City of Denton



City Hall 215 E. McKinney St. Denton, Texas 76201 www.cityofdenton.com

Meeting Agenda

Capital Improvement Advisory Committee

Wednesday, July 23, 2025	4:00 PM	Council Work Session Room

REGULAR SESSION BEGINS AT 4:00 P.M. IN THE COUNCIL WORK SESSION ROOM

After determining that a quorum is present, the Capital Improvement Advisory Committee of the City of Denton, Texas will convene in a Regular Session on Wednesday, July 23, 2025, at 4:00 p.m. in the Council Work Session Room at City Hall, 215 E. McKinney Street, Denton, Texas at which the following items will be considered:

REGULAR SESSION

1. ITEMS FOR INDIVIDUAL CONSIDERATION

A. <u>CIAC25-009</u> Receive the City of Denton's Semi-Annual Roadway Impact Fee Report and hold a discussion.

<u>Attachments:</u> Exhibit 1 - Agenda Information Sheet Exhibit 2 - CIAC- Semi Annual Report, 2025

2. CONCLUDING ITEMS

NOTE: The Capital Improvement Advisory Committee reserves the right to adjourn into a Closed Meeting on any item on its Work Session or Regular Session agenda consistent with Chapter 551 of the Texas Government Code, as amended, including without limitation, Sections 551.071-551.086 of the Texas Open Meetings Act.

CERTIFICATE

Ι certify the above notice of meeting official website that posted the was on (https://tx-denton.civicplus.com/242/Public-Meetings-Agendas) and bulletin board at City Hall, 215 E. McKinney Street, Denton, Texas, on July 18, 2025, in advance of the 72-hour posting deadline, as applicable, and in accordance with Chapter 551 of the Texas Government Code.

OFFICE OF THE CITY SECRETARY

NOTE: THE CITY OF DENTON'S DESIGNATED PUBLIC MEETING FACILITIES ARE ACCESSIBLE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY WILL PROVIDE ACCOMMODATION, SUCH AS SIGN LANGUAGE INTERPRETERS FOR THE HEARING IMPAIRED, IF REQUESTED AT LEAST 48 HOURS IN ADVANCE OF THE SCHEDULED MEETING. PLEASE CALL THE CITY SECRETARY'S OFFICE AT 940-349-8309 OR USE TELECOMMUNICATIONS DEVICES FOR THE DEAF (TDD) BY CALLING 1-800-RELAY-TX SO THAT REASONABLE ACCOMMODATION CAN BE ARRANGED.



Legislation Text

File #: CIAC25-009, Version: 1

AGENDA CAPTION

Receive the City of Denton's Semi-Annual Roadway Impact Fee Report and hold a discussion.



City of Denton

City Hall 215 E. McKinney Street Denton, Texas www.cityofdenton.com

AGENDA INFORMATION SHEET

DEPARTMENT: Department of Development Services

DCM: Cassey Ogden

DATE: July 23, 2025

SUBJECT

Receive the City of Denton's Semi-Annual Roadway Impact Fee Report and hold a discussion.

BACKGROUND

Impact fees are a funding mechanism used to support the public infrastructure required by new developments. In Texas, the legislature allows these fees to be used specifically for water, wastewater, roadway, and drainage facilities. The City of Denton has implemented impact fees for public water and wastewater infrastructure since 1998, and for transportation improvements since 2016.

Roadway impact fees address the need for increased capacity on arterial and collector roads that are part of the overall transportation network. The recently adopted 2022 Roadway Impact Fee Study aims to determine the appropriate fee amount per new development unit necessary to fund these improvements, in accordance with Chapter 395 of the Texas Local Government Code.

Based on staff's assessment and consistent with Chapter 395, there are no perceived inequities in implementing the plan or imposing the impact fee.

At this work session, staff will present the Semi-Annual report to the Capital Improvement Advisory Committee on Roadway Impact Fees.

EXHIBITS

Exhibit 1 - Agenda Information Sheet Exhibit 2 - CIAC- Semi Annual Report, 2025

> Respectfully submitted: Farhan Butt, Ph.D., P.E., M. ASCE Deputy Director of Transportation Services Division

Prepared by: Sahar Esfandyari, Ph.D., AICP Senior Transportation Planner







Transportation Services Division

Semi-Annual Report

Denton Capital Improvement Advisory Committee on Impact Fees



Farhan Butt, Ph.D., P.E., M. ASCE Transportation Services Division July 23, 2025

SUMMARY

Impact fees serve as a crucial funding mechanism for public infrastructure necessitated by new developments, primarily aimed at ensuring that the costs associated with these developments are adequately covered. Implemented by the city of Denton since 1998 for water and wastewater improvements, and since 2016 for transportation improvements, these fees align with state legislation that governs the use of impact fees in Texas. The recently updated 2022 Roadway Impact Fee (RIF) study focuses on calculating the necessary fees for new developments, emphasizing compliance with Chapter 395 of the Texas Local Government Code, and seeks to establish a firm basis for funding vital transportation infrastructure.

The determination of transportation impact fees in Denton relies on several key considerations. Each development's fee is established through an impact fee study, which outlines the maximum permissible fee as defined by state law, with the city council ultimately deciding the amounts collected. The fee structure is reviewed every five years and is subject to adjustments in response to significant changes in growth projections or infrastructure needs. The study projects growth and capacity requirements over a ten-year horizon, highlighting the forward-looking nature of infrastructure planning in the city.

Service areas play a pivotal role in the impact fee framework, delineating specific geographic regions where set maximum fees apply, ensuring that all collected funds are directed towards improvements in those areas. The city of Denton has defined five distinct service areas, each with its own maximum impact fee, classified by elements such as corporate limits, land use, and geographic features. This nuanced approach enables variations in impact fees across similar land uses, promoting more effective management of local resources in response to growth.

Finally, the concept of "service units" plays a crucial role in assessing the demand for capital facilities that arise from new developments in urban planning. In Denton's 2022 RIF study, the vehicle-mile is identified as the primary metric for evaluating this demand, effectively representing the impact new developments have on the transportation system. By analyzing the total vehicle-miles of both supply and demand, the study integrates projected growth figures with historical data on building permits. This comprehensive analysis enables planners to forecast the city's infrastructure needs with a high degree of accuracy over the forthcoming decade.

This strategic planning process not only facilitates the judicious allocation of resources but also ensures that Denton can manage its anticipated growth without compromising the quality of services provided to its residents. By carefully considering the interplay between development and infrastructure demands, Denton's approach emphasizes the importance of maintaining service quality and safety. Furthermore, such a methodical examination fosters sustainable growth, allowing the city to enhance its transportation infrastructure in a manner that is both responsible and responsive to community needs. As a result, Denton's planning efforts position the city to effectively navigate future challenges while improving the overall quality of life for its residents.

Farhan Butt, Ph.D., P.E., M. ASCE Deputy Director, Transportation Services

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LIST OF ACRONYMS

CIAC	Capital Improvement Advisory Committee
CIP	Capital Improvements Plan
NCTCOG	North Central Texas Council of Governments
RIF	Roadway Impact Fees
DISD	Denton Independent School District
UPRR	Union Pacific Railroad
DCTA	Denton County Transportation Authority
FY	Fiscal Year

INTRODUCTION

Development Impact Fees are one-time charges imposed by local authorities on new construction. These fees are paid by developers to help municipalities recoup costs associated with infrastructure and public services related to growth. Unlike other value capture methods, such as special assessments and negotiated exactions, impact fees can be utilized for off-site services like local roads, schools, or parks. Typically, these fees are calculated using a predetermined formula rather than through negotiations, which is the approach used for developer contributions. Across the United States, local governments implement development impact fees to finance transportation enhancements.

Hence, impact fees serve as a funding mechanism for public infrastructure required by new developments. These fees are used nationwide to support various facilities, including police and fire departments, parks, schools, roads, and utilities. The legislature authorizes their use for water, wastewater, roadway, and drainage facilities in the state of Texas. The City of Denton has been applying these fees for public water and wastewater improvements since 1998 and for transportation improvements since 2016.

Quick Facts

Development impact fees are onetime charges on new development to help municipalities pay for new infrastructure needed to accommodate that development.

Impact fees differ from other forms of value capture because they can be used to pay for off-site services such as local roads, schools, or parks.

Development impact fees are determined according to a formulaic process.

Impact fees must meet the requirements of a rational nexus test that demonstrates a link between the costs imposed by the fee and the services provided as a result of the fee.

In essence, the impact fees are intended to recover the additional costs generated by each new development that necessitates new infrastructure. Roadway Impact Fees (RIF) involve addressing the increased capacity needed on arterial and collector roads that form part of the overall transportation system. The recently adopted 2022 RIF Study aims to calculate the fee per new development unit necessary to fund these improvements, in accordance with Chapter 395 of the Texas Local Government Code.

In Denton, transportation impact fees are determined by several key factors, which are explained in further detail below.

- Impact Fee Study—The 2022 RIF Study aims to determine the maximum impact fee for new developments as permitted by state law. This fee is not a recommendation; the Denton City Council decides the amount collected, as long as it doesn't exceed the legal maximum. As state law requires, the study projects growth and capacity need over 10 years and must be reviewed every five years. However, it can be updated sooner if there are significant changes in key variables.
- Service Areas A Service Area is a designated geographic region where a specific maximum impact fee is set, and all fees collected must be used for improvements within that area. For RIF, the Service Area cannot exceed six miles, resulting in five distinct Service Areas in Denton. Corporate limits, size restrictions, adjacent land uses, and topography define boundaries in these five Service Areas. Each Service Area has its maximum impact fee, resulting in variations in per-

9

unit impact fees for similar land uses within the Service Areas. The 2022 Denton impact fee study aimed to group areas with similar land use within the same Service Area whenever possible.

- Land Use Assumptions The maximum RIF determination must be based on projected growth and corresponding capacity needs within a 10-year window. The recently adopted City of Denton Impact Fee study considers the years 2022-2032. All vacant parcels were inventoried to arrive at a reasonable projection of growth. It was assumed that vacant parcels would develop in accordance with the Future Land Use Plan specified in the Comprehensive Plan. To project future development in the ten-year window, the known developing areas within the city were assumed to be fully developed by 2032. Historical building permits were researched to compare the projected growth of these known development areas against historical data. Exhibit 1 illustrates the Citywide Future Land Use Map, and Table 1 provides projections for residential and employment over the next 10 years.
- The Rational Nexus Test Development impact fees play a crucial role in urban planning and infrastructure development across the United States, particularly in regions experiencing significant demographic growth. Their widespread adoption began in the 1970s and 1980s, marking a pivotal shift in how communities manage the financial burdens associated with new development.
 - Impact fees are often used in areas hesitant to fund growth through general tax revenues, creating a dedicated source for infrastructure costs. They are based on the "rational nexus" test, which requires that fees charged to developers are proportional to the infrastructure costs generated by their projects, ensuring a clear connection between the services provided and the fees required.
 - Once impact fees are successfully collected, it is essential to reinvest them promptly into necessary infrastructure improvements to meet the community's evolving needs. As demographics change and areas develop, timely enhancements to facilities—such as roads, public transportation systems, water supply systems, and recreational spaces— become increasingly crucial. Typically, development impact fees are used in conjunction with various other revenue sources, such as grants, bonds, or general taxes. This strategic approach enables a comprehensive range of improvements that can better accommodate the increasing number of residents and businesses.
- Legal Parameters It is vital to highlight that there are legal parameters governing the use of these fees. Specifically, regulations dictate that the amount charged in impact fees cannot exceed the actual costs incurred for the infrastructure improvements they are intended to fund. This legal framework ensures that the fees are not only a fair financial expectation for developers but also a responsible approach to fostering sustainable community growth. This way, all stakeholders can be assured that the funding mechanism is equitable and directly tied to the benefits received by the community.



Exhibit 1 – Citywide Future Land Use Map

Source: Denton 2040 Comprehensive Plan Future Land Use Map

	Resid	ntial Employment				
a : .	Single Family	Multi-Family	Basic	Service	Retail	
Service Area	Dwellir	ng Units	Sq. Ft.	Sq. Ft.	Sq. Ft.	
А	3,212 970		2,843,000	591,000	871,000	
В	2,009 387		415,000	238,000	285,000	
С	1,538 1,015		3,518,000	689,000	446,000	
D	847 215		215 815,000 206,000		287,000	
Е	1,219 1,291		1,831,000	519,000	505,000	
Sub-Total	8,825	3,878	9,422,000	2,243,000	2,394,000	
Total	12,	703	14,059,000			

Table 1 - Residential and Employment 10-Year Projections

Service Units

The "service unit" measures new development's consumption or use of the capital facilities. In other words, it is the unit of measure used in the 2022 RIF Study to quantify the supply and demand for roads in the City. For transportation purposes,

the service unit is defined as a vehicle-mile. Below is the definition for vehicle-mile.

- <u>Vehicle-Mile</u> The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is the basis for transportation planning and estimating trips caused by new development.
- <u>Total Vehicle-Miles of Supply</u> Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Denton Mobility Plan. For more information on RIF CIP Service Units of Supply, please refer to Appendix C.
- <u>Total Vehicle-Miles of Demand</u> Based on the 10-year growth projections. The Demand equals the PM Trip Rate (trips) multiplied by the trip length (miles) [PM Trip Rate (trips) * Trip Length (miles)]. Table 2 illustrates the 10-year growth projections and the respective projected increase in vehicle miles (2022-2032).
- <u>The Capacity Values</u> The capacity values used in Denton's 2022 RIF Study are based upon Thoroughfare Capacity Criteria published by the North Central Texas Council of Governments (NCTCOG) applied to the City of Denton's thoroughfare standards. Tables 3A and 3B show the service volumes as a function of the facility classification and type. Please refer to Appendix C for the supply by region.

Table 2 – 10-Year Growth Projections

Table 2 – 10-Year Growth Projections

2022-2032 Growth Projections 1

SERVICE

AREA

А

В

С

D

Е

VEH-

MILES

39,968

16,374

31,332

11,634

24,148

		R	esidential V	/ehicle-mi	les		Emple	Employment Square feet ⁴		Employment Square feet ⁴ Trans-Demand Factor ⁵ Employment VEHICLE MILES ⁹				ES ⁹			
SERVICE AREA	Single Family Units	Trip Rate/ TDF ²	Vehicle Miles ³	Multi- Family Units	Trip Rate/ TDF ²	Vehicle Miles ³	BASIC	SERVICE	RETAIL	BASIC	SERVICE	RETAIL	BASIC ⁶	SERVICE ⁷	RETAIL ⁸	TOTAL	TOTAL VEHICLE MILES ¹⁰
		0.94			0.51					0.65	1.44	5.19					
А	3,212		14,807	970		2,425	2,843,000	591,000	871,000				9,268	5,106	8,382	22,736	39,968
В	2,009		9,261	387		968	415,000	230,000	285,000				1,353	2,056	2,736	6,145	16,374
С	1,538	1.61	7,090	1,015	2.5	2,538	3,518,000	689,000	446,000	3.26	8.64	9.6	11,469	5,953	4,282	21,704	31,332
D	847	4.61	3,905	215		538	815,000	206,000	287,000				2,657	1,780	2,755	7,192	11,634
Е	1,219		5,620	1,291		3,228	1,831,000	519,000	505,000				5,969	4,484	4,848	15,301	24,148
Totals	8,825		40,683	3,878		9,695	9,422,000	2,243,000	2,394,000				30,716	19,379	22,983	73,078	123,456

Notes:

¹ From City of Denton 2022 Land Use Assumptions for Roadway Impact Fees

² Transportation Demand Factor for each Service Area (from LUMMET) using Single Family Detached Housing land use and trip generation rate

³ Calculated by multiplying TDF by the number of dwelling units

⁴ From City of Denton 2022 Land Use Assumptions for Roadway Impact Fees

⁵ Trip generation rate and Transportation Demand Factors from LUMMET for each land use

⁶ 'Basic' corresponds to General Light Industrial land use and trip generation rate

⁷ 'Service' corresponds to General Office land use and trip generation rate

⁸ 'Retail' corresponds to Shopping Plaza (40-150k) land use and trip generation rate

⁹ Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

¹⁰ Residential plus Employment vehicle-mile totals for each Service Area

Facility Classification	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
Primary Arterial (PA)	Divided	850
Secondary Arterial (SA)	Divided	750
Collector (C)	Undivided	550

Table 3A - Service Volumes for Proposed Facilities

Table 3B – Service Volumes for Proposed Faciliti	es
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Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile
2U-R	Rural cross-section (e.g., gravel, dirt, etc.)	150
2U-H	J-H Two-lane undivided – arterial type 725	
2-1W	Two-lane – one-way couplet	650
2U	Two-lane undivided	425
3-1W	Three-lane – one-way couplet	700
3U	Three-lane undivided (two-way with left-turn lane)	550
4U	Four-lane undivided	550
4D	Four-lane divided	750
6D	Six-lane divided	850

Roadway Impact Fee Capital Improvements Plan (CIP) - The RIF CIP is distinct and separate from the City's traditional CIP. The RIF CIP is simply the list of projects eligible for funding through impact fees. Only those capacity improvements in the City's adopted Mobility Plan are included in the RIF CIP. Capacity improvements may include adding lanes, improving intersections, or extending a new road. Resurfacing or other maintenance activities do not qualify as capacity improvements under the impact fee law in Texas. Only the projects listed in the RIF CIP are eligible to utilize impact fee funds. To optimize future flexibility, all capacity improvement projects included in the Mobility Plan are incorporated into the RIF CIP and will be eligible to utilize impact fee funds. Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee. Please refer to Appendix D for the most up-to-date RIF CIP by service Areas. The tables in Appendix D show the length of each project as well as the facility's Mobility Plan classification. The RIF CIP was developed in conjunction with input from City of Denton staff and represents those projects that will be needed to accommodate the growth projected in the Land Use Assumptions

Development of a 10-year RIF CIP is required per Chapter 395 of the Texas Local Government Code. To accomplish this, the current Denton Mobility Plan has been updated using a Dentonspecific Travel Demand Model. The Travel Demand Forecast Model was developed using the existing roadway network, as well as residential and employment data, to create a baseline scenario. This scenario was calibrated using existing vehicle counts. Several build-out scenarios

were run using the build-out residential and employment data to assist in completing the updated mobility plan map. This updated mobility plan map serves as the basis for this RIF CIP. The RIF CIP includes arterial and collector-class roadway facilities that serve the overall transportation system, as well as significant improvements to intersections.

• **Impact Fee Calculation**—The maximum impact fee allowable in each of the five service areas is then calculated by dividing the RIF CIP Attributable to Growth by the number of vehicle miles in the corresponding Service Area in the above table. This calculation is performed for each service area, which has a stand-alone RIF CIP and 10-year growth projection. For more information, please refer to the recently adopted City of Denton Impact Fee Study, hyperlinked in Appendix A.

The maximum assessable impact fee is calculated by taking the total eligible RIF CIP costs for a specific service area and dividing that sum by the projected growth in travel demand due to new development over the next 10 years. The methods used to calculate the impact fee, as illustrated in the latest Denton RIF Report, adhere to the guidelines outlined in Chapter 395 of the Texas Local Government Code.

Chapter 395 Required Adoption Process

Chapter 395 of the Texas Local Government Code outlines the process for adopting RIF. A Capital Improvement Advisory Committee (CIAC) reviews the Land Use Assumptions and the RIF CIP to calculate the maximum fee and presents its findings to the City Council. The CIAC, composed of representatives from the building and development communities, also reviews the RIF ordinance. The City Council holds two public hearings: one for the Land Use Assumptions and CIP, and another for the RIF Ordinance. After adoption, the CIAC is responsible for advising on updates within five years and overseeing the administration of the Impact Fee.

Collection and Use of Transportation Impact Fees – The RIFs are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. RIFs are collected when a building permit is issued. Therefore, funds are not collected until development impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection or refunded with interest.

ROADWAY IMPACT FEE REVENUE STATUS

This report, dated July 23, 2024, provides a summary of the administration and operations of the RIF program. The information presented is based on financial data from the City of Denton's accounting and accounts receivable systems. From Fiscal Year (FY) 2016-17 to FY 2023-24, a total of \$31,154,950 in Roadway Impact Fees was collected. Table 1 presents the eligible CIP projects that have utilized funds from the Roadway Impact Fee program.

Description	Ledger Type	Service Area "A"	Service Area "B"	Service Area "C"	Service Area "D"	Service Area "E"	Total
Total Revenues	0.00	5635871.55	6616803.71	6808301.27	2279065.38	9814908.39	31154950.31
TRANSFERRED TO CIP PROJECTS							
Country Club/Ryan Road Intersection	250068472.00	0.00	(60175.04)	0.00	0.00	0.00	(60175.04)
Country Club/Ryan Road Thoroughfare	250080472.00	0.00	(802443.00)	0.00	0.00	0.00	(802443.00)
HICKORY CREEK PH 2 STREET LIGHTS	250117472.00	0.00	(530975.00)	0.00	0.00	0.00	(530975.00)
BRONCO WAY	250118472.00	0.00	0.00	(100000.00)	0.00	0.00	(100000.00)
HICKORY CREEK PH 3	250120472.00	0.00	(1960000.00)	0.00	0.00	0.00	(1960000.00)
WESTGATE RD	250125472.00	0.00	0.00	(280000.00)	0.00	0.00	(280000.00)
MINGO & 380	250126472.00	0.00	0.00	0.00	(1400000.00)	0.00	(1400000.00)
MAYHILL ROAD - RIF	250127472.00	0.00	0.00	0.00	0.00	(4865204.00)	(4865204.00)
JIM CHRISTAL - RIF	250137472.00	(659000.00)	0.00	0.00	0.00	0.00	(659000.00)
Hickory Creek Road Alignment	350044472.00	0.00	(1800000.00)	0.00	0.00	0.00	(180000.00)
Mayhill PH 4	350283472.00	0.00	0.00	0.00	0.00	(1100000.00)	(1100000.00)
Mayhill DCTA Bridge RIF FY21	350536472.00	0.00	0.00	0.00	0.00	(1353000.00)	(1353000.00)
RINEY ROAD EAST	350553472.00	0.00	0.00	(500000.00)	0.00	0.00	(500000.00)
Total Allocated/Spent	0.00	(659000.00)	(5153593.04)	(4300000.00)	(1400000.00)	(7318204.00)	(18830797.04)
Remaining Balance	0.00	4976871.55	1463210.67	2508301.27	879065.38	2496704.39	12324153.27

Table 4: Total Revenues and Fees Spent on Eligible Projects by Service Area

PROJECT DETAILS ON SELECTED RIF PROJECTS

The following section shares the Project details on selected RIF projects

Riney Road East

Scope - The Riney Road East Project will build two new segments of a concrete roadway. The first segment to be widen consists of approximately 1310 linear feet of street construction. The second segment to be widen consists of 270 linear feet along the frontage of two single family residential lots. The project also consists of a 10-foot-wide concrete hike and bike trail to be constructed tying the new DISD elementary school property to the City of Denton Northlakes Park trails system.

Status - The Plans are 100% complete and the Project Manual is 90% complete.

Expected Completion Date - Bidding: Q3 of 2025 Construction: October 2025 to June 2026

Westgate Road

Scope - The Westgate Road Project is a street construction project to provide for permanent connectivity of the N. Westgate dead-end to Bronco Way. The project scope will also include water and drainage improvements within the project site. Pedestrian mobility on North/South Westgate Road will be addressed by constructing a single eight-foot-wide sidewalk on the east side of the street along the full length of the roadway. The project will also reconstruct Windsor Drive from the I35 Access Road to N. Westgate Drive.

Status - A Pre-Construction Meeting is being hosted by the City on July 8, 2025. Soon after the project will be in construction.

Expected Completion Date - Construction August 2025 to April 2026

Bronco Way

Scope - Bronco Way is a street construction project to provide for permanent connectivity of Bronco Way Dead-end towards the I-35 Access Road. Pedestrian mobility on Bronco Way will be addressed by constructing sidewalks on both sides of the street along the full length of the roadway. The project scope is being built by the Westgate Road Project that will be in construction in August 2025.

Status - A Pre-Construction Meeting is being hosted by the City on July 8, 2025. Soon after the project will be in construction.

Expected Completion Date - Construction August 2025 to April 2026

Hickory Creek Rd Phase 2 Lighting

Scope - Addition of street lighting along the new constructed portion of Hickory Creek roadway from FM 2499 to Riverpass Dr.

Status - Project is currently in design. Projected design completion in Q1 2026. City staff is also working through agreements with Oncor electric for pole use.

Expected Completion Date - Impact fees will cover design. Once design is complete it will be placed on hold until construction funding is identified. **Hickory Creek Road Phase 3**

Scope - Widening of Hickory Creek Rd from Riverpass Dr to FM 1830 including drainage infrastructure, shared use paths and a new bridge structure over Hickory Creek.

Status - Project is currently under construction with an anticipated completion date of Q4 2026.

Expected Completion Date - Q4 2026

Mingo and US 380

Scope - Adding continuous left turn and 10-foot trail to Mingo (from Bell to Mockingbird) and Ruddell (from US 380 to Mingo), extending Ruddell over Mingo and UPRR Railroad, around service center and back to Texas St., Addition of signals at Mingo/Mockingbird, Mingo/Ruddell, creating Mingo Quiet Zone from Mingo/Frame to Mingo/Mockingbird.

Status: Currently between 30% and 60% design. Project has ongoing franchise utility and railroad coordination.

Estimated Completion Date: Q4 2028

Mayhill Road

Scope: Widen Mayhill road from 2 lanes to 4 lanes divided. Project included various improvements such as drainage, regional detention, traffic signals, street lighting, sidewalks, and a bridge over the DCTA tracks.

Status: Project was complete in November 2024.

Hickory Creek Road Phase 2 (road alignment)

Scope: Widen Hickory Creek road from 2 lane to 4 lanes divided, including drainage system, utility installation and sidewalks.

Status: Project was completed in July of 2023.

• Service Area A - All RIF funding from Service Area A is programmed to fund Jim Christal Capital Improvements. Table 5 and Exhibit 2 provide the 10-Year RIF Capital Improvement Plan.

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
A-1	SA	CORBIN	IH-35W TO CORBIN	0.58	100%
A-2	SA	CORBIN	500' S OF SPRINGSIDE TO CORBIN	0.27	100%
A-3	PA	FM 1515	IH 35W TO CORBIN	1.13	100%
A-4	PA	FM 1515	CORBIN TO WESTERN	0.22	100%
A-5	PA	FM 1515	WESTERN TO WESTCOURT	0.29	100%
A-6	PA	FM 1515	WESTCOURT TO MASCH BRANCH	0.12	100%
A-7	PA	FM 1515	TOM COLE TO 3435' W OF TOM COLE	0.65	100%
A-8	PA	FM 1515	3435' W OF TOM COLE TO 530' E OF C WOLFE	0.71	100%
A-9	PA	H LIVELY	C WOLFE TO 2145' W OF H LIVELY	0.41	50%
A-10	PA	H LIVELY	2145' W OF H LIVELY TO 2150' W OF ED ROBSON	0.74	100%
A-11	С	IH-35-CORBIN	IH-35 TO CORBIN	0.84	100%
A-12	SA	JIM CHRISTAL	IH 35 TO OLD SH 24	0.59	100%
A-13,C-10	SA	JIM CHRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14,C-11	SA	JIM CHRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15,C-12	SA	JIM CHRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16,C-13	SA	JIM CHRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
A-17	С	PRECISION-WESTERN	PRECISION TO WESTERN	0.65	100%
A-18	PA	ROBSON RANCH	IH 35W TO ED ROBSON	1.65	50%
A-19	PA	ROBSON RANCH	ED ROBSON TO YARBROUGH	1.35	50%
A-20	SA	SPRINGSIDE	CORBIN TO UNDERWOOD	0.35	100%
A-21	SA	SPRINGSIDE	UNDERWOOD TO WESTCOURT	0.16	100%
A-22	С	TJ EGAN-LOOP 288	LOOP 288 TO 2440' W OF LOOP 288	0.46	100%
A-23	PA	C WOLFE	1140' S OF TOM COLE TO FM 2449	1.38	50%
A-24	PA	C WOLFE	FM 2449 TO H LIVELY	0.63	50%
A-25	С	CORBIN	IH-35-CORBIN TO SPRINGSIDE	0.39	100%
A-26	С	J CHRISTAL-H LIVELY	FM 2449 TO H LIVELY	0.63	100%
A-27	С	PRECISION	JIM CHRISTAL TO 1635' N OF FM 1515	0.45	100%
A-28	SA	THOMAS J EGAN	JIM CHRISTAL TO 2915' S OF JIM CRISTAL	0.55	100%
A-29	SA	THOMAS J EGAN	1830' N OF FM 1515 TO FM 1515	0.35	50%
A-30	PA	UNDERWOOD	SPRINGSIDE TO UNDERWOOD CONNECTOR	0.76	100%
A-31	SA (1/2)	WESTCOURT	FM 1515 TO SPRINGSIDE	0.79	100%
A-32	PA (1/3)	WESTERN	JIM CHRISTAL TO AIRPORT	1.23	100%
A-33	PA	WESTERN	FM 1515 TO SPRINGSIDE	0.79	100%

Table 5 – Service Area A: 10-Year RIF Capital Improvement Plan

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Exhibit 2 – Service Area A: 10-Year RIF Capital Improvement Plan

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 Service Area B - All RIF funding from Service Area B is programmed for Country Club/Ryan Road Intersection improvements, Country Club/Ryan Road Throughfare improvements, Hickory Creek Phase 2 Street Lights, Hickory Creek Phase 3, and Hickory Creek Road Alignment.

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	
B-1	С	ALLRED	BONNIE BRAE TO BRUSH CREEK	0.81	50%	
B-2 PA		ALLRED	BRUSH CREEK TO JOHN PAINE	0.30	50%	
B-3	PA	BRUSH CREEK	815' E OF COUNTRY CLUB TO COUNTRY CLUB	0.15	100%	
B-4	PA	BRUSH CREEK	COUNTRY CLUB TO 1935' W OF COUNTRY CLUB	0.37	100%	
B-5	PA	BRUSH CREEK	2180' E OF FORT WORTH TO FORT WORTH	0.41	100%	
B-6	PA	BRUSH CREEK	FORT WORTH TO 590' E OF ALLRED	0.68	100%	
B-7	SA	CORBIN	BONNIE BRAE TO IH-35W	0.66	100%	
B-8	С	CREEKDALE	PIMLICO TO RIVERCHASE	0.61	100%	
B-9	С	CREEKDALE	THISTLE WAY TO OAKBLUFF	0.39	100%	
B-10	С	EL PASEO	BELMONT TO COUNTRY CLUB	0.36	100%	
B-11	PA	FM 1515	BONNIE BRAE TO IH 35W	0.15	100%	
B-12	PA (1/3)	HICKORY CREEK	FM 2499 TO NAUTICA	0.22	100%	
B-13	PA (1/3)	HICKORY CREEK	NAUTICA TO TEASLEY	0.25	100%	
B-14	PA (1/3)	HICKORY CREEK	TEASLEY TO MONTECITO	0.85	100%	
B-15	PA (1/3)	HICKORY CREEK	MONTECITO TO 1435' W OF BIDDY BYE	0.42	50%	
B-16	PA	HICKORY CREEK	1435' W OF BIDDY BYE TO 815' E OF COUNTRY CLUB	0.38	100%	
B-17	SA	HOBSON LANE	TEASLEY TO MONTECITO	0.13	100%	
B-18	SA	HOBSON LANE	MONTECITO TO FORRESTRIDGE	0.28	100%	
B-19	SA	HOBSON LANE	FORRESTRIDGE TO COUNTRY CLUB	0.72	100%	
B-20	С	PARVIN	MCCORMICK TO HIGHLAND PARK	0.50	100%	
B-21	SA	ROBINSON	230' E OF WHEELER RIDGE TO TEASLEY	0.52	100%	
B-22	SA	RYAN	TEASLEY TO MONTECITO	0.76	100%	
B-23	SA	RYAN	MONTECITO TO FORRESTRIDGE	0.63	100%	
B-24	SA	RYAN	FORRESTRIDGE TO COUNTRY CLUB	0.66	100%	
B-25	PA (1/3)	VINTAGE	FORT WORTH TO BONNIE BRAE	0.87	100%	
B-26	PA (1/3)	VINTAGE	BONNIE BRAE TO NAPA VALLEY	0.14	100%	
B-27	PA (1/3)	VINTAGE	NAPA VALLEY TO IH 35W	0.65	100%	
B-28	С	WILLOWWOOD	1250' W OF HIGHLAND PARK TO BONNIE BRAE	0.24	100%	
B-29	SA	BONNIE BRAE	IH 35E TO FM 1515	0.14	100%	
B-30	SA	BONNIE BRAE	FM 1515 TO WILLOWWOOD	1.09	100%	
B-31	SA	BONNIE BRAE	HIGHLAND PARK TO ROSELAWN	0.48	50%	
B-32	SA	COUNTRY CLUB	FORT WORTH TO HOBSON	0.08	100%	
B-33	SA	COUNTRY CLUB	HOBSON TO RYAN	1.00	100%	
B-34	SA	COUNTRY CLUB	RYAN TO HICKORY CREEK	0.66	50%	
B-35	PA	FORT WORTH	COUNTRY CLUB TO VINTAGE	1.32	100%	
B-36	PA	FORT WORTH	VINTAGE TO BONNIE BRAE	1.07	100%	
B-37	PA	FORT WORTH	BONNIE BRAE TO BRUSH CREEK	0.24	100%	
B-38	PA	FORT WORTH	BRUSH CREEK TO CRAWFORD	1.11	100%	
B-39	Completed	JOHN PAINE	JOHNSON TO ATHENS	0.42	100%	
B-40	SA	JOHN PAINE	VINTAGE TO 1045' S OF VINTAGE	0.20	100%	
B-41	С	PARVIN-ROSELAWN	PARVIN TO ROSELAWN	0.52	100%	
B-42	PA (1/3)	TEASLEY	IH 35E TO LONDONDERRY		100%	
B-43	PA (1/3)	TEASLEY	LONDONDERRY TO HOBSON		100%	
B-44	PA (1/3)			0.36	100%	
B-45	PA (1/3)	TEASLEY	PENNSYLVANIA TO HOBSON	0.21	100%	

Table 6 – Service Area B: 10-Year RIF Capital Improvement Plan

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Exhibit 3 – Service Area B: 10-Year RIF Capital Improvement Plan

• Service Area C - RIF funding in Service Area C is programmed for Bronco Way, Westgate Road, and Riney Road East.

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	
C-1	PA	BARTHOLD	MASCH BRANCH TO 5200' W OF IIH 35	0.98	50%	
C-2	SA	BOBCAT	FM 2164 TO IH-35	2.75	100%	
C-3	SA	FM 1173	IH 35 TO 4605' W OF IH 35	0.87	100%	
C-4	SA	FM 1173	4605' W OF IH 35 TO LOVERS	0.41	50%	
C-5	SA	FM 2164-IH 35	FM 2164 TO IH 35	2.73	100%	
C-6	PA	GANZER	FM 2164 TO GANZER	2.40	100%	
C-7	PA	GANZER	2900' E OF IH 35 TO IH 35	0.55	100%	
C-8	PA	GANZER	1620' E OF BARTHOLD TO BARTHOLD	0.31	50%	
C-9	PA	GANZER	BARTHOLD TO RECTOR	0.49	50%	
A-13,C-10	SA	JIM CHRISTAL	OLD SH 24 TO WESTERN	0.55	50%	
A-14,C-11	SA	JIM CHRISTAL	WESTERN TO MASCH BRANCH	0.66	50%	
A-15,C-12	SA	JIM CHRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%	
A-16,C-13	SA	JIM CHRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%	
C-14	SA	JIM CHRISTAL	945' W OF C WOLFE TO NAIL	0.59	50%	
C-15	SA	JIM CHRISTAL	NAIL TO 2045' W of Nail	0.39	50%	
C-16	С	MARSHALL	2845' N OF HAMPTON TO HAMPTON	0.54	100%	
C-17	С	MARSHALL	HAMPTON TO US 380	0.59	100%	
C-18	SA	MASCH BRANCH	MASCH BRANCH TO DARBY SMITH	0.65	100%	
C-19	С	WESTWARD	NORTHWAY TO BONNIE BRAE	0.22	100%	
C-20	SA (1/2)	RINEY	US 77 TO 2460' W OF US 77	0.47	100%	
C-21	SA (1/2)	RINEY	2460' W OF US 77 TO BONNIE BRAE	0.19	100%	
C-22	PA (1/3)	US 77	WINDSOR TO FM 2164	0.22	100%	
C-23	PA (1/3)	US 77	RINEY TO WINDSOR	0.46	100%	
C-24	PA (1/3)	US 77	RINEY TO RINEY	0.40	100%	
C-25	PA (1/3)	US 77	BONNIE BRAE TO RINEY	0.75	100%	
C-26	PA (1/3)	US 77	LOOP 288 TO BONNIE BRAE	0.33	100%	
C-27	PA (1/3)	US 77	IH 35 TO LOOP 288	0.87	100%	
C-28	С	MASCH BRANCH-NAIL	MASCH BRANCH TO 1295' W OF MASCH BRANCH	0.25	100%	
C-29	С	MASCH BRANCH-NAIL	1050' E OF LOOP 288 TO 1550' W OF LOOP 288	0.49	100%	
C-30	С	MASCH BRANCH-NAIL	1335' W OF THOMAS J EGAN TO 775' E OF C WOLFE	0.48	100%	
C-31	С	MASCH BRANCH-NAIL	775' E OF C WOLFE TO 690' W OF C WOLFE	0.28	50%	
C-32	C C	MASCH BRANCH-NAIL	690' W OF C WOLFE TO NAIL	0.58	100%	
C-33	SA	WESTGATE	WESTGATE TO 1460' E OF IH-35	0.18	100%	
C-34	SA	WINDSOR	US 77 TO HINKLE	0.46	100%	
C-35	SA (1/2)	WINDSOR	HINKLE TO BONNIE BRAE	0.99	100%	
C-36	SA (1/2)	WINDSOR	WESTGATE TO 145' W OF CLARENDON	0.10	100%	
C-37	SA (1/2)	WINDSOR	220' W OF WINDSOR FARMS TO IH 35	0.17	100%	
C-38	SA	WINDSOR	IH 35 TO MASCH BRANCH	1.24	100%	
C-39	SA	BARTHOLD	GANZER TO 2600' S OF GANZER	0.49	100%	
C-40	PA	BONNIE BRAE	MILAM TO LOOP 288	3.13	100%	
C-41	SA	BONNIE BRAE	LOOP 288 TO US 77	0.24	100%	
C-42	SA	BONNIE BRAE	US 77 TO RINEY	0.38	100%	
C-43	SA	BONNIE BRAE	RINEY TO WINDSOR	0.66	100%	
C-44	SA	BONNIE BRAE	WINDSOR TO US 380	0.68	100%	
C-45E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%	
C-46E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%	
C-47E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.20	50%	
C-48E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.22	50%	
C-48,E-32 C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.07	50%	
C-50E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%	
C-51	PA	C WOLFE	US 380 TO WESTERN-NAIL	0.10	100%	
C-51 C-52	C	FALLMEADOW	MEADOWLEDGE TO GARDENVIEW	0.51	100%	
C-52 C-53.D-22	PA	FM 2164		2.62	50%	
C-53,D-22 C-54,D-28	SA	LOCUST	MILAM TO LOOP 288	0.43	50%	
C-55,D-28			LOOP 288 TO HERCULES	0.45	50%	
	SA	LOCUST	HERCULES TO BELL		~~~~~	
C-56,D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%	
C-57,D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%	
C-58	SA	LOVERS	FM 1173 TO MASCH BRANCH	0.78	100%	
C-59	SA	LOVERS	1085' N OF MASCH BRANCH TO MASCH BRANCH	0.21	100%	
C-60	SA	LOVERS LN CONNECTOR	LOVERS TO LOOP 288	0.06	100%	
C-61	SA	LOVERS LN CONNECTOR	LOOP 288 TO 1085' N OF MASCH BRANCH	0.08	100%	
C-62	SA	MASCH BRANCH	1295' S OF FM 1173 TO JACKSON	0.79	50%	
C-63	SA	MASCH BRANCH	LOVERS TO US 380	0.72	100%	
C-64	SA	MASCH BRANCH	US 380 TO JIM CHRISTAL	0.78	100%	
C-65	SA	MILAM-LOOP 288	MILAM TO LOOP 288	2.71	100%	
C-66	SA	MILAM-US 77	MILAM TO GANZER	1.51	100%	
C-67	SA	MILAM-US 77	GANZER TO LONG	0.73	100%	
C-68	SA	MILAM-US 77	LONG TO US 77	0.53	100%	
C-69	С	NICOSIA	LOOP 288 TO BEALL	0.12	100%	
C-70	SA	THOMAS J EGAN	US 380 TO JIM CHRISTAL	0.76	100%	
C-71	PA	WESTERN	US 380 TO JIM CHRISTAL	0.80	100%	

Table 7 – Service Area C: 10-Year RIF Capital Improvement Plan

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Exhibit 4 – Service Area C: 10-Year RIF Capital Improvement Plan

Service Area D – All RIF funding for Service Area D is programmed for the Mingo & 380 project.

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	
D-1	SA	BOBCAT	560' W OF FM 2164 TO FM 2164	0.11	50%	
D-2	С	FISHTRAP	MINGO TO GEESLING	0.36	50%	
D-3	PA	GANZER	15,500' E OF SHERMAN TO 4600' W OF SHERMAN	3.41	100%	
D-4	SA	GRIBBLE SPRINGS	INDIAN WELLS TO 3015' W OF INDIAN WELLS	0.57	50%	
D-5	SA	HARTLEE FIELD	4220' E OF COOPER CREEK TO COOPER CREEK	0.80	50%	
D-6	SA	HARTLEE FIELD	COOPER CREEK TO 5170' W OF COOPER CREEK	0.98	50%	
D-7	С	HARTLEE FIELD	600' E OF SHERMAN TO SHERMAN	0.11	50%	
D-8	SA	HARTLEE FLD-FM 2164	HARTLEE FIELD TO SHERMAN	0.43	100%	
D-9	SA	HARTLEE FLD-FM 2164	SHERMAN TO 3500' W OF SHERMAN	0.66	100%	
D-10	SA	HARTLEE FLD-FM 2164	STUART TO 1485' W OF STUART	0.28	50%	
D-11	SA	HARTLEE FLD-FM 2164	475' W OF FM 2164 TO FM 2164	0.09	100%	
D-12	С	LONG	510' W OF FM 2164 TO FM 2164	0.10	100%	
D-13	SA	MINGO	E CITY LIMITS TO COOPER CREEK	0.09	100%	
D-14	SA	MINGO	COOPER CREEK TO LOOP 288	0.44	100%	
D-15	SA	MINGO	LOOP 288 TO US 380	0.43	100%	
D-16	С	KINGS ROW	SILVER DOME TO LOOP 288	0.50	100%	
D-17	С	SILVER DOME	COOPER CREEK TO FARRIS RD	0.41	50%	
D-18	С	COLLINS	HARTLEE FIELD TO 2730' S OF HARTLEE FIELD	0.84	50%	
D-19	SA	COOPER CREEK	SHERMAN TO HARTLEE FIELD	1.91	100%	
D-20	SA	COOPER CREEK	SILVER DOME TO MINGO	0.83	50%	
D-21	PA	COOPER CREEK	MINGO TO US 380	0.32	100%	
C-53,D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%	
D-23	PA	GREEN VALLEY	2395' S OF FM 2153 TO 2935' N OF SHEPARD	1.47	100%	
D-24	SA	GREEN VALLEY	WARSCHUN TO SHERMAN	0.40	100%	
D -25	SA	INDIAN WELLS	1615' S OF FM 2153 TO 4930' N OF GRIBBLE SPRINGS	0.73	100%	
D-26	SA	INDIAN WELLS	4930' N OF GRIBBLE SPRINGS TO 2905' N OF GRIBBLE	0.38	50%	
D-27	SA	INDIAN WELLS	2905' N OF GRIBBLE SPRINGS TO GRIBBLE SPRINGS	0.55	50%	
C-54,D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%	
C-55,D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%	
C-56,D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%	
C-57,D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%	
D-32	SA	SHERMAN	LOOP 288 TO HERCULES	0.31	100%	
D-33	SA	SHERMAN	HERCULES TO KINGS	0.36	100%	
D-34	SA	SHERMAN	KINGS TO WINDSOR	0.38	100%	
D-35	SA	SHERMAN	WINDSOR TO WILSONWOOD	0.19	100%	
D-36	SA	SHERMAN	WILSONWOOD TO CORONADO	0.22	100%	
D-37	SA	SHERMAN	CORONADO TO GREENWOOD		100%	
D-38	SA	SHERMAN	GREENWOOD TO BELL		100%	
D-39	SA	SHERMAN	BELL TO LOCUST	0.16 0.32	100%	
D-40	С					

Table 8 – Service Area D: 10-Year RIF Capital Improvement Plan

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Exhibit 5 – Service Area D: 10-Year RIF Capital Improvement Plan

• Service Area E – Service Area E has the highest Revenue collection and is programmed for Mayhill Road, Mayhill Road Phase 4, Mayhill DCTA Bridge

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service
				<u>`</u>	Area
E-1	C	AUDRA	LOOP 288 TO 1185' W OF LOOP 288	0.22	100%
E-2	SA	BLAGG	LAKEVIEW TO GEESLING	0.71	100%
E-3	SA	BLAGG	GEESLING TO 2175' W OF GEESLING	0.41	100%
E-4	SA DA (1/2)	BLAGG	235' E OF MAYHILL TO MAYHILL	0.04	50%
E-5	PA (1/3)	DALLAS	TEASLEY TO IH 35E	0.87	100%
E-6 E-7	C SA	DUCHESS FM 426	TRAILHEAD TO WOODROW	0.76	100% 100%
E-7 E-8	Completed	MCKINNEY	LANEY TO GRISSOM	1.65	100%
E-0 E-9	SA	MCKINNEY	GRISSOM TO LOOP 288 LOOP 288 TO CARDINAL	0.13	100%
E-10	SA	MCKINNEY	CARDINAL TO MOCKINGBIRD	0.13	100%
E-10 E-11	SA	MCKINNEY	MOCKINGBIRD TO MACK	0.61	100%
E-12	SA	MCKINNEY	MOCKINODIND TO MACK MACK TO AUDRA	0.01	100%
E-13	SA	MILLS	TRINITY TO MAYHILL	1.40	100%
E-14	SA	MILLS	LAKEVIEW TO MAYHILL	0.41	100%
E-15	SA	MINGO	US 380 TO OLD NORTH	0.14	100%
E-16	SA	MINGO	OLD NORTH TO NOTTINGHAM	0.48	100%
E-17	SA	MINGO	NOTTINGHAM TO PERTAIN	0.56	100%
E-18	SA	MINGO	PERTAIN TO RUDDELL	0.18	100%
E-19	SA	MINGO	RUDDELL TO WILLIS	0.11	100%
E-20	SA	MINGO	WILLIS TO WITHERS	0.44	100%
E-21	SA	MINGO	WITHERS TO PAISLEY	0.04	100%
E-22	SA	MINGO	PAISLEY TO BELL	0.19	100%
E-23	SA (1/2)	MORSE	MAYHILL TO KIMBERLY	0.22	100%
E-24	SA	SHADY OAKS	WOODROW TO TEASLEY	0.58	100%
E-25	SA	SPENCER	MAYHILL TO LOOP 288	0.44	100%
E-26	С	TREATMENT PLANT	MCKINNEY TO POST OAK	0.63	100%
E-27	SA	TREATMENT PLANT	POST OAK TO 1325' W OF POST OAK	0.25	100%
E-28	SA	TREATMENT PLANT	1325' W OF POST OAK TO MAYHILL	0.75	100%
C-45,E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46,E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47,E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48,E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.27	50%
C-50,E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
E-35	C	CARDINAL	ORIOLE TO MCKINNEY	0.42	100%
E-36	PA	GEESLING	US 380 TO BLAGG	0.46	100%
E-37	PA	GEESLING	US 380 TO BLAGG	1.02	100%
E-38	PA (1/3)	LAKEVIEW	POST OAK TO SHADY SHORES	0.26	100%
E-39	PA (1/3)	MAYHILL	US 380 TO PROMINENCE	0.44	100%
E-40 E-41	PA (1/3)	MAYHILL	PROMINENCE TO 770' N OF RUSSELL NEWMAN	0.39	100% 50%
E-41 E-42	PA (1/3) PA (1/3)	MAYHILL MAYHILL	770' N OF RUSSELL NEWMAN TO RUSSELL NEWMAN	0.15	50%
E-42 E-43	PA (1/3) PA (1/3)	MAYHILL MAYHILL	RUSSELL NEWMAN TO 460' S OF RUSSELL NEWMAN 460' S OF RUSSELL NEWMAN TO MILLS	0.09	100%
E-45 E-44	PA (1/3) PA (1/3)	MAYHILL MAYHILL	400'S OF RUSSELL NEWMAN TO MILLS MILLS TO MCKINNEY	0.20	100%
E-45	PA (1/3) PA (1/3)	MAYHILL	MILLS TO MCKINNEY MCKINNEY TO MORSE	0.37	100%
E-46	PA (1/3) PA (1/3)	MAYHILL	MORSE TO SPENCER	0.59	100%
E-40 E-47	PA (1/3)	MAYHILL	SPENCER TO EDWARDS	0.60	100%
E-47	PA (1/3)	MAYHILL	2725' N OF COLORADO TO COLORADO	0.52	100%
E-49	PA (1/3)	MAYHILL	COLORADO TO IH 35E	0.52	100%
E-50	PA	MAYHILL CONNECTOR	MAYHILL TO QUAILCREEK	0.13	100%
E-51	C	MOCKINGBIRD	MCKINNEY TO 625' N OF DUCHESS	0.16	100%
E-52	SA	MOCKINGBIRD	DUCHESS TO SHADY OAKS	0.41	100%
E-52 E-53	SA	MOCKINGBIRD	SHADY OAKS TO SPENCER	0.53	100%
E-55 E-54	PA	POST OAK	MILLS TO SPENCER	1.30	100%
E-54 E-55	PA PA	POST OAK	TREATMENT PLANT TO EDWARDS	1.30	100%
E-55 E-56					100%
	PA	POST OAK	EDWARDS TO POCKRUS PAGE	0.51	
E-57	C DA (1/2)	SWISHER	EDWARDS TO POCKRUS PAGE	0.50	100%
E-58	PA (1/3)	TEASLEY	DALLAS TO IH 35E	0.35	100%
E-59	C	N STAR	SPENCER TO ROY	0.32	100%
E-60	C	ROY	MAYHILL TO N STAR	0.21	100%

 Table 9 – Service Area E: 10-Year RIF Capital Improvement Plan



Exhibit 6– Service Area E: 10-Year RIF Capital Improvement Plan

Staff Contact:

Farhan Butt, Ph.D., P.E., M. ASCE Deputy Director, Transportation Services Division

References

Nicholas, J., Nelson, A., & Juergensmeyer, J. (1991). A practitioner's guide to development impact fees. American Planning Association. ISBN 0-918286-70-0. Chicago, USA.

APPENDIX A – City of Denton Impact Fee Study [Completed in May 2024]

Please Click Here to access the report online.

CITY OF DENTON, TEXAS ROADWAY **IMPACT FEE** STUDY

May 2024 Prepared for



Prepared by: Kimley-Horn and Associates, Inc. 801 Cherry Street, Unit 11, Suite 1300 Fort Worth, TX 76102 Phone 817.335.6511

TBPE Firm Registration Number: F-928 Project Number: 067390001

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24-1125

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF DENTON, TEXAS, AMENDING ORDINANCE NO. 2016-189 AND UPDATING THE LAND USE ASSUMPTIONS, ROADWAY CAPITAL IMPROVEMENT PLAN, AND THE IMPOSITION OF UPDATED ROADWAY IMPACT FEES FOR DESIGNATED SERVICE AREAS; ADOPTING ROADWAY IMPACT FEES PER SERVICE UNIT; ESTABLISHING PROCEDURES FOR THE ASSESSMENT, COLLECTION, COMPUTATION, EXPENDITURE, REFUND AND GENERAL ADMINISTRATION OF ROADWAY IMPACT FEES; PROVIDING FOR THE ESTABLISHMENT OF ACCOUNTS FOR ROADWAY IMPACT FEES; PROVIDING FOR THE ESTABLISHMENT OF ACCOUNTS FOR ROADWAY IMPACT FEES; PROVIDING FOR THE AMENDMENT THE CHAPTER 25 OF THE CODE OF ORDINANCES BY CREATING AND CODIFIYING ARTICLE VI, ENTITLED "ROADWAY IMPACT FEES"; PROVIDING FOR CODIFICATION OF SECTIONS 25-252 THROUGH 25-275 IN THE CODE OF ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has adopted a roadway impact fee by Ordinance No. 2016-189, and in accordance with Chapter 395 of the Local Government Code ("Statute"), the impact fee and the associated Land Use Assumptions and Capital Improvements Plan shall be updated at least every five years.

WHEREAS, the City retained Kimley-Horn and Associates ("Kimley-Horn") to prepare 1) a "Roadway Impact Fee Study" that contains updated Land Use Assumptions ("LUA") reflecting a description of five Service areas and projections of 10-year growth in residential and nonresidential land uses in each service area, 2) an updated Roadway Impact Fee Capital Improvement Plan ("CIP") to identify capital improvements or roadway facility expansions for which roadway impact fees may be assessed, and 3) an updated calculation of the roadway impact fee ("Roadway Impact Fees"). The Roadway Impact Fee Study is attached as <u>Exhibit A</u> hereto and incorporated by reference herein; and

WHEREAS, the City has made of copy of the proposed LUA, the time of the projections, and a description of the capital improvement facilities available to the pubic by keeping a copy of the LUA and CIP in the City Secretary's office and posting a copy on the City Website on May 16, 2024 in compliance with Section 395.043, Texas Local Government Code; and

WHEREAS, the Capital Improvement Advisory Committee of the City of Denton ("CIAC"), created pursuant to Section 395.058, Texas Local Government Code, filed its written comments on the proposed Roadway Impact Fees on or about May 20, 2024; and

WHEREAS, on June 6, 2024, City Council approved Resolution 24-173 establishing and providing notice of a public hearing as required by Chapter 395 of the Texas Local Government Code; and

WHEREAS, on July 16, 2024, City Council held a public hearing on the LUA and CIP relating to the adoption of updated Roadway Impact Fees where the public had the right to appear

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at the hearing and present evidence for or against the LUA and CIP for the proposed Roadway Impact Fees; and

WHEREAS, the City Council desires to adopt, update and amend the LUA and CIP for Roadway Impact Fees; and after public hearing on this matter, the City Council finds that adoption of the updated LUA and CIP are in the best interest of the citizens of the City of Denton; and

WHEREAS, the City Council desires to adopt the Roadway Impact Fees and related administrative process as herein described and finds that it is in the best interest of the citizens of the City of Denton; NOW THEREFORE,

THE COUNCIL OF THE CITY OF DENTON HEREBY ORDAINS:

SECTION 1. The recitals and findings set forth above are true and correct and are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2. The City hereby adopts and approves the Kimley-Horn Roadway Impact Fee Study inclusive of Land Use Assumptions and Roadway Capital Improvements Plan attached hereto as Exhibits A.

SECTION 3. Chapter 395, Texas Local Government Code, supplements this Ordinance to the extent that its provision may be applicable there to and, to such extent, its provisions are incorporated herein. The terms and provisions of this Ordinance shall not be construed in a manner to conflict with Chapter 395, as amended, and if any term or provisions of this Ordinance shall appear to conflict with any term, provision or condition of Chapter 395 such Ordinance term or provisions shall be read, interpreted, and construed in a manner consistent with and not in conflict with Chapter 395.

SECTION 4. The City hereby adopts the updated Maximum Assessable Roadway Impact Fee and the updated Roadway Impact Fee Collection Rate attached and incorporated hereto as <u>Exhibit B</u>, <u>Schedule 1</u>, and <u>Exhibit B</u>, <u>Schedule 2</u> respectively.

SECTION 5. The City hereby adopts the updated Land Use Equivalency Table attached and incorporated as <u>Exhibit C</u>.

SECTION 6. If any provision of this Ordinance or the application of any provision to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

SECTION 7. This Ordinance shall be cumulative of all provisions of ordinances and of the Code of Ordinances for the City of Denton, Texas, as amended except where provisions of this Ordinance are in direct conflict with the provisions of such ordinances of such Code, in which event the conflicting provisions of such ordinances and Code are hereby repealed. **SECTION 8.** Chapter 25 of the Denton Code of Ordinance of City of Denton, Texas, entitled "Streets, Sidewalks, and Public Places" is hereby amended to add Article VI entitled "Roadway Impact Fees" which contents shall read as follows:

CHAPTER 25: STREETS, SIDEWALKS, AND PUBLIC PLACES

ARTICLE VI. ROADWAY IMPACT FEES

Section 25-252. Short Title.

This article shall be known and cited as the "Denton Roadway Impact Fee Regulations".

Sec. 25-253. Findings Incorporated.

The findings set forth above are incorporated into the body of this article as if fully set forth herein and are hereby found to be true and correct factual and legislative determinations of the City of Denton, Texas.

Sec. 25-254. Purpose.

This article is intended to assure the provision of adequate roadway facilities to serve New Development in the City by requiring each development to pay a share of the costs of such Capital Improvements or Roadway Facility expansions necessitated by and attributable to such New Development.

25-255. Authority.

This article is adopted pursuant to Texas Local Government Code (TLGC) Chapter 395 and the Denton City Charter. Chapter 395 supplements this Article to the extent that its provisions may be applicable hereto and, to such extent, its provisions are incorporated herein by reference. The provisions of this article shall not be construed to limit the power of the City to utilize other methods authorized under state law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this article. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this article.

Sec. 25-256. Applicability.

The provisions of this article apply to all new, non-exempt development within the corporate boundaries of the City located within a Roadway Service Area.

Sec. 25-257. Incorporation of Land Use Assumptions and Roadway Impact Fee Capital Improvements Plan.

The Roadway Impact Fee Capital Improvements Plan and Land Use Assumptions identifying Capital Improvements or Facility Expansions pursuant to which Roadway Impact Fees may be assessed, as considered and adopted by the City Council Ordinance No. 2016-085 and as amended by City Council Ordinance 2024-1125.

Sec. 25-258. Definitions.

In this article:

- (a) Assessment means the determination of the amount of the Maximum Assessable Roadway Impact Fee per Service Unit which can be imposed on New Development pursuant to this Article.
- (b) *Capital Improvement* means a Roadway Facility with a life expectancy of three or more years, to be owned and operated by or on behalf of the City.
- (c) City means the City of Denton, Texas.
- (d) Credit means a reduction in the amount of a Roadway Impact Fee(s), payments, or charges for approved construction or provision of the same type of Capital Improvement for which a fee has been assessed for a New Development. This is done by either by a proven decrease in the number of Service Units attributable to such development or a decrease in the amount of Roadway Impact Fees otherwise due, that results from contributions of land, improvements or funds to construct system improvements in accordance with the City's subdivision and development regulations, policies or requirements, as determined by the City.
- (e) Final plat approval means authorization by the City Planning and Zoning Commission that the final map of a proposed subdivision meets all City standards and conditions in accordance with the City's subdivision regulations and the Executive Chairman of the City Planning and Zoning Commission executes the applicant's plat and that the plat may be recorded in the office of the county clerk of Denton. The term applies both to original plats and replats.
- (f) Impact Fee, or "Roadway Impact Fee", means a fee, charge, or Assessment for Roadway Facilities imposed on New Development by the City pursuant to this Article in order to generate revenue to fund or recoup all or part of the costs of Capital Improvements or facility expansion necessitated by and attributable to such 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 article or the TLGC Chapter 395. The term is inclusive of both the Maximum Assessable Roadway Impact Fee and the Roadway Impact Fee Collection Rate as herein described.
- (g) Land Use Assumptions means the description of Service Areas and the projections of population and employment growth and associated changes in land uses, densities and intensities adopted by the City, as may be amended from time to time, upon which the Roadway Impact Fee Capital Improvements Plan is based.
- (h) Land Use Equivalency Table means a table converting the demands for Capital Improvements generated by various land uses to numbers of Service Units, as may be amended from time to time. (See Land Use Equivalency Table below.)

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- (i) Maximum Assessable Roadway Impact Fee means the Impact Fee that is established for each Service Area computed by calculating the total projected costs of Capital Improvements necessitated by and attributable to New Development and subtracting a portion of ad valorem tax revenues to be generated by new Service Units, including the payment of debt, associated with the roadway CIP, and then dividing that amount by the total number of Service Units anticipated within the Service Area based upon the land use assumptions. The Maximum Assessable Roadway Impact Fee shall be established and reflected in Schedule I below. The City may adopt a Roadway Impact Fee Collection Rate that is less than this amount, but in no instance shall the Roadway Impact Fee exceed the Maximum Assessable Roadway Impact Fee exceed the Maximum Assessable Roadway Impact Fee exceed the Section 25-260.
- (j) New Development means a project involving the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure, or any use or extension of land, which has the effect of increasing the requirements for Capital Improvements or facility expansions, measured by the number of Service Units to be generated by such activity.
- (k) *Recoupment* means the imposition of an Impact Fee to reimburse the City for Capital Improvements which the City has previously oversized to serve New Development.
- (1) Roadway Impact Fee Collection Rate means the current amount of Roadway Impact Fee adopted by Denton City Council to be paid by the property owner, as may from time to time be amended, which is the result of a percentage reduction of the adopted Maximum Assessable Roadway Impact Fee. The adopted Roadway Impact Fee Collection Rate shall be established and reflected in Schedule 2. The adopted Roadway Impact Fee Collection Rate shall be further reduced with Credits, designed to fairly reflect the value of Roadway Facilities provided by a developer in accordance with the City's development regulations or requirements. See Section 25-260.
- (m)Roadway means any primary and secondary arterial or collector designated in the City's adopted Mobility Plan, as may be amended from time to time. Roadway also includes any thoroughfare designated as a numbered highway on the official federal or Texas highway system; to the extent that the City incurs Capital Improvement costs for such facility.
- (n) Roadway Facility means an improvement or appurtenance to a Roadway which includes, but is not limited to, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic signals; turn lanes; drainage facilities associated with the Roadway Facility; street lighting or curbs, and water and wastewater improvements affected by the Roadway Facility. Roadway Facility also includes any improvement or appurtenance to an intersection with a Roadway officially enumerated in the federal or Texas highway system, and to any improvements or appurtenances to such federal or Texas highway, to the extent that the City has incurred capital costs for such facilities, including without limitation local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances and rights-of-way. Roadway Facility excludes those improvements or appurtenances to any Roadway which is a Site- related Facility.

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- (o) Roadway Facility Expansion means the expansion of the capacity of an existing roadway in the City, but does not include the repair, maintenance, modernization, or expansion of an existing roadway to better serve existing development.
- (p) Roadway Impact Fee Capital Improvements Plan, or "Capital Improvements Plan" (CIP) means the adopted plan included in this article, as may be amended from time to time, which identifies the roadway facilities or Roadway Facility expansions and their costs for each roadway Service Area, which are necessitated by and which are attributable to New Development, for a period not to exceed 10 years, which are to be financed in whole or in part through the imposition of Roadway Impact Fees pursuant to this article.
- (q) Service Area means a Roadway Service Area within the City's corporate boundary, within which Impact Fees for Roadway Capital Improvements or Roadway Facility expansions may be collected for New Development occurring within such area and within which fees so collected will be expended for those types of improvements or expansions identified in the Roadway Impact Fee Capital Improvements Plan applicable to the Service Area.
- (r) *Service Unit* means a vehicle mile. A vehicle-mile shall be defined as one (1) vehicle traveling a distance of one (1) mile during the afternoon peak hour as calculated herein.
- (s) Site Related Facility means an improvement or facility which is for the primary use or benefit of one or more New Developments and/or which is for the primary purpose of safe and adequate provision of Roadway Facilities to serve the New Development, including access to the development, which is not included in the Roadway Capital Improvements Plan, and for which the developer (s) or property owner(s) is solely responsible under subdivision or other applicable development regulations. Site-related Facility may include a Roadway improvement which is located offsite, or within or on the perimeter of the development site.
- (t) System Facility means a roadway improvement or facility expansion which is designated in the Roadway Impact Fee Capital Improvements Plan and which is not a Site-related Facility. System Facility may include a roadway improvement which is located offsite, or within or on the perimeter of the development site.

Sec. 25-259. Roadway Service Areas.

The City hereby establishes five (5) Roadway Service Areas, constituting land within the City's corporate boundaries, as depicted in Tables 2 (A-E). The boundaries of the Roadway Service Areas may be amended from time to time, or new Roadway Service Areas may be delineated, pursuant to the procedures of this Article.

Proj. #	IF Class	Class Roadway Limits		Length (mi)	% In Service Area
A-1	SA	CORBIN	IH-35W TO CORBIN	0.58	100%
A-2	SA	CORBIN	500' S OF SPRINGSIDE TO CORBIN	0.27	100%
A-3	PA	FM 1515	IH 35W TO CORBIN	1.13	100%
A-4	PA	FM 1515	CORBIN TO WESTERN	0.22	100%
A-5	PA	FM 1515	WESTERN TO WESTCOURT	0.29	100%
A-6	PA	FM 1515	WESTCOURT TO MASCH BRANCH	0.12	100%
A-7	PA	FM 1515	TOM COLE TO 3435' W OF TOM COLE	0.65	100%
A-8	PA	FM 1515	3435' W OF TOM COLE TO 530' E OF C WOLFE	0.71	100%
A-9	PA	H LIVELY	C WOLFE TO 2145' W OF H LIVELY	0.41	50%
A-10	PA	H LIVELY	2145' W OF H LIVELY TO 2150' W OF ED ROBSON	0.74	100%
A-11	С	IH-35-CORBIN	IH-35 TO CORBIN	0.84	100%
A-12	SA	JIM CHRISTAL	IH 35 TO OLD SH 24	0.59	100%
A-13,C-10	SA	JIM CHRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14,C-11	SA	JIM CHRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15,C-12	SA	JIM CHRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16,C-13	SA	JIM CHRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
A-17	С	PRECISION-WESTERN	PRECISION TO WESTERN	0.65	100%
A-18	PA	ROBSON RANCH	IH 35W TO ED ROBSON	1.65	50%
A-19	PA	ROBSON RANCH	ED ROBSON TO YARBROUGH	1.35	50%
A-20	SA	SPRINGSIDE	CORBIN TO UNDERWOOD	0.35	100%
A-21	SA	SPRINGSIDE	UNDERWOOD TO WESTCOURT	0.16	100%
A-22	C	TJ EGAN-LOOP 288	LOOP 288 TO 2440' W OF LOOP 288	0.46	100%
A-23	PA	C WOLFE	1140' S OF TOM COLE TO FM 2449	1.38	50%
A-24	PA	C WOLFE	FM 2449 TO H LIVELY	0.63	50%
A-25	С	CORBIN	IH-35-CORBIN TO SPRINGSIDE	0.39	100%
A-26	С	J CHRISTAL-H LIVELY	FM 2449 TO H LIVELY	0.63	100%
A-27	С	PRECISION	JIM CHRISTAL TO 1635' N OF FM 1515	0.45	100%
A-28	SA	THOMAS J EGAN	JIM CHRISTAL TO 2915' S OF JIM CRISTAL	0.55	100%
A-29	SA	THOMAS J EGAN	1830' N OF FM 1515 TO FM 1515	0.35	50%
A-30	PA	UNDERWOOD	SPRINGSIDE TO UNDERWOOD CONNECTOR	0.76	100%
A-31	SA (1/2)	WESTCOURT	FM 1515 TO SPRINGSIDE	0.79	100%
A-32	PA (1/3)	WESTERN	JIM CHRISTAL TO AIRPORT	1.23	100%
A-33	PA	WESTERN	FM 1515 TO SPRINGSIDE	0.79	100%

Table 2.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Table 2.B. 10-Year Roadway Impact Fee	Capital Improvements Plan – Service Area B

Proj. #	IF Class	Roadway	Limits		% In Service Area
B-1	C	ALLRED	BONNIE BRAE TO BRUSH CREEK	0.81	50%
B-2	PA	ALLRED	BRUSH CREEK TO JOHN PAINE	0.30	50%
B-3	PA	BRUSH CREEK	815' E OF COUNTRY CLUB TO COUNTRY CLUB	0.15	100%
B-4	PA	BRUSH CREEK	COUNTRY CLUB TO 1935' W OF COUNTRY CLUB	0.37	100%
B-5	PA	BRUSH CREEK	2180' E OF FORT WORTH TO FORT WORTH		100%
B-6	PA	BRUSH CREEK	FORT WORTH TO 590' E OF ALLRED		100%
B-7	SA	CORBIN	BONNIE BRAE TO IH-35W	0.66	100%
B-8	С	CREEKDALE	PIMLICO TO RIVERCHASE	0.61	100%
B-9	С	CREEKDALE	THISTLE WAY TO OAKBLUFF	0.39	100%
B-10	С	EL PASEO	BELMONT TO COUNTRY CLUB	0.36	100%
B-11	PA	FM 1515	BONNIE BRAE TO IH 35W	0.15	100%
B-12	PA (1/3)	HICKORY CREEK	FM 2499 TO NAUTICA	0.22	100%
B-13	PA (1/3)	HICKORY CREEK	NAUTICA TO TEASLEY		100%
B-14	PA (1/3)	HICKORY CREEK	TEASLEY TO MONTECITO		100%
B-15	PA (1/3)	HICKORY CREEK	MONTECITO TO 1435' W OF BIDDY BYE		50%

B-16	PA	HICKORY CREEK	1435' W OF BIDDY BYE TO 815' E OF COUNTRY CLUB	0.38	100%
B-17	SA	HOBSON LANE	TEASLEY TO MONTECITO	0.13	100%
B-18	SA	HOBSON LANE	MONTECITO TO FORRESTRIDGE	0.28	100%
B-19	SA	HOBSON LANE	FORRESTRIDGE TO COUNTRY CLUB	0.72	100%
B-20	C	PARVIN	MCCORMICK TO HIGHLAND PARK	0.50	100%
B-21	SA.	ROBINSON	230' E OF WHEELER RIDGE TO TEASLEY	0.52	100%
B-22	SA	RYAN	TEASLEY TO MONTECITO	0.76	100%
B-23	SA	RYAN	MONTECITO TO FORRESTRIDGE	0.63	100%
B-24	SA	RYAN	FORRESTRIDGE TO COUNTRY CLUB	0.66	100%
B-25	PA (1/3)	VINTAGE	FORT WORTH TO BONNIE BRAE	0.87	100%
B-26	PA (1/3)	VINTAGE	BONNIE BRAE TO NAPA VALLEY	0.14	100%
B-27	PA (1/3)	VINTAGE	NAPA VALLEY TO IH 35W	0.65	100%
B-28	С	WILLOWWOOD	1250' W OF HIGHLAND PARK TO BONNIE BRAE	0.24	100%
B-29	SA	BONNIE BRAE	IH 35E TO FM 1515	0.14	100%
B-30	SA	BONNIE BRAE	FM 1515 TO WILLOWWOOD	1.09	100%
B-31	SA	BONNIE BRAE	HIGHLAND PARK TO ROSELAWN	0.48	50%
B-32	SA	COUNTRY CLUB	FORT WORTH TO HOBSON	0.08	100%
B-33	SA	COUNTRY CLUB	HOBSON TO RYAN	1.00	100%
B-34	SA	COUNTRY CLUB	RYAN TO HICKORY CREEK	0.66	50%
B-35	PA	FORT WORTH	COUNTRY CLUB TO VINTAGE	1.32	100%
B-36	PA	FORT WORTH	VINTAGE TO BONNIE BRAE	1.07	100%
B-37	PA	FORT WORTH	BONNIE BRAE TO BRUSH CREEK	0.24	100%
B-38	PA	FORT WORTH	BRUSH CREEK TO CRAWFORD	1.11	100%
B-39	Completed	JOHN PAINE	JOHNSON TO ATHENS	0.42	100%
B-40	SA	JOHN PAINE	VINTAGE TO 1045' S OF VINTAGE	0.20	100%
B-41	С	PARVIN-ROSELAWN	PARVIN TO ROSELAWN	0.52	100%
B-42	PA (1/3)	TEASLEY	IH 35E TO LONDONDERRY	0.25	100%
B-43	PA (1/3)	TEASLEY	LONDONDERRY TO HOBSON	0.97	100%
B-44	PA (1/3)	TEASLEY	LILLIAN B MILLER TO PENNSYLVANIA	0.36	100%
B-45	PA (1/3)	TEASLEY	PENNSYLVANIA TO HOBSON	0.21	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Proj. #	# IFClass Koadway Limits		Length (mi)	% In Service Area	
C-1			0.98	50%	
C-2	SA	BOBCAT	FM 2164 TO IH-35	2.75	100%
C-3	SA	FM 1173	IH 35 TO 4605' W OF IH 35	0.87	100%
C-4	SA	FM 1173	4605' W OF IH 35 TO LOVERS	0.41	50%
C-5	SA	FM 2164-IH 35	FM 2164 TO IH 35	2.73	100%
C-6	PA	GANZER	FM 2164 TO GANZER	2.40	100%
C-7	PA	GANZER.	2900' E OF IH 35 TO IH 35	0,55	100%
C-8	PA	GANZER	1620' E OF BARTHOLD TO BARTHOLD	0.31	50%
C-9	PA	GANZER	BARTHOLD TO RECTOR	0.49	50%
A-13,C-10	SA	JIM CHRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14,C-11	SA	JIM CHRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15,C-12	SA	ЛM CHRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16,C-13	SA	JIM CHRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
C-14	SA	JIM CHRISTAL	945' W OF C WOLFE TO NAIL	0.59	50%
C-15	SA	JIM CHRISTAL	NAIL TO 2045' W of Nail	0.39	50%
C-16	С	MARSHALL	2845' N OF HAMPTON TO HAMPTON	0,54	100%
C-17	С	MARSHALL	HAMPTON TO US 380	0.59	100%
C-18	SA	MASCH BRANCH	MASCH BRANCH TO DARBY SMITH	0.65	100%
C-19	С	WESTWARD	NORTHWAY TO BONNIE BRAE	0.22	100%
C-20	SA (1/2)	RINEY	US 77 TO 2460' W OF US 77	0.47	100%
C-21	SA (1/2)	RINEY	2460' W OF US 77 TO BONNIE BRAE	0.19	100%
C-22	PA (1/3)	US 77	WINDSOR TO FM 2164	0.22	100%
C-23	PA (1/3)	US 77	RINEY TO WINDSOR	0.46	100%
C-24	PA (1/3)	US 77	RINEY TO RINEY	0.40	100%
C-25	PA (1/3)	US 77	BONNIE BRAE TO RINEY		100%
C-26	PA (1/3)	US 77	LOOP 288 TO BONNIE BRAE	0.33	100%
C-27	PA (1/3)	US 77	IH 35 TO LOOP 288	0,87	100%
C-28	C	MASCH BRANCH-NAIL	MASCH BRANCH TO 1295' W OF MASCH BRANCH	0,25	100%
C-29	С	MASCH BRANCH-NAIL	1050' E OF LOOP 288 TO 1550' W OF LOOP 288	0.49	100%

Table 2.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

C-30	С	MASCH BRANCH-NAIL	1335' W OF THOMAS J EGAN TO 775' E OF C WOLFE	0.48	100%
C-31	с	C MASCH BRANCH-NAIL 775' E OF C WOLFE TO 690' W OF C WOLFE		0.28	50%
C-32	С	MASCH BRANCH-NAIL	690' W OF C WOLFE TO NAIL	0.58	100%
C-33	SA	WESTGATE	WESTGATE TO 1460' E OF IH-35	0.18	100%
C-34	SA.	WINDSOR	US 77 TO HINKLE	0,46	100%
C-35	SA (1/2)	WINDSOR	HINKLE TO BONNIE BRAE	0.99	100%
C-36	SA (1/2)	WINDSOR	WESTGATE TO 145' W OF CLARENDON	0.10	100%
C-37	SA (1/2)	WINDSOR	220' W OF WINDSOR FARMS TO IH 35	0.17	100%
C-38	SA	WINDSOR	IH 35 TO MASCH BRANCH	1.24	100%
C-39	SA	BARTHOLD	GANZER TO 2600' S OF GANZER	0,49	100%
C-40	PA	BONNIE BRAE	MILAM TO LOOP 288	3.13	100%
C-41	SA	BONNIE BRAE	LOOP 288 TO US 77	0.24	100%
C-42	SA	BONNIE BRAE	US 77 TO RINEY	0.38	100%
C-43	SA	BONNIE BRAE	RINEY TO WINDSOR	0.66	100%
C-44	SA	BONNIE BRAE	WINDSOR TO US 380	0.68	100%
C-45.E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46,E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47.E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48,E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0,27	50%
C-50.E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
C-51	PA	C WOLFE	US 380 TO WESTERN-NAIL	0.51	100%
C-52	С	FALLMEADOW	MEADOWLEDGE TO GARDENVIEW	0.17	100%
C-53.D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%
C-54,D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%
C-55,D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%
C-56,D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%
C-57.D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%
C-58	SA	LOVERS	FM 1173 TO MASCH BRANCH	0.78	100%
C-59	SA	LOVERS	1085' N OF MASCH BRANCH TO MASCH BRANCH	0.21	100%
C-60	SA	LOVERS LN CONNECTOR	LOVERS TO LOOP 288	0.06	100%
C-61	SA	LOVERS LN CONNECTOR	LOOP 288 TO 1085' N OF MASCH BRANCH	0.08	100%
C-62	SA	MASCH BRANCH	1295' S OF FM 1173 TO JACKSON	0.79	50%
C-63	SA	MASCH BRANCH	LOVERS TO US 380	0.72	100%
C-64	SA	MASCH BRANCH	US 380 TO JIM CHRISTAL	0.72	100%
C-65	SA	MILAM-LOOP 288	MILAM TO LOOP 288	2.71	100%
C-66	SA	MILAM-US 77	MILAM TO GANZER	1.51	100%
C-67	SA	MILAM-US 77	GANZER TO LONG	0.73	100%
C-67	SA		LONG TO US 77	0.53	100%
C-68 C-69	C SA	MILAM-US 77 NICOSIA	LOOP 288 TO BEALL	0.53	100%
C-09 C-70	SA		US 380 TO JIM CHRISTAL	0,12	100%
C-70 C-71	PA	THOMAS J EGAN WESTERN	US 380 TO JIM CHRISTAL	0.76	100%

Note:	The 10-Yea	Roadway	Impact	Fee CIP	is not	in a	prioritized	order.
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Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan - Service Area D

Proj. #	IF Class	Roadway	Limits		% In Service Area
D-1	SA	BOBCAT	560' W OF FM 2164 TO FM 2164	0.11	50%
D-2	С	FISHTRAP	MINGO TO GEESLING	0.36	50%
D-3	PA	GANZER	15,500' E OF SHERMAN TO 4600' W OF SHERMAN	3.41	100%
D-4	SA	GRIBBLE SPRINGS	INDIAN WELLS TO 3015' W OF INDIAN WELLS	0.57	50%
D-5	SA	HARTLEE FIELD	4220' E OF COOPER CREEK TO COOPER CREEK	0.80	50%
D-6	SA	HARTLEE FIELD	COOPER CREEK TO 5170' W OF COOPER CREEK	0.98	50%
D-7	С	HARTLEE FIELD	600' E OF SHERMAN TO SHERMAN	0.11	50%
D-8	SA	HARTLEE FLD-FM 2164	HARTLEE FIELD TO SHERMAN	0.43	100%
D-9	SA	HARTLEE FLD-FM 2164	SHERMAN TO 3500' W OF SHERMAN	0.66	100%
D-10	SA	HARTLEE FLD-FM 2164	STUART TO 1485' W OF STUART	0.28	50%
D-11	SA	HARTLEE FLD-FM 2164	475' W OF FM 2164 TO FM 2164	0.09	100%
D-12	С	LONG	510' W OF FM 2164 TO FM 2164	0.10	100%
D-13	SA	MINGO	E CITY LIMITS TO COOPER CREEK	0.09	100%
D-14	SA	MINGO	COOPER CREEK TO LOOP 288	0.44	100%
D-15	SA	MINGO	LOOP 288 TO US 380	0.43	100%
D-16	С	KINGS ROW	SILVER DOME TO LOOP 288	0.50	100%
D-17	С	SILVER DOME	COOPER CREEK TO FARRIS RD	0.41	50%
D-18	С	COLLINS	HARTLEE FIELD TO 2730' S OF HARTLEE FIELD	0.84	50%
D-19	SA	COOPER CREEK	SHERMAN TO HARTLEE FIELD	1.91	100%

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D-20	SA	COOPER CREEK	SILVER DOME TO MINGO	0.83	50%
D-21	PA	COOPER CREEK	MINGO TO US 380		100%
C-53,D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%
D-23	PA	GREEN VALLEY	2395' S OF FM 2153 TO 2935' N OF SHEPARD	1.47	100%
D-24	SA	GREEN VALLEY	WARSCHUN TO SHERMAN	0.40	100%
D-25	SA	INDIAN WELLS	1615' S OF FM 2153 TO 4930' N OF GRIBBLE SPRINGS	0.73	100%
D-26	SA	INDIAN WELLS	4930' N OF GRIBBLE SPRINGS TO 2905' N OF GRIBBLE	0.38	50%
D-27	SA	INDIAN WELLS	2905' N OF GRIBBLE SPRINGS TO GRIBBLE SPRINGS	0.55	50%
C-54,D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%
C-55,D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%
C-56,D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%
C-57,D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%
D-32	SA	SHERMAN	LOOP 288 TO HERCULES	0.31	100%
D-33	SA	SHERMAN	HERCULES TO KINGS	0.36	100%
D-34	SA	SHERMAN	KINGS TO WINDSOR	0.38	100%
D-35	SA	SHERMAN	WINDSOR TO WILSONWOOD	0.19	100%
D-36	SA	SHERMAN	WILSONWOOD TO CORONADO	0.22	100%
D-37	SA	SHERMAN	CORONADO TO GREENWOOD	0.31	100%
D-38	SA	SHERMAN	GREENWOOD TO BELL	0.16	100%
D-39	SA	SHERMAN	BELL TO LOCUST	0.32	100%
D-40	С	WINDSOR	LOOP 288 TO DOMINION	0.16	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Table 2.E. 10-Year Roadway In	npact Fee Capital Improvements	Plan – Service Area E
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Proj. #	IF Class	ass Roadway Limits		Length (mi)	% In Service Area
E-1	С	AUDRA	LOOP 288 TO 1185' W OF LOOP 288	0.22	100%
E-2	SA	BLAGG	LAKEVIEW TO GEESLING	0.71	100%
E-3	SA	BLAGG	GEESLING TO 2175' W OF GEESLING	0.41	100%
E-4	SA	BLAGG	235' E OF MAYHILL TO MAYHILL	0.04	50%
E-5	PA (1/3)	DALLAS	TEASLEY TO IH 35E	0.87	100%
E-6	C	DUCHESS	TRAILHEAD TO WOODROW	0.76	100%
E-7	SA	FM 426	LANEY TO GRISSOM	0.57	100%
E-8	Completed	MCKINNEY	GRISSOM TO LOOP 288	1.65	100%
E-9	SA	MCKINNEY	LOOP 288 TO CARDINAL	0.13	100%
E-10	SA	MCKINNEY	CARDINAL TO MOCKINGBIRD	0.22	100%
E-11	SA	MCKINNEY	MOCKINGBIRD TO MACK	0.61	100%
E-12	SA	MCKINNEY	MACK TO AUDRA	0.29	100%
E-13	SA	MILLS	TRINITY TO MAYHILL	1.40	100%
E-14	SA	MILLS	LAKEVIEW TO MAYHILL	0.41	100%
E-15	SA	MINGO	US 380 TO OLD NORTH	0.14	100%
E-16	SA	MINGO	OLD NORTH TO NOTTINGHAM	0.48	100%
E-17	SA	MINGO	NOTTINGHAM TO PERTAIN	0.56	100%
E-18	SA	MINGO	PERTAIN TO RUDDELL	0.18	100%
E-19	SA	MINGO	RUDDELL TO WILLIS	0.11	100%
E-20	SA	MINGO	WILLIS TO WITHERS	0.44	100%
E-21	SA	MINGO	WITHERS TO PAISLEY	0.04	100%
E-22	SA	MINGO	PAISLEY TO BELL	0.19	100%
E-23	SA (1/2)	MORSE	MAYHILL TO KIMBERLY	0.22	100%
E-24	SA	SHADY OAKS	WOODROW TO TEASLEY	0.58	100%
E-25	SA	SPENCER	MAYHILL TO LOOP 288	0.44	100%
E-26	С	TREATMENT PLANT	MCKINNEY TO POST OAK	0.63	100%
E-27	SA	TREATMENT PLANT	POST OAK TO 1325' W OF POST OAK	0.25	100%
E-28	SA	TREATMENT PLANT	1325' W OF POST OAK TO MAYHILL	0.75	100%
C-45,E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46,E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47,E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48,E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.27	50%
C-50,E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
E-35	С	CARDINAL	ORIOLE TO MCKINNEY	0.42	100%
E-36	PA	GEESLING	US 380 TO BLAGG	0.46	100%

E-37	PA	GEESLING	US 380 TO BLAGG	1.02	100%
E-38	PA (1/3)	LAKEVIEW	POST OAK TO SHADY SHORES	0.26	100%
E-39	PA (1/3)	MAYHILL	US 380 TO PROMINENCE	0.44	100%
E-40	PA (1/3)	MAYHILL	PROMINENCE TO 770' N OF RUSSELL NEWMAN	0.39	100%
E-41	PA (1/3)	MAYHILL	770' N OF RUSSELL NEWMAN TO RUSSELL NEWMAN	0.15	50%
E-42	PA (1/3)	MAYHILL	RUSSELL NEWMAN TO 460' S OF RUSSELL NEWMAN	0.09	50%
E-43	PA (1/3)	MAYHILL	460' S OF RUSSELL NEWMAN TO MILLS	0.20	100%
E-44	PA (1/3)	MAYHILL	MILLS TO MCKINNEY	0.37	100%
E-45	PA (1/3)	MAYHILL	MCKINNEY TO MORSE	0.39	100%
E-46	PA (1/3)	MAYHILL	MORSE TO SPENCER	0.67	100%
E-47	PA (1/3)	MAYHILL	SPENCER TO EDWARDS	0.60	100%
E-48	PA (1/3)	MAYHILL	2725' N OF COLORADO TO COLORADO	0.52	100%
E-49	PA (1/3)	MAYHILL	COLORADO TO IH 35E	0.44	100%
E-50	PA	MAYHILL CONNECTOR	MAYHILL TO QUAILCREEK	0.13	100%
E-51	С	MOCKINGBIRD	MCKINNEY TO 625' N OF DUCHESS	0.16	100%
E-52	SA	MOCKINGBIRD	DUCHESS TO SHADY OAKS	0.41	100%
E-53	SA	MOCKINGBIRD	SHADY OAKS TO SPENCER	0.53	100%
E-54	PA	POST OAK	MILLS TO SPENCER	1.30	100%
E-55	PA	POST OAK	TREATMENT PLANT TO EDWARDS	1.27	100%
E-56	PA	POST OAK	EDWARDS TO POCKRUS PAGE	0.51	100%
E-57	C	SWISHER	EDWARDS TO POCKRUS PAGE	0.50	100%
E-58	PA (1/3)	TEASLEY	DALLAS TO IH 35E	0.35	100%
E-59	С	N STAR	SPENCER TO ROY	0.32	100%
E-60	С	ROY	MAYHILL TO N STAR	0.21	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Sec. 25-260. Roadway Impact Fees Adopted.

The City hereby adopts the Maximum Assessable Roadway Impact Fee as shown in Schedule 1 below, and the Roadway Impact Fee Collection Rate as shown in Schedule 2 below. Each nonexempt New Development shall be assessed the Maximum Assessable Roadway Impact Fee and shall pay the Roadway Impact Fee Collection Rate, minus any applicable Credits, as described herein. Except as herein otherwise provided, the Assessment and collection of a Roadway 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.

SCHEDULE 1 MAXIMUM ASSESSABLE ROADWAY IMPACT FEE PER SERVICE UNIT

EXHIDIT B	- schedule	1
Service Area	Roadwa	m Assessable ly Impact Fee ervice Unit
C	rei s	
Service Area A	\$	2,496
Service Area B	\$	3,742
Service Area C	\$	4,695
Service Area D	\$	5,265
Service Area E	\$	3,722

Exhibit B - Schedule 1

Exhibit B -	Schedu	le 2 Roadw	ay Imp	oact Fee Coll	lect	ion Rate Per Se	ervice	Unit
Assessment Date	Prop	perties platt 12/31	ed on /2024	1000		Properties plat 1/1/	ted o 2025	on or after
Service Areas		Land U	se Typ	e		Land Us	se Ty	pe
Service Areas	Res	sidential	Non-	Residential		Residential	Non	-Residential
A	\$	408.16	\$	306.12	\$	796.80	\$	398.40
В	\$	408.16	\$	306.12	\$	796.80	\$	398.40
С	\$	408.16	\$	306.12	\$	796.80	\$	398.40
D	\$	408.16	\$	306.12	\$	796.80	\$	398.40
E	\$	408.16	\$	306.12	\$	796.80	\$	398.40

SCHEDULE 2 ROADWAY IMPACT FEE COLLECTION RATE PER SERVICE UNIT

Sec. 25-261. Roadway Impact Fee Required.

No Final Plat for New Development shall be released for filing with Denton County without Assessment of an Impact Fee pursuant to this article; or, if no plat is required, then no building permit shall be issued until such Assessment is made and paid in accordance with the Assessment and collection procedures indicated herein.

Sec. 25-262. Assessment of Impact Fees.

Assessment of the Impact Fee for any New Development shall be made as follows:

- (a) For a New Development which has received final plat approval before the effective date of this article, Assessment of Impact Fees shall occur on the effective date of this article, and shall be the amount of the Maximum Assessable Roadway Impact Fee per Service Unit as set forth in Schedule 1 of Section 25-260. However, the Roadway Impact Fee Collection Rate shall not be collected on any Service Unit which has received final plat approval before the effective date of this article and for which a valid building permit is issued within one year after the date of adoption of this article.
- (b) For land which is not required to be platted at the time of application for a building permit pursuant to the City's subdivision regulations prior to development, Assessment of Roadway Impact Fees shall occur at the time application is made for the building permit, and shall be the amount of the Maximum Assessable Roadway Impact Fee per Service Unit as set forth in Schedule I of Section 25-260 then in effect.
- (c) For New Development which is submitted for approval pursuant to the City's subdivision regulations or which is proposed for replatting on or after the effective date of this Article, Assessment of Impact Fees shall be at the time of final plat or replat approval, and shall be the amount of the Maximum Assessable Roadway Impact Fee per Service Unit as set forth in Schedule l of Section 25-260 then in effect.
- (d) Following Assessment of the Impact Fee pursuant to this Section, the amount of the Impact Fee Assessment per Service Unit for that development cannot be increased, unless the

owner proposes to change the approved development by the submission of a new application for final plat approval or other development application that results in approval of additional Service Units, in which case a new Assessment shall occur at the Schedule 1 of Section 25-260 rate then in effect for such additional Service Units.

- (e) The Director of Engineering or his or her designee shall compute the Roadway Impact Fees for New Development by first determining whether the New Development is eligible for Credits calculated in accordance with this article, which would further reduce Impact Fees otherwise due in whole or in part. The total amount of Impact Fees for the New Development shall be attached to the development application as a condition of approval.
- (f) Approval of an amending plat pursuant to Tex. Loc. Gov't Code, Section 212.016 and the City's subdivision regulations is not subject to reassessment for an Impact Fee.
- (g) For the following uses in table provided in Section 258(h) of this article, Land Use Equivalency Table Land of the Roadway Impact Fee Study, the maximum Service Unit charge will be capped at 1.92 vehicle miles per development unit: General Light Industrial, General Heavy Industrial, and Industrial Park.

Sec. 25-263. Exemptions to Impact Fees.

The following are exempt from the applicability of this article:

- (a) Pursuant to Tex. Loe. Gov't Code Section 395.022, as amended, a public school district is not required to pay Roadway Impact Fees imposed under this article unless the board of trustees of the district consents to the payment of the fees by entering a contract with the City imposing the fees.
- (b) A change in use that generates less than 10 times the number of Service Units attributable to the immediately preceding use is exempt from the payment of Impact Fees.

Sec. 25-264. Collection of Impact Fees.

Roadway Impact Fees shall be collected in the following manner; however, the City has the ability to require construction greater than the Roadway Impact Fee Collection Rate for amounts up to the Maximum Assessable Roadway Impact Fee:

- (a) The Roadway Impact Fee Collection Rate shall be paid at the time the City issues a building permit for a New Development.
- (b) For properties requiring a plat, the Roadway Impact Fee Collection Rate to be paid and collected per Service Unit for New Development shall be the amount listed in Schedule 2 of Section 25-260 in effect at the time of final plat approval for up to a one-year period following such final plat approval. After the one-year period has expired, the Roadway Impact Fee Collection Rate shall be paid according to the current amount listed in Schedule 2 of Section 25-260 then in effect.
- (c) For properties that do not require the filing of a plat, the Roadway Impact Fee Collection Rate shall be paid and collected per Service Unit for New Development in the amount listed in Schedule 2 of Section 25-260 in effect at the time that the building permit is filed.
- (d) If the building permit for which an Impact Fee has been paid has expired, and a new application is thereafter filed, the Roadway Impact Fee Collection Rate shall be computed

using Schedule 2 of Section 25-260 in effect at the time of the new application, with Credits for previous payment of Impact Fees being applied against the new Impact Fees due.

- (e) Whenever the property owner proposes to increase the number of Service Units for a development, the additional Impact Fees collected for such new Service Units shall be determined by using Schedule 2 of Section 25-260 in effect at the time of the request, and such additional fee shall be collected at the times prescribed by this section.
- (f) The City may vary the rates of collection or amount of Roadway Impact Fees per Service Unit among or within Service Areas in order to reasonably further goals and policies affecting the adequacy of roadway facilities serving New Development, or other regulatory purposes affecting the type, quality, intensity, economic development potential or development timing ofland uses within such Service Areas.
- (g) The Maximum Assessable Roadway Impact Fee per Service Unit for Roadway Facilities, as may be amended from time to time, hereby is declared to be an approximate and appropriate measure of the impacts generated by a new unit of development on the City's Roadway System. To the extent that the Roadway Impact Fee Collection Rate charged against a New Development, as may be amended from time to time, is less than the Maximum Assessable Roadway Impact Fee per Service Unit assessed, such difference hereby is declared to be founded on policies unrelated to measurement of the impacts of the New Development on the City's roadway system. The Maximum Assessable Roadway Impact Fee may be used in evaluating any claim by a property owner that the dedication or construction of a Capital Improvement within a Service Area imposed as a condition of development approval pursuant to the City's subdivision or development regulations is disproportionate to the impacts created by the development on the City's Roadway System.

Sec. 25-265. Credits against Impact Fees.

The City may credit the contribution of land, improvements or funding for construction of any System Facility that is required or agreed to by the City, pursuant to rules established in this section or pursuant to administrative guidelines promulgated by the City with the following limitations:

- (a) The Credit shall be associated with the plat or other detailed plan of development for the property that is to be served by the Roadway Facility.
- (b) Master Planned Community projects, including subdivisions containing multiple phases, and whether approved before or after the effective date of these Impact Fee regulations, may apply for Credits against Roadway Impact Fees for the entire project based upon contributions of land, improvements or funds toward construction of system facilities, or other Roadway Capital Improvements supplying excess capacity. Credits shall be determined by comparing costs of Roadway Capital Improvements to be utilized by development within the project, utilizing a methodology approved by the City. The Credit determination shall be incorporated within an agreement for Credits, in accordance with this Article. The Roadway requirements of an agreement for Credits shall not be less than what is required by the Denton Development Code.

- (c) The City's current policies and regulations shall apply to determine a New Development's obligations to construct adjacent System Facilities. The obligation to construct, however, shall not exceed the Maximum Assessable Roadway Impact Fee assessed against the New Development under Schedule 1 of Section 25-260 of this article. Construction required under such policies and regulations shall be a Credit against the amount of Impact Fees otherwise due. If the costs of constructing a System Facility in accordance with the current City policies and regulations are greater than the amount of the Roadway Impact Fee Collection Rate due, the amount of the Credit due shall be deemed to be 100% of the assessed Impact Fees and no Impact Fee shall be collected thereafter for the development, unless the number of Service Units is subsequently increased.
- (d) All Credits against Roadway Impact Fees shall be based upon standards promulgated by the City, which may be adopted as administrative guidelines, including the following standards:
 - (1) No Credit shall be given for the dedication or construction of Site-related Facilities.
 - (2) No Credit shall be given for a Roadway Facility which is not identified within the Roadway Impact Fee Capital Improvements Plan.
 - (3) In no event will the City grant a Credit when no Roadway Impact Fees can be collected pursuant to this Article or for any amount exceeding the Roadway Impact Fee Collection Rate due for the development, unless expressly agreed to by the City in writing.
 - (4) The City may participate in the costs of a System Facility to be dedicated to the City, including costs that exceed the amount of the Impact Fees due for the development, in accordance with policies and rules established by the City. The amount of any Credit for construction of a System Facility shall be reduced by the amount of any participation funds received from the City.
 - (5) Where funds for Roadway Facilities have been escrowed under an agreement that was executed with the City prior to the effective date of this article, the following rules apply:
 - Funds expended under the agreement for Roadway Facilities shall first be credited against the amount of Roadway Impact Fees that would have been due under Schedule 2 of Section 25-260 of this article for those units of development for which building permits already have been issued;
 - Any remaining funds shall be credited against Impact Fees due for the development under Schedule 2 of Section 25-260 of this article at the time building permits are issued.
- (e) Credits for construction of Capital Improvements shall be deemed created when the Capital Improvements are completed and the City has accepted the facility, or in the case of Capital Improvements constructed and accepted prior to the Effective Date of this Article, on such effective date. Credits created after the Effective Date of this Article shall expire ten (10) years from the date the Credit was created. Credits arising prior to such Effective Date shall expire ten (10) years from such effective date. Upon application by the property owner, the City may agree to extend the expiration date for the Credit on mutually agreeable terms.

- (f) Unless an agreement for Credits, as described herein, is executed providing for a different manner of applying Credits against Roadway Impact Fees due, a Credit associated with a plat shall be applied at the time of application for the first building permit and, at each building permit application thereafter, to reduce Impact Fees due until the Credit is exhausted.
- (g) An owner of a New Development who has constructed or financed a Roadway Capital Improvement or Roadway Facility expansion designated in the Roadway Impact Fee Capital Improvements Plans, or other Roadway Capital Improvement that supplies excess capacity, as required or authorized by the City, shall enter into an agreement with the City to provide for Credits against Roadway Impact Fees due for the development in accordance with this paragraph. The agreement shall identify the basis for and the method for computing and the amount of the Credit due and any reduction in Credits attributable to consumption of road capacity by developed lots or tracts served by the Roadway Capital Improvements. For multi-phased projects, the City may require that total Credits be proportionally allocated among the phases. If authorized by the City, the agreement also may provide for allocation of Credits among New Developments within the project, and provisions for the timing and collection of Impact Fees.

Section 25-266. Use of Proceeds of Impact Fee Accounts.

The Roadway Impact Fees collected for each Service Area pursuant to these regulations may be used to finance or to recoup the costs of any roadway improvements or facility expansions identified in the Roadway Impact Fee Capital Improvements Plan for the Service Area, including but not limited to the construction contract price, surveying and engineering fees, and land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees). Roadway Impact Fees may also be used 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 roadway improvements or facility expansions. Roadway Impact Fees also may be used to pay fees actually contracted to be paid to an independent qualified engineer or financial consultant for preparation of or updating the Roadway Impact Fee Capital Improvements Plan. Impact Fees collected may not be used to pay for the expenses prohibited by TLGC Chapter 395.

Section 25-267. Establishment of Accounts.

The City's Finance Department shall establish an account to which interest is allocated for each Service Area for which a Roadway Impact Fee is imposed pursuant to this article. Each Impact Fee collected within the Service Area shall be deposited in such account with the following regulations:

(a) Interest earned on the account into which the Impact Fees are deposited shall be considered funds of the account and shall be used solely for the purposes authorized in this article and TLGC Chapter 395.

- (b) The City's Finance Department shall establish adequate financial and accounting controls to ensure that Roadway Impact Fees disbursed from the account are utilized solely for the purposes authorized in this Article and TLGC Chapter 395. 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 Article; provided, however, that any Roadway Impact 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.
- (c) The City's Finance Department shall maintain and keep financial records for Roadway Impact Fees, which shall show the source and disbursement of all fees collected in or expended from each Service Area. The records of the account into which Impact Fees are deposited shall be open for public inspection and copying during ordinary business hours. The City may establish a fee for copying services.

Sec. 25-268. Impact Fee as Additional and Supplemental Regulation.

Roadway Impact Fees established by these regulations 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 certificates of occupancy. Such Impact Fees are intended to be consistent with and to further the policies of the Denton Plan, the Capital Improvements Plan, the zoning ordinances, 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 ofland. This article 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 ofland or provision of public improvements subject to the zoning and subdivision regulations or other regulations and policies of the City, which shall be operative and remain in full force and effect without limitation with respect to all such development.

Sec. 25-269. Updates to Plans and Revision of Fees.

The City shall update its Land Use Assumptions and Capital Improvements Plan and make any revision of fees as indicated below:

- (a) The City shall update its Land Use Assumptions and Roadway Impact Fee Capital Improvements Plans and shall recalculate the Roadway Impact Fees based thereon in accordance with the procedures set forth in Texas Local Gov't Code, Ch. 395, or in any successor statute. However, this does not preclude the City from reviewing its Land Use Assumptions, Roadway Impact Fee Capital Improvements Plans, Roadway Impact Fees, and other factors such as market conditions more frequently than provided for herein to determine whether the Land Use Assumptions and Roadway Capital Improvements Plans should be updated and the Roadway Impact Fees recalculated accordingly, utilizing statutory update procedures.
- (b) Schedule 2 of 25-260 of this article may be amended without revising the Land Use Assumptions and Roadway Capital Improvements Plans at any time prior to the update

provided for in this Section, provided that the Roadway Impact Fee Collection Rate to be collected under Schedule 2 of 25-260 do not exceed the Maximum Assessable Roadway Impact Fees assessed under Schedule 1 of 25-260 of this article.

- (c) If, at the time an update is required as indicated herein and the City Council determines that no change to the Land Use Assumptions, Roadway Impact Fee Capital Improvements Plan or Roadway Impact Fees are needed, it may dispense with such update by following the procedures in Texas Local Gov't Code, Section 395.0575 or its successor statute.
- (d) The City may amend any other provisions of this Article in accordance with procedures for ordinance amendments contained in the City's Charter or State law.

Sec. 25-270. Refunds

- (a) Upon application, any Roadway Impact Fee or portion thereof collected pursuant to this article, which has not been expended within the Service Area within ten (10) years from the date of payment, shall be refunded to the record owner of the property for which the Impact Fee was 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 Sec. 302.002, Tex. Fin. Code, or its successor statute. The application for refund pursuant to this section shall be submitted within sixty (60) days after the expiration of the ten-year period for expenditure of the Impact Fee. An Impact Fee shall be considered expended on a first-in, first out basis.
- (b) An Impact Fee collected pursuant to this article shall also be considered expended if the total expenditures for Capital Improvements or Roadway Facility expansions authorized within the Service Area within ten (10) years following the date of payment exceeds the total fees collected within the Service Area for such improvements or expansions during such period.
- (c) If a refund is due pursuant to Subsections (a) or (b), the City shall divide the difference between the amount of expenditures and the amount of the Impact 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 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.

Sec. 25-271. Rebates.

If the building permit for a New Development for which a Roadway Impact Fee has been paid has expired, and a modified or new application has not been filed within six (6) months of such expiration, the City shall, upon written application, rebate the amount of the Impact Fee to the record owner of the property for which the Impact Fee was paid. If no application for rebate pursuant to this subsection has been filed within this period, no rebate shall become due.

Sec. 25-272. Appeals.

The property owner or applicant for New Development may appeal the applicability or amount of the Roadway Impact Fee or the availability or amount of Credits or Refunds to the City Council using the following procedure:

- (a) The burden of proof shall be on the applicant to demonstrate that relief should be granted by the City.
- (b) The applicant must file a written notice of appeal with the City Manager or designee within thirty (30) days following the decision being appealed. Along with the notice of appeal, an applicant may request an alternative Service Unit computation for land uses not contained with the latest edition of the ITE Trip Generation Manual by submitting a trip generation study demonstrating the appropriateness of the trip generation rates for the proposed development. An applicant may also include an alternative Service Unit calculation.
- (c) The City Manager or designee ("Manager") may (1) resolve the appeal, if the applicant agrees with the Manager's decision, or (2) if the applicant does not agree, refer the matter to the City Council for decision, along with the Manager's recommendation and any trip generation study provided, if any.
- (d) If City Council review is requested by the applicant after receiving the Manager's decision, the City Secretary shall schedule a public hearing at which the applicant may present testimony and evidence before the City Council. The City Council shall act on the appeal within 60 days ofreceipt of the notice of appeal by the City, unless otherwise agreed by the Applicant.
- (e) If the notice of appeal is accompanied by a payment or other security satisfactory to the City Attorney in an amount equal to the original determination of the Roadway Impact Fee due, the City shall process and may issue a building permit if other requirements are met while the appeal is pending.
- (f) If the City Council allows for a different amount of the Roadway Impact Fee due for a New Development under this section to be paid, it may cause to be appropriated from other City funds the amount of the reduction in the Impact Fee to the account for the Service Area in which the property is located.

Sec 25-273. Severability.

If any provision of this Article or the application of any provision to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the Article which can be given effect without the invalid provision or application, and to this end the provisions of this Article are declared to be severable.

Sec 25-274. Conflicts.

This Article shall be cumulative of all provisions of ordinances and of the Code of Ordinances for the City of Denton, Texas, as amended, except where provisions of this article are in direct conflict with the provisions of such ordinances or such Code, in which event the conflicting provisions of such ordinances and Code are hereby repealed.

25-275. Effective Date.

This Article shall take effect on January 1, 2025 or immediately from and after its passage and publication in accordance with the provisions of the Texas Local Government Code, whichever is later, and it is accordingly so ordained.

SECTION 9. This Ordinance shall take effect on January 1, 2025, and it is accordingly so ordained.

The motion to approve this ordinance was made by (3, 1) destrict and seconded by $(3e^{-1}e^{$

	Aye	Nay	Abstain	Absent
Mayor Gerard Hudspeth:				
Vicki Byrd, District 1:				
Brian Beck, District 2:				
Paul Meltzer, District 3:	~			
Joe Holland, District 4:	<u> </u>			
Brandon Chase McGee, At Large Place 5:	1			
Jill Jester, At Large Place 6:	~			
PASSED AND APPROVED this th	ne 16th	_day of _	July	_, 2024.
	1.00	~ 1	11	

GERARD HUDSPETH, MAYOR

ATTEST: LAUREN THODEN, CITY SECRETARY

Lauren tha BY:

APPROVED AS TO LEGAL FORM: MACK REINWAND, CITY ATTORNEY

BY: Mack Reinwand



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N2440 LOOP 201 Torr NOF LOOP	L	AMYX	L00P 288	C WOLFE	⊢	18	~	SECONDARY ARTERIAL	SA	Maw	Now	100%	750	1950	-	1.950	•	•	
FN2.460 780 VG LOOP 280 Gal Conceres 130 Lange		FM 2449	L00P 288	780 W OF LOOP 288	778	0.15	0	PRIMARY ARTERIAL	Ad	New	New	100%	850	382	•	765		•0	
FN2.460 SARE CPC CWURE CAUE 4382 613 1122 3101 53 1122 3101 53 FN2.460 UNDERV.OD 6.687 108 2 COLLECTOR C New 1054 1056 23 1132 3101 5 FN1.41CL UNDERV.OD 6.687 108 2 COLLECTOR C New 1056 550 1138 5 1 5 5 1 5 1 5 1 5 1 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 5 1 5 1 1 5 1 1 5 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		FM 2449	780 W OF LOOP 288	4380' E OF C WOLFE	1.904	80	9	PRIMARY ARTERIAL	PA	New	New	100%	850	1836	•	1,836	\$	•9	
FN2.460 UNDERVOOD 5687 118 2 COLLECTOR C New New 00% 550 1198 5 1198 1198 1198		FM 2449	4380' E OF C WOLFE	C WOLFE	4, 382	083	ø	PRIMARY ARTERIAL	PA	Wdening	1364	100%	850	4233	1132	3,101	\$	•0	
HUNELY 135W COUCE 14.27 270 6 New New New 056 610 1411 5 6 1411 5 6 1411 5 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 1411 14111 14111 14111 14111		FM 2490	OUTERLOOP	UNDERWOOD	5,687	9 <u>1</u>	~	COLLECTOR	0	New	New	100%	220	1188	•	1,188	\$	•9	
AMTX HUNELY 3.36 178 2 COLLECTOR New New <t< td=""><td></td><td>H UVELY</td><td>NS61</td><td>C WOLFE</td><td>14,275</td><td>2,2</td><td>ø</td><td>PRMARY ARTERIAL</td><td>A</td><td>New</td><td>New</td><td>30%</td><td>88</td><td>4131</td><td>•</td><td>4,131</td><td>67</td><td>49</td><td></td></t<>		H UVELY	NS61	C WOLFE	14,275	2,2	ø	PRMARY ARTERIAL	A	New	New	30%	88	4131	•	4,131	67	49	
FM 1515 FM 1515 INUEX FM 1515 INUEX FM 351 UNDERWOOD 12.253 4 SECONDAY AFTERIAL SA New New New 1750 6900 5 5 6 6 5 1 HUNTER AFTERIAL FM 253 13.861 12.96 2 4 SECONDAY AFTERIAL No 10% 770 6700 0 2.700 3 1 3 1 3 1 3 1 3 1 3 1 3		AMYX-H LIVELY	AMYX	H LIVELY	9,395	1.78	~	COLLECTOR	0	New	New	100%	89	1958	•	1,958	*0	•••	
HUNTER ARTERIAL Fm2449 Underwood 104 1 as 150 2 700 2 700 5 1 HUNTER ARTERIAL Fm2449 UNDERWOOD 10 41 14 8500, LBC 100% 750 2700 0 2 700 5 1		FM 1515-H LIVELY	FM 1515	H LIVELY	12,255	23	4	SECONDARY ARTERIAL	SA	New	New	100%	180	0000	•	6,900	*0	•••	
HUMER COLLECTOR HUMER ATTERNI. ROBSON RAVIO 11.301 216 2 COLLECTOR New		HUNTER ARTERIAL	FM 2449	UNDERWOOD	10,451	8	4	SECONDARY ARTERIAL	S	New	New	80%	180	2970	•	2,970	\$	•••	
HUNTER COLLECTORA HUNTER ACTERNAL MUNER ARTERNAL F13AA 251 6 COLLECTORA C New New New 100% 550 8305 0 6335 5 5 5 1 8 HUNTER COLLECTORA HUNTER ACCULECTORA F13AA 251 6 COLLECTORA C New New 100% 550 835 0 65 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		HUNTER COLLECTOR	HUNTER ARTERIAL	UNDERWOOD	11,391	216	~	COLLECTOR	0	New	New	100%	89	2376	•	2,376	\$	•••	
HUNERCOLLECTOR HUNERCOLLECTOR HUNERCOLLECTOR HUNERCOLLECTOR Mon Non Non </td <td></td> <td>HUNTER COLLECTOR A</td> <td>HUNTER ARTERIAL</td> <td>ROBSON RANCH</td> <td>13,264</td> <td>5</td> <td>0</td> <td>COLLECTOR</td> <td>0</td> <td>New</td> <td>Nev</td> <td>10%</td> <td>8</td> <td>8283</td> <td>•</td> <td>8,283</td> <td></td> <td></td> <td></td>		HUNTER COLLECTOR A	HUNTER ARTERIAL	ROBSON RANCH	13,264	5	0	COLLECTOR	0	New	Nev	10%	8	8283	•	8,283			
UNDERMOUD UNDERMOUD <t< td=""><td>-</td><td>HUNIER COLLECTOR C</td><td>HUN LEK COLLECTOR A</td><td>HUNIERCOLLECTOR</td><td>100</td><td>8</td><td></td><td>COLLECTOR</td><td>5</td><td>Man</td><td>MeV :</td><td>whot</td><td>8</td><td>8</td><td>•</td><td>8</td><td>0</td><td></td><td></td></t<>	-	HUNIER COLLECTOR C	HUN LEK COLLECTOR A	HUNIERCOLLECTOR	100	8		COLLECTOR	5	Man	MeV :	whot	8	8	•	8	0		
Indefension	+	UNDERWOOD		A IEVAL IN DO IN 10101		8	•	PRIMARY ANTERIAL	5	MAN	MRU S	1000	8	1800	- 6	1,800		•	
UDERWOOD HUNELY ROBSONRANCH 12.039 228 6 SECONDARY ARTERVIL SA New 100% 750 10260 0 10.260 5 5 5	+	INDERWOOD	1610 NOF H LIVELY	H LIVELY	1 608	717	0 00	DRIMARY ARTERIAL	K d	Maw	Mark	1008	8	1530	6	1 500		• •	
120,656 8,471 112,187 5 347,500 5 2	1	UNDERWOOD	HLIVELY	ROBSONRANCH	12,039	228	0	SECONDARY ARTERIAL	8	New	New	100%	750	10260	•	10.260		• • •	
	M								i					120,658	8.471	112.187	\$ 347,875	000	268.201.500

City of Denton - 2022 Roadway Impact Fee Study CIP Service Units of Supply

APPENDIX C – Roadway Impact Fee CIP Service Units of Supply

Veh-Mi Suppiy Pix-Hir Total = [Langhi (mi)] * [Exait Lanea) * (Veh-Mi Capacity Pix-Hir Per Ln) * [Pix Ni Service Area]
 Veh-Mi Domand Pix-Hir Total = (Langhi (mi)) * Pix-Area Veh (Pix Ni Service Area]
 Veh-Mi Suppi Veh-Hir Hir Pix Ni Pix Ni
 Veh-Mi Suppi Veh-Hir Total = Pix Ni Pix Ni Pix Ni Pix Ni Pix Ni Pix Ni
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 $Source: H: \label{eq:source:H:Denton_01_2025} Technicals \label{eq:source:H:Denton_01_2025} Technicals \label{eq:source:H:Denton_01_2025} Source: H: \label{eq:source:H:Denton_01_2025} Technicals \label{eq:source:H:Denton_01_2025} Source: H: \label{eq$

N. M. M. FOM TO Model Model Model Model </th <th>Project ID</th> <th>ROADWAY</th> <th>LIMITS</th> <th>TS</th> <th>Ŧ</th> <th>E.</th> <th>IANES</th> <th></th> <th>IMPACT FEE</th> <th>ROADWAY</th> <th>PEAK</th> <th>% IN</th> <th>0</th> <th></th> <th>~</th> <th>-0</th> <th>TOTA</th> <th></th> <th>TOTAL PROJECT</th>	Project ID	ROADWAY	LIMITS	TS	Ŧ	E.	IANES		IMPACT FEE	ROADWAY	PEAK	% IN	0		~	-0	TOTA		TOTAL PROJECT
ULUBD Description Concretion Concreion Concretion </th <th></th> <th></th> <th>FROM</th> <th>ð</th> <th>Ē</th> <th>n N</th> <th>2</th> <th>CLASSIFICATION</th> <th>N</th> <th>STATUS</th> <th>NOLUME</th> <th></th> <th></th> <th></th> <th>-</th> <th>-</th> <th>R 00ST</th> <th></th> <th>AREA</th>			FROM	ð	Ē	n N	2	CLASSIFICATION	N	STATUS	NOLUME				-	-	R 00ST		AREA
ALUED In BRAIN CONTRACT CONTRACE	┞	ALLRED	BONNE BRAE	BRUSHCREEK	4,285	0.81	~	COLLECTOR	0	Wdening	\$	80%	550	9	50	┡	\$ 6,097,	8	3,048,50(
BRENOME Int Control Contro Control Control		ALLRED	BRUSH OREEK	JOHN PAINE	1,610	030	ø	PRIMARY ARTERIAL	ΡA	Widening	1/1/1	50%	850	<u>98</u>	178		-0		2
BRING DOUTENTICLE DOUTENTICLE <thdoutenticle< th=""> <thd< td=""><td>_</td><td>BRUSH CREEK</td><td>815 E OF COUNTRY CLUB</td><td>COUNTRY CLUB</td><td>815</td><td>0.15</td><td>0</td><td>PRIMARY ARTERIAL</td><td>٩</td><td>Widening</td><td>2261</td><td>100%</td><td>88</td><td>20</td><td>ĝ</td><td></td><td>s</td><td>2,747,000 \$</td><td></td></thd<></thdoutenticle<>	_	BRUSH CREEK	815 E OF COUNTRY CLUB	COUNTRY CLUB	815	0.15	0	PRIMARY ARTERIAL	٩	Widening	2261	100%	88	20	ĝ		s	2,747,000 \$	
Participation 2004 Control 2004 <td>-</td> <td>BRUSH OREEK</td> <td>COUNTRY CLUB</td> <td>1935 WOF COUNTRY CLUB</td> <td>1,935</td> <td>037</td> <td>0</td> <td>PRIMARY ARTERIAL</td> <td>A</td> <td>Widening</td> <td>299</td> <td>100%</td> <td>850</td> <td>1887</td> <td>Ē</td> <td></td> <td>s</td> <td>\$ 000</td> <td>6,769,000</td>	-	BRUSH OREEK	COUNTRY CLUB	1935 WOF COUNTRY CLUB	1,935	037	0	PRIMARY ARTERIAL	A	Widening	299	100%	850	1887	Ē		s	\$ 000	6,769,000
PRODUCT Description Description <thdescripie< th=""> <thdescription< th=""> <thde< td=""><td></td><td>BRUSH CREEK</td><td>2180'E OF FORT WORTH</td><td>FORT WORTH</td><td>2,180</td><td>041</td><td>9</td><td>PRIMARY ARTERIAL</td><td>٩</td><td>Widening</td><td>299</td><td>100%</td><td>88</td><td>2091</td><td>8</td><td></td><td>\$</td><td>7,344,000 \$</td><td>7,344,000</td></thde<></thdescription<></thdescripie<>		BRUSH CREEK	2180'E OF FORT WORTH	FORT WORTH	2,180	041	9	PRIMARY ARTERIAL	٩	Widening	299	100%	88	2091	8		\$	7,344,000 \$	7,344,000
CODENI PONE BOIL NONE BOIL N	~	BRUSH CREEK	FORT WORTH	590'E OFALLRED	3,615	890	0	PRIMARY ARTERIAL	٩d	New	New	100%	88	3468	•	_	67	10,698,000 \$	10,698,000
Tension Description Number (1) Number (1	~	CORBIN	BONNE BRAE	M35HI	3,505	800	4	SECONDARY ARTERIAL	SA	Widening	•	100%	760	1980	9		\$	000'092'01	10,760,000
DEREDUCE THELENY CONSTICTOR 2 a COLLECTOR C New		CREEKDALE	PIMLICO	RNERCHASE	3,230	0.61	2	COLLECTOR	0	New	New	100%	650	671	•	671	**	5,346,000 \$	5,346,000
B Desc Desc Desc Desc Provide		CREEKDALE	THISTLE WAY	OAKBLUFF	2,090	0.39	2	COLLECTOR	0	New	New	100%	650	429	•	429	\$	3,461,000 \$	3,461,000
H135 Exerct End H136 Exerct End H136	0	EL PASEO	BELMONT	COUNTRY CLUB	1,910	80	~	COLLECTOR	0	New	New	100%	88 8	8	•	38	•0	3,369,000 \$	3,369,000
HOCONT CREEK NUTCA TULCA TULCA <thtulca< th=""> TULCA</thtulca<>	-	FM 1515	BONNE BRAE	M36 HI	70	0.15	0	PRIMARY ARTERIAL	A	Widening	1.974	100%	850	202	8	469	•0	2,585,000 \$	2,595,000
NICORY CREM THORNY CREM NUCTCA TEGR.Y TEGR.Y NUCCA TEGR.Y NUCCA TEGR.Y NUCCA TEGR.Y NUCCA TEGR.Y NUCCA TEGR.Y NUCCA NU	~	HICKORY CREEK	FM 2499	NAUTICA	1.175	8	0	PRIMARY ARTERIAL	PA (1/3)	Widening	2,942	100%	850	1122	2	475	•0	1.605.000 \$	1.605.000
HUCKNY CRERK T56.Fr WOMEGND 647 0.6 6 PRAMM KTERIM A/101 WAMMO 201 2	0	HICKORY CREEK	NAUTCA	TEASLEY	1.310	0.25	0	PRIMARY ARTERIAL	PA (1/3)	Widening	2,942	100%	850	1275	735	240	- 07	1.789.000 \$	1.789.000
HOCKINC (EIEK MARK RESIL MARK	4	HICKORY CREEK	TEASLEY	MONTECITO	4.475	0.85	ø	PRIMARY ARTERIAL	PA (1/3)	Widening	436	100%	850	4335	371	3,90	•0	8.639.000 \$	8,638,000
HOCKINC (EEK MAY OF BROY VERT FB C F COUNTY CULID No	5	HICKORY CREEK	MONTECITO	1435 W OF BIDDY BYE	2.230	642	ø	PRIMARY ARTERIAL	PA (1/3)	Widening	2.281	80%	850	1071	475	88	•0	4,006,000 \$	2.003.000
Holson LVME Track, FT Montright FTS, RF Montright FTS Montright	0	HICKORY CREEK	1435 W OF BIDDY BYE	815 E OF COUNTRY CLUB	1.990	0.38		PRIMARY ARTERIAL	A	New	New	100%	850	1938	•	1,93	-0	7.612.000 \$	7,612,000
HOBSONLAVE MORPANIA MORPANIA MORPANIA SCOLINGY AFTERIAL SA Wemman S2 CONS 73 2001 2001	2	HOBSON LANE	TEASLEY	MONTECITO	679	0.13	4	SECONDARY ARTERIAL	SA	Widening	865	100%	750	8	2	318	\$	1.914.000 \$	1,914,000
HOBON UNIC FORMERTINGLE COUNTY METRINU SA Weening 1/16		HOBSON LANE	MONTECITO	FORRESTRIDGE	1,495	0.28	4	SECONDARY ARTERIAL	SA	Widening	5 52	100%	750	840	1 55	685	*9	5,710,000 \$	5,710,000
RMNN Sort of the Municipation TeleAutron TeleAutron <th< td=""><td><u>_</u></td><td>HOBSON LANE</td><td>FORRESTRIDGE</td><td>COUNTRY CLUB</td><td>3,785</td><td>0.72</td><td>4</td><td>SECONDARY ARTERIAL</td><td>SA</td><td>Widening</td><td>249</td><td>100%</td><td>750</td><td>2160</td><td>5</td><td>1,981</td><td>*0</td><td>11.559.000 \$</td><td>11,559,000</td></th<>	<u>_</u>	HOBSON LANE	FORRESTRIDGE	COUNTRY CLUB	3,785	0.72	4	SECONDARY ARTERIAL	SA	Widening	249	100%	750	2160	5	1,981	*0	11.559.000 \$	11,559,000
FMAN ZOTE CV WHEELER TeAL ZOTE CV	8	PARVIN	MOCORMICK	HIGHLAND PARK	2,005	020	~	COLLECTOR	o	New	New	100%	550	88	•		*	2,150,000 \$	2,150,000
MAN TEGREFY MAN TEGREFY MAN MAN TEGREFY MAN MAN TEGREFY MAN MEN TEGREFY MEN TEGREFY MEN MEN MEN TEGREFY MEN	T	ROBINSON	230' E OF WHEELER RIDGE	TEASLEY	2,735	0.52	4	SECONDARY ARTERIAL	SA	Widening	1,188	100%	750	1500	618		ŝ	8,061,000 \$	8,061,000
RNAI PROMISCITIO CONTRYCUER 23/30 6/3 4 SECONDARY ATTENIAL S.A. Weining 5/2 0/06 7/30 1/30 2/30	51	RYAN	TEASLEY	MONTECITO	4,000	0.78	4	SECONDARY ARTERIAL	SA	Widening	755	100%	750	2280	574	-	-0	11,990,000 \$	11,980,000
R FONR FONRE FONRE COMME FON TOP TO	2	RYAN	MONTECITO	FORRESTRIDGE	3,305	80	4	SECONDARY ARTERIAL	SA	Widening	552	100%	750	1890	8	-	5	0.878,000 \$	10,878,000
VITAGE FORT WOTH BONNE BARE 4/60 0 PRMARY ATTERIAL A/(10) Wahning 4/23 100% 8/30 4/67 2/30 V VITAGE BONNE BARE NAR VLLEY N NAR N/10/10 Wahning 1/31 100% 8/30 7/4 2/30 1/31 1/31 1/31 1/31 1/31 2/31		RYAN	FORRESTRIDGE	COUNTRY CLUB	3,475	88	4	SECONDARY ARTERIAL	SA	Widening	ş	100%	150	1990	8			10,824,000 \$	10,824,000
VNTAGE DAM VALEY MAM VALEY TAR	58	VINTAGE	FORT WORTH	BONNE BRAE	4,605	0.87	ø	PRIMARY ARTERIAL	PA (1/3)	Widening	\$23	100%	850	4437	8	-	**	11.721.000 \$	11,721,000
WUCHWORE TASK VEHALILY TASK TASK VEHALILY	8	VINTAGE	BONNE BRAE	NAPA VALLEY	165	0.14	0	PRIMARY ARTERIAL	PA (1/3)	Widening	1,874	100%	850	714	8	+	\$	1,005,000 \$	1,065,000
MULUNINOU TZSY NOTHERING COLLECTOR C Warmen TXS TXS<		VINTAGE	NAPA VALLEY	H 35V	3,435	8		PRIMARY ARTERIAL	PA (1/3)	Widening	1,874	100%	88	3315	1218	+	09	7,975,000 \$	7,975,000
Monte Brace FM 196 FM	8 1	WILLOWWOOD	1250 W OF HIGHLAND PARK	BONNEBRAE	987.'	50		COLLECTOR	0	Wdening	1,038	%00L	80	R I		-	09	2,079,000 5	2/0/8/000
BONNE BRAE Her MiDB MuLLOWOND 3/40 1/30 4 SECONDARY METRINAL SA Memory 2/30 7/30 2/30 7/30 2/30 7/30 2/30	8	BONNE BRAE	IN 36E	FM 1010	128	0.14	4	SECONDARY ARTERIAL	SA SA	Widening	2,982	100%	8	8	418	_	09	1,285,000 \$	1,285,000
CONTRY CLIIB FORT WORK MODE 2 300 04 at a SECONDARY ARTERIAL SA Warning FOR 7 20 <td>8</td> <td>BONNE BRAE</td> <td>FM 1010</td> <td>WILLOWWOOD</td> <td>0,740</td> <td>8</td> <td>4</td> <td>SECONDARY ARTERIAL</td> <td>AN O</td> <td>Widening</td> <td>2003</td> <td>400L</td> <td>8</td> <td>32/0</td> <td>2183</td> <td></td> <td>-</td> <td>11.351.000 5</td> <td>11,351,000</td>	8	BONNE BRAE	FM 1010	WILLOWWOOD	0,740	8	4	SECONDARY ARTERIAL	AN O	Widening	2003	400L	8	32/0	2183		-	11.351.000 5	11,351,000
CUMIRY CLUB FORM RAM Eacond R as been were and	= 1	DUNNE BIME	TIGHTAND PARK	ROBLAWN	100	8	•	SECONDARY AR IERIAL	NO O	MON	MON .	88	8	8		+		4 000 U20 4	100,000,1
COMPRY CLUB RANU HOCK CREK 3.46 0.00 4 SECONDARY ARTERIAL 5A Wenny 52 0.00 750 930 120 FORT WORTH CUMITRY CLUB WITTAGE 6.96 1.22 0 4 2000000000000000000000000000000000000	2 2	COUNTRY CLUB	LINDA INOT	N0000L	Nec a	8			50	Widewind W	80.	100	8 2	a me	Pict Pict	-	•••	* 000/877/1	15,003,000
FORT WORTH COUNTRY CLUB WITAGE 6 366 1/2 6 PRAMARY ARTERIAL P.A. Waheng 2/2 1/2 1/2 2/2	2 3	COINTRY CLUB	RYAN	HICKORY CREEK	3.465	80		VECONDARY ARTERIAL	A S	Widening	699	109	280	8	18	+	• •	11 0000 0000	595100
FORT WORTH WITAGE BONNE BRAIE SMART ARTERIAL P.A. Widening 2.298 100% 8.657 2006 FORT WORTH BUONNE BRAKE BRUENCREEK 1.50 0.48 0 PRIMARY ARTERIAL P.A. Widening 2.299 100% 8.90 5.647 2006 FORT WORTH BRUENCREEK 5.846 1.11 6 PRIMARY ARTERIAL P.A. Widening 4.723 100% 890 5.661 1366 5.86 110 6 7.200 100% 7.90 100% 7.90 100% 7.90 100% 7.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.90 100% 5.9	12	FORT WORTH	COUNTRY CLUB	VINTAGE	6.965	8		PRIMARY ARTERIAL	M	Wdening	2741	100%	950	6732	3618	+	• •1	26.417.000 \$	26.417.000
FORT WORTH BONNE BRAK BRUSH CREEK 1.20 0.24 6 PRAMARY ARTERIAL PA Wahming 4.72 100% 8.60 1.24 1134 FORT WORTH BONNE BRAK ARTERIAL PA Wahming 4.72 100% 8.60 124 1134 1134 JOHN PARE WINGE 5.60 1.41 0 RECOMMARY METRIAL A Wahming 4.72 100% 8.60 1724 1134 JOHN PARE WINGE 1.21 2.210 0.24 4 SECOMARY METRIAL A Wahming 1.720 100% 750 1726 1736 550 572 0 0 550 572 0 571 100% 570 500 572 0 571 100% 570 500 501 560 561 501 500 501 500 501 500 572 0 57 570 501 572 501 572 501 500 <t< td=""><td>8</td><td>FORT WORTH</td><td>VINTAGE</td><td>BONNEBRAE</td><td>5,655</td><td>1.07</td><td>9</td><td>PRIMARY ARTERIAL</td><td>۸٩</td><td>Widening</td><td>2,398</td><td>100%</td><td>850</td><td>5457</td><td>2500</td><td></td><td></td><td>19,299,000 \$</td><td>19,299,000</td></t<>	8	FORT WORTH	VINTAGE	BONNEBRAE	5,655	1.07	9	PRIMARY ARTERIAL	۸٩	Widening	2,398	100%	850	5457	2500			19,299,000 \$	19,299,000
FORTH BRUISH CREEK CRAME/CRD 5.86 1/1 6 PRIMARY ARTERIAL PRA Wahming 3.50 1.001 7.80 1.001 3.80 3.801 <td>24</td> <td>FORT WORTH</td> <td>BONNE BRAE</td> <td>BRUSHCREEK</td> <td>1,250</td> <td>0.24</td> <td>ø</td> <td>PRIMARY ARTERIAL</td> <td>٨٩</td> <td>Widening</td> <td>4.723</td> <td>100%</td> <td>850</td> <td>1224</td> <td>134</td> <td></td> <td>•0</td> <td>4,811,000 \$</td> <td>4,811,000</td>	24	FORT WORTH	BONNE BRAE	BRUSHCREEK	1,250	0.24	ø	PRIMARY ARTERIAL	٨٩	Widening	4.723	100%	850	1224	134		•0	4,811,000 \$	4,811,000
JOHNPAME OCHNISON ATHENS 2.210 0.42 4 SECONDAY ATTERNUL Completed 1.260 1.00% 7.90 1.260 5.33 JOHNPAME VIRINGE 1045 5.21 0.42 4 SECONDAY ATTERNUL 7.80 1.00% 7.90 1.200 5.33 JOHNPAME VIRINGE 1045 5.07 0.45 5.75 0.25 4 SECONDAY ATTERNUL 5.4 0.07 7.8 0.07 6 7.80 1.70% 7.90 5.33 0.0 TEASLEY LILUMA BALLER ROSELAWN 2.316 0.26 6 PRIMARY ATTERNUL 6 Now Now Now 800 5.72 0.0 TEASLEY LILUMA BALLER PRIMARY ATTERNUL COLLECTAR 7.10 Wammon 3.217 100% 800 1757 804 TEASLEY LILUMA BALLER PRIMARY ATTERNUL P.A(10) Wammon 3.217 100% 800 1756 804 1756 804 1756	2	FORT WORTH	BRUSH CREEK	CRAWFORD	5,845	Ę	ø	PRIMARY ARTERIAL	٩d	Widening	3,590	100%	850	5 <mark>8</mark>	3985		\$ 20	20,190,000 \$	20,190,000
UNITABLE VIRIAGE UNITAGE <	8	JOHN PAINE	NOSNHO	ATHENS	2,210	8	4	SECONDARY ARTERIAL	Completed	Wdening	1280	100%	28	1 <u>8</u>	8	8		238,000 \$	238,000
TENSLEY TOTAGE Concretion 121 0.33 6 PRAMEY AFTENL PA(19) Wanning 100 90 17.5 80 17.5 90 17.5 10.5 6 PRAMEY AFTENL PA(19) Wanning 100 90 17.5 80<	3 3	DONN PAINE	VINIAGE	TUAS S.CF VIN IAGE		3	4 0	SECONDARY AN IENIAL	<n c<="" td=""><td>Men</td><td>NON I</td><td>800</td><td>8</td><td>8 5</td><td></td><td>8 5</td><td></td><td>2,204,000</td><td>3204,00</td></n>	Men	NON I	800	8	8 5		8 5		2,204,000	3204,00
TEASLEY LONDONERRY HOBSON 5 140 037 6 PRMARY ARTENUL PA(19) Wohning 5 135 100% 830 4 447 341 TEASLEY LULUM BMILER PENNSYLVANIA 1 800 0.36 6 PRMARY ARTENUL PA(19) Wohning 3 135 100% 830 4 447 3 41 TEASLEY LULUM BMILER PRMARY ARTENUL PA(19) Wohning 3 135 100% 830 1735 105 830 1793 1156 TEASLEY JOHN PARE ASKNTANO 1 800 0.36 6 PRMARY ARTENUL PA(19) Wohning 3 135 100% 830 1771 669 ALIRED JOHN PARE RXXCHANO COLE AANDENHINEOUTORY PARTENUL PA Wohning 1 301 1 301 1 301 1 301 690 4 47 3 501 1 401 60 3 601 6 PRMARY ARTENUL PA Wohning 1 301 1 301 1 301 1 301 600 3 601 2 660 2	- 0	TEASIEV	TACK IN	IONDONDERRY	1 345	200	4 4	DOMARY ARTERIAL	DA /1/20	Million	3407	1001	98	1076	960	+	•		1030,000
TEALEY LILUMA BM.LER PENNSYLWUM 1360 0.36 6 PRMARY ARTERUL PA (10) Wahma 3.217 100% 850 1156 1156 TEASLEY LILUMA BM.LER PHOSTLWUM 1360 0.36 6 PRMARY ARTERUL PA (10) Wahma 3.217 100% 850 1156 1156 REASIL ALLRED JOHN PAME ROADWYS BEING PROVIDE DR'HUMER RAWARY ARTERUL PA (10) Wahma 3.31 100% 850 171 669 1156 ALLRED JOHN PAME SSE VOF FLASKY 1482 0.28 6 PRMARY ARTERUL PA Wahma 1308 100% 850 1428 360 ALLRED 365' VOF FLASKY 1482 0.28 6 PRMARY ARTERUL PA Wahma 1308 100% 850 1428 360 ALLRED 365' VOF FLASKY 1482 0.28 6 PRMARY ARTERUL PA Wahma 100% 850 1428 360 JOHUPAME<		TEASLEY	LONDONDERRY	HOBON	5 140	160		PRIMARY ARTERIAL	PA (13)	Widening	3135	100%	88	4947				4 558 000 \$	4558.00
TEASLEY PENNSYLVANIA HOBSOM 1085 0 6 PENNSYLATENIAL PA107 100% 610 1071 669 ALRED JOHN PAIRE JOHN PAIRE MALRED MARINA	2	TEASLEY	ULLUAN B MILLER	PENNSYLVANIA	1.890	80	• •	PRIMARY ARTERIAL	PA (1/3)	Widening	3217	100%	850	1836	1158			1.490.000 \$	1.493.000
ALIPED JOHN PARE 305 W OF IN-55W 1482 028 6 PRAMARY ARTERIAL PA WAMING 170 PARTICIPATION ALIPED 365 W OF IN-55W 1482 028 6 PRAMARY ARTERIAL PA WAMING 1308 100% 850 14/28 360 JOHN PARE VINTAGE ALIPED 6.370 121 4 SECONDARY ARTERIAL SA New New 100% 730 3570 0 JOHN PARE ALIPED TEXOMA 2.660 050 4 SECONDARY ARTERIAL SA New New 100% 730 1500 0	8	TEASLEY	PENNSYLVANIA		1.085	•	0	PRIMARY ARTERIAL	PA (1/3)	Widening		100%	850	1071	889		\$	857,000 \$	857,000
ALLRED JOHN PARE 369 W 0F IH36W 1482 028 6 PRIAARY ARTERIAL PA WAMMA 1208 100% 850 1428 366 JOH ALLRED 369 W OF IH36W 365 07 127 6 PRIAARY ARTERIAL PA WAMMA 1208 50 357 101 JOHN PARE VILLAED 368 W OF IH36W 365 370 127 4 SECONDARY ARTERIAL PA WAMMA INV 750 3650 0 JOHN PARE ALLRED TEXXMA 2660 0 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 26 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 260 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 260 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 260 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 260 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 20 4 SECONDARY ARTERIAL SA New New 100% 750 1500 0 JOHN PARE ALLRED TEXXMA 2660 0 JOHN PARE ALLRED TEXXXX				ROADWAYS	BEING PH	OVDEDE	VHUNTLY	ER RANCH AND COLE RAN	NCH WITHOUT CIT	Y PARTICIPATIK									
JOHUPEID 365 VOF IN-55V IN 1937 201 6 PRIMARYARTERUL PA WAMING 1,438 100% 850 357 101 JOHUPAINE ALLRED 177 4 85000ARYARTERUL PA WAMING 1,438 100% 750 350 0 1 JOHUPAINE ALLRED TEXXMA 2,660 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA New New 100% 750 1500 0 1 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXMA 2,000 0.50 4 85500DARYARTERUL SA NEW NEW 100% 750 1500 0 JOHUPAINE ALLRED TEXXXX	+	ALLRED	JOHN PAINE	365 W OF IH 35W	1,482	028	0	PRIMARY ARTERIAL	A	Wdening	1308	100%	850	1428	8	-	*	•0	
JOHN PAINE VIET (200 0.50 4 SECONDARY ARTERIAL SA New 100% 750 1500 0 0	+	ALLYED	366 W OF IT 36W	M-PCM	600 G	100		PRIMARY ARTERIAL	¥ o	Menng	1488	%00L	860	100	ē	+		•	
	+	JOHN PAINE	ALRED	TEXOMA	2,660	920	. 4	FOONDARY ARTERIAL	6 80	Man	New	100%	220	1500	•	┝		• •	
89.974 29	SUBTOTAL													89.974	29,557	-	-	306.191.000 \$	290.216.00

CIP Service Units of Supply

Ver-M Suppi Pic-HT fotal = [Langh (m)] + [East Lanes] + [Ver-Mil Capadity Pic-HT Per Lin] + [N. Servica Area]
 Ver-M Damard Pic-HT (201a) = [Langh (m)] * [Pick task (a) vol 1 * [N. Bick-vol Area]
 Eccess Capacity Pic-Hi Vol Mil = [Ver-Mil Suppi * Net-HT foral (a) Vol M Damard Pic-HT (201A)
 Note Milang i entry are shown an ourded to the merication (C). Advantation were performed using cost mil-Note Milang and the shown an ourded to the merication).

ned using exact misage length (Length (ft) / 5,290).

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Project ID	Project ID	LIMITS	TS	LENGTH	LENGTH.			IMPACT FEE	1	PEAK	₩ %	CAPACITY	VEHM	VEH-MI TOTAL	EXCESS	TOTAL PROJECT		PROJE
*	ROADWAY	FROM	ę	£		INES	CLASSIFICATION	CLASSIFICATIO N	STATUS	VOLUME	AREA	PK-HR PER LN		DEMAND PKHR ²	PK-HR VEH-MP	COST	COST IN SERVICE AREA	NSERV
20	BARTHOLD	MASCH BRANCH	5200'W OF IIH 35	5, 195	880	0.	PRIMARY ARTERIAL	A q	Widening	250	808	850	2499	8	2,376	\$ 17,750,00	000 S	8,875,000
	EM 1478	FM 2104	1000 M OE H 32	A 605	280		SECONDARY ARTERIAL	40	Melanina		1004	8 8	0200	20	and c		5 6 9 4	40100000
4-0	FM 1173	4605' W OF IH 35		2,190	0.41	4	SECONDARY ARTERIAL	SA	Widening	648	80%	180	615	8	482	\$ 7,704,000	-	3,852,000
50	FM 2164 IH 35	FM 2164	H 35	14,425	23	4	SECONDARY ARTERIAL	SA	New	Nev	100%	480	8190	•	8,190	\$ 37,057,000	5	37,057,000
0	GANZER GANZER	PM 2104	GANZER	12,680	240	0	PRIMARY ARTERIAL	A A	New	MeN	100%	88	12240	- \$	12,240	\$ 39,748,000	•	39,748,000
	CANTER	160'TEOF BARTHOLD		1 620	80		PRIMARY ARTERIAL	C d	Widening	475	200	88	102	36	764	000 BUC 2 8		2 854 000
0 0	GANZER	BARTHOLD	RECTOR	2,585	690	0	PRIMARY ARTERIAL	d	Widening	2	808	88	1250	i #	1220	5 000 800 B	2 8	4 604 000
0-10	JIM CHRISTAL	OLD SH 24	WESTERN	2.905	0.55	4	SECONDARY ARTERIAL	SA SA	Widening	1.056	80%	180	53	8	535	\$ 9.746.000	• • •	4.873.000
A-14.C-11	JIM CHRISTAL	WESTERN	MASCH BRANCH	3,510	80	4	SECONDARY ARTERIAL	SA	Widening	810	80%	180	8	8	8	\$ 11.964.000		5,982,000
A-15, C-12	JIM CHRISTAL	MASCH BRANCH		5,975	1.13	4	SECONDARY ARTERIAL	88	Widening	239	80%	780	1695	1 35	1,560	\$ 18,502,000	s	9,251,000
13	JIM CHRISTAL	THOMAS J EGAN	515 E OF C WOLFE	3,945	0.75	4	SECONDARY ARTERIAL	SA	Widening	239	80%	780	1125	8	1,035	\$ 12,707,000	\$ 8	6,353,500
0-14	JIM CHRISTAL	945 WOF C WOLFE	NAIL	3,115	80	4	SECONDARY ARTERIAL	SA	Widening	142	80%	48	38 2	q	843	\$ 9,547,000	8	4,773,500
C-15	JIM CHRISTAL	NAIL	2045 W of Nail	2,045	8	4	SECONDARY ARTERIAL	SA	Widening	19	80%	48	282	8	202	\$ 5,841,000	8	2,920,500
0.16	MARSHALL	2845 N OF HAMPTON	HAMPTON	2,845	50	~	COLLECTOR	0	Mew	Nev	100%	8		•	100	\$ 5,249,000	8	5,249,0
0.17	MARSHALL	HAMPTON	08.380	80.0	8		COLLECTOR	0	Mideuring	8	8001	8	Re of	8	222	5 4,387,000		4,587,000
	MASCH BRANCH	MA CCH BRANCH	DARBY SMITH	0012	88	•	SECONDARY ARTERIAL	MA C	Moening		800	88	8	8	/80'	5 10,602,000		10,200,000
	WEST WARD	TAWEI NON	DUNNE BRAE		3		COLLECT OR		Man	WON C	2001	8	100	;		2/0/2/00		00/2/0/1
0.50	DAVEY	11 00	PONNE PDAE	1.400				0W (1/5)	CONTRACT IN CONTRA	\$	1000	8 8			1,000	00/001/0	•••	0,100,000
- 0	IS 77	WINDSON	EM 2164	1180	800	e a	DEMARY A STERIAL	DA (112)	Mideology	AMR.		808	1130	e st	8	00'00'1 e		1 432 000
	1 22	BINEV	and and and a	0.430	1	• •	DOMARY ARTERIAL	DA / 1/20	Midening	87.8	1000	2	anc c	3 8	2 174			2810.000
	12 21	RNEV	RINEY	2 120	9		DRIMARY ARTERIAL	PA (1/3)	Widening	374	100%	850	2040	140	1 801	200781002	2 2	2075000
	18 77 UB 77	BONNE BRAE	RINEY	3 960	0.75		PRIMARY ARTERIAL	PA (1/3)	Widening	287	100%	850	3825	22	3,602	s 3.126.000	8	3 126 000
	12 10	LOOP 288	BONNE BRAE	1.720	033	0	PRIMARY ARTERIAL	PA (1/3)	Widening	490	100%	850	1683	8	1.521	\$ 1.859.000	s 8	1.859.000
	US 77	H 35	LOOP 288	4,610	0.87	ø	PRIMARY ARTERIAL	PA (1/3)	Widening	8	100%	850	4437	404	4,036	\$ 4,739,000	s 8	4,739,000
C-28	MASCH BRANCH-NAIL	MASCH BRANCH	1295 W OF MASCH BRANCH	1,285	025	~	COLLECTOR	0	New	New	100%	550	275	•	275	\$ 2,094,000	s 8	2,094,000
C-29	MASCH BRANCH-NAIL	1050° E OF LOOP 288	1550 W OF LOOP 288	2,600	0.49	2	COLLECTOR	o	New	New	100%	88	88	•	539	\$ 4,450,000	\$ 8	4,450,000
C.30	MASCH BRANCH-NAIL	1335 W OF THOMAS J EGAN	~	2,550	8	2	COLLECTOR	0	New	New	100%	880	83	•	528	\$ 4,379,000	s	4,379,000
C.31	MASCH BRANCH-NAIL	778 E OF C WOLFE	690 W OF C WOLFE	1.430	028	2	COLLECTOR	0	New	New	80%	550	ş	•	ş	\$ 2,092,000	8 8	1,046,000
C.32	MASCH BRANCH-NAIL	690 WOF C WOLFE	NAIL	3,075	80	2	COLLECTOR	0	New	New	100%	550	88	•	889	\$ 4,376,000	s	4,376,000
C-33	WESTGATE	WESTGATE	1460' E OF IH-35	975	0.18	4	SECONDARY ARTERIAL	8	New	Nov	100%	8	8	•	240	\$ 2,336,000	8	2,336,000
0.34	WINDSOR	1/ 50	HINKLE	2,420	8	4.	SECONDARY ARTERIAL	\$	Mdening	8	100%	8	1380	₽ (1,204	\$ 6,912,000	8	6,912,000
200	MINDSOR	MINULE	4 40 W OF OL ADDAMON	0,290		•	SECONDART ARTERIAL	04 (1/2)	VACUTION V	0.4	8501	8	0/87	ŝt	186'7	2/2/00		0017/2/00
	MADSOR	224 M OF WANDSOD FADMS	Indiana and and and and and and and and and	800	2	•	SECONDARY APTERIAL	SA (40)	Minimum	101		84	89	4 5	100	e 1 400 000		1 182 000
0.38	WNDSOR	IN OF PERSON FAMILY	MASCH BRANCH	6535	124	• •	SECONDARY ARTERIAL	SA	Naw	Mak	100%	8	3720	•	9228	s 17,606,000	• •	17 606.000
C-39	BARTHOLD	GANZER		2.600	040	4	SECONDARY ARTERIAL	SA	Wdening	103	100%	180	1470	20	1.419	\$ 7.425.000	8	7.425.000
0.40	BONNE BRAE	MILAM	LOOP 288	16.505	3.13	•	PRIMARY ARTERIAL	A	New	New	100%	850	15063	•	15,963	\$ 52,065,000		52.065.000
C-41	BONNIE BRAE	LOOP 288	US77	1,255	0.24	4	SECONDARY ARTERIAL	SA	New	New	100%	150	8	•	720	\$ 3,008,000	8	3,008,000
~	BONNE BRAE	US 77	RINEY	1,985	0.38	4	SECONDARY ARTERIAL	SA	Widening	ž	100%	280	1140	<u>8</u>	1,010	\$ 6,587,000	\$	6,587,000
043	BONNE BRAE	RNEY	WINDSOR	3,510	8	4	SECONDARY ARTERIAL	SA	Widening	ន	100%	48	1990	亵	1,835	\$ 10,320,000	8	10,320,000
	BONNE BRAE	WNDSOR	US 380	3,585	88	4	SECONDARY ARTERIAL	SA SA	Wdening	88	100%	8	2040	8	1,388	\$ 11,991,000	8	11,981,000
0.40 0.00	BONNE BRAE	02390	PANHANDLE	2,910	88	4.	SECONDARY ARTERIAL	A S	Mdening	5	850	8	8	284	242	\$ 8,310,000		4,155,000
3	BONNE BRAE	PANHANULE	SURFURE 210	1,0/0		4.	SECONDARY ARTERIAL	40	Guinepiw	5	50	8	88	2	8	3,056,000		1,000,000
2 8		SURFICKE		100		•	SECONDARY AR IERIAL	10	CULTER AND	8	850	8	200	2 2	101			0000001
8		NWO NOT		1 100	100	•	SECONDARY AN IENAL	100	CULTER AND	8	200	8 8	3	5	ş 9	000'/B0'L 0		000,000
C.50 E.26	BOMME BRAE	DRAIDE	IN SEE	000	19	•	SECONDARY ARTERIAL		Widening	1754	202	82	3	1	3			1 228
C-61	CWOLFE	US 380	WESTERN-MAIL	2,705	0.51	•	DRMARY ARTERIAL	M	New	Maw	100%	928	198	•	298	8 800 000	2 2	8 90 1 000
C-52	FALLMEADOW	MEADOWLEDGE	GARDENVIEW	915	0.17	0	COLLECTOR	0	New	New	100%	550	187	•	187	s 1303 000		1 303 000
C-53,D-22	FM2164	MILAM	LOOP 288	13,855	262	ø	PRIMARY ARTERIAL	Aq	Widening	2,098	50%	850	6681	2749	3,932	\$ 49,925,000	s 8	24,962,500
C-54,D-28	LOCUST	LOOP 288	HERCULES	2,260	043	4	SECONDARY ARTERIAL	SA	Widening	1,923	50%	750	885	413	232	\$ 6,954,000	s 8	3,477,000
C-65,D-29	LOCUST	HEROULES	BELL	2,375	0.45	4	SECONDARY ARTERIAL	SA	Widening	1,429	50%	750	675	33	353	\$ 7,433,000	s 0	3,716,500
0.66,0.30	LOCUST	BELL	ΖI	1270	024	4	SECONDARY ARTERIAL	SA	Widening	666	80%	780	8	8	540	\$ 3,628,000	s	1,814,000
0.31	LOCUST	WINDSOR	FM 2164	1.345	8	4 .	SECONDARY ARTERIAL	SA SA	Widening	5	808	8	3/8	118	267	\$ 3,841,000	8	1,920,500
200	LOVERS	11/3 FW 11/3		A, 120	2.0	• •	SECONDARY ARTERIAL	100	WICH IN THE PARTY OF	871	8501	8		5	807 7	2 12/205/000	••	2000/00/21
	LOVERS IN CONNECTOR	1000 N OF MASCH BRAINCH	LOOD 268	315	58	• •	SECONDARY ARTERIAL	< 0 0	were a second	Not Not	1000	282	8 8	5 0	6	5 3,349,000	8 8	756,000
C.61	LOVERS LN CONNECTOR	LOOP 288	1085 N OF MASCH BRANCH	+	000	4	SECONDARY ARTERIAL	SA	New	New	100%	180	540	•	540	s 972.000	s 8	972,000
	MASCH BRANCH	1295 S OF FM 1173	JACKSON	4,170	0.79	4	SECONDARY ARTERIAL	SA	Widening	444	80%	780	1185	\$	1,009	\$ 11,908,000	s	5,954,000
	MASCH BRANCH	LOVERS	US 380	3.800	2	-	SECONDARY ARTERIAL	SA	Widening	100	100%	780	2180	3	2 080	a 11352 000	\$ 8	11,352,000
	THE PART OF AN ALL THE PART OF A	10 000	IN CONCLUSION I	3	1				A Landau		1000		-					0000 000 000

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CIP Service Units of Supply

Servic	Service Area C																514/2024
Project ID	2 Martine C	UMTS		LENGTHLENGTH, ALEO	LENGTH		МПР	IMPACT FEE	ROADWAY	PEAK	N %	VEH-MI CAPACITY	VEHMI	VEH-MI TOTAL	EXCESS	TOTAL PROJECT	
¥		FROM	0	E	(IW)		CLASSIFICATION	N	STATUS	VOLUME		PK-HR PER UN		DEMAND PKHR ²	PK-HR VEH-M ³	COST	AREA
0.66 C	MILAM-US 77	MILAM	GANZER	7,975	1.61	4	SECONDARY ARTERIAL	SA	New	New	100%	780	4530	•	4,530	\$ 20,546,000	
0.67	MILAM-US 77	GANZER	LONG	3,875	0.73	4	SECONDARY ARTERIAL	SA	Widening	8	100%	780	2190	8	2.121	\$ 11,567,000	
C-68	MILAM-US 77	LONG	US 77	2,800	80	4	SECONDARY ARTERIAL	SA	New	New	100%	750	1590	•	1,590	\$ 7,359,000	
690	NICOSIA	LOOP 288	BEALL	888	0.12	~	COLLECTOR	o	New	New	100%	850	3	•	8	\$ 1,169,000	\$ 1,169,000
C-70	THOMAS J EGAN	US 380	JIM CHRISTAL	4,010	92.0	4	SECONDARY ARTERIAL	SA	Widening	552	100%	780	2280	8	1,860	\$ 12,353,000	•••
0-71	WESTERN	US 380	JIM CHRISTAL	4245	0.80	0	PRIMARY ARTERIAL	PA	Widening	104	100%	850	4090	132	3,948	\$ 14,699,000	67
SUBTOTAL													145,092	11,526	133,566	\$ 695,918,000	\$ 587,514,000
													2022 Rond	way impactly	mpact Fee Co	2022 Roadway impact impact Fee Cost per Service Area	\$ 37,660
														TOTAL	COST IN S	TOTAL COST IN SERVICE AREA C	\$ 587,551,660
A NAME OF A DESCRIPTION	如子子子,如子子,如子子,如子子,如子子子,如子子子,如子子,如子子,如子子,																

Veh M Suppi Pic-HT foals | Langh (mil) * [Eak Lanes) * Neh Mi Capadiy Pic-Ht Pier Lu) * Pin Service Areal
 Lova M Damard Pic-HT rotals = (Langh (mil) * [Eak Lanes) * Neh Mi Capadiy Pic-Ht Picadi
 Eccess Capacity Pic-Ht viehnil (Pierh M Suppi Pic-HT Tada) - Neh M Damand Pic-HT Dadi
 Eccess Capacity Pic-Ht viehnil Pic-HT Tada) - Neh M Damand Pic-HT Dadi
 Eccess Capacity Pic-Ht viehnil Pic-HT Tada) - Neh M Damand Pic-HT Dadi
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 Eccess Capacity Pic-Ht viehnil Pic-HT Tada) - Neh M Damand Pic-HT Dadi
 Nore Mileagi e Inophi are strome as rounded to the merset 0.01. Actual cabateforms were performed using exact mileagi e Inophi (n) 5.2801.

Control Superviry Torixal Control Contro Control Control <			_		╞	╞						VEH-MI	VEH-MI	VEH-MI	EXCESS		
10 10<	Project ID	NAMMAN	MU .	18	_	-	MTP	MPACT FEE	ROADWAY	PEAK	% IN	CAPACITY	SUPPLY	TOTAL	CAPACITY	TOTAL PROJECT	TOTAL PROJECT
11.10 11.00 100 1 2 COLUCION 100 11 2 COLUCION 100 11 100 11 100 10	*		FROM	TO			CLASSIFICATION	N	STATUS	VOLUME	AREA	PK4R PER LN	PK-HR TOTAL	DEMAND PK-HR ²	PK-HR VEH-MI ³	0087	AREA
RFIERIOM 108 0.06 2 Model Mod	2	BOBCAT	560' W OF FM 2164	FM2164	⊢	4	SECONDARY ARTERIAL	SA	Widening	8	909	750	165	~	163	\$ 1,601,000	\$ 800,500
REMINUE 311 0 Remove (mail of all	0-2	FISHTRAP	MINGO	GEESLING	-	36	COLLECTOR	0	New	New	80%	550	18	•	188	\$ 2,939,000	\$ 1,469,500.00
Montenti Sign	6	GANZER	15,500' E OF SHERMAN	4600' W OF SHERMAN				ΡA	New	New	100%	9 8	17391	•	17391	\$ 53,936,000	\$ 53,936,000.00
CONFICTION COL	1	GRIBBLE SPRINGS	INDIAN WELLS	3015' W OF INDIAN WELLS	_	57 2	SECONDARY ARTERIAL	SA	Widening	624	808	750	428	178	250	\$ 8,861,000	\$ 4,430,500
CODERFICERER 1/1 0/1 1/1 <t< td=""><td>8</td><td>HARTLEE FIELD</td><td>4220' E OF COOPER CREEK</td><td>COOPER CREEK</td><td>-</td><td>8</td><td>SECONDARY ARTERIAL</td><td>ΥS</td><td>Wdering</td><td>624</td><td>100</td><td>280</td><td>1200</td><td>560</td><td>98</td><td>\$ 12,051,000</td><td>\$ 6,025,500</td></t<>	8	HARTLEE FIELD	4220' E OF COOPER CREEK	COOPER CREEK	-	8	SECONDARY ARTERIAL	ΥS	Wdering	624	100	280	1200	560	98	\$ 12,051,000	\$ 6,025,500
Image:	80	HARTLEE FELD	COOPER CREEK	5170 W OF COOPER CREEK	5,170 6	8	SECONDARY ARTERIAL	SA	Widening	37	808	750	1470	9	1,452	\$ 14,764,000	\$ 7,382,000
NUM S200 0.0 4 SECONDAY AFTERIAL SA New New Non 700 700 0 1 0	5	HARTLEE FELD	600' E OF SHERMAN	SHERMAN	-	11 2	COLLECTOR	0	Widening	4	808	88	5	•	6	\$ 855,000	\$ 427,500
FEREINAL 300 6 5 New New <td>ő</td> <td>HARTLEE FLD-FM 2164</td> <td>HARTLEE FIELD</td> <td>SHERMAN</td> <td></td> <td>43</td> <td>SECONDARY ARTERIAL</td> <td>SA</td> <td>New</td> <td>New</td> <td>100%</td> <td>750</td> <td>1290</td> <td>•</td> <td>1,290</td> <td>\$ 5,392,000</td> <td>\$ 5,392,000</td>	ő	HARTLEE FLD-FM 2164	HARTLEE FIELD	SHERMAN		43	SECONDARY ARTERIAL	SA	New	New	100%	750	1290	•	1,290	\$ 5,392,000	\$ 5,392,000
OFFLUNT Hist OR New	å	HARTLEE FLD-FM 2164	SHERMAN	3500 W OF SHERMAN	-	8	SECONDARY ARTERIAL	ΥS	New	New	100%	780	1980	•	1,980	\$ 8,366,000	\$ 8,366,000
12.06 473 0.00 4 ECOLUNCIVAL 5.4 Num Num 7.00 7.00 7.100 8 7.1000 8 <	6	HARTLEE FLD-FM 2164	STUART	1485' W OF STUART		* 82	SECONDARY ARTERIAL	SA	New	New	50%	750	420	•	420	\$ 3,809,000	\$ 1,904,500
CERENC Sin Dio 2 COLUNCY ATTERIAL C New Dio 2 Coluncy ATTERIAL Sin New Dio 2 Coluncy ATTERIAL Sin New Dio 2 Coluncy ATTERIAL Sin New Dio 2 2 Coluncy ATTERIAL Sin New Dio 2 <th2< th=""> <th2< th=""> <th2< th=""></th2<></th2<></th2<>	5	HARTLEE FLD-FM 2164	475' W OF FM 2164	FM 2164	-	_	-	SA	New	New	100%	750	270	•	270	\$ 1,139,000	\$ 1,139,000
CREEK 400 001 4 SECONDAYY AFTERML 5A Weening 220 1071 31	D-12	LONG	510' W OF FM 2164	FM 2164	-	10 2	COLLECTOR	0	New	New	100%	999	10	•	110	\$ 726,000	\$ 726,000
00 10<	0-13	MINGO	E CITY LIMITS	COOPER CREEK	_	8	SECONDARY ARTERIAL	SA	Widening	200	100%	750	270	8	247	\$ 1,315,000	\$ 1,315,000
380 277 0.14 4 ECONDARY AFTERIAL 5.4 Weeling 552 0.06 1.06 1.06 2.07 1.06 2.07 1.06 2.07 1.06 2.07 1.06 2.07 0.01 2.01 0.01 2.01 0.01 2.01 0.01 0.01 2.00 0.010 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01	0-14	MINGO	COOPER CREEK	LOOP 268	-	44	SECONDARY ARTERIAL	SA	Widening	552	100%	150	1320	243	1,077	\$ 6,583,000	\$ 6,583,000
RF Collectorie C Weening SS Soft	D-15	MINGO	LOOP 288	US 380	-	43	SECONDARY ARTERIAL	SA	Widening	882	100%	750	1290	237	1,053	\$ 7,937,000	\$ 7,937,000
REFIL 3.440 0.41 2 COLLECTOR C Woning 322 505 301 113 <	94	KINGS ROW	SILVER DOME	LOOP 288	_	8	COLLECTOR	0	Widening	562	100%	220	220	276	274	\$ 3,779,000	\$ 3,779,000
METLE (Mol 10) 6 COUNDAY AFTERIAL C Weening 216 600 601 6 661 001 6 560 001 6 560 001 6 560 001 6 560 001 6 560 001 6 560 001 6 560 001 010	D-17	SILVER DOME	COOPER CREEK	FARRS RD	-	41 2	COLLECTOR	0	Widening	882	808	88	228	113	113	\$ 3,117,000	\$ 1,558,500
EFELD 100 101 201 </td <td>0-18</td> <td>COLLINS</td> <td>HARTLEE FIELD</td> <td>2730'S OF HARTLEE FIELD</td> <td>_</td> <td>4</td> <td>COLLECTOR</td> <td>0</td> <td>Widening</td> <td>218</td> <td>909</td> <td>880</td> <td>824</td> <td>8</td> <td>832</td> <td>\$ 6,818,000</td> <td>\$ 3,409,000</td>	0-18	COLLINS	HARTLEE FIELD	2730'S OF HARTLEE FIELD	_	4	COLLECTOR	0	Widening	218	909	880	824	8	832	\$ 6,818,000	\$ 3,409,000
NO 4300 0.05 6 5CONDMY AFTERNL 5A Weening 1.22 0.06 706 1112 3 1.242000 3 P386 1360 2.02 0 6 756 1112 3 1.242000 3 1.242000 3 1.242000 3 2 <td>6-0</td> <td>COOPER CREEK</td> <td>SHERMAN</td> <td>HARTLEE FELD</td> <td>_</td> <td></td> <td>-</td> <td>SA</td> <td>New</td> <td>New</td> <td>100%</td> <td>750</td> <td>9698</td> <td>•</td> <td>8,595</td> <td>\$ 25,554,000</td> <td>\$ 25,554,000</td>	6-0	COOPER CREEK	SHERMAN	HARTLEE FELD	_		-	SA	New	New	100%	750	9698	•	8,595	\$ 25,554,000	\$ 25,554,000
390 180 0.22 6 Primury NTERNAL PA Weening 2.360 663 770 912 3 4902 3 3 4902 3 3 4902 3 3 4902 3 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 3 4902 4902 3 4902 3 4902 3 4902 4902 3 4902 3 4902 3 4902 4902 3 4902	D-20	COOPER CREEK	SILVER DOME	OBNIM	_		-	SA	Widening	1,822	808	750	1868	756	1,112	\$ 12,452,000	\$ 6,226,000
DF 286 13.00 2.02 0.60 7.00	5	COOPER CREEK	MINGO	US 380	-		_	٩	Widening	2,250	100%	988	1632	20	912	\$ 7,361,000	\$ 7,361,000
FERENDIC 7700 147 2 SECONDRY ATTERNIL PA New	C-83.D-22	FM 2164	MLAM	LOOP 288	_	_	-	٩	Widening	2,098	ŝ	8	1000	2749	3,932	\$ 49,925,000	\$ 24,962,500
RMM Z000 0.40 Z SECONDMY AFTERML S.A Moning 1/26 0/26 0/2 0.412 0.634,000 0.1 0.6 0.	8	GREEN VALLEY	2395' S OF FM 2153	2935' N OF SHEPARD	-	4	SECONDARY ARTERIAL	PA	New	New	100%	780	2205	•	2,205	\$ 24,463,000	\$ 24,463,000
Bille EPFNING 337 0.73 2 SECONDMY AFTERNL SA New New <td>청</td> <td>GREEN VALLEY</td> <td>WARSCHUN</td> <td>SHERMAN</td> <td>-</td> <td>40</td> <td>SECONDARY ARTERIAL</td> <td>Š</td> <td>Widening</td> <td>1,856</td> <td>100%</td> <td>82</td> <td>8</td> <td>742</td> <td>-142</td> <td>\$ 6,234,000</td> <td>\$ 6,234,000</td>	청	GREEN VALLEY	WARSCHUN	SHERMAN	-	40	SECONDARY ARTERIAL	Š	Widening	1,856	100%	82	8	742	-142	\$ 6,234,000	\$ 6,234,000
REPLICATION 200 0.38 2 SECONDMY AFTERNL SA New No 700 730 0.36 3 450,000 3 REL 2.300 0.43 4 SECONDMY AFTERNL SA Wehning 173 0.64 413 2.32 8 0.69,000 5 RL 2.370 0.44 4 SECONDMY AFTERNL SA Wehning 143 60 730 413 232 8 0.69,000 5 RL 2.370 0.44 4 SECONDMY AFTERNL SA Wehning 143 60 730 613 3 5 0.60,00 5 7 0.60 730 119 237 3 3 3 3 0.60,00 5 7 3 6	8	NDIAN WELLS	1615' S OF FM 2153		+	2	SECONDARY ARTERIAL	SA	New	New	100%	28	1005	•	1,085	\$ 10,021,000	\$ 10,021,000
EPPINIORS 2.000 0.45 2 SECONDAPY AFTERNI. SA WAMANG 120 0.57 700 413 19 2.02 3 5 65,000 1 200	8	NDIAN WELLS	4900' N OF GRIBBLE SPRINGS		+	8	SECONDARY ARTERIAL	SA	New	New	\$	28	38	•	5 8	\$ 4,853,000	\$ 2,426,600
Club 2.30 0.46 4 SECONDAY AFTERNIL S.A Moning 1/32 0/06 7/30 6/4 2/32 3 3 7/33 3 3 3/33 3/33	D-21	NDIAN WELLS	2905' N OF GRIBBLE SPRINGS		+	8	SECONDARY ARTERIAL	SA	Widening	6	ŝ	280	413	ę	395	\$ 8,296,000	4,148,000
BLL 2.370 0.46 4 SECONDAYL ATTERNL 5.A Whening 940 506 730 321 323 4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 <td>8 0 3 0 0</td> <td>LOCUST</td> <td>LOOP 285</td> <td>HEROULES</td> <td>+</td> <td>4</td> <td>SECONDARY ARTERIAL</td> <td>¥5</td> <td>Wdening</td> <td>1,923</td> <td>ŝ</td> <td>28</td> <td>ł</td> <td>413</td> <td>232</td> <td>\$ 6,954,000</td> <td>\$ 3,477,000</td>	8 0 3 0 0	LOCUST	LOOP 285	HEROULES	+	4	SECONDARY ARTERIAL	¥5	Wdening	1,923	ŝ	28	ł	413	232	\$ 6,954,000	\$ 3,477,000
CILIEN 1370 234 4 SECONDAYY ARTERNAL 5.A Weening 941 506 730 730 730 730 731 <td>0.55.0.28</td> <td>LOCUST</td> <td>HERCULES</td> <td>BELL</td> <td>+</td> <td>¥ 2</td> <td>SECONDARY ARTERIAL</td> <td>SA</td> <td>Widening</td> <td>1,429</td> <td>ŝ</td> <td>28</td> <td>675</td> <td>8</td> <td>353</td> <td>\$ 7,433,000</td> <td>3,716,500</td>	0.55.0.28	LOCUST	HERCULES	BELL	+	¥ 2	SECONDARY ARTERIAL	SA	Widening	1,429	ŝ	28	675	8	353	\$ 7,433,000	3,716,500
CIEN 1340 0.25 4 SECONDMY ARTERNL SA Weening 241 500 735 116 227 3 341.000 5 0023 190 0.36 4 SECONDMY ARTERNL SA Weening 1231 1006 735 116 2217 3 545.000 5 MOSC 2.000 0.36 4 SECONDMY ARTERNL SA Weening 1231 1006 750 1140 677 4 3 545.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 2361.000 5 7 <td>80.8</td> <td>LOCUST</td> <td>BEU</td> <td>WINDSOR</td> <td>+</td> <td>4</td> <td>SECONDARY ARTERIAL</td> <td>SA S</td> <td>Wdening</td> <td>8</td> <td>ŝ</td> <td>8</td> <td>8</td> <td>8</td> <td>540</td> <td>3,626,000</td> <td>5 1,814,000</td>	80.8	LOCUST	BEU	WINDSOR	+	4	SECONDARY ARTERIAL	SA S	Wdening	8	ŝ	8	8	8	540	3,626,000	5 1,814,000
NULL Col Col <td>50/103</td> <td>LOCUST</td> <td>NNDSON</td> <td>FM 2164</td> <td>+</td> <td>8 2</td> <td>SECONDARY ARTERIAL</td> <td>\$2</td> <td>Widening</td> <td>1</td> <td>5</td> <td>8</td> <td>2/2</td> <td>2</td> <td>8</td> <td>3,841,000</td> <td>1,920,500</td>	50/103	LOCUST	NNDSON	FM 2164	+	8 2	SECONDARY ARTERIAL	\$2	Widening	1	5	8	2/2	2	8	3,841,000	1,920,500
Mode 1/30 0.30 4 SECONDMY memory 1/30 0/06 7/20 0/10 0/12	38	OTEN MAN			+	3 9	OCCONTRACT ANTENAL	5 3	Contraction of the local data		1000	8	-	88	447	000/01/% e	- C 15,000
Microson 1,000 0.19 4 SECONDARY ARTERNAL SA Weening 1,611 1,005 770 514 266 5 266,000<	3 2	SHERMAN	New OLES	a contraction	+	8 8	SECONDARY ARTERIAL	50	Medanting	1 794	1000	8		740	46.9	a 0,400,000	0,000,000
CNADO 11/16 0.22 4 EECONDARY ARTERNAL SA Weening 1.646 100% 750 660 362 238 5 3.328.000 5 - NMCOD 1.84 1.031 4 8ECONDARY ARTERNAL SA Weening 1.646 1.005 750 800 301 416 3 - 3.460.000 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4 500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00 5 - 4500.00	8	SHERMAN	WINDSOR	WILSONWOOD	+	6	SECONDARY ARTERIAL	NS S	Widening	1661	100%	150	0.5	314	200	2 856 000	\$ 2,856,000
NMCOD (140 0.31 4 SECONDMY AFTERNL SA Welning 1669 10056 770 800 611 8 4.665.000 5 ELL 855 0.16 4 SECONDARY AFTERNL SA Welning 2.015 1006 770 401 16 8 2.665.000 5 CUET 855 0.16 4 SECONDARY AFTERNL SA Welning 2.017 100 716 3 1 2 2.855.000 5 CUET 850 0.16 2 SCONDARY AFTERNL SA Welning 2.017 1005 700 169 3 1 2.855.000 5 AUNON 800 0.16 2 COLLECTOR C New 10055 550 1776 0 17 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	8	SHERMAN	WILSONWOOD	CORONADO	⊢	2	SECONDARY ARTERIAL	8A	Widening	1.646	100%	750	660	362	298	\$ 3.328.000	\$ 3,328,000
LL EXL 700 170 2015 100% 750 480 232 146 5 237000 5 NMONING 800 0.16 2 4 800 10 341 100% 700 400 341 4 860 1 4 860 1 8 4 860 1 8 4 860 1 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 23500 8 1 235500 8 1 235500 8 1 235500 8 1 235500 8 1 235500 8 1 235500 8 1 235500 8 1 235500 8 1 235500	рđ	SHERMAN	CORONADO	GREENWOOD		31 4	SECONDARY ARTERIAL	SA	Widening	1,659	100%	750	006	514	416	\$ 4,685,000	\$ 4,685,000
CLUST 1/11 0.32 4 SECONDARY ARTERNL SA Weening 1/34 100% 700 600 619 341 3 4,880.000 3 MIXON 800 0.16 2 COLLECTOR C New 100% 550 178 0 7 7 1,255.000 3 MIXON 800 0.16 2 COLLECTOR C New 100% 550 178 0 341 3 1,255.000 3 MIXON 800 0.16 2 COLLECTOR C New 100% 550 7 10 0 7 3 1,255.000 3 3 341,744.000 3 3 341,744.000 3 3 3022 Roudway impact Impact Fee Cost per Service Area 8 707 ALL COST IN SER MCE AREA D 3 3 341,744.000 3 3 3 341,744.000 3 3 341,744.000 3 3 341,744.000 3 341,744.000 3 <td>8</td> <td>SHERMAN</td> <td>GREENWOOD</td> <td>BELL.</td> <td></td> <td>4</td> <td>SECONDARY ARTERIAL</td> <td>SA</td> <td>Widening</td> <td>2,075</td> <td>100%</td> <td>750</td> <td>480</td> <td>332</td> <td>\$</td> <td>\$ 2,357,000</td> <td>\$ 2,357,000</td>	8	SHERMAN	GREENWOOD	BELL.		4	SECONDARY ARTERIAL	SA	Widening	2,075	100%	750	480	332	\$	\$ 2,357,000	\$ 2,357,000
MNION 800 0.16 2 COLLECTOR C New 100% 500 178 0 176 3 - 1.25.000 3 - 1	8	SHERMAN	BELL	LOCUST		32 4	SECONDARY ARTERIAL	SA	Widening	1,934	100%	750	98	619	341	\$ 4,899,000	\$ 4,899,000
Includin fill (1916) Includin fill (1	8	WINDSOR	LOOP 288	DOMINION	-	16 2	COLLECTOR	0	New	New	100%	550	176	•	176	\$ 1,225,000	\$ 1,225,000
Increase Institution (Institution) a second method of the AREAD a TOTAL COST IN SERVICE AREAD a TOTAL COST IN SERVICE AREAD a Second Institution (Institution) (Institutio	SUBTOTAL												61,918	11,586	50,332	\$ 351,764,000	\$ 275,665,500
TOTAL COST IN SERVICE AREA D \$ TOTAL COST IN SERVICE AREA D \$													2022 Roak	way impact i	mpact Fee C	st per Service Area	\$ 37,660
1. Verimi Support Prime Tolding Texek Luments Verim Ki apport Primer Per Loil "Tick Inservice Area] 2. Verim Ki Amand Pri-Hirt Tolding (Lumpt) "fish in Service Ama] 3. Excess Experiments Pri-Min Aller Primer And Primer And Primer Amand Pri-Hirt Tolding (Primer Amand Pri-Hirt Tolding Primer Amand Primer Amand Pri-Hirt Tolding Primer Amand Primer Aman														TOTAL	COSTINS	ERMCE AREA D	\$ 275,703,160
A served contract return to many representation of the income representati	1. Ven-MI Su	uppy Pik-Pir Total = [Lengen (m)] - [Exter LA second Bit-Hit Total = [1 accent (m0) * (BM B	anes) - [Ver-Mi Capadry PK-PF Per Lri] - [% Dask How Voil * NV in Sanks Amel	s III Gervice Week													
More. Miscane income are advanced to the neuronal core when performed using east righted motifs (0) 1.5.200.	3. Excess Ca	pacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk.	Hr Total - [Veh Mi Demand Pk-Hr Total]														
	Note: Milea o	te lengths are shown as rounded to the nea	areat 0.01. Actual calculations were perform	ned using exact mileage length (Length	A (#) / 5.2801.												

 $Source: H: \Denton_01_2025 \Technicals \Finance \0000000 \\Impact \\Fees Related \2025 \Reports \CIACReport \Denton_RIF_SemiAnnual \\Report \Finance \Ciacher \Ciacher \Finance \Finance$

*	and manually in the second		0	LENGT	LENDTH.	-	MTP		ROADWAY		N S	CAPACITY	TY SUPPLY	Y TOTAL	CAPACITY	-		TOTAL PROJECT
	HOADWAY	FROM	5	E	ŝ		CLASSFICATION	CLASSIFICATIO N	STATUS	VOLUME	AREA			0		0057		AREA
5	AUDRA	LOOP 288	1185' W OF LOOP 288	1.185	022	~	COLLECTOR	0	New	Now	100%	3	╀	•	242		87.000 \$	1.687.
2	BLAGG	LAKEVIEW	GEESLING	3.740	0.71	4	SECONDARY ARTERIAL	SA	Widening	552	100%	750	2130	392	1738	\$ 11.1	11,181,000 \$	11,181,000.00
	BLAGG	GEBUNG	2176 W OF GEESLING	2,175	4	4	SECONDARY ARTERIAL	SA	Widening	2	100%	2	23 123	-	53	\$ 7.6	51.000 5	7,061,000.00
t •	BLAGS	Z30'E OF MYTHIL	MAY HILL	8		+ •	GECONDARY ARTERIAL	Ab an	MON	MON	-	2	8	-	8		000'000	000'127
0		TOWING	IN CORPORE		100	0 0	COLLECTOR	PA(3/3)	Man	Z. OPP	1000	200	24	2007	100		3,024,000	0,024,000
2 1	0000000		A CONCOM		8	ч -		5	And a state of the	ACO.	1000	8	8	2	2017,		e 000'sta'o	0,848,000
	074 ML	Conceptu	1000 PM		100	•	OCCOMPANY AN IEROAL	An an	Without	100	1000	8					e 000'008'8	2000'00A'A
0	MUNUMEY	00000	0400012	2	8	•	OF CONTRACT AN IERIAL	Competend	Muching	406	SUD SUD	202	004	8	4		e 000'100'	100,100,1
	MUNUMEY	LUCY 200	CAROLINAL	2	210	•	OF CONTRACT AN IERON	40	Mooning	10/1	Sec.	8		93			914,000 8	0.419.1
2	MUNNEY	CAROINAL	MUCHINGEND	2		•	CECONDARY ARIENAL	50	Moning	1./30	Sol 1	8	B	5	A/7		3,270,000	200'0/2'2
	MUNUMEY	MOUNINGINU	MACK	0000	5	•	OF CONTRACT AN IERON	40	Moening	700	Son 1	8	1020	3	24		9,208,000 8	0.005.0
	MCKINNEY	MACK	VICINA	8		•	OPCONDARY ARTERAL	¥P.	Moening	1001	SOL 1	2	0.00	8	4/4	4	4,399,000 8	4,399,000
13	MIL 8	TRNITY	MAYHLL	7.415	4	4	SECONDARY ARTERIAL	SA SA	Watering	662	100%	180	8	113	3.421	8	23,115,000 \$	23,115,000
1 1	8THM	LAKEVIEW	MAYHILL	2,185	0.41	4	SECONDARY ARTERIAL	SA	Now	Nav	100%	280	1230	•	120	\$	5,235,000 \$	5,235,000
15	00NIM	US 380	OLD NDRTH	8	_	4	SECONDARY ARTERIAL	8A	Widening	552	100%	750	ą	11	8	\$	2,172,000 \$	2,172,000
18	M NGO	OLD NORTH	MOTTINGHAM	2,545	0.48	4	SECONDARY ARTERIAL	SA	Widening	527	100%	750	1440	263	1,187	\$ 72	268,000 \$	7,268,000
17	00NIM	MOTTINGHAM	PERTAIN	2,885	0.56	4	SECONDARY ARTERIAL	SA	Widening	82	100%	750	1680	20	1.029	9 9 9	3.381.000 \$	8,381,00
10	ODVIN	PERTAIN	RUDOELL	8	0.18	4	SECONDARY ARTERIAL	SA	Wdening	201	100%	750	8	98	3	\$ 2.7	2,700,000 \$	2,700,00
0	M NGO	RUDGELL	WILLIS	8	0.11	-	SECONDARY ARTERIAL	8A	Wdenho	327	100%	760	8	8	R	\$	714.000 \$	1.714.000
90	M NGO	WILLIS	WTHERS	2.305	140	-	SECONDARY ARTERIA	84	Witening	521	100%	750	1120	220	181		A 583.000 \$	6.583.000
101	M NOO	WThere's	D AIGI BV	¥.6	000	•	SECONDARY ARTERIA	45	Michaelan	614	1004	760	90	5	8		874 000 S	871.000
1	00000		100	3		•		44	With the second	5	1000	2						100 110 0
11		T ALVAN	C HOUSE C			•	Second and a second a	New York	A STATE OF TAXABLE IN COLUMN			2	58		2 3		000000	1010/0
3	MURGE	MATPILL	NIMBERGLY	2		•	SECONDARY AR IERA	SA (VZ)	woening	1,442	SUNT OF	8	B	10	28			1,000,008,0
12	SHADY OWS	WOODDHOW	TEASLEY	2,00	80	•	SECONDARY ARTERIAL	SA	Wdening	198	9001	2	1740	8	1.043	*	867,000 5	8,967,000
Ŗ	GPENCER	MAYHLL	LOOP 288	2,315	4	•	SECONDARY ARTERIAL	SA	Wdening	1,240	100%	280	0201	8	14	89	62.000	6,862,000
8	TREATMENT PLANT	MCKINNEY	POST OAK	3,38	8	N	COLLECTOR	•	New	New	100%	999	8	•	8	\$	31,000 5	4.731.000
21	TREATMENT PLANT	POST OW	1325' W OF POST OAK	1,328	025	•	SECONDARY ARTERIAL	SA	New	New	100%	750	1125	•	1,125	\$	015,000 \$	5,015,0
8	TREATMENT PLANT	1325' W OF POST OAK	MAYHILL	3,900	075	•	SECONDARY ARTERIAL	ŝA	Widening	552	100%	750	878	414	2,981	\$ 11.3	310.000 \$	11,310,000
C-45,E-29	BONNE BRAE	US 380	PANHANDLE	2,910	0.55	4	SECONDARY ARTERIAL	SA	Wdening	1.754	80%	750	8	혛	363	8.0	3.310.000 \$	4,155,000
E-30	BONNE BRAE	PANHANDLE	SCRIPTURE	1.000	0.20	+	SECONDARY ARTERAL	SA	Wdening	1.754	80%	750	8	R	8	\$ 3.0	056.000 \$	1,528,00
E-31	BONNE BRAE	SCRIPTURE	¥0	1.180	0.22	+	SECONDARY ARTERIAL	SA	Wdening	1.754	808	750	8	8	181	\$ 3.3	370.000 \$	1,685.00
E-32	BONNE BRAE	OAK	HICKORY	80	0.07	4	SECONDARY ARTERIAL	SA	Woening	1.754	808	750	\$Q\$	10	\$	\$	087.000 \$	543.500
C-49,E-33	BONNE BRAE	HICKORY	PRAIRIE	1,425	027	4	SECONDARY ARTERIAL	SA	Wdening	1.754	80%	750	8	221	88	\$	1,070,000 \$	2,035,000
E-34	BONNE BRAE	PRAIRIE	IH 35E	8	0.16	+	SECONDARY ARTERIAL	SA	Wdening	1.754	80%	750	8	140	8	\$	2,457,000 \$	1,228,500
35	CARDINAL	ORIGUE	MCKINNEY	2,225	0.42	2	COLLECTOR	0	New	New	100%	8	402	•	402	s 3,1	3,167,000 \$	3,167,000
98	GEEQUNG	US 380	BLAGG	2,445	0.46	•	PRIMARY ARTERIAL	PA	Widening	1,948	100%	850	246	959	1.450	82	8,237,000 \$	8,237,000
37	GEESLING	US 380	BLAGG	5,365	1.02	•	PRIMARY ARTERIAL	PA	New	New	100%	850	\$202	•	5,202	\$ 18.2	8,210,000 \$	18,210,000
38	LAKEVEW	POST O/K	SHADY SHORES	1,385	028	•	PRMARY ARTERIAL	PA (1/3)	Widening	1.520	100%	850	126	395	100	\$	2,294,000 \$	2,294,00
30	MAYHLL	US 380	PROMINENCE	2.335	0.44	•	PRIMARY ARTERIAL	PA (13)	Wdening	2.874	100%	850	244	1265	666	\$ 24	2 467.000 \$	2.467.000
640 10	MAYHLL	PROMINENCE	770' N OF RUSSELL NEWMAN	2	0.39	0	PRIMARY ARTERIAL	PA (13)	Widening	2,874	100%	850	1989	1121	8	8 1-1	2,155,000 \$	2,155,000
4	MAYHLL	770' N OF RUSSELL NEWMAN	RUSSELL NEWMAN	R	0.15	ø	PRIMARY ARTERIAL	PA (13)	Wdening	2.874	50%	850	8	216	187	-0	819.000 \$	409.5
4	MAYHLL	RUSSELL NEWMAN	460' S OF RUSSELL NEWMAN	8	0.0	ø	PRIMARY ARTERIAL	PA (13)	Widening	3.066	50%	850	8	138	8	~	487.000 \$	243.50
4	MAYHLL	460' S OF RUSSELL NEWMAN	MLLS	1.080	0.20	ø	PRIMARY ARTER AL	PA (1/3)	Widening	3.066	100%	850	1020	613	404	s	142.000 \$	1.142.00
1	MAYHLL	MLLS	MCKINNEY	1,965	0.37	ø	PRIMARY ARTERIAL	PA (1/3)	Wdening	3.215	100%	850	1887	1190	68	\$	2.066.000 \$	2.066.00
E-45	MAYHLL	MCKINNEY	MORSE	2,045	0.39	ø	PRIMARY ARTERIAL	PA (13)	Widening	3,731	100%	850	1989	1455	8	s 2,1	2,161,000 \$	2,161,00
646 646	MAYHLL	MORSE	SPENCER	3,50	0.67	ø	PRIMARY ARTERIAL	PA (1/3)	Widening	3,002	100%	850	3417	2012	1.405	\$ 3,7	717,000 \$	3,717,000
47	MAYHLL	SPENCER	EDWARDS	3,185	0.60	0	PRIMARY ARTERIAL	PA (1/3)	Widening	4,075	100%	9 <u>5</u> 8	3060	2445	815	3 ,8	3,864,000 \$	3,864,00
948 148	MAYHLL	2725' N OF COLORADO	COLORADO	2,725	0.52	8	PRIMARY ARTERIAL	PA (13)	Naw	Nav	100%	850	2852	•	2,662	8	4.477.000 \$	4,477.0
ę	MAYHLL	COLORADO	H 35E	2,300	4	ø	PRIMARY ARTERIAL	PA (13)	Wdening	5,548	100%	928	34	2441	-180	8 1.8	840.000 \$	1,840,00
8	MAYHILL CONNECTOR	MAYHLL	QUALCHERK	R	013	N	COLLECTOR	A d	MON	Nov	100%	8	2	•	2	\$	2,071,000 \$	2,071,000
194	MOCKINGERD	MCKINNEY	625' N OF DUCHESS	8	0.18	•	COLLECTOR	0	Man	New	100%	200	20	•	28	2 1 2	217,000 5	1,217,000
2 2	MOCHINGING	DUCTED 0	STAUT CANS			• •	OF CONCARY ARTERIAL	40	New	Man	SUD1	8	1200		0.02		000/620	00180017
2 2	MUCANWORU		OPENAGN		3	•	OCCUPANT AN EVAL	5	Mar	Now.	E NO	2 2	0000		0.00		e 000'17/0	00,121,00
5 2	POST OAK	TREATMENT OF ANT	PINA PINA	0.010	10.1	•	DOIMARY ARTERIA		Man	Man	1000	200	10000	•	A.07	077/07 0	2 000 900 900 90	20 A 5 2 6 00
5	POST OAK	FLAMARDS	DOCKRUS DAGE	2740	0.61	•	DRIMARY ARTERIAL	V d	Naw	Naw	100%	860	667	•	Big		8 015 000 S	8 015 000
3 5	SWISHER	FUNARDS	DOCKER IS DADE	2 804 0	990	• •	COLECTOR	60	Mark	Nav	1000	3	3	•	3		1 760 000 B	3 750 000
5	TEASLEY	DALLAS	I CONTROL I	1.870	550	• •	DRIMARY ARTERIAL	PA (43)	Widening	2 000	100%	38	185	732	1981		001 000 5	2 077 00
89	N STAR	SPENCER	ROY	SR.	032	•	COLLECTOR	0	Naw	Nav	100%	999	285	•	290		2 427 000 5	2.427.0
60	ROY	MAYHLL	NSTAR	1.120	0.21	~	COLLECTOR	0	Now	Now	100%	999	Ŕ	•	Ŕ		94.000 \$	1.594.000
SUBTOTAL													80 974	31 947	42.074	6 247.6	M7 411 AM	305 523 50

CIP Service Units of Supply

Verh-Mi Supply RA-HT Taal = [Largth (mg) + [Extet Lanced * (Verh-Mi Capacity PR-HT Per Lu) * [% in Service Area]
 Verh-Mi Demand RA-HT Taal = [Largth (mg) + [FM Peak Nour Voj * [% in Service Area]
 Verh-Mi Demand PR-HT Taal = [Verh-Mi Capacity Pri-HT Taal = [Verh Mi Capacity Pri-H

 $Source: H: \label{eq:log_constraint} Source: H: \label{eq:log_constraint} Source: H: \label{eq:log_constraint} CIACReport \label{eq:log_constraint} CIACReport \label{eq:log_constraint} Source: H: \label{eq:log_constraint} Source: H$