

AGENDA

CITY OF TAYLOR, TEXAS **CITY COUNCIL MEETING** CITY HALL, COUNCIL CHAMBERS, 400 PORTER STREET

APRIL 27, 2023, 6:00 P.M.

CALL TO ORDER AND DECLARE A QUORUM

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATIONS/RECOGNITIONS

- A. Motorcycle Safety Month proclamation.
- B. Pet Brown Day proclamation.
- C. Animal Control Officer Appreciation week.

CITIZENS COMMUNICATION

(The City Council welcomes public comments on items not listed on the agenda. However, the Council cannot respond until the item is posted on a future meeting agenda. Public comments are limited to 3 minutes.)

BOARDS & COMMISSION PRESENTATION

- 1. Planning & Zoning Commission update. (Amy Everhart, Chair)

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Council may act on with one single vote. Any Council member may pull any item from the Consent Agenda to discuss and act upon individually on the Regular Agenda.)

- 2. Approve minutes from the April 13, 2023 regular City Council meeting. (Dianna McLean)
- 3. Consider approving Resolution R23-13 authorizing the submission of a Williamson County Community Development Block Grant to assist with the Southwood Hills Disinfection Station and authorizing the City Manager to act as the City's Executive Officer and authorized representative in all matters pertaining to the City's participation in the Community Development Block Grant Program. (Jeff Jenkins)
- 4. Consider Ordinance 2023-13 adopting updated water and wastewater impact fees. (Colin Harrison)
- 5. Consider Ordinance 2023-17, Assignment Pay. (LaShon Gros)
- 6. Consider Ordinance 2023-18, amending the FY2023 budget. (Jeff Wood)
- 7. Consider Ordinance 2023-19 Amending Fees for City Services for Fiscal Year 2023. (Jeff Wood)
- 8. Discuss and consider Resolution R23-17 accepting a roadway easement and utility easement from Samsung Austin Semiconductor. (Mark Schroeder)
- 9. Discuss, consider, and take action on Resolution R23-19 to authorize the City Manager and City Attorney to prepare, file, and prosecute an application at the Public Utility Commission under Texas Water Code Section 13.248 to complete the water CCN transfer from Manville Water Supply Corporation to the City. (Mark Schroeder)
- 10. Consider approving Resolution R23-15, approving the placement of a Texas Historical Commission Marker on 903 East MLK and authorize the City Manager or designee to execute required forms. (Jeff Jenkins)

PUBLIC HEARINGS / ORDINANCES

11. Hold a public hearing on the adoption of updated roadway impact fees. (Colin Harrison)
12. Hold Public Hearing and Introduce Ordinance 2023-21, PZ-2023-1634, regarding a request for a Specific Use Permit to allow for a Wireless Telecommunication Tower in excess of 120-feet in height on approximately 1.13 acres of land, addressed as 1701 W. 2nd Street, more particularly described by Williamson Central Appraisal District Parcel R016906, the center part of the Block Six, Doak's Third Addition to the City of Taylor, Taylor, Williamson County, Texas. (Colin Harrison). (Colin Harrison)
13. Introduce Ordinance 2023-22, renaming approximately 337 linear feet of existing, unimproved right-of-way referred to as Cecilia Street within the City Limits of Taylor, Texas. (Colin Harrison)
14. **POSTPONED** PZ-2023-1638 – Hold a public hearing regarding a request for a comprehensive plan amendment on approximately 48.15 acres of land, generally located approximately 500 feet east of the intersection of County Road 404 and County Road 406, City of Taylor Extra Territorial Jurisdiction, Williamson County, Texas. (Colin Harrison)
15. **POSTPONED** PZ-2023-1639 – Hold a public hearing regarding a request for a comprehensive plan amendment on approximately 55.90 acres of land, generally located south of Taylor High School and east of the Avery Glen Subdivision, City of Taylor Extra Territorial Jurisdiction, Williamson County, Texas. (Colin Harrison)
16. **POSTPONED** PZ-2022-1466 – Hold a public hearing regarding a request to change the zoning of approximately 37.32 acres of land, addressed as 505 S.W. Carlos G. Parker Boulevard, Taylor, Williamson County, Texas. (Colin Harrison)

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

17. Receive Winter Storm Mara report from Oncor. (Jeff Jenkins/Armando Perez, Oncor)
18. Consider Resolution R23-16, authorization to apply for a Grant for the COPS (Community Oriented Policing Services) Hiring Program. (Henry Fluck)
19. Approval of Resolution R23-18 regarding the Williamson County November 2023 Road & Park Bond Election. (Jim Gray)

The City Council may take action on any executive session item listed on this agenda after they reconvene into regular session.

Executive Session I. The Taylor City Council will conduct a closed executive meeting under Section 551.071 of the Texas Government Code in order to meet with its City Attorney on a matter in which the duty of the Attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas authorize and allow such a closed meeting and which Rules conflict with the Texas Open Meetings Act.

- a) Potential Litigation on Taylor ETJ
- b) Moreno vs City of Taylor, Cause No. 23-0503-C26

20. Reconvene into Open Session and take any action.

ADJOURN

The Council may vote and/or act upon each of the items listed in this Agenda. The Council reserves the right to retire into executive session concerning any of the items listed on this Agenda, whenever it is considered necessary and legally justified under the Open Meetings Act including: Section 551.071 (Consult with attorney); Section 551.072 (Real Property); Section 551.073 (Gifts and Donations); Section 551.074 (Personnel Matters); Section 551.076 (Security Devices); and Section 551.087 (Economic Development). I certify that the notice of meeting was posted in the Taylor City Hall Lobby before 6:00 p.m. on April 24, 2023 and remained posted for at least 72 hours

continuously before the scheduled time of said meeting. I further certify that the following news media was notified of this meeting: Taylor Press.

In compliance with the ADA the City Hall and Council Chambers is wheelchair accessible. Reasonable accommodations will be provided for persons attending city council meetings in need of special assistance. Please contact the City Clerk at least 24 hours prior to the meeting for special assistance.

Posted By: Dianna McLean Date 4-24-2023
Dianna McLean, City Clerk



City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: A.

Agenda Title: Motorcycle Safety Month proclamation

Council Action to be taken: Read and present proclamation

Department Submitted:

Staff Contact: Dianna McLean, City Clerk

1. PURPOSE/DESCRIPTION

To recognize the month of May as Motorcycle Safety Month.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Matt Helms with the Central Texas Independent Riders group is requesting a proclamation from the City of Taylor recognizing the month of May 2023 as Motorcycle Safety Month.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
N/A	N/A

4. RECOMMENDATION

Read and present the proclamation.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

A. Proclamation

Proclamation

Motorcycle Safety Awareness Month

Whereas, the motorcycle is a popular means of transportation for commuting and recreational use; and

Whereas, as a matter of safety these riders must be trained to safely operate their motorcycle to prevent injuries and deaths when sharing the streets and highways with other vehicles; and

Whereas, it is equally important that all drivers increase their awareness of motorcycles on the highways and know the rules of the road; and

Whereas, the annual observance of Motorcycle Safety Awareness Month raises public awareness for safe motorcycle riding.

Now, therefore, I, Brandt Rydell, Mayor of the City of Taylor, Texas, do hereby proclaim May as Motorcycle Safety Awareness Month.

Proclaimed this 27th day of April 2023.

Brandt Rydell, Mayor



City Council Meeting
April 27, 2023
Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #:

B.

Agenda Title:

**Animal Control Officer Appreciation
Week proclamation**

Council Action to be taken: Read proclamation

Department Submitted:

Staff Contact:

1. PURPOSE/DESCRIPTION

To recognize the dedication and service of Taylor's Animal Control Officers.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

N/A

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Read proclamation.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

B. Proclamation

Proclamation

Recognizing ANIMAL CONTROL OFFICER APPRECIATION WEEK

WHEREAS, the National Animal Control Association has designated the second week of April each year as Animal Control Officer Appreciation Week; and

WHEREAS, Federal, State, and Local Government Officials throughout the Country take this time to recognize, thank, and commend all Animal Control Officers and Animal Control Staff for the dedicated service they provide to the citizens, various Public Safety, Public Service Agencies and Departments across the Country; and

WHEREAS, the City of Taylor would like to express its sincere thanks and appreciation for the outstanding service the Taylor Animal Control Officers provide on a daily basis to the residents of the City and to the various Public Safety, Public Service Agencies and Departments; and

WHEREAS, the City of Taylor recognizes Taylor Animal Control Supervisor Sandy Perio and Animal Control Officer Susan Davis for their many dedicated and long hours serving the Taylor community and for fulfilling the Animal Control Officers' commitment to providing the highest and most efficient level of customer service.

NOW, THEREFORE, BE IT RESOLVED that the City of Taylor commends Sandy Perio and Susan Davis, for their service, which is in keeping with the long and distinguished tradition of the Animal Control Profession.

Signed this 27th day of April 2023.

Brandt Rydell, Mayor
City of Taylor



City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: C.

Agenda Title: Pet Brown Day proclamation

Council Action to be taken: Read proclamation

Department Submitted:

Staff Contact:

1. PURPOSE/DESCRIPTION

To recognize the 100th anniversary of the death of Taylorite Pet Brown.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

N/A

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Read proclamation.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

C. Proclamation

Proclamation

Recognizing PET BROWN DAY

WHEREAS, 2023 marks the 100th anniversary of the tragic death of Elmer D. "Pet" Brown, legendary sports champion and Taylor resident; and

WHEREAS, Pet Brown was born in the City of Taylor in 1888, the son of William T. And Lula McLaren Brown; and

WHEREAS, Pet began wrestling as a hobby as a young boy, and quickly became known for his athletic prowess and skill, and attended a wrestling school in Chicago with his cousin Jim before dropping out of school to start a new business building roads in Williamson County, purchasing much of the equipment for his business with earnings from the wrestling matches he had won; and

WHEREAS, Pet began participating in professional wrestling matches in the early 20th century, and began training with Adolph Ernest in 1913, and won the World Middleweight Championship in 1916, and also numerous tournaments against world renowned opponents, including Joe Turner and Charlie Rentroff; and

WHEREAS Pet Brown was killed in a tragic incident while working in Cisco on May 6, 1923, to the shock and dismay of the City of Taylor and by the sports world in general; and

WHEREAS, Pet Brown was widely known in the City of Taylor and beyond, and was beloved by community for his kindness, modesty, good nature, and generosity. His memory lives on, even 100 years after his untimely death.

NOW, THEREFORE, BE IT RESOLVED that the City of Taylor hereby proclaims May 6, 2023 as Pet Brown Day, and we recognize the accomplishments of this legend of our City and his contributions to our rich legacy as the home of sports legends.

Signed this 27th day of April 2023.

Brandt Rydell, Mayor
City of Taylor



City Council Meeting

April 27, 2023

Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 1

Agenda Title: Planning and Zoning Commission Update

Council Action to be taken: Receive report

Department Submitted: Development Services

Staff Contact: Colin Harrison, Director of Development Services

1. PURPOSE/DESCRIPTION

Planning and Zoning Commission Chair, Amy Everhart will provide the City Council a brief update on the commission's responsibilities and activities over the past year.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council directed Boards and Commissions chairs to update the Council annually on their accomplishments and goals.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Keeps the Council abreast of the activities of its boards and commissions	N/A

4. RECOMMENDATION

Receive report

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

1a. [Presentation](#)



City of Taylor Planning & Zoning Commission

Update to City Council

April 27, 2023

Amy Everhart, Chair

The Planning & Zoning Commission's Authority

- State law – Chapter 211 Texas Local Government Code (LGC)
 - Home-rule cities shall appoint a zoning commission
 - Commission must prepare a report to Council on all zoning changes
 - Commission must hold a public hearing on all zoning changes
- State law – Chapter 212 Texas (LGC)
 - Planning Commission responsible for approval and disapproval of plats – HB 3167 in 2019 formalized the process and all plat disapprovals now go to P&Z

The Planning & Zoning Commission's Authority

- City of Taylor Code of Ordinances – Chapter 21, Articles II and III
 - Merged planning commission and zoning commission
 - No fewer than 9 members

“The purpose and duties of the planning commission shall be to advise and assist the city council on various matters pertaining to the good and betterment of the city. Without in any manner intending to limit the foregoing, the planning commission shall have all powers provided by statute for a city planning commission and further shall have the power and it shall be its duty to make or cause to be made and recommend for adoption a comprehensive city plan as a whole or in parts for the future development and redevelopment of the city and its environs which shall include, but shall not be limited to, the following:”

The Planning & Zoning Commission's Authority

- City of Taylor Zoning Ordinance – Chapter 8
 - Review, hold public hearing and make recommendation to Council on all zoning changes, including overlays (RPDs/CPDs)
 - Review, hold public hearing and make recommendation to Council on all specific use permits
- City of Taylor Subdivision Ordinance – Chapter 3
 - Review and approval of preliminary plats
 - Review and approval of final plats
 - Review and disapproval of all plats (even administrative)
 - Review and consideration of variances to Subdivision Ordinance

Planning & Zoning Commission Activity

- Meetings held

2014	2015	2016	2017	2018	2019	2020	2021	2022
7	4	9	13	10	8	11	12	12

- Cases processed

Years	Rezoning	SUPs	Prelim. Plat	Final Plat	Subdivision Improvement Plans	PDs	Site Development
2017	13	7	5	8	N/A	N/A	N/A
2018	6	1	2	9	N/A	N/A	N/A
2019 *	6	0	9		1	N/A	N/A
2020 *	4	2	6		2	2	11
2021 *	2	2	19		5	7	9
2022*	4	3	18		5	8	26

* HB 3167 All administrative plats which can not be approved go to P&Z and subdivision improvement plans which can not be approved go to P&Z.

Planning & Zoning Commission

- Future Recommendations
- Questions



City Council Meeting ***April 27, 2023*** ***Transmittal Letter***

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 2

Agenda Title: Approve minutes from the April 13, 2023 regular Council meeting.

Council Action to be taken: Approve by consent or approve with corrections if needed

Department Submitted: City Clerk

Staff Contact: Dianna McLean

1. PURPOSE/DESCRIPTION

Pursuant to the Open Meetings Law, Chapter 551, Local Government Code and in accordance with the authority contained in Section 551.021 and the City Charter, the Minutes of each City Council meeting must be recorded, compiled and approved by the City Council in subsequent meetings. The purpose of this item is to conform to these legal requirements.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

N/A

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Approve as submitted or amend with changes noted.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

2a. April 13, 2023 minutes

City of Taylor
Regular City Council Meeting
Taylor City Hall, Council Chambers, 400 Porter Street
April 13, 2023 at 6:00 p.m.

Mayor Rydell declared a quorum and called the meeting to order at 6:00 p.m. with the following present:

Mayor Pro-Tem Gerald Anderson
Council Member Robert Garcia
Council Member Mitch Drummond
Council Member Dwayne Ariola
Mayor Brandt Rydell

Brian LaBorde, City Manager
Jeff Jenkins, Deputy City Manager
Tom Yantis, Assistant City Manager
Mark Schroeder, Assistant City Attorney
Dianna McLean, City Clerk

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATIONS/RECOGNITIONS

1. **Child Abuse Prevention and Awareness Month.**
Mayor Pro-Tem Anderson read the proclamation and presented it to Tori Algieri with Wilco Children's Advocacy Center.
2. **National Public Safety Telecommunicators Week proclamation.**
Councilmember Ariola read the proclamation and presented it to Chief Fluck and members of his staff.

CITIZENS COMMUNICATION

Terry Burris, 1105 Fowzer – submitted several notice of maladministration forms.
Rick Von Pfeil – suggested a lid policy for dumpsters due to trash blowing around. Also suggested the city provide dumpsters for large items.
Sheena Pin, W. 7th St. – concerned about neighbors burning and smoke filling her house. Feels FD is not enforcing city ordinance.
Tom Mowdy, 1805 Covey Ave – believes the Taylor Housing Authority is a division of the City.

CONSENT AGENDA

3. **Approve minutes from the March 23, 2023 regular City Council meeting and the March 27, 2023 special called Taylor Housing Authority Board joint meeting.**
4. **Concur with preliminary financials for February 2023.**
5. **Consider Ordinance 2023-15 regarding PZ-2023-1629 a request to amend the Future Land Use Map to redesignate a portion of the property from Market Center: Community to Employment Center: Community on property described as 39.85 acres of land generally located at 1103 Carlos G. Parker Blvd.**
6. **Consider Ordinance 2023-16 regarding PZ-2022-1560 a request to change the zoning designation from the zoning designation from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD) on property described as approximately 1.40 acres of land generally located along Murphy Street.**
7. **Consider acceptance of subdivision infrastructure for the Castlewood Subdivision Phase 2 & 3.**
8. **Consider acceptance of subdivision infrastructure for the RCR-Taylor Logistics Park**

9. **Consider Resolution R23-12 authorizing proceeding with issuance of certificates of obligation to the Texas Water Development Board and further directing the publication of notice of intention to issue City of Taylor, Texas Combination Tax and Surplus Revenue Certificates of Obligation, series 2023.**

*Motion was made by Councilmember Garcia to approve the consent agenda items as presented.
Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.*

PUBLIC HEARING/ORDINANCES

10. **Consider introducing Ordinance 2023-13 adopting updated water and wastewater impact fees.**

Tom Yantis, Assistant City Manager - Ordinance will adopt new water and wastewater impact fees as discussed at a public hearing on February 23rd.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-13

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, AMENDING ORDINANCE NO. 2001-53, AMENDING ORDINANCE NO. 2006-7, AND AMENDING CHAPTER 29, ARTICLE VI. OF THE TAYLOR CITY CODE BY UPDATING IMPACT FEES FOR WATER AND WASTEWATER UTILITIES; PROVIDING FOR COLLECTION OF IMPACT FEES; ESTABLISHING ACCOUNTS AND RECORDS OF IMPACT FEES COLLECTED; PROVIDING FOR USE OF PROCEEDS FROM IMPACT FEE ACCOUNTS; PROVIDING FOR AN ADVISORY COMMITTEE; PROVIDING FOR EXEMPTIONS FROM THIS ORDINANCE; PROVIDING FOR SEVERABILITY CLAUSE; AND PROVIDING FOR A PENALTY CLAUSE FOR VIOLATIONS OF THIS ORDINANCE.

First reading. No action was taken.

11. **Consider introducing Ordinance 2023-14, adoption of city event policy.**

Brian LaBorde, City Manager - The proposed ordinance will evaluate applications for events for crowd gatherings of 500 or more, ROW usage or vendors used for the sale of goods or services, based on preserving the health, safety and general welfare of the community, economic prosperity actualized for local businesses and the economy, and fiscal impacts on the municipality imposing undue hardships on city funds and/or resources.

Citizen communications:

Angelica Salazar, 1813 Davis St. – feels the policy discriminates against God.

Pam Harper, 3307 Crystal Circle – regarding the Christmas parade, feels Christians are being discriminated against.

Jackie Krueger, 2704 Kelly Dr. – feels there should be a separation between church and state.

Jonathan Saenz, 1005 Congress #830 – is in opposition to event policy as written. Feels the ordinance goes against state law and is unconstitutional.

Alex Allrich, 1011 Porter St. – commended Council on cleaning up the language in this policy and does not feel the city is discriminating against Christians.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-14

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, REPEALING CHAPTER 25, ARTICLE IV OF THE CODE OF ORDINANCES OF THE CITY OF TAYLOR ENTITLED “PARADES”; AMENDING CHAPTER 14 OF THE CODE OF ORDINANCES OF THE CITY OF TAYLOR ENTITLED “LICENSES, PERMITS, AND BUSINESS REGULATIONS” TO INCLUDE REGULATIONS FOR PARADES AND OTHER SPECIAL EVENTS; AMENDING SECTION 24-3 “SIGNS” TO EXEMPT CERTAIN SIGNS FOR CITY ADOPTED SPECIAL EVENTS; INCLUDING A SEVERABILITY CLAUSE; REPEALING CONFLICTING ORDINANCES AND RESOLUTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

First reading. No action was taken.

12. Consider introducing Ordinance 2023-17, Assignment Pay.

LaShon Gros, Human Resources Director – This ordinance is requesting a change to the lateral hire provision in the previous approved ordinance. Staff recommended the current provision that states “Officers shall remain in that designated seniority step on the Step Plan Pay Scale until the officer attains the equivalent seniority as a full-time paid police officer with the City of Taylor Police Department” be removed to assist in the hiring of experienced officers.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-17

AN ORDINANCE CREATING “ASSIGNMENT PAY” FOR CERTAIN ASSIGNMENTS WITHIN THE FIRE AND POLICE DEPARTMENTS; “SENIORITY PAY” IN THE POLICE DEPARTMENT; PROVIDING A REPEALER CLAUSE; AND PROVIDING AN EFFECTIVE DATE FOR THIS ORDINANCE.

First reading. No action was taken.

13. Consider introducing Ordinance 2023-18, amending the FY2023 budget.

Jeff Wood, Chief Financial Officer - The purpose of this budget amendment is to have the budget reflect actual financial activity including changes in the budget related to unbudgeted expenditures and revenues.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-18

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS AMENDING ORDINANCE NO. 2023-06 ADOPTED ON FEBRUARY 9, 2023, MAKING APPROPRIATIONS FOR THE SUPPORT OF THE CITY FOR FISCAL YEAR BEGINNING OCTOBER 1, 2022 AND ENDING SEPTEMBER 30, 2023; BY AMENDING THE AMOUNT OF APPROPRIATIONS FOR THE GENERAL FUND AND OTHER CITY FUNDS THAT PROVIDE FOR THE PAYMENT OF OPERATING EXPENSES AND CAPITAL OUTLAY AND BY CHANGING THE AMOUNT APPROPRIATED FOR VARIOUS DEPARTMENTS OF THE CITY.

First reading. No action was taken.

14. Consider Introducing Ordinance 2023-19 Amending Fees for City Services for Fiscal Year 2023.

Jeff Wood, Chief Financial Officer - In order to ensure that ordinances do not conflict and to reduce duplicate ordinance amendments, the fee schedule has been updated to reference any separate ordinances that establish fees. This includes Water and wastewater impact fees, Roadway impact fees, and Industrial pretreatment fees.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-19

AN ORDINANCE AMENDING ORDINANCE NO. 2023-05 ADOPTED ON FEBRUARY 9, 2023 BY CHANGING CERTAIN RATES AND OTHER SERVICES PROVIDED BY THE CITY.

First reading. No action was taken.

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

15. Consider approving award for the Request for Qualifications (RFQ) for programing, planning, design, and construction administration for the new City Hall/Justice Center and authorize City Manager to negotiate a contract with selected firm.

Jeff Jenkins, Deputy City Manager - To address the need for new space and upgrading facilities, an RFQ was issued to select a firm to assist with programming, planning, design, and construction of a new City Hall/Justice Center, which would provide for a base of operations for Municipal Court, Police and City Hall Departments. Fourteen firms submitted for the RFQ. The review committee recommends Randall Scott Architects due to many years of experience building this type of facility, good references, great examples from other projects, and provided information that would make the building unique to Taylor. Randall Scott Architects representatives were available for questions.

Motion was made by Councilmember Ariola to award the RFQ to Randall Scott Architects Inc. and authorize the City Manager to negotiate an agreement. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

16. Consider Second Amendment to Chapter 380 Economic Development Agreement with Lone Star Circle of Care and authorize City Manager to execute the agreement.

Councilmember Drummond recused himself from item 16 and 17, filed a Conflict of Interest with the City Clerk, and left the dais.

Jeff Jenkins, Deputy City Manager - The City of Taylor and Lone Star Circle of Care (LSCC) signed a 380 agreement in March 2020. In the agreement, the City conveyed the West End Building and some land off Doak Street for a community garden to Lonestar Circle of Care. In exchange, Lone Star Circle of Care agreed to revitalize the building and to execute Project Headwaters. LSCC has asked to amend Attachment A of the agreement by removing the milestone of the creation and completion of a community garden and to give back the land to the city that was to be the community garden, siting that the cost to do this overall project has made it cost prohibitive to complete the garden portion of the project.

Motion was made by Councilmember Garcia to approve the Second Amendment to Chapter 380 Development Agreement with Lone Star Circle of Care and authorize the City Manager to execute the agreement. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

17. Consider approving Resolution R23-11 accepting the conveyance of real property from Lone Star Circle of Care.

Jeff Jenkins, Deputy City Manager – Now that LSCC is not moving forward with the Garden lots, LSCC will reconvey to the city the Garden Lots and release the utility easement to the property. This resolution will accept conveyance of the property from Lone Star Circle of Care, execute a Special Warranty Deed, and release a Deed of Trust for the easement.

Motion was made by Councilmember Garcia to approve Resolution R23-11 as presented. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

Councilmember Drummond returned to the dais.

18. Appointments, reappointments, and/or replacements to Taylor Economic Development Corporation Board (TEDC).

Dianna McLean, City Clerk - There are two seats on the TEDC whose terms expired in February 2023. One member has not met attendance requirements.

Motion was made by Councilmember Garcia to reappoint Joe Burgess and Kelly Cmerek to the TEDC Board. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

Sam Dowdy has not met attendance requirements.

Mayor Pro-Tem Anderson nominated Rachael Westerman to fill Mr. Dowdy's seat.

Councilmember Ariola nominated Gary Gola.

Mayor Rydell closed the nominations and called for a vote to replace Mr. Dowdy with Gary Gola. Motion failed 1 to 4 with Councilmember Drummond, Mayor Rydell, Mayor Pro-Tem Anderson, and Councilmember Garcia opposing.

Mayor Rydell called for a vote to replace Mr. Dowdy with Rachael Westerman.

Motion carried 4 to 1 with Councilmember Ariola opposing.

TEDC (Taylor Economic Development Corp)

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Joe Burgess	Term Expiring	Yes	Yes	Joe Burgess
Kelly Cmerek	Term Expiring	Yes	Yes	Kelly Cmerek
Sam Dowdy			No	Rachael Westerman

Mayor Rydell read the Executive Session items and adjourned into closed session at 7:49pm.

Executive Session I. The Taylor City Council will conduct a closed executive meeting under Section 551.071 (Consultation with City Attorney) and Section 551.072 (Real Property) of the Texas Government Code in order to meet with its City Attorney on a matter in which the duty of the Attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas authorize and allow such a closed meeting and which Rules conflict with the Texas Open Meetings Act.

- a) Petition regarding MUD #47
- b) Donna Channel project

19. Reconvene into Open Session and take any action.

Mayor Rydell reconvened into open session at 8:29pm.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 8:29p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk



City Council Meeting ***April 27, 2023*** ***Transmittal Letter***

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 3

Agenda Title: Consider approving Resolution R23-13, a resolution of the City Council of Taylor, Texas, authorizing the submission of a Williamson County Community Development Block Grant; and authorizing the City Manager to act as the City's Executive Officer and authorized representative in all matters pertaining to the City's participation in the Community Development Block Grant Program.

Council Action to be taken: Approve Resolution.

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to approve a resolution, which would allow for the City of Taylor to submit for a Wilco Community Development Block Grant.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City of Taylor submits annually a grant application through the Wilco Community Development Block Grant Program. This year the plan is to submit for a grant to assist with the Southwood Hills Disinfection station.

Because of the size of the project and available grant funds, we will be submitting two years in a row to cover the cost for this project.

The City would submit for funding this year at \$400,000 and then follow up next year with the additional amount \$300k-\$400k will apply to complete the project.

The Southwood Hills Disinfection project was selected as the next priority on the CDBG list back at the April 14, 2022 meeting. Because of the size of the project and available grant funds, we will be submitting two years in a row to cover the cost for this project.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Money provided with no matching requirements. • Provides project funding without issue debt	• NA

4. RECOMMENDATION

Staff recommends approving the resolution.

5. FUNDING SOURCE

Wilco CDBG grant funding.

6. TIMELINE

Submission of application to Wilco in April 2023
Approval anticipated August 2023-October 2023

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7. OTHER OPTIONS (In order of preference)

NA

8. ATTACHMENTS

3a. [Resolution R23-13](#)

3b. [Project Summary](#)

RESOLUTION R23-13

A RESOLUTION OF THE CITY COUNCIL OF TAYLOR, TEXAS, AUTHORIZING THE SUBMISSION OF A WILLIAMSON COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT; AND AUTHORIZING THE CITY MANAGER TO ACT AS THE CITY'S EXECUTIVE OFFICER AND AUTHORIZED REPRESENTATIVE IN ALL MATTERS PERTAINING TO THE CITY'S PARTICIPATION IN THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.

WHEREAS, the City Council of Taylor desires to develop a viable urban community, including decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low-to-moderate income; and

WHEREAS, certain conditions exist which represent a threat to the public health and safety; and

WHEREAS, it is necessary and in the best interest of the City of Taylor to apply for funding under the FY 2023 Community Development Block Grant Program;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF TAYLOR, TEXAS:

1. That a Williamson County Community Development Block Grant Program application is hereby authorized to be filed on behalf of the City.
2. That the application be for infrastructure funds.
3. That the City Council directs and designates the City Manager as the City's Chief Executive Officer and Authorized Representative to act in all matters in connection with this application and the City's participation in the Community Development Block Grant Program.
4. That it further be stated that the city is committing an amount not to exceed \$400,000 toward the project cost.

Passed and approved this 27th day of April 2023

Brandt Rydell
Mayor, City of Taylor Texas

Dianna McLean
City Clerk



April 11, 2023

CDBG Funding Proposal: City of Taylor Southwood Hills Disinfection Improvements

The City of Taylor receives treated surface water from the Brazos River Authority (BRA) Lake Granger water treatment plant. The water is delivered directly into the lower pressure plane of Taylor's distribution system through a 27" transmission main. From there, some of the water enters the City's North ground storage tank, where it is pumped to the City's upper pressure plane. At this site, chloramine is added to the water as it leaves the pump station to boost residual levels of disinfection in the upper pressure plane.

No additional disinfectant is added to the water as it enters the City's lower pressure plane, and the residual level of disinfectant can significantly decay in the distribution system. This is especially problematic in the southeast portion of the City, near the Southwood Hills elevated storage tank (EST) site. This area is located the farthest from the BRA water treatment plant, where the treated water is disinfected. In addition, this is an area of low demand within the City, and water is not cycled well in this part of the system, causing further disinfectant decay. The City's Ford pump station has disinfection feed facilities and is operated manually as needed to cycle water on the east and south sides of the City. However, even boosting disinfection at this location leaves southern portions of the City with low disinfection residuals.

The City's Southwood EST site also includes a ground storage tank and booster pumps. None of these system components are currently operational. The general project will place the Southwood Hills EST back into service (an inspection, cleaning and disinfection will be required; minimal repairs are assumed). The project also includes installation of sodium hypochlorite and liquid ammonium sulfate feed systems housed inside a new fiberglass building at the site shown on the attached exhibit. Other distribution system operational changes, such as reducing system storage volumes, along with strategic flushing will be implemented to work with the Southwood Hills site in order to allow water to be cycled more frequently, reducing water age and improving disinfection residuals.

The opinion of probable construction cost for this Southwood Hills disinfection improvements is approximately \$797,000 as shown in the following table. The cost assumes the Southwood Hills EST does not require significant repair. This is considered a Class 5 estimate, as defined by the Association for the Advancement of Cost Estimating (AACE), with 0 to 2% project definition and expected accuracy range of -50% to +100%.

Tank Commissioning, Disinfection Equipment and Associated Appurtenances	\$483,000
Contingency for Unknowns and Items not covered elsewhere	\$170,000
Design and Construction Services	\$144,000
Total	\$797,000

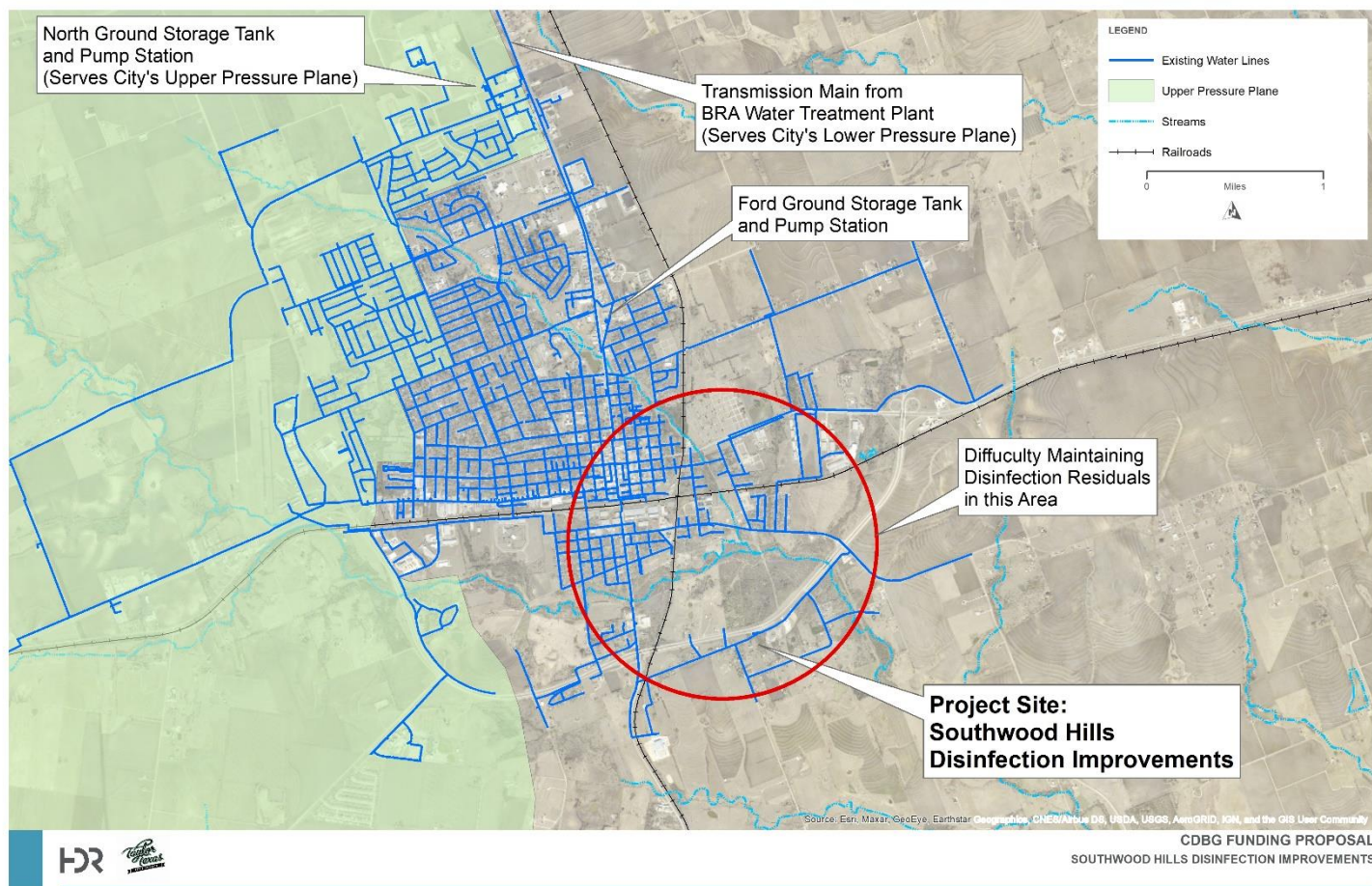


Exhibit 1. Southwood Hills Disinfection Improvements



City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 4

Agenda Title: Consider Ordinance 2023-13 adopting updated water and wastewater impact fees.

Council Action to be taken: Consider adopting ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager / Grady Reed, HDR

1. PURPOSE/DESCRIPTION

The City is in the process of updating its water, sewer and transportation impact fees. Council appointed a capital improvements advisory committee on August 25, 2022 to review and advise the City Council on the proposed capital improvements to be funded by the impact fees. The committee has completed its review of the water and sewer impact fees and has recommended that City Council begin the adoption process of the updated fees. Council authorized the publication of a public hearing at its meeting on January 12, 2023. This agenda item provides for the introduction of the ordinance updating the fees.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council approved a contract with Lionheart Places to update the City's comprehensive plan and the water, sewer, and transportation impact fees. Lionheart selected HDR as their sub-consultant to prepare the impact fee updates.

Following the completion of the Envision Taylor comprehensive plan which includes the Future Land Use plan, HDR began updating the City's water, sewer and transportation master plans and recommended capital improvements necessary to support the projected growth and land use assumptions in the comprehensive plan.

The adoption and update of impact fees is governed by Texas Local Government Code Chapter 395. This statute requires the City Council to appoint a capital improvements advisory committee. The statute allows the City to use the Planning and Zoning Commission as the advisory committee. If the impact fees will apply in the ETJ, which they will, the committee must also include a representative from the ETJ.

City Council appointed the Planning and Zoning Commission as the capital improvements advisory committee and added Ed Komandosky as the ETJ representative.

The committee met in September, October, and November to review the proposed capital improvement plans and the associated impact fees. The committee is scheduled to meet on January 10, 2023 to recommend approval of the water and sewer capital improvements plan and impact fees and to begin the formal adoption process of the updated fees.

The City published notice of the public hearing on the adoption of the updated fees 30 days prior to the public hearing date of February 23, 2023.

This agenda item allows for the introduction of the ordinance and the final approval of the ordinance is scheduled for April 27, 2023.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Required by statute.	N/A

4. RECOMMENDATION

Consider adopting ordinance.

5. FUNDING SOURCE

The impact fee update consulting services is funded by the impact fee funds.

6. TIMELINE

Envision Taylor comprehensive plan was adopted November 18, 2021
Amendment adopted May 12, 2022
HDR completed water, sewer, and transportation master plan drafts summer 2022
Council appointed the Impact Fee Advisory Committee on August 25, 2022
The Impact Fee Advisory Committee met September, October and November 2022 and January 2023
City Council to authorize publication of public hearing on the adoption of the water and sewer impact fees January 12, 2023
Public hearing on adoption of water and sewer impact fees proposed for February 23, 2023
Introduction of ordinance April 13, 2023
Council to consider ordinance adopting the fees April 27, 2023

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

4a. [Ordinance 2023-13 updating water and wastewater impact fees.](#)

ORDINANCE NO. 2023-13

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, AMENDING ORDINANCE NO. 2001-53, AMENDING ORDINANCE NO. 2006-7, AND AMENDING CHAPTER 29, ARTICLE VI. OF THE TAYLOR CITY CODE BY UPDATING IMPACT FEES FOR WATER AND WASTEWATER UTILITIES; PROVIDING FOR COLLECTION OF IMPACT FEES; ESTABLISHING ACCOUNTS AND RECORDS OF IMPACT FEES COLLECTED; PROVIDING FOR USE OF PROCEEDS FROM IMPACT FEE ACCOUNTS; PROVIDING FOR AN ADVISORY COMMITTEE; PROVIDING FOR EXEMPTIONS FROM THIS ORDINANCE; PROVIDING FOR SEVERABILITY CLAUSE; AND PROVIDING FOR A PENALTY CLAUSE FOR VIOLATIONS OF THIS ORDINANCE.

WHEREAS, the City of Taylor is responsible for and committed to the provision of public facilities and services (including water and wastewater service) at levels necessary to cure any existing public service deficiencies in already developed areas; and

WHEREAS, such facilities and service levels shall be provided by the City of Taylor utilizing funds allocated in the capital budget and capital improvements programming processes and relying upon the funding sources indicated therein; and

WHEREAS, new residential and nonresidential development causes and imposes increased demands upon Taylor public facilities and services, including water and wastewater facilities, that would not otherwise occur; and

WHEREAS, planning projections indicate that such development will continue and will place ever-increasing demands on the City to provide necessary public facilities; and

WHEREAS, the development potential and value of properties is strongly influenced and encouraged by City policy as expressed in the Comprehensive Plan and as implemented via the City zoning ordinance and map; and

WHEREAS, to the extent that such new development places demands upon the public facility infrastructure, those demands should be satisfied by more equitably assigning responsibility for financing the provision of such facilities from the public at large to the developments actually creating the demands for them; and

WHEREAS, the amount of the impact fee to be imposed shall be determined by the cost of the additional public facilities needed to support such development, which public facilities shall be identified in a capital improvements program; and

WHEREAS, the City Council, after careful consideration of the matter, hereby finds and declares that impact fees imposed upon residential and nonresidential development to

finance specified major public facilities, the demand for which is created by such development, is in the best interests of the general welfare of the City and its residents, is equitable, and does not impose an unfair burden on such development; and

WHEREAS, the adoption of impact fees is authorized by Chapter 395 of the Texas Local Government Code; and

WHEREAS, the City Council finds that in all things the City has complied with said statute in the notice, adoption, promulgation and methodology necessary to adopt Impact Fees;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

SECTION 1. The facts and recitations contained in the preamble of this ordinance are hereby found and declared to be true and correct and are incorporated by reference herein and expressly made a part hereof, as if copied verbatim.

SECTION 2. Ordinance Nos. 2001-53 and 2006-7 and Chapter 29, Article VI. of the Code of Ordinances of the City of Taylor, Texas is hereby amended to replace the entirety of Article VI. with the provisions as shown in EXHIBIT "A."

SECTION 3. All ordinances and resolutions, or parts of ordinances and resolutions, in conflict with this Ordinance are hereby repealed, and are no longer of any force and effect.

SECTION 4. This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

SECTION 5. If any sentence, section, subsection, clause, phrase, part or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part declared to be invalid.

SECTION 6. The provisions of this Ordinance shall be liberally construed to effectively carry out its purposes, which are hereby found and declared to be in furtherance of the public health, safety, and welfare. Any member of the Council or any City official or employee charged with the enforcement of this ordinance, acting for the City in the discharge of his or her duties, shall not thereby render himself or herself personally liable; and is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of said duties.

SECTION 7. Any person violating the provisions of this Ordinance shall be deemed guilty of a misdemeanor and, upon conviction in the municipal court of the City of Taylor, Texas, or any other Court of proper jurisdiction, shall be subject to a fine not to exceed the sum of Five Hundred Dollars (\$500.00) for each offense, except however, where a different penalty has been established by state law for such offense the penalty shall be that fixed by state law, and for any offense which is a violation of any provision of law that governs fire safety, zoning, or public health and sanitation, including dumping of refuse, the penalty shall be a fine not to exceed the sum of two thousand dollars (\$2,000.00) for each offense; and each and every day said violation is continued shall constitute a separate offense. Any violation of this ordinance can be enjoined by a suit filed in the name of the City in court of competent jurisdiction, and this remedy shall be in addition to the penal provision in this ordinance.

SECTION 8. In accordance with Article VIII, Section 1, of the City Charter, Ordinance No. 2023-13 was introduced before the Taylor City Council on the 13th day of April 2023.

PASSED, APPROVED, and ADOPTED on this _____ day of _____, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl, City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-13, passed and approved by the City Council of the City of Taylor, Texas, on the ____ day of _____, 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office on this ____ day of _____, 2023.

Dianna McLean
City Clerk

EXHIBIT “A”

ARTICLE VI. WATER AND WASTEWATER IMPACT FEES

DIVISION 1.0 GENERAL PROVISIONS

Section 29-101 Short Title

This Ordinance shall be known and cited as the Water and Wastewater Impact Fees Ordinance.

Section 29-102 Intent

This Ordinance is intended to impose water and wastewater impact fees, as established in this Ordinance, in order to finance public facilities, the demand for which is generated by new development in the designated service area.

Section 29-103 Authority

The City is authorized to enact this Ordinance by Chapter 395 of the Texas Local Government Code, which authorizes home-rule cities, among others, to enact or impose impact fees on land within their corporate boundaries and in their extraterritorial jurisdictions, and on persons with whom they have a water or sewer service contract, as charges or assessments imposed 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 such new development; and by the Taylor City Charter. The provisions of this Ordinance shall not be construed to limit the power of the City to adopt such Ordinance pursuant to any other source of local authority, nor to utilize any other methods or powers otherwise available for accomplishing the purposes set forth herein, either in substitution of or in conjunction with this Ordinance. Guidelines may be developed by resolution or otherwise to implement and administer this Ordinance.

Section 29-104 Definitions

As applied in this Ordinance, the following words and terms shall be used:

(1) Impact Fee Advisory Committee - Advisory committee, appointed by the City Council, consisting of at least five members which are not employees of the City, not less than 40 percent of which shall be representatives of the real estate, development, or building industries, and, if impact fees are to be applied within the extraterritorial jurisdiction of the City, including one member representing the extraterritorial jurisdiction; or consisting of

the Planning and Zoning Commission, including one regular or ad hoc member who is not an employee of the City and which is representative of the real estate, development, or building industry, and, if impact fees are to be applied within the extraterritorial jurisdiction of the City, one representative of the extraterritorial jurisdiction area; which committee is appointed to regularly review and update the capital improvements program in accordance with the requirements of Chapter 395 of the Texas Local Government Code, and its successors.

(2) Assessment - The determination of the amount of the maximum impact fee per service unit which can be imposed on new development pursuant to this Ordinance.

(3) Building Permit - Written permission issued by the City for the construction, repair, alteration or addition to a structure.

(4) Capital Construction Cost of Service - Costs of constructing capital improvements or facility expansions, including and limited to the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the City.

(5) Capital Improvements Program (CIP) - Plan which identifies water and wastewater capital improvements or facility expansions pursuant to which impact fees may be assessed.

(6) City - City of Taylor.

(7) City Council (Council) - Governing body of the City of Taylor.

(8) City Manager (Manager) - Chief executive officer of the City, appointed by the Council, or his/her designee.

(9) Comprehensive Plan - The comprehensive long-range plan, adopted by the City Council, which is intended to guide the growth and development of the City which includes analysis, recommendations and proposals for the City regarding such topics as population, economy, housing, transportation, community facilities and land use.

(10) Effective Impact Fee - Amount of impact fee collected per service unit, which may be equal to or less than the maximum impact fees as set forth in Exhibit "C" to this ordinance.

(11) Existing Development - All development within the service area which has a water or wastewater tap on the City's water or sewer system, as of the date of the adoption of this Ordinance.

(12) Facility Expansion - The expansion of the capacity of an existing facility which serves the same function as an otherwise necessary new capital improvement in order that the

existing facility may serve new development. Facility expansion does not include the repair, maintenance, modernization, or expansion of an existing facility to better serve existing development.

(13) Final Subdivision Plat (Final Plat) - The map, drawing or chart on which is provided a subdivider's plan of a subdivision, and which has received final approval by the Planning and Zoning Commission or City Council and which is recorded with the office of the County Clerk.

(14) Growth-Related Costs - Capital construction costs of service related to providing additional service units to new development, either from excess capacity in existing facilities, from facility expansions or from new capital facilities. Growth-related costs do not include:

(a) Construction, acquisition, or expansion of public facilities or assets other than capital improvements or facility expansions identified in the capital improvements plan;

(b) Repair, operation, or maintenance of existing or new capital improvements or facility expansions;

(c) Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

(d) Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

(e) Administrative and operating costs of the City; or

(f) Principal payments and interest or other finance charges on bonds or other indebtedness, except for such payments for growth-related facilities contained in the capital improvements program.

(15) Impact Fee - Charge or assessment to be imposed by the City upon new development to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to new development. The term includes amortized charges, lump-sum charges, capital recovery fees, contributions in aid of construction, and any other fee that functions as described by this definition. Impact fees do not include dedication of rights-of-way or easements, or construction or dedication of site-related water distribution or wastewater collection facilities, or streets, sidewalks, or curbs if the dedication or construction is required by other valid ordinances of the City Code and is necessitated by and attributable to the new development; lot or acreage fees placed in trust funds for the purpose of reimbursing developers for oversizing or constructing water or sewer mains or lines; or other pro rata fees for reimbursement of water or sewer mains or lines extended by the City.

(16) Land Use Assumptions - Description of the service area and projections of changes in land uses, densities, intensities, and population therein over at least a 10-year period, adopted by the City, as may be amended from time to time, upon which the capital improvement plan is based.

(17) Living Unit Equivalent (LUE) - Basis for establishing equivalency among and within various customer classes, based upon the relationship of the continuous duty flow rate in gallons per minute for a water meter of a given size and type compared to the continuous duty maximum flow rate in gallons per minute for a 5/8" diameter simple water meter, using American Water Works Association C700-C703 standards. For purposes of this ordinance, 5/8" water meters are considered to equal one (1) LUE. LUE's for water meters are shown below.

**LUE EQUIVALENCIES FOR VARIOUS TYPES AND SIZES
OF WATER METERS**

METER TYPE	METER SIZE	CONTINUOUS DUTY MAXIMUM RATE (gpm)	RATIO TO 5/8" METER
SIMPLE	5/8" x 3/4"	10	1.0
SIMPLE	3/4"	15	1.5
SIMPLE	1"	25	2.5
SIMPLE	1-1/2"	50	5.0
SIMPLE	2"	80	8.0
COMPOUND	2"	80	8.0
TURBINE	2"	100	10.0
COMPOUND	3"	160	16.0
TURBINE	3"	240	24.0
COMPOUND	4"	250	25.0
TURBINE	4"	420	42.0
COMPOUND	6"	500	50.0
TURBINE	6"	920	92.0
COMPOUND	8"	800	80.0
TURBINE	8"	1600	160.0
COMPOUND	10"	1150	115.0
TURBINE	10"	2500	250.0
TURBINE	12"	3300	330.0

SOURCE: AWWA Standards C700, C701, C702, C703.

(18) New Development - Subdivision of land; or the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units. New development includes the sale of water taps resulting from the conversion of an individual well to the City's water utility and the sale of wastewater taps resulting from the conversion of an individual septic or other individual waste disposal system to the City's wastewater utility.

(19) Offset - The amount of the reduction of an impact fee designed to fairly reflect the value of system-related facilities, pursuant to rules herein established or administrative guidelines, provided and funded by a developer pursuant to the City's subdivision regulations or requirements.

(20) Service Area - Area within the corporate boundaries and within the extraterritorial jurisdiction as defined by the Municipal Annexation Act (Chapter 41, Section 4202, Local Government Code), to be served by the water or wastewater capital improvements or facilities expansions specified in the capital improvements program applicable to the service area. The service area represents the general geographic basis for planning the utility capital improvement programs, used to formulate the fees. The service area is conceptual in nature and does not necessarily represent a definitive commitment for service by the City; the service area boundary also does not necessarily represent limits to service potential or fee assessment.

(21) Service Unit - Standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions expressed in living units equivalent.

(22) Site-related Facility - Improvement or facility which is for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of water or wastewater facilities to serve the new development, and which is not included in the capital improvements plan, and for which the developer or property owner is solely responsible under subdivision and other applicable regulations.

(23) System-related Facility - A capital improvement or facility expansion which is designated in the Capital Improvements Plan and which is not a site-related facility. A system-related facility may include a capital improvement which is located offsite, within or on the perimeter of the development site.

(24) Tap Purchase - The filing with the City of a written application for a water or wastewater tap and the acceptance of applicable fees by the City. The term "tap purchase" shall not be applicable to a master water meter or master wastewater connection purchased from the City by a wholesale customer such as a water district, political subdivision of the

State of Texas, or other wholesale utility customer; nor shall it be applicable to a meter purchased for and exclusively dedicated to fire protection.

(25) Wastewater Facility - Improvement for providing wastewater service, including, but not limited to, land or easements, treatment facilities, lift stations, or interceptor mains. Wastewater facility excludes wastewater lines or mains which are constructed by developers, the costs of which are reimbursed from charges paid by subsequent users of the facilities and which are maintained in dedicated trusts. Wastewater facilities also exclude dedication of rights-of-way or easements or construction or dedication of on-site or off-site wastewater collection facilities required by valid ordinances of the City and necessitated by and attributable to the new development.

(26) Wastewater Facility Expansion - Expansion of the capacity of any existing wastewater improvement for the purpose of serving new development, not including the repair, maintenance, modernization or expansion of an existing wastewater facility to serve existing development.

(27) Wastewater Capital Improvements Plan (Wastewater CIP) - Portion of the CIP, as may be amended from time to time, which identifies the wastewater facilities or wastewater facility expansions and their associated growth-related costs which are necessitated by and which are attributable to new development, for a period not to exceed ten (10) years, which are to be financed in whole or in part through the imposition of wastewater impact fees pursuant to this Ordinance.

(28) Water Facility - Improvement for providing water service, including, but not limited to, land or easements, water supply facilities, treatment facilities, pumping facilities, storage facilities, or transmission mains. Water facility excludes water lines or mains which are constructed by developers, the costs of which are reimbursed from charges paid by subsequent users of the facilities and which are maintained in dedicated trusts. Water facilities also exclude dedication of rights-of-way or easements or construction or dedication of on-site or off-site water distribution facilities required by valid ordinances of the City and necessitated by and attributable to the new development.

(29) Water Facility Expansion - Expansion of the capacity of any existing water improvement for the purpose of serving new development, not including the repair, maintenance, modernization or expansion of an existing water facility to serve existing development.

(30) Water Capital Improvements Plan (Water CIP) - Portion of the CIP, as may be amended from time to time, which identifies the water facilities or water facility expansions and their associated growth-related costs which are necessitated by and which are attributable to new development, for a period not to exceed ten (10) years, which are to be financed in whole or in part through the imposition of water impact fees pursuant to this Ordinance.

(31) Wholesale Customer - Water or wastewater customer of the City's utilities which purchases utility service at wholesale rates for resale to their retail customers.

Section 29-105 Applicability of Impact Fees

This Ordinance shall be uniformly applicable to new development which occurs within the water and wastewater service areas. No new development shall be exempt from the assessment of impact fees as defined in this Ordinance.

Section 29-106 Impact Fees as Conditions of Development Approval

No application for new development shall be approved within the City without assessment of impact fees pursuant to this Ordinance, and no water and wastewater tap shall be issued and no building permit shall be issued unless the applicant has paid the impact fees imposed by and calculated herein under.

Section 29-107 Establishment of Water and Wastewater Service Areas

The water and wastewater service areas are established as shown on the Service Area Map which is attached as Exhibit A for this Ordinance. The service areas shall be established consistent with any facility service area established in the CIP for each utility. Additions to the service area may be designated by the City Council consistent with the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

Section 29-108 Land Use Assumptions

Land use assumptions used in the development of the impact fees are contained in Exhibit B of this Ordinance. These assumptions may be revised by the City Council according to the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

Section 29-109 Service Units

(1) Service units are established in accordance with generally accepted engineering and planning standards.

(2) Service units shall be calculated based on living units equivalent as determined by the size of the water meter(s) for the development; or alternatively, as approved by the City as a result of an engineering report prepared by a qualified professional engineer licensed to perform such professional engineering services in the State of Texas, which demonstrates that the number of LUE's of service for the new development will be different than those indicated by the size of the water meter.

(3) If the City determines that the water pressure in the City's transmission main is significantly higher or lower than standard pressure such that the size of the water meter is

not indicative of actual service demand, the City may adjust the number of LUE's based on a smaller or larger sized meter which more accurately reflects the flow rate and the system pressure conditions.

(4) If a fire demand tap is purchased for a property, the meter size utilized to calculate the number of LUE's shall be the dimension of the portion of the fire demand meter which reflects the meter size which would provide only domestic service to the property. Said reduced meter size shall then be utilized to calculate the number of LUE's.

(a) The meter types used to calculate the number of LUE's shall be either simple or compound meters.

(b) If the fire protection capacity of the fire demand meter is routinely utilized for domestic purposes as evidenced by the registration of consumption recorded on the City's meter-reading and billing systems, the then-owner of the property shall be assessed the then-current fee for the fire protection capacity which has been converted to domestic capacity by its routine usage as domestic capacity.

(c) To avoid the use of fire flow volumes for domestic usage, the owner of any property for which a fire demand meter is purchased shall be required to execute a restrictive covenant on a form approved by the City, which covenant shall acknowledge the right of the City to assess such fees to subsequent owners of the property. Said covenant shall be executed prior to the purchase of the fire demand meter and shall be filed in the deed records of the County.

(d) No fees shall be collected for the purchase of taps, which shall be utilized to provide only fire protection capacity.

(5) Upon wastewater tap purchase for lots for which no water meter has been purchased, service units shall be established by a professional engineer licensed in the State of Texas, shall be reviewed by the Manager and shall be presented to the City Council, which shall designate the appropriate number of service units.

(6) The City Council may revise the service unit designation according to the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

Section 29-110 Impact Fees Per Service Unit

(1) The maximum impact fee per service unit for each service area shall be computed by dividing the growth-related capital construction cost of service in the service area identified in the capital improvements plan for that category of capital improvements, by the total number of projected service units anticipated within the service area which are necessitated by and attributable to new development, based on the land use assumptions for that service area, and adjusted by subtracting credits in the form of future rate or tax contributions to water and/or wastewater CIP funding. Maximum impact fees per service unit for each

service area shall be established by category of capital improvements and shall be set forth in Exhibit C to this Ordinance.

(2) Exhibit C may be amended by the City Council according to the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

(3) The effective Impact Fees per service unit may be amended from time to time by the City Council through ordinance amendment to any amount less than the maximum fees set forth in Exhibit C to this ordinance.

Section 29-111 Assessment of Impact Fees

(1) The approval of any subdivision of land or of any new development shall include as a condition the assessment of the impact fee applicable to such development. Assessment of the impact fee for any new development shall be made as follows:

(a) For new development which is submitted for approval pursuant to the City's subdivision regulations following the effective date of this Ordinance, assessment shall be at the time of final subdivision plat approval, and shall be the value of the effective impact fee per service unit then in effect, as provided in Exhibit C as set forth in Section 29-110. The City may provide the subdivider with a copy of Exhibit C prior to final subdivision plat approval, but such shall not constitute assessment within the meaning of this Ordinance.

(b) For new development which has received final plat approval prior to the effective date of Ordinance 2023-13, dated April 27, 2023 and for which no replatting is necessary prior to the issuance of a building permit, assessment shall be upon the issuance of a building permit, or if the City lacks authority to issue building permits in the area where the impact fee applies, assessment shall be at the time an application is filed for an individual connection to the City's water or wastewater system; and the fee shall be the value of the effective impact fee per service unit set forth in Exhibit C.

(c) For new development which occurs or is proposed to occur without platting, assessment shall be upon the issuance of a building permit, or if the City lacks authority to issue building permits in the area where the impact fee applies, assessment shall be at the time an application is filed for an individual connection to the City's water or wastewater system; and the fee shall be the value of the effective impact fee per service unit set forth in Exhibit C.

(d) Fees shall not be assessed to property which has previously purchased taps for the property and which desires to exchange those purchased taps for taps which will reflect an equivalent number of LUE's, as determined under Section 29-109. If the exchange of said taps will result in an increase in the number of LUE's the purchaser shall be assessed the effective impact fee in effect at the time of tap exchange, based on the additional LUE's required.

(e) Because fire protection is of critical concern to the community as a whole, water demand related solely to fire protection is not subject to collection of an impact fee. However, if the fire protection capacity of the fire demand meter is routinely utilized for domestic purposes as evidenced by the registration of consumption recorded on the City's meter-reading and billing systems, the current owner of the property shall be assessed the impact fees currently in effect at the time such conversion is established by the City for the fire protection capacity which has been converted to domestic capacity by its routine usage as domestic capacity.

(2) Following assessment of the impact fee, no additional impact fees or increases thereof shall be assessed against that development unless the number of service units increases, as set forth under Section 29-109. Following the lapse or expiration of approval for a plat, a new assessment must be performed at the time a new application for such development is filed.

Section 29-112 Calculation of Impact Fees

(1) Following the request for new development as provided in Section 29-111 of this Ordinance, the City shall compute impact fees due for the new development in the following manner:

(a) The total service units for the new development shall be multiplied by the appropriate per-unit effective fee value determined as set forth in Section 29-110; and

(2) The value of each impact fee due for a new development shall not exceed a value computed by multiplying the effective fee assessed per service unit pursuant to Section 29-110 by the number of service units generated by the development.

Section 29-113 Collection of Impact Fees

(1) No water or wastewater tap shall be made, meter set, or building permit shall be issued until all impact fees have been paid to the City, or until a "notice of impact fee due" is recorded as provided in this Section, except as provided otherwise by contract.

(2) Impact fees shall be paid at the time of the issuance of a building permit, except as provided in Section 29-113(3) through Section 29-113(5).

(3) For land platted outside the corporate boundaries of the City, fees shall be collected at the time an application for connection to the City's water or wastewater system is filed.

(4) If the city lacks authority to issue building permits in the area where the impact fee applies, impact fees shall be collected at the time an application is filed for connection to the political subdivision's water or wastewater system.

(5) For new development converting to the City water utility from an individual water well, or to the City wastewater utility from a septic tank or individual waste disposal system, the

City may allow the fee payer to pay impact fees in the form of a monthly assessment in the same manner as monthly assessments for related tap fees, if such an extended payment program for tap fees is currently in effect, as provided below:

(a) At the request of the applicant, and with the approval of the City Manager, the impact fees for such customers may be paid in increments over a period of not more than two years, with interest computed on the unpaid balance at the statutory rate as set forth in Article 1.03, Title 79, Revised Statutes (Article 5069-1.03, Vernon's Texas Civil Statutes), or any successor statute.

(b) If the applicant chooses this extended payment option, the applicant shall, as a condition of tap sale, sign and file with the City Clerk, and consent to the recordation of, a "notice of impact fee due," which shall be recorded as a lien against the subject property. The City shall release the lien held only upon payment in full of the impact fees and any late penalties and applicable interest.

(c) Late payments shall subject the applicant to a penalty of ten percent of the amount due and additional interest in addition to all other remedies available to the City as lien holder.

(6) The City may, at its sole discretion, enter into contracts to establish a different date of fee collection than those provided in this Section.

(7) The City may attempt to revise any contracts which might exist with wholesale customers, or which in the future may be entered into for wholesale service, in such a manner that impact fees are collected from the wholesale customer according to the number of LUE's attributable to each retail meter for new development within the wholesale customer's service area.

Section 29-114 Offsets Against Impact Fees

(1) The City shall offset the value of any system-related facilities identified on the capital improvement plan, pursuant to rules established in this section, which have been dedicated to and have been received by the City, including the value of rights-of-way or capital improvements constructed pursuant to an agreement with the City, against the value of the impact fee due for that category of capital improvement. All offsets against impact fees shall be subject to the following limitations and shall be granted based on this Ordinance and additional standards promulgated by the City, which may be adopted as administrative guidelines.

(a) No offset shall be given for the dedication or construction of site-related facilities.

(b) The unit costs used to calculate the offsets shall not exceed those assumed for the capital improvements included in the capital improvements plan for the category of facility within the service area for which the impact fee is imposed.

(c) If an offset applicable to a plat has not been completed within ten (10) years from the date of the issuance of the first building permit after the effective date of this ordinance or within such period as may be otherwise designated by contract, such offset shall lapse.

(d) In no event will the City reimburse the property owner or developer for an offset when no impact fees for the new development can be collected pursuant to this Ordinance or for any value exceeding the total impact fees due for the development for that category of capital improvement, unless otherwise agreed to by the City.

(2) An applicant for new development must apply for an offset against impact fees due for the development either at or before the time of plat recordation. The applicant shall file a petition for offsets with the City on a form provided for such purpose. The contents of the petition shall be established by administrative guidelines. The City must provide the applicant, in writing, with a decision on the offset request, including the reasons for the decision. The decision shall specify the maximum value of the offset which may be applied against an impact fee, which value and the date of the determination shall be associated with the plat for the new development.

(3) The available offset associated with the plat shall be applied against an impact fee in the following manner:

(a) Such offset shall be prorated equally among all service units, as calculated in Section 29-109, and remain applicable to such service units, to be applied at time of filing and acceptance of an application for a building permit, against impact fees due.

(b) If the total number of service units used by the City in the original offset calculation described in 29-114(3)(a) is eventually exceeded by the number of total service units realized by the actual development, the City may, at its sole discretion, collect the full impact fee exclusive of any associated offset for the excess service units.

Section 29-115 Establishment of Accounts and Records

(1) The City shall establish separate interest-bearing accounts, in a bank authorized to receive deposits of City funds, for each major category of capital facility for which an impact fee is imposed pursuant to this Ordinance. Interest earned by each account shall be credited to that account and shall be used solely for the purposes specified for funds authorized in Section 29-116.

(2) The City shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in Section 29-116. Disbursement of funds shall be authorized by the City at such times as are reasonably necessary to carry out the purposes and intent of this Ordinance; provided, however, that any fee paid shall be expended within a reasonable period of time, but not to exceed ten (10) years from the date the fee is deposited into the account.

(3) The City shall maintain and keep adequate financial records for each such account, which shall show the source and disbursement of all revenues, which shall account for all monies received, and which shall ensure that the disbursement of funds from each account shall be used solely and exclusively for the provision of uses specified in the capital improvements program as system-related facilities. The City shall also maintain such records as are necessary to ensure that refunds are appropriately made under the provision in Section 29-118 of this Ordinance, and such other information as may be necessary for the proper implementation of this Ordinance.

Section 29-116 Use of Proceeds of Impact Fee Accounts

(1) The impact fees collected pursuant to this Ordinance may be used to finance or to recoup capital construction costs of service. Impact fees may also be used to retire bonds or to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the City to finance such capital construction costs of service. Impact fees collected pursuant to this Ordinance shall not be used to pay for any of the following expenses:

(a) Construction, acquisition or expansion of capital improvements or assets other than those identified in the associated capital improvements plans;

(b) Repair, operation, or maintenance of existing or new capital improvements or facilities expansions;

(c) Upgrading, expanding or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental or regulatory standards;

(d) Upgrading, expanding or replacing existing capital improvements to provide better service to existing development; provided however, that impact fees may be used to pay the costs of upgrading, expanding or replacing existing capital improvements in order to meet the need for new system capacity generated by new development; or

(e) Administrative and operating costs of the City.

Section 29-117 Appeals

(1) The property owner or applicant for new development may appeal the following decisions to the City Manager or his/her designee:

(a) The applicability of an impact fee to the development;

(b) The basis for fee calculation;

(c) The availability or the value of an offset;

(d) The application of an offset against an impact fee due;

(e) The amount of the refund due, if any.

(2) The burden of proof shall be on the appellant to demonstrate that the value of the fee or the value of the offset was not calculated according to the applicable impact fee schedule or the guidelines established for determining offsets.

(3) The appellant must file a notice of appeal with the City Manager of Taylor within thirty (30) days following the decision. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the City Manager in an amount equal to the original determination of the impact fee due, the development application or tap purchase or building permit application may be processed while the appeal is pending.

Section 29-118 Refunds

(1) Any impact fee or portion thereof collected pursuant to this Ordinance which has not been expended within ten (10) years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is paid, or, if the impact fee was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in Article 1.03, Title 79, Revised Statutes (Article 5069-1.03, Vernon's Texas Civil Statutes), or any successor statute.

(2) An impact fee collected pursuant to this Ordinance shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 29-116 within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period.

(3) If a refund is due pursuant to subsections 29-118(1) and 29-118(2), the City shall prorate the same by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units assumed within the service area for the period to determine the refund due per service unit. The refund to the record owner or governmental entity shall be calculated by multiplying the refund due per service unit by the number of service units for the development for which the fee was paid, and interest due shall be calculated upon that amount.

(4) Upon the request of an owner of the property on which an impact fee has been paid, the City shall refund such fees if:

(a) Existing service is available and service is denied; or

(b) Service was not available when the fee was collected and the City has failed to commence construction of facilities to provide service within two years of fee payment; or

(c) Service was not available when the fee was collected and has not subsequently been made available within a reasonable period of time considering the type of capital improvement or facility expansion to be constructed, but in any event later than five years from the date of fee payment.

(5) The City shall refund an appropriate proportion of impact fee payments in the event that a previously purchased unused water meter is replaced with a smaller meter, based on the LUE differential of the two meter sizes and the per-LUE fee at the time of the original fee payment, less an administrative charge of fifty dollars (\$50.00).

(6) Petition for refunds shall be submitted to the City on a form provided by the City for such purpose. Within one month of the date of receipt of a petition for refund, the City must provide the petitioner, in writing, with a decision on the refund request, including the reasons for the decision. If a refund is due to the petitioner, the City Manager shall cause a refund payment be made to the petitioner.

Section 29-119 Updates to Plan and Revision of Fees

The City shall review the land use assumptions and capital improvements plan for water and wastewater facilities at least every five years, the first five-year period commencing from the date of adoption of the capital improvements plan referenced herein. The City Council shall accordingly then make a determination of whether changes to the land use assumptions, capital improvements plan or impact fees are needed and shall, in accordance with the procedures set forth in Chapter 395 of the Texas Local Government Code, or any successor statute, either update the fees or make a determination that no update is necessary.

Section 29-120 Functions of Impact Fee Advisory Committee

(1) The functions of the Impact Fee Advisory Committee are those set forth in Chapter 395 of the Texas Local Government Code, or any successor statute, and shall include the following:

- (a) Advise and assist the City in adopting land use assumptions;
- (b) Review the capital improvements plan regarding water and wastewater capital improvements and file written comments thereon;
- (c) Monitor and evaluate implementation of the capital improvements program;
- (d) Advise the City of the need to update or revise the land use assumptions, capital improvements program and impact fees; and

(e) File semiannual reports evaluating the progress of the City in achieving the capital improvements plans and identifying any problems in implementing the plans or administering the impact fees, and any perceived inequities in administration of the fee.

(2) The City shall make available to the Impact Fee Advisory Committee any professional reports prepared in the development or implementation of the capital improvements plan.

(3) The Council shall adopt procedural rules for the committee to follow in carrying out its duties.

Section 29-121 Agreement for Capital Improvements

The City Council may approve the owner of a new development to construct or finance some of the public improvements identified in the CIP. In the case of such approval, the property owner must enter into an agreement with the City prior to fee collection. The agreement shall be on a form approved by the City, and shall establish the estimated cost of improvement, the schedule for initiation and completion of the improvement, a requirement that the improvement shall be completed to City standards, and any other terms and conditions the City deems necessary. The City Manager or his/her designee shall review the improvement plan, verify costs and time schedules, determine if the improvement is contained in the CIP, and determine the amount of the applicable offset for such improvement to be applied to the otherwise applicable impact fee before submitting the proposed agreement to the Council for approval.

Section 29-122 Use of Other Financing Mechanisms

(1) The City may finance water and wastewater capital improvements or facilities expansions designated in the capital improvements plan through the use of operating cash transfers, through the issuance of bonds, through the formation of public improvement districts or other assessment districts, or through any other authorized mechanism, in such manner and subject to such limitations as may be provided by law, in addition to the use of impact fees.

(2) Except as herein otherwise provided, the assessment and collection of an impact fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge or assessment which is lawfully imposed on and due against the property.

Section 29-123 Impact Fees as Additional and Supplemental Regulation

(1) Impact fees established by this Ordinance are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development of land or the issuance of building permits or the sale of water or wastewater taps or the issuance of certificates of occupancy. Such fees are intended to be consistent with and to further the policies of City's Comprehensive Plan, capital improvements plan, zoning ordinance, subdivision regulations and other City policies, ordinances and resolutions by which the

City seeks to ensure the provision of adequate public facilities in conjunction with the development of land.

(2) This Ordinance shall not affect, in any manner, the permissible use of property, density of development, design, and improvement standards and requirements, or any other aspect of the development of land or provision of public improvements subject to the zoning and subdivision regulations or other regulations of the City, which shall be operative and remain in full force and effect without limitation with respect to all such development.

Section 29-124 Relief Procedures

Any person who has paid an impact fee or an owner of land upon which an impact fee has been paid may petition the City Manager to determine whether any duty required by this ordinance has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within sixty (60) days of the request. If the Manager determines that the duty is required pursuant to the ordinance and is late in being performed, it shall cause the duty to commence within sixty (60) days of the date of the request and to continue until completion.

Section 29-125 Reserved

Sections 29-126-29-135 Reserved

DIVISION 2. WATER FACILITIES IMPACT FEES

Section 29-136 Water Service Area

There is hereby established a water service area as depicted on Exhibit A, attached hereto and incorporated herein by reference. The boundaries of the water service area may be amended from time to time, and new water service areas may be delineated, pursuant to the procedures in Section 5.8.7.

Section 29-137 Water Improvements Plan

The Water Improvements Plan for the City is hereby adopted as Exhibit D attached hereto and incorporated by reference herein. The Water Improvements Plan may be amended from time to time, pursuant to the procedures set forth in Chapter 395 of the Texas Local Government Code and its successors.

Section 29-138 Water Impact Fees

The maximum impact fee values per service unit for water facilities are hereby adopted and incorporated in Exhibit C attached hereto and made a part hereof by reference. The impact fee values per service unit for water facilities may be amended from time to time, pursuant to the procedures in Section 29-110.

Sections 29-139—29-150 Reserved

DIVISION 3. WASTEWATER FACILITIES IMPACT FEES

Section 29-151 Wastewater Service Area

There is hereby established a wastewater service area as depicted on Exhibit A, attached hereto and incorporated herein by reference. The boundaries of the wastewater service area may be amended from time to time, and new wastewater service areas may be delineated, pursuant to the procedures in Section 29-107.

Section 29-152 Wastewater Improvements Plan

The Wastewater Improvements Plan for the City is hereby adopted as Exhibit E attached hereto and incorporated by reference herein. The Wastewater Improvements Plan may be amended from time to time, pursuant to the procedures set forth in Chapter 395 of the Texas Local Government Code and its successors.

Section 29-153 Wastewater Impact Fees

The maximum impact fee values per service unit for wastewater facilities are hereby adopted and incorporated in Exhibit C attached hereto and made a part hereof by reference. The impact fee values per service unit for wastewater facilities may be amended from time to time, pursuant to the procedures in Section 29-110.

- EXHIBIT A: Service Area Map
- EXHIBIT B: Land Use Assumptions
- EXHIBIT C: Maximum and Effective Impact Fees
- EXHIBIT D: Water Improvements Plan
- EXHIBIT E: Wastewater Improvements Plan

EXHIBIT A SERVICE AREA MAP

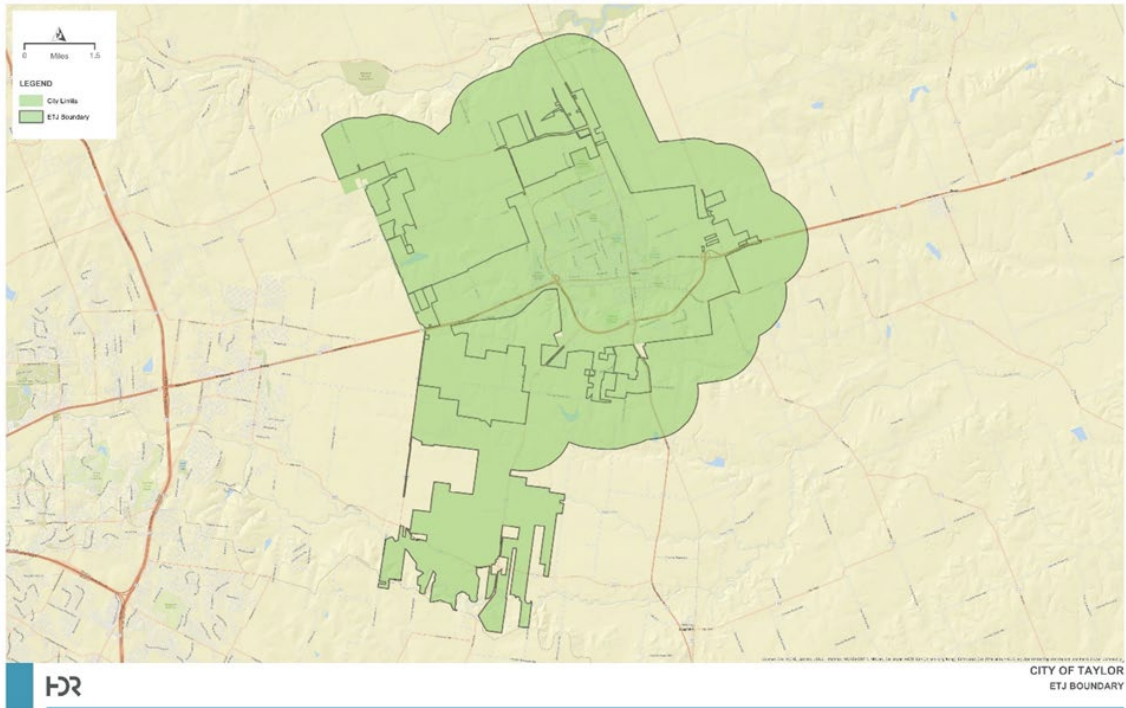


EXHIBIT B LAND USE ASSUMPTIONS

Current and Projected Land Use

<i>Item</i>	<i>Current</i>		<i>Future (Including ETJ)</i>	
	<i>Acres</i>	<i>%</i>	<i>Acres</i>	<i>%</i>
Residential	1,513	3.5%	2,204	5.1%
Commercial/Industrial	1,656	3.8%	2,413	5.5%
Mixed Use	0	0.0%	50	0.1%
Undeveloped/Not Served	40,318	92.7%	38,820	89.3%
Total Land Use Acreage	43,478	100%	43,487	100%
Source: Williamson County CAD (Current); Envision Taylor Comprehensive Plan (Future)				

EXHIBIT C **MAXIMUM AND EFFECTIVE IMPACT FEES**

MAXIMUM AND EFFECTIVE IMPACT FEES FOR VARIOUS WATER METER SIZES								
Meter Type	Meter Size	Multiplier	Maximum Impact Fees			Effective (Collected) Impact Fees		
			Water	Sewer	Combined	Water	Sewer	Combined
Simple	5/8" x 3/4"	1.000	\$ 2,919	\$ 2,799	\$ 5,718	\$ 2,919	\$ 2,799	\$ 5,718
Simple	3/4"	1.500	\$ 4,378	\$ 4,199	\$ 8,577	\$ 4,378	\$ 4,199	\$ 8,577
Simple	1"	2.500	\$ 7,297	\$ 6,998	\$ 14,295	\$ 7,297	\$ 6,998	\$ 14,295
Simple	1 1/2"	5.000	\$ 14,595	\$ 13,995	\$ 28,590	\$ 14,595	\$ 13,995	\$ 28,590
Simple	2"	8.000	\$ 23,352	\$ 22,392	\$ 45,744	\$ 23,352	\$ 22,392	\$ 45,744
Compound	2"	8.000	\$ 23,352	\$ 22,392	\$ 45,744	\$ 23,352	\$ 22,392	\$ 45,744
Turbine	2"	10.000	\$ 29,189	\$ 27,990	\$ 57,180	\$ 29,189	\$ 27,990	\$ 57,180
Compound	3"	16.000	\$ 46,703	\$ 44,784	\$ 91,488	\$ 46,703	\$ 44,784	\$ 91,488
Turbine	3"	24.000	\$ 70,055	\$ 67,177	\$ 137,231	\$ 70,055	\$ 67,177	\$ 137,231
Compound	4"	25.000	\$ 72,974	\$ 69,976	\$ 142,949	\$ 72,974	\$ 69,976	\$ 142,949
Turbine	4"	42.000	\$ 122,596	\$ 117,559	\$ 240,155	\$ 122,596	\$ 117,559	\$ 240,155
Compound	6"	50.000	\$ 145,947	\$ 139,951	\$ 285,899	\$ 145,947	\$ 139,951	\$ 285,899
Turbine	6"	92.000	\$ 268,543	\$ 257,511	\$ 526,054	\$ 268,543	\$ 257,511	\$ 526,054
Compound	8"	80.000	\$ 233,516	\$ 223,922	\$ 457,438	\$ 233,516	\$ 223,922	\$ 457,438
Turbine	8"	160.000	\$ 467,031	\$ 447,845	\$ 914,876	\$ 467,031	\$ 447,845	\$ 914,876
Compound	10"	115.000	\$ 335,679	\$ 321,888	\$ 657,567	\$ 335,679	\$ 321,888	\$ 657,567
Turbine	10"	250.000	\$ 729,736	\$ 699,757	\$ 1,429,493	\$ 729,736	\$ 699,757	\$ 1,429,493
Turbine	12"	330.000	\$ 963,252	\$ 923,680	\$ 1,886,931	\$ 963,252	\$ 923,680	\$ 1,886,931

EXHIBIT D
WATER IMPROVEMENTS PLAN

WATER IMPROVEMENTS PLAN (10-Year)		
Project Name or ID #	Project Type	Estimated Project Cost
29	Water Transmission	\$ 3,300,000
30	Water Transmission	\$ 1,300,000
35	Water Transmission	\$ 3,700,000
36	Water Transmission	\$ 2,200,000
38	Water Transmission	\$ 3,300,000
39	Water Transmission	\$ 1,500,000
40	Water Transmission	\$ 3,500,000
41	Water Transmission	\$ 2,400,000
45	Water Transmission	\$ 1,300,000
48	Water Transmission	\$ 2,100,000
50	Water Transmission	\$ 1,000,000
52	Water Transmission	\$ 1,300,000
58	Water Transmission	\$ 2,300,000
59	Water Transmission	\$ 900,000
67	Water Transmission	\$ 1,300,000
68	Water Transmission	\$ 1,300,000
73	Water Transmission	\$ 2,800,000
North PS Expansion	Water Pumping	\$ 2,124,650
North PS 1 MGD Storage Tank	Ground Storage	\$ 3,000,000
Parallel BRA Supply Pipeline	Water Supply	\$ 24,900,000

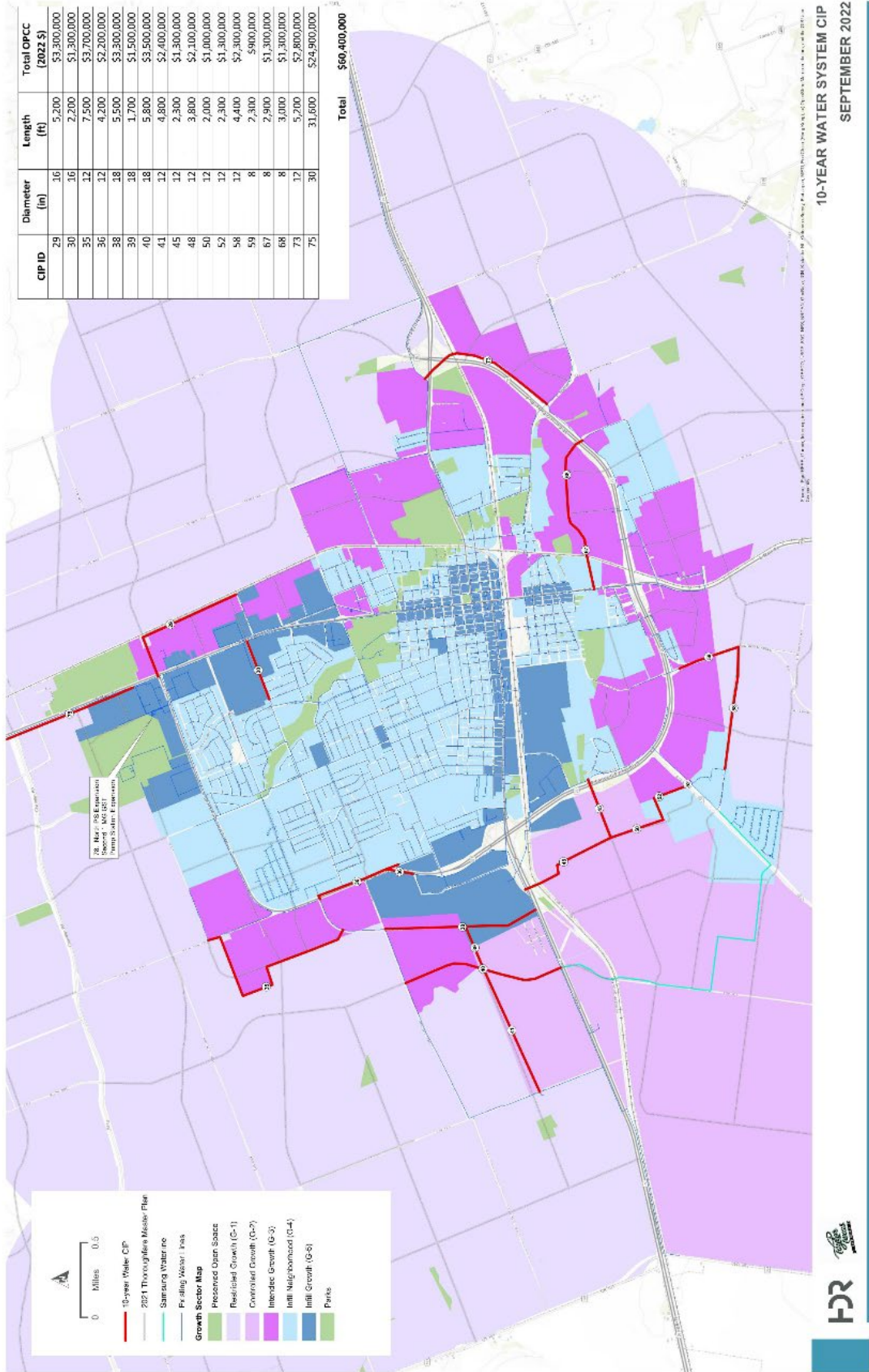
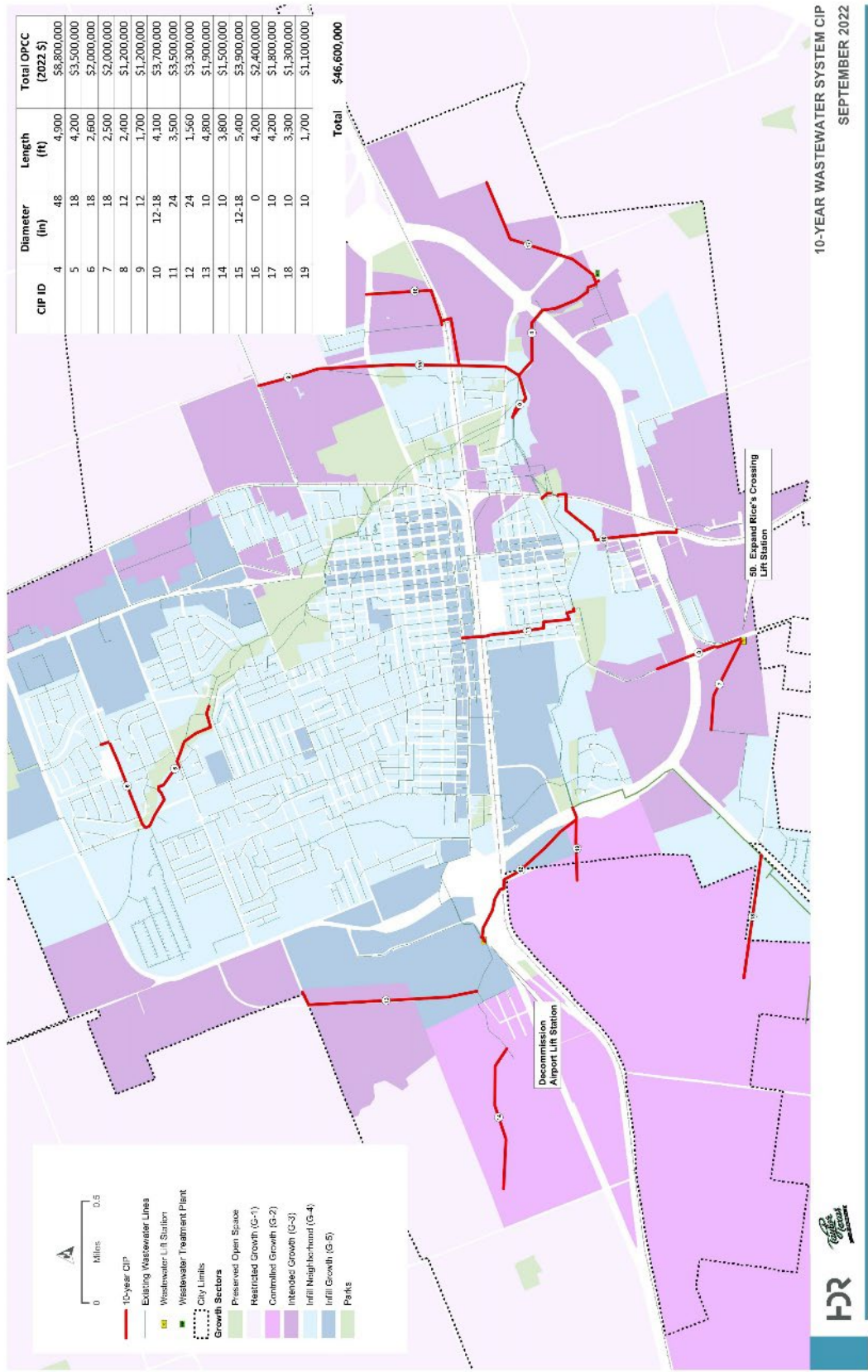


EXHIBIT E
WASTEWATER IMPROVEMENTS PLAN

SEWER IMPROVEMENTS PLAN (10-Year)		
Project Name or ID #	Project Type	Estimated Project Cost
4	Interceptor	\$ 8,800,000
5	Interceptor	\$ 3,500,000
6	Interceptor	\$ 2,000,000
7	Interceptor	\$ 2,000,000
8	Interceptor	\$ 1,200,000
9	Interceptor	\$ 1,200,000
10	Interceptor	\$ 3,700,000
11	Interceptor	\$ 3,500,000
12	Interceptor	\$ 5,900,000
13	Interceptor	\$ 1,900,000
14	Interceptor	\$ 1,500,000
15	Interceptor	\$ 3,900,000
16	Interceptor	\$ 2,400,000
17	Interceptor	\$ 1,800,000
18	Interceptor	\$ 1,300,000
19	Interceptor	\$ 1,100,000
Rice's Crossing Lift Station	Wastewater Pumping	\$ 3,500,000



10-YEAR WASTEWATER SYSTEM CIP
SEPTEMBER 2022



City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 5
Agenda Title: Consider Ordinance 2023-17,
Assignment Pay

Council Action to be taken: Consider adopting Ordinance

Department Submitted: Human Resources

Staff Contact: LaShon Gros, Human Resources Director

1. PURPOSE/DESCRIPTION

This agenda item is to consider adoption of Ordinance 2023-17 requesting a change to the lateral hire provision in the previous approved ordinance.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The police and fire departments utilize approved assignment pay for specialized public service positions. The police department has implemented a seniority lateral hiring plan to attract experienced and skilled sworn law enforcement personnel. The current ordinance was approved by Council on September 27, 2018.

Staff is recommending the current provision that states “Officers shall remain in that designated seniority step on the Step Plan Pay Scale until the officer attains the equivalent seniority as a full-time paid police officer with the City of Taylor Police Department” is removed.

While the ordinance allows for the City to hire experienced officers, it does not allow for the officer to move through the pay scale. This provision is an obstacle for recruiting and retention efforts.

Making a change to this ordinance will allow us to offer competitive pay to experienced officers.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Remove obstacle to recruiting/retention efforts	• Additional costs for pay and benefits depending on years of service of the hired officer.

4. RECOMMENDATION

Adopt ordinance.

5. FUNDING SOURCE

General Fund

6. TIMELINE

Effective immediately after second reading.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

5a. [Ordinance 2023-17](#)

5b. [PowerPoint presentation](#)

ORDINANCE NO. 2023-17

AN ORDINANCE CREATING “ASSIGNMENT PAY” FOR CERTAIN ASSIGNMENTS WITHIN THE FIRE AND POLICE DEPARTMENTS; “SENIORITY PAY” IN THE POLICE DEPARTMENT; PROVIDING A REPEALER CLAUSE; AND PROVIDING AN EFFECTIVE DATE FOR THIS ORDINANCE.

WHEREAS, the City of Taylor adopted Chapter 143 of the Texas Local Government Code for its police and fire departments; and

WHEREAS, there are specialized assignments within the Fire and Police Departments and certain firefighters and police officers perform those assignments that are not performed by every firefighter and police officer; and

WHEREAS, § 143.042 of the Texas Local Government Code states that the governing body of a municipality may authorize assignment pay for fire fighters or police officers who perform specialized functions in the Fire or Police Department; and

WHEREAS, § 143.042 (c) of the Texas Local Government Code requires that the governing body must set forth in an ordinance the amount of assignment pay and the conditions under which it is to be payable to members of the Fire and Police Department; and

WHEREAS, § 143.043 of the Texas Local Government Code permits municipalities to authorize assignment pay for members of the Police Department who perform the duties and responsibilities of the field training officer program; and

WHEREAS, the City Council has the authority under § 143.041(c)(1) of the Texas Local Government Code to set seniority pay for classified positions.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

SECTION 1.

That the matters and facts set forth in the preamble are hereby found to be true and are incorporated by reference into this Ordinance.

SECTION 2.

The assignment of “Medical Officer” is a specialized function within the Taylor Fire Department and that assignment involves review and responsibility over medical functions of the Department. When a member is designated by the Fire Chief or his designee to serve as the “Medical Officer” for the Department, that member is entitled to receive One Thousand Dollars (\$1,000.00) per year as assignment pay.

SECTION 3.

The assignment of “Inspector” is a specialized function within the Taylor Fire Department and that assignment involves performing inspections, writing reports, and taking enforcement actions for the Department and satisfying the requirements set forth by HB 3866 (81R). When a member is designated by the Fire Chief or his designee to serve as “Inspector” for the Department, that member is entitled to receive Four Hundred and Seventy Five Dollars (\$475.00) per year as assignment pay.

SECTION 4.

The assignment of “Fire Investigator” is a specialized function within the Taylor Fire Department and that assignment involves investigating the causes and sources of fires and writing reports regarding the results of those investigations for use by the Department and the public. When a member is designated by the Fire Chief or his designee to serve as “Fire Investigator” for the Department, that member is entitled to receive Three Hundred Dollars (\$300.00) per year as assignment pay.

SECTION 5.

The assignment of “Criminal Investigator-Detective” is a specialized function with the Taylor Police Department and that assignment involves investigating higher-grade misdemeanors and felonies for prosecution in County and District Court. When a department member is designated by the Police Chief or his designee to serve as “Criminal Investigator - Detective” for the Department, that member is entitled to receive Twelve Hundred Dollars (\$1,200.00) per year as assignment pay.

SECTION 6.

The assignment of “Sergeant-Criminal Investigations” is a specialized function with the Taylor Police Department and that assignment involves responsibility and oversight for all criminal investigations of higher grade misdemeanors and felonies undertaken by the Taylor Police Department. When a member is designated by the Police Chief or his designee to serve as “Sergeant-Criminal Investigation” for the Department, that member is entitled to receive Twelve Hundred Dollars (\$1,200.00) per year as assignment pay.

SECTION 7.

The assignment of “Field Training Officer” is a specialized assignment within the Taylor Police Department. The assignment of “Field Training Officer” involves training and evaluating police recruits on the policies, practices, and procedures of the Taylor Police Department. The Police Chief or his designee assigns capable Police personnel to this position of responsibility in accordance with his or her demonstrated knowledge and familiarity with the Field Training Officers Program. Because the assignment of “Field Training Officer” requires additional and specialized duties, members who are assigned to perform these duties are entitled to receive Twelve Hundred Dollars (\$1,200.00) per year as assignment pay during the time period that the members are performing the duties of “Field Training Officer,” i.e., when that member has a probationary police officer assigned to him or her.

SECTION 8.

The terms of this ordinance and/or any payment of “assignment pay” do not apply to a member who is performing any of these duties on a “step-up” “acting” or any other temporary basis.

SECTION 9.

The City Council deems that police officers who are hired with prior full-time paid law enforcement experience will be placed on the City of Taylor’s Police Department Step Plan Pay Scale based on the following formula:

Applicants for police officer positions who are hired after March 1, 2021, shall be eligible for Special Seniority pay for lateral entry if they have at least two (2) years’ continuous service as a paid, full-time certified peace officer with the authority to enforce laws, investigate crimes, make arrests, respond to calls for service, carry a firearm, and use discretion as part of their assigned duties, and who has been employed

as such with an agency which serves a population of 16,000 persons/ has at least fifty (30) full-time sworn officer authorized positions. A lateral entry applicant shall not have more than a three (3)-year break in service from the time the applicant left the prior law enforcement agency and the time the applicant applied with the Taylor Police Department.

The starting pay for lateral entry officers with prior law enforcement experience of at least two (2) years shall be placed at the step in the police pay schedule commensurate with their qualified complete years of experience up to, but not exceeding, the rate of pay specified in the City's top step of the police officer step pay plan.

Previous Taylor Police Officers who are re-appointed as Police Officers are ineligible for Special Seniority Pay as described above, and if reappointed, he or she will be placed in the same salary step they held at the time of their resignation.

Departmental Seniority Impact: The Lateral Entry Program described in this Sub-section is for seniority pay purposes only to determine placement into the existing pay schedule. Actual work experience in another law enforcement agency will not be considered for promotional eligibility requirements, departmental seniority or transfers. Departmental seniority for lateral officers will begin on their most recent Civil Service hire date with the Taylor Police Department.

SECTION 10.

The effective date of this ordinance is _____, 2023 and will remain in effect until superseded.

SECTION 11.

All other ordinances, parts of ordinances or resolutions in conflict with this ordinance are hereby repealed.

SECTION 12.

In accordance with Article 8 of the City Charter, Ordinance No. 2023-17 was introduced before the Taylor City Council on the 13th day of April, 2023.

PASSED, APPROVED, and ADOPTED on the _____th day of April, 2023.

APPROVED

Brandt Rydell, Mayor

ATTEST

Dianna McLean, City Clerk

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-17, passed and approved by the City Council of the City of Taylor, Texas, on the ____ day of _____, 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office on this ____ day of _____, 2023.

Dianna McLean
City Clerk

Assignment Pay Ordinance

BACKGROUND

- City Council previously approved an assignment pay ordinance that
 - Established assignment pays for specialized positions for police and fire
 - Implemented a seniority lateral hiring procedure

Lateral Hire Procedure

- **Current**

- Allows for hiring experienced officers
- Officers are placed on a step in the pay scale based on years of service
- The officer must remain on that step until they have reached an equivalent number of years in the department

- **Requested Change**

- Allow lateral hired officers to progress through the remaining steps with completed years of service

QUESTIONS?



City Council Meeting April 27, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 6
Agenda Title: Consider Ordinance 2023-18 Amending the FY23 Budget

Council Action to be taken: Adopt Ordinance 2023-18

Department Submitted: Finance Department

Staff Contact: Jeff Wood, Chief Financial Officer

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to consider Ordinance 2023-18 amending the FY23 Budget.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The FY23 budget was originally adopted by Council on September 8, 2022 and amended February 9, 2023. This ordinance was introduced by Council on April 13, 2023.

The purpose of this budget amendment is to have the budget reflect actual financial activity including changes in the budget related to unbudgeted expenditures and revenues. Financial activity during a fiscal year does not always match the anticipated revenues and expenditures approved during the budget development process, and amendments to individual accounts are needed to formally change the budgeted amounts of the affected accounts.

The two attachments to this request:

Ordinance No. 2023-18 – This is the official document that formalizes the adoption of the changes contained in Exhibit A.

Exhibit A – This attachment is part of the ordinance and specifies the items to be amended by fund and category.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Properly account for unplanned/emergency expenditures and the use of donated, grant, and bond funds. • Maintain efficient processing of purchase orders and accounts payable. • Adjust individual accounts to accurately reflect the fiscal year activity in the account.	• If unapproved, accounts will not accurately reflect the activity that has occurred in the account and some accounts would remain over expended.

4. RECOMMENDATION

Staff recommends that Council adopt Ordinance 2023-18 to amend the FY23 budget.

5. FUNDING SOURCE

Various funding sources as identified in Exhibit A.

6. TIMELINE

Ordinance 2023-18 was introduced on April 13th. Staff recommends adoption of the ordinance at the April 27th meeting.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

6a. [Ordinance 2023-18](#)

6b. [Exhibit A – FY23 Q2 Budget Amendment](#)

ORDINANCE NO. 2023-18

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS AMENDING ORDINANCE NO. 2023-06 ADOPTED ON FEBRUARY 9, 2023, MAKING APPROPRIATIONS FOR THE SUPPORT OF THE CITY FOR FISCAL YEAR BEGINNING OCTOBER 1, 2022 AND ENDING SEPTEMBER 30, 2023; BY AMENDING THE AMOUNT OF APPROPRIATIONS FOR THE GENERAL FUND AND OTHER CITY FUNDS THAT PROVIDE FOR THE PAYMENT OF OPERATING EXPENSES AND CAPITAL OUTLAY AND BY CHANGING THE AMOUNT APPROPRIATED FOR VARIOUS DEPARTMENTS OF THE CITY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR:

SECTION 1.0: That the appropriations for the fiscal year beginning October 1, 2022 and ending September 30, 2023, for the support of the general government of the City of Taylor, Texas be amended for said term in accordance with the change in revenues and expenditures shown in the attached Exhibit A.

SECTION 2.0: That the amendment, as shown in words and figures in Exhibit A, is hereby approved in all aspects and adopted as an amendment to the City budget for the fiscal year October 1, 2022 and ending September 30, 2023.

SECTION 3.0: In accordance with Article 8 of the City Charter, this ordinance was introduced before the City Council of the City of Taylor, Texas on the 13th day of April, 2023.

PASSED, APPROVED, and ADOPTED this the ____ day of _____, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted Hejl, City Attorney

Exhibit A FY23 Q2 Budget Amendments

Ordinance 2023-18

		Current Budget	Amendment Amount	Amended Budget
100 - General Fund				
Revenue				
430-336	Use of Fund Balance	\$ -		\$ 13,374
	Public arts donations carryover from FY22.		\$ 3,945	
	Employee appreciation event offset by unspent revenue from the FY22 TML regional dinner.		\$ 4,167	
	Fire department turnout gear purchase from FY22 completed in FY23 due to excess backorder time. Offset is unspent funds from FY22.		\$ 5,262	
440-359	Miscellaneous Donations	\$ 10,000		\$ 21,930
	Public arts donations received in FY23 to date.		\$ 9,100	
	Employee appreciation event donated funds.		\$ 2,830	
330-237	County & Other Local Grants	\$ 1,000	\$ 1,500	\$ 2,500
	Walmart Community Grant received for the purchase of rescue gear for the Fire Department.			
Total General Fund Revenue Adjustments			\$ 26,804	
City Management				
501-519	Other Professional Services	\$ -	\$ 80,200	\$ 80,200
	Legislative Consulting Agreement			
501 - City Management Department Total			\$ 80,200	
Communications				
503-539	Other Contract Services	\$ 102,960		\$ 139,460
	Public relations contract services		\$ 23,500	
	Communications Director contract renegotiated after the budget was approved.		\$ 13,000	
503 - Communications Department Total			\$ 36,500	
Human Resources				
504-233	City Sponsored Events	\$ 2,000	\$ 6,997	\$ 8,997
	Employee appreciation event offset by revenue from the TML regional dinner and donated funds.			
504 - Human Resources Department Total			\$ 6,997	
Development Services				
522-215	Postage	\$ 4,000	\$ 6,000	\$ 10,000
	Two large zoning mailings			
522 - Development Services Department Total			\$ 6,000	
Fire Department				
542-247	Turnout Protective Gear	\$ 18,600	\$ 5,262	\$ 23,862
	Purchase from FY22 completed in FY23 due to excess backorder time. Offset is unspent funds from FY22.			
542-265	Instrument Apparatus	\$ 23,700	\$ 1,500	\$ 25,200
	Walmart Community Grant received for the purchase of rescue gear.			

Exhibit A FY23 Q2 Budget Amendments

Ordinance 2023-18

		Current Budget	Amendment Amount	Amended Budget
542-415	Trucks / Heavy Equipment Rental <i>T1 Fire engine repairs</i>	\$ 216,764	\$ 21,922	\$ 238,686
542 - Fire Department Total		\$ 28,684		
Police Department				
552-532	Software Maintenance/Licensing <i>Correctly account for Flock cameras funded through use tax and included in the FY23 CIP.</i>	\$ 90,010	\$ 24,400	\$ 120,703
552-539	Other Contract Services <i>Correctly account for computer server storage funded through use tax and included in the FY23 CIP.</i>	\$ 227,300	\$ 6,293	\$ 233,593
552 - Police Department Total		\$ 30,693		
Streets & Grounds				
563-222	Striping and Street Signs <i>Correctly account for school zone light reconditioning funded through use tax and included in the FY23 CIP.</i>	\$ 42,707	\$ 15,000	\$ 57,707
552 - Police Department Total		\$ 15,000		
Nondepartmental				
592-813	Contribution to Civic Programs <i>Public arts donations received in FY23 to date plus a carryover from FY22.</i>	\$ 57,000	\$ 13,045	\$ 70,045
592-814	Transfer to CIP <i>Correctly account for Flock cameras funded through use tax and expensed in the Police Department (100-552-532).</i> <i>Correctly account for computer server storage funded through use tax and expensed in the Police Department (100-552-539).</i> <i>Correctly account for school zone light reconditioning funded through use tax and expensed in the Streets Department (100-563-222).</i>	\$ 1,551,500		\$ 1,505,807
			\$ (24,400)	
			\$ (6,293)	
			\$ (15,000)	
592 - Nondepartmental Total		\$ (32,648)		
Total General Fund Expenditure Adjustments		\$ 171,426		
382 - Fleet Operating Fund				
Revenue				
340-277	Equipment Rental Fee <i>T1 Fire engine repairs</i>	\$ 910,784	\$ 21,922	\$ 932,706
Total Fleet Operating Revenue Adjustments		\$ 21,922		
Fleet Services				
517-424	Brake System <i>T1 Fire engine repairs</i>	\$ 16,480	\$ 18,195	\$ 34,675
517-427	Cooling System <i>T1 Fire engine repairs</i>	\$ 7,000	\$ 3,727	\$ 10,727
Total Fleet Operating Expenditure Adjustments		\$ 21,922		

Exhibit A FY23 Q2 Budget Amendments

Ordinance 2023-18

		Current Budget	Amendment Amount	Amended Budget
384 - Fleet Replacement Fund				
<u>Revenue</u>				
340-278	Equipment Replacement Fee	\$ 1,442,764	\$ 8,250	\$ 1,451,014
	<i>Budgeted fleet replacement for an additional trailer for Parks. Funded through Use Tax as part of the FY23 CIP with a replacement fund contribution from the General Fund Parks Department (100-565-419).</i>			
Total Fleet Replacement Revenue Adjustments			\$ 8,250	
<u>Fleet Replacement</u>				
518-724	Heavy Equipment	\$ 660,964	\$ 8,250	\$ 669,214
	<i>Budgeted fleet replacement for an additional trailer for Parks. Funded through Use Tax as part of the FY23 CIP with a replacement fund contribution from the General Fund Parks Department (100-565-419).</i>			
Total Fleet Replacement Expenditure Adjustments			\$ 8,250	



City Council Meeting

April 27, 2023

Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 7

Agenda Title: Consider Ordinance 2023-19 Amending Fees for City Services for Fiscal Year 2023

Council Action to be taken: Adopt Ordinance 2023-19

Department Submitted: Finance

Staff Contact: Jeff Wood, Chief Financial Officer

1. PURPOSE/DESCRIPTION

This agenda item is to consider Ordinance 2023-19 to amend the current fee schedule for Fiscal Year 2023.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The FY 2023 fee schedule was originally adopted by Council on September 22, 2022 and amended on February 9, 2023. This ordinance was introduced on April 13, 2023.

Portions of the fee schedule include fees that are established and maintained through a separate ordinance. In order to ensure that ordinances do not conflict and to reduce duplicate ordinance amendments, the fee schedule has been updated to reference any separate ordinances that establish fees. This includes:

- Water and wastewater impact fees
- Roadway impact fees
- Industrial pretreatment fees

All other fees will remain unchanged.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Revise fee schedule to ensure that as ordinances are amended, the fee schedule is up to date as well.	• If unrevised for FY 2023, additional amendments to the fee schedule will be necessary to ensure fees for service reflect the most current approved rates.

4. RECOMMENDATION

Staff recommends that Council adopt Ordinance 2023-19 to amend the FY 2023 fee schedule.

5. FUNDING SOURCE

N/A

6. TIMELINE

Ordinance 2023-19 was introduced on April 13th. Staff recommends adoption of the ordinance at the April 27th meeting.

7. OTHER OPTIONS (In order of preference)

Council can amend the amount of fees proposed or any other fee on the fee schedule.
Council can take no action to amend Ordinance 2023-19 and leave the fee schedule as it currently is.

8. ATTACHMENTS

7a. [Fee Ordinance 2023-19](#)

7b. [Exhibit A – FY 2023 Revised Fee Schedule](#)

ORDINANCE NO. 2023-19

AN ORDINANCE AMENDING ORDINANCE NO. 2023-05 ADOPTED ON FEBRUARY 9, 2023 BY CHANGING CERTAIN RATES AND OTHER SERVICES PROVIDED BY THE CITY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR:

SECTION 1.0 That the certain rates and fees for services provided by the city, for the support of the general government of the City of Taylor, Texas be amended in accordance with the changes shown in the attached Exhibit A – FY 2023 Fee Schedule.

SECTION 2.0 That the amendment, as shown in words and figures in Exhibit A, is hereby approved in all aspects and adopted as an amendment to Ordinance No. 2023-05.

SECTION 3.0 All other provisions of Ordinance No. 2023-05 shall remain in full force and effect.

SECTION 4.0 In accordance with Article VIII of the City Charter, Ordinance 2023-19 was introduced before the Taylor City Council on the 13th day of April, 2023.

SECTION 5.0 This Ordinance shall be in full force and effect on April 27, 2023.

PASSED, APPROVED, and ADOPTED on the _____ day of April, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted Hejl, City Attorney

**City of Taylor - FY 2023 Fee Schedule for City Services
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Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

AIRPORTHanger and Tie Down Rental

Hangar A	9 Units	\$	276	
A-6 (Airport Equipment)	1 Unit	\$	-	
Hangar B	6 Units	\$	184	
Hangar C	12 Units	\$	385	
C-A (Airport Storage)	1 Unit	\$	-	
C-B (Building Maintenance)	1 Unit	\$	259	
Hangar D	12 Units	\$	385	
D-A (Fleet Maintenance)	1 Unit	\$	259	
D-B (Building Maintenance)	1 Unit	\$	259	
Hangar E	8 Units	\$	385	
E-1 & E-7	2 Units	\$	465	
E-6 & E-12	2 Units	\$	518	
Hangar F	12 Units	\$	402	
Hangar F-6A	1 Units	\$	259	
Tie Downs	25	\$	65	
New Tie Downs	17	\$	65	
Over Night Tie Downs	4	\$	10	per night if no fuel is purchased
Late Payment fee, if not paid by due date			10%	
Long Term ground lease for hangar construction			as negotiated	

Fuel Sales

AV Gas LL100	as determined by City Manager
Jet A	as determined by City Manager

ANIMAL CONTROL

<u>Animal Adoption</u>	\$	80
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Annual Animal Registration

If registration is done by veterinarian , the veterinarian retains \$1.50 of the fee and remits remainder to the City. All veterinarian costs incurred are passed on to the owner.

Dog/Cat - Altered (Spayed or neutered) proof is required	\$	5	Per tag
Dog/Cat - Unaltered (Not spayed or neutered)	\$	25	Per tag

<u>Boarding Fees (on or off-site)</u>	\$	15	Per day
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Chicken Permit

Please refer to City of Taylor, Code of Ordinances, Chapter 4 for definitions and guidelines regarding chickens. The Code of Ordinances is available on the City of Taylor website.	\$	20
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Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Dangerous Dog/Vicious Animal Registration

Please refer to City of Taylor, Code of Ordinances, Chapter 4 for definitions and procedures regarding dangerous dogs/vicious animals. The Code of Ordinances is available on the City of Taylor website. \$ 50 Per animal, per year

Owner Surrender

Animal- Animal is heartworm negative, current on vaccinations, altered and deemed adoptable by Animal Control Supervisor. \$ 40 Per occurrence

Animal- Animal is heartworm negative and deemed adoptable by Animal Control Supervisor, however needs vaccinations and/or alteration. \$ 80 Per occurrence

Litters (under 10 weeks of age) \$ 60

Pet Carrier

Pet carrier cardboard box \$ 3 Each box

Impound fee

Live Animal \$ 35 Per occurrence

Live Animal - After Hours \$ 50 Per occurrence

Return Charges:

Loose animals that are picked up \$ 35 Per occurrence

CEMETERYGrave Digging Fees

Normal Size Weekdays 9am - 4pm \$ 1,650

Normal Size Weekdays after 3:30 pm; Holidays/Weekends \$ 1,800

Infant or Ashes Weekdays 9am - 4pm \$ 840

Infant or Ashes Weekdays after 3:30 pm; Holidays/Weekends \$ 975

Oversize Weekdays 9am - 4pm \$ 1,950

Oversize Weekdays after 3:30 pm; Holidays/Weekends \$ 2,100

Disinterment Weekdays 9am - 4pm \$ 2,375

Disinterment Weekdays after 3:30 pm; Holidays/Weekends \$ 2,720

Sale of Cemetery Spaces

Adult \$ 1,450

Infant/Child or Ashes \$ 715

Deed Issuance (Filing Fee) \$ 32

Other Fees

Location & marking of gravestone \$ 32

Location & marking of family stone or bench \$ 70

Transfer of lots/spaces by grantee \$ 45

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

FIRE DEPARTMENTFire Department Permits/Fees

False Fire Alarm (residential or commercial after 3rd alarm)	\$	50	Per occurrence
Special Events (includes plans review and inspection) (Includes events on public or private property)	\$	100	
Outdoor burn in city limits - Approved application permit (see Ordinance 2012-18)	\$	50	
Outdoor burn in city limits - Illegal (see Ordinance 2012-18 for penalty)			Fine
Hydrant Flow Test (Taylor Fire Dept. Conducted)	\$	100	
Hydrant Flow Test (Taylor Fire Dept. Witnessed)			No Charge

Inspections

Annual Fire Safety Inspection (Commercial Businesses)		No Charge	
Annual Fire Safety Inspection (Commercial Businesses - First and Second Re-Inspection)		No Charge	
Assisted Living Facility Inspection	\$	50	
Day Care Facility Inspection	\$	50	
Nursing Home Inspection	\$	100	
Hospital Inspection	\$	100	
Foster/Adoption Home Inspection	\$	25	
Mobile/Food Trailer Inspection	\$	35	

Following fees to be paid in advance by licensed company who is applying for the permit:Plans Review

Fuel Distribution: Dispenser, Tank or Pipe Installation Plans Review	\$	100	
Fuel Distribution: Dispenser, Tank or Pipe Installation inspection / Test	\$	50	
First Re-Inspection		No Charge	
Second and Each Subsequent Re-Inspection	\$	100	
Fire Suppression System Plans Review	\$	300	Per each system
Fire Suppression System Inspection / Test / Acceptance Test < 200 Heads	\$	100	
Fire Suppression System Inspection / Test / Acceptance Test > 200 Heads	\$	0.50	Per each head
First Re-Inspection		No Charge	
Second and Each Subsequent Re-Inspection	\$	200	
Fire Alarm System Plan Review	\$	100	Per each system
Fire Alarm System /test/acceptance test	\$	50	
First Re-Inspection		No Charge	
Second and Each Subsequent Re-Inspection	\$	100	
Kitchen vent hood suppression system plan review	\$	100	
Kitchen vent hood suppression system / test /acceptance test	\$	50	
First Re-Inspection		No Charge	

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>	
	<u>Monthly Fee</u>	
Second and Each Subsequent Re-Inspection	\$ 100	
LP tank storage installation plan review	\$ 100	
LP tank storage inspection / test / acceptance	\$ 50	
First Re-Inspection	No Charge	
Second and Each Subsequent Re-Inspection	\$ 100	
Alternative fire suppression systems (spray booths, Dry/Wet Chem., etc.) plan review	\$ 100	
Alternative fire suppression systems (spray booths, Dry/Wet Chem., etc.)	\$ 50	
Building Plans, Site Plan, or Subdivision Plan Review	\$ 100	each
Fire Final Inspection	\$ 100	
Certificate of Occupancy Inspection (Existing building with no plans review)	\$ 50	

Fines for Negligent or Irresponsible Actions

- 1 A fine shall be charged for negligent, irresponsible, or otherwise unacceptable and malicious acts.
- 2 Charges may be filed in Municipal Court by the Taylor Fire Department, and a fine may be assessed.
- 3 Fines for such acts shall be assessed as follows:
 - Misadventure and/or Deliberate Risk taking (each incident) \$200 minimum plus Municipal Court Costs, if any.
 - Failure to respond to Lawful Warning or Order (each occurrence) \$200 minimum plus Municipal Court Costs, if any.
 - Injury to Fire Personnel due to deliberate act (each injury) - Any and all medical costs incurred by the employee, rehabilitation costs, loss of income, and any further compensation that may be necessary.
 - Damage to Fire Apparatus, equipment or property due to a deliberate act (each item)-The replacement cost of the individual item (see list).
- 4 Outdoor Burn Fee (illegal) - Any burning that violates the city ordinance or state law not allowing burning thirty minutes before dawn or thirty minutes after dusk (see Ordinance 2012-18 for Penalty).

Note: The following list is not all-inclusive of equipment that may be damaged or contaminated during the course of a response effort.

Following fees may be assessed for Fire/EMS service at which the Taylor Fire Department responded. The same fees may be charged for specialized use - such as but not limited to movie production or stand-by services.

Apparatus

Aerial Apparatus (staffed with at least 2 personnel)	\$ 600	per truck, per hour
Brush Truck (staffed with at least 2 personnel)	\$ 325	per truck, per hour
Chief Vehicle (staffed with at least 1 person)	\$ 150	per hour
Class A Pumper (Type I, II, or similar staffed with at least 2 personnel)	\$ 450	per truck, per hour
Command Unit (staffed with at least 1 person)	\$ 150	per hour
Heavy Rescue Truck (staffed with 2 personnel)	\$ 500	per truck, per hour
Medical Response Vehicle (staffed with 2 personnel)	\$ 150	per truck, per hour
Rehab (staffed with 1 personnel)	\$ 75	per hour
Tender Apparatus (staffed with at least 2 personnel)	\$ 350	per truck, per hour

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>
	<u>Monthly Fee</u>
<u>Personnel</u>	
Fire Inspectors	\$ 35 per hour
Fire Investigators	\$ 75 per hour
Firefighter/EMT	\$ 35 per hour
Haz-Mat Tech	\$ 40 per hour
Incident Commander	\$ 75 per hour
Swift Water Team	\$ 200 per hour

Equipment and Supplies

Equipment and supplies includes items such as water, foam, tools, hose, fuel, PPE, medical supplies, and any other item that is used or damaged as part of a response. Cost +10%

The following Fire/EMS fees are assessed and may be recovered by a loss recovery contractor as provided in Ordinance 2010-15:

Motor Vehicle Incidents

Level 1-	\$ 435
Provides hazardous materials assessment and scene stabilization. This will be the most common "billing level". This occurs almost every time the fire department responds to an accident/incident.	
Level 2-	\$ 495
Includes Level 1 services as well as clean up and material used (sorbents) for hazardous fluid clean up and disposal. Billed at this level if the fire department has to clean up any gasoline or other automotive fluids that are spilled as a result of the accident/incident.	
Level 3- Car Fire	\$ 605
Provide scene safety, fire suppression, breathing air, rescue tools, hand tools, hose, tip use, foam, structure protection, and clean up gasoline or other automotive fluids that are spilled as a result of the accident/incident.	
Level 4-	\$ 1,800
Includes Level 1 & 2 services as well as extraction (heavy rescue tools, ropes, airbags, cribbing, etc.) Billed at this level if the fire department has to free/remove anyone from the vehicle(s) using any equipment. Will not bill at this level if the patient is simply unconscious and fire department is able to open the door to access the patient. The level is to be billed only if equipment is deployed.	

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u> <u>Monthly Fee</u>
Level 5-	\$ 2,200
Includes Level 1, 2 & 4 services as well as Air Care (multi-engine company response, mutual aid, helicopter). Billed at this level any time a helicopter is utilized to transport the patient(s).	
Level 6-	
Itemized Response: The city has the option to bill each incident as an independent event with custom mitigation rates, for each incident using, itemized rates deemed usual, customary and reasonable (UCR). These incidents will be billed, itemized per apparatus, per personnel, plus products and equipment used.	
<u>Hazmat</u>	
Level 1-	\$ 700
Basic Response: Claim will include engine response, first responder assignment, perimeter established, evacuations, set-up and command.	
Level 2-	\$ 2,500
Intermediate Response: Claim will include engine response, first responder assignment, hazmat certified team and appropriate equipment, perimeter establishment, evacuations, set-up and command, Level A or B suit donning, breathing air and detection equipment. Set-up and removal of decon center.	
Level 3-	\$ 5,900
Advanced Response: Claim will include engine response, first responder assignment, hazmat certified team and appropriate equipment, perimeter establishment, evacuations, first responder set-up and command, Level A or B suit donning, breathing air and detection equipment and robot deployment. Set-up and removal of decon center, detection equipment, recovery and identification of material. Disposal and environment clean up. Includes above in addition to any disposal rates of materials and contaminated equipment and material used at scene. Includes 3 hours of on scene time - each additional hour @ \$300.00/Hazmat team.	
<u>Pipeline Incidents/Power Line Incidents</u>	
*Includes, but not limited to : Gas, Sewer, Septic to Sewer, and Water Pipelines	
Level 1-	\$ 400
Basic Response: Claim will include engine response, first responder assignment, perimeter establishment, evacuations, first responder set-up and command. Includes inspection without damage or breakage.	

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u> <u>Monthly Fee</u>
Level 2-	\$ 1,000
Intermediate Responses: Claim will include engine response, first responder assignment, and appropriate equipment, perimeter establishment, evacuations, set-up and command. May include Hazmat team, Level A or B suit donning, breathing air and detection equipment. Supervise and/or assist pipeline repair.	
Level 3- Itemized Claim Charges	
Advanced Response: Claim will include engine response, first responder assignment, and appropriate equipment, perimeter establishment, evacuations, first responder set-up and command. May include Hazmat team, Level A or B suit donning, breathing air and detection equipment. Supervise and/or assist pipeline repair to intermediate to major pipeline damage. May include set-up and removal or decon center, detection, recovery and identification of material. Disposal and environment clean up.	
<u>Fire Investigation</u>	
Fire Investigation Team-	\$ 275 per hour
The claim begins when the Fire Investigator responds to the incident and is billed for logged time only. Includes: Scene Safety, Investigation, Source Identification, K-9/Arson Dog Unit, Identification Equipment, Mobile Detection Unit, and Fire Report.	
<u>Fires</u>	
OPTIONAL: A fire department has the option to bill each fire as an independent event with custom mitigation rates. Itemized per person, at various pay levels for itemized products used.	
This will be the most common "billing level". This occurs almost every time the fire department responds to an incident:	
Assignment-	\$ 400 per hour, per engine
Includes: Scene Safety, Investigation, Fire/Hazard Control	\$ 500 per hour, per truck
<u>Water Incidents</u>	
Level 1-	\$ 400 + \$50/hr, per rescue person
Basic Response: Claim will include engine response, first responder assignment, perimeter establishment, evacuations, first responder set-up and command, scene safety and investigation (including possible patient contact, hazard control). This will be the most common "billing level". This occurs almost every time the fire department responds to a water incident.	

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u> <u>Monthly Fee</u>
Level 2- Intermediate Response: includes Level 1 services as well as clean up and material used (sorbents), minor hazardous clean up and disposal. The City will bill at this level if the fire department has to clean up small amounts of gasoline or other fluids that are spilled as a result of the incident.	\$ 800 + \$50/hr, per rescue person
Level 3- Advanced Response: includes Level 1 and Level 2 services as well as D.A.R.T activation, donning breathing apparatus and detection equipment. Setup and removal of decon center, detection equipment, recovery and identification of material. Disposal and environment cleanup. Includes above in addition to any disposal rates of material and contaminated equipment and material used at scene.	\$2,000 + \$50 per hour, per rescue person + \$100 per hour per Hazmat team member
Level 4- Itemized Response: The City has the option to bill each incident as an independent event with custom mitigation rates, for each incident using, itemized rates deemed usual, customary, and reasonable (UCR). These incidents will be billed, itemized, per trained rescue person, plus rescue products used.	
<u>Back Country or Special Rescue</u>	
Minimum: \$400 for the first response vehicle + \$50/hr per rescue person.	
Additional Rates: \$400/hr per response vehicle and \$50/hr per rescue person.	
Itemized Response: each incident will be billed with custom mitigation rates deemed usual, customary, and reasonable (UCR). These incidents will be billed, itemized per apparatus per hour, per trained rescue person per hour, plus rescue products used.	
<u>Chief Response:</u> This includes the set-up of Command, and providing direction of the incident. This could include operations, safety, and administration of the incident.	\$ 250 per hour
<u>Miscellaneous:</u>	
Engine	\$ 400 per hour
Truck	\$ 500 per hour
Miscellaneous equipment	\$ 300 per hour

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City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Mitigation Rate Notes

The mitigation rates above are average "billing levels", and are typical for the incident responses listed, however, when a claim is submitted, it will be itemized and based on the actual services provided. These average mitigation rates were determined by itemizing costs for typical run (from the time a fire apparatus leaves the station until it returns to the station) and are based on the actual costs, using amortize schedules for apparatus (including useful life, equipment, repairs, and maintenance) and labor rates (an average department's "actual personnel expense" and not just a firefighter's basic wage). The actual personnel expense includes costs such as wages, retirement, benefits, workers comp, insurance, etc.

LIBRARY SERVICESLibrary Meeting Room

Should there be damages or cleaning needed, the deposit will NOT be refunded.

In addition to the deposit, charges to defray clearing or repairs or loss of equipment will be charged to the responsible group.

Refundable Deposit	\$	200
Individuals/Non Profit	\$	50 first two hours
Individuals/Non Profit - Additional Hours	\$	25 each additional hour
Business/Commercial	\$	100 first two hours
Business/Commercial - Additional Hours	\$	50 each additional hour

Library Fees

Library card - Non-resident Individual	\$	10 per year
Library card - Non-resident Family	\$	25 per year
Library card - Resident		No Charge
Library card - replacement (1st replacement)	\$	2
Library card - subsequent replacement cards	\$	5
Copies - Black & White	\$	0.10 per impression
Copies - Color	\$	0.25 per impression
Overdue book	\$	0.10 per day; \$5 maximum
Lost or damaged book		Cost to replace/repair
Processing fee for lost or damaged book(s)	\$	5 per book, non-refundable
PayPal online processing fee	\$	1

MISCELLANEOUS FEES AND PERMITSTaxicab

Vehicle permit fee	\$	150 per vehicle
Taxicab driver's permit	\$	25 per year
Horse drawn carriage permit	\$	25 6 months
Non-Motorized (Ex. Pedal Cabs)	\$	25 per vehicle

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u> <u>Monthly Fee</u>
<u>Street Closures</u>	
Special Events (non-parade, non-filming)	\$ 75
Parade	\$ 75
<u>Processing Fee for Credit Card Payments made in-house or online</u>	\$ 3
<u>Film Production Fees</u>	
Activity:	Cost per Calendar Day
Film Application Fee	\$ 25
Total or disruptive use (regular operating hours) of a public building, park, right-of-way, or public area.	\$ 500
Partial, non-disruptive use of a public building, park, right-of-way, or public	\$ 250
Total closure or obstruction of public street or right-of-way, including parking lots and on-street parking.	\$ 50
Partial closure or obstruction of public street or right-of-way, including parking lots and on-street parking.	\$ 25
Use of City parking lots, parking areas, and City streets (for the purpose of parking film trailers, buses, catering trucks, and other large vehicles.	\$ 50
Filming	\$ 250 +min of one police officer & vehicle at rates specified under police Dept. Fees

PARKS AND RECREATIONPublic Facility Rental**Murphy Park:**

Upper Pavilion - Resident (per day)	\$ 150 + \$100 deposit*
Lower Pavilion - Resident (per day)	\$ 130 + \$75 deposit*
Upper Pavilion - Non-Resident (per day)	\$ 185 + \$100 deposit*
Lower Pavilion - Non-Resident (per day)	\$ 165 + \$75 deposit*
Upper Pavilion - Non-Profit (per day)	\$ 75 + \$100 deposit*
Lower Pavilion - Non-Profit (per day)	\$ 65 + \$75 deposit*

* refundable

Robinson Park: Pavilion (per day)	\$ 35
Bull Branch Park: Pavilion (per day)	\$ 35
Taylor Regional Park: Pavilion (per day)	\$ 35

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>
	<u>Monthly Fee</u>
Heritage Square: Amphitheater	
half day (less than 4 hours)	\$ 125 + \$500 deposit*
full day (4 hours or more)	\$ 250 + \$500 deposit*
half day (non-profit rate)	\$ 62.50 + \$500 deposit*
full day (non-profit rate)	\$ 125 + \$500 deposit*
* refundable	

Heritage Square: Pavilion	
half day (less than 4 hours)	\$ 75 + \$300 deposit*
full day (4 hours or more)	\$ 150 + \$300 deposit*
half day (non-profit rate)	\$ 37.50 + \$300 deposit*
full day (non-profit rate)	\$ 75 + \$300 deposit*
* refundable	

Non-profit renter must be able to produce proof of non-profit status.

Dickey-Givens Community Center	
1/2 Day (6 Hours) - Resident	\$ 100 + \$200 deposit*
Whole Day (11 Hours) - Resident	\$ 200 + \$200 deposit*
Additional Two Hours Fri/Sat Only - Resident	\$ -
1/2 Day (6 Hours) - Non-Resident	\$ 150 + \$300 deposit*
Whole Day (11 Hours) - Non-Resident	\$ 250 + \$300 deposit*
Additional Two Hours Fri/Sat Only - Non-Resident	\$ 70
1/2 Day (6 Hours) - Non-Profit	\$ 75 + \$200 deposit*
Whole Day (11 Hours) - Non-Profit	\$ 125 + \$200 deposit*
Additional Two Hours Fri/Sat Only - Non-Profit	\$ -
* refundable	

Public Property

Long term rental of space on public property for commercial purposes As Negotiated

Recreation Fees

Swimming Pool Admission: (Doris Roznovak Aquatic Center)	
Children (3 and under)	Free
Children (4 to 12 years old)	\$ 2
Adults (13 to 59 years old)	\$ 3
Seniors (60 and over)	\$ 2
Family Passes - 30 admissions	\$ 45
Family Passes - 60 admissions	\$ 90

Pool Rental for Parties:

The YMCA will pay the City the regular admission price paid for each person attending parties.

Pool use for daycares and day camps:

The YMCA will pay the City the regular admission price paid for each daycare child or day campers attending the pool.

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Pool use for YMCA members:

The YMCA will pay the City appropriate gate fee for each member of the YMCA attending the pool.

Swim Lessons:

The YMCA will pay the City \$5.00 for each swim lesson participant.

General Use of Athletic Fields:**Taylor Regional Park & Sports Complex**

Deposit	\$	100
Hourly Use	\$	25 per hour, per field
Hourly Use with lights	\$	45 per hour, per field
Practice: per field, per month (2/week@2hrs each)	\$	200
Gate fee	\$	10 per participating team

Robinson Ballfield

Deposit (weekend rental)	\$	100
Maintenance to field outside regular operating hours	\$	34 per/hr @ request of renter
Rental Fee w/no lights	\$	25 per day
Rental Fee with lights	\$	45 per day

Recovery fee (ALL City fields) - All sports included \$ 5 per person/per season

Athletic Fields (Taylor Regional Park & Sports Complex Only-Baseball/Softball only)

Deposit	\$	250	Include concession, if applicable
Field attendants (minimum of 2 attendants)	\$	17	per attendant, per hour
Lights	\$	50	per field
Rentals	\$	100	per field, per day
Field Re-drag/Re-chalk	\$	25	per field, per drag/chalk

Football and Soccer Fields

Field Rental	\$	150	per field, per day
Lights	\$	50	per field

Concession Stand (Taylor Regional Park & Sport Complex)

Concession Rentals Pay 10% of gross receipts

Deposit \$ 250

Beverage Use - Cost per bottle calculated by dividing current case price by the number of bottles per case.

Vendors (Must obtain permission prior to event)

With Electricity	\$	35	per day
No electricity	\$	25	per day

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>	
	<u>Monthly Fee</u>	
Memorial Field (Stadium)		
Field Rental (Season packages are available)	\$	150 per day
Lights	\$	50 per day

PLANNING AND DEVELOPMENT SERVICES , ENGINEERING AND CONSTRUCTION

All permits submitted through MyGovernmentOnline will be assessed a **\$15 Technology Fee**.

Properties located within a Neighborhood Empowerment Zone may be eligible for a 50% reduction in the following fees:
Zoning, Platting, Site Plan, Building, Plumbing, Mechanical, Electrical, Gas, Foundation and Roof.

The 50% reduction in fees within the Neighborhood Empowerment Zone **does not** apply if it involves work without a permit.

All building permits include two plan reviews. The third and subsequent plan reviews require a separate plan review fee to be paid before each and every subsequent plan review will be conducted.

Building Permits

All permits calculated on a per square foot basis will be charged a
Weatherization Fee of: \$ 0.005 Per Sq. Ft.

RESIDENTIAL - (Fees collected at time of application)**New Residential and Residential Additions including attached car port**

(Excludes multi-family greater than four units and mixed use)

Plan Review Fee (Collected at time of application) \$ 0.15 Per Sq. Ft.

Permit Fee (Collected upon permit approval) \$ 1.00 Per Sq. Ft.

(Includes Building, Electrical, Plumbing, and Mechanical - \$0.25 per sq. ft. each)

Residential Accessory structure 200 sq.ft. and greater

Plan Review Fee (Collected at time of application) \$ 0.15 Per Sq. Ft. or \$75
whichever is greater

Permit Fee (Collected upon permit approval) \$ 1.00 Per Sq. Ft.

(Includes Building, Electrical, Plumbing, and Mechanical - \$0.25 per sq. ft. each)

The permit fee includes initial inspections and one re-inspection. **Each re-inspection required after the first re-inspection will be charged an inspection fee of \$55.**

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Residential Remodel

(Excludes multi-family greater than four units and mixed use)

Plan Review Fee (Collected at time of application)	\$	75	
Permit Fee (Collected upon permit approval)	\$	1.00	Per Sq. Ft.
(Includes Building, Electrical, Plumbing, and Mechanical - \$0.25 per sq. ft. each)			

The permit fee includes initial inspections and one re-inspection. Each re-inspection required after the first re-inspection will be charged an inspection fee of \$55.

Residential Manufactured Home

Plan Review Fee (Collected at time of application)	\$	75	
Permit Fee (Collected upon permit approval)	\$	0.50	Per Sq. Ft.
(Includes Building, Electrical, Plumbing, and Mechanical - \$0.125 per sq. ft. each)			

The permit fee includes initial inspections and one re-inspection. Each re-inspection required after the first re-inspection will be charged an inspection fee of \$55.

Manufactured Home Park

Manufactured Home Park - additions or alterations to spaces	\$	25	per space
Manufactured Home Park - original permit application	\$	400	
Manufactured Home Park License (Annual Fee - 10 spaces or less)	\$	250	
Manufactured Home Park License (Annual Fee - greater than 10 spaces)	\$	500	

COMMERCIAL - (Fees collected at time of application)**New Commercial and Commercial Additions**

(Includes multi-family greater than four units and mixed use)

Plan Review Fee (Collected at time of application)	\$	0.15	Per Sq. Ft.
Permit Fee (Collected upon permit approval)	\$	1.00	Per Sq. Ft.
(Includes Building, Electrical, Plumbing, and Mechanical - \$0.25 per sq. ft. each)			

The permit fee includes initial inspections and one re-inspection. Each re-inspection required after the first re-inspection will be charged an inspection fee of \$75.

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

		<u>FY 2023</u>	
		<u>Monthly Fee</u>	
New Commercial - Shell Building			
Plan Review Fee (Collected at time of application)	\$	0.15	Per Sq. Ft.
Permit Fee (Collected upon permit approval)	\$	0.80	Per Sq. Ft.
(Includes Building, Electrical, Plumbing, and Mechanical - \$0.20 per sq. ft. each)			
The permit fee includes initial inspections and one re-inspection. Each re-inspection required after the first re-inspection will be charged an inspection fee of \$75.			
Commercial - Tenant Finish Out			
Plan Review Fee (Collected at time of application)	\$	0.15	Per Sq. Ft.
Permit Fee (Collected upon permit approval)	\$	0.80	Per Sq. Ft.
(Includes Building, Electrical, Plumbing, and Mechanical - \$0.20 per sq. ft. each)			
The permit fee includes initial inspections and one re-inspection. Each re-inspection required after the first re-inspection will be charged an inspection fee of \$75.			
Commercial Remodel			
(Includes multi-family greater than four units and mixed use)			
Plan Review Fee (Collected at time of application)	\$	0.15	Per Sq. Ft.
Permit Fee (Collected upon permit approval)	\$	1.00	Per Sq. Ft.
(Includes Building, Electrical, Plumbing, and Mechanical - \$0.25 per sq. ft. each)			
The permit fee includes initial inspections and one re-inspection. Each re-inspection required after the first re-inspection will be charged an inspection fee of \$75.			
Commercial Accessory Structure - 120 sq ft and greater			
	\$	95	Review Fee
	\$	0.60	Per Sq. Ft. + Plan Review Fee & Inspection Fee
Cell Towers			
	\$	500	Plan Review Fee + Inspection Fee
Electrical Permits			
Stand Alone	\$	40	+ Inspection Fees
Solar Panels	\$	145	+ Inspection Fees

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>	
	<u>Monthly Fee</u>	
Mechanical Permits		
Residential Change Out	\$ 50	+ Inspection Fees
Commercial Change Out	\$ 75	+ Inspection Fees
Stand Alone	\$ 40	+ Inspection Fees
Plumbing Permits		
Stand Alone	\$ 40	+ Inspection Fees
Lawn Irrigation System	\$ 70	+ Inspection Fees
<u>Sign Permits - (Fees collected at time of application)</u>		
Banner (Non-profit, faith-based, governmental, and service clubs are exempt from paying the fee.)	\$ 25	
New Sign or Sign Re-Facing	\$ 75	application fee
Freestanding Signs over 8 ft Tall	\$ 180	
Internally Illuminated Signs	\$ 180	
Sandwich board/A-frame signs in Downtown sign area	No Charge	review for size and placement standards only
Sign Re-Inspection Fee for Each Reinspection After the First Inspection	\$ 55	
<u>Miscellaneous Permits - (Fees collected at time of application)</u>		
Car Port (non conforming) Special Use Permit required		
Certificate of Occupancy - Commercial (Includes Customer Service Inspection -	\$ 80	+ Inspection Fees
Customer Service Inspection (CSI) - Residential	\$ 80	
Demolition	\$ 25	+ Inspection Fees
Driveway Approach	\$ 40	+ Inspection Fees
Fence (Over 6 feet tall)	\$ 75	Application fee
Foundation Leveling and Repair	\$ 40	+ Inspection Fees
Mobile Food Vendors and Food Courts	\$ 150	+ Inspection Fees
Peddler & Solicitor	\$ 60	for each application plus \$50 for each person. Permit valid for 6 months.
Pool (above ground)	\$ 50	+ Inspection Fees + \$75 Plan Review Fee
Pool (in ground)	\$ 100	+ Inspection Fees + \$75 Plan Review Fee
Porch, Patio or Deck	\$ 40	+ Inspection Fees + \$75 Plan Review Fee
Work in the City Right-of-Way (no engineering review)	\$ 50	+ Inspection Fees
Work in the City Right-of-Way (with engineering review)	\$ 50	+ 1% of project cost + engineering inspection fees
Roof Permit	\$ 40	Inspection Fee & Plan Review fee, if required
Streamlined Site Development Plan	\$ 100	

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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>	
	<u>Monthly Fee</u>	
Tree Removal Permit	\$ 60	+ Inspection Fees
Inspection Fees		
Initial Inspection (Residential)	\$ 55	
Each Re-inspection (Residential)	\$ 55	
Initial Inspection (Commercial)	\$ 75	
Each Re-inspection (Commercial)	\$ 75	
Medical gas inspections/re-inspections	\$ 250	
Engineering inspections		3% of project cost
Emergency Commercial Inspection	\$ 125	
Emergency Residential Inspection	\$ 95	
Fees for Work Without a Permit		
Work without a permit - First Offense		Double the permit fee
Work without a permit - Second and Subsequent Offenses filed in Municipal Court		Triple the permit fee & citation
Expedited Plan Review		
Expedited Residential Plan Review (subject to capacity)	\$ 125	per hour
Expedited Commercial Plan Review (subject to capacity)	\$ 200	per hour
<u>Planning, Zoning, Subdivision, Site Development</u>		
All planning fees are collected at time of application submission except for inspection fees		
Annexation		
Voluntary Annexation (with notice)	\$ 500	application fee + notices
Voluntary Annexation (without notice)	\$ 500	application fee + notices
Disannexation or ETJ Release	\$ 500	application fee + attorney fees
Agreements/Petitions		
Development Agreement	\$ 2,000	application fee + attorney fees + Professional Services Recovery fee
Development Agreement Amendment	\$ 500	application fee + attorney fees + Professional Services Recovery fee
Special District Petition (MUD, PID, etc)	\$ 2,000	application fee + attorney fees + Professional Services Recovery fee

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

		<u>FY 2023</u> <u>Monthly Fee</u>	
Comprehensive Plan			
Comprehensive Plan Amendment	\$	500	application fee + notices + Professional Services Recovery fee if required
Zoning			
Re-zoning	\$	350	application fee + notices
Specific Use Permit	\$	350	application fee + notices
Planned Development Initial Submittal	\$	1,000	application fee + urban design consultant Professional Services Recovery Fee if required
Planned Development Re-Submittal	\$	500	Application fee for each re-submittal + urban design consultant Professional Services Recovery Fee if required
Planned Development Amendment	\$	500	application fee + urban design consultant Professional Services Recovery Fee, + notices
Appeals	\$	250	application fee + notices
Variance	\$	250	application fee + notices
Special Exceptions	\$	250	application fee + notices
Zoning Verification Letter	\$	50	
Site Development Plan			
Site Plan Initial Submittal	\$	500	application fee + \$0.05 per sq. ft. of impervious cover
Site Plan Re-Submittal	\$	500	application fee for each re-submittal
Site Development Inspection Fee	\$	0.05	per sq. ft. of impervious cover paid at plan approval

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

		<u>FY 2023</u> <u>Monthly Fee</u>	
Flood Plain Development Permit			
Flood Plain Development Permit Initial Submittal	\$	500	application fee
Flood Plain Development Permit Re-Submittal	\$	500	application fee for each re-submittal
Subdivision			
<u>Final Plats (includes Amended Plats and Re-Plats)</u>			
Final Plat from Preliminary Plat Initial Submittal	\$	1,000	application fee + \$30 per lot
All other Final Plats Initial Submittal	\$	500	application fee
Final Plat Re-Submittal	\$	300	review fee for each re-submittal
<u>Preliminary Plats</u>			
Preliminary Plat Initial Submittal	\$	1,000	application fee + \$35 per lot + urban design consultant Professional Services Recovery Fee if required
Preliminary Plat Re-Submittal	\$	500	application fee for each re-submittal + urban design consultant Professional Services Recovery Fee if required
<u>Subdivision Improvement Plans (Construction Plans)</u>			
Improvement Plans Initial Submittal	\$	1,000	application fee + 1% of improvement cost
Improvement Plans Re-Submittal	\$	500	review fee for each re-submittal
Improvements Inspection Fee			3% of improvements cost paid at plan approval
Subdivision Variance	\$	250	application fee + notices
Plat Certification	\$	50	
Miscellaneous Fees			
Recording Fees (all application types)			Set by Williamson County - paid by applicant
Mailed Notices (all application types)	\$	5	per notice
Pipeline Permit	\$	2,500	+ Annual Fee (\$3 per rod within right-of-way)

Exhibit A

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City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Professional services recovery fee: If an outside consultant for the city is required for an applicant's project, the applicant is required to pay the estimated fee for such service prior to such service being conducted and shall pay or receive a refund for the difference between the estimated fee and the actual fee within thirty (30) days of the city's receipt of an invoice from the outside consultant for the services rendered. The city may require that additional fees be deposited when the original fee is exhausted or is projected to be exhausted. In such event, the city shall prepare an estimate of the additional fees for the outside consultant and send the applicant written notice of the additional fees that must be deposited, accompanied by the estimate. The applicant shall pay the estimated additional fee deposit within fifteen (15) days of date of the notice.

IMPACT FEES**Roadway Impact Fees**

Refer to the separate ordinance that sets roadway impact fees.

Sidewalks

Cash-in-Lieu Fee	\$	10 per Sq Ft
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Right-of-way License

Original License	\$	350
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Water and Wastewater Impact Fees

Refer to the separate ordinance that sets water and wastewater impact fees.

Tap Fees**Water Taps**

1"	\$	1,513 per tap
1½"	\$	1,909 per tap
2"	\$	2,122 per tap

Sewer Taps

4"	\$	1,473.82 per tap
6"	\$	1,640.27 per tap

Meter Fees

The Meter fees are pass through costs and these prices are subject to change.

Standard residential water meter	\$	275
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Non standard meters vary in price. Please contact the Permit Technician for the cost of a non standard meter. Price on request

POLICE DEPARTMENT

<u>Accident Report</u>	\$	6 Per report
Certified Copy of Report	\$	8 Per Report

Dispatching fee for other jurisdiction -

By contract as negotiated by City Manager and approved by City Council

<u>Fingerprinting Service</u>	\$	10 Per set
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City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>	
	<u>Monthly Fee</u>	
<u>Police Report</u>	\$ 0.10	Per Page, After 50 Pages
DVD's	\$ 3.00	
CD's	\$ 1.00	

Body Worn Camera Recordings

Fees are pursuant to Government Code 1701.661

- (1) \$10.00 per recording responsive to the request for information; and
- (2) \$1.00 per full minute of body worn camera video or audio footage responsive to the request for information, if identical information has not already been obtained by a member of the public in response to a request for information

Security Requests

Police unit (vehicle)	\$ 25	Per hour
Security fee for off-duty police officer (3 hours/officer minimum)	\$ 60	Per hour
Supervisor required when 4 or more officers are requested	\$ 80	Per hour
Emergency request received within 24 hours of scheduled start time	\$ 70	Per hour
Traffic only	\$ 60	Per hour

SOLID WASTE COLLECTION

Collected by City on monthly utility bill. Pick up once per week.

ResidentialFees calculated at **Base Fee/month + Franchise Fee (10%) + Sales Tax(8.25%)**Container Size:

Single 96 gallon cart	\$ 12.87	Base Fee/month
Each additional cart	\$ 4.19	Base Fee/month

Curbside Recycling (pickup every other week):

Single 96 gallon cart	\$ 3.47	Base Fee/month
Each additional cart	\$ 3.47	Base Fee/month
Multi-Family Resident - Single User	\$ 7.50	Base Fee/month
Multi-Family Resident - Multiple Users	\$ 17.06	Base Fee/month

Customer requesting a one time additional waste/bulk item(s) collection (in additional to normal service) will be advised of a one-time additional charge prior to the scheduling of the additional pickup. Pricing determined by service provider.

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Commercial Trash ServiceFees calculated at **Base Fee/month + Franchise Fee (10%) + Sales Tax (8.25%)**Container Size:**96 Gallon Cart (additional pick up is \$25):**

One X Per week pick up	\$	20.22	Base Fee/month
Two X s Per week pick up	\$	28.95	Base Fee/month
Three X s Per week pick up	\$	35.28	Base Fee/month
Four X s Per week pick up	\$	44.12	Base Fee/month
Five X s Per week pick up	\$	54.69	Base Fee/month

2 Cubic Yards (additional pick up is \$25):

One X Per week pick up	\$	55.99	Base Fee/month
Two X s Per week pick up	\$	92.71	Base Fee/month
Three X s Per week pick up	\$	114.74	Base Fee/month

3 Cubic Yards (additional pick up is \$35):

One X Per week pick up	\$	73.28	Base Fee/month
Two X s Per week pick up	\$	127.48	Base Fee/month
Three X s Per week pick up	\$	181.53	Base Fee/month
Four X s Per week pick up	\$	213.59	Base Fee/month
Five X s Per week pick up	\$	264.79	Base Fee/month

4 Cubic Yards (additional pick up is \$45):

One X Per week pick up	\$	92.71	Base Fee/month
Two X s Per week pick up	\$	162.21	Base Fee/month
Three X s Per week pick up	\$	234.69	Base Fee/month
Four X s Per week pick up	\$	282.43	Base Fee/month
Five X s Per week pick up	\$	366.81	Base Fee/month

6 Cubic Yards (additional pick up is \$55):

One X Per week pick up	\$	115.88	Base Fee/month
Two X s Per week pick up	\$	191.27	Base Fee/month
Three X s Per week pick up	\$	283.90	Base Fee/month
Four X s Per week pick up	\$	319.51	Base Fee/month
Five X s Per week pick up	\$	390.11	Base Fee/month

8 Cubic Yards (additional pick up is \$65):

One X Per week pick up	\$	141.00	Base Fee/month
Two X s Per week pick up	\$	233.67	Base Fee/month
Three X s Per week pick up	\$	328.31	Base Fee/month
Four X s Per week pick up	\$	404.23	Base Fee/month
Five X s Per week pick up	\$	510.12	Base Fee/month

10 Cubic Yards (additional pick up is \$75):

One X Per week pick up	\$	171.88	Base Fee/month
Two X s Per week pick up	\$	270.39	Base Fee/month

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

	<u>FY 2023</u>	
	<u>Monthly Fee</u>	
Three X s Per week pick up	\$	374.66 Base Fee/month
Four X s Per week pick up	\$	484.73 Base Fee/month
Five X s Per week pick up	\$	639.25 Base Fee/month
<u>Commercial Recycling Service</u>		
Fees calculated at Base Fee/month + Franchise Fee (10%) + Sales Tax (8.25%)		
<u>Container Size:</u>		
96 Gallon Cart (additional pick up is \$25):		
One X Per week pick up	\$	18.19 Base Fee/month
Two X s Per week pick up	\$	26.06 Base Fee/month
Three X s Per week pick up	\$	31.75 Base Fee/month
2 Cubic Yards (additional pick up is \$25):		
One X Per week pick up	\$	50.39 Base Fee/month
Two X s Per week pick up	\$	83.44 Base Fee/month
Three X s Per week pick up	\$	103.27 Base Fee/month
3 Cubic Yards (additional pick up is \$35):		
One X Per week pick up	\$	65.95 Base Fee/month
Two X s Per week pick up	\$	114.72 Base Fee/month
Three X s Per week pick up	\$	163.38 Base Fee/month
4 Cubic Yards (additional pick up is \$45):		
One X Per week pick up	\$	83.44 Base Fee/month
Two X s Per week pick up	\$	145.99 Base Fee/month
Three X s Per week pick up	\$	211.22 Base Fee/month
6 Cubic Yards (additional pick up is \$55):		
One X Per week pick up	\$	104.28 Base Fee/month
Two X s Per week pick up	\$	172.14 Base Fee/month
Three X s Per week pick up	\$	255.52 Base Fee/month
8 Cubic Yards (additional pick up is \$65):		
One X Per week pick up	\$	126.90 Base Fee/month
Two X s Per week pick up	\$	210.30 Base Fee/month
Three X s Per week pick up	\$	295.48 Base Fee/month
10 Cubic Yards (additional pick up is \$75):		
One X Per week pick up	\$	154.69 Base Fee/month
Two X s Per week pick up	\$	243.35 Base Fee/month
Three X s Per week pick up	\$	337.19 Base Fee/month

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Roll Offs - include the following: (Delivery Charge + Daily Rental + Haul Cost)

Delivery Charge:

*Delivery Charge is calculated at **Fee per delivery + Franchise Fee (10%) + Sales Tax (8.25%)**

20 yd Roll-Off	\$	134.98	Fee per delivery
30 yd Roll-Off	\$	134.98	Fee per delivery
40 yd Roll-Off	\$	134.98	Fee per delivery

Daily rental:

*Daily Rental is calculated at **Rate/day + Franchise Fee (10%) + Sales Tax (8.25%)**

20 yd Roll-Off	\$	2.08	Rate/day
30 yd Roll-Off	\$	2.08	Rate/day
40 yd Roll-Off	\$	2.08	Rate/day

Haul cost:

*Haul Cost is calculated at **Cost per haul + Franchise fee (10%) + Sales Tax (8.25%)**

20 yd Roll-Off	\$	415.32	Cost per haul
30 yd Roll-Off	\$	498.38	Cost per haul
40 yd Roll-Off	\$	581.44	Cost per haul

Roll Offs of Clean, Separated Recycle Material - include the following: (Delivery Charge + Daily Rental + Haul Cost)

Delivery Charge:

*Delivery Charge is calculated at **Fee per delivery + Franchise Fee (10%) + Sales Tax (8.25%)**

20 yd Roll-Off	\$	130.54	Fee per delivery
30 yd Roll-Off	\$	130.54	Fee per delivery
40 yd Roll-Off	\$	130.54	Fee per delivery

Daily rental:

*Daily Rental is calculated at **Rate/day + Franchise Fee (10%) + Sales Tax (8.25%)**

20 yd Roll-Off	\$	2.02	Rate/day
30 yd Roll-Off	\$	2.02	Rate/day
40 yd Roll-Off	\$	2.02	Rate/day

Haul cost:

*Haul Cost is calculated at **Cost per haul + Franchise fee (10%) + Sales Tax (8.25%)**

20 yd Roll-Off	\$	339.14	Cost per haul
30 yd Roll-Off	\$	339.14	Cost per haul
40 yd Roll-Off	\$	339.14	Cost per haul

One time collection of Bulky wastes on call for 2 cu yd, 3 cu yd, 4 cu yd, 6 cu yd, 8 cu yd or 10 Cubic yards

Delivery Charge	\$	77.60	Fee/delivery
Daily Rental	\$	4.65	Rate/day
Haul cost	\$	77.60	Cost per haul

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Industrial Solid Waste Collection Services - collected by service provider

Spring and Fall cleanup

Per Standard pick-up truck load	\$ 10
Trailer (16' to 18')	\$ 20

Assessments

Lot clean up	Actual cost + 10% admin fee
Paving assessment	n/a

Lien Fees

Filing of Lien with Williamson County	Per current County rate
Release of Lien with Williamson County	Per current County rate

Waste Hauling

Refer to the separate ordinance that sets the fees for waste hauling.

Discharge fee	\$ 0.10 per gallon (\$100 per 1,000 gallons)
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Industrial Discharge

Refer to the separate ordinance that sets the fees for industrial discharge.

UTILITIES**Deposits for all single family, commercial, industrial, irrigation accounts per connection.**

*Deposits waived on additional connections to those customers that have a current City of Taylor utility account with good payment history during the last five years. Good payment history is no disconnections for non-payment and no outstanding balances.

<u>Meter Size</u>	<u>Avg. Gallons consumption/month**</u>	<u>Deposit Amount</u>
5/8" x 3/4"	<10,000	\$ 121
3/4"	<10,000	\$ 145
1"	<10,000	\$ 157
1½"	<15,000	\$ 212
2"	<15,000	\$ 273
3"	<15,000	\$ 332
4"	<25,000	\$ 515
6"	<25,000	\$ 757
8"	<50,000	\$ 1,241
10"	<75,000	\$ 1,846
12"	<150,000	\$ 3,056

**If average monthly consumption is found to be in excess of minimum, customer may be assessed additional deposit as determined by the City Manager.

Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Deposits for all multi-family dwelling accounts per connection.

*Deposits waived on additional connections to those customers that have a current City of Taylor utility account with good payment history during the last five years. Good payment history is no disconnections for non-payment and no outstanding balances.

<u>Meter Size</u>	<u>Avg. Gallons consumption/month**</u>	<u>Deposit Amount calculated as follows:</u>
5/8" x 3/4"	<10,000	\$121 +(((# units -1) x 0.7)x\$100)
3/4"	<10,000	\$145+(((# units -1) x 0.7)x\$100)
1"	<10,000	\$157 +(((# units -1) x 0.7)x\$100)
1½"	<15,000	\$212 +(((# units -1) x 0.7)x\$100)
2"	<15,000	\$273 +(((# units -1) x 0.7)x\$100)
3"	<15,000	\$332 +(((# units -1) x 0.7)x\$100)
4"	<25,000	\$515 +(((# units -1) x 0.7)x\$100)

**If average monthly consumption is found to be in excess of minimum, customer may be assessed additional deposit as determined by the City Manager.

Backflow Prevention

Initial Permit	\$ 31
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Water Rates**Rates for all single family, commercial, industrial and irrigation accounts per connection.**

Total monthly charges include the minimum base rate plus block rate structure for single family, commercial, and

Base Rate

<u>Meter Size</u>	<u>Monthly Minimum Charge</u>
5/8" x 3/4"	\$ 39.03
1"	\$ 65.19
1½"	\$ 97.54
2"	\$ 156.11
3"	\$ 312.25
4"	\$ 487.86
6"	\$ 976.88
Living Unit Equivalent (LUE)	\$ 16.53 for each LUE

Residential:

Block 1	per kgals. (0-2,000 gallons)	\$ 3.97
Block 2	per kgals. (2001-5,000 gallons)	\$ 4.37
Block 3	per kgals. (5,001-9,000 gallons)	\$ 4.74
Block 4	per kgals. (above-9,000 gallons)	\$ 5.54

Non-Residential:

Block 1	per kgals. (0-15,000 gallons)	\$ 5.36
Block 2	per kgals. (15,001-45,000 gallons)	\$ 5.90
Block 3	per kgals. (45,001-120,000 gallons)	\$ 6.49
Block 4	per kgals. (above-120,000 gallons)	\$ 6.96

Irrigation:	All usage (minimum 1,000 gallons)	\$ 8.38 per 1,000 gallons
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Exhibit A

Ordinance 2023-19

City of Taylor - FY 2023 Fee Schedule for City Services

FY 2023
Monthly Fee

Bulk Water Rate \$ 7.47 per 1,000 gallons

Sewer Rates**Rates for all Single Family Dwelling accounts per connection.**

Total "charge" includes monthly minimum **plus \$7.57** per 1,000 gallons .

For residential customers, the City bases monthly wastewater charges on the average water consumption for November, December, January, and February. The three lowest consumptions are averaged. This average is used to calculate your wastewater charge for the entire year. An account must be active the entire four months to establish an average. All new accounts will be charged the citywide average until the account has established its own winter average.

<u>Meter Size</u>	<u>Monthly Minimum Charge</u>
All meter sizes	\$ 34.27
(5/8" x 3/4", 1", 1½", 2", 3", 4", 6")	

Rates for all multi- family dwelling, commercial and industrial accounts per connection.

Total monthly charge includes monthly minimum plus **\$7.57** per 1,000 gallons.

<u>Meter Size</u>	<u>Monthly Minimum Charge</u>
All meter sizes	\$ 34.27
(5/8" x 3/4", 1", 1½", 2", 3", 4", 6")	

Additional Utility Service Fees:

Administrative/Processing Fee	\$ 31
After Hours Connection Fee	\$ 61
Connect Fees	\$ 31
Fire Hydrant Meter-Base Fee (no consumption included)	\$ 121
Fire Hydrant Meter-Deposit	\$ 726
Late Fee (Applied to balance of account if not paid by due date indicated on bill)	10%
Lock Fee	\$ 31
Meter Flow Test-In-House	\$ 48
Plugged/Pulled Meter Fee	\$ 91
Reconnect Fee	\$ 31
Reread Fees	\$ 24
Return Check & NSF Electronic Draft Fees	\$ 36
Return Trip Fee	\$ 24
Third Party Meter Flow Test-Commercial	\$ 212
Third Party Meter Flow Test-Residential	\$ 116
Transfer Fee	\$ 24
Unauthorized Usage Fee (customer turns water back on to avoid the after charge)	\$ 91

Municipal Drainage Utility System

	<u>Monthly Rate</u>
Equivalent Residential Unit (ERU)	
Residential (includes multi-family) = 1 ERU/Unit	\$ 3 Per ERU
Non-residential = \$3.00 per 2,500 sq ft of impervious area	\$ 3 minimum fee

Transportation User Fee

TRIP FACTOR INDEX

Category	Units	Trip Factor	SubCategories
Building Materials	1,000 SF	4.49	Building Materials and Lumber Store, Hardware/Paint Store, Nursery
Convenience Market	1,000 SF	34.57	Convenience Market (no gas pumps), Convenience Market with Gas Pumps, Gasoline/Service Station
Medical Office	1,000 SF	3.57	Medical-Dental Office Building, Clinic, Veterinary Hospital/Veterinary Clinic
Restaurant	1,000 SF	11.15	Restaurant, Drinking Place
Fast Food	1,000 SF	26.15	Fast Food Restaurant w/out Drive-Thru Window, Fast Food Restaurant with Drive-Thru Window, Donut Place w/out Drive-Thru Window, Donut Place with Drive-Thru Window
Hospital/Nursing Home	1,000 SF	0.74	Hospital, Nursing Home
Indoor Recreation	1,000 SF	3.53	Bowling Alley, Movie Theater, Health Fitness Club
Lodging	Rooms	0.47	Hotel, Motel
Business Office	1,000 SF	1.29	General Office Building, Single Tenant Office Building, United States Post Office, Research and Development Center, Business Park
Bank	1,000 SF	12.13	Walk-In Bank, Drive-In Bank
Salon	1,000 SF	1.93	Hair Salon
General Retail	1,000 SF	3.71	Shopping Center, Apparel Store, Arts and Craft Store, DVD/Video Rental
Auto Part/Service/Wash	1,000 SF	4.46	Quick Lubrication Vehicle Shop, Self Service Car Wash, Automated Car Wash, Automobile Parts Sales, Automobile Parts and Service
Large School/Day Care	students	0.2	All schools w/greater than 50 students
Day Care	1,000 SF	12.46	Daycare Center (less than 50 students)
Supermarket/Pharmacy	1,000 SF	8.4	Supermarket, Pharmacy/Drugstore
Prison	1,000 SF	2.91	Prison
Superstore	1,000 SF	4.35	Free-Standing Discount Superstore
Outdoor Recreation	acres/campsites	0.3	Campground/RV Park, Golf Course, Arena
Car Sales	1,000 SF	2.62	New Car Sales
Warehousing	1,000 SF	0.32	Warehousing
Industrial	1,000 SF	0.73	General Light Industrial, General Heavy Industrial, Manufacturing, Utilities

TRANSPORTATION USER FEE SCHEDULE

	Monthly Base Trip Rate	Monthly Charge
Nonresidential Tiers		
Tier I*	0-8.99	\$25.00
Tier II	9.00-13.65	\$33.00
Tier III	13.66-27.30	\$50.00
Tier IV	27.31-53.99	\$67.00
Tier V	54.00-102.00	\$84.00
Tier VI	102.01+	\$133.00
Residential		
Single Family	flat rate	\$8.00
Multi-Family	flat rate	\$8.00

*All churches will be placed in Tier I

Calculation: Trip factor times square foot divided by 1,000 square foot=rate



City Council Meeting

April 27, 2023

Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 8

Agenda Title: Approve Resolution R23-17 accepting right-of-way and utility easements from Samsung.

Council Action to be taken: Approve resolution

Department Submitted: City Management

Staff Contact: Brian LaBorde, City Manager

1. PURPOSE/DESCRIPTION

This item allows for the acceptance of right-of-way and utility easements from Samsung.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City negotiated with Samsung as a part of the development agreement for the conveyance of right-of-way and utility easements on the Samsung property to allow the City to install water and sewer utilities and for the future construction of roadways.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Provides recorded easements for City utilities and right-of-way.	N/A

4. RECOMMENDATION

Approve resolution.

5. FUNDING SOURCE

There is no cost associated with the acceptance of the easements.

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

8a. [Resolution R23-17](#) authorizing acceptance of the easements

8a(1). [Exhibit A](#) – Utility Easement

8a(2). [Exhibit B](#) – ROW Easement

RESOLUTION NO. R23-17

**RESOLUTION OF THE CITY OF TAYLOR ACCEPTING THE CONVEYANCE OF
CITY SERVICES WATER/WASTEWATER EASEMENT AND PERIMETER
ROADWAY EASEMENT FROM SAMSUNG AUSTIN SEMICONDUCTOR, LLC**

WHEREAS, the City of Taylor (“City”) and Samsung Austin Semiconductor, LLC (“Samsung”) entered into a First Amended Development Agreement in which Samsung agreed to convey a water/wastewater utility easement and a perimeter roadway easement to the City for public use; and

WHEREAS, the City and Samsung have agreed upon the final easement agreements which are attached as Exhibits “A” and “B” to this resolution (“the Easements”).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR:

1. That the findings and recitals in the preamble of this Resolution are hereby found to be true and correct and are hereby approved and adopted.
2. That the City Council of the City of Taylor agrees to accept the conveyance of the Easements from Samsung.
3. The Mayor is authorized to execute any documents necessary to effectuate the transfer of the Easements to the City.

PASSED, APPROVED, and ADOPTED on the _____ day of _____, 2023.

CITY OF TAYLOR, TEXAS

By: _____
Brandt Rydell, Mayor, City of Taylor, Texas

ATTEST:

Dianna McLean
City Clerk

APPROVED AS TO FORM:

Ted W. Hejl
City Attorney

CITY SERVICES WATER/WASTEWATER EASEMENT

EFFECTIVE DATE: April 10th, 2023

GRANTOR: **Samsung Austin Semiconductor, LLC, a Delaware limited liability company**

GRANTOR'S MAILING ADDRESS: **12100 Samsung Blvd.,
Austin, Texas 78754
Attention: General Counsel**

GRANTEE: **City of Taylor, Texas**

GRANTEE'S MAILING ADDRESS: **City of Taylor, Texas
400 Porter Street
Taylor, Williamson County, Texas 76574
Attention: Brian LaBorde, City Manager**

CONSIDERATION: Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged.

PROPERTY:

A utility easement being particularly described and shown in Exhibit "A" attached hereto and incorporated herein as if fully transcribed herein.

GRANTOR, for the **CONSIDERATION** paid to **GRANTOR**, and pursuant to that certain City of Taylor, Texas Development Agreement, recorded under Document Number 2022044163 and amended under Document Number 2022089745 in the Public Records of Williamson County, Texas (the "**Development Agreement**"), subject to the reservations from conveyance and exceptions to warranty, hereby grants, sells, and conveys to **GRANTEE**, its successors and assigns, a nonexclusive easement for the purposes of constructing, operating, maintaining, repairing, and replacing water and wastewater mains, lines, pipes, and related facilities for the supplying of water or wastewater in, upon, under and across (but only within the easement) (the "Facilities") the **PROPERTY** more fully described and as shown in Exhibit "A" attached hereto (the "Easement").

This Easement is subject to the following reservations from conveyance, exceptions to warranty, and covenants:

1. Grantor Improvements. Grantor reserves the right to use the Property for all purposes that do not unreasonably interfere with or prevent Grantee's use of the Property as provided herein. Further, Grantor retains the right to grant rights and easements over, under and on the Property (including appurtenant easements and licenses) to third parties; however, Grantee is to be provided notice and opportunity to review and approve plans for third-party facilities that are to be installed on the Property. Grantee's approval shall not be unreasonably withheld, conditioned, or delayed.

Notwithstanding the foregoing, any such plans must comply with applicable sections of the City of Taylor Code of Ordinances and the City's Engineering Manual as adopted by ordinance at the time of the improvement.

2. Improvement, Maintenance, and Temporary Construction. By its acceptance of this grant and utilization of rights granted hereby, Grantee agrees that it will at all times be responsible for Facilities maintenance. Grantee shall install all utilities, appurtenances, and associated facilities in accordance with federal, state, and local standards. After the installation or repair of any Facilities, Grantee will restore the surface of the easement to substantially the same condition as existed prior to such work. Grantee will provide Grantor with notice and opportunity to review and approve Grantee construction plans (which shall not be unreasonably withheld, conditioned, or delayed). The Parties shall coordinate construction activities and avoid encroachments and/or conflicts. Grantee agrees to, and will ensure that its employees, sub-contractors and agents will, follow any and all of Grantor security or confidentiality protocols while on Grantor property.
3. Right to Relocation. Grantor reserves the right to, at any time and at its discretion, notify Grantee that the Facilities be relocated within a reasonable time on any surrounding property owned by Grantor at Grantor's reasonable cost so long as the new location does not cause unreasonable burden or hardship on the City or otherwise prevent the City from using the easement. To the extent Facilities are so relocated, the parties will execute an amended City Services Water/Wastewater Easement with an updated exhibit. Notwithstanding the foregoing, Grantor's relocation right does not include a right to interrupt city services without Grantee's prior written approval.
4. INDEMNIFICATION OF GRANTEE. TO THE EXTENT PERMITTED BY APPLICABLE LAW, GRANTEE, INDIVIDUALLY AND ON BEHALF OF GRANTEE'S HEIRS, PERSONAL REPRESENTATIVES, EXECUTORS, AND ASSIGNS, AGREES TO INDEMNIFY AND DEFEND GRANTOR AND ALL OF GRANTOR'S AFFILIATES, EMPLOYEES, AGENTS, REPRESENTATIVES, VOLUNTEERS, CONTRACTORS, MEMBERS, MANAGERS, OFFICERS, AND DIRECTORS AGAINST, AND TO HOLD THE SAME PARTIES HARMLESS OF AND FROM: (A) ANY AND ALL CLAIMS AND LIABILITIES OF ANY KIND OR NATURE WHATSOEVER FOR DAMAGE, INJURY, ILLNESS OR DEATH OF PERSONS, OR DAMAGE TO OR DESTRUCTION OF PROPERTY, ARISING FROM GRANTEE'S AND/OR GRANTEE'S EMPLOYEES', AGENTS', REPRESENTATIVES', VOLUNTEERS', CONTRACTORS', MEMBERS', MANAGERS', OFFICERS' AND/OR DIRECTORS' ACTIVITIES AND PRESENCE ON GRANTOR PROPERTY, WHETHER OR NOT ARISING IN WHOLE OR IN PART FROM THE REAL OR ALLEGED NEGLIGENCE OF, OR ANY OTHER ACT OR OMISSION OF OR BY THE FOREGOING; AND (B) ANY AND ALL CLAIMS AND LIABILITIES OF ANY KIND OR NATURE WHATSOEVER FOR ANY INJURY OR DAMAGE TO ANY PERSON OR PROPERTY, OR FOR THE DEATH OF ANY PERSON, TO THE EXTENT CAUSED BY GRANTEE AND/OR GRANTEE'S EMPLOYEES, AGENTS, REPRESENTATIVES, VOLUNTEERS, CONTRACTORS, MEMBERS, MANAGERS, OFFICERS AND/OR DIRECTORS DURING THEIR ACTIVITIES AND PRESENCE ON GRANTOR PROPERTY.

5. This Easement is granted and accepted subject to any and all easements, covenants, rights-of-way, conditions, restrictions, encumbrances, mineral reservations and royalty reservations, if any, relating to the Property to the extent and only to the extent, that the same may still be in force and effect, and either shown of record in the Office of the County Clerk of Williamson County, Texas, or apparent on the ground.

The covenants and terms of this Easement are covenants running with the land, and inure to the benefit of, and are binding upon, Grantor, Grantee, and their respective heirs, executors, administrators, legal representatives, successors and assigns.

TO HAVE AND TO HOLD the above-described easement, together with all and singular the rights and appurtenances thereto in anywise belonging unto **GRANTEE**, and **GRANTEE's** successors and assigns forever; and **GRANTOR** does hereby bind itself, its heirs, executors, successors and assigns to **WARRANT AND FOREVER DEFEND** all and singular the easement unto **GRANTEE**, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same, except as to the reservations from conveyance and exceptions to warranty, to the extent such claim arises, by through, or under Grantor but not otherwise. If Grantee uses the Property for any other purpose than described herein, this Utility Easement shall be extinguished, and fee simple ownership of the land shall automatically revert to the Company.

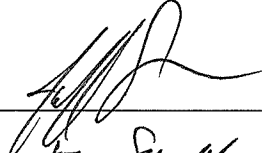
When the context requires, singular nouns and pronouns include the plural.

Dated as of the date first written above but acknowledged as of the dates set forth below.

(Signature Page to Follow)

GRANTOR:

**SAMSUNG AUSTIN SEMICONDUCTOR, LLC,
A DELAWARE LIMITED LIABILITY COMPANY**

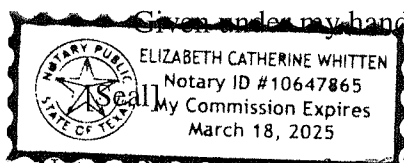
By: 

Name: Jeff Smith

Title: VP Infra Technology

STATE OF Texas §
COUNTY OF Williamson §

Before me, the undersigned notary, on this day personally appeared Jeff Smith, VP Infra Technology of Samsung Austin Semiconductor, LLC, a Delaware limited liability company, known to me through valid identification to be the person whose name is subscribed to the preceding instrument and acknowledged to me that the person executed the instrument in the person's official capacity for the purposes and consideration expressed in the instrument.



Notary Public, State of Texas

Elizabeth Catherine Whitten

EXECUTED to be effective as of the Effective Date.

GRANTEE:

CITY OF TAYLOR, TEXAS,

By: _____
_____, _____

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on the ____ day of _____, 2023,
by _____, _____ of the City of Taylor, Texas, on behalf of said jurisdiction.

Notary Public, State of Texas

Exhibit “A”

Easement Property

[To be attached.]

DESCRIPTION

A 6.49 Acre (282,772 Square Feet), tract of land, lying within the Benjamin J. Tyler Survey Abstract 631 and the Thomas B. Lee Survey Abstract 800, Williamson County, Texas, and being a portion of the following tracts conveyed to Samsung Austin Semiconductor, LLC, a called 61.29 acre tract, Tract 1 in Document No. 2021181069, a called 51.57 acre tract in Document No. 2021183993, a called 164.63 acre tract in Document No. 2021184270, the remainder of a called 79.36 acre tract, Tract 1 in Document No. 2021184492 and a called 14.37 acre tract in Document No. 2022005387 all in the Official Public Records of Williamson County, Texas, described As Follows:

BEGINNING, at a 1/2" iron rod found for the northwestern corner of said 164.63 acre tract, the southwestern corner of a called 305.22 acre tract, conveyed to C. Ernest Lawrence Family Limited Partnership in Document No. 2005011334, Official Public Records of Williamson County and also being on the eastern line of a called 183.94 acre tract, conveyed to RCR Taylor Land, L.P. in Document No. 2018058735, Official Public Records of Williamson County, for the **POINT OF BEGINNING** of the herein described tract;

THENCE, with the northern line of said 164.63 acre tract and also being the southern line of said 305.22 acre tract, S 82° 27' 21" E, a distance of 2297.84 feet to a 1/2" iron rod found for the northeastern corner of said 164.63 acre tract, the southeastern corner of said 305.22 acre tract, the northwestern corner of said 61.29 acre tract and also being the southwestern corner of said 51.57 acre tract;

THENCE, with the western line of said 51.57 acre tract and also being the eastern line of said 305.22 acre tract, N 07° 13' 32" E, a distance of 978.27 feet to a post found for the northwestern corner of said 51.57 acre tract and also being the southwestern corner of a called 79.74 acre tract, conveyed to C. Ernest Lawrence Family Limited Partnership in Document No. 200501133, Official Public Records of Williamson County, Texas;

THENCE, with the northern line of said 51.57 acre tract and northern line of said 14.37 acre tract also being the southern line of said 79.74 acre tract and the southern ROW line of County Road 401 (right of way varies), S 82° 46' 28" E, a distance of 2328.97 feet to a 1/2" iron rod with "ATWELL" cap found on the eastern right of way line of said County Road 401 and also being on the western line of said 79.36 acre tract;

THENCE, over and across said remainder of 79.36 acre tract, said 14.37 acre tract, said 51.57 acre tract, said 61.29 acre tract and said 164.63 acre tract, the following five (5) courses and distances:

1. S 82° 46' 28" E, a distance of 50.00 feet to a calculated point;
2. S 07° 13' 32" W, a distance of 50.00 feet to a calculated point;
3. N 82° 46' 28" W, a distance of 2328.97 feet to a calculated point;
4. S 07° 13' 32" W, a distance of 978.55 feet to a calculated point;
5. N 82° 27' 21" W, a distance of 2348.16 feet to a calculated point on the western line of said 164.63 acre tract and also being the eastern line of said 183.94 acre tract;

THENCE, with the western line of said 164.63 acre tract and also being the eastern line of said 183.94 acre tract, N 07° 36' 06" E, a distance of 50.00 feet to the **POINT OF BEGINNING**.

Containing 6.49 acres or 282,772 square feet, more or less.

BEARING BASIS NOTE

This project is referenced for all bearing and coordinate basis to the Texas State Plane Coordinate System NAD 83 (2011 adjustment), Central Zone (4203). The Grid to Surface combined scale factor is 1.000120.

Robert J. Gertson, RPLS
Texas Registration No. 6367
Atwell, LLC
805 Las Cimas Parkway, Suite 310
Austin, Texas 78746
Ph. 512-904-0505
TBPE LS Firm No. 10193726



10/12/2022

Page 1 of 2



SCALE: 1"=600'

CALLLED
183.94 ACRES
RCR TAYLOR LAND, L.P.
DOC. NO. 2018058735
O.P.R.W.C.T.

CALLLED
164.63 ACRES
SAMSUNG AUSTIN
SEMICONDUCTOR, LLC
DOCUMENT NO.
2021184270
O.P.R.W.C.T.

LINE DATA TABLE		
LINE #	DIRECTION	LENGTH
L1	S82°46'28"E	50.00'
L2	S7°13'32"W	50.00'
L3	N7°36'06"E	50.00'

POINT OF
BEGINNING

FOUND
1/2" IRON ROD

THOMAS
B LEE
SURVEY
A-800

CALLLED
305.22 ACRES
C. ERNEST
LAWRENCE FAMILY
LIMITED
PARTNERSHIP
DOCUMENT NO.
2005011334
O.P.R.W.C.T.

6.49 AC
282,772 SQ. FT.

FOUND
1/2"
IRON
ROD

N07°13'32"E
978.27'

FOUND
POST

CALLLED
61.29 ACRES, TRACT 1
SAMSUNG AUSTIN
SEMICONDUCTOR, LLC
DOCUMENT NO.
2021181069
O.P.R.W.C.T.

S07°13'32"W
978.55'
CALLLED
51.57 ACRES
SAMSUNG
AUSTIN
SEMICONDUCTOR
LLC
DOCUMENT NO.
2021183993
O.P.R.W.C.T.

CALLLED
79.74
ACRES
C.
ERNEST
LAWRENCE
FAMILY
LIMITED
PARTNERSHIP
DOC. NO.
2005011333
O.P.R.W.C.T.

CALLLED
95.27 ACRES
SAMSUNG AUSTIN
SEMICONDUCTOR, LLC
DOCUMENT NO.
2021184038
O.P.R.W.C.T.

APPROX. SURVEY LINE

LUCIUS A TYLER
SURVEY A-632

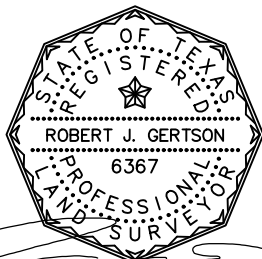
APPROX.
SURVEY LINE

REMAINDER
CALLLED
79.36 ACRES,
TRACT 1
SAMSUNG AUSTIN
SEMICONDUCTOR, LLC
DOCUMENT NO.
2021184492
O.P.R.W.C.T.

BENJAMIN J
TYLER
SURVEY
A-631

FOUND
1/2" IRON ROD
W/ATWELL CAP

C.R. 401



10/12/22

T.D

6.49 ACRE
WILLAMSON COUNTY, TEXAS

DATE: 10/12/22
DRAWN: AY
CHECKED: RG
JOB NO.: 21002557

PG.
02
OF
02



ATWELL
www.atwell-group.com

805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

PERIMETER ROADWAY EASEMENT

EFFECTIVE DATE: _____, 2023

GRANTOR: **Samsung Austin Semiconductor, LLC, a Delaware limited liability company**

GRANTOR'S MAILING ADDRESS: **12100 Samsung Blvd.,
Austin, Texas 78754
Attention: General Counsel**

GRANTEE: **City of Taylor, Texas**

GRANTEE'S MAILING ADDRESS: **City of Taylor, Texas
400 Porter Street
Taylor, Williamson County, Texas 76574
Attention: Brian LaBorde, City Manager**

CONSIDERATION: Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged.

PROPERTY:

A right of way and utility easement being particularly described and shown in Exhibit "A" attached hereto and incorporated herein as if fully transcribed herein.

GRANTOR, for the **CONSIDERATION** paid to **GRANTOR**, and pursuant to that certain City of Taylor, Texas Development Agreement, recorded under Document Number 2022044163 and amended under Document Number 2022089745 in the Public Records of Williamson County, Texas (the "**Development Agreement**"), subject to the reservations from conveyance and exceptions to warranty, hereby grants, sells, and conveys to **GRANTEE**, its successors and assigns, **(i)** a nonexclusive right of way easement for the purposes of constructing, operating, maintaining, repairing, and replacing public streets, including roadways, medians, traffic lights, walkways, sidewalks, multi-use trails, promenade structures and other appurtenances which provide public connectivity, and **(ii)** a public utility easement for electric distribution and transmission lines, gas lines, raw, reclaimed, and potable water lines, wastewater lines, drainage channels, drainage conveyance structures, telecommunications lines, cable lines, and other public utilities with all associated appurtenances having a cross-sectional alignment of the separate street and utilities in, upon, under and across (but only within the easement) (the "**Facilities**") the **PROPERTY** more fully described and as shown in Exhibit "A" attached hereto (the "**Easement**").

This Easement is subject to the following reservations from conveyance, exceptions to warranty, and covenants:

1. Grantor Improvements. Grantor reserves the right to use the Property for all purposes that do not unreasonably interfere with or prevent Grantee's use of the Property as provided herein. Further,

Grantor retains the right to grant rights and easements over, under and on the Property (including appurtenant easements and licenses) to third parties; however, Grantee is to be provided notice and opportunity to review and approve plans for third-party facilities that are to be installed on the Property. Grantee's approval shall not be unreasonably withheld, conditioned, or delayed. Notwithstanding the foregoing, any such plans must comply with Grantee's Right-of-Way Management Ordinance, Chapter 25, Article II of the City of Taylor Code of Ordinances and the City's Engineering Manual as adopted by city ordinance at the time of the improvement.

2. Improvement, Maintenance, and Temporary Construction. By its acceptance of this grant and utilization of rights granted hereby, Grantee agrees that it will at all times be responsible for the maintenance of the Facilities. Grantor shall be responsible for maintenance, including mowing of all unimproved areas within the easement. Grantee shall install all utilities, appurtenances, and associated facilities in accordance with federal, state, and local standards. After the installation or repair of Facilities (except for the installation of surface facilities such as streets and roads), Grantee will restore the surface of the easement to substantially the same condition as existed prior to such work. Grantee will provide Grantor with notice and opportunity to review and approve Grantee construction plans (which shall not be unreasonably withheld, conditioned, or delayed). The Parties shall coordinate construction activities and avoid encroachments and/or conflicts. Grantee agrees to, and will ensure that its employees, sub-contractors and agents will, follow any and all of Grantor security or confidentiality protocols while on Grantor property.
3. Right to Relocation. Grantor reserves the right to, at any time and at its discretion, notify Grantee that the Facilities be relocated within a reasonable time on any surrounding property owned by Grantor at Grantor's reasonable cost so long as the new location does not cause unreasonable burden or hardship on the City or otherwise prevent the City from using the easement. To the extent Facilities are so relocated, the parties will execute an amended Perimeter Roadway Easement with an updated exhibit. Notwithstanding the foregoing, Grantor's relocation right does not include a right to interrupt city services without Grantee's prior written approval.
4. INDEMNIFICATION OF GRANTEE. TO THE EXTENT PERMITTED BY APPLICABLE LAW, GRANTEE, INDIVIDUALLY AND ON BEHALF OF GRANTEE'S HEIRS, PERSONAL REPRESENTATIVES, EXECUTORS, AND ASSIGNS, AGREES TO INDEMNIFY AND DEFEND GRANTOR AND ALL OF GRANTOR'S AFFILIATES, EMPLOYEES, AGENTS, REPRESENTATIVES, VOLUNTEERS, CONTRACTORS, MEMBERS, MANAGERS, OFFICERS, AND DIRECTORS AGAINST, AND TO HOLD THE SAME PARTIES HARMLESS OF AND FROM: (A) ANY AND ALL CLAIMS AND LIABILITIES OF ANY KIND OR NATURE WHATSOEVER FOR DAMAGE, INJURY, ILLNESS OR DEATH OF PERSONS, OR DAMAGE TO OR DESTRUCTION OF PROPERTY, ARISING FROM GRANTEE'S AND/OR GRANTEE'S EMPLOYEES', AGENTS', REPRESENTATIVES', VOLUNTEERS', CONTRACTORS', MEMBERS', MANAGERS', OFFICERS' AND/OR DIRECTORS' ACTIVITIES AND PRESENCE ON GRANTOR PROPERTY, WHETHER OR NOT ARISING IN WHOLE OR IN PART FROM THE REAL OR ALLEGED NEGLIGENCE OF, OR ANY OTHER ACT OR OMISSION OF OR BY THE FOREGOING; AND (B) ANY AND ALL CLAIMS AND LIABILITIES OF

ANY KIND OR NATURE WHATSOEVER FOR ANY INJURY OR DAMAGE TO ANY PERSON OR PROPERTY, OR FOR THE DEATH OF ANY PERSON, TO THE EXTENT CAUSED BY GRANTEE AND/OR GRANTEE'S EMPLOYEES, AGENTS, REPRESENTATIVES, VOLUNTEERS, CONTRACTORS, MEMBERS, MANAGERS, OFFICERS AND/OR DIRECTORS DURING THEIR ACTIVITIES AND PRESENCE ON GRANTOR PROPERTY.

5. This Easement is granted and accepted subject to any and all easements, covenants, rights-of-way, conditions, restrictions, encumbrances, mineral reservations and royalty reservations, if any, relating to the Property to the extent and only to the extent, that the same may still be in force and effect, and either shown of record in the Office of the County Clerk of Williamson County, Texas, or apparent on the ground.

The covenants and terms of this Easement are covenants running with the land, and inure to the benefit of, and are binding upon, Grantor, Grantee, and their respective heirs, executors, administrators, legal representatives, successors and assigns.

TO HAVE AND TO HOLD the above-described easement, together with all and singular the rights and appurtenances thereto in anywise belonging unto **GRANTEE**, and **GRANTEE's** successors and assigns forever; and **GRANTOR** does hereby bind itself, its heirs, executors, successors and assigns to **WARRANT AND FOREVER DEFEND** all and singular the easement unto **GRANTEE**, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same, except as to the reservations from conveyance and exceptions to warranty, to the extent such claim arises, by through, or under Grantor but not otherwise. If Grantee uses the Property for any other purpose than described herein, this Perimeter Roadway Easement shall be extinguished, and fee simple ownership of the land shall automatically revert to the Company.

When the context requires, singular nouns and pronouns include the plural.

Dated as of the date first written above but acknowledged as of the dates set forth below.

(Signature Page to Follow)

GRANTOR:

SAMSUNG AUSTIN SEMICONDUCTOR, LLC,
A DELAWARE LIMITED LIABILITY COMPANY

By: [Signature]

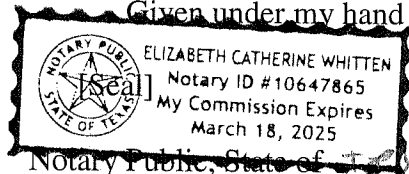
Name: JEFF SMITH

Title: VP INFRA TECHNOLOGY

STATE OF Texas §
COUNTY OF Williamson §

Before me, the undersigned notary, on this day personally appeared Jeff Smith, Vice President Infra of Samsung Austin Semiconductor, LLC, a Delaware limited liability company, known to me through valid identification to be the person whose name is subscribed to the preceding instrument and acknowledged to me that the person executed the instrument in the person's official capacity for the purposes and consideration expressed in the instrument.

Given under my hand and seal of office on April 10, 2023.



Notary Public, State of Texas

Elizabeth Catherine Whitten

EXECUTED to be effective as of the Effective Date.

GRANTEE:

CITY OF TAYLOR, TEXAS,

By: _____
_____, _____

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on the ____ day of _____, 2023,
by _____, _____ of the City of Taylor, Texas, on behalf of said jurisdiction.

Notary Public, State of Texas

Exhibit “A”

Easement Property

[To be attached.]

DESCRIPTION

TRACT 1

A 8.09 Acre (352,340 Square Feet), tract of land, lying within the H.T.&B.R.R.Co Survey Abstract 315, Williamson County, Texas, and being a portion of the following tracts conveyed to Samsung Austin Semiconductor, LLC, the remainder of a called 79.36 acre tract, Tract 1 in Document No. 2021184492, a called 140.73 acre tract in Document No. 2021184511, a called 0.93 acre tract in Document No. 2021187920 and of the remainder of a called 8.43 acre tract in Document No. 2021184854 all in the Official Public Records of Williamson County, Texas, described As Follows:

BEGINNING, at a 1/2" iron rod with "ATWELL" cap found for the northwestern corner of said remainder of 8.43 acre tract, the southwestern corner of a called 1.13 acre tract, Tract 2 conveyed to Prophet Capital Management, LTD in Document No. 2021187922, Official Public Records of Williamson County, Texas and also being on the eastern right of way line of County Road 401 (right of way varies) for the **POINT OF BEGINNING** of the herein described tract, from which a 1/2" iron rod found for the northwestern corner of said 1.13 acre tract bears, N 07° 18' 23" E, a distance of 60.00 feet;

THENCE, with the southern line of said 1.13 acre tract and of a called 1.50 acre tract, Tract 1 conveyed to Prophet Capital Management, LTD in Document No. 2021187922, Official Public Records of Williamson County, Texas and also being the northern line of said remainder of 8.43 acre tract and said remainder of 79.36 acre tract, S 82° 28' 11" E, a distance of 1904.77 feet to a 1/2" iron rod with "ATWELL" cap found for the southeastern corner of said 1.50 acre tract and also being on the western line of a called 151.17 acre tract, (Tract 1) conveyed to Prophet Capital Management, LTD in Document No. 2019032467, Official Public Records of Williamson County, Texas;

THENCE, with the eastern line of said 79.36 acre tract and also being the western line of said 151.17 acre tract, S 07° 08' 58" W, a distance of 1947.41 feet to a 1/2" iron rod found for the southeastern corner of said remainder of 79.36 acre tract and also being the northeastern corner of said 0.93 acre tract;

THENCE, with the eastern line of said 0.93 acre tract and also being the western line of said 151.17 acre tract, S 16° 12' 59" W, a distance of 23.14 feet to a 1/2" iron rod found for the southeastern corner of said 0.93 acre tract, the southwestern corner of said 151.17 acre tract and also being on the northern line of said 140.73 acre tract;

THENCE, with the northern line of said 140.73 acre tract and also being the southern line of said 151.17 acre tract, S 82° 21' 54" E, a distance of 365.25 feet to a 1/2" iron rod found for the northeastern corner of said 140.73 acre tract and also being the northwestern corner of the remainder of a called 75 acre tract, conveyed to Tony Daniel Michalik in Volume 440, Page 579, Deed Records of Williamson County, Texas;

THENCE, with the eastern line of said 140.73 acre tract and also being the western line of said 75 acre tract, S 07° 50' 32" W, a distance of 1249.86 feet to a 1/2" iron rod with "ATWELL" cap found;

THENCE, with the eastern line of said 140.73 acre tract, N 82° 10' 24" W, a distance of 65.00 feet to a calculated point, from which a 1/2" iron rod with "ATWELL" cap found for an ell corner of said 140.73 acre tract bears, N 82° 10' 24" W, a distance of 93.33 feet;

THENCE, over and across said 140.73 acre tract, said 0.93 acre tract, said remainder of 79.36 acre tract and said remainder of 8.43 acre tract the following four (4) courses and distances:

1. N 07° 50' 32" E, a distance of 1184.64 feet to a calculated point;
2. N 82° 21' 54" W, a distance of 360.82 feet to a calculated point;
3. N 07° 08' 58" E, a distance of 1970.17 feet to a calculated point;
4. N 82° 28' 11" W, a distance of 1839.94 feet to a calculated point on the western line of said remainder of 8.43 acre tract and also being on the eastern right of way line of County Road 401, from which a 1/2" iron rod with "ATWELL" cap found for the southwestern corner of said remainder of 8.43 acre tract bears, S 07° 18' 23" W, a distance of 357.83 feet;

THENCE, with the eastern right of way line of said County Road 401 and also being the western line of said remainder of 8.43 acre tract, N 07° 18' 23" E, a distance of 65.00 feet to the **POINT OF BEGINNING**.

Containing 8.09 acres or 352,340 square feet, more or less.

TRACT 2

A 2.54 Acre (110,657 Square Feet), tract of land, lying within the H.T.&B.R.R.Co Survey Abstract 315, Williamson County, Texas, and being a portion of the following tracts conveyed to Samsung Austin Semiconductor, LLC, a called 140.73 acre tract in Document No. 2021184511, of a called 100.57 acre tract in Document No. 2021184352 and of a called 14.37 acre tract in Document No. 2022005387 all in the Official Public Records of Williamson County, Texas, described As Follows:

BEGINNING, at a 1/2" iron rod with "ATWELL" cap found for the southeastern corner of said 140.73 acre tract, the southwestern corner of the remainder of a called 75 acre tract, conveyed to Tony Daniel Michalik in Volume 440, Page 579, Deed Records of Williamson County, Texas and also being on the northern right of way line of County Road 404 (right of way varies), for the **POINT OF BEGINNING** of the herein described tract;

THENCE, with the eastern line of said 14.37 acre tract and over and across County Road 404, S 07° 48' 15" W, a distance of 65.26 feet to a 1/2" iron rod with "ATWELL" cap found for the southeastern corner of said 14.37 acre tract, being on the northern line of said 100.57 acre tract and also being on the southern right of way line of County Road 404;

THENCE, over and across said 100.57 acre tract, said 14.37 acre tract and said 140.73 acre tract the following three (3) courses and distances:

1. S 07° 48' 15" W, a distance of 76.00 feet to a calculated point;
2. N 82° 09' 51" W, a distance of 65.00 feet to a calculated point;
3. N 07° 48' 15" E, a distance of 1702.41 feet to a calculated point on the eastern line of said 140.73 acre tract, from which a 1/2" iron rod with "ATWELL" cap found for an ell corner of said 140.73 acre tract, bears N 82° 10' 24" W, a distance of 93.33 feet;

THENCE, with the eastern line of said 140.73 acre tract, S 82° 10' 24" E, a distance of 65.00 feet to a 1/2" iron rod with "ATWELL" cap found on the eastern line of said 140.73 acre tract and also being on the western line of said remainder of 75 acre tract;

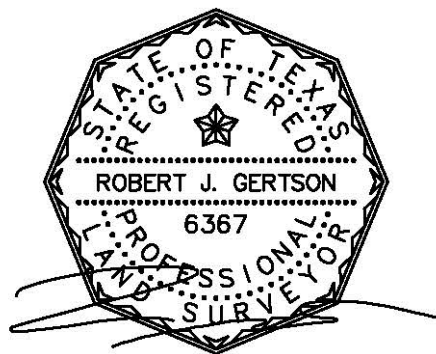
THENCE, with the eastern line of said 140.73 acre tract and also being the western line of said remainder of 75 acre tract, S 07° 48' 15" W, a distance of 1561.15 feet to the **POINT OF BEGINNING**.

Containing 2.54 acres or 110,657 square feet, more or less.

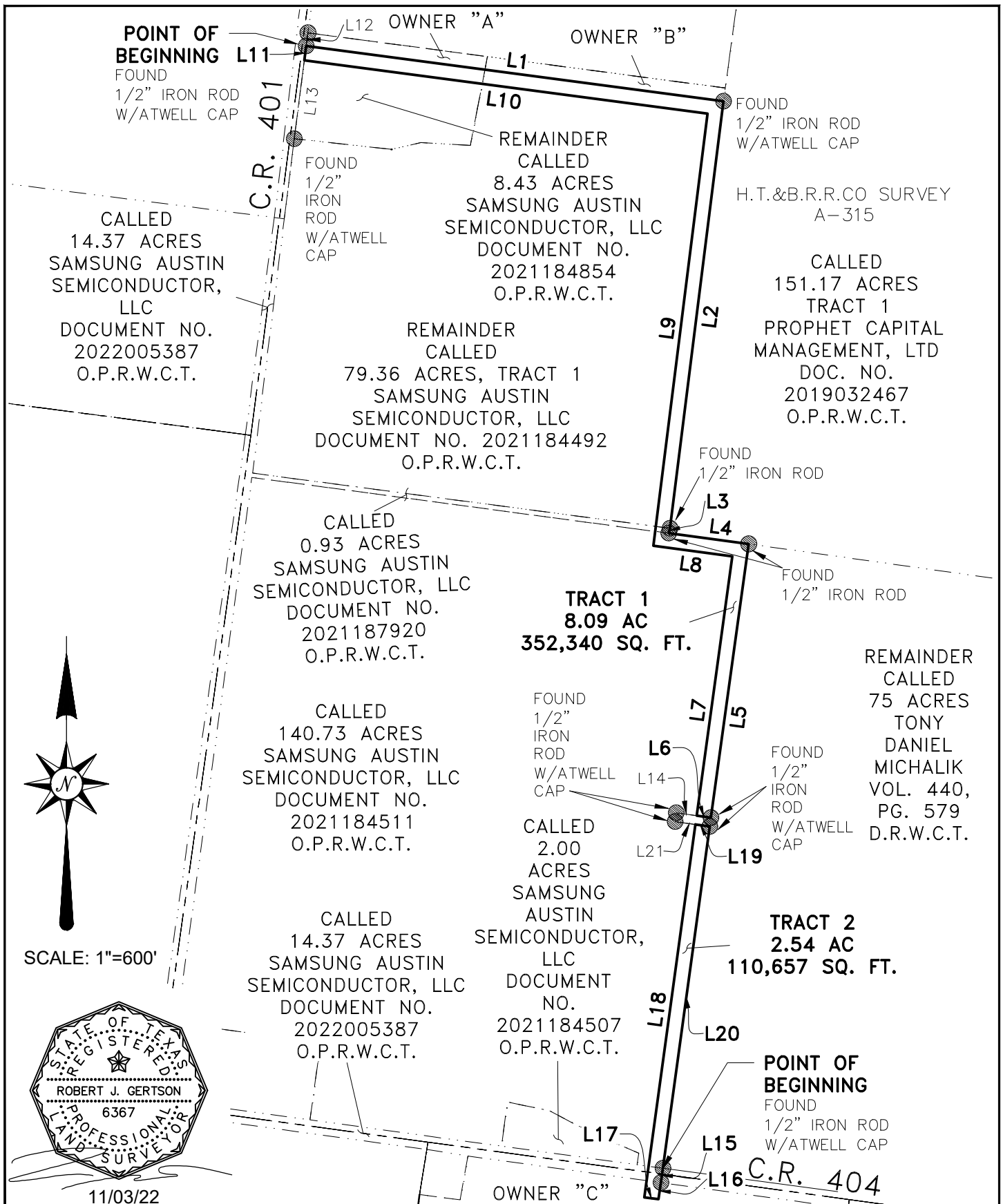
BEARING BASIS NOTE

This project is referenced for all bearing and coordinate basis to the Texas State Plane Coordinate System NAD 83 (2011 adjustment), Central Zone (4203). The Grid to Surface combined scale factor is 1.000120.

Robert J. Gertson, RPLS
Texas Registration No. 6367
Atwell, LLC
805 Las Cimas Parkway, Suite 310
Austin, Texas 78746
Ph. 512-904-0505
TBPE LS Firm No. 10193726



11/03/2022



POINT OF BEGINNING

(OWNER "A")
CALLED
1.13 ACRES, TRACT 2
PROPHET CAPITAL
MANAGEMENT, LTD,
DOC. NO. 2021187922
O.P.R.W.C.T.

(OWNER "B")
CALLED
1.50 ACRES, TRACT 1
PROPHET CAPITAL
MANAGEMENT, LTD,
DOC. NO. 2021187922
O.P.R.W.C.T.

(OWNER "C")
CALLED
100.57 ACRES
SAMSUNG AUSTIN
SEMICONDUCTOR, LLC
DOCUMENT NO.
2021184352
O.P.R.W.C.T.

LINE DATA TABLE		
LINE #	DIRECTION	LENGTH
L1	S82°28'11"E	1904.77'
L2	S7°08'58"W	1947.41'
L3	S16°12'59"W	23.14'
L4	S82°21'54"E	365.25'
L5	S7°50'32"W	1249.86'
L6	N82°10'24"W	65.00'
L7	N7°50'32"E	1184.64'
L8	N82°21'54"W	360.82'
L9	N7°08'58"E	1970.17'
L10	N82°28'11"W	1839.94'
L11	N7°18'23"E	65.00'
L12	N7°18'23"E	60.00'
L13	S7°18'23"W	357.83'
L14	N82°10'24"W	93.33'
L15	S7°48'15"W	65.26'
L16	S7°48'15"W	76.00'
L17	N82°09'51"W	65.00'
L18	N7°48'15"E	1702.41'
L19	S82°10'24"E	65.00'
L20	S7°48'15"W	1561.15'
L21	N82°10'24"W	93.33'

10.63 ACRE
WILLIAMSON COUNTY, TEXAS

DATE: 10/12/22
DRAWN: AY
CHECKED: RG
JOB NO.: 21002557

PG.
04
OF
04



ATWELL
www.atwell-group.com

805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726



City Council Meeting ***April 27, 2023*** ***Transmittal Letter***

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 9

Agenda Title: Discuss, consider, and take action on Resolution R23-19 to authorize the City Manager and City Attorney to prepare, file, and prosecute an application at the Public Utility Commission under Texas Water Code Section 13.248 to complete the water CCN transfer from Manville Water Supply Corporation to the City.

Council Action to be taken: Authorize CCN transfer

Department Submitted: City Management

Staff Contact: Brian LaBorde, City Manager

1. PURPOSE/DESCRIPTION

This item authorizes the City Manager and City Attorney to execute the necessary documents to transfer the water CCN from Manville to Taylor for the Samsung property.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City, Samsung and Manville have agreed to transfer the portion of the Samsung property that is within the Manville water CCN to Taylor's water CCN.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Provides for the City of Taylor to serve water to the portion of the Samsung property in Manville's CCN.	N/A

4. RECOMMENDATION

Authorize the City Manager and City Attorney to execute all necessary documents and file the CCN transfer application with the PUC.

5. FUNDING SOURCE

Samsung will pay for the costs associated with the transfer.

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
--

N/A

8. ATTACHMENTS

9a. [Resolution R23-19](#)

RESOLUTION NO. R23-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS AUTHORIZING THE FILING AND PROSECUTION OF AN APPLICATION WITH THE PUBLIC UTILITY COMMISSION OF TEXAS FOR APPROVAL OF A SERVICE AREA CONTRACT UNDER TEXAS WATER CODE § 13.248 AND TO AMEND WATER CERTIFICATES OF CONVENIENCE AND NECESSITY IN WILLIAMSON COUNTY

WHEREAS, the City of Taylor is the holder of water Certificate of Convenience and Necessity (“**CCN**”) No. 10319;

WHEREAS, Manville Water Supply Corporation is the holder of water CCN No. 11144;

WHEREAS, Texas Water Code § 13.248 authorizes contracts between retail public utilities designating areas and customers to be served by those retail public utilities, when approved by the Public Utility Commission of Texas;

WHEREAS, the City of Taylor and Manville Water Supply Corporation have executed a Water CCN Service Area Transfer Agreement on _____ (“**Agreement**”), contemplating the transfer of approximately 814.56 acres of land from Manville Water Supply Corporation’s water CCN No. 11144 to the City of Taylor’s water CCN No. 10319; and

WHEREAS, the City of Taylor and Manville Water Supply Corporation desire to prepare, file, and prosecute an application with the Public Utility Commission of Texas under Texas Water Code § 13.248 and 16 Texas Administrative Code § 24.253, requesting approval of the Agreement (“**Application**”).

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

1. The recitals set forth above are true and correct and incorporated herein for all purposes.
2. The City Council hereby authorizes and directs the City Manager and City Attorney to prepare and execute the Application any other documents as necessary to secure approval from the Public Utility Commission of Texas of the Agreement between the City of Taylor and Manville Water Supply Corporation.
3. The City Council hereby authorizes and directs Lloyd Gosselink Rochelle & Townsend, P.C., to (i) prepare and file the Application as well as appear and arrange for the appearances of persons representing the City of Taylor at hearings and other proceedings on the Application before the Public Utility Commission of Texas and other governmental entities; (ii) prosecute the Application on behalf of the City of Taylor; and (iii) assist the City Manager and City Attorney with the preparation and

filing of future applications pertaining to the subject matter of the Agreement, to the extent necessary.

4. The City Manager and City Attorney, and their delegates, are hereby directed and authorized on behalf of the City Council to implement and take further actions as necessary that are consistent with the purpose of this resolution.

This Resolution shall be effective upon passage.

PASSED AND APPROVED by the City Council of the City of Taylor, Texas this _____ day of _____, 2023.

APPROVED:

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk



City Council Meeting ***April 27, 2023*** ***Transmittal Letter***

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☐ Economic Vitality

Agenda Item #: 10

Agenda Title: Consider approving Resolution R23-15, a resolution of the City Council of Taylor, Texas, approving the placement of a Texas Historical Commission Marker on 903 East MLK and Authorize the City Manager or designee to execute require forms.

Council Action to be taken: Approve Resolution.

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to approve a resolution which would grant the placement of a historical marker on 903 East MLK (Robinson Park) to recognize the history of the Old Dickey-Givens Center.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City of Taylor received a request from Don Hill, with the Welfare Workers Club, for permission to install a historical marker at 903 East MLK to recognize the history of the Old Dickey-Given Center. Don Hill will work to complete the required documents for the application due on May 15, 2023, however he will need a permission form completed by the City of Taylor. This resolution would approve the placement of the marker and authorize city manager/designee to complete the property owner permission form.

This Texas Historical Commission historical marker will be a subject marker. The purpose of subject markers are educational in nature and reveal aspects of local history important to a community or region. These markers honor topics such as schools, businesses, events, and individuals. Subject makers are placed at sites that have historical associations with the topics, but no legal restriction is placed on the property or site. The Texas Historical Commission must be notified if the marker is ever to be relocated.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Recognize historical significance of the facility and the area	NA

4. RECOMMENDATION

Staff recommends approving the resolution.

5. FUNDING SOURCE

NA

6. TIMELINE

Submission to Texas Historical Commission by May 15,2023 by applicant.

7. OTHER OPTIONS (In order of preference)

NA

8. ATTACHMENTS

10a. [Resolution R23-15](#)

10b. [Texas Historical Commission Marker Application](#)

RESOLUTION NO. R23-15

**RESOLUTION OF THE TAYLOR CITY COUNCIL APPROVING OF THE
PLACEMENT OF A TEXAS HISTORICAL MARKER ON CITY PROPERTY
AT 903 EAST MLK AND AUTHORIZE CITY MANAGER OR DESIGNEE TO
EXECUTE REQUIRED FORMS**

WHEREAS, WELWARE WORKERS CLUB, a Texas nonprofit corporation (“WWC”) has requested the City of Taylor to approve the placement of a historical marker on 903 East MLK to recognize the history of the Dickey-Givens Community Center and the area;

WHEREAS, the City of Taylor (“City”) has agreed to for the placement of the historical marker to allow for recognize and celebrate the history of the facility and the area;

WHEREAS, WWC has agreed to bear the costs associated applying for this Historical Marker.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR:

1. Approves placement of a historical marker on the land located at 903 East MLK.
2. This Texas Historical Commission historical marker will be a subject marker. The purpose of subject markers are educational in nature and reveal aspects of local history important to a community or region. These markers honor topics such as schools, businesses, events, and individuals. Subject makers are placed at sites that have historical associations with the topics, but no legal restriction is placed on the property or site. The Texas Historical Commission must be notified if the marker is ever to be relocated.
3. Authorizes the City Manager or designee to execute required forms needed to assist with the application for the Texas Historical Marker with the WWC.

PASSED, APPROVED, and ADOPTED on the 27th day of April 2023.

CITY OF TAYLOR, TEXAS

By: _____

Brandt Rydell, Mayor, City of Taylor, Texas

ATTEST:

Dianna McLean
City Clerk

TEXAS HISTORICAL COMMISSION

SUBJECT MARKERS: 2023 Official Texas Historical Marker COVERSHEET

Complete the form and send to markers@thc.texas.gov
Valid March 1 – 2 p.m. CDT, May 15, 2023, only

This form constitutes a request for the Texas Historical Commission (THC) to consider approval of an Official Texas Historical Marker for the topic noted in this application. The THC will review the request and make its determination based on rules and procedures of the program. Filing of the application for sponsorship is for the purpose of providing basic information to be used in the evaluation process. The final determination of eligibility and approval for a state marker will be made by the THC. This form is to be used for subject marker requests only. Please see separate forms for either Historic Texas Cemeteries or Recorded Texas Historic Landmarks (buildings and structures).

APPROVAL BY COUNTY HISTORICAL COMMISSION (required)

As chair or duly appointed marker chair, I certify the following:

☐ The topic qualifies for an Official Texas Historical Marker according to marker policies on the THC website. Representatives of the CHC have talked with the potential marker sponsor and discussed the marker program policies on the THC website. The application has been filled out correctly. The narrative history and documentation have been reviewed for accuracy.

CHC comments or concerns about this application (required):

Name of CHC contact (chair or marker chair):

Mailing address:

City, Zip:

Daytime phone:

Email address:

CHECKLIST APPROVAL (required)

☐ The topic meets age requirements

- Most topics must date back at least 50 years
- Historic events may be marked after 30 years
- Individuals of historic significance may be marked or mentioned in marker text after they have been deceased 10 years

☐ The topic is eligible for a subject marker according to marker policies

☐ Permission of current property owner for marker placement and proof of ownership (deed or tax appraisal) has been obtained (Attachment A; unless marker will be placed on TxDOT right-of-way)

☐ Invoice for application fee is complete, printed and ready to be mailed to THC along with \$100 check (Attachment B)

Note: Resubmissions will no longer have their application fees waived.

Sponsor Name:

Date:

TEXAS HISTORICAL COMMISSION

SUBJECT MARKERS: 2023 Official Texas Historical Marker SPONSORSHIP APPLICATION

PROPOSED MARKER INFORMATION			
Proposed marker topic (required):			
County:			
Town (nearest town in same county on current state highway map):			
Street address of marker site or directions from town noted above:			
Marker Coordinates, if you know the location coordinates of the proposed marker site, enter them in one of the formats below:			
UTM Zone	Easting	Northing	Lat: Long: (deg, min, sec or decimal degrees)
Precise verbal description of placement of marker (e.g. northwest corner of 3rd and Elm, or FM 1411, 2.6 miles east of Post Oak Creek):			
Will the marker be placed at the actual site of the topic being marked? ☐ Yes ☐ No			
If the answer is no, provide the distance and directions to the actual location from the marker (i.e. 100 yards east).			
SPONSOR CONTACT INFORMATION:			
Marker sponsor (may be individual or organization):			
Contact person (if applicable):			
Mailing address:		City, zip:	
Phone:		Email address (required):	
SHIPPING ADDRESS:			
Will the marker be placed on right-of-way maintained by the Texas Department of Transportation (TxDOT)? ☐ Yes ☐ No			
If yes, then no shipping address or proof of ownership of property is needed.			
Organization (may be blank if individual):			
Contact Name:			
Street address:		City, zip:	
Daytime phone (required):		Email (required):	
TYPE AND SIZE OF SUBJECT MARKER			
The sponsor/CHC prefers the following size marker. Note: Prices will be given at a later date.			
☐ 27" x 42" Subject marker	☐ with post	☐ without post*	
☐ 18" x 28" Subject marker	☐ with post	☐ without post*	
*For a Subject marker without post, indicate to what surface material it will be mounted:	☐ wood	☐ masonry	☐ metal
	☐ other (specify)		

SUBJECT MARKERS

Purpose

Subject markers are educational in nature and reveal aspects of local history important to a community or region. These markers honor topics such as schools, communities, businesses, events and individuals. Subject markers are placed at sites that have historical associations with the topics, but no legal restriction is placed on the use of the property or site, although the THC must be notified if the marker is ever to be relocated.

Criteria

1. **Age:** Most topics marked with subject markers must date back at least 50 years, although historic events may be marked after 30 years, and individuals of historic importance may be marked, or may be mentioned in a historical marker text, after they have been deceased 10 years. The THC may waive age requirements for topics of overwhelming state or national importance, although exceptions are rarely granted and the burden of proof for all claims and documentation is the responsibility of the narrative author.
2. **Historical significance:** A topic is considered to have historical significance if it had influence, effect or impact on the course of history or cultural development; age alone does not determine significance.

APPLICATION PROCEDURES

Any individual, group or county historical commission (CHC) may apply to the THC to request an Official Texas Historical Marker for what it deems a worthy topic. Only complete marker applications that contain all the required elements can be accepted or processed by the THC. For subject markers, the required elements are sponsorship application form, 5-10 page narrative history and documentation.

- Completed applications must be duly reviewed, verified and approved by the CHC in the county in which the marker will be placed.
- The sponsorship application form, 5-10 page narrative history and documentation must be in the form of Microsoft Word or Word-compatible documents and submitted by email attachments to the THC from the CHC no later than 2 p.m. CDT, May 15, 2023. Paper copies of applications, whether mailed or delivered in person, cannot be accepted in lieu of the electronic version. THC email accepts mail no larger than 10 MB. You may split the application and materials into separate emails. Please note this in the email subject line. (Ex. Post Oak Co., Smith House, Email 1 of 3, etc.)
- Proposed marker topic must be given on the application. The THC will determine the official title should the application be approved.
- For markers without posts, the CHC must receive prior approval from the THC for the planned placement. Such prior approval is based on the following:
 - Submittal of a detailed plan for where the marker will be mounted, including the surface to which it will be placed (masonry, metal, wood); and
 - A statement of why a marker with a post is not feasible or preferred.
- Required font style and type size are a Times variant and 12-point.
- Narrative histories must be 5-10 pages typed in a double-spaced (or 1.5-spaced) format and include separate sections on context, overview and significance. Approved marker topics

have their inscriptions written based on the narrative submitted. The majority of the narrative must be solely about the marker topic.

- The narrative history must include documentation in the form of reference notes, which can be either footnotes, endnotes or parenthetical citations. Documentation associated with applications should be broad-based and demonstrate a survey of available resources, both primary and secondary.
- **The CHC or Marker Chair will forward the application and 5-10 page narrative history to markers@thc.texas.gov.** An email confirming receipt of your application will be sent to both the CHC and the Sponsor listed on the application. Be sure to check your junk mail box. If you do not receive confirmation from the THC Marker Team within five business days of sending your application, please contact our office.
- Once the CHC sends in the application, the sponsor mails the Marker Application Fee Invoice (Attachment B) and a \$100 payment to the THC mailing address noted on the Sponsor Fee Invoice postmarked by 2 p.m. CDT, May 15, 2023. Payment of the application fee does not guarantee approval of the historical marker and this fee is non-refundable.
- A copy or scan of proof of current ownership is required to verify the property owner information listed on the application (Attachment A), due by 2 p.m. CDT, May 15, 2023, unless the marker will be placed on a TxDOT right-of-way. You may access this information through county appraisal or tax records.
- **Marker application and supplemental materials must be submitted between March 1st and 2 p.m. CDT May 15th. Applications will not be considered for approval if received before or after the open marker application period of March 1 – 2 p.m. CDT, May 15, 2023.**

Once marker applications have passed preliminary review and the application fee and signed proof of property ownership have been received by THC, the application will be scored to determine whether the marker will be submitted to the Commissioners of the THC for final approval.

SCORING CRITERIA

- (1) 5 pts. max. Age;
- (2) 10 pts. max. Historical Significance/Architectural Significance;
- (3) 10 pts. max. State of Repair/Integrity;
- (4) 10 pts. max. Diversity of topic for addressing gaps in historical marker program;
- (5) 15 pts. max. Value of topic as an untold or untold aspect of Texas history;
- (6) 10 pts. max. Endangerment level of property, site or topic;
- (7) 10 pts. max. Available documentation and resources;
- (8) 10 pts. max. Diversity among this group of candidates;
- (9) 5 pts. max. Relevance to other commission programs; and
- (10) 15 pts. max. Relevance to the commission's current thematic priorities.

SPONSORSHIP PAYMENT INFORMATION

Prospective sponsors please note the following:

- Topics approved as Official Texas Historical Markers will require payment of the full marker amount within 45 days of the official approval notice. Payment must be received in full, accompanied by the THC payment form, postmarked by 5 p.m. CDT, September 15, 2023.
- Due to possible increases in shipping and material costs, marker prices are subject to change. Marker sponsors are responsible for paying the full cost of the historical marker and will be

notified via invoice with a 45-day payment deadline should marker prices increase. Sponsors may choose to withdraw from the marker process at any time before a marker is ordered, and will be refunded payment, not including the application fee.

- The THC is unable to process partial payments or to delay payment due to processing procedures of the sponsor. Applications not paid in the time frame required may, at the sole discretion of the THC, be cancelled or postponed.
- Payment does not constitute ownership of a marker; Official Texas Historical Markers are the property of the State of Texas.
- If at any time during the marker process sponsorship is withdrawn, a refund can be processed, but the THC will retain the application fee of \$100.
- The Official Texas Historical Marker Program provides no means of recognizing sponsors through marker text, incising or supplemental plaques.

SHIPPING INSTRUCTIONS

If the proposed marker site is on TxDOT right-of-way, the marker will be shipped directly to the district highway engineer for placement, with consultation from the CHC. If the marker will go on property other than TxDOT right-of-way, provide information in the space below. In order to facilitate marker delivery, residence addresses, post office box numbers and rural route numbers are not permitted. To avoid additional shipping charges or delays, use a business street address (open 8 a.m.—5 p.m., Monday through Friday). **THC is not responsible for additional shipping charges if multiple delivery attempts are made.**

RECORDS RETENTION BY CHC:

The CHC must retain hard copies of the application, as well as an electronic version, at least for the duration of the marker process. The THC is not responsible for lost applications, incomplete applications or applications not properly filed according to the program requirements. For additional information about any aspect of the Official Texas Historical Marker Program, visit the Markers page on the THC website (<http://www.thc.texas.gov/markers>).

IMPORTANT DATES TO KNOW:

March 1 – 2 pm CDT May 15th	CHC submits marker application and supporting documentation via email to: markers@thc.texas.gov
March 1 - May 15, 2023	Sponsor must mail \$100 application fee (postmarked by May 15th) to: Marker Program P.O. Box 12276 Austin, TX 78711-2276
After THC July Quarterly Meeting, by August 2, 2023	Staff send out notifications via email to sponsor & CHC Chair or Marker Chair. If approved, an invoice for the marker fee will be attached with a postmarked due date of September 15 th .
September 15, 2023	Marker Fee due (postmarked by September 15 th)

TEXAS HISTORICAL COMMISSION

ATTACHMENT A

SUBJECT MARKERS:

PERMISSION OF PROPERTY OWNER FOR MARKER PLACEMENT

Please fill out this attachment, print, and sign. Return completed form **along with proof of ownership (in form of deed or tax appraisal records)** to our offices via email (markers@thc.texas.gov), fax, or mail postmarked by 2 p.m. CDT, May 15, 2023.

Proposed marker topic:

County:

Will the marker be placed on right-of-way maintained by the Texas Department of Transportation (TxDOT)?

☐ Yes ☐ No

If the answer is yes, the THC will secure the necessary permission from TxDOT, and no other information is required. If the answer is no, please provide the following information for the person or group who owns the property.

Property owner:

Address:

City, State, Zip:

Phone:

Email address:

I, _____, certify that I am the legal owner or authorized representative of the property owner noted herein, and further certify that I have read the information regarding Official Texas Historical Markers and that I voluntarily seek the marker for the property described herein, and proof of ownership is attached to this form. I further certify that I will comply with the policies and procedures of the Official Texas Historical Marker Program.

Signature: _____

NOTE: The property owner will not receive copies of correspondence from the THC. All procedural correspondence (notice of receipt, requests for additional information, inscription, shipping notice, etc.) will be sent by email to the THC representative, who is encouraged to share the information with all interested parties as necessary.

Texas Historical Commission
History Programs Division
P.O. Box 12276, Austin, TX 78711-2276
Phone 512/463-5853
markers@thc.texas.gov



TEXAS HISTORICAL COMMISSION

ATTACHMENT B

OFFICIAL TEXAS HISTORICAL MARKER
Sponsorship Fee Invoice

Please fill out this attachment, print, and sign. Return to our offices via mail postmarked by 2 p.m. CDT, May 15, 2023, along with a \$100 check or payment information noted below. Do not send this form via email.

Proposed Marker Topic:

County:

Note:

- We will not accept multiple payments for one marker, only one form of payment please.
- If overnighting mail, please send by UPS or FedEx to: 1511 Colorado St. Austin, TX 78701.
- Note that the \$100 application fee will not be waived for resubmissions from previous years.

Please fill out the information below for billing purposes, even if paying by check:

Name of sponsor(s):

Address:

City, State, Zip:

Phone:

Email address:

Payment enclosed (make check payable to Texas Historical Commission)

OR

Bill to credit card (only VISA or MC accepted): ☐ Visa ☐ MasterCard

Card number _____

Exp. Date _____ Security Code _____

Name (as it appears on card) _____

***THC Staff Services will run credit card payments in batches using a state approved payment processing program. "THC Virtual Austin" will show as the Merchant Name on your credit card statement once the payment has been processed.

Signature: _____

Texas Historical Commission
History Programs Division
P.O. Box 12276, Austin, TX 78711-2276
Phone 512/463-5853
markers@thc.texas.gov





City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 11
Agenda Title: Hold a public hearing on the adoption of updated roadway impact fees.

Council Action to be taken: Hold public hearing

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager and Grady Reed,
HDR

1. PURPOSE/DESCRIPTION

The City is in the process of updating its water, sewer and transportation impact fees. Council appointed a capital improvements advisory committee on August 25, 2022 to review and advise the City Council on the proposed capital improvements to be funded by the impact fees. The committee has completed its review of the roadway impact fees and has recommended that City Council begin the adoption process of the updated fees. Council authorized the publication of a public hearing at its meeting on March 23, 2023. This agenda item provides for the public hearing.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council approved a contract with Lionheart Places to update the City's comprehensive plan and the water, sewer, and transportation impact fees. Lionheart selected HDR as their sub-consultant to prepare the impact fee updates.

Following the completion of the Envision Taylor comprehensive plan which includes the Future Land Use plan, HDR began updating the City's water, sewer and transportation master plans and recommended capital improvements necessary to support the projected growth and land use assumptions in the comprehensive plan.

The adoption and update of impact fees is governed by Texas Local Government Code Chapter 395. This statute requires the City Council to appoint a capital improvements advisory committee. The statute allows the City to use the Planning and Zoning Commission as the advisory committee. If the impact fees will apply in the ETJ, which they will, the committee must also include a representative from the ETJ.

City Council appointed the Planning and Zoning Commission as the capital improvements advisory committee and added Ed Komandosky as the ETJ representative.

The committee met in September, October, November, January, February and March to review the proposed capital improvement plans and the associated impact fees. The committee met on March 14, 2023 to recommend approval of the roadway capital improvements plan and impact fees.

The City published notice of the public hearing on the adoption of the updated fees 30 days prior to the public hearing date. Staff is recommending that Council hold the public hearing.

After the public hearing, staff will prepare the ordinance adopting the updated fees and schedule it for Council consideration in May.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Required by statute.	N/A

4. RECOMMENDATION

Hold the public hearing.

5. FUNDING SOURCE

The impact fee update consulting services is funded by the impact fee funds.

6. TIMELINE

Envision Taylor comprehensive plan was adopted November 18, 2021
Amendment adopted May 12, 2022
HDR completed water, sewer, and transportation master plan drafts summer 2022
Council appointed the Impact Fee Advisory Committee on August 25, 2022
The Impact Fee Advisory Committee met September, October and November 2022 and January, February, and March 2023
City Council authorized publication of public hearing on the adoption of the water and sewer impact fees March 23, 2023
Public hearing on adoption of roadway impact fees April 27, 2023
Council to consider ordinance adopting the fees in May 2023

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 11a. [Presentation from HDR regarding roadway impact fees](#)
- 11b. [Roadway impact fee report](#)
- 11c. [Roadway Impact Fee Appendix](#)



2023 ROADWAY IMPACT FEE

Public Hearing

City of Taylor

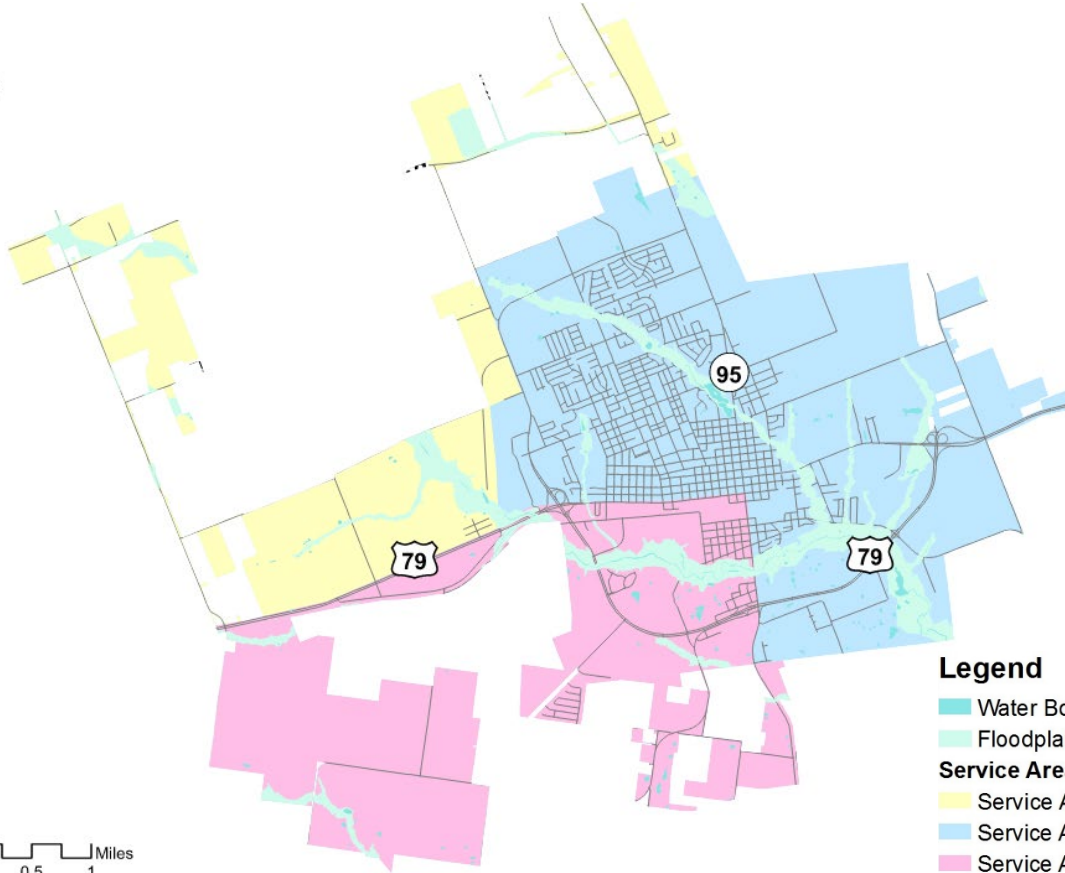
April 27, 2023



PURPOSE OF THIS PUBLIC HEARING

- Present the results of the roadway impact fee study.
 - Future Impact Fee Application Area
 - Impact Fee Land Use Plan
 - Roadway CIP and Cost Allocations
 - Impact Fee Calculations
 - Impact Fee Committee Recommendation

IMPACT FEE SERVICE AREAS



Legend

- Water Bodies
- Floodplain

Service Areas

- Service Area 1
- Service Area 2
- Service Area 3

LAND USE (SUMMARY)

Land Use	2022	2032	10 Year Increment
Residential (DUs ¹)	7,081	10,484	3,403
Basic (KSF ²)	2,216	11,951	9,735
Retail (KSF)	1,131	1,668	537
Service (KSF)	1,244	2,554	1,309

¹ Dwelling Units

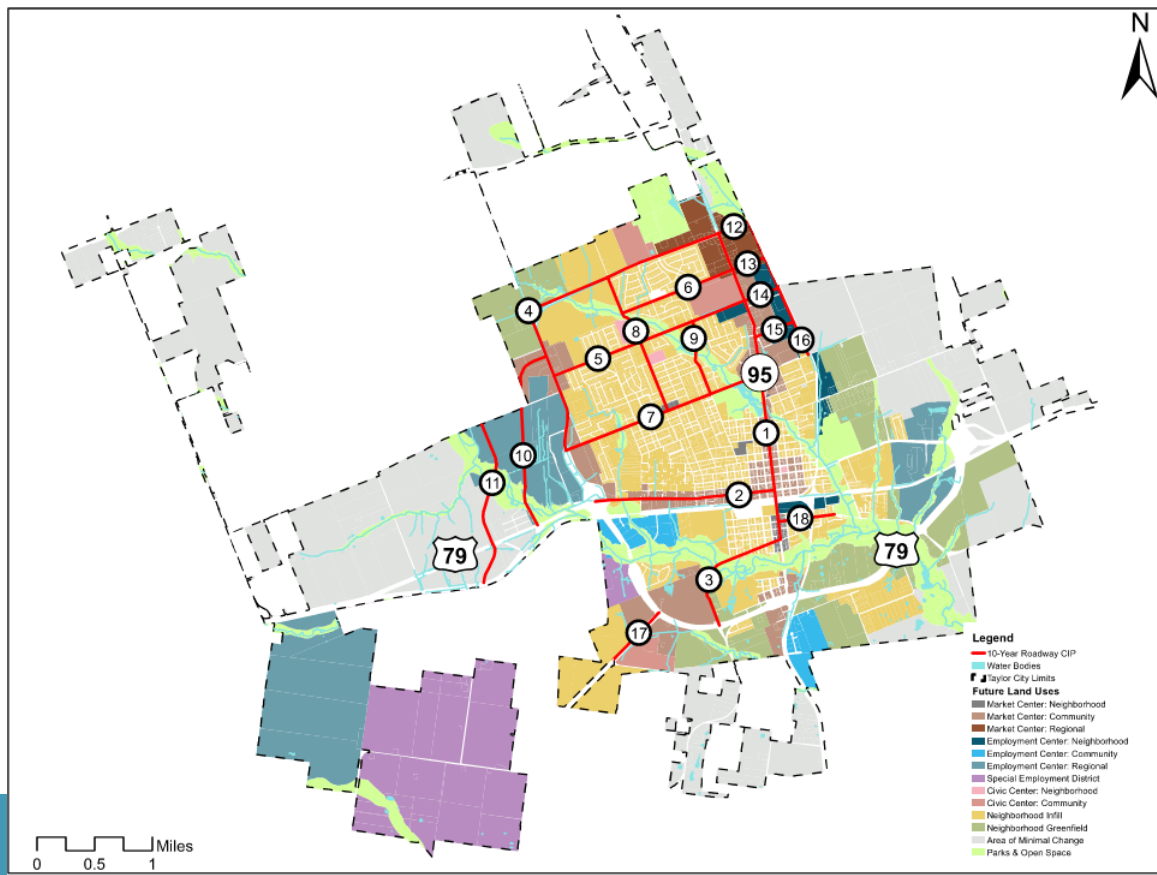
² 1,000 Square Feet

VEHICLE-MILES OF NEW 10-YR DEMAND

Service Area	Vehicle-Miles
1	1,620
2	29,166
3	37,538
Total	68,324

10-YEAR ROADWAY CIP

CIP ID	Roadway CIP Projects	Rough Order of Magnitude Cost (\$)
1	Main St (SH 95)	\$ 3,865,000
2	2nd St	\$ 20,380,000
3	Rio Grande St (CR 404)	\$ 15,025,000
4	Carlos G Parker Blvd (FM 397)	\$ 4,730,000
5	Mallard Ln	\$ 5,100,000
6	TH Johnson Dr	\$ 2,675,000
7	Lake Dr	\$ 7,710,000
8	North Dr	\$ 2,670,000
9	Davis St	\$ 1,455,000
10	Justin Ln	\$ 18,000,000
11	Proposed N/S Community Blvd east of CR 373	\$ 24,000,000
12	Carlos G Parker Blvd (FM 397) Extension	\$ 4,600,000
13	TH Johnson Dr Extension	\$ 4,300,000
14	Mallard Ln Extension	\$ 4,300,000
15	Proposed E/W Neighborhood Ave south of Mallard Ln	\$ 5,000,000
16	Proposed N/S Neighborhood Ave east of Main St (SH 95)	\$ 16,400,000
17	FM 973	\$ 7,600,000
18	MLK Jr Blvd (FM 112)	\$ 2,210,000
Total:		\$ 150,020,000



MAXIMUM AND RECOMMENDED IMPACT FEE

Service Area	Maximum Assessable Roadway Impact Fee		Recommended Roadway Impact Fee	
	Per Service Unit (per Vehicle-Mile)	Per Single-Family Dwelling Unit	Per Service Unit (per Vehicle-Mile)	Per Single-Family Dwelling Unit
1	\$7,988	\$34,989.35	\$1,500	\$6,570.60
2	\$1,847	\$8,088.70	\$710	\$3,111.99
3	\$710	\$3,111.99	\$710	\$3,111.99

COMMITTEE ACTIONS

- Verified:
 - The land use basis for the CIP
 - That the CIP had been reasonably defined.
 - That the maximum impact fee had been reasonably calculated.
 - The resultant maximum fee is \$7,988 (Area 1), \$1,847 (Area 2) and \$710 (Area 3).
- Recommended that Council adopt a fee of \$1,500 (Area 1) and \$710 (Areas 2 and 3).

IMPACT FEE COMPARISON

City	Maximum Assessable Roadway Impact Fee Per Service Unit	Adopted Roadway Impact Fee Per Service Unit
Hutto	\$2,396	\$784.31 ^b
Pflugerville	\$2,554 ^a	\$1,192 ^b (1/1/2021–12/31/2022)
		\$1,590 ^b (From 1/1/2023)
Leander	\$1,093 ^a	\$546.60 ^{a, b}
Austin (Inside Loop)	\$2,184 ^a	\$850 ^b
Austin (Outside Loop)	\$2,923 ^a	\$850 ^b
Georgetown	\$2,499 ^a	\$925.52 ^{a, b} (3/1/2023–2/28/2026)
		1,388.30 ^{a, b} (From 3/1/2026)
Round Rock	\$2,707 ^a	\$753 ^b (Before 1/1/2022)
		1,130 ^b (1/1/2022–12/31/2023)
		\$1,507 ^b (From 1/1/2024)
Taylor – New (Service Area 1)	\$7,988	\$1,500 ^c
Taylor – New (Service Area 2)	\$1,847	\$710 ^c
Taylor – New (Service Area 3)	\$710	\$710 ^c

^a Averaged across Service Areas

^b Impact Fee/Service Unit for Residential land uses

^c Recommended Roadway Impact Fee



2023 Update of the Roadway Impact Fees

City of Taylor

Taylor, Texas
March 15, 2023



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2023 Update of the Roadway Impact Fees

City of Taylor

Taylor, Texas
March 15, 2023

Prepared for

City of Taylor

Prepared by

HDR Engineering, Inc.

Texas P.E. Firm Registration No. F-754

504 Lavaca Street, Suite 900

Austin, Texas 78701 USA

Telephone: 512 904-3700

Website: hdrinc.com

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1.0 Introduction and Summary

The City of Taylor (City) is in the process of updating its roadway impact fees to keep the fee current with anticipated growth and an updated Capital Improvements Plan (CIP). This report presents HDR Engineering, Inc.'s (HDR) maximum impact fee determination for consideration by the City's Capital Improvements Advisory Committee and the Taylor City Council.

Chapter 395 of the Texas Local Government Code requires an impact fee analysis before impact fees can be created or updated and assessed. Chapter 395 defines 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 2011). Chapter 395 identifies the following items as impact fee eligible costs:

- Construction contract price;
- Surveying and engineering fees;
- Land acquisition costs;
- Fees paid to the consultant preparing or updating the capital improvements plan (CIP); and
- Projected interest charges and other financing costs for projects identified in the CIP.

Chapter 395 also identified items that impact fees cannot be used to pay for, such as:

- Construction, acquisition, or expansion of public facilities or assets other than those identified in the capital improvements plan;
- Repair, operation, or maintenance of existing or new capital improvements;
- Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;
- Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;
- Administrative and operating costs of the political subdivision;
- Principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed above.

The methodology to determine the maximum fee amount considers two options. Consistent with State law, each fee component is calculated with either: (1) consideration of a credit for other methods of payments for utility capital by a new customer, such as through taxes, or alternatively, (2) a reduction of the maximum fee amount equal to 50% of the unit capital cost of providing new service. By maximum amounts, this means that the determined fee amount was calculated as the highest that can be lawfully levied by the City, given the prospective land uses and capital improvements plan, the cost of existing and new utility capacity, and consideration of a credit to new customers for capital contributions made through rate payments. The City Council can decide to enact fees less than the maximum amounts shown in this report. The

maximum fee amounts do not include capital costs for facilities required to be provided by developers at their own expense.

Data on current roadway demand, existing roadway capacity, needed future roadway improvements, outstanding debt, and prospective cash versus debt financing were obtained from or coordinated with the City of Taylor staff. HDR combined these elements into the maximum impact fee calculations presented in this report.

2.0 Impact Fee Service Areas

The City limits and impact fee service areas for transportation facilities are shown in Figure 1. The City was divided into three (3) service areas. For the roadway impact fee, the services areas are restricted to the city limits and the extraterritorial jurisdiction (ETJ) is excluded. Service areas were defined based on the city limits, transportation boundaries, and planned growth areas as defined in the Envision Taylor Comprehensive Plan. The services areas are limited to a six (6) mile maximum.

The fee application areas in its city limits would be the locations in which Taylor may levy the impact fees in-part or in-full.

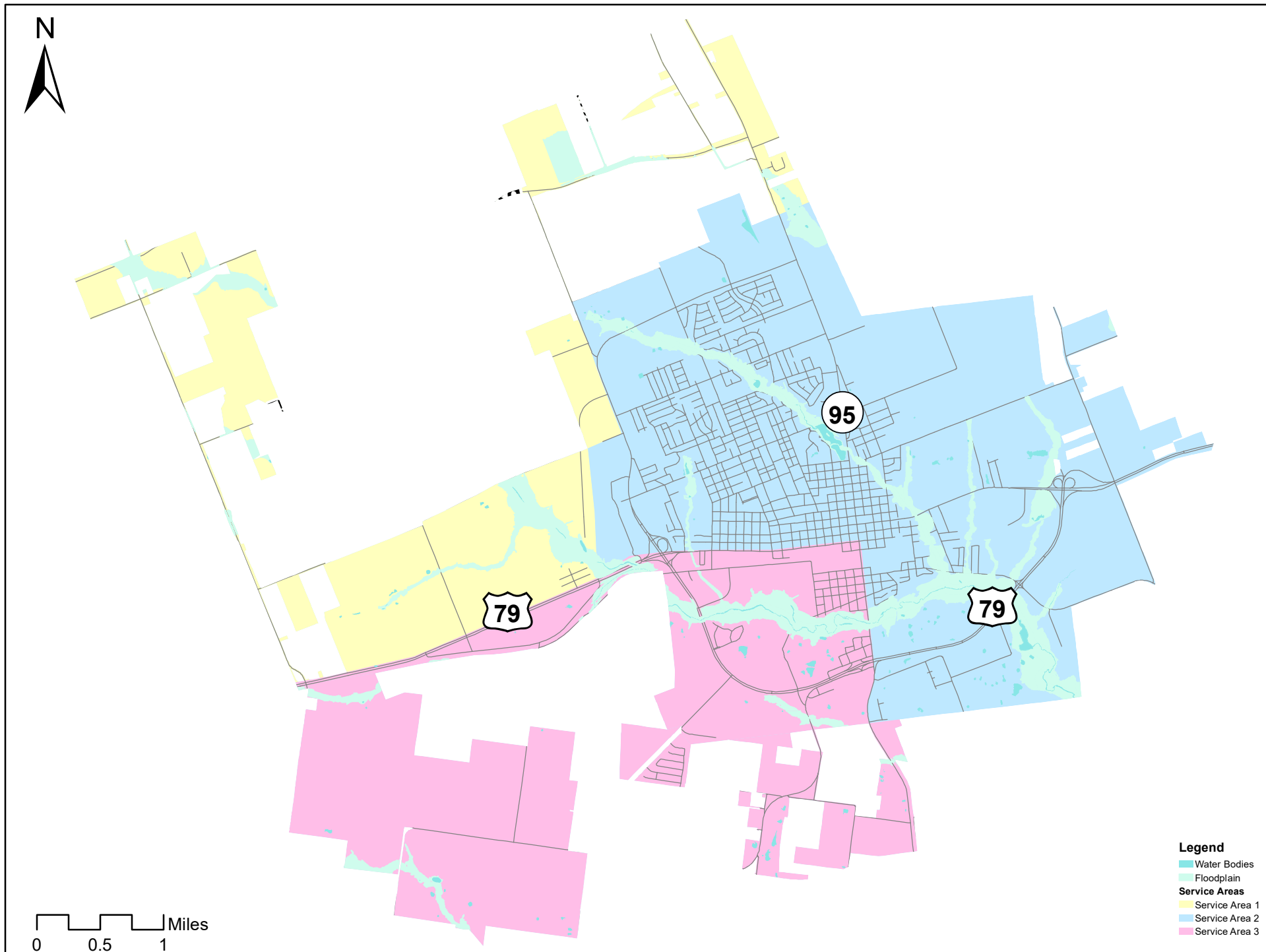


Figure 1. Taylor Roadway Impact Fee Service Areas

3.0 Land Use Assumptions

Table 1 provides an estimate of the current and future land use within city limits. Existing land use data was obtained from a comparison of the City's Existing Zoning Map and Capital Area Metropolitan Planning Organization's (CAMPO) 2015 and 2025 Travel Demand Models.

CAMPO's Travel Demand Models were modified to show potential changes in land use over a 10-year period consistent with the pattern in the Future Land Use Map (FLUM) approved in the Envision Taylor Comprehensive Plan. Maps of the current and future land uses are included in Appendix B.

Table 1. Current and Projected Land Use

Land Use	2022	2032	10 Year Increment
Residential (DUs ¹)	7,081	10,484	3,403
Basic (KSF ²)	2,216	11,951	9,735
Retail (KSF)	1,131	1,668	537
Service (KSF)	1,244	2,554	1,309

¹ Dwelling Units

² 1,000 Square Feet

4.0 Identified Major Capital Improvement Needs and Costs

Given the projected growth in transportation demands, existing capacity, and the modeling of infrastructure needs, various additional facilities have been identified to meet the needs for the next 10 years. In the years of anticipated construction, the City's 10-year capital need for new capacity totals \$150 million for transportation (see Appendix C for a Summary of 10-Year Roadway CIP Projects and Appendix D for Cost Estimates). These are planning-level estimates of future project costs recoverable by the impact fee. Actual project cost will vary. It is important to note that not all of this cost is assigned to new customers in the 10-year planning period. The 10-year Roadway CIP is shown in Figure 2. Table 2 through Table 4 show conceptual level cost projections of the Roadway Impact Fees in the CIP by service area.

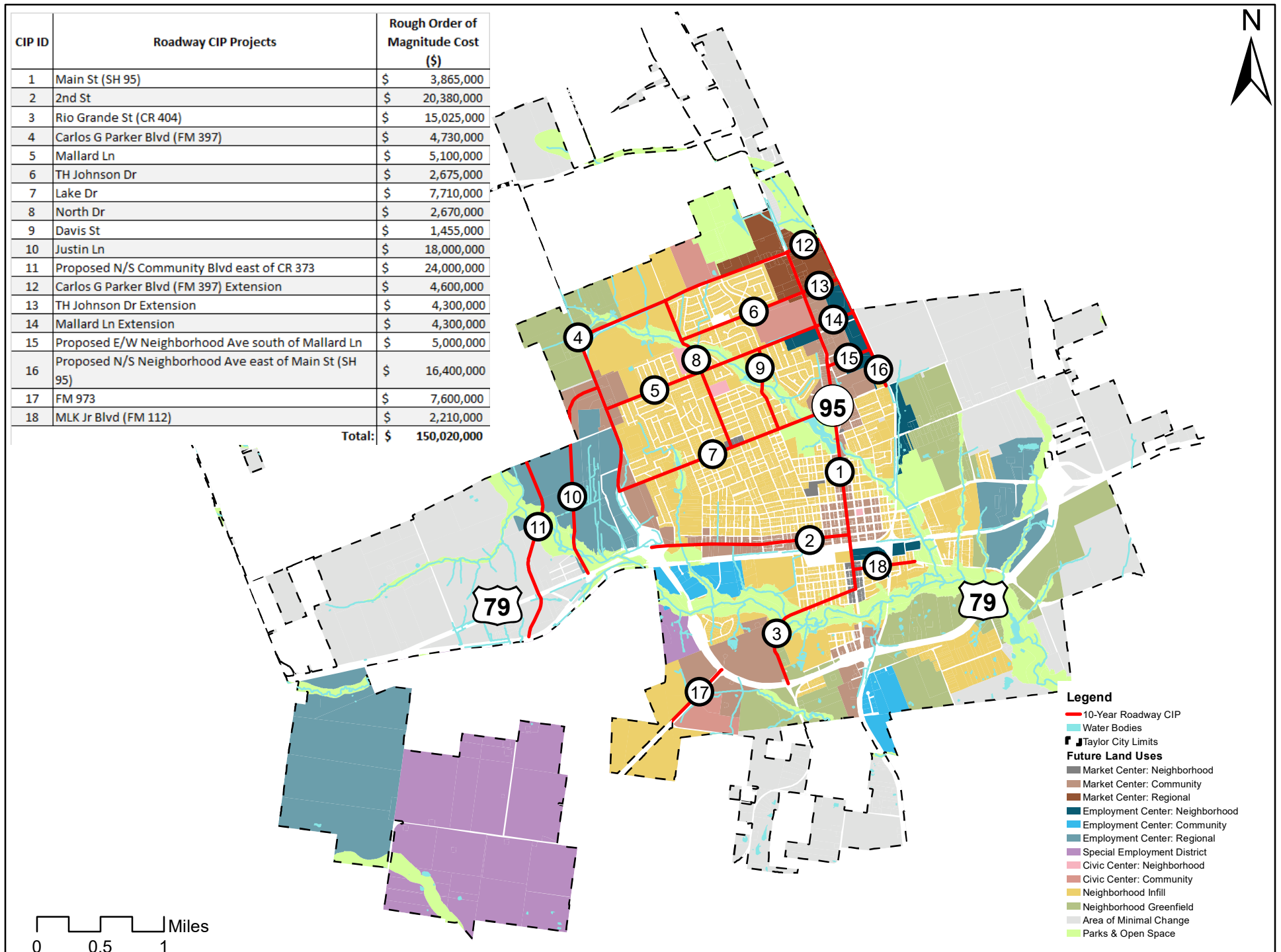


Figure 2. 10-Year Roadway CIP

Table 2. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 1

Project ID	Roadway	Limits	Improvement	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
Roadway Improvements							
R1-A	Justin Ln	from Carlos G Parker Blvd (FM 397) to CR 398	Upgrade roadway to Community Boulevard cross-section	0.379	100%	\$5,300,000	\$5,300,000
R1-B	Justin Ln	from CR 398 to south of CR 398	Upgrade roadway to Neighborhood Avenue cross section	0.682	100%	\$7,800,000	\$7,800,000
R1-C	Justin Ln	from south of CR 398 to US 79	Construction of roadway as Neighborhood Avenue	0.379	100%	\$4,900,000	\$4,900,000
R1-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	Construction of roadway as Community Boulevard	1.460	75%	\$24,000,000	\$18,082,192
Project ID	Location		Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements							
I1-A	Carlos G Parker Blvd (FM 397) & Justin Ln		Construction of an eastbound left-turn lane	0.045	100%	\$135,000	\$135,000
Service Area 1 Total Costs							
Service Area Roadway Project Cost Subtotal						\$36,082,192	
Service Area Sidewalk Project Cost Subtotal						\$0	
Service Area Intersection Project Cost Subtotal						\$135,000	
Total Cost in Service Area 1						\$36,217,192	

¹ Length for signalization improvements corresponds to the intersection turn-lane improvement length of the highest demand minor-street approach

Table 3. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2

Project ID	Roadway	Limits	Improvement	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
Roadway and Sidewalk Improvements							
R2-A	Carlos G Parker Blvd (FM 397) Extension	from Main St (SH 95) to RR track	Construction of roadway as Community Boulevard	0.284	100%	\$4,600,000	\$4,600,000
R2-B	TH Johnson Dr Extension	from Main St (SH 95) to RR track	Construction of roadway as Neighborhood Avenue	0.303	100%	\$4,300,000	\$4,300,000
R2-C	Mallard Ln Extension	from Main St (SH 95) to RR track	Construction of roadway as Neighborhood Avenue	0.303	100%	\$4,300,000	\$4,300,000
R2-D	Proposed N/S Neighborhood Ave east of Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Lake Dr	Construction of roadway as Neighborhood Avenue	1.288	100%	\$16,400,000	\$16,400,000
R2-E	Proposed E/W Neighborhood Ave south of Mallard Ln	from Main St (SH 95) to RR track	Construction of roadway as Neighborhood Avenue	0.360	100%	\$5,000,000	\$5,000,000
S2-A	Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Rio Grande St (CR 404)	Installation of missing sidewalk	1.450	98%	\$2,800,000	\$2,756,113
S2-B	Carlos G Parker Blvd (FM 397)	from Proposed Trail (West of North Dr) to Main St (SH 95)	Installation of missing sidewalk	1.820	100%	\$3,000,000	\$3,000,000
S2-C	Mallard Ln	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	Installation of missing sidewalk and restriping	2.320	100%	\$4,500,000	\$4,500,000
S2-D	TH Johnson Dr	from North Dr to Main St (SH 95)	Installation of missing sidewalk	0.900	100%	\$1,400,000	\$1,400,000
S2-E	North Dr	from Carlos G Parker Blvd (FM 397) to Lake Dr	Installation of missing sidewalk	1.330	100%	\$1,900,000	\$1,900,000
S2-F	Lake Dr	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	Installation of missing sidewalk	2.870	100%	\$5,900,000	\$5,900,000
S2-G	Davis St	from Mallard Ln to Lake Dr	Installation of missing sidewalk	0.650	100%	\$1,200,000	\$1,200,000
S2-H	MLK Jr Blvd (FM 112)	From Main St (SH 95) to Threadgill St	Installation of missing sidewalk	0.920	100%	\$1,900,000	\$1,900,000
Project ID	Location		Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements							
I2-A	Main St (SH 95) and Carlos G Parker Blvd (FM 397)		Construction of a southbound right-turn lane	0.095	100%	\$510,000	\$510,000
I2-B	Carlos G Parker Blvd (FM 937) and Justin Ln		Construction of a northbound left-turn lane	0.104	100%	\$440,000	\$440,000
I2-C	Carlos G Parker Blvd (FM 937) and Pivot Dr		Construction of a southbound left-turn lane	0.076	100%	\$415,000	\$415,000
I2-D	Carlos G Parker Blvd (FM 937) and Pivot Dr		Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-E	Carlos G Parker Blvd (FM 937) and CR 366 (Old Georgetown Rd)		Construction of an eastbound left-turn lane	0.094	100%	\$320,000	\$320,000
I2-F	Mallard Ln and Meadow Ln		Signalization once warrants are met	0.038	100%	\$500,000	\$500,000
I2-G	Mallard Ln and Meadow Ln		Construction of an eastbound left-turn lane	0.033	100%	\$25,000	\$25,000

Table 3. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2 (Continued)

Project ID	Location	Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements (Continued)						
I2-H	Mallard Ln and Meadow Ln	Construction of a southbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-I	Mallard Ln and Meadow Ln	Construction of a westbound left-turn lane	0.038	100%	\$25,000	\$25,000
I2-J	Mallard Ln and Meadow Ln	Construction of a northbound left-turn lane	0.022	100%	\$25,000	\$25,000
I2-K	TH Johnson Dr and North Dr	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-L	TH Johnson Dr and North Dr	Construction of a northbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-M	TH Johnson Dr and North Dr	Construction of an eastbound left-turn lane	0.034	100%	\$145,000	\$145,000
I2-N	TH Johnson Dr and North Dr	Construction of a southbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-O	TH Johnson Dr and North Dr	Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-P	TH Johnson Dr and Bill Pickett Tr	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-Q	TH Johnson Dr and Bill Pickett Tr	Construction of an eastbound left-turn lane	0.047	100%	\$30,000	\$30,000
I2-R	TH Johnson Dr and Bill Pickett Tr	Construction of a southbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-S	North Dr and Mallard Ln	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-T	North Dr and Mallard Ln	Construction of a northbound left-turn lane	0.033	100%	\$220,000	\$220,000
I2-U	North Dr and Mallard Ln	Construction of an eastbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-V	North Dr and Mallard Ln	Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-W	Davis St and Mallard Ln	Construction of a northbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-X	Davis St and Mallard Ln	Construction of an eastbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-Y	Davis St and Mallard Ln	Construction of a southbound left-turn lane	0.033	100%	\$180,000	\$180,000
I2-Z	Davis St and Mallard Ln	Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-AA	Main St (SH 95) and Lake Dr	Construction of an eastbound left-turn lane	0.028	100%	\$220,000	\$220,000
I2-AB	Main St (SH 95) and Lake Dr	Construction of a westbound left-turn lane	0.009	100%	\$115,000	\$115,000
I2-AC	Main St (SH 95) and 7th St	Construction of an eastbound left-turn lane	0.027	100%	\$110,000	\$110,000

Table 3. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2 (Continued)

Project ID	Location	Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements (Continued)						
I2-AD	Main St (SH 95) and 7th St	Construction of a westbound left-turn lane	0.023	100%	\$110,000	\$110,000
I2-AE	Carlos G Parker Blvd (FM 937) and Lake Dr	Construction of a westbound right-turn lane	0.038	100%	\$395,000	\$395,000
I2-AF	Lake Dr and North Dr	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-AG	Lake Dr and North Dr	Construction of an eastbound left-turn lane	0.028	100%	\$165,000	\$165,000
I2-AH	Lake Dr and Davis St	Signalization once warrants are met	0.030	100%	\$500,000	\$500,000
I2-AI	Lake Dr and Davis St	Construction of a northbound left-turn lane	0.037	100%	\$150,000	\$150,000
I2-AJ	Lake Dr and Davis St	Construction of an eastbound left-turn lane	0.026	100%	\$170,000	\$170,000
I2-AK	Lake Dr and Davis St	Construction of a southbound left-turn lane	0.030	100%	\$205,000	\$205,000
I2-AL	Lake Dr and Davis St	Construction of a westbound left-turn lane	0.026	100%	\$120,000	\$120,000
I2-AM	Rio Grande St (CR 404) and Main St (SH 95)	Construction of a westbound left-turn lane	0.026	100%	\$160,000	\$160,000
I2-AN	MLK Jr Blvd (FM 112) and Main St (SH 95)	Construction of a westbound left-turn lane	0.057	100%	\$115,000	\$115,000
Service Area 2 Total Costs						
Service Area Roadway Project Cost Subtotal						\$34,600,000
Service Area Sidewalk Project Cost Subtotal						\$22,556,113
Service Area Intersection Project Cost Subtotal						\$7,645,000
Total Cost in Service Area 2						\$64,801,113

¹ Length for signalization improvements corresponds to the intersection turn-lane improvement length of the highest demand minor-street approach

Table 4. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 3

Project ID	Roadway	Limits	Improvement	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
Roadway and Sidewalk Improvements							
R3-A	Rio Grande St (CR 404)	from Main St (SH 95) to US 79	Upgrade roadway to Neighborhood Avenue cross section	1.136	100%	\$14,400,000	\$14,400,000
R3-B	FM 973	from US 79 to north of Wesley Miller Ln	Upgrade roadway to Community Boulevard cross section	0.554	100%	\$7,600,000	\$7,600,000
R3-C	2 nd St	from US 79 to Main St (SH 95)	Upgrade roadway to Community Boulevard cross section	1.56	100%	\$19,300,000	\$19,300,000
R3-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	Construction of roadway as Community Boulevard	1.460	25%	\$24,000,000	\$5,917,808
S3-A	Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Rio Grande St (CR 404)	Installation of missing sidewalk	1.450	2%	\$2,800,000	\$43,887
Project ID	Location		Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements							
I3-A	Rio Grande St (CR 404) and Main St (SH 95)		Construction of an eastbound left-turn lane	0.031	100%	\$145,000	\$145,000
I3-B	Rio Grande St (CR 404) and US 79		Construction of a northbound left-turn lane	0.044	100%	\$155,000	\$155,000
I3-C	Rio Grande St (CR 404) and US 79		Construction of a southbound left-turn lane	0.044	100%	\$165,000	\$165,000
I3-D	MLK Jr Blvd (FM 112) and Main St (SH 95)		Construction of an eastbound left-turn lane	0.038	100%	\$195,000	\$195,000
I3-E	2 nd St and Sloan St		Construction of a northbound left-turn lane	0.011	100%	\$260,000	\$260,000
I3-F	2 nd St and Sloan St		Construction of a southbound left-turn lane	0.028	100%	\$115,000	\$115,000
I3-G	2 nd St and Howard St		Signalization once warrants are met	0.019	100%	\$500,000	\$500,000
I3-H	2 nd St and Howard St		Construction of a southbound left-turn lane	0.019	100%	\$205,000	\$205,000
Service Area 3 Total Costs							
Service Area Roadway Project Cost Subtotal						\$47,217,808	
Service Area Sidewalk Project Cost Subtotal						\$43,887	
Service Area Intersection Project Cost Subtotal						\$1,740,000	
Total Cost in Service Area 3						\$49,001,695	

¹ Length for signalization improvements corresponds to the intersection turn-lane improvement length of the highest demand minor-street approach

5.0 Roadway Impact Fee Methodology and Calculations

Service units are the measure used to calculate the use of the roadway network by new development. For the roadway impact fee, the service units are established as vehicle-miles of travel. A vehicle-mile is the capacity of a single lane of travel in the PM peak hour by a vehicle. The impact fee will establish a maximum cost per vehicle-mile of travel.

The increase in vehicle-miles of travel is based on the projected increase in residential dwelling units, basic employment, retail, and service employment, as shown in Table 1. The growth in vehicle-miles of travel for each service area is calculated in Table 5 and summarized in Table 6.

Table 5. 10-Year (2022-2032) Growth Projection¹

Service Area	Residential			Non-Residential										Total Vehicle -Miles ⁹
	Dwelling Units	Transportation Demand Factor ²	Vehicle -Miles ³	Area (KSF)			Transportation Demand Factor ⁴			Vehicle-Miles ⁸				
				Basic	Retail	Service	Basic ⁵	Retail ⁶	Service ⁷	Basic	Retail	Service	Total	
1	101	4.38	443	223	13	24	3.90	7.71	8.64	872	99	206	1,177	1,620
2	2,941		12,884	666	479	1,157				2,598	3,692	9,993	16,282	29,166
3	361		1,579	8,846	45	129				34,498	347	1,113	35,959	37,538
Totals	3,403		14,907	9,735	537	1,309				37,967	4,138	11,312	53,418	68,324

Notes:

1. Based on Linear Interpolation from Capital Area Metropolitan Planning Organization (CAMPO) 2015 - 2045 Travel Demand Models
2. Transportation Demand Factor (TDF) for each Service Area (from Appendix A: Land Use/Vehicle-Mile of Travel Equivalency Table (LUVMET)) using Single-Family Detached Housing land use
3. Calculated by multiplying TDF by the number of dwelling units
4. TDFs from LUVMET for each land use
5. "Basic" corresponds to General Light Industrial land use
6. "Retail" corresponds to Shopping Center land use
7. "Service" corresponds to General Office land use
8. Calculated by multiplying TDF by the number of thousand square feet for each land use
9. Residential plus non-residential vehicle-mile totals for each Service Area

Table 6. 10-Year (2022-2032) Growth Projection – Vehicle-Miles

Service Area	Vehicle-Miles
1	1,620
2	29,166
3	37,538
Total	68,324

A maximum assessable roadway impact fee is calculated for each service area. Table 7 documents the calculations and presents the maximum fee for each service unit within each service area. Appendix E through Appendix H provide further documentation of calculations shown in Table 7.

Table 7. Maximum Assessable Roadway Impact Fee

Calculations		Service Area		
Cost of Roadway Impact Fee CIP Attributable to New Growth		1	2	3
R1	Total Vehicle-Miles of Roadway Capacity Added by the Roadway Impact Fee CIP (Appendix E: Roadway CIP Service Units of Supply)	3,861	3,959	9,387
R2	Total Vehicle-Miles of Existing Roadway Demand (Appendix E: Roadway CIP Service Units of Supply)	450	0	3,481
R3	Total Vehicle-Miles of Existing Deficiencies (Appendix F: Existing Roadway Facilities Inventory)	0	0	0
R4	Net Amount of Vehicle-Miles of Roadway Capacity Added (Line R1 - Line R2 - Line R3)	3,411	3,959	5,906
R5	Total Cost of the Roadway & Sidewalk Impact Fee CIP within the Service Area (10-Year RIF CIP with Conceptual Level Cost Projections Tables)	\$36,082,192	\$57,156,113	\$47,261,695
R6	Cost of Net Roadway Capacity Supplied (Line R4 / Line R1) * (Line R5)	\$31,874,695	\$57,156,113	\$29,734,642
R7	Cost to Meet Existing Roadway Needs and Usage (Line R5 - Line R6)	\$4,207,497	\$0	\$17,527,053
R8	Total Vehicle-Miles of New Demand Over Ten Years (Table 7. 10-Year (2022-2032) Growth Projection – Vehicle-Miles)	1,620	29,166	37,538
R9	Percent of Roadway Capacity Added Attributable to New Growth (Line R8 / Line R4)	47.5%	736.7%	635.6%
R10	Chapter 395 Check (If Line R8 > Line R4, Reduce Line R9 To 100%)	47.5%	100.0%	100.0%
R11	Cost of Roadway Impact Fee CIP Attributable to New Growth (Line R6 * Line R10)	\$15,138,749	\$57,156,113	\$29,734,642
Cost of Intersection Impact Fee CIP Attributable to New Growth		1	2	3
I1	Total Vehicle-Miles of Intersection Capacity Added by the Roadway Impact Fee CIP (Appendix G: Intersection CIP Service Units of Supply)	101	2,897	485
I2	Total Vehicle-Miles of Existing Intersection Demand (Appendix G: Intersection CIP Service Units of Supply)	28	522	19
I3	Total Vehicle-Miles of Existing Deficiencies (Appendix F: Existing Roadway Facilities Inventory)	0	0	0
I4	Net Amount of Vehicle-Miles of Intersection Capacity Added (Line I1 - Line I2 - Line I3)	74	2,375	466
I5	Total Cost of the Intersection Impact Fee CIP within the Service Area (10-Year RIF CIP with Conceptual Level Cost Projections Tables)	\$135,000	\$7,645,000	\$1,740,000
I6	Cost of Net Intersection Capacity Supplied (Line I4 / Line I1) * (Line I5)	\$98,125	\$6,267,096	\$1,670,094
I7	Cost to Meet Existing Intersection Needs and Usage (Line I5 - Line I6)	\$36,875	\$1,377,904	\$69,906
I8	Total Vehicle-Miles of New Demand Over Ten Years (Table 7. 10-Year (2022-2032) Growth Projection – Vehicle-Miles)	1,620	29,166	37,538
I9	Percent of Intersection Capacity Added Attributable to New Growth (Line I8 / Line I4)	2196.1%	1228.1%	8063.4%
I10	Chapter 395 Check (If Line I8 > Line I4, Reduce Line I9 To 100%)	100.0%	100.0%	100.0%
I11	Cost of Intersection Impact Fee CIP Attributable to New Growth (Line I6 * Line I10)	\$98,125	\$6,267,096	\$1,670,094

Table 7. Maximum Assessable Roadway Impact Fee (Continued)

Calculations		Service Area		
Maximum Assessable Fee Per Service Unit Fee		1	2	3
12	Cost of Total Roadway Impact Fee CIP Attributable to New Growth (Line R11 + Line I11)	\$15,236,873	\$63,423,209	\$31,404,736
13	Financing Costs (Appendix H: Plan for Awarding the Roadway Impact Fee Credit)	\$5,068,263	\$21,096,551	\$10,446,202
14	Interest Earnings (Appendix H: Plan for Awarding the Roadway Impact Fee Credit)	\$ (1,199,904)	\$ (4,994,578)	\$ (2,473,123)
15	Cost of the Total Roadway Impact Fee CIP and Financing Attributable to New Growth (Line 12 + Line 13 + Line 14)	\$19,105,232	\$79,525,183	\$39,377,815
16	Pre-Credit Maximum Fee Per Service Unit (Line 15 / Line 8 ')	\$11,794	\$2,727	\$1,049
17	Credit For Ad Valorem Taxes (Section 395.014 of Local Government Code) (Appendix H: Plan for Awarding the Roadway Impact Fee Credit)	\$ (6,166,357)	\$ (25,667,349)	\$ (12,709,485)
18	Recoverable Cost of the Total Roadway Impact Fee CIP and Financing (Line 15 + Line 17)	\$12,938,875	\$53,857,834	\$26,668,330
19	Maximum Assessable Fee Per Service Unit (Line 18 / Line 8')	\$7,988	\$1,847	\$710

The resulting maximum impact fee ranges between \$710 to \$7,988 per vehicle-mile of travel. To calculate the roadway impact fee for new development, the Land Use / Vehicle-Mile of Travel Equivalency Table (LUVMET), in Appendix A must be utilized. This table presents vehicle-mile per development unit factors (TDFs) for each land use type contained in the Institute of Transportation Engineer's Trip Generation, 11th Edition. These factors can be multiplied by the number of development units and the maximum assessable fee per service unit to calculate a maximum assessable impact fee for any given land use in any given service area. For example, one Single-Family Detached Housing dwelling unit could be assessed a maximum impact fee of \$34,989.35 in Service Area 1, \$8,088.70 in Service Area 2, and \$3,111.99 in Service Area 3.

For comparison purposes, the current impact fees of other near-by cities are listed in Table 8. City of Taylor has currently adopted an impact fee of \$480.32 per Single-Family Detached Housing dwelling unit.

Table 8. Roadway Impact Fee Comparison

City	Maximum Assessable Roadway Impact Fee (Per Service Unit)		Adopted Roadway Impact Fee (Per Service Unit)		
	Per Service Area	Average	Per Service Area	Average	
Hutto	\$2,396	\$2,396	\$784.31 ^b	\$784.31 ^b	
Pflugerville	\$1,590	\$2,554 ^a	\$1,192 ^b (1/1/2021–12/31/2022)	\$1,192 ^b (1/1/2021–12/31/2022)	
	\$2,916		\$1,590 ^b (From 1/1/2023)	\$1,590 ^b (From 1/1/2023)	
	\$3,516				
Leander	\$2,179	\$1,093 ^a	\$1,089.50	\$546.60 ^{a, b}	
	\$842		\$421		
	\$929		\$464.50		
	\$1,229		\$614.50		
	\$287		\$143.50		
Austin (Inside Loop)	\$1,604	\$2,184 ^a	\$850 ^b	\$850 ^b	
	\$1,712				
	\$3,724				
	\$1,361				
	\$2,520				
Austin (Outside Loop)	\$1,472	\$2,923 ^a	\$850 ^b	\$850 ^b	
	\$4,479				
	\$3,642				
	\$2,218				
	\$2,043				
	\$3,071				
	\$1,543				
	\$5,752				
	\$2,415				
	\$1,507				
	\$3,921				
	\$3,011				
Georgetown	\$1,699	\$2,499 ^a	\$849.43	\$925.52 ^{a, b} (3/1/2023–2/28/2026)	
	\$2,152		\$1,075.87		
			\$1,075.87		
			\$702.41		
	\$3,315		\$1,075.87		1,388.30 ^{a, b} (From 3/1/2026)
	\$1,405		\$1,075.87		
	\$3,101		\$623.29		
			\$1,274.15		
			\$1,613.81		
	\$4,577		\$1,613.81		
	\$1,247		\$1,053.61		
			\$1,613.81		
\$1,613.81					
\$935.08					
Round Rock	\$2,678	\$2,707 ^a	\$753 ^b (Before 1/1/2022)	\$753 ^b (Before 1/1/2022)	
	\$2,933		1,130 ^b (1/1/2022–12/31/2023)	1,130 ^b (1/1/2022–12/31/2023)	
	\$2,511		\$1,507 ^b (From 1/1/2024)	\$1,507 ^b (From 1/1/2024)	
Taylor – New	\$7,988 (SA 1)	\$3,515 ^a	\$1,500 (SA 1) ^c	\$973.62 ^{a, c}	
	\$1,847 (SA 2)		\$710 (SA 2) ^c		
	\$710 (SA 3)		\$710 (SA 3) ^c		

^a Averaged across Service Areas, ^b Impact Fee/Service Unit for Residential, ^c **Recommended Roadway Impact Fee**

6.0 Advisory Committee Actions and Recommendations

The following summarizes the Capital Improvements Advisory Committee activities during the impact fee updating process:

- On September 13, 2022, the Committee met to:
 - Review Chapter 395 Impact Fee process and requirements.
- On November 8, 2022, the Committee met to:
 - Review population and land use information; and
 - Review CIP information.
- On December 13, 2022, the Committee met to:
 - Review methodology for maximum fee calculation;
 - Review unit cost calculations and maximum fee calculation; and
- On February 14, 2023, the Committee met to:
 - Receive and review the Impact Fee Report and found the following:
 - The land use assumptions used in the report are reasonable;
 - The CIP used in the report is reasonable; and
 - The method used to calculate the maximum impact fee is reasonable.
- On March 14, 2023, the Committee met to:
 - Approve the Impact Fee Report.
 - Recommend to City Council that the maximum impact fee amount calculated in this document and summarized in Table 9 be capped as follows.

Table 9. Maximum and Adopted/Recommended Assessable Roadway Impact Fee Per Service Unit

Service Area	Maximum Assessable Roadway Impact Fee		Recommended Roadway Impact Fee	
	Per Service Unit (per Vehicle-Mile)	Per Single-Family Dwelling Unit	Per Service Unit (per Vehicle-Mile)	Per Single-Family Dwelling Unit
1	\$7,988	\$34,989.35	\$1,500	\$6,570.60
2	\$1,847	\$8,088.70	\$710	\$3,111.99
3	\$710	\$3,111.99	\$710	\$3,111.99

Literature Cited

Chapter 395, Texas Local Government Code, Section 395.001. (2011). Available online at <https://statutes.capitol.texas.gov/Docs/LG/htm/LG.395.htm>, accessed December 1, 2022.



Appendix A

Land Use / Vehicle-Mile of Travel Equivalency (LUVMET)

**City of Taylor - 2023 Update of the Roadway Impact Fees
Land Use/Vehicle-Mile of Travel Equivalency (LUVMET) Table**

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-By Rate	Pass-By Source	Trip Rate ¹	Trip Length (mi.) ²	Adj. For O-D ³	Adj. Trip Length (mi.) ⁴	Max Trip Length (mi.) ⁵	Veh-MI Per Dev-Unit (TDF) ⁶
PORT AND TERMINAL											
Intermodal Truck Terminal	030	1,000 SF GFA	1.87			1.87	12.89	50%	6.45	6.00	11.22
Park-and-Ride with Bus Service	090	Parking Spaces	0.49			0.49	12.89	50%	6.45	6.00	2.94
INDUSTRIAL											
General Light Industrial (Default Industrial)	110	1,000 SF GFA	0.65			0.65	12.89	50%	6.45	6.00	3.90
Industrial Park	130	1,000 SF GFA	0.34			0.34	12.89	50%	6.45	6.00	2.04
Manufacturing	140	1,000 SF GFA	0.74			0.74	12.89	50%	6.45	6.00	4.44
Warehousing	150	1,000 SF GFA	0.18			0.18	12.89	50%	6.45	6.00	1.08
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	12.89	50%	6.45	6.00	0.90
Utilities	170	1,000 SF GFA	2.16			2.16	12.89	50%	6.45	6.00	12.96
RESIDENTIAL											
Single-Family Detached Housing (Default Residential)	210	Dwelling Unit	0.94			0.94	9.32	50%	4.66	4.66	4.38
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	9.32	50%	4.66	4.66	2.38
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	9.32	50%	4.66	4.66	1.82
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	9.32	50%	4.66	4.66	1.49
Mobile Home Park	240	Dwelling Unit	0.58			0.58	9.32	50%	4.66	4.66	2.70
Senior Adult Housing-Detached - Multifamily	251	Dwelling Unit	0.30			0.30	9.32	50%	4.66	4.66	1.40
Senior Adult Housing-Attached - Single Family	252	Dwelling Unit	0.25			0.25	9.32	50%	4.66	4.66	1.17
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.32	50%	4.66	4.66	0.84
Assisted Living	254	Beds	0.24			0.24	9.32	50%	4.66	4.66	1.12
Timeshare	265	Dwelling Unit	0.63			0.63	9.32	50%	4.66	4.66	2.94
LODGING											
Hotel	310	Room	0.59			0.59	16.56	50%	8.28	6.00	3.54
All Suites Hotel	311	Room	0.36			0.36	16.56	50%	8.28	6.00	2.16
Motel	320	Room	0.36			0.36	16.56	50%	8.28	6.00	2.16
Resort Hotel	330	Room	0.41			0.41	16.56	50%	8.28	6.00	2.46
RECREATIONAL											
Public Park	411	Acres	0.11			0.11	16.56	50%	8.28	6.00	0.66
Golf Course	430	Holes	2.91			2.91	16.56	50%	8.28	6.00	17.46
Miniature Golf Course	431	Holes	0.33			0.33	16.56	50%	8.28	6.00	1.98
Golf Driving Range	432	Driving Positions	1.25			1.25	16.56	50%	8.28	6.00	7.50
Batting Cages	433	Cages	2.22			2.22	16.56	50%	8.28	6.00	13.32
Multipurpose Recreational Facility	435	1,000 SF GFA	3.58			3.58	16.56	50%	8.28	6.00	21.48
Movie Theater	445	Screens	13.96			13.96	16.56	50%	8.28	6.00	83.76
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	16.56	50%	8.28	6.00	7.98
Soccer Complex	488	Fields	16.43			16.43	16.56	50%	8.28	6.00	98.58
Tennis Courts	490	Courts	4.21			4.21	16.56	50%	8.28	6.00	25.26
Racquet / Tennis Club	491	Courts	3.82			3.82	16.56	50%	8.28	6.00	22.92
Health/Fitness Club	492	1,000 SF GFA	3.45			3.45	16.56	50%	8.28	6.00	20.70
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	16.56	50%	8.28	6.00	15.00
INSTITUTIONAL											
Elementary School	520	Students	0.16			0.16	5.63	50%	2.82	2.82	0.45
Middle School/Junior High School	522	Students	0.15			0.15	5.63	50%	2.82	2.82	0.42
High School	525	Students	0.14			0.14	5.63	50%	2.82	2.82	0.39
Private School (K-8)	530	Students	0.26			0.26	5.63	50%	2.82	2.82	0.73
Private School (K-12)	532	Students	0.17			0.17	5.63	50%	2.82	2.82	0.48
Junior/Community College	540	Students	0.11			0.11	5.63	50%	2.82	2.82	0.31
University / College	550	Students	0.15			0.15	5.63	50%	2.82	2.82	0.42
Church	560	1,000 SF GFA	0.49			0.49	7.66	50%	3.83	3.83	1.88
Day Care Center	565	1,000 SF GFA	11.12	44%	A	6.23	3.17	50%	1.59	1.59	9.87
Library	590	1,000 SF GFA	8.16			8.16	5.63	50%	2.82	2.82	22.97
MEDICAL											
Hospital	610	Beds	1.69			1.69	10.00	50%	5.00	5.00	8.45
Nursing Home	620	Beds	0.14			0.14	10.00	50%	5.00	5.00	0.70
Clinic	630	1,000 SF GFA	3.69			3.69	10.00	50%	5.00	5.00	18.45
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	10.00	50%	5.00	5.00	12.36
OFFICE											
General Office Building (Default Office)	710	1,000 SF GFA	1.44			1.44	12.93	50%	6.47	6.00	8.64
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	12.93	50%	6.47	6.00	7.80
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	12.93	50%	6.47	6.00	10.56
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	12.93	50%	6.47	6.00	23.58
State Motor Vehicles Department	731	1,000 SF GFA	5.20			5.20	12.93	50%	6.47	6.00	31.20
United States Post Office	732	1,000 SF GFA	11.21			11.21	12.92	50%	6.46	6.00	67.26
Office Park	750	1,000 SF GFA	1.30			1.30	12.93	50%	6.47	6.00	7.80
Research and Development Center	760	1,000 SF GFA	0.98			0.98	12.93	50%	6.47	6.00	5.88
Business Park	770	1,000 SF GFA	1.22			1.22	12.93	50%	6.47	6.00	7.32
RETAIL											
Building Materials and Lumber Store	812	1,000 SF GFA	2.25	26%	B	1.67	6.39	50%	3.20	3.20	5.32
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	A	3.89	6.39	50%	3.20	3.20	12.42
Hardware/Paint Store	816	1,000 SF GFA	2.98	26%	A	2.21	6.39	50%	3.20	3.20	7.05
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	6.39	50%	3.20	3.20	15.52
Nursery (Wholesale)	818	1,000 SF GFA	5.24	30%	B	3.67	6.39	50%	3.20	3.20	11.72
Shopping Center (Default Commercial)	820	1,000 SF GFA	3.40	29%	A	2.41	6.39	50%	3.20	3.20	7.71
Factory Outlet Center	823	1,000 SF GFA	2.29	30%	B	1.60	6.39	50%	3.20	3.20	5.12
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	5.46	50%	2.73	2.73	5.29

**City of Taylor - 2023 Update of the Roadway Impact Fees
Land Use/Vehicle-Mile of Travel Equivalency (LUVMET) Table**

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-By Rate	Pass-By Source	Trip Rate ¹	Trip Length (mi.) ²	Adj. For O-D ³	Adj. Trip Length (mi.) ⁴	Max Trip Length (mi.) ⁵	Veh-Mi Per Dev-Unit (TDF) ⁶
Automobile Sales (Used)	841	1,000 SF GFA	3.75	20%	B	3.00	5.46	50%	2.73	2.73	8.19
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	5.46	50%	2.73	2.73	7.62
Tire Store	848	1,000 SF GFA	3.75	25%	A	2.81	5.46	50%	2.73	2.73	7.68
Supermarket	850	1,000 SF GFA	8.95	24%	A	6.80	6.39	50%	3.20	3.20	21.73
Convenience Market	851	1,000 SF GFA	49.11	51%	B	24.06	1.20	50%	0.60	0.60	14.44
Discount Club	857	1,000 SF GFA	4.19	34%	A	2.77	6.39	50%	3.20	3.20	8.84
Sporting Goods Superstore	861	1,000 SF GFA	2.14	30%	B	1.50	6.39	50%	3.20	3.20	4.79
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	6.39	50%	3.20	3.20	4.24
Electronics Superstore	863	1,000 SF GFA	4.25	40%	A	2.55	6.39	50%	3.20	3.20	8.15
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	6.39	50%	3.20	3.20	11.18
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	6.39	50%	3.20	3.20	4.36
Pharmacy/Drugstore without Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	1.20	50%	0.60	0.60	2.40
Pharmacy/Drugstore with Drive-Thru Window	881	1,000 SF GFA	10.25	49%	A	5.23	1.20	50%	0.60	0.60	3.14
Furniture Store	890	1,000 SF GFA	0.52	53%	A	0.24	6.39	50%	3.20	3.20	0.78
SERVICES											
Walk-In Bank	911	1,000 SF GLA	12.13	40%	B	7.28	5.46	50%	2.73	2.73	19.87
Drive-in Bank	912	Drive-in Lanes	27.07	35%	A	17.60	5.46	50%	2.73	2.73	48.04
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	5.46	50%	2.73	2.73	2.77
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	6.83	50%	3.42	3.42	14.92
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	6.83	50%	3.42	3.42	17.62
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21	50%	B	16.61	4.66	50%	2.33	2.33	38.69
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	55%	A	14.86	4.66	50%	2.33	2.33	34.63
Coffee/Donut Shop without Drive-Thru Window	936	1,000 SF GFA	32.29	70%	B	9.69	1.20	50%	0.60	0.60	5.81
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99	70%	B	11.70	1.20	50%	0.60	0.60	7.02
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	5.46	50%	2.73	2.73	7.94
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	5.46	50%	2.73	2.73	5.09
Gasoline/Service Station	944	Vehicle Fueling Position	13.91	57%	A	5.98	1.20	50%	0.60	0.60	3.59
Gasoline/Service Station with Convenience Market	945	Vehicle Fueling Position	18.42	56%	A	8.10	1.20	50%	0.60	0.60	4.86
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	14.20	94%	B	0.85	1.20	50%	0.60	0.60	0.51
Drinking Place	975	1,000 SF GFA	11.36	50%	B	5.68	4.66	50%	2.33	2.33	13.23

¹ Trip Rate = Trip Gen Rate (PM) * (1 - Pass-by Rate)

² Trip Lengths are based on information from the National Household Travel Survey (NHTS)

³ Reduction to account for origin and destination ends of a trip

⁴ Adjusted Trip Length = Trip Length * O-D Adjustment

⁵ Chapter 395 allows for a maximum service area of six (6) miles

⁶ TDF = Trip Rate * Max Trip Length

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Manual, 11th Edition (January 2022)

B: Estimated based on ITE rates for similar categories



Appendix B
Land Use Maps
(from Envision Taylor Comprehensive Plan)

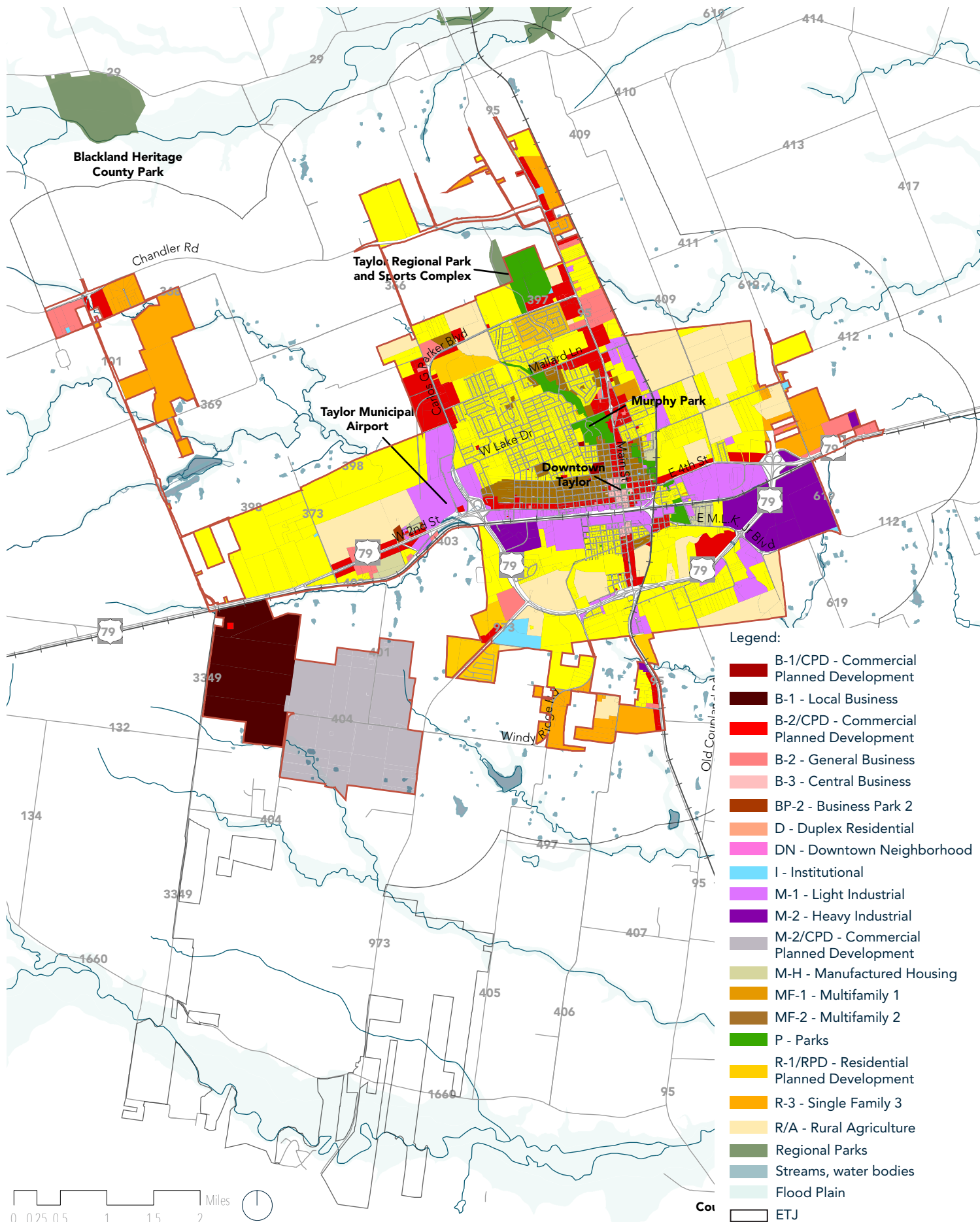


Figure 36: Existing Zoning

Source: City of Taylor, Williamson County

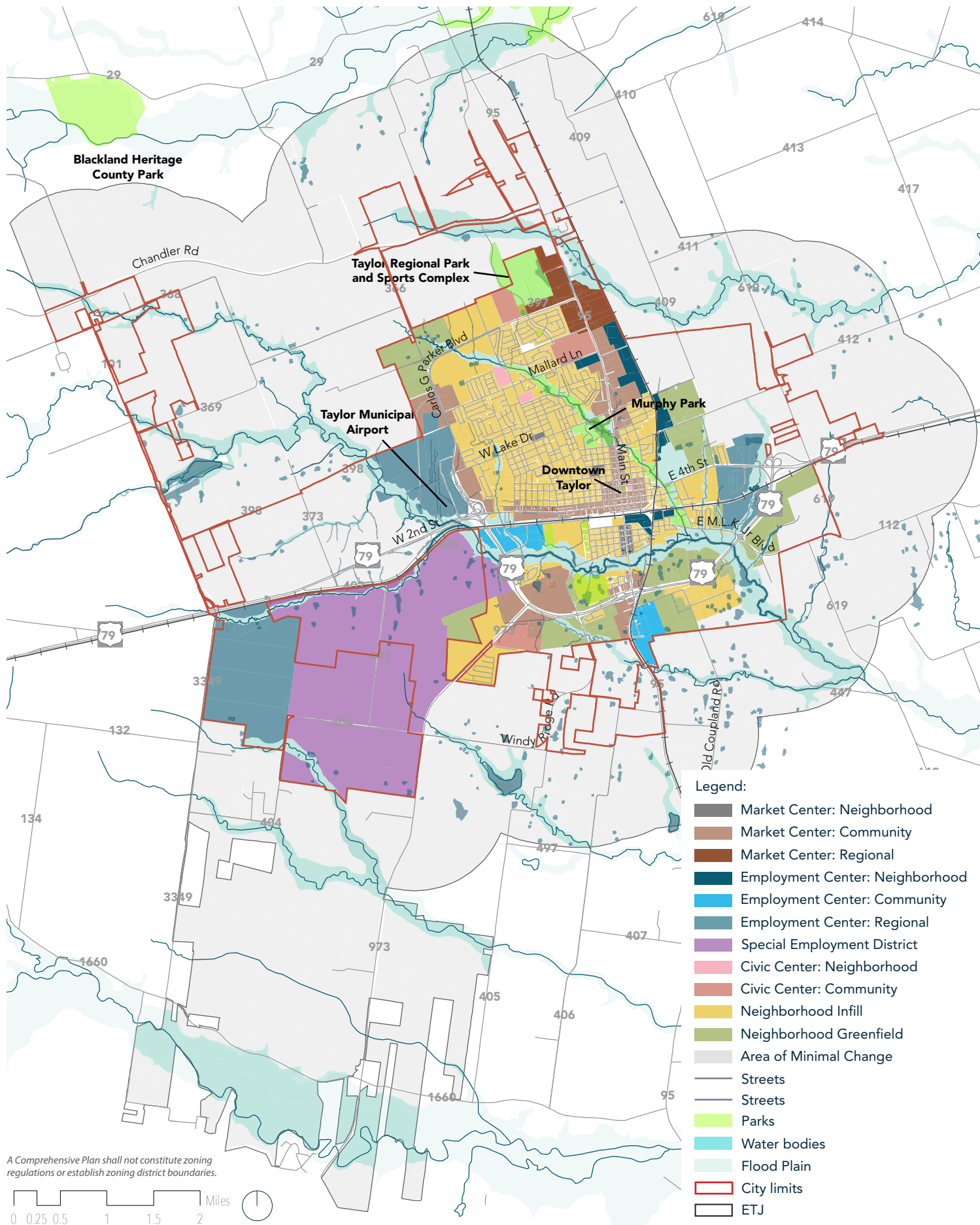


Figure 66: Future Land Use

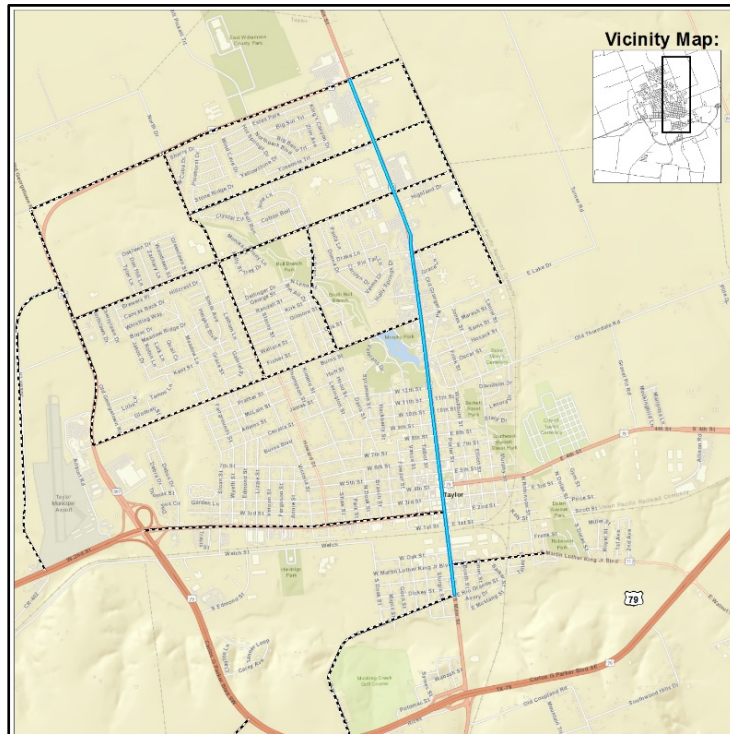
Source: City of Taylor, Williamson County



Appendix C

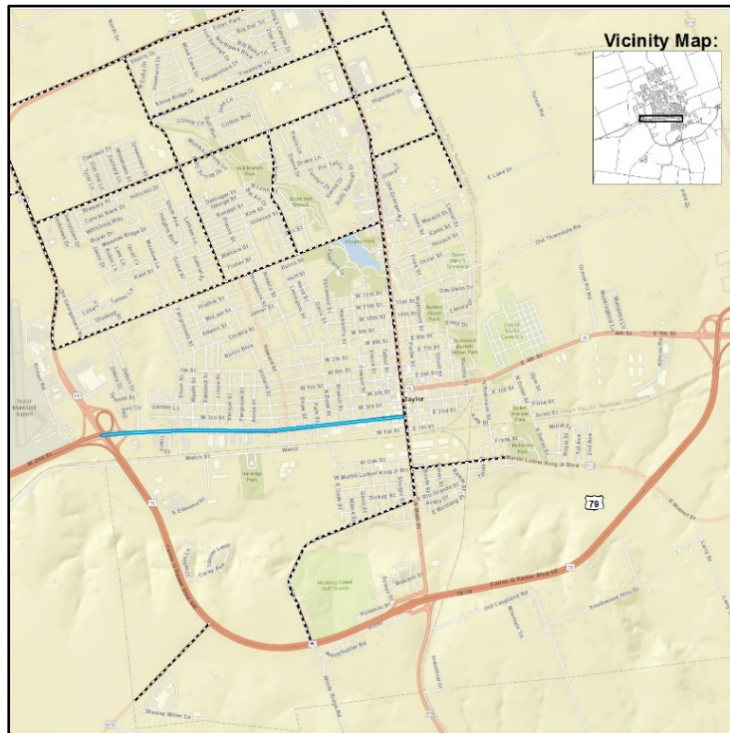
Summary of 10-Year Roadway CIP Projects

CIP ID 1 - Main St Capital Improvements Plan Projects



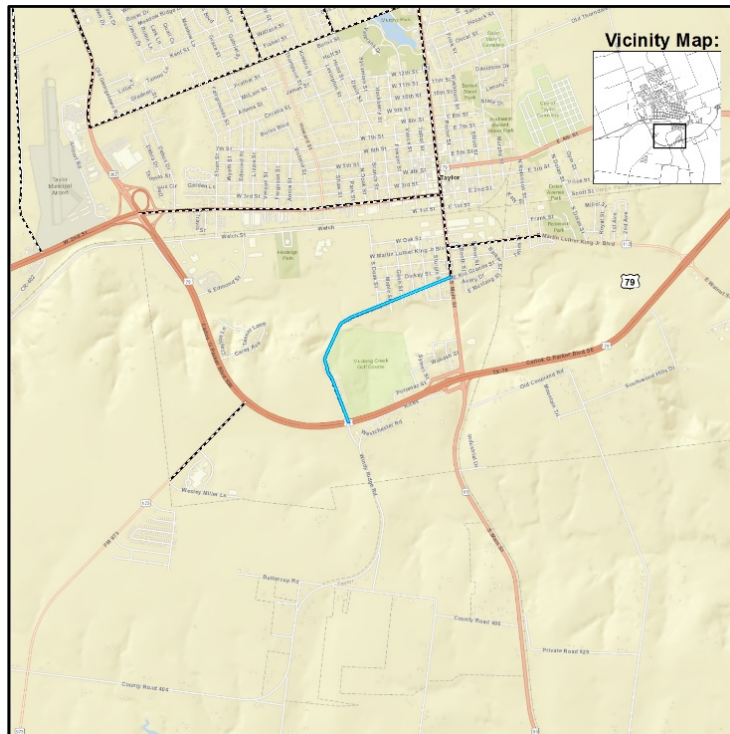
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost	
Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Rio Grande St (CR 404)	S2-A, S3-A, S4-A	Sidewalk	Installation of missing sidewalk	\$2,800,000	\$2,800,000	
	Carlos G Parker Blvd (FM 397)	I2-A	Intersection	Construction of a southbound right-turn lane	\$510,000	\$1,065,000	
	Lake Dr	I2-B		Construction of an eastbound left-turn lane	\$220,000		
		I3-A		Construction of a westbound left-turn lane	\$115,000		
	7th St	I2-C		Construction of an eastbound left-turn lane	\$110,000		
		I3-B		Construction of a westbound left-turn lane	\$110,000		
	Sidewalk Improvements Cost Subtotal						\$2,800,000
	Intersection Improvements Cost Subtotal						\$1,065,000
Total Improvement Cost						\$3,865,000	

CIP ID 2 - 2nd St Capital Improvements Plan Projects



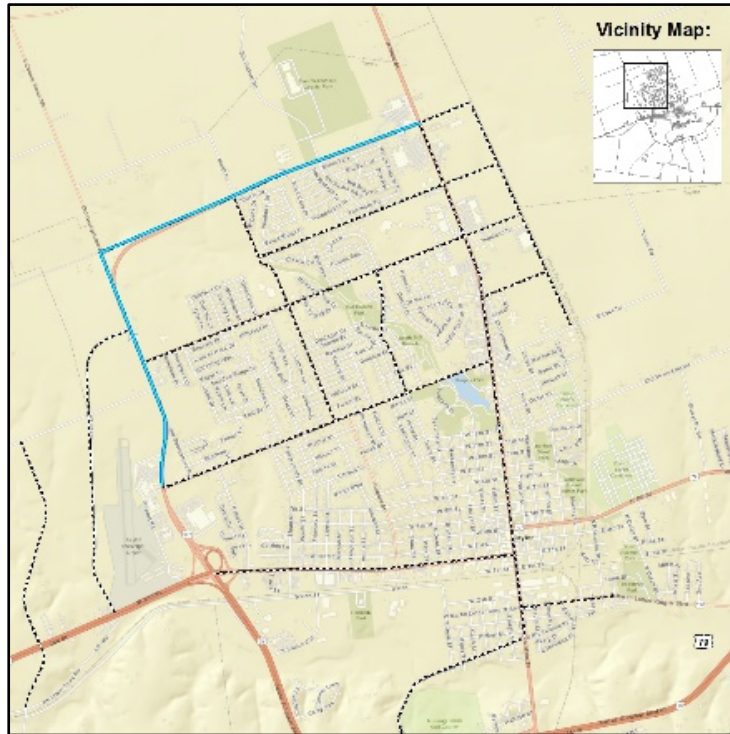
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
2nd St	from US 79 to Main St (SH 95)	R2-A	Roadway	Upgrade roadway to Community Boulevard cross section	\$19,300,000	\$19,300,000
	Sloan St	I2-D	Intersection	Construction of a northbound left-turn lane	\$260,000	\$1,080,000
		I2-E		Construction of a southbound left-turn lane	\$115,000	
	Howard St	I2-F		Signalization once warrants are met	\$500,000	
		I2-G		Construction of a southbound left-turn lane	\$205,000	
Roadway Improvements Cost Subtotal						\$19,300,000
Intersection Improvements Cost Subtotal						\$1,080,000
Total Improvement Cost						\$20,380,000

CIP ID 3 - Rio Grande St (CR 404) Capital Improvements Plan Projects



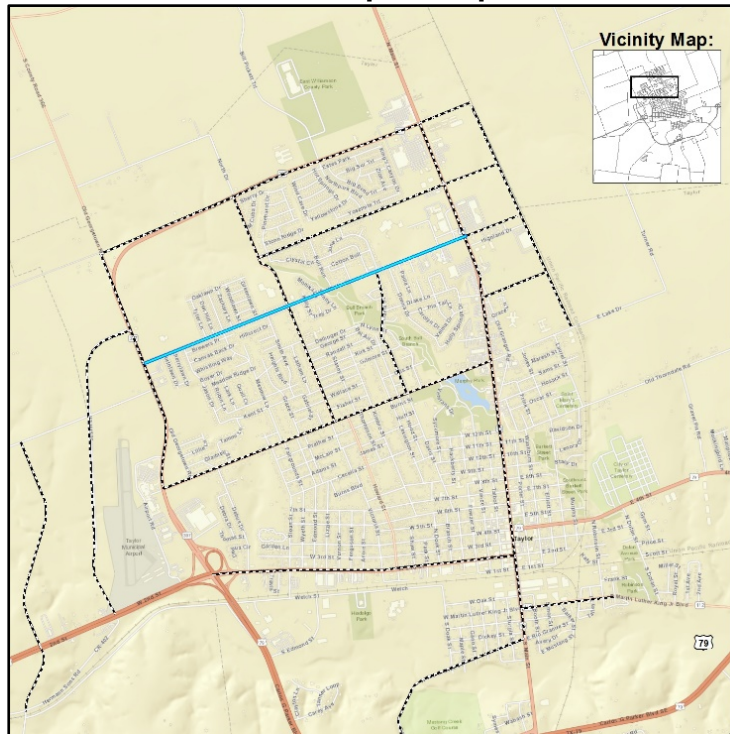
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Rio Grande St (CR 404)	from Main St (SH 95) to US 79	R4-A	Roadway	Upgrade roadway to Neighborhood Avenue cross section	\$14,400,000	\$14,400,000
	Main St (SH 95)	I3-C	Intersection	Construction of an eastbound left-turn lane	\$145,000	\$625,000
		I4-A		Construction of a westbound left-turn lane	\$160,000	
	US 79	I4-B		Construction of a northbound left-turn lane	\$155,000	
		I4-C		Construction of a southbound left-turn lane	\$165,000	
	Roadway Improvements Cost Subtotal					
Intersection Improvements Cost Subtotal						\$625,000
Total Improvement Cost						\$15,025,000

CIP ID 4 - Carlos G Parker Blvd (FM 397) Capital Improvements Plan Projects



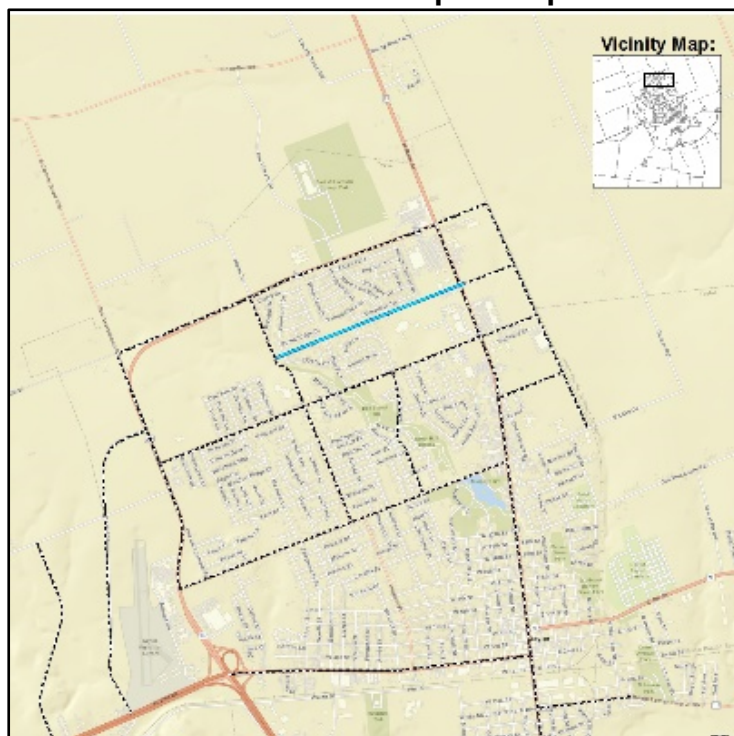
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Carlos G Parker Blvd (FM 397)	from Proposed Trail (West of North Dr) to Main St (SH 95)	S2-B	Sidewalk	Installation of missing sidewalk	\$3,000,000	\$3,000,000
	Lake Dr	I2-H	Intersection	Construction of a westbound right-turn lane	\$395,000	\$1,730,000
	Justin Ln	I2-I		Construction of a northbound left-turn lane	\$440,000	
		I1-A		Construction of an eastbound left-turn lane	\$135,000	
	Pivot Dr	I2-J		Construction of a southbound left-turn lane	\$415,000	
		I2-K		Construction of a westbound left-turn lane	\$25,000	
	CR 366 (Old Georgetown Rd)	I2-L	Construction of an eastbound left-turn lane	\$320,000		
Sidewalk Improvements Cost Subtotal						\$3,000,000
Intersection Improvements Cost Subtotal						\$1,730,000
Total Improvement Cost						\$4,730,000

CIP ID 5 - Mallard Ln Capital Improvements Plan Projects



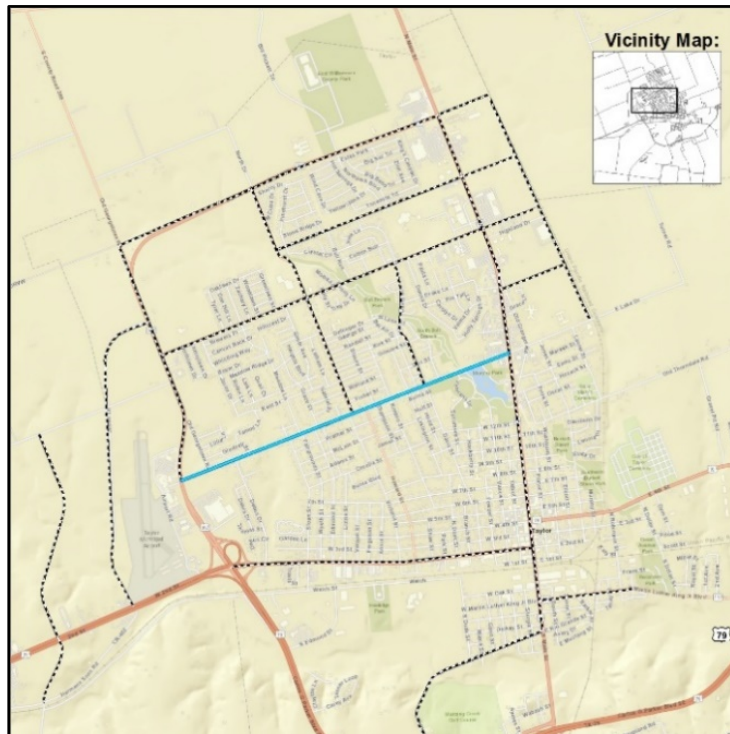
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Mallard Ln	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	S2-C	Sidewalk	Installation of missing sidewalk and restriping	\$4,500,000	\$4,500,000
	Meadow Ln	I2-M	Intersection	Signalization once warrants are met	\$500,000	\$600,000
		I2-N		Construction of a northbound left-turn lane	\$25,000	
		I2-O		Construction of an eastbound left-turn lane	\$25,000	
		I2-P		Construction of a southbound left-turn lane	\$25,000	
		I2-Q		Construction of a westbound left-turn lane	\$25,000	
	Sidewalk Improvements Cost Subtotal					\$4,500,000
Intersection Improvements Cost Subtotal					\$600,000	
Total Improvement Cost					\$5,100,000	

CIP ID 6 - TH Johnson Dr Capital Improvements Plan Projects



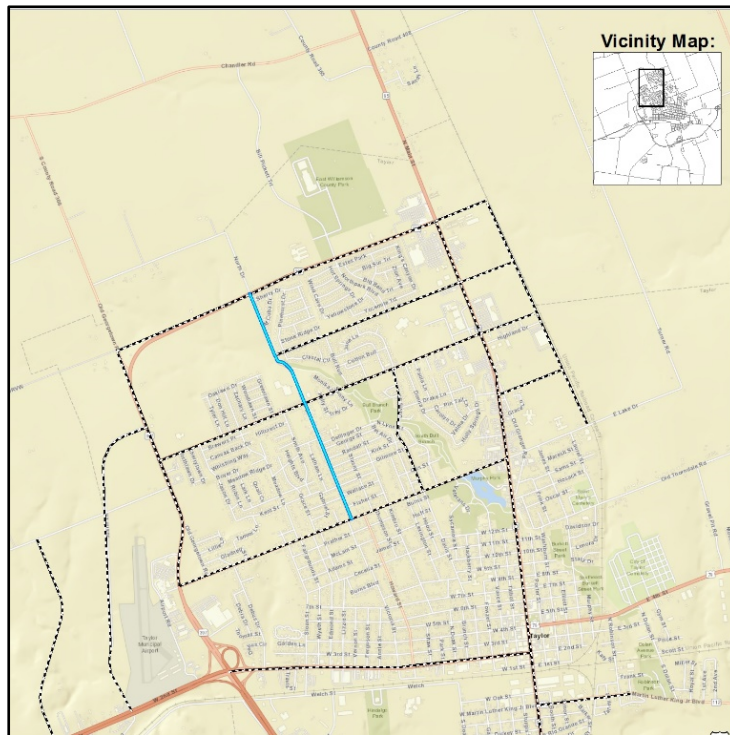
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
TH Johnson Dr	from North Dr to Main St (SH 95)	S2-D	Sidewalk	Installation of missing sidewalk	\$1,400,000	\$1,400,000
	North Dr	I2-R	Intersection	Signalization once warrants are met	\$500,000	\$1,275,000
		I2-S		Construction of a northbound left-turn lane	\$25,000	
		I2-T		Construction of an eastbound left-turn lane	\$145,000	
		I2-U		Construction of a southbound left-turn lane	\$25,000	
		I2-V		Construction of a westbound left-turn lane	\$25,000	
	Bill Pickett Tr	I2-W		Signalization once warrants are met	\$500,000	
		I2-X		Construction of an eastbound left-turn lane	\$30,000	
		I2-Y		Construction of a southbound left-turn lane	\$25,000	
Sidewalk Improvements Cost Subtotal						\$1,400,000
Intersection Improvements Cost Subtotal						\$1,275,000
Total Improvement Cost						\$2,675,000

CIP ID 7 - Lake Dr Capital Improvements Plan Projects



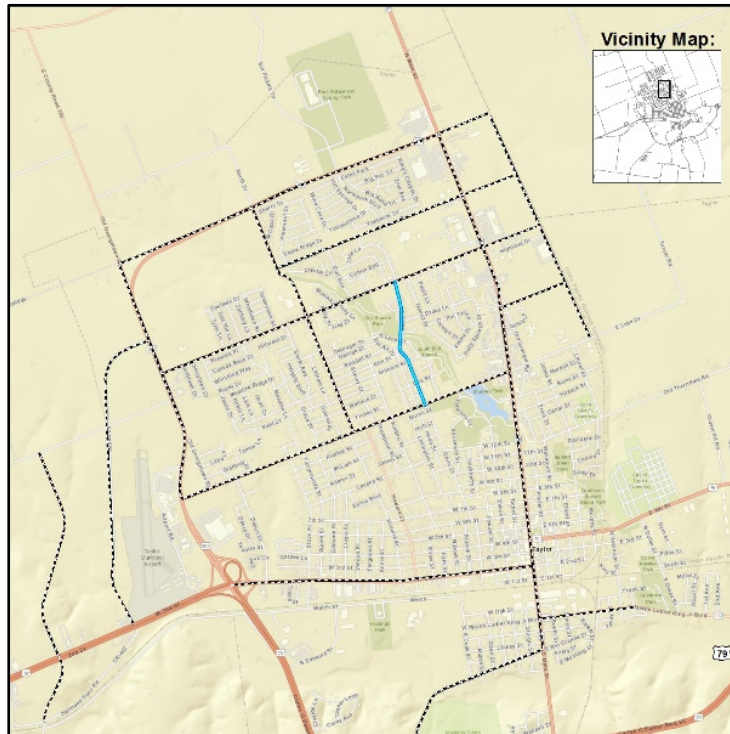
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Lake Dr	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	S2-E	Sidewalk	Installation of missing sidewalk	\$5,900,000	\$5,900,000
	North Dr	I2-Z	Intersection	Signalization once warrants are met	\$500,000	\$1,810,000
		I2-AA		Construction of an eastbound left-turn lane	\$165,000	
	Davis St	I2-AB		Signalization once warrants are met	\$500,000	
		I2-AC		Construction of a northbound left-turn lane	\$150,000	
		I2-AD		Construction of an eastbound left-turn lane	\$170,000	
		I2-AE		Construction of a southbound left-turn lane	\$205,000	
		I2-AF		Construction of a westbound left-turn lane	\$120,000	
	Sidewalk Improvements Cost Subtotal					
	Intersection Improvements Cost Subtotal					\$1,810,000
Total Improvement Cost					\$7,710,000	

CIP ID 8 - North Dr Capital Improvements Plan Projects



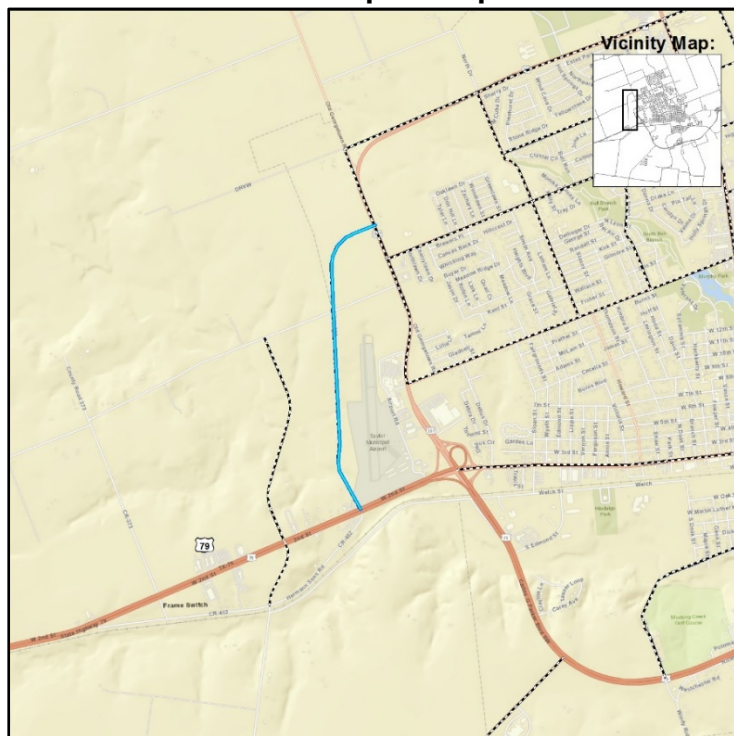
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
North Dr	from Carlos G Parker Blvd (FM 397) to Lake Dr	S2-F	Sidewalk	Installation of missing sidewalk	\$1,900,000	\$1,900,000
	Mallard Ln	I2-AG	Intersection	Signalization once warrants are met	\$500,000	\$770,000
		I2-AH		Construction of a northbound left-turn lane	\$220,000	
		I2-AI		Construction of an eastbound left-turn lane	\$25,000	
		I2-AJ		Construction of a westbound left-turn lane	\$25,000	
Sidewalk Improvements Cost Subtotal						\$1,900,000
Intersection Improvements Cost Subtotal						\$770,000
Total Improvement Cost						\$2,670,000

CIP ID 9 - Davis St Capital Improvements Plan Projects



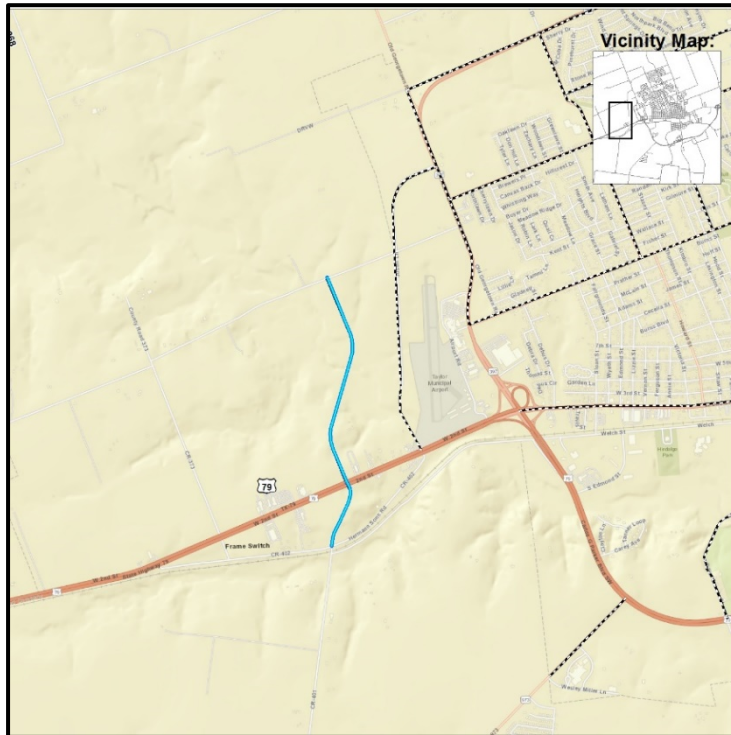
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Davis St	from Mallard Ln to Lake Dr	S2-G	Sidewalk	Installation of missing sidewalk	\$1,200,000	\$1,200,000
	Mallard Ln	I2-AK	Intersection	Construction of a northbound left-turn lane	\$25,000	\$255,000
		I2-AL		Construction of an eastbound left-turn lane	\$25,000	
		I2-AM		Construction of a southbound left-turn lane	\$180,000	
		I2-AN		Construction of a westbound left-turn lane	\$25,000	
Sidewalk Improvements Cost Subtotal						\$1,200,000
Intersection Improvements Cost Subtotal						\$255,000
Total Improvement Cost						\$1,455,000

CIP ID 10 - Justin Ln Capital Improvements Plan Projects



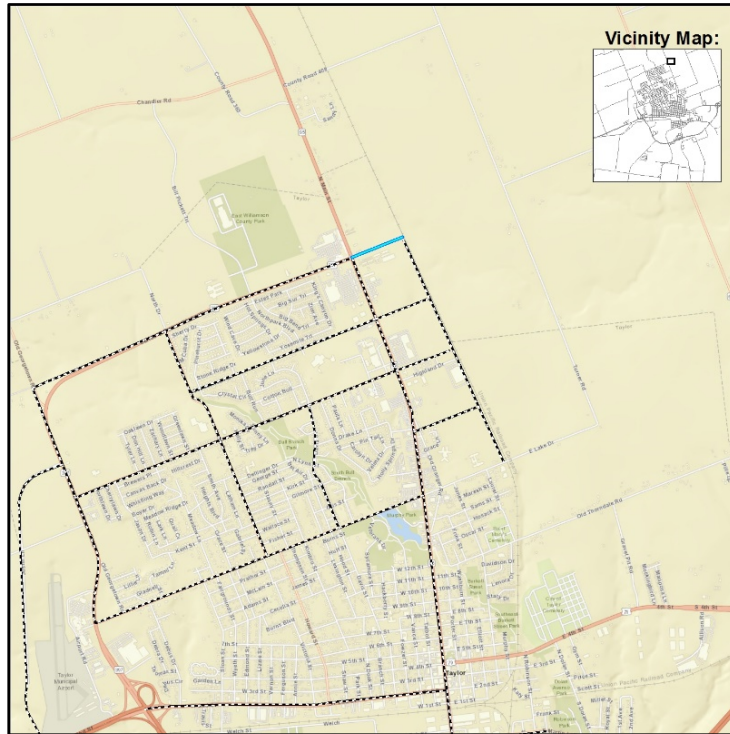
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Justin Ln	from Carlos G Parker Blvd (FM 397) to CR 398	R1-A	Roadway	Upgrade roadway to Community Boulevard cross-section	\$5,300,000	\$18,000,000
	from CR 398 to south of CR 398	R1-B		Upgrade roadway to Neighborhood Avenue cross section	\$7,800,000	
	from south of CR 398 to US 79	R1-C		Construction of roadway as Neighborhood Avenue	\$4,900,000	
Roadway Improvements Cost Subtotal						\$18,000,000
Total Improvement Cost						\$18,000,000

CIP ID 11 - Proposed N/S Community Blvd, east of CR 373 Capital Improvements Plan Projects



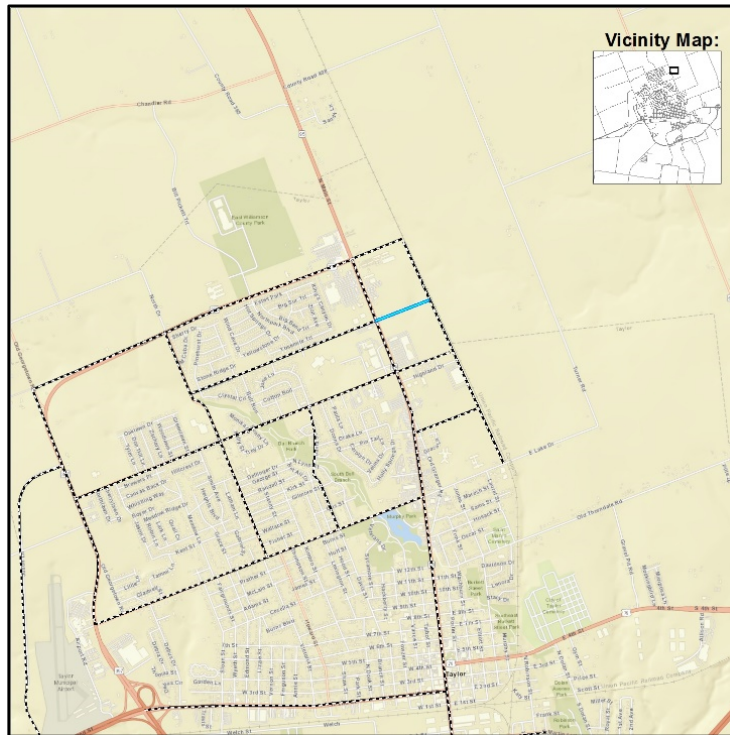
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	R1-D	Roadway	Upgrade roadway to Community Boulevard cross-section	\$24,000,000	\$24,000,000
Roadway Improvements Cost Subtotal						\$24,000,000
Total Improvement Cost						\$24,000,000

CIP ID 12 - Carlos G Parker Blvd (FM 397) Extension Capital Improvements Plan Projects



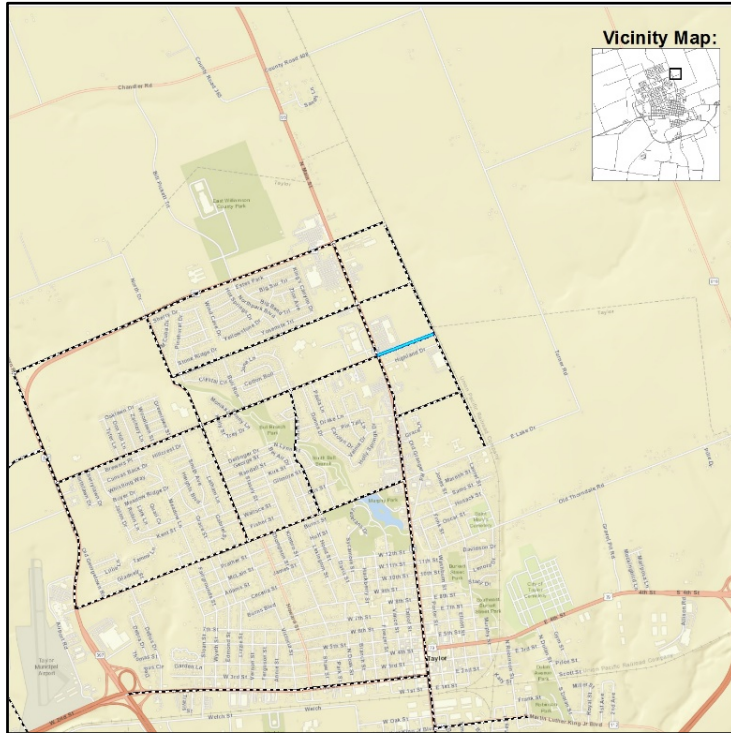
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Carlos G Parker Blvd (FM 397) Extension	from Main St (SH 95) to RR track	R3-A	Roadway	Construction of roadway as Community Boulevard	\$4,600,000	\$4,600,000
Roadway Improvements Cost Subtotal						\$4,600,000
Total Improvement Cost						\$4,600,000

CIP ID 13 - TH Johnson Dr Extension Capital Improvements Plan Projects



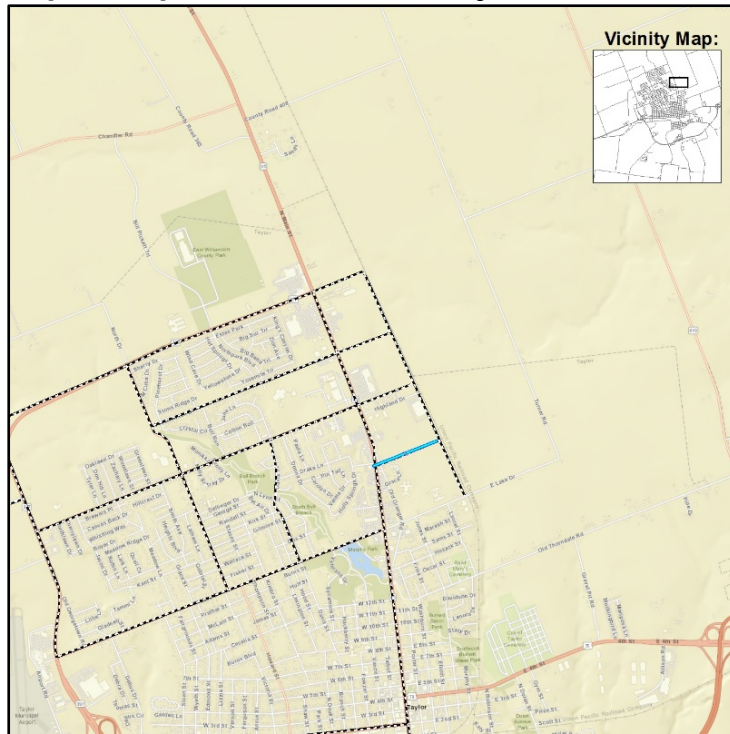
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
TH Johnson Dr Extension	from Main St (SH 95) to RR track	R3-B	Roadway	Construction of roadway as Neighborhood Avenue	\$4,300,000	\$4,300,000
Roadway Improvements Cost Subtotal						\$4,300,000
Total Improvement Cost						\$4,300,000

CIP ID 14 - Mallard Ln Extension Capital Improvements Plan Projects



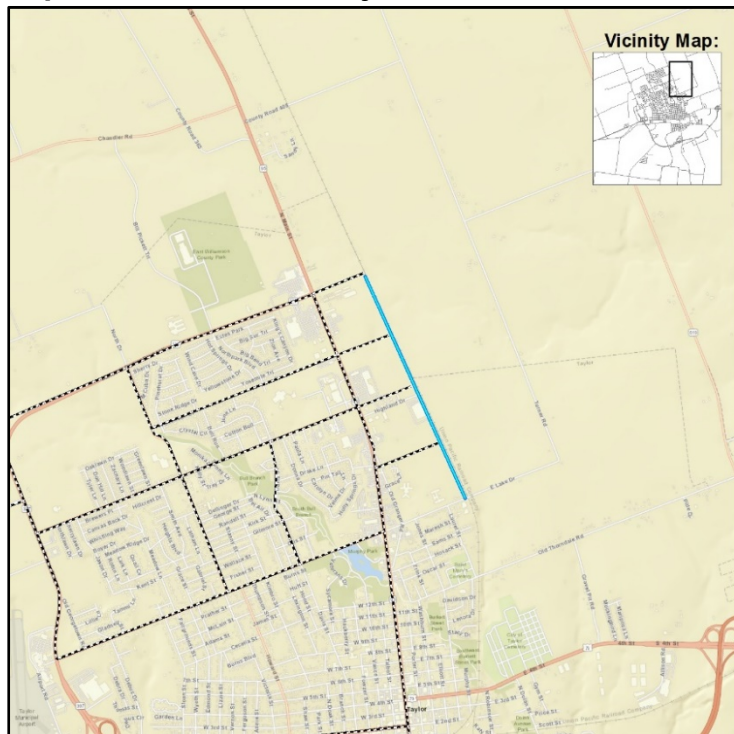
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Mallard Ln Extension	from Main St (SH 95) to RR track	R3-C	Roadway	Construction of roadway as Neighborhood Avenue	\$4,300,000	\$4,300,000
Roadway Improvements Cost Subtotal						\$4,300,000
Total Improvement Cost						\$4,300,000

CIP ID 15 - Proposed E/W Neighborhood Ave, south of Mallard Ln Capital Improvements Plan Projects



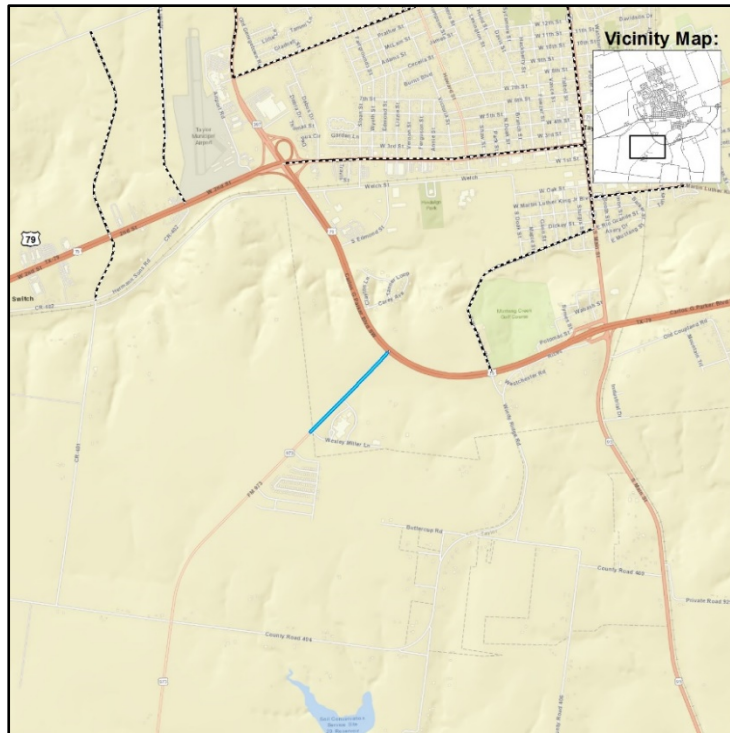
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Proposed E/W Neighborhood Ave south of Mallard Ln	from Main St (SH 95) to RR track	R3-D	Roadway	Construction of roadway as Neighborhood Avenue	\$5,000,000	\$5,000,000
Roadway Improvements Cost Subtotal						\$5,000,000
Total Improvement Cost						\$5,000,000

CIP ID 16 - Proposed N/S Neighborhood Ave, east of Main St, Capital Improvements Plan Projects



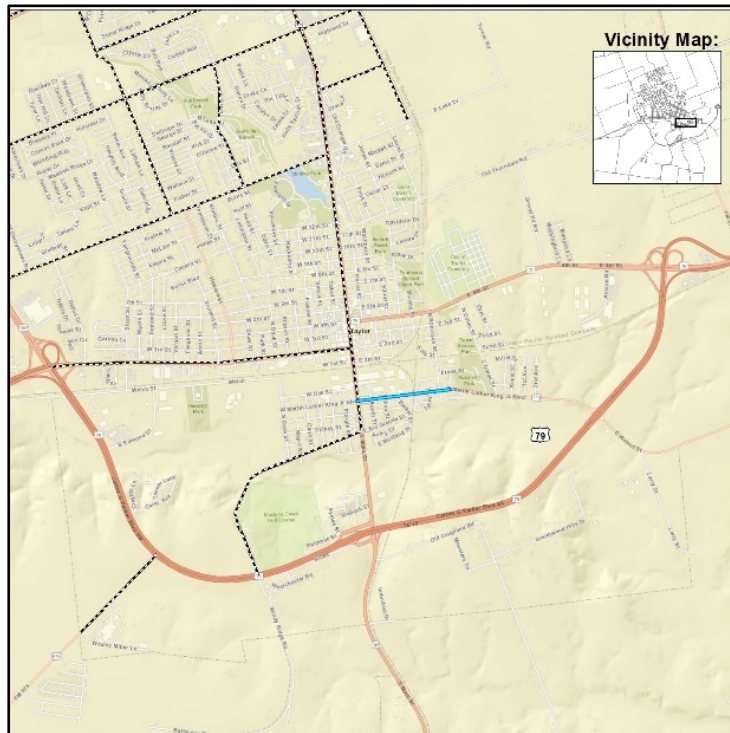
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Proposed N/S Neighborhood Ave east of Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Lake Dr	R3-E	Roadway	Construction of roadway as Neighborhood Avenue	\$16,400,000	\$16,400,000
Roadway Improvements Cost Subtotal						\$16,400,000
Total Improvement Cost						\$16,400,000

CIP ID 17 - FM 973 Capital Improvements Plan Projects



Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
FM 973	from US 79 to north of Wesley Miller Ln	R4-B	Roadway	Upgrade roadway to Community Boulevard cross-section	\$7,600,000	\$7,600,000
Roadway Improvements Cost Subtotal						\$7,600,000
Total Improvement Cost						\$7,600,000

CIP ID 18 - MLK Jr Blvd (FM 112) Capital Improvements Plan Projects



Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
MLK Jr Blvd (FM 112)	from Main St (SH 95) to Threadgill St	S3-B	Sidewalk	Installation of missing sidewalk	\$1,900,000	\$1,200,000
	Main St (SH 95)	I3-D	Intersection	Construction of a westbound left-turn lane	\$115,000	\$310,000
		I4-D		Construction of an eastbound left-turn lane	\$195,000	
Sidewalk Improvements Cost Subtotal						\$1,900,000
Intersection Improvements Cost Subtotal						\$310,000
Total Improvement Cost						\$2,210,000



Appendix D

CIP Cost Estimates

ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

2nd St

PROJECT LIMITS:

from US 79 to Main St

PROJECT DESCRIPTION:

Upgrade roadway to
Community Boulevard
cross section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 4L	
c. BACK OF CURB SECTION LEFT:	4L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	4L COMMUNITY BLVD	
e. PROJECT LENGTH =	1.56	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	25.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE WIDENING	
i. EXISTING PAVEMENT WIDTH =	55	FEET
j. NOMINAL PAVEMENT WIDENING =	10	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 4-5 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	24	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	83	STA	\$ 7,000.00	\$ 581,000
b.	EXCAVATION	27456	CY	\$ 10.00	\$ 274,560
c.	EMBANKMENT	13728	CY	\$ 25.00	\$ 343,200
d.	HMAC PAVEMENT (ROADWAY)	9152	SY	\$ 76.02	\$ 695,746
e.	MILL AND OVERLAY COST	50183	SY	\$ 25.98	\$ 1,303,509
f.	DRAINAGE SYSTEMS	1.560	LS/MI	\$ 2,282,400.00	\$ 3,560,544
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.000	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	1.000	LS/MI	\$ 414,000.00	\$ 414,000
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 202,604.70
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 506,511.74
l.	SIDEWALK/SHARED USE PATH	21964.80	SY	\$ 75.00	\$ 1,647,360
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 506,511.74
n.	CURB AND GUTTER	32947	LF	\$ 30.00	\$ 988,416
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.02	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.560	LS/MI	\$ 90,000.00	\$ 140,400
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE WIDENING	300	SF	\$ 125.00	\$ 37,500.00
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 11,345,863
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 1,134,586
	ENGINEERING AND DESIGN	15%			\$ 1,701,879
	CONSTRUCTION CONTINGENCY	20%			\$ 2,269,173
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 2,212,443
	ROW ACQUISITION	100100.00	LS/SF	\$ 6.00	\$ 600,600
SUBTOTAL					\$ 7,918,682
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					
					\$ 19,264,545
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
					\$ 416,509
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					
					\$ 19,264,545
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
					\$ 416,509
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					
					\$ 19,264,545

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

FM 973

PROJECT LIMITS:

from US 79 to north of

Wesley Miller Ln

PROJECT DESCRIPTION:

Upgrade roadway to
Community Boulevard cross-
section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 4L	
c. BACK OF CURB SECTION LEFT:	4L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	4L COMMUNITY BLVD	
e. PROJECT LENGTH =	0.554	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
j. NOMINAL PAVEMENT WIDENING =	16	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 4-5 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	24	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	30	STA	\$ 7,000.00	\$ 210,000
b.	EXCAVATION	12188	CY	\$ 10.00	\$ 121,875
c.	EMBANKMENT	6094	CY	\$ 25.00	\$ 152,344
d.	HMAC PAVEMENT (ROADWAY)	5200	SY	\$ 76.28	\$ 396,630
e.	MILL AND OVERLAY COST	14300	SY	\$ 25.98	\$ 371,443
f.	DRAINAGE SYSTEMS	0.554	LS/MI	\$ 2,282,400.00	\$ 1,264,398
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	1.108	LS/MI	\$ 414,000.00	\$ 458,693
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 82,104.80
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 205,262.01
l.	SIDEWALK/SHARED USE PATH	7800.00	SY	\$ 75.00	\$ 585,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 205,262.01
n.	CURB AND GUTTER	11700	LF	\$ 30.00	\$ 351,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.28	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.554	LS/MI	\$ 90,000.00	\$ 49,858
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 4,597,869
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 459,787
	ENGINEERING AND DESIGN	15%			\$ 689,680
	CONSTRUCTION CONTINGENCY	20%			\$ 919,574
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 896,584
	ROW ACQUISITION	0	LS/SF	\$ 6.00	\$ -
SUBTOTAL					\$ 2,965,625
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 7,563,494
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		19,500	SY	\$ 7.00	\$ 136,531
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,563,494
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 136,531
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,563,494
		0%			

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ESTIMATED CONSTRUCTION COST TEMPLATE

**Transportation Master Plan
City of Taylor**

PROJECT NAME:

Carlos G/FM 397 Extension

PROJECT LIMITS:

from Main St to RR track

PROJECT DESCRIPTION:

Construction of roadway
as Community Boulevard

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Community Boulevard 2L	
c.	BACK OF CURB SECTION LEFT:	2L COMMUNITY BLVD	
d.	BACK OF CURB SECTION RIGHT:	2L COMMUNITY BLVD	
e.	PROJECT LENGTH =	0.284	MILES
f.	NOMINAL ROW WIDTH =	100	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	40	FEET
k.	HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	15	STA	\$ 7,000.00	\$ 105,000
b.	EXCAVATION	11136	CY	\$ 10.00	\$ 111,364
c.	EMBANKMENT	5568	CY	\$ 25.00	\$ 139,205
d.	HMAC PAVEMENT (ROADWAY)	6667	SY	\$ 77.93	\$ 519,500
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.284	LS/MI	\$ 1,299,600.00	\$ 369,205
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.568	LS/MI	\$ 414,000.00	\$ 235,227
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 41,141.36
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 102,853.41
l.	SIDEWALK/SHARED USE PATH	4000.00	SY	\$ 75.00	\$ 300,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 102,853.41
n.	CURB AND GUTTER	6000	LF	\$ 30.00	\$ 180,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 77.93	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.284	LS/MI	\$ 90,000.00	\$ 25,568
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,303,916
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 230,392
	ENGINEERING AND DESIGN	15%			\$ 345,587
	CONSTRUCTION CONTINGENCY	20%			\$ 460,783
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 449,264
	ROW ACQUISITION	140000.00	LS/SF	\$ 6.00	\$ 840,000
SUBTOTAL					\$ 2,326,026
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,629,942
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		6,667	SY	\$ 7.00	\$ 46,677
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,629,942
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 46,677
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,629,942

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan City of Taylor

PROJECT NAME:
PROJECT LIMITS:
PROJECT DESCRIPTION:

Proposed N/S
Community Blvd east of CR 373
from CR 398 to CR 402
Construction of roadway
as Community Boulevard

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 2L	
c. BACK OF CURB SECTION LEFT:	2L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	2L COMMUNITY BLVD	
e. PROJECT LENGTH =	1.460	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	50.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	0	FEET
j. NOMINAL PAVEMENT WIDENING =	40	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	24	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	78	STA	\$ 7,000.00	\$ 546,000
b.	EXCAVATION	57232	CY	\$ 10.00	\$ 572,320
c.	EMBANKMENT	28616	CY	\$ 25.00	\$ 715,400
d.	HMAC PAVEMENT (ROADWAY)	34261	SY	\$ 77.93	\$ 2,669,814
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	1.460	LS/MI	\$ 1,299,600.00	\$ 1,897,416
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	2.920	LS/MI	\$ 414,000.00	\$ 1,208,880
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 211,240.93
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 528,102.32
l.	SIDEWALK/SHARED USE PATH	20556.80	SY	\$ 75.00	\$ 1,541,760
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 528,102.32
n.	CURB AND GUTTER	30835	LF	\$ 30.00	\$ 925,056
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 77.93	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.460	LS/MI	\$ 90,000.00	\$ 131,400
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	2100	SF	\$ 100.00	\$ 210,000.00
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 11,829,492
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 1,182,949
	ENGINEERING AND DESIGN	15%			\$ 1,774,424
	CONSTRUCTION CONTINGENCY	20%			\$ 2,365,898
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 2,306,751
	ROW ACQUISITION	750000.00	LS/SF	\$ 6.00	\$ 4,500,000
SUBTOTAL					\$ 12,130,022
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 23,959,514
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		34,261	SY	\$ 7.00	\$ 239,883
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 23,959,514
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 239,883
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 23,959,514

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:
PROJECT LIMITS:
PROJECT DESCRIPTION:

Proposed E/W
Neighborhood Ave
south of Mallard Ln
from Main St to RR track
Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	0.360	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINENCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	19	STA	\$ 7,000.00	\$ 133,000
b.	EXCAVATION	11263	CY	\$ 10.00	\$ 112,633
c.	EMBANKMENT	5650	CY	\$ 25.00	\$ 141,241
d.	HMAC PAVEMENT (ROADWAY)	7600	SY	\$ 78.48	\$ 596,410
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.360	LS/MI	\$ 1,299,600.00	\$ 467,659
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.720	LS/MI	\$ 414,000.00	\$ 297,955
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 45,425.66
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 113,564.16
l.	SIDEWALK/SHARED USE PATH	2533.33	SY	\$ 75.00	\$ 190,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 113,564.16
n.	CURB AND GUTTER	7600	LF	\$ 30.00	\$ 228,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.360	LS/MI	\$ 90,000.00	\$ 32,386
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,543,837
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 254,384
	ENGINEERING AND DESIGN	15%			\$ 381,576
	CONSTRUCTION CONTINGENCY	20%			\$ 508,767
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 496,048
	ROW ACQUISITION	136000.00	LS/ACRE	\$ 6.00	\$ 816,000
SUBTOTAL					\$ 2,456,775
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 5,000,612
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		7,600	SY	\$ 7.00	\$ 53,212
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 5,000,612
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 53,212
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 5,000,612

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Justin Lane

PROJECT LIMITS:

from CR 398 to
south of CR 398

PROJECT DESCRIPTION:

Upgrade roadway to
Neighborhood Avenue
cross section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	0.682	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	25	FEET
j. NOMINAL PAVEMENT WIDENING =	27	FEET
k. HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	18	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	36	STA	\$ 7,000.00	\$ 252,000
b.	EXCAVATION	14727	CY	\$ 10.00	\$ 147,273
c.	EMBANKMENT	7364	CY	\$ 25.00	\$ 184,091
d.	HMAC PAVEMENT (ROADWAY)	10800	SY	\$ 76.78	\$ 829,253
e.	MILL AND OVERLAY COST	10000	SY	\$ 25.98	\$ 259,750
f.	DRAINAGE SYSTEMS	0.682	LS/MI	\$ 1,299,600.00	\$ 886,091
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	1.364	LS/MI	\$ 414,000.00	\$ 564,545
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 81,687.33
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 204,218.34
l.	SIDEWALK/SHARED USE PATH	4800.00	SY	\$ 75.00	\$ 360,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 204,218.34
n.	CURB AND GUTTER	14400	LF	\$ 30.00	\$ 432,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.78	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	18	MO	\$ 6,000.00	\$ 108,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.682	LS/MI	\$ 90,000.00	\$ 61,364
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 4,574,491
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 457,449
	ENGINEERING AND DESIGN	15%			\$ 686,174
	CONSTRUCTION CONTINGENCY	20%			\$ 914,898
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 892,026
	ROW ACQUISITION	51300.00	LS/SF	\$ 6.00	\$ 307,800
SUBTOTAL					\$ 3,258,347
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 7,832,837
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		20,800	SY	\$ 7.00	\$ 145,633
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,832,837
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 145,633
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,832,837
		0%			

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Justin Lane

PROJECT LIMITS:

from Carlos G/FM 397
to CR 398

PROJECT DESCRIPTION:

Upgrade roadway to
Community Boulevard
cross-section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 2L	
c. BACK OF CURB SECTION LEFT:	2L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	2L COMMUNITY BLVD	
e. PROJECT LENGTH =	0.379	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	25	FEET
j. NOMINAL PAVEMENT WIDENING =	31	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	12	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	21	STA	\$ 7,000.00	\$ 147,000
b.	EXCAVATION	11143	CY	\$ 10.00	\$ 111,426
c.	EMBANKMENT	5571	CY	\$ 25.00	\$ 139,283
d.	HMAC PAVEMENT (ROADWAY)	6893	SY	\$ 76.51	\$ 527,369
e.	MILL AND OVERLAY COST	5559	SY	\$ 25.98	\$ 144,386
f.	DRAINAGE SYSTEMS	0.379	LS/MI	\$ 1,299,600.00	\$ 492,548
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.758	LS/MI	\$ 414,000.00	\$ 313,812
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 52,445.85
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 131,114.63
l.	SIDEWALK/SHARED USE PATH	5336.32	SY	\$ 75.00	\$ 400,224
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 131,114.63
n.	CURB AND GUTTER	8004	LF	\$ 30.00	\$ 240,134
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.51	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.379	LS/MI	\$ 90,000.00	\$ 34,110
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,936,968
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 293,697
	ENGINEERING AND DESIGN	15%			\$ 440,545
	CONSTRUCTION CONTINGENCY	20%			\$ 587,394
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 572,709
	ROW ACQUISITION	80000.00	LS/SF	\$ 6.00	\$ 480,000
SUBTOTAL					\$ 2,374,344
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 5,311,312
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		12,451	SY	\$ 7.00	\$ 87,179
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					\$ 5,311,312
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 87,179
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					\$ 5,311,312
		0%			

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Justin Lane

PROJECT LIMITS:

from south of CR 398
to US 79

PROJECT DESCRIPTION:

Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	0.379	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	75.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	20	STA	\$ 7,000.00	\$ 140,000
b.	EXCAVATION	11856	CY	\$ 10.00	\$ 118,561
c.	EMBANKMENT	5947	CY	\$ 25.00	\$ 148,674
d.	HMAC PAVEMENT (ROADWAY)	8000	SY	\$ 78.48	\$ 627,800
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.379	LS/MI	\$ 1,299,600.00	\$ 492,273
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.758	LS/MI	\$ 414,000.00	\$ 313,636
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 53,440.70
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 133,601.74
l.	SIDEWALK/SHARED USE PATH	2666.67	SY	\$ 75.00	\$ 200,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 133,601.74
n.	CURB AND GUTTER	8000	LF	\$ 30.00	\$ 240,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.379	LS/MI	\$ 90,000.00	\$ 34,091
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	2850	SF	\$ 100.00	\$ 285,000.00
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,992,679
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 299,268
	ENGINEERING AND DESIGN	15%			\$ 448,902
	CONSTRUCTION CONTINGENCY	20%			\$ 598,536
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 583,572
	ROW ACQUISITION	0	LS/ACRE	\$ 6.00	\$ -
SUBTOTAL					\$ 1,930,278
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,922,957
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		8,000	SY	\$ 7.00	\$ 56,013
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,922,957
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 56,013
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,922,957

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ESTIMATED CONSTRUCTION COST TEMPLATE

**Transportation Master Plan
City of Taylor**

PROJECT NAME:

Mallard Ln Extension

PROJECT LIMITS:

from Main St to RR track

PROJECT DESCRIPTION:

Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	0.303	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	16	STA	\$ 7,000.00	\$ 112,000
b.	EXCAVATION	9485	CY	\$ 10.00	\$ 94,848
c.	EMBANKMENT	4758	CY	\$ 25.00	\$ 118,939
d.	HMAC PAVEMENT (ROADWAY)	6400	SY	\$ 78.48	\$ 502,240
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.303	LS/MI	\$ 1,299,600.00	\$ 393,818
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.606	LS/MI	\$ 414,000.00	\$ 250,909
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 38,480.56
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 96,201.39
l.	SIDEWALK/SHARED USE PATH	2133.33	SY	\$ 75.00	\$ 160,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 96,201.39
n.	CURB AND GUTTER	6400	LF	\$ 30.00	\$ 192,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.303	LS/MI	\$ 90,000.00	\$ 27,273
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,154,911
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 215,491
	ENGINEERING AND DESIGN	15%			\$ 323,237
	CONSTRUCTION CONTINGENCY	20%			\$ 430,982
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 420,208
	ROW ACQUISITION	128000.00	LS/SF	\$ 6.00	\$ 768,000
SUBTOTAL					\$ 2,157,918
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,312,829
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		6,400	SY	\$ 7.00	\$ 44,810
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,312,829
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 44,810
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,312,829

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

PROJECT LIMITS:

PROJECT DESCRIPTION:

Proposed N/S Neighborhood
Ave east of Main St
from Carlos G/FM 397
to Lake Dr
Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	1.288	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	24	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	68	STA	\$ 7,000.00	\$ 476,000
b.	EXCAVATION	40311	CY	\$ 10.00	\$ 403,106
c.	EMBANKMENT	20220	CY	\$ 25.00	\$ 505,492
d.	HMAC PAVEMENT (ROADWAY)	27200	SY	\$ 78.48	\$ 2,134,520
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	1.288	LS/MI	\$ 1,299,600.00	\$ 1,673,727
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	2.576	LS/MI	\$ 414,000.00	\$ 1,066,364
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 160,302.37
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 400,755.92
l.	SIDEWALK/SHARED USE PATH	9066.67	SY	\$ 75.00	\$ 680,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 400,755.92
n.	CURB AND GUTTER	27200	LF	\$ 30.00	\$ 816,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.288	LS/MI	\$ 90,000.00	\$ 115,909
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 8,976,933
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 897,693
	ENGINEERING AND DESIGN	15%			\$ 1,346,540
	CONSTRUCTION CONTINGENCY	20%			\$ 1,795,387
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 1,750,502
	ROW ACQUISITION	264000.00	LS/SF	\$ 6.00	\$ 1,584,000
SUBTOTAL					\$ 7,374,122
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 16,351,054
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		27,200	SY	\$ 7.00	\$ 190,443
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 16,351,054
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 190,443
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 16,351,054

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

CR 404/Rio Grande St

PROJECT LIMITS:

from Main St to US 79

PROJECT DESCRIPTION:

Upgrade roadway to
Neighborhood Avenue
cross section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	1.136	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	50.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	15	FEET
j. NOMINAL PAVEMENT WIDENING =	21	FEET
k. HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	18	
q. YEARS OF MAINTENANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	Y	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	60	STA	\$ 7,000.00	\$ 420,000
b.	EXCAVATION	35568	CY	\$ 10.00	\$ 355,682
c.	EMBANKMENT	17841	CY	\$ 25.00	\$ 446,023
d.	HMAC PAVEMENT (ROADWAY)	23917	SY	\$ 78.48	\$ 1,876,860
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	1.136	LS/MI	\$ 1,299,600.00	\$ 1,476,818
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	2.273	LS/MI	\$ 414,000.00	\$ 940,909
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 146,714.63
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 366,786.58
l.	SIDEWALK/SHARED USE PATH	8000.00	SY	\$ 75.00	\$ 600,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 366,786.58
n.	CURB AND GUTTER	24000	LF	\$ 30.00	\$ 720,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	18	MO	\$ 6,000.00	\$ 108,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.136	LS/MI	\$ 90,000.00	\$ 102,273
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	1900	SF	\$ 100.00	\$ 190,000.00
x.	REMOVING STAB BASE & ASPH PAV	9917	SY	\$ 10.00	\$ 99,167
SUBTOTAL					\$ 8,216,019
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 821,602
	ENGINEERING AND DESIGN	15%			\$ 1,232,403
	CONSTRUCTION CONTINGENCY	20%			\$ 1,643,204
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 1,602,124
	ROW ACQUISITION	147500.00	LS/SF	\$ 6.00	\$ 885,000
SUBTOTAL					\$ 6,184,333
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					
					\$ 14,400,352
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		24,000	SY	\$ 7.00	\$ 168,038
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 14,400,352
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 168,038
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					
		0%			\$ 14,400,352

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:	TH Johnson Dr Extension
PROJECT LIMITS:	from Main St to RR track
PROJECT DESCRIPTION:	Construction of roadway as Neighborhood Avenue

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	0.303	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	0	FEET
j. NOMINAL PAVEMENT WIDENING =	36	FEET
k. HMA PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	12	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	16	STA	\$ 7,000.00	\$ 112,000
b.	EXCAVATION	9485	CY	\$ 10.00	\$ 94,848
c.	EMBANKMENT	4758	CY	\$ 25.00	\$ 118,939
d.	HMA PAVEMENT (ROADWAY)	6400	SY	\$ 78.48	\$ 502,240
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.303	LS/MI	\$ 1,299,600.00	\$ 393,818
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.606	LS/MI	\$ 414,000.00	\$ 250,909
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 38,480.56
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 96,201.39
l.	SIDEWALK/SHARED USE PATH	2133.33	SY	\$ 75.00	\$ 160,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 96,201.39
n.	CURB AND GUTTER	6400	LF	\$ 30.00	\$ 192,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.303	LS/MI	\$ 90,000.00	\$ 27,273
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,154,911
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 215,491
	ENGINEERING AND DESIGN	15%			\$ 323,237
	CONSTRUCTION CONTINGENCY	20%			\$ 430,982
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 420,208
	ROW ACQUISITION	128,000.00	LS/SF	\$ 6.00	\$ 768,000
SUBTOTAL					\$ 2,157,918
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,312,829
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		6,400	SY	\$ 7.00	\$ 44,810
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,312,829
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 44,810
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,312,829

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**Taylor CIP Cost Estimate
Main St and Carlos G/FM397
Construction of a southbound right-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	5	\$ 9,000.00	\$ 45,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	550	\$ 7.00	\$ 3,850
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	111	\$ 14.00	\$ 1,556
EXCAVATION ROADWAY	CY	370	\$ 10.00	\$ 3,704
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	222	\$ 62.00	\$ 13,778
PRIME COAT (MC-30)	GAL	167	\$ 6.00	\$ 1,000
D-GR HMA(SQ) TY-C PG64-22	TON	147	\$ 85.00	\$ 12,467
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	73	\$ 110.00	\$ 8,067
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (5 FT X 3 FT)	LF	0	\$ 500.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	4	\$ 6,500.00	\$ 26,000
RC PIPE (CL III)(24 IN)	LF	250	\$ 115.00	\$ 28,750
INLET (COMPL)(PCO)(3FT)(NONE)	EA	1	\$ 6,000.00	\$ 6,000
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	550	\$ 50.00	\$ 27,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (5")	SY	0	\$ 75.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
RELOCATE UTILITY POLE	EA	0	\$ 10,000.00	\$ -
RELOCATE FIRE HYDRANT	EA	0	\$ 5,000.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,800.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVE SM RD SN SUP&AM	EA	0	\$ 200.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
INS TRF SIGN PL AM(S)1 ARM (55')LUM	EA	0	\$ 37,500.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 12,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 13,000
PAVEMENT MARKINGS	LS	1	10%	\$ 27,200
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 29,900
SUBTOTAL MATERIAL ITEMS				\$ 328,670
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	49,301
INSPECTION		10%	\$	32,867
CONTINGENCY		20%	\$	65,734
DRAINAGE CONTINGENCY		10%	\$	32,867
SUBTOTAL				\$ 509,439
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 509,439

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Main St and Lake Dr
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.5	\$ 9,000.00	\$ 13,500
REMOVING CONC (MEDIANS)	SY	83	\$ 16.00	\$ 1,333
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	33	\$ 14.00	\$ 467
EXCAVATION ROADWAY	CY	46	\$ 10.00	\$ 463
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	28	\$ 62.00	\$ 1,722
PRIME COAT (MC-30)	GAL	21	\$ 6.00	\$ 125
D-GR HMA(SQ) TY-C PG64-22	TON	18	\$ 85.00	\$ 1,558
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	9	\$ 110.00	\$ 1,008
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$ 1,600.00	\$ 1,600
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
INS TRF SIGN PL AM(S)1 ARM (55')LUM	EA	1	\$ 37,500.00	\$ 37,500
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,500
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,800
PAVEMENT MARKINGS	LS	1	15%	\$ 18,200
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 14,000
SUBTOTAL MATERIAL ITEMS				\$ 153,237
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	22,986
INSPECTION		10%	\$	15,324
CONTINGENCY		20%	\$	30,647
SUBTOTAL				\$ 222,193
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 222,193

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Main St and Lake Dr
Construction of an westbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	0.5	\$ 9,000.00	\$ 4,500
REMOVING CONC (MEDIANS)	SY	28	\$ 16.00	\$ 444
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	11	\$ 14.00	\$ 156
EXCAVATION ROADWAY	CY	15	\$ 10.00	\$ 154
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	9	\$ 62.00	\$ 574
PRIME COAT (MC-30)	GAL	7	\$ 6.00	\$ 42
D-GR HMA(SQ) TY-C PG64-22	TON	6	\$ 85.00	\$ 519
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	3	\$ 110.00	\$ 336
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 2,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,100
PAVEMENT MARKINGS	LS	1	15%	\$ 9,500
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 7,300
SUBTOTAL MATERIAL ITEMS				\$ 79,986
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	11,998
INSPECTION		10%	\$	7,999
CONTINGENCY		20%	\$	15,997
SUBTOTAL				\$ 115,979
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 115,979

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Taylor CIP Cost Estimate
Main St and 7th St
Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	140	\$1.00	\$140.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	140	\$0.75	\$105.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	76	\$4.50	\$342.00
ELIM EXT PAV MRK & MRKS (24")	LF	18	\$6.00	\$108.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	280	\$0.40	\$112.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	280	\$1.25	\$350.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$1,600	\$1,600.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,200.00
SUBTOTAL MATERIAL ITEMS				\$78,859.00

ENGINEERING	15%	\$	11,829
INSPECTION	7%	\$	5,520
CONTINGENCY	15%	\$	11,829

SUBTOTAL \$ 108,037

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 108,037

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Taylor CIP Cost Estimate
Main St and 7th St
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	120	\$1.00	\$120.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	120	\$0.75	\$90.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	60	\$4.50	\$270.00
ELIM EXT PAV MRK & MRKS (24")	LF	15	\$6.00	\$90.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	240	\$0.40	\$96.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	240	\$1.25	\$300.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	100	\$15.00	\$1,500.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	100	\$8.00	\$800.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
0	0	0	\$0	\$0.00
0	0	0	\$0	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$1,600	\$1,600.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,200.00
SUBTOTAL MATERIAL ITEMS				\$78,576.00

ENGINEERING	15%	\$	11,786
INSPECTION	7%	\$	5,500
CONTINGENCY	15%	\$	11,786

SUBTOTAL \$ 107,649

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 107,649

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Main St and MLK Jr Blvd
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2	\$ 9,000.00	\$ 18,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	44	\$ 14.00	\$ 622
EXCAVATION ROADWAY	CY	99	\$ 10.00	\$ 988
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	59	\$ 62.00	\$ 3,674
PRIME COAT (MC-30)	GAL	44	\$ 6.00	\$ 267
D-GR HMA(SQ) TY-C PG64-22	TON	39	\$ 85.00	\$ 3,324
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	20	\$ 110.00	\$ 2,151
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$ 1,600.00	\$ 1,600
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$ 15,000.00	\$ 15,000
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,100
PAVEMENT MARKINGS	LS	1	15%	\$ 16,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 12,300
SUBTOTAL MATERIAL ITEMS				\$ 134,386
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	20,158
INSPECTION		10%	\$	13,439
CONTINGENCY		20%	\$	26,877
SUBTOTAL				\$ 194,860
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 194,860

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Main St and MLK Jr Blvd
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	250	\$1.00	\$250.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	250	\$0.75	\$187.50
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF	600	\$0.55	\$330.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	15	\$6.00	\$90.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	600	\$0.40	\$240.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	600	\$1.25	\$750.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVING TRAFFIC SIGNALS	EA	1	\$6,000	\$6,000.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,700.00
SUBTOTAL MATERIAL ITEMS				\$84,449.50

ENGINEERING	15%	\$	12,667
INSPECTION	7%	\$	5,911
CONTINGENCY	15%	\$	12,667
SUBTOTAL		\$	115,696
SMALL QUANTITY ESCALATION FACTOR		\$	-
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY		\$	115,696

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

Taylor CIP Cost Estimate
TH Johnson Dr and North Dr
Construction of an eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2	\$ 9,000.00	\$ 18,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	180	\$ 7.00	\$ 1,260
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	40	\$ 14.00	\$ 560
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 481
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,791
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,621
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,049
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	180	\$ 50.00	\$ 9,000
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVAL OF SIGNAL POLE ASSM	EA	0	\$ 1,600.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED ARW)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	0	\$ 260.00	\$ -
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	0	\$ 15,000.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,600
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,800
PAVEMENT MARKINGS	LS	1	15%	\$ 11,800
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,100
SUBTOTAL MATERIAL ITEMS				\$ 99,139
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	14,871
INSPECTION		10%	\$	9,914
CONTINGENCY		20%	\$	19,828
SUBTOTAL				\$ 143,751
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 143,751

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and North Dr
 Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

Date: 11/28/2022 17:46

Prepared by: CC

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PAVEMENT MARKINGS				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	35	\$6.00	\$210.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
SMALL SIGNING				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$14,822.00

ENGINEERING	15%	\$	2,223
INSPECTION	7%	\$	1,038
CONTINGENCY	50%	\$	7,411

SUBTOTAL \$ 25,494

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 25,494

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and North Dr
 Restriping NB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	158	\$4.50	\$711.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	106	\$15.00	\$1,590.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	106	\$8.00	\$848.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,369.00

ENGINEERING	15%	\$	2,305
INSPECTION	7%	\$	1,076
CONTINGENCY	50%	\$	7,685

SUBTOTAL \$ 26,435

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 26,435

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and North Dr
 Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	72	\$4.50	\$324.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$14,936.00

ENGINEERING	15%	\$	2,240
INSPECTION	7%	\$	1,046
CONTINGENCY	50%	\$	7,468

SUBTOTAL \$ 25,690

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 25,690

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
TH Johnson Dr and Bill Pickett Tr
Restriping EB approach to Provide Left-Turn Lane, Thru Lane, and Right-Turn
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	300	\$1.00	\$300.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	300	\$0.75	\$225.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	6	\$150.00	\$900.00
REFL PAV MRK TY II (W) (ARROW)	EA	6	\$100.00	\$600.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	3	\$175.00	\$525.00
REFL PAV MRK TY II (W) (WORD)	EA	3	\$100.00	\$300.00
ELIM EXT PAV MRK & MRKS (4")	LF	272	\$0.55	\$149.60
ELIM EXT PAV MRK & MRKS (8")	LF	136	\$0.95	\$129.20
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	21	\$6.00	\$126.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA	4	\$50.00	\$200.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	500	\$0.40	\$200.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	500	\$1.25	\$625.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	130	\$15.00	\$1,950.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	130	\$8.00	\$1,040.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,600.00
SUBTOTAL MATERIAL ITEMS				\$17,369.80

ENGINEERING	15%	\$	2,605
INSPECTION	7%	\$	1,216
CONTINGENCY	50%	\$	8,685

SUBTOTAL \$ 29,876

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 29,876

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and Bill Pickett Tr
 Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

Date: 11/28/2022 17:46
 Prepared by: CC

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PAVEMENT MARKINGS				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	150	\$1.00	\$150.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	150	\$0.75	\$112.50
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	90	\$4.50	\$405.00
ELIM EXT PAV MRK & MRKS (24")	LF	20	\$6.00	\$120.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
SMALL SIGNING				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,224.50

ENGINEERING	15%	\$	2,284
INSPECTION	7%	\$	1,066
CONTINGENCY	50%	\$	7,612

SUBTOTAL \$ **26,186**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **26,186**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
2nd St and Sloan St
Construction of a northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	0.5	\$ 9,000.00	\$ 4,500
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	3	\$ 13.00	\$ 43
REMOVING CONC (CURB AND GUTTER)	LF	110	\$ 7.00	\$ 770
REMOVING CONC (WHEELCHAIR RAMP)	SY	13	\$ 38.00	\$ 494
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	13	\$ 14.00	\$ 187
EXCAVATION ROADWAY	CY	89	\$ 10.00	\$ 889
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	53	\$ 62.00	\$ 3,307
PRIME COAT (MC-30)	GAL	40	\$ 6.00	\$ 240
D-GR HMA(SQ) TY-C PG64-22	TON	35	\$ 85.00	\$ 2,992
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	18	\$ 110.00	\$ 1,936
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	110	\$ 50.00	\$ 5,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	3	\$ 78.00	\$ 260
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	4	\$ 2,200.00	\$ 8,800
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
GROUND BOX TY C(162911)W/APRON	EA	2	\$ 1,800.00	\$ 3,600
REMOVE GROUND BOX	EA	2	\$ 370.00	\$ 740
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 30,000.00	\$ 30,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 6,700
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 7,100
PAVEMENT MARKINGS	LS	1	10%	\$ 14,800
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 16,300
SUBTOTAL MATERIAL ITEMS				\$ 178,618
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	26,793
INSPECTION		10%	\$	17,862
CONTINGENCY		20%	\$	35,724
SUBTOTAL				\$ 258,995
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 258,995

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
2nd St and Sloan St
Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	100	\$15.00	\$1,500.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	100	\$8.00	\$800.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
0	0	0	\$0	\$0.00
0	0	0	\$0	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVING TRAFFIC SIGNALS	EA	1	\$6,000	\$6,000.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,600.00
SUBTOTAL MATERIAL ITEMS				\$83,080.00

ENGINEERING	15%	\$	12,462
INSPECTION	7%	\$	5,816
CONTINGENCY	15%	\$	12,462

SUBTOTAL \$ 113,820

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 113,820

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
2nd St and Howard St
Construction of a southbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1	\$ 9,000.00	\$ 9,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	150	\$ 7.00	\$ 1,050
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	23	\$ 14.00	\$ 324
EXCAVATION ROADWAY	CY	25	\$ 10.00	\$ 247
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	15	\$ 62.00	\$ 919
PRIME COAT (MC-30)	GAL	11	\$ 6.00	\$ 67
D-GR HMA(SQ) TY-C PG64-22	TON	10	\$ 85.00	\$ 831
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	5	\$ 110.00	\$ 538
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	1	\$ 6,000.00	\$ 6,000
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	150	\$ 50.00	\$ 7,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	1	\$ 10,000.00	\$ 10,000
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,700
PAVEMENT MARKINGS	LS	1	10%	\$ 11,900
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 13,000
SUBTOTAL MATERIAL ITEMS				\$ 142,922
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	21,438
INSPECTION		10%	\$	14,292
CONTINGENCY		20%	\$	28,584
SUBTOTAL				\$ 207,236
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 207,236

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
CR 404/Rio Grande St and Main St
Construction of an eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.625	\$ 9,000.00	\$ 14,625
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	212.5	\$ 7.00	\$ 1,488
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	29	\$ 14.00	\$ 404
EXCAVATION ROADWAY	CY	56	\$ 10.00	\$ 559
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	34	\$ 62.00	\$ 2,081
PRIME COAT (MC-30)	GAL	25	\$ 6.00	\$ 151
D-GR HMA(SQ) TY-C PG64-22	TON	22	\$ 85.00	\$ 1,883
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	11	\$ 110.00	\$ 1,218
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	213	\$ 50.00	\$ 10,625
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
RELOCATE FIRE HYDRANT	EA	1	\$ 5,000.00	\$ 5,000
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,800
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,000
PAVEMENT MARKINGS	LS	1	10%	\$ 8,300
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,200
SUBTOTAL MATERIAL ITEMS				\$ 100,282
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	15,042
INSPECTION		10%	\$	10,028
CONTINGENCY		20%	\$	20,056
SUBTOTAL				\$ 145,409
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 145,409

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Taylor CIP Cost Estimate
CR 404/Rio Grande St and Main St
Construction of an westbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.375	\$ 9,000.00	\$ 12,375
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	187.5	\$ 7.00	\$ 1,313
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	23	\$ 14.00	\$ 327
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 482
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,794
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,623
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,050
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	188	\$ 50.00	\$ 9,375
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
RELOCATE FIRE HYDRANT	EA	0	\$ 5,000.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	1	\$ 10,000.00	\$ 10,000
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,100
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,300
PAVEMENT MARKINGS	LS	1	10%	\$ 9,100
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,000
SUBTOTAL MATERIAL ITEMS				\$ 109,250
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	16,387
INSPECTION		10%	\$	10,925
CONTINGENCY		20%	\$	21,850
SUBTOTAL				\$ 158,412
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 158,412

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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**Taylor CIP Cost Estimate
CR 404/Rio Grande St and US 79
Construction of a northbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.325	\$ 9,000.00	\$ 20,925
REMOVING CONC (MEDIANS)	SY	48	\$ 16.00	\$ 773
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	52	\$ 14.00	\$ 723
EXCAVATION ROADWAY	CY	186	\$ 10.00	\$ 1,859
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	112	\$ 62.00	\$ 6,915
PRIME COAT (MC-30)	GAL	84	\$ 6.00	\$ 502
D-GR HMA(SQ) TY-C PG64-22	TON	74	\$ 85.00	\$ 6,257
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	37	\$ 110.00	\$ 4,048
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	49	\$ 88.00	\$ 4,312
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	2	\$ 500.00	\$ 1,000
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,100
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,300
PAVEMENT MARKINGS	LS	1	10%	\$ 9,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,900
SUBTOTAL MATERIAL ITEMS				\$ 108,614
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	16,292
INSPECTION		10%	\$	10,861
CONTINGENCY		20%	\$	21,723
SUBTOTAL				\$ 157,491
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 157,491

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
CR 404/Rio Grande St and US 79
Construction of a southbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.325	\$ 9,000.00	\$ 20,925
REMOVING CONC (MEDIANS)	SY	85	\$ 16.00	\$ 1,365
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	52	\$ 14.00	\$ 723
EXCAVATION ROADWAY	CY	186	\$ 10.00	\$ 1,859
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	112	\$ 62.00	\$ 6,915
PRIME COAT (MC-30)	GAL	84	\$ 6.00	\$ 502
D-GR HMA(SQ) TY-C PG64-22	TON	74	\$ 85.00	\$ 6,257
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	37	\$ 110.00	\$ 4,048
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	86	\$ 88.00	\$ 7,568
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	2	\$ 500.00	\$ 1,000
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,300
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,500
PAVEMENT MARKINGS	LS	1	10%	\$ 9,400
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,400
SUBTOTAL MATERIAL ITEMS				\$ 113,762
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	17,064
INSPECTION		10%	\$	11,376
CONTINGENCY		20%	\$	22,752
SUBTOTAL				\$ 164,955
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 164,955

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Carlos G/FM397 and Lake Dr
Construction of a westbound right-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2	\$ 9,000.00	\$ 18,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	250	\$ 7.00	\$ 1,750
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	44	\$ 14.00	\$ 622
EXCAVATION ROADWAY	CY	74	\$ 10.00	\$ 741
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	44	\$ 62.00	\$ 2,756
PRIME COAT (MC-30)	GAL	33	\$ 6.00	\$ 200
D-GR HMA(SQ) TY-C PG64-22	TON	29	\$ 85.00	\$ 2,493
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	15	\$ 110.00	\$ 1,613
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (5 FT X 3 FT)	LF	0	\$ 500.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	3	\$ 6,000.00	\$ 18,000
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	250	\$ 50.00	\$ 12,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (5")	SY	0	\$ 75.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
RELOCATE UTILITY POLE	EA	0	\$ 10,000.00	\$ -
RELOCATE FIRE HYDRANT	EA	1	\$ 5,000.00	\$ 5,000
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	1	\$ 370.00	\$ 370
GROUND BOX TY C(162911)W/APRON	EA	1	\$ 1,800.00	\$ 1,800
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVE SM RD SN SUP&AM	EA	0	\$ 200.00	\$ -
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$ 1,600.00	\$ 1,600
INS TRF SIGN PL AM(S)1 ARM (55')LUM	EA	1	\$ 37,500.00	\$ 37,500
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 9,600
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 10,000
PAVEMENT MARKINGS	LS	1	10%	\$ 21,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 23,100
SUBTOTAL MATERIAL ITEMS				\$ 254,092
ENGINEERING, INSPECTION, CONTINGENCY, AND DRAINAGE CONTINGENCY				
ENGINEERING		15%	\$	38,114
INSPECTION		10%	\$	25,409
CONTINGENCY		20%	\$	50,818
DRAINAGE CONTINGENCY		10%	\$	25,409
SUBTOTAL				\$ 393,843
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 393,843

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Taylor CIP Cost Estimate
Carlos G/FM 397 and Justin Ln
Construction of a northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	5.5	\$ 9,000.00	\$ 49,500
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	122	\$ 14.00	\$ 1,711
EXCAVATION ROADWAY	CY	674	\$ 10.00	\$ 6,741
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	404	\$ 62.00	\$ 25,076
PRIME COAT (MC-30)	GAL	303	\$ 6.00	\$ 1,820
D-GR HMA(SQ) TY-C PG64-22	TON	267	\$ 85.00	\$ 22,689
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	133	\$ 110.00	\$ 14,681
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	2	\$ 6,500.00	\$ 13,000
RC PIPE (CL III)(24 IN)	LF	85	\$ 115.00	\$ 9,775
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	167	\$ 82.00	\$ 13,667
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 11,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 12,000
PAVEMENT MARKINGS	LS	1	10%	\$ 25,100
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 27,600
SUBTOTAL MATERIAL ITEMS				\$ 303,260
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	45,489
INSPECTION		10%	\$	30,326
CONTINGENCY		20%	\$	60,652
DRAINAGE CONTINGENCY		0%	\$	-
SUBTOTAL				\$ 439,727
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 439,727

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Taylor CIP Cost Estimate
Carlos G/FM 397 and Justin Ln
Construction of a eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.35	\$ 9,000.00	\$ 21,150
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	52	\$ 14.00	\$ 731
EXCAVATION ROADWAY	CY	131	\$ 10.00	\$ 1,306
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	78	\$ 62.00	\$ 4,857
PRIME COAT (MC-30)	GAL	59	\$ 6.00	\$ 353
D-GR HMA(SQ) TY-C PG64-22	TON	52	\$ 85.00	\$ 4,395
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	26	\$ 110.00	\$ 2,844
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,500
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,700
PAVEMENT MARKINGS	LS	1	10%	\$ 7,700
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 8,500
SUBTOTAL MATERIAL ITEMS				\$ 93,034
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	13,955
INSPECTION		10%	\$	9,303
CONTINGENCY		20%	\$	18,607
SUBTOTAL				\$ 134,899
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 134,899

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Taylor CIP Cost Estimate
Carlos G/FM 397 and Pivot Dr
Construction of a southbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	7.6	\$ 9,000.00	\$ 68,400
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	89	\$ 14.00	\$ 1,244
EXCAVATION ROADWAY	CY	563	\$ 10.00	\$ 5,630
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	338	\$ 62.00	\$ 20,942
PRIME COAT (MC-30)	GAL	253	\$ 6.00	\$ 1,520
D-GR HMA(SQ) TY-C PG64-22	TON	223	\$ 85.00	\$ 18,949
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	111	\$ 110.00	\$ 12,261
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 9,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 10,400
PAVEMENT MARKINGS	LS	1	20%	\$ 43,500
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 26,100
SUBTOTAL MATERIAL ITEMS				\$ 286,847
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	43,027
INSPECTION		10%	\$	28,685
CONTINGENCY		20%	\$	57,369
SUBTOTAL				\$ 415,928
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 415,928

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Carlos G/FM 397 and Pivot Dr
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	15	\$6.00	\$90.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,002.00

ENGINEERING	15%	\$	2,100
INSPECTION	7%	\$	980
CONTINGENCY	50%	\$	7,001

SUBTOTAL \$ 24,083

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,083

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Taylor CIP Cost Estimate
Carlos G/FM 397 and CR 366
Construction of an eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	4.975	\$ 9,000.00	\$ 44,775
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	111	\$ 14.00	\$ 1,548
EXCAVATION ROADWAY	CY	422	\$ 10.00	\$ 4,218
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	253	\$ 62.00	\$ 15,692
PRIME COAT (MC-30)	GAL	190	\$ 6.00	\$ 1,139
D-GR HMA(SQ) TY-C PG64-22	TON	167	\$ 85.00	\$ 14,199
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	84	\$ 110.00	\$ 9,188
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 8,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 8,800
PAVEMENT MARKINGS	LS	1	10%	\$ 18,400
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 20,200
SUBTOTAL MATERIAL ITEMS				\$ 221,892
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	33,284
INSPECTION		10%	\$	22,189
CONTINGENCY		20%	\$	44,378
SUBTOTAL				\$ 321,744
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 321,744

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping NB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	115	\$1.00	\$115.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	115	\$0.75	\$86.25
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	20	\$6.00	\$120.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	230	\$0.40	\$92.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	230	\$1.25	\$287.50
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	108	\$15.00	\$1,620.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	108	\$8.00	\$864.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,034.75

ENGINEERING	15%	\$	2,105
INSPECTION	7%	\$	982
CONTINGENCY	50%	\$	7,017

SUBTOTAL \$ 24,140

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,140

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This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	175	\$1.00	\$175.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	175	\$0.75	\$131.25
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	350	\$0.40	\$140.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	350	\$1.25	\$437.50
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,125.75

ENGINEERING	15%	\$	2,119
INSPECTION	7%	\$	989
CONTINGENCY	50%	\$	7,063

SUBTOTAL \$ 24,296

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,296

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Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	102	\$15.00	\$1,530.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	102	\$8.00	\$816.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$14,566.00

ENGINEERING	15%	\$	2,185
INSPECTION	7%	\$	1,020
CONTINGENCY	50%	\$	7,283

SUBTOTAL \$ 25,054

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 25,054

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	200	\$1.00	\$200.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	200	\$0.75	\$150.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	400	\$0.40	\$160.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	400	\$1.25	\$500.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,252.00

ENGINEERING	15%	\$	2,138
INSPECTION	7%	\$	998
CONTINGENCY	50%	\$	7,126

SUBTOTAL \$ 24,513

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,513

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Mallard Ln and North Dr
Construction of a northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.75	\$ 9,000.00	\$ 15,750
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	225	\$ 7.00	\$ 1,575
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	39	\$ 14.00	\$ 544
EXCAVATION ROADWAY	CY	54	\$ 10.00	\$ 540
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	32	\$ 62.00	\$ 2,009
PRIME COAT (MC-30)	GAL	24	\$ 6.00	\$ 146
D-GR HMA(SQ) TY-C PG64-22	TON	21	\$ 85.00	\$ 1,818
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	11	\$ 110.00	\$ 1,176
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	175	\$ 50.00	\$ 8,750
DRIVEWAYS (CONC)	SY	167	\$ 82.00	\$ 13,667
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,800
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 6,100
PAVEMENT MARKINGS	LS	1	10%	\$ 12,700
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 14,000
SUBTOTAL MATERIAL ITEMS				\$ 153,076
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	22,961
INSPECTION		10%	\$	15,308
CONTINGENCY		20%	\$	30,615
SUBTOTAL				\$ 221,960
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 221,960

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Mallard Ln and North Dr
Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	151	\$4.50	\$679.50
ELIM EXT PAV MRK & MRKS (24")	LF	18	\$6.00	\$108.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,399.50

ENGINEERING	15%	\$	2,310
INSPECTION	7%	\$	1,078
CONTINGENCY	50%	\$	7,700

SUBTOTAL \$ 26,487

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 26,487

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Taylor CIP Cost Estimate

Mallard Ln and North Dr

Date: 11/28/2022 17:46

Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	18	\$6.00	\$108.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
0	0	0	\$0	\$0.00
0	0	0	\$0	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,020.00

ENGINEERING	15%	\$	2,103
INSPECTION	7%	\$	981
CONTINGENCY	50%	\$	7,010

SUBTOTAL \$ 24,114

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,114

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate

Mallard Ln and Davis St

Date: 11/28/2022 17:46

Restriping NB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	83	\$4.50	\$373.50
ELIM EXT PAV MRK & MRKS (24")	LF	19	\$6.00	\$114.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,099.50

ENGINEERING	15%	\$	2,265
INSPECTION	7%	\$	1,057
CONTINGENCY	50%	\$	7,550

SUBTOTAL \$ **25,971**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **25,971**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate

Mallard Ln and Davis St

Date: 11/28/2022 17:46

Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	102	\$4.50	\$459.00
ELIM EXT PAV MRK & MRKS (24")	LF	19	\$6.00	\$114.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,185.00

ENGINEERING	15%	\$	2,278
INSPECTION	7%	\$	1,063
CONTINGENCY	50%	\$	7,593

SUBTOTAL \$ **26,118**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **26,118**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Mallard Ln and Davis St
Construction of a southbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.75	\$ 9,000.00	\$ 15,750
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	225	\$ 7.00	\$ 1,575
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	39	\$ 14.00	\$ 544
EXCAVATION ROADWAY	CY	54	\$ 10.00	\$ 540
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	32	\$ 62.00	\$ 2,009
PRIME COAT (MC-30)	GAL	24	\$ 6.00	\$ 146
D-GR HMA(SQ) TY-C PG64-22	TON	21	\$ 85.00	\$ 1,818
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	11	\$ 110.00	\$ 1,176
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	175	\$ 50.00	\$ 8,750
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
RELOCATE EXISTING COMMUNICATION CABINET	EA	1	\$ 15,500.00	\$ 15,500
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,600
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,900
PAVEMENT MARKINGS	LS	1	10%	\$ 10,200
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 11,200
SUBTOTAL MATERIAL ITEMS				\$ 122,489

ENGINEERING	15%	\$ 18,373
INSPECTION	10%	\$ 12,249
CONTINGENCY	20%	\$ 24,498

SUBTOTAL \$ 177,610

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 177,610

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate

Mallard Ln and Davis St

Date: 11/28/2022 17:46

Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	86	\$4.50	\$387.00
ELIM EXT PAV MRK & MRKS (24")	LF	19	\$6.00	\$114.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,113.00

ENGINEERING	15%	\$	2,267
INSPECTION	7%	\$	1,058
CONTINGENCY	50%	\$	7,557

SUBTOTAL \$ **25,994**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **25,994**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Lake Dr and North Dr
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.5	\$ 9,000.00	\$ 13,500
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	21	\$ 13.00	\$ 271
REMOVING CONC (CURB AND GUTTER)	LF	200	\$ 7.00	\$ 1,400
REMOVING CONC (WHEELCHAIR RAMP)	SY	13	\$ 38.00	\$ 494
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	18	\$ 14.00	\$ 249
EXCAVATION ROADWAY	CY	46	\$ 10.00	\$ 463
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	28	\$ 62.00	\$ 1,722
PRIME COAT (MC-30)	GAL	21	\$ 6.00	\$ 125
D-GR HMA(SQ) TY-C PG64-22	TON	18	\$ 85.00	\$ 1,558
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	9	\$ 110.00	\$ 1,008
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	1	\$ 6,000.00	\$ 6,000
ADJUSTING MANHOLES	EA	1	\$ 1,400.00	\$ 1,400
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	200	\$ 50.00	\$ 10,000
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	21	\$ 78.00	\$ 1,625
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	2	\$ 2,200.00	\$ 4,400
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
RELOCATE RDS FLASH BEACON ASSEMBLY	EA	1	\$ 5,500.00	\$ 5,500
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,300
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,500
PAVEMENT MARKINGS	LS	1	10%	\$ 9,400
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,300
SUBTOTAL MATERIAL ITEMS				\$ 112,716
ENGINEERING				
			15%	\$ 16,907
			10%	\$ 11,272
			20%	\$ 22,543
SUBTOTAL				\$ 163,438
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 163,438

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of an northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.95	\$ 9,000.00	\$ 17,550
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	245	\$ 7.00	\$ 1,715
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	43	\$ 14.00	\$ 607
EXCAVATION ROADWAY	CY	81	\$ 10.00	\$ 806
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	48	\$ 62.00	\$ 2,997
PRIME COAT (MC-30)	GAL	36	\$ 6.00	\$ 218
D-GR HMA(SQ) TY-C PG64-22	TON	32	\$ 85.00	\$ 2,712
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	16	\$ 110.00	\$ 1,755
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	245	\$ 50.00	\$ 12,250
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
TREE REMOVAL (12" - 18" DIA)	EA	0	\$ 830.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,100
PAVEMENT MARKINGS	LS	1	10%	\$ 8,600
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,500
SUBTOTAL MATERIAL ITEMS				\$ 103,654
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING			15%	\$ 15,548
INSPECTION			10%	\$ 10,365
CONTINGENCY			20%	\$ 20,731
SUBTOTAL				\$ 150,299
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 150,299

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.375	\$ 9,000.00	\$ 12,375
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	187.5	\$ 7.00	\$ 1,313
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	31	\$ 14.00	\$ 428
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 482
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,794
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,623
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,050
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	188	\$ 50.00	\$ 9,375
DRIVEWAYS (CONC)	SY	167	\$ 82.00	\$ 13,667
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
TREE REMOVAL (12" - 18" DIA)	EA	2	\$ 830.00	\$ 1,660
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	1	\$ 10,000.00	\$ 10,000
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,700
PAVEMENT MARKINGS	LS	1	10%	\$ 9,700
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,700
SUBTOTAL MATERIAL ITEMS				\$ 117,397
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	17,610
INSPECTION		10%	\$	11,740
CONTINGENCY		20%	\$	23,479
SUBTOTAL				\$ 170,226
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 170,226

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of a southbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.6	\$ 9,000.00	\$ 14,400
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	210	\$ 7.00	\$ 1,470
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	36	\$ 14.00	\$ 498
EXCAVATION ROADWAY	CY	94	\$ 10.00	\$ 938
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	56	\$ 62.00	\$ 3,490
PRIME COAT (MC-30)	GAL	42	\$ 6.00	\$ 253
D-GR HMA(SQ) TY-C PG64-22	TON	37	\$ 85.00	\$ 3,158
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	19	\$ 110.00	\$ 2,044
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	210	\$ 50.00	\$ 10,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
TREE REMOVAL (12" - 18" DIA)	EA	1	\$ 830.00	\$ 830
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,600
PAVEMENT MARKINGS	LS	1	10%	\$ 11,800
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 12,900
SUBTOTAL MATERIAL ITEMS				\$ 141,782

ENGINEERING	15%	\$ 21,267
INSPECTION	10%	\$ 14,178
CONTINGENCY	20%	\$ 28,356

SUBTOTAL \$ 205,583

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 205,583

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of an westbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.375	\$ 9,000.00	\$ 12,375
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	187.5	\$ 7.00	\$ 1,313
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	31	\$ 14.00	\$ 428
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 482
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,794
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,623
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,050
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,200
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,400
PAVEMENT MARKINGS	LS	1	10%	\$ 7,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 7,700
SUBTOTAL MATERIAL ITEMS				\$ 84,276
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	12,641
INSPECTION		10%	\$	8,428
CONTINGENCY		20%	\$	16,855
SUBTOTAL				\$ 122,200
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 122,200

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor Impact Fee Estimate

Main Street - Construct missing sidewalk from Carlos G/FM 397 to CR 404/Rio Grande St

Date: 11/28/2022 18:07

Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	76.56	\$ 800.00	\$ 61,248
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	3828	\$ 80.00	\$ 306,240
DRIVEWAYS (CONC)	SY	2500	\$ 85.00	\$ 212,500
CONC SIDEWALKS (5")	SY	10208	\$ 70.00	\$ 714,560
CURB RAMP (TY 1)	EA	14	\$ 2,000.00	\$ 28,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 68,700
UTILITY ADJUSTMENTS	LS	1	10%	\$ 131,200
DRAINAGE	LS	1	10%	\$ 131,200
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 72,100
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 88,800
SUBTOTAL MATERIAL ITEMS				\$ 1,864,548
	ENGINEERING		20%	\$ 372,910
	INSPECTION		10%	\$ 186,455
	CONTINGENCY		20%	\$ 372,910
SUBTOTAL				\$ 2,796,822
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 2,796,822

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate

Carlos G Parker - Construct missing sidewalk from Proposed Trail (W of North Dr) to Main St

Date: 11/28/2022 18:07

Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	96.096	\$ 800.00	\$ 76,877
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	4805	\$ 80.00	\$ 384,384
DRIVEWAYS (CONC)	SY	1000	\$ 85.00	\$ 85,000
CONC SIDEWALKS (5")	SY	12813	\$ 70.00	\$ 896,896
CURB RAMP (TY 1)	EA	0	\$ 2,000.00	-
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 74,700
UTILITY ADJUSTMENTS	LS	1	10%	\$ 141,700
DRAINAGE	LS	1	10%	\$ 141,700
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 78,400
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 96,500
SUBTOTAL MATERIAL ITEMS				\$ 2,026,157

ENGINEERING	20%	\$ 405,231
INSPECTION	10%	\$ 202,616
CONTINGENCY	20%	\$ 405,231

SUBTOTAL \$ 3,039,235

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 3,039,235

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
TH Johnson - Construct missing sidewalk from North Dr to Main St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	47.52	\$ 800.00	\$ 38,016
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	2376	\$ 80.00	\$ 190,080
DRIVEWAYS (CONC)	SY	2333	\$ 85.00	\$ 198,333
CONC SIDEWALKS (5")	SY	3168	\$ 70.00	\$ 221,760
CURB RAMP (TY 1)	EA	6	\$ 2,000.00	\$ 12,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 35,600
UTILITY ADJUSTMENTS	LS	1	10%	\$ 67,300
DRAINAGE	LS	1	10%	\$ 67,300
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 37,300
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 45,900
SUBTOTAL MATERIAL ITEMS				\$ 963,589
ENGINEERING			20%	\$ 192,718
INSPECTION			10%	\$ 96,359
CONTINGENCY			20%	\$ 192,718
SUBTOTAL				\$ 1,445,384
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,445,384

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
Lake Dr - Construct missing sidewalk from Carlos G/FM 397 to Main St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	151.536	\$ 800.00	\$ 121,229
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	7577	\$ 80.00	\$ 606,144
DRIVEWAYS (CONC)	SY	7000	\$ 85.00	\$ 595,000
CONC SIDEWALKS (5")	SY	20205	\$ 70.00	\$ 1,414,336
CURB RAMP (TY 1)	EA	46	\$ 2,000.00	\$ 92,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
TRAFFIC ITEMS				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 144,000
UTILITY ADJUSTMENTS	LS	1	10%	\$ 275,800
DRAINAGE	LS	1	10%	\$ 275,800
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 151,200
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 186,300
SUBTOTAL MATERIAL ITEMS				\$ 3,911,809
ENGINEERING			20%	\$ 782,362
INSPECTION			10%	\$ 391,181
CONTINGENCY			20%	\$ 782,362
SUBTOTAL				\$ 5,867,713
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 5,867,713

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

Taylor Impact Fee Estimate
Mallard Ln - Construct missing sidewalk from Carlos G/FM 397 to Main St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	122.496	\$ 800.00	\$ 97,997
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	6125	\$ 80.00	\$ 489,984
DRIVEWAYS (CONC)	SY	3833	\$ 85.00	\$ 325,833
CONC SIDEWALKS (5")	SY	16333	\$ 70.00	\$ 1,143,296
CURB RAMP (TY 1)	EA	39	\$ 2,000.00	\$ 78,000
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 109,300
UTILITY ADJUSTMENTS	LS	1	10%	\$ 208,800
DRAINAGE	LS	1	10%	\$ 208,800
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 114,800
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 141,400
SUBTOTAL MATERIAL ITEMS				\$ 2,968,210
ENGINEERING			20%	\$ 593,642
INSPECTION			10%	\$ 296,821
CONTINGENCY			20%	\$ 593,642
SUBTOTAL				\$ 4,452,315
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 4,452,315

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor Impact Fee Estimate
Davis St - Construct missing sidewalk from Mallard Ln to Lake Dr

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	34.32	\$ 800.00	\$ 27,456
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	1716	\$ 80.00	\$ 137,280
DRIVEWAYS (CONC)	SY	2250	\$ 85.00	\$ 191,250
CONC SIDEWALKS (5")	SY	2288	\$ 70.00	\$ 160,160
CURB RAMP (TY 1)	EA	17	\$ 2,000.00	\$ 34,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 30,100
UTILITY ADJUSTMENTS	LS	1	10%	\$ 57,300
DRAINAGE	LS	1	10%	\$ 57,300
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 31,600
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 38,900
SUBTOTAL MATERIAL ITEMS				\$ 815,346
ENGINEERING			20%	\$ 163,069
INSPECTION			10%	\$ 81,535
CONTINGENCY			20%	\$ 163,069
SUBTOTAL				\$ 1,223,019
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,223,019

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
North Dr - Construct missing sidewalk from Carlos G/FM 397 to Lake Dr

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	70.224	\$ 800.00	\$ 56,179
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	3511	\$ 80.00	\$ 280,896
DRIVEWAYS (CONC)	SY	2167	\$ 85.00	\$ 184,167
CONC SIDEWALKS (5")	SY	4682	\$ 70.00	\$ 327,712
CURB RAMP (TY 1)	EA	21	\$ 2,000.00	\$ 42,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 47,100
UTILITY ADJUSTMENTS	LS	1	10%	\$ 88,500
DRAINAGE	LS	1	10%	\$ 88,500
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 49,500
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 60,800
SUBTOTAL MATERIAL ITEMS				\$ 1,275,354
ENGINEERING			20%	\$ 255,071
INSPECTION			10%	\$ 127,535
CONTINGENCY			20%	\$ 255,071
SUBTOTAL				\$ 1,913,031
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,913,031

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
MLK Jr Blvd - Construct missing sidewalk from Main St to Threadgill St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	48.576	\$ 800.00	\$ 38,861
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	2429	\$ 80.00	\$ 194,304
DRIVEWAYS (CONC)	SY	1667	\$ 85.00	\$ 141,667
CONC SIDEWALKS (5")	SY	6477	\$ 70.00	\$ 453,376
CURB RAMP (TY 1)	EA	26	\$ 2,000.00	\$ 52,000
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 46,600
UTILITY ADJUSTMENTS	LS	1	10%	\$ 89,200
DRAINAGE	LS	1	10%	\$ 89,200
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 48,900
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 60,300
SUBTOTAL MATERIAL ITEMS				\$ 1,264,407
ENGINEERING			20%	\$ 252,881
INSPECTION			10%	\$ 126,441
CONTINGENCY			20%	\$ 252,881
SUBTOTAL				\$ 1,896,611
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,896,611

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*



Appendix E

Roadway Impact Fee CIP Service Units of Supply

City of Taylor - 2023 Update of the Roadway Impact Fees
Roadway CIP Services Units of Supply

Service Area 1

PROJECT ID	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
R1-A	Justin Ln	from Carlos G Parker Blvd (FM 397) to CR 398	0.38	2	Minor Arterial Divided	623	100%	760	576	236	340	\$ 5,300,000	\$ 5,300,000
R1-B	Justin Ln	from CR 398 to south of CR 398	0.68	2	Minor Arterial Divided	314	100%	760	1,037	214	822	\$ 7,800,000	\$ 7,800,000
R1-C	Justin Ln	from south of CR 398 to US 79	0.38	2	Minor Arterial Divided	NEW	100%	760	576	0	576	\$ 4,900,000	\$ 4,900,000
R1-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	1.46	2	Minor Arterial Divided	NEW	75%	760	1,672	0	1,672	\$ 24,000,000	\$ 18,082,192
									3,861	450	3,411	\$ 42,000,000	\$ 36,082,192
												TOTAL COST IN SERVICE AREA 1 \$ 36,082,192	

Notes:

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Lanes] * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Roadway CIP Services Units of Supply

Service Area 2

PROJECT ID	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
R2-A	Carlos G Parker Blvd (FM 397) Extension	from Main St (SH 95) to RR track	0.28	2	Minor Arterial Divided	NEW	100%	780	443	0	443	\$ 4,600,000	\$ 4,600,000
R2-B	TH Johnson Dr Extension	from Main St (SH 95) to RR track	0.30	2	Minor Arterial Divided	NEW	100%	780	473	0	473	\$ 4,300,000	\$ 4,300,000
R2-C	Mallard Ln Extension	from Main St (SH 95) to RR track	0.30	2	Minor Arterial Divided	NEW	100%	780	473	0	473	\$ 4,300,000	\$ 4,300,000
R2-D	proposed N/S Neighborhood Ave east of Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Lake Dr	1.29	2	Minor Arterial Divided	NEW	100%	780	2,009	0	2,009	\$ 16,400,000	\$ 16,400,000
R2-E	proposed E/W Neighborhood Ave south of Mallard Ln	from Main St (SH 95) to RR track	0.36	2	Minor Arterial Divided	NEW	100%	780	562	0	562	\$ 5,000,000	\$ 5,000,000
									3,959	0	3,959	\$ 34,600,000	\$ 34,600,000
												TOTAL COST IN SERVICE AREA 2	
												\$	\$ 34,600,000

Notes:

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Lanes] * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Roadway CIP Services Units of Supply

Service Area 3

PROJECT ID	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/L N)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
R3-A	Rio Grande St (CR 404)	from Main St (SH 95) to US 79	1.14	2	Minor Arterial Divided	26	100%	760	1,727	30	1,697	\$ 14,400,000	\$ 14,400,000
R3-B	FM 973	from US 79 to north of Wesley Miller Ln	0.55	4	Principal Arterial Divided	733	100%	760	1,684	406	1,278	\$ 7,600,000	\$ 7,600,000
R3-C	2nd St	from US 79 to Main St (SH 95)	1.56	4	Principal Arterial Divided	1952	100%	870	5,429	3,046	2,383	\$ 19,300,000	\$ 19,300,000
R3-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	1.46	2	Minor Arterial Divided	NEW	25%	760	547	0	547	\$ 24,000,000	\$ 5,917,808
									9,387	3,481	5,906	\$ 65,300,000	\$ 47,217,808

TOTAL COST IN SERVICE AREA 3 \$ 47,217,808

Notes:

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Lanes] * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]



Appendix F

Existing Roadway Facilities Inventory

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 1

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
CR 395/ CR 398	CR 373 - Justin Ln	1.40	2	Minor Arterial Undivided	2	336	100%	660	1,851	472	1,379	
CR 101	CR 369 - CR 395	1.23	2	Minor Arterial Undivided	2	53	100%	660	1,629	66	1,564	
CR 101	CR 395 - US 79	0.22	2	Minor Arterial CLT	2	349	100%	760	331	76	255	
CR 395/ CR 398	CR 101 - CR 373	0.70	2	Minor Arterial Undivided	2	382	100%	660	925	267	658	
CR 101	CR 395 - US 79	0.64	2	Minor Arterial Undivided	2	349	100%	660	850	225	625	
CR 101	CR 368 - CR 369	0.63	2	Minor Arterial Undivided	2	55	100%	660	829	35	795	
CR 368	CR 101 - CR 369	0.44	2	Minor Arterial Undivided	2	48	100%	610	541	21	520	
Corridor E3	Chandler - CR 368	0.05	2	Minor Arterial Undivided	2	631	100%	610	65	34	31	
CR 101	Chandler - CR 368	0.33	2	Minor Arterial Undivided	2	98	100%	610	404	32	372	
CR 101	CR 368 - CR 369	0.61	2	Minor Arterial Undivided	2	55	100%	660	811	34	777	
CR 373	Carlos G Parker - CR 398	0.47	2	Minor Arterial Undivided	2	49	100%	660	616	23	593	
CR 373	Carlos G Parker - CR 398	0.49	2	Minor Arterial Undivided	2	219	100%	660	646	107	539	
CR 398	Carlos G Parker - CR 398	1.03	2	Minor Arterial Undivided	2	314	100%	660	1,362	324	1,038	
SERVICE AREA 1 TOTAL:									10,860	1,716	9,144	0

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Exist Lanes] * [Peak-Hr Capacity (Veh/Hr/Ln)] * [% In Service Area]

2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]

3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

4. Existing Deficiencies (Veh-Mi/Hr) = [Total Demand (Veh-Mi/Hr)] - [Total Supply (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 2

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
SH 95	Chandler - Carlos G Parker	0.95	4	Minor Arterial Undivided	4	652	100%	660	2,514	621	1,892	
CR 366	Chandler - CR 369	0.47	2	Minor Arterial Undivided	2	641	100%	610	569	299	270	
SH 95	7th St - 4th St	0.20	4	Principal Arterial Undivided	4	941	100%	750	593	186	407	
Howard St	Lake Dr - 2nd St	0.36	2	Minor Arterial Undivided	2	338	100%	670	478	121	357	
Lake Dr W	North Dr - Davis St	0.18	2	Minor Arterial Undivided	2	492	100%	670	237	87	150	
Mallard Ln	Davis St - SH 95	0.17	2	Minor Arterial Undivided	2	173	100%	670	231	30	201	
FM 397	North Dr - SH 95	0.56	2	Minor Arterial Undivided	2	104	100%	670	750	58	692	
FM 397	W Lake Dr - US 79	0.07	2	Principal Arterial Divided	2	478	100%	840	119	34	85	
FM 397	W Lake Dr - US 79	0.07	2	Principal Arterial Divided	2	159	100%	840	117	11	106	
Meadow Lane	Lake Dr - 2nd St	0.14	2	Minor Arterial Undivided	2	299	100%	670	190	42	148	
Davis St	7th St - 2nd St	0.23	2	Minor Arterial Undivided	2	185	100%	690	311	42	270	
Davis St	Mallard Ln - W Lake Dr	0.24	2	Minor Arterial Undivided	2	54	100%	670	318	13	305	
FM 397	W Lake Dr - US 79	0.22	1	Principal Arterial Divided	1	202	51%	840	92	22	70	
US 79	US 79 to US 79	0.28	1	Direct Connectors	1	29	78%	1,945	424	6	418	
FM 397	W Lake Dr - US 79	0.14	2	Principal Arterial Divided	2	93	31%	840	74	4	70	
2nd St	2nd St to FM 397	0.23	1	Direct Connectors	1	109	100%	1,945	442	25	417	
US 79	FM 397-US 79	0.25	1	Direct Connectors	1	291	69%	1,945	334	50	284	
FM 397	W Lake Dr - US 79	0.17	2	Principal Arterial Divided	2	471	100%	840	285	80	205	
FM 397	W Lake Dr - US 79	0.25	2	Principal Arterial Divided	2	150	100%	840	413	37	376	
FM 397	FM 397 Crossover	0.01	2	Frontage	2	20	100%	760	18	0	18	
FM 397	FM 397 Crossover	0.02	1	Ramp	1	22	100%	1,544	24	0	23	
FM 397	W Lake Dr - US 79	0.08	2	Principal Arterial Divided	2	180	100%	840	133	14	119	
FM 397	W Lake Dr - US 79	0.08	1	Principal Arterial Divided	1	63	100%	840	63	5	58	
Meadow Lane	Lake Dr - 2nd St	0.24	2	Minor Arterial Undivided	2	284	100%	670	315	67	248	
US 79	US 79 Crossover	0.02	1	Ramp	1	67	100%	1,544	27	1	26	
Howard St	Lake Dr - 2nd St	0.13	2	Minor Arterial Undivided	2	161	100%	670	178	21	157	
Howard St	Lake Dr - 2nd St	0.19	2	Minor Arterial Undivided	2	175	100%	670	254	33	221	
Davis St	Mallard Ln - W Lake Dr	0.21	2	Minor Arterial Undivided	2	0	100%	670	282	0	282	
North Dr	FM 397 - Mallard	0.30	2	Minor Arterial Undivided	2	580	100%	660	396	174	222	
Mallard Ln	North Dr - Davis St	0.34	2	Minor Arterial Undivided	2	173	100%	670	457	59	398	
Lake Dr W	Carlos G Parker - North Dr	0.29	2	Minor Arterial Undivided	2	223	100%	660	388	65	322	
FM 397	Old Georgetown - Justin	0.13	2	Minor Arterial Undivided	2	601	100%	660	170	77	92	
FM 397	Old Georgetown - North Dr	0.75	2	Minor Arterial Undivided	2	400	100%	660	993	301	692	
Mallard Ln	Carlos G Parker - North Dr	0.20	2	Minor Arterial Undivided	2	307	100%	660	259	60	199	
FM 397	Mallard Ln - W Lake Dr	0.53	2	Minor Arterial Undivided	2	433	100%	660	697	229	468	
FM 397	W Lake Dr - US 79	0.06	2	Principal Arterial Divided	2	637	100%	840	105	40	65	
FM 397	Justin - Mallard	0.19	2	Minor Arterial Undivided	2	404	100%	660	256	78	177	
Mallard Ln	Carlos G Parker - North Dr	0.35	2	Minor Arterial Undivided	2	350	100%	660	456	121	335	
FM 397	Mallard Ln - W Lake Dr	0.15	2	Minor Arterial Undivided	2	433	100%	660	194	64	130	
CR 366	CR 369 - Carlos G Parker	0.62	2	Minor Arterial Undivided	2	650	100%	610	753	401	352	
Lake Dr W	Carlos G Parker - North Dr	0.19	2	Minor Arterial Undivided	2	500	100%	660	257	97	160	
North Dr	Mallard Ln - W Lake Dr	0.42	2	Minor Arterial Undivided	2	313	100%	670	560	131	429	
Mallard Ln	North Dr - Davis St	0.15	2	Minor Arterial Undivided	2	234	100%	670	205	36	169	
North Dr	Mallard Ln - W Lake Dr	0.23	2	Minor Arterial Undivided	2	402	100%	670	303	91	212	
Lake Dr W	Carlos G Parker - North Dr	0.30	2	Minor Arterial Undivided	2	277	100%	660	398	83	315	
Meadow Lane	Lake Dr - 2nd St	0.14	2	Minor Arterial Undivided	2	262	100%	660	182	36	146	
Meadow Lane	Lake Dr - 2nd St	0.13	2	Minor Arterial Undivided	2	299	100%	660	176	40	136	
Lake Dr W	Carlos G Parker - North Dr	0.16	2	Minor Arterial Undivided	2	539	100%	660	206	84	122	
Mallard Ln	Carlos G Parker - North Dr	0.26	2	Minor Arterial Undivided	2	282	100%	660	345	74	271	
Howard St	Lake Dr - 2nd St	0.15	2	Minor Arterial Undivided	2	357	100%	660	198	54	144	
Lake Dr W	North Dr - Davis St	0.15	2	Minor Arterial Undivided	2	480	100%	670	198	71	127	

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Service Area 2

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
Lake Dr W	North Dr - Davis St	0.08	2	Minor Arterial Undivided	2	684	100%	670	103	52	50	
Davis St	Mallard Ln - W Lake Dr	0.22	2	Minor Arterial Undivided	2	0	100%	670	293	0	293	
FM 397	North Dr - SH 95	0.47	2	Minor Arterial Undivided	2	244	100%	670	627	114	513	
North Dr	FM 397 - Mallard	0.34	2	Minor Arterial Undivided	2	246	100%	660	454	85	369	
Davis St	7th St - 2nd St	0.13	2	Minor Arterial Undivided	2	166	100%	690	184	22	162	
SH 95	4th St - 2nd St	0.13	4	Principal Arterial Undivided	4	1,634	100%	750	404	220	184	
SH 95	Mallard Ln - W Lake Dr	0.32	4	Principal Arterial CLT	4	1,089	100%	870	1,100	344	756	
SH 95	Lake Dr - Hosack St	0.22	4	Principal Arterial CLT	4	922	100%	840	726	199	527	
Davis St	Mallard Ln - 7th St	0.17	2	Minor Arterial Undivided	2	197	100%	670	226	33	192	
7th St E (Taylor)	Davis St - SH 95	0.14	2	Minor Arterial Undivided	2	225	100%	690	189	31	158	
Davis St	Mallard Ln - 7th St	0.26	2	Minor Arterial Undivided	2	292	100%	670	345	75	270	
Davis St	Mallard Ln - 7th St	0.15	2	Minor Arterial Undivided	2	216	100%	670	206	33	173	
7th St E (Taylor)	Davis St - SH 95	0.17	2	Minor Arterial Undivided	2	149	100%	690	234	25	209	
Lake Dr W	Davis St - SH 95	0.27	2	Minor Arterial Undivided	2	116	100%	670	357	31	326	
SH 95	Mallard Ln - W Lake Dr	0.34	4	Principal Arterial CLT	4	1,019	100%	870	1,188	348	840	
Lake Dr W	Davis St - SH 95	0.20	2	Minor Arterial Undivided	2	378	100%	670	266	75	191	
SH 95	Hosack St - 7th St	0.25	4	Principal Arterial Undivided	4	744	100%	750	741	184	557	
SH 95	Hosack St - 7th St	0.06	4	Principal Arterial Undivided	4	794	100%	750	186	49	137	
SH 95	Hosack St - 7th St	0.15	4	Principal Arterial Undivided	4	879	100%	750	459	134	324	
SH 95	FM 397 - Mallard	0.34	4	Principal Arterial CLT	4	549	100%	870	1,184	187	998	
Mallard Ln	Davis St - SH 95	0.31	2	Minor Arterial Undivided	2	106	100%	670	414	33	381	
SH 95	FM 397 - Mallard	0.28	4	Principal Arterial CLT	4	1,191	100%	840	950	337	613	
Chandler Rd	CR 366 - SH 95	1.15	2	Minor Arterial Undivided	2	316	100%	610	1,403	364	1,039	
CR 366	SH 29 - Chandler	0.17	2	Minor Arterial Undivided	2	641	100%	610	205	108	97	
CR 366	CR 369 - Carlos G Parker	0.13	2	Minor Arterial Undivided	2	682	100%	610	162	90	71	
TH JOHNSON	Carlos G Parker - CR 398	0.53	2	Minor Arterial Undivided	2	715	100%	660	693	376	317	
FM 397	Old Georgetown - Justin	0.17	2	Minor Arterial Undivided	2	877	100%	660	230	153	77	
TH JOHNSON	Carlos G Parker - CR 398	0.83	2	Minor Arterial Undivided	2	448	100%	660	1,094	372	723	
TH JOHNSON	Carlos G Parker - CR 398	0.50	2	Minor Arterial Undivided	2	584	100%	660	664	293	370	
FM 112	Carlos G Parker - FM 619	0.24	2	Minor Arterial Undivided	2	120	100%	610	288	28	260	
US 79	FM 112 - US 79	0.59	2	Principal Arterial Divided	2	93	100%	840	988	55	933	
US 79	FM 112 - US 79	0.65	2	Principal Arterial Divided	2	120	100%	760	983	77	905	
US 79	SH 95 - Carlos G Parker	0.26	2	Principal Arterial Divided	2	408	100%	840	429	104	324	
US 79	SH 95 - Carlos G Parker	0.30	2	Principal Arterial Divided	2	440	100%	840	504	132	372	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.89	2	Minor Arterial Undivided	2	50	100%	660	1,180	45	1,135	
FM 427	SH 95 - Carlos G Parker	0.29	4	Principal Arterial Undivided	4	941	100%	720	841	275	566	
US 79	Rio Grande St - SH 95	0.86	2	Principal Arterial Divided	2	101	100%	840	1,447	87	1,360	
US 79	SH 95 - FM 112	1.27	2	Principal Arterial Divided	2	156	100%	760	1,933	199	1,734	
FM 112	SH 95 - US 79	0.36	2	Minor Arterial Undivided	2	100	100%	660	475	36	439	
SH 95	US 79 - CR 458	0.08	2	Minor Arterial Undivided	2	423	100%	610	96	33	63	
SH 95	US 79 - CR 458	0.33	2	Minor Arterial Undivided	2	483	100%	610	404	160	244	
US 79	SH 95 - FM 112	0.08	2	Principal Arterial Divided	2	144	100%	760	118	11	106	
US 79	SH 95 Entrance	0.12	1	Ramp	1	12	100%	1,514	189	1	188	
SH 95	US 79 - CR 458	0.05	4	Principal Arterial Undivided	4	471	100%	660	145	26	119	
FM 112	SH 95 - US 79	0.19	2	Minor Arterial Undivided	2	79	100%	670	257	15	242	
FM 427	SH 95 - Carlos G Parker	0.19	4	Principal Arterial Undivided	4	1,125	100%	750	558	209	349	
Taylor CR PNR	0	0.08	2	Local Undivided	2	0	100%	390	65	0	65	
FM 112	SH 95 - US 79	0.09	2	Minor Arterial Undivided	2	87	100%	670	115	7	108	
FM 112	SH 95 - US 79	0.09	2	Minor Arterial Undivided	2	87	100%	670	114	7	107	
FM 427	SH 95 - Carlos G Parker	0.20	4	Principal Arterial Undivided	4	1,130	100%	750	587	221	366	
FM 112	SH 95 - US 79	0.13	2	Minor Arterial Undivided	2	67	100%	660	168	8	159	

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Service Area 2

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
FM 112	SH 95 - US 79	0.37	2	Minor Arterial Undivided	2	67	100%	660	484	24	460	
US 79	SH 95 - FM 112	0.47	2	Principal Arterial Divided	2	101	100%	840	790	47	743	
US 79	SH 95 - FM 112	0.04	2	Principal Arterial Divided	2	101	100%	840	70	4	65	
FM 112	SH 95 - US 79	0.04	2	Minor Arterial Undivided	2	61	100%	660	54	3	52	
US 79	SH 95 - FM 112	0.05	1	Ramp	1	48	100%	1,514	79	3	77	
US 79	SH 95 - FM 112	0.04	2	Principal Arterial Divided	2	108	100%	760	54	4	50	
US 79	FM 112 - US 79	0.07	1	Ramp	1	6	100%	1,544	109	0	109	
US 79	SH 95 - US 79	0.06	1	Ramp	1	0	100%	1,544	90	0	90	
US 79	Carlos G Parker - FM 619	0.05	1	Ramp	1	2	100%	1,514	81	0	81	
US 79	FM 112 - US 79	0.03	2	Principal Arterial Divided	2	117	100%	760	50	4	47	
US 79	FM 112 - US 79	0.05	2	Principal Arterial Divided	2	88	100%	840	88	5	84	
FM 112	Carlos G Parker - FM 619	0.04	2	Minor Arterial Undivided	2	69	100%	610	44	2	42	
FM 112	Carlos G Parker Intersection	0.01	2	Minor Arterial Undivided	2	78	100%	660	19	1	18	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.19	2	Minor Arterial Undivided	2	60	100%	660	257	12	246	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.40	2	Minor Arterial Undivided	2	56	100%	670	537	23	514	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.16	2	Minor Arterial Undivided	2	60	100%	660	213	10	203	
FM 427	SH 95 - Carlos G Parker	0.47	4	Principal Arterial Undivided	4	925	100%	720	1,367	439	928	
FM 427	SH 95 - Carlos G Parker	0.10	4	Principal Arterial Undivided	4	849	100%	720	297	88	210	
US 79	SH 95 - Carlos G Parker	0.29	1	Ramp	1	1	100%	1,544	453	0	453	
FM 619	US 79 - FM 112	0.85	2	Minor Arterial Undivided	2	19	100%	610	1,034	16	1,018	
FM 397	US 79 Overpass	0.25	2	Principal Arterial Divided	2	92	100%	840	413	23	390	
US 79	FM 112 - US 79	0.26	1	Principal Arterial Divided	1	27	100%	840	220	7	213	
US 79	Carlos G Parker - FM 619	0.29	1	Ramp	1	92	100%	1,514	434	26	408	
FM 112	Carlos G Parker - FM 619	0.54	2	Minor Arterial Undivided	2	107	100%	610	664	58	606	
FM 112	FM 619 - FM 619	0.34	2	Minor Arterial Undivided	2	58	100%	610	420	20	400	
FM 619	CR 412 - Old Thorndale Rd	0.02	2	Minor Arterial Undivided	2	106	100%	660	28	2	26	
US 79	Carlos G Parker - FM 619	0.37	2	Principal Arterial Divided	2	439	100%	840	626	164	462	
US 79	US 79 - SH 95	0.42	1	Ramp	1	75	100%	1,544	648	32	616	
US 79	Carlos G Parker - FM 619	0.24	2	Principal Arterial Divided	2	500	100%	760	359	118	241	
FM 619	Old Thorndale Rd - US 79	0.54	2	Minor Arterial Undivided	2	127	100%	660	706	68	638	
US 79	Carlos G NW cloverleaf	0.20	1	Ramp	1	0	100%	1,544	302	0	302	
US 79	SH 95 - Carlos G Parker	0.34	2	Principal Arterial Divided	2	408	100%	760	523	140	383	
US 79	Carlos G Parke Underpass	0.06	2	Principal Arterial Divided	2	440	100%	840	102	27	75	
US 79	SH 95 - Carlos G Parker	0.10	2	Principal Arterial Divided	2	440	100%	840	166	44	123	
US 79	US 79 - SH 95	0.08	1	Ramp	1	75	100%	1,544	124	6	118	
US 79	Carlos G NE cloverleaf	0.19	1	Ramp	1	1	100%	1,544	288	0	288	
Old Thorndale Rd	FM 397/Taylor Loop - FM 619	0.38	2	Minor Arterial Undivided	2	39	100%	660	497	15	482	
FM 619	Old Thorndale Rd - US 79	0.35	2	Minor Arterial Undivided	2	123	100%	660	464	43	421	
US 79	Carlos G Parker - FM 619	0.01	4	Principal Arterial Undivided	4	1,015	100%	720	41	14	26	
FM 619	CR 412 - Old Thorndale Rd	0.17	2	Minor Arterial Undivided	2	162	100%	660	219	27	192	
SERVICE AREA 2 TOTAL:									58,521	11,998	46,523	0

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Exist Lanes] * [Peak-Hr Capacity (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]
4. Existing Deficiencies (Veh-Mi/Hr) = [Total Demand (Veh-Mi/Hr)] - [Total Supply (Veh-Mi/Hr)]

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Service Area 3

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
CR 404	CR 406 - CR 405	0.89	2	Collector Undivided	2	32	100%	500	892	29	863	
CR 404	FM 3349 - FM 973	0.60	2	Minor Arterial Undivided	2	160	100%	660	791	96	695	
US 79	FM 973 - Rio Grande St	0.56	2	Principal Arterial Divided	2	338	100%	760	853	190	663	
US 79	FM 973 - Rio Grande St	0.55	2	Principal Arterial Divided	2	315	100%	840	916	172	744	
Rio Grande St (Taylor)	SH 95 - US 79	0.95	2	Minor Arterial Undivided	2	26	100%	660	1,251	25	1,226	
US 79	US 79 - FM 973	0.26	2	Principal Arterial Divided	2	171	100%	840	430	44	386	
US 79	US 79 - FM 973	0.93	2	Principal Arterial Divided	2	216	100%	840	1,571	202	1,369	
FM 973	US 79 - CR 404	0.56	2	Principal Arterial Undivided	4	733	100%	660	735	408	327	
FM 973	US 79 Intersection	0.02	2	Principal Arterial Undivided	2	366	100%	720	22	6	17	
SH 95	Rio Grande St - US 79	0.16	4	Principal Arterial Undivided	4	642	100%	720	452	101	351	
CR 404	US 79 - CR 406	0.34	2	Minor Arterial Undivided	2	100	100%	610	421	34	386	
US 79	SH 95 Entrance	0.10	1	Ramp	1	216	100%	1,544	148	21	127	
US 79	SH 95 Exit	0.12	1	Ramp	1	187	100%	1,514	175	22	153	
US 79	Rio Grande St - SH 95	0.23	2	Principal Arterial Divided	2	96	100%	840	383	22	361	
US 79	Rio Grande St - SH 95	0.20	2	Principal Arterial Divided	2	143	100%	760	298	28	270	
US 79	Rio Grande St - SH 95	0.40	2	Principal Arterial Divided	2	312	100%	840	669	124	545	
US 79	Rio Grande St - SH 95	0.43	2	Principal Arterial Divided	2	330	100%	760	651	141	510	
CR 404	US 79 Intersection	0.01	2	Minor Arterial Undivided	2	66	100%	660	20	1	19	
Rices Crossing	US 79 Exit - SH 95	0.10	2	Frontage	2	189	100%	690	139	19	120	
US 79	SH 95 Entrance	0.11	1	Ramp	1	2	100%	1,514	167	0	167	
US 79	SH 95 Exit	0.09	1	Ramp	1	5	100%	1,544	145	0	145	
Potomac St	Symes St - SH 95	0.10	2	Frontage	2	224	100%	760	145	21	124	
Potomac St	Symes St - SH 95	0.05	2	Frontage	2	216	100%	760	69	10	59	
Potomac St	Symes St - SH 95	0.03	2	Frontage	2	221	100%	760	45	7	38	
SH 95	US 79 Crossover	0.09	4	Principal Arterial Undivided	4	566	100%	720	246	48	198	
Rio Grande St (Taylor)	SH 95 - US 79	0.21	2	Minor Arterial Undivided	2	21	100%	670	281	4	276	
SH 95	Walnut St - Rio Grande St	0.16	4	Principal Arterial Undivided	4	741	100%	750	488	120	367	
SH 95	Rio Grande St - US 79	0.26	4	Principal Arterial Undivided	4	675	100%	720	755	177	578	
SH 95	Rio Grande St - US 79	0.05	4	Principal Arterial Undivided	4	762	100%	720	155	41	114	
SH 95	2nd St - Walnut St	0.19	4	Principal Arterial Undivided	4	777	100%	750	576	149	427	
CR 404	US 79 - CR 406	0.36	2	Minor Arterial Undivided	2	74	100%	610	434	26	408	
2nd St	Howard St - Davis St	0.22	4	Principal Arterial CLT	4	1,739	100%	870	755	377	378	
2nd St	@ FM 397	0.36	2	Principal Arterial Divided	2	1,033	100%	840	602	370	232	
2nd St	Carlos G Parker - Debus Dr	0.10	2	Principal Arterial Divided	2	936	100%	840	175	97	77	
US 79	FM 3349 - Carlos G Parker	0.31	2	Principal Arterial Divided	2	1,114	100%	840	524	347	177	
US 79	FM 3349 - Carlos G Parker	0.36	2	Principal Arterial Divided	2	1,256	100%	840	598	447	151	
2nd St	@ FM 397	0.14	2	Principal Arterial Divided	2	965	100%	840	237	136	101	
2nd St	Sloan St - Howard St	0.19	4	Principal Arterial CLT	4	1,952	100%	870	659	370	289	
2nd St	Debus Dr - Sloan St	0.16	4	Principal Arterial CLT	4	2,168	100%	840	552	356	196	
US 79	US 79 to 2nd St	0.12	1	Direct Connectors	1	131	100%	1,945	237	16	221	
2nd St	Carlos G Parker - Debus Dr	0.15	2	Principal Arterial Divided	2	1,044	100%	840	254	158	96	
2nd St	Carlos G Parker - Debus Dr	0.08	2	Principal Arterial Divided	2	1,164	100%	840	129	89	40	
2nd St	Sloan St - Howard St	0.37	4	Principal Arterial CLT	4	1,733	100%	840	1,235	637	598	
2nd St	Davis St - SH 95	0.14	4	Principal Arterial CLT	4	1,277	100%	890	485	174	311	
2nd St	Howard St - Davis St	0.12	4	Principal Arterial CLT	4	1,721	100%	870	433	214	219	
2nd St	Davis St - SH 95	0.13	4	Principal Arterial CLT	4	1,476	100%	890	469	194	274	
SH 95	2nd St - Walnut St	0.08	4	Principal Arterial Undivided	4	777	100%	750	249	64	184	
FM 397	W Lake Dr - US 79	0.22	1	Principal Arterial Divided	1	202	49%	840	88	21	67	
US 79	US 79 to US 79	0.28	1	Direct Connectors	1	29	22%	1,945	117	2	115	

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 3

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
FM 397	W Lake Dr - US 79	0.14	2	Principal Arterial Divided	2	93	69%	840	163	9	154	
US 79	FM 397-US 79	0.25	1	Direct Connectors	1	291	31%	1,945	150	22	127	
US 79	FM 3349 - Carlos G Parker	1.16	4	Principal Arterial Divided	4	2,558	100%	840	3,887	2,959	927	
US 79	FM 3349 - Carlos G Parker	0.00	4	Principal Arterial Divided	4	2,630	100%	840	0	0	0	
US 79	FM 3349 - Carlos G Parker	0.64	4	Principal Arterial Divided	4	2,841	100%	840	2,165	1,830	334	
US 79	FM 3349 - Carlos G Parker	0.68	4	Principal Arterial Divided	4	2,835	100%	840	2,284	1,927	357	
SERVICE AREA 3 TOTAL:									30,768	13,107	17,661	0

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Exist Lanes] * [Peak-Hr Capacity (Veh/Hr/Ln)] * [% In Service Area]

2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]

3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

4. Existing Deficiencies (Veh-Mi/Hr) = [Total Demand (Veh-Mi/Hr)] - [Total Supply (Veh-Mi/Hr)]



Appendix G

Intersection Impact Fee CIP Service Units of Supply

**City of Taylor - 2023 Update of the Roadway Impact Fees
Intersection CIP Services Units of Supply**

Service Area 1

PROJECT ID	INTERSECTION	IMPROVEMENT	FULL LANES	TURN LANES ADDED	TURN LANE LENGTH (MI)	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I1-A	Carlos G Parker Blvd (FM 397) & Justin Ln	Construction of an eastbound left-turn lane	2	1	0.045	623	100%	760	101	28	74	\$ 135,000	\$ 135,000
									101	28	74	\$ 135,000	\$ 135,000
TOTAL COST IN SERVICE AREA 1													\$ 135,000

Notes:

Volumes and Capacities for Signalization Improvements at an intersection are based on values for a minor approach of the intersection

1. Total Supply (Veh-Mi/Hr) = [Turn Lane Length (mi)] * ([Full Lanes] + [Turn Lanes Added]) * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Turn Lane Length (mi)] * [2022 Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

**City of Taylor - 2023 Update of the Roadway Impact Fees
Intersection CIP Services Units of Supply**

Service Area 2

PROJECT ID	INTERSECTION	IMPROVEMENT	FULL LANES	TURN LANES ADDED	TURN LANE LENGTH (MI)	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I2-A	Main St (SH 95) and Carlos G Parker Blvd (FM 397)	Construction of a southbound right-turn lane	4	1	0.095	652	100%	660	313	62	251	\$ 510,000	\$ 510,000
I2-B	Carlos G Parker Blvd (FM 937) and Justin Ln	Construction of a northbound left-turn lane	2	1	0.104	404	100%	660	206	42	164	\$ 440,000	\$ 440,000
I2-C	Carlos G Parker Blvd (FM 937) and Pivot Dr	Construction of a southbound left-turn lane	2	1	0.076	601	100%	660	150	46	104	\$ 415,000	\$ 415,000
I2-D		Construction of a westbound left-turn lane	2	1	0.028	448	100%	660	56	13	44	\$ 25,000	\$ 25,000
I2-E	Carlos G Parker Blvd (FM 937) and CR 366 (Old Georgetown Rd)	Construction of an eastbound left-turn lane	2	1	0.094	682	100%	610	172	64	108	\$ 320,000	\$ 320,000
I2-F		Signalization once warrants are met	2	0	0.038	307	100%	660	50	12	38	\$ 500,000	\$ 500,000
I2-G	Mallard Ln and Meadow Ln	Construction of an eastbound left-turn lane	2	1	0.033	350	100%	660	66	12	54	\$ 25,000	\$ 25,000
I2-H		Construction of a southbound left-turn lane	2	1	0.028	307	100%	660	56	9	48	\$ 25,000	\$ 25,000
I2-I		Construction of a westbound left-turn lane	2	1	0.038	307	100%	660	75	12	63	\$ 25,000	\$ 25,000
I2-J		Construction of a northbound left-turn lane	2	1	0.022	307	100%	660	43	7	36	\$ 25,000	\$ 25,000
I2-K	TH Johnson Dr and North Dr	Signalization once warrants are met	2	0	0.028	246	100%	660	38	7	31	\$ 500,000	\$ 500,000
I2-L		Construction of a northbound left-turn lane	2	1	0.028	580	100%	660	56	16	40	\$ 25,000	\$ 25,000
I2-M		Construction of an eastbound left-turn lane	2	1	0.034	448	100%	660	68	15	52	\$ 145,000	\$ 145,000
I2-N		Construction of a southbound left-turn lane	2	1	0.028	246	100%	660	56	7	49	\$ 25,000	\$ 25,000
I2-O	TH Johnson Dr and Bill Pickett Tr	Construction of a westbound left-turn lane	2	1	0.028	715	100%	660	56	20	36	\$ 25,000	\$ 25,000
I2-P		Signalization once warrants are met	2	0	0.028	246	100%	660	38	7	31	\$ 500,000	\$ 500,000
I2-Q		Construction of an eastbound left-turn lane	2	1	0.047	715	100%	660	94	34	60	\$ 30,000	\$ 30,000
I2-R		Construction of a southbound left-turn lane	2	1	0.028	246	100%	660	56	7	49	\$ 25,000	\$ 25,000
I2-S	North Dr and Mallard Ln	Signalization once warrants are met	2	0	0.028	234	100%	670	38	7	31	\$ 500,000	\$ 500,000
I2-T		Construction of a northbound left-turn lane	2	1	0.033	402	100%	670	67	13	53	\$ 220,000	\$ 220,000
I2-U		Construction of an eastbound left-turn lane	2	1	0.028	282	100%	660	56	8	48	\$ 25,000	\$ 25,000
I2-V	Davis St and Mallard Ln	Construction of a westbound left-turn lane	2	1	0.028	234	100%	670	57	7	50	\$ 25,000	\$ 25,000
I2-W		Construction of a northbound left-turn lane	2	1	0.028	0	100%	670	57	0	57	\$ 25,000	\$ 25,000
I2-X		Construction of an eastbound left-turn lane	2	1	0.028	173	100%	670	57	5	52	\$ 25,000	\$ 25,000
I2-Y		Construction of a southbound left-turn lane	2	1	0.033	0	100%	670	67	0	67	\$ 180,000	\$ 180,000
I2-Z		Construction of a westbound left-turn lane	2	1	0.028	173	100%	670	57	5	52	\$ 25,000	\$ 25,000
I2-AA	Main St (SH 95) and Lake Dr	Construction of an eastbound left-turn lane	2	1	0.028	116	100%	670	57	3	54	\$ 220,000	\$ 220,000
I2-AB		Construction of a westbound left-turn lane	2	1	0.009	56	100%	670	19	1	18	\$ 115,000	\$ 115,000
I2-AC	Main St (SH 95) and 7th St	Construction of an eastbound left-turn lane	2	1	0.027	225	100%	690	55	6	49	\$ 110,000	\$ 110,000
I2-AD		Construction of a westbound left-turn lane	2	1	0.023	56	100%	670	46	1	44	\$ 110,000	\$ 110,000
I2-AE	Carlos G Parker Blvd (FM 937) and Lake Dr	Construction of a westbound right-turn lane	2	1	0.038	223	100%	660	75	8	67	\$ 395,000	\$ 395,000
I2-AF	Lake Dr and North Dr	Signalization once warrants are met	2	0	0.028	500	100%	660	38	14	23	\$ 500,000	\$ 500,000
I2-AG		Construction of an eastbound left-turn lane	2	1	0.028	500	100%	660	56	14	42	\$ 165,000	\$ 165,000
I2-AH	Lake Dr and Davis St	Signalization once warrants are met	2	0	0.030	54	100%	670	41	2	39	\$ 500,000	\$ 500,000
I2-AI		Construction of a northbound left-turn lane	2	1	0.037	197	100%	670	74	7	67	\$ 150,000	\$ 150,000
I2-AJ		Construction of an eastbound left-turn lane	2	1	0.026	492	100%	670	52	13	40	\$ 170,000	\$ 170,000
I2-AK		Construction of a southbound left-turn lane	2	1	0.030	54	100%	670	61	2	59	\$ 205,000	\$ 205,000
I2-AL		Construction of a westbound left-turn lane	2	1	0.026	378	100%	670	52	10	42	\$ 120,000	\$ 120,000
I2-AM	Rio Grande St (CR 404) and Main St (SH 95)	Construction of a westbound left-turn lane	2	1	0.026	56	100%	670	52	1	51	\$ 160,000	\$ 160,000
I2-AN	MLK Jr Blvd (FM 112) and Main St (SH 95)	Construction of a westbound left-turn lane	2	1	0.057	79	100%	670	114	4	110	\$ 115,000	\$ 115,000
									2,897	522	2,375	\$ 7,645,000	\$ 7,645,000

TOTAL COST IN SERVICE AREA 2 \$ 7,645,000

Notes:

Volumes and Capacities for Signalization Improvements at an intersection are based on values for a minor approach of the intersection

1. Total Supply (Veh-Mi/Hr) = [Turn Lane Length (mi)] * ([Full Lanes] + [Turn Lanes Added]) * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Turn Lane Length (mi)] * [2022 Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

**City of Taylor - 2023 Update of the Roadway Impact Fees
Intersection CIP Services Units of Supply**

Service Area 3

PROJECT ID	INTERSECTION	IMPROVEMENT	FULL LANES	TURN LANES ADDED	TURN LANE LENGTH (MI)	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I3-A	Rio Grande St (CR 404) and Main St (SH 95)	Construction of an eastbound left-turn lane	2	1	0.031	21	100%	780	72	1	71	\$ 145,000	\$ 145,000
I3-B	Rio Grande St (CR 404) and US 79	Construction of a northbound left-turn lane	2	1	0.044	100	100%	610	81	4	76	\$ 155,000	\$ 155,000
I3-C		Construction of a southbound left-turn lane	2	1	0.044	26	100%	760	100	1	99	\$ 165,000	\$ 165,000
I3-D	MLK Jr Blvd (FM 112) and Main St (SH 95)	Construction of an eastbound left-turn lane	2	1	0.038	21	100%	780	89	1	88	\$ 195,000	\$ 195,000
I3-E	2nd St and Sloan St	Construction of a northbound left-turn lane	2	1	0.011	161	100%	670	23	2	21	\$ 260,000	\$ 260,000
I3-F		Construction of a southbound left-turn lane	2	1	0.028	161	100%	670	57	5	53	\$ 115,000	\$ 115,000
I3-G	2nd St and Howard St	Signalization once warrants are met	2	0	0.019	161	100%	670	25	3	22	\$ 500,000	\$ 500,000
I3-H		Construction of a southbound left-turn lane	2	1	0.019	161	100%	670	38	3	35	\$ 205,000	\$ 205,000
									485	19	466	\$ 1,740,000	\$ 1,740,000

TOTAL COST IN SERVICE AREA 3 \$ 1,740,000

Notes:

Volumes and Capacities for Signalization Improvements at an intersection are based on values for a minor approach of the intersection

1. Total Supply (Veh-Mi/Hr) = [Turn Lane Length (mi)] * ([Full Lanes] + [Turn Lanes Added]) * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Turn Lane Length (mi)] * [2022 Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]



Appendix H

Plan for Awarding the Roadway Impact Fee Credit

**City of Taylor - 2023 Update of the Roadway Impact Fees
Credit for Ad Valorem Taxes**

Annual Amount of Ad Valorem Tax Generated by Growth

Service Area	Cost of Growth- Related CIP	I&S Tax Levy - Annual Debt Payment	Projected 10-Year Demand (Veh-Mi)	RWIF Credit (\$ per Veh-Mi)
1	15,236,873	\$1,121,155.81	1,620	\$ 692.14
2	63,423,209	\$ 4,666,791	29,166	\$ 160.01
3	31,404,736	\$2,310,815.46	37,538	\$ 61.56

New Roadway Vehicle Miles and Credit per Service Area

Service Area	Projected 10-Year Demand (Veh-Mi)	Annual Demand (Veh- Miles)	10-Year Cumulative Demand	RWIF Credit (\$ per Veh-Mi)	CIP Credit by Service Area
1	1,620	162	8,909	\$ 692.14	\$ 6,166,356.93
2	29,166	2,917	160,416	\$ 160.01	\$ 25,667,348.94
3	37,538	3,754	206,459	\$ 61.56	\$ 12,709,485.02

New Roadway Vehicle Miles and Credit per Service Area

Service Area	Cost Attributable to New Growth	Net Financing Cost	Net Cost Attributable to New Growth
1	\$ 15,236,873	\$3,868,359	\$ 19,105,232
2	\$ 63,423,209	\$16,101,974	\$ 79,525,183
3	\$ 31,404,736	\$7,973,079	\$ 39,377,815

**City of Taylor - 2023 Update of the Roadway Impact Fees
Financing Costs and Interest Earnings**

Service Area 1					Service Area 2					Service Area 3				
Period	Year	Debt Issue	Annual Interest Payment		Period	Year	Debt Issue	Annual Interest Payment		Period	Year	Debt Issue	Annual Interest Payment	
1	2023	\$ 15,236,873	\$609,474.93		1	2023	\$ 63,423,209	\$2,536,928.35		1	2023	\$ 31,404,736	\$1,256,189.45	
2	2024		\$589,007.70		2	2024		\$2,451,733.86		2	2024		\$1,214,004.41	
3	2025		\$567,721.77		3	2025		\$2,363,131.58		3	2025		\$1,170,131.97	
4	2026		\$545,584.41		4	2026		\$2,270,985.22		4	2026		\$1,124,504.63	
5	2027		\$522,561.55		5	2027		\$2,175,153.00		5	2027		\$1,077,052.19	
6	2028		\$498,617.78		6	2028		\$2,075,487.49		6	2028		\$1,027,701.66	
7	2029		\$473,716.26		7	2029		\$1,971,835.36		7	2029		\$976,377.11	
8	2030		\$447,818.68		8	2030		\$1,864,037.15		8	2030		\$922,999.58	
9	2031		\$420,885.20		9	2031		\$1,751,927.00		9	2031		\$867,486.94	
10	2032		\$392,874.37		10	2032		\$1,635,332.46		10	2032		\$809,753.80	
Total			\$5,068,262.67		Total			\$21,096,551.47		Total			\$10,446,201.73	
Period	Year	Average Balance	Annual Interest Revenue		Period	Year	Average Balance	Annual Interest Revenue		Period	Year	Average Balance	Annual Interest Revenue	
1	2023	\$ 13,713,186	\$239,980.75		1	2023	\$ 57,080,888	\$998,915.54		1	2023	\$ 28,264,263	\$494,624.60	
2	2024	\$ 12,189,499	\$213,316.23		2	2024	\$ 50,738,567	\$887,924.92		2	2024	\$ 25,123,789	\$439,666.31	
3	2025	\$ 10,665,811	\$186,651.70		3	2025	\$ 44,396,246	\$776,934.31		3	2025	\$ 21,983,315	\$384,708.02	
4	2026	\$ 9,142,124	\$159,987.17		4	2026	\$ 38,053,925	\$665,943.69		4	2026	\$ 18,842,842	\$329,749.73	
5	2027	\$ 7,618,437	\$133,322.64		5	2027	\$ 31,711,604	\$554,953.08		5	2027	\$ 15,702,368	\$274,791.44	
6	2028	\$ 6,094,749	\$106,658.11		6	2028	\$ 25,369,284	\$443,962.46		6	2028	\$ 12,561,894	\$219,833.15	
7	2029	\$ 4,571,062	\$79,993.58		7	2029	\$ 19,026,963	\$332,971.85		7	2029	\$ 9,421,421	\$164,874.87	
8	2030	\$ 3,047,375	\$53,329.06		8	2030	\$ 12,684,642	\$221,981.23		8	2030	\$ 6,280,947	\$109,916.58	
9	2031	\$ 1,523,687	\$26,664.53		9	2031	\$ 6,342,321	\$110,990.62		9	2031	\$ 3,140,474	\$54,958.29	
10	2032	\$ -	\$0.00		10	2032	\$ -	\$0.00		10	2032	\$ -	\$0.00	
Total			\$1,199,903.77		Total			\$4,994,577.69		Total			\$2,473,122.98	
Net Interest			\$3,868,358.90		Net Interest			\$16,101,973.78		Net Interest			\$7,973,078.75	



City Council Meeting

April 27, 2023

Transmittal Letter

Agenda Item #:

12

Agenda Title:

Hold a public hearing and introduce Ordinance 2023-21, PZ-2023-1634, regarding a request for a Specific Use Permit to allow for a Wireless Telecommunication Tower in excess of 120-feet in height on approximately 1.13 acres of land, addressed as 1701 W. 2nd Street, more particularly described by Williamson Central Appraisal District Parcel R016906, the center part of Block Six, Doak's Third Addition to the City of Taylor, Taylor, Williamson County, Texas.

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☒ Economic Vitality

Council Action to be taken: Hold Public Hearing and Introduce Ordinance

Department Submitted: Development Services

Staff Contact: Colin Harrison, Development Services Director

1. PURPOSE/DESCRIPTION

The applicant is proposing to construct a wireless communication tower facility consisting of a 160-foot-tall self-supporting lattice tower with 10-foot lightning rod within a 73' x 73' fenced compound. They have come to an agreement with Verizon Wireless to have their antennas attached at a 155-foot centerline and Verizon equipment will be placed within the compound. The site is designed to accommodate at least three additional future providers. The applicant's intent in constructing this new tower is to enhance capacity for existing customers in the southwest part of the City, as current service to the existing Downtown Taylor site is said to be over capacity. The proposed tower would be constructed on the back half of the property, behind the existing building. The applicant is requesting the approval of a Specific Use Permit to allow the Wireless Cell Tower to be constructed on a property currently zoned as M-1: Light Industrial.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The applicant intends to build a wireless communication tower within an area currently zoned as M-1: Light Industrial. Ordinance No. 97-2 notes that Wireless Communication Towers that exceed one hundred twenty (120) feet shall be allowed within Industrial districts by a Special Use Permit only. The applicant's proposed tower is one hundred sixty (160) feet, prompting the need for the SUP.

Staff met with the applicant once during a pre-application meeting to discuss the proposed development. At this meeting, staff requested the applicant provide justification as to why

collocation cannot be achieved with any existing towers. The justification staff received through the application simply stated that the two other towers they identified would not provide as much coverage to the east and the southeast as their proposed site would.

The Wireless Communication Tower would enhance service for at least one, if not a total of four providers should all additional antennae be utilized in the future. Utilizing a portion of this property for the Tower could potentially have a large impact on redevelopment at this site or nearby.

However, it is important to note that the proposed tower is intended to be located near the rear of the property approximately 350-feet from the ingress of W. 2nd Street. Development up against the railroad is not likely to develop as retail or residential. The location of a wireless communication tower in this location is more favorable due to its proximity of rail traffic through the City of Taylor.

After review, staff recommends approval based on the location and proximity to existing light and heavy industrial zones and uses of the request to grant a Specific Use Permit for the construction of a Wireless Communication Tower.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Increase wireless capability in the immediate area where services are lacking. • Provides a location to offload an existing tower near downtown. • Ability to provide a tower for co-location for others. • Located in an area that is in line with elements of the Comprehensive Plan for growth. • Will not be required to be illuminated. • Located in an area adjacent to existing Industrial uses.	• Towers are often referred to as unsightly.

4. RECOMMENDATION

At their April 11, 2023, meeting the Planning and Zoning Commission recommended approval to the City Council for the proposed SUP.

5. FUNDING SOURCE

N/A

6. TIMELINE

Planning and Zoning Commission public hearing and recommendation – April 11, 2023

City Council public hearing and ordinance introduction – April 27, 2023

City Council consideration of ordinance approval – May 11, 2023

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

- 12a. [Staff Report](#)
- 12b. [Letter of Intent](#)
- 12c. [Location Map](#)
- 12d. [Ordinance Compliance Statement](#)
- 12e. [Exhibit A Drawings](#)
 - Exhibit B Compliance with Radio Frequency Standards
 - Exhibit C RF Design Analysis
 - Exhibit D Alternative Stie Analysis
 - Exhibit E Photo Simulations
 - Exhibit F Engineer Stamped No Fall Certification Letter
 - Exhibit G FAA Determination of No hazard to Air Navigation
- 12f. [Notice Area Map](#)
- 12g. [Ordinance 2023-21](#)
 - 12h. [Exhibit A](#) Survey
 - 12i. [Exhibit B](#) Location Map
- 12j. [PowerPoint Presentation](#) (PZ-2023-1634)

City of Taylor
PZ-2023-1634
Specific Use Permit
Staff Report

Item Details

Subject Property:	1701 W. 2 nd Street, Taylor, TX 76574
Total Acreage:	Approximately 1.13 acres
Legal Description:	1.13 acres of land described as the center part of Block 6, Doak's Third Addition to the City of Taylor
Applicant:	Ralph Wyngarden, Hemphill LLC
Property Owner:	Bullion Family Partnership, LTD
Request:	A request for a Specific Use Permit to construct a wireless communication tower facility.
Case History:	This is the first hearing of this request.

Overview of Applicant's Request & Background

The subject property is located at 1701 W. 2nd Street. The property is bounded by W. 2nd St. to the north and the Union Pacific railroad to the south. The front half of the property has an existing building on it (Italian restaurant New York Pizza Pasta), and the back half of the property is undeveloped.



The applicant is proposing to construct a wireless communication tower facility consisting of a 160-foot-tall self-supporting lattice tower with 10-foot lightning rod within a 73' x 73' fenced compound. They have come to an agreement with Verizon Wireless to have their antennas attached

at a 155-foot centerline and Verizon equipment will be placed within the compound. The site is designed to accommodate at least three additional future providers. The applicant's intent in constructing this new tower is to enhance capacity for existing customers in the southwest part of the City, as current service to the existing Downtown Taylor site is said to be over capacity.

The proposed tower would be constructed on the back half of the property, behind the existing building.

The applicant is requesting the approval of a Specific Use Permit to allow the Wireless Cell Tower to be constructed on a property currently zoned as M-1: Light Industrial.

Location:

The subject property is located along W. 2nd St., between Sloan St. and Edmond St., directly north of the railroad. Adjacent to this property is the Taylor Muffler Shop to the west and the First Mexican Baptist Church to the east.

Physical and Natural Features:

The subject property is relatively flat, does not have any creeks traversing the property, and is not in the flood plain. Trees boarder the property to the west, south, and east, but are sparse within the property itself. There is an existing building and pave parking lot on the north side of the property, fronting W. 2nd St.

Growth Sector Designations:

The subject property is located within the Infill Growth Sector. The Infill Growth Sector is made up of areas that are already developed and served by infrastructure. They are also intended for higher intensity uses than are currently in place (Envision Taylor Comprehensive Plan, Pg. 50).

Future Land Use and Zoning Designations:

The subject property was assigned the land use designation Market: Community from the adopted Envision Taylor Comprehensive Plan. Market Centers are mixed-use areas anchored by a retail destination where surrounding residents go to get daily goods and services. As with all centers, Market Centers are envisioned as mixed-use and walkable places. Market Centers can be developed as new centers or as a redevelopment of an existing suburban big box retail center (Envision Taylor Comprehensive Plan Pg.72).

The subject property is currently zoned M-1 - Light Industrial. The M-1 district permits uses typically defined as light industrial or heavy commercial. The intent is to concentrate these uses in areas of town that will best represent the community as well as protect the character, safety, and general welfare of the surrounding neighborhoods (Code of Ordinances, Appendix B, Article III, 2.15). The surrounding properties are classified as follows:

Direction	Zoning District	Future Land Use	Existing Land Use
North	B-1: Local Business	Market Center: Community	Commercial
South	Railroad & M-2 Heavy Industrial	Railroad & Employment Center: Community	Railroad & Industrial Warehousing
East	M-1: Light Industrial	Market Center: Community	Church
West	M-1: Light Industrial	Market Center: Community	Automotive

Transportation

The subject property fronts to W. 2nd Street on the north, which is designated as an Enhanced Community Boulevard in the Envision Taylor Transportation Master Plan. There is a driveway onto the property, but there is no internal circulation or streets on the subject property.

Utilities

The subject property is located within the City's service area for water and wastewater. Along the northern boundary, the property ties into a 6-inch waterline and a 12-inch wastewater line.

Public Notification

As required by the Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property were notified of the variance request (11 notices), and a legal notice advertising the public hearing was placed in the Taylor Press on Sunday, March 26, 2023.

Staff Analysis

The applicant intends to build a wireless communication tower within an area currently zoned as M-1: Light Industrial. Ordinance No. 97-2 notes that Wireless Communication Towers that exceed one hundred twenty (120) feet shall be allowed within Industrial districts by a Special Use Permit only. The applicant's proposed tower is one hundred sixty (160) feet, prompting the need for the SUP.

Staff met with the applicant once during a pre-application meeting to discuss the proposed development. At this meeting, staff requested the applicant provide justification as to why collocation cannot be achieved with any existing towers. The justification staff received through the application simply stated that the two other towers they identified would not provide as much coverage to the east and the southeast as their proposed site would. Based on the information provided by the applicant, staff is unable to determine if there is a hardship for the applicant to justify a Specific Use Permit for this tower.

The Wireless Communication Tower would enhance service for at least one, if not a total of four providers should all additional antennae be utilized in the future. Utilizing a portion of this property for the Tower could potentially have a large impact on redevelopment at this site or nearby.

However, it is important to note that the proposed tower is intended to be located near the rear of the property approximately 350-feet from the ingress of W. 2nd Street. Development up against the railroad is not likely to develop as retail or residential. The location of a wireless communication tower in this location is more favorable due to its proximity of rail traffic through the City of Taylor.

After review, staff is inclined to recommend approval based on the location and proximity to existing light and heavy industrial zones and uses of the request to grant a Specific Use Permit for the construction of a Wireless Communication Tower.

Planning and Zoning Commission

In addition to the hardship presented, the questions below must also be addressed by the Commission.

The Planning and Zoning Commission is charged with reviewing all requests for specific use permits and recommends to City Council either in favor of or opposition to each request.

In determining a recommendation on a specific use permit request, the Planning and Zoning Commission members consider the following factors:

- **Is the Specific Use Permit consistent with the Comprehensive Plan?**

This SUP would further utilize an existing property that is underdeveloped leaning toward the city's desire for infill development in this area. However, it would limit any potential large redevelopment of this and nearby properties.

- **Is the Specific Use Permit compatible with the surrounding area?**

Based on the requirements outlined in Ordinance 97-2, the tower is more than the required 640-feet from residential or residentially zoned property. There are currently no large concerns with locating the tower adjacent to the railroad tracks. The property owner received an initial letter (Exhibit G) that states a determination of no hazard to air navigation. Should the SUP be approved, there is an additional permit that would be required per this ordinance relating to the airport.

- **Does the Specific Use Permit promote the public health, safety, or general welfare?**

Enhancing access and quality of service for residents promotes these ideals. The visual impacts of the proposed improvement could be considered negative from the public and adjacent landowners.

- **Is adequate infrastructure available or planned to meet the needs of the proposed land use?**

Based on the stated needs of the applicant, the property meets the needs of the proposed land use.

- **Do current conditions indicate that a specific use permit is necessary?**

Article III, 3.3.7 Communication Towers states that "The City reserves the right to restrict location and height of any antenna in any district." Additionally, ordinance 97-2 requires a specific use permit for towers that exceed one hundred twenty (120) feet in height within Industrial districts.

Attachments:

1. Letter of Intent
2. Location Map
3. Ordinance Compliance Statement
4. Exhibit A Drawings
5. Exhibit B Compliance with Radio Frequency Standards
6. Exhibit C RF Design Analysis
7. Exhibit D Alternative Site Analysis
8. Exhibit E Photo Simulations
9. Exhibit F Engineer Stamped No Fault Certification Letter
10. Exhibit G FAA Determination of No hazard to Air Navigation
11. Notice Area Map

12. Ordinance 2023-21

- a. Exhibit A Survey
- b. Exhibit B Location Map



Collin Harrison, Director
City of Taylor, Development Services
400 Porter Street
Taylor, TX 76574

March 2, 2023

512-309-6172

LETTER OF INTENT

Re: SUP Application for Proposed Wireless Communication Tower Facility

Applicant: Hemphill, LLC

Project Description: Hemphill, LLC proposes a wireless communication tower facility consisting of a 160' self-supporting lattice tower with 10' lightning rod within a 73' x 73' fenced compound. Verizon Wireless antennas will be attached at a 155' centerline and Verizon equipment will be placed within the compound. The site will also accommodate at least 3 additional future providers.

Hemphill Site Name: 1742 Taylor West

Address: 1701 W. 2nd Street, Taylor, TX 76574

Parcel ID: R016906

Landowner: Bullion Family Partnership, LTD

Zoning: M-1 Light Industrial District

Dear Mr. Harrison,

Hemphill, LLC is pleased to present this project that will provide Verizon Wireless service to the southwest area of Taylor and along Highway 79 and offload Verizon's downtown Taylor site 1.1 miles to the northeast. This project will also accommodate at least 3 additional providers.

Introduction

The applicant is Hemphill, LLC, a company in the business of helping wireless providers serve the community by building communication sites to accommodate their service objectives. At this location Verizon Wireless will be the initial occupant and the site will be designed to accommodate at least 3 additional providers. Ensuring wireless service in this area keeps up with advances in technology and demands on capacity benefits residents and businesses and directly impacts public safety as well.

Location

The subject parcel is bounded by West 2nd Street/Business US Hwy 79 on the north and the three track Union Pacific Railroad corridor to the south. The property is occupied by the New York Pizza & Pasta fronting on 2nd Street with the remainder of the parcel to the south being undeveloped. The proposed wireless communication tower facility will be at the south end of the parcel adjacent to the Union Pacific Railroad right-of-way. To the east of the project location is a vacant area behind the First Mexican Baptist Church and to the west is a parts storage area for B&M Tractor parts.



Justification

As wireless service becomes a more and more essential part of our daily lives, wireless providers face challenges when their networks require infill sites in developed areas. This is one of those cases where the target area is within a fully developed area and existing tower locations won't meet service objectives. Hemphill, LLC is helping Verizon Wireless meet this challenge in a compatible manner as noted below.

Verizon Wireless will occupy the top position on the 160' self-supporting lattice tower with attachment at a 155' antenna centerline. The tower is designed to accommodate at least 3 additional comparable providers.

Verizon Wireless service objectives for this site focus on providing coverage in the southwest area of Taylor and along Highway 79 and offloading Verizon's downtown Taylor site 1.1 miles to the northeast.

We have provided analyses from Biwabkos Consultants, LLC, an expert radiofrequency engineering consultant, addressing the need for the height and location proposed and addressing the lack of alternatives. The RF Design Analysis demonstrates the need for Verizon and for other future providers. The Alternative Site Analysis demonstrates there are no existing tower locations that sufficiently address the coverage and offload objectives.

Compatibility

We have worked diligently to select a location compatible with the neighborhood and the built environment. We have placed the site on an industrial zoned parcel next to a use of great intensity (the three track Union Pacific Railroad corridor). Immediately adjacent areas are vacant to the east and tractor part storage to the west. We also have presented a stamped engineer "No Fall Certification Letter" certifying a zero-foot fall radius to provide further assurance that there will be no impact to adjacent properties.

As a passive, unstaffed use requiring only occasional monthly maintenance visits, it will not generate any significant traffic impact. It will also not generate any significant noise, glare, or other disturbance. The FAA has determined that the site will not be a hazard to air navigation and will not require any obstruction lighting so the site will be dark at night.

Operational Specifics

The site will operate continuously 24 hours a day, 365 days a year to provide wireless service to the community to support residents and businesses and to enhance general welfare and public safety. This is a passive, unstaffed use requiring only occasional monthly maintenance visits. It will not generate any significant traffic impact. It will also not generate any significant noise, glare, or other disturbance. The FAA has determined that the site will not be a hazard to air navigation and will not require any obstruction lighting so the site will be dark at night.

**Supporting Documents**

Hemphill presents the following supporting documents with this application:

- SUP Application
- This Letter of Intent
- Ordinance Compliance Statement
- Exhibit A – Drawings
- Exhibit B – Compliance with Radio Frequency Standards
- Exhibit C – RF Design Analysis
- Exhibit D – Alternative Site Analysis
- Exhibit E – Photo Simulations
- Exhibit F – Engineer Stamped No Fall Certification Letter
- Exhibit G – FAA Determination of No Hazard to Air Navigation

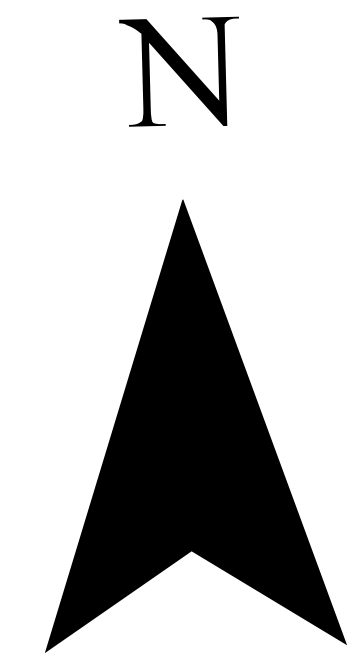
The applicant has met all applicable requirements of Ordinance No. 97-2 and has proposed a site location and design that meets the needs of the community in an appropriate and compatible manner and avoids any negative impact. Hemphill, LLC respectfully requests SUP approval for the proposed 160' self-supporting lattice tower with Verizon Wireless antennas and equipment.

Please let us know if you have any questions or need any additional information. Thanks.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ralph Wyngarden', with a long, sweeping horizontal line extending to the right.

Ralph Wyngarden, Sr. Zoning Specialist
Faulk & Foster
678 Front Ave NW, Suite 255
Grand Rapids, MI 49504
Cell: 616-490-9804

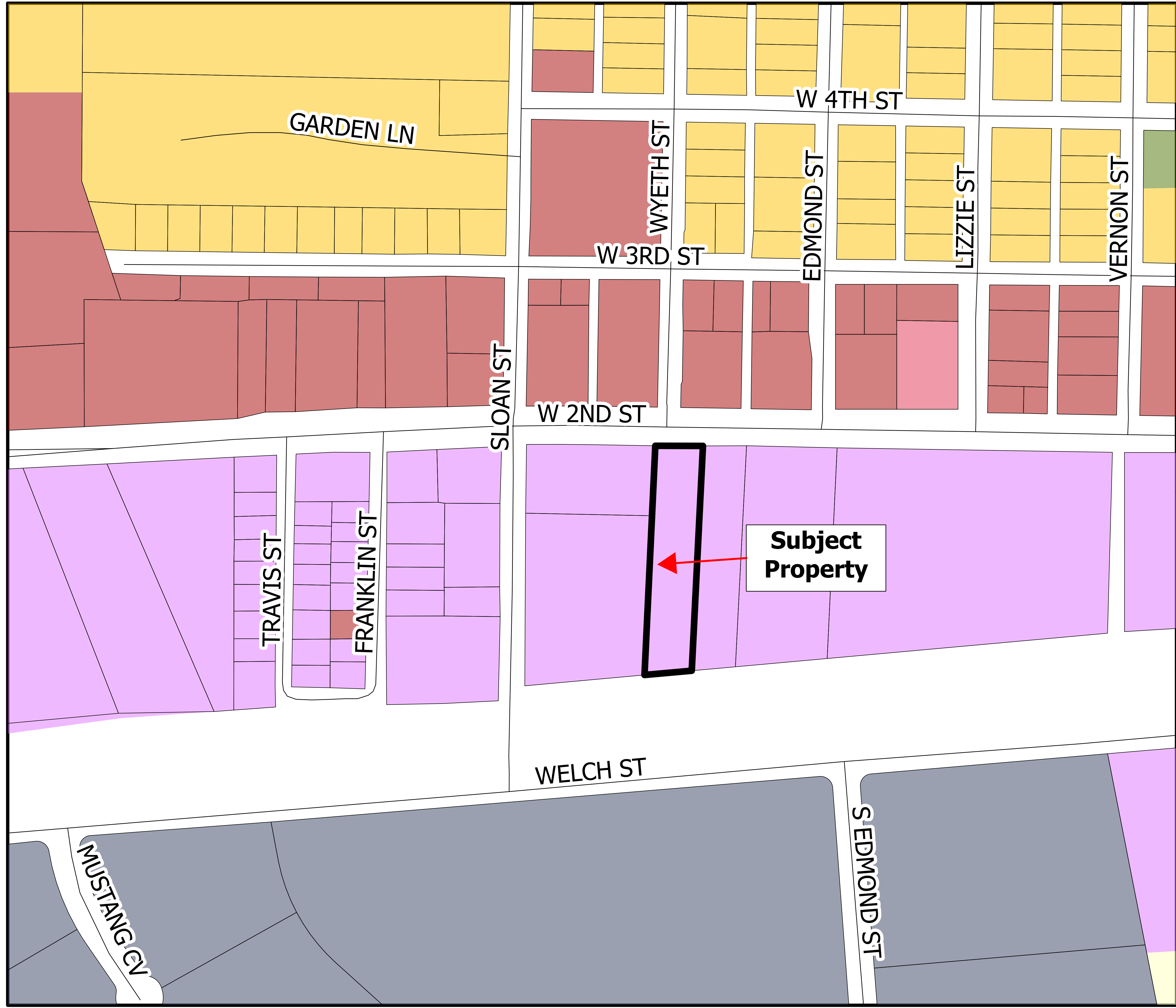
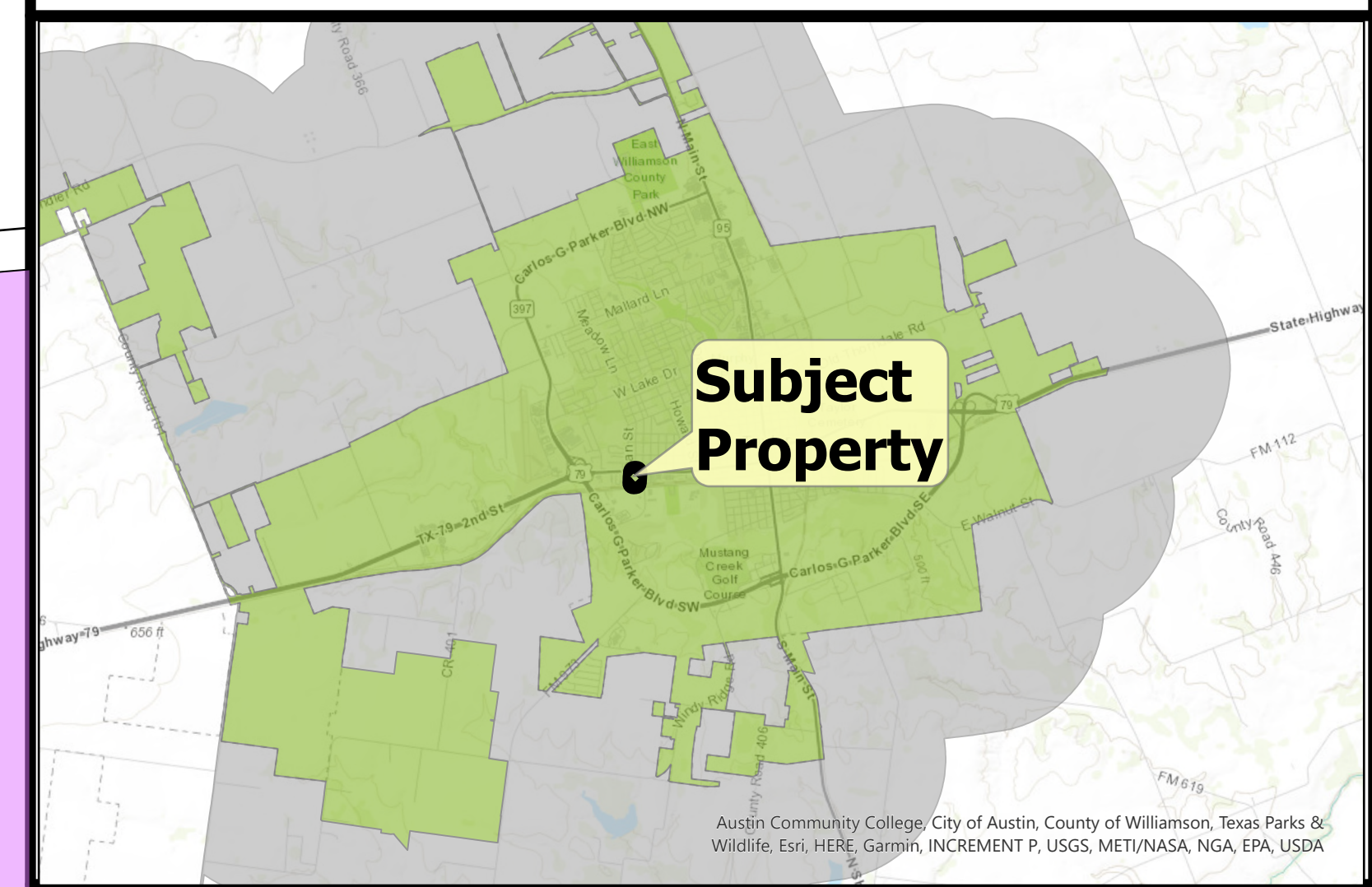


PZ-2023-1634

1742 Taylor West
Specific Use Permit
Location Map
Approximately 1.13 Acres

Legend

- | | |
|------------------|----------------------|
| Subject Property | M-1 Light Industrial |
| Parcels | M-2 Heavy Industry |
| Streets | MF-2 Multi-Family |
| ZONING | P Parks |
| B-1 | R-1 Single Family |
| B-2 | |



ORDINANCE COMPLIANCE STATEMENT

Re: SUP Application for Proposed Wireless Communication Tower Facility

Applicant: Hemphill, LLC

Project Description: Hemphill, LLC proposes a wireless communication tower facility consisting of a 160' self-supporting lattice tower with 10' lightning rod within a 73' x 73' fenced compound. Verizon Wireless antennas will be attached at a 155' centerline and Verizon equipment will be placed within the compound. The site will also accommodate at least 3 additional future providers.

Hemphill Site Name: 1742 Taylor West

Address: 1701 W. 2nd Street, Taylor, TX 76574

Parcel ID: R016906

Landowner: Bullion Family Partnership, LTD

Zoning: M-1 Light Industrial District

In support of its SUP application, Hemphill, LLC respectfully presents this statement, along with the information accompanying this application, to demonstrate its compliance with the specific standards for wireless communication tower facilities in City of Taylor Ordinance No. 97-2. Hemphill, LLC's response to each section is in ***bold italic***.

ORDINANCE NO. 97-2

Section 1 - Definitions

No response necessary.

Section 2 - Locations on and in the Vicinity of Bull Branch Creek or Historic Districts, Structures, and Sites

Not applicable. The proposed location is not on or in the vicinity of Bull Branch Creek or historic districts, structures, or sites.

Section 3 - Locations and Limitations for WCFs Without Special Use Permits

Not applicable. This proposed WCF requires an SUP because its height exceeds 120 feet in an M-1 Light Industrial District.

Section 4 - Locations and Limitations for WCF Towers with a Special Use Permit

A WCFs with Tower Heights that exceed one hundred twenty (120) feet shall be allowed within Industrial districts by a Special Use Permit only.

Because applicant Hemphill, LLC proposes a 160' tower within the M-1 Light Industrial District, an SUP is required to approve the additional 40' in height. An elevation view is shown on Sheet C3-1 of the drawings provided as Exhibit A.

B. WCFs with Tower Heights of more than forty (40) feet and up to one hundred (100) feet shall be allowed within Commercial-Second Height and Commercial-First Height Districts by Special Use Permit only. The applicant must show a good faith effort to design the Antennas and Tower to be as unobtrusive as possible. The City strongly urges all applicants, wishing to locate a WCF Tower within Commercial-Second Height and Commercial-First Height Districts, to design the Tower and Antennas in such a way so as to blend in with and/or enhance the view of the surrounding area.

Not Applicable. The proposed WCF is not in a Commercial-First or Commercial-Second Height District. WCFs may locate, with a Special Use Permit, within the districts mentioned within this section provided they comply with all other standards regarding Height requirements: Collocation; Historic Districts;

Structures or Sites; Residential Structures; Residentially Zoned Property; setbacks and site development and submittal requirements of the Zoning Ordinance.

The proposed WCF complies with all other applicable standards.

Section 5 - Collocation

A. To minimize the number of WCFs to be sited, applicants shall cooperate with other Service Providers in Collocating additional Antennas on Towers and/or on structures to the extent that Collocation is reasonably economical and technically feasible. An applicant shall exercise good faith in Collocating with other providers and sharing the permitted site. Such good faith shall include sharing technical information to evaluate the feasibility of Collocation.

Applicant has evaluated the feasibility of collocation on existing towers and found that it is not technically feasible. The Alternative Site Analysis provided by expert radiofrequency consultant Biwabkos consultants, LLC, demonstrates there are no existing tower locations that sufficiently address Verizon's coverage and offload objectives. Please see Exhibit D.

B. Service providers should, to the maximum extent feasible, promote Collocation of Antennas by multiple providers through the use of nonexclusive agreements for Antenna sites, relocation and reconfiguration of Antennas to accommodate additional users, utilization of current technology to maximize Antenna separation and minimize Antenna/Tower Height and obtrusiveness, and ensure building support structures are of sufficient strength.

Applicant Hemphill, LLC will promote co-location by multiple providers. Antenna arrays for Verizon Wireless and three additional future providers are shown in the elevation view on Sheet C3-1 of the drawings provided as Exhibit A.

C. The City encourages that each WCF Tower be constructed in such a way that the structure can support multiple additional Antenna systems having the same or similar wind and weight loading characteristics of those that are proposed by applicant. Tower space on existing WCF Towers should be provided on a reasonable, proportioned cost basis to other Service Providers who seek use of the structure, unless it would result in the creation of a level of radio frequency interference which would degrade applicant's services.

Acknowledged and agreed.

Section 6 - Setback Distance Requirements of WCF Towers from Residential Structures and Residentially Zoned Properties

A. No permit for a Tower shall be approved or issued unless the proposed WCF is in compliance with the applicable provisions governing setback distance requirements, which are as follows:

1. Monopole Towers: ...

Not applicable. The proposed WCF is a lattice tower.

2. Lattice Towers: The distance between the base of a WCF structure and all Residential Structures or Residentially Zoned Property must not be less than:

a) three (3) times the Height of the WCF structure if the Height of that WCF structure is over forty-five (45) feet, but not over eighty-five (85) feet;

Not applicable. The proposed WCF structure height is 160 feet.

b) three and one-half(3-1/2) times the Height of the WCF structure if the Height of that WCF structure is over eighty-five (85) feet, but not over one hundred twenty (120) feet; and

Not applicable. The proposed WCF structure height is 160 feet.

c) four (4) times the Height of the WCF structure if the Height of that WCF structure is over one hundred twenty (120) feet.

The base of the proposed WCF structure is more than 4 times its height from all residential structures and residentially zoned property.

B. All distance measurements referred to in this section shall be the distance of a straight horizontal line from the center of the base of the WCF to the center of the residential lot minus fifty (50) feet or the closest residential property line, whichever results in the greatest distance from the WCF and the nearest outer wall of a Residential Structure or Residentially Zoned Property Line.

Acknowledged and agreed. The proposed tower meets the specified setback distance requirements.

C. Safety issues will be fully addressed by applicants for a WCF siting WCFs should be located in such a manner that if the structure should fall along its longest dimension it will remain within the owned or leased property boundaries of the Service Provider and avoid structures, public streets and utility lines. If a proposed WCF has a potential for affecting a nearby property or structure upon collapse or scattering of equipment debris, the situation must be addressed by applicant.

The applicant has provided a "No Fall Certification Letter" from B+T Group dated February 20, 2023 and signed and stamped by a Texas registered professional engineer as Exhibit F. This letter certifies tower design in accordance with the Tower Industry Association standard TIA-222-H. It also certifies that in the extremely rare event of failure, the tower would bend or deflect rather than falling, resulting in a zero-foot fall radius. With a zero-foot fall radius, there is no potential impact beyond lease lines or property lines or to any structures, public streets, or utility lines.

D. Property uses and distances referred to in this section shall be determined as of the date and time that the completed WCF permit application is filed.

Acknowledged and agreed.

Section 7 – Fencing Requirements

A The base of a WCF with a Tower, including all mechanical equipment and accessory structures, must be completely enclosed by a fence, wall, or barrier which limits climbing access to such WCF and any supporting systems, lines, wires, buildings or other structures. The base must be fully screened from view of Residential Structures, Residentially Zoned Properties, or public roadways by a substantially opaque screening fence designed and built to provide privacy.

A standard chain link fence is proposed because there is no view of the tower base from residential structures, residentially zoned properties, or public roadways. The fence will be topped with 3 strands of barbed wire to further limit climbing access.

B. The fence shall be a minimum height of eight (8) feet and consistent in color and character to surrounding structures and properties.

Applicant will provide an 8' chain link fence topped with 3 strands of barbed wire. A standard chain link fence is appropriate because this site is in the M-1 Light Industrial District and there is no view of the tower base from residential structures, residentially zoned properties, or public roadways.

C. The fencing shall have no openings, holes, or gaps larger than four (4) inches measured in any direction.

Acknowledged and agreed.

D. The fencing may contain gates or doors allowing access to the WCF and accessory structures for maintenance purposes~ such gates or doors shall be kept completely closed and locked except for maintenance purposes and shall be located so that all gates and doors do not intrude into the public right-of-way.

Acknowledged and agreed.

E. The requirements of this section do not apply to:...

Not applicable. Applicant is not asserting any exemption from these fencing requirements.

Section 8 - Maintenance and Inspection

A. The owner or operator of a WCF shall be responsible for the maintenance of the WCF and shall maintain all buildings, structures, supporting structures, wires, fences, or ground areas used in connection with a WCF in a safe condition and in good working order, as required by city building, fire, or any other applicable codes, regulations or ordinances or to standards that may be imposed by the City at the time of the granting of a permit. Such maintenance shall include, but shall not be limited to, maintenance of the paint, landscaping, fencing, Equipment Enclosure, and structural integrity. If the City finds that the WCF is not being properly maintained, the city will notify the owner of the WCF of the problem. If the applicant fails to correct the problem within thirty (30) days after being notified, the City may undertake maintenance at the expense of the applicant or revoke the permit, at its sole option.

Acknowledged and agreed.

B. By applying for a WCF permit under this article, the applicant specifically grants permission to the City, its duly authorized agents, officials, and employees, to enter upon the property for which a permit is sought, after first providing a reasonable attempt to notify a person designated by the applicant, except in the event of an emergency, for the purpose of making all inspections required or authorized to be made under this part of the Land Development Code, the Fire Code, the Building Code, or any other applicable regulation, rule, or ordinance. The City may require periodic inspections of WCFs to ensure structural integrity and other code compliance. Based upon the result of an inspection, the City may require repair or removal of a WCF.

Acknowledged and agreed.

Section 9 - Radio Frequency Standards

A. The applicant shall comply with federal standards for radio frequency emissions and must submit a signed statement that the proposed site fully complies with federal standards for radio frequency emissions. The City reserves the right to request that the applicant submit a sealed report from a registered radio frequency engineer which provides the estimated cumulative field measurements of radio frequency emissions of all Antennas installed at the subject site and compares the results with established federal standards. Said report shall be subject to review and approval by the City for consistency with federal standards. If on review the City finds that the proposed or established WCF does not meet federal standards, the City may deny or revoke the permit, whichever is applicable at the time.

Acknowledged and agreed. A document affirming compliance with radio frequency standards from radio frequency engineering expert Biwabkos Consultants, LLC, has been provided as Exhibit B.

B. The applicant shall ensure that the WCF will not cause localized interference with the reception of area television or radio broadcasts, or other legally existing WCFs. If on review, the City finds that the WCF interferes with such reception, it may deny the permit. If such interference occurs after the permit is issued and the problem is not corrected within sixty (60) days, the City may revoke or modify the permit.

Acknowledged and agreed. A document affirming compliance with radio frequency standards from radio frequency engineering expert Biwabkos Consultants, LLC, has been provided as Exhibit B.

Section 10- Site Development Standards and Submittal Requirements

A. WCFs shall conform to the following site development standards:

1. All Towers must be of Monopole construction to the extent reasonably feasible, except that a Lattice Tower shall be allowed upon a showing that a Monopole structure will not adequately address the Service Provider's operations.

The proposed lattice tower allows antenna arrays for Verizon Wireless plus 3 additional providers. The lattice design is cost-effective and provides a design that deflects in the rare event of failure to ensure no impact on adjacent parcels. Please see the engineer stamped No Fall Certification Letter provided as Exhibit F. The lattice design is appropriate given the site location in an industrial district and adjacent to an intensive use such as the railroad corridor.

2. To minimize potential safety hazards, WCFs with Towers shall be setback from Residential Structures or Residentially Zoned Property lines as required in Section 6.

This setback requirement is met.

3. WCFs shall be designed and placed on the site in a manner that takes maximum advantage of existing trees, mature vegetation, and structures so as to:

- a) Use existing site features to screen as much of the total WCF as possible from public view;

Site placement is to the rear of the parcel adjacent to the three track Union Pacific Railroad corridor. The base of the tower will be screened from view by the New York Pizza & Pasta building and existing vegetation

- b) Use existing site features as a background so that the total WCF blends into the background with increased sight distances; and

Site placement adjacent to the three track Union Pacific Railroad corridor maximizes the sight distance from 2nd Street/ Business US Hwy 79 and from residential neighborhoods further to the north. From many vantage points, there will be trees, street lights, utility poles and overhead lines in the foreground.

- c) To the degree technically feasible, locate on a portion of the site that is effectively isolated from view of residential areas by structures or terrain features unless the WCFs are integrated or act as an architectural element of the structure such as a flag pole or parking lot light or are effectively screened through installed landscaping or other acceptable screening.

The selected parcel is in an industrial zone and the site location at the rear of the parcel is isolated from the view from residential areas or structures. The adjacent the three track Union Pacific Railroad corridor is the highest intensity use in the area. Placement as close as possible to this intense use maximizes the distance from 2nd Street/ Business US Hwy 79 and from residential neighborhoods further to the north and ensures screening by the New York Pizza & Pasta Building and existing vegetation such that further landscaping or screening measures are not necessary.

4. WCFs with Towers viewable from a Residential Structure, Residentially Zoned Property or public roadway shall be landscaped along the perimeter of the WCF fencing. Further, the use of existing vegetation shall be preserved to the maximum extent practicable and may be used as a substitute of or in supplement towards meeting landscaping requirements. The installed landscaping requirements include:...

Not applicable, the base of the tower is not visible from a residential structure, residentially zoned property, or a public roadway.

5. WCFs with Towers shall conform to the fence standards established in Section 16 and 17 of the Land Development Code.

Acknowledged and agreed.

6. Equipment Enclosures of a WCF, which may be seen from a Residential Structure, Residentially Zoned Property or public roadway, is encouraged to be located underground, if site conditions permit. If the Equipment Enclosure is not put underground, then it must be within the building in which the Antenna is mounted or in a separate Equipment Enclosure which matches the existing building or surrounding structures in character and building materials.

Not applicable, the fenced compound and the Verizon equipment placed inside will not be visible from a residential structure or residentially zoned property.

7. All signs, flags, lights, and attachments other than those required for communications operators, structural stability, or as required for flight visibility by the Federal Aviation Administration (FAA) and Federal Communications Commission (FCC) shall be prohibited on any WCF.

Acknowledged and agreed. The FAA will not require obstruction lighting, so the site will be dark at night. We have provided the FAA Determination of No Hazard to Air Navigation as Exhibit G.

8. Applicant shall identify to the City any structures in the vicinity that the applicant investigated for possible use that have not been addressed otherwise in the application.

Please see the Alternative Site Analysis from radio frequency engineering expert Biwabkos Consultants, LLC, provided as Exhibit D.

B. All Service Providers wishing to operate WCF shall ensure and submit documentation demonstrating:

1. That the Tower will be erected and operated in compliance with current FCC and FAA rules and regulations and other applicable federal, state, and local standards particularly as apply to the Taylor Municipal Airport.

Acknowledged and agreed. Upon approval of this SUP, applicant will also apply for an Airport Zoning Permit. Applicant has received a Determination of No Hazard to Air Navigation from the FAA which is provided as Exhibit G.

2. That all Back Haul Providers are identified and have all the necessary approvals to operate as such, including holding necessary franchises, permits, and certificates.

Backhaul will be via AT&T fiber.

3. A notarized statement signed by the WCF Tower operator, the Tower owner and the landowner that indicates:

a) The extent to which all agree to allow Collocation of additional WCF equipment by other Service Providers on the applicant's structure or within the same site location on a reasonable and non-discriminatory basis.

b) An understanding of Section 8 of this Ordinance relating to Maintenance and Inspections.

c) An understanding that if the Service Provider fails to remove the WCF upon sixty (60) days of its discontinued use, the responsibility for removal falls upon the landowner, and in the event the WCF is not removed within another sixty (60) days, the City may remove the WCF and recover the costs associated with such removal from the landowner and place a lien on the property until such costs are paid.

Service Providers shall submit updated notarized statements as required above whenever ownership or operators change.

Applicant Hemphill, LLC will construct and own the tower but is not, itself, a service provider. Verizon Wireless will be the first service provider on this tower but the tower is designed to accommodate at least three other comparable providers. Hemphill's business model is to have as many service providers locate on the tower as possible and will encourage such co-location on a reasonable and nondiscriminatory basis. Upon SUP approval, applicant will seek clarification regarding details and signatures required and will facilitate provision of appropriate documentation prior to WCF operation.

4. A certification and sealed report from a registered professional engineer stating that all structural components of the WCF comply with all applicable codes and regulations. In the case of WCF Towers, the report should further note the extent to which the Tower is designed and/or built to accommodate Collocation.

Please see the letter from B+T Group dated February 20, 2023 and signed and stamped by a Texas registered professional engineer provided as Exhibit F.

C. Service Providers wishing to establish a WCF shall:

1. Secure all necessary approvals and permits needed to operate or construct a WCF within the City;

Acknowledged and agreed.

2. Fully and accurately complete a questionnaire supplied by the City;

Acknowledged and agreed.

3. Comply with all ordinances of the City;

Acknowledged and agreed.

4. Pay all related development and permit application fees;

Acknowledged and agreed.

5. Reimburse the City for actual costs incurred by the City for radio frequency evaluations, structural engineering reviews and/or any other services that the City may deem necessary to review and process the application; and

Acknowledged and agreed.

6. Provide the City with:

- a) A master Antenna plan. including detailed maps:

- showing the precise locations and characteristics of the proposed and all existing WCFs in the City and in its extraterritorial jurisdiction (ETJ);
- indicating coverage areas of proposed and existing sites within the City and its ETJ; and
- showing topography of proposed site.

Updates of the above documents shall be filed with the City as they become available;

Please see the documentation provided by radio frequency engineering expert Biwabkos Consultants, LLC:

- ***RF Design Analysis provided as Exhibit C***
- ***Alternative Site Analysis provided as Exhibit D***

- b) Photo simulations of the proposed WCF from varying points and distances, including affected residential properties and public rights-of-way. The photo simulation shall also include a diagram or map indicating points from where the photo simulations are taken; and

Photo Simulations are provided as Exhibit E.

- c) Site and landscaping plans indicating:

- the specific placement of the WCF and all related structures on the site;
- the location of existing trees. and other significant site features;
- the type and location of landscaping planned for screening;
- the color(s) for the WCF; and
- architectural and structural drawings for the proposed site.

Detailed drawings including a survey indicating site placement and existing structures on the parcel are provided as Exhibit A. No special colors or landscaping is proposed because this parcel is in an industrial zone and the site location at the rear of the parcel is isolated from the view from residential areas or structures. The adjacent the three track Union Pacific Railroad corridor is the highest intensity use in the area. Placement as close as possible to this intense use maximizes the distance from 2nd Street/ Business US Hwy 79 and from residential neighborhoods further to the north and

ensures screening by the New York Pizza & Pasta Building and existing vegetation such that further landscaping or screening measures are not necessary.

Section 11 - Notice Requirements for a WCF Permit

A. The notice requirements of this section apply only to applications for which a public hearing is required and if the proposed WCF Tower is within two hundred (200) feet or a distance equal to twice the Height of the proposed WCF, whichever is greater, of a Residential Structure or Residentially Zoned Property.

Not applicable, the proposed WCF is not within twice the height (160 feet x 2 = 320 feet) of any residential structure or residentially zoned property.

B. The applicant for a WCF permit must post and use reasonable efforts to maintain a sign on the subject WCF site for a minimum of thirty (30) Calendar Days beginning no later than the sixty (60th) Calendar Day following the date of the filing of the required completed application with the City. The sign shall be posted no less than fifteen (15) feet from the public right-of-way that is used as access to the WCF site. The sign shall face and be legible from the public right-of-way. The sign shall contain at a minimum the following items of information:

1. that this is the proposed site of a WCF;
2. the proposed maximum Height above Grade of the proposed WCF;
3. the WCF permit application number assigned to this project by the City of Taylor; and
4. the telephone number of the City of Taylor where additional information concerning this proposed WCF may be obtained.

The applicant shall remove the sign from the subject WCF site after (i) the permit is obtained or (ii) the appeals process is complete.

Not applicable per Section 11.A because the proposed WCF is not within twice the height (160 feet x 2 = 320 feet) of any residential structure or residentially zoned property.

C. Written notice of the filing of each application for a WCF permit shall be given to the owners, as is indicated by the most recently approved tax rolls, of all property within a distance of two hundred (200) feet, or a distance that is equal to twice the Height of the proposed WCF, whichever is greater, from the proposed WCF site. The required written notice, which will be mailed out by the City, shall be in a form prescribed by the director and shall be mailed by depositing the same in the United States mail.. The required notice shall be mailed no later than the tenth (10th) calendar day following the filing of the required fully-completed application.

Not applicable per Section 11.A because the proposed WCF is not within twice the height (160 feet x 2 = 320 feet) of any residential structure or residentially zoned property.

D. Written notice shall be published by the City at least once in a local newspaper of general circulation within the City not later than the seventh (7th) Calendar Day following the date of filing of the required completed application. Such notice shall be published in the section of such newspaper in which other legal notice are commonly published.

E. The "written notice" required in subsection (C) above shall include at the minimum the following:

1. the name, signature, address, and telephone number of the person or entity that will own the proposed WCF structure;
2. the name, address, and telephone number of the applicant if different from the owner of the proposed WCF;
3. the approximate proposed location of the WCF structure including the street address (or nearest street intersection) and the name of the subdivision or survey if there is not recorded subdivision;
4. the proposed use of the WCF structure and site;
5. the proposed maximum Height above Grade of the proposed WCF structure; and

6. that additional information may be obtained by writing or telephoning the office of the Director, including the telephone number.

Not applicable per Section 11.A because the proposed WCF is not within twice the height (160 feet x 2 = 320 feet) of any residential structure or residentially zoned property.

Section 12 - Permitted Hours for Construction

Construction, placement, removal, or Alterations to a WCF shall not be performed except between the hours of 7:00 a.m. and 9:00 p.m. of any day, except in a bona fide emergency.

Acknowledged and agreed.

Section 13 - Permit Limitations

A. Any City permit, including the Special Use Permit, shall become null, void and non-renewable if the permitted WCF is not constructed within one (1) year of the date of issuance, provided that the Special Use Permit may be extended one time for six (6) months if construction has commenced before expiration of the initial year.

B. The applicant/permittee of a WCF shall expressly indemnify, protect, and hold the City harmless to the maximum extent allowed by law. No exceptions to this requirement shall be allowed.

C. Any City permit, including a Special Use Permit, for a WCF shall expire and the applicant must remove the WCF if it is not put into use within one hundred twenty (120) days after construction or if use is discontinued for a period in excess of one hundred twenty (120) days.

If the WCF is not so removed, the City may cause the WCF to be removed and all expenses of removal shall be paid by the owner of the land where the WCF is located.

D. The applicant shall notify the Director of all changes in ownership or operation of the WCF Tower within thirty (30) days of actual knowledge of the change.

Acknowledged and agreed.

Section 14 - Closing Provisions

A. Any person, firm partnership, association, corporation or other legal entity violating this Ordinance or any portion hereof, shall, upon conviction, be guilty of a misdemeanor and shall be fined not more than \$200.00 and each day that such violation continues shall constitute a separate offense and punishable accordingly.

B. If any provision, section, subsection, paragraph, sentence, clause or phrase of this Ordinance or the application of same to any person or set of circumstances, shall for any reason be held unconstitutional, void or invalid, such invalidity shall not effect the validity of the remaining provisions of this Ordinance of their application to other persons or set of circumstances and to this end, all provisions of the Ordinance are declared to be severable.

C. All Ordinances or parts of Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

D. This Ordinance shall take effect from and after thirty (30) days from its final passage by the Board of Commissioners. The City Clerk is hereby directed to give notice hereof by causing the caption of this Ordinance to be published in the official newspaper of the City of Taylor within (10) days after the final passage of this Ordinance.

E. The requirements of this part of the Land Development Code apply to all new WCFs after the effective date hereof and the expansion and/or Alteration of any legally existing WCFs provided that an in-kind or smaller replacement of transmission equipment will require only a written notification to the City.

F. A WCF which was legally in existence on the effective date of this part of the Land Development Code shall not be required to be removed or relocated in order to meet the minimum distance requirements of this part of the Land Development Code due to subsequent platting of a residential lot nearer to the

WCF than the distance requirements of this Section. However, any Alteration to existing WCFs shall require compliance with the applicable provisions of this part of the Land Development Code.

No response necessary.

Respectfully submitted,

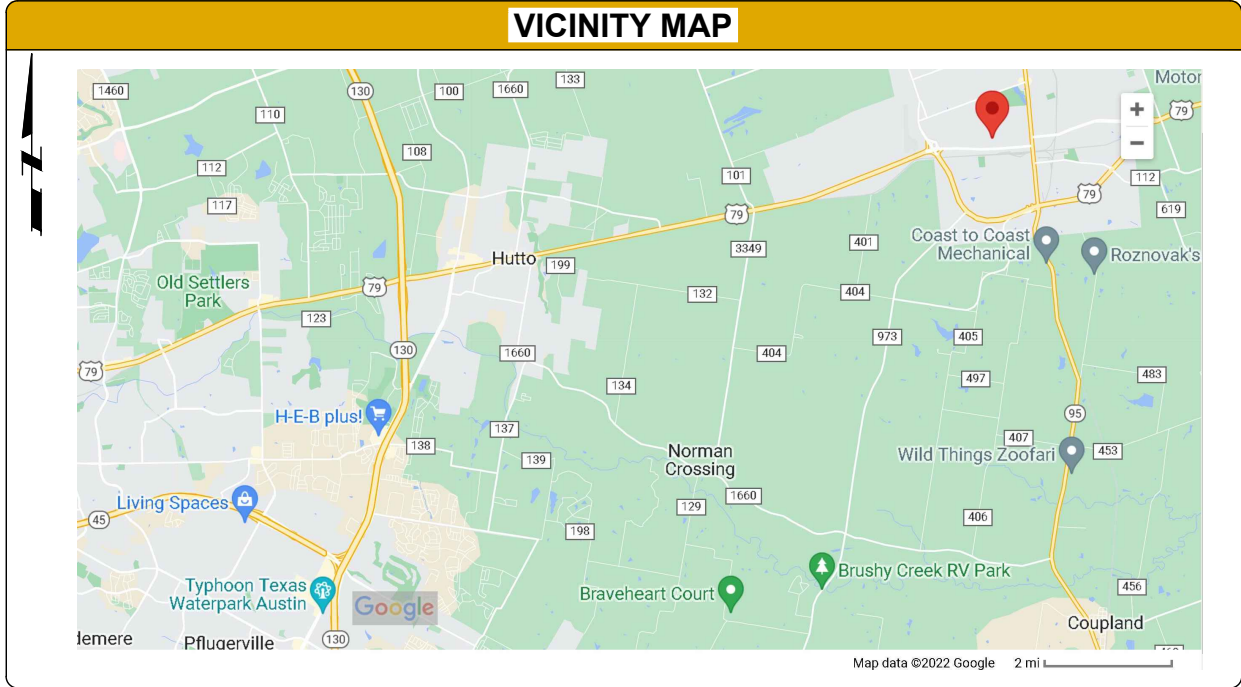
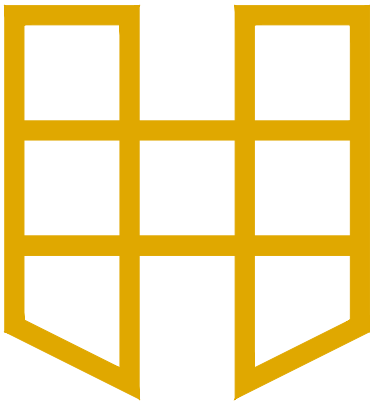
 Date: 3/2/23
Faulk & Foster, by Ralph Wyngarden, for Hemphill, LLC

TAYLOR WEST

SITE: 1742

160' SELF-SUPPORT TOWER

FOR MULTIPLE WIRELESS CARRIERS



CONSULTING ENGINEER

STS (SPECIALTY
TELECOMMUNICATIONS
CONSULTANTS, LLC)
13431 BROADWAY EXT., SUITE 120,
OKLAHOMA CITY, OK 73114
405-753-7167

PROJECT DATA	
SITE NUMBER	1742
SITE NAME	TAYLOR WEST
SITE ADDRESS	TAYLOR, TX 76574
COUNTY	WILLIAMSON
ZONING CLASS	M-1
POWER COMPANY	TBD
CONTACT NAME	
TELEPHONE	
TELCO COMPANY	TBD
CONTACT NAME	
TELEPHONE	
PROPERTY OWNER	BULLION FAMILY PARTNERSHIP, LTD.
TELEPHONE	
HEMPHILL CONTACT	JOHN HEMPILL
TELEPHONE	918-605-5639
SURVEY CONTACT	POINT TO POINT LAND SURVEYORS
TELEPHONE	678-565-4440
2C COORDINATES	
LAT 30° 34' 00.25" LONG -97° 25' 40.32"	
SURVEY AND 2C PROVIDED BY POINT TO POINT LAND SURVEYORS AND INCLUDED IN THIS SET OF DRAWINGS FOR REFERENCE ONLY.	

DIRECTIONS

DRIVING FROM TEMPLE, TX., MERGE ONTO HWY 95 S, IN 32.2 MI. TURN RIGHT ONTO CHANDLER RD., IN 1.8 MI. TURN LEFT ONTO RD 366, IN 1.4 MI. TURN RIGHT ONTO CARLOS G. PARKER BLVD. NW, IN 2.2 MI. TURN LEFT ONTO S EDMOND ST. IN 0.5 MI. TURN LEFT ONTO WELCH, CONTINUE UNTIL SLOAN ST. AND TURN RIGHT. MAKE A RIGHT ONTO W 2ND ST., AND CONTINUE FOR APPROX. 320 FT. TURN RIGHT ONTO THE ROAD NEXT TO PIZZA RESTAURANT, THE SITE ENTRANCE IS APPROX. 450 FT. BEHIND THE RESTAURANT

PROJECT NOTES

HEMPHILL TOWER SITE DEVELOPMENT SPECIFICATIONS SUPPLEMENT THE CONSTRUCTION DRAWINGS. FACILITY IS NOT STAFFED AND NORMALLY NOT OCCUPIED.

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE CONSTRUCTION MANAGER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME

ENGINEER OF RECORD

SAMUAL T. CURTIS, P.E.
TEXAS NO. 117377
LICENSED PROFESSIONAL ENGINEER

ONE CALL SYSTEM

BEFORE YOU DIG, CALL TEXAS LINE LOCATION FOR LOCATION OF UNDERGROUND UTILITIES. CALL 811

DRAWING INDEX		
SHEET	SHEET TITLE	REV.
TS	TITLE SHEET	0
C1-1	SITE SURVEY	0
C1-2	SITE SURVEY	0
C2-1	COMPOUND LAYOUT	0
C3-1	TOWER ELEVATION	0
C3-3	GROUND EQUIPMENT DETAILS	0
C3-6	TRENCHING DETAILS	0
C4-1	ROADWAY AND COMPOUND DETAILS	0
C6-1	COMPOUND FENCE DETAILS	0
E1-1	ELECTRIC, LIGHTING, AND TELCO PLAN	0
E2-1	ELECTRICAL DETAILS	0
E3-1	GROUNDING PLAN	0
E4-1	GROUNDING DETAILS	0
G1-1	GENERAL NOTES	0
G1-2	GENERAL NOTES	0

HEMPHILL®
1305 NORTH LOUISVILLE AVE
TULSA, OK 74115
(918) 834-2200

DRAFTING SERVICES
9 E 4TH ST. SUITE C-4
TULSA, OK 74103
918-215-7575

PROJECT NO: 1742

PROJECT NAME: TAYLOR WEST

911 ADDRESS: TBD

DRAWN BY: RGH

CHECKED BY: MK/SLT/JRH

ISSUED FOR:

APPROVAL

REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL

SAMUAL T. CURTIS, P.E.
TEXAS NO. 117377

SCALE

N.T.S.

EXHIBIT A

TITLE SHEET

SHEET NUMBER:	REVISION:
TS	0

GPS NOTES

THE FOLLOWING GPS STATISTICS UPON WHICH THIS SURVEY IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.02 FEET (HORZ) 0.12 FEET (VERT)
TYPE OF EQUIPMENT: GEOMAX ZENITH35 PRO BASE AND ROVER, DUAL FREQUENCY
TYPE OF GPS FIELD PROCEDURE: ONLINE POSITION USER INTERFACE
DATES OF SURVEY: 5/31/2022
DATUM / EPOCH: NAD_83(2011)(EPOCH:2010.0000)
PUBLISHED / FIXED CONTROL USE: N/A
GEOID MODEL: 18
COMBINED GRID FACTOR(S): 0.99988829
CONVERGENCE ANGLE: 1.49620833
BENCHMARKS USED: D08863, DG5761, DN6089, DM4151, D08861, DG9111, DG5767, DG5763, DG9808

PARENT PARCEL

OWNER: BULLION FAMILY PARTNERSHIP, LTD.
SITE ADDRESS: 1701 W 2ND ST, TAYLOR, TX 76574
PARCEL ID: R016906
AREA: 1.13 ACRES (PER TAX ASSESSOR)
ZONING: M - 1 (LIGHT INDUSTRIAL)
ALL ZONING INFORMATION SHOULD BE VERIFIED WITH THE PROPER ZONING OFFICIALS
REFERENCE: INSTRUMENT NUMBER 2003098779

SITE INFORMATION

LEASE AREA = 5,625 SQUARE FEET (0.1291 ACRES)
LATITUDE = 30°34'00.25" (NAD 83) (30.566736°)
LONGITUDE = -97°25'40.32" (NAD 83) (-97.427867°)
AT CENTER LEASE AREA
ELEVATION AT CENTER OF LEASE AREA = 550.0' A.M.S.L.

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THIS MAP IS CORRECT AND THAT ANY VISIBLE ENCROACHMENTS ARE SHOWN HEREON.

JUSTIN KYLE LAWRENCE
TEXAS PROFESSIONAL LAND SURVEYOR LICENSE NO. 6589

THIS MAP IS NOT A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS. THIS MAP IS ONLY INTENDED FOR THE PARTIES AND PURPOSES SHOWN. THIS MAP IS NOT FOR RECORDATION.

LINE TABLE

LINE	BEARING	DISTANCE
L1	N09°27'50"W	14.62'
L2	N88°49'39"W	75.00'
L3	N01°10'21"E	75.00'
L4	S88°49'39"E	75.00'
L5	S01°10'21"W	75.00'
L6	N00°53'26"E	49.93'

LEGEND

POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
IPF IRON PIN FOUND
RFB REBAR
OTF OPEN TOP PIPE
UP UTILITY POLE
LP LIGHT POLE
FH FIRE HYDRANT
EP EDGE OF PAVEMENT
EC EDGE OF CONCRETE
BC BACK OF CURB
OU OVERHEAD UTILITY
GW GUY WIRE ANCHOR
TR TRANSFORMER
CLF CHAIN LINK FENCE
BWF BARBED WIRE FENCE
WV WATER VALVE
WM WATER METER
CO SEWER CLEAN-OUT
GV GAS VALVE
HH HANDHOLE
CP CONCRETE PAD
BFO BURIED FIBER OPTIC
N/F NOW OR FORMERLY
R/W RIGHT-OF-WAY
SW SIDEWALK
UG UNDERGROUND UTILITY

△ GAS VALVE
□ ELECTRICAL METER
○ WATER METER
○ IRON PIN FOUND
□ SEWER CLEAN-OUT
○ FIRE HYDRANT
○ UTILITY POLE
○ WATER VALVE
○ LIGHT POLE

2ND STREET — U.S. HWY 79
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY

N/F
ROY L. MCCOY &
LANA G. MCCOY
PARCEL # R336177
INST. 2015082488
ZONED M - 1

30' INGRESS-EGRESS
& UTILITY EASEMENT
(RIGHTS TO BE ACQUIRED)

WILLIAM R. WILLIAMS SURVEY
ABSTRACT 665

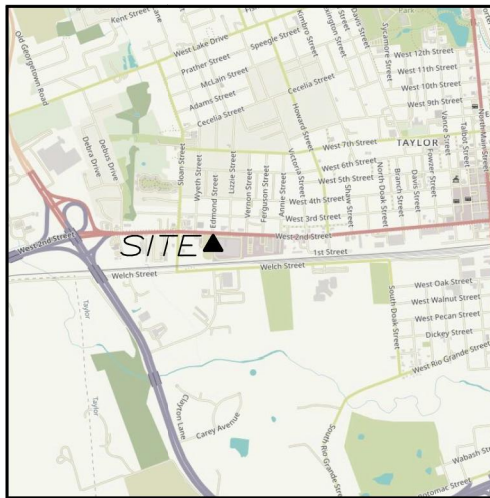
N/F
B&M TRACTOR PARTS, INC.
PARCEL # R016907
INST. 9540071
ZONED M - 1

N/F
FIRST MEXICAN BAPTIST CHURCH
PARCEL # R376419
VOL. 812 PG 11
ZONED M - 1

UNION PACIFIC RAILROAD
RAILROAD RIGHT-OF-WAY

30 0 60 120
GRAPHIC SCALE IN FEET
SCALE: 1" = 60'

(SURVEY NOT VALID WITHOUT SHEET 2 OF 2)



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

* THIS SPECIFIC PURPOSE SURVEY IS FOR THE LEASED PREMISES AND EASEMENTS ONLY. THIS SPECIFIC PURPOSE SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF HEMPHILL, LLC AND EXCLUSIVELY FOR THE TRANSFERRAL OF THE LEASED PREMISES AND THE RIGHTS OF EASEMENT SHOWN HEREON AND SHALL NOT BE USED AS AN EXHIBIT OR EVIDENCE IN THE FEE SIMPLE TRANSFERRAL OF THE PARENT PARCEL NOR ANY PORTION OR PORTIONS THEREOF. BOUNDARY INFORMATION SHOWN HEREON HAS BEEN COMPILED FROM TAX MAPS AND DEED DESCRIPTIONS ONLY. NO BOUNDARY SURVEY OF THE PARENT PARCEL WAS PERFORMED.

THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY.

BASIS OF BEARING: GPS OBSERVATIONS CONDUCTED AT THE TIME OF SURVEY.

BASIS OF ELEVATION: GPS OBSERVATIONS CONDUCTED AT THE TIME OF SURVEY.

EQUIPMENT USED FOR ANGULAR & LINEAR MEASUREMENTS: LEICA TPS 1200 ROBOTIC & GEOMAX ZENITH 35 [DATE OF LAST FIELD VISIT: 5/31/2022]

THE 1' CONTOURS AND SPOT ELEVATIONS SHOWN ON THIS SPECIFIC PURPOSE SURVEY ARE ADJUSTED TO NAVD 88 DATUM (COMPUTED USING GEOID18) AND HAVE A VERTICAL ACCURACY OF ± 0.5'. CONTOURS OUTSIDE THE IMMEDIATE SITE AREA ARE APPROXIMATE.

BEARINGS SHOWN ON THIS SPECIFIC PURPOSE SURVEY ARE BASED ON TEXAS GRID NORTH (NAD 83) NORTH CENTRAL ZONE.

PER THE FEMA FLOODPLAIN MAPS, THE SITE IS LOCATED IN AN AREA DESIGNATED AS ZONE X (AREA OF MINIMAL FLOOD HAZARD). COMMUNITY PANEL NO. : 48491C0533F DATED: 12/20/2019

NO WETLAND AREAS HAVE BEEN INVESTIGATED BY THIS SPECIFIC PURPOSE SURVEY.

ALL ZONING INFORMATION SHOULD BE VERIFIED WITH THE PROPER ZONING OFFICIALS.

ANY UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM ABOVE GROUND FIELD SURVEY INFORMATION. THE SURVEYOR MAKES NO GUARANTEES THAT ANY UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT ANY UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UNDERGROUND UTILITIES.

TEXAS REGISTRATION NO. 10194197

I DO HEREBY CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND UNDER MY SUPERVISION. THE HORIZONTAL DATUM (COORDINATES) ARE IN THE TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED AS DEGREES, MINUTES AND SECONDS, TO THE NEAREST HUNDREDTH OF A SECOND. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF NORTH AMERICAN VERTICAL DATUM OF 1988 AND ARE DETERMINED TO THE NEAREST TENTH OF A FOOT.



Know what's below.
Call before you dig.



6/13/2022

NO.	DATE	REVISION
1	6/23/22	TITLE REVIEW

* SPECIFIC PURPOSE SURVEY PREPARED BY:
POINT TO POINT LAND SURVEYORS
100 Governors Trace, Ste. 103
Peachtree City, GA 30269
(p) 678.565.4440 (f) 678.565.4497
(w) pointtopointsurvey.com
Texas Registration NO. 10194197



SPECIFIC PURPOSE SURVEY
PREPARED FOR:



HEMPHILL
1305 N. LOUISVILLE AVENUE
TULSA, OK 74115

TAYLOR WEST
SITE NO. 617107189
WILLIAM R. WILLIAMS SURVEY,
ABSTRACT 665,
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

DRAWN BY: GJH
CHECKED BY: JKL
APPROVED: D. MILLER
DATE: JUNE 13, 2022
P2P JOB #: 221125TX

SHEET:
1
OF 2

HEMPHILL®
1305 NORTH LOUISVILLE AVE
TULSA, OK 74115
(918) 834-2200

SURVEY PROVIDED BY:

POINT TO POINT LAND SURVEYORS
100 GOVERNORS TRACE, STE.
103 PEACHTREE CITY, GA 30269
678-565-4440

PROJECT NO: 1742
PROJECT NAME: TAYLOR WEST
911 ADDRESS: TBD
DRAWN BY: RGH
CHECKED BY: MK/SLT/JRH

ISSUED FOR:

APPROVAL

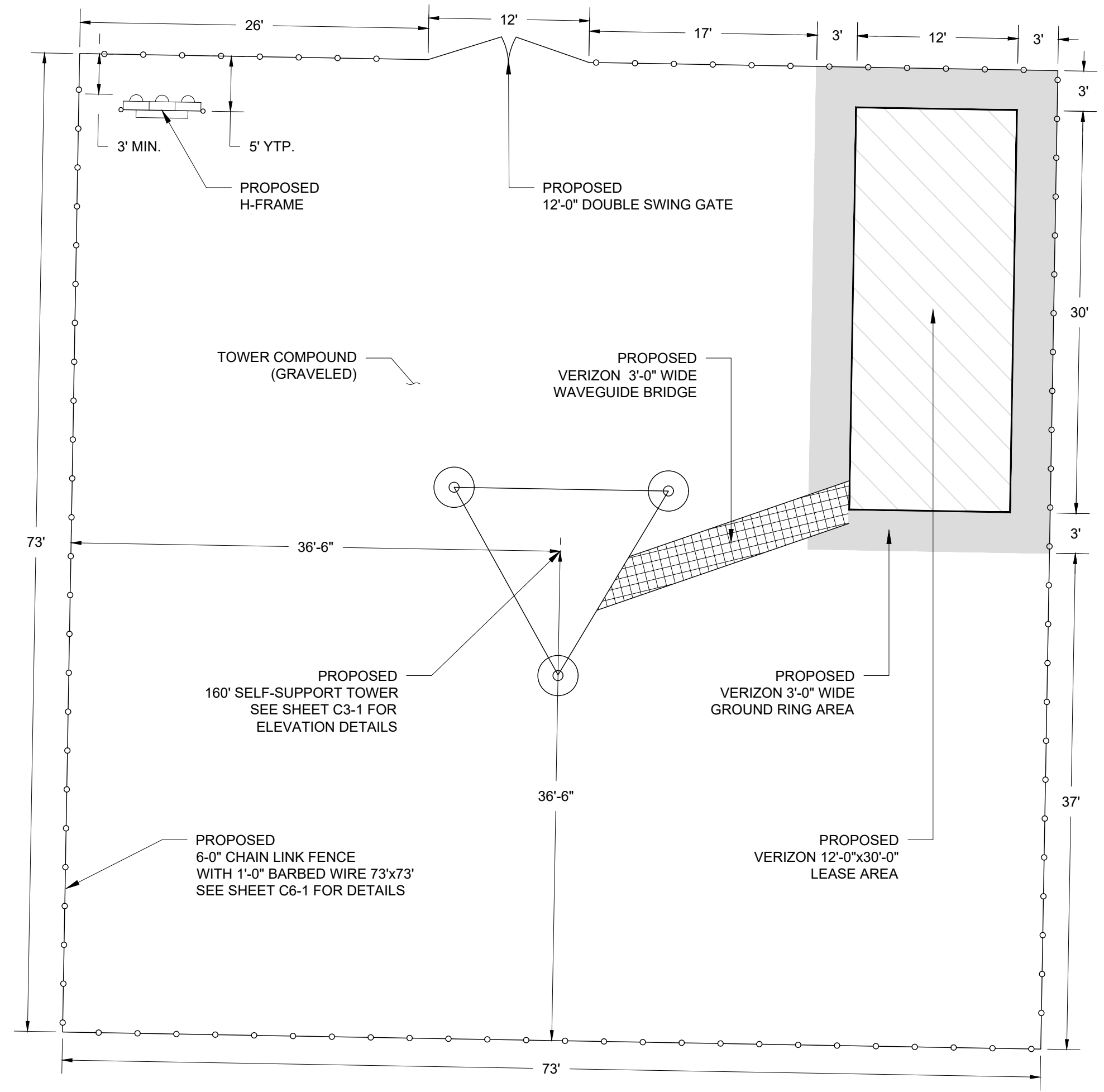
REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL

SCALE
N.T.S.

SITE SURVEY

SHEET NUMBER: REVISION:

C1-1 0



- NOTES:
1. ALL COMPONENTS SHOWN ARE NEW CONSTRUCTION
 2. PLACEMENT OF VERIZON BUILDING AND H-FRAME WITHIN THE COMPOUND IS APPROXIMATE AND MAY VARY DEPENDING ON SITE CONDITIONS AT TIME OF CONSTRUCTION
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF APPROPRIATE EROSION CONTROL MEASURES, INCLUDING SILT FENCES, ON THE DOWN SLOPE SIDES OF ALL SOIL DISTURBING ACTIVITIES. SEE SHEET C4-1 DETAIL 3



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(918) 834-2200

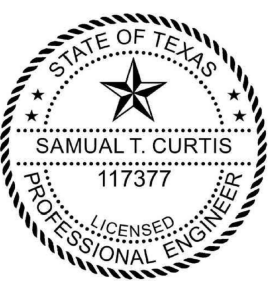


13431 BROADWAY EXT.,
SUITE 120, OKLAHOMA CITY,
OK 73114
405-753-7167

PROJECT NO:	1742
PROJECT NAME:	TAYLOR WEST
911 ADDRESS:	TBD
DRAWN BY:	RGH
CHECKED BY:	MK/SLT/JRH

ISSUED FOR:
APPROVAL

REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL



SAMUAL T. CURTIS, P.E.
LICENSED PROFESSIONAL
ENGINEER TEXAS NO. 117377

SCALE
1/8" = 1'-0"

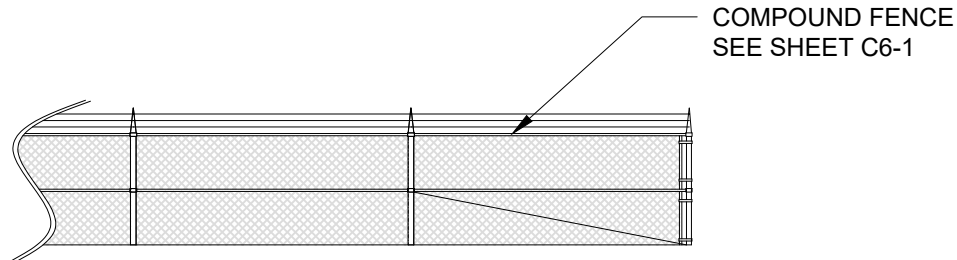
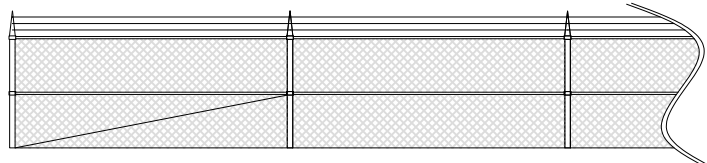
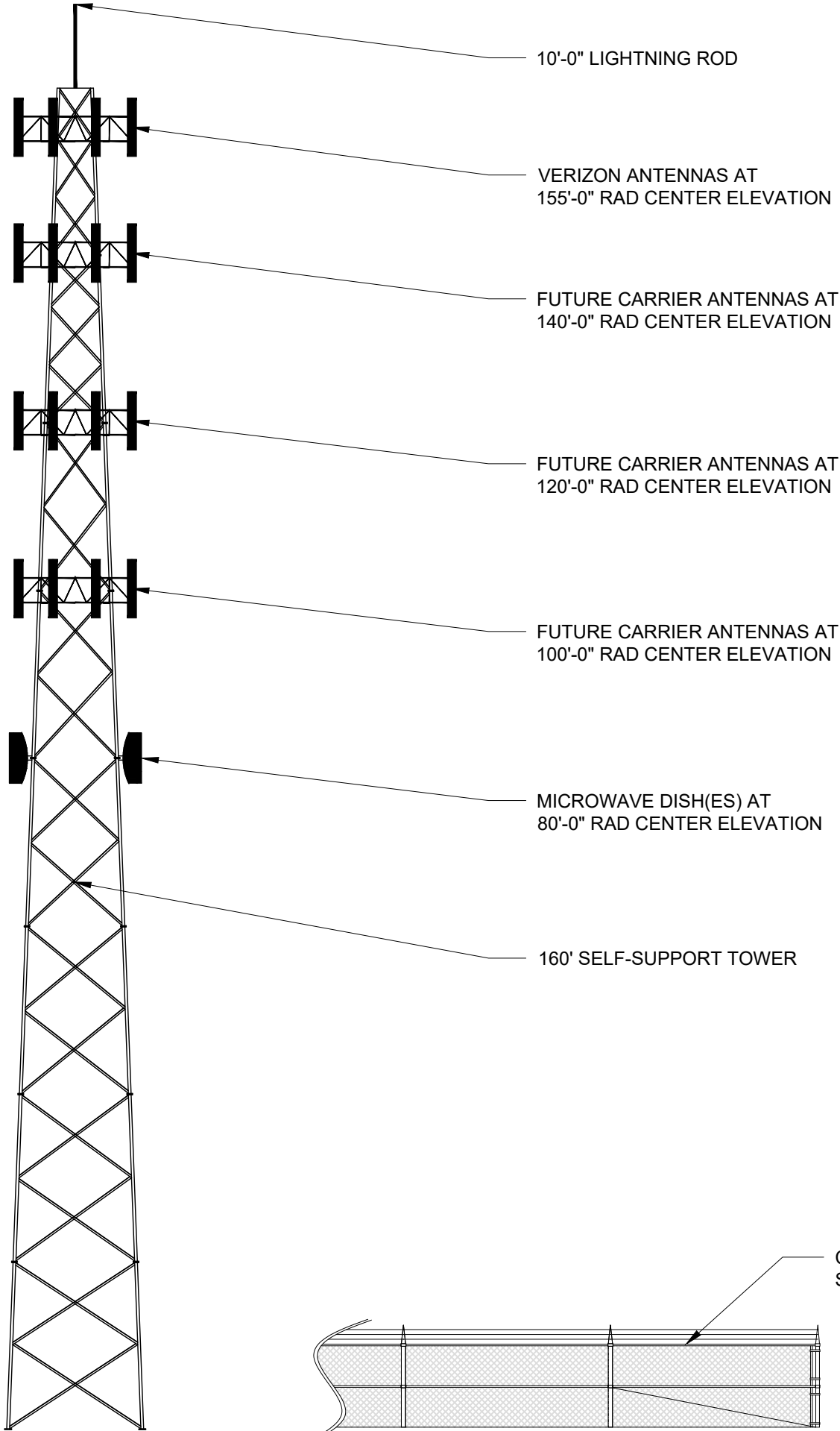
**COMPOUND
LAYOUT**

SHEET NUMBER:	REVISION:
C2-1	0

THESE DRAWINGS ARE NOT INTENDED TO REFLECT THE STRUCTURAL INTEGRITY OF THE TOWER. THE PROPOSED ANTENNAS AND TRANSMISSION LINES SHOWN ARE REPRESENTATIVE IN NATURE AND DO NOT REFLECT THE ACTUAL CONFIGURATIONS REQUIRED. THE CONTRACTOR SHALL REFER TO THE STRUCTURAL ANALYSIS OF THIS TOWER SITE FOR THE APPROVED LOCATION AND CONFIGURATION OF ALL ANTENNAS AND TRANSMISSION LINES. ALL ANTENNAS MUST BE MOUNTED AND THE TRANSMISSION LINES CONFIGURED IN STRICT ACCORDANCE WITH THE STRUCTURAL ANALYSIS.

170'-0" TOTAL HEIGHT WITH APPURTENANCES

160'-0" TOP OF TOWER



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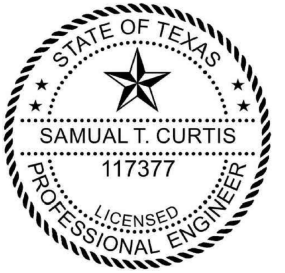
13431 BROADWAY EXT.,
SUITE 120, OKLAHOMA CITY,
OK 73114
405-753-7167

PROJECT NO:	1742
PROJECT NAME:	TAYLOR WEST
911 ADDRESS:	TBD
DRAWN BY:	RGH
CHECKED BY:	MK/SLT/JRH

ISSUED FOR:

APPROVAL

REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL



SAMUAL T. CURTIS, P.E.
LICENSED PROFESSIONAL
ENGINEERTEXAS NO. 117377

SCALE

N.T.S.

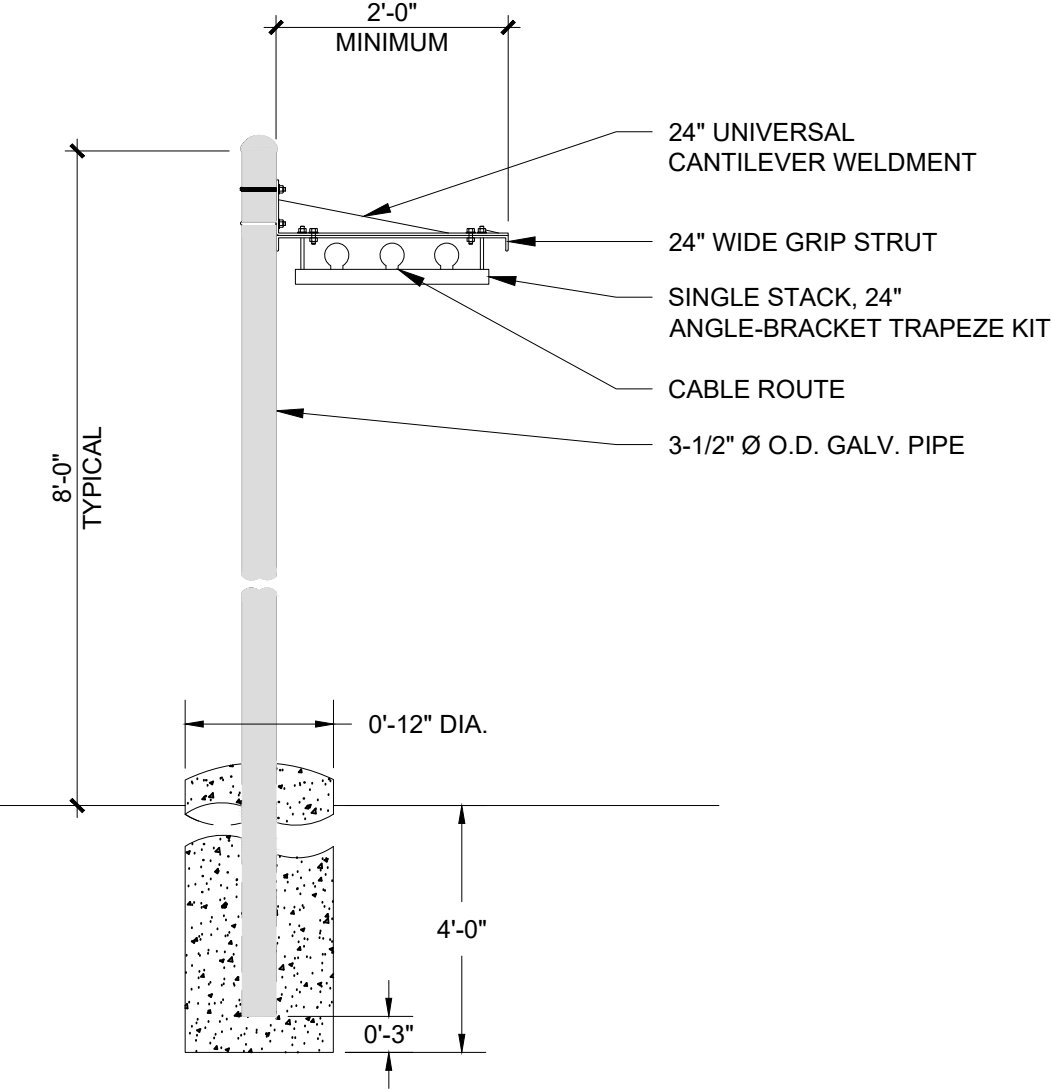
TOWER
ELEVATION

SHEET NUMBER: REVISION:

C3-1

0

POSTS TO BE SPACED MINIMUM 4'-0" O.C. AND MAXIMUM 10'-0" O.C.



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(918) 834-2200

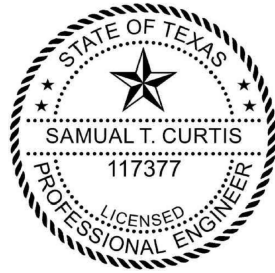


13431 BROADWAY EXT.,
SUITE 120, OKLAHOMA CITY,
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405-753-7167

PROJECT NO:	1742
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ISSUED FOR:
APPROVAL

REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL

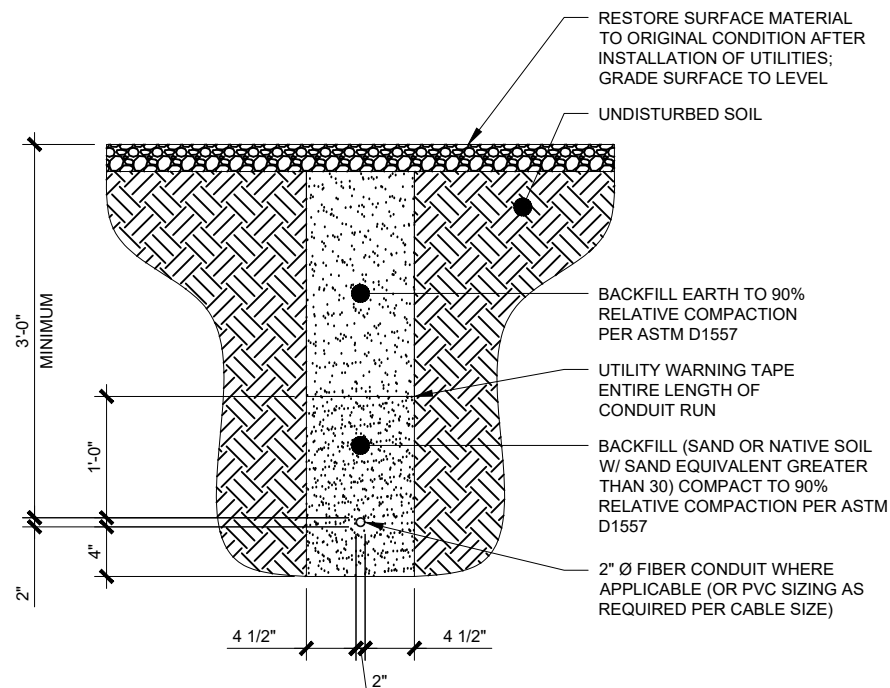


SAMUAL T. CURTIS, P.E.
LICENSED PROFESSIONAL
ENGINEERTEXAS NO. 117377

SCALE
N.T.S.

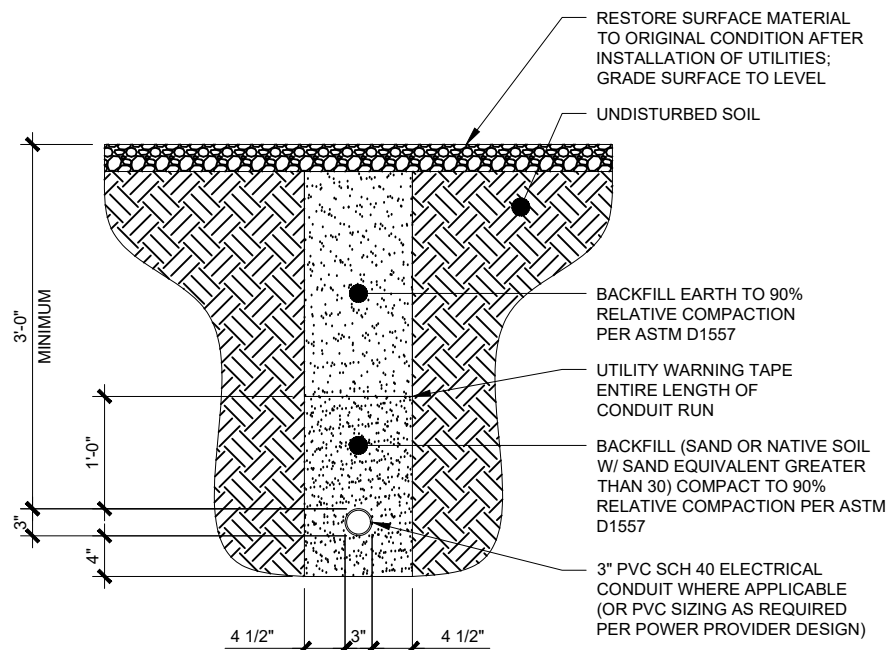
GROUND EQUIPMENT DETAILS

SHEET NUMBER:	REVISION:
C3-3	0



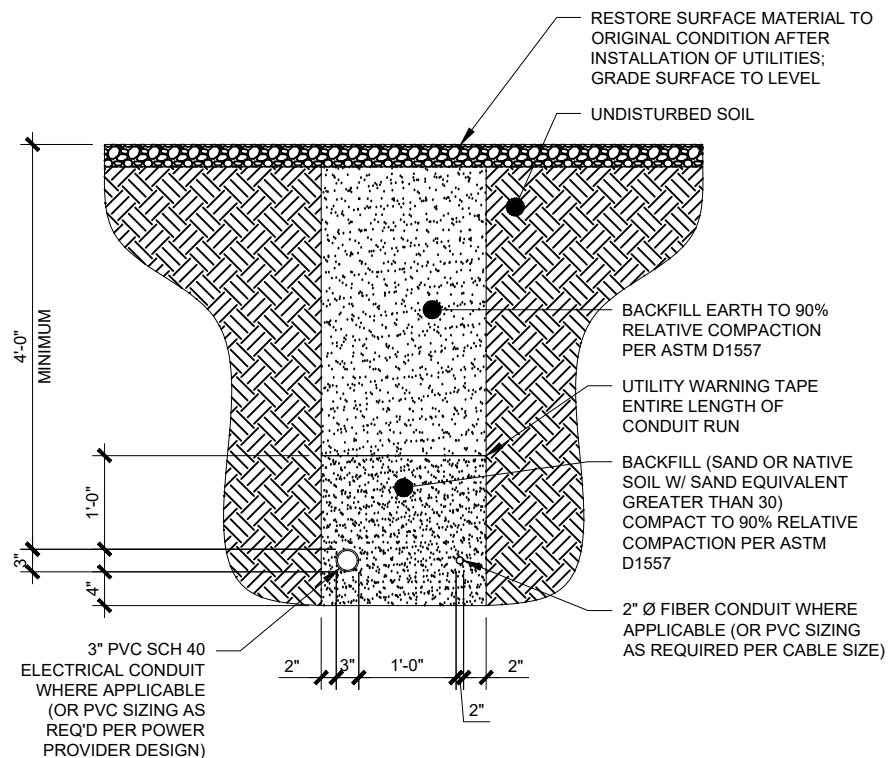
FIBER TRENCH DETAIL

SCALE: N.T.S.



ELECTRICAL TRENCH DETAIL

SCALE: N.T.S.



DUAL TRENCH DETAIL

SCALE: N.T.S.



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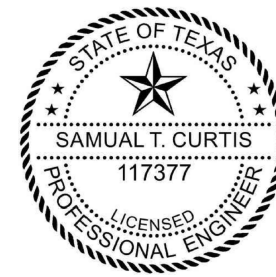


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405-753-7167

PROJECT NO:	1742
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911 ADDRESS:	TBD
DRAWN BY:	RGH
CHECKED BY:	MK/SLT/JRH

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APPROVAL

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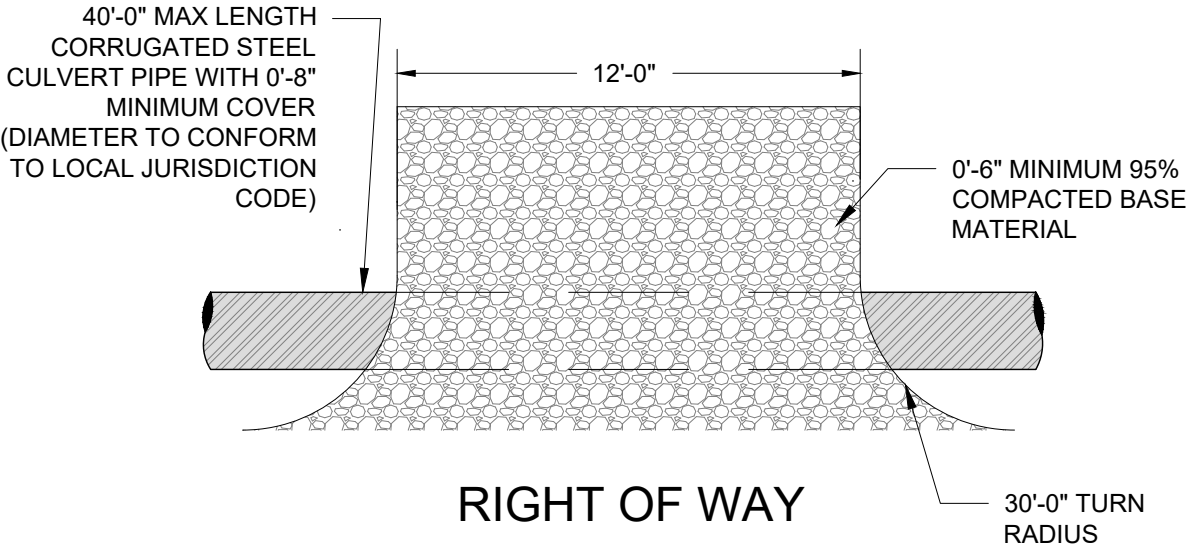


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SCALE
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**TRENCHING
DETAILS**

SHEET NUMBER:	REVISION:
C3-6	0

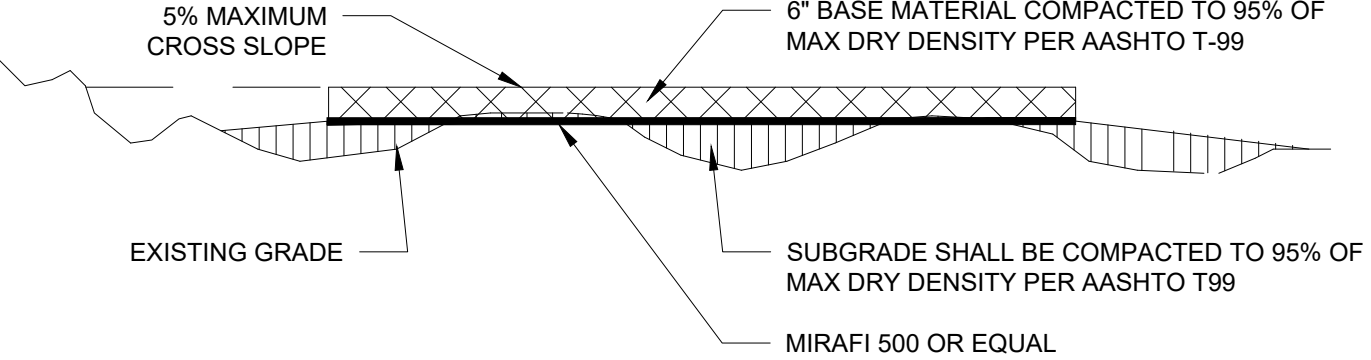


ENTRANCE DETAIL

SCALE: N.T.S.

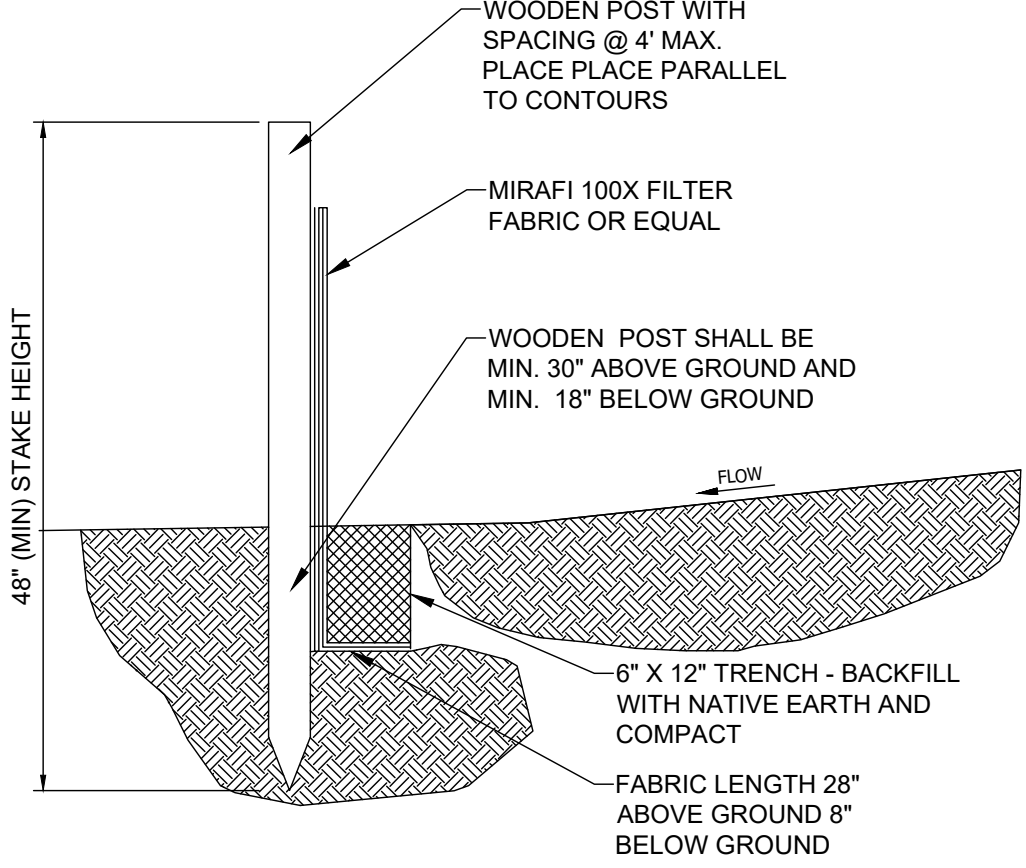


NOTE: IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS TO ENSURE THAT THE ENTRANCE MEETS ALL GOVERNING SPECIFICATIONS.



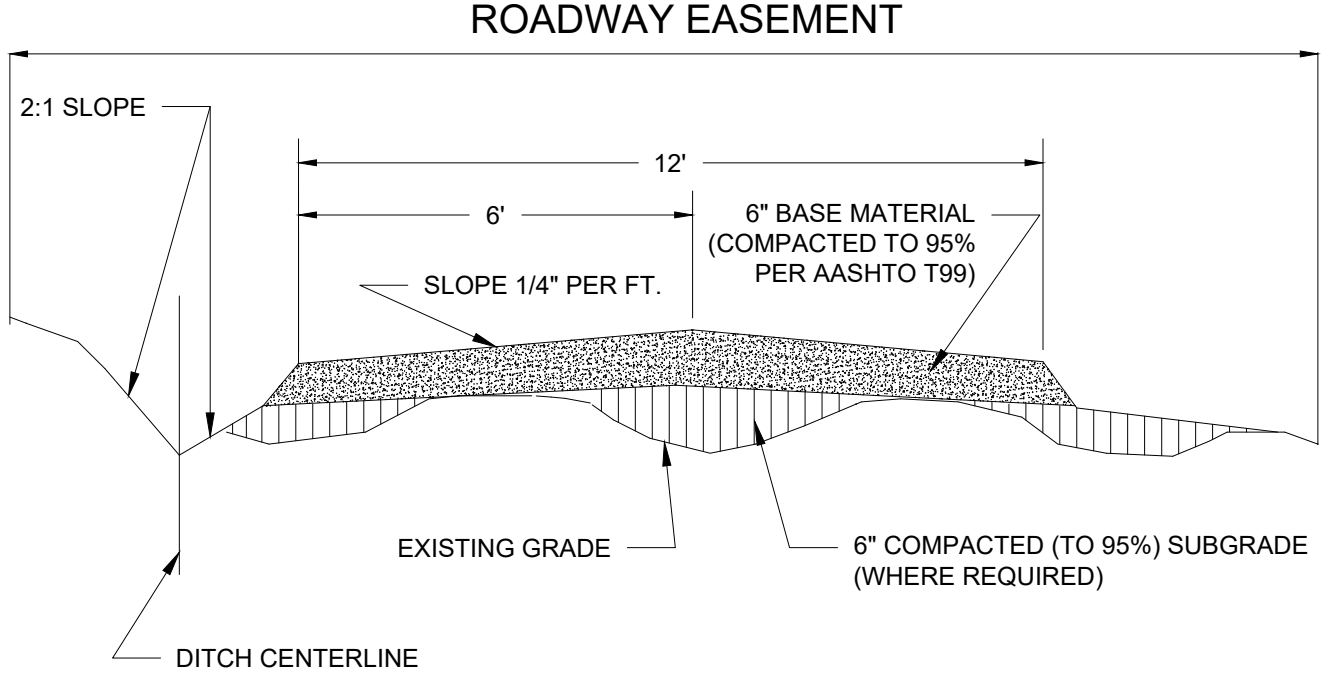
COMPOUND DETAIL

SCALE: N.T.S.



SILT FENCE DETAIL

SCALE: N.T.S.



ROADWAY DETAIL

SCALE: N.T.S.



CONSTRUCTION SEQUENCE

- 1- INSTALLATION OF SILT FENCE - PRIOR TO ANY EARTH MOVING OPERATIONS, AS REQUIRED.
- 2- INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE.
- 3- STRIPPING AND STOCK PILING OF TOPSOIL AND ROUGH GRADING. TEMPORARY STABILIZATION WITHIN 15 DAYS.
- 4- CONSTRUCTION OF UNDERGROUND IMPROVEMENTS.



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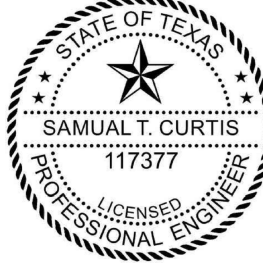
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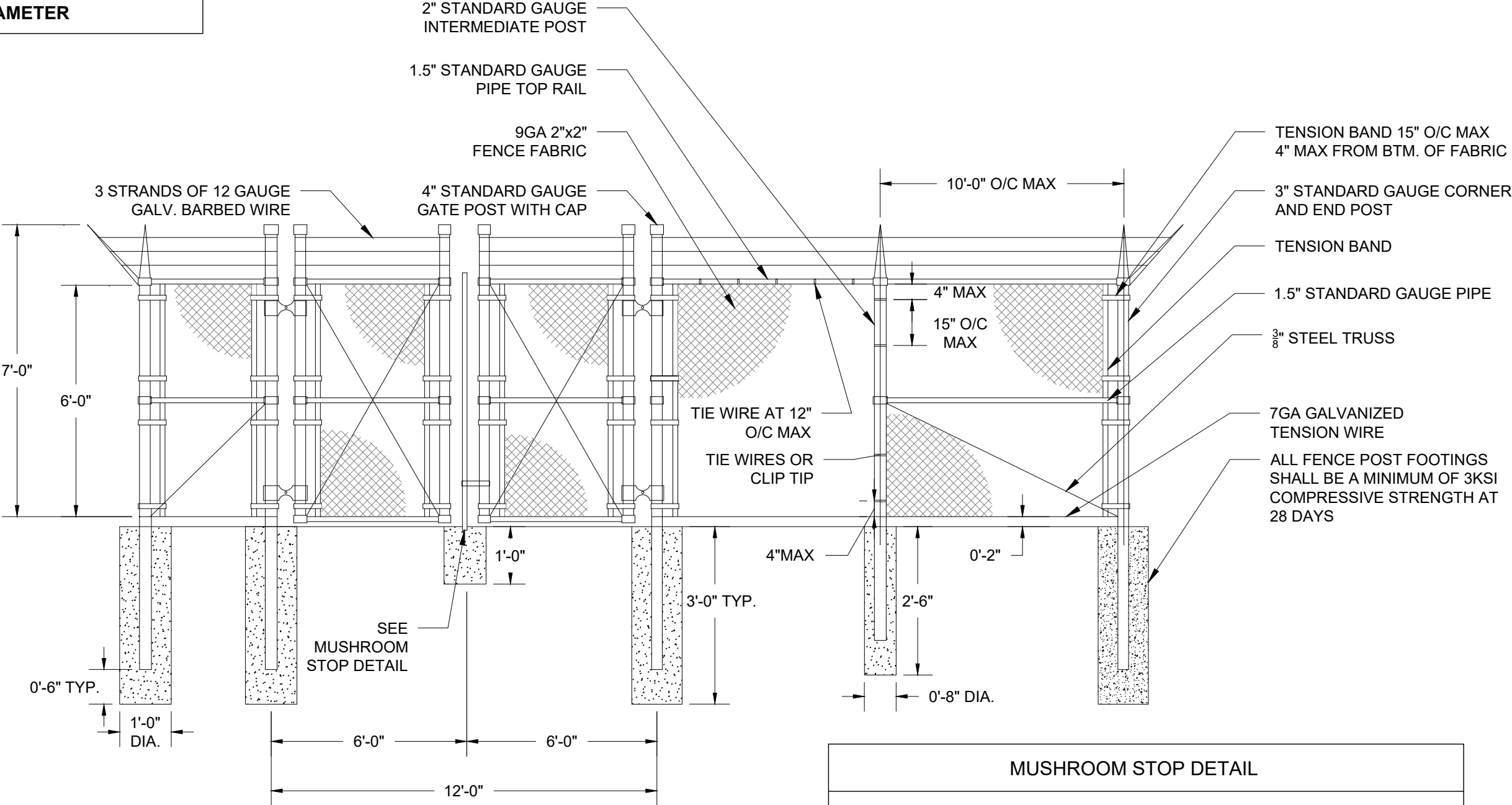
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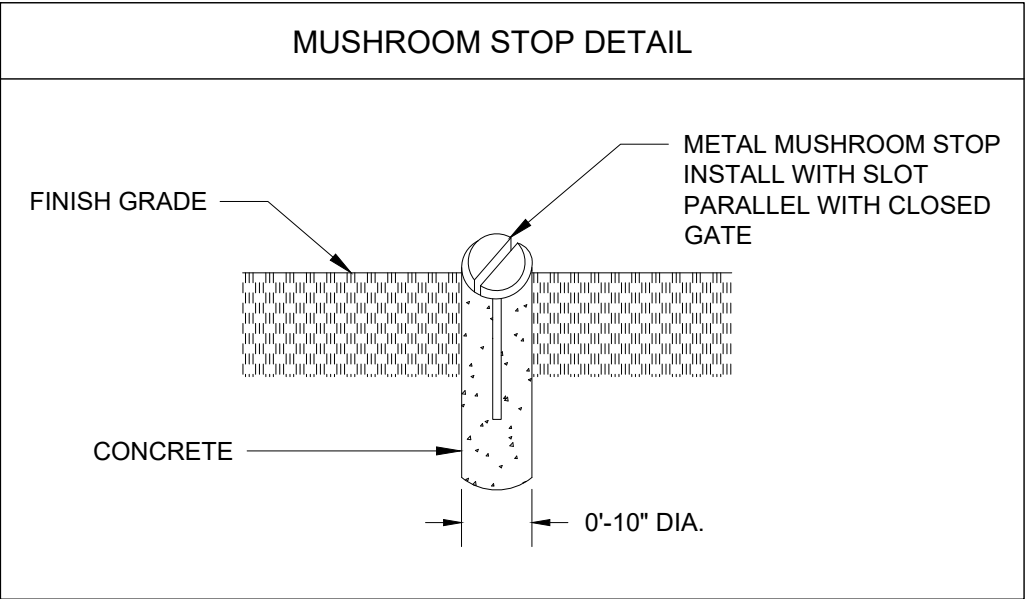
ROADWAY AND
COMPOUND DETAILS

SHEET NUMBER:	REVISION:
C4-1	0

- NOTES:**
- 1. REFER TO SHEETS G1-1 AND G1-2 FOR ADDITIONAL INFORMATION
 - 2. ALL PIPE DIMENSIONS ARE INTERIOR DIAMETER



ELEVATION VIEW
SCALE: N.T.S.



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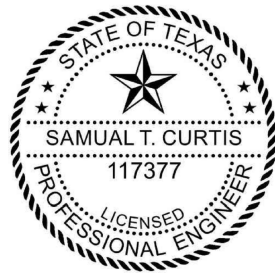
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ENGINEER TEXAS NO. 117377

SCALE

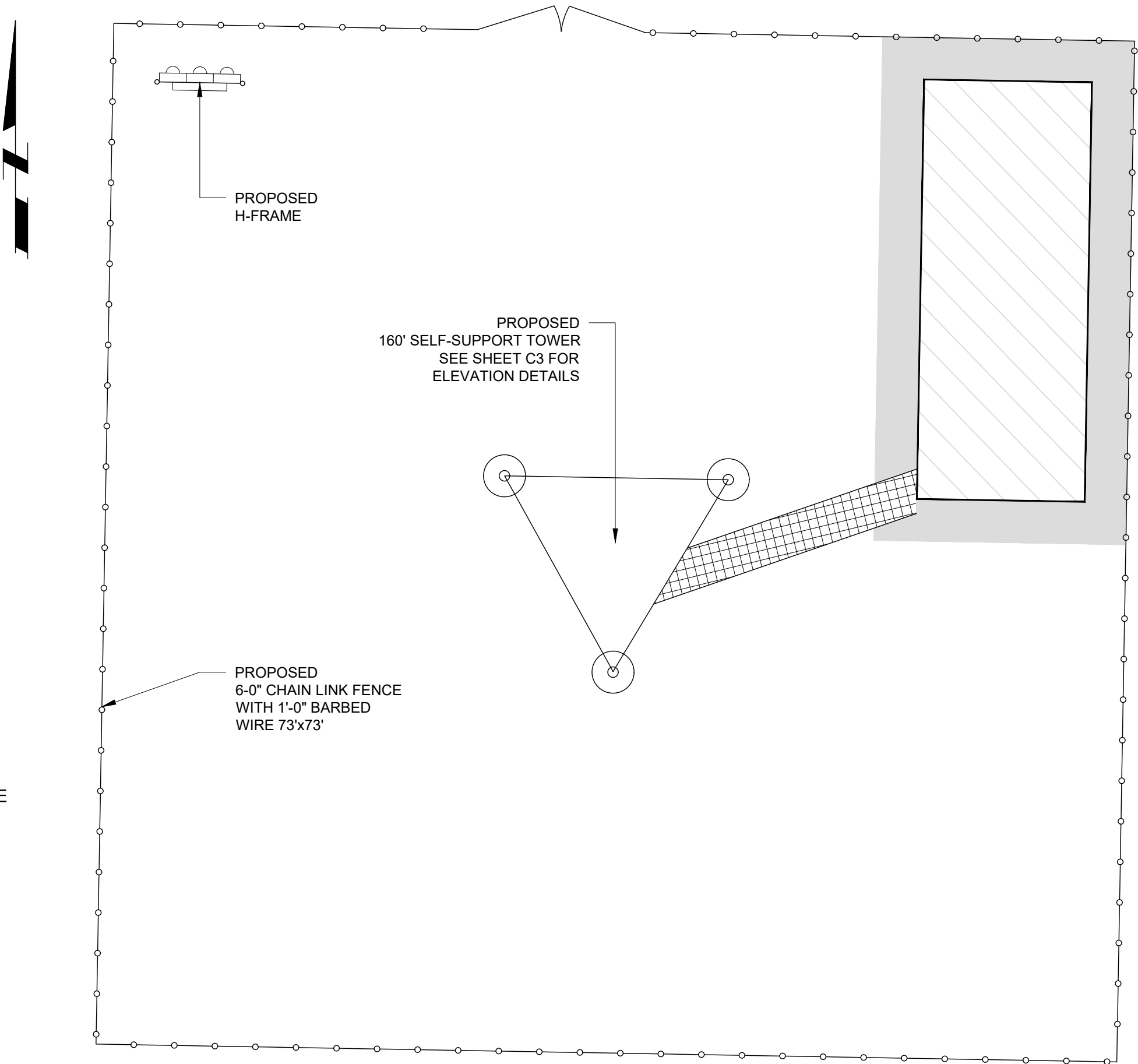
N.T.S.

**COMPOUND
FENCE DETAILS**

SHEET NUMBER: REVISION:

C6-1

0



NOTES:

- 1. FOR ADDITIONAL INFORMATION
REFERENCE C2-1
- 2. COMPLETION OF ELECTRICAL SERVICE
SHALL BE PERFORMED BY LICENSED
ELECTRICAL CONTRACTOR



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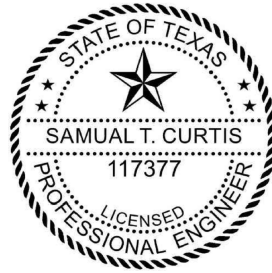
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SCALE

1/8" = 1'-0"

**ELECTRIC, LIGHTING
AND TELCO PLAN**

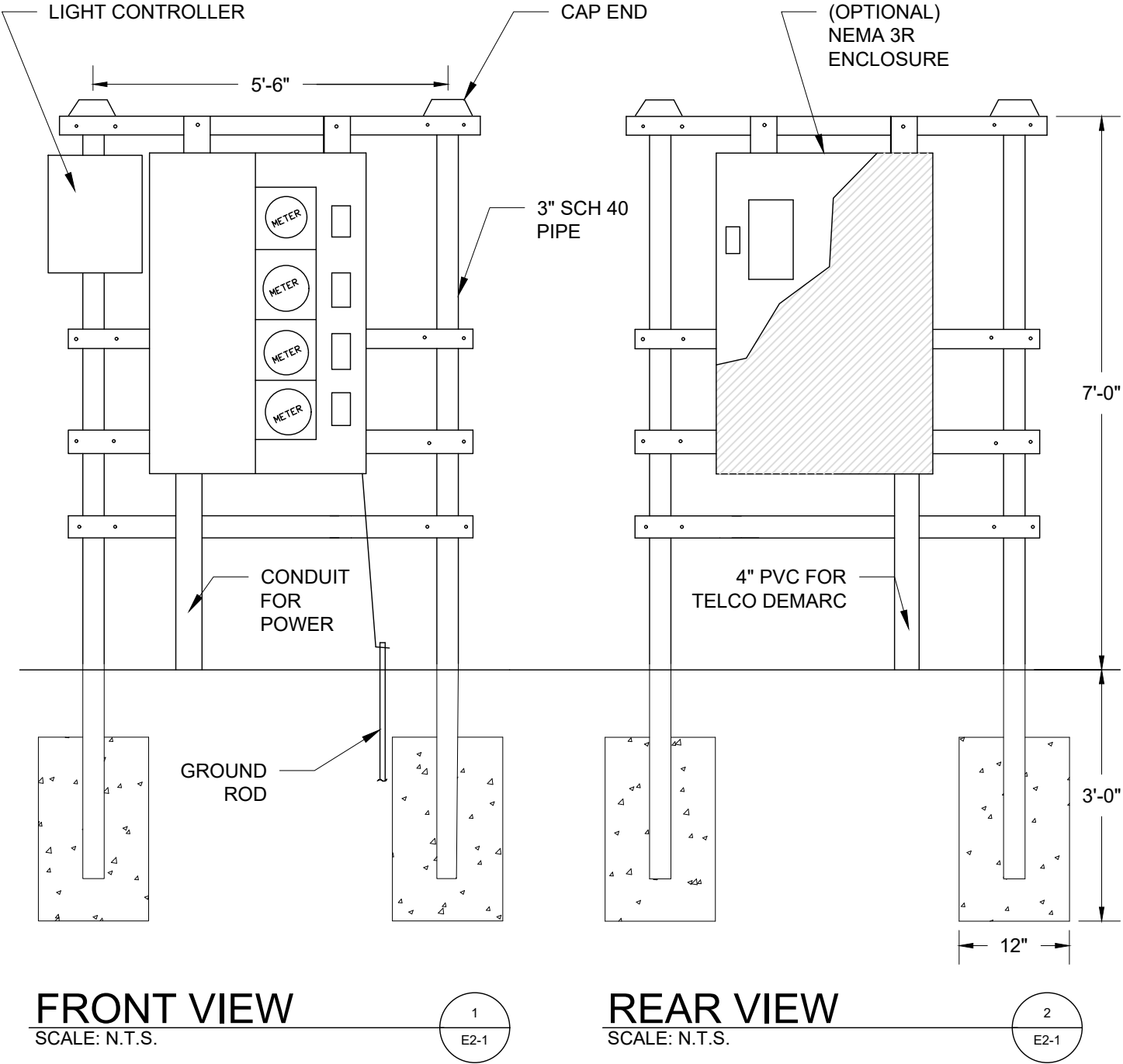
SHEET NUMBER: REVISION:

E1-1

0

NOTES

- 1 CONTRACTOR SHALL PROVIDE AND INSTALL MODULAR METERING MAIN, 120/240V, 400A, NEMA 3R WITH FOUR METER SOCKETS. METER CENTER SHALL BE FURNISHED WITH 200A METER AND 200A CIRCUIT BREAKER. CIRCUIT BREAKERS SHALL BE COVERED WITH LEXAN METER COVER.
- 2 SHOULD CLIENT REQUEST A TELCO DEMARCATION BOX, CONTRACTOR SHALL PROVIDE AND INSTALL TELCO DEMARCATION BOX TO INCLUDE 48" X 48" X 12" NEMA 3R ENCLOSURE WITH BACKPLATE AND GFI RECEPTACLE (120V, 5A).
- 3 TOWER LIGHTING SHALL BE REQUIRED ON ALL TOWERS EXCEEDING 200' IN HEIGHT OR AS OTHERWISE REQUIRED BY FAA.
- 4 DIMENSIONS SHOWN ARE APPROXIMATE AND MAY BE ALTERED IN THE FIELD TO BETTER SUIT ACTUAL CONDITIONS OR EQUIPMENT RECEIVED.
- 5 ALL CONDUIT SHALL BE SCH. 40 PVC UNDERGROUND.
- 6 ALL MATERIALS AND EQUIPMENT SHALL BE NEW AND IN GOOD WORKING CONDITION WHEN INSTALLED AND SHALL BE OF THE BEST GRADE AND BY THE SAME MANUFACTURER THROUGHOUT FOR EACH CLASS OR GROUP OF EQUIPMENT. MATERIALS SHALL MEET WITH APPROVAL OF ALL GOVERNING ENTITIES HAVING JURISDICTION. MATERIALS SHALL BE MANUFACTURED IN ACCORDANCE WITH APPLICABLE STANDARDS AS ESTABLISHED BY ANSI, NEMA, NSFU, AND "UL" LISTED.
- 7 ALL CONDUIT SHALL HAVE A PULL STRING.
- 8 THE ENTIRE ELECTRICAL INSTALLATION SHALL BE GROUNDED AS REQUIRED BY IBC, NEC, AND APPLICABLE CODES.
- 9 UNDERGROUND AND/OR OVERHEAD LINES SHALL BE OF THE SIZE AND MATERIAL NECESSARY TO MEET THE LOCAL CODE REQUIREMENTS.
- 10 ALL FRAME MEMBERS TO BE 1-5/8" X 1-5/8" P1000 UNISTRUT (EXCEPT FOR LEGS). CONNECT TO LEGS WITH U BOLTS



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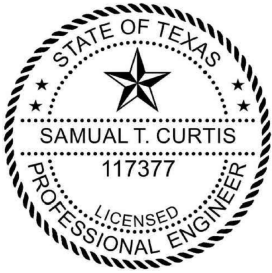
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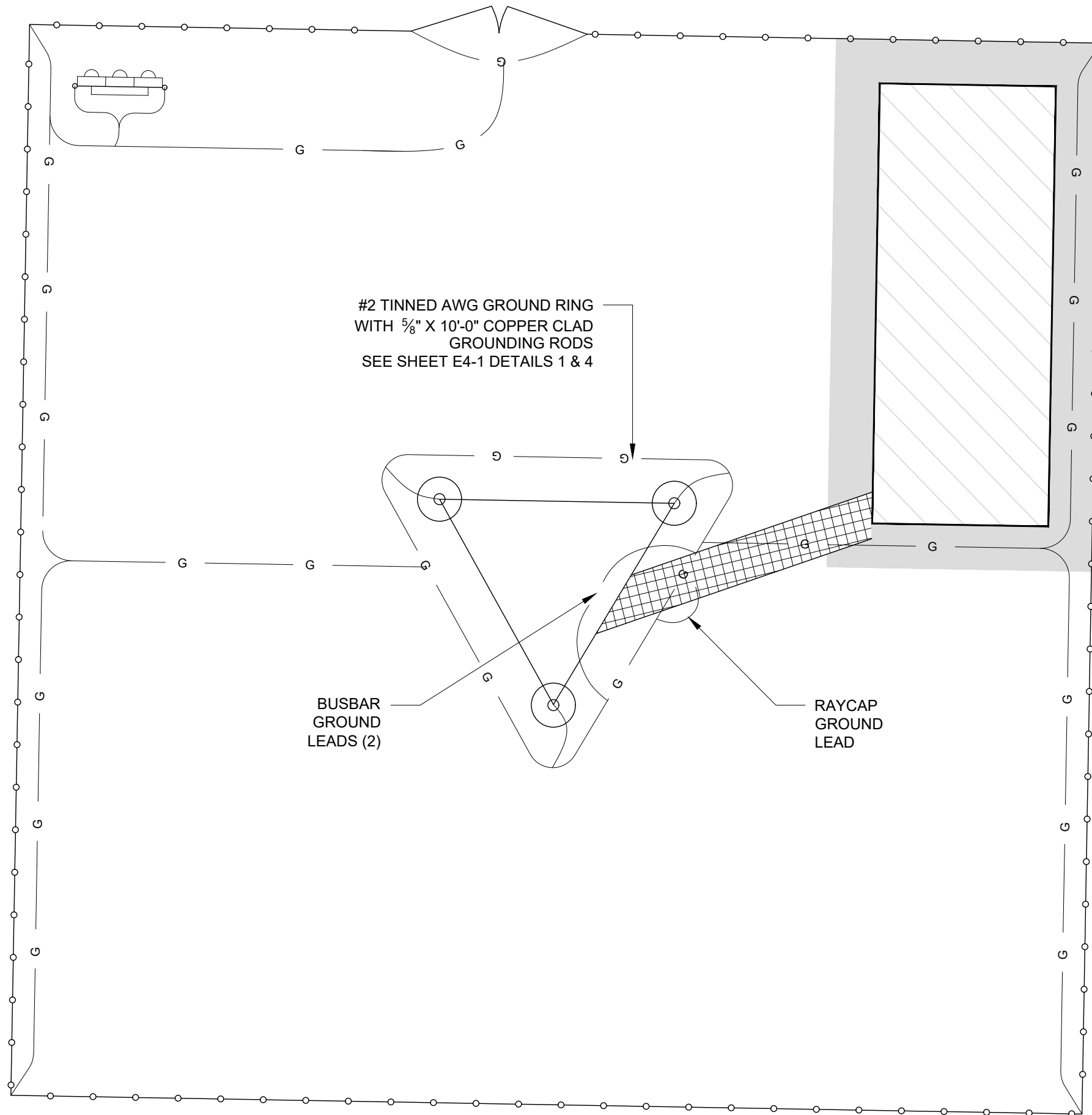
N.T.S.

ELECTRICAL
DETAILS

SHEET NUMBER: REVISION:

E2-1

0



- NOTES:**
- 1. INFORMATION SHOWN IS FOR INFORMATION PURPOSES ONLY. DESIGN OF GROUNDING SYSTEM IS TO BE CONFIRMED BY LYNCOLE PRIOR TO INSTALLATION
 - 2. REFERENCE LYNCOLE DESIGN FOR INSTALLATION OF GROUNDING
 - 3. REFERENCE SHEET C2-1 FOR ADDITIONAL INFORMATION

THIS PLAN IS PROPOSED CONSTRUCTION
FOR THE SUBJECT SITE.



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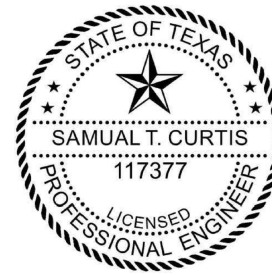
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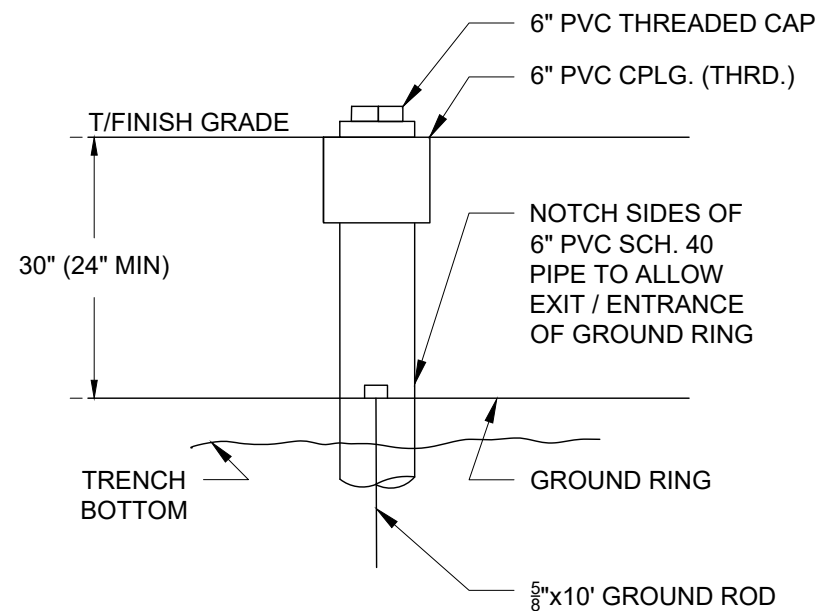
1/8" = 1'-0"

GROUNDING PLAN

SHEET NUMBER: REVISION:

E3-1

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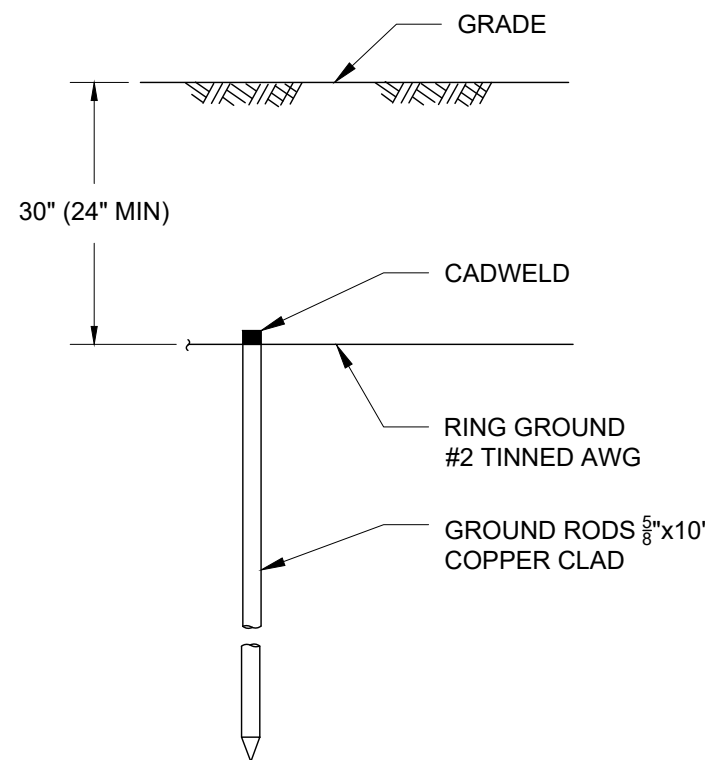


GROUNDING WELL

SCALE: N.T.S.

1

E4-1

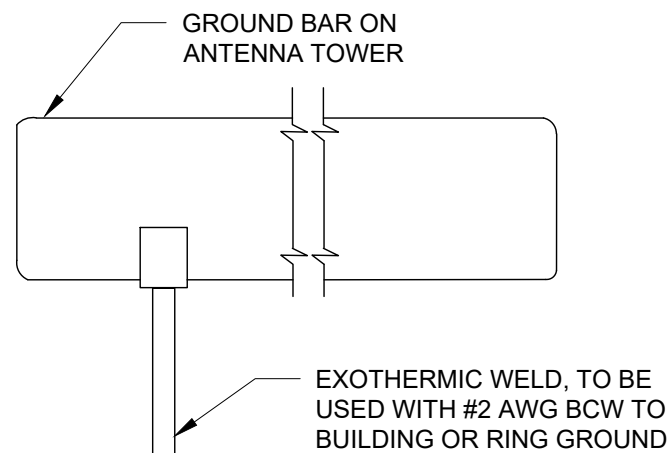


ROD AND RING GROUNDING

SCALE: N.T.S.

4

E4-1

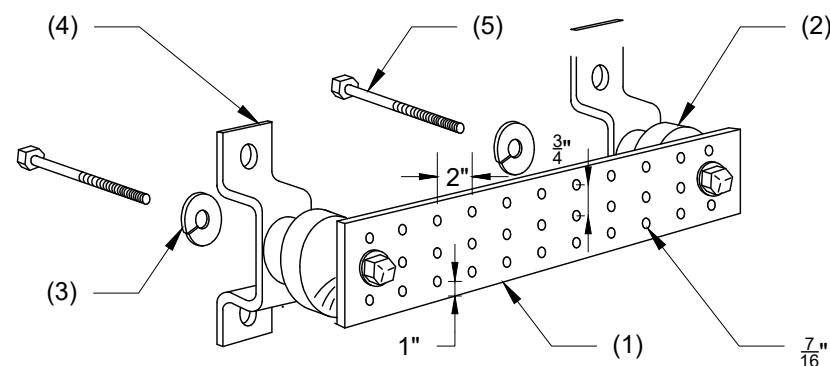


INSTALLATION OF GROUND WIRE TO GROUND BAR

SCALE: N.T.S.

2

E4-1



LEGEND

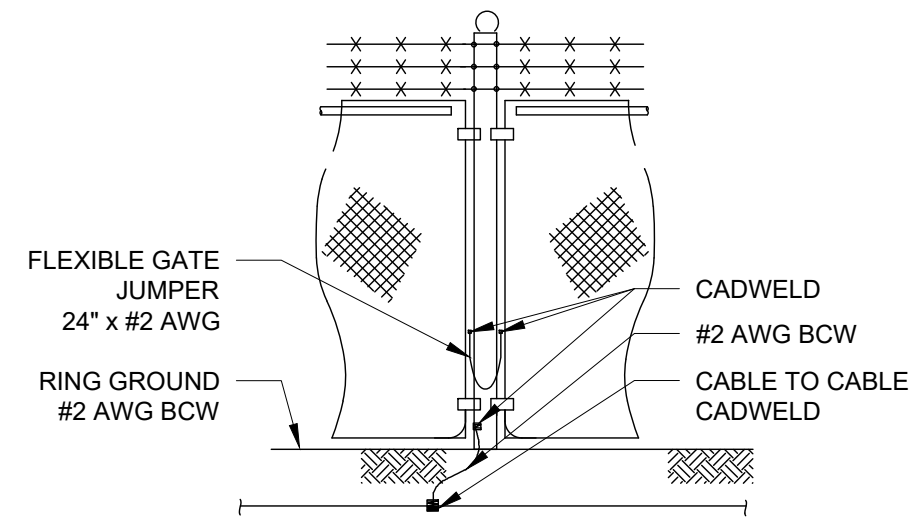
- (1) COPPER GROUND BAR, $\frac{1}{4}$ "x4"x20". HOLE CENTERS TO MATCH NEMA DOUBLE LUG CONFIGURATION
- (2) INSULATORS
- (3) $\frac{5}{8}$ " LOCKWASHERS
- (4) WALL MOUNTING BRACKET
- (5) $\frac{5}{8}$ -11x1" H.H.C.S. BOLTS

GROUND BAR DETAIL

SCALE: N.T.S.

5

E4-1



1. THE #2 AWG, BCW, FROM THE RING GROUND SHALL BE CADWELDED TO THE POST, ABOVE GRADE
2. VERTICAL POST SHALL BE BONDED TO THE RING AT EACH CORNER AND AT EACH GATE POST. AS A MINIMUM, ONE VERTICAL POST SHALL BE BONDED TO THE GROUND RING IN EVERY 100 FEET
3. INSTALLATION OF FLEXIBLE GATE JUMPERS IS REQUIRED FOR ALL COMPOUND ACCESS GATES

FENCE GROUNDING

SCALE: N.T.S.

3

E4-1



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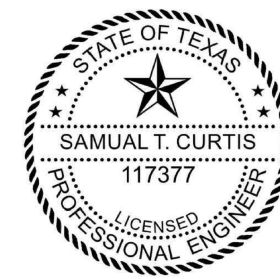
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GROUNDING
DETAILS

SHEET NUMBER: REVISION:

E4-1

0

CONSTRUCTION

GENERAL

General construction, electrical, tower and foundation drawings are interrelated. In performance of the work each contractor must refer to all drawings. Coordination is the responsibility of the general contractor.

SITE WORK

PART 1 - GENERAL

1. Work included: See Site Plan
2. Access road, turnaround areas and sites are constructed to provide a well-drained, easily maintained, even surface for material and equipment deliveries and maintenance personnel access.

3. SEQUENCING

- A. Confirm survey stakes and set elevation stakes prior to any construction.
- B. Grub the complete road (if applicable) and site area prior to foundation construction or placement of backfill or subbase materials.
- C. Construct temporary construction zone along access drive.
- D. Bring the site area to subbase course elevation and bring the access road to base course elevation prior to forming foundation.
- E. Soil stabilizer shall be Mirafi - 500X or equal.
- F. Grade, seed, fertilize and mulch disturbed areas immediately after bringing site and access road to base course elevation.
- G. Remove gravel from temporary construction zone to an authorized area or as directed by the owner's representative.

4. SUBMITTALS

- A. Before construction:

i. If landscaping is applicable to contract, submit two copies of the landscape plan under nursery letterhead. If a landscape allowance was included in the contract, provide an itemized listing of proposed costs on nursery letterhead (refer to plans for landscaping requirements).

5. WARRANTY

- A. In addition to the warranty on all construction covered in the contract documents, the contractor shall repair all damage and restore area as close to original condition as possible at site and surroundings.
- B. Disturbed area will reflect growth of new grass cover prior to final inspection.

PART 2 - PRODUCTS

1. MATERIALS

- A. Road and site materials shall conform to DOT specifications fill material - acceptable select fill shall be in accordance with State Department of Highway and Transportation standard specifications and approved by the owner's representative.
- B. Soil stabilizer shall be Mirafi - 500X or equal.

PART 3 - EXECUTION

1. INSPECTIONS

Local building inspectors shall be notified no less than 24 hours in advance of concrete pours, unless otherwise specified by jurisdiction.

2. PREPARATION

- A. Clear trees, brush and debris from site area and access road right-of-way.
- B. Prior to other excavation and construction, grub organic material to a minimum of six (6) inches below grade.
- C. Prior to placement of fill or base materials, roll the soil.
- D. Where unstable soil conditions are encountered, line the areas with stabilizer mat prior to placement of fill or base material.

3. INSTALLATION

- A. The site and turnaround areas shall be at the subbase course elevation prior to forming foundation. Grade or fill the site and access road as required in order that upon distribution of spoils resulting from foundation excavations, the resulting grade will correspond with said subbase course, elevations are to be calculated from finished grades or slopes indicated.
- B. Clear excess spoils, if any, from job site and do not spread beyond the limits of project area unless authorized by the owner's representative and agreed to by landowner.
- C. Bring the access road to base course elevations prior to use to permit construction and observation during construction of the site.
- D. Avoid creating depressions where water may pond.
- E. The contract shall include grading, banking and ditching, unless otherwise indicated.
- F. When improving an existing access road, grade the existing road to remove any organic matter and smooth the surface before placing fill or stone.
- G. Place fill or stone in six inch maximum lifts and compact before placing next lift.
- H. The top surface course shall extend a minimum of six inches beyond the site fence and shall cover the area as indicated.
- I. Apply riprap gravel to the slopes of all fenced areas and parking areas and all other slopes greater than 2:1.
- J. Apply seed, fertilizer and straw cover to all other disturbed areas, ditches, drainage and swales not otherwise ripped.
- K. Apply seed and fertilizer to surface conditions which will encourage rooting. Rake areas to be seeded to even the surface and loosen the soil.
- L. Sow seed in two directions to twice the quantity recommended by the seed producer.

4. PROTECTION

- A. Protect seeded areas from erosion by spreading straw to a uniform loose depth of 1 - 2 inches, stake and tie down as required. Use of erosion control mesh or mulch net will be an acceptable alternate.

- B. Protect all exposed areas against washouts and soil erosion, place straw bales at the inlet approaches to all new or existing culverts. Where the site or road areas have been elevated immediately adjacent to the rail line, stake erosion control fabric full length in the swale to prevent contamination of the rail ballast.

5. The required structural fill operation to the grades indicated for PCS equipment shelters shall be performed as follows:

A. The structural fill material shall be placed in lifts not exceeding six inches in loose thickness.

B. Each layer of structural fill material placed shall be compacted to a minimum of 95° of maximum density obtainable by ASTM compaction test designation D-337-66T for cohesive fill or 75% relative as determined by ASTM D-2049-64T for cohesionless fill, whichever is greater.

C. The final grade of structural fill for all footings shall be capable of supporting the design soil bearing pressure load of 3,000 lbs. per square foot minimum.

FENCING AND GATE(S)

PART 1 - GENERAL

1. Work included: See plan for location of fence and gate(s).

2. QUALITY ASSURANCE

All steel materials utilized in conjunction with this specification will be galvanized or stainless steel. Weight of zinc coating of the fabric shall not be less than 12 ounces per square foot of material covered. Posts shall be hot-dipped galvanized.

3. SEQUENCING

If the site has been brought up to surface course elevation prior to the fence construction, fence post excavation spoils must be controlled to preclude contamination of said surface course.

4. SUBMITTALS

- A. Manufacturer's descriptive literature.
- B. Certificate or statement of compliance with the specifications.

PART 2 - PRODUCTS

1. FENCE MATERIAL

- A. All fabric wire, rails, hardware and other steel materials shall be hot-dipped galvanized.
- B. Fabric shall be six-foot height two-inch chain link mesh of No. 9 gauge wire. The fabric shall have a knuckled finish for the top selvages. Fabric shall conform to the specifications of ASTM A-392 Class 1.
- C. Barbed wire shall be double-strand, 12-1/2 gauge twisted wire strand with 14-gauge, 4-point round barbs spaced on five-inch centers, conforming to ASTM A121 Design # 12-4-5-14R Type 2.
- D. All posts shall be mechanical service pipe and shall be Type 1 ASTM F1083, High Strength (50 Ksi) Schedule 40 pipe, ASTM F1043 Group 1A, and of the following diameter (I.D. per fence industry standards).

Line2 inches

Corner3 inches

Gate4 inches
- E. Gate posts shall be extended 12 inches, including dome cap, to provide for attachment of barbed wire.
- F. All top and brace rails shall be 1-1/2" diameter mechanical service pipe. Frames shall have welded corners.
- G. Gate frame and braces shall be 1-5/8" diameter Schedule 40 mechanical service pipe. Frames shall have welded corners.
- H. Gate frame shall have a full height vertical brace and a full width horizontal brace, secured in place by use of gate brace clamps.
- I. Gate hinges shall be Merchants Metal Model 6-4386-hinge adapter with Model 6-409, 188 degree attachment.
- J. The guide (latch assembly) shall be heavy industrial gate latch. Master Halco #17221.
- K. Latches and stops shall be provided for all gates.
- L. All stops shall have keepers capable of holding the gate leaf in the open position.
- M. A No. 7 gauge zinc coated tension wire shall be used at the bottom of the fabric terminated with bank clips at corner and gateposts, conforming to ASTM A824 Type II.
- N. A six-inch by 1/2-inch diameter eyebolt to hold tension wire shall be placed at the line posts.
- O. Stretcher bars shall be 3/16-inch by 3/4-inch or have equivalent cross-sectional area, and conform to ASTM F626, having a minimum zinc coating of 1.2oz/sq-ft.
- P. All corner gate and panels shall have a 3/8-inch truss rod with turnbuckles.
- Q. All posts except gateposts shall have a combination cap and barbed wire supporting arm. Gateposts shall have a dome cap.
- R. Other hardware includes but may not be limited to the clips, band clips and tension band clips.
- S. Barbed wire gate guards shall be fitted with dome caps.
- T. Barbed wire support arms shall be cast iron with set bolt and lock wire in the arm.
- U. All caps shall be cast steel.
- V. Where the use of concertina has been specified, 24-inch diameter coil barbed tape, stainless steel, cyclone fence model gap to Type III shall be furnished. It shall be supported above the top rail by use of six wire barbed wire arms positioned atop each line/corner post.



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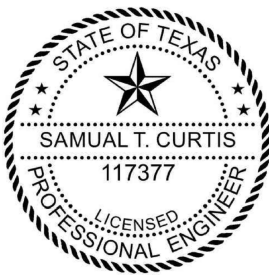


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SCALE
N.T.S.

GENERAL NOTES

SHEET NUMBER:	REVISION:
G1-1	0

PART 3 - EXECUTION

1. INSPECTION

To confirm proper depth and diameter of post hole excavations, all post holes will be excavated as per construction documents.

2. INSTALLATION

- A. Foundations shall have a minimum six-inch concrete cover under post.
- B. All fence posts shall be vertically plumb plus/minus one-quarter inch.
- C. At corner posts, gateposts and sides of gate frame, fabric shall be attached with stretcher and tension band-clips at fifteen inch intervals.
- D. At line posts, fabric shall be attached with band-clips at fifteen inch intervals.
- E. Fabric shall be attached to brace rails, tension wire and truss rods with tie clips at two foot intervals.
- F. A maximum gap of two inches will be permitted between the chain link fabric and the final grade.
- G. Gate shall be installed so locks are accessible from both sides.
- H. Gate hinge bolts shall have their threads peened or welded to prevent unauthorized removal.
- I. Concrete to be a minimum of 3,000 psi.

3. PROTECTION

Upon completion of erection, inspect fence material and paint field cuts or galvanizing breaks with zinc-based paint, color to match the galvanized metal.

- Applicable Standards:
- ASTM-A120 Specification for pipe, steel black and hot-dipped, zinc coated (galvanized) welded and seamless.
 - ASTM-A123 Zinc (hot-dipped galvanized) coated steel chain link fence fabric.
 - ASTM-A153 Specification for zinc coating (hot-dip) on iron and steel hardware.
 - ASTM-A392 Specification for zinc-coated steel chain link fence fabric.
 - ASTM-A431 Specification for aluminum-coated steel chain link fence fabric.
 - ASTM-A525 Standard specification for steel sheet zinc coated (galvanized) by the hot-dipped process.
 - ASTM-A535 Specification for aluminum coated steel barbed wire.
 - ASTM-A570 Specification for hot-rolled carbon steel sheet and strip, structural quality.
 - Federal Specification RR-F-191 Fencing Wire and Post Metal (and Gates, Chain Link Fence Fabric and Accessories)

ELECTRICAL

- 1. Contractor shall review the contract documents prior to the ordering of the electrical equipment and starting the actual construction. Contractor shall issue a written notice of all findings to the architect listing any discrepancies or conflicting information.
- 2. Verify exact locations and mounting heights of electrical equipment with owner prior to installation.
- 3. All materials and equipment shall be new and in good working condition when installed and shall be of the best grade and of the same manufacturer throughout for each class or group of equipment. Materials shall be listed "J" where applicable. Materials shall meet with approval of all governing bodies having jurisdiction. Materials shall be manufactured in accordance with applicable standards established by ANSI, NEMA, NSFU and "UL" listed.
- 4. All conduit shall have a pull string.
- 5. Provide Project Manager with one set of complete electrical "As Installed" drawings at the completion of the job showing actual dimensions, routing and circuits.
- 6. The entire electrical installation shall be grounded as required by IBC, NEC and all applicable codes.
- 7. Patch, repair and paint any area that has been damaged in the course of the electrical work.
- 8. Wire and cable conductors shall be copper 600 amp, type THHN or THWN with a minimum size of #2 AWG color-coded. All rectifier drops shall be stranded to accept crimp connectors.
- 9. All chemical ground rods shall be "UL" approved.
- 10. Meter socket amperes, voltage, number of phases shall be as noted on the drawings, manufactured by Milbank or approved equal and shall be utility company approved.
- 11. CONDUIT
 - A. Electrical metallic tubing shall have UL label; fitting shall be gland ring compression type.
 - B. Flexible metallic conduit shall have UL listed label and may be used where permitted by code. Fittings shall be "Jake" or "Squeeze" type. All flexible conduits shall have full length ground wire.
 - C. All underground conduit shall be PVC Schedule 40 with UV protection (unless noted otherwise) at a minimum depth of 24" below grade.
- 12. Contractor to coordinate with utility company for connection of temporary and permanent power to the site. The temporary power and all hookup costs are to be paid by the contractor.

13. All electrical equipment shall be labeled with permanent engraved plastic labels with white on blue background lettering (minimum letter height shall be 1/4"). Nameplates shall be fastened with stainless steel screws, not adhesive.

14. GROUNDING ELECTRODE SYSTEM

A. PREPARATION

- i. Surface Preparation:
 - All connections shall be made to bare metal. All painted surfaces shall be field inspected and modified to ensure proper contact. No washers are allowed between the items being grounded. All connections are to have a non-oxidizing agent applied prior to installation.
- ii. Ground Bar Preparation:
 - All copper ground bars shall be cleaned, polished and a non-oxidizing agent applied. No fingerprints or discolored copper will be permitted.
- iii. All grounding conductors shall run through seal tight wherever conductors run through walls, floors or ceilings. If conductors must run through EMT, both ends of conduit shall be grounded. Seal both ends of conduit with silicone caulk.

B. GROUND BARS

- i. All ground bars shall be 1/4" thick copper and of size indicated on drawings.

C. EXTERNAL CONNECTIONS

- i. All grounding connections shall be made by the exothermic weld process. Connections shall include all cable, splices, tee's, x's, etc. All cable to ground rods, ground rod splices and lightning protection systems are to be as indicated. All materials used (molds, welding metal, tools, etc.) shall be cadweld and installed per manufacturer's recommended procedures.

D. GROUND RODS

- i. All ground rods shall be 5/8" diameter by 10'-0" long "copperweld" or approved equal of the number and locations indicated.
 - Ground rods shall be driven full length vertically in undisturbed earth.

E. GROUND CONDUCTORS

- i. All ground conductors shall be standard tinned, solid bare copper, annealed and size indicated on drawings.

F. GROUND RING

- i. The external ground ring encircling the tower (if applicable) and future carrier shall be minimum size of No. 2 AWG solid tinned, bare copper conductor in direct contact with the earth at a depth specified on plan sheets and details. Conductor bends shall have a minimum bending radius of eight inches.
- ii. All external ground rings are to be joined together and all connections must be cadwelded. No lugs or clamps will be accepted.

G. FENCE / GATE

- i. Ground each gatepost, corner post and gate as indicated on drawing. Ground connections to fence posts and all other connections for the ground grid system shall be made by exothermic weld process and installed per manufacturer's recommendations and procedures and sprayed and cold-galvanized paint.



HEMPHILL®

1305 NORTH LOUISVILLE AVE
TULSA, OK 74115
(918) 834-2200

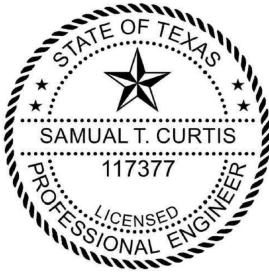


13431 BROADWAY EXT.,
SUITE 120, OKLAHOMA CITY,
OK 73114
405-753-7167

PROJECT NO:	1742
PROJECT NAME:	TAYLOR WEST
911 ADDRESS:	TBD
DRAWN BY:	RGH
CHECKED BY:	MK/SLT/JRH

ISSUED FOR:
APPROVAL

REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL



SAMUAL T. CURTIS, P.E.
LICENSED PROFESSIONAL
ENGINEERTEXAS NO. 117377

SCALE
N.T.S.

GENERAL NOTES

SHEET NUMBER:	REVISION:
G1-2	0



Biwabkos Consultants LLC

11142 N 165th Drive, Suite 343

Surprise, Arizona 83588

www.biwabkos.com

623-522-8681

November 2, 2022

Planning and Zoning Department, City of Taylor Texas

Re: Radio Frequency Standards

To Whom It May Concern,

Based on radio frequency information provided to Biwabkos Consultants, Verizon will be operating LTE equipment at the site located in Taylor, Texas

Radio licenses are regulated by the Federal Communications Commission (FCC). Part of what the FCC regulates is license holders must comply with Federal standards for radio frequency emissions.

If a wireless license holder does not comply they risk losing the license which is a major capital investment in not only the licenses being purchased in auction but also the radio equipment utilized on the sites. This causes wireless license holders to follow all FCC rules regarding radio frequency emissions.

Verizon's proposed operations should not cause interference to existing public safety services, broadcasters or other communications service users in the vicinity of the site. In the unlikely event that interference is created, Verizon will undertake best efforts to prevent harmful RF interference from its wireless telecommunications facilities to other authorized wireless telecommunications operators in the surrounding area, including those related to public safety.

Please feel free to contact Biwabkos Consultants at any time if additional information or clarification on power levels or interference issues is needed.

Steven E Kennedy

A handwritten signature in blue ink, appearing to read "SE Kennedy", is positioned above the title "Director of Engineering".

Director of Engineering

EXHIBIT B

WIRELESS NETWORK CONSULTING

TAYLOR-WEST

Site #1742

Capacity Site

RF DESIGN ANALYSIS



EXHIBIT C

Coverage vs Capacity

- † **Capacity is providing bandwidth or processing capacity to service the customers in the area.**
 - Areas where large numbers of users are in a specific geographic areas
 - Areas where users are demanding higher data rates for services
 - Areas with a large amount of indoor users
- † **Coverage is Providing Service where service does not exist, calls drop, or “no service”.**
 - Areas where there are farther apart
 - Areas where terrain or buildings block signals
 - Areas where indoor service is low or nonexistent

Objective of new site

† Capacity

- Primary objective is to offload the Downtown Taylor site as it is over capacity
- Additional indoor coverage will be provided on the SW side of town and along Hwy 79

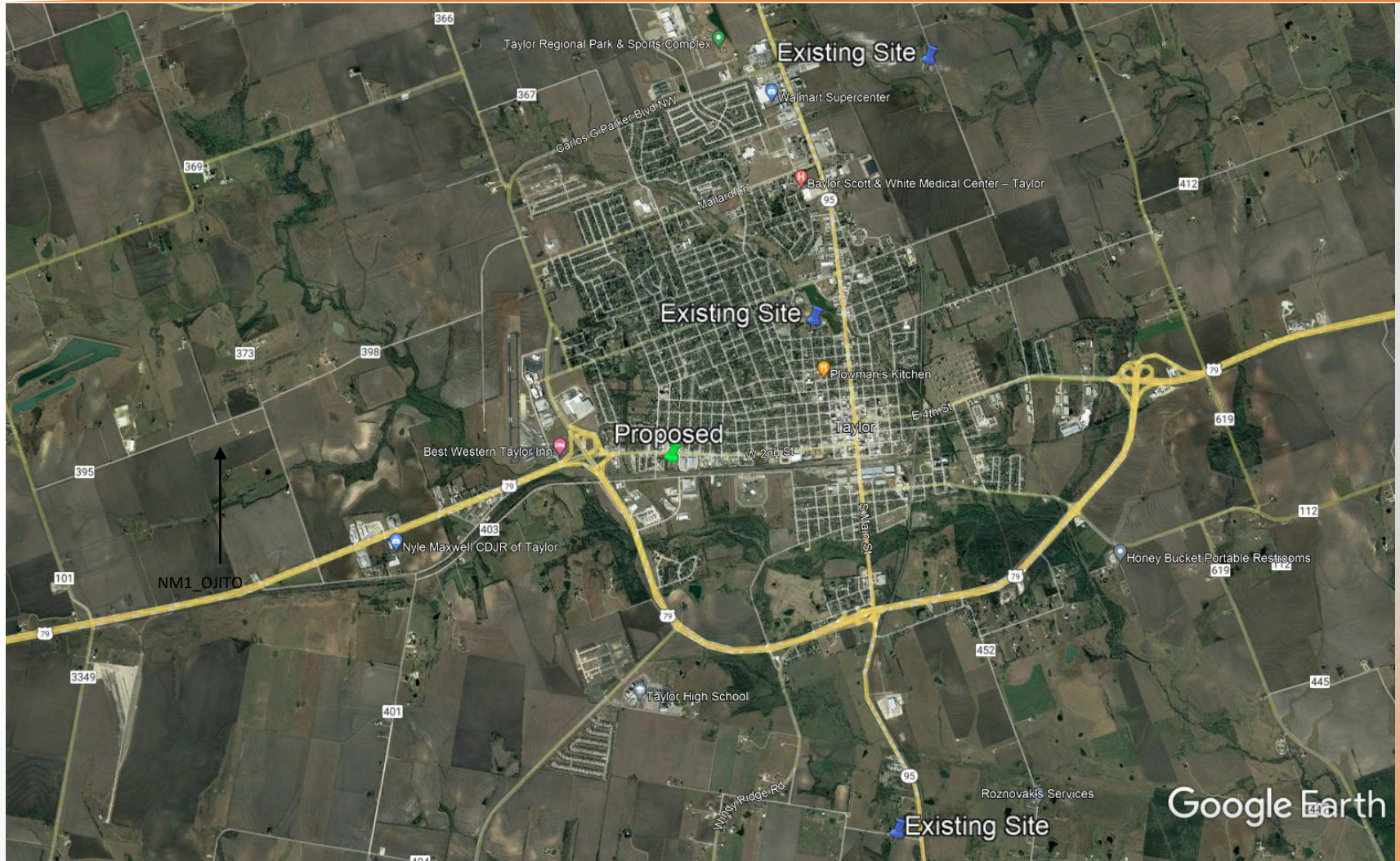
† Why is this site important?

- 96% of Americans own a Cellular Phone
- 57% of American Homes rely exclusively on cellular phones
- 84% or more of 9-1-1 emergency calls are made from wireless devices

Proposed Site

- † 160' SST with 10' lightning rod
 - Taylor, Texas 76574
 - Latitude: 30.566736 N (NAD83)
 - Longitude: -97.427867 W (NAD83)
 - Ground Elevation: 550' (NAVD88)
 - Anchor tenant is Verizon
 - Antenna Centerline at 155' AGL
 - Tower will be built to allow for multiple co-locators

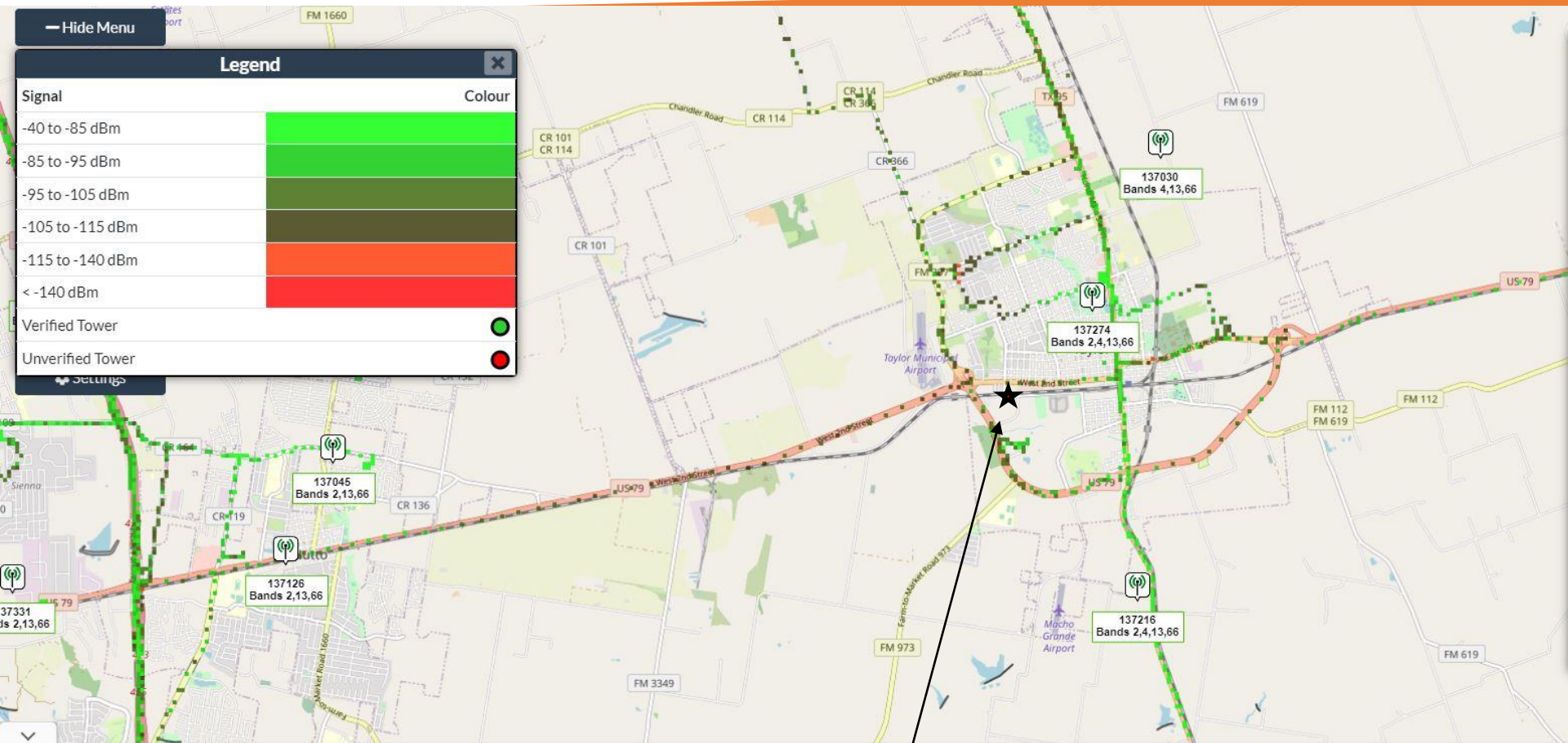
Site Locations



Why here?

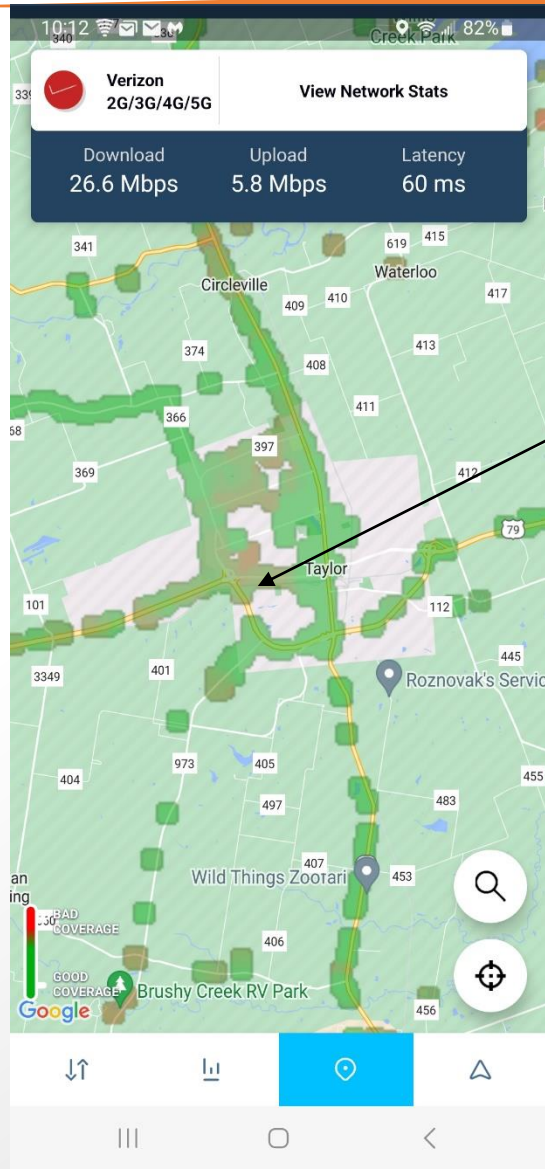
- † Offload users from Downtown Taylor site
- † Throughput per user is low due to the high amount of users in the area
- † Indoor coverage will be increased
- † Increased coverage for vehicles heading West on Highway 79 towards Hutto

Verizon CellMapper Coverage



Notice the areas around the proposed as well as to the West showing RSRP levels at -105 to -115 dbm which is open field coverage

Open Signal Verizon Quality Map



This map shows mobiles reporting quality of their connections to the network. This is crowdsource data from Verizon users made available by the OpenSignal App:

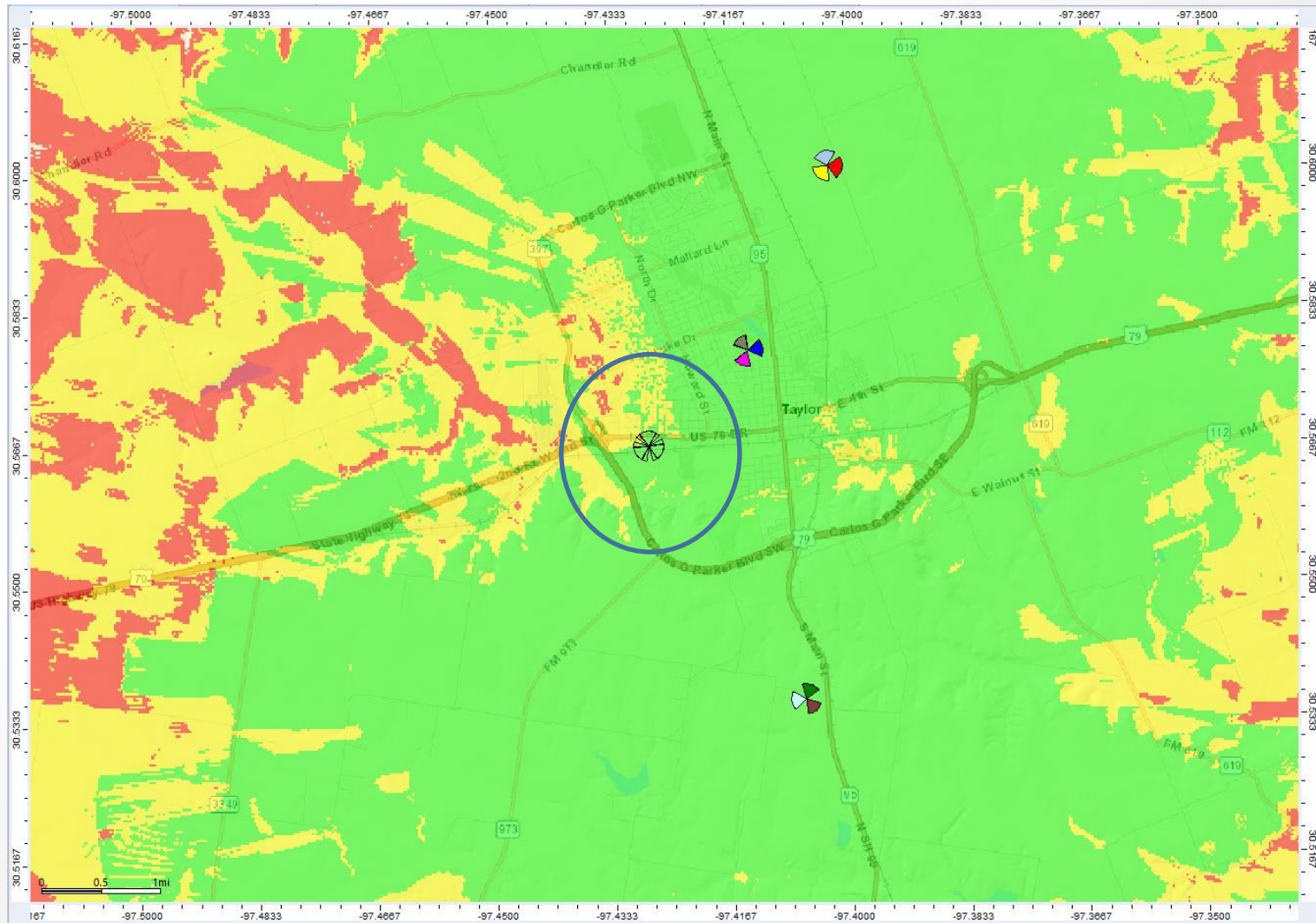
<https://www.opensignal.com/apps#section-os-app>

Green data points show good coverage and
Red data points show bad coverage

The area around the proposed and to the West show poor coverage as the mobiles report not only on the signal level and quality but also the throughput

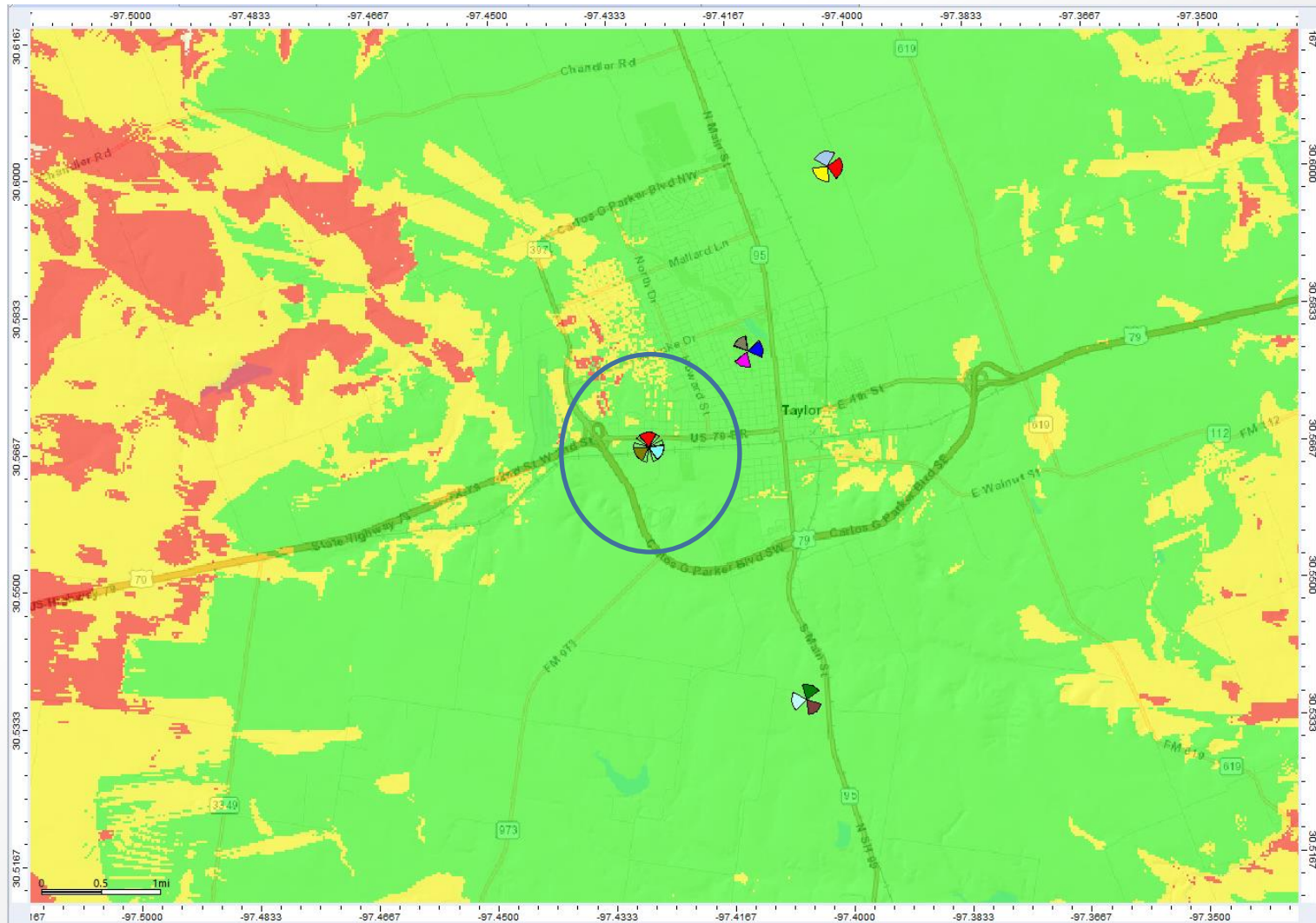
RSRP Current Coverage

LEGEND	
	Indoor ≥ -85 dbm
	In-Vehicle ≥ -95 dbm
	On-Street ≥ -106 dbm

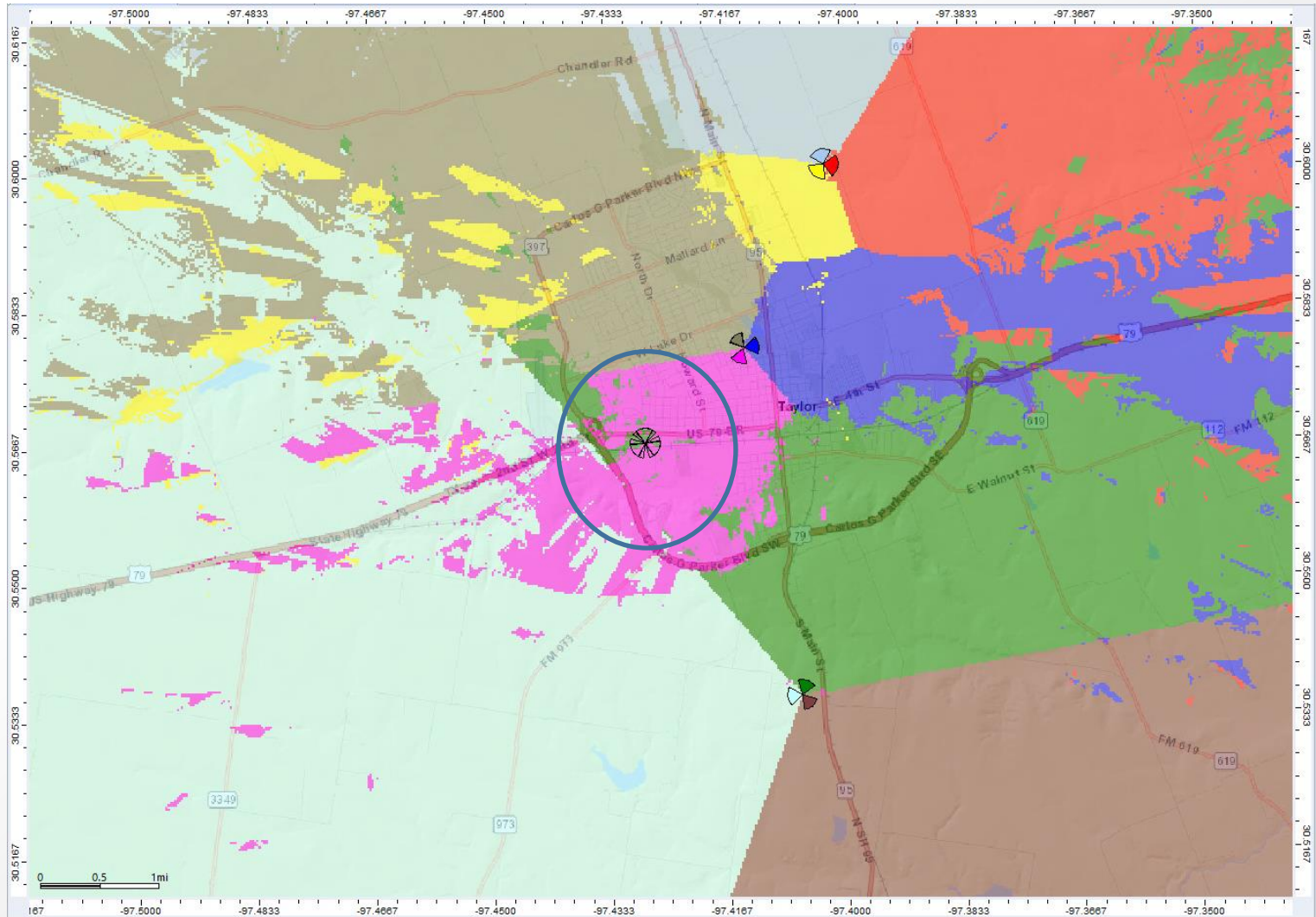


Proposed RSRP Coverage

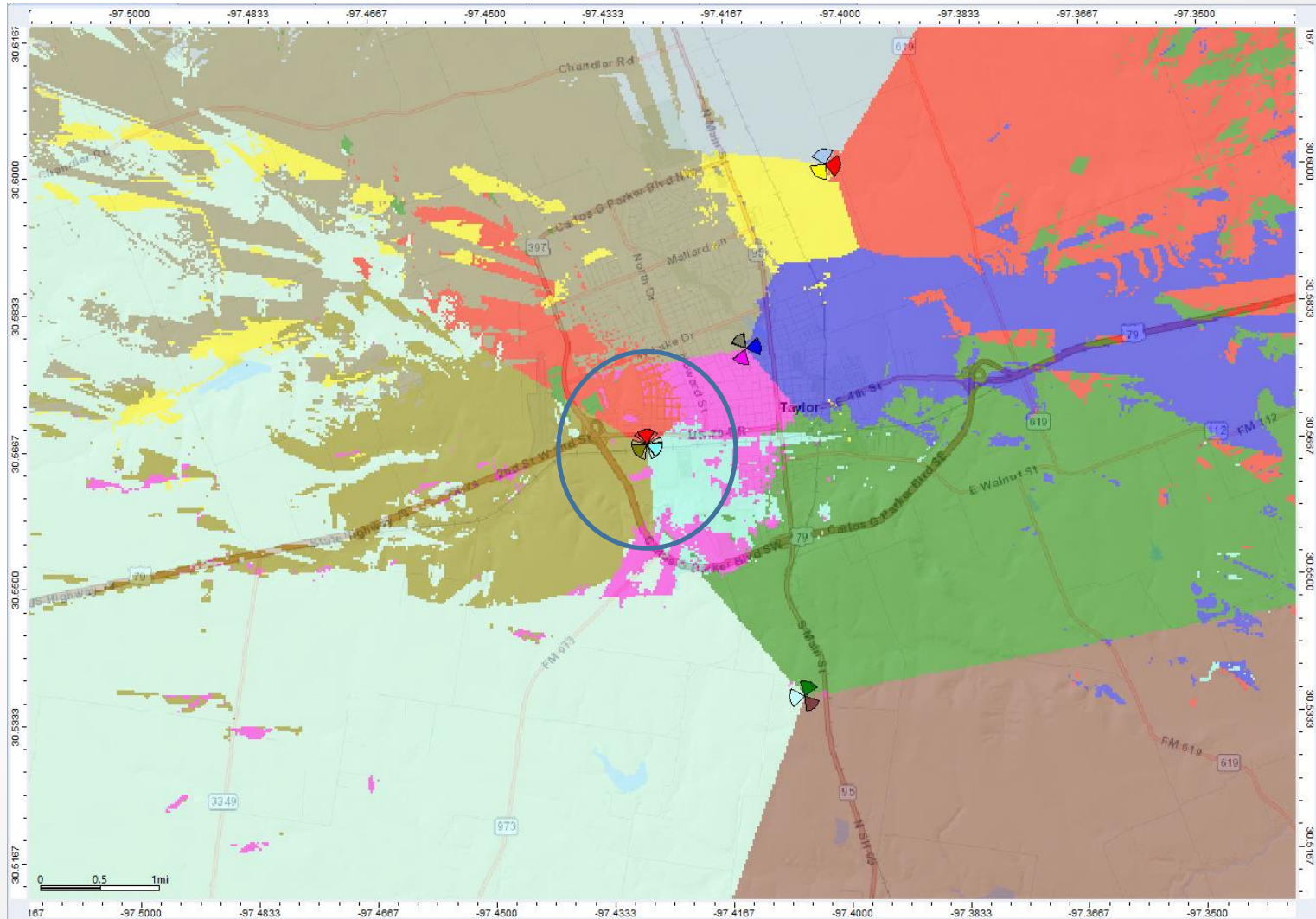
LEGEND	
	Indoor ≥ -85 dbm
	In-Vehicle ≥ -95 dbm
	On-Street ≥ -106 dbm



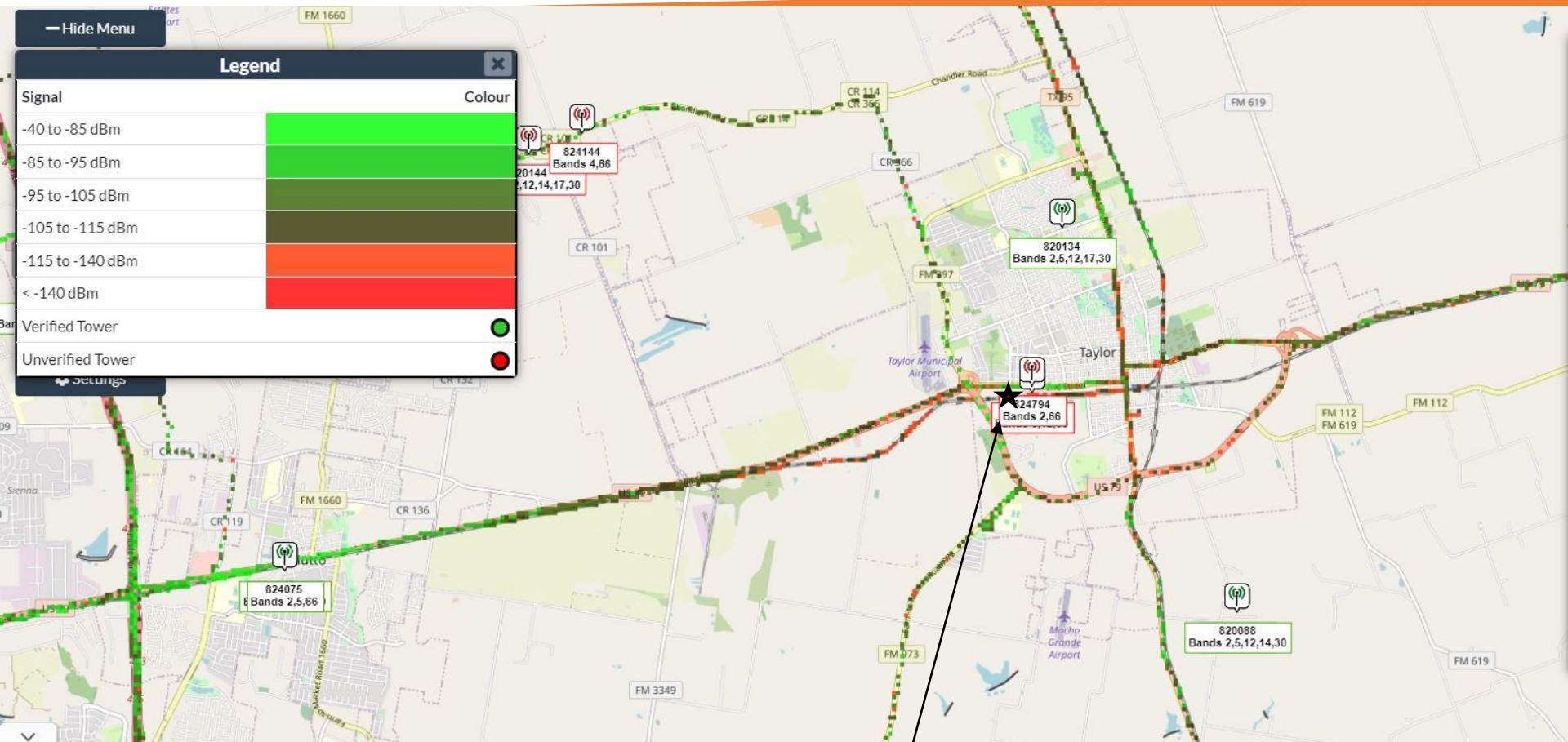
Best Server Current (-120dbm)



Best Server with new site (-120dbm)

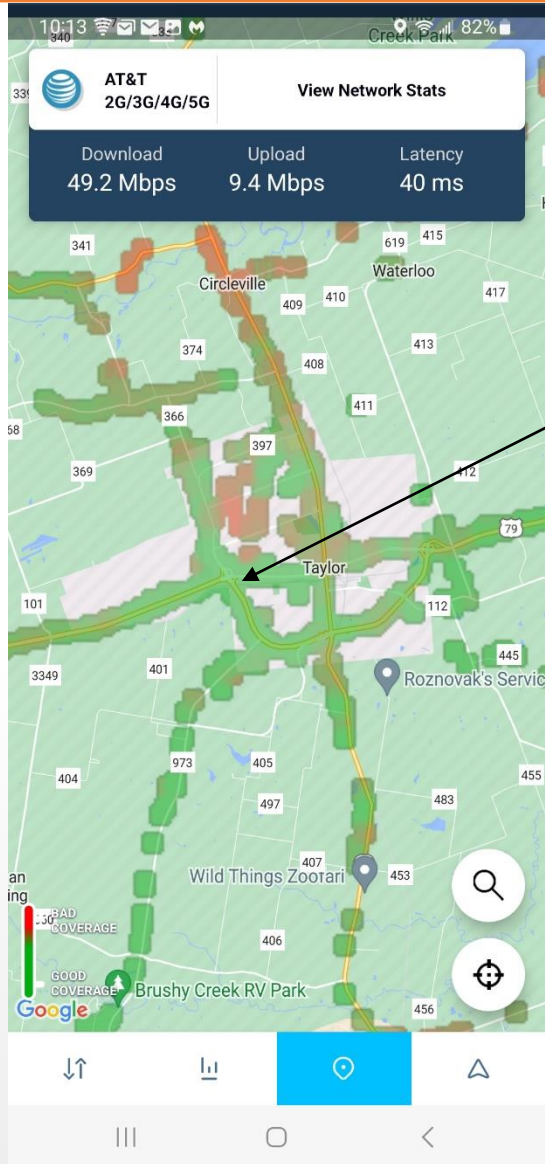


AT&T CellMapper Coverage



Notice the areas around the proposed show very low signal levels on the highway as well as SW Taylor. This would be a good potential location for AT&T as well

Open Signal AT&T Quality Map



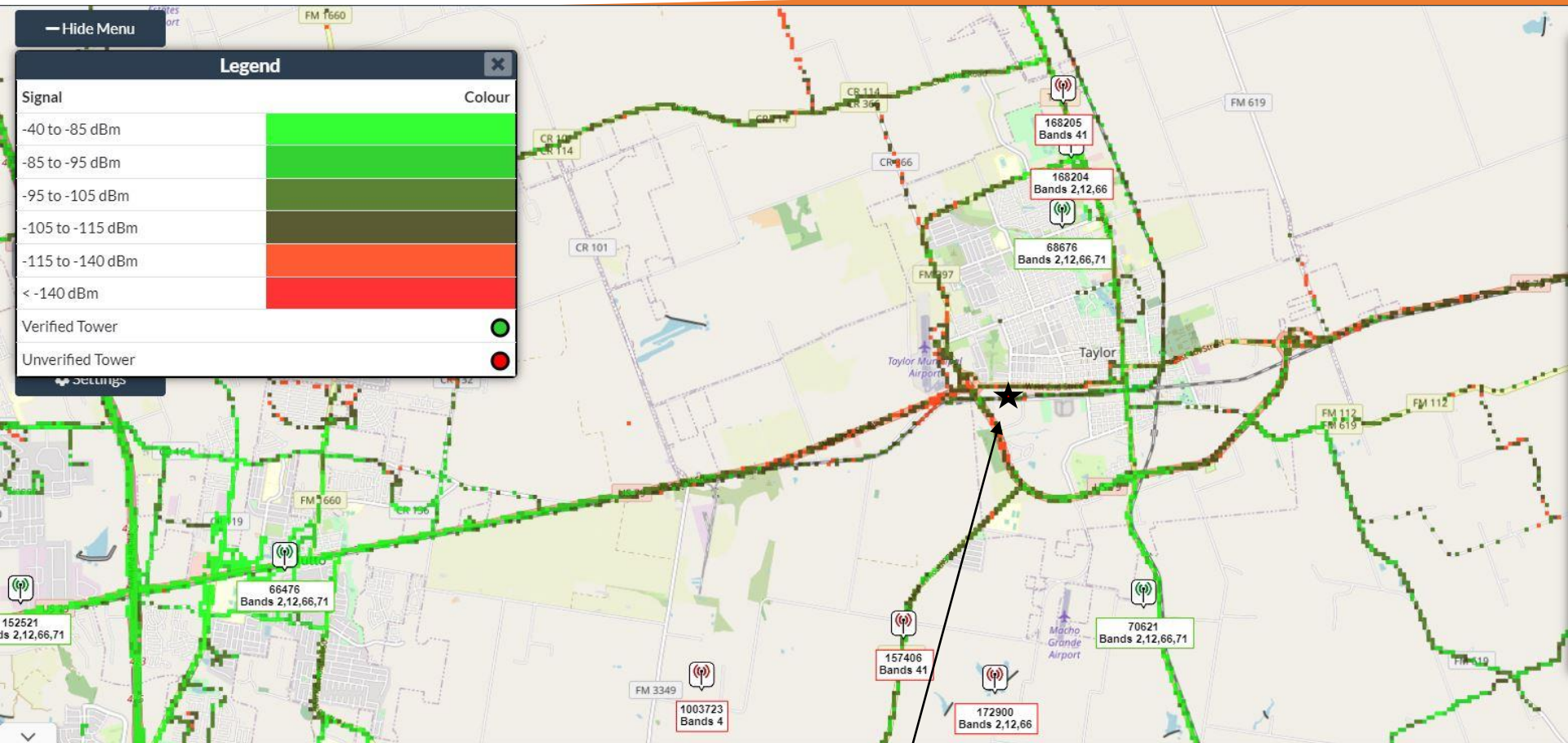
This map shows mobiles reporting quality of their connections to the network. This is crowdsource data from Verizon users made available by the OpenSignal App:

<https://www.opensignal.com/apps#section-os-app>

Green data points show good coverage and
Red data points show bad coverage

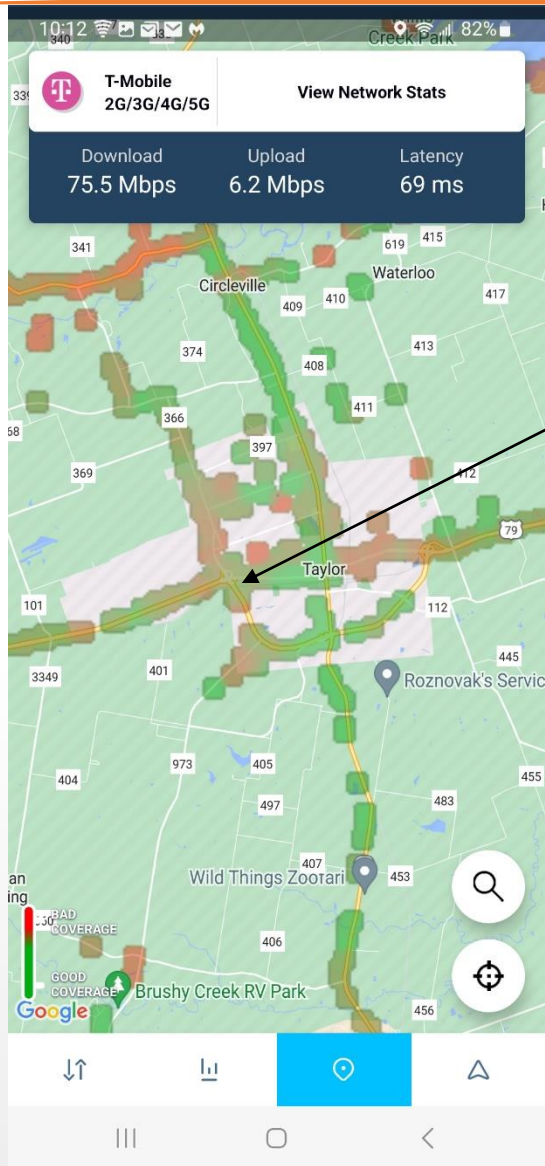
Notice the amount of bad coverage data points to the North of the proposed

T-Mobile CellMapper Coverage



Notice the areas around the proposed show very low signal levels on the highway as well as SW Taylor. This would be a good potential location for T-Mobile as well

Open Signal T-Mobile Quality Map



This map shows mobiles reporting quality of their connections to the network. This is crowdsource data from Verizon users made available by the OpenSignal App:

<https://www.opensignal.com/apps#section-os-app>

Green data points show good coverage and

Red data points show bad coverage

Lack of data points show no to low coverage

Notice the large amount of bad coverage data points surrounding the proposed

WIRELESS NETWORK CONSULTING



1742 Taylor West

ALTERNATIVE SITE ANALYSIS

EXHIBIT D

Proposed Site

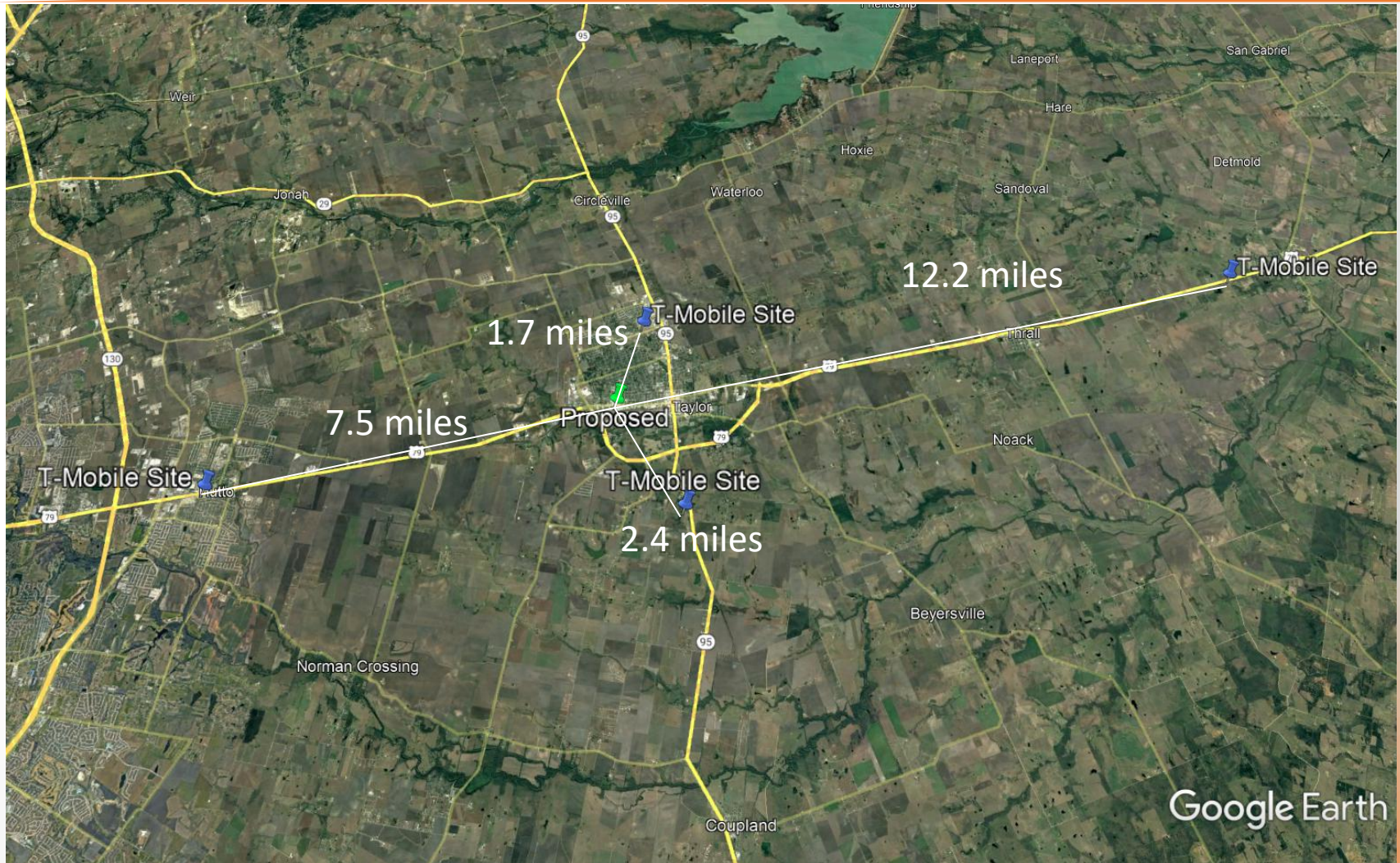
- † 160' SST with 10' lightning rod
 - Taylor, Texas 76574
 - Latitude: 30.566736 N (NAD83)
 - Longitude: -97.427867 W (NAD83)
 - Ground Elevation: 550' (NAVD88)
 - Anchor tenant is Verizon
 - Antenna Centerline at 155' AGL
 - Tower will be built to allow for multiple co-locators

Alternative Sites Review

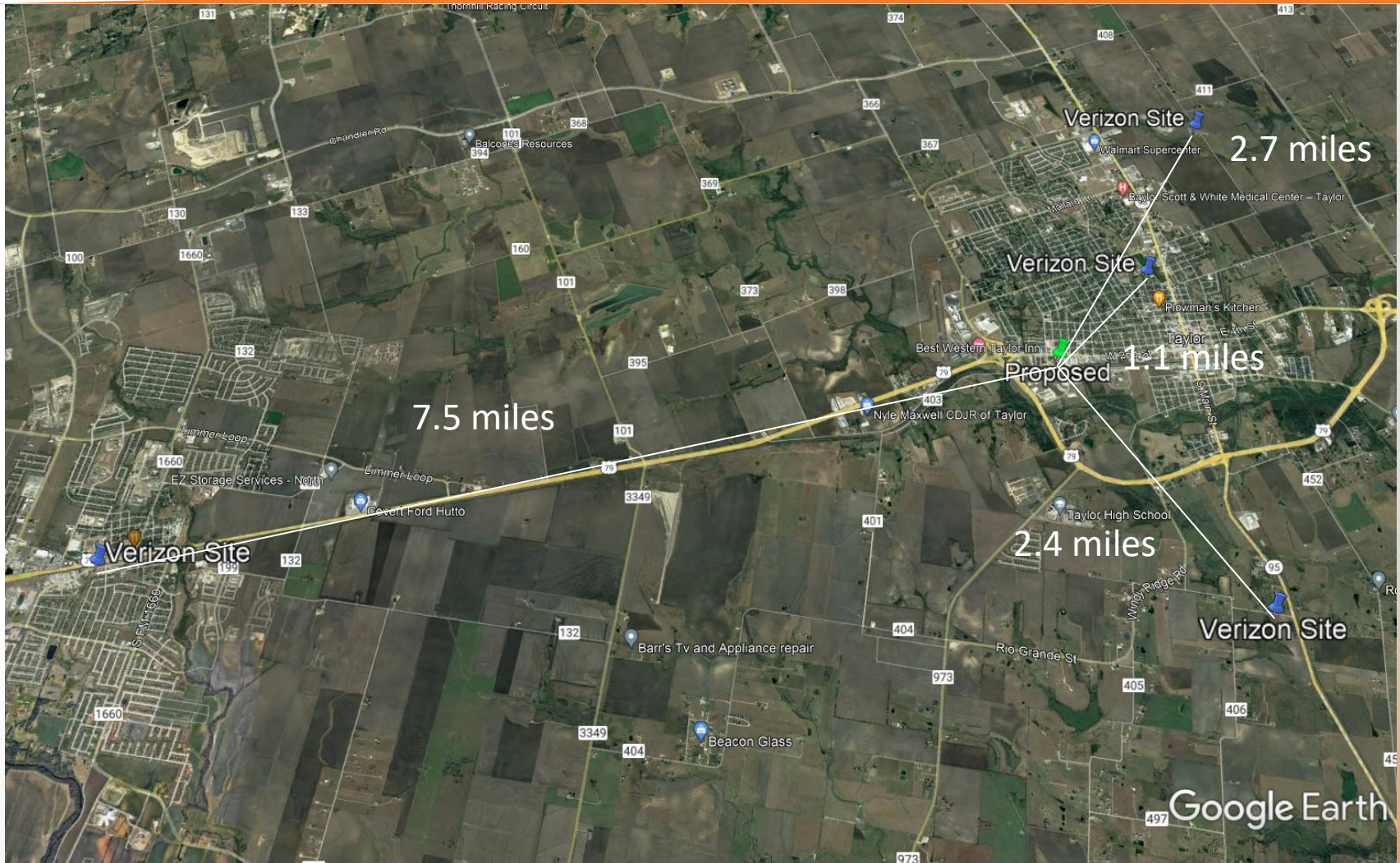
- † AT&T Network Sites
- † T-Mobile Network Sites
- † Verizon Network Sites
- † Other Towers or structures in area

[illegible]

T-Mobile Network Sites



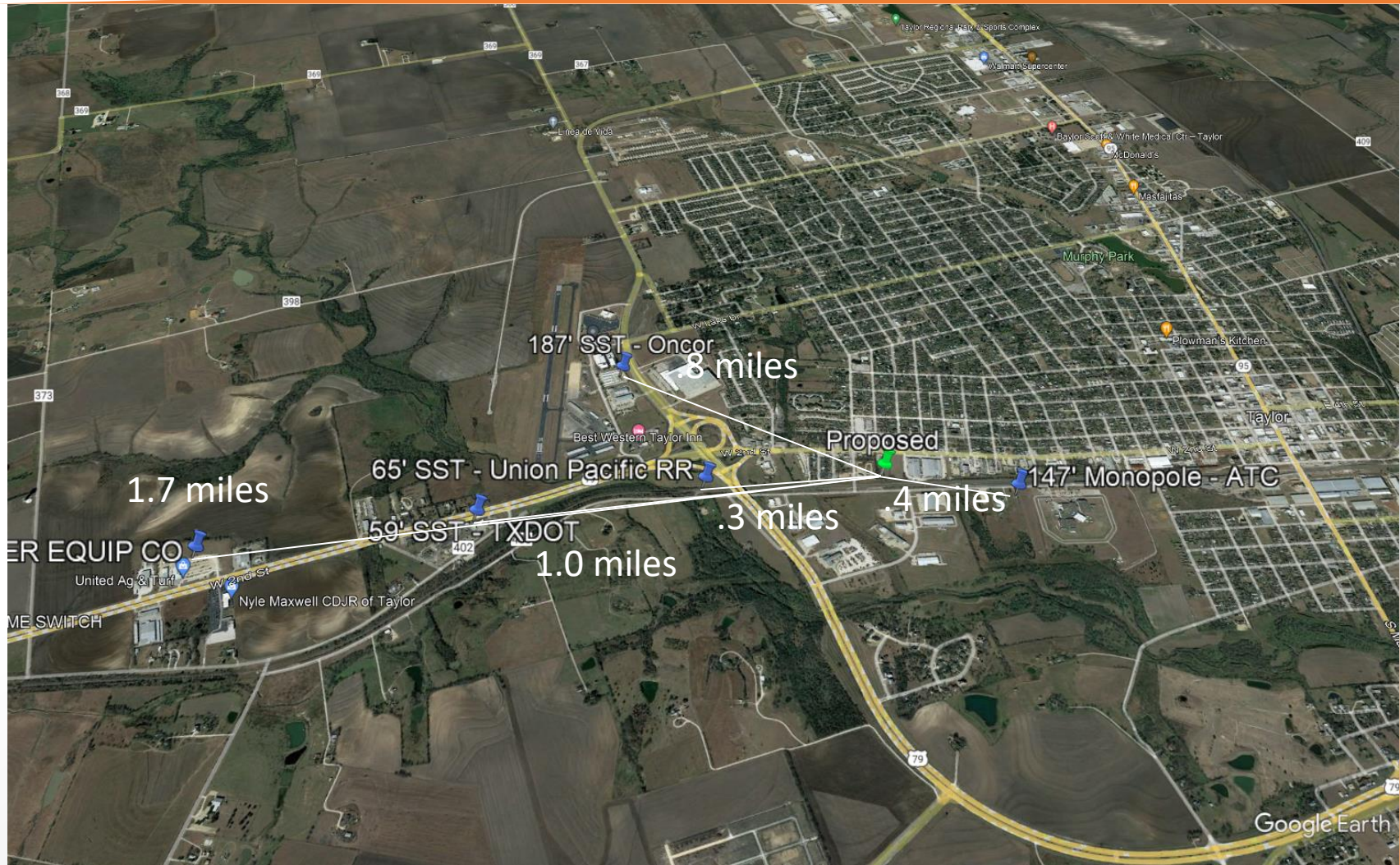
Verizon Network Sites



Analysis – Carrier Sites

- † Nearest Verizon tower is 1.1 miles away from proposed and is the site that needs to be offloaded
- † Nearest T-Mobile tower is 1.7 miles away from proposed site and that tower provides no coverage to the area of the proposed
- † Nearest AT&T tower is 1.7 miles away from proposed site and that tower provides no coverage to the area of the proposed

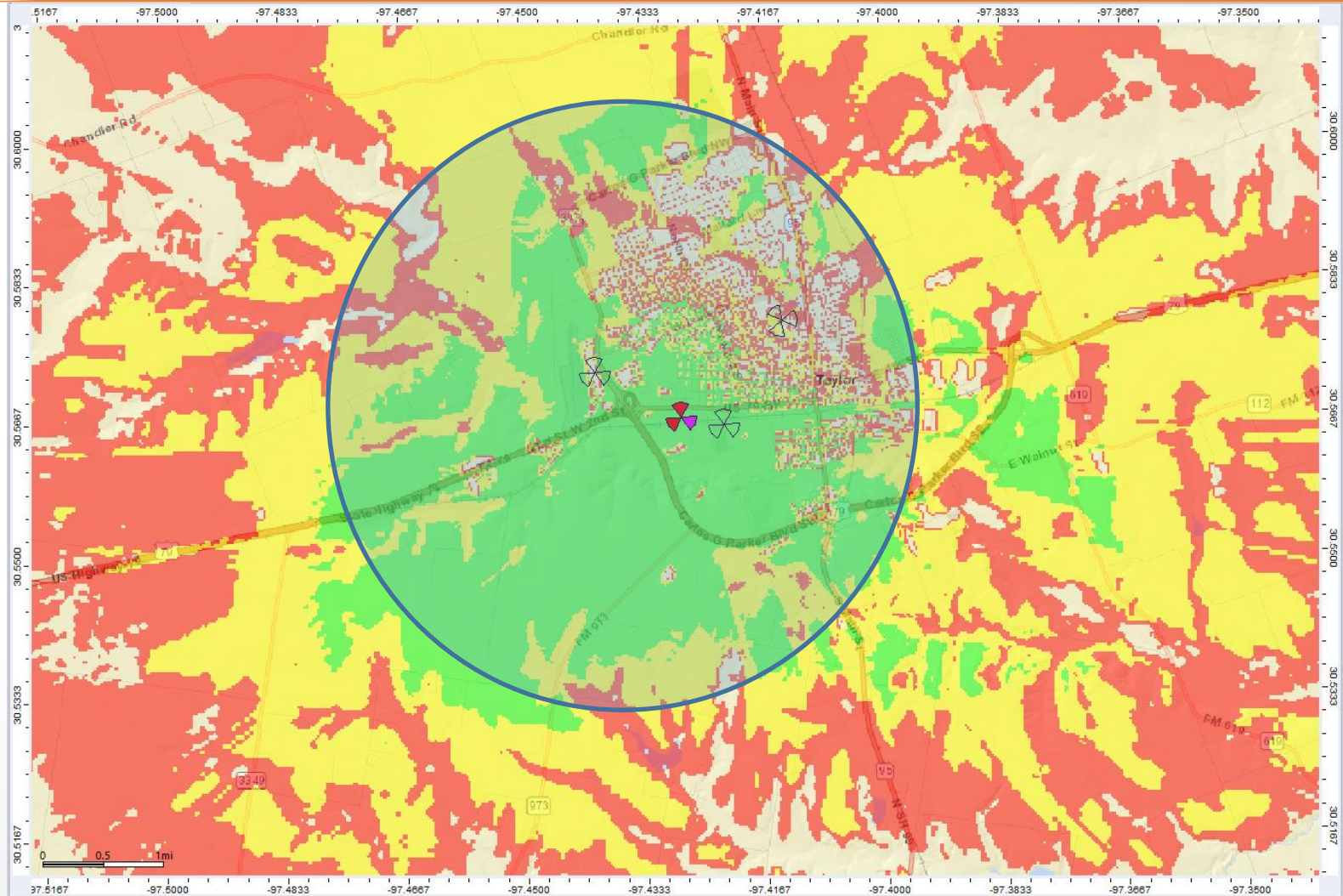
Other Towers in Area



Analysis – Other Towers

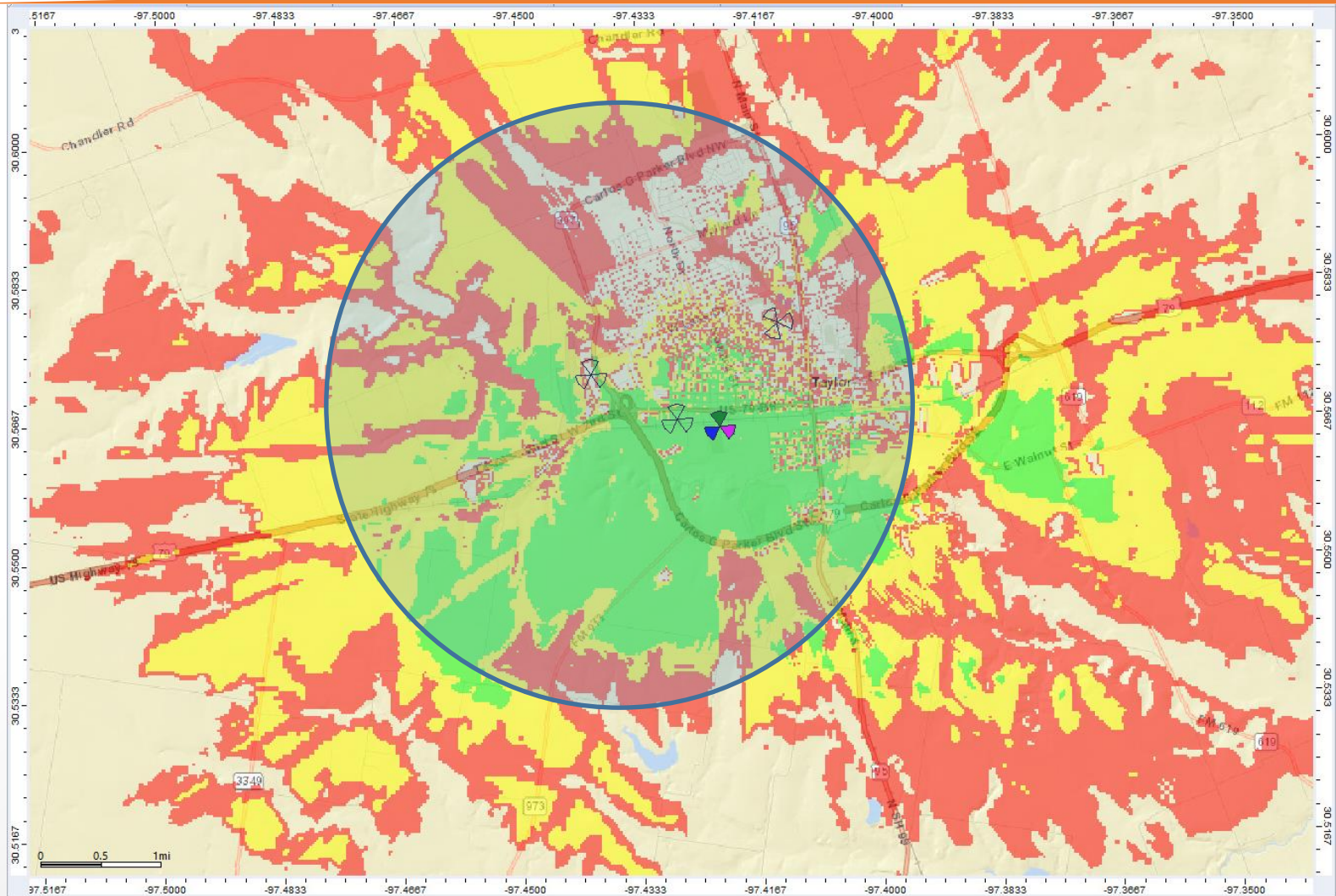
- † UPRR 65' SST – Railroad does not lease space to carriers on their towers
- † TXDOT 59' SST - Too far West of primary coverage objective and too short
- † COUFAL 100' SST – Too far West of primary coverage objective

Proposed site only coverage 155' AGL



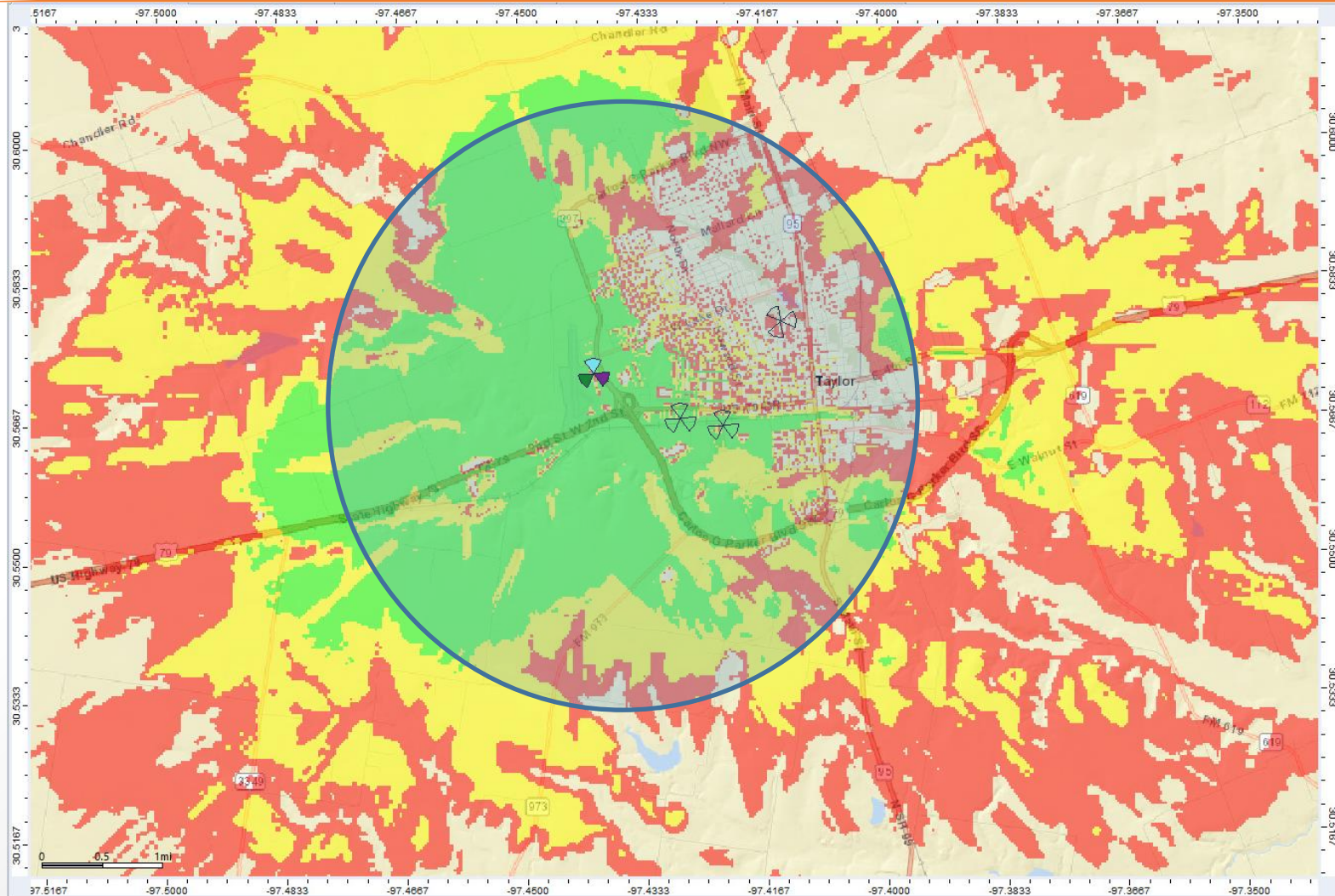
ATC site only coverage

102' AGL



Oncor site only coverage

115' AGL



Analysis – Other Towers

- † Oncor 187' SST – 115' AGL Available
 - Site does not provide as much coverage to the East and Southeast of proposed
- † ATC 147' Monopole – 102' AGL Available
 - Site does not provide as much coverage to the East of Proposed

Conclusion

- † Proposed tower is designed to allow multiple tenants to locate on the tower
- † Proposed tower is best candidate for Verizon needs for coverage and offload

KEY MAP





















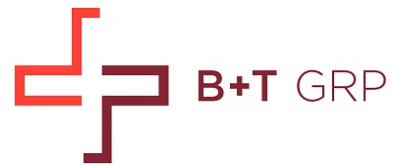












February 22, 2023

Matt Kline
Hemphill LLC
1350 North Louisville Ave
Tulsa, OK 74155
(918) 884-7756

B+T Group
1717 S. Boulder, Suite 300
Tulsa, OK 74119
(918) 587-4630
btwo@btgrp.com

Subject: No Fall Certification Letter
Hemphill Project Number: 1742
Hemphill Site Name: 1742 Taylor West
B+T Group Project Number: 1670106.001.01.0002

Site Data: 1699 W 2nd St, Williamson County, TX 76574
N 30.56673600, W 97.42786700
160' Foot – Self Support Tower

To Whom it May Concern:

As Requested by Hemphill, LLC, B+T Group is pleased to submit this "No Fall Certification Letter" for the 160' self support tower to be constructed at the Taylor West site.

This tower is designed in accordance with the TIA-222-H Standard. The tower is designed to support antennas, dishes, and transmission lines for 5 wireless carriers in accordance with B+T Group tower design dated 02/20/2023.

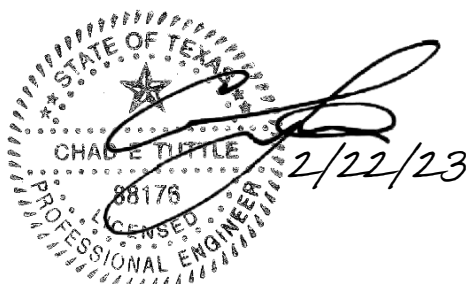
Telecommunications structures are designed in accordance with strict structural standards and conservative loading assumptions. It is extremely rare that a properly constructed and well-maintained tower will fail during a code load event. For steel lattice structures the primary loading is caused by wind which exerts lateral forces on the tower. A failure is assumed when the stresses in the steel exceed the yield strength of the material and a plastic deformation (i.e., permanent bend) occurs in one of the tower members. This plastic deformation can lead to member buckling. The bending or deflection tend to reduce the forces imparted by the wind which decreases the stress on the tower until the loading event has passed. Since permanent deflection occurs before buckling, the tower is structurally sound with a permanent deflection and can support the loads for which it was originally design which results in what can be considered a zero-foot fall radius.

I hope this letter satisfies your concerns. Please let me know if I may be of further assistance.

Report prepared by: Isaac Fulton

Respectfully submitted by: B+T Engineering, Inc.

Chad Tuttle, P.E.



B&T Engineering, Inc.
F-9683

EXHIBIT F



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-ASW-12997-OE

Issued Date: 01/11/2023

Jen Dreyer
Hemphill, LLC
1350 North Louisville
Tulsa, OK 74115-5137

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower 1742 Taylor West - Non CBand
Location:	Taylor, TX
Latitude:	30-34-00.30N NAD 83
Longitude:	97-25-40.30W
Heights:	550 feet site elevation (SE) 170 feet above ground level (AGL) 720 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 07/11/2024 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

EXHIBIT G

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 222-5922, or debbie.cardenas@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASW-12997-OE.

Signature Control No: 536961561-567936675

(DNE)

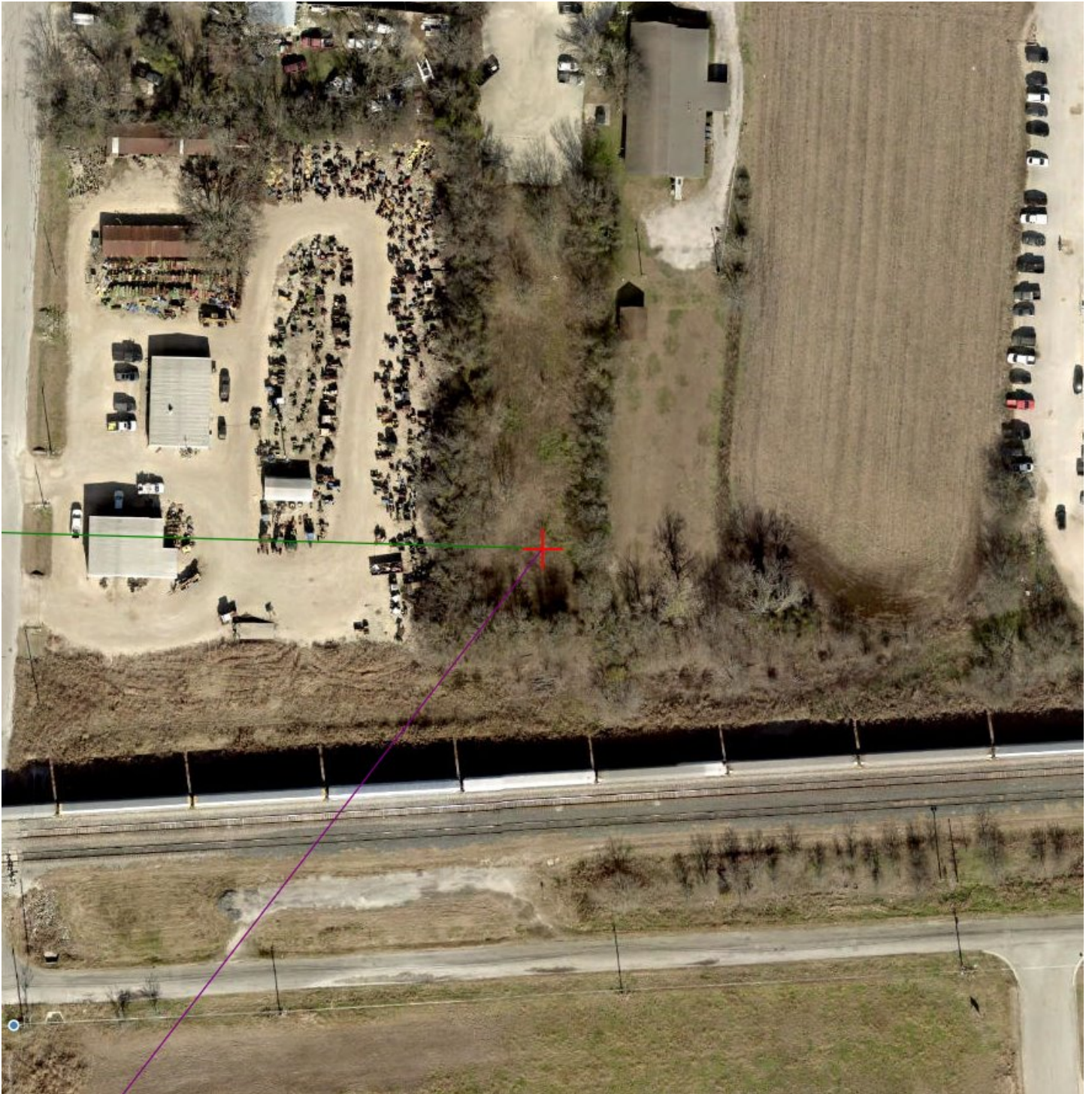
Debbie Cardenas
Specialist

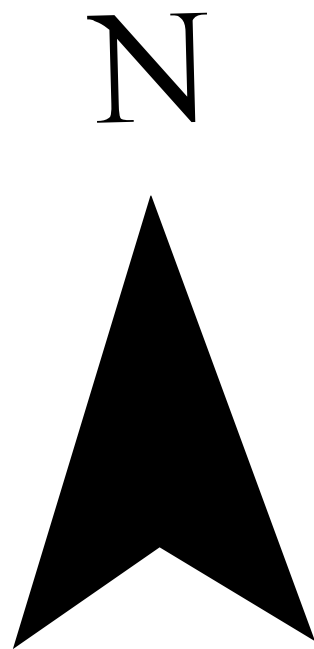
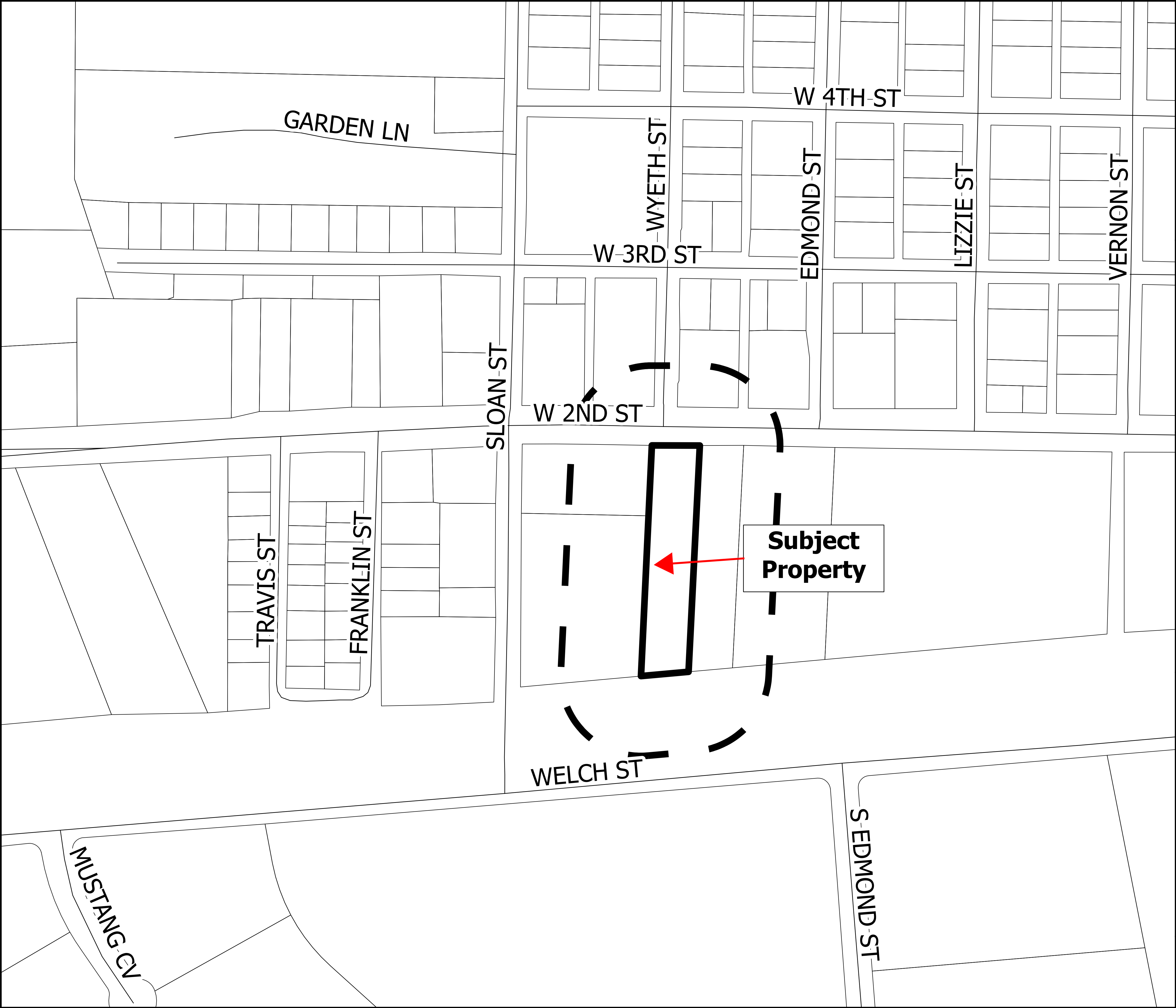
Attachment(s)
Frequency Data
Map(s)

cc: FCC

Frequency Data for ASN 2022-ASW-12997-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W





PZ-2023-1634

1742 Taylor West
Specific Use Permit
Notice Area Map
Approximately 1.13 Acres

Legend

- Subject Property
- 200 ft. Buffer
- Parcels
- Streets



0 205 410 US Feet

ORDINANCE NO. 2023-21

AN ORDINANCE APPROVING A SPECIFIC USE PERMIT FOR A WIRELESS TELECOMMUNICATION TOWER AT 1701 W. 2ND STREET, LEGALLY DESCRIBED AS A 1.13 ACRE TRACT OF LAND DESCRIBED AS THE CENTER PART OF BLOCK 6, DOAK'S THIRD ADDITION TO THE CITY OF TAYLOR, AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF TAYLOR, TEXAS, TO SHOW THE SPECIFIC USE PERMIT APPROVED HEREIN; PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council, after proper notice, conducted a public hearing on April 27, 2023, to consider the request made by Ralph Wyngraden, Hemphill, LLC, Applicant of the property, respectively, which property is shown in Exhibit "A" attached hereto and incorporated by reference herein for all purposes ("Property"), to request a Specific Use Permit for a wireless communication facility, which is required if wireless communication facility towers exceed a height of 120-feet within an Industrial zoned district in accordance with Ordinance 97-2.

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on April 11, 2023, to consider the request for a Specific Use Permit, and recommended approval of the request to the City Council; and

WHEREAS, the City Council, after the public hearing, approves the request for the Property Specific Use Permit.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, that:

SECTION 1. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct and are incorporated by reference herein and made a part hereof, as if copied verbatim.

SECTION 2. The Property is approved for a Specific Use Permit for a Wireless Telecommunication Tower in excess of 120-feet in height.

SECTION 3. The Official Zoning map of the City of Taylor, Texas, is changed to show the Specific Use Permit for the Property as shown in Exhibit "B" attached hereto and incorporated herein for all purposes.

SECTION 4. All other terms and conditions contained in the official zoning map, except as amended herein, shall continue and remain in full force and effect.

SECTION 5. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

SECTION 6. In accordance with Article VIII of the City Charter, Ordinance 2023-21 was introduced before the Taylor City Council on the 27th day of April, 2023.

PASSED, APPROVED, and ADOPTED on the _____ day of _____ 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-21, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____ 2023.

Dianna McLean,
City Clerk

EXHIBIT A
(Survey/Legal Description)

EXHIBIT A

GPS NOTES

THE FOLLOWING GPS STATISTICS UPON WHICH THIS SURVEY IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.02 FEET (HORZ) 0.12 FEET (VERT)
TYPE OF EQUIPMENT: GEOMAX ZENITH35 PRO BASE AND ROVER, DUAL FREQUENCY
TYPE OF GPS FIELD PROCEDURE: ONLINE POSITION USER INTERFACE
DATES OF SURVEY: 5/31/2022
DATUM / EPOCH: NAD_83(2011)(EPOCH:2010.0000)
PUBLISHED / FIXED CONTROL USE: N/A
GEOID MODEL: 18
COMBINED GRID FACTOR(S): 0.99988829
CONVERGENCE ANGLE: 1.49620833°
BENCHMARKS USED: D08863, DG5761, DN6089, DM4151, D08861, DG9111, DG5767, DG5763, DG9808

PARENT PARCEL

OWNER: BULLION FAMILY PARTNERSHIP, LTD.

SITE ADDRESS: 1701 W 2ND ST, TAYLOR, TX 76574

PARCEL ID: R016906

AREA: 1.13 ACRES (PER TAX ASSESSOR)

ZONING: M - 1 (LIGHT INDUSTRIAL)

ALL ZONING INFORMATION SHOULD BE VERIFIED WITH THE PROPER ZONING OFFICIALS

REFERENCE: INSTRUMENT NUMBER 2003098779

SITE INFORMATION

LEASE AREA = 5,625 SQUARE FEET (0.1291 ACRES)

LATITUDE = 30°34'00.25" (NAD 83) (30.566736°)
LONGITUDE = -97°25'40.32" (NAD 83) (-97.427867°)
AT CENTER LEASE AREA

ELEVATION AT CENTER OF LEASE AREA = 550.0' A.M.S.L.

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THIS MAP IS CORRECT AND THAT ANY VISIBLE ENCROACHMENTS ARE SHOWN HEREON.

JUSTIN KYLE LAWRENCE
TEXAS PROFESSIONAL LAND SURVEYOR LICENSE NO. 6589

DATE: 6/13/2022

THIS MAP IS NOT A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS. THIS MAP IS ONLY INTENDED FOR THE PARTIES AND PURPOSES SHOWN. THIS MAP IS NOT FOR RECORDATION.

LINE TABLE

LINE	BEARING	DISTANCE
L1	N09°27'50"W	14.62'
L2	N88°49'39"W	75.00'
L3	N01°10'21"E	75.00'
L4	S88°49'39"E	75.00'
L5	S01°10'21"W	75.00'
L6	N00°53'26"E	49.93'

LEGEND

POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
IPF IRON PIN FOUND
RFB REBAR
OTF OPEN TOP PIPE
UP UTILITY POLE
LP LIGHT POLE
FH FIRE HYDRANT
EP EDGE OF PAVEMENT
EC EDGE OF CONCRETE
BC BACK OF CURB
OU OVERHEAD UTILITY
GW GUY WIRE ANCHOR
TR TRANSFORMER
CLF CHAIN LINK FENCE
BWF BARBED WIRE FENCE
WV WATER VALVE
WM WATER METER
CO SOWER CLEAN-OUT
GV GAS VALVE
HH HANDHOLE
CP CONCRETE PAD
BFO BURIED FIBER OPTIC
N/F NOW OR FORMERLY
R/W RIGHT-OF-WAY
SW SIDEWALK
UG UNDERGROUND UTILITY

△ GAS VALVE
□ ELECTRICAL METER
□ WATER METER
○ IRON PIN FOUND
⊗ SOWER CLEAN-OUT
⊗ FIRE HYDRANT
○ UTILITY POLE
○ WATER VALVE
⊗ LIGHT POLE

2ND STREET — U.S. HWY 79
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY

N/F
ROY L. MCCOY &
LANA G. MCCOY
PARCEL # R336177
INST. 2015082488
ZONED M - 1

30' INGRESS-EGRESS
& UTILITY EASEMENT
(RIGHTS TO BE ACQUIRED)

WILLIAM R. WILLIAMS SURVEY
ABSTRACT 665

N/F
B&M TRACTOR PARTS, INC.
PARCEL # R016907
INST. 9540071
ZONED M - 1

N/F
FIRST MEXICAN BAPTIST CHURCH
PARCEL # R376419
VOL. 812 PG 11
ZONED M - 1

UNION PACIFIC RAILROAD
RAILROAD RIGHT-OF-WAY

GENERAL NOTES

* THIS SPECIFIC PURPOSE SURVEY IS FOR THE LEASED PREMISES AND EASEMENTS ONLY. THIS SPECIFIC PURPOSE SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF HEMPHILL, LLC AND EXCLUSIVELY FOR THE TRANSFERRAL OF THE LEASED PREMISES AND THE RIGHTS OF EASEMENT SHOWN HEREON AND SHALL NOT BE USED AS AN EXHIBIT OR EVIDENCE IN THE FEE SIMPLE TRANSFERRAL OF THE PARENT PARCEL NOR ANY PORTION OR PORTIONS THEREOF. BOUNDARY INFORMATION SHOWN HEREON HAS BEEN COMPILED FROM TAX MAPS AND DEED DESCRIPTIONS ONLY. NO BOUNDARY SURVEY OF THE PARENT PARCEL WAS PERFORMED.

THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY.

BASIS OF BEARING: GPS OBSERVATIONS CONDUCTED AT THE TIME OF SURVEY.

BASIS OF ELEVATION: GPS OBSERVATIONS CONDUCTED AT THE TIME OF SURVEY.

EQUIPMENT USED FOR ANGULAR & LINEAR MEASUREMENTS: LEICA TPS 1200 ROBOTIC & GEOMAX ZENITH 35 [DATE OF LAST FIELD VISIT: 5/31/2022]

THE 1' CONTOURS AND SPOT ELEVATIONS SHOWN ON THIS SPECIFIC PURPOSE SURVEY ARE ADJUSTED TO NAVD 88 DATUM (COMPUTED USING GEOID18) AND HAVE A VERTICAL ACCURACY OF ± 0.5'. CONTOURS OUTSIDE THE IMMEDIATE SITE AREA ARE APPROXIMATE.

BEARINGS SHOWN ON THIS SPECIFIC PURPOSE SURVEY ARE BASED ON TEXAS GRID NORTH (NAD 83) NORTH CENTRAL ZONE.

PER THE FEMA FLOODPLAIN MAPS, THE SITE IS LOCATED IN AN AREA DESIGNATED AS ZONE X (AREA OF MINIMAL FLOOD HAZARD). COMMUNITY PANEL NO. : 48491C0533F DATED: 12/20/2019

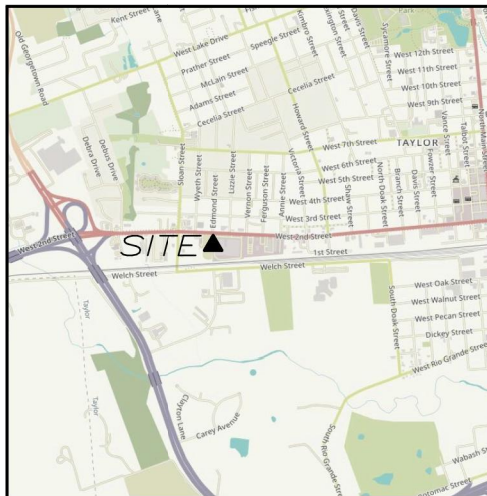
NO WETLAND AREAS HAVE BEEN INVESTIGATED BY THIS SPECIFIC PURPOSE SURVEY.

ALL ZONING INFORMATION SHOULD BE VERIFIED WITH THE PROPER ZONING OFFICIALS.

ANY UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM ABOVE GROUND FIELD SURVEY INFORMATION. THE SURVEYOR MAKES NO GUARANTEES THAT ANY UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT ANY UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UNDERGROUND UTILITIES.

TEXAS REGISTRATION NO. 10194197

I DO HEREBY CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND UNDER MY SUPERVISION. THE HORIZONTAL DATUM (COORDINATES) ARE IN THE TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED AS DEGREES, MINUTES AND SECONDS, TO THE NEAREST HUNDREDTH OF A SECOND. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF NORTH AMERICAN VERTICAL DATUM OF 1988 AND ARE DETERMINED TO THE NEAREST TENTH OF A FOOT.



VICINITY MAP
NOT TO SCALE

30 0 60 120
GRAPHIC SCALE IN FEET
SCALE: 1" = 60'

(SURVEY NOT VALID WITHOUT SHEET 2 OF 2)



6/13/2022

NO.	DATE	REVISION
1	6/23/22	TITLE REVIEW

* SPECIFIC PURPOSE SURVEY PREPARED BY:
POINT TO POINT LAND SURVEYORS
100 Governors Trace, Ste. 103
Peachtree City, GA 30269
(p) 678.565.4440 (f) 678.565.4497
(w) pointtopointsurvey.com
Texas Registration NO. 10194197



SPECIFIC PURPOSE SURVEY
PREPARED FOR:

HEMPHILL
1305 N. LOUISVILLE AVENUE
TULSA, OK 74115

TAYLOR WEST
SITE NO. 617107189
WILLIAM R. WILLIAMS SURVEY,
ABSTRACT 665,
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

DRAWN BY: GJH
CHECKED BY: JKL
APPROVED: D. MILLER
DATE: JUNE 13, 2022
P2P JOB #: 221125TX

SHEET:

1

OF 2

HEMPHILL®
1305 NORTH LOUISVILLE AVE
TULSA, OK 74115
(918) 834-2200

SURVEY PROVIDED BY:

POINT TO POINT LAND SURVEYORS
100 GOVERNORS TRACE, STE.
103 PEACHTREE CITY, GA 30269
678-565-4440

PROJECT NO: 1742
PROJECT NAME: TAYLOR WEST
911 ADDRESS: TBD
DRAWN BY: RGH
CHECKED BY: MK/SLT/JRH

ISSUED FOR:

APPROVAL

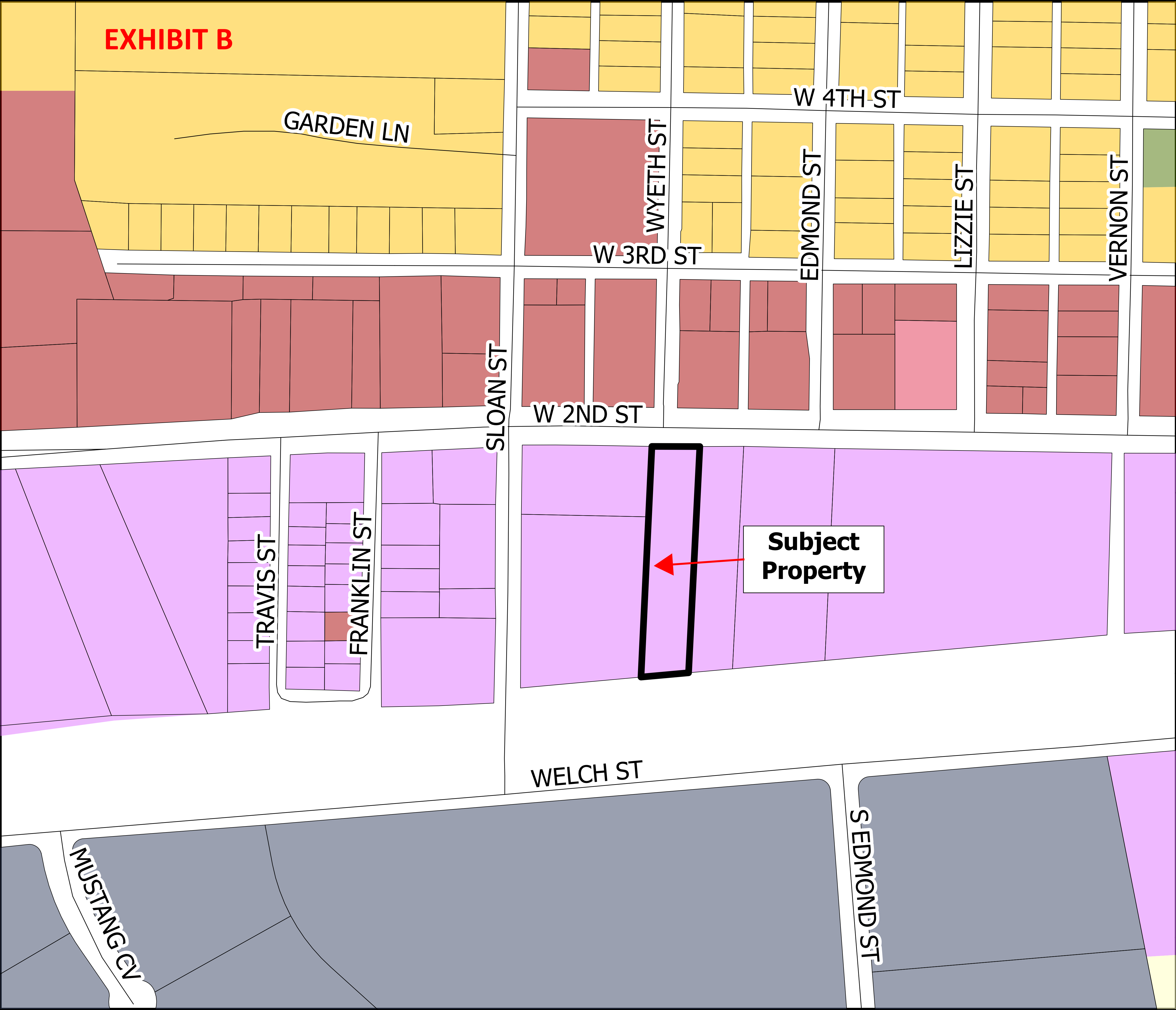
REV	DATE	DESCRIPTION
0	07/07/22	FOR APPROVAL

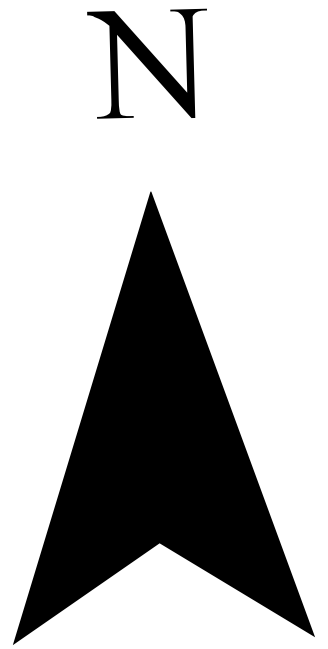
SCALE
N.T.S.

SITE SURVEY

SHEET NUMBER: REVISION:

C1-1 0





PZ-2023-1634

1742 Taylor West
Specific Use Permit
Location Map
Approximately 1.13 Acres

Legend

 Subject Property

 Parcels

 Streets

ZONING

 B-1

 B-2

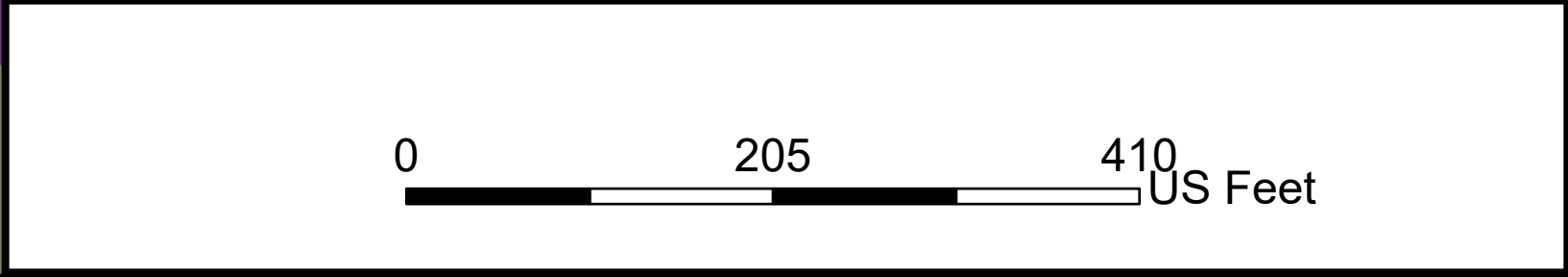
 M-1 Light Industrial

 M-2 Heavy Industry

 MF-2 Multi-Family

 P Parks

 R-1 Single Family



City of Taylor City Council

April 27, 2023



PZ-2023-1634

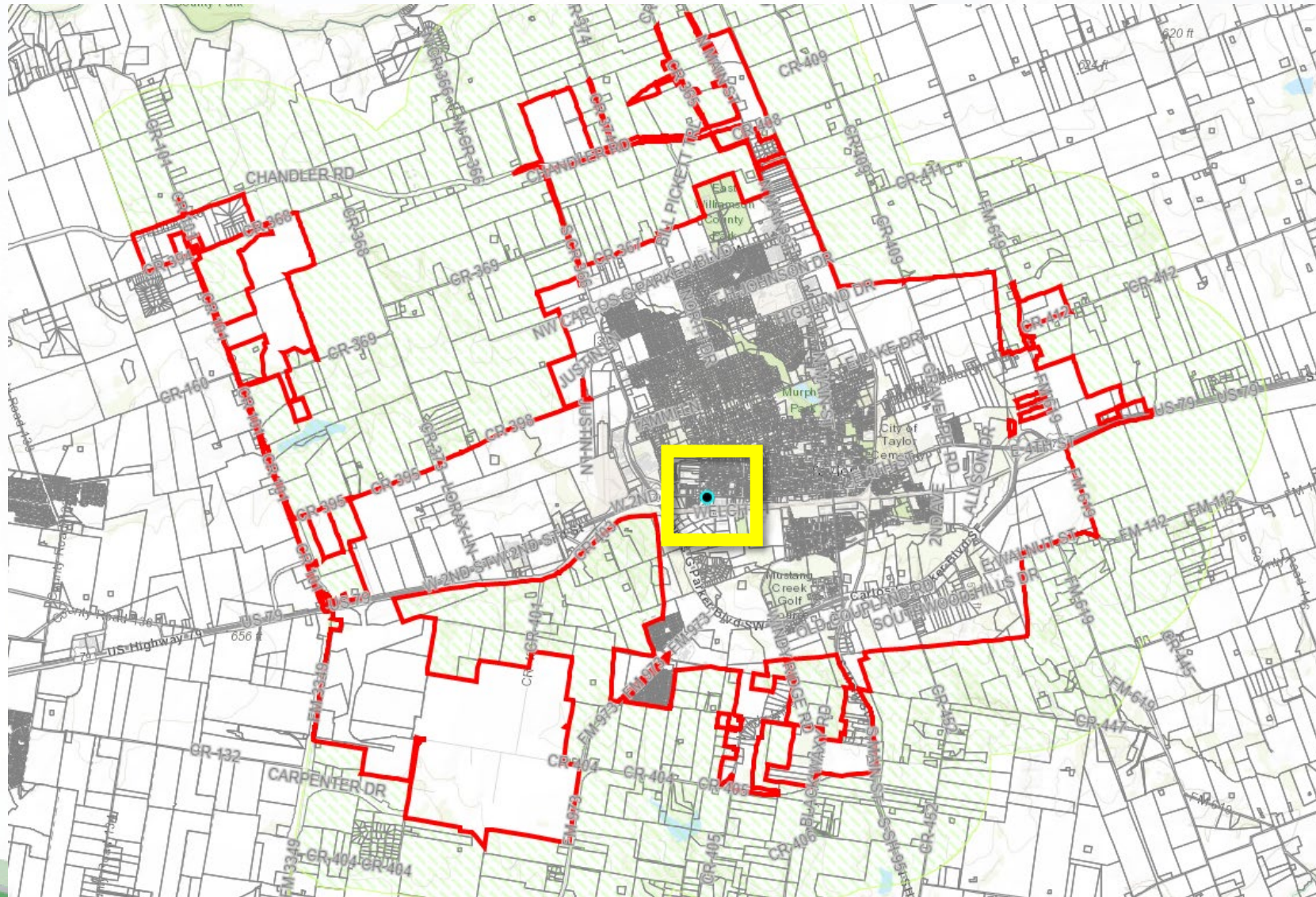
1742 Taylor West SUP

Location Map

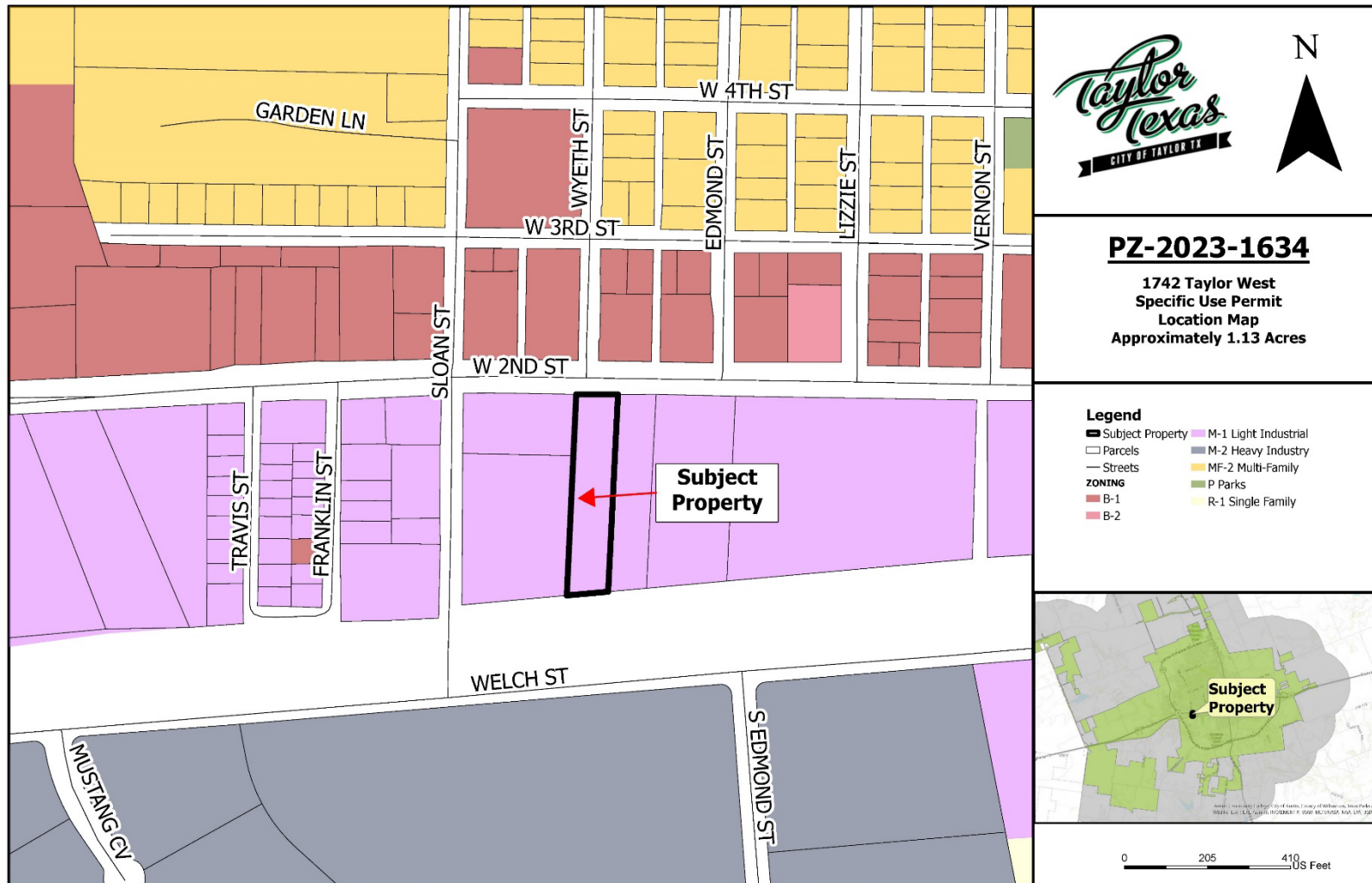


Address/Location: 1701 W. 2nd St.

Context Area Map

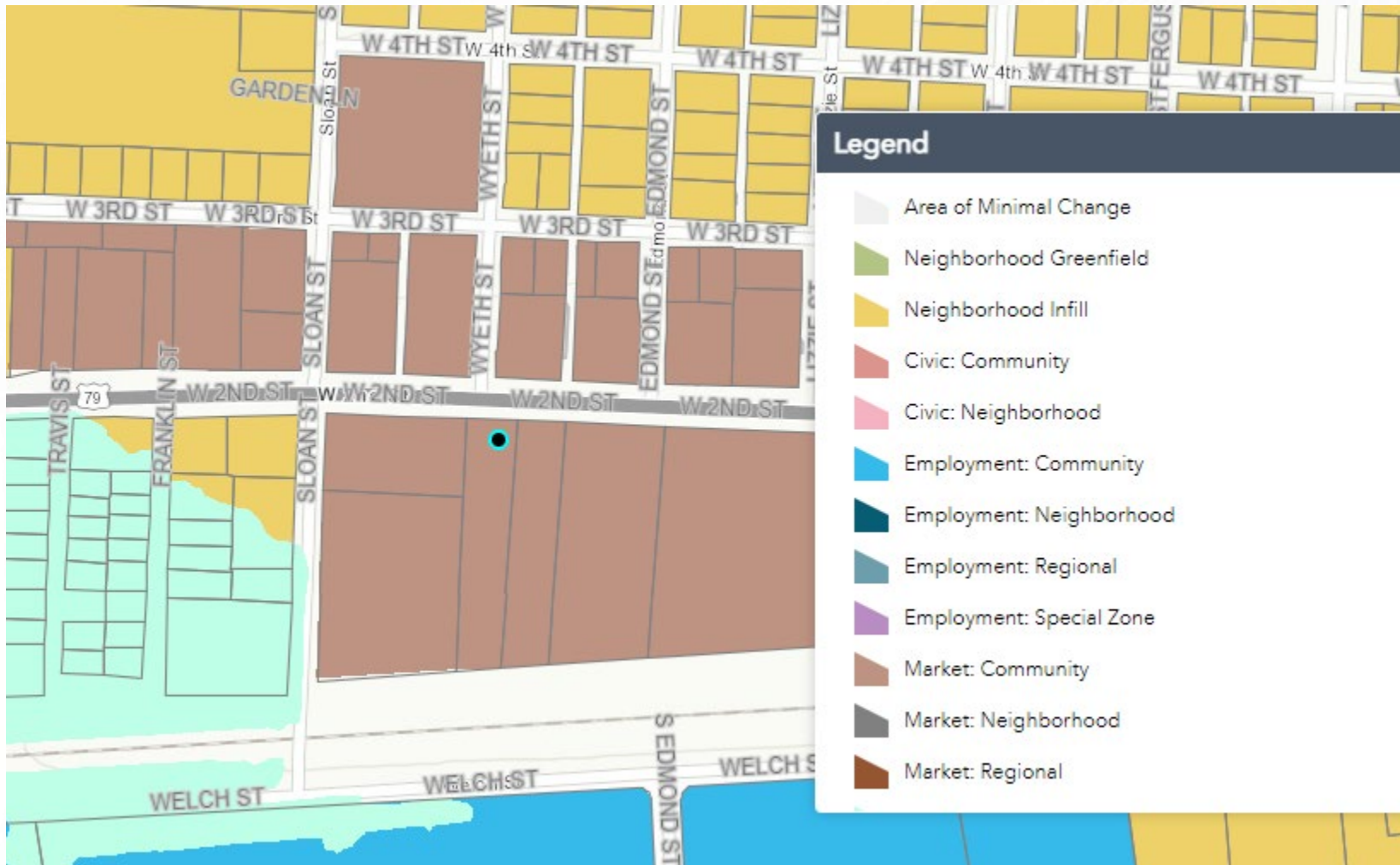


Zoning



ZONING: M-1, Light Industrial
Infill Growth Sector

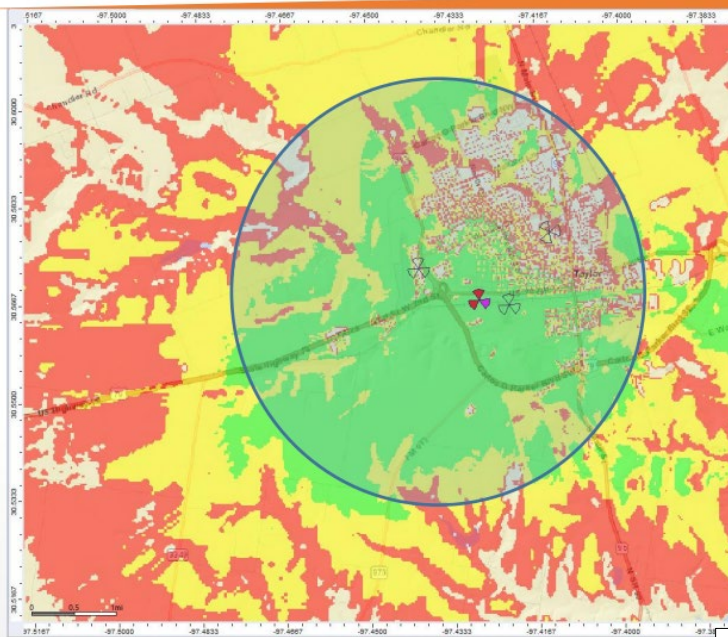
Future Land Use



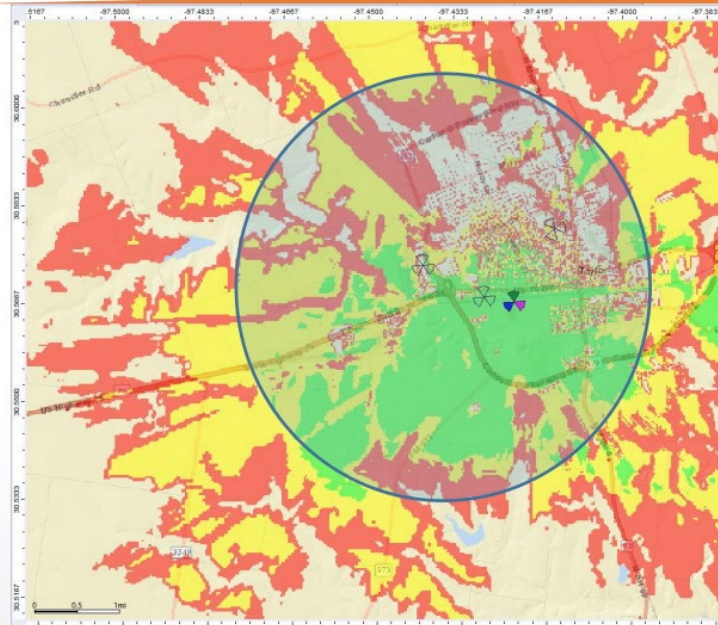
Market Center: Community

Exhibits from Applicant

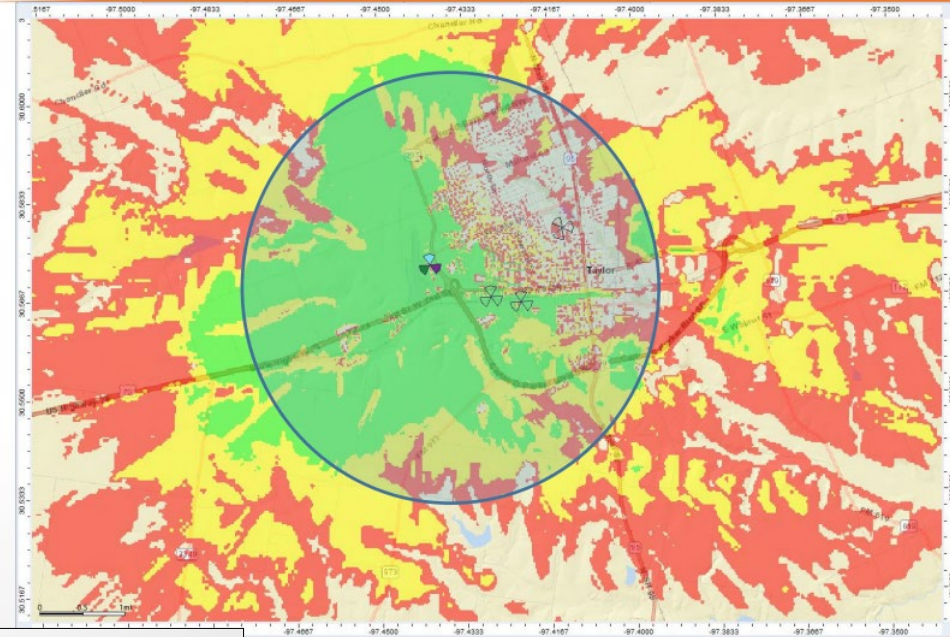
**Proposed site only coverage
155' AGL**



**ATC site only coverage
102' AGL**



**Oncor site only coverage
115' AGL**



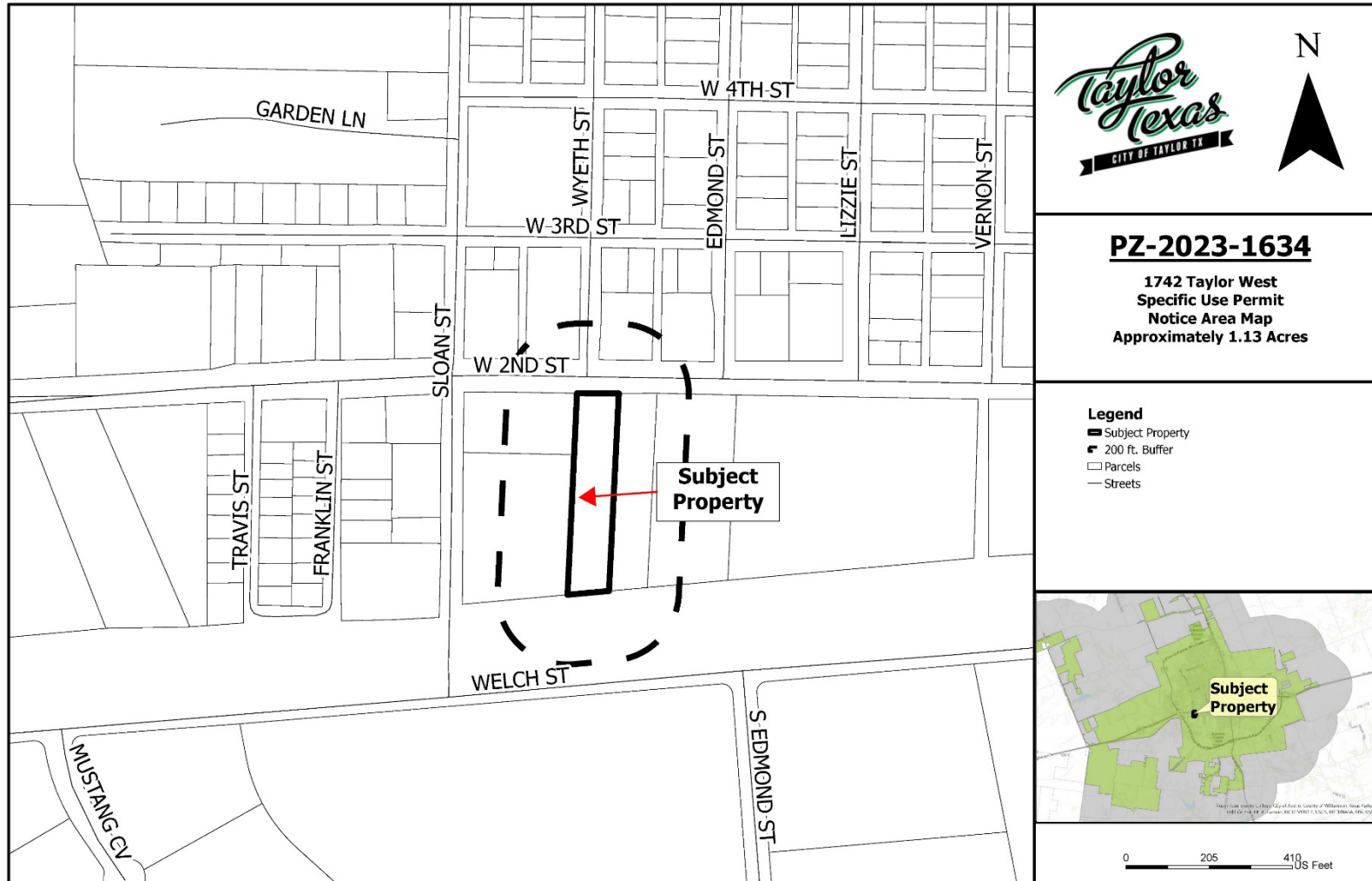
Oncor 187' SST – 115' AGL Available

- Site does not provide as much coverage to the East and Southeast of proposed

ATC 147' Monopole – 102' AGL Available

- Site does not provide as much coverage to the East of Proposed

Notice Area Map



- 11 notices were sent out to adjacent property owners within 200 ft. of the subject property and public entities.
- Staff received zero (0) responses from the notified parties.

P&Z Recommendation

On April 11, 2023, the Planning and Zoning Commission vote to recommend approval of the proposed Specific Use Permit as it is compatible with the surrounding area, consistent with the Comprehensive Plan (Growth Sector & Future Land Use), and in line with Ordinance 97-2 pertaining to Wireless Telecommunication Towers.



City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 13
Agenda Title: Introduce Ordinance 2023-22, renaming approximately 337 linear feet of existing, unimproved right-of-way referred to as Cecilia Street in the Sunset Addition plat within the City Limits of Taylor, Texas.

Council Action to be taken: Introduce Ordinance

Department Submitted: Development Services Department

Staff Contact: Colin Harrison, Development Services Director

1. PURPOSE/DESCRIPTION

This request is a city-initiated street renaming of a portion of Cecilia Street, at the intersection of the platted, unimproved right-of-way of Cecilia and Debus Drive, generally located between 606 and 702 Debus Drive. Currently under review are the Subdivision Improvement Plans (PZ-2022-1494) and the Final Plat (PZ-2022-1495) for the project known as Mule Loop Townhomes; a multi-family development consisting of twenty-four (24) multi-family residential units. Subdivision Improvement Plans for Mule Loop Townhomes will consist of constructing a new street in the 50-foot right of way extending currently shown as Cecilia Street in the Sunset Addition plat. This street will provide access to the Mule Loop development.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

During review of plans for Mule Loop Townhomes on property identified by WCAD as Parcel No. R019780 staff determined that the proposed improvements to the platted right-of-way currently named Cecilia Street will not connect to the existing Cecilia Street where it intersects with Sloan Street.



Image: Subject Property of Mule Loop Townhomes – property to take street name change.

This initial street naming was done via the Sunset Addition plat (Document No. 195504783G) in 1955. After confirmation from the City Attorney, it was determined that a change to a street name recorded via plat must be reviewed and approved by the City Council. To date no properties are addressed on the unimproved extension of Cecilia Street off of Debus and therefore no property owners will be impacted by the renaming. As the progression of Mule Loop Townhomes continues the address of the multi-family complex will take the new street name.

The proposed street name for the subject portion of Cecilia Street is ‘Jennet Street’. By dictionary definition,

- *a Jennet is a female donkey or a small Spanish horse.*

This street name has been agreed upon by the developer. Lastly, this street name was checked with Williamson County Addressing and confirmed to not be a duplicated street name within the County and is available for use.

Staff recommends renaming this portion of platted and unconstructed Cecilia Street in order to ensure that the continuation of Cecilia Street in the future from its intersection with Sloan Street is feasible and will ensure expedient access by emergency services.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Reduction of confusion on continuation of street names (east-west) for citizens and emergency response personnel. • Proactive renaming of street prior to the roadway being constructed and street signs placed and residences establishing an address.	• N/A

4. RECOMMENDATION

Staff recommends introducing Ordinance 2023-22.

5. FUNDING SOURCE

All improvements to include street signage will be captured within the Subdivision Improvement Plans and covered by the developer to be installed at the time of subdivision infrastructure construction.

6. TIMELINE

City Council ordinance introduction – April 27, 2023

City Council consideration of ordinance approval – May 11, 2023

7. OTHER OPTIONS

Should the City Council desire to select an alternative street name or request an alternative process in the street name selection they may do so. All alternative street names shall be verified by Williamson County Addressing prior to ordinance adoption.

8. ATTACHMENTS

- 13a. [Establishing Plat – Sunset Addition \(1995\)](#)
- 13b. [Ordinance 2023-22](#)
- 13c. [Exhibit A – Map of Proposed Location for Street Renaming](#)

THE STATE OF TEXAS)
COUNTY OF WILLIAMSON)

WHEREAS, the undersigned, August Debus and wife, Dorothy Debus, are the owners of all that certain lot, tract or parcel of land, lying and being situated in the City of Taylor, Williamson County, Texas, being out of and a part of the William R. Williams Survey, Abstract No. 665, and being a part of the tract of 18 acres of land that was described in a deed from the Home of the Holy Infancy, et al, to L. H. Plattow, et ux, dated October 19, 1943, and of record in Vol. 319, Page 482, of the Deed Records of Williamson County, Texas, and more particularly described as follows:

BEGINNING at the N. W. corner of the William R. Williams Survey;
THENCE along the North line of said Williams Survey, N 71 E. 962.5 feet and S. 19 E 30 feet to an iron stake for the beginning point hereof, said point being also the N. E. corner of said 18 acre tract above referred to;
THENCE S 19 E 1500 feet to an iron stake in the North line of the property sold by the Taylor Amusement Company to Leland S. Lee, Jr., by deed dated May 29, 1952, and of record in Vol. 380, page 488, of the Deed Records of Williamson County, Texas, for the S. E. corner hereof;
THENCE S 71 W 430 feet and along the North boundary line of said Lee Property to a point for the S. W. corner hereof;
THENCE N 19 W 975 feet to a point for the lower N. W. corner hereof, same being also the N. W. corner of a tract of land described in a deed from Neil G. McAlpine, et ux, to August Debus, dated January 25, 1955, and of record in Vol. 404, page 177, of the Deed Records of Williamson County, Texas;
THENCE N 71 E 258 feet to a point for an inside S. E. corner hereof;
THENCE N 19 W 244 feet to a point for a corner hereof;
THENCE N 71 E 25 feet to a point for corner;
THENCE N 19 W 281 feet to a point in the South boundary line of Lake Drive and being also a point in the North boundary line of said 18 acre tract;
THENCE N 71 E 147 feet along the North boundary line of said 18 acre tract to the place of beginning; AND,

WHEREAS, L. H. Plattow and wife, Minnie Plattow, and Dudley E. King and wife, Merle King, are the owners of that certain tract of land out of and a part of the William R. Williams Survey, Abstract No. 665, a part of that certain tract described as 18 acres of land in a deed from the Home of the Holy Infancy, et al, to L. H. Plattow, et ux, by deed dated October 19, 1943, and of record in Vol. 319, page 482, of the Deed Records of Williamson County, Texas, and described as follows:

BEGINNING at a point which is S 71 W 147 feet from the N. E. corner of said 18 acre tract, and being the N. W. corner of said August Debus tract hereinabove described, for the N. E. corner hereof;
THENCE S 19 E 281 feet to a point for the S. E. corner hereof;
THENCE S 71 W 25 feet to a stake for the S. W. corner hereof;
THENCE N 19 W 281 feet to a point in the South line of Lake Drive for the N. W. corner hereof;
THENCE N 71 E 25 feet and along the South line of Lake Drive to the place of beginning; AND,

WHEREAS, Tom Henderson and wife, Ondus Jeanette Henderson, are the owners of all that certain tract or parcel of land lying and being situated in Williamson County, Texas, a part of the William R. Williams Survey, and being a part of the 19.68 acres conveyed by Henry Dentler and wife, Carrie Dentler, to Taylor Amusement Company by deed recorded in Vol. 358, page 521, Deed Records of Williamson County, Texas, and being more particularly described in two tracts as follows, to-wit:

TRACT NO. 1: BEGINNING at a point in the North line of Highway 79, being the S. E. corner of the 19.68 acre tract referred to;

THENCE in a Westerly direction along the North right-of-way line of Highway 79 a distance of 50 feet to a stake for a corner;
THENCE N 3 deg. E. 591 feet to a point which is the beginning of a curve to the left whose radius is 170 feet;
THENCE continuing along said curve a distance of 91.2 feet to end of said curve;
THENCE continuing N 27 deg. 45 min. W. 60 feet to a stake for a corner in the South boundary line of a tract of land sold by the Taylor Amusement Company, to H. Bland;
THENCE S 88 deg. 45 min E. 106 feet to a stake for a corner in the East boundary line of said 19.68 acre tract;
THENCE S 3 deg. W 731.6 feet along East boundary line of said 19.68 acre tract to the place of beginning, containing 1.10 acres of land.

TRACT NO. 2: BEGINNING at the Northeast corner of said 19.68 acre tract of land, an iron stake;
THENCE S 3 deg. W 724.1 feet along the East boundary of said 19.68 acre tract to a stake for a corner;
THENCE N 88 deg. 45 min. W. 480 feet to a stake for a corner;
THENCE S 71 deg. W 200.6 feet to a stake for a corner in the western boundary line of said 19.68 acre tract;
THENCE N 15 deg. 30 min. W. 506.8 feet to an iron pin for a corner, same being the N. W. corner of said 19.68 acre tract of land;
THENCE N 71 deg. E 890.5 feet along the North boundary line of said 19.68 acre tract of land to the place of beginning, containing 10.50 acres of land, and being the same land described in a deed from Taylor Amusement Company to Leland S. Lee, Jr., designated as Tract Number Two, said

deed dated the 29th day of May, 1952, and recorded in Vol. 380, page 488, Deed Records of Williamson County, Texas; which said tract of land lies immediately South of and adjacent to a tract of land owned by August Debus above described; AND,

WHEREAS, Tom Henderson and wife, Ondus Jeanette Henderson, are also the owners of all that certain tract or parcel of land, lying and being situated in the County of Williamson and State of Texas, a part of the William R. Williams Survey, and being a part of a tract of 18 acres of land that was conveyed to L. H. Plattow and wife by John P. Miller, et al, by deed dated October 19, 1943, and recorded in Vol. 319, page 482, of the Deed Records of Williamson County, Texas, and being also a part of a tract of 3.16 acres of land that was conveyed to L. S. Lannen by L. H. Plattow and wife, Minnie Plattow, by deed dated June 20, 1945, and recorded in Vol. 329, page 37, of the Deed Records of Williamson County, Texas; the tract herein conveyed being described by metes and bounds as follows, to-wit:

BEGINNING at the S. E. corner of said tract of 3.16 acres of land for the S. E. corner hereof;
THENCE S 71 W with the South line of said 3.16 acre tract 150 feet to the S. W. corner of said tract for the S. W. corner hereof;
THENCE N 19 W with the West line of said 3.16 acre tract, 895 feet to the lower N. W. corner of said 3.16 acre tract for the N. W. corner hereof;
THENCE N 71 E with the south lines of the one acre tract conveyed to R. L. Jordan and Alice Jordan and the south line of the one acre tract owned by L. S. Lannen and continue in the same direction in all 150 feet to a stake in the east line of said 3.16 acre tract;
THENCE S 19 E with the East line of said 3.16 acre tract 895 feet to the place of beginning and containing 3.07 acres of land; AND,

WHEREAS, the owners of the above described properties desire to establish an Addition to the City of Taylor, Texas, to be known as the "Sunset Addition to the City of Taylor, Texas", and that all of said property so brought into said Addition by said parties is described in one tract as follows, to-wit:

BEGINNING at the N. W. corner of the William R. Williams Survey;
THENCE Along the North line of said Williams Survey, N 71 E 962.5 feet and S. 19 E. 30 feet to an iron stake for the beginning point hereof, said point being also the N. E. corner of a tract of land described as containing 18 acres in a deed from the Home of the Holy Infancy, et al, to L. H. Plattow, et ux, dated October 19, 1943, and of record in Vol. 319, page 482, of the Deed Records of Williamson County, Texas;
THENCE S 19 E 1500 feet to an iron stake in the North line of the tract of land described in a deed from Taylor Amusement Company to Leland S. Lee, Jr., of record in Vol. 380, page 488, of the Deed Records of Williamson County, Texas;
THENCE along the North line of said Lee tract N 71 E 166 feet to the N. E. corner of said Lee property, for a N. E. corner hereof;
THENCE S 3 deg. 00 min. W. 1455.7 feet along the East line of said Lee tract above referred to and continuing along the East line of another tract formerly owned by the said Lee, described as Tract No. 1, in a deed from the Taylor Amusement Company, of record in Vol. 380, page 488, of the Deed Records of Williamson County, Texas, and to the S. E. corner of said Tract No. 1 for the S.E. corner hereof, which corner is also in the North line of Highway 79;
THENCE in a Westerly direction along the North right-of-way line of Highway 79, a distance of 50 feet to a stake for corner;
THENCE N. 3 deg. E. 591 feet to a point which is the beginning of a curve to the left whose radius is 170 feet;
THENCE continuing along said curve a distance of 91.2 feet to end of said curve;
THENCE continuing N 27 deg. 45 min. W. 60 feet to a stake for a corner in the South boundary line of Tract No. 2 described in the deed from Taylor Amusement Company to Leland S. Lee, Jr.;
THENCE N 88 deg. 45 Min W. 374 feet and S 70 W 200.6 feet to an iron stake for the S. W. corner hereof, and the S. W. corner designated the Lee second tract;
THENCE N 15 deg. 30 min. W. 506.8 feet to an iron stake for a N. W. corner hereof and the N.W. corner of said Lee tract;
THENCE N 71 E 144.5 feet to a point for corner, which is the S. W. corner of the tract of land described in a deed from L. S. Lannen, et ux, to Tom Henderson, dated May 5, 1955, and of record in Vol. 405, page 303, of the Deed Records of Williamson County, Texas;
THENCE N 19 W 895 feet;
THENCE N 71 E 150 feet;
THENCE N 19 W 75 feet;
THENCE N 71 E 258 feet;
THENCE N 19 W 530 feet to a point in the South line of Lake Drive and the North line of said original 18 acre tract for the upper N. W. corner hereof;
THENCE along the South line of Lake Drive, the North line of said 18 acre tract, N 71 E 172 feet to the place of beginning; AND,

WHEREAS, Neil G. McAlpine and wife, Eugenia McAlpine, as owners of land purchased from L. H. Plattow, et ux, Minnie Plattow, and August Debus and wife, Dorothy Debus, adjacent to, along the west of the street shown on the accompanying plat as Debus Road; that J. R. Wilder and Kirby Vance as lien holders on portions of the land owned by Tom Henderson and wife, Ondus Jeanette Henderson, embraced within said combined tracts, and Leland S. Lee, Jr., and wife, Joan Lee, as a lien holder and former owner of two tracts hereinabove described, conveyed by them to Tom Henderson, and embraced within the combined area herein, are interested parties in the dedication of said Sunset Addition, whose consent is necessary thereto the same as if they owned property therein, due to prior rights existing by virtue of the facts herein set out and that they join in the execution of this instrument of dedication fully

CABINET A SLIDE 263

THE STATE OF TEXAS)
COUNTY OF WILLIAMSON)

I, F. R. CROMWELL, Licensed Professional Engineer of the State of Texas, do hereby certify that I did prepare the map or plat hereto attached of the Sunset Addition to the City of Taylor, Williamson County, Texas, on the basis of the field notes of Sidney Perrin, Licensed State Land Surveyor of Texas, who made a survey of such property on the ground in July of 1955, said field notes appearing of record in Vol. 407, page 220 of the Deed Records of Williamson County, Texas, and that said plat is a true and correct representation of said Addition as surveyed on the ground.

IN WITNESS WHEREOF, I have hereunto affixed my hand and seal this the 19 day of September, A. D. 1955.

/s/ F. R. CROMWELL (Professional Engineer
Seal No. 2126)

SUBSCRIBED and SWORN TO before me by the said F. R. CROMWELL, on this the 19th day of

September, A. D. 1955, to certify which witness my hand and seal of office.

(Seal)

ELMORE S. PLEMONS
Notary Public in and for
Williamson County, Texas.

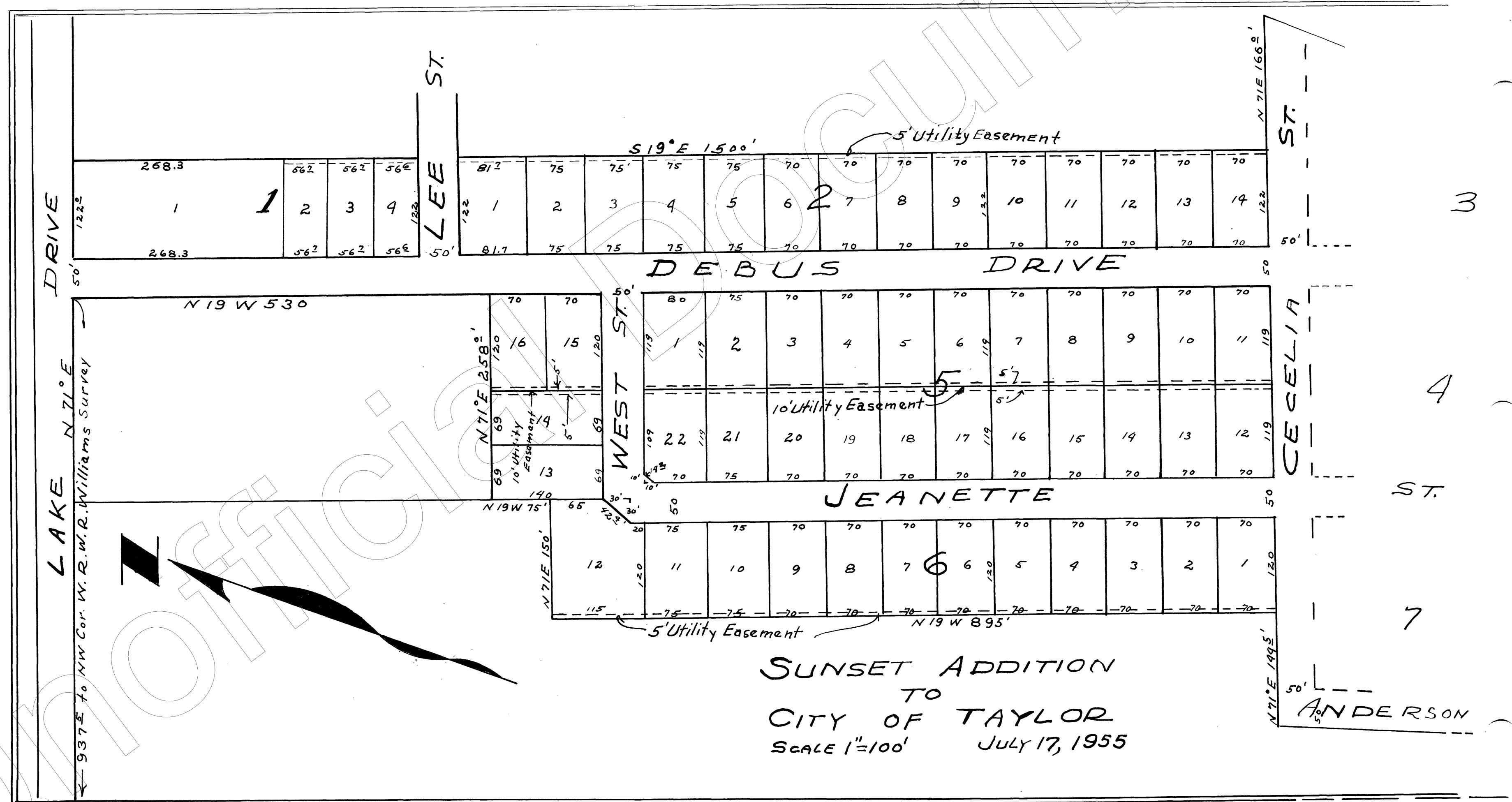
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON)

BEFORE ME, the undersigned authority, on this day personally appeared F. R. CROMWELL, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of September, A. D. 1955.

(Seal)

ELMORE S. PLEMONS
Notary Public in and for
Williamson County, Texas.



consenting thereto, and do accept same and agree to be bound thereby:

NOW, THEREFORE, we, the undersigned, owners or interested parties in and to all of the property embraced within the above and foregoing field notes, and in the foregoing certificate of Sidney Perrin, Licensed State Land Surveyor of Texas, and F. R. Cromwell, Licensed Professional Engineer of the State of Texas, and in the map and plat thereof accompanying the same, prepared by F. R. Cromwell from the field notes of the said Sidney Perrin, and also being the same tracts of land described in the above and foregoing separate tracts of land owned by the parties hereto, do hereby adopt said map and plat thereof under the name of "SUNSET ADDITION TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS" and we do hereby dedicate to public use forever the streets shown thereon for the use of the public in ingress to and egress from said Addition.

We do hereby further grant to the City of Taylor, Texas, and to the telephone, gas, light and power and other public utilities the easements required as shown by the easement lines indicated by a broken line (_ _ _ _) over the rear 5 feet of the lots shown on said plat, for the erection, maintenance and repair of water, sewer, gas, light, power and telephone lines thereon, including the right of ingress and egress over such portions of the remainder of said Addition for the purpose of erecting, maintaining and repairing said utility lines.

In connection with the adoption of the map, plat and subdivision of said premises, we have made, and by these presents do make, and do hereby adopt and impose thereon the following restrictions, covenants, conditions, charges and limitations, which shall be covenants running with the land, to-wit:

1. That no lot or any part thereof shall ever be used as a site for a filling station or for any other business purpose or purposes; but that said lots and every part thereof are restricted to use for residential purposes only.

2. The ground floor area of any residence or dwelling which shall be erected upon any lot or property unit shall contain not less than 800 square feet of area exclusive of open porches, basement area, car port and garage with room attached. The words "property unit" as used herein mean an area greater than one lot which is used for a dwelling or residence.

3. That no building or any part thereof shall be erected on any lot or property unit nearer than 25 feet to the property line of said lots adjacent to a street on which the lot faces, or nearer than 5 feet to the line or lines of said lot or building unit adjacent to a lot or lots adjoining, nor nearer than 10 feet to any lot line adjacent to any side street line.

4. The covenants and conditions set forth above, and each of them, shall be covenants running with the title of any lot sold and every part thereof, and shall be binding on all parties and persons claiming under them, until January 1, 1975, after which time said covenants and conditions shall be automatically extended for successive periods of 10 years unless an instrument signed by a majority of the then owners of the Sunset Addition to the City of Taylor, Texas, has been recorded, agreeing to change said covenants in whole or in part.

5. The above covenants and restrictions are in all respects subject to any and all applicable zoning regulations lawfully imposed or hereinafter adopted.

6. Invalidity of any of these restrictions or covenants by judgment or court order shall in no wise affect any of the other provisions hereof, which shall remain in full force and effect.

IN TESTIMONY WHEREOF, these presents have been executed at Taylor, Texas, on this the 12th day of August, A. D. 1955.

TOM HENDERSON	ONDUS JEANETTE HENDERSON
AUGUST DEBUS	DOROTHY DEBUS
L. H. PLATTOW	MINNIE PLATTOW
NEIL G. McALPINE	EUGENIA McALPINE
DUDLEY E. KING	MERLE KING
KIRBY VANCE	J. R. WILDER
LELAND S. LEE, JR.	JOAN LEE

THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared TOM HENDERSON and ONDUS JEANETTE HENDERSON, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed; and the said ONDUS JEANETTE HENDERSON, wife of the said Tom Henderson, having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said ONDUS JEANETTE HENDERSON, acknowledged such instrument to be her act and deed, and declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of Sept. A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared LELAND S. LEE, JR., and JOAN LEE, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed; and the said JOAN LEE, wife of the said Leland S. Lee, Jr., having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said JOAN LEE, acknowledged such instrument to be her act and deed, and declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of September, A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared AUGUST DEBUS and DOROTHY DEBUS, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed; and the said DOROTHY DEBUS, wife of the said August Debus, having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said DOROTHY DEBUS, acknowledged such instrument to be her act and deed, and declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of Sept. A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared L. H. PLATTOW and MINNIE PLATTOW, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed; and the said MINNIE PLATTOW, wife of the said L. H. Plattow, having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said MINNIE PLATTOW, acknowledged such instrument to be her act and deed, and declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of Sept. A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared KIRBY VANCE and J. R. WILDER, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of Sept. A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared NEIL G. McALPINE and EUGENIA McALPINE, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed; and the said EUGENIA McALPINE, wife of the said Neil G. McAlpine, having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said EUGENIA McALPINE, acknowledged such instrument to be her act and deed, and declared that she had willingly signed the same for the purposes and consideration therein expressed; and that she did not wish to retract it.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19 day of Sept. A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared DUDLEY E. KING and MERLE KING, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed; and the said MERLE KING, wife of the said Dudley E. King, having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said MERLE KING, acknowledged such instrument to be her act and deed, and declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.
GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 19th day of Sept. A. D. 1955.

(Seal)
THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) That I, SIDNEY PERRIN, Licensed State Land Surveyor of Texas, do hereby certify that I did, during the month of July, 1955, survey on the ground the property contained in the map or plat of the Sunset Addition to the City of Taylor, Williamson County, Texas, as prepared by F. R. Cromwell and that said property is the same and identical property described in the field notes prepared by me and certified by me, of record in Vol. 407, page 220, of the Deed Records of Williamson County, Texas.

(Licensed State Land Surveyor's Seal) SIDNEY PERRIN

BE IT RESOLVED by the Board of Commissioners of the City of Taylor, Texas:

1. That the plat of Sunset Addition to the City of Taylor, Williamson County, Texas, attached hereto, be and the same is hereby in all things approved and that the owners thereof are hereby authorized to file for record in the office of the county clerk of Williamson County, Texas, the map of said tract of land attached hereto and said county clerk is hereby authorized to accept for filing and to record same as the map of said tract of land to be known as the "Sunset Addition to the City of Taylor, Williamson County, Texas."

ADOPTED AND APPROVED this 27th day of September, A. D. 1955.

(City of Taylor Seal)

Attest:

ELMORE S. PLEMONS

* * *

/s/ R. E. KOLLMAN
Chairman of Board of
Commissioners of the City of Taylor, Texas.

That I, ELMORE S. PLEMONS, City Secretary of the City of Taylor, Williamson County, Texas, do hereby certify that the above and foregoing Resolution is a true and correct exemplification of the original Resolution passed and adopted by the Board of City Commissioners of the City of Taylor, Texas, at a regular meeting duly held, at which a quorum was present on the 27th day of September, A. D. 1955.

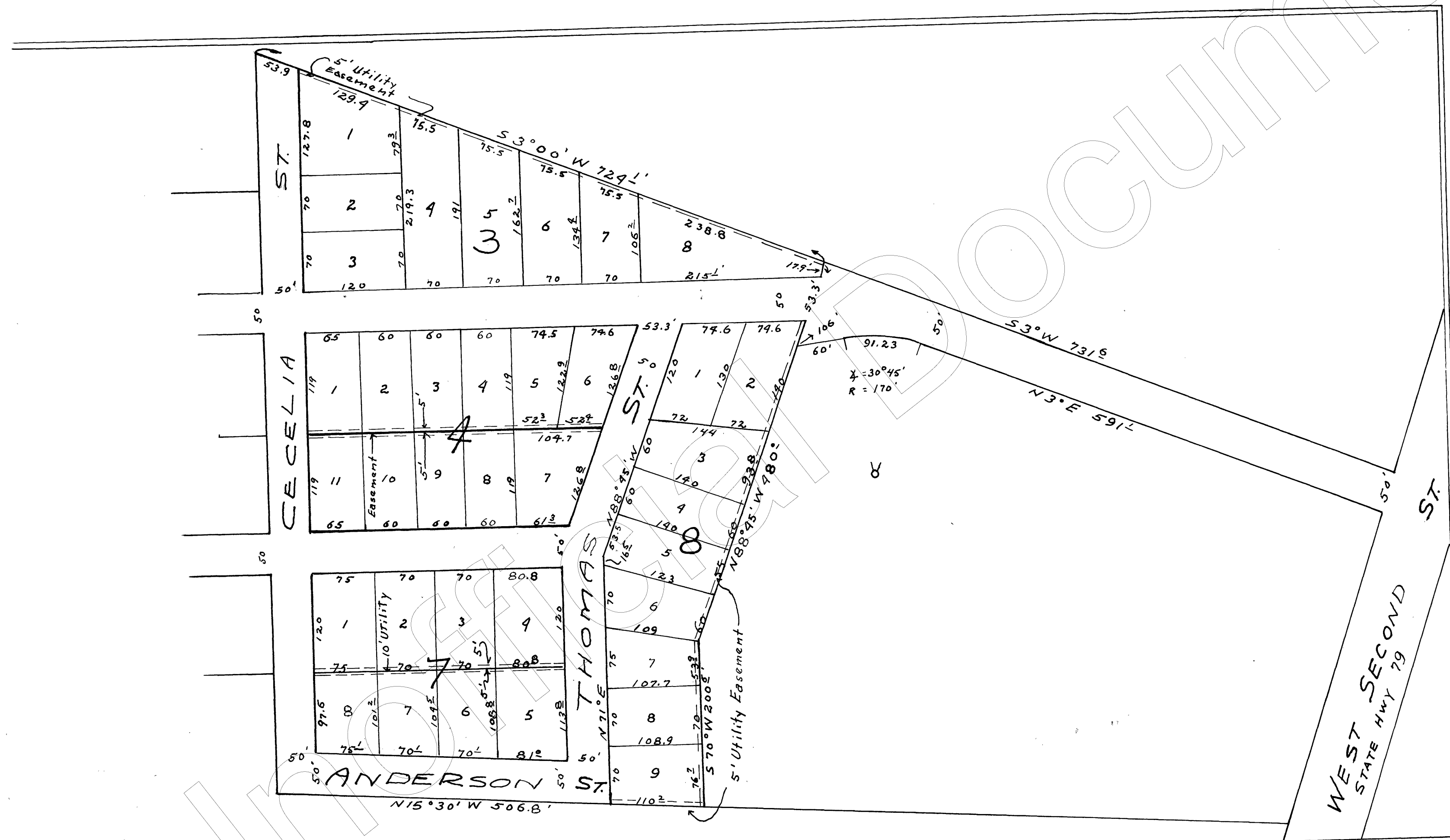
ELMORE S. PLEMONS
City Clerk and Secretary, City of Taylor, Texas.

THE STATE OF TEXAS)
COUNTY OF WILLIAMSON) BEFORE ME, the undersigned authority, on this day personally appeared ELMORE S. PLEMONS, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he, in the capacity of City Secretary of the City of Taylor, Williamson County, Texas, executed the same for the purposes and consideration therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this 28 day of September, A. D. 1955.

(Seal)

EDMUND ARNING,
Notary Public in and for Williamson County, Texas.



Filed for record Oct. 7, 1955, at 4:30 o'clock P.M.
Recorded Oct. 14, 1955, at 2:00 o'clock P.M.

DICK CERVENKA, Clerk, County Court,
Williamson County, Texas.

By Katharine Yearwood Deputy

ORDINANCE NO. 2023-22

AN ORDINANCE PROVIDING FOR THE RENAMING OF APPROXIMATELY 337 LINEAR FEET OF EXISTING, UNIMPROVED RIGHT-OF-WAY REFERRED TO AS CECILIA STREET, AT THE INTERSECTION OF DEBUS DRIVE; PROVIDING A REPEALING CLAUSE; AND PROVIDING A SEVERABILITY CLAUSE

WHEREAS, it is necessary and reasonable for the public health, safety, morals, and welfare of the City of Taylor, Texas, a Texas home rule municipality (herein the “City”), to rename a portion of platted but unconstructed Cecilia Street (at the intersection of Debus Drive); and

WHEREAS, the City Council introduced Ordinance 2023-22 on April 27, 2023;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

SECTION 1.0 That the facts and recitations contained in the preamble of this Ordinance are hereby found and declared to be true and correct.

SECTION 2.0 The City Council hereby renames approximately 337 linear feet of existing unimproved right-of-way from Cecilia Street to Jennet Street as shown on Exhibit A.

SECTION 3.0 All other ordinances; parts of ordinances or resolutions in conflict with this Ordinance are hereby repealed to the extent of any such conflict.

SECTION 4.0 If any portion of the Ordinance shall, for any reason, be declared invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions hereof.

SECTION 5.0 In accordance with Article 8 of the City Charter, Ordinance No. 2023-22 was introduced before the City Council on the _____ day of _____, 2023.

PASSED, APPROVED, and ADOPTED on the _____ day of _____, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

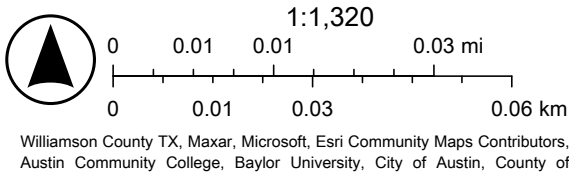
EXHIBIT A

Attached – Map of Proposed Street Renaming

Cecilia Street Renaming Map



4/17/2023





City Council Meeting ***April 27, 2023*** ***Transmittal Letter***

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 14

Agenda Title: **Hold a public hearing and introduce PZ-2023-1638, a request to amend the Growth Sector and Future Land Use designations on property described as 48.15 acres of land situated in the H.T. & B.R.R. Company Survey No. 5, Abstract No. 316, generally located within the Extra-Territorial Jurisdiction of Taylor nearest the intersection of Buttercup Road and Windy Ridge Road.**

Council Action to be taken: Receive an explanation of the submitted application.

Department Submitted: Development Services Department

Staff Contact: Colin Harrison, Director of Development Services

1. PURPOSE/DESCRIPTION

The applicant has proposed to develop a property currently located within the ETJ.

A request for a Comprehensive Plan Amendment to amend the Growth Sector and Future Land Use designations on approximately 48.15 acres of land, generally located approximately 500 feet east of the intersection of County Road 404 and County Road 406, more particularly described by Williamson County Appraisal District Parcel R019249, part of and out of the H.T. & B.R.R. Co. Survey No. 5, Abstract No. 316, City of Taylor Extra Territorial Jurisdiction, Williamson County, Texas/

2. BACKGROUND / PRIOR COUNCIL ACTIONS TAKEN

No action was taken by the Planning and Zoning Commission as this agenda item was postponed at their April 11, 2023, meeting. The public notices and legal ad were advertised prematurely. Staff need to meet with the applicant to determine the most appropriate designations proposed on the property and discuss staff's recommendation for their overall request. Currently there is not a date set for reconsideration.

3. STAFF ANALYSIS

None currently. Further discussion between staff and the applicant is required before analysis is presented.

4. RECOMMENDATION

Recommendation is to Postpone this request to allow staff time to collaborate further with the applicant and ensure all elements and requirements of a Comprehensive Plan Amendment are adequately addressed.

5. FUNDING SOURCE

N/A

6. TIMELINE

Planning and Zoning Commission Public Hearing Postponed – April 11, 2023.

City Council Public Hearing Postponed – April 27, 2023.

7. OTHER OPTIONS

N/A

8. ATTACHMENTS

N/A



City Council Meeting April 27, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 15

Agenda Title: **Hold a public hearing and introduce PZ-2023-1639, a request to amend the Growth Sector and Future Land Use designations on property described as 55.90 acres of land part of and out of the M. Dentler Survey, Abstract No. 211, and the W.G. Robinson Survey (T.T. Williamson Survey, Abstract No. 754), generally located south of Taylor High School and immediately east of the Avery Glen Subdivision, City of Taylor and City of Taylor Extra Territorial Jurisdiction, Williamson County, Texas.**

Council Action to be taken: Receive an explanation of the submitted application.

Department Submitted: Development Services Department

Staff Contact: Colin Harrison, Director of Development Services

1. PURPOSE/DESCRIPTION

The applicant has proposed to develop a property currently located partially within the City Limits and partially within the Extra Territorial Jurisdiction (ETJ).

A request for a Comprehensive Plan Amendment to amend the Growth Sector and Future Land Use designations on approximately 55.90 acres of land generally located south of the Taylor High School and immediately east of the Avery Glen Subdivision, more particularly described by Williamson Central Appraisal District Parcel R019109, R019114, and R019732.

2. BACKGROUND / PRIOR COUNCIL ACTIONS TAKEN

No action was taken by the Planning and Zoning Commission as this agenda item was postponed at their April 11, 2023, meeting. The public notices and legal ad were advertised prematurely. Staff has met with the applicant since the determination to postpone and discussions were had as to the most appropriate designations proposed on the property and staff's recommendation for the request. The applicant has been instructed to revise their Letter of Intent and Conceptual Site plan. Until revised documents are submitted and accepted by staff this case will not be brought forward for consideration. Therefore, there has not been a set date for reconsideration.

3. STAFF ANALYSIS

None currently. Further discussion between staff and the applicant is required before analysis is presented.

4. RECOMMENDATION

Recommendation is to Postpone this request to allow staff time to collaborate further with the applicant and ensure all elements and requirements of a Comprehensive Plan Amendment are adequately addressed.

5. FUNDING SOURCE

N/A

6. TIMELINE

Planning and Zoning Commission Public Hearing Postponed – April 11, 2023.

City Council Public Hearing Postponed – April 27, 2023.

7. OTHER OPTIONS

N/A

8. ATTACHMENTS

N/A



City Council Meeting April 27, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 16

Agenda Title: **Hold a public hearing and introduce PZ-2022-1466, a request to change the zoning of approximately 37.32 acres of land addressed as 505 S.W. Carlos G. Parker Boulevard, from R/A (Rural/Agricultural) and R-1 (Single Family) to Planned Development (PD) zoning with residential and commercial base zones.**

Council Action to be taken: Receive an explanation of the submitted application.

Department Submitted: Development Services Department

Staff Contact: Colin Harrison, Director of Development Services

1. PURPOSE/DESCRIPTION

The applicant has proposed to change the zoning designations on the subject property. The applicant and their team have been working alongside the city and the city's urban design consultant to draft a Planned Development to incorporate residential and commercial zones.

2. BACKGROUND / PRIOR COUNCIL ACTIONS TAKEN

No action was taken by the Planning and Zoning Commission as this agenda item was postponed at their April 11, 2023, meeting. Staff and the urban design consultant have met with the applicant and their team and discussed the need to revisit the proposed plan to conform to the latest information provided by the Texas Department of Transportation (TxDoT).

After staff conducted due process (advertisements in Taylor Press and property owner notices sent out); the applicant requested a meeting with staff and were informed that TxDoT would not permit a second means of ingress/egress to the subject property along Carlos G. Parker Boulevard. This information ultimately requires modification to the master site plan. Upon this discovery it was determined that a final plan would not be prepared in time for the April 11, 2023, Planning and Zoning Commission meeting. The applicant was made aware that the urban design consultant needed more time to amend the planned development and would provide revisions as soon as possible. Currently there is not a date set for reconsideration.

3. STAFF ANALYSIS

None currently. Further discussion between staff and the applicant is required before analysis is presented.

4. RECOMMENDATION

Recommendation is to Postpone this request to allow staff time to collaborate further with the applicant and ensure all elements and requirements of the Planned Development are adequately addressed.

5. FUNDING SOURCE

N/A

6. TIMELINE

Planning and Zoning Commission Public Hearing Postponed – April 11, 2023.

City Council Public Hearing Postponed – April 27, 2023.

7. OTHER OPTIONS

N/A

8. ATTACHMENTS

N/A



City Council Meeting

April 27, 2023

Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 17

Agenda Title: Receive Winter Storm Mara report from Oncor.

Council Action to be taken: Receive update

Department Submitted: City Management

Staff Contact: Brian LaBorde, City Manager

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to receive an after-storm report from Oncor. This item will provide an update regarding what occurred in the Taylor electrical system, responses, and any identified steps to improve for future ice events identified by Oncor.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

In late January and first week of February 2023, the City of Taylor was hit by a severe ice storm that caused power outages throughout the community. This report will provide information about the storm, the response and any items identified to help improve future responses to ice storm events. This report will be provided by Armando Perez, Customer Operations Representative with Oncor.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
- Provides more information on the events and the after-action response. - Helps prepare for a future ice storm event.	NA

4. RECOMMENDATION

Receive report.

5. FUNDING SOURCE

NA .

6. TIMELINE

.

7. OTHER OPTIONS (In order of preference)
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8. ATTACHMENTS

17a. [PowerPoint](#)



Winter Storm Mara

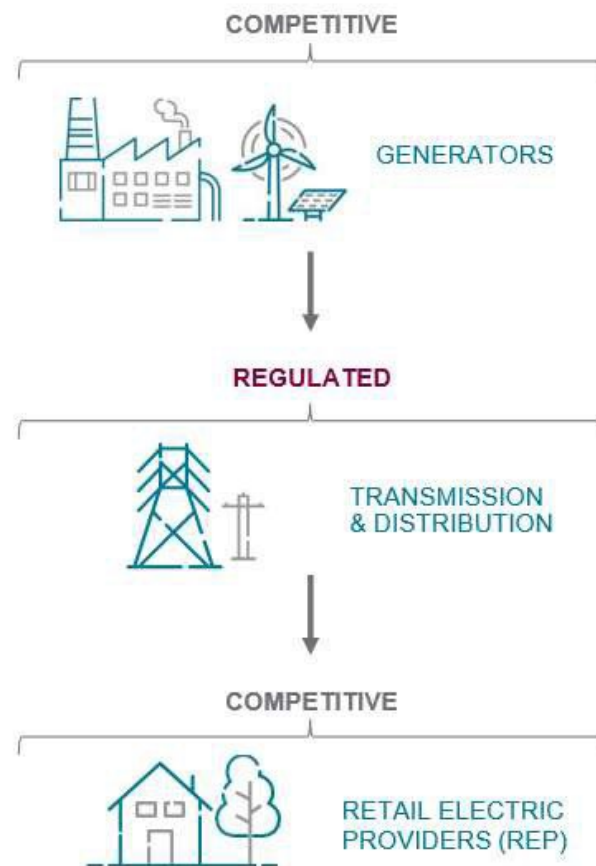
Oncor Preparation and Restoration

February 2023

About Oncor



- Oncor is a regulated transmission & distribution company that **operates the largest electric delivery system in Texas.**
- Provides **transmission and distribution services** under regulations established by the Public Utility Commission of Texas (PUCT) and the Electric Reliability Council of Texas (ERCOT).
- **We're your "poles and wires" company.** Oncor does not own, generate, produce or sell electricity.
- We deliver electricity to **more than 13 million Texans.**
- Operates more than **140,000 miles** of T&D lines.
- Employs more than **4,500 Texans** in our service area.

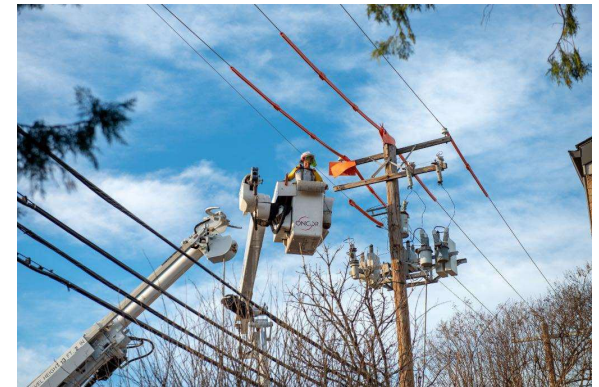


Year-Round Seasonal Weather Preparedness



Oncor's planning occurs year-round in anticipation of a variety of potential seasonal impacts, and summer or winter preparations are implemented months before the hot or cold seasons arrive. This includes:

- **Thousands of electrical facilities**, including stations and main feeder lines, undergo thorough inspection to ensure they are ready for high demand and cooler temperatures. This is **in addition to regularly scheduled inspections and maintenance** of our facilities.
- Forecasting and predictive analytics are utilized to identify potential high load areas so equipment **upgrades or replacements can be completed before potential failures might occur.**
- Operating centers **update contingency planning for severe events** and personnel perform various emergency preparedness training sessions.
- Material inventory and contract resources are reviewed/secured to **ensure full availability of supplies and support ahead of potentially severe weather.**



Year-Round Seasonal Weather Preparedness



- Oncor remains in compliance with the **Public Utility Commission of Texas weatherization rule** adopted pursuant to SB3 and submits an annual detailed Winter Weather Readiness Report to the PUC and ERCOT.
- Oncor standard weatherization procedures also **remain in compliance with the 2011 FERC/NERC recommendations from the Report on Outages and Curtailments** following the February 2011 Southwest Cold Weather event (the Super Bowl storm).
- Oncor completes an annual review of critical load lists, including submitting current designations to municipalities for review and sign off. **Find more info on [Oncor.com/CriticalLoad](https://www.oncor.com/CriticalLoad).**
- After receiving more customer calls over two days of Winter Storm Uri than all of the previous year, Oncor prioritized strengthening communication channels. **Worked with our telecommunications providers to harden their systems serving customer call centers and increase communication channel bandwidth** to better perform during high volume events.



Winter Storm Mara Preparation



- Oncor began **monitoring the development of Winter Storm Mara** the previous week, with the support of in-house and external meteorologists.
- **Increased staffing and pre-positioned line workers,** personnel and equipment across service area to support quick response efforts.
- Increased coordination with various regional partners to prepare for possibility of Mutual Assistance support. Oncor and its Mutual Assistance partners are **well experienced at quickly and efficiently activating thousands of personnel from across the country.**
- **Utilized social media channels and Oncor.com news site to inform customers** and local partners of upcoming weather event, seasonal preparation efforts, how to contact Oncor, and importance of individual storm preparations.



Winter Storm Mara Ice Accumulation

- Ice accumulation on trees (or vegetation) poses **the greatest possible impact** to electric service.
- **Ice can increase the weight of tree branches up to 30 times**, leading to sagging or breaking branches, or entire downed trees, which come into contact with power lines or equipment.
- Ice build up on power lines can add **hundreds of pounds of extra weight**.
- When temperatures reach above freezing and ice begins to melt, branches that were pulled down by the weight may **suddenly spring back up and come into contact with power lines** or equipment.



Winter Storm Mara Impacts



- **Freezing rain, sleet and ice accumulation** caused outage activity over a 5 day period across Oncor's system.
- While restoration efforts took place around the clock, **the multiple waves of winter precipitation** and icing caused new outages throughout the event and made working conditions very challenging.
- Communities in Oncor's eastern, northeastern and southern regions, including Tyler, Sulphur Springs and Taylor, experienced the heaviest ice accumulation, **with reports of up to half an inch of ice build up**, which caused significant damage to power lines and poles.
- **Extremely hazardous road conditions** throughout service area, including multiple instances of closed or blocked roadways, which made crew movement slow and hazardous.



Winter Storm Mara Impacts: Southern Region



- **Approximate Customer Outage Peaks**

- Williamson County: ~ 31,000
- Travis County: ~ 16,000
- Bastrop County: ~ 6,000

- **Taylor:** ~ **8,600**



Winter Storm Mara Response



- Oncor's Mutual Assistance partners activated to support restoration efforts, resulting in **more than 3,000** additional personnel from other Texas utilities and neighboring states.
- Damage assessment, vegetation management and power restoration personnel worked in **16-hour shifts around the clock**, in low temperatures and during precipitation.
- In most damaged areas, such as eastern, northeastern and southern regions, damage was often **extensive and labor intensive, requiring multi-step repairs** to access each outage site, assess the damage, trim trees, remove broken equipment and install and energize new equipment.



Winter Storm Mara Response



- As repairs were completed, available resources were **quickly reassigned to areas with higher outage activity**, resulting in significant influx of personnel east and south.
- Two Restoration Areas were established to accommodate personnel support and material demand
 - **Williamson County Expo Center, Taylor TX**
 - **Dell Diamond, Round Rock TX**



Customer Communication Channels



Phone
(888.313.4747)



Texts
(OUT to 66267)



MyOncor
App



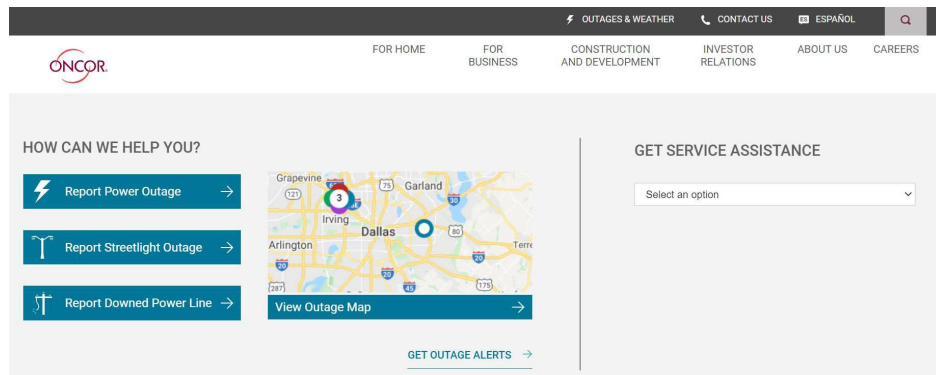
Social
Accounts



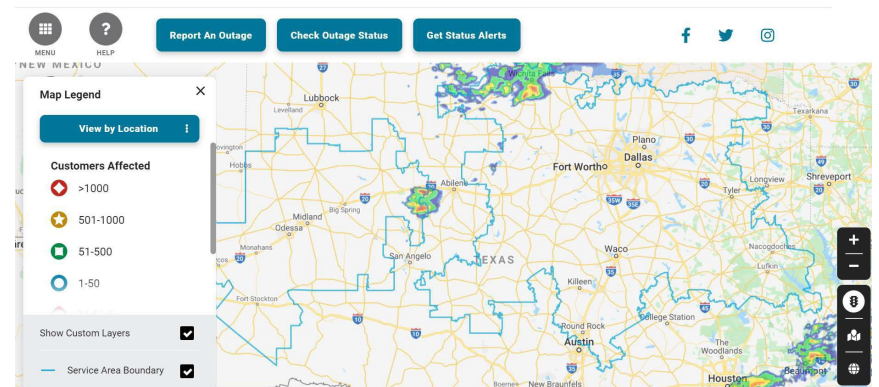
“Sara” the Virtual
Assistant



Oncor.com



Outage Map: StormCenter.Oncor.com



Keeping Customers Informed

- Regular customers updates shared across Oncor communication channels in English and Spanish, and increased staffing in call center supported customer inquiries via phone, website and social media accounts.
 - 350+ public social media posts
 - 870k+ My Oncor Alert outage updates
- Targeted messaging was also provided to customers in most impacted areas via My Oncor Alerts and social media channels.
 - 300k+ regionally targeted updates
- Customer messages included information about **ongoing outage impacts and restoration progress**, as well as weather updates from Oncor's in-house meteorologist, "after the storm" information on restoring damaged home electrical equipment, such as weatherheads and/or meter bases, and safety reminders, **such as avoiding downed power lines and reporting any downed lines to 911.**

The collage illustrates various communication channels used by Oncor during a winter storm. At the top left, two social media posts from Oncor show storm response crews working to restore power in Taylor, Round Rock, Georgetown, and Tyler. In the center, a map titled 'WINTER WEATHER REPORTS' displays ice totals across Texas, with a red line indicating the storm's path. To the right, a text message from Oncor informs customers that their area has been impacted and that crews are working to restore power. At the bottom right, a Spanish-language graphic reads 'MANOS A LA OBRA' (Hands to Work) and 'mantente atento al tiempo la seguridad es la prioridad cuidarse unos a otros' (stay alert to the weather, safety is the priority, take care of each other).

After the Storm



- We understand that losing power during this kind of winter weather event is aggravating and can be very stressful for our customers. **We are incredibly grateful to our customers for their patience and appreciate the many customers who took the time to thank our hardworking linemen.**
- Oncor is confident with our team's response and restoration efforts in the face of the extreme weather challenges brought by Winter Storm Mara. However, as with every major outage event, **we will review our recent response and look for ways to continuously improve.**
- Appreciate the feedback from customers and local leaders and look forward to continuing to serve Texas communities – winter, spring, summer and fall.



HOW TO CONTACT ONCOR

 **TEXT**
"OUT" to 66267

 **CALL**
888.313.4747

 **GO ONLINE**
stormcenter.oncor.com

 **MYONCOR MOBILE APP**
oncor.com/app

 **LIVE CHAT**
Chat with our virtual assistant on oncor.com or the MyOncor app.





Thank you.



City Council Meeting April 27, 2023 Transmittal Letter

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☐ Economic Vitality

Agenda Item #: 18
Agenda Title: Consider Resolution R23-16,
Authorization to Apply for a Grant for
the COPS (Community Oriented Policing Services)
Hiring Program

Council Action to be taken: Approve Resolution

Department Submitted: Police

Staff Contact: Henry Fluck, Chief of Police

1. PURPOSE/DESCRIPTION

The Police Department is seeking authorization to apply for a grant from the COPS (Community Oriented Policing Services) Hiring Program.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The Taylor Police Department requests approval to apply for funding through the COPS (Community Oriented Policing Services) Hiring Program (CHP) to assist with the funding of five (5) Police Officer positions in the Patrol Division for the Taylor Police Department.

Requested are four (4) Additional Patrol Officers and one (1) Downtown/Parks Foot/Bike Patrol Officer. This is not a new request. The 4 additional Patrol Officers have been requested in the last four submitted Fiscal Year Budgets and is a budget request in the upcoming FY 2023-2024 Budget. The Downtown/Parks Foot/Bike Patrol Officer has been requested for three previously submitted Fiscal Year Budgets.

This is a true need. In 1999, the Police Department staffing was 30 Sworn Officers, which is the same as our current authorized staffing level today of 30 Sworn Officers. Even with the growth in Taylor, Police sworn staffing has not increased in 23 years. The objective is to provide one additional Patrol Officer on the street by increasing each shift by 1 officer (in patrol: 4=1). Due to being a 24/7 continuous operation, to enhance Patrol Staffing and having merely one additional Police Officer on the street, requires an additional 4 Patrol Officers. While many City Departments staff for only 40 hours per week, the Patrol Division is required to provide continuous staffing for 168 hours per week.

The Police Department receives numerous requests for a police presence in the downtown area, but this can only be addressed if and when Patrol Officers are on uncommitted time (not out on a call for service) and competes with other enforcement needs throughout the city. Foot/bike patrol is more effective than vehicle patrol in a congested and high-density business area. The city facilities of Pierce Skate Park, Heritage Square, Murphy Park, and City Hall would also be patrolled on foot/bike adding to the visible presence of police to create safety in the downtown area and central city parks.

The goal of the COPS Hiring Program is to provide funding directly to law enforcement agencies to hire and/or rehire additional career law enforcement officers in an effort to increase their community policing capacity and crime prevention efforts. All state, local, territorial, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply. An agency with primary law enforcement authority is defined as: the first responder to calls for service for all types of criminal incidents within the jurisdiction served.

FY 2023 CHP awards will cover up to 75 percent of the entry-level salary and fringe benefits for each approved position for a three-year period, based on the applicant's current entry-level salary for fulltime officers. There is a minimum 25 percent local cash match (cost share) requirement. The maximum federal share per officer position is \$125,000 over the three-year period (not \$125,000 per year). Any additional costs for higher than entry-level salaries and fringe benefits will be the responsibility of the recipient agency. Funding under this program will support three years of officer salaries within a five-year period of performance to accommodate time needed for recruitment and hiring. Agencies must retain each CHP-funded position for 12 months following the three years of funding for that position. The additional officer positions should be added to your agency's law enforcement budget with local funds over and above the number of locally funded officer positions that would have existed in the absence of the award.

CHP only funds sworn officer positions who are first responders to calls for service. The only allowable costs under CHP are the approved full-time, entry-level salaries and fringe benefits of newly hired or rehired sworn career law enforcement officers who are hired or rehired on or after the award start date. The following are considered unallowable costs under the CHP program: overtime costs, training, equipment (e.g., uniforms, weapons, or vehicles), severance pay, and hazard pay.

Funding requests must be based on the current entry-level salary and fringe benefits of a fulltime sworn officer. CHP awards are subject to the restrictions described in the Program Description, including but not limited to the \$125,000 maximum over three years and 25 percent match requirement.

Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period. The applicant will also be asked for a projection of the planned federal and local shares of the total project costs over the three years of funding for each position. While your agency may deviate from these specific projections during the award period, it must still ensure that the federal share decreases, and the local share increases over the three years.

Funding under this program will support three years of Police Officer salaries within a five-year period of performance to accommodate time needed for recruitment and hiring.

Therefore, this provision provides flexibility and would allow hiring up to September 2025 with the end of three years of Police Officer salaries being September 2028.

All applicants are required to affirm that their agency plans to retain all officer positions awarded, following three years of federally funded salary, for at least 12 months and to identify their planned source(s) of retention funding.

The COPS office anticipates making award announcements of CHP funds by September 30, 2023.

Prior City Council Actions: On May 12, 2022, City Council approved the Police Department to apply for a grant to the COPS Hiring Program. The COPS Office did not award the grant to the Taylor Police Department.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• To have the COPS Office fund the salary and benefits of 5 Taylor Police Officers for a total of \$622,271.28 over a 3-year period. • To increase the Patrol staffing level by one Officer for each Patrol Shift to provide response, protection, and service to Taylor residents with the certain and imminent high growth that is occurring in Taylor. • To create a visible police presence in the downtown area and central city parks.	• Funding the required City cash match. • 12 month required retention period of Officers hired with CHP funds.

4. RECOMMENDATION

Approve Resolution.

5. FUNDING SOURCE

FY 23 entry level officer salary and benefits are \$82,722.00

One Officer Totals	Yearly Cost	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1	\$82,722.00	65%	\$53,769	\$28,953
Year 2	\$85,203.66	50%	\$42,602	\$42,602*
Year 3	\$87,759.77	32%	\$28,083	\$59,677*
Total Per Officer	\$255,685.43	48.7%	\$124,454	\$131,231

Estimate does not include additional equipment needed such as uniforms/duty gear, patrol vehicle and accessories, body camera, mobile computers, etc.

Request is for 4 patrol officers and 1 Downtown/Parks/Foot/Bike Patrol Officer = 5 total

Totals for 5 officers	Yearly Cost for 5 Officers	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1 x 5	\$413,610.00	65%	\$268,846.50	\$144,763.50
Year 2 x 5	\$426,018.30	50%	\$213,009.15	\$213,009.15
Year 3 x 5	\$438,798.85	32%	\$140,415.63	\$298,383.22
Totals Per Officer x5	\$1,278,427.15	48.7%	\$622,271.28	\$656,155.87

Additional funding needed for equipment: patrol vehicles and accessories x2, patrol bike, mobile computers x3, uniforms, duty gear, etc., **estimate = \$276,740 ← additional covered by city**

Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period.

6. TIMELINE

The deadline for first part of application in Grants.gov is May 4, 2023, at 4:59 p.m. ET.
The deadline for completed application in JustGrants is May 11, 2023, at 4:59 p.m. ET.

7. OTHER OPTIONS (In order of preference)

1. Not apply to seek \$622,271 in funding and absorb 100% of the costs for these positions.
2. Not approve the request for additional staffing of Police Officers, and continue to have sworn Police Officer staffing at the same staffing level as 1999.

8. ATTACHMENTS

- 18a. [Resolution R23-16](#)
- 18b. [CHP Fact Sheet](#)
- 18c. [Grant Analysis](#)
- 18d. [PowerPoint](#)

RESOLUTION R23-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAYLOR, AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE U.S. DEPARTMENT OF JUSTICE, OFFICE OF COMMUNITY ORIENTED POLICING SERVICES (COPS OFFICE), FOR THE COPS HIRING PROGRAM (CHP), AND AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ACT AS THE CITY'S AUTHORIZED GRANT OFFICIAL.

WHEREAS, the Taylor City Council finds it in the best interest of the citizens of Taylor that the Police Department receive funding for up to five additional Police Officer positions from 2023-2028: and

WHEREAS, the Taylor City Council agrees that in the event of loss or misuse of the funds from the COPS Office, the Taylor City Council assures that the funds will be returned to the COPS Office, in full;

WHEREAS, the Taylor City Council is committed to provide all applicable matching funds and meet the retention requirements as per the conditions of the COPS Hiring Program;

WHEREAS, the Taylor City Council designates Brian LaBorde, City Manager, or his designee as the grantee's authorized official. The authorized official is given the power to apply for, accept, reject, alter or terminate the grant on behalf of the applicant agency.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, THAT: the Taylor City Council approves the submission of the Grant Application for funding from the COPS Hiring Program, U.S. Department of Justice, Office of Community Oriented Policing Services.

Passed and approved this 27th day of April 2023.

Brandt Rydell., Mayor

ATTEST:

Dianna McLean, City Clerk



Fact Sheet

cops.usdoj.gov

2023 COPS Hiring Program

Strengthening Community Policing by Hiring Officers

The FY 2023 COPS Hiring Program (CHP) is designed to advance public safety through community policing by addressing the full-time sworn officer needs of state, local, and tribal law enforcement agencies nationwide. CHP provides funds directly to law enforcement agencies to hire new or rehire additional career law enforcement officers and to increase their community policing capacity and crime-prevention efforts.

The FY 2023 CHP award program is an open solicitation. All local, state, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply. All awards are subject to the availability of appropriated funds and to any modifications or additional requirements that may be imposed by law.

WHEN: Deadline for first part of application in Grants.gov is **May 4, 2023**, at 4:59 p.m. ET. Deadline for completed application in JustGrants is **May 11, 2023**, at 4:59 p.m. ET.

Start EARLY. This is more than a one-day process.

WHERE: 1. Register at www.grants.gov.
2. Complete the application in the [JustGrants Justice Grants System](#).

HOW: Online only. No hard copies sent by U.S. Mail or electronic copies sent via email.

Supporting Local Law Enforcement in Advancing Community Policing so Communities can Thrive

More than 25 years after its establishment by the Violent Crime Control and Law Enforcement Act of 1994, the COPS Office continues to support the efforts of law enforcement agencies across the country to develop creative and innovative ways to meet long-standing challenges in their communities. To date, the COPS Office has been appropriated more than \$20 billion to advance community policing including grants awarded to more than 13,000 state, local, and tribal law enforcement agencies to fund the hiring and redeployment of more than 136,000 officers.

COPS Office hiring programs like CHP assist law enforcement agencies in advancing public safety by enhancing their community policing efforts. In a changing economic climate, these programs help state, local, and tribal law enforcement agencies maintain sufficient sworn personnel levels to keep their communities safe.

Funding Provisions

FY 2023 CHP awards will provide up to 75 percent of the entry-level salary and fringe benefits for each approved position for a three-year period. There is a minimum 25 percent

local cash match (cost share) requirement unless a waiver is approved. The maximum federal share per officer position is \$125,000 over the three-year period unless a local match waiver is approved. Any additional costs for higher than entry-level salaries and fringe benefits will be the responsibility of the recipient agency.

CHP awards provide funding for three years (36 months) of entry-level salary for each position awarded. The award period of performance is five years (60 months) to accommodate the hiring process. Agencies must retain each CHP-funded position for 12 months following the three years of funding for that position. The additional officer positions should be added to your agency's law enforcement budget with state or local funds (or both) over and above the number of locally funded officer positions that would have existed in the absence of the award. Absorbing CHP-funded positions through attrition (rather than adding the extra positions to your budget with additional funding) does not meet the retention requirement.

Funding under this program may be used to do the following: (1) hire new officers (including filling existing officer vacancies that are no longer funded in an agency's budget); (2) rehire officers already laid off (at the time of application) as a result of state, local, or Bureau of Indian Affairs (BIA) budget reductions unrelated to the receipt of award funding; or (3) rehire officers scheduled to be laid off (at the time of application) on a specific future date as a result of state, local, or BIA budget reductions unrelated to the receipt of award funding. CHP applicants may request funding in one or more of these three hiring categories.

The COPS Office may grant a waiver of some or all of an applicant's local match requirement. During the application review process, waiver requests will be evaluated based on a demonstration of severe fiscal distress.

The COPS Office statutory nonsupplanting requirement mandates that CHP funds must be used to supplement (increase) state, local, or BIA funds that would have been dedicated toward sworn officer positions if federal funding had not been awarded. CHP award funds must not be used to supplant (replace) local funds that agencies otherwise would have devoted to sworn officer hiring. The hiring or rehiring of officers under CHP must be in addition to, and not in lieu of, officers who otherwise would have been hired or rehired with state, local, or BIA funds.

Applicants are required to affirm in their CHP award application that their agency plans to retain any additional officer positions funded following the expiration of the award and identify their planned sources of retention funding.

Highlights of FY 2023 CHP

Additional consideration in the application review process will be given to applicants that propose a community-based approach to the following problem/focus areas: Building Legitimacy and Trust, Violent Crime (particularly gun violence), Police-Based Response to Persons in Crisis, and Combating Hate and Domestic Extremism. If awarded CHP funding, recipients that chose any of these specific community policing problem areas will not be allowed to change the problem area post-award.

Additional consideration will also be given to applicants that meet any of the following criteria:

- **Executive Order 14074 "Advancing Effective, Accountable Policing and Criminal Justice Practices to Enhance Public Trust and Public Safety."** Applicants that demonstrate or seek to support the policies of the executive order
- **Persistent Poverty.** Applicants in an area with persistent poverty
- **Preventing Radicalization of Personnel.** Applicants seeking support for screening and counseling programs to identify and prevent the radicalization of applicants and personnel who endorse violent and hateful extremist movements
- **Community-based Hires.** Applicants that commit to recruiting officers from the community in which they will serve
- **Community-based Officer Relocation.** Applicants that commit to recruiting officers who are willing to relocate to areas characterized by fragmented relations between police and community residents or to areas of high crime
- **Diversity Training.** Agencies that require evidence-based cultural sensitivity training for officers
- **Safe Harbor.** Applicants in states with certain anti-human trafficking laws that treat minors engaged in commercial sex as victims (referred to as "safe harbor" laws) and permit individuals to vacate arrest or prosecution records for nonviolent offenses as a result of being trafficked

- **Catastrophic Incident.** Applicants that experienced an unanticipated catastrophic event or Attorney General-declared area in crime-related crisis
- **Hiring Veterans.** Applicants that commit to hiring at least one military veteran
- **Rural Designation.** Applicants from rural areas
- **Agency Not Funded in FY22.** Applicants that did not receive a CHP award in FY 2022

CHP recipients who use CHP funding to deploy school resource officers (SRO) will be required to submit a memorandum of understanding (MOU) between the law enforcement agency and the school partners. In addition, all applicants who receive FY 2023 CHP funding for SROs will be required to send each awarded SRO position to a training sponsored and subsidized by the COPS Office. Additional information about this training requirement will be provided to recipients at the time of award.

Contact the COPS Office

For more information about COPS Office programs and resources, please contact the COPS Office Response Center at AskCOPSRC@usdoj.gov or 800-421-6770.

How to Apply

Step 1. Register with the SAM (System of Award Management) database or confirm or renew your existing SAM registration.

Step 2. Confirm your entity's electronic business point of contact (E-Biz POC) in SAM is accurate.

Step 3. Register with Grants.gov or confirm your existing registration.

Step 4. Submit the first part of your application in Grants.gov. **Deadline to complete this step is May 4, 2023, at 4:59 p.m. ET.**

Step 5. Onboard your agency to the JustGrants Justice Grants System.

Step 6. Complete and submit the second part of your application in JustGrants (<https://www.justicegrants.usdoj.gov>).

Further instructions and explanations of the application process can be found on the COPS Office website at <https://cops.usdoj.gov>.

Complete application packages for the FY 2023 CHP solicitation are due by **May 11, 2023, at 4:59 p.m. ET.**

SAFER/COPS Grant Analysis

This is an analysis of the impact on the City's budget should the City receive and accept the submitted SAFER Grant and the proposed COPS Hiring Grant. The City Council approved the submission of a SAFER Grant application for nine (9) new firefighter positions. The grant covers 100% of the personnel costs in years 1-3, with the City responsible for funding any equipment and training costs. The City is then responsible for 100% of the personnel costs beginning in year 4. If received and accepted, this grant would add approximately \$838,000 to the City's personnel costs in year 4.

The City is also considering submission for the COPS Hiring Grant to help fund the hiring of five (5) new police officers. This grants funds 65% of wage costs in year 1, 50% of wage costs in year 2, and 32% of wage costs in year 3, with a maximum total grant amount per position of \$125,000. Any wage costs above this maximum amount are borne by the City, as well as any equipment and training costs.

The first part of this analysis is to project the potential revenue increases in the four years of this grant analysis. Since the majority of unencumbered new revenues come from property and sales tax, this analysis will focus on those two revenue streams to potentially fund any personnel increases. The revenue projections are as follows:

	Proj Prop Tax	Sales Tax Reserve Used	Tot Prop Tax	Proj Sales Tax	Total Prop & Sale Tax	Total Increase
FY2024	\$ 7,065,000	\$ 2,250,000	\$ 9,315,000	\$ 7,000,000	\$ 16,315,000	\$ 1,307,248
FY2025	\$ 6,953,000	\$ 2,500,000	\$ 9,453,000	\$ 7,900,000	\$ 17,353,000	\$ 1,038,000
FY2026	\$ 9,520,000		\$ 9,520,000	\$ 8,850,000	\$ 18,370,000	\$ 1,017,000
FY2027	\$ 8,106,000		\$ 8,106,000	\$ 10,275,000	\$ 18,381,000	\$ 11,000

The property tax revenues above are variable because of the significant increase in sales/use tax the city is projected to receive in the next couple of years. The tax rate calculation uses the sale/use tax collections in two different methods in determining the amount of property tax relief, and the timing of the monthly sales/use tax revenues will have an impact in decreasing the tax rate in FY 2024 & FY 2025 and increasing the tax rate in FY 2026. We are reserving 25% of the current use tax received to help offset the reduced property tax revenues in FY 2024 & FY 2025. A similar type of offset could be identified and considered in FY 2027.

The second part of this analysis is to project the anticipated costs associated with the new positions and the amount of those costs covered by the grants. Equipment replacement costs are annualized based on replacement schedules. Based on those costs, we then look at the capacity of those costs to be absorbed by projected new revenues.

			% Covered by Grant	Grant Funds	Personnel City Cost + Overtime	Equipment/ Training Costs	Total City Cost
Year 1 (FY24)	PD	\$413,610	65.00%	\$289,527	\$178,364	\$278,940	\$457,304
	FD	\$699,644	100.00%	\$699,644	\$0	\$84,000	\$84,000
		\$1,113,254		\$989,171	\$178,364	\$362,940	\$541,304
Year 2 (FY25)	PD	\$426,018	50.00%	\$213,009	\$247,617	\$53,120	\$300,737
	FD	\$742,695	100.00%	\$742,695	\$0	\$30,000	\$30,000
		\$1,168,713		\$955,704	\$247,617	\$30,000	\$277,617
Year 3 (FY26)	PD	\$438,799	32.00%	\$122,464	\$334,029	\$53,120	\$387,149
	FD	\$786,069	100.00%	\$786,069	\$0	\$30,000	\$30,000
		\$1,224,868		\$908,533	\$334,029	\$83,120	\$417,149
Year 4 (FY27)	PD	\$451,963	0.00%	\$0.00	\$481,963	\$53,120	\$535,083
	FD	\$808,248		\$0.00	\$808,248	\$30,000	\$838,248
		\$1,260,211		\$0	\$1,290,211	\$83,120	\$1,373,331

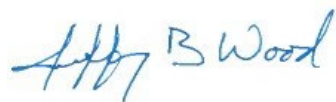
This analysis shows that the funding of the nine (9) new firefighter positions and five (5) new police officer positions would require approximately 41% of projected new revenues in both year 1 and year 3. There would not be enough projected new revenue in year 4 to cover the costs of the new positions. In addition, the costs of the new positions could make it difficult to fully fund other operational increases, such as; pay increases for current personnel, inflationary increases for operational supplies, replacement equipment, and service-level enhancements/new staff in other departments.

The budgetary impact of the new firefighter positions could be reduced in FY 2027 by allocating \$200,000 of new revenue to a reserve account in each of the first three years of the grant, thus allowing the budget to “build up to” the full cost in FY 2027. The impact in FY 2027 for the nine (9) new firefighter positions would be reduced to \$238,000 of new revenue instead of the full \$838,000. However, by allocating funds for this purpose in the first 3 years of the grant, we are restricting revenue that could otherwise be spent for immediate needs. The same principle could be applied to the police officer positions as some of their costs would be incurred in each of the first three fiscal years, thus reducing the amount of new revenue needed in year 4. But even with the implementation of this proposal, there would still be a lack of sufficient revenue in year 4 to fully fund all the new public safety positions.

The conclusion of this analysis is that funding the cost of nine (9) new firefighter and five (5) new police officer positions would require a significant commitment of available new resources and would limit the City’s ability to spend those resources for other purposes in FY 2027 and to a lesser extent in each of the fiscal years leading up to FY 2027. This analysis leads us to the necessity to prioritize the spending of new city resources. Because of the commitment of resources required for the new personnel in two city departments, the staffing of the fire and police departments would need to be recognized as a high priority of the City. Other priorities will need to be reduced to accommodate the commitment to fire and police personnel. Such reduction of other priorities could include the delay in hiring personnel for other departments, delayed purchases of new equipment, reduced or delayed wage increases for existing personnel, or foregoing other service-level enhancements.

Based on this analysis, I would encourage the City Council and staff to work together to identify the highest priorities for new funding, and if such priorities include the funding of new personnel, then to prioritize the departments for such funding as it becomes available.

Respectfully submitted,



Chief Financial Officer

Taylor Police Department

COPS Hiring Program Grant

April 27, 2023



Cops Hiring Program (CHP)

- Eligibility: Local, state, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply.
- CHP is a competitive grant. There is \$224.5 million in funding available through FY 2023 CHP.
- Newly hired entry-level Police Officer positions.
- A minimum 25 percent match requirement.
- 12-month retention requirement for each officer hired, and non-supplanting requirements.



Cops Hiring Program

- Limited to \$125,000 maximum over three years for each awarded position (not \$125,000 per year), of entry level salary and fringe benefits.
- Allowable fringe benefits include Social Security, Medicare, insurance (life, health, dental, etc.), shift differential, retirement plans, and holiday pay.
- Unallowable costs under the CHP: overtime costs, training, travel, equipment (e.g., uniforms, weapons, or vehicles), severance pay, and hazard pay.



Cops Hiring Program

- Funding under this program will support 3 years of Police Officer salaries within a 5-year period of performance, to accommodate time needed for recruitment and hiring.
 - * Provides flexibility- Hire by September 2024.
- FY 24 entry-level salary and benefits for a Taylor Officer are \$82,722 (cost does not include vehicles, equipment, uniforms, etc.)



Staffing Request Summary

- Not a new request- Additional staffing is same as ATB's submitted in previous 4 FY Budget Requests:
 - 4 Patrol Officers = 1 for each shift.
 - The objective is to provide one additional Patrol Officer on the street by increasing each shift by 1 Officer (in patrol: 4=1).
- 1 Downtown/Parks/Foot/Bike Patrol Officer
- Foot/Bike patrol to add a visible presence of police to provide safety in the downtown area and the central city parks of Pierce Skate Park, Heritage Square, and Murphy Park.



Cost per Officer Summary

FY 24 entry level officer salary and benefits are **\$82,722**.

One Officer Totals	Yearly Cost	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1	\$82,722.00	65%	\$53,769	\$28,953
Year 2	\$85,203.66	50%	\$42,602	\$42,602*
Year 3	\$87,759.77	32%	\$28,083	\$59,677*
Total Per Officer	\$255,685.43	48.7%	\$124,454	\$131,231

*Year 2 and 3 assume a 3% COLA.

*Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period. Projection does not include equipment such as uniforms/duty gear, vehicles and accessories, body camera, mobile computers, etc.



Grant Funds 65%, 50%, 32%

4 Patrol Officers and 1 Downtown/Parks/Foot/Bike Patrol Officer = 5 total

Totals for 5 officers	Yearly Cost for 5 Officers	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1 x 5	\$413,610.00	65%	\$268,846.50	\$144,763.50
Year 2 x 5	\$426,018.30	50%	\$213,009.15	\$213,009.15
Year 3 x 5	\$438,798.85	32%	\$140,415.63	\$298,383.22
Totals Per Officer x5	\$1,278,427.15	48.7%	\$622,271.28	\$656,155.87

*Additional funding needed for equipment: 2 vehicles and accessories patrol bike, mobile computers x 5, uniforms, duty gear, police academy, training, etc., estimate =

\$276,740 ← additional covered by city



Summary

In summary:

The Police Department is seeking authorization to apply for a grant from the COPS Hiring Program to partially fund the salaries and benefits of 5 Police Officer positions.



REVENUE PROJECTIONS FOR GRANT

	Proj Prop Tax	Sales Tax Reserve Used	Tot Prop Tax	Proj Sales Tax	Total Prop & Sale Tax	Total Increase
FY2024	\$ 7,065,000	\$ 2,250,000	\$ 9,315,000	\$ 7,000,000	\$ 16,315,000	\$ 1,307,248
FY2025	\$ 6,953,000	\$ 2,500,000	\$ 9,453,000	\$ 7,900,000	\$ 17,353,000	\$ 1,038,000
FY2026	\$ 9,520,000		\$ 9,520,000	\$ 8,850,000	\$ 18,370,000	\$ 1,017,000
FY2027	\$ 8,106,000		\$ 8,106,000	\$ 10,275,000	\$ 18,381,000	\$ 11,000

- Property Tax reductions in FY2024 & FY2025 caused by significant use tax receipts
- Property Tax increase in FY2026 caused by reduced use tax receipts
- Property Tax relief portion of use tax received is set aside to offset effect of use tax on rate calculation in FY2024 & FY2025



SAFER/COPS GRANT IMPACT ON BUDGET

			% Covered by Grant	Grant Funds	Personnel City Cost + Overtime	Equipment/ Training Costs	Total City Cost
Year 1 (FY24)	PD	\$413,610	65.00%	\$289,527	\$178,364	\$278,940	\$457,304
	FD	\$699,644	100.00%	\$699,644	\$0	\$84,000	\$84,000
		\$1,113,254		\$989,171	\$178,364	\$362,940	\$541,304
Year 2 (FY25)	PD	\$426,018	50.00%	\$213,009	\$247,617	\$53,120	\$300,737
	FD	\$742,695	100.00%	\$742,695	\$0	\$30,000	\$30,000
		\$1,168,713		\$955,704	\$247,617	\$30,000	\$277,617
Year 3 (FY26)	PD	\$438,799	32.00%	\$122,464	\$334,029	\$53,120	\$387,149
	FD	\$786,069	100.00%	\$786,069	\$0	\$30,000	\$30,000
		\$1,224,868		\$908,533	\$334,029	\$83,120	\$417,149
Year 4 (FY27)	PD	\$451,963	0.00%	\$0.00	\$481,963	\$53,120	\$535,083
	FD	\$808,248		\$0.00	\$808,248	\$30,000	\$838,248
		\$1,260,211		\$0	\$1,290,211	\$83,120	\$1,373,331



SUMMARY

- Police and Fire staff are expensive staff to add due to wage structure and equipment/training costs
- Grant costs would consume 41% of projected new revenues in Year 1 (FY24) and Year 3 (FY26) of grant
- New police and fire staff would need to be a stated priority of City as funding such increases reduces funding available for other city purposes (trade off principle)
- Could allocate \$200,000 of new revenue to a reserve account in each of the first three years of the grant, thus allowing the budget to “build up to” the full cost in FY 2027
 - This approach would reduce funding for other city purposes in the first three years as funding is reserved



Cops Hiring Program

- Questions or Comments?





City Council Meeting *April 27, 2023* *Transmittal Letter*

STRATEGIC PILLAR

☒ Streets/Infrastructure

☒ Quality of Life

☐ Economic Vitality

Agenda Item #: 19
Agenda Title: Approval of Resolution R23-18
regarding the Williamson County
November 2023 Road & Park Bond Election

Council Action to be taken: Approve Resolution

Department Submitted: Public Works

Staff Contact: Jim Gray, Director of Public Works

1. PURPOSE/DESCRIPTION

This item is to consider approving a Resolution regarding the final ranking of three road projects and three trail for the Williamson County Road and Park November 2023 Bond Election.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

On Tuesday April 4th, 2023, Williamson County reached out to the City of Taylor asking for the City to provide our top 3 road/drainage projects and/or its top 3 regional trail connection projects that it would like the County to consider funding in partnership with the City. The County has a bond committee, which will review and make recommendations to the County Commissioners regarding the projects they recommend including for the bond election.

City staff conducted a prioritization meeting on April 13, 2023 and we are recommending three top projects for both roadways and trails to include as part of the resolution for County prioritization.

The three roadway projects recommended by staff are:

1. Corridor A2 from FM 973 to HWY 95
 - a. **Description:** Proposed Regional Roadway that will ultimately become the outer loop of Taylor and tie the Southeast Loop to US 79 East of Taylor. This project begins at FM 973 and extends East to HWY 95 as an extension of the new Samsung Highway
 - b. **Project Scope:** ROW, Design, and Construction
 - c. **Proposed City Match:** 10% up to \$3,000,000

2. CR 401 Extension North from US 79 to Chandler Road
 - a. **Description:** Proposed Community Boulevard that will provide North-South connectivity for the growth of Taylor between CR 101 and Carlos Parker Blvd.
 - b. **Project Scope:** ROW, Design, and Construction from US 79 to CR 398 and Schematic from CR 398 to Chandler Road
 - c. **Proposed City Match:** 10% up to \$2,000,000
3. Southeast Loop Segment 2
 - a. **Description:** The completion of Williamson County's Southeast Loop to connect SH 130 to US 79 south of Hutto
 - b. **Proposed Scope:** Construction
 - c. **Proposed City Match:** \$0

The three trail projects recommended by staff are:

1. Update to Williamson County's Trail Master Plan
 - a. **Description:** Update the County-wide Trails Master Plan to include development of East Williamson County trails tying into the Taylor Trail System
 - b. **Project Scope:** Update to current Trails Master Plan
 - c. **Proposed City Match:** None
2. South Taylor Trail Project from Robinson Park to Taylor High School
 - a. **Description:** Proposed trail beginning at the terminus of the Bull Branch Trail in Robinson Park traversing west along Mustang Creek connecting to Taylor High School on FM 973
 - b. **Project Scope:** ROW, Design, and Construction
 - c. **Proposed City Match:** \$1,000,000
3. Hutto-to-Taylor Trail Connection Project
 - a. **Description:** Proposed trail as part of the County's overall network that would connect East and West Williamson County from Hutto to Taylor
 - b. **Proposed Scope:** ROW, Design, and Construction
 - c. **Proposed City Match:** \$1,000,000

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
- Partnership with Williamson County for regional transportation solutions - Allows for projects to happen by County pushing them forward through bonds	Matches will have to come from future CO issuances if the project is approved at the committee and bonds are approved

4. RECOMMENDATION

Approve Resolution R23-18

5. FUNDING SOURCE

N/A

6. TIMELINE

City Priority Projects are due to Williamson County on 4/28/2023

7. OTHER OPTIONS (In order of preference)
--

1. Rearrange order of recommended projects
2. Recommend other projects
3. Recommend no projects

8. ATTACHMENTS

- 19a. [Resolution R23-18](#)
19b. [Priority Road-Trail Projects Map](#)
19c. [Power point](#)

RESOLUTION R23-18

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS IN SUPPORT OF THREE ROAD PROJECTS AND THREE TRAIL SYSTEM PROJECTS FOR THE 2023 WILLIAMSON COUNTY ROAD AND PARK BOND ELECTION.

WHEREAS, the Williamson County Commissioners Court is planning to submit a list of potential bond funded roadway projects to the voters of the County of Williamson for approval in November 2023; and

WHEREAS, Corridor A2 will be a critical regional roadway extension between FM 973, the Samsung Highway, and US 79 East of Taylor as described in the City's Transportation Master Plan; and the City of Taylor has determined it is the number one ranked project for the City on this Bond Election; and

WHEREAS, CR 401 Extension from US 79 north to Chandler Road is also a critical connection of a community boulevard as described in the City's Transportation Master Plan and is essential to enhance the effective and efficient movement of local and regional traffic and development growth in the western part of Taylor; and the City of Taylor has ranked CR 366 improvements second; and

WHEREAS, the Southeast Loop Segment 2 is also a critical transportation link that is critical to the regional transportation and economic development of the City of Taylor, and that the City of Taylor has ranked the Southeast Loop Segment 2 as number three.

WHEREAS, updating Williamson County's Trails Master Plan to include proposed trails expanding throughout East Williamson County and tying into the City of Taylor's trail system is a crucial component for multi-modal and recreational transportation of the continuing expansion of East Williamson County and the City of Taylor; and the City of Taylor has ranked it the number one project for the City on this Bond Election; and

WHEREAS, the South Taylor Trail Project will be an essential pedestrian and bicycle connection between the City's terminus of the Bull Branch Trail in Robinson Park extending along Mustang Creek to Taylor High School where it will provide a critical ADA route for students, residents, and recreationalists to travel to-and-from southwest Taylor throughout the City on foot or on bike; and the City of Taylor has ranked it second; and

WHEREAS, the Hutto-to-Taylor Trail Connection Project will be a very important link creating bicycle and pedestrian connectivity amongst the cities as well as throughout the remainder of Williamson County to the west, and the City of Taylor has ranked it third.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

SECTION 1: That the City Council wishes to make it known to the Williamson County Commissioner's Court that the Council supports the placement of proposed Corridor A2 from FM 973 to HWY 95 on the list of road projects to be submitted to the voters for approval for bond funding, and

SECTION 2: That the City Council wishes to make it known to the Williamson County Commissioner's Court that the Council supports the placement of the extension of CR 401 from

US 79 to Chandler Road on the list of road projects to be submitted to the voters for approval for bond funding.

SECTION 3: That the City Council wishes to make it known to the Williamson County Commissioner's Court that the Council supports the placement of the construction of the Southeast Loop Segment 2 on the list of road projects to be submitted to the voters for approval for bond funding.

SECTION 4: That the City Council wishes to make it known to the Williamson County Commissioner's Court that the Council supports the placement of an update to the Williamson County Trails Master Plan to include development of East Williamson County trails tying into the Taylor Trail System on the list of trail projects to be submitted to the voters for approval for bond funding.

SECTION 5: That the City Council wishes to make it known to the Williamson County Commissioner's Court that the Council supports the placement of the South Taylor Trail from Robinson Park to Taylor High School along Mustang Creek on the list of trail projects to be submitted to the voters for approval for bond funding.

SECTION 6: That the City Council wishes to make it known to the Williamson County Commissioner's Court that the Council supports the placement of the Hutto-to-Taylor Trail Connection Project on the list of trail projects to be submitted to the voters for approval for bond funding.

PASSED, AND APPROVED ON THIS 27th DAY OF APRIL, 2023.

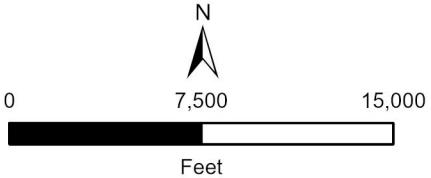
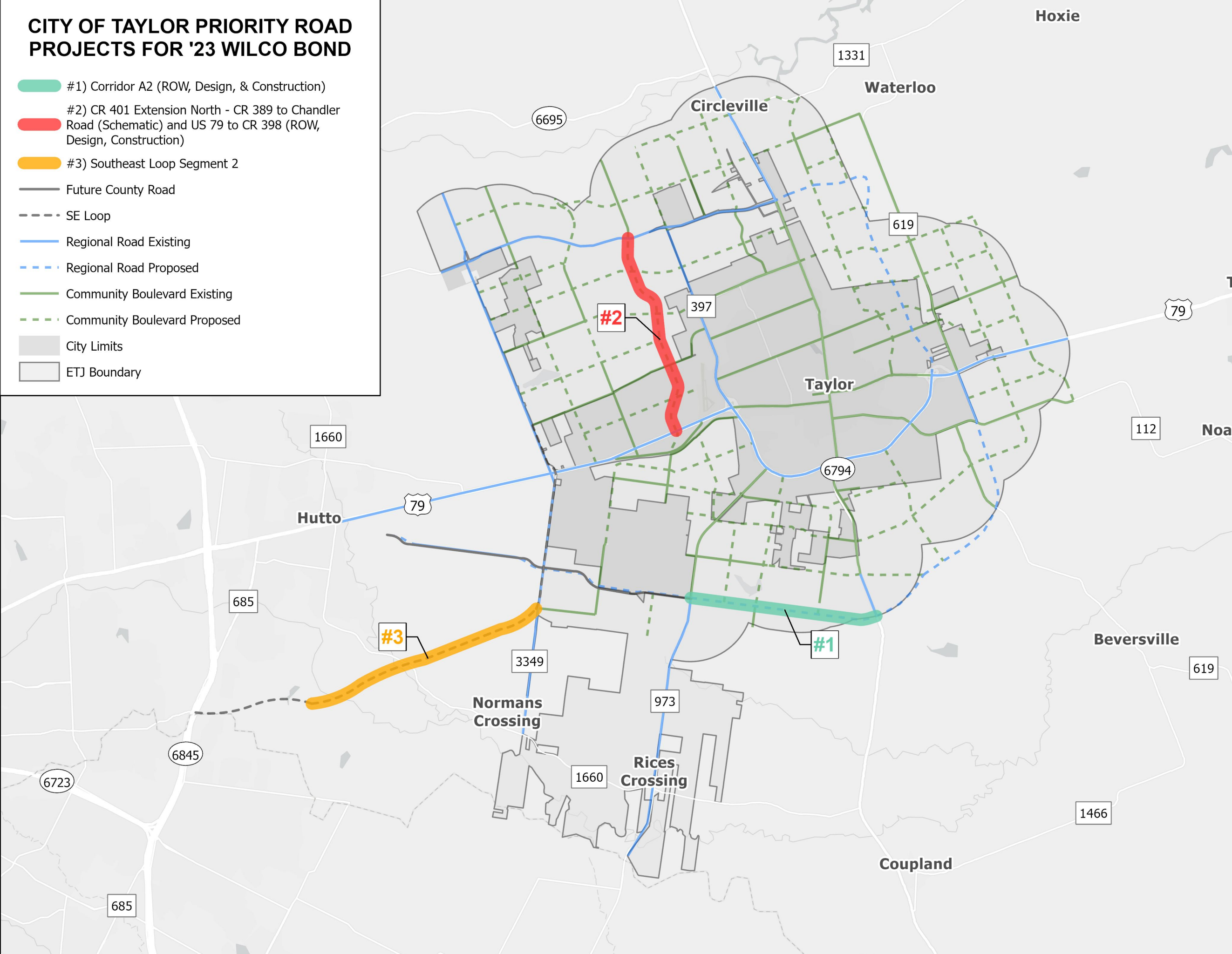
Brandt Rydell, Mayor
City of Taylor

ATTEST:

Dianna McLean
City Clerk

CITY OF TAYLOR PRIORITY ROAD
PROJECTS FOR '23 WILCO BOND

- #1) Corridor A2 (ROW, Design, & Construction)
- #2) CR 401 Extension North - CR 389 to Chandler Road (Schematic) and US 79 to CR 398 (ROW, Design, Construction)
- #3) Southeast Loop Segment 2
- Future County Road
- SE Loop
- Regional Road Existing
- Regional Road Proposed
- Community Boulevard Existing
- Community Boulevard Proposed
- City Limits
- ETJ Boundary

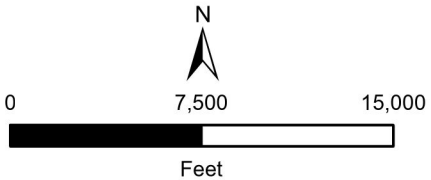
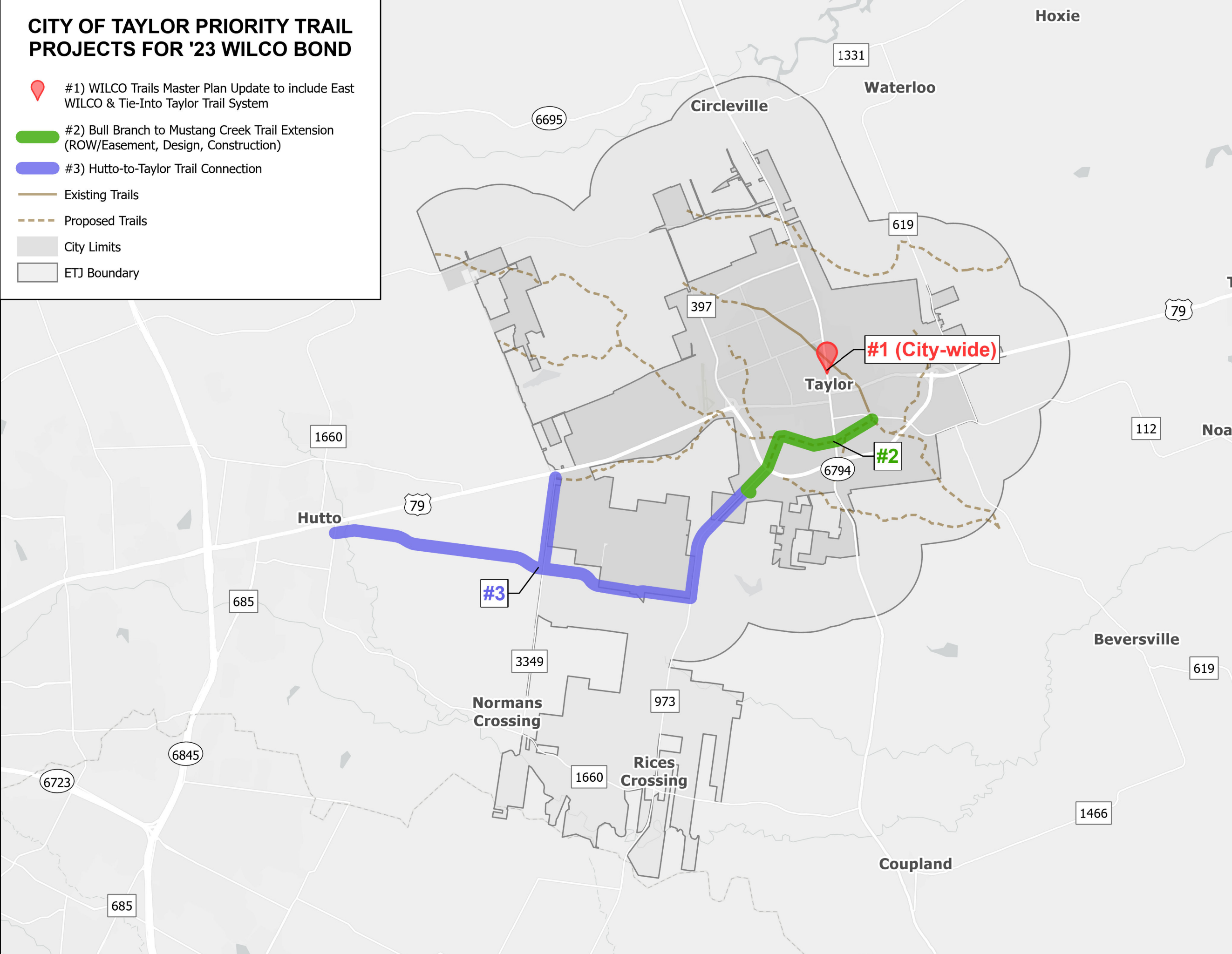


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CITY OF TAYLOR PRIORITY TRAIL PROJECTS FOR '23 WILCO BOND

- #1) WILCO Trails Master Plan Update to include East WILCO & Tie-Into Taylor Trail System
- #2) Bull Branch to Mustang Creek Trail Extension (ROW/Easement, Design, Construction)
- #3) Hutto-to-Taylor Trail Connection
- Existing Trails
- Proposed Trails
- City Limits
- ETJ Boundary



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Resolution R23-18
November 2023 Williamson County
Road & Park Bond Election

City of Taylor's Priority Projects

April 27, 2023



Resolution R23

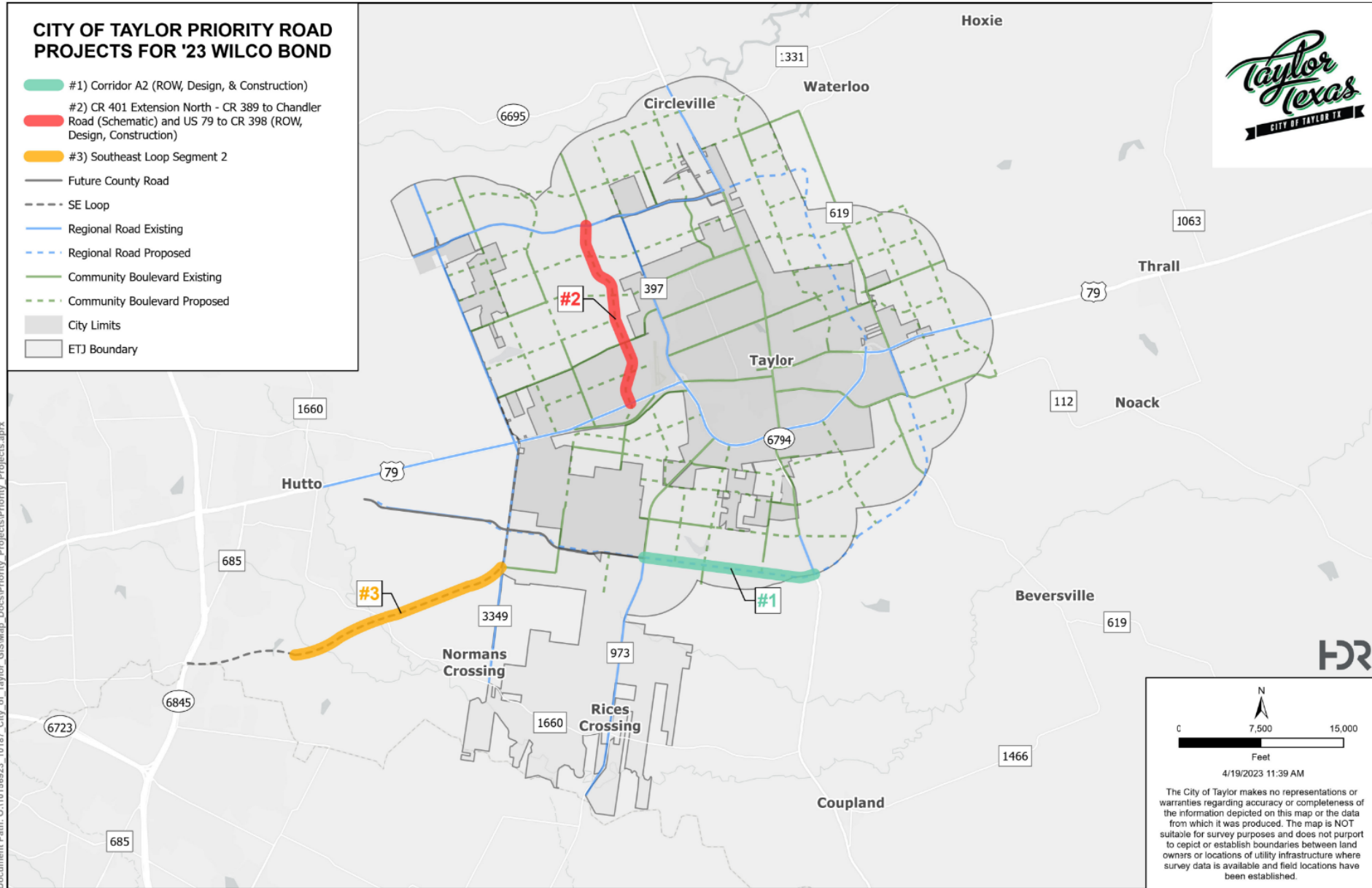
- Williamson County is considering holding a road and park bond election in November 2023
- During the next several months the County will be receiving and evaluating input from local communities and the public for projects to include in a possible bond election.
- The County asked that Taylor provide its top three (3) roadway/drainage projects and/or your top three (3) regional trail connection projects it would like the County to consider funding in partnership with the City.
- Local cost participation is strongly encouraged and will be used to evaluate projects.
- The City of Taylor is recommending 3 road projects and 3 trail projects for consideration.



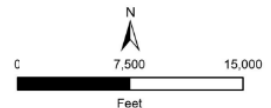
Resolution R23 - Roads

CITY OF TAYLOR PRIORITY ROAD PROJECTS FOR '23 WILCO BOND

- #1) Corridor A2 (ROW, Design, & Construction)
- #2) CR 401 Extension North - CR 389 to Chandler Road (Schematic) and US 79 to CR 398 (ROW, Design, Construction)
- #3) Southeast Loop Segment 2
- Future County Road
- - - SE Loop
- Regional Road Existing
- - - Regional Road Proposed
- Community Boulevard Existing
- - - Community Boulevard Proposed
- City Limits
- ETJ Boundary



HDR

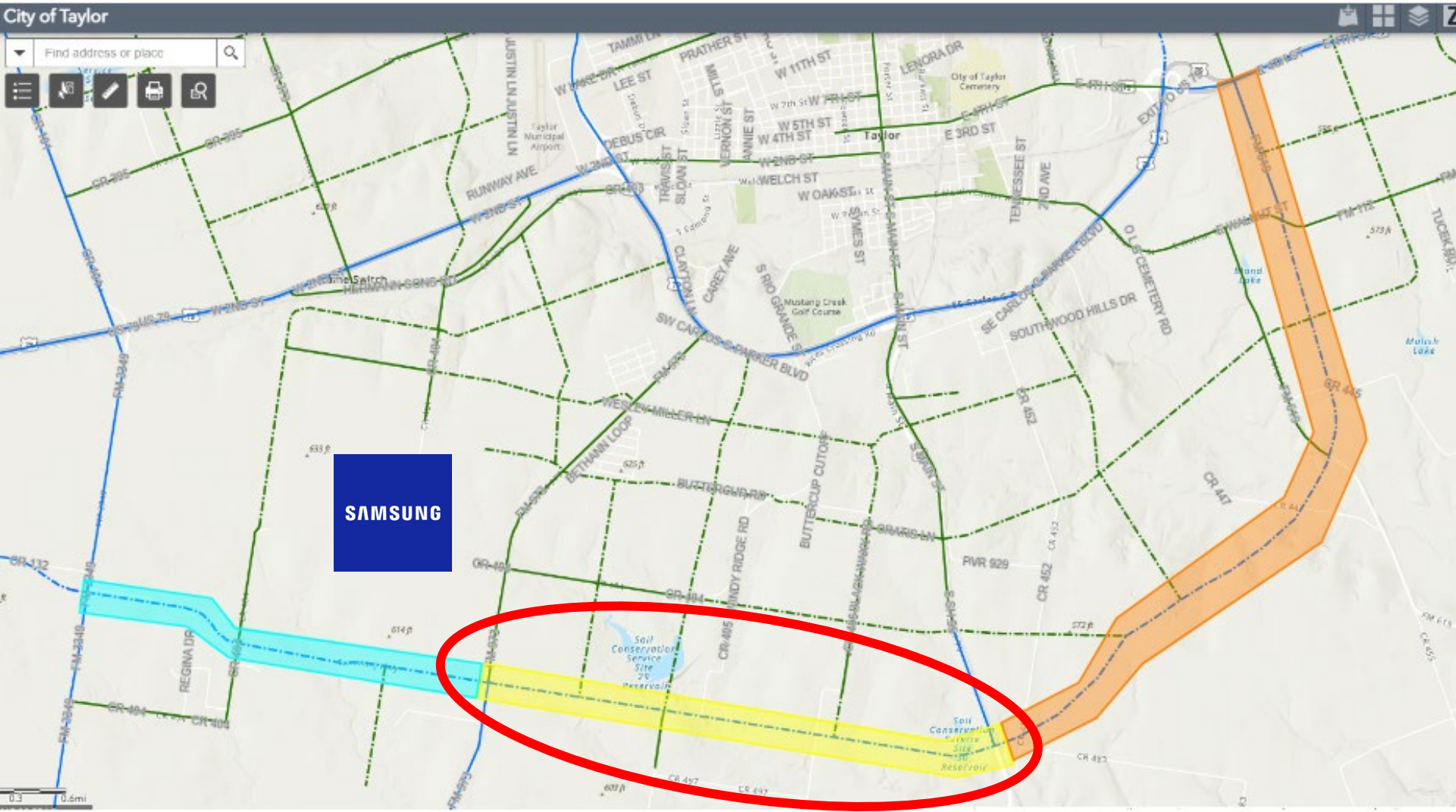


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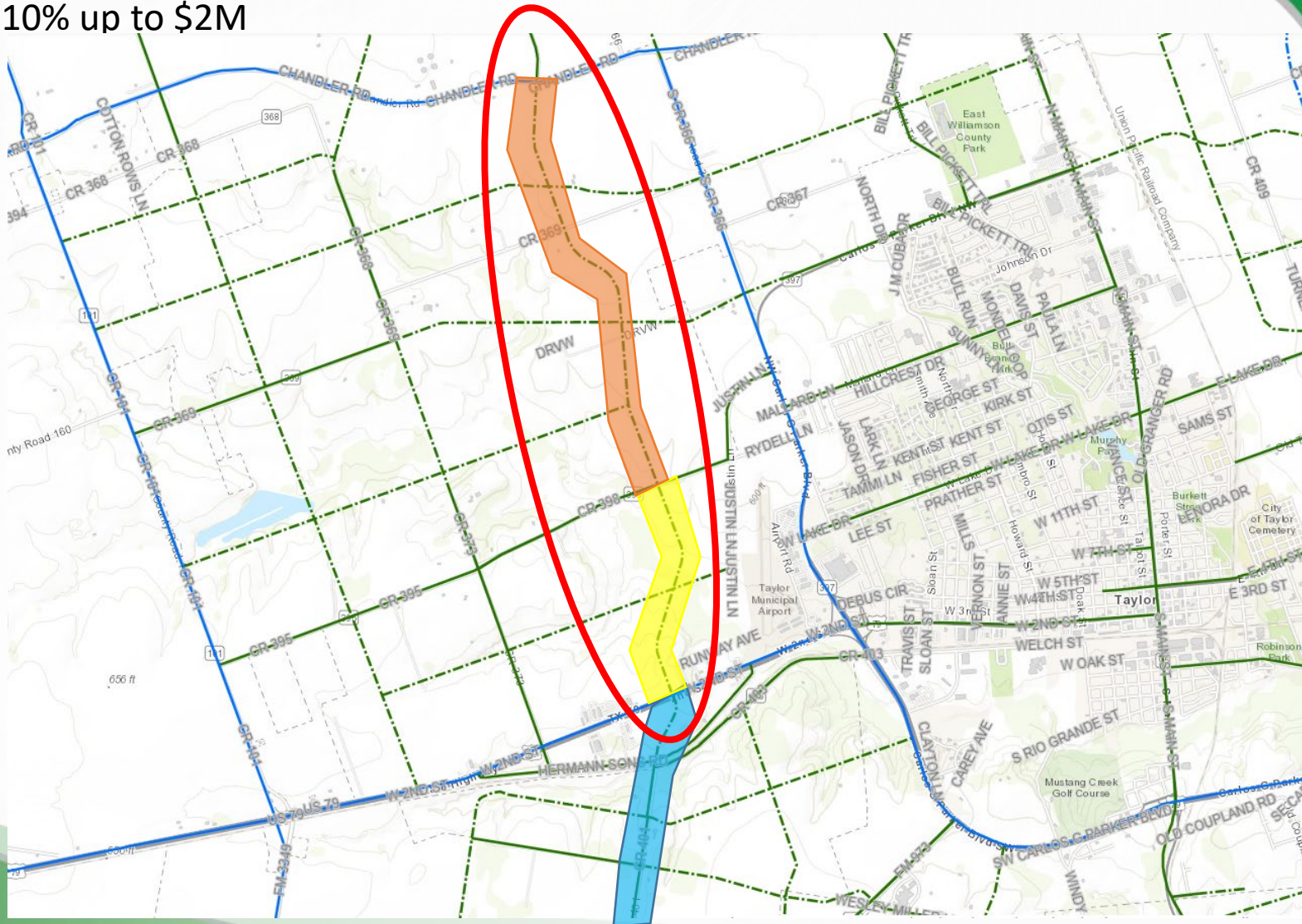
#1 – Corridor A2

- Extension of Samsung Highway from FM 973 to HWY 95
- ROW, Design, Construction
- City Match: 10% up to \$3M



#2 – CR 401 Extension

- Extension of CR 401 North from US 79 to Chandler Road
- ROW, Design, Construction from US 79 to CR 398; Schematic from CR 398 to Chandler Rd.
- City Match: 10% up to \$2M



#3 – Southeast Loop Segment 2

- Extension of CR 401 North from US 79 to Chandler Road
- Construction of Southeast Loop Segment 2
- City Match: \$0



**SOUTHEAST
LOOP**

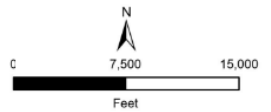
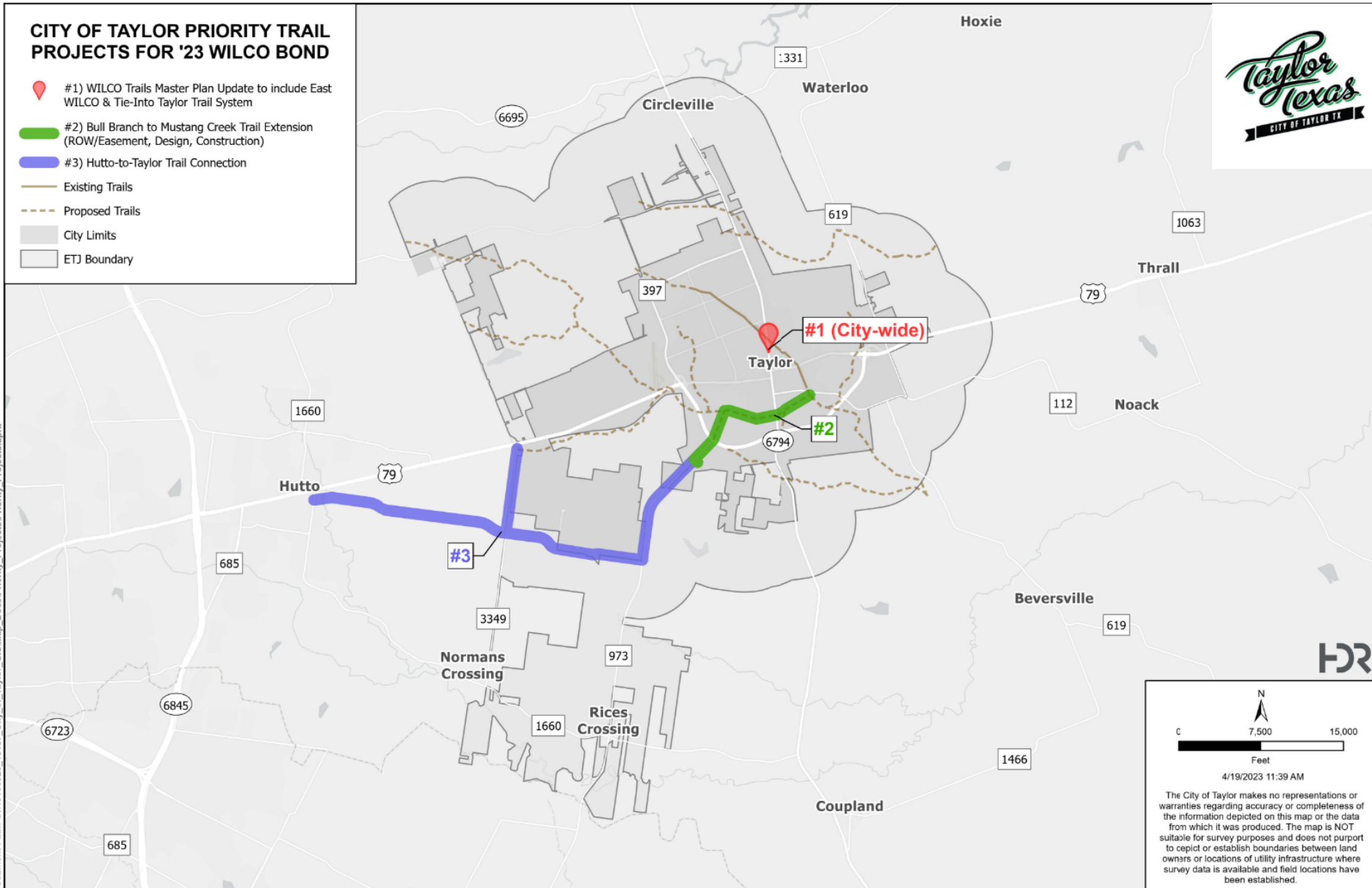
LEGEND

- Southeast Loop Segment 1
- Southeast Loop Segment 2
- FM 3349 at US 79

Resolution R23 - Trails

CITY OF TAYLOR PRIORITY TRAIL PROJECTS FOR '23 WILCO BOND

-  #1) WILCO Trails Master Plan Update to include East WILCO & Tie-Into Taylor Trail System
-  #2) Bull Branch to Mustang Creek Trail Extension (ROW/Easement, Design, Construction)
-  #3) Hutto-to-Taylor Trail Connection
-  Existing Trails
-  Proposed Trails
-  City Limits
-  ETJ Boundary

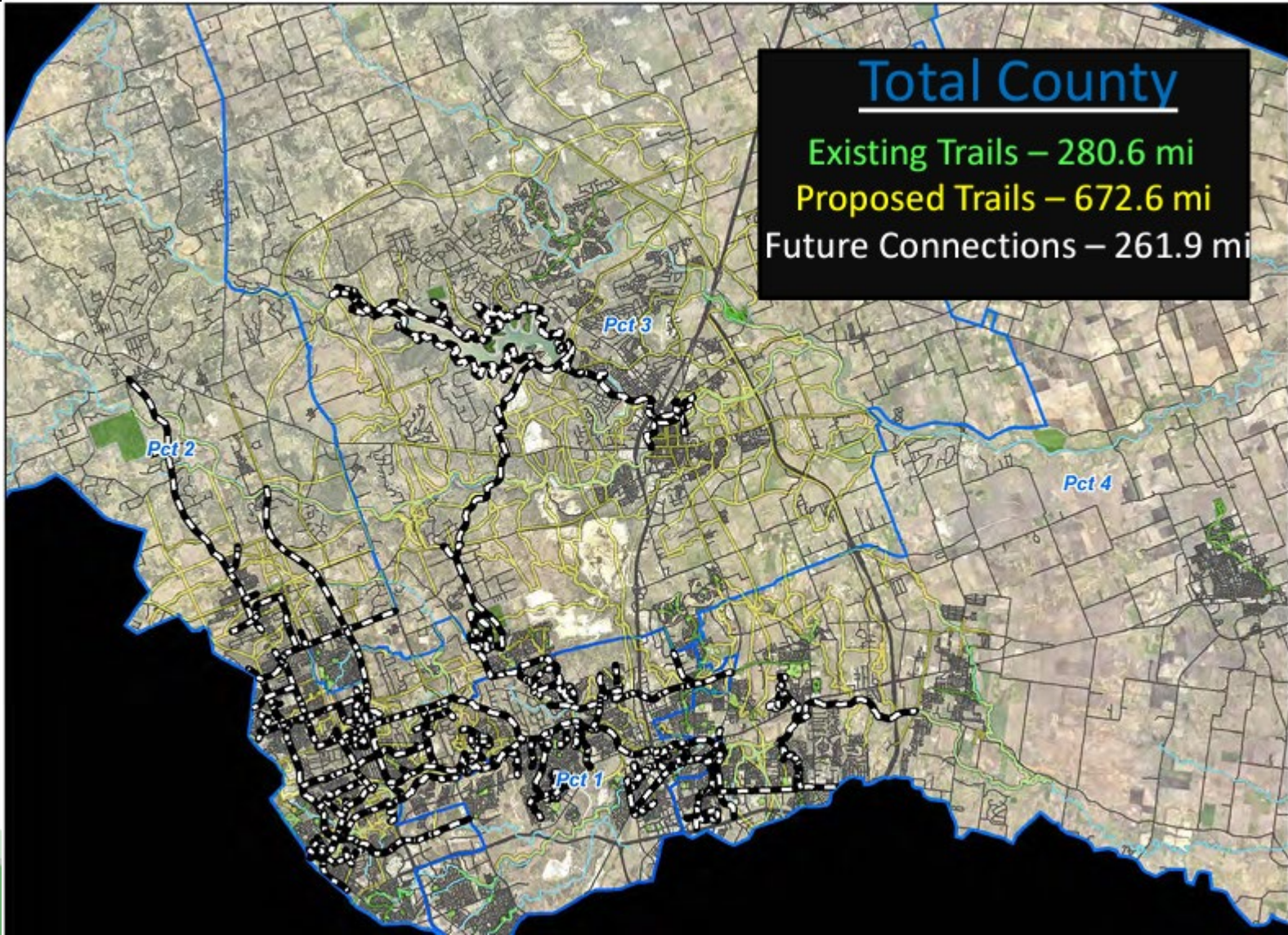


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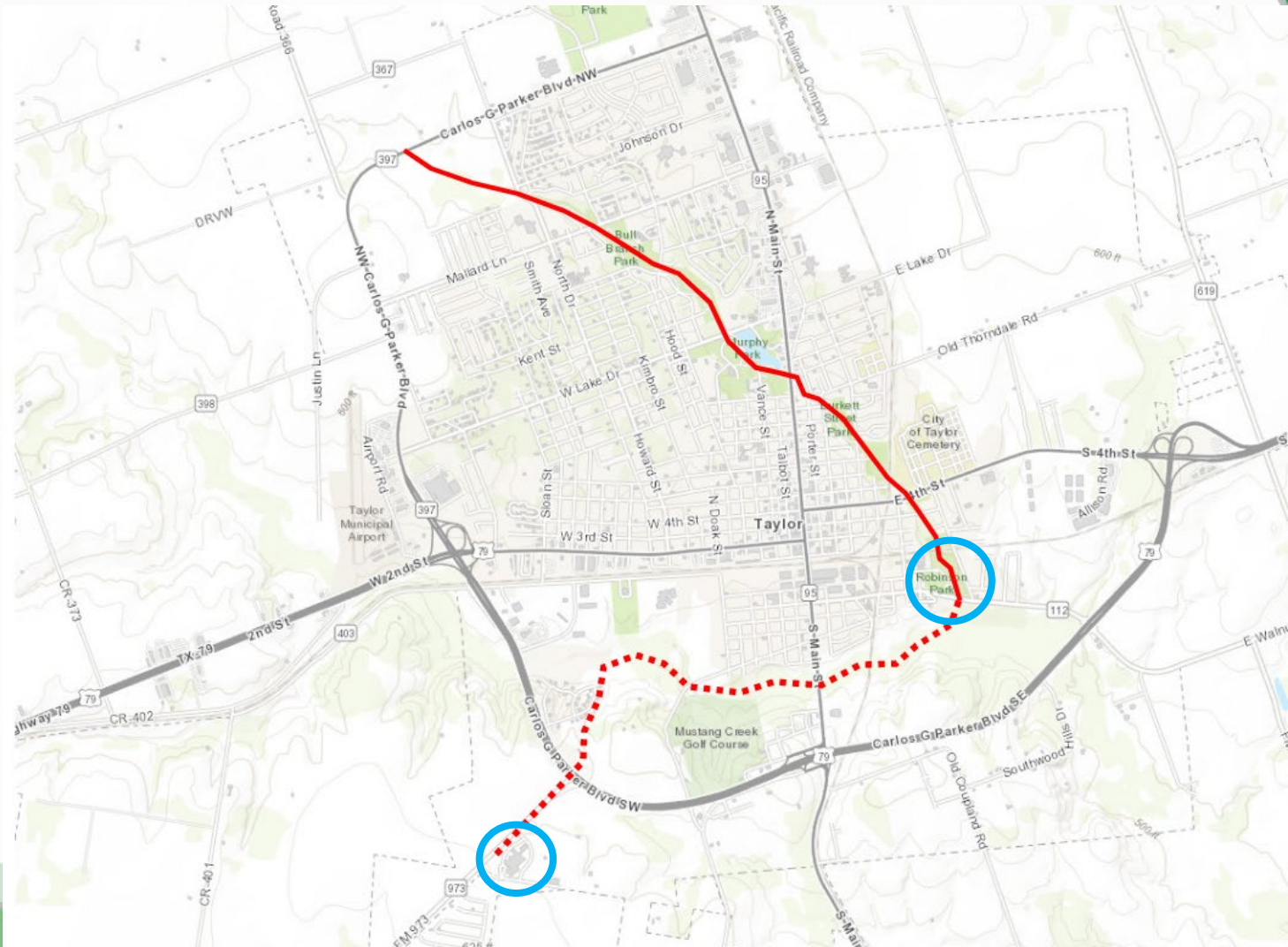
#1 – Update to WILCO Trails Master Plan

- Update the County's master plan to include East WILCO & Taylor Trails
- City Match: \$0



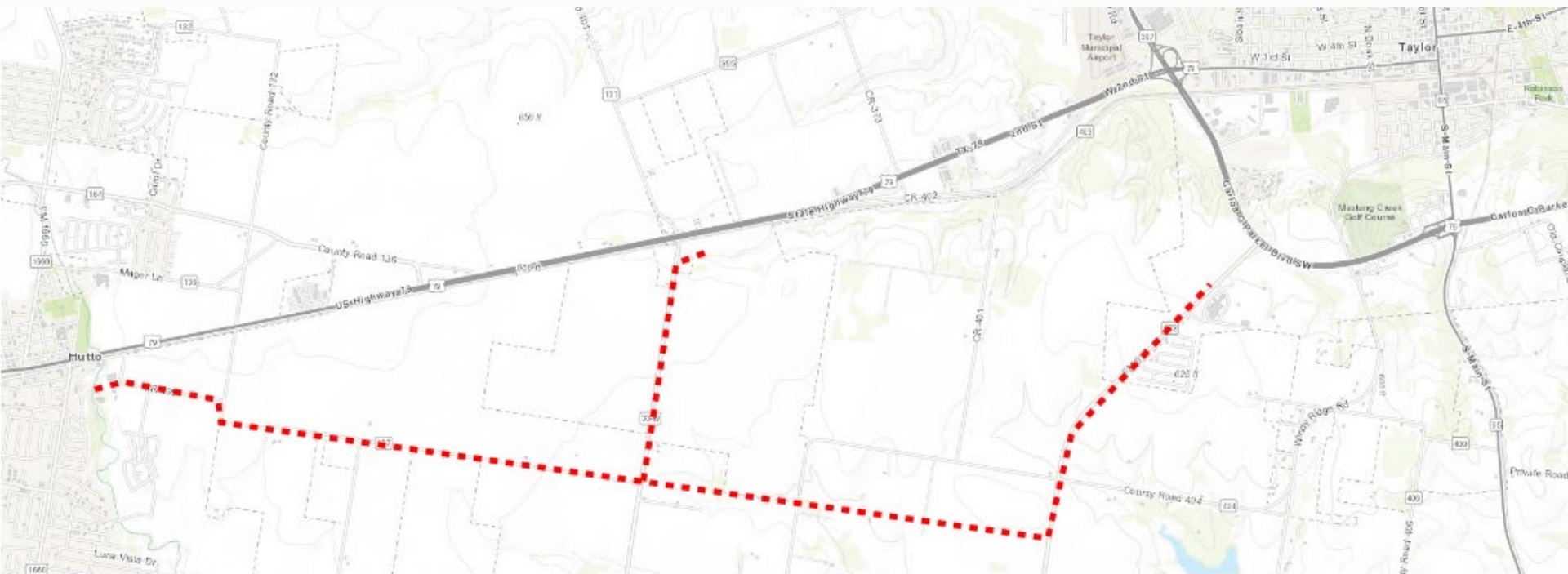
#2 – South Taylor Trail

- Proposed trail along Mustang Creek connecting to Bull Branch Trail in Robinson Park
- ROW, Design, Construction
- City Match: 10% up to \$1M



#3 – Hutto-to-Taylor Trail Connection

- Proposed trail as part of the County's overall network that would connect the Western part of the County to Taylor by tying Hutto's Cottonwood Creek Trail to Taylor
- ROW, Design, Construction
- City Match: 10% up to \$1M



Resolution R23 November 2023 Williamson County Road & Park Bond Election

City of Taylor's Priority Projects

Questions or Comments?

