



DRIPPING SPRINGS
Texas

CITY COUNCIL REGULAR MEETING
City of Dripping Springs
Council Chambers, 511 Mercer St, Dripping Springs, TX
Tuesday, March 21, 2023 at 6:00 PM

AGENDA

CALL TO ORDER AND 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 King
Council Member Place 5 Sherrie Parks

Staff, Consultants & Appointed/Elected Officials

City Administrator Michelle Fischer
Deputy City Administrator Ginger Faught
City Attorney Laura Mueller
City Treasurer Shawn Cox
People & Communications Director Lisa Sullivan
City Secretary Andrea Cunningham
IT Director Jason Weinstock
Parks & Community Services Director Andy Binz
DSRP Manager Emily Nelson
Public Works Director Aaron Reed
Deputy Public Works Director Craig Rice
Architectural Consultant Keenan Smith

PLEDGE OF ALLEGIANCE

PRESENTATION OF CITIZENS

A member of the public who desires to address the City Council regarding any item on an agenda for an open meeting may do so at presentation of citizens before an item or at a public hearing for an item during the City Council's consideration of that item. Citizens wishing to discuss matters not contained within the current agenda may do so, but only during the time allotted for presentation of citizens. Speakers are allowed two (2) minutes to speak during presentation of citizens or during each public hearing. Speakers may not cede or pool time. Members of the public requiring the assistance of a translator will be given twice the amount of time as a member of the public who does not require the assistance of a translator to address the City Council. It is the request of the City Council that members of the public wishing to speak on item(s) on the agenda with a noticed Public Hearing hold their comments until the item(s) are presented for consideration. Speakers are encouraged to sign in. Anyone may

request a copy of the City's policy on presentation of citizens from the city secretary. By law no action may be taken during Presentations of Citizens.

PROCLAMATIONS & PRESENTATIONS

- 1. Proclamation of the City of Dripping Springs Proclaiming March 31, 2023 as "Pam Owens Day". Sponsor: Mayor Bill Foulds, Jr.**
- 2. Proclamation of the City of Dripping Springs Proclaiming the Week of April 15-22, 2023, as "International Dark Sky Week". Sponsor: Mayor Bill Foulds, Jr.**

CONSENT AGENDA

The following items are anticipated to require little or no individualized discussion due to their nature being clerical, ministerial, mundane or routine. In an effort to enhance the efficiency of City Council meetings, it is intended that these items will be acted upon by the City Council with a single motion because no public hearing or determination is necessary. However, a City Council Member or citizen may request separate deliberation for a specific item, in which event those items will be removed from the consent agenda prior to the City Council voting on the consent agenda as a collective, singular item. Prior to voting on the consent agenda, the City Council may add additional items that are listed elsewhere on the same agenda.

- 3. Approval of the February 21, 2023, City Council regular meeting minutes.**
- 4. Approval of the March 7, 2023, City Council regular meeting minutes.**
- 5. Approval of the February 2023 City Treasurer's Report.**
- 6. Approval of an Escrow Agreement for the Mount Gainor Road Widening related to the Carter Tract. Sponsor: Council Member Crow**

BUSINESS AGENDA

- 7. Presentation and possible action regarding Feasibility Study, Concept Plan, and Cost Estimates for the Stephenson Building. Larry Irsik, Architexas. Sponsor: Mayor Bill Foulds, Jr.**
- 8. Discuss and consider approval of the selection of vendor(s) for Dripping Springs Ranch Park Network and Audio-Visual Request For Proposals and authorization for staff to negotiate respective professional services agreements. Sponsor: Council Member Parks.**
- 9. Discuss and consider approval of a Co-Sponsorship Agreement between the City of Dripping Springs and The Little Longhorn for Eggstravaganza at Dripping Springs Ranch Park on April 8, 2023. Sponsor: Council Member Parks.**

REPORTS

Reports of Staff, Boards, Commissions, Committees, Boards and Agencies are on file and available for review upon request. The City Council may provide staff direction; however, no action may be taken.

10. **February Maintenance Report**
Craig Rice, Deputy Public Works Director

11. **Planning Department Report**
Tory Carpenter, Planning Director

EXECUTIVE SESSION AGENDA

The City Council for the City of Dripping Springs has the right to adjourn into executive session at any time during the course of this meeting to discuss any matter as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.086 (Economic Development). The City Council for the City of Dripping Springs may act on any item listed in Executive Session in Open Session or move any item from Executive Session to Open Session for action.

- 12. Consultation with City Attorney regarding legal issues related to coordination with the Dripping Springs Visitors Bureau.** *Consultation with City Attorney, 551.071*
- 13. Consultation with City Attorney related to opioid lawsuits.** *Consultation with Attorney, 551.071*
- 14. Consultation with City Attorney and Deliberation of Real Property regarding property acquisition related to the South Regional Water Reclamation Project and East Interceptor.** *Consultation with Attorney, 551.071; Deliberation of Real Property, 551.072*
- 15. Consultation with Counsel related to litigation regarding the South Regional Water Reclamation Project, Wastewater Permits, Code Enforcement, and related items.** *Consultation with Attorney, 551.071*
- 16. Consultation with City Attorney and Deliberation of Real Property regarding legal and real estate issues related to potential civic sites.** *Consultation with Attorney, 551.071; Deliberation Regarding Real Property, 551.072*

UPCOMING MEETINGS

City Council & Board of Adjustment Meetings

April 4, 2023, at 6:00 p.m. (CC & BOA)

April 18, 2023, at 6:00 p.m. (CC)

May 2, 2023, at 6:00 p.m. (CC & BOA)

May 16, 2023, at 6:00 p.m. (CC)

Board, Commission & Committee Meetings

March 22, 2023, Economic Development Committee at 4:00 p.m.

March 23, 2023, Emergency Management Commission at 12:00 p.m.

March 27, 2023, Transportation Committee at 3:30 p.m.

March 27, 2023, Founders Day Commission at 6:30 p.m.

March 28, 2023, Planning & Zoning Commission at 6:00 p.m.

March 30, 2023, Farmers Market Committee at 10:00 a.m.

April 3, 2023, Parks & Recreation Commission at 6:00 p.m.

ADJOURN

TEXAS OPEN MEETINGS ACT PUBLIC NOTIFICATION & POSTING OF MEETING

All agenda items listed above are eligible for discussion and action unless otherwise specifically noted. This notice of meeting is posted in accordance with Chapter 551, Government Code, Vernon's Texas Codes. Annotated. In addition, the City Council may consider a vote to excuse the absence of any City Council Member for absence from this meeting.

*I certify that this notice of meeting was posted at the City of Dripping Springs City Hall and website, www.cityofdrippingsprings.com, on **March 17, 2023, at 2:45 p.m.***

City Secretary

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.



**PROCLAMATION
OF THE CITY OF DRIPPING SPRINGS
PROCLAIMING MARCH 31, 2023, AS**

“PAM OWENS DAY”

- WHEREAS,** Pam Owens is the President and CEO of the Dripping Springs Visitors Bureau, and she personifies the Bureau’s mission to promote tourism and serve as ambassadors to connect visitors-guests and the community; and
- WHEREAS,** she joined the Dripping Springs Chamber of Commerce as director of tourism in 2012; and
- WHEREAS,** when the Dripping Springs Visitors Bureau was established in 2016, Pam became the first President/CEO; and
- WHEREAS,** since that time, Pam has worked diligently and passionately promoting Dripping Springs to visitors from all over the state and country; including being instrumental in initiating a trademark and asking the Texas Legislature to officially designate Dripping Springs as the Wedding Capital of Texas in 2015; and
- WHEREAS,** she’s also a leader in the travel and tourism industry with certifications from both the Texas Association of Convention and Visitors Bureaus and the Texas Travel Alliance, and she serves on the board of directors of the 19 county Texas Hill Country Trail Region as recent past president; and
- WHEREAS,** Pam developed the Destination Dripping Springs logo and website, known as a model for other tourism organizations around the state; and
- WHEREAS,** Pam has been instrumental in several other projects benefitting the community during her tenure, including but not limited to: Wedding Capital of Texas® Showcase and Networking Group; Dripping with Taste® Wine & Food Festival; Dripping Springs Visitors Guide; Dripping with Taste® Trail Passport; Dripping Springs Brewers Festival; Light Up Historic Mercer Street; and Dripping Springs Songwriters Festival; and
- WHEREAS,** Pam has served on several boards and committees in the past years, including: Dripping Springs Community Foundation; Helping Hands; Phillips Cemetery Association; Texas Association of Convention & Visitors Bureaus; and Dripping Springs Ranch Park Board of Directors; and
- WHEREAS,** Pam has worked closely with the city to support and promote city parks and sponsored programs and events that benefit visitors and the community, including: Bird City; Film Friendly Texas Community; Texas Music Friendly Community; International Dark Sky Community; the Mercer Street, Old Fitzhugh Road, and Hays Street Historic Districts; Founders Day Festival; Christmas on Mercer; and numerous events at Dripping Springs Ranch Park; and
- WHEREAS,** Pam is retiring at the end of March and the City of Dripping Springs and the Dripping Springs community owe her a tremendous debt of gratitude for all her work, passion, and care during her tenure as the Dripping Springs President/CEO of the Dripping Springs Visitor Bureau.

NOW THEREFORE, BE IT PROCLAIMED by the City Council of Dripping Springs, Texas:

1. That the City of Dripping Springs declares March 31, 2023, as **“Pam Owens Day.”**
2. The City Council calls upon the citizens of Dripping Springs to honor and celebrate Pam Owens for all she’s done to create excitement and boost the local economy when it comes to tourism for our City.

Bill Foulds, Jr., Mayor



**PROCLAMATION
OF THE CITY OF DRIPPING SPRINGS
PROCLAIMING THE WEEK OF APRIL 15-22, 2023, AS
“INTERNATIONAL DARK SKY WEEK”**

- WHEREAS,** the aesthetic beauty and wonder of a natural night sky is a shared heritage of all humankind; and
- WHEREAS,** light pollution has scientifically-established economic and environmental consequences, which result in significant impacts to the ecology and human health of all communities; and
- WHEREAS,** 80 percent of the world’s population, including many people in Texas, live under a dome of light pollution—excessive artificial lighting at night that disrupts natural darkness—and may never experience the visual wonder or benefits of living under a dark sky; and
- WHEREAS,** light pollution represent a waste of natural resources amounting to roughly \$3 billion per year of wasted energy in the United States; and
- WHEREAS,** the International Dark-Sky Association has created **International Dark Sky Week** to raise awareness of light pollution, and to provide education, resources, and solutions to the public to encourage the protection of and enjoyment of dark skies and responsible outdoor lighting; and
- WHEREAS,** the City of Dripping Springs was named the first International Dark Sky Community in Texas in 2014.

NOW THEREFORE, BE IT PROCLAIMED by the City Council of Dripping Springs, Texas:

1. That the City of Dripping Springs honors and recognizes April 15 – 22, 2023 as **“International Dark Sky Week.”**
2. The City Council calls upon the citizens of Dripping Springs to observe this important week and raise awareness and support for protecting our precious dark skies resources.

Bill Foulds, Jr., Mayor



DRIPPING SPRINGS
Texas

CITY COUNCIL REGULAR MEETING
City of Dripping Springs
Council Chambers, 511 Mercer St, Dripping Springs, TX
Tuesday, February 21, 2023 at 6:00 PM

MINUTES

CALL TO ORDER AND ROLL CALL

With a quorum of the City Council present, Mayor Foulds, Jr. called the meeting to order at 6:00 p.m.

City Council Members present were:

Mayor Bill Foulds, Jr.
Mayor Pro Tem Taline Manassian
Council Member Place 2 Wade King
Council Member Place 5 Sherrie Parks

City Council Members absent were:

Council Member Place 3 Geoffrey Tahuahua
Council Member Place 4 Travis Crow

Staff, Consultants & Appointed/Elected Officials present were:

City Administrator Michelle Fischer
Deputy City Administrator Ginger Faught
City Treasurer Shawn Cox
City Secretary Andrea Cunningham
Deputy City Secretary Cathy Gieselman
Planning Director Tory Carpenter
City Planner Warlan Rivera
People & Communications Director Lisa Sullivan
Public Works Director Aaron Reed
Deputy Public Works Director Craig Rice
Building Official Shane Pevehouse
Parks & Community Services Director Andy Binz
Community Events Coordinator Johnna Krantz
Emergency Management Coordinator Roman Baligad
Administrative Assistant Ryane Maceyra
Utilities Operator Gray Lahrman
City Maintenance Robert Hutson
City Inspector Riley Sublett
Content Marketing Specialist Stephanie Hartnett
TIRZ Project Manager Keenan Smith
Planning & Zoning Commission Chair Mim James
Founders Day Commission Vice Chair Jake Adams

City Maintenance Lead Sonny Garza
Transportation Consultant Leslie Pollack

PLEDGE OF ALLEGIANCE

Council Member King led the Pledge of Allegiance to the Flag.

PRESENTATION OF CITIZENS

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No one spoke during Presentation of Citizens.

PRESENTATIONS

1. Ice Storm Mara Presentation
Craig Rice, Deputy Public Works Director

Craig Rice recognized Sonny Garza, Johnathon Hill, Robert Hutson, Andrew Thompson, Riley Sublett, and Gray Lahrman for their contributions towards the City's successful recovery from Ice Storm Mara.

2. State of the City Presentation, Look Back and Look Ahead.
City Staff

Michelle Fischer introduced the item. Members of staff gave a presentation regarding achievements and future projects. This presentation is on file and available for review upon request.

3. Old Fitzhugh Road Project Presentation
Keenan Smith, TIRZ Project Manager

Keenan Smith gave a presentation on the Old Fitzhugh Road Project which is on file and available for review upon request.

A motion was made by Mayor Pro Tem Taline Manassian to request a short break of the City Council meeting. Council Member Parks seconded the motion which carried unanimously 3 to 0.

Mayor Foulds, Jr. returned the meeting to Open Session at 7:13 p.m.

CONSENT AGENDA

The following items are anticipated to require little or no individualized discussion due to their nature being clerical, ministerial, mundane or routine. In an effort to enhance the efficiency of City Council meetings, it is intended that these items will be acted upon by the City Council with a single motion because no public hearing or determination is necessary. However, a City Council Member or citizen may request separate deliberation for a specific item, in which event those items will be removed from the consent agenda prior to the City Council voting on the consent agenda as a collective, singular item. Prior to voting on the consent agenda, the City Council may add additional items that are listed elsewhere on the same agenda.

4. **Approval of the February 7, 2023, City Council & Board of Adjustment regular meeting minutes.**
5. **Approval of an Ordinance Cancelling the May 7, 2022, General Election and declaring each unopposed candidate elected to office; providing that this ordinance shall be cumulative of all ordinances; providing a severability clause and providing an effective date.**

Filed as Ordinance No. 2023-05

6. **Approval of Julia Houston and her firm Orrick as Disclosure Counsel for the Heritage Public Improvement District.** *Applicant: Julia Houston*
7. **Approval of Amendment No. 7 to Wholesale Water Supply Agreement between West Travis County Public Utility and City of Dripping Springs for the Driftwood Creek Commercial Tract.** *Sponsor: Mayor Foulds, Jr.*
8. **Approval of Wholesale Water Services Agreement between West Travis County Public Utility Agency and the City of Dripping Springs for the Cannon Ranch Subdivision.** *Sponsor: Mayor Bill Foulds, Jr.*
9. **Approval of Carter Tract Escrow Agreements for traffic signal at FM 150 and Ranch Road 12 and Road Widening of Mount Gainor Road.** *Sponsor: Council Member Crow*
10. **Approval of a Founders Day Participation Agreement with the Lions Club regarding Carnival and Food.** *Sponsor: Council Member Parks*
11. **Approval of a Founders Day Participation Agreement with St. Martin de Porres Catholic Church regarding Arts & Crafts Booths.** *Sponsor: Council Member Parks*
12. **Approval of a Founders Day Participation Agreement with the Dripping Springs Cook-Off Club regarding Cooker's Booths.** *Sponsor: Council Member Parks*
13. **Approval of the January 2023 City Treasurer's Report.**

A motion was made by Mayor Pro Tem Manassian to approve Consent Agenda Items 4 – 13. Council Member Parks seconded the motion which carried unanimously 3 to 0.

BUSINESS AGENDA

- 14. Public hearing and consideration of approval of an Ordinance regarding ZA2022-0007: an application for a zoning map amendment from Agriculture (AG) to Commercial Services (CS) for approximately 5.00 acres out of the H. B. Hargraves Survey located at 4300 E US 290. Applicant: Daniel Besa**

a. Applicant Presentation – Applicant Daniel Besa was available for questions from the City Council.

b. Staff Report – Tory Carpenter presented the staff report which is on file. Staff recommends approval of the zoning amendment.

c. Planning & Zoning Commission Report – Mim James presented the report. The Planning & Zoning Commission recommended approval 5 to 0, with direction to staff to address traffic issues.

d. Public Hearing – No one spoke during the Public Hearing.

e. ZA2022-0007 – A motion was made by Council Member King to approve an Ordinance regarding ZA2022-0007: an application for a zoning map amendment from Agriculture (AG) to Commercial Services (CS) for approximately 5.00 acres out of the H. B. Hargraves Survey located at 4300 E US 290. Mayor Pro Tem Manassian seconded the motion which carried unanimously 3 to 0.

Filed as Ordinance No. 2023-07

- 15. Discuss and consider acceptance of an Annexation Petition and direction to staff to negotiate an Annexation Agreement with owners to annex approximately 5.02 acres in the Extraterritorial Jurisdiction, situated out of the C.H. Mallot Survey located at 1300 E US 290. Applicant: Victor Ostiguin, Doucet & Associates.**

Tory Carpenter presented the staff report which is on file. Staff recommends acceptance of the petition.

A motion was made by Mayor Pro Tem Manassian to accept an Annexation Petition and direction to staff to negotiate an Annexation Agreement with owners to annex approximately 5.02 acres in the Extraterritorial Jurisdiction, situated out of the C.H. Mallot Survey located at 1300 E US 290. Council Member Parks seconded the motion which carried unanimously 3 to 0.

- 16. Public hearing and consideration of approval of a Sign Variance Request to exceed maximum square footage for window signs at HTeaO, located at 12680 W. Highway 290, Austin, Texas, 78737. Applicant: Christie Sanders**

a. Applicant Presentation – Applicant Christie Sanders spoke regarding the request and was available for questions from the City Council.

b. Staff Report – Shane Pevehouse presented the staff report which is on file. Staff recommends denial of the request.

c. Public Hearing – No one spoke during the Public Hearing.

d. HTeaO Sign Variance – A motion was made by Mayor Pro Tem Manassian to deny approval of a Sign Variance Request to exceed maximum square footage for window signs at HTeaO, located at 12680 W. Highway 290, Austin, Texas, 78737.

The motion dies for lack of second.

No action was taken regarding this item.

- 17. Discuss and consider approval of Founders Day Festival Sponsorship and Vendor Agreements related to the sale of food and beverage, including alcohol beverages.** *Sponsor: Mayor Foulds, Jr.*

Jake Adams presented the item.

A motion was made by Council Member Parks to approve the Founders Day Festival Sponsorship and Vendor Agreements related to the sale of food and beverage, including alcoholic beverages with direction to the Commission that they either pursue a percentage of the food or beverage sales or a higher sponsorship level. Mayor Pro Tem Manassian seconded the motion which carried unanimously 3 to 0.

- 18. Discuss and consider approval of an Ordinance Amending Article 16.02 Parks and Recreation in the City Code of Ordinances.** *Sponsor: Council Member Parks.*

Andy Binz presented the staff report which is on file. Staff and the Parks & Recreation Commission recommend approval of the amendment.

A motion was made by Mayor Pro Tem Manassian to postpone consideration of the item to the regular City Council meeting on March 7, 2023. Council Member King seconded the motion which carried unanimously 3 to 0.

- 19. Discuss and consider approval of a bid submission from Lone Star Siteworks, LLC and authorization for staff to negotiate an agreement for the Founders Parking Lot Expansion Project.** *Sponsor: Council Member Parks*

Craig Rice presented the staff report which is on file. Staff recommends approval of the selection of Lone Star Siteworks related to the Founders Parking Lot Expansion Project.

A motion was made by Mayor Pro Tem Manassian to approve of the selection of Lone Star Siteworks, LLC and authorization for staff to negotiate an agreement for the Founders Parking Lot Expansion Project. Council Member Parks seconded the motion which carried unanimously 3 to 0.

- 20. Discuss and consider approval to change the City's Benefit Waiting Period to the first day of the month following a new employee's start date.** *Sponsor: Mayor Bill Foulds, Jr.*

Michelle Fischer presented the staff report which is on file. Staff recommends approval of the change to the City's Benefit Waiting Period.

A motion was made by Mayor Pro Tem Manassian approve of change the City's Benefit Waiting Period to the first day of the month following a new employee's start date. Council Member King seconded the motion which carried unanimously 3 to 0.

REPORTS

Reports of Staff, Boards, Commissions, Committees, Boards and Agencies are on file and available for review upon request. The City Council may provide staff direction; however, no action may be taken.

21. Report on Code Enforcement Litigation related to Site Development Permit.
Laura Mueller, City Attorney

Report was postponed and will be presented at the March 7, 2023, City Council regular meeting.

22. Planning and Development Department Report

Report is on file and available for review upon request.

EXECUTIVE SESSION AGENDA

The City Council for the City of Dripping Springs has the right to adjourn into executive session at any time during the course of this meeting to discuss any matter as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.086 (Economic Development). The City Council for the City of Dripping Springs may act on any item listed in Executive Session in Open Session or move any item from Executive Session to Open Session for action.

- 23. Consultation with City Attorney related to legal issues regarding annexation and zoning of properties.** *Consultation with Attorney, 551.071*
- 24. Consultation with City Attorney and Deliberation of Real Property regarding property acquisition related to the South Regional Water Reclamation Project.** *Consultation with Attorney, 551.071; Deliberation of Real Property, 551.072*
- 25. Consultation with Counsel related to litigation regarding the South Regional Water Reclamation Project, Wastewater Permits, Code Enforcement, and related items.** *Consultation with Attorney, 551.071*
- 26. Consultation with City Attorney related to legal issues on rezoning and alcohol regulation on city property.** *Consultation with Attorney, 551.071*

The City Council did not meet in Executive Session.

UPCOMING MEETINGS

City Council & Board of Adjustment Meetings

- March 7, 2023, at 6:00 p.m. (CC & BOA)
- March 21, 2023, at 6:00 p.m. (CC)
- April 4, 2023, at 6:00 p.m. (CC & BOA)
- April 18, 2023, at 6:00 p.m. (CC)

Boards, Commissions & Committees

- February 22, 2023, Economic Development Committee at 4:00 p.m.
- February 27, 2023, Transportation Committee at 3:30 p.m.
- February 27, 2023, Founders Day Commission at 6:30 p.m.
- February 28, 2023, Planning & Zoning Commission at 6:00 p.m.
- March 1, 2023, DSRP Board at 11:00 a.m.
- March 2, 2023, Historic Preservation Commission at 4:00 p.m.
- March 6, 2023, Parks & Recreation Commission at 6:00 p.m.
- March 8, 2023, Utility Commission at 4:00 p.m.

ADJOURN

A motion was made by Mayor Pro Tem Manassian to adjourn the meeting. Council Member Parks seconded the motion which carried unanimously 3 to 0.

This regular meeting adjourned at 8:22 p.m.

APPROVED ON: March 21, 2023

Bill Foulds, Jr., Mayor

ATTEST:

Andrea Cunningham, City Secretary



CITY COUNCIL REGULAR MEETING
City of Dripping Springs
Council Chambers, 511 Mercer St, Dripping Springs, TX
Tuesday, March 07, 2023 at 6:00 PM

MINUTES

CALL TO ORDER AND ROLL CALL

With a quorum of the City Council present, Mayor Foulds, Jr. called the meeting to order at 6:00 p.m.

City Council Members present were:

Mayor Bill Foulds, Jr.
Mayor Pro Tem Taline Manassian
Council Member Place 3 Geoffrey Tahuahua
Council Member Place 4 Travis Crow

City Council Members absent were:

Council Member Wade King
Council Member Sherrie Parks

Staff, Consultants & Appointed/Elected Officials present were:

City Administrator Michelle Fischer
Deputy City Administrator Ginger Faught
City Attorney Laura Mueller
City Treasurer Shawn Cox
City Secretary Andrea Cunningham
IT Director Jason Weinstock
Emergency Management Coordinator Roman Baligad
Building Official Shane Pevehouse
Parks & Community Services Director Andy Binz
Community Events Coordinator Johnna Krantz
Public Works Director Aaron Reed

PLEDGE OF ALLEGIANCE

Council Member Crow led the Pledge of Allegiance to the Flag.

PRESENTATION OF CITIZENS

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assistance of a translator to address the City Council. It is the request of the City Council that members of the public wishing to speak on item(s) on the agenda with a noticed Public Hearing hold their comments until the item(s) are presented for consideration. Speakers are encouraged to sign in. Anyone may request a copy of the City's policy on presentation of citizens from the city secretary. By law, no action may be taken during Presentations of Citizens.

Alex Meade, EVP / Economic Development & Public Finances of Texas Regional Bank spoke in favor of the selection of Texas Regional Bank related to Banking Services for the City of Dripping Springs.

The following citizens spoke in opposition of Wastewater activities near the Caliterra subdivision and expressed concerns regarding proper notification and construction; proximity to residential property related to health and safety; and, drainage and flooding of properties adjacent to construction and operation: Amy Moore, Matthew Hannan, David Vincent, John Lebas, Justin Sheltry, and Kevin Lawson.

Mayor Foulds, Jr. directed staff to facilitate communication with citizens regarding wastewater activities in the Caliterra Subdivision.

PRESENTATIONS

There were no presentations.

CONSENT AGENDA

The following items are anticipated to require little or no individualized discussion due to their nature being clerical, ministerial, mundane, or routine. In an effort to enhance the efficiency of City Council meetings, it is intended that these items will be acted upon by the City Council with a single motion because no public hearing or determination is necessary. However, a City Council Member or citizen may request separate deliberation for a specific item, in which event those items will be removed from the consent agenda prior to the City Council voting on the consent agenda as a collective, singular item. Prior to voting on the consent agenda, the City Council may add additional items that are listed elsewhere on the same agenda.

- 1. Approval of an ordinance amending the Emergency Management Commission Ordinance.** *Sponsor: Council Member Geoffrey Tahuahua*

Filed as Ordinance No. 2023-08

- 2. Approval of a Co-Sponsorship Agreement with Texas Hill Country Barrel Racing Association.** *Sponsor: Council Member Parks.*
- 3. Approval of a Co-Sponsorship Agreement with Dripping Springs Helping Hands regarding Banner Display for the Texas Market Guide Wildflower Spring Market.** *Sponsor: Council Member Sherrie Parks.*
- 4. Approval of a Co-Sponsorship Agreement with Dripping Springs Ag Boosters for the 2023 Rodeo.** *Sponsor: Council Member Sherrie Parks.*

A motion was made by Mayor Pro Tem Manassian to approve Consent Agenda Items 1 – 4. Council Member Tahuahua seconded the motion which carried unanimously 3 to 0.

BUSINESS AGENDA

5. **Public hearing and consideration of approval of a Sign Variance Request to exceed maximum square footage for window signs at HTeaO, located at 12680 W. Highway 290, Austin, Texas, 78737. Applicant: Christie Sanders**

a. **Applicant Presentation** – Applicant was not present.

b. **Staff Report** – Shane Pevehouse presented the staff report which is on file. Additional information regarding the application for sign variance request was provided at the dais and is on file. Staff recommends denial of the request.

c. **Public Hearing** – No one spoke during the Public Hearing.

d. **HTeaO Sign Variance** – A motion was made by Council Member Crow to deny approval of a Sign Variance Request to exceed maximum square footage for window signs at HTeaO, located at 12680 W. Highway 290, Austin, Texas, 78737. Mayor Pro Tem Manassian seconded the motion which carried 2 to 1, with Council Member Tahuahua opposed.

6. **Discuss and consider approval of a Resolution finding that the Founders Day Parade Scheduled to be held on Friday, April 28, 2023, in and near the City, serves a Valid and Legitimate Public Purpose, and Authorizing the City's Support of and Cooperation with the Event and adopting the Founders Day Festival Traffic and Security Plan. Sponsor: Council Member Sherrie Parks.**

Johnna Krantz presented the staff report which is on file. Staff recommends approval of the resolution.

A motion was made by Mayor Pro Tem Manassian to approve a Resolution finding that the Founders Day Parade Scheduled to be held on Friday, April 28, 2023, in and near the City, serves a Valid and Legitimate Public Purpose, and Authorizing the City's Support of and Cooperation with the Event and adopting the Founders Day Festival Traffic and Security Plan. Council Member Crow seconded the motion which carried unanimously 3 to 0.

Filed as Resolution No. 2023-R12

7. **Discuss and consider approval of a Founders Day Facility Use Agreement between the City of Dripping Springs, Dripping Springs Independent School District, and the Dripping Springs Lions Club during the 2023 Founders Day Festival. Sponsor: Council Member Sherrie Parks.**

Johnna Krantz presented the staff report which is on file. Staff recommends approval of the agreement.

A motion was made by Council Member Crow to approve a Founders Day Facility Use Agreement between the City of Dripping Springs, Dripping Springs Independent School District, and the Dripping Springs Lions Club during the 2023 Founders Day Festival. Mayor Pro Tem seconded the motion which carried unanimously 3 to 0.

8. **Discuss and consider approval of an Ordinance Amending Article 16.02 Parks and Recreation in the City Code of Ordinances.** *Sponsor: Council Member Sherrie Parks.*

Andy Binz presented the staff report which is on file. Staff and the Parks & Recreation Commission recommend approval of the amendment.

A motion was made by Council Member Tahuahua to approve an Ordinance Amending Article 16.02 Parks and Recreation in the City Code of Ordinances. Council Member Crow seconded the motion which carried unanimously 3 to 0.

Filed as Ordinance No. 2023-09

9. **Discuss and consider approval of an Ordinance Amending the Fee Schedule of the City of Dripping Springs as it relates to sidewalk fee-in-lieu.** *Sponsor: Mayor Foulds, Jr.*

Laura Mueller presented the staff report which is on file. Staff recommends approval of the amendment.

A motion was made by Council Member Tahuahua to approve an Ordinance Amending the Fee Schedule of the City of Dripping Springs as it relates to sidewalk fee-in-lieu. Mayor Pro Tem Manassian seconded the motion which carried unanimously 3 to 0.

Filed as Ordinance No. 2023-10

10. **Discuss and consider approval of a firm and authorize staff to negotiate an agreement for Banking Depository Services for the City of Dripping Springs following the Request for Proposals.** *Sponsor: Mayor Pro Tem Taline Manassian.*

Shawn Cox presented the staff report which is on file. Staff recommends the selection of Texas Regional Bank for city Banking Services.

A motion was made by Mayor Pro Tem Manassian to approve of the selection of Texas Regional Bank for Banking Depository Services for the City of Dripping Springs and to authorize staff to negotiate an agreement. Council Member Tahuahua seconded the motion which carried 2 to 1, with Council Member Crow opposed.

REPORTS

Reports of Staff, Boards, Commissions, Committees, Boards and Agencies. All reports are on file and available for review upon request. The City Council may provide staff direction; however, no action may be taken.

Reports are on file and available for review upon request.

11. **Report on Code Enforcement Litigation related to Site Development Permit.**

Laura Mueller, City Attorney

12. **Planning Department Report**

Tory Carpenter, Planning Director

A motion was made by Mayor Pro Tem Manassian to adjourn into Executive Session under Texas Government Code Sections 551.071, Consultation with City Attorney and 551.072, Deliberation regarding Real Property, and related to Executive Session Agenda Items 13 – 16. Council Member Crow seconded the motion which carried unanimously 3 to 0.

EXECUTIVE SESSION AGENDA

The City Council for the City of Dripping Springs has the right to adjourn into executive session at any time during the course of this meeting to discuss any matter as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.086 (Economic Development). The City Council for the City of Dripping Springs may act on any item listed in Executive Session in Open Session or move any item from Executive Session to Open Session for action.

- 13. Consultation with City Attorney and Deliberation of Real Property regarding property acquisition related to the South Regional Water Reclamation Project and East Interceptor.** *Consultation with Attorney, 551.071; Deliberation of Real Property, 551.072*
- 14. Consultation with Counsel related to litigation regarding the South Regional Water Reclamation Project, Wastewater Permits, Code Enforcement, and related items.** *Consultation with Attorney, 551.071*
- 15. Consultation with City Attorney and Deliberation related to Real Property related to legal and real estate issues on potential civic sites and Roger Hanks Parkway.** *Consultation with Attorney, 551.071; Deliberation Regarding Real Property, 551.072*
- 16. Consultation with City Attorney related to legal issues regarding the operation and maintenance of effluent holding facilities at Caliterra.** *Consultation with City Attorney, 551.071*

The City Council met in Executive Session from 6:42 – 7:46 p.m.

No vote or action was taken during Executive Session and Mayor Foulds, Jr. returned the meeting to Open Session at 7:46 p.m.

UPCOMING MEETINGS

City Council & Board of Adjustment Meetings

March 21, 2023, at 6:00 p.m. (CC)
 April 4, 2023, at 6:00 p.m. (CC & BOA)
 April 18, 2023, at 6:00 p.m. (CC)
 May 2, 2023, at 6:00 p.m. (CC & BOA)

Board, Commission & Committee Meetings

March 8, 2023, Utility Commission at 4:00 p.m.
 March 13, 2023, Founders Day Commission at 6:30 p.m.
 March 14, 2023, Planning & Zoning Commission at 6:00 p.m.
 March 20, 2023, TIRZ No. 1 & No. 2 Board at 4:00 p.m.

ADJOURN

A motion was made by Mayor Pro Tem Manassian to adjourn the meeting. Council Member Crow seconded the motion which carried unanimously 3 to 0.

This regular meeting adjourned at 7:46 p.m.

APPROVED ON: March 21, 2023

Bill Foulds, Jr., Mayor

ATTEST:

Andrea Cunningham, City Secretary



DRIPPING SPRINGS
Texas

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

From: Shawn Cox, Finance Director/City Treasurer 

Date: March 21, 2022

RE: February 2023 City Treasurer's Report

General Fund:

The General Fund received **\$823,360.97** in revenues for February. Year to date, 55.64% of FY 2023 revenues have been collected.

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

- 100-000-40001: Sales Tax – \$437,831.75 was received in Sales Tax, of which \$327,666.70 is considered City Revenues and not allocated to either the Wastewater Fund or through agreements. This represents an increase of 10.25% over February 2022 collections. Through February, the City has collected 49.96% of the \$3,800,000.00 budgeted for FY 2023.
- 100-200-43000: Site Development Fees – A total of \$69,256.68 was collected in Site Development Fees in February. For FY 2023, the City budgeted to collect \$400,000.00. Through February, \$447,948.83 (111.99%) has been collected.
- 100-201-43031: Building Code Fees - \$154,276.75 was collected in building permit fees in February. This represents a collection of 43.49% of the \$1,500,000.00 budgeted for FY 2023

General Fund expenditures are in line with the adopted budget. Through February, there has been \$3,583,084.25 (27.79%) in General Fund Expenditures. Some line items of note include:

- 100-107-67002: TML Workmen's Comp Insurance – TML recently completed in annual Workers Comp audit on the City. This year the audit resulted in an adjustment, which increased the City's annual contribution. While expected due to bringing on new divisions and employees, the full extent was not known at the time the budget was prepared. These additional costs are not expected to negatively impact the budget but will require a future budget amendment.

Utility Fund:

For February, **\$549,364.07** was collected in revenues from the Wastewater, Water & Operations divisions.

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

- 400-300-43018: Wastewater Service Fees – For February, \$264,134.32 was collected.
- 400-300-47009: Sales Tax – In February \$161,819.39 was transferred from the General Fund for Sales Tax allocations. This included \$74,253.04 for January's allocations and \$87,566.35 for February's.
- 400-301-43040: Water Base Rate – In February, \$10,657.50 was collected. This brings total collection to \$15,176.99 or \$7,376.99 more than the \$7,800.00 budgeted.



DRIPPING SPRINGS
Texas

- 400-310-41001: PEC Franchise Fee – February’s deposit of \$38,718.30 brings the total collection for FY 2023 to \$90,730.27 (69.79%).
- 400-310-41003: Cable Franchise Fee – February’s deposit of \$41,022.89 brings the total collection for FY 2023 to \$80,448.49 (61.88%)

Utility Fund expenditures are in line with the adopted budget.

Dripping Springs Ranch Park (DSRP):

DSRP received **\$53,211.84** in revenues for February.

DSRP revenues are in line with the adopted budget. Some line items of note include:

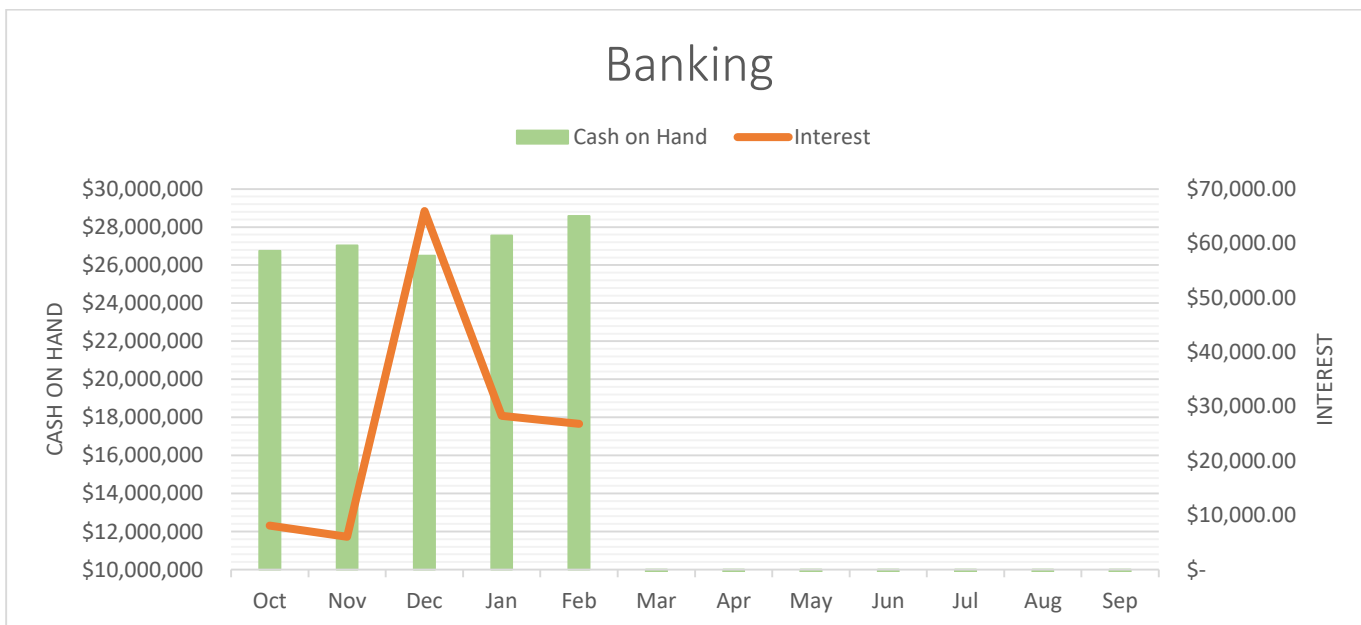
- 200-401-43012: Facility Rental Fees - \$10,501.49 was collected in rental fees for February.
- 200-401-46006: Merchandise Sales – In February, the DSRP sold \$4,394.00 worth of merchandise (primarily stall shavings). Through February, \$16,553.00 (78.58%) has been collected in sales.

DSRP expenditures are in line with the adopted budget. Some line items of note include:

- 200-401-64021: Merchandise - \$7,904.23 was spent to purchase additional merchandise in February. This brings the total spent from this line item to \$14,231.13, or \$3,731.13 over what was budgeted. These additional costs are covered by the revenues received from Merchandise Sales. This is not expected to negatively impact the budget and will be adjusted in a future budget amendment.

Banking:

On February 28th, the City’s cash balance was **\$28.58 Million**. This is a 3.7% increase from the previous month’s cash balances. A total of **\$26,786.75** was collected in interest revenues for the month of February.





DRIPPING SPRINGS
Texas

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 100 - General Fund							
Revenue							
Department: 000 - Undesignated							
100-000-40000	Ad Valorem Tax	2,559,204.88	2,559,204.88	0.00	1,489,308.00	-1,069,896.88	41.81 %
100-000-40001	Sales Tax Revenue	3,800,000.00	3,800,000.00	437,831.75	1,898,512.16	-1,901,487.84	50.04 %
100-000-40002	Mixed Beverage	75,000.00	75,000.00	12,830.66	41,663.03	-33,336.97	44.45 %
100-000-40006	Ad Valorem Tax Penalty/Interest	4,000.00	4,000.00	0.00	601.93	-3,398.07	84.95 %
100-000-41000	Solid Waste Franchise Fee	45,000.00	45,000.00	14,868.26	28,873.58	-16,126.42	35.84 %
100-000-42000	Alcohol Permit Fees	6,852.50	6,852.50	30.00	4,275.00	-2,577.50	37.61 %
100-000-46001	Other Revenues	40,000.00	40,000.00	16,061.99	549,528.38	509,528.38	1,373.82 %
100-000-46002	Interest	50,000.00	50,000.00	10,553.64	38,127.67	-11,872.33	23.74 %
100-000-46010	CARES Act	0.00	0.00	0.00	-119.17	-119.17	0.00 %
100-000-47001	Transfer from DSRP	10,400.00	10,400.00	0.00	0.00	-10,400.00	100.00 %
100-000-47005	Transfer from HOT Fund	2,404.33	2,404.33	0.00	0.00	-2,404.33	100.00 %
100-000-47010	Transfer from Wastewater Fund	4,066.66	4,066.66	0.00	0.00	-4,066.66	100.00 %
100-000-47013	Transfer From TIRZ	0.00	0.00	0.00	194,000.00	194,000.00	0.00 %
Department: 000 - Undesignated Total:		6,596,928.37	6,596,928.37	492,176.30	4,244,770.58	-2,352,157.79	35.66%
Department: 103 - Courts							
100-103-43028	Muni Court Fines/Special Fees	1,000.00	1,000.00	0.00	0.00	-1,000.00	100.00 %
Department: 103 - Courts Total:		1,000.00	1,000.00	0.00	0.00	-1,000.00	100.00%
Department: 200 - Planning & Development							
100-200-42001	Health Permits/Inspections	75,000.00	75,000.00	4,020.00	43,255.00	-31,745.00	42.33 %
100-200-43000	Site Development Fees	400,000.00	400,000.00	69,256.68	447,948.83	47,948.83	111.99 %
100-200-43002	Zoning Fees	65,000.00	65,000.00	14,755.00	24,190.00	-40,810.00	62.78 %
100-200-43030	Subdivision Fees	890,750.00	890,750.00	57,185.00	154,037.45	-736,712.55	82.71 %
Department: 200 - Planning & Development Total:		1,430,750.00	1,430,750.00	145,216.68	669,431.28	-761,318.72	53.21%
Department: 201 - Building							
100-201-42007	Sign Permits	0.00	0.00	1,880.00	9,535.00	9,535.00	0.00 %
100-201-43029	Fire Inspections	50,000.00	50,000.00	5,733.24	44,712.36	-5,287.64	10.58 %
100-201-43031	Building Code Fees	1,500,000.00	1,500,000.00	154,276.75	652,357.09	-847,642.91	56.51 %
Department: 201 - Building Total:		1,550,000.00	1,550,000.00	161,889.99	706,604.45	-843,395.55	54.41%
Department: 400 - Parks & Recreation							
100-400-44000	Sponsorships & Donations	5,000.00	5,000.00	0.00	4,840.00	-160.00	3.20 %
100-400-44001	Community Service Fees	1,800.00	1,800.00	0.00	400.00	-1,400.00	77.78 %
100-400-44002	Program & Event Fees	8,000.00	8,000.00	1,325.00	1,448.25	-6,551.75	81.90 %
100-400-44004	Park Rental Income	5,950.00	5,950.00	343.00	638.00	-5,312.00	89.28 %
100-400-47002	Transfer from Parkland Dedication	107,000.00	107,000.00	0.00	0.00	-107,000.00	100.00 %
100-400-47003	Transfer from Landscaping Fund	1,000.00	1,000.00	0.00	0.00	-1,000.00	100.00 %
100-400-47005	Transfer from HOT Fund	167,000.00	167,000.00	0.00	0.00	-167,000.00	100.00 %
100-400-47007	Transfer from General Fund	160,570.49	160,570.49	0.00	0.00	-160,570.49	100.00 %
Department: 400 - Parks & Recreation Total:		456,320.49	456,320.49	1,668.00	7,326.25	-448,994.24	98.39%
Department: 402 - Aquatics							
100-402-44003	Aquatic Fees	29,400.00	29,400.00	150.00	1,400.00	-28,000.00	95.24 %
100-402-44004	Park Rental Income	16,950.00	16,950.00	0.00	0.00	-16,950.00	100.00 %
Department: 402 - Aquatics Total:		46,350.00	46,350.00	150.00	1,400.00	-44,950.00	96.98%
Department: 404 - Founders Day							
100-404-45000	FD Craft/Business Booths	6,250.00	6,250.00	6,740.00	21,185.00	14,935.00	338.96 %
100-404-45001	FD Food Booths	1,100.00	1,100.00	0.00	0.00	-1,100.00	100.00 %
100-404-45002	FD BBQ Cooker Registration Fees	4,600.00	4,600.00	0.00	0.00	-4,600.00	100.00 %
100-404-45003	FD Carnival	10,000.00	10,000.00	0.00	0.00	-10,000.00	100.00 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100-404-45004	FD Parade Registration Fees	3,750.00	3,750.00	0.00	0.00	-3,750.00	100.00 %
100-404-45005	FD Sponsorships	82,500.00	82,500.00	15,500.00	21,500.00	-61,000.00	73.94 %
100-404-45006	FD Parking Fees	1,700.00	1,700.00	0.00	0.00	-1,700.00	100.00 %
100-404-45007	FD Electric Fees	3,000.00	3,000.00	20.00	20.00	-2,980.00	99.33 %
Department: 404 - Founders Day Total:		112,900.00	112,900.00	22,260.00	42,705.00	-70,195.00	62.17%
Revenue Total:		10,194,248.86	10,194,248.86	823,360.97	5,672,237.56	-4,522,011.30	44.36%
Expense							
Department: 000 - Undesignated							
100-000-60000	Salaries	2,624,223.34	2,624,223.34	0.00	0.00	2,624,223.34	100.00 %
100-000-61000	Health Insurance	278,376.89	278,376.89	37,051.82	164,150.22	114,226.67	41.03 %
100-000-61005	Federal Withholding	209,825.09	209,825.09	0.00	0.00	209,825.09	100.00 %
100-000-61006	TMRS	156,944.31	156,944.31	0.00	0.00	156,944.31	100.00 %
100-000-62009	Human Resources Consultant	15,000.00	15,000.00	0.00	4,906.25	10,093.75	67.29 %
100-000-63004	Dues, Fees & Subscriptions	41,337.95	41,337.95	2,507.23	4,238.68	37,099.27	89.75 %
100-000-63005	Training/Continuing Education	92,892.04	92,892.04	1,658.91	25,545.95	67,346.09	72.50 %
100-000-64000	Office Supplies	30,000.00	30,000.00	1,319.19	13,089.92	16,910.08	56.37 %
100-000-64004	Office Furniture and Equipment	6,000.00	6,000.00	4,599.99	4,626.79	1,373.21	22.89 %
100-000-66002	Postage & Shipping	3,200.00	3,200.00	522.65	1,506.62	1,693.38	52.92 %
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	0.00	5,000.00	100.00 %
100-000-70001	Mileage	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-000-70002	Contingencies/Emergency Fund	50,000.00	50,000.00	0.00	0.00	50,000.00	100.00 %
100-000-70003	Other Expenses	10,000.00	10,000.00	301.45	2,197.02	7,802.98	78.03 %
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	355,961.65	355,961.65	0.00	0.00	355,961.65	100.00 %
100-000-90005	Transfer to DSRP	275,884.04	275,884.04	0.00	0.00	275,884.04	100.00 %
100-000-90011	Transfer to Capital Improvements	300,000.00	300,000.00	0.00	0.00	300,000.00	100.00 %
100-000-90013	Transfer to Vehicle Replacement Fu	70,326.00	70,326.00	0.00	0.00	70,326.00	100.00 %
100-000-90015	Transfer to Farmers Marke	15,249.56	15,249.56	0.00	0.00	15,249.56	100.00 %
Department: 000 - Undesignated Total:		5,045,620.87	5,045,620.87	47,961.24	220,261.45	4,825,359.42	95.63%
Department: 100 - City Council/Boards & Commissions							
100-100-64003	Uniforms	1,500.00	1,500.00	0.00	0.00	1,500.00	100.00 %
100-100-69000	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 %
Department: 100 - City Council/Boards & Commissions Total:		18,500.00	18,500.00	0.00	0.00	18,500.00	100.00%
Department: 101 - City Administrators Office							
100-101-60000	Regular Employees	0.00	0.00	35,789.97	197,220.52	-197,220.52	0.00 %
100-101-60002	Overtime	0.00	0.00	39.44	84.55	-84.55	0.00 %
100-101-61000	Health Insurance	0.00	0.00	1,220.96	8,143.46	-8,143.46	0.00 %
100-101-61001	Dental Insurance	0.00	0.00	104.22	660.06	-660.06	0.00 %
100-101-61002	Medicare	0.00	0.00	482.97	2,658.21	-2,658.21	0.00 %
100-101-61003	Social Security	0.00	0.00	2,065.12	8,643.02	-8,643.02	0.00 %
100-101-61004	Unemployment	0.00	0.00	101.13	449.43	-449.43	0.00 %
100-101-61006	TMRS	0.00	0.00	2,171.24	11,753.88	-11,753.88	0.00 %
Department: 101 - City Administrators Office Total:		0.00	0.00	41,975.05	229,613.13	-229,613.13	0.00%
Department: 102 - City Secretary							
100-102-60000	Regular Employees	0.00	0.00	9,921.34	40,720.69	-40,720.69	0.00 %
100-102-60001	Part-time Employees	0.00	0.00	850.00	6,862.05	-6,862.05	0.00 %
100-102-60002	Overtime	0.00	0.00	303.18	303.18	-303.18	0.00 %
100-102-61000	Health Insurance	0.00	0.00	606.74	3,297.33	-3,297.33	0.00 %
100-102-61001	Dental Insurance	0.00	0.00	34.74	191.07	-191.07	0.00 %
100-102-61002	Medicare	0.00	0.00	159.43	688.03	-688.03	0.00 %
100-102-61003	Social Security	0.00	0.00	681.70	2,941.90	-2,941.90	0.00 %
100-102-61004	Unemployment	0.00	0.00	114.43	256.41	-256.41	0.00 %
100-102-61006	TMRS	0.00	0.00	619.59	2,448.45	-2,448.45	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	8,000.00	8,000.00	0.00	0.00	8,000.00	100.00 %

Budget Report

For Fiscal: FY 2022-2023 Period Ending: Item 5. 3

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100-102-66003	Public Notices	6,000.00	6,000.00	1,135.64	1,833.88	4,166.12	69.44 %
100-102-69003	Records Management	1,220.00	1,220.00	60.00	300.00	920.00	75.41 %
100-102-70001	Mileage	0.00	0.00	0.00	32.50	-32.50	0.00 %
Department: 102 - City Secretary Total:		23,220.00	23,220.00	14,486.79	59,875.49	-36,655.49	-157.86%
Department: 103 - Courts							
100-103-60001	Part-time Employees	0.00	0.00	210.00	2,818.14	-2,818.14	0.00 %
100-103-61002	Medicare	0.00	0.00	3.05	40.87	-40.87	0.00 %
100-103-61003	Social Security	0.00	0.00	13.02	174.72	-174.72	0.00 %
100-103-61004	Unemployment	0.00	0.00	3.36	45.11	-45.11	0.00 %
100-103-62003	Muni Court Attorney/ Judge	15,500.00	15,500.00	1,960.00	3,610.00	11,890.00	76.71 %
Department: 103 - Courts Total:		15,500.00	15,500.00	2,189.43	6,688.84	8,811.16	56.85%
Department: 104 - City Attorney							
100-104-60000	Regular Employees	0.00	0.00	12,269.23	67,415.37	-67,415.37	0.00 %
100-104-60001	Part-time Employees	0.00	0.00	105.00	105.00	-105.00	0.00 %
100-104-61000	Health Insurance	0.00	0.00	600.48	3,302.64	-3,302.64	0.00 %
100-104-61001	Dental Insurance	0.00	0.00	34.74	191.07	-191.07	0.00 %
100-104-61002	Medicare	0.00	0.00	171.10	933.26	-933.26	0.00 %
100-104-61003	Social Security	0.00	0.00	731.59	3,990.40	-3,990.40	0.00 %
100-104-61004	Unemployment	0.00	0.00	1.68	145.68	-145.68	0.00 %
100-104-61006	TMRS	0.00	0.00	743.52	4,016.77	-4,016.77	0.00 %
100-104-62003	Special Counsel and Consultants	55,800.00	55,800.00	3,928.47	8,934.51	46,865.49	83.99 %
100-104-69004	Government Affairs	60,000.00	60,000.00	15,000.00	20,000.00	40,000.00	66.67 %
Department: 104 - City Attorney Total:		115,800.00	115,800.00	33,585.81	109,034.70	6,765.30	5.84%
Department: 105 - Communications							
100-105-60000	Regular Employees	0.00	0.00	11,687.72	50,475.84	-50,475.84	0.00 %
100-105-61000	Health Insurance	0.00	0.00	627.60	3,410.88	-3,410.88	0.00 %
100-105-61001	Dental Insurance	0.00	0.00	34.74	191.07	-191.07	0.00 %
100-105-61002	Medicare	0.00	0.00	168.74	727.88	-727.88	0.00 %
100-105-61003	Social Security	0.00	0.00	721.48	3,112.17	-3,112.17	0.00 %
100-105-61004	Unemployment	0.00	0.00	67.75	227.08	-227.08	0.00 %
100-105-61006	TMRS	0.00	0.00	708.28	3,012.74	-3,012.74	0.00 %
100-105-66000	Website	6,625.00	6,625.00	0.00	0.00	6,625.00	100.00 %
100-105-66005	Public Relations	5,200.00	5,200.00	0.00	76.29	5,123.71	98.53 %
Department: 105 - Communications Total:		11,825.00	11,825.00	14,016.31	61,233.95	-49,408.95	-417.83%
Department: 106 - IT							
100-106-60000	Regular Employees	0.00	0.00	5,487.02	30,095.08	-30,095.08	0.00 %
100-106-61000	Health Insurance	0.00	0.00	608.68	3,057.26	-3,057.26	0.00 %
100-106-61001	Dental Insurance	0.00	0.00	34.74	173.70	-173.70	0.00 %
100-106-61002	Medicare	0.00	0.00	79.42	435.67	-435.67	0.00 %
100-106-61003	Social Security	0.00	0.00	339.60	1,862.92	-1,862.92	0.00 %
100-106-61004	Unemployment	0.00	0.00	56.21	144.01	-144.01	0.00 %
100-106-61006	TMRS	0.00	0.00	332.52	1,793.19	-1,793.19	0.00 %
100-106-64001	Office IT Equipment & Support	105,890.00	113,690.00	5,206.76	51,895.61	61,794.39	54.35 %
100-106-64002	Software	218,759.00	265,318.00	9,482.35	109,575.94	155,742.06	58.70 %
100-106-65000	Network/Phone	36,830.84	36,830.84	1,592.76	11,658.62	25,172.22	68.35 %
Department: 106 - IT Total:		361,479.84	415,838.84	23,220.06	210,692.00	205,146.84	49.33%
Department: 107 - Finance							
100-107-60000	Regular Employees	0.00	0.00	15,860.62	87,646.42	-87,646.42	0.00 %
100-107-60002	Overtime	0.00	0.00	39.64	92.83	-92.83	0.00 %
100-107-61000	Health Insurance	0.00	0.00	1,781.68	9,794.50	-9,794.50	0.00 %
100-107-61001	Dental Insurance	0.00	0.00	104.22	573.21	-573.21	0.00 %
100-107-61002	Medicare	0.00	0.00	204.12	1,126.82	-1,126.82	0.00 %
100-107-61003	Social Security	0.00	0.00	872.74	4,817.95	-4,817.95	0.00 %
100-107-61004	Unemployment	0.00	0.00	143.19	399.40	-399.40	0.00 %
100-107-61006	TMRS	0.00	0.00	963.55	5,227.46	-5,227.46	0.00 %
100-107-62001	Financial Services	35,000.00	35,000.00	0.00	0.00	35,000.00	100.00 %
100-107-64003	Uniforms	300.00	300.00	0.00	0.00	300.00	100.00 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100-107-67000	TML Liability Insurance	25,000.00	25,000.00	0.00	10,125.00	14,875.00	59.50 %
100-107-67001	TML Property Insurance	41,000.00	41,000.00	0.00	23,201.00	17,799.00	43.41 %
100-107-67002	TML Workmen's Comp Insurance	25,000.00	25,000.00	25,007.00	36,411.50	-11,411.50	-45.65 %
100-107-70001	Mileage	0.00	0.00	0.00	20.48	-20.48	0.00 %
100-107-90003	Transfer to Wastewater Utility Fund	760,000.00	760,000.00	161,819.39	379,702.43	380,297.57	50.04 %
100-107-90004	SPA & ECO D Transfers	218,880.00	218,880.00	16,890.69	66,513.42	152,366.58	69.61 %
Department: 107 - Finance Total:		1,105,180.00	1,105,180.00	223,686.84	625,652.42	479,527.58	43.39%
Department: 200 - Planning & Development							
100-200-60000	Regular Employees	0.00	0.00	12,035.19	90,084.10	-90,084.10	0.00 %
100-200-61000	Health Insurance	0.00	0.00	1,209.52	8,403.65	-8,403.65	0.00 %
100-200-61001	Dental Insurance	0.00	0.00	69.48	486.36	-486.36	0.00 %
100-200-61002	Medicare	0.00	0.00	166.75	1,263.20	-1,263.20	0.00 %
100-200-61003	Social Security	0.00	0.00	713.00	5,401.27	-5,401.27	0.00 %
100-200-61004	Unemployment	0.00	0.00	92.32	284.22	-284.22	0.00 %
100-200-61006	TMRS	0.00	0.00	729.33	5,358.27	-5,358.27	0.00 %
100-200-62002	Engineering & Surveying	70,000.00	70,000.00	0.00	0.00	70,000.00	100.00 %
100-200-62005	Health Inspector	50,000.00	50,000.00	7,931.45	35,709.84	14,290.16	28.58 %
100-200-62006	Architectural & Landscape Consulta	5,000.00	5,000.00	0.00	2,187.50	2,812.50	56.25 %
100-200-62007	Historic District Consultant	3,500.00	3,500.00	0.00	2,000.00	1,500.00	42.86 %
100-200-62010	Miscellaneous Consultant	250,000.00	250,000.00	0.00	53,490.93	196,509.07	78.60 %
100-200-64003	Uniforms	0.00	0.00	0.00	452.00	-452.00	0.00 %
100-200-70001	Mileage	0.00	0.00	0.00	55.35	-55.35	0.00 %
Department: 200 - Planning & Development Total:		378,500.00	378,500.00	22,947.04	205,176.69	173,323.31	45.79%
Department: 201 - Building							
100-201-60000	Regular Employees	0.00	0.00	26,435.61	118,199.27	-118,199.27	0.00 %
100-201-60002	Overtime	0.00	0.00	584.01	1,552.72	-1,552.72	0.00 %
100-201-61000	Health Insurance	0.00	0.00	3,547.50	14,160.22	-14,160.22	0.00 %
100-201-61001	Dental Insurance	0.00	0.00	208.44	829.42	-829.42	0.00 %
100-201-61002	Medicare	0.00	0.00	387.24	1,718.00	-1,718.00	0.00 %
100-201-61003	Social Security	0.00	0.00	1,655.87	7,346.18	-7,346.18	0.00 %
100-201-61004	Unemployment	0.00	0.00	368.58	912.11	-912.11	0.00 %
100-201-61006	TMRS	0.00	0.00	1,637.38	7,092.26	-7,092.26	0.00 %
100-201-62004	Bldg. Inspector	750,000.00	750,000.00	67,306.51	394,351.36	355,648.64	47.42 %
100-201-62008	Lighting Consultant	1,000.00	1,000.00	660.00	1,512.50	-512.50	-51.25 %
100-201-62014	FireInspector	40,000.00	40,000.00	22,977.41	22,977.41	17,022.59	42.56 %
100-201-64003	Uniforms	1,700.00	1,700.00	355.49	1,771.17	-71.17	-4.19 %
100-201-64008	Fuel	0.00	0.00	65.81	65.81	-65.81	0.00 %
100-201-70001	Mileage	0.00	0.00	62.88	218.56	-218.56	0.00 %
Department: 201 - Building Total:		792,700.00	792,700.00	126,252.73	572,706.99	219,993.01	27.75%
Department: 300 - Wastewater							
100-300-60000	Regular Employees	0.00	0.00	7,046.16	49,733.61	-49,733.61	0.00 %
100-300-60002	Overtime	0.00	0.00	0.00	381.23	-381.23	0.00 %
100-300-60003	On Call Pay	0.00	0.00	400.00	1,400.00	-1,400.00	0.00 %
100-300-61000	Health Insurance	0.00	0.00	598.66	4,575.45	-4,575.45	0.00 %
100-300-61001	Dental Insurance	0.00	0.00	34.74	264.89	-264.89	0.00 %
100-300-61002	Medicare	0.00	0.00	99.36	694.05	-694.05	0.00 %
100-300-61003	Social Security	0.00	0.00	424.84	2,967.68	-2,967.68	0.00 %
100-300-61004	Unemployment	0.00	0.00	24.86	144.00	-144.00	0.00 %
100-300-61006	TMRS	0.00	0.00	451.24	3,065.33	-3,065.33	0.00 %
100-300-64003	Uniforms	2,360.00	2,360.00	0.00	1,575.13	784.87	33.26 %
100-300-71001	Transportation Improvement Proje	1,096,332.00	1,096,332.00	28,000.00	158,212.00	938,120.00	85.57 %
Department: 300 - Wastewater Total:		1,098,692.00	1,098,692.00	37,079.86	223,013.37	875,678.63	79.70%
Department: 304 - Maintenance							
100-304-60000	Regular Employees	0.00	0.00	24,958.58	130,121.46	-130,121.46	0.00 %
100-304-60002	Overtime	0.00	0.00	1,189.33	3,587.45	-3,587.45	0.00 %
100-304-60003	On Call Pay	0.00	0.00	800.00	4,400.00	-4,400.00	0.00 %
100-304-61000	Health Insurance	0.00	0.00	3,550.88	17,769.67	-17,769.67	0.00 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100-304-61001	Dental Insurance	0.00	0.00	208.44	1,041.23	-1,041.23	0.00 %
100-304-61002	Medicare	0.00	0.00	381.99	1,954.09	-1,954.09	0.00 %
100-304-61003	Social Security	0.00	0.00	1,633.36	8,355.57	-8,355.57	0.00 %
100-304-61004	Unemployment	0.00	0.00	374.67	881.57	-881.57	0.00 %
100-304-61006	TMRS	0.00	0.00	1,633.03	8,232.49	-8,232.49	0.00 %
100-304-62305	Vandalism Repairs	0.00	0.00	0.00	-3,141.85	3,141.85	0.00 %
100-304-63000	Office Maintenance/Repairs	18,510.00	18,510.00	1,055.85	4,805.58	13,704.42	74.04 %
100-304-63001	Equipment Maintenance	5,500.00	5,500.00	0.00	37.98	5,462.02	99.31 %
100-304-63002	Fleet Maintenance	44,180.00	44,180.00	768.49	10,727.92	33,452.08	75.72 %
100-304-63008	Stephenson Building & Lawn Maint	6,000.00	6,000.00	0.00	78.70	5,921.30	98.69 %
100-304-63009	Street/ROW Maintenance	204,050.00	204,050.00	2,781.96	58,018.19	146,031.81	71.57 %
100-304-63018	Triangle/Veterans Park Maintenanc	0.00	0.00	0.00	247.42	-247.42	0.00 %
100-304-64003	Uniforms	12,320.00	12,320.00	0.00	1,529.99	10,790.01	87.58 %
100-304-64006	Fleet Acquisition	50,000.00	50,000.00	79.14	36,775.36	13,224.64	26.45 %
100-304-64009	Maintenance Equipment	97,500.00	97,500.00	0.00	308.45	97,191.55	99.68 %
100-304-64010	Maintenance Supplies	5,100.00	5,100.00	150.79	1,874.65	3,225.35	63.24 %
100-304-65001	Street Electricity	20,000.00	20,000.00	1,126.70	6,088.45	13,911.55	69.56 %
100-304-65002	City Streets Water	4,000.00	4,000.00	323.47	1,168.98	2,831.02	70.78 %
100-304-65003	Office Electricity	5,500.00	5,500.00	417.59	1,729.31	3,770.69	68.56 %
100-304-65004	Office Water	650.00	650.00	0.00	127.24	522.76	80.42 %
100-304-65005	Stephenson Bldg Electric	1,500.00	1,500.00	76.50	306.28	1,193.72	79.58 %
100-304-65006	Stephenson Water	500.00	500.00	35.41	141.18	358.82	71.76 %
100-304-65009	Triangle Electric	0.00	0.00	38.25	153.00	-153.00	0.00 %
100-304-69001	Lighting Compliance	2,000.00	2,000.00	0.00	240.00	1,760.00	88.00 %
100-304-69006	Stephenson Bldg Improvements	210,000.00	210,000.00	0.00	4,962.50	205,037.50	97.64 %
100-304-69010	Downtown Bathroom	200,000.00	200,000.00	0.00	0.00	200,000.00	100.00 %
100-304-69011	City Hall Planning	30,000.00	30,000.00	0.00	0.00	30,000.00	100.00 %
100-304-71002	Street Improvements	693,707.99	693,707.99	21,016.34	175,264.47	518,443.52	74.74 %
100-304-71003	City Hall Improvements	500,000.00	500,000.00	635.50	7,835.50	492,164.50	98.43 %
Department: 304 - Maintenance Total:		2,111,017.99	2,111,017.99	63,236.27	485,622.83	1,625,395.16	77.00%
Department: 400 - Parks & Recreation							
100-400-60000	Regular Employees	0.00	0.00	11,566.38	58,768.44	-58,768.44	0.00 %
100-400-60001	Part-time Employees	13,400.00	13,400.00	0.00	0.00	13,400.00	100.00 %
100-400-60005	Camp Staff	0.00	0.00	0.00	2,177.12	-2,177.12	0.00 %
100-400-61000	Health Insurance	0.00	0.00	610.86	1,451.87	-1,451.87	0.00 %
100-400-61001	Dental Insurance	0.00	0.00	34.74	76.80	-76.80	0.00 %
100-400-61002	Medicare	0.00	0.00	166.90	881.93	-881.93	0.00 %
100-400-61003	Social Security	0.00	0.00	713.60	3,770.85	-3,770.85	0.00 %
100-400-61004	Unemployment	0.00	0.00	78.06	277.17	-277.17	0.00 %
100-400-61006	TMRS	0.00	0.00	700.92	3,503.68	-3,503.68	0.00 %
100-400-62011	Park Consultant	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
100-400-63004	Dues, Fees & Subscriptions	1,464.50	1,464.50	259.56	459.56	1,004.94	68.62 %
100-400-63010	Sports & Rec Park Lawn Mainten	0.00	0.00	0.00	1,170.00	-1,170.00	0.00 %
100-400-63011	Founders Park Lawn Maintenance	0.00	0.00	0.00	1,520.00	-1,520.00	0.00 %
100-400-63012	Charro Ranch Landscaping	0.00	0.00	0.00	1,320.00	-1,320.00	0.00 %
100-400-63013	General Parks Maintenance	1,000.00	1,000.00	0.00	187.31	812.69	81.27 %
100-400-63015	Founders Park/Pool Maintenance	50,740.00	50,740.00	1,551.89	2,632.24	48,107.76	94.81 %
100-400-63016	Sports & Rec Park Maintenance	31,420.00	31,420.00	41.90	84.80	31,335.20	99.73 %
100-400-63017	Charro Ranch Park Maintenance	7,250.00	7,250.00	31.90	222.57	7,027.43	96.93 %
100-400-63018	Triangle/Veterans Park Maintenanc	700.00	700.00	0.00	0.00	700.00	100.00 %
100-400-63036	Skate Park Maintenance	500.00	500.00	0.00	0.00	500.00	100.00 %
100-400-63037	Rathgeber Maintenance	900.00	900.00	668.69	668.69	231.31	25.70 %
100-400-64005	Equipment Rental	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
100-400-64011	Park Supplies	8,550.00	8,550.00	0.00	1,586.94	6,963.06	81.44 %
100-400-64012	Charro Ranch Supplies	1,500.00	1,500.00	222.50	1,237.72	262.28	17.49 %
100-400-64013	Founders Park/Pool Supplies	0.00	0.00	0.00	59.99	-59.99	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	20,050.00	20,050.00	1,141.96	8,611.19	11,438.81	57.05 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100-400-65007	Portable Toilets	7,250.00	7,250.00	605.00	2,595.00	4,655.00	64.21 %
100-400-65009	Triangle Electric	500.00	500.00	0.00	0.00	500.00	100.00 %
100-400-65010	Triangle Water	1,000.00	1,000.00	35.18	140.72	859.28	85.93 %
100-400-65011	Sports & Rec Park Water	13,000.00	13,000.00	9,572.73	9,302.59	3,697.41	28.44 %
100-400-65012	Sports & Rec Park Electricity	2,500.00	2,500.00	139.63	415.97	2,084.03	83.36 %
100-400-65014	Founders Park/Pool Electricity	0.00	0.00	470.40	2,416.41	-2,416.41	0.00 %
100-400-66001	Advertising	11,250.00	11,250.00	674.66	674.66	10,575.34	94.00 %
100-400-66004	City Sponsored Events	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
100-400-70003	Other Expenses	11,500.00	11,500.00	0.00	10,896.70	603.30	5.25 %
100-400-70007	Sponsored Events	0.00	0.00	0.00	1,760.00	-1,760.00	0.00 %
100-400-71004	All Parks Improvements	6,500.00	6,500.00	292.24	2,408.24	4,091.76	62.95 %
100-400-71005	Founders Park/Pool Improvmts	187,048.36	187,048.36	0.00	39,340.35	147,708.01	78.97 %
100-400-71006	Sports & Rec Park Improvements	150,000.00	150,000.00	0.00	0.00	150,000.00	100.00 %
100-400-71007	Charro Ranch Improvements	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
100-400-71009	Triangle Improvements	17,000.00	17,000.00	0.00	0.00	17,000.00	100.00 %
100-400-71010	Rathgeber Improvements	110,000.00	110,000.00	0.00	0.00	110,000.00	100.00 %
100-400-71012	Skate Park Improvements	75,000.00	75,000.00	0.00	0.00	75,000.00	100.00 %
Department: 400 - Parks & Recreation Total:		747,422.86	747,422.86	29,579.70	160,619.51	586,803.35	78.51%
Department: 401 - DSRP							
100-401-60000	Regular Employees	485,020.13	485,020.13	30,477.06	176,866.00	308,154.13	63.53 %
100-401-60002	Overtime	0.00	0.00	797.85	1,561.41	-1,561.41	0.00 %
100-401-60003	On Call Pay	0.00	0.00	800.00	4,400.00	-4,400.00	0.00 %
100-401-61000	Health Insurance	73,071.07	73,071.07	3,553.80	20,029.17	53,041.90	72.59 %
100-401-61001	Dental Insurance	0.00	0.00	208.44	1,173.84	-1,173.84	0.00 %
100-401-61002	Medicare	0.00	0.00	446.42	2,545.50	-2,545.50	0.00 %
100-401-61003	Social Security	0.00	0.00	1,908.74	10,883.94	-10,883.94	0.00 %
100-401-61004	Unemployment	0.00	0.00	487.98	1,207.40	-1,207.40	0.00 %
100-401-61005	Federal Withholding	38,873.31	38,873.31	0.00	0.00	38,873.31	100.00 %
100-401-61006	TMRS	27,399.78	27,399.78	1,943.75	10,887.31	16,512.47	60.26 %
Department: 401 - DSRP Total:		624,364.29	624,364.29	40,624.04	229,554.57	394,809.72	63.23%
Department: 402 - Aquatics							
100-402-60000	Regular Employees	0.00	0.00	4,507.70	25,766.77	-25,766.77	0.00 %
100-402-60007	Aquatic Staff	77,043.15	77,043.15	0.00	0.00	77,043.15	100.00 %
100-402-61000	Health Insurance	0.00	0.00	591.54	3,252.05	-3,252.05	0.00 %
100-402-61001	Dental Insurance	0.00	0.00	34.74	191.07	-191.07	0.00 %
100-402-61002	Medicare	0.00	0.00	65.36	373.61	-373.61	0.00 %
100-402-61003	Social Security	0.00	0.00	279.48	1,597.55	-1,597.55	0.00 %
100-402-61004	Unemployment	0.00	0.00	71.88	144.00	-144.00	0.00 %
100-402-61006	TMRS	0.00	0.00	273.16	1,534.86	-1,534.86	0.00 %
100-402-63005	Training/Continuing Education	0.00	0.00	299.00	769.81	-769.81	0.00 %
100-402-63015	Founders Park/Pool Maintenance	16,000.00	16,000.00	6,348.73	6,738.73	9,261.27	57.88 %
100-402-64013	Pool Supplies	24,705.00	24,705.00	0.00	4,033.41	20,671.59	83.67 %
100-402-65000	Network/Phone	1,650.00	1,650.00	110.56	518.14	1,131.86	68.60 %
100-402-65013	FMP Pool/Pavilion Water	6,000.00	6,000.00	283.16	962.17	5,037.83	83.96 %
100-402-65014	FMP Pool/Pavilion Electric	7,250.00	7,250.00	0.00	0.00	7,250.00	100.00 %
100-402-65019	Propane/Natural Gas	20,000.00	20,000.00	0.00	0.00	20,000.00	100.00 %
100-402-71011	Founders Pool Improvements	1,500.00	1,500.00	0.00	0.00	1,500.00	100.00 %
Department: 402 - Aquatics Total:		154,148.15	154,148.15	12,865.31	45,882.17	108,265.98	70.24%
Department: 404 - Founders Day							
100-404-63019	FD Clean Up	5,500.00	5,500.00	0.00	0.00	5,500.00	100.00 %
100-404-63038	FD Transportation	4,500.00	4,500.00	0.00	0.00	4,500.00	100.00 %
100-404-64016	FD Event Supplies	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
100-404-64017	FD Event Tent, Table, & Chairs	4,000.00	4,000.00	0.00	0.00	4,000.00	100.00 %
100-404-64018	FD Barricades	19,000.00	19,000.00	0.00	0.00	19,000.00	100.00 %
100-404-65007	Portable Toilets	12,000.00	12,000.00	0.00	0.00	12,000.00	100.00 %
100-404-65016	FD Electricity	6,400.00	6,400.00	0.00	0.00	6,400.00	100.00 %
100-404-66008	FD Parade	650.00	650.00	0.00	0.00	650.00	100.00 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
100-404-66009	FD Publicity	9,500.00	9,500.00	82.68	1,605.78	7,894.22	83.10 %
100-404-66010	Events, Entertainment & Activities	22,500.00	22,500.00	0.00	0.00	22,500.00	100.00 %
100-404-66012	FD Sponsorship	6,000.00	6,000.00	0.00	0.00	6,000.00	100.00 %
100-404-68005	FD Security	32,500.00	32,500.00	0.00	0.00	32,500.00	100.00 %
100-404-68006	FD Health, Safety & Lighting	15,500.00	15,500.00	0.00	0.00	15,500.00	100.00 %
100-404-70002	FD Contingencies	3,438.01	3,438.01	0.00	0.00	3,438.01	100.00 %
Department: 404 - Founders Day Total:		146,488.01	146,488.01	82.68	1,605.78	144,882.23	98.90%
Department: 500 - Emergency Management							
100-500-60000	Regular Employees	0.00	0.00	5,676.92	31,384.63	-31,384.63	0.00 %
100-500-61000	Health Insurance	0.00	0.00	15.94	85.77	-85.77	0.00 %
100-500-61001	Dental Insurance	0.00	0.00	34.74	191.07	-191.07	0.00 %
100-500-61002	Medicare	0.00	0.00	82.32	455.10	-455.10	0.00 %
100-500-61003	Social Security	0.00	0.00	351.96	1,945.83	-1,945.83	0.00 %
100-500-61004	Unemployment	0.00	0.00	53.17	144.01	-144.01	0.00 %
100-500-61006	TMRS	0.00	0.00	344.02	1,869.91	-1,869.91	0.00 %
100-500-64000	Office Supplies	0.00	0.00	0.00	225.22	-225.22	0.00 %
100-500-64003	Uniforms	500.00	500.00	0.00	0.00	500.00	100.00 %
100-500-68000	Emergency Management Equip	45,690.00	45,690.00	19,389.87	48,679.86	-2,989.86	-6.54 %
100-500-68001	Emergency Fire & Safety	611.00	611.00	462.95	901.81	-290.81	-47.60 %
100-500-68002	Emergency Management PR	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
100-500-68003	Emergency Equipment Maint	11,702.00	11,702.00	0.00	2,520.15	9,181.85	78.46 %
100-500-70003	Other Expenses	30,000.00	30,000.00	0.00	12,492.00	17,508.00	58.36 %
100-500-70015	Winter Storm Mara	0.00	0.00	34,955.00	34,955.00	-34,955.00	0.00 %
Department: 500 - Emergency Management Total:		90,503.00	90,503.00	61,366.89	135,850.36	-45,347.36	-50.11%
Expense Total:		12,840,962.01	12,895,321.01	795,156.05	3,583,084.25	9,312,236.76	72.21%
Fund: 100 - General Fund Surplus (Deficit):		-2,646,713.15	-2,701,072.15	28,204.92	2,089,153.31	4,790,225.46	177.35%
Fund: 200 - Dripping Springs Ranch Park							
Revenue							
Department: 401 - DSRP							
200-401-42008	Riding Permit Fees	9,500.00	9,500.00	1,160.00	6,800.00	-2,700.00	28.42 %
200-401-43010	Stall Rental Fees	37,200.00	37,200.00	2,845.00	20,017.00	-17,183.00	46.19 %
200-401-43011	RV Site Rental Fees	19,000.00	19,000.00	4,035.00	8,480.00	-10,520.00	55.37 %
200-401-43012	Facility Rental Fees	113,500.00	113,500.00	10,501.49	54,962.74	-58,537.26	51.57 %
200-401-43013	Equipment Rental Fees	6,000.00	6,000.00	-2,365.00	1,425.00	-4,575.00	76.25 %
200-401-43014	Staff & Miscellaneous Fees	4,000.00	4,000.00	296.02	2,461.02	-1,538.98	38.47 %
200-401-43015	Cleaning Fees	25,000.00	25,000.00	2,648.43	11,098.43	-13,901.57	55.61 %
200-401-44000	Sponsorships & Donations	52,275.00	52,275.00	6.00	25.00	-52,250.00	99.95 %
200-401-44002	Program & Event Fees	0.00	0.00	0.00	90.00	90.00	0.00 %
200-401-44005	Coyote Camp	137,100.00	137,100.00	0.00	0.00	-137,100.00	100.00 %
200-401-44006	Riding Series	82,000.00	82,000.00	0.00	12,074.59	-69,925.41	85.27 %
200-401-44007	Miscellaneous Events	2,000.00	2,000.00	2,905.00	24,062.00	22,062.00	1,203.10 %
200-401-44008	Program Fees	15,100.00	15,100.00	0.00	0.00	-15,100.00	100.00 %
200-401-46001	Other Revenues	500.00	500.00	600.01	-1,181.24	-1,681.24	336.25 %
200-401-46002	Interest	600.00	600.00	202.00	1,405.99	805.99	234.33 %
200-401-46006	Merchandise Sales	21,065.20	21,065.20	4,394.00	16,553.00	-4,512.20	21.42 %
200-401-47004	Transfer from Ag Facility Fund	47,495.00	47,495.00	0.00	0.00	-47,495.00	100.00 %
200-401-47005	Transfer from HOT Fund	395,000.00	395,000.00	0.00	0.00	-395,000.00	100.00 %
200-401-47007	Transfer from General Fund	275,884.04	275,884.04	0.00	0.00	-275,884.04	100.00 %
Department: 401 - DSRP Total:		1,243,219.24	1,243,219.24	27,227.95	158,273.53	-1,084,945.71	87.27%
Revenue Total:		1,243,219.24	1,243,219.24	27,227.95	158,273.53	-1,084,945.71	87.27%
Expense							
Department: 400 - Parks & Recreation							
200-400-63035	Ranch House Maintenance	10,000.00	10,000.00	360.00	1,440.00	8,560.00	85.60 %
200-400-64024	Ranch House Supplies	1,000.00	1,000.00	0.00	162.80	837.20	83.72 %
200-400-64025	Ranch House Equipment	0.00	0.00	0.00	255.00	-255.00	0.00 %
Department: 400 - Parks & Recreation Total:		11,000.00	11,000.00	360.00	1,857.80	9,142.20	83.11%

	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Department: 401 - DSRP						
200-401-60003	On Call Pay	10,400.00	10,400.00	0.00	0.00	10,400.00 100.00 %
200-401-60005	Camp Staff	108,246.48	108,246.48	0.00	0.00	108,246.48 100.00 %
200-401-63000	Building/Office Maintenance	0.00	0.00	3,400.33	7,550.47	-7,550.47 0.00 %
200-401-63001	Equipment Maintenance	25,000.00	25,000.00	2,147.83	7,082.10	17,917.90 71.67 %
200-401-63002	Fleet Maintenance	5,500.00	5,500.00	55.00	55.00	5,445.00 99.00 %
200-401-63003	Lawn Maintenance	0.00	0.00	0.00	2,560.00	-2,560.00 0.00 %
200-401-63004	Dues, Fees & Subscriptions	5,127.50	5,127.50	74.00	2,567.40	2,560.10 49.93 %
200-401-63005	Training/Continuing Education	9,500.00	9,500.00	0.00	375.20	9,124.80 96.05 %
200-401-63023	General Maintenance	206,490.00	206,490.00	20,821.22	43,727.64	162,762.36 78.82 %
200-401-63024	Stall Cleaning & Repair	4,000.00	4,000.00	0.00	0.00	4,000.00 100.00 %
200-401-63028	Lift Station Maintenance	12,000.00	12,000.00	0.00	6,528.52	5,471.48 45.60 %
200-401-64000	Office Supplies	10,000.00	10,000.00	124.86	572.74	9,427.26 94.27 %
200-401-64001	IT Equipment	0.00	0.00	0.00	1,519.93	-1,519.93 0.00 %
200-401-64003	Uniforms	0.00	0.00	0.00	195.00	-195.00 0.00 %
200-401-64004	Office Furniture and Equipment	0.00	0.00	0.00	359.88	-359.88 0.00 %
200-401-64005	Equipment Rental	2,000.00	2,000.00	0.00	259.45	1,740.55 87.03 %
200-401-64007	Fleet Supplies	0.00	0.00	0.00	506.37	-506.37 0.00 %
200-401-64011	Park Supplies	25,500.00	25,500.00	0.00	0.00	25,500.00 100.00 %
200-401-64015	Park Program & Event Supplies	0.00	0.00	0.00	98.00	-98.00 0.00 %
200-401-64020	Building Supplies	0.00	0.00	0.00	687.15	-687.15 0.00 %
200-401-64021	Merchandise	10,500.00	10,500.00	7,904.23	14,231.13	-3,731.13 -35.53 %
200-401-64023	Equipment	267,250.00	267,250.00	0.00	26,725.01	240,524.99 90.00 %
200-401-64026	Sponsorship Expenses	2,100.00	2,100.00	0.00	0.00	2,100.00 100.00 %
200-401-64027	Coyote Camp	16,000.00	16,000.00	0.00	356.97	15,643.03 97.77 %
200-401-64028	Riding Series	32,000.00	32,000.00	4,254.22	15,188.63	16,811.37 52.54 %
200-401-64029	Miscellaneous Events	700.00	700.00	0.00	14,281.64	-13,581.64 -1,940.23 %
200-401-64030	Programing	8,000.00	8,000.00	0.00	0.00	8,000.00 100.00 %
200-401-65000	Network/Phone	11,316.40	11,316.40	688.60	3,146.64	8,169.76 72.19 %
200-401-65004	Office Water	7,000.00	7,000.00	0.00	0.00	7,000.00 100.00 %
200-401-65005	Water	0.00	0.00	855.76	2,985.34	-2,985.34 0.00 %
200-401-65007	Portable Toilets	2,500.00	2,500.00	160.00	395.00	2,105.00 84.20 %
200-401-65008	Alarm	6,660.00	6,660.00	0.00	0.00	6,660.00 100.00 %
200-401-65017	Electricity	60,000.00	60,000.00	2,789.98	19,610.91	40,389.09 67.32 %
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	549.81	571.76	1,928.24 77.13 %
200-401-65020	On Call Phone	501.60	501.60	0.00	0.00	501.60 100.00 %
200-401-66001	Advertising	17,750.00	17,750.00	0.00	34.94	17,715.06 99.80 %
200-401-70001	Mileage	500.00	500.00	0.00	0.00	500.00 100.00 %
200-401-70002	Contingencies/Emergency Fund	50,000.00	50,000.00	0.00	0.00	50,000.00 100.00 %
200-401-70003	Other Expenses	20,000.00	20,000.00	0.00	-257.63	20,257.63 101.29 %
200-401-70004	Hays County Livestock Board Agree	13,200.00	13,200.00	0.00	0.00	13,200.00 100.00 %
200-401-70007	Sponsored Events	7,900.00	7,900.00	0.00	208.22	7,691.78 97.36 %
200-401-70013	DSRP Sales Tax	0.00	0.00	0.00	1,171.89	-1,171.89 0.00 %
200-401-71008	DSRP Improvements	345,000.00	345,000.00	9,026.00	9,026.00	335,974.00 97.38 %
200-401-90013	Transfer to Vehicle Replacement Fu	29,595.00	29,595.00	0.00	0.00	29,595.00 100.00 %
Department: 401 - DSRP Total:		1,335,486.98	1,335,486.98	52,851.84	182,321.30	1,153,165.68 86.35%
Expense Total:		1,346,486.98	1,346,486.98	53,211.84	184,179.10	1,162,307.88 86.32%
Fund: 200 - Dripping Springs Ranch Park Surplus (Deficit):		-103,267.74	-103,267.74	-25,983.89	-25,905.57	77,362.17 74.91%
Fund: 400 - Utilities						
Revenue						
Department: 000 - Undesignated						
400-000-46001	Other Revenues	0.00	0.00	-14,868.26	0.00	0.00 0.00 %
Department: 000 - Undesignated Total:		0.00	0.00	-14,868.26	0.00	0.00 0.00%
Department: 300 - Wastewater						
400-300-41002	ROW Fees	0.00	0.00	0.00	33.53	33.53 0.00 %
400-300-41004	Texas Gas Franchise Fees	0.00	0.00	0.00	4,893.82	4,893.82 0.00 %

	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
400-300-43018	1,285,365.12	1,285,365.12	264,134.32	641,650.05	-643,715.07	50.08 %
400-300-43020	9,600.00	9,600.00	3,309.95	8,614.97	-985.03	10.26 %
400-300-43021	5,000.00	5,000.00	0.00	15,000.00	10,000.00	300.00 %
400-300-43023	9,000.00	9,000.00	0.00	0.00	-9,000.00	100.00 %
400-300-43024	150,000.00	150,000.00	30,585.67	77,895.49	-72,104.51	48.07 %
400-300-46001	95,000.00	95,000.00	0.00	0.00	-95,000.00	100.00 %
400-300-46002	0.00	0.00	0.00	5,675.11	5,675.11	0.00 %
400-300-47008	4,420,000.00	4,420,000.00	0.00	0.00	-4,420,000.00	100.00 %
400-300-47009	760,000.00	760,000.00	161,819.39	379,702.43	-380,297.57	50.04 %
Department: 300 - Wastewater Total:	6,733,965.12	6,733,965.12	459,849.33	1,133,465.40	-5,600,499.72	83.17%
Department: 301 - Water						
400-301-43038	0.00	0.00	50.00	1,275.00	1,275.00	0.00 %
400-301-43040	7,800.00	7,800.00	10,657.50	15,176.99	7,376.99	194.58 %
400-301-43041	150,000.00	150,000.00	5,572.09	55,497.92	-94,502.08	63.00 %
400-301-43043	0.00	0.00	412.00	412.00	412.00	0.00 %
400-301-46001	0.00	0.00	964.29	3,714.40	3,714.40	0.00 %
Department: 301 - Water Total:	157,800.00	157,800.00	17,655.88	76,076.31	-81,723.69	51.79%
Department: 310 - Utility Operations						
400-310-41001	130,000.00	130,000.00	38,718.30	90,730.27	-39,269.73	30.21 %
400-310-41002	6,000.00	6,000.00	1,191.43	2,356.62	-3,643.38	60.72 %
400-310-41003	130,000.00	130,000.00	41,022.89	80,448.49	-49,551.51	38.12 %
400-310-41004	3,000.00	3,000.00	0.00	0.00	-3,000.00	100.00 %
400-310-46002	0.00	0.00	5,794.50	28,903.30	28,903.30	0.00 %
400-310-47007	50,000.00	50,000.00	0.00	0.00	-50,000.00	100.00 %
Department: 310 - Utility Operations Total:	319,000.00	319,000.00	86,727.12	202,438.68	-116,561.32	36.54%
Revenue Total:	7,210,765.12	7,210,765.12	549,364.07	1,411,980.39	-5,798,784.73	80.42%
Expense						
Department: 300 - Wastewater						
400-300-60000	0.00	0.00	3,520.00	60,534.29	-60,534.29	0.00 %
400-300-60002	0.00	0.00	382.14	5,412.75	-5,412.75	0.00 %
400-300-60003	0.00	0.00	0.00	2,600.00	-2,600.00	0.00 %
400-300-61000	0.00	0.00	588.76	9,170.86	-9,170.86	0.00 %
400-300-61001	0.00	0.00	34.74	539.44	-539.44	0.00 %
400-300-61002	0.00	0.00	56.44	992.05	-992.05	0.00 %
400-300-61003	0.00	0.00	241.34	4,241.88	-4,241.88	0.00 %
400-300-61004	0.00	0.00	62.44	214.65	-214.65	0.00 %
400-300-61006	0.00	0.00	236.47	4,069.47	-4,069.47	0.00 %
400-300-62002	625,000.00	625,000.00	0.00	15,931.33	609,068.67	97.45 %
400-300-62019	7,500.00	7,500.00	0.00	6,486.35	1,013.65	13.52 %
400-300-62020	34,250.00	34,250.00	0.00	5,187.25	29,062.75	84.85 %
400-300-63002	0.00	0.00	0.00	129.32	-129.32	0.00 %
400-300-63004	0.00	0.00	290.00	290.00	-290.00	0.00 %
400-300-63005	0.00	0.00	0.00	1,205.40	-1,205.40	0.00 %
400-300-63025	119,407.00	119,407.00	0.00	54,200.99	65,206.01	54.61 %
400-300-63026	99,500.00	99,500.00	11,385.96	39,241.31	60,258.69	60.56 %
400-300-63027	106,860.00	106,860.00	48,500.00	68,952.09	37,907.91	35.47 %
400-300-63028	74,270.00	74,270.00	1,979.00	26,242.74	48,027.26	64.67 %
400-300-63029	64,116.00	64,116.00	532.06	1,817.55	62,298.45	97.17 %
400-300-63030	44,900.00	44,900.00	0.00	699.63	44,200.37	98.44 %
400-300-63031	178,100.00	178,100.00	9,522.86	49,144.62	128,955.38	72.41 %
400-300-63033	9,000.00	9,000.00	1,578.00	5,523.00	3,477.00	38.63 %
400-300-63034	4,250.00	4,250.00	0.00	47.45	4,202.55	98.88 %
400-300-64001	0.00	0.00	0.00	549.00	-549.00	0.00 %
400-300-64003	0.00	0.00	0.00	1,334.90	-1,334.90	0.00 %
400-300-64010	27,400.00	27,400.00	143.85	3,211.51	24,188.49	88.28 %
400-300-64022	16,440.00	16,440.00	927.47	4,080.87	12,359.13	75.18 %
400-300-65000	12,330.00	12,330.00	431.67	4,764.12	7,565.88	61.36 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
400-300-65017	Electric	109,600.00	109,600.00	5,821.77	32,184.65	77,415.35	70.63 %
400-300-70001	Mileage	0.00	0.00	0.00	166.88	-166.88	0.00 %
400-300-70003	Other Expenses	52,000.00	52,000.00	31,490.84	39,990.31	12,009.69	23.10 %
400-300-71000	Capital Projects	2,000,000.00	2,000,000.00	0.00	0.00	2,000,000.00	100.00 %
400-300-72001	TWDB - Capital Projects	5,050,000.00	5,050,000.00	0.00	0.00	5,050,000.00	100.00 %
400-300-72002	TWDB - Engineering and Design	895,000.00	895,000.00	0.00	63,777.70	831,222.30	92.87 %
400-300-72003	TWDB - Special Counsel and Consul	0.00	0.00	0.00	2,454.76	-2,454.76	0.00 %
400-300-72004	TWDB - Misc.	175,000.00	175,000.00	0.00	2,200.00	172,800.00	98.74 %
400-300-90006	Transfer to General Fund	4,066.66	4,066.66	0.00	0.00	4,066.66	100.00 %
400-300-90013	Transfer to Vehicle Replacement Fu	29,911.00	29,911.00	0.00	0.00	29,911.00	100.00 %
Department: 300 - Wastewater Total:		9,738,900.66	9,738,900.66	117,725.81	517,589.12	9,221,311.54	94.69%
Department: 301 - Water							
400-301-62020	Lab Testing	25,000.00	25,000.00	1,587.00	2,087.00	22,913.00	91.65 %
400-301-63026	Routine Operations	25,000.00	25,000.00	0.00	0.00	25,000.00	100.00 %
400-301-63027	Operations Non Routine	20,000.00	20,000.00	590.49	590.49	19,409.51	97.05 %
400-301-63032	Water Line Maintenance & Repair	20,000.00	20,000.00	0.00	0.00	20,000.00	100.00 %
400-301-64010	Supplies	50,000.00	50,000.00	60.57	16,060.49	33,939.51	67.88 %
Department: 301 - Water Total:		140,000.00	140,000.00	2,238.06	18,737.98	121,262.02	86.62%
Department: 310 - Utility Operations							
400-310-60000	Regular Employees	398,740.00	398,740.00	13,349.05	20,942.24	377,797.76	94.75 %
400-310-60002	Overtime	0.00	0.00	1,113.34	1,122.58	-1,122.58	0.00 %
400-310-60003	On Call Pay	10,400.00	10,400.00	441.06	441.06	9,958.94	95.76 %
400-310-61000	Health Insurance	56,988.71	56,988.71	1,199.36	2,103.10	54,885.61	96.31 %
400-310-61001	Dental Insurance	0.00	0.00	69.48	121.59	-121.59	0.00 %
400-310-61002	Medicare	0.00	0.00	215.29	324.51	-324.51	0.00 %
400-310-61004	Unemployment	0.00	0.00	217.46	303.75	-303.75	0.00 %
400-310-61005	Federal Withholding	33,063.21	33,063.21	0.00	0.00	33,063.21	100.00 %
400-310-61006	TMRS	24,650.69	24,650.69	903.15	1,358.23	23,292.46	94.49 %
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	250,000.00	250,000.00	0.00	3,271.22	246,728.78	98.69 %
400-310-63001	Equipment Maintenance	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
400-310-63002	Fleet Maintenance	10,000.00	10,000.00	0.00	0.00	10,000.00	100.00 %
400-310-63005	Training/Continuing Education	9,254.00	9,254.00	-470.00	1,417.45	7,836.55	84.68 %
400-310-63034	Utility Operations	69,000.00	69,000.00	0.00	4,784.96	64,215.04	93.07 %
400-310-64001	IT Equipment & Support	5,640.00	5,640.00	0.00	0.00	5,640.00	100.00 %
400-310-64002	Software	37,267.00	37,267.00	870.16	870.16	36,396.84	97.67 %
400-310-64003	Uniforms	5,000.00	5,000.00	638.15	638.15	4,361.85	87.24 %
400-310-64006	Fleet Acquisition	45,000.00	45,000.00	0.00	33,411.51	11,588.49	25.75 %
400-310-64008	Fuel	15,000.00	15,000.00	52.30	52.30	14,947.70	99.65 %
400-310-64023	Equipment	50,000.00	50,000.00	0.00	22,566.85	27,433.15	54.87 %
Department: 310 - Utility Operations Total:		1,040,003.61	1,040,003.61	18,598.80	93,729.66	946,273.95	90.99%
Expense Total:		10,918,904.27	10,918,904.27	138,562.67	630,056.76	10,288,847.51	94.23%
Fund: 400 - Utilities Surplus (Deficit):		-3,708,139.15	-3,708,139.15	410,801.40	781,923.63	4,490,062.78	121.09%
Report Surplus (Deficit):		-6,458,120.04	-6,512,479.04	413,022.43	2,845,171.37	9,357,650.41	143.69%

Group Summary

Department	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 100 - General Fund						
Revenue						
000 - Undesignated	6,596,928.37	6,596,928.37	492,176.30	4,244,770.58	-2,352,157.79	35.66%
103 - Courts	1,000.00	1,000.00	0.00	0.00	-1,000.00	100.00%
200 - Planning & Development	1,430,750.00	1,430,750.00	145,216.68	669,431.28	-761,318.72	53.21%
201 - Building	1,550,000.00	1,550,000.00	161,889.99	706,604.45	-843,395.55	54.41%
400 - Parks & Recreation	456,320.49	456,320.49	1,668.00	7,326.25	-448,994.24	98.39%
402 - Aquatics	46,350.00	46,350.00	150.00	1,400.00	-44,950.00	96.98%
404 - Founders Day	112,900.00	112,900.00	22,260.00	42,705.00	-70,195.00	62.17%
Revenue Total:	10,194,248.86	10,194,248.86	823,360.97	5,672,237.56	-4,522,011.30	44.36%
Expense						
000 - Undesignated	5,045,620.87	5,045,620.87	47,961.24	220,261.45	4,825,359.42	95.63%
100 - City Council/Boards & Commissions	18,500.00	18,500.00	0.00	0.00	18,500.00	100.00%
101 - City Administrators Office	0.00	0.00	41,975.05	229,613.13	-229,613.13	0.00%
102 - City Secretary	23,220.00	23,220.00	14,486.79	59,875.49	-36,655.49	-157.86%
103 - Courts	15,500.00	15,500.00	2,189.43	6,688.84	8,811.16	56.85%
104 - City Attorney	115,800.00	115,800.00	33,585.81	109,034.70	6,765.30	5.84%
105 - Communications	11,825.00	11,825.00	14,016.31	61,233.95	-49,408.95	-417.83%
106 - IT	361,479.84	415,838.84	23,220.06	210,692.00	205,146.84	49.33%
107 - Finance	1,105,180.00	1,105,180.00	223,686.84	625,652.42	479,527.58	43.39%
200 - Planning & Development	378,500.00	378,500.00	22,947.04	205,176.69	173,323.31	45.79%
201 - Building	792,700.00	792,700.00	126,252.73	572,706.99	219,993.01	27.75%
300 - Wastewater	1,098,692.00	1,098,692.00	37,079.86	223,013.37	875,678.63	79.70%
304 - Maintenance	2,111,017.99	2,111,017.99	63,236.27	485,622.83	1,625,395.16	77.00%
400 - Parks & Recreation	747,422.86	747,422.86	29,579.70	160,619.51	586,803.35	78.51%
401 - DSRP	624,364.29	624,364.29	40,624.04	229,554.57	394,809.72	63.23%
402 - Aquatics	154,148.15	154,148.15	12,865.31	45,882.17	108,265.98	70.24%
404 - Founders Day	146,488.01	146,488.01	82.68	1,605.78	144,882.23	98.90%
500 - Emergency Management	90,503.00	90,503.00	61,366.89	135,850.36	-45,347.36	-50.11%
Expense Total:	12,840,962.01	12,895,321.01	795,156.05	3,583,084.25	9,312,236.76	72.21%
Fund: 100 - General Fund Surplus (Deficit):	-2,646,713.15	-2,701,072.15	28,204.92	2,089,153.31	4,790,225.46	177.35%
Fund: 200 - Dripping Springs Ranch Park						
Revenue						
401 - DSRP	1,243,219.24	1,243,219.24	27,227.95	158,273.53	-1,084,945.71	87.27%
Revenue Total:	1,243,219.24	1,243,219.24	27,227.95	158,273.53	-1,084,945.71	87.27%
Expense						
400 - Parks & Recreation	11,000.00	11,000.00	360.00	1,857.80	9,142.20	83.11%
401 - DSRP	1,335,486.98	1,335,486.98	52,851.84	182,321.30	1,153,165.68	86.35%
Expense Total:	1,346,486.98	1,346,486.98	53,211.84	184,179.10	1,162,307.88	86.32%
Fund: 200 - Dripping Springs Ranch Park Surplus (Deficit):	-103,267.74	-103,267.74	-25,983.89	-25,905.57	77,362.17	74.91%
Fund: 400 - Utilities						
Revenue						
000 - Undesignated	0.00	0.00	-14,868.26	0.00	0.00	0.00%
300 - Wastewater	6,733,965.12	6,733,965.12	459,849.33	1,133,465.40	-5,600,499.72	83.17%
301 - Water	157,800.00	157,800.00	17,655.88	76,076.31	-81,723.69	51.79%
310 - Utility Operations	319,000.00	319,000.00	86,727.12	202,438.68	-116,561.32	36.54%
Revenue Total:	7,210,765.12	7,210,765.12	549,364.07	1,411,980.39	-5,798,784.73	80.42%
Expense						
300 - Wastewater	9,738,900.66	9,738,900.66	117,725.81	517,589.12	9,221,311.54	94.69%
301 - Water	140,000.00	140,000.00	2,238.06	18,737.98	121,262.02	86.62%
310 - Utility Operations	1,040,003.61	1,040,003.61	18,598.80	93,729.66	946,273.95	90.99%

Budget Report

For Fiscal: FY 2022-2023 Period Ending: Item 5. 3

Department	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Expense Total:	10,918,904.27	10,918,904.27	138,562.67	630,056.76	10,288,847.51	94.23%
Fund: 400 - Utilities Surplus (Deficit):	-3,708,139.15	-3,708,139.15	410,801.40	781,923.63	4,490,062.78	121.09%
Report Surplus (Deficit):	-6,458,120.04	-6,512,479.04	413,022.43	2,845,171.37	9,357,650.41	143.69%

Fund Summary

Fund	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)
100 - General Fund	-2,646,713.15	-2,701,072.15	28,204.92	2,089,153.31	4,790,225.46
200 - Dripping Springs Ranch Park	-103,267.74	-103,267.74	-25,983.89	-25,905.57	77,362.17
400 - Utilities	-3,708,139.15	-3,708,139.15	410,801.40	781,923.63	4,490,062.78
Report Surplus (Deficit):	-6,458,120.04	-6,512,479.04	413,022.43	2,845,171.37	9,357,650.41

Development Solutions Carter

Carter Tract Traffic Impact Analysis

Project Number: 1260.001.000

December 2017



4801 Southwest Parkway, Parkway 2, Suite 150, Austin, Texas 78735
T 512 328 5771 E email@klotz.com W www.rpsgroup.com | www.klotz.com

December 8, 2017

Mr. Greg Rich
Development Solutions Carter, LLC
12222 Merit Drive, Suite 1020
Dallas, Texas 75251

RE: Carter Tract Traffic Impact Analysis
RPS Klotz Associates Project No. 1260.001.000

Dear Mr. Rich,

RPS Klotz Associates is pleased to present this report of our Traffic Impact Analysis for the proposed Carter Tract Residential Development located in the northwest corner of the intersection of RM 12 and RM 150 in the City of Dripping Springs, Hays County, Texas. This report documents the methodology, data collection, field investigation, and necessary analysis to determine the impact on adjacent roadways and intersections due to the proposed development.

If you have any questions concerning this study, please contact me at your convenience. Thank you for the opportunity to work with you on this important project.

Sincerely,

A handwritten signature in cursive script that reads "Elizabeth Shelton".

Elizabeth Shelton, PE
Project Manager
RPS Klotz Associates
Texas P.E. Firm Registration No. F-929

Attachment

Development Solutions Carter

Carter Tract Traffic Impact Analysis

Project Number: 1260.001.000

Texas P.E. Firm Registration No. F-929



Elizabeth Shelton
12/08/2017

Executive Summary

This report presents a summary of findings for a Traffic Impact Analysis (TIA) performed by RPS Klotz Associates for the Carter Tract in the City of Dripping Springs, Hays County, Texas. The proposed development is located in the northwest corner of the intersection of RM 12 and RM 150, east of Mt. Gainor Road within the City of Dripping Springs and its extraterritorial jurisdiction in Hays County, Texas. The Carter Tract is proposed to have a total of 240 residential lots with a scheduled completion year of 2021. Carter Tract is anticipated to have ingress/egress to Mt. Gainor Road and Caliterra Parkway.

Within the study area prior to Carter Tract's opening year, the Caliterra development is anticipated to be complete in year 2021. As part of this development, Caliterra Parkway has been constructed. Caliterra Parkway is a two-lane approach which intersects RM 12 from the west, approximately 1,000 feet north of the intersection of RM 12 and RM 150. A private driveway forms the westbound approach of the intersection of RM 12 and Caliterra Parkway. At the intersection of Caliterra Parkway and RM 12, the previously completed Caliterra TIA recommended a northbound left turn lane, a southbound right turn lane, and a traffic signal. The northbound left-turn lane and the southbound right-turn lane at RM 12 and Caliterra Parkway have been constructed.

The TIA involved the following six components: 1) site investigation and data collection, 2) trip generation, 3) trip distribution, 4) trip assignment, 5) traffic operational analysis, and 6) roadway capacity analysis. A traffic analysis model, Synchro, was utilized to determine various Measures of Effectiveness (MoE's), such as Delay and Level Of Service (LOS), for the existing and proposed conditions.

The results of the 2021 Build Condition intersection capacity analysis indicate a need for mitigation at the intersections of US 290 at RM 12 and RM 150 at RM 12. At the intersection of US 290 at RM 12, all approaches will be widened to create dual left turn lanes. The northbound and southbound approaches currently have a left only, shared left/thru lane, and shared thru/right lane. These approaches will be widened to become two left turn lanes, a dedicated thru lane, and a dedicated right turn lane. In addition, a right turn lane from westbound on US 290 to northbound on RM 12 will be added.

At the intersection of RM 150 at RM 12, installation of a traffic signal is recommended. The Carter Tract development is responsible for a pro-rata shared amount of \$47,195.60 for the recommended improvement. Also, the Carter Tract and Caliterra developments are 100% responsible for the proposed

traffic signal at the intersection of RM 12 at Caliterra Parkway and for the connector between the two developments.

It is planned for Mt. Gainor Road to be widened to two, twelve foot lanes with a three foot shoulder. The Carter Tract development is anticipated to produce 4.8% of the Mt. Gainor Road daily traffic once the development is in-place. The cost of these improvements is anticipated to be \$2,055,000 and the Carter Tract development's pro-rate share amount is \$98,640.

A roadway capacity analysis was completed for three roadway segments in the study area. The segments are Mt. Gainor Road north of the proposed Carter Tract Driveway, Creek Road / CR 190 over Onion Creek, and the proposed roadway between the Carter Tract and Caliterra developments. The results of the roadway capacity analysis indicate that no operational issues are anticipated due to the build-out of the Carter Tract as all roadway segments are anticipated to operate at LOS C or better.

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1 Study Purpose and Objective

This report presents a summary of findings of the traffic impact analysis (TIA) performed by RPS Klotz Associates for the proposed Carter Tract Residential Development (Carter Tract) located in the northwest corner of the intersection of RM 12 and RM 150, east of Mt. Gainor Road within the City of Dripping Springs and its extraterritorial jurisdiction in Hays County, Texas. The site location map for the study area is shown in Appendix A – Exhibit 1. A study area map is shown in Appendix A – Exhibit 2 and the proposed site plan is shown in Appendix A – Exhibit 3. The existing intersection lane configurations (year 2016) are shown in Appendix A – Exhibit 4.

The scope of this study included the following:

- Site investigation and data collection,
- Estimating the number of trips to be generated by the proposed development,
- Distribution of the Carter Tract’s new trips to the proposed opening year 2021,
- Evaluating the intersections within the study area using *Synchro, Version 8 (1)* software for the anticipated opening year 2021,
- Evaluating the roadway capacity of Mt. Gainor Road / CR 220 north of the Carter Tract driveway, Creek Road / CR 190 on the bridge over Onion Creek, and the proposed roadway between the Carter Tract development and the Caliterra Development, and
- Recommendations on roadway or intersection improvements, if any, to mitigate significant impacts caused by the proposed development.

The opening year is 2021 and it is assumed full build-out and occupancy of the Carter Tract development. Analysis was completed for the year 2016 Existing Conditions and opening year 2021. Information regarding the proposed site layout was obtained from Development Solutions Carter, LLC.

2 Methodology

This study primarily consists of the major components listed below.

- Data Collection: AM (7:00 am to 9 am) and PM (4:00 pm to 6:00 pm) peak hour turning movement counts (TMCs) were performed and automatic traffic recorders (ATRs) were used to collect traffic volumes for a 24-hour period.

- Trip Generation: An estimate of new trips generated by the proposed development was determined using the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 9th Edition (2)*.
- Trip Distribution: The origin and destination of project-related trips were determined by evaluating existing traffic patterns on roadways within the study area and as defined in the scope as provided by the City of Dripping Springs.
- Trip Assignment: New trips were assigned to the roadway network for opening year 2021.
- Analysis: An operational analysis of the surrounding roadway network was completed for the 2016 Existing Condition, 2021 No Build Condition, and 2021 Build Condition. The focus of this analysis was to examine potential traffic impacts related to the development of the proposed sites and recommend improvements to mitigate any significant impacts.
- Roadway Capacity Analysis: An operational analysis of three roadway segments was completed for Mt. Gainor Road / CR 220 north of the Carter Tract driveway, Creek Road / CR 190 on the bridge over Onion Creek, and the proposed roadway between the Carter Tract development and the Caliterra Development.

3 Existing Roadway Conditions

A field investigation was completed to examine existing roadway conditions that included roadway geometry, signage, striping, traffic control and general geometric considerations for the study area.

RM 12, within the study area, is a north-south two lane roadway with minimal shoulders and a v-ditch for drainage. The lane widths vary between 10 and 12 feet in both directions. A southbound left turn lane is present at its intersection with RM 150 and in the northbound and southbound direction a right and left turn lane is present at its intersection with US 290. The posted speed limit along RM 12 is 45 mph near US 290 and 50 mph near RM 150.

US 290, within the study area, is an east-west five lane roadway with a two-way left turn lane (TWLTL) and curb and gutter. The lanes are 12 to 13 feet wide including the TWLTL. US 290 is signalized at its intersection with RM 12. There will be an installation of a traffic signal on US 290 at its intersection with Roger Hanks Parkway and will be included in the 2021 No Build and Build Conditions. The posted speed limit is 45 mph.

RM 150, within the study area, is an east-west two-lane roadway with minimal shoulders and a v-ditch for drainage. RM 150 intersects RM 12 from the east, directly across from a driveway accessing a cemetery. The lanes are 10 feet in both directions. At its intersection with RM 12, RM 150 creates a T-intersection with a right and left turn lane onto RM 12. The posted speed limit along RM 150 is 55 mph.

Caliterra Parkway, within the study area, is an east-west 35 foot roadway with minimal shoulders and curb and gutter for drainage. Caliterra Parkway intersects RM 12 from the west, across from a private driveway. At its intersection with RM 12, it widens to become a four lane roadway separated by a 16 foot median. There is a northbound left-turn lane and a southbound right-turn lane for vehicles on RM 12 turning onto Caliterra Parkway. The posted speed limit along Caliterra Parkway is 30 mph.

Roger Hanks Parkway, within the study area, is a north-south two lane roadway with minimal shoulders and a v-ditch for drainage. At its intersection with US 290, it becomes a four lane roadway with a dedicated right and left turn. The lane widths are 12 feet and the northbound right turn is channelized at its intersection with Creek Road / CR 190. The posted speed limit along Roger Hanks Parkway is 35 mph.

Mt. Gainor Road, within the study area, is a north-south two lane roadway with minimal shoulders and a v-ditch for drainage. The lane widths are 10 feet and the posted speed limit is 40 mph.

Creek Road / CR 190, within the study area, is an east-west two-lane roadway with minimal shoulders and a v-ditch for drainage. The lanes are 11 feet wide in both directions and the posted speed limit is 35 mph. Onion Creek runs under Creek Road / CR 190 west of its intersection with Roger Hanks Parkway and has a bridge for approximately 250 feet to cross the creek. TxDOT will be expanding the Onion Creek Bridge to two 11 feet wide lanes with 5 feet shoulders on each side as part of TxDOT project 091433064.

4 Proposed Conditions

The subject of this study is the proposed Carter Tract to be constructed in the northwest corner of the intersection of RM 12 and RM 150, east of Mt. Gainor Road. The site is currently undeveloped. The Carter Tract is proposed to have a total of 240 residential lots and will a scheduled completion year of 2021. Carter Tract is anticipated to have ingress/egress to Mt. Gainor Road and Caliterra Parkway via a connector road. Roadway design plans are under development for the roadway connecting the Carter

Tract and Caliterra developments. This connection will be financed/constructed by the developer and negotiations are ongoing with the land owner of the property between the developments.

5 Background Conditions

Within the study area prior to Carter Tract's opening year, the Caliterra development has begun construction. The Caliterra development will primarily consist of approximately 600 single family homes and 200 apartments constructed on previously vacant land. Per the *ITE Trip Generation Manual*, 534 trips will be generated in the AM peak hour and 646 in the PM peak hour. As part of this development, Caliterra Parkway will be constructed. Caliterra Parkway will be located at approximately 1,000 feet north of the intersection of RM 12 and RM 150.

The Caliterra Parkway at RM 12 intersection is a four legged intersection with a private driveway as the westbound approach. At this intersection, the Caliterra TIA recommended a northbound left turn lane, a southbound right turn lane, and a traffic signal. The northbound left-turn lane and the southbound right-turn lane at RM 12 and Caliterra Parkway have been constructed. The Caliterra Parkway approach has a dedicated left and right turn lane. This intersection configuration was used for the purposes of this study.

6 Data Collection

The traffic data utilized in this report was obtained from three sources. One source is data collected as part of this study on September 22, 2016. These locations include TMCs for the AM and PM peak periods at the intersection of RM 12 at Caliterra Parkway, Roger Hanks Parkway at Creek Road / CR 190, and US 290 at Creek Road / CR 190. In addition, 24-hour bi-directional traffic counts were collected on Creek Road / CR 190 near the Onion Creek Bridge using ATRs.

Also utilized was data previously collected in year 2015. These locations included TMCs for the AM and PM peak periods at the signalized intersection of US 290 at RM 12 and the unsignalized intersection of RM 12 at RM 150. Also collected were 24-hour Bi-directional counts on Mt. Gainor Road.

The third source is the City of Dripping Springs. TMCs for the AM and PM peak periods were provided for the unsignalized intersection of Roger Hanks Parkway at US 290. This data was also collected in year 2015.

The intersection of Caliterra Parkway at RM 12 was collected to determine the extent to which the Caliterra development is complete. The traffic volumes indicate that minimal completion of the development has occurred and therefore no adjustments were made to the Caliterra development’s trip generation. For the purposes of this report, the observed traffic volume utilizing Caliterra Parkway was considered as background traffic.

All TMCs and bi-directional counts are shown in Appendix B. For the purposes of this report, the exhibits and analysis only utilized 2016 traffic volumes. If year 2016 data was not available, a growth rate of 10% was applied to the year 2015 traffic volumes to develop year 2016 traffic volumes. Appendix A – Exhibits 5 and 6 show the 2016 Existing Conditions traffic volumes for the AM and PM peak hours, respectively.

7 Trip Generation

Based on the proposed land use, project-generated trips were estimated utilizing the data from the *ITE Trip Generation Handbook, 9th Edition*. The proposed land use for this project most closely relates to “single-family detached housing” (Land Use Code 210).

Pass-by trips are trips made as an intermediate stop on the way from an origin to a primary destination that is attracted from traffic passing on an adjacent street. This phenomenon is highest for retail/shopping areas and is unlikely to occur at a residential development. It was assumed that none of the peak hour trips to the Carter Tract development will be of a pass-by nature. Internal capture is used to account for vehicles that visit two or more different land uses during the same trip. Internal capture rates reflect those trips already in the vicinity of the study area due to existing development and represent vehicles visiting multiple businesses/establishments during the same trip. Based on engineering judgment, internal capture was not considered as part of this study. The results of the trip generation are shown in Table 1.

Table 1: Trip Generation

Time Period	Entering	Exiting	Total
Weekday	1,153	1,152	2,305
Weekday, AM Peak Hour of the Adjacent Street	44	130	174
Weekday, PM Peak Hour of the Adjacent Street	143	84	227

8 Trip Distribution

Existing traffic data and the trip distribution provided by the City of Dripping Springs was used to determine the origins and destinations of site-related trips for the future conditions in year 2021. Table 2 presents a summary of the trip origins and destinations.

The trip distribution shown below was utilized to develop the Carter Tract and Caliterra development’s trip distribution. In the 2021 No Build Condition, connectivity to the west was not assumed for the Caliterra development. Appendix A – Exhibit 7 illustrates a detailed summary of the study area trip distribution for the Caliterra development in the 2021 No Build Condition. Appendix A – Exhibits 8 and 9 illustrates a detailed summary of the study area Build Condition trip distribution for the Caliterra development and Carter Tract in the AM and PM peak hours, respectively. The Build Condition trip distribution assumes connectivity between the Carter Tract and Caliterra development.

Table 2: Trip Distribution

Origin			Destination		
From	AM ¹	PM ²	To	AM ¹	PM ²
East on US 290	50%	50%	East on US 290	50%	50%
West on US 290	15%	15%	West on US 290	15%	15%
North on RM 12	15%	15%	North on RM 12	15%	15%
South on RM 12	10%	10%	South on RM 12	10%	10%
East on RM 150	10%	10%	East on RM 150	10%	10%
Total	100%	100%	Total	100%	100%

1. AM refers to the AM peak hour of the adjacent street.
2. PM refers to the PM peak hour of the adjacent street.

9 Trip Assignment

Trips were assigned to the roadway network in accordance with the trip distribution patterns previously discussed. Trips to and from the Carter Tract and Caliterra Developments were assigned to each study area roadway, existing and proposed driveways, and all study intersections. Appendix A – Exhibits 10 and 11 illustrates a detailed summary of the study area trip assignment traffic volumes for the Caliterra development in the 2021 No Build Condition for the AM and PM peak hours, respectively.

A 2021 No Build traffic network was developed by applying a growth rate of 10 percent per year until 2020 and 5 percent per year until 2021 to the year 2016 traffic volumes in order to estimate future year 2021 traffic volumes. The Caliterra development's No Build Condition trip assignment traffic volumes were added to the observed traffic volumes to develop the 2021 No Build Condition traffic volumes. Appendix A – Exhibits 12 and 13 shows the 2021 No Build Condition AM and PM peak hour traffic volumes, respectively.

Appendix A – Exhibits 14 and 15 shows the 2021 Build Condition's AM and PM peak hour trip assignment for the Caliterra development in the AM and PM peak hours, respectively. Appendix A - Exhibits 16 and 17 show the 2021 Build Condition's AM and PM peak hour trip assignment traffic volumes for the Carter Tract, respectively.

A 2021 Build traffic network was developed by applying a growth rate of 10 percent per year until 2020 and 5 percent per year until 2021 to the year 2016 traffic volumes in order to estimate future year 2021 traffic volumes. The Caliterra development's trip assignment traffic volumes were added to the existing traffic volumes to develop the 2021 Build Condition traffic volumes.

To determine the opening year 2021 Build Condition peak hour traffic volumes, full build-out of the proposed Carter Tract was assumed. The trips generated by the Carter Tract were added to the observed 2021 No Build traffic volumes along with the Caliterra build conditions traffic volumes to determine the 2021 Build Condition. A conservative analysis scenario of 75% of the Carter Tract trips were assumed to utilize Mt. Gainor Road. Appendix A – Exhibits 18 and 19 show the AM and PM peak hour 2021 Build Condition, respectively.

10 Analysis and Results

The background traffic volumes were appropriately adjusted to include added vehicle trips and/or growth factors. A detailed operational analysis using techniques outlined in the *Highway Capacity Manual 2010 (HCM 2010)* (3) was conducted for the AM and PM peak hours of the 2016 Existing Conditions, 2021 No Build Condition, and 2021 Build Conditions. For purposes of traffic operational analyses, geometric conditions within the study area were input into the traffic model, *Synchro*. A detailed operational analysis was undertaken to evaluate each intersection's peak-hour capacity and LOS. All of the various scenarios, including existing, background, and proposed conditions for this study area were analyzed.

Measures of Effectiveness (MoE's) such as intersection delay and LOS associated with this delay were utilized to evaluate existing and proposed conditions. The intersection delay is the average control delay for the signalized intersection and is calculated by taking a volumes-weighted average of all the delays. LOS refers to the operational conditions within a traffic stream and their perception by motorists in terms of delay, freedom to maneuver, traffic interruptions, comfort, convenience and safety. There are six LOS capacity conditions for each roadway facility. These are designated from "A" to "F," with "A" representing a free-flow optimal condition and "F" representing a congested forced flow condition. The general criteria associated with each LOS reported for unsignalized and signalized intersections are presented in Table 3.

LOS at unsignalized intersections is determined by the average total delay experienced by a vehicle on each intersection approach. The LOS breakpoints for stop-controlled intersections are different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. In addition, a number of driver behavior considerations combine to make delays at signalized intersections less arduous than delays at unsignalized intersections. Also, there is often much more variability in the amount of delay experienced by individual drivers at an unsignalized intersection versus that at signalized intersections. Hence, it is considered that the control delay threshold for any given LOS would be less for an unsignalized intersection than it would be for a signalized intersection. An unsignalized intersection which operates at a poor LOS can be improved through either signalization, geometric improvements to the intersection, or a combination of both.

Table 3: Definitions of Level Of Service (LOS) Criteria

Level Of Service	Delay Range for Unsignalized Intersections (sec/veh)	Delay Range for Signalized Intersections (sec/veh)	Description
A	≤10	≤10	Very low delays, nearly free traffic flow
B	>10 and ≤15	>10 and ≤20	Good traffic flow, more vehicles stop than LOS A
C	>15 and ≤25	>20 and ≤35	Stable traffic flow, significant number of vehicles stop
D	>25 and ≤35	>35 and ≤55	Noticeable traffic congestion, longer delays and queue lengths
E	>35 and ≤50	>55 and ≤80	Unstable traffic flow, significant congestion, traffic near roadway capacity
F	>50	>80	Unacceptable delay, extremely unstable flow, heavy congestion, traffic exceeds capacity

For LOS on two lane highways, the speed and delay due to passing restrictions are important to motorist. The LOS for two lane highway determined by the percent time spent following (PTSF). The general criteria associated with each LOS reported for two lane highways are presented in Table 4.

Table 4: Two Lane Highways - Definitions of Level Of Service (LOS) Criteria

Level Of Service	Percent Time Spent Following (%)
A	≤40
B	>40 - 55
C	>55 - 70
D	>70 - 85
E	>85
F	Demand flow exceeds capacity of the segment

The LOS for the Arterial Level Of Service analysis is defined as travel speed as a percentage of Base Free-Flow Speed. The general criteria associated with each LOS reported for the Arterial Level Of Service are presented in Table 5.

Table 5: Arterial - Definitions of Level Of Service (LOS) Criteria

Level Of Service	Travel Speed as a Percentage of Base Free-Flow Speed (%)
A	<85
B	>67 - 85
C	>50 - 67
D	>40 - 50
E	>30 - 40
F	≥ 30

Year 2016 AM and PM Peak Hour Results

Table 6 presents the delay and LOS results for the 2016 Existing Condition at each study intersection for the AM and PM Peak Hour. Detailed Synchro output of the 2016 Existing Condition is included in Appendix C. TxDOT signal timing sheets for the intersection of US 290 and RM 12 were used in the synchro analysis for all conditions and are included in Appendix E.

Examining the AM and PM peak hour results for the 2016 Existing Condition with regard to operational issues indicates that the intersection of US 290 at RM 12 operates at LOS D during both the AM and PM peak hours. All other study area intersections operate at LOS A. The stop controlled approaches at unsignalized intersections operate at LOS C or better with the exception of Roger Hanks Parkway. The stop controlled approach on Roger Hanks Parkway is operating at LOS D.

Table 6: Analysis Results for 2016 Existing Condition

Intersection	Traffic Control Type	2016 Existing Condition			
		AM Peak Hour ²		PM Peak Hour ³	
		MoE ¹	LOS	MoE ¹	LOS
US 290 at RM 12 (overall)	Signal	46.5	D	53.6	D
Eastbound		38.5	D	55.0	E
Westbound		43.8	D	39.7	D
Northbound		59.5	E	59.2	E
Southbound		52.4	D	71.0	E
RM 12 at Caliterra Parkway (overall)	Stop	0.3	A	0.4	A
Eastbound		12.9	B	14.4	B
RM 12 at RM 150	Stop	4.3	B	4.3	B
Westbound		13.8	B	13.1	B
US 290 at Roger Hanks Parkway (overall)	Stop	0.8	A	0.7	A
Northbound		25.3	D	25.1	D
US 290 at Creek Road / CR 190 (overall)	Stop	0.5	A	0.8	A
Northbound		17.4	C	16.5	C
Roger Hanks Parkway at Creek Road / CR 190 (overall)	Stop	3.6	A	4.0	A
Westbound		9.3	A	9.1	A

1. MoE is seconds delay per vehicle.
2. AM refers to the AM peak hour of the adjacent street.
3. PM refers to the PM peak hour of the adjacent street.

Year 2021 AM Peak Hour Results

For analyzing future year 2021 No Build Condition, a growth rate of 10 percent per year until 2020 and 5 percent per year until 2021 was applied to the year 2016 traffic volumes. To determine the year 2021 Build Condition peak hour traffic conditions, full build-out of the proposed Carter Tract was assumed. Traffic generated by the two developments were added to the 2021 No Build peak hour traffic volumes and distributed throughout the study area. The site generated traffic was with 75 percent of the site traffic accessing from the west and 25 percent accessing from the Caliterra development for a more conservative analysis scenario. Table 7 presents the delay and LOS results for the 2021 No Build and 2021 Build Conditions AM peak hour at each study intersection. Detailed Synchro outputs of the AM Peak Hour for 2021 No Build and 2021 Build Conditions are included in Appendix C.

The results of the 2021 No Build Condition for the AM peak hour indicate all study intersections will operate at the acceptable LOS C or higher with the exception of the intersections of US 290 at RM 12 and US 290 at Roger Hanks Parkway. These intersections are anticipated to operate at LOS F and LOS E, respectively, a poor LOS. In both the No Build and Build Conditions, the stop controlled approach of US 290 at Creek Road / CR 190 is operating at LOS E.

Table 7: Analysis Results for 2021 No Build and Build Conditions AM Peak Hour

Intersection	Traffic Control Type	No Build		Build	
		AM Peak Hour ²		AM Peak Hour ²	
		MoE ¹	LOS	MoE ¹	LOS
US 290 at RM 12 (overall)	Signal	285.7	F	290.6	F
Eastbound		295.3	F	309.4	F
Westbound		290.1	F	298.2	F
Northbound		367.2	F	358.1	F
Southbound		125.4	F	127.8	F
RM 12 at Caliterra Parkway (overall)	Signal	32.0	C	25.6	C
Eastbound		97.6	F	51.2	D
Northbound		17.7	B	22.5	C
Southbound		11.3	B	13.0	B
RM 12 at RM 150 (overall)	Stop	9.4	A	9.7	A
Westbound		34.6	D	36.1	E
US 290 at Roger Hanks Parkway (overall)	Signal	65.4	E	73.0	E
Eastbound		110.0	F	120.5	F
Westbound		10.4	B	16.7	B
Northbound		36.1	D	38.4	D
US 290 at Creek Road / CR 190	Stop	1.1	A	1.5	A
Northbound		41.1	E	48.7	E
Roger Hanks Parkway at Creek Road / CR 190 (overall)	Stop	3.8	A	2.7	A
Westbound		9.9	A	11.5	B
Carter Tract Driveway (overall)	Stop	-	-	5.8	A
Westbound		-	-	8.9	A

1. MoE is seconds delay per vehicle.
2. AM refers to the AM peak hour of the adjacent street.

Year 2021 PM Peak Hour Results

Table 8 presents the delay and LOS results for the 2021 No Build and 2021 Build Conditions during the PM peak hour at each study intersection. Detailed Synchro output of the PM Peak Hour for 2021 No Build and 2021 Build Conditions are included in Appendix C.

Table 8: Analysis Results for 2021 No Build and Build Conditions PM Peak Hour

Intersection	Traffic Control Type	No Build		Build	
		PM Peak Hour ²		PM Peak Hour ²	
		MoE ¹	LOS	MoE ¹	LOS
US 290 at RM 12 (overall)	Signal	256.7	F	280.7	F
Eastbound		265.8	F	267.4	F
Westbound		225.6	F	325.1	F
Northbound		267.4	F	181.0	F
Southbound		281.6	F	321.7	F
RM 12 at Caliterra Parkway (overall)	Signal	49.0	D	36.9	D
Eastbound		99.1	F	43.3	D
Northbound		11.2	B	11.9	B
Southbound		53.8	D	50.6	D
RM 12 at RM 150 (overall)	Stop	12.1	B	13.4	B
Westbound		53.7	F	56.3	F
US 290 at Roger Hanks Parkway (overall)	Signal	101.4	F	115.2	F
Eastbound		161.8	F	191.8	F
Westbound		41.8	D	41.0	D
Northbound		32.8	C	34.2	C
US 290 at Creek Road / CR 190	Stop	1.9	A	2.4	A
Northbound		40.2	E	49.3	E
Roger Hanks Parkway at Creek Road / CR 190 (overall)	Stop	4.2	A	2.7	A
Westbound		9.6	A	11.3	B
Carter Tract Driveway (overall)	Stop	-	-	5.3	A
Westbound		-	-	9.0	A

1. MoE is seconds delay per vehicle.
2. PM refers to the PM peak hour of the adjacent street.

The results of the 2021 No Build Condition in the PM peak hour indicate all study intersections will operate at the acceptable LOS C or better with the exception of the intersections of US 290 at RM 12 and US 290 at Roger Hanks Parkway. These intersections are anticipated to operate at LOS F, a poor

Level Of Service. The stop controlled approach of Creek Road / CR 190 at US 290 is operating at LOS E during the 2021 No Build and Build Conditions.

11 Roadway Capacity Analysis

Roadway capacity analysis was completed for three roadway segments in the study area. The segments are Mt. Gainor Road north of the proposed Carter Tract Driveway, Creek Road / CR 190 over Onion Creek, and the proposed roadway between the Carter Tract and Caliterra developments. Creek Road / CR 190 over Onion Creek is a one lane bridge in the Existing Conditions. TxDOT will be expanding the Onion Creek Bridge to two 11 feet wide lanes with 5 feet shoulders on each side as part of TxDOT project 091433064. The speed limit on the proposed roadway between the Carter Tract and Caliterra development was assumed to be 40 mph, the same as on Mt. Gainor Road.

The roadway capacity analysis was completed using the two-lane portion in the software program HCS 2010 (4). The anticipated 24-hour bi-direction traffic volumes are shown below in Table 9. Onion Creek Bridge is located just north of the Carter Tract Rd at Mt. Gainor Rd intersection. Therefore, Onion Creek Bridge segment is anticipated to operate similarly to the Mt. Gainor Road north of the proposed Carter Tract Driveway segment.

Table 9: 24-Hour Bi-Directional Traffic Volumes

Segment	2021 No Build Traffic Volumes (veh)	Carter Tract Daily Site Traffic* (veh)	Caliterra Dev. Daily Site Traffic** (veh)	2021 Build Traffic Volumes (veh)
Mt. Gainor Road north of the proposed Carter Tract Driveway	1,058	1,729	340	3,127
Carter Tract Rd btw Carter Tract and Caliterra Developments	739	576	340	1,655

*Assumes 75% of the Carter Tract daily traffic will utilize Mt. Gainor Road and 25% will utilize the roadway between Carter Tract and Caliterra Developments.

**Assumes 5% of the Caliterra Development daily traffic will utilize Mt. Gainor Road and the roadway between the developments.

Table 10 shows the results of the roadway capacity of the 2021 Build Conditions. Detailed information from HCS 2010 for the roadway capacity analysis for 2021 Build Conditions are included in Appendix D. The results of the roadway capacity analysis indicate that no capacity issues are anticipated due to the

build-out of the Carter Tract development. It is anticipated that all roadway segments will operate at LOS C or better, an acceptable threshold for Level Of Service.

Table 10: 2021 Build Condition Roadway Capacity Analysis Results – Mt. Gainor Road and Carter Tract Road

Segment	LOS	PTSF (%)
Mt. Gainor Road north of the proposed Carter Tract Driveway	C	59.9
Carter Tract Road between Carter Tract and Caliterra Developments	B	45.4

12 Mitigation Measures

The capacity analysis indicated that the Carter Tract will significantly impact two study area intersections. The intersections are RM 12 at RM 150 and US 290 at RM 12.

To mitigate the impact on the signalized intersection of US 290 at RM 12, all approaches will be widened to create dual left turn lanes. The northbound and southbound approaches currently have a shared left/thru lane. On these approaches, this shared lane be widened to become two lanes, a dedicated left turn lane and a dedicated thru lane. Therefore, the northbound and southbound approaches will have a two left turn lanes, a dedicated thru lane, and a dedicated right turn lane. In addition, a right turn lane from westbound on US 290 to northbound on RM 12 will be added. Appendix A – Exhibit 20 shows the existing and proposed configuration at the intersection of US 290 at RM 12.

To mitigate the impact of the Carter Tract Development at the intersection of RM 12 at RM 150, a traffic signal is recommended. Prior to the installation of a traffic signal, a traffic signal warrant analysis should be completed.

In the Caliterra TIA, a traffic signal at the intersection of RM 12 and Caliterra Parkway, northbound left turn lane and southbound right turn lane were recommended. The Carter Tract and Caliterra developments are 100% responsible for the cost of this traffic signal. Table 11 shows the pro-rata share amount for the Carter Tract Development. Tables 12 and 13 show the intersection LOS and delays at the intersections with proposed mitigation measures for AM and PM peaks respectively. Detailed Synchro outputs for the AM and PM peak hours for the Mitigated 2021 Build Condition are included in Appendix C.

The capacity results for Mt. Gainor Road do not indicate a need for roadway improvements. However, this analysis does not take into account development on vacant land along Mt. Gainor Road near the Carter Tract development. Based on traffic data projections provided by the City of Dripping Springs, the daily traffic on Mt. Gainor Road volume is anticipated to be 35,297 vehicles per day in year 2021. Therefore, the improvement to widen Mt. Gainor Road to two, twelve foot lanes with three foot shoulders from the Carter Tract development’s driveway to the Onion Creek Bridge has been identified by the City of Dripping Springs. The cost of this improvement is anticipated to be \$2,055,000. The Carter Tract development is responsible for 4.8% of the daily traffic volumes resulting in a pro-rate share amount of \$98,640.

Table 11: Pro-Rata Share Amount – Carter Tract Development

Intersection	Improvement	Estimated Cost (\$)	Carter Tract AM / PM Impact (%)	Carter Tract Pro-Rata Share Amount
RM 12 at RM 150	Traffic Signal	250,000	2.2	\$5,500.00
US 290 at RM 12	Dual SBL Lanes	300,230.40	1.96	\$5,886.87
	Dual WBL Lanes	300,230.40	3.46	\$10,402.59
	Dual NBL Lanes	300,230.40	0.47	\$1,404.26
	Dual EBL Lanes	300,230.40	4.53	\$13,599.29
	WB Right Turn Lanes	300,230.40	3.46	\$10,402.59
Mt. Gainor Road	Widen Roadway	2,055,000.00	4.8	\$98,640.00
			Total	\$145,835.60

*Based on a cost estimate prepared by HDR. The estimate didn’t identify the cost by improvement; therefore it was assumed each improvement would be 1/5 of the total cost of \$1,501,152.

Table 12: Analysis Results for No Build, Build Without Mitigation, and Build With Mitigation Conditions AM Peak Hour

Intersection	No Build		Build Without Mitigation		Build With Mitigation	
	AM Peak Hour ²		AM Peak Hour ²		AM Peak Hour ²	
	MoE ¹	LOS	MoE ¹	LOS	MoE ¹	LOS
<i>RM 12 at RM 150³</i>	34.6	D	36.1	E	15.2	B
<i>US 290 at RM 12</i>	258.7	F	290.6	F	238.2	F

1. MoE is seconds delay per vehicle.
2. AM refers to the AM peak hour of the adjacent street.
3. In the No Build and Build Without Mitigation, stop controlled approach LOS is shown.

Table 13: Analysis Results for No Build, Build Without Mitigation, and Build With Mitigation Conditions PM Peak Hour

Intersection	No Build		Build Without Mitigation		Build With Mitigation	
	PM Peak Hour ²		PM Peak Hour ²		PM Peak Hour ²	
	MoE ¹	LOS	MoE ¹	LOS	MoE ¹	LOS
<i>RM 12 at RM 150³</i>	53.7	F	56.3	F	19.0	B
<i>US 290 at RM 12</i>	256.7	F	280.7	F	220.3	F

1. MoE is seconds delay per vehicle.
2. PM refers to the PM peak hour of the adjacent street.
3. In the No Build and Build Without Mitigation, the stop controlled approach LOS is shown.

13 Conclusions and Recommendations

A Traffic Impact Analysis was completed for the Carter Tract development. The proposed development is located in the northwest corner of the intersection of RM 12 and RM 150, east of Mt. Gainor Road within the City of Dripping Springs and its extraterritorial jurisdiction in Hays County, Texas. The Carter Tract is proposed to have a total of 240 residential lots and with a scheduled completion year of 2021. Carter Tract is anticipated to have ingress/egress to Mt. Gainor Road and Caliterra Parkway via a connector road.

Within the study area prior to Carter Tract’s opening year, the Caliterra development is anticipated to be complete in year 2021. As part of this development, Caliterra Parkway was constructed. Caliterra Parkway is a two-lane approach which intersects RM 12 from the west, approximately 1,000 feet north

of the intersection of RM 12 and RM 150. A private driveway forms the westbound approach of the intersection of RM 12 and Caliterra Parkway. At the intersection of Caliterra Parkway and RM 12, the previously completed Caliterra TIA recommended a northbound left turn lane, a southbound right turn lane, and a traffic signal. The northbound left-turn lane and the southbound right-turn lane at RM 12 and Caliterra Parkway have been constructed.

The TIA involved the following five components: 1) site investigation and data collection, 2) trip generation, 3) trip distribution, 4) traffic operational analysis, and 5) roadway capacity analysis. A traffic analysis model, Synchro, was utilized to determine various Measures of Effectiveness (MoE's), such as Delay and Level Of Service (LOS), for the existing and proposed conditions.

The results of the 2021 Build Condition intersection capacity analysis indicate a need for mitigation at the intersections of US 290 at RM 12 and RM 150 at RM 12. At the intersection of US 290 at RM 12, all approaches will be widened to create dual left turn lanes. The northbound and southbound approaches currently have a left only, shared left/thru lane, and shared thru/right lane. These approaches will be widened to become two left turn lanes, a dedicated thru lane, and a dedicated right turn lane. In addition, a right turn lane from westbound on US 290 to northbound on RM 12 will be added.

Installation of a traffic signal at the intersection of RM 12 at RM 150 and the creation of dual left turn lanes on all approaches and a westbound right turn lane at US 290 at RM 12 are proposed as mitigation measures for this project. It was determined that Carter Tract development is responsible for a pro-rata share amount of \$47,195.60 for these improvements. In addition, the Carter Tract and Caliterra developments are 100% responsible for the traffic signal at the intersection of Caliterra Parkway at RM 12 and the connector road between the developments.

It is planned for Mt. Gainor Road to be widened to two, twelve foot lanes with a three foot shoulder. The Carter Tract development is anticipated to be 4.8% at the daily traffic once the development is in place. The cost of these improvements is anticipated to be \$2,055,000 and the Carter Tract development's pro-rated share amount is \$98,640.

A roadway capacity analysis was completed for two roadway segments in the study area. The segments are Mt. Gainor Road north of the proposed Carter Tract Driveway and the proposed roadway between the Carter Tract and Caliterra developments. The results of the roadway capacity analysis indicate that no operational issues are anticipated due to the build-out of the Carter Tract. It is anticipated that all

roadway segments will operate at LOS C or better, an acceptable threshold for Level Of Service. The results of the analysis for the signalized intersections at Onion Creek utilized accurately depict the field conditions indicated these intersections will operate at LOS B, an acceptable LOS.

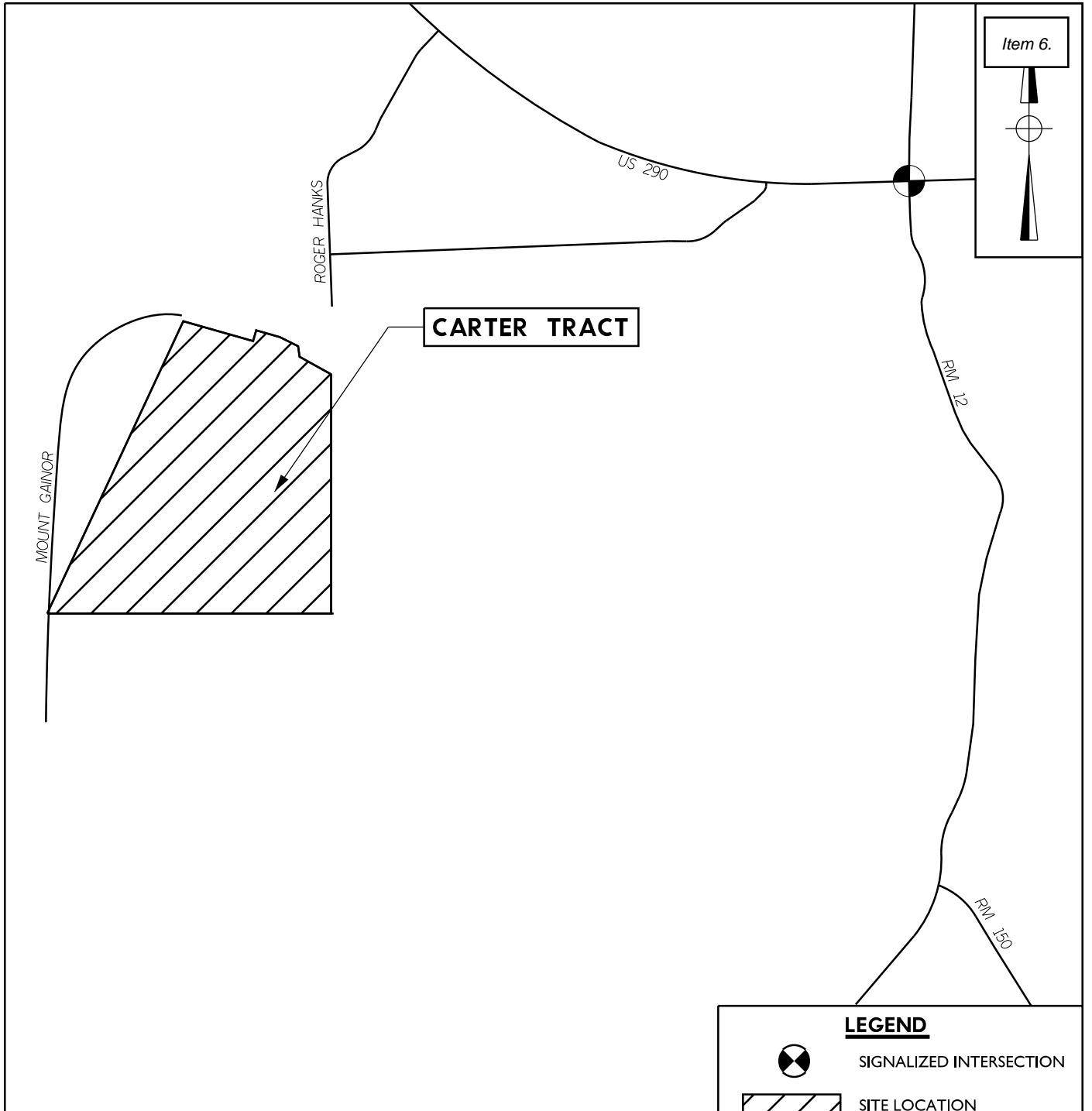
14 References

1. Synchro, Version 8.0, Traffic Signal Coordination Software, Trafficware Ltd., Sugar Land, TX, 2012.
2. Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012.
3. Highway Capacity Manual 2010, Transportation Research Board, National Research Council, Washington, DC, 2010.
4. HCS 2010, Release 6.8, McTrans Center, Gainesville, FL, 2016.

Appendix A

Exhibits

Item 6.



CARTER TRACT

MOUNT GAINOR

ROGER HANKS

US 290

FM 12

FM 150

LEGEND



SIGNALIZED INTERSECTION



SITE LOCATION

NOTES:
THIS DRAWING SHOWS ONLY THE LOCATIONS RELEVANT TO THIS STUDY.
THE LOCATIONS OF ALL ITEMS SHOWN IN THIS EXHIBIT ARE APPROXIMATE.

HAYS COUNTY VICINITY MAP
N.T.S.



STUDY LOCATION

RPS klotz associates

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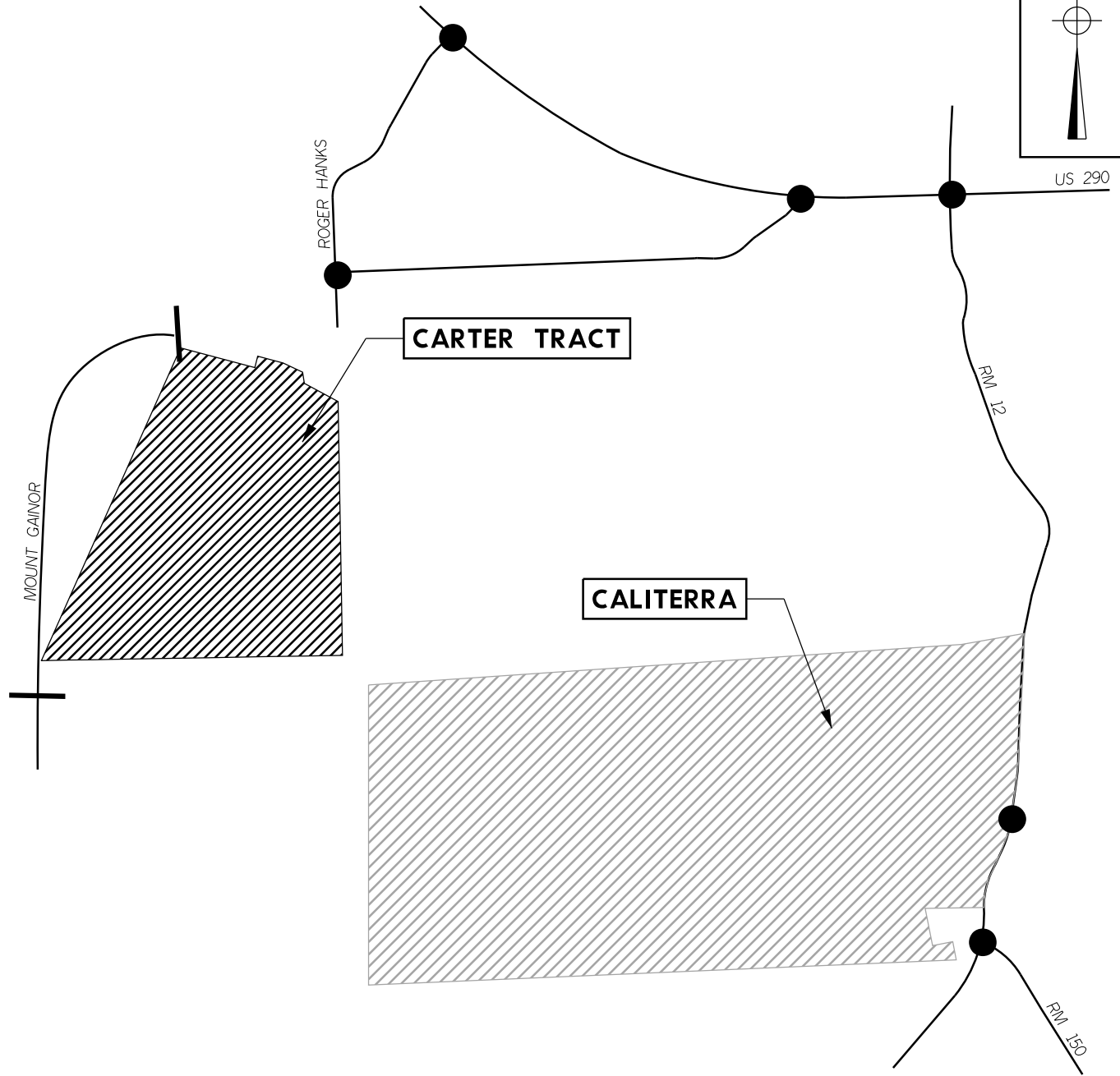
SITE LOCATION MAP

**Carter Tract Residential Development
Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000




Scale: N.T.S.

Date: December 2017



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LEGEND

-  INTERSECTION TURNING MOVEMENT COUNTS
-  24-HR TUBE COUNTS
-  SITE LOCATION

RPS klotz associates

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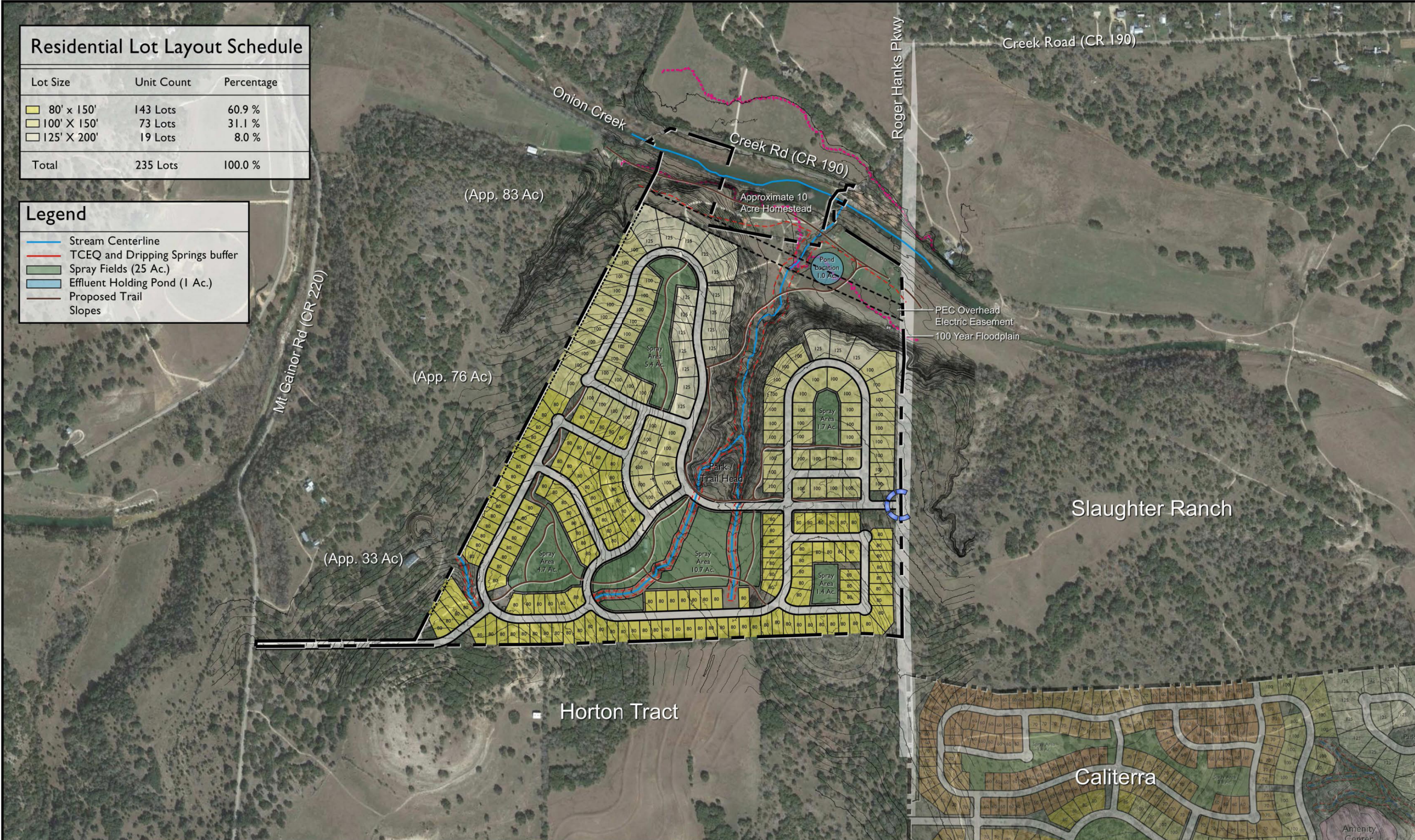
STUDY AREA

**Carter Tract Residential Development
Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000

Scale: N.T.S.

Date: December 2017



Residential Lot Layout Schedule

Lot Size	Unit Count	Percentage
80' x 150'	143 Lots	60.9 %
100' x 150'	73 Lots	31.1 %
125' x 200'	19 Lots	8.0 %
Total	235 Lots	100.0 %

- ### Legend
- Stream Centerline
 - TCEQ and Dripping Springs buffer
 - Spray Fields (25 Ac.)
 - Effluent Holding Pond (1 Ac.)
 - Proposed Trail
 - Slopes

Carter Tract
Hays County, Texas

Conceptual Lot Layout - C

SCALE : 1" = 300'
0 150 300 600
DATE : 10-19-2015

NORTH

Aerial Photography circa January 2015
2' Contour Interval

712 Congress Avenue, Suite 300
Austin, TX 78701
Tel: (512) 480-0032 Fax: (512) 480-0617
www.rviplanning.com



All information furnished regarding this property is from sources deemed reliable. However, RVI has not made an independent investigation of these sources and no warranty or representation is made by RVI as to the accuracy thereof and same is submitted subject to errors, omissions, land plan changes, or other conditions. This land plan is conceptual in nature and does not represent any regulatory approval. Land plan is subject to change. The developer has reserved the right, without notice, to make changes to this map and other aspects of the development to comply with governmental requirements and to fulfill its marketing objectives.

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SITE PLAN

Carter Tract
Traffic Impact Analysis

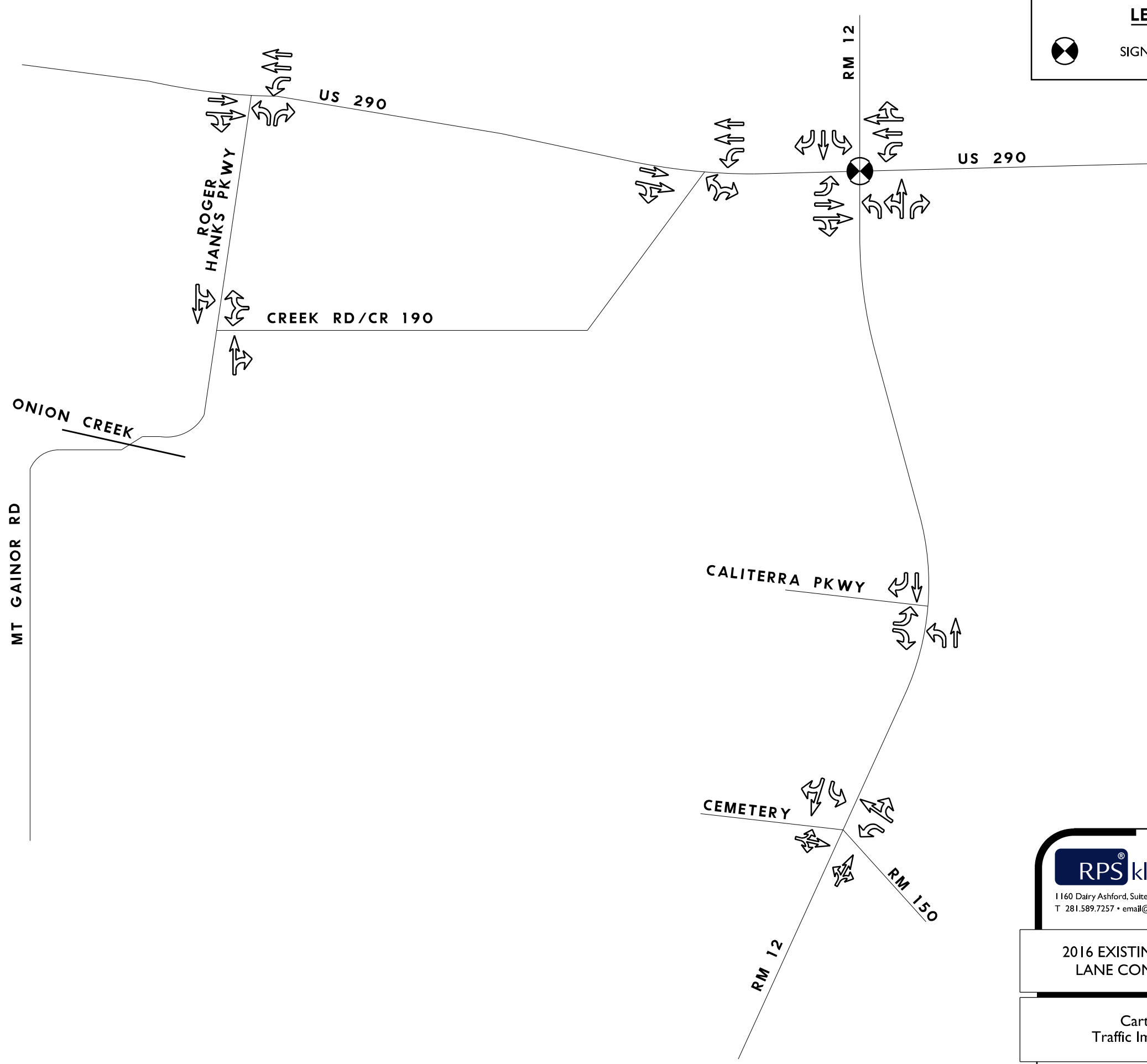
NOTE: SITE PLAN PROVIDED BY CMA ENGINEERING

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Date: December 2017

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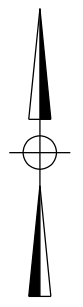
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LEGEND Item 6.

 SIGNALIZED INTERSECTION



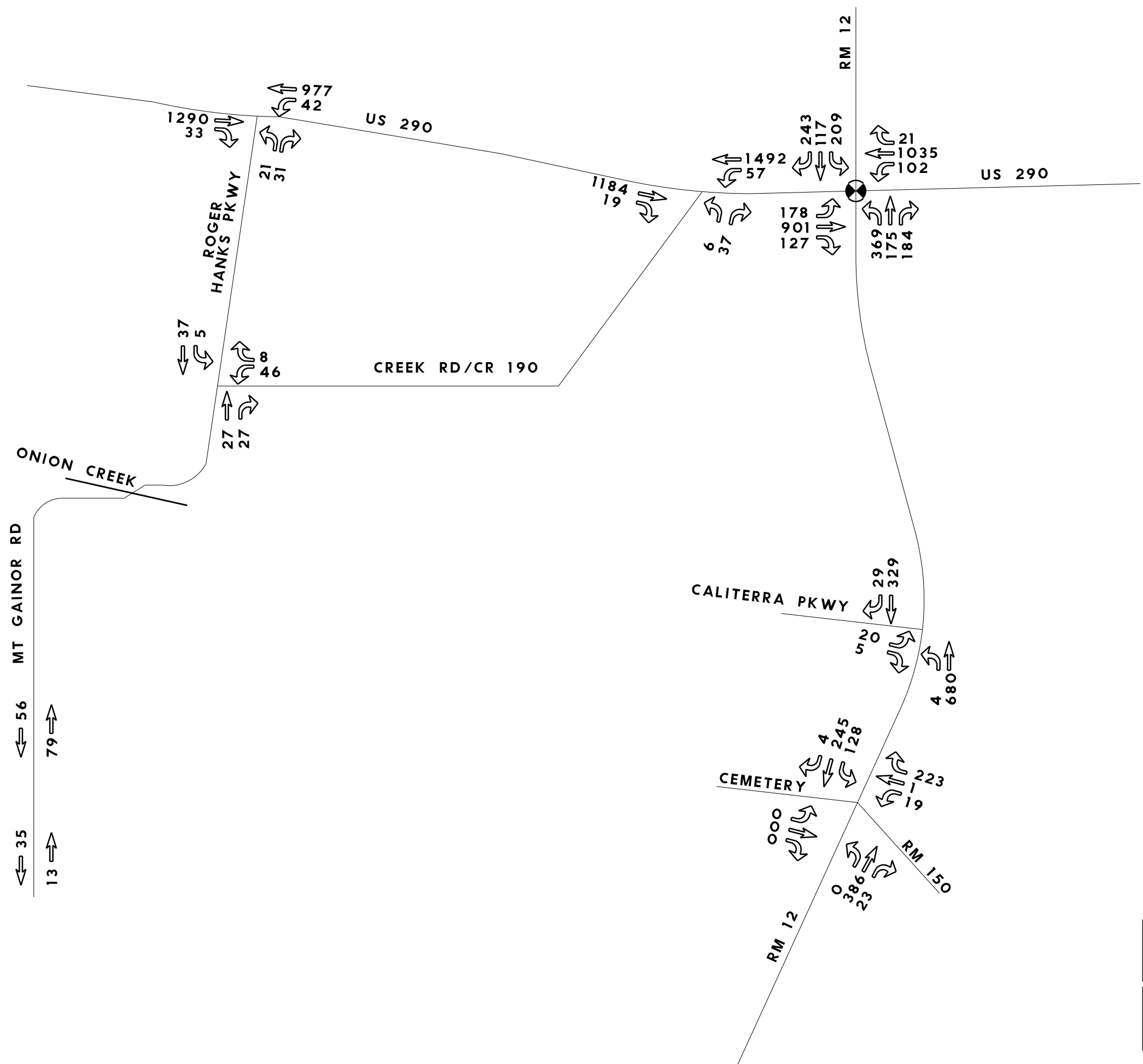
RPS klotz associates
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**2016 EXISTING CONDITION
LANE CONFIGURATION**


**Carter Tract
Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000
Scale: N.T.S.
Date: December 2017

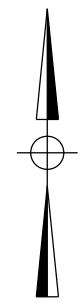
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



RPS klotz associates

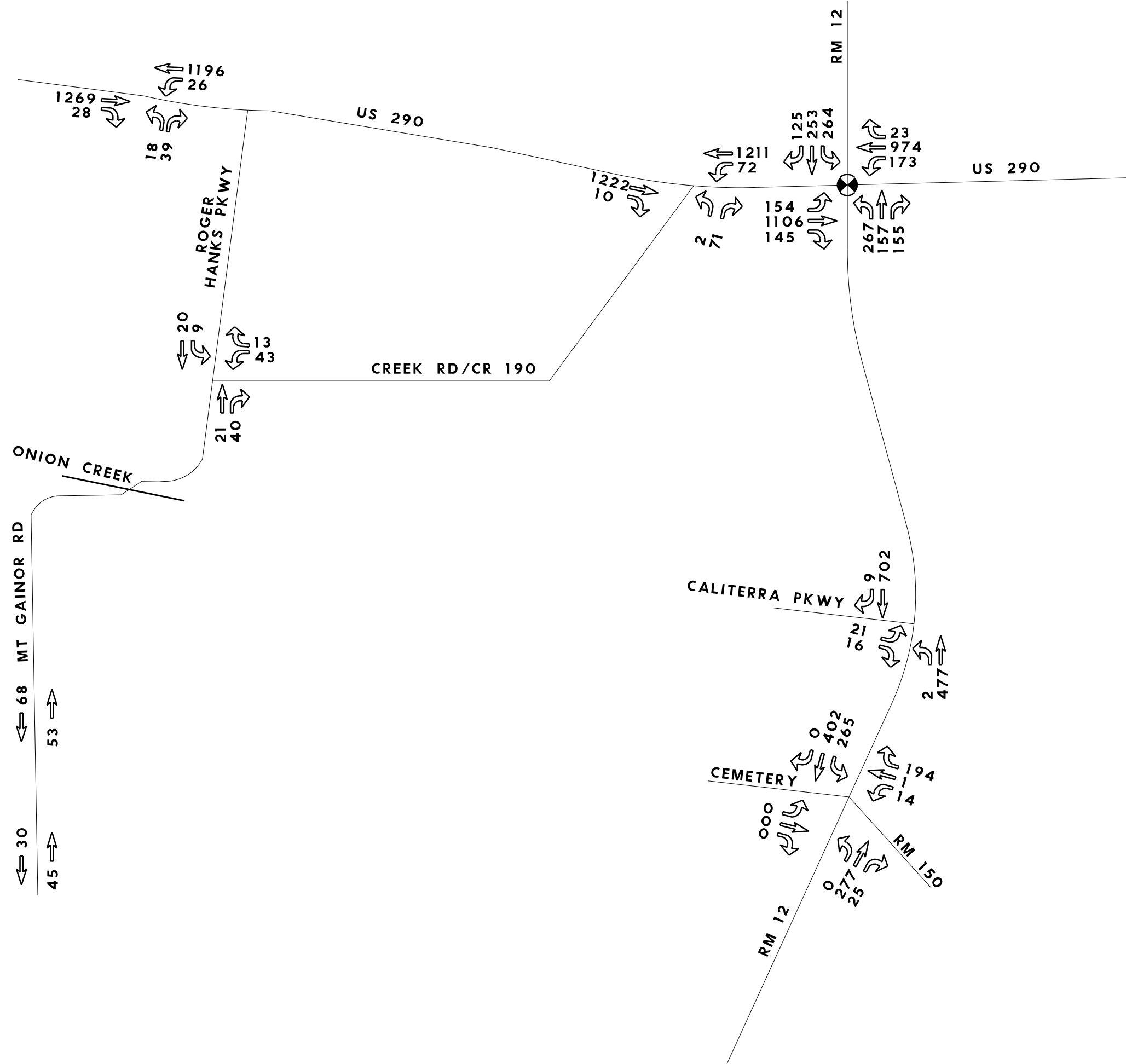
1160 Dairy Ashford, Suite 500, Houston, Texas 77079
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**2016 EXISTING CONDITION
AM PEAK HOUR**


**Carter Tract
Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000	67
Scale: N.T.S.	
Date: December 2017	

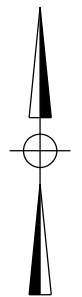
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



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**2016 EXISTING CONDITION
 PM PEAK HOUR**

**Carter Tract
 Traffic Impact Analysis**

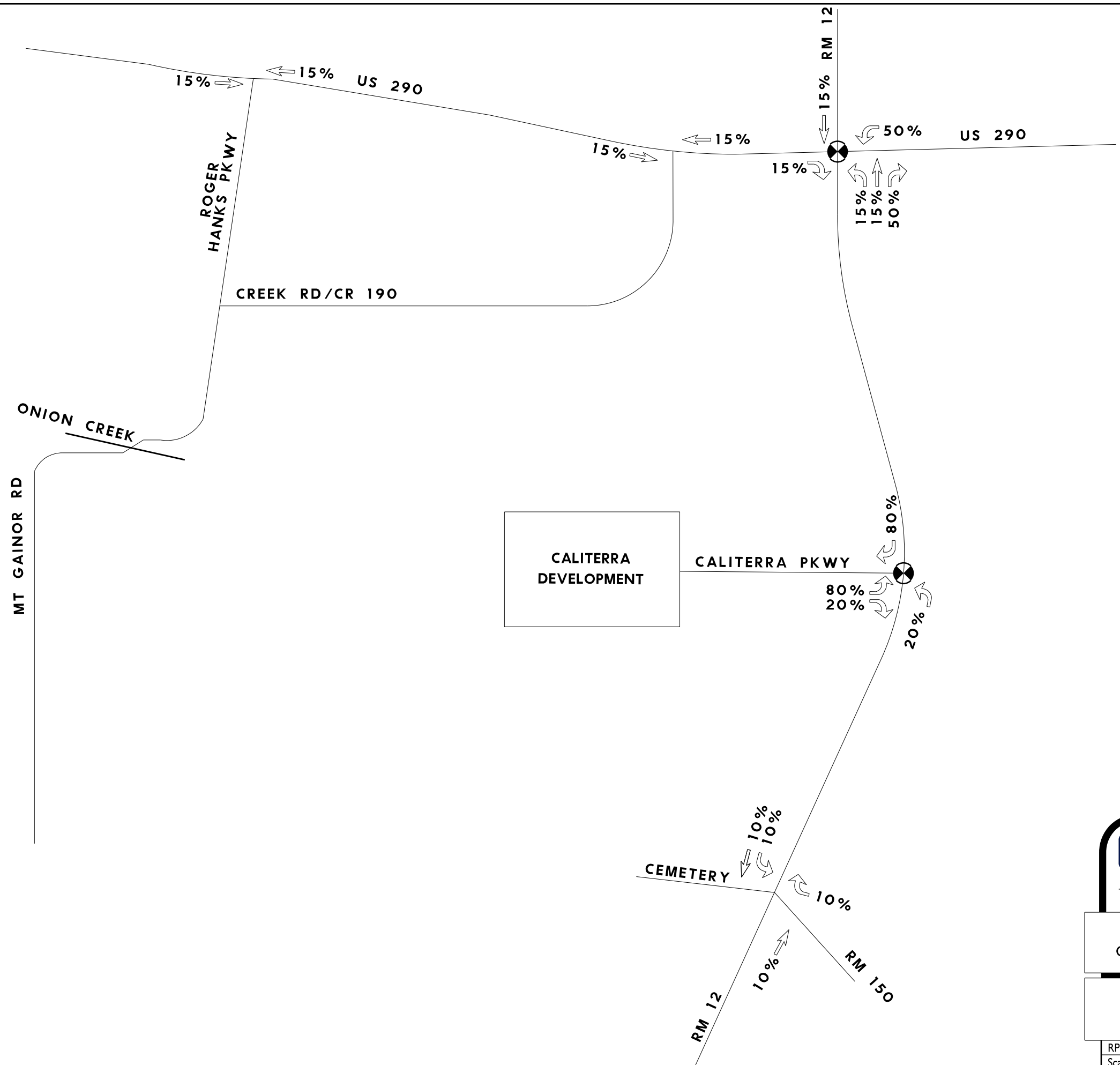
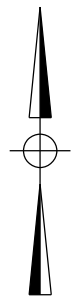
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Date: December 2017	

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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XX% TRAFFIC DISTRIBUTION



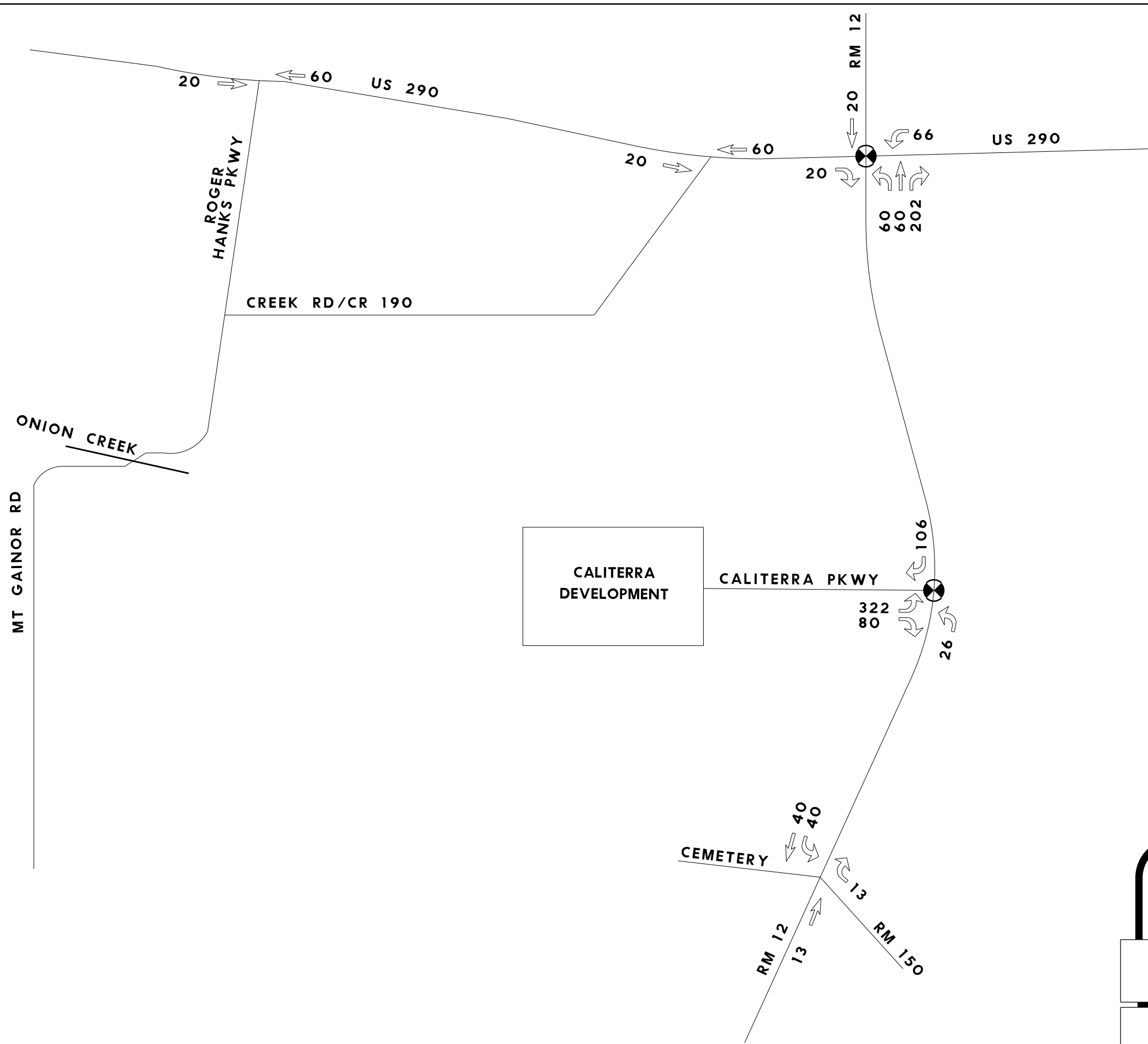
RPS klotz associates
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**2021 NO BUILD CONDITION
 CALITERRA TRIP DISTRIBUTION**

**Carter Tract
 Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000	69
Scale: N.T.S.	
Date: December 2017	

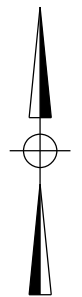
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J:\1260.001.000\07.00 CADD\Exhibit 08 - Caliterra Trip Assignment AM - No-Build.dgn



LEGEND *Item 6.*

SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUMES



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2021 NO BUILD CONDITION
CALITERRA TRIP ASSIGNMENT
AM PEAK HOUR

Carter Tract
Traffic Impact Analysis

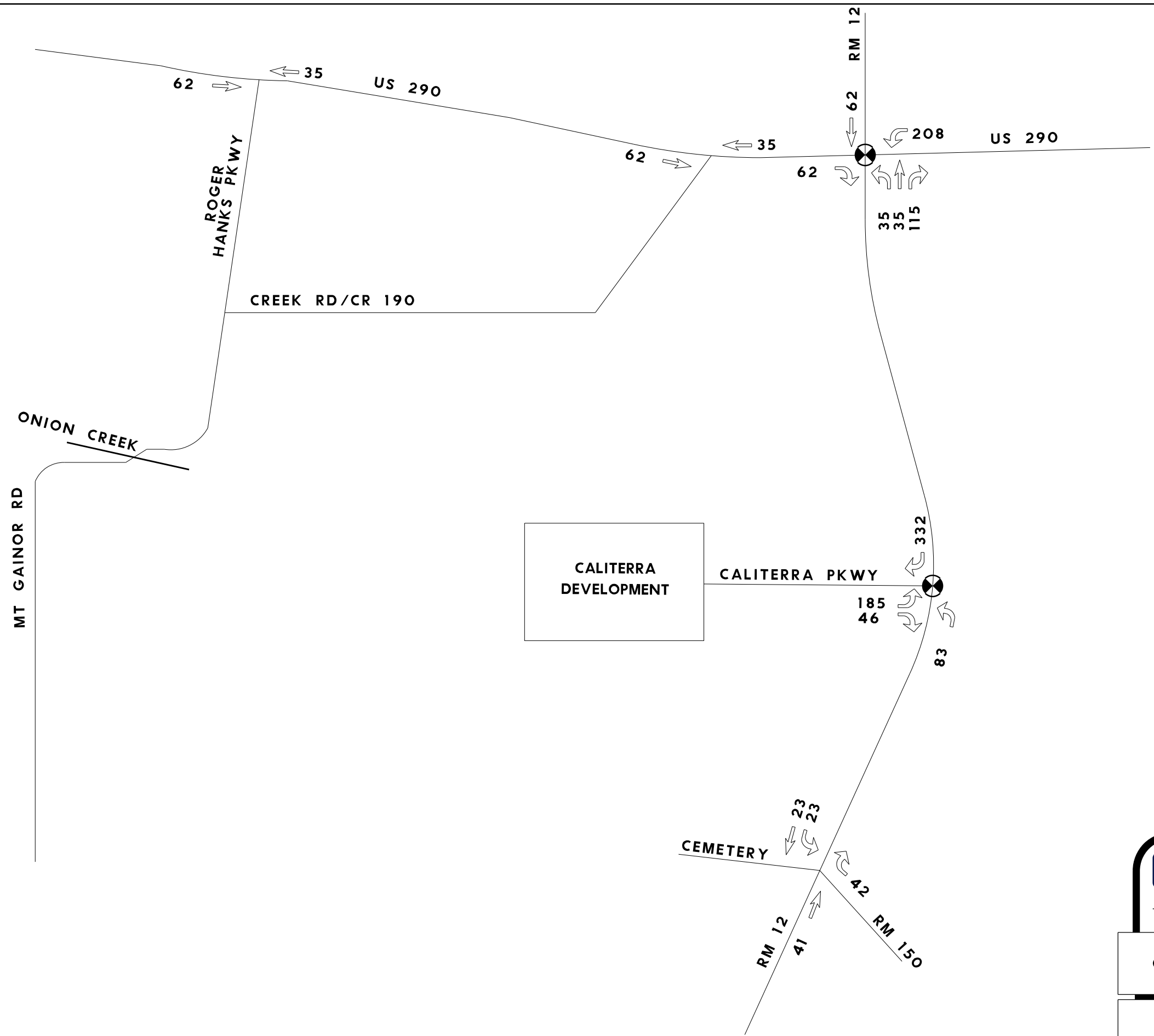
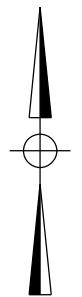
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Date: December 2017	

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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUMES



RPS klotz associates

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**2021 NO BUILD CONDITION
CALITERRA TRIP ASSIGNMENT
PM PEAK HOUR**

**Carter Tract
Traffic Impact Analysis**

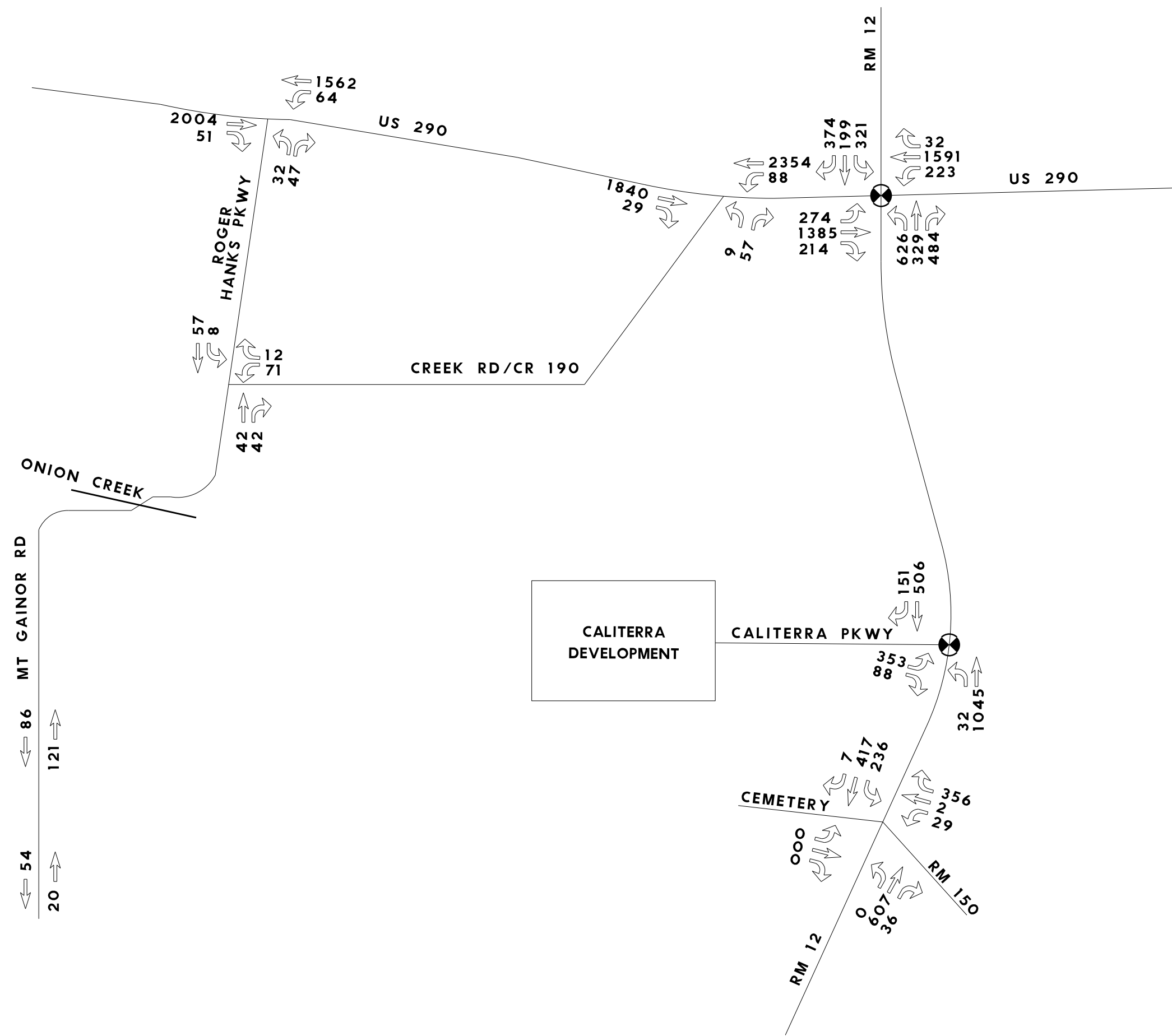
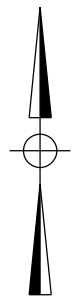
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Date: December 2017	

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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUMES



NOTE: INCLUDES CALITERRA DEVELOPMENT'S TRIP GENERATION

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2021 NO BUILD CONDITION
 AM PEAK HOUR

Carter Tract
 Traffic Impact Analysis

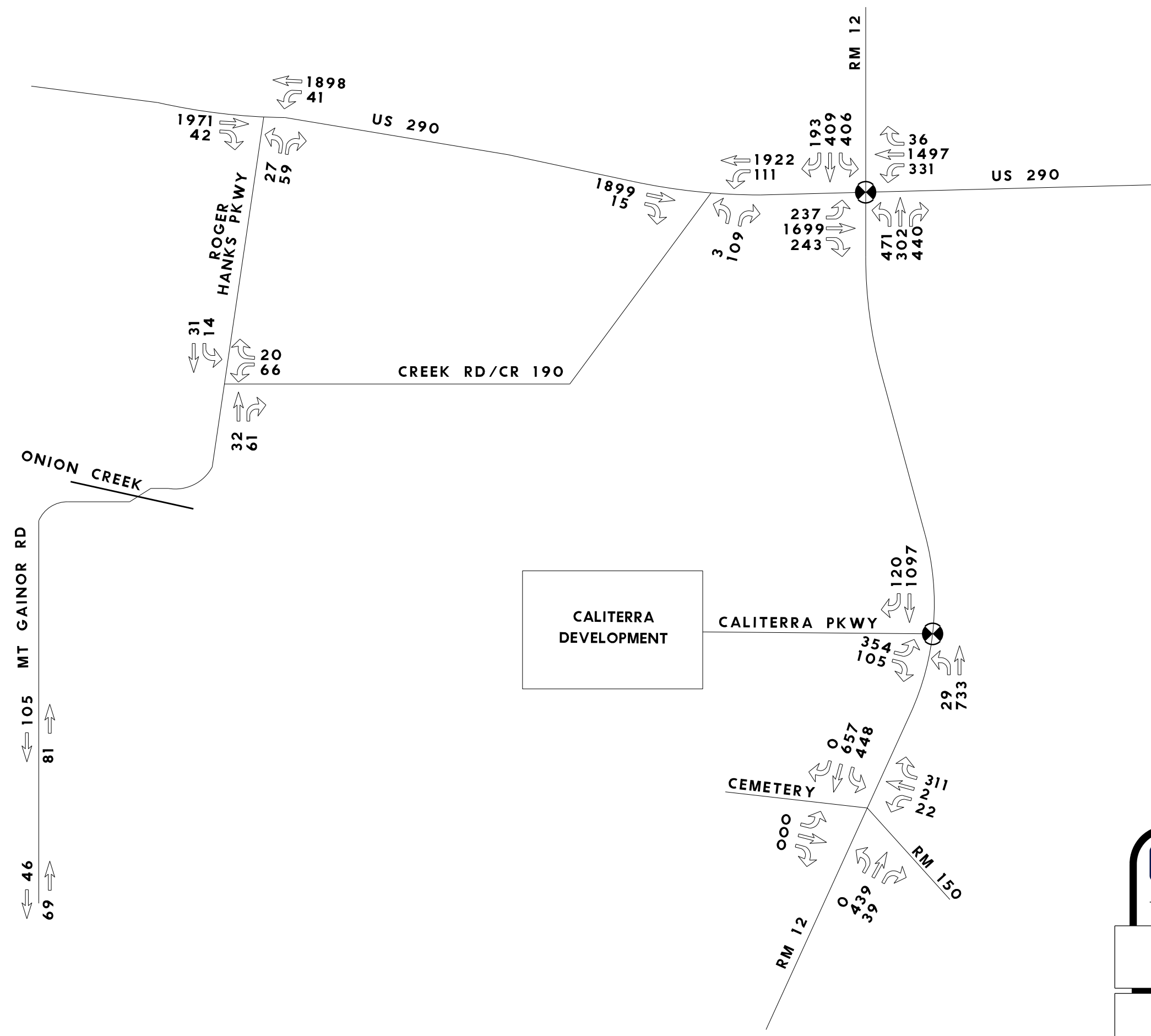
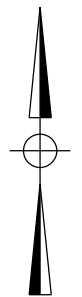
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Scale: N.T.S.	
Date: December 2017	

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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



NOTE: INCLUDES CALITERRA DEVELOPMENT'S TRIP GENERATION

RPS klotz associates

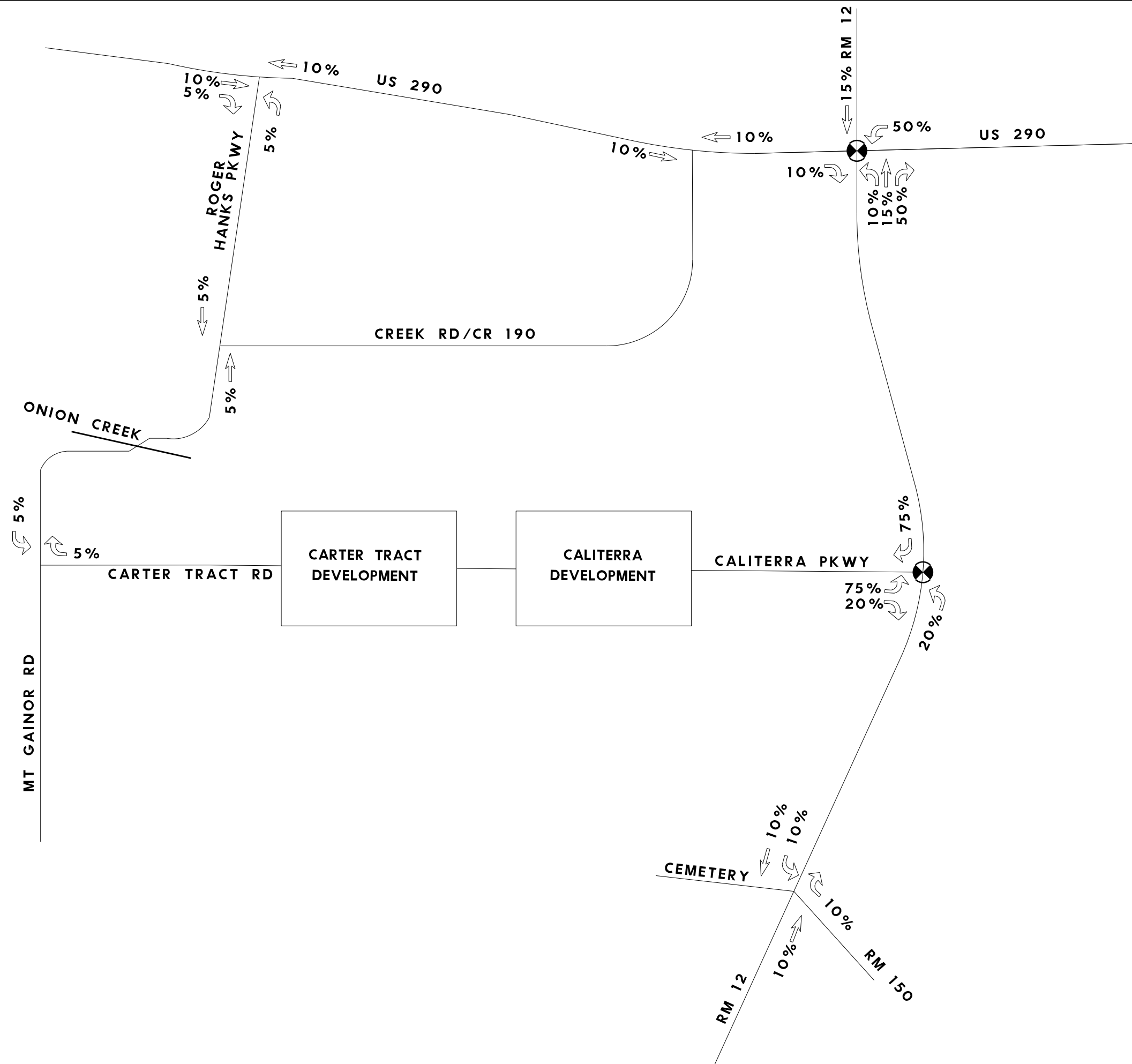
1160 Dairy Ashford, Suite 500, Houston, Texas 77079
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2021 NO BUILD CONDITION
PM PEAK HOUR


Carter Tract
Traffic Impact Analysis

RPS Klotz Proj. No: 1260.001.000
Scale: N.T.S.
Date: December 2017

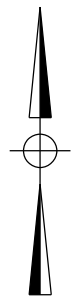
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XX% TRAFFIC DISTRIBUTION



RPS klotz associates

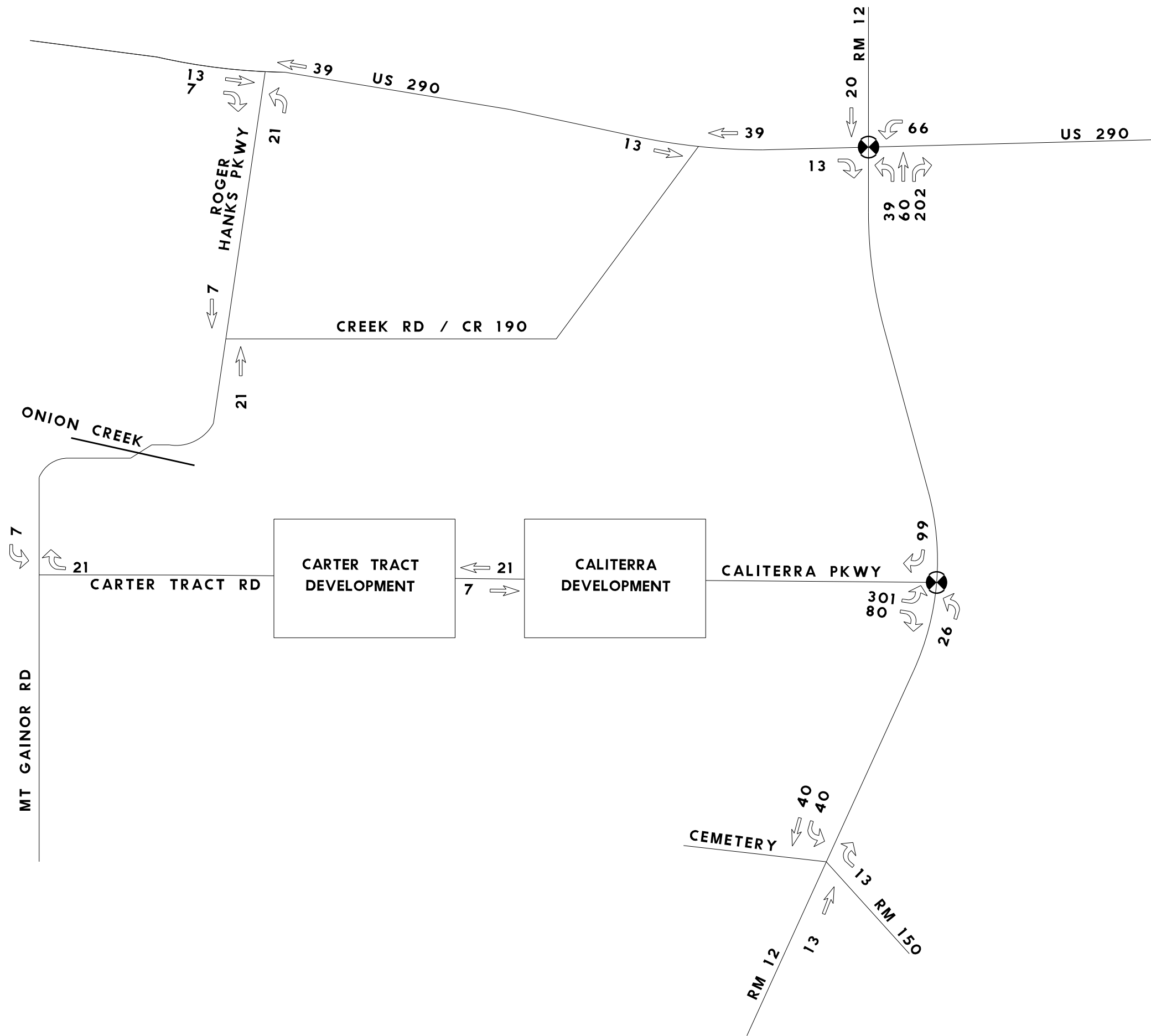
1160 Dairy Ashford, Suite 500, Houston, Texas 77079
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**2021 BUILD CONDITION
 CALITERRA TRIP DISTRIBUTION**

**Carter Tract
 Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000	74
Scale: N.T.S.	
Date: December 2017	

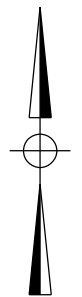
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LEGEND Item 6.

⊗ SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



RPS klotz associates

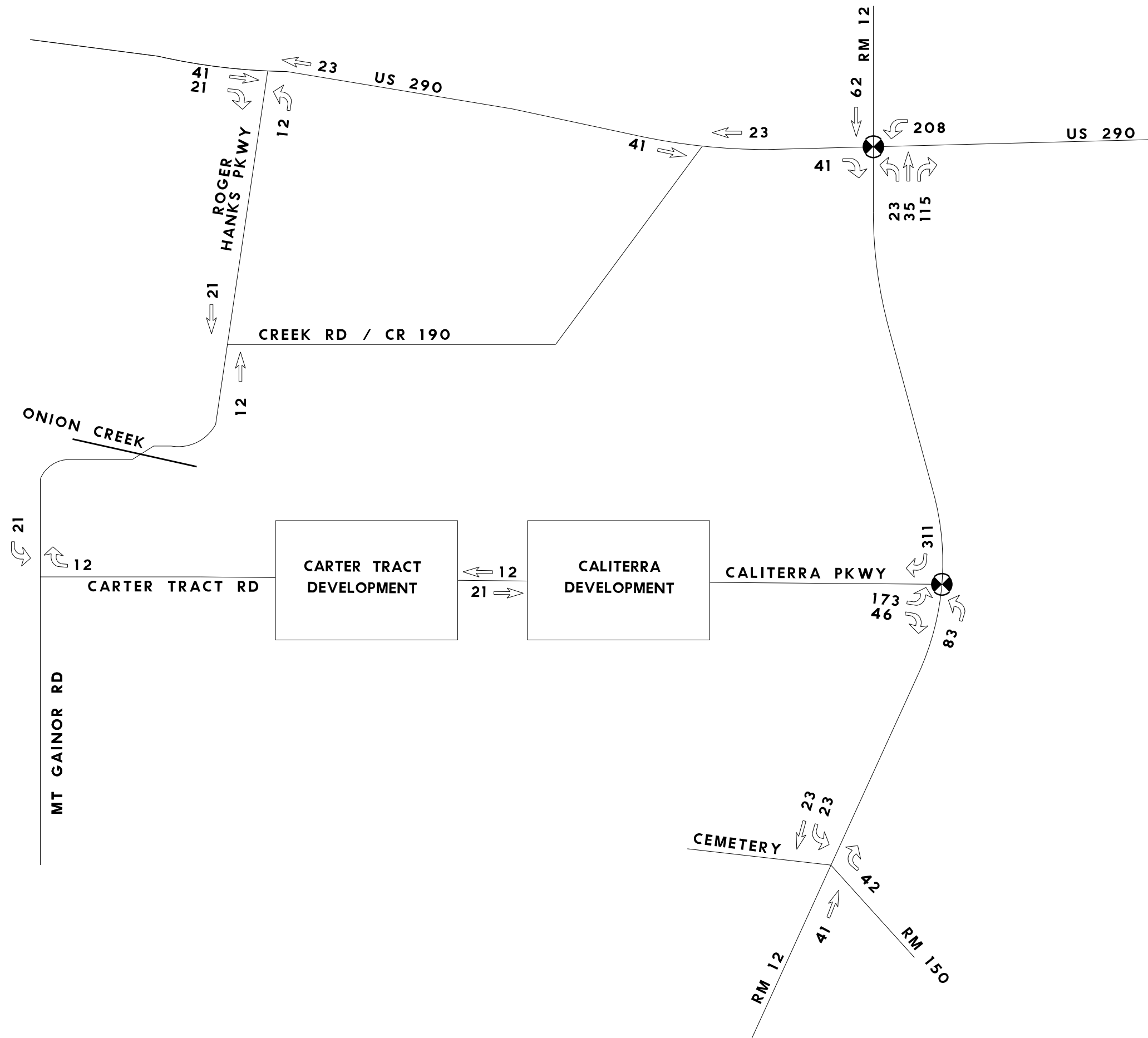
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2021 BUILD CONDITION
CALITERRA TRIP ASSIGNMENT
AM PEAK HOUR


Carter Tract
Traffic Impact Analysis

RPS Klotz Proj. No: 1260.001.000	75
Scale: N.T.S.	
Date: December 2017	

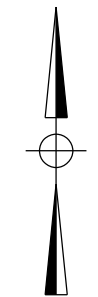
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



RPS klotz associates

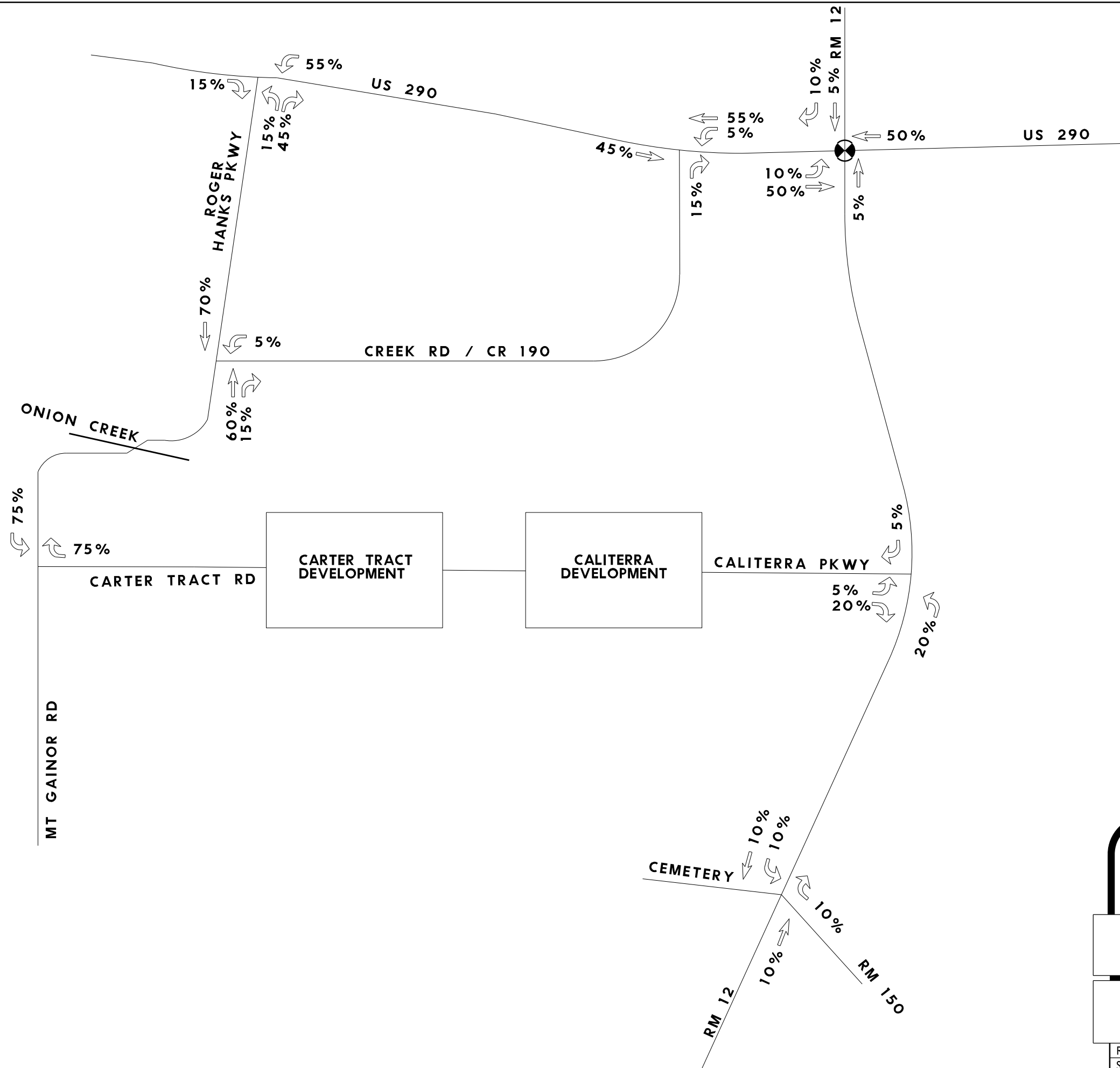
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**2021 BUILD CONDITION
CALITERRA TRIP ASSIGNMENT
PM PEAK HOUR**


**Carter Tract
Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000	76
Scale: N.T.S.	
Date: December 2017	

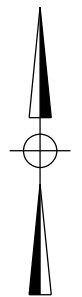
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J:\1260.001.000\07.00 CADD\Exhibit 15 - Proposed Trip Distribution.dgn



LEGEND Item 6.

 SIGNALIZED INTERSECTION

XX% TRAFFIC DISTRIBUTION



RPS klotz associates

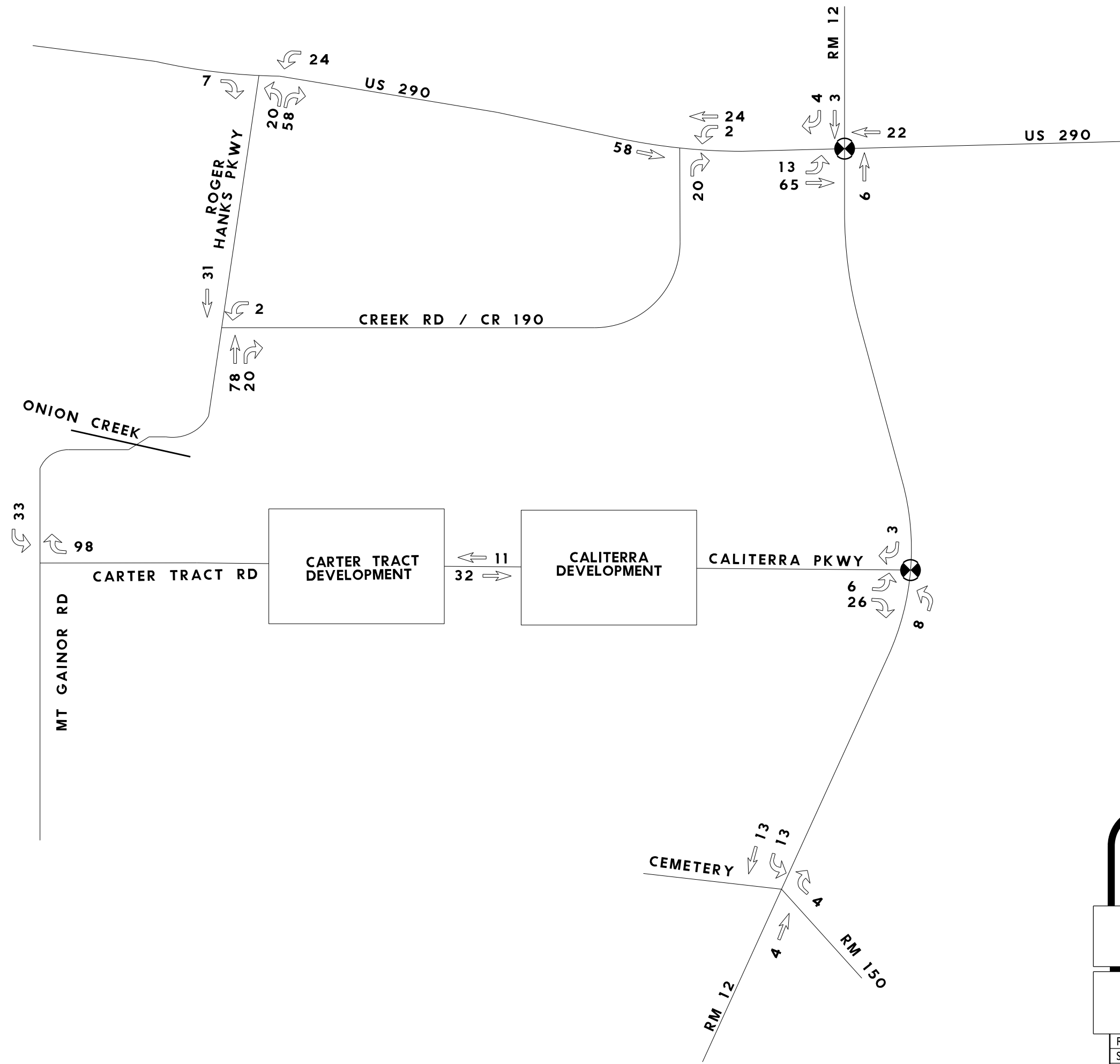
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CARTER TRACT TRIP DISTRIBUTION

Carter Tract
Traffic Impact Analysis

RPS Klotz Proj. No: 1260.001.000	77
Scale: N.T.S.	
Date: December 2017	

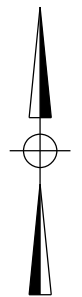
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 J:\1260.001.000\07.00 CADD\Exhibit 16 - Trip Assignment_AM.dgn



LEGEND Item 6.

SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



RPS klotz associates

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**CARTER TRACT
 TRIP ASSIGNMENT
 AM PEAK HOUR**

**Carter Tract
 Traffic Impact Analysis**

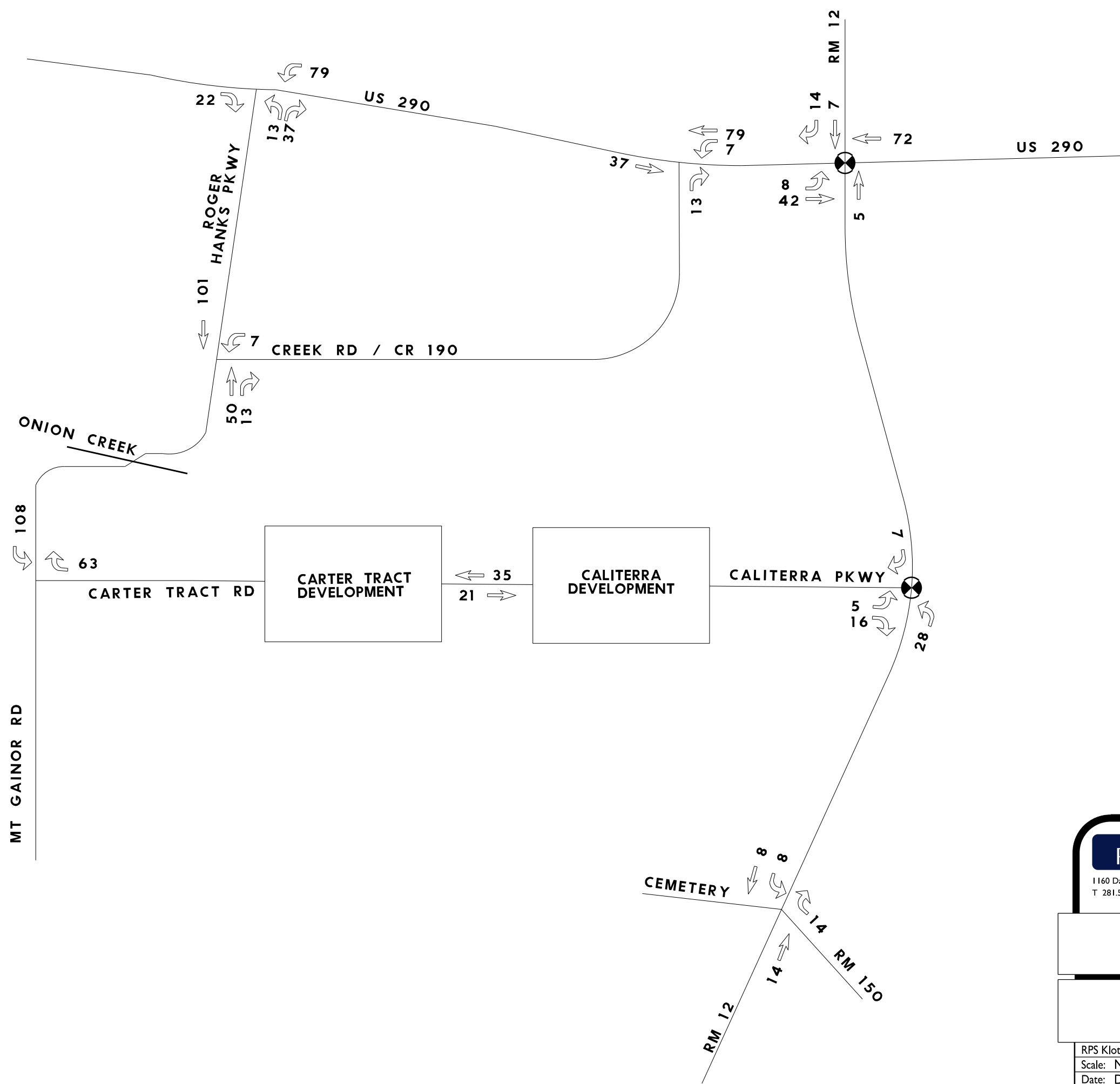
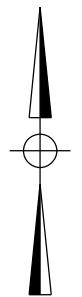
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Scale: N.T.S.	
Date: December 2017	

12/7/2017 10:23:07 AM
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



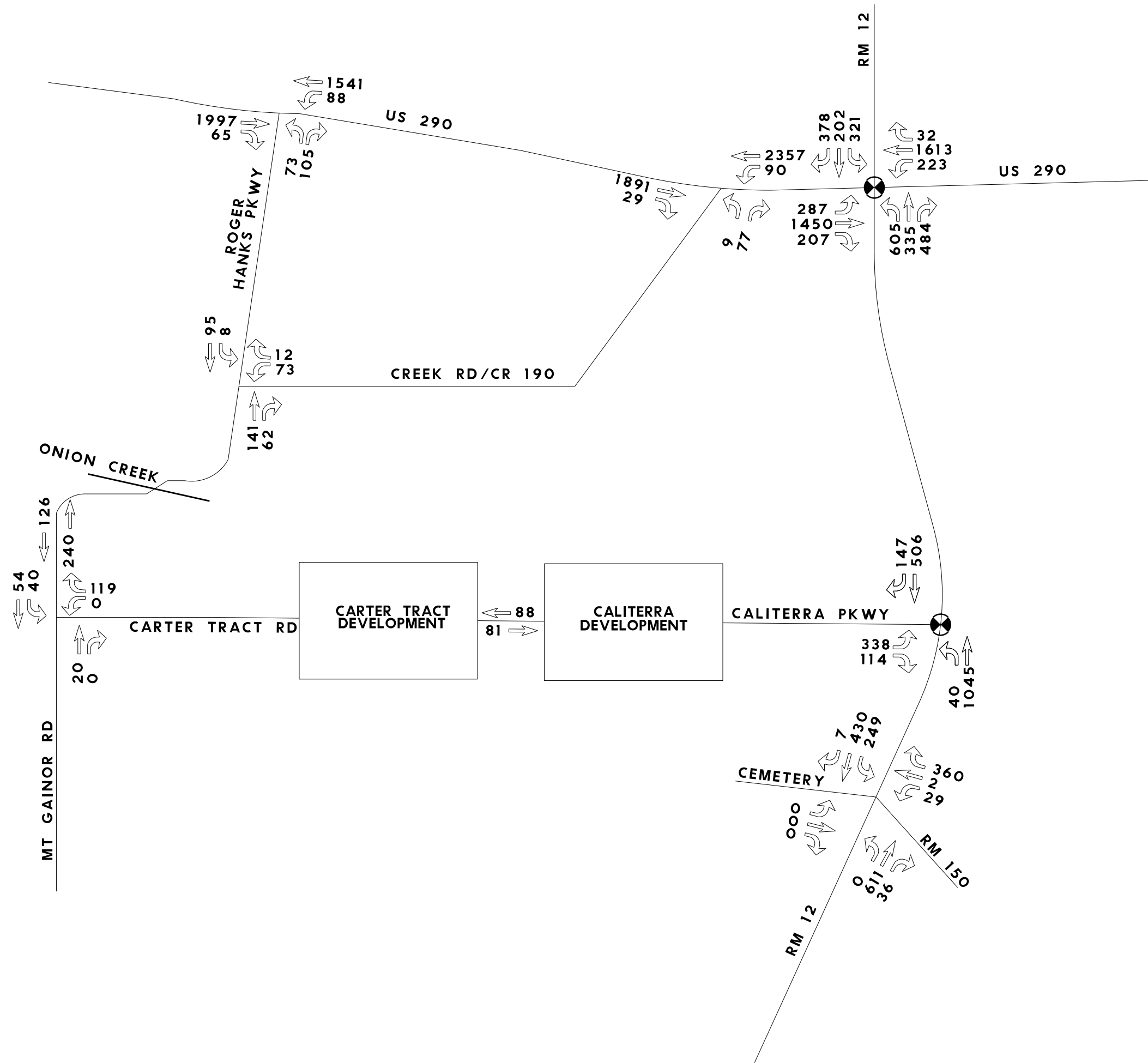
RPS klotz associates
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**CARTER TRACT
 TRIP ASSIGNMENT
 PM PEAK HOUR**


**Carter Tract
 Traffic Impact Analysis**

RPS Klotz Proj. No: 1260.001.000	79
Scale: N.T.S.	
Date: December 2017	

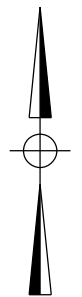
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



RPS klotz associates

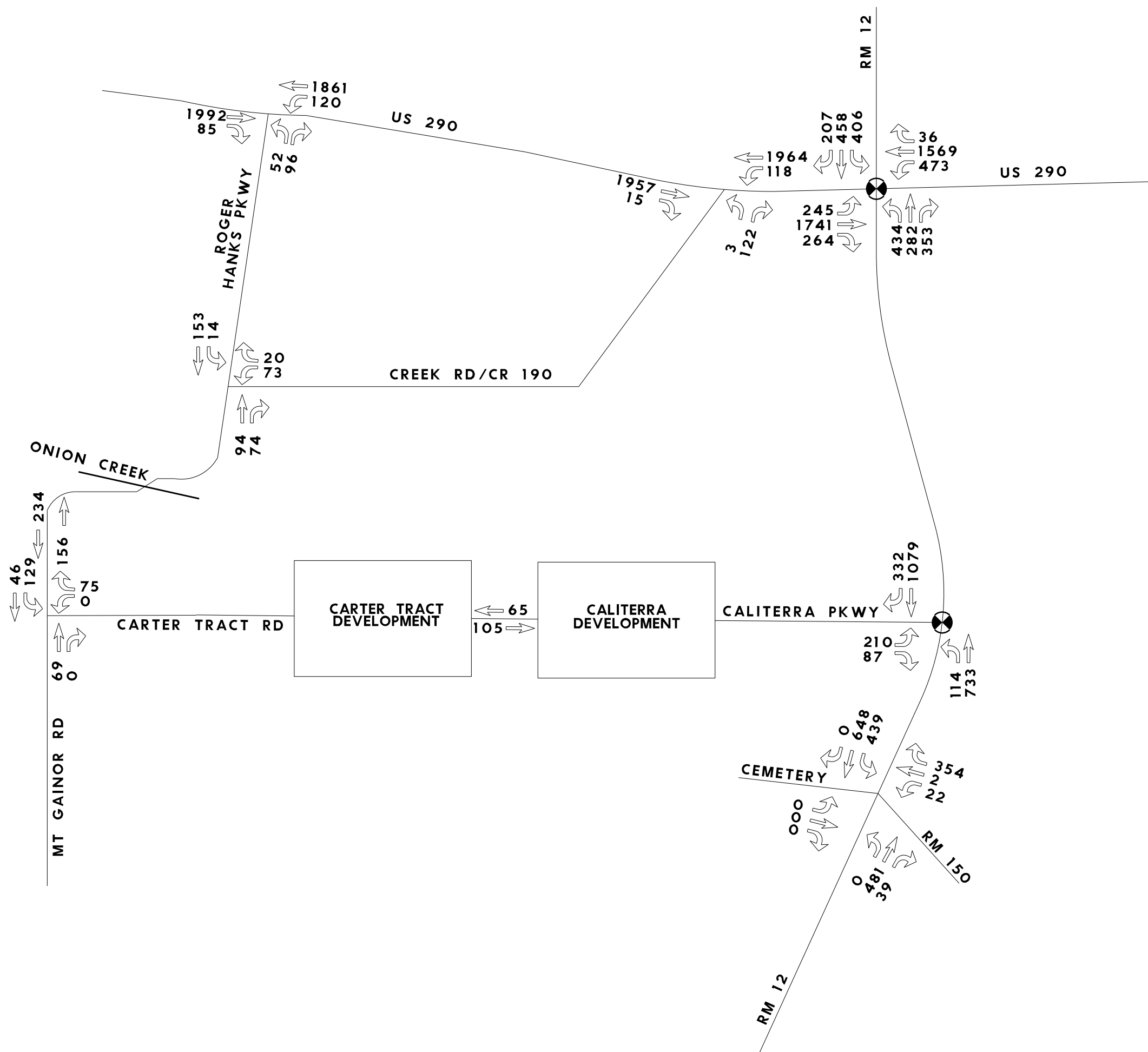
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2021 BUILD CONDITION
 AM PEAK HOUR


Carter Tract
 Traffic Impact Analysis

RPS Klotz Proj. No: 1260.001.000	80
Scale: N.T.S.	
Date: December 2017	

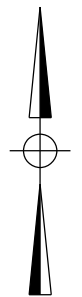
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LEGEND Item 6.

 SIGNALIZED INTERSECTION

XXX TRAFFIC VOLUME



RPS klotz associates

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2021 BUILD CONDITION
 PM PEAK HOUR

Carter Tract
 Traffic Impact Analysis

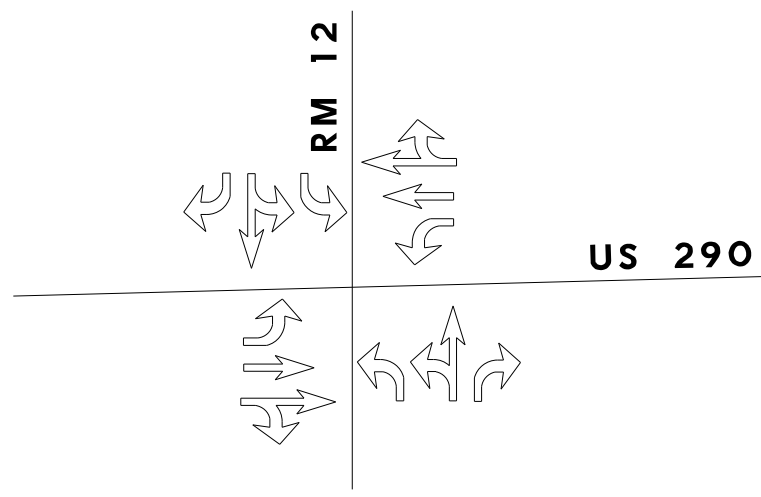
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Date: December 2017	

LEGEND Item 6.

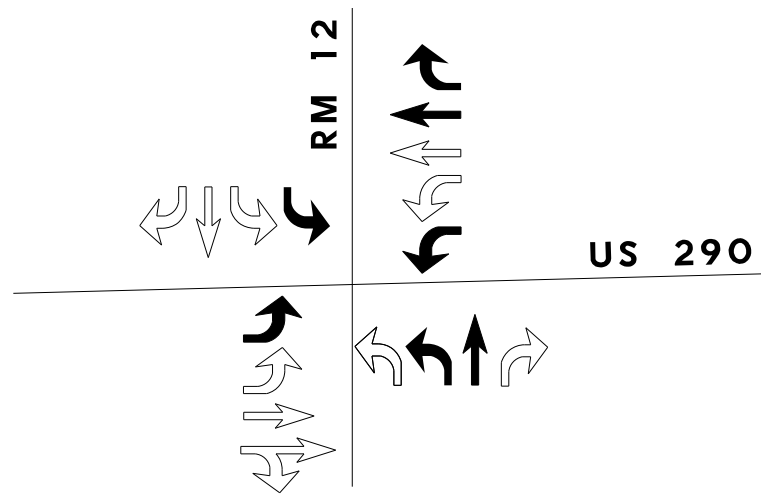
- EXISTING LANE
- MODIFIED LANE



Existing Lane Configuration



Proposed Lane Configuration



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US 290 PROPOSED CONFIGURATION

Carter Tract Residential Development Traffic Impact Analysis

RPS Klotz Proj. No: 1260.001.000
Scale: N.T.S.
Date: December 2017

12/7/2017 1:45:57 PM J:\1260.001.000\07.00 CADD Exhibit 20 - Improvement Locations.dgn

Appendix B

Traffic Data

Table B1. Turning Movement Counts for RR 12 at US 290
AM Peak Period

Location:	RR 12 at US 290			Peak Hour Turning Movements/Percentages											
City & State:	Dripping Springs, TX			517 43% 21% 37% 0% 221 106 190 0 ↶ ↷ ↵ ↶				Ranch Road 12		↵ 19 2% ↶ 941 89% ↷ 93 9% ↵ 0 0% 1053					
North-South street:	Ranch Road 12														
East-West street:	US 290														
Peak Period:	7:00 AM - 9:00 AM														
Date Collected:	May 27, 2015			1096 0% 0 ↵ 15% 162 ↶ 75% 819 → 10% 115 ↷				US 290		↵ 0 ↶ 335 51% ↷ 159 24% ↵ 167 25% 661					
Collected by:	GRAM Traffic														
Date:				May 27, 2015				North 							
Peak Period:				7:00 AM - 9:00 AM											
Peak Hour:				8:00 AM - 9:00 AM											

Time	Southbound				Westbound				Northbound				Eastbound			
	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
7:00 AM	26	16	19	0	13	128	5	0	50	26	43	0	23	128	19	0
7:15 AM	49	15	26	0	14	196	5	0	71	51	47	0	34	143	26	0
7:30 AM	75	25	29	0	26	184	8	0	85	51	36	0	42	185	49	0
7:45 AM	70	20	34	0	23	172	5	0	82	35	43	0	26	194	54	0
8:00 AM	38	18	45	0	20	196	8	0	72	43	41	0	26	179	32	0
8:15 AM	38	25	67	0	25	252	4	0	90	35	31	0	44	199	35	0
8:30 AM	47	30	55	0	24	261	4	0	90	41	40	0	49	223	27	0
8:45 AM	67	33	54	0	24	232	3	0	83	40	55	0	43	218	21	0
Total	410	182	329	0	169	1621	42	0	623	322	336	0	287	1469	263	0
Peak Hour Total	190	106	221	0	93	941	19	0	335	159	167	0	162	819	115	0
Peak Turn Percent	37%	21%	43%	0%	9%	89%	2%	0%	51%	24%	25%	0%	15%	75%	10%	0%
Peak Approach Total	517				1053				661				1096			

Peak Hour:	8:00 AM	-	9:00 AM
Peak 15 Minutes:	8:30 AM	-	8:45 AM
Peak Hour Factor (PHF):	0.93		

**Table B2. Turning Movement Counts for RR 12 at US 290
PM Peak Period**

Location:	RR 12 at US 290	Peak Hour Turning Movements/Percentages									
City & State:	Dripping Springs, TX	584 20% 39% 41% 0% 114 230 240 0 ↵ ↓ ↳ ↶				Ranch Road 12	↵ ↳ ↶ ↷				1063
North-South street:	Ranch Road 12						↷ ↶ ↳ ↵				
East-West street:	US 290						US 290				
Peak Period:	4:00 PM - 6:00 PM						↶ ↳ ↵ ↷				
Date Collected:	May 27, 2015	1277 0% 0 5 11% 140 ↳ 79% 1005 → 10% 132 ↶				US 290	↶ ↳ ↵ ↷				527
Collected by:	GRAM Traffic						↷ ↶ ↳ ↵				
Date:		May 27, 2015						↶		North	
Peak Period:		4:00 PM - 6:00 PM									
Peak Hour:		4:00 PM - 5:00 PM									

Time	Southbound				Westbound				Northbound				Eastbound			
	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
4:00 PM 4:15 PM	58	66	47	0	34	213	6	0	67	47	34	0	46	165	41	0
4:15 PM 4:30 PM	51	42	28	0	46	250	7	0	62	25	29	0	40	270	52	0
4:30 PM 4:45 PM	57	68	24	0	40	200	5	0	51	36	33	0	31	292	22	0
4:45 PM 5:00 PM	74	54	15	0	37	222	3	0	63	35	45	0	23	278	17	0
5:00 PM 5:15 PM	57	61	24	0	52	194	3	0	49	33	40	0	62	191	51	0
5:15 PM 5:30 PM	73	59	21	0	54	242	7	0	52	39	32	0	23	233	39	0
5:30 PM 5:45 PM	57	45	35	0	49	213	7	0	54	42	37	0	39	201	38	0
5:45 PM 6:00 PM	54	60	21	0	57	254	3	0	66	31	35	0	36	201	40	0
Total	481	455	215	0	369	1788	41	0	464	288	285	0	300	1831	300	0
Peak Hour Total	240	230	114	0	157	885	21	0	243	143	141	0	140	1005	132	0
Peak Turn Percent	41%	39%	20%	0%	15%	83%	2%	0%	46%	27%	27%	0%	11%	79%	10%	0%
Peak Approach Total	584				1063				527				1277			

Peak Hour:	4:00 PM	-	5:00 PM
Peak 15 Minutes:	4:15 PM	-	4:30 PM
Peak Hour Factor (PHF):	0.96		

Table B3. Turning Movement Counts for RR 12 at FM 150
AM Peak Period


Location:	RR 12 at FM 150	Peak Hour Turning Movements/Percentages																		
City & State:	Dripping Springs, TX	343				Ranch Road 12														
North-South street:	Ranch Road 12	1%	65%	34%	0%	Ranch Road 12	↳	203	92%											
East-West street:	FM 150	4	223	116	0		↖	1	0%											
Peak Period:	7:00 AM - 9:00 AM	↘	↓	↙	↗		↖	17	8%	221										
Date Collected:	May 27, 2015	↘	↓	↙	↗		FM 150													
Collected by:	GRAM Traffic									↘	0	0%	↖	0	0%					
										0	0%	0	0%	↖	0	0%				
										0	0%	0	0%	↖	0	0%				
										0	0%	0	0%	↖	0	0%				
														372						
Date:	May 27, 2015																			
Peak Period:	7:00 AM - 9:00 AM																			
Peak Hour:	8:00 AM - 9:00 AM																			
														↖	North					

Time	Movement	Southbound				Westbound				Northbound				Eastbound				
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	
7:00 AM	7:15 AM	21	29	0	0	1	0	49	0	0	101	1	0	0	0	0	0	0
7:15 AM	7:30 AM	22	42	1	0	0	0	47	0	0	97	1	0	0	0	0	0	0
7:30 AM	7:45 AM	26	47	0	0	7	0	49	0	0	88	1	0	0	0	0	0	0
7:45 AM	8:00 AM	25	57	0	0	2	0	48	0	0	97	4	0	0	0	0	0	0
8:00 AM	8:15 AM	26	53	0	0	4	0	46	0	0	107	5	0	0	0	0	0	0
8:15 AM	8:30 AM	26	48	0	0	3	0	62	0	0	78	7	0	0	0	0	0	0
8:30 AM	8:45 AM	34	60	0	0	7	1	49	0	0	81	4	0	0	0	0	0	0
8:45 AM	9:00 AM	30	62	4	0	3	0	46	0	0	85	5	0	0	0	0	0	0
Total		210	398	5	0	27	1	396	0	0	734	28	0	0	0	0	0	0
Peak Hour Total		116	223	4	0	17	1	203	0	0	351	21	0	0	0	0	0	0
Peak Turn Percent		34%	65%	1%	0%	8%	0%	92%	0%	0%	94%	6%	0%	0%	0%	0%	0%	0%
Peak Approach Total		343				221				372				0				

Peak Hour:	8:00 AM	-	9:00 AM
Peak 15 Minutes:	8:00 AM	-	8:15 AM
Peak Hour Factor (PHF):	0.97		

Table B4. Turning Movement Counts for RR 12 at FM 150
PM Peak Period

Location:	RR 12 at FM 150
City & State:	Dripping Springs, TX
North-South street:	Ranch Road 12
East-West street:	FM 150
Peak Period:	4:00 PM - 6:00 PM
Date Collected:	May 27, 2015
Collected by:	GRAM Traffic


Peak Hour Turning Movements/Percentages										
606					Ranch Road 12					190
0%	60%	40%	0%	⤴		176	93%			
0	365	241	0	⤵		1	1%			
⤴	↓	⤵	↶			0	0%			
					FM 150					
	0%	0	↷		↷	↶	↑	↶		
0	0%	0	↓		0	0	252	23		
	0%	0	→		0%	0%	92%	8%		
	0%	0	↓							
275										
Date:	May 27, 2015									 North
Peak Period:	4:00 PM - 6:00 PM									
Peak Hour:	5:00 PM - 6:00 PM									

Time	Movement	Southbound				Westbound				Northbound				Eastbound				
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	
4:00 PM	4:15 PM	32	60	0	0	4	0	40	0	0	52	1	0	0	0	0	0	0
4:15 PM	4:30 PM	42	106	0	0	5	0	46	0	0	67	5	0	0	0	0	0	0
4:30 PM	4:45 PM	50	87	0	0	4	0	29	0	0	52	5	0	0	0	0	0	0
4:45 PM	5:00 PM	74	102	0	0	2	0	34	0	0	71	6	0	0	0	0	0	0
5:00 PM	5:15 PM	61	77	0	0	4	0	38	0	0	48	6	0	0	0	0	0	0
5:15 PM	5:30 PM	51	86	0	0	2	1	51	0	0	67	3	0	0	0	0	0	0
5:30 PM	5:45 PM	61	104	0	0	2	0	37	0	0	70	5	0	0	0	0	0	0
5:45 PM	6:00 PM	68	98	0	0	5	0	50	0	0	67	9	0	0	0	0	0	0
Total		439	720	0	0	28	1	325	0	0	494	40	0	0	0	0	0	0
Peak Hour Total		241	365	0	0	13	1	176	0	0	252	23	0	0	0	0	0	0
Peak Turn Percent		40%	60%	0%	0%	7%	1%	93%	0%	0%	92%	8%	0%	0%	0%	0%	0%	0%
Peak Approach Total		606				190				275				0				

Peak Hour:	5:00 PM	-	6:00 PM
Peak 15 Minutes:	5:45 PM	-	6:00 PM
Peak Hour Factor (PHF):	0.90		

**Table B5. Turning Movement Counts for RR 12 at Caliterra Pkwy
AM Peak Period**

Location:	RR 12 at Caliterra Pkwy
City & State:	Dripping Springs, TX
North-South street:	Ranch Road 12
East-West street:	Caliterra Parkway
Peak Period:	7:00 AM - 9:00 AM
Date Collected:	September 22, 2016
Collected by:	CJ Hensch


Peak Hour Turning Movements/Percentages										
360				Ranch Road 12	Caliterra Parkway				0	
8%	91%	1%	0%		⤴	0	0%			
29	329	2	0		⤵	0	0%			
⤴	↓	⤵	↶		0	0%				
				Caliterra Parkway					685	
					↶	0	↷	0		
					0%	1%	99%	0%		
					↷	4	680	0		
								685		
Date:		September 22, 2016						 North		
Peak Period:		7:00 AM - 9:00 AM								
Peak Hour:		8:00 AM - 9:00 AM								

Time	Movement	Southbound				Westbound				Northbound				Eastbound			
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
7:00 AM	7:15 AM	0	68	4	0	0	0	2	0	2	119	0	0	1	0	0	0
7:15 AM	7:30 AM	0	63	4	0	0	0	0	0	1	192	0	0	2	0	1	0
7:30 AM	7:45 AM	0	80	8	0	0	0	0	0	1	168	0	0	3	0	1	0
7:45 AM	8:00 AM	0	95	7	0	0	0	0	0	1	164	0	1	0	0	0	0
8:00 AM	8:15 AM	0	75	10	0	0	0	0	0	0	166	0	1	4	0	3	0
8:15 AM	8:30 AM	0	77	5	0	0	0	0	0	0	193	0	0	2	0	0	0
8:30 AM	8:45 AM	1	92	5	0	0	0	0	0	1	157	0	0	7	0	1	0
8:45 AM	9:00 AM	1	85	9	0	0	0	0	0	3	164	0	0	7	0	1	0
Total		2	635	52	0	0	0	2	0	9	1323	0	2	26	0	7	0
Peak Hour Total		2	329	29	0	0	0	0	0	4	680	0	1	20	0	5	0
Peak Turn Percent		1%	91%	8%	0%	0%	0%	0%	0%	1%	99%	0%	0%	80%	0%	20%	0%
Peak Approach Total		360				0				685				25			

Peak Hour:	8:00 AM	-	9:00 AM
Peak 15 Minutes:	8:15 AM	-	8:30 AM
Peak Hour Factor (PHF):	0.97		

**Table B6. Turning Movement Counts for RR 12 at Caliterra Pkwy
PM Peak Period**

Location:	RR 12 at Caliterra Pkwy
City & State:	Dripping Springs, TX
North-South street:	Ranch Road 12
East-West street:	Caliterra Parkway
Peak Period:	4:00 PM - 6:00 PM
Date Collected:	September 22, 2016
Collected by:	CJ Hensch

Peak Hour Turning Movements/Percentages												
714				Ranch Road 12	Caliterra Parkway							
1%	98%	0%	0%		↳	2	100%	↵	0	0%		
9	702	3	0		↵	0	0%	↵	0	0%		
↳	↓	↳	↵		↵	0	0%	↵	0	0%		
				Caliterra Parkway								
					↵	0	0%	↵	2	477	0	0%
					↵	0	0%	↵	0	100%	0	0%
					↵	0	0%	↵	0	0%	0	0%
				479								
Date:		September 22, 2016								 North		
Peak Period:		4:00 PM - 6:00 PM										
Peak Hour:		5:00 PM - 6:00 PM										

Time	Movement	Southbound				Westbound				Northbound				Eastbound			
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
4:00 PM	4:15 PM	0	151	3	0	0	0	1	0	0	95	0	0	5	0	0	0
4:15 PM	4:30 PM	0	138	7	0	0	0	0	0	0	108	0	0	7	0	3	0
4:30 PM	4:45 PM	1	149	1	0	0	0	0	0	0	101	0	0	5	0	0	0
4:45 PM	5:00 PM	0	177	5	0	0	0	0	0	0	117	0	0	1	0	2	0
5:00 PM	5:15 PM	0	178	1	0	0	0	0	0	0	96	0	0	7	0	1	0
5:15 PM	5:30 PM	0	173	3	0	0	0	2	0	0	118	0	0	8	0	10	0
5:30 PM	5:45 PM	1	159	2	0	0	0	0	0	2	142	0	0	2	0	0	0
5:45 PM	6:00 PM	2	192	3	0	0	0	0	0	0	121	0	0	4	0	5	0
Total		4	1317	25	0	0	0	3	0	2	898	0	0	39	0	21	0
Peak Hour Total		3	702	9	0	0	0	2	0	2	477	0	0	21	0	16	0
Peak Turn Percent		0%	98%	1%	0%	0%	0%	100%	0%	0%	100%	0%	0%	57%	0%	43%	0%
Peak Approach Total		714				2				479				37			

Peak Hour:	5:00 PM	-	6:00 PM
Peak 15 Minutes:	5:45 PM	-	6:00 PM
Peak Hour Factor (PHF):	0.94		

**Table B7. Turning Movement Counts for US 290 at Roger Hanks Pkwy
AM Peak Period**

Location:	US 290 at Roger Hanks Pkwy
City & State:	Dripping Springs, TX
North-South street:	US 290
East-West street:	Roger Hanks Parkway
Peak Period:	7:00 AM - 9:00 AM
Date Collected:	April 15, 2015
Collected by:	HDR

Peak Hour Turning Movements/Percentages											
1203					US 290					0	
2%	98%	0%	0%	↳		0	0%	↵	0		0%
30	1173	0	0	↶		0	0%	↷	0		0%
↳	↓	↳	↶								
					Roger Hanks Parkway						
					↶	0	0%	↷	0	0%	
					↵	0	0%	↶	39	888	
					↷	0	0%	↷	4%	96%	
					↶	0	0%	↶	28	↓	
					927					North ↶	
Date:	April 15, 2015										
Peak Period:	7:00 AM - 9:00 AM										
Peak Hour:	8:00 AM - 9:00 AM										

Time	Movement	Southbound				Westbound				Northbound				Eastbound				
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	
7:00 AM	7:15 AM	0	167	3	0	0	0	0	0	1	81	0	0	0	0	0	6	0
7:15 AM	7:30 AM	0	199	1	0	0	0	0	0	1	122	0	0	1	0	4	0	0
7:30 AM	7:45 AM	0	209	1	0	0	0	0	0	4	152	0	0	0	0	12	0	0
7:45 AM	8:00 AM	0	194	1	0	0	0	0	0	9	152	0	0	5	0	7	0	0
8:00 AM	8:15 AM	0	221	4	0	0	0	0	0	6	172	0	0	4	0	7	0	0
8:15 AM	8:30 AM	0	292	4	0	0	0	0	0	5	276	0	0	6	0	6	0	0
8:30 AM	8:45 AM	0	353	11	0	0	0	0	0	14	275	0	0	6	0	7	0	0
8:45 AM	9:00 AM	0	307	11	0	0	0	0	0	14	165	0	0	3	0	8	0	0
Total		0	1942	36	0	0	0	0	0	54	1395	0	0	25	0	57	0	0
Peak Hour Total		0	1173	30	0	0	0	0	0	39	888	0	0	19	0	28	0	0
Peak Turn Percent		0%	98%	2%	0%	0%	0%	0%	0%	4%	96%	0%	0%	40%	0%	60%	0%	0%
Peak Approach Total		1203				0				927				47				

Peak Hour:	8:00 AM	-	9:00 AM
Peak 15 Minutes:	8:30 AM	-	8:45 AM
Peak Hour Factor (PHF):	0.82		

**Table B8. Turning Movement Counts for US 290 at Roger Hanks Pkwy
PM Peak Period**

Location:	US 290 at Roger Hanks Pkwy
City & State:	Dripping Springs, TX
North-South street:	US 290
East-West street:	Roger Hanks Parkway
Peak Period:	3:00 PM - 5:00 PM
Date Collected:	April 15, 2015
Collected by:	HDR

Peak Hour Turning Movements/Percentages										
1179					US 290					
2%	98%	0%	0%	↖		0	0%	0		
25	1154	0	0	↕		0	0%			
↙	↓	↘	↗	↘		0	0%			
Roger Hanks Parkway										
					1111					
						↖	0	0%	North	
						↕	24	1087		0
						↘	0%	2%		98%
Date:	April 15, 2015									
Peak Period:	3:00 PM - 5:00 PM									
Peak Hour:	3:45 PM - 4:45 PM									

Time	Movement	Southbound				Westbound				Northbound				Eastbound			
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
3:00 PM	3:15 PM	0	181	5	0	0	0	0	0	4	198	0	0	3	0	6	0
3:15 PM	3:30 PM	0	207	6	0	0	0	0	0	7	201	0	0	6	0	9	0
3:30 PM	3:45 PM	0	198	6	0	0	0	0	0	6	238	0	0	5	0	7	0
3:45 PM	4:00 PM	0	222	5	0	0	0	0	0	4	249	0	0	4	0	9	0
4:00 PM	4:15 PM	0	249	3	0	0	0	0	0	2	274	0	0	6	0	9	0
4:15 PM	4:30 PM	0	435	8	0	0	0	0	0	7	286	0	0	2	0	12	0
4:30 PM	4:45 PM	0	248	9	0	0	0	0	0	11	278	0	0	4	0	5	0
4:45 PM	5:00 PM	0	210	4	0	0	0	0	0	4	245	0	0	4	0	6	0
Total		0	1950	46	0	0	0	0	0	45	1969	0	0	34	0	63	0
Peak Hour Total		0	1154	25	0	0	0	0	0	24	1087	0	0	16	0	35	0
Peak Turn Percent		0%	98%	2%	0%	0%	0%	0%	0%	2%	98%	0%	0%	31%	0%	69%	0%
Peak Approach Total		1179				0				1111				51			

Peak Hour:	3:45 PM	-	4:45 PM
Peak 15 Minutes:	4:15 PM	-	4:30 PM
Peak Hour Factor (PHF):	0.78		

**Table B9. Turning Movement Counts for Roger Hanks Pkwy at Creek Rd
AM Peak Period**

Location:	Roger Hanks Pkwy at Creek Rd					Peak Hour Turning Movements/Percentages								
City & State:	Dripping Springs, TX					42				Roger Hanks Parkway				
North-South street:	Roger Hanks Parkway					0%	88%	12%	0%	↓	8	15%		
East-West street:	Creek Road					0	37	5	0	↕	0	0%	54	
Peak Period:	7:00 AM - 9:00 AM					↔	↓	↔	↕		↕	46	85%	
Date Collected:	September 22, 2016										↕	0	0%	
Collected by:	HDR										Creek Road			
						0%	0	↕			↕	0	0%	
						0%	0	↕			↕	0	0%	
						0%	0	↔			↕	27	50%	
						0%	0	↔			↕	27	50%	
						0%	0	↕						
											54			
Date:	September 22, 2016													
Peak Period:	7:00 AM - 9:00 AM													
Peak Hour:	8:00 AM - 9:00 AM													
													North	

Time	Southbound				Westbound				Northbound				Eastbound			
	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
7:00 AM - 7:15 AM	1	0	0	0	4	0	3	0	0	4	9	0	0	0	0	0
7:15 AM - 7:30 AM	1	0	0	0	5	0	3	0	0	8	6	0	0	0	0	0
7:30 AM - 7:45 AM	2	3	0	0	9	0	5	0	0	6	10	0	0	0	0	0
7:45 AM - 8:00 AM	0	8	0	0	5	0	2	0	0	5	6	0	0	0	0	0
8:00 AM - 8:15 AM	1	8	0	0	8	0	0	0	0	7	6	0	0	0	0	0
8:15 AM - 8:30 AM	1	5	0	0	11	0	3	0	0	8	7	0	0	0	0	0
8:30 AM - 8:45 AM	1	13	0	0	12	0	1	0	0	6	5	0	0	0	0	0
8:45 AM - 9:00 AM	2	11	0	0	15	0	4	0	0	6	9	0	0	0	0	0
Total	9	48	0	0	69	0	21	0	0	50	58	0	0	0	0	0
Peak Hour Total	5	37	0	0	46	0	8	0	0	27	27	0	0	0	0	0
Peak Turn Percent	12%	88%	0%	0%	85%	0%	15%	0%	0%	50%	50%	0%	0%	0%	0%	0%
Peak Approach Total	42				54				54				0			


Peak Hour:	8:00 AM	-	9:00 AM
Peak 15 Minutes:	8:45 AM	-	9:00 AM
Peak Hour Factor (PHF):	0.80		

**Table B10. Turning Movement Counts for Roger Hanks Pkwy at Creek Rd
PM Peak Period**

Location:	Roger Hanks Pkwy at Creek Rd
City & State:	Dripping Springs, TX
North-South street:	Roger Hanks Parkway
East-West street:	Creek Road
Peak Period:	4:00 PM - 6:00 PM
Date Collected:	September 22, 2016
Collected by:	HDR

Peak Hour Turning Movements/Percentages									
29				Roger Hanks Parkway	56				
0%	69%	31%	0%		⤴	13	23%		
0	20	9	0		⤵	0	0%		
⤵	↓	⤴	↻		⤴	43	77%		
					Creek Road				
				61					
	0%	0	↻	↻	0	0%	↑	↻	
0	0%	0	↓	0	0	0%	21	40	
	0%	0	→	0%	0%	34%	66%		
	0%	0	↓						

Date:	September 22, 2016
Peak Period:	4:00 PM - 6:00 PM
Peak Hour:	4:45 PM - 5:45 PM


North 

Time	Movement	Southbound				Westbound				Northbound				Eastbound				
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	
4:00 PM	4:15 PM	3	6	0	0	6	0	2	0	0	7	7	0	0	0	0	0	0
4:15 PM	4:30 PM	4	12	0	0	13	0	0	0	0	2	3	0	0	0	0	0	0
4:30 PM	4:45 PM	6	11	0	0	8	0	2	0	0	4	6	0	0	0	0	0	0
4:45 PM	5:00 PM	3	6	0	0	16	0	4	0	0	1	5	0	0	0	0	0	0
5:00 PM	5:15 PM	3	4	0	0	7	0	3	0	0	6	9	0	0	0	0	0	0
5:15 PM	5:30 PM	2	5	0	0	10	0	4	0	0	4	13	0	0	0	0	0	0
5:30 PM	5:45 PM	1	5	0	0	10	0	2	0	0	10	13	0	0	0	0	0	0
5:45 PM	6:00 PM	3	3	0	0	10	0	3	0	0	5	11	0	0	0	0	0	0
Total		25	52	0	0	80	0	20	0	0	39	67	0	0	0	0	0	0
Peak Hour Total		9	20	0	0	43	0	13	0	0	21	40	0	0	0	0	0	0
Peak Turn Percent		31%	69%	0%	0%	77%	0%	23%	0%	0%	34%	66%	0%	0%	0%	0%	0%	0%
Peak Approach Total		29				56				61				0				

Peak Hour:	4:45 PM	-	5:45 PM
Peak 15 Minutes:	5:30 PM	-	5:45 PM
Peak Hour Factor (PHF):	0.89		

**Table B11. Turning Movement Counts for US 290 at Creek Rd
AM Peak Period**

Location:	US 290 at Creek Rd
City & State:	Dripping Springs, TX
North-South street:	Creek Road
East-West street:	US 290
Peak Period:	7:00 AM - 9:00 AM
Date Collected:	September 22, 2016
Collected by:	CJ Hensch


Peak Hour Turning Movements/Percentages																																											
<table border="1"> <tr> <td>0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↙</td> <td>↘</td> <td></td> </tr> </table>					0					0%	0%	0%	0%	0%	0	0	0	0	0	↓	↓	↙	↘		Creek Road	<table border="1"> <tr> <td>↖</td> <td>0</td> <td>0%</td> <td></td> </tr> <tr> <td>↑</td> <td>1492</td> <td>96%</td> <td rowspan="3">1549</td> </tr> <tr> <td>↗</td> <td>57</td> <td>4%</td> </tr> <tr> <td>↻</td> <td>0</td> <td>0%</td> </tr> </table>				↖	0	0%		↑	1492	96%	1549	↗	57	4%	↻	0	0%
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↖	0	0%																																									
↑	1492	96%	1549																																								
↗	57	4%																																									
↻	0	0%																																									
					US 290																																						
					<table border="1"> <tr> <td>↻</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>6</td> <td>0</td> <td>37</td> </tr> <tr> <td>0%</td> <td>14%</td> <td>0%</td> <td>86%</td> </tr> </table>				↻	0			0	6	0	37	0%	14%	0%	86%																							
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0	6	0	37																																								
0%	14%	0%	86%																																								
					43																																						
					 North																																						
Date:	September 22, 2016																																										
Peak Period:	7:00 AM - 9:00 AM																																										
Peak Hour:	8:00 AM - 9:00 AM																																										

Time	Movement	Southbound				Westbound				Northbound				Eastbound			
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
7:00 AM	7:15 AM	0	0	0	0	6	168	0	0	0	0	19	0	0	185	2	0
7:15 AM	7:30 AM	0	0	0	0	11	277	0	0	1	0	18	0	0	229	4	0
7:30 AM	7:45 AM	0	0	0	0	16	342	0	0	1	0	17	0	0	278	2	0
7:45 AM	8:00 AM	0	0	0	0	11	302	0	0	2	0	7	0	0	274	3	0
8:00 AM	8:15 AM	0	0	0	0	15	317	0	0	2	0	11	0	0	248	3	0
8:15 AM	8:30 AM	0	0	0	0	12	411	0	0	1	0	6	0	0	301	8	0
8:30 AM	8:45 AM	0	0	0	0	18	401	0	0	1	0	10	0	0	339	3	0
8:45 AM	9:00 AM	0	0	0	0	12	363	0	0	2	0	10	0	0	296	5	0
Total		0	0	0	0	101	2581	0	0	10	0	98	0	0	2150	30	0
Peak Hour Total		0	0	0	0	57	1492	0	0	6	0	37	0	0	1184	19	0
Peak Turn Percent		0%	0%	0%	0%	4%	96%	0%	0%	14%	0%	86%	0%	0%	98%	2%	0%
Peak Approach Total		0				1549				43				1203			

Peak Hour:	8:00 AM	-	9:00 AM
Peak 15 Minutes:	8:30 AM	-	8:45 AM
Peak Hour Factor (PHF):	0.91		

**Table B12. Turning Movement Counts for US 290 at Creek Rd
PM Peak Period**

Location:	US 290 at Creek Rd
City & State:	Dripping Springs, TX
North-South street:	Creek Road
East-West street:	US 290
Peak Period:	4:00 PM - 6:00 PM
Date Collected:	September 22, 2016
Collected by:	CJ Hensch

Peak Hour Turning Movements/Percentages													
					Creek Road					1283			
0%	0%	0%	0%	↖		0	0%	↗	1211		94%		
0	0	0	0	↘		72	6%	↙	0		0%		
↖	↘	↗	↙	US 290									
					US 290					73			
0%	0	↘	↙	↖		0	↗	↘	2		0	71	97%
1232	99%	1222	↘	↖		0	↗	↙	0		0%	↘	71
1%	10	↘	73										
Date:		September 22, 2016								 North			
Peak Period:		4:00 PM - 6:00 PM											
Peak Hour:		5:00 PM - 6:00 PM											

Time	Movement	Southbound				Westbound				Northbound				Eastbound			
		left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn	left	thru	right	u-turn
4:00 PM	4:15 PM	0	0	0	0	7	339	0	0	1	0	9	0	0	265	6	0
4:15 PM	4:30 PM	0	0	0	0	18	314	0	0	0	0	8	0	0	418	4	0
4:30 PM	4:45 PM	0	0	0	0	12	249	0	0	0	0	11	0	0	349	2	0
4:45 PM	5:00 PM	0	0	0	0	19	244	0	0	1	0	8	0	0	266	2	0
5:00 PM	5:15 PM	0	0	0	0	19	309	0	0	0	0	20	0	0	276	3	0
5:15 PM	5:30 PM	0	0	0	0	23	331	0	0	1	0	18	0	0	320	3	0
5:30 PM	5:45 PM	0	0	0	0	14	292	0	0	1	0	13	0	0	317	1	0
5:45 PM	6:00 PM	0	0	0	0	16	279	0	0	0	0	20	0	0	309	3	0
Total		0	0	0	0	128	2357	0	0	4	0	107	0	0	2520	24	0
Peak Hour Total		0	0	0	0	72	1211	0	0	2	0	71	0	0	1222	10	0
Peak Turn Percent		0%	0%	0%	0%	6%	94%	0%	0%	3%	0%	97%	0%	0%	99%	1%	0%
Peak Approach Total		0				1283				73				1232			

Peak Hour:	5:00 PM	-	6:00 PM
Peak 15 Minutes:	5:15 PM	-	5:30 PM
Peak Hour Factor (PHF):	0.93		

Table B13. 24 Hour Volumes - NB CR 190 near Onion Creek

Date Began:
09/22/16

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	1	0	0	0	1
2:00	0	0	0	1	1
3:00	0	0	0	1	1
4:00	1	0	0	0	1
5:00	0	1	1	1	3
6:00	1	2	5	9	17
7:00	4	5	10	13	32
8:00	13	16	27	23	79
9:00	10	7	5	9	31
10:00	9	8	10	9	36
11:00	13	4	7	7	31
12:00	9	8	10	9	36
13:00	10	11	11	11	43
14:00	16	4	1	14	35
15:00	14	8	9	12	43
16:00	10	24	19	21	74
17:00	9	17	14	13	53
18:00	17	16	9	7	49
19:00	14	13	11	12	50
20:00	10	7	7	10	34
21:00	6	7	2	4	19
22:00	4	3	0	1	8
23:00	1	0	3	2	6
TOTAL:					683

Figure B13. 24 Hour Volumes - NB CR 190 near Onion Creek

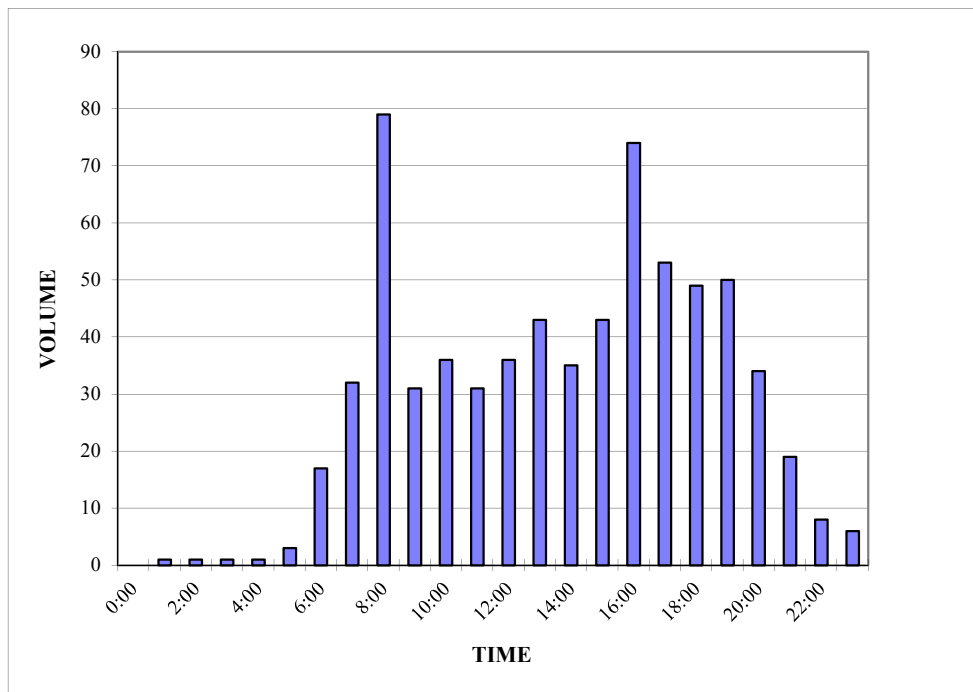


Table B14. 24 Hour Volumes - SB CR 190 near Onion Creek

Date Began:
09/22/16

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	2	1	3	6
5:00	1	2	3	9	15
6:00	4	11	12	15	42
7:00	14	12	17	8	51
8:00	13	16	12	15	56
9:00	12	11	10	14	47
10:00	11	9	13	7	40
11:00	11	8	8	7	34
12:00	13	10	11	14	48
13:00	9	14	9	10	42
14:00	9	4	10	13	36
15:00	8	2	14	17	41
16:00	12	6	10	6	34
17:00	13	18	19	18	68
18:00	15	12	13	4	44
19:00	14	9	12	3	38
20:00	6	0	5	3	14
21:00	1	0	1	2	4
22:00	2	0	3	1	6
23:00	0	1	2	0	3
TOTAL:					669

Figure B14. 24 Hour Volumes - SB CR 190 near Onion Creek

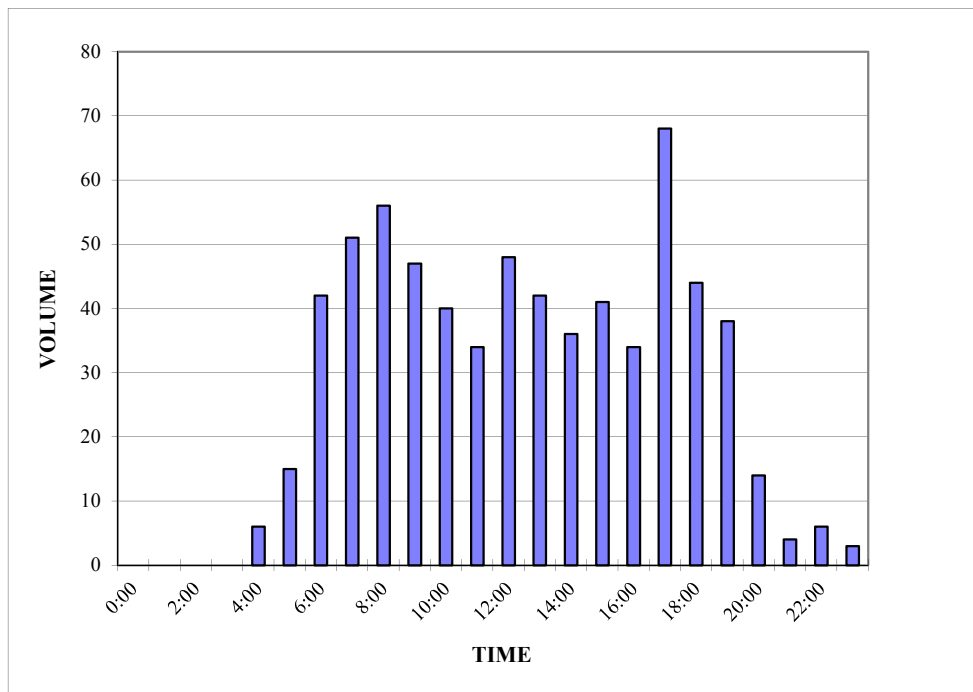


Table B15. 24 Hour Volumes - NB CR 220/Mt Gainor Rd

Date Began:
05/27/15

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	0	0	1
1:00	0	1	0	0	1
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	1	0	1
6:00	0	0	1	0	1
7:00	1	5	3	3	12
8:00	1	4	8	2	15
9:00	4	3	5	3	15
10:00	3	1	3	4	11
11:00	2	1	4	4	11
12:00	3	2	6	3	14
13:00	4	8	1	6	19
14:00	6	2	1	3	12
15:00	7	9	3	3	22
16:00	2	17	15	7	41
17:00	4	13	12	8	37
18:00	10	8	7	10	35
19:00	2	1	2	2	7
20:00	5	2	1	0	8
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
TOTAL:					263

Figure B15. 24 Hour Volumes - NB CR 220/Mt Gainor Rd

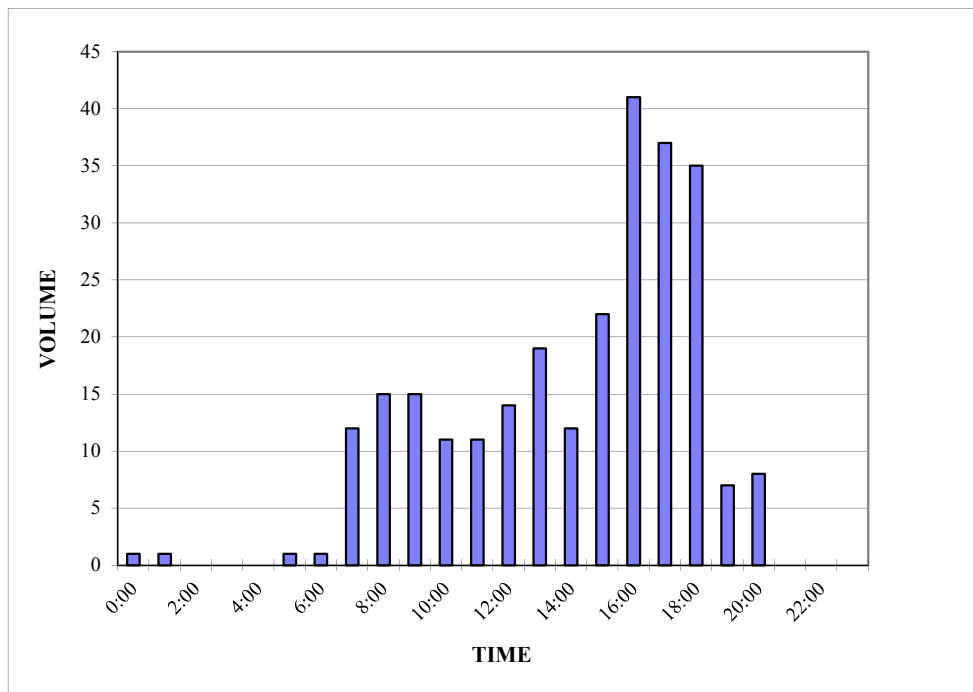
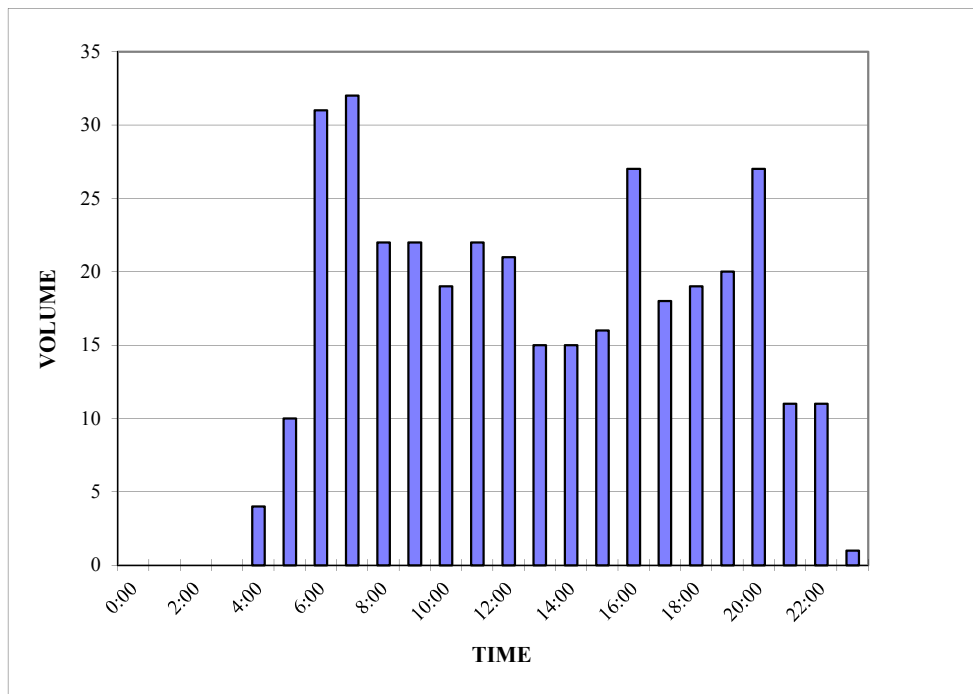


Table B16. 24 Hour Volumes - SB CR 220/Mt Gainor Rd

Date Began:
05/27/15

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	3	0	1	4
5:00	0	4	4	2	10
6:00	8	4	6	13	31
7:00	4	8	9	11	32
8:00	7	4	8	3	22
9:00	3	5	8	6	22
10:00	0	4	6	9	19
11:00	6	6	2	8	22
12:00	6	7	4	4	21
13:00	5	4	4	2	15
14:00	3	5	2	5	15
15:00	1	6	7	2	16
16:00	6	8	8	5	27
17:00	4	3	6	5	18
18:00	9	5	3	2	19
19:00	7	5	5	3	20
20:00	5	13	5	4	27
21:00	6	2	0	3	11
22:00	4	1	5	1	11
23:00	0	0	1	0	1
TOTAL:					363

Figure B16. 24 Hour Volumes - SB CR 220/Mt Gainor Rd



Appendix C

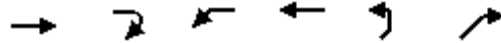
Intersection Capacity Analysis – Synchro Results

HCM Unsignalized Intersection Capacity Analysis
1: Creek Rd & US 290

2016 Existing Condition AM Peak Ho

Item 6.

08/09/2017



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	1184	19	57	1492	6	37
Future Volume (Veh/h)	1184	19	57	1492	6	37
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1301	21	63	1640	7	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1322		2258	661
vC1, stage 1 conf vol					1312	
vC2, stage 2 conf vol					946	
vCu, unblocked vol			1322		2258	661
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			88		96	90
cM capacity (veh/h)			519		171	405
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	867	455	63	820	820	48
Volume Left	0	0	63	0	0	7
Volume Right	0	21	0	0	0	41
cSH	1700	1700	519	1700	1700	337
Volume to Capacity	0.51	0.27	0.12	0.48	0.48	0.14
Queue Length 95th (ft)	0	0	10	0	0	12
Control Delay (s)	0.0	0.0	12.9	0.0	0.0	17.4
Lane LOS			B	C		
Approach Delay (s)	0.0		0.5	17.4		
Approach LOS				C		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			51.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

2016 Existing Condition AM Peak Ho Item 6.

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	901	127	102	1035	21	369	175	184	209	117	243
Future Volume (vph)	178	901	127	102	1035	21	369	175	184	209	117	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1770	3473		1770	3528		1681	1738	1583	1681	1744	1583
Flt Permitted	0.10	1.00		0.10	1.00		0.95	0.98	1.00	0.95	0.99	1.00
Satd. Flow (perm)	180	3473		192	3528		1681	1738	1583	1681	1744	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	191	969	137	110	1113	23	397	188	198	225	126	261
RTOR Reduction (vph)	0	9	0	0	1	0	0	0	155	0	0	236
Lane Group Flow (vph)	191	1097	0	110	1135	0	290	295	43	173	178	25
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6								
Actuated Green, G (s)	51.9	41.4		46.7	38.8		21.7	21.7	7.9	15.0	15.0	10.5
Effective Green, g (s)	51.9	41.4		46.7	38.8		21.7	21.7	7.9	15.0	15.0	10.5
Actuated g/C Ratio	0.47	0.38		0.42	0.35		0.20	0.20	0.07	0.14	0.14	0.10
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	236	1307		194	1244		331	342	113	229	237	151
v/s Ratio Prot	c0.08	c0.32		0.04	c0.32		c0.17	0.17	0.03	c0.10	0.10	0.02
v/s Ratio Perm	0.30			0.20								
v/c Ratio	0.81	0.84		0.57	0.91		0.88	0.86	0.38	0.76	0.75	0.16
Uniform Delay, d1	24.7	31.3		22.8	34.0		42.8	42.7	48.7	45.7	45.7	45.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.3	6.6		2.3	11.6		21.3	18.9	0.8	11.8	11.2	0.2
Delay (s)	42.0	37.8		25.1	45.6		64.2	61.6	49.5	57.6	56.9	45.9
Level of Service	D	D		C	D		E	E	D	E	E	D
Approach Delay (s)		38.5			43.8			59.5			52.4	
Approach LOS		D			D			E			D	

Intersection Summary		
HCM 2000 Control Delay	46.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.86	D
Actuated Cycle Length (s)	110.0	Sum of lost time (s)
Intersection Capacity Utilization	82.8%	24.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 16: RM 12/RM12 & Cemetery/RM 150

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (veh/h)	0	0	0	19	1	223	0	386	23	128	245	4
Future Volume (Veh/h)	0	0	0	19	1	223	0	386	23	128	245	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			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
Hourly flow rate (vph)	0	0	0	20	1	230	0	398	24	132	253	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage (veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1160	941	255	927	931	410	257			422		
vC1, stage 1 conf vol	519	519		410	410							
vC2, stage 2 conf vol	640	422		517	521							
vCu, unblocked vol	1160	941	255	927	931	410	257			422		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	95	100	64	100			88		
cM capacity (veh/h)	159	377	784	418	412	642	1308			1137		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	0	20	231	422	132	257						
Volume Left	0	20	0	0	132	0						
Volume Right	0	0	230	24	0	4						
cSH	1700	418	640	1308	1137	1700						
Volume to Capacity	0.00	0.05	0.36	0.00	0.12	0.15						
Queue Length 95th (ft)	0	4	41	0	10	0						
Control Delay (s)	0.0	14.1	13.8	0.0	8.6	0.0						
Lane LOS	A	B	B		A							
Approach Delay (s)	0.0	13.8		0.0	2.9							
Approach LOS	A	B										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			58.7%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 19: Roger Hanks Pkwy & US 290

08/09/2017



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	21	31	1290	33	42	977
Future Volume (Veh/h)	21	31	1290	33	42	977
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	26	38	1573	40	51	1191
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage veh)			2		2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2290	806			1613	
vC1, stage 1 conf vol	1593					
vC2, stage 2 conf vol	698					
vCu, unblocked vol	2290	806			1613	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	88			87	
cM capacity (veh/h)	139	325			400	

Direction, Lane #	NB 1	NB 2	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	26	38	1049	564	51	596	596
Volume Left	26	0	0	0	51	0	0
Volume Right	0	38	0	40	0	0	0
cSH	139	325	1700	1700	400	1700	1700
Volume to Capacity	0.19	0.12	0.62	0.33	0.13	0.35	0.35
Queue Length 95th (ft)	16	10	0	0	11	0	0
Control Delay (s)	36.7	17.6	0.0	0.0	15.3	0.0	0.0
Lane LOS	E	C			C		
Approach Delay (s)	25.3		0.0		0.6		
Approach LOS	D						

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	8	27	27	5	37
Future Volume (Veh/h)	46	8	27	27	5	37
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	58	10	34	34	6	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	51			34	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	51			34	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	99			100	
cM capacity (veh/h)	885	1017			1578	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	68	68	52
Volume Left	58	0	6
Volume Right	10	34	0
cSH	902	1700	1578
Volume to Capacity	0.08	0.04	0.00
Queue Length 95th (ft)	6	0	0
Control Delay (s)	9.3	0.0	0.9
Lane LOS	A		A
Approach Delay (s)	9.3	0.0	0.9
Approach LOS	A		

Intersection Summary			
Average Delay		3.6	
Intersection Capacity Utilization		16.2%	ICU Level of Service
Analysis Period (min)		15	A



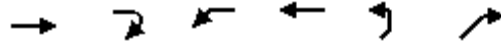
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	5	4	680	329	29
Future Volume (Veh/h)	20	5	4	680	329	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	5	4	701	339	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1048	339	369			
vC1, stage 1 conf vol	339					
vC2, stage 2 conf vol	709					
vCu, unblocked vol	1048	339	369			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	442	703	1190			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	21	5	4	701	339	30
Volume Left	21	0	4	0	0	0
Volume Right	0	5	0	0	0	30
cSH	442	703	1190	1700	1700	1700
Volume to Capacity	0.05	0.01	0.00	0.41	0.20	0.02
Queue Length 95th (ft)	4	1	0	0	0	0
Control Delay (s)	13.6	10.2	8.0	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	12.9	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			45.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
1: Creek Rd & US 290

2016 Existing Condition PM Peak Ho

Item 6.

08/09/2017



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	1222	10	72	1211	2	71
Future Volume (Veh/h)	1222	10	72	1211	2	71
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1314	11	77	1302	2	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1325		2124	662
vC1, stage 1 conf vol					1320	
vC2, stage 2 conf vol					805	
vCu, unblocked vol			1325		2124	662
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			85		99	81
cM capacity (veh/h)			517		178	404
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	876	449	77	651	651	78
Volume Left	0	0	77	0	0	2
Volume Right	0	11	0	0	0	76
cSH	1700	1700	517	1700	1700	391
Volume to Capacity	0.52	0.26	0.15	0.38	0.38	0.20
Queue Length 95th (ft)	0	0	13	0	0	18
Control Delay (s)	0.0	0.0	13.2	0.0	0.0	16.5
Lane LOS			B	C		
Approach Delay (s)	0.0		0.7	16.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			52.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

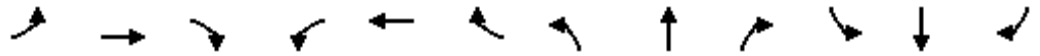
08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1106	145	173	974	23	267	157	155	264	253	125
Future Volume (vph)	154	1106	145	173	974	23	267	157	155	264	253	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3478		1770	3527		1681	1746	1583	1681	1761	1583
Flt Permitted	0.10	1.00		0.10	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	188	3478		188	3527		1681	1746	1583	1681	1761	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	160	1152	151	180	1015	24	278	164	161	275	264	130
RTOR Reduction (vph)	0	9	0	0	1	0	0	0	148	0	0	118
Lane Group Flow (vph)	160	1294	0	180	1038	0	217	225	13	247	292	12
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6								
Actuated Green, G (s)	51.4	41.1		48.6	39.7		17.1	17.1	8.9	18.9	18.9	10.3
Effective Green, g (s)	51.4	41.1		48.6	39.7		17.1	17.1	8.9	18.9	18.9	10.3
Actuated g/C Ratio	0.47	0.37		0.44	0.36		0.16	0.16	0.08	0.17	0.17	0.09
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	235	1299		211	1272		261	271	128	288	302	148
v/s Ratio Prot	0.06	c0.37		c0.07	0.29		c0.13	0.13	0.01	0.15	c0.17	0.01
v/s Ratio Perm	0.25			0.31								
v/c Ratio	0.68	1.00		0.85	0.82		0.83	0.83	0.10	0.86	0.97	0.08
Uniform Delay, d1	21.7	34.4		25.4	31.8		45.1	45.0	46.8	44.2	45.2	45.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.3	24.0		26.0	5.9		18.9	18.2	0.1	20.8	42.2	0.1
Delay (s)	28.0	58.4		51.3	37.7		63.9	63.2	47.0	65.0	87.4	45.6
Level of Service	C	E		D	D		E	E	D	E	F	D
Approach Delay (s)		55.0			39.7			59.2			71.0	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (veh/h)	0	0	0	14	1	194	0	277	25	265	402	0
Future Volume (Veh/h)	0	0	0	14	1	194	0	277	25	265	402	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	16	1	216	0	308	28	294	447	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			TWLTL		
Median storage (veh)										2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1574	1371	447	1357	1357	322	447			336		
vC1, stage 1 conf vol	1035	1035		322	322							
vC2, stage 2 conf vol	538	336		1035	1035							
vCu, unblocked vol	1574	1371	447	1357	1357	322	447			336		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	92	100	70	100			76		
cM capacity (veh/h)	72	211	612	205	224	719	1113			1223		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	0	16	217	336	294	447						
Volume Left	0	16	0	0	294	0						
Volume Right	0	0	216	28	0	0						
cSH	1700	205	712	1113	1223	1700						
Volume to Capacity	0.00	0.08	0.30	0.00	0.24	0.26						
Queue Length 95th (ft)	0	6	32	0	24	0						
Control Delay (s)	0.0	24.1	12.3	0.0	8.9	0.0						
Lane LOS	A	C	B		A							
Approach Delay (s)	0.0	13.1		0.0	3.5							
Approach LOS	A	B										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			59.3%	ICU Level of Service				B				
Analysis Period (min)			15									



Movement	NBL	NBR	SET	SER	NWL	NWT	
Lane Configurations	↰	↱	↕↔		↰	↕↕	
Traffic Volume (veh/h)	18	39	1269	28	26	1196	
Future Volume (Veh/h)	18	39	1269	28	26	1196	
Sign Control	Stop		Free		Free		
Grade	0%		0%		0%		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	
Hourly flow rate (vph)	23	50	1627	36	33	1533	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	TWLTL			TWLTL			
Median storage (veh)	2			2			
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	2478	832			1663		
vC1, stage 1 conf vol	1645						
vC2, stage 2 conf vol	832						
vCu, unblocked vol	2478	832			1663		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)	5.8						
tF (s)	3.5	3.3			2.2		
p0 queue free %	82	84			91		
cM capacity (veh/h)	129	313			383		
Direction, Lane #	NB 1	NB 2	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	23	50	1085	578	33	766	766
Volume Left	23	0	0	0	33	0	0
Volume Right	0	50	0	36	0	0	0
cSH	129	313	1700	1700	383	1700	1700
Volume to Capacity	0.18	0.16	0.64	0.34	0.09	0.45	0.45
Queue Length 95th (ft)	16	14	0	0	7	0	0
Control Delay (s)	38.9	18.7	0.0	0.0	15.3	0.0	0.0
Lane LOS	E	C			C		
Approach Delay (s)	25.1	0.0		0.3			
Approach LOS	D						
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilization			46.0%		ICU Level of Service		A
Analysis Period (min)			15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	13	21	40	9	20
Future Volume (Veh/h)	43	13	21	40	9	20
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	48	15	24	45	10	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	88	46			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88	46			24	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			99	
cM capacity (veh/h)	907	1023			1591	

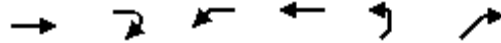
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	63	69	32
Volume Left	48	0	10
Volume Right	15	45	0
cSH	932	1700	1591
Volume to Capacity	0.07	0.04	0.01
Queue Length 95th (ft)	5	0	0
Control Delay (s)	9.1	0.0	2.3
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	2.3
Approach LOS	A		

Intersection Summary			
Average Delay		4.0	
Intersection Capacity Utilization		18.2%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↕	↕	↷
Traffic Volume (veh/h)	21	16	2	477	702	9
Future Volume (Veh/h)	21	16	2	477	702	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	22	17	2	507	747	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1258	747	757			
vC1, stage 1 conf vol	747					
vC2, stage 2 conf vol	511					
vCu, unblocked vol	1258	747	757			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	96	100			
cM capacity (veh/h)	398	413	854			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	22	17	2	507	747	10
Volume Left	22	0	2	0	0	0
Volume Right	0	17	0	0	0	10
cSH	398	413	854	1700	1700	1700
Volume to Capacity	0.06	0.04	0.00	0.30	0.44	0.01
Queue Length 95th (ft)	4	3	0	0	0	0
Control Delay (s)	14.6	14.1	9.2	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	14.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			46.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
1: Creek Rd & US 290



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	1840	29	88	2354	9	57
Future Volume (Veh/h)	1840	29	88	2354	9	57
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	2022	32	97	2587	10	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2054		3526	1027
vC1, stage 1 conf vol					2038	
vC2, stage 2 conf vol					1488	
vCu, unblocked vol			2054		3526	1027
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			64		84	73
cM capacity (veh/h)			269		64	232
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	1348	706	97	1294	1294	73
Volume Left	0	0	97	0	0	10
Volume Right	0	32	0	0	0	63
cSH	1700	1700	269	1700	1700	170
Volume to Capacity	0.79	0.42	0.36	0.76	0.76	0.43
Queue Length 95th (ft)	0	0	39	0	0	48
Control Delay (s)	0.0	0.0	25.7	0.0	0.0	41.1
Lane LOS	D			E		
Approach Delay (s)	0.0		0.9		41.1	
Approach LOS				E		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			75.8%		ICU Level of Service	
Analysis Period (min)			15			
					D	

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

2021 No Build AM Peak Ho Item 6.

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	1385	214	223	1591	32	626	329	484	321	199	374
Future Volume (vph)	274	1385	214	223	1591	32	626	329	484	321	199	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1770	3468		1770	3529		1681	1742	1583	1681	1748	1583
Flt Permitted	0.12	1.00		0.12	1.00		0.95	0.98	1.00	0.95	0.99	1.00
Satd. Flow (perm)	219	3468		219	3529		1681	1742	1583	1681	1748	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	295	1489	230	240	1711	34	673	354	520	345	214	402
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	229	0	0	252
Lane Group Flow (vph)	295	1708	0	240	1744	0	505	522	291	276	283	150
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6								
Actuated Green, G (s)	43.0	34.0		43.0	34.0		24.0	24.0	9.0	19.0	19.0	9.0
Effective Green, g (s)	43.0	34.0		43.0	34.0		24.0	24.0	9.0	19.0	19.0	9.0
Actuated g/C Ratio	0.39	0.31		0.39	0.31		0.22	0.22	0.08	0.17	0.17	0.08
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	212	1071		212	1090		366	380	129	290	301	129
v/s Ratio Prot	0.11	0.49		0.09	c0.49		c0.30	0.30	c0.18	c0.16	0.16	0.10
v/s Ratio Perm	0.43			0.35								
v/c Ratio	1.39	1.59		1.13	1.60		1.38	1.37	2.26	0.95	0.94	1.17
Uniform Delay, d1	28.1	38.0		28.1	38.0		43.0	43.0	50.5	45.0	44.9	50.5
Progression Factor	0.97	1.12		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	178.9	268.0		101.9	274.2		187.2	184.1	590.4	41.8	38.6	130.7
Delay (s)	206.0	310.6		130.0	312.2		230.2	227.1	640.9	86.9	83.6	181.2
Level of Service	F	F		F	F		F	F	F	F	F	F
Approach Delay (s)		295.3			290.1			367.2			125.4	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	285.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	120.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 16: RM 12 & Cemetery/RM 150

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	2	356	0	607	36	236	417	7
Future Volume (Veh/h)	0	0	0	29	2	356	0	607	36	236	417	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			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
Hourly flow rate (vph)	0	0	0	30	2	367	0	626	37	243	430	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage (veh)												2
Upstream signal (ft)												1269
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	1932	1582	434	1560	1568	644	437			663		
vC1, stage 1 conf vol	920	920		644	644							
vC2, stage 2 conf vol	1012	663		916	923							
vCu, unblocked vol	1962	1588	359	1565	1572	644	363			663		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	86	99	22	100			74		
cM capacity (veh/h)	8	175	640	212	224	473	1118			926		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	0	30	369	663	243	437						
Volume Left	0	30	0	0	243	0						
Volume Right	0	0	367	37	0	7						
cSH	1700	212	470	1118	926	1700						
Volume to Capacity	0.00	0.14	0.79	0.00	0.26	0.26						
Queue Length 95th (ft)	0	12	176	0	26	0						
Control Delay (s)	0.0	24.7	35.4	0.0	10.3	0.0						
Lane LOS	A	C	E		B							
Approach Delay (s)	0.0	34.6		0.0	3.7							
Approach LOS	A	D										
Intersection Summary												
Average Delay			9.4									
Intersection Capacity Utilization			88.6%		ICU Level of Service				E			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 19: Roger Hanks Pkwy & US 290



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	32	47	2004	51	64	1562
Future Volume (vph)	32	47	2004	51	64	1562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3526		1770	3539
Flt Permitted	0.95	1.00	1.00		0.06	1.00
Satd. Flow (perm)	1770	1583	3526		103	3539
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	39	57	2444	62	78	1905
RTOR Reduction (vph)	0	46	2	0	0	0
Lane Group Flow (vph)	39	11	2504	0	78	1905
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4			6	
Actuated Green, G (s)	22.0	22.0	66.0		76.0	76.0
Effective Green, g (s)	22.0	22.0	66.0		76.0	76.0
Actuated g/C Ratio	0.20	0.20	0.60		0.69	0.69
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	354	316	2115		131	2445
v/s Ratio Prot	c0.02		c0.71		0.02	c0.54
v/s Ratio Perm		0.01			0.39	
v/c Ratio	0.11	0.04	1.18		0.60	0.78
Uniform Delay, d1	36.0	35.5	22.0		27.4	11.4
Progression Factor	1.00	1.00	1.00		2.29	0.70
Incremental Delay, d2	0.6	0.2	88.0		0.4	0.2
Delay (s)	36.6	35.7	110.0		63.3	8.2
Level of Service	D	D	F		E	A
Approach Delay (s)	36.1		110.0			10.4
Approach LOS	D		F			B

Intersection Summary

HCM 2000 Control Delay	65.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 20: Onion Creek/Roger Hanks Pkwy & Creek Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	71	12	42	42	8	57
Future Volume (Veh/h)	71	12	42	42	8	57
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	89	15	53	53	10	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	170	80			53	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	170	80			53	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	98			99	
cM capacity (veh/h)	814	981			1553	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	104	106	81			
Volume Left	89	0	10			
Volume Right	15	53	0			
cSH	835	1700	1553			
Volume to Capacity	0.12	0.06	0.01			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	9.9	0.0	0.9			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.9			
Approach LOS	A					
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			21.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 23: RM 12 & Caliterra Pkwy

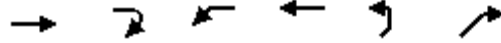


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	353	88	32	1045	506	151
Future Volume (vph)	353	88	32	1045	506	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.36	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	665	1863	1863	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	364	91	33	1077	522	156
RTOR Reduction (vph)	0	74	0	0	0	61
Lane Group Flow (vph)	364	17	33	1077	522	95
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	19.0	19.0	69.0	69.0	60.6	60.6
Effective Green, g (s)	19.0	19.0	69.0	69.0	60.6	60.6
Actuated g/C Ratio	0.19	0.19	0.69	0.69	0.61	0.61
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	336	300	485	1285	1128	959
v/s Ratio Prot	c0.21		0.00	c0.58	0.28	
v/s Ratio Perm		0.01	0.05			0.06
v/c Ratio	1.08	0.06	0.07	0.84	0.46	0.10
Uniform Delay, d1	40.5	33.2	6.2	11.4	10.8	8.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	73.2	0.1	0.1	6.6	1.4	0.2
Delay (s)	113.7	33.2	6.3	18.0	12.2	8.5
Level of Service	F	C	A	B	B	A
Approach Delay (s)	97.6			17.7	11.3	
Approach LOS	F			B	B	

Intersection Summary			
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

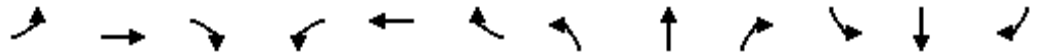
HCM Unsignalized Intersection Capacity Analysis
1: Creek Rd & US 290



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	1899	15	111	1922	3	109
Future Volume (Veh/h)	1899	15	111	1922	3	109
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2042	16	119	2067	3	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2058		3322	1029
vC1, stage 1 conf vol					2050	
vC2, stage 2 conf vol					1272	
vCu, unblocked vol			2058		3322	1029
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			56		95	49
cM capacity (veh/h)			268		66	231
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	1361	697	119	1034	1034	120
Volume Left	0	0	119	0	0	3
Volume Right	0	16	0	0	0	117
cSH	1700	1700	268	1700	1700	218
Volume to Capacity	0.80	0.41	0.44	0.61	0.61	0.55
Queue Length 95th (ft)	0	0	54	0	0	74
Control Delay (s)	0.0	0.0	28.7	0.0	0.0	40.2
Lane LOS	D			E		
Approach Delay (s)	0.0		1.6	40.2		
Approach LOS				E		
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			76.0%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

08/09/2017



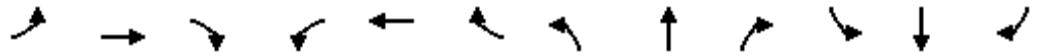
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	1699	243	331	1497	36	471	302	440	406	409	193
Future Volume (vph)	237	1699	243	331	1497	36	471	302	440	406	409	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3473		1770	3527		1681	1750	1583	1681	1762	1583
Flt Permitted	0.10	1.00		0.11	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	182	3473		203	3527		1681	1750	1583	1681	1762	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	247	1770	253	345	1559	38	491	315	458	423	426	201
RTOR Reduction (vph)	0	10	0	0	1	0	0	0	257	0	0	131
Lane Group Flow (vph)	247	2013	0	345	1596	0	398	408	201	381	468	70
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6								
Actuated Green, G (s)	54.3	41.0		45.7	36.7		19.0	19.0	9.0	17.0	17.0	13.3
Effective Green, g (s)	54.3	41.0		45.7	36.7		19.0	19.0	9.0	17.0	17.0	13.3
Actuated g/C Ratio	0.49	0.37		0.42	0.33		0.17	0.17	0.08	0.15	0.15	0.12
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	281	1294		212	1176		290	302	129	259	272	191
v/s Ratio Prot	0.11	c0.58		c0.13	0.45		c0.24	0.23	0.13	0.23	c0.27	0.04
v/s Ratio Perm	0.33			0.54								
v/c Ratio	0.88	1.56		1.63	1.36		1.37	1.35	1.56	1.47	1.72	0.37
Uniform Delay, d1	29.9	34.5		27.9	36.6		45.5	45.5	50.5	46.5	46.5	44.5
Progression Factor	0.79	1.29		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	250.4		302.8	166.2		188.0	178.3	285.1	231.8	339.4	0.4
Delay (s)	26.8	295.0		330.7	202.9		233.5	223.8	335.6	278.3	385.9	44.9
Level of Service	C	F		F	F		F	F	F	F	F	D
Approach Delay (s)		265.8			225.6			267.4			281.6	
Approach LOS		F			F			F			F	

Intersection Summary		
HCM 2000 Control Delay	256.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.55	F
Actuated Cycle Length (s)	110.0	Sum of lost time (s)
Intersection Capacity Utilization	136.0%	ICU Level of Service
Analysis Period (min)	15	H

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 16: RM 12 & Cemetery/RM 150

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (veh/h)	0	0	0	22	2	311	0	439	39	448	657	0
Future Volume (Veh/h)	0	0	0	22	2	311	0	439	39	448	657	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	24	2	346	0	488	43	498	730	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			TWLTL		
Median storage (veh)										2		
Upstream signal (ft)										1269		
pX, platoon unblocked	0.52	0.52	0.52	0.52	0.52		0.52					
vC, conflicting volume	2582	2257	730	2236	2236	510	730			531		
vC1, stage 1 conf vol	1726	1726		510	510							
vC2, stage 2 conf vol	856	531		1726	1726							
vCu, unblocked vol	3576	2952	23	2911	2911	510	23			531		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	0	93	39	100			52		
cM capacity (veh/h)	0	20	549	22	30	564	830			1036		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	0	24	348	531	498	730						
Volume Left	0	24	0	0	498	0						
Volume Right	0	0	346	43	0	0						
cSH	1700	22	511	830	1036	1700						
Volume to Capacity	0.00	1.07	0.68	0.00	0.48	0.43						
Queue Length 95th (ft)	0	77	128	0	67	0						
Control Delay (s)	0.0	458.0	25.8	0.0	11.6	0.0						
Lane LOS	A	F	D		B							
Approach Delay (s)	0.0	53.7		0.0	4.7							
Approach LOS	A	F										
Intersection Summary												
Average Delay			12.1									
Intersection Capacity Utilization			89.4%		ICU Level of Service		E					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 19: Roger Hanks Pkwy & US 290

08/09/2017



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	27	59	1971	42	41	1898
Future Volume (vph)	27	59	1971	42	41	1898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3528		1770	3539
Flt Permitted	0.95	1.00	1.00		0.06	1.00
Satd. Flow (perm)	1770	1583	3528		110	3539
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	35	76	2527	54	53	2433
RTOR Reduction (vph)	0	58	1	0	0	0
Lane Group Flow (vph)	35	18	2580	0	53	2433
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4			6	
Actuated Green, G (s)	26.0	26.0	62.0		72.0	72.0
Effective Green, g (s)	26.0	26.0	62.0		72.0	72.0
Actuated g/C Ratio	0.24	0.24	0.56		0.65	0.65
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	418	374	1988		132	2316
v/s Ratio Prot	c0.02		c0.73		0.01	c0.69
v/s Ratio Perm		0.01			0.25	
v/c Ratio	0.08	0.05	1.30		0.40	1.05
Uniform Delay, d1	32.7	32.4	24.0		25.9	19.0
Progression Factor	1.00	1.00	1.00		2.32	0.91
Incremental Delay, d2	0.4	0.2	137.8		0.1	24.1
Delay (s)	33.1	32.7	161.8		60.3	41.4
Level of Service	C	C	F		E	D
Approach Delay (s)	32.8		161.8			41.8
Approach LOS	C		F			D

Intersection Summary			
HCM 2000 Control Delay	101.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 20: Onion Creek/Roger Hanks Pkwy & Creek Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	20	32	61	14	31
Future Volume (Veh/h)	66	20	32	61	14	31
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.80	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	74	25	36	69	16	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	138	70			36	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	138	70			36	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	97			99	
cM capacity (veh/h)	847	992			1575	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	99	105	51			
Volume Left	74	0	16			
Volume Right	25	69	0			
cSH	880	1700	1575			
Volume to Capacity	0.11	0.06	0.01			
Queue Length 95th (ft)	9	0	1			
Control Delay (s)	9.6	0.0	2.3			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	2.3			
Approach LOS	A					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			20.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
23: RM 12 & Caliterra Pkwy



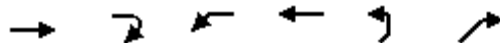
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	354	105	29	733	1097	120
Future Volume (vph)	354	105	29	733	1097	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.06	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	114	1863	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	377	112	31	780	1167	128
RTOR Reduction (vph)	0	90	0	0	0	51
Lane Group Flow (vph)	377	22	31	780	1167	77
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	19.1	19.1	67.5	67.5	59.2	59.2
Effective Green, g (s)	19.1	19.1	67.5	67.5	59.2	59.2
Actuated g/C Ratio	0.19	0.19	0.68	0.68	0.60	0.60
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	342	306	116	1275	1118	950
v/s Ratio Prot	c0.21		0.01	c0.42	c0.63	
v/s Ratio Perm		0.01	0.18			0.05
v/c Ratio	1.10	0.07	0.27	0.61	1.04	0.08
Uniform Delay, d1	39.8	32.5	24.3	8.4	19.7	8.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	79.1	0.1	1.2	2.2	39.1	0.2
Delay (s)	118.8	32.6	25.5	10.6	58.8	8.4
Level of Service	F	C	C	B	E	A
Approach Delay (s)	99.1			11.2	53.8	
Approach LOS	F			B	D	

Intersection Summary

HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	98.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
1: Creek Rd & US 290



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	1891	29	90	2357	9	77
Future Volume (Veh/h)	1891	29	90	2357	9	77
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	2078	32	99	2590	10	85
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2110		3587	1055
vC1, stage 1 conf vol					2094	
vC2, stage 2 conf vol					1493	
vCu, unblocked vol			2110		3587	1055
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			61		83	62
cM capacity (veh/h)			256		60	222
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	1385	725	99	1295	1295	95
Volume Left	0	0	99	0	0	10
Volume Right	0	32	0	0	0	85
cSH	1700	1700	256	1700	1700	173
Volume to Capacity	0.81	0.43	0.39	0.76	0.76	0.55
Queue Length 95th (ft)	0	0	43	0	0	71
Control Delay (s)	0.0	0.0	27.6	0.0	0.0	48.7
Lane LOS			D			E
Approach Delay (s)	0.0		1.0			48.7
Approach LOS						E
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			77.1%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1450	207	223	1613	32	605	335	484	321	202	378
Future Volume (vph)	287	1450	207	223	1613	32	605	335	484	321	202	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1770	3473		1770	3529		1681	1743	1583	1681	1749	1583
Flt Permitted	0.12	1.00		0.12	1.00		0.95	0.99	1.00	0.95	0.99	1.00
Satd. Flow (perm)	219	3473		219	3529		1681	1743	1583	1681	1749	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	309	1559	223	240	1734	34	651	360	520	345	217	406
RTOR Reduction (vph)	0	10	0	0	1	0	0	0	230	0	0	252
Lane Group Flow (vph)	309	1772	0	240	1767	0	495	516	290	276	286	154
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6								
Actuated Green, G (s)	43.1	34.0		43.1	34.0		24.0	24.0	9.1	18.9	18.9	9.1
Effective Green, g (s)	43.1	34.0		43.1	34.0		24.0	24.0	9.1	18.9	18.9	9.1
Actuated g/C Ratio	0.39	0.31		0.39	0.31		0.22	0.22	0.08	0.17	0.17	0.08
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	214	1073		214	1090		366	380	130	288	300	130
v/s Ratio Prot	0.12	c0.51		0.09	0.50		0.29	c0.30	c0.18	c0.16	0.16	0.10
v/s Ratio Perm	0.45			0.35								
v/c Ratio	1.44	1.65		1.12	1.62		1.35	1.36	2.23	0.96	0.95	1.18
Uniform Delay, d1	28.0	38.0		28.0	38.0		43.0	43.0	50.5	45.2	45.1	50.5
Progression Factor	1.58	0.71		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	202.2	293.4		98.0	283.6		175.6	177.4	577.1	41.0	39.0	136.3
Delay (s)	246.6	320.3		126.0	321.6		218.6	220.4	627.5	86.2	84.1	186.7
Level of Service	F	F		F	F		F	F	F	F	F	F
Approach Delay (s)		309.4			298.2			358.1			127.8	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	290.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	121.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 16: RM 12 & Cemetery/RM 150

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	2	360	0	611	36	249	430	7
Future Volume (Veh/h)	0	0	0	29	2	360	0	611	36	249	430	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			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
Hourly flow rate (vph)	0	0	0	30	2	371	0	630	37	257	443	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage (veh)												2
Upstream signal (ft)												1269
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	1981	1628	446	1606	1612	648	450			667		
vC1, stage 1 conf vol	960	960		648	648							
vC2, stage 2 conf vol	1020	667		957	964							
vCu, unblocked vol	2018	1637	366	1614	1621	648	370			667		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	85	99	21	100			72		
cM capacity (veh/h)	7	162	631	198	211	470	1104			923		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	0	30	373	667	257	450						
Volume Left	0	30	0	0	257	0						
Volume Right	0	0	371	37	0	7						
cSH	1700	198	467	1104	923	1700						
Volume to Capacity	0.00	0.15	0.80	0.00	0.28	0.26						
Queue Length 95th (ft)	0	13	183	0	29	0						
Control Delay (s)	0.0	26.4	36.9	0.0	10.4	0.0						
Lane LOS	A	D	E		B							
Approach Delay (s)	0.0	36.1		0.0	3.8							
Approach LOS	A	E										
Intersection Summary												
Average Delay			9.7									
Intersection Capacity Utilization			89.8%		ICU Level of Service					E		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 19: Roger Hanks Pkwy & US 290



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	73	105	1997	65	88	1541
Future Volume (vph)	73	105	1997	65	88	1541
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3523		1770	3539
Flt Permitted	0.95	1.00	1.00		0.06	1.00
Satd. Flow (perm)	1770	1583	3523		105	3539
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	89	128	2435	79	107	1879
RTOR Reduction (vph)	0	65	2	0	0	0
Lane Group Flow (vph)	89	63	2512	0	107	1879
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4			6	
Actuated Green, G (s)	22.0	22.0	65.0		76.0	76.0
Effective Green, g (s)	22.0	22.0	65.0		76.0	76.0
Actuated g/C Ratio	0.20	0.20	0.59		0.69	0.69
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	354	316	2081		148	2445
v/s Ratio Prot	c0.05		c0.71		0.03	c0.53
v/s Ratio Perm		0.04			0.47	
v/c Ratio	0.25	0.20	1.21		0.72	0.77
Uniform Delay, d1	37.1	36.7	22.5		27.7	11.2
Progression Factor	1.00	1.00	1.00		1.20	1.38
Incremental Delay, d2	1.7	1.4	98.0		1.4	0.2
Delay (s)	38.8	38.1	120.5		34.4	15.7
Level of Service	D	D	F		C	B
Approach Delay (s)	38.4		120.5			16.7
Approach LOS	D		F			B

Intersection Summary				
HCM 2000 Control Delay		73.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio		0.98		
Actuated Cycle Length (s)		110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization		81.3%	ICU Level of Service	D
Analysis Period (min)		15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 20: Onion Creek/Roger Hanks Pkwy & Creek Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	12	141	62	8	95
Future Volume (Veh/h)	73	12	141	62	8	95
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	91	15	176	78	10	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	354	215			176	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	215			176	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	98			99	
cM capacity (veh/h)	639	825			1400	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	106	254	129
Volume Left	91	0	10
Volume Right	15	78	0
cSH	660	1700	1400
Volume to Capacity	0.16	0.15	0.01
Queue Length 95th (ft)	14	0	1
Control Delay (s)	11.5	0.0	0.6
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	0.6
Approach LOS	B		

Intersection Summary			
Average Delay		2.7	
Intersection Capacity Utilization		23.1%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↘			↕
Traffic Volume (veh/h)	0	119	20	0	40	54
Future Volume (Veh/h)	0	119	20	0	40	54
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	129	22	0	43	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	167	22			22	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167	22			22	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	88			97	
cM capacity (veh/h)	801	1055			1593	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	129	22	102			
Volume Left	0	0	43			
Volume Right	129	0	0			
cSH	1055	1700	1593			
Volume to Capacity	0.12	0.01	0.03			
Queue Length 95th (ft)	10	0	2			
Control Delay (s)	8.9	0.0	3.2			
Lane LOS	A		A			
Approach Delay (s)	8.9	0.0	3.2			
Approach LOS	A					
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization		25.8%		ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
23: RM 12 & Caliterra Pkwy

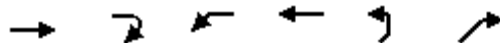


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	338	114	40	1045	506	147
Future Volume (vph)	338	114	40	1045	506	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.33	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	622	1863	1863	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	348	118	41	1077	522	152
RTOR Reduction (vph)	0	92	0	0	0	67
Lane Group Flow (vph)	348	26	41	1077	522	85
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	19.5	19.5	58.5	58.5	50.1	50.1
Effective Green, g (s)	19.5	19.5	58.5	58.5	50.1	50.1
Actuated g/C Ratio	0.22	0.22	0.65	0.65	0.56	0.56
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	383	342	434	1210	1037	881
v/s Ratio Prot	c0.20		0.00	c0.58	0.28	
v/s Ratio Perm		0.02	0.06			0.05
v/c Ratio	0.91	0.07	0.09	0.89	0.50	0.10
Uniform Delay, d1	34.4	28.1	7.2	13.1	12.3	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.6	0.1	0.1	10.0	1.7	0.2
Delay (s)	59.0	28.2	7.3	23.1	14.0	9.6
Level of Service	E	C	A	C	B	A
Approach Delay (s)	51.2			22.5	13.0	
Approach LOS	D			C	B	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
1: Creek Rd & US 290



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	1957	15	118	1964	3	122
Future Volume (Veh/h)	1957	15	118	1964	3	122
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2104	16	127	2112	3	131
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2120		3422	1060
vC1, stage 1 conf vol					2112	
vC2, stage 2 conf vol					1310	
vCu, unblocked vol			2120		3422	1060
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			50		95	41
cM capacity (veh/h)			254		60	220
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	1403	717	127	1056	1056	134
Volume Left	0	0	127	0	0	3
Volume Right	0	16	0	0	0	131
cSH	1700	1700	254	1700	1700	208
Volume to Capacity	0.83	0.42	0.50	0.62	0.62	0.65
Queue Length 95th (ft)	0	0	65	0	0	96
Control Delay (s)	0.0	0.0	32.6	0.0	0.0	49.3
Lane LOS	D			E		
Approach Delay (s)	0.0		1.8	49.3		
Approach LOS				E		
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			78.8%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1741	264	473	1569	36	434	282	353	406	458	207
Future Volume (vph)	245	1741	264	473	1569	36	434	282	353	406	458	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3469		1770	3527		1681	1750	1583	1681	1762	1583
Flt Permitted	0.10	1.00		0.11	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	182	3469		204	3527		1681	1750	1583	1681	1762	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	255	1814	275	493	1634	38	452	294	368	423	477	216
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	222	0	0	131
Lane Group Flow (vph)	255	2078	0	493	1671	0	366	380	146	381	519	85
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6								
Actuated Green, G (s)	54.4	41.0		45.6	36.6		19.0	19.0	9.0	17.0	17.0	13.4
Effective Green, g (s)	54.4	41.0		45.6	36.6		19.0	19.0	9.0	17.0	17.0	13.4
Actuated g/C Ratio	0.49	0.37		0.41	0.33		0.17	0.17	0.08	0.15	0.15	0.12
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	283	1292		212	1173		290	302	129	259	272	192
v/s Ratio Prot	0.11	c0.60		c0.19	0.47		c0.22	0.22	0.09	0.23	c0.29	0.05
v/s Ratio Perm	0.34			c0.77								
v/c Ratio	0.90	1.61		2.33	1.42		1.26	1.26	1.13	1.47	1.91	0.44
Uniform Delay, d1	30.6	34.5		27.8	36.7		45.5	45.5	50.5	46.5	46.5	44.8
Progression Factor	1.53	0.57		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	274.2		611.0	195.9		142.6	140.3	118.5	231.8	422.1	0.6
Delay (s)	50.8	293.8		638.8	232.6		188.1	185.8	169.0	278.3	468.6	45.4
Level of Service	D	F		F	F		F	F	F	F	F	D
Approach Delay (s)		267.4			325.1			181.0			321.7	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	280.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.92		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	146.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

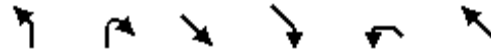
HCM Unsignalized Intersection Capacity Analysis
 16: RM 12 & Cemetery/RM 150



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗			↕		↖	↗	
Traffic Volume (veh/h)	0	0	0	22	2	354	0	481	39	439	648	0
Future Volume (Veh/h)	0	0	0	22	2	354	0	481	39	439	648	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	24	2	393	0	534	43	488	720	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			TWLTL		
Median storage (veh)										2		
Upstream signal (ft)										1269		
pX, platoon unblocked	0.53	0.53	0.53	0.53	0.53		0.53					
vC, conflicting volume	2646	2273	720	2252	2252	556	720			577		
vC1, stage 1 conf vol	1696	1696		556	556							
vC2, stage 2 conf vol	950	577		1696	1696							
vCu, unblocked vol	3643	2946	41	2906	2906	556	41			577		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	3	94	26	100			51		
cM capacity (veh/h)	0	13	551	25	32	531	838			996		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2						
Volume Total	0	24	395	577	488	720						
Volume Left	0	24	0	0	488	0						
Volume Right	0	0	393	43	0	0						
cSH	1700	25	493	838	996	1700						
Volume to Capacity	0.00	0.97	0.80	0.00	0.49	0.42						
Queue Length 95th (ft)	0	74	188	0	69	0						
Control Delay (s)	0.0	394.9	35.7	0.0	12.0	0.0						
Lane LOS	A	F	E		B							
Approach Delay (s)	0.0	56.3		0.0	4.9							
Approach LOS	A	F										
Intersection Summary												
Average Delay			13.4									
Intersection Capacity Utilization			93.8%			ICU Level of Service			F			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 19: Roger Hanks Pkwy & US 290

08/09/2017



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	52	96	1992	85	120	1861
Future Volume (vph)	52	96	1992	85	120	1861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3517		1770	3539
Flt Permitted	0.95	1.00	1.00		0.06	1.00
Satd. Flow (perm)	1770	1583	3517		111	3539
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	67	123	2554	109	154	2386
RTOR Reduction (vph)	0	64	3	0	0	0
Lane Group Flow (vph)	67	59	2660	0	154	2386
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4			6	
Actuated Green, G (s)	26.0	26.0	61.0		72.0	72.0
Effective Green, g (s)	26.0	26.0	61.0		72.0	72.0
Actuated g/C Ratio	0.24	0.24	0.55		0.65	0.65
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	418	374	1950		148	2316
v/s Ratio Prot	c0.04		c0.76		0.05	c0.67
v/s Ratio Perm		0.04			0.63	
v/c Ratio	0.16	0.16	1.36		1.04	1.03
Uniform Delay, d1	33.3	33.3	24.5		33.0	19.0
Progression Factor	1.00	1.00	1.00		1.20	1.22
Incremental Delay, d2	0.8	0.9	167.3		33.5	15.7
Delay (s)	34.2	34.2	191.8		73.3	38.9
Level of Service	C	C	F		E	D
Approach Delay (s)	34.2		191.8			41.0
Approach LOS	C		F			D

Intersection Summary				
HCM 2000 Control Delay		115.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio		1.04		
Actuated Cycle Length (s)		110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization		83.6%	ICU Level of Service	E
Analysis Period (min)		15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 20: Onion Creek/Roger Hanks Pkwy & Creek Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	20	94	74	14	153
Future Volume (Veh/h)	73	20	94	74	14	153
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	82	22	106	83	16	172
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	354	150			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	150			109	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	98			99	
cM capacity (veh/h)	635	894			1478	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	104	189	188			
Volume Left	82	0	16			
Volume Right	22	83	0			
cSH	676	1700	1478			
Volume to Capacity	0.15	0.11	0.01			
Queue Length 95th (ft)	14	0	1			
Control Delay (s)	11.3	0.0	0.7			
Lane LOS	B		A			
Approach Delay (s)	11.3	0.0	0.7			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			31.6%	ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 22: Mt Gainor Rd & Carter Tract Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	75	69	0	129	46
Future Volume (Veh/h)	0	75	69	0	129	46
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	82	75	0	140	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	405	75			75	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	405	75			75	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			91	
cM capacity (veh/h)	547	986			1524	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	82	75	190
Volume Left	0	0	140
Volume Right	82	0	0
cSH	986	1700	1524
Volume to Capacity	0.08	0.04	0.09
Queue Length 95th (ft)	7	0	8
Control Delay (s)	9.0	0.0	5.8
Lane LOS	A		A
Approach Delay (s)	9.0	0.0	5.8
Approach LOS	A		

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization		27.5%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis
 23: RM 12 & Caliterra Pkwy



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	210	87	114	733	1079	332
Future Volume (vph)	210	87	114	733	1079	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.07	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	128	1863	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	223	93	121	780	1148	353
RTOR Reduction (vph)	0	78	0	0	0	147
Lane Group Flow (vph)	223	15	121	780	1148	206
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	14.7	14.7	63.3	63.3	52.4	52.4
Effective Green, g (s)	14.7	14.7	63.3	63.3	52.4	52.4
Actuated g/C Ratio	0.16	0.16	0.70	0.70	0.58	0.58
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	289	258	179	1310	1084	921
v/s Ratio Prot	c0.13		0.04	c0.42	c0.62	
v/s Ratio Perm		0.01	0.44			0.13
v/c Ratio	0.77	0.06	0.68	0.60	1.06	0.22
Uniform Delay, d1	36.0	31.8	21.8	6.8	18.8	9.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.0	0.1	9.7	2.0	44.4	0.6
Delay (s)	48.1	31.9	31.5	8.8	63.2	9.6
Level of Service	D	C	C	A	E	A
Approach Delay (s)	43.3			11.9	50.6	
Approach LOS	D			B	D	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Synchro Results – With Mitigation Measures

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1450	207	223	1613	32	605	335	484	321	202	378
Future Volume (vph)	287	1450	207	223	1613	32	605	335	484	321	202	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95		0.97	0.91	0.91	0.91	0.91	1.00	0.91	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.99	1.00
Satd. Flow (prot)	3433	3473		3433	3389	1441	3221	1682	1583	3221	1683	1583
Flt Permitted	0.12	1.00		0.12	1.00	1.00	0.95	0.99	1.00	0.95	0.99	1.00
Satd. Flow (perm)	425	3473		425	3389	1441	3221	1682	1583	3221	1683	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	309	1559	223	240	1734	34	651	360	520	345	217	406
RTOR Reduction (vph)	0	10	0	0	0	21	0	0	278	0	0	251
Lane Group Flow (vph)	309	1772	0	240	1737	10	586	425	242	310	252	156
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6		6						
Actuated Green, G (s)	43.8	34.0		43.8	34.0	34.0	24.0	24.0	9.8	18.2	18.2	9.8
Effective Green, g (s)	43.8	34.0		43.8	34.0	34.0	24.0	24.0	9.8	18.2	18.2	9.8
Actuated g/C Ratio	0.40	0.31		0.40	0.31	0.31	0.22	0.22	0.09	0.17	0.17	0.09
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	437	1073		437	1047	445	702	366	141	532	278	141
v/s Ratio Prot	0.06	0.51		0.05	c0.51		0.18	c0.25	c0.15	0.10	c0.15	0.10
v/s Ratio Perm	0.22			0.17		0.01						
v/c Ratio	0.71	1.65		0.55	1.66	0.02	0.83	1.16	1.72	0.58	0.91	1.10
Uniform Delay, d1	26.4	38.0		25.8	38.0	26.4	41.1	43.0	50.1	42.4	45.1	50.1
Progression Factor	1.43	0.71		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	293.4		0.8	300.8	0.1	8.1	98.6	351.0	1.1	30.0	106.0
Delay (s)	38.1	320.3		26.6	338.8	26.5	49.2	141.6	401.1	43.4	75.1	156.1
Level of Service	D	F		C	F	C	D	F	F	D	E	F
Approach Delay (s)		278.6			296.7			194.4			98.9	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	238.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: RM 12 & Cemetery/RM 150

08/09/2017

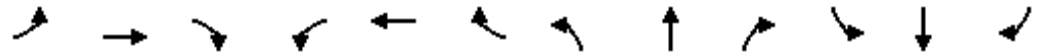


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (vph)	0	0	0	29	2	360	0	611	36	249	430	7
Future Volume (vph)	0	0	0	29	2	360	0	611	36	249	430	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	9	12	12	12	12	12	12	12	12	12
Total Lost time (s)				5.0	5.0			5.0		5.0	5.0	
Lane Util. Factor				1.00	1.00			1.00		1.00	1.00	
Fr _t				1.00	0.85			0.99		1.00	1.00	
Fl _t Protected				0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)				1770	1585			1849		1770	1858	
Fl _t Permitted				0.76	1.00			1.00		0.28	1.00	
Satd. Flow (perm)				1410	1585			1849		521	1858	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	30	2	371	0	630	37	257	443	7
RTOR Reduction (vph)	0	0	0	0	332	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	0	30	41	0	0	665	0	257	450	0
Turn Type				Perm	NA			NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)				9.4	9.4			56.5		70.6	70.6	
Effective Green, g (s)				9.4	9.4			56.5		70.6	70.6	
Actuated g/C Ratio				0.10	0.10			0.63		0.78	0.78	
Clearance Time (s)				5.0	5.0			5.0		5.0	5.0	
Vehicle Extension (s)				3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)				147	165			1160		534	1457	
v/s Ratio Prot					c0.03			c0.36		c0.05	0.24	
v/s Ratio Perm				0.02						0.33		
v/c Ratio				0.20	0.25			0.57		0.48	0.31	
Uniform Delay, d ₁				36.9	37.0			9.7		5.7	2.8	
Progression Factor				1.00	1.00			1.00		1.95	0.47	
Incremental Delay, d ₂				0.7	0.8			2.1		0.6	0.5	
Delay (s)				37.6	37.8			11.8		11.8	1.8	
Level of Service				D	D			B		B	A	
Approach Delay (s)		0.0			37.8			11.8			5.4	
Approach LOS		A			D			B			A	

Intersection Summary

HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: RM 12 & US 290



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1741	264	473	1569	36	434	282	353	406	458	207
Future Volume (vph)	245	1741	264	473	1569	36	434	282	353	406	458	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95		0.97	0.91	0.91	0.91	0.91	1.00	0.91	0.91	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3469		3433	3389	1441	3221	1684	1583	3221	1688	1583
Flt Permitted	0.10	1.00		0.10	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	353	3469		363	3389	1441	3221	1684	1583	3221	1688	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	255	1814	275	493	1634	38	452	294	368	423	477	216
RTOR Reduction (vph)	0	11	0	0	0	22	0	0	249	0	0	135
Lane Group Flow (vph)	255	2078	0	493	1638	12	407	339	119	381	519	81
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Over	Split	NA	Over
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6		6						
Actuated Green, G (s)	51.2	41.0		48.8	39.8	39.8	19.0	19.0	9.0	17.0	17.0	10.2
Effective Green, g (s)	51.2	41.0		48.8	39.8	39.8	19.0	19.0	9.0	17.0	17.0	10.2
Actuated g/C Ratio	0.47	0.37		0.44	0.36	0.36	0.17	0.17	0.08	0.15	0.15	0.09
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	449	1292		412	1226	521	556	290	129	497	260	146
v/s Ratio Prot	0.05	c0.60		c0.10	0.48		0.13	c0.20	0.08	0.12	c0.31	0.05
v/s Ratio Perm	0.21			0.43		0.01						
v/c Ratio	0.57	1.61		1.20	1.34	0.02	0.73	1.17	0.92	0.77	2.00	0.55
Uniform Delay, d1	23.7	34.5		28.9	35.1	22.6	43.1	45.5	50.2	44.6	46.5	47.7
Progression Factor	1.70	1.56		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	274.2		109.9	156.9	0.1	4.3	106.6	55.4	10.8	461.7	2.6
Delay (s)	40.3	328.0		138.8	192.0	22.7	47.4	152.1	105.5	55.4	508.2	50.3
Level of Service	D	F		F	F	C	D	F	F	E	F	D
Approach Delay (s)		296.7			177.2			98.5			265.0	
Approach LOS		F			F			F			F	

Intersection Summary		
HCM 2000 Control Delay	220.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.54	F
Actuated Cycle Length (s)	110.0	Sum of lost time (s)
Intersection Capacity Utilization	129.0%	ICU Level of Service
Analysis Period (min)	15	H

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: RM 12 & Cemetery/RM 150

08/09/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (vph)	0	0	0	22	2	354	0	481	39	439	648	0
Future Volume (vph)	0	0	0	22	2	354	0	481	39	439	648	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	9	12	12	12	12	12	12	12	12	12
Total Lost time (s)				5.0	5.0			5.0		5.0	5.0	
Lane Util. Factor				1.00	1.00			1.00		1.00	1.00	
Fr _t				1.00	0.85			0.99		1.00	1.00	
Fl _t Protected				0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)				1770	1585			1844		1770	1863	
Fl _t Permitted				0.76	1.00			1.00		0.26	1.00	
Satd. Flow (perm)				1410	1585			1844		484	1863	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	24	2	393	0	534	43	488	720	0
RTOR Reduction (vph)	0	0	0	0	354	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	0	24	41	0	0	575	0	488	720	0
Turn Type				Perm	NA			NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)				8.9	8.9			45.3		71.1	71.1	
Effective Green, g (s)				8.9	8.9			45.3		71.1	71.1	
Actuated g/C Ratio				0.10	0.10			0.50		0.79	0.79	
Clearance Time (s)				5.0	5.0			5.0		5.0	5.0	
Vehicle Extension (s)				3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)				139	156			928		679	1471	
v/s Ratio Prot					c0.03			0.31		c0.17	0.39	
v/s Ratio Perm				0.02						c0.40		
v/c Ratio				0.17	0.26			0.62		0.72	0.49	
Uniform Delay, d ₁				37.2	37.5			16.1		8.8	3.2	
Progression Factor				1.00	1.00			1.00		2.82	0.71	
Incremental Delay, d ₂				0.6	0.9			3.1		1.4	0.4	
Delay (s)				37.8	38.4			19.2		26.2	2.7	
Level of Service				D	D			B		C	A	
Approach Delay (s)		0.0			38.4			19.2			12.2	
Approach LOS		A			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 19: Roger Hanks Pkwy & US 290



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	52	96	1992	85	120	1861
Future Volume (vph)	52	96	1992	85	120	1861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3517		1770	3539
Flt Permitted	0.95	1.00	1.00		0.06	1.00
Satd. Flow (perm)	1770	1583	3517		111	3539
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	67	123	2554	109	154	2386
RTOR Reduction (vph)	0	64	3	0	0	0
Lane Group Flow (vph)	67	59	2660	0	154	2386
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4			6	
Actuated Green, G (s)	26.0	26.0	61.0		72.0	72.0
Effective Green, g (s)	26.0	26.0	61.0		72.0	72.0
Actuated g/C Ratio	0.24	0.24	0.55		0.65	0.65
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	418	374	1950		148	2316
v/s Ratio Prot	c0.04		c0.76		0.05	c0.67
v/s Ratio Perm		0.04			0.63	
v/c Ratio	0.16	0.16	1.36		1.04	1.03
Uniform Delay, d1	33.3	33.3	24.5		33.0	19.0
Progression Factor	1.00	1.00	1.00		1.67	1.26
Incremental Delay, d2	0.8	0.9	167.3		51.0	19.1
Delay (s)	34.2	34.2	191.8		106.2	43.1
Level of Service	C	C	F		F	D
Approach Delay (s)	34.2		191.8			46.9
Approach LOS	C		F			D

Intersection Summary

HCM 2000 Control Delay	118.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Appendix D

Roadway Capacity Results – HCS and Synchro Results

Phone: _____ Fax: _____
 E-Mail: _____

----- Directional Two-Lane Highway Segment Analysis -----

Analyst RPS Klotz Associates
 Agency/Co. City of Dripping Springs
 Date Performed 11/1/2016
 Analysis Time Period Daily
 Highway Mt. Gainor Road
 From/To North of Carter Tract Road
 Jurisdiction City of Dripping Springs
 Analysis Year 2021 Build Conditions
 Description Carter Tract TIA

----- Input Data -----

Highway class	Class 2	Peak hour factor, PHF	0.89	
Shoulder width	2.0 ft	% Trucks and buses	2	%
Lane width	10.0 ft	% Trucks crawling	0.0	%
Segment length	0.7 mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level	% Recreational vehicles	0	%
Grade: Length	- mi	% No-passing zones	80	%
Up/down	- %	Access point density	0	/mi

Analysis direction volume, Vd 234 veh/h
 Opposing direction volume, Vo 156 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.992	0.988
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	265 pc/h	177 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
 Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 45.0 mi/h
 Adj. for lane and shoulder width, (note-3) fLS 5.3* mi/h
 Adj. for access point density, (note-3) fA 0.0 mi/h

Free-flow speed, FFSd 39.7 mi/h

Adjustment for no-passing zones, fnp 3.4 mi/h
 Average travel speed, ATSD 32.8 mi/h
 Percent Free Flow Speed, PFFS 82.7 %

Percent Time-Spent-Following

Item 6.

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.998	0.998	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	263 pc/h	176 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	27.2	%	
Adjustment for no-passing zones, fnp	54.6		
Percent time-spent-following, PTSFD	59.9	%	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	46	veh-mi
Peak-hour vehicle-miles of travel, VMT60	164	veh-mi
Peak 15-min total travel time, TT15	1.4	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1697	veh/h
Directional Capacity	1697	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	32.8	mi/h
Percent time-spent-following, PTSFD (from above)	59.9	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	40
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	262.9
Effective width of outside lane, We	12.00
Effective speed factor, St	4.17
Bicycle LOS Score, BLOS	4.16
Bicycle LOS	D

Item 6.

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: _____ Fax: _____
 E-Mail: _____

----- Directional Two-Lane Highway Segment Analysis -----

Analyst RPS Klotz Associates
 Agency/Co. City of Dripping Springs
 Date Performed 11/1/2016
 Analysis Time Period Daily
 Highway Carter Tract Road
 From/To North of Carter Tract Road
 Jurisdiction City of Dripping Springs
 Analysis Year 2021 Build Conditions
 Description Carter Tract TIA

----- Input Data -----

Highway class	Class 2	Peak hour factor, PHF	0.89
Shoulder width	2.0 ft	% Trucks and buses	2 %
Lane width	12.0 ft	% Trucks crawling	0.0 %
Segment length	0.5 mi	Truck crawl speed	0.0 mi/hr
Terrain type	Level	% Recreational vehicles	0 %
Grade: Length	- mi	% No-passing zones	80 %
Up/down	- %	Access point density	0 /mi

Analysis direction volume, Vd 105 veh/h
 Opposing direction volume, Vo 65 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.984	0.982
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	120 pc/h	74 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
 Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 45.0 mi/h
 Adj. for lane and shoulder width, (note-3) fLS 4.2* mi/h
 Adj. for access point density, (note-3) fA 0.0 mi/h

Free-flow speed, FFSd 40.8 mi/h

Adjustment for no-passing zones, fnp 2.2 mi/h
 Average travel speed, ATSD 37.1 mi/h
 Percent Free Flow Speed, PFFS 90.9 %

Percent Time-Spent-Following

Item 6.

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.998	0.998	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	118 pc/h	73 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	13.5	%	
Adjustment for no-passing zones, fnp	51.6		
Percent time-spent-following, PTSFD	45.4	%	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	53	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	0	veh/h
Capacity from PTSF, CdPTSF	1697	veh/h
Directional Capacity	1697	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	37.1	mi/h
Percent time-spent-following, PTSFD (from above)	45.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	40
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	118.0
Effective width of outside lane, We	20.65
Effective speed factor, St	4.17
Bicycle LOS Score, BLOS	2.34
Bicycle LOS	B

Item 6.

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Appendix E

TxDOT Signal Timing Sheets – US 290 at RM 12

City of Dripping Springs - US 290 @ RM 12 13815

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

Phase															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	1	1	2	2	2	2	1	1	2	2	1	1	2	2

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase Direction Descriptions

Phase	Description
-------	-------------

Overlap Direction Descriptions

Overlap	Description
---------	-------------

Administration (MM)1-7-1

Enable CRC Check: No
 CRC: 0000
 Request Download Program Data: No
 Enable Automatic Backup to Datakey: No

City of Dripping Springs - US 290 @ RM 12 13815

Configuration Phase Sequence Page 2

In Use(MM)1-2		Exclusive Ped(MM)1-2		Backup Prevent(MM)1-1-3			Simultaneous Gap(MM)1-1-4		Disable(MM)1-1-4	
Phases In Use	Phase	Phase	Phase	Phase	Timing Phase	Backup	Phase	Must Gap with Phase	Phase	Phase
1				1	2	Yes				
2				5	6	Yes				
3										
4										
5										
6										

Load Switch Assignments (MMU Channel) (MM)1-3									
Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		

6	6	V				-	Yes		Yes
7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	3	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

City of Dripping Springs - US 290 @ RM 12 13815

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: Yes
 Enable MMU Extended Status: No
 Enable SDLC Stop Time: No
 Enable 3 Critical RFE's Lockup: No
 MMU To CU SDLC External Start: Enabled
 Diagnostics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
 Secondary To Secondary Addressing Diagnostics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	Channel 2
1	5
1	6
1	11
1	14
1	16
2	5
2	6
2	9
2	11
2	14
3	12
4	10
5	9
5	14
5	16
6	9
6	11
6	16
9	11
9	14
10	14
10	16
11	16
12	14
12	16
14	16

Color Check Enable (MM)1-4-3
 Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

City of Dripping Springs - US 290 @ RM 12 13815

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.151.117.226
 Subnet Mask: 255.255.254.0
 Default Gateway IP: 10.151.116.1
 Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
 UDP Port: 501
 Ethernet Priority: 1
 Port 2 Priority: 4
 Port 3A Priority: 2
 Port 3B Priority: 3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4																		
Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Com Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB34 18 NTCIP Group Address	AB34 18 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Dropout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector	
Local System Detector	Number

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Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's: Yes
 3 Critical RFE's in 24 Hours: Yes
 MMU Flash Faults: Yes
 Local Flash Faults: Yes
 Non-Critical RFE's (Det/Test): Yes
 Detector Errors: Yes
 Coordination Errors: Yes
 Controller Download: Yes
 Preempt: Yes
 TSP: Yes
 Power On/Off: Yes
 Low Battery: Yes
 Access: Yes
 Data Change: Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No
 Backlight Enable: Yes

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Logic Processor Page 1

Statement Control (MM)1-8-1	
LP	Statement Control

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Logic Processor Page 2

Logic Statements (MM)1-8-2

City of Dripping Springs - US 290 @ RM 12 13815

Controller Timing Plan (MM)2-1

Plan 1																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	15	5	5	5	15	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	7	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	15	15	0	13	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	45	35	25	35	45	0	0	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Controller Overlaps
Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green
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Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
B	5	Yes	No	No	No	No	No	No	0
D	1	Yes	No	No	No	No	No	No	0

Guaranteed Minimum Time Data (MM) 2-4
Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3	
Included Phase	Ped Overlap

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Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
 Flash Time: 0
 All Red: 6
 Power Start Sequence: 1

Automatic Flash

Entry Phase
4

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
 Exit Flash Interval: W
 Minimum Auto Flash: 8
 Minimum Recall: No
 Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1													
Phase	Flashing Green Phase	Guaranteed Passage	No n Act 1	No n Act 2	Dual Entry	Condition al Service	Condition al Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGR N + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	No	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	Yes	No	No	No	No	No	No	No	No	No

Ped Clear Protect: Off

Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No

Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8								
Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	No	No	No	No	No
1	6	No	Yes	No	No	No	No	No
1	9	Yes	No	No	No	No	No	No
1	10	Yes	No	No	No	No	No	No
1	11	Yes	No	No	No	No	No	No
1	12	Yes	No	No	No	No	No	No
1	13	Yes	No	No	No	No	No	No
1	14	Yes	No	No	No	No	No	No
1	15	Yes	No	No	No	No	No	No
1	16	Yes	No	No	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No

3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

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Coordination Options
Coordination Options (MM)3-1

Manual Pattern: Auto
 ECPI Coord: Yes
 System Source: SYS
 System Format: STD
 Splits In: Seconds
 Offsets In: Seconds
 Transition: Smooth
 Max Select: MAXINH
 Dwell/Add Time: 0
 Dly Coord Wz-Lz: No
 Force Off: Fixed
 Offset Reference: Lead
 Use Ped Time: Yes
 Ped Recall: No

Ped Resv: No
 Local Zero Ovr: No
 Fo Add Ini Green: No
 Re-sync Count: 0
 Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count
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Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	Min Green
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City of Dripping Springs - US 290 @ RM 12 13815

Coordination Pattern Data

Pattern Data (MM)3-2								
Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord
1	1	0-1	110	111	0	Seconds	Seconds	No
2	2	0-2	110	121	0	Seconds	Seconds	No
3	3	0-3	100	131	0	Seconds	Seconds	No
4	4	1-1	90	141	0	Seconds	Seconds	No
12	12	3-3	110	121	0	Seconds	Seconds	No

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
1	0	No	0	No	0	0	0	0	0
2	0	No	0	No	0	0	0	0	0
3	0	No	0	No	0	0	0	0	0
4	0	No	0	No	0	0	0	0	0
12	0	No	0	No	0	0	0	0	0

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2
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Special Functions		
Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases		
Split Pattern	Phase	Split
1	1	15
1	2	40
1	3	30
1	4	25
1	5	15
1	6	40
2	1	15
2	2	47
2	3	25
2	4	23
2	5	20
2	6	42
3	1	15
3	2	42
3	3	23
3	4	20
3	5	15
3	6	42
4	1	15
4	2	37
4	3	20
4	4	18
4	5	15
4	6	37
12	1	18
12	2	33
12	3	27
12	4	32
12	5	15
12	6	36

Split/Modes		Phase															
Split Pattern	Mode	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord	X					X										
2	Coord	X					X										
3	Coord	X					X										
4	Coord	X					X										
12	Coord	X					X										

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Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function
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Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap
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Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	No	0	No
2	No	Yes	No	Yes	0	0	No	0	No
3	No	Yes	No	Yes	0	0	No	0	No
4	No	Yes	No	Yes	0	0	No	0	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No
7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0

6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

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Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2		
Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

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**Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1**

Enable Action Plan: 0
 Sync Reference Time: 12:00 AM
 Sync Reference: Reference Time
 Day Light Savings: USDLS
 Time Reset Input Set Time: 3:30:00
 Standard Time From GMT: 0

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Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	1	0	No	No	0	0	No	None	0	0	No
2	2	0	No	No	0	0	No	None	0	0	No
3	3	0	No	No	0	0	No	None	0	0	No
4	4	0	No	No	0	0	No	None	0	0	No
12	12	0	No	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit
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Action Plan Special Functions	
Plan	Function

Action Plan Auxiliary Functions	
Plan	Function

Logic Statement Control

Plan	LP	Statement Control
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Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	100	12:00 AM
1	2	1	6:00 AM
1	3	3	9:00 AM
1	4	2	2:30 PM
1	5	12	2:45 PM
1	6	2	3:30 PM
1	7	4	7:00 PM
1	8	100	9:00 PM
2	1	100	12:00 AM
2	2	4	7:00 AM
2	3	3	11:00 AM
2	4	4	6:00 PM
2	5	100	9:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

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Time Base Exceptions

Exception Day Program (MM)5-5					
Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0

31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

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Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called
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Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
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Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	ECPI
1	1	5	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	1	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	1	1	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	1	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	8
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number
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Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0

1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0

2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0

2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0

3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0

4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnostics (MM)6-7					
Plan	Detector	Counts	Act	Pres	Multiplier

ESCROW AGREEMENT

THIS ESCROW AGREEMENT (this "Agreement") is made and entered into to be effective as of the _____, 2022 ("Effective Date"), by and among CF CSLK CARTER, LLC, a Texas limited liability company, ("Owner"), CITY OF DRIPPING SPRINGS, a Type A General Law City located in Hays County, Texas ("City"), and _____, a Texas limited liability company ("Escrow Agent").

WHEREAS, City and Owner are parties to the Development Agreement dated as of October 10, 2017, regarding approximately 196 acres of land located partially within Dripping Springs, Texas, and partially within Hays County, Texas, as more particularly described in the Development Agreement;

WHEREAS, Owner has deposited with Escrow Agent \$98,640.00 ("Escrowed Funds") to be held in escrow with the Escrow Agent, in connection with the widening of Mt. Gainor Road, to be completed by the City pursuant to the results of the Carter Tract Transportation Impact Analysis Report, ("Report"), conducted pursuant to the Agreement and in compliance with Section 11.11 of the City's Subdivision Ordinance; and

WHEREAS, City and Owner have asked the Escrow Agent to serve with regard to the holding and disbursement of the Escrowed Funds in accordance with the terms and provisions of this Agreement;

NOW, THEREFORE, for and in consideration of Ten and No/100 Dollars (\$10.00) and the mutual covenants and conditions herein contained, the adequacy and sufficiency of which consideration are hereby acknowledged and confessed, the parties hereby agree as follows:

1. Deposit of Escrowed Funds. Prior to the execution of this Agreement, Owner has deposited the Escrowed Funds with Escrow Agent to be held and disbursed in accordance with the terms and provisions of this Agreement.
2. Escrow Agent. City and Owner hereby appoint and designate Escrow Agent as holder of the Escrowed Funds for the purposes set forth herein. Escrow Agent hereby accepts such appointment subject to the terms of this Agreement and acknowledges that it shall hold the Escrowed Funds subject to and in strict accordance with the terms of this Agreement.
3. Investment of Escrowed Funds. Escrow Agent, as directed by City, shall invest the Escrowed Funds in money market accounts. All interest, dividends or other income that earns or accrues on the Escrowed Funds (collectively, "Interest") shall be payable to City upon demand and shall be separate and distinct from the Escrowed Funds. All Interest shall be for the account of City for purposes of federal, state, or local income taxation.
4. Disbursements of Escrowed Funds. City shall be entitled to disbursement of the Escrowed Funds, or a portion of the Escrowed Funds, within forty-five (45) days of receipt of paid invoices related to the widening of Mt. Gainor Road (as defined and described in the Carter Tract Transportation Impact Analysis Report). City shall be entitled to submit a written request for disbursement ("Disbursement Notice") to the other party hereto and Escrow Agent in accordance with the terms herein. If within 30 days after any party's receipt of the Disbursement Notice, Escrow Agent has not received written objection from such recipient party, Escrow Agent shall disburse to the requesting party that sent the Disbursement Notice the amount requested by such requesting party in such Disbursement Notice. If the recipient party objects to any Disbursement Notice, it shall detail its objections and any amounts not in dispute shall be distributed by Escrow Agent to the requesting party. Escrow Agent shall not disburse any amount in dispute until (i) Escrow Agent receives written instructions from both City and Owner directing Escrow Agent to deliver to the

party entitled thereto the amount subject to dispute or a portion thereof or (ii) the disputed amount is included in a subsequent Disbursement Notice and the recipient party does not object to payment of the same.

5. Disbursement Obligations Satisfied. Following distribution or transfer by Escrow Agent of the Escrow Funds in accordance with the terms and provisions of this Agreement, Escrow Agent shall have no further liability to City or Owner with respect to the Escrow Funds so distributed or transferred.
6. Limitation of Liability of Escrow Agent. Escrow Agent shall act under this Agreement as escrow agent pursuant to the terms of this Agreement and instructions given pursuant hereto, and shall not be responsible or liable in any manner whatsoever for the sufficiency of the Escrowed Funds or for the correctness, genuineness or validity of any instrument or signature thereon deposited with or delivered to Escrow Agent hereunder. Escrow Agent shall not be liable for the loss or impairment of the Escrowed Funds due to failure, defalcation, receivership, conservatorship or insolvency of the bank where the Escrowed Funds are deposited. Escrow Agent shall not have any liability due to any of the parties to this Agreement, other than Escrow Agent, filing for bankruptcy or the consequences or effect of such a bankruptcy on the Escrowed Funds.
7. Interpleading. City and Owner understand and agree that in the event of any conflicting instruction or disagreement as to the application of the Escrowed Funds, Escrow Agent shall interplead all of the undistributed Escrowed Funds into the Federal District Court for the Western District of Texas.
8. W-9. Escrow Agent's obligation to invest Escrowed Funds pursuant to Paragraph 3 is specifically contingent upon Escrow Agent receiving a fully executed and completed IRS Form W-9 from City.
9. Expenses of Escrow Agent. Escrow Agent hereby agrees to perform its services as escrow holder without charge other than reimbursement of reasonable attorney's fees, out-of-pocket expenses and other costs as may be incurred by Escrow Agent in connection with the administration of this Agreement ("Expenses"). Such Expenses shall be borne by City.
10. Indemnification of Escrow Agent. Owner hereby agrees that it shall indemnify and hold Escrow Agent harmless from any and all losses, costs, damages or expenses (including reasonable attorney's fees) it may sustain by reason of its services as Escrow Agent hereunder except by reason of such acts or omissions for which the Escrow Agent is responsible under the next sentence following. Escrow Agent shall not be liable for any action taken or not taken by it under the terms hereof in the absence of an express breach of its obligations hereunder or gross negligence or willful misconduct on its part.
11. Notices. All notices, demands, and requests and other communications required or permitted hereunder shall be in writing, and shall be deemed to be delivered and received when actually received by telecopy or personal delivery or, if earlier and regardless whether actually received or not, (i) upon the next business day following deposit with a nationally recognized overnight courier, for next business day delivery, charges prepaid, or (ii) upon three (3) business days following deposit in a regularly maintained receptacle for the United States mail, registered or certified, postage prepaid, in either such event to be addressed to the addressee as follows:

City: City of Dripping Springs
511 Mercer Street
Dripping Springs, Texas 78620
Attn: Ginger Faught
Telephone: (512) 858-4725
E-mail: gfaught@cityofdrippingsprings.com

Owner: CF CSLK CARTER, LLC
12222 Merit Drive, Suite 1020
Dallas, Texas 75251
Attn: Gregory L. Rich
Telephone: 972-960-2777 ext. 103
E-mail: grich@siepiela.com

Escrow Agent: _____

Any party delivering a notice required or permitted hereunder shall simultaneously deliver copies of such notice to all parties listed above.

- 12. Governing Law. This Agreement shall be governed by and interpreted with the laws of the State of Texas.
- 13. Amendment. This Agreement is irrevocable and may be amended only by a written agreement executed by all the parties hereto.
- 14. Assignment. This Agreement shall not be assigned by City, Escrow Agent, or Owner without the written consent of the other parties to this Agreement. Should an assignment be permitted hereunder, this Agreement shall inure to the benefit of and bind the successors and assigns of the parties hereto.
- 15. Interpretation. City and Owner expressly acknowledge and agree that this Agreement shall not be deemed to modify, amend or supersede the any other Agreements between the City of Dripping Springs and CF CSLK CARTER, LLC.
- 16. Binding Effect. This Agreement represents the final agreement with the Escrow Agent and may not be contradicted by evidence of prior, contemporaneous or subsequent oral agreements.
- 17. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument.

* * * * *

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IN WITNESS WHEREOF, the parties have executed this Agreement on the dates set forth below to be effective as of Effective Date.

CITY:

CITY OF DRIPPING SPRINGS,
a Type A General Law City located in Hays
County, Texas

By: _____
Name: Bill Foulds, Jr.
Title: Mayor

ATTEST:

By: _____
Name: Andrea Cunningham
Title: City Secretary

OWNER:

CF CSLK CARTER, LLC, a Texas limited liability company

By: _____

Name: _____

Title: _____

ESCROW AGENT:

By: _____

Name: _____

Title: _____



STAFF REPORT
City of Dripping Springs
 PO Box 384
 511 Mercer Street
 Dripping Springs, TX 78620

Submitted By: Michelle Fischer, City Administrator

Council Meeting Date: March 21, 2023

Agenda Item Wording: **Presentation and possible action regarding Feasibility Study, Concept Plan, and Cost Estimates for the Stephenson Building.** *Larry Irsik, Architexas. Sponsor: Mayor Bill Foulds, Jr.*

Agenda Item Requestor: Mayor Bill Foulds, Jr,

Summary/Background: Architexas is presenting an updated Concept Plan and Cost Estimate for the Stephenson Building. These update the Feasibility Study conducted by Architexas in 2020. The new concept plan includes a second phase addition that could house Parks & Community Services staff.

The Historic Preservation Commission was given a similar presentation early this month and the TIRZ Board will receive the presentation on Monday, March 20th.

Funds for the preparation of working drawings are included in the FY 2023 budget.

Commission Recommendations: HPC supports moving forward with a Certificate of Appropriateness Application and working plans.

Recommended Council Actions: Approve the authorization of staff to submit a Certificate of Appropriateness Application for the Stephenson Building and the additions, and approve the authorization of staff to negotiate a Professional Services Agreement with Architexas to prepare working drawings.

Attachments: Concept Plan, Cost Estimate

Next Steps/Schedule: Prepare COA Application, staff negotiate agreement.

STEPHENSON HIGH SCHOOL

Dripping Springs, Texas



**City of Dripping Springs
TIRZ Board / City Council
March 21-22, 2023**

*Rehabilitation of the Historic Stephenson
High School Building and Proposed Addition*

CONCEPTUAL DESIGN SUMMARY

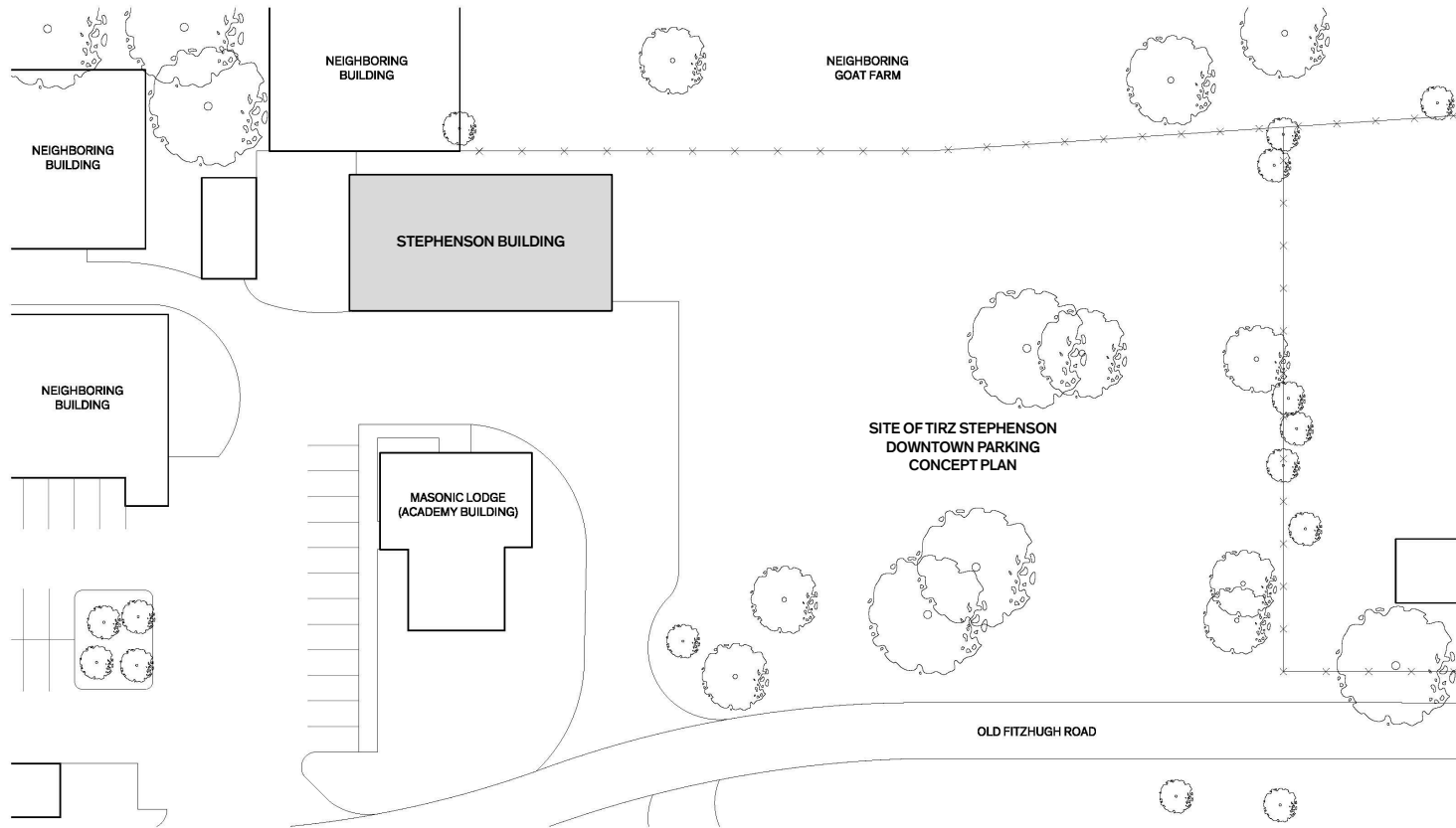


Key Design Updates:

- Accessible stage and dressing room
- Private rear entry to dressing room
- Kitchen with serving window for multi-use space
- Flexible gallery/vestibule
- Addition of Parks & Community Services Department with phasing opportunities

Massing Concepts:

- Addition with limestone façade to match existing with contemporary coursing, and clipped gable roof matching historic roof form
- Addition with corrugated metal siding and limestone base, and gable roof

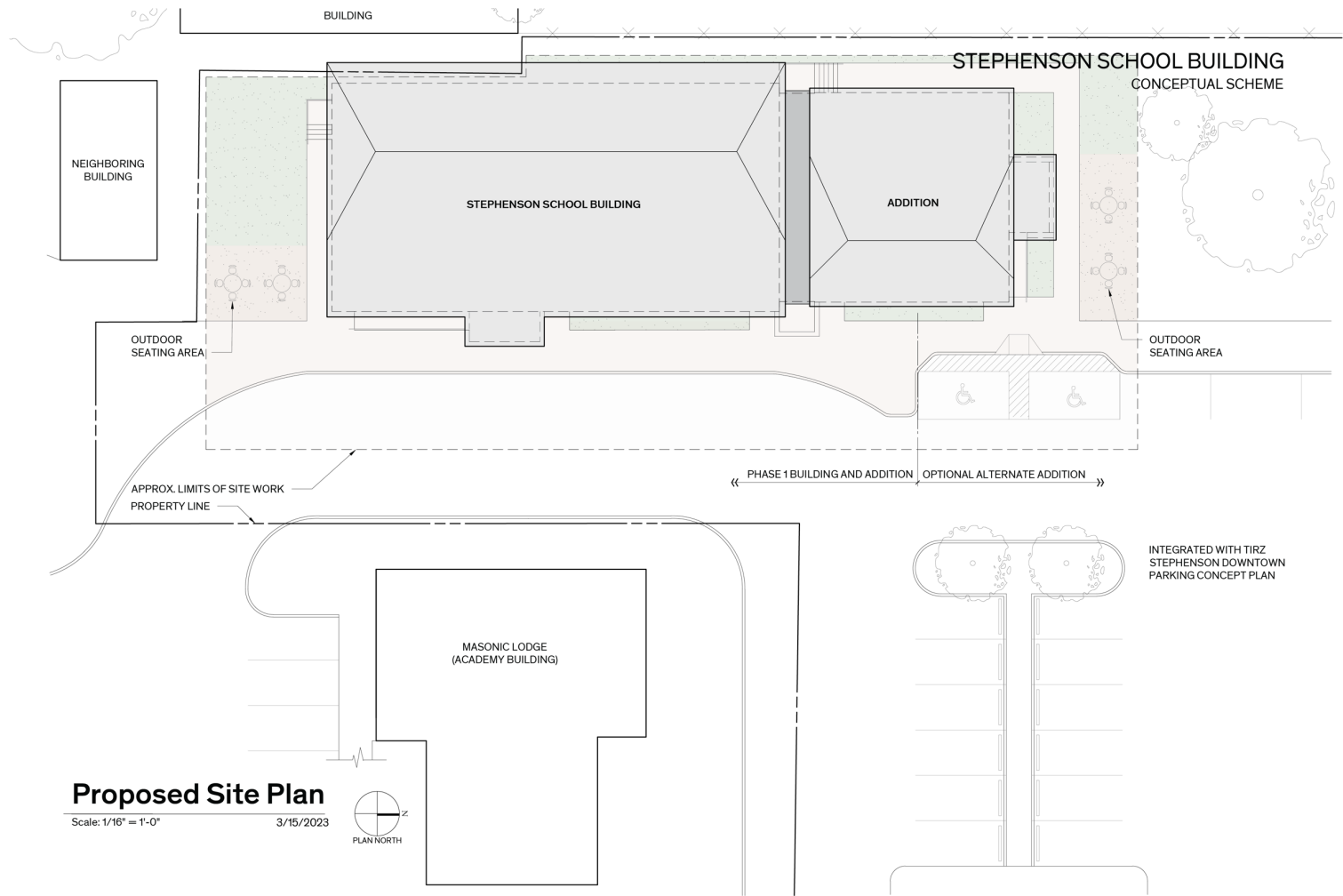


Existing Site Plan

Scale: 1/32" = 1'-0"

04/01/2020





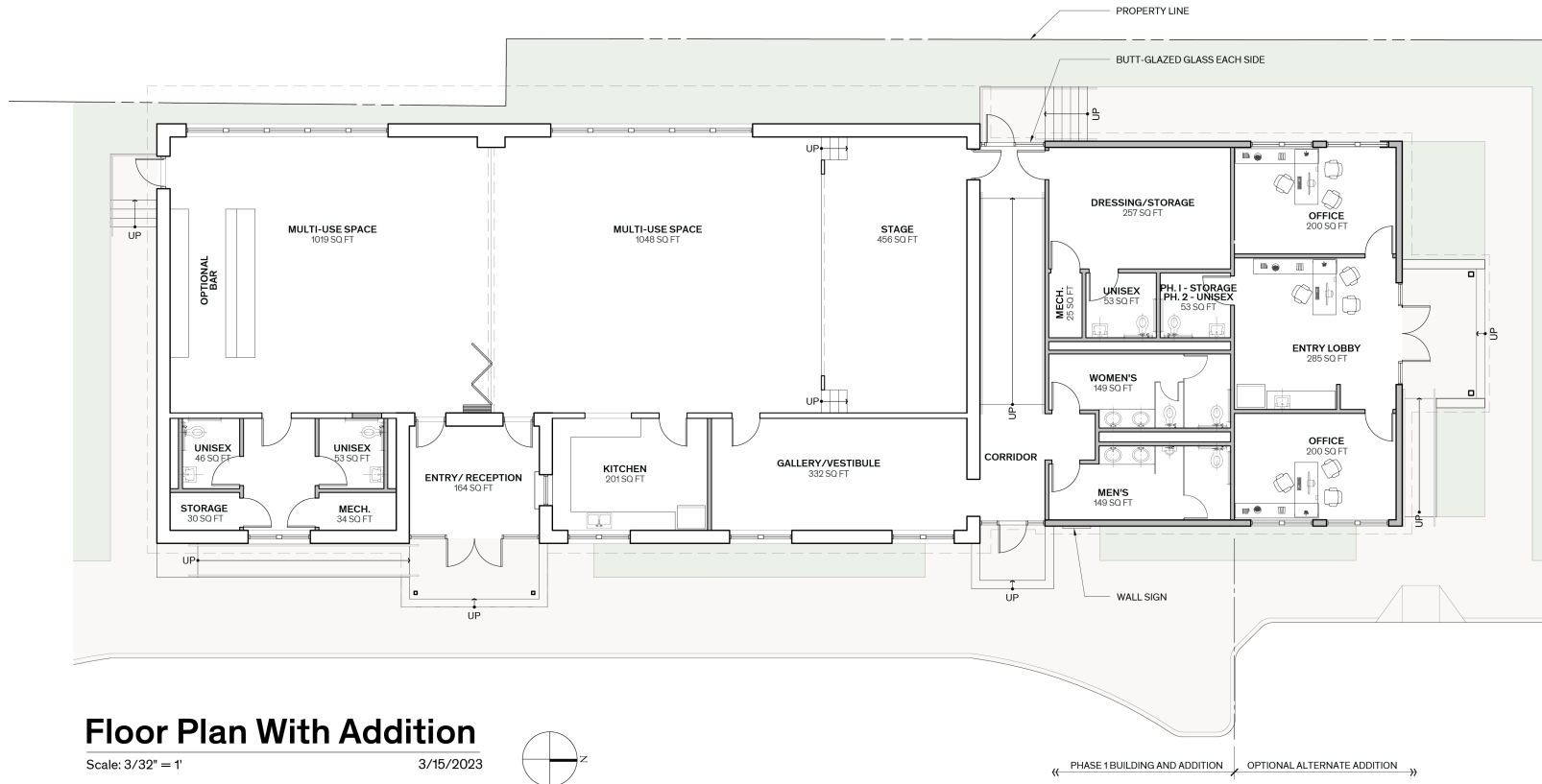
Proposed Site Plan

Scale: 1/16" = 1'-0"

3/15/2023



STEPHENSON SCHOOL BUILDING
CONCEPTUAL SCHEME



Floor Plan With Addition

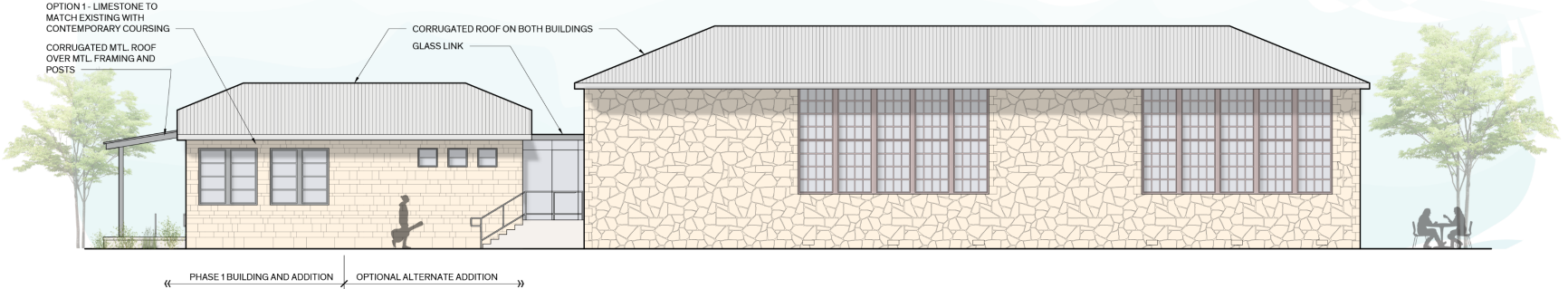
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3/15/2023



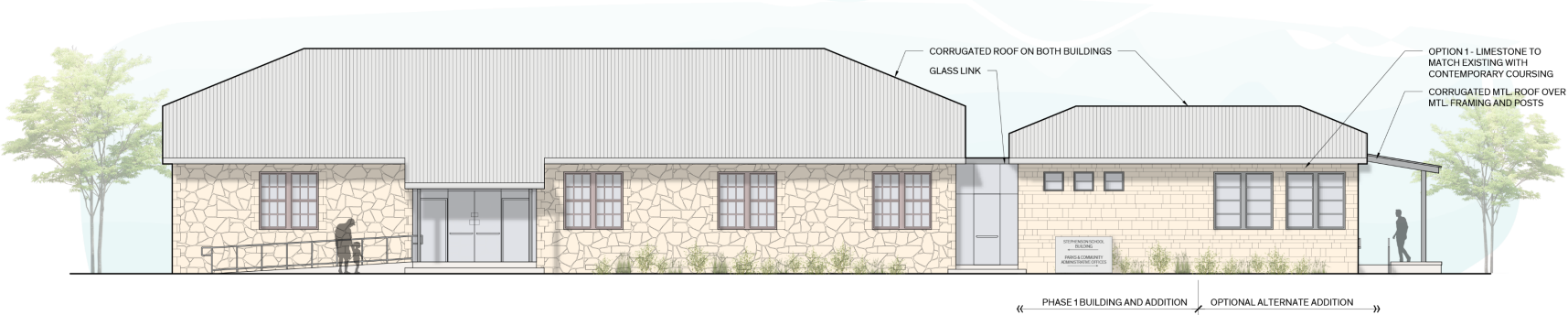
← PHASE 1 BUILDING AND ADDITION → OPTIONAL ALTERNATE ADDITION →

STEPHENSON SCHOOL BUILDING
CONCEPTUAL SCHEME - OPTION 1



Option 1 - West Elevation

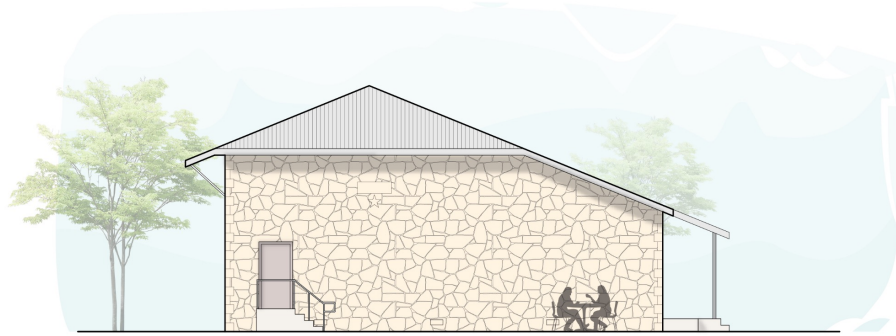
Scale: 3/32" = 1' 3/15/2023



Option 1 - East Elevation

Scale: 3/32" = 1' 3/15/2023

STEPHENSON SCHOOL BUILDING
CONCEPTUAL SCHEME - OPTION 1



Option 1 - South Elevation

Scale: 3/32" = 1'

3/15/2023

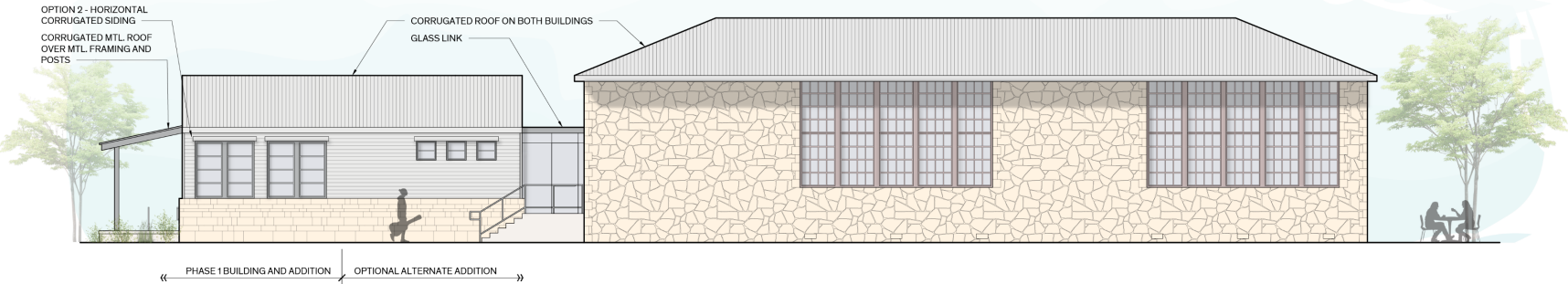


Option 1 - North Elevation

Scale: 3/32" = 1'

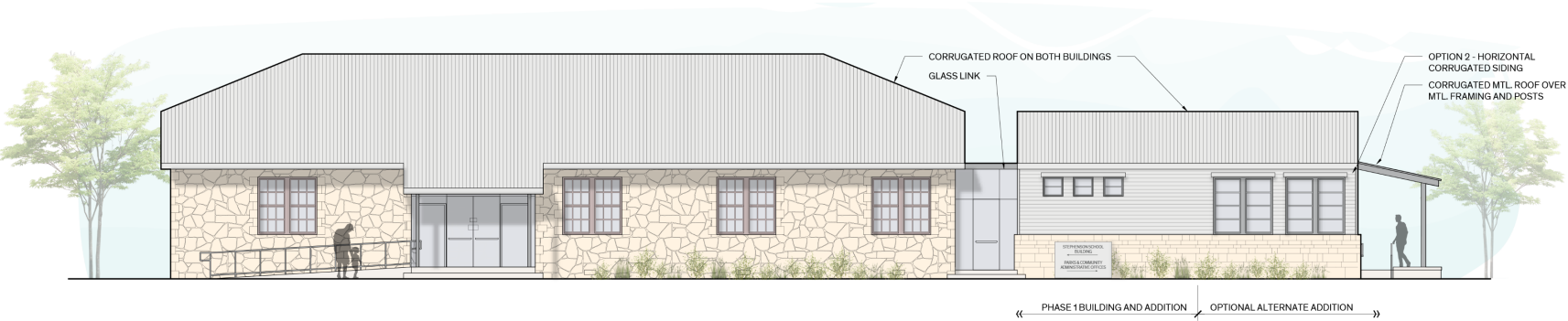
3/15/2023

STEPHENSON SCHOOL BUILDING
CONCEPTUAL SCHEME - OPTION 2



Option 2 - West Elevation

Scale: 3/32" = 1' 3/15/2023



Option 2 - East Elevation

Scale: 3/32" = 1' 3/15/2023

Existing Limestone



Contemporary Limestone



Corrugated Siding



MATERIALS

CONCEPTUAL BUDGET



PHASE 1: Existing Building and Phase 1 Addition

Estimated Conceptual Cost:

- Restore Existing Building
- Phase 1 Addition with Restrooms, Dressing Room, and Mechanical Space

\$2,598,186

PHASE 2: Optional Alternate Addition

Estimated Conceptual Cost:

- Provide New Office Space for Parks and Community Services Department

\$504,682

Estimated Total Project Cost for all Phases:

\$3,102,869

Conceptual Budget

Stephenson School Building - Existing Building

NO.	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	COST/SECT
01000	GENERAL REQUIREMENTS (15% Total Construction Cost)				152,057	152,057
	A. General Conditions					
	B. Labor Burden					
	C. General Liability Insurance					
	D. Builders Risk					
	E. Building Permit (owner)					
	F. 3rd Party Inspections (owner)					
	G. Lifts/Scaffolding					
	H. Dumpsters					
	I. Final Clean					
01000	HAZARDOUS MATERIALS ABATEMENT					60,000
	A. Asbestos abatement	1	Allow	25,000.00	25,000	
	B. Lead based paint abatement	1	Allow	25,000.00	25,000	
	C. Environmental consultant	1	Allow	5,000.00	5,000	
	D. State/regulatory fees	1	Allow	5,000.00	5,000	
02000	SITE WORK					107,500
	A. Interior Demolition & Hauling					
	1. Interior demo for MEP / A/V / security, & fire alarm systems installation	1	L.S.	4,500.00	4,500	
	2. Demo portion of interior wall for kitchen serving window	1	L.S.	1,500.00	1,500	
	B. Exterior Demolition & Hauling					
	1. Demo roof and damaged/deteriorated trim including gutter and downspout	1	L.S.	4,000.00	4,000	
	2. Demo concrete steps and landing at south elevation	1	L.S.	2,100.00	2,100	
	3. Demo concrete paving & landscaping areas	1	L.S.	2,100.00	2,100	
	4. Demo portions of north wall for addition	1	L.S.	1,800.00	1,800	
	C. Utilities					
	1. Misc. for utilities affected by site work	1	Allow	2,500.00	2,500	
	D. Earthwork & Grading					
	1. Modify exist. site drainage swales to direct water away from building & regrade at perimeter of building to slope away from foundation	1	L.S.	15,000.00	15,000	
	E. Paving					
	1. Sidewalk replacement & installation	2,300	S.F.	12.00	27,600	
	2. Curb installation at parking areas	200	L.F.	10.00	2,000	
	3. Curb ramps at sidewalk to ADA parking stall	1	Ea.	1,500.00	1,500	
	4. Pre-cast concrete splash blocks at downspouts	8	Ea.	50.00	400	
	F. Landscaping Allowance					
	1. Metal edging between compacted fill & sod	1	L.S.	7,500.00	7,500	
	2. Re-sod at removed sidewalk locations & restore where affected by site work	1	L.S.	7,500.00	7,500	
	3. Site landscaping	1	allow	25,000.00	25,000	
	G. Irrigation system					
	1. Provide irrigation control system	1	L.S.	2,500.00	2,500	
	H. Site furnishings					
	None					
	I. Sub-surface Piping					
	None					
03000	CONCRETE					12,500
	A. Structural Repairs and Modifications					
	None					
	B. Non-structural Fabrications					
	1. Construct concrete steps and landing at south elevation entrance	1	L.S.	7,500.00	7,500	
	2. Construct concrete steps, landing extension, and ramp at east elevation	1	L.S.	5,000.00	5,000	

Conceptual Budget

Stephenson School Building - Existing Building

NO.	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	COST/SECT
04000	MASONRY					25,905
	A. General Exterior Restoration					
	1. Chemically cleaning stone masonry 100%	3,830	S.F.	5.00	19,150	
	2. Repoint stone masonry joints, assume 20% (Field verify)	1	L.S.	6,755.00	6,755	
	B. Structural repairs/modifications					
	None					
05000	METALS					4,300
	A. Structural Elements (i.e. decking, framing, columns)					
	1. Lintel at new opening to addition	1	allow	800.00	800	
	B. Non-structural Fabrications (stairways, ladders)					
	1. Exterior metal railings at ramp on east elevation and steps on south elevation	1	L.S.	3,500.00	3,500	
06000	CARPENTRY					67,993
	A. Rough Carpentry/Structural Repairs					
	1. 1/2" plywood sheathing at roof	4,700	S.F.	5.00	23,500	
	2. Misc. Repairs throughout	1	L.S.	13,810.00	13,810	
	3. New wd. stud interior partitions with 1/2" gyp.	68	L.F.	24.75	1,683	
	B. Finish Carpentry					
	1. Standing & running trim, including baseboard, window & door casings	1	L.S.	11,000.00	11,000	
	C. Casework					
	1. Kitchen cabinetry and countertops	1	L.S.	18,000.00	18,000	
07000	THERMAL & MOISTURE PROTECTION					126,496
	A. Roofing & Flashing					
	1. Replace corrugated metal roof and flashings	4,700	S.F.	6.00	28,200	
	2. Water resistive barrier at roof	4,700	S.F.	2.00	9,400	
	B. Drainage System					
	1. Replace metal gutter liner, gutters, & downspouts (galvanized)	1	L.S.	5,500.00	5,500	
	C. Insulation, Caulking, Sealants					
	1. Acoustic insulation at new interior partitions	68	L.F.	7.25	493	
	2. Acoustic insulation between wooden roof structure in assembly space	2,550	S.F.	7.25	18,488	
	3. Thermal insulation, insulation at roof structure	4,700	S.F.	7.25	34,075	
	4. Thermal insulation at crawl space	3,840	S.F.	7.25	27,840	
	5. Sealants/Firestopping	1	L.S.	2,500.00	2,500	
08000	DOOR & WINDOWS					89,675
	A. Exterior Doors					
	1. Reconstruct all exterior doors and restore frames	3	Ea.	1,500.00	4,500	
	2. Provide glass doors, transom, and sidelights at entry vestibule	1	L.S.	7,000.00	7,000	
	B. Interior Doors					
	1. Reconstruct wood doors for accordion partition	2	Ea.	1,000.00	2,000	
	2. Restore wood doors at accordion partition	7	Ea.	500.00	3,500	
	3. Replace all exist interior doors	3	Ea.	750.00	2,250	
	4. New doors at new partitions	5	Ea.	750.00	3,750	
	C. Exterior Windows		Ea.			
	1. Restore windows on East facade, assume interior & exterior painting	4	Ea.	3,000.00	12,000	
	2. Restore large windows on West elevation, assume interior & exterior painting	2	Ea.	18,000.00	36,000	
	3. Solar film on inside face of glass	1	L.S.	875.00	875	
	D. Hardware					
	1. Period style hardware on reconstructed exterior wd. Doors, including exiting hardware	1	L.S.	5,100.00	5,100	
	2. New door hardware at glass entry vestibule doors	1	L.S.	4,000.00	4,000	

Conceptual Budget

Stephenson School Building - Existing Building

NO.	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	COST/SECT
	3. Restore hardware on accordion doors with period style hardware	1	L.S.	1,500.00	1,500	
	4. New door hardware at interior doors	1	L.S.	7,200.00	7,200	
09000	FINISHES					109,960
	A. Ceilings					
	1. Repair/Replace exist. damaged or missing wood lath	1	L.S.	9,250	9,250	
	2. Repair/Replace beadboard in recessed entry	1	L.S.	6,620	6,620	
	3. Suspended gyp board ceiling/furr down assemblies to conceal MEP at restrooms and addition	1	L.S.	4,750.00	4,750	
	B. Walls					
	1. Ceramic tile wainscot in all restrooms	180	S.F.	8.00	1,440	
	2. Repair/Restore flat 3 coat plaster and lath, including patching for MEP trenching	1	L.S.	7,500.00	7,500	
	3. Acoustic wall panels in assembly space	1	L.S.	7,500.00	7,500	
	C. Floors					
	1. Restore original wood flooring (assume 15% replacement)	1	L.S.	25,000.00	25,000	
	2. Ceramic tile flooring at restrooms	100	S.F.	8.00	800	
	D. Misc.					
	1. Restoration of stage wood beadboard proscenium and steps	200	S.F.	18.00	3,600	
	2. Install beadboard on stage wall framing	1	L.S.	3,500.00	3,500	
	E. General painting	1	L.S.	40,000.00	40,000	
10000	SPECIALITIES					5,450
	A. Toilet Accessories					
	1. Toilet accessories at unisex restrooms	1	L.S.	1,200.00	1,200	
	2. Fire extinguishers	1	L.S.	1,750.00	1,750	
	B. Building Directories & Signage					
	1. Interior signage (ADA)	1	L.S.	2,500.00	2,500	
11000	EQUIPMENT					0
12000	FURNISHINGS					15,000
	A. Acquisition furnishings					
	1. New furnishings	1	Allow	7,500.00	7,500	
	B. Historically Documented Window Treatment					
	1. Wood louvered blinds - 2" stained slats all windows	1	L.S.	7,500.00	7,500	
13000	SPECIAL CONSTRUCTION					0
	A. Lightning Protection		Allow		0	
	None					
14000	CONVEYING SYSTEMS					0
15000	MECHANICAL					104,760
	A. Plumbing					
	1. Investigate exist. sanitary piping scheduled to remain utilizing camera & scoping	1	allow	500.00	500	
	2. New/refurbished plmbing fixtures in restrooms	1	L.S.	2,000.00	2,000	
	3. Provide kitchen sink	1	Ea.	500.00	500	
	B. HVAC					
	1. Split system above ceiling & attic air handling units to outdoor heat pumps	3,840	S.F.	20.00	76,800	
	C. Fire Supression					
	1. Fire alarm/detection system	3,840	S.F.	2.00	7,680	
	2. Fire Sprinkler	3,840	S.F.	4.50	17,280	
16000	ELECTRICAL					192,020

Conceptual Budget

Stephenson School Building - Existing Building

NO.	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	COST/SECT
	A. General Service & Distribution					
	1. Electrical wiring, distribution, raceways, fixtures	3,840	S.F.	28.00	107,520	
	B. Data & Communication Systems					
	1. Phone/computer networking distribution system	1	L.S.	3,500.00	3,500	
	C. Exterior Lighting					
	1. Building perimeter uplighting at grade & on the building	1	L.S.	10,000.00	10,000	
	2. Security parking lot and pathway lighting	1	L.S.	9,000.00	9,000	
	D. Security system	1	L.S.	12,000.00	12,000	
	E. Audio-visual system Allowance	1	Allow	50,000.00	50,000	
	SUBTOTAL				1,073,616	1,073,616
	10% GC OVERHEAD & PROFIT					107,362
	TOTAL CONSTRUCTION (INCLUDES O & P)					1,180,977
	10% ESTIMATE CONTINGENCY					118,098
	ESTIMATED FINAL CONSTRUCTION COST					1,299,075
	ESCALATION FROM FALL 2021 - FALL 2023 (26%)					337,759
	ESTIMATED FINAL CONSTRUCTION COST					1,636,834
	12% A/E FEES AND EXPENSES					196,420
	ESTIMATED TOTAL PROJECT COST					1,833,254

Conceptual Budget Stephenson School Building - Phase 1 Addition						
NO.	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	COST/SECT
01000	GENERAL REQUIREMENTS (15% total construction cost)				79,942	79,942
	A. Project Management					
	B. Field Personnel					
	C. Construction Documents / Printing					
	D. Quality Control					
	E. Temporary Utilities					
	F. Construction Facilities					
	G. Bond & Insurance					
	H. Temporary Construction					
	1. Scaffolding					
	2. Project sign					
	3. Barrier fencing (Staging area, protection, etc...)					
	I. Materials Testing					
	NEW CONSTRUCTION COSTS					484,500
	A. Phase 1 Addition, including restrooms and dressing room	1140	S.F.	425.00	484,500	
	SUBTOTAL				564,442	564,442
	10% GC OVERHEAD & PROFIT					56,444
	TOTAL CONSTRUCTION (INCLUDES O & P)					620,886
	10% ESTIMATE CONTINGENCY					62,089
	ESTIMATED FINAL CONSTRUCTION COST					682,975
	12% A/E FEES AND EXPENSES					81,956.98
	ESTIMATED TOTAL PROJECT COST					764,931.80

Conceptual Budget Stephenson School Building - Optional Alternate Addition						
NO.	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	COST/SECT
01000	GENERAL REQUIREMENTS (15% total construction cost)				53,460	53,460
	A. Project Management					
	B. Field Personnel					
	C. Construction Documents / Printing					
	D. Quality Control					
	E. Temporary Utilities					
	F. Construction Facilities					
	G. Bond & Insurance					
	H. Temporary Construction					
	1. Scaffolding					
	2. Project sign					
	3. Barrier fencing (Staging area, protection, etc...)					
	I. Materials Testing					
	NEW CONSTRUCTION COSTS					324,000
	A. Optional Alternate Addition, including offices	750	S.F.	400.00	300,000	
	B. Porch and sitework	1	L.S.	24,000.00	24,000	
	SUBTOTAL				377,460	377,460
	10% GC OVERHEAD & PROFIT					37,746
	TOTAL CONSTRUCTION (INCLUDES O & P)					415,206
	10% ESTIMATE CONTINGENCY					41,521
	ESTIMATED FINAL CONSTRUCTION COST					456,727
	12% A/E FEES AND EXPENSES					47,956.29
	ESTIMATED TOTAL PROJECT COST					504,682.89

Conceptual Budget		
Stephenson School Building - Summary		
NO.	ITEM	COST
	Phase 1 - Existing Building and Phase 1 Addition	2,598,186
	Phase 2 - Optional Alternate Addition	504,683
	TOTAL ALL PHASES	3,102,869



STAFF REPORT
City of Dripping Springs
PO Box 384
511 Mercer Street
Dripping Springs, TX 78620

Submitted By: Jason Weinstock, IT Director

Council Meeting Date: Tuesday, March 21, 2023

Agenda Item Wording: Discuss and consider approval of the selection of vendor(s) for Dripping Springs Ranch Park Network and Audio-Visual Request For Proposals and authorization for staff to negotiate respective professional services agreements.

Agenda Item Requestor:

Summary/Background:

The Ranch Park was built in 2014 and operates with the original Audio-Visual “AV” equipment. The sound quality has diminished and does not extend through the entire facility.

Speaker and microphones are back online after replacing the core, yet the wiring and speakers need replacement.

The building addition on the North side did not include audio, so the system needs expansion to include audio for paging and events. The Main Event Room needs the ability to host City Council and Planning & Zoning meeting with live stream.

The current ability of the Ranch Park Network includes one (1) firewall and two (2) wireless access points limiting coverage to the Large Event Room and Vendor Hall.

This proposal will enable wireless connectivity throughout the facility and RV areas with the ability to host 500 users.

On January 26, 2023, the City issued a Request for Proposals (RFP) for Network and Audio-Visual Renovation. In response to the RFP, the City received submittals from the following Service Providers on March 2, 2023:

- Felix Media Solutions
- UniVista
- Ford AV
- BestLine Solutions
- MC Austin

Each submittal is being reviewed based on the following criteria:

Criteria	Max. Score
Qualifications, Abilities, Reputation	25%
Quality of Proposed Services	30%
Cost	40%
Responsiveness of Proposal	5%
	<hr style="width: 50%; margin: auto;"/> 100%

A review committee comprised of Jason Weinstock, Emily Nelson, and Shawn Cox scored collectively scored and then averaged those scores. A completed score sheet is included.

Based on the RFP submittals and scoring, the review committee recommends selecting Felix Media to complete the AV work and UniVista to complete the networking.

Based on the submittals, it is anticipated that the total costs for this project will be \$312,000. Between what has been budgeted for improvements and equipment in the FY 2023 DSRP budget, there is adequate funding to cover these proposals. While a future budget amendment may be necessary to reallocate each expenditure to the appropriate line items, the funding is available.

Commission Recommendations: The review Committee recommends selecting Felix Media for Audio-Visual and UniVista for Networking.

Recommended Council Actions: Authorize Administration to negotiate and enter contract with the recommended Vendors.

- Attachments:**
- RFP# 2023-02 Ranch Park Event Center Network & Audio-Visual Renovation
 - Answered Questions
 - Submittals:
 - BestLine
 - Felix Media
 - Ford AV
 - MC Austin
 - UniVista
 - Score Sheet
 - Draft Professional Services Agreements:
 - Felix Media
 - UniVista

Next Steps/Schedule: If authorized, Administration will enter into an agreement with the recommended Vendors.

THE CITY OF DRIPPING SPRINGS, TEXAS
REQUEST FOR PROPOSALS
FOR
RANCH PARK EVENT CENTER NETWORK & AUDIO-VISUAL
RENOVATION
RFP# 2023-02



DRIPPING SPRINGS
Texas

Open spaces, friendly faces.



1042 Event Center Drive
Dripping Springs, Texas 78620

**CITY OF DRIPPING SPRINGS
REQUEST FOR PROPOSALS
RANCH PARK EVENT CENTER NETWORK & AUDIO-VISUAL RENOVATION
RFP# 2023-02**

The City of Dripping Springs is seeking proposals for purchase and installation of increased network capability and upgrades to audio/visual services in the Ranch Park Event Center from a Proposer with experience in installation and procurement of network and audio/visual equipment in event centers or similar venues. The Proposer or Proposers awarded the contract are referred to herein as “Contractor” or “Contractors”.

Sealed Proposals in response to this RFP addressed to Information Technology Director Jason Weinstock will be received until March 2, 2023, at 4:00PM Central Standard Time at 511 Mercer Street Dripping Springs, Texas 78620. All Proposals must be submitted to the City before the deadline and no late Proposals will be accepted. Sealed Proposals should be clearly marked “Ranch Park Event Center Network & Audio-Visual Renovation” must be submitted in one (1) original, one (1) copy, and one (1) electronic copy (in PDF format) on flash drive and shall be delivered to:

City of Dripping Springs, Texas
Attn: Jason Weinstock, Information Technology Director
511 Mercer Street or P.O. Box 384
Dripping Springs, Texas 78620

Request for Proposals or RFP will be cited as “RFP” moving forward.

Proposals are due on **March 2, 2023, at 4 p.m.** Proposals will be opened by City Staff at that time. Proposals will become public, as required by the Public Information Act, after the contract is awarded. This Request for Proposals includes the proposed contract terms/conditions, and a detailed scope-of-work.

RFP documents can be obtained from the City’s Website
<https://www.cityofdrippingsprings.com/requestforbids>

For more information on the Dripping Springs Ranch Park Event Center
<https://www.drippingspringsranchpark.com/>

All questions about this RFP shall be directed to Jason Weinstock at
jweinstock@cityofdrippingsprings.com

RFP responses received after the deadline will not be considered, and the City will evaluate the RFPs’ on the basis of technical ability, experience, cost, availability for execution, and other factors listed in the RFP solicitation.

The City of Dripping Springs reserves the right to refuse any or all responses, waive any or all formalities or technicalities, accept the response or portions of the response determined to be the best value and most advantageous to the City, and hold the responses for a period of 120 days without acting. The City of Dripping Springs reserves the right accept responses from more than one firm determined to be the best option for the City. Respondents are required to hold their responses for the same period of time.

A pre-submittal conference and site visit will be held at the City of Dripping Springs Ranch Park Event Center, 1042 Event Center Drive, Dripping Springs Texas 78620, on February 9, at 3:00 P.M. Central Standard Time. This conference and site visit will represent the only option for potential respondents to view the project space in person. This meeting is strongly encouraged, but optional. If interested in participating in the pre-proposal meeting please email jweinstock@cityofdrippingsprings.com by **February 6, 2023** to receive the meeting invite.

All questions are due in writing no later than February 16, 2023. If you wish to be notified of questions and answers related to this RFP please submit the request to Jason Weinstock at jweinstock@cityofdrippingsprings.com by February 23, 2023.

Hand-delivered & Courier Submissions:

**ATTENTION: Jason Weinstock Director of Information Technology
511 Mercer St. Dripping Springs, Texas 78620
Labeling Instructions: Envelopes must be clearly marked:
CITY OF DRIPPING SPRINGS REQUEST FOR PROPOSAL
RANCH PARK EVENT CENTER NETWORK & AUDIO-VISUAL RENOVATION
RFP# 2023-02**

Schedule of Events:

The following Schedule of Events represents the estimate of the timetable that will be followed in connection with this solicitation:

EVENTS	DATE AND/OR TIME
Release Requests for Proposals	January 26, 2023
RSVP for Optional Pre-Submittal Conference Due	February 6, 2023
Optional Pre-Submittal Conference*	February 9, 2023
Last Day for Applicants to Submit Written Questions	February 16, 2023
Answers provided	February 23, 2023
Proposal Due Date	March 2, 2023, 4:00 PM CST

The City reserves the right, at its sole discretion, to adjust this Schedule of Events as it deems necessary. If necessary, the City will communicate adjustments to any event in the Schedule of Events in the form of an amendment. Amendments (answers/addenda) to this solicitation will

be sent by email to interested parties who have contacted the Information Technology Director and requested a copy of this RFP at jweinstock@cityofdrippingsprings.com.

***Attendance of the pre-submittal meeting is not mandatory; however, it is highly recommended as the preferred method of asking questions and receiving information.**

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APPENDIX ONE: AGREEMENT

SECTION 1
OBJECTIVES & BACKGROUND

1.1 Objectives for this Request for Proposal

The City of Dripping Springs (“City”) is soliciting proposals in response to this Request for Proposal number 2023-02 (“RFP”) from contractors, hereafter referred collectively as (“Proposers”), to provide **RANCH PARK EVENT CENTER NETWORK & AUDIO-VISUAL RENOVATION** and related equipment as more particularly described in **SECTION 5 (Scope of Work)** of this RFP.

1.2 Description of City

The City of Dripping Springs, Texas, is a Type-A General Law City located West of Austin along W-Highway 290. The “City” currently occupies 10 square miles and serves a population of approximately 5000 people with an Extraterritorial Jurisdiction of 112 square miles.

1.2.1 Project Background

The Dripping Springs Ranch Park Event Center offers multi-use facilities for indoor and outdoor events. This includes arenas for agriculture competitions, entertainment, trade shows, and festivals. The Event Center is owned and operated by the City of Dripping Springs, opening as a part of the City's recreational facilities in 2008. The facility resides on 130 acres, with 8 acres dedicated for wildlife preservation. The facility includes areas for equestrian and agricultural events and has multi-use meeting spaces to support the event center and arena's functions. The Event Center hosts equestrian events, rodeo, weddings, community meetings, trade shows, agriculture competitions, tractor pulls, and monster truck events. The Center uses sponsorships, memberships, and city funding to help maintain the facility and support the events that are scheduled year-round.

In addition to building maintenance and adding new facilities, the Event Center's building technology infrastructure and operations must meet the community's needs. It is essential to utilize the latest AV technologies to enhance audio production, support presentations, and provide support for image magnification systems. The “City desires to ensure it provides wireless and networking equipment that support these systems. Both considerations will improve event attendee experiences. An update of the technology will help modernize the facility and enable Dripping Springs to provide an excellent experience for their event hosts and attendees. Renovating the technology with optimized AV systems will simplify the staff and user's experience with equipment while also creating new opportunities for engaging with the community through events. An update and augmentation of the technology systems in event spaces will enable the city to match its end-users and community's needs and be a source of pride with state-of-the-art connected systems throughout the facility. The modernized technology

design will enable Dripping Springs to be a premier event destination and governmental meeting space in the Texas Hill Country for years to come.

SECTION 2

NOTICE TO PROPOSERS

PROPOSER IS CAUTIONED TO READ THE INFORMATION CONTAINED IN THIS RFP CAREFULLY AND TO SUBMIT A COMPLETE RESPONSE TO ALL REQUIREMENTS AND QUESTIONS AS DIRECTETED.

2.1 Submittal Deadline

Proposals must be received by the City on or before **March 2, 2023, at 4:00PM** Central Standard Time and must be delivered to:

**ATTENTION: Jason Weinstock Information Technology Director
511 Mercer St. Dripping Springs, Texas 78620
Labeling Instructions: Envelopes must be clearly marked:
CITY OF DRIPPING SPRINGS REQUEST FOR PROPOSAL
RANCH PARK EVENT CENTER NETWORK & AUDIO-VISUAL RENOVATION
RFP# 2023-02**

Proposals WILL be accepted in person, by United States Mail, or private carrier service. Proposals WILL NOT be accepted via oral communication, telephone, electronic mail, telegraph or facsimile transmission. Proposals may be withdrawn prior to the above scheduled time set for closing. Alterations made before RFP closing must be initiated by respondents guaranteeing authenticity. Submittal of a response to this RFP constitutes an offer by the respondent. Once submitted, the proposal becomes the property of the City of Dripping Springs, and the City reserves the right to use any the information contained in any response regardless of whether that Proposer/firm is selected. Submission of a proposal in response to this solicitation, by any respondent, shall indicate that the respondents has accepted the conditions contained in the RFP, unless clearly and specifically noted in the proposal submitted and confirmed in the contact between the City and the successful respondent. Proposals which do not comply with these requirements may be rejected at the options of the City. No late proposals will be accepted and will be returned to the respondent unopened (if properly identified). Failure to meet RFP requirements may be grounds for disqualification of proposal.

2.2 Inquires and Interpretations

The City specifically instructs all interested parties to restrict all contact and questions regarding this RFP to written communications forwarded to the "City" contact. The City contact must receive all questions or concerns **no later than February 16, 2023**. The City

will have a reasonable amount of time to respond to the questions or concerns. It is the City's intent to respond to all appropriate questions and concerns: however, the "City reserves the right to decline to respond to any question or concern. Only City responses that are made by formal written addenda will be binding on the City. Any verbal responses, written interpretations, or clarifications other than addenda to this RFP will be without legal effect. All addenda issued by City prior to the submittal deadline will be and are hereby incorporated as part of this RFP for all purposes.

Proposers may bid for this RFP in full or, (A) Network portion (SECTION 5.3) or, (B) Audio-Visual (SECTION 5.3) as individual packages.

2.3 PRE-SUBMITTAL CONFERENCE

A pre-submittal conference will be held **February 2, at 3:00PM Central Standard Time at 1042 Event Center Drive Dripping Springs, Texas, 78620**. Reservation is required and deadline for reservation is February 6, 2023. Request reservation from City Contact and request to receive updates.

2.4 RFP Contact Person

Proposers will direct all questions, comments, or concerns regarding this RFP to the "City" contact ("**City Contact**")

Jason Weinstock
Information Technology Director
City of Dripping Springs
511 Mercer St.
Dripping Springs, Texas, 78620
PHONE: 737-701-9060
E-mail: jweinstock@cityofdrippingsprings.com

2.5 Public Information

City considers all information, documentation and other materials submitted in response to this RFP to be a non-confidential and non-proprietary and shall be subject to public disclosure under the Texas Public Information Act (***Texas Government Code, Chapter 552.001, et seq***) after the award of an agreement.

Proposer is hereby notified that the City strictly adheres to all statutes, court decisions, and the opinions of the Texas Attorney General with respect to disclosure of public information.

2.6 Criteria for Selection

The successful candidate, if any, selected by the City in accordance with the requirements and specifications set forth in this RFP will be the proposer that submits a proposal in response to this RFP on or before the submittal deadline that is the most advantageous to the City. The successful Proposer is referred to as the Contractor. Proposer is encouraged to propose terms and conditions offering the maximum benefit to the City in terms of (1) services to the City, (2) total overall cost to the City and best value; and (3) project management expertise. Proposer to describe all applicable discounts that may be available to the City in a contract for the services **(ref. Section 5)**.

An evaluation team from the City will evaluate proposals. The evaluation of proposals and the selection of Contractor will be based on the information provided by the proposer in their proposal.

Based on the Evaluation Committee review, several firms may be short-listed, for further consideration and may be required to submit supplemental information, interview, or provide presentation. The City reserves the right to reject all submissions.

By submitting a proposal, Proposer acknowledges

(1) Proposer's acceptance of

[a] the Proposal Evaluation Process

[b] the criteria for selection

[c] the scope of work **(ref. Section 5 of this RFP)**

[d] all other requirements and specifications set forth in this RFP

(2) Proposer's recognition that some subjective judgements must be made by the City during this RFP process.

The criteria to be considered by the City in evaluating proposals and selecting Contractor, will be those factors listed below with their relative weightings.

2.6.1 Proposer's Qualifications, Abilities, and Reputation (25%)

2.6.1.1 Proposer's demonstrated competence and experience in providing the requested services, including the quality of Proposer's references from past and present clients

2.6.1.2 The qualifications, education, and experience of the team members proposed by Proposer to conduct and supervise its service for the City.

2.6.1.3 Proposer's past relationship with the City and Proposer's experience performing the requested services for similar facility and scope.

2.6.1.4 Proposer’s ability to perform the required services within the timeline projected, based on Proposer’s demonstrated capabilities, staffing, financial stability, and creative resources.

2.6.1.5 Proposers demonstrated awareness of the present environments and likely future developments related to the requested services.

2.6.2 Quality of Proposed Services (30%)

2.6.2.1 The overall demonstrated quality of Proposer’s good and/or services in accordance with the Scope of Work described in Section 5.

2.6.2.2 Quality Assurance Plan

2.6.3 Cost (40%)

The cost to City required to retain Proposer’s services, including long term cost, warranties, or service plans.

2.6.4 Responsiveness of Proposal (5%)

The extent to which Proposer’s response relates to the specific environment, requirements, and needs of the City; the quality and level of substantive detail, clarity and content provided in Proposer’s response.

2.7 Key Events Schedule

EVENTS	DATE AND/OR TIME
Release Requests for Proposals	January 26, 2023
RSVP for Optional Pre-Submittal Conference Due	February 6, 2023
Optional Pre-Submittal Conference*	February 9, 2023
Last Day for Applicants to Submit Written Questions	February 16, 2023
Answers provided	February 23, 2023
Proposal Due Date	March 2, 2023

SECTION 3 SUBMISSION OF PROPOSAL

3.1 Required Hard Copies and Supplemental Electronic Version

3.1.1 Number of Hard Copies and Required Original Signature.

Proposer should submit **two (2)** complete and identical copies of entire proposal. **An original signature by an authorized officer of Proposers must appear on the Execution of Offer (ref. Section 8) of at least one (1) copy of the submitted proposal. The Copy of**

the Proposer’s proposal bearing an original signature should contain the mark “original” on the front cover of the proposal.

3.1.2 Digital Copy.

Proposers must include with their response a supplemental version of the Proposers response via USB flash drive. The supplemental version of Proposer’s response should include entire proposal like the hard copy.

3.2.1 Tab A: Execution of Offer

Proposer must complete, sign, and return the attached **Execution of Offer** (ref. **Section 8**) as part of their proposal. The Execution of Offer must be signed by a representative of Proposer duly authorized to bind the Proposer to its proposal. Any proposal received without a completed and signed Execution of Offer may be rejected by the City at its discretion.

3.2.2 Tab B: Proposers Questionnaire

Respondents shall provide responses to all the questions identified in the questionnaire in **Section 7**

3.2.3 Tab C: Overview of Proposed System / Scope of Services

This section of the proposal should include a general discussion of the proposers overall understanding of the project and the scope of work defined in **Section 5**.

3.2.4 Tab D: Sample Documents

Proposers should include sample copies of the documents and/or reports outlined in the scope of work (Section 5). Sample copies must include all material terms so the “City” can fairly evaluate the proposer’s forms.

3.2.5 Tab E: Cost Proposal

Proposers must complete and return the **Cost Proposal** (ref. **Section 6**), as part of their proposal.

In the **Cost Proposal**, the Proposer should describe in detail:

- (a)** The total fees for the entire scope of the service(s); and
- (b)** The method fees are calculated.

The fees must be inclusive of all associated costs including delivery, labor, insurance, taxes, overhead, and profit.

The City will not recognize or accept any charges or fees to perform the services that are not specifically stated in the **Cost Proposal**.

Included in the Cost Proposal, Proposer should describe each significant phase in the process of providing the services to the City, and the time/period Proposer is able to complete each phase.

3.2.6 Tab F: Additional Information

- Insurance Certificates
- Supplementary information
- Other supporting materials or work portfolio demonstrating proposers' quality of work.

3.3 Proposal Validity Period

Each proposal must state that it will remain valid for City acceptance for minimum one hundred and twenty (120) days after the Submittal Deadline for allowance of evaluation.

SECTION 4 GENERAL TERMS AND CONDITIONS

4.1 GENERAL TERMS AND CONDITIONS

The terms and conditions contained in the Agreement (the “**Agreement**”) attached to this RFP as **APPENDIX ONE** and incorporated for all purposes, or at the sole discretion of the city, term, and conditions substantially similar to those contained in the Agreement will constitute and govern any agreement that results from this RFP. If Proposer takes exception to any terms or conditions set forth in the Agreement Proposer will submit a specific list of the exceptions as part of their proposal. Proposers’ exceptions will be reviewed by the City and may result in disqualification of Proposers proposals non-responsive to this RFP. If Proposers exceptions do not result in disqualification of Proposal, then the City may consider Proposer’s exceptions when the City evaluate the Proposers Proposal.

SECTION 5 SCOPE OF WORK

5.1 GENERAL

The minimum requirements and the specifications for the services, as well as certain requests for information to be provided by Proposer as part of its proposal, are set forth below. As indicated in **SECTION 2.3** of this RFP, the successful Proposer is referred to as “Contractor”.

5.2 Current System Configuration

Large Covered Arena

- 39,600 square feet
- Public Address (PA) System
- Audio wireless microphone systems
- Retractable bleachers
- Box\ Suites
- Antennas and Cabling
- Technology Support Systems
- AV Cabling and Routing
- AV Control System

Vendor Hall

- 11,160 square feet
- (1) Meraki Wireless Access Point
- Speakers

Small Covered Arena

- Wash racks
- Half paved
- Single speaker
- No AV systems

Concessions Kitchens (x2)

- Display at Large Concession Kitchen
- Speakers in dining area
- AV Cabling and Routing

Large Event Room

- Projection System
- Screen
- Audio Wireless Microphone Systems
- Audio Systems with Local Control
- Speakers
- Antenna Distribution and Cabling
- AV Cabling and Routing
- AV Control System

Small Event Room

- Constructed in 2020
- No AV Systems

Technology Spaces (MDF/IDF)

- Cabling backbone
- Copper
- UPS / PDU
- Racks

5.3 Minimum Requirements

Qualified vendors shall be responsible for providing all materials and personnel necessary to complete the project as further described below:

Design Services Specifications

This renovation design requires the minimum specifications:

(A) Project A: Network

The Event Center should have wireless connectivity throughout the facility and be capable to handle traffic for large events for vendors on a separate network than corporate.

1. Add wireless access points throughout the facility and in RV Park for network connectivity
2. Upgrade Switching capacity to support AV over IP needs
3. Optimization of equipment racks
4. Proposer to include all device instructions and warranty cards as well as and additional warranty covered by Proposer including installation warranty.
5. Proposer to include final schematic or network diagram.

(B) Project B: Audio-Visual

The Event Center should have sound throughout the facility with the ability for 1 complete zone (for example a show or paging) or the ability to break down sound and mics to independent smaller zones for multiple events.

1. Increase and replace/removal of speakers in Large Covered Arena and optimize existing sound system
 - Add speakers to the VIP booths.
2. Add and optimize existing speakers in Covered Vendor Space

3. 12 Person wireless microphone panel with Video streaming in Large Event Room
 - The flexibility to be operated by users with a wide range of expertise to include a Basic User needing push-button recording and uploading to a streaming service, and a Power User needing more sophisticated editing and production tools.
 - Replacement of AV Control Panel in Large Event Room for ease of use
4. Add Floor Subwoofers for enhanced low-frequency audio acoustical performance in Large Covered Arena
5. Installation of AV systems in Small Event Room
 - Screens
 - Projectors
 - Control Panel
 - Wireless Microphones
 - Speakers
 - Amplifier
 - Equipment Rack
6. Add Sound Booth to the Arena
 - Fixed location for new Audio Mixer (Soundboard)
 - Fixed location for Wireless Antenna distribution
 - New Microphone Antennas
7. Upgrade MDF and IDF Spaces and Systems
 - Relocation and optimization of equipment racks
8. Proposer to include all device instructions and warranty cards as well as any additional warranty covered by Proposer. Proposer to include final schematic or network diagram.

**SECTION 6
PRICING AND DELIVERY SCHEDULE**

Proposal of: _____
(Proposer Company Name)

To: The City of Dripping Springs RFP#: 2023-007

Having carefully examined all specification and requirement of this RFP and any attachments thereto, the undersigned proposes to furnish the services required pursuant to the above-referenced Request for Proposal upon the terms quoted below.

6.1 Pricing for Services

Proposer shall provide a pricing schedule for the services outlined in Section 5. **The Proposer may bid on Project A: Network; Project B: Audio-Visual; or Both. Please clearly state which Project or Projects is being bid upon.** Proposer shall provide and attachment include an itemized list of proposed goods/services. All equipment shall be itemized to include unit quantity, unit cost, and extended price.

Project A Project Cost \$ _____ (if applicable)

Project B Project Cost \$ _____ (if applicable)

Total Projected Cost \$ _____

If pricing is based on a Group Purchasing Cooperative (GPO) Contract, Proposer shall reference **GPO Name and Contract Number:** _____

6..2 Schedule of Events and Timeline

Proposer shall provide a project schedule outlining the various stages of transition to include all projected downtime for the Ranch Park Event Center. Downtime should be limited to the greatest extent possible.

Total Number of Days Project A _____ (if applicable)

Total Number of Days Project B _____ (if applicable)

Total Number of Days required for Project Completion: _____

6.3 City's Payment Terms

The City's standard payment terms for service are Net 30 days.

SECTION 7

PROPOSER'S GENERAL QUESTIONNAIRE

Proposals must include responses to the questions contained in the following **Proposer's General Questionnaire**. Proser should referenced the item number and repeat the question in its response. In cases where a question does not apply or if unable to respond, Proposer should refer to the item number, repeat the question, and indicate N/A (Not Applicable) or N/R (No Response), as appropriate. Proposer will explain the reason when responding N/A or N/R.

7.1 Proposer's Profile

7.1.1 Number of years in business: _____

State of incorporation: _____

Number of employees: _____

Annual Revenues: _____

Name of Parent Corporation (If any): _____

7.1.2 State whether Proposer will provide copy of their financial statements for previous two (2) years, if requested by the City. _____

7.1.3 Proposer will provide a financial rating of the Proposers entity and any related documentation (Dunn and Bradstreet analysis) that indicates Proposers financial stability.

7.1.4 Is Proposer currently for sale or involved in any transaction to expand or possibly be acquired by another business? If yes, Proposer will explain the expected impact for organization.

7.1.5 Proposer will provide any details of all past or pending litigation or claims filed against Proposer that may affect its performance under agreement with City.

7.1.6 Is Proposer currently in default on any loan agreement or financing agreement with any bank, financial institution, or other entity? If yes, Proposer will specify the pertinent date(s), details, circumstance, and describe the current prospect for resolution.

7.1.7 Proposer will provide a customer reference list of no less than three (3) organizations with which Proposer currently or previously (within last five (5) years) has

contracts and provided services. Proposer will include customer/company name, contact person, telephone number, length of business relationship, and project description in customer reference list.

7.1.8 Does any relationship exist (whether by family kinship, business association, capital funding agreement, or any other relationship between Prosper and any City employee? If yes, Proposer will explain.

7.2 Approach to Project Services

7.2.1 Proposer will provide a statement of Proposer's service approach and will describe any unique benefits to the City from doing business with Proposer. Proposer will briefly describe its approach for each of the following required services identified in Section 5, Scope of Work of this RFP.

7.2.2 Proposer will submit a work plan with key dates and milestones including:

7.2.3.1 Identification of task performed

7.2.3.2 Time frame to perform and complete identified tasks.

7.2.3.3 Project management methodology

7.2.3.4 Project roles and responsibilities

7.2.3.5 Project change control procedure implementation strategy

7.2.3 Proposer will describe the types of reports or other written documents Proposer will provide (if any) and the frequency of reporting. Proposer will include sample reports and documents if able.

7.3 Miscellaneous

7.4.1 Proposer will provide a list of any additional services or benefits not otherwise identified in this RFP that Proposer would propose to provide to City.

7.4.2 Proposer will provide details describing any unique or special services or benefits offered or advantages to be gained by City from doing business with Proposer. Additional services or benefits must be directly related to the goods and services solicited in this RFP.

7.4.3 Does Proposer have a contingency plan or disaster recovery plan in the event of accident, or disaster. If so, please include a copy of the plan.

SECTION 8
EXECUTION OF OFFER

Proposal of: _____
(Proposer Company Name)

To: The City of Dripping Springs

RFP Title: RANCH PARK EVENT CENTER NETWORK & AUDIO-VISUAL RENOVATION

RFP#: 2023-007

This Proposal shall remain in effect for the Proposal Validity Period (ref. Section 3.3) and shall be exclusive of federal excise and state and local sales tax (exempt).

The person signing this Response on behalf of the Offeror represents to Owner that:

- The information provided herein is true, complete, and accurate to the best of the knowledge *and* belief of undersigned;
- Signature has full authority to execute this Response on behalf of Offerors', and
- Offeror has received the Addenda to this RFP, specifically, Addenda numbered _____.

Executed this ____ day of _____, _____.

Entity Name

Signature

Street & Mailing Address

Printed Name of Signatory

City, State, & Zip

Title of Signatory

Email Address

Telephone Number



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Tuesday, January 31, 2023

Q). Which manufacturers does the City use?

A). Currently using Meraki for networking and QSC for AV.

Q). Who is going to support this network going forward?

A). IT Director.

Q). How many people does this network need to support at a typical event?

A). We'd like our largest capacity to support 250-500 vendors.

Q). What do you want to run over this network?

A). Corporate/AV/Vendors/Guests network segment.

Monday, February 6, 2023

Q). On RFP Section 5.2, "Current System Configuration", there are listed venues as follows. Are each of these a separate building, or are they all within the same structure?

- o Large Covered Arena
- o Vendor Hall
- o Small Covered Arena
- o Concession Kitchens (2)
- o Large Event Room
- o Small Event Room
- o Technology Spaces (MDF/IDF)

A) These locations are all within the same structure.



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q). Under the above Vendor Hall, there is Qty 1 Meraki Wireless Access Point. Is this the only existing Wifi AP at the facility(ies)?

A) There are 2 access points, the second is in the Large Event Room.

Project A: Network Questions/information:

The Event Center should have wireless connectivity throughout the facility and be capable to handle traffic for large events for vendors on a separate network than corporate:

Q). What is the maximum number of vendors you will need to support within the Event Center facility? (I saw a list that had the largest vendor size was 500 people)

A) We'd like our largest capacity to support 250-500 vendors.

Q). Will the Wifi AP network need to include the "corporate network users" connecting to the Event Center's AP's as well as the vendors? If so, how many additional corporate network users?

A) Yes, approximately 50.

Q). We will want to have a scaled diagram ("As Built Map" to scale) of the Event Center facility/facilities that show dimensions of the building, height of the ceiling to which the Wifi AP's will be mounted, and any hard structures within the Event Center (like walls/barriers) and the height of those. This will be needed for all areas that the Wifi AP solution will need to cover.

A). We're working to have these on site for the walkthrough 2/9.

Q). What is the composition of the Event Center? Meaning what type of structure is it (concrete walls, cinder block, corrugated metal, etc.)?

A) Metal and Cinder Block

Q). Is there an area outside of the walls of the Event Center that will need to be covered by the Wifi AP's, if so, provide guidance on the above diagram how much distance will need to be covered by any Outdoor Wifi AP's?

A). The RV Spaces located on the backside of the building. Outlined in map below in green.

Q). Will there be a need to support any Wireless Microphones connected to the Wifi AP's? If so, details on those devices and how many?



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

A). We're requesting the addition of a 12-panel wireless microphone set up and configuration to Wifi may vary. We will also need a wireless LAV pack for a headset microphone that is omnidirectional.

Q). What will be the noise level within the venue?

A). The parameters are 85db from source or 65db at property line.

Q). Due to the distance from a "network POE switch" to the farthest point of any Wifi AP, is there sufficient power sources where additional POE switches will need to be placed to extend the distance limitation of any CAT5/CAT5e/CAT6 data drop (328' max)? This will need to take into consideration the data drop going across and up to the actual inside wiring direction to get to the Wifi AP's.

A). Successful applicant will add power sources or fiber connections for longer connectivity runs

Q). Add Wireless AP's throughout the facility and in the RV Park for network connectivity: Provide an aerial map showing the distance from the Event Center to the RV Park area?

A). See Image 1.

Q). Is there an existing Point-to-Point (or Multi-Point) connection between the Event Center and the RV Park area?

A). No.

Q). What are the coverage area for the RV Park?

A). See Image 1.

Q). What will the Wifi AP's be attached to within the RV Park area?

A). This can be the perimeter of the building, or open suggestions.

Q). What is the type of structure those Wifi AP's will be mounted/attached to; meaning is it a wooden pole or some other type of structure?

A). This can be the perimeter of the building, or open suggestions.

Q). What will be the distance between the Wifi AP's

A). This should be based on equipment specification and network design request.



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q). Where will the electrical connections be placed within the RV Park for the power to the Wifi AP's? (show on diagram)

A). See Image 1

Q). Upgrade Switching capacity to support AV over IP needs:
What is the existing switching infrastructure in place today?

A). 1 managed Meraki MS120-24P and 1 unmanaged 12 port.

Q). Where are the existing switches located within the various buildings?

A). 1 managed switch in server closet and 1 unmanaged switch in office space.

Q). What are the make/model of the existing network switches?

A). Meraki MS120-24P

Q). By the term "upgrade", is the intent to replace the existing switching infrastructure, or to only provide a switching infrastructure that will support the Wifi AP and AV solutions in more of a standalone network?

A). To expand coverage additional resources will need to be added.

Q). If the bidder is to use any of the customers existing switching infrastructure, are those switches POE?

A). Yes

Q). Assumption will be that the switching infrastructure will need to also provide for POE switches to extend the maximum distance limitation of a CAT5/CAT5e/CAT6 data drop to complete the extension of the Wifi AP's beyond the 328'?

A). Probably Yes

Q). Optimization of equipment racks:

Diagram or picture of existing data racks or space where the additional equipment needed for the Wifi AP and AV system will be located?

A). See Image 1



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q). If there is not sufficient room in your existing rack infrastructure, will the bidder need to provide the additional racking to support the equipment for the Wifi AP and AV solution?

A). Yes

Q). Are there multiple areas/buildings where the equipment will be located, if so, Explain?

A). Please rephrase.

Wednesday, February 8, 2023

Q). The RFP references an Appendix One that is attached. I only see 18 pages of this RFP and nothing labeled as Appendix One. Can you confirm if this was released?

A). This has been added to the website.

Friday, February 17, 2023

Q). Meraki equipment. Is that on table for replacement or willing to change it out?

A). Meraki is the preferred option, yet we'd look at other options as well.

Q). Have you delineated AP to use?

A).

How will you review your BID in cost of Meraki?

A).

How will you review is more accurate on assessment/

A). Please rephrase.

Q). What is life cycle of this phase?

A). 5 years



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q). Will we provide conduit for wire?

A). We would prefer conduit, yet the cost may exceed the benefit to do the entire package, so we'd like to see the option price of including conduit. Protected areas like coming through ceilings into IDF is considered an industry standard and should be included.

Q). What kind of firewall?

A). Meraki MX80

Q). Do you guys have a budget?

A). No

Q). Horse stall area measurements?

A). Please rephrase.

Q). Do you need a heat map to show coverage?

A). Yes

Q). Where is firewall and Av closet?

A). Located in Large Event room closet.

Q). Touchpad in one spot or able to be controlled in each space?

A). We'd like to be able to make adjustment to the different zones from a mobile device like iPad, and most importantly be able to add client devices via Bluetooth in areas like the Arena, Large Event Room, Small Event Room, Vendor Hall.

Q). What alternate spaces for equipment's?

A). Announcer Booth and office near Small Event room.

Q). What speed fiber?

A). 100 mbps currently. Looking to upgrade.

Q). Is this being used for City Council Meetings and w/ Video conferencing?

A). Yes. The Large Event room will need video streaming and 12 panel wireless microphone set.

Q). Do you have a streaming service?



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

A). Currently use Extron at City Hall and youtube.

Q). Are you happy with projector?

A). We will upgrade this in the future.

Do we want audio in kitchen?

A). Yes

Q). Where is office switch?

A). IDF Large Event room closet.

Q). New speakers in lobby?

A). Yes.

Q). Announcement/Music, same as arena

A). Yes

Q). AP added to this area (Lobby)?

A). Yes

Q). How many speakers in bathrooms?

A). Replace existing

Q). Open to two vendors?

A). Yes, vendors can bid for the network or av package or both.

Q). Don't reuse AP already?

A). Replace

Q). Outdoor speakers?

A). Yes, for paging

Q). How many VIP Booths?

A). 14 + 1 announcer booth



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

- Q). Video in VIP booths need to be working?
A). *If we can get them working, that would be great.*
- Q). Wall input to projector in small event?
A). *This will be upgraded in the future.*
- Q). CODS- Qualifications process required?
A). *Please see the RFP.*
- Q). Is top of VIP boxes structurally sound to run lines?
A). *Yes*

Large Covered Arena

- Q). Is enhanced low-frequency audio performance desired throughout the entire arena? Or only in the bleacher area? If the entire arena requires enhanced low-frequency audio performance, then subwoofer speakers will need to be flown to accommodate this desire.
A). *I believe the current subs are flown. Our intent is to have high quality sound throughout the facility and other solutions are welcome in proposal.*
- Q 2) Are there proposed locations for the floor located subwoofers? Obtaining even low frequency coverage of the space will require quite a number of subwoofers, objects that will likely be obstacles to the flow of people in and out of the space. Will a flown subwoofer solution be considered?
A). *Yes*
- Q 3) What sound pressure level (SPL) is desired from the speaker system?
A). *We'll leave this to the professionals to hopefully set us up for success.*
- Q 4) What sound pressure level (SPL) is desired from the floor subwoofers?
A). *We'll leave this to the professionals to hopefully set us up for success.*



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q 5) Will the new sound booth be fabricated by others? Or will the selected contractor be required to provide/fabricate the sound booth? Has a location within the arena been identified for the sound booth?

A). There is a dedicated sound booth in the middle of the vip boxes. We also have sound controls in the IDF in the Large Event room. We hope to be able to control zones from a wireless device like an iPad and be able to add Bluetooth connections in the Arena, Vendor Hall, IDF, Sound booth, Large and Small Event rooms.

Q 6) Will the new wireless microphone antennas be required to provide wireless reception throughout 100% of the Large Arena? Or are there certain areas that are the primary areas where wireless mic systems will be used?

A). 100% of the large Arena

Q 7) In addition to the audio mixing console, does this space require a simplified operational system that utilizes a touch panel instead of the mixing console?

A). There is a dedicated sound booth in the middle of the vip boxes. We also have sound controls in the IDF in the Large Event room. We hope to be able to control zones from a wireless device like an iPad and be able to add Bluetooth connections in the Arena, Vendor Hall, IDF, Sound booth, Large and Small Event rooms.

Q 8) Do any other audio input devices need to be provided and installed? Bluetooth input? CD Player? Other?

A). There is a dedicated sound booth in the middle of the vip boxes. We also have sound controls in the IDF in the Large Event room. We hope to be able to control zones from a wireless device like an iPad and be able to add Bluetooth connections in the Arena, Vendor Hall, IDF, Sound booth, Large and Small Event rooms.

Q 9) What type of events will the audio system need to support?

A). Rodeo, Monster Truck, Agriculture Shows, Farmers Markets, Vendor Exhibitions, and other special events.



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

- VIP Booths

Q 10) There are currently LCD TV's in the VIP Booths. Are these to be incorporated in the AV solution for these spaces? If so, what is the video input source? Do we need to provide a control system to control the display power on/off and other aspects of these systems?

A). If these can be activated with the infrastructure in place that would be ideal, or minimal investment.

- Vendor Hall

Q 11) What will be the input sources for the speakers in this area?

Looking for solution.

Will there be local mic or line inputs (for music playback)? Or will the only input be from the paging system?

This is a zone we should be able to add music to.

- Concessions Kitchens

For the displays at the Large Concessions Kitchens:

A). If these can be activated with the infrastructure in place that would be ideal, or minimal investment.

Q 12) What will the source material be for these displays?

A). A). If these can be activated with the infrastructure in place that would be ideal, or minimal investment.

Q 13) How will this source material be delivered to these displays? (AVoverIP, coax, digital signage player, other)

A). A). If these can be activated with the infrastructure in place that would be ideal, or minimal investment.

- Large Event Room

Recording/Streaming

Q 14) Are we to provide cameras to be utilized with the recording/streaming system? If so, what type of cameras (remote controlled PTZ or portable manned)? How many cameras total?

A). Open to solutions and need a minimum of two cameras unmanned. We'd also like to capture/stream what is shown on the projector, so possible third camera.



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q 15) Are the requested editing/production tools to be provided as part of this RFP? If so, what computer platform is desired? What software platform is desired? What video formats need to be accommodated? How much video storage should be provided? In a typical recording/streaming system, a single piece of hardware is provided that facilitates the recording/streaming of the AV event. So video editing is above and beyond what would be typical in a recording streaming system.

- Small Event Room

Q 16) How many HDMI inputs (for laptop connection) is desired?

A). Bluetooth or Wi-Fi option is preferred with the ability to connect to either corporate or guest network.

Q 17) Are there any existing AV inputs that need to serve this space?

A). None Existing

Q 18) How many wireless microphones are desired? What type? Handheld? Lavalier? Headset? Desktop?

12 Panel mic should be for Large Event room, and we like Shure wireless gooseneck style.

- Technology Spaces (MDF/IDF)

Q 19) How is cabling to be managed? Will the installation of raceway/ladder tray be required? Or are standard J-hooks acceptable?

A). J-hooks acceptable

Q 20) Other than cabling to accommodate the new wireless access points, will any other hardwired data drops be required? If so, how many? Where will they be located?

A). No

Q 21) Is there a desire to replace the unmanaged switch with a managed switch?

A). No

Q 22) Where are the MDF/IDF closets located?

A). Large Event room closet, sound booth, and office near small event room.



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q 23) The equipment rack contains a Netgear AV Series managed switch that serves the existing AV system. Is this switch to be replaced with a Cisco Meraki switch?

A). Not required.

- Speakers

Q 24) In areas such as the Horse Stalls and Livestock Arena, what audio bandwidth is required? Speech (250Hz-4kHz)? Music (100Hz-10kHz)? Extended (20Hz-20kHz)?

A). A). We'll leave this to the professionals to hopefully set us up for success.

Q 25) Will paging in areas outside of the building (RV Park and/or other parking areas) be required? What audio bandwidth is required?

A). Yes

- Paging

Q 26) Where will all pages originate from?

A). We should be able to page a few ways. The office and the announcer/sound booth at minimum.

Q 27) Will a paging control station be required?

A). Vendor Specific

- Wireless Mics

Q 28) There is currently a six wireless mic system that serves the Arena and the Large Event Room. With the addition of new wireless mic systems, are these wireless mics to be retained/re-used in some fashion?

A). These need to be replaced.

- Network Questions

Q 29) What network firewall does Ranch Park currently use?

A). Meraki MX80

Q 30) What is the size of the internet connection coming into the building?

A). 100 mbps



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Q 31) A typical vendor. How many devices do they bring?

A). 1 or 2 devices

a. Please list the wireless devices a typical vendor brings. (Laptop, Cellphone, Tablet, Smart Watch etc.)

A). Can be any of the above mentioned

b. Please list the amount of data that needs to be supported from each device.

Our primary concern for larger events is the ability for vendor to complete point of sale transactions from the devices.

1. Background Sync
2. Very Low (256 Kbps)
3. Low (1Mbps)
4. Normal (2Mbps)
5. High (4Mbps)
6. Very High (10Mbps)

Q 32) Typical corporate user. Same questions as the vendor.

A). Will experience all of 1-6 example listed above.

Q 33) Typical guest User. Same questions as the vendor.

A). Will experience all of 1-6 example listed above.

Q 34) RV area. How much data will be used and are they considered guests, vendors, or corporate?

A). Considered guests.

Q 35) SSID consideration. Are there areas of the building that we can limit SSID usage?

The more SSIDs creates more channel utilization due to overhead. General rule of thumb. No more than 3 per AP and in highly used areas less is better.

A). Open to solutions

Q 36) Wireless security. What wireless security levels do you want for each of the networks?

a. Guest (typically open with splash page)

A). Yes



Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

- b. AV (typically WPA2-AES pre-shared key WPA3 is available if all devices support it)
 A). Yes
- c. Vendor (typically WPA2-AES pre-shared key WPA3 is available if all devices support it)
 A). Yes we'd like the capability to assign these by vendor and mac address.
- d. Corporate (typically WPA2-Enterprise require radius server, or WPA2-AES pre-shared key WPA3 is available if all devices support it)
 A). Yes
- Q 36) The current Meraki equipment. How much longer do you have it under contract?
 A). 2 years
- Q 37) Do you want to continue with Meraki are you satisfied with the capabilities of the system?
 A). Yes, and open to other solutions.
- Q 38) Meraki Licensing has renewal costs that as you know have to be kept up or the system does not function. Would you be open to a different vendor that does not have renewal costs?
 A). Yes
- Q). 1) The existing system in the Large Event Space has a Dante card in the QSC DSP. What other Dante devices are in use in the system/facility?
 A). Not sure.
- Q). One final question, I believe. In considering the AP coverage and in considering what lift will be needed for this project, the question of the placement of the AP's in the Large Indoor Arena and Warm Up Arena has come up. To provide optimal coverage for both the Large and Warm Up arenas, several of the AP's should be mounted in the center of these arenas. However, if coverage is not needed in the center of each arena, then we can mount the AP's on both sides of the arenas and still provide sufficient coverage. This option would require a smaller lift and a less expensive lift rental. We are certainly ok with either scenario, but please provide us with what you want in terms of arena coverage.
 A). Coverage is needed the center of these space. They will become vendor areas as events change frequently here.
- Q). Could you verify for us if the existing fiber that is already in place, is 4 strand or 6 strand?
 A). Not sure.

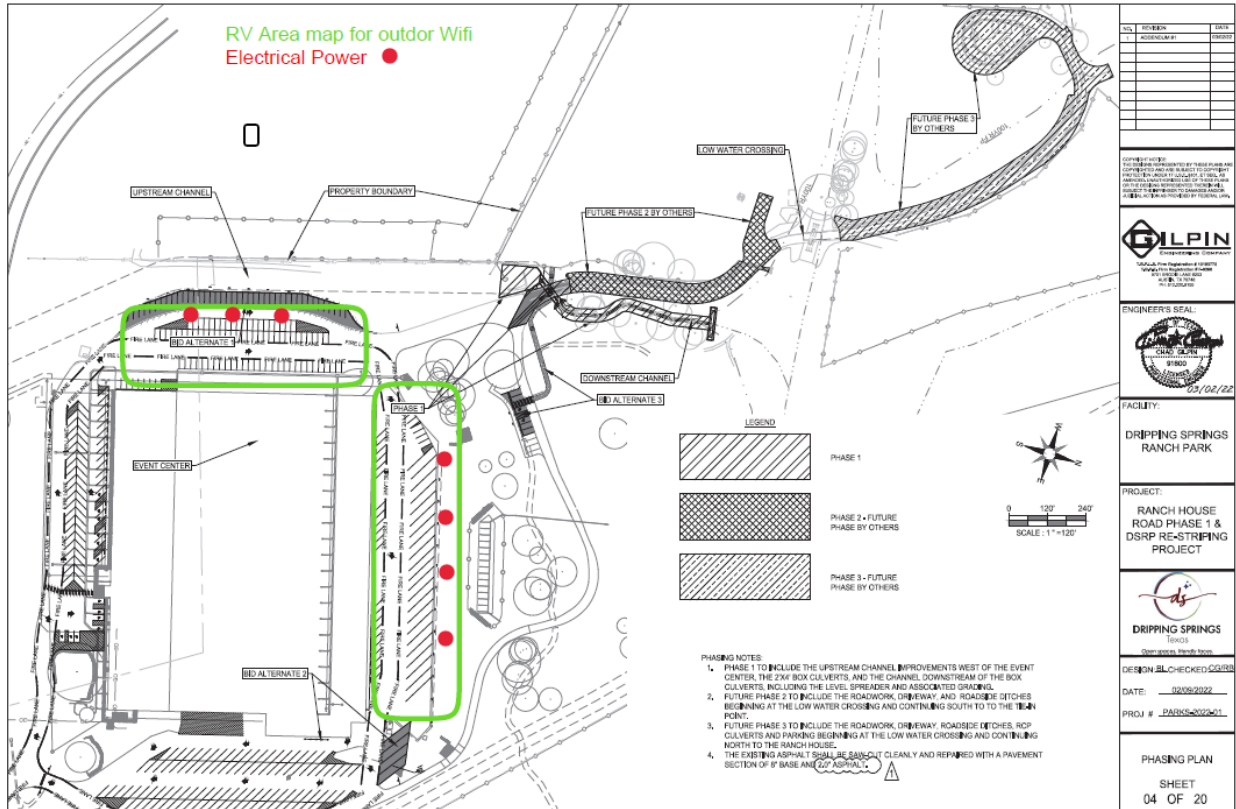


DRIPPING SPRINGS
Texas

Open spaces, friendly faces.

Ranch Park Event Center Technology Renovation Question & Answer Board RFP# 2023-02

Image 1



PROFESSIONAL SERVICES AGREEMENT

This Agreement, made and entered into this, the _____ day of _____, 2023 by and between the **City of Dripping Springs**, Texas (hereinafter referred to as the “City”) and Felix Media Solutions, Inc., (hereinafter referred to as “Contractor”), is understood and agreed to be as set forth herein:

1. **Project Summary:** Ranch Park Event Center Audio-Visual Retrofit plan and procurement and installation of equipment.
2. **Description of Services.** The City and Contractor agree to the following:
 - a. Contractor shall deliver reports to the IT Director via mail, in person, or other electronic means as appropriate.
 - b. Contractor shall conduct business in good faith displaying professionalism and a courteous manner in dealings with the staff, citizens, and customers of the City.
 - c. Contractor will report to the City Administrator, verbally or in writing, any conflicts between Contractor and any citizen or customer in the course of performing said duties and responsibilities.
 - d. Contractor shall maintain complete and accurate records of work performed for the City. Contractor shall manage both public and confidential records that Contractor obtains pursuant to this Agreement with the understanding that some records may be subject to state open records laws. Contractor shall comply with the City's public information policies.
 - e. Performs other related duties as needed.
3. **Scope of Work:** Scope of Work includes all work in Attachment “A”.
4. **Attachments:** All attachments to this Professional Service Agreement are hereby made part hereof as if fully set out herein
 - a. Attachment A: Proposal
 - b. Attachment B: Certificate of Insurance
5. **Payment for Services:** The City will pay the Contractor for the performance of the Contract, in current funds, not to exceed _____ dollars (\$_____). Invoices will be submitted monthly based on delivered receivables and payment is due within 30 days of City’s receipt and approval of the invoice.
6. **Term:** The work will be commenced on or before _____ and completed by _____. This Agreement shall be in effect for a period of one year (12 months), unless terminated as provided below or if all work associated with Agreement is completed. Contractor shall start

work immediately after the execution of this Agreement.

- 7. Termination:** Either party may terminate this Agreement by a thirty (30) day written notice.
- 8. Relationship of Parties:** It is understood by the parties that Contractor 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 Contractor. The City may contract with other individuals or firms for engineering services.
- 9. Limitations:** During the period the Contractor is covered by this agreement, the Contractor will contact the City in writing if a potential conflict of interest with a third-party client may exist. If the City Council finds that a project for a third-party client of the Contractor has a direct conflict with the City, the City Council shall contact the Contractor in writing. If the conflict of interest cannot be resolved to either party's satisfaction, either the Contractor or the City Council may terminate this Agreement with seven (7) days' notice to the other party.
- 10. Employees:** Contractor employees, if any, who perform services for City under this Agreement shall also be bound by the provisions of this Agreement. At the request of City, Contractor shall provide adequate evidence that such persons are Contractor's employees.
- 11. 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 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; and (4) Contractor does not boycott energy companies.
- 12. Injuries/Insurance:** Contractor acknowledges his/her obligation to obtain appropriate insurance coverage for the benefit of Contractor's employees, if any. Contractor waives the rights to recovery from City for any injuries that Contractor and/or Contractor's employees may sustain while performing services under this Agreement. Contractor is to provide a copy of a certificate of insurance coverage to City at least ten (10) days prior to 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.
- 13. INDEMNIFICATION:** CONTRACTOR AGREES TO INDEMNIFY AND HOLD CITY HARMLESS FROM ALL CLAIMS, LOSSES, EXPENSES, FEES, INCLUDING REASONABLE ATTORNEY'S FEES, COSTS, AND JUDGMENTS THAT MAY BE INCURRED BY CITY TO THE EXTENT THAT RESULT FROM NEGLIGENT ACTS OR OMISSIONS OF CONTRACTOR, CONTRACTOR'S EMPLOYEES, IF ANY, AND CONTRACTOR'S AGENTS.
- 14. 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.

- 15. Notice:** 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:

Attention: City Administrator
City of Dripping Springs City
P.O. Box 384
Dripping Springs, TX 78620
512-858-4725

For the Contractor:

Attention: _____
Felix Media Solutions, Inc.
3601 South Congress Avenue, H200
Austin, Texas 78704
512-572-1777

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.

- 16. Entire Agreement:** This Agreement 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 and prior written agreements between the parties. If a conflict exists between this Agreement and Attachment "A", this Agreement shall prevail.
- 17. Amendment:** This agreement may be modified or amended only if the amendment is made in writing and is signed by both parties.
- 18. Severability:** If any provision of this Agreement shall be held to be invalid or unenforceable, then such provision shall be deemed to be written, construed, and enforced as so limited.
- 19. 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.
- 20. Applicable Law:** The laws of the State of Texas shall govern this Agreement.
- 21. Venue:** The venue for any and all legal disputes arising under this Agreement shall be Hays County, Texas.
- 22. Consequential Damages.** Neither party shall be liable to the other for loss of profits or revenue; loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; cost of capital; or for any special, consequential, indirect, punitive, or exemplary damages.
- 23. Site Access and Safety.** City shall secure all necessary site related approvals, permits, licenses, and consents necessary to commence and complete the Services and will execute any necessary site access agreement. Contractor will be responsible for supervision and site safety measures for its own employees, but shall not be responsible for the supervision or health and safety precautions for any third parties, including City's contractors, subcontractors, or other parties present at the

site.

CITY OF DRIPPING SPRINGS:

FELIX MEDIA SOLUTIONS, INC.

Michelle Fischer, City Administrator

Date

Date

ATTACHMENT A

ATTACHMENT B

PROFESSIONAL SERVICES AGREEMENT

This Agreement, made and entered into this, the _____ day of _____, 2023 by and between the **City of Dripping Springs**, Texas (hereinafter referred to as the “City”) and UniVista LLC, (hereinafter referred to as “Contractor”), is understood and agreed to be as set forth herein:

1. **Project Summary:** Ranch Park Event Center Network Retrofit plan and procurement and installation of equipment.
2. **Description of Services.** The City and Contractor agree to the following:
 - a. Contractor shall deliver reports to the IT Director via mail, in person, or other electronic means as appropriate.
 - b. Contractor shall conduct business in good faith displaying professionalism and a courteous manner in dealings with the staff, citizens, and customers of the City.
 - c. Contractor will report to the City Administrator, verbally or in writing, any conflicts between Contractor and any citizen or customer in the course of performing said duties and responsibilities.
 - d. Contractor shall maintain complete and accurate records of work performed for the City. Contractor shall manage both public and confidential records that Contractor obtains pursuant to this Agreement with the understanding that some records may be subject to state open records laws. Contractor shall comply with the City's public information policies.
 - e. Performs other related duties as needed.
3. **Scope of Work:** Scope of Work includes all work in Attachment “A”.
4. **Attachments:** All attachments to this Professional Service Agreement are hereby made part hereof as if fully set out herein
 - a. Attachment A: Proposal
 - b. Attachment B: Certificate of Insurance
5. **Payment for Services:** The City will pay the Contractor for the performance of the Contract, in current funds, not to exceed _____ dollars (\$_____). Invoices will be submitted monthly based on delivered receivables and payment is due within 30 days of City’s receipt and approval of the invoice.
6. **Term:** The work will be commenced on or before _____ and completed by _____. This Agreement shall be in effect for a period of one year (12 months), unless terminated as provided below or if all work associated with Agreement is completed. Contractor shall start work immediately after the execution of this Agreement.

7. **Termination:** Either party may terminate this Agreement by a thirty (30) day written notice.
8. **Relationship of Parties:** It is understood by the parties that Contractor 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 Contractor. The City may contract with other individuals or firms for engineering services.
9. **Limitations:** During the period the Contractor is covered by this agreement, the Contractor will contact the City in writing if a potential conflict of interest with a third-party client may exist. If the City Council finds that a project for a third-party client of the Contractor has a direct conflict with the City, the City Council shall contact the Contractor in writing. If the conflict of interest cannot be resolved to either party's satisfaction, either the Contractor or the City Council may terminate this Agreement with seven (7) days' notice to the other party.
10. **Employees:** Contractor employees, if any, who perform services for City under this Agreement shall also be bound by the provisions of this Agreement. At the request of City, Contractor shall provide adequate evidence that such persons are Contractor's employees.
11. **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 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; and (4) Contractor does not boycott energy companies.
12. **Injuries/Insurance:** Contractor acknowledges his/her obligation to obtain appropriate insurance coverage for the benefit of Contractor's employees, if any. Contractor waives the rights to recovery from City for any injuries that Contractor and/or Contractor's employees may sustain while performing services under this Agreement. Contractor is to provide a copy of a certificate of insurance coverage to City at least ten (10) days prior to 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.
13. **INDEMNIFICATION:** CONTRACTOR AGREES TO INDEMNIFY AND HOLD CITY HARMLESS FROM ALL CLAIMS, LOSSES, EXPENSES, FEES, INCLUDING REASONABLE ATTORNEY'S FEES, COSTS, AND JUDGMENTS THAT MAY BE INCURRED BY CITY TO THE EXTENT THAT RESULT FROM NEGLIGENT ACTS OR OMISSIONS OF CONTRACTOR, CONTRACTOR'S EMPLOYEES, IF ANY, AND CONTRACTOR'S AGENTS.
14. **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.

15. Notice: 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:

Attention: City Administrator
 City of Dripping Springs City
 P.O. Box 384
 Dripping Springs, TX 78620
 512-858-4725

For the Contractor:

Attention: _____
 UniVista LLC
 P.O Box 218
 Cedar Park, TX 78630
 512-832-6209

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.

16. Entire Agreement: This Agreement 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 and prior written agreements between the parties. If a conflict exists between this Agreement and Attachment “A”, this Agreement shall prevail.

17. Amendment: This agreement may be modified or amended only if the amendment is made in writing and is signed by both parties.

18. Severability: If any provision of this Agreement shall be held to be invalid or unenforceable, then such provision shall be deemed to be written, construed, and enforced as so limited.

19. 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.

20. Applicable Law: The laws of the State of Texas shall govern this Agreement.

21. Venue: The venue for any and all legal disputes arising under this Agreement shall be Hays County, Texas.

22. Consequential Damages. Neither party shall be liable to the other for loss of profits or revenue; loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; cost of capital; or for any special, consequential, indirect, punitive, or exemplary damages.

23. Site Access and Safety. City shall secure all necessary site related approvals, permits, licenses, and consents necessary to commence and complete the Services and will execute any necessary site access agreement. Contractor will be responsible for supervision and site safety measures for its own employees, but shall not be responsible for the supervision or health and safety precautions for any third parties, including City’s contractors, subcontractors, or other parties present at the site.

CITY OF DRIPPING SPRINGS:

UNIVISTA LLC

Michelle Fischer, City Administrator

Date

Date

ATTACHMENT A

ATTACHMENT B



STAFF REPORT
City of Dripping Springs
 PO Box 384
 511 Mercer Street
 Dripping Springs, TX 78620

Submitted By: Emily Nelson, Dripping Springs Ranch Park Manager

Council Meeting Date: March 21, 2023

Agenda Item Wording: **Discuss and consider approval of a Co-Sponsorship Agreement between the City of Dripping Springs and The Little Longhorn for Eggstravaganza at Dripping Springs Ranch Park on April 8,2023.**
Sponsor: Council Member Sherrie Parks.

Agenda Item Requestor: Council Member Parks

Summary/Background: Dripping Springs Ranch Park is hosting a community event called Eggstravaganza on April 8, 2023. Little Longhorn wants to provide an in kind donation for the event in the amount of \$1750.00 which covers the cost of an egg drop by helicopter in the lower field at Ranch Park.

Recommended Council Actions: Staff recommends approval of the 2023 Co-Sponsorship Agreement with The Little Longhorn.

Attachments: 2023 Eggstravaganza Co-Sponsorship Agreement

Next Steps/Schedule: Execute agreement

Dripping Springs DSRP Sponsorship Agreement

THIS AGREEMENT made this ____ day of March 2023 (the “Effective Date”), by and with Little Longhorn, hereinafter called the “*Sponsor*”, and the CITY OF DRIPPING SPRINGS hereinafter called “*City*” (also both individually referred to as the “*Party*” or collectively as “*Parties*”) acting herein by its Mayor, Bill Foulds, Jr. hereunto duly authorized.

WHEREAS, the Dripping Springs Ranch Park attracts patrons from all over Central Texas to the City of Dripping Springs; and

WHEREAS, the Dripping Springs City Council welcomes support for the Dripping Springs Ranch Park through sponsorship; and

WHEREAS, the Sponsor has donated \$1750 in kind to the Dripping Springs Ranch Park for its 2023 Eggstravaganza Market; and

WHEREAS, the Sponsor will be eligible for benefits included below

WITNESSETH, that the Sponsor and the City for the considerations stated herein mutually agree as follows:

ARTICLE 1. Statement of Sponsorship. The Sponsor shall donate a helicopter drop of eggs at no charge as an in-kind donation of one thousand seven hundred and fifty dollars (\$1,750) to the City of Dripping Springs Ranch Park and will be entitled to the benefits of Sponsorship listed below.

ARTICLE 2. Sponsor’s Duties

1. **Abide by Park Rules.** Sponsor will act within posted park rules including not allowing landing of the helicopter within the City of Dripping Springs.
2. **Donation.** On April 8, 2023 the Sponsor will coordinate a helicopter egg drop at the Ranch Park at the site specified in Attachment “A”.
3. **Safety.** The Sponsor shall comply with the safety plan provided by the City of Dripping Springs and follow all staff direction related to the egg drop.
4. **Logo:** The Sponsor will provide any logo it wishes to be displayed on the website, social media, and flyer within seven (7) days of execution of this agreement.
5. **Insurance:** The Sponsor will provide insurance related to this activity including the City of Dripping Springs as an additional named insured.

ARTICLE 3. City’s Duties

1. **Flyer.** The City shall place the logo and link of the Sponsor in the Flyer related to the 2023 Eggstravaganza.

2. **Website and Social Media.** The City shall place the logo and link of the Sponsor on the Dripping Springs Ranch Park website and on social media posts related to the 2023 Eggstravaganza.
3. **Logo and Link Placement.** Logos and links shall be placed within fourteen (14) days of receipt of usable logo from the Sponsor.

ARTICLE 4. Miscellaneous Provisions

1. **Term.** The term of this agreement shall be for a period of thirty (30) days from the date of execution.
2. **Non-assignability.** Neither the City nor Sponsor shall assign any interest in this Agreement without the prior written consent of the other Party.
3. **Amendment.** This Agreement embodies the entire agreement between the Parties and may not be modified unless in writing and executed by all Parties.
4. **Warranty.** Each Party hereby warrants and represents that: (i) it has the authority to enter into this Agreement; (ii) its execution and delivery of this Agreement and consummation of the transactions contemplated hereby does not and will not conflict with or cause a default under any of its organizational documents or any other agreement, license, or instrument to which it is bound; and (iii) it shall at all times comply with all applicable laws, rules and regulations, including without limitation, federal, state and local regulations. Except to the extent that such defects arise due to City's gross negligence or willful misconduct, Sponsor further agrees to indemnify and save the City harmless from any costs encountered in remedying such defects.
5. **Limitation of Liability.** EXCEPT WITH RESPECT TO THE OBLIGATIONS OF EACH PARTY HEREUNDER, IN NO EVENT SHALL EITHER PARTY BE LIABLE TO THE OTHER PARTY FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, OR PUNITIVE DAMAGES REGARDLESS OF WHETHER SUCH LIABILITY RESULTS FROM BREACH OF CONTRACT, TORT, STRICT LIABILITY, OR OTHERWISE, EVEN IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, AND NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OR ANY LIMITED REMEDY. WITH THE EXCEPTION OF ANY INDEMNIFICATION OBLIGATIONS SET FORTH HEREUNDER, IN NO EVENT SHALL SPONSOR'S TOTAL LIABILITY ARISING IN CONNECTION WITH THIS AGREEMENT EXCEED THE FEES PAID BY SPONSOR TO CITY UNDER THIS AGREEMENT.
6. **Termination.** The City or the Sponsor may terminate this Agreement: (a) for a breach of any term in this Agreement upon ten (10) days prior written notice to the other party if the other party fails to perform any material obligation under this Agreement, and such failure is not cured within seven (7) days of receipt of written notice of default; or (b) by the mutual written consent of both the City and the Sponsor.

7. **Notice.** Any notice and/or statement required or permitted by this Agreement, shall be deemed to be given and delivered when deposited in the United States mail, certified with return receipt requested, postage prepaid, addressed to the appropriate Party at the following addresses, or such other address as amended by providing notice to the other party at the addresses below:

If to the City:

Michelle Fischer: City Administrator
City of Dripping Springs
511 Mercer Street/P.O. Box 384
Dripping Springs, Texas 78620

If to the Sponsor:

8. **Law & Venue.** This Agreement shall be governed by the laws of the State of Texas. The venue for any disputes arising under this Agreement shall be Hays County, Texas.

9. **Compliance with Laws.** Each of the Parties, in the performance of this Agreement, will perform their activities in full compliance with all applicable federal, state, and local laws, codes, regulations and ordinances, including all environmental and labor laws.

10. **Severability.** If the final judgment of a court of competent jurisdiction invalidates any part of this Agreement, then the remaining parts shall be enforced, to the extent possible, consistent with the intent of the Parties as evidenced by this Agreement.

11. **Counterparts.** This Agreement may be executed in two or more counterparts, each of which shall constitute an original and all of which shall be deemed a single Agreement. Faxed signatures (or signatures e-mailed in PDF format or signed via DocuSign) shall be construed to be as valid as originals.

12. **Entire Agreement.** This Agreement constitutes the entire agreement of the Parties and supersedes any and all prior understandings, or oral or written agreements, between the Parties on this subject matter.

CITY OF DRIPPING SPRINGS, TEXAS

By: _____
Michelle Fischer, City Administrator

By: _____

Date: _____

Date: _____

Dripping Springs Ranch Bird's Eye View



D-TOUR AVIATION AND CHAD VARNELL
700 PLANT LADY LANE
DRIPPING SPRINGS, TX 78620

CLIENT: D-TOUR AVIATION AND CHAD VARNELL

AIRCRAFT POLICY POLICY NUMBER: AVC001377-04 EFFECTIVE: FEBRUARY 07, 2023 - FEBRUARY 07, 2024

YOUR INSURANCE POLICY IS ATTACHED TO THIS INSURANCE GUIDE. IT COMPLETELY REPLACES ALL PREVIOUS REPRESENTATIONS WHICH MAY HAVE BEEN ISSUED. **THERE IS NO INSURANCE COVERAGE EXCEPT FOR WHAT IS DESCRIBED IN THIS POLICY, AND ONLY THE INSURANCE COMPANIES NAMED IN THE POLICY ARE RESPONSIBLE FOR PROVIDING INSURANCE COVERAGE.** AIRCRAFT HULL AND LIABILITY POLICIES CAN CONTAIN MANY DIFFERENT PROVISIONS. PLEASE READ YOURS TO DETERMINE THE COVERAGE YOU HAVE PURCHASED AND CONTACT OUR OFFICE IMMEDIATELY IF YOU WOULD LIKE TO MAKE CHANGES. HERE ARE SOME IMPORTANT POINTS TO CONSIDER:

WHO IS INSURED: THE NAMED INSURED LISTED ON THE POLICY AND THE OFFICERS AND EMPLOYEES THEREOF. UNLESS OTHERWISE STATED, THE POLICY DOES NOT PROVIDE COVERAGE TO ANY PROVIDER OF PILOT, INSTRUCTION OR MAINTENANCE SERVICES. NEVER USE THE SERVICES OF AN INDEPENDENT CONTRACTOR UNLESS THE CONTRACTOR HAS WORKERS' COMPENSATION INSURANCE.

PILOTS: ALL PILOTS MUST MEET ALL THE REQUIREMENTS LISTED IN THE POLICY AND MUST HAVE SUFFICIENT LOGS TO PROVE IT. THERE MAY NOT BE COVERAGE IF ALL THE REQUIREMENTS, INCLUDING RECURRENT TRAINING, ARE NOT MET, AND SOME PILOTS MAY HAVE SPECIAL RESTRICTIONS. UNLESS THE PILOT IS AN EMPLOYEE OR AN ADDITIONAL INSURED, THE POLICY WILL NOT PROVIDE LIABILITY COVERAGE OR LEGAL DEFENSE FOR THE PILOT IN THE EVENT OF AN ACCIDENT.

PURPOSE OF USE: BE SURE THE PURPOSE FOR WHICH THE AIRCRAFT IS USED IS COVERED BY THE POLICY. DO NOT CHARGE ANYONE FOR THE OPERATION OF YOUR AIRCRAFT, RENT IT, LEASE IT, CHARTER IT, OR USE IT FOR ANY KIND OF FLIGHT INSTRUCTION UNLESS YOU HAVE CONFIRMED THAT THE POLICY COVERS THAT OPERATION.

CONFISCATION, WAR, TERRORISM: THERE IS NO COVERAGE FOR ACTIONS AGAINST YOUR AIRCRAFT BY A GOVERNMENT, TERRORIST, OR HIJACKER UNLESS SPECIAL COVERAGE HAS BEEN PURCHASED.

WHERE YOU WILL FLY: ALL POLICIES HAVE A COVERAGE TERRITORY, AND THERE IS NO COVERAGE FOR FLIGHTS OUTSIDE OF THAT AREA. CHECK YOUR POLICY TERRITORY BEFORE MAKING INTERNATIONAL FLIGHTS. SPECIAL INSURANCE MAY BE REQUIRED FOR FLIGHTS TO MEXICO, CUBA, HAITI, VENEZUELA, HONG KONG AND THE EUROPEAN UNION.

AIRWORTHINESS CERTIFICATES: UNLESS OTHERWISE STATED IN THE POLICY, YOUR AIRCRAFT MUST HAVE A VALID AIRWORTHINESS CERTIFICATE. THERE IS NO COVERAGE IF IT IS FERRIED OR OPERATED "OUT OF ANNUAL" WITHOUT WRITTEN PERMISSION FROM THE INSURANCE COMPANY.

ADDITIONAL, REPLACEMENT OR NON-OWNED AIRCRAFT: AVIATION INSURANCE POLICIES VARY GREATLY IN THIS AREA OF COVERAGE AND MAY NOT PROVIDE ANY COVERAGE AT ALL. CALL US TO DETERMINE YOUR COVERAGE BEFORE OPERATING ANY AIRCRAFT NOT SPECIFICALLY LISTED IN YOUR POLICY.

LIABILITY COVERAGE: THERE MAY BE PER PERSON OR PER PASSENGER SUBLIMITS THAT YOU SHOULD BE AWARE OF. THIS POLICY DOES NOT COVER BODILY INJURY SUSTAINED BY A NAMED INSURED. CHECK THE LIMITS OF YOUR LIABILITY COVERAGE, AND CALL US IF YOU WANT HIGHER LIMITS.

PHYSICAL DAMAGE COVERAGE: WE RECOMMEND THAT YOU PURCHASE COVERAGE FOR THE FULL VALUE OR FUNCTIONAL REPLACEMENT COST OF YOUR AIRCRAFT AND INCLUDE COVERAGE FOR GROUND AND FLIGHT RISKS. IF YOU UPGRADE OR OVERHAUL PART OF THE AIRCRAFT, CONTACT US TO INCREASE YOUR COVERAGE. NOTE THAT DAMAGE DUE TO INGESTION AND ENGINE DAMAGE DUE TO HEAT (INCLUDING HOT STARTS) MAY HAVE SPECIAL LIMITATIONS OR MAY BE EXCLUDED, AND LOST OR STOLEN LOG BOOKS ARE NOT COVERED AT ALL.

CONTRACTS: CERTAIN TYPES OF CONTRACTS, INCLUDING LEASE, STORAGE, MAINTENANCE AND FUELING AGREEMENTS, CAN ALTER OR VOID YOUR INSURANCE COVERAGE. CONTACT OUR OFFICE BEFORE SIGNING ANY CONTRACT RELATING TO YOUR AIRCRAFT.

CHANGES: PLEASE NOTIFY US IF THERE IS TO BE A CHANGE IN THE USE, PILOTS, VALUE OR ANY OTHER CHANGE WHICH MAY AFFECT YOUR COVERAGE. ALL CHANGES MUST BE APPROVED IN WRITING BY THE INSURANCE COMPANY.

CLAIMS: IF YOU HAVE AN ACCIDENT: (A) DO NOT ADMIT FAULT. (B) ARRANGE FOR FIRST AID FOR THE INJURED. (C) PROTECT THE AIRCRAFT FROM FURTHER DAMAGE. (D) CALL OUR OFFICE AT (800) 432-8519 ANY TIME, 24 HOURS A DAY.

THIS GUIDE IS TO ASSIST YOU IN THE GENERAL UNDERSTANDING OF YOUR AVIATION INSURANCE COVERAGE, BUT IT IS NO SUBSTITUTE FOR A THOROUGH READING OF YOUR POLICY.

YOUR

AVIATION POLICY

ISSUED BY

HARCO NATIONAL INSURANCE COMPANY

A Stock Company

Address:

1701 Golf Road, Suite 1-600
Rolling Meadows, IL 60008
(800) 448-4642

A Member of:



IN WITNESS WHEREOF, the Company has caused the facsimile signatures of its President and Secretary to be affixed hereto, and caused this policy to be signed on the Declarations Page by an authorized representative of the Company.

A handwritten signature in black ink that reads "Michael D. Blonien".

Secretary

A handwritten signature in black ink that appears to be "D-P-5".

President

POLICY NUMBER: AVC001377-04

AV 00 17 02 21

CLAIM REPORTING POLICYHOLDER NOTICE

To report a claim under the policy, you may contact us as shown below. The following information will assist us with the handling of your claim:

- Include your Policy Number and / or Claims Number in all communication with us.
- Provide us with a copy of any suit, demand for arbitration or mediation, claims letter or similar notice.
- Send copies of any internal reports related to the loss.

Company:	Harco National Ins. Co.
By phone – To report a claim or check status:	1(866) 576-7971 - Toll-free
To report a claim online:	www.iatinsurance.com/claims
To submit a loss notice:	program.claims@iatinsurance.com Jessica.Kernan@iatinsurance.com Diane.Tega@iatinsurance.com
Fax correspondence:	919-834-0855
For all mail correspondence:	PO Box 17449 Raleigh, NC 27619-7449

We will always acknowledge each first notice of loss, initiate contact with you and will request information that may be needed to evaluate your claim.

Item 9.

AIRCRAFT POLICY DECLARATIONS
HARCO NATIONAL INSURANCE COMPANY
 1701 Golf Road, Suite 1-600
 Rolling Meadows, IL 60008-4241

ITEM 1: **NAMED INSURED:** D-Tour Aviation, LLC and Chad William Varnell

MAILING ADDRESS: 700 Plant Lady Lane
 Dripping Springs, TX 78620-4531

ITEM 2: POLICY PERIOD: FROM 02/07/2023 TO 02/07/2024
 at 12:01 a.m. Standard Time at the address in ITEM 1

ITEM 3: The insurance afforded is only with respect to the following coverages as indicated by specific premium charge or charges. The limit of the Company's liability against each such coverage shall be as stated herein, subject to all of the items of this Policy having reference thereto. This Policy is completed by Aircraft Policy Provisions Form AVA 00 01 02 18 and attached endorsements.

ITEM 4. LIABILITY COVERAGES

	Coverages	Limit of Liability		Liability Premium
		Each Person	Each Occurrence	
A.	Bodily Injury Excluding Passengers	XXXX		
B.	Property Damage Liability			
C.	Passenger Bodily Injury			
D.	Single Limit Bodily Injury & Property Damage Including Passenger Liability Passenger Liability Limited to:	XXXX \$100,000	\$1,000,000 XXXX	\$1,666.00
E.	Medical Expense Including Crew	\$5,000	per seating	\$40.00

ITEM 5. Description of **Aircraft** and **Physical Damage** Coverage Hereunder

Year	Make	Model	FAA Reg. No.	Seats Crew /Pass	Insured Value	Physical Damage Premium
2009	Robinson	R-44	N4450W	4	\$250,000	\$7,700.00

Deductible Not In Motion	Deductible In Motion/Ingestion/Mooring	Physical Damage
\$500	10% of Insured Value	F. All Risk

Total Physical Damage Premium	\$7,700.00
Total Liability Premium	\$1,706.00
Endorsement Total	\$0.00
State Tax or Other (if applicable)	\$0.00
Total Premium	\$9,406.00

ITEM 6. PILOTS: When **In Motion** or **In Flight** the **aircraft** will be **operated** only by the following pilots, provided each has a valid pilot's certificate, including current and valid medical certification appropriate for the flight and **aircraft** insured:
 See as endorsed, refer to the Pilot Clause Endorsement attached.

ITEM 7. The **aircraft** will be used for:
 Pleasure and Business

ITEM 8. Loss payable endorsement in favor of:

ITEM 9. The **Named Insured** is, and shall remain, the sole and unconditional owner of any **aircraft** declared hereunder, and the **aircraft** is not subject to any encumbrance other than as indicated in ITEM 8.

ITEM 10. Words and phrases which appear in **bold** type have special meaning. Refer to the DEFINITIONS Section starting on page 10 of your Policy.

Endorsements forming a part of this Policy on effective date in ITEM 2 above:

See attached forms schedule

Approved By:



Authorized Representative

THESE DECLARATIONS TOGETHER WITH THE COMMON POLICY CONDITIONS, COVERAGE PART DECLARATIONS, COVERAGE PART COVERAGE FORM(S) AND FORMS AND ENDORSEMENTS, IF ANY, ISSUED TO FORM A PART THEREOF, COMPLETE THE ABOVE NUMBERED POLICY.

FORMS SCHEDULE

AIRCRAFT COVERAGE FORM

The following forms are attached to the Policy at inception.

FORM NUMBER AND VERSION DATE	FORM TITLE
AVA 01 15 02 18	Policy Jacket - Harco
AV 00 17 02 21	Policy Holder Notice - Claim Reporting
AVA 00 02 02 18	Declarations - Harco
AVA 00 01 02 18	Aviation Coverage Form
AVA 00 93 02 18	Pilot Clause
AVA 01 01 02 18	Rotorcraft - Limitation of Use
AVA 01 02 02 18	Runway or Aircraft Foaming - Supplemental Payments
AVA 01 03 02 18	Search & Rescue Wreck Removal Expenses Liab. Ins. Supplemental Payments
AVA 00 76 02 18	Hurricane Protection Coverage
AV 00 09 02 18	Extended Coverage-Certified Acts of Terrorism Coverage
AVA 00 44 02 18	Texas Amendatory Endorsement

All other provisions of this Policy remain the same.

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PLEASE READ YOUR POLICY

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AIRCRAFT POLICY PROVISIONS FORM

The Company, in consideration of payment of the premium and in reliance upon the statements in the Declarations and subject to the Limits of Liability, Exclusions, Conditions and all other terms of this Policy, agrees with the **Named Insured** identified in the Declarations herein as follows:

INSURING AGREEMENTS

1. LIABILITY COVERAGES

Coverage A – **Bodily Injury** Excluding **Passengers** – To pay on behalf of the **Insured** all sums which the **Insured** shall become legally liable to pay as damages caused by operation of aircraft, including damages for care and loss of services because of **bodily injury** sustained by any person excluding any **passenger**.

Coverage B – **Property Damage** Liability – To pay on behalf of the **Insured** all sums which the **Insured** shall become legally liable to pay as damages caused by operation of the aircraft, because of **property damage**, including loss of use therefrom.

Coverage C – **Passenger Bodily Injury** Liability – To pay on behalf of the **Insured** all sums which the **Insured** shall become legally liable to pay as damages caused by operation of aircraft, because of **bodily injury** sustained by any **passenger**.

Coverage D – Single Limit **Bodily Injury** and **Property Damage** Liability – To pay on behalf of the **Insured** all sums which the **Insured** shall become legally liable to pay as damages caused by operation of aircraft, because of **bodily injury** sustained by any person (excluding any **passenger** unless the words “Including **Passengers**” appear in ITEM 4 of the Declarations) and **property damage** caused by an **occurrence** during the policy period and arising out of ownership, maintenance or use of the **aircraft**.

Coverages A, B and D shall also apply to an **occurrence** arising out of the maintenance or use of the **premises** in, or upon, which the **aircraft** is stored.

2. MEDICAL EXPENSE COVERAGE

Coverage E – **Medical Expense** – To pay all reasonable **medical expenses** caused by operation of aircraft, incurred within one (1) year from the date of injury to, or for, each **passenger** who sustains **bodily injury** caused by an **occurrence** during the policy period, provided the **aircraft** is being used by, or with the express permission of, the **Named Insured**.

3. PHYSICAL DAMAGE COVERAGES

Coverage F – All Risk Basis – To pay for any **physical damage** to or loss of the **aircraft**, including **disappearance** of the **aircraft**.

Coverage G – All Risk Basis **Not in Motion** – To pay for any **physical damage** or loss of the **aircraft** sustained while the **aircraft** is **not in motion** and which is not the result of fire or explosion following crash or collision while the **aircraft** was **in motion**.

4. DEFENSE SETTLEMENT AND SUPPLEMENTARY PAYMENTS
Coverages A, B, C and D

The Company shall have the right and duty to defend any suit against the **Insured** seeking damages on account of such **bodily injury** or **property damage** which occurred during the policy period, even if any of the allegations of the suit are groundless, false or fraudulent. The Company shall have the right to investigate, negotiate and settle any claim or suit as it deems expedient, but the Company shall not be liable to pay any claim or judgment or to defend any suit after the applicable limit of the Company's liability has been exhausted by settlements, tendered into Court of Law, or payments of judgments.

During such times as the Company is obligated to defend a claim or claims under the provisions of the preceding paragraph, the Company will pay with respect to such claim or claims, in addition to the applicable limits of liability:

- a. All expenses incurred by the Company, all costs taxed against the **Insured** in any suit defended by the Company and all interest accruing after judgment upon that portion of the judgment falling within the policy limits before the Company has offered to pay that part of the judgment which does not exceed the limit of the Company's liability thereon, however, these payments do not include attorneys' fees or attorneys' expenses taxed against the **Insured**;
- b. Premiums on appeal bonds required in any such suit, premiums on bonds to release attachments in any such suit for an amount not in excess of the applicable limit of liability of this Policy and the cost of bail bonds required of the **Insured** because of an **occurrence** or violation of law or a regulation for civil aviation arising out of the use of the **aircraft**, not to exceed \$250 per bail bond, however, the Company shall have no obligation to apply for or furnish any such bonds;
- c. Expenses incurred by the **Insured** for first aid rendered to others at the time of the accident for **bodily injury** to which this Policy applies;
- d. All reasonable expenses incurred by the **Insured** at the Company's request, other than for loss of earnings or for wages or salaries of employees of the **Insured**.

5. DEPARTMENT OF DEFENSE INSURANCE REQUIREMENTS
Coverages A, B, C and D

If the Company or **Aviation Managers** issue a Certificate of Insurance as required by United States Navy 32 CFR 766, United States Air Force AFI 10-1001 or United States Army AR 95-2 or any replacement thereof, then the insurance policy provisions required by such regulation shall be deemed to be incorporated herein and substituted for any policy provision inconsistent therewith.

6. POLICY PERIOD AND TERRITORY
All Coverages

This Policy applies only to **bodily injury** and/or **property damage** which **occurs** and to **physical damage** losses to the **aircraft** which are sustained during the policy period while the **aircraft** is within the United States of America, Canada, Mexico and the Islands of the West Indies, excluding Cuba and Haiti, or while enroute between points therein.

7. TWO OR MORE **AIRCRAFT**
All Coverages

When two or more **aircraft** are insured under this Policy, the terms of this Policy shall apply separately to each.

SPECIAL INSURING AGREEMENTS
(APPLICABLE ONLY IF THE PURPOSE OF USE SHOWN IN ITEM 7 OF THE DECLARATIONS IS
PLEASURE AND BUSINESS)

1. TEMPORARY USE OF SUBSTITUTE **AIRCRAFT**

While an **aircraft** described in ITEM 5 of the Declarations is withdrawn from normal use because of its breakdown, repair, servicing, loss or destruction, such insurance as is afforded under Coverages A, B, C, D and E is extended to apply with respect to the use by, or on behalf of, the **Named Insured** of any other **aircraft** of similar type, horsepower and seating capacity not owned in whole or in part by the **Named Insured** while temporarily used as a substitute therefore. This Insuring Agreement does not cover as an **Insured** the owner of the substitute **aircraft** or any agent or employee of such owner.

2. USE OF OTHER **AIRCRAFT**

If the **Named Insured** is one individual, or one individual and spouse, such insurance as is afforded under Coverages A, B, C, D and E with respect to the **aircraft** described in ITEM 5 of the Declarations is extended to apply with respect to the use by, or on behalf of, the **Named Insured** of any other **aircraft** not owned in whole or in part by, or furnished for regular use, to such **Named Insured** and spouse. The insurance provided by this Agreement shall apply only to the **Named Insured** and spouse.

3. AUTOMATIC INSURANCE FOR NEWLY ACQUIRED **AIRCRAFT**

If the **Named Insured** acquires ownership of an **aircraft** in addition to the **aircraft** described in ITEM 5 of the Declarations and within thirty (30) days thereafter reports such acquisition to the Company or **Aviation Managers**, then the insurance afforded by Coverages A, B, C, D, E and F shall apply to such additional **aircraft** as of the time of such acquisition, provided the Company insured all other **aircraft** owned in whole or in part by the **Named Insured** on such acquisition date. Unless the **Named Insured** and the Company agree otherwise, the **physical damage, medical expense** coverages and limits of liability pertaining to said additional **aircraft** shall be the same as provided for that **aircraft** which is described in ITEM 5 of the Declarations having the greatest **passenger** carrying capacity. If the **aircraft** is a replacement **aircraft**, the same coverages and limits of liability as the **aircraft** being replaced apply. The **Named Insured** shall pay any additional premium required because of the application of this insurance to such replacement **aircraft**. All coverages provided by this Agreement shall cease to apply upon expiration of the policy to which it is attached.

In no event shall the Company be liable for an amount more than the **Named Insured** paid for the newly acquired additional or replacement **aircraft**.

EXCLUSIONS

This Policy does not apply:

1. To any **Insured** while the **aircraft** is **in flight** with the knowledge and consent of such **Insured** or any executive officer, partner, or managing agent of such **Insured** for any unlawful purpose, or any purpose not designated in the Declarations.
2. To any **Insured** while the aircraft is **in flight**:
 - a. If **operated** by anyone other than:
 - (1) The pilot or pilots designated in ITEM 6 of the Declarations; or
 - (2) A pilot employed by a **Federal Aviation Administration** approved repair station while the **aircraft** is in their care, custody or control for the purpose of maintenance, repair or test flight;
 - b. If **operated** by a person who, at the time of the occurrence, is not properly certificated, qualified and rated under the current applicable Federal Aviation Regulations for the operation of aircraft involved, whether or not said person is designated in ITEM 6 of the Declarations;
 - c. If the Airworthiness Certificate of the **aircraft** is not in full force and effect. This Exclusion shall not apply while the **aircraft** is **operated** on a reposition, ferry or test flight, provided a special permit or waiver has been granted by the **Federal Aviation Administration** for such flights and such flights are for the sole purpose of reinstatement or renewal of the Airworthiness Certificate;
 - d. If the **aircraft** has not been subjected to appropriate airworthiness inspection(s) as required under current applicable Federal Aviation Regulations for the operation involved.
 - e. If the **aircraft** is operated in violation of any Operating Limitations prescribed and specifically granted by the **Federal Aviation Administration** for your **aircraft**.
3. To any claim, damage, injury, loss, cost, expense, or liability of any nature whatsoever arising from, occasioned by, or in consequence of:
 - a. War, invasion, hostilities (whether or not war be declared), civil war, rebellion, revolution, insurrection, martial law, military or usurped power or attempts at usurpation of power; or
 - b. Strikes or labor disturbances; or
 - c. Any malicious act or act of sabotage; or
 - d. Confiscation, nationalization, seizure, restraint, detention, appropriation, requisition by, or under, any government, public or local authority; or
 - e. Hijacking or any unlawful seizure or wrongful exercise of control of an **aircraft**, including any attempted seizure or control, made by any person or persons on board the **aircraft** acting without your consent.

Furthermore, this Policy does not cover claims arising while the **aircraft** is outside of the control of the **Insured** by reason of any of the above perils.

The **aircraft** shall be deemed to have been restored to the control of the **Insured** on the safe return of the **aircraft** to the **Insured** at an airfield not excluded by the geographical limits of this Policy, and entirely suitable for the operation of the **aircraft** (such safe return shall require that the **aircraft** be parked with the engines shut down and under no duress).

4. To any loss or damage due to radioactive contamination:
 - a. Under any Liability Coverage, to **bodily injury** or **property damage**:
 - (1) With respect to which an **Insured** under the policy is also an **Insured** under a nuclear energy liability policy issued by the Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters, Nuclear Insurance Association of Canada or any of their successors, or would be an **Insured** under any such policy but for its termination upon exhaustion of its limit of liability; or
 - (2) Resulting from the **hazardous properties of nuclear material** and with respect to which:
 - i. Any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof; or
 - ii. The **Insured** is, or had this Policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any written agreement entered into by the United States of America, or any agency thereof, with any person(s) or organization(s).
 - b. Under any Supplementary Payments provision relating to first aid, to expenses incurred with respect to **bodily injury** resulting from the **hazardous properties of nuclear material** and arising out of the operation of any **nuclear facility** by any person(s) or organization(s).
 - c. Under any Liability Coverage, to **bodily injury** or **property damage** resulting from hazardous properties of nuclear material if:
 - (1) The nuclear material:
 - i. Is at any nuclear facility owned by, or operated by or on behalf of, any **Insured**; or
 - ii. Has been discharged or dispersed therefrom.
 - (2) The nuclear material is contained in **spent fuel** or **waste** at any time possessed, handled, used, processed, stored, transported or disposed of by, or on behalf of, any **Insured**; or
 - (3) The **bodily injury** or **property damage** arises out of the furnishing by an **Insured** of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any **nuclear facility**. However, if such facility is located within the United States of America, its territories or possessions or in Canada, this exclusion 6.c.(3) applies only to **property damage** to such **nuclear facility** and any property thereat.
5. Under Coverages A, B, C, D and E
 - a. To liability assumed by the **Insured** under any contract or agreement, but this Exclusion 5(a) does not apply to the assumption by the **Named Insured** of the liability of others for **bodily injury** or **property damage** in any written hold harmless agreement required by a military or governmental authority as a prerequisite to the use of an airport or an airport facility;
 - b. To claims directly or indirectly occasioned by, happening through or in consequence of:

- (1) Noise (whether audible to the human ear or not), vibration, sonic boom and any phenomena associated therewith;
 - (2) Pollution and contamination of any kind whatsoever;
 - (3) Electrical and electromagnetic interference, unless caused by a crash or collision of **aircraft** or a recorded **in flight** emergency causing abnormal **aircraft** operation.
- c. With respect to any provision in the policy concerning any duty of the Company or **Aviation Managers** to investigate or defend claims, such provision shall not apply and neither the Company nor **Aviation Managers** shall not be required to defend:
- (1) A claim or claims excluded by Paragraph (b); or
 - (2) A claim or claims covered by the policy when combined with claims excluded by Paragraph (b) referred to below as "Combined Claims".
- d. In respect of any Combined Claims, the Company or **Aviation Managers** shall (subject to proof of loss and the limits of the policy) reimburse the **Insured** for that portion of the following items which may be allocated to the claim or claims covered by the policy:
- (1) Damages awarded against the **Insured**; and
 - (2) Defense fees and expenses incurred by the **Insured**.
- e. To claims of **bodily injury, property damage, medical expense, or physical damage** caused by, or resulting from, the use by the **Insured** or their agent of any forms of chemical dispersed by the **aircraft**.
6. Under Coverages A, C and D
- a. To any liability for which the **Insured** or any carrier as their insurer may be held liable under any Worker's Compensation, unemployment compensation or disability benefits law, or under any similar law;
 - b. To **bodily injury** to any employee of the **Named Insured** arising out of and in the course of their employment by such **Named Insured**;
 - c. To **bodily injury** or death of any person who is a **Named Insured**.
7. Under Coverages B and D
- a. To **property damage** to property owned, occupied, rented or used by, or in the care, custody or control of the **Insured** or carried in or on any **aircraft**. This Exclusion does not apply as respects the **Named Insured** to:
 - (1) Damages not exceeding \$500 for damage or loss of the personal effects and baggage of any guest **passenger** in any one **occurrence**; or
 - (2) Damages not exceeding \$1,500 any one **occurrence** for the damage to hangars not owned by the **Named Insured**.
8. Under Coverages F and G
- a. To loss or damage due to conversion, embezzlement or a bailment, lease, rental agreement, conditional sale, purchase agreement, mortgage or other encumbrance, nor for any loss or damage during or resulting therefrom;
 - b. To wearing apparel and other personal effects;
 - c. To loss or damage which is due and confined to wear and tear, deterioration, freezing, mechanical, hydraulic, pneumatic, structural or electrical breakdown or failure, or to

tires (unless damaged by fire or stolen), unless any such loss or damage is the direct result of other **physical damage** covered by this Policy;

- d. To loss or damage arising from the actual or attempted capture, confiscation, seizure, arrest, restraint, detention, or taking of the property insured, or damage to or destruction of the property insured caused by or resulting, in whole or in part, from any government or governmental authority or agent (whether secret or otherwise) or by any military, naval, or usurped power, whether any of the foregoing be done by way of requisition or otherwise and whether in time of peace or war and whether lawful or unlawful;
 - e. To damage to turbine engines caused by excessive heat which results from operations, attempted operation or shutdown of the engine.
9. To any **Insured** while the **aircraft** is **in flight** if **operated** by a **Student Pilot** and:
- a. There is a **passenger** in the insured **aircraft** unless there is a Certified Flight Instructor on board teaching the **Student Pilot**; or
 - b. The **Student Pilot** is not under the direct supervision of a Certified Flight Instructor for the flight involved.
10. If, while **in flight**, the **aircraft** is being used for or in connection with:
- a. Flight instruction to anyone other than the pilots listed specifically by name in ITEM 6 of the Declarations;
 - b. Aerial advertising, towing or application of any substance;
 - c. Hunting, herding or spotting of animals of any kind, including birds and fish;
 - d. Skydiving or parachuting;
 - e. Closed course racing;
 - f. External transportation of persons or property, including wire stringing or construction;
- unless such use is specifically approved and defined in ITEM 7 of the Declarations.
11. To **bodily injury** or **property damage** arising out of:
- a. Inhaling, ingesting or prolonged physical exposure to asbestos or asbestos dust or goods or products containing asbestos; or
 - b. The use of asbestos in constructing or manufacturing any good, product or structure; or
 - c. The removal of asbestos from any good, product or structure; or
 - d. The manufacture, transportation, storage or disposal of asbestos or goods or products containing asbestos.

It is further agreed that the insurance afforded by this Policy does not apply to payment for the investigation or defense of any loss, injury or damage or any cost, fine, expense, or penalty for any claim or suit related to the above.

12. Under any coverage section to:

- a. Loss or damage caused directly or indirectly, in whole or in part, by , testing for, cleaning up, remediation, containment, removal or abatement,:
 - (1) Any **fungus, fungi, mold(s)**, mildew or yeast;
 - (2) Any **spore(s)** or toxins created or produced by, or emanating from, such **fungus, fungi, mold(s)**, mildew or yeast;
 - (3) Any substance, vapor gas, or other emission or organic or inorganic body or substance produced by, or arising out of, any **fungus, fungi, mold(s)**, mildew or yeast; or
 - (4) Any material, product, building component, building or structure or any concentration of moisture, water or other liquid with such material, product, building component, building or structure that contains, harbors, nurtures or acts as a medium for any **fungus, fungi, mold(s)**, mildew or yeast, or **spore(s)** or toxins emanating therefrom.
- b. Any loss, cost or expenses arising out of the abating, testing for, monitoring, cleaning up, removing, containing, treating, detoxifying, neutralizing, remediating, abatement or disposing of, or in any way responding to, or assessing the effects of, any **fungus, fungi, mold(s)**, mildew or yeast, by any insured or by any other person or entity.

LIMIT OF COMPANY'S LIABILITY

2. COVERAGES A, B, C and D
(Total Liability)

For the purposes of determining the limit of the Company's liability, all **bodily injury** and **property damage** arising out of continuous or repeated exposure to substantially the same general conditions shall be considered as arising out of one **occurrence**. Regardless of the number of (1) **Insureds** under this Policy, (2) persons or organizations who sustain **bodily injury** or **property damage**, (3) claims made or suits brought on account of **bodily injury** or **property damage**, or (4) **aircraft** to which this Policy applies, the Company's liability is limited as follows:

a. Coverages A and C

The total liability of the Company for all damages sustained by any person as the result of any one **occurrence** shall not exceed the limit of liability stated in the Declarations as applicable to "each person". Subject to the above provision respecting "each person", the total liability of the Company for all damages sustained by two or more persons as the result of any one **occurrence** shall not exceed the limit of liability stated in the Declarations as applicable to "each **occurrence**".

b. Coverage B

The total liability of the Company for all damages as the result of any one **occurrence** shall not exceed the limit of liability stated in the Declarations as applicable to "each **occurrence**".

c. Coverage D

The total liability of the Company for all damages as the result of any one **occurrence** shall not exceed the limit of the liability stated in the Declarations as applicable to “each **occurrence**”. And further, provided that if the Declarations are completed to show “**Passenger Liability Limited to**”, the total liability of the Company for all damages as a result of one **occurrence** shall not exceed:

- (1) As respects any one **passenger**, the amount stated in the Declarations as applicable to “each person”; and
- (2) As respects two or more **passengers**, subject to the above provisions respecting any one **passenger**, the amount stated in the Declarations as applicable to “each person” multiplied by the number of **passengers** on board the **aircraft** or by the number of **passenger** seats as stated in ITEM 5 of the Declarations for the **aircraft** involved (whichever is less).

However, in no event shall the Company’s liability for damages under Coverage D exceed the limits stated in the Declarations as applicable to “each **occurrence**”.

4. COVERAGE E (Total Liability)

The limit of the liability stated in the Declarations for Coverage E as applicable to “each person” is the total limit of the Company’s liability for all **medical expenses** under Coverage E for any one person arising out of any one **occurrence**. The limit of liability stated in the Declarations for Coverage E as applicable to “each **occurrence**” is, subject to the above provision respecting “each person”, the total limit of the Company’s liability for all **medical expenses** under Coverage E arising out of any one **occurrence**.

5. COVERAGES F and G (Total Liability)

- a. With respect to **total loss**, the Company will pay the “Insured Value” of the **aircraft** as stated in the Declarations, subject to any applicable deductible.
- b. With respect to **partial loss**, the Company will pay, subject to any deductible:
 - (1) If repairs are made by other than the **Named Insured**, the reasonable cost to repair the damaged property with material of like kind and quality, excluding any charges for overtime, plus the cost of the least expensive reasonable method of transporting new and/or damaged parts and/or damaged **aircraft** to the place of repair and the return of the repaired **aircraft** to the place where the loss occurred or the place where the **aircraft** is regularly based, whichever is closer
 - (2) If repairs are made by the **Named Insured**, the total of the following:
 - i. Actual cost to the **Insured** of material of like kind and quality;
 - ii. 200% of actual wages paid for labor, excluding any overtime, overhead, supervisory service and all other related services; and
 - iii. Cost of the least expensive reasonable method of transporting new and/or damaged parts and/or the damaged **aircraft** to the place of repair and the return of the repaired **aircraft** to the place where the loss occurred or the place where the **aircraft** is regularly based, whichever is closer.
- c. The amount due under this Policy with respect to **partial loss** shall in no event exceed the amount due were the loss payable as a **total loss**. In any event, when the amount

paid or payable hereunder is equal to the amount payable as a **total loss**, any salvage value remaining shall inure to the benefit of the Company. Equipment installed in or on the **aircraft** subsequent to the effective date of coverage shall be considered part of the **aircraft**, and the salvage value thereof shall inure to the benefit of the Company. There shall, however, be no abandonment of any damaged property without the consent of the Company.

- d. If the loss is due to theft, the Company shall have the right to return the recovered stolen property at any time prior to actual payment of the claim hereunder, along with payment for any **physical damage** sustained thereto.

DEFINITIONS

When appearing in this Policy:

1. **Aircraft** means the aircraft described in ITEM 5 of the Declarations or any aircraft qualifying under the provisions of the Special Insuring Agreements and shall include propulsion systems, operating, navigation and radio equipment usually attached thereto, and parts and repair equipment which are standard for the make and type of aircraft. Parts temporarily detached from the **aircraft** which have not been replaced by other similar parts shall be deemed part of the **aircraft**.
2. **Aviation Managers** means Company Designee.
3. **Bodily Injury** means bodily injury, sickness, disease or sustained by any person, including death at any time resulting therefrom.
4. **Charter** means **aircraft** used principally in the business of the **Insured**, including **passenger** or freight carrying for hire or reward and **Pleasure and Business** uses, but excluding instruction of or rental to others.
5. **Commercial** means **aircraft** used principally in the business of the **Insured** for which a charge is made. **Commercial** uses include operations such as **charter**, aerial photography, mapping, survey, patrol, sightseeing rides for hire and banner towing. **Commercial** does not include **Instruction and Rental**.
6. **Crew** means the pilot-in-command, co-pilot, flight engineer, flight attendant or anyone else who is in, on or boarding the **aircraft** to assist in the operation of the **aircraft**.
7. **Disappearance** means missing and not reported found after sixty (60) days since commencing the last known flight.
8. **Federal Aviation Administration (FAA)** means the duly constituted authority of the United States of America having jurisdiction over civil aviation, or its duly constituted equivalent in any other country.
9. **Fungus/Fungi** includes, but is not limited to, any of the plants or organisms belonging to the major group Fungi, lacking chlorophyll, and including **mold(s)**, rusts, mildews, smuts and mushrooms.
10. **Hazardous properties** include radioactive, toxic or explosive properties.

11. **In Flight** means the time commencing with the actual takeoff run of the **aircraft** and continuing thereafter until it has completed its landing roll or, if the **aircraft** is a rotorcraft, from the time the rotors start to revolve until they subsequently cease to revolve.
12. **In Motion** means while the **aircraft** is moving under its own power or the momentum generated therefrom or while it is **in flight** and, if the **aircraft** is a rotorcraft, any time that the rotors are rotating.
13. **Ingestion** means foreign object damage to **aircraft** turbine engines or turbine auxiliary power units, if the auxiliary power unit is a part of the **aircraft**, caused by objects or substances not a part of the engines or its accessories, or not intended to be used in the engine, which occurs during the policy period and is the result of a single recorded incident and of sufficient severity to require (or would require if its severity were known) immediate repair before further use.
14. **Instruction and Rental** means **aircraft** used principally in the business of the **Insured**, including **Pleasure and Business**, student instruction and rental to others for the purpose of **Pleasure and Business** uses, but excluding **passenger** or freight carrying for hire or reward.
15. **Insured**: The unqualified word "Insured" wherever used in this Policy with respect to Coverage A, B, C and D, includes not only the **Named Insured** but also any person while using or riding in the **aircraft** and any person or organization legally responsible for its use, provided the actual use is with the express permission of the **Named Insured**. Except with respect to the **Named Insured**, "Insured" does not include:
 - a. Any employee with respect to **bodily injury**, sickness, disease or death of another employee of the same employer injured in the course of such employment;
 - b. Any person or organization or to any agent or employee thereof (other than any employee or agent of the **Named Insured** while acting in the scope and course of their agency on behalf of or employment by the **Named Insured**) engaged in the manufacture or sale of **aircraft**, aircraft engines or aircraft accessories or in the operation of an aircraft repair shop, airport hangar, aircraft sales agency, aircraft rental service, commercial flying service or flying school with respect to any **occurrence** arising out of such manufacture, sale or operations;
 - c. Any person engaged in providing flight instruction for hire or reward;
 - d. Any person operating the **aircraft** who has paid or agreed to pay the **Named Insured** for the use of said **aircraft**; or
 - e. The owner or lessor, or any agent or employee thereof, of any **aircraft** which is the subject of the provisions of Special Insuring Agreements I and II.
16. **Loss** means direct **physical damage**.
17. **Medical Expense** means expenses for necessary medical, surgical, x-ray or dental services, including prosthetic devices, and necessary ambulance, hospital, professional nursing and funeral services, but excluding monuments, head stones or burial plots.
18. **Mold(s)** includes, but is not limited to, any superficial growth produced on damp or decaying organic matter or on living organisms and **fungi** that produce molds.
19. **Mooring** means while on water, a water alighting **aircraft** is anchored or moored or during launching onto or hauling up from water, except while under its own power.

20. **Named Insured** means the person or organization named in ITEM 1 of the Declarations.
21. **Nuclear facility** means:
- a. Any **nuclear reactor**;
 - b. Any equipment or device designed or used for:
 - (1) Separating the isotopes of uranium or plutonium; or
 - (2) Processing or utilizing **spent fuel**; or
 - (3) Handling, processing or packaging **waste**.
 - c. Any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the **Insured** at the premises where such equipment or device is located consists of, or contains more than, 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235.
 - d. Any structure, basin, excavation, premises or place prepared or used for the storage or disposal of **waste**, and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations.
22. **Nuclear material** means source material, special nuclear material or by-product material as defined by the Atomic Energy Act of 1954 or in any law amendatory thereof.
23. **Nuclear reactor** means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material.
24. **Occurrence** means an accident, including continuous or repeated exposure to substantially the same general conditions, neither expected nor intended from the standpoint of the **Insured**.
25. **Operate** means to cause to start, perform, work or function.
26. **Partial loss** means any **physical damage** loss which is not a **total loss**.
27. **Passenger** (sometimes **Pass**) means any person in, on, or upon the **aircraft** for the purpose of riding or flying therein or alighting therefrom after a flight or attempted flight therein, including pilot(s) and **crew** member(s).
28. **Physical Damage** means direct and accidental physical loss of, or damage to, the **aircraft**, but does not include loss of use or any residual depreciation in value, if any, after repairs have been made.
29. **Pleasure and Business** means **aircraft** used in the business of the **Insured**, including personal and pleasure uses, but excluding any operation for hire or reward. Cost reimbursement shall be included within the definition of **Pleasure and Business** provided that such cost reimbursement is limited to:
- a. Fuel, oil, lubricants, and other additives
 - b. Expenses of the **crew**, including food, lodging, and ground transportation, but excluding salary or wages
 - c. Hangar and tie-down costs away from the **aircraft's** base of operation
 - d. Insurance obtained for the specific flight

- e. Landing fees and similar assessments
 - f. Customs, foreign permits, and similar fees directly related to the flight
 - g. In flight food and beverages
 - h. An additional charge equal to 100% of the expenses listed in subparagraph (a) above
30. **Premises** means such portions of airports as are designated and used for the parking or storage of **aircraft**, including **premises** owned by, or leased for more than thirty (30) days to, the **Named Insured**.
31. **Property Damage** means (a) Physical injury to tangible property, including all resulting loss of use of that property. All such loss of use shall be deemed to occur at the time of the physical injury that caused it; or (b) loss of use of tangible property that is not physically injured. All such loss of use shall be deemed to occur at the time of the "occurrence" that caused it. **Property damage** includes all forms of radioactive contamination of property.
32. **Spent fuel** means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor.
33. **Spore(s)** means any dormant or reproductive body produced by, or arising or emanating out of, any **fungi, mold(s)**, mildew, plants, organisms or microorganisms.
34. **Student** means any person receiving instruction in the **aircraft**.
35. **Student Pilot** means a person holding a **Federal Aviation Administration** issued Student Pilot Certificate.
36. **Total loss** means any **physical damage** loss for which the cost to repair when added to the salvage value (the value of the **aircraft** after **physical damage** and prior to repairs) equals or exceeds the "Insured Value" of the **aircraft** as set forth in ITEM 5 of the Declarations. **Disappearance** or theft of the entire **aircraft** shall be considered a **total loss**.
37. **Waste** means any waste material:
- a. Containing by-product material other than the tailings or wastes produced by the extraction or concentration of uranium or thorium from any ore processed primarily for its source material content; and
 - b. Resulting from the operation by any person(s) or organization(s) of any **nuclear facility** included under paragraphs a. and b. of the definition of **nuclear facility**.

CONDITIONS

APPLICABLE TO COVERAGES A, B, C and D (**Bodily Injury** and **Property Damage**)

1. **NOTICE OF OCCURRENCE.** When an **occurrence** takes place, written notice shall be given by, or on behalf of, the **Insured** to the Company or the **Aviation Managers** at their nearest office as soon as practicable. Such notice shall contain particulars sufficient to identify the **Insured** and also reasonably obtainable information respecting the time, place and circumstances of the **occurrence**, the names and addresses of the injured and any available witnesses.
2. **NOTICE OF CLAIM OR SUIT.** If claim is made or suit is brought against the **Insured**, the **Insured** shall immediately forward to the Company or the **Aviation Managers** every demand, notice, summons or other process received by them or their representative.
3. **SEVERABILITY OF INTEREST.** The insurance afforded applies separately to each **Insured** against whom the claim is made or suit is brought, except with respect to the limits of the Company's liability.
4. **ACTION AGAINST COMPANY.** No person or organization has a right under this Coverage A, B, C, or D: (a) to join us as a party or otherwise bring us into a "suit" asking for damages from an **Insured**; or (b) to sue us under Coverage A, B, C, or D unless all of the terms of the applicable coverage part have been fully complied with. A person or organization may sue us to recover on an agreed settlement or on a final judgment against an **Insured**; but we will not be liable for damages that are not payable under the terms of Coverage A, B, C, or D, or that are in excess of the applicable limit of insurance. An agreed settlement means a settlement and release of liability signed by us, the insured and the claimant or the claimant's legal representative.
5. **BANKRUPTCY AND INSOLVENCY.** Bankruptcy or insolvency of the **Insured** or of the **Insured's** estate shall not relieve the Company of any of its obligations hereunder.
6. **FINANCIAL RESPONSIBILITY LAWS.** Such insurance as is afforded by this Policy shall comply with the provisions of any financial responsibility law of any State or Province which shall be applicable to **aircraft** with respect to any such liability arising out of the ownership, maintenance or use of the **aircraft** during the policy period, to the extent of the coverage and limits of liability required by such law, but in no event in excess of the limits of liability stated in this Policy. The **Insured** agrees to reimburse the Company for any payment made by the Company which it would not have been liable to make under the terms of this Policy except for such law or the agreement contained in this paragraph.

APPLICABLE TO COVERAGE E (Medical Payments)

7. **MEDICAL REPORTS: PROOF AND PAYMENT OF CLAIM.** As soon as practicable, the injured person or someone on their behalf shall give to the Company written proof of claim, under oath if requested by Company (in Company's sole discretion), and shall, after each request from the Company, execute authorization to enable the Company to obtain medical reports and copies of records. The injured person shall submit to physical examination by a physician selected by the Company when, and as often as, the Company may reasonably require. The Company may pay the injured person or any person or organization rendering the services and such payment shall

reduce the amount payable hereunder for such injury. Payment hereunder shall not constitute admission of liability of the **Insured**, or except hereunder, of the Company.

8. ACTION AGAINST COMPANY. No action shall lie against the Company in respect of Coverage E unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this Policy, nor until thirty (30) days after the required proofs of claim have been filed with the Company.

APPLICABLE TO COVERAGES F and G
(Physical Damage)

9. **INSURED'S DUTIES WHEN LOSS OCCURS.** When loss occurs, the **Insured** shall:
- a. protect the **aircraft**, provided the **Insured** is able to do so, whether or not the **physical damage** loss is covered by this Policy, and any further loss due to the **Insured's** failure to protect shall not be recoverable under this Policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the Company's request;
 - b. give notice thereof as soon as practicable to the Company or the **Aviation Managers** and, in the event of theft, also to local law enforcement, but shall not, except at their own cost, offer to pay any reward for recovery of the **aircraft**;
 - c. file proof of **physical damage** loss with the Company or the **Aviation Managers** within sixty (60) days after the **occurrence** of loss, unless such time is extended in writing by the Company or the **Aviation Managers**, in the form of a sworn statement of the **Named Insured** setting forth the interest of the **Named Insured** and of all others in the property affected, any encumbrances thereon, the actual cash value thereof at time of loss, the amount, place, time and cause of such loss, and the description and amounts of all other insurance covering such property. Upon the Company's request, the **Named Insured** shall exhibit the damaged property to the Company, and produce for the Company's examination all pertinent records and sales invoices (or certified copies if originals are lost) permitting copies thereof to be made, all at such reasonable times and places as the Company shall designate.
10. APPRAISAL. If the **Named Insured** and the Company fail to agree as to the amount of **physical damage** loss, each shall, on the written demand of either, made within sixty (60) days after receipt of proof of loss by the Company, select a competent and disinterested appraiser and the appraisal shall be made at a reasonable time and place. The appraisers shall first select a competent and disinterested umpire, and failing for fifteen (15) days to agree upon such umpire, then, on the request of the **Named Insured** or the Company, such umpire shall be selected by a judge of a court of record in the county and state in which such appraisal is pending. The appraisers shall then appraise the loss, stating separately the amount of loss, and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The **Named Insured** and the Company shall each pay their chosen appraiser and shall bear equally the other expenses of the appraisal and the umpire. The Company shall not be held to have waived any of its rights by any act relating to appraisal.
11. PAYMENT FOR LOSS; ACTION AGAINST COMPANY. Payment for **physical damage** loss may not be required nor shall action lie against the Company in respect of Coverages F and G unless as a condition precedent thereto, the **Named Insured** shall have complied with all the terms of this Policy nor until sixty (60) days after proof of loss is filed and the amount of loss is determined as provided for in this Policy, nor shall any action lie against the Company unless commenced within twelve (12) months after the happening of the loss.

12. **NO BENEFIT TO BAILEE.** The insurance afforded by this Policy shall not inure directly or indirectly to the benefit of any carrier or bailee liable for loss to the **aircraft**.
13. **AUTOMATIC REINSTATEMENT.** In the event of **physical damage** loss, whether or not covered by this Policy, the amount of insurance in respect to any **aircraft** shall be reduced as of the time and date of loss by the amount of such loss and such reduced value shall continue until repairs are commenced when the amount of insurance shall be automatically increased by the value of the completed repairs until the amount of insurance is fully reinstated or the policy has expired.

APPLICABLE TO ALL COVERAGES

14. **OTHER INSURANCE,** Except with respect to insurance afforded by Special Insuring Agreements I and II and to insurance specifically purchased by the **Named Insured** to apply in excess of this Policy, if there is other insurance available to the **Insured** for a loss or expense covered by this Policy, the Company shall not be liable under this Policy for a greater proportion of such loss expense than the applicable limit of the Company's liability bears to the total applicable limits of insurance of all insurers. Insurance afforded by Special Insuring Agreements I and II shall be excess insurance over any other valid and collectible insurance available to the **Insured**. If such other insurance shall have been written through the **Aviation Managers** as primary insurance, then the Company's limits of liability under this Policy shall be reduced by the applicable limits of such other policy.
15. **ASSISTANCE AND COOPERATION OF THE INSURED.** The **Insured** shall cooperate with the Company and, upon the Company's request, shall attend hearings and trials and shall assist in effecting settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. Further, upon the Company's request, the **Insured** shall submit to examinations under oath by anyone designated by the Company. The **Insured** shall not, except at their own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of an **occurrence**.
16. **INSPECTION AND AUDIT.** The Company or the **Aviation Managers** shall be permitted to inspect the **aircraft** and any records pertaining thereto during the policy period or within one (1) year thereafter.
17. **SUBROGATION.** Except in respect to Coverage E, in the event of any payment under this Policy, the Company shall be subrogated to all the **Insured's** rights of recovery therefore against any person or organization and the **Insured** shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The **Insured** shall do nothing after the loss to prejudice such rights.
18. **CHANGES.** Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this Policy or stop the Company from asserting any right under the terms of this Policy; nor shall the terms of this Policy be waived or changed, except by endorsement issued to form a part hereof signed by the Company or the **Aviation Managers**.
19. **ASSIGNMENT.** Assignment of interest under this Policy shall not bind the Company until its consent is endorsed hereon by the Company or the **Aviation Managers**. If, however, the **Named Insured** should die or be adjudged bankrupt or insolvent within the policy period, this Policy, unless cancelled, or provided that written notice is given to the Company within sixty (60) days after the date of such death or adjudication, shall cover (1) the **Named Insured's** legal representative as the **Named Insured**, and (2) subject otherwise to the provisions of the definition of **Insured**, any person having proper temporary custody of the **aircraft**, as an **Insured**, until the appointment and qualification of such legal representative, but in no event for a period of more than sixty (60) days after the date of such death or adjudication.

20. **CANCELLATION.** This Policy may be cancelled by the **Named Insured** by mailing to the Company or **Aviation Managers**, written notice stating when thereafter such cancellation shall be effective. This Policy may be cancelled by the Company or the **Aviation Managers**, by mailing to the **Named Insured**, at the address shown in ITEM 1 of the Declarations, written notice stating when, but not less than thirty (30) days (10 days for nonpayment) thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice, and the effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the **Named Insured**, the Company or the **Aviation Managers** shall be equivalent to mailing. If the **Named Insured** cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the Company or the **Aviation Managers** cancel, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation. The Company shall not be liable for any return of **physical damage** premium in respect to an **aircraft** on which a **total loss** has been paid.
21. **FRAUD OR MISREPRESENTATION.** This Policy shall be void if the **Named Insured** has concealed or misrepresented any material fact or circumstance concerning this insurance or the false swearing by the **Named Insured** touching any matter relating to this insurance or the subject thereof, whether before or after a loss.
22. **TERMS OF POLICY CONFORMED TO STATE LAWS.** Terms of this Policy which are in conflict with the laws of the State wherein this Policy is issued are hereby amended to conform to such laws.
23. **DECLARATION.** By acceptance of this Policy, the **Named Insured** agrees that the statements in the Declarations are their agreements and representations, that this Policy is issued in reliance upon the truth of such representations and that this Policy embodies all agreements existing between them and the Company or the **Aviation Managers** or any of their agents relating to this insurance.
24. **FLIGHT TEST and PROVING PERIOD.** Until such time that the **aircraft** has satisfactorily completed the Mandatory Flight Test and Proving Period prescribed and specifically granted by the **Federal Aviation Administration** for your **aircraft**:
- a. Liability insurance under Coverage A or Coverage D - **Bodily Injury** Excluding **Passengers** for your **aircraft** will be \$500,000 or the amount shown on Page 1, whichever is less, and in any event will exclude **bodily injury** or death to **passengers**.
 - b. If Coverage F is provided, the deductible for any **physical damage** loss sustained while in **motion** will be equal to ten percent (10%) of the Insured Value.

IAT Aviation / IAT Insurance Group

MEXICO WARNING

If you have an accident or **occurrence** in Mexico, you may be jailed and your **aircraft** impounded unless you have **aircraft** liability coverage issued by an insurance company licensed in Mexico.

As we are not licensed in Mexico, you must make certain you obtain this additional coverage before you fly into Mexico.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PILOT CLAUSE ENDORSEMENT

This endorsement modifies insurance provided under the following:

AIRCRAFT COVERAGE FORM

ITEM 6 PILOTS stated on the Declarations Page is amended as follows:

When in flight, the **aircraft** will be piloted only by the following pilots, provided each has a valid pilot's certificate including a current and valid medical certificate appropriate for the flight and **aircraft** insured:

When in flight, the aircraft will be piloted only by the following pilots, provided each has a valid pilot's certificate including a current and valid medical certificate appropriate for the flight and aircraft insured:

Chad William Varnell and no other pilot.

Any pilot named or meeting the qualifications in the above paragraph must also have successfully completed a Proficiency Flight Review with an FAA Certificated Flight Instructor in the insured make and model aircraft within the preceding 12 months of the intended flight.

All other provisions of this Policy remain the same.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ROTORCRAFT - LIMITATION OF USE

This endorsement modifies insurance provided under the following:

AIRCRAFT COVERAGE FORM

Unless checked below, the rotorcraft insured herein will not be used for any Purpose of Use listed, nor is there any coverage for any claims arising out of, or in consequence of, such uses for or relating to:

- a. Offshore Oil Drilling
- b. Fire Fighting and Fire Support, Fire Starting or Slash Burning
- c. The Carriage of External Cargo or Loads
- d. Construction or Erection
- e. Wire Stringing
- f. Geographic, Geodetic or Geographical Survey
- g. The Carriage of Dangerous, Hazardous or Explosive Cargoes
- h. Aerial Advertising
- i. Glacier Landings
- j. Towing of any Objects
- k. Animal Hunting, Roundup or Herding
- l. Discharge or deployment of crew or passengers while the rotorcraft is suspended by the main rotor(s)

All other provisions of this Policy remain the same.

POLICY NUMBER: AVC001377-04
Endorsement No: 3
Effective Date: 02/07/2023
Premium: N/A

AIRCRAFT
AVA 01 02 02 18

Item 9.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

RUNWAY OR AIRCRAFT FOAMING – SUPPLEMENTAL PAYMENTS

This endorsement modifies insurance provided under the following:

AIRCRAFT COVERAGE FORM

With respect to such insurance as is afforded by this Policy under INSURING AGREEMENTS – 4. DEFENSE, SETTLEMENT AND SUPPLEMENTARY PAYMENTS, the following is added:

The Company shall pay, in addition to the applicable Limits of the Company's Liability, the expense incurred of runway foaming or **aircraft** foaming for the purpose of minimizing **physical damage** under this Policy. The Company's Limit of Liability shall not exceed \$10,000. for any one **loss** or **occurrence** for such foaming.

All other provisions of this Policy remain the same.

POLICY NUMBER: AVC001377-04
Endorsement No: 4
Effective Date: 02/07/2023
Premium: N/A

AIRCRAFT
AVA 01 03 02 18

Item 9.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

SEARCH AND RESCUE WRECK REMOVAL EXPENSES LIABILITY INSURANCE SUPPLEMENTAL PAYMENTS

This endorsement modifies insurance provided under the following:

AIRCRAFT COVERAGE FORM

With respect to such insurance as is afforded by this Policy under INSURING AGREEMENTS – 4. DEFENSE, SETTLEMENT AND SUPPLEMENTARY PAYMENTS, the following is added:

The Company shall pay, in addition to the applicable Limits of the Company's Liability, the actual expenses incurred by the **Named Insured** for any search and rescue and wreck removal operations performed by, or at the request of, the **Named Insured**. Coverage afforded by this paragraph shall not apply until such time as all governmental authorities' search and rescue operations have been discontinued. The Limit of the Company's Liability for search and rescue operations shall not exceed \$10,000 any one **occurrence**. Such expense and cost as provided by this endorsement is subject to prior notice and agreement by the Company.

All other provisions of this Policy remain the same.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

HURRICANE PROTECTION COVERAGE

This endorsement modifies insurance provided under the following:

AIRCRAFT COVERAGE FORM

If the U.S. National Weather Service issues a "Hurricane Watch" or "Hurricane Warning" for the area where the **aircraft** is principally based, the Company will reimburse the **Named Insured** for a portion of the costs incurred by the **Named Insured** to protect the **aircraft** subject to the following:

- (a) The **aircraft** must be relocated to another airport, which is at least one hundred (100) nautical miles away and not under a "Hurricane Watch" or "Hurricane Warning".
- (b) Reimbursement will only apply to any costs directly associated with the **aircraft** relocation due to attempted protection of the **aircraft** from potential **physical damage** caused by the hurricane and not to any expenses or costs incurred due to activity planned prior, or unrelated, to the "Hurricane Watch" or "Hurricane Warning" issuance.
- (c) This coverage only applies to **aircraft** listed in INSURING AGREEMENTS – 3. **PHYSICAL DAMAGE COVERAGES** as set forth in the Declarations.

The Company's portion of the costs is limited to \$ 1,000. of the amount incurred by the **Named Insured** to relocate each **aircraft**, for any one **occurrence** during the policy period. The costs include the hiring of a pilot or pilots who are not employed by the **Named Insured** and who meet(s) the requirements of any Pilot Endorsement attached to this Policy. The **Named Insured's** costs must be properly receipted, documented, and submitted to the **Aviation Managers** for reimbursement within thirty (30) days from the date that the costs are incurred.

All other provisions of this Policy remain the same.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

EXTENDED COVERAGE ENDORSEMENT – CERTIFIED ACTS OF TERRORISM COVERAGE

This endorsement modifies insurance provided under the following:

AVIATION GENERAL LIABILITY COVERAGE FORM
AIRCRAFT COVERAGE FORM

In consideration of the premium charged, this Policy is amended to provide such coverage as is set forth below:

1. EXTENSION OF COVERAGE

This Policy is extended to cover any **certified act of terrorism** as defined below.

If aggregate insured losses attributable to terrorist acts certified under the federal Terrorism Risk Insurance Program Reauthorization Act (TRIPRA) exceed the industry aggregate losses as determined by the United States Congress in a program year (January 1 through December 31), and we have met our insurer deductible under the TRIPRA, we shall not be liable for the payment of any portion of the amount of such losses that exceed the aggregate losses as determined by the United States Congress. In such case, insured losses up to that amount are subject to pro rata allocation in accordance with procedures established by the Secretary of the Treasury.

Certified act of terrorism means an act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States, to be an act of terrorism pursuant to the federal TRIPRA. The criteria contained in the TRIPRA for a **certified act of terrorism** include the following:

- a. The act resulted in insured losses in excess of \$5 million in the aggregate, attributable to all types of insurance subject to the TRIPRA; and
- b. The act is a violent act or an act that is dangerous to human life, property or infrastructure and is committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

2. LIMITATION OF OUR LIABILITY

The limit of the Company's liability for the coverage provided by this endorsement shall be included within, and not in addition to, the limits of liability provided under this Policy.

3. APPLICATION OF POLICY EXCLUSIONS

The terms and limitations of any terrorism exclusion, or the inapplicability or omission of a terrorism exclusion, do not serve to create coverage for any loss which would otherwise be excluded under this Policy, such as losses excluded by the Nuclear Energy Liability Exclusion or the War, Hijacking Exclusion.

All other provisions of this Policy remain the same.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

TEXAS AMENDATORY ENDORSEMENT

This endorsement modifies insurance provided under the following policies:

AIRCRAFT COVERAGE FORM

CONDITIONS – CANCELLATION, is amended by the following:

Any provision related to the Company or the **Aviation Managers** giving written notice of cancellation to the first **Named Insured** and stating a specific number of days' notice prior to the effective date of the cancellation is replaced with the following:

The Company or the **Aviation Managers** may cancel this Policy by mailing or delivering to the first **Named Insured** written notice of cancellation, stating the reason for cancellation, at least ten (10) days prior to the effective date of cancellation. The permissible reasons for cancellation are as follows:

- a. If this Policy has been in effect for sixty (60) days or less, the Company or the **Aviation Managers** may cancel for any reason except, that under the provisions of the Texas Insurance Code, we may not cancel this Policy solely because the policyholder is an elected official.
- b. If this Policy has been in effect for more than sixty (60) days, or if it is a renewal or continuation of a policy issued by the Company or the **Aviation Managers**, we may cancel only for one or more of the following reasons:
 - (1) Fraud in obtaining coverage; or
 - (2) Failure to pay premiums when due; or
 - (3) An increase in hazard within the control of the **Insured** which would produce an increase in rate; or
 - (4) Loss of our reinsurance covering all or part of the risk covered by the policy; or
 - (5) If the Company (or the **Aviation Managers**) has been placed in supervision, conservatorship or receivership, and the cancellation is approved or directed by the supervisor, conservator or receiver.

CONDITIONS – CANCELLATION, the following condition is added and supersedes any provision to the contrary:

NONRENEWAL. The Company or the **Aviation Managers** may elect not to renew this Policy except, that under the provisions of the Texas Insurance Code, we may not refuse to renew this Policy solely because the policyholder is an elected official. If we elect not to renew this Policy, we may do so by mailing or delivering to the first **Named Insured**, at the last mailing address known to us, written notice of nonrenewal, stating the reason(s) for nonrenewal, at least sixty (60) days prior to the expiration date. If notice is mailed or delivered less than sixty (60) days before the expiration date, this Policy will remain in effect until the sixty first (61st) day after the date on which the notice was mailed or delivered. Earned premium for any period of coverage that extends beyond the expiration date will be computed pro rata based on the previous year's premium. If notice is mailed, proof of mailing will be sufficient proof of notice. The transfer of a policyholder between admitted companies within the same insurance group is not considered a refusal to renew.

CONDITIONS – **INSURED'S DUTIES WHEN LOSS OCCURS**, is amended by the addition of the following:

We will notify the first **Named Insured** in writing of:

- a. An initial offer to compromise or settle a claim made, or suit brought, against any **Insured** under this coverage. This notice will be given no later than the tenth (10th) day after the date on which the offer was made.
- b. Any settlement of a claim made, or suit brought, against any **Insured** under this coverage. This notice will be given no later than the thirtieth (30th) day after the date of settlement.

CONDITIONS, the following condition is added to the policy:

With regard to liability for **bodily injury** and **property damage**, unless the Company or the (**Aviation Managers**) is prejudiced by the **Insured's** failure to comply with the requirement, no provision of the policy requiring any **Insured** to give notice of **occurrence**, claim or suit, or forward demands, notices, summonses or legal papers in connection with a claim or suit will bar coverage under this Policy.

All other provisions of this Policy remain the same.

Maint

Work Order #	Title	WO Status
00224	Debris Cleanup	Completed
00225	Replace Sign	New Work Order
00226	Drip field debris clean up.	In Progress
00227	Decant Pump Discharge	Completed
00228	Grease and clean valve on the discharge of Digeste	Completed
00229	Pot holes	Completed
00230	Tags	Completed
00231	MD003 Engine Code - Trouble Shooting	Completed
00232	MD003-30000-Replace Engine Air Filter	Completed
00233	MD003-30000-Replace Fuel Filters (Engine & Frame)	Completed
00234	MD003 - Oil Change	Completed
00235	MD004	Completed
00236	Ice machine	Completed
00237	Sampling Port	Completed
00238	Clear Draft Tubes	Completed
00239	Install Water Meters	Completed
00240	Install Water Meter	Completed
00241	Irrigation	Completed
00242	Broken trash receptacle in Office #7	Completed
00243	Pot hole	Completed
00244	Water Tank not holding water.	Completed
00245	Dead deer	Completed
00246	Cones	Completed
00247	White Board Install	Completed
00248	Banner install	Completed
00249	Driftwood Meter Survey	In Progress
00250	Stop Sign Repair	Completed
00251	Pothole repair	Completed
00252	Install 2 cork boards	Completed
00253	Rebuild WWTP Toilet	New Work Order
00254	Building Department Wall Hanging	Completed
00255	DSRP Bike Trail Storm Damage	Completed
00256	Weather striping replacement	Completed
00257	Brush	Completed
00258	Brush removal	Completed
00259	Repair sign	Completed
00260	water on the floor.	Completed
00261	Men's and Women's Signs Need to be put back up.	Completed
00262	American flag needs to be replaced.	In Progress
00263	Tree in roadway	Completed
00264	Ice damage	Completed
00265	insert lighting covers	Completed
00266	We need to replace these signs throughout our park	Void
00267	Butterfly Valve	Completed
00268	Fence Off Limb at Ranch House	Completed

00269	Truck repair	In Progress
00270	Water Meter Sets	Completed
00271	Pot holes	Completed
00272	Pot holes	Completed
00273	Ice storm recovery	Completed
00274	Repair pothole just North of hwy 290 on Sportsplex	Completed
00275	Meter Reads	Complete Pending Approval
00276	Shower Leak	In Progress
00277	Signs at Pool	Completed
00278	Light ballast out	Completed
00279	Lights in the outdoor arena would not work	Completed

enance and Facility Work Order Report
February 2023

Priority	Origin	Source Asset	Source User
Medium - 3-7 days	Non-PM		Billy Stevens
Spare Time	Non-PM		Craig Rice
Medium - 3-7 days	Non-PM		Anthony Pennell
Medium - 3-7 days	Non-PM		Billy Stevens
Medium - 3-7 days	Non-PM		Gray Lahrman
Medium - 3-7 days	Non-PM		Andrew Thompson
Medium - 3-7 days	Non-PM	PCS-SurePull-Gooseneck	Sonny Garza
High - 1-3 days	Non-PM	MD003 - 2019 Ford F-150	Craig Rice
	PM	MD003 - 2019 Ford F-150	John Hill
Low - 7-15 days	PM	MD003 - 2019 Ford F-150	John Hill
Medium - 3-7 days	Non-PM	MD003 - 2019 Ford F-150	Sonny Garza
Medium - 3-7 days	Non-PM	MD004 - 2018 Ford F-250	Sonny Garza
High - 1-3 days	Non-PM	CH-Vevor-Ice Maker	Sonny Garza
Medium - 3-7 days	Non-PM		Billy Stevens
Critical - ASAP	Non-PM		Anthony Pennell
High - 1-3 days	Non-PM		Billy Stevens
High - 1-3 days	Non-PM		Billy Stevens
Medium - 3-7 days	Non-PM		Sonny Garza
Medium - 3-7 days	Non-PM		John Hill
Medium - 3-7 days	Non-PM		John Hill
Low - 7-15 days	Non-PM		Robert Hutson
Medium - 3-7 days	Non-PM		Andrew Thompson
Medium - 3-7 days	Non-PM		John Hill
Low - 7-15 days	Non-PM		John Hill
Critical - ASAP	Non-PM		John Hill
High - 1-3 days	Non-PM		Billy Stevens
Critical - ASAP	Non-PM		Sonny Garza
Medium - 3-7 days	Non-PM		John Hill
Medium - 3-7 days	Non-PM		John Hill
Medium - 3-7 days	Non-PM		Billy Stevens
Medium - 3-7 days	Non-PM		John Hill
Medium - 3-7 days	Non-PM		John Hill
Medium - 3-7 days	Non-PM		Sonny Garza
Medium - 3-7 days	Non-PM		Sonny Garza
Medium - 3-7 days	Non-PM		Sonny Garza
Medium - 3-7 days	Non-PM		Andrew Thompson
Medium - 3-7 days	Non-PM		Andrew Thompson
Low - 7-15 days	Non-PM		John Hill
Low - 7-15 days	Non-PM		Andrew Thompson
Medium - 3-7 days	Non-PM		Andrew Thompson
Medium - 3-7 days	Non-PM		Anthony Pennell
Low - 7-15 days	Non-PM		Craig Rice
Medium - 3-7 days	Non-PM		Craig Rice
Medium - 3-7 days	Non-PM		Billy Stevens
Medium - 3-7 days	Non-PM		Andrew Thompson

Medium - 3-7 days	Non-PM	MD003 - 2019 Ford F-150	Sonny Garza
High - 1-3 days	Non-PM		Billy Stevens
Medium - 3-7 days	Non-PM		Robert Hutson
Medium - 3-7 days	Non-PM		Robert Hutson
Medium - 3-7 days	Non-PM		Robert Hutson
High - 1-3 days	Non-PM		Robert Hutson
High - 1-3 days	Non-PM		Aaron Reed
Low - 7-15 days	Non-PM		Sonny Garza
Medium - 3-7 days	Non-PM		John Hill
Medium - 3-7 days	Non-PM		Sonny Garza
High - 1-3 days	Non-PM		Sonny Garza

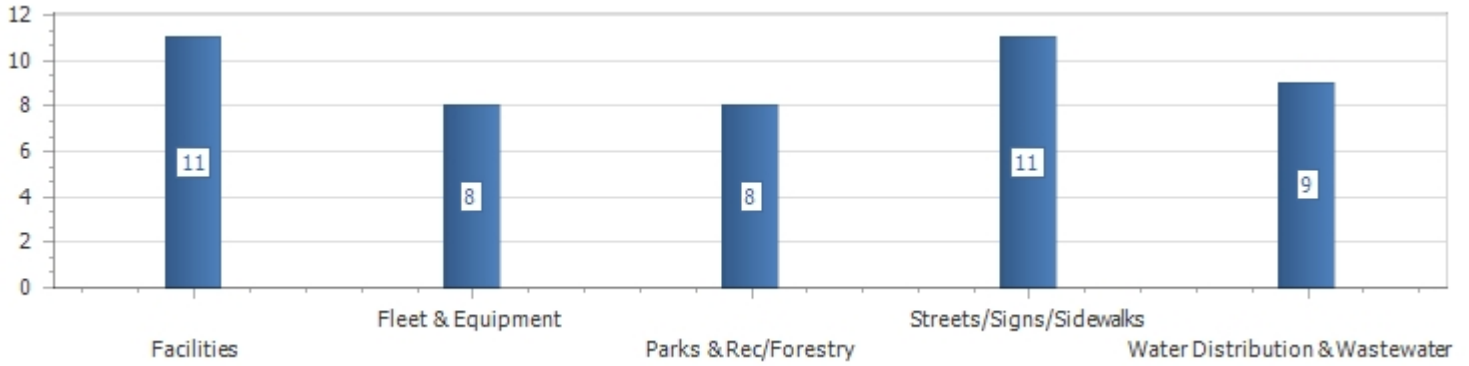
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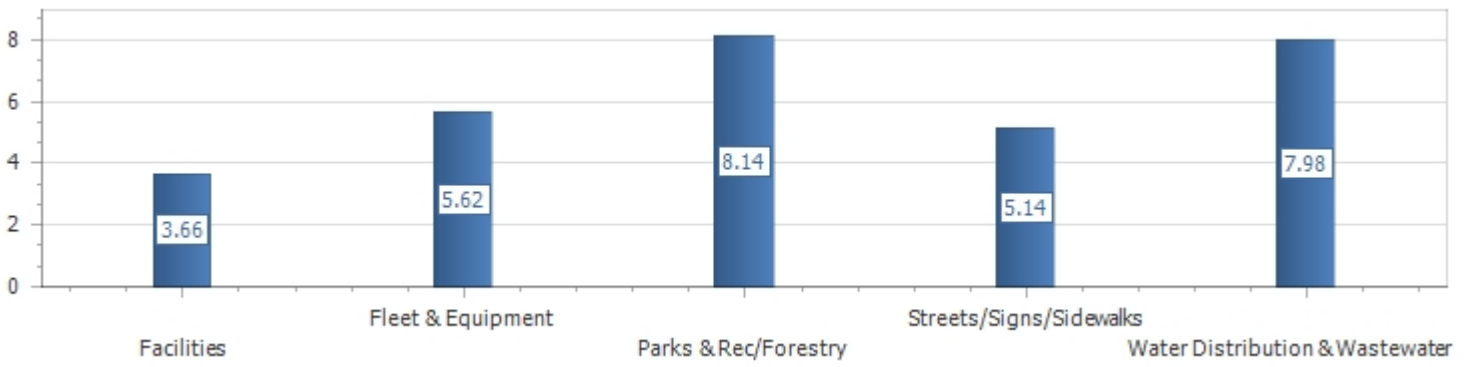
Completed WOs by Site Analysis

Date Printed: 03/13/2023

Total



Average days to close



Site	Total	Average days to close
Facilities	11	3.66
Fleet & Equipment	8	5.62
Parks & Rec/Forestry	8	8.14
Streets/Signs/Sidewalks	11	5.14
Water Distribution & Wastewater	9	7.98

Report Parameters

Filter:

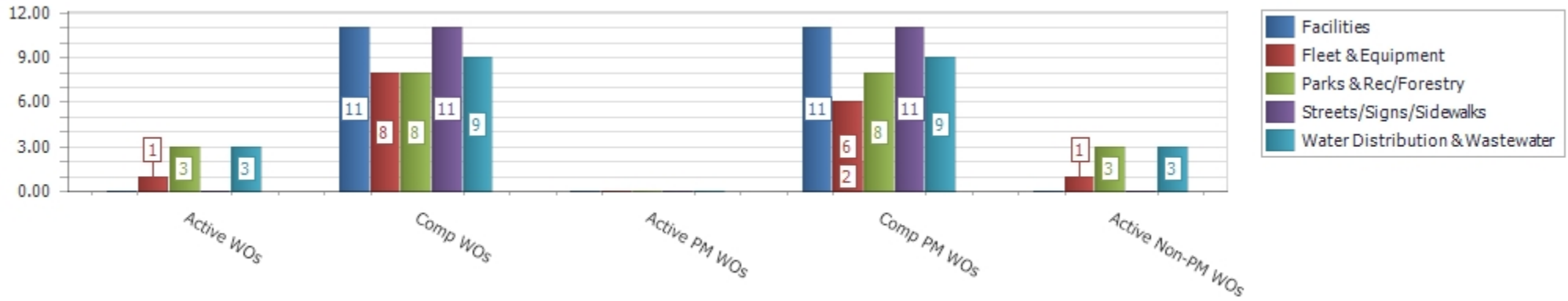
Search:

Advanced Filters: [Originated] Between '02/01/2023' And '02/28/2023'

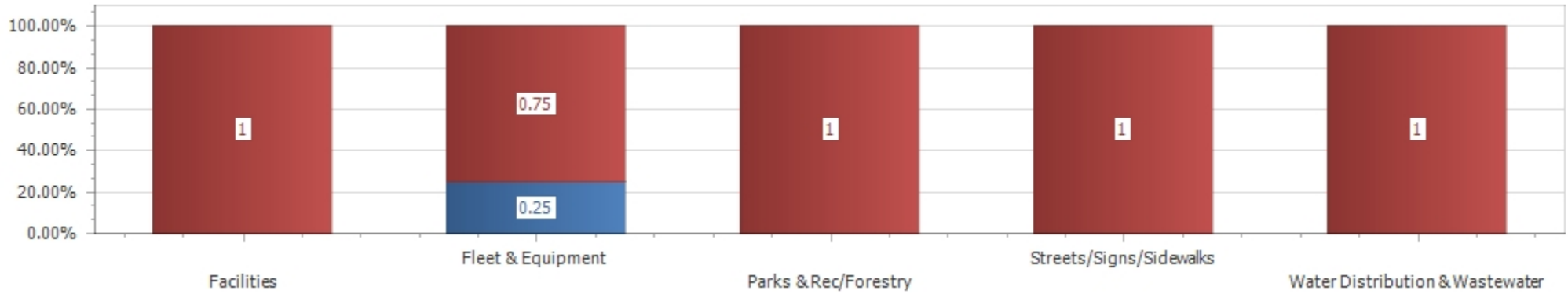
Tags:

Site Comparison

Date Printed: 03/13/2023



PM vs Non-PM Comp. WOs



Site	Region	Active WOs	Comp WOs	Active PM WOs	Comp PM WOs	Active Non-PM WOs	Comp Non-PM WOs	WO Cost \$	WO Hours	Avg Cost \$	Avg Hours
Facilities	Dripping Springs	0	11	0	0	0	11	287.32	15.05	26.12	1.37
Fleet & Equipment	Dripping Springs	1	8	0	2	1	6	382.30	12.25	42.48	1.36
Parks & Rec/Forestry	Dripping Springs	3	8	0	0	3	8	1187.37	53.50	107.94	4.86
Streets/Signs/Sidewalks	Dripping Springs	0	11	0	0	0	11	170.23	12.00	15.48	1.09
Water Distribution & Wastewater	Dripping Springs	3	9	0	0	3	9	745.54	45.00	62.13	3.75

Report Parameters

Filter:

Search:

Site Comparison

Date Printed: 03/13/2023

Site	Region	Active WOs	Comp WOs	Active PM WOs	Comp PM WOs	Active Non-PM WOs	Comp Non-PM WOs	WO Cost \$	WO Hours	Avg Cost \$	Avg Hours
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Advanced Filters: [Originated] Between '02/01/2023' And '02/28/2023'

Tags:

ADMINISTRATIVE APPROVAL 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	Under Review
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
SD2021-0013 Dreamland	ETJ			Waiting on resubmittal
SD2021-0030 Belterra Townhomes	ETJ	Belterra	Seven townhome units with associated parking, sidewalk, utilities, and drainage	Waiting on resubmittal
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	Waiting on resubmittal
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
SD2022-0007 Heritage Effluent Line Stage II Extension	CL	511 Mercer Street	Extension of the existing 12" effluent line north along RR12, along with an 8" effluent line that spans from Rob Shelton, across Hwy 290, and north to Heritage Stage 2	Waiting on resubmittal
SD2022-0008 Patriot's Hall Phase 1B	ETJ	231 Patriots Hall Blvd	New Patriot's Hall event building with parking, infrastructure and water quality	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 existing 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
SD2022-0016 JWLP Lot 6 Revision 1	CL	249 Sportsplex Drive	Revision to the original site plan	Waiting on resubmittal
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.	Waiting on resubmittal
SD2022-0020 Merigian Studios	ETJ	105 Daisy Lane	Art studio with driveway, parking, and external structures	Approved w/ Conditions
SD2022-0022 Belterra Medical Office	ETJ	164 Belterra Village Way	Medical office building with associated parking, sidewalk, utility and drainage improvements	Under Review
SD2022-0023 Christian Automotive	ETJ	100 N. Canyonwood Drive	Construction of an approximately 6,000 square feet of light automotive facility	Approved w/ Conditions
SD2022-0024 4400 US 290 SP	ETJ	4400 US 290	7 Commercial Buildings in the ETJ	Approved w/ Conditions
SD2022-0025 Hardy Drive	ETJ	2901 US 290	Construction of a road for the Hardy and Bunker Ranch development to meet fire code	Under Review
SD2022-0027 Sawyer Ranch Lot 3A	CL	13341 W US 290	Lot 3A of the Sawyer Ranch at US 290 development. This consists of commercial buildings with parking, sidewalks, and utilities.	Approved w/ Conditions
SD2022-0029 Headwaters Commercial East Phase 1 SP	CL	Headwaters Blvd.	Development of a preschool with associated utility infrastructure, storm infrastructure, parking lot improvements, and a water quality/detention pond that accounts for future developments	Under Review
SD2022-0031 WHIM Corporate Site Plan	CL	27950 RR12	The construction of the corporate HQ for WHIM along with the site improvements needed and as shown in the site plan.	Waiting on resubmittal
SD2022-0032 Driftwood Ranch Clubhouse	ETJ	17901 FM 1826	Clubhouse buildings and parking	In Administrative Completeness
SD2022-0033 Hays County ESD EMS Station 72 - Heritage Oaks	ETJ	1 Heritage Oaks Drive	New ESD EMS Station	In Administrative Completeness
SD2022-0035 100 Daisy Lane Site Plan	ETJ	100 Daisy Lane	A metal building for manufacturing, office, storage, tasting room for a distillery and associated paving	In Administrative Completeness
SD2022-0036 Hays County ESD EMS Station 73 - RR 12	ETJ	31331 RR 12	New ESD EMS Station	In Administrative Completeness
SD2022-0037 Burlebo	ETJ	149 American Way	Warehouse/office for business and distribution operation of Burlebo	Under Review
SD2022-0038 CAK Capital Office Building	CL	28496 Ranch Road 12	Site improvements for future detached office building	In Administrative Completeness
SD2022-0039 Big Sky Ranch WWTP	CL	Sue Peaks Loop	Temporary Wastewater Treatment Plan and subsurface area drip disposal system to serve Big Sky Development	Waiting on resubmittal
SD2022-0041 Dripping Springs Urgent Care	CL	164 Belterra Village Way	Ground up development of an urgent care facility within the Belterra Commercial District	Under Review
SD2023-0001 Arrowhead Ranch Offsite Wastewater Extension	CL	Arrowhead Ranch	To connect the existing wastewater improvements from Arrowhead to the City wastewater system.	In Administrative Completeness
SD2023-0002 Fitzhugh Corners	ETJ	15310 Fitzhugh Road	A 13,908 sq ft building with site improvements	Waiting on resubmittal
SD2023-0003 Dutch Bros Coffee	ETJ	12400 US Hwy. 290	Revision to the Ledgestone Commercial East Site Plan specifically for Dutch Bros Coffee	In Administrative Completeness
SD2023-0004 Austin Ridge Bible Church Revision	ETJ	31330 Ranch Road 12	Removal of the existing old house, the addition of 3 portable buildings and pavilion; additional parking.	Waiting on resubmittal
SD2023-0005 DGRC Creek Phase 1 WQ Pond Revision	ETJ	Thurman Roberts Way Driftwood	Water Quality pond revision	Approved w/ Conditions
SD2023-0006 DS Vet Clinic	CL	Cortaro Dr & RR 12	2 Phase Site Development Plan with 3,957sf veterinarian clinic with paving, drainage and utility infrastructure	Waiting on resubmittal

Site Development Project Name	City Limits / ETJ	Location	Description	Status
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.	Under Review
SD2023-0008 102 Rose Drive	CL	102 Rose Dr	Construction of tow additional duplexes w/ accompanying site improvements	Under Review
SD2023-0009 Paloma	CL	235 Sports Park Rd	Adding improvements to the site	Under Review

<i>Ongoing Projects</i>	
Comprehensive Plan	Meetings with DTJ
Gateway Village	Planning and Zoning Commission Workshop to be held on February 28, 2023.
Cannon Mixed-Use	DAWG Meeting Thursday, December 8

Subdivision Project Name	City Limits / ETJ	Location	Description	Status
SUB2021-0065 Heritage Phase 2 Final Plat	CL	Sportsplex Drive (Heritage Development)	162 Lots on 69.999 acres, 160 of which are residential with an average lot size of 0.143 acres	Waiting on Resubmittal
SUB2021-0069 Cannon Ranch Ph 1 Construction Plans	CL	Cannon Ranch Road	Development of 122 residential lots with public roadways, utilities, and drainage features.	Approved with conditions
SUB2021-0071 Cannon Ranch OffSite Waterline	CL	Cannon Ranch Road	The construction of an offsite waterline that is approximately 4 acres	Approved
SUB2021-0073 Hardy Preliminary Plat	CL	2901 W US 290	41 Residential lots on 39.341	Approved with conditions
SUB2022-0002 Hays Street Subdivision	CL	102 Bluff Street	Subdivision of 6 residential lots in the Historic District	Approved with conditions
SUB2022-0009 Driftwood Subdivision Phase 3 Preliminary Plat	ETJ	17901 FM 1826	Preliminary Plat for 14 lots: 12 Residential, 1 Commercial, 1 Industrial	Approved with conditions
SUB2022-0012 Driftwood Sub Ph 3 Sec 1 FP	ETJ	17901 FM 1826	Final Plat for 1 Commercial Lot	Under Review
SUB2022-0013 Driftwood Sub Ph 3 Sec 2 FP	ETJ	17901 FM 1826	FP for 11 single-family residential lots, 1 open space lot, and 1 private street lot on 34.67 acres	Under Review
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	Approval with Conditions
SUB2022-0021 Headwaters at BC Phase 3 CP	ETJ	Intersection of Hazy Hills Loop and Roy Branch Road	Construction Plans	Approved with conditions
SUB2022-0023 Overlook at Bunker Ranch CP	CL	2004 Creek Road	Construction Plans for 12 single family lots with 1 drainage lot	Approved with conditions
SUB2022-0028 Parten Ranch Phase 8	ETJ	End of Bird Hollow near Trickling Brook Road Intersection	90 Lot Subdivision	Approved with conditions
SUB2022-0031 Patriots Hall AP	ETJ	231 Patriots Hall Blvd	Combining the existing 4 lots into 1 lot	Waiting for Resubmittal
SUB2022-0033 The Ranch at Caliterra	ETJ	Premier Park Loop	Preliminary plat of the Carter tract with 243 lots	Approved with 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	Waiting for Resubmittal
SUB2022-0039 Village Grove Preliminary Plat	CL	Sports Park Rd	Village Grove PDD. This is 112.40 acres including 207 lots, 511 residential units, and 6.82 acres will be commercial	Waiting for Resubmittal
SUB2022-0040 102 S Bluff St CP	CL	Hays st	Construction Plans for 7 lots. Six of wick are residential and 1 will be landscaping	Waiting for Resubmittal
SUB2022-0041 Hays St Preliminary Plat	CL	Hays st	Preliminary Plat for 7 lots. Six of wick are residential and 1 will be landscaping	Approved with conditions
SUB2022-0042 Silver Creek Subdivision	ETJ	Silver Creek Rd	70-acre tract to be developed into a 28 single family lots with access, paving, on-site sewage, water supply well, and an undisturbed open space	Under Review
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 for Resubmittal
SUB2022-0045 Ellington Estates MP	ETJ	206 Darden Hill Rd	Legalizing the lot	Waiting for Resubmittal
SUB2022-0046 Kali Kate	ETJ	4550 FM 967	City of Dripping Springs and City of Buda Interlocal Agreement	Waiting for Resubmittal
SUB2022-0047 Ariza West 290	ETJ	13900 W US Highway 290	The Final Plat for an apartment complex	Waiting for Resubmittal
SUB2022-0048 Wild Ridge Phase 1 CP	CL	E US 290	Construction plans for phase 1 of Wild Ridge	Waiting for Resubmittal
SUB2022-0049 Serenity Hills	ETJ	1111 HAYS COUNTRY ACRES ROAD	50 Lot subdivision in Dripping Springs ETJ	Approved with conditions
SUB2022-0050 North 40, Section 2, Block B, Lots 1, 2, 29, and 30	CL	28501 RR 12	Amending Plat to combine 4 lots into 1	Waiting for Resubmittal
SUB2022-0052 Village Grove Phase 1 CP	CL	Sports Park Rd	The construction plans for phase 1 of the Village Grove development	Under Review
SUB2023-0001 Village Grove Phase 2B CP	CL	Sports Park Rd	Residential townhome infrastructure improvements. Construction of 16 Townhome lots and roadways.	Waiting for Resubmittal
SUB2021-0001 Roger Hanks Parkway Extension	CL	Roger Hanks	3120 LF of Collector Roadway. The infrastructure includes all associated streets, grading, and water quality improvements.	Waiting for Resubmittal
SUB2023-0003 The Ranch at Caliterra CP	ETJ	Soaring Hill Rd at HC Carter Way	Construction Plans for the Carter tract.	Waiting for Resubmittal
SUB2023-0004 Re-subdivision of Lot 2, Driftwood 967 Phase One	ETJ	FM 967 at FM 1826	Subdividing 1 lot to 11 lots to be part of the Driftwood Development	Under Review
SUB2023-0005 Skylight Hills Prelim	ETJ	13001 & 13111 High Sierra	Creating 11 residential lots in the ETJ	Under Review
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	Under Review
SUB2023-0007 Skylight Hills Construction Plans	ETJ	13001 & 13111 High Sierra	Creating the infrastructure of 11 residential lots	Under Review