



PLANNING AND ZONING CASE CHECKLIST

PLANNING AND ZONING DEPARTMENT
385 S. GOLIAD STREET
ROCKWALL, TX 75087

P&Z CASE # P2022-029 P&Z DATE July 12, 2022 CC DATE _____ Approved/Denied

ARCHITECTURAL REVIEW BOARD DATE _____ HPAB DATE _____ PARK BOARD DATE _____

Zoning Application

- Specific Use Permit
- Zoning Change
- PD Concept Plan
- PD Development Plan

Site Plan Application

- Site Plan
- Landscape Plan
- Treescape Plan
- Photometric Plan
- Building Elevations
- Material Samples
- Color Rendering

Platting Application

- Master Plat
- Preliminary Plat
- Final Plat
- Replat
- Administrative/Minor Plat
- Vacation Plat
- Landscape Plan
- Treescape Plan

HPAB Application

- Exhibit

Miscellaneous Application

- Variance/Exception Request

- Copy of Ordinance (ORD# _____)
- Applications
- Receipt
- Location Map
- HOA Map
- PON Map
- FLU Map
- Newspaper Public Notice
- 500-foot Buffer Public Notice
- Project Review
- Staff Report
- Correspondence
- Copy-all Plans Required
- Copy-Mark-Ups
- City Council Minutes – Laserfiche
- Minutes-Laserfiche
- Plat Filled Date _____
 - Cabinet # _____
 - Slide # _____

Notes: _____

Zoning Map Updated _____



DEVELOPMENT APPLICATION

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

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

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

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

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

PLATTING APPLICATION FEES:

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

SITE PLAN APPLICATION FEES:

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

ZONING APPLICATION FEES:

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

OTHER APPLICATION FEES:

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

NOTES:

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

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS 2301 S. John King, Rockwall, TX

SUBDIVISION Rockwall Heath High School 9th Grade Center LOT 2 BLOCK A

GENERAL LOCATION Rockwall 9th Grade Center - South site - at the Gene Burton Academy

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING AG CURRENT USE Public School

PROPOSED ZONING PD for NS uses PROPOSED USE Public School

ACREAGE 79.54 acres LOTS [CURRENT] 1 LOTS [PROPOSED] 1

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

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

OWNER Rockwall Independent School District APPLICANT Rockwall Independent School District

CONTACT PERSON William Salee - Executive Director of Operations CONTACT PERSON Robert Howman

ADDRESS 1191 T.L. Townsend Drive ADDRESS 4500 Fuller Drive

CITY, STATE & ZIP Rockwall, Texas 75087 CITY, STATE & ZIP Irving, Texas 75038

PHONE 469-698-7031 / 979-574-9497 PHONE 972.989.2174 (mobile)

E-MAIL will.salee@rockwallisd.org E-MAIL rahowman@glennengineering.com

NOTARY VERIFICATION [REQUIRED]

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

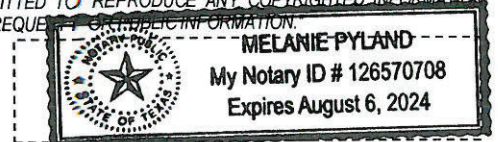
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT, AND THE APPLICATION FEE OF \$ 1,393.10 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

OWNER'S SIGNATURE

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

Handwritten signature of Melanie Pyland



MY COMMISSION EXPIRES



CHECKLIST FOR PLAT SUBMITTALS

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

Case Type:

- Minor/Amending Plat Replat
 Final Plat Preliminary Plat
 Master Plat Vacation Plat

Case Number

Reviewed By:

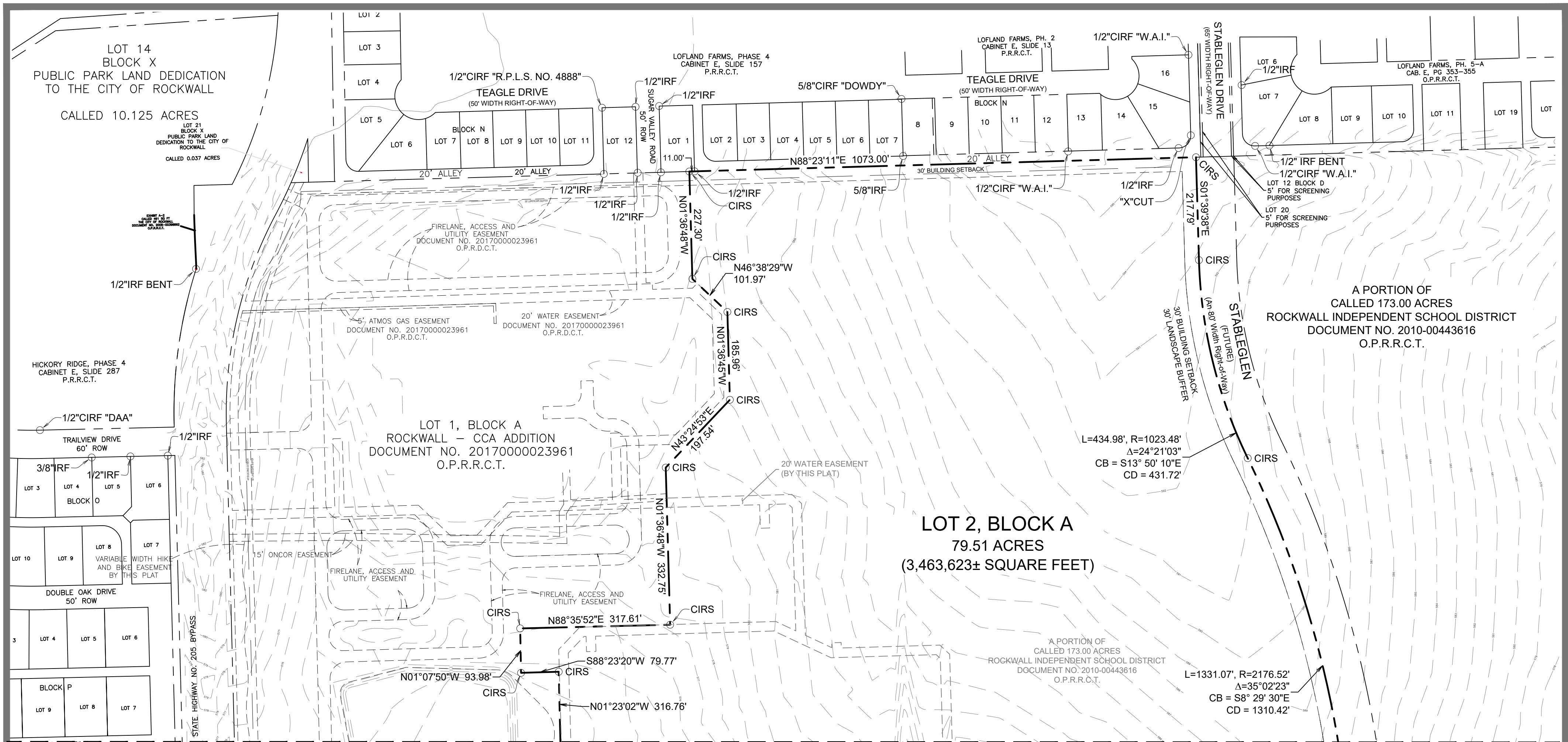
Review Date:

NOTES: The requirements listed below are based on the case type, which is indicated in the '[]' below the requirement description. On the checklist below a Replat, Minor Subdivision Plat, and Vacation Plat would be required to meet all the same requirements as a Final Plat.

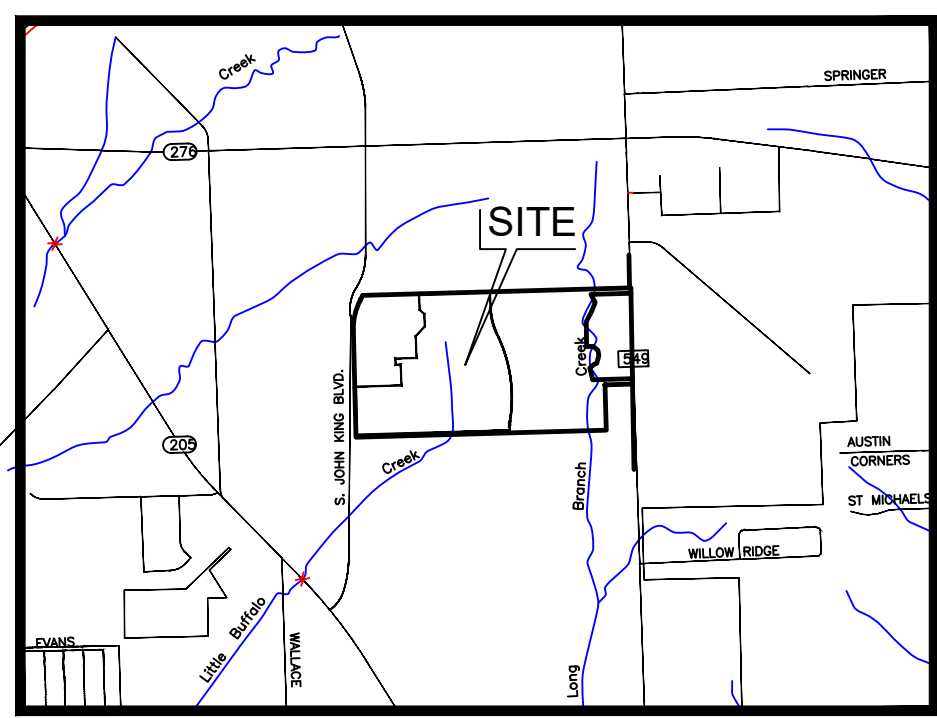
Requirements	✓= OK	N/A	Comments
Case Number [Final Plat, Preliminary Plat & Master Plat]	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The case number will be provided by staff and placed in the lower right-hand corner of all new submittals.
Items Necessary for Plat Review:			
✓ Plat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	[Final Plat, Preliminary Plat & Master Plat]
✓ Treescape Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If Applicable [Final Plat & Preliminary Plat]
✓ Landscape Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If Applicable [Final Plat & Preliminary Plat]
✓ Plat Reinstatement Request	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Check w/ Planning Staff
Submittal Requirements [Final Plat, Preliminary Plat & Master Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Four (4) large (18" x 24") folded copies and one (1) PDF digital copy of each plat is required at the time of submittal.
Engineering Information [Final Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide accurate plat dimensions with all engineering information necessary to reproduce the plat on the ground. ENGINEERING SUBMITTAL AND APPROVAL REQUIRED PRIOR TO SUBMITTING AN APPLICATION FOR FINAL PLAT.
Title Block:			
Type of Plat [Master, Preliminary, Final or Replat]			
Subdivision Name (Proposed or Approved)			
Lot / Block Designation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide the title block information in the lower right-hand corner.
Number of Lots (Proposed)			
Total Acreage			
City, State, County			
Owner, Developer, and/or Surveyor/Engineer (Name/Address/Phone Number/Date of Preparation) [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This includes the names and addresses of the sub dividers, record owner, land planner, engineer and/or surveyor. The date of plat preparation should also be put in the lower right-hand corner.
Survey Monuments/State Plane Coordinates [Final Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The location of the development is required to be tied to a Rockwall monument, or tie two (2) corners to state plan coordinates (NAD 83 State Plane Texas, North Central [7202], US Survey Feet).
Vicinity Map [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Vicinity Map should show the boundaries of the proposed subdivision relative to the rest of the city.
North Point [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The north point or north arrow must be facing true north (or straight up) on all plans, unless the scale of the drawings or scope of the project requires a different position.
Numeric and Graphic Scale [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plats should be drawn to an Engineering Scale of 1"=50', 1"=100', etc...
Subdivision (Boundary, Acreage, and Square Footage) [Final Plat, Preliminary Plat & Master Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate the subdivision boundary lines, and acreage and square footage. For Master Plats provide a schematic layout of the entire tract to be subdivided, any remainder tracts and its relationship to adjacent property and existing adjoining developments.
Lot and Block (Designation, Width, Depth and Area) [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Identification of each lot and block by number or letter. For each lot indicate the square footage and acreage or provide a calculation sheet. Also provide a lot count.
Dwelling Units/Population Density [Master Plat]	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Indicate the proposed number of dwelling units and population densities.
Building Setbacks [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Label the building lines where adjacent to a street.
Easements [Final Plat & Preliminary Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Label all existing and proposed easements relative to the site and include the type, purpose and width.
City Limits [Final Plat, Preliminary Plat & Master Plat]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate the location of the City Limits, contiguous or within the platting area.
Utilities (P)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate the locations of all existing and proposed utilities. Include the size and type of each.

Property Lines <i>[Final Plat, Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide all the proposed and platted property lines.
Streets <i>[Final Plat, Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Label all proposed and existing streets with the proposed or approved names. For Master Plats indicate the existing arterials and collector streets to serve the land to be platted consistent with the Thoroughfare Plan or proposed amendments.
Right-Of-Way and Centerline <i>[Final Plat, Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Label the right-of-way width and street centerline for each street both within and adjacent to the development.
Additional Right-Of-Way <i>[Final Plat & Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate the location and dimensions of any proposed right-of-way dedication.
Corner Clips <i>[Final Plat & Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate all existing and proposed corner clips and any subsequent dedication.
Median Openings <i>[Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Locate and identify existing and/or proposed median openings and left turn channelization.
Topographical Contours <i>[Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Topographical information and physical features to include contours at 2-foot intervals.
Flood Elevations <i>[Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Show 100-Year & 50-Year floodplain and floodway boundaries (if applicable).
Drainage Areas <i>[Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Show all drainage areas and all proposed storm drainages areas with sizes if applicable.
Wooded Areas <i>[Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate the boundaries of all adjacent wooded areas.
Zoning and Land Use Information <i>[Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate all proposed land uses, and existing and proposed zoning classifications. For Master Plats indicate the proposed major categories of land use.
Existing Man-Made Features <i>[Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate all significant man-made features such as railroad, roads, buildings, utilities or other physical structures as shown on USGS topographic maps, utility company records and city records when such features affect the plans.
Parks and Open Space <i>[Preliminary Plat & Master Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Identify the dimensions, names and description of all parks and open spaces, both existing and proposed. For Master Plats also indicate schools and other public uses as consistent with those shown in the comprehensive plan.
Proposed Improvements <i>[Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate how the proposed improvements would relate to those in the surrounding area.
Water Sources <i>[Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate water sources inside the city limits or in the extraterritorial jurisdiction (ETJ).
Sewage Disposal <i>[Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate sewage disposal method inside the city limits or in the extraterritorial jurisdiction (ETJ).
Adjacent Properties <i>[Final Plat & Preliminary Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Record owners of contiguous parcels of subdivided land, names and lot patterns of contiguous subdivisions, approved Concept Plans, reference recorded subdivision plats adjoining platted land by record name and by deed record volume and page.
Phasing Plan <i>[Master Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Designation of each phase of development within the subdivision, the order of development, and a schedule for the development of each phase of the master plan.
Dedication <i>[Final Plat, Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Indicate the boundary lines, dimensions and descriptions, of spaces to be dedicated for public use of the inhabitants of the development.
Statement of Service <i>[Master Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Provide a detailed statement of how the proposed subdivision will be served by water, wastewater, roadway and drainage facilities that have adequate capacity to serve the development.
Standard Plat Wording <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Provide the appropriate plat wording provided in the application packet that details the designation of the entity responsible for the operation and maintenance of any commonly held property and a waiver releasing the city of such responsibility, a waiver releasing the City for damages in establishment or alteration of grade.
Legal Description <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Place the Legal Description (Metes and Bounds Description/Field Notes) where indicated in the Owner's Certificate per the application packet.
Storm Drainage Improvements Statement <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Provide the appropriate statement of developer responsibility for storm drainage improvements found in the application packet.
Dedication Language <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Provide the instrument of dedication or adoption signed by the owners, which is provided in the application packet.
Seal/Signature <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Required to have the seal and signature of surveyor responsible for the surveying the development and/or the preparation of the plat.
Public Improvement Statement <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Proved the appropriate statement indicating that no building permits will be issued until all public improvements are accepted by the City as provided in the application packet.
Plat Approval Signatures <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Provide a space for signatures attesting approval of the plat.

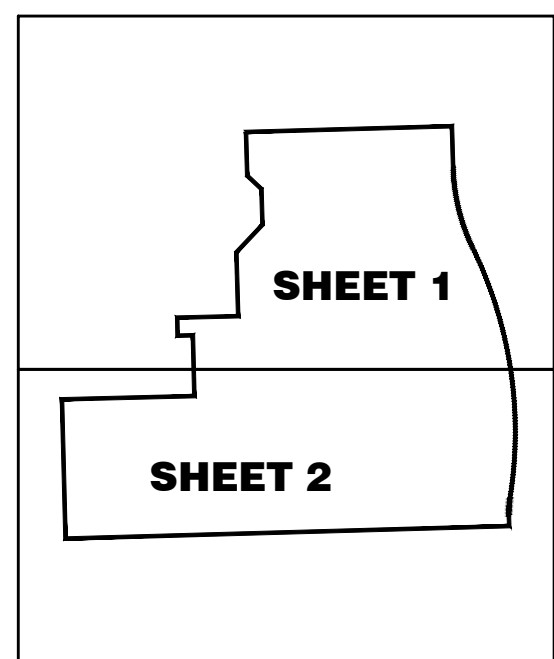
Compliance with Preliminary Plat <i>[Final Plat]</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the plat comply with all the special requirements developed in the preliminary plat review?
Review Plans with Franchise Utility Companies <i>[Final Plat, Preliminary Plat & Master Plat]</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Review the proposed plans and plat with electric, gas, cable and phone companies.



Match Line - See Sheet 2



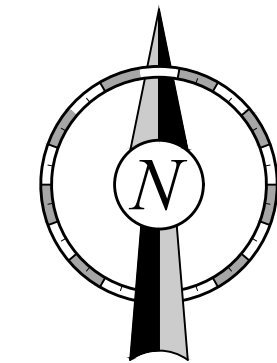
LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman



SCALE: 1" = 150'

LEGEND

- DEED RECORDS, ROCKWALL COUNTY, TEXAS
- OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
- PLAT RECORDS ROCKWALL COUNTY, TEXAS

- IRF IRON ROD FOUND
- CIRF CAPPED IRON ROD FOUND AS NOTED
- CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
- MNF MAG NAIL FOUND
- MNS MAG NAIL SET
- P.O.B. POINT OF BEGINNING

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

ROCKWALL - CCA ADDITION

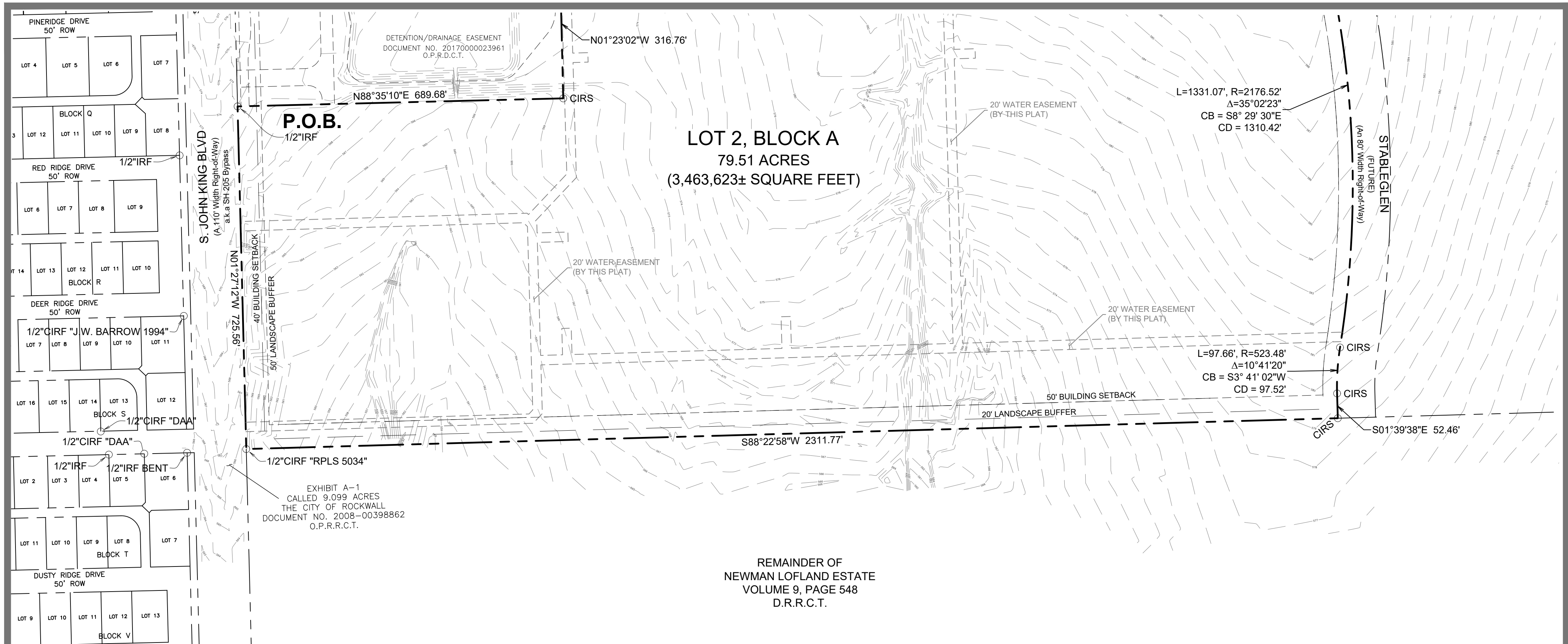
LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

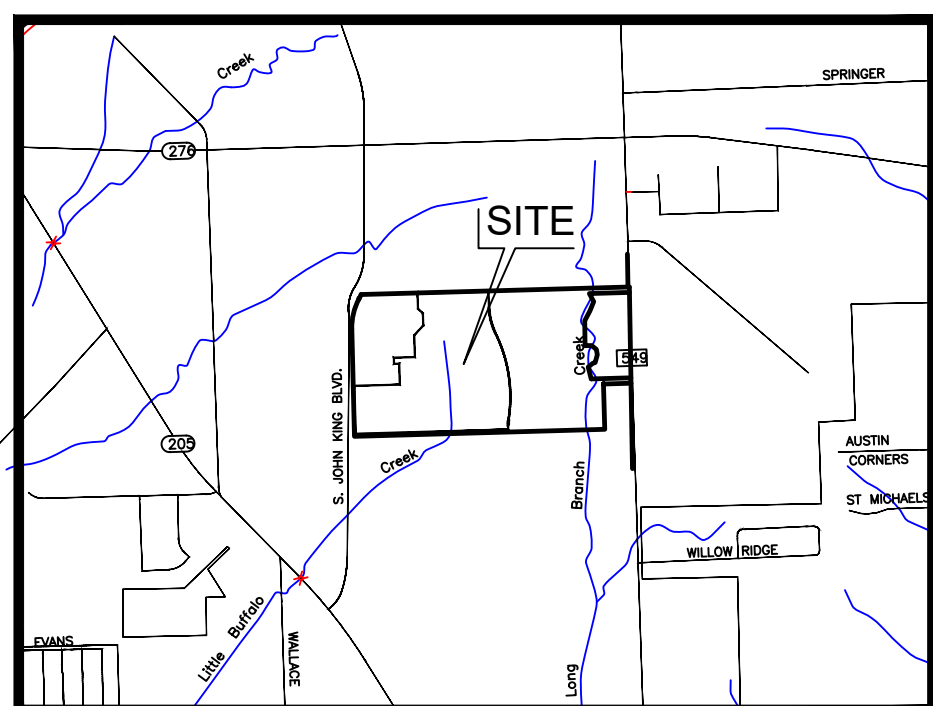
© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Fort Worth, TX 76104
Phone: (214) 484-8886
www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305	Drawn By: RAH	Sheet: 1 of 3
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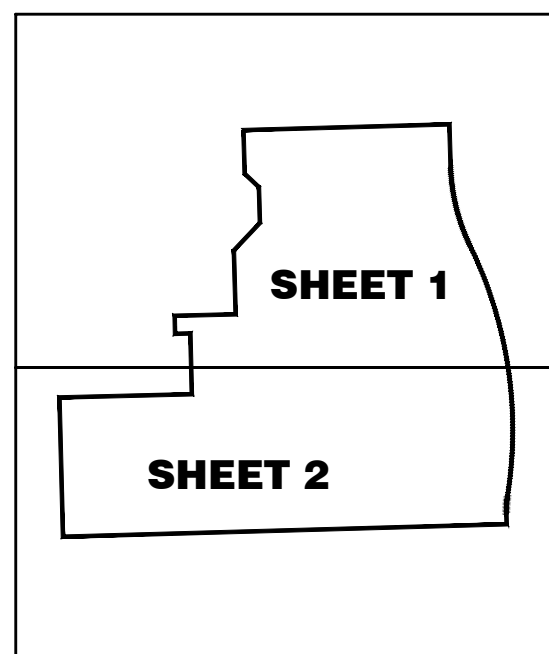


REMAINDER OF
NEWMAN LOFLAND ESTATE
VOLUME 9, PAGE 548
D.R.R.C.T.

Match Line - See Sheet 1



LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

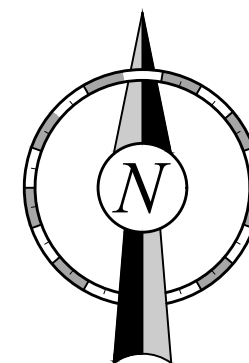
OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

LEGEND

DEED RECORDS, ROCKWALL COUNTY, TEXAS
OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
PLAT RECORDS ROCKWALL COUNTY, TEXAS

IRF IRON ROD FOUND
CIRF CAPPED IRON ROD FOUND AS NOTED
CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
MNF MAG NAIL FOUND
MNS MAG NAIL SET
P.O.B. POINT OF BEGINNING



SCALE: 1" = 150'

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT
**ROCKWALL - CCA
ADDITION**
LOT 2, BLOCK A
BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

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1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104
TBPELS #10120600
Phone: (214) 484-8586
www.bowman.com

PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 79.51 acre tract of land situated within the W.H. Baird Survey, Abstract No. 25, City of Rockwall, Rockwall County, Texas, and being all of a portion of a called 173.00 acre tract of land as described in the deed to Rockwall Independent School District recorded under Document No. 2010-00443616 of the Official Public Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 79.51 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod found at the southwest corner of Lot 1, Block A of the plat designated as "Rockwall CCA Addition" recorded under Document No. 2017000023961 of said Official Public Records, being on the east right of way line of S. John King Boulevard, a 110.00-foot right of way, as described in the deed to the City of Rockwall recorded under Document No. 2008-00398862 of said Official Public Records;

THENCE the following ten (10) calls coincident with the perimeter of said Block A:
1. NORTH 88 degrees 35 minutes 10 seconds EAST, 689.68 feet to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set (hereafter referred to as CIRS);
2. NORTH 01 degree 23 minutes 02 seconds WEST, 316.76 feet to a CIRS;
3. SOUTH 88 degrees 23 minutes 20 seconds WEST, 79.77 feet to a CIRS;
4. NORTH 01 degree 07 minutes 50 seconds WEST, 93.98 feet to a CIRS;
5. NORTH 88 degrees 35 minutes 52 seconds EAST, 317.61 feet to a CIRS;
6. NORTH 01 degree 36 minutes 48 seconds WEST, 332.75 feet to a CIRS;
7. NORTH 43 degrees 24 minutes 53 seconds EAST, 197.54 feet to a CIRS;
8. NORTH 01 degree 36 minutes 45 seconds WEST, 185.96 feet to a CIRS;
9. NORTH 46 degrees 38 minutes 29 seconds WEST, 101.97 feet to a CIRS;
10. NORTH 01 degree 36 minutes 48 seconds WEST, 227.30 feet to a CIRS set on the south line of a 20-foot Alley as dedicated on the plat designated as "Lofland Farms, Phase 4" recorded in Cabinet E, Slide 157 of the Plat Records of Rockwall County, Texas;

THENCE NORTH 88 degrees 23 minutes 11 seconds EAST, 1073.00 feet with the south line of said 20-foot Alley (being also dedicated on the plat designated as "Lofland Farms, Phase 2 recorded in Cabinet E, Slide 13 of said Plat Records) to a CIRS;

THENCE the following five (5) calls through the interior of said called 173.00 acre tract of land:
1. SOUTH 01 degree 39 minutes 38 seconds EAST, 217.79 feet to a tangent curve;
2. southerly, coincident with said tangent curve, concave to the EAST, having a radius of 1023.48 feet and a chord bearing and distance of SOUTH 13 degrees 50 minutes 10 seconds EAST, 431.72 feet, an arc length of 434.98 feet to the point of reverse curve;
3. southerly, coincident with said reverse curve, concave to the west, having a radius of 2176.52 feet and a chord bearing and distance of SOUTH 08 degrees 29 minutes 30 seconds EAST, 1310.42 feet, an arc length of 1331.07 feet to the point of reverse curve;
4. southerly, coincident with said reverse curve, concave to the east, having a radius of 523.48 feet and a chord bearing and distance of SOUTH 03 degrees 41 minutes 02 seconds WEST, 97.52 feet, an arc length of 97.66 feet;
5. SOUTH 01 degree 39 minutes 38 seconds EAST, 52.46 feet to a CIRS set on the south line of said called 173.00 acre tract of land;

THENCE SOUTH 88 degrees 22 minutes 58 seconds WEST, 2311.77 feet with the south line of said called 173.00 acre tract of land to a 1/2-inch capped iron rod stamped "RPLS 5034" found at its southwest corner and being on the east right of way line of said S. John King Boulevard;

THENCE NORTH 01 degree 27 minutes 12 seconds WEST, 725.56 feet with the east right of way line of said S. John King Boulevard to the POINT OF BEGINNING containing 79.51 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL - CCA ADDITION, LOT 2, BLOCK A, a** subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

- No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
- Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
- The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
- The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
- The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
- No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
- Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

- The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
- NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
- All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
- Lot, block and ROW corners will be set after substantial completion of the infrastructure.

GENERAL NOTES:

- It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSL & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or relied upon as a final survey document. Released to the City for review. 2022-06

ROBERT A. HANSEN
LSL & REGISTERED PROFESSIONAL
LAND SURVEYOR, NO. 6439
RHANSEN@BOWMAN.COM
DATE:

STATE OF TEXAS
COUNTY OF
ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

RECOMMENDED FOR FINAL APPROVAL:

Planning & Zoning Commission, Chairman *Date*

APPROVED:
I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 2022.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, 2022.

Mayor, City of Rockwall *City Secretary* *City Engineer*

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

**ROCKWALL - CCA
ADDITION**

LOT 2, BLOCK A

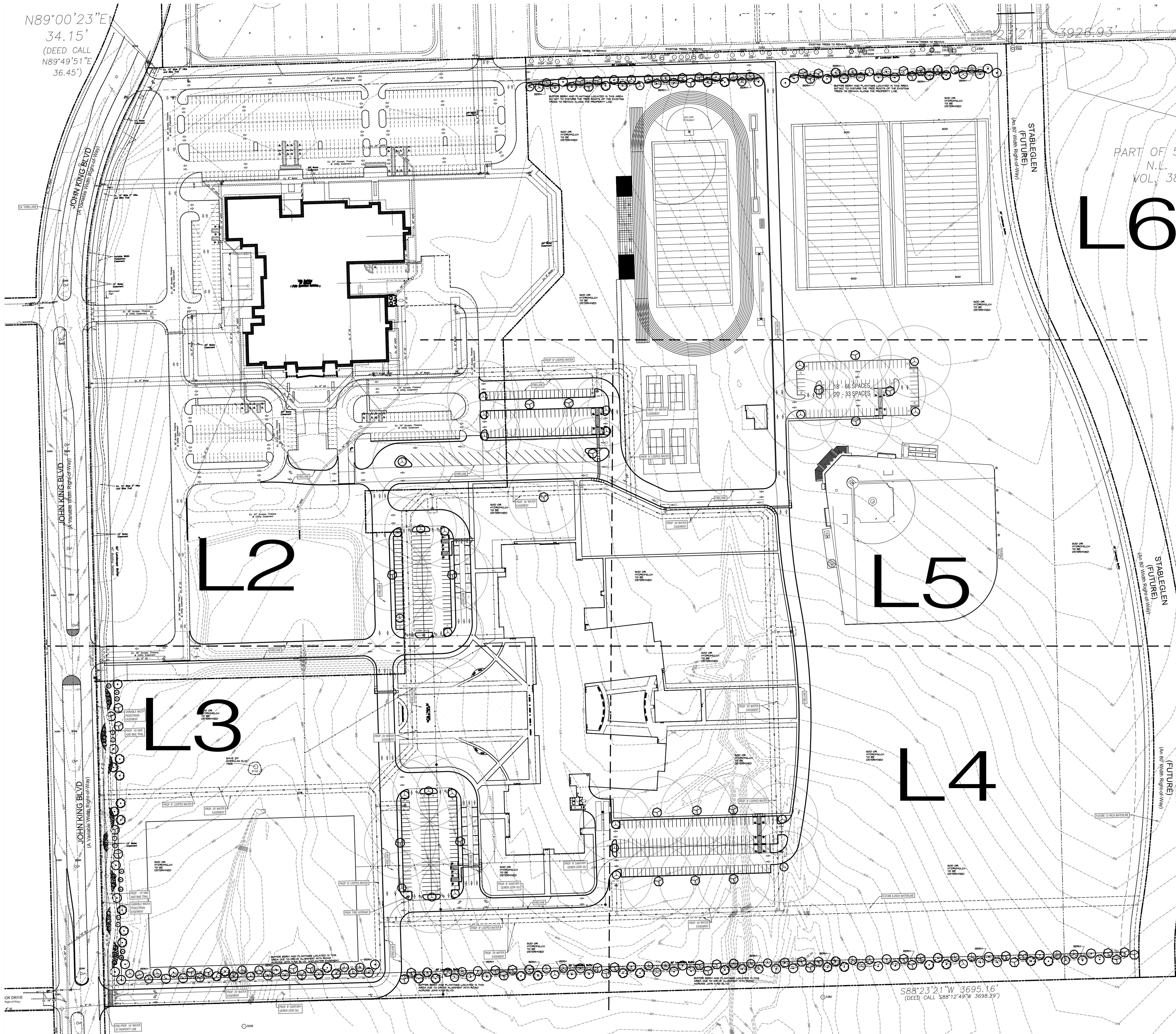
BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY , ABSTRACT NUMBER 25
CITY OF ROCKWALL , ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Phone: (214) 484-8886
Fort Worth, TX 76104 www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 3 of 3

N89°00'23"E
34.15'
(DEED CALL
N89°49'51"E
36.45')



PART OF 58
N.L. L
VOL. 38,

L6

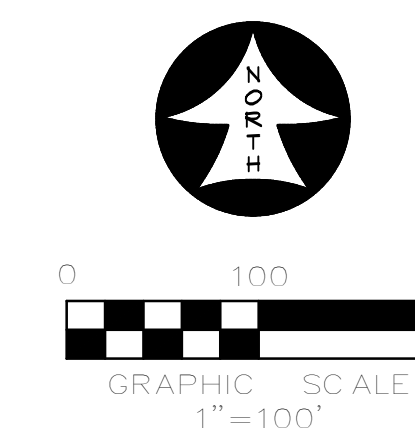
L2

L5

L3

L4

SITE DATA SUMMARY	
EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2202-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	150,170 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	109,151 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
TOTAL FLOOR AREA (TOTAL FLOOR AREA)	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.05:1
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	137'-10" (2 STORIES)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	304 SPACES
PARKING SURFACE	209 SPACES
9.0x20.0	19 SPACES
15.0x30.0	532 SPACES
TOTAL PARKING PROVIDED	



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

CORGAN ■
401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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6	

REVISIONS	

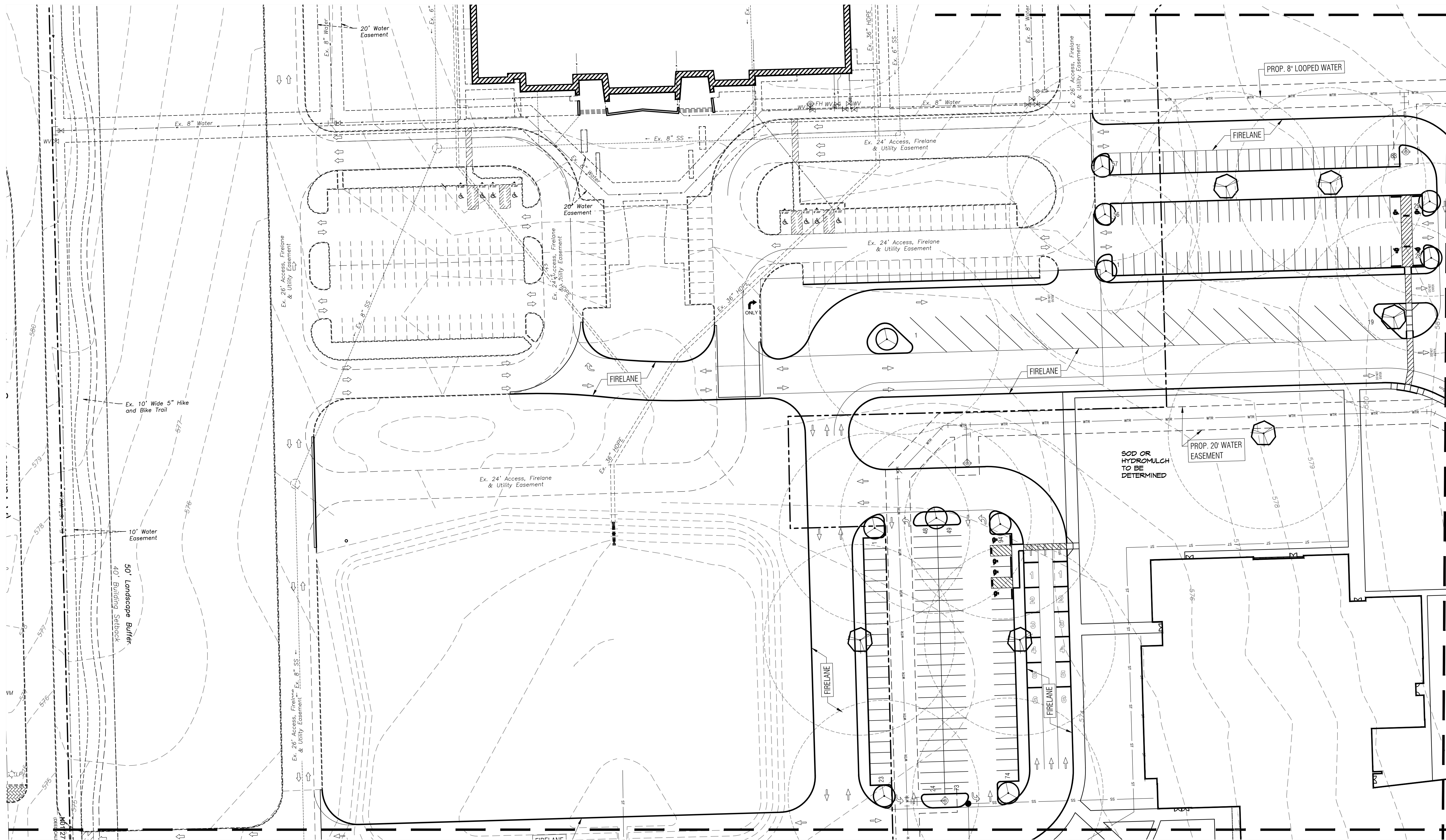
THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

OVERALL
LANDSCAPE PLAN

JOB 21572.0000
DATE 06/07/22
SHEET L1



MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L3

MATCHLINE SEE SHEET L5

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
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ROCKWALL-HEATH NINTH GRADE CENTER

S. JOHN KING BOULEVARD
ROCKWALL ISD

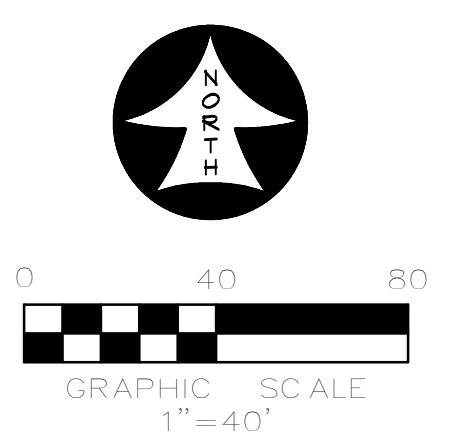
LANDSCAPE PLAN
AREA A

JOB 21572.0000
DATE 06/07/22
SHEET

L 2

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].



Planning & Zoning Commission, Chairman
Director of Planning and Zoning

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L2

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES

1	06/07/22	PERMIT REVIEW
2		
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6		

REVISIONS

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FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

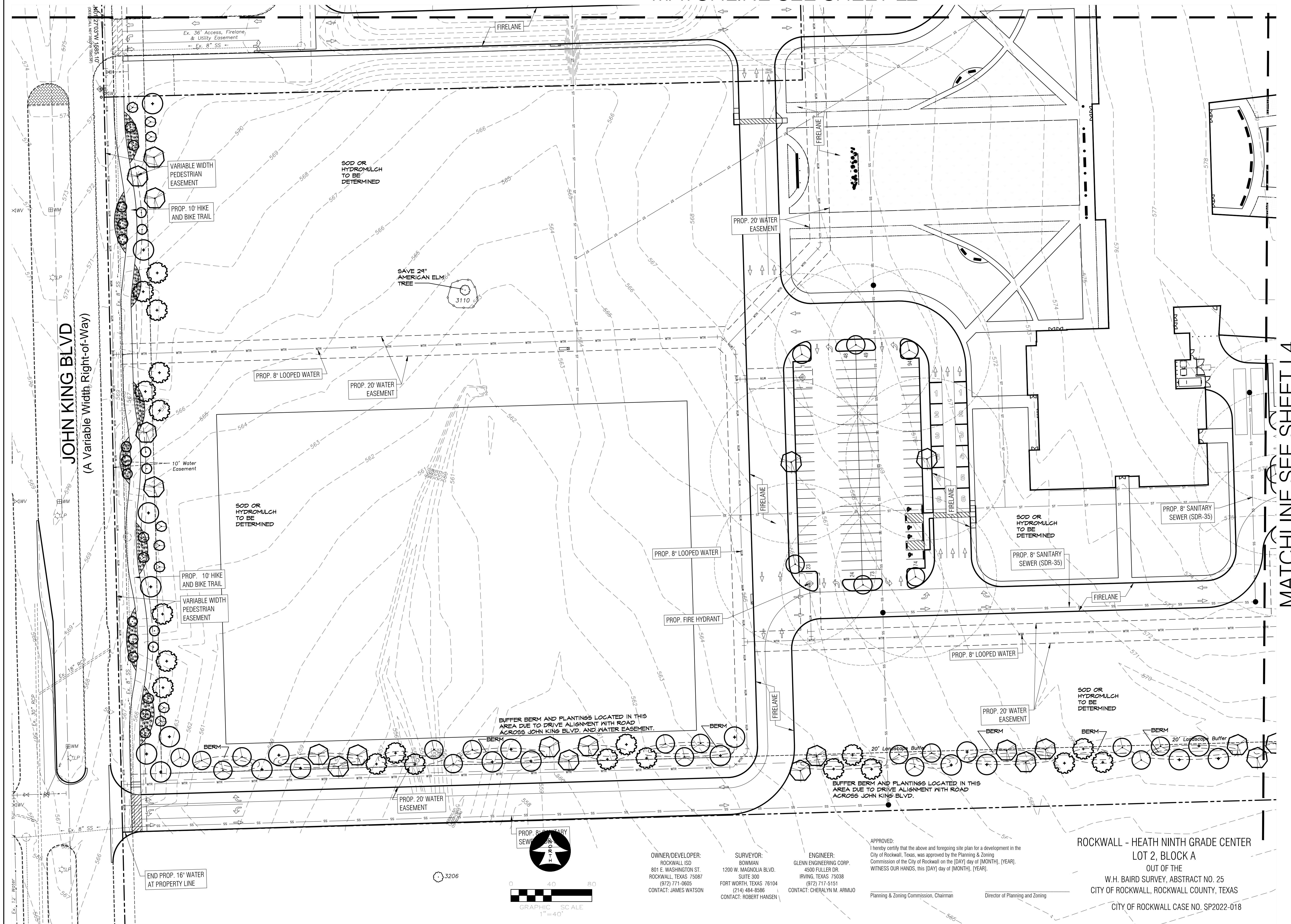
**ROCKWALL-HEATH
NINTH GRADE CENTER**

S. JOHN KING BOULEVARD
ROCKWALL ISD

**LANDSCAPE PLAN
AREA B**

JOB 21572.0000
DATE 06/07/22
SHEET

L 3

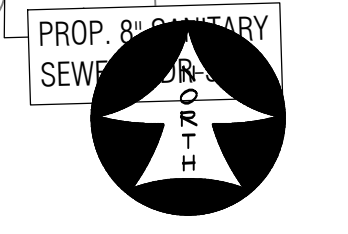


JOHN KING BLVD
(A Variable Width Right-of-Way)

MATCHLINE SEE SHEET L4

BUFFER BERM AND PLANTINGS LOCATED IN THIS AREA DUE TO DRIVE ALIGNMENT WITH ROAD ACROSS JOHN KING BLVD. AND WATER EASEMENT.

20' Landscape Buffer
BUFFER BERM AND PLANTINGS LOCATED IN THIS AREA DUE TO DRIVE ALIGNMENT WITH ROAD ACROSS JOHN KING BLVD.



OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

APPROVED:
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WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

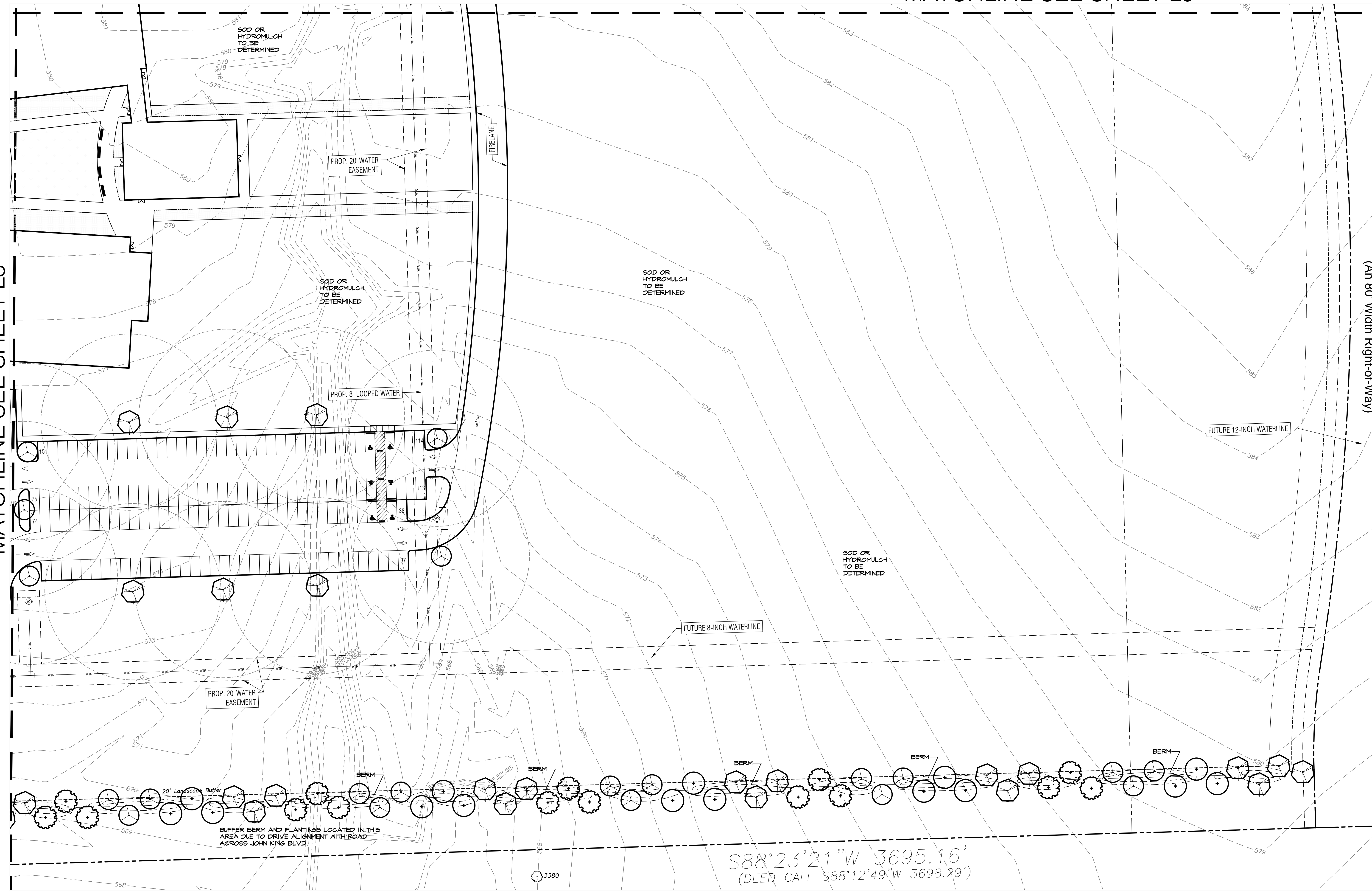
ROCKWALL - HEATH NINTH GRADE CENTER

LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

CITY OF ROCKWALL CASE NO. SP2022-018

END PROP. 16" WATER AT PROPERTY LINE

3206



CORGAN
 401 N. Houston St
 Dallas, TX 75202
 T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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REVISIONS	

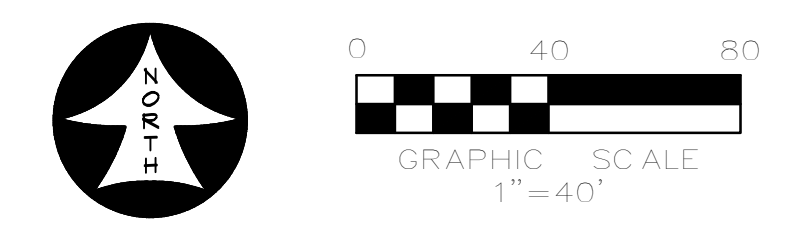
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RAMSEY LANDSCAPE ARCHITECTS, LLC
 11914 WISHING WELL CT.
 FRISCO, TEXAS 75035
 PHONE (972) 335-0889
 FAX (469) 382-5433
 EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
 NINTH GRADE CENTER**
 S. JOHN KING BOULEVARD
 ROCKWALL ISD

LANDSCAPE PLAN
 AREA C

S88°23'21"W 3695.16'
 (DEED CALL S88°12'49"W 3698.29')



OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMUO

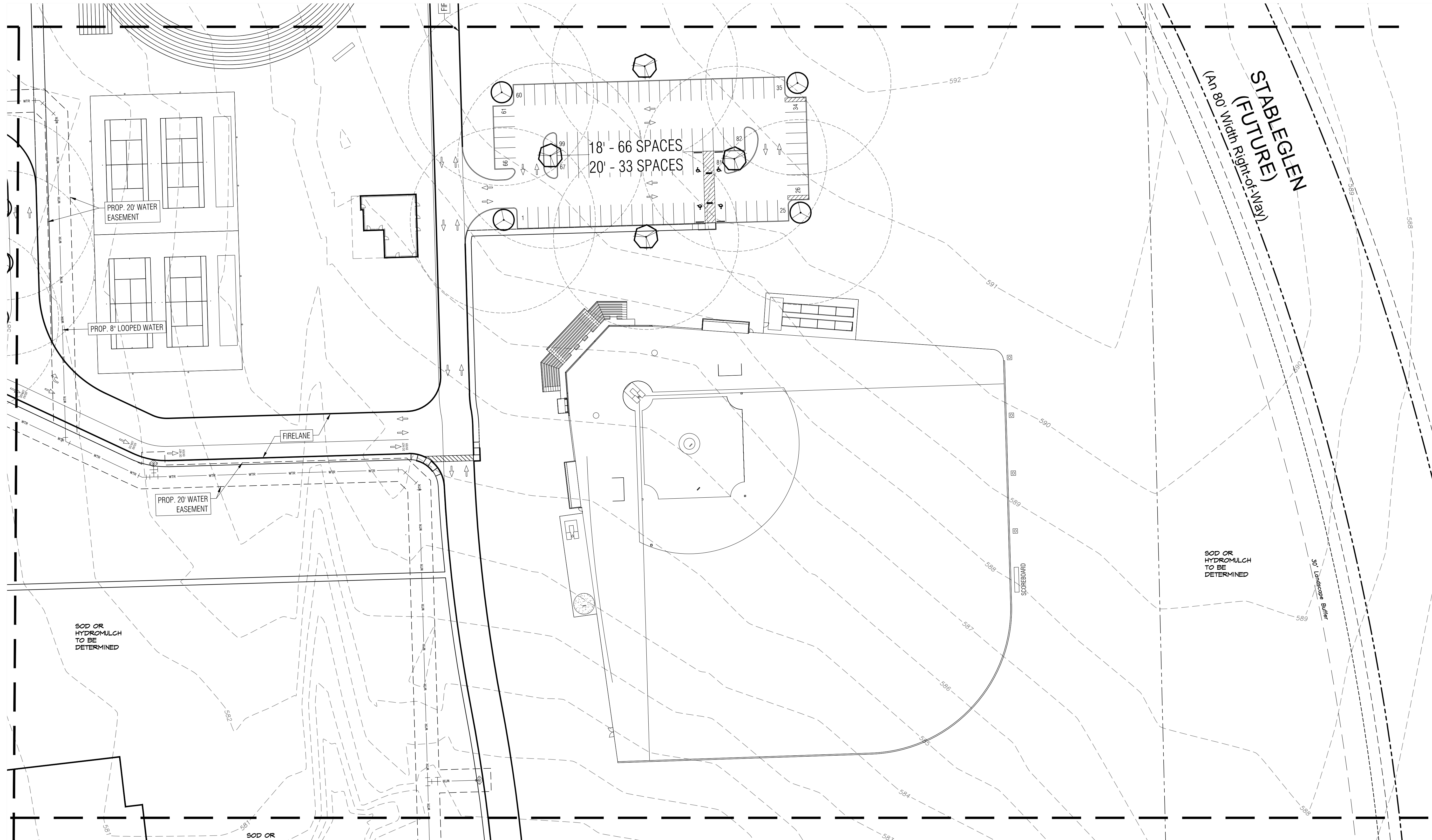
APPROVED:
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ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

JOB 21572.0000
DATE 06/07/22
SHEET

MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L2



MATCHLINE SEE SHEET L4

CORGAN

401 N. Houston St
Dallas, TX 75202
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ISSUES	
1	06/07/22 PERMIT REVIEW
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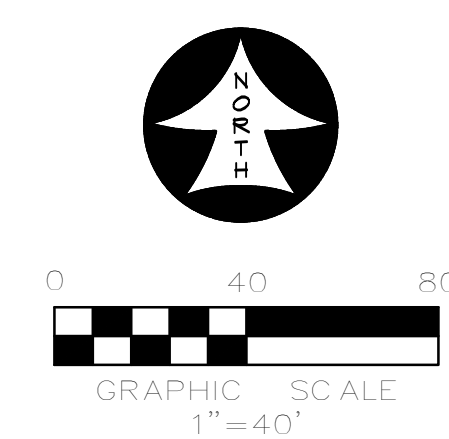
**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN
AREA D

JOB 21572.0000
DATE 06/07/22
SHEET L 5

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
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CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

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

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
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1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

ISSUES

1	06/07/22	PERMIT REVIEW
2		
3		
4		
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6		

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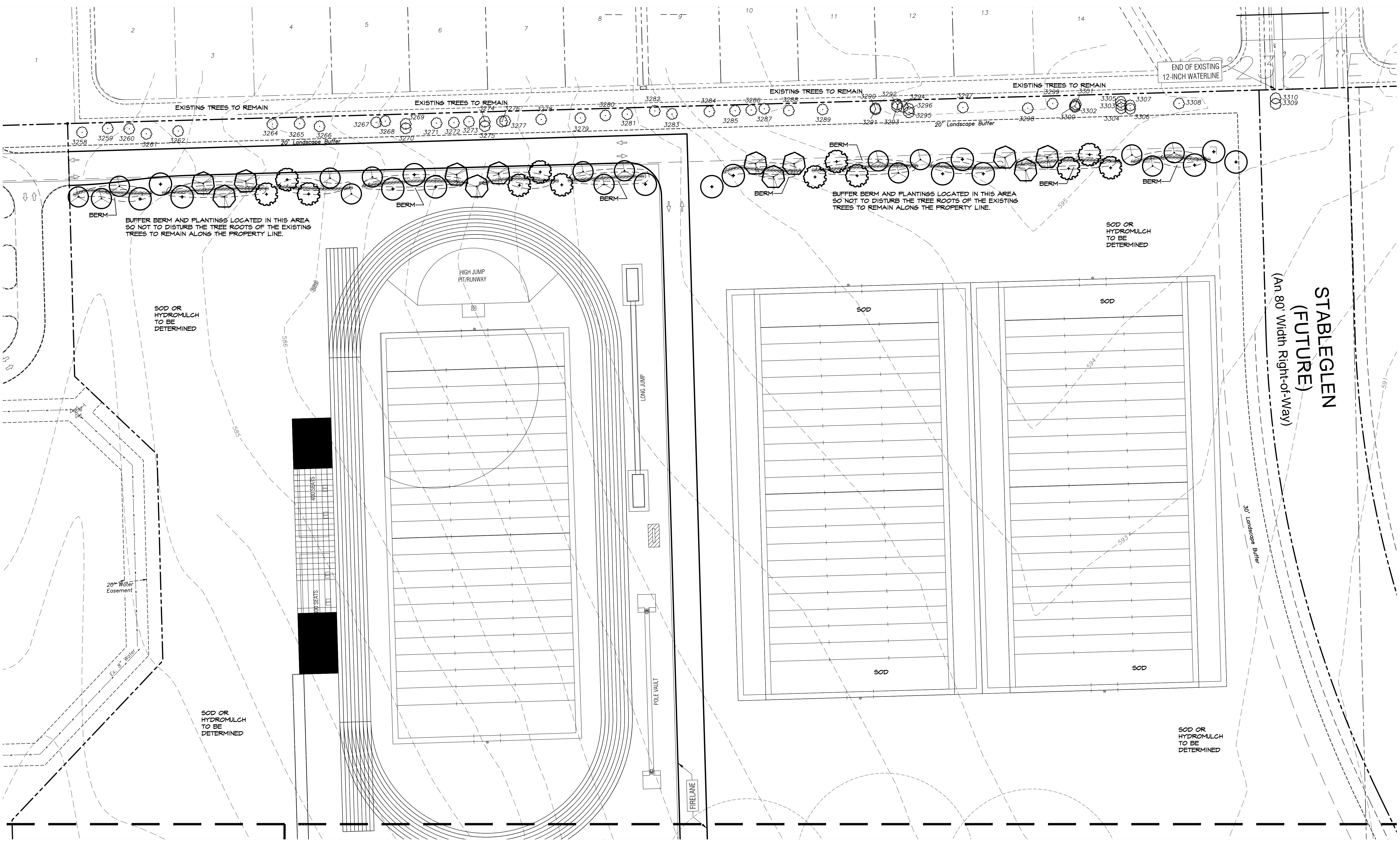
**ROCKWALL-HEATH
NINTH GRADE CENTER**

S. JOHN KING BOULEVARD
ROCKWALL ISD

**LANDSCAPE PLAN
AREA E**

JOB 21572.0000
DATE 06/07/22
SHEET

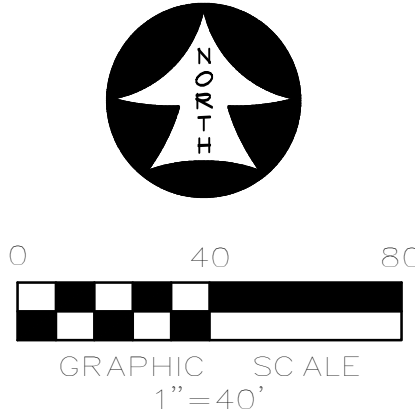
L 6



MATCHLINE SEE SHEET L2

MATCHLINE SEE SHEET L5

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



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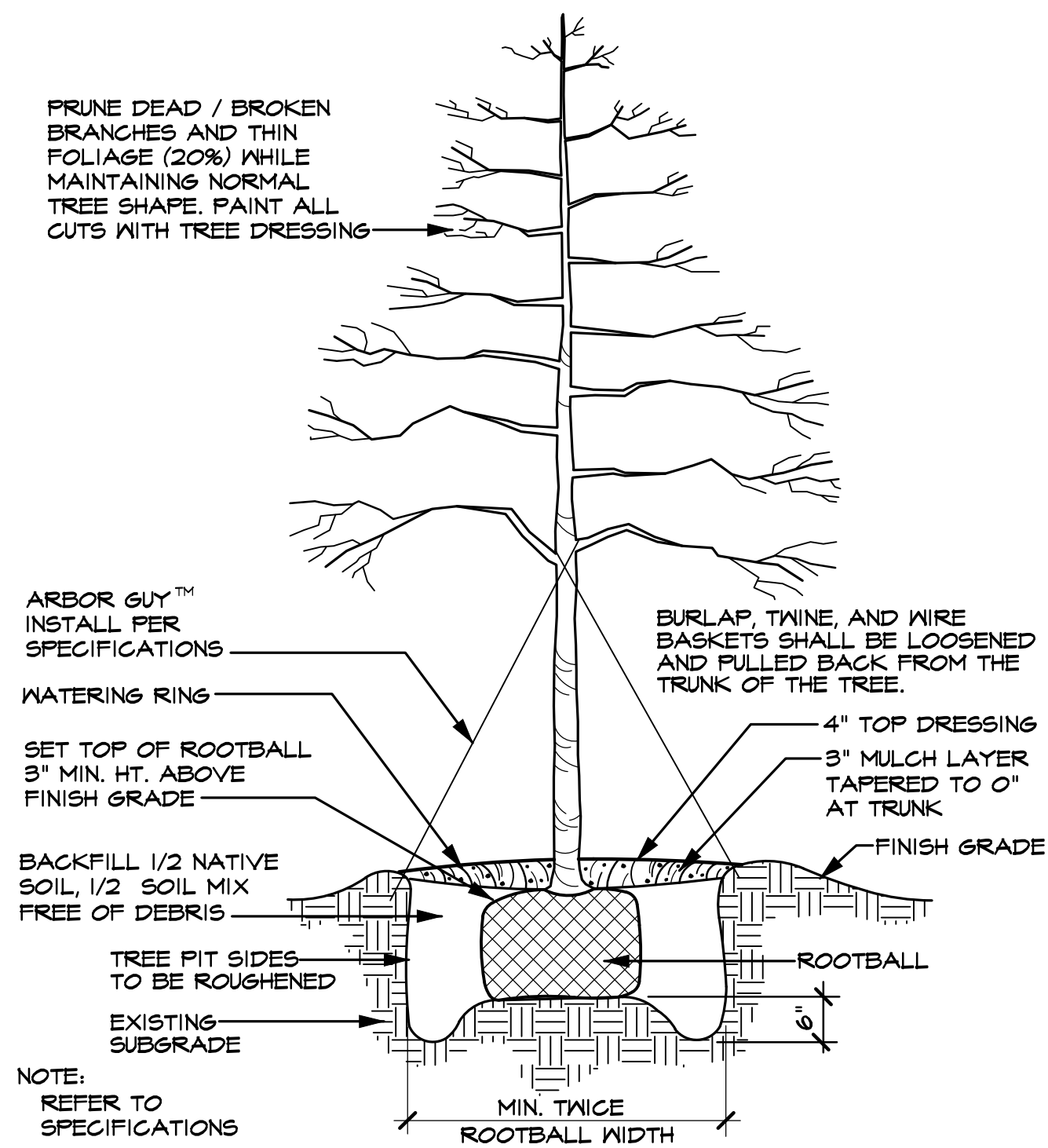
Planning & Zoning Commission, Chairman
Director of Planning and Zoning

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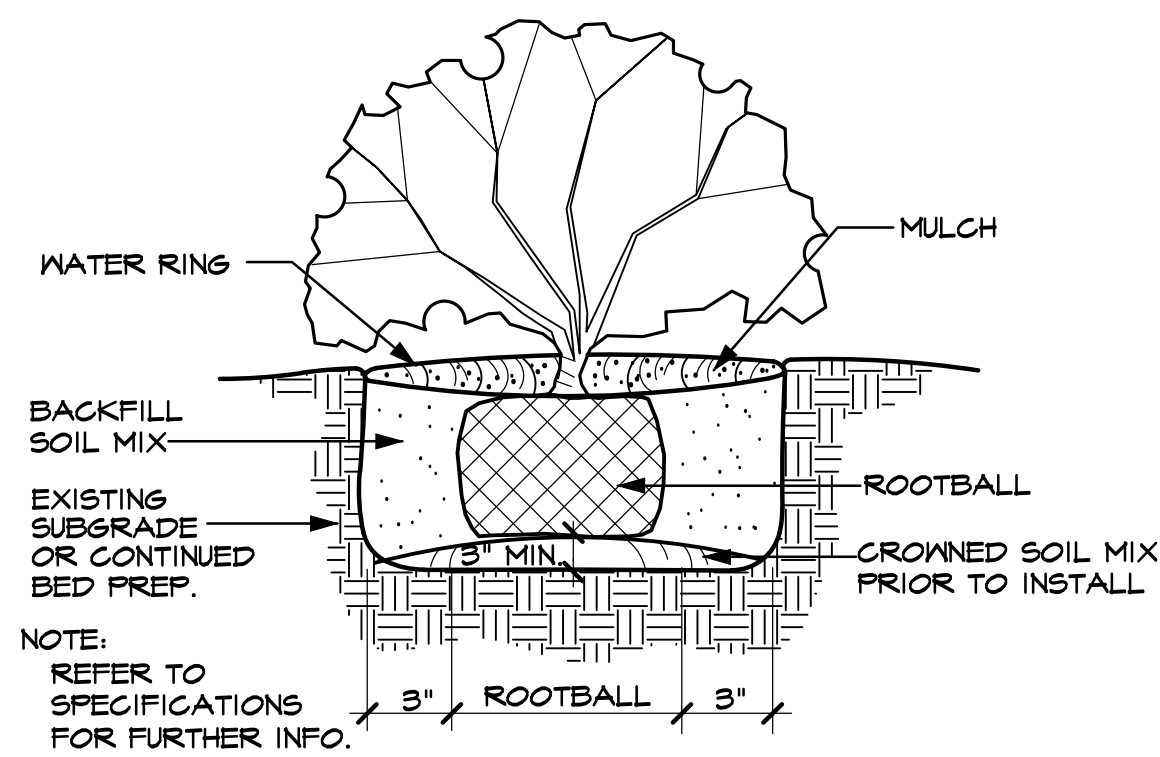
ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUO

CITY OF ROCKWALL CASE NO. SP2022-018



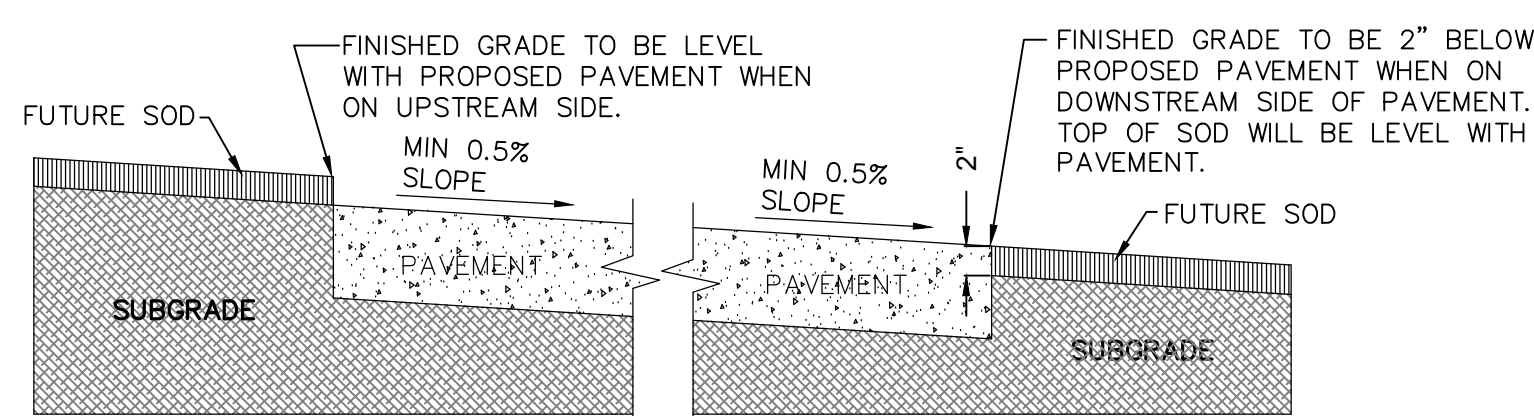
TREE PLANTING DETAIL (TYPICAL)

SCALE: N.T.S.



SHRUB PLANTING DETAIL (TYPICAL)

SCALE: N.T.S.



GRADING DETAIL FOR PAVEMENT WITHOUT CURB

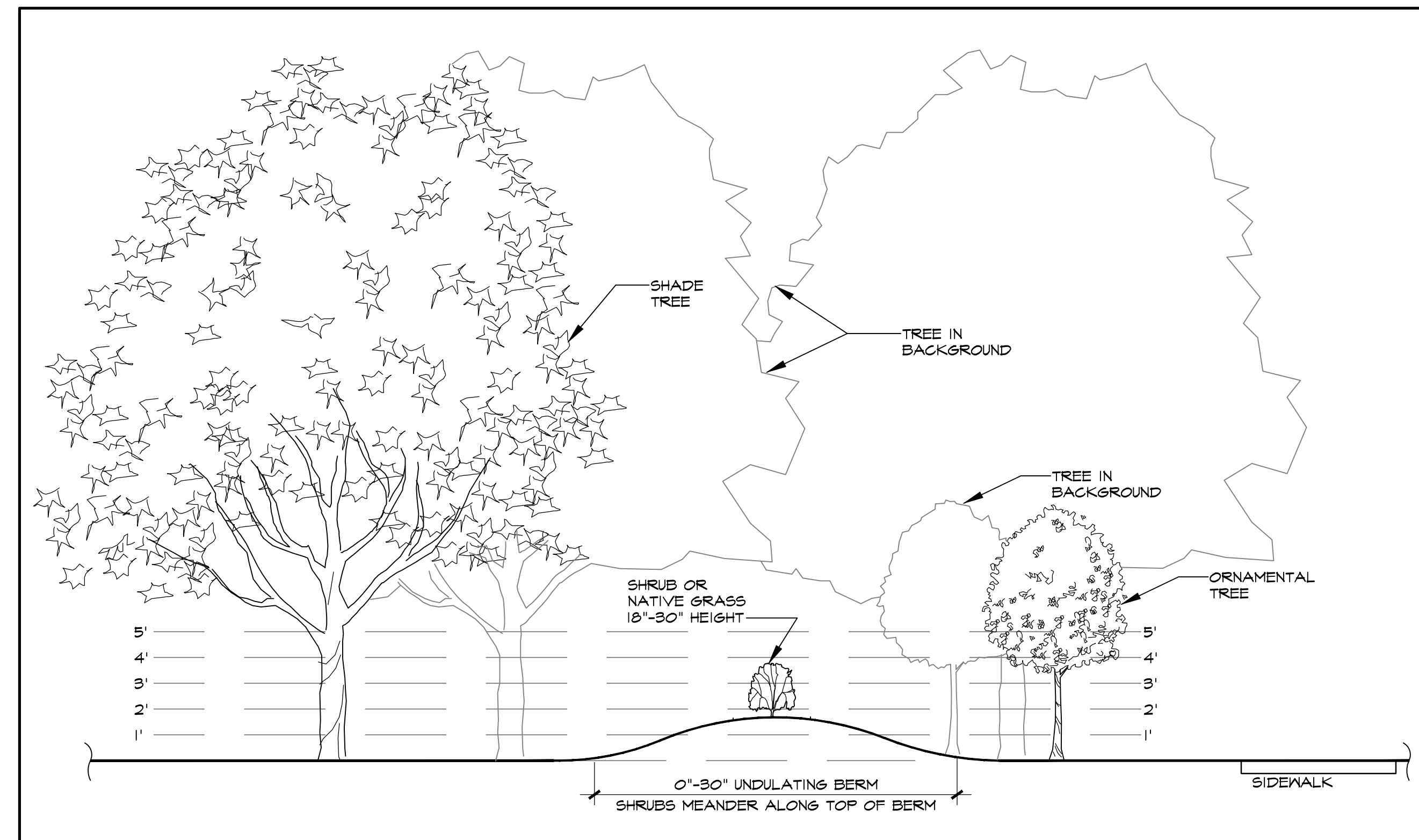
SCALE: N.T.S.

TREES					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE & CONDITION
51		LIVE OAK	Live Oak	<i>Quercus virginiana</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
48		RED OAK	Shumard Red Oak	<i>Quercus shumardii</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
65		LACEBARK	Lacebark Elm	<i>Ulmus parvifolia</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
72		PISTACHIO	Chinese Pistachio	<i>Pistacia chinensis</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
15		T. YAUPON	Yaupon Holly	<i>Ilex vomitoria</i>	3/4" caliper per trunk, 5 trunk min., 6' Ht./4' spread, container, female - heavy berried tree form, limbed to 3'
15		RED BUD	Oklahoma Red Bud	<i>Cercis canadensis 'oklahoma'</i>	5'-6" ht, 3'-4" spread, container

SHRUBS					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE AND CONDITION
293		P. MUHLY	Pink Muhly Grass	<i>Muhlenbergia capillaris</i>	5 gallon, 18" Ht./18" full
242		D. MAIDEN	Dwarf Maiden Grass	<i>Miscanthus sinensis 'Adagio'</i>	5 gallon, 18" Ht./18" full

GROUND COVER					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE AND CONDITION
AS SHOWN		SOD	Common Bermuda Grass	<i>Cynodon dactylon</i>	Sod refer to specifications
AS SHOWN		HYDRO	Common Bermuda Grass	<i>Cynodon dactylon</i>	Hydromulch refer to specifications

LANDSCAPE CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES



LANDSCAPE BUFFER SECTION

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

LANDSCAPE TABULATIONS

NORTH RESIDENTIAL BUFFER
 20' BUFFER, BERM, 3 TIER SCREENING, 1-SMALL/MID SHRUBS, 2-L6 SHRUBS OR ACCENT TREES, 3-CANOPY MIN. 20' CENTERS, BERM+SHRUB MIN. 48" TOTAL.
 NORTH RESIDENTIAL BUFFER REQUIRED 30' BUFFER
 NORTH BUFFER PROVIDED 30' BUFFER
 BUFFER TREES REQUIRED (1,073 LF / 20' =) 54 TREES
 NORTH BUFFER PROVIDED 54 TREES
 SHRUBS PROVIDED 293 SHRUBS
 ACCENT TREES PROVIDED (EXIST. HACKBERRY TREES) 40 EX. TREES

SOUTH RESIDENTIAL BUFFER
 20' BUFFER, BERM, CANOPY MIN. 20' CENTERS
 NORTH RESIDENTIAL BUFFER REQUIRED 20' BUFFER
 NORTH BUFFER PROVIDED 20' BUFFER
 BUFFER TREES REQUIRED (2,312 LF / 20' =) 116 TREES
 NORTH BUFFER PROVIDED 116 TREES

JOHN KING STREET BUFFER LANDSCAPING
 JOHN KING - 50' BUFFER, 30" SHRUBBERY, 3 CANOPY/4 ACCENT TREES PER 100LF.
 JOHN KING STREET BUFFER REQUIRED 50' BUFFER
 BUFFER PROVIDED 50' BUFFER

JOHN KING BUFFER TREES REQUIRED (126 LF/100 LF =) 73 UNITS
 BUFFER TREES REQ. (CAN. 3x7.3=22, ACC. 4x7.3=29 22 CANOPY/29 ACCENT
 BUFFER TREES PROVIDED 22 CANOPY/29 ACCENT

PARKING LOT LANDSCAPING
 LOT WITH 2 ROWS HAVE GREATER OF 5% OR 200 SF LANDSCAPE, IF LOT OVER 20,000 SF 1 LG TREE PER 10 SPACES INTERIOR TO LOT, MAX 80 LF FROM TREE TO SPACE.
 PARKING SPACES 544 SPACES
 PARKING LANDSCAPE REQUIRED (50,130 SF X 5% =) 7507 SF
 PARKING LANDSCAPE PROVIDED 12,050 SF

AMOUNT OF LANDSCAPING
 % LANDSCAPE BY ZONING, COMMERCIAL 15%, 50% LOCATED FRONT AND SIDE, DETENTION LANDSCAPED GRASSES, SHRUBS, TREES IN NATURAL MANNER, 1 TREE PER 750 SF OF DRY LAND AREA.
 SITE AREA 3,464,960 SF
 SITE LANDSCAPE REQUIRED 3,464,960 SF X 15% =) 519,744 SF
 SITE LANDSCAPE PROVIDED 1,927,482 SF
 % LANDSCAPE PROVIDED FRONT/SIDE (89%) 463,430 SF
 SITE IMPERVIOUS AREA 1,426,672 SF

ALL REQUIRED LANDSCAPE AREAS TO RECEIVE AUTOMATIC UNDERGROUND IRRIGATION WITH RAIN AND FREEZE PROTECTION TO MEET REQUIREMENTS OF UDC.

CORGAN

401 N. Houston St
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ISSUES

1	06/07/22	PERMIT REVIEW
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RAMSEY LANDSCAPE ARCHITECTS, LLC

11914 WISHING WELL CT.
 FRISCO, TEXAS 75035
 PHONE (972) 335-0889
 FAX (469) 382-5433
 EMAIL: MIKE.RLA@ATT.NET

ROCKWALL-HEATH NINTH GRADE CENTER
 S. JOHN KING BOULEVARD
 ROCKWALL ISD

APPROVED:
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 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (972) 771-0605
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

LANDSCAPE DETAILS

JOB 21572.0000
DATE 06/07/22
SHEET

N89°00'23"E
34.15'
(DEED CALL
N89°49'51"E
36.45')

23'21" 3926.93'

PART OF 58
N.L. L.C.
VOL. 38

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
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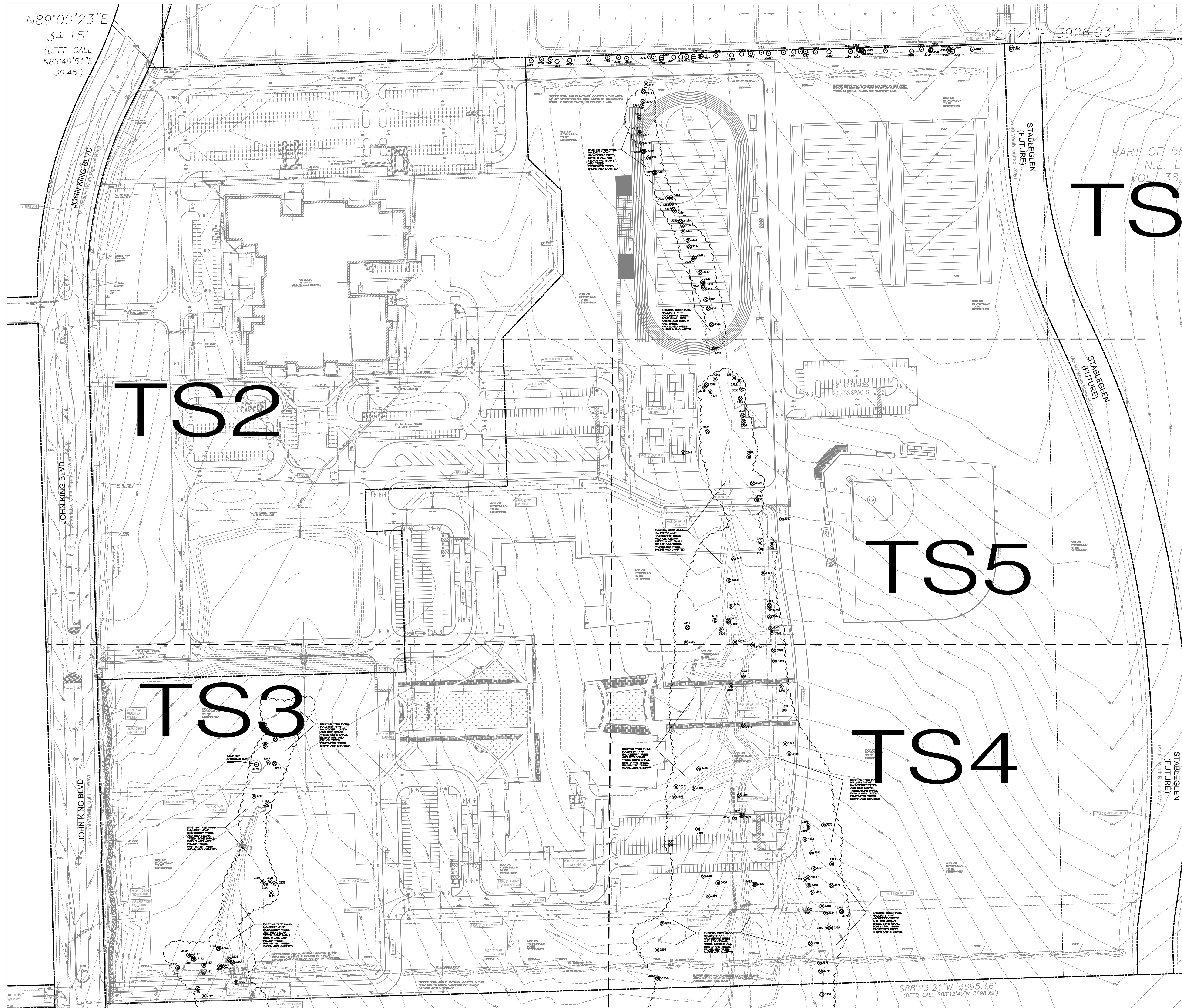
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FAX (469) 362-5433
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**OVERALL
TREESCAPE
PLAN**

JOB 21572.0000
DATE 06/07/22
SHEET TS 1

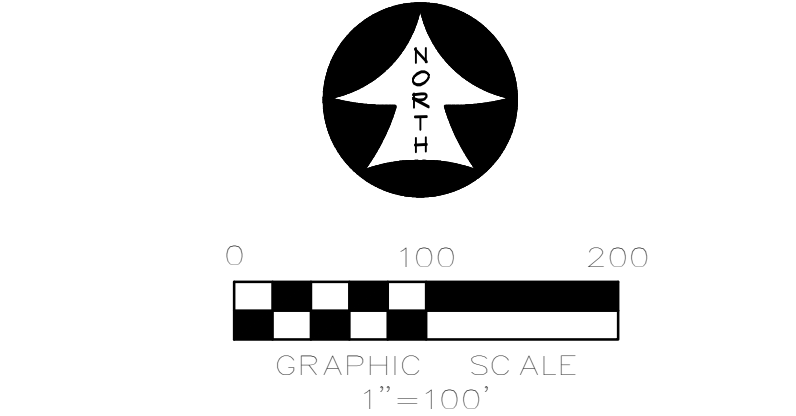


EXISTING TREE LEGEND

	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED

SITE DATA SUMMARY

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	
PROPOSED FIRST FLOOR	150,170 S.F.
PROPOSED SECOND FLOOR	41,019 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
FLOOR AREA RATIO	150,170 S.F./3,464,762 S.F. = 4.33%
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
9.0x18.0'	304 SPACES
9.0x20.0'	208 SPACES
15.0x30.0'	19 SPACES
TOTAL PARKING PROVIDED	532 SPACES



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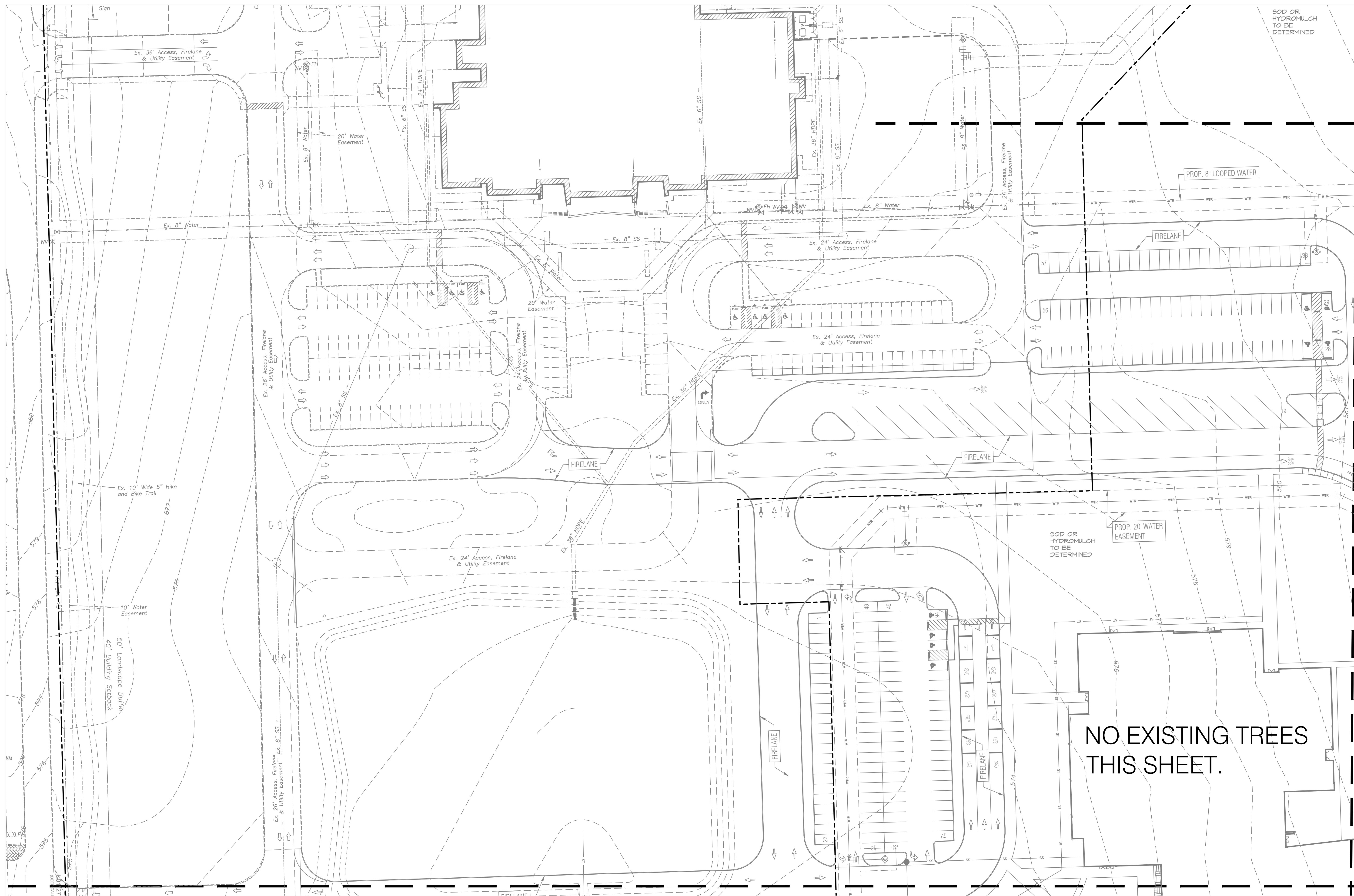
Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD 801 E. WASHINGTON ST. ROCKWALL, TEXAS 75087 CONTACT: JAMES WATSON	SURVEYOR: BOWMAN 1200 W. MAGNOLIA BLVD. SUITE 300 FORT WORTH, TEXAS 76104 CONTACT: ROBERT HANSEN	ENGINEER: GLENN ENGINEERING CORP. 4500 FULLER DR. IRVING, TEXAS 75038 (972) 717-5151 CONTACT: CHERALYN M. ARMILO
--	--	--

CITY OF ROCKWALL CASE NO. SP2022-018

S88°23'21"W 3695.16'
(DEED CALL S88°12'49"W 3698.29')



MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3

NO EXISTING TREES
THIS SHEET.

CORGAN

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ISSUES	
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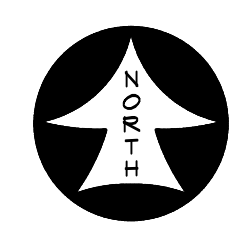
ROCKWALL-HEATH NINTH GRADE CENTER

S. JOHN KING BOULEVARD
ROCKWALL ISD

TREESCAPE
PLAN AREA A

JOB 21572.0000
DATE 06/07/22
SHEET

TS 2



OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
CONTACT: ROBERT HANSEN

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Planning & Zoning Commission, Chairman

Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
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CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L2

CORGAN

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ROCKWALL-HEATH NINTH GRADE CENTER

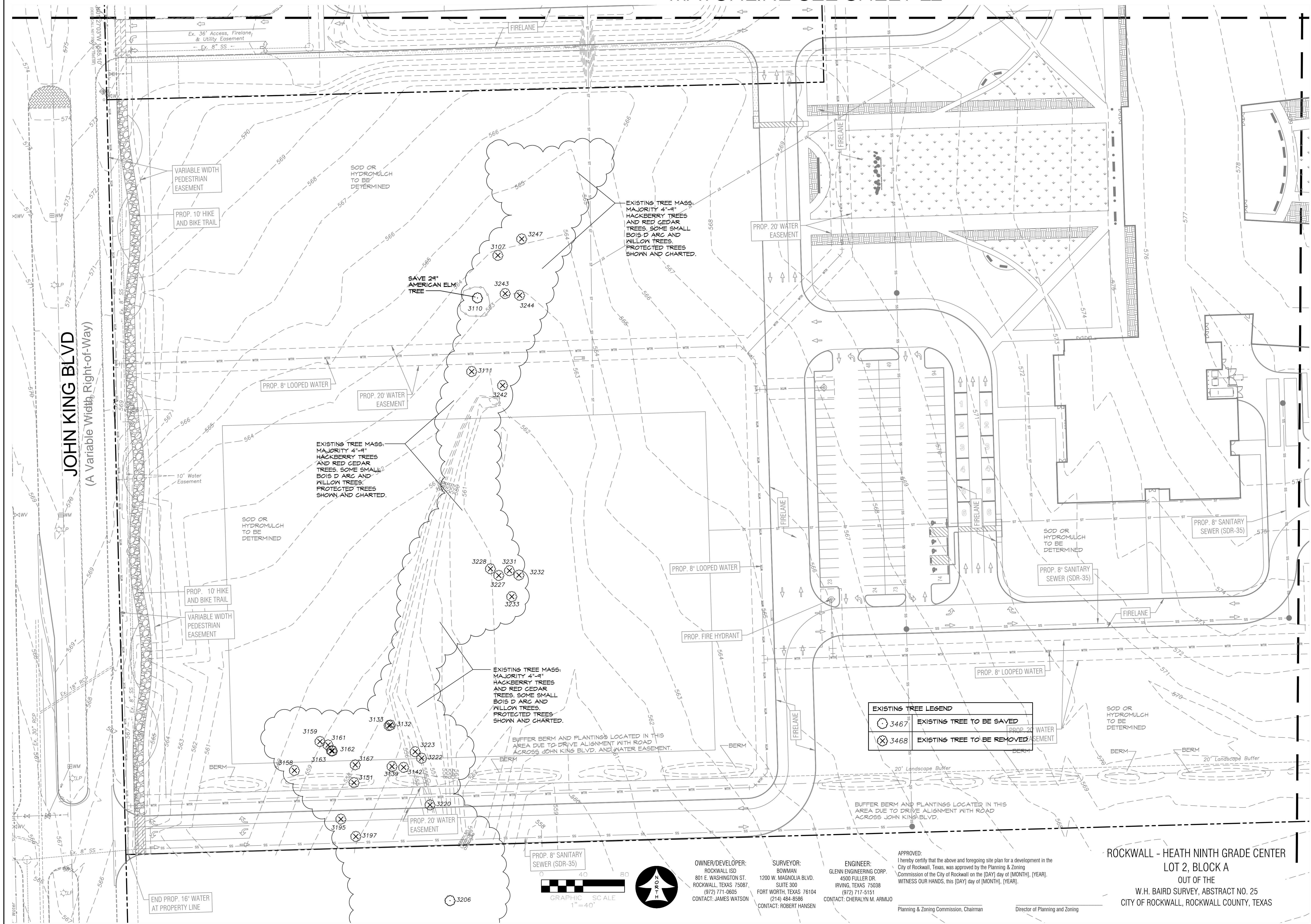
S. JOHN KING BOULEVARD
ROCKWALL ISD

TREESCAPE PLAN AREA B

JOB 21572.0000
DATE 06/07/22
SHEET

TS 3

CITY OF ROCKWALL CASE NO. SP2022-018

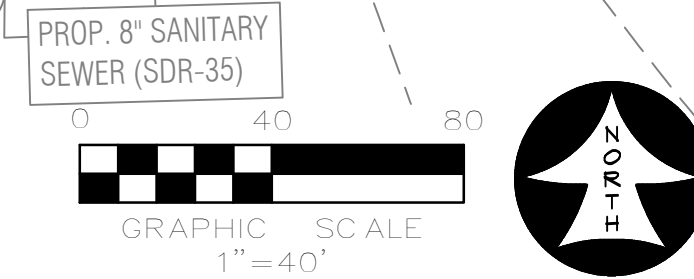


JOHN KING BLVD
(A Variable Width Right-of-Way)

MATCHLINE SEE SHEET L4

EXISTING TREE LEGEND

	3467	EXISTING TREE TO BE SAVED
	3468	EXISTING TREE TO BE REMOVED



OWNER/DEVELOPER:
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801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
BONNAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
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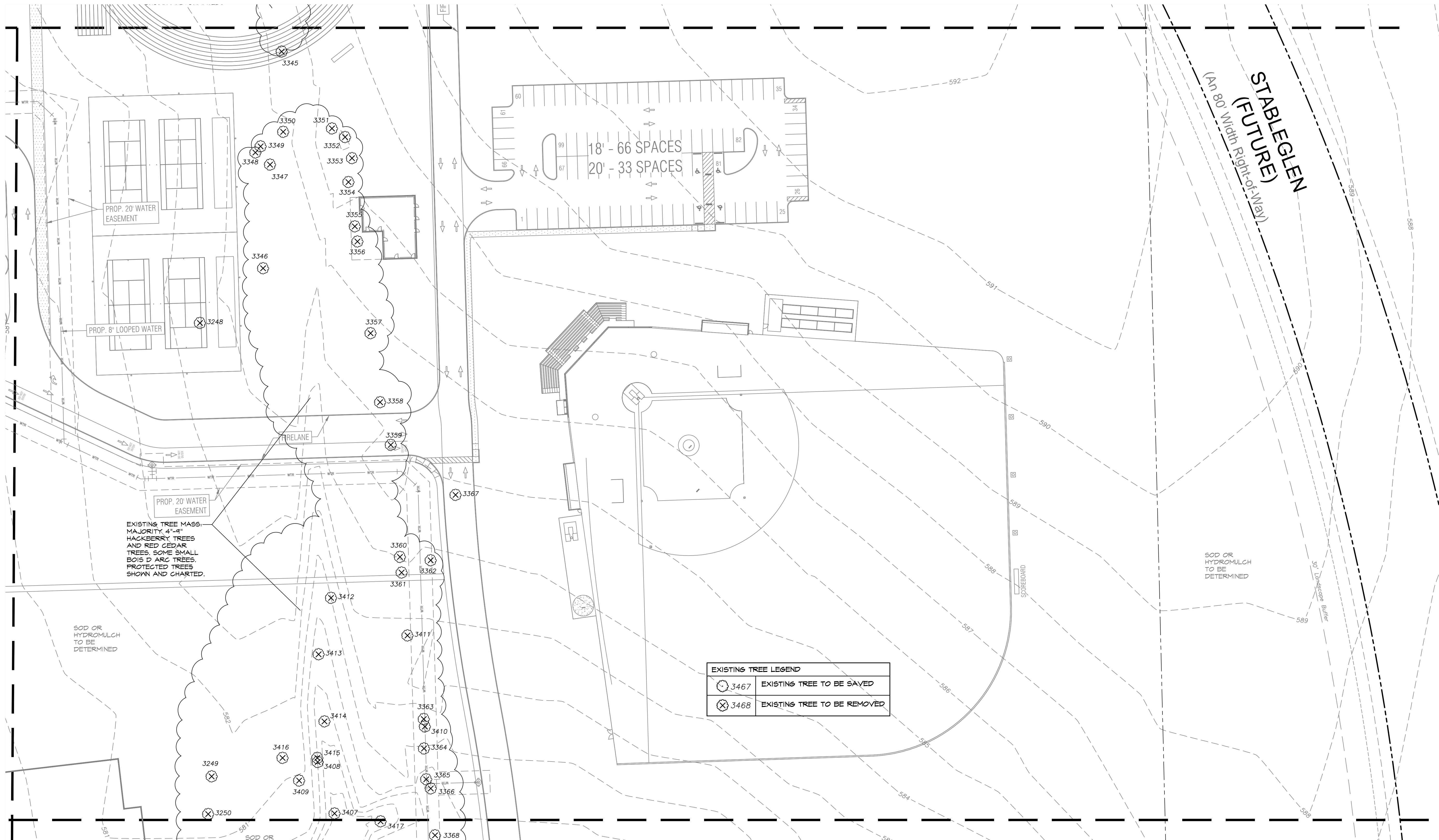
Planning and Zoning Commission, Chairman
Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

END PROP. 16" WATER AT PROPERTY LINE

MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L2



EXISTING TREE LEGEND	
	3467 EXISTING TREE TO BE SAVED
	3468 EXISTING TREE TO BE REMOVED

EXISTING TREE MASS:
MAJORITY 4"-4"
HACKBERRY TREES
AND RED CEDAR
TREES. SOME SMALL
BOIS D'ARC TREES.
PROTECTED TREES
SHOWN AND CHARTED.

SOD OR
HYDROMULCH
TO BE
DETERMINED

SOD OR
HYDROMULCH
TO BE
DETERMINED

MATCHLINE SEE SHEET L4

CORGAN

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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**TREESCAPE
PLAN AREA E**

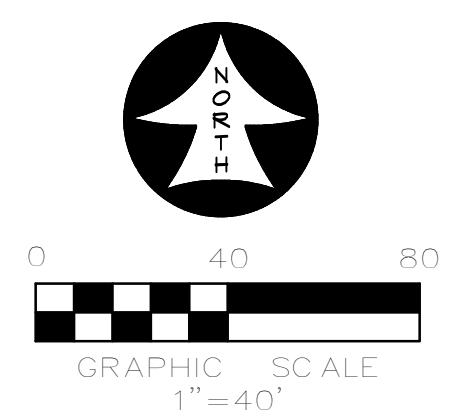
JOB 21572.0000
DATE 06/07/22
SHEET

TS 5

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LOT 2, BLOCK A
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CITY OF ROCKWALL CASE NO. SP2022-018



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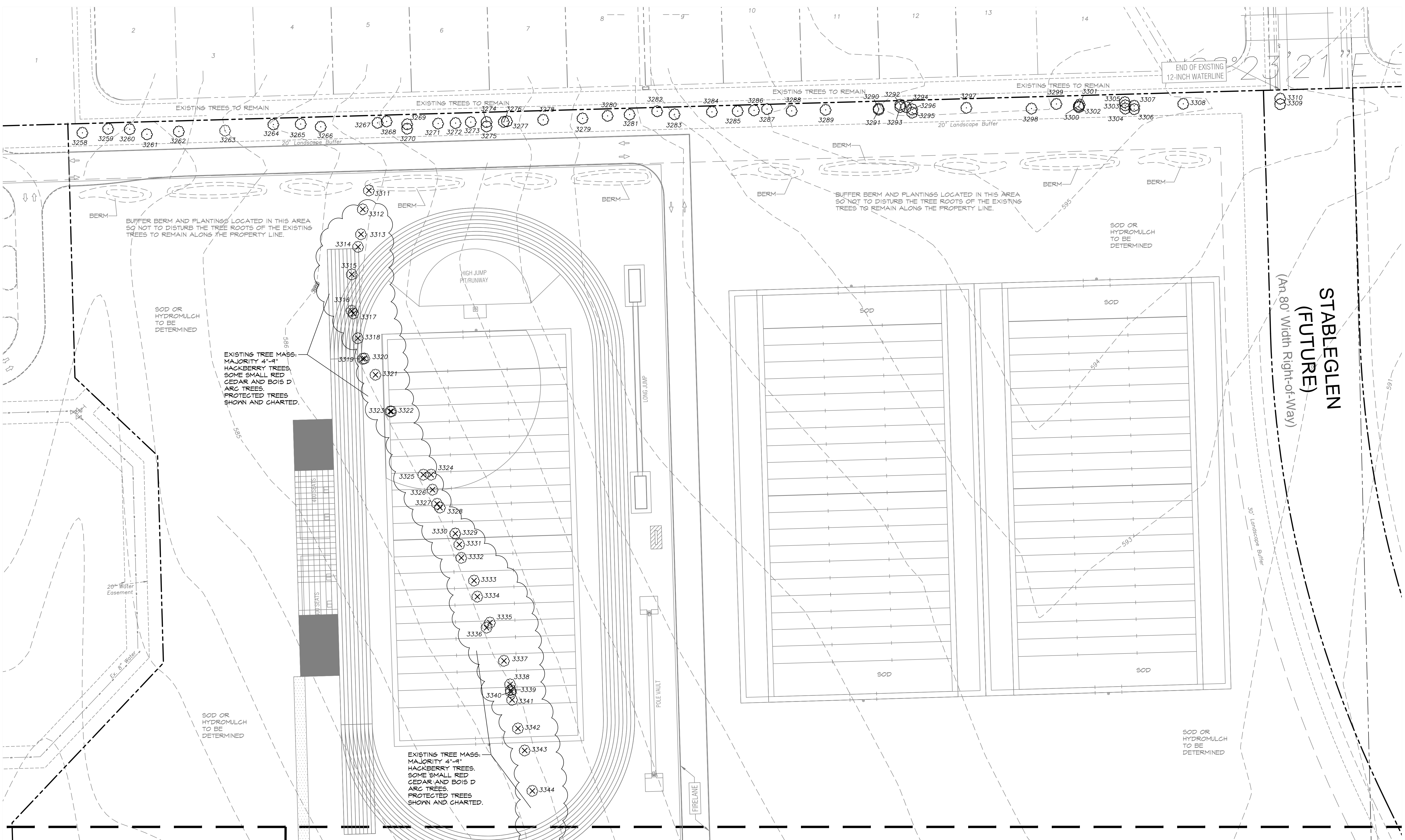
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**TREESCAPE
PLAN AREA E**

JOB 21572.0000
DATE 06/07/22
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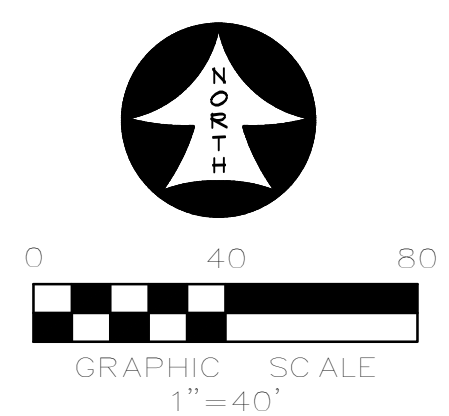
TS 6



MATCHLINE SEE SHEET L2

MATCHLINE SEE SHEET L5

EXISTING TREE LEGEND	
	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED



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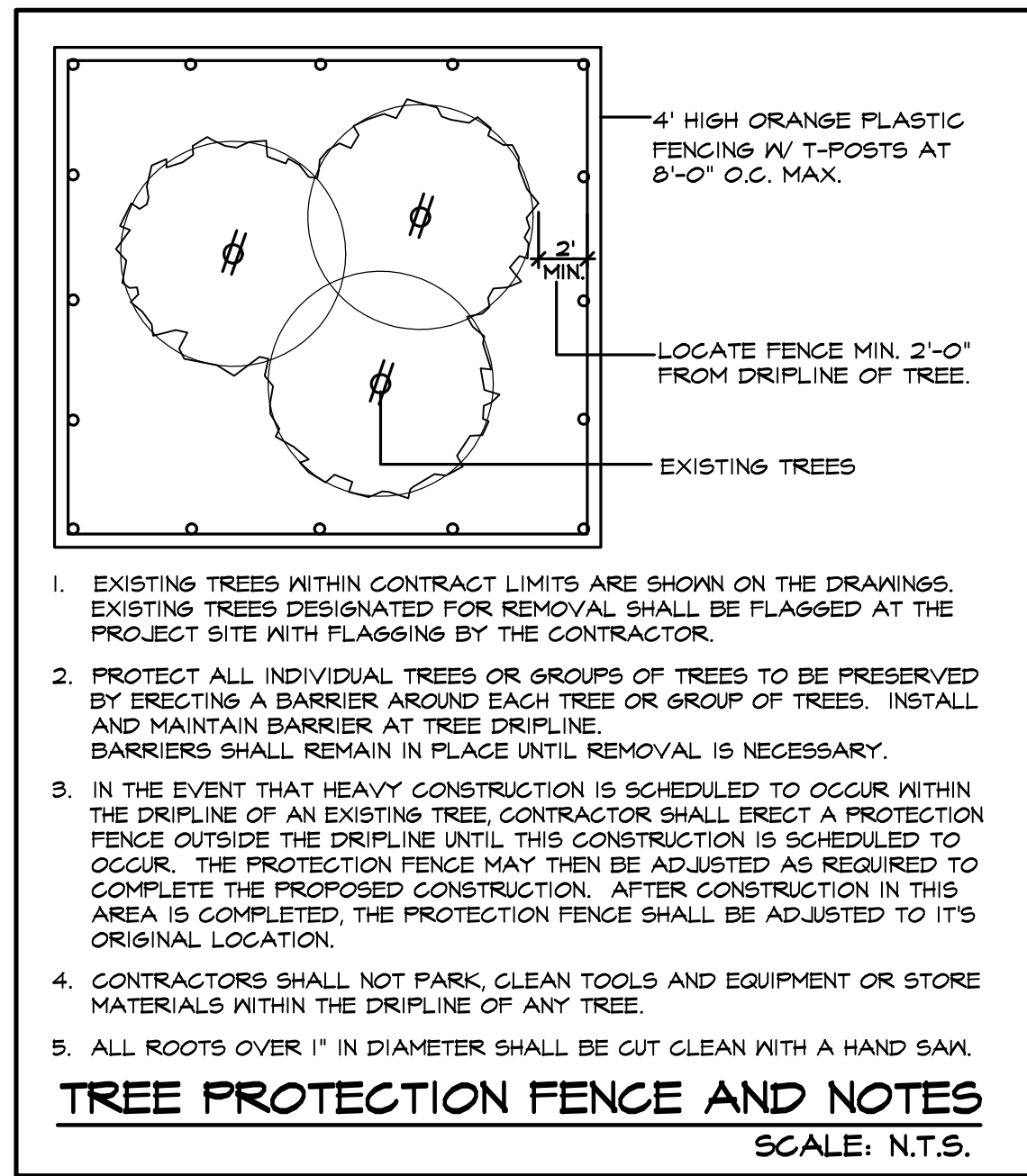
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CITY OF ROCKWALL CASE NO. SP2022-018



TREE #	TREE TYPE/COND.	DEMO/SAVE	MITIGATE	CREDIT
3107	TREE 19" HACKBERRY	REMOVE	9.5	
3110	TREE 29" AMERICAN ELM MT	SAVE	0	29
3111	TREE 17" HACKBERRY	REMOVE	8.5	
3132	TREE 12" HACKBERRY	REMOVE	6	
3133	TREE 20" HACKBERRY	REMOVE	10	
3139	TREE 13" HACKBERRY	REMOVE	6.5	
3142	TREE 15" HACKBERRY	REMOVE	7.5	
3151	TREE 13" HACKBERRY	REMOVE	6.5	
3158	TREE 25" HACKBERRY	REMOVE	12.5	
3159	TREE 19" HACKBERRY	REMOVE	9.5	
3161	TREE 12" HACKBERRY	REMOVE	6	
3162	TREE 17" HACKBERRY	REMOVE	8.5	
3163	TREE 13" HACKBERRY	REMOVE	6.5	
3167	TREE 14" HACKBERRY	REMOVE	7	
3195	TREE 13" HACKBERRY	REMOVE	6.5	
3197	TREE 15" HACK. Heartrot & Split	REMOVE	0	SICK/EXEMPT
3206	TREE 15" AM ELM	SAVE	0	OFF-SITE
3220	TREE 11" HACKBERRY	REMOVE	5.5	
3222	TREE 12" RED CEDAR	REMOVE	6	
3223	TREE 15" BOIS D ARC	REMOVE	0	
3227	TREE 13" HACKBERRY	REMOVE	6.5	
3228	TREE 12" HACKBERRY	REMOVE	6	
3231	TREE 13" HACKBERRY	REMOVE	6.5	
3232	TREE 14" HACKBERRY	REMOVE	7	
3233	TREE 12" HACKBERRY	REMOVE	6	
3242	TREE 18" HACKBERRY	REMOVE	9	
3243	TREE 12" HACKBERRY	REMOVE	6	
3244	TREE 18" HACKBERRY	REMOVE	9	
3247	TREE 21" HACK. Heartrot & Split	REMOVE	0	SICK/EXEMPT
3248	TREE 12" RED CEDAR	REMOVE	6	
3249	TREE 15" RED CEDAR	REMOVE	7.5	
3250	TREE 15" RED CEDAR	REMOVE	7.5	
3251	TREE 11" RED CEDAR	REMOVE	5.5	
3252	TREE 18" HACKBERRY	REMOVE	9	
3253	TREE 12" RED CEDAR	REMOVE	6	
3254	TREE 13" RED CEDAR	REMOVE	6.5	
3255	TREE 11" RED CEDAR	REMOVE	5.5	
3256	TREE 13" RED CEDAR	REMOVE	6.5	
3257	TREE 15" RED CEDAR	REMOVE	7.5	
3258	TREE 13" HACKBERRY	SAVE	0	
3259	TREE 13" HACKBERRY	SAVE	0	
3260	TREE 16" HACKBERRY	SAVE	0	
3261	TREE 11" HACKBERRY	SAVE	0	
3262	TREE 17" HACKBERRY	SAVE	0	
3263	TREE 22" HACKBERRY HEARTROT	REMOVE	0	SICK/EXEMPT
3264	TREE 19" HACKBERRY	SAVE	0	
3265	TREE 14" HACKBERRY	SAVE	0	
3266	TREE 15" HACKBERRY	SAVE	0	
3267	TREE 13" HACKBERRY	SAVE	0	
3268	TREE 15" HACKBERRY	SAVE	0	
3269	TREE 12" HACKBERRY	SAVE	0	
3270	TREE 17" HACKBERRY	SAVE	0	
3271	TREE 20" HACKBERRY	SAVE	0	
3272	TREE 14" HACKBERRY	SAVE	0	
3273	TREE 18" HACKBERRY	SAVE	0	
3274	TREE 14" HACKBERRY	SAVE	0	
3275	TREE 15" HACKBERRY	SAVE	0	
3276	TREE 18" HACKBERRY	SAVE	0	
3277	TREE 18" HACKBERRY	SAVE	0	
3278	TREE 23" HACKBERRY	SAVE	0	
3279	TREE 11" HACKBERRY	SAVE	0	
3280	TREE 14" HACKBERRY	SAVE	0	OFF-SITE
3281	TREE 13" HACKBERRY	SAVE	0	
3282	TREE 13" HACKBERRY	SAVE	0	
3283	TREE 25" HACKBERRY	SAVE	0	
3284	TREE 15" HACKBERRY	SAVE	0	
3285	TREE 13" HACKBERRY	SAVE	0	
3286	TREE 20" HACKBERRY HEARTROT	REMOVE	0	SICK/EXEMPT
3287	TREE 13" HACKBERRY	SAVE	0	
3288	TREE 15" HACKBERRY	SAVE	0	
3289	TREE 12" HACKBERRY	SAVE	0	
3290	TREE 18" HACKBERRY	SAVE	0	
3291	TREE 18" HACKBERRY	SAVE	0	
3292	TREE 14" HACKBERRY	SAVE	0	
3293	TREE 11" HACKBERRY	SAVE	0	
3294	TREE 11" HACKBERRY	SAVE	0	
3295	TREE 15" HACKBERRY	SAVE	0	
3296	TREE 18" HACKBERRY MT	SAVE	0	
3297	TREE 25" HACKBERRY	SAVE	0	
3298	TREE 15" HACKBERRY MT	SAVE	0	
3299	TREE 12" HACKBERRY	SAVE	0	
3300	TREE 12" HACKBERRY	SAVE	0	
3301	TREE 12" HACKBERRY	SAVE	0	
3302	TREE 12" HACKBERRY	SAVE	0	
3303	TREE 11" HACKBERRY	SAVE	0	
3304	TREE 13" HACKBERRY	SAVE	0	
3305	TREE 11" HACKBERRY	SAVE	0	
3306	TREE 11" HACKBERRY	SAVE	0	
3307	TREE 18" HACKBERRY	SAVE	0	
3308	TREE 15" HACKBERRY	SAVE	0	
3309	TREE 11" HACKBERRY	SAVE	0	
3310	TREE 11" HACKBERRY	SAVE	0	
3311	TREE 11" HACKBERRY	REMOVE	5.5	
3312	TREE 17" HACKBERRY MT	REMOVE	8.5	
3313	TREE 20" HACKBERRY MT	REMOVE	10	
3314	TREE 20" HACKBERRY MT	REMOVE	10	
3315	TREE 24" HACKBERRY	REMOVE	12	
3316	TREE 12" HACKBERRY	REMOVE	6	
3317	TREE 15" HACKBERRY	REMOVE	7.5	
3318	TREE 21" HACKBERRY MT	REMOVE	10.5	
3319	TREE 16" HACKBERRY	REMOVE	8	
3320	TREE 21" HACKBERRY	REMOVE	10.5	

3321	TREE 12" HACKBERRY	REMOVE	6	
3322	TREE 20" HACKBERRY MT	REMOVE	10	
3323	TREE 11" HACKBERRY MT	REMOVE	5.5	
3324	TREE 16" HACKBERRY MT	REMOVE	8	
3325	TREE 16" HACKBERRY MT	REMOVE	8	
3326	TREE 21" HACKBERRY MT	REMOVE	10.5	
3327	TREE 21" HACKBERRY MT	REMOVE	10.5	
3328	TREE 20" HACKBERRY MT	REMOVE	10	
3329	TREE 16" HACKBERRY	REMOVE	8	
3330	TREE 11" HACKBERRY	REMOVE	5.5	
3331	TREE 18" HACKBERRY MT	REMOVE	9	
3332	TREE 12" HACKBERRY	REMOVE	6	
3333	TREE 17" HACKBERRY MT	REMOVE	8.5	
3334	TREE 22" HACKBERRY MT	REMOVE	11	
3335	TREE 14" HACKBERRY MT	REMOVE	7	
3336	TREE 11" HACKBERRY	REMOVE	5.5	
3337	TREE 20" HACKBERRY MT	REMOVE	10	
3338	TREE 15" HACKBERRY MT	REMOVE	7.5	
3339	TREE 11" HACKBERRY MT	REMOVE	5.5	
3340	TREE 11" HACKBERRY MT	REMOVE	5.5	
3341	TREE 11" HACKBERRY MT	REMOVE	5.5	
3342	TREE 18" HACKBERRY MT	REMOVE	9	
3343	TREE 12" HACKBERRY	REMOVE	6	
3344	TREE 22" HACKBERRY	REMOVE	11	
3345	TREE 17" HACKBERRY MT	REMOVE	8.5	
3346	TREE 14" RED CEDAR	REMOVE	7	
3347	TREE 12" HACKBERRY	REMOVE	6	
3348	TREE 12" HACKBERRY	REMOVE	6	
3349	TREE 12" HACKBERRY	REMOVE	6	
3350	TREE 14" HACKBERRY	REMOVE	7	
3351	TREE 14" HACKBERRY	REMOVE	7	
3352	TREE 11" HACKBERRY	REMOVE	5.5	
3353	TREE 17" HACKBERRY	REMOVE	8.5	
3354	TREE 11" HACKBERRY MT	REMOVE	5.5	
3355	TREE 12" HACKBERRY	REMOVE	6	
3356	TREE 24" HACKBERRY	REMOVE	12	
3357	TREE 20" HACKBERRY MT	REMOVE	10	
3358	TREE 14" RED CEDAR	REMOVE	7	
3359	TREE 19" HACKBERRY	REMOVE	9.5	
3360	TREE 16" RED CEDAR	REMOVE	8	
3361	TREE 11" HACKBERRY	REMOVE	5.5	
3362	TREE 15" HACKBERRY	REMOVE	7.5	
3363	TREE 14" HACKBERRY	REMOVE	7	
3364	TREE 17" HACKBERRY	REMOVE	8.5	
3365	TREE 16" HACKBERRY	REMOVE	8	
3366	TREE 15" HACKBERRY	REMOVE	7.5	
3367	TREE 13" HACKBERRY	REMOVE	6.5	
3368	TREE 11" RED CEDAR	REMOVE	5.5	
3369	TREE 11" RED CEDAR	REMOVE	5.5	
3370	TREE 16" HACKBERRY	REMOVE	8	
3371	TREE 14" HACKBERRY	REMOVE	7	
3372	TREE 13" RED CEDAR	REMOVE	6.5	
3373	TREE 12" RED CEDAR	REMOVE	6	
3374	TREE 18" RED CEDAR	REMOVE	9	
3375	TREE 12" RED CEDAR	REMOVE	6	
3376	TREE 11" RED CEDAR	REMOVE	5.5	
3377	TREE 12" HACKBERRY	REMOVE	6	
3378	TREE 17" HACKBERRY	REMOVE	8.5	
3379	TREE 18" HACKBERRY MT	REMOVE	9	
3380	TREE 13" HACKBERRY	SAVE	0	OFF-SITE
3381	TREE 11" HACKBERRY	REMOVE	5.5	
3382	TREE 12" RED CEDAR	REMOVE	6	
3383	TREE 11" RED CEDAR	REMOVE	5.5	
3384	TREE 11" HACKBERRY	REMOVE	5.5	
3385	TREE 15" HACKBERRY	REMOVE	7.5	
3386	TREE 12" RED CEDAR	REMOVE	6	
3387	TREE 11" RED CEDAR	REMOVE	5.5	
3388	TREE 15" RED CEDAR	REMOVE	7.5	
3389	TREE 13" RED CEDAR MT	REMOVE	6.5	
3390	TREE 12" RED CEDAR	REMOVE	6	
3391	TREE 14" RED CEDAR	REMOVE	7	
3392	TREE 12" RED CEDAR	REMOVE	6	
3393	TREE 15" RED CEDAR MT	REMOVE	7.5	
3394	TREE 14" RED CEDAR	REMOVE	7	
3395	TREE 14" RED CEDAR	REMOVE	7	
3396	TREE 14" RED CEDAR MT	REMOVE	7	
3397	TREE 11" RED CEDAR	REMOVE	5.5	
3398	TREE 15" RED CEDAR MT	REMOVE	7.5	
3399	TREE 18" RED CEDAR	REMOVE	9	
3400	TREE 11" RED CEDAR MT	REMOVE	5.5	
3401	TREE 12" RED CEDAR	REMOVE	6	
3402	TREE 14" RED CEDAR	REMOVE	7	
3403	TREE 13" OAK MT	REMOVE	13	
3404	TREE 11" RED CEDAR	REMOVE	5.5	
3405	TREE 18" RED CEDAR	REMOVE	9	
3406	TREE 11" RED CEDAR	REMOVE	5.5	
3407	TREE 11" RED CEDAR	REMOVE	5.5	
3408	TREE 14" RED CEDAR MT	REMOVE	7	
3409	TREE 14" RED CEDAR MT	REMOVE	7	
3410	TREE 14" OAK MT	REMOVE	14	
3411	TREE 12" OAK	REMOVE	12	
3412	TREE 12" RED CEDAR MT	REMOVE	6	
3413	TREE 13" RED CEDAR	REMOVE	6.5	
3414	TREE 11" RED CEDAR	REMOVE	5.5	
3415	TREE 15" RED CEDAR MT	REMOVE	7.5	
3416	TREE 16" RED CEDAR MT	REMOVE	8	
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3418	TREE 12" RED CEDAR	REMOVE	6	
3419	TREE 15" RED CEDAR	REMOVE	7.5	
3420	TREE 13" RED CEDAR	REMOVE	6.5	
3421	TREE 13" RED CEDAR	REMOVE	6.5	
3422	TREE 14" RED CEDAR	REMOVE	7	
3423	TREE 14" RED CEDAR	REMOVE	7	
TOTALS			1079.5	29

MITIGATION 1,079.5 - 29 = 1,050.5 X \$100.00 = \$105,050.00

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
3	
4	
5	
6	

REVISIONS	

THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A**
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 717-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

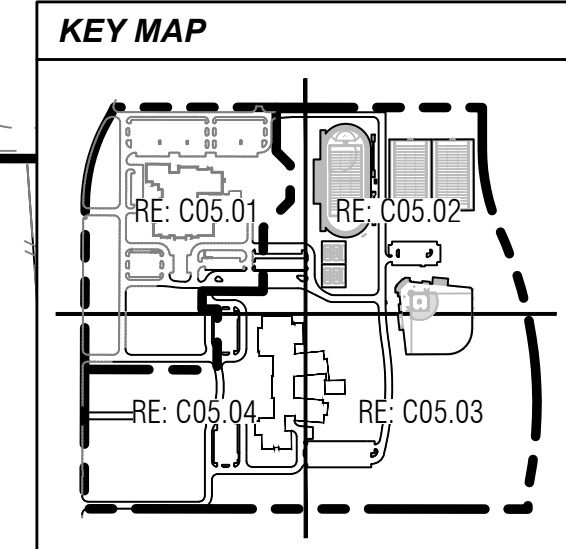
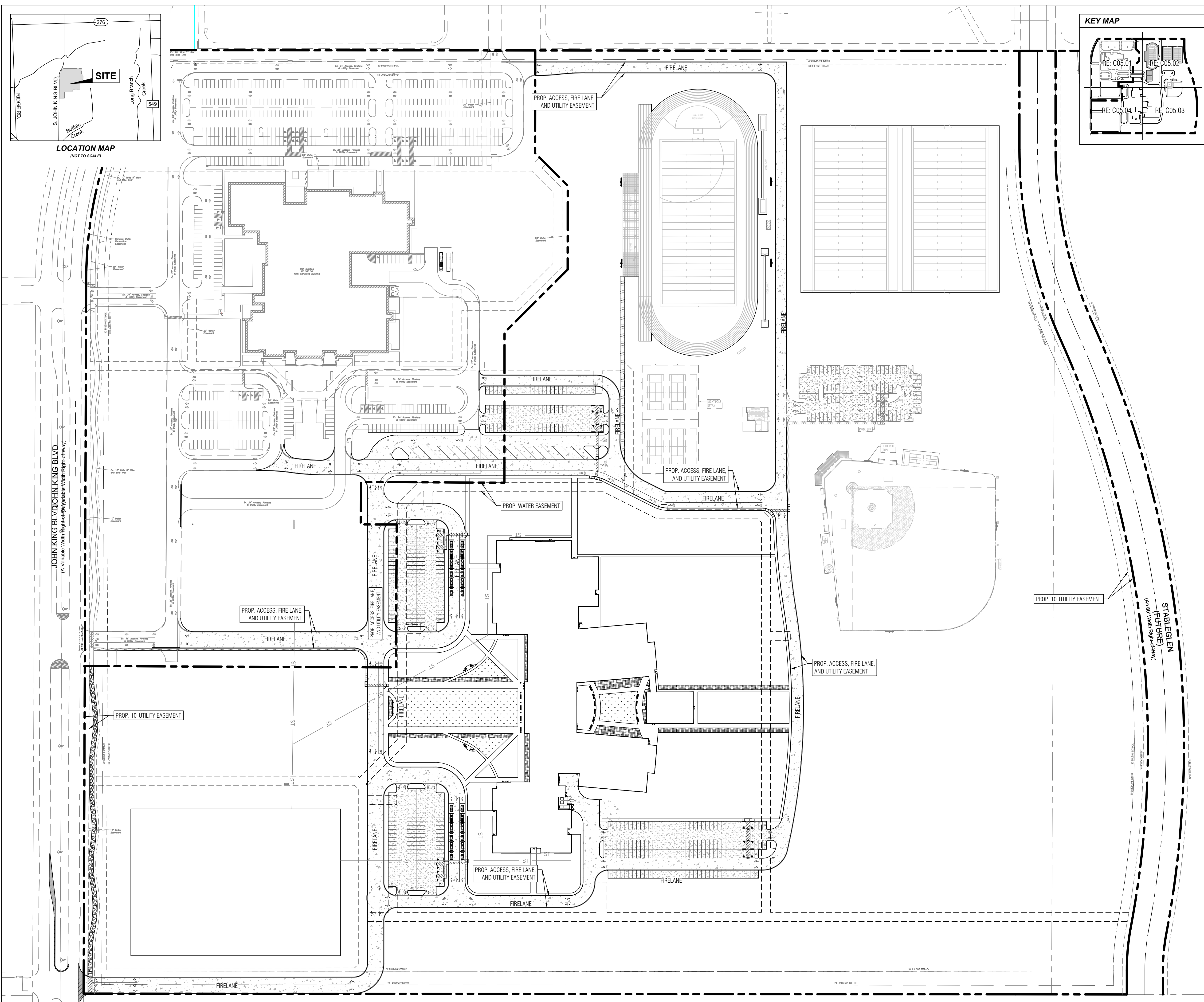
TREESCAPE
PLAN CHART

JOB 21572.0000
DATE 06/07/22
SHEET

TS 7

Jun 07, 2022 10:23am User: Cherylm
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NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS, PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION, "NO PARKING FIRE LANE EVERY 25' WHITE 4" LETTERS ON A RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FIRE RAMP'S BARRIERS IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1'FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

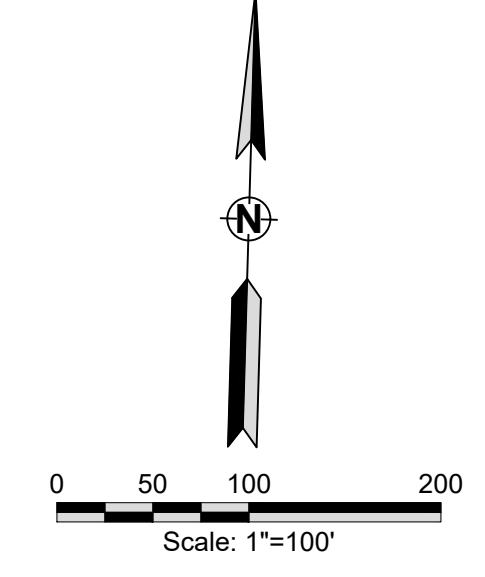
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10 MASONRY SCREENING WALL
	PRIVATE 4' REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) 4' REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) 7' REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	PRIVATE 4' REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) 4' REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) 3' REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 24" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT PLANTING AREAS
	RE: LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AB
PROPOSED ZONING	PD FOR HS USES (22022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464.762 S.F. OR 79.54 AC.
BUILDING AREA (FLOOR AREA)	153,187 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	112,168 S.F.
TOTAL BUILDING AREA	153,187 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	153,187 S.F.
LOT COVERAGE	4.36%
FLOOR AREA RATIO	4.36%
TOTAL IMPERVIOUS AREA	153,187 S.F. OR 3.46 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	290 SPACES
PARKING PROVIDED	304 SPACES
PARKING SURFACE	9,018 S.F.
9'x20' P.	299 SPACES
15'x20' P.	15 SPACES
TOTAL PARKING PROVIDED	332 SPACES



APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARIMUO

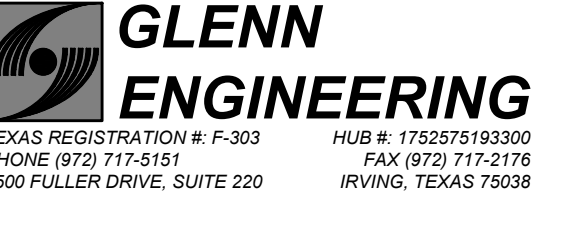
CITY OF ROCKWALL CASE NO. SP2022-018



ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS



PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cherylm Arimuo, P.E. 84556
 Date: 05/11/22

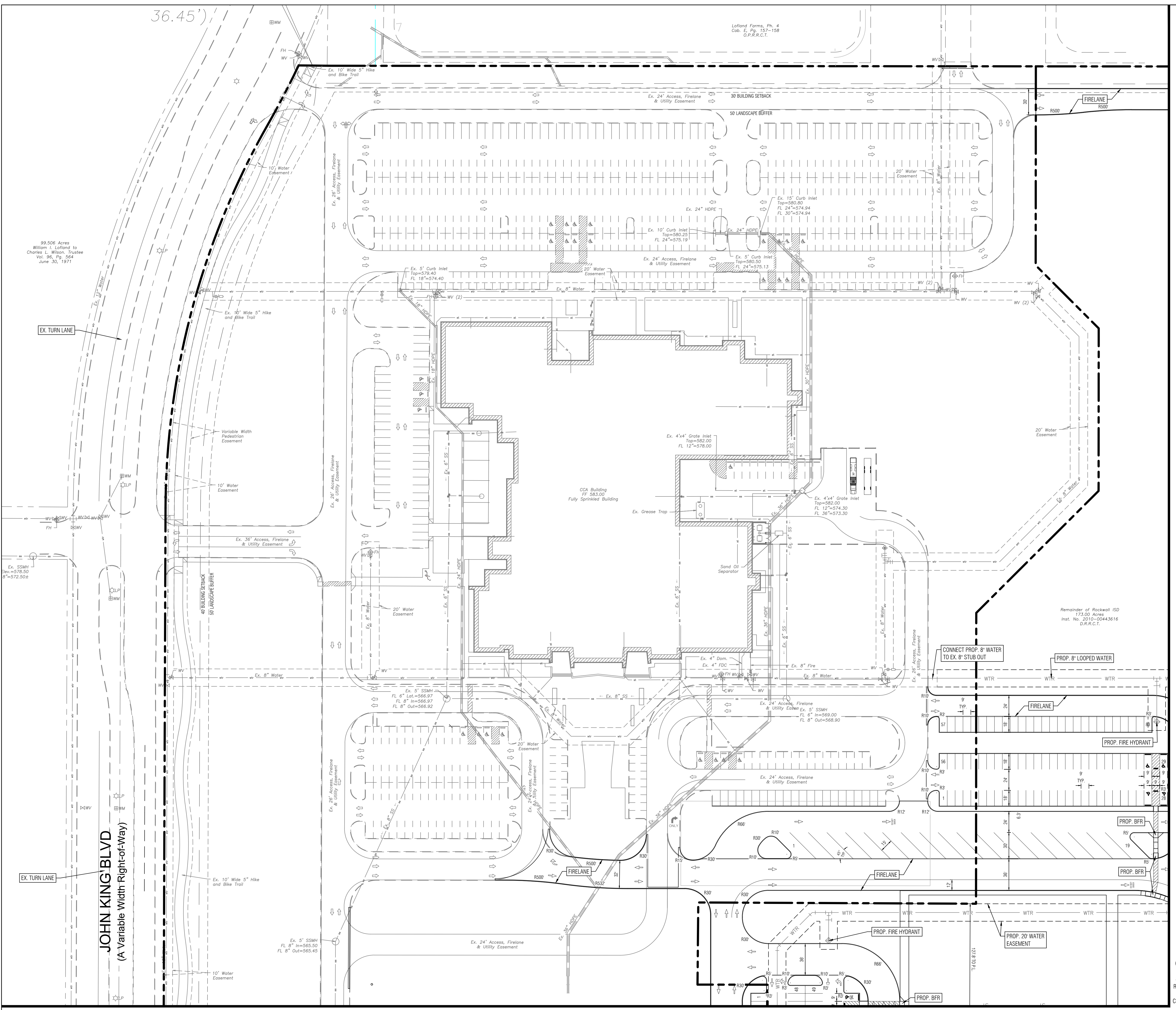
ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

OVERALL SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET C05.00

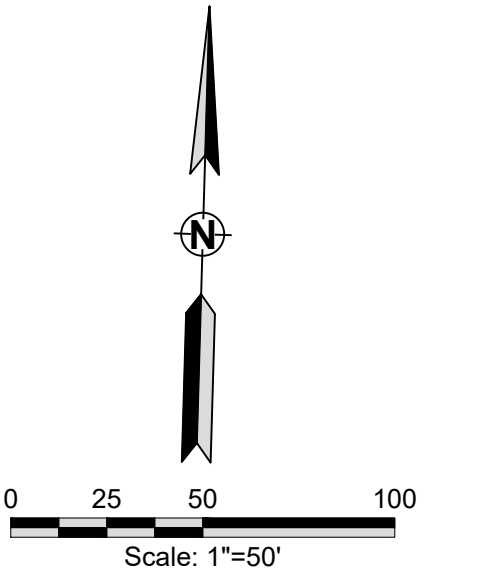
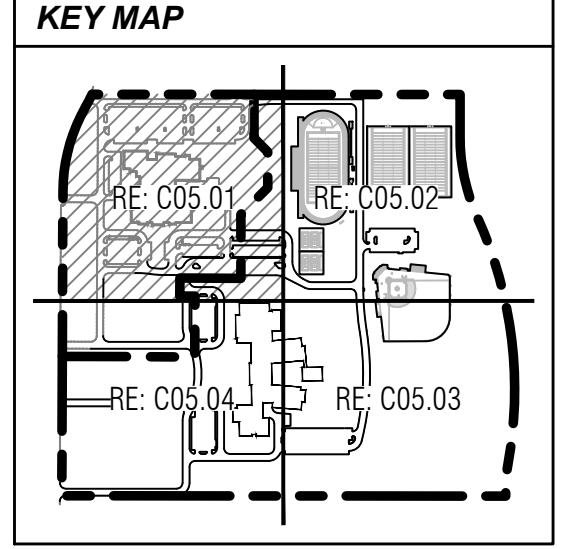
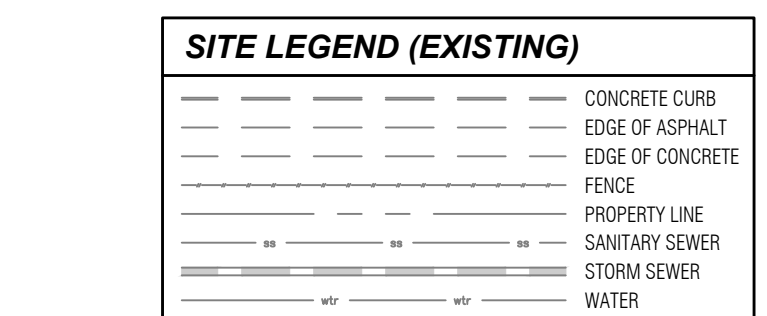
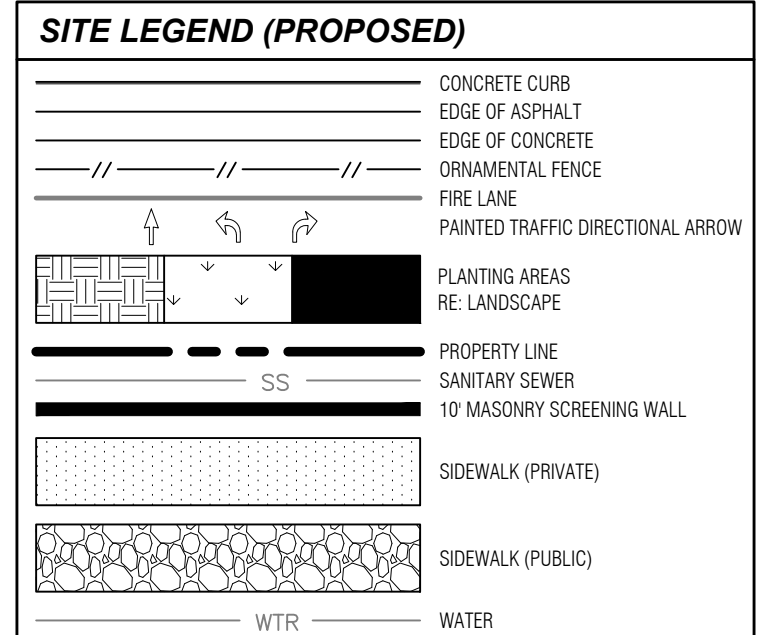
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JOHN KING BLVD
 (A Variable Width Right-of-Way)

MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS

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GLENN ENGINEERING

TEXAS REGISTRATION # F-381
 PHONE (972) 717-5151 FAX (972) 717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

PRELIMINARY - FOR REVIEW ONLY
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 Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

DETAILED NORTHWEST SITE PLAN

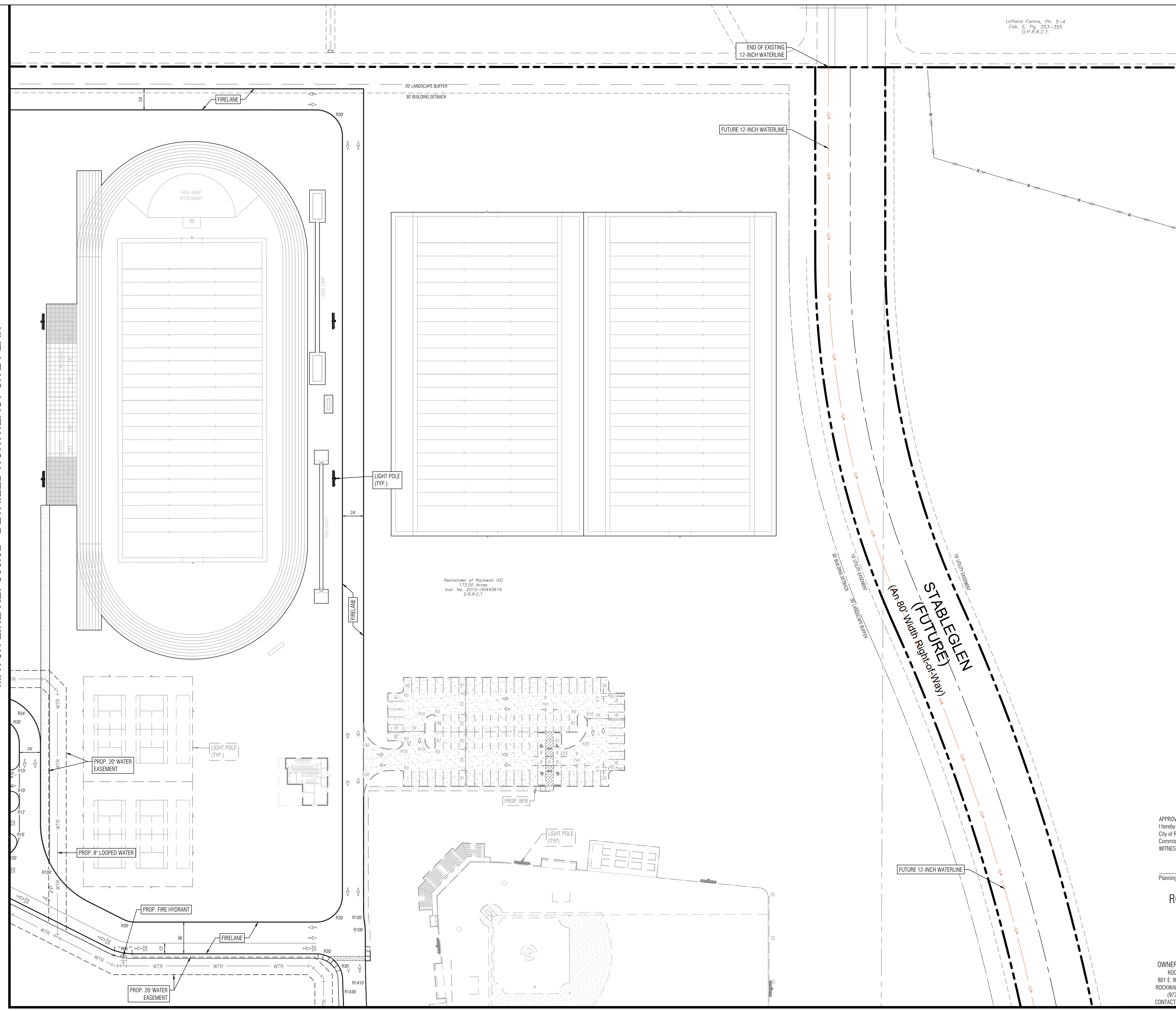
JOB 21572.0000
DATE 05/11/22
SHEET

C05.01

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Jun 07, 2022 - 10:23am User: Cherylm
 C:\Users\Cherylm\AppData\Local\Temp\AcPublish_200292\ROCKWALL HEATH HS NINTH GRADE CENTER-ENG.dwg

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

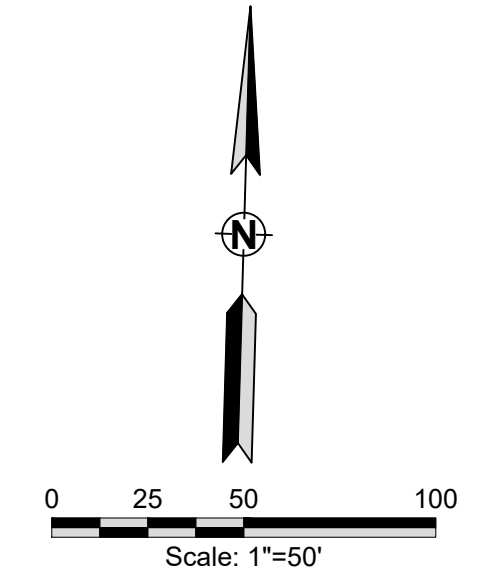
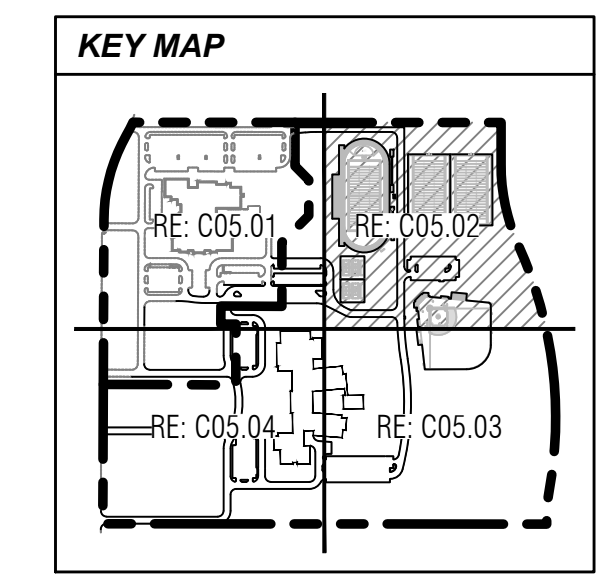
Lofland Farms, Pn. 5-A
 Cob. E. Pg. 353-355
 D.P.R.C.T.

SITE LEGEND (PROPOSED)

CONCRETE CURB	---
EDGE OF ASPHALT	- - - -
EDGE OF CONCRETE	=====
ORNAMENTAL FENCE	=====
FIRE LANE	=====
PAINTED TRAFFIC DIRECTIONAL ARROW	→
PLANTING AREAS	■
RE LANDSCAPE	■
PROPERTY LINE	=====
SANITARY SEWER	SS
10' MASONRY SCREENING WALL	=====
SIDEWALK (PRIVATE)	=====
SIDEWALK (PUBLIC)	=====
WATER	WTR

SITE LEGEND (EXISTING)

CONCRETE CURB	---
EDGE OF ASPHALT	- - - -
EDGE OF CONCRETE	=====
FENCE	=====
PROPERTY LINE	=====
SANITARY SEWER	SS
STORM SEWER	SS
WATER	WTR



CORGAN
CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS

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GLENN ENGINEERING
 TEXAS REGISTRATION # F-351
 PHONE 972 717-5151
 4500 FULLER DRIVE, SUITE 209
 IRVING, TEXAS 75038
 FAX 972 717-5176
 WWW.GLENN-ENGINEERING.COM

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 Date: 05/11/22

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

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Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

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 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

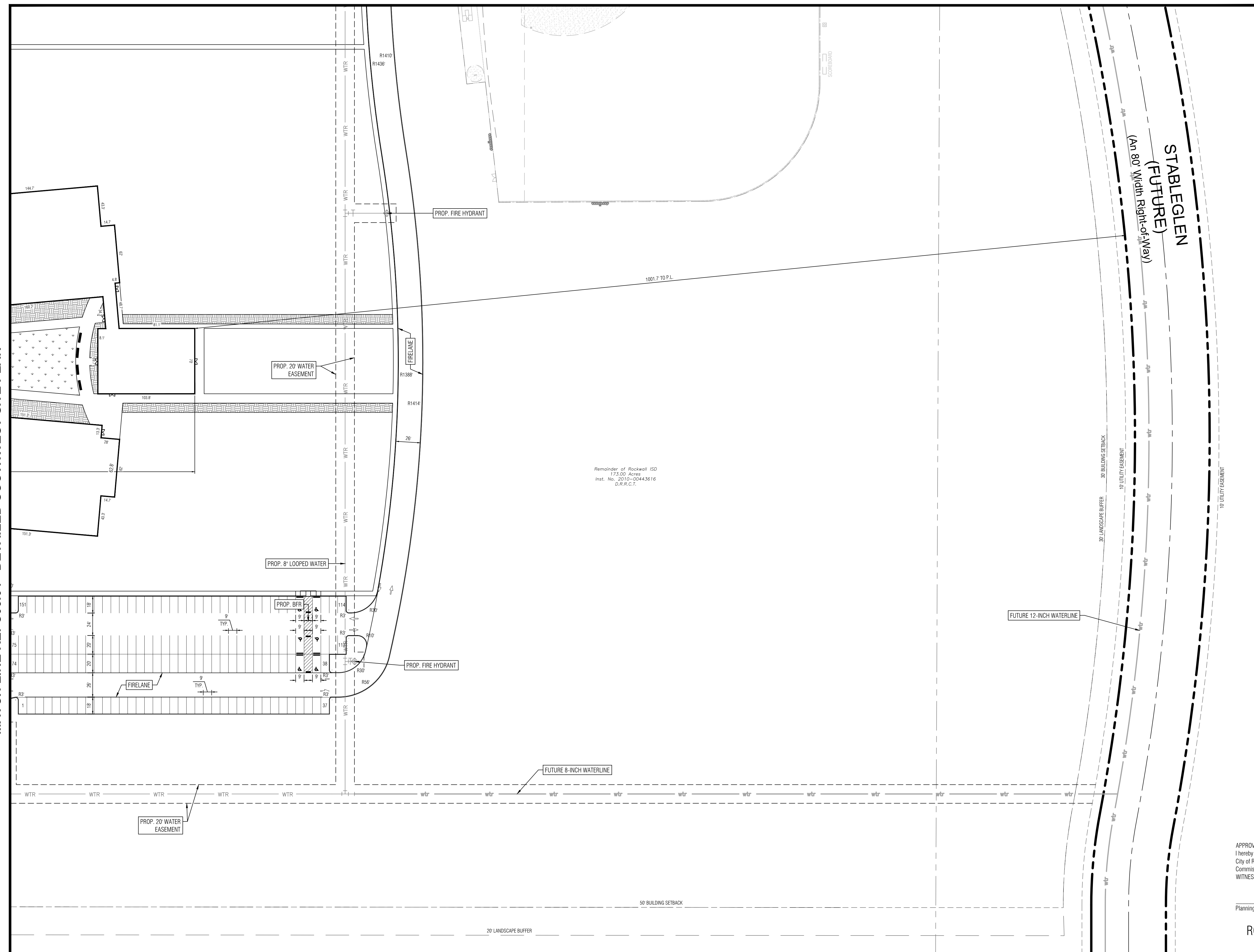
**DETAILED
 NORTHEAST SITE PLAN**

JOB 21572.0000
DATE 05/11/22
SHEET
C05.02

Jun 07, 2022 - 10:23am User: Cherylm
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MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



Remainder of Rockwall ISD
 173.00 Acres
 Inst. No. 2010-10443616
 D.A.R.C.T.

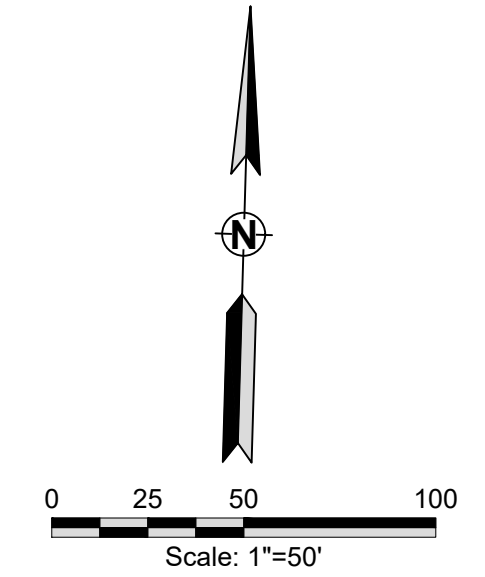
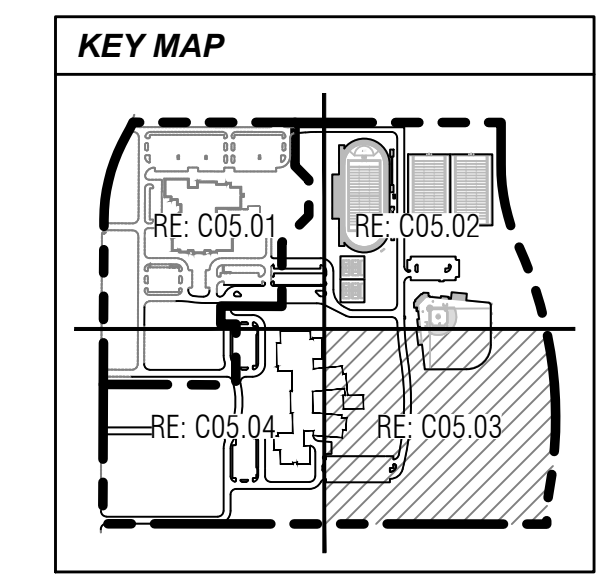
Newman, Leland
 Vol. 9, Pg. 548
 D.A.R.C.T.

SITE LEGEND (PROPOSED)

[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	ORNAMENTAL FENCE
[Symbol]	FIRE LANE
[Symbol]	PAINTED TRAFFIC DIRECTIONAL ARROW
[Symbol]	PLANTING AREAS
[Symbol]	RE LANDSCAPE
[Symbol]	PROPERTY LINE
[Symbol]	SANITARY SEWER
[Symbol]	10' MASONRY SCREENING WALL
[Symbol]	SIDEWALK (PRIVATE)
[Symbol]	SIDEWALK (PUBLIC)
[Symbol]	WATER

SITE LEGEND (EXISTING)

[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	FENCE
[Symbol]	PROPERTY LINE
[Symbol]	SANITARY SEWER
[Symbol]	STORM SEWER
[Symbol]	WATER



APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMIGO

CITY OF ROCKWALL CASE NO. SP2022-018

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

C O R G A N

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET

REVISIONS

GLENN ENGINEERING

TEXAS REGISTRATION # F-381 PHONE # 714-5151
 PHONE # 972-717-5151 FAX # 972-717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

PRELIMINARY—FOR REVIEW ONLY
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 Date: 05/11/22

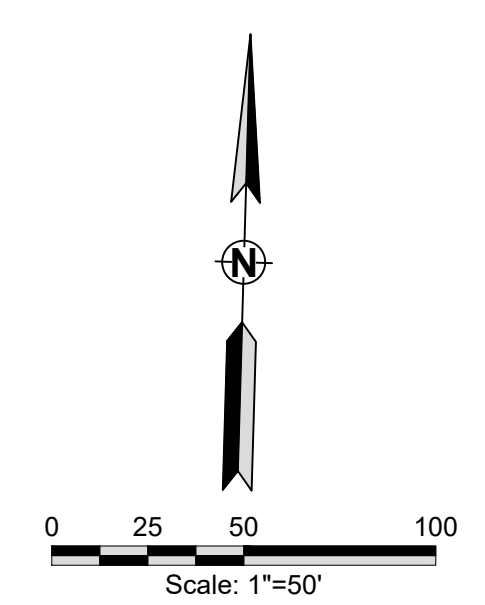
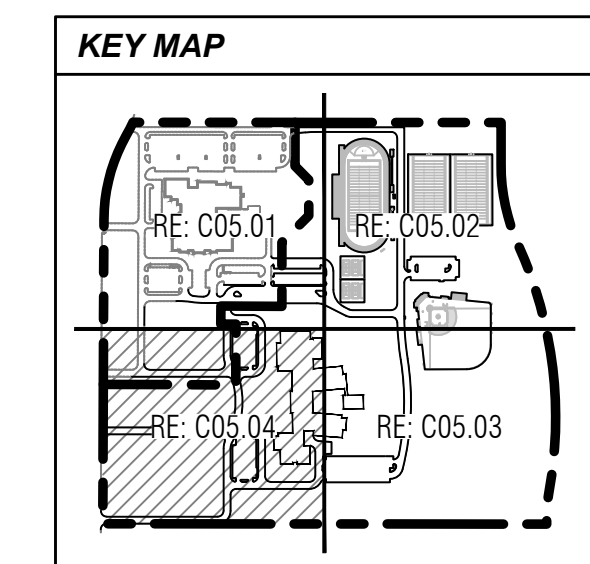
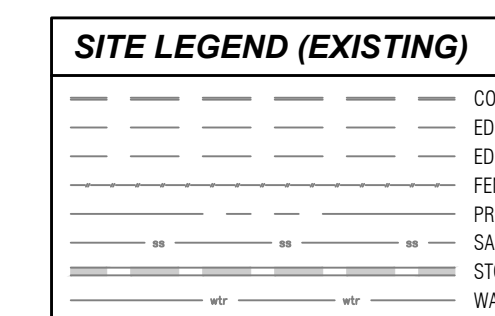
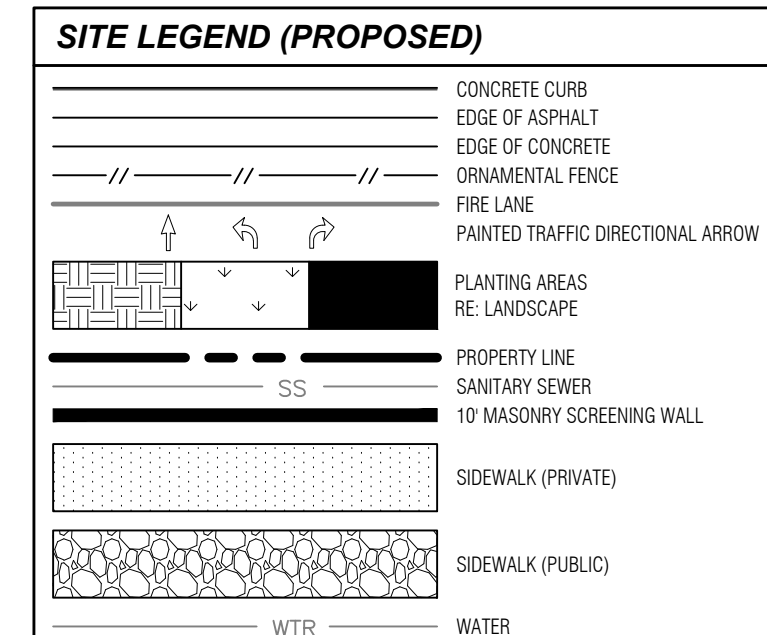
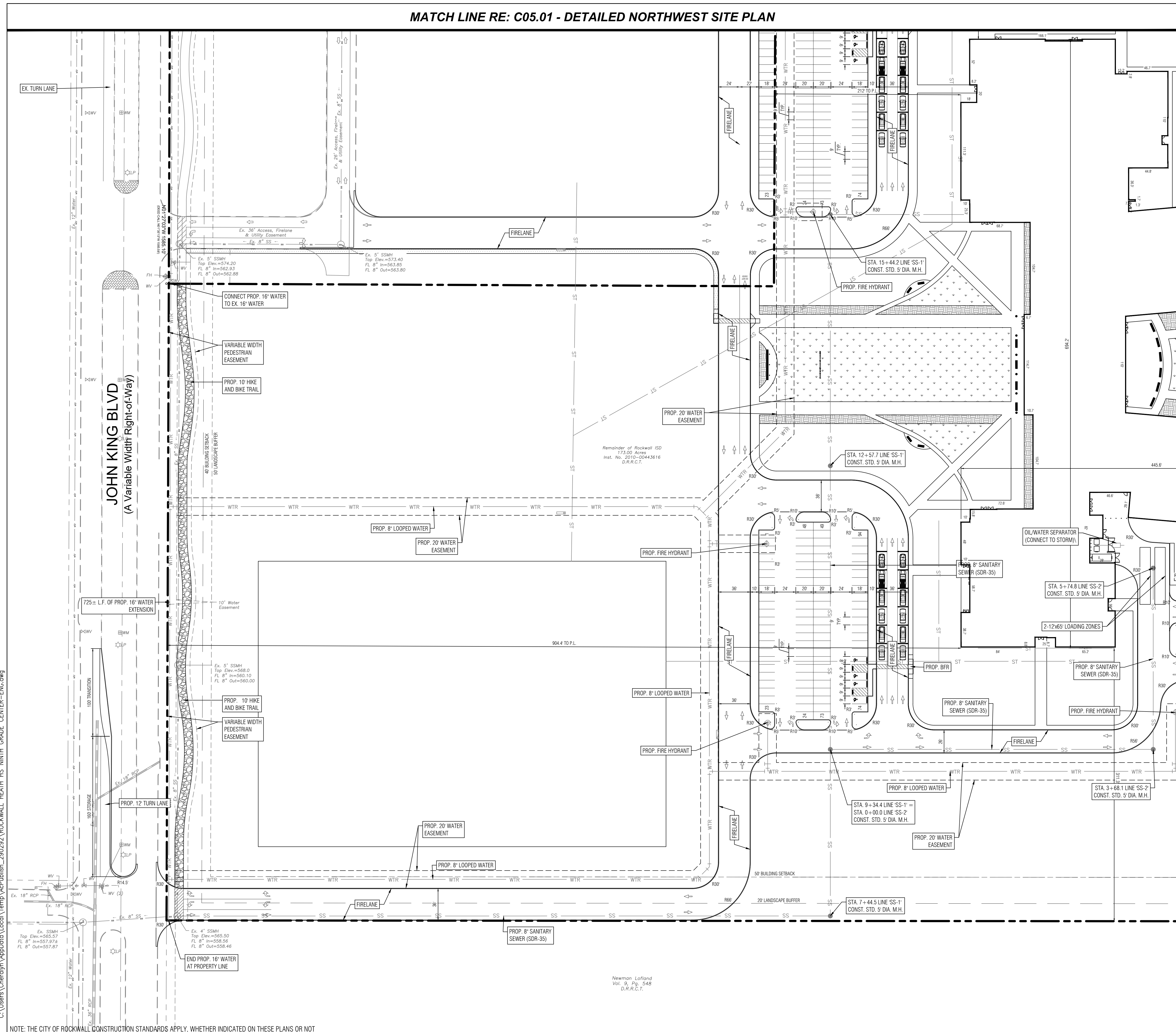
**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

**DETAILED
 SOUTHWEST SITE PLAN**

**JOB 21572.0000
 DATE 05/11/22
 SHEET C05.03**

MATCH LINE RE: C05.01 - DETAILED NORTHWEST SITE PLAN



CORGAN
CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
---	----------	------------------

REVISIONS

--	--	--

GLENN ENGINEERING
 TEXAS REGISTRATION # 1-381
 PHONE 972-717-5151 FAX 972-717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

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ROCKWALL-HEATH NINTH GRADE CENTER
 2727 S. John King Blvd.
 Rockwall, TX 75032

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning and Zoning Commission, Chairman
 Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A**
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERYL M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

DETAILED SOUTHWEST SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET
C05.04

Jun 07, 2022 - 10:23am User: Cheryl M. Armitage
 C:\Users\CherylM\AppData\Local\Temp\AutoPublish_20220522\ROCKWALL HEATH HS NINTH GRADE CENTER-ENG.dwg

Newman Leland
 Vol. 9, Pg. 548
 D.R.R.C.T.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall-Heath High School Ninth Grade Center Site
2301 John King Blvd.
John King Blvd 1,000 +/- feet south of State Highway 205
(Gene Burton Academy Site)

City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suite 220
Irving, Texas 75038
(972) 717-5151

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Sanitary Sewer	3
Storm Sewer	4
Electric Service.....	4
Gas	4
Telephone	4
 ROADWAYS	 5
Roadway Information	5

UTILITIES

Utility Information

Water

Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site as shown on Sheets C5.01 -C5.04. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the Proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be proved from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022 . Also refer to the Glenn Engineering response letter to their items in the report. With the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center. (See Site plan sheets C5.01 – C5.04)

Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the Analysis indicated that even though the downstream Mims force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development. (See Site plan sheets C5.01 – C5.04)

For the purpose of this statement of service, it is assumed that the Rockwall Independent School District would have to construct the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to County Lane (approximately 7,100 l.f.) of both a 10" and 12" Sanitary Sewer main according to the City of Rockwall's Master Sewer Plan. Given the time sensitive nature of the Rockwall Heath High School Ninth Grade Center having to be open in the fall of 2024 and the information provided by City of Rockwall staff that the city's C.I.P. portion of project may not be completed to meet the schedule for the new school opening. Therefore Rockwall Independent School District will also be responsible for constructing the City of Rockwall's C.I.P portion of the project from County Lane to the Lift Station #1 at Horizon Road (FM 3097). This line is approximately 2,250 l.f. of a 15" Sanitary sewer main. The construction of the Little Buffalo Trunk Sewer main will result in the elimination of the Hickory Creek Lift Station. The School District would like the flexibility in the alignment of the City's C.I.P. portion of the project to be better able to serve future development/subdivisions on the east side of Wallace Lake while preserving the intent of the trunk main. (See Site plan sheets C10.02 Off Site Sanitary Sewer Exhibit)

City of Rockwall – Wastewater Master Map taken from Water and Wastewater Analysis

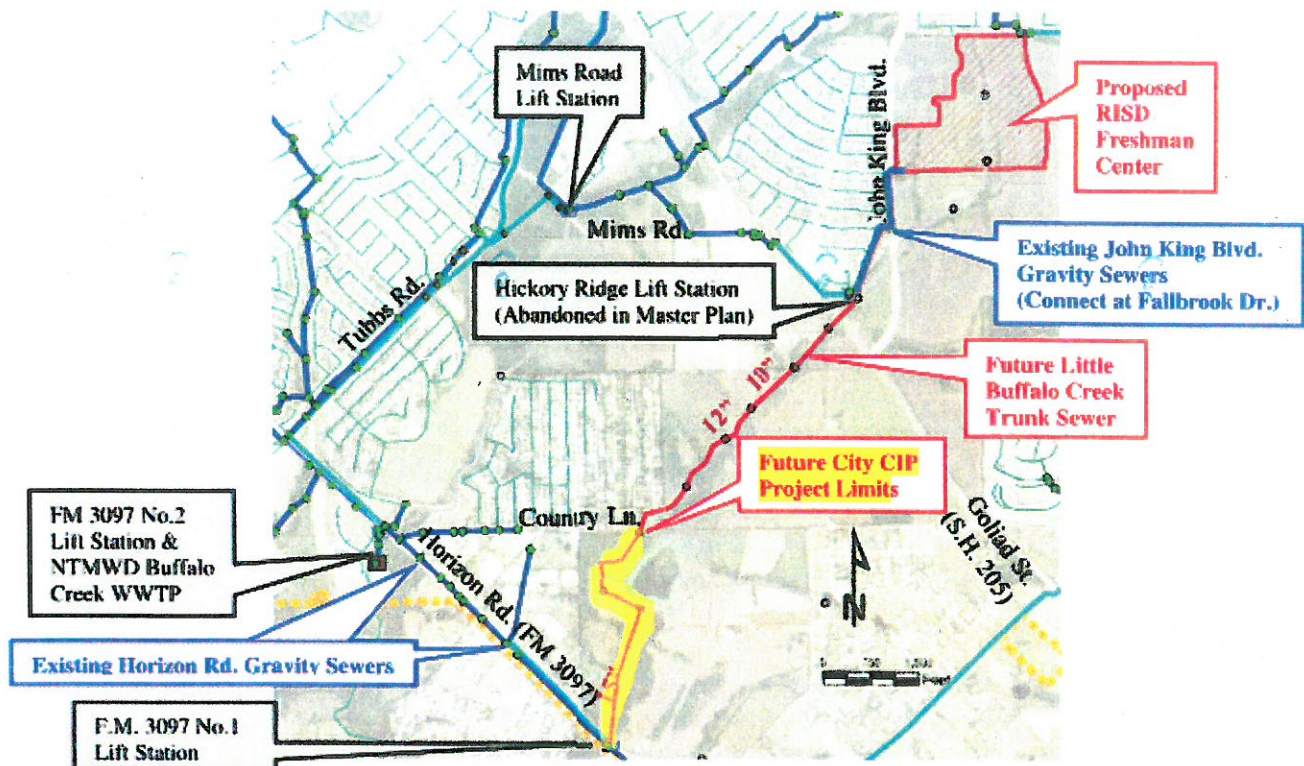


Figure 1 – Future Little Buffalo Creek Trunk Sewer

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into Little Buffalo Creek. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculation sheets to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of these lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

Roadway Information

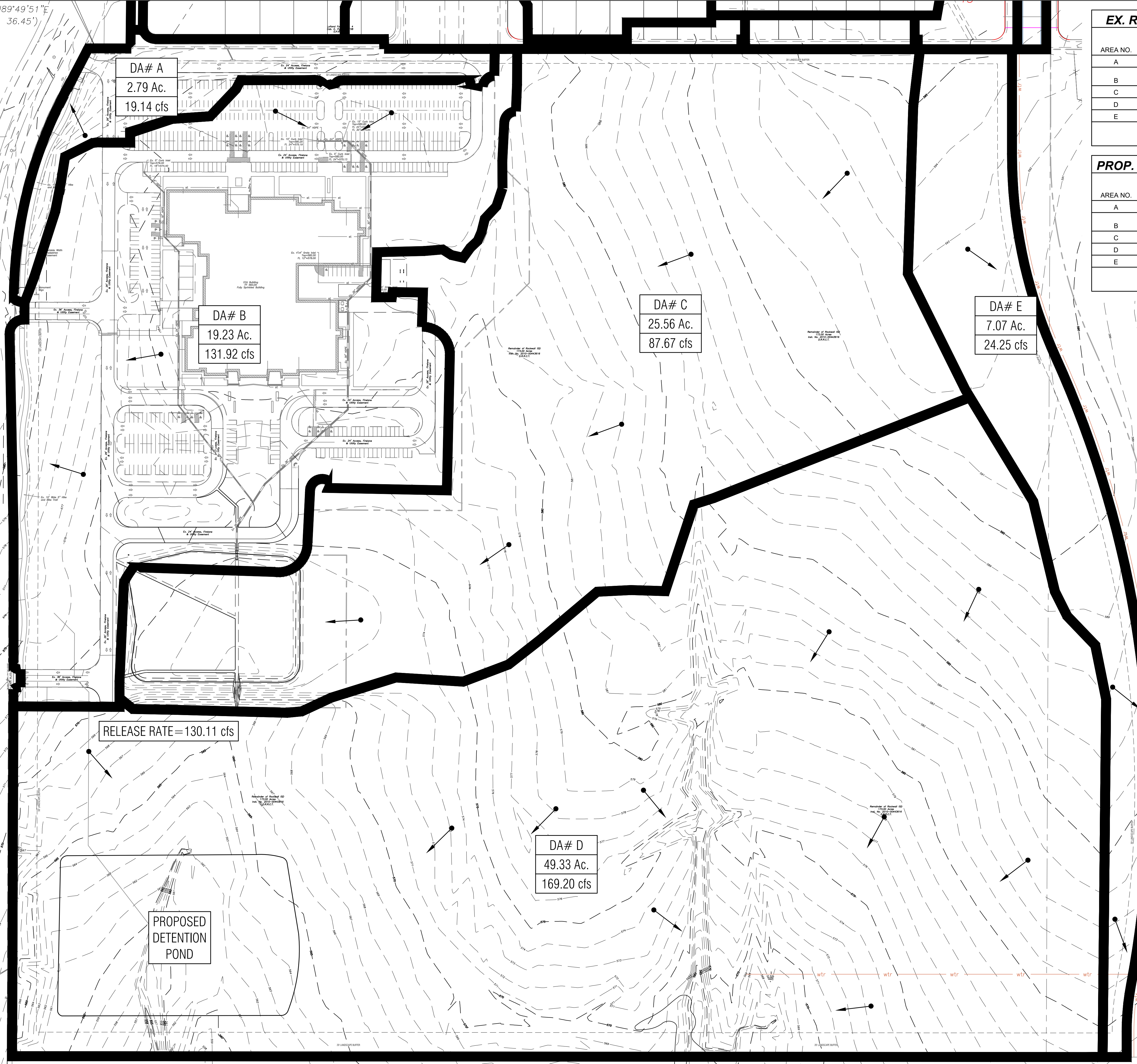
South John King Boulevard

The school district has performed two traffic Impact Analysis (TIA) studies for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. (See both reports for detailed information) All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the Gene Burton Academy. The original design for the Academy anticipated additional buildings being placed on this site and so the drive was constructed for future development.

Stableglen Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall Heath High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

N89°49'51"E
36.45'



DA# A
2.79 Ac.
19.14 cfs

DA# B
19.23 Ac.
131.92 cfs

DA# C
25.56 Ac.
87.67 cfs

DA# E
7.07 Ac.
24.25 cfs

DA# D
49.33 Ac.
169.20 cfs

RELEASE RATE = 130.11 cfs

PROPOSED
DETENTION
POND

$Q_{EX} = 130.11 \text{ cfs} + D_{EX} = 169.20 \text{ cfs} = 299.31 \text{ cfs}$
 $Q_{PROP.} \text{ NOT TO EXCEED } 299.31 \text{ cfs}$

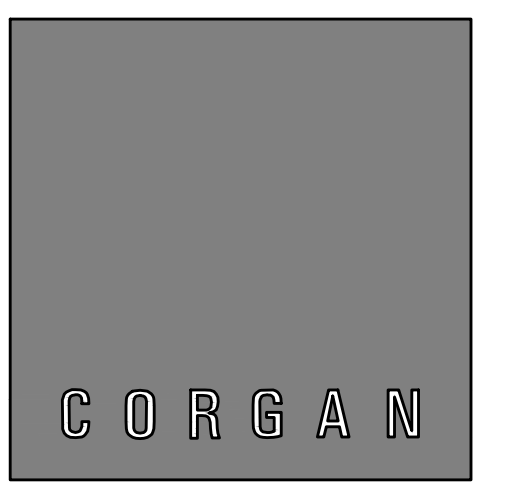
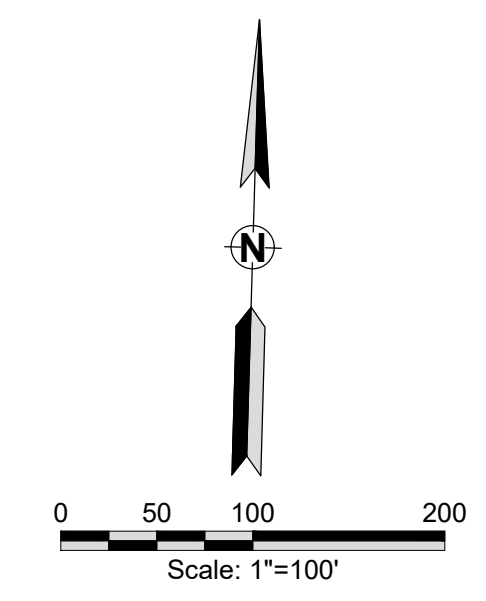
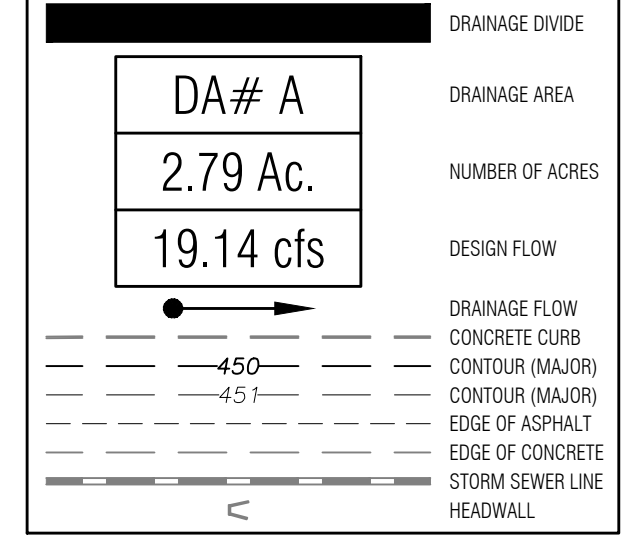
EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.35	9.80	87.67	TO EX. POND
D	49.33	10	0.35	9.80	169.20	
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				432.18	

PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.70	9.80	175.34	TO EX. POND
D	49.33	10	0.70	9.80	338.40	TO PROP. DETENTION POND
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				689.05	

DRAINAGE AREA MAP LEGEND

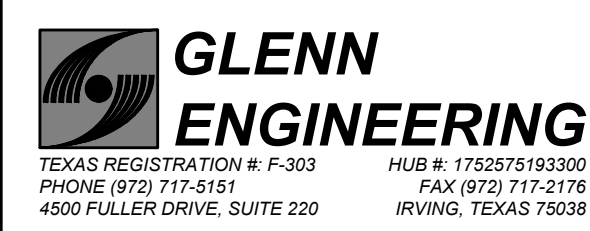


CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS



TEXAS REGISTRATION # F-303 HUB # 1752575193300
PHONE (972) 717-5151 FAX (972) 717-2176
4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

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Date: 05/11/22

**ROCKWALL-HEATH
NINTH GRADE CENTER**

2727 S. John King Blvd.
Rockwall, TX 75032

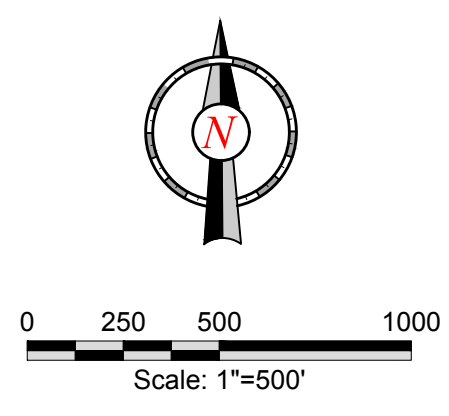
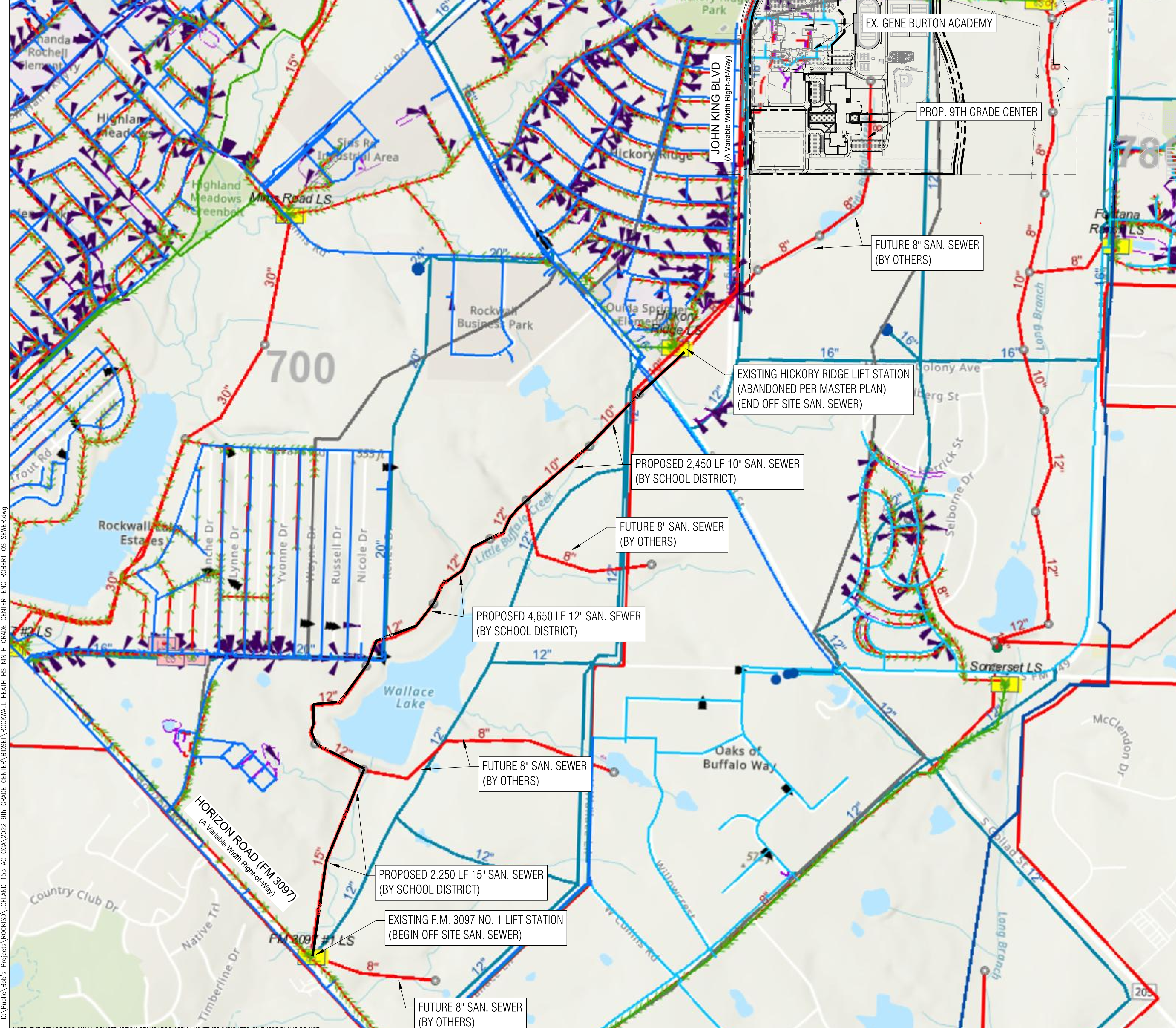
**EXISTING
DRAINAGE AREA
MAP**

JOB 21572.0000
DATE 05/11/22
SHEET

C08.00

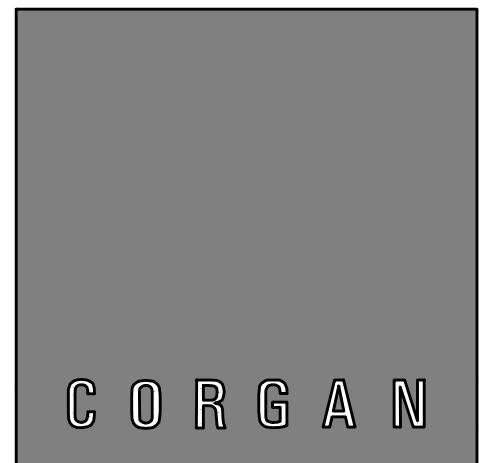
CITY OF ROCKWALL CASE NO.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



Legend

- Utility Networks**
- Utility Network SDE
- Water Network
 - Water_Water Source
 - Water_Pumps
- Water Lines
 - Water Lines - Private
 - Water Lines - City of Rockwall
 - Water Lines - NTMWD
 - Water Lines - Abandoned/Removed
- Water Service Area
- Wastewater Network
 - SS Lines - Private
 - SS Lines - NTMWD
 - SS Lines
 - Force Mains
 - NULL
 - SS Lines - City of Rockwall
 - Sewer Line
 - Force Main
 - SS Lines - Abandoned/Removed
- Sanitary Sewer Lift Stations
 - City of Rockwall
 - North Texas Municipal Water District
 - Private
 - Other
- Storm Sewer Network
 - StormSewer_Culvert Lines
 - StormSewer_Lines
 - Abandoned/Removed
 - City of Rockwall
 - Private
 - TxDot
 - NULL
 - StormSewer_Flumes
 - StormSewer_Detention Ponds
- Master Sanitary Sewer Plan
 - Proposed Manholes
 - WW Basin Divides
 - Proposed SS Lines
 - Proposed Lift Stations
- Master Water Plan
 - Proposed Tanks
 - Proposed Water Lines



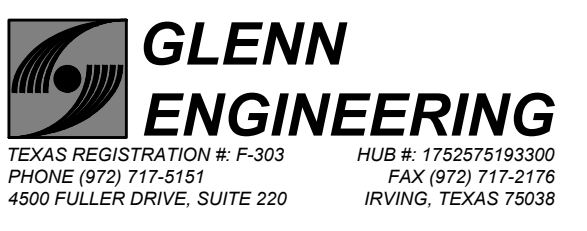
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 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 8281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS

NO.	DATE	DESCRIPTION
-----	------	-------------



TEXAS REGISTRATION # F-303 HUB # 1752579193300
 PHONE (972) 717-5151 FAX (972) 717-5178
 4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

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 Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

OFF SITE SANITARY SEWER PLAN

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
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 CONTACT: ROBERT HANSEN

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 4500 FULLER DR.
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 (972) 717-5151
 CONTACT: CHERALYN M. ARMILIO

CITY OF ROCKWALL CASE NO. SP2022-018

JOB 21572.0000
DATE 05/11/22
SHEET C10.02

User: Robert
 D:\Public\Bob's Projects\ROCKWALL\LOPLAND_153 AC_CCA\2022 9th GRADE CENTER\BIDSET\ROCKWALL_HEATH_HS_NINTH_GRADE_CENTER-ENG ROBERT OS SEWER.dwg
 Jun 16, 2022, 11:36am

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

ROCKWALL I.S.D.
FRESHMAN CENTER WATER ANALYSIS
ROCKWALL, TEXAS



THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED
BY MIKE GLENN, PE 35059 ON
05/19/2022

Prepared By:

GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suit 220
Irving, Texas 75038
(972) 717-5151

FIRE HYDRANT FLOW TEST

WATER ANALYSIS
DOMESTIC USAGE


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                   *
*                               Version 2.0                                 *
*****
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Input File: RISD Water Study 1.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 1.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	792.39	19.02	19.02	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	766.17	81.97	0.00
2	0.00	765.84	79.23	0.00
3	0.00	765.82	79.00	0.00
4	0.00	765.76	79.62	0.00
5	0.00	765.72	80.60	0.00
6	0.00	765.67	80.02	0.00
7	0.00	765.63	80.43	0.00
8	0.00	765.62	80.43	0.00
9	0.00	765.68	80.24	0.00
10	0.00	765.74	80.83	0.00
11	0.00	765.79	80.85	0.00
12	0.00	765.85	80.36	0.00
13	0.00	765.96	80.23	0.00
14	0.00	765.96	81.38	0.00
15	0.00	766.12	80.04	0.00
17	200.00	765.62	80.43	0.00
18	0.00	765.56	79.67	0.00
19	0.00	765.56	79.58	0.00
20	0.00	765.50	79.43	0.00
21	0.00	765.49	78.94	0.00
22	200.00	765.45	78.19	0.00
23	0.00	765.72	84.81	0.00
24	0.00	766.00	87.09	0.00
25	0.00	766.06	86.25	0.00
26	0.00	766.11	84.97	0.00
27	0.00	766.06	87.55	0.00
28	0.00	766.11	86.36	0.00
30	-400.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	116.52	0.74	0.34	Open
2	116.52	0.74	0.34	Open
3	116.52	0.74	0.34	Open
4	116.52	0.74	0.34	Open
5	116.52	0.74	0.34	Open
6	116.52	0.74	0.34	Open
9	-170.57	1.09	0.69	Open
10	-170.57	1.09	0.69	Open
11	-170.57	1.09	0.69	Open
12	-170.57	1.09	0.69	Open
13	0.00	0.00	0.00	Open
14	-170.57	1.09	0.69	Open
15	-170.57	1.09	0.69	Open
16	29.43	0.19	0.03	Open
17	87.09	0.56	0.20	Open
18	87.09	0.56	0.20	Open
19	87.09	0.56	0.20	Open
20	87.09	0.56	0.20	Open
21	87.09	0.56	0.20	Open
22	-112.91	0.72	0.32	Open
23	-112.91	0.72	0.32	Open
24	-55.67	0.36	0.09	Open
25	-55.67	0.36	0.09	Open
26	-57.24	0.37	0.09	Open
27	-57.24	0.37	0.09	Open
29	-57.24	0.09	0.00	Open
30	-112.91	0.18	0.01	Open
31	283.48	0.45	0.10	Open
7	87.09	0.56	0.20	Open
28	400.00	0.00	-189.17	Open Pump

WATER ANALYSIS

FIRE DEMAND


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                *
*                               Analysis for Pipe Networks                  *
*                               Version 2.0                               *
*****
```

Input File: RISD Water Study 2.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 2.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	432.58	51.91	51.91	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

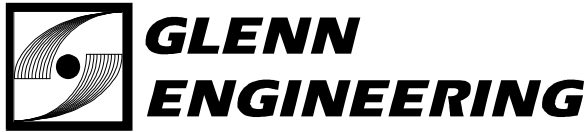
Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	680.27	44.75	0.00
2	0.00	675.41	40.04	0.00
3	0.00	675.04	39.66	0.00
4	0.00	674.18	39.94	0.00
5	0.00	673.53	40.66	0.00
6	0.00	672.86	39.80	0.00
7	0.00	672.18	39.94	0.00
8	0.00	671.95	39.84	0.00
9	0.00	674.04	40.53	0.00
10	0.00	674.81	41.43	0.00
11	0.00	675.33	41.65	0.00
12	0.00	676.10	41.47	0.00
13	0.00	677.43	41.87	0.00
14	0.00	677.43	43.02	0.00
15	0.00	679.32	42.43	0.00
17	0.00	673.40	40.47	0.00
18	0.00	664.74	35.98	0.00
19	0.00	664.06	35.60	0.00
20	0.00	657.68	32.71	0.00
21	0.00	655.65	31.35	0.00
22	2000.00	650.76	28.49	0.00
23	0.00	662.31	40.00	0.00
24	0.00	674.17	47.30	0.00
25	0.00	676.56	47.47	0.00
26	0.00	678.81	47.15	0.00
27	0.00	676.46	48.73	0.00
28	0.00	678.76	48.51	0.00
30	-2000.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	501.99	3.20	5.10	Open
2	501.99	3.20	5.10	Open
3	501.99	3.20	5.10	Open
4	501.99	3.20	5.10	Open
5	501.99	3.20	5.10	Open
6	501.99	3.20	5.10	Open
9	-646.79	4.13	8.15	Open
10	-646.79	4.13	8.15	Open
11	-646.79	4.13	8.15	Open
12	-646.79	4.13	8.15	Open
13	0.00	0.00	0.00	Open
14	-646.79	4.13	8.15	Open
15	-646.79	4.13	8.15	Open
16	-646.79	4.13	8.15	Open
17	1148.78	7.33	23.62	Open
18	1148.78	7.33	23.62	Open
19	1148.78	7.33	23.62	Open
20	1148.78	7.33	23.62	Open
21	1148.78	7.33	23.62	Open
22	-851.22	5.43	13.55	Open
23	-851.22	5.43	13.55	Open
24	-419.71	2.68	3.66	Open
25	-419.71	2.68	3.66	Open
26	-431.51	2.75	3.85	Open
27	-431.51	2.75	3.85	Open
29	-431.51	0.69	0.13	Open
30	-851.22	1.36	0.46	Open
31	1498.01	2.39	2.14	Open
7	1148.78	7.33	23.61	Open
28	2000.00	0.00	-103.27	Open Pump



May 19, 2022

Mr. Jeremy M. White, P.E., C.F.M.
Assistant City Engineer
City of Rockwall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Rockwall I.S.D.
Freshman Center Water and Wastewater Analysis

Dear Mr. White,

We have reviewed the Water and Wastewater Analysis you provided on May 11th, 2022 via email from BIRKHOFF, HENDRICKS & CARTER, L.L.P for the Rockwall-Heath Freshman Center located on John King Blvd. We have the following comments and concerns.

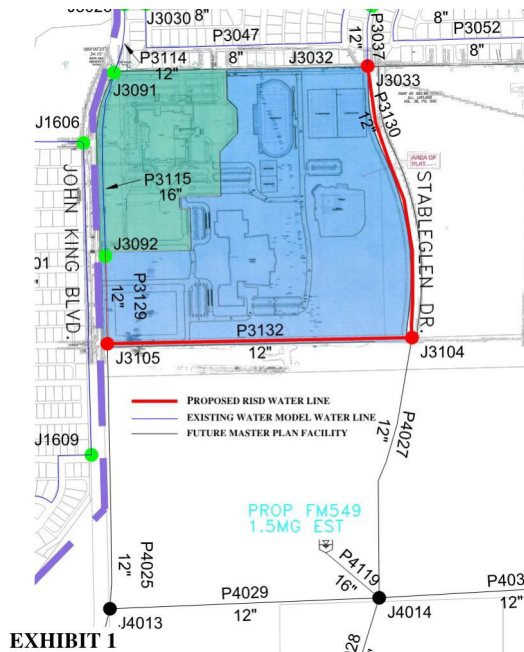
Under Section I. WATER ANALYSIS Section A. General.

I. WATER ANALYSIS

A. GENERAL:

The proposed RISDFC facility will be located on the east side of John King Blvd. and west of Stableglen Dr. Exhibit 1 shows the location of the proposed development in the water model.

*The blue colored lines on **Exhibit 1** are existing water lines included in the water model. The red lines P 3129, P 3130 and P 3132 were added to the water model for the proposed RISDFC. The black colored lines are future master plan facilities inactive in the existing water model.*



Since this is just going to be a Ninth Grade Center with only 1,000 students at full capacity and 700 students for the next 3 to 5 years, we would like their report to consider the same approach we were permitted to use for the Gene Burton Academy.

We would like to extend the 16-inch water line along John King Blvd. south along our west property line and provide an 8-inch loop around the proposed Ninth Grade Center connecting the existing stub out that was provided at the Gene Burton Academy. (See attached report). Using the steady state analysis method model our analysis shows that there is adequate water pressure for domestic use (Scenario #1) and for fire protection (Scenario #2). The plan is to construct the extension of the line along Stableglen Drive in the future when the site develops as a high school at which time the 12" water line shown in the Master Water Plan would be constructed.

Under Section I. WATER ANALYSIS Section B. SCENARIO 1 – DOMESTIC

Under the water Demand comment. Since the school districted owns the entire 153 acres and plans to only construct schools and given this review is for a 1,000 Student Ninth Grade Center that the report should use T.E.C.Q Chapter 290.45 – Schools with Cafeterias, Gymnasiums or Showers, 30 Gallons/Person/Day or 30,000 GPD in lieu of the 1,500 Gallon per day per acre or 108,000 GPD and performing the analysis using the design for the just the Ninth Grade Center above.

Under Section I. WATER ANALYSIS Section B. SCENARIO 2 – FIRE FLOW

Given that the School District only plans to construct a 1,000 Student Ninth Grade. And perform the analysis using the design for the just the Ninth Grade Center above using the international fire Code for a 185,000 Square foot fully sprinklered building, Type IIB construction. Since the building will be constructed with an automatic sprinkler system the Fire-Flow under Table B105.2 can be reduced by 75%, this allows for a Fire Flow of 2,000 GPM (not less than 1,500 gpm) for 2 hours. (Based on the 2015 International Fire Code)

Given that all school will have to have an automatic sprinkler system the 5,000 GPM for fire demand shown in their analysis appears to be excessive.

WATER SYSTEM CONCLUSION

In Lieu of constructing the 12-inch lines along the perimeter of the property, we request the analysis be done on just the Proposed Ninth Grade Center. In this plan the school district would extend the 16-inch water line along John King Boulevard in the same manner as the Academy and provide an 8-inch water line loop around the new school. We also would the analysis to use a fire flow for the new building of 2,000 GPM.

Under Section II. WASTEWATER ANALYSIS

A. DEVELOPMENT WASTERWATER FLOW

The actual acreage being platted is 75.54 acres of which 3.99 acres are contained within the future right of way for Stableglen Drive reducing the area for the school site to 71.55 acres. On the water analysis the report used 72 acres and on the wastewater analysis they used 78 acres.

All of the previous reports prepared for the Hickory Creek Lift Station, including the original report in 2003 by Dowdey, Anderson and Associates, and the Shimek, Jakob's and Finklea report and the 2017 report by Glenn Engineering Corporation utilized a peaking factor of 4.0. We would like the peaking factor to remain the same as in the past as the proposed increase will penalize this development by increasing wastewater flows by 25%. Please note that the original 2003 Dowdey, Anderson Hickory Creek Lift Station Report did not use any peaking factor for the school due to its off-peak use.

Note: 2003 Dowdey, Anderson And Associates, Inc nor the current Report utilize a peaking factor for the schools. Both of the schools would be off peak users and the historical data of other schools in the district does not support the need for the additional peaking factor. However, for the purposes of this report both conditions are evaluated.

This will help reduce the calculated impact on the Lift Stations.

The BHC report uses 30 gallons per day per student. The previous reports and TECQ have used 20 gallons per day per student. This is a 50% increase over the previous studies and reports.

Figure: 30 TAC §217.32(a)(3)

Table B.1. - Design Organic Loadings and Flows for a New Wastewater Treatment Facility

Source	Remarks	Daily Wastewater Flow (gallons/person)	Wastewater Strength (mg/l BOD ₅)	Wastewater Strength (mg/l NH ₃ -N)
Municipality	Residential	75-100	250-400	15-75
Subdivision	Residential	75-100	250-400	15-75
Trailer Park (Transient)	2½ Individuals per Trailer	50-60	250-350	15-75
Mobile Home Park	3 Individuals per Trailer	50-75	300	15-75
School	Cafeteria &	20	300	15-75

B. WASTEWATER MASTER PLAN IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

C. INTERIM OFFSITE IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

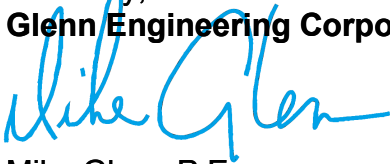
D. WATERWATER SYSTEM RECOMMENDATIONS

The District would like to see the lower section of the Future Little Buffalo Creek Trunk Sewer (approximately 4,700 LF) between Country Lane and Horizon Road (F.M. 3097) which is currently in the early design phase as a City CIP project and the recommended improvements shown on the Master Planned Little Buffalo Creek Trunk Sewer as shown in Figure 1, sized for buildout development conditions in the basin, which includes approximately 9,300 LF of new sanitary sewer ranging in size from 10-inch to 15-inch diameter to be included in the C.I.P. project. The school district would participate in the cost based on the amount of flow from the school to provide the over capacity of the new line.

Since the new school has the least amount of impact on the system we further request that the new Ninth Grade Center be permitted to connect to the existing on site sanitary sewer line and use the existing capacity as stated in Section C. INTERM OFFSITE IMPROVEMENT ROUTE until such time as the Little Buffalo Creek Truck Sewer main is constructed.

I trust you will find this information satisfactory; we look forward to your revised analysis and response.

Sincerely,
Glenn Engineering Corporation



Mike Glenn P.E.
Vice President



May 24, 2022

PK# 5360-22.341

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD South Ninth Grade Center TIA

In Rockwall, Texas

Prepared for:

City of Rockwall

On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD South Ninth Grade Center* (the "Project") located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

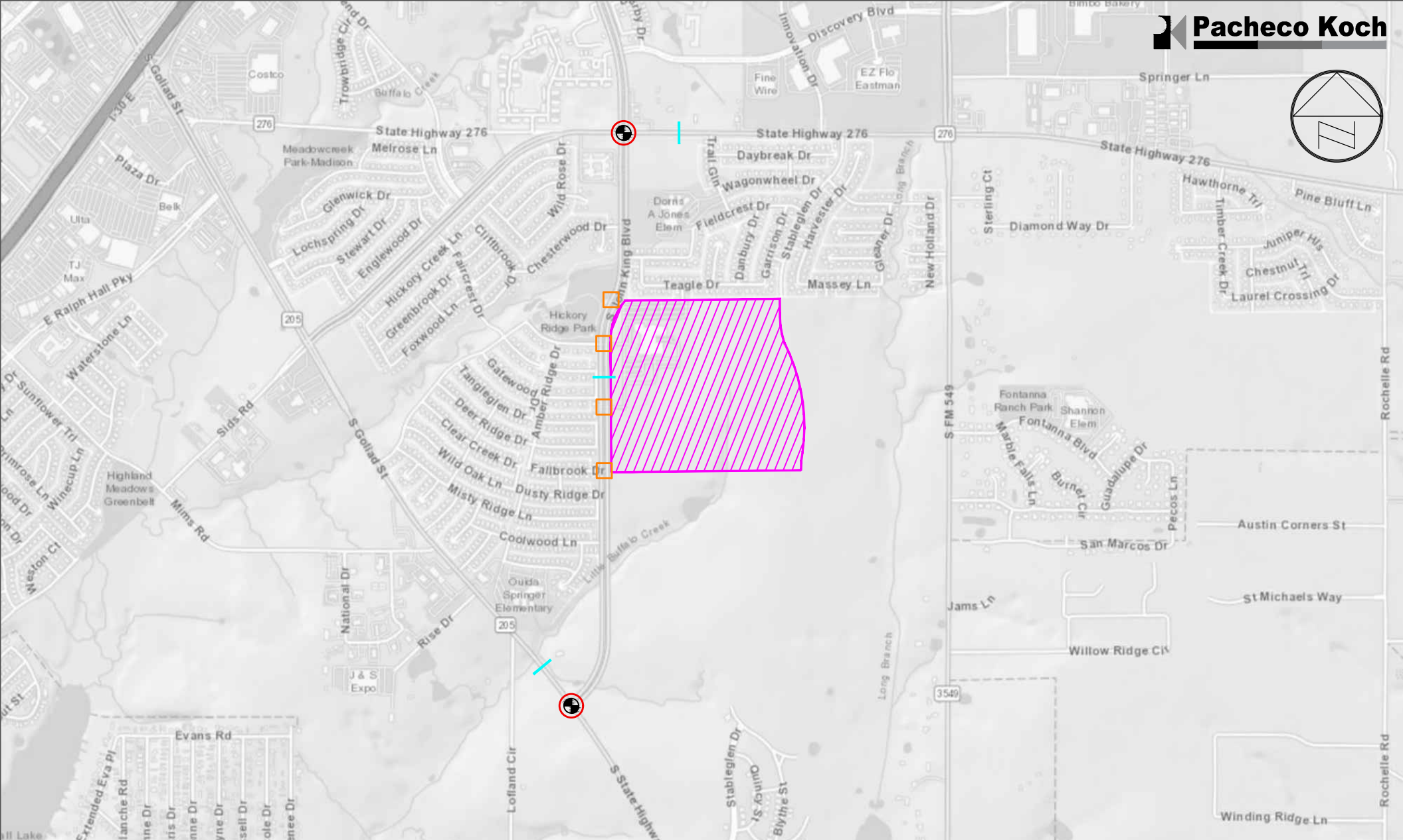
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

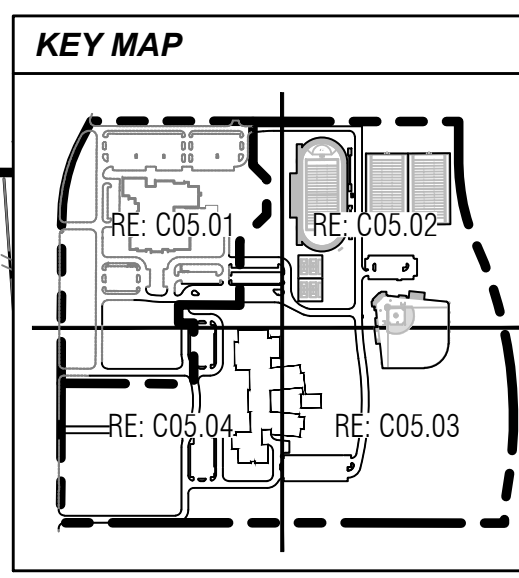
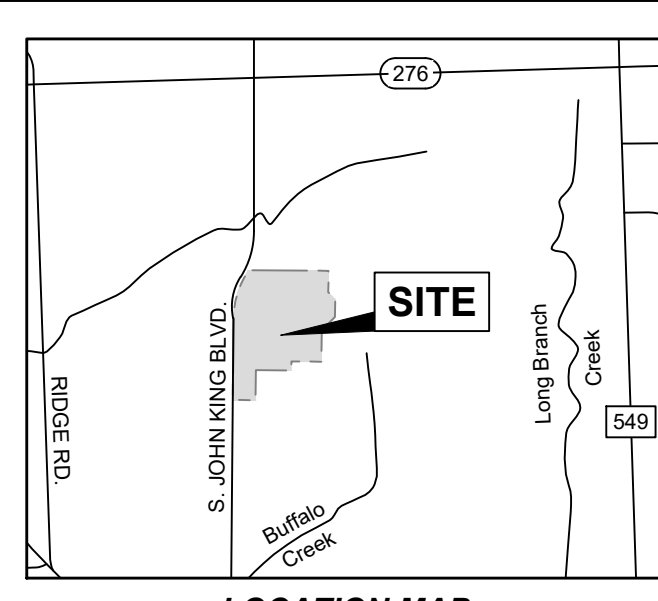
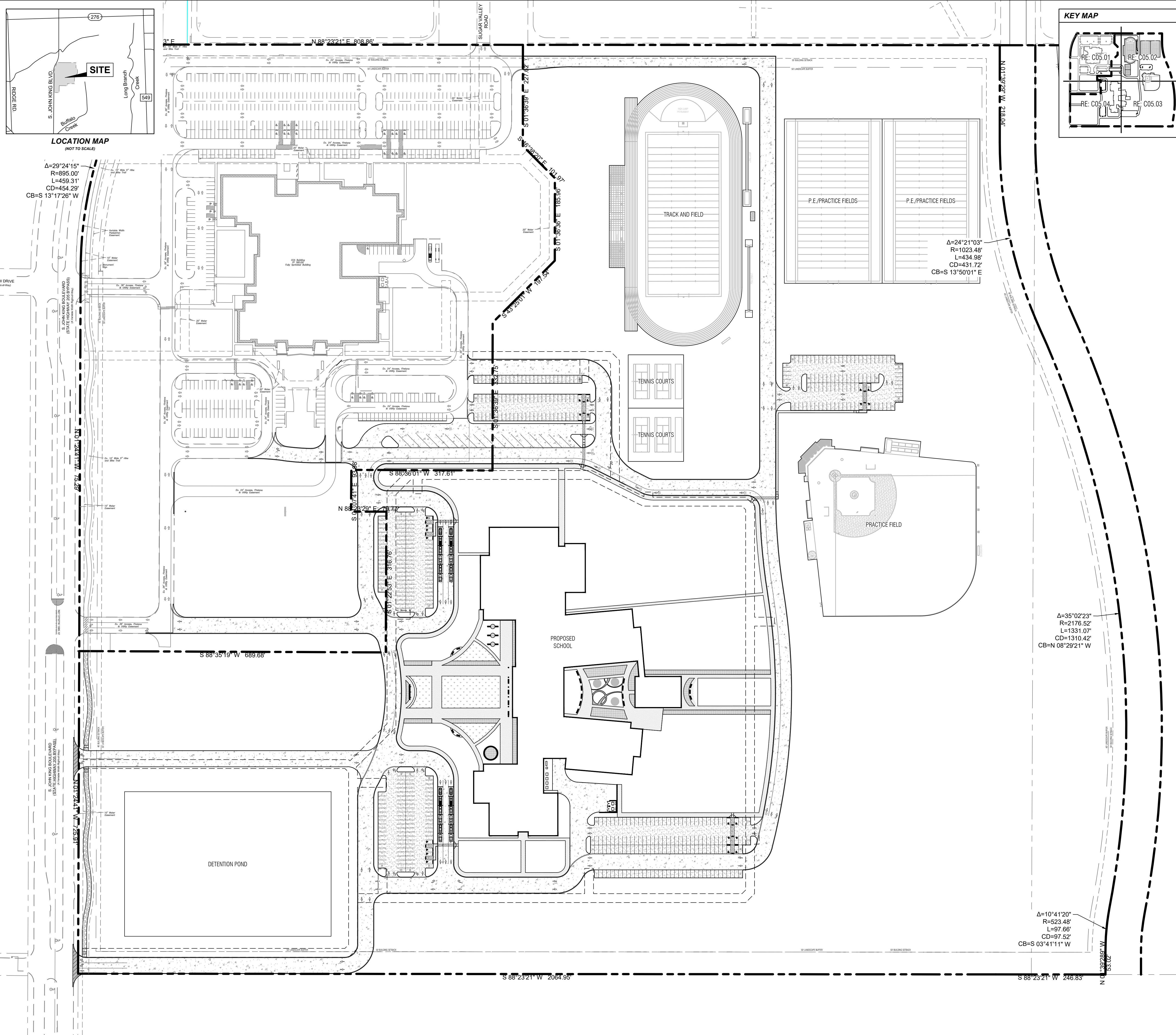
END



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)

Site Location Map

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS, THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNPRESSED PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS. PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSURE FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION: "NO PARKING FIRE LANE" EVERY 25' WHITE 4" LETTERS ON A 6" RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FREE RAMPS (BFR) IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1'00" CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10' MASONRY SCREENING WALL
	(PRIVATE) 5' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 6' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PUBLIC) 7' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 18" CENTERS EACH WAY
	(PUBLIC) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 24" CENTERS EACH WAY
	PLANTING AREAS
	RE LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	150,170 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	109,151 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
LOT COVERAGE	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.051
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	157' 10" (12 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
PARKING SURFACE	
9.0x18.0	203 SPACES
9.0x20.0	159 SPACES
15.0x30.0	20 SPACES
TOTAL PARKING PROVIDED	382 SPACES

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO.

CORGAN
CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8261

ISSUES

REVISIONS

GLENN ENGINEERING
TEXAS REGISTRATION # F-303
PHONE: (972) 717-5151
4600 FULLER DRIVE, SUITE 220
IRVING, TEXAS 75038
HUB #: 1752575193300
FAX: (972) 717-2176

PRELIMINARY - FOR REVIEW ONLY
These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheralyn Armijo, P.E. 84558
Date: March 25, 2022

**ROCKWALL-HEATH
NINTH GRADE CENTER**

Rockwall, TX 75087

OVERALL SITE PLAN

JOB 20018.0000
DATE 5/3/21
SHEET C05.00

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

TRAFFIC IMPACT ANALYSIS
Rockwall ISD South Ninth Grade Center
Rockwall, Texas

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- Table 2. Roadway Link Capacity Analysis Results Summary
- Table 3. Peak Hour Intersection Capacity Analysis Results Summary
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- Table 4. Peak Hour Intersection Capacity Analysis Results Summary
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LIST OF EXHIBITS:

- Exhibit 1. Site Location and Study Area Map

LIST OF APPENDICES:

- Appendix A. Traffic Volume Exhibits
- Appendix B. Detailed Traffic Volume Data
- Appendix C. Site-Generated Traffic Supplement
- Appendix D. Detailed Intersection Capacity Analysis Results

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Glenn Engineering Corp.** (the “Owner”) to prepare a Traffic Impact Analysis for a proposed public school located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project is referred to herein as Rockwall ISD South Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the “Applicant”) has made a request to the City of Rockwall (the “Approving Agency”) for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the “Engineer”) in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gage the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

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Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of five driveways along S John King Boulevard. The surrounding roads of S John King Boulevard (P6D) and Stableglen Drive (Minor Collector – Not constructed adjacent to the site are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 75-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

Traffic-Signal-Controlled Intersections:

- (a) SH 276 and S John King Boulevard
- (b) SH 205 and S John King Boulevard

STOP-Sign-Controlled Intersections:

- (c) S John King Boulevard and Site Driveway 1
- (d) S John King Boulevard and Trail View Drive/Site Driveway 2
- (e) S John King Boulevard and Site Driveway 3

Roadway Links:

- (A) S John King Boulevard adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *6,124 (Tuesday, May 10, 2022)*

- (B) SH 205, between S John King Boulevard and Trail Lofland Circle
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *20,418 (Tuesday, May 10, 2022)*

- (C) SH 276, between S John King Boulevard and Trail Glen
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *16,214 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the “impact” created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). *ITE Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by credible sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

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ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

“Mode split” refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate “typical” mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

SCENARIO	ITE TRIP GENERATION DAILY VOLUMES	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK)
		Total (In/Out)	Total (In/Out)
School trips	1,940	520 (354/166)	320 (102/218)

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gage of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions -- in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gage of theoretical capacity.

Area Type	Hourly Service Volumes By Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

- Volume:Capacity Ratio \leq 25% is LOS A,
- Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
- Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
- Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
- Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
- Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the Recommendations section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

ROADWAY/ SCENARIO	DAILY VOLUME	THEORETICAL DAILY CAPACITY	V:C RATIO/ LEVEL OF SERVICE
<u>S John King Boulevard</u>			
Existing Conditions	6,124	37,000	0.17 – A
"Build" Conditions	7,191	37,000	0.19 – A
<u>SH 205</u>			
Existing Conditions	20,418	17,500	1.17 – F
"Build" Conditions	21,000	17,500	1.20 – F
<u>SH 276</u>			
Existing Conditions	16,214	37,000	0.44 – B
"Build" Conditions	16,602	37,000	0.45 – B

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term “Level of Service” (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

LOS A = free, unobstructed flow

LOS B = reasonably free flow

LOS C = stable flow

LOS D = approaching unstable flow

LOS E = unstable flow, operating at design capacity

LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	> 10 - ≤ 20	> 10 - ≤ 15
LOS C	> 20 - ≤ 35	> 15 - ≤ 25
LOS D	> 35 - ≤ 55	> 25 - ≤ 35
LOS E	> 55 - ≤ 80	> 35 - ≤ 50
LOS F	> 80	> 50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected "Build" traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** and **Table 4** provide a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the *SUMMARY OF FINDINGS AND RECOMMENDATIONS* section of this report.

Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Signalized Intersections)

INTERSECTION	EXISTING CONDITIONS		BUILD CONDITIONS	
	AM	PM	AM	PM
SH 276 @ S John King Boulevard	C (30.0)	C (29.8)	C (30.3)	C (30.4)
SH 205 @ S John King Boulevard	B (18.0)	C (20.2)	B (17.6)	C (22.3)

NOTE: Traffic signal operational parameters used in this analysis were based upon actual traffic signal operational characteristics observed in the field at the time of data collection.

Table 4. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)

INTERSECTION	TRAFFIC MANEUVER	EXISTING CONDITIONS		BUILD CONDITIONS	
		AM	PM	AM	PM
S John King Boulevard @ Site Driveway 1	WB	A (9.2)	A (9.2)	A (9.6)	A (9.7)
S John King Boulevard @ Trailview Drive/ Site Driveway 2	EB	B (14.7)	B (10.3)	C (18.4)	B (11.8)
	WB	B (10.3)	A (9.4)	B (10.1)	B (10.2)
	NB	A (0.1)	A (0.4)	A (0.1)	A (0.4)
	SB	A (2.7)	A (0.4)	A (2.0)	A (0.3)
S John King Boulevard @ Site Driveway 3	WB	B (10.5)	A (10.0)	C (19.4)	B (11.3)
	SB	A (0.0)	A (0.0)	A (4.2)	A (2.1)
S John King Boulevard @ Site Driveway 4 (Outbound Only)	WB	-	-	A (9.1)	A (9.2)
	NB	-	-	A (0.0)	A (0.0)
S John King Boulevard @ Fallbrook Drive Site Driveway 5	EB	B (10.4)	A (9.8)	B (10.7)	A (10.0)
	WB	-	-	C (17.4)	B (14.8)
	NB	A (0.3)	A (0.3)	A (0.1)	A (0.2)

KEY:

A, B, C, D, E, F = Level-of-Service
 NB-, SB-, EB-, WB- = intersection approach
 AM = AM Peak Hour of Adjacent Street

(##.#) = Average Seconds of Delay Per Vehicle
 -L, -T, -R = Left, Through, Right turning movement
 PM = PM Peak Hour of Generator

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SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

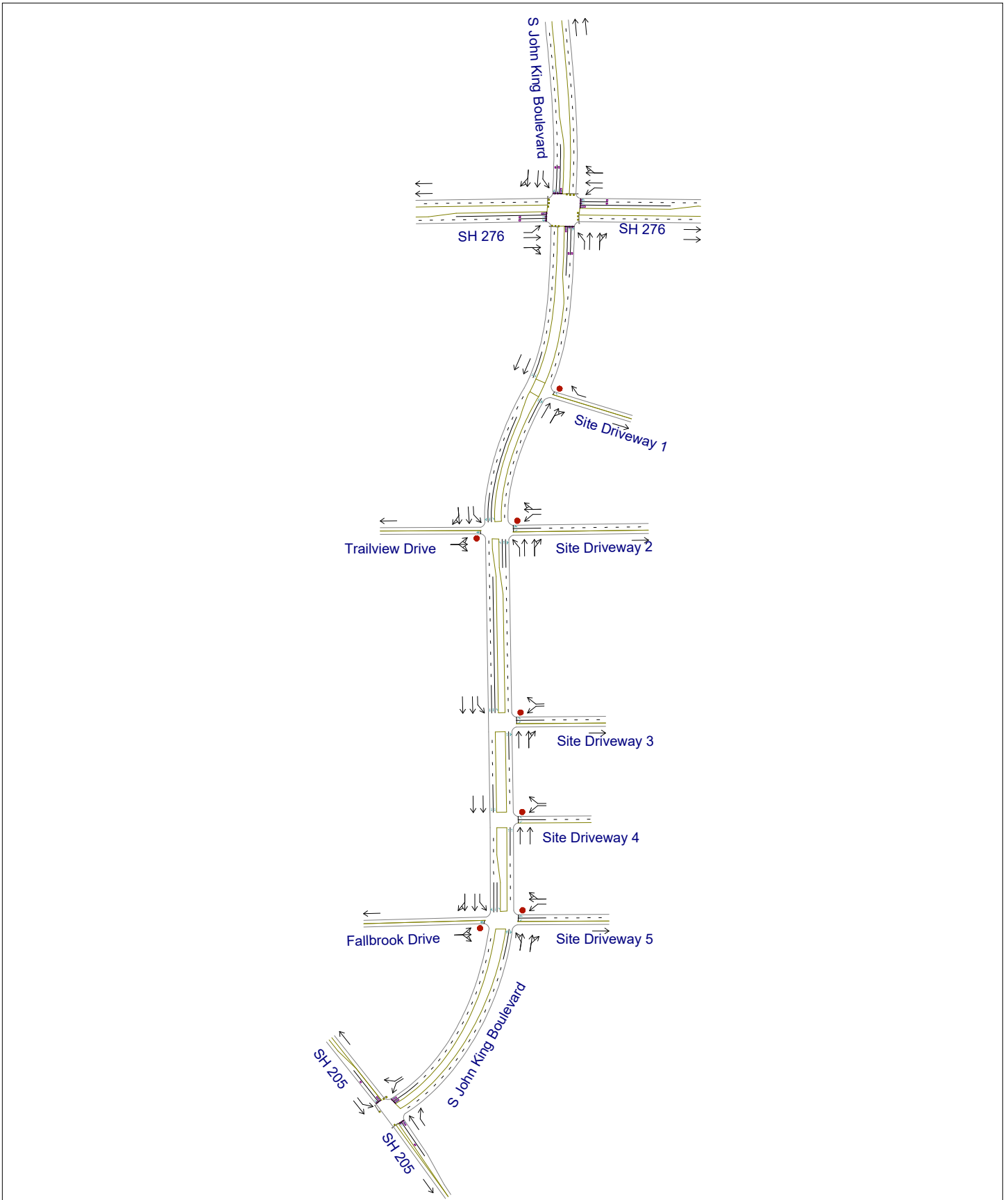
- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

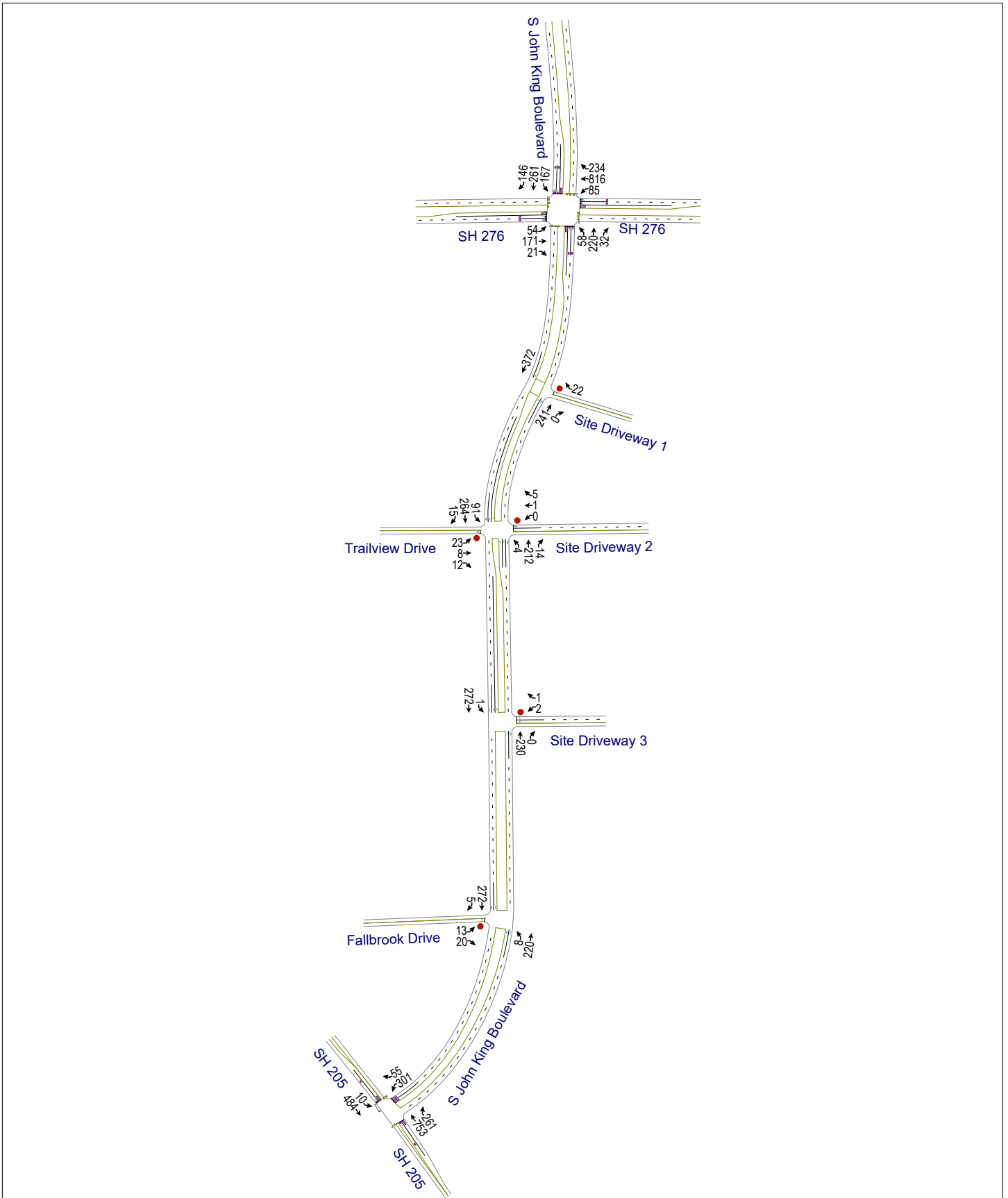
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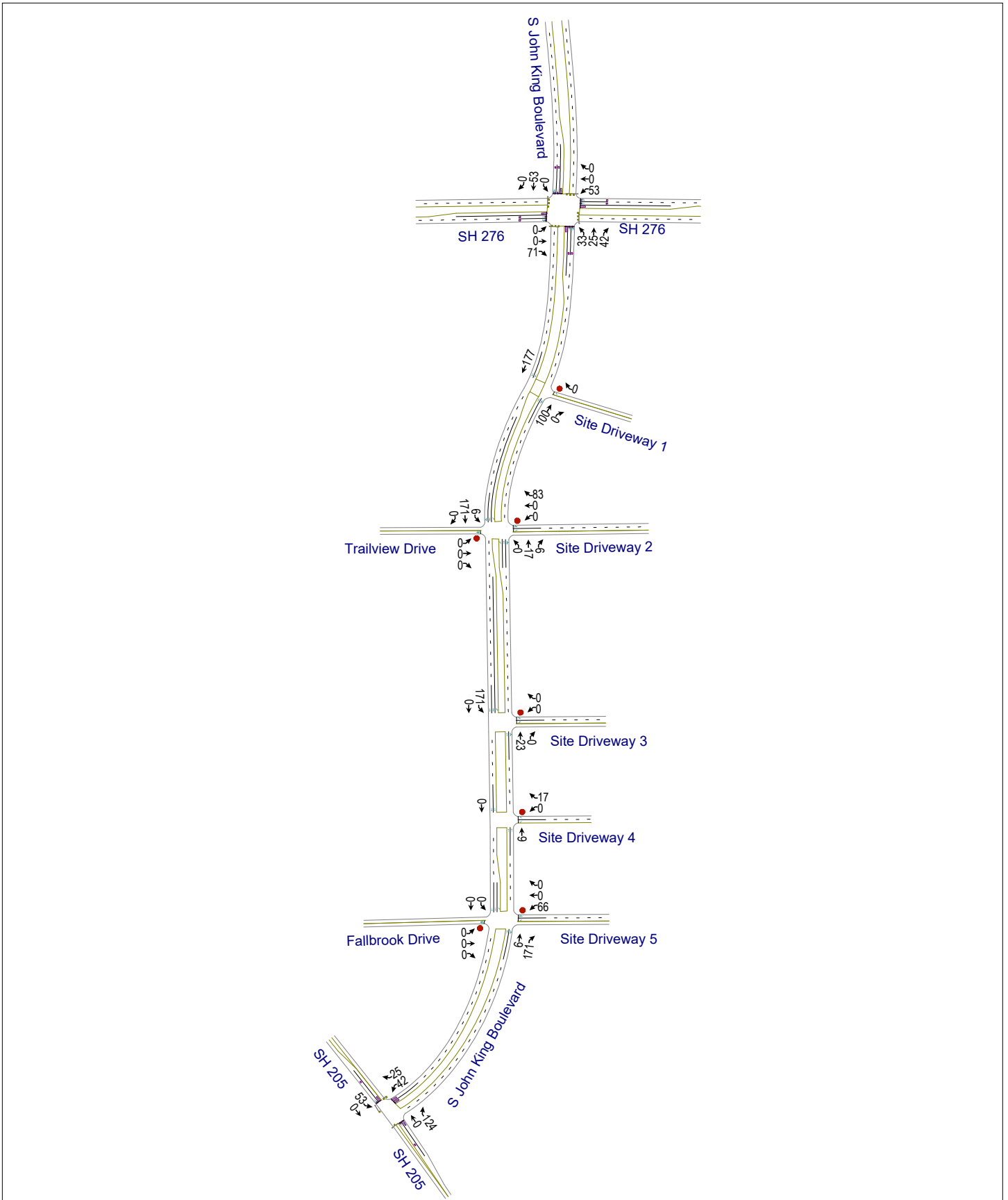
Appendix A. Traffic Volume Exhibits

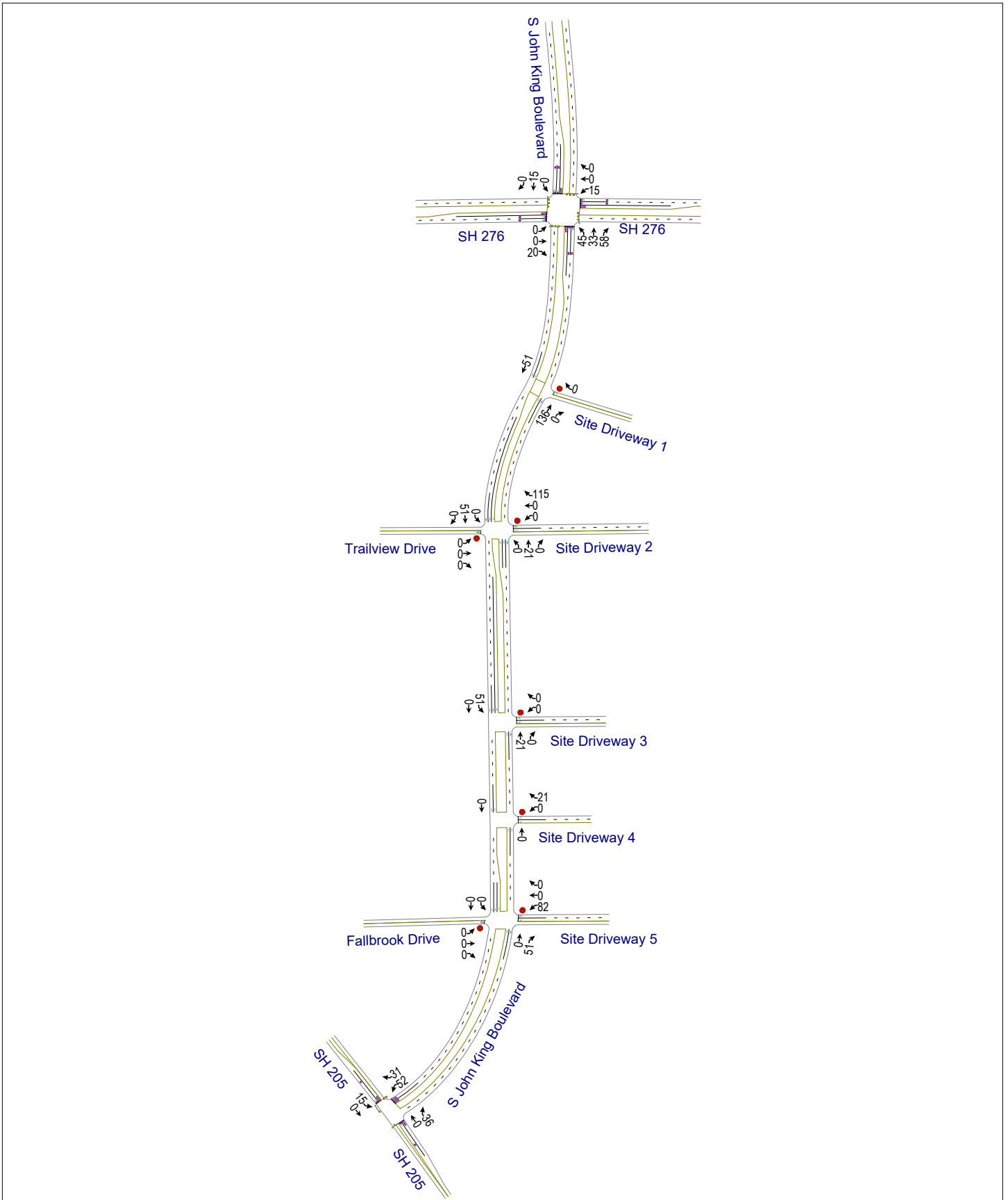
Appendix A1 - Roadway Geometry

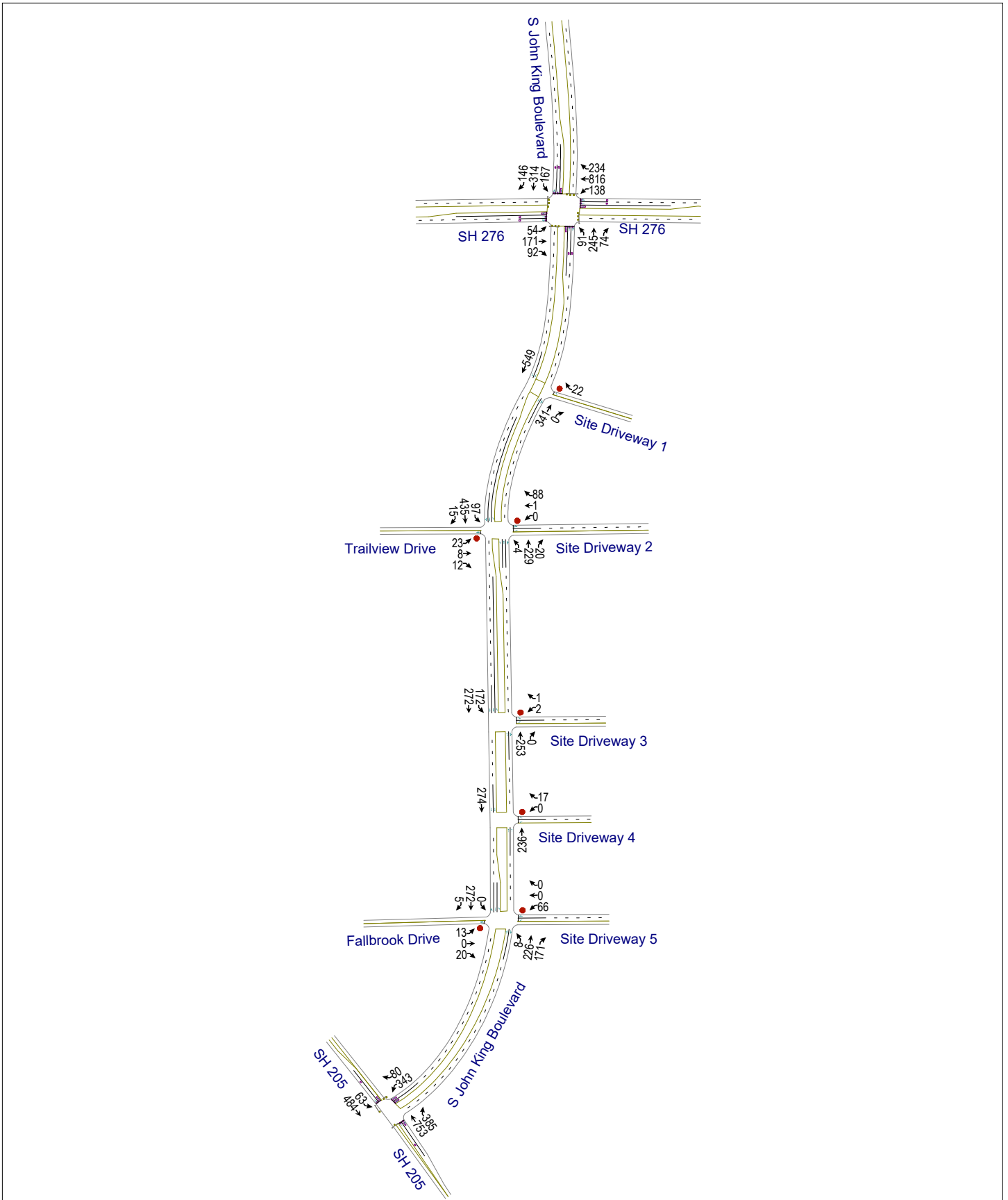
North ^
Not to Scale

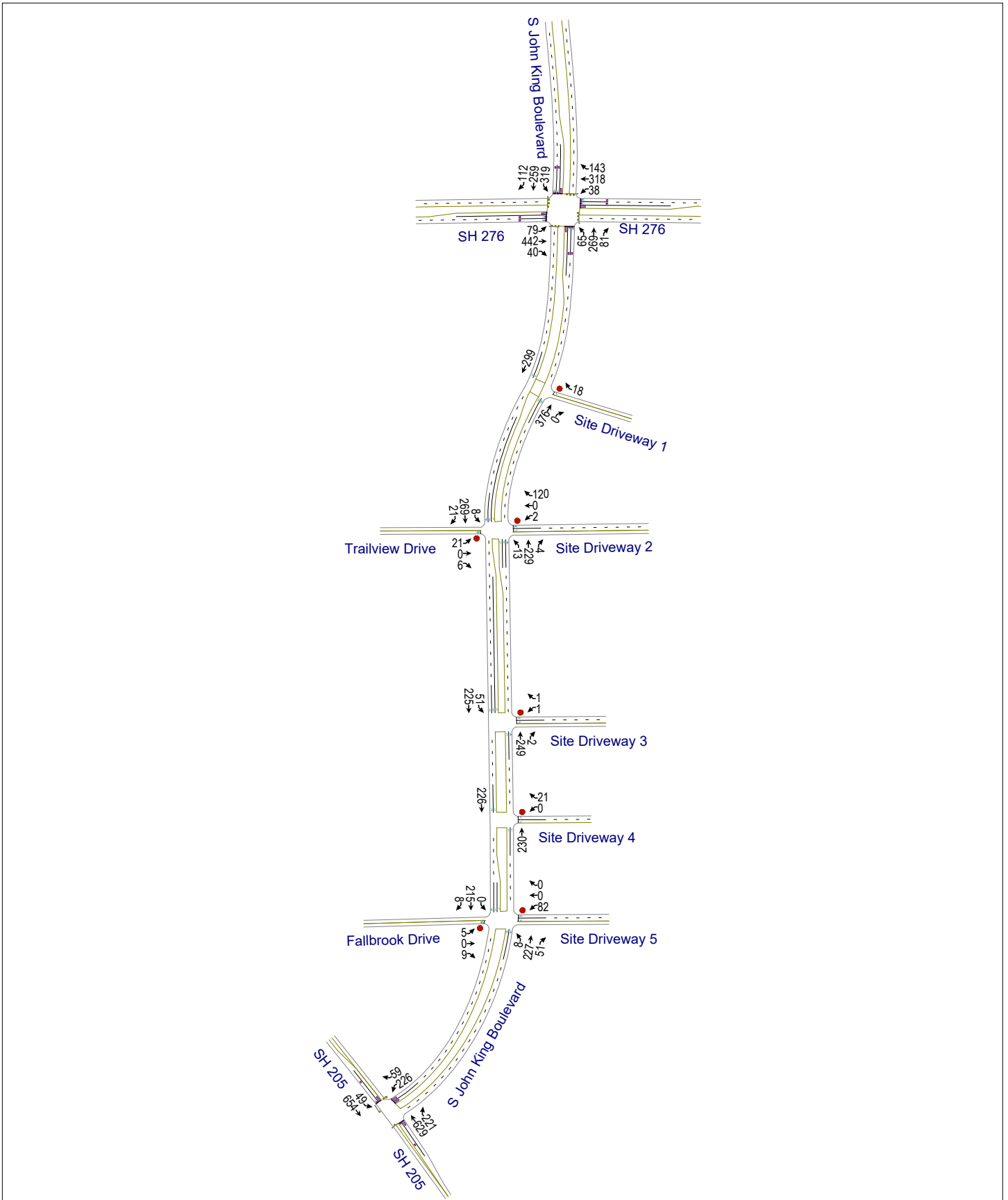












Appendix B. Detailed Traffic Volume Data

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 276						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 276					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	28	52	14			8	160	50			2	27	2			6	22	2					
State:	Texas	7:15 AM	7:30 AM	43	97	24			28	175	51			11	60	7			12	45	7					
Day:	Tuesday	7:30 AM	7:45 AM	40	52	34			19	183	50			21	56	8			13	44	6					
Date:	10-May	7:45 AM	8:00 AM	43	60	42			27	250	63			13	53	9			13	53	7					
Year:	2022	8:00 AM	8:15 AM	41	52	46			11	208	70			13	51	8			16	29	1					
Data Collector:	Camera	8:15 AM	8:30 AM	25	59	46			8	151	59			5	47	2			11	33	4					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	30	35	40			2	114	51			7	34	0			11	40	4					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	29	42	25			4	100	53			3	32	3			20	50	3					
Observations:																										
		3:00 PM	3:15 PM	64	32	26			8	85	37			18	49	21			18	77	5					
		3:15 PM	3:30 PM	67	42	22			10	72	37			4	39	8			11	102	3					
		3:30 PM	3:45 PM	73	54	19			8	74	34			5	55	9			26	79	2					
		3:45 PM	4:00 PM	66	67	35			6	68	40			2	56	5			26	75	3					
		4:00 PM	4:15 PM	75	60	35			4	69	26			2	71	7			20	90	5					
		4:15 PM	4:30 PM	74	59	32			7	80	37			7	58	5			15	115	7					
		4:30 PM	4:45 PM	91	60	17			5	84	31			4	55	6			25	131	6					
		4:45 PM	5:00 PM	79	65	28			7	85	49			7	52	5			19	106	2					
		5:00 PM	5:15 PM	79	50	34			15	105	46			7	43	7			30	114	5					
		5:15 PM	5:30 PM	80	58	32			14	92	46			6	58	5			43	125	8					
		5:30 PM	5:45 PM	60	64	42			10	108	39			9	52	5			35	119	7					
		5:45 PM	6:00 PM	62	77	33			12	97	34			3	46	3			20	100	8					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
	Study Area PHF:	0.89	Study Area PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
PM Peak Hour	Intersection PHF:	0.95	Intersection PHV:	0	298	237	136		0	46	390	180		0	29	205	22		0	127	464	22				
	Peak Hour:	4:45 PM - 5:45 PM	PHF:	0.93	0.91	0.81			0.77	0.90	0.92			0.81	0.88	0.79			0.74	0.93	0.69					
	Study Area PHF:	0.96	Study Area PHV:	0	319	244	112		0	23	318	143		0	20	236	23		0	79	442	20				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.88	0.94	0.80			0.82	0.94	0.73			0.71	0.83	0.82			0.79	0.84	0.71					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 205						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 205					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	34	0	3			0	217	42			0	0	0			3	93	0					
State:	Texas	7:15 AM	7:30 AM	44	0	9			0	212	56			0	0	0			7	105	0					
Day:	Tuesday	7:30 AM	7:45 AM	80	0	15			0	197	72			0	0	0			1	127	0					
Date:	10-May	7:45 AM	8:00 AM	98	0	24			0	173	91			0	0	0			2	136	0					
Year:	2022	8:00 AM	8:15 AM	79	0	7			0	171	42			0	0	0			0	116	0					
Data Collector:	Camera	8:15 AM	8:30 AM	50	0	2			0	196	43			0	0	0			2	135	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	34	0	3			0	185	38			0	0	0			2	108	0					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	38	0	3			0	190	37			0	0	0			2	117	0					
Observations:		3:00 PM	3:15 PM	87	0	34			0	123	39			0	0	0			11	146	0					
		3:15 PM	3:30 PM	41	0	9			0	127	28			0	0	0			4	171	0					
		3:30 PM	3:45 PM	46	0	5			0	134	35			0	0	0			5	174	0					
		3:45 PM	4:00 PM	43	0	13			0	142	28			0	0	0			8	170	0					
		4:00 PM	4:15 PM	43	0	6			0	152	56			0	0	0			11	154	0					
		4:15 PM	4:30 PM	40	0	5			0	149	57			0	0	0			5	166	0					
		4:30 PM	4:45 PM	47	0	6			0	148	43			0	0	0			12	172	0					
		4:45 PM	5:00 PM	44	0	11			0	180	29			0	0	0			6	162	0					
		5:00 PM	5:15 PM	38	0	3			0	144	38			0	0	0			9	186	0					
		5:15 PM	5:30 PM	43	0	2			0	161	40			0	0	0			1	173	0					
		5:30 PM	5:45 PM	40	0	4			0	166	38			0	0	0			3	181	0					
		5:45 PM	6:00 PM	35	0	9			0	164	43			0	0	0			5	165	0					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
	Study Area PHF:	0.89	Study Area PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
PM Peak Hour	Intersection PHF:	0.99	Intersection PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					
	Study Area PHF:	0.99	Study Area PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 1						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 1					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	57	0			0	0	3			0	33	0			0	0	0					
State:	Texas	7:15 AM	7:30 AM	0	119	0			0	0	11			0	51	0			0	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	94	0			0	0	10			0	56	0			0	0	0					
Date:	10-May	7:45 AM	8:00 AM	0	90	0			0	0	0			0	74	0			0	0	0					
Year:	2022	8:00 AM	8:15 AM	0	69	0			0	0	1			0	60	0			0	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	0	63	0			0	0	0			0	47	0			0	0	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	34	0			0	0	0			0	33	2			0	0	0					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	53	0			0	0	1			0	34	1			0	0	0					
Observations:																										
		3:00 PM	3:15 PM	0	63	0			0	0	8			0	64	0			0	0	0					
		3:15 PM	3:30 PM	0	44	0			0	0	1			0	43	0			0	0	0					
		3:30 PM	3:45 PM	0	58	0			0	0	3			0	60	0			0	0	0					
		3:45 PM	4:00 PM	0	64	0			0	0	5			0	47	0			0	0	0					
		4:00 PM	4:15 PM	0	62	0			0	0	4			0	69	0			0	0	0					
		4:15 PM	4:30 PM	0	58	0			0	0	8			0	62	0			0	0	0					
		4:30 PM	4:45 PM	0	60	0			0	0	3			0	59	0			0	0	0					
		4:45 PM	5:00 PM	0	68	0			0	0	3			0	50	0			0	0	0					
		5:00 PM	5:15 PM	0	64	0			0	0	5			0	49	0			0	0	0					
		5:15 PM	5:30 PM	0	65	0			0	0	4			0	57	0			0	0	0					
		5:30 PM	5:45 PM	0	67	0			0	0	2			0	55	0			0	0	0					
		5:45 PM	6:00 PM	0	81	0			0	0	1			0	46	1			0	0	0					
AM Peak Hour	Intersection PHF: 0.88	Intersection PHV: 0	0	372	0			0	0	0	22			0	241	0			0	0	0	0				
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00	0.78	0.00				0.00	0.00	0.50				0.00	0.81	0.00			0.00	0.00	0.00					
	Study Area PHF: 0.88	Study Area PHV: 0	0	372	0			0	0	0	22			0	241	0			0	0	0	0				
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00	0.78	0.00				0.00	0.00	0.50				0.00	0.81	0.00			0.00	0.00	0.00					
PM Peak Hour	Intersection PHF: 0.94	Intersection PHV: 0	0	248	0			0	0	0	18			0	240	0			0	0	0	0				
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.00	0.91	0.00				0.00	0.00	0.56				0.00	0.87	0.00			0.00	0.00	0.00					
	Study Area PHF: 0.94	Study Area PHV: 0	0	248	0			0	0	0	18			0	240	0			0	0	0	0				
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.00	0.91	0.00				0.00	0.00	0.56				0.00	0.87	0.00			0.00	0.00	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 2						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 2					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	15	41	2			0	0	0			1	30	2			3	0	1					
State:	Texas	7:15 AM	7:30 AM	53	65	5			0	0	2			0	47	8			6	3	2					
Day:	Tuesday	7:30 AM	7:45 AM	22	63	3			0	1	2			1	42	5			9	2	3					
Date:	10-May	7:45 AM	8:00 AM	8	77	5			0	0	0			1	70	0			5	0	2					
Year:	2022	8:00 AM	8:15 AM	8	59	2			0	0	1			2	53	1			3	3	5					
Data Collector:	Camera	8:15 AM	8:30 AM	4	57	2			0	0	1			4	43	1			4	1	1					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	2	32	1			0	0	1			1	33	2			2	1	2					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	7	42	2			0	0	0			1	30	2			2	0	1					
Observations:																										
		3:00 PM	3:15 PM	1	50	13			1	2	4			8	58	1			2	0	3					
		3:15 PM	3:30 PM	1	37	6			1	0	4			3	41	1			2	0	3					
		3:30 PM	3:45 PM	2	55	3			0	0	4			0	55	0			5	0	2					
		3:45 PM	4:00 PM	5	47	10			1	0	0			1	41	1			6	0	2					
		4:00 PM	4:15 PM	5	52	5			1	0	1			1	65	1			3	0	2					
		4:15 PM	4:30 PM	1	57	2			0	0	3			7	49	3			8	0	2					
		4:30 PM	4:45 PM	2	54	5			0	0	1			3	52	0			5	0	2					
		4:45 PM	5:00 PM	0	55	9			1	0	0			2	42	0			5	0	0					
		5:00 PM	5:15 PM	4	51	9			1	0	0			2	49	1			2	0	1					
		5:15 PM	5:30 PM	1	56	8			1	0	1			1	52	0			6	0	1					
		5:30 PM	5:45 PM	6	56	8			0	0	1			2	45	0			7	1	3					
		5:45 PM	6:00 PM	18	61	7			0	0	2			2	39	0			7	1	4					
AM Peak Hour	Intersection PHF:	0.85	Intersection PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
	Study Area PHF:	0.85	Study Area PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
PM Peak Hour	Intersection PHF:	0.92	Intersection PHV:	0	29	224	32		0	2	0	4		0	7	185	1		0	22	2	9				
	Peak Hour:	5:00 PM - 6:00 PM	PHF:	0.40	0.92	0.89			0.50	0.00	0.50			0.88	0.89	0.25			0.79	0.50	0.56					
	Study Area PHF:	0.93	Study Area PHV:	0	8	218	21		0	2	0	5		0	13	208	4		0	21	0	6				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.40	0.96	0.58			0.50	0.00	0.42			0.46	0.80	0.33			0.66	0.00	0.75					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 3						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 3					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	44	0			0	0	0			0	33	1			0	0	0					
State:	Texas	7:15 AM	7:30 AM	1	70	0			0	0	1			0	54	0			0	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	67	0			0	0	0			0	51	0			0	0	0					
Date:	10-May	7:45 AM	8:00 AM	0	79	0			1	0	0			0	74	0			0	0	0					
Year:	2022	8:00 AM	8:15 AM	0	56	0			1	0	0			0	51	0			0	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	2	55	0			0	0	0			0	44	1			0	0	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	39	0			1	0	0			0	37	2			0	0	0					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	37	0			0	0	0			0	36	1			0	0	0					
Observations:																										
		3:00 PM	3:15 PM	0	52	0			1	0	0			0	64	1			0	0	0					
		3:15 PM	3:30 PM	1	42	0			3	0	0			0	43	0			0	0	0					
		3:30 PM	3:45 PM	0	59	0			0	0	0			0	56	1			0	0	0					
		3:45 PM	4:00 PM	0	51	0			0	0	0			0	41	0			0	0	0					
		4:00 PM	4:15 PM	0	51	0			0	0	0			0	71	0			0	0	0					
		4:15 PM	4:30 PM	0	59	0			1	0	0			0	59	1			0	0	0					
		4:30 PM	4:45 PM	0	56	0			0	0	0			0	57	0			0	0	0					
		4:45 PM	5:00 PM	0	59	0			0	0	1			0	41	1			0	0	0					
		5:00 PM	5:15 PM	0	53	0			0	0	0			0	53	0			0	0	0					
		5:15 PM	5:30 PM	0	55	0			0	0	0			0	47	0			0	0	0					
		5:30 PM	5:45 PM	1	59	0			0	0	0			0	43	1			0	0	0					
		5:45 PM	6:00 PM	3	59	0			2	0	0			0	43	0			0	0	0					
AM Peak Hour	Intersection PHF:	0.82	Intersection PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00					
	Study Area PHF:	0.82	Study Area PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00					
PM Peak Hour	Intersection PHF:	0.94	Intersection PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00					
	Study Area PHF:	0.94	Study Area PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on FALLBROOK DRIVE/PROPOSED SITE						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on FALLBROOK DRIVE/PROPOSED SITE					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	43	0			0	0	0			1	33	0			2	0	8					
State:	Texas	7:15 AM	7:30 AM	0	69	0			0	0	0			3	50	0			3	0	4					
Day:	Tuesday	7:30 AM	7:45 AM	0	65	1			0	0	0			1	48	0			4	0	5					
Date:	10-May	7:45 AM	8:00 AM	0	82	2			0	0	0			2	73	0			3	0	8					
Year:	2022	8:00 AM	8:15 AM	0	56	2			0	0	0			2	49	0			3	0	3					
Data Collector:	Camera	8:15 AM	8:30 AM	0	55	1			0	0	0			1	43	0			1	0	2					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	35	2			0	0	0			2	35	0			2	0	5					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	42	0			0	0	0			0	37	0			1	0	1					
Observations:																										
		3:00 PM	3:15 PM	0	51	3			0	0	0			10	65	0			0	0	2					
		3:15 PM	3:30 PM	0	44	1			0	0	0			3	41	0			2	0	2					
		3:30 PM	3:45 PM	0	62	0			0	0	0			2	56	0			2	0	2					
		3:45 PM	4:00 PM	0	49	2			0	0	0			2	38	0			3	0	3					
		4:00 PM	4:15 PM	0	47	4			0	0	0			2	71	0			0	0	4					
		4:15 PM	4:30 PM	0	54	3			0	0	0			3	64	0			1	0	0					
		4:30 PM	4:45 PM	0	55	0			0	0	0			3	52	0			1	0	2					
		4:45 PM	5:00 PM	0	59	1			0	0	0			0	40	0			3	0	3					
		5:00 PM	5:15 PM	0	48	3			0	0	0			1	54	0			0	0	1					
		5:15 PM	5:30 PM	0	53	5			0	0	0			0	44	0			3	0	2					
		5:30 PM	5:45 PM	0	57	1			0	0	0			3	44	0			2	0	2					
		5:45 PM	6:00 PM	0	57	4			0	0	0			0	42	0			1	0	2					
AM Peak Hour	Intersection PHF:	0.79	Intersection PHV:	0	0	272	5		0	0	0	0		0	8	220	0		0	13	0	20				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.00	0.83	0.63			0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
	Study Area PHF:	0.79	Study Area PHV:	0	0	272	5		0	0	0	0		0	8	220	0		0	13	0	20				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.00	0.83	0.63			0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
PM Peak Hour	Intersection PHF:	0.92	Intersection PHV:	0	0	215	8		0	0	0	0		0	8	227	0		0	5	0	9				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.50			0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					
	Study Area PHF:	0.92	Study Area PHV:	0	0	215	8		0	0	0	0		0	8	227	0		0	5	0	9				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.50			0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					

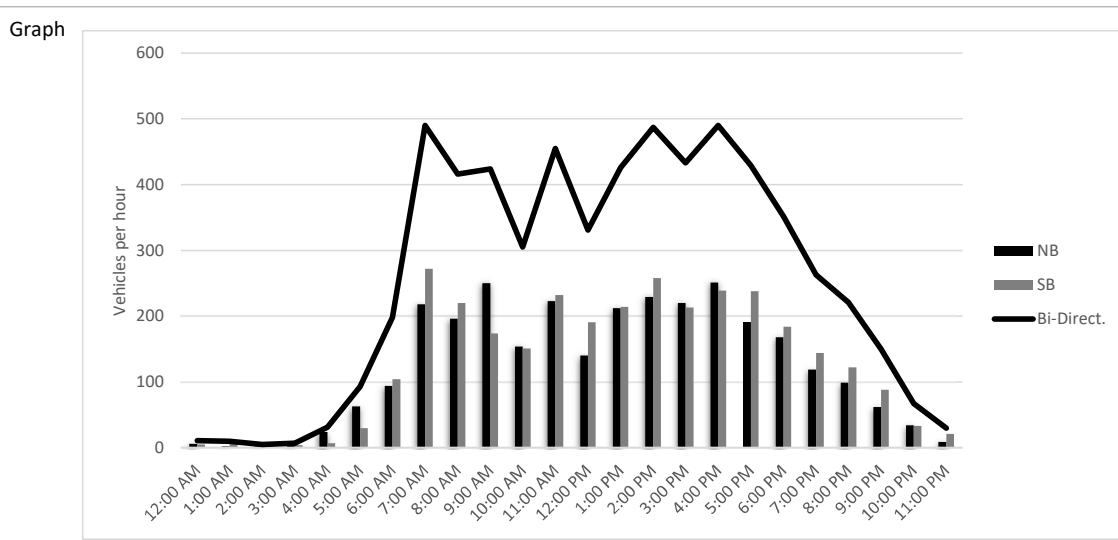
ROADWAY: S JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
6,124
 (WEEKDAY)

S JOHN KING BOULEVARD

START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	2	1	0	3	2	0	2	1	6	5	11
1:00 AM	0	0	2	0	1	2	2	3	2	8	10
2:00 AM	2	0	0	0	1	0	0	2	2	3	5
3:00 AM	0	1	0	2	2	0	0	2	3	4	7
4:00 AM	4	2	3	15	0	1	4	2	24	7	31
5:00 AM	7	7	28	21	6	5	9	10	63	30	93
6:00 AM	14	24	20	36	12	26	22	44	94	104	198
7:00 AM	33	59	58	68	42	75	73	82	218	272	490
8:00 AM	71	52	36	37	70	60	46	44	196	220	416
9:00 AM	48	47	71	84	43	50	46	35	250	174	424
10:00 AM	54	34	26	40	40	40	47	24	154	151	305
11:00 AM	44	84	52	43	90	64	38	40	223	232	455
12:00 PM	28	30	42	40	35	44	48	64	140	191	331
1:00 PM	46	64	53	49	60	54	50	50	212	214	426
2:00 PM	52	51	54	72	48	64	48	98	229	258	487
3:00 PM	67	47	57	49	52	45	62	54	220	213	433
4:00 PM	77	66	60	48	62	55	62	60	251	239	490
5:00 PM	46	55	50	40	50	64	62	62	191	238	429
6:00 PM	44	50	36	38	44	42	44	54	168	184	352
7:00 PM	48	29	26	16	44	40	35	25	119	144	263
8:00 PM	26	21	32	20	29	42	24	27	99	122	221
9:00 PM	16	12	19	15	24	22	23	19	62	88	150
10:00 PM	8	16	5	5	8	4	12	9	34	33	67
11:00 PM	5	2	2	0	6	7	5	3	9	21	30

24-Hour Total:	NB	SB	Bi-Direct.
	2,969	3,155	6,124
(Bi-Direct.) AM Peak Hour Total:	256	300	556
(Bi-Direct.) PM Peak Hour Total:	244	262	506
Highest By Direction (NB):	256		
Highest By Direction (SB):		300	



ROADWAY: SH 205
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
20,418
 (WEEKDAY)

SH 205

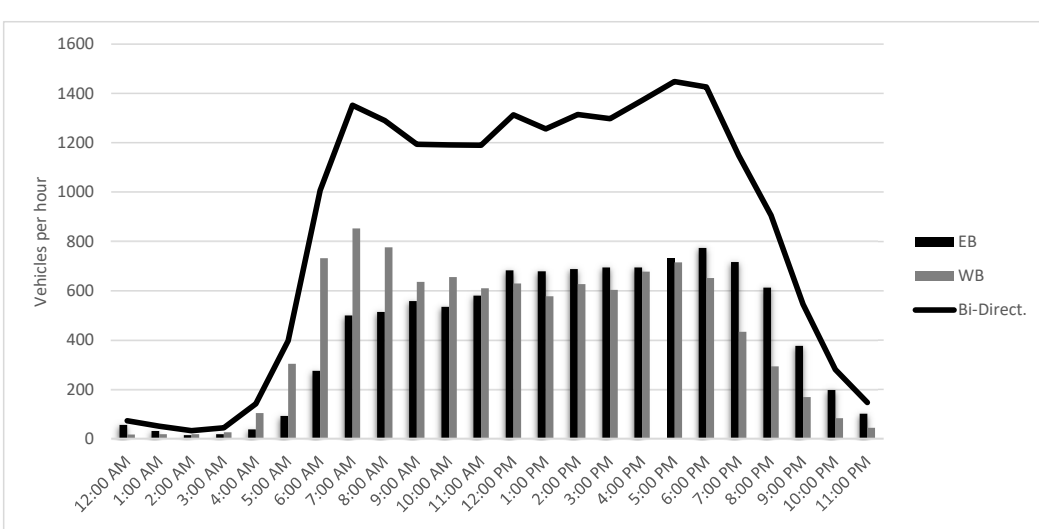
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	19	13	12	12	5	2	1	9	56	17	73
1:00 AM	8	10	8	6	1	6	3	9	32	19	51
2:00 AM	2	4	7	1	6	1	5	6	14	18	32
3:00 AM	3	5	8	3	4	4	12	6	19	26	45
4:00 AM	10	12	10	6	23	18	21	42	38	104	142
5:00 AM	11	22	32	28	29	86	80	109	93	304	397
6:00 AM	33	62	78	102	129	170	214	219	275	732	1007
7:00 AM	101	120	135	144	223	218	216	195	500	852	1352
8:00 AM	126	143	122	123	187	202	184	203	514	776	1290
9:00 AM	140	126	150	142	177	181	137	141	558	636	1194
10:00 AM	116	132	118	169	176	163	163	154	535	656	1191
11:00 AM	140	155	164	121	142	158	158	152	580	610	1190
12:00 PM	146	210	150	177	163	161	148	158	683	630	1313
1:00 PM	178	172	161	168	150	118	156	153	679	577	1256
2:00 PM	161	173	180	174	154	157	136	180	688	627	1315
3:00 PM	144	174	186	190	160	142	148	154	694	604	1298
4:00 PM	160	176	184	174	166	152	163	196	694	677	1371
5:00 PM	199	164	199	171	157	174	190	194	733	715	1448
6:00 PM	198	214	174	188	170	178	154	150	774	652	1426
7:00 PM	179	196	180	161	116	113	97	107	716	433	1149
8:00 PM	159	135	177	141	83	82	66	63	612	294	906
9:00 PM	110	98	96	72	49	54	38	28	376	169	545
10:00 PM	52	62	45	38	30	19	22	12	197	83	280
11:00 PM	40	27	24	11	18	8	16	3	102	45	147

7:00 AM 8:00 AM
 5:30 PM 6:30 PM
 5:30 PM 6:30 PM
 6:45 AM 7:45 AM

24-Hour Total: 20,418
 (Bi-Direct.) AM Peak Hour Total: 1,352
 (Bi-Direct.) PM Peak Hour Total: 1,514
 Highest By Direction (EB): 782
 Highest By Direction (WB): 876

	EB	WB	Bi-Direct.
24-Hour Total:	10,162	10,256	20,418
(Bi-Direct.) AM Peak Hour Total:	500	852	1,352
(Bi-Direct.) PM Peak Hour Total:	782	732	1,514
Highest By Direction (EB):	782		
Highest By Direction (WB):		876	

Graph



ROADWAY: SH 276
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
16,214
 (WEEKDAY)

SH 276

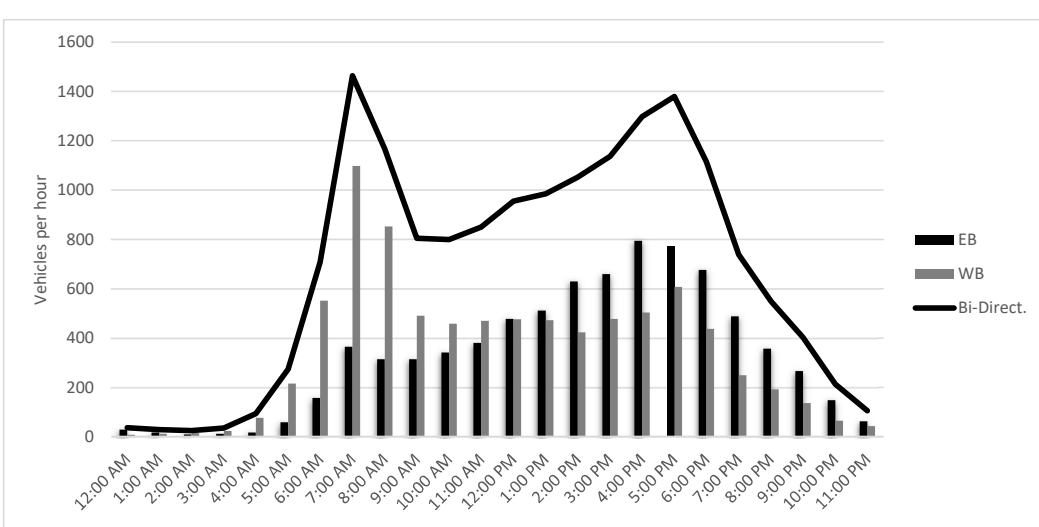
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	8	10	5	6	2	1	3	2	29	8	37
1:00 AM	5	5	5	2	4	0	3	5	17	12	29
2:00 AM	3	3	2	2	0	3	5	7	10	15	25
3:00 AM	3	4	2	3	8	4	6	5	12	23	35
4:00 AM	1	6	1	9	12	14	26	25	17	77	94
5:00 AM	6	10	21	22	34	47	60	74	59	215	274
6:00 AM	26	30	44	57	109	120	156	167	157	552	709
7:00 AM	54	102	98	111	226	266	266	340	365	1098	1463
8:00 AM	86	62	76	90	290	232	168	162	314	852	1166
9:00 AM	73	69	94	78	122	144	124	101	314	491	805
10:00 AM	90	52	92	108	108	120	122	108	342	458	800
11:00 AM	104	86	97	93	131	106	120	113	380	470	850
12:00 PM	128	112	116	122	112	130	117	118	478	477	955
1:00 PM	131	118	140	123	128	126	120	99	512	473	985
2:00 PM	138	140	180	171	99	100	108	116	629	423	1052
3:00 PM	172	178	161	148	139	102	126	111	659	478	1137
4:00 PM	174	197	232	191	108	118	124	154	794	504	1298
5:00 PM	212	205	184	171	151	152	156	148	772	607	1379
6:00 PM	194	168	172	142	118	132	105	83	676	438	1114
7:00 PM	128	152	120	88	71	66	55	58	488	250	738
8:00 PM	90	89	86	92	52	52	50	38	357	192	549
9:00 PM	90	57	66	53	30	45	41	20	266	136	402
10:00 PM	50	44	33	21	20	18	22	5	148	65	213
11:00 PM	13	21	14	14	13	6	12	12	62	43	105

7:15 AM 8:15 AM
 4:30 PM 5:30 PM
 4:30 PM 5:30 PM
 7:15 AM 8:15 AM

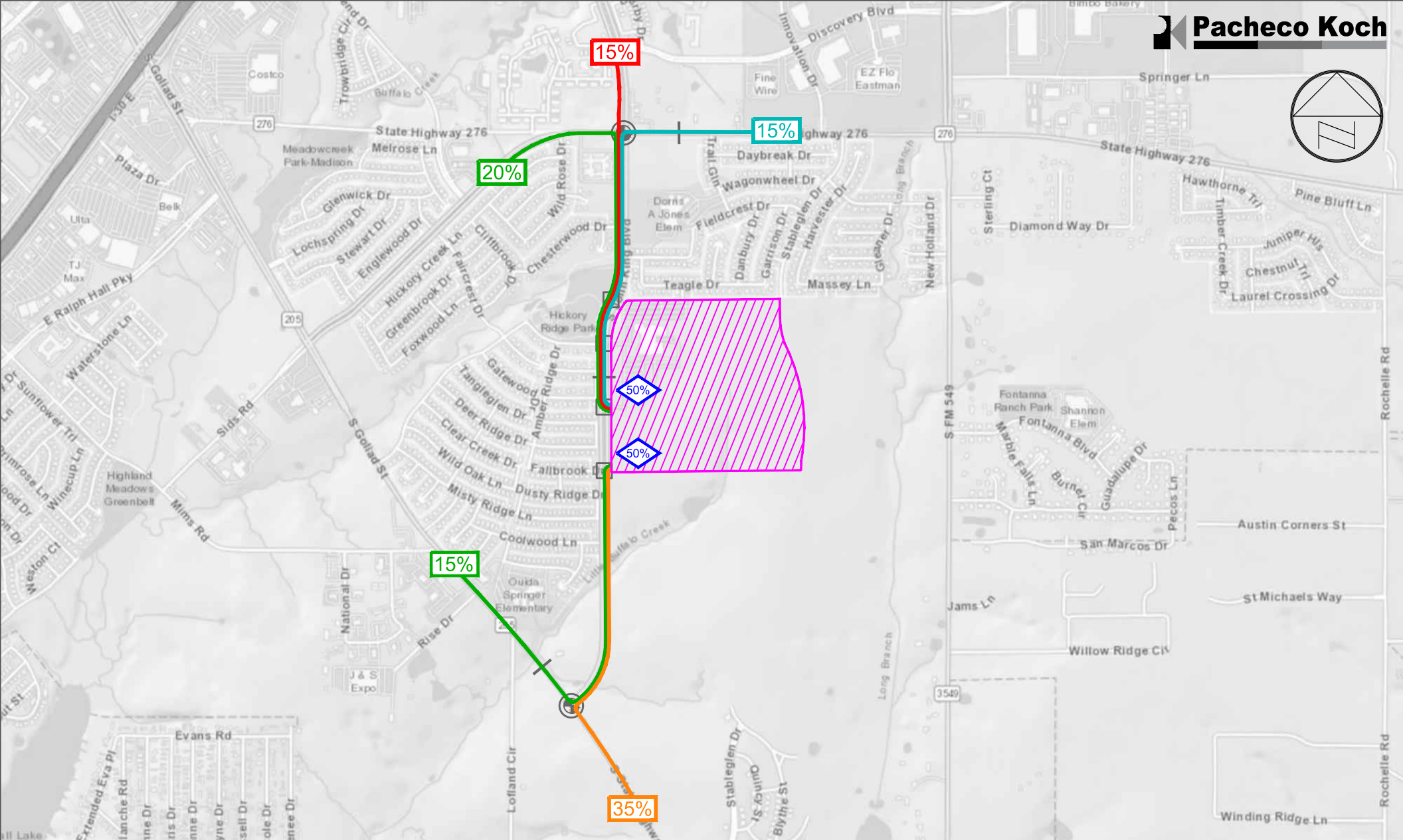
24-Hour Total: 16,214
 (Bi-Direct.) AM Peak Hour Total: 1,559
 (Bi-Direct.) PM Peak Hour Total: 1,421
 Highest By Direction (EB): 840
 Highest By Direction (WB): 1,162

	EB	WB	Bi-Direct.
24-Hour Total:	7,857	8,357	16,214
(Bi-Direct.) AM Peak Hour Total:	397	1,162	1,559
(Bi-Direct.) PM Peak Hour Total:	840	581	1,421
Highest By Direction (EB):	840		
Highest By Direction (WB):		1,162	

Graph



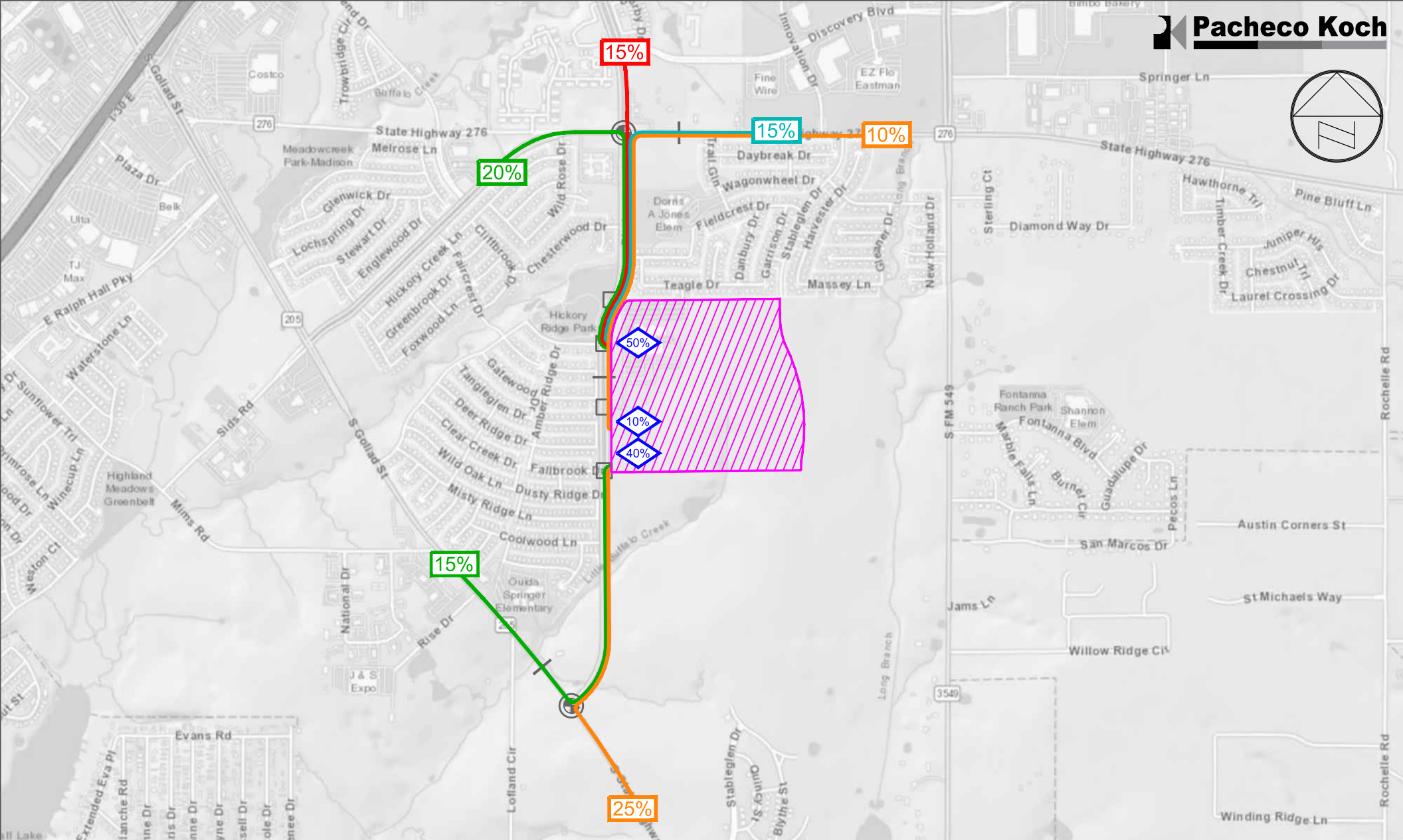
Appendix C. Site-Generated Traffic Supplement



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Inbound)

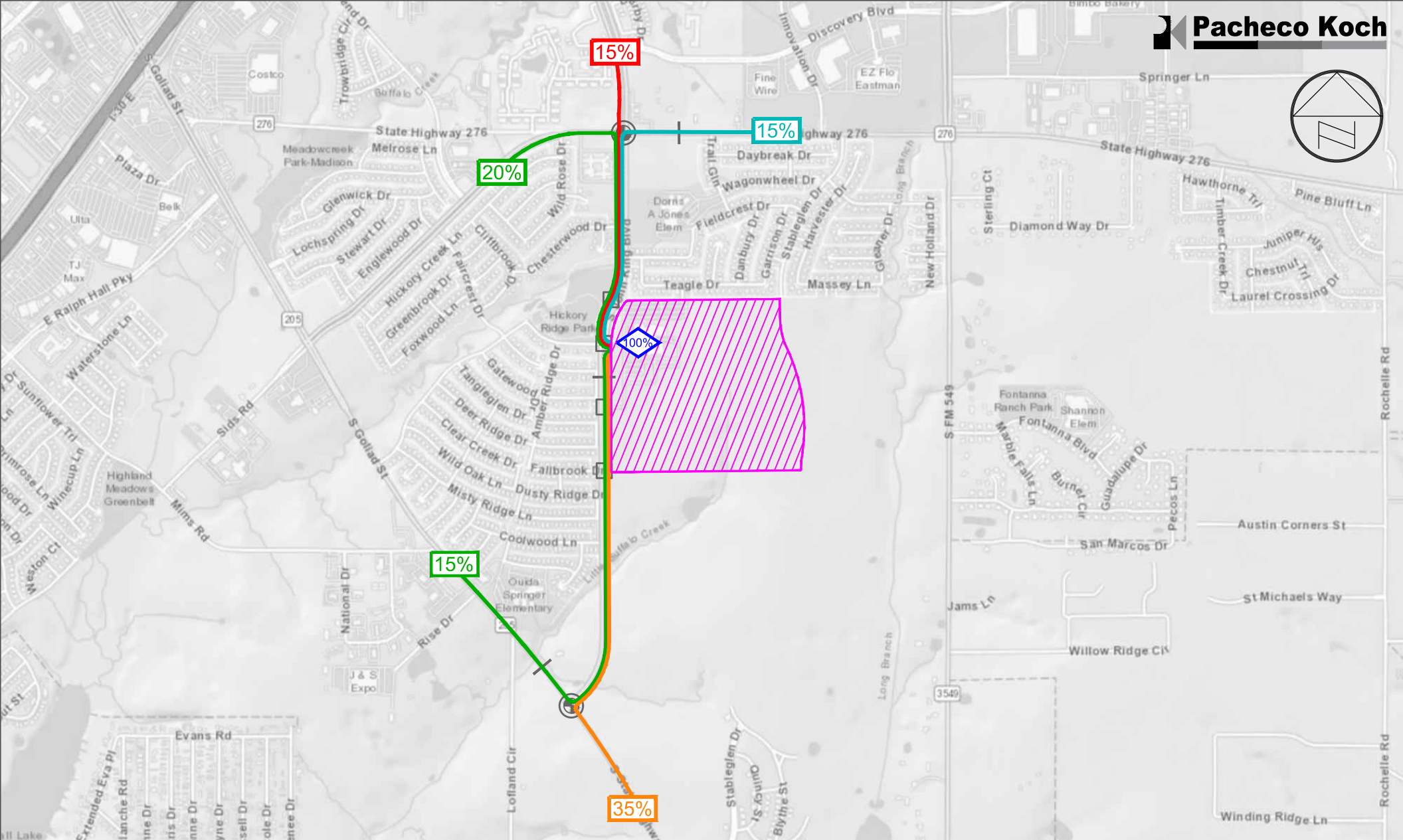
RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- - Traffic Signal
- Study Area Intersection (Unsignalized)
- X - Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Outbound)

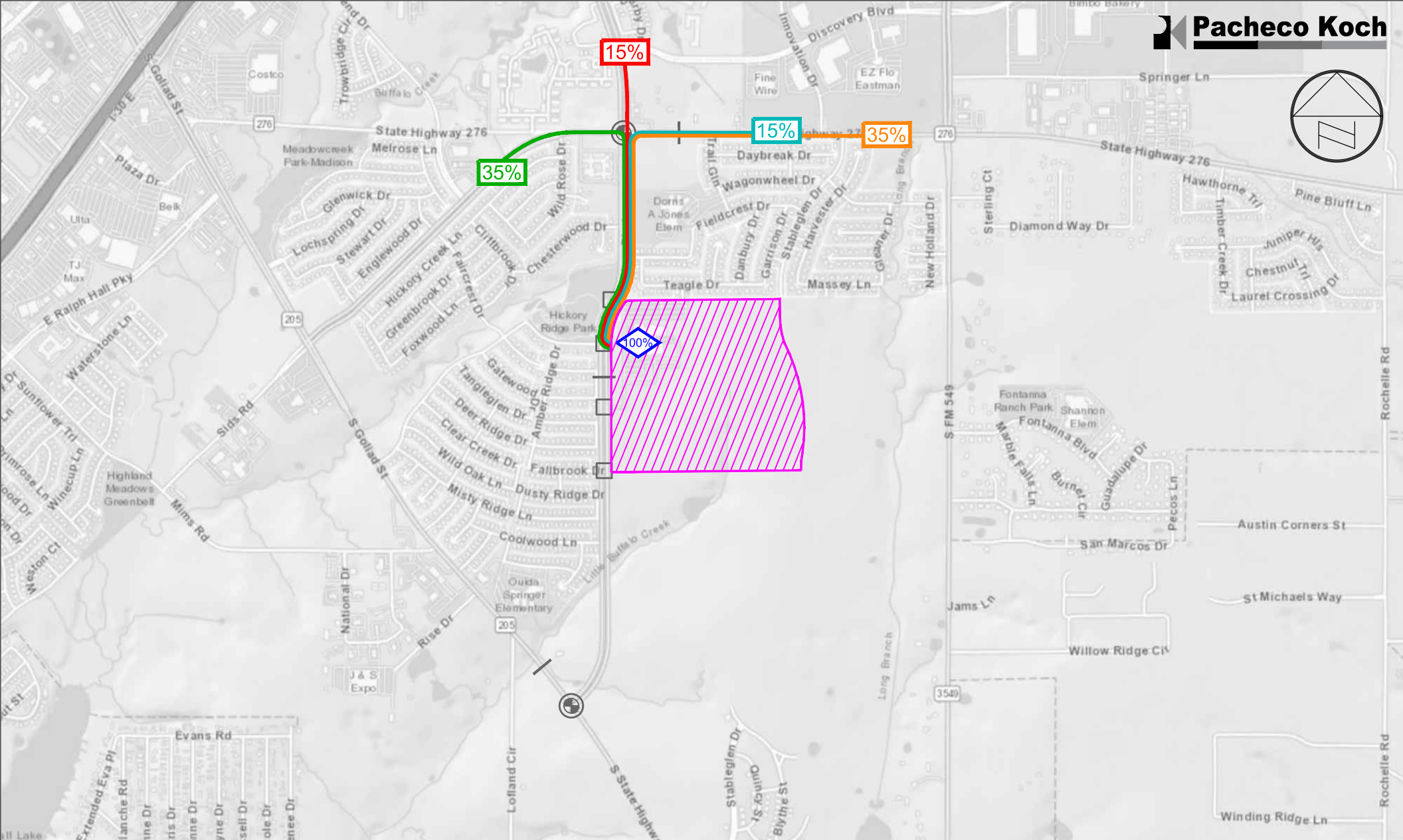
RISD South 9th Grade Center, Rockwall, Texas
 PK 5360-22.341 (LHC: 05/19/22)



Site Generated Trip Distribution - Buses (Inbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)



Site Generated Trip Distribution - Buses (Outbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)

Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed New Rockwall – Heath Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall – Heath Ninth Grade Center, its location at the southern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall – Heath Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 19 buses with a ridership of approximately 665 student with an approximate student population of 2,779 student of the 655 riders 255 were Freshman students or 32.4% of Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 494, 1.4 students per vehicle 353 students, with an approximate Freshman student population of 788 student or 62.6% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study (5) the District's projection that only 5% of students will be pedestrian traffic (39 students) within the 2 mile walk zone is accepted; a value of 5% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (10) Buses will access site by way of Approach #4.

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall-Heath Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of South John King Boulevard:

Existing Rockwall-Heath High School Freshman Transportation recap.

788 students	x	32.4 %	= 255 students by bus (Actual ridership)
788 students	x	62.6 %	= 494 students by parent or older sibling
788 students	x	5.0 %	= 39 pedestrian traffic (added above)

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Build Out)

It is assumed that Rockwall-Heath Ninth Grade Center will operate very similar to the existing Rockwall-Heath High School.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Capacity)

1,000 students	x	40.0%	= 400 students by bus (12 Buses)
1,000 students	x	55.0%	= 550 students by parent
1,000 students	x	5.0%	= 50 pedestrian traffic

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.35 by bus mode / 35 students average per bus = 11.4 (12) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 50 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and within the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the subdivision is built out.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (On opening day 2024)

(Current 8th grade Enrollment 2022 1,424 Students)

(Current 7th grade Enrollment 2022 1,371 Students)

(Current 6th grade Enrollment 2022 1,381 Students)

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.

Source : Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.40 by bus mode / 35 students average per bus = 8 (8) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 35 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and within the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the opening day projected student enrollment.

Trip Distribution

The following assumptions are made regarding trip distribution:

(1) All of the morning peak hour inbound Ninth grade parent vehicular access to the site will access the site in two locations. Parents north bound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(2) Parents southbound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall-Heath Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off South John King Boulevard (State Highway 205 Bypass) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto South John King Boulevard (State Highway 205 Bypass) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 17 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.

(4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall-Heath Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Lofland Farms, Hickory Creek and Somerset Park Subdivisions.

(5) No internal trips are anticipated.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard and Stableglen Drive in the Lofland Farms Subdivision.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard from the Hickory Ridge and Someset Park Subdivision.

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Northbound on South John King Boulevard. (Right turn into Approach #1 - Southerly Entrance)

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.50 (197) trip ends (cars/vans)
Southbound on South John King Boulevard. (Left turn into Approach #3 Northerly Middle Approach Entrance)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard (Right Turn Only into approach #4)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall-Heath Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the children at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 394 cars entering and 394 are exiting as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and ninth grade southbound would be assigned to the front pick on the north side of the main entrance. All students with older siblings attending the Gene Burton College and Career Center would also be assigned to the rear pick up area. This would equate to a 50 / 50 split at the front drop off area at build out between the two drop off and pick areas enter the site, both from Southbound and northbound off of South John King Boulevard, double stack through the student drop off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

50% 196.5 (197) car trips into the south pick up area
50% 196.5 (197) car trips into the north pickup area.

All bus traffic will enter and exit the site off South John King Boulevard (State Highway 205 Bypass) through Approach #4 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto northbound South John King Boulevard (State Highway 205 Bypass) This exit will be limited to a right hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 6 bus trips southbound from South John King Boulevard (State Highway 205 Bypass)
Inbound 6 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
Outbound 12 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
(All through Approach #4)

This plan is to be designed to for vehicular traffic to be split by direction of travel on South John King Boulevard. With 50% of both northbound and southbound traffic turning into Approach #3 and 50% of the same traffic turning into Approach #1.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

1,000 Freshman students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends
 (cars/vans) Northbound on South John King Boulevard.

100% (right turn into Southerly Entrance) Approach #1	= 197 trip ends
20% (right turn into southern middle Exit) Approach #2	= 40 trip end
80% (left turn into southern Exit) Approach #1	= 137 trip end

1,000 Freshman Students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends (cars/vans)
 Southbound on South John King Boulevard.

100% (Left turn into middle Entrance) Approach #3	= 197 trip ends
100% (left turn into Southerly Exit) Approach #4	= 197 trip ends

6 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 6 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

12 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

700 Freshman Students x 40.0% = 280 students by bus (16 Buses)
 700 Freshman Students x 55.0% = 385 students by parent
 700 Freshman Students x 5.0% = 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
 Source : Rockwall Independent School District

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 385 trip ends
 (cars/vans) Northbound on South John King Boulevard.
 100% (right turn into Southerly Entrance) Approach #1 = 193 trip ends
 20% (right turn into southern middle Exit) Approach #2 = 39 trip end
 80% (left turn into southern Exit) Approach #1 = 154 trip end

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 193 trip ends (cars/vans)
 Southbound on South John King Boulevard.
 100% (Left turn into middle Entrance) Approach #3 = 193 trip ends
 100% (left turn into Southerly Exit) Approach #4 = 193 trip ends

4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

8 buses x 60% Bus (35 students per Bus) =18 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Observation and Conclusions

Appendix D. Detailed Intersection Capacity Analysis Results

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Future Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	23	92	887	254	63	239	35	182	284	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	209	0	92	1141	0	63	274	0	182	443	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	1	6	5	2				
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	15.0	35.0	15.0	35.0	15.0	35.0
Total Split (s)	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	41.0	30.5
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.33	0.24
v/c Ratio	0.34	0.15	0.15	0.69	0.21	0.32	0.48	0.50				
Control Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1				
LOS	C	C	C	C	C	D	C	D				
Approach Delay		23.8		27.3		36.3		34.7				
Approach LOS		C		C		D		C				
Queue Length 50th (ft)	29	52	41	368	33	91	104	132				
Queue Length 95th (ft)	58	79	77	469	66	132	163	186				
Internal Link Dist (ft)		482		2007		1967		428				
Turn Bay Length (ft)	325		325		175		175					
Base Capacity (vph)	268	1413	631	1660	303	856	381	878				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.22	0.15	0.15	0.69	0.21	0.32	0.48	0.50				

Intersection Summary

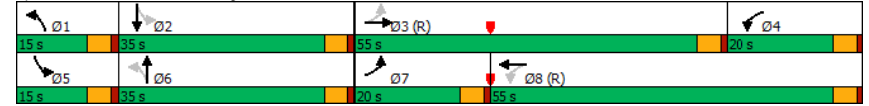
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

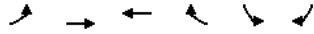
Intersection Signal Delay: 30.0
 Intersection LOS: C
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↑	↔	↔	↔
Traffic Volume (vph)	10	484	753	261	301	55
Future Volume (vph)	10	484	753	261	301	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	526	818	284	327	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	526	818	284	327	60
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.4	49.4	49.4	49.4	31.6	31.6
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.07	0.51	0.80	0.29	0.53	0.10
Control Delay	8.7	14.0	22.5	2.2	29.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	14.0	22.5	2.2	29.0	7.3
LOS	A	B	C	A	C	A
Approach Delay		13.9	17.3		25.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	3	165	329	7	152	0
Queue Length 95th (ft)	10	217	431	35	256	28
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	166	1148	1148	1073	621	595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.46	0.71	0.26	0.53	0.10

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM

Intersection Signal Delay: 18.0
 Intersection LOS: B
 Intersection Capacity Utilization 63.8%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	241	0	0	372
Future Vol, veh/h	0	22	241	0	0	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	262	0	0	404

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Future Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	8	4	230	23	152	287	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	723	860	152	704	857	127	303	0	0	253	0	0
Stage 1	599	599	-	250	250	-	-	-	-	-	-	-
Stage 2	124	261	-	454	607	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	422	357	*980	436	358	900	1444	-	-	1309	-	-
Stage 1	581	573	-	732	699	-	-	-	-	-	-	-
Stage 2	867	691	-	721	568	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	378	314	*980	379	316	900	1444	-	-	1309	-	-
Mov Cap-2 Maneuver	378	314	-	379	316	-	-	-	-	-	-	-
Stage 1	579	506	-	730	697	-	-	-	-	-	-	-
Stage 2	855	689	-	612	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		10.3		0.1		2.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	421	-	688	1309	-	-
HCM Lane V/C Ratio	0.003	-	-	0.122	-	0.015	0.116	-	-
HCM Control Delay (s)	7.5	-	-	14.7	0	10.3	8.1	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	2	1	230	0	1	272
Future Vol, veh/h	2	1	230	0	1	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	250	0	2	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	402	125	0	0	250
Stage 1	250	-	-	-	-
Stage 2	152	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	576	902	-	-	1313
Stage 1	768	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	575	902	-	-	1313
Mov Cap-2 Maneuver	575	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	858	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	575	902	1313
HCM Lane V/C Ratio	-	-	0.006	0.002	0.001
HCM Control Delay (s)	-	-	11.3	9	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	✕✕			↑↑	↑↑	
Traffic Vol, veh/h	13	20	8	220	272	5
Future Vol, veh/h	13	20	8	220	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	22	9	239	296	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	437	151	301	0	0
Stage 1	299	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	548	868	1257	-	-
Stage 1	726	-	-	-	-
Stage 2	874	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	544	868	1257	-	-
Mov Cap-2 Maneuver	544	-	-	-	-
Stage 1	720	-	-	-	-
Stage 2	874	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	703	-	-
HCM Lane V/C Ratio	0.007	-	0.051	-	-
HCM Control Delay (s)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Future Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	22	25	346	155	22	257	25	347	265	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	502	0	25	501	0	22	282	0	347	387	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	1	6	5	2				
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	40.0	20.0	40.0	15.0	45.0	20.0	50.0				
Total Split (%)	16.0%	32.0%	16.0%	32.0%	12.0%	36.0%	16.0%	40.0%				
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max		
Act Effct Green (s)	43.5	43.5	41.1	41.1	51.0	40.5	60.5	45.5				
Actuated g/C Ratio	0.35	0.35	0.33	0.33	0.41	0.32	0.48	0.36				
v/c Ratio	0.32	0.41	0.07	0.44	0.05	0.25	0.64	0.30				
Control Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
LOS	C	C	C	C	B	C	C	C				
Approach Delay		34.0		30.8		29.8		25.5				
Approach LOS		C		C		C		C				
Queue Length 50th (ft)	52	177	14	147	9	85	176	95				
Queue Length 95th (ft)	96	232	36	208	24	121	253	136				
Internal Link Dist (ft)		482		2007		1967		428				
Turn Bay Length (ft)	325		325		175		175					
Base Capacity (vph)	326	1225	398	1148	459	1137	542	1270				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.26	0.41	0.06	0.44	0.05	0.25	0.64	0.30				

Intersection Summary

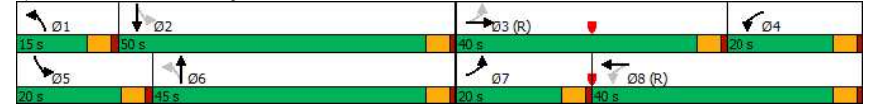
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

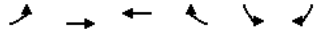
Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 57.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↔
Traffic Volume (vph)	34	654	629	185	174	28
Future Volume (vph)	34	654	629	185	174	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	711	684	201	189	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	711	684	201	189	30
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	44.8	44.8	44.8	44.8	36.2	36.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.40	0.40
v/c Ratio	0.21	0.77	0.74	0.23	0.27	0.05
Control Delay	12.9	23.6	22.4	1.8	22.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	23.6	22.4	1.8	22.1	8.7
LOS	B	C	C	A	C	A
Approach Delay		23.1	17.7		20.2	
Approach LOS		C	B		C	
Queue Length 50th (ft)	11	308	290	0	71	0
Queue Length 95th (ft)	24	338	317	24	146	20
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	223	1148	1148	1053	712	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.62	0.60	0.19	0.27	0.05

Intersection Summary
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM

Intersection Signal Delay: 20.2
 Intersection LOS: C
 Intersection Capacity Utilization 51.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	240	0	0	248
Future Vol, veh/h	0	18	240	0	0	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	261	0	0	270

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Future Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	8	14	226	7	13	237	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	416	536	130	403	544	117	260	0	0	233	0	0
Stage 1	275	275	-	258	258	-	-	-	-	-	-	-
Stage 2	141	261	-	145	286	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	671	535	*1005	*686	530	913	1447	-	-	1332	-	-
Stage 1	873	781	-	*724	693	-	-	-	-	-	-	-
Stage 2	847	691	-	*947	772	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	655	525	*1005	*672	519	913	1447	-	-	1332	-	-
Mov Cap-2 Maneuver	655	525	-	*672	519	-	-	-	-	-	-	-
Stage 1	864	773	-	*717	686	-	-	-	-	-	-	-
Stage 2	831	684	-	*932	764	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		9.4		0.4		0.4	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	710	672	913	1332	-	-
HCM Lane V/C Ratio	0.01	-	-	0.041	0.005	0.009	0.01	-	-
HCM Control Delay (s)	7.5	-	-	10.3	10.4	9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	1	1	228	2	0	225
Future Vol, veh/h	1	1	228	2	0	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	248	3	0	245

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	126	0	0	251	0
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	601	901	-	-	1311	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	601	901	-	-	1311	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	601	901	1311	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-	-
HCM Control Delay (s)	-	-	11	9	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	9	8	227	215	8
Future Vol, veh/h	5	9	8	227	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	9	247	234	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	381	122	243	0	0
Stage 1	239	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	594	906	1320	-	-
Stage 1	778	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	589	906	1320	-	-
Mov Cap-2 Maneuver	589	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	760	-	-
HCM Lane V/C Ratio	0.007	-	0.02	-	-
HCM Control Delay (s)	7.7	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Future Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	100	150	887	254	99	266	80	182	341	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	286	0	150	1141	0	99	346	0	182	500	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	41.0	30.5
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.33	0.24
v/c Ratio	0.34	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58
Control Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
LOS	C	B	C	C	C	D	C	D	C	D	C	D
Approach Delay		18.4		27.2		36.2		38.4		36.2		38.4
Approach LOS		B		C		D		D		D		D
Queue Length 50th (ft)	29	50	70	368	54	113	104	166	104	166	104	166
Queue Length 95th (ft)	58	81	118	469	95	159	163	224	163	224	163	224
Internal Link Dist (ft)		482		2007		1967		428		428		428
Turn Bay Length (ft)	325		325		175		175		175		175	
Base Capacity (vph)	268	1412	601	1660	279	855	346	865	346	865	346	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58

Intersection Summary

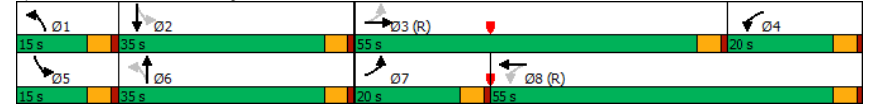
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

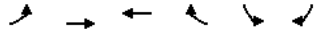
Intersection Signal Delay: 30.3
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↕
Traffic Volume (vph)	63	484	753	385	343	80
Future Volume (vph)	63	484	753	385	343	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	526	818	418	373	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	526	818	418	373	87
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.6	49.6	49.6	49.6	31.4	31.4
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.45	0.51	0.80	0.40	0.60	0.14
Control Delay	21.3	13.9	22.2	2.6	31.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	13.9	22.2	2.6	31.4	6.4
LOS	C	B	C	A	C	A
Approach Delay		14.7	15.6		26.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	20	164	327	10	180	0
Queue Length 95th (ft)	56	217	431	44	#318	34
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	168	1148	1148	1119	617	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.71	0.37	0.60	0.14

Intersection Summary
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM

Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	341	0	0	549
Future Vol, veh/h	0	22	341	0	0	549
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	371	0	0	597

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	186	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	824	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	824	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	824
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: AM

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Future Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	147	4	249	33	162	473	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	939	1095	245	841	1087	141	489	0	0	282	0	0
Stage 1	805	805	-	274	274	-	-	-	-	-	-	-
Stage 2	134	290	-	567	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	357	293	*907	433	297	881	1357	-	-	1277	-	-
Stage 1	516	514	-	709	682	-	-	-	-	-	-	-
Stage 2	855	671	-	756	509	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	266	255	*907	369	259	881	1357	-	-	1277	-	-
Mov Cap-2 Maneuver	266	255	-	369	259	-	-	-	-	-	-	-
Stage 1	514	449	-	707	680	-	-	-	-	-	-	-
Stage 2	709	669	-	631	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.4	10.1	0.1	2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	320	-	858	1277	-	-
HCM Lane V/C Ratio	0.003	-	-	0.161	-	0.173	0.127	-	-
HCM Control Delay (s)	7.7	-	-	18.4	0	10.1	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	-	0.6	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↶	↕↶		↵	↕↕
Traffic Vol, veh/h	2	1	253	0	172	272
Future Vol, veh/h	2	1	253	0	172	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	275	0	287	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	997	138	0	0	275	0
Stage 1	275	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	241	885	-	-	1285	-
Stage 1	747	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	885	-	-	1285	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	4.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	885	1285
HCM Lane V/C Ratio	-	-	0.018	0.002	0.223
HCM Control Delay (s)	-	-	24.6	9.1	8.6
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.9

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↕			↕↕
Traffic Vol, veh/h	0	17	236	0	0	274
Future Vol, veh/h	0	17	236	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	257	0	0	298

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	129	0	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	573	897	-	0	0	-
Stage 1	762	-	-	0	0	-
Stage 2	863	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	573	897	-	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	-	897
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	0	9.1
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Future Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	22	110	0	0	9	246	285	0	296	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	440	848	151	555	708	266	301	0	0	531	0	0
Stage 1	299	299	-	407	407	-	-	-	-	-	-	-
Stage 2	141	549	-	148	301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	297	868	414	358	732	1257	-	-	1033	-	-
Stage 1	685	665	-	592	596	-	-	-	-	-	-	-
Stage 2	847	515	-	840	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	497	294	868	400	354	732	1257	-	-	1033	-	-
Mov Cap-2 Maneuver	497	294	-	400	354	-	-	-	-	-	-	-
Stage 1	677	665	-	585	589	-	-	-	-	-	-	-
Stage 2	838	509	-	819	664	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		17.4		0.1		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	671	400	-	1033	-	-
HCM Lane V/C Ratio	0.007	-	-	0.053	0.275	-	-	-	-
HCM Control Delay (s)	7.9	-	-	10.7	17.4	0	0	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	-	0	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Future Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	43	41	346	155	71	292	88	347	282	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	523	0	41	501	0	71	380	0	347	404	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	4	8		7	3		1	6		5	2	
Permitted Phases	8			3			6			2		
Detector Phase	4	8		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	9.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	45.0		20.0	50.0	
Total Split (%)	16.0%	32.0%		16.0%	32.0%		12.0%	36.0%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Act Effct Green (s)	45.4	45.4		35.5	35.5		51.0	40.5		60.5	45.5	
Actuated g/C Ratio	0.36	0.36		0.28	0.28		0.41	0.32		0.48	0.36	
v/c Ratio	0.20	0.41		0.21	0.50		0.16	0.34		0.71	0.32	
Control Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
LOS	C	C		D	C		B	C		C	C	
Approach Delay		31.5			34.9			28.3			27.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	167		24	157		30	111		176	103	
Queue Length 95th (ft)	89	226		54	213		57	155		253	145	
Internal Link Dist (ft)		482			2007			1967			428	
Turn Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	427	1273		285	999		450	1128		489	1269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.41		0.14	0.50		0.16	0.34		0.71	0.32	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71

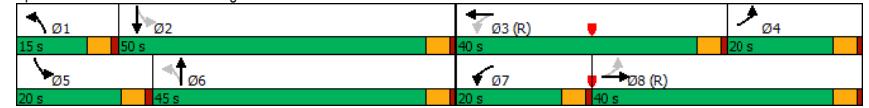
1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 30.4
 Intersection Capacity Utilization 60.4%

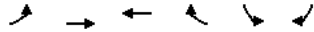
Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↕
Traffic Volume (vph)	49	654	629	221	226	59
Future Volume (vph)	49	654	629	221	226	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	711	684	240	246	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	711	684	240	246	64
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	60.0	50.0	50.0	30.0	30.0
Total Split (%)	11.1%	66.7%	55.6%	55.6%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	46.1	46.1	40.1	40.1	34.9	34.9
Actuated g/C Ratio	0.51	0.51	0.45	0.45	0.39	0.39
v/c Ratio	0.25	0.75	0.82	0.29	0.36	0.10
Control Delay	11.0	21.7	30.7	4.1	24.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	21.7	30.7	4.1	24.6	7.1
LOS	B	C	C	A	C	A
Approach Delay		21.0	23.8		21.0	
Approach LOS		C	C		C	
Queue Length 50th (ft)	13	264	323	13	107	0
Queue Length 95th (ft)	25	337	427	48	189	29
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	214	1148	941	898	686	652
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.62	0.73	0.27	0.36	0.10

Intersection Summary

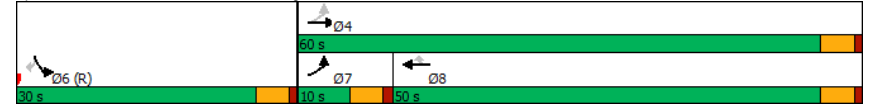
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 60.7%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	376	0	0	299
Future Vol, veh/h	0	18	376	0	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	409	0	0	325

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	205	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	802	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	802	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	802
HCM Lane V/C Ratio	-	-	0.037
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Future Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	200	14	249	7	13	292	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	483	614	158	453	622	128	315	0	0	256	0	0
Stage 1	330	330	-	281	281	-	-	-	-	-	-	-
Stage 2	153	284	-	172	341	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	650	510	*980	*686	503	898	1427	-	-	1306	-	-
Stage 1	866	772	-	*702	677	-	-	-	-	-	-	-
Stage 2	834	675	-	*924	763	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	498	499	*980	*671	493	898	1427	-	-	1306	-	-
Mov Cap-2 Maneuver	498	499	-	*671	493	-	-	-	-	-	-	-
Stage 1	857	764	-	*695	670	-	-	-	-	-	-	-
Stage 2	642	668	-	*909	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		10.2		0.4		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	559	671	898	1306	-	-
HCM Lane V/C Ratio	0.01	-	-	0.053	0.005	0.223	0.01	-	-
HCM Control Delay (s)	7.5	-	-	11.8	10.4	10.2	7.8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.9	0	-	-

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	1	1	249	2	51	225
Future Vol, veh/h	1	1	249	2	51	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	271	3	85	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	566	137	0	0	274
Stage 1	273	-	-	-	-
Stage 2	293	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	454	886	-	-	1286
Stage 1	748	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	424	886	-	-	1286
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	748	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	424	886	1286
HCM Lane V/C Ratio	-	-	0.004	0.002	0.066
HCM Control Delay (s)	-	-	13.5	9.1	8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	0	21	230	0	0	226
Future Vol, veh/h	0	21	230	0	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	250	0	0	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	125	0	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	601	902	-	0	0	-
Stage 1	768	-	-	0	0	-
Stage 2	889	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	601	902	-	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	-	902
HCM Lane V/C Ratio	-	-	0.039
HCM Control Delay (s)	-	0	9.2
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Future Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	137	0	0	9	247	85	0	234	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	381	589	122	425	551	166	243	0	0	332	0	0
Stage 1	239	239	-	308	308	-	-	-	-	-	-	-
Stage 2	142	350	-	117	243	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	552	419	906	513	441	849	1320	-	-	1224	-	-
Stage 1	743	706	-	677	659	-	-	-	-	-	-	-
Stage 2	846	631	-	875	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	549	416	906	504	437	849	1320	-	-	1224	-	-
Mov Cap-2 Maneuver	549	416	-	504	437	-	-	-	-	-	-	-
Stage 1	737	706	-	672	654	-	-	-	-	-	-	-
Stage 2	839	626	-	866	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	14.8	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	735	504	-	1224	-	-
HCM Lane V/C Ratio	0.007	-	-	0.021	0.271	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10	14.8	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	-	0	-	-



DEVELOPMENT APPLICATION

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

STAFF USE ONLY

PLANNING & ZONING CASE NO.

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

DIRECTOR OF PLANNING:

CITY ENGINEER:

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

PLATTING APPLICATION FEES:

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

SITE PLAN APPLICATION FEES:

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

ZONING APPLICATION FEES:

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

OTHER APPLICATION FEES:

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

NOTES:

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

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS 2301 S. John King, Rockwall, TX

SUBDIVISION Rockwall Heath High School 9th Grade Center LOT 2 BLOCK A

GENERAL LOCATION Rockwall 9th Grade Center - South site - at the Gene Burton Academy

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING AG CURRENT USE Public School

PROPOSED ZONING PD for NS uses PROPOSED USE Public School

ACREAGE 79.54 acres LOTS [CURRENT] 1 LOTS [PROPOSED] 1

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

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

OWNER Rockwall Independent School District APPLICANT Rockwall Independent School District

CONTACT PERSON William Salee - Executive Director of Operations CONTACT PERSON Robert Howman

ADDRESS 1191 T.L. Townsend Drive ADDRESS 4500 Fuller Drive

CITY, STATE & ZIP Rockwall, Texas 75087 CITY, STATE & ZIP Irving, Texas 75038

PHONE 469-698-7031 / 979-574-9497 PHONE 972.989.2174 (mobile)

E-MAIL will.salee@rockwallisd.org E-MAIL rahowman@glennengineering.com

NOTARY VERIFICATION [REQUIRED]

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

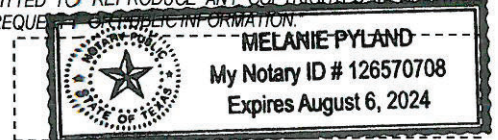
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT, AND THE APPLICATION FEE OF \$ 1,393.10 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

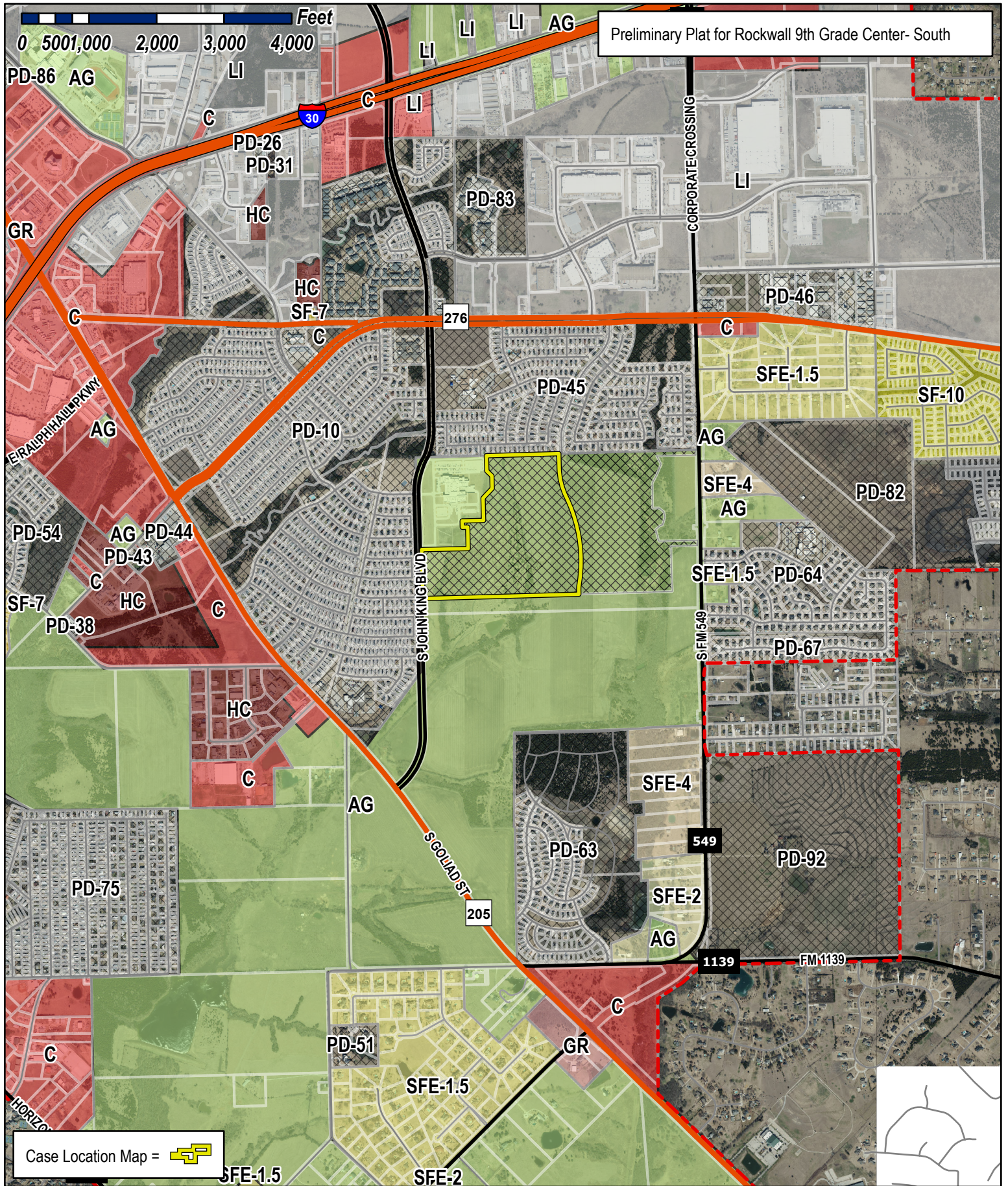
OWNER'S SIGNATURE

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

Handwritten signature of Melanie Pyland



MY COMMISSION EXPIRES

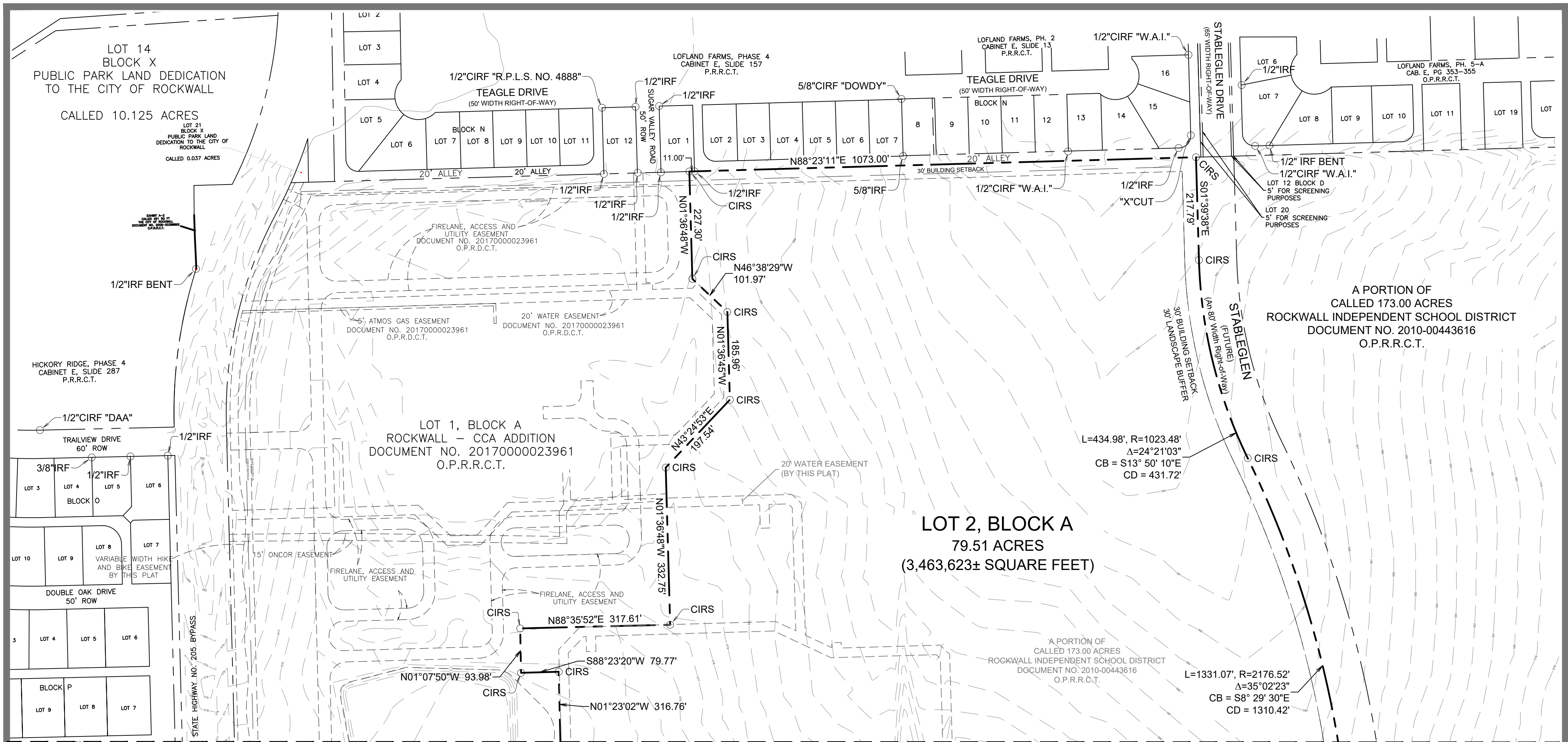


City of Rockwall

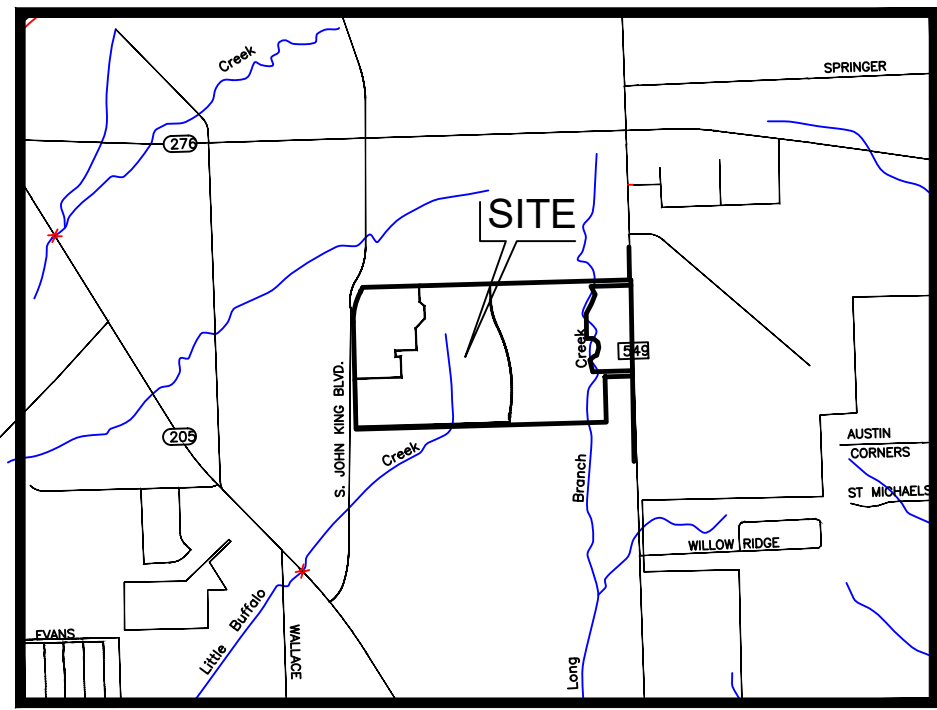
Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

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

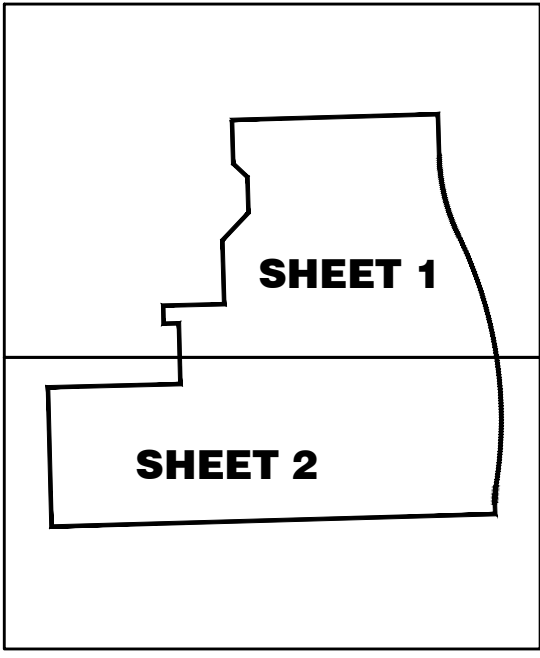




Match Line - See Sheet 2



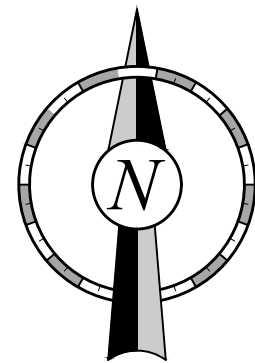
LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman



SCALE: 1" = 150'

- LEGEND**
- DEED RECORDS, ROCKWALL COUNTY, TEXAS
 - OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
 - PLAT RECORDS ROCKWALL COUNTY, TEXAS
 - IRF IRON ROD FOUND
 - CIRF CAPPED IRON ROD FOUND AS NOTED
 - CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
 - MNF MAG NAIL FOUND
 - MNS MAG NAIL SET
 - P.O.B. POINT OF BEGINNING

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

ROCKWALL - CCA ADDITION

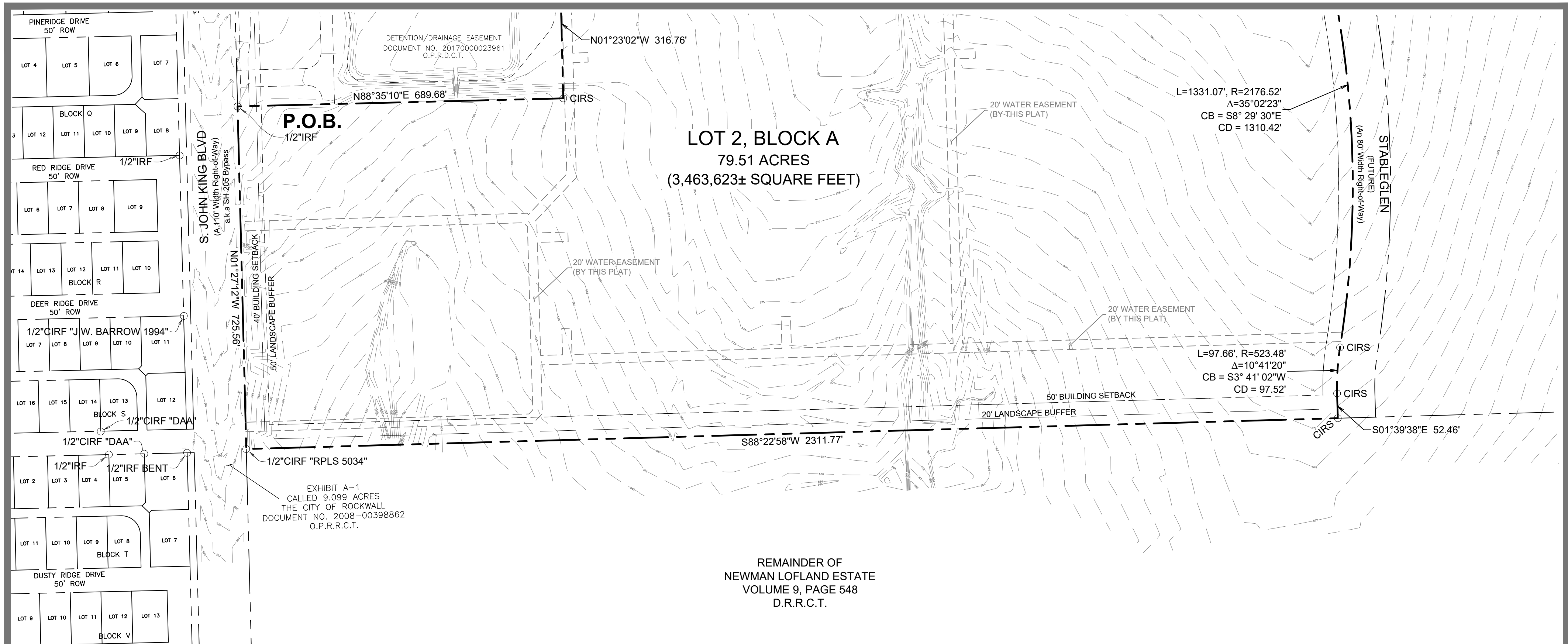
LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

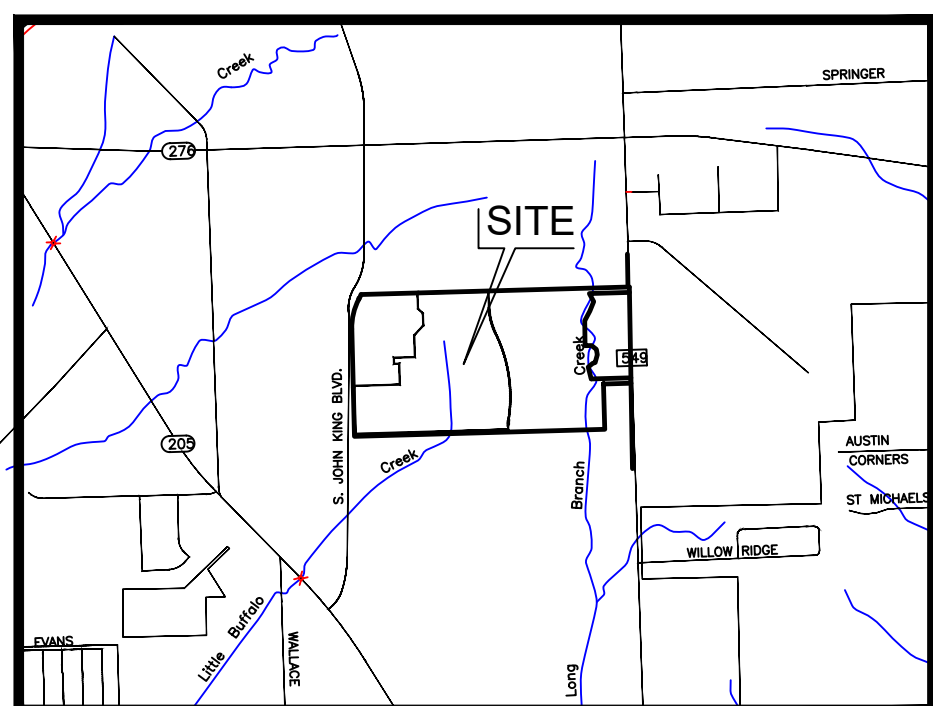
© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Fort Worth, TX 76104
Phone: (214) 484-8886
www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 1 of 3

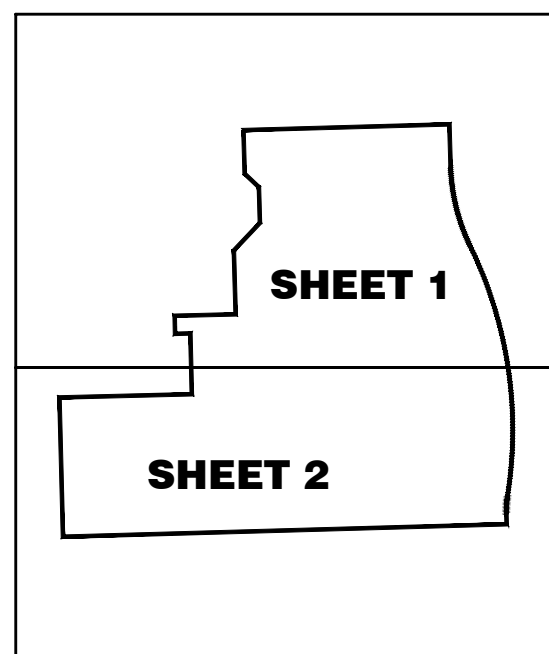


REMAINDER OF
NEWMAN LOFLAND ESTATE
VOLUME 9, PAGE 548
D.R.R.C.T.

Match Line - See Sheet 1



LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

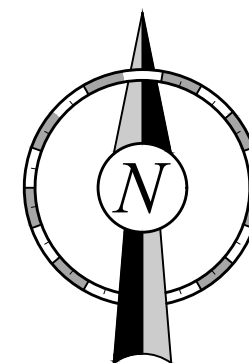
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Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

LEGEND

DEED RECORDS, ROCKWALL COUNTY, TEXAS
OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
PLAT RECORDS ROCKWALL COUNTY, TEXAS

IRF IRON ROD FOUND
CIRF CAPPED IRON ROD FOUND AS NOTED
CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
MNF MAG NAIL FOUND
MNS MAG NAIL SET
P.O.B. POINT OF BEGINNING



SCALE: 1" = 150'

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT
**ROCKWALL - CCA
ADDITION**
LOT 2, BLOCK A
BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

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1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104
TBPELS #10120600
Phone: (214) 484-8586
www.bowman.com

PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 79.51 acre tract of land situated within the W.H. Baird Survey, Abstract No. 25, City of Rockwall, Rockwall County, Texas, and being all of a portion of a called 173.00 acre tract of land as described in the deed to Rockwall Independent School District recorded under Document No. 2010-00443616 of the Official Public Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 79.51 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod found at the southwest corner of Lot 1, Block A of the plat designated as "Rockwall CCA Addition" recorded under Document No. 2017000023961 of said Official Public Records, being on the east right of way line of S. John King Boulevard, a 110.00-foot right of way, as described in the deed to the City of Rockwall recorded under Document No. 2008-00398862 of said Official Public Records;

THENCE the following ten (10) calls coincident with the perimeter of said Block A:
1. NORTH 88 degrees 35 minutes 10 seconds EAST, 689.68 feet to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set (hereafter referred to as CIRS);
2. NORTH 01 degree 23 minutes 02 seconds WEST, 316.76 feet to a CIRS;
3. SOUTH 88 degrees 23 minutes 20 seconds WEST, 79.77 feet to a CIRS;
4. NORTH 01 degree 07 minutes 50 seconds WEST, 93.98 feet to a CIRS;
5. NORTH 88 degrees 35 minutes 52 seconds EAST, 317.61 feet to a CIRS;
6. NORTH 01 degree 36 minutes 48 seconds WEST, 332.75 feet to a CIRS;
7. NORTH 43 degrees 24 minutes 53 seconds EAST, 197.54 feet to a CIRS;
8. NORTH 01 degree 36 minutes 45 seconds WEST, 185.96 feet to a CIRS;
9. NORTH 46 degrees 38 minutes 29 seconds WEST, 101.97 feet to a CIRS;
10. NORTH 01 degree 36 minutes 48 seconds WEST, 227.30 feet to a CIRS set on the south line of a 20-foot Alley as dedicated on the plat designated as "Lofland Farms, Phase 4" recorded in Cabinet E, Slide 157 of the Plat Records of Rockwall County, Texas;

THENCE NORTH 88 degrees 23 minutes 11 seconds EAST, 1073.00 feet with the south line of said 20-foot Alley (being also dedicated on the plat designated as "Lofland Farms, Phase 2 recorded in Cabinet E, Slide 13 of said Plat Records) to a CIRS;

THENCE the following five (5) calls through the interior of said called 173.00 acre tract of land:
1. SOUTH 01 degree 39 minutes 38 seconds EAST, 217.79 feet to a tangent curve;
2. southerly, coincident with said tangent curve, concave to the EAST, having a radius of 1023.48 feet and a chord bearing and distance of SOUTH 13 degrees 50 minutes 10 seconds EAST, 431.72 feet, an arc length of 434.98 feet to the point of reverse curve;
3. southerly, coincident with said reverse curve, concave to the west, having a radius of 2176.52 feet and a chord bearing and distance of SOUTH 08 degrees 29 minutes 30 seconds EAST, 1310.42 feet, an arc length of 1331.07 feet to the point of reverse curve;
4. southerly, coincident with said reverse curve, concave to the east, having a radius of 523.48 feet and a chord bearing and distance of SOUTH 03 degrees 41 minutes 02 seconds WEST, 97.52 feet, an arc length of 97.66 feet;
5. SOUTH 01 degree 39 minutes 38 seconds EAST, 52.46 feet to a CIRS set on the south line of said called 173.00 acre tract of land;

THENCE SOUTH 88 degrees 22 minutes 58 seconds WEST, 2311.77 feet with the south line of said called 173.00 acre tract of land to a 1/2-inch capped iron rod stamped "RPLS 5034" found at its southwest corner and being on the east right of way line of said S. John King Boulevard;

THENCE NORTH 01 degree 27 minutes 12 seconds WEST, 725.56 feet with the east right of way line of said S. John King Boulevard to the POINT OF BEGINNING containing 79.51 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL - CCA ADDITION, LOT 2, BLOCK A, a** subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

- No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
- Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
- The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
- The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
- The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
- No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
- Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

- The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
- NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
- All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
- Lot, block and ROW corners will be set after substantial completion of the infrastructure.

GENERAL NOTES:

- It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSL & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or relied upon as a final survey document. Released to the City for review. 2022-06

ROBERT A. HANSEN
LSLS & REGISTERED PROFESSIONAL
LAND SURVEYOR, NO. 6439
RHANSEN@BOWMAN.COM
DATE:

STATE OF TEXAS
COUNTY OF
ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

RECOMMENDED FOR FINAL APPROVAL:

Planning & Zoning Commission, Chairman *Date*

APPROVED:
I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 2022.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, 2022.

Mayor, City of Rockwall *City Secretary* *City Engineer*

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

**ROCKWALL - CCA
ADDITION**

LOT 2, BLOCK A

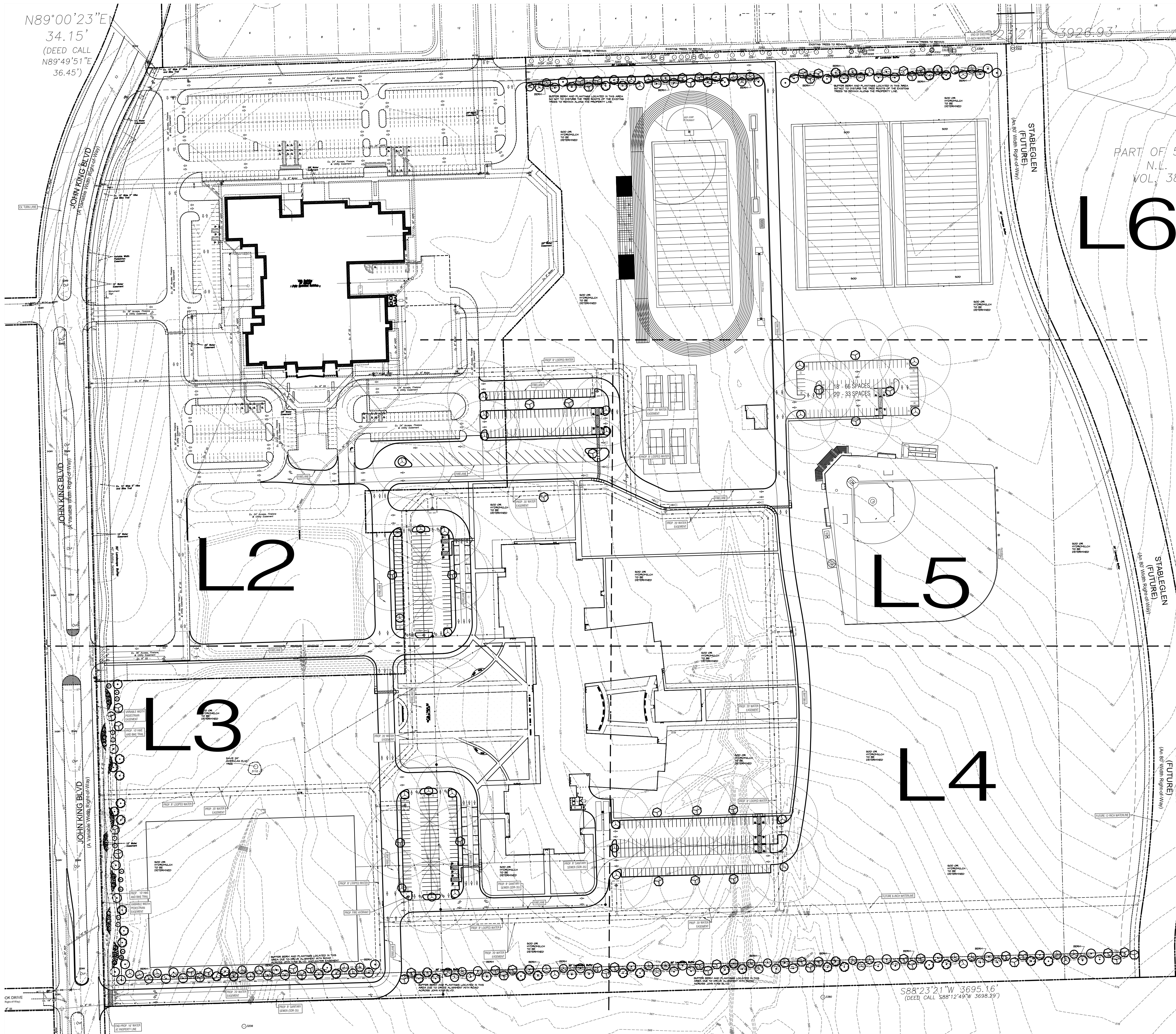
BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY , ABSTRACT NUMBER 25
CITY OF ROCKWALL , ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Phone: (214) 484-8886
Fort Worth, TX 76104 www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 3 of 3

N89°00'23"E
34.15'
(DEED CALL
N89°49'51"E
36.45')



PART OF 58
N.L. L
VOL. 38,

L6

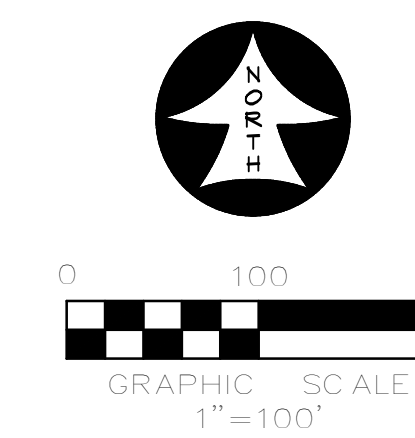
L2

L5

L3

L4

SITE DATA SUMMARY	
EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2202-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	
PROPOSED FIRST FLOOR	150,170 S.F.
PROPOSED SECOND FLOOR	41,019 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
TOTAL FLOOR AREA (TOTAL FLOOR AREA)	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.05:1
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	137'-10" (2 STORIES)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
PARKING SURFACE	
9.0x18.0	304 SPACES
9.0x20.0	209 SPACES
15.0x30.0	19 SPACES
TOTAL PARKING PROVIDED	532 SPACES



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

CORGAN ■
401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
3	
4	
5	
6	

REVISIONS	

THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

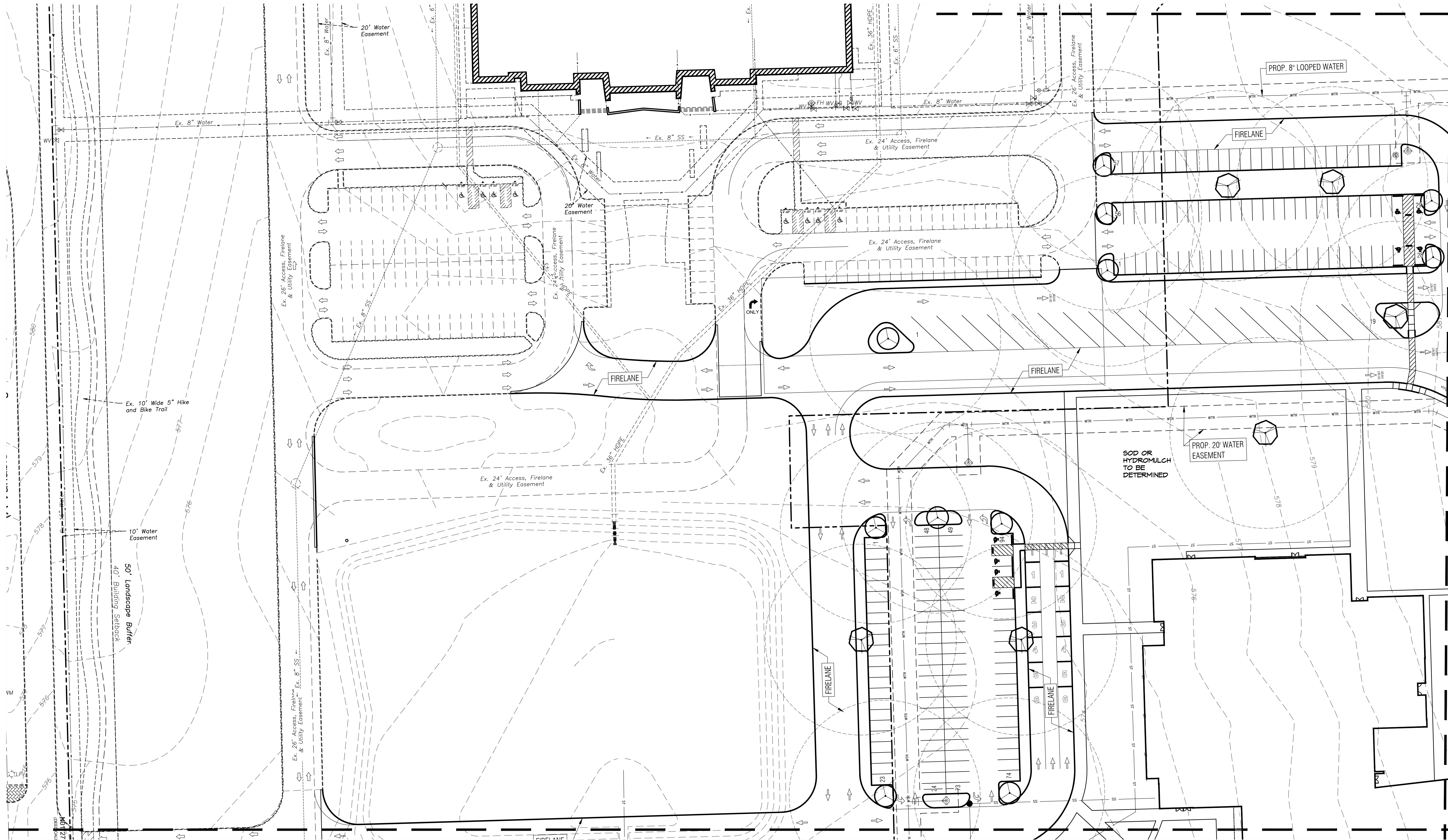
RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

OVERALL
LANDSCAPE PLAN

JOB 21572.0000
DATE 06/07/22
SHEET L1

MATCHLINE SEE SHEET L6



MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3

ISSUES	
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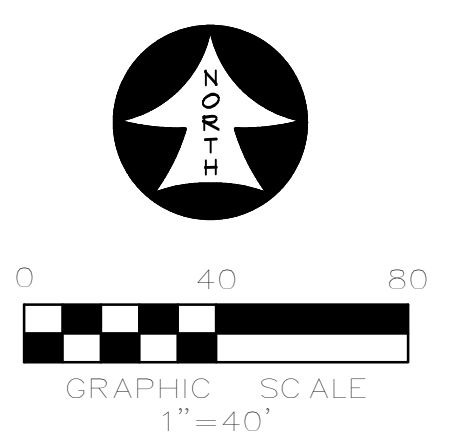
RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN
AREA A

JOB 21572.0000
DATE 06/07/22
SHEET L 2

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



APPROVED:
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WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L2

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES

1	06/07/22	PERMIT REVIEW
2		
3		
4		
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6		

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11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

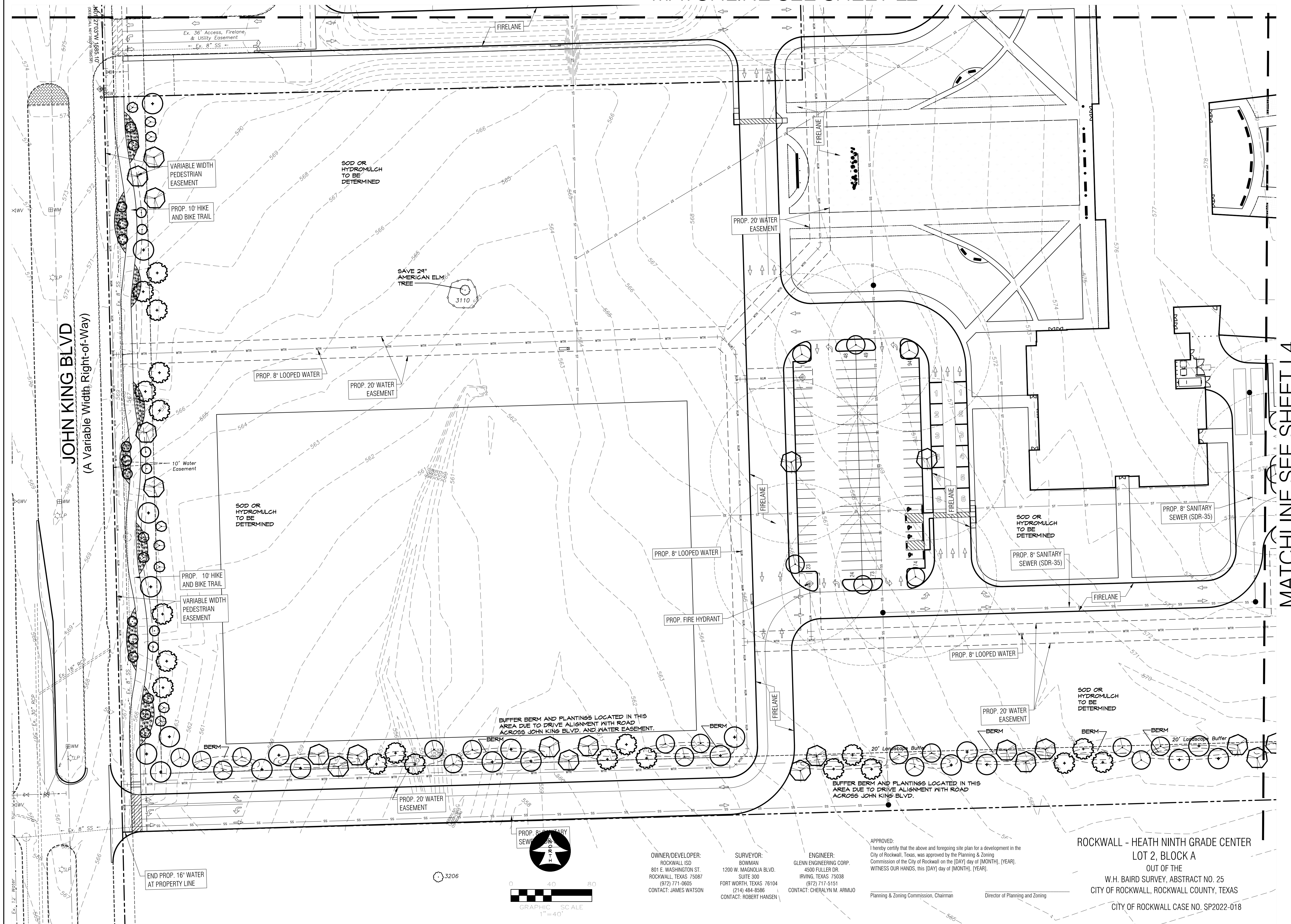
ROCKWALL-HEATH NINTH GRADE CENTER

S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN AREA B

JOB 21572.0000
DATE 06/07/22
SHEET

L 3

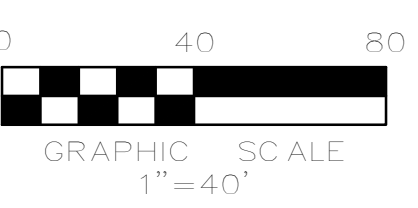
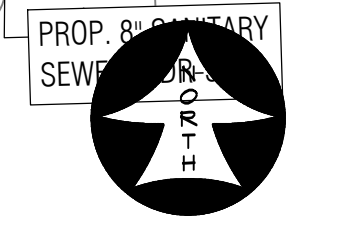


JOHN KING BLVD
(A Variable Width Right-of-Way)

MATCHLINE SEE SHEET L4

BUFFER BERM AND PLANTINGS LOCATED IN THIS AREA DUE TO DRIVE ALIGNMENT WITH ROAD ACROSS JOHN KING BLVD. AND WATER EASEMENT.

20' Landscape Buffer
BUFFER BERM AND PLANTINGS LOCATED IN THIS AREA DUE TO DRIVE ALIGNMENT WITH ROAD ACROSS JOHN KING BLVD.



OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

APPROVED:
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WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman

Director of Planning and Zoning

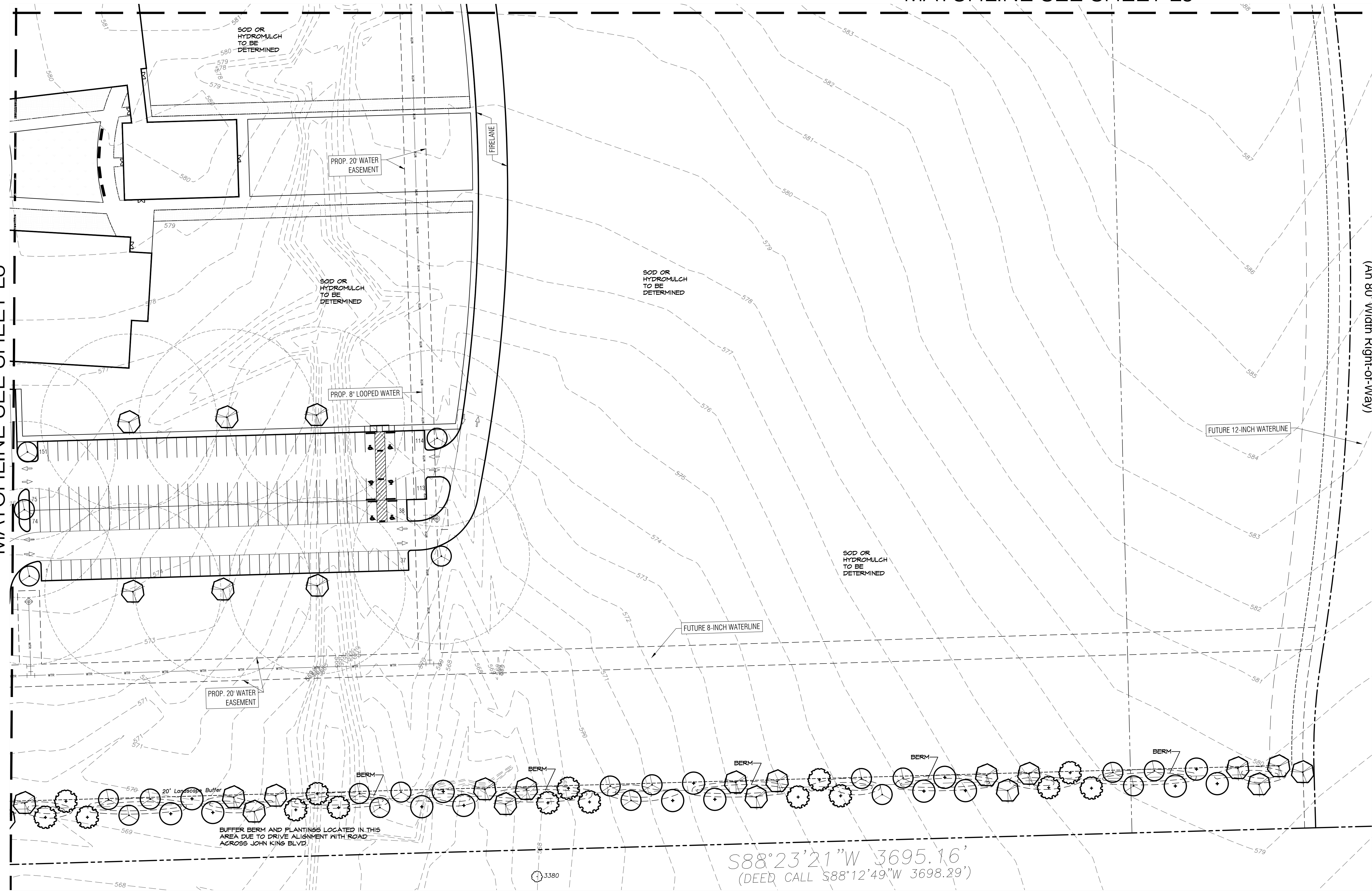
ROCKWALL - HEATH NINTH GRADE CENTER

LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3



CORGAN
 401 N. Houston St
 Dallas, TX 75202
 T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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5	
6	

REVISIONS	

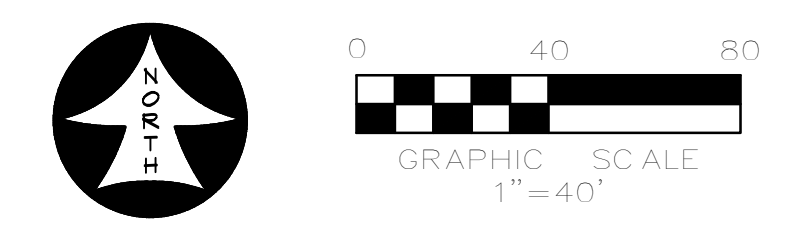
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RAMSEY LANDSCAPE ARCHITECTS, LLC
 11914 WISHING WELL CT.
 FRISCO, TEXAS 75035
 PHONE (972) 335-0889
 FAX (469) 382-5433
 EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
 NINTH GRADE CENTER**
 S. JOHN KING BOULEVARD
 ROCKWALL ISD

LANDSCAPE PLAN
 AREA C

S88°23'21"W 3695.16'
 (DEED CALL S88°12'49"W 3698.29')



OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
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 (972) 717-5151
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ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

JOB 21572.0000
DATE 06/07/22
SHEET

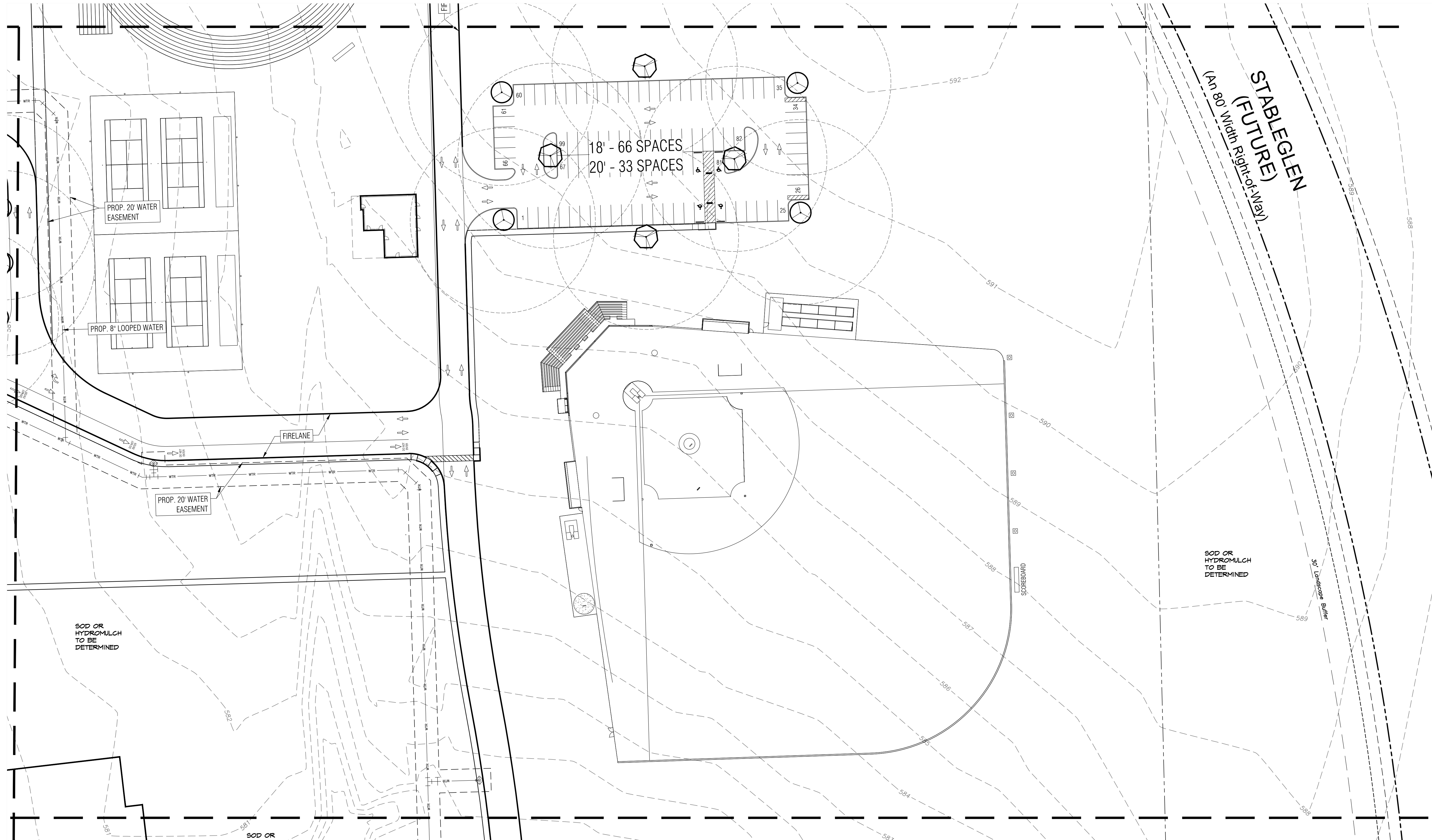
L 4

CITY OF ROCKWALL CASE NO. SP2022-018

Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L2



MATCHLINE SEE SHEET L4

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
3	
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REVISIONS	

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FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN
AREA D

JOB 21572.0000
DATE 06/07/22
SHEET L 5

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
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CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

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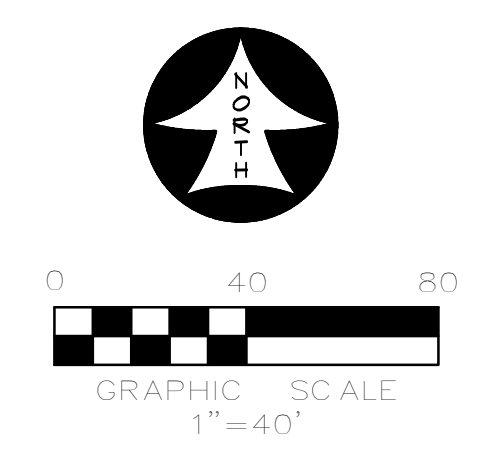
ENGINEER:
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4500 FULLER DR.
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(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

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Planning & Zoning Commission, Chairman

Director of Planning and Zoning



ISSUES

1	06/07/22	PERMIT REVIEW
2		
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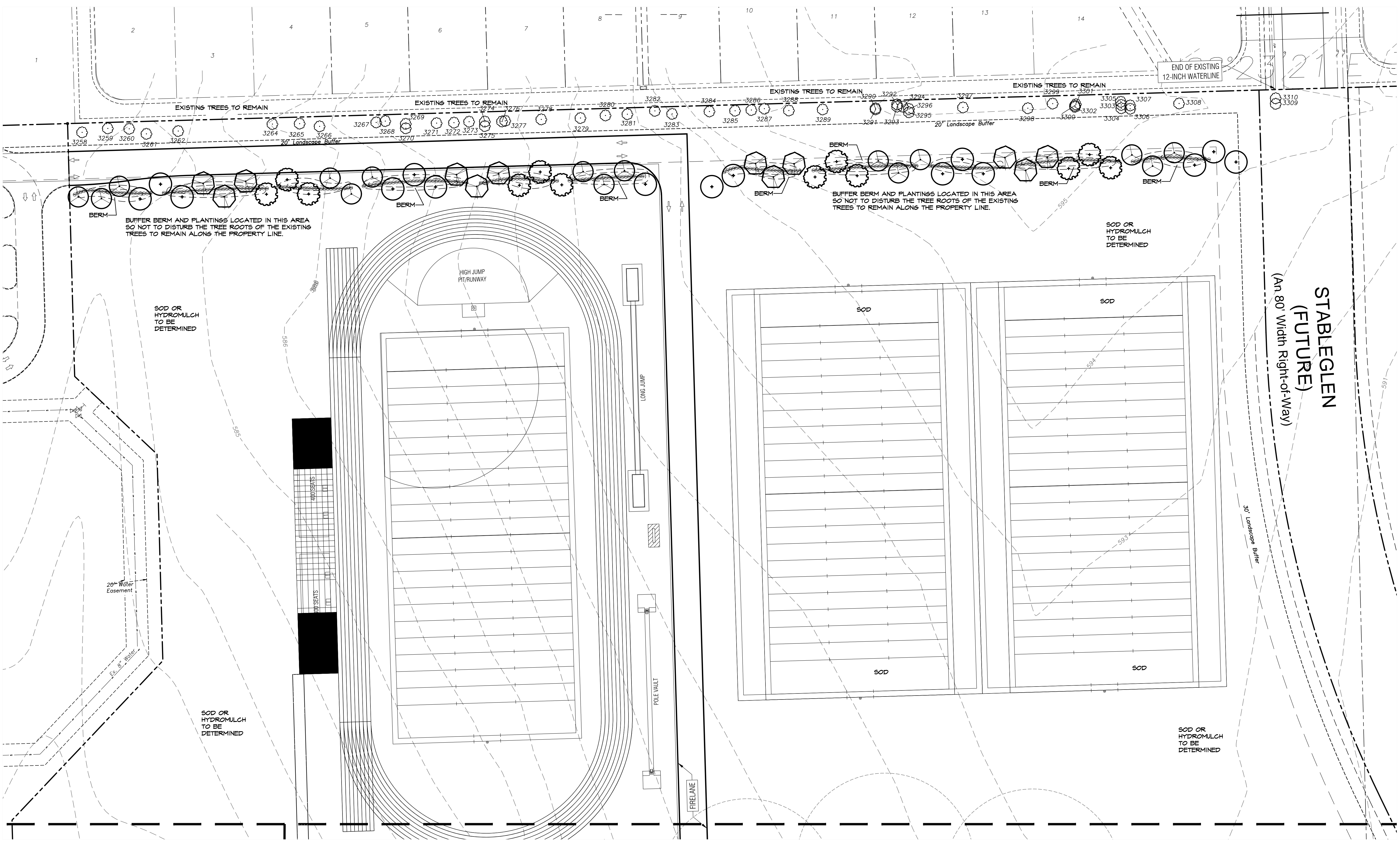
**ROCKWALL-HEATH
NINTH GRADE CENTER**

S. JOHN KING BOULEVARD
ROCKWALL ISD

**LANDSCAPE PLAN
AREA E**

JOB 21572.0000
DATE 06/07/22
SHEET

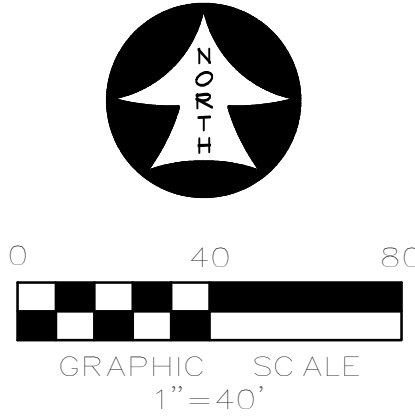
L 6



MATCHLINE SEE SHEET L2

MATCHLINE SEE SHEET L5

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



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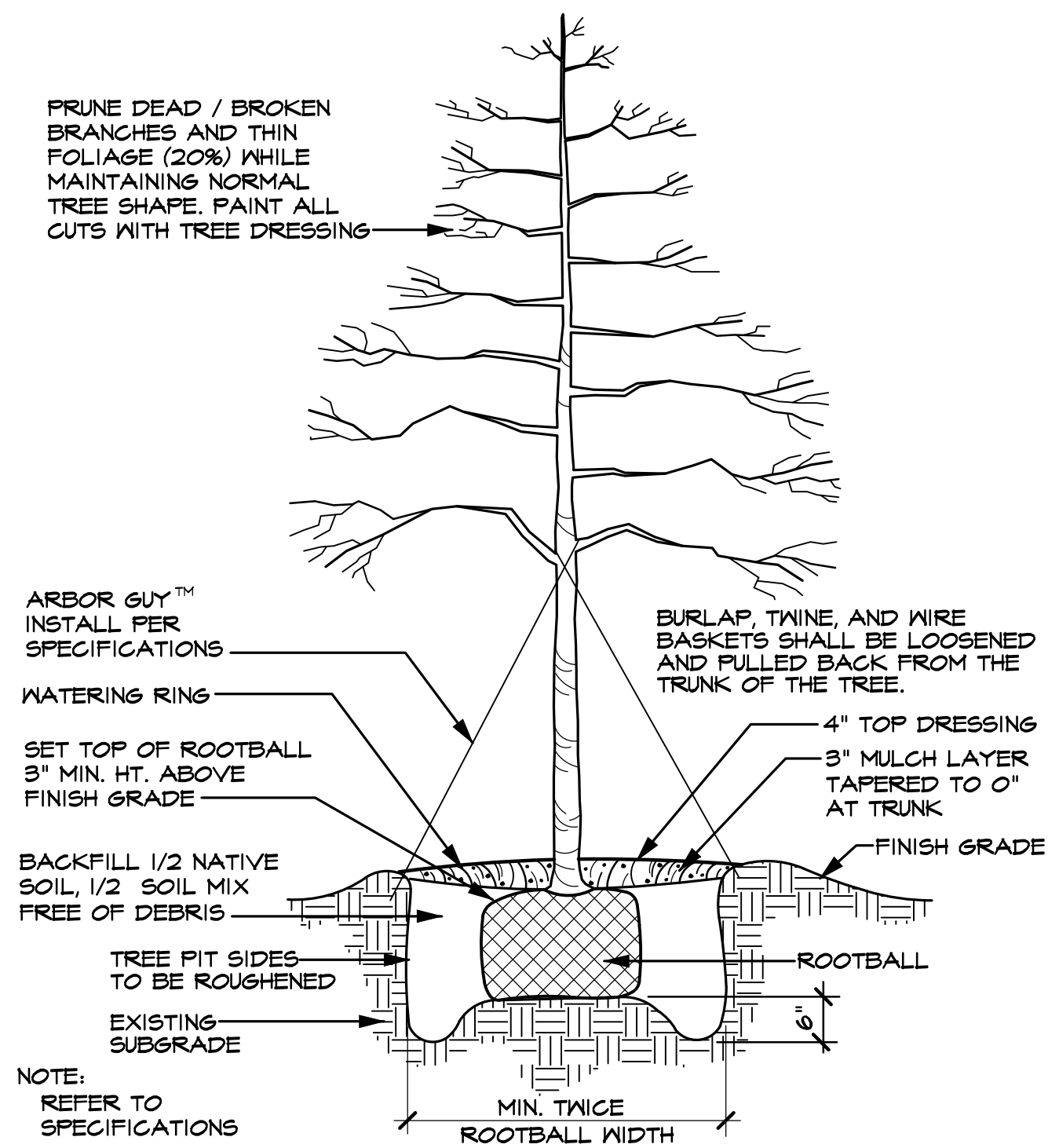
Planning & Zoning Commission, Chairman
Director of Planning and Zoning

OWNER/DEVELOPER:
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ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

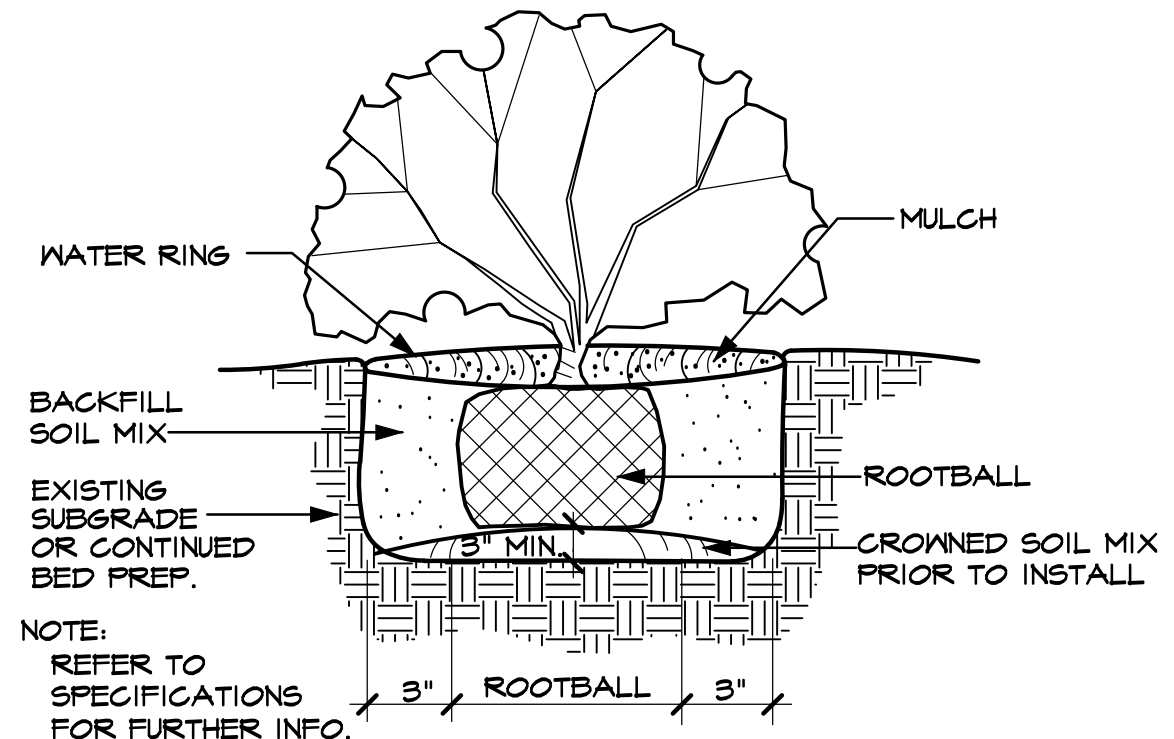
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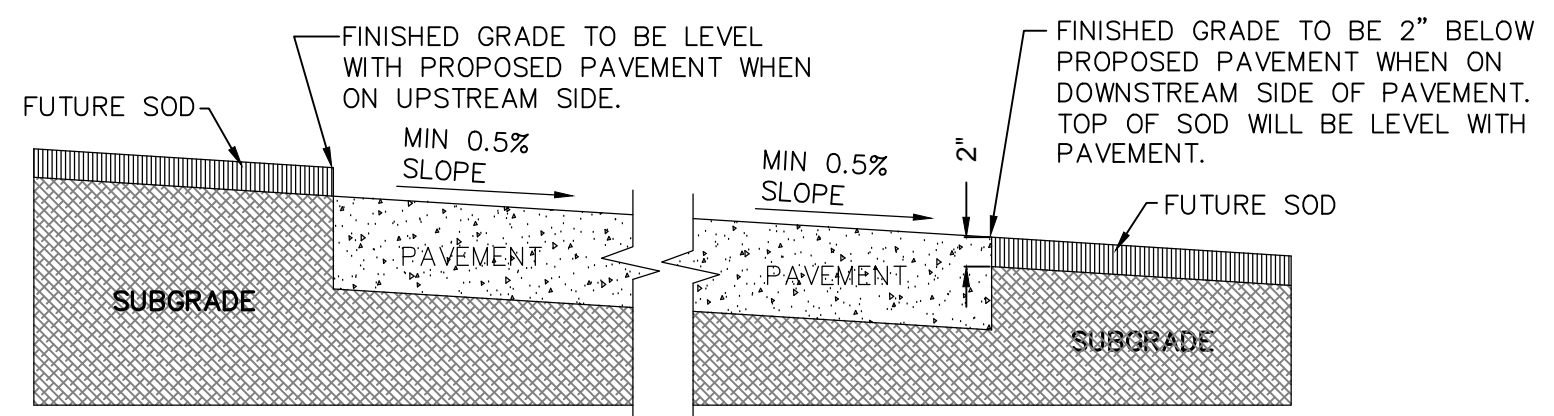
CITY OF ROCKWALL CASE NO. SP2022-018



TREE PLANTING DETAIL (TYPICAL)
SCALE: N.T.S.



SHRUB PLANTING DETAIL (TYPICAL)
SCALE: N.T.S.



GRADING DETAIL FOR PAVEMENT WITHOUT CURB
SCALE: N.T.S.

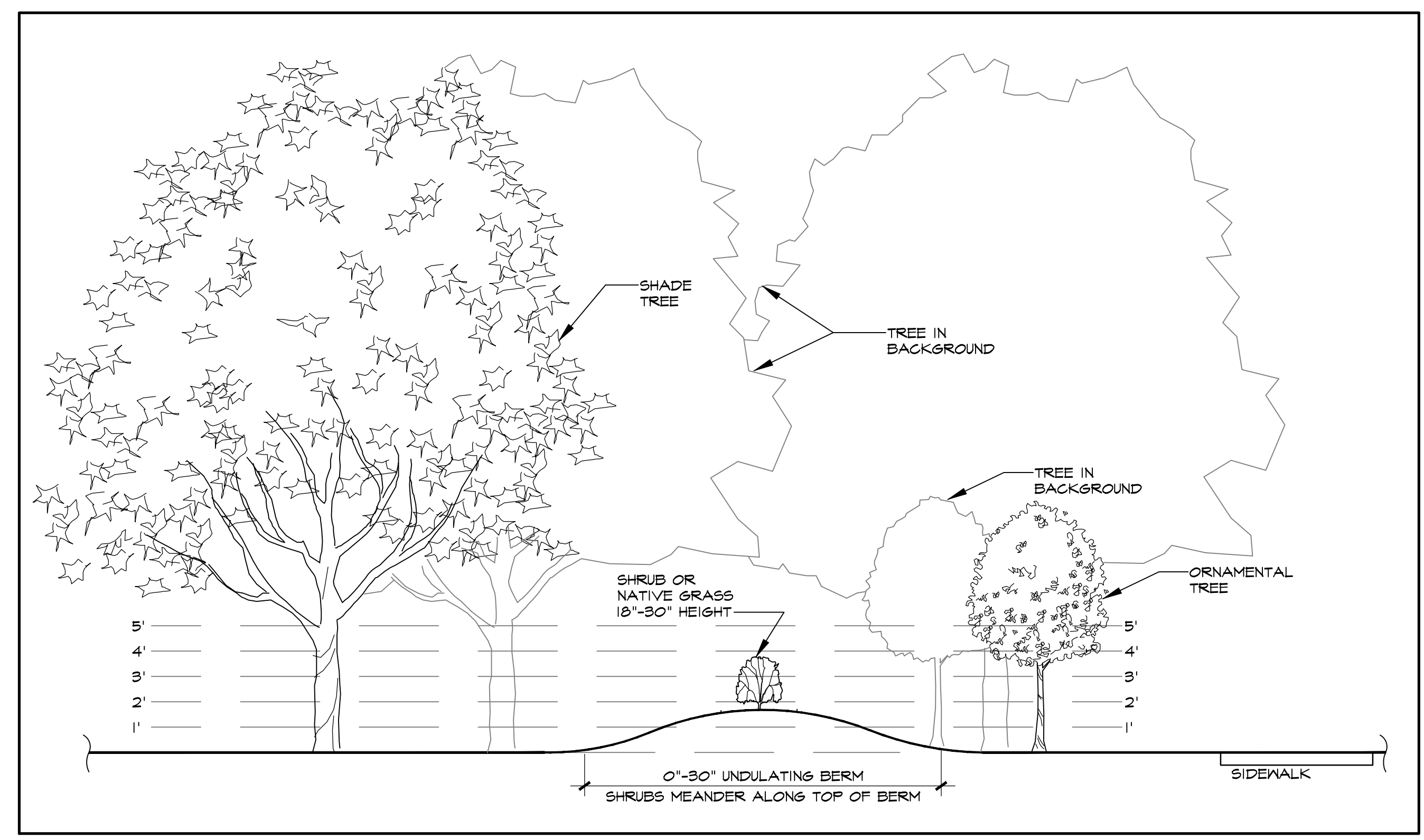
TREES					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE & CONDITION
51		LIVE OAK	Live Oak	<i>Quercus virginiana</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
48		RED OAK	Shumard Red Oak	<i>Quercus shumardii</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
65		LACEBARK	Lacebark Elm	<i>Ulmus parvifolia</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
72		PISTACHIO	Chinese Pistachio	<i>Pistacia chinensis</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
15		T. YAUPON	Yaupon Holly	<i>Ilex vomitoria</i>	3/4" caliper per trunk, 5 trunk min., 6' Ht./4' spread, container, female - heavy berried tree form, limbed to 3'
15		RED BUD	Oklahoma Red Bud	<i>Cercis canadensis 'oklahoma'</i>	5'-6" ht, 3'-4" spread, container

SHRUBS					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE AND CONDITION
293		P. MUHLY	Pink Muhly Grass	<i>Muhlenbergia capillaris</i>	5 gallon, 18" Ht./18" full
242		D. MAIDEN	Dwarf Maiden Grass	<i>Miscanthus sinensis 'Adagio'</i>	5 gallon, 18" Ht./18" full

GROUND COVER					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE AND CONDITION
AS SHOWN		SOD	Common Bermuda Grass	<i>Cynodon dactylon</i>	Sod refer to specifications
AS SHOWN		HYDRO	Common Bermuda Grass	<i>Cynodon dactylon</i>	Hydromulch refer to specifications

LANDSCAPE CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES

LANDSCAPE TABULATIONS	
NORTH RESIDENTIAL BUFFER	
20' BUFFER, BERM, 3 TIER SCREENING, 1-SMALL/MID SHRUBS, 2-L6 SHRUBS OR ACCENT TREES, 3-CANOPY MIN. 20' CENTERS, BERM+SHRUB MIN. 48' TOTAL.	
NORTH RESIDENTIAL BUFFER REQUIRED	30' BUFFER
NORTH BUFFER PROVIDED	30' BUFFER
BUFFER TREES REQUIRED (1,073 LF / 20' =)	54 TREES
NORTH BUFFER PROVIDED	54 TREES
SHRUBS PROVIDED	293 SHRUBS
ACCENT TREES PROVIDED (EXIST. HACKBERRY TREES)	40 EX. TREES
SOUTH RESIDENTIAL BUFFER	
20' BUFFER, BERM, CANOPY MIN. 20' CENTERS	
NORTH RESIDENTIAL BUFFER REQUIRED	20' BUFFER
NORTH BUFFER PROVIDED	20' BUFFER
BUFFER TREES REQUIRED (2,312 LF / 20' =)	116 TREES
NORTH BUFFER PROVIDED	116 TREES
JOHN KING STREET BUFFER LANDSCAPING	
JOHN KING - 50' BUFFER, 30' SHRUBBERY, 3 CANOPY/4 ACCENT TREES PER 100LF.	
JOHN KING STREET BUFFER REQUIRED	50' BUFFER
BUFFER PROVIDED	50' BUFFER
JOHN KING BUFFER TREES REQUIRED (126 LF/100 LF =)	73 UNITS
BUFFER TREES REQ. (CAN. 3x7.3=22, ACC. 4x7.3=29	22 CANOPY/29 ACCENT
BUFFER TREES PROVIDED	22 CANOPY/29 ACCENT
PARKING LOT LANDSCAPING	
LOT WITH 2 ROWS HAVE GREATER OF 5% OR 200 SF LANDSCAPE, IF LOT OVER 20,000 SF 1 L6 TREE PER 10 SPACES INTERIOR TO LOT, MAX 80 LF FROM TREE TO SPACE.	
PARKING SPACES	544 SPACES
PARKING LANDSCAPE REQUIRED (50,130 SF X 5% =)	2,507 SF
PARKING LANDSCAPE PROVIDED	12,050 SF
AMOUNT OF LANDSCAPING	
% LANDSCAPE BY ZONING, COMMERCIAL 15%, 50% LOCATED FRONT AND SIDE, DETENTION LANDSCAPED GRASSES, SHRUBS, TREES IN NATURAL MANNER, 1 TREE PER 750 SF OF DRY LAND AREA.	
SITE AREA	3,464,960 SF
SITE LANDSCAPE REQUIRED 3,464,960 SF X 15% =)	519,744 SF
SITE LANDSCAPE PROVIDED	1,927,482 SF
% LANDSCAPE PROVIDED FRONT/SIDE (89%)	463,430 SF
SITE IMPERVIOUS AREA	1,426,672 SF
ALL REQUIRED LANDSCAPE AREAS TO RECEIVE AUTOMATIC UNDERGROUND IRRIGATION WITH RAIN AND FREEZE PROTECTION TO MEET REQUIREMENTS OF UDC.	



LANDSCAPE BUFFER SECTION
SCALE: 1/4" = 1'-0"

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Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD, 801 E. WASHINGTON ST., ROCKWALL, TEXAS 75087, (972) 771-0605, CONTACT: JAMES WATSON
SURVEYOR: BOWMAN, 1200 W. MAGNOLIA BLVD., SUITE 300, FORT WORTH, TEXAS 76104, (214) 484-8586, CONTACT: ROBERT HANSEN
ENGINEER: GLENN ENGINEERING CORP., 4500 FULLER DR., IRVING, TEXAS 75038, (972) 717-5151, CONTACT: CHERALYN M. ARMUJO
CITY OF ROCKWALL CASE NO. SP2022-018

CORGAN
401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
3	
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THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

ROCKWALL-HEATH NINTH GRADE CENTER
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE DETAILS
JOB 21572.0000
DATE 06/07/22
SHEET L 8

N89°00'23"E
34.15'
(DEED CALL
N89°49'51"E
36.45')

3926.93'

PART OF 58
N.L. L.
VOL. 38

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES

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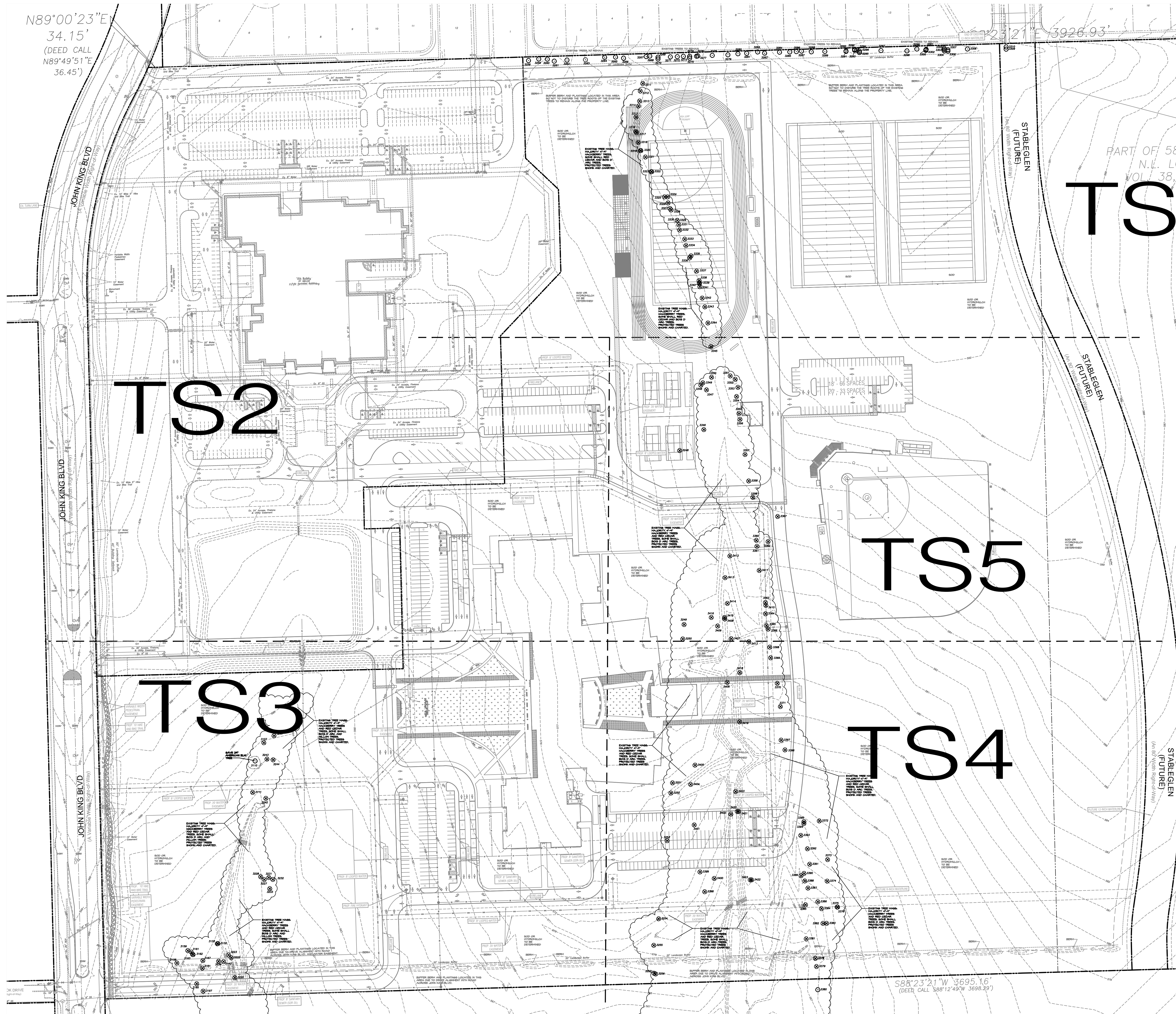
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FRISCO, TEXAS 75035
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**OVERALL
TREESCAPE
PLAN**

JOB 21572.0000
DATE 06/07/22
SHEET

TS 1



TS6

TS2

TS5

TS3

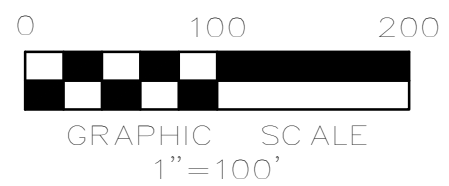
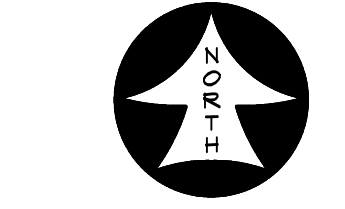
TS4

EXISTING TREE LEGEND

	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED

SITE DATA SUMMARY

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	
PROPOSED FIRST FLOOR	150,170 S.F.
PROPOSED SECOND FLOOR	41,019 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
FLOOR AREA RATIO	150,170 S.F./3,464,762 S.F. = 4.33%
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
9.0x18.0'	304 SPACES
9.0x20.0'	203 SPACES
15.0x30.0'	19 SPACES
TOTAL PARKING PROVIDED	522 SPACES



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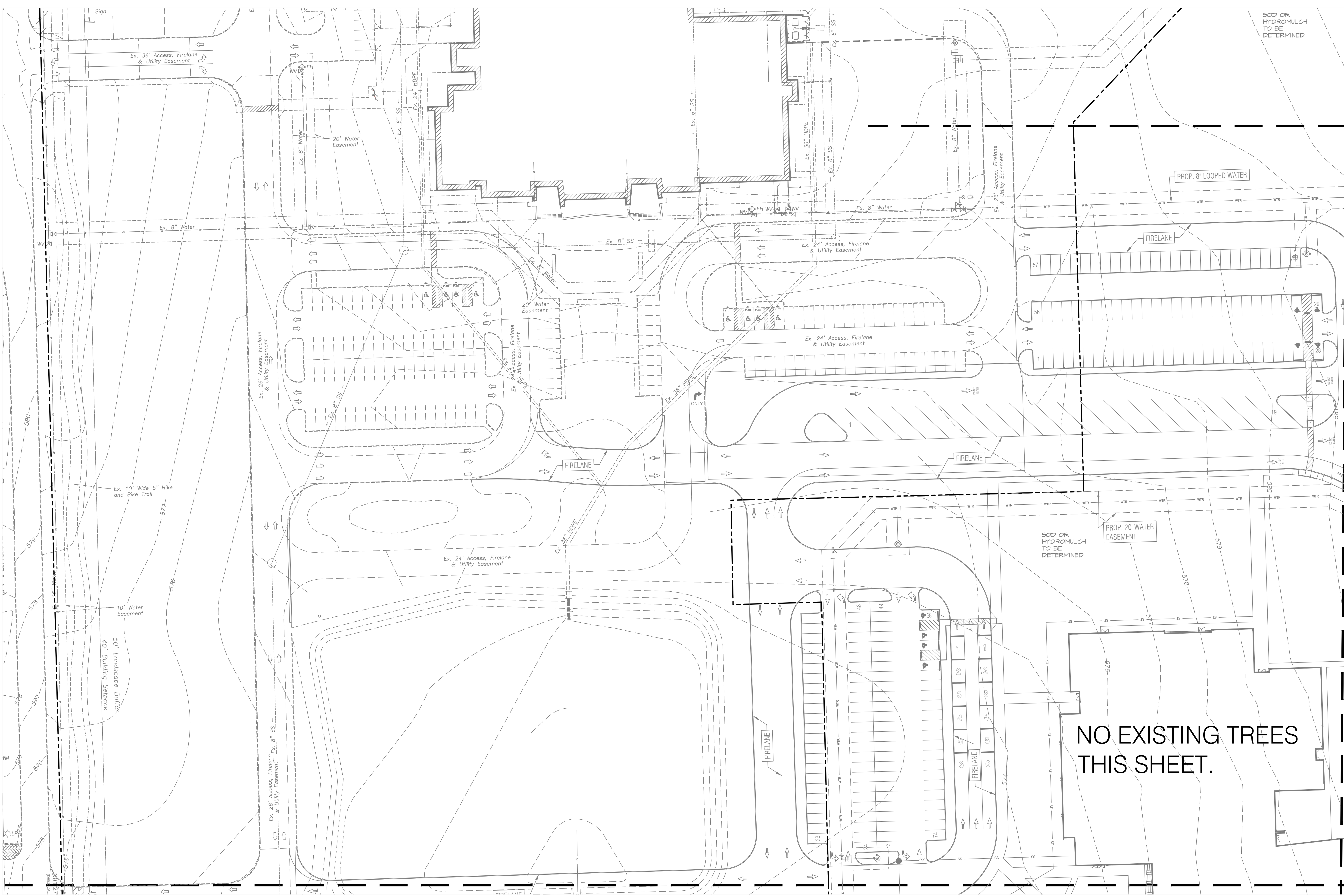
Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD 801 E. WASHINGTON ST. ROCKWALL, TEXAS 75087 CONTACT: JAMES WATSON	SURVEYOR: BOWMAN 1200 W. MAGNOLIA BLVD. SUITE 300 FORT WORTH, TEXAS 76104 CONTACT: ROBERT HANSEN	ENGINEER: GLENN ENGINEERING CORP. 4500 FULLER DR. IRVING, TEXAS 75038 (972) 717-5151 CONTACT: CHERALYN M. ARMILO
--	--	--

CITY OF ROCKWALL CASE NO. SP2022-018

S88°23'21"W 3695.16'
(DEED CALL S88°12'49"W 3698.29')



MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3

NO EXISTING TREES
THIS SHEET.

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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REVISIONS	

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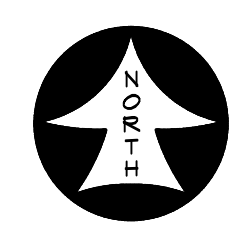
ROCKWALL-HEATH NINTH GRADE CENTER

S. JOHN KING BOULEVARD
ROCKWALL ISD

TREESCAPE
PLAN AREA A

JOB 21572.0000
DATE 06/07/22
SHEET

TS 2



OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
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Planning & Zoning Commission, Chairman

Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
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CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L2

CORGAN

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ISSUES

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**ROCKWALL-HEATH
NINTH GRADE CENTER**

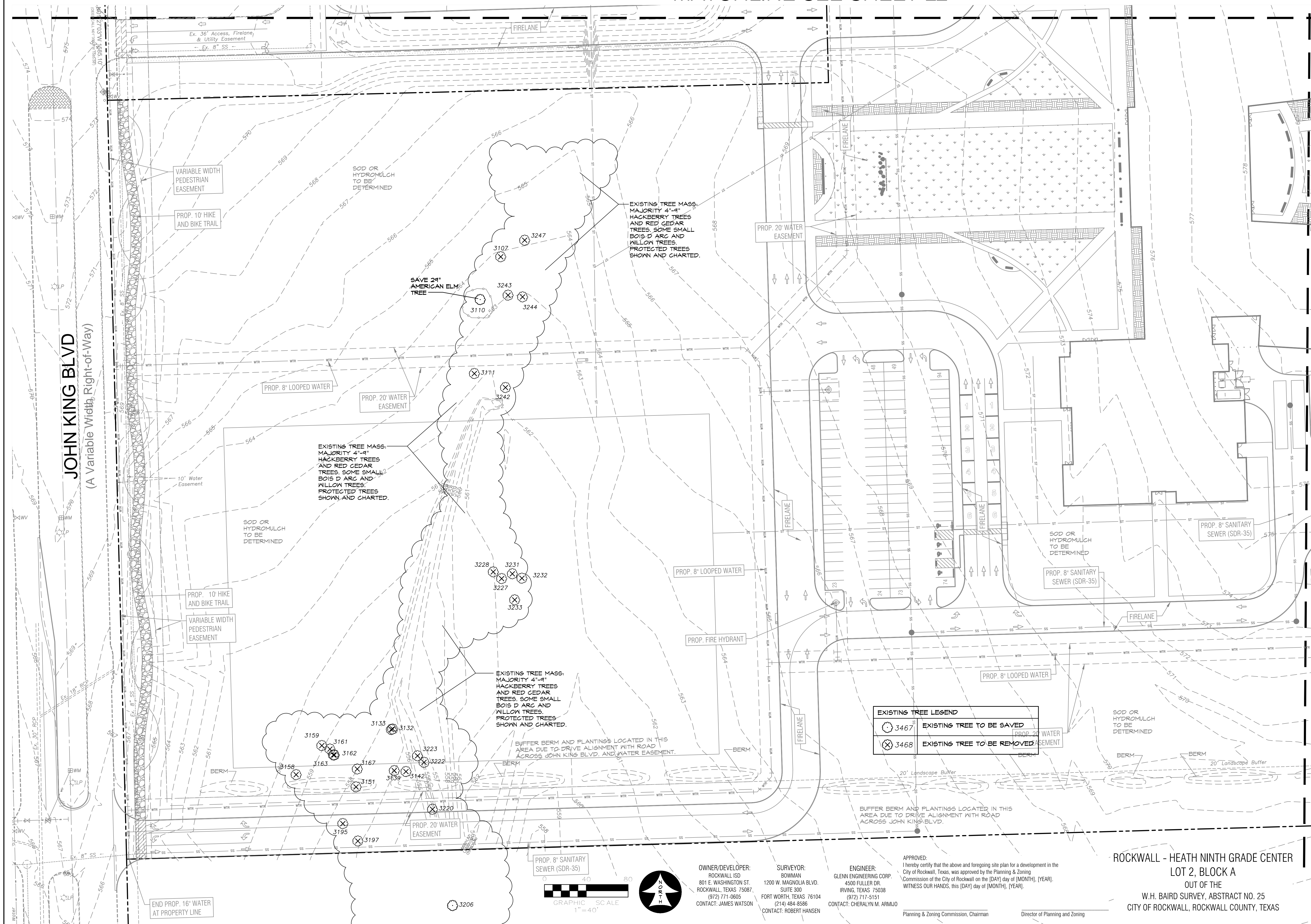
S. JOHN KING BOULEVARD
ROCKWALL ISD

**TREESCAPE
PLAN AREA B**

JOB 21572.0000
DATE 06/07/22
SHEET

TS 3

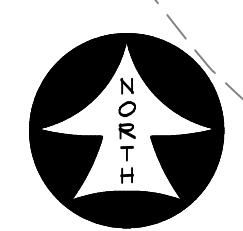
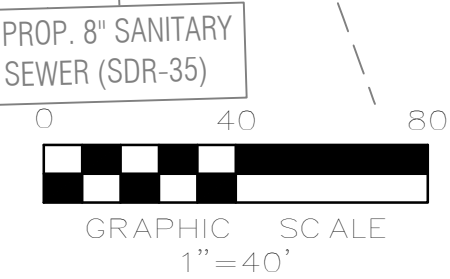
MATCHLINE SEE SHEET L4



JOHN KING BLVD
(A Variable Width Right-of-Way)

EXISTING TREE LEGEND

	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED



OWNER/DEVELOPER:
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ROCKWALL, TEXAS 75087
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CONTACT: CHERALYN M. ARMJO

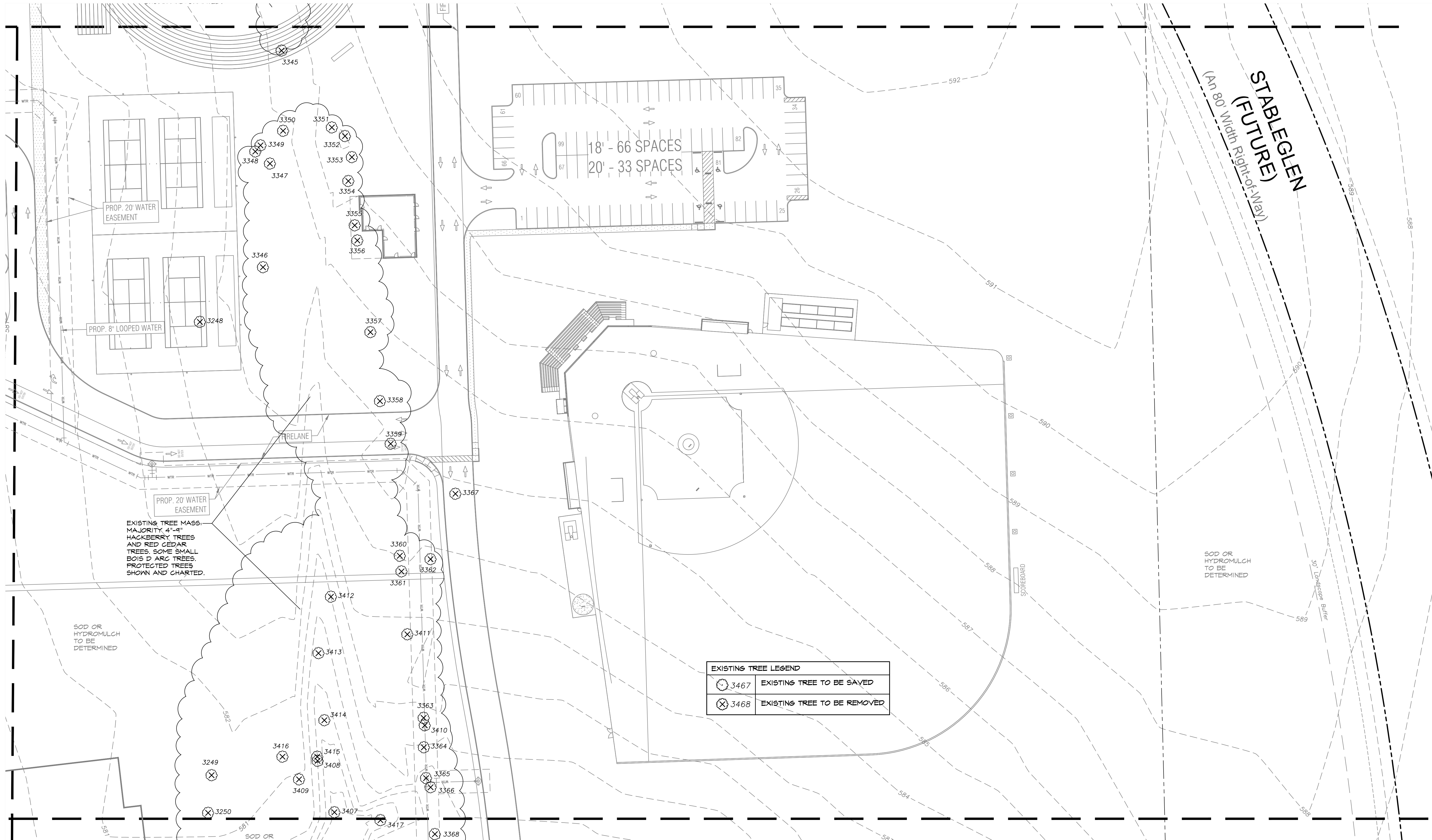
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Planning and Zoning Commission, Chairman
Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L2



EXISTING TREE LEGEND	
	3467 EXISTING TREE TO BE SAVED
	3468 EXISTING TREE TO BE REMOVED

CORGAN

401 N. Houston St
Dallas, TX 75202
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ISSUES	
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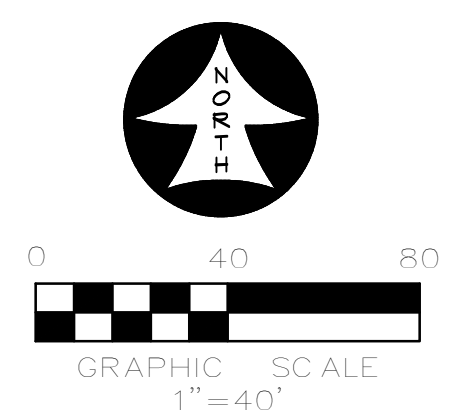
**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

MATCHLINE SEE SHEET L4

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ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
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W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
CITY OF ROCKWALL CASE NO. SP2022-018



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CONTACT: CHERALYN M. ARMJLO

TREESCAPE
PLAN AREA E

JOB 21572.0000
DATE 06/07/22
SHEET TS 5

ISSUES

1	06/07/22	PERMIT REVIEW
2		
3		
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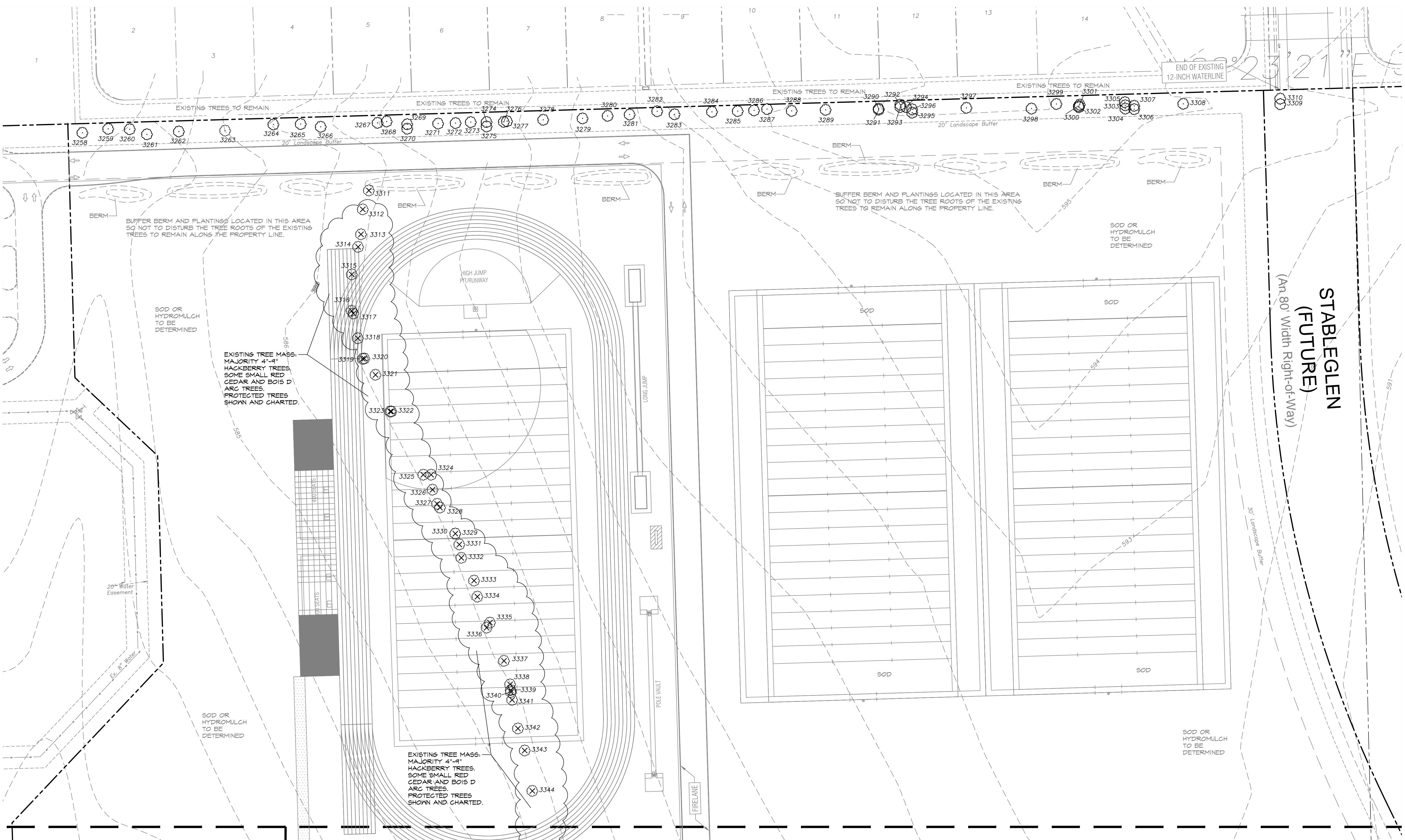
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**TREESCAPE
PLAN AREA E**

JOB 21572.0000
DATE 06/07/22
SHEET

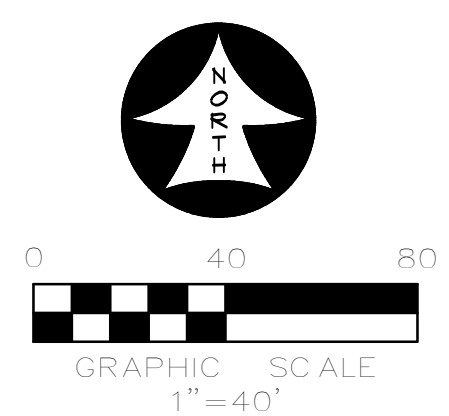
TS 6



MATCHLINE SEE SHEET L2

MATCHLINE SEE SHEET L5

EXISTING TREE LEGEND	
	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED



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Director of Planning and Zoning

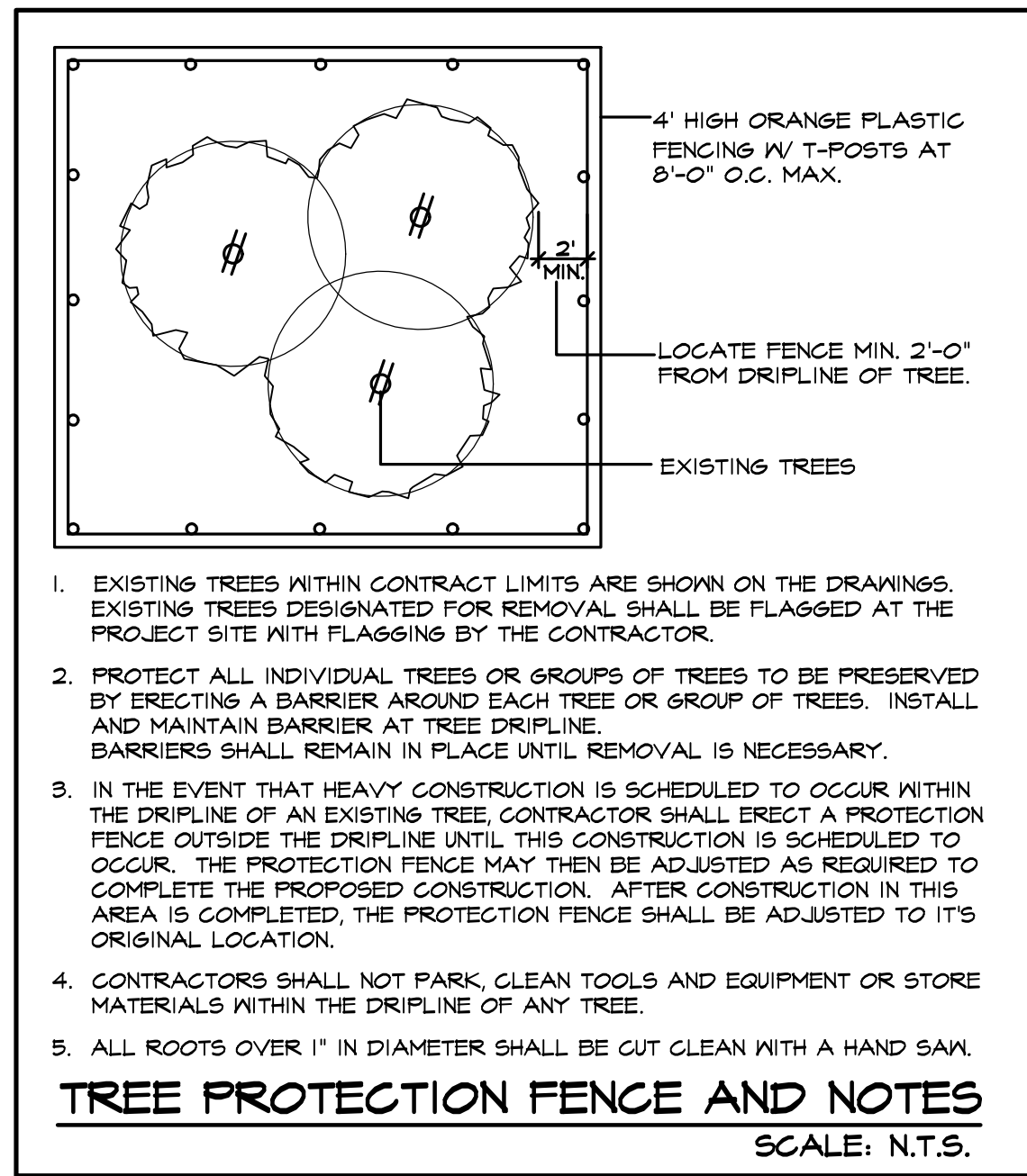
ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
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CITY OF ROCKWALL CASE NO. SP2022-018



TREE #	TREE TYPE/COND.	DEMO/SAVE	MITIGATE	CREDIT
3107	TREE 19" HACKBERRY	REMOVE	9.5	
3110	TREE 29" AMERICAN ELM MT	SAVE	0	29
3111	TREE 17" HACKBERRY	REMOVE	8.5	
3132	TREE 12" HACKBERRY	REMOVE	6	
3133	TREE 20" HACKBERRY	REMOVE	10	
3139	TREE 13" HACKBERRY	REMOVE	6.5	
3142	TREE 15" HACKBERRY	REMOVE	7.5	
3151	TREE 13" HACKBERRY	REMOVE	6.5	
3158	TREE 25" HACKBERRY	REMOVE	12.5	
3159	TREE 19" HACKBERRY	REMOVE	9.5	
3161	TREE 12" HACKBERRY	REMOVE	6	
3162	TREE 17" HACKBERRY	REMOVE	8.5	
3163	TREE 13" HACKBERRY	REMOVE	6.5	
3167	TREE 14" HACKBERRY	REMOVE	7	
3195	TREE 13" HACKBERRY	REMOVE	6.5	
3197	TREE 15" HACK. Heartrot & Split	REMOVE	0	SICK/EXEMPT
3206	TREE 15" AM ELM	SAVE	0	OFF-SITE
3220	TREE 11" HACKBERRY	REMOVE	5.5	
3222	TREE 12" RED CEDAR	REMOVE	6	
3223	TREE 15" BOIS D ARC	REMOVE	0	
3227	TREE 13" HACKBERRY	REMOVE	6.5	
3228	TREE 12" HACKBERRY	REMOVE	6	
3231	TREE 13" HACKBERRY	REMOVE	6.5	
3232	TREE 14" HACKBERRY	REMOVE	7	
3233	TREE 12" HACKBERRY	REMOVE	6	
3242	TREE 18" HACKBERRY	REMOVE	9	
3243	TREE 12" HACKBERRY	REMOVE	6	
3244	TREE 18" HACKBERRY	REMOVE	9	
3247	TREE 21" HACK. Heartrot & Split	REMOVE	0	SICK/EXEMPT
3248	TREE 12" RED CEDAR	REMOVE	6	
3249	TREE 15" RED CEDAR	REMOVE	7.5	
3250	TREE 15" RED CEDAR	REMOVE	7.5	
3251	TREE 11" RED CEDAR	REMOVE	5.5	
3252	TREE 18" HACKBERRY	REMOVE	9	
3253	TREE 12" RED CEDAR	REMOVE	6	
3254	TREE 13" RED CEDAR	REMOVE	6.5	
3255	TREE 11" RED CEDAR	REMOVE	5.5	
3256	TREE 13" RED CEDAR	REMOVE	6.5	
3257	TREE 15" RED CEDAR	REMOVE	7.5	
3258	TREE 13" HACKBERRY	SAVE	0	
3259	TREE 13" HACKBERRY	SAVE	0	
3260	TREE 16" HACKBERRY	SAVE	0	
3261	TREE 11" HACKBERRY	SAVE	0	
3262	TREE 17" HACKBERRY	SAVE	0	
3263	TREE 22" HACKBERRY HEARTROT	REMOVE	0	SICK/EXEMPT
3264	TREE 19" HACKBERRY	SAVE	0	
3265	TREE 14" HACKBERRY	SAVE	0	
3266	TREE 15" HACKBERRY	SAVE	0	
3267	TREE 13" HACKBERRY	SAVE	0	
3268	TREE 15" HACKBERRY	SAVE	0	
3269	TREE 12" HACKBERRY	SAVE	0	
3270	TREE 17" HACKBERRY	SAVE	0	
3271	TREE 20" HACKBERRY	SAVE	0	
3272	TREE 14" HACKBERRY	SAVE	0	
3273	TREE 18" HACKBERRY	SAVE	0	
3274	TREE 14" HACKBERRY	SAVE	0	
3275	TREE 15" HACKBERRY	SAVE	0	
3276	TREE 18" HACKBERRY	SAVE	0	
3277	TREE 18" HACKBERRY	SAVE	0	
3278	TREE 23" HACKBERRY	SAVE	0	
3279	TREE 11" HACKBERRY	SAVE	0	
3280	TREE 14" HACKBERRY	SAVE	0	OFF-SITE
3281	TREE 13" HACKBERRY	SAVE	0	
3282	TREE 13" HACKBERRY	SAVE	0	
3283	TREE 25" HACKBERRY	SAVE	0	
3284	TREE 15" HACKBERRY	SAVE	0	
3285	TREE 13" HACKBERRY	SAVE	0	
3286	TREE 20" HACKBERRY HEARTROT	REMOVE	0	SICK/EXEMPT
3287	TREE 13" HACKBERRY	SAVE	0	
3288	TREE 15" HACKBERRY	SAVE	0	
3289	TREE 12" HACKBERRY	SAVE	0	
3290	TREE 18" HACKBERRY	SAVE	0	
3291	TREE 18" HACKBERRY	SAVE	0	
3292	TREE 14" HACKBERRY	SAVE	0	
3293	TREE 11" HACKBERRY	SAVE	0	
3294	TREE 11" HACKBERRY	SAVE	0	
3295	TREE 15" HACKBERRY	SAVE	0	
3296	TREE 18" HACKBERRY MT	SAVE	0	
3297	TREE 25" HACKBERRY	SAVE	0	
3298	TREE 15" HACKBERRY MT	SAVE	0	
3299	TREE 12" HACKBERRY	SAVE	0	
3300	TREE 12" HACKBERRY	SAVE	0	
3301	TREE 12" HACKBERRY	SAVE	0	
3302	TREE 12" HACKBERRY	SAVE	0	
3303	TREE 11" HACKBERRY	SAVE	0	
3304	TREE 13" HACKBERRY	SAVE	0	
3305	TREE 11" HACKBERRY	SAVE	0	
3306	TREE 11" HACKBERRY	SAVE	0	
3307	TREE 18" HACKBERRY	SAVE	0	
3308	TREE 15" HACKBERRY	SAVE	0	
3309	TREE 11" HACKBERRY	SAVE	0	
3310	TREE 11" HACKBERRY	SAVE	0	
3311	TREE 11" HACKBERRY	REMOVE	5.5	
3312	TREE 17" HACKBERRY MT	REMOVE	8.5	
3313	TREE 20" HACKBERRY MT	REMOVE	10	
3314	TREE 20" HACKBERRY MT	REMOVE	10	
3315	TREE 24" HACKBERRY	REMOVE	12	
3316	TREE 12" HACKBERRY	REMOVE	6	
3317	TREE 15" HACKBERRY	REMOVE	7.5	
3318	TREE 21" HACKBERRY MT	REMOVE	10.5	
3319	TREE 16" HACKBERRY	REMOVE	8	
3320	TREE 21" HACKBERRY	REMOVE	10.5	

3321	TREE 12" HACKBERRY	REMOVE	6	
3322	TREE 20" HACKBERRY MT	REMOVE	10	
3323	TREE 11" HACKBERRY MT	REMOVE	5.5	
3324	TREE 16" HACKBERRY MT	REMOVE	8	
3325	TREE 16" HACKBERRY MT	REMOVE	8	
3326	TREE 21" HACKBERRY MT	REMOVE	10.5	
3327	TREE 21" HACKBERRY MT	REMOVE	10.5	
3328	TREE 20" HACKBERRY MT	REMOVE	10	
3329	TREE 16" HACKBERRY	REMOVE	8	
3330	TREE 11" HACKBERRY	REMOVE	5.5	
3331	TREE 18" HACKBERRY MT	REMOVE	9	
3332	TREE 12" HACKBERRY	REMOVE	6	
3333	TREE 17" HACKBERRY MT	REMOVE	8.5	
3334	TREE 22" HACKBERRY MT	REMOVE	11	
3335	TREE 14" HACKBERRY MT	REMOVE	7	
3336	TREE 11" HACKBERRY	REMOVE	5.5	
3337	TREE 20" HACKBERRY MT	REMOVE	10	
3338	TREE 15" HACKBERRY MT	REMOVE	7.5	
3339	TREE 11" HACKBERRY MT	REMOVE	5.5	
3340	TREE 11" HACKBERRY MT	REMOVE	5.5	
3341	TREE 11" HACKBERRY MT	REMOVE	5.5	
3342	TREE 18" HACKBERRY MT	REMOVE	9	
3343	TREE 12" HACKBERRY	REMOVE	6	
3344	TREE 22" HACKBERRY	REMOVE	11	
3345	TREE 17" HACKBERRY MT	REMOVE	8.5	
3346	TREE 14" RED CEDAR	REMOVE	7	
3347	TREE 12" HACKBERRY	REMOVE	6	
3348	TREE 12" HACKBERRY	REMOVE	6	
3349	TREE 12" HACKBERRY	REMOVE	6	
3350	TREE 14" HACKBERRY	REMOVE	7	
3351	TREE 14" HACKBERRY	REMOVE	7	
3352	TREE 11" HACKBERRY	REMOVE	5.5	
3353	TREE 17" HACKBERRY	REMOVE	8.5	
3354	TREE 11" HACKBERRY MT	REMOVE	5.5	
3355	TREE 12" HACKBERRY	REMOVE	6	
3356	TREE 24" HACKBERRY	REMOVE	12	
3357	TREE 20" HACKBERRY MT	REMOVE	10	
3358	TREE 14" RED CEDAR	REMOVE	7	
3359	TREE 19" HACKBERRY	REMOVE	9.5	
3360	TREE 16" RED CEDAR	REMOVE	8	
3361	TREE 11" HACKBERRY	REMOVE	5.5	
3362	TREE 15" HACKBERRY	REMOVE	7.5	
3363	TREE 14" HACKBERRY	REMOVE	7	
3364	TREE 17" HACKBERRY	REMOVE	8.5	
3365	TREE 16" HACKBERRY	REMOVE	8	
3366	TREE 15" HACKBERRY	REMOVE	7.5	
3367	TREE 13" HACKBERRY	REMOVE	6.5	
3368	TREE 11" RED CEDAR	REMOVE	5.5	
3369	TREE 11" RED CEDAR	REMOVE	5.5	
3370	TREE 16" HACKBERRY	REMOVE	8	
3371	TREE 14" HACKBERRY	REMOVE	7	
3372	TREE 13" RED CEDAR	REMOVE	6.5	
3373	TREE 12" RED CEDAR	REMOVE	6	
3374	TREE 18" RED CEDAR	REMOVE	9	
3375	TREE 12" RED CEDAR	REMOVE	6	
3376	TREE 11" RED CEDAR	REMOVE	5.5	
3377	TREE 12" HACKBERRY	REMOVE	6	
3378	TREE 17" HACKBERRY	REMOVE	8.5	
3379	TREE 18" HACKBERRY MT	REMOVE	9	
3380	TREE 13" HACKBERRY	SAVE	0	OFF-SITE
3381	TREE 11" HACKBERRY	REMOVE	5.5	
3382	TREE 12" RED CEDAR	REMOVE	6	
3383	TREE 11" RED CEDAR	REMOVE	5.5	
3384	TREE 11" HACKBERRY	REMOVE	5.5	
3385	TREE 15" HACKBERRY	REMOVE	7.5	
3386	TREE 12" RED CEDAR	REMOVE	6	
3387	TREE 11" RED CEDAR	REMOVE	5.5	
3388	TREE 15" RED CEDAR	REMOVE	7.5	
3389	TREE 13" RED CEDAR MT	REMOVE	6.5	
3390	TREE 12" RED CEDAR	REMOVE	6	
3391	TREE 14" RED CEDAR	REMOVE	7	
3392	TREE 12" RED CEDAR	REMOVE	6	
3393	TREE 15" RED CEDAR MT	REMOVE	7.5	
3394	TREE 14" RED CEDAR	REMOVE	7	
3395	TREE 14" RED CEDAR	REMOVE	7	
3396	TREE 14" RED CEDAR MT	REMOVE	7	
3397	TREE 11" RED CEDAR	REMOVE	5.5	
3398	TREE 15" RED CEDAR MT	REMOVE	7.5	
3399	TREE 18" RED CEDAR	REMOVE	9	
3400	TREE 11" RED CEDAR MT	REMOVE	5.5	
3401	TREE 12" RED CEDAR	REMOVE	6	
3402	TREE 14" RED CEDAR	REMOVE	7	
3403	TREE 13" OAK MT	REMOVE	13	
3404	TREE 11" RED CEDAR	REMOVE	5.5	
3405	TREE 18" RED CEDAR	REMOVE	9	
3406	TREE 11" RED CEDAR	REMOVE	5.5	
3407	TREE 11" RED CEDAR	REMOVE	5.5	
3408	TREE 14" RED CEDAR MT	REMOVE	7	
3409	TREE 14" RED CEDAR MT	REMOVE	7	
3410	TREE 14" OAK MT	REMOVE	14	
3411	TREE 12" OAK	REMOVE	12	
3412	TREE 12" RED CEDAR MT	REMOVE	6	
3413	TREE 13" RED CEDAR	REMOVE	6.5	
3414	TREE 11" RED CEDAR	REMOVE	5.5	
3415	TREE 15" RED CEDAR MT	REMOVE	7.5	
3416	TREE 16" RED CEDAR MT	REMOVE	8	
3417	TREE 15" RED CEDAR	REMOVE	7.5	
3418	TREE 12" RED CEDAR	REMOVE	6	
3419	TREE 15" RED CEDAR	REMOVE	7.5	
3420	TREE 13" RED CEDAR	REMOVE	6.5	
3421	TREE 13" RED CEDAR	REMOVE	6.5	
3422	TREE 14" RED CEDAR	REMOVE	7	
3423	TREE 14" RED CEDAR	REMOVE	7	
TOTALS			1079.5	29

MITIGATION 1,079.5 - 29 = 1,050.5 X \$100.00 = \$105,050.00

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES

1	06/07/22	PERMIT REVIEW
2		
3		
4		
5		
6		

REVISIONS

THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC

11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A**
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 717-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

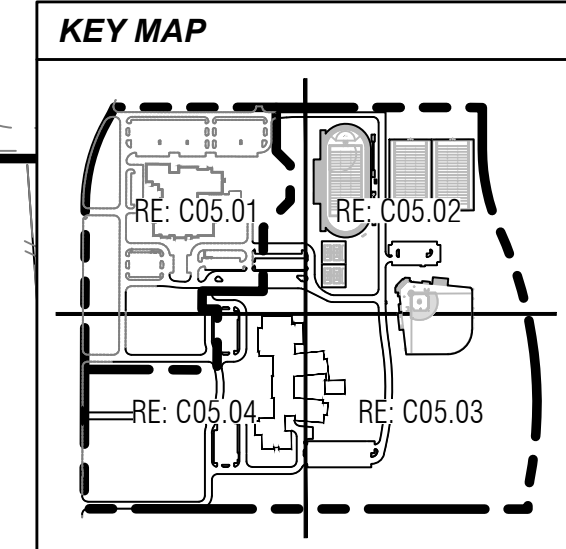
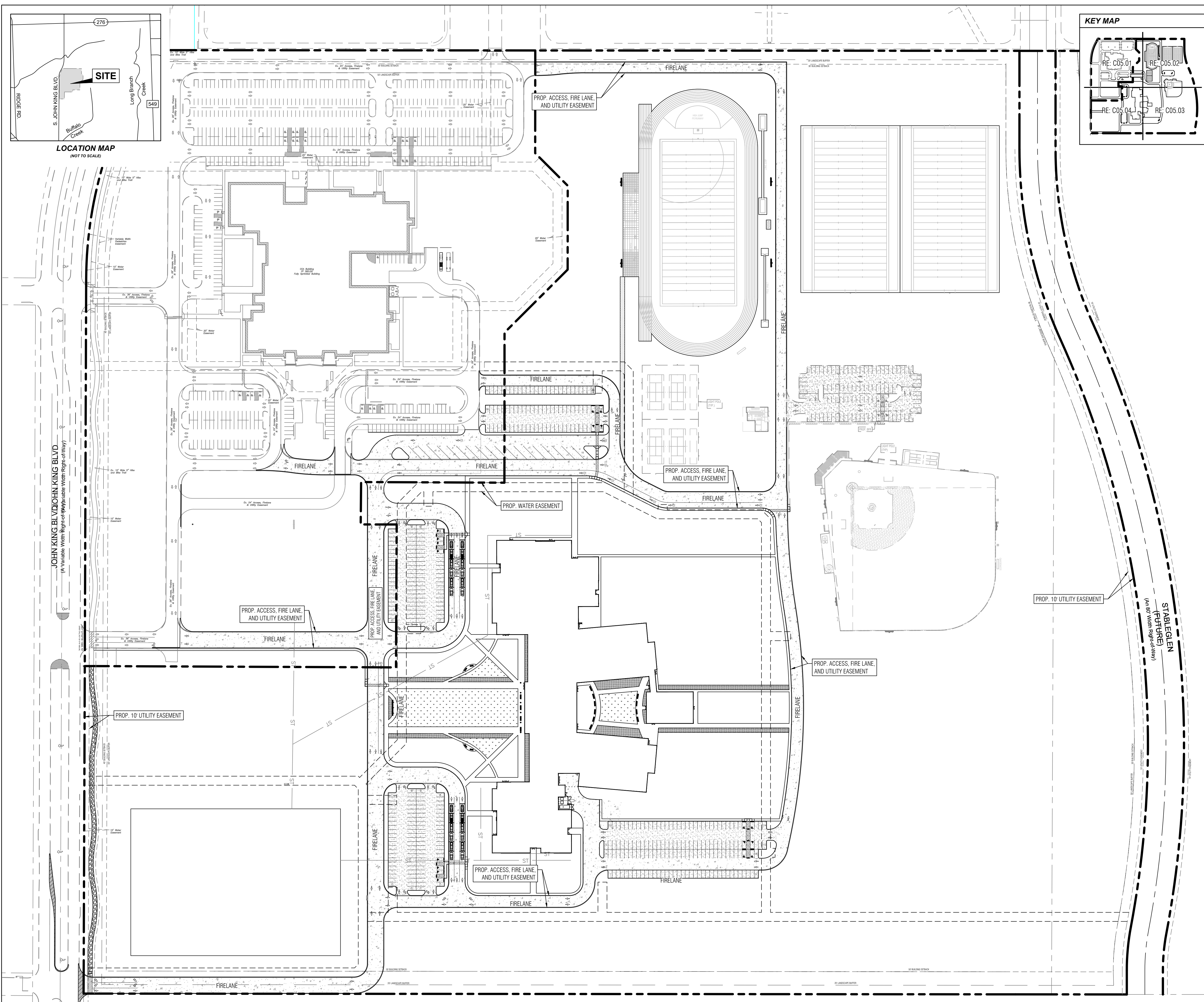
CITY OF ROCKWALL CASE NO. SP2022-018

JOB 21572.0000
DATE 06/07/22
SHEET

TS 7

Jun 07, 2022 10:23am User: Cherylm
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NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS, PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION, "NO PARKING FIRE LANE EVERY 25' WHITE 4" LETTERS ON A RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FIRE RAMP'S BARRIERS IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1'FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

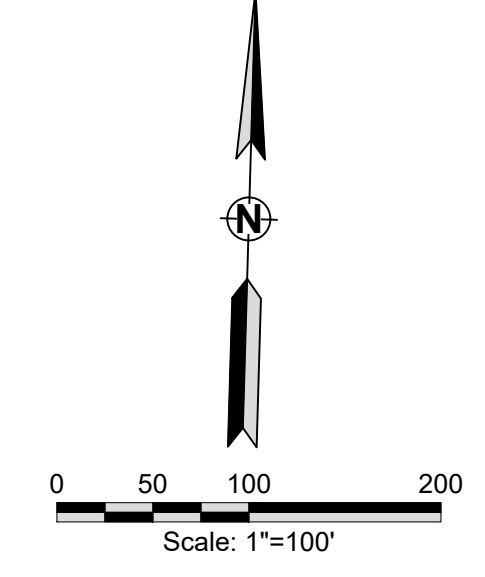
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10 MASONRY SCREENING WALL
	PRIVATELY REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) 6" REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) 7" REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) 4" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) 3" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 24" CENTERS EACH WAY
	PLANTING AREAS
	RE: LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AB
PROPOSED ZONING	PD FOR HS USES (2002-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464.762 S.F. OR 79.54 AC.
BUILDING AREA (FLOOR AREA)	153,187 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	112,168 S.F.
TOTAL BUILDING AREA	153,187 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	153,187 S.F.
LOT COVERAGE	4.33%
FLOOR AREA RATIO	4.33%
TOTAL IMPERVIOUS AREA	153,187 S.F. OR 3.46 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	299 SPACES
PARKING PROVIDED	304 SPACES
PARKING SURFACE	9,018 S.F.
9'x20' P.	299 SPACES
15'x20' P.	15 SPACES
TOTAL PARKING PROVIDED	304 SPACES



APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMOUR

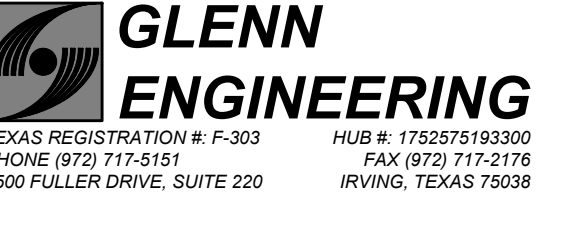
CITY OF ROCKWALL CASE NO. SP2022-018



ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS



PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cherylm Armour, P.E. 84556
 Date: 05/11/22

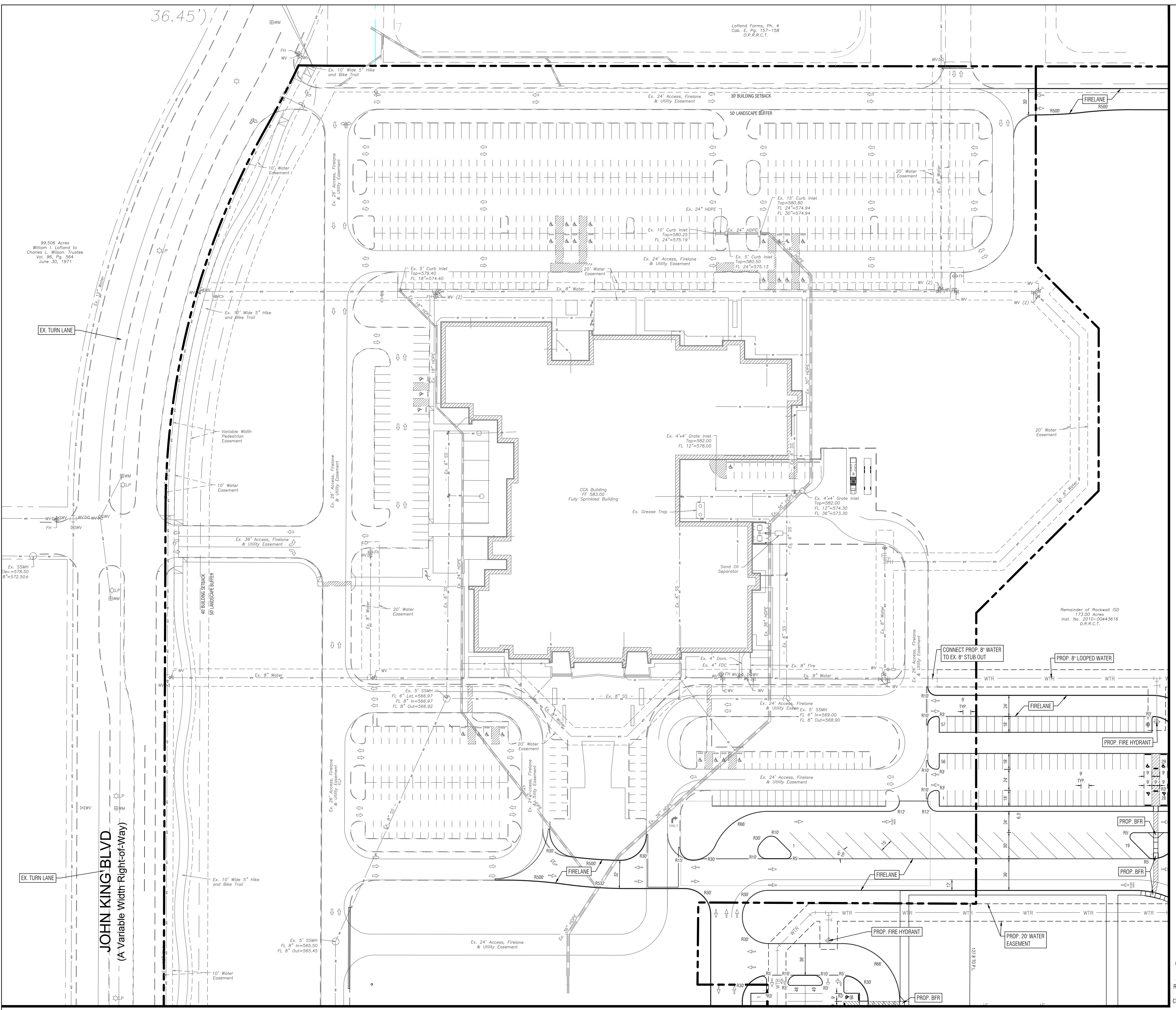
ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

OVERALL SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET C05.00

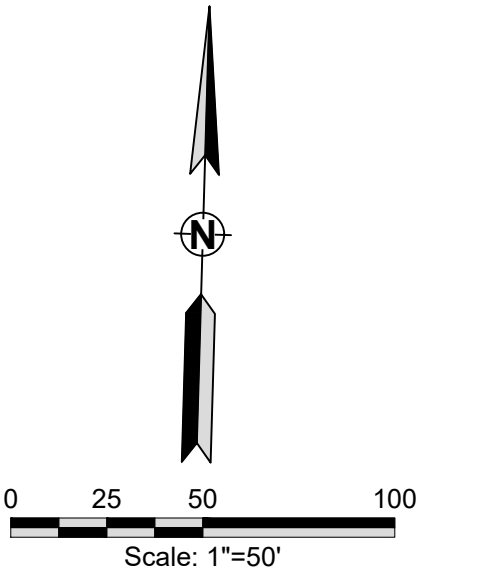
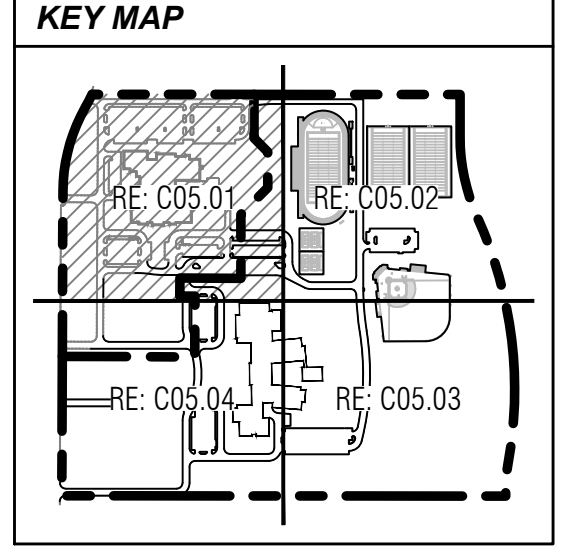
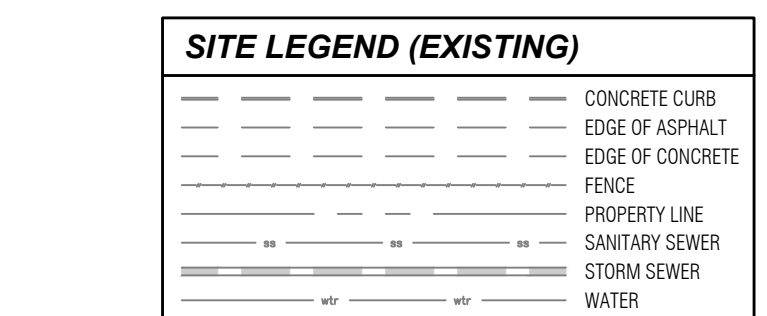
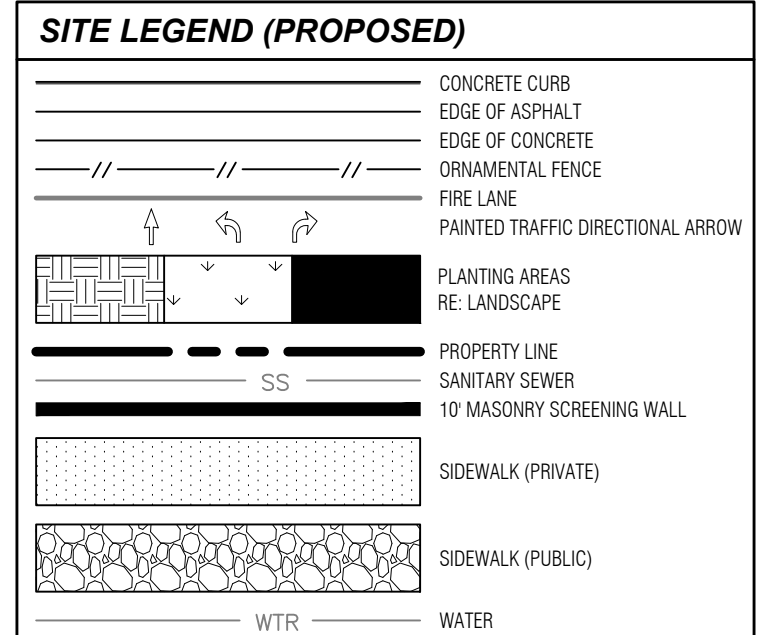
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NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS

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GLENN ENGINEERING

TEXAS REGISTRATION # F-381
 PHONE (972) 717-5151 FAX (972) 717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cherylm Army, P.E. 84566
 Date: 05/11/22

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMOUR

CITY OF ROCKWALL CASE NO. SP2022-018

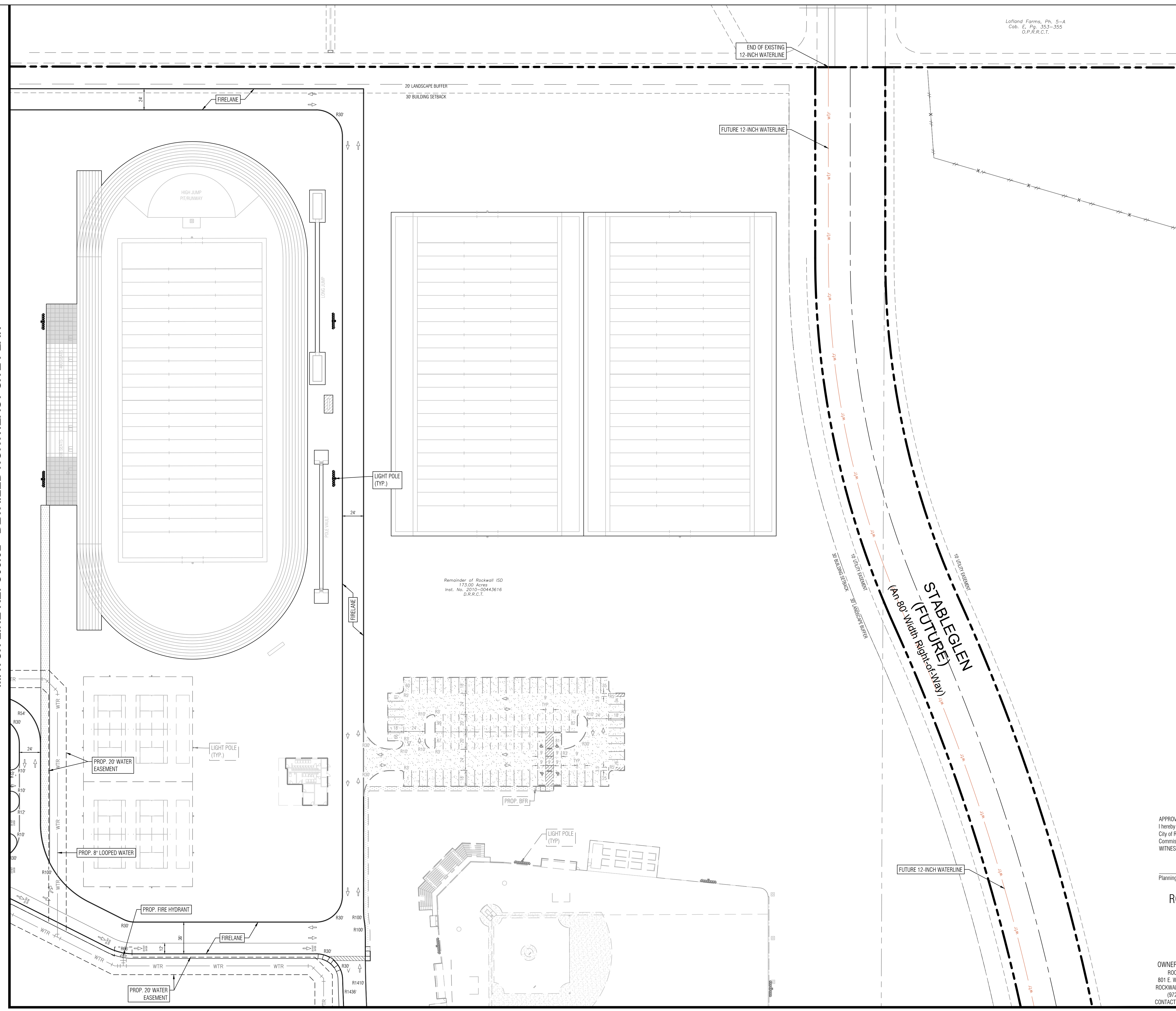
**DETAILED
 NORTHWEST
 SITE PLAN**

**JOB 21572.0000
 DATE 05/11/22
 SHEET**

C05.01

Jun 07, 2022 - 10:23am User: Cherylm
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MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

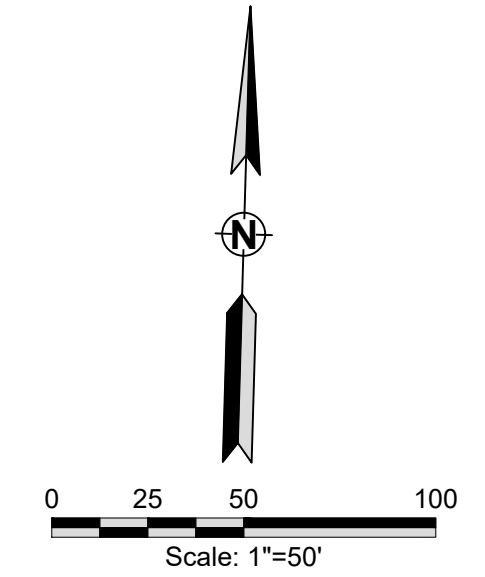
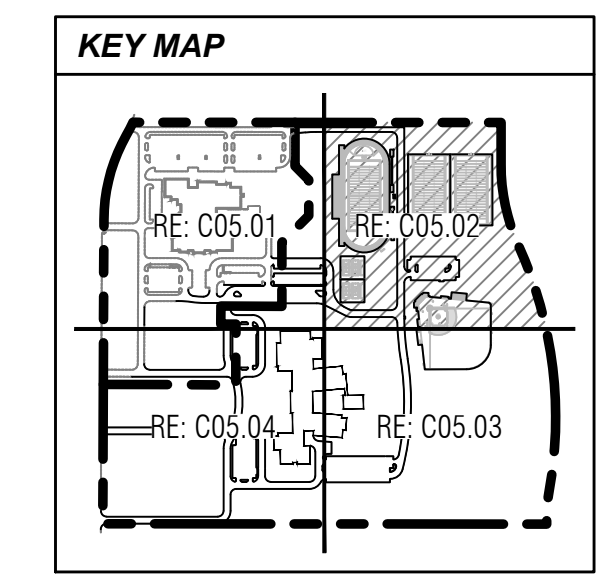
Lofland Farms, Pn. 5-A
 Cob. E. Pg. 353-355
 D.P.R.C.T.

SITE LEGEND (PROPOSED)

CONCRETE CURB	---
EDGE OF ASPHALT	----
EDGE OF CONCRETE	----
ORNAMENTAL FENCE	----
FIRE LANE	----
PAINTED TRAFFIC DIRECTIONAL ARROW	→
PLANTING AREAS	■
RE LANDSCAPE	■
PROPERTY LINE	----
SANITARY SEWER	SS
10' MASONRY SCREENING WALL	----
SIDEWALK (PRIVATE)	----
SIDEWALK (PUBLIC)	----
WATER	WTR

SITE LEGEND (EXISTING)

CONCRETE CURB	---
EDGE OF ASPHALT	----
EDGE OF CONCRETE	----
FENCE	----
PROPERTY LINE	----
SANITARY SEWER	SS
STORM SEWER	SS
WATER	WTR



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
---	----------	------------------

REVISIONS

--	--	--

GLENN ENGINEERING

TEXAS REGISTRATION # F-351
 PHONE 972 717-5151
 4500 FULLER DRIVE, SUITE 200
 IRVING, TEXAS 75038
 FAX 972 717-5176
 WWW.GLENN-ENGINEERING.COM

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 Date: 05/11/22

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

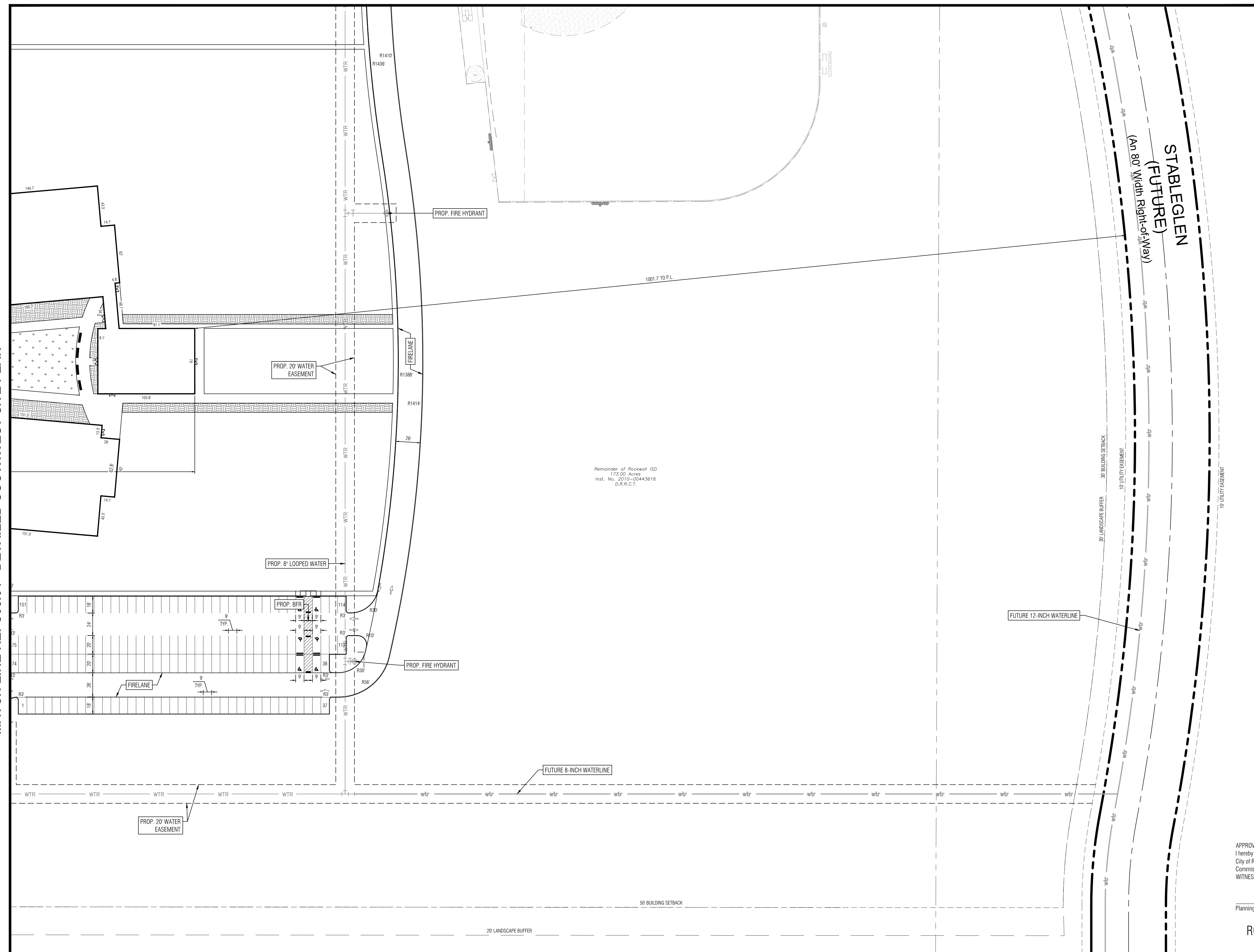
**DETAILED
 NORTHEAST SITE
 PLAN**

**JOB 21572.0000
 DATE 05/11/22
 SHEET C05.02**

Jun 07, 2022 - 10:23am User: Cherylm
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MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



Remainder of Rockwall ISD
 173.00 Acres
 Inst. No. 2010-10443616
 D.A.R.C.T.

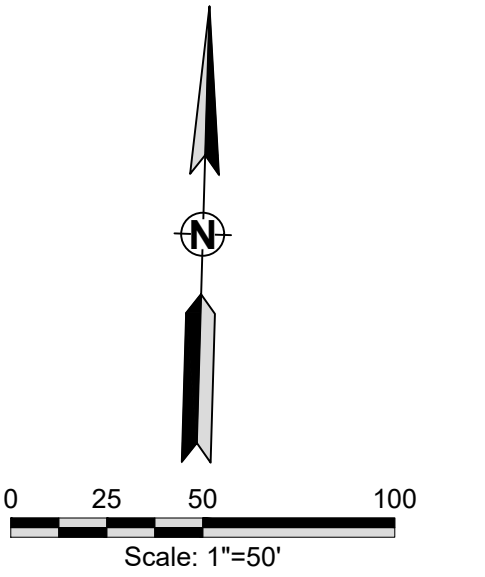
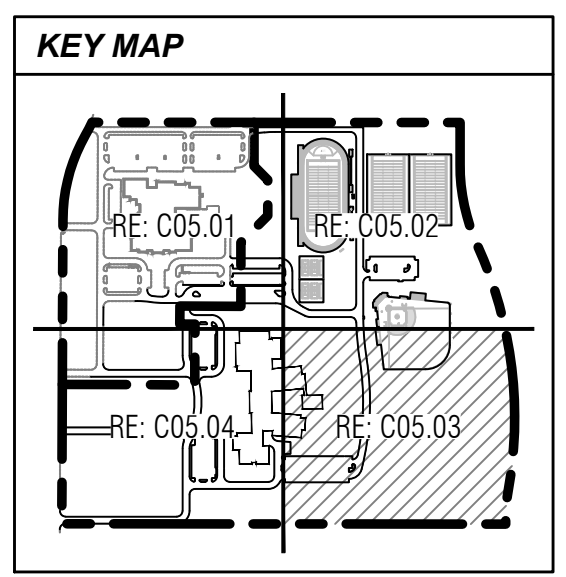
Newman, Leland
 Vol. 9, Pg. 548
 D.A.R.C.T.

SITE LEGEND (PROPOSED)

CONCRETE CURB	---
EDGE OF ASPHALT	---
EDGE OF CONCRETE	---
ORNAMENTAL FENCE	---
FIRE LANE	---
PAINTED TRAFFIC DIRECTIONAL ARROW	---
PLANTING AREAS	---
RE LANDSCAPE	---
PROPERTY LINE	---
SANITARY SEWER	---
10' MASONRY SCREENING WALL	---
SIDEWALK (PRIVATE)	---
SIDEWALK (PUBLIC)	---
WATER	---

SITE LEGEND (EXISTING)

CONCRETE CURB	---
EDGE OF ASPHALT	---
EDGE OF CONCRETE	---
FENCE	---
PROPERTY LINE	---
SANITARY SEWER	---
STORM SEWER	---
WATER	---



CORGAN
 CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS

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GLENN ENGINEERING
 TEXAS REGISTRATION # F-381
 PHONE (972) 717-5151 FAX (972) 717-5176
 4500 FULLER DRIVE, SUITE 210 IRVING, TEXAS 75038

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 Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

APPROVED:
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 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
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 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

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 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMOJO

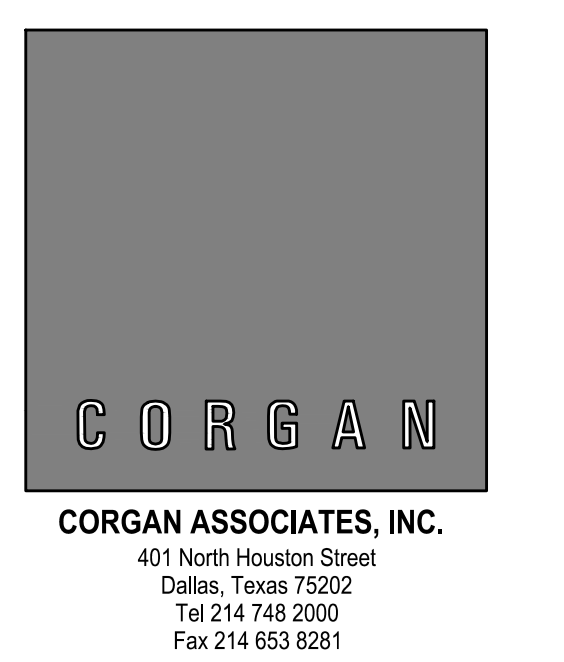
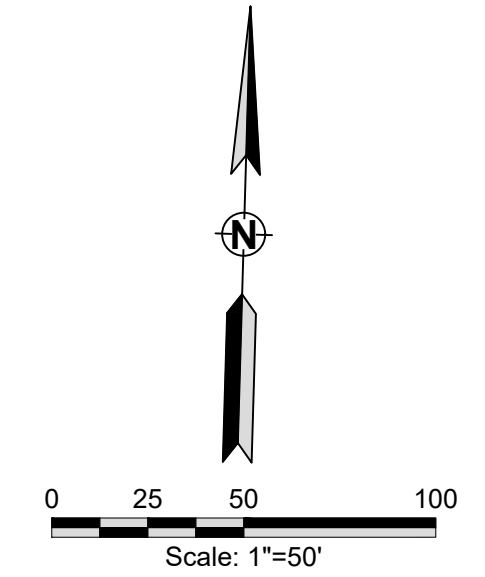
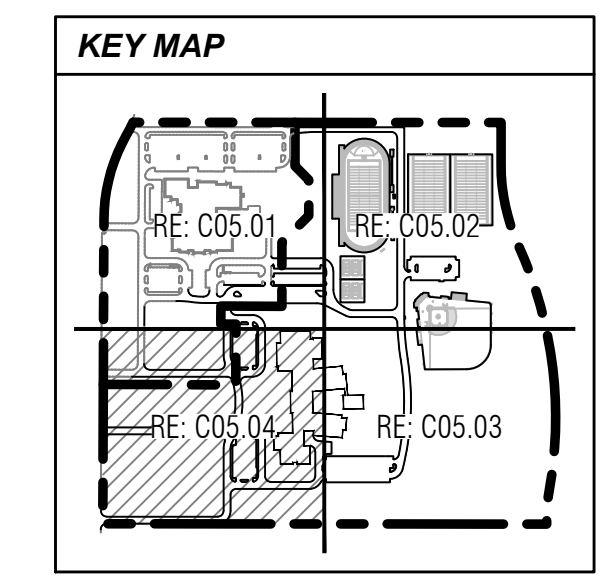
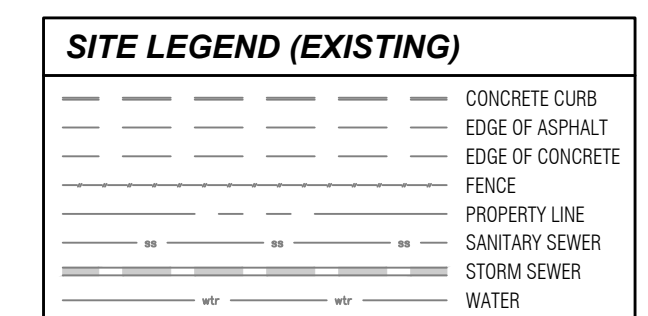
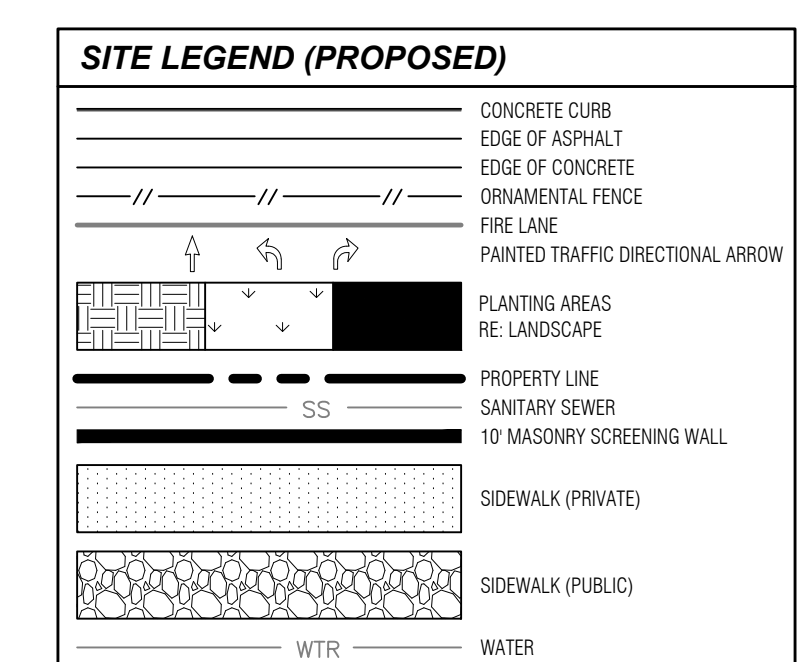
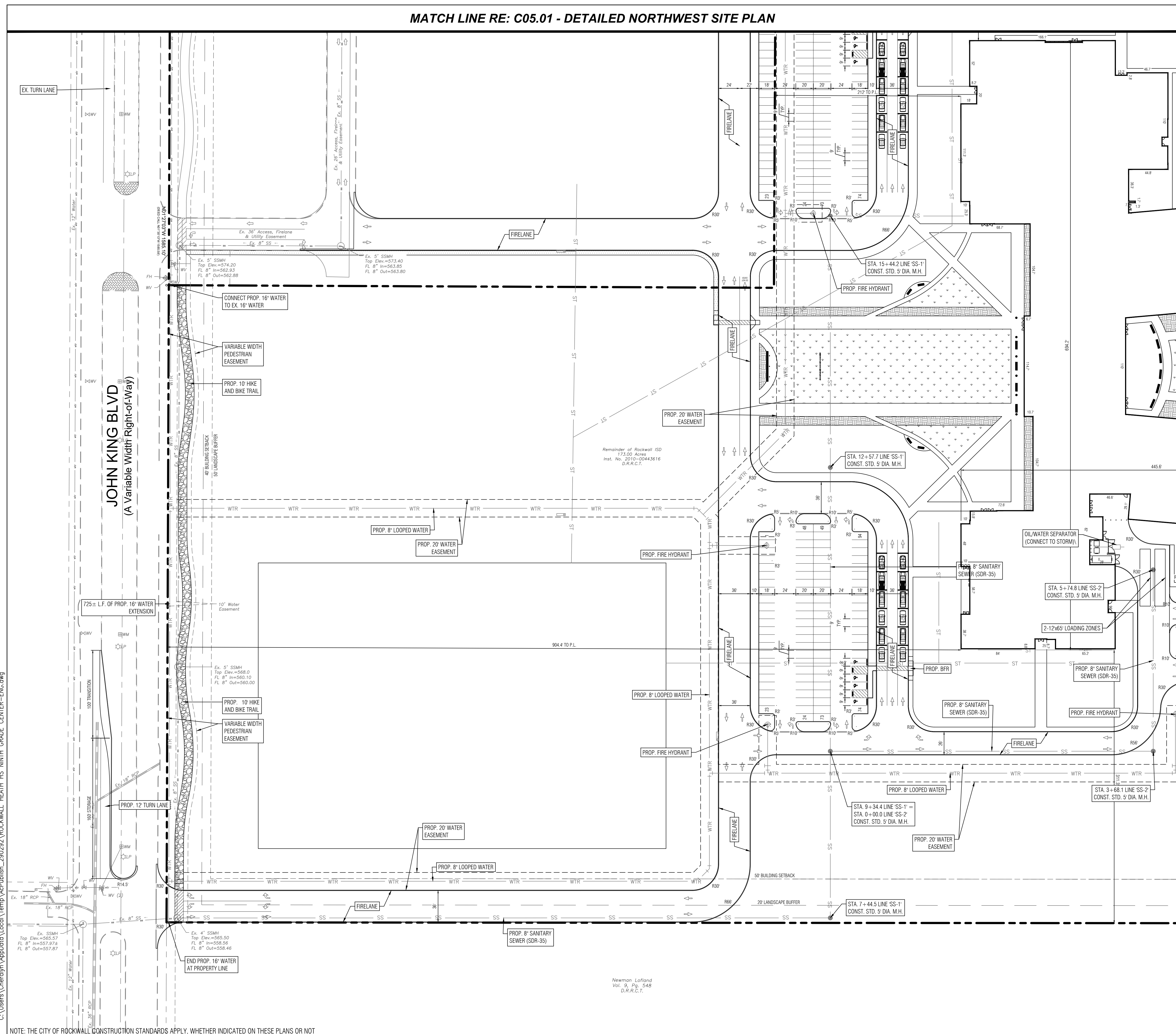
CITY OF ROCKWALL CASE NO. SP2022-018

**DETAILED
 SOUTHWEST SITE PLAN**

**JOB 21572.0000
 DATE 05/11/22
 SHEET C05.03**

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

MATCH LINE RE: C05.01 - DETAILED NORTHWEST SITE PLAN

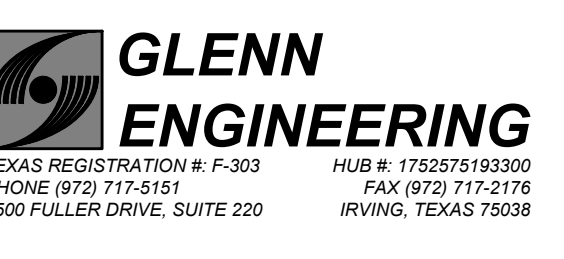


ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS

NO.	DATE	DESCRIPTION
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MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

ROCKWALL - HEATH NINTH GRADE CENTER LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
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 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERYL N. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

DETAILED SOUTHWEST SITE PLAN

JOB 21572.0000
 DATE 05/11/22
 SHEET
C05.04

Jun 07, 2022 - 10:23am User: Cheryl N
 C:\Users\CherylN\AppData\Local\Temp\AutoPublish_290292A\ROCKWALL_HEATH_HS_NINTH_GRADE_CENTER-ENG.dwg

Newman Leland
 Vol. 9, Pg. 548
 D.R.R.C.T.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall-Heath High School Ninth Grade Center Site
2301 John King Blvd.
John King Blvd 1,000 +/- feet south of State Highway 205
(Gene Burton Academy Site)

City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suite 220
Irving, Texas 75038
(972) 717-5151

TABLE OF CONTENTS

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Storm Sewer	4
Electric Service.....	4
Gas	4
Telephone	4
ROADWAYS	5
Roadway Information	5

UTILITIES

Utility Information

Water

Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site as shown on Sheets C5.01 -C5.04. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the Proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be proved from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022 . Also refer to the Glenn Engineering response letter to their items in the report. With the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center. (See Site plan sheets C5.01 – C5.04)

Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the Analysis indicated that even though the downstream Mims force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development. (See Site plan sheets C5.01 – C5.04)

For the purpose of this statement of service, it is assumed that the Rockwall Independent School District would have to construct the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to County Lane (approximately 7,100 l.f.) of both a 10" and 12" Sanitary Sewer main according to the City of Rockwall's Master Sewer Plan. Given the time sensitive nature of the Rockwall Heath High School Ninth Grade Center having to be open in the fall of 2024 and the information provided by City of Rockwall staff that the city's C.I.P. portion of project may not be completed to meet the schedule for the new school opening. Therefore Rockwall Independent School District will also be responsible for constructing the City of Rockwall's C.I.P portion of the project from County Lane to the Lift Station #1 at Horizon Road (FM 3097). This line is approximately 2,250 l.f. of a 15" Sanitary sewer main. The construction of the Little Buffalo Trunk Sewer main will result in the elimination of the Hickory Creek Lift Station. The School District would like the flexibility in the alignment of the City's C.I.P. portion of the project to be better able to serve future development/subdivisions on the east side of Wallace Lake while preserving the intent of the trunk main. (See Site plan sheets C10.02 Off Site Sanitary Sewer Exhibit)

City of Rockwall – Wastewater Master Map taken from Water and Wastewater Analysis

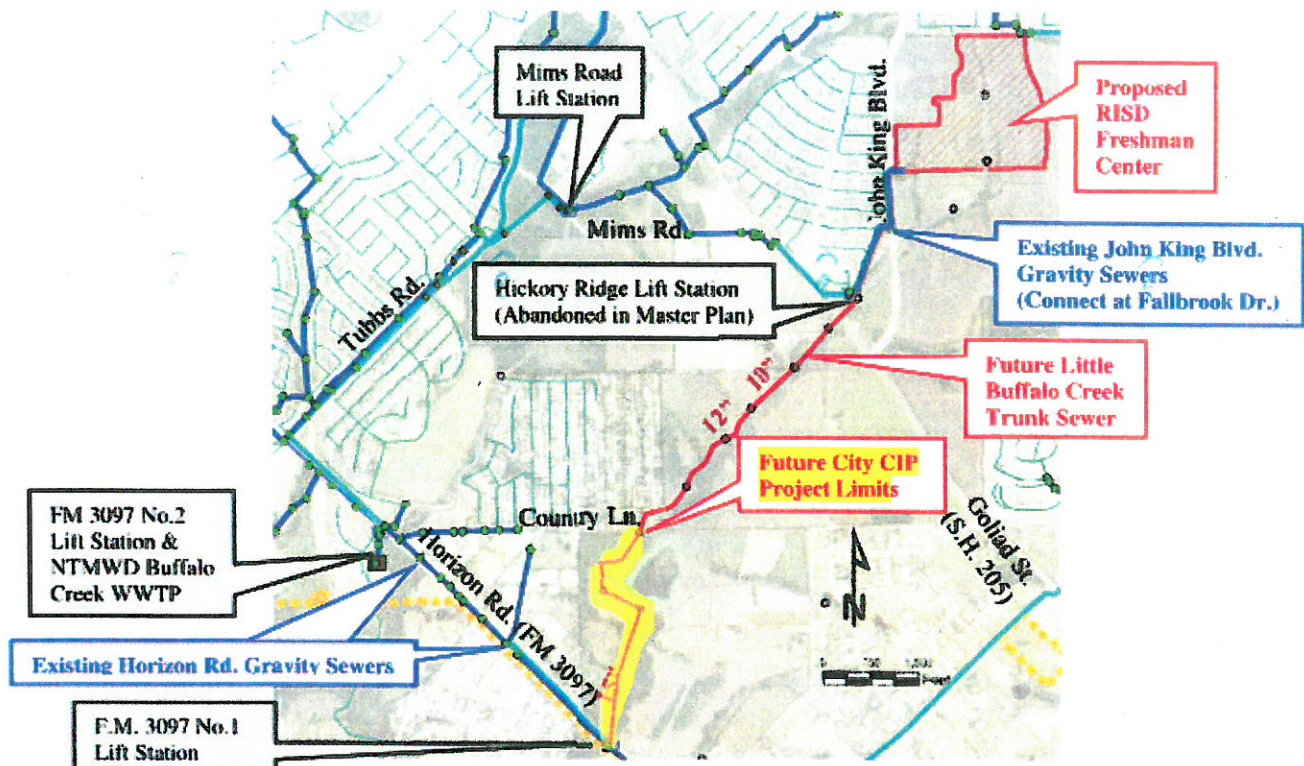


Figure 1 – Future Little Buffalo Creek Trunk Sewer

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into Little Buffalo Creek. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculation sheets to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of these lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

Roadway Information

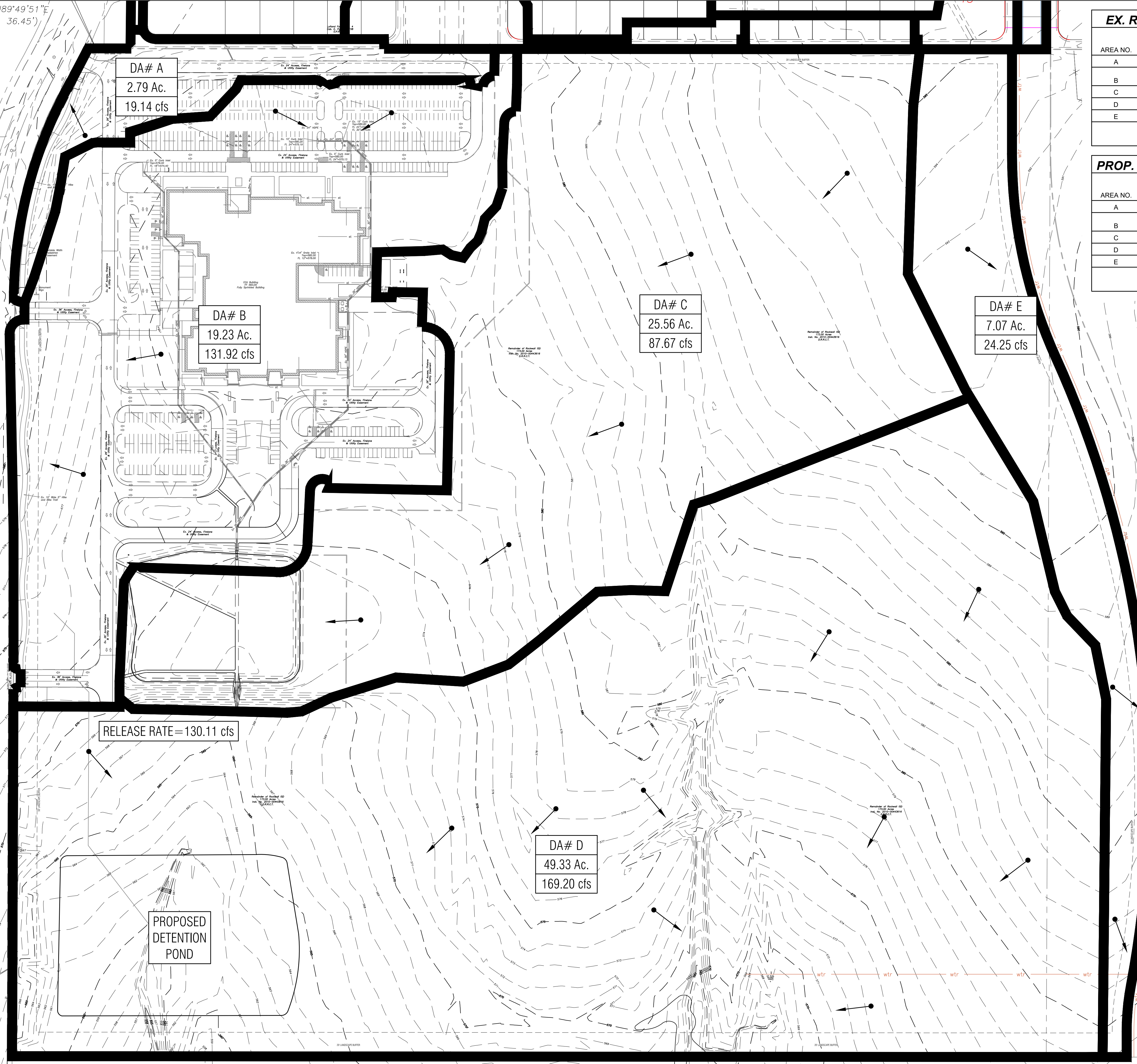
South John King Boulevard

The school district has performed two traffic Impact Analysis (TIA) studies for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. (See both reports for detailed information) All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the Gene Burton Academy. The original design for the Academy anticipated additional buildings being placed on this site and so the drive was constructed for future development.

Stableglen Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall Heath High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

N89°49'51"E
36.45'



DA# A
2.79 Ac.
19.14 cfs

DA# B
19.23 Ac.
131.92 cfs

DA# C
25.56 Ac.
87.67 cfs

DA# E
7.07 Ac.
24.25 cfs

DA# D
49.33 Ac.
169.20 cfs

RELEASE RATE = 130.11 cfs

PROPOSED
DETENTION
POND

$Q_{EX} = 130.11 \text{ cfs} + D_{EX} = 169.20 \text{ cfs} = 299.31 \text{ cfs}$
 $Q_{PROP.} \text{ NOT TO EXCEED } 299.31 \text{ cfs}$

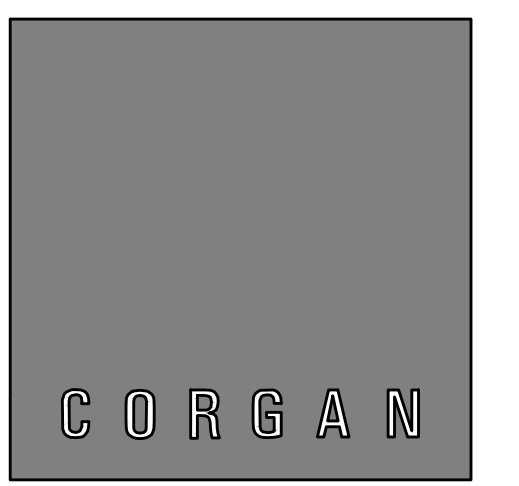
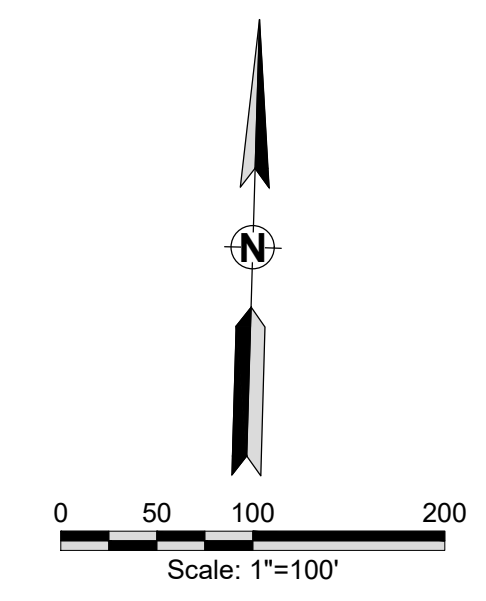
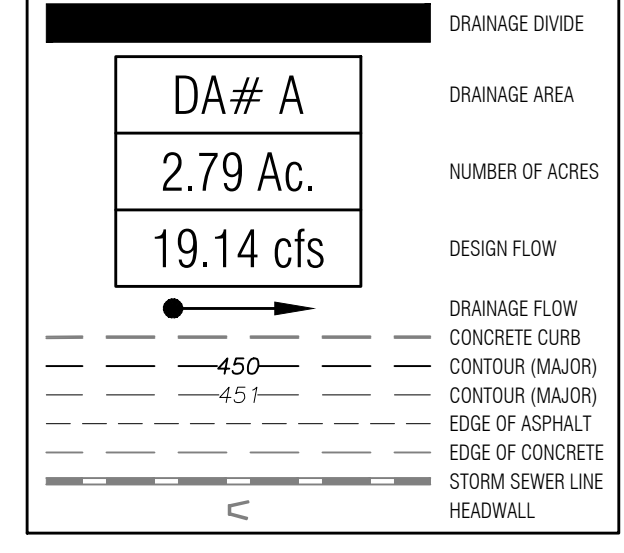
EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.35	9.80	87.67	TO EX. POND
D	49.33	10	0.35	9.80	169.20	
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				432.18	

PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.70	9.80	175.34	TO EX. POND
D	49.33	10	0.70	9.80	338.40	TO PROP. DETENTION POND
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				689.05	

DRAINAGE AREA MAP LEGEND

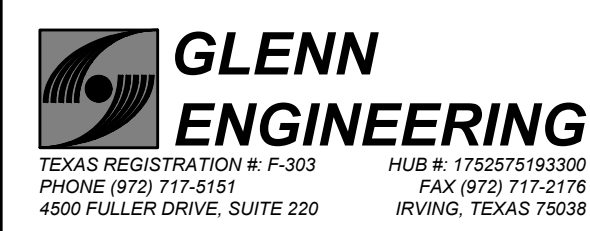


CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS



TEXAS REGISTRATION # F-303 HUB # 1752575193300
PHONE (972) 717-5151 FAX (972) 717-2176
4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

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Date: 05/11/22

**ROCKWALL-HEATH
NINTH GRADE CENTER**

2727 S. John King Blvd.
Rockwall, TX 75032

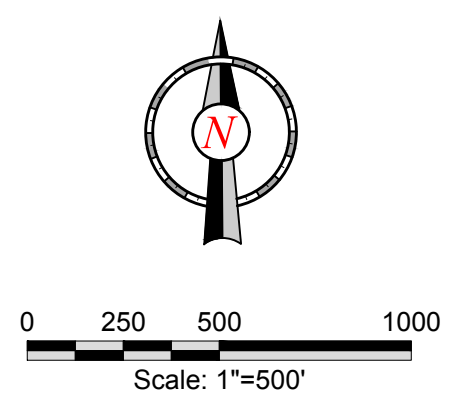
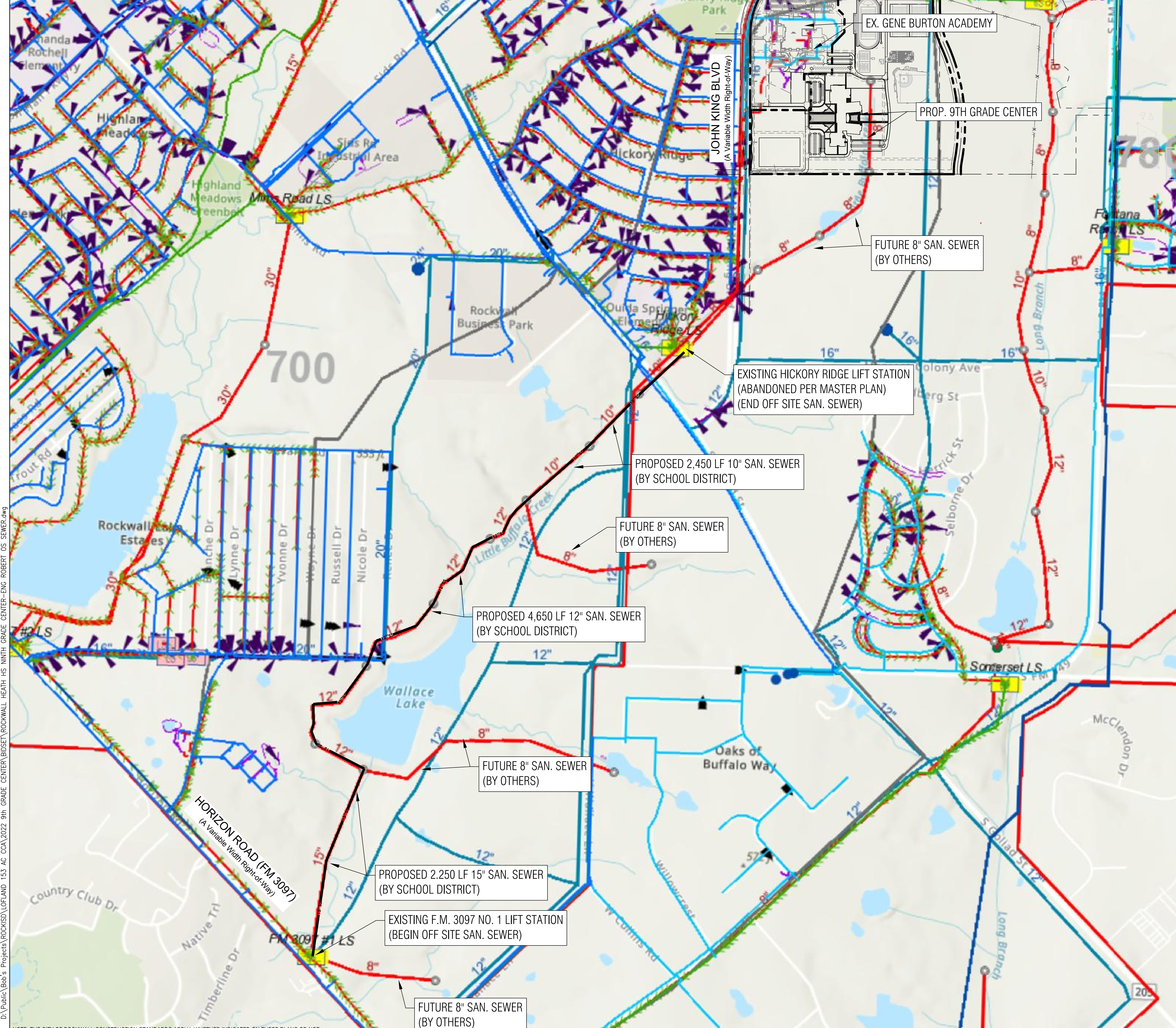
**EXISTING
DRAINAGE AREA
MAP**

JOB 21572.0000
DATE 05/11/22
SHEET

C08.00

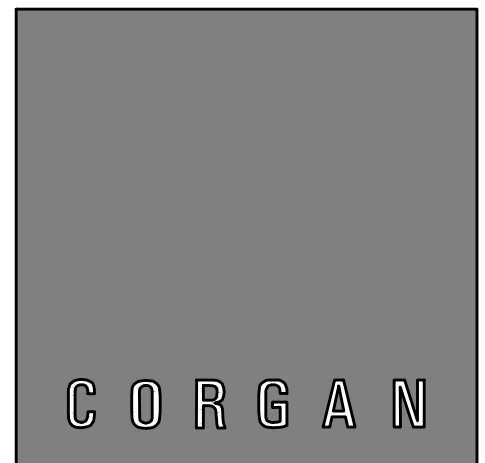
CITY OF ROCKWALL CASE NO.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



Legend

- Utility Networks**
- Utility Network SDE
- Water Network
 - Water_Water Source
 - Water_Pumps
- Water Lines
 - Water Lines - Private
 - Water Lines - City of Rockwall
 - Water Lines - NTMWD
 - Water Lines - Abandoned/Removed
- Water Service Area
- Wastewater Network
 - SS Lines - Private
 - SS Lines - NTMWD
 - SS Lines
 - Force Mains
 - NULL
 - SS Lines - City of Rockwall
 - Sewer Line
 - Force Main
 - SS Lines - Abandoned/Removed
- Sanitary Sewer Lift Stations
 - City of Rockwall
 - North Texas Municipal Water District
 - Private
 - Other
- Storm Sewer Network
 - StormSewer_Culvert Lines
 - StormSewer_Lines
 - Abandoned/Removed
 - City of Rockwall
 - Private
 - TxDot
 - NULL
 - StormSewer_Flumes
 - StormSewer_Detention Ponds
- Master Sanitary Sewer Plan
 - Proposed Manholes
 - WW Basin Divides
 - Proposed SS Lines
 - Proposed Lift Stations
- Master Water Plan
 - Proposed Tanks
 - Proposed Water Lines



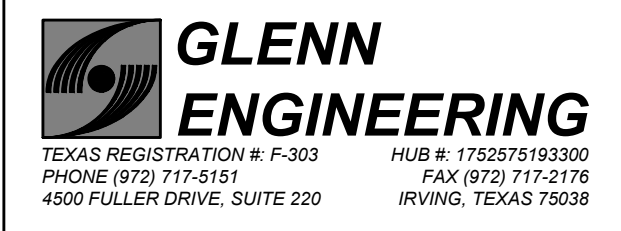
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 Tel 214 748 2000
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ISSUES

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REVISIONS

NO.	DATE	DESCRIPTION
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TEXAS REGISTRATION # F-303 HUB # 1752579193300
 PHONE (972) 717-5151 FAX (972) 717-5178
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 Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

OFF SITE SANITARY SEWER PLAN

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Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
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 CONTACT: CHERALYN M. ARMILIO

CITY OF ROCKWALL CASE NO. SP2022-018

JOB 21572.0000
DATE 05/11/22
SHEET C10.02

User: Robert
 D:\Public\Bob's Projects\ROCKWALL\LOPLAND_153 AC_CCA\2022 9th GRADE CENTER\BIDSET\ROCKWALL_HEATH_HS_NINTH_GRADE_CENTER-ENG ROBERT OS SEWER.dwg
 Jun 16, 2022, 11:36am

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

ROCKWALL I.S.D.
FRESHMAN CENTER WATER ANALYSIS
ROCKWALL, TEXAS



THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED
BY MIKE GLENN, PE 35059 ON
05/19/2022

Prepared By:

GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suit 220
Irving, Texas 75038
(972) 717-5151

FIRE HYDRANT FLOW TEST

WATER ANALYSIS
DOMESTIC USAGE


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                   *
*                               Version 2.0                                 *
*****
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Input File: RISD Water Study 1.net

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3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 1.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	792.39	19.02	19.02	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	766.17	81.97	0.00
2	0.00	765.84	79.23	0.00
3	0.00	765.82	79.00	0.00
4	0.00	765.76	79.62	0.00
5	0.00	765.72	80.60	0.00
6	0.00	765.67	80.02	0.00
7	0.00	765.63	80.43	0.00
8	0.00	765.62	80.43	0.00
9	0.00	765.68	80.24	0.00
10	0.00	765.74	80.83	0.00
11	0.00	765.79	80.85	0.00
12	0.00	765.85	80.36	0.00
13	0.00	765.96	80.23	0.00
14	0.00	765.96	81.38	0.00
15	0.00	766.12	80.04	0.00
17	200.00	765.62	80.43	0.00
18	0.00	765.56	79.67	0.00
19	0.00	765.56	79.58	0.00
20	0.00	765.50	79.43	0.00
21	0.00	765.49	78.94	0.00
22	200.00	765.45	78.19	0.00
23	0.00	765.72	84.81	0.00
24	0.00	766.00	87.09	0.00
25	0.00	766.06	86.25	0.00
26	0.00	766.11	84.97	0.00
27	0.00	766.06	87.55	0.00
28	0.00	766.11	86.36	0.00
30	-400.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	116.52	0.74	0.34	Open
2	116.52	0.74	0.34	Open
3	116.52	0.74	0.34	Open
4	116.52	0.74	0.34	Open
5	116.52	0.74	0.34	Open
6	116.52	0.74	0.34	Open
9	-170.57	1.09	0.69	Open
10	-170.57	1.09	0.69	Open
11	-170.57	1.09	0.69	Open
12	-170.57	1.09	0.69	Open
13	0.00	0.00	0.00	Open
14	-170.57	1.09	0.69	Open
15	-170.57	1.09	0.69	Open
16	29.43	0.19	0.03	Open
17	87.09	0.56	0.20	Open
18	87.09	0.56	0.20	Open
19	87.09	0.56	0.20	Open
20	87.09	0.56	0.20	Open
21	87.09	0.56	0.20	Open
22	-112.91	0.72	0.32	Open
23	-112.91	0.72	0.32	Open
24	-55.67	0.36	0.09	Open
25	-55.67	0.36	0.09	Open
26	-57.24	0.37	0.09	Open
27	-57.24	0.37	0.09	Open
29	-57.24	0.09	0.00	Open
30	-112.91	0.18	0.01	Open
31	283.48	0.45	0.10	Open
7	87.09	0.56	0.20	Open
28	400.00	0.00	-189.17	Open Pump

WATER ANALYSIS

FIRE DEMAND


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                   *
*                               Version 2.0                                 *
*****
```

Input File: RISD Water Study 2.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 2.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	432.58	51.91	51.91	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	680.27	44.75	0.00
2	0.00	675.41	40.04	0.00
3	0.00	675.04	39.66	0.00
4	0.00	674.18	39.94	0.00
5	0.00	673.53	40.66	0.00
6	0.00	672.86	39.80	0.00
7	0.00	672.18	39.94	0.00
8	0.00	671.95	39.84	0.00
9	0.00	674.04	40.53	0.00
10	0.00	674.81	41.43	0.00
11	0.00	675.33	41.65	0.00
12	0.00	676.10	41.47	0.00
13	0.00	677.43	41.87	0.00
14	0.00	677.43	43.02	0.00
15	0.00	679.32	42.43	0.00
17	0.00	673.40	40.47	0.00
18	0.00	664.74	35.98	0.00
19	0.00	664.06	35.60	0.00
20	0.00	657.68	32.71	0.00
21	0.00	655.65	31.35	0.00
22	2000.00	650.76	28.49	0.00
23	0.00	662.31	40.00	0.00
24	0.00	674.17	47.30	0.00
25	0.00	676.56	47.47	0.00
26	0.00	678.81	47.15	0.00
27	0.00	676.46	48.73	0.00
28	0.00	678.76	48.51	0.00
30	-2000.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	501.99	3.20	5.10	Open
2	501.99	3.20	5.10	Open
3	501.99	3.20	5.10	Open
4	501.99	3.20	5.10	Open
5	501.99	3.20	5.10	Open
6	501.99	3.20	5.10	Open
9	-646.79	4.13	8.15	Open
10	-646.79	4.13	8.15	Open
11	-646.79	4.13	8.15	Open
12	-646.79	4.13	8.15	Open
13	0.00	0.00	0.00	Open
14	-646.79	4.13	8.15	Open
15	-646.79	4.13	8.15	Open
16	-646.79	4.13	8.15	Open
17	1148.78	7.33	23.62	Open
18	1148.78	7.33	23.62	Open
19	1148.78	7.33	23.62	Open
20	1148.78	7.33	23.62	Open
21	1148.78	7.33	23.62	Open
22	-851.22	5.43	13.55	Open
23	-851.22	5.43	13.55	Open
24	-419.71	2.68	3.66	Open
25	-419.71	2.68	3.66	Open
26	-431.51	2.75	3.85	Open
27	-431.51	2.75	3.85	Open
29	-431.51	0.69	0.13	Open
30	-851.22	1.36	0.46	Open
31	1498.01	2.39	2.14	Open
7	1148.78	7.33	23.61	Open
28	2000.00	0.00	-103.27	Open Pump



May 19, 2022

Mr. Jeremy M. White, P.E., C.F.M.
Assistant City Engineer
City of Rockwall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Rockwall I.S.D.
Freshman Center Water and Wastewater Analysis

Dear Mr. White,

We have reviewed the Water and Wastewater Analysis you provided on May 11th, 2022 via email from BIRKHOFF, HENDRICKS & CARTER, L.L.P for the Rockwall-Heath Freshman Center located on John King Blvd. We have the following comments and concerns.

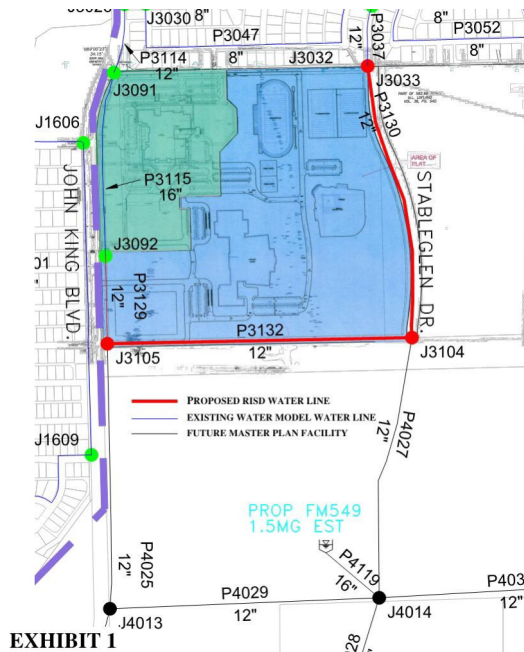
Under Section I. WATER ANALYSIS Section A. General.

I. WATER ANALYSIS

A. GENERAL:

The proposed RISDFC facility will be located on the east side of John King Blvd. and west of Stableglen Dr. Exhibit 1 shows the location of the proposed development in the water model.

*The blue colored lines on **Exhibit 1** are existing water lines included in the water model. The red lines P 3129, P 3130 and P 3132 were added to the water model for the proposed RISDFC. The black colored lines are future master plan facilities inactive in the existing water model.*



Since this is just going to be a Ninth Grade Center with only 1,000 students at full capacity and 700 students for the next 3 to 5 years, we would like their report to consider the same approach we were permitted to use for the Gene Burton Academy.

We would like to extend the 16-inch water line along John King Blvd. south along our west property line and provide an 8-inch loop around the proposed Ninth Grade Center connecting the existing stub out that was provided at the Gene Burton Academy. (See attached report). Using the steady state analysis method model our analysis shows that there is adequate water pressure for domestic use (Scenario #1) and for fire protection (Scenario #2). The plan is to construct the extension of the line along Stableglen Drive in the future when the site develops as a high school at which time the 12" water line shown in the Master Water Plan would be constructed.

Under Section I. WATER ANALYSIS Section B. SCENARIO 1 – DOMESTIC

Under the water Demand comment. Since the school districted owns the entire 153 acres and plans to only construct schools and given this review is for a 1,000 Student Ninth Grade Center that the report should use T.E.C.Q Chapter 290.45 – Schools with Cafeterias, Gymnasiums or Showers, 30 Gallons/Person/Day or 30,000 GPD in lieu of the 1,500 Gallon per day per acre or 108,000 GPD and performing the analysis using the design for the just the Ninth Grade Center above.

Under Section I. WATER ANALYSIS Section B. SCENARIO 2 – FIRE FLOW

Given that the School District only plans to construct a 1,000 Student Ninth Grade. And perform the analysis using the design for the just the Ninth Grade Center above using the international fire Code for a 185,000 Square foot fully sprinklered building, Type IIB construction. Since the building will be constructed with an automatic sprinkler system the Fire-Flow under Table B105.2 can be reduced by 75%, this allows for a Fire Flow of 2,000 GPM (not less than 1,500 gpm) for 2 hours. (Based on the 2015 International Fire Code)

Given that all school will have to have an automatic sprinkler system the 5,000 GPM for fire demand shown in their analysis appears to be excessive.

WATER SYSTEM CONCLUSION

In Lieu of constructing the 12-inch lines along the perimeter of the property, we request the analysis be done on just the Proposed Ninth Grade Center. In this plan the school district would extend the 16-inch water line along John King Boulevard in the same manner as the Academy and provide an 8-inch water line loop around the new school. We also would the analysis to use a fire flow for the new building of 2,000 GPM.

Under Section II. WASTEWATER ANALYSIS

A. DEVELOPMENT WASTERWATER FLOW

The actual acreage being platted is 75.54 acres of which 3.99 acres are contained within the future right of way for Stableglen Drive reducing the area for the school site to 71.55 acres. On the water analysis the report used 72 acres and on the wastewater analysis they used 78 acres.

All of the previous reports prepared for the Hickory Creek Lift Station, including the original report in 2003 by Dowdey, Anderson and Associates, and the Shimek, Jakob's and Finklea report and the 2017 report by Glenn Engineering Corporation utilized a peaking factor of 4.0. We would like the peaking factor to remain the same as in the past as the proposed increase will penalize this development by increasing wastewater flows by 25%. Please note that the original 2003 Dowdey, Anderson Hickory Creek Lift Station Report did not use any peaking factor for the school due to its off-peak use.

Note: 2003 Dowdey, Anderson And Associates, Inc nor the current Report utilize a peaking factor for the schools. Both of the schools would be off peak users and the historical data of other schools in the district does not support the need for the additional peaking factor. However, for the purposes of this report both conditions are evaluated.

This will help reduce the calculated impact on the Lift Stations.

The BHC report uses 30 gallons per day per student. The previous reports and TECQ have used 20 gallons per day per student. This is a 50% increase over the previous studies and reports.

Figure: 30 TAC §217.32(a)(3)

Table B.1. - Design Organic Loadings and Flows for a New Wastewater Treatment Facility

Source	Remarks	Daily Wastewater Flow (gallons/person)	Wastewater Strength (mg/l BOD ₅)	Wastewater Strength (mg/l NH ₃ -N)
Municipality	Residential	75-100	250-400	15-75
Subdivision	Residential	75-100	250-400	15-75
Trailer Park (Transient)	2½ Individuals per Trailer	50-60	250-350	15-75
Mobile Home Park	3 Individuals per Trailer	50-75	300	15-75
School	Cafeteria &	20	300	15-75

B. WASTEWATER MASTER PLAN IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

C. INTERIM OFFSITE IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

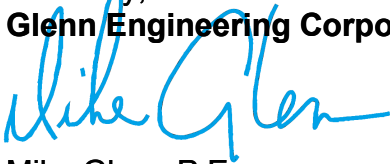
D. WATERWATER SYSTEM RECOMMENDATIONS

The District would like to see the lower section of the Future Little Buffalo Creek Trunk Sewer (approximately 4,700 LF) between Country Lane and Horizon Road (F.M. 3097) which is currently in the early design phase as a City CIP project and the recommended improvements shown on the Master Planned Little Buffalo Creek Trunk Sewer as shown in Figure 1, sized for buildout development conditions in the basin, which includes approximately 9,300 LF of new sanitary sewer ranging in size from 10-inch to 15-inch diameter to be included in the C.I.P. project. The school district would participate in the cost based on the amount of flow from the school to provide the over capacity of the new line.

Since the new school has the least amount of impact on the system we further request that the new Ninth Grade Center be permitted to connect to the existing on site sanitary sewer line and use the existing capacity as stated in Section C. INTERM OFFSITE IMPROVEMENT ROUTE until such time as the Little Buffalo Creek Truck Sewer main is constructed.

I trust you will find this information satisfactory; we look forward to your revised analysis and response.

Sincerely,
Glenn Engineering Corporation



Mike Glenn P.E.
Vice President



May 24, 2022

PK# 5360-22.341

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD South Ninth Grade Center TIA

In Rockwall, Texas

Prepared for:

City of Rockwall

On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD South Ninth Grade Center* (the "Project") located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

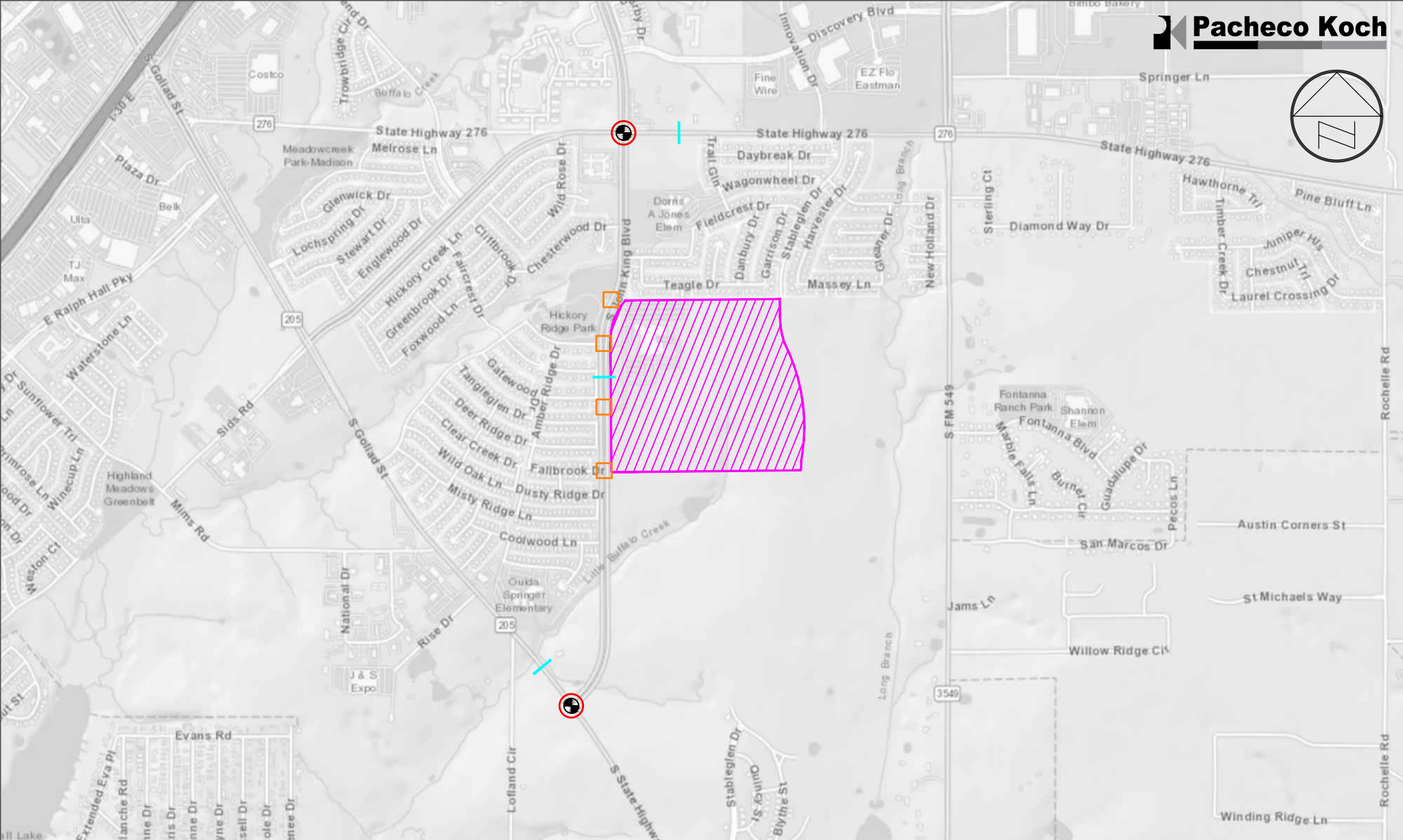
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

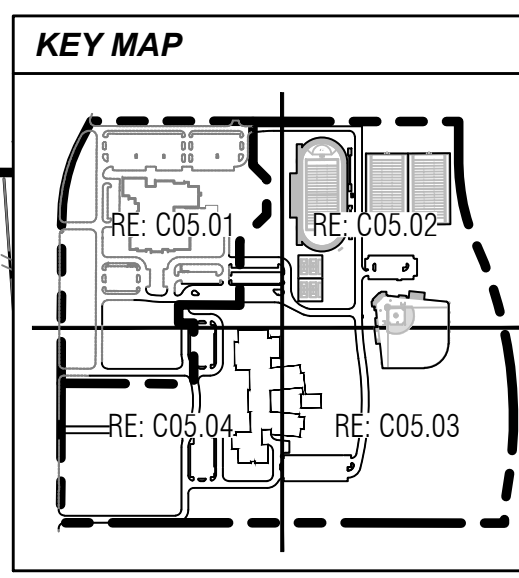
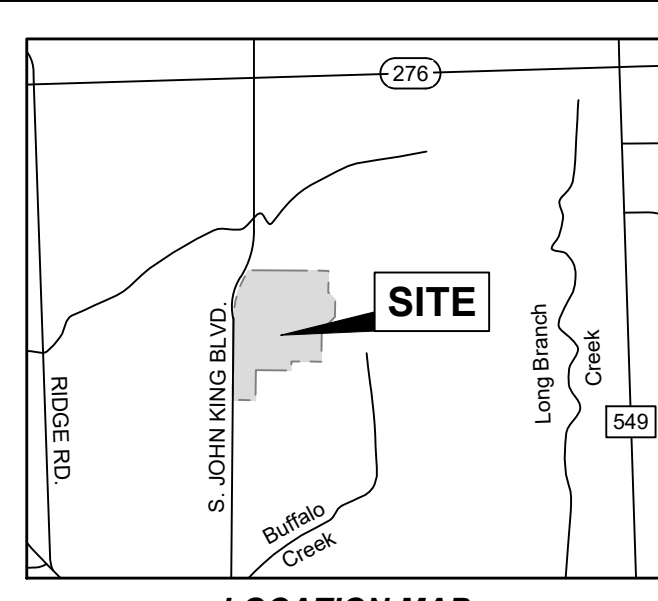
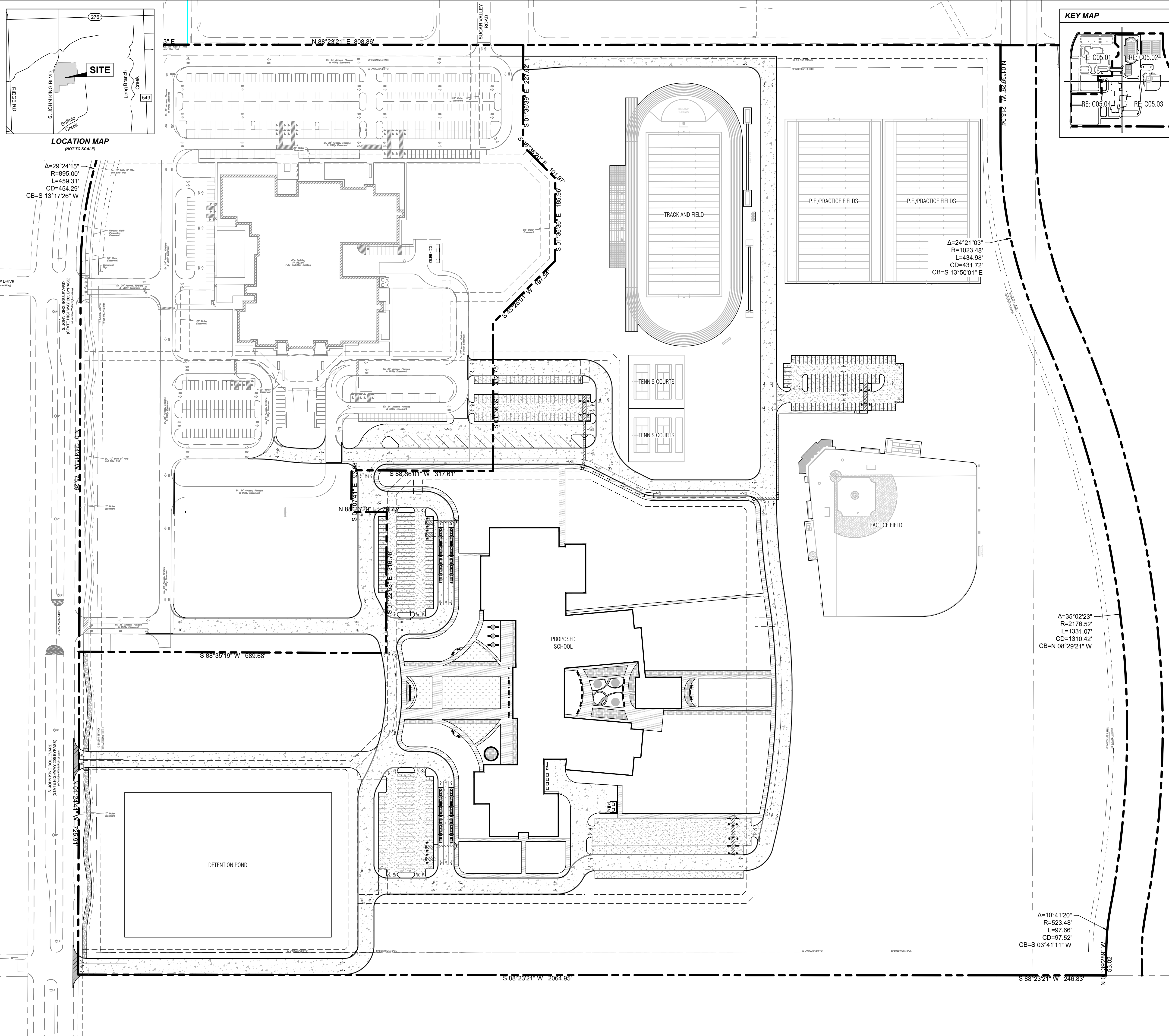
END



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)

Site Location Map

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS, THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS. PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSURE FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION: "NO PARKING FIRE LANE" EVERY 25' WHITE 4" LETTERS ON A 6" RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FREE RAMPS (BFR) IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1 FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	ORNAMENTAL FENCE
[Symbol]	PAINTED TRAFFIC DIRECTIONAL ARROW
[Symbol]	PROPERTY LINE
[Symbol]	10' MASONRY SCREENING WALL
[Symbol]	(PRIVATE) 5' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
[Symbol]	RE: GEOTECHNICAL REPORT (PRIVATE) 6' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
[Symbol]	RE: GEOTECHNICAL REPORT (PUBLIC) 7' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
[Symbol]	RE: GEOTECHNICAL REPORT (PRIVATE) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 18" CENTERS EACH WAY
[Symbol]	RE: GEOTECHNICAL REPORT (PUBLIC) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 24" CENTERS EACH WAY
[Symbol]	RE: GEOTECHNICAL REPORT
[Symbol]	PLANTING AREAS
[Symbol]	RE: LANDSCAPE

PAVING LEGEND (EXISTING)

[Symbol]	CONCRETE CURB
[Symbol]	EDGE OF ASPHALT
[Symbol]	EDGE OF CONCRETE
[Symbol]	FENCE
[Symbol]	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	150,170 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	109,151 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
LOT COVERAGE	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.051
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	15' - 10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
PARKING SURFACE	
9.0x18.0	203 SPACES
9.0x20.0	159 SPACES
15.0x30.0	20 SPACES
TOTAL PARKING PROVIDED	382 SPACES

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO.

CORGAN
CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8261

ISSUES

REVISIONS

GLENN ENGINEERING
TEXAS REGISTRATION # F-303
PHONE: (972) 717-5151
4600 FULLER DRIVE, SUITE 220
IRVING, TEXAS 75038
HUB #: 1752575193300
FAX: (972) 717-2176

PRELIMINARY-FOR REVIEW ONLY
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Date: March 25, 2022

**ROCKWALL-HEATH
NINTH GRADE CENTER**

OVERALL SITE PLAN

JOB 20018.0000
DATE 5/3/21
SHEET

C05.00

Rockwall, TX 75087

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

TRAFFIC IMPACT ANALYSIS
Rockwall ISD South Ninth Grade Center
Rockwall, Texas

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INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Glenn Engineering Corp.** (the “Owner”) to prepare a Traffic Impact Analysis for a proposed public school located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project is referred to herein as Rockwall ISD South Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the “Applicant”) has made a request to the City of Rockwall (the “Approving Agency”) for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the “Engineer”) in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gage the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

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Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of five driveways along S John King Boulevard. The surrounding roads of S John King Boulevard (P6D) and Stableglen Drive (Minor Collector – Not constructed adjacent to the site are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 75-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

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Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

Traffic-Signal-Controlled Intersections:

- (a) SH 276 and S John King Boulevard
- (b) SH 205 and S John King Boulevard

STOP-Sign-Controlled Intersections:

- (c) S John King Boulevard and Site Driveway 1
- (d) S John King Boulevard and Trail View Drive/Site Driveway 2
- (e) S John King Boulevard and Site Driveway 3

Roadway Links:

- (A) S John King Boulevard adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *6,124 (Tuesday, May 10, 2022)*

- (B) SH 205, between S John King Boulevard and Trail Lofland Circle
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *20,418 (Tuesday, May 10, 2022)*

- (C) SH 276, between S John King Boulevard and Trail Glen
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *16,214 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the “impact” created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). *ITE Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by credible sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

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ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

“Mode split” refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate “typical” mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

SCENARIO	ITE TRIP GENERATION DAILY VOLUMES	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK)
		Total (In/Out)	Total (In/Out)
School trips	1,940	520 (354/166)	320 (102/218)

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gage of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions -- in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gage of theoretical capacity.

Area Type	Hourly Service Volumes By Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

- Volume:Capacity Ratio \leq 25% is LOS A,
- Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
- Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
- Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
- Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
- Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the *Recommendations* section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

ROADWAY/ SCENARIO	DAILY VOLUME	THEORETICAL DAILY CAPACITY	V:C RATIO/ LEVEL OF SERVICE
<u>S John King Boulevard</u>			
Existing Conditions	6,124	37,000	0.17 – A
"Build" Conditions	7,191	37,000	0.19 – A
<u>SH 205</u>			
Existing Conditions	20,418	17,500	1.17 – F
"Build" Conditions	21,000	17,500	1.20 – F
<u>SH 276</u>			
Existing Conditions	16,214	37,000	0.44 – B
"Build" Conditions	16,602	37,000	0.45 – B

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term “Level of Service” (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

LOS A = free, unobstructed flow

LOS B = reasonably free flow

LOS C = stable flow

LOS D = approaching unstable flow

LOS E = unstable flow, operating at design capacity

LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

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The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	> 10 - ≤ 20	> 10 - ≤ 15
LOS C	> 20 - ≤ 35	> 15 - ≤ 25
LOS D	> 35 - ≤ 55	> 25 - ≤ 35
LOS E	> 55 - ≤ 80	> 35 - ≤ 50
LOS F	> 80	> 50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected “Build” traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** and **Table 4** provide a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the *SUMMARY OF FINDINGS AND RECOMMENDATIONS* section of this report.

Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Signalized Intersections)

INTERSECTION	EXISTING CONDITIONS		BUILD CONDITIONS	
	AM	PM	AM	PM
SH 276 @ S John King Boulevard	C (30.0)	C (29.8)	C (30.3)	C (30.4)
SH 205 @ S John King Boulevard	B (18.0)	C (20.2)	B (17.6)	C (22.3)

NOTE: Traffic signal operational parameters used in this analysis were based upon actual traffic signal operational characteristics observed in the field at the time of data collection.

Table 4. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)

INTERSECTION	TRAFFIC MANEUVER	EXISTING CONDITIONS		BUILD CONDITIONS	
		AM	PM	AM	PM
S John King Boulevard @ Site Driveway 1	WB	A (9.2)	A (9.2)	A (9.6)	A (9.7)
S John King Boulevard @ Trailview Drive/ Site Driveway 2	EB	B (14.7)	B (10.3)	C (18.4)	B (11.8)
	WB	B (10.3)	A (9.4)	B (10.1)	B (10.2)
	NB	A (0.1)	A (0.4)	A (0.1)	A (0.4)
	SB	A (2.7)	A (0.4)	A (2.0)	A (0.3)
S John King Boulevard @ Site Driveway 3	WB	B (10.5)	A (10.0)	C (19.4)	B (11.3)
	SB	A (0.0)	A (0.0)	A (4.2)	A (2.1)
S John King Boulevard @ Site Driveway 4 (Outbound Only)	WB	-	-	A (9.1)	A (9.2)
	NB	-	-	A (0.0)	A (0.0)
S John King Boulevard @ Fallbrook Drive Site Driveway 5	EB	B (10.4)	A (9.8)	B (10.7)	A (10.0)
	WB	-	-	C (17.4)	B (14.8)
	NB	A (0.3)	A (0.3)	A (0.1)	A (0.2)

KEY:

A, B, C, D, E, F = Level-of-Service
 NB-, SB-, EB-, WB- = intersection approach
 AM = AM Peak Hour of Adjacent Street

(##.#) = Average Seconds of Delay Per Vehicle
 -L, -T, -R = Left, Through, Right turning movement
 PM = PM Peak Hour of Generator

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SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

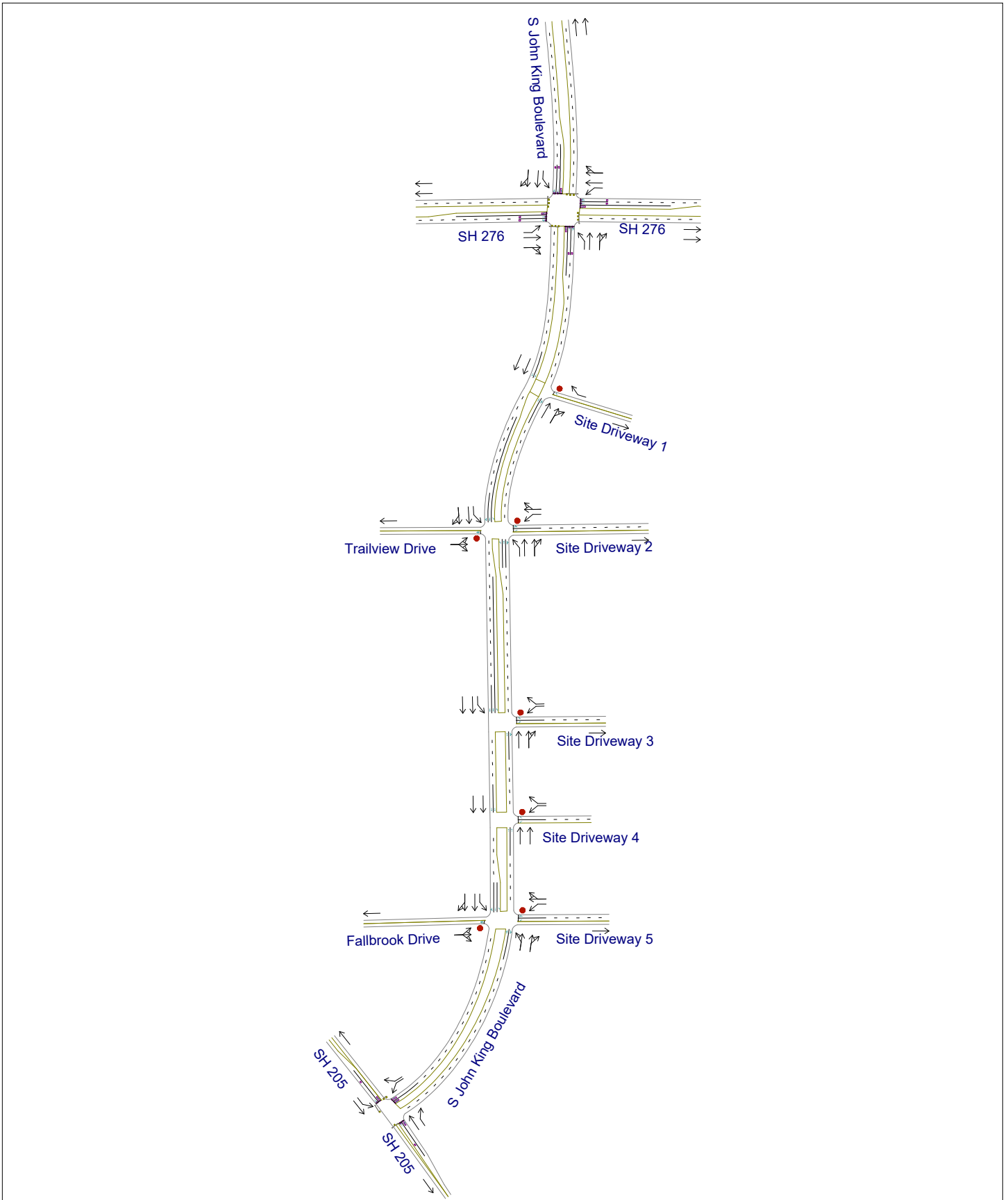
- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

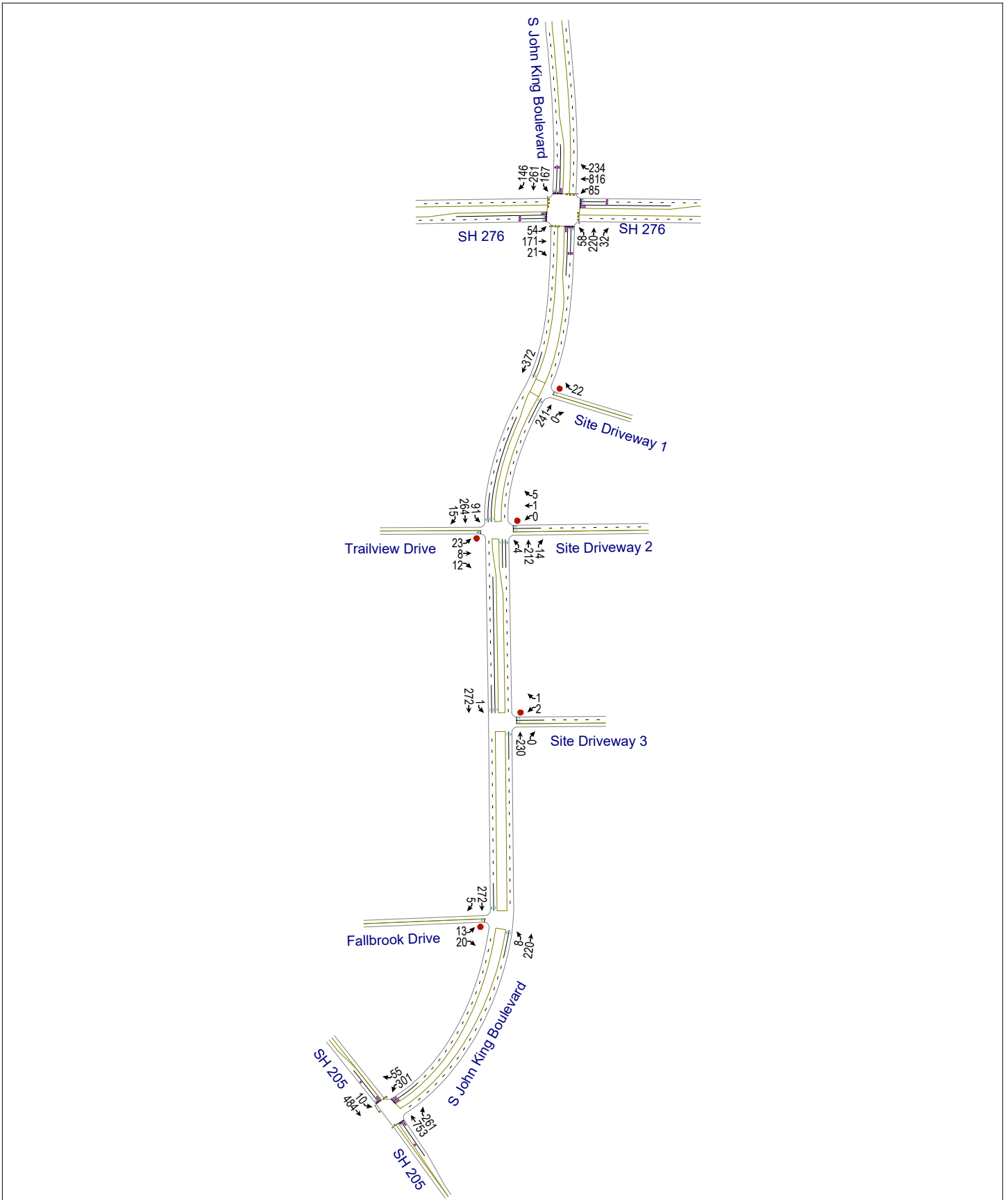
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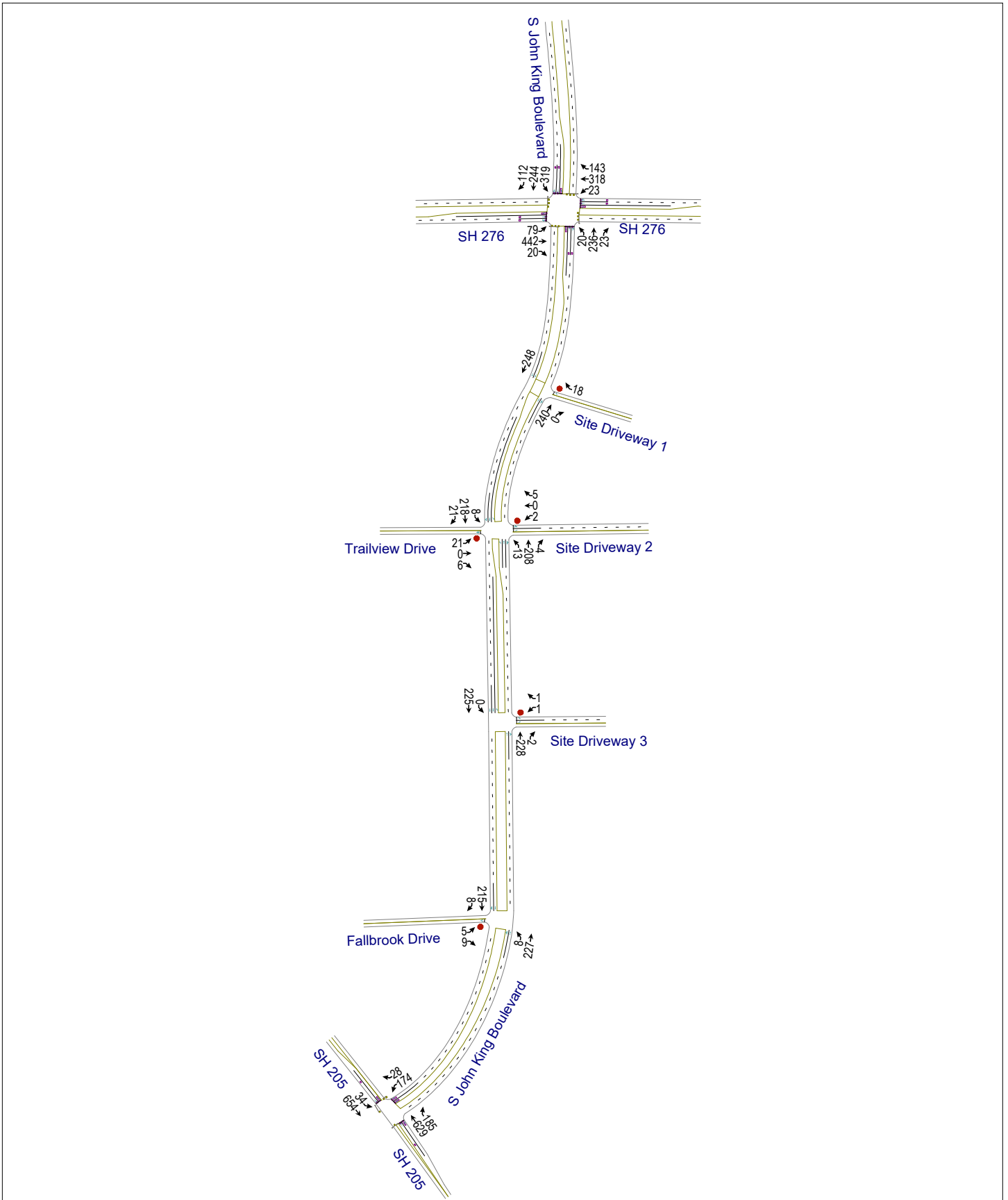
Appendix A. Traffic Volume Exhibits

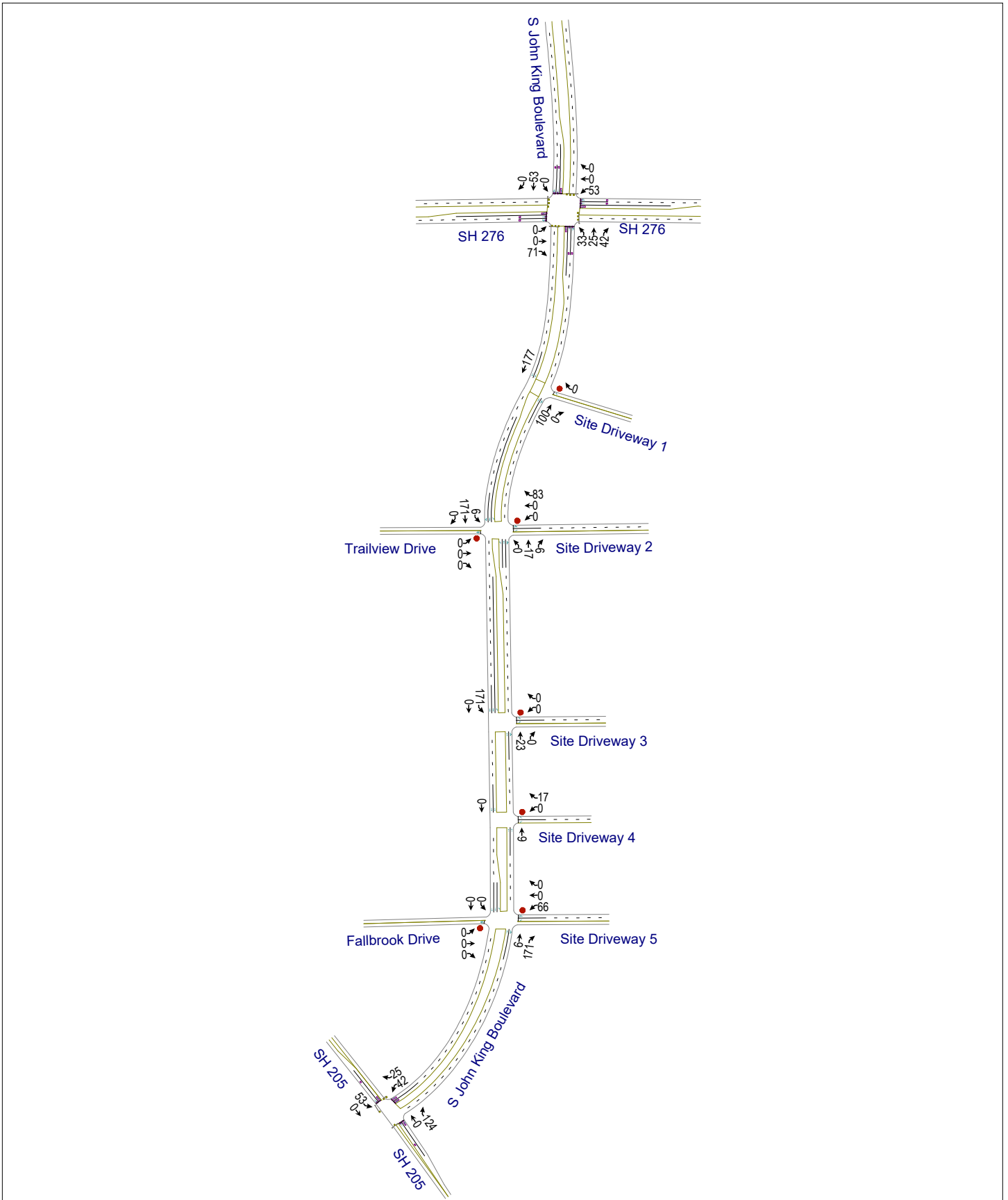
Appendix A1 - Roadway Geometry

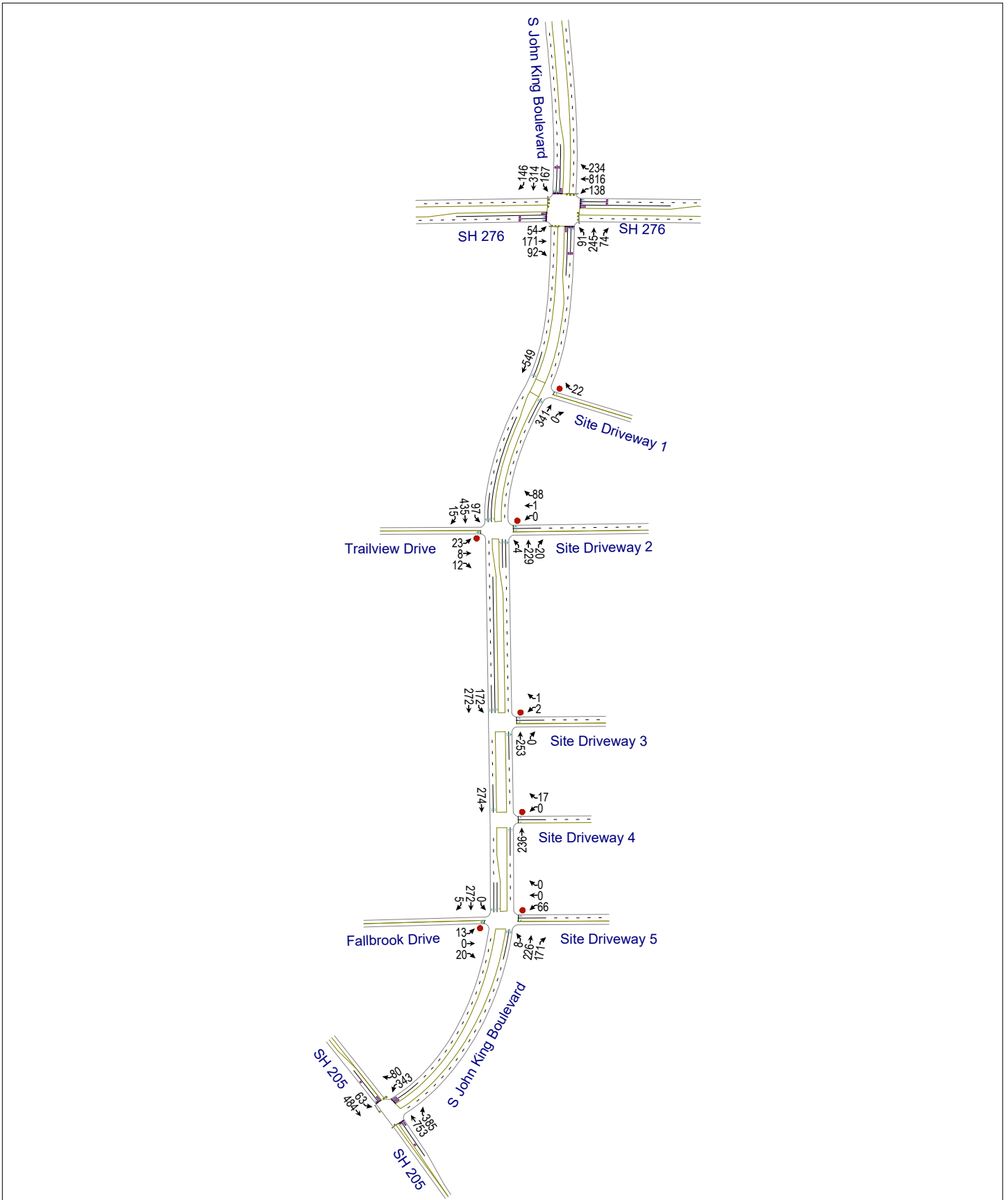
North ^
Not to Scale

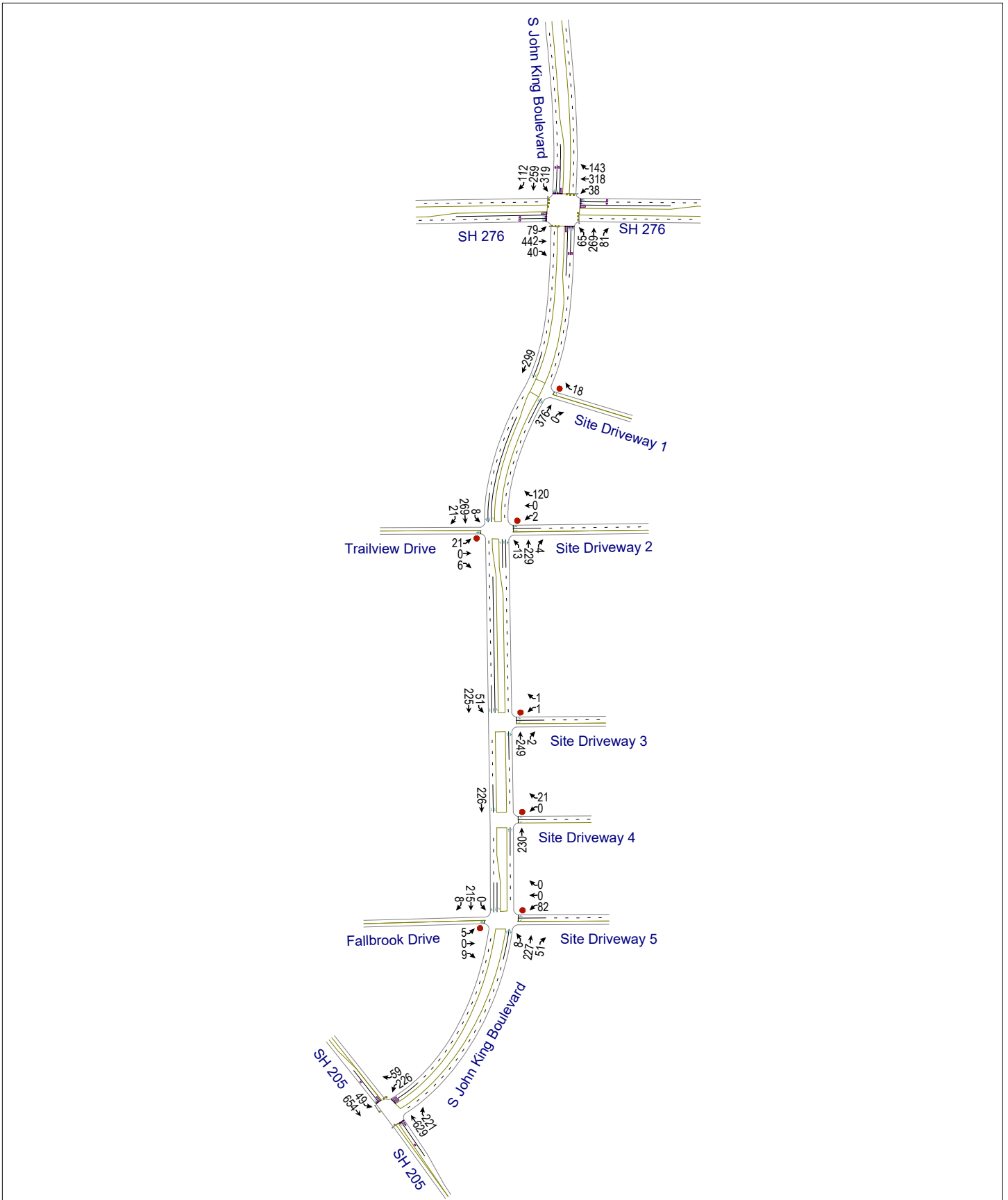












Appendix B. Detailed Traffic Volume Data

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 276						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 276					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	28	52	14			8	160	50			2	27	2			6	22	2					
State:	Texas	7:15 AM	7:30 AM	43	97	24			28	175	51			11	60	7			12	45	7					
Day:	Tuesday	7:30 AM	7:45 AM	40	52	34			19	183	50			21	56	8			13	44	6					
Date:	10-May	7:45 AM	8:00 AM	43	60	42			27	250	63			13	53	9			13	53	7					
Year:	2022	8:00 AM	8:15 AM	41	52	46			11	208	70			13	51	8			16	29	1					
Data Collector:	Camera	8:15 AM	8:30 AM	25	59	46			8	151	59			5	47	2			11	33	4					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	30	35	40			2	114	51			7	34	0			11	40	4					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	29	42	25			4	100	53			3	32	3			20	50	3					
Observations:																										
		3:00 PM	3:15 PM	64	32	26			8	85	37			18	49	21			18	77	5					
		3:15 PM	3:30 PM	67	42	22			10	72	37			4	39	8			11	102	3					
		3:30 PM	3:45 PM	73	54	19			8	74	34			5	55	9			26	79	2					
		3:45 PM	4:00 PM	66	67	35			6	68	40			2	56	5			26	75	3					
		4:00 PM	4:15 PM	75	60	35			4	69	26			2	71	7			20	90	5					
		4:15 PM	4:30 PM	74	59	32			7	80	37			7	58	5			15	115	7					
		4:30 PM	4:45 PM	91	60	17			5	84	31			4	55	6			25	131	6					
		4:45 PM	5:00 PM	79	65	28			7	85	49			7	52	5			19	106	2					
		5:00 PM	5:15 PM	79	50	34			15	105	46			7	43	7			30	114	5					
		5:15 PM	5:30 PM	80	58	32			14	92	46			6	58	5			43	125	8					
		5:30 PM	5:45 PM	60	64	42			10	108	39			9	52	5			35	119	7					
		5:45 PM	6:00 PM	62	77	33			12	97	34			3	46	3			20	100	8					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
	Study Area PHF:	0.89	Study Area PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
PM Peak Hour	Intersection PHF:	0.95	Intersection PHV:	0	298	237	136		0	46	390	180		0	29	205	22		0	127	464	22				
	Peak Hour:	4:45 PM - 5:45 PM	PHF:	0.93	0.91	0.81			0.77	0.90	0.92			0.81	0.88	0.79			0.74	0.93	0.69					
	Study Area PHF:	0.96	Study Area PHV:	0	319	244	112		0	23	318	143		0	20	236	23		0	79	442	20				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.88	0.94	0.80			0.82	0.94	0.73			0.71	0.83	0.82			0.79	0.84	0.71					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 205						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 205					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	34	0	3			0	217	42			0	0	0			3	93	0					
State:	Texas	7:15 AM	7:30 AM	44	0	9			0	212	56			0	0	0			7	105	0					
Day:	Tuesday	7:30 AM	7:45 AM	80	0	15			0	197	72			0	0	0			1	127	0					
Date:	10-May	7:45 AM	8:00 AM	98	0	24			0	173	91			0	0	0			2	136	0					
Year:	2022	8:00 AM	8:15 AM	79	0	7			0	171	42			0	0	0			0	116	0					
Data Collector:	Camera	8:15 AM	8:30 AM	50	0	2			0	196	43			0	0	0			2	135	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	34	0	3			0	185	38			0	0	0			2	108	0					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	38	0	3			0	190	37			0	0	0			2	117	0					
Observations:																										
		3:00 PM	3:15 PM	87	0	34			0	123	39			0	0	0			11	146	0					
		3:15 PM	3:30 PM	41	0	9			0	127	28			0	0	0			4	171	0					
		3:30 PM	3:45 PM	46	0	5			0	134	35			0	0	0			5	174	0					
		3:45 PM	4:00 PM	43	0	13			0	142	28			0	0	0			8	170	0					
		4:00 PM	4:15 PM	43	0	6			0	152	56			0	0	0			11	154	0					
		4:15 PM	4:30 PM	40	0	5			0	149	57			0	0	0			5	166	0					
		4:30 PM	4:45 PM	47	0	6			0	148	43			0	0	0			12	172	0					
		4:45 PM	5:00 PM	44	0	11			0	180	29			0	0	0			6	162	0					
		5:00 PM	5:15 PM	38	0	3			0	144	38			0	0	0			9	186	0					
		5:15 PM	5:30 PM	43	0	2			0	161	40			0	0	0			1	173	0					
		5:30 PM	5:45 PM	40	0	4			0	166	38			0	0	0			3	181	0					
		5:45 PM	6:00 PM	35	0	9			0	164	43			0	0	0			5	165	0					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
	Study Area PHF:	0.89	Study Area PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
PM Peak Hour	Intersection PHF:	0.99	Intersection PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					
	Study Area PHF:	0.99	Study Area PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 1						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 1					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	57	0			0	0	3			0	33	0			0	0	0					
State:	Texas	7:15 AM	7:30 AM	0	119	0			0	0	11			0	51	0			0	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	94	0			0	0	10			0	56	0			0	0	0					
Date:	10-May	7:45 AM	8:00 AM	0	90	0			0	0	0			0	74	0			0	0	0					
Year:	2022	8:00 AM	8:15 AM	0	69	0			0	0	1			0	60	0			0	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	0	63	0			0	0	0			0	47	0			0	0	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	34	0			0	0	0			0	33	2			0	0	0					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	53	0			0	0	1			0	34	1			0	0	0					
Observations:																										
		3:00 PM	3:15 PM	0	63	0			0	0	8			0	64	0			0	0	0					
		3:15 PM	3:30 PM	0	44	0			0	0	1			0	43	0			0	0	0					
		3:30 PM	3:45 PM	0	58	0			0	0	3			0	60	0			0	0	0					
		3:45 PM	4:00 PM	0	64	0			0	0	5			0	47	0			0	0	0					
		4:00 PM	4:15 PM	0	62	0			0	0	4			0	69	0			0	0	0					
		4:15 PM	4:30 PM	0	58	0			0	0	8			0	62	0			0	0	0					
		4:30 PM	4:45 PM	0	60	0			0	0	3			0	59	0			0	0	0					
		4:45 PM	5:00 PM	0	68	0			0	0	3			0	50	0			0	0	0					
		5:00 PM	5:15 PM	0	64	0			0	0	5			0	49	0			0	0	0					
		5:15 PM	5:30 PM	0	65	0			0	0	4			0	57	0			0	0	0					
		5:30 PM	5:45 PM	0	67	0			0	0	2			0	55	0			0	0	0					
		5:45 PM	6:00 PM	0	81	0			0	0	1			0	46	1			0	0	0					
AM Peak Hour	Intersection PHF:	0.88	Intersection PHV:	0	0	372	0		0	0	0	22		0	0	241	0		0	0	0	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.00	0.78	0.00			0.00	0.00	0.50			0.00	0.81	0.00			0.00	0.00	0.00					
	Study Area PHF:	0.88	Study Area PHV:	0	0	372	0		0	0	0	22		0	0	241	0		0	0	0	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.00	0.78	0.00			0.00	0.00	0.50			0.00	0.81	0.00			0.00	0.00	0.00					
PM Peak Hour	Intersection PHF:	0.94	Intersection PHV:	0	0	248	0		0	0	0	18		0	0	240	0		0	0	0	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.00			0.00	0.00	0.56			0.00	0.87	0.00			0.00	0.00	0.00					
	Study Area PHF:	0.94	Study Area PHV:	0	0	248	0		0	0	0	18		0	0	240	0		0	0	0	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.00			0.00	0.00	0.56			0.00	0.87	0.00			0.00	0.00	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 2						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 2					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	15	41	2			0	0	0			1	30	2			3	0	1					
State:	Texas	7:15 AM	7:30 AM	53	65	5			0	0	2			0	47	8			6	3	2					
Day:	Tuesday	7:30 AM	7:45 AM	22	63	3			0	1	2			1	42	5			9	2	3					
Date:	10-May	7:45 AM	8:00 AM	8	77	5			0	0	0			1	70	0			5	0	2					
Year:	2022	8:00 AM	8:15 AM	8	59	2			0	0	1			2	53	1			3	3	5					
Data Collector:	Camera	8:15 AM	8:30 AM	4	57	2			0	0	1			4	43	1			4	1	1					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	2	32	1			0	0	1			1	33	2			2	1	2					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	7	42	2			0	0	0			1	30	2			2	0	1					
Observations:																										
		3:00 PM	3:15 PM	1	50	13			1	2	4			8	58	1			2	0	3					
		3:15 PM	3:30 PM	1	37	6			1	0	4			3	41	1			2	0	3					
		3:30 PM	3:45 PM	2	55	3			0	0	4			0	55	0			5	0	2					
		3:45 PM	4:00 PM	5	47	10			1	0	0			1	41	1			6	0	2					
		4:00 PM	4:15 PM	5	52	5			1	0	1			1	65	1			3	0	2					
		4:15 PM	4:30 PM	1	57	2			0	0	3			7	49	3			8	0	2					
		4:30 PM	4:45 PM	2	54	5			0	0	1			3	52	0			5	0	2					
		4:45 PM	5:00 PM	0	55	9			1	0	0			2	42	0			5	0	0					
		5:00 PM	5:15 PM	4	51	9			1	0	0			2	49	1			2	0	1					
		5:15 PM	5:30 PM	1	56	8			1	0	1			1	52	0			6	0	1					
		5:30 PM	5:45 PM	6	56	8			0	0	1			2	45	0			7	1	3					
		5:45 PM	6:00 PM	18	61	7			0	0	2			2	39	0			7	1	4					
AM Peak Hour	Intersection PHF:	0.85	Intersection PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
	Study Area PHF:	0.85	Study Area PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
PM Peak Hour	Intersection PHF:	0.92	Intersection PHV:	0	29	224	32		0	2	0	4		0	7	185	1		0	22	2	9				
	Peak Hour:	5:00 PM - 6:00 PM	PHF:	0.40	0.92	0.89			0.50	0.00	0.50			0.88	0.89	0.25			0.79	0.50	0.56					
	Study Area PHF:	0.93	Study Area PHV:	0	8	218	21		0	2	0	5		0	13	208	4		0	21	0	6				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.40	0.96	0.58			0.50	0.00	0.42			0.46	0.80	0.33			0.66	0.00	0.75					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG							
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 3						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 3							
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds				
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW		
START	END																											
City:	Rockwall	7:00 AM	7:15 AM	0	44	0			0	0	0			0	33	1			0	0	0			0	0	0		
State:	Texas	7:15 AM	7:30 AM	1	70	0			0	0	1			0	54	0			0	0	0			0	0	0		
Day:	Tuesday	7:30 AM	7:45 AM	0	67	0			0	0	0			0	51	0			0	0	0			0	0	0		
Date:	10-May	7:45 AM	8:00 AM	0	79	0			1	0	0			0	74	0			0	0	0			0	0	0		
Year:	2022	8:00 AM	8:15 AM	0	56	0			1	0	0			0	51	0			0	0	0			0	0	0		
Data Collector:	Camera	8:15 AM	8:30 AM	2	55	0			0	0	0			0	44	1			0	0	0			0	0	0		
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	39	0			1	0	0			0	37	2			0	0	0			0	0	0		
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	37	0			0	0	0			0	36	1			0	0	0			0	0	0		
Observations:																												
		3:00 PM	3:15 PM	0	52	0			1	0	0			0	64	1			0	0	0			0	0	0		
		3:15 PM	3:30 PM	1	42	0			3	0	0			0	43	0			0	0	0			0	0	0		
		3:30 PM	3:45 PM	0	59	0			0	0	0			0	56	1			0	0	0			0	0	0		
		3:45 PM	4:00 PM	0	51	0			0	0	0			0	41	0			0	0	0			0	0	0		
		4:00 PM	4:15 PM	0	51	0			0	0	0			0	71	0			0	0	0			0	0	0		
		4:15 PM	4:30 PM	0	59	0			1	0	0			0	59	1			0	0	0			0	0	0		
		4:30 PM	4:45 PM	0	56	0			0	0	0			0	57	0			0	0	0			0	0	0		
		4:45 PM	5:00 PM	0	59	0			0	0	1			0	41	1			0	0	0			0	0	0		
		5:00 PM	5:15 PM	0	53	0			0	0	0			0	53	0			0	0	0			0	0	0		
		5:15 PM	5:30 PM	0	55	0			0	0	0			0	47	0			0	0	0			0	0	0		
		5:30 PM	5:45 PM	1	59	0			0	0	0			0	43	1			0	0	0			0	0	0		
		5:45 PM	6:00 PM	3	59	0			2	0	0			0	43	0			0	0	0			0	0	0		
AM Peak Hour	Intersection PHF:	0.82	Intersection PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0		0	0	0	0	
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
	Study Area PHF:	0.82	Study Area PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0		0	0	0	0	
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
PM Peak Hour	Intersection PHF:	0.94	Intersection PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0		0	0	0	0	
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00			0.00	0.00	0.00		
	Study Area PHF:	0.94	Study Area PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0		0	0	0	0	
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00			0.00	0.00	0.00		

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on FALLBROOK DRIVE/PROPOSED SITE						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on FALLBROOK DRIVE/PROPOSED SITE					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	43	0			0	0	0			1	33	0			2	0	8					
State:	Texas	7:15 AM	7:30 AM	0	69	0			0	0	0			3	50	0			3	0	4					
Day:	Tuesday	7:30 AM	7:45 AM	0	65	1			0	0	0			1	48	0			4	0	5					
Date:	10-May	7:45 AM	8:00 AM	0	82	2			0	0	0			2	73	0			3	0	8					
Year:	2022	8:00 AM	8:15 AM	0	56	2			0	0	0			2	49	0			3	0	3					
Data Collector:	Camera	8:15 AM	8:30 AM	0	55	1			0	0	0			1	43	0			1	0	2					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	35	2			0	0	0			2	35	0			2	0	5					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	42	0			0	0	0			0	37	0			1	0	1					
Observations:		3:00 PM	3:15 PM	0	51	3			0	0	0			10	65	0			0	0	2					
		3:15 PM	3:30 PM	0	44	1			0	0	0			3	41	0			2	0	2					
		3:30 PM	3:45 PM	0	62	0			0	0	0			2	56	0			2	0	2					
		3:45 PM	4:00 PM	0	49	2			0	0	0			2	38	0			3	0	3					
		4:00 PM	4:15 PM	0	47	4			0	0	0			2	71	0			0	0	4					
		4:15 PM	4:30 PM	0	54	3			0	0	0			3	64	0			1	0	0					
		4:30 PM	4:45 PM	0	55	0			0	0	0			3	52	0			1	0	2					
		4:45 PM	5:00 PM	0	59	1			0	0	0			0	40	0			3	0	3					
		5:00 PM	5:15 PM	0	48	3			0	0	0			1	54	0			0	0	1					
		5:15 PM	5:30 PM	0	53	5			0	0	0			0	44	0			3	0	2					
		5:30 PM	5:45 PM	0	57	1			0	0	0			3	44	0			2	0	2					
		5:45 PM	6:00 PM	0	57	4			0	0	0			0	42	0			1	0	2					
AM Peak Hour	Intersection PHF: 0.79	Intersection PHV:	0	0	272	5			0	0	0	0		0	8	220	0		0	13	0	20				
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.00	0.83	0.63				0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
	Study Area PHF: 0.79	Study Area PHV:	0	0	272	5			0	0	0	0		0	8	220	0		0	13	0	20				
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.00	0.83	0.63				0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
PM Peak Hour	Intersection PHF: 0.92	Intersection PHV:	0	0	215	8			0	0	0	0		0	8	227	0		0	5	0	9				
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.50				0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					
	Study Area PHF: 0.92	Study Area PHV:	0	0	215	8			0	0	0	0		0	8	227	0		0	5	0	9				
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.50				0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					

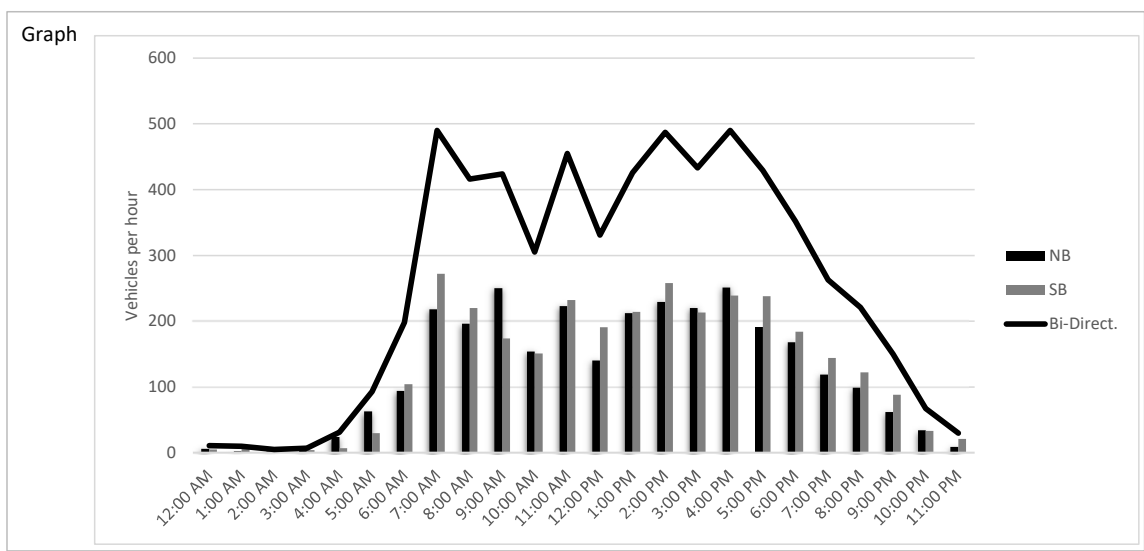
ROADWAY: S JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
6,124
 (WEEKDAY)

S JOHN KING BOULEVARD

START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	2	1	0	3	2	0	2	1	6	5	11
1:00 AM	0	0	2	0	1	2	2	3	2	8	10
2:00 AM	2	0	0	0	1	0	0	2	2	3	5
3:00 AM	0	1	0	2	2	0	0	2	3	4	7
4:00 AM	4	2	3	15	0	1	4	2	24	7	31
5:00 AM	7	7	28	21	6	5	9	10	63	30	93
6:00 AM	14	24	20	36	12	26	22	44	94	104	198
7:00 AM	33	59	58	68	42	75	73	82	218	272	490
8:00 AM	71	52	36	37	70	60	46	44	196	220	416
9:00 AM	48	47	71	84	43	50	46	35	250	174	424
10:00 AM	54	34	26	40	40	40	47	24	154	151	305
11:00 AM	44	84	52	43	90	64	38	40	223	232	455
12:00 PM	28	30	42	40	35	44	48	64	140	191	331
1:00 PM	46	64	53	49	60	54	50	50	212	214	426
2:00 PM	52	51	54	72	48	64	48	98	229	258	487
3:00 PM	67	47	57	49	52	45	62	54	220	213	433
4:00 PM	77	66	60	48	62	55	62	60	251	239	490
5:00 PM	46	55	50	40	50	64	62	62	191	238	429
6:00 PM	44	50	36	38	44	42	44	54	168	184	352
7:00 PM	48	29	26	16	44	40	35	25	119	144	263
8:00 PM	26	21	32	20	29	42	24	27	99	122	221
9:00 PM	16	12	19	15	24	22	23	19	62	88	150
10:00 PM	8	16	5	5	8	4	12	9	34	33	67
11:00 PM	5	2	2	0	6	7	5	3	9	21	30

7:15 AM	8:15 AM	(Bi-Direct.) AM Peak Hour Total:	2,969	3,155	6,124
2:15 PM	3:15 PM	(Bi-Direct.) PM Peak Hour Total:	256	300	556
7:15 AM	8:15 AM	Highest By Direction (NB):	256		
7:15 AM	8:15 AM	Highest By Direction (SB):		300	



ROADWAY: SH 205
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
20,418
 (WEEKDAY)

SH 205

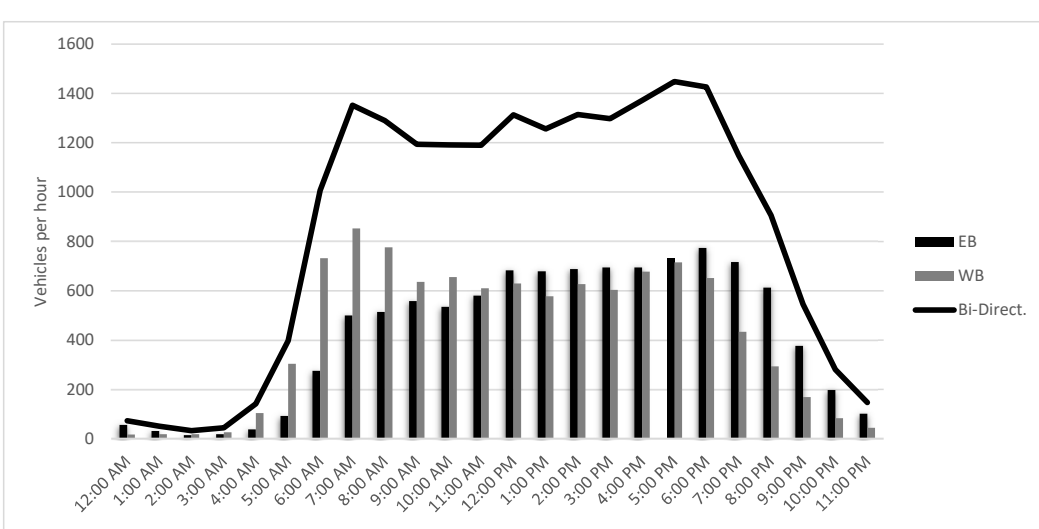
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	19	13	12	12	5	2	1	9	56	17	73
1:00 AM	8	10	8	6	1	6	3	9	32	19	51
2:00 AM	2	4	7	1	6	1	5	6	14	18	32
3:00 AM	3	5	8	3	4	4	12	6	19	26	45
4:00 AM	10	12	10	6	23	18	21	42	38	104	142
5:00 AM	11	22	32	28	29	86	80	109	93	304	397
6:00 AM	33	62	78	102	129	170	214	219	275	732	1007
7:00 AM	101	120	135	144	223	218	216	195	500	852	1352
8:00 AM	126	143	122	123	187	202	184	203	514	776	1290
9:00 AM	140	126	150	142	177	181	137	141	558	636	1194
10:00 AM	116	132	118	169	176	163	163	154	535	656	1191
11:00 AM	140	155	164	121	142	158	158	152	580	610	1190
12:00 PM	146	210	150	177	163	161	148	158	683	630	1313
1:00 PM	178	172	161	168	150	118	156	153	679	577	1256
2:00 PM	161	173	180	174	154	157	136	180	688	627	1315
3:00 PM	144	174	186	190	160	142	148	154	694	604	1298
4:00 PM	160	176	184	174	166	152	163	196	694	677	1371
5:00 PM	199	164	199	171	157	174	190	194	733	715	1448
6:00 PM	198	214	174	188	170	178	154	150	774	652	1426
7:00 PM	179	196	180	161	116	113	97	107	716	433	1149
8:00 PM	159	135	177	141	83	82	66	63	612	294	906
9:00 PM	110	98	96	72	49	54	38	28	376	169	545
10:00 PM	52	62	45	38	30	19	22	12	197	83	280
11:00 PM	40	27	24	11	18	8	16	3	102	45	147

7:00 AM 8:00 AM
 5:30 PM 6:30 PM
 5:30 PM 6:30 PM
 6:45 AM 7:45 AM

24-Hour Total: 10,162 (EB) 10,256 (WB) 20,418 (Bi-Direct.)
 (Bi-Direct.) AM Peak Hour Total: 500 (EB) 852 (WB) 1,352 (Bi-Direct.)
 (Bi-Direct.) PM Peak Hour Total: 782 (EB) 732 (WB) 1,514 (Bi-Direct.)
 Highest By Direction (EB): 782
 Highest By Direction (WB): 876

	EB	WB	Bi-Direct.
24-Hour Total:	10,162	10,256	20,418
(Bi-Direct.) AM Peak Hour Total:	500	852	1,352
(Bi-Direct.) PM Peak Hour Total:	782	732	1,514
Highest By Direction (EB):	782		
Highest By Direction (WB):		876	

Graph



ROADWAY: SH 276
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
16,214
 (WEEKDAY)

SH 276

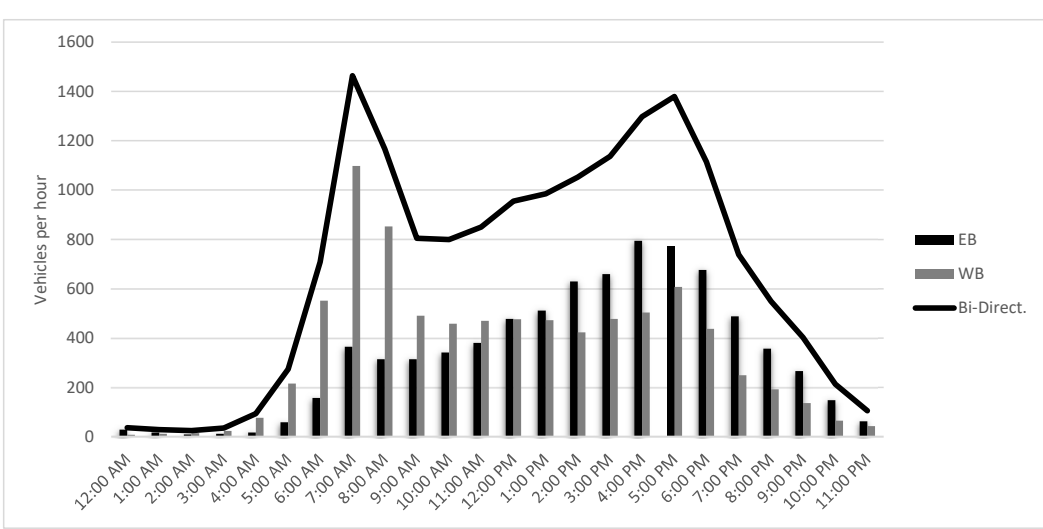
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	8	10	5	6	2	1	3	2	29	8	37
1:00 AM	5	5	5	2	4	0	3	5	17	12	29
2:00 AM	3	3	2	2	0	3	5	7	10	15	25
3:00 AM	3	4	2	3	8	4	6	5	12	23	35
4:00 AM	1	6	1	9	12	14	26	25	17	77	94
5:00 AM	6	10	21	22	34	47	60	74	59	215	274
6:00 AM	26	30	44	57	109	120	156	167	157	552	709
7:00 AM	54	102	98	111	226	266	266	340	365	1098	1463
8:00 AM	86	62	76	90	290	232	168	162	314	852	1166
9:00 AM	73	69	94	78	122	144	124	101	314	491	805
10:00 AM	90	52	92	108	108	120	122	108	342	458	800
11:00 AM	104	86	97	93	131	106	120	113	380	470	850
12:00 PM	128	112	116	122	112	130	117	118	478	477	955
1:00 PM	131	118	140	123	128	126	120	99	512	473	985
2:00 PM	138	140	180	171	99	100	108	116	629	423	1052
3:00 PM	172	178	161	148	139	102	126	111	659	478	1137
4:00 PM	174	197	232	191	108	118	124	154	794	504	1298
5:00 PM	212	205	184	171	151	152	156	148	772	607	1379
6:00 PM	194	168	172	142	118	132	105	83	676	438	1114
7:00 PM	128	152	120	88	71	66	55	58	488	250	738
8:00 PM	90	89	86	92	52	52	50	38	357	192	549
9:00 PM	90	57	66	53	30	45	41	20	266	136	402
10:00 PM	50	44	33	21	20	18	22	5	148	65	213
11:00 PM	13	21	14	14	13	6	12	12	62	43	105

7:15 AM 8:15 AM
 4:30 PM 5:30 PM
 4:30 PM 5:30 PM
 7:15 AM 8:15 AM

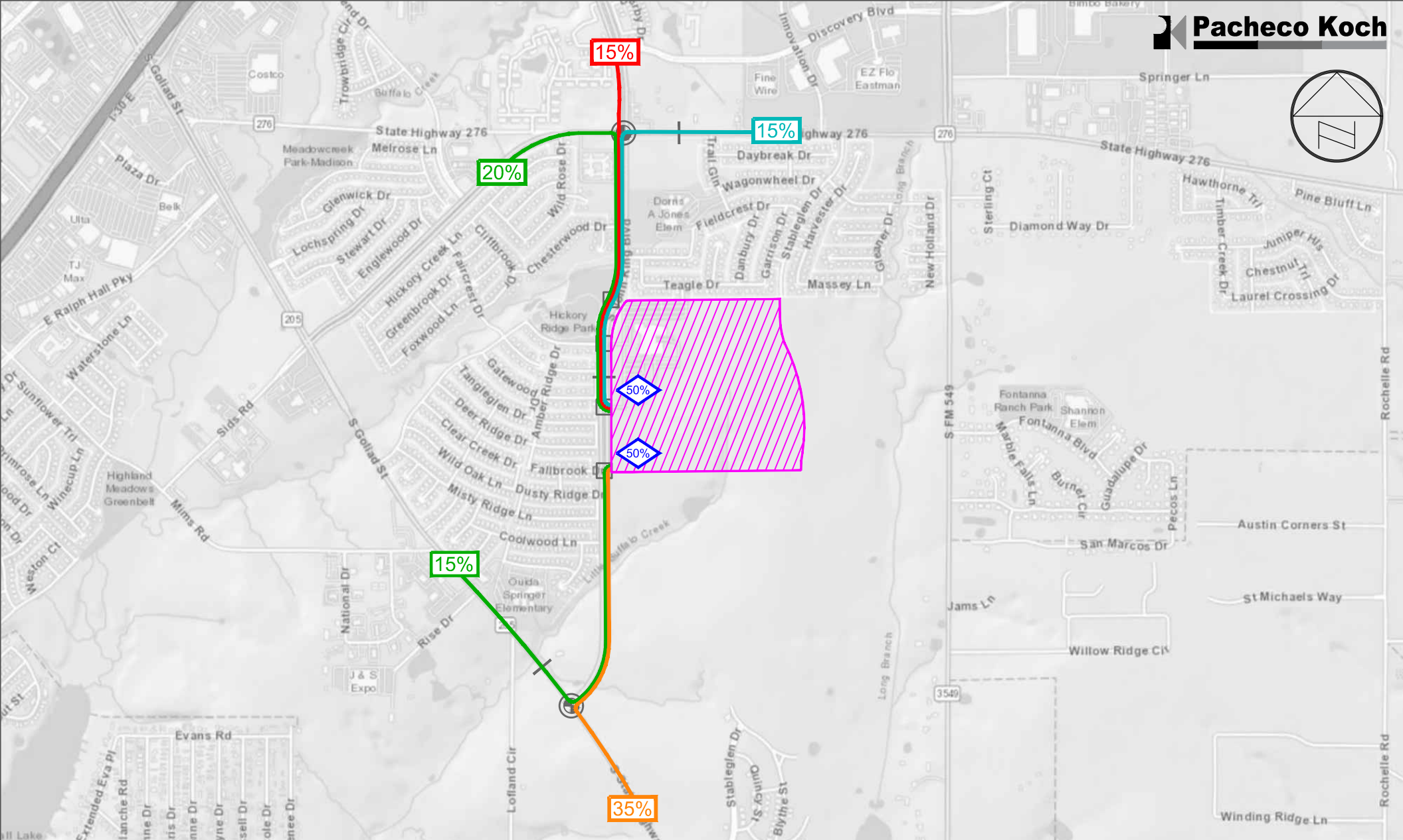
24-Hour Total: 16,214
 (Bi-Direct.) AM Peak Hour Total: 1,559
 (Bi-Direct.) PM Peak Hour Total: 1,421
 Highest By Direction (EB): 840
 Highest By Direction (WB): 1,162

	EB	WB	Bi-Direct.
24-Hour Total:	7,857	8,357	16,214
(Bi-Direct.) AM Peak Hour Total:	397	1,162	1,559
(Bi-Direct.) PM Peak Hour Total:	840	581	1,421
Highest By Direction (EB):	840		
Highest By Direction (WB):		1,162	

Graph



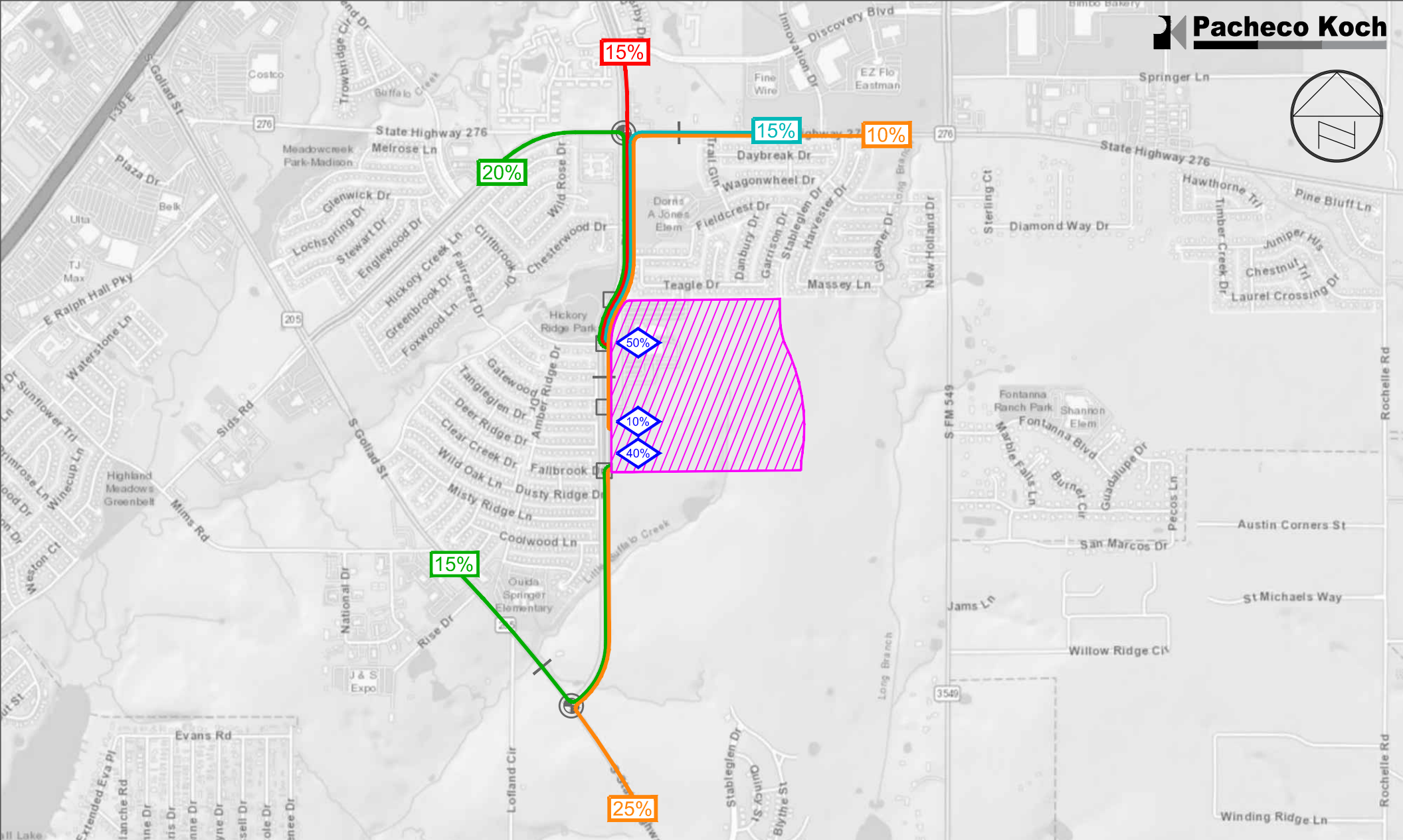
Appendix C. Site-Generated Traffic Supplement



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Inbound)

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)

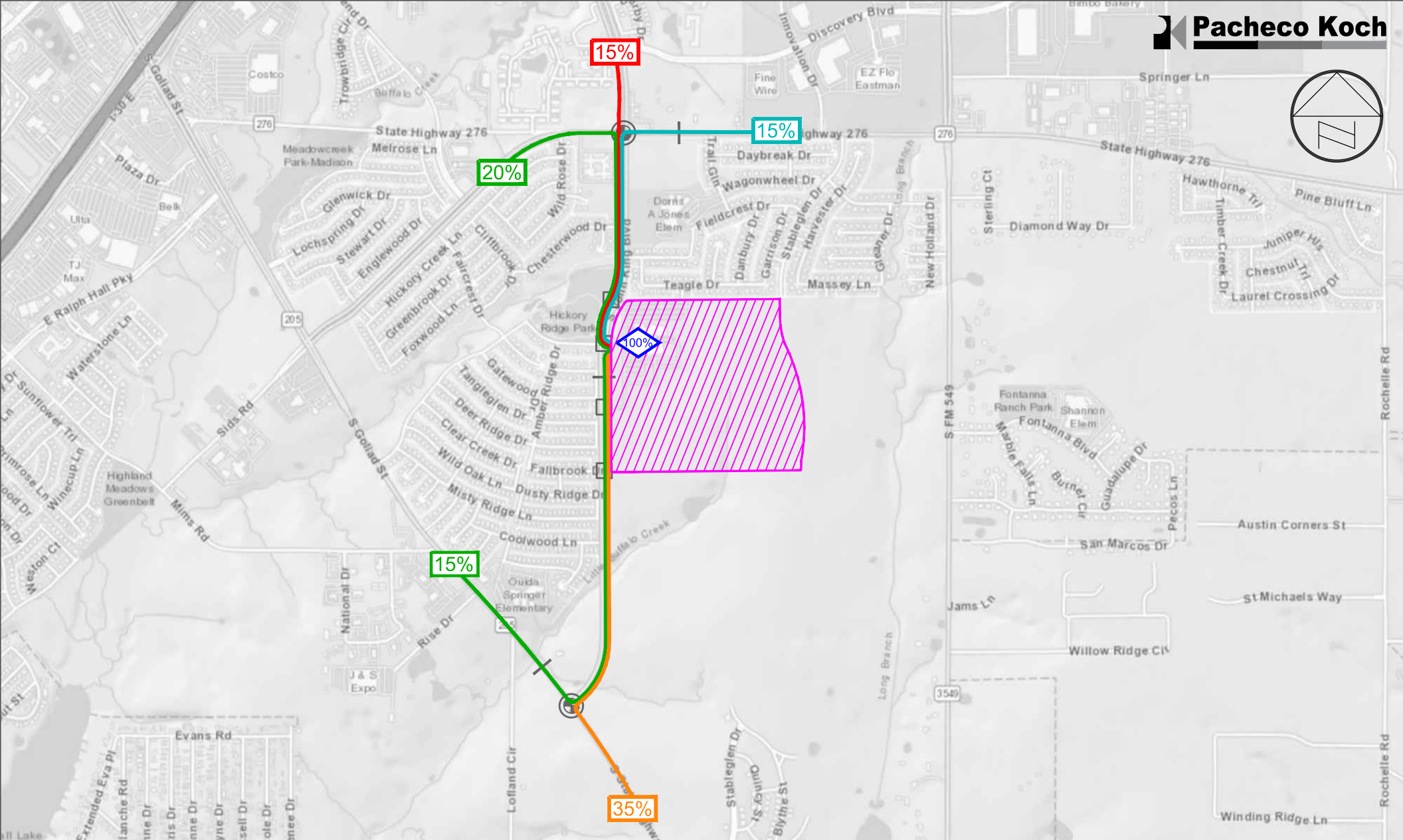


- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Outbound)

RISD South 9th Grade Center, Rockwall, Texas

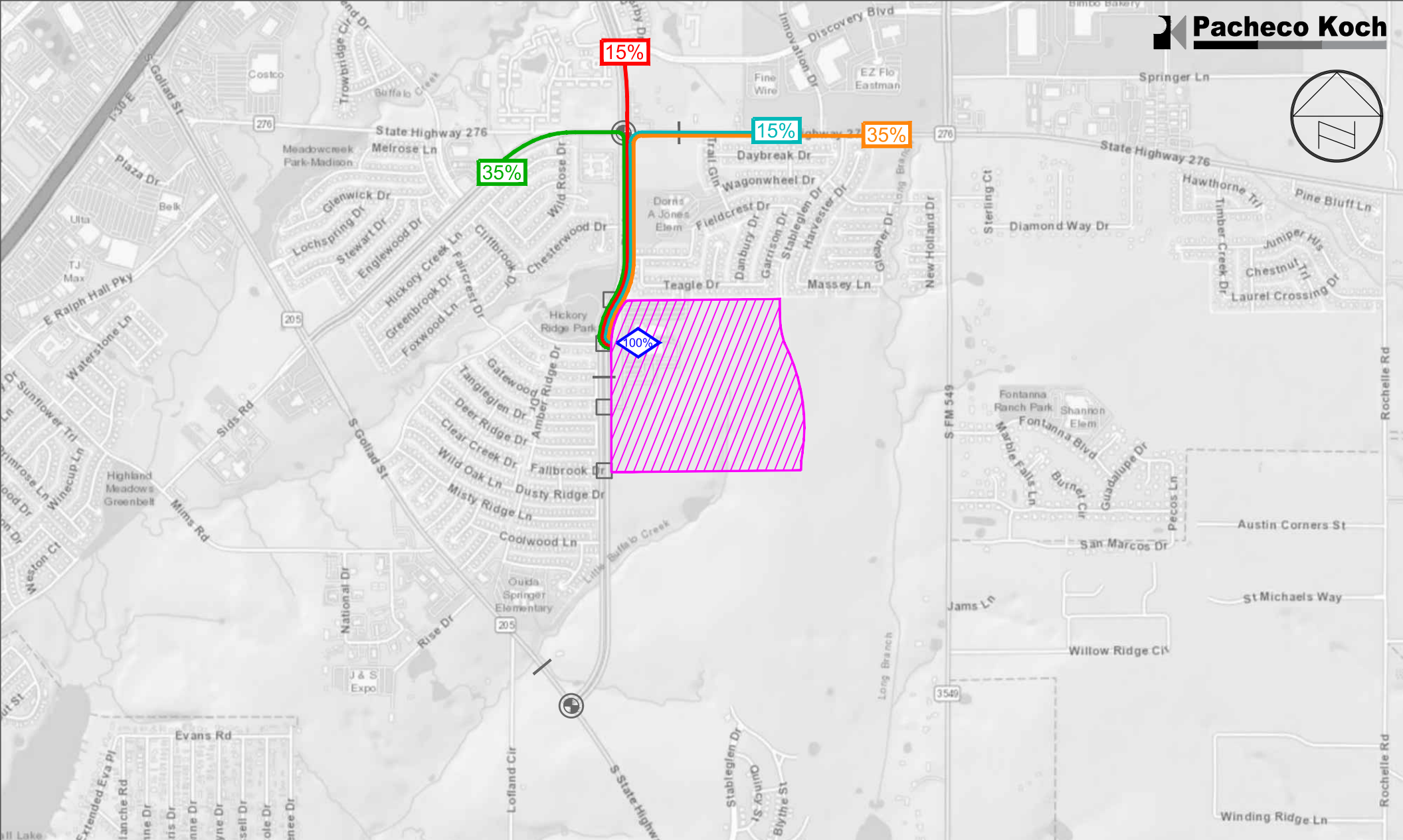
PK 5360-22.341 (LHC: 05/19/22)



Site Generated Trip Distribution - Buses (Inbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)



Site Generated Trip Distribution - Buses (Outbound)

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)

Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed New Rockwall – Heath Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall – Heath Ninth Grade Center, its location at the southern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall – Heath Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 19 buses with a ridership of approximately 665 student with an approximate student population of 2,779 student of the 655 riders 255 were Freshman students or 32.4% of Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 494, 1.4 students per vehicle 353 students, with an approximate Freshman student population of 788 student or 62.6% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study (5) the District's projection that only 5% of students will be pedestrian traffic (39 students) within the 2 mile walk zone is accepted; a value of 5% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (10) Buses will access site by way of Approach #4.

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall-Heath Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of South John King Boulevard:

Existing Rockwall-Heath High School Freshman Transportation recap.

788 students	x	32.4 %	= 255 students by bus (Actual ridership)
788 students	x	62.6 %	= 494 students by parent or older sibling
788 students	x	5.0 %	= 39 pedestrian traffic (added above)

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Build Out)

It is assumed that Rockwall-Heath Ninth Grade Center will operate very similar to the existing Rockwall-Heath High School.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Capacity)

1,000 students	x	40.0%	= 400 students by bus (12 Buses)
1,000 students	x	55.0%	= 550 students by parent
1,000 students	x	5.0%	= 50 pedestrian traffic

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.35 by bus mode / 35 students average per bus = 11.4 (12) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 50 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and within the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the subdivision is built out.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (On opening day 2024)

(Current 8th grade Enrollment 2022 1,424 Students)

(Current 7th grade Enrollment 2022 1,371 Students)

(Current 6th grade Enrollment 2022 1,381 Students)

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.

Source : Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.40 by bus mode / 35 students average per bus = 8 (8) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 35 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and withing the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the opening day projected student enrollment.

Trip Distribution

The following assumptions are made regarding trip distribution:

(1) All of the morning peak hour inbound Ninth grade parent vehicular access to the site will access the site in two locations. Parents north bound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(2) Parents southbound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall-Heath Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off South John King Boulevard (State Highway 205 Bypass) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto South John King Boulevard (State Highway 205 Bypass) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 17 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.

(4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall-Heath Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Lofland Farms, Hickory Creek and Somerset Park Subdivisions.

(5) No internal trips are anticipated.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard and Stableglen Drive in the Lofland Farms Subdivision.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard from the Hickory Ridge and Someset Park Subdivision.

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Northbound on South John King Boulevard. (Right turn into Approach #1 - Southerly Entrance)

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Southbound on South John King Boulevard. (Left turn into Approach #3 Northerly Middle Approach Entrance)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard (Right Turn Only into approach #4)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall-Heath Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the children at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 394 cars entering and 394 are exiting as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and ninth grade southbound would be assigned to the front pick on the north side of the main entrance. All students with older siblings attending the Gene Burton College and Career Center would also be assigned to the rear pick up area. This would equate to a 50 / 50 split at the front drop off area at build out between the two drop off and pick areas enter the site, both from Southbound and northbound off of South John King Boulevard, double stack through the student drop off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

50% 196.5 (197) car trips into the south pick up area
50% 196.5 (197) car trips into the north pickup area.

All bus traffic will enter and exit the site off South John King Boulevard (State Highway 205 Bypass) through Approach #4 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto northbound South John King Boulevard (State Highway 205 Bypass) This exit will be limited to a right hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 6 bus trips southbound from South John King Boulevard (State Highway 205 Bypass)
Inbound 6 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
Outbound 12 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
(All through Approach #4)

This plan is to be designed to for vehicular traffic to be split by direction of travel on South John King Boulevard. With 50% of both northbound and southbound traffic turning into Approach #3 and 50% of the same traffic turning into Approach #1.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

1,000 Freshman students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends
 (cars/vans) Northbound on South John King Boulevard.

100% (right turn into Southerly Entrance) Approach #1	= 197 trip ends
20% (right turn into southern middle Exit) Approach #2	= 40 trip end
80% (left turn into southern Exit) Approach #1	= 137 trip end

1,000 Freshman Students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends (cars/vans)
 Southbound on South John King Boulevard.

100% (Left turn into middle Entrance) Approach #3	= 197 trip ends
100% (left turn into Southerly Exit) Approach #4	= 197 trip ends

6 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 6 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

12 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
 Source : Rockwall Independent School District

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 385 trip ends
 (cars/vans) Northbound on South John King Boulevard.

100% (right turn into Southerly Entrance) Approach #1	= 193 trip ends
20% (right turn into southern middle Exit) Approach #2	= 39 trip end
80% (left turn into southern Exit) Approach #1	= 154 trip end

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 193 trip ends (cars/vans)
 Southbound on South John King Boulevard.

100% (Left turn into middle Entrance) Approach #3	
100% (left turn into Southerly Exit) Approach #4	= 193 trip ends

4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

8 buses x 60% Bus (35 students per Bus) =18 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Observation and Conclusions

Appendix D. Detailed Intersection Capacity Analysis Results

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Future Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	23	92	887	254	63	239	35	182	284	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	209	0	92	1141	0	63	274	0	182	443	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	15.0	35.0	15.0	35.0	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	20.0	35.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	16.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	60.0	60.0
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.48	0.48
v/c Ratio	0.34	0.15	0.15	0.69	0.21	0.32	0.48	0.50	0.48	0.50	0.15	0.69
Control Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1	33.5	35.1	20.7	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1	33.5	35.1	20.7	27.9
LOS	C	C	C	C	C	D	C	D	C	D	C	D
Approach Delay		23.8		27.3		36.3		34.7		34.7		27.3
Approach LOS		C		C		D		C		D		C
Queue Length 50th (ft)	29	52	41	368	33	91	104	132	104	132	41	368
Queue Length 95th (ft)	58	79	77	469	66	132	163	186	163	186	77	469
Internal Link Dist (ft)		482		2007		1967		428		428		2007
Turn Bay Length (ft)	325		325		175		175		175		325	
Base Capacity (vph)	268	1413	631	1660	303	856	381	878	381	878	631	1660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.15	0.69	0.21	0.32	0.48	0.50	0.48	0.50	0.15	0.69

Intersection Summary

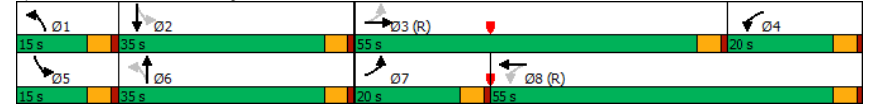
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

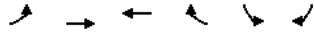
Intersection Signal Delay: 30.0
 Intersection LOS: C
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↑	↔	↔	↔
Traffic Volume (vph)	10	484	753	261	301	55
Future Volume (vph)	10	484	753	261	301	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	526	818	284	327	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	526	818	284	327	60
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.4	49.4	49.4	49.4	31.6	31.6
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.07	0.51	0.80	0.29	0.53	0.10
Control Delay	8.7	14.0	22.5	2.2	29.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	14.0	22.5	2.2	29.0	7.3
LOS	A	B	C	A	C	A
Approach Delay		13.9	17.3		25.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	3	165	329	7	152	0
Queue Length 95th (ft)	10	217	431	35	256	28
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	166	1148	1148	1073	621	595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.46	0.71	0.26	0.53	0.10

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM

Intersection Signal Delay: 18.0
 Intersection Capacity Utilization 63.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	241	0	0	372
Future Vol, veh/h	0	22	241	0	0	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	262	0	0	404

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Future Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	8	4	230	23	152	287	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	723	860	152	704	857	127	303	0	0	253	0	0
Stage 1	599	599	-	250	250	-	-	-	-	-	-	-
Stage 2	124	261	-	454	607	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	422	357	*980	436	358	900	1444	-	-	1309	-	-
Stage 1	581	573	-	732	699	-	-	-	-	-	-	-
Stage 2	867	691	-	721	568	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	378	314	*980	379	316	900	1444	-	-	1309	-	-
Mov Cap-2 Maneuver	378	314	-	379	316	-	-	-	-	-	-	-
Stage 1	579	506	-	730	697	-	-	-	-	-	-	-
Stage 2	855	689	-	612	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		10.3		0.1		2.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	421	-	688	1309	-	-
HCM Lane V/C Ratio	0.003	-	-	0.122	-	0.015	0.116	-	-
HCM Control Delay (s)	7.5	-	-	14.7	0	10.3	8.1	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	230	0	1	272
Future Vol, veh/h	2	1	230	0	1	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	250	0	2	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	402	125	0	0	250
Stage 1	250	-	-	-	-
Stage 2	152	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	576	902	-	-	1313
Stage 1	768	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	575	902	-	-	1313
Mov Cap-2 Maneuver	575	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	858	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	575	902	1313	-
HCM Lane V/C Ratio	-	-	0.006	0.002	0.001	-
HCM Control Delay (s)	-	-	11.3	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			↑↑	↑↑	
Traffic Vol, veh/h	13	20	8	220	272	5
Future Vol, veh/h	13	20	8	220	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	22	9	239	296	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	437	151	301	0	-	0
Stage 1	299	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	548	868	1257	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	544	868	1257	-	-	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	703	-	-
HCM Lane V/C Ratio	0.007	-	0.051	-	-
HCM Control Delay (s)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Future Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	22	25	346	155	22	257	25	347	265	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	502	0	25	501	0	22	282	0	347	387	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	1	6	5	2				
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	40.0	20.0	40.0	15.0	45.0	20.0	50.0				
Total Split (%)	16.0%	32.0%	16.0%	32.0%	12.0%	36.0%	16.0%	40.0%				
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	43.5	43.5	41.1	41.1	51.0	40.5	60.5	45.5				
Actuated g/C Ratio	0.35	0.35	0.33	0.33	0.41	0.32	0.48	0.36				
v/c Ratio	0.32	0.41	0.07	0.44	0.05	0.25	0.64	0.30				
Control Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
LOS	C	C	C	C	B	C	C	C				
Approach Delay		34.0		30.8		29.8		25.5				
Approach LOS		C		C		C		C				
Queue Length 50th (ft)	52	177	14	147	9	85	176	95				
Queue Length 95th (ft)	96	232	36	208	24	121	253	136				
Internal Link Dist (ft)		482		2007		1967		428				
Turn Bay Length (ft)	325		325		175		175					
Base Capacity (vph)	326	1225	398	1148	459	1137	542	1270				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.26	0.41	0.06	0.44	0.05	0.25	0.64	0.30				

Intersection Summary

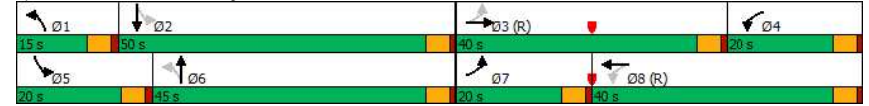
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

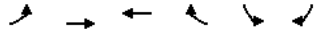
Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 57.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↔
Traffic Volume (vph)	34	654	629	185	174	28
Future Volume (vph)	34	654	629	185	174	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	711	684	201	189	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	711	684	201	189	30
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	44.8	44.8	44.8	44.8	36.2	36.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.40	0.40
v/c Ratio	0.21	0.77	0.74	0.23	0.27	0.05
Control Delay	12.9	23.6	22.4	1.8	22.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	23.6	22.4	1.8	22.1	8.7
LOS	B	C	C	A	C	A
Approach Delay		23.1	17.7		20.2	
Approach LOS		C	B		C	
Queue Length 50th (ft)	11	308	290	0	71	0
Queue Length 95th (ft)	24	338	317	24	146	20
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	223	1148	1148	1053	712	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.62	0.60	0.19	0.27	0.05
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.77						

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM

Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	240	0	0	248
Future Vol, veh/h	0	18	240	0	0	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	261	0	0	270

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Future Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	8	14	226	7	13	237	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	416	536	130	403	544	117	260	0	0	233	0	0
Stage 1	275	275	-	258	258	-	-	-	-	-	-	-
Stage 2	141	261	-	145	286	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	671	535	*1005	*686	530	913	1447	-	-	1332	-	-
Stage 1	873	781	-	*724	693	-	-	-	-	-	-	-
Stage 2	847	691	-	*947	772	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	655	525	*1005	*672	519	913	1447	-	-	1332	-	-
Mov Cap-2 Maneuver	655	525	-	*672	519	-	-	-	-	-	-	-
Stage 1	864	773	-	*717	686	-	-	-	-	-	-	-
Stage 2	831	684	-	*932	764	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		9.4		0.4		0.4	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	710	672	913	1332	-	-
HCM Lane V/C Ratio	0.01	-	-	0.041	0.005	0.009	0.01	-	-
HCM Control Delay (s)	7.5	-	-	10.3	10.4	9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	1	1	228	2	0	225
Future Vol, veh/h	1	1	228	2	0	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	248	3	0	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	373	126	0	0	251
Stage 1	250	-	-	-	-
Stage 2	123	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	601	901	-	-	1311
Stage 1	768	-	-	-	-
Stage 2	889	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	601	901	-	-	1311
Mov Cap-2 Maneuver	601	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	889	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	601	901	1311
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	11	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	9	8	227	215	8
Future Vol, veh/h	5	9	8	227	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	9	247	234	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	381	122	243	0	0
Stage 1	239	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	594	906	1320	-	-
Stage 1	778	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	589	906	1320	-	-
Mov Cap-2 Maneuver	589	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	760	-	-
HCM Lane V/C Ratio	0.007	-	0.02	-	-
HCM Control Delay (s)	7.7	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Future Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	100	150	887	254	99	266	80	182	341	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	286	0	150	1141	0	99	346	0	182	500	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	41.0	30.5
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.33	0.24
v/c Ratio	0.34	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58
Control Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
LOS	C	B	C	C	C	D	C	D	C	D	C	D
Approach Delay		18.4		27.2		36.2		38.4		38.4		38.4
Approach LOS		B		C		D		D		D		D
Queue Length 50th (ft)	29	50	70	368	54	113	104	166	104	166	104	166
Queue Length 95th (ft)	58	81	118	469	95	159	163	224	163	224	163	224
Internal Link Dist (ft)		482		2007		1967		428		428		428
Turn Bay Length (ft)	325		325		175		175		175		175	
Base Capacity (vph)	268	1412	601	1660	279	855	346	865	346	865	346	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58

Intersection Summary

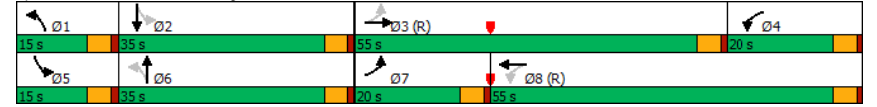
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

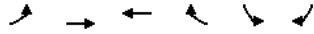
Intersection Signal Delay: 30.3
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↑	↔	↔	↔
Traffic Volume (vph)	63	484	753	385	343	80
Future Volume (vph)	63	484	753	385	343	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	526	818	418	373	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	526	818	418	373	87
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.6	49.6	49.6	49.6	31.4	31.4
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.45	0.51	0.80	0.40	0.60	0.14
Control Delay	21.3	13.9	22.2	2.6	31.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	13.9	22.2	2.6	31.4	6.4
LOS	C	B	C	A	C	A
Approach Delay		14.7	15.6		26.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	20	164	327	10	180	0
Queue Length 95th (ft)	56	217	431	44	#318	34
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	168	1148	1148	1119	617	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.71	0.37	0.60	0.14

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM

Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	341	0	0	549
Future Vol, veh/h	0	22	341	0	0	549
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	371	0	0	597

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	186	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	824	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	824	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	824
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Future Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	147	4	249	33	162	473	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	939	1095	245	841	1087	141	489	0	0	282	0	0
Stage 1	805	805	-	274	274	-	-	-	-	-	-	-
Stage 2	134	290	-	567	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	357	293	*907	433	297	881	1357	-	-	1277	-	-
Stage 1	516	514	-	709	682	-	-	-	-	-	-	-
Stage 2	855	671	-	756	509	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	266	255	*907	369	259	881	1357	-	-	1277	-	-
Mov Cap-2 Maneuver	266	255	-	369	259	-	-	-	-	-	-	-
Stage 1	514	449	-	707	680	-	-	-	-	-	-	-
Stage 2	709	669	-	631	444	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.4		10.1		0.1		2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	320	-	858	1277	-	-
HCM Lane V/C Ratio	0.003	-	-	0.161	-	0.173	0.127	-	-
HCM Control Delay (s)	7.7	-	-	18.4	0	10.1	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	-	0.6	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕		↘	↕
Traffic Vol, veh/h	2	1	253	0	172	272
Future Vol, veh/h	2	1	253	0	172	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	275	0	287	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	997	138	0	0	275	0
Stage 1	275	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	241	885	-	-	1285	-
Stage 1	747	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	885	-	-	1285	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	4.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	885	1285	-
HCM Lane V/C Ratio	-	-	0.018	0.002	0.223	-
HCM Control Delay (s)	-	-	24.6	9.1	8.6	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.9	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↕			↕↕
Traffic Vol, veh/h	0	17	236	0	0	274
Future Vol, veh/h	0	17	236	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	257	0	0	298

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	129	0	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	573	897	-	0	0	-
Stage 1	762	-	-	0	0	-
Stage 2	863	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	573	897	-	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	-	897
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	0	9.1
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Future Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	22	110	0	0	9	246	285	0	296	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	440	848	151	555	708	266	301	0	0	531	0	0
Stage 1	299	299	-	407	407	-	-	-	-	-	-	-
Stage 2	141	549	-	148	301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	297	868	414	358	732	1257	-	-	1033	-	-
Stage 1	685	665	-	592	596	-	-	-	-	-	-	-
Stage 2	847	515	-	840	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	497	294	868	400	354	732	1257	-	-	1033	-	-
Mov Cap-2 Maneuver	497	294	-	400	354	-	-	-	-	-	-	-
Stage 1	677	665	-	585	589	-	-	-	-	-	-	-
Stage 2	838	509	-	819	664	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		17.4		0.1		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	671	400	-	1033	-	-
HCM Lane V/C Ratio	0.007	-	-	0.053	0.275	-	-	-	-
HCM Control Delay (s)	7.9	-	-	10.7	17.4	0	0	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	-	0	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Future Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	43	41	346	155	71	292	88	347	282	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	523	0	41	501	0	71	380	0	347	404	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	
Protected Phases	4	8		7	3		1	6		5	2	
Permitted Phases	8			3			6			2		
Detector Phase	4	8		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	9.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	45.0		20.0	50.0	
Total Split (%)	16.0%	32.0%		16.0%	32.0%		12.0%	36.0%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Act Effct Green (s)	45.4	45.4		35.5	35.5		51.0	40.5		60.5	45.5	
Actuated g/C Ratio	0.36	0.36		0.28	0.28		0.41	0.32		0.48	0.36	
v/c Ratio	0.20	0.41		0.21	0.50		0.16	0.34		0.71	0.32	
Control Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
LOS	C	C		D	C		B	C		C	C	
Approach Delay		31.5			34.9			28.3			27.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	167		24	157		30	111		176	103	
Queue Length 95th (ft)	89	226		54	213		57	155		253	145	
Internal Link Dist (ft)		482			2007			1967			428	
Turn Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	427	1273		285	999		450	1128		489	1269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.41		0.14	0.50		0.16	0.34		0.71	0.32	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71

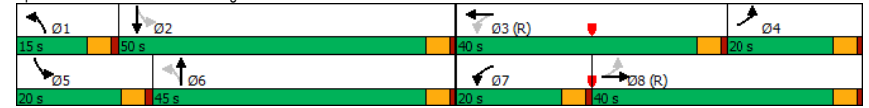
1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 30.4
 Intersection Capacity Utilization 60.4%

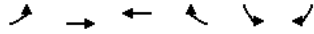
Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↔	↔
Traffic Volume (vph)	49	654	629	221	226	59
Future Volume (vph)	49	654	629	221	226	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	711	684	240	246	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	711	684	240	246	64
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	60.0	50.0	50.0	30.0	30.0
Total Split (%)	11.1%	66.7%	55.6%	55.6%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	46.1	46.1	40.1	40.1	34.9	34.9
Actuated g/C Ratio	0.51	0.51	0.45	0.45	0.39	0.39
v/c Ratio	0.25	0.75	0.82	0.29	0.36	0.10
Control Delay	11.0	21.7	30.7	4.1	24.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	21.7	30.7	4.1	24.6	7.1
LOS	B	C	C	A	C	A
Approach Delay		21.0	23.8		21.0	
Approach LOS		C	C		C	
Queue Length 50th (ft)	13	264	323	13	107	0
Queue Length 95th (ft)	25	337	427	48	189	29
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	214	1148	941	898	686	652
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.62	0.73	0.27	0.36	0.10

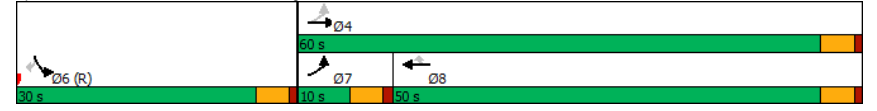
Intersection Summary
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 60.7%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	376	0	0	299
Future Vol, veh/h	0	18	376	0	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	409	0	0	325

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	205	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	802	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	802	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	802
HCM Lane V/C Ratio	-	-	0.037
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Future Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	200	14	249	7	13	292	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	483	614	158	453	622	128	315	0	0	256	0	0
Stage 1	330	330	-	281	281	-	-	-	-	-	-	-
Stage 2	153	284	-	172	341	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	650	510	*980	*686	503	898	1427	-	-	1306	-	-
Stage 1	866	772	-	*702	677	-	-	-	-	-	-	-
Stage 2	834	675	-	*924	763	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	498	499	*980	*671	493	898	1427	-	-	1306	-	-
Mov Cap-2 Maneuver	498	499	-	*671	493	-	-	-	-	-	-	-
Stage 1	857	764	-	*695	670	-	-	-	-	-	-	-
Stage 2	642	668	-	*909	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		10.2		0.4		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	559	671	898	1306	-	-
HCM Lane V/C Ratio	0.01	-	-	0.053	0.005	0.223	0.01	-	-
HCM Control Delay (s)	7.5	-	-	11.8	10.4	10.2	7.8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.9	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕		↵	↕↕
Traffic Vol, veh/h	1	1	249	2	51	225
Future Vol, veh/h	1	1	249	2	51	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	271	3	85	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	566	137	0	0	274
Stage 1	273	-	-	-	-
Stage 2	293	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	454	886	-	-	1286
Stage 1	748	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	424	886	-	-	1286
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	748	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	424	886	1286
HCM Lane V/C Ratio	-	-	0.004	0.002	0.066
HCM Control Delay (s)	-	-	13.5	9.1	8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	0	21	230	0	0	226
Future Vol, veh/h	0	21	230	0	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	250	0	0	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	125	0	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	601	902	-	0	0	-
Stage 1	768	-	-	0	0	-
Stage 2	889	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	601	902	-	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- - 902	-
HCM Lane V/C Ratio	- - 0.039	-
HCM Control Delay (s)	- 0 9.2	-
HCM Lane LOS	- A A	-
HCM 95th %tile Q(veh)	- - 0.1	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Future Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	137	0	0	9	247	85	0	234	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	381	589	122	425	551	166	243	0	0	332	0	0
Stage 1	239	239	-	308	308	-	-	-	-	-	-	-
Stage 2	142	350	-	117	243	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	552	419	906	513	441	849	1320	-	-	1224	-	-
Stage 1	743	706	-	677	659	-	-	-	-	-	-	-
Stage 2	846	631	-	875	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	549	416	906	504	437	849	1320	-	-	1224	-	-
Mov Cap-2 Maneuver	549	416	-	504	437	-	-	-	-	-	-	-
Stage 1	737	706	-	672	654	-	-	-	-	-	-	-
Stage 2	839	626	-	866	703	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		14.8		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	735	504	-	1224	-	-
HCM Lane V/C Ratio	0.007	-	-	0.021	0.271	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10	14.8	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	-	0	-	-



CITY OF ROCKWALL

PLANNING AND ZONING COMMISSION WORK SESSION CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Planning and Zoning Commission
DATE: June 28, 2022
APPLICANT: Robert Howman; *Glenn Engineering Corp.*
CASE NUMBER: P2022-029; *Preliminary Plat for lot 2, Block A, Rockwall-CCA Addition*

SUMMARY

Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a *Preliminary Plat* for Lot 2, Block A, Rockwall – CCA Addition being a 173.00-acre tract of land identified as Tract 7-1 of the W. H. Baird Survey, Abstract No. 25 and Lot 1, Block A, Rockwall CCA Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 95 (PD-95) for limited Neighborhood Services (NS) District land uses, situated within the SH-205 By-Pass Overlay (SH-205 BY-OV) District, addressed as 2301 John King Boulevard, and take any action necessary.

PLAT INFORMATION

- The purpose of the applicant's request is to Preliminary Plat a 173.00-acre tract of land (*i.e. Tract 7-1 of the W. H. Baird Survey, Abstract No. 25*) to establish the necessary easements (*e.g. fire lane, public access/right-of-way, utilities, and drainage*) for the future development of the school. In addition, the applicant has submitted a letter requesting waivers to the required infrastructure as stipulated in Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances.
- On June 15, 1998, the subject property was annexed by the City Council through *Ordinance No. 98-20 [Case No. A1998-002]*. On December 5, 2016, the City Council approved a Specific Use Permit (SUP) [*Case No. Z2016-035*] for the purpose of allowing a *Public School* in an Agricultural (AG) District on the subject property. On December 13, 2016, the Planning and Zoning Commission approved a site plan [*Case No. SP2016-029*] -- *and recommended approval of all associated variances* -- allowing the construction of a two (2) story, 150,848 SF public school [*i.e. College and Career Academy (CCA)*]. On December 19, 2016, the City Council approved all requested variances to the SH-205 By-Pass Overlay (SH-205 BY OV) District regarding primary and secondary building material requirements. On April 3, 2017, the City Council approved a final plat [*Case No. P2017-013*] for the Rockwall CCA Addition. On December 29, 2020, the Planning and Zoning Commission approved a variance request for an Accessory Building [*Case No. MIS2020-018*] on the Rockwall CCA's property. On May 2, 2022, City Council approved a zoning change by *Ordinance No. 22-24 [Case No. Z2022-014]* from Agricultural (AG) District to Planned Development 95 (PD-95) District for Neighborhood Services (NS) District land uses.
- The purpose of a Preliminary Plat is to provide sufficient information to evaluate and review the general design of the development to ensure compliance with the OURHometown Vision 2040 Comprehensive Plan, the Unified Development Code (UDC), and the *Subdivision Ordinance* contained in the Municipal Code of Ordinances.
- The applicant has submitted a letter requesting that the City Council waive infrastructure required by Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances. In response to the applicant's request staff has prepared a memorandum addressing the infrastructure requirements for this property and the applicant's requested waivers (see *attached memorandum*).
- The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Subdivision Ordinance in the Municipal Code of Ordinances* -- is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.

- ☑ Conditional approval of this plat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.
- ☑ With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of the *Subdivision Ordinance* in the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the Planning and Zoning Commission chooses to recommend approval of a Preliminary Plat for Lot 2, Block A, Rockwall-CCA Addition, staff would propose the following conditions of approval:

- (1) All technical comments from City Staff (*i.e. Engineering, Planning and Fire Department*) shall be addressed prior to submittal of civil engineering plans;
- (2) Any construction resulting from the approval of this Preliminary Plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.



TO: Planning and Zoning Commission
FROM: Ryan Miller, *Director of Planning and Zoning*
DATE: June 28, 2022
SUBJECT: Infrastructure Request Associated with Case No. P2022-029

As part of the preliminary plat for Case No. P2022-029, the applicant -- *William Salee of the Rockwall Independent School District* -- has submitted a letter requesting the City Council waive certain infrastructure requirements associated with the development of a school on the subject property. The infrastructure the applicant is requesting the waiver for is required by Subsection (4), *Property Owner's Obligation*, of Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, which states:

- (a) *Dedication and Construction of Improvements*. The property owner shall dedicate all rights-of-way, and easements for, and shall construct, capital improvements within the rights-of-way or easements for those water, wastewater, road or drainage improvements needed to adequately serve a proposed development consistent with the applicable master facilities plans, whether the facilities are located on, adjacent to or outside the boundaries of the property being platted.

Specifically, the applicant is requesting the following required infrastructure be waived:

ROADWAYS

Required Infrastructure: The following roadway infrastructure is required:

- (1) *Stableglen Drive*. This roadway is identified as a *Minor Collector* on the City's Master Thoroughfare Plan contained in the OURHometown Vision 2040 Comprehensive Plan. Based on this, Stableglen is required to be a minimum right-of-way width of 60-feet with a 41-foot *back-of-curb to back-of-curb* concrete roadway to be constructed within the right-of-way. The applicant will be required to construct a minimum of a 24-foot concrete section of this roadway from the northern property line adjacent to the Lofland Farms Subdivision to the southern property line adjacent to the Lofland tract (*Tract 3 of the A. Johnson Survey Abstract No. 123*).

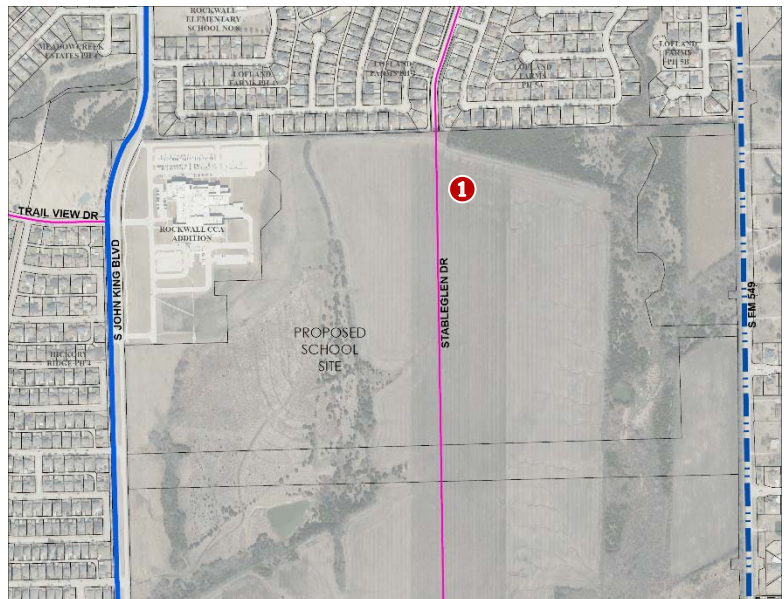


FIGURE 1: MASTER THOROUGHFARE PLAN FOR THE SUBJECT PROPERTY
 1: PANHANDLE DRIVE

Applicant's Response: The applicant has stated that they are willing to dedicate the right-of-way for the roadway, but are requesting that they not be required to construct the roadway.

Staff's Response: The applicant has cited the Traffic Impact Analysis (TIA) they submitted to the City as being the rationale for not constructing this roadway. Staff is obligated to point out that this study has not been approved by the City's consultants or the City.

WATER

Required Infrastructure: According to the Water Distribution System Master Plan a 12-inch waterline is required to be constructed in the right-of-way of Stableglen Drive, extending from the existing 12-inch waterline stub in Stableglen Drive at the northern property line to the southern property line adjacent to the Lofland tract (*Tract 3 of the A. Johnson Survey Abstract No. 123*). This water line will need to be put into the 60-foot right-of-way for Stableglen Drive dedicated with this project.

Applicant's Response: The applicant has stated they are willing to dedicate the right-of-way for the waterline, but are requesting not to construct this waterline.

Staff's Response: Staff has consulted with Birkoff, Hendricks, & Carter LLP -- the City's Water Consultant -- concerning the applicant's request, and has determined that 12-inch line in Stableglen Drive is not necessary to serve the current development, but may be needed for any additional development.

Infrastructure Being Provided: Staff should note that the applicant is proposing to extend a 12-inch line along John King Boulevard (listed as a 16-inch in the applicant's letter) from the existing 16-inch waterline along the southern property of the College and Career Academy (CCA) to the subject property's southern property line in accordance the Water Distribution System Master Plan.

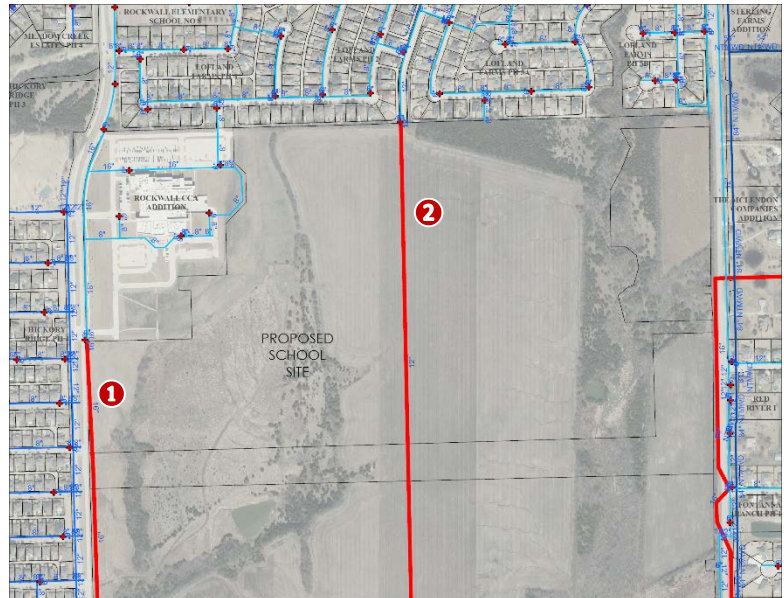


FIGURE 2: MASTER WATER DISTRIBUTION SYSTEM MASTER PLAN FOR THE SUBJECT PROEPRTY

- ❶ 12-INCH ALONG JOHN KING BOULEVARD
- ❷ 12-INCH ALONG STABLEGLEN DRIVE

WASTEWATER

NOTE: When the College and Career Academy was constructed the Rockwall Independent School District (RISD) requested to utilize temporary capacity in the Mims Lift Station. This was granted to alleviate requiring the School District from upgrading the infrastructure in the Little Buffalo Creek Trunk Sewer Basin (*which would have included upgrading both the FM-3097 lift stations and a gravity line*); however, this was only intended to be an interim solution for this development. The applicant's letter indicates that there is still capacity in this system for the proposed school, and alludes to the City not allowing the use of this capacity because it is allocated for future development. Staff is obligated to point out that this capacity is allocated to other properties in the Mims Basin, which are already permitted to sewer to this basin. This includes -- *but is not limited to* -- all phases of the Rockwall Economic Development Technology Park. Without the School District providing substantial improvements to this system, reallocating the Mims Basin capacity to the School District would present problems for future development. It should also be noted that the applicant's references a



FIGURE 3: MASTER WASTEWATER COLLECTION SYSTEM MASTER PLAN FOR THE SUBJECT PROEPRTY

future City initiated Capital Improvement Project (CIP), but fails to mention the required upgrades to both FM-3097 lift stations.

Required Infrastructure: The applicant will construct a ten (10) inch wastewater line starting at the Hickory Ridge Station, expanding to a 12-inch wastewater line, and then to a 15-inch wastewater line prior to discharging into the FM-3097 Lift Station #1; however, FM-3097 Lift Station #1 & #2 will also need to be upgraded as part of this project.

Staff's Response: Under the City's Capital Improvement Project (CIP) Plan, the City has started design on a portion of this system (*i.e. the 15-inch wastewater line and the two [2] lift station upgrades*); however, Engineering design has commenced, but no construction date for this project has been set. This could present a timing issue for the School District, which would require them to construct these improvements if they finish construction of the school prior to the City constructing this portion of the project.

Staff should point out that all of the above infrastructure requirements were originally outlined in the case memo for *Case No. Z2022-014*, which involved rezoning the subject property from an Agricultural (AG) District to a Planned Development District for Neighborhood Services (NS) District land uses; however, staff was not informed about the request to waive infrastructure until after the site plan was submitted. It should also be pointed out that the applicant does currently have a site plan in review (*Case No. SP2022-018*), which is pending action until after these infrastructure questions are addressed.

As part of this preliminary plat request, the City Council is being tasked with determining if the requests to waive the above-mentioned infrastructure is warranted. According to Section 38-8, *Preliminary Plat*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, the approval criteria for a preliminary plat is as follows:

- (g) Criteria for Approval. The following criteria shall be used to determine whether the application for a preliminary plat shall be approved, approved with conditions, or denied:
- (1) Where a master plat has been approved for the land subject to the proposed preliminary plat, the preliminary plat conforms to the general layout of the master plat, the conditions attached to the master plat, and the phasing plan approved therein.
 - (2) The preliminary plat is consistent with all zoning requirements for the property, and any approved development or annexation agreements.
 - (3) The proposed provision and configuration of roads, water, wastewater, drainage easements and rights-of-way and park facilities conforms to the city's master facilities plans for such facilities, including the city's adopted thoroughfare plan, and any amendments thereto.
 - (4) The water, wastewater, roadway and drainage systems serving the development have adequate capacity to accommodate the demands for services created by the development at the time of preliminary plat approval, or that such capacity will be available by the time of final plat approval, in accordance with section 38-15 et seq. of these subdivision regulations.
 - (5) The dedication of land, construction of public improvements or fees to be contributed by the subdivider are adequate to offset the impacts on public improvements created by the development.
 - (6) The design of the subdivision meets all other standards of this chapter.
 - (7) Where the proposed development is located in whole in part in the extraterritorial jurisdiction of the city and is subject to an interlocal agreement under V.T.C.A., Local Government Code Chapter 242, the proposed preliminary subdivision plat meets any county standards to be applied pursuant to the agreement.

In addition, Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, states "(l)and shall not be approved for platting or development unless and until adequate public facilities necessary to serve the development exist or provision has been made for the facilities, whether the facilities are to be located within the property being developed or offsite." Should the City Council not wish to approve the waivers requested by the applicant they would effectively be denying

the proposed preliminary plat. Staff should point out that if this request is denied, staff will be obligated to recommend that the Planning and Zoning Commission deny *Case No. SP2022-018* on the grounds that adequate public facilities have not been provided. Attached to this memorandum staff has included the applicant's letter, which provides more background on the request. Should the Planning and Zoning Commission have any questions concerning this request, staff will be available at the June 28, 2022 Planning and Zoning Commission meeting.



Ryan Miller
Director of Planning, City of Rockwall
385 South Goliad
Rockwall TX 75087

June 22, 2022

Rockwall ISD – Preliminary Plat Submittal for Ninth Grade Center Projects

Mr. Miller,

Rockwall ISD is providing this letter to provide clarity to the proposed infrastructure scope for the district's planned North and South Ninth Grade Center projects. Per discussion with city staff on June 21, 2022 it was indicated by city staff to the district that clarification was needed to ensure the proposed scope was easily identifiable for consideration by P&Z and City Council.

In addition to dialogue with you and other city staff members regarding the Ninth Grade Center projects, the district, our architect (Corgan), and Civil Engineer (Glenn Engineering), have also considered the following information below in regards to the proposed the infrastructure scope:

- TIA Reports created by Glenn Engineering, dated April 13, 2022
- TIA Reports created by Pacheco Koch with updated traffic data collected on May 10, 2022 as requested by city staff, report dated May 24, 2022
- TIA Report comments from Binkley & Barfield, dated June 16, 2022
 - District's engineering firms are currently working on comment responses. Comment responses will not significantly alter traffic generated by district proposed development.
- Water and Wastewater Analysis Report by Birkhoff, Hendricks, & Carter LLP, dated May 11, 2022

With current economic conditions persisting that include supply chain disruptions and significant inflation in fuel and building materials, construction pricing continues to increase on a monthly basis. The district acknowledges our obligation to provide the required city infrastructure (Roads, Water, and Waste Water) to support these facilities for the design capacity of two 1,000-student capacity Ninth Grade Center facilities. The district must focus our efforts on providing the required infrastructure before considering any auxiliary infrastructure desires of the city or the district due to the consistently rising construction costs referenced above. The district's obligation above all else is to provide a safe and secure facility that meets the curriculum needs of the district's ninth grade programs and invests the bond funds that have been entrusted to the district in the highest and best way to serve the students of Rockwall ISD. It has been the district's intent in dialogue with the city regarding these projects to meet all of these goals.

The district will comply with all landscaping, storm drainage, and dumpster oil separator requirements noted on the city's plan review. The district has ensured franchise utilities for electric, natural gas, and telephone/fiber are available and is currently in discussions with these utility companies to bring these utilities to the project sites at no cost to the city. These projects will meet the requirements of the planned development zoning and materiality requirements as reviewed by the Architectural Review Board. This includes the John King overlay requirements. No building variances are being requested.

The required, and thus, district proposed, road, water, and wastewater, infrastructure needs for these projects are as follows:

Infrastructure Item Legend

R – Required & Proposed Infrastructure to be constructed by RISD as a part of these projects

O – City Infrastructure per City Comment, Not required at this time per TIA or Infrastructure Report



Rockwall High School Ninth Grade Center (North Site at Dalton Ranch)

Road Infrastructure - General

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed Ninth Grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads.

R Farm to Market 1141 (FM 1141)

This roadway is capable of handling the additional traffic for the new Rockwall High School Ninth Grade Center with improvements. These improvements include widening the existing roadway the entire length of the site from a 2-lane roadway without any shoulders to a 3-lane roadway with 4-foot shoulders. This new roadway will also include deceleration lanes for all proposed driveways and both North Country Lane and Quail Run Road. The 3-lane configuration will provide a left turn lane for the entire site while allowing an open travel lane in both direction so the existing traffic will not be impacted. This improvement will also include a full asphalt overlay the length of the improvement

The estimated cost of the required improvements per the district's construction manager to Farm to Market Road 1141 is \$3,083,234

○ Panhandle Drive

The current plan for the new Rockwall High School Ninth Grade Center does not require access to this future roadway. The district acknowledges that Panhandle Drive is shown on the City of Rockwall's Master Thoroughfare Plan. However, it is not required to be constructed to handle the daily traffic per the completed TIA reports. Panhandle drive may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$245,078.

○ Quail Run Road

The current plan for the new Rockwall High School Ninth Grade Center does not utilize Quail Run Road for access for drop off and pick up. The site design is for traffic to enter the site on North Country or 1141 for drop off pickup queuing. Bus traffic will use the south portion of the site to keep this traffic separate for safety. The access to Quail Run Road is a courtesy drive for after-hours access for sports events and emergency vehicles. While we acknowledge that Quail Run Road is shown on the City of Rockwall's Master Thoroughfare plan the current road can handle the daily traffic per the completed TIA reports. Quail Run Road may be reconstructed or widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$73,462.



○ North Country Lane

The current plan for the new Rockwall High School Ninth Grade Center will utilize North Country Lane for access for drop off and pick up. The access from North Country Lane is primarily for drop off and pick up for southbound traffic off of FM 1141. We acknowledge that North Country Lane is shown on the City of Rockwall's Master Thoroughfare Plan. The current concrete half section road can handle the daily traffic per the completed TIA reports. North Country Lane may be widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$60,606.

Water

R Presently there is a 16" water line on the east side of Farm to Market 1141 (FM 1141), a 12" water line on the North Side of North Country Lane and a 12" Water Line on the north side of Quail Run Road. A looped 8" line around the Proposed Rockwall Ninth Grade Center will be constructed for fire protection. The 12" water line on the north side of North Country Lane will be extended east to the existing 16" line in FM 1141 completing the loop connection. A 4" Domestic line will be provided from the Proposed 12" line in North Country Lane to the new Rockwall Ninth Grade Center. Based the existing water pressures and with the above improvements the City of Rockwall is capable of providing the water needs for the new Rockwall High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Panhandle Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

Sanitary Sewer

R An 8" sanitary sewer line will be provided from the new Rockwall Ninth Grade Center to the proposed sanitary sewer line being constructed by the developer on the south side of Quail Run.

Rockwall Heath High School Ninth Grade Center (South Site at GBCCA & John King Blvd)

Road Infrastructure - General

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed ninth grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads. Note the drop off pick up times for the College and Career Academy and the Ninth Grade Center will be offset by one hour as the CCA does not operate the first and last period of the school day.

R South John King Boulevard

This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the



Gene Burton Academy. The original design for the Academy showed additional buildings being placed on this site and so the drive was constructed for future development.

○ Stableglen Drive

The current plan for the new Rockwall Heath High School Ninth Grade Center does not require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$289,256.

Water

R Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be provided from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022, with the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Stableglen Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

R Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the analysis indicated that even though the downstream Mims Road force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development.

As such, the Rockwall Independent School District would have to construct approximately 3 miles of the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to the FM 3097 No. 1 Lift station as shown on the City of Rockwall's Master Sewer Plan. City staff has indicated that they may not be able to ensure construction of the CIP portion of the line from the lift station at FM 3097 to Wallace Lake in time for the district's Ninth Grade Center to open in the summer of 2024. The construction of the Little Buffalo Trunk Sewer main will result in the Hickory Creek Lift Station no longer being needed. The School District would like the flexibility in the alignment of the City's C.I.P. project to be better able to serve future development / subdivisions on the east side of Wallace Lake. While preserving the intent of the trunk main.



The district's construction manager estimates the cost to build this sewer line extension to serve the facility to be approximately \$2,250,000.00 not including the cost to acquire easements through the property required.

Conclusion

The district, as indicated above, will be committing to a significant investment in the required city infrastructure to support these projects. These commitments as part of the proposed development of these projects include road improvements, city sanitary sewer trunk line extensions, city water line extensions, and granting of right of ways and easements for potential future construction if and when it is needed. All proposed construction is in alignment with the city's Master Infrastructure and Thoroughfare plans to the extent that it is required to be constructed. The district is asking for consideration and approval of the proposed city infrastructure improvements as indicated in this letter. The school district, which is a similar governmental entity as the city, must always remain a good steward of taxpayer dollars while meeting its obligations to the community and city in regards to the development of these projects. Acceptance of the infrastructure as proposed will ensure the district meets these obligations.

Proposed School District Infrastructure Investments

Construction of FM 1141 road improvements	\$3,083,234
12" Water line extension along North Country	\$39,600
South John King Road Improvements	\$18,630
16" Water line extension along John King Blvd	\$125,800
Little Buffalo Creek sanitary Sewer Line Extension	\$2,250,000
Total estimated cost of ROWs granted	\$668,403
Total Investment in City Infrastructure by RISD	\$6,185,667

Sincerely,

A handwritten signature in blue ink, appearing to read 'William Salee', is written over a light blue horizontal line.

William Salee
Executive Director of Operations



DEVELOPMENT APPLICATION

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

STAFF USE ONLY

PLANNING & ZONING CASE NO.

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

DIRECTOR OF PLANNING:

CITY ENGINEER:

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

PLATTING APPLICATION FEES:

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

SITE PLAN APPLICATION FEES:

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

ZONING APPLICATION FEES:

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

OTHER APPLICATION FEES:

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

NOTES:

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

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS 2301 S. John King, Rockwall, TX

SUBDIVISION Rockwall Heath High School 9th Grade Center LOT 2 BLOCK A

GENERAL LOCATION Rockwall 9th Grade Center - South site - at the Gene Burton Academy

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING AG CURRENT USE Public School

PROPOSED ZONING PD for NS uses PROPOSED USE Public School

ACREAGE 79.54 acres LOTS [CURRENT] 1 LOTS [PROPOSED] 1

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

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

OWNER Rockwall Independent School District APPLICANT Rockwall Independent School District

CONTACT PERSON William Salee - Executive Director of Operations CONTACT PERSON Robert Howman

ADDRESS 1191 T.L. Townsend Drive ADDRESS 4500 Fuller Drive

*T.M. Lyssy
DIRECTOR OF PROJECT
PLANNING & CONSTRUCTION*

CITY, STATE & ZIP Rockwall, Texas 75087 CITY, STATE & ZIP Irving, Texas 75038

PHONE 469-698-7031 / 979-574-9497 PHONE 972.989.2174 (mobile)

E-MAIL will.salee@rockwallisd.org E-MAIL rahowman@glennengineering.com

NOTARY VERIFICATION [REQUIRED]

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

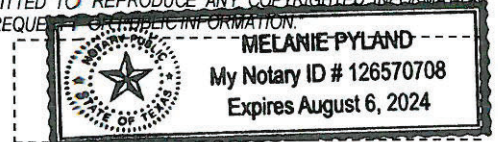
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT, AND THE APPLICATION FEE OF \$ 1,393.10 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

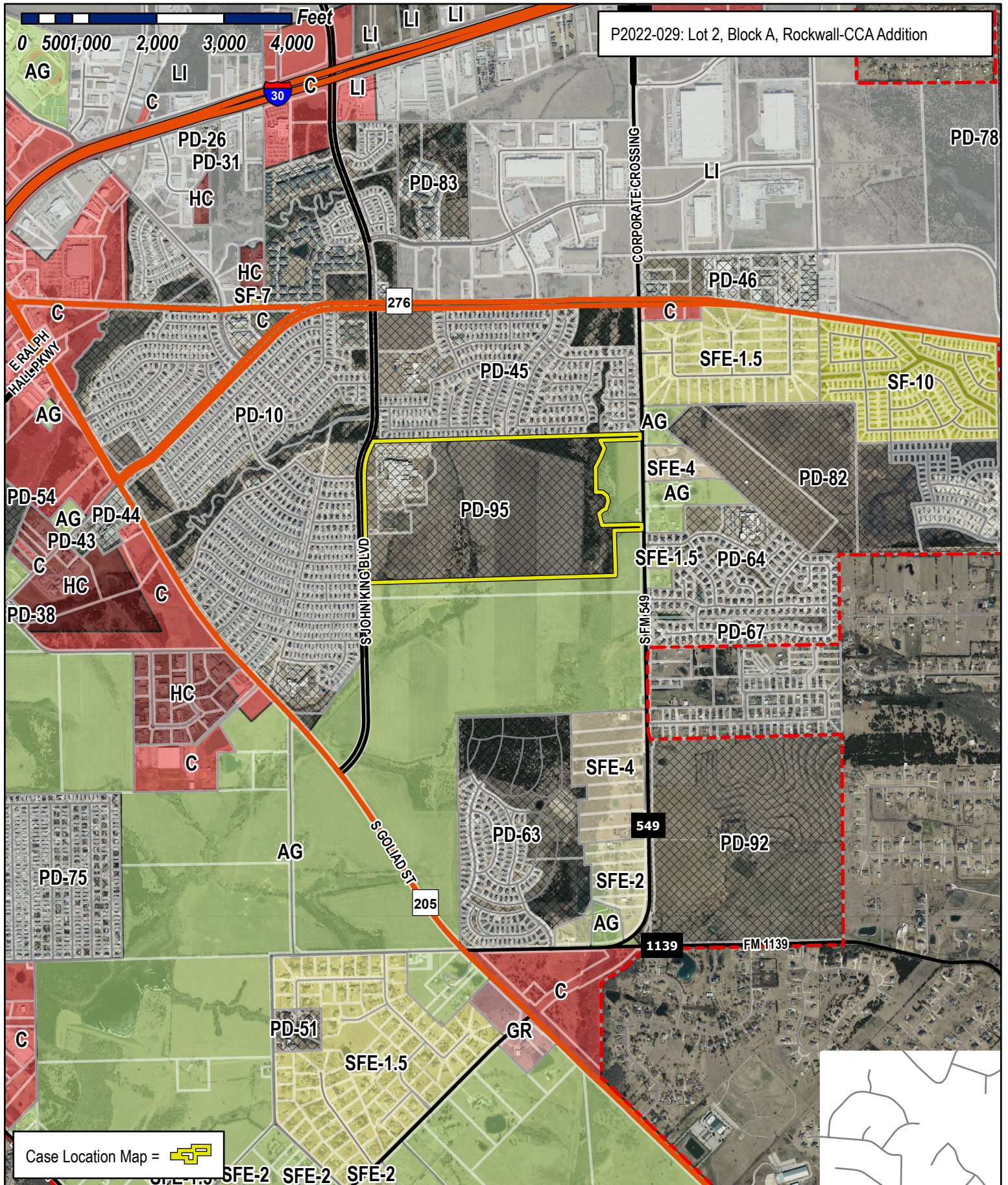
OWNER'S SIGNATURE

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

Melanie Pyland



MY COMMISSION EXPIRES

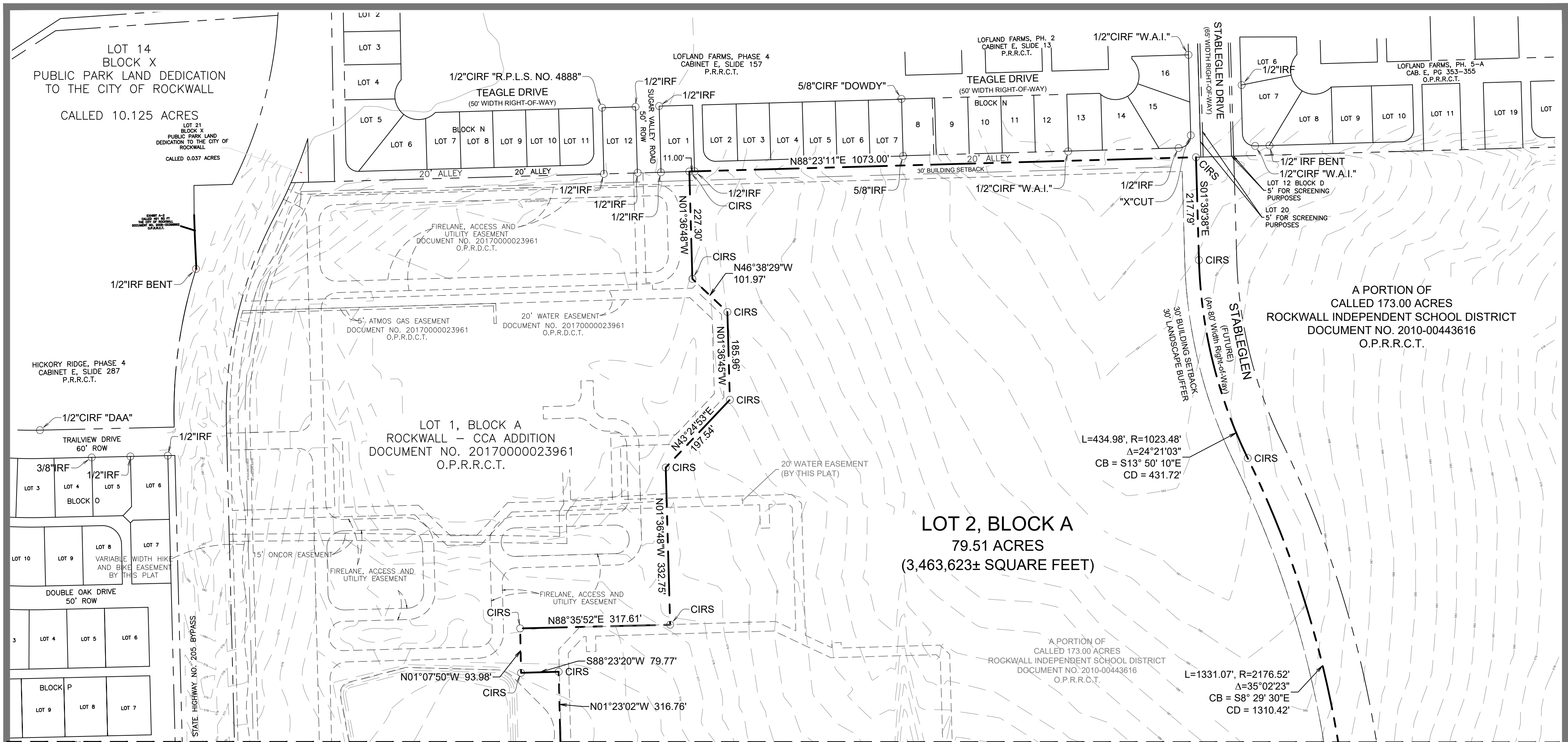


City of Rockwall

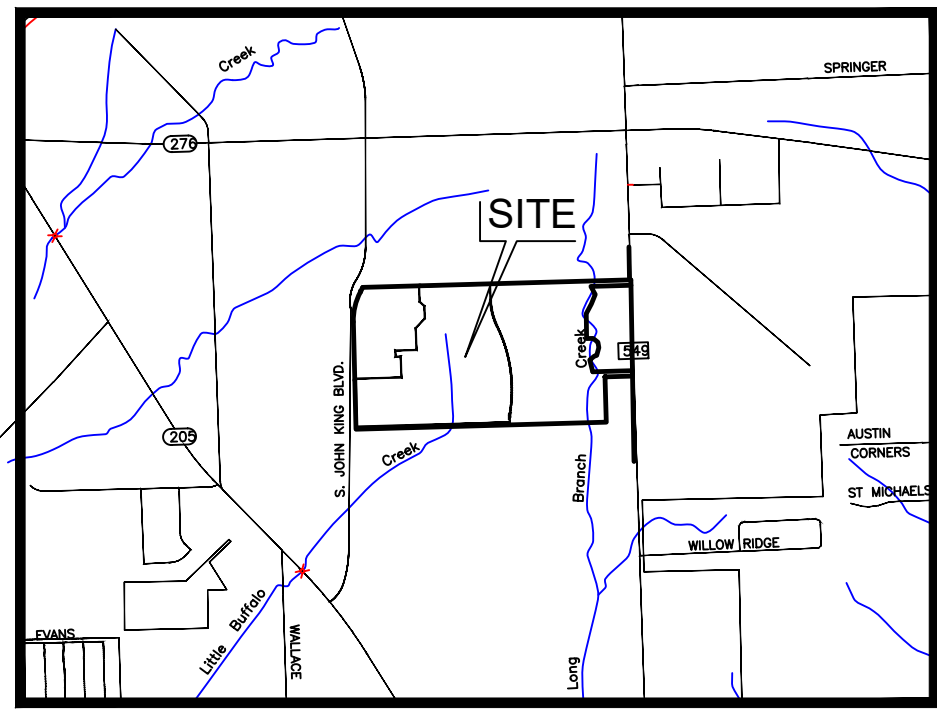
Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

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

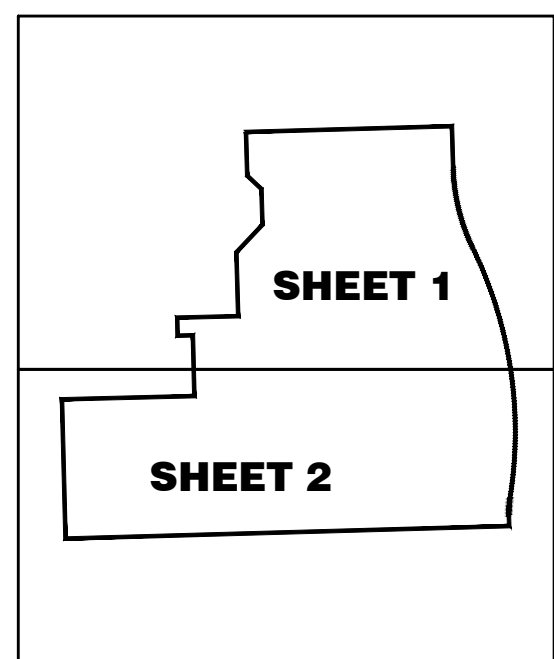




Match Line - See Sheet 2



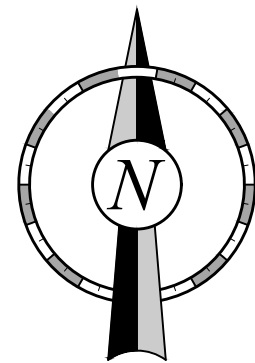
LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman



SCALE: 1" = 150'

LEGEND

- DEED RECORDS, ROCKWALL COUNTY, TEXAS
- OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
- PLAT RECORDS ROCKWALL COUNTY, TEXAS
- IRF IRON ROD FOUND
- CIRF CAPPED IRON ROD FOUND AS NOTED
- CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
- MNF MAG NAIL FOUND
- MNS MAG NAIL SET
- P.O.B. POINT OF BEGINNING

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

ROCKWALL - CCA ADDITION

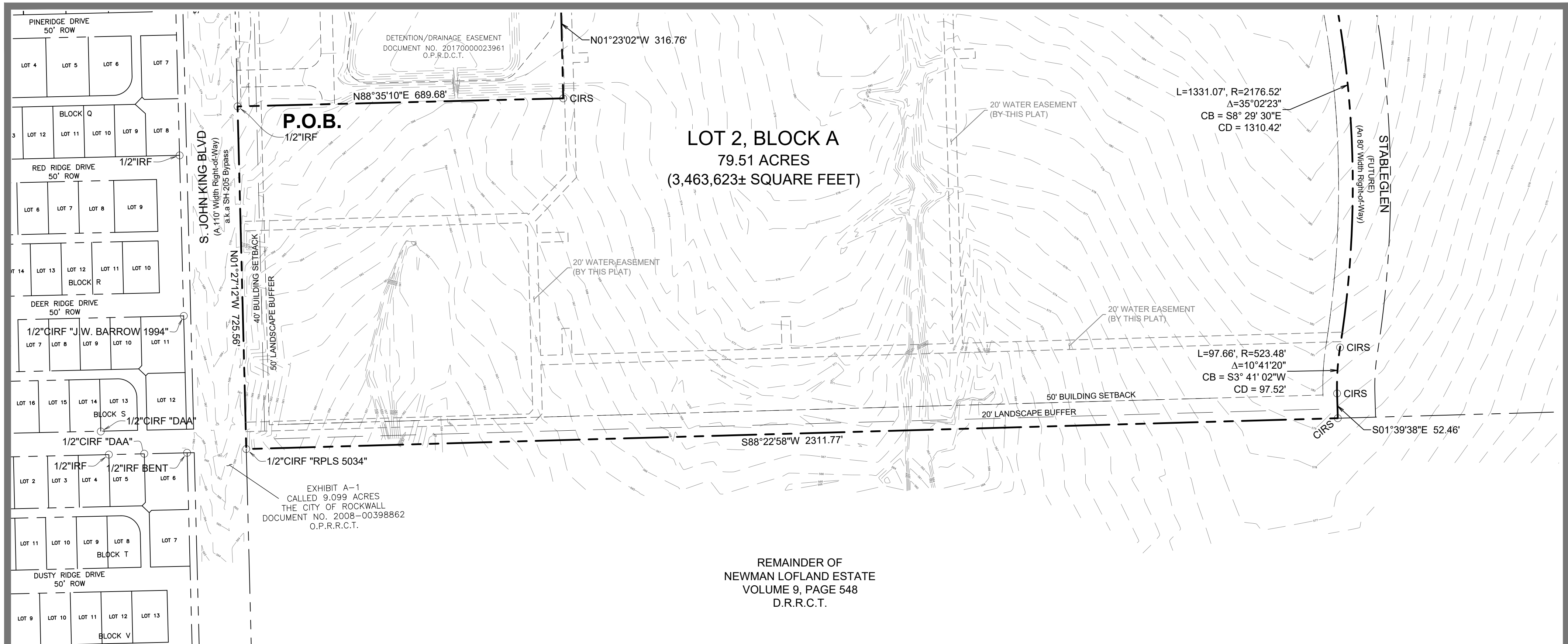
LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

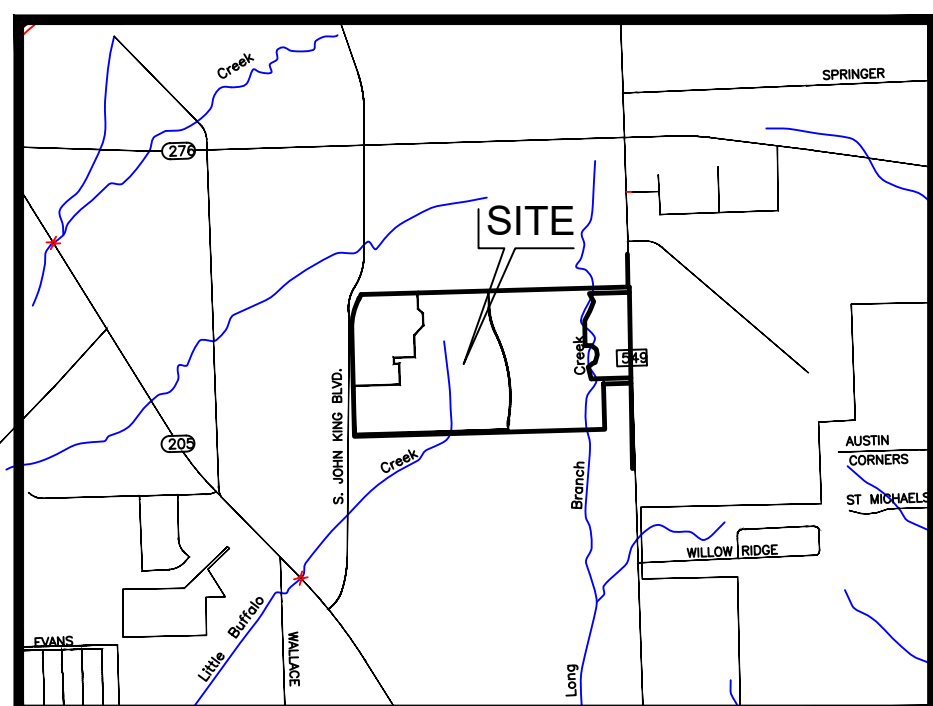
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1200 West Magnolia Blvd., Suite 300 Fort Worth, TX 76104
Phone: (214) 484-8886
www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 1 of 3

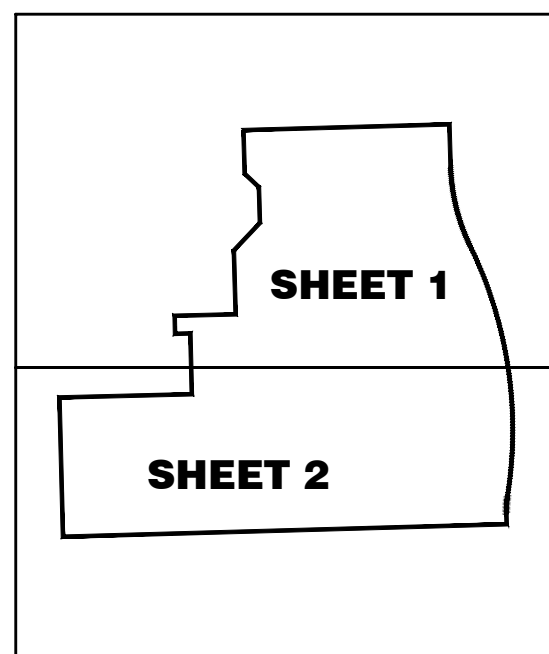


REMAINDER OF
NEWMAN LOFLAND ESTATE
VOLUME 9, PAGE 548
D.R.R.C.T.

Match Line - See Sheet 1



LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

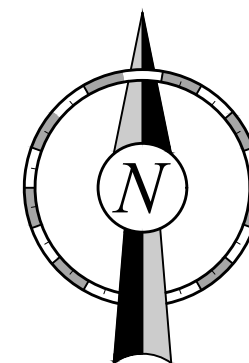
OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

LEGEND

DEED RECORDS, ROCKWALL COUNTY, TEXAS
OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
PLAT RECORDS ROCKWALL COUNTY, TEXAS

IRF IRON ROD FOUND
CIRF CAPPED IRON ROD FOUND AS NOTED
CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
MNF MAG NAIL FOUND
MNS MAG NAIL SET
P.O.B. POINT OF BEGINNING



SCALE: 1" = 150'

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

ROCKWALL - CCA ADDITION

LOT 2, BLOCK A

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SITUATED WITHIN THE
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CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

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Phone: (214) 484-8586
www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305	Drawn By: RAH	Sheet: 2 of 3
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PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 79.51 acre tract of land situated within the W.H. Baird Survey, Abstract No. 25, City of Rockwall, Rockwall County, Texas, and being all of a portion of a called 173.00 acre tract of land as described in the deed to Rockwall Independent School District recorded under Document No. 2010-00443616 of the Official Public Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 79.51 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod found at the southwest corner of Lot 1, Block A of the plat designated as "Rockwall CCA Addition" recorded under Document No. 2017000023961 of said Official Public Records, being on the east right of way line of S. John King Boulevard, a 110.00-foot right of way, as described in the deed to the City of Rockwall recorded under Document No. 2008-00398862 of said Official Public Records;

THENCE the following ten (10) calls coincident with the perimeter of said Block A:
1. NORTH 88 degrees 35 minutes 10 seconds EAST, 689.68 feet to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set (hereafter referred to as CIRS);
2. NORTH 01 degree 23 minutes 02 seconds WEST, 316.76 feet to a CIRS;
3. SOUTH 88 degrees 23 minutes 20 seconds WEST, 79.77 feet to a CIRS;
4. NORTH 01 degree 07 minutes 50 seconds WEST, 93.98 feet to a CIRS;
5. NORTH 88 degrees 35 minutes 52 seconds EAST, 317.61 feet to a CIRS;
6. NORTH 01 degree 36 minutes 48 seconds WEST, 332.75 feet to a CIRS;
7. NORTH 43 degrees 24 minutes 53 seconds EAST, 197.54 feet to a CIRS;
8. NORTH 01 degree 36 minutes 45 seconds WEST, 185.96 feet to a CIRS;
9. NORTH 46 degrees 38 minutes 29 seconds WEST, 101.97 feet to a CIRS;
10. NORTH 01 degree 36 minutes 48 seconds WEST, 227.30 feet to a CIRS set on the south line of a 20-foot Alley as dedicated on the plat designated as "Lofland Farms, Phase 4" recorded in Cabinet E, Slide 157 of the Plat Records of Rockwall County, Texas;

THENCE NORTH 88 degrees 23 minutes 11 seconds EAST, 1073.00 feet with the south line of said 20-foot Alley (being also dedicated on the plat designated as "Lofland Farms, Phase 2 recorded in Cabinet E, Slide 13 of said Plat Records) to a CIRS;

THENCE the following five (5) calls through the interior of said called 173.00 acre tract of land:
1. SOUTH 01 degree 39 minutes 38 seconds EAST, 217.79 feet to a tangent curve;
2. southerly, coincident with said tangent curve, concave to the EAST, having a radius of 1023.48 feet and a chord bearing and distance of SOUTH 13 degrees 50 minutes 10 seconds EAST, 431.72 feet, an arc length of 434.98 feet to the point of reverse curve;
3. southerly, coincident with said reverse curve, concave to the west, having a radius of 2176.52 feet and a chord bearing and distance of SOUTH 08 degrees 29 minutes 30 seconds EAST, 1310.42 feet, an arc length of 1331.07 feet to the point of reverse curve;
4. southerly, coincident with said reverse curve, concave to the east, having a radius of 523.48 feet and a chord bearing and distance of SOUTH 03 degrees 41 minutes 02 seconds WEST, 97.52 feet, an arc length of 97.66 feet;
5. SOUTH 01 degree 39 minutes 38 seconds EAST, 52.46 feet to a CIRS set on the south line of said called 173.00 acre tract of land;

THENCE SOUTH 88 degrees 22 minutes 58 seconds WEST, 2311.77 feet with the south line of said called 173.00 acre tract of land to a 1/2-inch capped iron rod stamped "RPLS 5034" found at its southwest corner and being on the east right of way line of said S. John King Boulevard;

THENCE NORTH 01 degree 27 minutes 12 seconds WEST, 725.56 feet with the east right of way line of said S. John King Boulevard to the POINT OF BEGINNING containing 79.51 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL - CCA ADDITION, LOT 2, BLOCK A, a** subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

- No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
- Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
- The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
- The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
- The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
- No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
- Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

- The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
- NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
- All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
- Lot, block and ROW corners will be set after substantial completion of the infrastructure.

GENERAL NOTES:

- It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSL & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or relied upon as a final survey document. Released to the City for review. 2022-06

ROBERT A. HANSEN
LSL & REGISTERED PROFESSIONAL
LAND SURVEYOR, NO. 6439
RHANSEN@BOWMAN.COM
DATE:

STATE OF TEXAS
COUNTY OF
ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

RECOMMENDED FOR FINAL APPROVAL:

Planning & Zoning Commission, Chairman *Date*

APPROVED:
I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 2022.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, 2022.

Mayor, City of Rockwall *City Secretary* *City Engineer*

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

**ROCKWALL - CCA
ADDITION**

LOT 2, BLOCK A

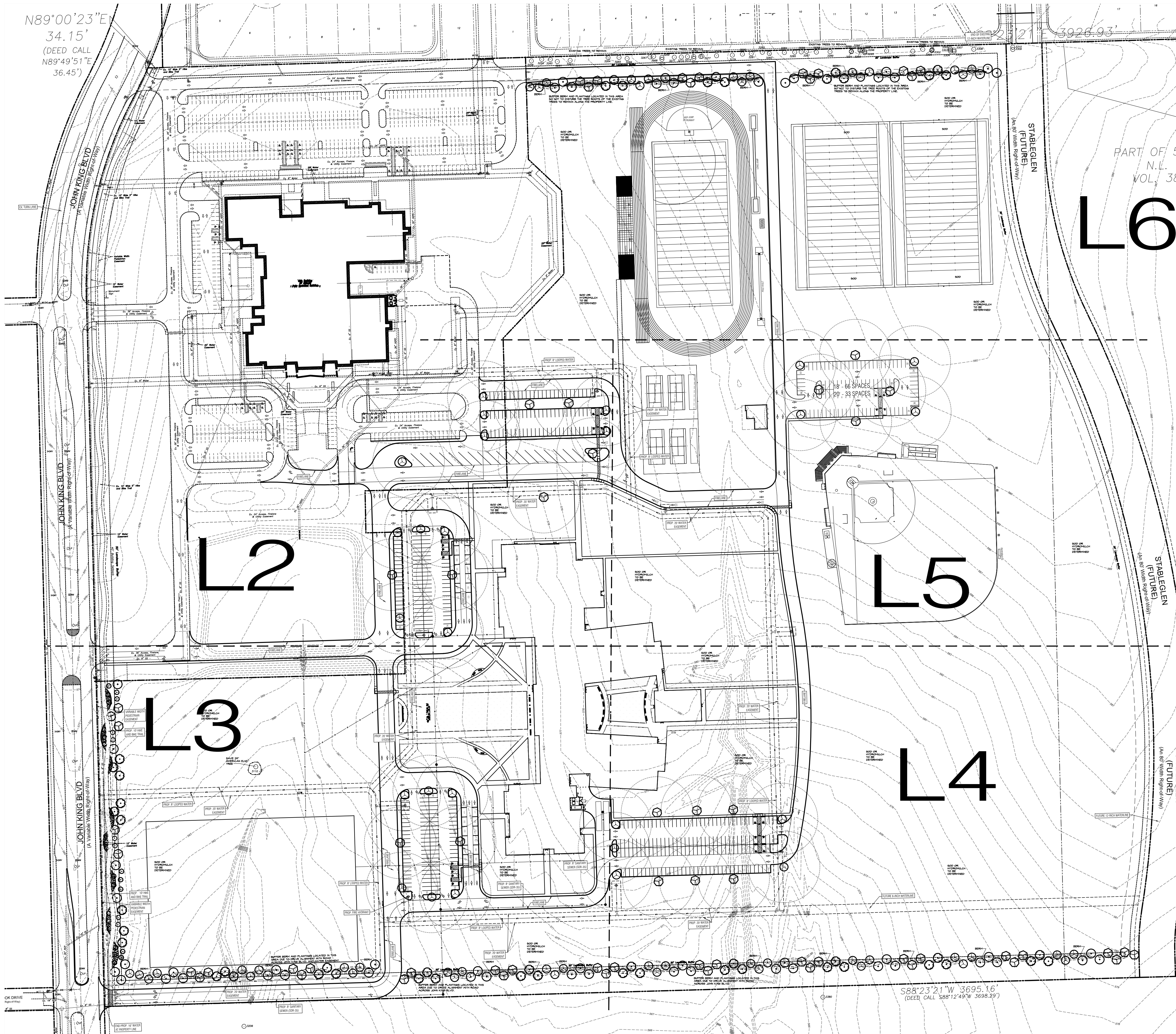
BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY , ABSTRACT NUMBER 25
CITY OF ROCKWALL , ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Phone: (214) 484-8888
Fort Worth, TX 76104 www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 3 of 3

N89°00'23"E
34.15'
(DEED CALL
N89°49'51"E
36.45')



L6

L2

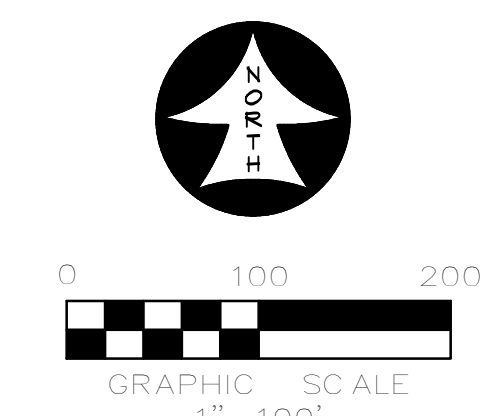
L5

L3

L4

PART OF 58
N.L. L
VOL. 38,

SITE DATA SUMMARY	
EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2202-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	
PROPOSED FIRST FLOOR	150,170 S.F.
PROPOSED SECOND FLOOR	41,019 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
TOTAL FLOOR AREA (TOTAL FLOOR AREA)	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.05:1
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	137'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
PARKING SURFACE	
9.0x20.0	304 SPACES
9.0x20.0	208 SPACES
15.0x30.0	19 SPACES
TOTAL PARKING PROVIDED	532 SPACES



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

CORGAN ■
401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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4	
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6	

REVISIONS	

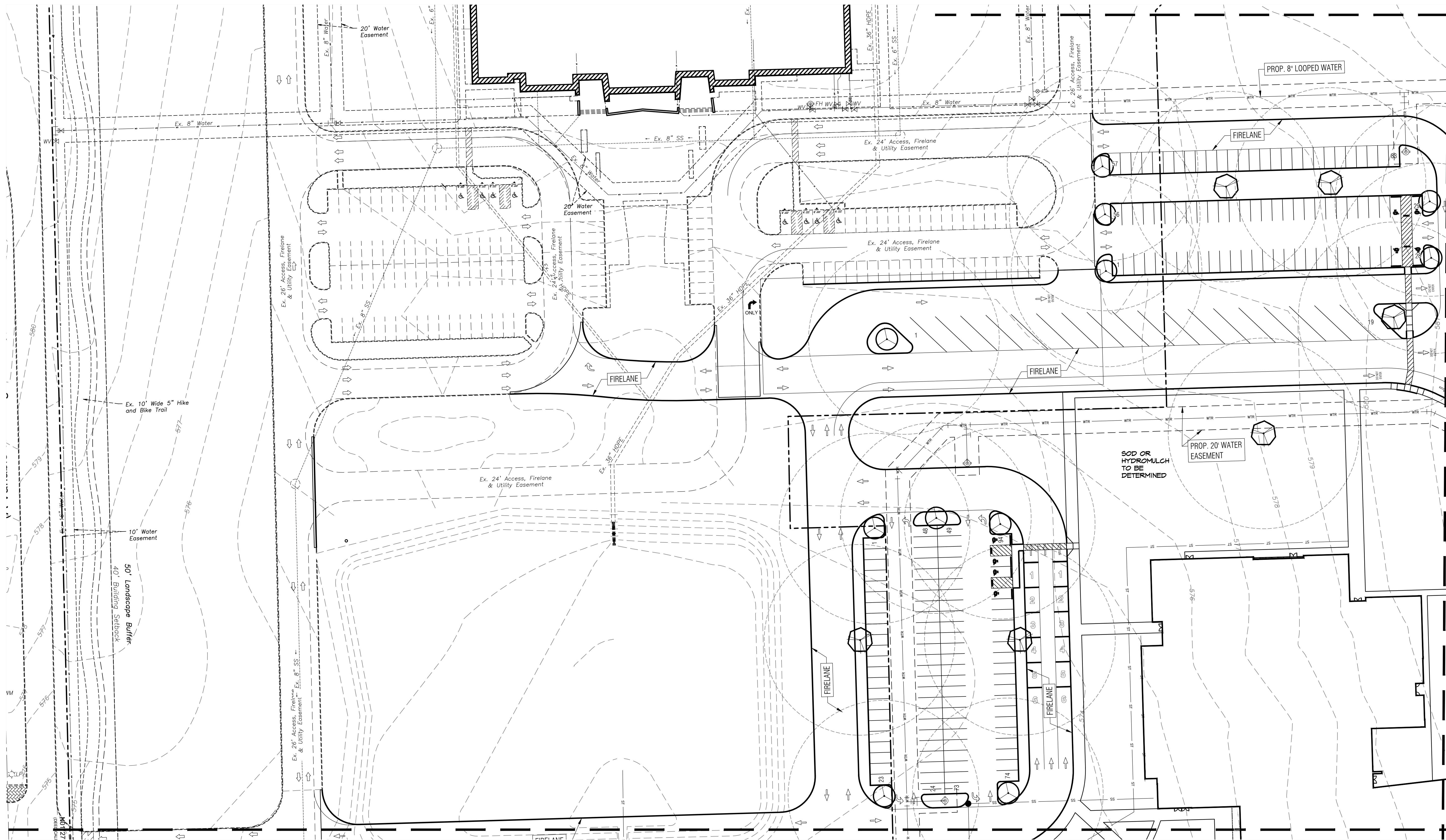
THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

OVERALL
LANDSCAPE PLAN

JOB 21572.0000
DATE 06/07/22
SHEET L1



MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L3

MATCHLINE SEE SHEET L5

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
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ROCKWALL-HEATH NINTH GRADE CENTER

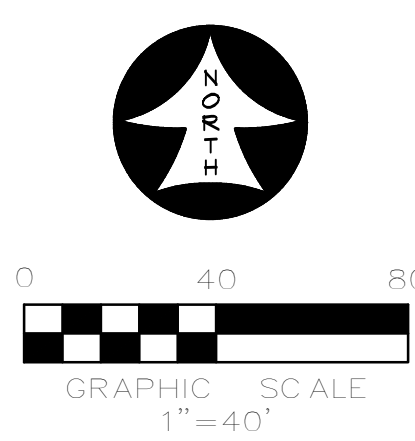
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN
AREA A

JOB 21572.0000
DATE 06/07/22
SHEET

L 2

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



APPROVED:
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WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L2

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES

1	06/07/22	PERMIT REVIEW
2		
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REVISIONS

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FRISCO, TEXAS 75035
PHONE (972) 335-0889
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EMAIL: MIKE.RLA@ATT.NET

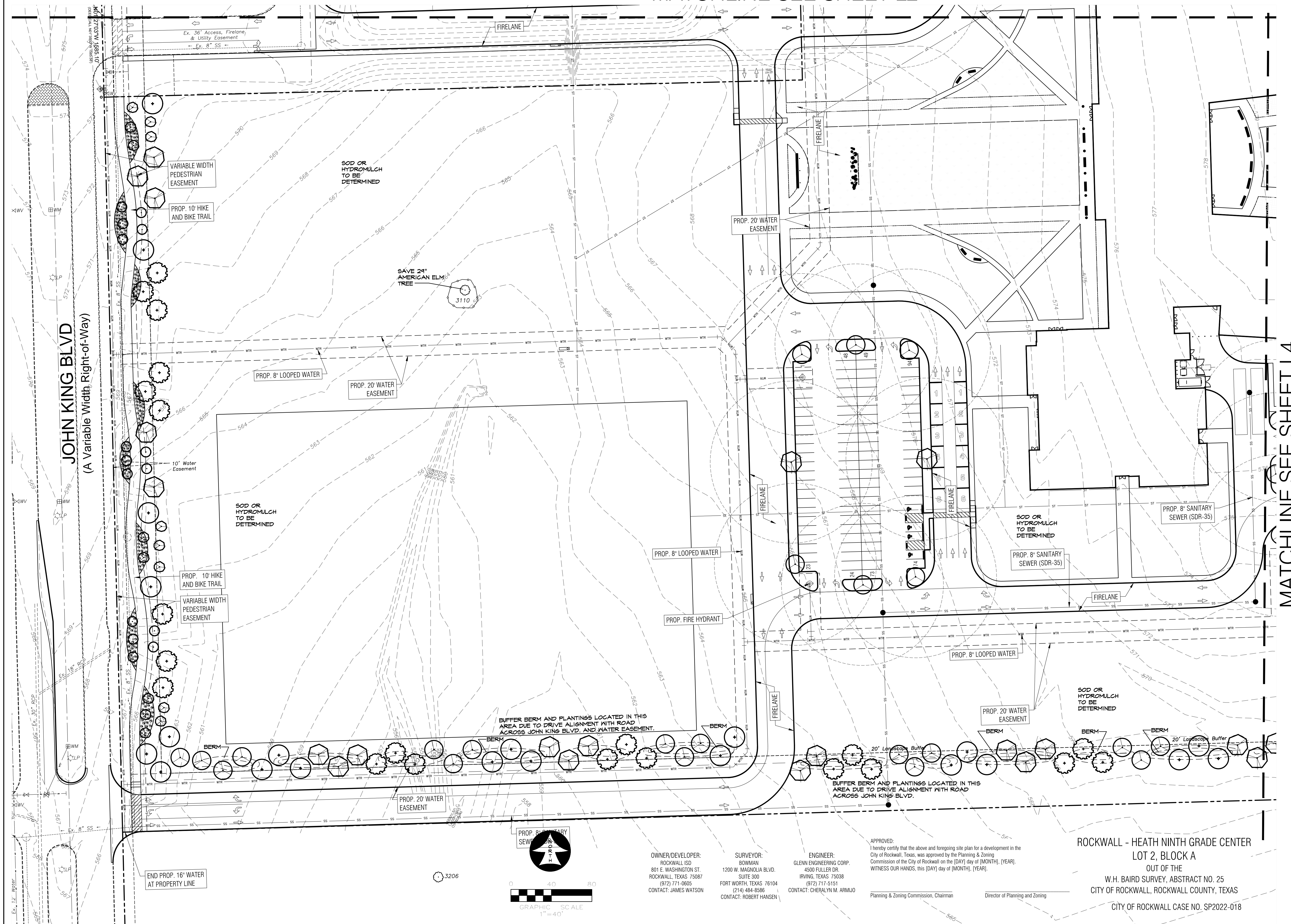
**ROCKWALL-HEATH
NINTH GRADE CENTER**

S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN
AREA B

JOB 21572.0000
DATE 06/07/22
SHEET

L 3



JOHN KING BLVD
(A Variable Width Right-of-Way)

MATCHLINE SEE SHEET L4

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

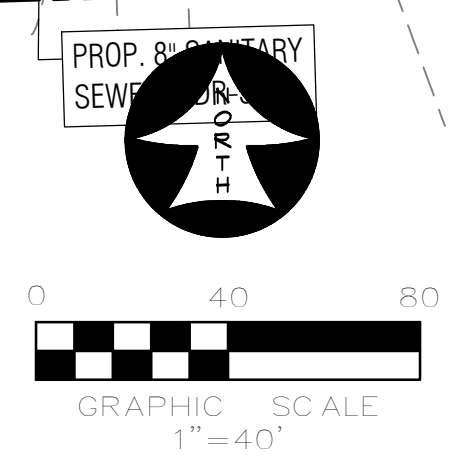
SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

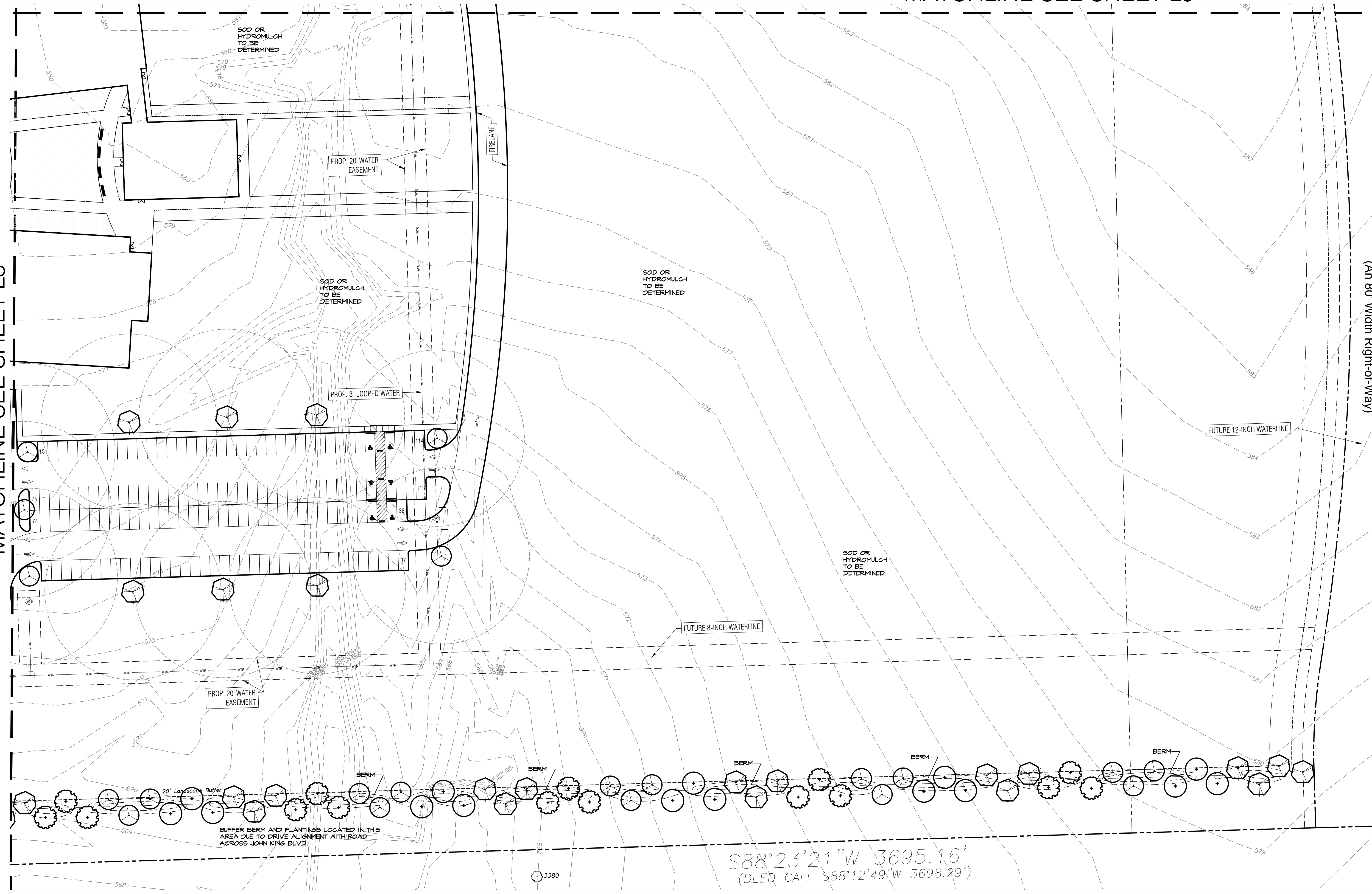
Planning & Zoning Commission, Chairman
Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
CITY OF ROCKWALL CASE NO. SP2022-018



MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3



CORGAN
 401 N. Houston St
 Dallas, TX 75202
 T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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REVISIONS	

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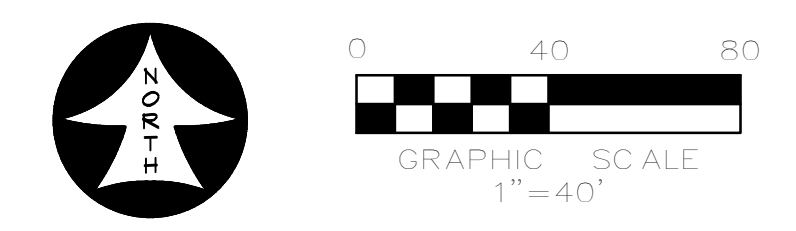
RAMSEY LANDSCAPE ARCHITECTS, LLC
 11914 WISHING WELL CT.
 FRISCO, TEXAS 75035
 PHONE (972) 335-0889
 FAX (469) 382-5433
 EMAIL: MIKE.RLA@ATT.NET

ROCKWALL-HEATH NINTH GRADE CENTER
 S. JOHN KING BOULEVARD
 ROCKWALL ISD

LANDSCAPE PLAN
 AREA C

JOB 21572.0000
DATE 06/07/22
SHEET

L 4



OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMUO

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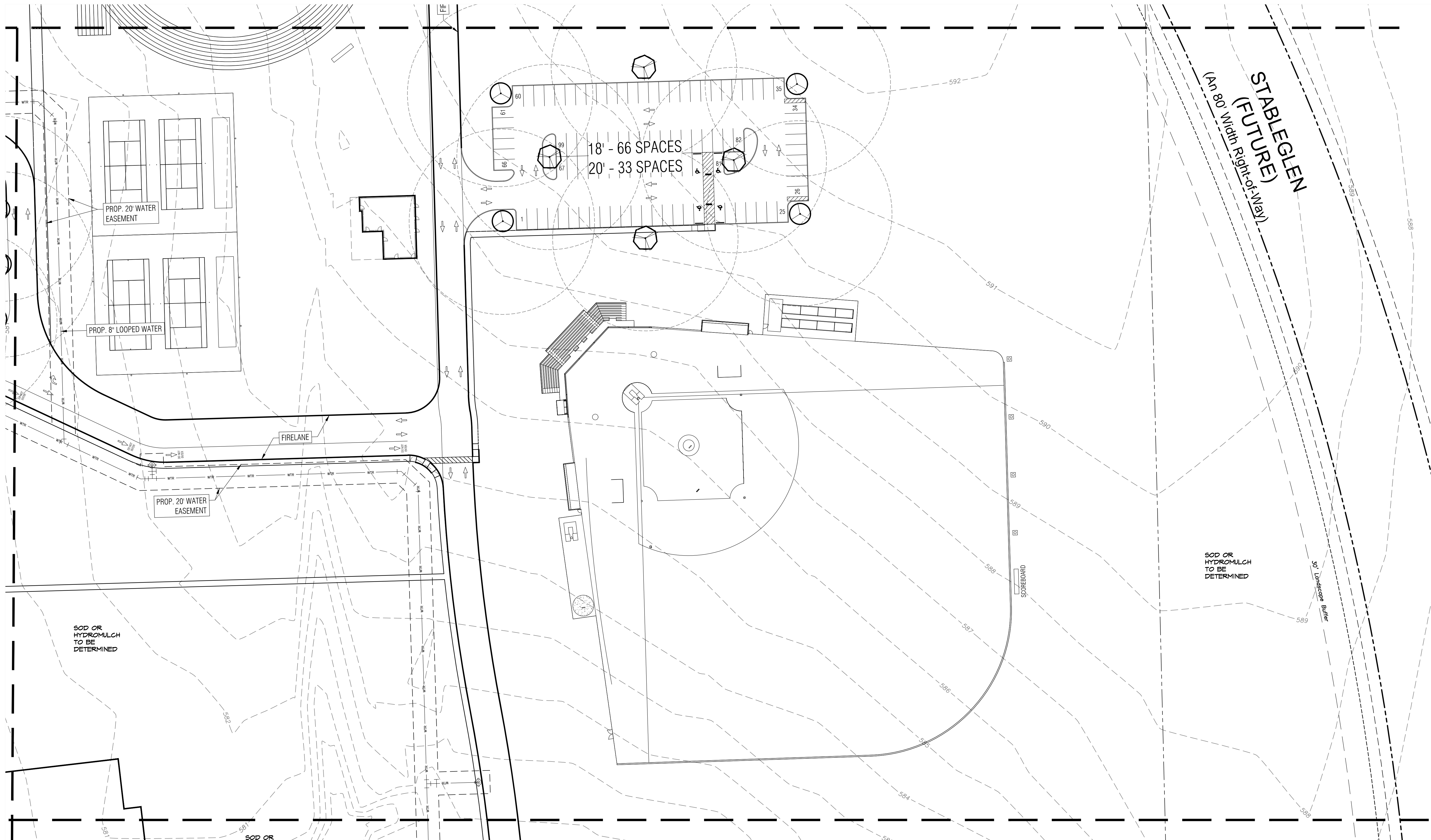
Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L2



MATCHLINE SEE SHEET L4

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
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ROCKWALL-HEATH NINTH GRADE CENTER

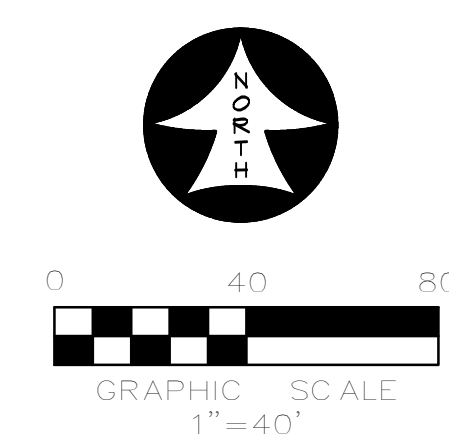
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE PLAN
AREA D

JOB 21572.0000
DATE 06/07/22
SHEET L 5

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

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Planning & Zoning Commission, Chairman
Director of Planning and Zoning

OWNER/DEVELOPER: ROCKWALL ISD 801 E. WASHINGTON ST. ROCKWALL, TEXAS 75087 (972) 771-0605 CONTACT: JAMES WATSON	SURVEYOR: BOWMAN 1200 W. MAGNOLIA BLVD. SUITE 300 FORT WORTH, TEXAS 76104 (214) 484-8586 CONTACT: ROBERT HANSEN	ENGINEER: GLENN ENGINEERING CORP. 4500 FULLER DR. IRVING, TEXAS 75038 (972) 717-5151 CONTACT: CHERALYN M. ARMUJO
--	--	--

CITY OF ROCKWALL CASE NO. SP2022-018

ISSUES

1	06/07/22	PERMIT REVIEW
2		
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REVISIONS

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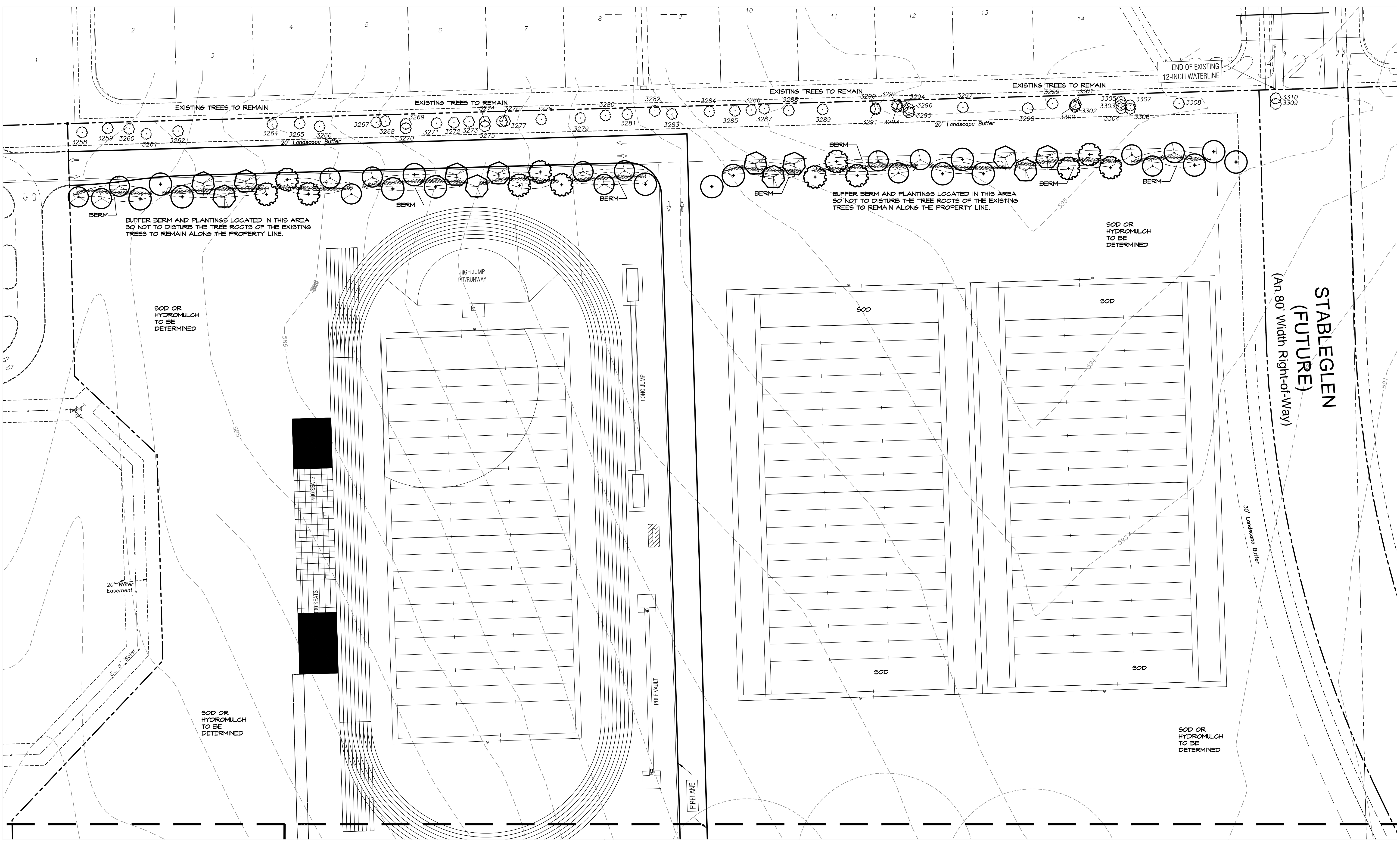
**ROCKWALL-HEATH
NINTH GRADE CENTER**

S. JOHN KING BOULEVARD
ROCKWALL ISD

**LANDSCAPE PLAN
AREA E**

JOB 21572.0000
DATE 06/07/22
SHEET

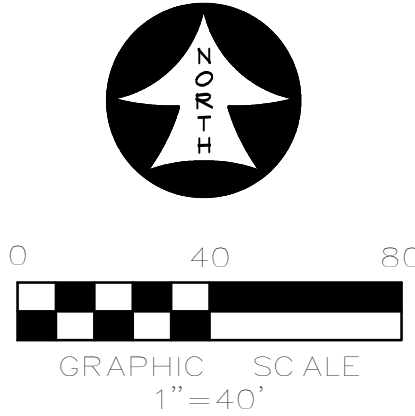
L 6



MATCHLINE SEE SHEET L2

MATCHLINE SEE SHEET L5

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
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W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS



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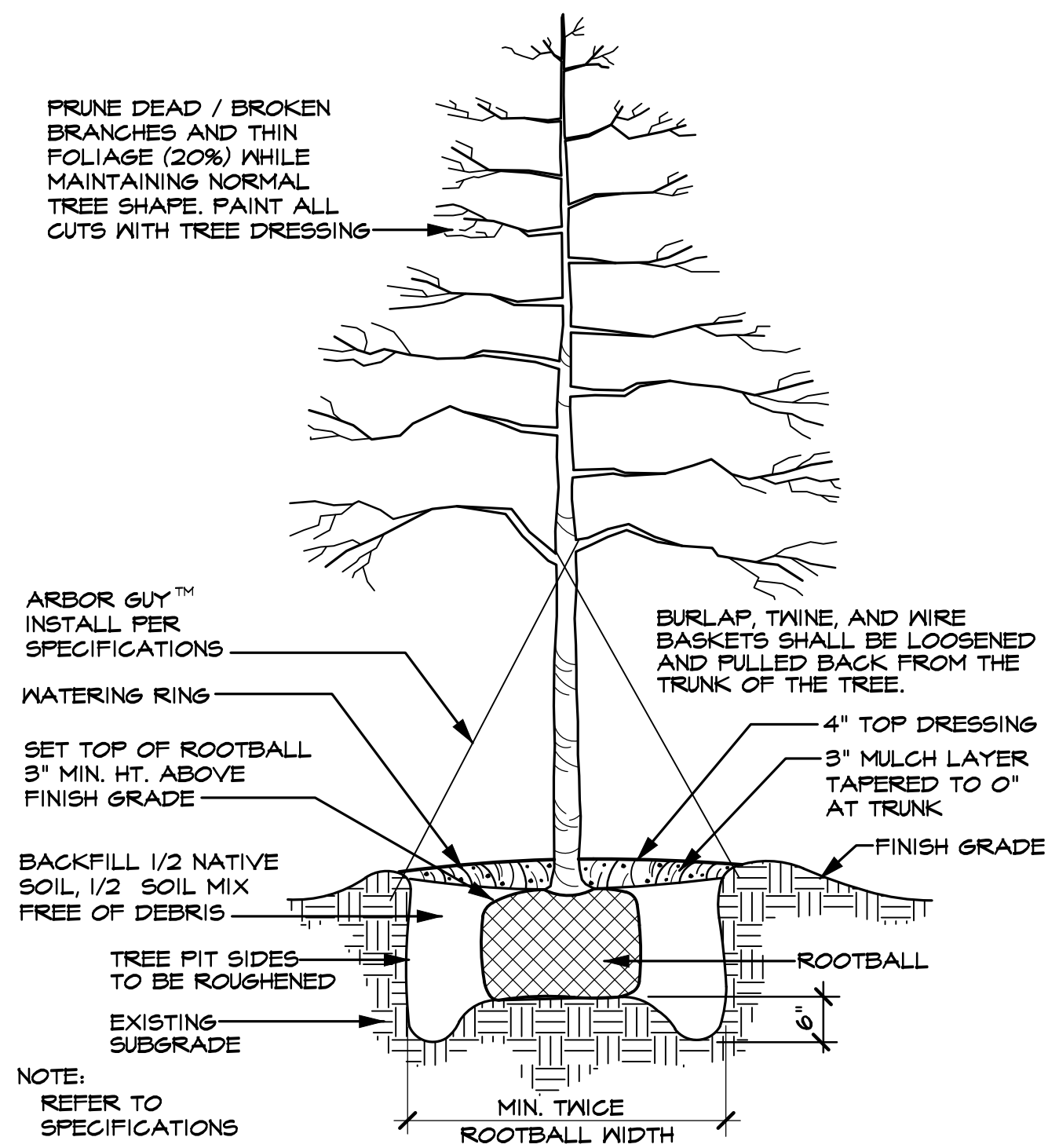
Planning & Zoning Commission, Chairman
Director of Planning and Zoning

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ROCKWALL, TEXAS 75087
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CONTACT: JAMES WATSON

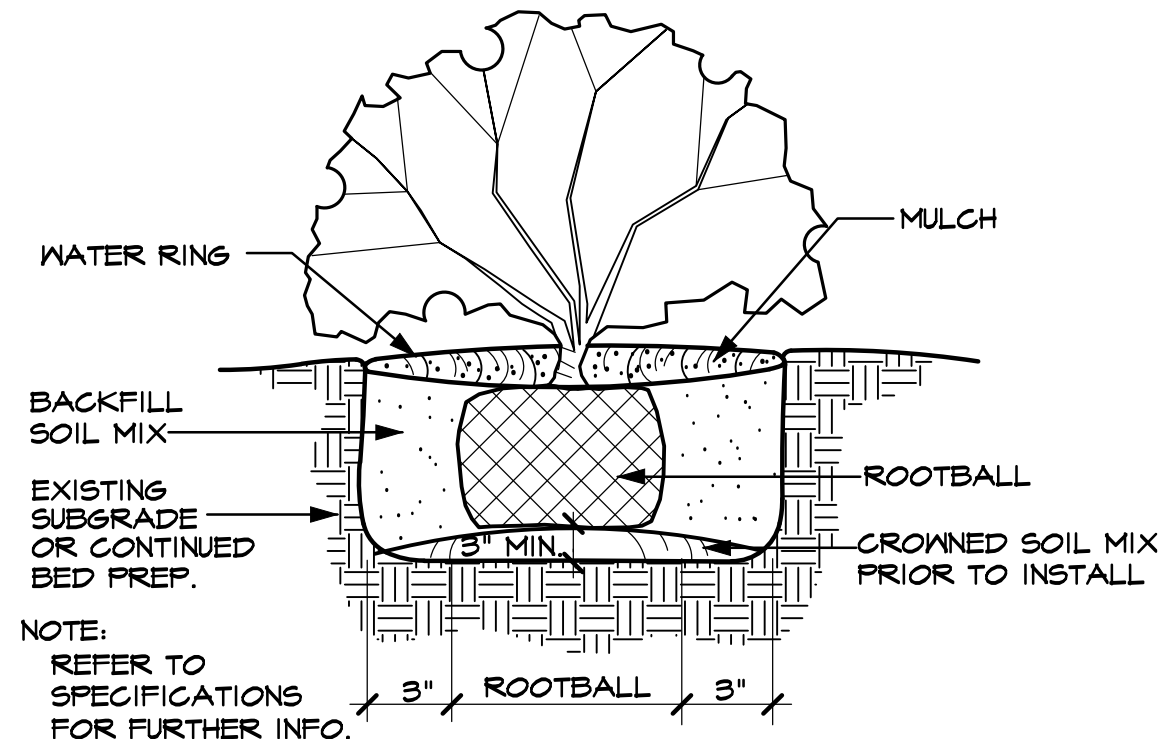
SURVEYOR:
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1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

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4500 FULLER DR.
IRVING, TEXAS 75038
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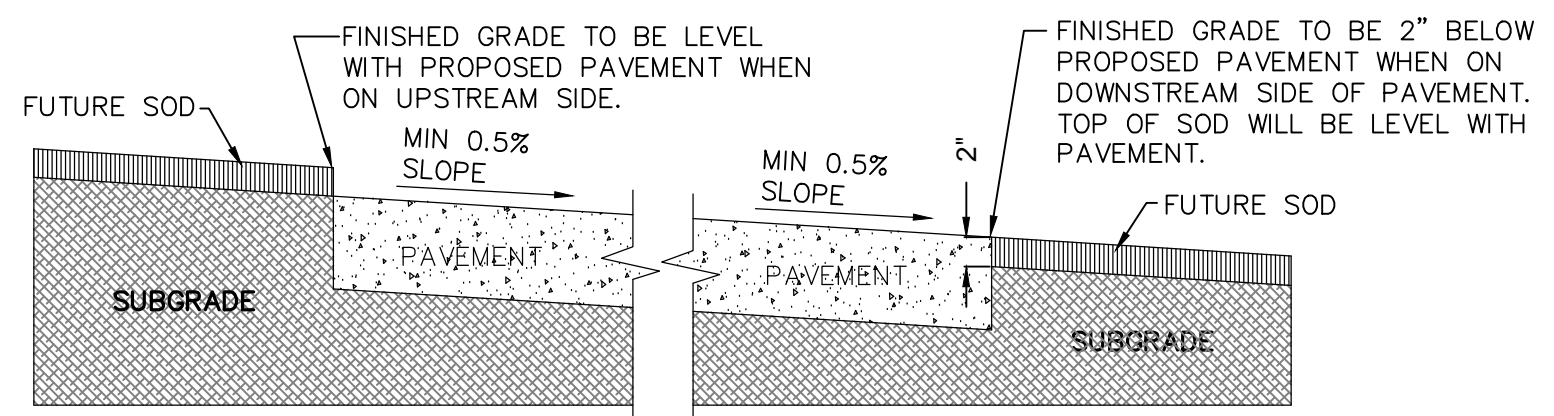
CITY OF ROCKWALL CASE NO. SP2022-018



TREE PLANTING DETAIL (TYPICAL)
SCALE: N.T.S.



SHRUB PLANTING DETAIL (TYPICAL)
SCALE: N.T.S.



GRADING DETAIL FOR PAVEMENT WITHOUT CURB
SCALE: N.T.S.

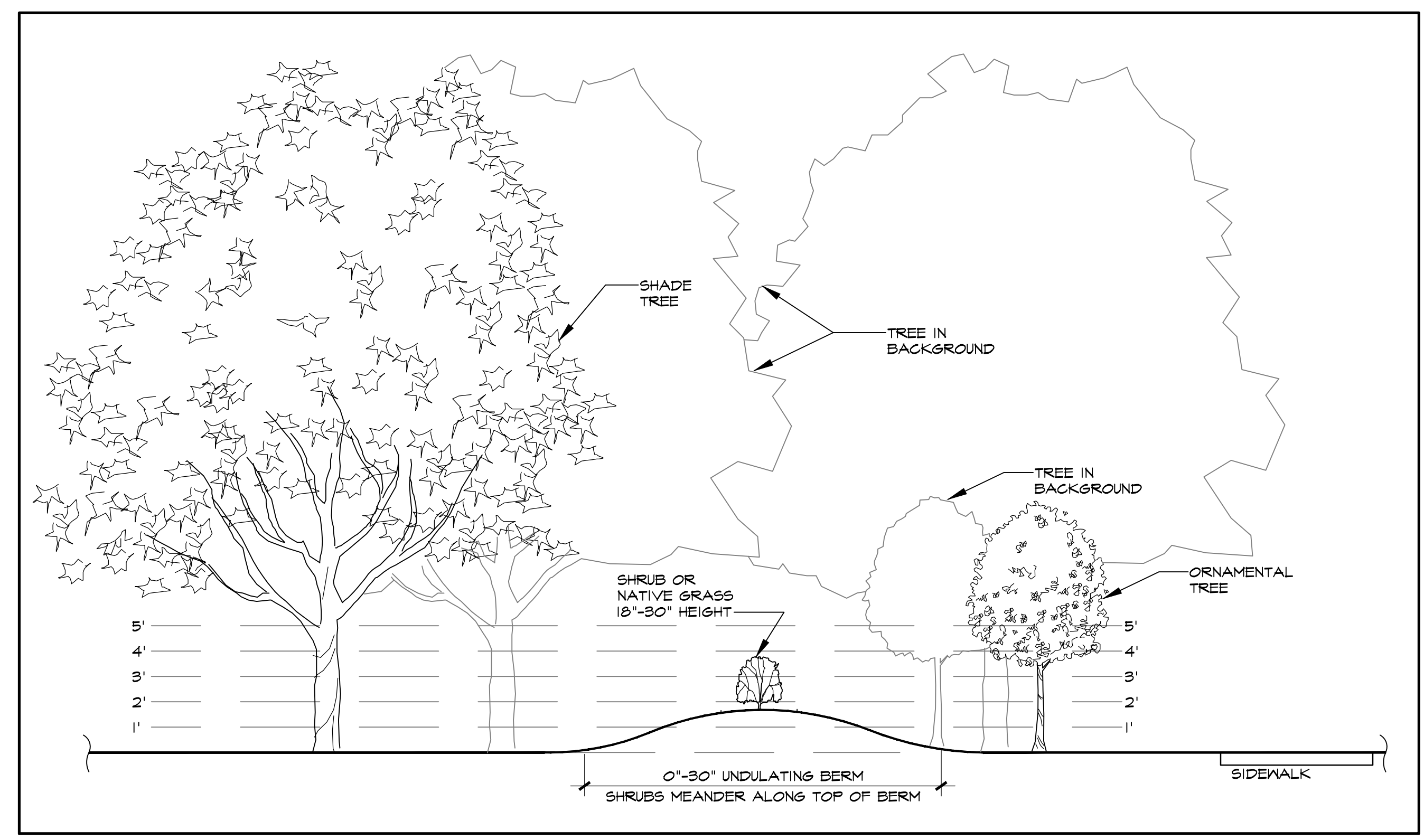
TREES					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE & CONDITION
51		LIVE OAK	Live Oak	<i>Quercus virginiana</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
48		RED OAK	Shumard Red Oak	<i>Quercus shumardii</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
65		LACEBARK	Lacebark Elm	<i>Ulmus parvifolia</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
72		PISTACHIO	Chinese Pistachio	<i>Pistacia chinensis</i>	4" caliper, 12'-14' Ht./ 5'-6' spread, B&B straight trunk full rounded canopy
15		T. YAUPON	Yaupon Holly	<i>Ilex vomitoria</i>	3/4" caliper per trunk, 5 trunk min., 6' Ht./4' spread, container, female - heavy berried tree form, limbed to 3'
15		RED BUD	Oklahoma Red Bud	<i>Cercis canadensis 'oklahoma'</i>	5'-6" ht, 3'-4" spread, container

SHRUBS					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE AND CONDITION
293		P. MUHLY	Pink Muhly Grass	<i>Muhlenbergia capillaris</i>	5 gallon, 18" Ht./18" full
242		D. MAIDEN	Dwarf Maiden Grass	<i>Miscanthus sinensis 'Adagio'</i>	5 gallon, 18" Ht./18" full

GROUND COVER					
QUANTITY	SYMBOL	CALLOUT	COMMON NAME	SCIENTIFIC NAME	SIZE AND CONDITION
AS SHOWN		SOD	Common Bermuda Grass	<i>Cynodon dactylon</i>	Sod refer to specifications
AS SHOWN		HYDRO	Common Bermuda Grass	<i>Cynodon dactylon</i>	Hydro mulch refer to specifications

LANDSCAPE CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES

LANDSCAPE TABULATIONS	
NORTH RESIDENTIAL BUFFER	
20' BUFFER, BERM, 3 TIER SCREENING, 1-SMALL/MID SHRUBS, 2-L6 SHRUBS OR ACCENT TREES, 3-CANOPY MIN. 20' CENTERS, BERM+SHRUB MIN. 48' TOTAL.	
NORTH RESIDENTIAL BUFFER REQUIRED	30' BUFFER
NORTH BUFFER PROVIDED	30' BUFFER
BUFFER TREES REQUIRED (1,073 LF / 20' =)	54 TREES
NORTH BUFFER PROVIDED	54 TREES
SHRUBS PROVIDED	293 SHRUBS
ACCENT TREES PROVIDED (EXIST. HACKBERRY TREES)	40 EX. TREES
SOUTH RESIDENTIAL BUFFER	
20' BUFFER, BERM, CANOPY MIN. 20' CENTERS	
NORTH RESIDENTIAL BUFFER REQUIRED	20' BUFFER
NORTH BUFFER PROVIDED	20' BUFFER
BUFFER TREES REQUIRED (2,312 LF / 20' =)	116 TREES
NORTH BUFFER PROVIDED	116 TREES
JOHN KING STREET BUFFER LANDSCAPING	
JOHN KING - 50' BUFFER, 30" SHRUBBERY, 3 CANOPY/4 ACCENT TREES PER 100LF.	
JOHN KING STREET BUFFER REQUIRED	50' BUFFER
BUFFER PROVIDED	50' BUFFER
JOHN KING BUFFER TREES REQUIRED (126 LF/100 LF =)	73 UNITS
BUFFER TREES REQ. (CAN. 3x7.3=22, ACC. 4x7.3=29	22 CANOPY/29 ACCENT
BUFFER TREES PROVIDED	22 CANOPY/29 ACCENT
PARKING LOT LANDSCAPING	
LOT WITH 2 ROWS HAVE GREATER OF 5% OR 200 SF LANDSCAPE, IF LOT OVER 20,000 SF 1 L6 TREE PER 10 SPACES INTERIOR TO LOT, MAX 80 LF FROM TREE TO SPACE.	
PARKING SPACES	544 SPACES
PARKING LANDSCAPE REQUIRED (50,130 SF X 5% =)	2,507 SF
PARKING LANDSCAPE PROVIDED	12,050 SF
AMOUNT OF LANDSCAPING	
% LANDSCAPE BY ZONING, COMMERCIAL 15%, 50% LOCATED FRONT AND SIDE, DETENTION LANDSCAPED GRASSES, SHRUBS, TREES IN NATURAL MANNER, 1 TREE PER 750 SF OF DRY LAND AREA.	
SITE AREA	3,464,960 SF
SITE LANDSCAPE REQUIRED 3,464,960 SF X 15% =)	519,744 SF
SITE LANDSCAPE PROVIDED	1,927,482 SF
% LANDSCAPE PROVIDED FRONT/SIDE (89%)	463,430 SF
SITE IMPERVIOUS AREA	1,426,672 SF
ALL REQUIRED LANDSCAPE AREAS TO RECEIVE AUTOMATIC UNDERGROUND IRRIGATION WITH RAIN AND FREEZE PROTECTION TO MEET REQUIREMENTS OF UDC.	



LANDSCAPE BUFFER SECTION
SCALE: 1/4" = 1'-0"

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

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(972) 771-0605
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
1	06/07/22 PERMIT REVIEW
2	
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THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

ROCKWALL-HEATH NINTH GRADE CENTER
S. JOHN KING BOULEVARD
ROCKWALL ISD

LANDSCAPE DETAILS

JOB 21572.0000
DATE 06/07/22
SHEET **L 8**

N89°00'23"E
34.15'
(DEED CALL
N89°49'51"E
36.45')

3926.93'

PART OF 58
N.L. L.
VOL. 38

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
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REVISIONS	

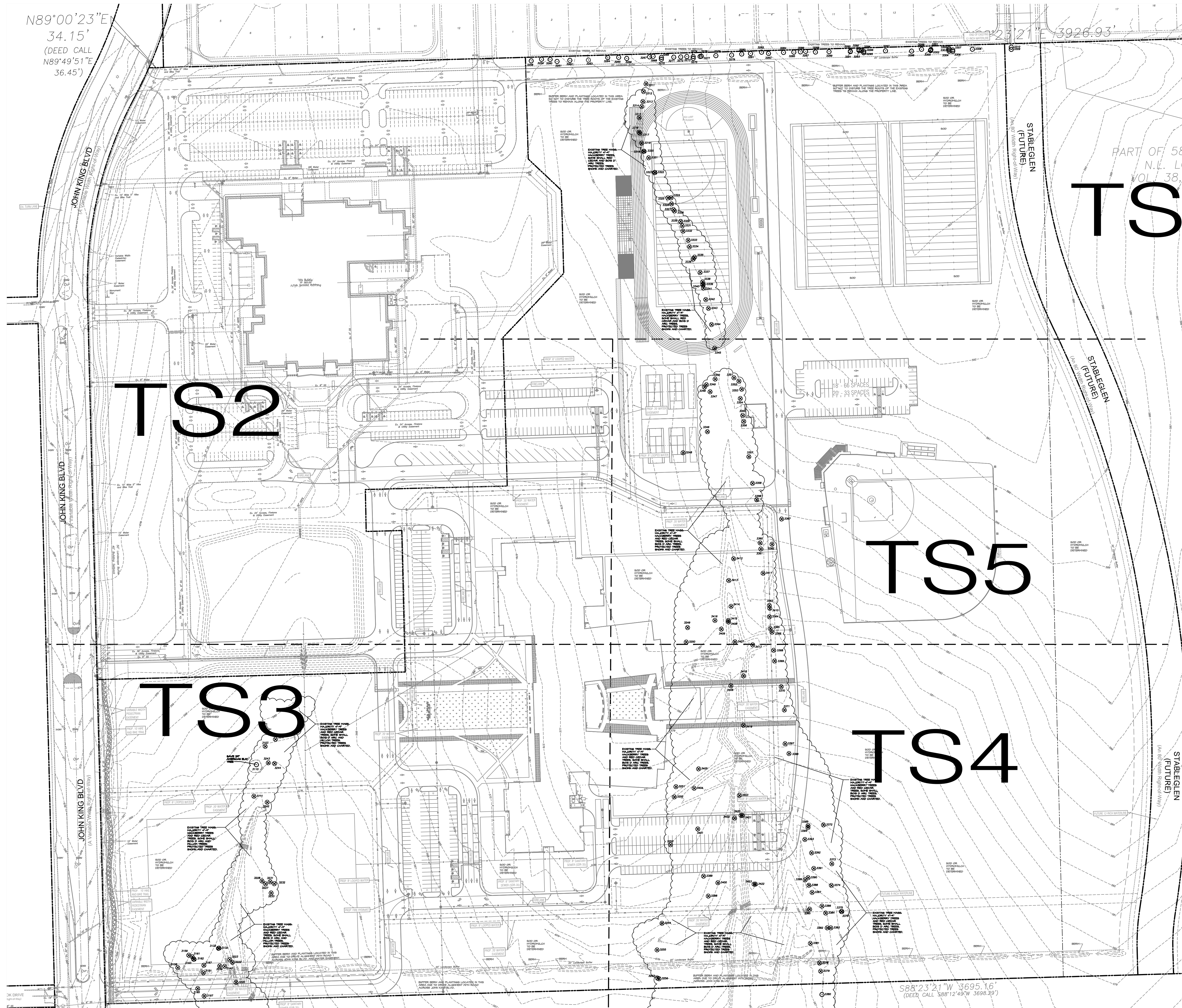
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**OVERALL
TREESCAPE
PLAN**

JOB 21572.0000
DATE 06/07/22
SHEET TS 1

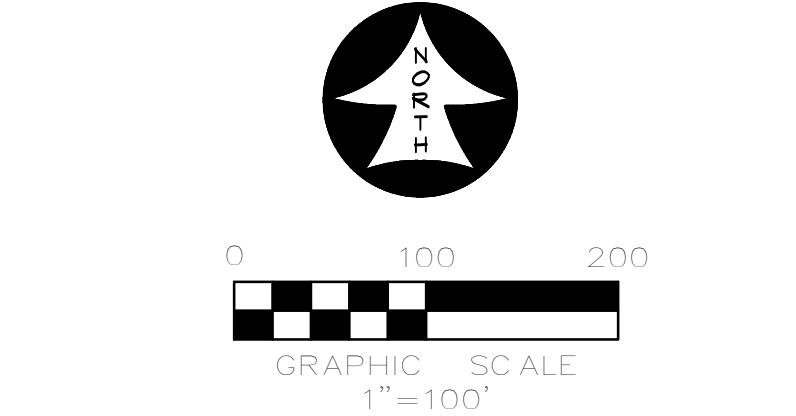


EXISTING TREE LEGEND

	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED

SITE DATA SUMMARY

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (2022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	
PROPOSED FIRST FLOOR	150,170 S.F.
PROPOSED SECOND FLOOR	41,019 S.F.
TOTAL BUILDING AREA	191,189 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
FLOOR AREA RATIO	150,170 S.F. / 3,464,762 S.F. = 4.33%
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
9.0x18.0'	304 SPACES
9.0x20.0'	208 SPACES
15.0x30.0'	19 SPACES
TOTAL PARKING PROVIDED	532 SPACES



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Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
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CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

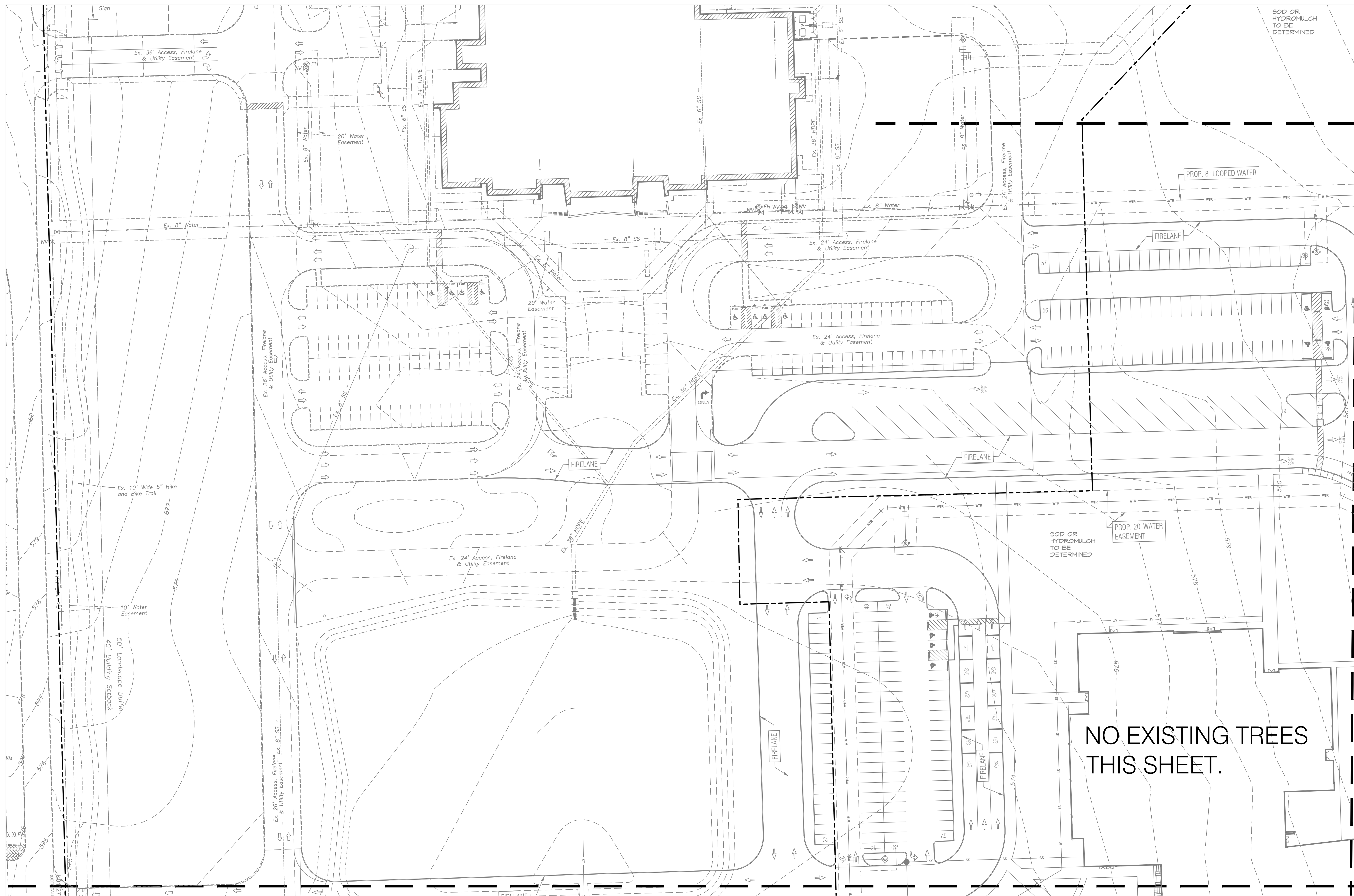
OWNER/DEVELOPER:
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ENGINEER:
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4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMILO

CITY OF ROCKWALL CASE NO. SP2022-018

S88°23'21"W 3695.16'
(DEED CALL S88°12'49"W 3698.29')



MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3

NO EXISTING TREES
THIS SHEET.

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES	
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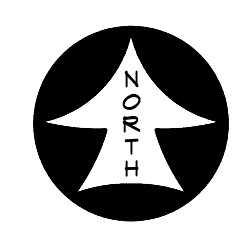
ROCKWALL-HEATH NINTH GRADE CENTER

S. JOHN KING BOULEVARD
ROCKWALL ISD

TREESCAPE
PLAN AREA A

JOB 21572.0000
DATE 06/07/22
SHEET

TS 2



OWNER/DEVELOPER:
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801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

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SUITE 300
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Planning & Zoning Commission, Chairman

Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
CITY OF ROCKWALL CASE NO. SP2022-018

MATCHLINE SEE SHEET L2

CORGAN

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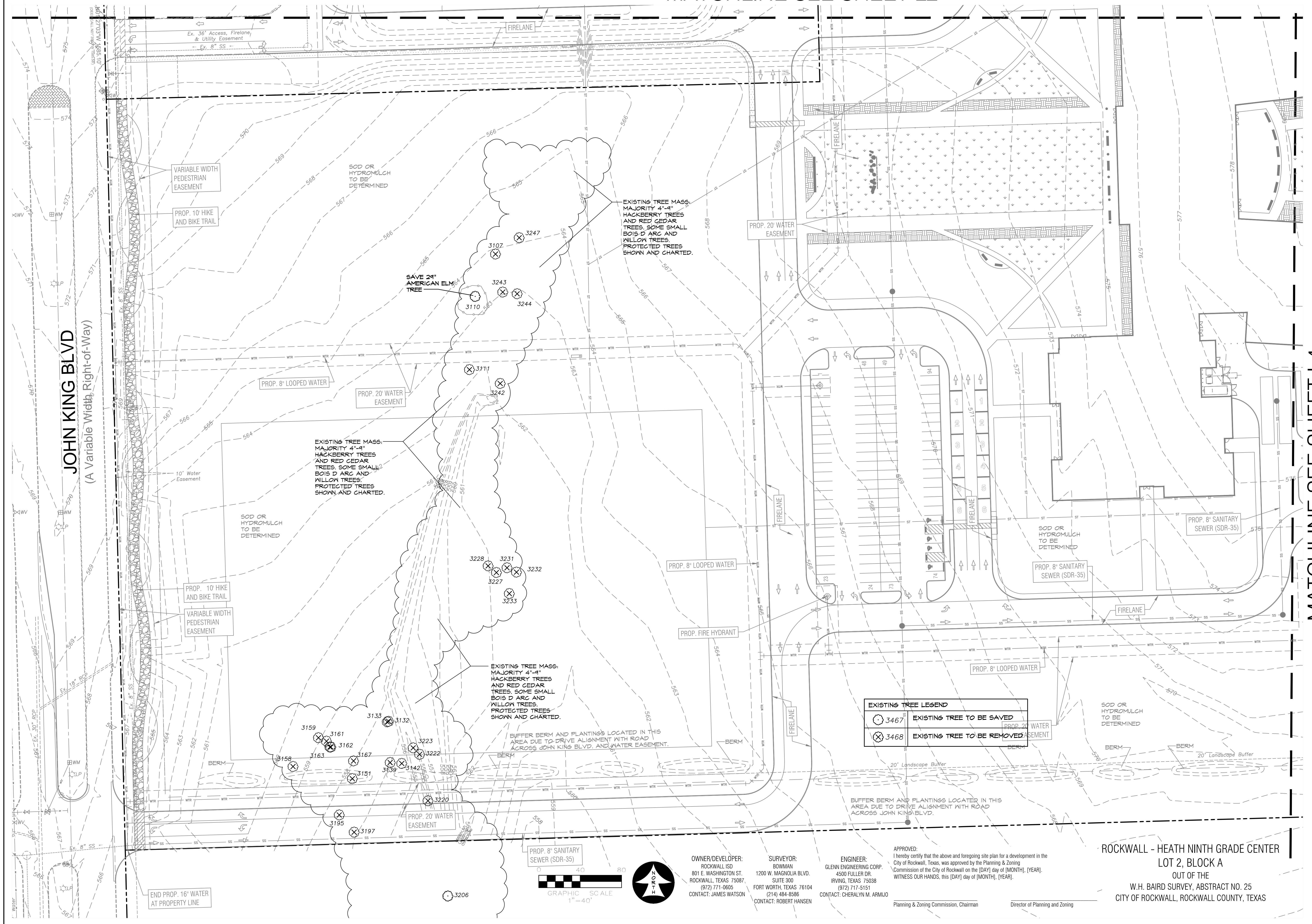
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

TREESCAPE
PLAN AREA B

JOB 21572.0000
DATE 06/07/22
SHEET TS 3

CITY OF ROCKWALL CASE NO. SP2022-018

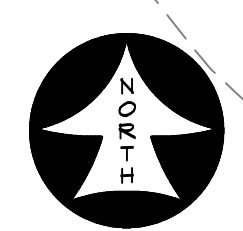
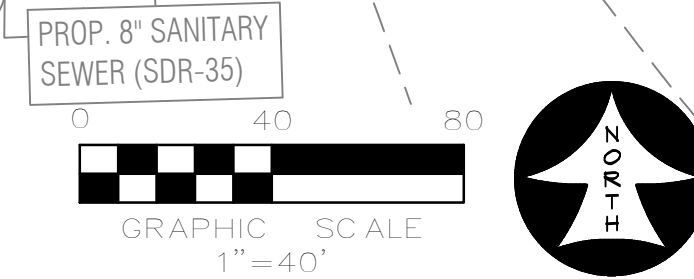


JOHN KING BLVD
(A Variable Width Right-of-Way)

MATCHLINE SEE SHEET L4

EXISTING TREE LEGEND

	3467	EXISTING TREE TO BE SAVED
	3468	EXISTING TREE TO BE REMOVED



OWNER/DEVELOPER:
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ROCKWALL, TEXAS 75087
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SURVEYOR:
BONNMAN
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SUITE 300
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Planning and Zoning Commission, Chairman

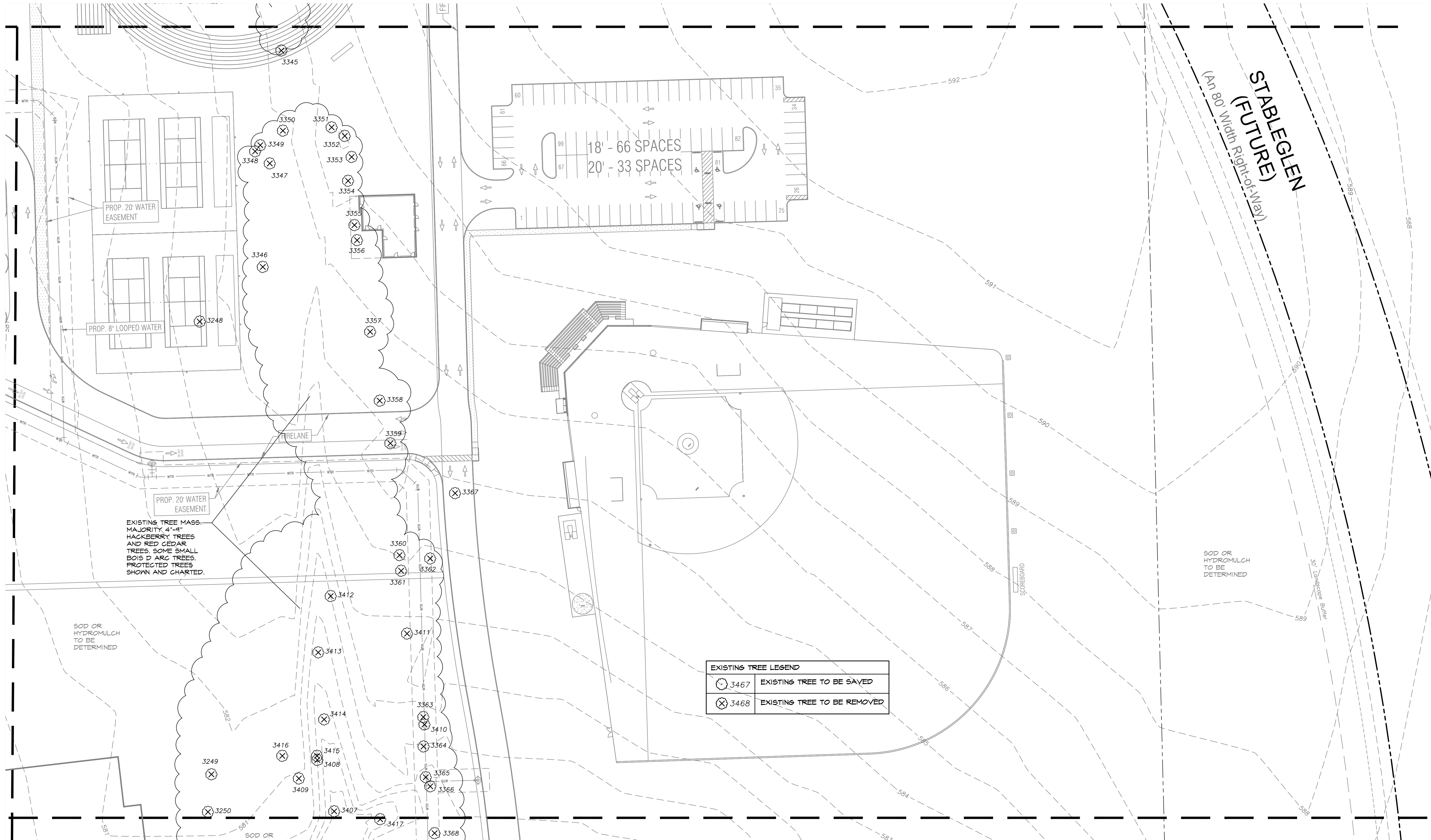
Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

END PROP. 16" WATER AT PROPERTY LINE

MATCHLINE SEE SHEET L6

MATCHLINE SEE SHEET L2



EXISTING TREE LEGEND	
	3467 EXISTING TREE TO BE SAVED
	3468 EXISTING TREE TO BE REMOVED

MATCHLINE SEE SHEET L4

CORGAN

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ISSUES

1	06/07/22	PERMIT REVIEW
2		
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

**TREESCAPE
PLAN AREA E**

JOB 21572.0000
DATE 06/07/22
SHEET

TS 5

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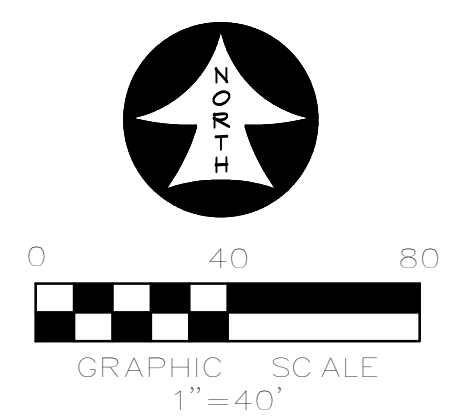
Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
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W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS
CITY OF ROCKWALL CASE NO. SP2022-018

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ISSUES

1	06/07/22	PERMIT REVIEW
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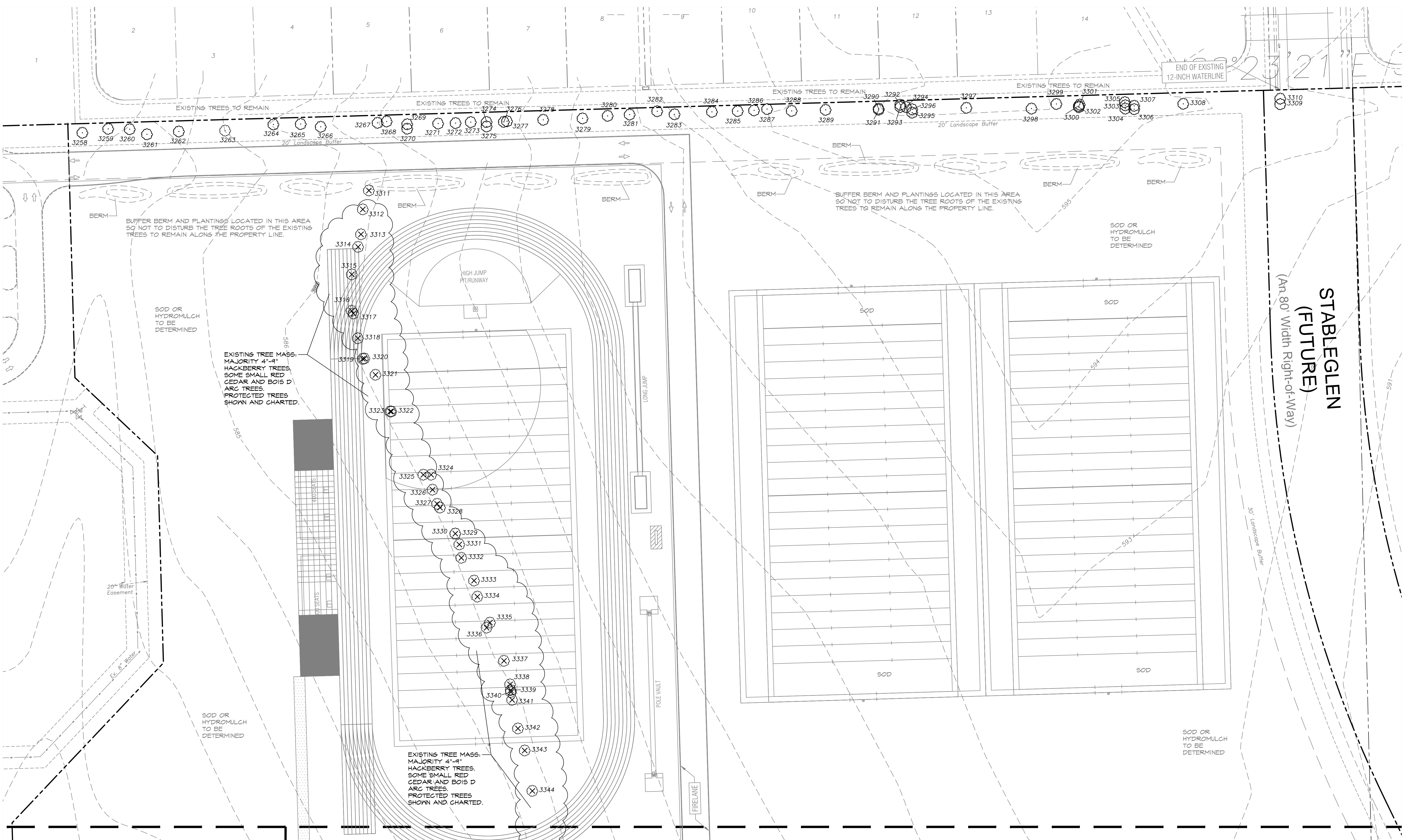
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**ROCKWALL-HEATH
NINTH GRADE CENTER**
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ROCKWALL ISD

TREESCAPE
PLAN AREA E

JOB 21572.0000
DATE 06/07/22
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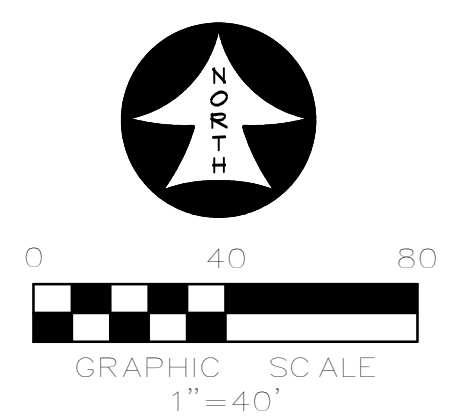
TS 6



MATCHLINE SEE SHEET L2

MATCHLINE SEE SHEET L5

EXISTING TREE LEGEND	
	EXISTING TREE TO BE SAVED
	EXISTING TREE TO BE REMOVED



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Planning & Zoning Commission, Chairman
Director of Planning and Zoning

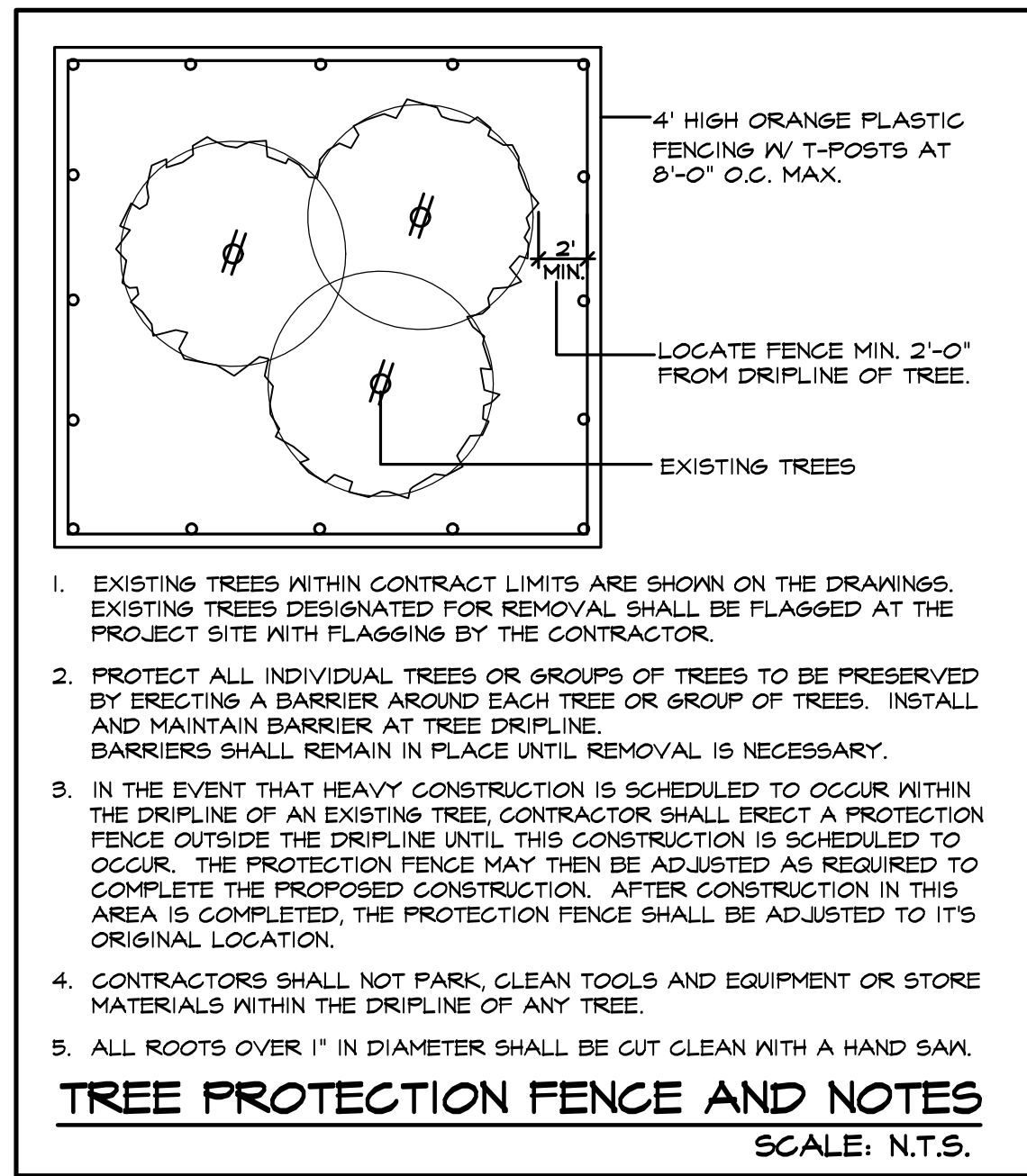
ROCKWALL - HEATH NINTH GRADE CENTER
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CITY OF ROCKWALL CASE NO. SP2022-018



TREE #	TREE TYPE/COND.	DEMO/SAVE	MITIGATE	CREDIT
3107	TREE 19" HACKBERRY	REMOVE	9.5	
3110	TREE 29" AMERICAN ELM MT	SAVE	0	29
3111	TREE 17" HACKBERRY	REMOVE	8.5	
3132	TREE 12" HACKBERRY	REMOVE	6	
3133	TREE 20" HACKBERRY	REMOVE	10	
3139	TREE 13" HACKBERRY	REMOVE	6.5	
3142	TREE 15" HACKBERRY	REMOVE	7.5	
3151	TREE 13" HACKBERRY	REMOVE	6.5	
3158	TREE 25" HACKBERRY	REMOVE	12.5	
3159	TREE 19" HACKBERRY	REMOVE	9.5	
3161	TREE 12" HACKBERRY	REMOVE	6	
3162	TREE 17" HACKBERRY	REMOVE	8.5	
3163	TREE 13" HACKBERRY	REMOVE	6.5	
3167	TREE 14" HACKBERRY	REMOVE	7	
3195	TREE 13" HACKBERRY	REMOVE	6.5	
3197	TREE 15" HACK. Heartrot & Split	REMOVE	0	SICK/EXEMPT
3206	TREE 15" AM ELM	SAVE	0	OFF-SITE
3220	TREE 11" HACKBERRY	REMOVE	5.5	
3222	TREE 12" RED CEDAR	REMOVE	6	
3223	TREE 15" BOIS D ARC	REMOVE	0	
3227	TREE 13" HACKBERRY	REMOVE	6.5	
3228	TREE 12" HACKBERRY	REMOVE	6	
3231	TREE 13" HACKBERRY	REMOVE	6.5	
3232	TREE 14" HACKBERRY	REMOVE	7	
3233	TREE 12" HACKBERRY	REMOVE	6	
3242	TREE 18" HACKBERRY	REMOVE	9	
3243	TREE 12" HACKBERRY	REMOVE	6	
3244	TREE 18" HACKBERRY	REMOVE	9	
3247	TREE 21" HACK. Heartrot & Split	REMOVE	0	SICK/EXEMPT
3248	TREE 12" RED CEDAR	REMOVE	6	
3249	TREE 15" RED CEDAR	REMOVE	7.5	
3250	TREE 15" RED CEDAR	REMOVE	7.5	
3251	TREE 11" RED CEDAR	REMOVE	5.5	
3252	TREE 18" HACKBERRY	REMOVE	9	
3253	TREE 12" RED CEDAR	REMOVE	6	
3254	TREE 13" RED CEDAR	REMOVE	6.5	
3255	TREE 11" RED CEDAR	REMOVE	5.5	
3256	TREE 13" RED CEDAR	REMOVE	6.5	
3257	TREE 15" RED CEDAR	REMOVE	7.5	
3258	TREE 13" HACKBERRY	SAVE	0	
3259	TREE 13" HACKBERRY	SAVE	0	
3260	TREE 16" HACKBERRY	SAVE	0	
3261	TREE 11" HACKBERRY	SAVE	0	
3262	TREE 17" HACKBERRY	SAVE	0	
3263	TREE 22" HACKBERRY HEARTROT	REMOVE	0	SICK/EXEMPT
3264	TREE 19" HACKBERRY	SAVE	0	
3265	TREE 14" HACKBERRY	SAVE	0	
3266	TREE 15" HACKBERRY	SAVE	0	
3267	TREE 13" HACKBERRY	SAVE	0	
3268	TREE 15" HACKBERRY	SAVE	0	
3269	TREE 12" HACKBERRY	SAVE	0	
3270	TREE 17" HACKBERRY	SAVE	0	
3271	TREE 20" HACKBERRY	SAVE	0	
3272	TREE 14" HACKBERRY	SAVE	0	
3273	TREE 18" HACKBERRY	SAVE	0	
3274	TREE 14" HACKBERRY	SAVE	0	
3275	TREE 15" HACKBERRY	SAVE	0	
3276	TREE 18" HACKBERRY	SAVE	0	
3277	TREE 18" HACKBERRY	SAVE	0	
3278	TREE 23" HACKBERRY	SAVE	0	
3279	TREE 11" HACKBERRY	SAVE	0	
3280	TREE 14" HACKBERRY	SAVE	0	OFF-SITE
3281	TREE 13" HACKBERRY	SAVE	0	
3282	TREE 13" HACKBERRY	SAVE	0	
3283	TREE 25" HACKBERRY	SAVE	0	
3284	TREE 15" HACKBERRY	SAVE	0	
3285	TREE 13" HACKBERRY	SAVE	0	
3286	TREE 20" HACKBERRY HEARTROT	REMOVE	0	SICK/EXEMPT
3287	TREE 13" HACKBERRY	SAVE	0	
3288	TREE 15" HACKBERRY	SAVE	0	
3289	TREE 12" HACKBERRY	SAVE	0	
3290	TREE 18" HACKBERRY	SAVE	0	
3291	TREE 18" HACKBERRY	SAVE	0	
3292	TREE 14" HACKBERRY	SAVE	0	
3293	TREE 11" HACKBERRY	SAVE	0	
3294	TREE 11" HACKBERRY	SAVE	0	
3295	TREE 15" HACKBERRY	SAVE	0	
3296	TREE 18" HACKBERRY MT	SAVE	0	
3297	TREE 25" HACKBERRY	SAVE	0	
3298	TREE 15" HACKBERRY MT	SAVE	0	
3299	TREE 12" HACKBERRY	SAVE	0	
3300	TREE 12" HACKBERRY	SAVE	0	
3301	TREE 12" HACKBERRY	SAVE	0	
3302	TREE 12" HACKBERRY	SAVE	0	
3303	TREE 11" HACKBERRY	SAVE	0	
3304	TREE 13" HACKBERRY	SAVE	0	
3305	TREE 11" HACKBERRY	SAVE	0	
3306	TREE 11" HACKBERRY	SAVE	0	
3307	TREE 18" HACKBERRY	SAVE	0	
3308	TREE 15" HACKBERRY	SAVE	0	
3309	TREE 11" HACKBERRY	SAVE	0	
3310	TREE 11" HACKBERRY	SAVE	0	
3311	TREE 11" HACKBERRY	REMOVE	5.5	
3312	TREE 17" HACKBERRY MT	REMOVE	8.5	
3313	TREE 20" HACKBERRY MT	REMOVE	10	
3314	TREE 20" HACKBERRY MT	REMOVE	10	
3315	TREE 24" HACKBERRY	REMOVE	12	
3316	TREE 12" HACKBERRY	REMOVE	6	
3317	TREE 15" HACKBERRY	REMOVE	7.5	
3318	TREE 21" HACKBERRY MT	REMOVE	10.5	
3319	TREE 16" HACKBERRY	REMOVE	8	
3320	TREE 21" HACKBERRY	REMOVE	10.5	

3321	TREE 12" HACKBERRY	REMOVE	6	
3322	TREE 20" HACKBERRY MT	REMOVE	10	
3323	TREE 11" HACKBERRY MT	REMOVE	5.5	
3324	TREE 16" HACKBERRY MT	REMOVE	8	
3325	TREE 16" HACKBERRY MT	REMOVE	8	
3326	TREE 21" HACKBERRY MT	REMOVE	10.5	
3327	TREE 21" HACKBERRY MT	REMOVE	10.5	
3328	TREE 20" HACKBERRY MT	REMOVE	10	
3329	TREE 16" HACKBERRY	REMOVE	8	
3330	TREE 11" HACKBERRY	REMOVE	5.5	
3331	TREE 18" HACKBERRY MT	REMOVE	9	
3332	TREE 12" HACKBERRY	REMOVE	6	
3333	TREE 17" HACKBERRY MT	REMOVE	8.5	
3334	TREE 22" HACKBERRY MT	REMOVE	11	
3335	TREE 14" HACKBERRY MT	REMOVE	7	
3336	TREE 11" HACKBERRY	REMOVE	5.5	
3337	TREE 20" HACKBERRY MT	REMOVE	10	
3338	TREE 15" HACKBERRY MT	REMOVE	7.5	
3339	TREE 11" HACKBERRY MT	REMOVE	5.5	
3340	TREE 11" HACKBERRY MT	REMOVE	5.5	
3341	TREE 11" HACKBERRY MT	REMOVE	5.5	
3342	TREE 18" HACKBERRY MT	REMOVE	9	
3343	TREE 12" HACKBERRY	REMOVE	6	
3344	TREE 22" HACKBERRY	REMOVE	11	
3345	TREE 17" HACKBERRY MT	REMOVE	8.5	
3346	TREE 14" RED CEDAR	REMOVE	7	
3347	TREE 12" HACKBERRY	REMOVE	6	
3348	TREE 12" HACKBERRY	REMOVE	6	
3349	TREE 12" HACKBERRY	REMOVE	6	
3350	TREE 14" HACKBERRY	REMOVE	7	
3351	TREE 14" HACKBERRY	REMOVE	7	
3352	TREE 11" HACKBERRY	REMOVE	5.5	
3353	TREE 17" HACKBERRY	REMOVE	8.5	
3354	TREE 11" HACKBERRY MT	REMOVE	5.5	
3355	TREE 12" HACKBERRY	REMOVE	6	
3356	TREE 24" HACKBERRY	REMOVE	12	
3357	TREE 20" HACKBERRY MT	REMOVE	10	
3358	TREE 14" RED CEDAR	REMOVE	7	
3359	TREE 19" HACKBERRY	REMOVE	9.5	
3360	TREE 16" RED CEDAR	REMOVE	8	
3361	TREE 11" HACKBERRY	REMOVE	5.5	
3362	TREE 15" HACKBERRY	REMOVE	7.5	
3363	TREE 14" HACKBERRY	REMOVE	7	
3364	TREE 17" HACKBERRY	REMOVE	8.5	
3365	TREE 16" HACKBERRY	REMOVE	8	
3366	TREE 15" HACKBERRY	REMOVE	7.5	
3367	TREE 13" HACKBERRY	REMOVE	6.5	
3368	TREE 11" RED CEDAR	REMOVE	5.5	
3369	TREE 11" RED CEDAR	REMOVE	5.5	
3370	TREE 16" HACKBERRY	REMOVE	8	
3371	TREE 14" HACKBERRY	REMOVE	7	
3372	TREE 13" RED CEDAR	REMOVE	6.5	
3373	TREE 12" RED CEDAR	REMOVE	6	
3374	TREE 18" RED CEDAR	REMOVE	9	
3375	TREE 12" RED CEDAR	REMOVE	6	
3376	TREE 11" RED CEDAR	REMOVE	5.5	
3377	TREE 12" HACKBERRY	REMOVE	6	
3378	TREE 17" HACKBERRY	REMOVE	8.5	
3379	TREE 18" HACKBERRY MT	REMOVE	9	
3380	TREE 13" HACKBERRY	SAVE	0	OFF-SITE
3381	TREE 11" HACKBERRY	REMOVE	5.5	
3382	TREE 12" RED CEDAR	REMOVE	6	
3383	TREE 11" RED CEDAR	REMOVE	5.5	
3384	TREE 11" HACKBERRY	REMOVE	5.5	
3385	TREE 15" HACKBERRY	REMOVE	7.5	
3386	TREE 12" RED CEDAR	REMOVE	6	
3387	TREE 11" RED CEDAR	REMOVE	5.5	
3388	TREE 15" RED CEDAR	REMOVE	7.5	
3389	TREE 13" RED CEDAR MT	REMOVE	6.5	
3390	TREE 12" RED CEDAR	REMOVE	6	
3391	TREE 14" RED CEDAR	REMOVE	7	
3392	TREE 12" RED CEDAR	REMOVE	6	
3393	TREE 15" RED CEDAR MT	REMOVE	7.5	
3394	TREE 14" RED CEDAR	REMOVE	7	
3395	TREE 14" RED CEDAR	REMOVE	7	
3396	TREE 14" RED CEDAR MT	REMOVE	7	
3397	TREE 11" RED CEDAR	REMOVE	5.5	
3398	TREE 15" RED CEDAR MT	REMOVE	7.5	
3399	TREE 18" RED CEDAR	REMOVE	9	
3400	TREE 11" RED CEDAR MT	REMOVE	5.5	
3401	TREE 12" RED CEDAR	REMOVE	6	
3402	TREE 14" RED CEDAR	REMOVE	7	
3403	TREE 13" OAK MT	REMOVE	13	
3404	TREE 11" RED CEDAR	REMOVE	5.5	
3405	TREE 18" RED CEDAR	REMOVE	9	
3406	TREE 11" RED CEDAR	REMOVE	5.5	
3407	TREE 11" RED CEDAR	REMOVE	5.5	
3408	TREE 14" RED CEDAR MT	REMOVE	7	
3409	TREE 14" RED CEDAR MT	REMOVE	7	
3410	TREE 14" OAK MT	REMOVE	14	
3411	TREE 12" OAK	REMOVE	12	
3412	TREE 12" RED CEDAR MT	REMOVE	6	
3413	TREE 13" RED CEDAR	REMOVE	6.5	
3414	TREE 11" RED CEDAR	REMOVE	5.5	
3415	TREE 15" RED CEDAR MT	REMOVE	7.5	
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3418	TREE 12" RED CEDAR	REMOVE	6	
3419	TREE 15" RED CEDAR	REMOVE	7.5	
3420	TREE 13" RED CEDAR	REMOVE	6.5	
3421	TREE 13" RED CEDAR	REMOVE	6.5	
3422	TREE 14" RED CEDAR	REMOVE	7	
3423	TREE 14" RED CEDAR	REMOVE	7	
TOTALS			1079.5	29

MITIGATION 1,079.5 - 29 = 1,050.5 X \$100.00 = \$105,050.00

CORGAN

401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

ISSUES

1	06/07/22	PERMIT REVIEW
2		
3		
4		
5		
6		

REVISIONS

THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC

11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

**ROCKWALL-HEATH
NINTH GRADE CENTER**
S. JOHN KING BOULEVARD
ROCKWALL ISD

APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A**
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 717-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO. SP2022-018

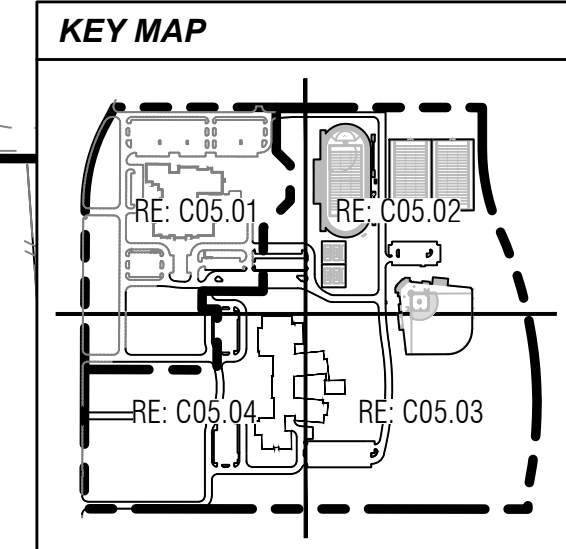
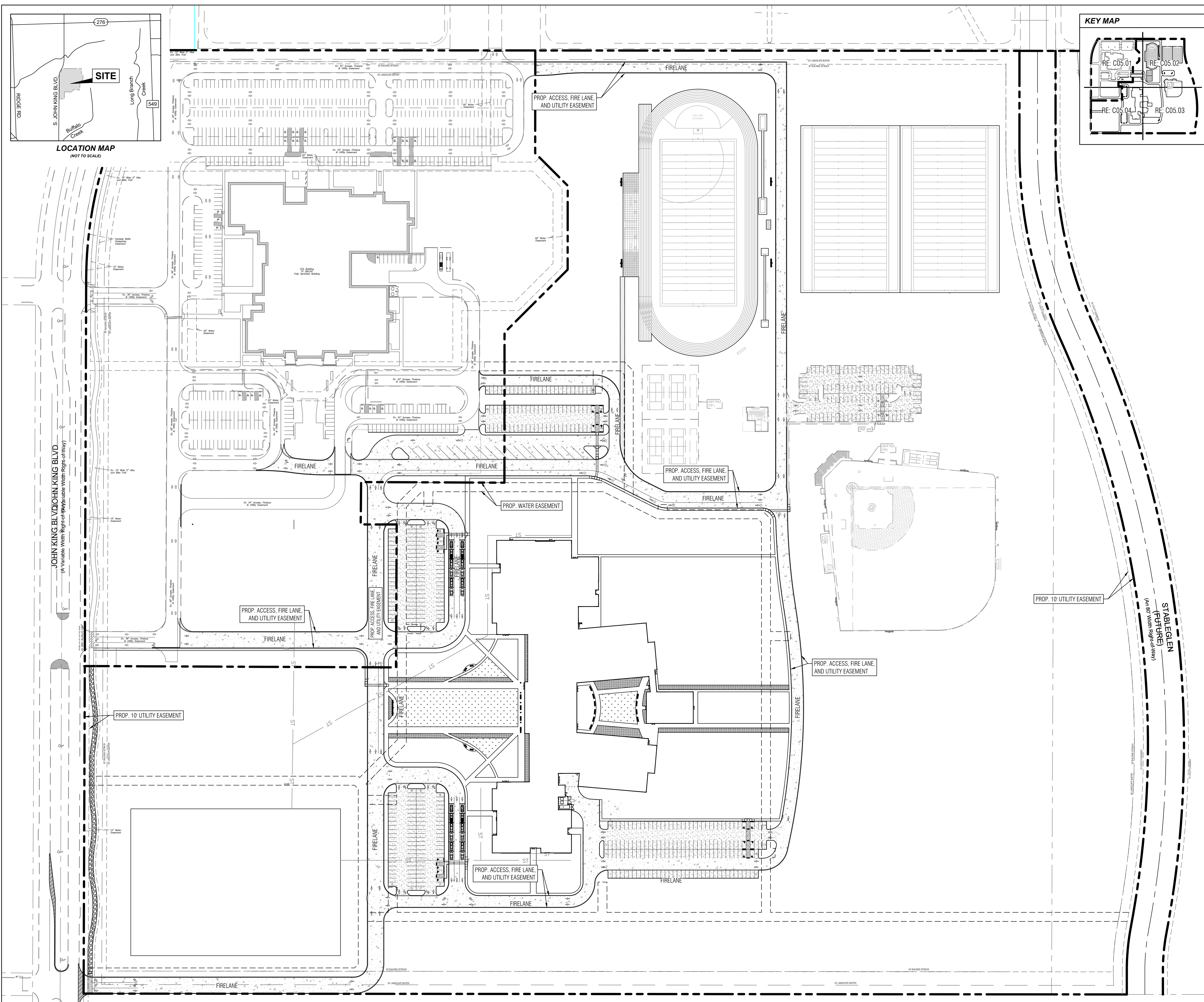
**TREESCAPE
PLAN CHART**

**JOB 21572.0000
DATE 06/07/22
SHEET**

TS 7

Jun 07, 2022 10:23am User: Cherylm
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NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS, PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION, "NO PARKING FIRE LANE EVERY 25' WHITE 4" LETTERS ON A RED STRIPES BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FIRE RAMP'S BURN IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1'FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

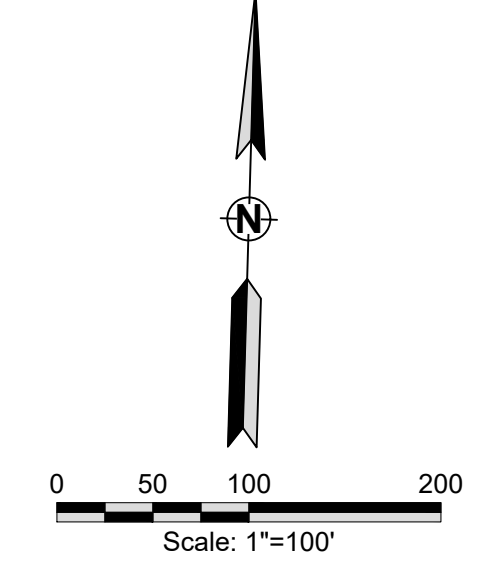
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10 MASONRY SCREENING WALL
	PRIVATELY REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) # REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) # REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) # REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) # REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 24" CENTERS EACH WAY
	PLANTING AREAS
	RE: LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AB
PROPOSED ZONING	PD FOR HS USES (22022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464.762 S.F. OR 79.54 AC.
BUILDING AREA (FLOOR AREA)	153,187 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	112,168 S.F.
TOTAL BUILDING AREA	153,187 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	153,187 S.F.
LOT COVERAGE	4.33%
FLOOR AREA RATIO	4.33%
TOTAL IMPERVIOUS AREA	153,187 S.F. OR 3.46 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	299 SPACES
PARKING PROVIDED	304 SPACES
PARKING SURFACE	9,018 S.F.
9'x20' P.	299 SPACES
15'x20' P.	15 SPACES
TOTAL PARKING PROVIDED	304 SPACES



APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMIG

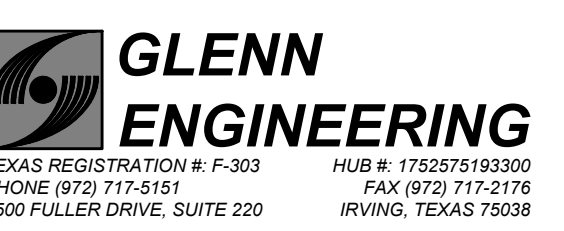
CITY OF ROCKWALL CASE NO. SP2022-018



ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS



PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cherylm Armig, P.E. 84556
 Date: 05/11/22

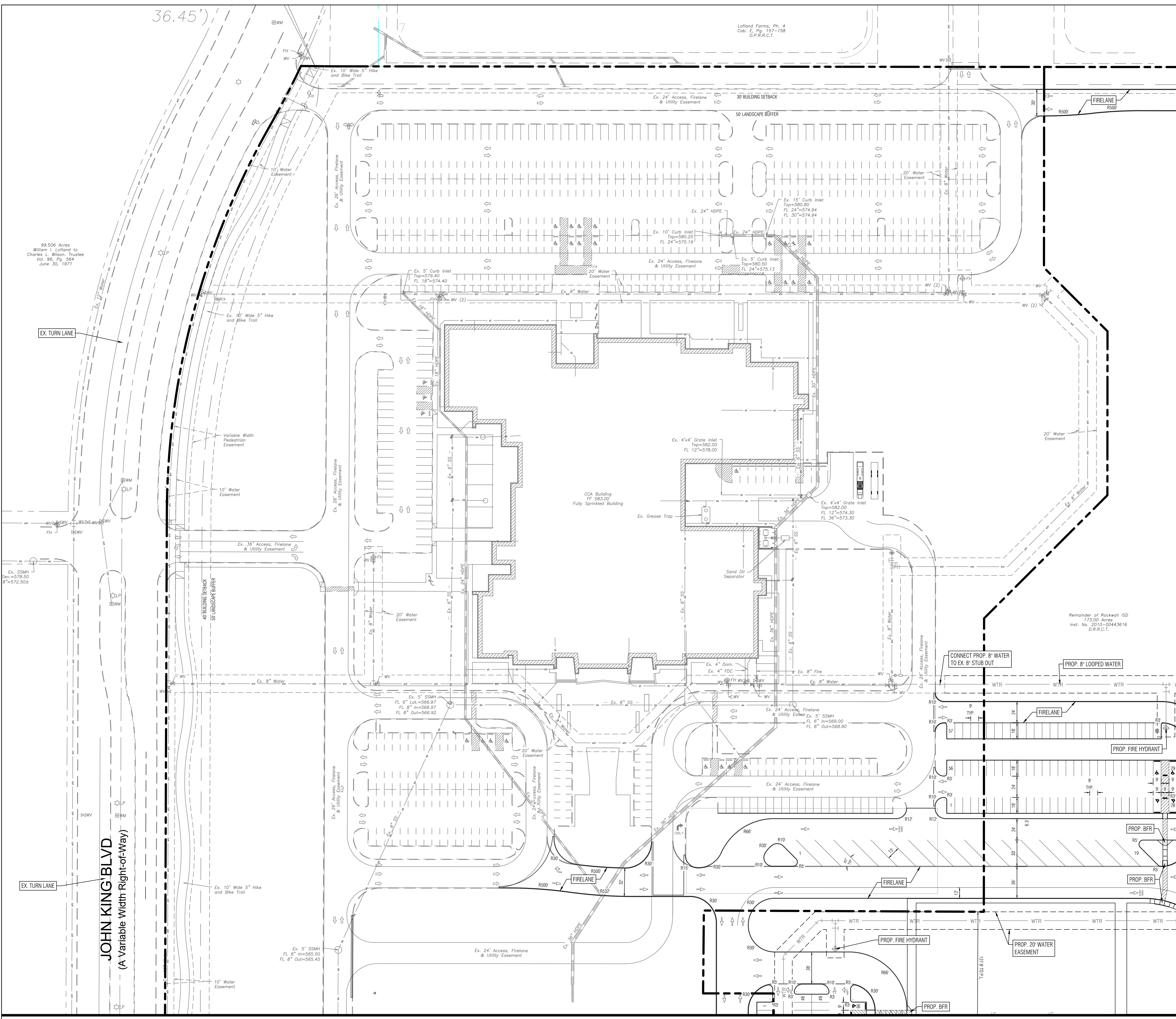
ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

OVERALL SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET C05.00

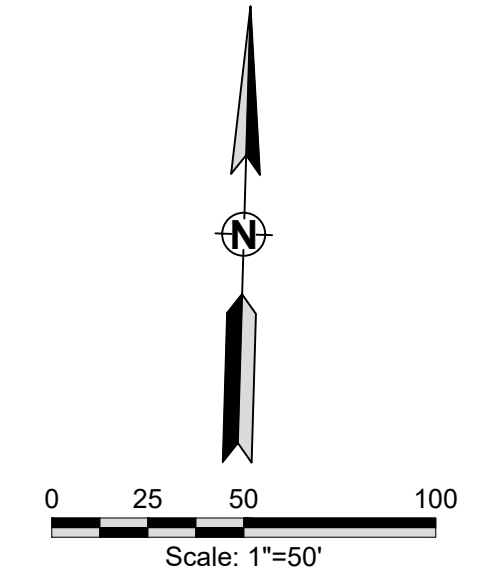
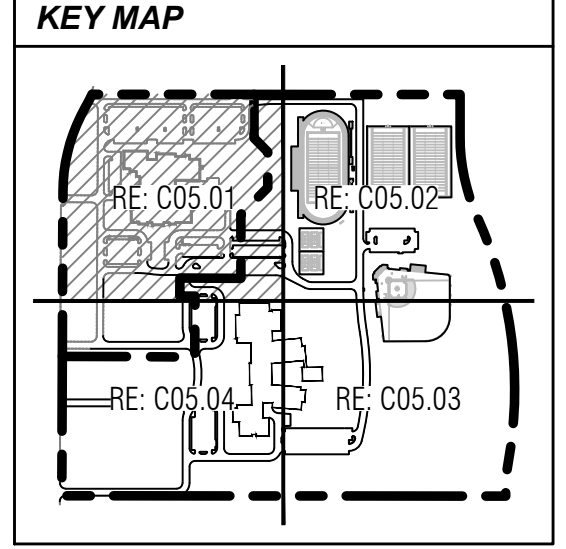
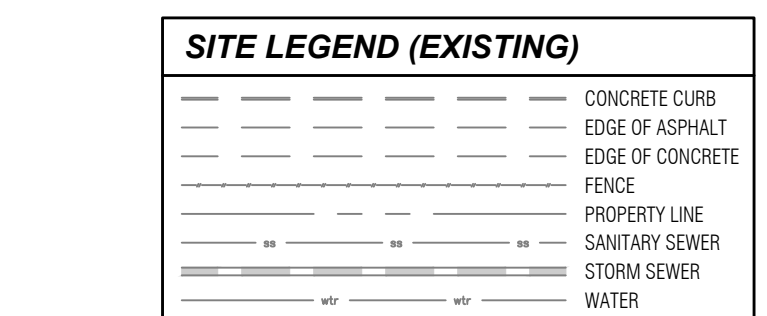
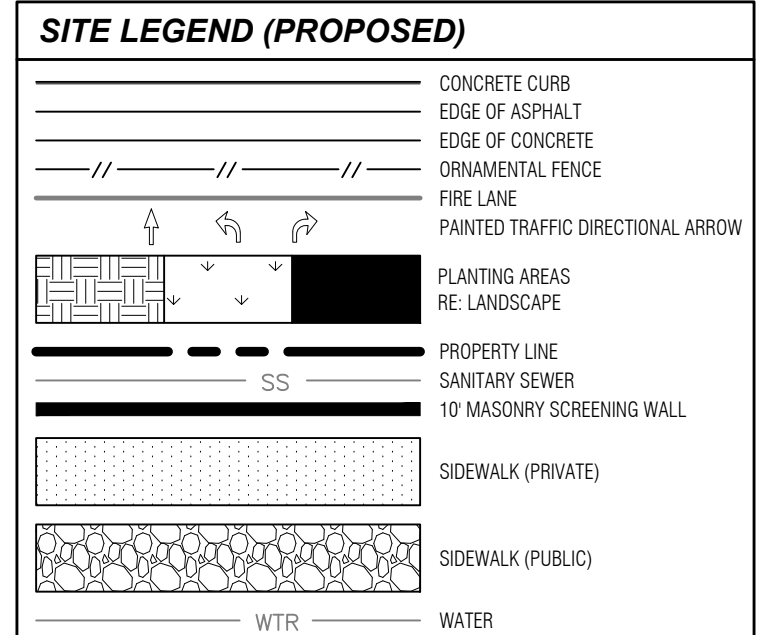
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JOHN KING BLVD
 (A Variable Width Right-of-Way)

MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
---	----------	------------------

REVISIONS

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GLENN ENGINEERING
 TEXAS REGISTRATION # F-381
 PHONE (972) 717-5151 FAX (972) 717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

PRELIMINARY - FOR REVIEW ONLY
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 Date: 05/11/22

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

APPROVED:
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Planning & Zoning Commission, Chairman Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

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 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

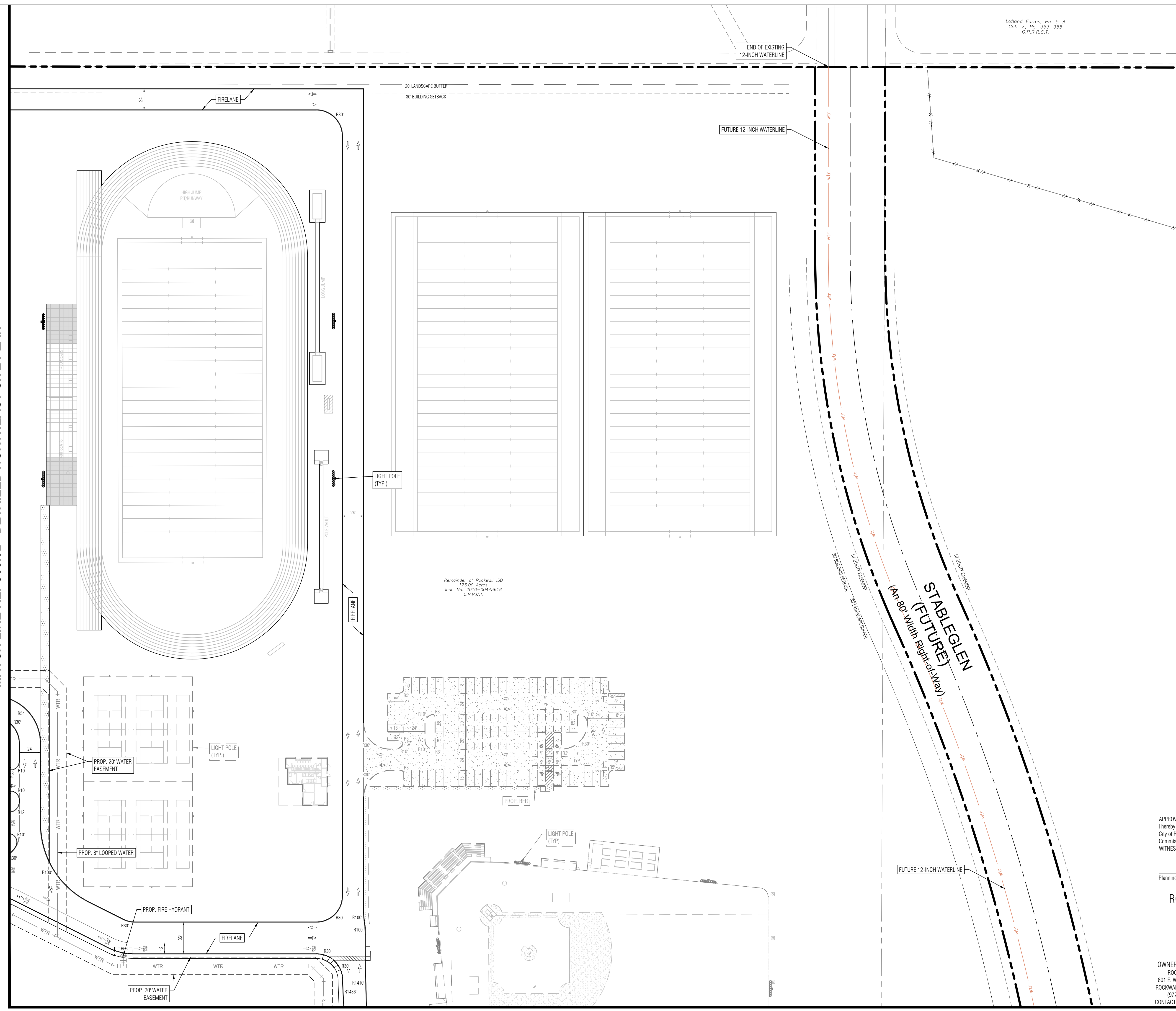
**DETAILED
 NORTHWEST
 SITE PLAN**

JOB 21572.0000
DATE 05/11/22
SHEET
C05.01

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Jun 07, 2022 - 10:23am User: Cherylm
 C:\Users\Cherylm\AppData\Local\Temp\AcPublish_200292\ROCKWALL HEATH HS NINTH GRADE CENTER-ENG.dwg

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

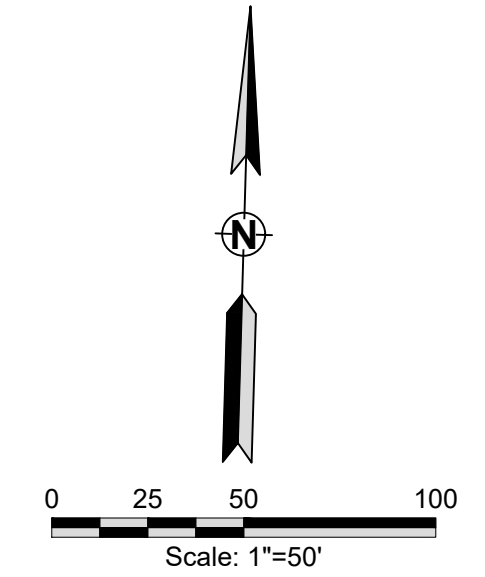
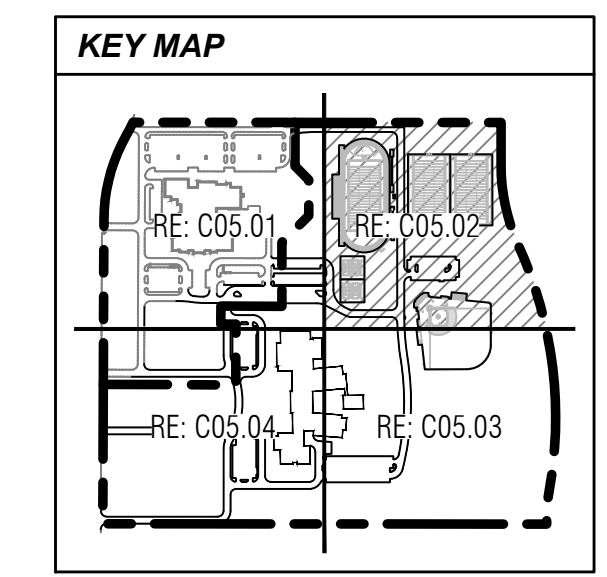
Lofland Farms, Pn. 5-A
 Cob. E. Pg. 353-355
 D.P.R.C.T.

SITE LEGEND (PROPOSED)

CONCRETE CURB	---
EDGE OF ASPHALT	----
EDGE OF CONCRETE	----
ORNAMENTAL FENCE	----
FIRE LANE	----
PAINTED TRAFFIC DIRECTIONAL ARROW	→
PLANTING AREAS	■
RE LANDSCAPE	■
PROPERTY LINE	----
SANITARY SEWER	SS
10' MASONRY SCREENING WALL	----
SIDEWALK (PRIVATE)	----
SIDEWALK (PUBLIC)	----
WATER	WTR

SITE LEGEND (EXISTING)

CONCRETE CURB	---
EDGE OF ASPHALT	----
EDGE OF CONCRETE	----
FENCE	----
PROPERTY LINE	----
SANITARY SEWER	SS
STORM SEWER	SS
WATER	WTR



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
---	----------	------------------

REVISIONS

--	--	--

GLENN ENGINEERING

TEXAS REGISTERED PROFESSIONAL ENGINEER
 PHONE 972 717-5151 FAX 972 717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

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Planning & Zoning Commission, Chairman Director of Planning and Zoning

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CITY OF ROCKWALL CASE NO. SP2022-018

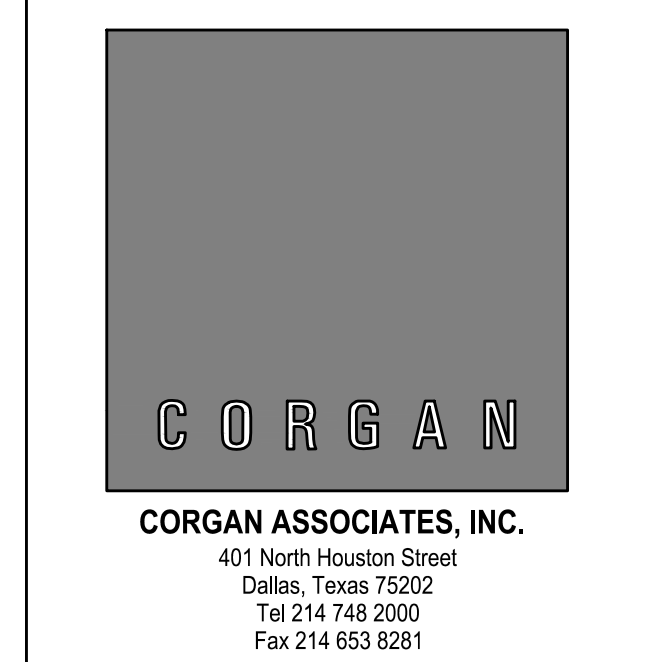
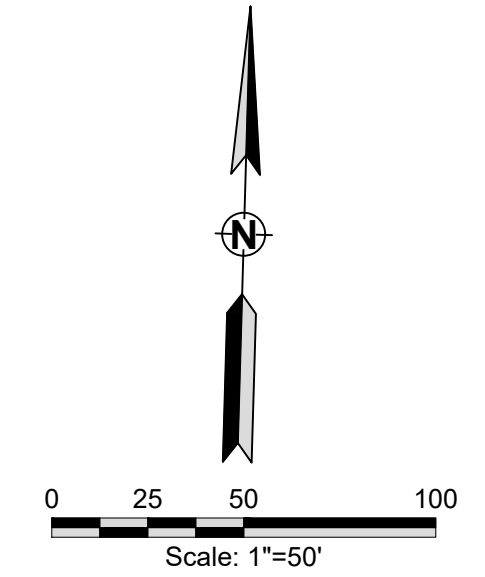
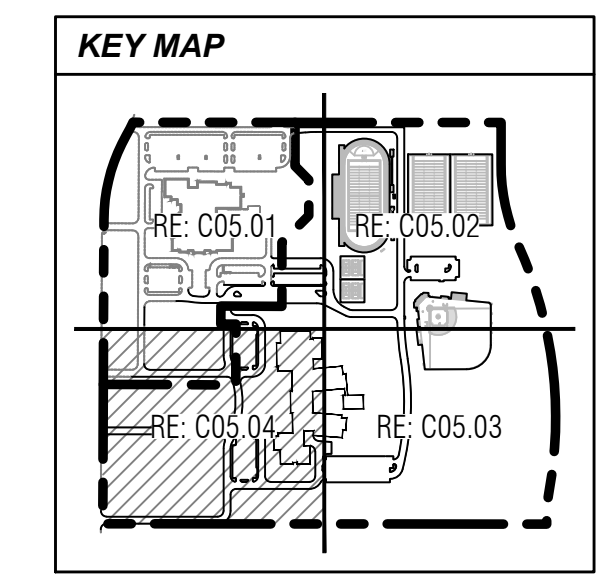
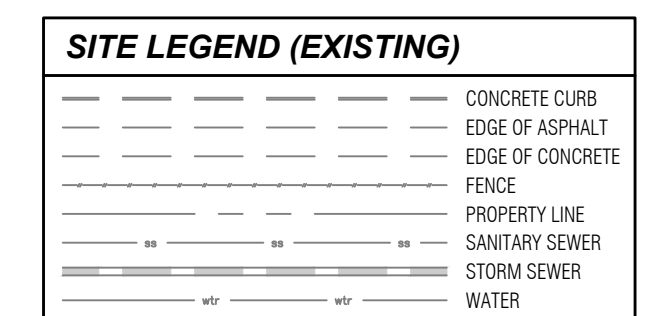
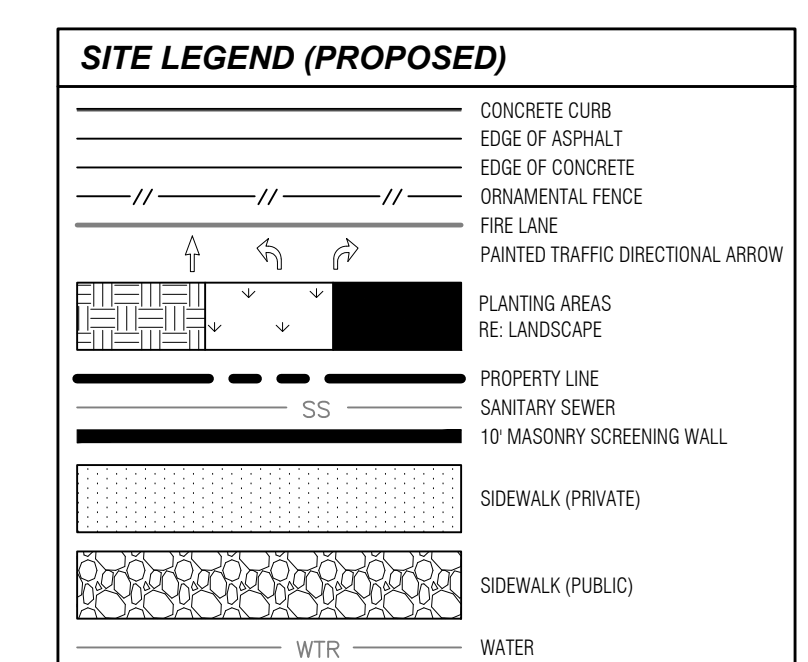
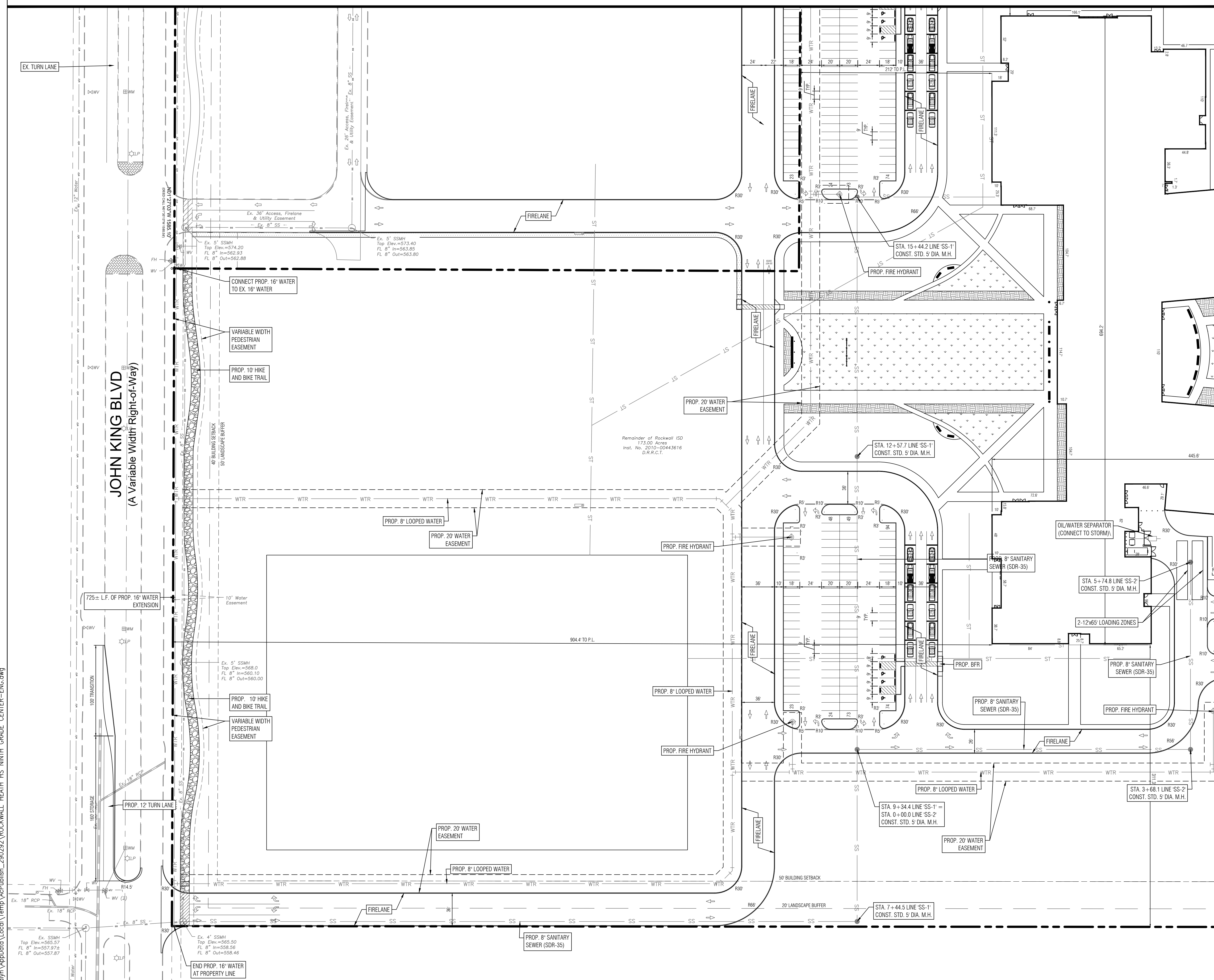
**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

**DETAILED
 NORTHEAST SITE
 PLAN**

**JOB 21572.0000
 DATE 05/11/22
 SHEET C05.02**

MATCH LINE RE: C05.01 - DETAILED NORTHWEST SITE PLAN

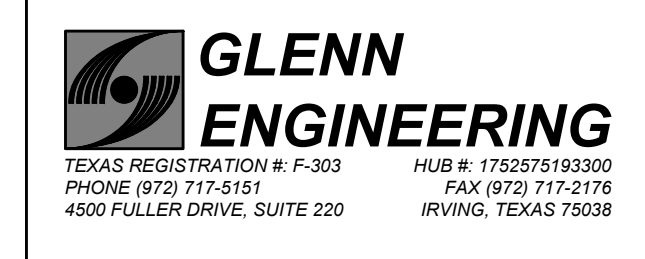


ISSUES

1	05/11/22	30% PROGRESS SET
---	----------	------------------

REVISIONS

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PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheryl Arroyo, P.E., RA4566. Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning and Zoning Commission, Chairman
 Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERYL N. ARROYO

CITY OF ROCKWALL CASE NO. SP2022-018

DETAILED SOUTHWEST SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET
C05.04

Jun 07, 2022 - 10:23am User: Cheryl
 C:\Users\Cheryl\AppData\Local\Temp\AutoPublish_2022\2\ROCKWALL HEATH HS NINTH GRADE CENTER-ENG.dwg

Newman Leland
 Vol. 9, Pg. 548
 D.R.R.C.T.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall-Heath High School Ninth Grade Center Site
2301 John King Blvd.
John King Blvd 1,000 +/- feet south of State Highway 205
(Gene Burton Academy Site)

City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suite 220
Irving, Texas 75038
(972) 717-5151

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Storm Sewer	4
Electric Service.....	4
Gas	4
Telephone	4
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Roadway Information	5

UTILITIES

Utility Information

Water

Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site as shown on Sheets C5.01 -C5.04. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the Proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be proved from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022 . Also refer to the Glenn Engineering response letter to their items in the report. With the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center. (See Site plan sheets C5.01 – C5.04)

Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the Analysis indicated that even though the downstream Mims force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development. (See Site plan sheets C5.01 – C5.04)

For the purpose of this statement of service, it is assumed that the Rockwall Independent School District would have to construct the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to County Lane (approximately 7,100 l.f.) of both a 10" and 12" Sanitary Sewer main according to the City of Rockwall's Master Sewer Plan. Given the time sensitive nature of the Rockwall Heath High School Ninth Grade Center having to be open in the fall of 2024 and the information provided by City of Rockwall staff that the city's C.I.P. portion of project may not be completed to meet the schedule for the new school opening. Therefore Rockwall Independent School District will also be responsible for constructing the City of Rockwall's C.I.P portion of the project from County Lane to the Lift Station #1 at Horizon Road (FM 3097). This line is approximately 2,250 l.f. of a 15" Sanitary sewer main. The construction of the Little Buffalo Trunk Sewer main will result in the elimination of the Hickory Creek Lift Station. The School District would like the flexibility in the alignment of the City's C.I.P. portion of the project to be better able to serve future development/subdivisions on the east side of Wallace Lake while preserving the intent of the trunk main. (See Site plan sheets C10.02 Off Site Sanitary Sewer Exhibit)

City of Rockwall – Wastewater Master Map taken from Water and Wastewater Analysis

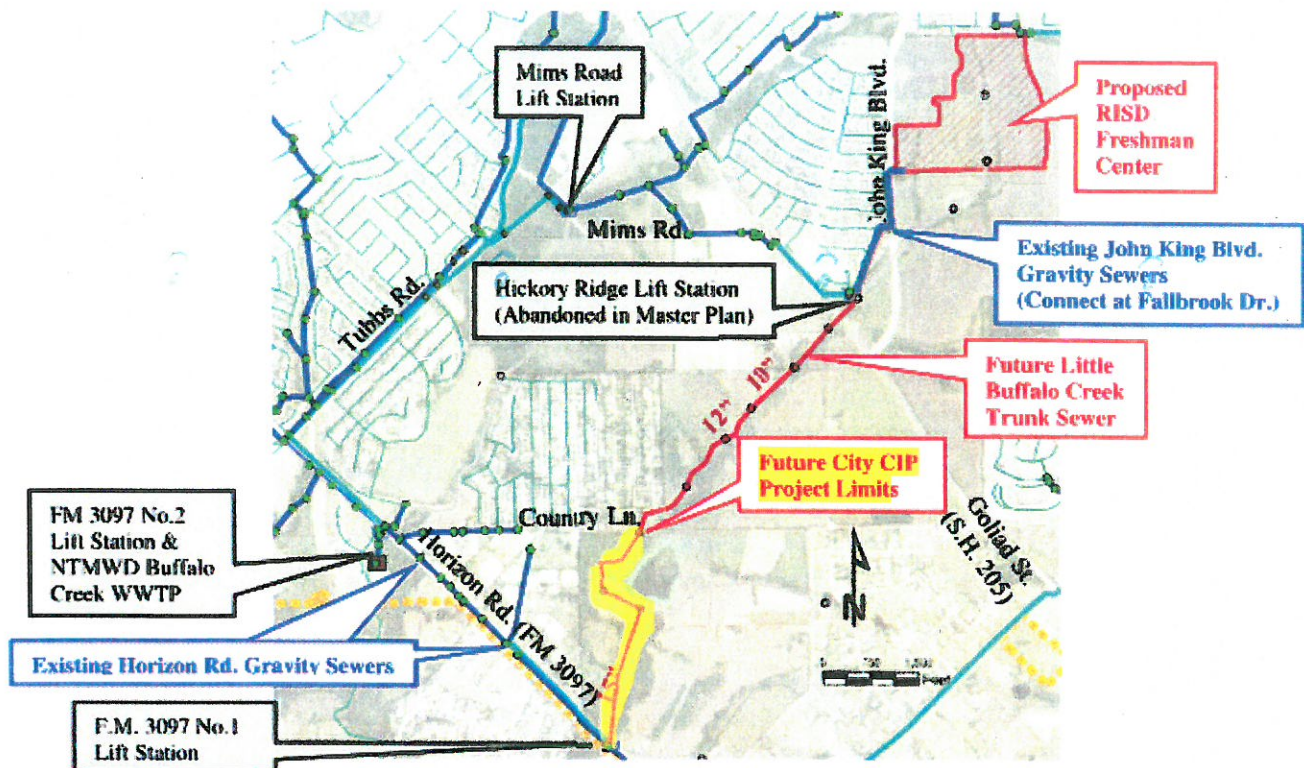


Figure 1 – Future Little Buffalo Creek Trunk Sewer

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into Little Buffalo Creek. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculation sheets to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of these lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

Roadway Information

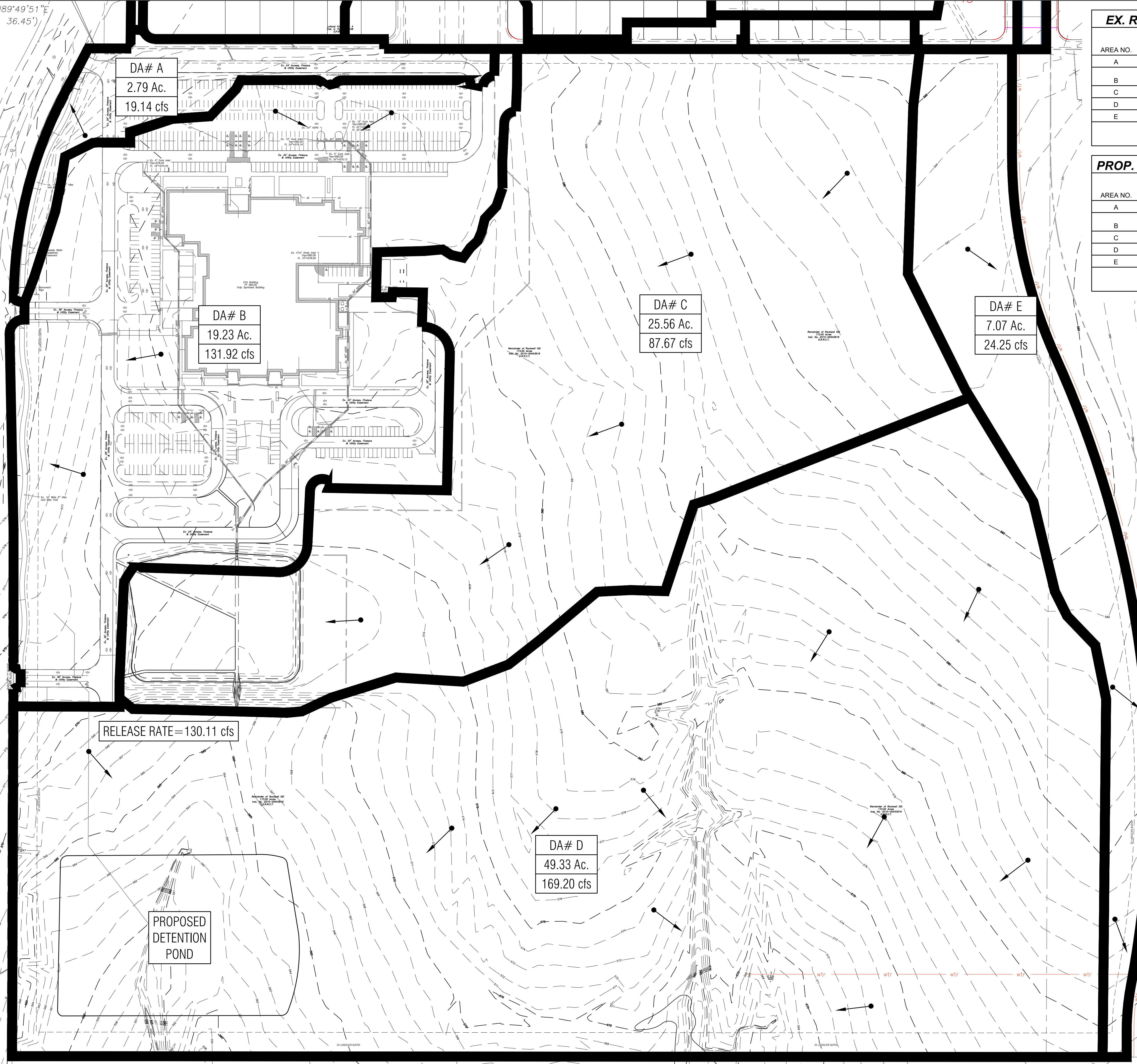
South John King Boulevard

The school district has performed two traffic Impact Analysis (TIA) studies for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. (See both reports for detailed information) All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the Gene Burton Academy. The original design for the Academy anticipated additional buildings being placed on this site and so the drive was constructed for future development.

Stableglen Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall Heath High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

N89°49'51"E
36.45'



DA# A
2.79 Ac.
19.14 cfs

DA# B
19.23 Ac.
131.92 cfs

DA# C
25.56 Ac.
87.67 cfs

DA# E
7.07 Ac.
24.25 cfs

DA# D
49.33 Ac.
169.20 cfs

RELEASE RATE = 130.11 cfs

PROPOSED
DETENTION
POND

$Q_{EX} = 130.11 \text{ cfs} + D_{EX} = 169.20 \text{ cfs} = 299.31 \text{ cfs}$
 $Q_{PROP.} \text{ NOT TO EXCEED } 299.31 \text{ cfs}$

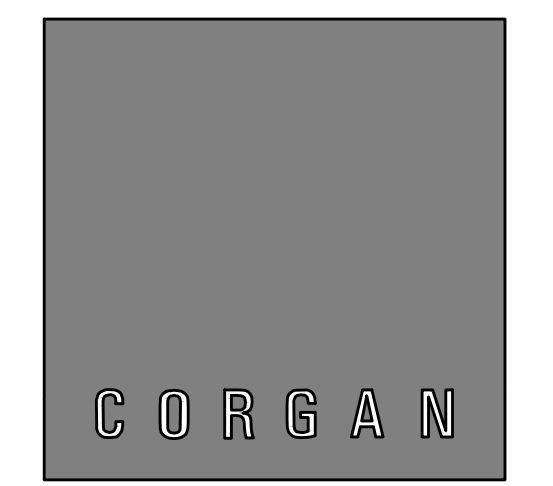
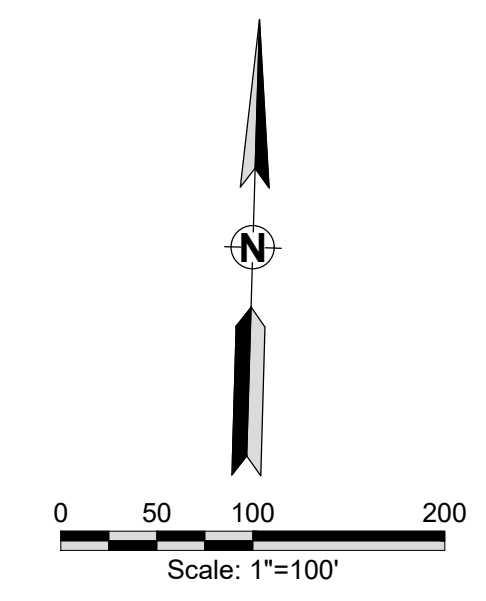
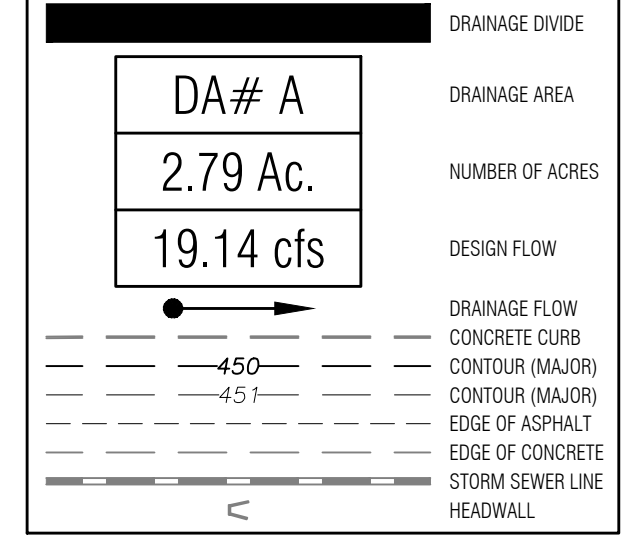
EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.35	9.80	87.67	TO EX. POND
D	49.33	10	0.35	9.80	169.20	
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				432.18	

PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.70	9.80	175.34	TO EX. POND
D	49.33	10	0.70	9.80	338.40	TO PROP. DETENTION POND
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				689.05	

DRAINAGE AREA MAP LEGEND



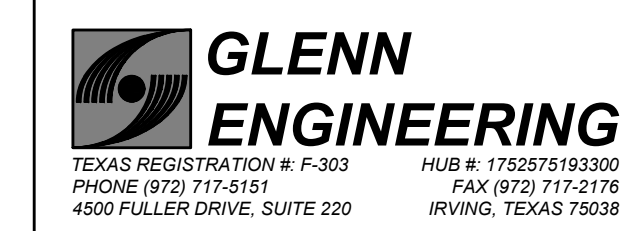
CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS

NO.	DATE	DESCRIPTION
-----	------	-------------



TEXAS REGISTRATION # F-303 HUB # 1752575193300
PHONE (972) 717-5151 FAX (972) 717-2176
4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

PRELIMINARY—FOR REVIEW ONLY
These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheryl Armitj, P.E. 84568
Date: 05/11/22

**ROCKWALL-HEATH
NINTH GRADE CENTER**

2727 S. John King Blvd.
Rockwall, TX 75032

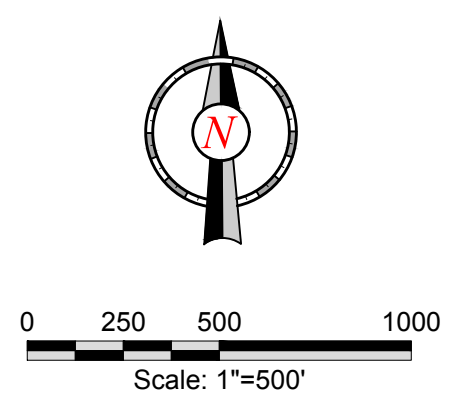
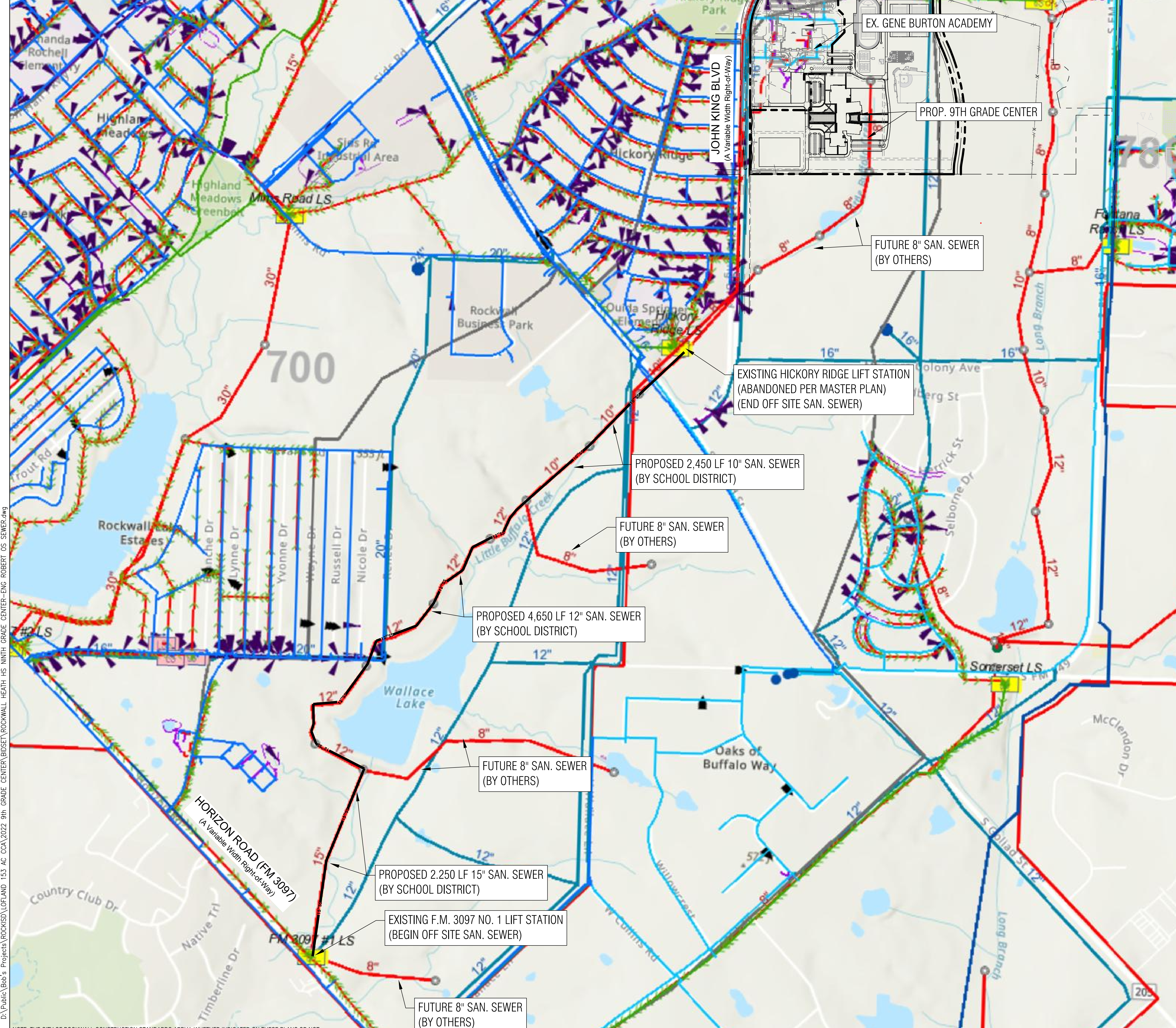
**EXISTING
DRAINAGE AREA
MAP**

JOB 21572.0000
DATE 05/11/22
SHEET

C08.00

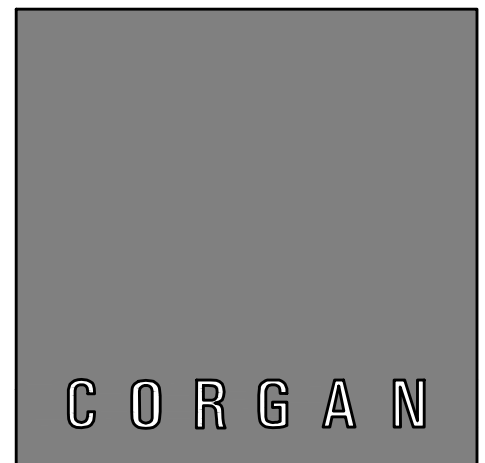
CITY OF ROCKWALL CASE NO.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



Legend

- Utility Networks**
- Utility Network SDE
- Water Network
 - Water_Water Source
 - Water_Pumps
- Water Lines
 - Water Lines - Private
 - Water Lines - City of Rockwall
 - Water Lines - NTMWD
 - Water Lines - Abandoned/Removed
- Water Service Area
- Wastewater Network
 - SS Lines - Private
 - SS Lines - NTMWD
 - SS Lines
 - Force Mains
 - NULL
 - SS Lines - City of Rockwall
 - Sewer Line
 - Force Main
 - SS Lines - Abandoned/Removed
- SanitarySewer_Lift Stations
 - City of Rockwall
 - North Texas Municipal Water District
 - Private
 - Other
- Storm Sewer Network
 - StormSewer_Culvert Lines
 - StormSewer_Lines
 - Abandoned/Removed
 - City of Rockwall
 - Private
 - TxDot
 - NULL
 - StormSewer_Flumes
 - StormSewer_Detention Ponds
- Master Sanitary Sewer Plan
 - Proposed Manholes
 - WW Basin Divides
 - Proposed SS Lines
 - Proposed Lift Stations
- Master Water Plan
 - Proposed Tanks
 - Proposed Water Lines



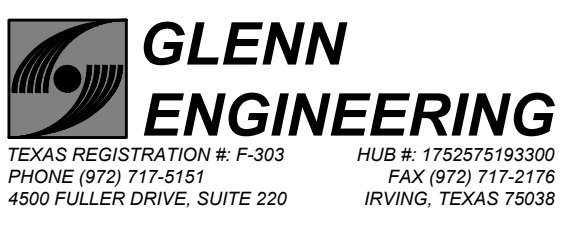
CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 8281

ISSUES

NO	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS

NO	DATE	DESCRIPTION
----	------	-------------



TEXAS REGISTRATION # F-303 HUB # 1752579193300
 PHONE (972) 717-5151 FAX (972) 717-5178
 4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

PRELIMINARY-FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by or under the supervision of Cheralyn Armijo, P.E. #4568
 Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMILIO

CITY OF ROCKWALL CASE NO. SP2022-018

OFF SITE SANITARY SEWER PLAN

JOB 21572.0000
DATE 05/11/22
SHEET

C10.02

User: Robert
 D:\Public\Bob's Projects\ROCKWALL\LOPLAND_153 AC_CCA\2022 9th GRADE CENTER\BIDSET\ROCKWALL_HEATH_HS_NINTH_GRADE_CENTER-ENG ROBERT OS SEWER.dwg
 Jun 16, 2022, 11:36am

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

ROCKWALL I.S.D.
FRESHMAN CENTER WATER ANALYSIS
ROCKWALL, TEXAS



THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED
BY MIKE GLENN, PE 35059 ON
05/19/2022

Prepared By:

GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suit 220
Irving, Texas 75038
(972) 717-5151

FIRE HYDRANT FLOW TEST

WATER ANALYSIS
DOMESTIC USAGE


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality               *
*                               Analysis for Pipe Networks                 *
*                               Version 2.0                               *
*****
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Input File: RISD Water Study 1.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 1.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	792.39	19.02	19.02	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality	
1	0.00	766.17	81.97	0.00	
2	0.00	765.84	79.23	0.00	
3	0.00	765.82	79.00	0.00	
4	0.00	765.76	79.62	0.00	
5	0.00	765.72	80.60	0.00	
6	0.00	765.67	80.02	0.00	
7	0.00	765.63	80.43	0.00	
8	0.00	765.62	80.43	0.00	
9	0.00	765.68	80.24	0.00	
10	0.00	765.74	80.83	0.00	
11	0.00	765.79	80.85	0.00	
12	0.00	765.85	80.36	0.00	
13	0.00	765.96	80.23	0.00	
14	0.00	765.96	81.38	0.00	
15	0.00	766.12	80.04	0.00	
17	200.00	765.62	80.43	0.00	
18	0.00	765.56	79.67	0.00	
19	0.00	765.56	79.58	0.00	
20	0.00	765.50	79.43	0.00	
21	0.00	765.49	78.94	0.00	
22	200.00	765.45	78.19	0.00	
23	0.00	765.72	84.81	0.00	
24	0.00	766.00	87.09	0.00	
25	0.00	766.06	86.25	0.00	
26	0.00	766.11	84.97	0.00	
27	0.00	766.06	87.55	0.00	
28	0.00	766.11	86.36	0.00	
30	-400.00	577.00	0.00	0.00	Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	116.52	0.74	0.34	Open
2	116.52	0.74	0.34	Open
3	116.52	0.74	0.34	Open
4	116.52	0.74	0.34	Open
5	116.52	0.74	0.34	Open
6	116.52	0.74	0.34	Open
9	-170.57	1.09	0.69	Open
10	-170.57	1.09	0.69	Open
11	-170.57	1.09	0.69	Open
12	-170.57	1.09	0.69	Open
13	0.00	0.00	0.00	Open
14	-170.57	1.09	0.69	Open
15	-170.57	1.09	0.69	Open
16	29.43	0.19	0.03	Open
17	87.09	0.56	0.20	Open
18	87.09	0.56	0.20	Open
19	87.09	0.56	0.20	Open
20	87.09	0.56	0.20	Open
21	87.09	0.56	0.20	Open
22	-112.91	0.72	0.32	Open
23	-112.91	0.72	0.32	Open
24	-55.67	0.36	0.09	Open
25	-55.67	0.36	0.09	Open
26	-57.24	0.37	0.09	Open
27	-57.24	0.37	0.09	Open
29	-57.24	0.09	0.00	Open
30	-112.91	0.18	0.01	Open
31	283.48	0.45	0.10	Open
7	87.09	0.56	0.20	Open
28	400.00	0.00	-189.17	Open Pump

WATER ANALYSIS

FIRE DEMAND


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                   *
*                               Version 2.0                                 *
*****
```

Input File: RISD Water Study 2.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 2.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	432.58	51.91	51.91	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	680.27	44.75	0.00
2	0.00	675.41	40.04	0.00
3	0.00	675.04	39.66	0.00
4	0.00	674.18	39.94	0.00
5	0.00	673.53	40.66	0.00
6	0.00	672.86	39.80	0.00
7	0.00	672.18	39.94	0.00
8	0.00	671.95	39.84	0.00
9	0.00	674.04	40.53	0.00
10	0.00	674.81	41.43	0.00
11	0.00	675.33	41.65	0.00
12	0.00	676.10	41.47	0.00
13	0.00	677.43	41.87	0.00
14	0.00	677.43	43.02	0.00
15	0.00	679.32	42.43	0.00
17	0.00	673.40	40.47	0.00
18	0.00	664.74	35.98	0.00
19	0.00	664.06	35.60	0.00
20	0.00	657.68	32.71	0.00
21	0.00	655.65	31.35	0.00
22	2000.00	650.76	28.49	0.00
23	0.00	662.31	40.00	0.00
24	0.00	674.17	47.30	0.00
25	0.00	676.56	47.47	0.00
26	0.00	678.81	47.15	0.00
27	0.00	676.46	48.73	0.00
28	0.00	678.76	48.51	0.00
30	-2000.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	501.99	3.20	5.10	Open
2	501.99	3.20	5.10	Open
3	501.99	3.20	5.10	Open
4	501.99	3.20	5.10	Open
5	501.99	3.20	5.10	Open
6	501.99	3.20	5.10	Open
9	-646.79	4.13	8.15	Open
10	-646.79	4.13	8.15	Open
11	-646.79	4.13	8.15	Open
12	-646.79	4.13	8.15	Open
13	0.00	0.00	0.00	Open
14	-646.79	4.13	8.15	Open
15	-646.79	4.13	8.15	Open
16	-646.79	4.13	8.15	Open
17	1148.78	7.33	23.62	Open
18	1148.78	7.33	23.62	Open
19	1148.78	7.33	23.62	Open
20	1148.78	7.33	23.62	Open
21	1148.78	7.33	23.62	Open
22	-851.22	5.43	13.55	Open
23	-851.22	5.43	13.55	Open
24	-419.71	2.68	3.66	Open
25	-419.71	2.68	3.66	Open
26	-431.51	2.75	3.85	Open
27	-431.51	2.75	3.85	Open
29	-431.51	0.69	0.13	Open
30	-851.22	1.36	0.46	Open
31	1498.01	2.39	2.14	Open
7	1148.78	7.33	23.61	Open
28	2000.00	0.00	-103.27	Open Pump



May 19, 2022

Mr. Jeremy M. White, P.E., C.F.M.
Assistant City Engineer
City of Rockwall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Rockwall I.S.D.
Freshman Center Water and Wastewater Analysis

Dear Mr. White,

We have reviewed the Water and Wastewater Analysis you provided on May 11th, 2022 via email from BIRKHOFF, HENDRICKS & CARTER, L.L.P for the Rockwall-Heath Freshman Center located on John King Blvd. We have the following comments and concerns.

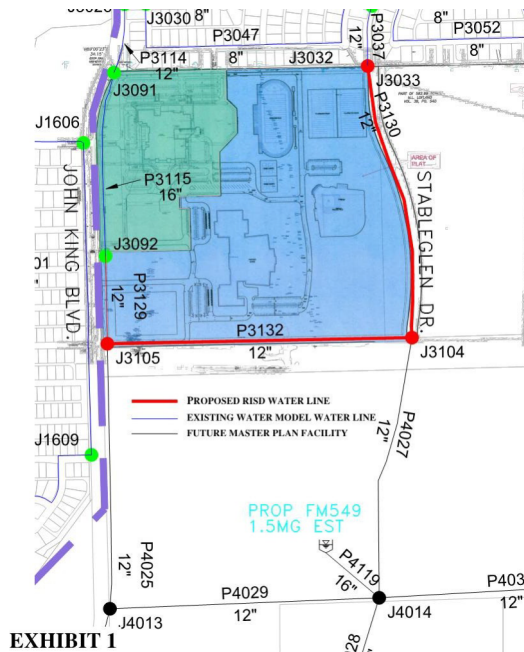
Under Section I. WATER ANALYSIS Section A. General.

I. WATER ANALYSIS

A. GENERAL:

The proposed RISDFC facility will be located on the east side of John King Blvd. and west of Stableglen Dr. Exhibit 1 shows the location of the proposed development in the water model.

*The blue colored lines on **Exhibit 1** are existing water lines included in the water model. The red lines P 3129, P 3130 and P 3132 were added to the water model for the proposed RISDFC. The black colored lines are future master plan facilities inactive in the existing water model.*



Since this is just going to be a Ninth Grade Center with only 1,000 students at full capacity and 700 students for the next 3 to 5 years, we would like their report to consider the same approach we were permitted to use for the Gene Burton Academy.

We would like to extend the 16-inch water line along John King Blvd. south along our west property line and provide an 8-inch loop around the proposed Ninth Grade Center connecting the existing stub out that was provided at the Gene Burton Academy. (See attached report). Using the steady state analysis method model our analysis shows that there is adequate water pressure for domestic use (Scenario #1) and for fire protection (Scenario #2). The plan is to construct the extension of the line along Stableglen Drive in the future when the site develops as a high school at which time the 12" water line shown in the Master Water Plan would be constructed.

Under Section I. WATER ANALYSIS Section B. SCENARIO 1 – DOMESTIC

Under the water Demand comment. Since the school districted owns the entire 153 acres and plans to only construct schools and given this review is for a 1,000 Student Ninth Grade Center that the report should use T.E.C.Q Chapter 290.45 – Schools with Cafeterias, Gymnasiums or Showers, 30 Gallons/Person/Day or 30,000 GPD in lieu of the 1,500 Gallon per day per acre or 108,000 GPD and performing the analysis using the design for the just the Ninth Grade Center above.

Under Section I. WATER ANALYSIS Section B. SCENARIO 2 – FIRE FLOW

Given that the School District only plans to construct a 1,000 Student Ninth Grade. And perform the analysis using the design for the just the Ninth Grade Center above using the international fire Code for a 185,000 Square foot fully sprinklered building, Type IIB construction. Since the building will be constructed with an automatic sprinkler system the Fire-Flow under Table B105.2 can be reduced by 75%, this allows for a Fire Flow of 2,000 GPM (not less than 1,500 gpm) for 2 hours. (Based on the 2015 International Fire Code)

Given that all school will have to have an automatic sprinkler system the 5,000 GPM for fire demand shown in their analysis appears to be excessive.

WATER SYSTEM CONCLUSION

In Lieu of constructing the 12-inch lines along the perimeter of the property, we request the analysis be done on just the Proposed Ninth Grade Center. In this plan the school district would extend the 16-inch water line along John King Boulevard in the same manner as the Academy and provide an 8-inch water line loop around the new school. We also would the analysis to use a fire flow for the new building of 2,000 GPM.

Under Section II. WASTEWATER ANALYSIS

A. DEVELOPMENT WASTERWATER FLOW

The actual acreage being platted is 75.54 acres of which 3.99 acres are contained within the future right of way for Stableglen Drive reducing the area for the school site to 71.55 acres. On the water analysis the report used 72 acres and on the wastewater analysis they used 78 acres.

All of the previous reports prepared for the Hickory Creek Lift Station, including the original report in 2003 by Dowdey, Anderson and Associates, and the Shimek, Jakob's and Finklea report and the 2017 report by Glenn Engineering Corporation utilized a peaking factor of 4.0. We would like the peaking factor to remain the same as in the past as the proposed increase will penalize this development by increasing wastewater flows by 25%. Please note that the original 2003 Dowdey, Anderson Hickory Creek Lift Station Report did not use any peaking factor for the school due to its off-peak use.

Note: 2003 Dowdey, Anderson And Associates, Inc nor the current Report utilize a peaking factor for the schools. Both of the schools would be off peak users and the historical data of other schools in the district does not support the need for the additional peaking factor. However, for the purposes of this report both conditions are evaluated.

This will help reduce the calculated impact on the Lift Stations.

The BHC report uses 30 gallons per day per student. The previous reports and TECQ have used 20 gallons per day per student. This is a 50% increase over the previous studies and reports.

Figure: 30 TAC §217.32(a)(3)

Table B.1. - Design Organic Loadings and Flows for a New Wastewater Treatment Facility

Source	Remarks	Daily Wastewater Flow (gallons/person)	Wastewater Strength (mg/l BOD ₅)	Wastewater Strength (mg/l NH ₃ -N)
Municipality	Residential	75-100	250-400	15-75
Subdivision	Residential	75-100	250-400	15-75
Trailer Park (Transient)	2½ Individuals per Trailer	50-60	250-350	15-75
Mobile Home Park	3 Individuals per Trailer	50-75	300	15-75
School	Cafeteria &	20	300	15-75

B. WASTEWATER MASTER PLAN IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

C. INTERIM OFFSITE IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

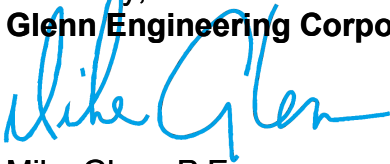
D. WATERWATER SYSTEM RECOMMENDATIONS

The District would like to see the lower section of the Future Little Buffalo Creek Trunk Sewer (approximately 4,700 LF) between Country Lane and Horizon Road (F.M. 3097) which is currently in the early design phase as a City CIP project and the recommended improvements shown on the Master Planned Little Buffalo Creek Trunk Sewer as shown in Figure 1, sized for buildout development conditions in the basin, which includes approximately 9,300 LF of new sanitary sewer ranging in size from 10-inch to 15-inch diameter to be included in the C.I.P. project. The school district would participate in the cost based on the amount of flow from the school to provide the over capacity of the new line.

Since the new school has the least amount of impact on the system we further request that the new Ninth Grade Center be permitted to connect to the existing on site sanitary sewer line and use the existing capacity as stated in Section C. INTERM OFFSITE IMPROVEMENT ROUTE until such time as the Little Buffalo Creek Truck Sewer main is constructed.

I trust you will find this information satisfactory; we look forward to your revised analysis and response.

Sincerely,
Glenn Engineering Corporation



Mike Glenn P.E.
Vice President



May 24, 2022

PK# 5360-22.341

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD South Ninth Grade Center TIA

In Rockwall, Texas

Prepared for:

City of Rockwall

On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD South Ninth Grade Center* (the "Project") located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

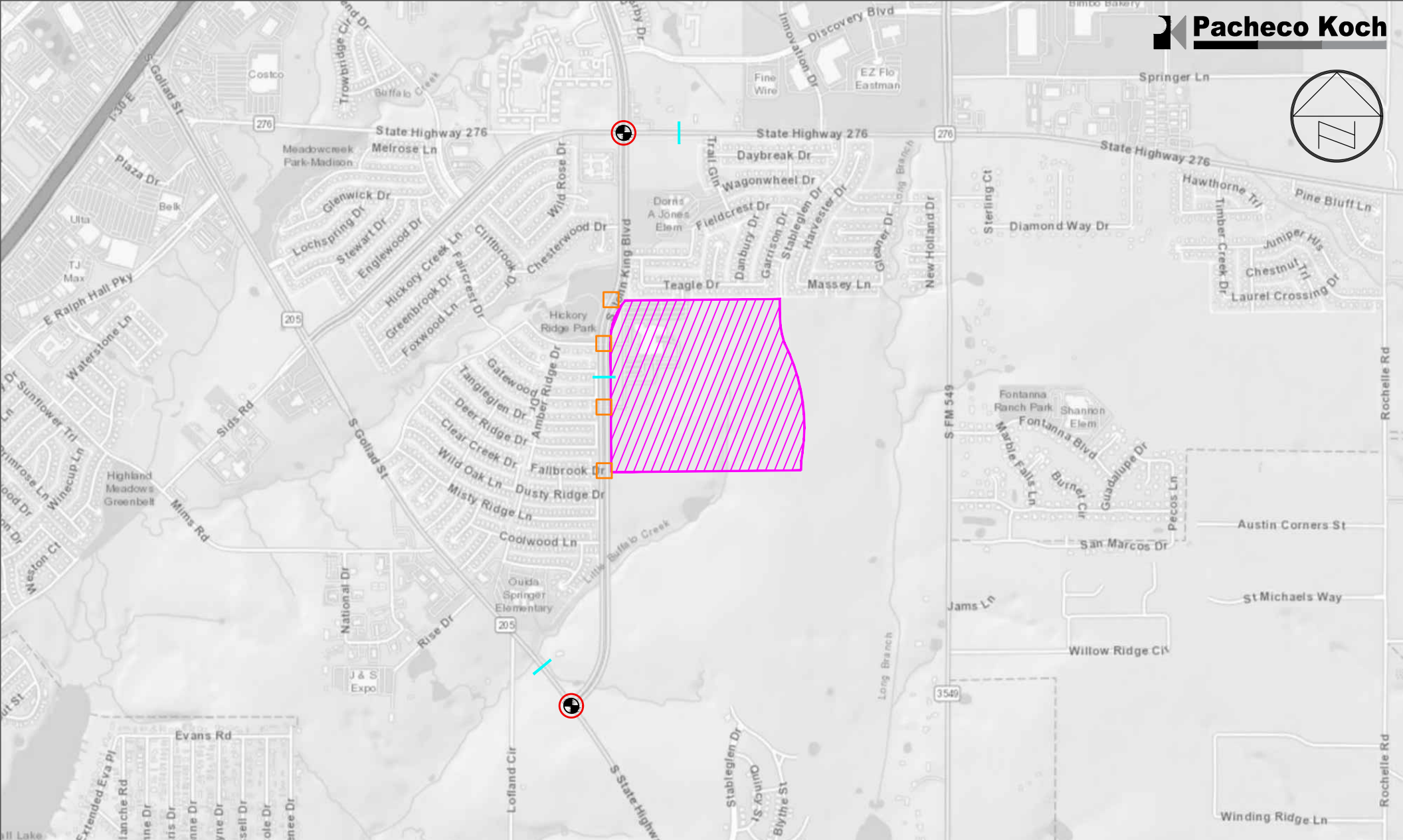
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

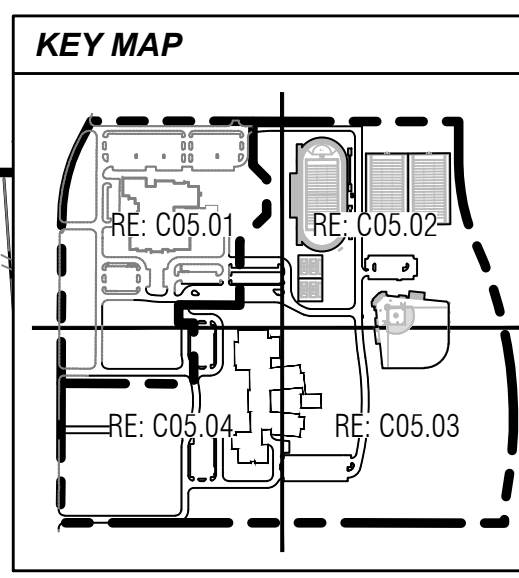
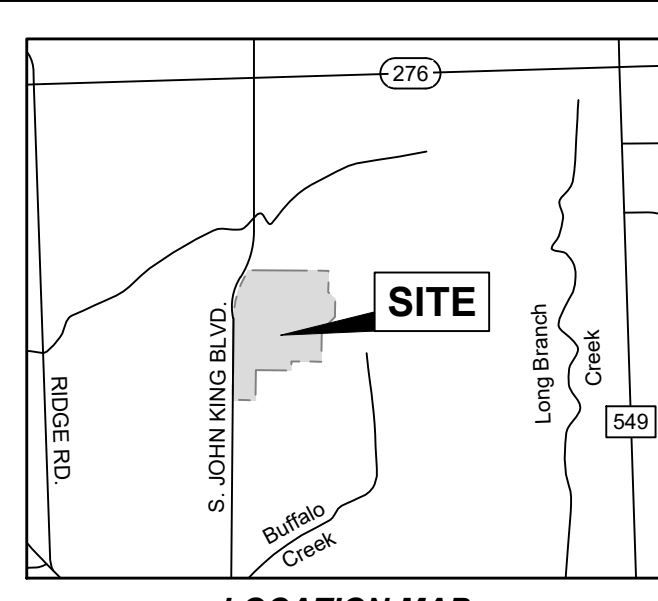
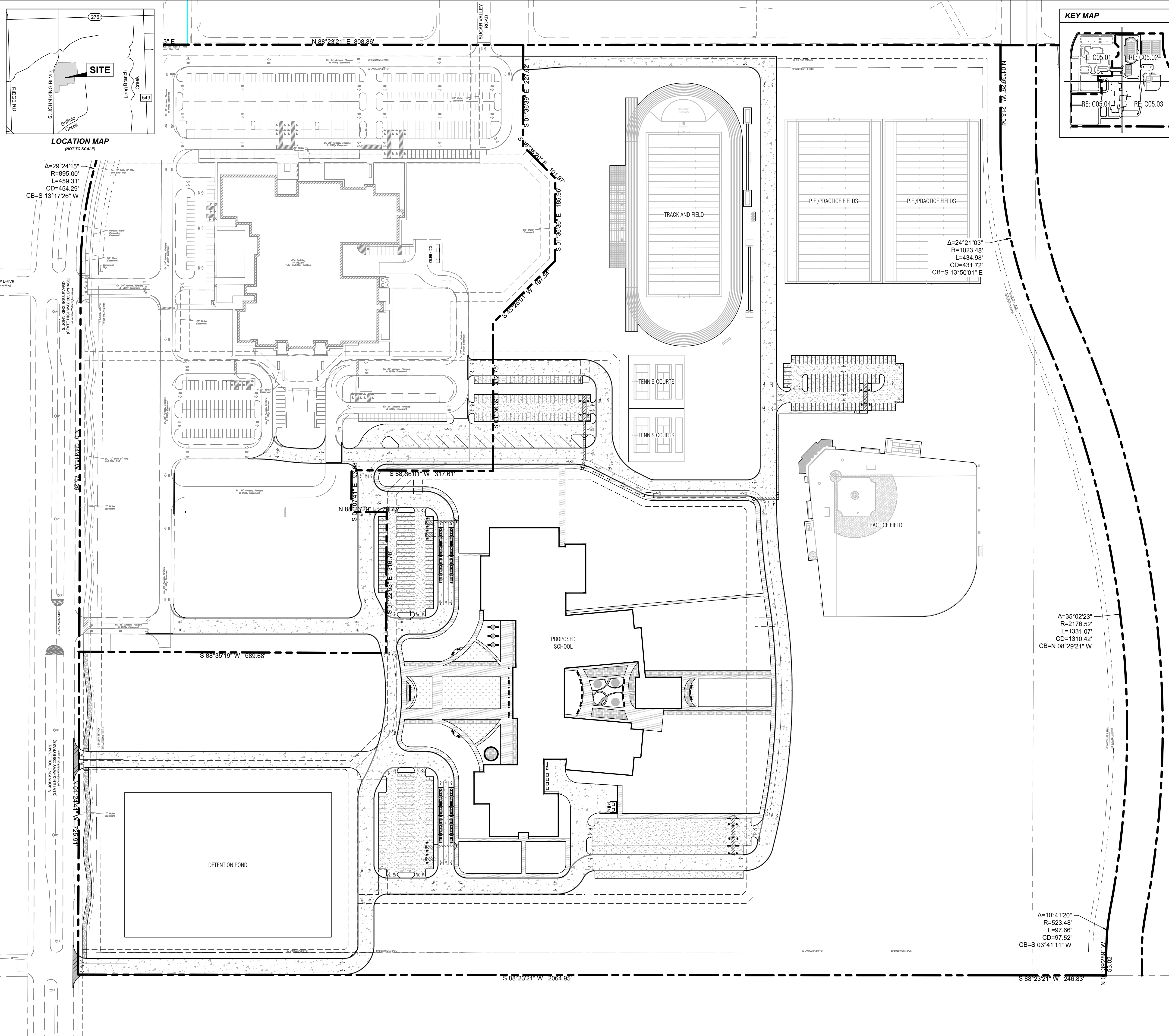
END



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)

Site Location Map

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS, THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS. PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSURE FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION: "NO PARKING FIRE LANE" EVERY 25' WHITE 4" LETTERS ON A 6" RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FREE RAMPS (BFR) IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1 FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

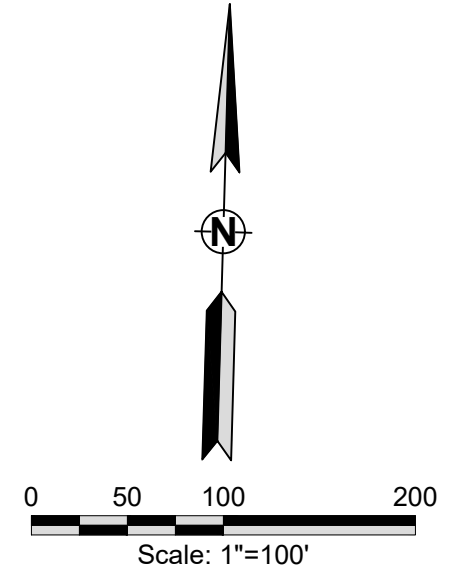
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10' MASONRY SCREENING WALL
	(PRIVATE) 5' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 6' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PUBLIC) 7' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 8' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 18" CENTERS EACH WAY
	(PUBLIC) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 24" CENTERS EACH WAY
	PLANTING AREAS
	RE LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (22022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	150,170 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	109,151 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
LOT COVERAGE	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.051
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	157' 10" (12 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
PARKING SURFACE	
9.0x18.0	203 SPACES
9.0x20.0	159 SPACES
15.0x30.0	20 SPACES
TOTAL PARKING PROVIDED	382 SPACES



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO.

CORGAN
CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8261

- ISSUES
- REVISIONS

GLENN ENGINEERING
TEXAS REGISTRATION # F-303
PHONE: (972) 717-5151
4600 FULLER DRIVE, SUITE 220
IRVING, TEXAS 75038
HUB #: 1752575193300
FAX: (972) 717-2176

PRELIMINARY-FOR REVIEW ONLY
These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheralyn Armijo, P.E. 84558
Date: March 25, 2022

**ROCKWALL-HEATH
NINTH GRADE CENTER**

OVERALL SITE PLAN

JOB 20018.0000
DATE 5/3/21
SHEET

C05.00

Rockwall, TX 75087

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

TRAFFIC IMPACT ANALYSIS
Rockwall ISD South Ninth Grade Center
Rockwall, Texas

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- Table 1. Projected Trip Generation Summary
- Table 2. Roadway Link Capacity Analysis Results Summary
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(Unsignalized Intersections)

LIST OF EXHIBITS:

- Exhibit 1. Site Location and Study Area Map

LIST OF APPENDICES:

- Appendix A. Traffic Volume Exhibits
- Appendix B. Detailed Traffic Volume Data
- Appendix C. Site-Generated Traffic Supplement
- Appendix D. Detailed Intersection Capacity Analysis Results

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Glenn Engineering Corp.** (the “Owner”) to prepare a Traffic Impact Analysis for a proposed public school located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project is referred to herein as Rockwall ISD South Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the “Applicant”) has made a request to the City of Rockwall (the “Approving Agency”) for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the “Engineer”) in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gage the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

May 24, 2022

Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of five driveways along S John King Boulevard. The surrounding roads of S John King Boulevard (P6D) and Stableglen Drive (Minor Collector – Not constructed adjacent to the site are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 75-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

Traffic-Signal-Controlled Intersections:

- (a) SH 276 and S John King Boulevard
- (b) SH 205 and S John King Boulevard

STOP-Sign-Controlled Intersections:

- (c) S John King Boulevard and Site Driveway 1
- (d) S John King Boulevard and Trail View Drive/Site Driveway 2
- (e) S John King Boulevard and Site Driveway 3

Roadway Links:

- (A) S John King Boulevard adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *6,124 (Tuesday, May 10, 2022)*

- (B) SH 205, between S John King Boulevard and Trail Lofland Circle
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *20,418 (Tuesday, May 10, 2022)*

- (C) SH 276, between S John King Boulevard and Trail Glen
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *16,214 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the “impact” created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). *ITE Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by credible sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

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ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

“Mode split” refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate “typical” mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

SCENARIO	ITE TRIP GENERATION DAILY VOLUMES	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK)
		Total (In/Out)	Total (In/Out)
School trips	1,940	520 (354/166)	320 (102/218)

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gage of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions -- in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gage of theoretical capacity.

Area Type	Hourly Service Volumes By Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

- Volume:Capacity Ratio \leq 25% is LOS A,
- Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
- Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
- Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
- Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
- Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the Recommendations section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

ROADWAY/ SCENARIO	DAILY VOLUME	THEORETICAL DAILY CAPACITY	V:C RATIO/ LEVEL OF SERVICE
<u>S John King Boulevard</u>			
Existing Conditions	6,124	37,000	0.17 – A
"Build" Conditions	7,191	37,000	0.19 – A
<u>SH 205</u>			
Existing Conditions	20,418	17,500	1.17 – F
"Build" Conditions	21,000	17,500	1.20 – F
<u>SH 276</u>			
Existing Conditions	16,214	37,000	0.44 – B
"Build" Conditions	16,602	37,000	0.45 – B

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term “Level of Service” (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

LOS A = free, unobstructed flow

LOS B = reasonably free flow

LOS C = stable flow

LOS D = approaching unstable flow

LOS E = unstable flow, operating at design capacity

LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

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The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	> 10 - ≤ 20	> 10 - ≤ 15
LOS C	> 20 - ≤ 35	> 15 - ≤ 25
LOS D	> 35 - ≤ 55	> 25 - ≤ 35
LOS E	> 55 - ≤ 80	> 35 - ≤ 50
LOS F	> 80	> 50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected “Build” traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** and **Table 4** provide a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the *SUMMARY OF FINDINGS AND RECOMMENDATIONS* section of this report.

Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Signalized Intersections)

INTERSECTION	EXISTING CONDITIONS		BUILD CONDITIONS	
	AM	PM	AM	PM
SH 276 @ S John King Boulevard	C (30.0)	C (29.8)	C (30.3)	C (30.4)
SH 205 @ S John King Boulevard	B (18.0)	C (20.2)	B (17.6)	C (22.3)

NOTE: Traffic signal operational parameters used in this analysis were based upon actual traffic signal operational characteristics observed in the field at the time of data collection.

Table 4. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)

INTERSECTION	TRAFFIC MANEUVER	EXISTING CONDITIONS		BUILD CONDITIONS	
		AM	PM	AM	PM
S John King Boulevard @ Site Driveway 1	WB	A (9.2)	A (9.2)	A (9.6)	A (9.7)
S John King Boulevard @ Trailview Drive/ Site Driveway 2	EB	B (14.7)	B (10.3)	C (18.4)	B (11.8)
	WB	B (10.3)	A (9.4)	B (10.1)	B (10.2)
	NB	A (0.1)	A (0.4)	A (0.1)	A (0.4)
	SB	A (2.7)	A (0.4)	A (2.0)	A (0.3)
S John King Boulevard @ Site Driveway 3	WB	B (10.5)	A (10.0)	C (19.4)	B (11.3)
	SB	A (0.0)	A (0.0)	A (4.2)	A (2.1)
S John King Boulevard @ Site Driveway 4 (Outbound Only)	WB	-	-	A (9.1)	A (9.2)
	NB	-	-	A (0.0)	A (0.0)
S John King Boulevard @ Fallbrook Drive Site Driveway 5	EB	B (10.4)	A (9.8)	B (10.7)	A (10.0)
	WB	-	-	C (17.4)	B (14.8)
	NB	A (0.3)	A (0.3)	A (0.1)	A (0.2)

KEY:

A, B, C, D, E, F = Level-of-Service
 NB-, SB-, EB-, WB- = intersection approach
 AM = AM Peak Hour of Adjacent Street

(##.#) = Average Seconds of Delay Per Vehicle
 -L, -T, -R = Left, Through, Right turning movement
 PM = PM Peak Hour of Generator

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SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

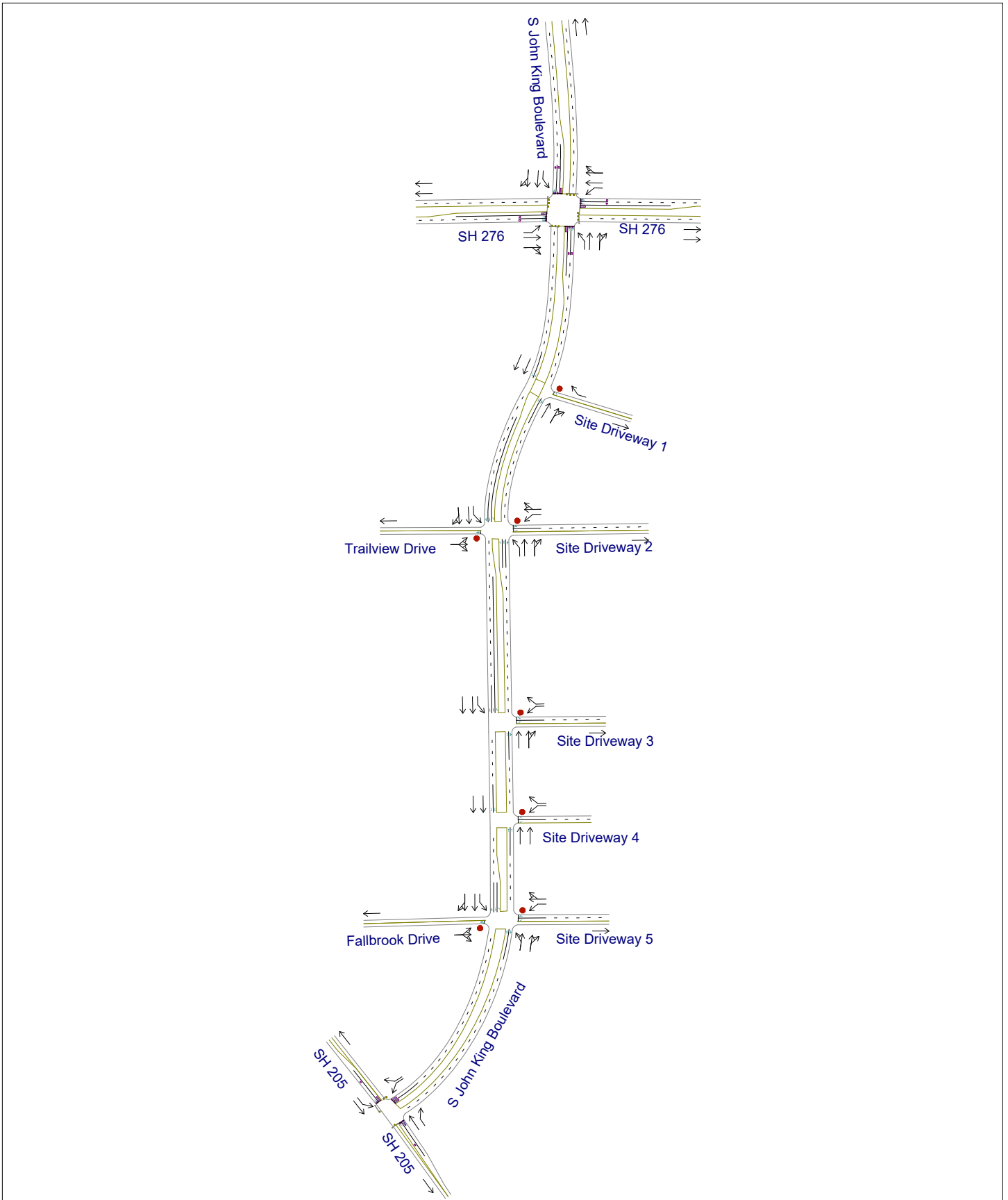
- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

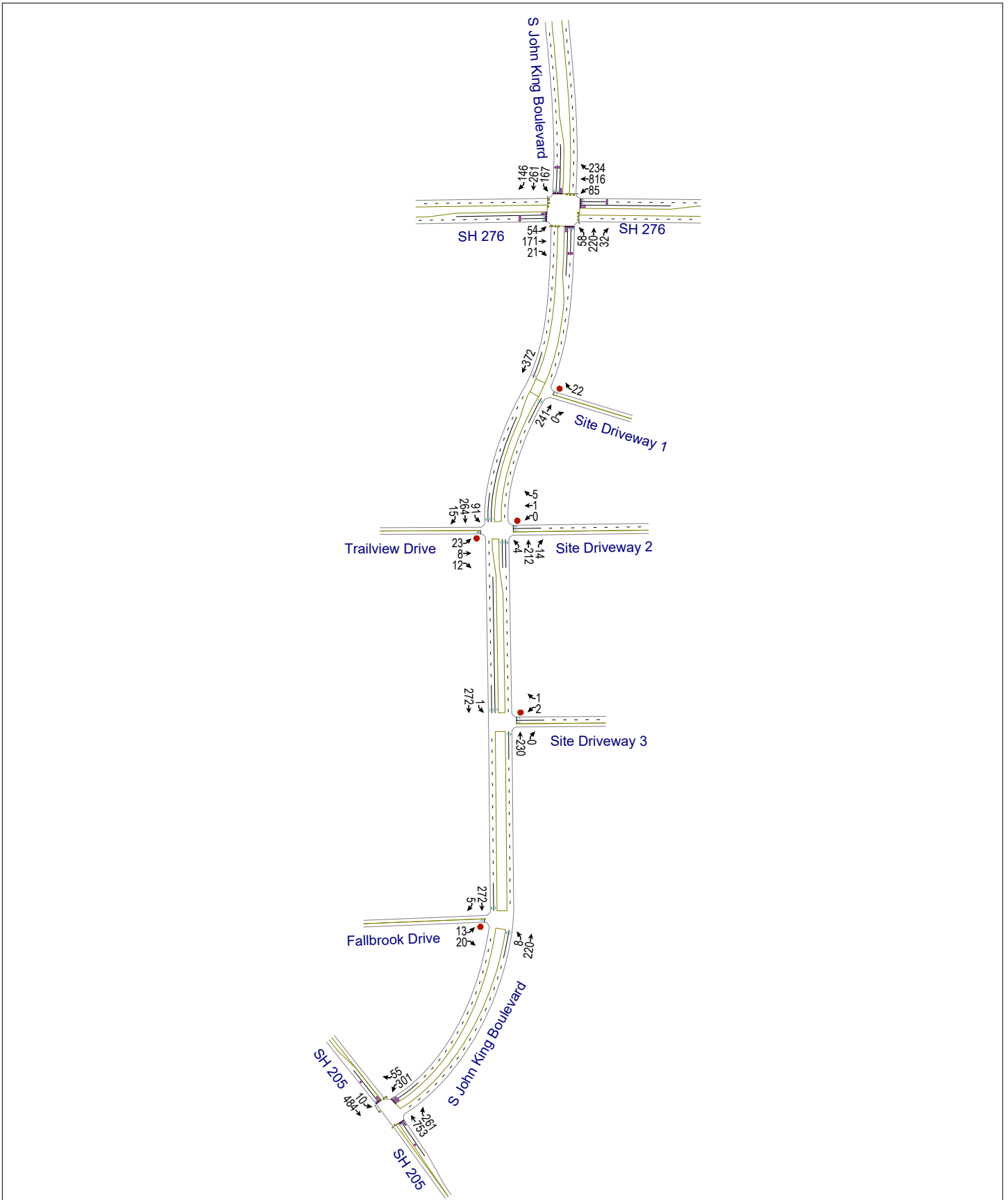
END OF MEMO

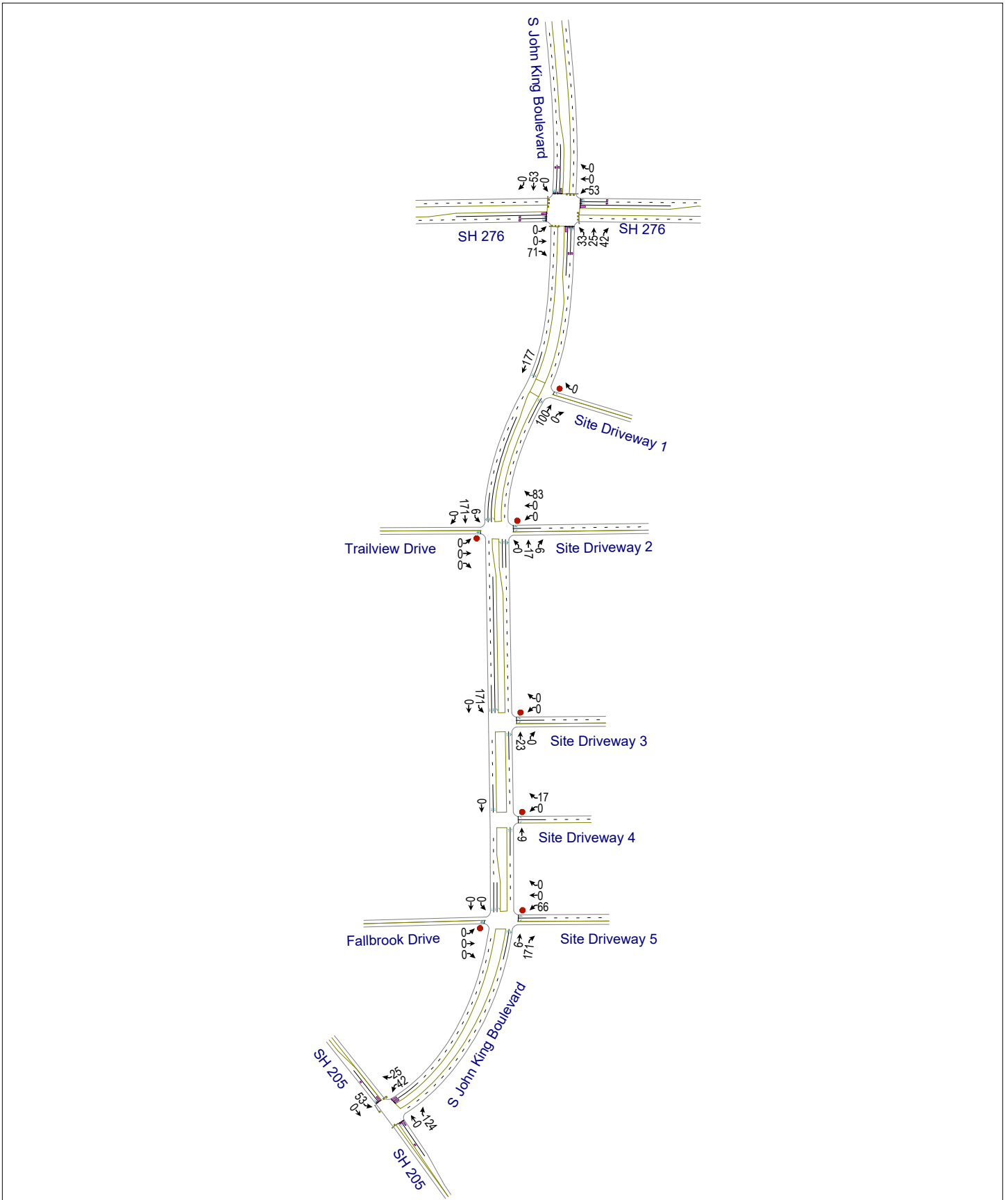
Appendix A. Traffic Volume Exhibits

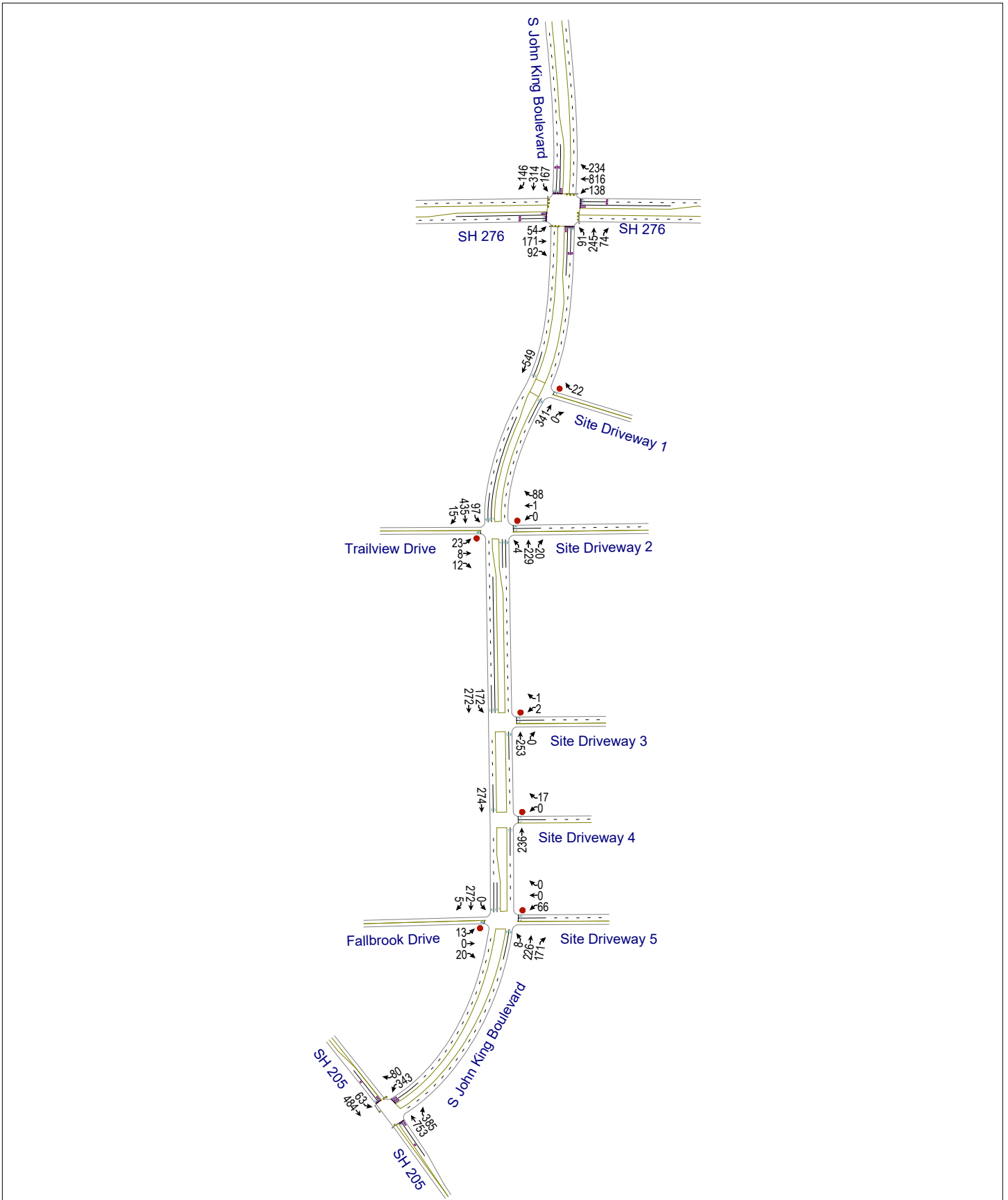
Appendix A1 - Roadway Geometry

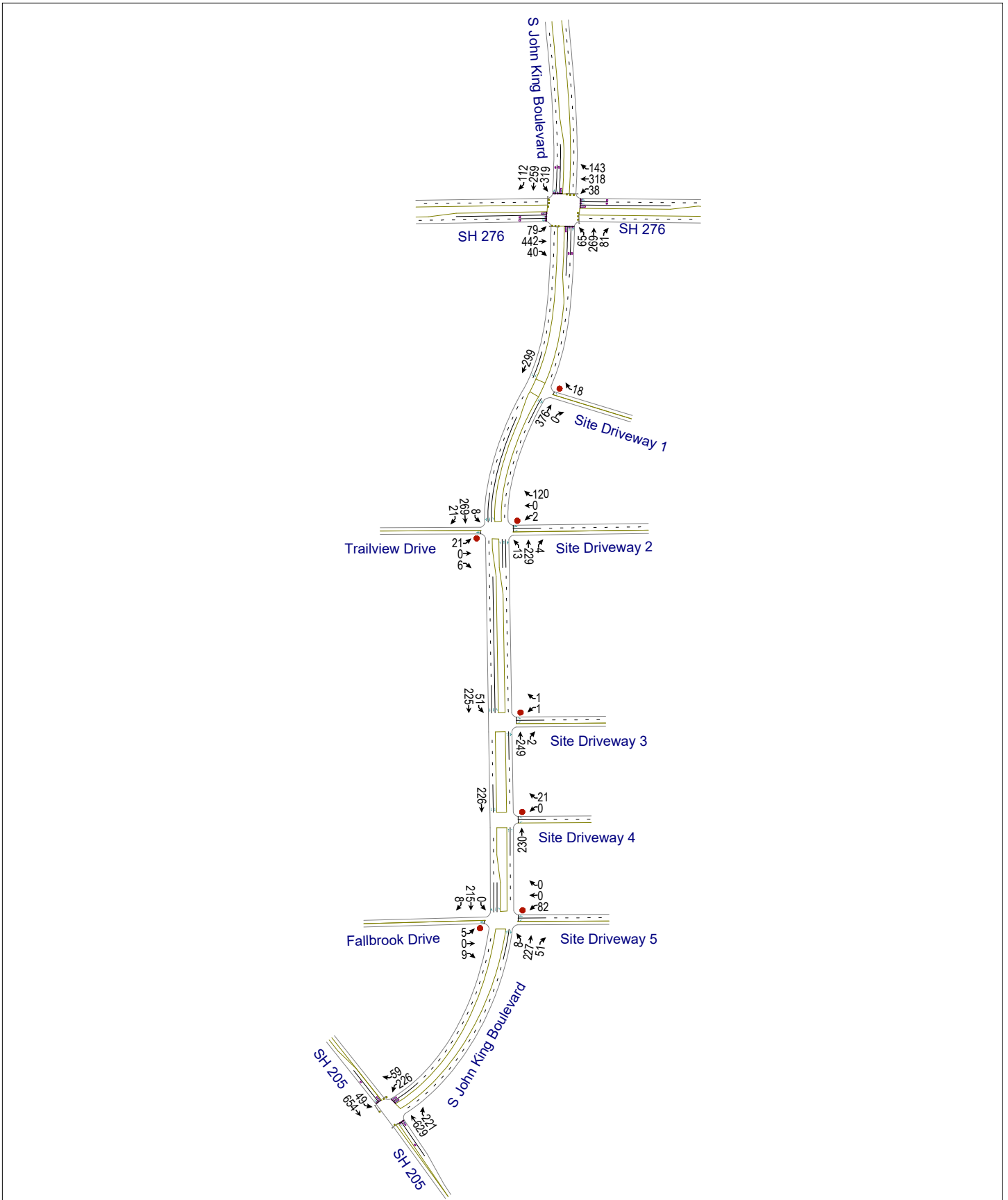
North ^
Not to Scale











Appendix B. Detailed Traffic Volume Data

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 276						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 276					
			Vehicles				Peds		Vehicles				Peds		Vehicles				Peds		Vehicles				Peds	
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	28	52	14			8	160	50			2	27	2			6	22	2					
State:	Texas	7:15 AM	7:30 AM	43	97	24			28	175	51			11	60	7			12	45	7					
Day:	Tuesday	7:30 AM	7:45 AM	40	52	34			19	183	50			21	56	8			13	44	6					
Date:	10-May	7:45 AM	8:00 AM	43	60	42			27	250	63			13	53	9			13	53	7					
Year:	2022	8:00 AM	8:15 AM	41	52	46			11	208	70			13	51	8			16	29	1					
Data Collector:	Camera	8:15 AM	8:30 AM	25	59	46			8	151	59			5	47	2			11	33	4					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	30	35	40			2	114	51			7	34	0			11	40	4					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	29	42	25			4	100	53			3	32	3			20	50	3					
Observations:		3:00 PM	3:15 PM	64	32	26			8	85	37			18	49	21			18	77	5					
		3:15 PM	3:30 PM	67	42	22			10	72	37			4	39	8			11	102	3					
		3:30 PM	3:45 PM	73	54	19			8	74	34			5	55	9			26	79	2					
		3:45 PM	4:00 PM	66	67	35			6	68	40			2	56	5			26	75	3					
		4:00 PM	4:15 PM	75	60	35			4	69	26			2	71	7			20	90	5					
		4:15 PM	4:30 PM	74	59	32			7	80	37			7	58	5			15	115	7					
		4:30 PM	4:45 PM	91	60	17			5	84	31			4	55	6			25	131	6					
		4:45 PM	5:00 PM	79	65	28			7	85	49			7	52	5			19	106	2					
		5:00 PM	5:15 PM	79	50	34			15	105	46			7	43	7			30	114	5					
		5:15 PM	5:30 PM	80	58	32			14	92	46			6	58	5			43	125	8					
		5:30 PM	5:45 PM	60	64	42			10	108	39			9	52	5			35	119	7					
		5:45 PM	6:00 PM	62	77	33			12	97	34			3	46	3			20	100	8					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
	Study Area PHF:	0.89	Study Area PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
PM Peak Hour	Intersection PHF:	0.95	Intersection PHV:	0	298	237	136		0	46	390	180		0	29	205	22		0	127	464	22				
	Peak Hour:	4:45 PM - 5:45 PM	PHF:	0.93	0.91	0.81			0.77	0.90	0.92			0.81	0.88	0.79			0.74	0.93	0.69					
	Study Area PHF:	0.96	Study Area PHV:	0	319	244	112		0	23	318	143		0	20	236	23		0	79	442	20				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.88	0.94	0.80			0.82	0.94	0.73			0.71	0.83	0.82			0.79	0.84	0.71					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 205						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 205					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	34	0	3			0	217	42			0	0	0			3	93	0					
State:	Texas	7:15 AM	7:30 AM	44	0	9			0	212	56			0	0	0			7	105	0					
Day:	Tuesday	7:30 AM	7:45 AM	80	0	15			0	197	72			0	0	0			1	127	0					
Date:	10-May	7:45 AM	8:00 AM	98	0	24			0	173	91			0	0	0			2	136	0					
Year:	2022	8:00 AM	8:15 AM	79	0	7			0	171	42			0	0	0			0	116	0					
Data Collector:	Camera	8:15 AM	8:30 AM	50	0	2			0	196	43			0	0	0			2	135	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	34	0	3			0	185	38			0	0	0			2	108	0					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	38	0	3			0	190	37			0	0	0			2	117	0					
Observations:																										
		3:00 PM	3:15 PM	87	0	34			0	123	39			0	0	0			11	146	0					
		3:15 PM	3:30 PM	41	0	9			0	127	28			0	0	0			4	171	0					
		3:30 PM	3:45 PM	46	0	5			0	134	35			0	0	0			5	174	0					
		3:45 PM	4:00 PM	43	0	13			0	142	28			0	0	0			8	170	0					
		4:00 PM	4:15 PM	43	0	6			0	152	56			0	0	0			11	154	0					
		4:15 PM	4:30 PM	40	0	5			0	149	57			0	0	0			5	166	0					
		4:30 PM	4:45 PM	47	0	6			0	148	43			0	0	0			12	172	0					
		4:45 PM	5:00 PM	44	0	11			0	180	29			0	0	0			6	162	0					
		5:00 PM	5:15 PM	38	0	3			0	144	38			0	0	0			9	186	0					
		5:15 PM	5:30 PM	43	0	2			0	161	40			0	0	0			1	173	0					
		5:30 PM	5:45 PM	40	0	4			0	166	38			0	0	0			3	181	0					
		5:45 PM	6:00 PM	35	0	9			0	164	43			0	0	0			5	165	0					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
	Study Area PHF:	0.89	Study Area PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
PM Peak Hour	Intersection PHF:	0.99	Intersection PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					
	Study Area PHF:	0.99	Study Area PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 1						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 1					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	57	0			0	0	3			0	33	0			0	0	0					
State:	Texas	7:15 AM	7:30 AM	0	119	0			0	0	11			0	51	0			0	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	94	0			0	0	10			0	56	0			0	0	0					
Date:	10-May	7:45 AM	8:00 AM	0	90	0			0	0	0			0	74	0			0	0	0					
Year:	2022	8:00 AM	8:15 AM	0	69	0			0	0	1			0	60	0			0	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	0	63	0			0	0	0			0	47	0			0	0	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	34	0			0	0	0			0	33	2			0	0	0					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	53	0			0	0	1			0	34	1			0	0	0					
Observations:		3:00 PM	3:15 PM	0	63	0			0	0	8			0	64	0			0	0	0					
		3:15 PM	3:30 PM	0	44	0			0	0	1			0	43	0			0	0	0					
		3:30 PM	3:45 PM	0	58	0			0	0	3			0	60	0			0	0	0					
		3:45 PM	4:00 PM	0	64	0			0	0	5			0	47	0			0	0	0					
		4:00 PM	4:15 PM	0	62	0			0	0	4			0	69	0			0	0	0					
		4:15 PM	4:30 PM	0	58	0			0	0	8			0	62	0			0	0	0					
		4:30 PM	4:45 PM	0	60	0			0	0	3			0	59	0			0	0	0					
		4:45 PM	5:00 PM	0	68	0			0	0	3			0	50	0			0	0	0					
		5:00 PM	5:15 PM	0	64	0			0	0	5			0	49	0			0	0	0					
		5:15 PM	5:30 PM	0	65	0			0	0	4			0	57	0			0	0	0					
		5:30 PM	5:45 PM	0	67	0			0	0	2			0	55	0			0	0	0					
		5:45 PM	6:00 PM	0	81	0			0	0	1			0	46	1			0	0	0					
AM Peak Hour	Intersection PHF: 0.88	Intersection PHV:	0	0	372	0			0	0	0	22			0	0	241	0			0	0	0	0		
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.00	0.78	0.00				0.00	0.00	0.50			0.00	0.81	0.00			0.00	0.00	0.00					
	Study Area PHF: 0.88	Study Area PHV:	0	0	372	0			0	0	0	22			0	0	241	0			0	0	0	0		
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.00	0.78	0.00				0.00	0.00	0.50			0.00	0.81	0.00			0.00	0.00	0.00					
PM Peak Hour	Intersection PHF: 0.94	Intersection PHV:	0	0	248	0			0	0	0	18			0	0	240	0			0	0	0	0		
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.00				0.00	0.00	0.56			0.00	0.87	0.00			0.00	0.00	0.00					
	Study Area PHF: 0.94	Study Area PHV:	0	0	248	0			0	0	0	18			0	0	240	0			0	0	0	0		
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.00				0.00	0.00	0.56			0.00	0.87	0.00			0.00	0.00	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 2						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 2					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	15	41	2			0	0	0			1	30	2			3	0	1					
State:	Texas	7:15 AM	7:30 AM	53	65	5			0	0	2			0	47	8			6	3	2					
Day:	Tuesday	7:30 AM	7:45 AM	22	63	3			0	1	2			1	42	5			9	2	3					
Date:	10-May	7:45 AM	8:00 AM	8	77	5			0	0	0			1	70	0			5	0	2					
Year:	2022	8:00 AM	8:15 AM	8	59	2			0	0	1			2	53	1			3	3	5					
Data Collector:	Camera	8:15 AM	8:30 AM	4	57	2			0	0	1			4	43	1			4	1	1					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	2	32	1			0	0	1			1	33	2			2	1	2					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	7	42	2			0	0	0			1	30	2			2	0	1					
Observations:																										
		3:00 PM	3:15 PM	1	50	13			1	2	4			8	58	1			2	0	3					
		3:15 PM	3:30 PM	1	37	6			1	0	4			3	41	1			2	0	3					
		3:30 PM	3:45 PM	2	55	3			0	0	4			0	55	0			5	0	2					
		3:45 PM	4:00 PM	5	47	10			1	0	0			1	41	1			6	0	2					
		4:00 PM	4:15 PM	5	52	5			1	0	1			1	65	1			3	0	2					
		4:15 PM	4:30 PM	1	57	2			0	0	3			7	49	3			8	0	2					
		4:30 PM	4:45 PM	2	54	5			0	0	1			3	52	0			5	0	2					
		4:45 PM	5:00 PM	0	55	9			1	0	0			2	42	0			5	0	0					
		5:00 PM	5:15 PM	4	51	9			1	0	0			2	49	1			2	0	1					
		5:15 PM	5:30 PM	1	56	8			1	0	1			1	52	0			6	0	1					
		5:30 PM	5:45 PM	6	56	8			0	0	1			2	45	0			7	1	3					
		5:45 PM	6:00 PM	18	61	7			0	0	2			2	39	0			7	1	4					
AM Peak Hour	Intersection PHF:	0.85	Intersection PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
	Study Area PHF:	0.85	Study Area PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
PM Peak Hour	Intersection PHF:	0.92	Intersection PHV:	0	29	224	32		0	2	0	4		0	7	185	1		0	22	2	9				
	Peak Hour:	5:00 PM - 6:00 PM	PHF:	0.40	0.92	0.89			0.50	0.00	0.50			0.88	0.89	0.25			0.79	0.50	0.56					
	Study Area PHF:	0.93	Study Area PHV:	0	8	218	21		0	2	0	5		0	13	208	4		0	21	0	6				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.40	0.96	0.58			0.50	0.00	0.42			0.46	0.80	0.33			0.66	0.00	0.75					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG							
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 3						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 3							
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds				
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW		
START	END																											
City:	Rockwall	7:00 AM	7:15 AM	0	44	0			0	0	0			0	33	1			0	0	0			0	0	0		
State:	Texas	7:15 AM	7:30 AM	1	70	0			0	0	1			0	54	0			0	0	0			0	0	0		
Day:	Tuesday	7:30 AM	7:45 AM	0	67	0			0	0	0			0	51	0			0	0	0			0	0	0		
Date:	10-May	7:45 AM	8:00 AM	0	79	0			1	0	0			0	74	0			0	0	0			0	0	0		
Year:	2022	8:00 AM	8:15 AM	0	56	0			1	0	0			0	51	0			0	0	0			0	0	0		
Data Collector:	Camera	8:15 AM	8:30 AM	2	55	0			0	0	0			0	44	1			0	0	0			0	0	0		
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	39	0			1	0	0			0	37	2			0	0	0			0	0	0		
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	37	0			0	0	0			0	36	1			0	0	0			0	0	0		
Observations:		3:00 PM	3:15 PM	0	52	0			1	0	0			0	64	1			0	0	0			0	0	0		
		3:15 PM	3:30 PM	1	42	0			3	0	0			0	43	0			0	0	0			0	0	0		
		3:30 PM	3:45 PM	0	59	0			0	0	0			0	56	1			0	0	0			0	0	0		
		3:45 PM	4:00 PM	0	51	0			0	0	0			0	41	0			0	0	0			0	0	0		
		4:00 PM	4:15 PM	0	51	0			0	0	0			0	71	0			0	0	0			0	0	0		
		4:15 PM	4:30 PM	0	59	0			1	0	0			0	59	1			0	0	0			0	0	0		
		4:30 PM	4:45 PM	0	56	0			0	0	0			0	57	0			0	0	0			0	0	0		
		4:45 PM	5:00 PM	0	59	0			0	0	1			0	41	1			0	0	0			0	0	0		
		5:00 PM	5:15 PM	0	53	0			0	0	0			0	53	0			0	0	0			0	0	0		
		5:15 PM	5:30 PM	0	55	0			0	0	0			0	47	0			0	0	0			0	0	0		
		5:30 PM	5:45 PM	1	59	0			0	0	0			0	43	1			0	0	0			0	0	0		
		5:45 PM	6:00 PM	3	59	0			2	0	0			0	43	0			0	0	0			0	0	0		
AM Peak Hour	Intersection PHF:	0.82	Intersection PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0		0	0	0	0	
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
	Study Area PHF:	0.82	Study Area PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0		0	0	0	0	
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
PM Peak Hour	Intersection PHF:	0.94	Intersection PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0		0	0	0	0	
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00			0.00	0.00	0.00		
	Study Area PHF:	0.94	Study Area PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0		0	0	0	0	
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00			0.00	0.00	0.00		

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on FALLBROOK DRIVE/PROPOSED SITE						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on FALLBROOK DRIVE/PROPOSED SITE					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	43	0			0	0	0			1	33	0			2	0	8					
State:	Texas	7:15 AM	7:30 AM	0	69	0			0	0	0			3	50	0			3	0	4					
Day:	Tuesday	7:30 AM	7:45 AM	0	65	1			0	0	0			1	48	0			4	0	5					
Date:	10-May	7:45 AM	8:00 AM	0	82	2			0	0	0			2	73	0			3	0	8					
Year:	2022	8:00 AM	8:15 AM	0	56	2			0	0	0			2	49	0			3	0	3					
Data Collector:	Camera	8:15 AM	8:30 AM	0	55	1			0	0	0			1	43	0			1	0	2					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	35	2			0	0	0			2	35	0			2	0	5					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	42	0			0	0	0			0	37	0			1	0	1					
Observations:		3:00 PM	3:15 PM	0	51	3			0	0	0			10	65	0			0	0	2					
		3:15 PM	3:30 PM	0	44	1			0	0	0			3	41	0			2	0	2					
		3:30 PM	3:45 PM	0	62	0			0	0	0			2	56	0			2	0	2					
		3:45 PM	4:00 PM	0	49	2			0	0	0			2	38	0			3	0	3					
		4:00 PM	4:15 PM	0	47	4			0	0	0			2	71	0			0	0	4					
		4:15 PM	4:30 PM	0	54	3			0	0	0			3	64	0			1	0	0					
		4:30 PM	4:45 PM	0	55	0			0	0	0			3	52	0			1	0	2					
		4:45 PM	5:00 PM	0	59	1			0	0	0			0	40	0			3	0	3					
		5:00 PM	5:15 PM	0	48	3			0	0	0			1	54	0			0	0	1					
		5:15 PM	5:30 PM	0	53	5			0	0	0			0	44	0			3	0	2					
		5:30 PM	5:45 PM	0	57	1			0	0	0			3	44	0			2	0	2					
		5:45 PM	6:00 PM	0	57	4			0	0	0			0	42	0			1	0	2					
AM Peak Hour	Intersection PHF: 0.79	Intersection PHV:	0	0	272	5			0	0	0	0		0	8	220	0		0	13	0	20				
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00	0.83	0.63					0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
	Study Area PHF: 0.79	Study Area PHV:	0	0	272	5			0	0	0	0		0	8	220	0		0	13	0	20				
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00	0.83	0.63					0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
PM Peak Hour	Intersection PHF: 0.92	Intersection PHV:	0	0	215	8			0	0	0	0		0	8	227	0		0	5	0	9				
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.00	0.91	0.50					0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					
	Study Area PHF: 0.92	Study Area PHV:	0	0	215	8			0	0	0	0		0	8	227	0		0	5	0	9				
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.00	0.91	0.50					0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					

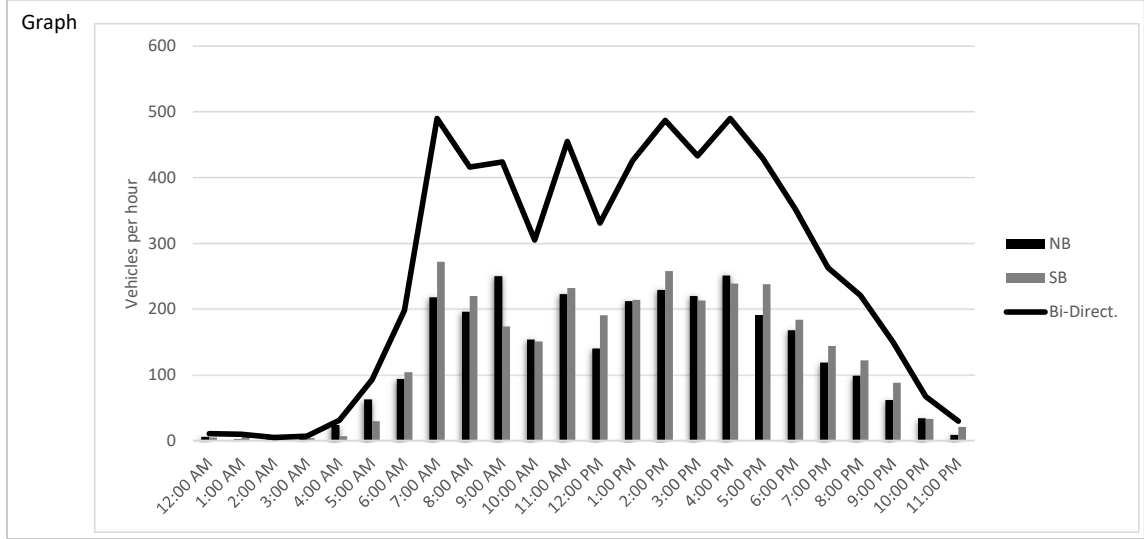
ROADWAY: S JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
6,124
 (WEEKDAY)

S JOHN KING BOULEVARD

START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	2	1	0	3	2	0	2	1	6	5	11
1:00 AM	0	0	2	0	1	2	2	3	2	8	10
2:00 AM	2	0	0	0	1	0	0	2	2	3	5
3:00 AM	0	1	0	2	2	0	0	2	3	4	7
4:00 AM	4	2	3	15	0	1	4	2	24	7	31
5:00 AM	7	7	28	21	6	5	9	10	63	30	93
6:00 AM	14	24	20	36	12	26	22	44	94	104	198
7:00 AM	33	59	58	68	42	75	73	82	218	272	490
8:00 AM	71	52	36	37	70	60	46	44	196	220	416
9:00 AM	48	47	71	84	43	50	46	35	250	174	424
10:00 AM	54	34	26	40	40	40	47	24	154	151	305
11:00 AM	44	84	52	43	90	64	38	40	223	232	455
12:00 PM	28	30	42	40	35	44	48	64	140	191	331
1:00 PM	46	64	53	49	60	54	50	50	212	214	426
2:00 PM	52	51	54	72	48	64	48	98	229	258	487
3:00 PM	67	47	57	49	52	45	62	54	220	213	433
4:00 PM	77	66	60	48	62	55	62	60	251	239	490
5:00 PM	46	55	50	40	50	64	62	62	191	238	429
6:00 PM	44	50	36	38	44	42	44	54	168	184	352
7:00 PM	48	29	26	16	44	40	35	25	119	144	263
8:00 PM	26	21	32	20	29	42	24	27	99	122	221
9:00 PM	16	12	19	15	24	22	23	19	62	88	150
10:00 PM	8	16	5	5	8	4	12	9	34	33	67
11:00 PM	5	2	2	0	6	7	5	3	9	21	30

24-Hour Total:	NB	SB	Bi-Direct.
	2,969	3,155	6,124
(Bi-Direct.) AM Peak Hour Total:	256	300	556
(Bi-Direct.) PM Peak Hour Total:	244	262	506
Highest By Direction (NB):	256		
Highest By Direction (SB):		300	



ROADWAY: SH 205
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
20,418
 (WEEKDAY)

SH 205

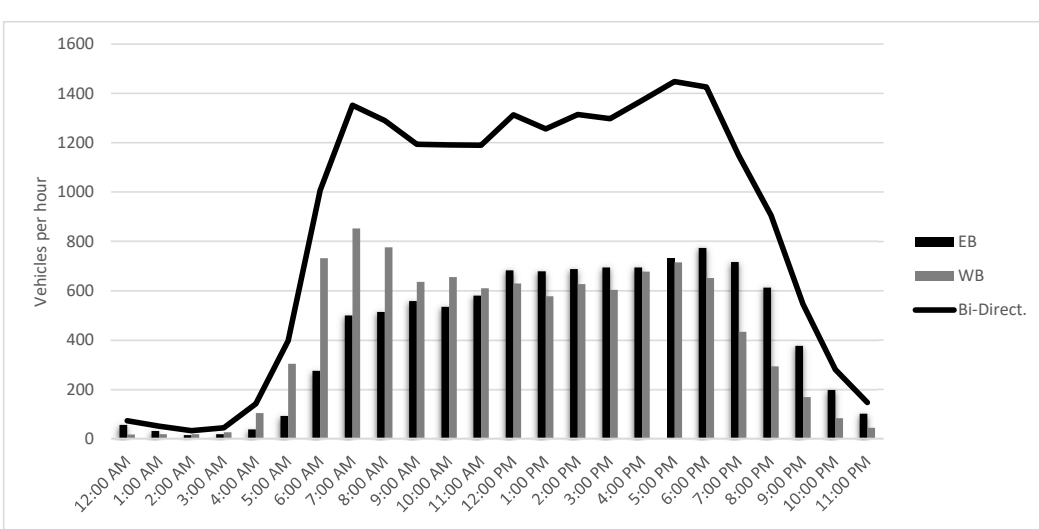
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	19	13	12	12	5	2	1	9	56	17	73
1:00 AM	8	10	8	6	1	6	3	9	32	19	51
2:00 AM	2	4	7	1	6	1	5	6	14	18	32
3:00 AM	3	5	8	3	4	4	12	6	19	26	45
4:00 AM	10	12	10	6	23	18	21	42	38	104	142
5:00 AM	11	22	32	28	29	86	80	109	93	304	397
6:00 AM	33	62	78	102	129	170	214	219	275	732	1007
7:00 AM	101	120	135	144	223	218	216	195	500	852	1352
8:00 AM	126	143	122	123	187	202	184	203	514	776	1290
9:00 AM	140	126	150	142	177	181	137	141	558	636	1194
10:00 AM	116	132	118	169	176	163	163	154	535	656	1191
11:00 AM	140	155	164	121	142	158	158	152	580	610	1190
12:00 PM	146	210	150	177	163	161	148	158	683	630	1313
1:00 PM	178	172	161	168	150	118	156	153	679	577	1256
2:00 PM	161	173	180	174	154	157	136	180	688	627	1315
3:00 PM	144	174	186	190	160	142	148	154	694	604	1298
4:00 PM	160	176	184	174	166	152	163	196	694	677	1371
5:00 PM	199	164	199	171	157	174	190	194	733	715	1448
6:00 PM	198	214	174	188	170	178	154	150	774	652	1426
7:00 PM	179	196	180	161	116	113	97	107	716	433	1149
8:00 PM	159	135	177	141	83	82	66	63	612	294	906
9:00 PM	110	98	96	72	49	54	38	28	376	169	545
10:00 PM	52	62	45	38	30	19	22	12	197	83	280
11:00 PM	40	27	24	11	18	8	16	3	102	45	147

7:00 AM 8:00 AM
 5:30 PM 6:30 PM
 5:30 PM 6:30 PM
 6:45 AM 7:45 AM

24-Hour Total: 10,162 (EB) 10,256 (WB) 20,418 (Bi-Direct.)
 (Bi-Direct.) AM Peak Hour Total: 500 (EB) 852 (WB) 1,352 (Bi-Direct.)
 (Bi-Direct.) PM Peak Hour Total: 782 (EB) 732 (WB) 1,514 (Bi-Direct.)
 Highest By Direction (EB): 782
 Highest By Direction (WB): 876

	EB	WB	Bi-Direct.
24-Hour Total:	10,162	10,256	20,418
(Bi-Direct.) AM Peak Hour Total:	500	852	1,352
(Bi-Direct.) PM Peak Hour Total:	782	732	1,514
Highest By Direction (EB):	782		
Highest By Direction (WB):		876	

Graph



ROADWAY: SH 276
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
16,214
 (WEEKDAY)

SH 276

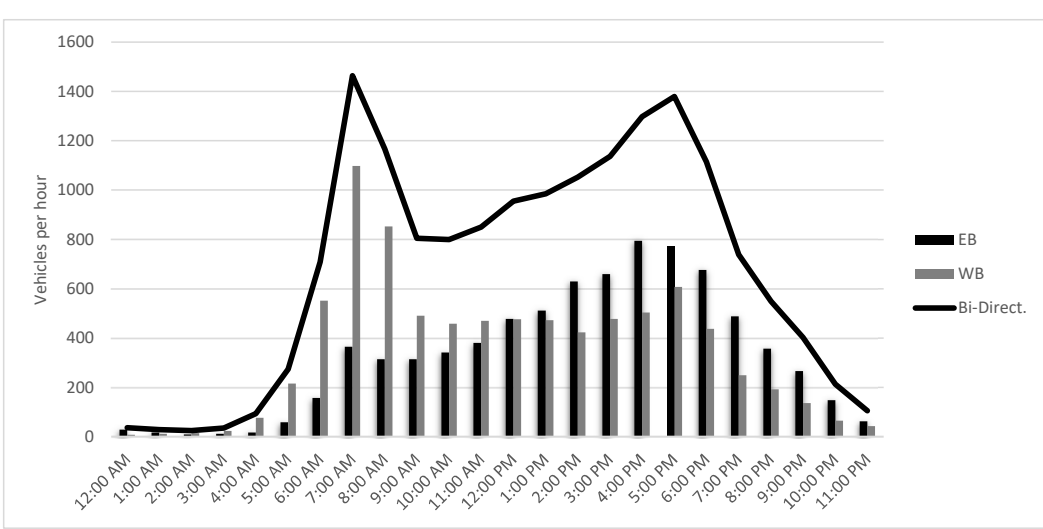
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	8	10	5	6	2	1	3	2	29	8	37
1:00 AM	5	5	5	2	4	0	3	5	17	12	29
2:00 AM	3	3	2	2	0	3	5	7	10	15	25
3:00 AM	3	4	2	3	8	4	6	5	12	23	35
4:00 AM	1	6	1	9	12	14	26	25	17	77	94
5:00 AM	6	10	21	22	34	47	60	74	59	215	274
6:00 AM	26	30	44	57	109	120	156	167	157	552	709
7:00 AM	54	102	98	111	226	266	266	340	365	1098	1463
8:00 AM	86	62	76	90	290	232	168	162	314	852	1166
9:00 AM	73	69	94	78	122	144	124	101	314	491	805
10:00 AM	90	52	92	108	108	120	122	108	342	458	800
11:00 AM	104	86	97	93	131	106	120	113	380	470	850
12:00 PM	128	112	116	122	112	130	117	118	478	477	955
1:00 PM	131	118	140	123	128	126	120	99	512	473	985
2:00 PM	138	140	180	171	99	100	108	116	629	423	1052
3:00 PM	172	178	161	148	139	102	126	111	659	478	1137
4:00 PM	174	197	232	191	108	118	124	154	794	504	1298
5:00 PM	212	205	184	171	151	152	156	148	772	607	1379
6:00 PM	194	168	172	142	118	132	105	83	676	438	1114
7:00 PM	128	152	120	88	71	66	55	58	488	250	738
8:00 PM	90	89	86	92	52	52	50	38	357	192	549
9:00 PM	90	57	66	53	30	45	41	20	266	136	402
10:00 PM	50	44	33	21	20	18	22	5	148	65	213
11:00 PM	13	21	14	14	13	6	12	12	62	43	105

7:15 AM 8:15 AM
 4:30 PM 5:30 PM
 4:30 PM 5:30 PM
 7:15 AM 8:15 AM

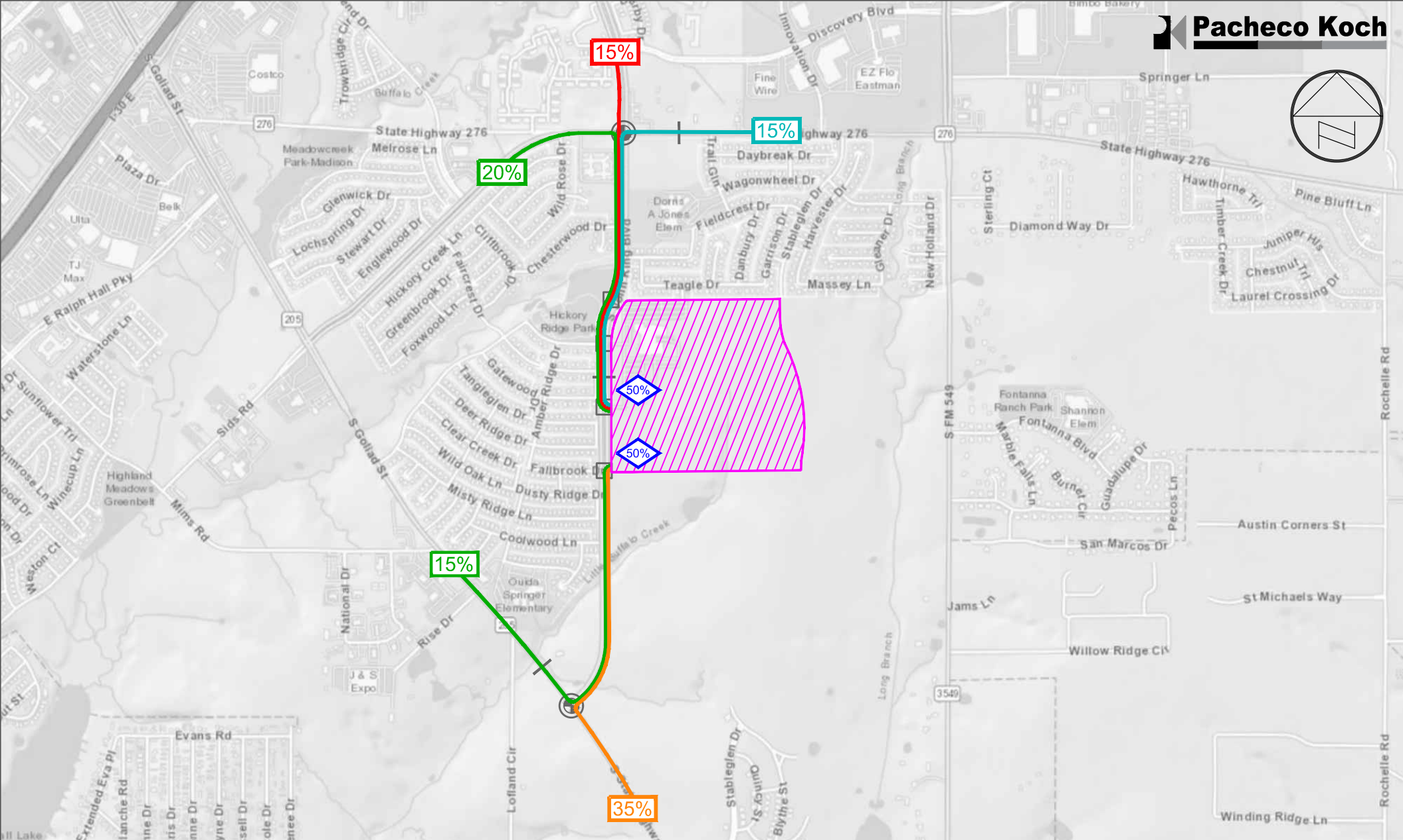
24-Hour Total: 16,214
 (Bi-Direct.) AM Peak Hour Total: 1,559
 (Bi-Direct.) PM Peak Hour Total: 1,421
 Highest By Direction (EB): 840
 Highest By Direction (WB): 1,162

	EB	WB	Bi-Direct.
24-Hour Total:	7,857	8,357	16,214
(Bi-Direct.) AM Peak Hour Total:	397	1,162	1,559
(Bi-Direct.) PM Peak Hour Total:	840	581	1,421
Highest By Direction (EB):	840		
Highest By Direction (WB):		1,162	

Graph



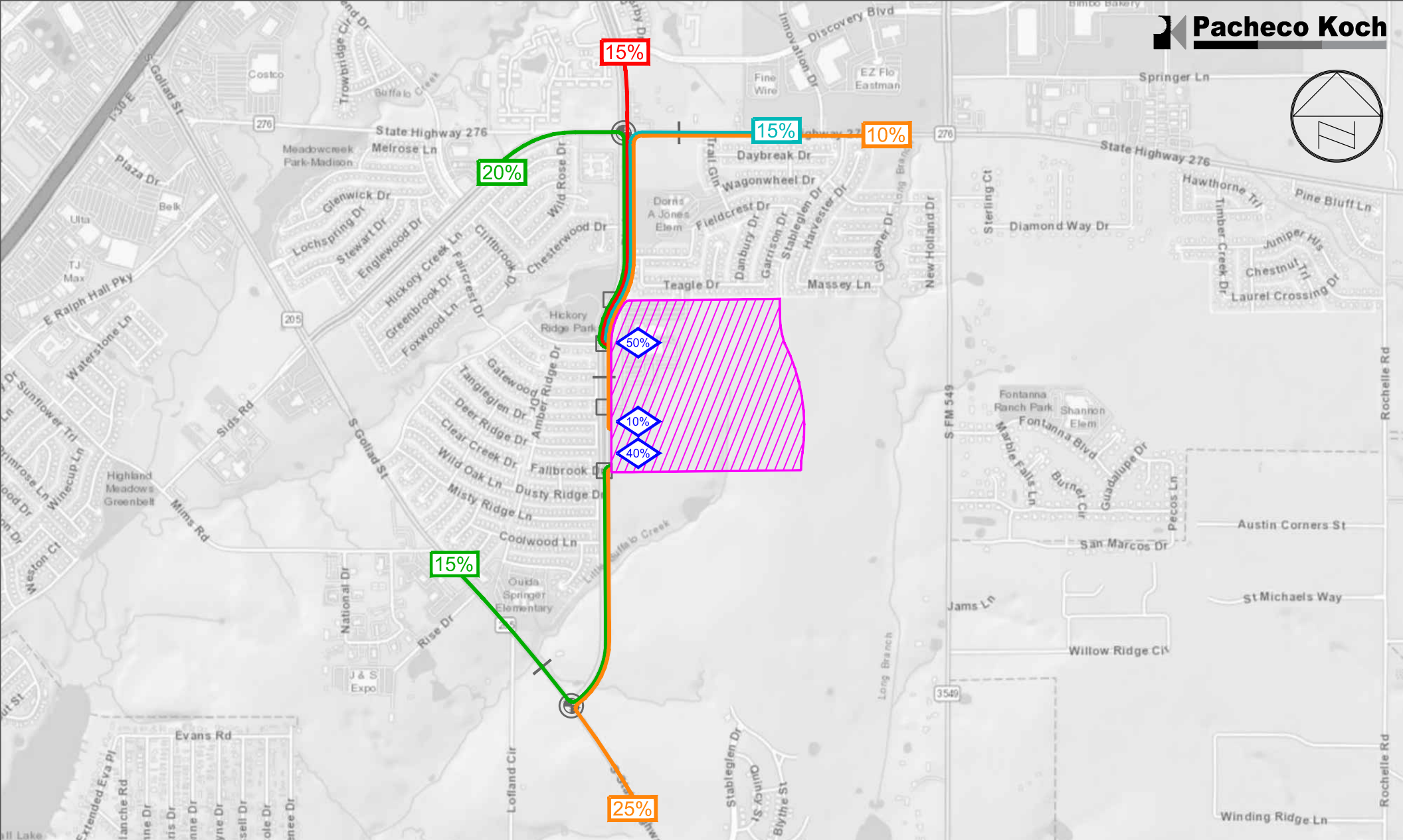
Appendix C. Site-Generated Traffic Supplement



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Inbound)

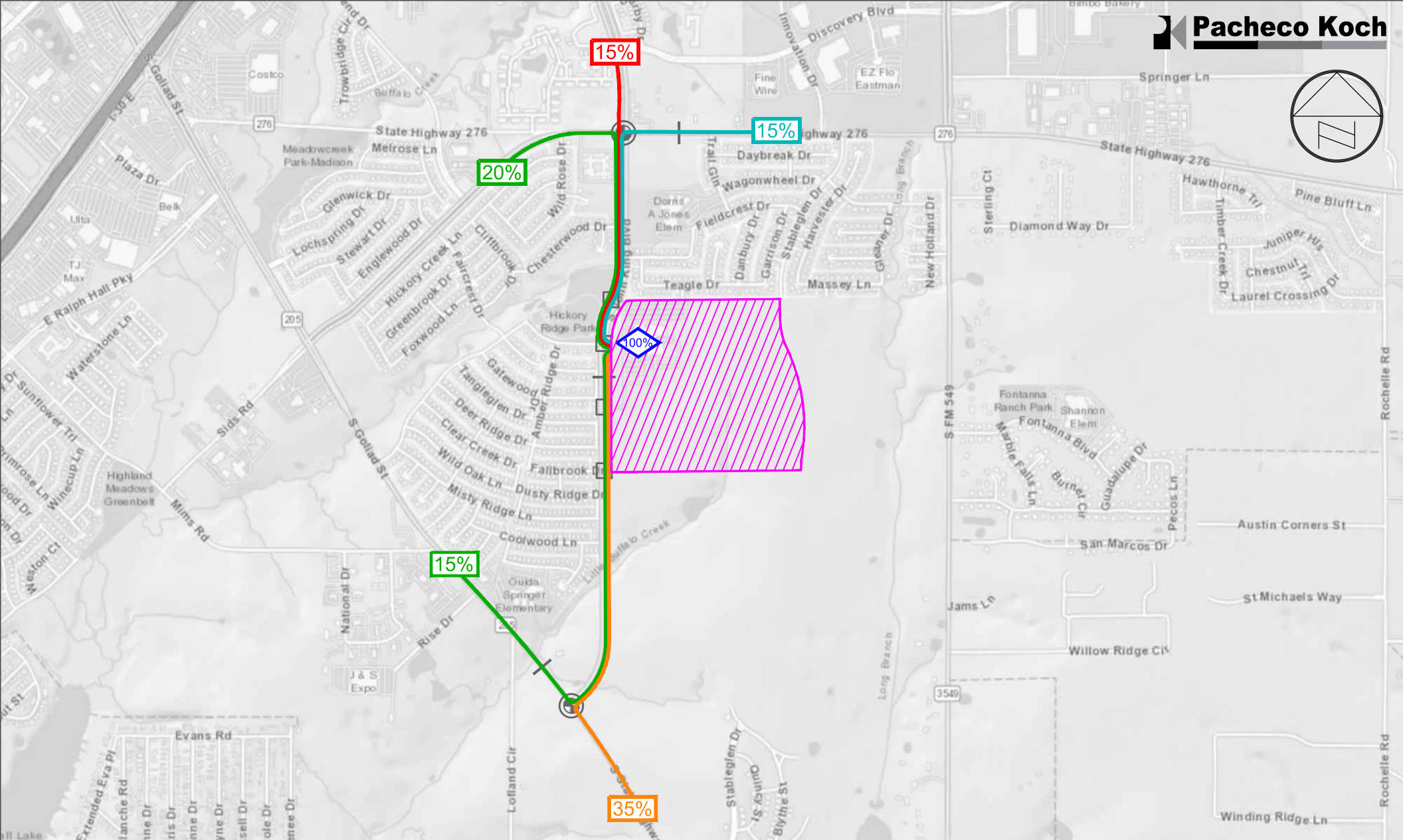
RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Outbound)

RISD South 9th Grade Center, Rockwall, Texas
 PK 5360-22.341 (LHC: 05/19/22)

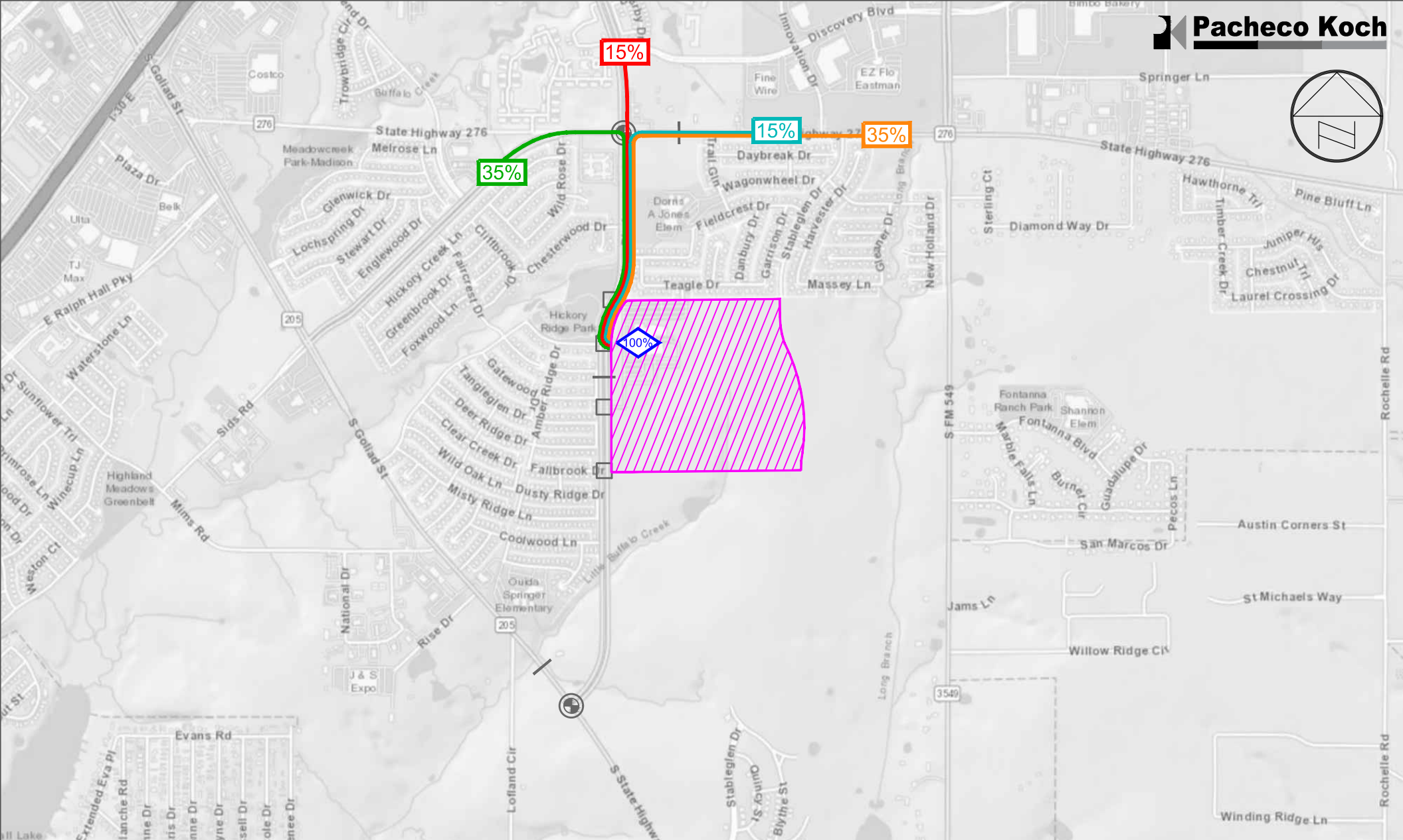


- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Buses (Inbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Buses (Outbound)

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)

Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed New Rockwall – Heath Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall – Heath Ninth Grade Center, its location at the southern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall – Heath Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 19 buses with a ridership of approximately 665 student with an approximate student population of 2,779 student of the 655 riders 255 were Freshman students or 32.4% of Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 494, 1.4 students per vehicle 353 students, with an approximate Freshman student population of 788 student or 62.6% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study (5) the District's projection that only 5% of students will be pedestrian traffic (39 students) within the 2 mile walk zone is accepted; a value of 5% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (10) Buses will access site by way of Approach #4.

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall-Heath Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of South John King Boulevard:

Existing Rockwall-Heath High School Freshman Transportation recap.

788 students	x	32.4 %	= 255 students by bus (Actual ridership)
788 students	x	62.6 %	= 494 students by parent or older sibling
788 students	x	5.0 %	= 39 pedestrian traffic (added above)

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Build Out)

It is assumed that Rockwall-Heath Ninth Grade Center will operate very similar to the existing Rockwall-Heath High School.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Capacity)

1,000 students	x	40.0%	= 400 students by bus (12 Buses)
1,000 students	x	55.0%	= 550 students by parent
1,000 students	x	5.0%	= 50 pedestrian traffic

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.35 by bus mode / 35 students average per bus = 11.4 (12) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 50 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and within the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the subdivision is built out.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (On opening day 2024)

(Current 8th grade Enrollment 2022 1,424 Students)

(Current 7th grade Enrollment 2022 1,371 Students)

(Current 6th grade Enrollment 2022 1,381 Students)

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.

Source : Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.40 by bus mode / 35 students average per bus = 8 (8) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 35 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and withing the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the opening day projected student enrollment.

Trip Distribution

The following assumptions are made regarding trip distribution:

(1) All of the morning peak hour inbound Ninth grade parent vehicular access to the site will access the site in two locations. Parents north bound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(2) Parents southbound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall-Heath Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off South John King Boulevard (State Highway 205 Bypass) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto South John King Boulevard (State Highway 205 Bypass) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 17 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.

(4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall-Heath Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Lofland Farms, Hickory Creek and Somerset Park Subdivisions.

(5) No internal trips are anticipated.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard and Stableglen Drive in the Lofland Farms Subdivision.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard from the Hickory Ridge and Someset Park Subdivision.

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Northbound on South John King Boulevard. (Right turn into Approach #1 - Southerly Entrance)

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Southbound on South John King Boulevard. (Left turn into Approach #3 Northerly Middle Approach Entrance)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard (Right Turn Only into approach #4)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall-Heath Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the children at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 394 cars entering and 394 are exiting as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and ninth grade southbound would be assigned to the front pick on the north side of the main entrance. All students with older siblings attending the Gene Burton College and Career Center would also be assigned to the rear pick up area. This would equate to a 50 / 50 split at the front drop off area at build out between the two drop off and pick areas enter the site, both from Southbound and northbound off of South John King Boulevard, double stack through the student drop off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

50% 196.5 (197) car trips into the south pick up area
50% 196.5 (197) car trips into the north pickup area.

All bus traffic will enter and exit the site off South John King Boulevard (State Highway 205 Bypass) through Approach #4 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto northbound South John King Boulevard (State Highway 205 Bypass) This exit will be limited to a right hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 6 bus trips southbound from South John King Boulevard (State Highway 205 Bypass)
Inbound 6 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
Outbound 12 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
(All through Approach #4)

This plan is to be designed to for vehicular traffic to be split by direction of travel on South John King Boulevard. With 50% of both northbound and southbound traffic turning into Approach #3 and 50% of the same traffic turning into Approach #1.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

1,000 Freshman students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends
 (cars/vans) Northbound on South John King Boulevard.

100% (right turn into Southerly Entrance) Approach #1	= 197 trip ends
20% (right turn into southern middle Exit) Approach #2	= 40 trip end
80% (left turn into southern Exit) Approach #1	= 137 trip end

1,000 Freshman Students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends (cars/vans)
 Southbound on South John King Boulevard.

100% (Left turn into middle Entrance) Approach #3	= 197 trip ends
100% (left turn into Southerly Exit) Approach #4	= 197 trip ends

6 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 6 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

12 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
 Source : Rockwall Independent School District

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 385 trip ends
 (cars/vans) Northbound on South John King Boulevard.
 100% (right turn into Southerly Entrance) Approach #1 = 193 trip ends
 20% (right turn into southern middle Exit) Approach #2 = 39 trip end
 80% (left turn into southern Exit) Approach #1 = 154 trip end

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 193 trip ends (cars/vans)
 Southbound on South John King Boulevard.
 100% (Left turn into middle Entrance) Approach #3 = 193 trip ends
 100% (left turn into Southerly Exit) Approach #4 = 193 trip ends

4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

8 buses x 60% Bus (35 students per Bus) = 18 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Observation and Conclusions

Appendix D. Detailed Intersection Capacity Analysis Results

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Future Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	23	92	887	254	63	239	35	182	284	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	209	0	92	1141	0	63	274	0	182	443	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	15.0	35.0	15.0	35.0	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	20.0	20.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	16.0%	16.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	60.0	60.0
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.48	0.48
v/c Ratio	0.34	0.15	0.15	0.69	0.21	0.32	0.48	0.50	0.48	0.50	0.15	0.15
Control Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1	33.5	35.1	20.7	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1	33.5	35.1	20.7	27.9
LOS	C	C	C	C	C	D	C	D	C	D	C	D
Approach Delay		23.8		27.3		36.3		34.7		34.7		23.8
Approach LOS		C		C		D		C		D		C
Queue Length 50th (ft)	29	52	41	368	33	91	104	132	104	132	41	368
Queue Length 95th (ft)	58	79	77	469	66	132	163	186	163	186	77	469
Internal Link Dist (ft)		482		2007		1967		428		428		2007
Turn Bay Length (ft)	325		325		175		175		325		325	
Base Capacity (vph)	268	1413	631	1660	303	856	381	878	381	878	631	1660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.15	0.69	0.21	0.32	0.48	0.50	0.48	0.50	0.15	0.15

Intersection Summary

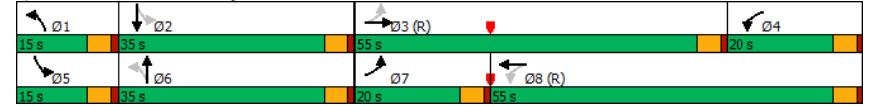
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

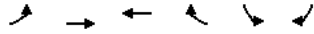
Intersection Signal Delay: 30.0
 Intersection LOS: C
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↔
Traffic Volume (vph)	10	484	753	261	301	55
Future Volume (vph)	10	484	753	261	301	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	526	818	284	327	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	526	818	284	327	60
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.4	49.4	49.4	49.4	31.6	31.6
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.07	0.51	0.80	0.29	0.53	0.10
Control Delay	8.7	14.0	22.5	2.2	29.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	14.0	22.5	2.2	29.0	7.3
LOS	A	B	C	A	C	A
Approach Delay		13.9	17.3		25.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	3	165	329	7	152	0
Queue Length 95th (ft)	10	217	431	35	256	28
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	166	1148	1148	1073	621	595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.46	0.71	0.26	0.53	0.10

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM

Intersection Signal Delay: 18.0
 Intersection LOS: B
 Intersection Capacity Utilization 63.8%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	241	0	0	372
Future Vol, veh/h	0	22	241	0	0	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	262	0	0	404

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Future Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	8	4	230	23	152	287	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	723	860	152	704	857	127	303	0	0	253	0	0
Stage 1	599	599	-	250	250	-	-	-	-	-	-	-
Stage 2	124	261	-	454	607	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	422	357	*980	436	358	900	1444	-	-	1309	-	-
Stage 1	581	573	-	732	699	-	-	-	-	-	-	-
Stage 2	867	691	-	721	568	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	378	314	*980	379	316	900	1444	-	-	1309	-	-
Mov Cap-2 Maneuver	378	314	-	379	316	-	-	-	-	-	-	-
Stage 1	579	506	-	730	697	-	-	-	-	-	-	-
Stage 2	855	689	-	612	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	10.3	0.1	2.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	421	-	688	1309	-	-
HCM Lane V/C Ratio	0.003	-	-	0.122	-	0.015	0.116	-	-
HCM Control Delay (s)	7.5	-	-	14.7	0	10.3	8.1	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	2	1	230	0	1	272
Future Vol, veh/h	2	1	230	0	1	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	250	0	2	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	402	125	0	0	250
Stage 1	250	-	-	-	-
Stage 2	152	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	576	902	-	-	1313
Stage 1	768	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	575	902	-	-	1313
Mov Cap-2 Maneuver	575	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	858	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	575	902	1313
HCM Lane V/C Ratio	-	-	0.006	0.002	0.001
HCM Control Delay (s)	-	-	11.3	9	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	✕✕			↑↑	↑↑	
Traffic Vol, veh/h	13	20	8	220	272	5
Future Vol, veh/h	13	20	8	220	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	22	9	239	296	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	437	151	301	0	0
Stage 1	299	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	548	868	1257	-	-
Stage 1	726	-	-	-	-
Stage 2	874	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	544	868	1257	-	-
Mov Cap-2 Maneuver	544	-	-	-	-
Stage 1	720	-	-	-	-
Stage 2	874	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	703	-	-
HCM Lane V/C Ratio	0.007	-	0.051	-	-
HCM Control Delay (s)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Future Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	22	25	346	155	22	257	25	347	265	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	502	0	25	501	0	22	282	0	347	387	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	1	6	5	2				
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	40.0	20.0	40.0	15.0	45.0	20.0	50.0				
Total Split (%)	16.0%	32.0%	16.0%	32.0%	12.0%	36.0%	16.0%	40.0%				
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	43.5	43.5	41.1	41.1	51.0	40.5	60.5	45.5				
Actuated g/C Ratio	0.35	0.35	0.33	0.33	0.41	0.32	0.48	0.36				
v/c Ratio	0.32	0.41	0.07	0.44	0.05	0.25	0.64	0.30				
Control Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
LOS	C	C	C	C	B	C	C	C				
Approach Delay		34.0		30.8		29.8		25.5				
Approach LOS		C		C		C		C				
Queue Length 50th (ft)	52	177	14	147	9	85	176	95				
Queue Length 95th (ft)	96	232	36	208	24	121	253	136				
Internal Link Dist (ft)		482		2007		1967		428				
Turn Bay Length (ft)	325		325		175		175					
Base Capacity (vph)	326	1225	398	1148	459	1137	542	1270				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.26	0.41	0.06	0.44	0.05	0.25	0.64	0.30				

Intersection Summary

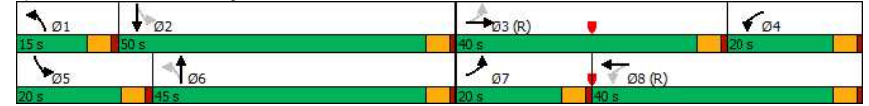
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

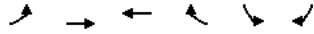
Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 57.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↔
Traffic Volume (vph)	34	654	629	185	174	28
Future Volume (vph)	34	654	629	185	174	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	711	684	201	189	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	711	684	201	189	30
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	44.8	44.8	44.8	44.8	36.2	36.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.40	0.40
v/c Ratio	0.21	0.77	0.74	0.23	0.27	0.05
Control Delay	12.9	23.6	22.4	1.8	22.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	23.6	22.4	1.8	22.1	8.7
LOS	B	C	C	A	C	A
Approach Delay		23.1	17.7		20.2	
Approach LOS		C	B		C	
Queue Length 50th (ft)	11	308	290	0	71	0
Queue Length 95th (ft)	24	338	317	24	146	20
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	223	1148	1148	1053	712	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.62	0.60	0.19	0.27	0.05
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.77						

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM

Intersection Signal Delay: 20.2
Intersection Capacity Utilization 51.6%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service A

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	240	0	0	248
Future Vol, veh/h	0	18	240	0	0	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	261	0	0	270

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Future Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	8	14	226	7	13	237	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	416	536	130	403	544	117	260	0	0	233	0	0
Stage 1	275	275	-	258	258	-	-	-	-	-	-	-
Stage 2	141	261	-	145	286	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	671	535	*1005	*686	530	913	1447	-	-	1332	-	-
Stage 1	873	781	-	*724	693	-	-	-	-	-	-	-
Stage 2	847	691	-	*947	772	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	655	525	*1005	*672	519	913	1447	-	-	1332	-	-
Mov Cap-2 Maneuver	655	525	-	*672	519	-	-	-	-	-	-	-
Stage 1	864	773	-	*717	686	-	-	-	-	-	-	-
Stage 2	831	684	-	*932	764	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		9.4		0.4		0.4	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	710	672	913	1332	-	-
HCM Lane V/C Ratio	0.01	-	-	0.041	0.005	0.009	0.01	-	-
HCM Control Delay (s)	7.5	-	-	10.3	10.4	9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↶	↕↔		↵	↕↕
Traffic Vol, veh/h	1	1	228	2	0	225
Future Vol, veh/h	1	1	228	2	0	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	248	3	0	245

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	126	0	0	251	0
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	601	901	-	-	1311	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	601	901	-	-	1311	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	601	901	1311	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-	-
HCM Control Delay (s)	-	-	11	9	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	9	8	227	215	8
Future Vol, veh/h	5	9	8	227	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	9	247	234	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	381	122	243	0	0
Stage 1	239	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	594	906	1320	-	-
Stage 1	778	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	589	906	1320	-	-
Mov Cap-2 Maneuver	589	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	760	-	-
HCM Lane V/C Ratio	0.007	-	0.02	-	-
HCM Control Delay (s)	7.7	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Future Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	100	150	887	254	99	266	80	182	341	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	286	0	150	1141	0	99	346	0	182	500	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	41.0	30.5
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.33	0.24
v/c Ratio	0.34	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58
Control Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
LOS	C	B	C	C	C	D	C	D	C	D	C	D
Approach Delay		18.4		27.2		36.2		38.4		38.4		38.4
Approach LOS		B		C		D		D		D		D
Queue Length 50th (ft)	29	50	70	368	54	113	104	166	104	166	104	166
Queue Length 95th (ft)	58	81	118	469	95	159	163	224	163	224	163	224
Internal Link Dist (ft)		482		2007		1967		428		428		428
Turn Bay Length (ft)	325		325		175		175		175		175	
Base Capacity (vph)	268	1412	601	1660	279	855	346	865	346	865	346	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58

Intersection Summary

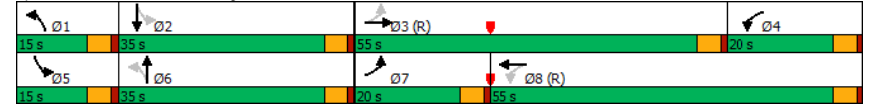
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

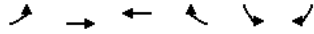
Intersection Signal Delay: 30.3
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↑	↔	↔	↔
Traffic Volume (vph)	63	484	753	385	343	80
Future Volume (vph)	63	484	753	385	343	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	526	818	418	373	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	526	818	418	373	87
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.6	49.6	49.6	49.6	31.4	31.4
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.45	0.51	0.80	0.40	0.60	0.14
Control Delay	21.3	13.9	22.2	2.6	31.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	13.9	22.2	2.6	31.4	6.4
LOS	C	B	C	A	C	A
Approach Delay		14.7	15.6		26.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	20	164	327	10	180	0
Queue Length 95th (ft)	56	217	431	44	#318	34
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	168	1148	1148	1119	617	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.71	0.37	0.60	0.14

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM

Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	341	0	0	549
Future Vol, veh/h	0	22	341	0	0	549
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	371	0	0	597

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	186	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	824	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	824	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	824
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Future Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	147	4	249	33	162	473	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	939	1095	245	841	1087	141	489	0	0	282	0	0
Stage 1	805	805	-	274	274	-	-	-	-	-	-	-
Stage 2	134	290	-	567	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	357	293	*907	433	297	881	1357	-	-	1277	-	-
Stage 1	516	514	-	709	682	-	-	-	-	-	-	-
Stage 2	855	671	-	756	509	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	266	255	*907	369	259	881	1357	-	-	1277	-	-
Mov Cap-2 Maneuver	266	255	-	369	259	-	-	-	-	-	-	-
Stage 1	514	449	-	707	680	-	-	-	-	-	-	-
Stage 2	709	669	-	631	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.4	10.1	0.1	2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	320	-	858	1277	-	-
HCM Lane V/C Ratio	0.003	-	-	0.161	-	0.173	0.127	-	-
HCM Control Delay (s)	7.7	-	-	18.4	0	10.1	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	-	0.6	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Vol, veh/h	2	1	253	0	172	272
Future Vol, veh/h	2	1	253	0	172	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	275	0	287	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	997	138	0	0	275	0
Stage 1	275	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	241	885	-	-	1285	-
Stage 1	747	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	885	-	-	1285	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	4.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	885	1285
HCM Lane V/C Ratio	-	-	0.018	0.002	0.223
HCM Control Delay (s)	-	-	24.6	9.1	8.6
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.9

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↕			↕↕
Traffic Vol, veh/h	0	17	236	0	0	274
Future Vol, veh/h	0	17	236	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	257	0	0	298

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	129	0	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	573	897	-	0	0	-
Stage 1	762	-	-	0	0	-
Stage 2	863	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	573	897	-	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- - 897	-
HCM Lane V/C Ratio	- - 0.032	-
HCM Control Delay (s)	- 0 9.1	-
HCM Lane LOS	- A A	-
HCM 95th %tile Q(veh)	- - 0.1	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Future Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	22	110	0	0	9	246	285	0	296	5

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	440	848	151	555	708	266	301	0	0	531	0	0
Stage 1	299	299	-	407	407	-	-	-	-	-	-	-
Stage 2	141	549	-	148	301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	297	868	414	358	732	1257	-	-	1033	-	-
Stage 1	685	665	-	592	596	-	-	-	-	-	-	-
Stage 2	847	515	-	840	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	497	294	868	400	354	732	1257	-	-	1033	-	-
Mov Cap-2 Maneuver	497	294	-	400	354	-	-	-	-	-	-	-
Stage 1	677	665	-	585	589	-	-	-	-	-	-	-
Stage 2	838	509	-	819	664	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	10.7		17.4			0.1			0		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	671	400	-	1033	-	-
HCM Lane V/C Ratio	0.007	-	-	0.053	0.275	-	-	-	-
HCM Control Delay (s)	7.9	-	-	10.7	17.4	0	0	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	-	0	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Future Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	43	41	346	155	71	292	88	347	282	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	523	0	41	501	0	71	380	0	347	404	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	
Protected Phases	4	8		7	3		1	6		5	2	
Permitted Phases	8			3			6			2		
Detector Phase	4	8		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	9.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	45.0		20.0	50.0	
Total Split (%)	16.0%	32.0%		16.0%	32.0%		12.0%	36.0%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Act Effct Green (s)	45.4	45.4		35.5	35.5		51.0	40.5		60.5	45.5	
Actuated g/C Ratio	0.36	0.36		0.28	0.28		0.41	0.32		0.48	0.36	
v/c Ratio	0.20	0.41		0.21	0.50		0.16	0.34		0.71	0.32	
Control Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
LOS	C	C		D	C		B	C		C	C	
Approach Delay		31.5			34.9			28.3			27.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	167		24	157		30	111		176	103	
Queue Length 95th (ft)	89	226		54	213		57	155		253	145	
Internal Link Dist (ft)		482			2007			1967			428	
Turn Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	427	1273		285	999		450	1128		489	1269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.41		0.14	0.50		0.16	0.34		0.71	0.32	

Intersection Summary

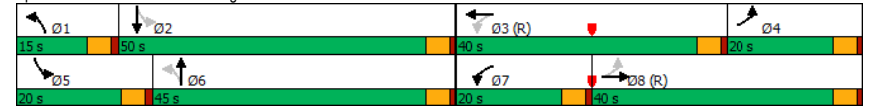
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71

1: S John King Boulevard & SH 276
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Build
Timing Plan: PM

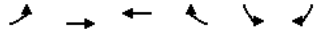
Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 60.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↔	↔
Traffic Volume (vph)	49	654	629	221	226	59
Future Volume (vph)	49	654	629	221	226	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	711	684	240	246	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	711	684	240	246	64
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	60.0	50.0	50.0	30.0	30.0
Total Split (%)	11.1%	66.7%	55.6%	55.6%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	46.1	46.1	40.1	40.1	34.9	34.9
Actuated g/C Ratio	0.51	0.51	0.45	0.45	0.39	0.39
v/c Ratio	0.25	0.75	0.82	0.29	0.36	0.10
Control Delay	11.0	21.7	30.7	4.1	24.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	21.7	30.7	4.1	24.6	7.1
LOS	B	C	C	A	C	A
Approach Delay		21.0	23.8		21.0	
Approach LOS		C	C		C	
Queue Length 50th (ft)	13	264	323	13	107	0
Queue Length 95th (ft)	25	337	427	48	189	29
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	214	1148	941	898	686	652
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.62	0.73	0.27	0.36	0.10

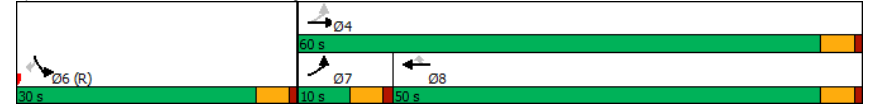
Intersection Summary
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 60.7%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	376	0	0	299
Future Vol, veh/h	0	18	376	0	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	409	0	0	325

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	205	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	802	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	802	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	802
HCM Lane V/C Ratio	-	-	0.037
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Future Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	200	14	249	7	13	292	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	483	614	158	453	622	128	315	0	0	256	0	0
Stage 1	330	330	-	281	281	-	-	-	-	-	-	-
Stage 2	153	284	-	172	341	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	650	510	*980	*686	503	898	1427	-	-	1306	-	-
Stage 1	866	772	-	*702	677	-	-	-	-	-	-	-
Stage 2	834	675	-	*924	763	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	498	499	*980	*671	493	898	1427	-	-	1306	-	-
Mov Cap-2 Maneuver	498	499	-	*671	493	-	-	-	-	-	-	-
Stage 1	857	764	-	*695	670	-	-	-	-	-	-	-
Stage 2	642	668	-	*909	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		10.2		0.4		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	559	671	898	1306	-	-
HCM Lane V/C Ratio	0.01	-	-	0.053	0.005	0.223	0.01	-	-
HCM Control Delay (s)	7.5	-	-	11.8	10.4	10.2	7.8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.9	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Vol, veh/h	1	1	249	2	51	225
Future Vol, veh/h	1	1	249	2	51	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	271	3	85	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	566	137	0	0	274
Stage 1	273	-	-	-	-
Stage 2	293	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	454	886	-	-	1286
Stage 1	748	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	424	886	-	-	1286
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	748	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	424	886	1286
HCM Lane V/C Ratio	-	-	0.004	0.002	0.066
HCM Control Delay (s)	-	-	13.5	9.1	8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	0	21	230	0	0	226
Future Vol, veh/h	0	21	230	0	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	250	0	0	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	125	0	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	601	902	-	0	0	-
Stage 1	768	-	-	0	0	-
Stage 2	889	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	601	902	-	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- - 902	-
HCM Lane V/C Ratio	- - 0.039	-
HCM Control Delay (s)	- 0 9.2	-
HCM Lane LOS	- A A	-
HCM 95th %tile Q(veh)	- - 0.1	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Future Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	137	0	0	9	247	85	0	234	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	381	589	122	425	551	166	243	0	0	332	0	0
Stage 1	239	239	-	308	308	-	-	-	-	-	-	-
Stage 2	142	350	-	117	243	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	552	419	906	513	441	849	1320	-	-	1224	-	-
Stage 1	743	706	-	677	659	-	-	-	-	-	-	-
Stage 2	846	631	-	875	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	549	416	906	504	437	849	1320	-	-	1224	-	-
Mov Cap-2 Maneuver	549	416	-	504	437	-	-	-	-	-	-	-
Stage 1	737	706	-	672	654	-	-	-	-	-	-	-
Stage 2	839	626	-	866	703	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		14.8		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	735	504	-	1224	-	-
HCM Lane V/C Ratio	0.007	-	-	0.021	0.271	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10	14.8	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	-	0	-	-



CITY OF ROCKWALL

CITY COUNCIL CASE MEMO

PLANNING AND ZONING DEPARTMENT

385 S. GOLIAD STREET • ROCKWALL, TX 75087

PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council
DATE: July 5, 2022
APPLICANT: Robert Howman; *Glenn Engineering Corp.*
CASE NUMBER: P2022-029; *Preliminary Plat for lot 2, Block A, Rockwall-CCA Addition*

SUMMARY

Discuss and consider a request by Robert Howman of Glenn Engineering Corp. on behalf of William Salee of the Rockwall Independent School District (RISD) for the approval of a *Preliminary Plat* for Lot 2, Block A, Rockwall – CCA Addition being a 173.00-acre tract of land identified as Tract 7-1 of the W. H. Baird Survey, Abstract No. 25 and Lot 1, Block A, Rockwall CCA Addition, City of Rockwall, Rockwall County, Texas, zoned Planned Development District 95 (PD-95) for limited Neighborhood Services (NS) District land uses, situated within the SH-205 By-Pass Overlay (SH-205 BY-OV) District, addressed as 2301 John King Boulevard, and take any action necessary.

PLAT INFORMATION

- ☑ The purpose of the applicant's request is to Preliminary Plat a 173.00-acre tract of land (*i.e. Tract 7-1 of the W. H. Baird Survey, Abstract No. 25*) to establish the necessary easements (*e.g. fire lane, public access/right-of-way, utilities, and drainage*) for the future development of the school. In addition, the applicant has submitted a letter requesting waivers to the required infrastructure as stipulated in Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances.
- ☑ On June 15, 1998, the subject property was annexed by the City Council through *Ordinance No. 98-20 [Case No. A1998-002]*. On December 5, 2016, the City Council approved a Specific Use Permit (SUP) [*Case No. Z2016-035*] for the purpose of allowing a *Public School* in an Agricultural (AG) District on the subject property. On December 13, 2016, the Planning and Zoning Commission approved a site plan [*Case No. SP2016-029*] -- *and recommended approval of all associated variances* -- allowing the construction of a two (2) story, 150,848 SF public school [*i.e. College and Career Academy (CCA)*]. On December 19, 2016, the City Council approved all requested variances to the SH-205 By-Pass Overlay (SH-205 BY OV) District regarding primary and secondary building material requirements. On April 3, 2017, the City Council approved a final plat [*Case No. P2017-013*] for the Rockwall CCA Addition. On December 29, 2020, the Planning and Zoning Commission approved a variance request for an Accessory Building [*Case No. MIS2020-018*] on the Rockwall CCA's property. On May 2, 2022, City Council approved a zoning change by *Ordinance No. 22-24 [Case No. Z2022-014]* from Agricultural (AG) District to Planned Development 95 (PD-95) District for Neighborhood Services (NS) District land uses.
- ☑ The purpose of a Preliminary Plat is to provide sufficient information to evaluate and review the general design of the development to ensure compliance with the OURHometown Vision 2040 Comprehensive Plan, the Unified Development Code (UDC), and the *Subdivision Ordinance* contained in the Municipal Code of Ordinances.
- ☑ The applicant has submitted a letter requesting that the City Council waive infrastructure required by Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances. In response to the applicant's request staff has prepared a memorandum addressing the infrastructure requirements for this property and the applicant's requested waivers (*see attached memorandum*). In addition, the following is a summary of the infrastructure the applicant is required to build and the applicant's request/conformance with these requirements:

TABLE 1: ROADWAY REQUIREMENT

Stableglen Drive: Dedicate a 60-foot right-of-way and construct a minimum of 24-feet of the required concrete street section from the northern property line to the southern property line.

APPLICANT'S PROPOSAL

WAIVER: The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to not construct the street.

TABLE 2: WATER REQUIREMENT

Stableglen Drive Water Line: Build a 12-inch water line from the existing 12-inch water line at the northern property line to the southern property line.

APPLICANT'S PROPOSAL

WAIVER: The applicant is proposing to dedicate the right-of-way for the roadway, but is requesting a waiver to not construct the waterline.

- The surveyor has completed the majority of the technical revisions requested by staff, and this plat -- *conforming to the requirements for plats as stipulated by the Subdivision Ordinance in the Municipal Code of Ordinances* -- is recommended for conditional approval pending the completion of final technical modifications and submittal requirements.
- Conditional approval of this plat by the City Council shall constitute approval subject to the conditions stipulated in the *Conditions of Approval* section below.
- With the exception of the items listed in the *Conditions of Approval* section of this case memo, this plat is in substantial compliance with the requirements of the *Subdivision Ordinance* in the Municipal Code of Ordinances.

CONDITIONS OF APPROVAL

If the Planning and Zoning Commission chooses to recommend approval of a Preliminary Plat for *Lot 2, Block A, Rockwall-CCA Addition*, staff would propose the following conditions of approval:

- (1) All technical comments from City Staff (*i.e. Engineering, Planning and Fire Department*) shall be addressed prior to submittal of civil engineering plans;
- (2) Any construction resulting from the approval of this Preliminary Plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

PLANNING AND ZONING COMMISSION

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend denial of the Infrastructure Waivers and Preliminary Plat by a vote of 7-0.



CITY OF ROCKWALL
CITY COUNCIL MEMORANDUM

PLANNING AND ZONING DEPARTMENT
385 S. GOLIAD STREET • ROCKWALL, TX 75087
PHONE: (972) 771-7745 • EMAIL: PLANNING@ROCKWALL.COM

TO: Mayor and City Council
CC: Mary Smith, *City Manager*
 Joey Boyd, *Assistant City Manager*
FROM: Ryan Miller, *Director of Planning and Zoning*
DATE: July 5, 2022
SUBJECT: Infrastructure Request Associated with *Case No. P2022-029*

As part of the preliminary plat for *Case No. P2022-029*, the applicant -- *William Salee of the Rockwall Independent School District* -- has submitted a letter requesting the City Council waive certain infrastructure requirements associated with the development of a school on the subject property. The infrastructure the applicant is requesting the waiver for is required by Subsection (4), *Property Owner's Obligation*, of Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, which states:

- (a) *Dedication and Construction of Improvements*. The property owner shall dedicate all rights-of-way, and easements for, and shall construct, capital improvements within the rights-of-way or easements for those water, wastewater, road or drainage improvements needed to adequately serve a proposed development consistent with the applicable master facilities plans, whether the facilities are located on, adjacent to or outside the boundaries of the property being platted.

Specifically, the applicant is requesting the following *required* infrastructure be waived:

ROADWAYS

Required Infrastructure: The following roadway infrastructure is required:

- (1) *Stableglen Drive*. This roadway is identified as a *Minor Collector* on the City's Master Thoroughfare Plan contained in the OURHometown Vision 2040 Comprehensive Plan. Based on this, Stableglen is required to be a minimum right-of-way width of 60-feet with a 41-foot *back-of-curb* to *back-of-curb* concrete roadway to be constructed within the right-of-way. The applicant will be required to construct a minimum of a 24-foot concrete section of this roadway from the northern property line adjacent to the Lofland Farms Subdivision to the southern property line adjacent to the Lofland tract (*Tract 3 of the A. Johnson Survey Abstract No. 123*).

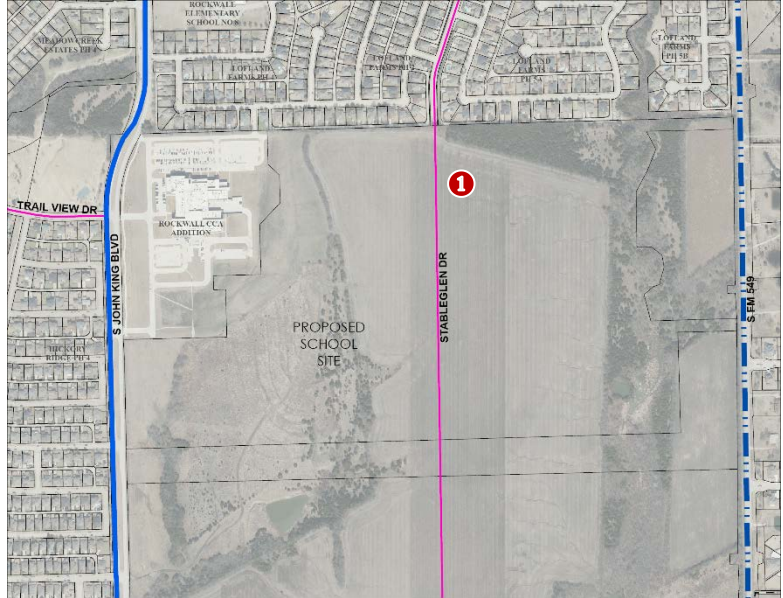


FIGURE 1: MASTER THOROUGHFARE PLAN FOR THE SUBJECT PROPERTY
 ❶: PANHANDLE DRIVE

Applicant's Response: The applicant has stated that they are willing to dedicate the right-of-way for the roadway, but are requesting that they not be required to construct the roadway.

Staff's Response: The applicant has cited the Traffic Impact Analysis (TIA) they submitted to the City as being the rationale for not constructing this roadway. Staff is obligated to point out that this study has not been approved by the City's consultants or the City.

WATER

Required Infrastructure: According to the Water Distribution System Master Plan a 12-inch waterline is required to be constructed in the right-of-way of Stableglen Drive, extending from the existing 12-inch waterline stub in Stableglen Drive at the northern property line to the southern property line adjacent to the Lofland tract (*Tract 3 of the A. Johnson Survey Abstract No. 123*). This water line will need to be put into the 60-foot right-of-way for Stableglen Drive dedicated with this project.

Applicant's Response: The applicant has stated they are willing to dedicate the right-of-way for the waterline, but are requesting not to construct this waterline.

Staff's Response: Staff has consulted with Birkoff, Hendricks, & Carter LLP -- *the City's Water Consultant* -- concerning the applicant's request, and has determined that 12-inch line in Stableglen Drive is not necessary to serve the current development, but may be needed for any additional development.

Infrastructure Being Provided: Staff should note that the applicant is proposing to extend a 12-inch line along John King Boulevard (listed as a 16-inch in the applicant's letter) from the existing 16-inch waterline along the southern property of the *College and Career Academy (CCA)* to the subject property's southern property line in accordance the Water Distribution System Master Plan.

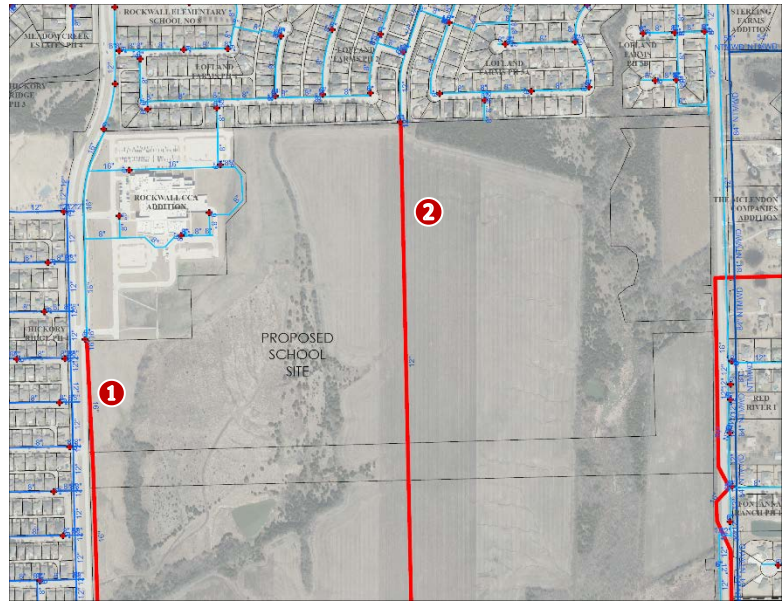


FIGURE 2: MASTER WATER DISTRIBUTION SYSTEM MASTER PLAN FOR THE SUBJECT PROEPTY

- ① : 12-INCH ALONG JOHN KING BOULEVARD
- ② : 12-INCH ALONG STABLEGLEN DRIVE

WASTEWATER

NOTE: When the College and Career Academy was constructed the Rockwall Independent School District (RISD) requested to utilize temporary capacity in the Mims Lift Station. This was granted to alleviate requiring the School District from upgrading the infrastructure in the Little Buffalo Creek Trunk Sewer Basin (*which would have included upgrading both the FM-3097 lift stations and a gravity line*); however, this was only intended to be an interim solution for this development. The applicant's letter indicates that there is still capacity in this system for the proposed school, and alludes to the City not allowing the use of this capacity because it is allocated for future development. Staff is obligated to point out that this capacity is allocated to other properties in the Mims Basin, which are already permitted to sewer



FIGURE 3: MASTER WASTEWATER COLLECTION SYSTEM MASTER PLAN FOR THE SUBJECT PROEPTY

to this basin. This includes -- *but is not limited to* -- all phases of the Rockwall Economic Development Technology Park. Without the School District providing substantial improvements to this system, reallocating the Mims Basin capacity to the School District would present problems for future development. It should also be noted that the applicant's references a future City initiated Capital Improvement Project (CIP), but fails to mention the required upgrades to both FM-3097 lift stations.

Required Infrastructure: The applicant will construct a ten (10) inch wastewater line starting at the Hickory Ridge Station, expanding to a 12-inch wastewater line, and then to a 15-inch wastewater line prior to discharging into the FM-3097 Lift Station #1; however, FM-3097 Lift Station #1 & #2 will also need to be upgraded as part of this project.

Staff's Response: Under the City's Capital Improvement Project (CIP) Plan, the City has started design on a portion of this system (*i.e. the 15-inch wastewater line and the two [2] lift station upgrades*); however, Engineering design has commenced, but no construction date for this project has been set. This could present a timing issue for the School District, which would require them to construct these improvements if they finish construction of the school prior to the City constructing this portion of the project.

Staff should point out that all of the above infrastructure requirements were originally outlined in the case memo for *Case No. Z2022-014*, which involved rezoning the subject property from an Agricultural (AG) District to a Planned Development District for Neighborhood Services (NS) District land uses; however, staff was not informed about the request to waive infrastructure until after the site plan was submitted. It should also be pointed out that the applicant does currently have a site plan in review (*Case No. SP2022-018*), which is pending action until after these infrastructure questions are addressed.

As part of this preliminary plat request, the City Council is being tasked with determining if the requests to waive the above-mentioned infrastructure is warranted. According to Section 38-8, *Preliminary Plat*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, the approval criteria for a preliminary plat is as follows:

- (g) Criteria for Approval. The following criteria shall be used to determine whether the application for a preliminary plat shall be approved, approved with conditions, or denied:
- (1) Where a master plat has been approved for the land subject to the proposed preliminary plat, the preliminary plat conforms to the general layout of the master plat, the conditions attached to the master plat, and the phasing plan approved therein.
 - (2) The preliminary plat is consistent with all zoning requirements for the property, and any approved development or annexation agreements.
 - (3) The proposed provision and configuration of roads, water, wastewater, drainage easements and rights-of-way and park facilities conforms to the city's master facilities plans for such facilities, including the city's adopted thoroughfare plan, and any amendments thereto.
 - (4) The water, wastewater, roadway and drainage systems serving the development have adequate capacity to accommodate the demands for services created by the development at the time of preliminary plat approval, or that such capacity will be available by the time of final plat approval, in accordance with section 38-15 et seq. of these subdivision regulations.
 - (5) The dedication of land, construction of public improvements or fees to be contributed by the subdivider are adequate to offset the impacts on public improvements created by the development.
 - (6) The design of the subdivision meets all other standards of this chapter.
 - (7) Where the proposed development is located in whole in part in the extraterritorial jurisdiction of the city and is subject to an interlocal agreement under V.T.C.A., Local Government Code Chapter 242, the proposed preliminary subdivision plat meets any county standards to be applied pursuant to the agreement.

In addition, Section 38-5, *Policy*, of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances, states "(l)and shall not be approved for platting or development unless and until adequate public facilities necessary to serve the development exist or provision has been made for the facilities, whether the facilities are to be located within the property being developed or offsite." Should the City Council not wish to approve the waivers requested by the applicant they would effectively be denying the proposed preliminary plat. Staff should point out that if this request is denied, staff will be obligated to recommend that the Planning and Zoning Commission deny *Case No. SP2022-018* on the grounds that adequate public facilities have not been provided. Attached to this memorandum staff has included the applicant's letter, which provides more background on the request. Should the City Council have any questions concerning this request, staff will be available at the July 5, 2022 City Council meeting.



Ryan Miller
Director of Planning, City of Rockwall
385 South Goliad
Rockwall TX 75087

June 22, 2022

Rockwall ISD – Preliminary Plat Submittal for Ninth Grade Center Projects

Mr. Miller,

Rockwall ISD is providing this letter to provide clarity to the proposed infrastructure scope for the district's planned North and South Ninth Grade Center projects. Per discussion with city staff on June 21, 2022 it was indicated by city staff to the district that clarification was needed to ensure the proposed scope was easily identifiable for consideration by P&Z and City Council.

In addition to dialogue with you and other city staff members regarding the Ninth Grade Center projects, the district, our architect (Corgan), and Civil Engineer (Glenn Engineering), have also considered the following information below in regards to the proposed the infrastructure scope:

- TIA Reports created by Glenn Engineering, dated April 13, 2022
- TIA Reports created by Pacheco Koch with updated traffic data collected on May 10, 2022 as requested by city staff, report dated May 24, 2022
- TIA Report comments from Binkley & Barfield, dated June 16, 2022
 - District's engineering firms are currently working on comment responses. Comment responses will not significantly alter traffic generated by district proposed development.
- Water and Wastewater Analysis Report by Birkhoff, Hendricks, & Carter LLP, dated May 11, 2022

With current economic conditions persisting that include supply chain disruptions and significant inflation in fuel and building materials, construction pricing continues to increase on a monthly basis. The district acknowledges our obligation to provide the required city infrastructure (Roads, Water, and Waste Water) to support these facilities for the design capacity of two 1,000-student capacity Ninth Grade Center facilities. The district must focus our efforts on providing the required infrastructure before considering any auxiliary infrastructure desires of the city or the district due to the consistently rising construction costs referenced above. The district's obligation above all else is to provide a safe and secure facility that meets the curriculum needs of the district's ninth grade programs and invests the bond funds that have been entrusted to the district in the highest and best way to serve the students of Rockwall ISD. It has been the district's intent in dialogue with the city regarding these projects to meet all of these goals.

The district will comply with all landscaping, storm drainage, and dumpster oil separator requirements noted on the city's plan review. The district has ensured franchise utilities for electric, natural gas, and telephone/fiber are available and is currently in discussions with these utility companies to bring these utilities to the project sites at no cost to the city. These projects will meet the requirements of the planned development zoning and materiality requirements as reviewed by the Architectural Review Board. This includes the John King overlay requirements. No building variances are being requested.

The required, and thus, district proposed, road, water, and wastewater, infrastructure needs for these projects are as follows:

Infrastructure Item Legend

R – Required & Proposed Infrastructure to be constructed by RISD as a part of these projects

○ – City Infrastructure per City Comment, Not required at this time per TIA or Infrastructure Report



Rockwall High School Ninth Grade Center (North Site at Dalton Ranch)

Road Infrastructure - General

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed Ninth Grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads.

R Farm to Market 1141 (FM 1141)

This roadway is capable of handling the additional traffic for the new Rockwall High School Ninth Grade Center with improvements. These improvements include widening the existing roadway the entire length of the site from a 2-lane roadway without any shoulders to a 3-lane roadway with 4-foot shoulders. This new roadway will also include deceleration lanes for all proposed driveways and both North Country Lane and Quail Run Road. The 3-lane configuration will provide a left turn lane for the entire site while allowing an open travel lane in both direction so the existing traffic will not be impacted. This improvement will also include a full asphalt overlay the length of the improvement

The estimated cost of the required improvements per the district's construction manager to Farm to Market Road 1141 is \$3,083,234

○ Panhandle Drive

The current plan for the new Rockwall High School Ninth Grade Center does not require access to this future roadway. The district acknowledges that Panhandle Drive is shown on the City of Rockwall's Master Thoroughfare Plan. However, it is not required to be constructed to handle the daily traffic per the completed TIA reports. Panhandle drive may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$245,078.

○ Quail Run Road

The current plan for the new Rockwall High School Ninth Grade Center does not utilize Quail Run Road for access for drop off and pick up. The site design is for traffic to enter the site on North Country or 1141 for drop off pickup queuing. Bus traffic will use the south portion of the site to keep this traffic separate for safety. The access to Quail Run Road is a courtesy drive for after-hours access for sports events and emergency vehicles. While we acknowledge that Quail Run Road is shown on the City of Rockwall's Master Thoroughfare plan the current road can handle the daily traffic per the completed TIA reports. Quail Run Road may be reconstructed or widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$73,462.



○ North Country Lane

The current plan for the new Rockwall High School Ninth Grade Center will utilize North Country Lane for access for drop off and pick up. The access from North Country Lane is primarily for drop off and pick up for southbound traffic off of FM 1141. We acknowledge that North Country Lane is shown on the City of Rockwall's Master Thoroughfare Plan. The current concrete half section road can handle the daily traffic per the completed TIA reports. North Country Lane may be widened in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$60,606.

Water

R Presently there is a 16" water line on the east side of Farm to Market 1141 (FM 1141), a 12" water line on the North Side of North Country Lane and a 12" Water Line on the north side of Quail Run Road. A looped 8" line around the Proposed Rockwall Ninth Grade Center will be constructed for fire protection. The 12" water line on the north side of North Country Lane will be extended east to the existing 16" line in FM 1141 completing the loop connection. A 4" Domestic line will be provided from the Proposed 12" line in North Country Lane to the new Rockwall Ninth Grade Center. Based the existing water pressures and with the above improvements the City of Rockwall is capable of providing the water needs for the new Rockwall High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Panhandle Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

Sanitary Sewer

R An 8" sanitary sewer line will be provided from the new Rockwall Ninth Grade Center to the proposed sanitary sewer line being constructed by the developer on the south side of Quail Run.

Rockwall Heath High School Ninth Grade Center (South Site at GBCCA & John King Blvd)

Road Infrastructure - General

The school district's engineering firms have performed two traffic impact analysis (TIA) reports for this site as referenced above. The below proposed scope at each road identified is based on what is required to support existing traffic and any new traffic generated by the Ninth Grade Centers. Please note that the proposed ninth grade center projects will not have student drivers, as very few ninth graders will have obtained a driver's license during their time at this campus. The current site plan indicates significant stacking length for vehicle queuing that exceeds other district secondary campus locations. These extensive drop off lanes will mitigate back up on city roads. Note the drop off pick up times for the College and Career Academy and the Ninth Grade Center will be offset by one hour as the CCA does not operate the first and last period of the school day.

R South John King Boulevard

This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the



Gene Burton Academy. The original design for the Academy showed additional buildings being placed on this site and so the drive was constructed for future development.

○ Stableglen Drive

The current plan for the new Rockwall Heath High School Ninth Grade Center does not require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen may be constructed in the future should the district need to enlarge the facility and the road is shown to be required by an updated TIA.

The district will provide the right of way as shown in the preliminary plat for this future road development whether built by the district, the city, or developer. Value of the right of way provided is \$289,256.

Water

R Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be provided from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022, with the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center.

○ The 12" water line on the Master Infrastructure plan along Stableglen Drive is not required to provide domestic or fire protection water service to the facility at this time. This line may be built in the future should the district need to enlarge the facility and it is shown to be needed at that time. The district will provide the easement for the future water line as shown on the preliminary plat.

R Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the analysis indicated that even though the downstream Mims Road force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development.

As such, the Rockwall Independent School District would have to construct approximately 3 miles of the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to the FM 3097 No. 1 Lift station as shown on the City of Rockwall's Master Sewer Plan. City staff has indicated that they may not be able to ensure construction of the CIP portion of the line from the lift station at FM 3097 to Wallace Lake in time for the district's Ninth Grade Center to open in the summer of 2024. The construction of the Little Buffalo Trunk Sewer main will result in the Hickory Creek Lift Station no longer being needed. The School District would like the flexibility in the alignment of the City's C.I.P. project to be better able to serve future development / subdivisions on the east side of Wallace Lake. While preserving the intent of the trunk main.



The district's construction manager estimates the cost to build this sewer line extension to serve the facility to be approximately \$2,250,000.00 not including the cost to acquire easements through the property required.

Conclusion

The district, as indicated above, will be committing to a significant investment in the required city infrastructure to support these projects. These commitments as part of the proposed development of these projects include road improvements, city sanitary sewer trunk line extensions, city water line extensions, and granting of right of ways and easements for potential future construction if and when it is needed. All proposed construction is in alignment with the city's Master Infrastructure and Thoroughfare plans to the extent that it is required to be constructed. The district is asking for consideration and approval of the proposed city infrastructure improvements as indicated in this letter. The school district, which is a similar governmental entity as the city, must always remain a good steward of taxpayer dollars while meeting its obligations to the community and city in regards to the development of these projects. Acceptance of the infrastructure as proposed will ensure the district meets these obligations.

Proposed School District Infrastructure Investments

Construction of FM 1141 road improvements	\$3,083,234
12" Water line extension along North Country	\$39,600
South John King Road Improvements	\$18,630
16" Water line extension along John King Blvd	\$125,800
Little Buffalo Creek sanitary Sewer Line Extension	\$2,250,000
Total estimated cost of ROWs granted	\$668,403
Total Investment in City Infrastructure by RISD	\$6,185,667

Sincerely,

A handwritten signature in blue ink, appearing to read 'William Salee', is written over a light blue horizontal line.

William Salee
Executive Director of Operations



DEVELOPMENT APPLICATION

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

STAFF USE ONLY

PLANNING & ZONING CASE NO.

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

DIRECTOR OF PLANNING:

CITY ENGINEER:

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

PLATTING APPLICATION FEES:

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

SITE PLAN APPLICATION FEES:

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

ZONING APPLICATION FEES:

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

OTHER APPLICATION FEES:

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

NOTES:

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

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS 2301 S. John King, Rockwall, TX

SUBDIVISION Rockwall Heath High School 9th Grade Center LOT 2 BLOCK A

GENERAL LOCATION Rockwall 9th Grade Center - South site - at the Gene Burton Academy

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING AG CURRENT USE Public School

PROPOSED ZONING PD for NS uses PROPOSED USE Public School

ACREAGE 79.54 acres LOTS [CURRENT] 1 LOTS [PROPOSED] 1

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

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

OWNER Rockwall Independent School District APPLICANT Rockwall Independent School District

CONTACT PERSON William Salee - Executive Director of Operations CONTACT PERSON Robert Howman

ADDRESS 1191 T.L. Townsend Drive ADDRESS 4500 Fuller Drive

CITY, STATE & ZIP Rockwall, Texas 75087 CITY, STATE & ZIP Irving, Texas 75038

PHONE 469-698-7031 / 979-574-9497 PHONE 972.989.2174 (mobile)

E-MAIL will.salee@rockwallisd.org E-MAIL rahowman@glennengineering.com

NOTARY VERIFICATION [REQUIRED]

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

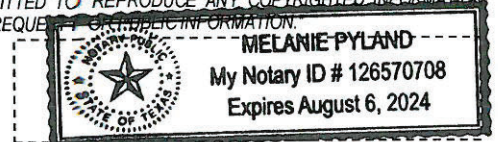
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT, AND THE APPLICATION FEE OF \$ 1,393.10 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

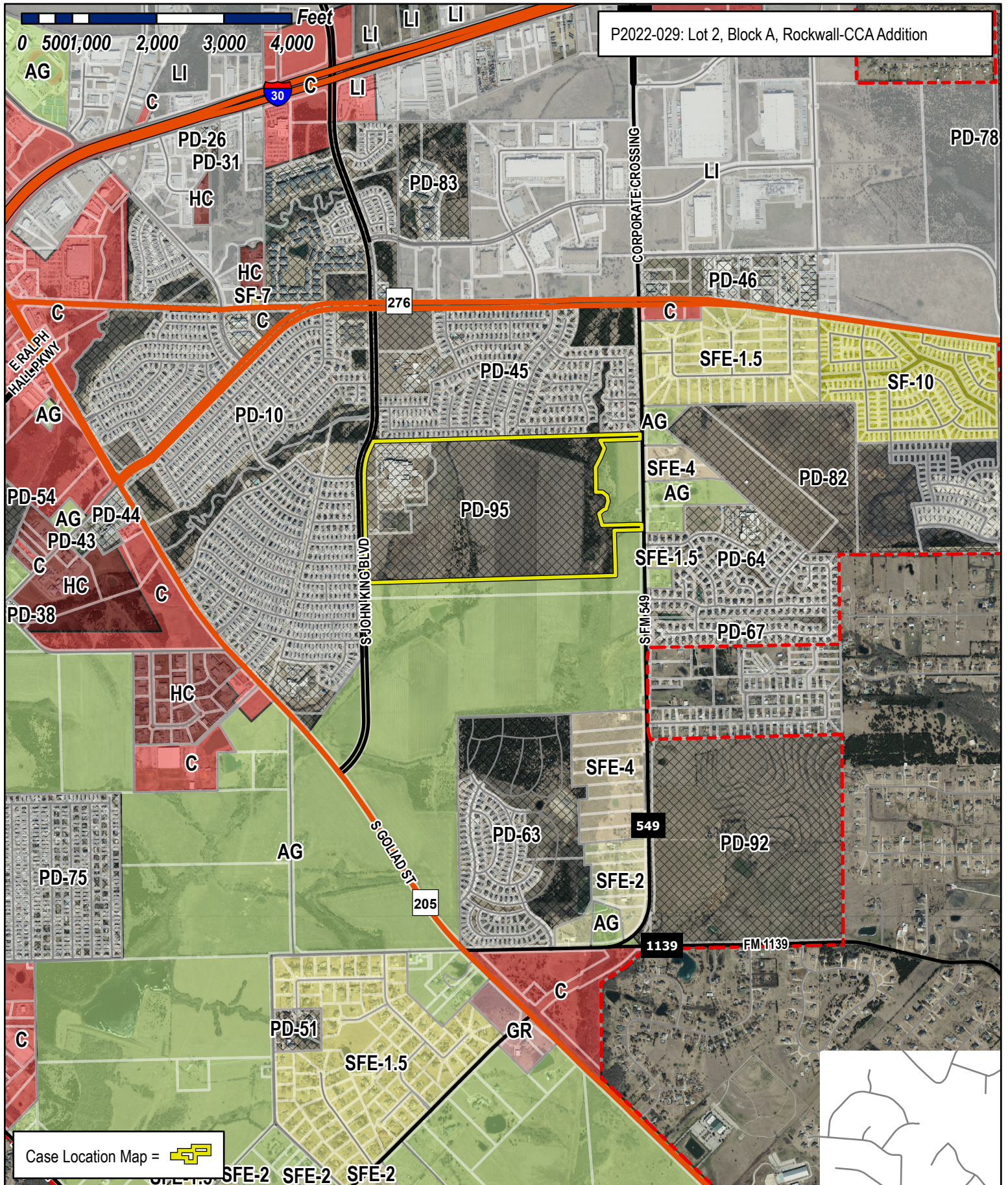
OWNER'S SIGNATURE

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

Handwritten signature of Melanie Pyland



MY COMMISSION EXPIRES



P2022-029: Lot 2, Block A, Rockwall-CCA Addition

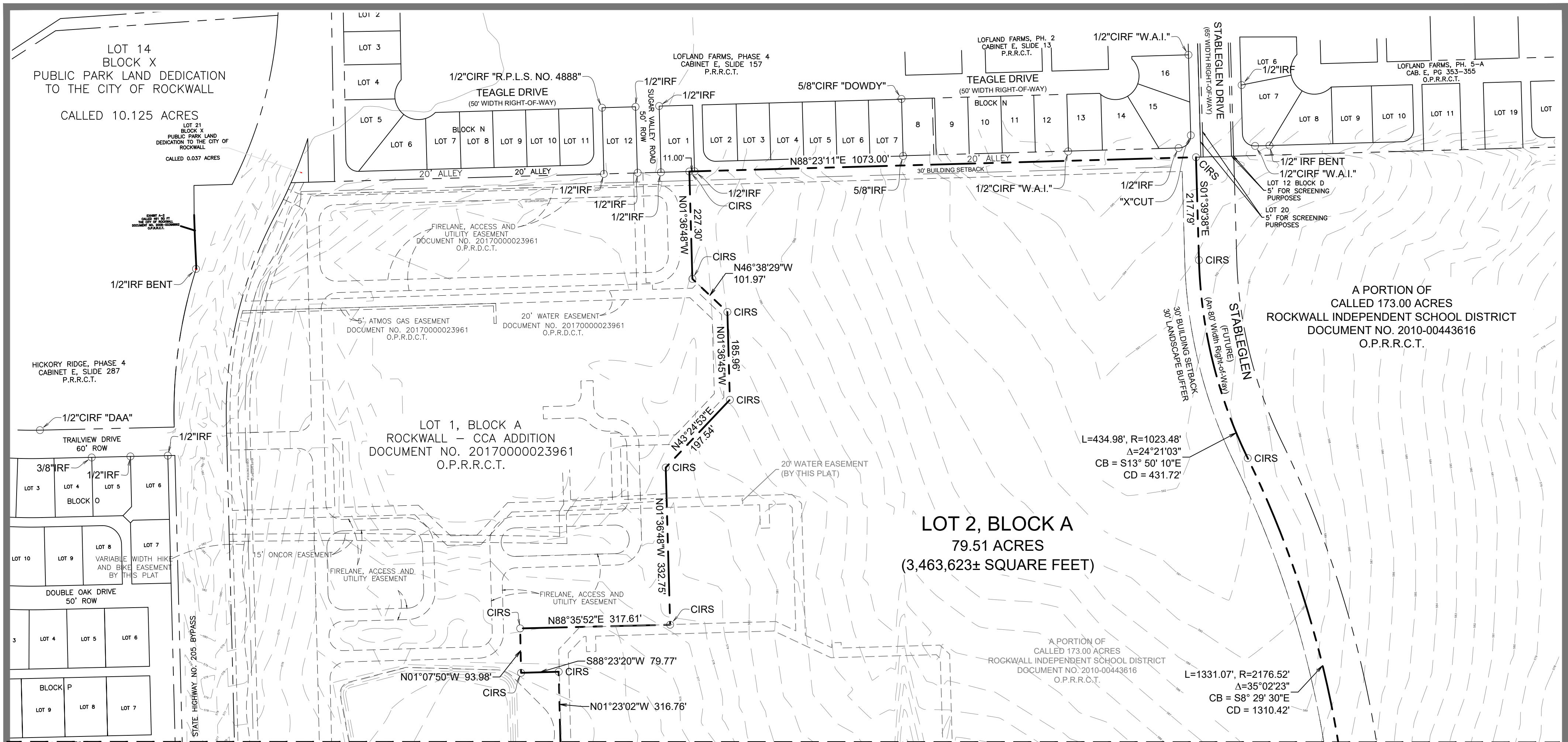
Case Location Map = 

City of Rockwall

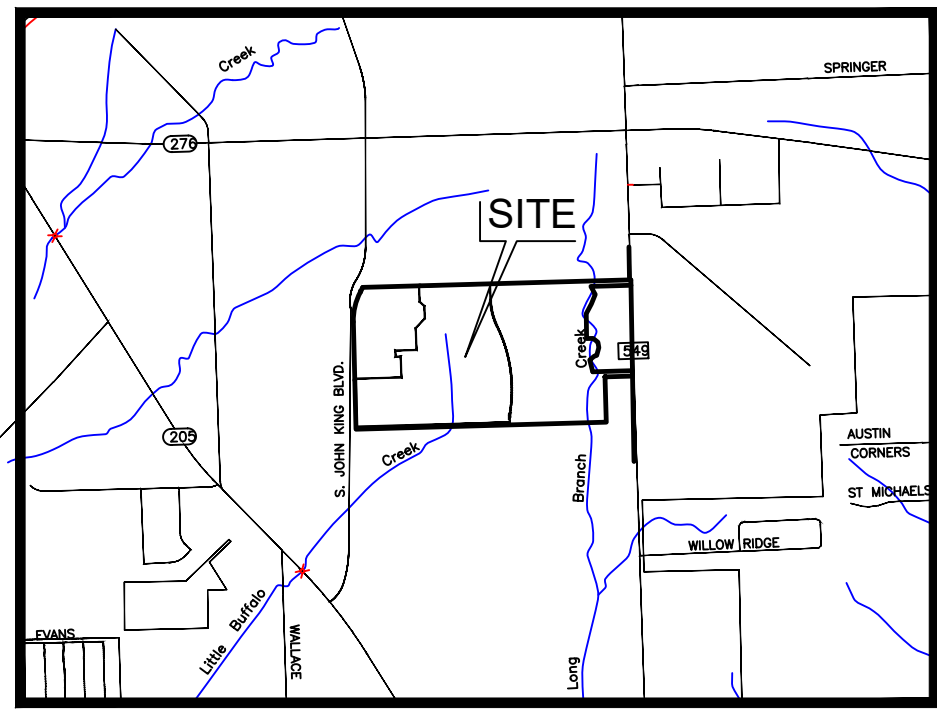
Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

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

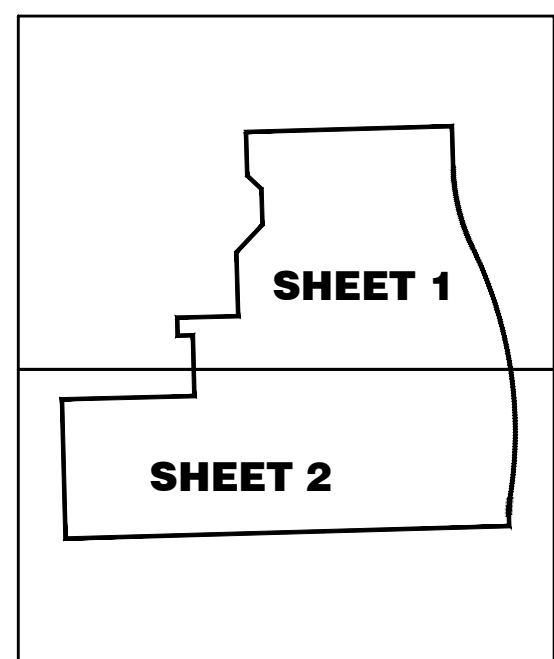




Match Line - See Sheet 2



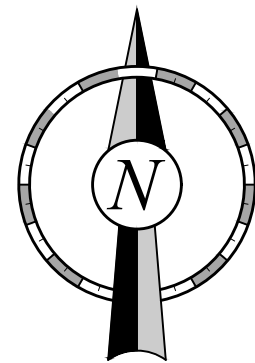
LOCATION MAP NOT TO SCALE



SHEET KEY MAP

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman



SCALE: 1" = 150'

LEGEND

- DEED RECORDS, ROCKWALL COUNTY, TEXAS
- OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
- PLAT RECORDS ROCKWALL COUNTY, TEXAS

- IRF IRON ROD FOUND
- CIRF CAPPED IRON ROD FOUND AS NOTED
- CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
- MNF MAG NAIL FOUND
- MNS MAG NAIL SET
- P.O.B. POINT OF BEGINNING

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

ROCKWALL - CCA ADDITION

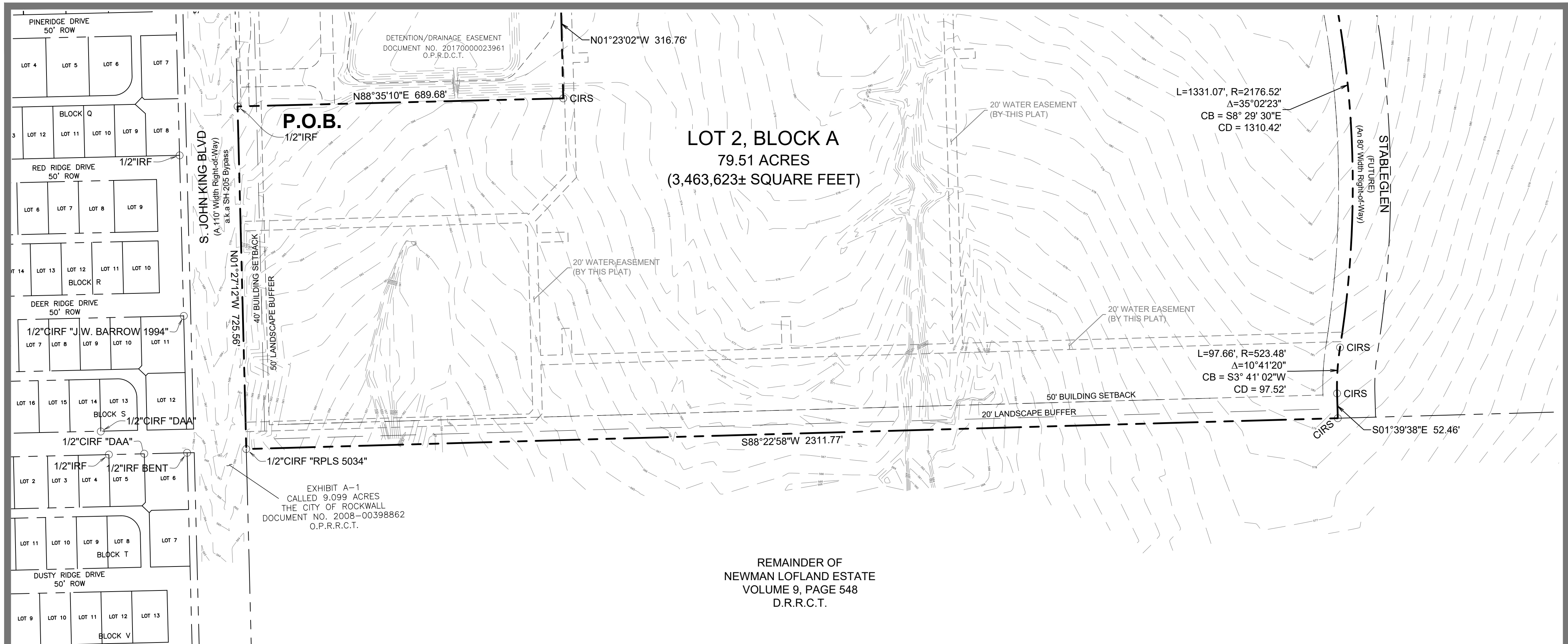
LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

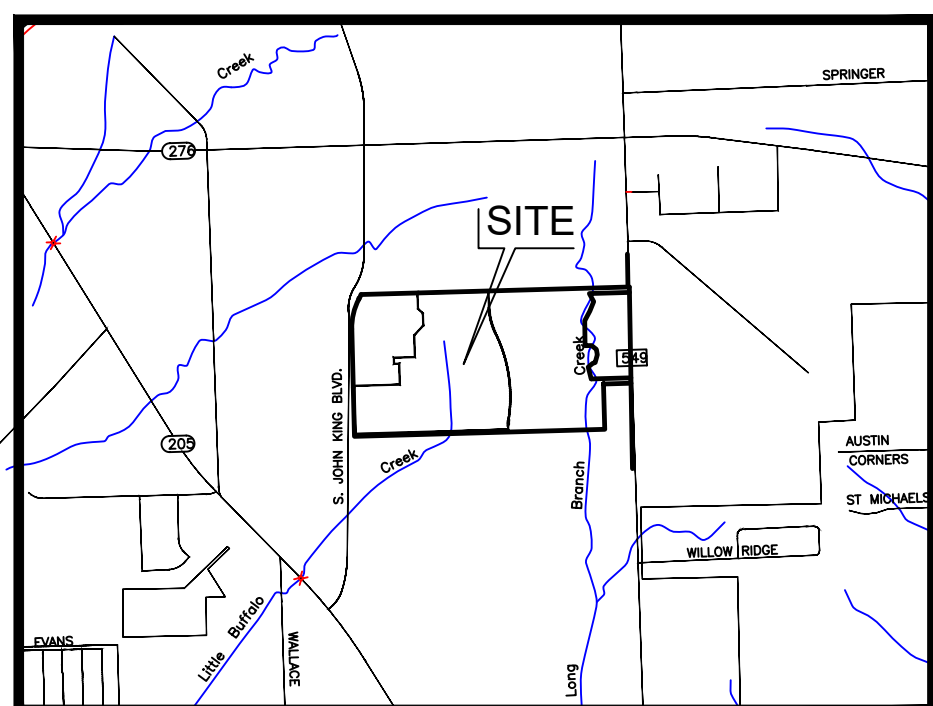
© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Fort Worth, TX 76104
Phone: (214) 484-8886
www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 1 of 3

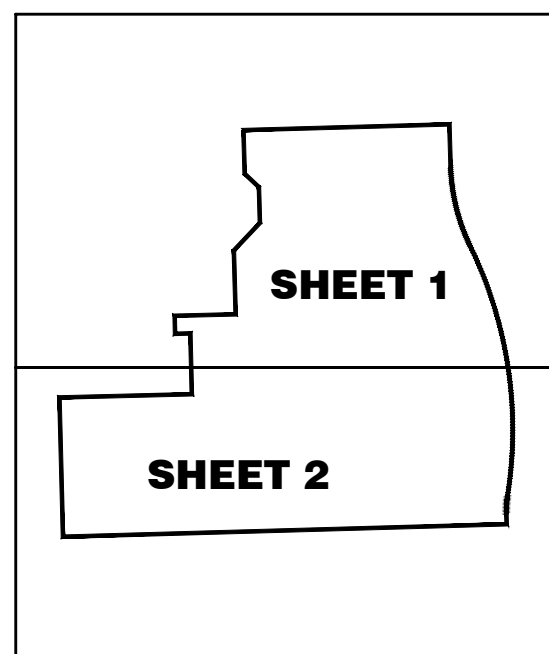


REMAINDER OF
NEWMAN LOFLAND ESTATE
VOLUME 9, PAGE 548
D.R.R.C.T.

Match Line - See Sheet 1



LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

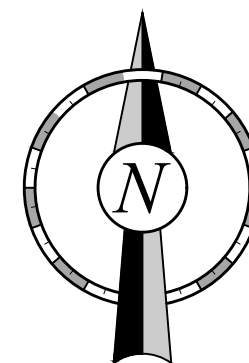
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LEGEND

DEED RECORDS, ROCKWALL COUNTY, TEXAS
OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS
PLAT RECORDS ROCKWALL COUNTY, TEXAS

IRF IRON ROD FOUND
CIRF CAPPED IRON ROD FOUND AS NOTED
CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
MNF MAG NAIL FOUND
MNS MAG NAIL SET
P.O.B. POINT OF BEGINNING



SCALE: 1" = 150'

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT
**ROCKWALL - CCA
ADDITION**
LOT 2, BLOCK A
BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY, ABSTRACT NUMBER 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104
TBPELS #10120600
Phone: (214) 484-8586
www.bowman.com

PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 79.51 acre tract of land situated within the W.H. Baird Survey, Abstract No. 25, City of Rockwall, Rockwall County, Texas, and being all of a portion of a called 173.00 acre tract of land as described in the deed to Rockwall Independent School District recorded under Document No. 2010-00443616 of the Official Public Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 79.51 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod found at the southwest corner of Lot 1, Block A of the plat designated as "Rockwall CCA Addition" recorded under Document No. 2017000023961 of said Official Public Records, being on the east right of way line of S. John King Boulevard, a 110.00-foot right of way, as described in the deed to the City of Rockwall recorded under Document No. 2008-00398862 of said Official Public Records;

THENCE the following ten (10) calls coincident with the perimeter of said Block A:
1. NORTH 88 degrees 35 minutes 10 seconds EAST, 689.68 feet to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set (hereafter referred to as CIRS);
2. NORTH 01 degree 23 minutes 02 seconds WEST, 316.76 feet to a CIRS;
3. SOUTH 88 degrees 23 minutes 20 seconds WEST, 79.77 feet to a CIRS;
4. NORTH 01 degree 07 minutes 50 seconds WEST, 93.98 feet to a CIRS;
5. NORTH 88 degrees 35 minutes 52 seconds EAST, 317.61 feet to a CIRS;
6. NORTH 01 degree 36 minutes 48 seconds WEST, 332.75 feet to a CIRS;
7. NORTH 43 degrees 24 minutes 53 seconds EAST, 197.54 feet to a CIRS;
8. NORTH 01 degree 36 minutes 45 seconds WEST, 185.96 feet to a CIRS;
9. NORTH 46 degrees 38 minutes 29 seconds WEST, 101.97 feet to a CIRS;
10. NORTH 01 degree 36 minutes 48 seconds WEST, 227.30 feet to a CIRS set on the south line of a 20-foot Alley as dedicated on the plat designated as "Lofland Farms, Phase 4" recorded in Cabinet E, Slide 157 of the Plat Records of Rockwall County, Texas;

THENCE NORTH 88 degrees 23 minutes 11 seconds EAST, 1073.00 feet with the south line of said 20-foot Alley (being also dedicated on the plat designated as "Lofland Farms, Phase 2 recorded in Cabinet E, Slide 13 of said Plat Records) to a CIRS;

THENCE the following five (5) calls through the interior of said called 173.00 acre tract of land:
1. SOUTH 01 degree 39 minutes 38 seconds EAST, 217.79 feet to a tangent curve;
2. southerly, coincident with said tangent curve, concave to the EAST, having a radius of 1023.48 feet and a chord bearing and distance of SOUTH 13 degrees 50 minutes 10 seconds EAST, 431.72 feet, an arc length of 434.98 feet to the point of reverse curve;
3. southerly, coincident with said reverse curve, concave to the west, having a radius of 2176.52 feet and a chord bearing and distance of SOUTH 08 degrees 29 minutes 30 seconds EAST, 1310.42 feet, an arc length of 1331.07 feet to the point of reverse curve;
4. southerly, coincident with said reverse curve, concave to the east, having a radius of 523.48 feet and a chord bearing and distance of SOUTH 03 degrees 41 minutes 02 seconds WEST, 97.52 feet, an arc length of 97.66 feet;
5. SOUTH 01 degree 39 minutes 38 seconds EAST, 52.46 feet to a CIRS set on the south line of said called 173.00 acre tract of land;

THENCE SOUTH 88 degrees 22 minutes 58 seconds WEST, 2311.77 feet with the south line of said called 173.00 acre tract of land to a 1/2-inch capped iron rod stamped "RPLS 5034" found at its southwest corner and being on the east right of way line of said S. John King Boulevard;

THENCE NORTH 01 degree 27 minutes 12 seconds WEST, 725.56 feet with the east right of way line of said S. John King Boulevard to the POINT OF BEGINNING containing 79.51 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL - CCA ADDITION, LOT 2, BLOCK A, a** subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

- No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
- Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
- The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
- The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
- The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
- No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
- Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

- The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
- NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
- All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
- Lot, block and ROW corners will be set after substantial completion of the infrastructure.

GENERAL NOTES:

- It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSL & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or relied upon as a final survey document. Released to the City for review. 2022-06

ROBERT A. HANSEN
LSL & REGISTERED PROFESSIONAL
LAND SURVEYOR, NO. 6439
RHANSEN@BOWMAN.COM
DATE:

STATE OF TEXAS
COUNTY OF
ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, 2022.

Notary Public in and for the State of Texas My Commission Expires

RECOMMENDED FOR FINAL APPROVAL:

Planning & Zoning Commission, Chairman *Date*

APPROVED:
I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 2022.

This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.

WITNESS OUR HANDS, this _____ day of _____, 2022.

Mayor, City of Rockwall *City Secretary* *City Engineer*

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

**ROCKWALL - CCA
ADDITION**

LOT 2, BLOCK A

BEING 79.51 ACRES
SITUATED WITHIN THE
W.H. BAIRD SURVEY , ABSTRACT NUMBER 25
CITY OF ROCKWALL , ROCKWALL COUNTY, TEXAS

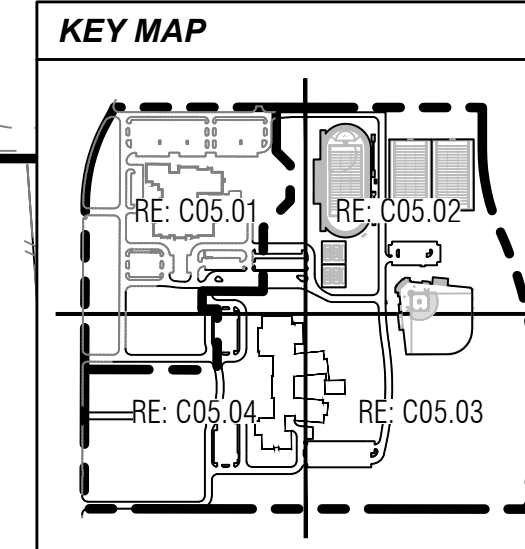
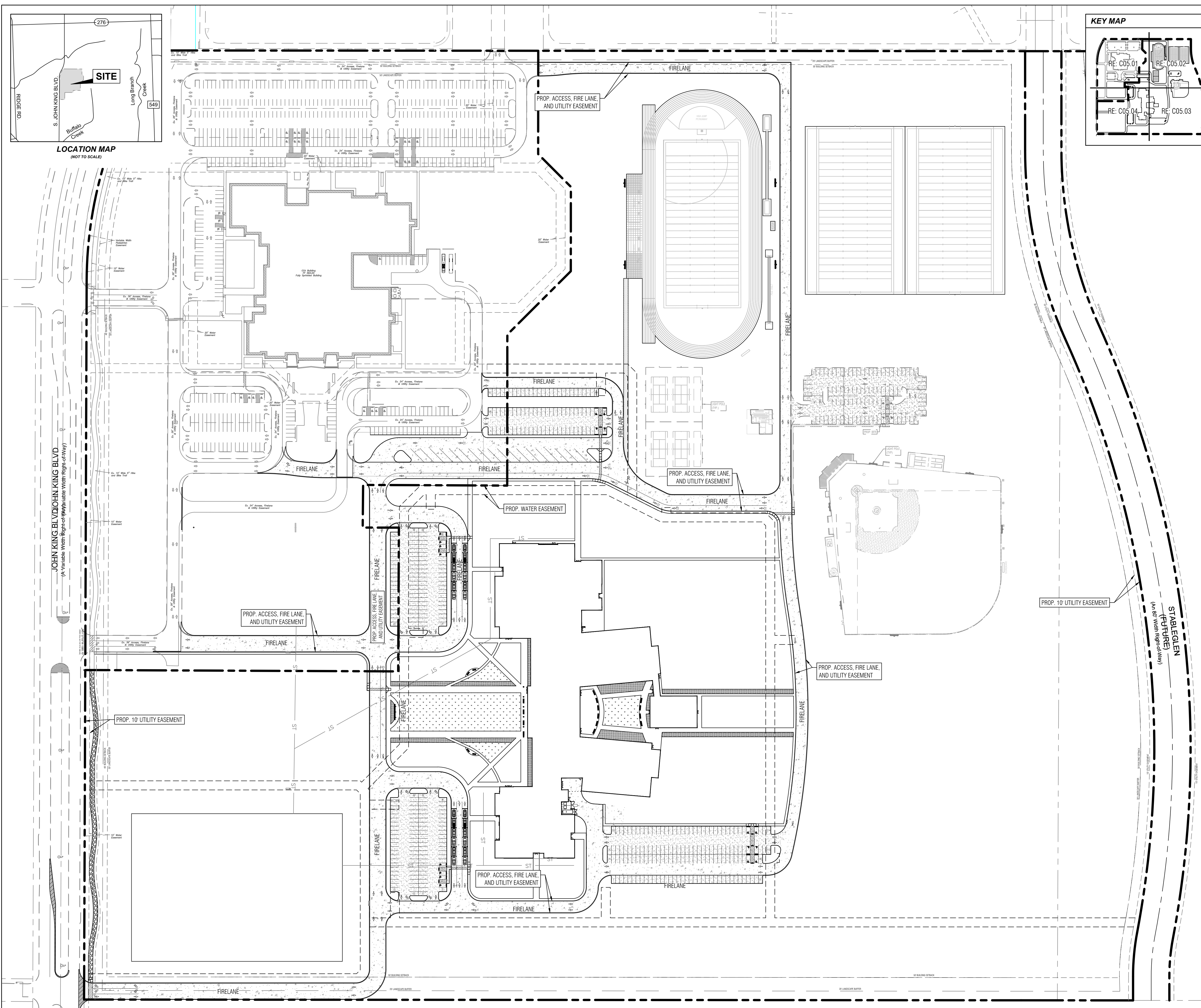
Bowman

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1200 West Magnolia Blvd., Suite 300 Phone: (214) 484-8886
Fort Worth, TX 76104 www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAH Sheet: 3 of 3

Jun 07, 2022 10:23am User: Cherylm
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NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS, PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION, "NO PARKING FIRE LANE EVERY 25' WHITE 4" LETTERS ON A RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FIRE RAMP'S BARRIERS IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1'FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

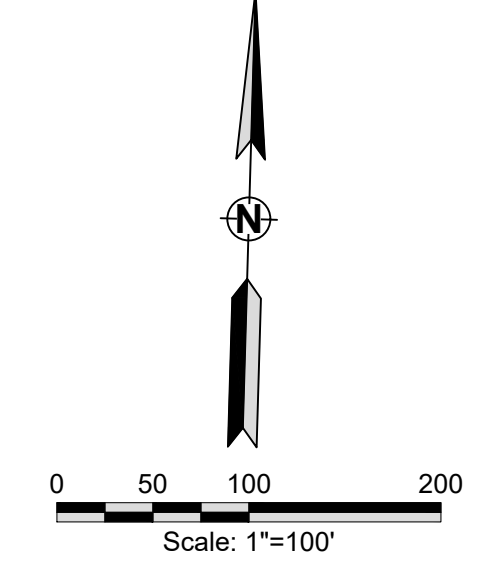
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10 MASONRY SCREENING WALL
	PRIVATELY REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) 6" REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) 7" REINFORCED CONCRETE PAVEMENT 3,000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PRIVATE) 4" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY
	RE: GEOTECHNICAL REPORT (PUBLIC) 3" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 24" CENTERS EACH WAY
	PLANTING AREAS
	RE: LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AB
PROPOSED ZONING	PD FOR HS USES (2002-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464.762 S.F. OR 79.54 AC.
BUILDING AREA (FLOOR AREA)	153,187 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
TOTAL BUILDING AREA	194,206 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	153,187 S.F.
LOT COVERAGE	153,187 S.F. / 3,464.762 S.F. = 4.42%
FLOOR AREA RATIO	0.07
TOTAL IMPERVIOUS AREA	916,945.31 S.F. OR 18.73 AC.
BUILDING HEIGHT	13'-10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	290 SPACES
PARKING PROVIDED	304 SPACES
PARKING SURFACE	9,018.0
9'x20'0"	299 SPACES
15'x20'0"	19 SPACES
TOTAL PARKING PROVIDED	532 SPACES



APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

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

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMIGO

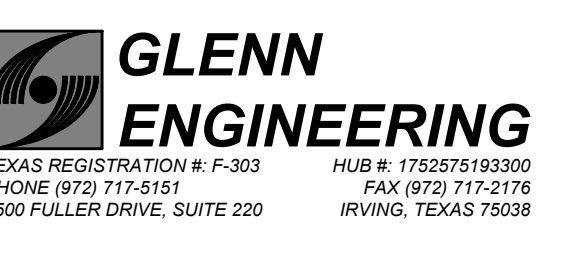
CITY OF ROCKWALL CASE NO. SP2022-018



ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS



PRELIMINARY - FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cherylm Armigo, P.E. 84566
 Date: 05/11/22

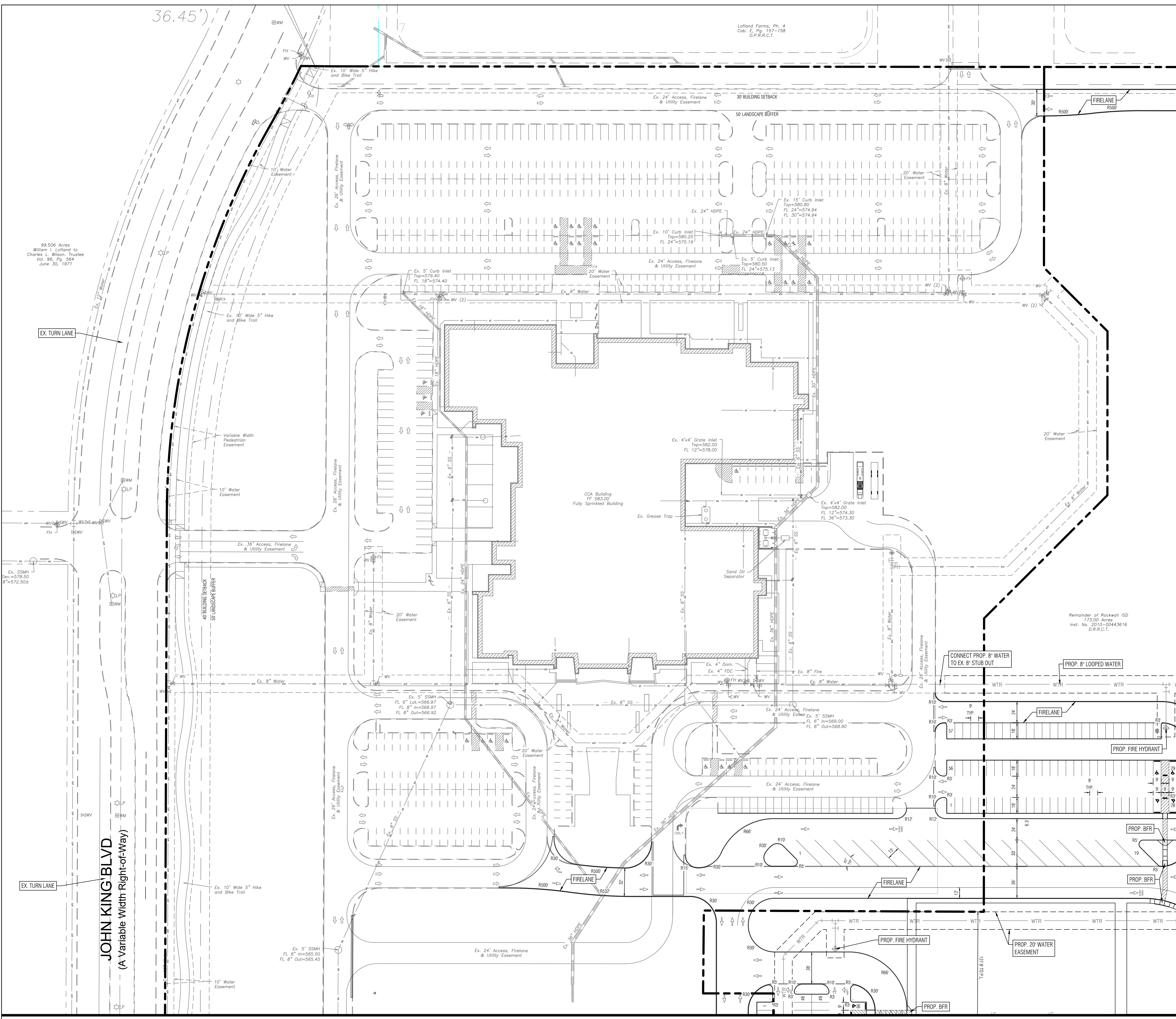
ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
 Rockwall, TX 75032

OVERALL SITE PLAN

JOB 21572.0000
DATE 05/11/22
SHEET
C05.00

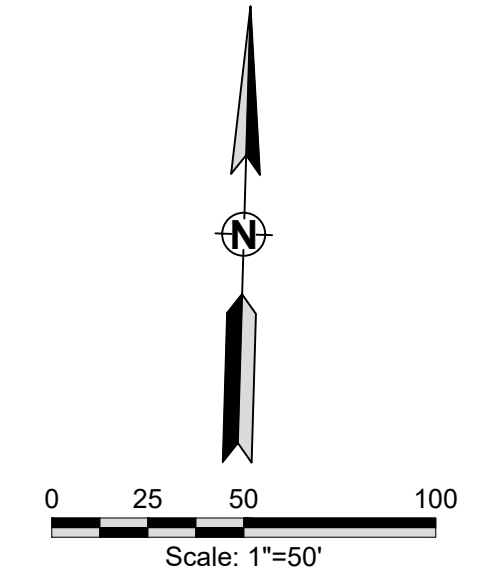
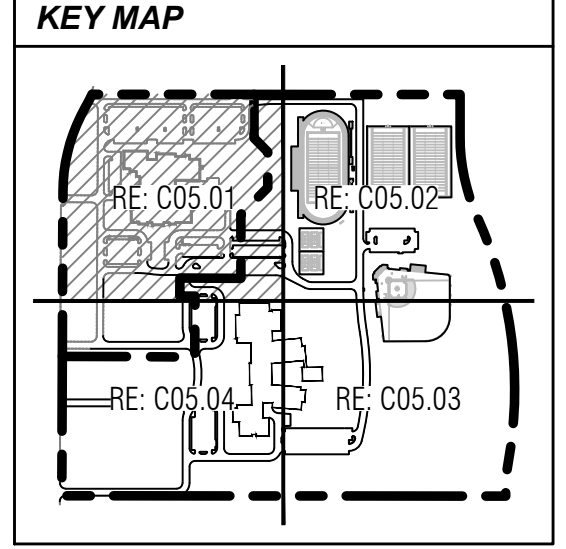
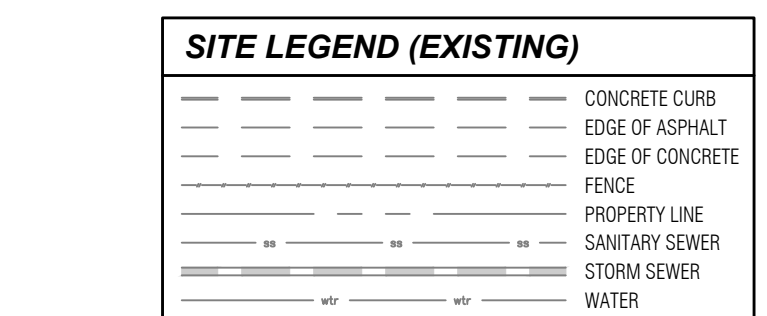
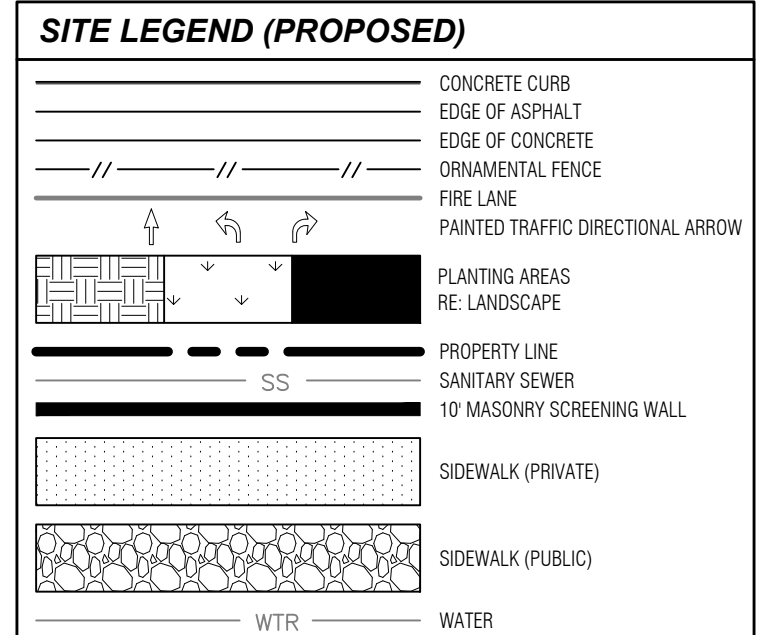
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JOHN KING BLVD
 (A Variable Width Right-of-Way)

MATCH LINE RE: C05.04 - DETAILED SOUTHWEST SITE PLAN

MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS

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GLENN ENGINEERING

TEXAS REGISTRATION # F-381
 PHONE (972) 717-5151 FAX (972) 717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

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 Date: 05/11/22

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

APPROVED:
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 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

**DETAILED
 NORTHWEST
 SITE PLAN**

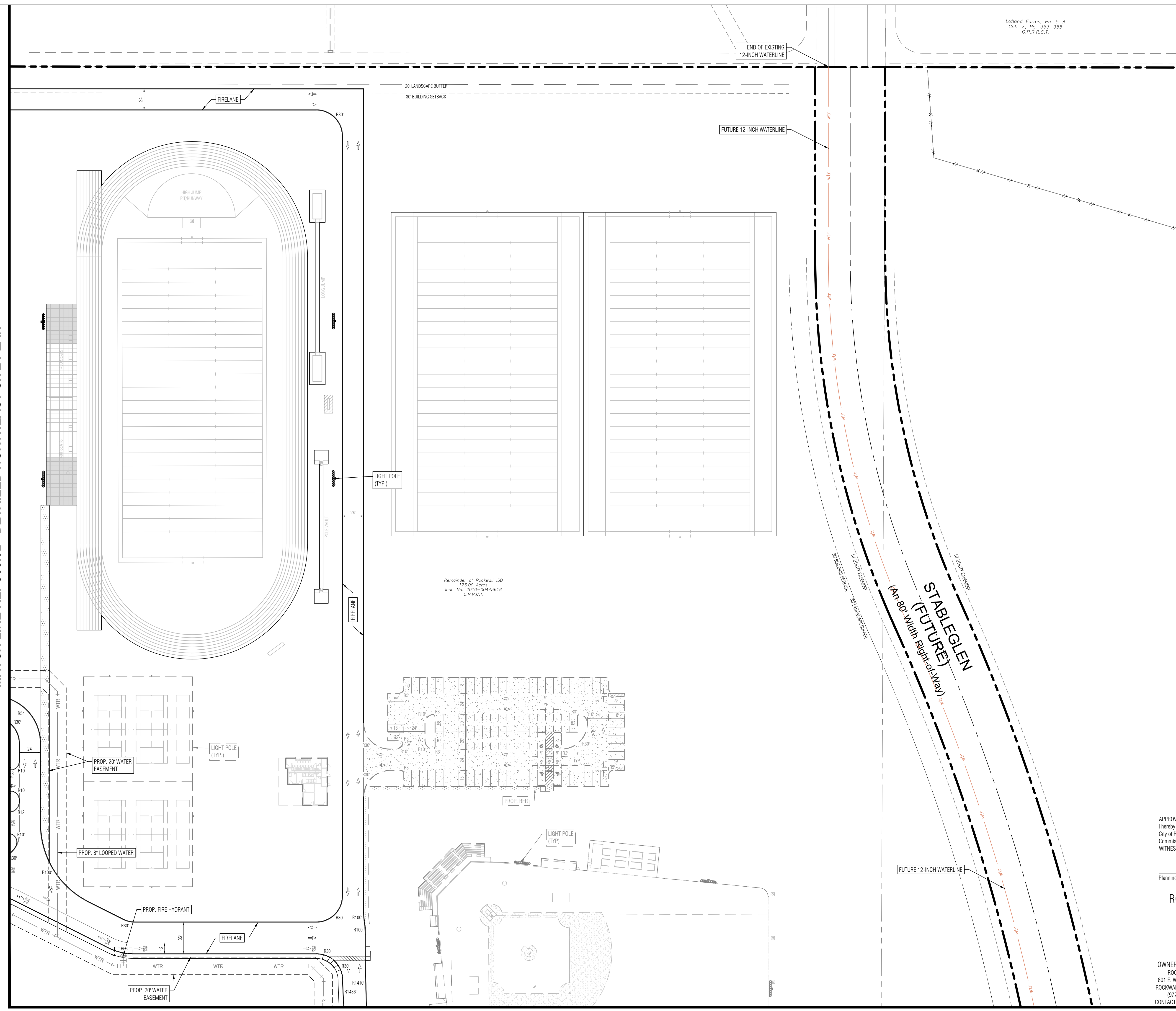
JOB 21572.0000
DATE 05/11/22
SHEET

C05.01

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

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MATCH LINE RE: C05.02 - DETAILED NORTHEAST SITE PLAN



MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

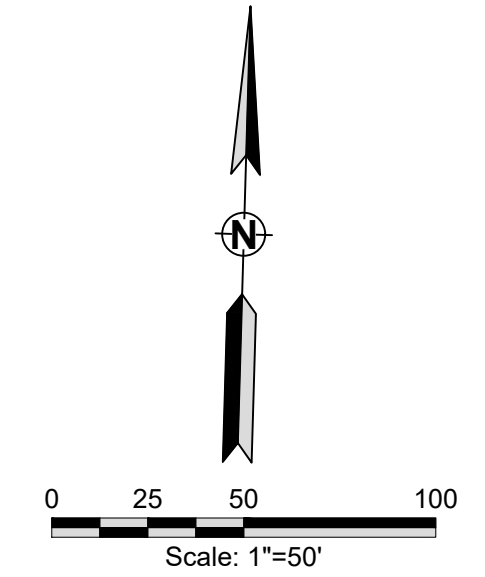
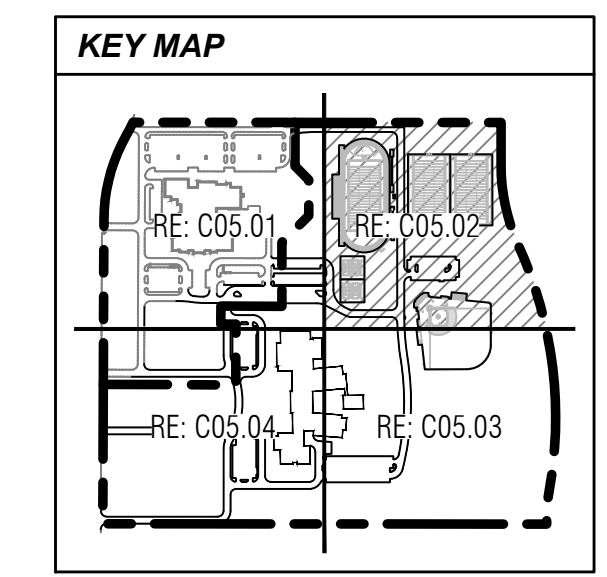
Lofland Farms, Pn. 5-A
 Cob. E. Pg. 353-355
 D.P.R.C.T.

SITE LEGEND (PROPOSED)

CONCRETE CURB	---
EDGE OF ASPHALT	----
EDGE OF CONCRETE	=====
ORNAMENTAL FENCE	
FIRE LANE	----
PAINTED TRAFFIC DIRECTIONAL ARROW	→
PLANTING AREAS	■
RE LANDSCAPE	■
PROPERTY LINE	---
SANITARY SEWER	SS
10' MASONRY SCREENING WALL	---
SIDEWALK (PRIVATE)	---
SIDEWALK (PUBLIC)	---
WATER	WTR

SITE LEGEND (EXISTING)

CONCRETE CURB	---
EDGE OF ASPHALT	----
EDGE OF CONCRETE	=====
FENCE	
PROPERTY LINE	---
SANITARY SEWER	SS
STORM SEWER	---
WATER	WTR



CORGAN
 CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

1	05/11/22	30% PROGRESS SET
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REVISIONS

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GLENN ENGINEERING
 TEXAS REGISTRATION # F-351
 PHONE 972 717-5151
 4500 FULLER DRIVE, SUITE 200
 IRVING, TEXAS 75038
 FAX 972 717-5176
 WWW.GLENN-ENGINEERING.COM

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Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
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 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

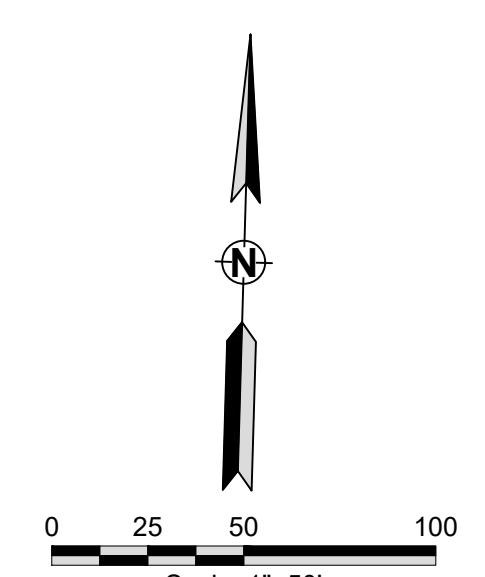
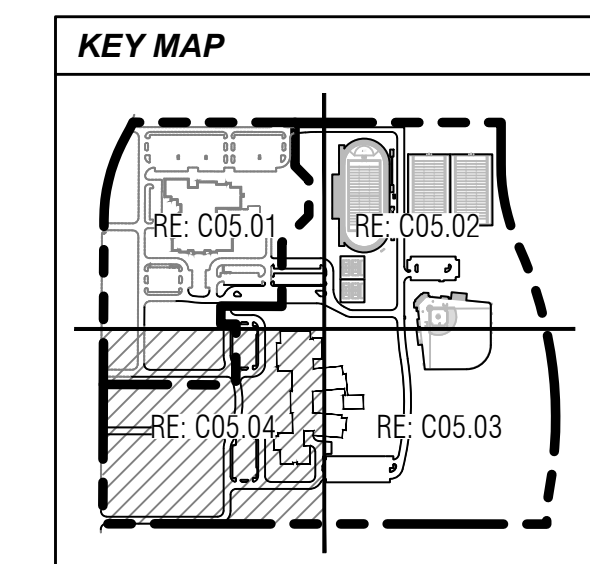
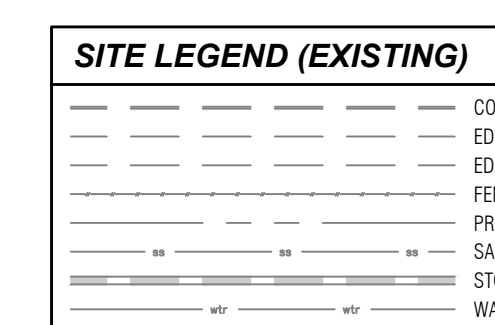
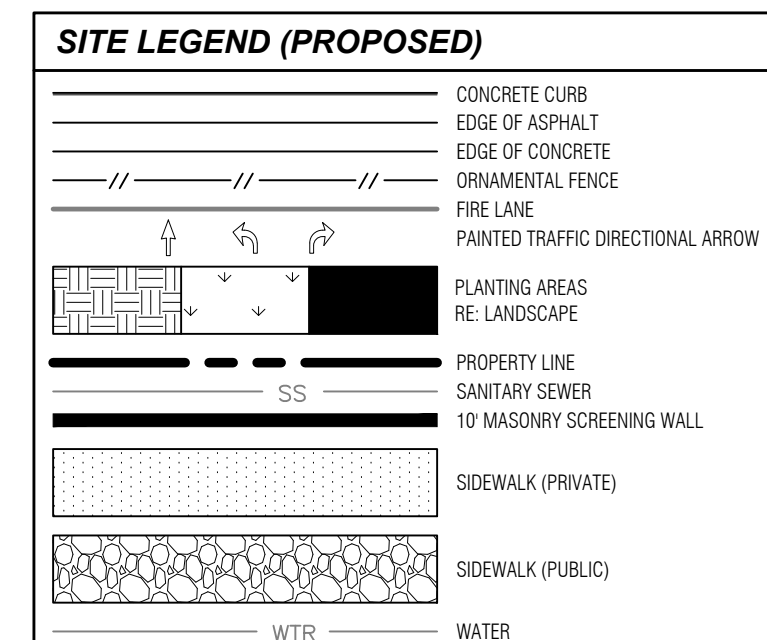
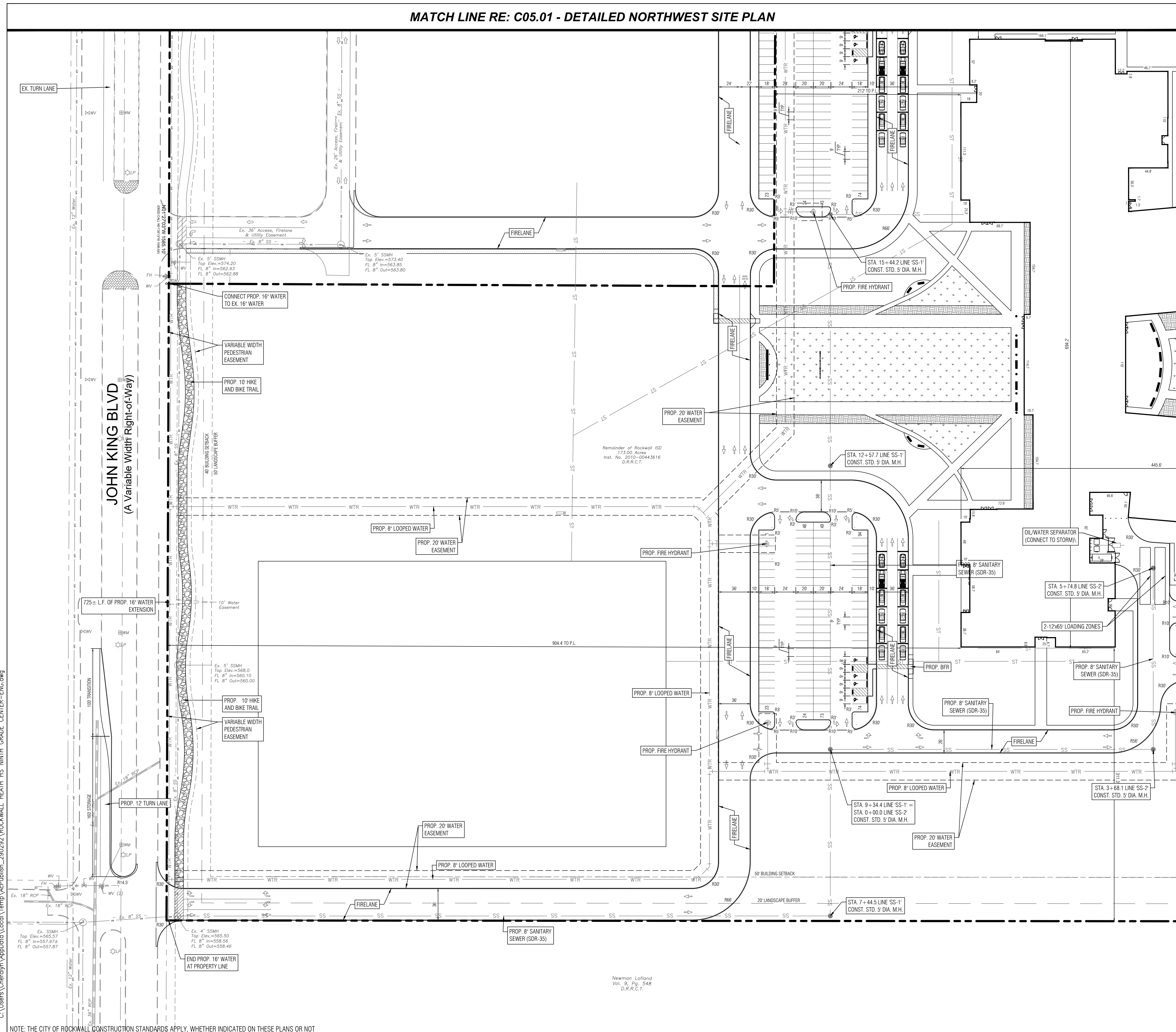
**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

**DETAILED
 NORTHEAST SITE
 PLAN**

**JOB 21572.0000
 DATE 05/11/22
 SHEET
 C05.02**

MATCH LINE RE: C05.01 - DETAILED NORTHWEST SITE PLAN



CORGAN
CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS

NO.	DATE	DESCRIPTION
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GLENN ENGINEERING
 TEXAS REGISTRATION # 1-3511
 PHONE 972-717-5151 FAX 972-717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

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 Date: 05/11/22

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN

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Planning and Zoning Commission, Chairman
 Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
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 CONTACT: ROBERT HANSEN

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 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERYL M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-018

**DETAILED
 SOUTHWEST
 SITE PLAN**

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DATE 05/11/22
SHEET
C05.04

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 Vol. 9, Pg. 548
 D.R.R.C.T.

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall-Heath High School Ninth Grade Center Site
2301 John King Blvd.
John King Blvd 1,000 +/- feet south of State Highway 205
(Gene Burton Academy Site)

City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION

T.B.P.E. REGISTRATION NO. F-303

4500 Fuller Drive, Suite 220

Irving, Texas 75038

(972) 717-5151

TABLE OF CONTENTS

UTILITIES	3
Utility Information	3-4
Water	3
Sanitary Sewer	3
Storm Sewer	4
Electric Service.....	4
Gas	4
Telephone	4
ROADWAYS	5
Roadway Information	5

UTILITIES

Utility Information

Water

Presently there is a 16" water line ending at the southeast corner of the Gene Burton Academy. This 16" water line will be extended to the southeast corner of the proposed Rockwall Heath High School Ninth Grade Center Site as shown on Sheets C5.01 -C5.04. With the construction of The Gene Burton Academy an 8" water line was constructed for fire protection and an 8" stub out connection was provided for future growth at the southeast corner of the existing Academy. A looped 8" line around the Proposed Rockwall Heath High School Ninth Grade Center will be constructed for fire protection. A 4" Domestic line will be proved from the Proposed 16" along John King Blvd to the new Rockwall Heath High School Ninth Grade Center. Based on the Water and Wastewater Analysis provided by the City of Rockwall prepared by Birkhoff, Hendricks and Carter L.L.P. dated May 11, 2022 . Also refer to the Glenn Engineering response letter to their items in the report. With the above improvements, the City of Rockwall water system is capable of providing the needs for the new Rockwall Heath High School Ninth Grade Center. (See Site plan sheets C5.01 – C5.04)

Sanitary Sewer

Presently there is an 8" sanitary sewer serving this proposed site that is connected to the Hickory Ridge Lift Station. Based on the above referenced infrastructure report for Water and Wastewater Analysis this line has the capacity to serve the new Rockwall Heath High School Ninth Grade Center. While the line and the lift station both have adequate capacity, the Analysis indicated that even though the downstream Mims force main currently has capacity, this capacity will be utilized by future developments and the school site was not part of the future development. (See Site plan sheets C5.01 – C5.04)

For the purpose of this statement of service, it is assumed that the Rockwall Independent School District would have to construct the Little Buffalo Creek Trunk Sewer Main from the existing Hickory Ridge Lift Station to County Lane (approximately 7,100 l.f.) of both a 10" and 12" Sanitary Sewer main according to the City of Rockwall's Master Sewer Plan. Given the time sensitive nature of the Rockwall Heath High School Ninth Grade Center having to be open in the fall of 2024 and the information provided by City of Rockwall staff that the city's C.I.P. portion of project may not be completed to meet the schedule for the new school opening. Therefore Rockwall Independent School District will also be responsible for constructing the City of Rockwall's C.I.P portion of the project from County Lane to the Lift Station #1 at Horizon Road (FM 3097). This line is approximately 2,250 l.f. of a 15" Sanitary sewer main. The construction of the Little Buffalo Trunk Sewer main will result in the elimination of the Hickory Creek Lift Station. The School District would like the flexibility in the alignment of the City's C.I.P. portion of the project to be better able to serve future development/subdivisions on the east side of Wallace Lake while preserving the intent of the trunk main. (See Site plan sheets C10.02 Off Site Sanitary Sewer Exhibit)

City of Rockwall – Wastewater Master Map taken from Water and Wastewater Analysis

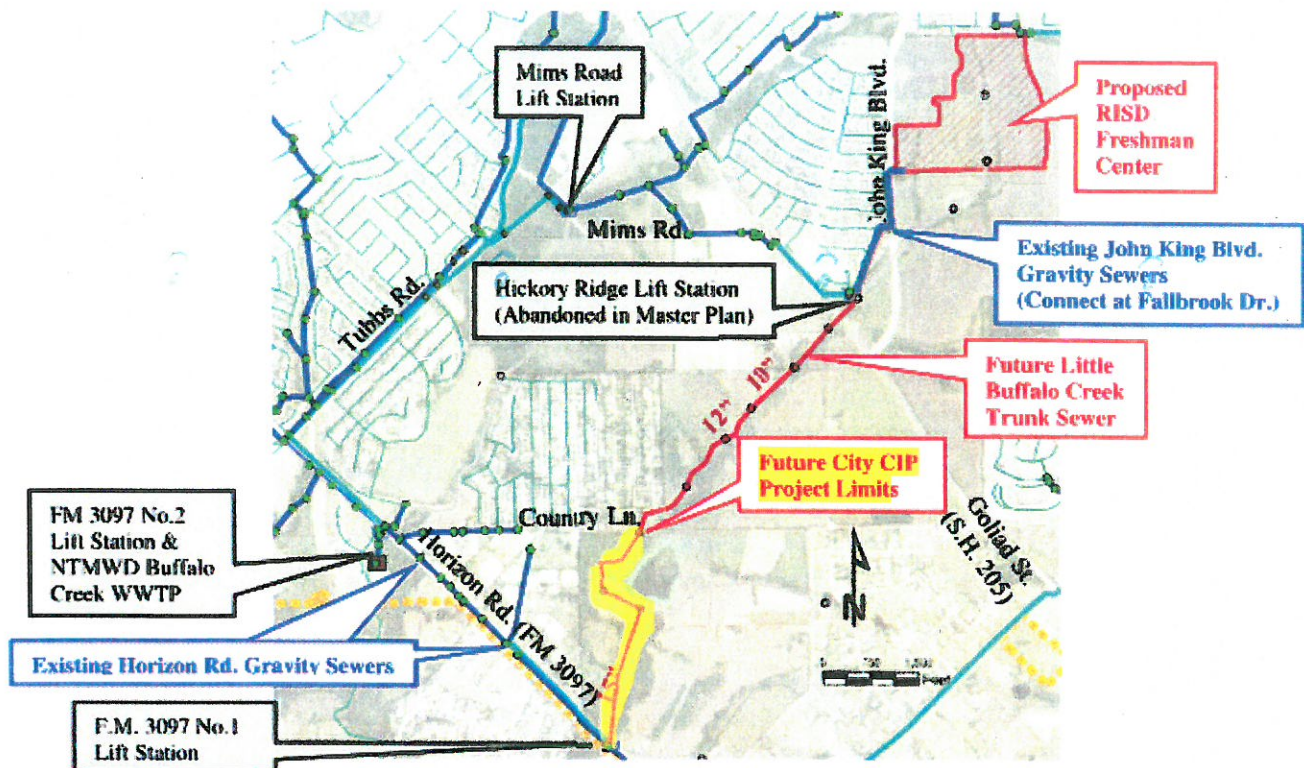


Figure 1 – Future Little Buffalo Creek Trunk Sewer

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into Little Buffalo Creek. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculation sheets to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of these lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

Roadway Information

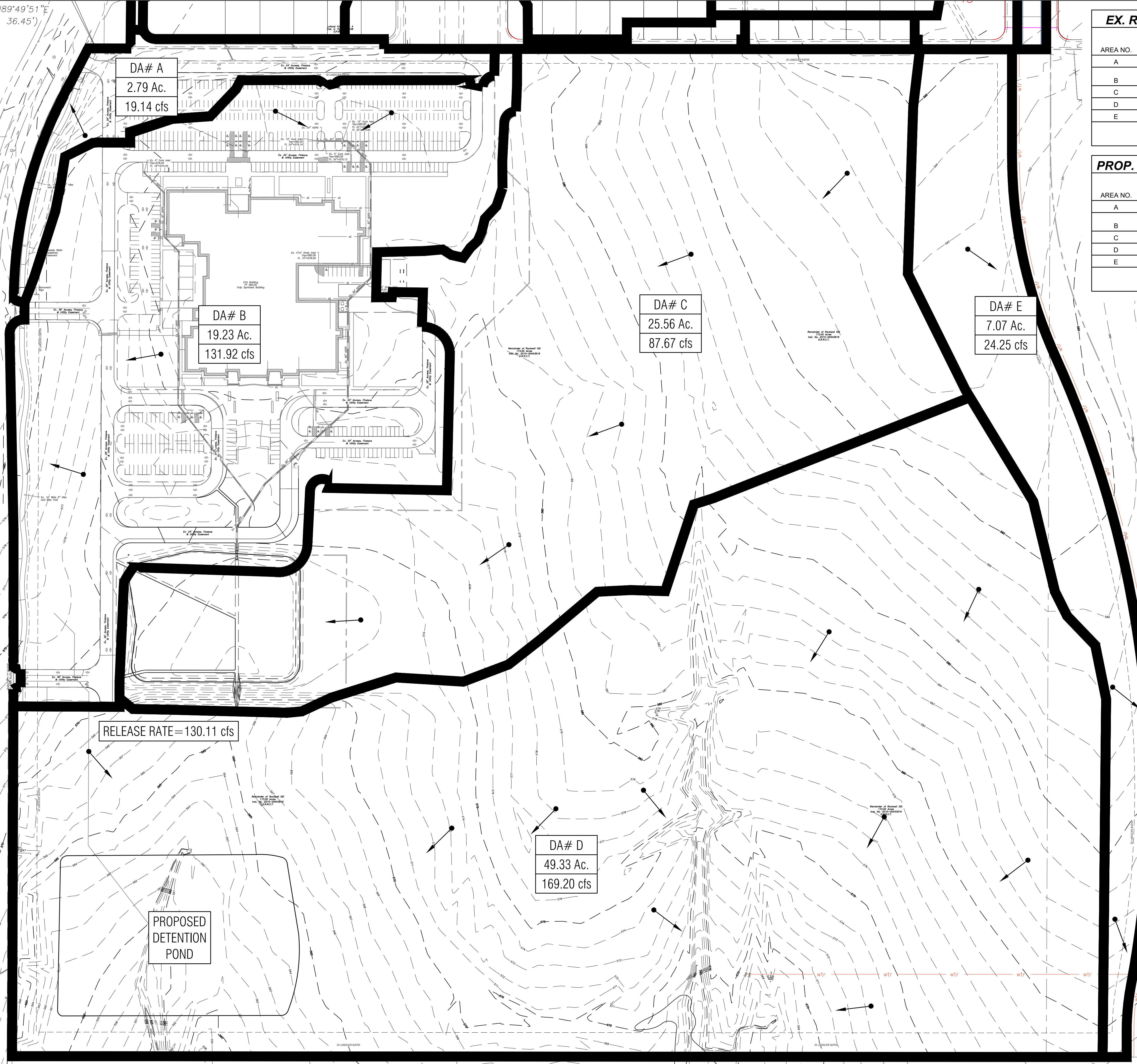
South John King Boulevard

The school district has performed two traffic Impact Analysis (TIA) studies for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall Heath High School Ninth Grade Center. (See both reports for detailed information) All access for the new Rockwall Heath High School Ninth Grade Center will be taken from South John King Boulevard. Some of the access to the site will come from the existing drives for the Gene Burton Academy. The original design for the Academy anticipated additional buildings being placed on this site and so the drive was constructed for future development.

Stableglen Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall Heath High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Stableglen Drive is shown on the City of Rockwall's Master Thoroughfare Plan, the current development of the Ninth Grade Center just like the Gene Burton Academy does not require the construction of Stableglen to handle the daily traffic. Stableglen will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

N89°49'51"E
36.45'



EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.35	9.80	87.67	TO EX. POND
D	49.33	10	0.35	9.80	169.20	
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				432.18	

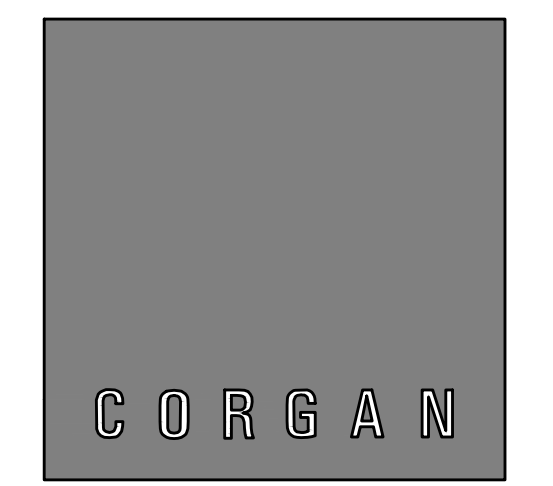
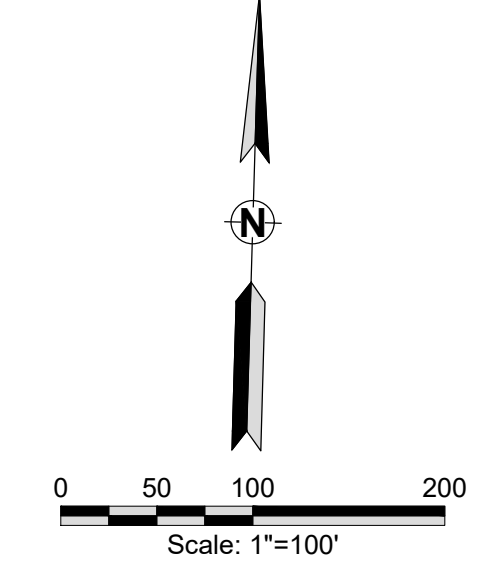
PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER

AREA NO.	DRAINAGE AREA (ACRES)	TIME OF CONCENTRATION (MINUTES)	RUNOFF COEFFICIENT "C"	INTENSITY "1 100" (INCHES/HR)	DESIGN FLOW "Q 100" (CFS)	REMARKS
A	2.79	10	0.70	9.80	19.14	TO LOFTLAND PH. 4
B	19.23	10	0.70	9.80	131.92	EX. SCHOOL TO EX. DETENTION POND
C	25.56	10	0.70	9.80	175.34	TO EX. POND
D	49.33	10	0.70	9.80	338.40	TO PROP. DETENTION POND
E	7.07	10	0.35	9.80	24.25	SHEET FLOW TO EAST
TOTAL	103.98				689.05	

DRAINAGE AREA MAP LEGEND

DA# A
 2.79 Ac.
 19.14 cfs

DRAINAGE DIVIDE
 DRAINAGE AREA
 NUMBER OF ACRES
 DESIGN FLOW
 DRAINAGE FLOW
 CONCRETE CURB
 CONTOUR (MAJOR)
 CONTOUR (MINOR)
 EDGE OF ASPHALT
 EDGE OF CONCRETE
 STORM SEWER LINE
 HEADWALL

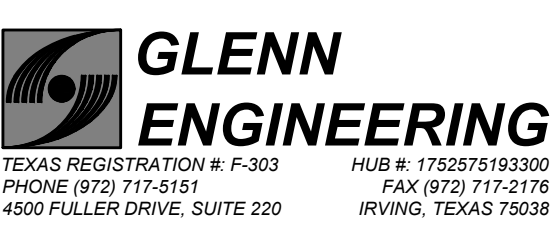


CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 8281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS



GLENN ENGINEERING
 TEXAS REGISTRATION # F-303 HUB # 1752575193300
 PHONE (972) 717-5151 FAX (972) 717-2176
 4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

PRELIMINARY—FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheryl Armitj, P.E. 84568
 Date: 05/11/22

**ROCKWALL-HEATH
 NINTH GRADE CENTER**

2727 S. John King Blvd.
 Rockwall, TX 75032

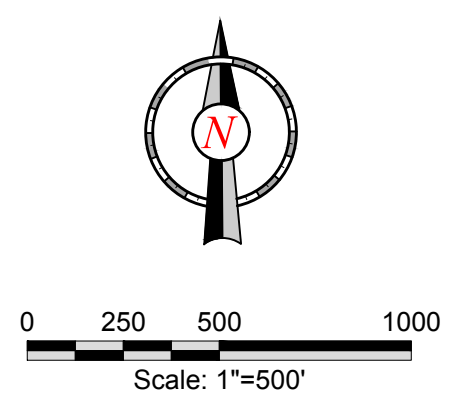
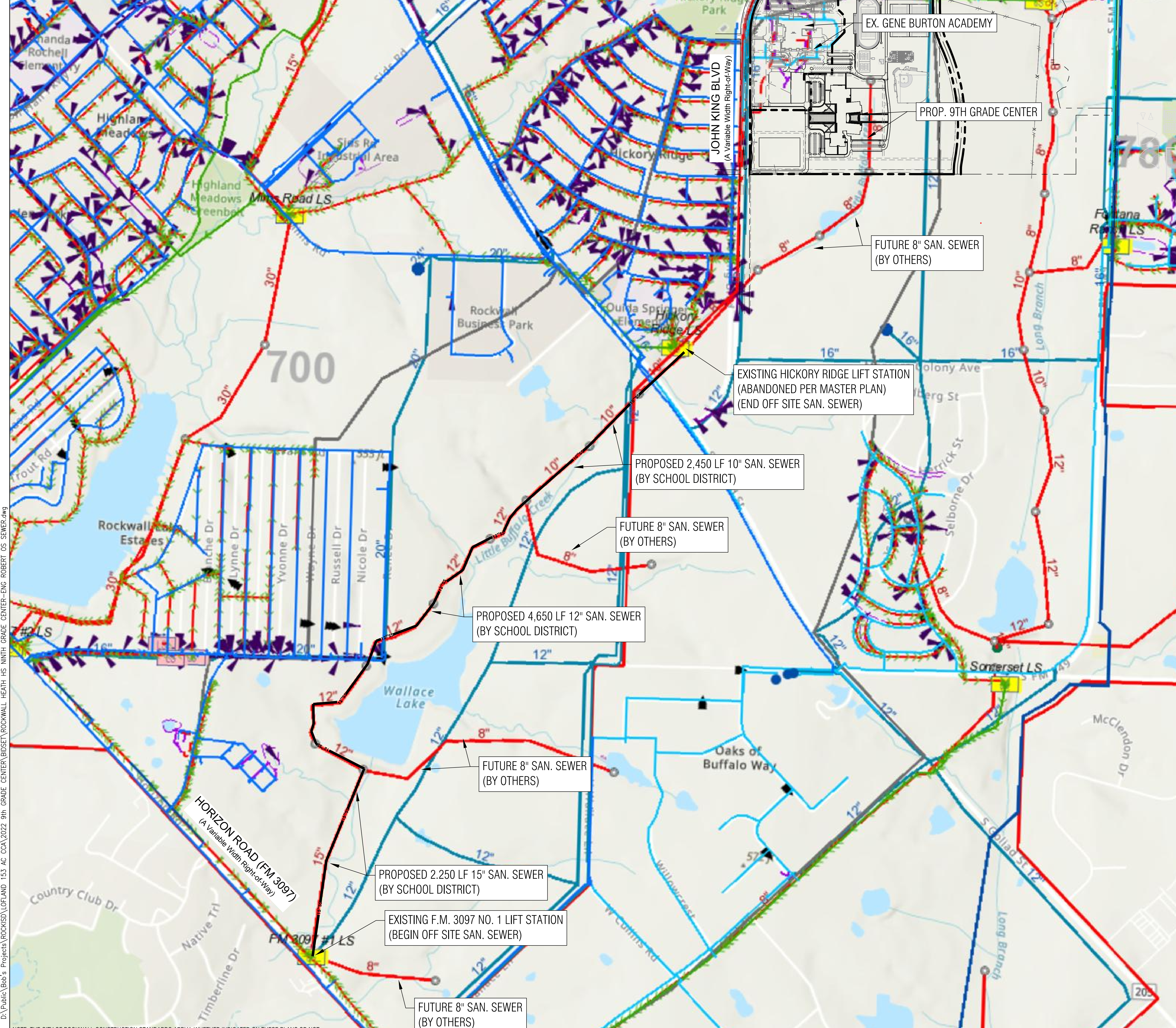
EXISTING DRAINAGE AREA MAP

JOB 21572.0000
DATE 05/11/22
SHEET

C08.00

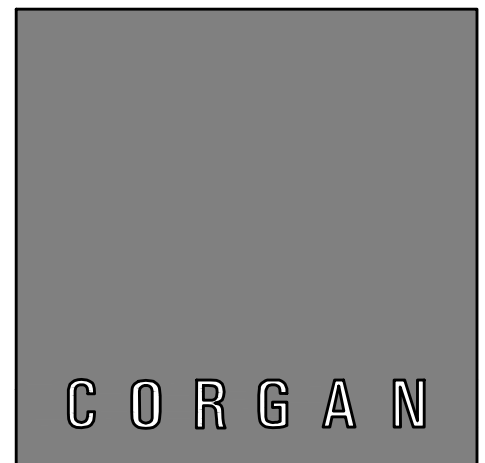
$Q_{EX} = 130.11 \text{ cfs} + D_{EX} = 169.20 \text{ cfs} = 299.31 \text{ cfs}$
 $Q_{PROP.} \text{ NOT TO EXCEED } 299.31 \text{ cfs}$

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT



Legend

- Utility Networks**
- Utility Network SDE
- Water Network
 - Water_Water Source
 - Water_Pumps
- Water Lines
 - Water Lines - Private
 - Water Lines - City of Rockwall
 - Water Lines - NTMWD
 - Water Lines - Abandoned/Removed
- Water Service Area
- Wastewater Network
 - SS Lines - Private
 - SS Lines - NTMWD
 - SS Lines
 - Force Mains
 - NULL
 - SS Lines - City of Rockwall
 - Sewer Line
 - Force Main
 - SS Lines - Abandoned/Removed
- SanitarySewer_Lift Stations
 - City of Rockwall
 - North Texas Municipal Water District
 - Private
 - Other
- Storm Sewer Network
 - StormSewer_Culvert Lines
 - StormSewer_Lines
 - Abandoned/Removed
 - City of Rockwall
 - Private
 - TxDot
 - NULL
 - StormSewer_Flumes
 - StormSewer_Detention Ponds
- Master Sanitary Sewer Plan
 - Proposed Manholes
 - WW Basin Divides
 - Proposed SS Lines
 - Proposed Lift Stations
- Master Water Plan
 - Proposed Tanks
 - Proposed Water Lines



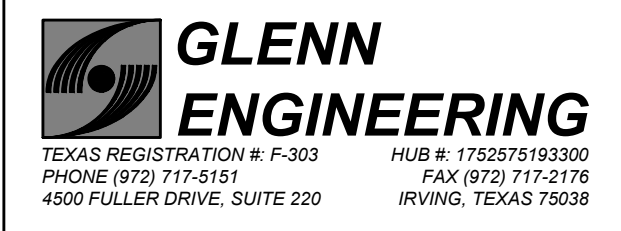
CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 8281

ISSUES

NO.	DATE	DESCRIPTION
1	05/11/22	30% PROGRESS SET

REVISIONS

NO.	DATE	DESCRIPTION
-----	------	-------------



TEXAS REGISTRATION # F-303 HUB # 1752579193300
 PHONE (972) 717-5151 FAX (972) 717-5178
 4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

PRELIMINARY-FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by or under the supervision of Cheralyn Armijo, P.E. #4568
 Date: 05/11/22

ROCKWALL-HEATH NINTH GRADE CENTER

2727 S. John King Blvd.
Rockwall, TX 75032

OFF SITE SANITARY SEWER PLAN

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

 Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - HEATH NINTH GRADE CENTER
 LOT 2, BLOCK A
 OUT OF THE
 W.H. BAIRD SURVEY, ABSTRACT NO. 25
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMILIO

CITY OF ROCKWALL CASE NO. SP2022-018

JOB 21572.0000
DATE 05/11/22
SHEET C10.02

User: Robert
 D:\Public\Bob's Projects\ROCKWALL\LOPLAND_153 AC_CCA\2022 9th GRADE CENTER\BIDSET\ROCKWALL_HEATH_HS_NINTH_GRADE_CENTER-ENG ROBERT OS SEWER.dwg
 Jun 16, 2022, 11:36am

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

ROCKWALL I.S.D.
FRESHMAN CENTER WATER ANALYSIS
ROCKWALL, TEXAS



THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED
BY MIKE GLENN, PE 35059 ON
05/19/2022

Prepared By:

GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suit 220
Irving, Texas 75038
(972) 717-5151

FIRE HYDRANT FLOW TEST

WATER ANALYSIS
DOMESTIC USAGE


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality              *
*                               Analysis for Pipe Networks                *
*                               Version 2.0                              *
*****
```

Input File: RISD Water Study 1.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 1.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	792.39	19.02	19.02	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	766.17	81.97	0.00
2	0.00	765.84	79.23	0.00
3	0.00	765.82	79.00	0.00
4	0.00	765.76	79.62	0.00
5	0.00	765.72	80.60	0.00
6	0.00	765.67	80.02	0.00
7	0.00	765.63	80.43	0.00
8	0.00	765.62	80.43	0.00
9	0.00	765.68	80.24	0.00
10	0.00	765.74	80.83	0.00
11	0.00	765.79	80.85	0.00
12	0.00	765.85	80.36	0.00
13	0.00	765.96	80.23	0.00
14	0.00	765.96	81.38	0.00
15	0.00	766.12	80.04	0.00
17	200.00	765.62	80.43	0.00
18	0.00	765.56	79.67	0.00
19	0.00	765.56	79.58	0.00
20	0.00	765.50	79.43	0.00
21	0.00	765.49	78.94	0.00
22	200.00	765.45	78.19	0.00
23	0.00	765.72	84.81	0.00
24	0.00	766.00	87.09	0.00
25	0.00	766.06	86.25	0.00
26	0.00	766.11	84.97	0.00
27	0.00	766.06	87.55	0.00
28	0.00	766.11	86.36	0.00
30	-400.00	577.00	0.00	0.00 Reservoir



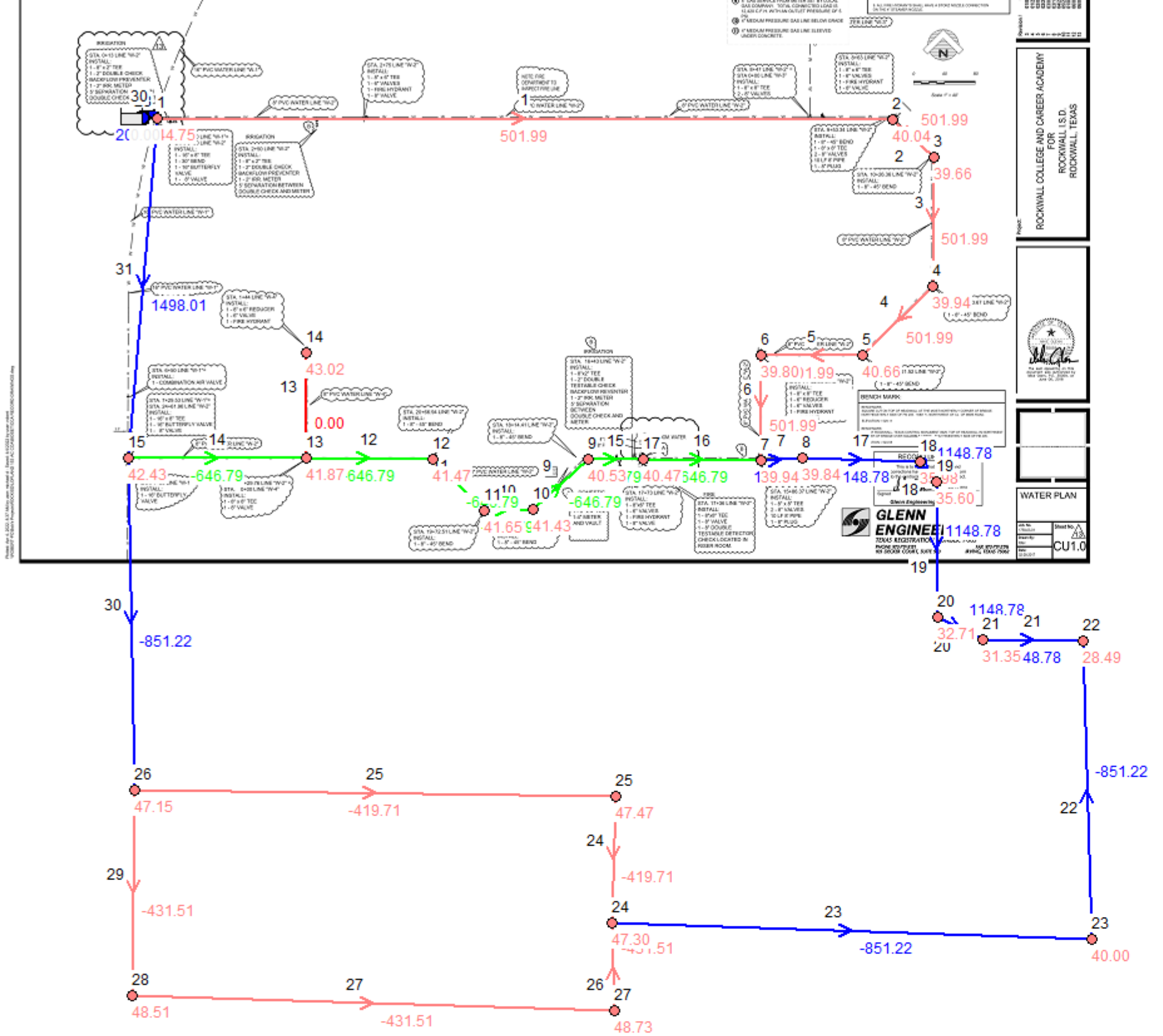
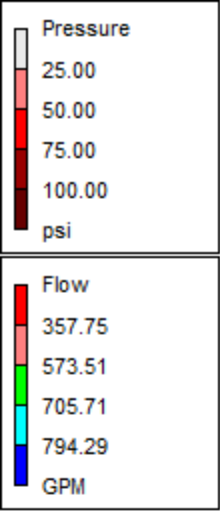
Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	116.52	0.74	0.34	Open
2	116.52	0.74	0.34	Open
3	116.52	0.74	0.34	Open
4	116.52	0.74	0.34	Open
5	116.52	0.74	0.34	Open
6	116.52	0.74	0.34	Open
9	-170.57	1.09	0.69	Open
10	-170.57	1.09	0.69	Open
11	-170.57	1.09	0.69	Open
12	-170.57	1.09	0.69	Open
13	0.00	0.00	0.00	Open
14	-170.57	1.09	0.69	Open
15	-170.57	1.09	0.69	Open
16	29.43	0.19	0.03	Open
17	87.09	0.56	0.20	Open
18	87.09	0.56	0.20	Open
19	87.09	0.56	0.20	Open
20	87.09	0.56	0.20	Open
21	87.09	0.56	0.20	Open
22	-112.91	0.72	0.32	Open
23	-112.91	0.72	0.32	Open
24	-55.67	0.36	0.09	Open
25	-55.67	0.36	0.09	Open
26	-57.24	0.37	0.09	Open
27	-57.24	0.37	0.09	Open
29	-57.24	0.09	0.00	Open
30	-112.91	0.18	0.01	Open
31	283.48	0.45	0.10	Open
7	87.09	0.56	0.20	Open
28	400.00	0.00	-189.17	Open Pump

WATER ANALYSIS

FIRE DEMAND



ROCKWALL HEATH 9TH GRADE CENTER	
SCENARIO 2	
Fire flow existing bldg.	0 gpm
Fire flow new bldg.	2000 gpm
Min. Pressure	28.49 psi

ROCKWALL COLLEGE AND CAREER ACADEMY
FOR
ROCKWALL I.S.D.
ROCKWALL, TEXAS



GLENN ENGINEER
TEXAS REGISTRATION NO. 114878
1148.78

WATER PLAN
Sheet No. CU1.0


```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                 *
*                               Analysis for Pipe Networks                   *
*                               Version 2.0                                 *
*****
```

Input File: RISD Water Study 2.net

Link - Node Table:

Link ID	Start Node	End Node	Length ft	Diameter in
1	1	2	953.34	8
2	2	3	73.02	8
3	3	4	167.31	8
4	4	5	127.85	8
5	5	6	131.43	8
6	6	7	133.52	8
9	9	10	94.43	8
10	10	11	63.67	8
11	11	12	94.43	8
12	12	13	162.82	8
13	13	14	144	8
14	13	15	232.2	8
15	17	9	78.41	8
16	7	17	149.63	8
17	8	18	305	8
18	18	19	29	8
19	19	20	270	8
20	20	21	86	8
21	21	22	207	8
22	22	23	852	8
23	23	24	875	8
24	24	25	654	8
25	25	26	615	8
26	24	27	595	8
27	27	28	596	8
29	28	26	423	16
30	26	15	1089	16
31	1	15	443	16
7	7	8	10	8
28	30	1	#N/A	#N/A Pump

RISD Water Study 2.rpt



Page 2

Energy Usage:

Pump	Usage Factor	Avg. Effic.	Kw-hr /Mgal	Avg. Kw	Peak Kw	Cost /day
28	100.00	75.00	432.58	51.91	51.91	0.00
Demand Charge:						0.00
Total Cost:						0.00

Node Results:

Node ID	Demand GPM	Head ft	Pressure psi	Quality
1	0.00	680.27	44.75	0.00
2	0.00	675.41	40.04	0.00
3	0.00	675.04	39.66	0.00
4	0.00	674.18	39.94	0.00
5	0.00	673.53	40.66	0.00
6	0.00	672.86	39.80	0.00
7	0.00	672.18	39.94	0.00
8	0.00	671.95	39.84	0.00
9	0.00	674.04	40.53	0.00
10	0.00	674.81	41.43	0.00
11	0.00	675.33	41.65	0.00
12	0.00	676.10	41.47	0.00
13	0.00	677.43	41.87	0.00
14	0.00	677.43	43.02	0.00
15	0.00	679.32	42.43	0.00
17	0.00	673.40	40.47	0.00
18	0.00	664.74	35.98	0.00
19	0.00	664.06	35.60	0.00
20	0.00	657.68	32.71	0.00
21	0.00	655.65	31.35	0.00
22	2000.00	650.76	28.49	0.00
23	0.00	662.31	40.00	0.00
24	0.00	674.17	47.30	0.00
25	0.00	676.56	47.47	0.00
26	0.00	678.81	47.15	0.00
27	0.00	676.46	48.73	0.00
28	0.00	678.76	48.51	0.00
30	-2000.00	577.00	0.00	0.00 Reservoir



Page 3

Link Results:

Link ID	Flow GPM	Velocity fps	Unit Headloss ft/Kft	Status
1	501.99	3.20	5.10	Open
2	501.99	3.20	5.10	Open
3	501.99	3.20	5.10	Open
4	501.99	3.20	5.10	Open
5	501.99	3.20	5.10	Open
6	501.99	3.20	5.10	Open
9	-646.79	4.13	8.15	Open
10	-646.79	4.13	8.15	Open
11	-646.79	4.13	8.15	Open
12	-646.79	4.13	8.15	Open
13	0.00	0.00	0.00	Open
14	-646.79	4.13	8.15	Open
15	-646.79	4.13	8.15	Open
16	-646.79	4.13	8.15	Open
17	1148.78	7.33	23.62	Open
18	1148.78	7.33	23.62	Open
19	1148.78	7.33	23.62	Open
20	1148.78	7.33	23.62	Open
21	1148.78	7.33	23.62	Open
22	-851.22	5.43	13.55	Open
23	-851.22	5.43	13.55	Open
24	-419.71	2.68	3.66	Open
25	-419.71	2.68	3.66	Open
26	-431.51	2.75	3.85	Open
27	-431.51	2.75	3.85	Open
29	-431.51	0.69	0.13	Open
30	-851.22	1.36	0.46	Open
31	1498.01	2.39	2.14	Open
7	1148.78	7.33	23.61	Open
28	2000.00	0.00	-103.27	Open Pump



May 19, 2022

Mr. Jeremy M. White, P.E., C.F.M.
Assistant City Engineer
City of Rockwall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Rockwall I.S.D.
Freshman Center Water and Wastewater Analysis

Dear Mr. White,

We have reviewed the Water and Wastewater Analysis you provided on May 11th, 2022 via email from BIRKHOFF, HENDRICKS & CARTER, L.L.P for the Rockwall-Heath Freshman Center located on John King Blvd. We have the following comments and concerns.

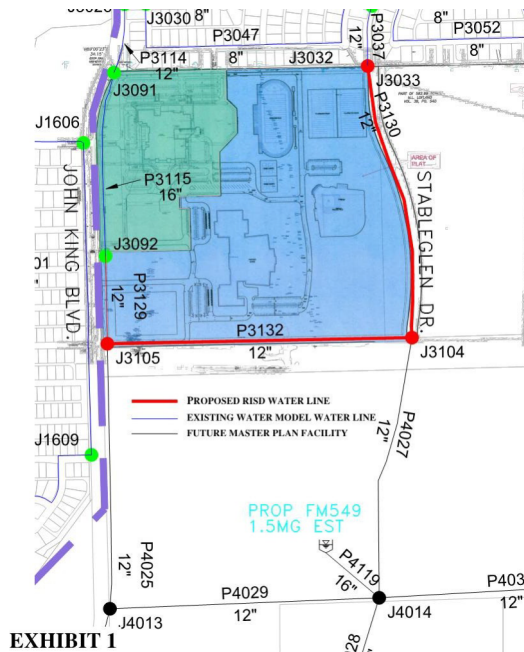
Under Section I. WATER ANALYSIS Section A. General.

I. WATER ANALYSIS

A. GENERAL:

The proposed RISDFC facility will be located on the east side of John King Blvd. and west of Stableglen Dr. Exhibit 1 shows the location of the proposed development in the water model.

*The blue colored lines on **Exhibit 1** are existing water lines included in the water model. The red lines P 3129, P 3130 and P 3132 were added to the water model for the proposed RISDFC. The black colored lines are future master plan facilities inactive in the existing water model.*



Since this is just going to be a Ninth Grade Center with only 1,000 students at full capacity and 700 students for the next 3 to 5 years, we would like their report to consider the same approach we were permitted to use for the Gene Burton Academy.

We would like to extend the 16-inch water line along John King Blvd. south along our west property line and provide an 8-inch loop around the proposed Ninth Grade Center connecting the existing stub out that was provided at the Gene Burton Academy. (See attached report). Using the steady state analysis method model our analysis shows that there is adequate water pressure for domestic use (Scenario #1) and for fire protection (Scenario #2). The plan is to construct the extension of the line along Stableglen Drive in the future when the site develops as a high school at which time the 12" water line shown in the Master Water Plan would be constructed.

Under Section I. WATER ANALYSIS Section B. SCENARIO 1 – DOMESTIC

Under the water Demand comment. Since the school districted owns the entire 153 acres and plans to only construct schools and given this review is for a 1,000 Student Ninth Grade Center that the report should use T.E.C.Q Chapter 290.45 – Schools with Cafeterias, Gymnasiums or Showers, 30 Gallons/Person/Day or 30,000 GPD in lieu of the 1,500 Gallon per day per acre or 108,000 GPD and performing the analysis using the design for the just the Ninth Grade Center above.

Under Section I. WATER ANALYSIS Section B. SCENARIO 2 – FIRE FLOW

Given that the School District only plans to construct a 1,000 Student Ninth Grade. And perform the analysis using the design for the just the Ninth Grade Center above using the international fire Code for a 185,000 Square foot fully sprinklered building, Type IIB construction. Since the building will be constructed with an automatic sprinkler system the Fire-Flow under Table B105.2 can be reduced by 75%, this allows for a Fire Flow of 2,000 GPM (not less than 1,500 gpm) for 2 hours. (Based on the 2015 International Fire Code)

Given that all school will have to have an automatic sprinkler system the 5,000 GPM for fire demand shown in their analysis appears to be excessive.

WATER SYSTEM CONCLUSION

In Lieu of constructing the 12-inch lines along the perimeter of the property, we request the analysis be done on just the Proposed Ninth Grade Center. In this plan the school district would extend the 16-inch water line along John King Boulevard in the same manner as the Academy and provide an 8-inch water line loop around the new school. We also would the analysis to use a fire flow for the new building of 2,000 GPM.

Under Section II. WASTEWATER ANALYSIS

A. DEVELOPMENT WASTERWATER FLOW

The actual acreage being platted is 75.54 acres of which 3.99 acres are contained within the future right of way for Stableglen Drive reducing the area for the school site to 71.55 acres. On the water analysis the report used 72 acres and on the wastewater analysis they used 78 acres.

All of the previous reports prepared for the Hickory Creek Lift Station, including the original report in 2003 by Dowdey, Anderson and Associates, and the Shimek, Jakob's and Finklea report and the 2017 report by Glenn Engineering Corporation utilized a peaking factor of 4.0. We would like the peaking factor to remain the same as in the past as the proposed increase will penalize this development by increasing wastewater flows by 25%. Please note that the original 2003 Dowdey, Anderson Hickory Creek Lift Station Report did not use any peaking factor for the school due to its off-peak use.

Note: 2003 Dowdey, Anderson And Associates, Inc nor the current Report utilize a peaking factor for the schools. Both of the schools would be off peak users and the historical data of other schools in the district does not support the need for the additional peaking factor. However, for the purposes of this report both conditions are evaluated.

This will help reduce the calculated impact on the Lift Stations.

The BHC report uses 30 gallons per day per student. The previous reports and TECQ have used 20 gallons per day per student. This is a 50% increase over the previous studies and reports.

Figure: 30 TAC §217.32(a)(3)

Table B.1. - Design Organic Loadings and Flows for a New Wastewater Treatment Facility

Source	Remarks	Daily Wastewater Flow (gallons/person)	Wastewater Strength (mg/l BOD ₅)	Wastewater Strength (mg/l NH ₃ -N)
Municipality	Residential	75-100	250-400	15-75
Subdivision	Residential	75-100	250-400	15-75
Trailer Park (Transient)	2½ Individuals per Trailer	50-60	250-350	15-75
Mobile Home Park	3 Individuals per Trailer	50-75	300	15-75
School	Cafeteria &	20	300	15-75

B. WASTEWATER MASTER PLAN IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

C. INTERIM OFFSITE IMPROVEMENT ROUTE:

Under the calculation for MGD we are unable to determine if a peaking factor of 5 was used. We believe that a peaking factor of 4 should be used to evaluate the new Ninth Grade center. This is a 25% increase over previous reports.

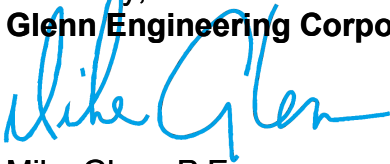
D. WATERWATER SYSTEM RECOMMENDATIONS

The District would like to see the lower section of the Future Little Buffalo Creek Trunk Sewer (approximately 4,700 LF) between Country Lane and Horizon Road (F.M. 3097) which is currently in the early design phase as a City CIP project and the recommended improvements shown on the Master Planned Little Buffalo Creek Trunk Sewer as shown in Figure 1, sized for buildout development conditions in the basin, which includes approximately 9,300 LF of new sanitary sewer ranging in size from 10-inch to 15-inch diameter to be included in the C.I.P. project. The school district would participate in the cost based on the amount of flow from the school to provide the over capacity of the new line.

Since the new school has the least amount of impact on the system we further request that the new Ninth Grade Center be permitted to connect to the existing on site sanitary sewer line and use the existing capacity as stated in Section C. INTERM OFFSITE IMPROVEMENT ROUTE until such time as the Little Buffalo Creek Truck Sewer main is constructed.

I trust you will find this information satisfactory; we look forward to your revised analysis and response.

Sincerely,
Glenn Engineering Corporation



Mike Glenn P.E.
Vice President



May 24, 2022

PK# 5360-22.341

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD South Ninth Grade Center TIA

In Rockwall, Texas

Prepared for:

City of Rockwall

On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD South Ninth Grade Center* (the "Project") located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

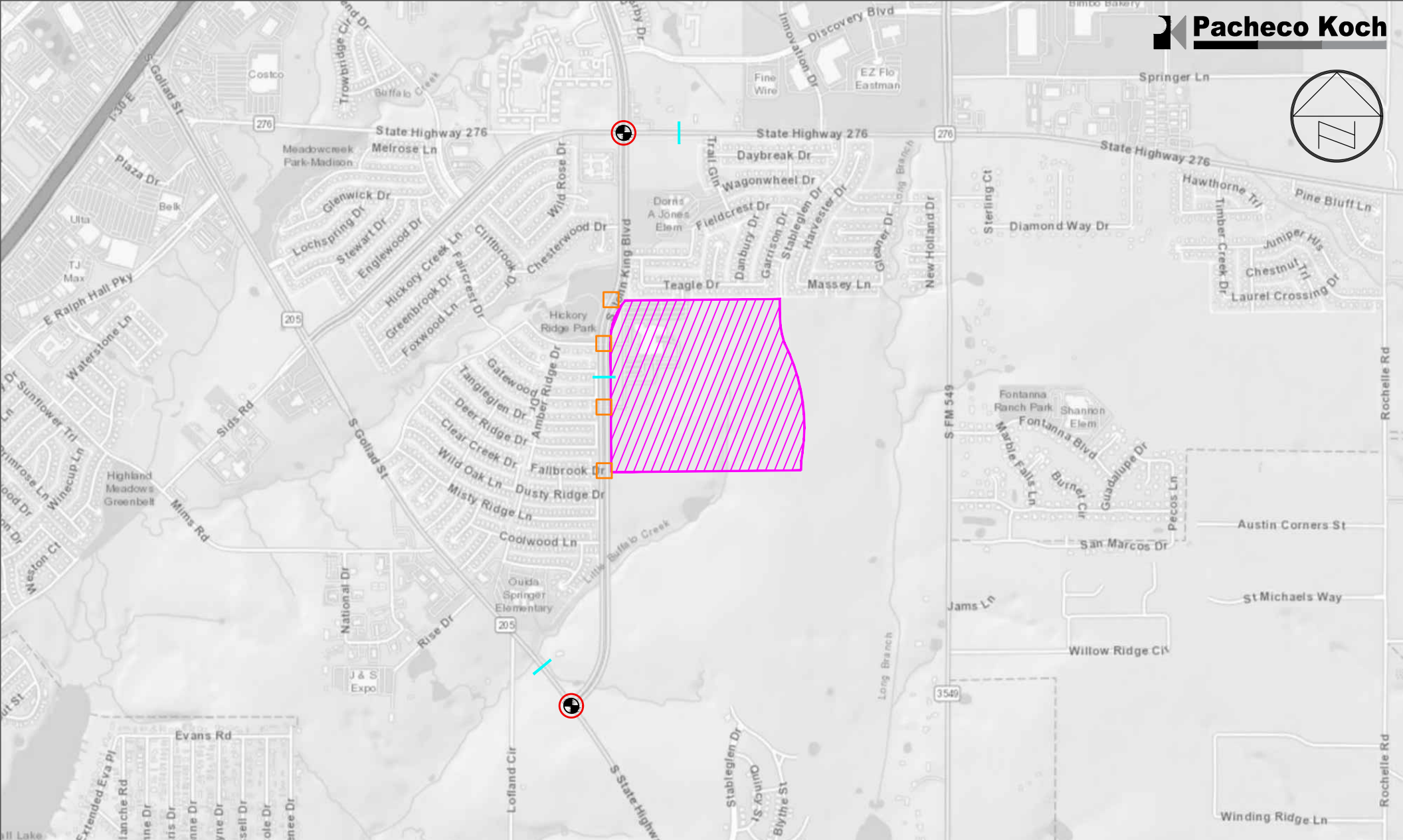
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

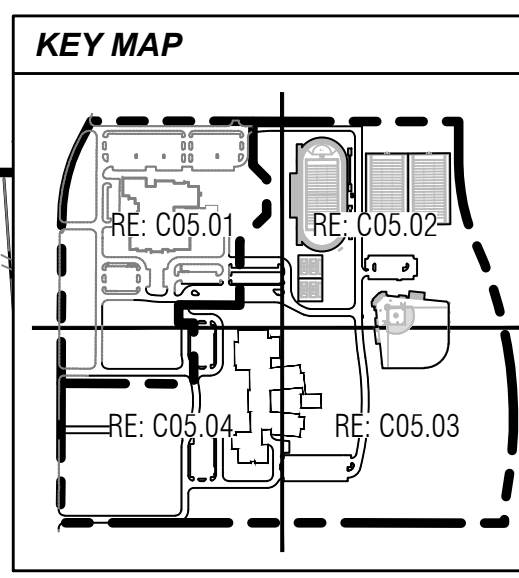
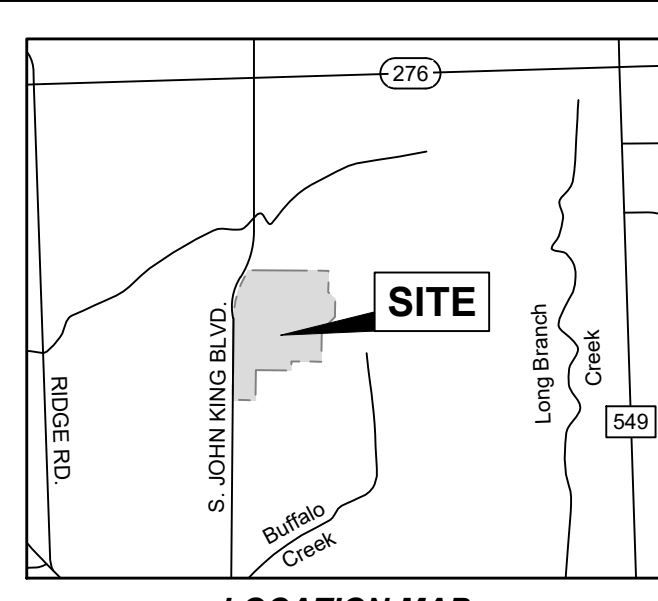
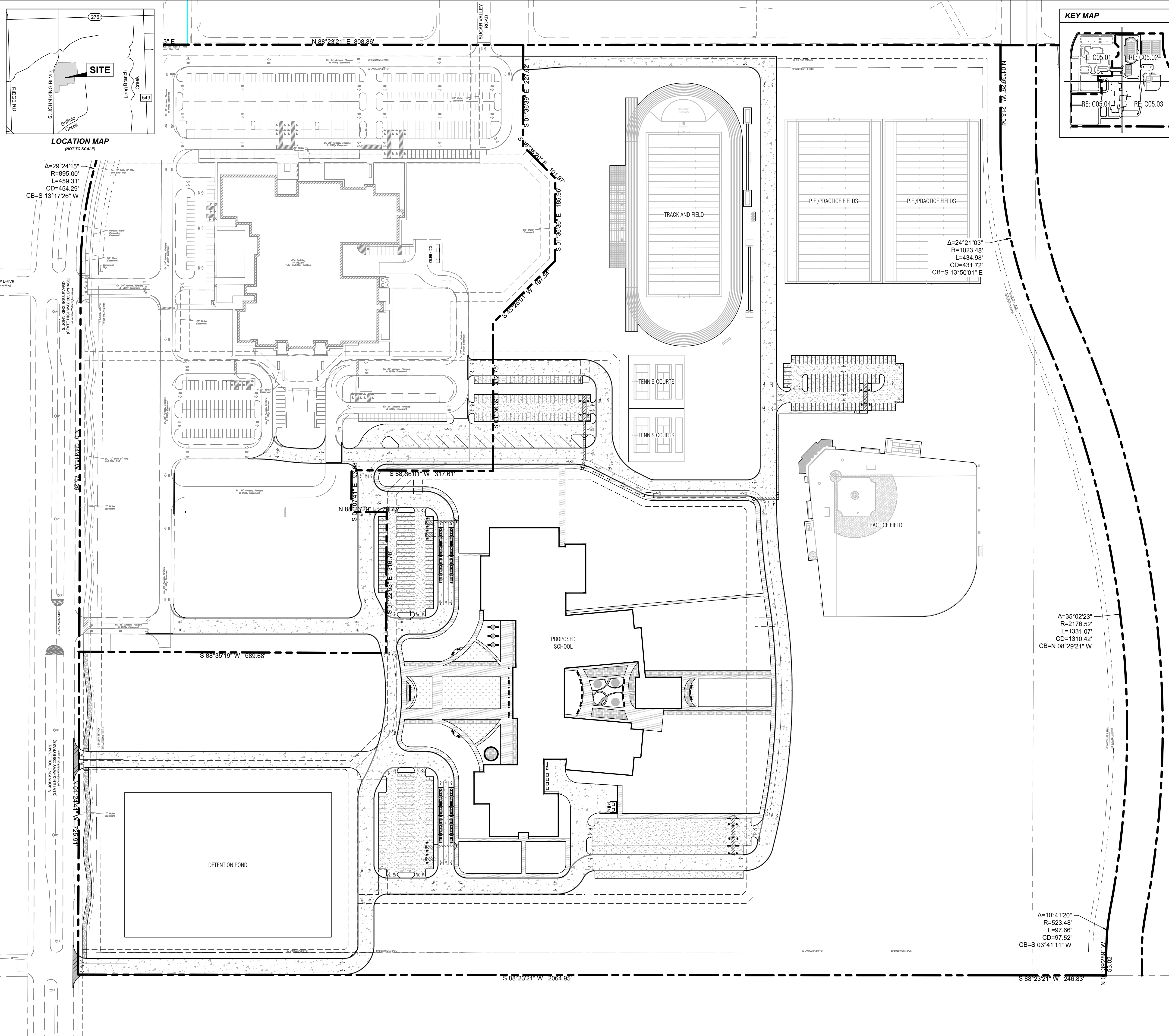
END



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)

Site Location Map

RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- GENERAL SITE NOTES**
- STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 - ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 - PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS, THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELEVANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 - CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 - ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 - IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
 - IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS. PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSURE FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 - CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 - TRENCH SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 - MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION: "NO PARKING FIRE LANE" EVERY 25' WHITE 4" LETTERS ON A 6" RED STRIPED BACKGROUND.
 - CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 - BARRIER FREE RAMP (BFR) IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 - ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1 FOOT-CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

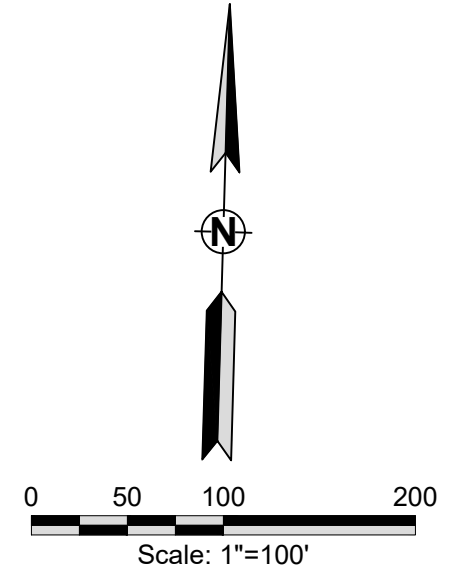
	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	ORNAMENTAL FENCE
	PAINTED TRAFFIC DIRECTIONAL ARROW
	PROPERTY LINE
	10' MASONRY SCREENING WALL
	(PRIVATE) 5' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 6' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PUBLIC) 7' REINFORCED CONCRETE PAVEMENT 3,600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH 6 SACK MACHINE FINISH W/#4 REBARS ON 18" CENTERS EACH WAY
	(PRIVATE) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 18" CENTERS EACH WAY
	(PUBLIC) 4' REINFORCED CONCRETE SIDEWALK W/#3 REBARS ON 24" CENTERS EACH WAY
	PLANTING AREAS
	RE LANDSCAPE

PAVING LEGEND (EXISTING)

	CONCRETE CURB
	EDGE OF ASPHALT
	EDGE OF CONCRETE
	FENCE
	PROPERTY LINE

SITE DATA SUMMARY TABLE

EXISTING ZONING	AG
PROPOSED ZONING	PD FOR NS USES (22022-015)
USE	PUBLIC SCHOOL
LOT AREA	3,464,762 S.F. OR 75.54 AC.
BUILDING AREA (FLOOR AREA)	150,170 S.F.
PROPOSED FIRST FLOOR	41,019 S.F.
PROPOSED SECOND FLOOR	109,151 S.F.
TOTAL BUILDING AREA	150,170 S.F.
TOTAL FLOOR AREA (FIRST FLOOR)	150,170 S.F.
LOT COVERAGE	150,170 S.F./3,464,762 S.F. = 4.33%
FLOOR AREA RATIO	0.051
TOTAL IMPERVIOUS AREA	813,028.31 S.F. OR 18.66 AC.
BUILDING HEIGHT	15' - 10" (2 STORY)
TOTAL REQUIRED PARKING (1 PER 5 STUDENTS)	203 SPACES
PARKING PROVIDED	
PARKING SURFACE	
9.0x18.0	203 SPACES
9.0x20.0	159 SPACES
15.0x30.0	20 SPACES
TOTAL PARKING PROVIDED	382 SPACES



APPROVED:
I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
Director of Planning and Zoning

**ROCKWALL - HEATH NINTH GRADE CENTER
LOT 2, BLOCK A**
OUT OF THE
W.H. BAIRD SURVEY, ABSTRACT NO. 25
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
(972) 771-0605
CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUJO

CITY OF ROCKWALL CASE NO.

CORGAN
CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8261

- ISSUES
- REVISIONS

GLENN ENGINEERING
TEXAS REGISTRATION # F-303
PHONE: (972) 717-5151
4600 FULLER DRIVE, SUITE 220
IRVING, TEXAS 75038
HUB #: 1752575193300
FAX: (972) 717-2176

PRELIMINARY-FOR REVIEW ONLY
These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by or under the supervision of Cheralyn Armijo, P.E. 84558
Date: March 25, 2022

**ROCKWALL-HEATH
NINTH GRADE CENTER**

OVERALL SITE PLAN

JOB 20018.0000
DATE 5/3/21
SHEET

C05.00

Rockwall, TX 75087

NOTE: THE CITY OF ROCKWALL CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT

TRAFFIC IMPACT ANALYSIS
Rockwall ISD South Ninth Grade Center
Rockwall, Texas

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LIST OF EXHIBITS:

- Exhibit 1. Site Location and Study Area Map

LIST OF APPENDICES:

- Appendix A. Traffic Volume Exhibits
- Appendix B. Detailed Traffic Volume Data
- Appendix C. Site-Generated Traffic Supplement
- Appendix D. Detailed Intersection Capacity Analysis Results

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Glenn Engineering Corp.** (the “Owner”) to prepare a Traffic Impact Analysis for a proposed public school located at the northeast corner of S John King Boulevard and Fallbrook Drive in Rockwall, Texas. The Project is referred to herein as Rockwall ISD South Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the “Applicant”) has made a request to the City of Rockwall (the “Approving Agency”) for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the “Engineer”) in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gage the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

May 24, 2022

Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of five driveways along S John King Boulevard. The surrounding roads of S John King Boulevard (P6D) and Stableglen Drive (Minor Collector – Not constructed adjacent to the site are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 75-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

Traffic-Signal-Controlled Intersections:

- (a) SH 276 and S John King Boulevard
- (b) SH 205 and S John King Boulevard

STOP-Sign-Controlled Intersections:

- (c) S John King Boulevard and Site Driveway 1
- (d) S John King Boulevard and Trail View Drive/Site Driveway 2
- (e) S John King Boulevard and Site Driveway 3

Roadway Links:

- (A) S John King Boulevard adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *6,124 (Tuesday, May 10, 2022)*

- (B) SH 205, between S John King Boulevard and Trail Lofland Circle
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *20,418 (Tuesday, May 10, 2022)*

- (C) SH 276, between S John King Boulevard and Trail Glen
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 6D*
 - ❑ Current Daily Traffic Volume: *16,214 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the “impact” created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). *ITE Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by credible sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

May 24, 2022

ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

“Mode split” refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate “typical” mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

SCENARIO	ITE TRIP GENERATION DAILY VOLUMES	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK)
		Total (In/Out)	Total (In/Out)
School trips	1,940	520 (354/166)	320 (102/218)

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gage of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions -- in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gage of theoretical capacity.

Area Type	Hourly Service Volumes By Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

- Volume:Capacity Ratio \leq 25% is LOS A,
- Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
- Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
- Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
- Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
- Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the Recommendations section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

ROADWAY/ SCENARIO	DAILY VOLUME	THEORETICAL DAILY CAPACITY	V:C RATIO/ LEVEL OF SERVICE
<u>S John King Boulevard</u>			
Existing Conditions	6,124	37,000	0.17 – A
"Build" Conditions	7,191	37,000	0.19 – A
<u>SH 205</u>			
Existing Conditions	20,418	17,500	1.17 – F
"Build" Conditions	21,000	17,500	1.20 – F
<u>SH 276</u>			
Existing Conditions	16,214	37,000	0.44 – B
"Build" Conditions	16,602	37,000	0.45 – B

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term “Level of Service” (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

LOS A = free, unobstructed flow

LOS B = reasonably free flow

LOS C = stable flow

LOS D = approaching unstable flow

LOS E = unstable flow, operating at design capacity

LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	$> 10 - \leq 20$	$> 10 - \leq 15$
LOS C	$> 20 - \leq 35$	$> 15 - \leq 25$
LOS D	$> 35 - \leq 55$	$> 25 - \leq 35$
LOS E	$> 55 - \leq 80$	$> 35 - \leq 50$
LOS F	> 80	> 50

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected "Build" traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** and **Table 4** provide a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the *SUMMARY OF FINDINGS AND RECOMMENDATIONS* section of this report.

Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Signalized Intersections)

INTERSECTION	EXISTING CONDITIONS		BUILD CONDITIONS	
	AM	PM	AM	PM
SH 276 @ S John King Boulevard	C (30.0)	C (29.8)	C (30.3)	C (30.4)
SH 205 @ S John King Boulevard	B (18.0)	C (20.2)	B (17.6)	C (22.3)

NOTE: Traffic signal operational parameters used in this analysis were based upon actual traffic signal operational characteristics observed in the field at the time of data collection.

Table 4. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)

INTERSECTION	TRAFFIC MANEUVER	EXISTING CONDITIONS		BUILD CONDITIONS	
		AM	PM	AM	PM
S John King Boulevard @ Site Driveway 1	WB	A (9.2)	A (9.2)	A (9.6)	A (9.7)
S John King Boulevard @ Trailview Drive/ Site Driveway 2	EB	B (14.7)	B (10.3)	C (18.4)	B (11.8)
	WB	B (10.3)	A (9.4)	B (10.1)	B (10.2)
	NB	A (0.1)	A (0.4)	A (0.1)	A (0.4)
	SB	A (2.7)	A (0.4)	A (2.0)	A (0.3)
S John King Boulevard @ Site Driveway 3	WB	B (10.5)	A (10.0)	C (19.4)	B (11.3)
	SB	A (0.0)	A (0.0)	A (4.2)	A (2.1)
S John King Boulevard @ Site Driveway 4 (Outbound Only)	WB	-	-	A (9.1)	A (9.2)
	NB	-	-	A (0.0)	A (0.0)
S John King Boulevard @ Fallbrook Drive Site Driveway 5	EB	B (10.4)	A (9.8)	B (10.7)	A (10.0)
	WB	-	-	C (17.4)	B (14.8)
	NB	A (0.3)	A (0.3)	A (0.1)	A (0.2)

KEY:

A, B, C, D, E, F = Level-of-Service
 NB-, SB-, EB-, WB- = intersection approach
 AM = AM Peak Hour of Adjacent Street

(##.#) = Average Seconds of Delay Per Vehicle
 -L, -T, -R = Left, Through, Right turning movement
 PM = PM Peak Hour of Generator

May 24, 2022

SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

FINDING: The study area intersections currently and will continue to operate efficiently and at good Levels of Service during peak traffic periods with the addition of school traffic. The site driveways, as shown on the proposed site plan, are anticipated to operate at good Levels of Service.

FINDING: The existing daily traffic volume for the roadway link of SH 205 currently operates over capacity. With the addition of projected school traffic, the operation of the roadway link is projected to further degrade. According to the City of Rockwall Thoroughfare Plan, SH 205 is to be constructed as a "TxDOT 6D" in the future.

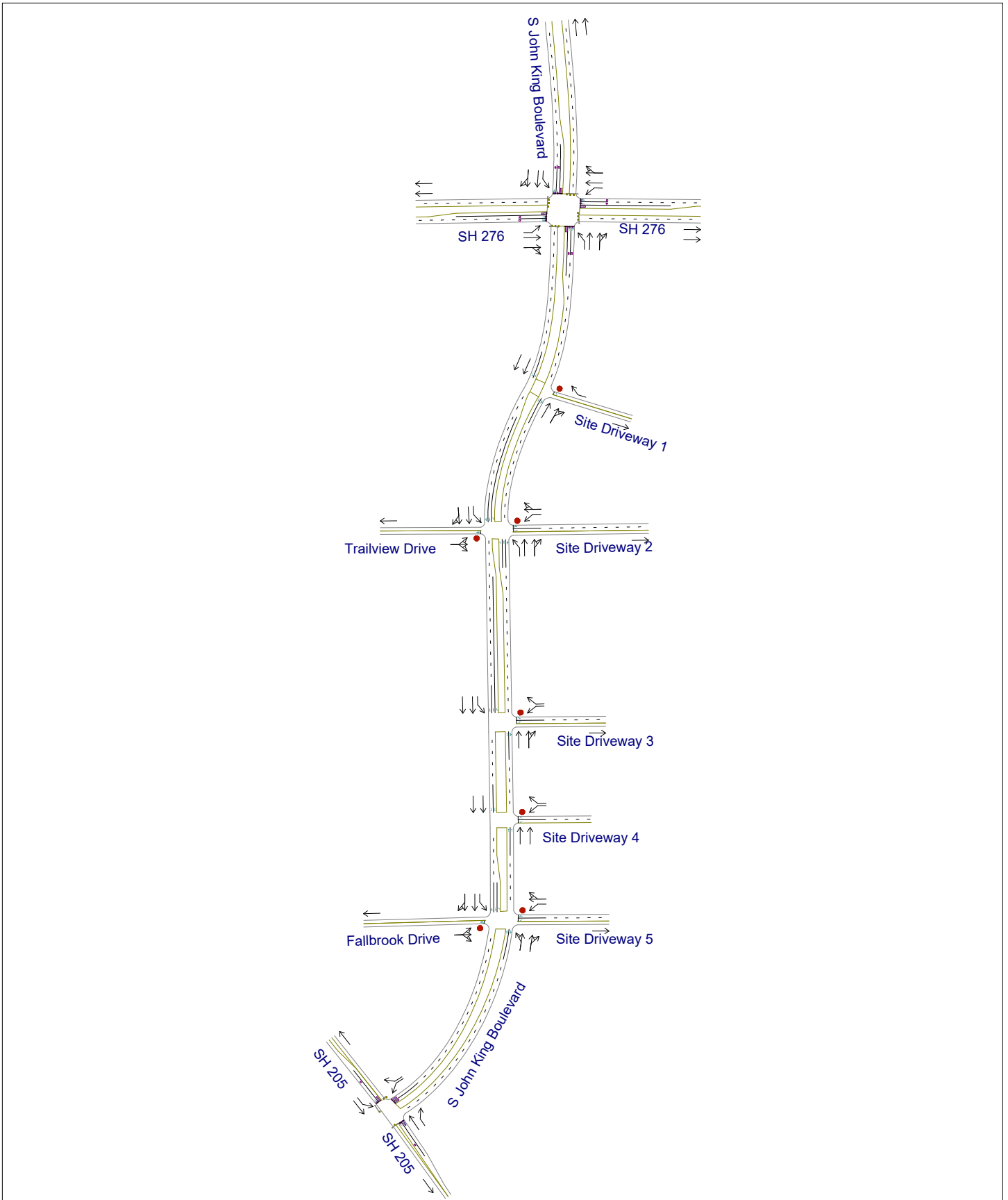
- ❖ **RECOMMENDATION:** No mitigations are recommended as part of the development of the new school.

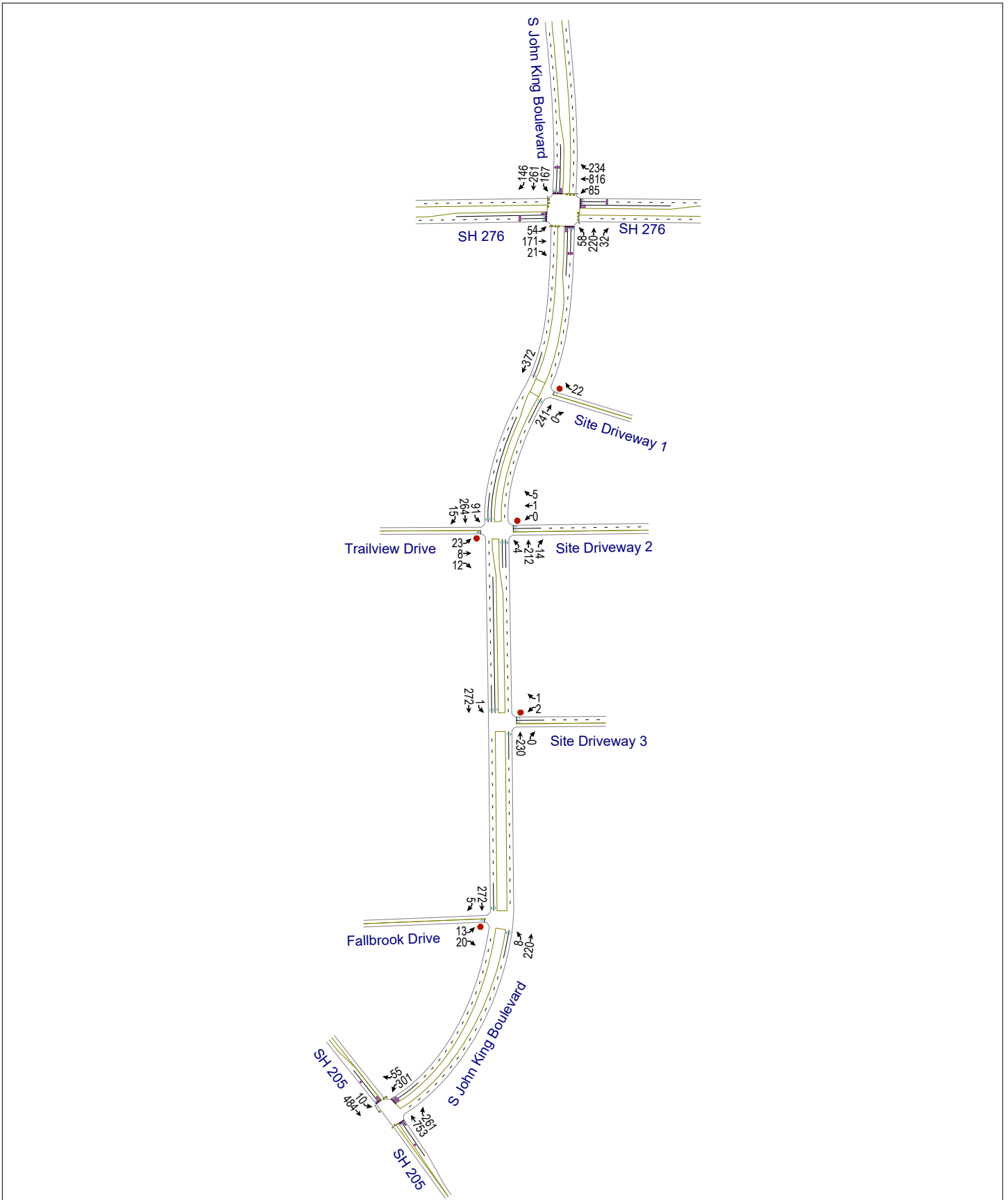
END OF MEMO

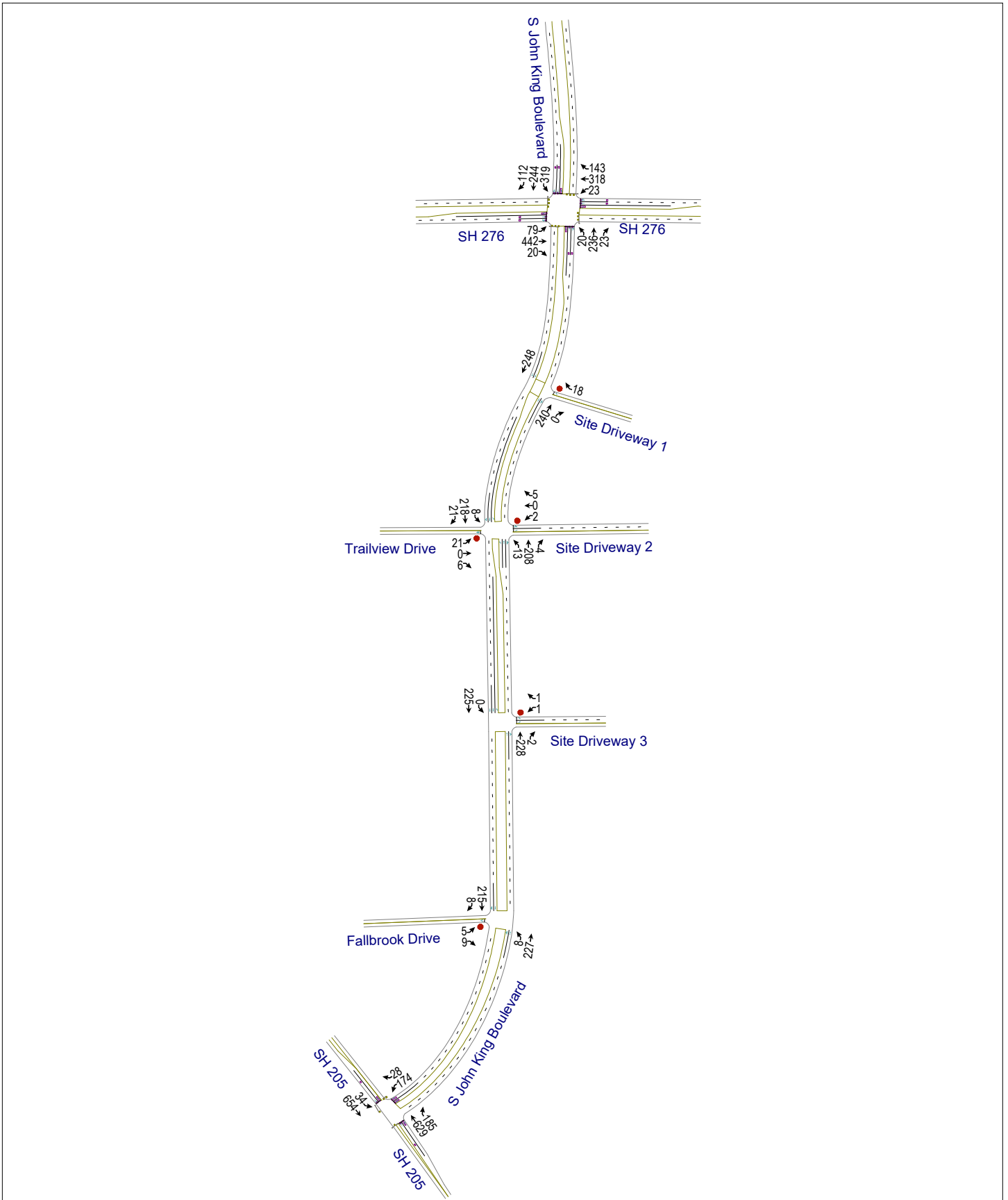
Appendix A. Traffic Volume Exhibits

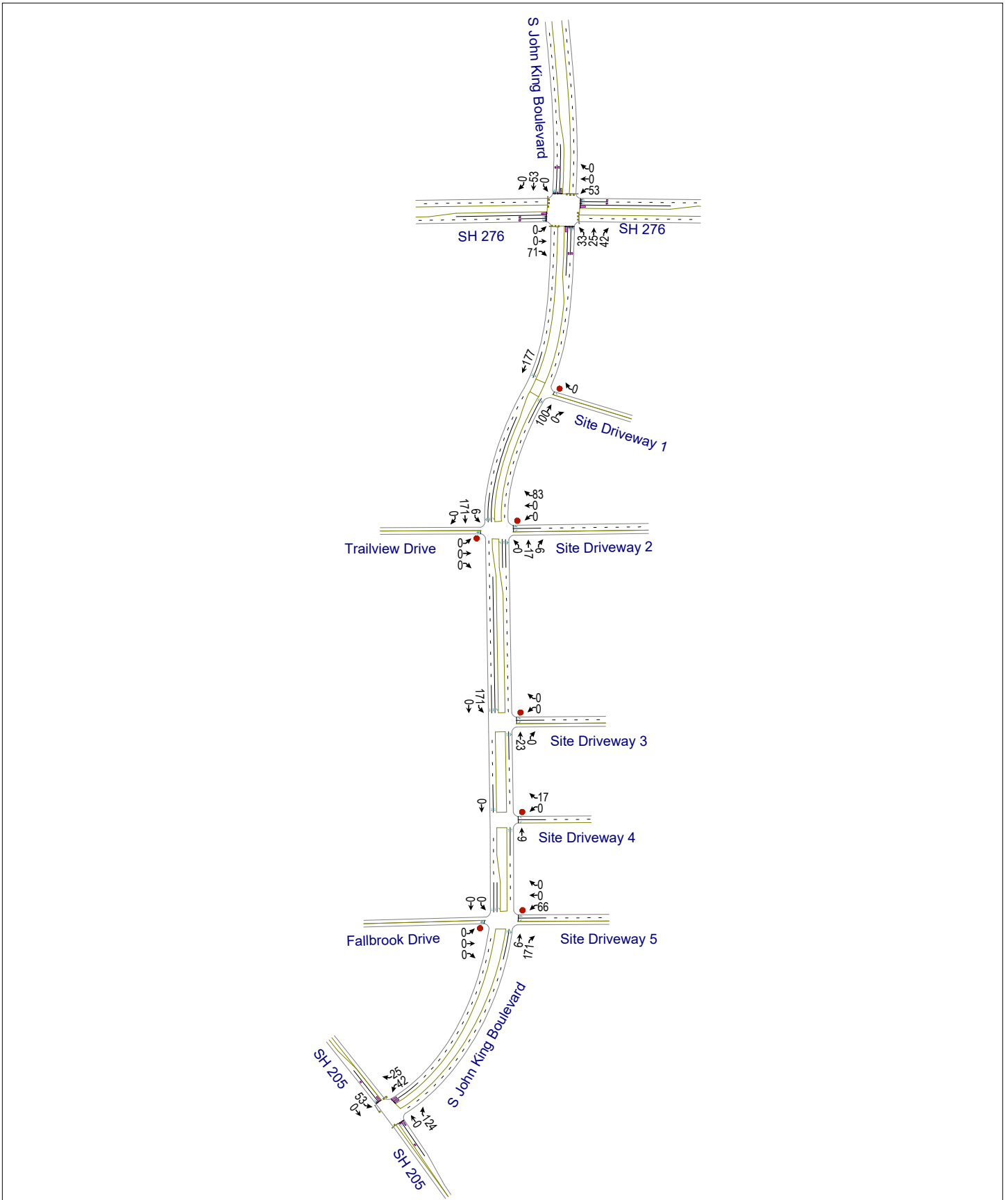
Appendix A1 - Roadway Geometry

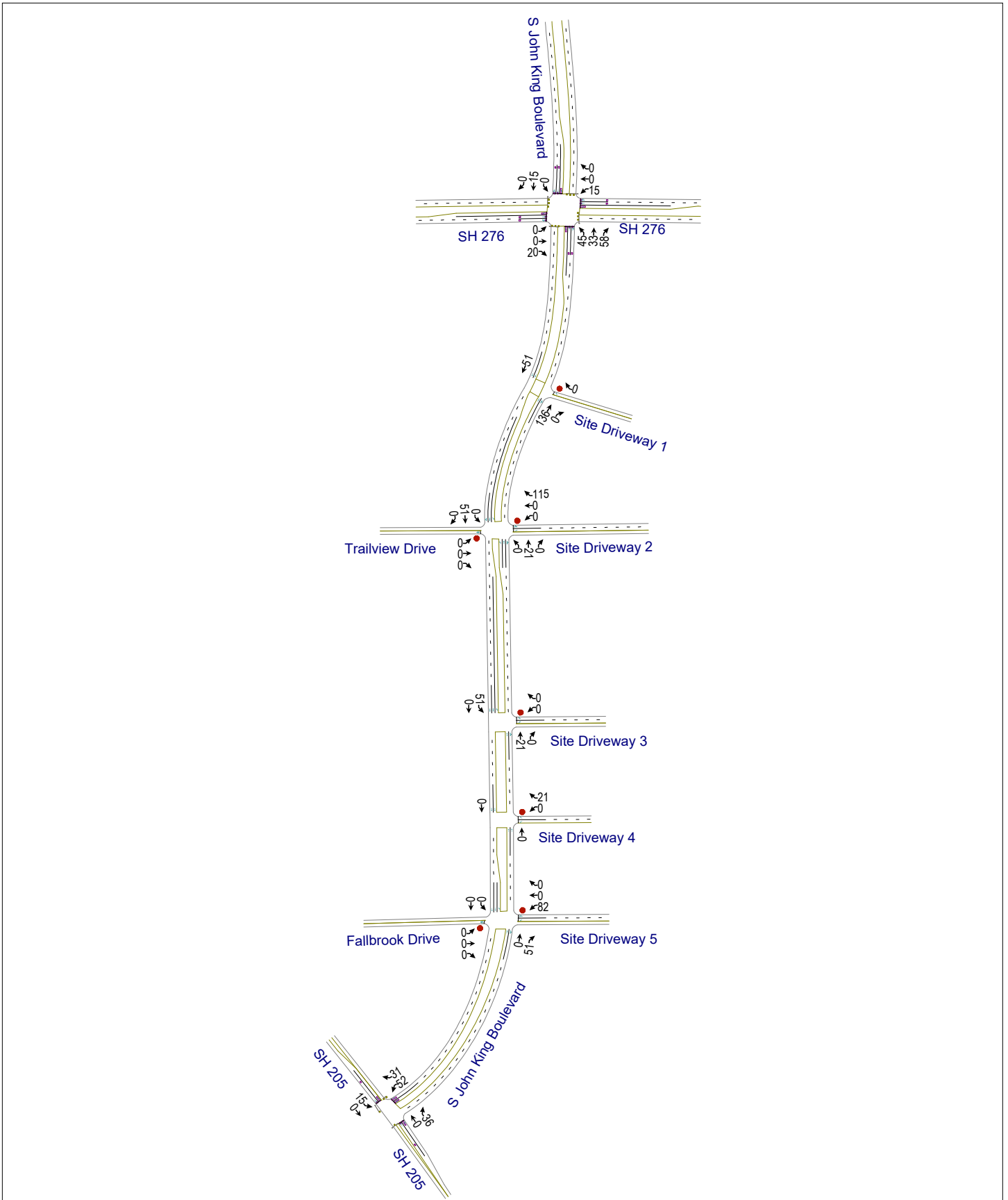
North ^
Not to Scale

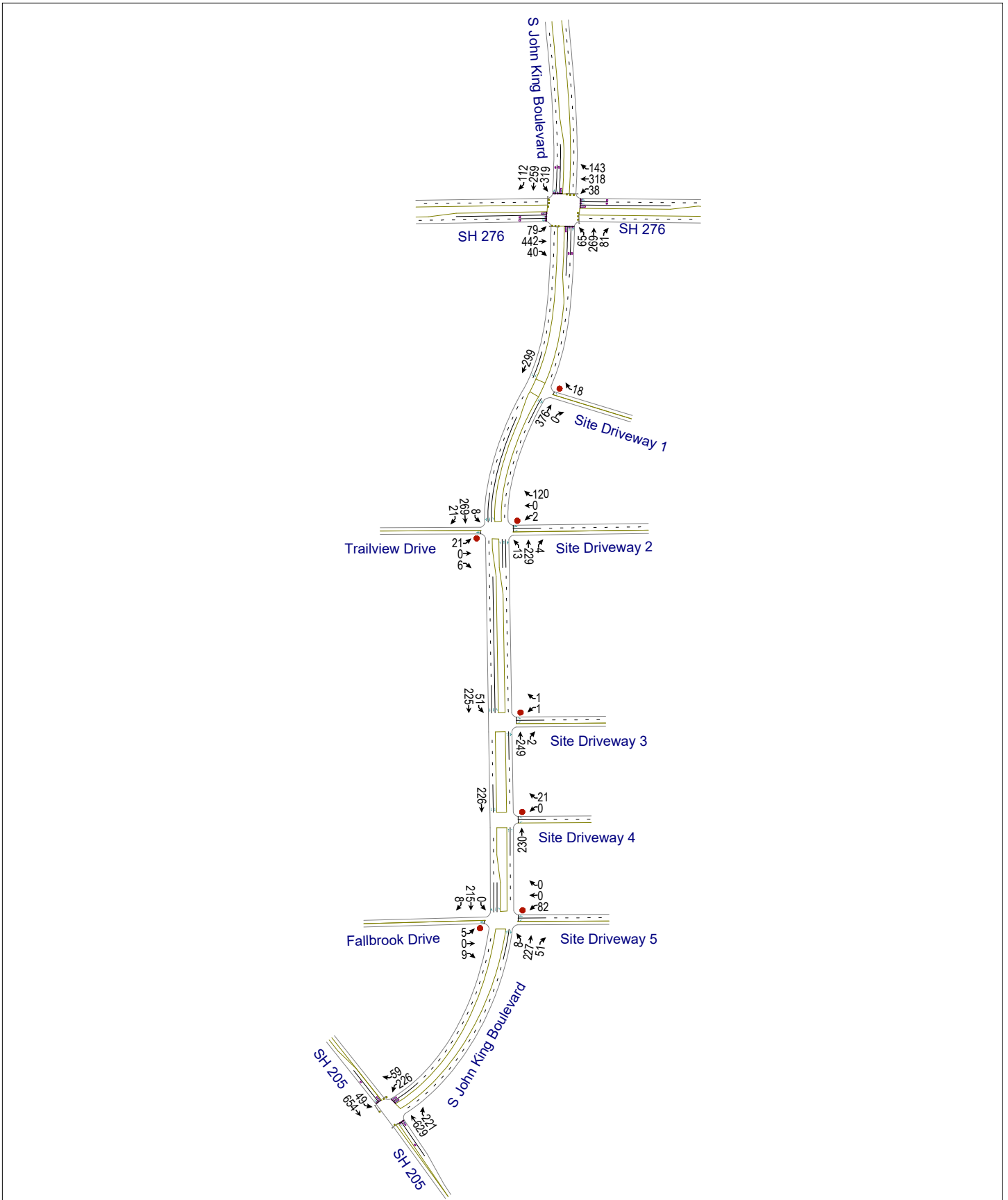












Appendix B. Detailed Traffic Volume Data

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 276						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 276					
			Vehicles				Peds		Vehicles				Peds		Vehicles				Peds		Vehicles				Peds	
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	28	52	14			8	160	50			2	27	2			6	22	2					
State:	Texas	7:15 AM	7:30 AM	43	97	24			28	175	51			11	60	7			12	45	7					
Day:	Tuesday	7:30 AM	7:45 AM	40	52	34			19	183	50			21	56	8			13	44	6					
Date:	10-May	7:45 AM	8:00 AM	43	60	42			27	250	63			13	53	9			13	53	7					
Year:	2022	8:00 AM	8:15 AM	41	52	46			11	208	70			13	51	8			16	29	1					
Data Collector:	Camera	8:15 AM	8:30 AM	25	59	46			8	151	59			5	47	2			11	33	4					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	30	35	40			2	114	51			7	34	0			11	40	4					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	29	42	25			4	100	53			3	32	3			20	50	3					
Observations:																										
		3:00 PM	3:15 PM	64	32	26			8	85	37			18	49	21			18	77	5					
		3:15 PM	3:30 PM	67	42	22			10	72	37			4	39	8			11	102	3					
		3:30 PM	3:45 PM	73	54	19			8	74	34			5	55	9			26	79	2					
		3:45 PM	4:00 PM	66	67	35			6	68	40			2	56	5			26	75	3					
		4:00 PM	4:15 PM	75	60	35			4	69	26			2	71	7			20	90	5					
		4:15 PM	4:30 PM	74	59	32			7	80	37			7	58	5			15	115	7					
		4:30 PM	4:45 PM	91	60	17			5	84	31			4	55	6			25	131	6					
		4:45 PM	5:00 PM	79	65	28			7	85	49			7	52	5			19	106	2					
		5:00 PM	5:15 PM	79	50	34			15	105	46			7	43	7			30	114	5					
		5:15 PM	5:30 PM	80	58	32			14	92	46			6	58	5			43	125	8					
		5:30 PM	5:45 PM	60	64	42			10	108	39			9	52	5			35	119	7					
		5:45 PM	6:00 PM	62	77	33			12	97	34			3	46	3			20	100	8					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
	Study Area PHF:	0.89	Study Area PHV:	0	167	261	146		0	85	816	234		0	58	220	32		0	54	171	21				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.97	0.67	0.79			0.76	0.82	0.84			0.69	0.92	0.89			0.84	0.81	0.75					
PM Peak Hour	Intersection PHF:	0.95	Intersection PHV:	0	298	237	136		0	46	390	180		0	29	205	22		0	127	464	22				
	Peak Hour:	4:45 PM - 5:45 PM	PHF:	0.93	0.91	0.81			0.77	0.90	0.92			0.81	0.88	0.79			0.74	0.93	0.69					
	Study Area PHF:	0.96	Study Area PHV:	0	319	244	112		0	23	318	143		0	20	236	23		0	79	442	20				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.88	0.94	0.80			0.82	0.94	0.73			0.71	0.83	0.82			0.79	0.84	0.71					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on SH 205						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on SH 205					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	34	0	3			0	217	42			0	0	0			3	93	0					
State:	Texas	7:15 AM	7:30 AM	44	0	9			0	212	56			0	0	0			7	105	0					
Day:	Tuesday	7:30 AM	7:45 AM	80	0	15			0	197	72			0	0	0			1	127	0					
Date:	10-May	7:45 AM	8:00 AM	98	0	24			0	173	91			0	0	0			2	136	0					
Year:	2022	8:00 AM	8:15 AM	79	0	7			0	171	42			0	0	0			0	116	0					
Data Collector:	Camera	8:15 AM	8:30 AM	50	0	2			0	196	43			0	0	0			2	135	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	34	0	3			0	185	38			0	0	0			2	108	0					
Traffic Control:	Traffic Signal	8:45 AM	9:00 AM	38	0	3			0	190	37			0	0	0			2	117	0					
Observations:		3:00 PM	3:15 PM	87	0	34			0	123	39			0	0	0			11	146	0					
		3:15 PM	3:30 PM	41	0	9			0	127	28			0	0	0			4	171	0					
		3:30 PM	3:45 PM	46	0	5			0	134	35			0	0	0			5	174	0					
		3:45 PM	4:00 PM	43	0	13			0	142	28			0	0	0			8	170	0					
		4:00 PM	4:15 PM	43	0	6			0	152	56			0	0	0			11	154	0					
		4:15 PM	4:30 PM	40	0	5			0	149	57			0	0	0			5	166	0					
		4:30 PM	4:45 PM	47	0	6			0	148	43			0	0	0			12	172	0					
		4:45 PM	5:00 PM	44	0	11			0	180	29			0	0	0			6	162	0					
		5:00 PM	5:15 PM	38	0	3			0	144	38			0	0	0			9	186	0					
		5:15 PM	5:30 PM	43	0	2			0	161	40			0	0	0			1	173	0					
		5:30 PM	5:45 PM	40	0	4			0	166	38			0	0	0			3	181	0					
		5:45 PM	6:00 PM	35	0	9			0	164	43			0	0	0			5	165	0					
AM Peak Hour	Intersection PHF:	0.89	Intersection PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
	Study Area PHF:	0.89	Study Area PHV:	0	301	0	55		0	0	753	261		0	0	0	0		0	10	484	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.77	0.00	0.57			0.00	0.89	0.72			0.00	0.00	0.00			0.36	0.89	0.00					
PM Peak Hour	Intersection PHF:	0.99	Intersection PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					
	Study Area PHF:	0.99	Study Area PHV:	0	174	0	28		0	0	629	185		0	0	0	0		0	34	654	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.93	0.00	0.64			0.00	0.87	0.81			0.00	0.00	0.00			0.71	0.95	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 1						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 1					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	57	0			0	0	3			0	33	0			0	0	0					
State:	Texas	7:15 AM	7:30 AM	0	119	0			0	0	11			0	51	0			0	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	94	0			0	0	10			0	56	0			0	0	0					
Date:	10-May	7:45 AM	8:00 AM	0	90	0			0	0	0			0	74	0			0	0	0					
Year:	2022	8:00 AM	8:15 AM	0	69	0			0	0	1			0	60	0			0	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	0	63	0			0	0	0			0	47	0			0	0	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	34	0			0	0	0			0	33	2			0	0	0					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	53	0			0	0	1			0	34	1			0	0	0					
Observations:		3:00 PM	3:15 PM	0	63	0			0	0	8			0	64	0			0	0	0					
		3:15 PM	3:30 PM	0	44	0			0	0	1			0	43	0			0	0	0					
		3:30 PM	3:45 PM	0	58	0			0	0	3			0	60	0			0	0	0					
		3:45 PM	4:00 PM	0	64	0			0	0	5			0	47	0			0	0	0					
		4:00 PM	4:15 PM	0	62	0			0	0	4			0	69	0			0	0	0					
		4:15 PM	4:30 PM	0	58	0			0	0	8			0	62	0			0	0	0					
		4:30 PM	4:45 PM	0	60	0			0	0	3			0	59	0			0	0	0					
		4:45 PM	5:00 PM	0	68	0			0	0	3			0	50	0			0	0	0					
		5:00 PM	5:15 PM	0	64	0			0	0	5			0	49	0			0	0	0					
		5:15 PM	5:30 PM	0	65	0			0	0	4			0	57	0			0	0	0					
		5:30 PM	5:45 PM	0	67	0			0	0	2			0	55	0			0	0	0					
		5:45 PM	6:00 PM	0	81	0			0	0	1			0	46	1			0	0	0					
AM Peak Hour	Intersection PHF: 0.88	Intersection PHV:	0	0	372	0			0	0	0	22			0	0	241	0			0	0	0	0		
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.00	0.78	0.00				0.00	0.00	0.50			0.00	0.81	0.00			0.00	0.00	0.00					
	Study Area PHF: 0.88	Study Area PHV:	0	0	372	0			0	0	0	22			0	0	241	0			0	0	0	0		
	Peak Hour: 7:15 AM - 8:15 AM	PHF:	0.00	0.78	0.00				0.00	0.00	0.50			0.00	0.81	0.00			0.00	0.00	0.00					
PM Peak Hour	Intersection PHF: 0.94	Intersection PHV:	0	0	248	0			0	0	0	18			0	0	240	0			0	0	0	0		
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.00				0.00	0.00	0.56			0.00	0.87	0.00			0.00	0.00	0.00					
	Study Area PHF: 0.94	Study Area PHV:	0	0	248	0			0	0	0	18			0	0	240	0			0	0	0	0		
	Peak Hour: 4:00 PM - 5:00 PM	PHF:	0.00	0.91	0.00				0.00	0.00	0.56			0.00	0.87	0.00			0.00	0.00	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 2						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 2					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	15	41	2			0	0	0			1	30	2			3	0	1					
State:	Texas	7:15 AM	7:30 AM	53	65	5			0	0	2			0	47	8			6	3	2					
Day:	Tuesday	7:30 AM	7:45 AM	22	63	3			0	1	2			1	42	5			9	2	3					
Date:	10-May	7:45 AM	8:00 AM	8	77	5			0	0	0			1	70	0			5	0	2					
Year:	2022	8:00 AM	8:15 AM	8	59	2			0	0	1			2	53	1			3	3	5					
Data Collector:	Camera	8:15 AM	8:30 AM	4	57	2			0	0	1			4	43	1			4	1	1					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	2	32	1			0	0	1			1	33	2			2	1	2					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	7	42	2			0	0	0			1	30	2			2	0	1					
Observations:																										
		3:00 PM	3:15 PM	1	50	13			1	2	4			8	58	1			2	0	3					
		3:15 PM	3:30 PM	1	37	6			1	0	4			3	41	1			2	0	3					
		3:30 PM	3:45 PM	2	55	3			0	0	4			0	55	0			5	0	2					
		3:45 PM	4:00 PM	5	47	10			1	0	0			1	41	1			6	0	2					
		4:00 PM	4:15 PM	5	52	5			1	0	1			1	65	1			3	0	2					
		4:15 PM	4:30 PM	1	57	2			0	0	3			7	49	3			8	0	2					
		4:30 PM	4:45 PM	2	54	5			0	0	1			3	52	0			5	0	2					
		4:45 PM	5:00 PM	0	55	9			1	0	0			2	42	0			5	0	0					
		5:00 PM	5:15 PM	4	51	9			1	0	0			2	49	1			2	0	1					
		5:15 PM	5:30 PM	1	56	8			1	0	1			1	52	0			6	0	1					
		5:30 PM	5:45 PM	6	56	8			0	0	1			2	45	0			7	1	3					
		5:45 PM	6:00 PM	18	61	7			0	0	2			2	39	0			7	1	4					
AM Peak Hour	Intersection PHF:	0.85	Intersection PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
	Study Area PHF:	0.85	Study Area PHV:	0	91	264	15		0	0	1	5		0	4	212	14		0	23	8	12				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.43	0.86	0.75			0.00	0.25	0.63			0.50	0.76	0.44			0.64	0.67	0.60					
PM Peak Hour	Intersection PHF:	0.92	Intersection PHV:	0	29	224	32		0	2	0	4		0	7	185	1		0	22	2	9				
	Peak Hour:	5:00 PM - 6:00 PM	PHF:	0.40	0.92	0.89			0.50	0.00	0.50			0.88	0.89	0.25			0.79	0.50	0.56					
	Study Area PHF:	0.93	Study Area PHV:	0	8	218	21		0	2	0	5		0	13	208	4		0	21	0	6				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.40	0.96	0.58			0.50	0.00	0.42			0.46	0.80	0.33			0.66	0.00	0.75					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on EXISTING SITE DRIVEWAY 3						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on EXISTING SITE DRIVEWAY 3					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	44	0			0	0	0			0	33	1			0	0	0					
State:	Texas	7:15 AM	7:30 AM	1	70	0			0	0	1			0	54	0			0	0	0					
Day:	Tuesday	7:30 AM	7:45 AM	0	67	0			0	0	0			0	51	0			0	0	0					
Date:	10-May	7:45 AM	8:00 AM	0	79	0			1	0	0			0	74	0			0	0	0					
Year:	2022	8:00 AM	8:15 AM	0	56	0			1	0	0			0	51	0			0	0	0					
Data Collector:	Camera	8:15 AM	8:30 AM	2	55	0			0	0	0			0	44	1			0	0	0					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	39	0			1	0	0			0	37	2			0	0	0					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	37	0			0	0	0			0	36	1			0	0	0					
Observations:																										
		3:00 PM	3:15 PM	0	52	0			1	0	0			0	64	1			0	0	0					
		3:15 PM	3:30 PM	1	42	0			3	0	0			0	43	0			0	0	0					
		3:30 PM	3:45 PM	0	59	0			0	0	0			0	56	1			0	0	0					
		3:45 PM	4:00 PM	0	51	0			0	0	0			0	41	0			0	0	0					
		4:00 PM	4:15 PM	0	51	0			0	0	0			0	71	0			0	0	0					
		4:15 PM	4:30 PM	0	59	0			1	0	0			0	59	1			0	0	0					
		4:30 PM	4:45 PM	0	56	0			0	0	0			0	57	0			0	0	0					
		4:45 PM	5:00 PM	0	59	0			0	0	1			0	41	1			0	0	0					
		5:00 PM	5:15 PM	0	53	0			0	0	0			0	53	0			0	0	0					
		5:15 PM	5:30 PM	0	55	0			0	0	0			0	47	0			0	0	0					
		5:30 PM	5:45 PM	1	59	0			0	0	0			0	43	1			0	0	0					
		5:45 PM	6:00 PM	3	59	0			2	0	0			0	43	0			0	0	0					
AM Peak Hour	Intersection PHF:	0.82	Intersection PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00					
	Study Area PHF:	0.82	Study Area PHV:	0	1	272	0		0	2	0	1		0	0	230	0		0	0	0	0				
	Peak Hour:	7:15 AM - 8:15 AM	PHF:	0.25	0.86	0.00			0.50	0.00	0.25			0.00	0.78	0.00			0.00	0.00	0.00					
PM Peak Hour	Intersection PHF:	0.94	Intersection PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00					
	Study Area PHF:	0.94	Study Area PHV:	0	0	225	0		0	1	0	1		0	0	228	2		0	0	0	0				
	Peak Hour:	4:00 PM - 5:00 PM	PHF:	0.00	0.95	0.00			0.25	0.00	0.25			0.00	0.80	0.50			0.00	0.00	0.00					

Intersection Turning Movement Counts

			NORTH LEG						EAST LEG						SOUTH LEG						WEST LEG					
			Southbound Approach on S JOHN KING BOULEVARD						Westbound Approach on FALLBROOK DRIVE/PROPOSED SITE						Northbound Approach on S JOHN KING BOULEVARD						Eastbound Approach on FALLBROOK DRIVE/PROPOSED SITE					
			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds			Vehicles			Peds		
			U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW	U	L	T	R	CCW	CW
START	END																									
City:	Rockwall	7:00 AM	7:15 AM	0	43	0			0	0	0			1	33	0			2	0	8					
State:	Texas	7:15 AM	7:30 AM	0	69	0			0	0	0			3	50	0			3	0	4					
Day:	Tuesday	7:30 AM	7:45 AM	0	65	1			0	0	0			1	48	0			4	0	5					
Date:	10-May	7:45 AM	8:00 AM	0	82	2			0	0	0			2	73	0			3	0	8					
Year:	2022	8:00 AM	8:15 AM	0	56	2			0	0	0			2	49	0			3	0	3					
Data Collector:	Camera	8:15 AM	8:30 AM	0	55	1			0	0	0			1	43	0			1	0	2					
Data Source:	CJ Hensch & Associates, Inc.	8:30 AM	8:45 AM	0	35	2			0	0	0			2	35	0			2	0	5					
Traffic Control:	Minor Approach Stop	8:45 AM	9:00 AM	0	42	0			0	0	0			0	37	0			1	0	1					
Observations:		3:00 PM	3:15 PM	0	51	3			0	0	0			10	65	0			0	0	2					
		3:15 PM	3:30 PM	0	44	1			0	0	0			3	41	0			2	0	2					
		3:30 PM	3:45 PM	0	62	0			0	0	0			2	56	0			2	0	2					
		3:45 PM	4:00 PM	0	49	2			0	0	0			2	38	0			3	0	3					
		4:00 PM	4:15 PM	0	47	4			0	0	0			2	71	0			0	0	4					
		4:15 PM	4:30 PM	0	54	3			0	0	0			3	64	0			1	0	0					
		4:30 PM	4:45 PM	0	55	0			0	0	0			3	52	0			1	0	2					
		4:45 PM	5:00 PM	0	59	1			0	0	0			0	40	0			3	0	3					
		5:00 PM	5:15 PM	0	48	3			0	0	0			1	54	0			0	0	1					
		5:15 PM	5:30 PM	0	53	5			0	0	0			0	44	0			3	0	2					
		5:30 PM	5:45 PM	0	57	1			0	0	0			3	44	0			2	0	2					
		5:45 PM	6:00 PM	0	57	4			0	0	0			0	42	0			1	0	2					
AM Peak Hour	Intersection PHF: 0.79	Intersection PHV: 0	0	272	5			0	0	0	0			0	8	220	0		0	13	0	20				
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00	0.83	0.63				0.00	0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
	Study Area PHF: 0.79	Study Area PHV: 0	0	272	5			0	0	0	0			0	8	220	0		0	13	0	20				
	Peak Hour: 7:15 AM - 8:15 AM	PHF: 0.00	0.83	0.63				0.00	0.00	0.00	0.00			0.67	0.75	0.00			0.81	0.00	0.63					
PM Peak Hour	Intersection PHF: 0.92	Intersection PHV: 0	0	215	8			0	0	0	0			0	8	227	0		0	5	0	9				
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.00	0.91	0.50				0.00	0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					
	Study Area PHF: 0.92	Study Area PHV: 0	0	215	8			0	0	0	0			0	8	227	0		0	5	0	9				
	Peak Hour: 4:00 PM - 5:00 PM	PHF: 0.00	0.91	0.50				0.00	0.00	0.00	0.00			0.67	0.80	0.00			0.42	0.00	0.56					

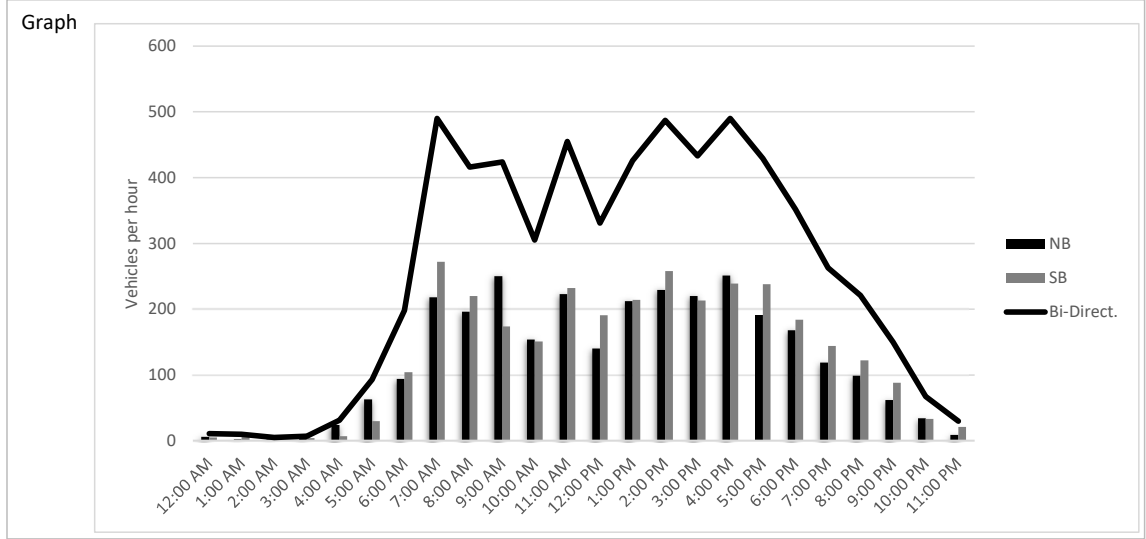
ROADWAY: S JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
6,124
 (WEEKDAY)

S JOHN KING BOULEVARD

START TIME	Northbound				Southbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	NB	SB	Bi-Direct.
12:00 AM	2	1	0	3	2	0	2	1	6	5	11
1:00 AM	0	0	2	0	1	2	2	3	2	8	10
2:00 AM	2	0	0	0	1	0	0	2	2	3	5
3:00 AM	0	1	0	2	2	0	0	2	3	4	7
4:00 AM	4	2	3	15	0	1	4	2	24	7	31
5:00 AM	7	7	28	21	6	5	9	10	63	30	93
6:00 AM	14	24	20	36	12	26	22	44	94	104	198
7:00 AM	33	59	58	68	42	75	73	82	218	272	490
8:00 AM	71	52	36	37	70	60	46	44	196	220	416
9:00 AM	48	47	71	84	43	50	46	35	250	174	424
10:00 AM	54	34	26	40	40	40	47	24	154	151	305
11:00 AM	44	84	52	43	90	64	38	40	223	232	455
12:00 PM	28	30	42	40	35	44	48	64	140	191	331
1:00 PM	46	64	53	49	60	54	50	50	212	214	426
2:00 PM	52	51	54	72	48	64	48	98	229	258	487
3:00 PM	67	47	57	49	52	45	62	54	220	213	433
4:00 PM	77	66	60	48	62	55	62	60	251	239	490
5:00 PM	46	55	50	40	50	64	62	62	191	238	429
6:00 PM	44	50	36	38	44	42	44	54	168	184	352
7:00 PM	48	29	26	16	44	40	35	25	119	144	263
8:00 PM	26	21	32	20	29	42	24	27	99	122	221
9:00 PM	16	12	19	15	24	22	23	19	62	88	150
10:00 PM	8	16	5	5	8	4	12	9	34	33	67
11:00 PM	5	2	2	0	6	7	5	3	9	21	30

24-Hour Total:	NB	SB	Bi-Direct.
	2,969	3,155	6,124
(Bi-Direct.) AM Peak Hour Total:	256	300	556
(Bi-Direct.) PM Peak Hour Total:	244	262	506
Highest By Direction (NB):	256		
Highest By Direction (SB):		300	



ROADWAY: SH 205
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
20,418
 (WEEKDAY)

SH 205

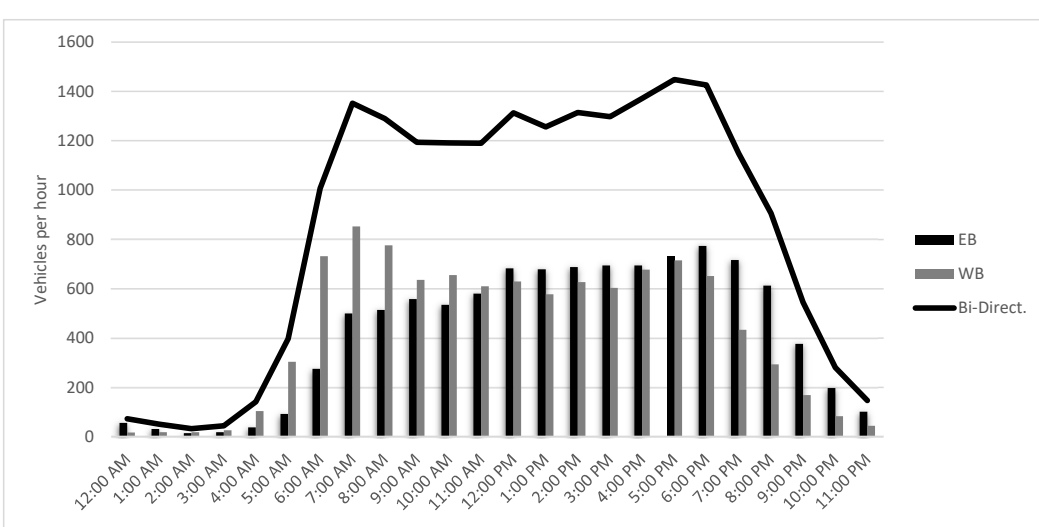
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	19	13	12	12	5	2	1	9	56	17	73
1:00 AM	8	10	8	6	1	6	3	9	32	19	51
2:00 AM	2	4	7	1	6	1	5	6	14	18	32
3:00 AM	3	5	8	3	4	4	12	6	19	26	45
4:00 AM	10	12	10	6	23	18	21	42	38	104	142
5:00 AM	11	22	32	28	29	86	80	109	93	304	397
6:00 AM	33	62	78	102	129	170	214	219	275	732	1007
7:00 AM	101	120	135	144	223	218	216	195	500	852	1352
8:00 AM	126	143	122	123	187	202	184	203	514	776	1290
9:00 AM	140	126	150	142	177	181	137	141	558	636	1194
10:00 AM	116	132	118	169	176	163	163	154	535	656	1191
11:00 AM	140	155	164	121	142	158	158	152	580	610	1190
12:00 PM	146	210	150	177	163	161	148	158	683	630	1313
1:00 PM	178	172	161	168	150	118	156	153	679	577	1256
2:00 PM	161	173	180	174	154	157	136	180	688	627	1315
3:00 PM	144	174	186	190	160	142	148	154	694	604	1298
4:00 PM	160	176	184	174	166	152	163	196	694	677	1371
5:00 PM	199	164	199	171	157	174	190	194	733	715	1448
6:00 PM	198	214	174	188	170	178	154	150	774	652	1426
7:00 PM	179	196	180	161	116	113	97	107	716	433	1149
8:00 PM	159	135	177	141	83	82	66	63	612	294	906
9:00 PM	110	98	96	72	49	54	38	28	376	169	545
10:00 PM	52	62	45	38	30	19	22	12	197	83	280
11:00 PM	40	27	24	11	18	8	16	3	102	45	147

7:00 AM 8:00 AM
 5:30 PM 6:30 PM
 5:30 PM 6:30 PM
 6:45 AM 7:45 AM

24-Hour Total: 10,162 (EB) 10,256 (WB) 20,418 (Bi-Direct.)
 (Bi-Direct.) AM Peak Hour Total: 500 (EB) 852 (WB) 1,352 (Bi-Direct.)
 (Bi-Direct.) PM Peak Hour Total: 782 (EB) 732 (WB) 1,514 (Bi-Direct.)
 Highest By Direction (EB): 782
 Highest By Direction (WB): 876

	EB	WB	Bi-Direct.
24-Hour Total:	10,162	10,256	20,418
(Bi-Direct.) AM Peak Hour Total:	500	852	1,352
(Bi-Direct.) PM Peak Hour Total:	782	732	1,514
Highest By Direction (EB):	782		
Highest By Direction (WB):		876	

Graph



ROADWAY: SH 276
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
16,214
 (WEEKDAY)

SH 276

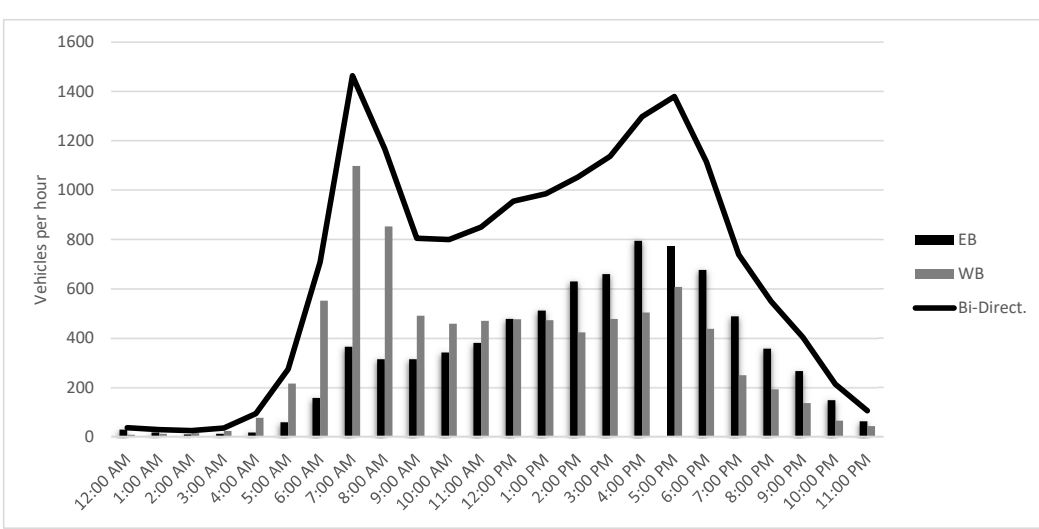
START TIME	Eastbound				Westbound				Totals		
	0:00	0:15	0:30	0:45	0:00	0:15	0:30	0:45	EB	WB	Bi-Direct.
12:00 AM	8	10	5	6	2	1	3	2	29	8	37
1:00 AM	5	5	5	2	4	0	3	5	17	12	29
2:00 AM	3	3	2	2	0	3	5	7	10	15	25
3:00 AM	3	4	2	3	8	4	6	5	12	23	35
4:00 AM	1	6	1	9	12	14	26	25	17	77	94
5:00 AM	6	10	21	22	34	47	60	74	59	215	274
6:00 AM	26	30	44	57	109	120	156	167	157	552	709
7:00 AM	54	102	98	111	226	266	266	340	365	1098	1463
8:00 AM	86	62	76	90	290	232	168	162	314	852	1166
9:00 AM	73	69	94	78	122	144	124	101	314	491	805
10:00 AM	90	52	92	108	108	120	122	108	342	458	800
11:00 AM	104	86	97	93	131	106	120	113	380	470	850
12:00 PM	128	112	116	122	112	130	117	118	478	477	955
1:00 PM	131	118	140	123	128	126	120	99	512	473	985
2:00 PM	138	140	180	171	99	100	108	116	629	423	1052
3:00 PM	172	178	161	148	139	102	126	111	659	478	1137
4:00 PM	174	197	232	191	108	118	124	154	794	504	1298
5:00 PM	212	205	184	171	151	152	156	148	772	607	1379
6:00 PM	194	168	172	142	118	132	105	83	676	438	1114
7:00 PM	128	152	120	88	71	66	55	58	488	250	738
8:00 PM	90	89	86	92	52	52	50	38	357	192	549
9:00 PM	90	57	66	53	30	45	41	20	266	136	402
10:00 PM	50	44	33	21	20	18	22	5	148	65	213
11:00 PM	13	21	14	14	13	6	12	12	62	43	105

7:15 AM 8:15 AM
 4:30 PM 5:30 PM
 4:30 PM 5:30 PM
 7:15 AM 8:15 AM

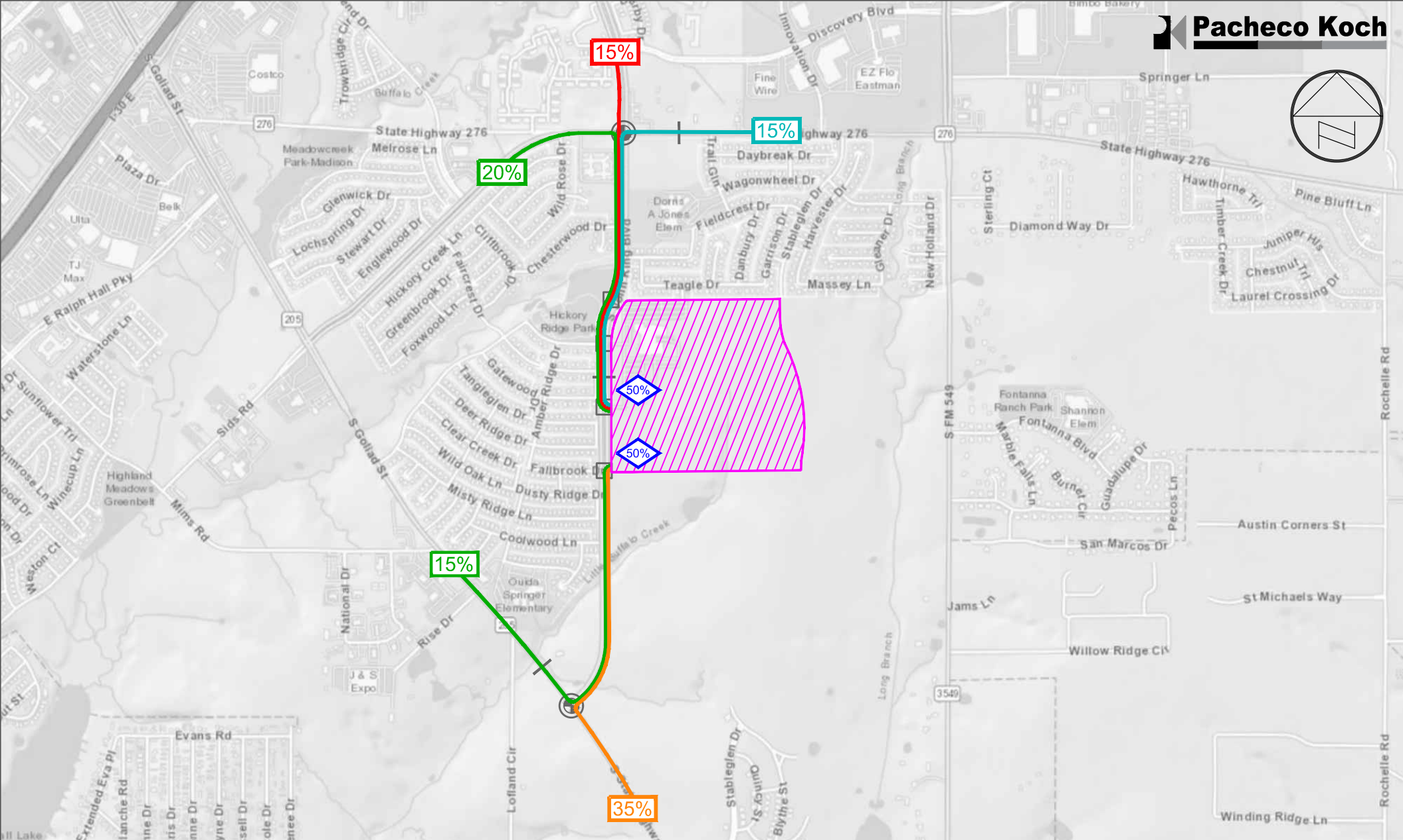
24-Hour Total: 16,214
 (Bi-Direct.) AM Peak Hour Total: 1,559
 (Bi-Direct.) PM Peak Hour Total: 1,421
 Highest By Direction (EB): 840
 Highest By Direction (WB): 1,162

	EB	WB	Bi-Direct.
24-Hour Total:	7,857	8,357	16,214
(Bi-Direct.) AM Peak Hour Total:	397	1,162	1,559
(Bi-Direct.) PM Peak Hour Total:	840	581	1,421
Highest By Direction (EB):	840		
Highest By Direction (WB):		1,162	

Graph



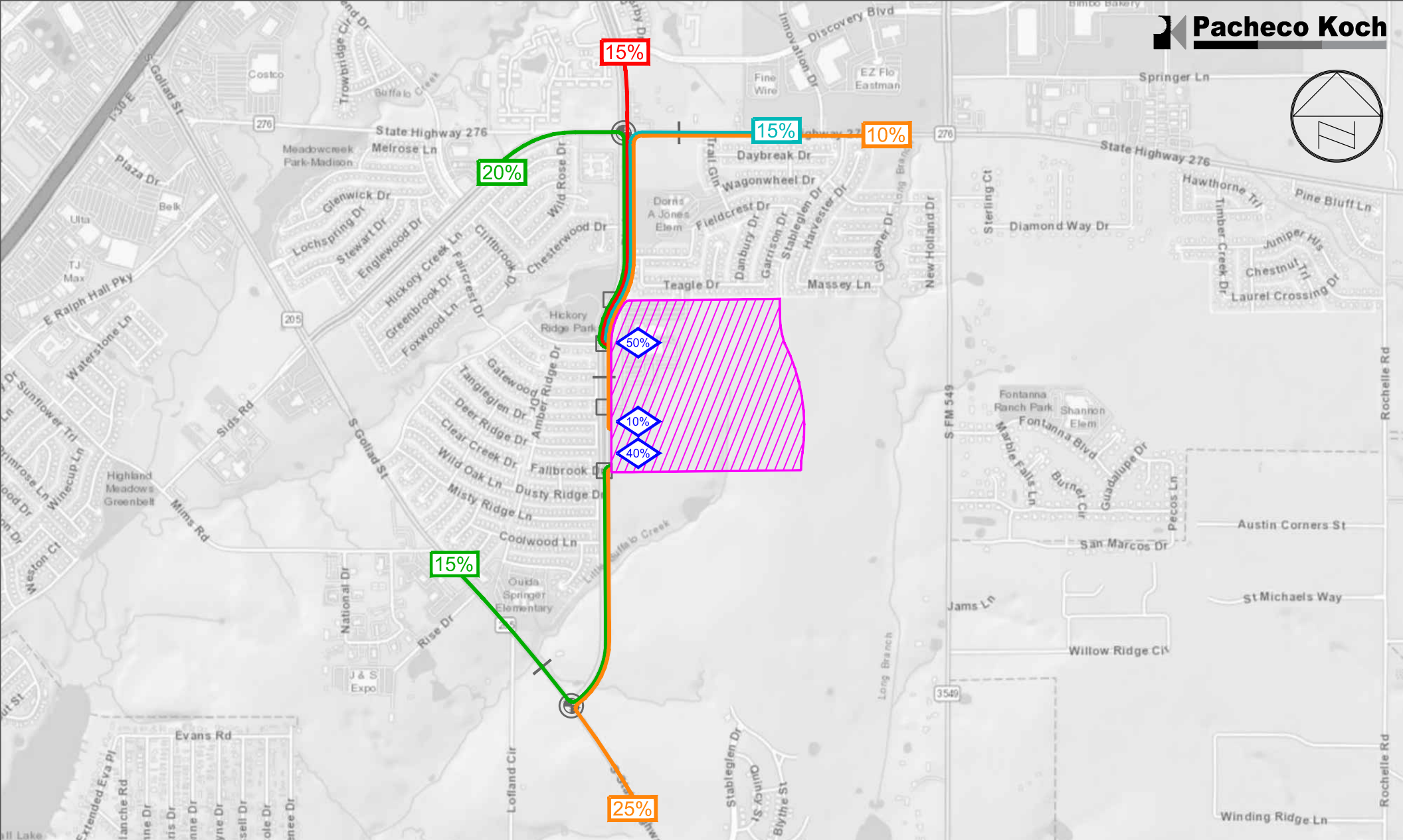
Appendix C. Site-Generated Traffic Supplement



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Inbound)

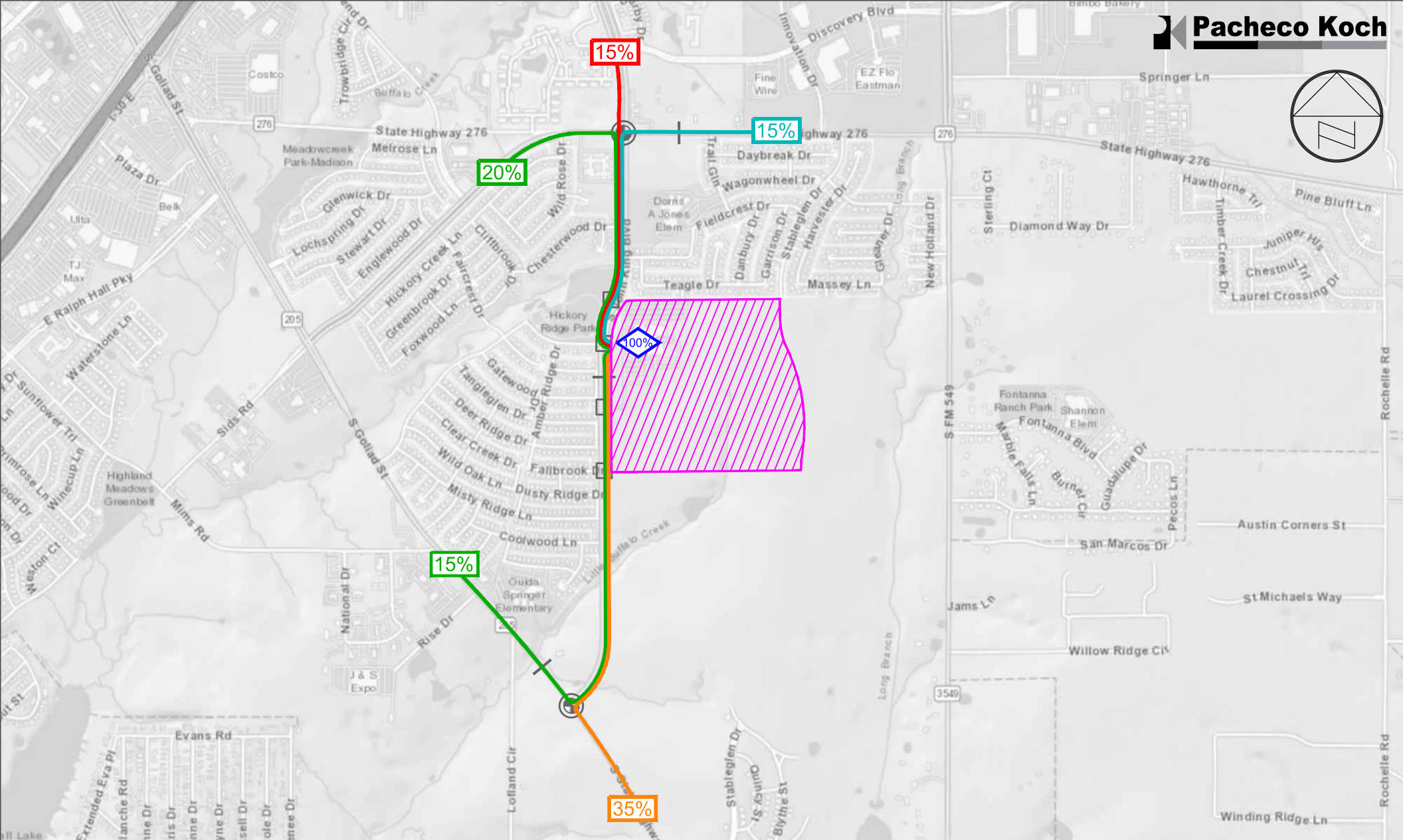
RISD South 9th Grade Center, Rockwall, Texas
PK 5360-22.341 (LHC: 05/19/22)



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- - Traffic Signal
- Study Area Intersection (Unsignalized)
- X - Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Outbound)

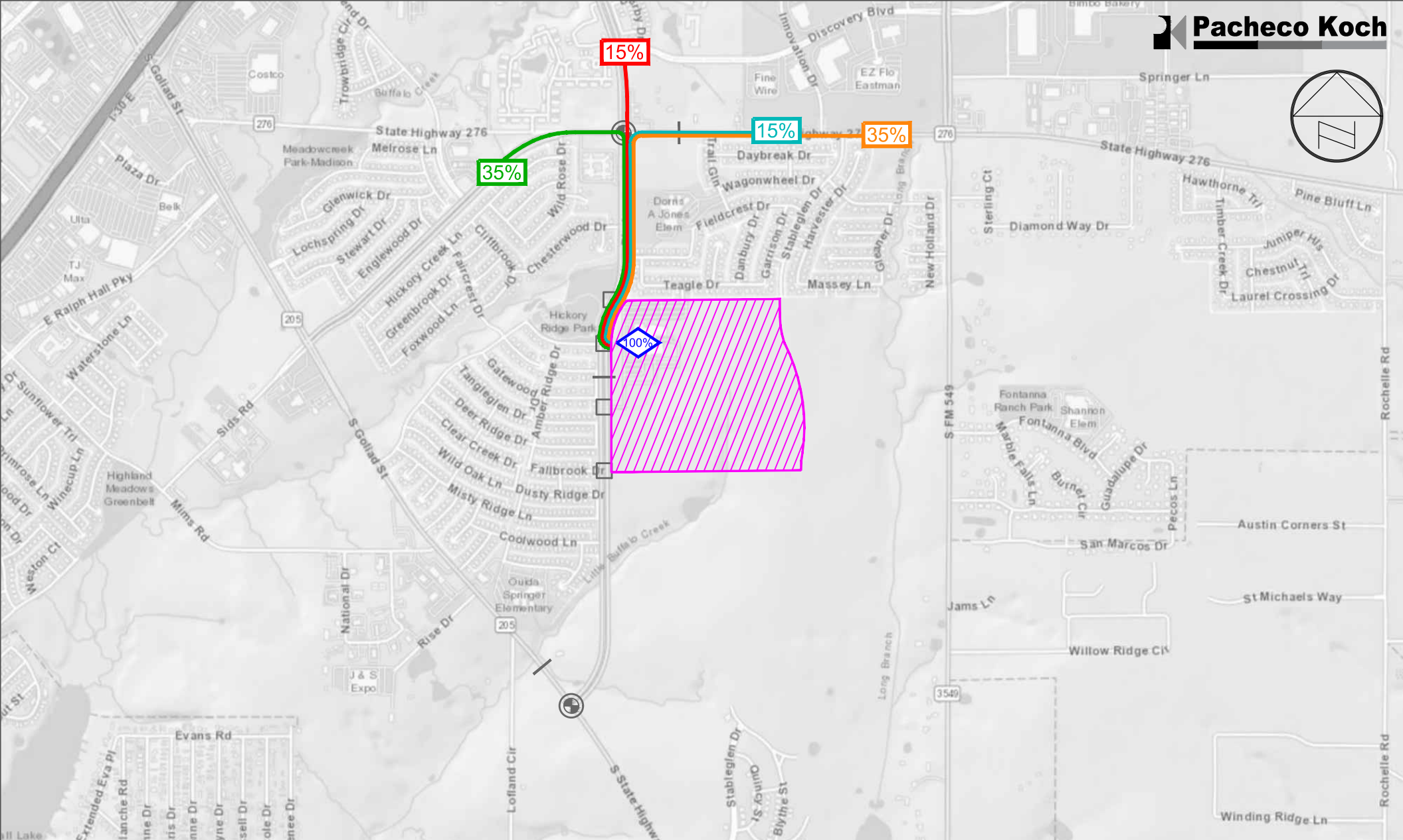
RISD South 9th Grade Center, Rockwall, Texas
 PK 5360-22.341 (LHC: 05/19/22)



Site Generated Trip Distribution - Buses (Inbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- - Traffic Signal
- Study Area Intersection (Unsignalized)
- X% - Traffic Assignment

Site Generated Trip Distribution - Buses (Outbound)

RISD South 9th Grade Center, Rockwall, Texas

PK 5360-22.341 (LHC: 05/19/22)

Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed New Rockwall – Heath Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall – Heath Ninth Grade Center, its location at the southern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall – Heath Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 19 buses with a ridership of approximately 665 student with an approximate student population of 2,779 student of the 655 riders 255 were Freshman students or 32.4% of Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 494, 1.4 students per vehicle 353 students, with an approximate Freshman student population of 788 student or 62.6% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study (5) the District's projection that only 5% of students will be pedestrian traffic (39 students) within the 2 mile walk zone is accepted; a value of 5% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (10) Buses will access site by way of Approach #4.

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall-Heath Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of South John King Boulevard:

Existing Rockwall-Heath High School Freshman Transportation recap.

788 students	x	32.4 %	= 255 students by bus (Actual ridership)
788 students	x	62.6 %	= 494 students by parent or older sibling
788 students	x	5.0 %	= 39 pedestrian traffic (added above)

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Build Out)

It is assumed that Rockwall-Heath Ninth Grade Center will operate very similar to the existing Rockwall-Heath High School.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (at Full Capacity)

1,000 students	x	40.0%	= 400 students by bus (12 Buses)
1,000 students	x	55.0%	= 550 students by parent
1,000 students	x	5.0%	= 50 pedestrian traffic

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.35 by bus mode / 35 students average per bus = 11.4 (12) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 50 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and within the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the subdivision is built out.

Proposed Rockwall-Heath Ninth Grade Center Transportation projections. (On opening day 2024)

(Current 8th grade Enrollment 2022 1,424 Students)

(Current 7th grade Enrollment 2022 1,371 Students)

(Current 6th grade Enrollment 2022 1,381 Students)

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.

Source : Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.40 by bus mode / 35 students average per bus = 8 (8) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 35 (walkers)

It is assumed that 5% of the students will come from within the 2-mile walking zone and withing the Lofland Farms, Hickory Creek and Somerset Park Subdivision. This is projected as the opening day projected student enrollment.

Trip Distribution

The following assumptions are made regarding trip distribution:

(1) All of the morning peak hour inbound Ninth grade parent vehicular access to the site will access the site in two locations. Parents north bound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(2) Parents southbound on South John King Boulevard (State Highway 205 Bypass) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall-Heath Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make, and right or left hand turn back onto South John King Boulevard (State Highway 205 Bypass) The same process will hold true in the afternoon departing traffic flow.

(3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off South John King Boulevard (State Highway 205 Bypass) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto South John King Boulevard (State Highway 205 Bypass) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 17 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.

(4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall-Heath Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Lofland Farms, Hickory Creek and Somerset Park Subdivisions.

(5) No internal trips are anticipated.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard and Stableglen Drive in the Lofland Farms Subdivision.
50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard from the Hickory Ridge and Someset Park Subdivision.

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Northbound on South John King Boulevard. (Right turn into Approach #1 - Southerly Entrance)

1,000 students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 196.5 (197) trip ends (cars/vans)
Southbound on South John King Boulevard. (Left turn into Approach #3 Northerly Middle Approach Entrance)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Northbound on South John King Boulevard (Right Turn Only into approach #4)

10 buses x 50% x 45% Bus (38 students per Bus) = 6 trip ends (cars/vans/HC bus)
Southbound on South John King Boulevard (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall-Heath Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the children at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 394 cars entering and 394 are exiting as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and ninth grade southbound would be assigned to the front pick on the north side of the main entrance. All students with older siblings attending the Gene Burton College and Career Center would also be assigned to the rear pick up area. This would equate to a 50 / 50 split at the front drop off area at build out between the two drop off and pick areas enter the site, both from Southbound and northbound off of South John King Boulevard, double stack through the student drop off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

50% 196.5 (197) car trips into the south pick up area
50% 196.5 (197) car trips into the north pickup area.

All bus traffic will enter and exit the site off South John King Boulevard (State Highway 205 Bypass) through Approach #4 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto northbound South John King Boulevard (State Highway 205 Bypass) This exit will be limited to a right hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 6 bus trips southbound from South John King Boulevard (State Highway 205 Bypass)
Inbound 6 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
Outbound 12 bus trips northbound only onto South John King Boulevard (State Highway 205 Bypass)
(All through Approach #4)

This plan is to be designed to for vehicular traffic to be split by direction of travel on South John King Boulevard. With 50% of both northbound and southbound traffic turning into Approach #3 and 50% of the same traffic turning into Approach #1.

Distribution of these trips is as Follows:

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

1,000 Freshman students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends
 (cars/vans) Northbound on South John King Boulevard.

100% (right turn into Southerly Entrance) Approach #1	= 197 trip ends
20% (right turn into southern middle Exit) Approach #2	= 40 trip end
80% (left turn into southern Exit) Approach #1	= 137 trip end

1,000 Freshman Students x 50% x 55% Vehicular Traffic (1.4 students per vehicle) = 197 trip ends (cars/vans)
 Southbound on South John King Boulevard.

100% (Left turn into middle Entrance) Approach #3	= 197 trip ends
100% (left turn into Southerly Exit) Approach #4	= 197 trip ends

6 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 6 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

12 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

700 Freshman Students	x	40.0%	= 280 students by bus (16 Buses)
700 Freshman Students	x	55.0%	= 385 students by parent
700 Freshman Students	x	5.0%	= 35 pedestrian traffic

The assumption above is made utilizing the current enrollment data and projected growth.
 Source : Rockwall Independent School District

50% of vehicular traffic (parent) will be Northbound on South John King Boulevard
 50% of vehicular traffic (parent) will be Southbound on South John King Boulevard

50% of bus traffic will be Northbound on South John King Boulevard
 50% of bus traffic will be Southbound on South John King Boulevard

50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.
 50% of pedestrian traffic (student) will be utilizing sidewalks off South John King Boulevard.

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 385 trip ends
 (cars/vans) Northbound on South John King Boulevard.
 100% (right turn into Southerly Entrance) Approach #1 = 193 trip ends
 20% (right turn into southern middle Exit) Approach #2 = 39 trip end
 80% (left turn into southern Exit) Approach #1 = 154 trip end

700 Freshman Students x 50% x 50% Vehicular Traffic (1.4 students per vehicle) = 193 trip ends (cars/vans)
 Southbound on South John King Boulevard.
 100% (Left turn into middle Entrance) Approach #3 = 193 trip ends
 100% (left turn into Southerly Exit) Approach #4 = 193 trip ends

4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Southbound on South John King Boulevard Parkway (Left Turn) Approach #4 Inbound
 4 buses x 35% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Inbound

8 buses x 60% Bus (35 students per Bus) = 18 trip ends (cars/vans/HC bus)
 Northbound on South John King Boulevard Parkway (Right Turn) Approach #4 Outbound

Observation and Conclusions

Appendix D. Detailed Intersection Capacity Analysis Results

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Future Volume (vph)	54	171	21	85	816	234	58	220	32	167	261	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	23	92	887	254	63	239	35	182	284	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	209	0	92	1141	0	63	274	0	182	443	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	15.0	35.0	15.0	35.0	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	20.0	20.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	16.0%	16.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max	None	C-Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	60.0	60.0
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.48	0.48
v/c Ratio	0.34	0.15	0.15	0.69	0.21	0.32	0.48	0.50	0.48	0.50	0.15	0.15
Control Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1	33.5	35.1	20.7	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	22.4	20.7	27.9	28.2	38.2	33.5	35.1	33.5	35.1	20.7	27.9
LOS	C	C	C	C	C	D	C	D	C	D	C	D
Approach Delay		23.8		27.3		36.3		34.7		34.7		23.8
Approach LOS		C		C		D		C		D		C
Queue Length 50th (ft)	29	52	41	368	33	91	104	132	104	132	41	368
Queue Length 95th (ft)	58	79	77	469	66	132	163	186	163	186	77	469
Internal Link Dist (ft)		482		2007		1967		428		428		2007
Turn Bay Length (ft)	325		325		175		175		325		325	
Base Capacity (vph)	268	1413	631	1660	303	856	381	878	381	878	631	1660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.15	0.69	0.21	0.32	0.48	0.50	0.48	0.50	0.15	0.15

Intersection Summary

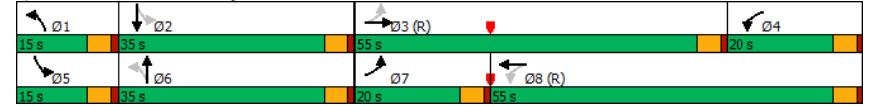
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: AM

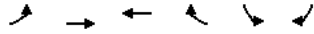
Intersection Signal Delay: 30.0
 Intersection LOS: C
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↑	↔	↔	↔
Traffic Volume (vph)	10	484	753	261	301	55
Future Volume (vph)	10	484	753	261	301	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	526	818	284	327	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	526	818	284	327	60
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.4	49.4	49.4	49.4	31.6	31.6
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.07	0.51	0.80	0.29	0.53	0.10
Control Delay	8.7	14.0	22.5	2.2	29.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	14.0	22.5	2.2	29.0	7.3
LOS	A	B	C	A	C	A
Approach Delay		13.9	17.3		25.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	3	165	329	7	152	0
Queue Length 95th (ft)	10	217	431	35	256	28
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	166	1148	1148	1073	621	595
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.46	0.71	0.26	0.53	0.10

Intersection Summary

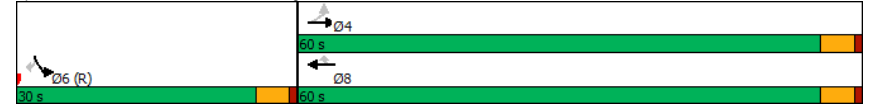
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: AM

Intersection Signal Delay: 18.0
 Intersection LOS: B
 Intersection Capacity Utilization 63.8%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	241	0	0	372
Future Vol, veh/h	0	22	241	0	0	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	262	0	0	404

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Future Vol, veh/h	23	8	12	0	1	5	4	212	14	91	264	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	8	4	230	23	152	287	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	723	860	152	704	857	127	303	0	0	253	0	0
Stage 1	599	599	-	250	250	-	-	-	-	-	-	-
Stage 2	124	261	-	454	607	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	422	357	*980	436	358	900	1444	-	-	1309	-	-
Stage 1	581	573	-	732	699	-	-	-	-	-	-	-
Stage 2	867	691	-	721	568	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	378	314	*980	379	316	900	1444	-	-	1309	-	-
Mov Cap-2 Maneuver	378	314	-	379	316	-	-	-	-	-	-	-
Stage 1	579	506	-	730	697	-	-	-	-	-	-	-
Stage 2	855	689	-	612	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		10.3		0.1		2.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	421	-	688	1309	-	-
HCM Lane V/C Ratio	0.003	-	-	0.122	-	0.015	0.116	-	-
HCM Control Delay (s)	7.5	-	-	14.7	0	10.3	8.1	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	2	1	230	0	1	272
Future Vol, veh/h	2	1	230	0	1	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	250	0	2	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	402	125	0	0	250
Stage 1	250	-	-	-	-
Stage 2	152	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	576	902	-	-	1313
Stage 1	768	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	575	902	-	-	1313
Mov Cap-2 Maneuver	575	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	858	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	575	902	1313
HCM Lane V/C Ratio	-	-	0.006	0.002	0.001
HCM Control Delay (s)	-	-	11.3	9	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	13	20	8	220	272	5
Future Vol, veh/h	13	20	8	220	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	22	9	239	296	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	437	151	301	0	0
Stage 1	299	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	548	868	1257	-	-
Stage 1	726	-	-	-	-
Stage 2	874	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	544	868	1257	-	-
Mov Cap-2 Maneuver	544	-	-	-	-
Stage 1	720	-	-	-	-
Stage 2	874	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	703	-	-
HCM Lane V/C Ratio	0.007	-	0.051	-	-
HCM Control Delay (s)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Future Volume (vph)	79	442	20	23	318	143	20	236	23	319	244	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	22	25	346	155	22	257	25	347	265	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	502	0	25	501	0	22	282	0	347	387	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	1	6	5	2				
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	40.0	20.0	40.0	15.0	45.0	20.0	50.0				
Total Split (%)	16.0%	32.0%	16.0%	32.0%	12.0%	36.0%	16.0%	40.0%				
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max		
Act Effct Green (s)	43.5	43.5	41.1	41.1	51.0	40.5	60.5	45.5				
Actuated g/C Ratio	0.35	0.35	0.33	0.33	0.41	0.32	0.48	0.36				
v/c Ratio	0.32	0.41	0.07	0.44	0.05	0.25	0.64	0.30				
Control Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	34.8	33.9	31.4	30.8	17.6	30.7	27.3	24.0				
LOS	C	C	C	C	B	C	C	C				
Approach Delay		34.0		30.8		29.8		25.5				
Approach LOS		C		C		C		C				
Queue Length 50th (ft)	52	177	14	147	9	85	176	95				
Queue Length 95th (ft)	96	232	36	208	24	121	253	136				
Internal Link Dist (ft)		482		2007		1967		428				
Turn Bay Length (ft)	325		325		175		175					
Base Capacity (vph)	326	1225	398	1148	459	1137	542	1270				
Starvation Cap Reductn	0	0	0	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0	0	0				
Reduced v/c Ratio	0.26	0.41	0.06	0.44	0.05	0.25	0.64	0.30				

Intersection Summary

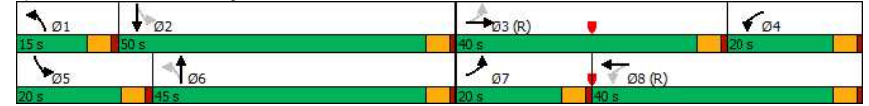
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

1: S John King Boulevard & SH 276
5360-22.341

Existing
Timing Plan: PM

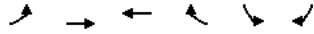
Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 57.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↔	↔	↔
Traffic Volume (vph)	34	654	629	185	174	28
Future Volume (vph)	34	654	629	185	174	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	711	684	201	189	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	711	684	201	189	30
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	44.8	44.8	44.8	44.8	36.2	36.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.40	0.40
v/c Ratio	0.21	0.77	0.74	0.23	0.27	0.05
Control Delay	12.9	23.6	22.4	1.8	22.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	23.6	22.4	1.8	22.1	8.7
LOS	B	C	C	A	C	A
Approach Delay		23.1	17.7		20.2	
Approach LOS		C	B		C	
Queue Length 50th (ft)	11	308	290	0	71	0
Queue Length 95th (ft)	24	338	317	24	146	20
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	223	1148	1148	1053	712	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.62	0.60	0.19	0.27	0.05
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.77						

2: SH 205 & S John King Boulevard
5360-22.341

Existing
Timing Plan: PM

Intersection Signal Delay: 20.2
Intersection Capacity Utilization 51.6%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service A

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	240	0	0	248
Future Vol, veh/h	0	18	240	0	0	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	261	0	0	270

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	131	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	894	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	894	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	894
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Future Vol, veh/h	21	0	6	2	0	5	13	208	4	8	218	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	8	14	226	7	13	237	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	416	536	130	403	544	117	260	0	0	233	0	0
Stage 1	275	275	-	258	258	-	-	-	-	-	-	-
Stage 2	141	261	-	145	286	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	671	535	*1005	*686	530	913	1447	-	-	1332	-	-
Stage 1	873	781	-	*724	693	-	-	-	-	-	-	-
Stage 2	847	691	-	*947	772	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	655	525	*1005	*672	519	913	1447	-	-	1332	-	-
Mov Cap-2 Maneuver	655	525	-	*672	519	-	-	-	-	-	-	-
Stage 1	864	773	-	*717	686	-	-	-	-	-	-	-
Stage 2	831	684	-	*932	764	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		9.4		0.4		0.4	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	710	672	913	1332	-	-
HCM Lane V/C Ratio	0.01	-	-	0.041	0.005	0.009	0.01	-	-
HCM Control Delay (s)	7.5	-	-	10.3	10.4	9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	1	1	228	2	0	225
Future Vol, veh/h	1	1	228	2	0	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	248	3	0	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	373	126	0	0	251
Stage 1	250	-	-	-	-
Stage 2	123	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	601	901	-	-	1311
Stage 1	768	-	-	-	-
Stage 2	889	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	601	901	-	-	1311
Mov Cap-2 Maneuver	601	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	889	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	601	901	1311
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s)	-	-	11	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗			↑↑		↑↑
Traffic Vol, veh/h	5	9	8	227	215	8
Future Vol, veh/h	5	9	8	227	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	9	247	234	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	381	122	243	0	0
Stage 1	239	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	594	906	1320	-	-
Stage 1	778	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	589	906	1320	-	-
Mov Cap-2 Maneuver	589	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	760	-	-
HCM Lane V/C Ratio	0.007	-	0.02	-	-
HCM Control Delay (s)	7.7	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Future Volume (vph)	54	171	92	138	816	234	91	245	74	167	314	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	186	100	150	887	254	99	266	80	182	341	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	286	0	150	1141	0	99	346	0	182	500	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	NA
Protected Phases	7	3	4	8	8	1	6	5	2			
Permitted Phases	3		8		6		2					
Detector Phase	7	3	4	8	1	6	5	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	55.0	20.0	55.0	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0
Total Split (%)	16.0%	44.0%	16.0%	44.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%	12.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	50.5	50.5	60.0	60.0	41.0	30.5	41.0	30.5	41.0	30.5	41.0	30.5
Actuated g/C Ratio	0.40	0.40	0.48	0.48	0.33	0.24	0.33	0.24	0.33	0.24	0.33	0.24
v/c Ratio	0.34	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58
Control Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	16.2	22.5	27.9	30.7	37.7	35.0	39.6	35.0	39.6	35.0	39.6
LOS	C	B	C	C	C	D	C	D	C	D	C	D
Approach Delay		18.4		27.2		36.2		38.4		38.4		38.4
Approach LOS		B		C		D		D		D		D
Queue Length 50th (ft)	29	50	70	368	54	113	104	166	104	166	104	166
Queue Length 95th (ft)	58	81	118	469	95	159	163	224	163	224	163	224
Internal Link Dist (ft)		482		2007		1967		428		428		428
Turn Bay Length (ft)	325		325		175		175		175		175	
Base Capacity (vph)	268	1412	601	1660	279	855	346	865	346	865	346	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.20	0.25	0.69	0.35	0.40	0.53	0.58	0.53	0.58	0.53	0.58

Intersection Summary

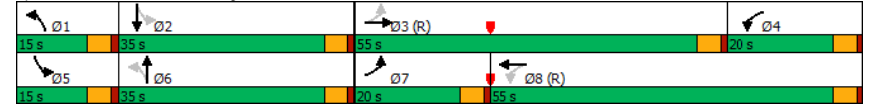
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 30 (24%), Referenced to phase 3:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: AM

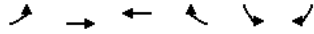
Intersection Signal Delay: 30.3
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↑	↔	↔	↔
Traffic Volume (vph)	63	484	753	385	343	80
Future Volume (vph)	63	484	753	385	343	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	526	818	418	373	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	526	818	418	373	87
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	49.6	49.6	49.6	49.6	31.4	31.4
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.35	0.35
v/c Ratio	0.45	0.51	0.80	0.40	0.60	0.14
Control Delay	21.3	13.9	22.2	2.6	31.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	13.9	22.2	2.6	31.4	6.4
LOS	C	B	C	A	C	A
Approach Delay		14.7	15.6		26.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	20	164	327	10	180	0
Queue Length 95th (ft)	56	217	431	44	#318	34
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	168	1148	1148	1119	617	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.71	0.37	0.60	0.14

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: AM

Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	22	341	0	0	549
Future Vol, veh/h	0	22	341	0	0	549
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	371	0	0	597

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	186	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	824	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	824	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	824
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Future Vol, veh/h	23	8	12	0	1	88	4	229	20	97	435	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	13	13	0	2	147	4	249	33	162	473	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	939	1095	245	841	1087	141	489	0	0	282	0	0
Stage 1	805	805	-	274	274	-	-	-	-	-	-	-
Stage 2	134	290	-	567	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	357	293	*907	433	297	881	1357	-	-	1277	-	-
Stage 1	516	514	-	709	682	-	-	-	-	-	-	-
Stage 2	855	671	-	756	509	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	-	-	-	-	-	-
Mov Cap-1 Maneuver	266	255	*907	369	259	881	1357	-	-	1277	-	-
Mov Cap-2 Maneuver	266	255	-	369	259	-	-	-	-	-	-	-
Stage 1	514	449	-	707	680	-	-	-	-	-	-	-
Stage 2	709	669	-	631	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.4	10.1	0.1	2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	320	-	858	1277	-	-
HCM Lane V/C Ratio	0.003	-	-	0.161	-	0.173	0.127	-	-
HCM Control Delay (s)	7.7	-	-	18.4	0	10.1	8.2	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	-	0.6	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↶	↶↷		↵	↶↷
Traffic Vol, veh/h	2	1	253	0	172	272
Future Vol, veh/h	2	1	253	0	172	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	275	0	287	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	997	138	0	0	275	0
Stage 1	275	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	241	885	-	-	1285	-
Stage 1	747	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	885	-	-	1285	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	4.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	885	1285
HCM Lane V/C Ratio	-	-	0.018	0.002	0.223
HCM Control Delay (s)	-	-	24.6	9.1	8.6
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.9

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↕			↕↕
Traffic Vol, veh/h	0	17	236	0	0	274
Future Vol, veh/h	0	17	236	0	0	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	257	0	0	298

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	129	0	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	573	897	-	0	0	-
Stage 1	762	-	-	0	0	-
Stage 2	863	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	573	897	-	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	-	897
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	0	9.1
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Future Vol, veh/h	13	0	20	66	0	0	8	226	171	0	272	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	22	110	0	0	9	246	285	0	296	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	440	848	151	555	708	266	301	0	0	531	0	0
Stage 1	299	299	-	407	407	-	-	-	-	-	-	-
Stage 2	141	549	-	148	301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	297	868	414	358	732	1257	-	-	1033	-	-
Stage 1	685	665	-	592	596	-	-	-	-	-	-	-
Stage 2	847	515	-	840	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	497	294	868	400	354	732	1257	-	-	1033	-	-
Mov Cap-2 Maneuver	497	294	-	400	354	-	-	-	-	-	-	-
Stage 1	677	665	-	585	589	-	-	-	-	-	-	-
Stage 2	838	509	-	819	664	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		17.4		0.1		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	671	400	-	1033	-	-
HCM Lane V/C Ratio	0.007	-	-	0.053	0.275	-	-	-	-
HCM Control Delay (s)	7.9	-	-	10.7	17.4	0	0	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	-	0	-	-

1: S John King Boulevard & SH 276
5360-22.341

Build
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Future Volume (vph)	79	442	40	38	318	143	65	269	81	319	259	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	480	43	41	346	155	71	292	88	347	282	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	523	0	41	501	0	71	380	0	347	404	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA	
Protected Phases	4	8		7	3		1	6		5	2	
Permitted Phases	8			3			6			2		
Detector Phase	4	8		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	9.5		22.5	22.5		22.5	22.5	
Total Split (s)	20.0	40.0		20.0	40.0		15.0	45.0		20.0	50.0	
Total Split (%)	16.0%	32.0%		16.0%	32.0%		12.0%	36.0%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Act Effct Green (s)	45.4	45.4		35.5	35.5		51.0	40.5		60.5	45.5	
Actuated g/C Ratio	0.36	0.36		0.28	0.28		0.41	0.32		0.48	0.36	
v/c Ratio	0.20	0.41		0.21	0.50		0.16	0.34		0.71	0.32	
Control Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	31.5		35.5	34.9		18.7	30.1		30.4	24.8	
LOS	C	C		D	C		B	C		C	C	
Approach Delay		31.5			34.9			28.3			27.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	167		24	157		30	111		176	103	
Queue Length 95th (ft)	89	226		54	213		57	155		253	145	
Internal Link Dist (ft)		482			2007			1967			428	
Turn Bay Length (ft)	325			325			175			175		
Base Capacity (vph)	427	1273		285	999		450	1128		489	1269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.41		0.14	0.50		0.16	0.34		0.71	0.32	

Intersection Summary

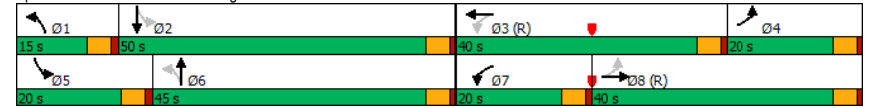
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 50 (40%), Referenced to phase 3:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71

1: S John King Boulevard & SH 276
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Build
Timing Plan: PM

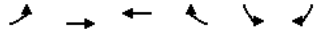
Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 60.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: S John King Boulevard & SH 276



2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↔	↔
Traffic Volume (vph)	49	654	629	221	226	59
Future Volume (vph)	49	654	629	221	226	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	711	684	240	246	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	711	684	240	246	64
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	10.0	60.0	50.0	50.0	30.0	30.0
Total Split (%)	11.1%	66.7%	55.6%	55.6%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	46.1	46.1	40.1	40.1	34.9	34.9
Actuated g/C Ratio	0.51	0.51	0.45	0.45	0.39	0.39
v/c Ratio	0.25	0.75	0.82	0.29	0.36	0.10
Control Delay	11.0	21.7	30.7	4.1	24.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	21.7	30.7	4.1	24.6	7.1
LOS	B	C	C	A	C	A
Approach Delay		21.0	23.8		21.0	
Approach LOS		C	C		C	
Queue Length 50th (ft)	13	264	323	13	107	0
Queue Length 95th (ft)	25	337	427	48	189	29
Internal Link Dist (ft)		380	446		2895	
Turn Bay Length (ft)	145			150		
Base Capacity (vph)	214	1148	941	898	686	652
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.62	0.73	0.27	0.36	0.10

Intersection Summary

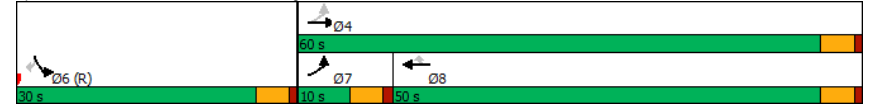
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

2: SH 205 & S John King Boulevard
5360-22.341

Build
Timing Plan: PM

Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 60.7%
 Analysis Period (min) 15
 ICU Level of Service B

Splits and Phases: 2: SH 205 & S John King Boulevard



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	376	0	0	299
Future Vol, veh/h	0	18	376	0	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	60	92	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	409	0	0	325

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	205	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	802	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	802	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	802
HCM Lane V/C Ratio	-	-	0.037
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

4: S John King Boulevard & Trailview Drive/Site Driveway 2
5360-22.341

Build
Timing Plan: PM

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Future Vol, veh/h	21	0	6	2	0	120	13	229	4	8	269	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	100	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	7	3	0	200	14	249	7	13	292	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	483	614	158	453	622	128	315	0	0	256	0	0
Stage 1	330	330	-	281	281	-	-	-	-	-	-	-
Stage 2	153	284	-	172	341	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	650	510	*980	*686	503	898	1427	-	-	1306	-	-
Stage 1	866	772	-	*702	677	-	-	-	-	-	-	-
Stage 2	834	675	-	*924	763	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	-	-	-
Mov Cap-1 Maneuver	498	499	*980	*671	493	898	1427	-	-	1306	-	-
Mov Cap-2 Maneuver	498	499	-	*671	493	-	-	-	-	-	-	-
Stage 1	857	764	-	*695	670	-	-	-	-	-	-	-
Stage 2	642	668	-	*909	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	10.2	0.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	559	671	898	1306	-	-
HCM Lane V/C Ratio	0.01	-	-	0.053	0.005	0.223	0.01	-	-
HCM Control Delay (s)	7.5	-	-	11.8	10.4	10.2	7.8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.9	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Vol, veh/h	1	1	249	2	51	225
Future Vol, veh/h	1	1	249	2	51	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	490	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	60	60	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	271	3	85	245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	566	137	0	0	274
Stage 1	273	-	-	-	-
Stage 2	293	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	454	886	-	-	1286
Stage 1	748	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	424	886	-	-	1286
Mov Cap-2 Maneuver	424	-	-	-	-
Stage 1	748	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	424	886	1286
HCM Lane V/C Ratio	-	-	0.004	0.002	0.066
HCM Control Delay (s)	-	-	13.5	9.1	8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	0	21	230	0	0	226
Future Vol, veh/h	0	21	230	0	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	250	0	0	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	125	0	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	601	902	-	0	0	-
Stage 1	768	-	-	0	0	-
Stage 2	889	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	601	902	-	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- - 902	-
HCM Lane V/C Ratio	- - 0.039	-
HCM Control Delay (s)	- 0 9.2	-
HCM Lane LOS	- A A	-
HCM 95th %tile Q(veh)	- - 0.1	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Future Vol, veh/h	5	0	9	82	0	0	8	227	51	0	215	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	92	60	60	60	92	92	60	60	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	10	137	0	0	9	247	85	0	234	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	381	589	122	425	551	166	243	0	0	332	0	0
Stage 1	239	239	-	308	308	-	-	-	-	-	-	-
Stage 2	142	350	-	117	243	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	552	419	906	513	441	849	1320	-	-	1224	-	-
Stage 1	743	706	-	677	659	-	-	-	-	-	-	-
Stage 2	846	631	-	875	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	549	416	906	504	437	849	1320	-	-	1224	-	-
Mov Cap-2 Maneuver	549	416	-	504	437	-	-	-	-	-	-	-
Stage 1	737	706	-	672	654	-	-	-	-	-	-	-
Stage 2	839	626	-	866	703	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		14.8		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	735	504	-	1224	-	-
HCM Lane V/C Ratio	0.007	-	-	0.021	0.271	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10	14.8	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	-	0	-	-



July 21, 2022

TO: Robert Howman
4500 Fuller Drive
Suite 220
Irving, TX 75038

CC: Will Salee
1191 T.L. Townsend Drive
Rockwall, TX 75087

FROM: Bethany Ross
City of Rockwall Planning and Zoning Department
385 S. Goliad Street
Rockwall, TX 75087

SUBJECT: P2022-029; *Preliminary Plat for Lot 2, Block A, Rockwall-CCA Addition*

Robert Howman:

This letter serves to notify you that the above referenced platting case that you submitted for consideration by the City of Rockwall was approved by the City Council on July 18, 2022. The following is a record of all recommendations, voting records and conditions of approval:

Staff Recommendations

- (1) All technical comments from City Staff (*i.e. Engineering, Planning and Fire Department*) shall be addressed prior to submittal of civil engineering plans;
- (2) Any construction resulting from the approval of this Preliminary Plat shall conform to the requirements set forth by the Unified Development Code (UDC), the International Building Code (IBC), the Rockwall Municipal Code of Ordinances, city adopted engineering and fire codes and with all other applicable regulatory requirements administered and/or enforced by the state and federal government.

Planning and Zoning Commission

On June 28, 2022, the Planning and Zoning Commission approved a motion to recommend denial of the Infrastructure Waivers and the Preliminary Plat by a vote of 6-1, with Commissioner Llewellyn dissenting.

City Council

On July 5, 2022, the City Council approved a motion to deny the Infrastructure Waivers and Preliminary Plat by a vote of 5-0, with Mayor Fowler absent and Council Member Campbell recusing herself.

On July 18, 2022, the City Council approved a motion to approve the revised Infrastructure Waivers and the Preliminary Plat with the conditions of approval by a vote of 4-0, with Council Members Jorif and Moeller absent and Council Member Campbell recusing herself.

Prior to submitting the required materials for filing, please send or submit a physical or digital copy of the plat to allow staff to ensure that all outstanding comments have been addressed. Once staff has verified all comments have been addressed you will be required to submit -- *at a minimum* -- one (1) bonded copy of the preliminary plat and all subsequent documents. All preliminary plats must be submitted to the City within 180-days of the approval date. Failure to adhere to this deadline, will result in the plat being expired in accordance with the requirements of Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances. Should you have any questions or concerns regarding your plat or the platting process, please feel free to contact me a (972) 772-6488.

Sincerely,


Bethany Ross
Planner