AGENDA
City Council Meeting
Tuesday, March 26, 2024
1371 WEST FM 550 - McLENDON-CHISHOLM, TEXAS 75032 6:30 PM

			Page
1.	CALL TO ORDER		
2.	INVOCATION AND PLEDGE OF ALLEGIANCE TO U.S. AND TEXAS FLAGS		
3.	RULES OF DECORUM		
4.	CITIZEN COMMENTS		
5.	CONSENT AGENDA		
	5.1.	Consider approval of the minutes of the March 12, 2024, City Council Meeting. 03.12.24 Minutes	4 - 10
	5.2.	Set Public Hearing #1 on Land Use Assumptions (LUA) and Capital Improvement Plan (CIP) - McLendon-Chisholm, Texas Roadway Impact Fee process for Tuesday, May 14, 2024 @ 7:00 pm	
	5.3.	Consider approving the amended contract for professional services for City Administrator for Konrad Hildebrandt City Administrator Employment Agreement - amended 2024	11 - 19
6.	ITEMS FOR CONSIDERATION AND ACTION		
	6.1.	Presentation: Roadway Impact Fee 101 Staff Report McLendon-Chisholm Roadway Impact Fee Report 03-2024 Impact Fee Power Point	20 - 133
	6.2.	Roadway Impact Fee - Development of a Capital Improvements Advisory Committee (CIAC) Staff Report	134
	6.3.	Consider approval of an ordinance of the City of McLendon-Chisholm, Texas, amending the comprehensive zoning map of the City of McLendon-Chisholm, Texas, as heretofore amended, by granting a change in zoning district from PD Triple Creek to PD Planned Development Zoning District Legacy Park Estates, providing for 330 Single-Family lots and a community park on a 148.15 acre tract of land located generally around three sides of 1371 West FM 550 (McLendon-Chisholm City Hall), McLendon-Chisholm, Texas, more particularly	135 - 142

described herein in Exhibit A, in the City of McLendon-Chisholm, Rockwall County, Texas, providing a severability clause; providing for a penalty or fine not to exceed the sum of two thousand ($2000) dollars for each offense; and providing for an effective date.

Legacy Park Estates_Ordinance_FINAL (004)

6.4. Discuss and consider authorizing the Mayor to sign a letter agreement between Altura Homes ("Altura"), the City of McLendon Chisholm (the "City"), High Point SUD ("High Point") and Skorburg Retail Corporation ("Skorburg") regarding the location of a future water tower to be constructed by High Point on land currently owned by Altura and generally located in the North and East part of the Legacy Park Estates proposed development behind the McLendon Chisholm Fire Station. 143 - 146

Staff Report - Letter Agreement HighPoint Ridge Pointe Estates Legacy Park March 2024 (1)
Water Tower Location Agreement

6.5. Review and action regarding approval of a resolution of the City Council of the City of McLendon-Chisholm, Texas, consenting to the addition of certain land into River Rock Trails Municipal Utility District No. 2; and providing an effective date. 147 - 154

Petition for Consent to Addition of Land
Consent Resolution

6.6. Discussion and action for a resolution of the City of McLendon-Chisholm, Texas authorizing the City Administrator to negotiate terms beneficial to the City for an agreement for the single-certification and purchase of facilities and property within the City limits of the City pursuant to Texas Water Code § 13.255; authorizing the Mayor to execute said agreement; authorizing City Administrator to provide a notice of intent to provide service within the incorporated and annexed areas of the City to RCH Water Supply Corporation and High Point Special Utility District, authorizing the City Administrator to prepare and execute a single certification application under Texas Water Code §13.255 and file such application with the Public Utility Commission of Texas; and providing an effective date. 155 - 159

Resolution
Notice of Intent 1

6.7. Request to modify the current McLendon-Chisholm Junked Vehicle Ordinance to reflect the most recent update to the Texas Transportation code, Section 683-071. 160 - 163

Vehicle Ordinance

6.8. Review Action - Update on all water related issues.

7. EXECUTIVE SESSION

7.1. Adjourn into Executive Session (Closed Meeting) in accordance with Texas Government Code: Section 551.071 Consultation with Attorney: Discuss the status of the City's Current PUC application as it relates to RCH, it's system, and any other PUC application related issues.

7.2. Reconvene Regular Meeting

7.3. Executive Session Action

8. UPDATES, DISCUSSION AND DIRECTION TO STAFF

9. COUNCIL MEMBER REPORTS AND ANNOUNCEMENTS

The City Council will have an opportunity to address items of community interest including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition of a public official, public employee, or other citizen; a reminder about an upcoming event organized or sponsored by the City of McLendon-Chisholm; information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the City of McLendon-Chisholm that was attended or is scheduled to be attended by a member of the City Council or an official or employee of the City of McLendon-Chisholm; and announcements involving an imminent threat to the public health and safety of people in the City of McLendon-Chisholm that has arisen after posting the agenda.

9.1. Mayor Short

9.2. Mayor Pro Tem Balkum

9.3. Council Member Tucker

9.4. Council Member Day

9.5. Council Member McLendon

9.6. Council Member McNeal

10. ADJOURN

The City Council for the City of McLendon-Chisholm, Texas, reserves the right to convene into executive session at any time during the course of this meeting to discuss any of the matters listed, as authorized by Texas Government Code, Chapter 551, including but not limited to §551.961 - Consultation with Attorney; §551.072 - Real Property; §551.073 - Prospective Gifts: §551.074 - Personnel Matters; §551.076 - Security Devices; § 551.086 - Utility Competitive Matters; and §551.087 - Economic Development Negotiation.

As authorized by Section 551.071 of the Texas Government Code, this meeting may be convened into closed Executive Session in order to seek confidential legal advice from the City Attorney on any agenda item herein.

I, Angela Jennings, do hereby certify that the above Notice of Meeting of the City Council of McLendon-Chisholm, Texas was posted or before 5:00 p.m., March 22, 2024 on the outside bulletin board at City Hall, a place convenient and readily accessible to the public at all times.

CITY COUNCIL MEETING
CITY OF MCLENDON-CHISHOLM, TEXAS
MEETING MINUTES
MARCH 12, 2024

The City Council of the City of McLendon-Chisholm convened in Regular Session on Tuesday, February 27, 2024, at City Hall, 1371 West FM 550, McLendon-Chisholm, Texas, with the following members present:

ATTENDING:	Adrienne Balkum	Mayor Pro Tem
	Paul Day	Council Member
	Floyd McLendon, Jr.	Council Member
	Daniel Tucker	Council Member
	Bryan McNeal	Council Member
ABSENT:	Keith Short	Mayor
Staff Present:	Konrad Hildebrandt	City Administrator
	Michael Halla	City Attorney

1. CALL TO ORDER

Mayor Pro Tem Balkum called the meeting to order at 6:30 p.m.

2. INVOCATION AND PLEDGE OF ALLEGIANCE TO U.S. AND TEXAS FLAGS

Council Member Tucker delivered the invocation and Council Member McLendon led the pledge of allegiance to the U.S. and Texas Flags.

3. RULES OF DECORUM

Mayor Pro Tem Balkum announced the Rules of Decorum are in effect and are to be observed throughout the meeting.

4. CITIZEN COMMENTS

Lois Bushnell, 1701 Puglia Ct., Rockwall. Ask for a stop sign to be placed at the corner of Puglia Ct. and Salvatore Lane.

Bev Stibbens, 279 Partridge Dr., Rockwall. Requested that Item 5.2 be removed from the consent agenda and please reconsider approving this ordinance for this subdivision.

Jamie Kinney, 1406 Corrara Dr., Rockwall. Spoke regarding the water issue and expressed that she is against moving forward at this point in time.

Anthony J. Crawford, 104 Lavender Pl., McLendon-Chisholm. Requested that Item 5.2. be removed from the consent agenda and not be considered at this time.

David Black, 1419 Siena Ln. McLendon-Chisholm. Item 5.2. should not be on the consent agenda and approval should be reconsidered. Discussed Items 6.2. and 6.4.-6.7.

Cheryl Evans, 23 Fireside Dr., Rockwall. Addressed 5.2. – Legacy Park Estates

Rich Dean, 708 Kensington Dr., MC. – Addressed Item 6.2. – expressed his opposition to filing with PUC again.

Erin Easter, 403 Wagon Ct., McLendon-Chisholm. Addressed Items 6.2. and 6.4.

5. CONSENT AGENDA

5.1. Consider approval of the minutes of the February 27, 2024, City Council Meeting

MOTION: APPROVE THE MINUTES OF FEBRUARY 27, 2024, CITY COUNCIL MEETING AS PRESENTED.

MADE BY: Council Member McNeal
SECONDED BY: Council Member Tucker
APROVAL: Unanimous

5.2. Consider approval of an ordinance of the City of McLendon-Chisholm, Texas, Amending the comprehensive zoning ordinance and zoning map of the City of McLendon-Chisholm, Texas, as heretofore amended, by granting a change in zoning district from PD Triple Creek to PD Planned Development Zoning District Legacy Park Estates, providing for 328 Single-Family lots and a community park on a 148.15 acre tract of land located generally around three sides of 1371 West FM 550 [McLendon-Chisholm City Hall], McLendon-Chisholm, Texas, more particularly described herein in Exhibit A, in the City of McLendon-Chisholm, Rockwall County, Texas, providing a repealing clause; providing a savings clause; providing a severability clause; providing for a penalty or fine not to exceed the sum of two thousand ($2,000) dollars for each offense; and providing for an effective date.

MOTION: Motion to Remove 5.2 from Agenda

MADE BY: Council Member McNeal
SECONDED BY: Councilmember Day
APPROVAL:

6. ITEMS FOR CONSIDERATION AND ACTION

6.1. Review and action regarding approval of a resolution of the City Council of the City of McLendon-Chisholm, Texas, consenting to the addition of certain land into River Rock Trails Municipal Utility District No. 2; and providing an effective date.

MOTION:

MADE BY: Council Member McLendon
SECONDED: Council Member Tucker
APPROVAL: Fail 2 -3

6.2. Discussion and action for a resolution of the City of McLendon-Chisholm, Texas authorizing the City Administrator to negotiate terms beneficial to the City for an agreement for the single-certification and purchase of facilities and property within the City limits of the City pursuant to Texas Water Code § 13.255; authorizing the Mayor to execute said agreement; authorizing City Administrator to provide a notice of intent to provide service within the incorporated and annexed areas of the City to RCH Water Supply Corporation and High Point Special Utility District; authorizing the City Administrator to prepare and execute a single certification application under Texas Water Code § 13.255 and file such application with the Public Utility Commission of Texas; and providing an effective date.

MOTION:

MADE BY: Council Member Tucker
SECONDED BY: Council Member Day
APPROVAL: Fail 2-3

6.3. Consider and approval of an ordinance altering the prima facie speed limits established for vehicles under the provisions of Transportation Code, Section 545.356 upon Highway 205 or parts thereof, within the incorporated limits of the City of McLendon-Chisholm, Texas, as set out in this ordinance; and providing a penalty of a fine not to exceed $200.00 for the violation of this ordinance

MOTION:

MADE BY: Mayor Pro Tem

SECONDED BY: **Council Member**
APPROVAL:

6.4. Discuss and act on revoking that portion of Resolution No. 2023-06 Section 4 i-kk wherein the City Administrator and Mayor are provided authorities as described in Section 4 i-ii.

No Action

6.5. Update on all issues related to water issues.

Discuss and act on instructing City Administrator and Mayor to implement Section 4 1-11 (revised version) with final authority for review and approval delegated to City Council.

No Action

6.6. Discuss and approve assigning second Council member to Water committee. Assigned Council member to have equal standing and all rights and privileges regarding access to any and all information made available to the Committee, Mayor and City Administrator and legal counsel.

MOTION:

MADE BY: **Council Member McNeal**
SECONDED BY: **Council Member Day**
APPORVAL: **Unanimous**

6.7. Discuss and act on having a standing City Council member besides Mayoral designated to appointee be included in all actions and receive all correspondence i.e. e-mails, texts, formal/informal scripts, writings, surveys, etc. and participate in all live interactions to include meetings via zoom, phone, computer video, etc. in regards to developers wishing to do business with MC. Also, said Council member would be included and apprised of any and all actions to include contractual negotiations, discussions, both preliminary and final agreements etc. and that final contracts/agreements between said parties will be reviewed by Council prior to any approval.

MOTION:

MADE BY: **Council Member Tucker**
SECONDED BY: **Council Member Day**
APPROVAL: **3 Ayes**
2 Nayes

6.8. Discussion and action on road repairs, staff presentation of costs for City Council to consider a priority list, funding options and/or budget amendments.

MOTION:

MADE BY: **Council Member Tucker**
SECONDED BY: **Council Member Day**
APPROVAL: **Unanimous Pass**

6.9. Update on all water related issues.

6.10. Review/Action – Performance Appraisal – City Secretary

7. Executive Session

7.1. Adjourn into Executive Session (Closed Meeting) in accordance with Texas Government Code: Section 551.004(a)(1) Personnel Matters to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee: City Administrator; City Secretary

7.2. Adjourn into Executive Session (Closed Meeting) in accordance with Texas Government Code: Section 551.071 Consultation with Attorney: Discuss the status of the City's current PUC application as it relates to RCH, it's system, and any other PUC application-related issue.

Mayor Pro Tem Balkum adjourned the meeting into Executive Session at 7:49 p.m.

8.3. Reconvene Regular Meeting

Mayor Pro Tem Balkum reconvened the regular meeting at **9:31** p.m.

8.4. Executive Session Action

No Action

9. UPDATES, DISCUSSION AND DIRECTION TO STAFF

No updates, discussion, or direction to staff.

10. COUNCIL MEMBER REPORTS AND ANNOUNCEMENTS

10.1. Mayor Short – Absent

10.2. Mayor Pro Tem Balkum –

10.3. Council Member Tucker **-**

10.4. Council Member Day **-**

10.5. Council Member McLendon –

10.6. Council Member McNeal **-**

11. ADJOURN

There being no further business to discuss, Mayor Pro Tem Balkum adjourned the meeting at **9:34** p.m.

APPROVED:

____
Mayor Pro Tem Balkum

ATTEST:

____
Konrad Hildebrandt, City Administrator

City Administrator Employment
Agreement

THE STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENT:
COUNTY OF ROCKWALL §

THIS CITY ADMINISTRATOR AGREEMENT ("Agreement") is made and entered into effective the 13 day of June 2022 by and between the City of McLendon-Chisholm, Texas, a Texas municipal corporation (the "City") and Konrad Hildebrandt (the "Administrator").

W I T N E S S E T H:

WHEREAS, the City Council of the City (the "Council") and the Administrator believe that an employment agreement negotiated between the Council, on behalf of the City, and the Administrator can be mutually beneficial to the City, the Administrator, and the community they serve;

WHEREAS, when appropriately structured, the Council and the Administrator believe an employment agreement can strengthen the Council-Administrator relationship by enhancing the excellence and continuity of the management of the City for the benefit of its citizens;

WHEREAS, the Council, on behalf of the City, desires to employ the services of the Administrator, as the City Administrator of the City ("City Administrator"), pursuant to the terms, conditions and provisions of this Agreement;

WHEREAS, the Administrator has agreed to continue employment as the City Administrator, subject to the terms, conditions and provisions of this Agreement.

NOW, THEREFORE, the City and the Administrator, for and in consideration of the terms, conditions and provisions hereinafter established have agreed, and do hereby agree as follows:

I. Term

The term of this Agreement shall be for an initial period of twenty-~~one~~ four months from ~~June~~ _July 12_, 2022 to ~~May~~ July 12_, ~~2023~~ 2024. This agreement shall automatically be extended by two years ~~on May 31, 2023~~ July 12, 2024 and each July 12 in two year increments. thereafter unless City gives notice to Administrator that the Agreement shall not be renewed at least ninety (90) days in advance of the expiration date of each biannual renewal period for the term of this agreement.

II. Employment

2.1 **CHIEF EXECUTIVE OFFICER**. The Administrator is the chief executive officer of the City and shall faithfully perform the duties of the City Administrator as prescribed in the job description, as set forth in the City's Code of Ordinances, specifically, Ordinance No. 2005-12, adopted 10/24/2005, which created the position of City Administrator.

2.2 **DUTIES**. The Council does hereby employ Administrator as City Administrator to perform the City Administrator's Duties in accordance with and pursuant to all Applicable Laws and Authorities and each of the following duties to the full extent not prohibited by or in material conflict with any existing provisions of the City's Code of Ordinances or Applicable Laws and Authorities:

a. Employ, on behalf of the City, all other employees of the City which exception of other positions as designated Council appointees, which may be required by law pursuant to Section 22.071 of the Texas Local Government Code

b. Direct, assign, reassign and evaluate all of the employees of the City, which are not appointed by the City Council.

c. Organize, reorganize and arrange the staff of the City.

d. Develop and establish internal regulations, rules, and procedures which the Administrator deems necessary for the efficient and effective operation of the City.

e. Accept all resignations of employees of the City, except the Administrator's resignation and other Council appointees which must be accepted by the Council.

The Administrator shall perform the City Administrator's Duties with reasonable care, diligence, skill and expertise. All duties assigned to the Administrator by the Council shall be appropriate to and consistent with the professional role and responsibilities of the City Administrator position.

2.3 **REASSIGNMENT**. The Administrator cannot be reassigned from the position of City Administrator to another position without the Administrator's prior express written consent.

COUNCIL MEETINGS. Except to the extent prohibited by or in material conflict with Applicable Laws and Authorities, the Administrator or the Administrator's designee shall attend, and shall be permitted to attend, all meetings of the Council, both public and closed, with the exception of those closed meetings devoted to the consideration of any action or lack of action on this Agreement, or any amendment thereto, the Administrator's evaluation, or for purposes of resolving conflicts between individual

Council members.

2.4 **CRITICISMS, COMPLAINTS, AND SUGGESTIONS**. The Council, individually and collectively, shall refer in a timely manner all substantive criticisms, complaints, and suggestions called to the Council's attention to the Administrator for study and/or appropriate action, and the Administrator shall refer the matter(s) to the appropriate City employee or shall investigate such matter(s) and inform the Council of the results of such efforts.

2.5 **APPROPRIATION.** The Council has appropriated, set aside and encumbered, and does hereby appropriate, set aside, and encumber, available and otherwise unappropriated funds of the City in an amount sufficient to fund and pay all financial obligations of the City pursuant to this Agreement.

2.6 **HOURS OF WORK.** It is recognized and understood that the City Administrator must devote a great deal of time to the business of the City outside of the City's customary office hours, and to that end the Employee's schedule of work each day and week shall vary in accordance with the work required to be performed. The Employee shall spend sufficient hours on site to perform the City Administrator's duties; however, the Employee has discretion over works schedule and work location. The City Administrator shall remain in the exclusive employ of the City during the term of this Agreement; provided that, with the prior consent of the Council, the Administrator may accept outside professional employment which does not interfere or conflict with the Administrator performing the City Administrator's Duties hereunder. The term "outside professional employment" means professional services provided to third parties for which the Administrator is compensated, and which are performed on the Administrator's time off.

III. Compensation

3.1 **SALARY**. The City shall provide the Administrator with an annual salary in the sum of one hundred forty-eight thousand one-hundred twenty-nine dollars ($148,129.00) (Administrator's Base Salary) This annual salary rate shall be paid to the Administrator in equal installments on the schedule as other City employees and shall be paid net of any applicable withholding or deductions required by the Applicable Laws and Authorities.

3.2 **SALARY ADJUSTMENTS**. At any time during the term of this Agreement, the Council may, in its discretion, review and adjust the base salary and benefits package, but in no event shall the City Administrator be paid less than the salary set forth in this Agreement, except by mutual agreement of the Parties. Such adjustments, if any, shall be made pursuant to lawful Council resolutions and with consideration to market compensation for City Administrators.

3.3 **PAID LEAVES – VACATION, SICK/PERSONAL AND HOLIDAY**. The City Administrator shall be granted the same sick/personal leave benefits as authorized by the City for its administrative employees. Leave will be taken at such time or times as will least interfere with the performance of the City Administrator's duties. The City

Administrator shall observe the same legal holidays as provided by the City for its other full-time employees. Administrator will accrue eighty (80) hours of vacation leave per year. Administrator shall be entitled to use forty (40) hours of vacation after performing his duties per this Agreement for a period of six (6) months. Administrator shall accrue eighty (80) hours of sick leave in the same manner as vacation is accrued.

3.4 **BENEFITS - GENERAL**. Unless expressly provided otherwise in this Agreement, in addition to those benefits specifically set forth herein, the Administrator shall be entitled to the same benefits that are enjoyed by any other administrative employees of the City pursuant to all Applicable Laws and Authorities.

3.5 **INSURANCE – HEALTH.** The City agrees to pay the total (City plus employee) premiums for health, hospitalization, vision, dental and comprehensive medical insurance for the Administrator pursuant to the group health care plan provided by the City for its administrative employees.

3.6 **RETIREMENT BENEFIT.** Administrator shall be enrolled in the Texas Municipal Retirement System (TMRS). The City agrees to execute all necessary agreements provided by the Texas Municipal Retirement System (TMRS) for the City's participation (7%), 2 to 1 in said retirement plan.

3.7 **EXPENSES.** The City shall pay or reimburse the Administrator for reasonable expenses incurred by the Administrator in the continuing performance of the Administrator's duties under this Agreement. The City agrees to pay the actual and incidental costs incurred by the Administrator for travel when performing business of the City. Such actual or incidental costs may include, but are not limited to, gasoline, hotels and accommodations, meals, rental car, and other expenses incurred in the performance of the business of the City. The City shall provide the Administrator a mobile phone allowance of one hundred dollars per month ($100). A tablet, and/or a laptop computer shall be provided. In addition to use for official City business, such items may be used for incidental personal use. At the conclusion of Administrator's employment with City, Administrator or agrees to return, or the City's purchase price for any equipment provided for his use. The Administrator shall comply with all procedures and documentation requirements in accordance with Applicable Laws and Authorities. The Mayor shall approve reimbursements to the City Administrator prior to payment.

3.8 **CAR ALLOWANCE.** The City shall provide a car allowance stipend of four hundred dollars ($400) per month to reimburse the Administrator for the use of a personal vehicle.

3.9 **BONDS.** The City shall bear the full cost of any fidelity or other bonds required of the Administrator under any law or ordinance.

3.10 **CIVIC ACTIVITIES.** The Administrator is encouraged to participate in community and civic organizations and activities. The cost of such activities shall be borne by the City.

3.11 **LIMITATIONS**. The Administrator's compensation is determined by the terms set forth within this Agreement and may be modified by adjustments to City staff's compensation taken by the Council, such as cost-of-living or market-based adjustments, or other changes to the compensation provided to City staff.

IV. Professional Growth

4.1 **PROFESSIONAL DUES AND SUBSCRIPTIONS.** The City agrees to budget for and to pay for professional dues and subscriptions of the Administrator necessary for continuation and full participation in state, regional, and local associations and organizations as necessary and/or desirable for the good of the City through the Administrator's continued professional participation, growth and advancement. Specifically, the City agrees to budget and pay for inclusion in Texas City Manager's Association and Texas Municipal League including dues and costs to attend annual conferences.

4.2 **PROFESSIONAL DEVELOPMENT TRAVEL.** The City agrees to budget for and to pay for travel and subsistence expenses of the Administrator for professional and official travel and meetings to adequately continue the professional development of the Administrator and to pursue necessary official functions for the City, including the Texas Municipal League Annual conference and the Texas City Management Association Annual Conference, and such other regional, state and local governmental groups and committees in which the Administrator is a member.

4.3 **PROFESSIONAL CONTINUING EDUCATION.** The City also agrees to budget for and to pay for travel and subsistence expenses of Administrator for short courses, institutes, and seminars that are necessary and/or desirable for the good of the City through the Administrator's professional development.

V. Performance Evaluation

5.1 **EVALUATION PROCESS.** The Council shall review the Administrator's job performance at least once annually with the first review being in June 2023, and subsequent annual reviews to occur during the month of June of each year thereafter unless the parties agree otherwise. The annual performance reviews and evaluations shall be **in writing** and in accordance with criteria and format developed jointly by the Council and the Administrator. The Council shall provide the Administrator a reasonable and adequate opportunity to discuss with the Council and/or respond to the Administrator's evaluation. Nothing herein shall prohibit informal performance discussions between the Mayor or Council and the City Administrator at other times during the year.

5.2 **CONFIDENTIALITY.** Unless the Administrator expressly requests otherwise in writing, except to the extent prohibited by or in material conflict with Applicable Laws and Authorities, the evaluation of the Administrator shall at all times be conducted in closed session of the Council and shall be considered confidential to the maximum and full extent permitted by law. Nothing herein shall prohibit the Council or the Administrator from sharing the content of the Administrator's evaluation with their respective legal counsel.

5.3 **MODIFICATION OF EVALUATION PROCESS.** In the event the Council determines that the evaluation instrument, format and/or procedure are to be modified by the Council, and such modifications would require new or different performance expectations, then the Administrator shall be provided a reasonable period of time to demonstrate such expected performance before being evaluated.

VI. Terminations

6.1 **TERMINATION EVENTS.** This Agreement shall terminate upon any of the following:

a. Mutual agreement of the Council and Administrator in writing and signed by them;

b. Retirement or death of the City Administrator. City Administrator shall provide the City at least ninety (90) days' notice of the intent to retire and will work with Council to ensure a smooth transition for a new City Administrator as determined by Council. Upon retirement of the City Administrator, the City will pay the Administrator a lump sum cash payment, which shall include accrued unused paid time off, and other benefits as specified in Section III above.

c. Voluntary resignation in which case the Administrator will be treated as any other employee except as specified herein.

d. Administrator shall provide the City at least 30 days' notice of the intent to resign.

e. Termination of Administrator's Employment for "good cause" as defined in Paragraph 6.2.

f. If the governing body lacks confidence in Administrator, the governing body may remove the Administrator at any time. The removal is effective only if two-thirds of the elected aldermen vote in favor of a resolution declaring the lack of confidence.

6.2 **"GOOD CAUSE"**. In the event Administrator is terminated for good cause (as defined by this section), Administrator shall not be entitled to any Severance Amount (as defined by Section 6.4), of any kind contained in this Agreement. For purposes of this Agreement the term "good cause" is defined as follows:

(a) Any willful, knowing, grossly negligent, or negligent breach, disregard or habitual neglect of any provision of this Agreement, or any willful, knowing, grossly negligent, of negligent breach, disregard or habitual neglect of any duty or obligation required to be performed by City Administrator under this

Agreement or under the ordinances of the City and/or the laws of the United States or the State of Texas.

(b) Any misconduct of the City Administrator involving an act of moral turpitude, criminal illegality (excepting minor traffic violations), but including, but not limited to: conviction for a driving under the influence, or habitual violations of the traffic laws, whether or not related to City Administrator's official duties hereunder.

(c) Any willful, knowing, grossly negligent, or negligent misapplication or misuse, direct or indirect, by City Administrator of public or other funds or other property, real, personal, or mixed, owned by or entrusted to the City, any agency or corporation thereof, or the City Administrator in his official capacity.

(d) In event the City Administrator is terminated for good cause, as defined herein, City shall not be required to provide notice of non-renewal as set forth in Section 1, Term, in this Agreement regardless of the number of months remaining on the term of the agreement.

6.3 (a) In the event the City Administrator is terminated by the affirmative vote of not less than three (3) of the members of the City Council, or requested to resign under threat of termination by the affirmative vote of not less than three (3) members of the City Council, at a properly posted and duly authorized public meeting, and during such time the City Administrator is willing and able to perform his duties of the City Administrator, then, in that event, the governing body is permitted, but not required, to agree, by a two-thirds vote of said governing body, to pay the City Administrator, and the City Administrator agrees to accept as his sole and exclusive severance remedy, a lump sum payment, or a mutually agreed upon, in writing, installment plan, in an amount equal to six (6) months' salary ("Severance Amount"), as defined in Section 6.4. The Severance Amount will be at the then Annual Base Salary (as defined in Section 6.4), plus any unpaid Contributions (as defined in Sections 3.3, 3.5 and 3.6) of the City Administrator (less deductions for federal income tax, social security and Texas Municipal Retirement System ("TMRS"), if applicable) and the value of all unused vacation days as of the date of severance not to exceed that amount allowed by City policies, as they exist, may be amended or in the future arising (collectively, "City Policies"). In addition, if City Administrator is terminated without Cause, City, at its cost, will provide to City Administrator for a maximum of three (3) months after the termination date, health insurance benefits or payment(s) equivalent to City Administrator's COBRA health insurance premiums, on a reimbursed basis, under the same terms as provided while City Administrator was employed under the Agreement, which health insurance benefits shall remain in effect only until City Administrator is hired by another employer, which employer provides City Administrator with health insurance benefits. In the event severance is paid to Administrator, Administrator must agree to contemporaneously execute and deliver to the City a full Release of any and all claims he may have against the City. The failure to both execute and deliver such release shall nullify any obligation by the City to pay any severance amount contained in this Agreement.

(b). In the event the City Administrator is terminated "for good cause" (as defined in Section 6.2, City shall have no obligation to pay or provide the Severance Amount or benefits set forth in Section 6.3(a), Paragraph A above.

(c). If the Administrator is terminated for any reason contained in Section 6.1(a), (b), (c), (d), or (f), but not (e), then Administrator shall be entitled to the Severance Amount as described in Section 6.4

6.4. **Severance Amount**. "Severance Amount" means the total amount of:
(a) an amount equal to the value of six (6) months of the Administrator 's then-current Salary to serve as the primary basis for the Administrator 's severance pay, plus
(b) the value of any accrued, but unused vacation and sick/personal leave days, computed on an hourly basis determined by dividing the Administrator's then current annual Salary by 2080 hours.

VII. General Provisions

7.1 **COMPLETE AGREEMENT.** This Agreement sets forth and establishes the entire understanding between the City and the Administrator relating to the employment of the Administrator by the City. Any prior discussions or representations by or between the parties are merged into and rendered null and void by this Agreement. The parties by mutual written signed agreement may amend any provision of this Agreement during the term of this Agreement; such amendments shall be incorporated and made a part of this Agreement.

7.2 **BINDING EFFECT.** This Agreement shall be binding on the City and the Administrator as well as their heirs, assigns, executors, personal representatives and successors in interest.

7.3 **SAVINGS CLAUSE.** If any term or provision of this Agreement, as applied to any party or to any circumstance, is declared by a court of competent jurisdiction hereof to be illegal, unenforceable or void in any situation and in any jurisdiction, such determination shall not affect the validity or enforceability of the remaining terms and provisions hereof or the validity or enforceability of the offending provision in any other situation or in any other jurisdiction. The parties agree that the court making such determination shall have the power to reduce the scope, duration, area or applicability of the term or provision, to delete specific words or phrases or to replace any illegal, unenforceable or void term or provision with a term or provision that is valid and enforceable and that comes closest to expressing the intention of the invalid or unenforceable term or provision.

7.4 **CONFLICTS.** In the event of any conflict between the terms, conditions and provisions of this Agreement and the Applicable Laws and Authorities, then, unless otherwise prohibited by law, the terms of this Agreement shall take precedence over the contrary provisions of the Applicable Laws and Authorities during the term of this Agreement.

7.5 **CONTROLLING LAW.** This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Texas and shall be performable in Rockwall County, Texas, unless otherwise provided by law.

7.6 **RECITALS**. The Recitals are incorporated herein for all purposes as if fully recited.

CITY OF MCLENDON-CHISHOLM, TEXAS

By: ______________________________

Keith Short

____

Its___Mayor___________

Executed this the_____day of____, 2024

CITY ADMINISTRATOR:

____

Konrad Hildebrandt

Executed this the ____day of____, 2024.

City of McLendon-Chisholm

Staff Report

Date: March 26, 2024

Agenda Item: Roadway Impact Fee – development of a CIAC

Fiscal Impact: None

Background:

The City of McLendon-Chisholm, Texas City Council has requested to complete a Roadway Impact Fee study and implementation. To assist in this process, representatives from the Kimley Horne Consultants will be here to give this presentation and to answer questions.

Staff Assigned: Konrad Hildebrandt, City Administrator

MCLENDON-CHISHOLM, TEXAS
ROADWAY IMPACT FEE STUDY

MARCH 2024

Prepared for the City of McLendon-Chisholm

Prepared by:

Kimley-Horn and Associates, Inc.

801 Cherry Street, Unit 11, Suite 1300

Fort Worth, TX 76102

Phone 817 335 6511

TBPE Firm Registration Number: F-928

Project Number: 063730005

THIS DOCUMENT IS INCOMPLETE AND IS RELEASED TEMPORARILY FOR INTERIM REVIEW ONLY.

PETER C. KELLY, P.E.
SERIAL NUMBER. 125337
DATE: 03/08/2024

Kimley»Horn

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 3

2. INTRODUCTION 3

3. ROADWAY IMPACT FEE CALCULATION INPUTS 5
   A. Land Use Assumptions 5
      Purpose and Overview 5
      Land Use Assumptions Methodology 6
      Land Use Assumptions Summary 11
   B. Capital Improvement Plan 12

4. METHODOLOGY FOR ROADWAY IMPACT FEES 15
   A. Service Areas 15
   B. Service Units 15
   C. Cost of the CIP 16
      1) Overview of Roadway Impact Fee CIP Costing Worksheets 17
      2) Overview of Roadway Impact Fee CIP Costing Worksheets 19
      3) Construction Pay items 19
      4) Construction Component Allowances 20
      5) Summary of Cost and Allowances 20
   D. Service Unit Calculation 23
   E. Cost Per Service Unit 28

5. ROADWAY IMPACT FEE CALCULATION 29
   A. Maximum Assessable Impact Fee Per Service Unit 29
   B. Plan For Awarding the Roadway Impact Fee Credit 31
   C. Service Unit Demand Per Unit of Development 33

6. SAMPLE CALCULATIONS 37

7. CONCLUSION 38

8. APPENDICES 1
   A. Conceptual Level Project Cost Projections 2
   B. CIP Service Units of Supply 3
   C. Existing Roadway Facilities Inventory 4

LIST OF EXHIBITS

Exhibit 1 – Developed versus Undeveloped Parcels 8
Exhibit 2 – Future Land Use Plan 10
Exhibit 3 – Impact Fee CIP 14

LIST OF TABLES

Table 1. Land Use Split by FLUP Type 9
Table 2. Carrying Capacity by FLUP 9
Table 3. Residential and Employment 10-Year Projections 11
Table 4. Capital Improvement Plan for Roadway Impact Fees 13
Table 5A. Level of Use for Proposed Facilities (used in Appendix B – CIP Units of Supply) 16
Table 5B. Level of Use for Existing Facilities (used in Appendix C – Existing Facilities Inventory) 16
Table 6. 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections 22
Table 7. Transportation Demand Factor Calculations 26
Table 8. 10-year Growth Projections 27
Table 9. Maximum Assessable Roadway Impact Fee Computation 29
Table 10. Maximum Assessable Roadway Impact Fee 32
Table 11. Land Use / Vehicle-Mile Equivalency Table (LUVMET) 35

1. EXECUTIVE SUMMARY

This study was performed to implement the City of McLendon-Chisholm's Roadway Impact Fees. The implementation of Impact Fees allows the City to shift a portion of the burden of paying for new facilities onto new development. System improvements necessary to serve 10-year (2034) and ultimate system needs were evaluated. Typically, infrastructure improvements are sized beyond the 10-year requirements; however, the state's impact fee law (Chapter 395) only allows recovery of costs to serve the 10-year planning period. The remainder can be assessed as the planning window extends beyond 2034 and as the impact fees are updated in the future.

Elements of the Roadway system, including new roads, widening projects, and intersections were evaluated based on the City's Master Thoroughfare Plan, as explained in the Capital Improvement Plan section of this report. Based on the City's 10-year growth projections and the associated demand (consumption) values, 9,684 additional vehicle-miles will be generated by new development by the year 2034. Based on the additional service units and the recoverable capital improvements plans, the City may assess a maximum impact fee of $1,820 per service unit.

2. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure Texas cities must follow in order to create and implement Impact Fees. Senate Bill 243 (SB 243) amended Chapter 395 in September 2001 to define an Impact Fee as "a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development."

Chapter 395 mandates that impact fees be reviewed and updated at least every five (5) years. Accordingly, the City of McLendon-Chisholm has initiated a review of its Land Use Assumptions, Capital Improvement Plan (CIP), and Roadway Impact Fees. The City retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the implementation of their 2024 Roadway Impact Fees. This report includes the details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395 and the adopted revisions to the Land Use Assumptions, Capital Improvement Plan, and refinement of the Land Use Equivalency Table.

This report introduces and references two of the basic inputs to the Roadway Impact Fee:

1. Land Use Assumptions (Pg. 5)
2. Capital Improvement Plan (Pg. 12)

Information from the Land Use Assumptions and this Capital Improvement Plan are used extensively throughout the remainder of the report.

This report consists of a detailed discussion of the methodology for the computation of impact fees and is broken into three components:

1. Methodology for Roadway Impact Fees (Pg. 15)
2. Roadway Impact Fee Calculation (Pg. 29)
3. Plan for Awarding the Roadway Impact Fee Credit (Pg. 31)

The components of the Methodology for Roadway Impact Fees include development of:

- Service Areas
- Service Units
- Cost Per Service Unit
- Cost of the CIP
- Service Unit Calculation

The components of the Roadway Impact Fee Calculation include:

- Maximum Assessable Impact Fee Per Service Unit
- Service Unit Demand Per Unit of Development

The Plan for the Roadway Impact Fee Credit discusses the application of a credit for Ad Valorem taxes as outlined in Chapter 395 of the Texas Local Government Code.

The final section of the report is the Conclusion, which presents the findings of the analysis and summarizes the report.

3. ROADWAY IMPACT FEE CALCULATION INPUTS

A. Land Use Assumptions

Purpose and Overview

To assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a political subdivision. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and population in the service area. The land use assumptions assist the City of McLendon-Chisholm in determining the need and timing of capital improvements to serve future development.

The residential and non-residential estimates and projections were compiled in accordance with the following categories:

Units: Number of dwelling units, both single and multi-family.

Employment: Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

Service: Land use activities which provide personal and professional services, such as government and other professional offices.

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

The above categories are used in the development of the assumptions for impact fees; however, expanded classifications used in the assessment of impact fees are found in the Land Use / Vehicle-Mile Equivalency Table.

Land Use Assumptions Methodology

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Current zoning;
- McLendon-Chisholm Comprehensive Plan 2021-2040;
- Future Land Use Plan;
- Growth trends;
- Location of undeveloped parcels;
- Planned developments;
- Physical restrictions (i.e. flood plains, railroads, gas wells); and
- Physical development carrying capacity of McLendon-Chisholm.

The following was the process used to develop the land use assumptions:

Step 1: Determine Developed and Undeveloped Parcels

The first step was determining which parcels were developed versus undeveloped. Based on information provided by the City of McLendon-Chisholm and aerial survey, parcel level development was able to be estimated. Exhibit 1 summarizes parcel development status within the City Limits.

Step 2: Determine Base Year (2024)

For the developed parcels identified in Step 1, existing residential and employment estimates were obtained using existing building information provided by the City and an aerial survey of existing development.

Step 3. Determine Development Carrying Capacity (Growth Potential)

For the remaining undeveloped areas, assumptions based upon the City's Future Land Use Plan (Exhibit 2) from the *McLendon-Chisholm Comprehensive Plan 2021-2040* were used to estimate the carrying capacity, or growth potential, of land within the Roadway Impact Fee study area for both residential and employment land uses.

The carrying capacity was calculated in two basic steps:

1) Determine the future land use and development patterns for undeveloped study area parcels based on previous planning efforts completed by the City (Table 1).

Determine the number of dwelling units and employment building space that could occupy every undeveloped parcel – i.e. the parcel's "Development Carrying Capacity" – based on the future land use development types (Table 2).

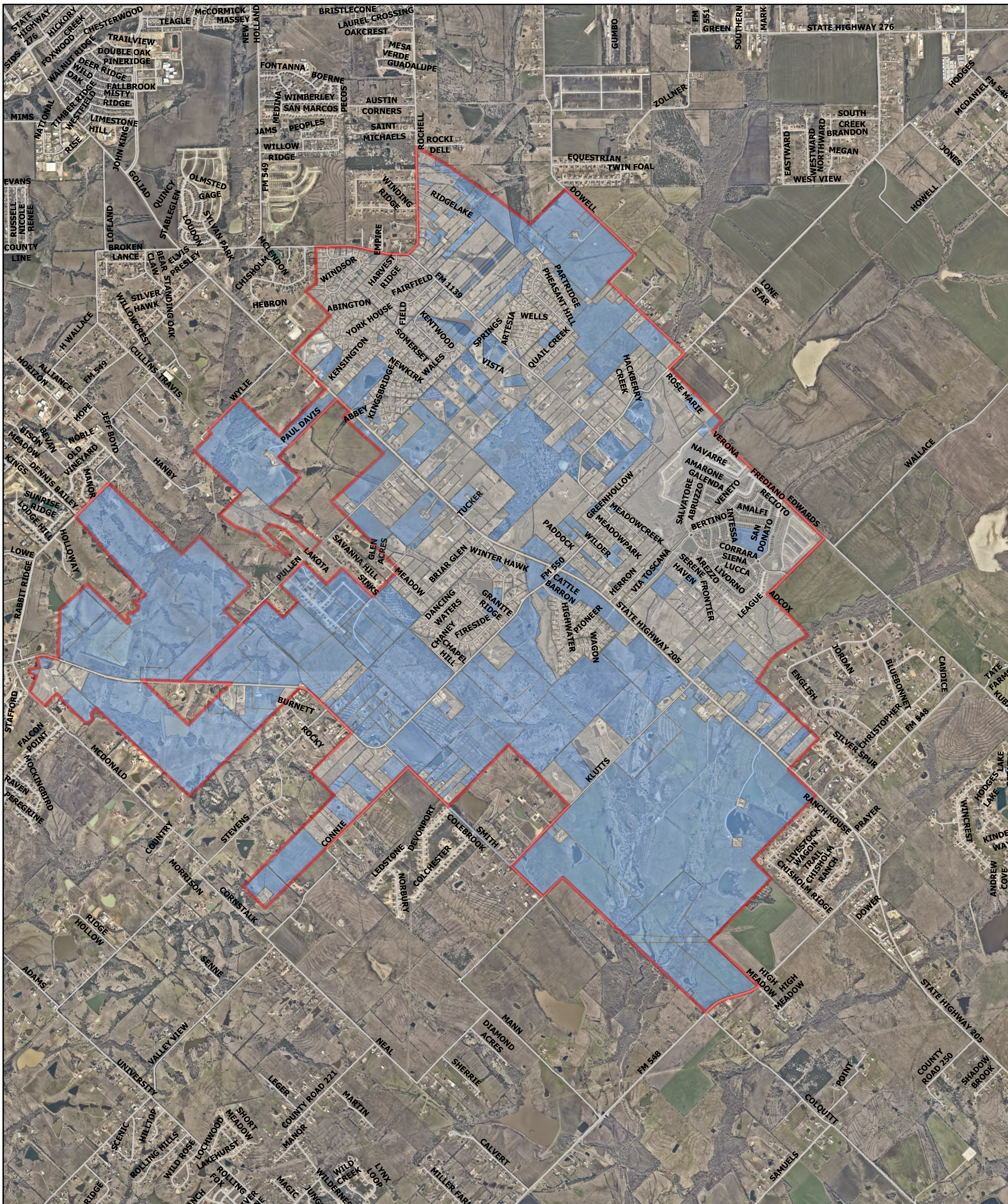


Exhibit 1:
Developed vs Undeveloped Parcels

0 0.75 1.5 Miles

N

Kimley»Horn

Legend

- City Limits with Annexations
- Streets
- Developed
- Undeveloped

Table 1. Future Land Use Split by Impact Fee Land Use Category (Undeveloped Parcels)

Land Use	Acreage	Land Use Split				Residential Density (Units/Acre)	Employment FAR
		Residential	Basic	Service	Retail		
Agriculture	185.90	100%				0.2	
Existing Neighborhoods	628.70	95%			5%	1	0.2
Master Planned Community	3,065.68	90%		5%	5%	1	0.2
Neighborhood Mixed-Use	99.62	70%		10%	20%	1	0.3
SH-205 Corridor	89.52	10%		20%	70%	1	0.3
Heritage Center	328.74	20%		30%	50%	1	0.2

Table 2. Carrying Capacity by Impact Fee Land Use Categories (Undeveloped Parcels)

Land Use	Dwelling Units	Population	Basic Sq. Ft.	Service Sq. Ft.	Retail Sq. Ft.	Total Employment Sq. Ft.
Agriculture	37	105	0	0	0	0
Existing Neighborhoods	597	1,689	0	0	274,000	274,000
Master Planned Community	2,759	7,807	0	1,335,000	1,335,000	2,670,000
Neighborhood Mixed-Use	70	198	0	130,000	260,000	390,000
SH-205 Corridor	9	25	0	234,000	819,000	1,053,000
Heritage Center	66	187	0	859,000	1,432,000	2,291,000
Total Carrying Capacity:	3,538	10,011	0	2,558,000	4,120,000	6,678,000

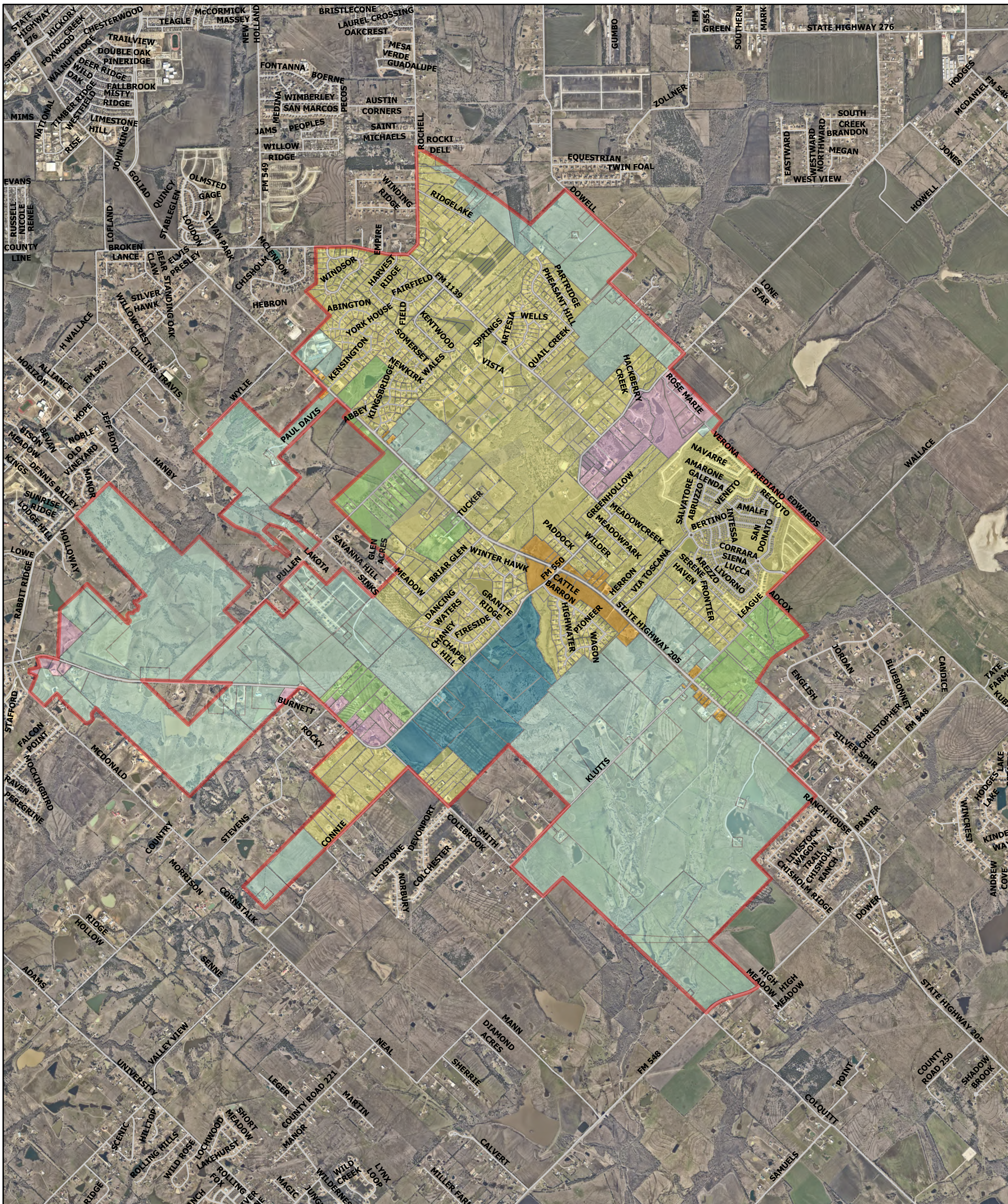


Exhibit 2:
Future Land Use Plan

0 0.75 1.5
Miles

N

Legend

- City Limits with Annexations
- Streets
- Agriculture
- Existing Neighborhoods
- Master Planned Community
- Neighborhood Mixed-Use
- SH-205 Corridor
- Heritage Center

Step 4. Determine 10-Year Growth Projections

Residential Growth Projections

As a basis for determining the 10-year growth projections, the 2021 Comprehensive Plan and historical building permit data provided by City staff were used in addition to the anticipated completion of known developments under construction or in the planning stage within the City. This results in an estimated increase of approximately 2,441 dwelling units over the next 10 years, increasing the population by 6,908 additional people. The City provided the current population at 5,388 people, so the total population in 10 years is projected to be approximately 12,296 people. This projection equates to a doubling in population, which aligns with the historical growth trends presented in the 2021 Comprehensive Plan showing that the City also doubled in population from 2010-2020.

Non-Residential Growth Projections

The remaining growth to occur within the 10-year window for non-residential units was derived from the McLendon-Chisholm Future Land Use Plan, the carrying capacity estimate, and input from City staff. In 2024, the existing non-residential developments in the City were compiled based on the developed or undeveloped parcels. Using the known developments and anticipated parcels to develop within the 10-year window in the City, employment square footage estimates were obtained. The majority of the SH 205 & FM 550 intersection area was assumed as part of this growth due to the anticipated influx of development to the central area of McLendon-Chisholm.

Land Use Assumptions Summary

Table 3 summarizes the residential and employment 10-year growth projections. These values were derived based on the identification of undeveloped parcels, the City's Future Land Use Plan, historical building permit data, and input from City of McLendon-Chisholm.

Table 3. Residential and Employment 10-Year Projections (2024-2034)

Residential		Employment		
		Basic	Service	Retail
Units	Population	Sq. Ft.	Sq. Ft.	Sq. Ft.
2,441	6,908	0	11,400	45,600

B. Capital Improvement Plan

The City has identified the City-funded transportation projects needed to accommodate the projected growth within the City. The Capital Improvement Plan (CIP) for Roadway Impact Fees is made up of the remaining projects needed to complete the City's Master Thoroughfare Plan.

The CIP includes arterial and collector class roadway facilities as well as intersection improvements and other transportation related facilities. All the facilities are part of the currently adopted Master Thoroughfare Plan.

The CIP for Roadway Impact Fees for the 2024 Impact Fee is listed in Table 4 and mapped in Exhibit 3. The table shows the length of each project as well as the facility's Master Thoroughfare Plan classification. The CIP was developed in conjunction with input from City of McLendon-Chisholm staff and represents those projects that will be needed to accommodate the growth projected by the Land Use Assumptions.

Table 4. Capital Improvement Plan for Roadway Impact Fees

Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
1	MC3U	Dowell (1)	2,020' SE of Equestrian to 3,495' NW of FM 550	0.43	100%
2	MC3U	Dowell (2)	3,495' NW of FM 550 to FM 550	0.66	50%
3	MC3U	Dowell (3)	1,280' W of Edwards to Edwards	0.24	50%
4	MA4D	Edwards (1)	Principal Arterial A to 795' SE of Principal Arterial A	0.15	100%
5	MA4D	Edwards (2)	1,515' NW of Rondinella to League	0.98	50%
6	MA4D	FM 1139 (1)	360' W of Windsor to Rochell	0.59	50%
7	PA6D (W)	FM 1139 (2)	Rochell to FM 550	1.73	100%
8	PA6D (W)	State Highway 205 (1)	575' E of Lakeshore Church to 55' W of Davis	0.31	50%
9	PA6D (W)	State Highway 205 (2)	55' W of Davis to East City Limits	3.92	100%
10	MC3U	Major Collector A	Klutts to Major Collector E	1.43	100%
11	MA4D	Horizon (1)	780' NW of Pullen to 3,370' NW of Pullen	0.49	100%
12	MA4D	Horizon (2)	FM 550 to Pullen	0.66	100%
13	MC3U	Dennis Bailey	Pullen to Rabbit Ridge	1.24	100%
14	MC3U	Major Collector B	Major Collector E to FM 548	0.37	100%
15	PA6D (W)	FM 550 (1)	1,575' E of Rabbit Ridge to 390' E of Paul Davis	0.58	100%
16	PA6D (W)	FM 550 (2)	Horizon to 2,380' W of Horizon	0.45	100%
17	PA6D (W)	FM 550 (3)	Horizon to Future Stevens	0.45	50%
18	PA6D (W)	FM 550 (4)	Future Stevens to Meadow Creek	2.35	100%
19	MA4D	Smith (1)	FM 550 to Connie	0.21	100%
20	MA4D	Smith (2)	Connie to Devonport Dr	0.36	50%
21	MA4D	Smith (3)	Klutts to Mann	0.38	100%
22	MA4D	Smith (4)	Mann to FM 548	1.28	50%
23	MC3U	Connie (1)	1,090' W of Connie to Connie	0.21	100%
24	MA4D	Rochell	Rocki Dell to FM 1139	0.75	50%
25	MC3U	Wylie (1)	320' W of Future Dennis Bailey to 1605' E of Future Dennis Bailey	0.36	100%
26	MC3U	Wylie (2)	FM 550 to 2,565' N of FM 550	0.49	100%
27	MC3U	Major Collector C (1)	3,605' NE of FM 1139 to Dowell	0.33	50%
28	MC3U	Major Collector C (2)	FM 1139 to 3,605' NE of FM 1139	0.68	100%
29	MC3U	Paul Davis (1)	SH 205 to 2,340' SW of SH 205	0.44	50%
30	MC3U	Paul Davis (2)	2,835' SW of SH 205 to 5,680' SW of SH 205	0.54	100%
31	MC3U	Paul Davis (3)	FM 550 to 5400' NE of FM 550	1.02	100%
32	MA4D	Pullen (1)	2,725' SW of SH 205 to SH 205	0.52	100%
33	MA4D	Pullen (2)	790' SW of FM 550 to 2,565' SW of FM 550	0.34	100%
34	MC3U	FM 550 (5)	Dowell to 715' SW of Dowell	0.14	50%
35	MC3U	FM 550 (6)	FM 550 to 715' SW of Dowell	1.33	100%
36	MA4D	Stevens	1,930' SW of Smith to Smith	0.37	50%
37	PA6D (W)	Principal Arterial A (1)	Edwards to 515' NE of Edwards	0.10	100%
38	PA6D (W)	Principal Arterial A (2)	FM 550 to Edwards	0.86	100%
39	MC3U	Connie (2)	Smith to 2,695' SW of Smith	0.51	50%
40	MA4D	League (1)	Adcox to Edwards	0.53	50%
41	MA4D	League (2)	Frontier Trail to Adcox	0.20	100%
42	MA4D	League (3)	Frontier Trail to 380' NE of Frontier Trail	0.07	100%
43	MA4D	League (4)	SH 205 to Frontier Trail	0.50	100%
44	MA4D	Klutts (1)	2,875' NE of Smith to SH 205	1.14	100%
45	MA4D	Klutts (2)	Smith to 2,85' NW of Smith	0.54	50%
46	MC3U	Major Collector D	Major Collector A to SH 205	0.28	100%
47	MC3U	Major Collector E (1)	560' NE of Major Collector A to SH 205	0.61	50%
48	MC3U	Major Collector E (2)	Major Collector A to 560' NE of Major Collector A	0.11	100%
49	MC3U	Major Collector E (3)	1,885' SW of Major Collector A to Major Collector A	0.45	50%
50	MC3U	Major Collector E (4)	Future Smith Rd to 1,885' NE of Future Smith Rd	0.36	100%
51	PA6D (W)	FM 548	Colquitt to High Meadow	0.38	50%
52		Intersection Improvements	SH 205 & FM 550		20%

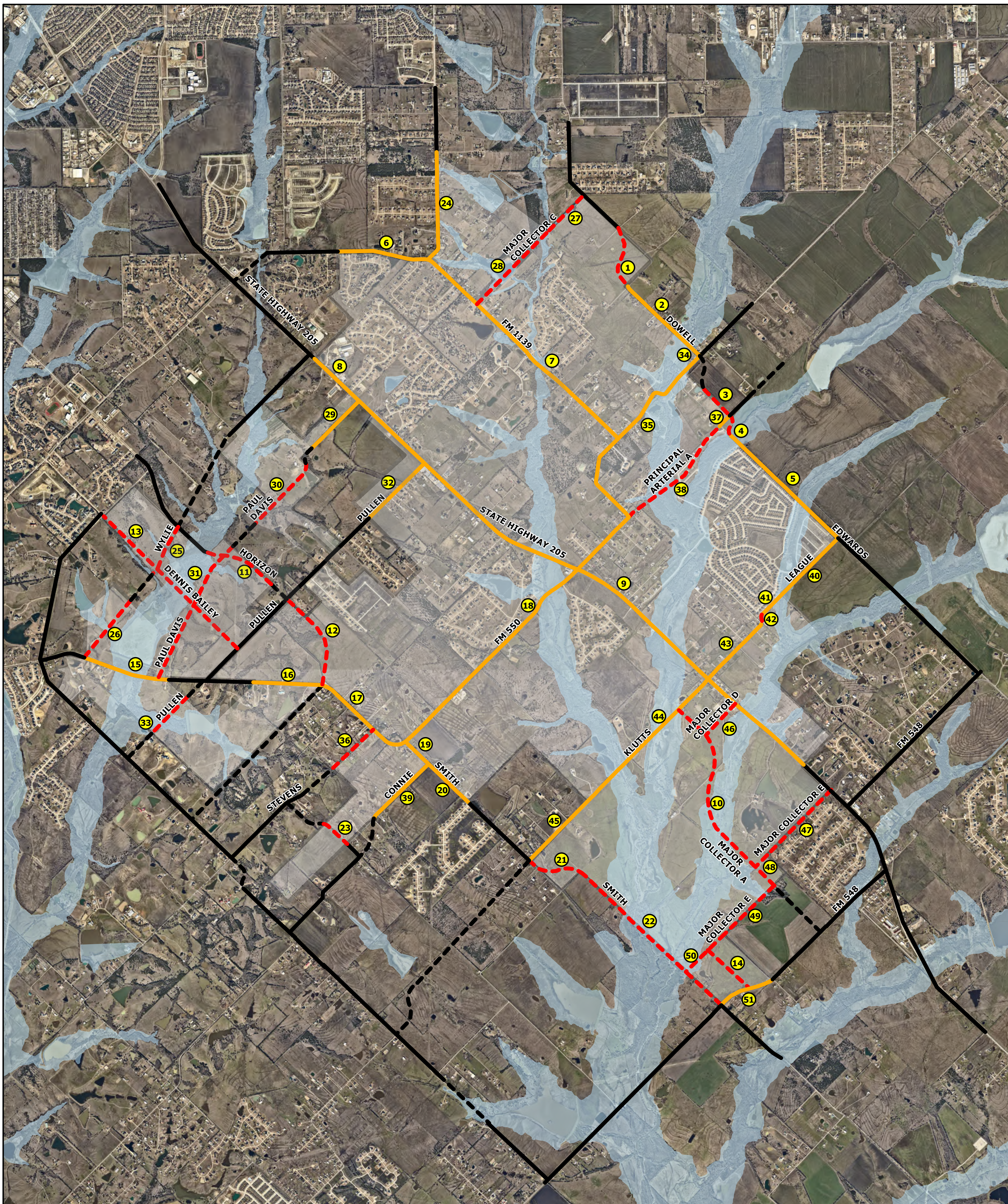


Exhibit 3:
McLendon-Chisholm Impact Fee CIP

0 0.5 1 Miles

Kimley»Horn

N

Legend

- Impact Fee Eligible - Widening
- Impact Fee Eligible - New
- Non-Impact Fee Eligible - Existing
- Non-Impact Fee Eligible - Future
- City Limits
- Floodplain

4. METHODOLOGY FOR ROADWAY IMPACT FEES

A. Service Areas

The service area used in the 2024 Roadway Impact Fee is shown in the previously referenced Exhibit 1. This service area covers the entire corporate boundary of the City of McLendon-Chisholm. Chapter 395 of the Texas Local Government Code specifies that "the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles. The service area for the City of McLendon-Chisholm fits within the prescribed six (6) mile limit.

B. Service Units

The "service unit" is a measure of consumption or use of the roadway facilities by new development. In other words, it is the measure of supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. On the supply side, this is a lane-mile of a thoroughfare street. On the demand side, this is a vehicle-trip of one-mile in length. The application of this unit as an estimate of either supply or demand is based on travel during the afternoon peak hour of traffic. This time period is commonly used as the basis for transportation planning and the estimation of trips created by new development.

Another aspect of the service unit is the service volume that is provided (supplied) by a lane-mile of roadway facility. This number, also referred to as capacity, is a function of the facility type, facility configuration, number of lanes, and level of service. Below is the definition for vehicle-mile.

<u>Vehicle-Mile</u>: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length.

<u>Total Vehicle-Miles of Supply</u>: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the McLendon-Chisholm Master Thoroughfare Plan.

<u>Total Vehicle-Miles of Demand</u>: Based on the 10-year growth projections. The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

The hourly service volumes used in the Roadway Impact Fee are based upon Thoroughfare Capacity Criteria published by the North Central Texas Council of Governments (NCTCOG) and applied to the City of McLendon-Chisholm. Table 5 shows the service volumes as a function of the facility type.

Table 5A. Level of Use for Proposed Facilities
(used in Appendix B – CIP Units of Supply)

Roadway Type (MTP Classifications)	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
PA6D (W) – Principal Arterial	Divided	740
MA4D – Major Arterial	Divided	720
MC3U – Major Collector	Undivided	420

Table 5B. Level of Use for Existing Facilities
(used in Appendix C – Existing Facilities Inventory)

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-R	Rural Cross-Section (i.e. gravel, dirt, etc.)	120
2U	Two lane undivided	420
2U-H	Two lane undivided – Arterial Type	700
3U	Three lane divided (TWLTL)	420
4D	Four lane divided	720

C. Cost of the CIP

The costs that may be included in the cost per service unit are all of the implementation costs for the Roadway Impact Fee Update, as well as project costs for arterial system elements within the Capital Improvement Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "…including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and

4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the Capital Improvement Plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The costs for location-specific items such as bridges, highway ramps, drainage structures, and any other special components are added to each project as appropriate. The following is a detailed description of the costing worksheet/methodology for the Roadway Impact Fee CIP.

1) Overview of Roadway Impact Fee CIP Costing Worksheets

For each project a specific costing worksheet was developed (see Appendix A). Each worksheet contained the following four (4) main components:

- Project Information,
- Construction Pay Items,
- Construction Component Allowances and
- Summary of Costs and Allowances

An example costing sheet showing these four components is provided on the following page.

Kimley»Horn

City of McLendon-Chisholm
2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information

Project Information:		Description:	Project No. 1
Name:	Dowell (1)	This project consists of the construction of a new three-lane undivided Major Collector.	
Limits:	2,020' SE of Equestrian to 3,495' NW of FM 550		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,265		
Service Area(s):	McLendon-Chisholm		

Construction Pay Items

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	5,033	cy	$ 30.00	$ 151,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	15,100	sy	$ 5.00	$ 75,500
303	10" Concrete Pavement	9,563	sy	$ 110.00	$ 1,051,967
403	4" Topsoil	6,040	sy	$ 11.00	$ 66,440
503	4" Concrete Sidewalk	29,445	sf	$ 10.00	$ 294,450
603	Turn Lanes and Median Openings	172	sy	$ 115.00	$ 19,780
				Paving Construction Cost Subtotal:	$ 1,659,137

Construction Component Allowances

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 49,774
√	Roadway Drainage	Standard Internal System	35%	$ 580,698
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 33,183
√	Basic Landscaping and Irrigation		4%	$ 66,365
√	Illumination	Standard Ilumination System	6%	$ 99,548
√	Other:			
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	$ 829,568
			Paving and Allowance Subtotal:	$ 2,488,705
		Construction Contingency:	15%	$ 373,306
		Mobilization:	6%	$ 22,398
		Prep ROW:	3%	$ 11,199
			Construction Cost TOTAL:	$ 2,863,000

Summary of Costs and Allowances

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	$ 2,863,000
Engineering/Survey/Testing:		16%	$ 458,080
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 858,900
		Impact Fee Project Cost TOTAL:	$ 4,179,980

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.
The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

2) Overview of Roadway Impact Fee CIP Costing Worksheets

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies each project with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects.
- Name – A unique identifier for each project.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the proposed Master Thoroughfare Plan classification of the roadway.
- Ultimate Class – The functional classification on McLendon-Chisholm's Master Thoroughfare Plan.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service area(s) where the project is located.
- Description – Used to describe the project type assumed in the costing such as a widening or reconstruction.

3) Construction Pay items

A typical roadway project consists of a number of costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, construction and inspection. While the construction cost component of a project may actually consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. Each new project's construction cost was divided into three cost components: roadway construction cost, major construction component allowances, and summary of cost and allowances. The roadway construction components consist of the following pay items:

(1) street excavation, (2) lime stabilization, (3) concrete pavement, (4) topsoil, (5) sidewalks, and (6) an allowance for turn lanes and median openings.

4) Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include traffic control, pavement markings and signage, roadway drainage, illumination, minor water and sewer adjustments, landscaping and irrigation. These allowance percentages are also based on historical data.

In addition, lump sum dollar allowances are provided for special drainage structures, railroad crossings, and intersection improvements where needs are anticipated. The paving and allowance subtotal is given a fifteen percent (15%) contingency. An additional six percent (6%) of the construction cost total is added for mobilization and an additional three percent (3%) of the construction cost total is added for preparation of ROW.

5) Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, sixteen percent (16%) of the construction cost total is added for engineering, surveying, and testing. Another thirty percent (30%) of the construction cost total is added for ROW/easement acquisition for new projects. This percentage is reduced to fifteen percent (15%) where the roadway already exists.

The construction costs are variable based on the proposed classification of the roadway. Based on coordination with City staff, Principal Arterials were assumed to be built to a four-lane divided principal arterial with a wide median (PA6D (W)). The wide median is to be used to construct the remaining two lanes as the City continues to growth.

Table 6 is the CIP project list for the City of McLendon-Chisholm with conceptual level project cost projections. Detailed cost projections and methodology used for each individual project have been provided to the City. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are potentially recoverable through impact fees. Actual costs of construction are likely to change with time and are dependent on market and economic conditions that cannot be precisely predicted at this time.

This CIP establishes the list of projects for which Impact Fees may be utilized. Essentially, it establishes a list of projects for which an impact fee funding program can be established. This is different from a City's construction CIP, which provides a broad list of capital projects for which the City is committed to building. The cost projections utilized in this study should not be utilized for the City's building program or construction CIP.

Kimley»Horn

Table 6. 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections

Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
1	MC3U	Dowell (1)	2,020' SE of Equestrian to 3,495' NW of FM 550	0.43	100%
2	MC3U	Dowell (2)	3,495' NW of FM 550 to FM 550	0.66	50%
3	MC3U	Dowell (3)	1,280' W of Edwards to Edwards	0.24	50%
4	MA4D	Edwards (1)	Principal Arterial A to 795' SE of Principal Arterial A	0.15	100%
5	MA4D	Edwards (2)	1,515' NW of Rondinella to League	0.98	50%
6	MA4D	FM 1139 (1)	360' W of Windsor to Rochell	0.59	50%
7	PA6D (W)	FM 1139 (2)	Rochell to FM 550	1.73	100%
8	PA6D (W)	State Highway 205 (1)	575' E of Lakeshore Church to 55' W of Davis	0.31	50%
9	PA6D (W)	State Highway 205 (2)	55' W of Davis to East City Limits	3.92	100%
10	MC3U	Major Collector A	Klutts to Major Collector E	1.43	100%
11	MA4D	Horizon (1)	780' NW of Pullen to 3,370' NW of Pullen	0.49	100%
12	MA4D	Horizon (2)	FM 550 to Pullen	0.66	100%
13	MC3U	Dennis Bailey	Pullen to Rabbit Ridge	1.24	100%
14	MC3U	Major Collector B	Major Collector E to FM 548	0.37	100%
15	PA6D (W)	FM 550 (1)	1,575' E of Rabbit Ridge to 390' E of Paul Davis	0.58	100%
16	PA6D (W)	FM 550 (2)	Horizon to 2,380' W of Horizon	0.45	100%
17	PA6D (W)	FM 550 (3)	Horizon to Future Stevens	0.45	50%
18	PA6D (W)	FM 550 (4)	Future Stevens to Meadow Creek	2.35	100%
19	MA4D	Smith (1)	FM 550 to Connie	0.21	100%
20	MA4D	Smith (2)	Connie to Devonport Dr	0.36	50%
21	MA4D	Smith (3)	Klutts to Mann	0.38	100%
22	MA4D	Smith (4)	Mann to FM 548	1.28	50%
23	MC3U	Connie (1)	1,090' W of Connie to Connie	0.21	100%
24	MA4D	Rochell	Rocki Dell to FM 1139	0.75	50%
25	MC3U	Wylie (1)	320' W of Future Dennis Bailey to 1605' E of Future Dennis Bailey	0.36	100%
26	MC3U	Wylie (2)	FM 550 to 2,565' N of FM 550	0.49	100%
27	MC3U	Major Collector C (1)	3,605' NE of FM 1139 to Dowell	0.33	50%
28	MC3U	Major Collector C (2)	FM 1139 to 3,605' NE of FM 1139	0.68	100%
29	MC3U	Paul Davis (1)	SH 205 to 2,340' SW of SH 205	0.44	50%
30	MC3U	Paul Davis (2)	2,835' SW of SH 205 to 5,680' SW of SH 205	0.54	100%
31	MC3U	Paul Davis (3)	FM 550 to 5400' NE of FM 550	1.02	100%
32	MA4D	Pullen (1)	2,725' SW of SH 205 to SH 205	0.52	100%
33	MA4D	Pullen (2)	790' SW of FM 550 to 2,565' SW of FM 550	0.34	100%
34	MC3U	FM 550 (5)	Dowell to 715' SW of Dowell	0.14	50%
35	MC3U	FM 550 (6)	FM 550 to 715' SW of Dowell	1.33	100%
36	MA4D	Stevens	1,930' SW of Smith to Smith	0.37	50%
37	PA6D (W)	Principal Arterial A (1)	Edwards to 515' NE of Edwards	0.10	100%
38	PA6D (W)	Principal Arterial A (2)	FM 550 to Edwards	0.86	100%
39	MC3U	Connie (2)	Smith to 2,695' SW of Smith	0.51	50%
40	MA4D	League (1)	Adcox to Edwards	0.53	50%
41	MA4D	League (2)	Frontier Trail to Adcox	0.20	100%
42	MA4D	League (3)	Frontier Trail to 380' NE of Frontier Trail	0.07	100%
43	MA4D	League (4)	SH 205 to Frontier Trail	0.50	100%
44	MA4D	Klutts (1)	2,875' NE of Smith to SH 205	1.14	100%
45	MA4D	Klutts (2)	Smith to 2,85' NW of Smith	0.54	50%
46	MC3U	Major Collector D	Major Collector A to SH 205	0.28	100%
47	MC3U	Major Collector E (1)	560' NE of Major Collector A to SH 205	0.61	50%
48	MC3U	Major Collector E (2)	Major Collector A to 560' NE of Major Collector A	0.11	100%
49	MC3U	Major Collector E (3)	1,885' SW of Major Collector A to Major Collector A	0.45	50%
50	MC3U	Major Collector E (4)	Future Smith Rd to 1,885' NE of Future Smith Rd	0.36	100%
51	PA6D (W)	FM 548	Colquitt to High Meadow	0.38	50%
52		Intersection Improvements	SH 205 & FM 550		20%

Notes:

a. The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.
b. The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.
c. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

D. Service Unit Calculation

The basic service unit for the computation of McLendon-Chisholm's Roadway Impact Fees is the vehicle-mile of travel during the afternoon peak-hour. To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the ten-year period.

The growth in vehicle-miles from 2024 to 2034 is based upon projected changes in residential and non-residential growth for the period. In order to determine this growth, baseline estimates of population, basic square feet, service square feet, and retail square feet for 2024 were made by the City, along with projections for each of these demographic statistics through 2034. The Land Use Assumptions section of this report details the growth estimates used for the impact fee determination.

The residential and non-residential statistics in the Land Use Assumptions provide the "independent variables" that are used to calculate the existing (2024) and projected (2034) transportation service units used to establish the Roadway Impact Fee maximum rates within each service area. The roadway demand service units (vehicle-miles) for each service area are the sum of the vehicle-miles "generated" by each category of land use in the service area.

For the purpose of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected population is converted to dwelling units. The number of dwelling units in each service area is multiplied by a transportation demand factor to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor computes the average amount of demand caused by the residential land uses in the service area. The transportation demand factor is discussed in more detail below.

For non-residential land uses, the process is similar. The Land Use Assumptions provide existing and projected number of building square footages for three (3) categories of non-residential land uses – basic, service, and retail. These categories correspond to an aggregation of other specific land use categories based on the North American Industrial Classification System (NAICS).

Building square footage is the most common independent variable for the estimation of non-residential trips in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. This characteristic is more appropriate than the number of employees because building square footage is tied more closely to trip generation and is known at the time of application for any development or development modification that would require the assessment of an impact fee.

The existing and projected Land Use Assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a transportation demand factor is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The transportation demand factors are aggregate rates derived from two sources – the ITE Trip Generation Manual, 11th Edition and the National Household Travel Survey (NHTS) performed by the Federal Highway Administration (FHWA). ITE's Trip Generation Manual, 11th Edition provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail rate to avoid double counting trips.

The next component of the transportation demand factor accounts for the length of each trip. The average trip length for each category is based on the region-wide travel characteristics found in the most recent National Household Travel Survey (NHTS).

The computation of the transportation demand factor is detailed in the following equation:

$$TDF = T * (1 - P_b) * L_{max}$$
$$\text{where...} \; L_{max} = \min(L * OD \;\text{ or } \mathrm{SA_L})$$

Variables:

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
P_b = Pass-By Discount (% of trips),
L_{max} = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)
SA_L = Max Service Area Trip Length (see Table 7)

For land uses which are characterized by longer average trip lengths (primarily residential uses), the maximum trip length has been limited to a length based on the nature of the roadway network within the service area, along with consideration of the existing City boundaries. Although Chapter 395 of the Texas Local Government Code allows for a service area diameter of six (6) miles, the longest trip length along McLendon-Chisholm's roadway network is approximately four (4) miles. Therefore, the maximum trip length was assumed to be four (4) miles.

The adjustment made to the average trip length statistic in the computation of the maximum trip length is the origin-destination reduction. This adjustment is made because the Roadway Impact Fee is charged to both the origin and destination end of the trip. For example, impact fee methodology will account for a trip from home to work within McLendon-Chisholm to both residential and non-residential land uses. To avoid counting these trips as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use. This methodology is consistent with that used in the National Household Travel Survey.

Table 7 shows the derivation of the Transportation Demand Factor for the residential land use and the three (3) non-residential land use categories. The values utilized for all variables shown in the transportation demand factor equation are also shown in the table.

Table 7. Transportation Demand Factor Calculations

Variable	Residential	Basic	Service	Retail
T	0.94	0.65	1.44	5.19
P_b	0%	0%	0%	34%
L	9.79	10.02	14.65	5.19
L_{max} *	4.00	4.00	4.00	2.80
TDF	3.76	2.60	5.76	9.60

The application of the demographic projections and the transportation demand factors are presented in the 10-Year Growth Projections in Table 3. This table shows the total growth in vehicle-miles by service area for the years 2024 and 2034. These estimates and projections lead to the Vehicle-Miles of Travel for both 2024 and 2034.

Table 8. 10-year Growth Projections

10-Year Growth Year (2024-2034)

SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET[4]			TRANS. DEMAND FACTOR[5]			NON-RESIDENTIAL VEHICLE-MILES[9]				TOTAL VEHICLE MILES[10]
	DWELLING UNITS[1]	TDF[2]	VEHICLE MILES[3]	BASIC	SERVICE	RETAIL	BASIC[6]	SERVICE[7]	RETAIL[8]	BASIC	SERVICE	RETAIL	TOTAL	
		0.94					*0.65*	*1.44*	*5.19*					
McLendon-Chisholm	2,441	3.76	9,180	0	11,400	45,600	2.60	5.76	9.60	0	66	438	504	9,684

Notes:

[1] From Land Use Assumptions (included in 2024 - 2034 Roadway Impact Fee Study)
[2] Transportation Demand Factor for each Service Area (from LUVMET) using Single Family Detached Housing land use and *trip generation rate*
[3] Calculated by multiplying TDF by the number of dwelling units
[4] From Land Use Assumptions (included in 2024 - 2034 Roadway Impact Fee Study)
[5] *Trip generation rate* and Transportation Demand Factors from LUVMET for each land use
[6] 'Basic' corresponds to General Light Industrial land use and *trip generation rate*
[7] 'Service' corresponds to General Office land use and *trip generation rate*
[8] 'Retail' corresponds to Shopping Plaza (40-150k) land use and *trip generation rate*
[9] Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use
[10] Residential plus non-residential vehicle-mile totals for the Service Area
[11] Total Vehicle-Miles (2024) subtracted from Total Vehicle-Miles (2034)

E. Cost Per Service Unit

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Roadway Impact Fee, this is the cost for each vehicle-mile of travel. This cost per service unit is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel at a level of service corresponding to the City's standards. The cost per service unit is calculated for each service area based on a specific list of projects within that service area.

The second component of the cost per service unit is the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period. Chapter 395 requires that impact fees be assessed only to pay for growth projected to occur in the City limits within the next ten-years (see Section 3.D). As noted previously, the units of demand are vehicle-miles of travel.

5. ROADWAY IMPACT FEE CALCULATION

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Roadway Impact Fee CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. Table 9 illustrates the computation of the maximum assessable impact fee computed for the service area. Each row in the table is numbered to simplify explanation of the calculation.

Table 9. Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
1	*Total Vehicle-Miles of Capacity Added by the CIP*	The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from Appendix B – CIP Service Units of Supply)

Each project identified in the Impact Fee CIP will add a certain amount of capacity to the City's roadway network based on its length and classification. This line displays the total amount added within each service area.

2	*Total Vehicle-Miles of Existing Demand*	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – CIP Service Units of Supply)

A number of facilities identified in the Impact Fee CIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

3	*Total Vehicle-Miles of Existing Deficiencies*	Number of vehicle-miles of travel that are not accommodated by the existing roadway system (from Appendix C – Existing Roadway Facilities Inventory)

In order to ensure that existing deficiencies on the City's roadway network are not recoverable through impact fees, this line is based on the entire roadway network within the service area. Any roadway within the service area that is deficient – even those not identified on the Impact Fee CIP – will have these additional vehicle-miles removed from the calculation.

4	*Net Amount of Vehicle-Miles of Capacity Added*	A measurement of the amount of vehicle-miles added by the CIP that will not be utilized by existing demand (Line 1 – Line 2 – Line 3)

This calculation identifies the portion of the Impact Fee CIP (in vehicle-miles) that may be recoverable through the collection of impact fees.

5	*Total Cost of the CIP within the Service Area*	The total cost of the projects within each service area (from Table 6: 10-Year Capital Improvement Plan with Conceptual Level Cost Opinions)

This line simply identifies the total cost of all of the projects identified in each service area.

6	*Cost of Net Capacity Supplied*	The total CIP cost (Line 5) prorated by the ratio of Net Capacity Added (Line 4) to Total Capacity Added (Line 1). [(Line 4 / Line 1) * (Line 5)]

Using the ratio of vehicle-miles added by the Roadway Impact Fee CIP available to serve future growth to the total vehicle-miles added, the total cost of the CIP is reduced to the amount available for future growth
(i.e. excluding existing usage and deficiencies).

7	*Cost to Meet Existing Needs and Usage*	The difference between the Total Cost of the CIP (Line 5) and the Cost of the Net Capacity supplied (Line 6). (Line 5 – Line 6)

This line is provided for informational purposes only – it is to present the portion of the total cost of the Roadway Impact Fee CIP that is required to meet existing demand.

8	*Total Vehicle-Miles of New Demand over Ten Years*	Based upon the growth projection provided in the Land Use Assumptions, an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 8)

This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

9	*Percent of Capacity Added Attributable to New Growth*	The result of dividing Total Vehicle-Miles of New Demand (Line 8) by the Net Amount of Capacity Added (Line 4), limited to 100% (Line 10). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
10	*Chapter 395 Check*	

To ensure that the vehicle-miles added by the Roadway Impact Fee CIP do not exceed the amount needed to accommodate growth beyond the ten-year window, a comparison of the two values is performed. If the amount of vehicle-miles added by the Roadway Impact Fee CIP exceeds the growth projected to occur in the next ten years, the Roadway Impact Fee CIP cost is reduced accordingly.

11	*Cost of Capacity Added Attributable to New Growth*	The result of multiplying the Cost of Net Capacity Added (Line 6) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 10).

This value is the total Impact Fee CIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

B. Plan For Awarding the Roadway Impact Fee Credit

Chapter 395 of the Texas Local Government Code requires the Capital Improvements Plan for Roadway Impact Fees to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

(A) "a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or

(B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan…"

Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. As an alternative, a credit equal to 50% of the total cost of implementing the Roadway Impact Fee CIP may be used. The City has elected to pursue the credit equal to 50% of the total cost of implementing the Roadway Impact Fee CIP. The following table summarizes the portions of Table 10 that utilize this credit calculation.

Table 9. Maximum Assessable Roadway Impact Fee Computation (Continued)

Line	Title	Description
12	*Cost of Capacity Added Attributable to Growth with 50% Credit for Ad Valorem Taxes*	A credit equal to 50% of the total projected cost, as per section 395.014 of the Texas Local Government Code (Line 11 * 0.50)
13	*Maximum Assessable Fee Per Service Unit*	Found by dividing the Recoverable Cost of the CIP attributable to growth by the Total Vehicle Miles of New Demand Over Ten Years (Line 12 / Line 8)

Table 10 summarizes the calculations walked through in Table 9 and provides the maximum assessable impact fee for the service area.

Kimley»Horn

Table 10. Maximum Assessable Roadway Impact Fee

	Service Area:	McLendon-Chisholm, TX
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE CIP (FROM CIP UNITS OF SUPPLY, **APPENDIX B**)	76,929
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM CIP UNITS OF SUPPLY, **APPENDIX B**)	8,909
3	TOTAL VEH-MI OF EXISTING DEFICIENCIES (FROM EXISTING FACILITIES INVENTORY, **APPENDIX C**)	1,368
4	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2 - LINE 3)	66,652
5	TOTAL COST OF THE CIP WITHIN SERVICE AREA (FROM **TABLE 6**)	$ 280,708,227
6	COST OF NET CAPACITY SUPPLIED (LINE 4 / LINE 1) * (LINE 5)	$ 243,208,215
7	COST TO MEET EXISTING NEEDS AND USAGE (LINE 5 - LINE 6)	$ 37,500,012
8	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM **TABLE 8** and **Land Use Assumptions**)	9,684
9	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 8 / LINE 4)	14.5%
10	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	14.5%
11	COST OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 6 * LINE 10)	$ 35,265,191
12	CREDIT (50% of LINE 11)	$ 17,632,596
13	MAX ASSESSABLE FEE PER SERVICE UNIT ($ PER VEH-MI) (LINE 12 / LINE 8)	$ 1,820

C. Service Unit Demand Per Unit of Development

The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City utilizes the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in Table 11. This table lists the predominant land uses that may occur within the City of McLendon-Chisholm. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use are a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column, if applicable to the land use, presents the number of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The source of the trip generation and pass-by statistics is ITE's Trip Generation Manual, 11th Edition, the latest edition of the definitive source for trip generation data. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The adjusted trip length values are based on the Regional Origin-Destination Travel Survey performed by the NHTS. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation service unit demand. If the adjusted trip length is above the maximum service area trip length, the maximum trip length used for calculation is reduced. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the Transportation Demand Factor, is used in the impact fee estimate to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

Kimley»Horn

Table 11. Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
PORT AND TERMINAL											
Intermodal Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	4.00	7.48
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.65			0.65	10.02	50%	5.01	4.00	2.60
Industrial Park	130	1,000 SF GFA	0.34			0.34	10.02	50%	5.01	4.00	1.36
Warehousing	150	1,000 SF GFA	0.18			0.18	10.02	50%	5.01	4.00	0.72
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	10.02	50%	5.01	4.00	0.60
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	9.79	50%	4.90	4.00	3.76
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	9.79	50%	4.90	4.00	2.04
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	9.79	50%	4.90	4.00	1.56
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	9.79	50%	4.90	4.00	1.28
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.58			0.58	9.79	50%	4.90	4.00	2.32
Senior Adult Housing-Single-Family	251	Dwelling Unit	0.30			0.30	9.79	50%	4.90	4.00	1.20
Senior Adult Housing-Multifamily	252	Dwelling Unit	0.25			0.25	9.79	50%	4.90	4.00	1.00
Assisted Living	254	Beds	0.24			0.24	9.79	50%	4.90	4.00	0.96
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.36			0.36	6.43	50%	3.22	3.22	1.16
RECREATIONAL											
Golf Driving Range	432	Tee	1.25			1.25	7.86	50%	3.93	3.93	4.91
Golf Course	430	Acre	0.28			0.28	7.86	50%	3.93	3.93	1.10
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	7.86	50%	3.93	3.93	9.83
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Miniature Golf Course	431	Hole	0.33			0.33	7.86	50%	3.93	3.93	1.30
Movie Theater	445	Screens	13.96			13.96	15.77	50%	7.89	4.00	55.84
Racquet / Tennis Club	491	Court	3.82			3.82	7.86	50%	3.93	3.93	15.01
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.00	1.96
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
Elementary School	520	Students	0.16			0.16	3.49	50%	1.75	1.75	0.28
Middle School/Junior High School	522	Students	0.15			0.15	3.49	50%	1.75	1.75	0.26
High School	525	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	4.00	0.44
University / College	550	Students	0.15			0.15	10.44	50%	5.22	4.00	0.60
MEDICAL											
Clinic	630	1,000 SF GFA	3.69			3.69	9.85	50%	4.93	4.00	14.76
Hospital	610	1,000 SF GFA	0.86			0.86	9.85	50%	4.93	4.00	3.44
Nursing Home	620	Beds	0.14			0.14	9.85	50%	4.93	4.00	0.56
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	3.30	9.85	50%	3.78	3.78	12.46

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3nd Edition (September 2017)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11. Continued Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	14.65	50%	7.33	4.00	5.20
General Office Building	710	1,000 SF GFA	1.44			1.44	14.65	50%	7.33	4.00	5.76
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	9.85	50%	4.93	4.00	15.72
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	14.65	50%	7.33	4.00	7.04
Office Park	750	1,000 SF GFA	1.30			1.30	14.65	50%	7.33	4.00	5.20
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF Occ. GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	4.45	50%	2.23	2.23	6.22
Gasoline/Service Station	944	Vehicle Fueling Position	13.91	42%	A	8.07	1.20	50%	0.60	0.60	4.84
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	56%	B	8.10	1.20	50%	0.60	0.60	4.86
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	4.45	50%	2.23	2.23	4.33
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Tire Store	848	1,000 SF GFA	3.75	28%	A	2.70	4.45	50%	2.23	2.23	6.02
Dining											
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	44.61	50%	A	22.31	5.64	50%	2.82	2.82	62.91
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	43.18	50%	B	21.59	5.64	50%	2.82	2.82	60.88
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.57	43%	A	5.45	6.07	50%	3.04	3.04	16.57
Quality Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	6.07	50%	3.04	3.04	13.28
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	85.88	70%	A	25.76	4.53	50%	2.40	2.40	61.82
Other Retail											
Free-Standing Discount Store	815	1,000 SF GFA	4.86	30%	C	3.40	5.60	50%	2.80	2.80	9.52
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Home Improvement Superstore	862	1,000 SF GFA	2.29	48%	B	1.19	5.60	50%	2.80	2.80	3.33
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	5.60	50%	2.80	2.80	11.20
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	10.25	49%	A	5.23	5.60	50%	2.80	2.80	14.64
Shopping Center (>150k)	820	1,000 SF GFA	3.40	34%	A	2.24	5.60	50%	2.80	2.80	6.27
Shopping Plaza (40-150k)	821	1,000 SF GFA	5.19	34%	A	3.43	5.60	50%	2.80	2.80	9.60
Strip Retail Plaza (<40k)	822	1,000 SF GFA	6.59	34%	A	4.35	5.60	50%	2.80	2.80	12.18
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	21.01	47%	A	11.14	4.45	50%	2.23	2.23	24.84

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3nd Edition (September 2017)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

6. SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable Roadway Impact Fee calculations.

Example 1:
Development Type - One (1) Unit of Single-Family Housing

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 13 [Land Use – Vehicle-mile Equivalency Table] Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.76ca
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	From Table 12, Line 18 [Maximum Assessable Fee Per Service Unit] Service Area: $1,820
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 3.76 * $1,820 Maximum Assessable Impact Fee = $6,843

Example 2:
Development Type – 125,000 square foot Shopping Center

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 13 [Land Use – Vehicle-mile Equivalency Table] Development Type: 125,000 square feet of Shopping Plaza Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 9.60
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	From Table 12, Line 18 [Maximum Assessable Fee Per Service Unit] Service Area: $1,820
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 125 * 9.60 * $1,820 Maximum Assessable Impact Fee = $2,184,000

7. CONCLUSION

The City of McLendon-Chisholm has established a process to implement the assessment and collection of Roadway Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the maximum allowable Roadway Impact Fee that could be assessed by the City of McLendon-Chisholm within the service. The maximum assessable Roadway Impact Fee calculated in this report is $1,820.

This document serves as a guide to the assessment of Roadway Impact Fees pertaining to future development and the City's need for roadway improvements to accommodate that growth. Following the public hearing process, the City Council may establish an amount to be assessed (if any) up to the maximum established within this report and update the Roadway Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this update are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Capital Improvement Plan are appropriately incorporated into the process.

8. APPENDICES

A. Conceptual Level Project Cost Projections

B. CIP Service Units of Supply

C. Existing Roadway Facilities Inventory

A. Conceptual Level Project Cost Projections

City of McLendon-Chisholm 2024 - 2034 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - City of McLendon-Chisholm

#	Class	Project	Limits	Project Cost	Percent in SA	Cost in SA
1	MC3U	Dowell (1)	2,020' SE of Equestrian to 3,495' NW of FM 550	$ 4,179,980	100%	$ 4,179,980
2	MC3U	Dowell (2)	3,495' NW of FM 550 to FM 550	$ 7,194,520	50%	$ 3,597,260
3	MC3U	Dowell (3)	1,280' W of Edwards to Edwards	$ 2,781,300	50%	$ 1,390,650
4	MA4D	Edwards (1)	Principal Arterial A to 795' SE of Principal Arterial A	$ 2,820,720	100%	$ 2,820,720
5	MA4D	Edwards (2)	1,515' NW of Rondinella to League	$ 16,710,360	50%	$ 8,355,180
6	MA4D	FM 1139 (1)	360' W of Windsor to Rochell	$ 1,894,260	50%	$ 947,130
7	PA6D (W)	FM 1139 (2)	Rochell to FM 550	$ 7,185,088	100%	$ 7,185,088
8	PA6D (W)	State Highway 205 (1)	575' E of Lakeshore Church to 55' W of Davis	$ 1,286,944	50%	$ 643,472
9	PA6D (W)	State Highway 205 (2)	55' W of Davis to East City Limits	$ 16,504,690	100%	$ 16,504,690
10	MC3U	Major Collector A	Klutts to Major Collector E	$ 15,216,120	100%	$ 15,216,120
11	MA4D	Horizon (1)	780' NW of Pullen to 3,370' NW of Pullen	$ 8,285,500	100%	$ 8,285,500
12	MA4D	Horizon (2)	FM 550 to Pullen	$ 10,583,540	100%	$ 10,583,540
13	MC3U	Dennis Bailey	Pullen to Rabbit Ridge	$ 13,370,680	100%	$ 13,370,680
14	MC3U	Major Collector B	Major Collector E to FM 548	$ 3,652,920	100%	$ 3,652,920
15	PA6D (W)	FM 550 (1)	1,575' E of Rabbit Ridge to 390' E of Paul Davis	$ 2,622,358	100%	$ 2,622,358
16	PA6D (W)	FM 550 (2)	Horizon to 2,380' W of Horizon	$ 1,873,038	100%	$ 1,873,038
17	PA6D (W)	FM 550 (3)	Horizon to Future Stevens	$ 1,869,108	50%	$ 934,554
18	PA6D (W)	FM 550 (4)	Future Stevens to Meadow Creek	$ 9,916,962	100%	$ 9,916,962
19	MA4D	Smith (1)	FM 550 to Connie	$ 3,394,210	100%	$ 3,394,210
20	MA4D	Smith (2)	Connie to Devonport Dr	$ 5,791,510	50%	$ 2,895,755
21	MA4D	Smith (3)	Klutts to Mann	$ 6,009,360	100%	$ 6,009,360
22	MA4D	Smith (4)	Mann to FM 548	$ 23,739,600	50%	$ 11,869,800
23	MC3U	Connie (1)	1,090' W of Connie to Connie	$ 2,011,880	100%	$ 2,011,880
24	MA4D	Rochell	Rocki Dell to FM 1139	$ 11,884,320	50%	$ 5,942,160
25	MC3U	Wylie (1)	320' W of Future Dennis Bailey to 1605' E of Future Dennis Bailey	$ 3,971,200	100%	$ 3,971,200
26	MC3U	Wylie (2)	FM 550 to 2,565' N of FM 550	$ 5,152,340	100%	$ 5,152,340
27	MC3U	Major Collector C (1)	3,605' NE of FM 1139 to Dowell	$ 4,022,300	50%	$ 2,011,150
28	MC3U	Major Collector C (2)	FM 1139 to 3,605' NE of FM 1139	$ 7,910,280	100%	$ 7,910,280
29	MC3U	Paul Davis (1)	SH 205 to 2,340' SW of SH 205	$ 4,312,520	50%	$ 2,156,260
30	MC3U	Paul Davis (2)	2,835' SW of SH 205 to 5,680' SW of SH 205	$ 5,669,180	100%	$ 5,669,180
31	MC3U	Paul Davis (3)	FM 550 to 5400' NE of FM 550	$ 10,382,060	100%	$ 10,382,060
32	MA4D	Pullen (1)	2,725' SW of SH 205 to SH 205	$ 8,220,250	100%	$ 8,220,250
33	MA4D	Pullen (2)	790' SW of FM 550 to 2,565' SW of FM 550	$ 6,199,160	100%	$ 6,199,160
34	MC3U	FM 550 (5)	Dowell to 715' SW of Dowell	$ 339,028	50%	$ 169,514
35	MC3U	FM 550 (6)	FM 550 to 715' SW of Dowell	$ 2,809,688	100%	$ 2,809,688
36	MA4D	Stevens	1,930' SW of Smith to Smith	$ 5,842,920	50%	$ 2,921,460
37	PA6D (W)	Principal Arterial A (1)	Edwards to 515' NE of Edwards	$ 2,026,570	100%	$ 2,026,570
38	PA6D (W)	Principal Arterial A (2)	FM 550 to Edwards	$ 19,201,920	100%	$ 19,201,920
39	MC3U	Connie (2)	Smith to 2,695' SW of Smith	$ 4,967,520	50%	$ 2,483,760
40	MA4D	League (1)	Adcox to Edwards	$ 8,746,870	50%	$ 4,373,435
41	MA4D	League (2)	Frontier Trail to Adcox	$ 3,484,600	100%	$ 3,484,600
42	MA4D	League (3)	Frontier Trail to 380' NE of Frontier Trail	$ 1,147,560	100%	$ 1,147,560
43	MA4D	League (4)	SH 205 to Frontier Trail	$ 8,023,750	100%	$ 8,023,750
44	MA4D	Klutts (1)	2,875' NE of Smith to SH 205	$ 19,318,570	100%	$ 19,318,570
45	MA4D	Klutts (2)	Smith to 2,85' NW of Smith	$ 8,672,200	50%	$ 4,336,100
46	MC3U	Major Collector D	Major Collector A to SH 205	$ 2,757,940	100%	$ 2,757,940
47	MC3U	Major Collector E (1)	560' NE of Major Collector A to SH 205	$ 5,895,480	50%	$ 2,947,740
48	MC3U	Major Collector E (2)	Major Collector A to 560' NE of Major Collector A	$ 1,033,680	100%	$ 1,033,680
49	MC3U	Major Collector E (3)	1,885' SW of Major Collector A to Major Collector A	$ 4,848,660	50%	$ 2,424,330
50	MC3U	Major Collector E (4)	Future Smith Rd to 1,885' NE of Future Smith Rd	$ 4,317,220	100%	$ 4,317,220
51	PA6D (W)	FM 548	Colquitt to High Meadow	$ 1,601,606	50%	$ 800,803

Intersection Improvements

#	Class	Project	Limits	Project Cost	% City Cost	Project Cost
52		Intersection Improvements	SH 205 & FM 550	$ 1,000,000	20%	$ 200,000
			TOTAL	**$ 342,654,040**		**$ 280,653,527**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Regulations or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 1
Name:	Dowell (1)	This project consists of the construction of a new three-lane undivided Major Collector.	
Limits:	2,020' SE of Equestrian to 3,495' NW of FM 550		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,265		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	5,033	cy	$ 30.00	$ 151,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	15,100	sy	$ 5.00	$ 75,500
303	10" Concrete Pavement	9,563	sy	$ 110.00	$ 1,051,967
403	4" Topsoil	6,040	sy	$ 11.00	$ 66,440
503	4" Concrete Sidewalk	29,445	sf	$ 10.00	$ 294,450
603	Turn Lanes and Median Openings	172	sy	$ 115.00	$ 19,780
				Paving Construction Cost Subtotal:	**$ 1,659,137**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 49,774
√	Roadway Drainage	Standard Internal System	35%	$ 580,698
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 33,183
√	Basic Landscaping and Irrigation		4%	$ 66,365
√	Illumination	Standard Ilumination System	6%	$ 99,548
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 829,568**

Paving and Allowance Subtotal:		**$ 2,488,705**
Construction Contingency:	15%	$ 373,306
Mobilization:	6%	$ 22,398
Prep ROW:	3%	**$ 11,199**
Construction Cost TOTAL:		**$ 2,863,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,863,000**
Engineering/Survey/Testing:		16%	$ 458,080
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 858,900
		Impact Fee Project Cost TOTAL:	**$ 4,179,980**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 2
Name:	Dowell (2)	**This project consists of the reconstruction of the existing facility as a three-lane undivided Major Collector.**	
Limits:	3,495' NW of FM 550 to FM 550		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	3,495		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	7,767	cy	$ 30.00	$ 233,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	23,300	sy	$ 5.00	$ 116,500
303	10" Concrete Pavement	14,757	sy	$ 110.00	$ 1,623,233
403	4" Topsoil	9,320	sy	$ 11.00	$ 102,520
503	4" Concrete Sidewalk	45,435	sf	$ 10.00	$ 454,350
603	Turn Lanes and Median Openings	265	sy	$ 115.00	$ 30,475
				Paving Construction Cost Subtotal:	**$ 2,560,078**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 204,806
√	Pavement Markings/Markers		3%	$ 76,802
√	Roadway Drainage	Standard Internal System	35%	$ 896,027
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 500,000
√	Water	Minor Adjustments	6%	$ 153,605
√	Sewer	Minor Adjustments	3%	$ 76,802
√	Establish Turf / Erosion Control		2%	$ 51,202
√	Basic Landscaping and Irrigation		4%	$ 102,403
√	Illumination	Standard Ilumination System	6%	$ 153,605
√	Other:			
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 2,215,252**

Paving and Allowance Subtotal:		**$ 4,775,331**
Construction Contingency:	15%	$ 716,300
Mobilization:	6%	$ 42,978
Prep ROW:	3%	**$ 21,489**
Construction Cost TOTAL:		**$ 5,492,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 5,492,000**
Engineering/Survey/Testing:		16%	$ 878,720
ROW/Easement Acquisition:	Existing Alignment	15%	$ 823,800
		Impact Fee Project Cost TOTAL:	**$ 7,194,520**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 3
Name:	Dowell (3)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	1,280' W of Edwards to Edwards		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,280		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	2,844	cy	$ 30.00	$ 85,333
203	6" Lime Stabilization (with Lime @ 27#/sy)	8,533	sy	$ 5.00	$ 42,667
303	10" Concrete Pavement	5,404	sy	$ 110.00	$ 594,489
403	4" Topsoil	3,413	sy	$ 11.00	$ 37,547
503	4" Concrete Sidewalk	16,640	sf	$ 10.00	$ 166,400
603	Turn Lanes and Median Openings	97	sy	$ 115.00	$ 11,155
				Paving Construction Cost Subtotal:	**$ 937,591**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 28,128
√	Roadway Drainage	Standard Internal System	35%	$ 328,157
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 18,752
√	Basic Landscaping and Irrigation		4%	$ 37,504
√	Illumination	Standard Ilumination System	6%	$ 56,255
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 718,795**

Paving and Allowance Subtotal:		**$ 1,656,386**
Construction Contingency:	15%	$ 248,458
Mobilization:	6%	$ 14,907
Prep ROW:	3%	**$ 7,454**
Construction Cost TOTAL:		**$ 1,905,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,905,000**
Engineering/Survey/Testing:		16%	$ 304,800
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 571,500
		Impact Fee Project Cost TOTAL:	**$ 2,781,300**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 4
Name:	Edwards (1)	This project consists of the construction of a new four-lane divided Minor Arterial.	
Limits:	Principal Arterial A to 795' SE of Principal Arterial A		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	795		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,356	cy	$ 30.00	$ 70,667
202	6" Lime Stabilization (with Lime @ 27#/sy)	7,067	sy	$ 5.00	$ 35,333
302	10" Concrete Pavement	6,007	sy	$ 110.00	$ 660,733
402	4" Topsoil	3,710	sy	$ 11.00	$ 40,810
502	4" Concrete Sidewalk	7,950	sf	$ 10.00	$ 79,500
602	Turn Lanes and Median Openings	575	sy	$ 115.00	$ 66,125
				Paving Construction Cost Subtotal:	**$ 953,168**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 28,595
√	Roadway Drainage	Standard Internal System	35%	$ 333,609
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 19,063
√	Basic Landscaping and Irrigation		4%	$ 38,127
√	Illumination	Standard Ilumination System	6%	$ 57,190
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 726,584**

Paving and Allowance Subtotal:		**$ 1,679,753**
Construction Contingency:	15%	$ 251,963
Mobilization:	6%	$ 15,118
Prep ROW:	3%	**$ 7,559**
Construction Cost TOTAL:		**$ 1,932,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,932,000**
Engineering/Survey/Testing:		16%	$ 309,120
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 579,600
		Impact Fee Project Cost TOTAL:	**$ 2,820,720**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm
2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 5
Name:	Edwards (2)	**This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.**	
Limits:	1,515' NW of Rondinella to League		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	5,165		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	15,304	cy	$ 30.00	$ 459,111
202	6" Lime Stabilization (with Lime @ 27#/sy)	45,911	sy	$ 5.00	$ 229,556
302	10" Concrete Pavement	39,024	sy	$ 110.00	$ 4,292,689
402	4" Topsoil	24,103	sy	$ 11.00	$ 265,137
502	4" Concrete Sidewalk	51,650	sf	$ 10.00	$ 516,500
602	Turn Lanes and Median Openings	3,734	sy	$ 115.00	$ 429,410
				Paving Construction Cost Subtotal:	**$ 6,192,402**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 495,392
√	Pavement Markings/Markers		3%	$ 185,772
√	Roadway Drainage	Standard Internal System	35%	$ 2,167,341
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
√	Water	Minor Adjustments	6%	$ 371,544
√	Sewer	Minor Adjustments	3%	$ 185,772
√	Establish Turf / Erosion Control		2%	$ 123,848
√	Basic Landscaping and Irrigation		4%	$ 247,696
√	Illumination	Standard Ilumination System	6%	$ 371,544
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 4,898,909**

Paving and Allowance Subtotal:		**$ 11,091,312**
Construction Contingency:	15%	$ 1,663,697
Mobilization:	6%	$ 99,822
Prep ROW:	3%	**$ 49,911**
Construction Cost TOTAL:		**$ 12,756,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 12,756,000**
Engineering/Survey/Testing:		16%	$ 2,040,960
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,913,400
		Impact Fee Project Cost TOTAL:	**$ 16,710,360**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 6
Name:	FM 1139 (1)	**This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.**	
Limits:	360' W of Windsor to Rochell		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	3,140		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	9,304	cy	$ 30.00	$ 279,111
202	6" Lime Stabilization (with Lime @ 27#/sy)	27,911	sy	$ 5.00	$ 139,556
302	10" Concrete Pavement	23,724	sy	$ 110.00	$ 2,609,689
402	4" Topsoil	14,653	sy	$ 11.00	$ 161,187
502	4" Concrete Sidewalk	31,400	sf	$ 10.00	$ 314,000
602	Turn Lanes and Median Openings	2,270	sy	$ 115.00	$ 261,050
				Paving Construction Cost Subtotal:	**$ 3,764,592**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 301,167
√	Pavement Markings/Markers		3%	$ 112,938
√	Roadway Drainage	Standard Internal System	35%	$ 1,317,607
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 225,876
√	Sewer	Minor Adjustments	3%	$ 112,938
√	Establish Turf / Erosion Control		2%	$ 75,292
√	Basic Landscaping and Irrigation		4%	$ 150,584
√	Illumination	Standard Ilumination System	6%	$ 225,876
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,522,277**

Paving and Allowance Subtotal:		**$ 6,286,869**
Construction Contingency:	15%	$ 943,030
Mobilization:	6%	$ 56,582
Prep ROW:	3%	**$ 28,291**
Construction Cost TOTAL:		**$ 7,230,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,230,000**
Engineering/Survey/Testing:		16%	$ 1,156,800
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,084,500
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 1,894,260**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 7
Name:	FM 1139 (2)	This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.	
Limits:	Rochell to FM 550		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	9,130		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	35,167	cy	$ 30.00	$ 1,055,022
201	6" Lime Stabilization (with Lime @ 27#/sy)	105,502	sy	$ 5.00	$ 527,511
301	10" Concrete Pavement	93,329	sy	$ 110.00	$ 10,266,178
401	4" Topsoil	68,982	sy	$ 11.00	$ 758,804
501	4" Concrete Sidewalk	91,300	sf	$ 10.00	$ 913,000
601	Turn Lanes and Median Openings	6,600	sy	$ 115.00	$ 759,000
				Paving Construction Cost Subtotal:	**$ 14,279,516**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 1,142,361
√	Pavement Markings/Markers		3%	$ 428,385
√	Roadway Drainage	Standard Internal System	35%	$ 4,997,830
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 856,771
√	Sewer	Minor Adjustments	3%	$ 428,385
√	Establish Turf / Erosion Control		2%	$ 285,590
√	Basic Landscaping and Irrigation		4%	$ 571,181
√	Illumination	Standard Ilumination System	6%	$ 856,771
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 9,567,275**

Paving and Allowance Subtotal:		**$ 23,846,791**
Construction Contingency:	15%	$ 3,577,019
Mobilization:	6%	$ 214,621
Prep ROW:	3%	**$ 107,311**
Construction Cost TOTAL:		**$ 27,424,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 27,424,000**
Engineering/Survey/Testing:		16%	$ 4,387,840
ROW/Easement Acquisition:	Existing Alignment	15%	$ 4,113,600
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 7,185,088**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 8
Name:	State Highway 205 (1)	**This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.**	
Limits:	575' E of Lakeshore Church to 55' W of Davis		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	1,635		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	6,298	cy	$ 30.00	$ 188,933
201	6" Lime Stabilization (with Lime @ 27#/sy)	18,893	sy	$ 5.00	$ 94,467
301	10" Concrete Pavement	16,713	sy	$ 110.00	$ 1,838,467
401	4" Topsoil	12,353	sy	$ 11.00	$ 135,887
501	4" Concrete Sidewalk	16,350	sf	$ 10.00	$ 163,500
601	Turn Lanes and Median Openings	1,182	sy	$ 115.00	$ 135,930
				Paving Construction Cost Subtotal:	**$ 2,557,183**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 204,575
√	Pavement Markings/Markers		3%	$ 76,716
√	Roadway Drainage	Standard Internal System	35%	$ 895,014
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 153,431
√	Sewer	Minor Adjustments	3%	$ 76,716
√	Establish Turf / Erosion Control		2%	$ 51,144
√	Basic Landscaping and Irrigation		4%	$ 102,287
√	Illumination	Standard Ilumination System	6%	$ 153,431
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,713,313**

Paving and Allowance Subtotal:		**$ 4,270,496**
Construction Contingency:	15%	$ 640,574
Mobilization:	6%	$ 38,434
Prep ROW:	3%	**$ 19,217**
Construction Cost TOTAL:		**$ 4,912,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,912,000**
Engineering/Survey/Testing:		16%	$ 785,920
ROW/Easement Acquisition:	Existing Alignment	15%	$ 736,800
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 1,286,944**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 9
Name:	State Highway 205 (2)	**This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.**	
Limits:	55' W of Davis to East City Limits		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	20,685		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	**Item Description**	**Quantity**	**Unit**	**Unit Price**	**Item Cost**
101	Unclassified Street Excavation	79,676	cy	$ 30.00	$ 2,390,267
201	6" Lime Stabilization (with Lime @ 27#/sy)	239,027	sy	$ 5.00	$ 1,195,133
301	10" Concrete Pavement	211,447	sy	$ 110.00	$ 23,259,133
401	4" Topsoil	156,287	sy	$ 11.00	$ 1,719,153
501	4" Concrete Sidewalk	206,850	sf	$ 10.00	$ 2,068,500
601	Turn Lanes and Median Openings	14,954	sy	$ 115.00	$ 1,719,710
				Paving Construction Cost Subtotal:	**$ 32,351,897**

Major Construction Component Allowances:**

	Item Description	**Notes**	**Allowance**	**Item Cost**
√	Traffic Control	Construction Phase Traffic Control	8%	$ 2,588,152
√	Pavement Markings/Markers		3%	$ 970,557
√	Roadway Drainage	Standard Internal System	35%	$ 11,323,164
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
√	Water	Minor Adjustments	6%	$ 1,941,114
√	Sewer	Minor Adjustments	3%	$ 970,557
√	Establish Turf / Erosion Control		2%	$ 647,038
√	Basic Landscaping and Irrigation		4%	$ 1,294,076
√	Illumination	Standard Ilumination System	6%	$ 1,941,114
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 22,425,771**

Paving and Allowance Subtotal:		**$ 54,777,667**
Construction Contingency:	15%	$ 8,216,650
Mobilization:	6%	$ 492,999
Prep ROW:	3%	**$ 246,500**
Construction Cost TOTAL:		**$ 62,995,000**

DRAFT

Impact Fee Project Cost Summary

Item Description	**Notes:**	**Allowance**	**Item Cost**
Construction:		-	**$ 62,995,000**
Engineering/Survey/Testing:		16%	$ 10,079,200
ROW/Easement Acquisition:	Existing Alignment	15%	$ 9,449,250
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 16,504,690**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm
2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 10
Name:	Major Collector A	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	Klutts to Major Collector E		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	7,565		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	16,811	cy	$ 30.00	$ 504,333
203	6" Lime Stabilization (with Lime @ 27#/sy)	50,433	sy	$ 5.00	$ 252,167
303	10" Concrete Pavement	31,941	sy	$ 110.00	$ 3,513,522
403	4" Topsoil	20,173	sy	$ 11.00	$ 221,907
503	4" Concrete Sidewalk	98,345	sf	$ 10.00	$ 983,450
603	Turn Lanes and Median Openings	573	sy	$ 115.00	$ 65,895
				Paving Construction Cost Subtotal:	**$ 5,541,274**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 166,238
√	Roadway Drainage	Standard Internal System	35%	$ 1,939,446
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 110,825
√	Basic Landscaping and Irrigation		4%	$ 221,651
√	Illumination	Standard Ilumination System	6%	$ 332,476
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 3,520,637**

Paving and Allowance Subtotal:		**$ 9,061,911**
Construction Contingency:	15%	$ 1,359,287
Mobilization:	6%	$ 81,557
Prep ROW:	3%	**$ 40,779**
Construction Cost TOTAL:		**$ 10,422,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 10,422,000**
Engineering/Survey/Testing:		16%	$ 1,667,520
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 3,126,600
		Impact Fee Project Cost TOTAL:	**$ 15,216,120**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

Kimley-Horn and Associates, Inc.

2024 - 2034 Roadway Impact Fee

updated: 3/7/2024

Conceptual Level Project Cost Projection

Project Information:		Description:	Project No. 11
Name:	Horizon (1)	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	780' NW of Pullen to 3,370' NW of Pullen		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	2,605		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	7,719	cy	$ 30.00	$ 231,556
202	6" Lime Stabilization (with Lime @ 27#/sy)	23,156	sy	$ 5.00	$ 115,778
302	10" Concrete Pavement	19,682	sy	$ 110.00	$ 2,165,044
402	4" Topsoil	12,157	sy	$ 11.00	$ 133,723
502	4" Concrete Sidewalk	26,050	sf	$ 10.00	$ 260,500
602	Turn Lanes and Median Openings	1,883	sy	$ 115.00	$ 216,545
				Paving Construction Cost Subtotal:	**$ 3,123,146**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 93,694
√	Roadway Drainage	Standard Internal System	35%	$ 1,093,101
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 62,463
√	Basic Landscaping and Irrigation		4%	$ 124,926
√	Illumination	Standard Ilumination System	6%	$ 187,389
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,811,573**

Paving and Allowance Subtotal:		**$ 4,934,719**
Construction Contingency:	15%	$ 740,208
Mobilization:	6%	$ 44,412
Prep ROW:	3%	**$ 22,206**
Construction Cost TOTAL:		**$ 5,675,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 5,675,000**
Engineering/Survey/Testing:		16%	$ 908,000
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,702,500
		Impact Fee Project Cost TOTAL:	**$ 8,285,500**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 12
Name:	Horizon (2)	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	FM 550 to Pullen		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	3,505		
Service Area(s):	McLendon-Chisholm		

DRAFT

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	10,385	cy	$ 30.00	$ 311,556
202	6" Lime Stabilization (with Lime @ 27#/sy)	31,156	sy	$ 5.00	$ 155,778
302	10" Concrete Pavement	26,482	sy	$ 110.00	$ 2,913,044
402	4" Topsoil	16,357	sy	$ 11.00	$ 179,923
502	4" Concrete Sidewalk	35,050	sf	$ 10.00	$ 350,500
602	Turn Lanes and Median Openings	2,534	sy	$ 115.00	$ 291,410
				Paving Construction Cost Subtotal:	**$ 4,202,211**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 126,066
√	Roadway Drainage	Standard Internal System	35%	$ 1,470,774
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 84,044
√	Basic Landscaping and Irrigation		4%	$ 168,088
√	Illumination	Standard Ilumination System	6%	$ 252,133
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,101,106**

Paving and Allowance Subtotal:		**$ 6,303,317**
Construction Contingency:	15%	$ 945,498
Mobilization:	6%	$ 56,730
Prep ROW:	3%	**$ 28,365**
Construction Cost TOTAL:		**$ 7,249,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,249,000**
Engineering/Survey/Testing:		16%	$ 1,159,840
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 2,174,700
		Impact Fee Project Cost TOTAL:	**$ 10,583,540**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 13
Name:	Dennis Bailey	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	Pullen to Rabbit Ridge		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	6,565		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	14,589	cy	$ 30.00	$ 437,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	43,767	sy	$ 5.00	$ 218,833
303	10" Concrete Pavement	27,719	sy	$ 110.00	$ 3,049,078
403	4" Topsoil	17,507	sy	$ 11.00	$ 192,573
503	4" Concrete Sidewalk	85,345	sf	$ 10.00	$ 853,450
603	Turn Lanes and Median Openings	497	sy	$ 115.00	$ 57,155
				Paving Construction Cost Subtotal:	**$ 4,808,756**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 144,263
√	Roadway Drainage	Standard Internal System	35%	$ 1,683,065
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 96,175
√	Basic Landscaping and Irrigation		4%	$ 192,350
√	Illumination	Standard Ilumination System	6%	$ 288,525
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal:		**$ 3,154,378**
Paving and Allowance Subtotal:		**$ 7,963,134**
Construction Contingency:	15%	$ 1,194,470
Mobilization:	6%	$ 71,668
Prep ROW:	3%	**$ 35,834**
Construction Cost TOTAL:		**$ 9,158,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 9,158,000**
Engineering/Survey/Testing:		16%	$ 1,465,280
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 2,747,400
		Impact Fee Project Cost TOTAL:	**$ 13,370,680**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 14
Name:	Major Collector B	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	Major Collector E to FM 548		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,980		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,400	cy	$ 30.00	$ 132,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	13,200	sy	$ 5.00	$ 66,000
303	10" Concrete Pavement	8,360	sy	$ 110.00	$ 919,600
403	4" Topsoil	5,280	sy	$ 11.00	$ 58,080
503	4" Concrete Sidewalk	25,740	sf	$ 10.00	$ 257,400
603	Turn Lanes and Median Openings	150	sy	$ 115.00	$ 17,250
				Paving Construction Cost Subtotal:	**$ 1,450,330**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 43,510
√	Roadway Drainage	Standard Internal System	35%	$ 507,616
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 29,007
√	Basic Landscaping and Irrigation		4%	$ 58,013
√	Illumination	Standard Ilumination System	6%	$ 87,020
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal	**Allowance Subtotal:**	**$ 725,165**
	Paving and Allowance Subtotal:	**$ 2,175,495**
	Construction Contingency: 15%	$ 326,324
	Mobilization: 6%	$ 19,579
	Prep ROW: 3%	**$ 9,790**
	Construction Cost TOTAL:	**$ 2,502,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,502,000**
Engineering/Survey/Testing:		16%	$ 400,320
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 750,600
		Impact Fee Project Cost TOTAL:	**$ 3,652,920**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description: Project No. 15
Name:	FM 550 (1)	This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.
Limits:	1,575' E of Rabbit Ridge to 390' E of Paul Davis	
Impact Fee Class:	PA6D (W)	
Ultimate Class:	Principal Arterial	
Length (lf):	3,045	
Service Area(s):	McLendon-Chisholm	

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	11,729	cy	$ 30.00	$ 351,867
201	6" Lime Stabilization (with Lime @ 27#/sy)	35,187	sy	$ 5.00	$ 175,933
301	10" Concrete Pavement	31,127	sy	$ 110.00	$ 3,423,933
401	4" Topsoil	23,007	sy	$ 11.00	$ 253,073
501	4" Concrete Sidewalk	30,450	sf	$ 10.00	$ 304,500
601	Turn Lanes and Median Openings	2,201	sy	$ 115.00	$ 253,115
				Paving Construction Cost Subtotal:	**$ 4,762,422**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 380,994
√	Pavement Markings/Markers		3%	$ 142,873
√	Roadway Drainage	Standard Internal System	35%	$ 1,666,848
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
√	Water	Minor Adjustments	6%	$ 285,745
√	Sewer	Minor Adjustments	3%	$ 142,873
√	Establish Turf / Erosion Control		2%	$ 95,248
√	Basic Landscaping and Irrigation		4%	$ 190,497
√	Illumination	Standard Ilumination System	6%	$ 285,745
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 3,940,823**

Paving and Allowance Subtotal:		**$ 8,703,244**
Construction Contingency:	15%	$ 1,305,487
Mobilization:	6%	$ 78,329
Prep ROW:	3%	**$ 39,165**
Construction Cost TOTAL:		**$ 10,009,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 10,009,000**
Engineering/Survey/Testing:		16%	$ 1,601,440
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,501,350
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 2,622,358**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 16
Name:	FM 550 (2)	**This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.**	
Limits:	Horizon to 2,380' W of Horizon		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	2,380		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	9,167	cy	$ 30.00	$ 275,022
201	6" Lime Stabilization (with Lime @ 27#/sy)	27,502	sy	$ 5.00	$ 137,511
301	10" Concrete Pavement	24,329	sy	$ 110.00	$ 2,676,178
401	4" Topsoil	17,982	sy	$ 11.00	$ 197,804
501	4" Concrete Sidewalk	23,800	sf	$ 10.00	$ 238,000
601	Turn Lanes and Median Openings	1,721	sy	$ 115.00	$ 197,915
				Paving Construction Cost Subtotal:	**$ 3,722,431**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 297,794
√	Pavement Markings/Markers		3%	$ 111,673
√	Roadway Drainage	Standard Internal System	35%	$ 1,302,851
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 223,346
√	Sewer	Minor Adjustments	3%	$ 111,673
√	Establish Turf / Erosion Control		2%	$ 74,449
√	Basic Landscaping and Irrigation		4%	$ 148,897
√	Illumination	Standard Ilumination System	6%	$ 223,346
√	Other:			
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 2,494,028**

Paving and Allowance Subtotal:		**$ 6,216,459**
Construction Contingency:	15%	$ 932,469
Mobilization:	6%	$ 55,948
Prep ROW:	3%	**$ 27,974**
Construction Cost TOTAL:		**$ 7,149,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,149,000**
Engineering/Survey/Testing:		16%	$ 1,143,840
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,072,350
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 1,873,038**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description: Project No. 17
Name:	FM 550 (3)	**This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.**
Limits:	Horizon to Future Stevens	
Impact Fee Class:	PA6D (W)	
Ultimate Class:	Principal Arterial	
Length (lf):	2,375	
Service Area(s):	McLendon-Chisholm, ETJ	

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	9,148	cy	$ 30.00	$ 274,444
201	6" Lime Stabilization (with Lime @ 27#/sy)	27,444	sy	$ 5.00	$ 137,222
301	10" Concrete Pavement	24,278	sy	$ 110.00	$ 2,670,556
401	4" Topsoil	17,944	sy	$ 11.00	$ 197,389
501	4" Concrete Sidewalk	23,750	sf	$ 10.00	$ 237,500
601	Turn Lanes and Median Openings	1,717	sy	$ 115.00	$ 197,455
				Paving Construction Cost Subtotal:	**$ 3,714,566**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 297,165
√	Pavement Markings/Markers		3%	$ 111,437
√	Roadway Drainage	Standard Internal System	35%	$ 1,300,098
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 222,874
√	Sewer	Minor Adjustments	3%	$ 111,437
√	Establish Turf / Erosion Control		2%	$ 74,291
√	Basic Landscaping and Irrigation		4%	$ 148,583
√	Illumination	Standard Ilumination System	6%	$ 222,874
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,488,759**

Paving and Allowance Subtotal:		**$ 6,203,325**
Construction Contingency:	15%	$ 930,499
Mobilization:	6%	$ 55,830
Prep ROW:	3%	**$ 27,915**
Construction Cost TOTAL:		**$ 7,134,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,134,000**
Engineering/Survey/Testing:		16%	$ 1,141,440
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,070,100
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 1,869,108**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 18
Name:	FM 550 (4)	**This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.**	
Limits:	Future Stevens to Meadow Creek		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	12,410		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection					
No.	**Item Description**	**Quantity**	**Unit**	**Unit Price**	**Item Cost**
101	Unclassified Street Excavation	47,801	cy	$ 30.00	$ 1,434,044
201	6" Lime Stabilization (with Lime @ 27#/sy)	143,404	sy	$ 5.00	$ 717,022
301	10" Concrete Pavement	126,858	sy	$ 110.00	$ 13,954,356
401	4" Topsoil	93,764	sy	$ 11.00	$ 1,031,409
501	4" Concrete Sidewalk	124,100	sf	$ 10.00	$ 1,241,000
601	Turn Lanes and Median Openings	8,971	sy	$ 115.00	$ 1,031,665
				Paving Construction Cost Subtotal:	**$ 19,409,496**

Major Construction Component Allowances**:				
	Item Description	**Notes**	**Allowance**	**Item Cost**
√	Traffic Control	Construction Phase Traffic Control	8%	$ 1,552,760
√	Pavement Markings/Markers		3%	$ 582,285
√	Roadway Drainage	Standard Internal System	35%	$ 6,793,324
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 500,000
√	Water	Minor Adjustments	6%	$ 1,164,570
√	Sewer	Minor Adjustments	3%	$ 582,285
√	Establish Turf / Erosion Control		2%	$ 388,190
√	Basic Landscaping and Irrigation		4%	$ 776,380
√	Illumination	Standard Ilumination System	6%	$ 1,164,570
√	Other:			
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 13,504,362**
			Paving and Allowance Subtotal:	**$ 32,913,859**
		Construction Contingency:	15%	$ 4,937,079
		Mobilization:	6%	$ 296,225
		Prep ROW:	3%	**$ 148,112**
			Construction Cost TOTAL:	**$ 37,851,000**

Impact Fee Project Cost Summary			
Item Description	**Notes:**	**Allowance**	**Item Cost**
Construction:		-	**$ 37,851,000**
Engineering/Survey/Testing:		16%	$ 6,056,160
ROW/Easement Acquisition:	Existing Alignment	15%	$ 5,677,650
		Impact Fee Project Cost TOTAL (20% City Contribution):	**$ 9,916,962**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 19
Name:	Smith (1)	**This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.**	
Limits:	FM 550 to Connie		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	1,125		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,333	cy	$ 30.00	$ 100,000
202	6" Lime Stabilization (with Lime @ 27#/sy)	10,000	sy	$ 5.00	$ 50,000
302	10" Concrete Pavement	8,500	sy	$ 110.00	$ 935,000
402	4" Topsoil	5,250	sy	$ 11.00	$ 57,750
502	4" Concrete Sidewalk	11,250	sf	$ 10.00	$ 112,500
602	Turn Lanes and Median Openings	813	sy	$ 115.00	$ 93,495
				Paving Construction Cost Subtotal:	**$ 1,348,745**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 107,900
√	Pavement Markings/Markers		3%	$ 40,462
√	Roadway Drainage	Standard Internal System	35%	$ 472,061
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 80,925
√	Sewer	Minor Adjustments	3%	$ 40,462
√	Establish Turf / Erosion Control		2%	$ 26,975
√	Basic Landscaping and Irrigation		4%	$ 53,950
√	Illumination	Standard Ilumination System	6%	$ 80,925
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 903,659**

Paving and Allowance Subtotal:		**$ 2,252,404**
Construction Contingency:	15%	$ 337,861
Mobilization:	6%	$ 20,272
Prep ROW:	3%	**$ 10,136**
Construction Cost TOTAL:		**$ 2,591,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,591,000**
Engineering/Survey/Testing:		16%	$ 414,560
ROW/Easement Acquisition:	Existing Alignment	15%	$ 388,650
		Impact Fee Project Cost TOTAL:	**$ 3,394,210**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm
2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 20
Name:	Smith (2)	This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.	
Limits:	Connie to Devonport Dr		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	1,920		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	5,689	cy	$ 30.00	$ 170,667
202	6" Lime Stabilization (with Lime @ 27#/sy)	17,067	sy	$ 5.00	$ 85,333
302	10" Concrete Pavement	14,507	sy	$ 110.00	$ 1,595,733
402	4" Topsoil	8,960	sy	$ 11.00	$ 98,560
502	4" Concrete Sidewalk	19,200	sf	$ 10.00	$ 192,000
602	Turn Lanes and Median Openings	1,388	sy	$ 115.00	$ 159,620
				Paving Construction Cost Subtotal:	**$ 2,301,913**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 184,153
√	Pavement Markings/Markers		3%	$ 69,057
√	Roadway Drainage	Standard Internal System	35%	$ 805,670
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 138,115
√	Sewer	Minor Adjustments	3%	$ 69,057
√	Establish Turf / Erosion Control		2%	$ 46,038
√	Basic Landscaping and Irrigation		4%	$ 92,077
√	Illumination	Standard Ilumination System	6%	$ 138,115
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,542,282**

Paving and Allowance Subtotal:		**$ 3,844,195**
Construction Contingency:	15%	$ 576,629
Mobilization:	6%	$ 34,598
Prep ROW:	3%	**$ 17,299**
Construction Cost TOTAL:		**$ 4,421,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,421,000**
Engineering/Survey/Testing:		16%	$ 707,360
ROW/Easement Acquisition:	Existing Alignment	15%	$ 663,150
		Impact Fee Project Cost TOTAL:	**$ 5,791,510**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.
The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 21
Name:	Smith (3)	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	Klutts to Mann		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	1,990		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	5,896	cy	$ 30.00	$ 176,889
202	6" Lime Stabilization (with Lime @ 27#/sy)	17,689	sy	$ 5.00	$ 88,444
302	10" Concrete Pavement	15,036	sy	$ 110.00	$ 1,653,911
402	4" Topsoil	9,287	sy	$ 11.00	$ 102,153
502	4" Concrete Sidewalk	19,900	sf	$ 10.00	$ 199,000
602	Turn Lanes and Median Openings	1,439	sy	$ 115.00	$ 165,485
				Paving Construction Cost Subtotal:	**$ 2,385,883**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 71,576
√	Roadway Drainage	Standard Internal System	35%	$ 835,059
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 47,718
√	Basic Landscaping and Irrigation		4%	$ 95,435
√	Illumination	Standard Ilumination System	6%	$ 143,153
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal:		**$ 1,192,941**
Paving and Allowance Subtotal:		**$ 3,578,824**
Construction Contingency:	15%	$ 536,824
Mobilization:	6%	$ 32,209
Prep ROW:	3%	**$ 16,105**
Construction Cost TOTAL:		**$ 4,116,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,116,000**
Engineering/Survey/Testing:		16%	$ 658,560
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,234,800
Impact Fee Project Cost TOTAL:			**$ 6,009,360**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 22
Name:	Smith (4)	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	Mann to FM 548		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	6,750		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	20,000	cy	$ 30.00	$ 600,000
202	6" Lime Stabilization (with Lime @ 27#/sy)	60,000	sy	$ 5.00	$ 300,000
302	10" Concrete Pavement	51,000	sy	$ 110.00	$ 5,610,000
402	4" Topsoil	31,500	sy	$ 11.00	$ 346,500
502	4" Concrete Sidewalk	67,500	sf	$ 10.00	$ 675,000
602	Turn Lanes and Median Openings	4,880	sy	$ 115.00	$ 561,200
				Paving Construction Cost Subtotal:	**$ 8,092,700**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 242,781
√	Roadway Drainage	Standard Internal System	35%	$ 2,832,445
√	Special Drainage Structures	Major Floodplain Crossing		$ 2,000,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 161,854
√	Basic Landscaping and Irrigation		4%	$ 323,708
√	Illumination	Standard Ilumination System	6%	$ 485,562
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal:		**$ 6,046,350**
Paving and Allowance Subtotal:		**$ 14,139,050**
Construction Contingency:	15%	$ 2,120,858
Mobilization:	6%	$ 127,251
Prep ROW:	3%	**$ 63,626**
Construction Cost TOTAL:		**$ 16,260,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 16,260,000**
Engineering/Survey/Testing:		16%	$ 2,601,600
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 4,878,000
		Impact Fee Project Cost TOTAL:	**$ 23,739,600**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 23
Name:	Connie (1)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	1,090' W of Connie to Connie		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,090		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	2,422	cy	$ 30.00	$ 72,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	7,267	sy	$ 5.00	$ 36,333
303	10" Concrete Pavement	4,602	sy	$ 110.00	$ 506,244
403	4" Topsoil	2,907	sy	$ 11.00	$ 31,973
503	4" Concrete Sidewalk	14,170	sf	$ 10.00	$ 141,700
603	Turn Lanes and Median Openings	83	sy	$ 115.00	$ 9,545
				Paving Construction Cost Subtotal:	**$ 798,463**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 23,954
√	Roadway Drainage	Standard Internal System	35%	$ 279,462
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 15,969
√	Basic Landscaping and Irrigation		4%	$ 31,939
√	Illumination	Standard Ilumination System	6%	$ 47,908
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 399,231**

Paving and Allowance Subtotal:		**$ 1,197,694**
Construction Contingency:	15%	$ 179,654
Mobilization:	6%	$ 10,779
Prep ROW:	3%	**$ 5,390**
Construction Cost TOTAL:		**$ 1,378,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,378,000**
Engineering/Survey/Testing:		16%	$ 220,480
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 413,400
		Impact Fee Project Cost TOTAL:	**$ 2,011,880**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 24
Name:	Rochell	**This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.**	
Limits:	Rocki Dell to FM 1139		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	3,940		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	11,674	cy	$ 30.00	$ 350,222
202	6" Lime Stabilization (with Lime @ 27#/sy)	35,022	sy	$ 5.00	$ 175,111
302	10" Concrete Pavement	29,769	sy	$ 110.00	$ 3,274,578
402	4" Topsoil	18,387	sy	$ 11.00	$ 202,253
502	4" Concrete Sidewalk	39,400	sf	$ 10.00	$ 394,000
602	Turn Lanes and Median Openings	2,848	sy	$ 115.00	$ 327,520
				Paving Construction Cost Subtotal:	**$ 4,723,684**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 377,895
√	Pavement Markings/Markers		3%	$ 141,711
√	Roadway Drainage	Standard Internal System	35%	$ 1,653,290
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 283,421
√	Sewer	Minor Adjustments	3%	$ 141,711
√	Establish Turf / Erosion Control		2%	$ 94,474
√	Basic Landscaping and Irrigation		4%	$ 188,947
√	Illumination	Standard Ilumination System	6%	$ 283,421
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 3,164,869**

Paving and Allowance Subtotal:		**$ 7,888,553**
Construction Contingency:	15%	$ 1,183,283
Mobilization:	6%	$ 70,997
Prep ROW:	3%	**$ 35,498**
Construction Cost TOTAL:		**$ 9,072,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 9,072,000**
Engineering/Survey/Testing:		16%	$ 1,451,520
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,360,800
		Impact Fee Project Cost TOTAL:	**$ 11,884,320**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 25
Name:	Wylie (1)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	320' W of Future Dennis Bailey to 1605' E of Future Dennis Bailey		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,925		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,278	cy	$ 30.00	$ 128,333
203	6" Lime Stabilization (with Lime @ 27#/sy)	12,833	sy	$ 5.00	$ 64,167
303	10" Concrete Pavement	8,128	sy	$ 110.00	$ 894,056
403	4" Topsoil	5,133	sy	$ 11.00	$ 56,467
503	4" Concrete Sidewalk	25,025	sf	$ 10.00	$ 250,250
603	Turn Lanes and Median Openings	146	sy	$ 115.00	$ 16,790
	Paving Construction Cost Subtotal:				**$ 1,410,062**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 42,302
√	Roadway Drainage	Standard Internal System	35%	$ 493,522
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 28,201
√	Basic Landscaping and Irrigation		4%	$ 56,402
√	Illumination	Standard Ilumination System	6%	$ 84,604
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 955,031**

Paving and Allowance Subtotal:		**$ 2,365,093**
Construction Contingency:	15%	$ 354,764
Mobilization:	6%	$ 21,286
Prep ROW:	3%	**$ 10,643**
Construction Cost TOTAL:		**$ 2,720,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,720,000**
Engineering/Survey/Testing:		16%	$ 435,200
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 816,000
		Impact Fee Project Cost TOTAL:	**$ 3,971,200**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 26
Name:	Wylie (2)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	FM 550 to 2,565' N of FM 550		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,565		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	5,700	cy	$ 30.00	$ 171,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	17,100	sy	$ 5.00	$ 85,500
303	10" Concrete Pavement	10,830	sy	$ 110.00	$ 1,191,300
403	4" Topsoil	6,840	sy	$ 11.00	$ 75,240
503	4" Concrete Sidewalk	33,345	sf	$ 10.00	$ 333,450
603	Turn Lanes and Median Openings	194	sy	$ 115.00	$ 22,310
				Paving Construction Cost Subtotal:	**$ 1,878,800**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 56,364
√	Roadway Drainage	Standard Internal System	35%	$ 657,580
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 37,576
√	Basic Landscaping and Irrigation		4%	$ 75,152
√	Illumination	Standard Ilumination System	6%	$ 112,728
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,189,400**

Paving and Allowance Subtotal:		**$ 3,068,200**
Construction Contingency:	15%	$ 460,230
Mobilization:	6%	$ 27,614
Prep ROW:	3%	**$ 13,807**
Construction Cost TOTAL:		**$ 3,529,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 3,529,000**
Engineering/Survey/Testing:		16%	$ 564,640
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,058,700
		Impact Fee Project Cost TOTAL:	**$ 5,152,340**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 27
Name:	Major Collector C (1)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	3,605' NE of FM 1139 to Dowell		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,725		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	3,833	cy	$ 30.00	$ 115,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	11,500	sy	$ 5.00	$ 57,500
303	10" Concrete Pavement	7,283	sy	$ 110.00	$ 801,167
403	4" Topsoil	4,600	sy	$ 11.00	$ 50,600
503	4" Concrete Sidewalk	22,425	sf	$ 10.00	$ 224,250
603	Turn Lanes and Median Openings	131	sy	$ 115.00	$ 15,065
				Paving Construction Cost Subtotal:	**$ 1,263,582**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 37,907
√	Roadway Drainage	Standard Internal System	35%	$ 442,254
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 500,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 25,272
√	Basic Landscaping and Irrigation		4%	$ 50,543
√	Illumination	Standard Ilumination System	6%	$ 75,815
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal:		**$ 1,131,791**
Paving and Allowance Subtotal:		**$ 2,395,373**
Construction Contingency:	15%	$ 359,306
Mobilization:	6%	$ 21,558
Prep ROW:	3%	**$ 10,779**
Construction Cost TOTAL:		**$ 2,755,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,755,000**
Engineering/Survey/Testing:		16%	$ 440,800
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 826,500
		Impact Fee Project Cost TOTAL:	**$ 4,022,300**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 28
Name:	Major Collector C (2)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	FM 1139 to 3,605' NE of FM 1139		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	3,605		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	8,011	cy	$ 30.00	$ 240,333
203	6" Lime Stabilization (with Lime @ 27#/sy)	24,033	sy	$ 5.00	$ 120,167
303	10" Concrete Pavement	15,221	sy	$ 110.00	$ 1,674,322
403	4" Topsoil	9,613	sy	$ 11.00	$ 105,747
503	4" Concrete Sidewalk	46,865	sf	$ 10.00	$ 468,650
603	Turn Lanes and Median Openings	273	sy	$ 115.00	$ 31,395
	Paving Construction Cost Subtotal:				**$ 2,640,614**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 79,218
√	Roadway Drainage	Standard Internal System	35%	$ 924,215
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 52,812
√	Basic Landscaping and Irrigation		4%	$ 105,625
√	Illumination	Standard Ilumination System	6%	$ 158,437
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,070,307**

Paving and Allowance Subtotal:		**$ 4,710,921**
Construction Contingency:	15%	$ 706,638
Mobilization:	6%	$ 42,398
Prep ROW:	3%	**$ 21,199**
Construction Cost TOTAL:		**$ 5,418,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 5,418,000**
Engineering/Survey/Testing:		16%	$ 866,880
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,625,400
Impact Fee Project Cost TOTAL:			**$ 7,910,280**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 29
Name:	Paul Davis (1)	**This project consists of the reconstruction of the existing facility as a three-lane undivided Major Collector.**	
Limits:	SH 205 to 2,340' SW of SH 205		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,340		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	5,200	cy	$ 30.00	$ 156,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	15,600	sy	$ 5.00	$ 78,000
303	10" Concrete Pavement	9,880	sy	$ 110.00	$ 1,086,800
403	4" Topsoil	6,240	sy	$ 11.00	$ 68,640
503	4" Concrete Sidewalk	30,420	sf	$ 10.00	$ 304,200
603	Turn Lanes and Median Openings	177	sy	$ 115.00	$ 20,355
				Paving Construction Cost Subtotal:	**$ 1,713,995**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 137,120
√	Pavement Markings/Markers		3%	$ 51,420
√	Roadway Drainage	Standard Internal System	35%	$ 599,898
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 102,840
√	Sewer	Minor Adjustments	3%	$ 51,420
√	Establish Turf / Erosion Control		2%	$ 34,280
√	Basic Landscaping and Irrigation		4%	$ 68,560
√	Illumination	Standard Ilumination System	6%	$ 102,840
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,148,377**

Paving and Allowance Subtotal:		**$ 2,862,372**
Construction Contingency:	15%	$ 429,356
Mobilization:	6%	$ 25,761
Prep ROW:	3%	**$ 12,881**
Construction Cost TOTAL:		**$ 3,292,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 3,292,000**
Engineering/Survey/Testing:		16%	$ 526,720
ROW/Easement Acquisition:	Existing Alignment	15%	$ 493,800
		Impact Fee Project Cost TOTAL:	**$ 4,312,520**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No. 30**
Name:	Paul Davis (2)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	2,835' SW of SH 205 to 5,680' SW of SH 205		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,845		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	6,322	cy	$ 30.00	$ 189,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	18,967	sy	$ 5.00	$ 94,833
303	10" Concrete Pavement	12,012	sy	$ 110.00	$ 1,321,344
403	4" Topsoil	7,587	sy	$ 11.00	$ 83,453
503	4" Concrete Sidewalk	36,985	sf	$ 10.00	$ 369,850
603	Turn Lanes and Median Openings	216	sy	$ 115.00	$ 24,840
				Paving Construction Cost Subtotal:	**$ 2,083,988**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 62,520
√	Roadway Drainage	Standard Internal System	35%	$ 729,396
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 41,680
√	Basic Landscaping and Irrigation		4%	$ 83,360
√	Illumination	Standard Ilumination System	6%	$ 125,039
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,291,994**

Paving and Allowance Subtotal:		**$ 3,375,982**
Construction Contingency:	15%	$ 506,397
Mobilization:	6%	$ 30,384
Prep ROW:	3%	**$ 15,192**
Construction Cost TOTAL:		**$ 3,883,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 3,883,000**
Engineering/Survey/Testing:		16%	$ 621,280
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,164,900
		Impact Fee Project Cost TOTAL:	**$ 5,669,180**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 31
Name:	Paul Davis (3)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	FM 550 to 5400' NE of FM 550		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	5,400		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	12,000	cy	$ 30.00	$ 360,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	36,000	sy	$ 5.00	$ 180,000
303	10" Concrete Pavement	22,800	sy	$ 110.00	$ 2,508,000
403	4" Topsoil	14,400	sy	$ 11.00	$ 158,400
503	4" Concrete Sidewalk	70,200	sf	$ 10.00	$ 702,000
603	Turn Lanes and Median Openings	409	sy	$ 115.00	$ 47,035
				Paving Construction Cost Subtotal:	**$ 3,955,435**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 118,663
√	Roadway Drainage	Standard Internal System	35%	$ 1,384,402
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 79,109
√	Basic Landscaping and Irrigation		4%	$ 158,217
√	Illumination	Standard Ilumination System	6%	$ 237,326
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,227,718**

Paving and Allowance Subtotal:		**$ 6,183,153**
Construction Contingency:	15%	$ 927,473
Mobilization:	6%	$ 55,648
Prep ROW:	3%	**$ 27,824**
Construction Cost TOTAL:		**$ 7,111,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,111,000**
Engineering/Survey/Testing:		16%	$ 1,137,760
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 2,133,300
		Impact Fee Project Cost TOTAL:	**$ 10,382,060**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.
The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 32
Name:	Pullen (1)	This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.	
Limits:	2,725' SW of SH 205 to SH 205		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	2,725		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	8,074	cy	$ 30.00	$ 242,222
202	6" Lime Stabilization (with Lime @ 27#/sy)	24,222	sy	$ 5.00	$ 121,111
302	10" Concrete Pavement	20,589	sy	$ 110.00	$ 2,264,778
402	4" Topsoil	12,717	sy	$ 11.00	$ 139,883
502	4" Concrete Sidewalk	27,250	sf	$ 10.00	$ 272,500
602	Turn Lanes and Median Openings	1,970	sy	$ 115.00	$ 226,550
				Paving Construction Cost Subtotal:	**$ 3,267,044**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 261,364
√	Pavement Markings/Markers		3%	$ 98,011
√	Roadway Drainage	Standard Internal System	35%	$ 1,143,466
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 196,023
√	Sewer	Minor Adjustments	3%	$ 98,011
√	Establish Turf / Erosion Control		2%	$ 65,341
√	Basic Landscaping and Irrigation		4%	$ 130,682
√	Illumination	Standard Ilumination System	6%	$ 196,023
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,188,920**

Paving and Allowance Subtotal:		**$ 5,455,964**
Construction Contingency:	15%	$ 818,395
Mobilization:	6%	$ 49,104
Prep ROW:	3%	**$ 24,552**
Construction Cost TOTAL:		**$ 6,275,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,275,000**
Engineering/Survey/Testing:		16%	$ 1,004,000
ROW/Easement Acquisition:	Existing Alignment	15%	$ 941,250
		Impact Fee Project Cost TOTAL:	**$ 8,220,250**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 33
Name:	Pullen (2)	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	790' SW of FM 550 to 2,565' SW of FM 550		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	1,775		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	5,259	cy	$ 30.00	$ 157,778
202	6" Lime Stabilization (with Lime @ 27#/sy)	15,778	sy	$ 5.00	$ 78,889
302	10" Concrete Pavement	13,411	sy	$ 110.00	$ 1,475,222
402	4" Topsoil	8,283	sy	$ 11.00	$ 91,117
502	4" Concrete Sidewalk	17,750	sf	$ 10.00	$ 177,500
602	Turn Lanes and Median Openings	1,283	sy	$ 115.00	$ 147,545
				Paving Construction Cost Subtotal:	**$ 2,128,051**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 63,842
√	Roadway Drainage	Standard Internal System	35%	$ 744,818
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 500,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 42,561
√	Basic Landscaping and Irrigation		4%	$ 85,122
√	Illumination	Standard Ilumination System	6%	$ 127,683
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,564,025**

Paving and Allowance Subtotal:		**$ 3,692,076**
Construction Contingency:	15%	$ 553,811
Mobilization:	6%	$ 33,229
Prep ROW:	3%	**$ 16,614**
Construction Cost TOTAL:		**$ 4,246,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,246,000**
Engineering/Survey/Testing:		16%	$ 679,360
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,273,800
		Impact Fee Project Cost TOTAL:	**$ 6,199,160**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 34
Name:	FM 550 (5)	**This project consists of the reconstruction of the existing facility as a three-lane undivided Major Collector.**	
Limits:	Dowell to 715' SW of Dowell		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	715		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	1,589	cy	$ 30.00	$ 47,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	4,767	sy	$ 5.00	$ 23,833
303	10" Concrete Pavement	3,019	sy	$ 110.00	$ 332,078
403	4" Topsoil	1,907	sy	$ 11.00	$ 20,973
503	4" Concrete Sidewalk	9,295	sf	$ 10.00	$ 92,950
603	Turn Lanes and Median Openings	54	sy	$ 115.00	$ 6,210
				Paving Construction Cost Subtotal:	**$ 523,711**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 41,897
√	Pavement Markings/Markers		3%	$ 15,711
√	Roadway Drainage	Standard Internal System	35%	$ 183,299
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
√	Water	Minor Adjustments	6%	$ 31,423
√	Sewer	Minor Adjustments	3%	$ 15,711
√	Establish Turf / Erosion Control		2%	$ 10,474
√	Basic Landscaping and Irrigation		4%	$ 20,948
√	Illumination	Standard Ilumination System	6%	$ 31,423
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 600,886**

Paving and Allowance Subtotal:		**$ 1,124,598**
Construction Contingency:	15%	$ 168,690
Mobilization:	6%	$ 10,121
Prep ROW:	3%	**$ 5,061**
Construction Cost TOTAL:		**$ 1,294,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,294,000**
Engineering/Survey/Testing:		16%	$ 207,040
ROW/Easement Acquisition:	Existing Alignment	15%	$ 194,100
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 339,028**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 35
Name:	FM 550 (6)	**This project consists of the reconstruction of the existing facility as a three-lane undivided Major Collector.**	
Limits:	FM 550 to 715' SW of Dowell		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	7,010		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	15,578	cy	$ 30.00	$ 467,333
203	6" Lime Stabilization (with Lime @ 27#/sy)	46,733	sy	$ 5.00	$ 233,667
303	10" Concrete Pavement	29,598	sy	$ 110.00	$ 3,255,756
403	4" Topsoil	18,693	sy	$ 11.00	$ 205,627
503	4" Concrete Sidewalk	91,130	sf	$ 10.00	$ 911,300
603	Turn Lanes and Median Openings	531	sy	$ 115.00	$ 61,065
				Paving Construction Cost Subtotal:	**$ 5,134,747**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 410,780
√	Pavement Markings/Markers		3%	$ 154,042
√	Roadway Drainage	Standard Internal System	35%	$ 1,797,162
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
√	Water	Minor Adjustments	6%	$ 308,085
√	Sewer	Minor Adjustments	3%	$ 154,042
√	Establish Turf / Erosion Control		2%	$ 102,695
√	Basic Landscaping and Irrigation		4%	$ 205,390
√	Illumination	Standard Ilumination System	6%	$ 308,085
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 4,190,281**

Paving and Allowance Subtotal:		**$ 9,325,028**
Construction Contingency:	15%	$ 1,398,754
Mobilization:	6%	$ 83,925
Prep ROW:	3%	**$ 41,963**
Construction Cost TOTAL:		**$ 10,724,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 10,724,000**
Engineering/Survey/Testing:		16%	$ 1,715,840
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,608,600
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 2,809,688**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

Kimley-Horn and Associates, Inc.

2024 - 2034 Roadway Impact Fee

updated: 3/7/2024

Conceptual Level Project Cost Projection

Project Information:		Description:	Project No. 36
Name:	Stevens	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	1,930' SW of Smith to Smith		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	1,935		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	5,733	cy	$ 30.00	$ 172,000
202	6" Lime Stabilization (with Lime @ 27#/sy)	17,200	sy	$ 5.00	$ 86,000
302	10" Concrete Pavement	14,620	sy	$ 110.00	$ 1,608,200
402	4" Topsoil	9,030	sy	$ 11.00	$ 99,330
502	4" Concrete Sidewalk	19,350	sf	$ 10.00	$ 193,500
602	Turn Lanes and Median Openings	1,399	sy	$ 115.00	$ 160,885
				Paving Construction Cost Subtotal:	**$ 2,319,915**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 69,597
√	Roadway Drainage	Standard Internal System	35%	$ 811,970
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 46,398
√	Basic Landscaping and Irrigation		4%	$ 92,797
√	Illumination	Standard Ilumination System	6%	$ 139,195
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,159,958**

Paving and Allowance Subtotal:		**$ 3,479,873**
Construction Contingency:	15%	$ 521,981
Mobilization:	6%	$ 31,319
Prep ROW:	3%	**$ 15,659**
Construction Cost TOTAL:		**$ 4,002,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,002,000**
Engineering/Survey/Testing:		16%	$ 640,320
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,200,600
		Impact Fee Project Cost TOTAL:	**$ 5,842,920**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 37
Name:	Principal Arterial A (1)	This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.	
Limits:	Edwards to 515' NE of Edwards		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	515		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	1,984	cy	$ 30.00	$ 59,511
201	6" Lime Stabilization (with Lime @ 27#/sy)	5,951	sy	$ 5.00	$ 29,756
301	10" Concrete Pavement	5,264	sy	$ 110.00	$ 579,089
401	4" Topsoil	3,891	sy	$ 11.00	$ 42,802
501	4" Concrete Sidewalk	5,150	sf	$ 10.00	$ 51,500
601	Turn Lanes and Median Openings	372	sy	$ 115.00	$ 42,780
				Paving Construction Cost Subtotal:	**$ 805,438**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 64,435
√	Pavement Markings/Markers		3%	$ 24,163
√	Roadway Drainage	Standard Internal System	35%	$ 281,903
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 48,326
√	Sewer	Minor Adjustments	3%	$ 24,163
√	Establish Turf / Erosion Control		2%	$ 16,109
√	Basic Landscaping and Irrigation		4%	$ 32,218
√	Illumination	Standard Ilumination System	6%	$ 48,326
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 539,643**

Paving and Allowance Subtotal:		**$ 1,345,081**
Construction Contingency:	15%	$ 201,762
Mobilization:	6%	$ 12,106
Prep ROW:	3%	**$ 6,053**
Construction Cost TOTAL:		**$ 1,547,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,547,000**
Engineering/Survey/Testing:		16%	$ 247,520
ROW/Easement Acquisition:	Existing Alignment	15%	$ 232,050
		Impact Fee Project Cost TOTAL:	**$ 2,026,570**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:

Project Information:		Description:	Project No. 38
Name:	Principal Arterial A (2)	This project consists of the construction of a new four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.	
Limits:	FM 550 to Edwards		
Impact Fee Class:	PA6D (W)		
Ultimate Class:	Principal Arterial		
Length (lf):	4,555		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	17,545	cy	$ 30.00	$ 526,356
201	6" Lime Stabilization (with Lime @ 27#/sy)	52,636	sy	$ 5.00	$ 263,178
301	10" Concrete Pavement	46,562	sy	$ 110.00	$ 5,121,844
401	4" Topsoil	34,416	sy	$ 11.00	$ 378,571
501	4" Concrete Sidewalk	45,550	sf	$ 10.00	$ 455,500
601	Turn Lanes and Median Openings	3,293	sy	$ 115.00	$ 378,695
				Paving Construction Cost Subtotal:	**$ 7,124,144**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 213,724
√	Roadway Drainage	Standard Internal System	35%	$ 2,493,450
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 142,483
√	Basic Landscaping and Irrigation		4%	$ 284,966
√	Illumination	Standard Ilumination System	6%	$ 427,449
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 4,312,072**

Paving and Allowance Subtotal:		**$ 11,436,216**
Construction Contingency:	15%	$ 1,715,432
Mobilization:	6%	$ 102,926
Prep ROW:	3%	**$ 51,463**
Construction Cost TOTAL:		**$ 13,152,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 13,152,000**
Engineering/Survey/Testing:		16%	$ 2,104,320
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 3,945,600
		Impact Fee Project Cost TOTAL:	**$ 19,201,920**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 39
Name:	Connie (2)	**This project consists of the reconstruction of the existing facility as a three-lane undivided Major Collector.**	
Limits:	Smith to 2,695' SW of Smith		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,695		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	5,989	cy	$ 30.00	$ 179,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	17,967	sy	$ 5.00	$ 89,833
303	10" Concrete Pavement	11,379	sy	$ 110.00	$ 1,251,678
403	4" Topsoil	7,187	sy	$ 11.00	$ 79,053
503	4" Concrete Sidewalk	35,035	sf	$ 10.00	$ 350,350
603	Turn Lanes and Median Openings	204	sy	$ 115.00	$ 23,460
				Paving Construction Cost Subtotal:	**$ 1,974,041**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 157,923
√	Pavement Markings/Markers		3%	$ 59,221
√	Roadway Drainage	Standard Internal System	35%	$ 690,914
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 118,442
√	Sewer	Minor Adjustments	3%	$ 59,221
√	Establish Turf / Erosion Control		2%	$ 39,481
√	Basic Landscaping and Irrigation		4%	$ 78,962
√	Illumination	Standard Ilumination System	6%	$ 118,442
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,322,608**

Paving and Allowance Subtotal:		**$ 3,296,649**
Construction Contingency:	15%	$ 494,497
Mobilization:	6%	$ 29,670
Prep ROW:	3%	**$ 14,835**
Construction Cost TOTAL:		**$ 3,792,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 3,792,000**
Engineering/Survey/Testing:		16%	$ 606,720
ROW/Easement Acquisition:	Existing Alignment	15%	$ 568,800
		Impact Fee Project Cost TOTAL:	**$ 4,967,520**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 40
Name:	League (1)	This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.	
Limits:	Adcox to Edwards		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	2,775		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	8,222	cy	$ 30.00	$ 246,667
202	6" Lime Stabilization (with Lime @ 27#/sy)	24,667	sy	$ 5.00	$ 123,333
302	10" Concrete Pavement	20,967	sy	$ 110.00	$ 2,306,333
402	4" Topsoil	12,950	sy	$ 11.00	$ 142,450
502	4" Concrete Sidewalk	27,750	sf	$ 10.00	$ 277,500
602	Turn Lanes and Median Openings	2,006	sy	$ 115.00	$ 230,690
				Paving Construction Cost Subtotal:	**$ 3,326,973**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 266,158
√	Pavement Markings/Markers		3%	$ 99,809
√	Roadway Drainage	Standard Internal System	35%	$ 1,164,441
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
√	Water	Minor Adjustments	6%	$ 199,618
√	Sewer	Minor Adjustments	3%	$ 99,809
√	Establish Turf / Erosion Control		2%	$ 66,539
√	Basic Landscaping and Irrigation		4%	$ 133,079
√	Illumination	Standard Ilumination System	6%	$ 199,618
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,479,072**

Paving and Allowance Subtotal:		**$ 5,806,045**
Construction Contingency:	15%	$ 870,907
Mobilization:	6%	$ 52,254
Prep ROW:	3%	**$ 26,127**
Construction Cost TOTAL:		**$ 6,677,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,677,000**
Engineering/Survey/Testing:		16%	$ 1,068,320
ROW/Easement Acquisition:	Existing Alignment	15%	$ 1,001,550
		Impact Fee Project Cost TOTAL:	**$ 8,746,870**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm
2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 41
Name:	League (2)	This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.	
Limits:	Frontier Trail to Adcox		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	1,030		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,052	cy	$ 30.00	$ 91,556
202	6" Lime Stabilization (with Lime @ 27#/sy)	9,156	sy	$ 5.00	$ 45,778
302	10" Concrete Pavement	7,782	sy	$ 110.00	$ 856,044
402	4" Topsoil	4,807	sy	$ 11.00	$ 52,873
502	4" Concrete Sidewalk	10,300	sf	$ 10.00	$ 103,000
602	Turn Lanes and Median Openings	745	sy	$ 115.00	$ 85,675
				Paving Construction Cost Subtotal:	**$ 1,234,926**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 98,794
√	Pavement Markings/Markers		3%	$ 37,048
√	Roadway Drainage	Standard Internal System	35%	$ 432,224
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
√	Water	Minor Adjustments	6%	$ 74,096
√	Sewer	Minor Adjustments	3%	$ 37,048
√	Establish Turf / Erosion Control		2%	$ 24,699
√	Basic Landscaping and Irrigation		4%	$ 49,397
√	Illumination	Standard Ilumination System	6%	$ 74,096
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 1,077,400**

Paving and Allowance Subtotal:		**$ 2,312,327**
Construction Contingency:	15%	$ 346,849
Mobilization:	6%	$ 20,811
Prep ROW:	3%	**$ 10,405**
Construction Cost TOTAL:		**$ 2,660,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,660,000**
Engineering/Survey/Testing:		16%	$ 425,600
ROW/Easement Acquisition:	Existing Alignment	15%	$ 399,000
		Impact Fee Project Cost TOTAL:	**$ 3,484,600**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.
The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 42
Name:	League (3)	**This project consists of the construction of a new four-lane divided Minor Arterial.**	
Limits:	Frontier Trail to 380' NE of Frontier Trail		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	380		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,126	cy	$ 30.00	$ 33,778
202	6" Lime Stabilization (with Lime @ 27#/sy)	3,378	sy	$ 5.00	$ 16,889
302	10" Concrete Pavement	2,871	sy	$ 110.00	$ 315,822
402	4" Topsoil	1,773	sy	$ 11.00	$ 19,507
502	4" Concrete Sidewalk	3,800	sf	$ 10.00	$ 38,000
602	Turn Lanes and Median Openings	275	sy	$ 115.00	$ 31,625
				Paving Construction Cost Subtotal:	**$ 455,621**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 13,669
√	Roadway Drainage	Standard Internal System	35%	$ 159,467
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 9,112
√	Basic Landscaping and Irrigation		4%	$ 18,225
√	Illumination	Standard Ilumination System	6%	$ 27,337
√	Other:			
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 227,810**

Paving and Allowance Subtotal:		**$ 683,431**
Construction Contingency:	15%	$ 102,515
Mobilization:	6%	$ 6,151
Prep ROW:	3%	**$ 3,075**
Construction Cost TOTAL:		**$ 786,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 786,000**
Engineering/Survey/Testing:		16%	$ 125,760
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 235,800
		Impact Fee Project Cost TOTAL:	**$ 1,147,560**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		**Description:**	**Project No.** 43
Name:	League (4)	This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.	
Limits:	SH 205 to Frontier Trail		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	2,660		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	7,881	cy	$ 30.00	$ 236,444
202	6" Lime Stabilization (with Lime @ 27#/sy)	23,644	sy	$ 5.00	$ 118,222
302	10" Concrete Pavement	20,098	sy	$ 110.00	$ 2,210,756
402	4" Topsoil	12,413	sy	$ 11.00	$ 136,547
502	4" Concrete Sidewalk	26,600	sf	$ 10.00	$ 266,000
602	Turn Lanes and Median Openings	1,923	sy	$ 115.00	$ 221,145
				Paving Construction Cost Subtotal:	**$ 3,189,114**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 255,129
√	Pavement Markings/Markers		3%	$ 95,673
√	Roadway Drainage	Standard Internal System	35%	$ 1,116,190
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 191,347
√	Sewer	Minor Adjustments	3%	$ 95,673
√	Establish Turf / Erosion Control		2%	$ 63,782
√	Basic Landscaping and Irrigation		4%	$ 127,565
√	Illumination	Standard Ilumination System	6%	$ 191,347
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,136,706**

Paving and Allowance Subtotal:		**$ 5,325,820**
Construction Contingency:	15%	$ 798,873
Mobilization:	6%	$ 47,932
Prep ROW:	3%	**$ 23,966**
Construction Cost TOTAL:		**$ 6,125,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,125,000**
Engineering/Survey/Testing:		16%	$ 980,000
ROW/Easement Acquisition:	Existing Alignment	15%	$ 918,750
		Impact Fee Project Cost TOTAL:	**$ 8,023,750**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm
2024 - 2034 Roadway Impact Fee
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 3/7/2024

Project Information:		Description:	Project No. 44
Name:	Klutts (1)	**This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.**	
Limits:	2,875' NE of Smith to SH 205		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	6,030		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	17,867	cy	$ 30.00	$ 536,000
202	6" Lime Stabilization (with Lime @ 27#/sy)	53,600	sy	$ 5.00	$ 268,000
302	10" Concrete Pavement	45,560	sy	$ 110.00	$ 5,011,600
402	4" Topsoil	28,140	sy	$ 11.00	$ 309,540
502	4" Concrete Sidewalk	60,300	sf	$ 10.00	$ 603,000
602	Turn Lanes and Median Openings	4,359	sy	$ 115.00	$ 501,285
				Paving Construction Cost Subtotal:	**$ 7,229,425**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 578,354
√	Pavement Markings/Markers		3%	$ 216,883
√	Roadway Drainage	Standard Internal System	35%	$ 2,530,299
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 750,000
√	Water	Minor Adjustments	6%	$ 433,766
√	Sewer	Minor Adjustments	3%	$ 216,883
√	Establish Turf / Erosion Control		2%	$ 144,589
√	Basic Landscaping and Irrigation		4%	$ 289,177
√	Illumination	Standard Ilumination System	6%	$ 433,766
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 5,593,715**

Paving and Allowance Subtotal:		**$ 12,823,140**
Construction Contingency:	15%	$ 1,923,471
Mobilization:	6%	$ 115,408
Prep ROW:	3%	**$ 57,704**
Construction Cost TOTAL:		**$ 14,747,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 14,747,000**
Engineering/Survey/Testing:		16%	$ 2,359,520
ROW/Easement Acquisition:	Existing Alignment	15%	$ 2,212,050
		Impact Fee Project Cost TOTAL:	**$ 19,318,570**

DRAFT

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.
The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 45
Name:	Klutts (2)	This project consists of the reconstruction of the existing facility as a four-lane divided Minor Arterial.	
Limits:	Smith to 2,85' NW of Smith		
Impact Fee Class:	MA4D		
Ultimate Class:	Minor Arterial		
Length (lf):	2,875		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	8,519	cy	$ 30.00	$ 255,556
202	6" Lime Stabilization (with Lime @ 27#/sy)	25,556	sy	$ 5.00	$ 127,778
302	10" Concrete Pavement	21,722	sy	$ 110.00	$ 2,389,444
402	4" Topsoil	13,417	sy	$ 11.00	$ 147,583
502	4" Concrete Sidewalk	28,750	sf	$ 10.00	$ 287,500
602	Turn Lanes and Median Openings	2,078	sy	$ 115.00	$ 238,970
				Paving Construction Cost Subtotal:	**$ 3,446,831**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 275,746
√	Pavement Markings/Markers		3%	$ 103,405
√	Roadway Drainage	Standard Internal System	35%	$ 1,206,391
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 206,810
√	Sewer	Minor Adjustments	3%	$ 103,405
√	Establish Turf / Erosion Control		2%	$ 68,937
√	Basic Landscaping and Irrigation		4%	$ 137,873
√	Illumination	Standard Ilumination System	6%	$ 206,810
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,309,377**

Paving and Allowance Subtotal:		**$ 5,756,208**
Construction Contingency:	15%	$ 863,431
Mobilization:	6%	$ 51,806
Prep ROW:	3%	**$ 25,903**
Construction Cost TOTAL:		**$ 6,620,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,620,000**
Engineering/Survey/Testing:		16%	$ 1,059,200
ROW/Easement Acquisition:	Existing Alignment	15%	$ 993,000
		Impact Fee Project Cost TOTAL:	**$ 8,672,200**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 46
Name:	Major Collector D	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	Major Collector A to SH 205		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,495		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	3,322	cy	$ 30.00	$ 99,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	9,967	sy	$ 5.00	$ 49,833
303	10" Concrete Pavement	6,312	sy	$ 110.00	$ 694,344
403	4" Topsoil	3,987	sy	$ 11.00	$ 43,853
503	4" Concrete Sidewalk	19,435	sf	$ 10.00	$ 194,350
603	Turn Lanes and Median Openings	113	sy	$ 115.00	$ 12,995
				Paving Construction Cost Subtotal:	**$ 1,095,043**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 32,851
√	Roadway Drainage	Standard Internal System	35%	$ 383,265
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 21,901
√	Basic Landscaping and Irrigation		4%	$ 43,802
√	Illumination	Standard Ilumination System	6%	$ 65,703
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 547,521**

Paving and Allowance Subtotal:		**$ 1,642,564**
Construction Contingency:	15%	$ 246,385
Mobilization:	6%	$ 14,783
Prep ROW:	3%	**$ 7,392**
Construction Cost TOTAL:		**$ 1,889,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,889,000**
Engineering/Survey/Testing:		16%	$ 302,240
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 566,700
		Impact Fee Project Cost TOTAL:	**$ 2,757,940**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 47
Name:	Major Collector E (1)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	560' NE of Major Collector A to SH 205		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	3,195		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	7,100	cy	$ 30.00	$ 213,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	21,300	sy	$ 5.00	$ 106,500
303	10" Concrete Pavement	13,490	sy	$ 110.00	$ 1,483,900
403	4" Topsoil	8,520	sy	$ 11.00	$ 93,720
503	4" Concrete Sidewalk	41,535	sf	$ 10.00	$ 415,350
603	Turn Lanes and Median Openings	242	sy	$ 115.00	$ 27,830
				Paving Construction Cost Subtotal:	**$ 2,340,300**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 70,209
√	Roadway Drainage	Standard Internal System	35%	$ 819,105
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 46,806
√	Basic Landscaping and Irrigation		4%	$ 93,612
√	Illumination	Standard Ilumination System	6%	$ 140,418
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal:		**$ 1,170,150**
Paving and Allowance Subtotal:		**$ 3,510,450**
Construction Contingency:	15%	$ 526,568
Mobilization:	6%	$ 31,594
Prep ROW:	3%	**$ 15,797**
Construction Cost TOTAL:		**$ 4,038,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,038,000**
Engineering/Survey/Testing:		16%	$ 646,080
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 1,211,400
Impact Fee Project Cost TOTAL:			**$ 5,895,480**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 48
Name:	Major Collector E (2)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	Major Collector A to 560' NE of Major Collector A		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	560		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	1,244	cy	$ 30.00	$ 37,333
203	6" Lime Stabilization (with Lime @ 27#/sy)	3,733	sy	$ 5.00	$ 18,667
303	10" Concrete Pavement	2,364	sy	$ 110.00	$ 260,089
403	4" Topsoil	1,493	sy	$ 11.00	$ 16,427
503	4" Concrete Sidewalk	7,280	sf	$ 10.00	$ 72,800
603	Turn Lanes and Median Openings	42	sy	$ 115.00	$ 4,830
				Paving Construction Cost Subtotal:	**$ 410,146**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 12,304
√	Roadway Drainage	Standard Internal System	35%	$ 143,551
	Special Drainage Structures	None Anticipated		$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 8,203
√	Basic Landscaping and Irrigation		4%	$ 16,406
√	Illumination	Standard Ilumination System	6%	$ 24,609
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 205,073**

Paving and Allowance Subtotal:		**$ 615,218**
Construction Contingency:	15%	$ 92,283
Mobilization:	6%	$ 5,537
Prep ROW:	3%	**$ 2,768**
Construction Cost TOTAL:		**$ 708,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 708,000**
Engineering/Survey/Testing:		16%	$ 113,280
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 212,400
		Impact Fee Project Cost TOTAL:	**$ 1,033,680**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 49
Name:	Major Collector E (3)	This project consists of the construction of a new three-lane undivided Major Collector.	
Limits:	1,885' SW of Major Collector A to Major Collector A		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	2,400		
Service Area(s):	McLendon-Chisholm, ETJ		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	5,333	cy	$ 30.00	$ 160,000
203	6" Lime Stabilization (with Lime @ 27#/sy)	16,000	sy	$ 5.00	$ 80,000
303	10" Concrete Pavement	10,133	sy	$ 110.00	$ 1,114,667
403	4" Topsoil	6,400	sy	$ 11.00	$ 70,400
503	4" Concrete Sidewalk	31,200	sf	$ 10.00	$ 312,000
603	Turn Lanes and Median Openings	182	sy	$ 115.00	$ 20,930
				Paving Construction Cost Subtotal:	**$ 1,757,997**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 52,740
√	Roadway Drainage	Standard Internal System	35%	$ 615,299
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 250,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 35,160
√	Basic Landscaping and Irrigation		4%	$ 70,320
√	Illumination	Standard Ilumination System	6%	$ 105,480
√	Other:			
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,128,998**

Paving and Allowance Subtotal:		**$ 2,886,995**
Construction Contingency:	15%	$ 433,049
Mobilization:	6%	$ 25,983
Prep ROW:	3%	**$ 12,991**
Construction Cost TOTAL:		**$ 3,321,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 3,321,000**
Engineering/Survey/Testing:		16%	$ 531,360
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 996,300
		Impact Fee Project Cost TOTAL:	**$ 4,848,660**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

2024 - 2034 Roadway Impact Fee

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 3/7/2024

Project Information:		Description:	Project No. 50
Name:	Major Collector E (4)	**This project consists of the construction of a new three-lane undivided Major Collector.**	
Limits:	Future Smith Rd to 1,885' NE of Future Smith Rd		
Impact Fee Class:	MC3U		
Ultimate Class:	Major Collector		
Length (lf):	1,885		
Service Area(s):	McLendon-Chisholm		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,189	cy	$ 30.00	$ 125,667
203	6" Lime Stabilization (with Lime @ 27#/sy)	12,567	sy	$ 5.00	$ 62,833
303	10" Concrete Pavement	7,959	sy	$ 110.00	$ 875,478
403	4" Topsoil	5,027	sy	$ 11.00	$ 55,293
503	4" Concrete Sidewalk	24,505	sf	$ 10.00	$ 245,050
603	Turn Lanes and Median Openings	143	sy	$ 115.00	$ 16,445
				Paving Construction Cost Subtotal:	**$ 1,380,766**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Markers		3%	$ 41,423
√	Roadway Drainage	Standard Internal System	35%	$ 483,268
√	Special Drainage Structures	Minor Stream Crossing(s)		$ 500,000
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Establish Turf / Erosion Control		2%	$ 27,615
√	Basic Landscaping and Irrigation		4%	$ 55,231
√	Illumination	Standard Ilumination System	6%	$ 82,846
√	Other:			

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal:		**$ 1,190,383**
Paving and Allowance Subtotal:		**$ 2,571,149**
Construction Contingency:	15%	$ 385,672
Mobilization:	6%	$ 23,140
Prep ROW:	3%	**$ 11,570**
Construction Cost TOTAL:		**$ 2,957,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,957,000**
Engineering/Survey/Testing:		16%	$ 473,120
ROW/Easement Acquisition:	New Roadway Alignment	30%	$ 887,100
		Impact Fee Project Cost TOTAL:	**$ 4,317,220**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

City of McLendon-Chisholm

Kimley-Horn and Associates, Inc.

2024 - 2034 Roadway Impact Fee

updated: 3/7/2024

Conceptual Level Project Cost Projection

Project Information:		Description: Project No. 51
Name:	FM 548	This project consists of the reconstruction of the existing facility as a four-lane divided Principal Arterial with a wide median. The wide median will be used for the additional two lanes to complete the six-lane divided section as the City continues to grow.
Limits:	Colquitt to High Meadow	
Impact Fee Class:	PA6D (W)	
Ultimate Class:	Principal Arterial	
Length (lf):	2,035	
Service Area(s):	McLendon-Chisholm, ETJ	

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	7,839	cy	$ 30.00	$ 235,156
201	6" Lime Stabilization (with Lime @ 27#/sy)	23,516	sy	$ 5.00	$ 117,578
301	10" Concrete Pavement	20,802	sy	$ 110.00	$ 2,288,244
401	4" Topsoil	15,376	sy	$ 11.00	$ 169,131
501	4" Concrete Sidewalk	20,350	sf	$ 10.00	$ 203,500
601	Turn Lanes and Median Openings	1,471	sy	$ 115.00	$ 169,165
	Paving Construction Cost Subtotal:				**$ 3,182,774**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	8%	$ 254,622
√	Pavement Markings/Markers		3%	$ 95,483
√	Roadway Drainage	Standard Internal System	35%	$ 1,113,971
	Special Drainage Structures	None Anticipated		$ -
√	Water	Minor Adjustments	6%	$ 190,966
√	Sewer	Minor Adjustments	3%	$ 95,483
√	Establish Turf / Erosion Control		2%	$ 63,655
√	Basic Landscaping and Irrigation		4%	$ 127,311
√	Illumination	Standard Ilumination System	6%	$ 190,966
√	Other:			
	**Allowances based on % of Paving Construction Cost Subtotal		**Allowance Subtotal:**	**$ 2,132,459**

Paving and Allowance Subtotal:		**$ 5,315,232**
Construction Contingency:	15%	$ 797,285
Mobilization:	6%	$ 47,837
Prep ROW:	3%	**$ 23,919**
Construction Cost TOTAL:		**$ 6,113,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,113,000**
Engineering/Survey/Testing:		16%	$ 978,080
ROW/Easement Acquisition:	Existing Alignment	15%	$ 916,950
Impact Fee Project Cost TOTAL (20% City Contribution):			**$ 1,601,606**

DRAFT

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McLendon-Chisholm.

The planning level cost projections shall not supersede the City's design standards contained within the Code of Ordinances or the determination of the City Engineer for a specific project.

B. CIP Service Units of Supply

City of McLendon-Chisholm: 2024 - 2034 Roadway Impact Fee Study

CIP Service Units of Supply

McLendon-Chisholm

3/7/2024

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	Status	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
1	Dowell (1)	2,020' SE of Equestrian to 3,495' NW of FM 550	0.43	2	MC3U	New	0	100%	420	360	0	360	$ 4,179,980	$ 4,179,980
2	Dowell (2)	3,495' NW of FM 550 to FM 550	0.66	2	MC3U	Widening	74	50%	420	278	25	254	$ 7,194,520	$ 3,597,260
3	Dowell (3)	1,280' W of Edwards to Edwards	0.24	2	MC3U	New	0	50%	420	102	0	102	$ 2,781,300	$ 1,390,650
4	Edwards (1)	Principal Arterial A to 795' SE of Principal Arterial A	0.15	4	MA4D	New	0	100%	720	433	0	433	$ 2,820,720	$ 2,820,720
5	Edwards (2)	1,515' NW of Rondinella to League	0.98	4	MA4D	Widening	16	50%	720	1,409	8	1,401	$ 16,710,360	$ 8,355,180
6	FM 1139 (1)	360' W of Windsor to Rochell	0.59	4	MA4D	Widening	256	50%	720	857	76	781	$ 1,894,260	$ 947,130
7	FM 1139 (2)	Rochell to FM 550	1.73	6	PA6D (W)	Widening	190	100%	740	7,678	329	7,349	$ 7,185,088	$ 7,185,088
8	State Highway 205 (1)	575' E of Lakeshore Church to 55' W of Davis	0.31	6	PA6D (W)	Widening	1,742	50%	740	688	270	418	$ 1,286,944	$ 643,472
9	State Highway 205 (2)	55' W of Davis to East City Limits	3.92	6	PA6D (W)	Widening	1,604	100%	740	17,393	6,283	11,109	$ 16,504,690	$ 16,504,690
10	Major Collector A	Klutts to Major Collector E	1.43	2	MC3U	New	0	100%	420	1,203	0	1,203	$ 15,216,120	$ 15,216,120
11	Horizon (1)	780' NW of Pullen to 3,370' NW of Pullen	0.49	4	MA4D	New	0	100%	720	1,420	0	1,420	$ 8,285,500	$ 8,285,500
12	Horizon (2)	FM 550 to Pullen	0.66	4	MA4D	New	0	100%	720	1,911	0	1,911	$ 10,583,540	$ 10,583,540
13	Dennis Bailey	Pullen to Rabbit Ridge	1.24	2	MC3U	New	0	100%	420	1,044	0	1,044	$ 13,370,680	$ 13,370,680
14	Major Collector B	Major Collector E to FM 548	0.37	2	MC3U	New	0	100%	420	315	0	315	$ 3,652,920	$ 3,652,920
15	FM 550 (1)	1,575' E of Rabbit Ridge to 390' E of Paul Davis	0.58	6	PA6D (W)	Widening	244	100%	740	2,562	141	2,421	$ 2,622,358	$ 2,622,358
16	FM 550 (2)	Horizon to 2,380' W of Horizon	0.45	6	PA6D (W)	Widening	244	100%	740	2,001	110	1,891	$ 1,873,038	$ 1,873,038
17	FM 550 (3)	Horizon to Future Stevens	0.45	6	PA6D (W)	Widening	244	50%	740	998	55	943	$ 1,869,108	$ 934,554
18	FM 550 (4)	Future Stevens to Meadow Creek	2.35	6	PA6D (W)	Widening	444	100%	740	10,437	1,044	9,393	$ 9,916,962	$ 9,916,962
19	Smith (1)	FM 550 to Connie	0.21	4	MA4D	Widening	82	100%	720	613	18	595	$ 3,394,210	$ 3,394,210
20	Smith (2)	Connie to Devonport Dr	0.36	4	MA4D	Widening	82	50%	720	524	15	509	$ 5,791,510	$ 2,895,755
21	Smith (3)	Klutts to Mann	0.38	4	MA4D	New	0	100%	720	1,084	0	1,084	$ 6,009,360	$ 6,009,360
22	Smith (4)	Mann to FM 548	1.28	4	MA4D	New	0	50%	720	1,841	0	1,841	$ 23,739,600	$ 11,869,800
23	Connie (1)	1,090' W of Connie to Connie	0.21	2	MC3U	New	0	100%	420	173	0	173	$ 2,011,880	$ 2,011,880
24	Rochell	Rocki Dell to FM 1139	0.75	4	MA4D	Widening	108	50%	720	1,075	40	1,034	$ 11,884,320	$ 5,942,160
25	Wylie (1)	320' W of Future Dennis Bailey to 1605' E of Future Dennis Bailey	0.36	2	MC3U	New	0	100%	420	306	0	306	$ 3,971,200	$ 3,971,200
26	Wylie (2)	FM 550 to 2,565' N of FM 550	0.49	2	MC3U	New	0	100%	420	408	0	408	$ 5,152,340	$ 5,152,340
27	Major Collector C (1)	3,605' NE of FM 1139 to Dowell	0.33	2	MC3U	New	0	50%	420	137	0	137	$ 4,022,300	$ 2,011,150
28	Major Collector C (2)	FM 1139 to 3,605' NE of FM 1139	0.68	2	MC3U	New	0	100%	420	574	0	574	$ 7,910,280	$ 7,910,280
29	Paul Davis (1)	SH 205 to 2,340' SW of SH 205	0.44	2	MC3U	Widening	20	50%	420	186	5	182	$ 4,312,520	$ 2,156,260
30	Paul Davis (2)	2,835' SW of SH 205 to 5,680' SW of SH 205	0.54	2	MC3U	New	0	100%	420	453	0	453	$ 5,669,180	$ 5,669,180
31	Paul Davis (3)	FM 550 to 5400' NE of FM 550	1.02	2	MC3U	New	0	100%	420	859	0	859	$ 10,382,060	$ 10,382,060
32	Pullen (1)	2,725' SW of SH 205 to SH 205	0.52	4	MA4D	Widening	30	100%	720	1,487	16	1,472	$ 8,220,250	$ 8,220,250
33	Pullen (2)	790' SW of FM 550 to 2,565' SW of FM 550	0.34	4	MA4D	New	0	100%	720	969	0	969	$ 6,199,160	$ 6,199,160
34	FM 550 (5)	Dowell to 715' SW of Dowell	0.14	2	MC3U	Widening	208	50%	420	57	14	43	$ 339,028	$ 169,514
35	FM 550 (6)	FM 550 to 715' SW of Dowell	1.33	2	MC3U	Widening	208	100%	420	1,115	276	839	$ 2,809,688	$ 2,809,688
36	Stevens	1,930' SW of Smith to Smith	0.37	4	MA4D	New	0	50%	720	527	0	527	$ 5,842,920	$ 2,921,460
37	Principal Arterial A (1)	Edwards to 515' NE of Edwards	0.10	6	PA6D (W)	Widening	16	100%	740	432	2	431	$ 2,026,570	$ 2,026,570
38	Principal Arterial A (2)	FM 550 to Edwards	0.86	6	PA6D (W)	New	0	100%	740	3,831	0	3,831	$ 19,201,920	$ 19,201,920
39	Connie (2)	Smith to 2,695' SW of Smith	0.51	2	MC3U	Widening	52	50%	420	214	13	201	$ 4,967,520	$ 2,483,760
40	League (1)	Adcox to Edwards	0.53	4	MA4D	Widening	30	50%	720	757	8	749	$ 8,746,870	$ 4,373,435
41	League (2)	Frontier Trail to Adcox	0.20	4	MA4D	Widening	30	100%	720	562	6	556	$ 3,484,600	$ 3,484,600
42	League (3)	Frontier Trail to 380' NE of Frontier Trail	0.07	4	MA4D	New	0	100%	720	206	0	206	$ 1,147,560	$ 1,147,560
43	League (4)	SH 205 to Frontier Trail	0.50	4	MA4D	Widening	30	100%	720	1,451	15	1,436	$ 8,023,750	$ 8,023,750
44	Klutts (1)	2,875' NE of Smith to SH 205	1.14	4	MA4D	Widening	14	100%	720	3,289	16	3,273	$ 19,318,570	$ 19,318,570
45	Klutts (2)	Smith to 2,85' NW of Smith	0.54	4	MA4D	Widening	14	50%	720	784	4	780	$ 8,672,200	$ 4,336,100
46	Major Collector D	Major Collector A to SH 205	0.28	2	MC3U	New	0	100%	420	238	0	238	$ 2,757,940	$ 2,757,940
47	Major Collector E (1)	560' NE of Major Collector A to SH 205	0.61	2	MC3U	New	0	50%	420	254	0	254	$ 5,895,480	$ 2,947,740
48	Major Collector E (2)	Major Collector A to 560' NE of Major Collector A	0.11	2	MC3U	New	0	100%	420	89	0	89	$ 1,033,680	$ 1,033,680
49	Major Collector E (3)	1,885' SW of Major Collector A to Major Collector A	0.45	2	MC3U	New	0	50%	420	191	0	191	$ 4,848,660	$ 2,424,330
50	Major Collector E (4)	Future Smith Rd to 1,885' NE of Future Smith Rd	0.36	2	MC3U	New	0	100%	420	300	0	300	$ 4,317,220	$ 4,317,220
51	FM 548	Colquitt to High Meadow	0.38	6	PA6D (W)	Widening	634	50%	740	855	122	733	$ 1,601,606	$ 800,803
SUBTOTAL										**76,929**	**8,909**	**68,020**	**$ 341,654,040**	**$ 280,453,527**
										Intersection Project Cost				**$ 200,000**
										Roadway Impact Fee Study Cost				**$ 54,700**
										TOTAL COST IN MCLENDON-CHISHOLM, TX				**$ 280,708,227**

C. Existing Roadway Facilities Inventory

City of McLendon-Chisholm: 2024 - 2034 Roadway Impact Fee Study

Existing Roadway Facilities Inventory

3/7/2024

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Connie	Smith	2,695' SW of Smith	2,695	0.51	1	1	2U	26	26	50%	420	420	107	107	7	7	101	101		
Dowell	3,495' NW of FM 550	FM 550	3,496	0.66	1	1	2U	37	37	50%	420	420	139	139	12	12	127	127		
Edwards	1,515' NW of Rondinella	League	5,165	0.98	1	1	2U	8	8	50%	420	420	205	205	4	4	202	202		
Edwards	Edwards	515' NE of Edwards	514	0.10	1	1	2U	8	8	100%	420	420	41	41	1	1	40	40		
FM 1139	360' W of Windsor	Rochell	3,141	0.59	1	1	2U	128	128	50%	420	420	125	125	38	38	87	87		
FM 1139	Rochell	Future Major Collector	2,320	0.44	1	1	2U	95	95	100%	420	420	185	185	42	42	143	143		
FM 1139	Future Major Collector	FM 550	6,811	1.29	1	1	2U	95	95	100%	420	420	542	542	123	123	419	419		
FM 550	1,575' E of Rabbit Ridge	390' E of Future Major Collector	3,046	0.58	1	1	2U	122	122	100%	420	420	242	242	70	70	172	172		
FM 550	Future Minor Arterial	2,380' W of Future Minor Arterial	2,380	0.45	1	1	2U	122	122	100%	420	420	189	189	55	55	134	134		
FM 550	Future Minor Arterial	Future Steven	2,374	0.45	1	1	2U	122	122	50%	420	420	94	94	27	27	67	67		
FM 550	Future Stevens	Smith	1,336	0.25	1	1	2U	122	122	100%	420	420	106	106	31	31	75	75		
FM 550	Dowell	715' SW of Dowell	714	0.14	1	1	2U	104	104	50%	420	420	28	28	7	7	21	21		
FM 550	FM 1139	715' SW of Dowell	3,512	0.67	1	1	2U	104	104	100%	420	420	279	279	69	69	210	210		
FM 550	FM 1139	FM 550	3,497	0.66	1	1	2U	104	104	100%	420	420	278	278	69	69	209	209		
FM 550	SH 205	FM 550	2,554	0.48	1	1	2U	162	162	100%	420	420	203	203	78	78	125	125		
FM 550	Smith	SH 205	8,521	1.61	1	1	2U	222	222	100%	420	420	678	678	358	358	320	320		
FM 550	Colquitt	High Meadow	2,033	0.38	1	1	2U	317	317	50%	420	420	81	81	61	61	20	20		
Klutts	Future Major Collector	SH 205	1,484	0.28	1	1	2U	7	7	100%	420	420	118	118	2	2	116	116		
Klutts	2,875' NE of Smith	Future Major Collector	4,545	0.86	1	1	2U	7	7	100%	420	420	362	362	6	6	356	356		
Klutts	Smith	2,85' NW of Smith	2,874	0.54	1	1	2U	7	7	50%	420	420	114	114	2	2	112	112		
League	Adcox	Edwards	2,777	0.53	1	1	2U	15	15	50%	420	420	110	110	4	4	106	106		
League	Frontier Trail	Adcox	1,030	0.20	1	1	2U	15	15	100%	420	420	82	82	3	3	79	79		
League	SH 205	Frontier Trail	2,660	0.50	1	1	2U	15	15	100%	420	420	212	212	8	8	204	204		
Paul Davis	SH 205	2,340' SW of SH 205	2,340	0.44	1	1	2U	10	10	50%	420	420	93	93	2	2	91	91		
Pullen	2,725' SW of SH 205	SH 205	2,727	0.52	1	1	2U	15	15	100%	420	420	217	217	8	8	209	209		
Rochell	Rocki Dell	FM 1139	3,941	0.75	1	1	2U	54	54	50%	420	420	157	157	20	20	137	137		
SH 205	575' E of Lakeshore Church	55' W of Davis	1,637	0.31	1	1	2U-H	871	871	50%	700	700	108	108	135	135	-27	-27	27	27
SH 205	505' W of Davis	Davis	503	0.10	1	1	2U-H	871	871	100%	700	700	67	67	83	83	-16	-16	16	16
SH 205	Davis	Pullen	3,154	0.60	1	1	2U-H	871	871	100%	700	700	418	418	520	520	-102	-102	102	102
SH 205	Pullen	Klutts	6,576	1.25	1	1	2U-H	802	802	100%	700	700	872	872	999	999	-127	-127	127	127
SH 205	FM 550	Klutts	5,967	1.13	1	1	2U-H	908	908	100%	700	700	791	791	1026	1026	-235	-235	235	235
SH 205	Klutts	City Limits	4,483	0.85	1	1	2U-H	908	908	100%	700	700	594	594	771	771	-177	-177	177	177
Smith	FM 550	Connie	1,123	0.21	1	1	2U	41	41	100%	420	420	89	89	9	9	81	81		
Smith	Connie	Devonport Dr	1,922	0.36	1	1	2U	41	41	50%	420	420	76	76	7	7	69	69		
SUBTOTAL			**103,852**	**19.67**									**8,005**	**8,005**	**4,657**	**4,657**	**3,348**	**3,348**	**684**	**684**
													16,010		**9,314**		**6,695**		**1,368**	

Impact Fees 101

City of McLendon-Chisholm

March 26, 2024

Outline

- Impact Fee Basics
- Impact Fee Components
- Next Steps

Impact Fees 101

What are Impact Fees?

- One-time fee for new development.
- Mechanism to recover infrastructure costs required to serve the future development.
- Legal way to collect a flexible fee for infrastructure.
  This gives a City freedom (or flexibility) to spend money on high priority projects within a broader service area.

Why Use Impact Fees?

Equitable

Barring existing ordinances, development pays an equal fee whether first to develop or last to develop.

Predictable

Fee schedule can be made available online.

Developers can rely on land use and IF CIP plans to make decisions about when, where, and what to build.

Ensures Accountability

State law requires that impact fees be spent within a certain amount of time or be refunded to the property owner.

Proportional

Directly related to the amount of demand generated by the development

Calculation based on systemwide impact

What items are and are not payable with Impact Fees?

Components that *can* be paid for through an impact fee program:

- ✓ Construction cost of capital improvements on the Impact Fee CIP
  - Roadway to thoroughfare standard
  - Upsized water/wastewater line
  - Traffic signals, bridges, sidewalks, etc.
- ✓ Survey and Engineering fees
- ✓ Land acquisition costs, including court awards
- ✓ Debt Service of Impact Fee CIP
- ✓ **Planning Studies**

Components that *cannot* be paid for through an impact fee program:

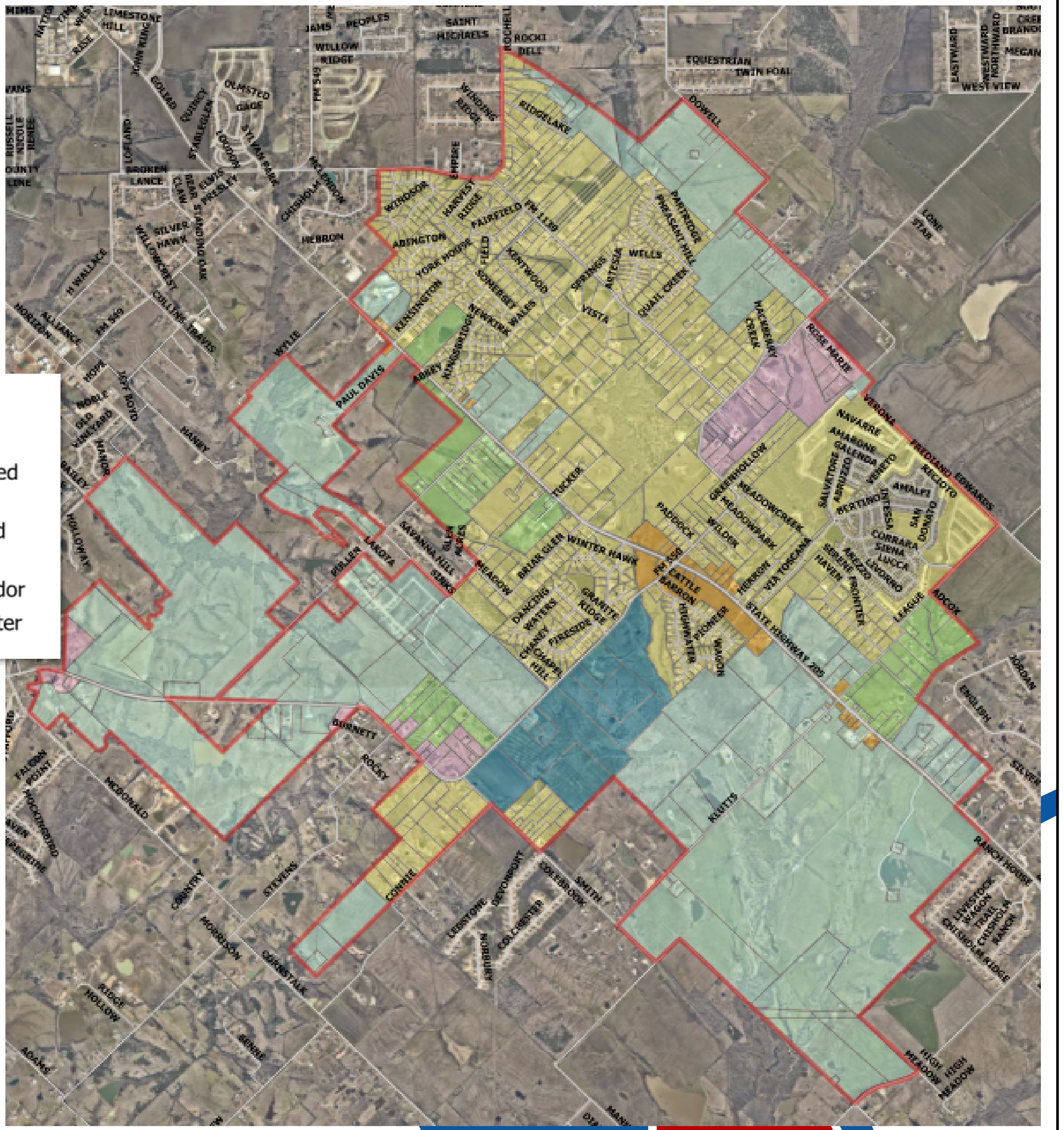
- Projects not included in the Impact Fee CIP
- Repair, operation, and maintenance of existing facilities
- Upgrades to serve existing development
- Administrative costs of operating the impact fee program

Impact Fee Basics

- **What Are The Components?**
  - Land Use Assumptions
  - Service Units
  - Capital Improvements Plans
  - Maximum Assessable Fee
  - Credit Calculation

Land Use Assumptions

- 10 Year Growth Projection
- Land Use Categories:
  - Residential
  - Basic
  - Service
  - Retail
- Data Sources:
  - Parcel data
  - Comprehensive plan 2021-2040
  - Growth trends
  - Known developments



Land Use Assumptions

- **New Growth (2024-2034)**

Residential		Employment		
		Basic	Service	Retail
Units	Population	Sq. Ft.	Sq. Ft.	Sq. Ft.
2,441	6,908	0	11,400	45,600

Service Units

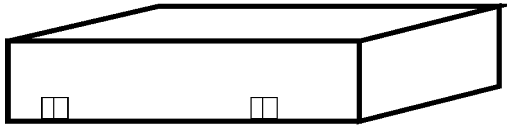
- **Chapter 395 “Service Unit” Definition**
  - Standardized measure of consumption attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 years
- **Roadway uses vehicle miles - One vehicle to travel one mile**

Service Units

- Two variables:
  - Trip Generation
    - ITE Trip Generation Manual – 11th Edition
  - Trip Length
    - National Household Travel Survey
    - Travel Demand Modeling

Service Units

ITE Land Use	Single-Family Detached Housing (ITE # 210)
Trips	0.94 Vehicles (PM Peak) *(ITE Trip Generation)*
X Trip Length	4.00 Miles
Vehicle-Miles	3.76 Vehicle-Miles



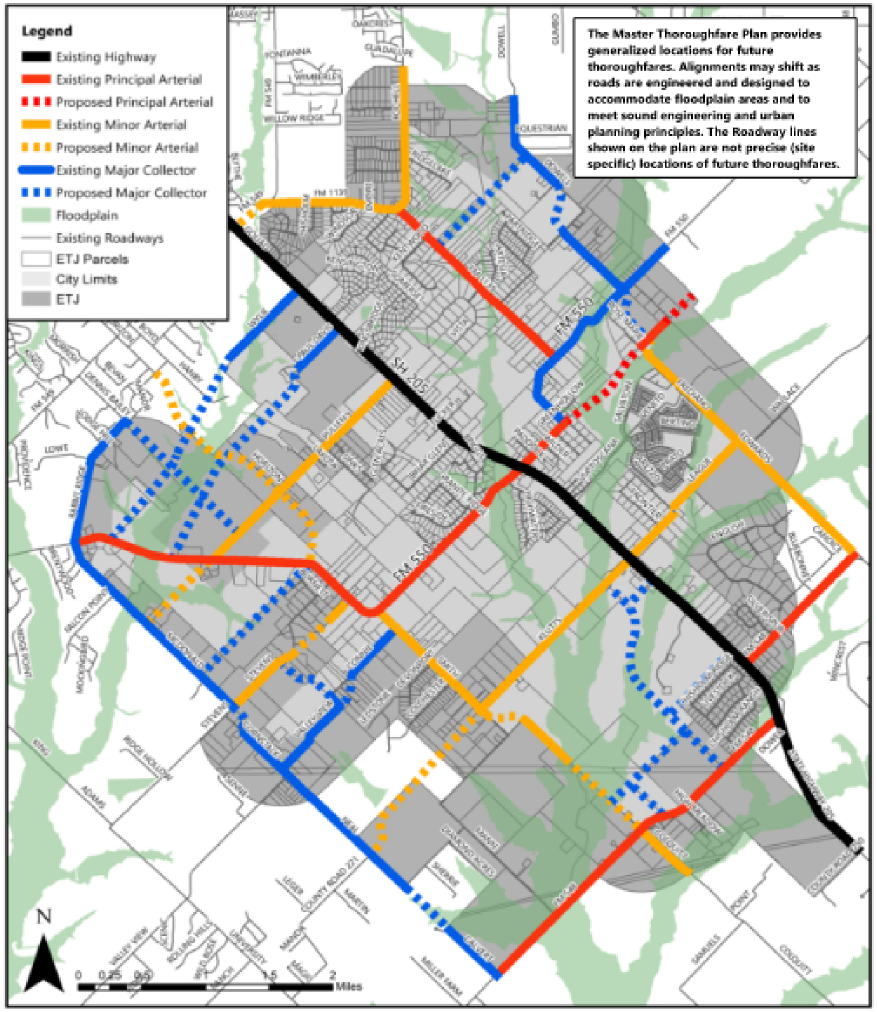
ITE Land Use	Shopping Plaza (ITE #821)
Trips	5.19 Vehicles (PM Peak) *(ITE Trip Generation)*
Reduction for Pass-by Trips	34% *(ITE Trip Generation Handbook)* 3.43 Vehicles (PM Peak)
X Trip Length	2.80 Miles
Vehicle-Miles**	9.60 Vehicle-Miles

Capital Improvements Plan

- Infrastructure needed to serve 10 Year growth
- Based on an adopted plan

Master Thoroughfare Plan

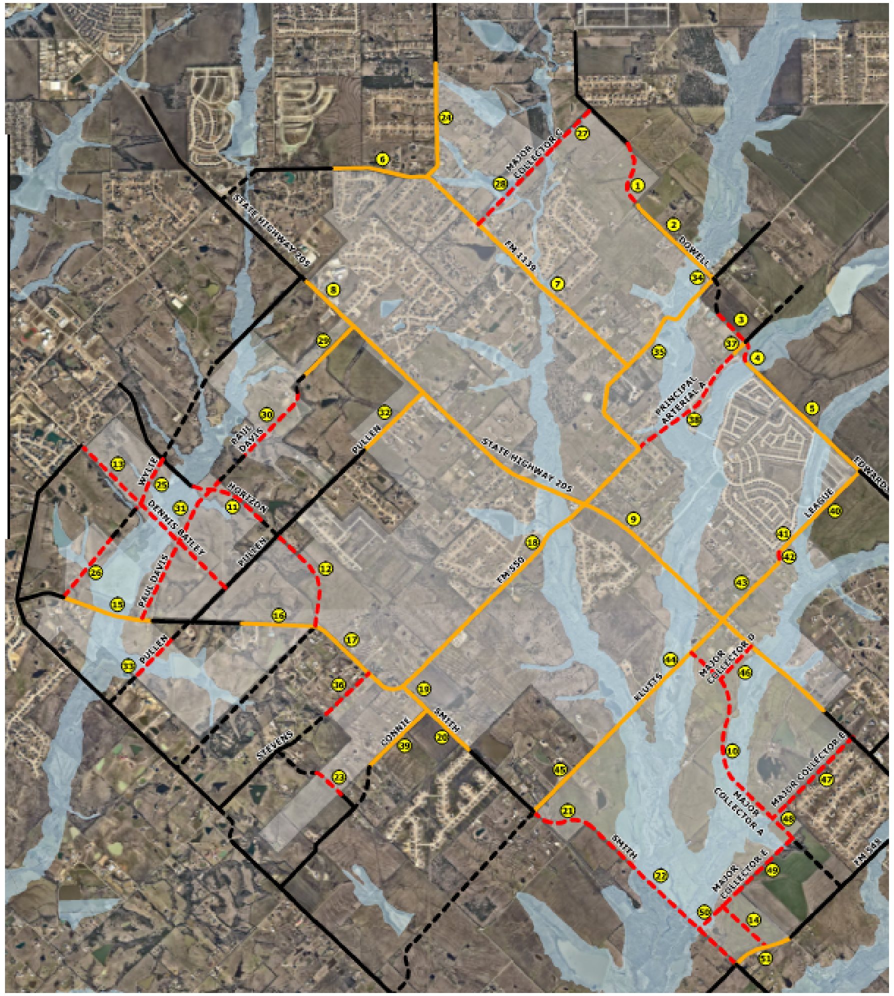
Source: Kimley-Horn, 2021



Capital Improvements Plan

Legend

- Impact Fee Eligible - Widening
- Impact Fee Eligible - New
- Non-Impact Fee Eligible - Existing
- Non-Impact Fee Eligible - Future
- City Limits
- Floodplain



Maximum Fees

- **How are Impact Fees Calculated?**
  - Land Use and Population Projections
  - Master Plan Infrastructure Requirements
  - Develop 10-Year Impact Fee CIP
  - Remove costs associated with existing development and growth at 10+ years
  - Calculate Pre-Credit Max Assessable Impact Fee

$$\text{Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the CIP (\$)}}{\text{New Service Units}}$$

  - Credit Calculation or 50% of the Max

Maximum Fee Calculation

Item	Value
Total Cost of Capacity	$280,708,227
10 Year Growth (Vehicle-Miles)	9,684
Percent of Capacity Attributable to Growth	14.5%
Cost of Capacity Attributable to Growth	$35,265,191
Credit for Ad Valorem Taxes (50%)[1]	$17,632,596
Maximum Assessable Fee per Vehicle-Mile	**$1,820**
Maximum Assessable Fee per Single Family Home[2]	**$6,843**

1. Required by CH 395 TX LGC
2. $1,820/veh-mi * 3.67 veh-mi/home

Next Steps

- Formation of Capital Improvements Advisory Committee – 3/26 (Today)
  - 1st public hearing set – 3/26 (Today)
- CIAC 1st Meeting on LUA & CIP – 4/16
- **Council 1st Public Hearing on LUA & CIP – 5/14**
  - 2nd public hearing set – 5/14
- CIAC 2nd Meeting on Maximum Fees – 5/21
- **Council 2nd Public Hearing on Maximum Fees and Ordinance Adoption – 6/25**

City of McLendon-Chisholm

Staff Report

Date: March 26, 2024

Agenda Item: Roadway Impact Fee – development of a Capital Improvements Advisory Committee (CIAC)

Fiscal Impact: None

Background:

The City of McLendon-Chisholm, Texas City Council has requested to complete a Roadway Impact Fee study and implementation. To assist in this process, State of Texas LGC requires the development of a Capital Improvements Advisory Committee (CIAC) as an instrumental part of the Impact Fee process. Staff recommends that the CIAC should be composed of staff and community residents. The following are recommendations for inclusion:

	Ms. Leslie Schwalje
	Mr. Jeffy Packer
	Mr. Steve Hatfield
	Mr. Bob Herman
	Ms. Sarah Cointment
Staff	Mr. Asa Woodberry
Staff	Mr. Mark Woodruff
Staff	Mr. Mike Coker
Staff	Mr. Konrad Hildebrandt

Staff Assigned: Konrad Hildebrandt, City Administrator

Ordinance No. 2024-

AN ORDINANCE OF THE CITY OF MCLENDON-CHISHOLM, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE AND ZONING MAP OF THE CITY OF MCLENDON-CHISHOLM, TEXAS, AS HERETOFORE AMENDED, BY GRANTING A CHANGE IN ZONING DISTRICT FROM PD TRIPLE CREEK TO PD PLANNED DEVELOPMENT ZONING DISTRICT LEGACY PARK ESTATES, PROVIDING FOR 330 SINGLE-FAMILY LOTS AND A COMMUNITY PARK ON A 148.15 ACRE TRACT OF LAND LOCATED GENERALLY AROUND THREE SIDES OF 1371 WEST FM 550 [MCLENDON-CHISHOLM CITY HALL] MCLENDON-CHISHOLM, TEXAS, MORE PARTICULARLY DESCRIBED HEREIN IN EXHIBIT A, IN THE CITY OF MCLENDON-CHISHOLM, ROCKWALL COUNTY, TEXAS, PROVIDING A REPEALING CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY OR FINE NOT TO EXCEED THE SUM OF TWO THOUSAND ($2,000) DOLLARS FOR EACH OFFENSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission of the City of McLendon-Chisholm and the governing body of the City of McLendon-Chisholm, in compliance with state laws and with reference to amending the Comprehensive Zoning Ordinance and Zoning Map, have given the requisite notice by publication and otherwise, and after holding required public hearings and affording a full and fair hearing to all property owners and interested persons generally, the governing body of the City of McLendon-Chisholm is of the opinion that said Comprehensive Zoning Ordinance and Map should be amended as provided herein. Now therefore:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MCLENDON-CHISHOLM, TEXAS:

SECTION 1. That the Comprehensive Zoning Ordinance and Zoning Map of the City of McLendon-Chisholm, Texas, heretofore duly passed by the governing body of the City of McLendon-Chisholm, as heretofore amended, be hereby amended by changing the Zoning District designation on the 148.15-acre tract of land more particularly described in Exhibit “A”, attached hereto and incorporated herein, and herein referred to as the “Property” from PD Triple Creek to a Planned Development District “Legacy Park Estates”. Development of the property shall conform to the Concept Plan as described in EXHIBIT B, and as described in Exhibit “C” Planned Development District Development Standards and amending the Official Zoning Map to reflect the approved change in zoning district.

SECTION 2. That all provisions of the ordinances of the City of McLendon-Chisholm in conflict with the provisions of this ordinance as applicable to the Property are hereby repealed and all other provisions of the ordinances of the City of McLendon-Chisholm not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 3. That should any sentence, paragraph, subdivision, clause, phrase, or section of this ordinance be adjudged or held to be unconstitutional, illegal, or invalid, the same shall not affect the validity of this ordinance as a whole or any part or provision hereof other than the part so decided to be invalid, illegal, or unconstitutional, and shall not affect the validity of the Comprehensive Zoning Ordinance or Map as a whole.

SECTION 4. This ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law in such cases provides.

DULY PASSED by the City Council of the City of McLendon-Chisholm, Texas on ____ day of ____________ 2024.

APPROVED:

____
MAYOR

ATTEST:

____
CITY SECRETARY

APPROVED AS TO FORM.

____
CITY ATTORNEY

EXHIBIT A

Legal Description for Zoning Change: LEGACY PARK ESTATES

All that certain lot, tract or parcel of land situated in the KING LATHAM SURVEY, ABSTRACT NO. 133, Rockwall County, Texas, and being a part of a 159.4006 acres tract of land as described in a Special Warranty deed from Tyrone E. Davenport and Cheryl Anne Davenport to The Chiefton 2X, LP, dated March 8, 2006 and being recorded in Volume 4464, Page 283 of the Official Public Records of Rockwall County, Texas, and being more particularly described as follows:

TRACT 1

BEGINNING at a 1/2" iron rod found for corner in the southeast right-of-way line of F.M. 550, said point being at the west corner of said 159.4006 acres tract of land;

THENCE N. 45 deg. 00 min. 00 sec. E. along said right-of-way line, a distance of 900.74 feet to a 1/2" iron rod with yellow plastic cap found for corner at the west corner of a 2.00 acres tract of land as described in a Deed from The Chiefton 2X, LP to The City of McLendon-Chisholm, Texas, as recorded in Volume 7229, Page 249 of the Official Public Records of Rockwall County, Texas;

THENCE S. 45 deg. 00 min. 00 sec. E. a distance of 960.00 feet to a 1/2" iron rod with yellow plastic cap found for corner at the south corner of a 10.00 acres tract of land as described in a Deed from The Chiefton 2X, LP to The City of McLendon-Chisholm, Texas, as recorded in Document no. 20130000499269 of the Official Public Records of Rockwall County, Texas;

THENCE N. 45 deg. 00 min. 00 sec. E. along the southeast line of said 10.00 acres tract, a distance of 681.00 feet to a 1/2" iron rod with yellow plastic cap found for corner at the east corner of same;
THENCE N. 45 deg. 00 min. 00 sec. W. along the northeast line of said 10.00 acres tract, a distance of 960.00 feet to a 1/2" iron rod with yellow plastic cap found for corner in the southeast right-of-way line of F.M. 550;

THENCE N. 45 deg. 00 min. 00 sec. E. along said right-of-way line, a distance of 840.00 feet to a 1/2" iron rod found for corner in an old road bed, at the north corner of said 159.4006 acres tract;

THENCE S. 45 deg. 25 min. 58 sec. E. along said old road bed and northeast boundary of said tract, a distance of 2983.44 feet to a 1/2" iron rod found for corner;

THENCE S. 45 deg. 15 min. 03 sec. W. along said old road bed and passing a 1" iron pipe at a turn in same at 784.39 feet and continuing for a total distance of 2243.27 feet to a 3/8" iron rod found for corner at base of 3" steel fence post in concrete at the south most corner of said 159.4006 acres tract of land;

THENCE N. 44 deg. 44 min. 43 sec. W. a distance of 1494.36 feet to a 1" iron pipe found for corner;

THENCE S. 45 deg. 05 min. 25 sec. W. a distance of 212.95 feet to a 1/2" iron rod found for corner;

THENCE N. 44 deg. 47 min. 44 sec. W. a distance of 1478.86 feet to the POINT OF BEGINNING and containing 144.41 acres of land.
TRACT 2

All that certain lot, tract or parcel of land situated in the KING LATHAM SURVEY, ABSTRACT NO. 133, Rockwall County, Texas, and being a part of a 10.00 acres tract of land as described in a Warranty deed from Richard B. Skibell to Tyrone E. Davenport and Cheryl Anne Davenport, dated October 20, 2004 and being recorded in Volume 3742, Page 268 of the Official Public Records of Rockwall County, Texas, and being more particularly described as follows:

BEGINNING at a 3/8" iron rod found at the base of a 3" steel fence post in concrete at the east corner of said 10.00 acres tract and at the south corner of a 159.4006 acres tract of land as described in a Special Warranty deed from Tyrone E. Davenport and Cheryl Anne Davenport to The Chiefton 2X, LP, dated March 8, 2006 and being recorded in Volume 4464, Page 283 of the Official Public Records of Rockwall County, Texas;

THENCE S. 45 deg. 27 min. 19 sec. W. along the southeast line of said 10.00 acres tract, a distance of 559.20 feet to a point in edge of water for corner;

THENCE N. 44 deg. 17 min. 46 sec. W. a distance of 300.60 feet to a point in edge of water for corner in the northwest boundary line of said 10.00 acres tract of land;

THENCE N. 45 deg. 35 min. 26 sec. E. along the northwest boundary line of said 10.00 acres tract of land, a distance of 556.85 feet to a 1/2" iron rod with yellow plastic cap found for corner;

THENCE S. 44 deg. 44 min. 43 sec. E. a distance of 299.28 feet to the POINT OF BEGINNING and containing 3.84 acres of land.

EXHIBIT B

Revised Concept Plan: October 2023

EXHIBIT C

LEGACY PARK ESTATES

PLANNED DEVELOPMENT DISTRICT DEVELOPMENT STANDARDS

For Approximately 148.15 Acres

City of McLendon-Chisholm, Rockwall County, Texas

1. Purpose and Intent

This Planned Development District (PD) provides the minimum development standards for a residential subdivision containing 330 single-family residential lots with a minimum lot size of eight thousand seven hundred fifty square feet of land with a minimum lot width of 70 feet and a city park. The city park may include temporary as well as permanent structures to include detention facilities, a facility housing a heritage center, a heritage museum, a library, ponds, benches, grills, gazebos, trails, playing fields, and a water tower to be located in a mutually agreed upon location by all interested and affected parties generally near the elevated storage tank within the development. This development is approximately 148.15 acres of land generally located near the existing McLendon-Chisholm City Hall on FM 550 further described in EXHIBIT A attached to and made a part of this ordinance.

2. Special Provisions

This Exhibit C provides the PD Development Standards which is included and made a part of the ordinance adopting this Planned Development District.

a. Minor amendments amendment to the PDD including approved Concept or Development plans must conform to the following process; " Changes of detail which do not alter the basic relationship of the proposed development to adjacent property and which do not alter the uses permitted or increase the density, building height, or coverage of the site and which do not decrease the off-street parking ratio, reduce the yards provided at the boundary of the site, or alter the landscape plans as indicated on the approved conceptual plan may be authorized by the mayor or his/her designee. If an agreement cannot be reached regarding whether or not a detail site plan conforms to the original concept plan, the city council shall determine the conformity." [Zoning Ordinance, Section 5-1, Planned Development District, subsection D. 1. (c)]

b. Requests for minor amendments shall be made in writing and shall explain the reason or reasons for the requested amendment. Requests for minor amendments shall pay a fee as established by the City Council for the review and processing of a minor amendment request.

3. Development Plan

Prior to development of any portion of this planned development district, the City Council shall consider a development plan upon recommendation from the Planning and Zoning Commission.

Any development plan shall conform to the Concept Plan that has been approved and made a part of this ordinance.

This development may be constructed in phases. However, if constructed in phases, each phase shall have a development plan reviewed and recommended by the Planning and Zoning Commission and reviewed and approved by the City Council prior to any construction in that phase.

4. Development Standards

Lot layout shall conform to the Concept Plan that has been adopted and is part of this ordinance.

a. This is a single-family zoning district.

b. Permitted uses. In this zoning district, no building or land shall be used, and no building shall be constructed, reconstructed, altered or enlarged, unless otherwise permitted in accordance with section 3-1. Use of land and buildings of the City of McLendon-Chisholm Zoning Ordinance as shown for the SF 1.5 Residential District.

c. Area requirements. Minimum residential lot size 8,750 square feet.

d. Setbacks.

Setbacks.	Front yard	20 feet
	Side yard	5 feet
	Rear yard	20 feet

Front yard setbacks shall be consistent for the entire block face. Side yard setbacks shall be consistent for the entire block face.

e. Lot width. Minimum lot width is 70 feet.
For lots fronting on a cul-de-sac or eyebrow, the minimum lot width shall be measured at the front setback line.

f. Lot depth. 120 feet.

g. Minimum Dwelling size. 1,800 square feet.

h. Lot coverage. 70 percent.

i. Maximum Height. 36 feet.

j. Off-street parking. Shall conform to section 6-7, Off-street parking and loading requirements of the McLendon-Chisholm Zoning Ordinance.

k. Accessory structures. Shall conform to the requirements of section 6-3 of the McLendon-Chisholm Zoning Ordinance.

l. Landscaping shall be in accordance with landscaping and berming as shown on the Concept Plan. A detailed landscape plan shall accompany all applications for approval of detailed development plans [site plans] shall include a landscape plan that conforms to the requirements of Section 6-10 of the City of McLendon-Chisholm Zoning ordinance for residential developments.

m. The park, as shown on the Concept Plan, shall be constructed as shown on the Concept Plan and requires the approval by the City Council upon recommendation from the Planning and Zoning Commission of a development plan for the construction and maintenance of the park.
1. Park lighting shall be designed to limit light intrusion into neighboring residential areas.
2. Water tower location will be negotiated among interested/affected parties (The City of McLendon-Chisholm, High Point SUD, Skorburg Retail Corporation, Altura Homes).
3. The City is to own the fee simple title to the property where the water tower will be located.

City of McLendon-Chisholm

Staff Report

Date: March 26, 2024

Agenda Item: Discuss and consider authorizing the Mayor to sign a letter agreement between Altura Homes ("Altura"), the City of McLendon Chisholm (the "City"), High Point SUD ("High Point") and Skorburg Retail Corporation ("Skorburg") regarding the location of a future water tower to be constructed by High Point on land currently owned by Altura and generally located in the North and East part of the Legacy Park Estates proposed development behind the McLendon Chisholm Fire Station.

Fiscal Impact: None

Background:

The City of McLendon-Chisholm, Texas City Council has been requested and discussed briefly in its prior City Council meeting (March 12, 2024) to enter into a letter agreement resolving the location of an above-ground water storage facility. City staff have met with all of the parties involved and there is unanimous consensus of the area chosen. All other parties have reviewed and approved this agreement.

The agreement has been reviewed by our city attorney.

Staff Assigned: Konrad Hildebrandt, City Administrator

Skorburg Retail Corporation
8214 Westchester Drive, Suite 900, Dallas, Texas 75225
Phone: 214-522-4945 * Fax: 214-522-7244

March 21, 2024

Altura Homes
Attn: Mr. Kevin Webb
5763 State Hwy 205, #100
Rockwall, Texas 75032

High Point SUD
Attn: John Washburn, General Manager
16983 Valley View
Forney, Texas 75216

Re: Agreement between Altura Homes ("Altura"), High Point Special Utility District ("High Point"), and Skorburg Retail Corporation ("Skorburg") (collectively referred to herein as the "Parties") confirming the location of a future water tower.

Dear Mr. Webb and Mr. Washburn:

This letter will confirm our agreement (the "Agreement") regarding the location of a future water tower to be constructed in the future by High Point on land currently owned by Altura (or an affiliate of Altura) in the general location as depicted on the attached **Exhibit "A"** (the "Altura Property"). Skorburg has entered into a contract to purchase the tract of land containing approximately 99 acres labeled as the "Skorburg Property" on **Exhibit "A"**, which is located across FM 550 from the City of McLendon-Chisholm city hall building in the vicinity of the Altura Property. High Point and Altura have or will at some point in time enter into an agreement(s) as necessary and appropriate to ensure the water tower will be located in the general location as shown on **Exhibit "A"**. Skorburg intends to develop the Skorburg Property as a single-family residential subdivision. In connection with Skorburg's acquisition and development of the Skorburg Property, High Point and Altura agree that the water tower will be constructed at least 2,250 feet away from any exterior boundary of the Skorburg Property. In consideration of this Agreement, Skorburg (or a designated affiliate of Skorburg) shall pay High Point a lump sum of One Hundred Thousand Dollars ($100,000.00) within three (3) business days of Skorburg's receipt of both (a) a fully executed Non-Standard Service Contract between High Point and Skorburg (or Skorburg's designated affiliate) and (b) construction drawings approved by High Point for the Skorburg Property. For reference, the location of the water tower as depicted on **Exhibit "A"** is approximately 2,500 feet away from the exterior boundary of the Skorburg Property.

Notwithstanding anything contained in this Agreement to the contrary, High Point and Altura shall have the right to select a different location for the water tower than what is shown on

Exhibit "A" provided the water tower is no less than 2,250 feet away from the exterior boundary of the Skorburg Property.

This Agreement shall inure to the benefit of and bind the parties hereto and their respective heirs, representatives, successors and assigns. Please acknowledge and evidence your agreement with the terms of this Agreement by executing a copy of this Agreement in the space provided below and returning that copy to the undersigned. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original and all of which when taken together shall constitute one instrument.

SKORBURG RETAIL CORPORATION,
a Texas corporation

By:________________________
Adam J. Buczek, President

[ADDITIONAL SIGNATURES ARE LOCATED ON THE FOLLOWING PAGE]

EXECUTED to be effective as of March 21, 2024.

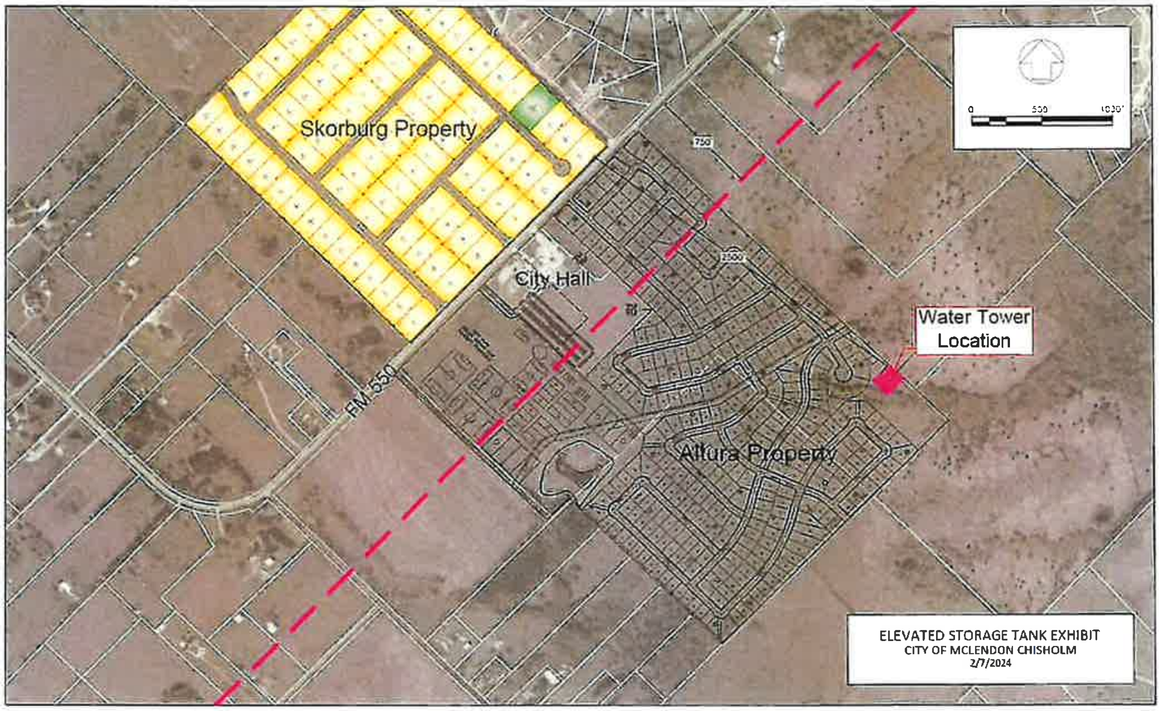
ALTURA HOMES

By: ________________________
Kevin Webb, ________________

HIGH POINT SPECIAL UTILITY DISTRICT,
a Texas political subdivision

By: ________________________
John Washburn, General Manager

EXHIBIT "A"


Skorburg Property
City Hall
Water Tower
Location
FM 550
Altura Property
ELEVATED STORAGE TANK EXHIBIT
CITY OF MCLENDON CHISHOLM
2/7/2024

PETITION FOR CONSENT TO ADDITION OF LAND
TO A MUNICIPAL UTILITY DISTRICT

THE STATE OF TEXAS §

COUNTY OF ROCKWALL §

TO THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF MCLENDON-CHISHOLM, TEXAS:

The undersigned, DMDS Land Company, LLC, a Texas limited liability company (the "Owner"), acting pursuant to the provisions of Chapters 49 and 54 of the Texas Water Code, and Section 42.0425 of the Texas Local Government Code, respectfully petitions the City of McLendon-Chisholm, Texas for its consent to the addition of land to River Rock Trails Municipal Utility District No. 2 (the "District"), and in support of this Petition would respectfully show the following:

I.

The approximately 40.82 acres sought to be added to the District (the "Tract") is described by metes and bounds in Exhibit "A," attached hereto and made a part hereof for all purposes.

II.

The Tract lies within Rockwall County, and not within the boundaries of any incorporated city or town. The Tract lies wholly within the exclusive extraterritorial jurisdiction of the City of McLendon-Chisholm, Texas, as such term is determined pursuant to Chapter 42 V.T.C.A. Local Government Code, and not within the corporate limits or extraterritorial jurisdiction of any other city, town or village.

III.

The Owner is the holder of title to the Tract as shown by the Rockwall County Tax Rolls and conveyances of record. There are no lienholders on the Tract.

IV.

Rockwall County Water Control and Improvement District No. 2 (the "Original District") was organized, created and established pursuant to an Order of the Texas Commission on Environmental Quality (the "Commission"), dated August 14, 2012, pursuant to the terms and provisions of Article XVI, Section 59 of the Texas Constitution and Chapters 49 and 51 of the Texas Water Code, as amended. By Order dated January 14, 2021, the Commission approved a request by the Original District to change its name and convert into a municipal utility district operating pursuant to Chapters 49 and 54, Texas Water Code, as amended, and the Commission approved the Original District's request to change its name to River Rock Trails Municipal

Utility District No. 2 and convert into a municipal utility district operating pursuant to Chapters 49 and 54, Texas Water Code, as amended. The District generally is empowered and authorized to purchase, construct, acquire, own, operate, maintain, repair, improve, or extend inside and outside its boundaries any and all works, improvements, facilities, plants, equipment, and appliances necessary to accomplish the purposes of its creation.

V.

The general nature of the work to be done by and within the Tract at the present time is the construction, maintenance and operation of a waterworks system for residential purposes; the construction, maintenance and operation of a sanitary sewer collection system and sewage disposal plant; the control, abatement and amendment of the harmful excess of waters and the reclamation and drainage of overflowed lands within the lands to be included within the District; and the construction of roads and of such additional facilities, systems, plants and enterprises as shall be consonant with the purposes for which the District is organized.

VI.

There is a necessity for the improvements above described because the Tract is located within an area that is experiencing substantial and sustained residential growth, is urban in nature and is not supplied with adequate water, sanitary sewer and drainage facilities and roads. The health and welfare of the future inhabitants of the Tract requires the acquisition and installation of an adequate waterworks, sanitary sewer and storm drainage system and roads. The purchase, construction, extension, improvement, maintenance and operation of such waterworks system and storm and sanitary sewer collection and disposal systems and roads will conserve and preserve the natural resources of this State by promoting and protecting the purity and sanitary condition of the State's waters and will promote and protect the public health and welfare of the community; therefore, a public necessity exists for the inclusion of the Tract within the District.

VII.

Said proposed improvements are practicable and feasible, in that the terrain of the Tract is of such a nature that a waterworks system and sanitary and storm sewer systems and roads can be constructed at a reasonable cost; and said land will be rapidly developed for residential purposes.

VIII.

A preliminary investigation has been instituted to determine the cost of the project attributable to the Tract, and it is now estimated by the Owner, from such information as it has at this time, that the ultimate cost of the development contemplated will be approximately $2,400,000.

WHEREFORE, the undersigned respectfully pray that this Petition be granted in all respects and that the City Council of the City of McLendon-Chisholm, Texas, adopt a resolution giving its written consent to the addition of the Tract to the District.

RESPECTFULLY SUBMITTED, this 20 day of February, 2024.

OWNER:

DMDS LAND COMPANY, LLC,
a Texas limited liability company

By: ______________________
Name: Ryan Horton
Title: manager

THE STATE OF TEXAS §
§
COUNTY OF TARRANT §

This instrument was acknowledged before me on this 20 day of February, 2024, by Ryan, Horton of DMDS Land Company, LLC, a Texas limited liability company, on behalf of said limited liability company.

Bradley D Clark
Notary Public in and for the State of Texas

(NOTARY SEAL)

BRADLEY D CLARK
Notary Public, State of Texas
Comm. Expires 11-01-2026
Notary ID 13178126-8

016985.000000\4868-8627-7532.v1

BRADLEY D CLARK
Notary Public, State of Texas
Comm. Expires 11-01-2026
Notary ID 131791206-8

Houston

February

EXHIBIT "A"

LEGAL DESCRIPTION
(40.82 ACRES)

BEING a parcel of land located in Rockwall County, Texas, a part of the Franklin Banguss Survey, Abstract Number 7, and being a part of that called 1,225.721 acre tract of land described in deed to DMDS LAND COMPANY LLC as recorded in Document Number 2020-3529, Official Public Records of Rockwall County, Texas, and being further described as follows:

BEGINNING at a point in the southwest line of said 1,225.721 acre tract, said point being in the southeast line of that called 641.6711 acre tract of land described in deed to DMDS LAND COMPANY LLC as recorded in Document Number 2020-30685, Official Public Records of Rockwall County, Texas;

THENCE North 46 degrees 01 minutes 37 seconds West, 940.82 feet along the southwest line of said 1,225.721 acre tract to a point for corner;

THENCE North 55 degrees 39 minutes 56 seconds East, 470.34 feet to a point for corner;

THENCE Northeasterly, 2,265.38 feet along a curve to the right, having a central angle of 43 degrees 15 minutes 56 seconds, a radius of 3,000 feet, a tangent of 1,189.77 feet and whose chord bears North 77 degrees 17 minutes 54 seconds East, 2,211.94 feet to a point for corner;

THENCE South 81 degrees 04 minutes 08 seconds East, 0.02 feet to a point for corner;

THENCE South 39 degrees 46 minutes 10 seconds West, 692.99 feet to a point for corner;

THENCE South 58 degrees 32 minutes 42 seconds West, 1,671.45 feet to the POINT OF BEGINNING and containing 1,778,130 square feet or 40.82 acres of land.

THIS DOCUMENT WAS PREPARED UNDER 22 TAC 663.23, DOES NOT REFLECT THE RESULTS OF AN ON THE GROUND SURVEY, AND IS NOT TO BE USED TO CONVEY OR ESTABLISH INTERESTS IN REAL PROPERTY EXCEPT THOSE RIGHTS AND INTERESTS IMPLIED OR ESTABLISHED BY THE CREATION OR RECONFIGURATION OF THE BOUNDARY OF THE POLITICAL SUBDIVISION FOR WHICH IT WAS PREPARED.

016985.000000\4868-8627-7532.v1

RESOLUTION NO. ____________

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF McLENDON-CHISHOLM, TEXAS CONSENTING TO THE ADDITION OF CERTAIN LAND INTO RIVER ROCK TRAILS MUNICIPAL UTILITY DISTRICT NO. 2; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on _______________, the City of McLendon-Chisholm, Texas (the "City") received a Petition for Consent to Addition of Land to a Municipal Utility District (the "Petition") executed by DMDS Land Company, LLC, a Texas limited liability company (the "Petitioner"), attached hereto as Exhibit "A"; and

WHEREAS, the Petition seeks to add that certain 40.82 acre tract of land described therein (the "Property") to River Rock Trails Municipal Utility District No. 2 (the "District"), the Property being located partially in the extraterritorial jurisdiction of the City and partially not within the extraterritorial jurisdiction or corporate limits of any city, town or village; and

WHEREAS, Texas Local Government Code, Section 42.0425, provides that land within the extraterritorial jurisdiction of a city, town or village may not be added to the District without the written consent of such city, town, or village; and

WHEREAS, the City Council of the City desires to adopt a Resolution for the purpose of consenting to the inclusion of the Property in the District.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OFMcLENDON-CHISHOLM, TEXAS:

Section 1. That the facts set out in the preamble are true and correct and are incorporated herein for all purposes.

Section 2. That the City Council hereby gives written consent, pursuant to Section 42.0425, Texas Local Government Code, to the addition of the Property to the District.

Section 3. The City Council of the City officially finds, determines, recites, and declares that a sufficient written notice of the date, hour, place, and subject of this meeting of the City Council was posted at a place convenient to the public at the City Hall and on the official website of the City in the manner and for the time required by law preceding this meeting, as required by the Open Meetings Act, Chapter 551,Texas Government Code, and that this meeting was open to the public as required by law at all times during which this Resolution and the subject matter thereof was discussed, considered, and formally acted upon. The City Council further ratifies, approves, and confirms such written notice and the contents and posting thereof.

Section 4. This Resolution shall take effect immediately from and after its passage, and it is, accordingly, so resolved.

016985.000000\4865-8477-1744.v1

PASSED AND APPROVED by the City Council of the City of McLendon-Chisholm, Texas on the _____day of__, 202__.

____
Keith Short, Mayor

ATTEST:

____
Shelly Green, City Secretary

(CITY SEAL)

Approved as to Form:

____
City Attorney

016985.000000\4865-8477-1744.v1

Exhibit "A"

016985.000000\4865-8477-1744.v1

RESOLUTION NO. 2024-

A RESOLUTION OF THE CITY OF MCLENDON-CHISHOLM, TEXAS AUTHORIZING THE CITY ADMINISTRATOR TO NEGOTIATE TERMS BENEFICIAL TO THE CITY FOR AN AGREEMENT FOR THE SINGLE-CERTIFICATION AND PURCHASE OF FACILITIES AND PROPERTY WITHIN THE CITY LIMITS OF THE CITY PURSUANT TO TEXAS WATER CODE § 13.255; AUTHORIZING THE MAYOR TO EXECUTE SAID AGREEMENT; AUTHORIZING CITY ADMINISTRATOR TO PROVIDE A NOTICE OF INTENT TO PROVIDE SERVICE WITHIN THE INCORPORATED AND ANNEXED AREAS OF THE CITY TO RCH WATER SUPPLY CORPORATION AND HIGH POINT SPECIAL UTILITY DISTRICT; AUTHORIZING THE CITY ADMINISTRATOR TO PREPARE AND EXECUTE A SINGLE CERTIFICATION APPLICATION UNDER TEXAS WATER CODE § 13.255 AND FILE SUCH APPLICATION WITH THE PUBLIC UTILITY COMMISSION OF TEXAS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, RCH Water Supply Corporation ("RCH") is a retail public utility and currently provides water service under Certificate of Convenience and Necessity No. 10087 (CCN No. 10087) to certain areas within Rockwall County, Texas, including the City of McLendon-Chisholm (City); and

WHEREAS, a portion of RCH's CCN No. 10087 and customers are located inside the city limits and extraterritorial jurisdiction of the City;

WHEREAS¸ High Point Special Utility District ("High Point") is a retail public utility and currently provides water service under Certificate of Convenience and Necessity No. 10841 (CCN No. 10841) to certain areas within Rockwall County, Texas, including the City;

WHEREAS, RCH also provides water service within the City but (1) outside of RCH's CCN No. 10087 and within High Point's CCN No. 10841 or (2) in areas dually certificated to both RCH and High Point;

WHEREAS, in 2022 the RCH board approached the City requesting that the City work with RCH on the transfer of RCH's water system and customer to the City;

WHEREAS, the City prepared an asset transfer agreement for RCH's review;

WHEREAS, RCH never provided the City with any feedback on the proposed agreement, and in the spring of 2023 RCH discontinued negotiations with the City;

WHEREAS, the City desires the right to provide water service to the areas within the city limits, and desires to provide water service to areas within its extraterritorial jurisdiction, if RCH is willing to negotiate in good faith the transfer of its entire system;

WHEREAS, the City Council for the City believes entering into an agreement with RCH that would provide for the single certification of all of the areas certificated to RCH within the city limits and annexed areas of the City, and transfer of the facilities and property of RCH within the City's city limits and annexed areas is in the best interest of the City;

WHEREAS, the City Council for the City further believes entering into an agreement with High Point that would provide for the single certification of all of the areas certificated to High Point within the city limits and annexed areas of the City, but that are being served by RCH is in the best interest of the City; and

WHEREAS, if RCH and High Point refuse to enter into an agreement for the single certification of areas served by RCH, the City intends to file an application with the Public Utility Commission of Texas (PUC) under Texas Water Code § 13.255 for single-certification of the areas certified to or served by RCH within the city limits and annexed areas of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCLENDON-CHISHOLM, TEXAS:

SECTION 1. The City Council hereby authorizes the City Administrator to provide a written notice of intent to RCH and High Point to provide water service in the City's incorporated and annexed areas. The City Council further authorizes the City Administrator to negotiate written agreements with RCH and High Point regarding service to the areas incorporated and annexed into the City and the transfer of facilities and properties of RCH, so that the City may provide water service within those areas and authorizes the Mayor to execute the same.

SECTION 2. The City Council hereby authorizes the City Administrator to file an application for single-certification under Texas Water Code § 13.255 with the PUC upon the execution of agreements with RCH or High Point, or both, or upon the passage of 180 days after the date of the notice of intent, whichever is sooner.

SECTION 3. The Recitals of this Resolution are incorporated herein by reference as if fully recited.

SECTION 4. This Resolution shall become effective immediately from and after its passage, and it is accordingly so resolved.

DULY PASSED by the City Council of the City of McLendon-Chisholm, Texas, on the 12th day of March 2024.

ATTEST: APPROVED:

_________________________________ _________________________________

Konrad Hildebrant, City Administrator Keith Short, Mayor

Sent via Certified Mail / Return Receipt Requested

March ---, 2024

RCH Water Supply Corporation
P.O. Box 2318
Rockwall, TX 75087

RE: Notice of Intent to Provide Service Pursuant to Texas Water Code § 13.255

Dear Board of Directors of RCH Water Supply Corporation:

Pursuant to Texas Water Code §13.255, the City of McLendon-Chisholm (City) hereby provides RCH Water Supply Corporation (RCH) with this notice of intent to provide water service to all of the City's incorporated and annexed areas to which RCH is providing service and/or are currently certificated to RCH. The City's resolution authorizing the submittal of this notice of intent is attached hereto as Exhibit A. The City's requested area is identified on the map attached as Exhibit B. Attached as Exhibit C are the City's original incorporation documents and all of its subsequent annexation and de-annexation ordinances. Together, these documents set out the City limits of the City as shown in Exhibit B.

The City intends to acquire from RCH all of its water system facilities and appurtenances, and water meters located within the City limits. Attached as Exhibit D is a list of the RCH facilities the City believes are located within the City limits. The City, however, reserves the right to add facilities to this list if, through discovery or other means, the City becomes aware of RCH facilities located in the City limits that are not on the Exhibit D list.

The City will be the water service provider. Its identity and contact information are as follows:

City of McLendon-Chisholm
1371 West FM 550
McLendon-Chisholm, TX 75032
972-520-2077

The City would like to enter into a written agreement with RCH whereby RCH agrees that all of the area incorporated and annexed by the City may receive service from the City, and that allows for the purchase of RCH-owned facilities and meters within the City limits.

Alternatively, the City believes that it is in the best interest of the City, RCH, and RCH's customers for the City to acquire all of RCH's facilities and customers (both inside and outside the City's corporate limits). The City would like to return to the negotiations RCH and the City began in 2022 regarding that acquisition. As you are aware, Rockwall County is currently experiencing substantial growth and development, including in McLendon-Chisholm and RCH's water service area, and this growth and development requires urban-type services, including water and wastewater services. While RCH served an important role for this community when this area of

Texas was rural, Rockwall County is no longer rural and having the City as the single water and wastewater provider is in the best interest of this growing community. The City is in a better position to meet the water and wastewater needs of this community because it has access to more revenue sources, has bonding authority, can impose land use restrictions within the city limits, and is able to use its development tools comprehensively plan for the development.

Attached as Exhibit E is the draft Asset Transfer Agreement the City provided to RCH in 2022 for its consideration. The City respectfully requests that the RCH board reconsider the City's offer to acquire RCH's system and to negotiate in good faith a final agreement for that acquisition. If the two entities reach an agreement, and RCH's members agree to the acquisition through a vote of its members, the two entities would then file a sale, transfer, merger application under Texas Water Code §13.301 to request PUC approval of our agreed transfer.

The City looks forward to working with RCH on negotiating an agreement regarding the transfer of RCH's system to the City. Alternatively, the City is prepared to move forward with filing an application under Texas Water Code § 13.255 to singly certificate all of RCH's service area within the City limits to City, and to acquire RCH's facilities within the City limits.

Sincerely,

Keith Short, Mayor
City of McLendon-Chisholm

MARCH 26, 2021
cc agenda

Request to modify the current McLendon-Chisholm Junked Vehicle Ordinance to reflect the most recent update to the Texas Transportation Code, Section 683-071.

Mark Woodruff
Code Compliance Officer # 2917
City of McLendon-Chisholm

CURRENT:

Junked vehicle and junk motor vehicle.

A motor vehicle as defined in V.T.C.A., Transportation Code, section 683.071:

(1)

That is self-propelled ~~and inoperable~~; and

~~(2)~~

~~That:~~

~~(A)~~

~~Does not have lawfully attached to it either an unexpired license plate or valid motor vehicle inspection certificate;~~

(A)

Is wrecked, dismantled, partially dismantled, or discarded; or

(B)

Has remained inoperable for more than 72 consecutive hours, if the vehicle is on public property, or for more than 30 consecutive days, if the vehicle is on private property.

CHANGE TO :

SUBCHAPTER E. JUNKED VEHICLES: PUBLIC NUISANCE; ABATEMENT

Sec. 683.071. DEFINITION AND APPLICABILITY. (a) In this subchapter, "junked vehicle" means a vehicle that:

(1) is self-propelled; and

(2) is:

(A) wrecked, dismantled or partially dismantled, or discarded; or

(B) inoperable and has remained inoperable for more than:

(i) 72 consecutive hours, if the vehicle is on public property; or

(ii) 30 consecutive days, if the vehicle is on private property.

(b) For purposes of this subchapter, "junked vehicle" includes a motor vehicle, aircraft, or watercraft. This subchapter applies only to:

(1) a motor vehicle that displays an expired license plate or does not display a license plate;

(2) an aircraft that does not have lawfully printed on the aircraft an unexpired federal aircraft identification number registered under Federal Aviation Administration aircraft registration regulations in 14 C.F.R. Part 47; or

(3) a watercraft that:

(A) does not have lawfully on board an unexpired certificate of number; and

(B) is not a watercraft described by Section 31.055, Parks and Wildlife Code.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.
Amended by Acts 1999, 76th Leg., ch. 746, Sec. 1, eff. Sept. 1, 1999; Acts 2001, 77th Leg., ch. 798, Sec. 1, eff. Sept. 1, 2001.
Amended by:

Acts 2007, 80th Leg., R.S., Ch. 500 (S.B. 350), Sec. 1, eff. September 1, 2007.

Acts 2011, 82nd Leg., R.S., Ch. 720 (H.B. 787), Sec. 9, eff. September 1, 2011.

Acts 2011, 82nd Leg., R.S., Ch. 753 (H.B. 1376), Sec. 1, eff. September 1, 2011.

Reenacted and amended by Acts 2013, 83rd Leg., R.S., Ch. 1291 (H.B. 2305), Sec. 49, eff. March 1, 2015.