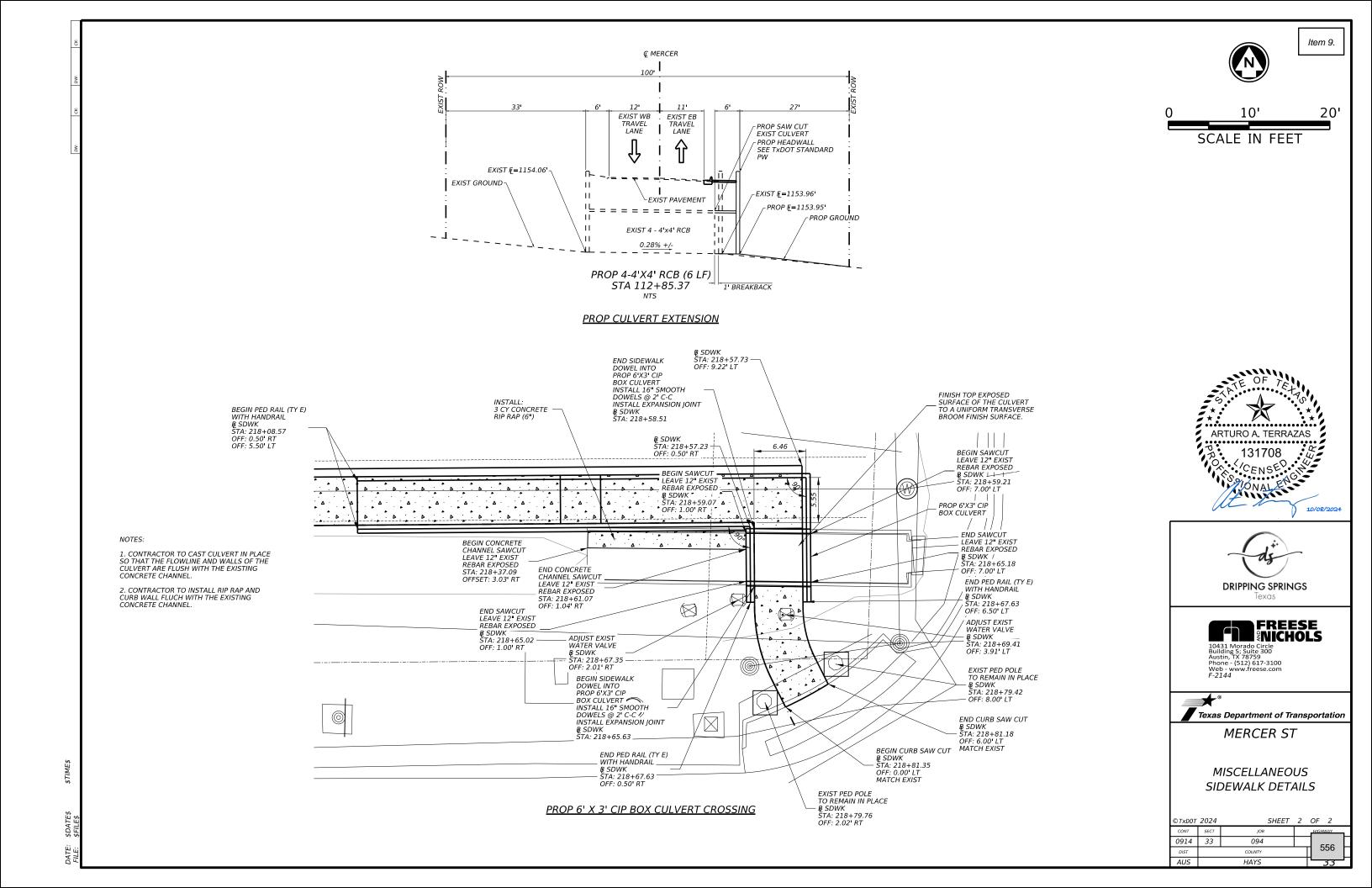


10431 Morado Circle Building 5; Suite 300 Austin, TX 78759 Phone - (512) 617-3100 Web - www.freese.com F-2144



MISCELLANEOUS SIDEWALK DETAILS

TXDOT 2024		SHEET	1	OF	2			
ONT	SECT	ЈОВ			HIGH	WAY		
914	33	094			٦,		П	
DIST		COUNTY			٦ ٦	555	П	
NIS		HAYS			-	37	П	

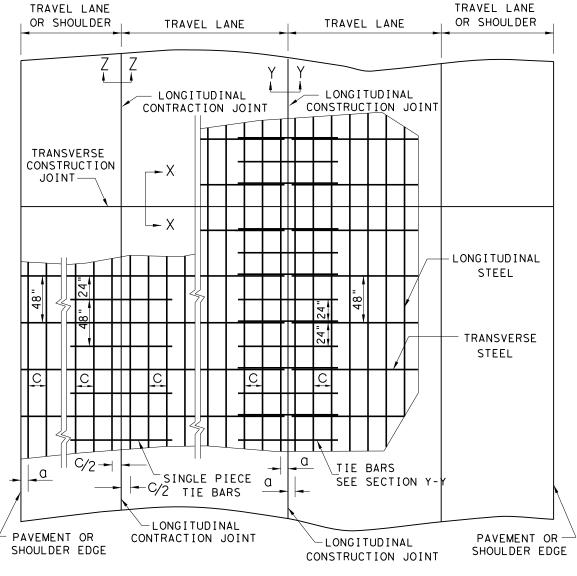


\$DATE	FILE

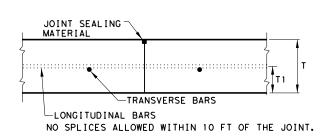
	TAE	BLE NO.1 LO	NG I TUD I NA	L STEEL
SLAB THICKNESS AND BAR SIZE		LONGITUDINAL STEEL BARS	FIRST SPACING AT EDGE OR JOINT	LONG. STEEL VERTICAL POSITION FROM BOTTOM OF PAVEMENT
T (IN.)	BAR SIZE	SPACING C (IN.)	SPACING ā (IN.)	T1 (IN.)
7.0	#5	6.5	3 TO 4	3.5
7.5	#5	6.0	3 TO 4	3.75
8.0	#6	9.0	3 TO 4	4.0
8.5	#6	8.5	3 TO 4	4.25
9.0	#6	8.0	3 TO 4	4.5
9.5	#6	7.5	3 TO 4	4.75
10.0	#6	7.0	3 TO 4	5.0
10.5	#6	6.75	3 TO 4	5.5
11.0	#6	6.5	3 TO 4	6.0
11.5	#6	6.25	3 TO 4	6.5
12.0	#6	6.0	3 TO 4	7.0
12.5	#6	5.75	3 TO 4	7.5
13.0	#6	5.5	3 TO 4	8.0

TABLE	NO.	2 TRAN	NSVERS	E STEEL A	ND TIE	BARS	
SLAB THICKNESS (IN.)		NSVERSE TEEL	AT LO	E BARS NGITUDINAL CTION JOINT TION Z-Z)	TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Y-Y)		
	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)	
7.0 - 7.5	#5 *	48	#5 X	48	#5 [*]	24	
8.0 - 13.0	#5*	48	#6	48	#6	24	

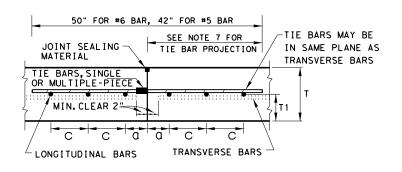
*CONTRACTOR MAY USE #6 REINFORCING STEEL INSTEAD OF #5 REINFORCING STEEL OR COMBINATION OF EACH SIZE



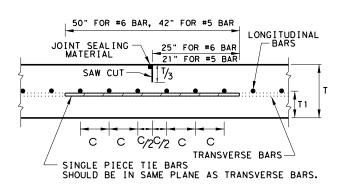
TYPICAL PAVEMENT LAYOUT
PLAN VIEW (NOT TO SCALE)



TRANSVERSE CONSTRUCTION JOINT SECTION X - X

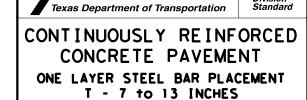


LONGITUDINAL CONSTRUCTION JOINT SECTION Y - Y



LONGITUDINAL CONTRACTION JOINT SECTION Z - Z

SHEET 1 OF 2



CRCP(1)-24

FILE: crcp124.dgn		DN: CE	ŝ	CK: KM DW: (DW: CES		ck: AN	1
C TxDOT:	Sept 2024	CONT	SECT	JOB			U17	CURVA	
	REVISIONS	0914	33	094	094		557		
		DIST	T COUNTY			7 557			
		4116		HAVE			_		

STAGGER THE LAP LOCATIONS SO THAT NO MORE THAN 1/3 OF THE LONGITUDINAL STEEL IS SPLICED IN ANY GIVEN 12-FT. WIDTH AND 2-FT. LENGTH OF THE PAVEMENT. ANY OTHER LAP CONFIGURATION MEETING THIS REQUIREMENT WILL BE ALLOWED.

EXAMPLES OF LAP CONFIGURATION
PLAN VIEW (NOT TO SCALE)

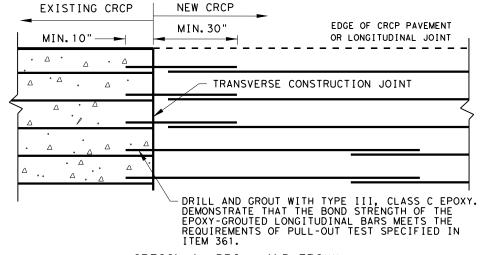
LONGITUDINAL REINFORCING STEEL

SPL I CES

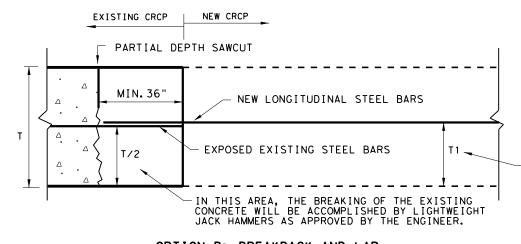
EDGE OF CRCP PAVEMENT

OR LONGITUDINAL JOINT

TRANSVERSE EXPANSION JOINT DETAIL AT BRIDGE APPROACH

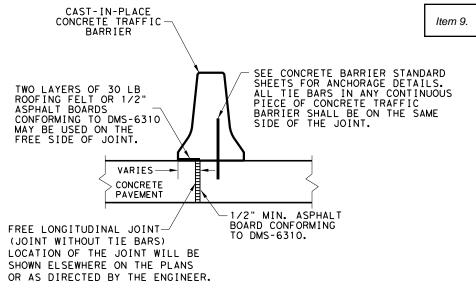


OPTION A: DRILL AND EPOXY PLAN VIEW (NOT TO SCALE)

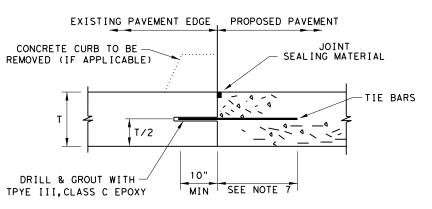


OPTION B: BREAKBACK AND LAP

TRANSVERSE TIE JOINT DETAIL
NEW CRCP TO EXISTING CRCP



CENTERLINE FREE LONGITUDINAL JOINT DETAIL



1.BEFORE CONCRETE PLACEMENT, PERFORM PULL-OUT TESTS ON EPOXY-GROUTED TIE BARS IN ACCORDANCE WITH ITEM 360.

TRANSITION STEEL BARS FROM T/2 TO T1 POSTITION WITHIN 60 FT. AS NEEDED.

2. SPACE TIE BARS AT 24" SPACING. USE #6 TIE BARS FOR 8" AND THICKER PAVEMENTS, USE #5 TIE BARS FOR LESS THAN 8" THICK PAVEMENTS.

LONGITUDINAL WIDENING JOINT DETAIL

SHEET 2 OF 2

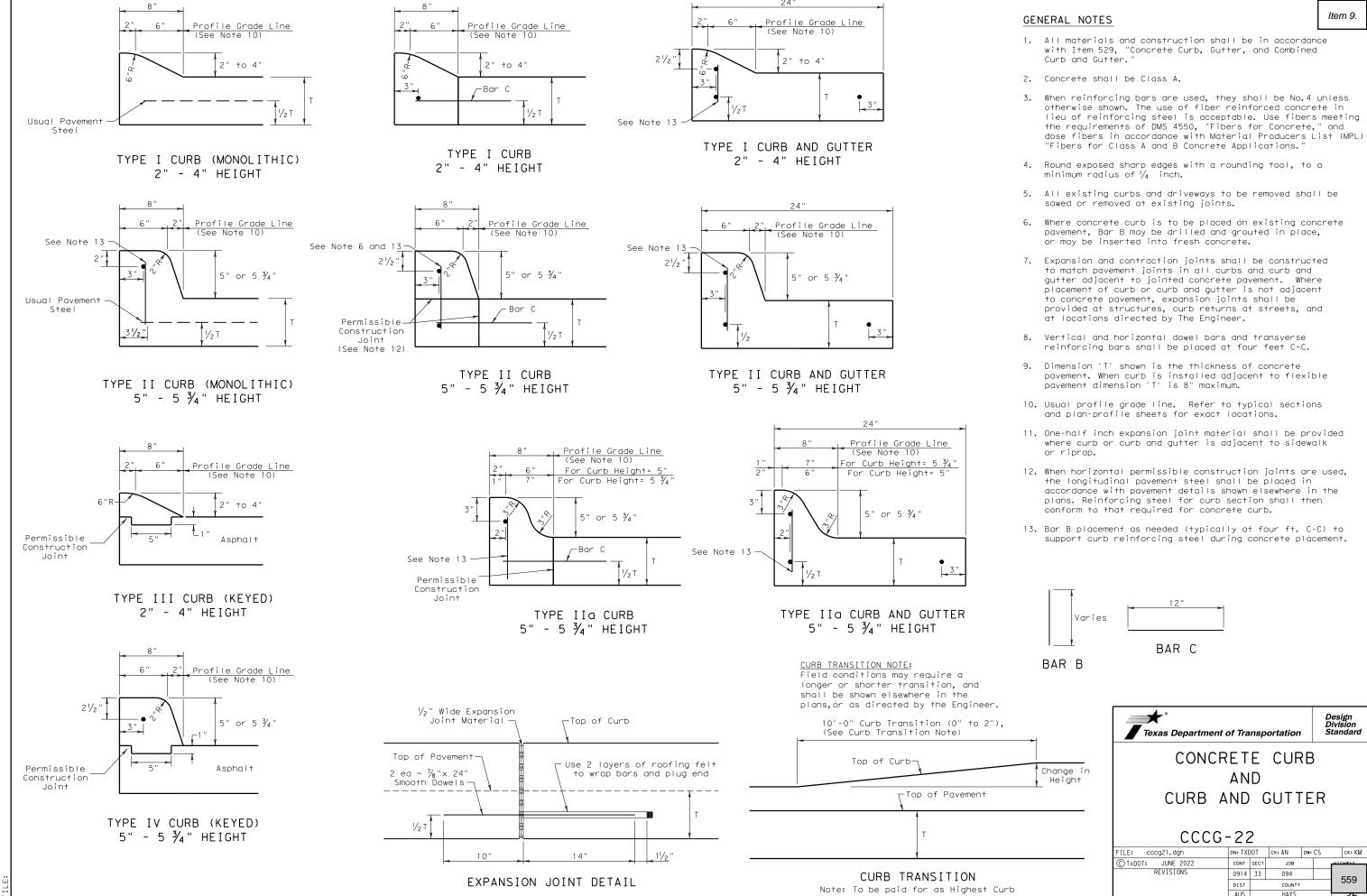


CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

ONE LAYER STEEL BAR PLACEMENT T - 7 to 13 INCHES

CRCP(1)-24

E: crcp124.dgn	DN: TxD	OT	ck: KM	DW: CES	ck: A	V	ı
TxDOT: Sept 2024	CONT	SECT	JOB		n I CHMYA	_	ı
REVISIONS	0914	33	094		558	П	l
	DIST		COUNTY		336	П	ı
	AUS		HAYS		35	_	ı



GENERAL NOTES

CURB RAMPS

- 1. Install a curb ramp or blended transition at each pedestrian street crossing.
- 2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
- 3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
- 4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. $5^{\prime} \times 5^{\prime}$ passing areas at intervals not to exceed 200 are required.
- 5. Turning Spaces shall be 5'x 5' minimum. Cross slope shall be maximum 2%.
- 6. Clear space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
- 7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
- 8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
- 9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
- 10. Small channelization islands, which do not provide a minimum $5^\prime x$ 5^\prime landing at the top of curb ramps, shall be cut through level with the surface of the street.
- 11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall alian with theoretical crosswalks unless otherwise directed.
- 12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
- 13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531
- 14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
- 15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
- 16. Provide a smooth transition where the curb ramps connect to the street.
- 17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
- 18. Existing features that comply with applicalble standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

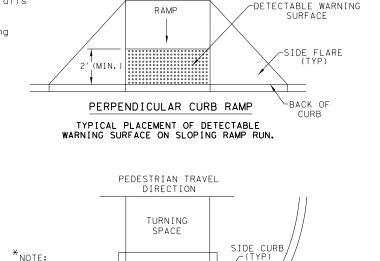
- 19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
- 20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
- 21. Detectable warning surfaces must be firm, stable and slip resistant.
- 22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
- 23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
- 24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

DETECTABLE WARNING PAVERS (IF USED)

- 25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
- 26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

SIDEWALKS

- 27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
- 28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear around space.
- 29. Street grades and cross slopes shall be as shown elsewhere in the plans.
- 30. Changes in level greater than 1/4 inch are not permitted.
- 31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
- 32. Handrail extensions shall not protrude into the usable landing area or into intersecting
- 33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
- 34. Sidewalk details are shown elsewhere in the plans.



DETECTABLE WARNING SURFACE DETAILS

PEDESTRIAN TRAVEL DIRECTION

TURNING

SPACE

PARALLEL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.

PEDESTRIAN TRAVEL

DIRECTION

TURNING

SPACE

RAMP

*NOTE:

BOTH ENDS OF THE

SHALL BE 5' OR LESS

FROM BACK OF CURB.

2''(Min.)

Item 9.

DETECTABLE WARNING

-BACK OF

RAMP



MIN.

MAX.

RAMP



BACK OF

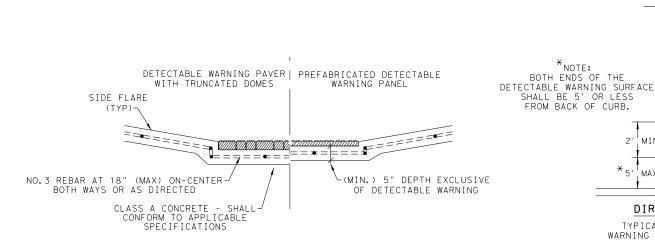


DETECTABLE WARNING

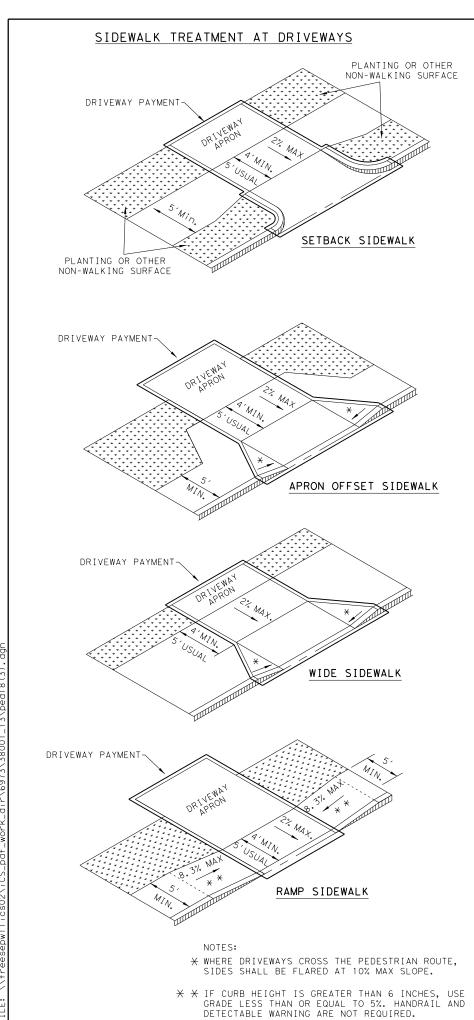
SURFACE

PFD-18

FILE: ped18	DN: T×DOT		Dw: VP	CK: KM		CK: PK & JG		
© TxDOT: MARCH, 2002	CONT	SECT	JOB			UTCUWAY	П	
REVISIONS REVISED 08.2005	0914	33	094			561	П	
REVISED 06,2012 REVISED 01,2018	DIST		COUNT	Y		П		
	AUS		HAY:	Ŝ		38		

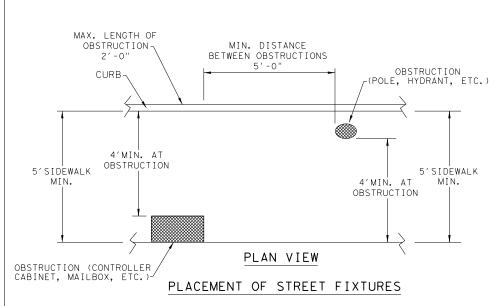


SECTION VIEW DETAIL CURB RAMP AT DETECTIBLE WARNINGS

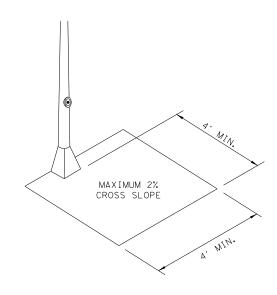


CAFEPROTECTED ZONE 4" MAX. POST PROJECTION 53" | PROTECTED ZONE 4" MAX. WALL PROJECTION 27' CANE DETECTABLE RANGE PROTECTED ZONE

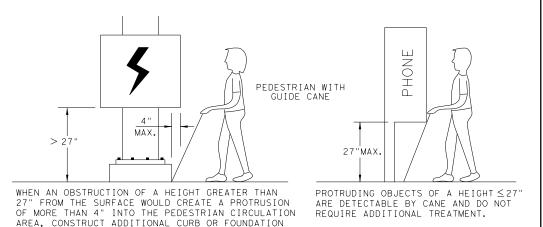
NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.



NOTE: ITEMS NOT INTENDED FOR PUBLIC USE.
MINIMUM 4' X 4' CLEAR GROUND SPACE
REQUIRED AT PUBLIC USE FIXTURES.



CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

AT THE BOTTOM TO PROVIDE A MAXIMUM 4" OVERHANG.



Item 9.

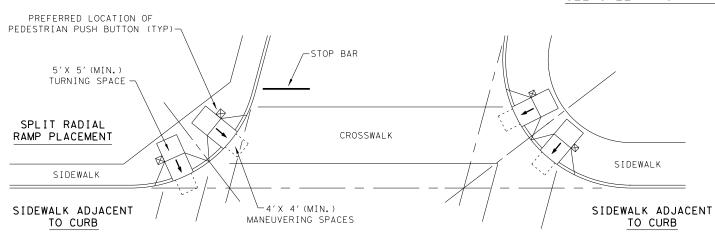


PEDESTRIAN FACILITIES CURB RAMPS

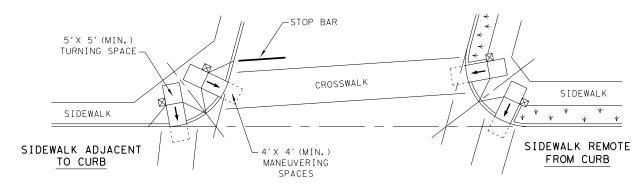
PED-18

ILE: ped18	DN: Tx	DOT	DW: VP	CK:	КМ	CK: PK & JG
C) T×DOT: MARCH, 2002	CONT	SECT	JOB			U T CUWAY
REVISIONS VISED 08, 2005	0914	33	094			562
VISED 06,2012 VISED 01,2018	DIST		COUNT	′		302
	ALIS		НΔΥ	5		79

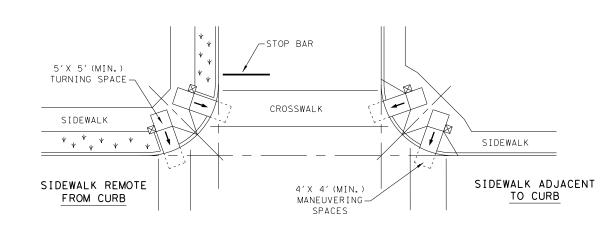
TYPICAL CROSSING LAYOUTS SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



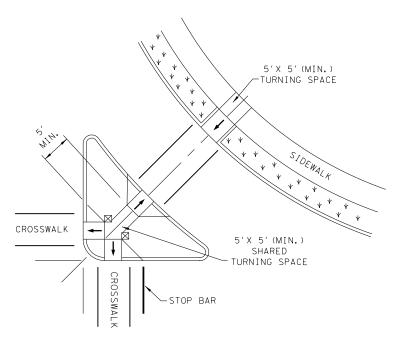
SKEWED INTERSECTION WITH "LARGE" RADIUS



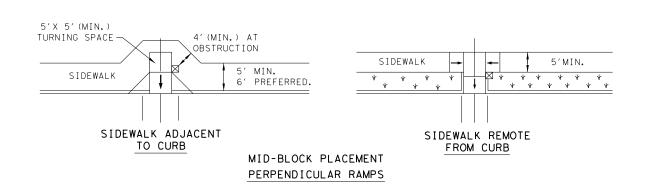
SKEWED INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION W/FREE RIGHT TURN & ISLAND



SHOWS DOWNWARD SLOPE.

PUSH BUTTON (IF APPLICABLE).

NOT PART OF PEDESTRIAN CIRCULATION PATH.

PED-18

LE: peal8	DN: Tx	DOT	DW: VP	CK:	KM	CK: PK & JG	1
TxDOT: MARCH, 2002	CONT	SECT	JOB			UTCUWAY	1
REVISIONS ISED 08,2005	0914	33	094			563	1
ISED 06, 2012 ISED 01, 2018	DIST		COUNTY	1		303	1
	AUS		HAYS	5		40	1

SHEET 4 OF 4

PEDESTRIAN FACILITIES

CURB RAMPS

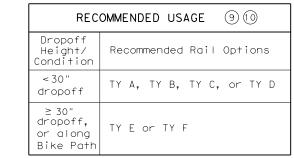
Texas Department of Transportation

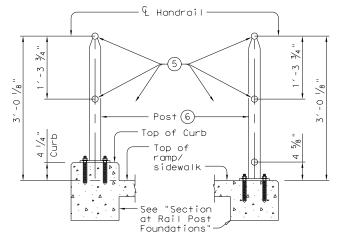
Item 9.

LEGEND:

DENOTES PREFERRED LOCATION OF PEDESTRIAN

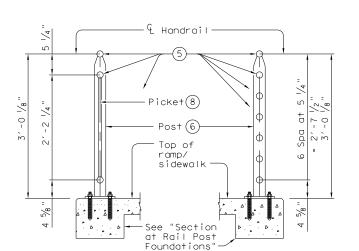
DENOTES PLANTING OR NON-WALKING SURFACE





SECTION A-A
(Showing Handrail TY A)

SECTION B-B
(Showing Handrail TY B)



SECTION C-C (Showing Handrail TY C)

SECTION D-D
(Showing Handrail TY D)

SHEET 1 OF 3

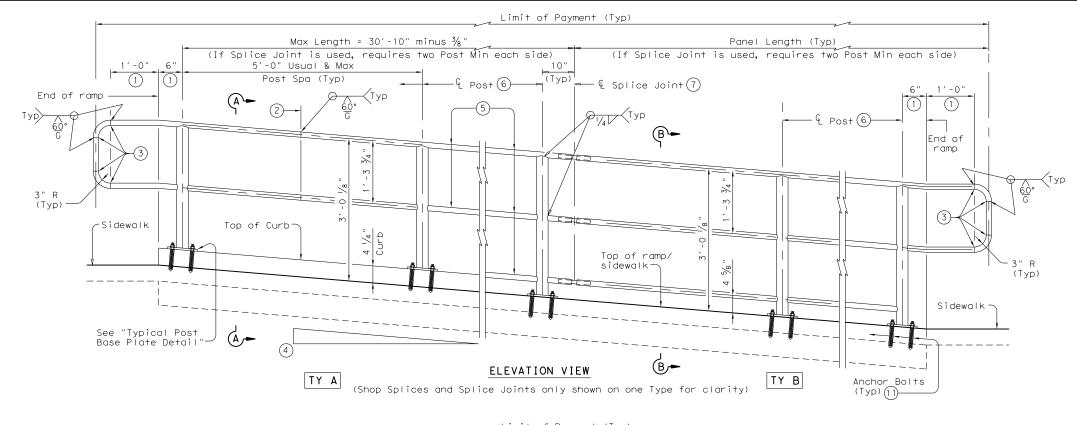


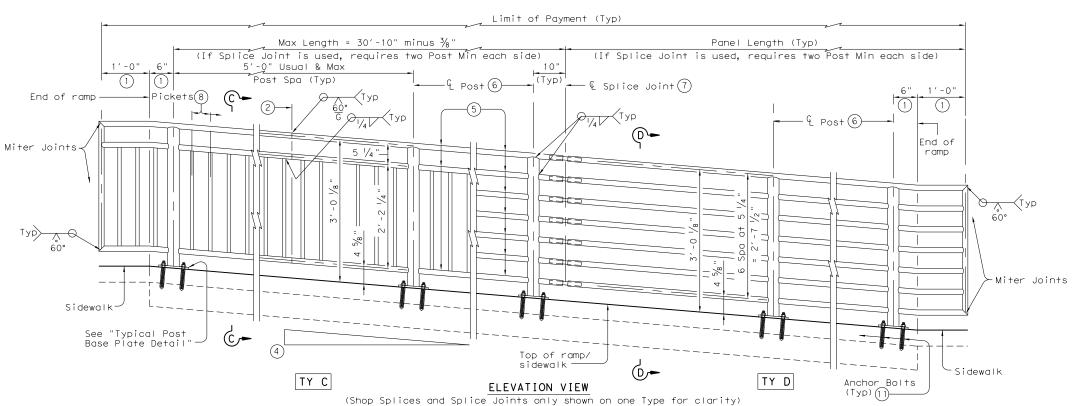
PEDESTRIAN HANDRAIL

DETAILS

PRD-13

ILE: prd13.dgn	DN: Tx[100	CK: AM	DW:	JTR	10	ck: CGL	
C)TxDOT Decmeber 2006	CONT	SECT	JOB		-	utcu	WAY	
	0914	33	094			_	64	
EVISED MAY, 2013 (VP)	DIST		COUNTY			ິວ	04	
	AUS		HAYS			_	41	





- (1) Parallel to ground.
- 2 One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- 3 Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
- 4 See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
- (5) 1 $\frac{1}{2}$ " Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 $\frac{1}{2}$ " Dia. pipe for galvanizing drainage and venting.

- $\stackrel{\textstyle \frown}{}$ 2 1/2 " Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
- (7) See "Handrail Fabrication Details" for Splice Joints.
- (8) ℓ %" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.
- 9) When needed for accessibility (grade > 5 percent) or as needed for pedestrian safety.
- (10) Not to be used on bridges.
- (11) See "General Notes" for anchor bolt information.

DATE: 9/23/2024

by or

made s∪l†s

anty of any kind or for incorrect

"Texas ersion

DISCLAIMER: The use of this standard is governed by TXDOI assumes no responsibility for the

(8) & 5% " Dia. Round Bar equal spacing at 4 $\frac{1}{2}$ " Max. Plumb all pickets.

(11) See "General Notes" for anchor bolt information.

Item 9.

5 1/4 "

SECTION F-F

- Post (6)

· (L Handrail (5)

Top of ramp/sidewalk

3'-0 1/8"

Concrete -Wall

SHEET 2 OF 3

DETAILS

PRD-13

CONT SECT

0914 33

AUS

prd13.dgn

C)TxDOT December 2006

EVISED MAY, 2013 (VP)

DN: TxDOT CK: AM DW: JTR

JOB

094

ck: CGL

565

drainage and venting.

1 $\frac{1}{2}$ " Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to

ramp / sidewalk. Provide holes as needed in 1 $\frac{1}{2}$ " Dia. pipe for galvanizing

1/2" Base Plate

(ASTM-A36)

δy

<u>6</u> 9

exas

standard is responsibil

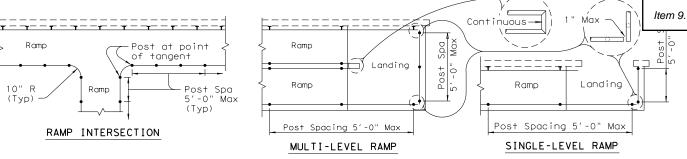
this s

Bolt Hole-

Drain Hole

TYPICAL POST BASE PLATE DETAIL

¹³/16"Dia. Ma×



PLAN SHOWING RAIL AT RAMP CONDITIONS

GENERAL NOTES

Designed according to ADAAG, Texas Accessibility Standards, Uniform Building Code, and AASHTO LRFD Specifications.

Handrail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Pipe will conform to ASTM-A53 Grade B or A500 Grade B. Steel plates and steel bars will conform to ASTM-A36. Mechanical tubing (MT) will conform to ASTM A513 Grade 1015 or higher. Galvanize all steel components except reinforcing steel unless noted otherwise.

Concrete for foundations will be in accordance with Item 531 "Sidewalks". All reinforcing steel must be Grade 60. Bar laps, where required, will be as follows: Uncoated \sim #4 = 1′-5" Epoxy coated \sim #4 = 2′-1"

When the plans require painted steel, follow the requirements for painting galvanized steel in Item 446, "Cleaning and Painting Steel". Sleeve Members will receive galvanization and only get field painted after installation unless directed otherwise by Engineer.

Epoxy Anchor bolts for wall mount and post base plate will be $\frac{5}{8}$ " Dia. ASTM A36 threaded rods with one hex nut and one hardened steel washer at each bolt. $\frac{5}{8}$ " Dia. threaded rod embedment depth for wall mounts is 3 $\frac{1}{2}$ " and embedment depth for post base plate is 5".

Embed threaded rods into concrete with a Type III (Class C) epoxy meeting the requirements of DMS-6100, "Epoxies and Adhesives". Mix and dispense adhesive with the manufacturer's static mixing nozzle/dual cartridge system. Core drill holes (percussion drilling not permitted).

At the contractor's option the post base plate anchor bolts may be cast with the Ramp/Sidewalk (See Cast-in-Place Anchor Bolt Options).

Optional cast-in-place anchor bolts will be $\frac{5}{6}$ " Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Embedment depth of cast-in-place bolt will be 8" for post base plate.

Handrails and any wall or other surface adjacent to them will be free of any sharp or abrasive elements.

Submit shop drawings to the Engineer unless otherwise noted. For curved handrail applications, fabricate the handrail to the curve if radius is less than 600 ft. Shop drawings are required when rail is fabricated to the curve.

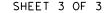
For all handrails, erection drawings will be submitted to the Engineer for approval to ensure proper installation.

Drawings will show handrail mount locations with bolts setting, spacing, ramp slope, and/or splice joint locations, and handrail lengths with identification showing where each handrail goes on the layout.

Payment for concrete sidewalks or curb ramps will be paid for in accordance with Item 531 "Sidewalks".

Payment for all items shown is to be included in unit price bid in accordance with Item 450 "Railing" of the type specified.

All exposed edges will be rounded or chamfered to approximately $\frac{1}{8}$ " by grinding.

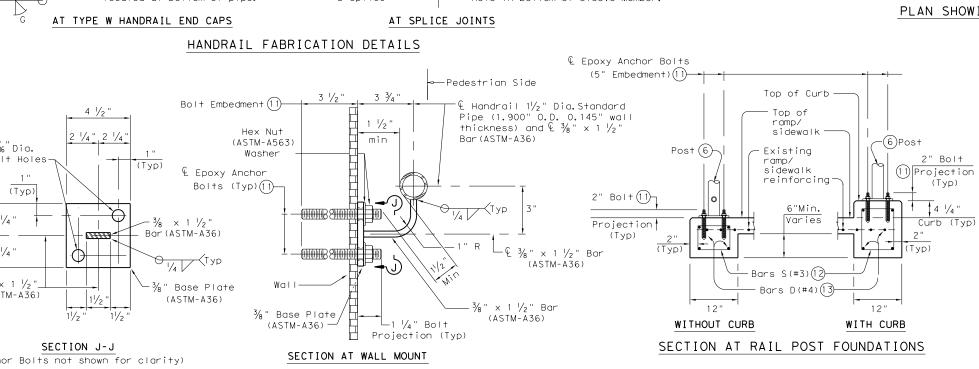


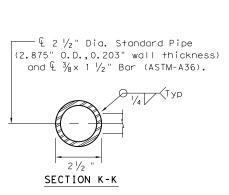


PEDESTRIAN HANDRAIL DETAILS

PRD-13

FILE: prd13.dgn	DN: Tx[TOC	ск: АМ	DW: J	TR	ck: CGL	٦
© TxDOT December 2006	CONT	SECT	JOB		سر	CHMYA	П
REVISIONS	0914	33	094			566	П
REVISED MAY, 2013 (VP)	DIST		COUNTY			300	П
	AUS		HAYS			43	П.





Pedestrian Side 5)Handrai Bar (ASTM-A36) Bar (ASTM-A36)

2" Min.

 $^{\ell}$ $^{5}\!\!\!/_8$ " Dia. Hex Head Anchor Bolt (ASTM-A307) or Threaded Rod (ASTM-A36) with one Hardened Steel ~Thread Length

Washer placed under Hex Nut. One additional Hex Nut will be furnished for each Threaded Rod.

> Tack 8"Embed Weld:

> > CAST-IN-PLACE ANCHOR BOLT OPTIONS

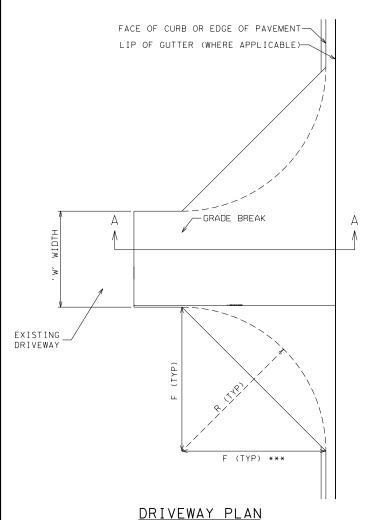
(Used for Post Base Plate only)

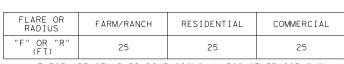
Flush or 1/16 " Max

ELEVATION

POST MOUNT DETAILS

 $\frac{9}{2}$ $\frac{3}{8}$ " × 1 $\frac{1}{2}$ "



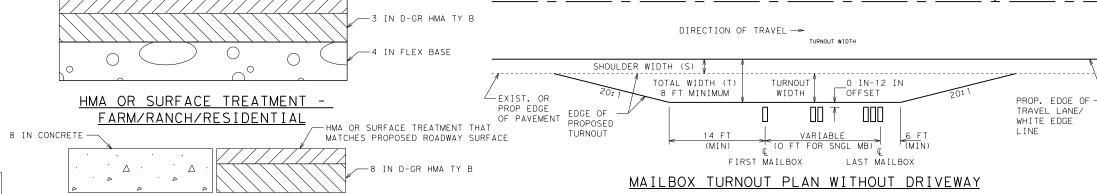


THESE ARE STANDARD DIMENSIONS UNLESS OTHERWISE SHOWN ELSEWHERE ON THE PLANS.

FLARES ARE TYPICALLY USED FOR SUBURBAN/URBAN (CURBED) ROADWAYS. RADII ARE TYPICALLY USED FOR RURAL OR UNCURBED ROADWAYS.

*** THIS 'F' DIMENSION MAY BE REDUCED TO KEEP WORK WITHIN THE ROW.

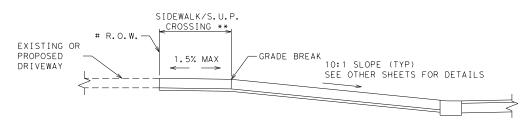
HMA OR SURFACE TREATMENT THAT MATCHES PROPOSED ROADWAY SURFACE IN D-GR HMA TY B B ROADWAY --6 IN FLEX BASE 0 DIRECTION OF TRAVEL -> HMA OR SURFACE TREATEMENT -SHOULDER WIDTH (S) { COMMERCIAL 0 IN-12 IN'S TOTAL WIDTH (T TURNOU' 8 FT MINIMUM WIDTH OFFSET -EXIST. OR PROP EDGE EDGE OF -6 IN CONCRETE OF PAVEMENT PROPOSED Δ TURNOUT VARIABL (O FT FOR SNGL MB) (MIN) (MIN) — 3 IN FLEX BASE FIRST MAILBOX LAST MAILBOX 0 0 MAILBOX TURNOUT PLAN WITH DRIVEWAY CONCRETE -ALL DRIVEWAY TYPES -HMA OR SURFACE TREATMENT THAT ₽ ROADWAY MATCHES PROPOSED ROADWAY SURFACE -3 IN D-GR HMA TY B DIRECTION OF TRAVEL -> TURNOUT WIDTH \bigcirc -4 IN FLEX BASE



(TYPE 3) OR CONCRETE

FAST TRACK

DRIVEWAY AND TURNOUT TYPICAL SECTIONS



ACTUAL TIE-IN SHOWN ELSEWHERE IN PLANS OR AS DIRECTED

DRIVEWAY WITH GUTTER SECTION A-A

ENSURE GRADE BREAK DOES NOT EXCEED 8% UNLESS OTHERWISE DIRECTED. PROVIDE ABSOLUTE MINIMUM SIDEWALK CROSSING WIDTH OF 4' FOR DRIVEWAYS

** LOCATE SIDEWALK CROSSING TO ALIGN WITH ADJACENT SIDEWALK; SIDEWALK/S.U.P. WIDTH AND LOCATION SHOWN ELSEWHERE ON THE PLANS.

GENERAL NOTES

PROVIDE EXPANSION 20 FT C-C FOR WIDTH OR LENGTH OVER 25 FT. EXPANSION JOINT PER AUS STANDARD FOR SIDEWALK (MCPSWMD).

REINFORCEMENT WILL BE IN ACCORDANCE WITH ITEM 432.3.1 USING NO. 3 OR NO. 4 BARS.

FIBER REINFORCEMENT IS NOT ALLOWED. CLASS A CONCRETE IS ALLOWED TO USE COARSE AGGREGATE GRADES

IN LIEU OF PFC OR TOM, SURFACE MUST BE 1.5" D-GR HMA TY D. IF SURFACE IS A MULTIPLE COURSE SURFACE TREATEMENT, ALL COURSES MUST BE PLACED ON DRIVEWAY. SURFACE HMA IS PG 76-22. NON SURFACE HMA IS PG 64-22 AND MAY BE BLADE LAID.

FURNISH BASE MEETING THE REQUIREMENTS FOR ANY TYPE OR GRADE IN ACCORDANCE WITH ITEM 247. BASE COMPRESSIVE STRENGTHS ARE WAIVED.

THE BASE UNDER THE CONCRETE MAY BE REPLACED WITH CONCRETE AT A RATIO OF 3 INCHES OF BASE EQUALS 2 INCHES OF CONCRETE.

FAST TRACK DRIVEWAYS MUST BE CLOSED, CONSTRUCTED, AND REOPENED WITHIN 24 HOURS.

IF ROOTS ARE ENCOUNTERED VERIFY WITH THE ENGINEER PRIOR TO ACCOMMODATING OR REMOVING 2 IN. DIAMETER OR LARGER ROOTS. ROOT REMOVAL MUST BE IN ACCORDANCE WITH ITEM 752.4.2. ROOTS MAY REMAIN IN THE BASE. FOR IMPROVEMENTS WITHIN 6 IN. OF A ROOT, THE CONCRETE THICKNESS MAY BE REDUCED BY 1 IN. AND THE BASE INCREASED BY 1 IN. TO MINIMIZE IMPACTS TO THE ROOTS. ADJUST BASE AND SURFACE PROFILE TO PROVIDE A 1 IN. BASE CUSHION AROUND THE ROOTS. THE SURFACE PROFILE MAY BE ADJUSTED TO THE EXTENT ALLOWED BY ADA. THIS WORK IS SUBSIDIARY.

THIN PIPE COVER DRIVEWAY

HMA OR CONCRETE

SELECT BACKFILL

FLEX BASE

SURFACE

4 IN. OR LESS OVER

FLEX BASE

TOP OF PIPE(S)

*FOR USE WHEN TOP OF PIPE(S) TO D/WSURFACE IS 4 IN. OR LESS
ONLY ONE PIPE SHOWN FOR CLARITY *SELECT BACKFILL MUST BE FLOWABLE FILL, CEMENT TREATED BASE, OR ANY CLASS OF CONCRETE AS DIRECTEDBY THE ENGINEER. TO BE PAID USING EXISTING BID ITEMS.



DRIVEWAYS AND MAILBOX TURNOUTS

DWMB-24 (AUS)

Item 9.

ÝPROP. EDGE OF

TRAVEL LANE/

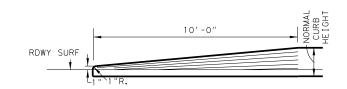
WHITE EDGE

LINE

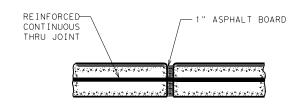
DRIVEWAY (SEE PLANS

FOR DETAILS)

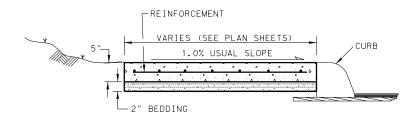
×DOT\$YEAR\$	CONT	SECT	JOB	HIGHWAY	
REVISIONS : SHEET CREATED	0914	33	094		
: APPROVED :TABLE REVISED, GN ADDED, PLAN &	DIST		COUNTY	567	
LE MODIFIED : ADDED TURNOUT INFO :THIN PIPE DETAIL REVISED	AUS		HAYS	44	



TRANSITION FOR CONCRETE CURB ENDS



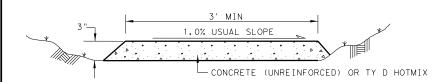
EXPANSION JOINT DETAIL



SIDEWALK & SHARED USE PATH (S.U.P.) TYP. SECT.

SIDEWALK OR S.U.P. EXPANSION JOINTS ARE TO BE AT A MAX. SPACING OF 40' AND COINCIDE WITH THE CURB EXPANSION JOINTS (WHEN ADJACENT TO CURB).

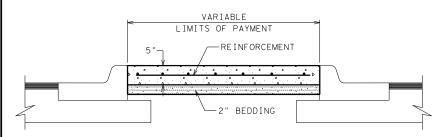
NOTE: TOOLED OR SAWED CONTRACTION JOINTS ARE NOT ALLOWED.



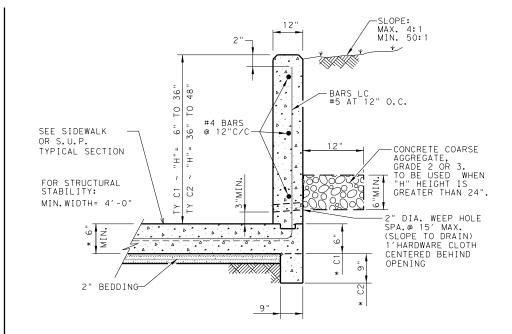
TEMPORARY SIDEWALK & SHARED USE PATH (S.U.P.)

CONC SIDEWALK (SPECIAL) (TYPE B)

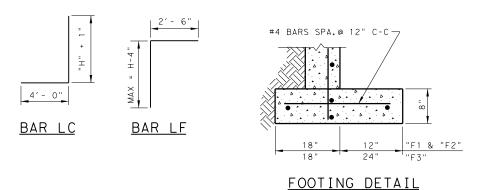
- EXPANSION JOINTS, BEDDING, AND TOOL JOINTS ARE NOT REQUIRED.
 PROVIDE 5' X 5' PASSING AREA AT INTERVALS NOT TO EXCEED 200'.
 4' TALL ORANGE CONSTRUCTION FENCE REQUIRED IF DROP OFF GREATER
- THAN 6" ADJACENT TO SIDEWALK.
- 4. ALL MATERIAL AND TESTING REQUIREMENTS ARE WAIVED.
- 5. INSTALLATION, MAINTENANCE, FENCE, AND REMOVAL ARE SUBSIDIARY TO
- 6. EXCAVATION AND EMBANKMENT TO PROVIDE ADA COMPLIANCE WILL BE PAID
- USING PERTINENT BID ITEMS.
 7. LOCATION AS DIRECTED BY ENGINEER.

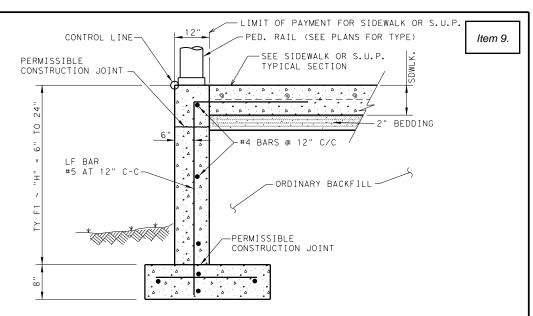


RIPRAP MEDIAN DETAIL

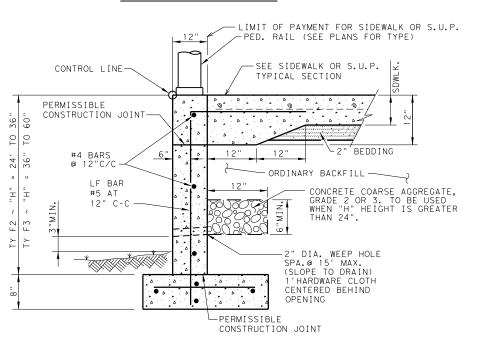


CONC CURB (TY C1) & (TY C2)





CONC CURB (TY F1)[‡]



CONC CURB (TY F2) & $(TY F3)^{\dagger}$

SIDEWALK, SHARED USE PATH, AND MEDIAN NOTES

Reinforcement will be in accordance with Item 432.3.1. Fiber reinforcement is not allowed. Class A and B Concrete are allowed to use Coarse Aggregate Grades 1-8.

Bedding may be sand, base, or RAP bedding. Furnish base meeting the requirement for any type or grade in accordance with Item 247. Base compressive strengths are waived. RAP must be 100% passing a 1 in, sieve. Bedding must be placed using ordinary compaction.

If roots are encountered verify with the Engineer prior to accommodating or removing 2 in. diameter or larger roots. Root removal must be in accordance with Item 752.4.2. Roots may remain in the bedding or base. For improvements within 6 in. of a root, the concrete thickness may be reduced by 1 in. and the bedding increased by 1 in. to minimize impacts to the roots. Adjust bedding and surface profile to provide a 1 in. bedding cushion around the roots. The surface profile may be adjusted to the extent allowed by ADA. This work is subsidiary.

CONCRETE CURB NOTES: All Concrete, including adjacent sidewalk or S.U.P., shall be Class "C"

All Reinforcing Steel shall be Grade 60. Minimum 4' sidewalk width for CONC CURB (TYPES C1 & C2).

‡Until the sidewalk is complete, lateral support for the "F" curbs will be required.

ALL WORK SHOWN BEYOND TYPICAL SIDEWALK, S.U.P., AND PED RAIL IS SUBSIDIARY.

DESIGN SOIL PARAMETERS: Soil Unit Wt. = 120 pcf Phi = 30 Degrees Cohesion = 50 psf Min. PI = 15 Max. PI = 30

SURCHARGE: TYPE F CURB q = 2' Adjacent to sidewalk Max. slope behind TYPE C Curb = 4:1 Min. Factor of Safety against sliding is 1.5. Designed in accordance with current AASHTO Standards and Interim Specifications.

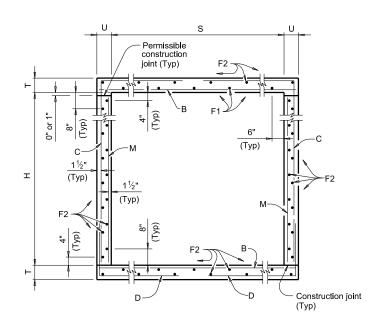
NOT TO SCALE

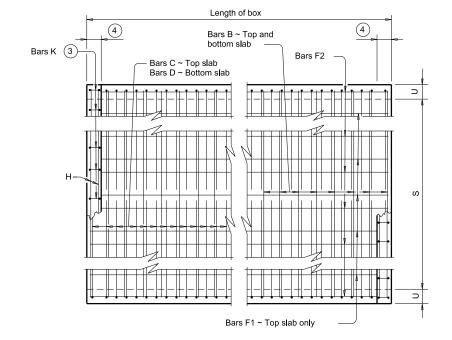
Austin District Texas Department of Transportation

> MISCELLANEOUS CURB, PATH, SIDEWALK, AND MEDIAN DETAILS

> > MCPSWMD-23 (AUS

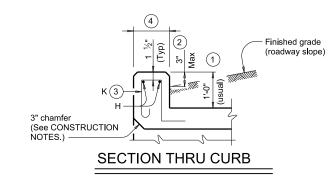
©T×DOT\$YEAR\$	CONT	SECT	JOB	HIGHWAY	.]
REVISIONS 04/19: APPROVED	0914	33	094		
02/23: ADDED TEMP S/W	DIST		COUNTY	568	
	ALIS		HAYS	716	





TYPICAL SECTION





PLAN OF REINF STEEL

(1) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

(2) For vehicle safety, the following requirements must be met:
For structures without bridge rail, construct curbs no more than 3" above

For structures with bridge rail, construct curbs flush with finished grade.

Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

- (3) For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.
- 4 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR. Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft. If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = $(0.306 \text{ sq. in.}) / (0.755 \text{ sq. in. per ft.}) \times (12 \text{ in. per ft.}) = 4.86$ " Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.

Chamfer the bottom edge of the top slab 3" at the entrance.

Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.

Provide galvanized reinforcing steel if required elsewhere in the plans.

Provide Class C concrete (fc = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (fc = 4,000 psi) for top slabs of:

culverts with overlay,

culverts with 1-to-2 course surface treatment, or

culverts with the top slab as the final riding surface. Provide bar laps, where required, as follows:

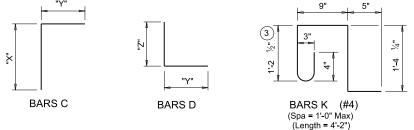
Uncoated or galvanized ~ #4 = 1'-8" Min Uncoated or galvanized ~ #5 = 2'-1" Min

Uncoated or galvanized ~ #6 = 2'-6" Min

GENERAL NOTES: Designed according to AASHTO LRFD Bridge Design Specifications for the range of

See the Single Box Culverts Cast-In-Place Miscellaneous Detail (SCC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening

Cover dimensions are clear dimensions, unless noted otherwise Reinforcing bar dimensions shown are out-to-out of bar.





SHEET 1 OF 2 Bridge Division Standard

SINGLE BOX CULVERTS **CAST-IN-PLACE**

0' TO 30' FILL

SCC-5 & 6

		0		<i>,</i> α	U	
FILE: CD-SCC56-21.dgn	DN: TBE		ск: ВМР	DW: T	:DOT	ск: TxDOT
©TxDOT February 2020	CONT	SECT	JOB		ı	HICHWAY
REVISIONS	0914	33	094	1		569
04/2021 Updated X values.	DIST		COUN	TY		509
l .	ALIC		11437	_	\neg	

9		50TI0			5										BIL	LS OF	REIN	IFORC	NG S	ΓEEL (F	or Box L	ength =	= 40 f	feet)													Q	UANT	ΓITIES	3 Ite	em 9.
9					HEIGH		Ва	rs B					Bar	s C						Bars D				Bars	s M ~ #4				ļ						Bars k			Cı	urb	Tot	tal
	S	н	Т	U		No. 100	Spa	Length	Weight	No.	Size	Spa Le	ength	Weight	" X "	"Y"	No.	Size	Lengt	h Weigh	"Y"	" Z "	No.	Spa	Length	Weight	No.	Length	Wt	No.	Length	Weight	Length	Wt	No.	Vt Cond	Reinf (Lb)				Reinf (Lb)
-0" 8" 0" 8" 0" 8" 0" 8" 0" 8" 0" 8" 0" 108 86 8" 0" 5" 11" 980 108 85 9" 0" 0" 108 85 9" 0" 0" 108 85 9" 0" 0" 0" 108 85 9" 0" 0" 0" 0" 0" 0" 0" 0" 0" 0" 0" 0" 0"	5' - 0"	2' - 0"	8"	7"	26'	108 #6	9"	5' - 11"	960	108	#5	9" 6'	' - 3"	704	2' - 6"	3' - 9"	108	#5 9'	6' - :	5" 723	3' - 9"	2' - 8"	108	9"	2' - 0"	144	4	39' - 9"	106	22	39' - 9"	584	5' - 11"	16	14	39 0.39°	1 80.5	0.5	55	16.1	3,276
	5' - 0"	2' - 0"	9"	7"	30'	108 #6	9"	5' - 11"	960	108	#5	9" 6'	' - 4"	713	2' - 7"	3' - 9"	108	#5 9'	6' - 1	5" 732	3' - 9"	2' - 9"	108	9"	2' - 0"	144	4	39' - 9"	106	22	39' - 9"	584	5' - 11"	16	14	0.429	81.0	0.5	55	17.6	3,294
-0" 4 · 0" 6 · 0" 7 · 20 · 100 8 · 6 · 0 · 7 · 20 · 100 8 · 6 · 0 · 5 · 11 · 100 8 · 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0	' - 0"	3' - 0"	8"	7"	26'	108 #6	9"	5' - 11"	960	108	#5	9" 7'	' - 3"	817	3' - 6"	3' - 9"	108	#5 9'	6' - :	5" 723	3' - 9"	2' - 8"	108	9"	3' - 0"	216	4	39' - 9"	106	26	39' - 9"	690	5' - 11"	16	14	39 0.434	4 87.8	0.5	55	17.8	3,567
-0" 4' 0" 9" 7" 9" 7" 9" 7" 9" 7" 9" 108 46 9" 5' 11" 960 108 45 9" 8' 4" 939 4' 7" 3' 9" 108 45 9" 5' 11" 960 108 45 9" 9' 3" 104 45 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 45 9" 9' 3" 104 45 9" 9' 3" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 9' 5' 11" 960 108 45 9" 9' 3" 104 9" 9' 5' 104 9" 9' 8' 6' 11" 104 9" 9' 8' 6' 7' 72 2' 2' 8" 108 9" 5' 7' 32 108 9" 9' 7' 7' 7' 11" 104 104 9" 9' 8' 6' 11" 104 9" 9' 8' 6' 9' 8' 8' 9' 8' 8' 9' 8' 8' 8' 9' 8' 8' 9' 8' 8' 8' 8' 8' 8' 8' 8' 8' 8' 8' 8' 8'	' - 0"	3' - 0"	9"	7"			9"	5' - 11"	960			9" 7'	' - 4"	826	3' - 7"	3' - 9"	108	#5 9'	6' - '	6" 732	3' - 9"	2' - 9"	108	9"	3' - 0"	216	4	39' - 9"	106	26	39' - 9"	690	5' - 11"	16				0.5	55		3,585
-0" 5' 0" 6" 6" 7" 20' 108 #6 0" 5' -1" 980 108 #6 0" 5' -1" 980 108 #5 9" 9' -3" 1,042 5' -6" 3' -9" 108 #5 9" 6' -6" 732 3' -9" 2' -9" 108 8' 9' 5' -0" 361 4 99' -9" 108 30 39' -9" 707 5' -1" 16 14 39 0,521 99,7 0,5 55 2.8 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	' - 0"	4' - 0"	8"	7"	26'	108 #6	9"	5' - 11"	960	108	#5	9" 8'	' - 3"	929	4' - 6"	3' - 9"	108	#5 9'	6' - :	5" 723	3' - 9"	2' - 8"	108	9"	4' - 0"	289	4	39' - 9"	106	26	39' - 9"	690	5' - 11"	16	14	39 0.477	7 92.4	0.5	55	19.5	3,752
-0" 5' 0" 9" 7" 30' 108 #6 9" 5' -11" 1980 108 #5 9" 9' -4" 1,051 5' -7" 3' 0' 108 #5 9" 6' -6" 732 3' -9" 138 9" 5' -0" 136 4 39' -9" 133 25 39' -9" 133 25 39' -9" 138 29 39' -9" 138 29	5' - 0"	4' - 0"	9"	7"		108 #6	9"	5' - 11"	960	108		9" 8'	' - 4"	939			108	#5 9'	6' - '	5" 732			108	9"		289						690			14						3,77
	5' - 0"		8"	7"	_									1,042					6' - :										_			797						_			4,044
- 0" 2" - 0" 9" 7" 9" 7" 9" 7" 9" 10" 8" 30 108 86 9" 6" - 11" 1,122 162 85 6" 6" 6" 8" 1,126 2" 7" 4" - 1" 162 85 6" 6" - 1" 1,155 2" 8" 4" - 2" 162 85 6" 6" - 1" 1,155 2" 8" 4" - 2" 162 85 6" 6" - 1" 1,155 2" 8" 4" - 2" 162 85 6" 6" - 1" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2" 162 85 6" 6" 1,155 2" 8" 4" - 2	5' - 0"			7"													_						_	_					_									_	_		4,062
	6' - 0"			7"						+																								_			_				3,628
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	S' - 0"		<u> </u>	7"			<u> </u>				1					' '																									4,407
$-0^{\circ} 3^{\circ} - 0^{\circ} 9^{\circ} 7^{\circ} 26^{\circ} 108 \#6 9^{\circ} 6^{\circ} - 11^{\circ} 1,122 162 \#5 6^{\circ} 7^{\circ} - 8^{\circ} 1,295 3^{\circ} - 7^{\circ} 4^{\circ} - 1^{\circ} 162 \#5 6^{\circ} 6^{\circ} - 10^{\circ} 1,155 4^{\circ} - 1^{\circ} 1,25 9^{\circ} 108 9^{\circ} 3^{\circ} - 9^{\circ} 133 29 39^{\circ} - 9^{\circ} 700 6^{\circ} - 11^{\circ} 18 16 45 0,528 117.3 0,5 63 21.6 4.7 \\ -0^{\circ} 3^{\circ} - 0^{\circ} 10^{\circ} 8^{\circ} 3^{\circ} - 0^{\circ} 10^{\circ} 8^{\circ} 3^{\circ} - 0^{\circ} 10^{\circ} 8^{\circ} 10^{\circ} 10^{\circ} 10^{\circ} 8^{\circ} 10^{\circ} $	6' - 0"			8"																.,,									_												4,463
-0" 3' -0" 10" 8" 30' 108 #6 9" 7' -1" 1,149 162 #5 6" 7' -0" 1,183 4' -2" 2' -10" 82 12" 3' -0" 164 5 39' -9" 133 29 39' -9" 770 7' -1" 19 18 50 0,601 118.1 0.5 69 24.6 4.7 7' -0" 4' -0" 8" 7" 20' 108 #6 9" 6' -11" 1,122 108 #5 9" 8' -7" 967 4' -6" 4' -1" 108 #5 9" 6' -9" 760 4' -1" 1,155 4' -1" 2' -9" 108 9" 4' -0" 289 5 39' -9" 133 29 39' -9" 770 6' -11" 18 16 45 0,527 101.0 0.5 63 21.6 4.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1				7"	_							, ,									_		_						_										+		3,918
$-0^{\circ} 4^{\circ} - 0^{\circ} 8^{\circ} 7^{\circ} 20^{\circ} 108 \#6 9^{\circ} 6^{\circ} - 11^{\circ} 1,122 108 \#5 9^{\circ} 8^{\circ} - 7^{\circ} 967 4^{\circ} - 6^{\circ} 4^{\circ} - 1^{\circ} 108 \#5 9^{\circ} 6^{\circ} - 9^{\circ} 760 4^{\circ} - 1^{\circ} 108 9^{\circ} 4^{\circ} - 0^{\circ} 289 5 39^{\circ} - 9^{\circ} 133 29 39^{\circ} - 9^{\circ} 770 6^{\circ} - 11^{\circ} 18 16 45 0.527 101.0 0.5 63 21.6 4,1 \\ -0^{\circ} 4^{\circ} - 0^{\circ} 4^{\circ} - 0^{\circ} 9^{\circ} 7^{\circ} 26^{\circ} 108 \#6 9^{\circ} 6^{\circ} - 11^{\circ} 1,122 162 \#5 6^{\circ} 8^{\circ} - 8^{\circ} 1,464 4^{\circ} - 7^{\circ} 4^{\circ} - 1^{\circ} 162 \#5 6^{\circ} 6^{\circ} - 10^{\circ} 1,155 4^{\circ} - 1^{\circ} 22^{\circ} - 9^{\circ} 108 9^{\circ} 9^{\circ} - 9^{\circ} 770 6^{\circ} - 11^{\circ} 18 16 45 0.527 101.0 0.5 63 21.6 4,1 \\ -0^{\circ} 4^{\circ} - 0^{\circ} 4^{\circ} - 0^{\circ} 9^{\circ} 7^{\circ} 26^{\circ} 108 \#6 9^{\circ} 7^{\circ} - 1^{\circ} 1,149 162 \#5 6^{\circ} 8^{\circ} - 8^{\circ} 1,464 4^{\circ} - 7^{\circ} 4^{\circ} - 1^{\circ} 1,155 4^{\circ} - 1^{\circ} 22^{\circ} - 9^{\circ} 108 9^{\circ} 4^{\circ} - 0^{\circ} 289 5 39^{\circ} - 9^{\circ} 133 29 39^{\circ} - 9^{\circ} 770 6^{\circ} - 11^{\circ} 18 16 45 0.527 101.0 0.5 63 21.6 4,1 \\ -0^{\circ} 4^{\circ} - 0^{\circ} 4^{\circ} - 0^{\circ} 10^{\circ} 8^{\circ} 8^{\circ} 8^{\circ} 1,464 4^{\circ} - 7^{\circ} 4^{\circ} - 1^{\circ} 1,452 4^{\circ} - 1^{\circ} 22^{\circ} - 9^{\circ} 108 9^{\circ} 4^{\circ} - 0^{\circ} 289 5 39^{\circ} - 9^{\circ} 133 29 39^{\circ} - 9^{\circ} 770 6^{\circ} - 11^{\circ} 18 16 45 0.571 123.3 0.5 63 23.4 4,9 \\ -0^{\circ} 4^{\circ} - 0^{\circ} 8^{\circ} 10^{\circ} 10^{\circ} 8^{\circ} 10^{\circ} 10^{\circ} 10^{\circ} 8^{\circ} 10^{\circ} 1$				7"												<u> </u>	_		+ -	.,			_	_		_	_		_										+		4,754
-0" 4' - 0" 9" 7" 26' 108 #6 9" 6' - 11" 1,122 162 #5 6" 8' - 8" 1,464 4' - 7" 4' - 1" 162 #5 6" 8' - 8" 1,464 4' - 7" 4' - 1" 162 #5 6" 8' - 10" 1,155 4' - 1" 2' - 9" 108 9" 4' - 0" 219 5 39' - 9" 133 29 39' - 9" 770 6' - 11" 18 16 45 0.571 123.3 0.5 63 23.4 4.9 9				8"					<u> </u>																																4,792
-0" 4' - 0" 10" 8" 30' 108 #6 9" 7' - 1" 1,149 162 #5 6" 8' - 10" 1,493 4' - 8" 4' - 2" 162 #5 6" 7' - 0" 1,183 4' - 2" 2' - 10" 82 12" 4' - 0" 219 5 39' - 9" 133 29 39' - 9" 770 7' - 1" 19 18 50 0.650 123.7 0.5 69 26.5 5,096 9.			<u> </u>	7"							1																		+												· ·
- 0" 5' - 0" 8" 7" 20' 108 #6 9" 6' - 11" 1,122 108 #5 9" 9' - 7" 1,080 5' - 6" 4' - 1" 108 #5 9" 6' - 9" 133 33 39' - 9" 876 6' - 11" 18 16 45 0.570 108.3 0.5 63 23.3 4,3 4,3 4,5 5' - 0" 5' - 0" 5' - 0" 5' - 0" 10" 8" 30' 108 #6 9" 7' - 1" 1,149 162 #5 6" 9' - 8" 1,633 5' - 7" 4' - 1" 1,122 108 #5 9" 6' - 9" 1,183 4' - 2" 2' - 10" 82 12" 5' - 0" 274 5 39' - 9" 133 33 39' - 9" 876 6' - 11" 18 16 45 0.670 108.3 0.5 63 23.3 4,3 4,3 4,3 4,3 4,3 4,3 4,3 4,3 4,3 4,				1"								-							_ ·	.,,		ļ - ·																			
- 0" 5' - 0" 9" 7" 26' 108 #6 9" 6' - 11" 1,122 162 #5 6" 9' 8" 108 #6 9" 6' - 11" 1,122 162 #5 6" 9' - 8" 1,633 5' - 7" 4' - 1" 1,155 4' - 1" 1,155 4' - 1" 2' - 9" 108 9" 5' - 0" 361 5 39' - 9" 133 33 39' - 9" 876 6' - 11" 18 16 45 0,614 132.0 0.5 63 25.1 5,3 10 10 10 10 10 10 10 10 10 10 10 10 10				7"			_		<u> </u>			-											_						_										_		
- 0" 5' - 0" 10" 8" 30' 108 #6 9" 7' - 1" 1,149 162 #5 6" 9' - 10" 1,14			-	7"					<u> </u>	_							_						_																_		<u> </u>
- 0" 6' - 0" 8" 7" 20' 108 #6 9" 6' - 11" 1,122 108 #5 9" 10' - 7" 1,192 6' - 6" 4' - 1" 108 #5 9" 6' - 9" 760 4' - 1" 2' - 8" 108 9" 6' - 0" 433 5 39' - 9" 133 37 39' - 9" 982 6' - 11" 18 16 45 0.613 115.6 0.5 63 25.0 4,60 10 10 10 10 10 10 10 10 10 10 10 10 10			+ -	'					<u> </u>				-										_	_									-				_				<u> </u>
				7"								_					_			.,,			+	_		_			_						+ +		_				· ·
	3 - 0 3' - 0"	6' - 0"	9"	7"	26'			6' - 11"	1,122	162				1,802	6' - 7"	4' - 1"						2' - 9"			6' - 0"	433					39' - 9"	982	6' - 11"								5,690

6'-0" | 6'-0" | 10" | 8" | 30' | 108 | #6 | 9" | 7'-1" | 1,149 | 162 | #5 | 6" | 10'-10" | 1,830 | 6'-8" | 4'-2" | 162 | #5 | 6" | 7'-0" | 1,183 | 4'-2" | 2'-10" | 82 | 12" | 6'-0" | 329 | 5 | 39'-9" | 133 | 37 | 39'-9" | 982 | 7'-1" | 19 | 18 | 50 | 0.749 | 140.2 | 0.5 | 69 | 30.5 | 5,675 |

(5) For direct traffic culverts (fill height ≤ 2 ft.), identify the required box size and select the option with the minimum fill height.



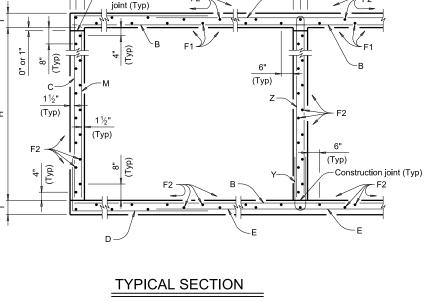
Texas Department of Transportation

SINGLE BOX CULVERTS CAST-IN-PLACE

0' TO 30' FILL

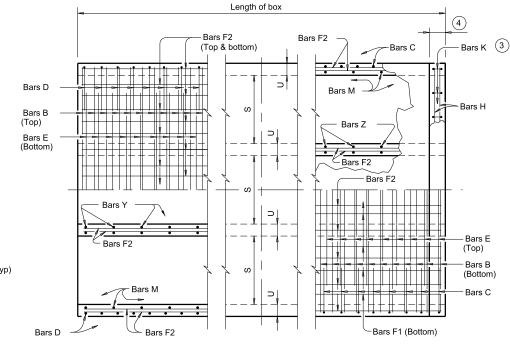
SCC-5 & 6

	,	\mathcal{S}^{C}	JU-J	α	U	
FILE: CD-SCC56-21.dgn	DN: TBE		ck: BMP	DW: TxD	ОТ	CK: TxDOT
©TxDOT February 2020	CONT S	SECT	JOB		-	UWAV
REVISIONS	0914	33	094			570
04/2021 Updated X values.	DIST		COUNT	Υ		370
	ALIC		ΗΔΥ	ς		7/



Bars F2 ~ Equal Spacing (Typ)

Permissible



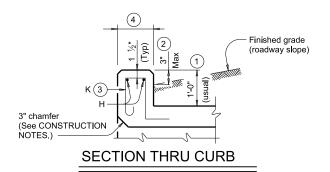
PART PLANS

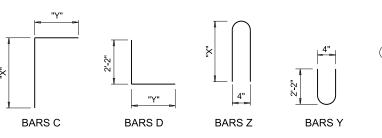
TOP SLAB

BARS K (#4)

(Spa = 1'-0" Max) (Length = 4'-2")

TABLE OF BAR DIMENSIONS "Y" "X" 2'-0" 2'-6 1/3' 3'-0" 3'-0" 3'-6 1/2" 3'-0" 4'-0" 4'-0 1/2" 3'-0"





BOTTOM SLAB

(1) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

2 For vehicle safety, the following requirements must be met: For structures without bridge rail, construct curbs no more than 3" above

finished grade.

For structures with bridge rail, construct curbs flush with finished grade. Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

- (3) For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.
- (4) 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft. If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

Do not use permanent forms.

Chamfer the bottom edge of the top slab 3" at the entrance. Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.

Provide Galvanized reinforcing steel if required elsewhere in the plans.

Provide Class C concrete (fc = 3,600 psi) for culvert barrel and curb, with the following exceptions: provide Class S concrete (fc = 4,000 psi) for top slabs of:

· culverts with 1-to-2 course surface treatment, or · culverts with the top slab as the final riding surface.

Provide bar laps, where required, as follows:

Uncoated or galvanized ~ #4 = 1'-8" Min · Uncoated or galvanized ~ #5 = 2'-1" Min

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.

See the Multiple Box Culverts Cast-In-Place Miscellaneous Detail (MC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise Reinforcing bar dimensions shown are out-to-out of bar.

> Use this standard only when lengthening existing multiple box culverts.

HL93 LOADING SHEET 1 OF 2

Bridge Division Standard



MULTIPLE BOX CULVERTS **CAST-IN-PLACE** 4'-0" SPAN 0' TO 23' FILL

FOR LENGTHENING ONLY MC-4-23

LE: CD-MC423-	20.dgn	DN: TBE		ck: TAR	DW: T	DOT	ск: TxDOT
C)TxDOT F	ebruary 2020	CONT	SECT	JOB		-	CHWAY
F	REVISIONS	0914	33	094			571
		DIST		COUNT	ГҮ		3/1
		ALIC		U / V	c		70

SPANS			ECTI IENSI												BIL	LS (OF RE	INFO	RCIN	G ST	TEEL	_ (Fo	r Box	Len	gth =	= 40	feet)															QUA	ANTI	TIES	Item 9.
ER OF		וועו	ILINOI	ONO			Ва	ars B				Bars C	& D				Bar	s E		В	Bars F1	1 ~ #4		В	ars F2	? ~ #4		В	ars M ~ #	‡ 4			Bars Y 8	& Z ~ #4	4		Bars 4 ~ #-		Bars I	К	Per Foo of Barre	ot el	Cur	b	Total
₩				_		,, d	, a		144	ļ., I	a e	Bars	С	Bars			מ ע		1,44	1,	. m		100		σ.			ļ., I	ø .				Bars	Υ	Bars	Z	ļ			,,,, (Conc F	Renf C	Conc	Renf	Conc Renf
⊒	5		н		U	No.	Spa	Length	Wt	No.	Size	Length	Wt	Length	Wt	No. <u>i</u>	Spa	Length	Wt	No.	Spa	.ength	Wt	No.	Spa	ength	Wt	No.	S Leng	th V	Vt ľ	No. ŝ	Length	Wt	Length	Wt	Length	Wt	.NO. '	/Vt (Conc R (CY) ((Lb) ((Lb)	Conc Renf (CY) (Lb)
2	4'	0"	2' - 0"	8"	7"	108 #5	9"	9' - 6"	1,070	162	#4 6"	5' - 8"	613	5' - 4"	577	108 #5	5 9"	7' - 4"	826	6	18" 3	9' - 9"	159	36	18" 39	9' - 9"	956	108	9" 2'-	0" 1	44	54 9'	' 4' - 7"	165	5' - 3"	189	9' - 6"	25	22 6	31 0	.611 1	117.5	0.7	86	25.2 4,785
3	4' -	0"	2' - 0"	8"	7"	108 #5	9"	14' - 1"	1,586	162	#4 6"	5' - 8"	613	5' - 4"	577	108 #5	5 9"	11' - 11"	1,342	9	18" 3	9' - 9"	239	51	18" 39	9' - 9"	1,354	108	9" 2' -	0" 1	44 1	108 9'	' 4' - 7"	331	5' - 3"	379	14' - 1"	38	32 8	39 0	.881 1	164.1	1.1	127	36.3 6,692
4	4'	0"	2' - 0"	8"	7"	108 #5	9"	18' - 8"	2,103	162	#4 6"	5' - 8"	613	5' - 4"			5 9"	16' - 6"	1,859	12	18" 3	9' - 9"	319	66	18" 39	9' - 9"	1,752	108	9" 2' -				' 4' - 7"	496	5' - 3"	568	18' - 8"	50	40 1	11 1.	.150 2	210.8	1.4	161	47.4 8,592
5	4' -	0"	2' - 0"	8"	7"	108 #5		23' - 3"	2,619	162	#4 6"	5' - 8"	613	5' - 4"	577	108 #5	5 9"	21' - 1"	2,375	15	18" 3	9' - 9"	398	81	18" 39	9' - 9"	2,151	108	9" 2'-				' 4' - 7"	661	5' - 3"	758	23' - 3"	62	50 13	39 1.	.420 2	257.4	1.7	201	58.5 10,497
6	4' -	-	2' - 0"	8"	7"	108 #5	<u> </u>	27' - 10"		_	#4 6"		613	5' - 4"			5 9"	25' - 8"	2,891	_	18" 3		478				2,549	1	9" 2'-		_		' 4' - 7"	827	5' - 3"	_	27' - 10'		-				2.1	235	69.6 12,396
2	_	-	3' - 0"	8"	7"	108 #5		9' - 6"	1,070		#4 6"		721	5' - 4"	577	_		7' - 4"	826		18" 3		159				1,115	108	9" 3' -			_	' 4' - 7"	165	7' - 3"	262	9' - 6"		22 6	_				86	27.8 5,197
3	4'	-	3' - 0"	8"	7"	108 #5	9"	14' - 1"	1,586	162	#4 6"	6' - 8"	721	5' - 4"				11' - 11"	1,342	9	18" 3	9' - 9"	239	59	18" 39	9' - 9"	1,567	108	9" 3' -	0" 2			' 4' - 7"	331	7' - 3"	523	14' - 1"	38	32 8				1.1	127	39.7 7,229
4	4'	-	3' - 0"	8"	7"	108 #5	9"	18' - 8"	2,103	162	#4 6"	6' - 8"	721	5' - 4"			5 9"		1,859	12		9' - 9"	319	76	18" 39	9' - 9"	2,018	108	9" 3' -	_	_		' 4' - 7"	496	7' - 3"	785	18' - 8"	50	40 1				1.4	161	51.7 9,255
5	4'	-	3' - 0"	8"	7"	108 #5	-	23' - 3"	2,619	1.02	#4 6"	6' - 8"	721	5' - 4"		108 #5			2,375	1.0	18" 3		398				2,469	108	9" 3' -			_	' 4' - 7"	661	7' - 3"	1,046	23' - 3"					277.1	1.7	201	63.7 11,283
6		•	3' - 0"	8"	7"	108 #5	9"	27' - 10"	-,		#4 6"		721	5' - 4"	_		5 9"		2,891		18" 3		478				2,921	108	9" 3' -		_	270 9'	' 4' - 7"	827	7' - 3"	<u> </u>	27' - 10'		58 10			326.9	_	235	75.7 13,309
2		-	4' - 0"	8"	7"	108 #5	9"	9' - 6"	1,070		#4 6"	7' - 8"	830	5' - 4"		108 #5	5 9"	7' - 4"	_	+ -	18" 3		159		_		1,115	108	9" 4'-	_	89	54 9'	' 4' - 7"	165	9' - 3"	334	9' - 6"		22 6					86	30.4 5,451
3	4'	-	4' - 0"	8"	7"	108 #5		14' - 1"	1,586		#4 6"		830	5' - 4"				11' - 11"	1,1-1-	-	18" 3		239				1,567	1.00	9" 4'-	_			' 4' - 7"	331	9' - 3"	667	14' - 1"		32 8			185.7		127	43.2 7,555
4		-	4' - 0"	8"	7"				2,103		#4 6"		830	5' - 4"			_	16' - 6"	-	_	18" 3						2,018	_	9" 4'-			_	' 4' - 7"	496	9' - 3"	1,001	18' - 8"							161	56.0 9,653
5		-	4' - 0"	8"	7"		_	23' - 3"	2,619	_	#4 6"	+	830	5' - 4"			_		2,375			9' - 9"	398				2,469		9" 4'-			-	' 4' - 7"	661	9' - 3"	<u> </u>	23' - 3"		_						68.9 11,754
6	4'	0"	4' - 0"	8"	7"	108 #5	9"	27' - 10"	3,135	162	#4 6"	7' - 8"	830	5' - 4"	577	108 #5	5 9"	25' - 8"	2,891	18	18" 3	9' - 9"	478	110	18" 39	9' - 9"	2,921	108	9" 4' -	0" 2	89 2	270 9'	' 4' - 7"	827	9' - 3"	1,668	27' - 10'	' 74	58 1	61 1.	.992 3	340.4	2.1	235	81.8 13,851

Use this standard only when lengthening existing multiple box culverts.

HL93 LOADING

SHEET 2 OF 2

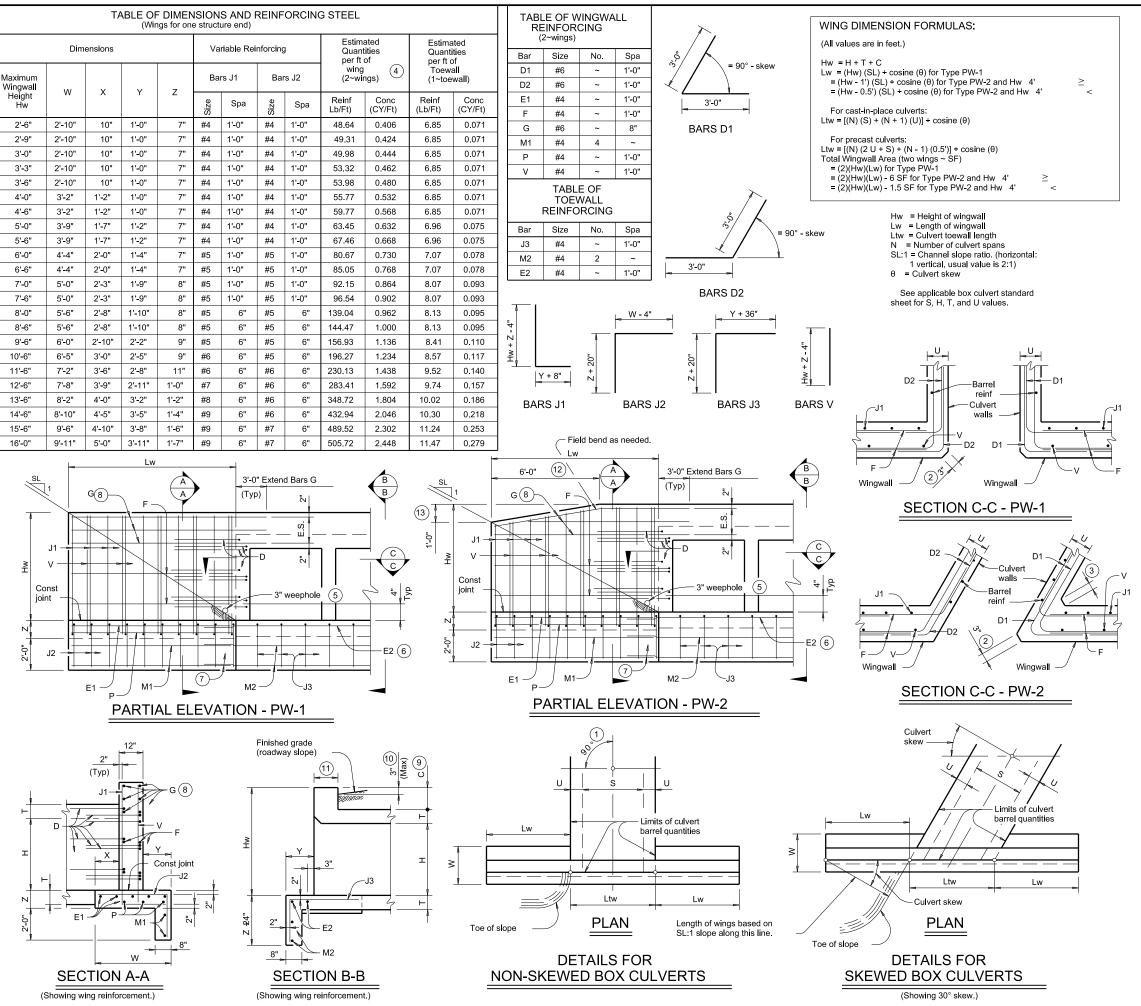


Bridge Division Standard

MULTIPLE BOX CULVERTS
CAST-IN-PLACE
4'-0" SPAN

0' TO 23' FILL FOR LENGTHENING ONLY MC-4-23

CD-MC423-20(2) dgn	DN: TBE		ск: ВМР	DW: Tx	:DOT	CK: TxDC	TC	
TxDOT February 2020	CONT	SECT	JOB		مس	DIMAY	,	
REVISIONS	0914	33	094			572	П	
	DIST		COUN	TY		372	П	
	AUS		HAY	S		49	_	



warranty of any kind is made by TxDOT for any purpose ats or for incorrect results or damages resulting from its

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice TXDOT assumes no responsibility for the conversion of this standard to c

11:52:23

(1) Skew = 0°

(3) For 15° skew ~ 1"

For 30° skew ~ 2"

2 At discharge end, chamfer may be

Item 9.

3/4" minimum.

4 Quantities shown are for two Type PW-1 wings. Adjust concrete volume for Type PW-2 wings. To determine estimated quantities for two wings, multiply the tabulated values by Lw. Quantities shown do not include

(5) Provide weepholes for Hw = 5'-0" and greater. Fill around weepholes with coarse gravel.

(6) Extend Bars E2 1'-6" minimum into the wingwall footing.

(7) Lap Bars M1 1'-6" minimum with Bars M2.

8 Place Bars G as shown, equally spaced at 8" maximum. Provide at least two pairs of Bars G per wing.

(9) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.

 $\widehat{(10)}$ For vehicle safety, the following requirements must be met:

For structures without bridge rail, construct curbs no more than 3" above finished grade

For structures with bridge rail, construct curbs flush with finished grade.

Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

(11) 1'-0" typical. 2'-3" when the Box Culvert Rail Mounting Details (RAC) standard sheet is referred to elsewhere in the plans.

(12) 3'-0" for Hw < 4'.

(13) 6" for Hw < 4'.

DESIGNER NOTES:

Type PW-1 can be used for all applications and must be used if railing is to be mounted to the wingwall. Type PW-2 can only be used for applications without a railing mounted to the wingwall.

MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi) Provide Grade 60 reinforcing steel. Provide galvanized reinforcing steel if required elsewhere in the plans.

GENERAL NOTES:

Designed in accordance with AASHTO LRFD Bridge Design Specifications.

Depth of toewalls for wingwalls and culverts may be reduced or eliminated when founded on solid rock, when directed by the Engineer.

See Box Culvert Supplement (BCS) standard sheet for wingwall type and additional dimensions and information. Quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for the Contractor's information only.

Cover dimensions are clear dimensions, unless noted otherwise Reinforcing dimensions are out-to-out of bars.



Bridge Division

CONCRETE WINGWALLS WITH PARALLEL WINGS FOR **BOX CULVERTS** TYPES PW-1 AND PW-2

PW

FILE: CD-PW-	20.dgn	DN: GAF		ск: САТ	DW:	TxDOT	ck: TxDOT	ı
C TxDOT	February 2020	CONT	SECT	JOB		-	CHWAY	ı
	REVISIONS	0914	33	094			573	
		DIST		COUNTY			5/3	ı
		AUS		HAYS	,	_	50	ı

Culvert Station and/or Creek Name followed by applicable end (Lt, Rt or Both)	Description of Box Culvert	Max Fill Height	Applicable Box Culvert Standard	Applicable Wingwall or End Treatment Standard	Skew Angle (0°,15°, 30° or	Side Slope or Channel Slope Ratio	T Culvert Top Slab Thickness	U Culvert Wall Thickness	C Estimated Curb Height	Hw Height of Wingwall	Curb to End of Wingwall	B Offset of End of Wingwall	Lw Length of Longest Wingwall	Ltw Culvert Toewall Length	Atw Anchor Toewall Length	Riprap Apron	Class "C" Conc (Curb)	Conc (Wingwall)	Wingwall Area	Ite
	Span X Height	(Ft)	_		45°)	(SL:1)	(In)	(ln)	(Ft)	(Ft)	(Ft)	(Ft)	(Ft)	(Ft)	(Ft)	(CY)	(CY)	(CY)	(SF)	1
112+85.37 RT	4 ~ 4 X4	2	MC-4-23	PW-1	0	3:1	8	7	1.33	6	N/A	N/A	18	18.917	N/A	0.0	0.9	14.6	216	
																				İ
																				İ
																				ł
																				İ
																				İ
																				İ
																				İ
																				İ
																				ĺ
																				ĺ
																				ĺ
																				ł
										+										ı

Skew = 0° on SW-0, FW-0, SETB-CD, SETB-SW-0, and SETB-FW-0 standard sheets; 30° maximum for safety end treatment

SL:1 = Horizontal : 1 Vertical

- · Side slope at culvert for flared or straight wingwalls.
- · Channel slope for parallel wingwalls. · Slope must be 3:1 or flatter for safety end treatments.
- T = Box culvert top slab thickness. Dimension can be found on the applicable box culvert standard sheet.
- U = Box culvert wall thickness. Dimension can be found on the applicable box culvert standard sheet.
- C = Curb height

See applicable wing or end treatment standard sheets for calculations of Hw, A, B, Lw, Ltw, Atw, and Total Wingwall Area.

- A = Distance from face of curb to end of wingwall (not applicable to parallel or straight wingwalls)
- B = Offset of end of wingwall (not applicable to parallel or straight wingwalls)
- Lw = Length of longest wingwall.
- Ltw = Length of culvert toewall (not applicable when using riprap apron)

Atw = Length of anchor toewall (applicable to safety end treatment only) Total Wingwall Area = Wingwall area in sq. ft. for two wingwalls (one structure end) if Lt or Rt.

Area for four wingwalls (two structure ends) if Both.



- Round the wall heights shown to the nearest foot for bidding purposes.
- 2 Concrete volume shown is for box culvert curb only. For curbs using the Box Culvert Rail Mounting Details (RAC) standard sheet quantities shown must be increased by a factor of 2.25. If Class S concrete is required for the top slab of the culvert, also provide Class S concrete for the curb. Curb concrete is considered part of the Box Culvert for payment.
- 3 Concrete volume shown is total of wings, footings, culvert toewall (if any), anchor toewalls (if any) and wingwall toewalls. Riprap aprons, culverts, and curb quantities are not included.
- 4 Regardless of the type of culvert shown on this sheet, the Contractor has the option of furnishing cast-in-place or precast culverts unless otherwise shown elsewhere on the plans. If the Contractor elects to provide culverts of a different type than those shown on this sheet, it is the Contractor's responsibility to make the necessary adjustments to the dimensions and quantities shown.

SPECIAL NOTE:

This sheet is a supplement to the box culvert standards. It is to be filled out by the culvert specifier and provides dimensions for the construction of the box culvert wingwalls and safety end treatments.

An Excel 2010 spreadsheet to assist in completing this table can be downloaded from the Bridge Standards (English) web page on the TxDOT web site. The completed sheet must be signed, sealed, and dated by a licensed Professional Engineer.



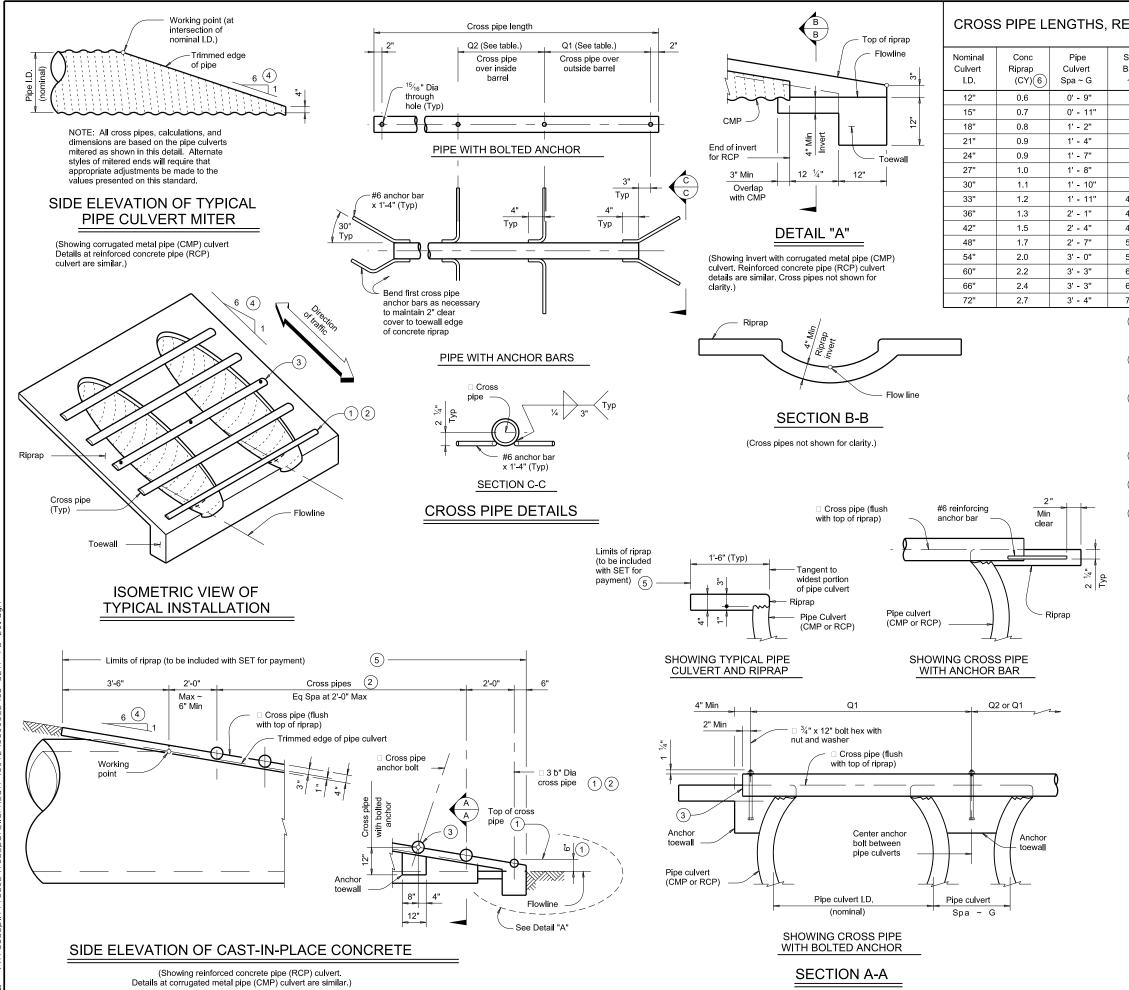
BOX CULVERT SUPPLEMENT WINGS AND END TREATMENTS

BCS

FILE: CD-BCS-20.dgn	DN: TxD	ОТ	CK:	TxDOT	DW:	TxDOT		ск: TxDOT
©TxDOT February 2020	CONT	SECT		JOB			шс	UWAY
REVISIONS	0914	33		094				574
	DIST			COUNTY	,		•	374
	AUS			HAYS	;			51







CROSS PIPE LENGTHS, REQUIRED PIPE SIZES, AND RIPRAP QUANTITIES

Item 9.

Nominal Culvert I.D.	Conc Riprap (CY) 6	Pipe Culvert Spa ~ G	Single Barrel ~ Q1	Multi- Barrel ~ Q1	Q2	Conditions for Use of Cross Pipes	Cross Pipe Sizes	
12"	0.6	0' - 9"	N/A	2' - 1"	1' - 9"			
15"	0.7	0' - 11"	N/A	2' - 5"	2' - 2"			
18"	0.8	1' - 2"	N/A	2' - 10"	2' - 8"	3 or more pipe culverts	3" Std	
21"	0.9	1' - 4"	N/A	3' - 2"	3' - 1"		(3.500" O.D.)	
24"	0.9	1' - 7"	N/A	3' - 6"	3' - 7"			
27"	1.0	1' - 8"	N/A	3' - 10"	3' - 11"	3 or more pipe culverts		
30"	1.1	1' - 10"	N/A	4' - 2"	4' - 4"	2 or more pipe culverts	3 ½" Std (4.000" O.D.)	
33"	1.2	1' - 11"	4' - 2"	4' - 5"	4' - 8"	All pipe culverts	(4.000 O.D.)	
36"	1.3	2' - 1"	4' - 5"	4' - 9"	5' - 1"	All mine and contracts	4" Std	
42"	1.5	2' - 4"	4' - 11"	5' - 5"	5' - 10"	All pipe culverts	(4.500" O.D.)	
48"	1.7	2' - 7"	5' - 5"	6' - 0"	6' - 7"			
54"	2.0	3' - 0"	5' - 11"	6' - 9"	7' - 6"			
60"	2.2	3' - 3"	6' - 5"	7' - 4"	8' - 3"	All pipe culverts	5" Std	
66"	2.4	3' - 3"	6' - 11"	7' - 10"	8' - 9"		(5.563" O.D.)	
72"	2.7	3' - 4"	7' - 5"	8' - 5"	9' - 4"			

- 1 The proper installation of the first cross pipe is critical for vehicle safety. Place the top of the first cross pipe no more than 6" above the flow line.
- (2) Provide cross pipes, except the first bottom pipe, of the size shown in the table. Provide a 3 1#2" standard pipe (4" O.D.) for the first bottom pipe.
- (3) Install the third cross pipe from the bottom of the culvert using a bolted connection. Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access. At the Contractor's option, install all other cross pipes using the bolted connection details
- (4) Match cross slope as shown elsewhere in the plans. Cross slope of 6:1 or flatter is required for vehicle safety.
- (5) Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap."
- (6) Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for contractor's information only.

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise. Provide cross pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 (Gr B), or API 5LX52. Provide ASTM A307 bolts and nuts.

Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

Cross pipes are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the cross pipes.

Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap." Payment for riprap and toewall is included in the Price

Bid for each Safety End Treatment.



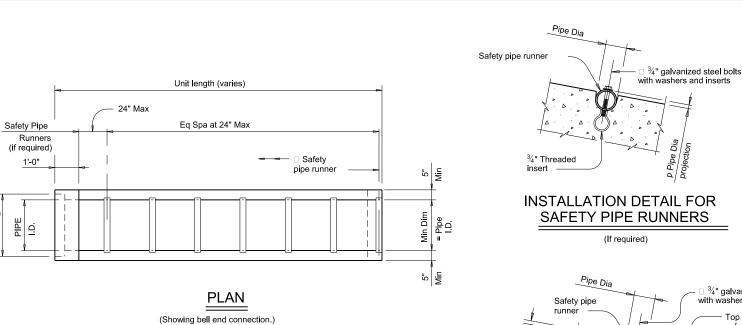
Bridge Division Standard

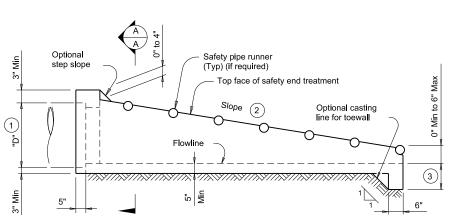
SAFETY END TREATMENT FOR 12" DIA TO 72" DIA PIPE CULVERTS TYPE II ~ PARALLEL DRAINAGE

SETP-PD

CD-SETP-PD-20.dgn		DN: GAF		CK: CAT DW:		JRP	CI	k: G	AF	1	
TxDOT	February 2020	CONT	SECT	JOB				PICHWAY			1
	REVISIONS	0914	33		094				75		1
		DIST	COUNTY					575			1
		ALIC	IC HAVE					_	_		7

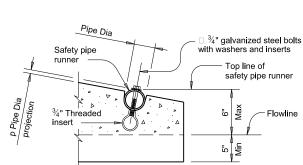






(Showing bell end connection.)

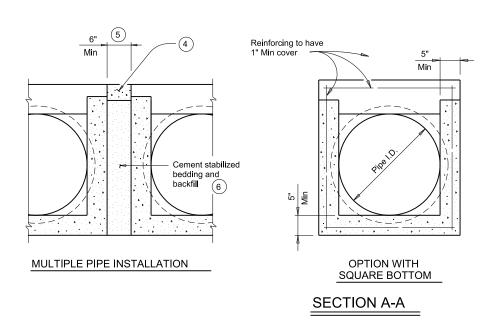
LONGITUDINAL ELEVATION

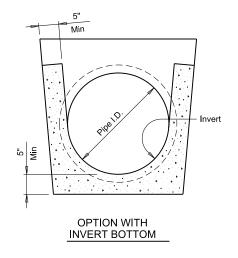


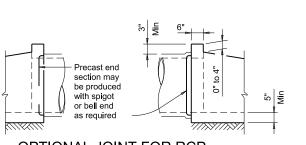
OPTION A Pipe Dia 3/4" galvanized steel bolts Safety pipe with washers and inserts safety pipe runner $\frac{3}{4}$ " Threaded OPTION B

END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)







OPTIONAL JOINT FOR RCP

(Showing joint between RCP and precast safety end treatment.)

REQUIREMENTS FOR **CULVERT PIPES AND SAFETY PIPE RUNNERS**

Item 9.

										·
D.	RCP	TP Wall				Pipe Ru Requ		Required Pipe Runner Size		
Pipe I.D.	Wall "B" Thickness	Thickness	"D"	Slope	Min Length	Single Pipe	Multiple Pipe	Nominal Dia.	O.D.	I.D.
12"	2"	1.15"	17.00"	6:1	4' - 9"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
15"	2 1/4"	1.30"	20.50"	6:1	6' - 5"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
18"	2 ½"	1.60"	24.00"	6:1	8' - 0"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
24"	3"	1.95"	31.00"	6:1	11' - 3"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
30"	3 ½"	2.65"	38.50"	6:1	14' - 8"	No	Yes	4" STD	4.500"	4.026"
36"	4"	2.75"	45.50"	6:1	17' - 11"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 1/2"	2.7"	52.50"	6:1	21' - 2"	Yes	Yes	4" STD	4.500"	4.026"

- (1) Dimension "D" is based on reinforced concrete pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For thermoplastic pipe (TP) take into account the annular space requirements for grouted connections.
- (2) Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.
- (3) Toewall to be used only when dimension is shown elsewhere in the plans.
- Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment."
- (5) Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- (6) Provide cement stabilized bedding and backfill in accordance with the Item 400, "Excavation and Backfill for Structures." Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment." When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
- (7) Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment."

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise

Manufacture this product in accordance with Item 467, "Safety End Treatment" except as noted below:

A. Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" - D12 x D12

or 5"x5" - D10 x D10 welded wire reinforcement (WWR).

B. For precast (steel formed) sections, provide Class "C" concrete (fc = 3,600 psi).At the option and expense of the Contractor the next larger size of

safety end treatment may be furnished; as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981. Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464, "Reinforced Concrete Pipe." Connect TP by grouting. See Pipe and Box Grouted Connections (PBGC) standard for grouted connections with TP and precast safety end treatment



PRECAST SAFETY END **TREATMENT** TYPE II ~ PARALLEL DRAINAGE

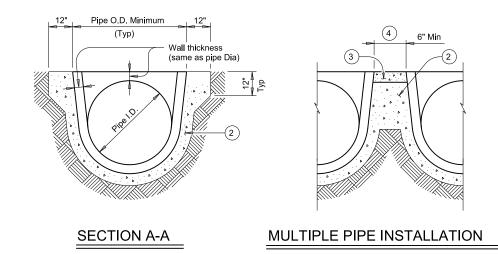
PSET-SP

ILE:	DN: RLW		CK: KLR DW:		JTR		k: GAF	
CTxDOT February 2020	CONT	SECT	JOB	DICHWAY				
REVISIONS 12-21: Added 42" TP	0914	33	094			576		П
	DIST	ST COUNTY				5/6		П
	AUS	HAYS					53	_

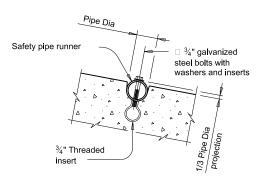
Optional step slope Top face of riprap (2) and mitered face of Safety pipe runner safety end treatment (Typ) (if required) Slope (1) Pipe wall thickness (Min) Min

LONGITUDINAL ELEVATION - 12" THRU 24"

(Showing spigot end connection.)

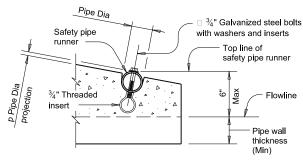


- 1 Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.
- (2) Provide cement stabilized bedding and backfill in accordance with the Item, "Excavation and Backfill for Structures." Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment." When concrete riprap is specified around the safety end treatment. backfill as directed by Engineer.
- 3 Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment."
- 4 Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- (5) Safety pipe runners are required for multiple pipe culverts with more than two pipes.

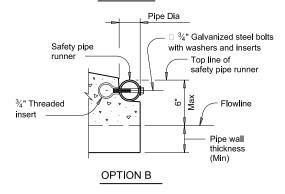


INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)



OPTION A



END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS

REQUIREMENTS FOR **CULVERT PIPES AND SAFETY PIPE RUNNERS**

Item 9.

			Min O.D.	Min Reinf Requirements		Min	Pipe R Require		Required P	ipe Runner	Sizes
Pipe I.D.	Min Wall Thickness	Min O.D.	at Tapered End	(sq. in. per ft. of Pipe)	Max Slope	Length of Unit	Single Pipe	Multiple Pipe	Nominal Dia	O.D.	I.D.
12"	2"	16"	16"	0.07 Circ.	6:1	4' - 0"	No	5	3" STD	3.500"	3.068"
15"	2 1/4"	19 ½"	19"	0.07 Circ.	6:1	5' - 8"	No	5	3" STD	3.500"	3.068"
18"	2 ½"	23"	21 ½"	0.07 Circ.	6:1	7' - 3"	No	5	3" STD	3.500"	3.068"
24"	3"	30"	27"	0.07 Circ.	6:1	10' - 6"	No	5	3" STD	3.500"	3.068"
30"	3 ½"	37"	31"	0.18 Circ.	6:1	12' - 1"	No	Yes	4" STD	4.500"	4.026"
36"	4"	44"	36"	0.19 E ll ip.	6:1	15' - 4"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 1/2"	51"	41 ½"	0.23 E lli p.	6:1	18' - 7"	Yes	Yes	4" STD	4.500"	4.026"

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Galvanize steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP) may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment."

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Manufacture precast concrete end sections in accordance with Item 464, "Reinforced Concrete Pipe" and in accordance with ASTM Specification C-76, Class III, Wall B for circular pipe.

Provide precast concrete end sections with a spigot or bell end for

compatibility to upstream or downstream end conditions with sufficient annular space to allow for grout, mortar, cold applied asphalt joint

compound or pre-formed plastic gasket material.

Methods of lifting shall be provided by the manufacturer for ease of loading, unloading and installation.

Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute,

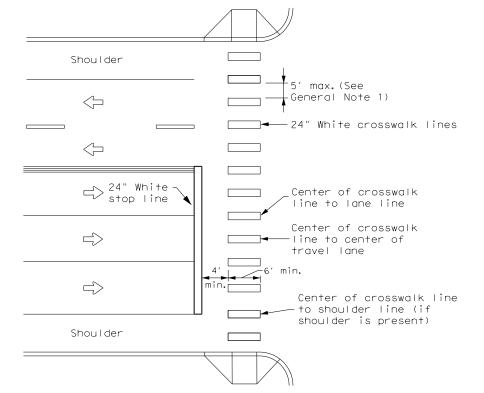


PRECAST SAFETY END **TREATMENT** TYPE II ~ PARALLEL DRAINAGE

PSET-RP

:: CD-PSET-RP-20.dgn	DN: RLV	V	ск: KLR	DW:	JTR	CK:	GAF
TxDOT February 2020	CONT	SECT	JOB			HICHWAY	_
REVISIONS	0914	33	094			577	
	DIST		COUNT	Y		311	
	AUS		HAY:	5		5/	

11:52:00



HIGH-VISIBILITY LONGITUDINAL CROSSWALK
AT CONTROLLED APPROACH

Shoulder

GENERAL NOTES

 Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).

- 2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted
- 3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
- 4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
- 5. Each crosswalk shall be a minimum of 6' wide.
- 6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
- 7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



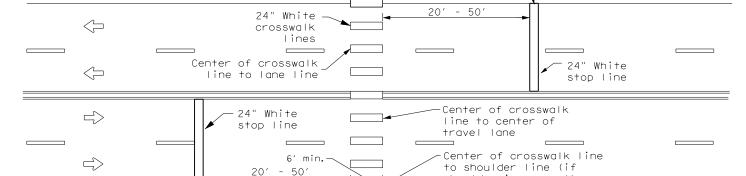
Shoulder

-R1-5b

See Notes-

shoulder is present)

1 & 2



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

-See Notes 1 & 2 1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock cross walks.

2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.





Item 9.

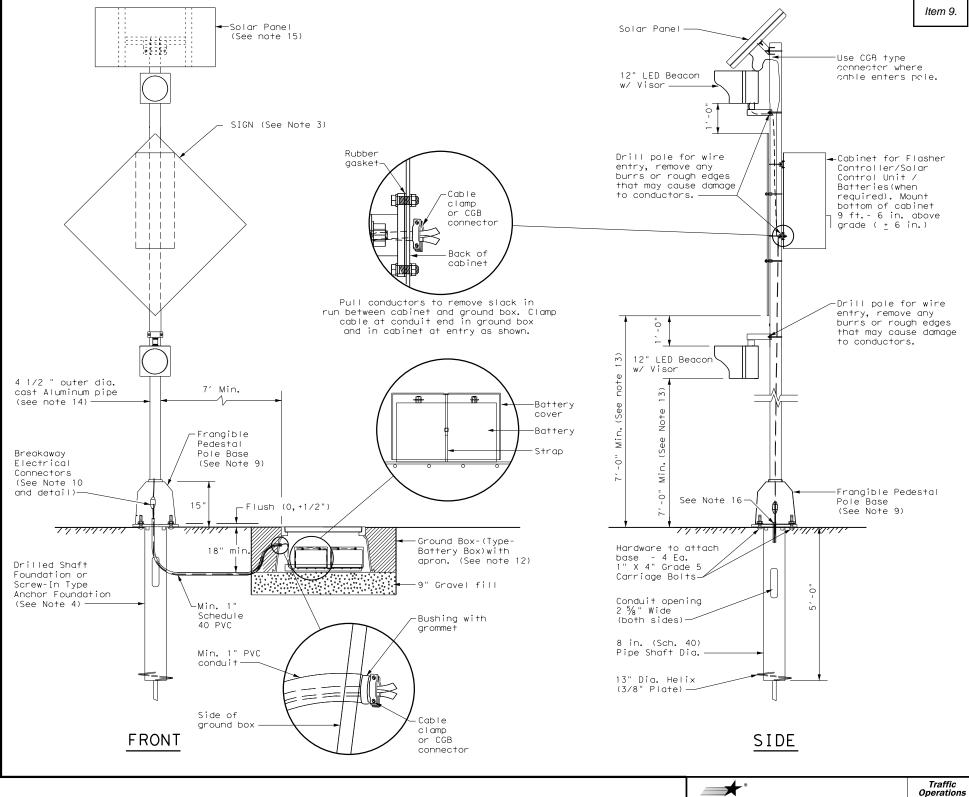
CROSSWALK PAVEMENT MARKINGS

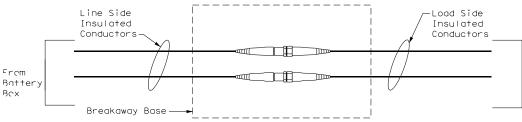
PM(4)-22A

ILE: pm4-22a.dgn	DN:		CK:	DW:		CK:	
CTxDOT December 2022	CONT	SECT	JOB		ı	HICHWAY	1
REVISIONS 6-20	0914	33	094			578	П
6-22	DIST		COUNTY			3/6	П
12-22	AUS		HAYS	,		55	

GENERAL NOTES:

- Details show a typical warning sign with two flashing beacon heads, other arrangements are possible. When only one beacon is required, install the upper beacon.
- 2. See Item 685, "Roadside Flashing Beacon Assemblies" for further
- 3. See SMD standard sheets for lateral and vertical clearances and sign mounting details. Install signs as shown on the sign layout sheets.
- 4. Use either a Screw-In Type Anchor Foundation or a Drilled Shaft Foundation as shown elsewhere in the plans. When plans require a Drilled Shaft Foundation, see standard sheet TS-FD. Install the Screw-In Type Anchor Foundation as per manufacturer's recommendations. On a slope, install one edge at ground level. Screw-In/Drilled Shaft Foundation is subsidiary to Item 685. Installation of a ground rod is not required for solar powered flashing beacon assemblies.
- 5. When used, provide Screw-In Type Anchor Foundations as shown on TxDOT's Material Producer List (MPL) in the file "Highway Traffic Signals".
- 6. Use materials specifically designed for attaching cabinets, beacon heads, solar panels, etc., to poles.
- 7. Install beacon heads as shown here, as shown elsewhere on the plans, or as directed. Use hardware specifically designed for mounting beacon heads
- 8. Conduit in foundation and within 6 in. of foundation is subsidiary to the Item 685, "Roadside Flashing Beacon Assemblies."
- 9. Per manufacturer's recommendations, engage all threads on the pedestal pole base and pipe unless the pipe is fully seated into base. In high winds, use a pole and base collar assembly to add strength and prevent
- 10. Provide single pole non-fused watertight breakaway electrical connectors for frangible pedestal pole bases, as shown on TxDOT's MPL in the file "Roadway Illumination and Electrical Supplies." Approved models are listed under Item 685. For ungrounded (hot) conductors, install a breakaway connector with a dummy fuse slug). For grounded (neutral) conductors, install a breakaway connector with a white colored marking and a permanently installed dummy fuse (slug).
- 11. Install the batteries in a battery box. Place the batteries on a $\frac{3}{16}$ thick plastic sheet and connect together. Place a plastic cover (battery bell jar) over the top of each battery and secure the battery bell jar to the battery with a strap. The batteries, bell jars, straps and $\frac{3}{16}$ plastic sheet are subsidiary to the Item 685, "Roadside Flashing Beacon Assemblies." When required, install batteries in the flasher cabinet. Wire batteries according to manufacturers recommendations. Provide the number of batteries as required by the manufacturer.
- 12. See standard sheet Electrical Details (ED) for additional requirements regarding the installation of ground boxes/battery boxes, conduit, and
- 13. Provide clearance as shown above the sidewalk or pavement grade at the edge of the road. When a bottom beacon is not used, mount the bottom of the sign at least 7 ft. above the sidewalk or pavement grade at the edge
- 14. Unless otherwise shown on the plans, pole shaft shall be one piece, Schedule 40 Aluminum pipe, ASTM B429 or B221 (Alloy 6061-T6 only). Aluminum conduit will not develop the necessary strength and will not
- 15. Orient solar panel for optimum exposure to sunlight (face to the south). Prior to installation, check the location to ensure there is no overhead obstruction that would block the solar panel from receiving full sunlight. Unless specified elsewhere, mount a minimum of 14' above grade.
- 16. Ensure height of conduit is below top of anchor bolts.

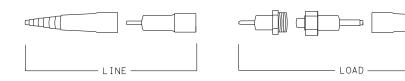




NON-FUSED BREAKAWAY ELECTRICAL CONNECTORS

To Flasher

Cabinet



NON-FUSED BREAKAWAY ELECTRICAL CONNECTORS EXPLODED VIEW



Division Standard

SOLAR POWERED ROADSIDE FLASHING BEACON ASSEMBLY DETAILS

SPRFBA(1)-13

ILE:	spb1-13.dgn	DN: Tx	DOT	ck: TxDOT	DW:	T×D01	Γ	ck: TxDC	T
) TxDOT	May 2003	CONT	SECT	JOB		ı	шс	LIWA V	
2.04	REVISIONS	0914	33	094				579	
2-04 3-13		DIST		COUNTY			,	3/9	
		AUS		HAYS	,	1		56	

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For projects with less than one acre of soil disturbing activity and that have Environmental, Permits, Issues, and Commitments (EPICs) dependent on stormwater controls and water quality measures TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office, Area Office, or electronically.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):

0914-33-094

1.2 PROJECT LIMITS:

From: RM 12

To: ROB SHELTON BLVD

1.3 PROJECT COORDINATES:

BEGIN: (Lat) 30°11'33.2825" ,(Long)

98°05'14.2248"

END: (Lat) 30°11'30.0486" ,(Long)

98°04'58.7966"

1.4 TOTAL PROJECT AREA (Acres): 3.01 Acer

1.5 TOTAL AREA TO BE DISTURBED (Acres): 0.42 Acer

1.6 NATURE OF CONSTRUCTION ACTIVITY:

SIDEWALK CONSTRUCTION AND GRADING.

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):

PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

PSLs determined during preconstruction meeting

PSLs determined during construction

No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 ■
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs planned for construction
 No PSLs pla

Туре	Sheet #s
	-

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:

(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

Mobilization

Install sediment and erosion controls

□ Blade existing topsoil into windrows, prep ROW, clear and grub

■ Remove existing pavement

☑ Grading operations, excavation, and embankment

☐ Excavate and prepare subgrade for proposed pavement widenina

□ Remove existing culverts, safety end treatments (SETs)

☐ Remove existing metal beam guard fence (MBGF), bridge rail

☐ Install proposed pavement per plans

☑ Install culverts, culvert extensions, SETs

☐ Install mow strip, MBGF, bridge rail

⊠ Rework slopes, grade ditches

☐ Blade windrowed material back across slopes

⊠ Revegetation of unpaved areas

☑ Achieve site stabilization and remove sediment and erosion control measures

□ Other:

□ Other: _____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

- ☑ Sediment laden stormwater from stormwater conveyance over disturbed area
- ▼ Fuels, oils, and lubricants from construction vehicles, equipment,
- ☑ Solvents, paints, adhesives, etc. from various construction

Transported soils from offsite vehicle tracking

- Construction debris and waste from various construction activities
- Contaminated water from excavation or dewatering pump-out

Sanitary waste from onsite restroom facilities

Trash from various construction activities/receptacles

☐ Long-term stockpiles of material and waste

Discharges from concrete washout activities, runoff from concrete cutting activities, and other concrete related activities

□ Otner.			
- Othor			

Other			

1.11 RECEIVING WATERS:

Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
* Add (*) for impaired waterhodies	with pollutant in ()

Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

X Development of plans and specifications

X Perform SWP3 inspections

X Maintain SWP3 records and update to reflect daily operations

□ Other. _		
Other:		

1	13	ROI	FS	RESE	PONSIBIL	ITIES:	CONTR	RACT	\bigcirc F
		IVOL		IVESI	CITOIDIL			\sim	\mathbf{v}

X Day To Day Operational Control

□ Other

X Maintain schedule of major construction activities

X Install, maintain and modify BMPs

_ 00			
-			
□ Othor:			



STORMWATER POLLUTION **PREVENTION PLAN (SWP3)** (Less Than 1 Acre)



* July 2023 Sheet 1 of 2

Texas Department of Transportation

DIV. NO.	PROJECT NO.				
					57
STATE		STATE DIST.	C	COUNTY	
TEXAS	5	AUS		HAYS 🔽	
CONT.		SECT.	JOB	HIGHW4	580
Ø914	1	33	Ø94	V	



STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:
T/D
T / P Protection of Existing Vegetation Vegetated Buffer Zones Soil Retention Blankets Geotextiles Mulching/ Hydromulching Soil Surface Treatments Temporary Seeding Permanent Planting, Sodding or Seeding Permanent Planting, Sodding or Seeding Rock Filter Dams/ Rock Check Dams Vertical Tracking Interceptor Swale Riprap Diversion Dike Temporary Pipe Slope Drain Embankment for Erosion Control Paved Flumes
□ □ Other:
□ □ Other:
□ □ Other:
2.2 SEDIMENT CONTROL BMPs:
T/P
□ Biodegradable Erosion Control Logs□ Dewatering Controls
□ □ Inlet Protection
□ □ Rock Filter Dams/ Rock Check Dams
□ □ Sandbag Berms
□ □ Sediment Control Fence□ □ Stabilized Construction Exit
□ □ Stabilized Construction Exit □ □ Floating Turbidity Barrier
□ □ Vegetated Buffer Zones
□ Vegetated Buller Zories □ Vegetated Filter Strips
□ Other:
□ □ Other:
□ □ Other:
□ □ Other:
Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets

located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Tuno	Stationing		
Туре	From	То	

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

☐ Haul roads dampened for dust control
☐ Stabilized construction exit
□ Daily street sweeping
- Other:

Other:			
Other:			

Other:			
	•	 	



2.5 POLLUTION PREVENTION MEASURES:

_	☐ Chemical Management
	□ Concrete and Materials Waste Management
	□ Debris and Trash Management
	□ Dust Control
	□ Sanitary Facilities
	□ Other:

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing		
Туре	From	То	

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGE Item 9.

X Fire hydrant flushings

X Irrigation drainage

X Pavement washwater (where spills or leaks have not occurred, and detergents are not used)

X Potable water sources

X Springs

X Uncontaminated groundwater

X Water used to wash vehicles or control dust

X Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 DEWATERING:

Dewatering discharges of accumulated stormwater, groundwater, and surface water including discharges from dewatering of trenches, excavations, foundations, vaults, and other points of accumulation are prohibited unless managed by appropriate controls to prevent and minimize the offsite discharge of sediment and other pollutants.

2.9 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

2.10 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)



* July 2023 Sheet 2 of 2

Texas Department of Transportation

PROJECT NO.

T. 140.					140.	
					58	
STATE		STATE DIST.	COUNTY			
EXAS	5	AUS	H	HAYS [
CONT.		SECT.	JOB	HIGHWA	581	
0914	4	33	094	VH		

1.	STORMWATER POLLUTION P	REVENTION-CLEAN WATER	ACT SECTION 402
	TPDES TXR 150000: Stormwater required for projects with 1 disturbed soil must protect Item 506.	or more acres disturbed so	oil. Projects with any
	List MS4 Operator(s) that mo They may need to be notified		-
	1. CITY OF DRIPIPING SPRINGS	5	
	2.		
	X No Action Required	Required Action	
	Action No.		
	Prevent stormwater pollu- accordance with TPDES Per		and sedimentation in
	Comply with the SW3P and required by the Engineer.		ontrol pollution or
	3. Post Construction Site No the site, accessible to	otice (CSN) with SW3P inform the public and TCEQ, EPA or	
	4. When Contractor project s area to 5 acres or more,	specific locations (PSL's) i submit NOI to TCEQ and the	
ΙΙ.	WORK IN OR NEAR STREA	•	ETLANDS CLEAN WATER
		filling, dredging, excavati ks, streams, wetlands or we	-
		to all of the terms and co	
	X No Permit Required		
	Nationwide Permit 14 - F	PCN not Required (less than	1/10th acre waters or
	☐ Nationwide Permit 14 - F☐ Individual 404 Permit Re		acre, 1/3 in tidal waters)
	Other Nationwide Permit	Required: NWP#	
	Required Actions: List wate and check Best Management P and post-project TSS.	ers of the US permit applies ractices planned to control	
	1.		
	2.		
	3.		
	4.		
		ry high water marks of any rs of the US requiring the Bridge Layouts.	
	Best Management Practic	es:	
	Erosion	Sedimentation	Post-Construction TSS
	Temporary Vegetation	Silt Fence	☐ Vegetative Filter Strips
	☐ Blankets/Matting	Rock Berm	Retention/Irrigation System
	Mulch	☐ Triangular Filter Dike	Extended Detention Basin
	Sodding	Sand Bag Berm	Constructed Wetlands
	☐ Interceptor Swale	Straw Bale Dike	☐ Wet Basin
	Diversion Dike	☐ Brush Berms	Erosion Control Compost
	Erosion Control Compost	☐ Erosion Control Compost	☐ Mulch Filter Berm and Sock
	☐ Mulch Filter Berm and Socks	Mulch Filter Berm and Socks	Compost Filter Berm and Soc
	X Compost Filter Berm and Socks	Compost Filter Berm and Socks	S Vegetation Lined Ditches
		Stone Outlet Sediment Traps	Sand Filter Systems

Grassy Swales

III. CULTURAL RESOURCES Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately. Required Action No Action Required Action No. products which may be hazardous. Maintain product labelling as required by the Act. IV. VEGETATION RESOURCES Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments. Required Action X No Action Required Action No. V. FEDERAL LISTED. PROPOSED THREATENED. ENDANGERED SPECIES. CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS. Required Action X No Action Required Action No. If any of the listed species are observed, cease work in the immediate area,

do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediate area, and contact the Engineer immediately.

	LIST OF ABBRE	VIATIO	<u>ONS</u>
BMP:	Best Management Practice	SPCC:	Spill Prevention Control and Countermeasure
CGP:	Construction General Permit	SW3P:	Storm Water Pollution Prevention Plan
DSHS:	Texas Department of State Health Services	PCN:	Pre-Construction Notification
FHWA:	Federal Highway Administration	PSL:	Project Specific Location
MOA:	Memorandum of Agreement	TCEQ:	Texas Carmission on Environmental Quality
MOU:	Memorandum of Understanding	TPDES:	Texas Pollutant Discharge Elimination Syste
MS4:	Municipal Separate Stormwater Sewer System	TPWD:	Texas Parks and Wildlife Department
MBTA:	Migratory Bird Treaty Act	TxDOT:	Texas Department of Transportation
NOT:	Notice of Termination	T&E:	Threatened and Endangered Species
NWP:	Nationwide Permit	USACE:	U.S. Army Corps of Engineers
NOI:	Notice of Intent	USFWS:	U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used. Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:

- * Dead or distressed vegetation (not identified as normal)
- Trash piles, drums, canister, barrels, etc.
- * Undesirable smells or odors
- * Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structures not including box culverts)?

Yes X No

If "No", then no further action is required.

If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notify DSHS 15 working days prior to any

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

☐ No Action Required	Required Action
Action No.	
•	

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

☐ No Action Required

X Required Action

- 1. PROJECT IS LOCATED WITHIN THE ENWARDS AQUIFER CONTRIBUTING ZONE.
- 2. PER COORDINATION WITH TCEQ, A CONTRIBUTING ZONE PLAN IS NOT REQUIRED FOR

PROJECTS WITH LESS THAN 5 ACRES OF DISTURBANCE. TCEQ ONLY REQUIREMENT IS TO IMPLEMENT TEMPORARY STORMWATER MEASURES AND OBTAIN A SW3P, IF APPLICABLE.



ENVIRONMENTAL PERMITS. ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: Tx[TOC	ck: RG	DW: VP	ck: AR
© TxDOT: February 2015	CONT	SECT	JOB		UTCUWAY
REVISIONS 12-12-2011 (DS)	0914	33	094		582
05-07-14 ADDED NOTE SECTION IV.	DIST		COUNTY		362
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	AUS		HAYS	,	29

TEMP. EROSION FLOW CONTROL LOG ADDITIONAL UPSTREAM STAKES FOR HEAVY RUNOFF EVENTS SECURE END OF LOG TO STAKE LOG ON DOWNHILL STAKE AS SIDE AT THE CENTER, DIRECTED AT EACH END, AND AT ADDITIONAL POINTS AS NEEDED TO SECURE LOG (4' MAX. SPACING), OR AS DIRECTED BY THE ENGINEER. PLAN VIEW

STAKE LOG ON DOWNHILL

R. O. W.

SIDE AT THE CENTER,

AT EACH END, AND AT

AS DIRECTED BY THE

ENGINEER.

ADDITIONAL POINTS AS

NEEDED TO SECURE LOG

(4' MAX. SPACING), OR

ADDITIONAL UPSTREAM

STAKES FOR HEAVY

RUNOFF EVENTS

FLOW ADDITIONAL UPSTREAM STAKES FOR HEAVY RUNOFF EVENTS SECURE END OF LOG TO STAKE AS DISTURBED AREA DIRECTED BACK OF CURB LIP OF GUTTER STAKE ON DOWNHILL SIDE OF TEMP. EROSION LOG AT 8' (ON CENTER) MAX. CONTROL LOG AS NEEDED TO SECURE LOG, OR AS DIRECTED BY THE ENGINEER.

PLAN VIEW

TEMP. EROSION

COMPOST CRADLE

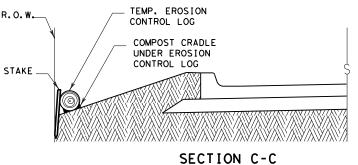
UNDER EROSION

CONTROL LOG

///\///\\///\\///\\///\\///\\

CONTROL LOG

STAKE ON DOWNHILL SIDE OF LOG AT 8' (ON CENTER) MAX. AS NEEDED TO SECURE LOG, (TYP.) OR AS DIRECTED BY THE ENGINEER. **TEMPORARY** EROSION CONTROL LOG FLOW -DISTURBED AREA SECURE END BACK OF CURB OF LOG TO STAKE AS DIRECTED LIP OF GUTTER ADDITIONAL UPSTREAM STAKES FOR HEAVY RUNOFF EVENTS



1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.

GENERAL NOTES:

Item 9.

2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.

3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.

FILL LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE THE MINIMUM COMPACTED DIAMETER SPECIFIED IN THE PLANS WITHOUT EXCESSIVE DEFORMATION.

STAKES SHALL BE 2" X 2" WOOD OR #3 REBAR, 2'-4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG, OR AS DIRECTED BY THE ENGINEER.

6. DO NOT PLACE STAKES THROUGH CONTAINMENT MESH.

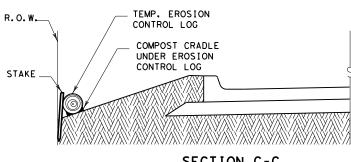
7. COMPOST CRADLE MATERIAL IS INCIDENTAL & WILL NOT BE PAID FOR SEPARATELY.

SANDBAGS USED AS ANCHORS SHALL BE PLACED ON TOP OF LOGS & SHALL BE OF SUFFICIENT SIZE TO HOLD LOGS IN PLACE.

TURN THE ENDS OF EACH ROW OF LOGS UPSLOPE TO PREVENT RUNOFF FROM FLOWING AROUND THE LOG.

10. FOR HEAVY RUNOFF EVENTS, ADDITIONAL UPSTREAM STAKES MAY BE NECESSARY TO KEEP LOG FROM FOLDING IN ON ITSELF.

PLAN VIEW



EROSION CONTROL LOG AT BACK OF CURB

(CL - BOC)

SECTION B-B

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW

SECTION A-A EROSION CONTROL LOG DAM

ΝΪΝ



LEGEND

CL-D - EROSION CONTROL LOG DAM

TEMP. EROSION-

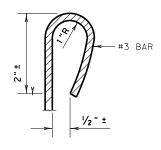
CONTROL LOG

(TYP.)

COMPOST CRADLE UNDER EROSION

CONTROL LOG

- -(cl-boc)- EROSION CONTROL LOG AT BACK OF CURB
- CL-ROW - EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
- EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING -(CL-SST̀
- EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING -(CL - SSL`
- —(CL-DI EROSION CONTROL LOG AT DROP INLET
- (CL-CI EROSION CONTROL LOG AT CURB INLET
- ackslashcl-giackslash Erosion control log at curb & grate inlet



REBAR STAKE DETAIL

SEDIMENT BASIN & TRAP USAGE GUIDELINES

An erosion control log sediment trap may be used to filter sediment out of runoff draining from an unstabilized area.

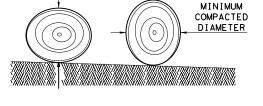
The drainage area for a sediment trap should not exceed Log Traps: 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:

- 1. Within drainage ditches spaced as needed or min. 500' on center
- 2. Immediately preceding ditch inlets or drain inlets
- 3. Just before the drainage enters a water course 4. Just before the drainage leaves the right of way
- 5. Just before the drainage leaves the construction limits where drainage flows away from the project.

The logs should be cleaned when the sediment has accumulated to a depth of 1/2 the log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.

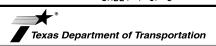


MINIMUM COMPACTED

DIAMETER

DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

SHEET 1 OF 3

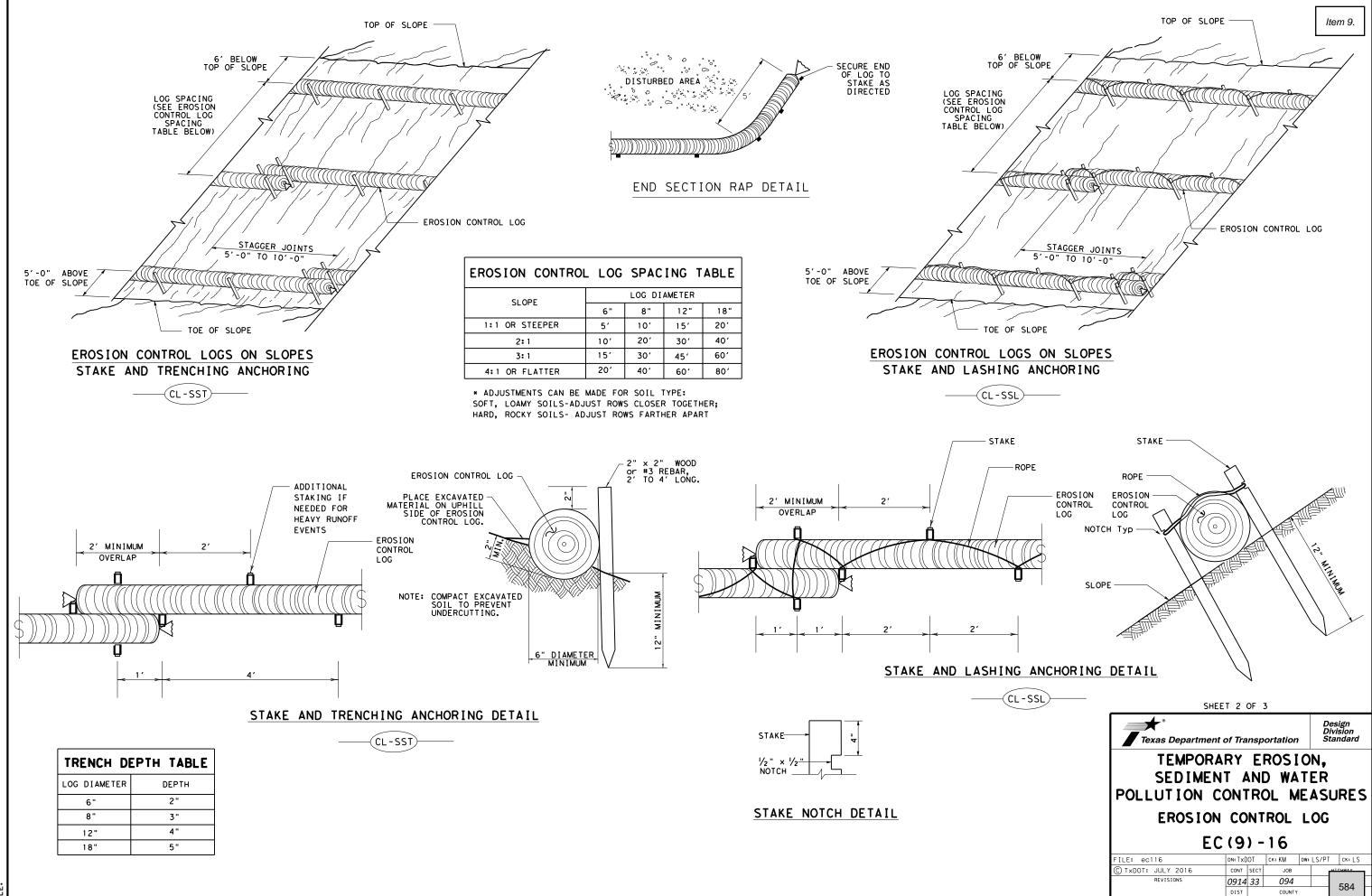


TEMPORARY EROSION. SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9) - 16

FILE: ec916	DN: TxD	OT	ck: KM	DW:	LS/PT	ck: LS		ı
© TxDOT: JULY 2016	CONT	SECT	JOB		Ļ	TCHMYA	_	l
REVISIONS	0914	33	094			583	П	l
	DIST		COUNTY			363	П	l
	AUS		HAYS	,		60	_	ı



SECURE END OF LOG TO STAKE AS DIRECTED

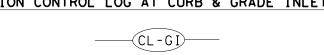
TEMP. EROSION-CONTROL LOG

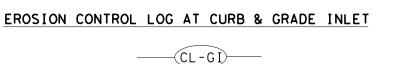
FLOW

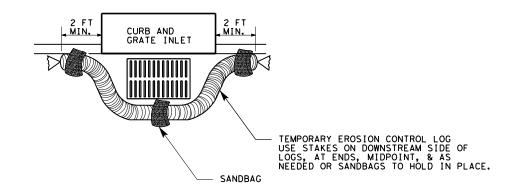
(CL - GI)

EROSION CONTROL LOG AT DROP INLET

(CL-DÌ







OVERLAP ENDS TIGHTLY 24" MINIMUM

COMPLETELY SURROUND
DRAINAGE ACCESS TO
AREA DRAIN INLETS WITH
EROSION CONTROL LOG

- FLOW

-STAKE OR USE SANDBAGS ON DOWNHILL SIDE OF LOG AS NEEDED TO HOLD IN PLACE (TYPICAL)

EROSION CONTROL LOG AT CURB INLET

CURB

TEMP. EROSION CONTROL LOG

SANDBAG

EROSION CONTROL LOG AT CURB INLET

- 2 SAND BAGS



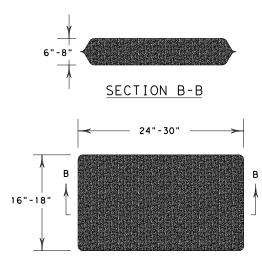
NOTE: EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.

6" CURB-

ROADWAY

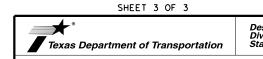
2 SAND BAGS

TEMP. EROSION CONTROL LOG



- USE STAKES ON DOWNSTREAM SIDE OF LOGS, AT ENDS, MIDPOINT, & AS NEEDED OR SANDBAGS TO HOLD IN PLACE.

SANDBAG DETAIL



CURB INLET _INLET EXTENSION

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

Item 9.

EROSION CONTROL LOG

EC	(9) -	16			
FILE: ec916	DN: Tx[OT	ck: KM	DW:	_S/PT	ck: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		ď	TCHWAY
REVISIONS	0914	33	094			585
	DIST		COUNTY			303
	AUS		HAYS			62



STAFF REPORT

City of Dripping Springs

PO Box 384 511 Mercer Street Dripping Springs, TX 78620

Submitted By: Shawn Cox, Deputy City Administrator

Council Meeting Date: Tuesday, February 18, 2025

Agenda Item Wording: Discuss and consider approval of hiring for a second Utility Billing Clerk.

Agenda Item Requestor: Shawn Cox, Deputy City Administrator

Summary/Background:

The City currently has an agreement with the Dripping Springs Water Supply Corp. (DSWSC) to issue the City's wastewater utility bills. Beginning in March, the City will be taking this responsibility. We expect to bring over 2,500+ customers who the DSWSC is currently billing.

In talking with the DSWSC, they have around 5 positions (at all levels) that can and do assist with billing. This includes help with billing, collections, and customer service. We currently have around 150 water customers we bill each month. Based on the fact that the wastewater bills will be calculated using winter averaging (unchanging for 12 months) an additional billing clerk should provide the necessary coverage needed. The primary driver for the request is the anticipated increase in calls and services questions as we grow from 150 to 2,500 customers.

If approved, we would look to start the new position at \$50,000.00 (\$64,123 including benefits) per year. We currently have an unfilled Lead Utility Operator position budgeted at \$66,560.00. These early salary savings (approximately \$25,000.00 so far) can provide coverage for this position without the need for a budget amendment at this time. Additionally, once we take over billing responsibilities, we will save approximately \$11,500.00 each month (\$69,000.00 through the end of the fiscal year). This is what the City currently pays the DSWSC for billing services. A future budget amendment will be needed before the end of the fiscal year to correctly allocate these expenditures, but this can be done at the end of the year or whenever we have the next budget amendment and is not necessary before we hire the Lead Operator or proposed Utility Billing Clerk. Additionally, if approved, these costs will be taken into account when the City undertakes its next rate assessment, but based on the estimated savings by billing in house, this should reduce the amount the rates will need to cover by \$73,877.00 (annual cost of billing services \$138,000.00 minus salary and benefits for new position). We are currently in the process of negotiating a contract for rate assessment.

Commission N/A

Recommendations:

RecommendedThe Deputy City Administrator recommends approval of this item. **Council Actions:**

Attachments: - Utility Billing Clerk Job Description

Next Steps/Schedule:



UTILITY BILLING CLERK

FULL-TIME NON-EXEMPT

A. GENERAL PURPOSE

The Utility Billing Clerk coordinates and monitors certain operations of the City's utilities to ensure efficient operation in the areas of account set-up and management, customer relations, and records management. Handles customer inquiries and complaints, provides utility related information to customers, maintains confidentiality, and organizes and maintains related records and reports.

B. SUPERVISION RECEIVED

Works under the general direction of the Finance Director/City Treasurer.

C. ESSENTIAL DUTIES AND RESPONSIBILITIES

- 1. Accepts applications for water and wastewater service, transfer of ownership, payment agreements, and deposits. Maintains customer account records.
- 2. Maintains records of all water and wastewater development and communicates monthly updates to the wastewater billing representatives.
- 3. Acts as liaison with the Dripping Springs Water Supply Corporation for water usage reports, billing information, and water termination.
- 4. Oversees records of water and wastewater easements.
- 5. Oversees records of Water and Wastewater Utility Agreements, and acts as liaison with developers to collect utility development fees. (i.e. Impact, Line Extension, & Deposit Fees)
- 6. Maintains lists of all water and wastewater customers, requests for service, and reserved capacity.
- 7. Maintains lists of all Utility Agreements and tracks all related deadlines.
- 8. Coordinates and assesses annual wastewater billing calculations in conjunction with the Dripping Springs Water Supply Corporation and the City Treasurer's Office.
- 9. Assists in coordination of construction, repairs, and maintenance of water and wastewater systems.
- 10. Provides assistance, information, forms, and permits to the public; receives, reviews, and processes applications for permits and licenses; collects and processes appropriate information, and applies applicable policies and procedures in determining completeness of applications, records, and reports; assesses fees.

The City of Dripping Springs Utility Billing Clerk

Approved 2/12/2025 Page 1 of 5

- 11. Assists in updating data and text information related to building permits, inspections, and building and construction activity into various customized data bases.
- 12. Receives and enters data into the City utility billing software in preparation for weekly billing, delinquency, and disconnection runs.
- 13. Responds to and resolves difficult and sensitive citizen inquiries and complaints; answers customer complaints pertaining to utility billing.
- 14. Reconciles billing (e-billing) and delinquent files; monitors utility accounts; issues adjustments as required.
- 15. Performs general administrative duties for the Finance Director/City Treasurer; files, schedules appointments, composes, types, and proofreads a variety of documents.
- 16. Assists the Building Department with processing payments.
- 17. Operates a variety of office equipment to include, but not limited to, printers, copiers, calculators, multi-line phone systems, scanners, or other specialized equipment, and personal computers in a Windows based computing environment using standard or customized software application programs appropriate to assigned activities.
- 18. Prepares professional correspondence, memos, and reports related to utility services.
- 19. Travels to various destinations in and out of the City for work related purposes.
- 20. Ability to establish, maintain, and foster positive and effective working relationships with those contacted during work.
- 21. Ability to maintain confidentiality.
- 22. Performs other duties as assigned.

D. EDUCATION, EXPERIENCE, AND CERTIFICATIONS

GED Certificate or High School Diploma with two (2) years of progressively responsible experience in administrative office support experience, billing or closely related experience is required or an equivalent combination of education and experience that would provide the necessary knowledge, skills and abilities to successfully perform the essential functions of the job. Knowledge of principles and procedures of accounting, bookkeeping, record keeping, Public Information Act, and statistical reporting.

E. TOOLS AND EQUIPMENT USED

Personal computer, including word processing and spreadsheet software including Microsoft Office and InCode; 10-key calculator; phone; copy machine.

F. SPECIAL REQUIREMENTS

- 1. A valid Class C driver's license.
- 2. The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to perform the essential functions if needed.
- 3. Work is performed mostly in an office setting. Some outdoor work is required in visiting various land use developments, construction sites, or public works facilities.

The City of Dripping Springs Utility Billing Clerk

Approved 2/12/2025 Page 1 of 5

Hand-eye coordination is necessary to operate certain computers and various other pieces of City equipment.

- 4. While performing the duties of this job, the employee is regularly required to move around the City offices and different locations throughout the City and communicate effectively verbally and in writing. The employee is required to operate a computer, telephone, and other electronic equipment.
- 5. The employee must occasionally carry, lift, hold, push and/or pull up to 50 pounds office supplies, files, equipment and furniture.

G. WORK HOURS

Core work hours are between 8:00 am and 5:00 pm including one unpaid hour for lunch, Monday through Friday except holidays. This is a full-time non-exempt position and eligible for overtime pursuant to the needs of the City and at the direction of the City Treasure/Finance Director. Any overtime hours performed must be preapproved by the direct Supervisor.

H. COMPENSATION

Pay range is \$XX to \$XX per hour. Salary is commensurate with the position. Pay days are determined by the "CITY OF DRIPPING SPRINGS PERSONNEL MANUAL".

I. BENEFITS

Benefits shall be in accordance with those outlined in the CITY OF DRIPPING SPRINGS PERSONNEL MANUAL, as maybe modified by the specific employee's offer letter or amendments to the PERSONNEL MANUAL.

J. EQUAL OPPORTUNITY EMPLOYER

The City's employment decisions are made without regard to race, color, religion, sex, age, sexual orientation, military status, veteran status, national origin, mental or physical disability, pregnancy, or marital status. Discrimination or harassment against any person in recruitment, examination, appointment, training, promotion, discipline, or any other aspect of personnel administration because of political or religious opinions or affiliations, membership or non- membership in employee organizations, or because of race, color, national origin, age, disability, veteran status, sex, or marital status is prohibited. To discuss an accommodation, please contact the Human Resources Director, Chase Winburn at (512) 502-8313.

Please note: This Position Description is not a contract, and shall not be construed to alter an employee's at-will relationship. The terms and conditions of any employee's position with the City may be altered by the City Council at any time. To the extent reasonably possible, this Job Description, the Personnel Manual, and the employee's Offer Letter shall be read together in harmony. If there are conflicts between this Position Description, the Personnel Manual, and the employee's Offer Letter, the most specific term or condition of employment shall govern.

The City of Dripping Springs Utility Billing Clerk

Approved 2/12/2025 Page 1 of 5



STAFF REPORT

City of Dripping Springs

PO Box 384

511 Mercer Street

Dripping Springs, TX 78620

Submitted By: Shawn Cox, Deputy City Administrator

Council Meeting Date: Tuesday, February 4, 2025

Agenda Item Wording: Discuss and consider projects related to the proposed Certificates of

Obligation.

Agenda Item Requestor: Shawn Cox, Deputy City Administrator

Summary/Background:

As a part of the FY 2025 budget preparation, Council considered funding options for a number of upcoming projects: including TIRZ priority projects, street improvements, and a maintenance facility. Since the adoption of the budget, we have included funding for property acquisition. The projects and costs are:

Project		Cost	TIRZ*	City
Street Improvements	Complete Reconstruction of Existing Roads (FY25)	\$ 616,948	\$ (=)	\$ 616,948
Transportation Improvements	Design/Construction of New Infrastructure	\$ 1,040,000	\$ -23	\$ 1,040,000
Maintenance Facility	Purchase & Construction of Maintenance Facility	\$ 412,805	\$	\$ 412,805
Property Acquisition		\$ 2,250,000		\$ 2,250,000
TIRZ Projects	Construction of OFR, Stephenson Bldg. & DT Parking Lot	\$ 9,654,799	\$ 7,241,099	\$ 2,413,700
		\$ 13,974,552	\$ 7,241,099	\$ 6,733,452

^{*}TIRZ costs are calculated at 75% of the total costs of their projects.

Below is a breakout of projects under the Street Improvement, Transportation Improvement and TIRZ Project categories:

Project		Cost
Street Improvements	- Post Oak: Segment 1: RR12 to Shetland Rd Segment 2: Shetland Rd to Roanoak Dr Segment 3 – Roanoak Dr to Spanish Oak	\$ 616,948
	- Sidewalk Design & Construction:	
	Middle School	\$ 50,000
Transportation Improvements	Mercer Street	\$ 760,000
	- HDR Engineering/Consulting:	
	Symposiums	\$ 5,000
	Grants	\$ 125,000
	Reviews	\$ 100,000
Maintenance Facility	Purchase & Construction of Maintenance Facility	\$ 412,805
Property Acquisition		\$ 2,250,000
	Old Fithugh Road	\$ 5,459,636
TIRZ Projects	Stephenson Building	\$ 3,059,053
	Downtown Parking	\$ 1,136,110
		\$ 13,974,551

After working with the City's Financial Advisor and Bond Council, for consideration is the issuance of \$13,255,000.00 in Combination Tax and Revenue Certificates of Obligation Bonds with a Reoffering premium of \$1,204,249.40 for a total issuance of \$14,459,249.40. Based on the "Debt Servicing Schedule," this issuance will be repaid from the General and TIRZ funds as follows:

FY	Total Payment Payme		Payment	Payment	Rate	
	Payment	(Gen.)	(TIRZ 1)	(TIRZ 2)	Impact	
FY 2025	\$1,002,312.50	\$482,950.99	\$326,379.30	\$192,982.21	\$0.02337	
FY 2026	\$1,007,250.00	\$485,330.06	\$327,987.08	\$193,932.86	\$0.02349	
FY 2027	\$ 1,007,250.00	\$485,330.06	\$327,987.08	\$193,932.86	\$0.02349	
FY 2028	\$ 1,006,250.00	\$484,848.22	\$327,661.45	\$193,740.33	\$0.02346	
FY 2029	\$ 1,004,250.00	\$483,884.55	\$327,010.20	\$193,355.25	\$0.02342	
FY 2030	\$ 1,006,250.00	\$484,848.22	\$327,661.45	\$193,740.33	\$0.02346	

The chart above outlines the next five years of payments. This issuance is a 20-year note.

The "Rate Impact" column calculates the Interest & Sinking Tax Rate which could be levied to cover the General Funds portion of the debt. For FY 2025, the City budgeted \$865,000.00 to cover the anticipated annual debt cost.

Commission N/A **Recommendations:**

RecommendedCouncil Actions:

This item is intended for discussion only. Any future action resulting from Council's discussion will be included in a future agenda item.

Attachments:

Next Steps/Schedule:

In Administrative Completeness	Filing Date
SUB2022-0033 The Ranch at Caliterra	19-Feb
SUB2023-0008 Silver Creek Subdivision	19-Feb
SD2024-012 5285 Bell Springs Road	19-Feb
ADMIN2025-004 Lunaroya Ph. 3 Preliminary Plat	19-Feb
ADMIN2025-003 251 Old Fitzhugh Road CUP	21-Feb

	Site Development Projects							
Site Development Project Name	City Limits / ETJ	Location	Description	Status				
SD2021-0005 Dripping Springs WWTP Expansion	CL	23127 FM 150 W	Expansion of the Wastewater treatment plant	HOLD				
SD2021-0021 RR 12 Commercial Kitchen	CL	28707 RR 12	Commercial kitchen that will support a catering business, no on-site dining is proposed	Approved w/ Conditions				
SD2021-0033 Bell Springs Business Park, Sec 1&2 Rev	ETJ	4955 Bell Springs	A revision for minor adjustments on site layouts, rainwater, and overall drainage & water quality	Approved w/ Conditions				
SD2022-0001 Julep Commercial Park	ETJ	Northeast corner of W US 290 and Trautwein Rd	11.27 acre site of mixed-use commercial buildings with supporting driveways, water quality and detention pond, rainwater harvesting, and other utilities	Waiting on Resubmittal				
SD2022-0010 Wenty's Wine Bar	ETJ	5307 Bell Springs Rd	Wine bar and associated improvements	Waiting on Resubmittal				
SD2022-0013 DS Flex Business Park	CL	28513 RR 12	Construction of two shell buildings with accompanying site improvements	Waiting on Resubmittal				
SD2022-0011 Skybridge Academy	CL	519 Old Fitzhugh Road	Remodel/repurpose of exisiting historic structures, add new construction to tie together the house and garage with additional parking and revised driveway	Approved w/ Conditions				
SD2022-0014 Bell Springs Site Plan (Travis Flake)	ETJ	5307 Bell Springs Rd	Office and Warehouse with drives, parking, waterline connection, and pond	Approved w/ Conditions				
SD2022-0018 Office 49	ETJ	241 Frog Pond Lane	The construction of eleven office buildings of varying sizes along with the related paving, grading, drainage, and utility improvements.	Waiting on Resubmittal				
SD2022-0019 Double L Ranch, Phase 1	ETJ	RR 12	Construction of water, wastewater, drainage and paving improvements for 244 single family lots.	Approved w/ Conditions				
SD2022-0020 Merigian Studios	ETJ	105 Daisy Lane	Art studio with driveway, parking, and external	Approved w/ Conditions				
SD2022-0024 4400 US 290 SP	ETJ	4400 US 290	structures 7 Commercial Buildings in the ETJ	Approved w/ Conditions				
			Construction of a road for the Hardy and Bunker Ranch					
SD2022-0025 Hardy Drive	ETJ	2901 US 290	development to meet fire code Revmoval of the existing old house, the addition of 3	Approved w/ Conditions				
SD2023-0004 Austin Ridge Bible Church Revision	ETJ	31330 Ranch Road 12	portable buildings and pavilion; additional parking.	Waiting on Resubmittal				
SD2023-0007 Phase 4A Drip Irrigation System Improvements	ETJ	2581 E Hwy 290	The project is Phase 4A of the drip disposal fields and consists of 14.76 acres of drip irrigation fields only.	Approved w/ Conditions				
SD2023-0008 102 Rose Drive	CL	102 Rose Dr	Construction of tow additional duplexes w/ accompanying site improvments	Waiting on Resubmittal				
SD2023-0009 Paloma	CL	235 Sports Park Rd	Adding improvements to the site	Waiting on Resubmittal				
SD2023-0010 Creek Road Horse Farms	CL/ETJ	1225 Creek Rd	Horse training facility with covered riding arena, barn, storage building and open-air riding.	Waiting on Resubmittal				
SD2023-0011 Amazing Explorers Academy	ETJ	Ledgestone	Daycare facility, including driveways, parking areas; and water, wastewater, and stormwater facilities.	Waiting on Resubmittal				
SD2023-0014 BR Dripping Springs	CL	27010 RR 12	3 commercial buildings with parking, stormwater and water quality.	Waiting on Resubmittal				
SD2023-0017 OroBianco Mobile Food Unit - Driveways	CL	27713 RR 12	Driveway for gelato food truck.	Waiting on Resubmittal				
SD2023-0018 Sunset Canyon Storage Facility	ETJ	950 S. Sunset Canyon Drive	Proposed storage facility with associated parking and drive.	Waiting on Resubmittal				
SD2023-0019 3980 US 290 Warehouse	ETJ	3980 US 290	Construction of 4 - 5k sq ft Warehouse/office buildings	Under Review				
SD2023-0020 Graveyard Cellars	ETJ	24101 RR 12	2800 sq ft building and parking	Approved w/ Conditions				
SD2024-001 Roxie's at Dripping Springs SD2024-002 QuickTrip #4133	CL	299 W. Mercer Street HWY 290 and Sawyer Ranch	Renovating and expanding site Convenience store with fuel sales	Waiting on Resubmittal Waiting on Resubmittal				
SD2024-004 Glass Business Park, Phase 2	ETJ	2560 W Hwy 290	Construction of 6 additional warehouse buildings with	Waiting on Resubmittal				
			associated site improvements Mix land use and 240 residential units with parkland					
SD2024-007 New Growth at Roger Hanks	CL	US 290 at Roger Hanks Pkwy	and roadway connections.	Waiting on Resubmittal				
SD2024-008 AutoZone 5807 Dripping Springs	CL	US Hwy 290	Retail parts store.	Waiting on Resubmittal				
SD2024-010 Austin Ridge Bible Church	ETJ	3100 E Hwy 290	Church campus, with worship center, driveways, parking, detention, and park area.	Waiting on Resubmittal				
SD2024-011 Patriot Erectors CZP	ETJ	3023 West Hwy 290	Detention pond.	Waiting on Resubmittal				
SD2024-012 5285 Bell Springs Rd	ETJ	5285 Bell Springs Rd	Private religious educational facility and associated improvements.	Waiting on Resubmittal				
SD2024-013 Cowboy Church of the Hill Country	ETJ	207 Darden Hill Road	Construction of a church building and accompanying site improvements.	Waiting on Resubmittal				
SD2024-014 Pear Tree Commercial	ETJ	27322 RR 12	Existing commercial space. Pave the parking area and provide water quality treatment of that area.	Under Review				
SD2024-016 UG Boat and RV Storage	ETJ	31301 RR 12	Open air rv and boat storage.	Under Review				
SD2024-018 Short Mama's	CL	101 College Street	Existing project addition to include dining area, parking,	Waiting on Resubmittal				
SD2024-019 VB Dripping Springs	CL	27320 RR 12	lawn area, stage, and streetscaping. 100' wireless telecommunication tower.	Under Review				
SD2024-020 Lost Lizard	ETJ	10730 FM 967	Four residential accessory structures and gravel parking.	Waiting on Resubmittal				
SD2024-021 Genesis City - Glamping Hotel	ETJ	113 Concorde Circle	One main building with 9 cabins, and parking.	Waiting on Resubmittal				
SD2024-022 Stephenson Building Addition and Parking Improvements	CL	311 Old Fitzhugh Rd	Phase 1:Stephenson building addition. Phase 2: parking lot improvements.	Waiting on Resubmittal				
SD2025-001 Lazare Properties	CL	28485 RR 12	Post office, deli express bar/waiting area, and retail space	Under Review				
			lohano.					

	Ongoing Projects							
Comprehensive Plan	Comprehensive plan subcommitee TBD							
Cannon Mixed-Use	Awaiting Resubmittal							
PDD2023-0001 Madelynn Estates	Dormant							
PDD2023-0002 Southern Land	Awaiting Resubmittal							
PDD2023-0003 ATX RR12 Apartments	Awaiting Resubmittal. Applicant may update submittal to expand the area to include commercial.							

Subdivision Projects								
Subdivision Project Name	City Limits / ETJ	Location	Description	Status				
SUB2022-0009 Driftwood Subdivision Phase 3 Preliminary Plat	ETJ	17901 FM 1826	Preliminary Plat for 14 lots: 12 Residential, 1 Commercial, 1 Industrial	Approved w/ Conditions				
SUB2021-0011 Double L Phase 1 Prelim Plat	ETJ	1.5 miles N of US 290 & RR 12	PP for 243 residential units and 1 amenity center	Approved w/ Conditions				
SUB2022-0033 The Ranch at Caliterra	ETJ	Premier Park Loop	Preliminary plat of the Carter tract with 243 lots	Approved w/ Conditions				
SUB2022-0036 Driftwood Creek FM 150 12 Treated Effluent and 10 Raw Wastewater Forcemains Ph I and II	ETJ	FM 150	12 inch treated effluent line and 10 inch wastewater forcemains to connect with Dripping Springs WWTP	Approved				
SUB2022-0043 Howard Ranch Sec 4 Lots 62 & 63 AP	ETJ	590 Cypress Creek Dr	An amending plat to remove a site parking area from the single family lot. This request is by the property owner.	Waiting on Resubmittal				
SUB2022-0048 Wild Ridge Phase 1 CP	CL	E US 290	Construction plans for phase 1 of Wild Ridge	Waiting on Resubmittal				
SUB2023-0001 Village Grove Phase 2B CP	CL	Sports Park Rd	Residential townhome infrastructure improvements. Construction of 16 Townhome lots and roadways.	Under Review				
SUB2023-0003 The Ranch at Caliterra CP	ETJ	Soaring Hill Rd at HC Carter Way	Construction Plans for the Carter tract.	Waiting on Resubmittal				
SUB2023-0006 Wild Ridge Phase 1 FP	CL	E US 290	Approximately 62.1 acres to include 136 residential lots, roadways, and a commercial lot	Approved w/ Conditions				
SUB2023-0008 Silver Creek Subdivision Construction Plans	ETJ	Silver Creek Rd	29 Single family residential lots with access, paving, OSSF, water supply well, and open space	Approved w/ Conditions				
SUB2023-0018 Cannon Ranch Phase 2 Final Plat	CL	Rushmore Drive at Lone Peak Way	Subdivide into 100 lots.	Approved w/ Conditions				
SUB2023-0021 Driftwood Golf and Ranch Club Phase Four Subdivision CP	ETJ	Driftwood Ranch Drive	Paving, drainage, water, wastewater subdivision constructions plans.	Waiting on Resubmittal				
SUB2023-0028 Arrowhead Commercial Final Plat	CL	US Hwy 290 W	Subdividing 6.6 acres as 1 lot.	Waiting on Resubmittal				
SUB2023-0034 Lunaroya Subdivision Final Plat	ETJ	Silver Creek Rd	28 single family large residential lots with on site sewage for each lot	Waiting on Resubmittal				
SUB2023-0037 Amending Plat of Final Subdivision Plat of Roger Hanks Park	CL	US 290 at Roger Hanks Pkwy	Redesign to include north bound turn lane on Roger Hanks Pkwy, Improvements to Hamilton Crossing and Lake Lucy Loop	Waiting on Resubmittal				
SUB2023-0038 The Ranch at Caliterra Final Plat	ETJ	HC Carter Way	234 single family lots on 200.024 acres	Approved w/ Conditions				
SUB2023-0039 Wild Ridge Phase 2 Construction Plans	CL	Shadow Ridge Parkway	142 single family lots, minor arterial and local roadways, 2 water quality ponds, utilities, lift station, parkland and open space	Waiting on Resubmittal				
SUB2023-0042 Hardy Construction Plans	CL	2901 West US 290	78.021 acres subdivided into 73 single family lots	Approved w/ Conditions				
SUB2023-0048 Driftwood Falls Estates Subdivision	ETJ	609 S Creekwood Dr	Replat two lots in one.	Approved w/ Conditions				
SUB2023-0049 Amended Plat of the Breed Hill Replat Subdivision	ETJ	3100 W US 290	Combining three lots into one.	Approved w/ Conditions				
SUB2024-005 Roger Hanks Construction Plans	CL	US 290 at Roger Hanks Pkwy	Public improvements from southern boundary to intersection with 290.	Waiting on Resubmittal				
SUB2024-008 Skylight Hills Final Plat	ETJ	13001 and 13111 High Sierra	Subdivide into 5 lots.	Approved w/ Conditions				
SUB2024-012 St. Martin's Subdivision, Lots 1 & 2 Amending Plat	CL/ETJ	230 Post Oak Drive	Combine two existing lots into one.	Under Review				
SUB2024-013 Richford Subdivison, Lot 2 Replat	ETJ	14331 Canonade	Divide existing lot into two.	Under Review				
UB2024-015 Gateway Village Phase 1	CL	US 290	Final plat for 144 single family subdivision.	Waiting on Resubmittal				
SUB2024-017 Wild Ridge Phase 2 Final Plat	CL	Shadow Ridge Parkway	152 single family residential lots.	Approved w/ Conditions				
SUB2024-019 Driftwood Subdivision, Phase 5, Preliminary Plat	ETJ	Thurman Roberts Way	13 lots. 10 residential, 2 open space, and 1 private.	Waiting on Resubmittal				
SUB2024-021 Village Grove Phase 2A Subdivision	CL	Village Grove Parkway	Infrastructure for 64 single family residential lots on 18.206 acres	Under Review				
SUB2024-024 Heritage Phase 4 Subdivision	CL	Sportsplex Drive	115 single family lots on 31.80 acres	Waiting on Resubmittal				
SUB2024-025 Village Grove Phase 3 Subdivision SUB2024-028 Off Site Waterline Plans for Luna Roya	CL ETJ	Village Grove Parkway Silver Creek Rd	115 single family lots on 30.04 acres Waterline infrastucture construction plans.	Waiting on Resubmittal Waiting on Resubmittal				
Subdivision			· ·					
SUB2024-029 Minor Plat of Stephenson Civic District	CL	101 Old Fitzhugh Rd	Establishing 1.4289-acre plat 164 lot subdivision plat	Under Review				
SUB2024-030 Heritage Phase 3 Final Plat SUB2024-033 Village Grove Phase 1 Final Plat	CL	Sportsplex Drive Village Grove Parkway	Plat of 1 roadway, 2 water quality ponds, and 1	Waiting on Resubmittal Waiting on Resubmittal				
		-	drainage easement.	_				
SUB2024-034 Village Grove Phase 2A Final Plat SUB2024-035 Lunaroya Amended Preliminary Plat	CL ETJ	Village Grove Parkway Silver Creek Rd	Final plat for 165 single family lots. 28 single family residential lots.	Waiting on Resubmittal Under Review				
SUB2024-035 Lunaroya Amended Preliminary Plat	ETJ	Silver Creek Rd	33 residential lots.	Under Review Under Review				
SUB2024-030 WillCrief Property Preliminary Plat SUB2024-037 Driftwood Golf Club Development Effluent and WW Forcemains	ETJ	Thielepape Cove	12,185 linear feet of 12", 6", or 2" forcemain	Waiting on Resubmittal				
SUB2025-001 Village Grove Phase 2B Final Plat	CL	Village Grove Parkway	262 single family residential lots.	Under Review				