

*2015 Roadway Impact Fee Study (2019 Update)*

## **City of Mesquite, Texas**



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## 2.1 EXECUTIVE SUMMARY

This study was performed to update the 2015 City of Mesquite Roadway Impact Fees. Transportation system analysis is an important tool for facilitating orderly growth of the transportation system and for providing adequate facilities that promote economic development in the City of Mesquite. The implementation of an impact fee is a way to shift a portion of the burden of paying for new facilities onto new development.

The City of Mesquite is divided into three (3) service areas for the purposes of the 2015 Roadway Impact Fee Study. These service areas cover the entire corporate boundary of the City of Mesquite. Each service area is an individual study area. For each service area the funds collected must be spent on projects identified in the Roadway Impact Fee Capital Improvement Program (CIP) for that specific service area. The 2019 update of the 2015 study includes newly annexed areas in Service Area C and updates the bordering streets between Service Areas B and C. The intent is for this to be a minor update and modification to the 2015 Study and will replace the current Section 2 of that study.

Roadway improvements necessary to serve the 10-year (2014-2024) needs were evaluated. Typically, infrastructure improvements are sized beyond the 10-year requirements; however, Texas’ impact fee law (Chapter 395) only allows recovery of costs to serve the 10-year planning period. For example, the projected recoverable cost to construct the infrastructure needed through 2024 by service area is:

SERVICE AREA:	A (North)	B (Central)	C (South)
COST OF CAPACITY AND FINANCING ADDED ATTRIBUTABLE TO GROWTH	\$22,091,139	\$23,537,322	\$41,292,599

A portion of the remainder can be assessed as the planning window extends beyond 2024 and as the impact fees are updated in the future. As required by Chapter 395 this total cost is reduced by 50% to account for the credit of the use of ad valorem taxes to fund the Roadway Impact Fee CIP.

The impact fee law defines a service unit as follows: “Service Unit means a standardized measure of consumption attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 years.”

Therefore, the City of Mesquite defines a *service unit* as the number of vehicle-miles of travel during the afternoon peak-hour. For each type of development, the City of Mesquite utilizes the Land Use/Vehicle-Mile Equivalency Table (LUVMET) to determine the number of service units.

Based on the City’s 10-year growth projections and the associated demand (consumption) values for each service area are as follow in terms of vehicle-miles:

<b>SERVICE AREA:</b>	<b>A (North)</b>	<b>B (Central)</b>	<b>C (South)</b>
TOTAL VEHICLE-MILES OF NEW DEMAND OVER TEN YEARS	10,073	12,063	23,161

Based on the additional service units and the recoverable capital improvements plans, the City may assess a maximum roadway impact fee per vehicle-mile ( $[\text{Recoverable Cost of CIP} * 50\%] / \text{Total Growth}$ ) of:

<b>SERVICE AREA:</b>	<b>A (North)</b>	<b>B (Central)</b>	<b>C (South)</b>
MAX ASSESSABLE FEE PER SERVICE UNIT	\$1,097	\$976	\$891

## 2.2 INTRODUCTION

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

Chapter 395 mandates that impact fees be reviewed and updated at least every five (5) years. Accordingly, the City of Mesquite has developed its Land Use Assumptions and Roadway Capital Improvement Plan (CIP) with which to update the City’s Roadway Impact Fees. The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2019 update to the 2015 Roadway Impact Fee Study. This report includes details of the impact fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the Roadway Impact Fee CIP, and the refinement of the Land Use Equivalency Table.

This report introduces and references two of the basic inputs to the Roadway Impact Fee: the **Land Use Assumptions** and the **Capital Improvement Plan (CIP)**. Information from these two components is used extensively in the remainder of the report. This report consists of a detailed discussion of the methodology for the computation of impact fees. This discussion, comprised of the **Methodology for Roadway Impact Fees** and **Impact Fee Calculation**, addresses each of the components of the computation and modifications required for the study. The components include:

- Service Areas;
- Service Units;
- Cost Per Service Unit;
- Cost of the Roadway Impact Fee CIP;
- Service Unit Calculation;
- Maximum Assessable Impact Fee Per Service Unit; and
- Service Unit Demand per Unit of Development.

The report also includes a section concerning the **Plan for Awarding the Roadway Impact Fee Credit**. In the case of the City of Mesquite, the credit calculation was based on awarding a 50 percent credit.

The final section of the report is the **Conclusion**, which presents the findings of the update analysis.

## 2.3 ROADWAY IMPACT FEE CALCULATION INPUTS

### A. LAND USE ASSUMPTIONS

The land use assumptions used for this report were provided by the City of Mesquite. The information regarding the land use assumptions has been included as a separate report entitled *Land Use Assumptions For Impact Fees Study* (see **Appendix D**). For purposes of roadway impact fees, the City of Mesquite was divided into three service areas contained entirely within the current corporate limits. **Exhibit 2.1** displays the roadway service areas. In previous studies, the City of Mesquite was divided into fifteen service areas (see **Appendix E**); however, during this study further evaluation concluded that the number of service areas could be reduced to three.

The population and employment estimates and projections were all compiled in accordance with the following categories:

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

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

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

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

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

**Table 2.1** presents the land use assumptions provided by the City that were utilized in the roadway impact fee development. This table illustrates the growth that is projected for the City of Mesquite between 2014 and 2024. The number of single-family dwelling units was updated for the 2019 update which anticipates an increase of 1,494 single family units in Service Area C to account for the new Trinity Point Village development and the newly annexed Polo Ridge and Tailwind developments.

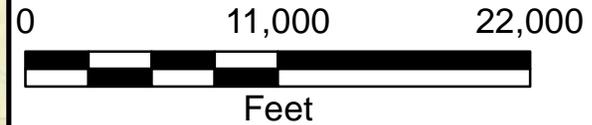
**Table 2.1 Land Use Assumptions – 10-Year Growth Projections (2014-2024) (2019 Update)**

SERVICE AREA	DWELLING UNITS		BASIC (ft <sup>2</sup> )	SERVICE (ft <sup>2</sup> )	RETAIL (ft <sup>2</sup> )
	SINGLE FAMILY	MULTI FAMILY			
A	30	900	800,000	150,000	182,000
B	1,200	0	100,000	150,000	400,000
C	3,354	40	100,000	150,000	150,000

# Exhibit 2.1 Roadway Service Areas



2015 Roadway  
Impact Fee Study  
(2019 Update)



Nov 2019

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### Legend

- Service Area A
- Service Area B
- Service Area C

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

## B. CAPITAL IMPROVEMENT PLAN

The City has identified the City-funded transportation projects needed to accommodate the projected growth within the City. The CIP for Roadway Impact Fees is made up of:

- Recently completed projects with excess capacity available to serve new growth;
- Projects currently under construction; and
- Remaining projects needed to complete the City's Thoroughfare Plan.

The Roadway Impact Fee CIP includes arterial and collector facilities. All of the arterial and collector facilities are part of the currently adopted Thoroughfare Plan.

The CIP for Roadway Impact Fees that is proposed for the Roadway Impact Fee Study is listed in **Tables 2.2, 2.3, and 2.4** and mapped in **Exhibit 2.2 (Service Area A), Exhibit 2.3 (Service Area B), and Exhibit 2.4 (Service Area C)**. The tables show the length of each project as well as the facility's classification. The Roadway Impact Fee CIP was developed in conjunction with input from City of Mesquite staff and represents those projects that will be needed to accommodate the growth projected from the land use assumptions.

The various roadway classifications describe the purpose and function of each roadway. These roadway classifications are based on the existing City of Mesquite Thoroughfare Plan. There are nine primary classifications that were used in the 2015 Mesquite Roadway Impact Fee Study and two additional classifications that were used in the 2019 update. These classifications are:

- Major Thoroughfare – 6 Lanes Divided (A6-220);
- Major Thoroughfare – 6 Lanes Divided (A6-140) (new);
- Major Thoroughfare – 6 Lanes Divided (A6-120);
- Major Thoroughfare – 6 Lanes Divided (A6-100);
- Major Thoroughfare – 4 Lanes Divided (A4-120) (new);
- Major Thoroughfare – 4 Lanes Divided (A4);
- Secondary Thoroughfare – 4 Lanes Divided (S4-100);
- Secondary Thoroughfare – 4 Lanes Divided (S4-80);
- Secondary Thoroughfare – 5 Lanes Undivided (S5);
- Secondary Thoroughfare – 4 Lanes Undivided (S4); and
- Collector Thoroughfare – 3 Lanes Undivided (C3).

Each of the classifications have different vehicular capacities assigned to them (see **Table 2.5**) based on their roadway characteristics. Arterial thoroughfares are designed to move more traffic and provide a larger amount of capacity. Arterials provide for travel between neighborhoods and commercial areas or serve as routes for thru-traffic from adjacent cities. A collector's primary function is to bring traffic from local streets to arterial facilities. Collectors are intended to move less traffic and are designed with lower vehicular capacity than arterial facilities.

**Table 2.2 10-Year Roadway Impact Fee Capital Improvement Plan for Service Area A**

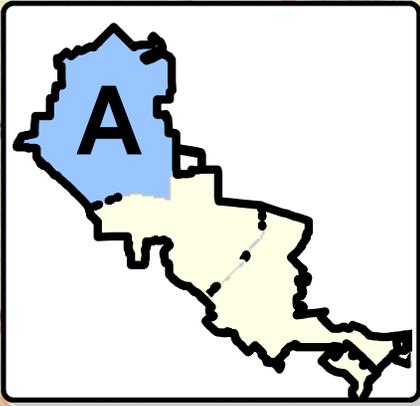
Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SA A	A-1	S4-80	Republic Pkwy	Columbia Pkwy to Northwest Dr	0.27	100%
	A-2	S4	Franklin Dr (1)	Towne Center Dr to Tripp Rd	0.71	100%
	A-3	C3	Franklin Dr (2)	Tripp Rd to US 80 WBFR	0.23	100%
	A-4	C3	Tripp Rd (1)	US 80 WBFR to Franklin Dr	0.23	100%
	A-5	S4	Tripp Rd (2)	Franklin Dr to 445' East of Creighton Dr	0.19	100%
	A-6	A6-100 (1/3)	Big Town Blvd	Samuell Blvd to 995' North of Forney Rd (West City Limits)	0.86	100%
	A-7	A6-100 (1/3)	S Town East Blvd	Innovative Way to 395' North of Military Pkwy	0.38	100%
	A-8	C3	Range Dr	N Galloway Ave to 210' North of Liberty Ln	0.36	100%
	A-9, B-23	S4-80	N Galloway Ave	E Kearney St to E Main St	0.27	50%
	A-10	A6-100	Gus Thomasson Rd	US 80 WBFR to Motley Dr	0.17	100%
	A-11	S4	Tripp Rd (3)	N Galloway Ave to Beltline Rd	0.93	100%
	I-1		Interchange Improvements	N Town East Blvd & US 635 / Town Centre Dr & US 635 / S Town East Blvd & US 80		100%
	I-2		Fiber Improvement	Citywide		33%

**Table 2.3 10-Year Roadway Impact Fee Capital Improvement Plan for Service Area B (2019 Update)**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SA B	B-1	S4	S Sam Houston Rd	515' North of Liverpool Dr to 210' South of Robinhood Blvd	0.39	100%
	B-2	S4	S4 Connector A	Sam Houston Rd to W Bruton Rd	0.20	100%
	B-3	A6-100 (1/2)	S Peachtree Rd (1)	Scyene Rd to Stadium Dr/Bridger Dr	0.30	100%
	B-4	S4	S Peachtree Rd (2)	Stadium Dr to W Bruton Rd	0.98	100%
	B-5	A6-100	W Bruton Rd (1)	470' West of Betty Ann Ln (West City Limits) to Rodeo	0.97	50%
	B-6	A6-100 (1/3)	W Bruton Rd (2)	Rodeo Center Blvd to IH 635 SBFR	0.47	100%
	B-7	C3	S Walker St	Holley Park Dr to New Market Rd	0.48	100%
	B-8	C3	Newsom Rd	Pioneer Rd to Parkwood Trl	0.81	100%
	B-9	C3	Paza Dr	S Belt Line Rd to Wilkinson Dr	0.25	100%
	B-10	C3	Wilkinson Dr	Paza Dr to Sierra Dr	0.15	100%
	B-11	C3	Sierra Dr	Wilkinson Dr to Pioneer Rd	0.50	100%
	B-12	C3	Eulane Dr	Cordia Dr to Rutherford Dr	0.23	100%
	B-13	C3	Mesquite Valley Rd (1)	Eulane Dr to San Simeon Dr	0.38	100%
	B-14	S4	Mesquite Valley Rd (2)	San Simeon Dr to Cantura Dr	0.10	100%
	B-15	S4	Mesquite Valley Rd (3)	Cantura Dr to Osage Trl	0.25	100%
	B-16	S4	Mesquite Valley Rd (4)	Osage Trl to Old Mesquite Way	0.36	100%
	B-17	S4	S4 Connector B	E Cartwright Rd to San Simeon Dr	0.27	100%
	B-18	A6-100 (1/3)	Clay Mathis Rd	E Scyene Rd to E Glen Blvd	0.22	100%
	B-19, C-1	A6-100	Faithon P Lucas Sr Blvd (1)	E Scyene Rd to Creek Crossing Rd	0.69	50%
	B-20, C-2	A6-100 (2/3)	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	0.21	50%
	B-21, C-3	A4-120	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	1.10	50%
	B-22, C-4	A4-120 (1/2)	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	0.26	50%
	A-9, B-23	S4-80	N Galloway Ave	E Kearney St to E Main St	0.27	50%
	B-24	A6-100	Military Pkwy	IH 635 to S Carmack St	0.96	100%
	B-25	S4-100	Pioneer Rd	E Cartwright Rd to McKenzie Rd	1.48	100%
	B-26	A6-120	Cartwright Rd	Pioneer Rd to Faithon P Lucas Sr Blvd	1.72	100%
I-2		Fiber Improvement	Citywide		33%	

**Table 2.4 10-Year Roadway Impact Fee Capital Improvement Plan for Service Area C (2019 Update)**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA C	B-19, C-1	A6-100	Faithon P Lucas Sr Blvd (1)	E Scylene Rd to Creek Crossing Rd	0.69	50%	\$ 4,824,000	\$ 2,412,000
	B-20, C-2	A6-100 (2/3)	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	0.21	50%	\$ 987,000	\$ 493,500
	B-21, C-3	A4-120	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	1.10	50%	\$ 4,355,838	\$ 2,177,919
	B-22, C-4	A4-120 (1/2)	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	0.26	50%	\$ 1,088,960	\$ 544,480
	C-5	A6-100	East Scylene Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.62	100%	\$ 11,318,000	\$ 11,318,000
	C-6	A6-140	Lawson Rd (1)	E Scylene Rd to 2,050' South of E Scylene Rd	0.39	50%	\$ 2,756,000	\$ 1,378,000
	C-7	A6-140	Lawson Rd (2)	1,870' North of Berry Rd to Milam Rd	2.50	100%	\$ 20,987,000	\$ 20,987,000
	C-8	A6-140 (1/3)	Lawson Rd (3)	Milam Rd to IH 20 WBFR	0.73	100%	\$ 1,222,000	\$ 1,222,000
	C-9	A6-140 (1/3)	Lawson Rd (4)	IH 20 EBFR to South City Limits	0.12	100%	\$ 305,000	\$ 305,000
	C-10	C3	Berry Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.58	100%	\$ 5,115,000	\$ 5,115,000
	C-11	C3	Edwards Church Rd (1)	Berry Rd to 150' East of Cool Springs Dr	0.15	100%	\$ 501,000	\$ 501,000
	C-12	S4-100	Clay Mathis Rd	Edwards Church Rd to Lawson Rd	1.03	100%	\$ 3,924,836	\$ 3,924,836
	C-13	S4	Edwards Church Rd (2)	Cartwright Rd to Clay Mathis Rd	0.57	100%	\$ 4,188,839	\$ 4,188,839
	C-14	A6-120	Cartwright Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.36	100%	\$ 3,153,659	\$ 3,153,659
	C-15	C3	McKenzie Dr	Faithon P Lucas Sr Blvd to Lawson Rd	1.50	100%	\$ 5,159,000	\$ 5,159,000
	C-16	C3	Shannon Rd (1)	IH 20 EBFR to Highland Meadows Dr	0.81	100%	\$ 2,641,000	\$ 2,641,000
	C-17	C3	Shannon Rd (2)	Highland Meadows Dr to Lumley Rd	0.18	50%	\$ 581,000	\$ 290,500
	C-18	A6-120	FM 740	North City Limits to South City Limits	1.02	100%	\$ 1,611,200	\$ 1,611,200
	C-19	A6-120	FM 2757	FM 740 to Kelly Rd	1.70	100%	\$ 2,409,400	\$ 2,409,400
	C-20	C3	Kelly Rd	FM 2757 to South City Limits	1.16	50%	\$ 3,752,000	\$ 1,876,000
	C-21	A4	High Country Ln (1)	IH 20 WBFR to IH 20 EBFR	0.20	100%	\$ 4,921,000	\$ 4,921,000
	C-22	A4	High Country Ln (2)	IH 20 EBFR to FM 741	0.64	100%	\$ 3,270,000	\$ 3,270,000
	C-23	A6-120	FM 741 (1)	IH 20 EBFR to 1390' South of IH 20 EBFR	0.27	100%	\$ 376,400	\$ 376,400
	C-24	A6-120	FM 741 (2)	1390' South of IH 20 EBFR to Dozier Cir	0.27	50%	\$ 376,400	\$ 188,200
	C-25	A6-140	FM 2932 (1)	IH 20 WBFR to IH 20 EBFR	0.13	50%	\$ 945,400	\$ 472,700
	C-26	A6-140	FM 2932 (2)	IH 20 EBFR to Griffin Ln	0.55	50%	\$ 786,200	\$ 393,100
I-2		Fiber Improvement	Citywide		33%	\$ 76,278	\$ 25,424	



## Exhibit 2.2 Service Area A CIP

**MESQUITE**  
T E X A S  
Real. Texas. Service.

2015 Roadway  
Impact Fee Study  
(2019 Update)

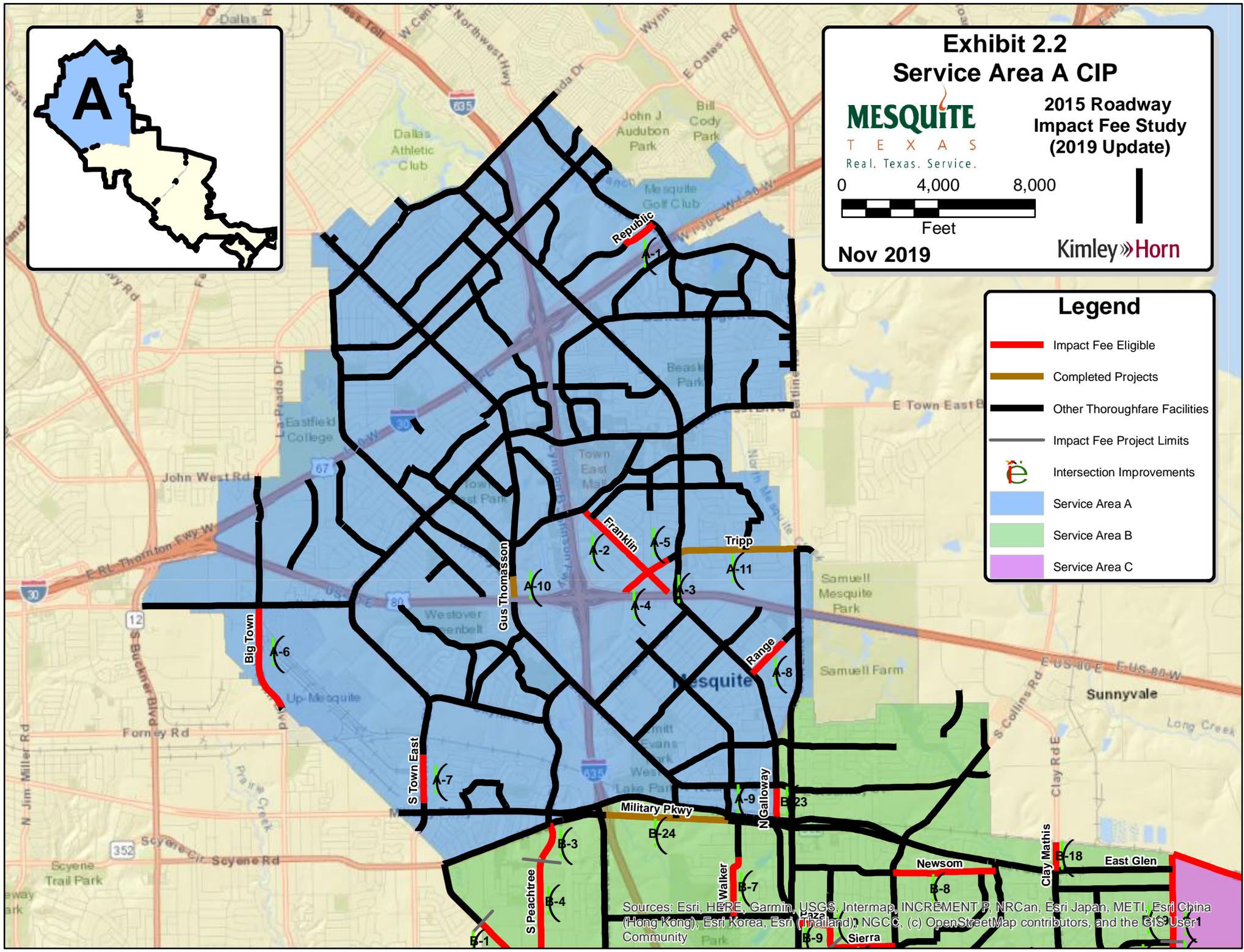
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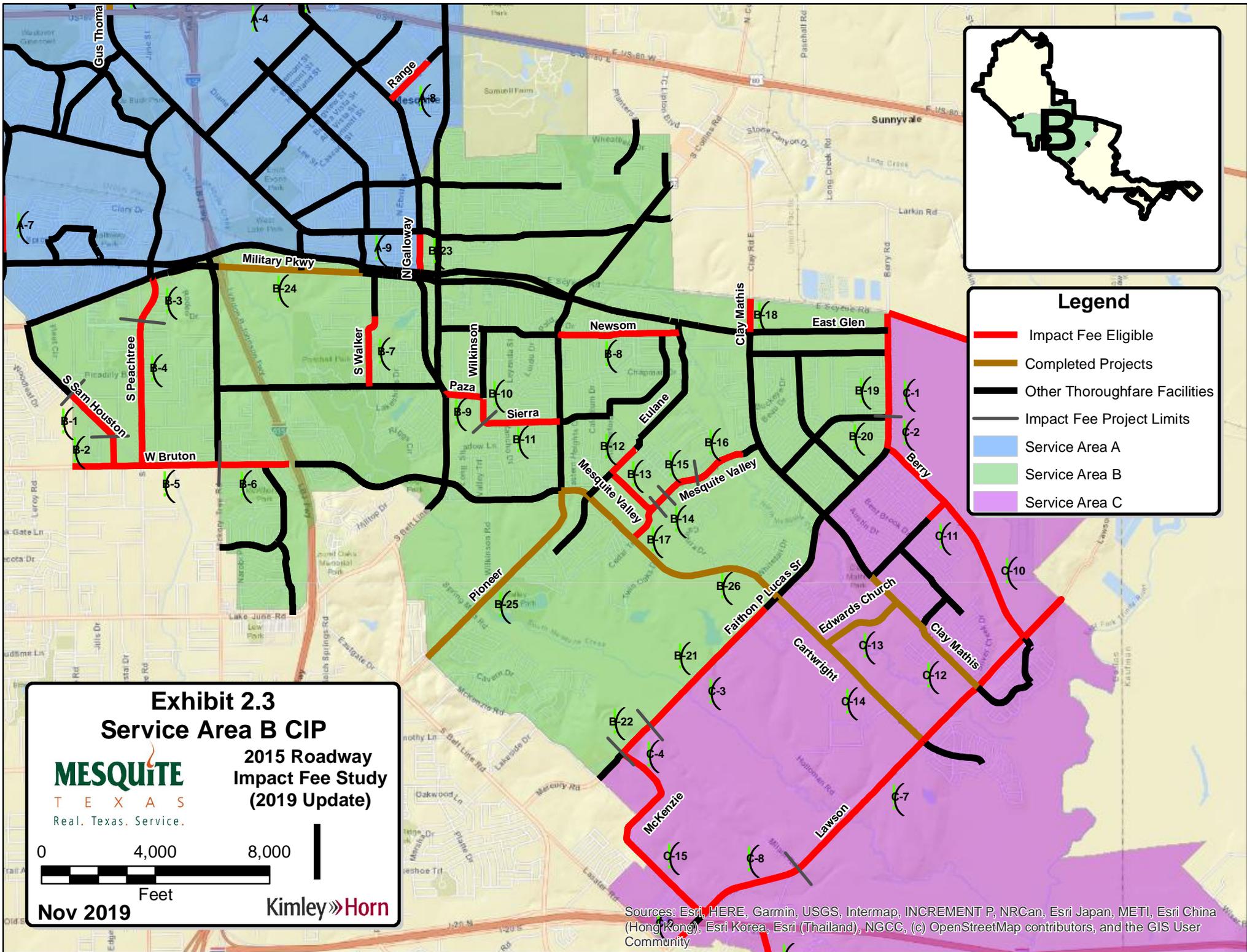
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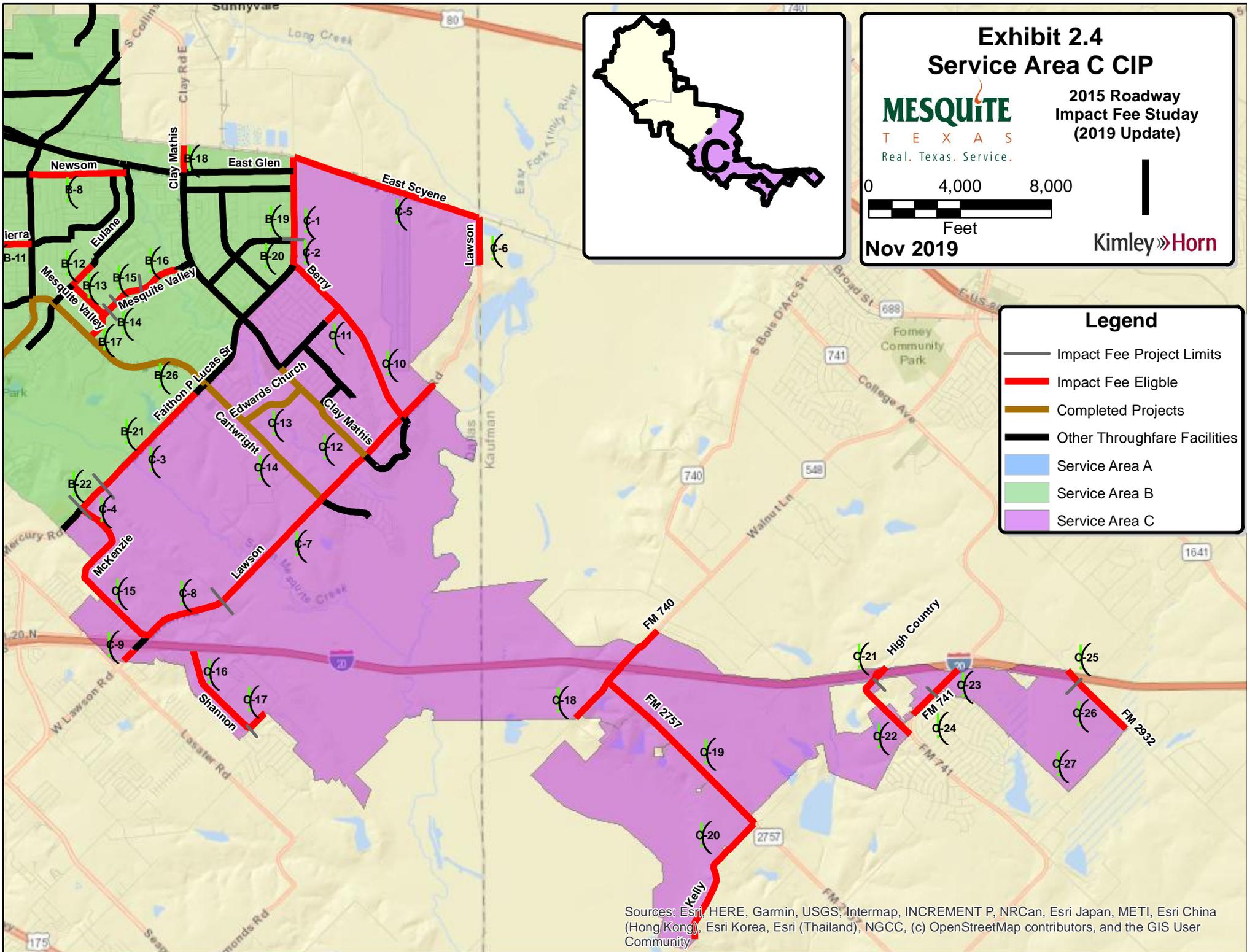
### Legend

- Impact Fee Eligible
- Completed Projects
- Other Thoroughfare Facilities
- Impact Fee Project Limits
- Intersection Improvements
- Service Area A
- Service Area B
- Service Area C



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (India), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

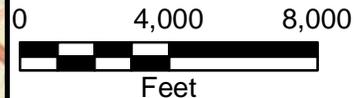




# Exhibit 2.4 Service Area C CIP



2015 Roadway  
Impact Fee Study  
(2019 Update)



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### Legend

- Impact Fee Project Limits
- Impact Fee Eligible
- Completed Projects
- Other Throughfare Facilities
- Service Area A
- Service Area B
- Service Area C

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

## 2.4 METHODOLOGY FOR ROADWAY IMPACT FEES

### A. SERVICE AREA

The service areas used in the 2019 Update to the 2015 Roadway Impact Fee Study are shown in the previously referenced **Exhibit 2.1**. Chapter 395 of the Texas Local Government Code specifies that “the service areas are limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” Based on the guidance in Chapter 395 and examination of the City of Mesquite, three roadway service areas were deemed appropriate. All three service areas occupy areas of approximately six miles in diameter. In the 2003 study, the City of Mesquite was divided into fifteen Service Areas (see **Appendix D**). Chapter 395’s definition of a service area has changed since 2003 and as a result the number of service areas was reduced to three. Reducing the number of service areas allows for greater flexibility for the City of Mesquite since monies collected in each Service Area must be spent in that Service Area.

### B. SERVICE UNITS

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

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

The hourly service volumes used in the 2015 Roadway Impact Fee Study and 2019 Update are based upon Thoroughfare Capacity Criteria published by the North Central Texas Council of Governments (NCTCOG) but have been adjusted to the City of Mesquite’s Thoroughfare Plan. **Tables 2.5** and **2.6** show the service volumes utilized in this report.

**Table 2.5 Level of Use for Proposed Facilities (2019 Update)**  
(used in Appendix B – CIP Service Units of Supply)

Roadway Type (MTP Classifications)	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
<b>6-Lane Divided Arterial Road (A6-220, A6-140, A6-120, A6-100)</b>	Divided	700
<b>4-Lane Divided Arterial Road (S4-100, S4-80, A4-120, A4)</b>	Divided	650
<b>4-Lane Divided Secondary Thoroughfare with Center Turn Lane (S5)</b>	Divided	625
<b>Secondary Thoroughfare (S4)</b>	Undivided	500
<b>Collector Thoroughfare (C3)</b>	Undivided	550

**Table 2.6 Level of Use for Existing Facilities  
(used in Appendix C – Existing Roadway Facilities Inventory)**

<b>Roadway Type</b>	<b>Description</b>	<b>Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility</b>
<b>2U-R</b>	Two lane undivided – Rural cross-section	150
<b>2U-A</b>	Two lane undivided – asphalt section	450
<b>2U-CG</b>	Two lane undivided	500
<b>2D</b>	Two lane divided	500
<b>3U</b>	Three lane undivided (TWLTL)	550
<b>4U</b>	Four lane undivided	500
<b>4D</b>	Four lane divided	650
<b>5U</b>	Five lane undivided (TWLTL)	625
<b>6D</b>	Six lane divided	700

### C. COST PER SERVICE UNIT

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

The second component of the cost per service unit is the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period. Chapter 395 requires that Impact Fees be assessed only to pay for growth projected to occur in the city limits within the next ten years, a concept that will be covered in a later section of this report (see **Section 2.3.E**). As noted earlier, the units of demand are vehicle-miles of travel.

### D. COST OF THE ROADWAY IMPACT FEE CIP

All of the project costs for thoroughfare system are eligible to be included in the Roadway Impact Fee Capital Improvements Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are “...including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney’s fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision.”

The engineer’s opinion of the probable costs of the projects in the Roadway Impact Fee CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The cost for location specific

items such as bridges, and any other special components are added to each project, as appropriate. The following is a detailed description of the costing worksheet/methodology for the Roadway Impact Fee CIP. The cost of construction maintained consistency with the 2015 Impact Fee Study.

**1. Overview of Roadway Impact Fee CIP Costing Worksheets**

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
updated: 1/28/2015

**Project Information**

Project Information:		Description:	Project No.
Name:	Republic Pkwy	This project consists of the construction of a new four-lane divided secondary thoroughfare extension of Republic Pkwy.	A-1
Limits:	Columbia Pkwy to Northwest Dr		
Impact Fee Class:	S4-80		
Ultimate Class:	4-Lane Divided Secondary Road		
Length (lf):	1,440		
Service Area(s):	A		

**Construction Pay Items**

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
106	Unclassified Street Excavation	4,320	cy	\$ 9.25	\$ 39,960
206	8" Lime Stabilization (with Lime @ 44#/sy)	8,640	sy	\$ 5.00	\$ 43,200
306	10' Concrete Pavement w/ 6" Curb	8,000	sy	\$ 48.00	\$ 384,000
406	4" Topsoil	3,520	sy	\$ 3.50	\$ 12,320
506	4' Concrete Sidewalk	11,520	sf	\$ 4.00	\$ 46,080
606	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
Paving Construction Cost Subtotal:					\$ 525,560

**Construction Component Allowances**

Major Construction Component Allowances**:			
Item Description	Notes	Allowance	Item Cost
Traffic Control	None Anticipated	0%	\$ -
√ Pavement Markings/Markers	Standard Internal System	3%	\$ 15,767
√ Roadway Drainage		30%	\$ 157,668
√ Illumination		6%	\$ 31,534
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 26,278
√ Sewer	Minor Adjustments	2%	\$ 10,511
√ Establish Turf / Erosion Control		2%	\$ 10,511
√ Basic Landscaping		3%	\$ 15,767
Other:		\$0	\$ -
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$ 268,036
		Paving and Allowance Subtotal:	\$ 793,596
		Construction Contingency: 15%	\$ 119,039
		Mobilization: 5%	\$ 39,680
		Prep ROW: 1%	\$ 7,936
		<b>Construction Cost TOTAL:</b>	<b>\$ 913,000</b>

**Summary of Costs and Allowances**

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 913,000
Engineering/Survey/Testing:		18%	\$ 164,340
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	30%	\$ 273,900
		<b>Impact Fee Project Cost TOTAL:</b>	<b>\$ 1,351,000</b>

## 2. Project Information

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

- **Project Number** – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project A-10 is in Service Area A and is the 10<sup>th</sup> project on the list.
- **Name** – A unique identifier for each project. In cases where roadway names are unknown a description including the class is used. For example, S4 Connector A represents the first project (A) that is a secondary thoroughfare (S4) with an unknown roadway name.
- **Limits** – Represents the beginning and ending location for each project.
- **Impact Fee Class** – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the Thoroughfare Plan classification of the roadway. For example, A6-120 represents a 6-lane divided arterial. An A6-120 Impact Fee Class means the entire roadway is to be constructed. Additional classifications are utilized in cases where a portion of the facility currently exists and the road is only to be widened. The following notations are used for these projects:
  - “(1/2)” for facilities where half the facility still needs to be constructed;
  - “(1/3)” for future six-lane principal arterial facilities where two additional median lanes are needed
  - “(2/3)” for future six-lane principal arterial facilities where four additional lanes are needed
- **Ultimate Class** – The functional classification on Mesquite’s Thoroughfare Plan.
- **Length (ft)** – The distance measured in feet that is used to cost out the project.
- **Service Area(s)** – Represents the service areas where the project is located.
- **Description** – Used to describe the project type assumed in the costing such as a widening, reconstruction, or new roadway.

## 3. Construction Pay Items

A typical roadway project consists of a number of costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, and construction and inspection. While the construction cost component of a project may actually consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items used for the 2015 Roadway Impact Fee Study and 2019 update are shown below:

- Unclassified Street Excavation;
- Lime Stabilization;
- Concrete Pavement and Curb;
- Topsoil;
- Sidewalk; and
- Turn Lanes and Median Openings

#### 4. Construction Component Allowances

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

In addition, lump sum dollar allowances are provided for special drainage structures where needs are anticipated. The paving and allowance subtotal is given a fifteen percent (15%) contingency, five percent (5%) mobilizations, and one (1%) preparation of right-of-way to determine the construction cost total.

#### 5. Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, eighteen percent (18%) of the construction cost total is added for engineering, surveying, and testing.

Percentages are also allotted ROW/easement acquisition. ROW/easement acquisition was based on whether the project was an existing alignment or future alignment. For an existing alignment, the ROW/easement acquisition cost was provided an allotment equal to 15% of the construction cost total. For a new alignment, the ROW/easement acquisition cost was equal to 30% of the construction cost total.

The Impact Fee Project Cost Total is the Construction Cost Total plus engineering, surveying, testing, plus ROW/easement acquisition.

**Tables 2.7, 2.8, and 2.9** list the Roadway Impact Fee CIP projects for the City of Mesquite with conceptual level project cost projections. Detailed cost projections and the methodology used for each individual project can be seen in **Appendix A**, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are potentially recoverable through impact fees. Actual costs of construction are likely to change with time and are dependent on market and economic conditions that cannot be precisely predicted at this time.

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

**Table 2.7**  
**10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections - Service Area A**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA A	A-1	S4-80	Republic Pkwy	Columbia Pkwy to Northwest Dr	0.27	100%	\$ 1,351,000	\$ 1,351,000
	A-2	S4	Franklin Dr (1)	Towne Center Dr to Tripp Rd	0.71	100%	\$ 3,155,000	\$ 3,155,000
	A-3	C3	Franklin Dr (2)	Tripp Rd to US 80 WBFR	0.23	100%	\$ 732,000	\$ 732,000
	A-4	C3	Tripp Rd (1)	US 80 WBFR to Franklin Dr	0.23	100%	\$ 762,000	\$ 762,000
	A-5	S4	Tripp Rd (2)	Franklin Dr to 445' East of Creighton Dr	0.19	100%	\$ 843,000	\$ 843,000
	A-6	A6-100 (1/3)	Big Town Blvd	Samuell Blvd to 995' North of Forney Rd (West City Limits)	0.86	100%	\$ 1,431,000	\$ 1,431,000
	A-7	A6-100 (1/3)	S Town East Blvd	Innovative Way to 395' North of Military Pkwy	0.38	100%	\$ 631,000	\$ 631,000
	A-8	C3	Range Dr	N Galloway Ave to 210' North of Liberty Ln	0.36	100%	\$ 1,164,000	\$ 1,164,000
	A-9, B-23	S4-80	N Galloway Ave	E Kearney St to E Main St	0.27	50%	\$ 1,264,000	\$ 632,000
	A-10	A6-100	Gus Thomasson Rd	US 80 WBFR to Motley Dr	0.17	100%	\$ 1,100,000	\$ 1,100,000
	A-11	S4	Tripp Rd (3)	N Galloway Ave to Beltline Rd	0.93	100%	\$ 10,776,210	\$ 10,776,210
	I-1		Interchange Improvements	N Town East Blvd & US 635 / Town Centre Dr & US 635 / S Town East Blvd & US 80		100%	\$ 460,959	\$ 460,959
	I-2		Fiber Improvement	Citywide		33%	\$ 76,278	\$ 25,424
	<b>Service Area Project Cost Subtotal</b>							<b>\$ 23,063,592</b>
<b>2015 Roadway Impact Fee Study Cost Per Service Area</b>							<b>\$ 21,889</b>	
<b>Total Cost in SERVICE AREA A</b>							<b>\$ 23,085,481</b>	

**Notes:**

- a. The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of Mesquite.
- b. The planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 2.8**  
**10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections - Service Area B (2019 Update)**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA B	B-1	S4	S Sam Houston Rd	515' North of Liverpool Dr to 210' South of Robinhood Blvd	0.39	100%	\$ 1,748,000	\$ 1,748,000
	B-2	S4	S4 Connector A	Sam Houston Rd to W Bruton Rd	0.20	100%	\$ 944,000	\$ 944,000
	B-3	A6-100 (1/2)	S Peachtree Rd (1)	Scyene Rd to Stadium Dr/Bridger Dr	0.30	100%	\$ 1,140,000	\$ 1,140,000
	B-4	S4	S Peachtree Rd (2)	Stadium Dr to W Bruton Rd	0.98	100%	\$ 4,346,000	\$ 4,346,000
	B-5	A6-100	W Bruton Rd (1)	470' West of Betty Ann Ln (West City Limits) to Rodeo Center Blvd	0.97	50%	\$ 6,759,000	\$ 3,379,500
	B-6	A6-100 (1/3)	W Bruton Rd (2)	Rodeo Center Blvd to IH 635 SBFR	0.47	100%	\$ 788,000	\$ 788,000
	B-7	C3	S Walker St	Holley Park Dr to New Market Rd	0.48	100%	\$ 1,572,000	\$ 1,572,000
	B-8	C3	Newsom Rd	Pioneer Rd to Parkwood Trl	0.81	100%	\$ 2,616,000	\$ 2,616,000
	B-9	C3	Paza Dr	S Belt Line Rd to Wilkinson Dr	0.25	100%	\$ 826,000	\$ 826,000
	B-10	C3	Wilkinson Dr	Paza Dr to Sierra Dr	0.15	100%	\$ 497,000	\$ 497,000
	B-11	C3	Sierra Dr	Wilkinson Dr to Pioneer Rd	0.50	100%	\$ 1,628,000	\$ 1,628,000
	B-12	C3	Eulane Dr	Cordia Dr to Rutherford Dr	0.23	100%	\$ 741,000	\$ 741,000
	B-13	C3	Mesquite Valley Rd (1)	Eulane Dr to San Simeon Dr	0.38	100%	\$ 1,244,000	\$ 1,244,000
	B-14	S4	Mesquite Valley Rd (2)	San Simeon Dr to Cantura Dr	0.10	100%	\$ 435,000	\$ 435,000
	B-15	S4	Mesquite Valley Rd (3)	Cantura Dr to Osage Trl	0.25	100%	\$ 1,104,000	\$ 1,104,000
	B-16	S4	Mesquite Valley Rd (4)	Osage Trl to Old Mesquite Way	0.36	100%	\$ 2,738,000	\$ 2,738,000
	B-17	S4	S4 Connector B	E Cartwright Rd to San Simeon Dr	0.27	100%	\$ 1,311,000	\$ 1,311,000
	B-18	A6-100 (1/3)	Clay Mathis Rd	E Scyene Rd to E Glen Blvd	0.22	100%	\$ 373,000	\$ 373,000
	B-19, C-1	A6-100	Faithon P Lucas Sr Blvd (1)	E Scyene Rd to Creek Crossing Rd	0.69	50%	\$ 4,824,000	\$ 2,412,000
	B-20, C-2	A6-100 (2/3)	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	0.21	50%	\$ 987,000	\$ 493,500
	B-21, C-3	A4-120	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	1.10	50%	\$ 4,355,838	\$ 2,177,919
	B-22, C-4	A4-120 (1/2)	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	0.26	50%	\$ 1,088,960	\$ 544,480
	A-9, B-23	S4-80	N Galloway Ave	E Kearney St to E Main St	0.27	50%	\$ 1,264,000	\$ 632,000
	B-24	A6-100	Military Pkwy	IH 635 to S Carmack St	0.96	100%	\$ 5,017,509	\$ 5,017,509
	B-25	S4-100	Pioneer Rd	E Cartwright Rd to McKenzie Rd	1.48	100%	\$ 7,405,070	\$ 7,405,070
	B-26	A6-120	Cartwright Rd	Pioneer Rd to Faithon P Lucas Sr Blvd	1.72	100%	\$ 6,513,365	\$ 6,513,365
I-2		Fiber Improvement	Citywide		33%	\$ 76,278	\$ 25,424	
							<b>Service Area Project Cost Subtotal</b>	<b>\$ 52,651,767</b>
							<b>2015 Roadway Impact Fee Study Cost Per Service Area (2019 Update - no cost added)</b>	<b>\$ 21,889</b>
							<b>Total Cost in SERVICE AREA B</b>	<b>\$ 52,673,656</b>

**Notes:**

- a. The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of Mesquite.
- b. The planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 2.9**  
**10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections - Service Area C (2019 Update)**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA C	B-19, C-1	A6-100	Faithon P Lucas Sr Blvd (1)	E Scyene Rd to Creek Crossing Rd	0.69	50%	\$ 4,824,000	\$ 2,412,000
	B-20, C-2	A6-100 (2/3)	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	0.21	50%	\$ 987,000	\$ 493,500
	B-21, C-3	A4-120	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	1.10	50%	\$ 4,355,838	\$ 2,177,919
	B-22, C-4	A4-120 (1/2)	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	0.26	50%	\$ 1,088,960	\$ 544,480
	C-5	A6-100	East Scyene Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.62	100%	\$ 11,318,000	\$ 11,318,000
	C-6	A6-140	Lawson Rd (1)	E Scyene Rd to 2,050' South of E Scyene Rd	0.39	50%	\$ 2,756,000	\$ 1,378,000
	C-7	A6-140	Lawson Rd (2)	1,870' North of Berry Rd to Milam Rd	2.50	100%	\$ 20,987,000	\$ 20,987,000
	C-8	A6-140 (1/3)	Lawson Rd (3)	Milam Rd to IH 20 WBFR	0.73	100%	\$ 1,222,000	\$ 1,222,000
	C-9	A6-140 (1/3)	Lawson Rd (4)	IH 20 EBFR to South City Limits	0.12	100%	\$ 305,000	\$ 305,000
	C-10	C3	Berry Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.58	100%	\$ 5,115,000	\$ 5,115,000
	C-11	C3	Edwards Church Rd (1)	Berry Rd to 150' East of Cool Springs Dr	0.15	100%	\$ 501,000	\$ 501,000
	C-12	S4-100	Clay Mathis Rd	Edwards Church Rd to Lawson Rd	1.03	100%	\$ 3,924,836	\$ 3,924,836
	C-13	S4	Edwards Church Rd (2)	Cartwright Rd to Clay Mathis Rd	0.57	100%	\$ 4,188,839	\$ 4,188,839
	C-14	A6-120	Cartwright Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.36	100%	\$ 3,153,659	\$ 3,153,659
	C-15	C3	McKenzie Dr	Faithon P Lucas Sr Blvd to Lawson Rd	1.50	100%	\$ 5,159,000	\$ 5,159,000
	C-16	C3	Shannon Rd (1)	IH 20 EBFR to Highland Meadows Dr	0.81	100%	\$ 2,641,000	\$ 2,641,000
	C-17	C3	Shannon Rd (2)	Highland Meadows Dr to Lumley Rd	0.18	50%	\$ 581,000	\$ 290,500
	C-18	A6-120	FM 740	North City Limits to South City Limits	1.02	100%	\$ 1,611,200	\$ 1,611,200
	C-19	A6-120	FM 2757	FM 740 to Kelly Rd	1.70	100%	\$ 2,409,400	\$ 2,409,400
	C-20	C3	Kelly Rd	FM 2757 to South City Limits	1.16	50%	\$ 3,752,000	\$ 1,876,000
	C-21	A4	High Country Ln (1)	IH 20 WBFR to IH 20 EBFR	0.20	100%	\$ 4,921,000	\$ 4,921,000
	C-22	A4	High Country Ln (2)	IH 20 EBFR to FM 741	0.64	100%	\$ 3,270,000	\$ 3,270,000
	C-23	A6-120	FM 741 (1)	IH 20 EBFR to 1390' South of IH 20 EBFR	0.27	100%	\$ 376,400	\$ 376,400
	C-24	A6-120	FM 741 (2)	1390' South of IH 20 EBFR to Dozier Cir	0.27	50%	\$ 376,400	\$ 188,200
	C-25	A6-140	FM 2932 (1)	IH 20 WBFR to IH 20 EBFR	0.13	50%	\$ 945,400	\$ 472,700
	C-26	A6-140	FM 2932 (2)	IH 20 EBFR to Griffin Ln	0.55	50%	\$ 786,200	\$ 393,100
I-2		Fiber Improvement	Citywide		33%	\$ 76,278	\$ 25,424	
							<b>Service Area Project Cost Subtotal</b>	<b>\$ 81,355,157</b>
							<b>2015 Roadway Impact Fee Study Cost Per Service Area (2019 Update cost included)</b>	<b>\$ 42,389</b>
							<b>Total Cost in SERVICE AREA C</b>	<b>\$ 81,397,546</b>

**Notes:**

- a. The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of Mesquite.
- b. The planning level cost projections shall not supersede the City’s design standards or the determination of the City Engineer for a specific project.

**E. SERVICE UNIT CALCULATION**

The basic service unit for the computation of the City of Mesquite’s roadway impact fees is the vehicle-mile of travel during the afternoon peak hour. To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the ten-year study period.

The growth in vehicle-miles from 2014 to 2024 is based upon projected changes in residential and non-residential growth for the period. In order to determine this growth, baseline estimates of population, basic square feet, service square feet, and retail square feet for 2014 were made along with projections for each of these demographic statistics through 2024. The land use assumptions (see **Table 2.1**) details the growth estimates used for the impact fee determination.

The residential and non-residential statistics in the *Land Use Assumptions For Impact Fees Study* provide the “independent variables” that are used to calculate the existing (2014) and projected (2024) transportation service units used to establish the roadway impact fee maximum rates within each service area. The roadway demand service units (vehicle-miles) for each service area are the sum of the vehicle-miles “generated” by each category of land use in the service area.

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

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

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers' (ITE), Trip Generation Manual, 9<sup>th</sup> Edition*. This independent variable is more appropriate than the number of employees because building square footage is tied more closely to trip generation and is known at the time of application for any development or development modification that would require the assessment of an impact fee.

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

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE, Trip Generation Manual, 9<sup>th</sup> Edition*, and the regional Origin-Destination Travel Survey performed by the NCTCOG. The *ITE, Trip Generation Manual, 9<sup>th</sup> Edition*, provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. The 9<sup>th</sup> Edition was utilized for this update to maintain consistency between the 2015 study and 2019 minor update. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail rate to avoid double counting trips.

The next component of the *transportation demand factor* accounts for the length of each trip. The average trip length for each category is based on the region-wide travel characteristics survey conducted by the NCTCOG.

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

$$TDF = T * (1 - P_b) * L_{max}$$

where...  $L_{max} = \min(L * OD \text{ or } SA_L)$

Variables:

- TDF = Transportation Demand Factor;
- T = Trip Rate (peak hour trips / unit);
- P<sub>b</sub> = Pass-By Discount (% of trips);
- L<sub>max</sub> = Maximum Trip Length (miles);
- L = Average Trip Length (miles);
- OD = Origin-Destination Reduction (50%); and
- SA<sub>L</sub> = Max Service Area Trip Length (see **Table 2.10**).

For land uses which are characterized by longer average trip lengths (primarily residential uses), the maximum trip length has been limited to six (6) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within the City of Mesquite are approximated to each have an area less than a six (6) mile diameter circle.

The adjustment made to the average trip length (L) statistic in the computation of the maximum trip length (L<sub>max</sub>) is the origin-destination reduction (OD). This adjustment is made because the roadway impact fee is charged to both the origin and destination end of the trip. For example, the impact fee methodology will account for a trip from home to work within the City of Mesquite to both residential and non-residential land uses. To avoid counting these trips as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use.

**Table 2.11** shows the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land uses. The values utilized for all variables shown in the *Transportation Demand Factor* equation are also shown in the table.

**Table 2.10 Transportation Demand Factor Calculations**

Variable	Residential		Basic (General Light Industrial)	Service (General Office)	Retail (Shopping Center)
	Single Family	Multi- Family			
<b>T</b>	1.00	0.62	0.97	1.49	3.71
<b>P<sub>b</sub></b>	0%	0%	0%	0%	34%
<b>T (with P<sub>b</sub>)</b>	1.00	0.62	0.97	1.49	2.45
<b>L</b> (miles)	17.21	17.21	10.02	10.92	6.43
<b>SA<sub>L</sub></b>	6.00	6.00	6.00	6.00	6.00
<b>L<sub>max</sub></b> * (miles)	6.00	6.00	5.01	5.46	3.22
<b>TDF</b>	<b>6.00</b>	<b>3.72</b>	<b>4.86</b>	<b>8.14</b>	<b>7.89</b>
* L <sub>max</sub> is less than 6 miles for non-residential and multi-family land uses; therefore this lower trip length is used for calculating the TDF for non-residential land uses					

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in **Table 2.11**. This table shows the total vehicle-miles by service area for the years 2014-2024. These estimates and projections lead to the Vehicle Miles of Travel for 2014-2024.

Table 2.11 10-Year Growth Projections (2019 Update)

SERVICE AREA	RESIDENTIAL VEHICLE-MILES			VEHICLE MILES <sup>3</sup>			SQUARE FEET <sup>4</sup>			TRANS. DEMAND FACTOR <sup>5</sup>			NON-RESIDENTIAL VEHICLE-MILES <sup>9</sup>			TOTAL VEHICLE MILES <sup>10</sup>
	SINGLE FAMILY DWELLING UNITS	Trip Rate TDF <sup>2</sup>	MULTI FAMILY DWELLING UNITS	Trip Rate TDF <sup>2</sup>	VEHICLE MILES <sup>3</sup>	BASIC	SERVICE	RETAIL	BASIC <sup>6</sup>	SERVICE <sup>7</sup>	RETAIL <sup>8</sup>	BASIC	SERVICE	RETAIL	TOTAL	
A	30	1.00	900	0.62	3,528	800,000	150,000	182,000	0.97	1.49	3.71	3,888	1,221	1,436	6,545	10,073
B	1,200	6.00	0	3.72	7,200	100,000	150,000	400,000	4.86	8.14	7.89	486	1,221	3,156	4,863	12,063
C	3,354		40		20,270	100,000	150,000	150,000				486	1,221	1,184	2,891	23,161
Totals	4,584		940		30,998	1,000,000	450,000	732,000				4,860	3,663	5,776	14,299	45,297

VEHICLE-MILES OF INCREASE (2014 - 2024)

SERVICE AREA	VEH-MILES
A	10,073
B	12,063
C	23,161
	45,297

Notes:

- From City of Mesquite 2015 Land Use Assumptions for Impact Fees Study
- Transportation Demand Factor for each Service Area (from LUVMET) using Single Family Detached Housing land use and trip generation rate
- Calculated by multiplying TDF by the number of dwelling units
- From City of Mesquite 2015 Land Use Assumptions for Impact Fees Study
- Trip generation rate and Transportation Demand Factors from LUVMET for each land use
- 'Basic' corresponds to General Light Industrial land use and trip generation rate
- 'Service' corresponds to General Office land use and trip generation rate
- 'Retail' corresponds to Shopping Center land use and trip generation rate
- Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use
- Residential plus non-residential vehicle-mile totals for each Service Area

## 2.5 IMPACT FEE CALCULATION

### A. MAXIMUM ASSESSABLE ROADWAY IMPACT FEE PER SERVICE UNIT

This section presents the maximum assessable roadway impact fee rate calculated for each service area. The maximum assessable roadway impact fee is the sum of the eligible Roadway Impact Fee CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. **Table 2.12** illustrates the computation of the maximum assessable impact fee for each service area. Each row in the table is numbered to simplify explanation of the calculation.

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

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

2	<i>Total Vehicle-Miles of Existing Demand</i>	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from <b>Appendix B – CIP Service Units of Supply</b> )
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A number of facilities identified in the Roadway Impact Fee CIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

3	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	A measurement of the amount of vehicle-miles added by the CIP that will not be utilized by existing demand. ( <b>Line 1 – Line 2</b> )
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4	<i>Total Cost of the CIP within the Service Area</i>	The total cost of the projects within the service area (from <b>Table 2.7, Table 2.8, and Table 2.9</b> - 10-Year Roadway Capital Improvement Plan with Conceptual Level Cost Projections)
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This line simply identifies the total cost of all of the projects identified in the service area.

5	<i>Cost of Net Capacity Supplied</i>	The total CIP cost ( <b>Line 4</b> ) prorated by the ratio of Net Capacity Added ( <b>Line 3</b> ) to Total Capacity Added ( <b>Line 1</b> ). [ <b>(Line 3 / Line 1) * (Line 4)</b> ]
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Using the ratio of vehicle-miles added by the Roadway Impact Fee CIP available to serve future growth to the total vehicle-miles added, the total cost of the Impact Fee CIP is reduced to the amount available for future growth (i.e., excluding existing usage).

<b>6</b>	<i>Cost to Meet Existing Needs and Usage</i>	The difference between the Total Cost of the CIP ( <b>Line 4</b> ) and the Cost of the Net Capacity supplied ( <b>Line 5</b> ). ( <b>Line 4 – Line 5</b> )
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This line is provided for information purposes only – it is to present the portion of the total cost of the Roadway Impact Fee CIP that is required to meet existing demand.

<b>7</b>	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the <i>Land Use Assumptions For Impact Fees Study</i> (see <b>Section 2.3.A</b> ), an estimate of the number of new vehicle-miles within the service area over the next ten years. (from <b>Table 2.11</b> )
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This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

<b>8</b>	<i>Percent of Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand ( <b>Line 7</b> ) by the Net Amount of Capacity Added ( <b>Line 3</b> ), limited to 100% ( <b>Line 9</b> ). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
<b>9</b>	<i>Chapter 395 Check</i>	

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

<b>10</b>	<i>Cost of Capacity Added Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added ( <b>Line 5</b> ) by the Percent of Capacity Added Attributable to New Growth, limited to 100% ( <b>Line 9</b> ).
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The value of the total Roadway Impact Fee CIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

**B. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT**

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

- “(7) A plan for awarding:
  - (A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or
  - (B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the Roadway Impact Fee Capital Improvement Program...”

The following table summarizes the portions of **Table 2.12** that utilize this credit calculation, based on awarding a 50 percent credit.

<b>Line</b>	<b>Title</b>	<b>Description</b>
<b>11</b>	<i>Cost of Capacity and Financing Added Attributable to New Growth</i>	The result of multiplying the <i>Cost of Capacity Added Attributable to New Growth (Line 10)</i> by the 130% to account for financing.
<b>12</b>	<i>Credit</i>	A credit equal to 50% of the total projected cost, as per section 395.014 of the Texas Local Government Code.
<b>13</b>	<i>Maximum Assessable Fee Per Service Unit</i>	Found by dividing the Recoverable Cost of the CIP attributable to growth ( <b>Line 12</b> ) by the Total Vehicle-Miles of New Demand Over Ten Years ( <b>Line 7</b> ). ( <b>Line 12 / Line 7</b> )

**Table 2.12 Maximum Assessable Roadway Impact Fee (2019 Update)**

SERVICE AREA:		A (North)	B (Middle)	C (South)
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE CIP (FROM ROADWAY IMPACT FEE CIP SERVICE UNITS OF SUPPLY, <b>APPENDIX B</b> )	11,959	35,033	59,342
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM ROADWAY IMPACT FEE CIP SERVICE UNITS OF SUPPLY, <b>APPENDIX B</b> )	3,156	9,628	8,110
3	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2)	8,803	25,405	51,232
4	TOTAL COST OF THE CIP WITHIN SERVICE AREA (FROM <b>TABLES 2.7, 2.8 and 2.9</b> )	\$ 23,085,481	\$ 52,673,656	\$ 81,397,546
5	COST OF NET CAPACITY SUPPLIED (LINE 3 / LINE 1) * (LINE 4)	\$ 16,993,184	\$ 38,197,535	\$ 70,273,315
6	COST TO MEET EXISTING NEEDS AND USAGE (LINE 4 - LINE 5)	\$ 6,092,297	\$ 14,476,121	\$ 11,124,231
7	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM <b>TABLE 2.11</b> and <b>Land Use Assumptions</b> )	10,073	12,063	23,161
8	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 7 / LINE 3)	114.4%	47.4%	45.2%
9	IF LINE 7 > LINE 3, REDUCE LINE 8 TO 100%, OTHERWISE NO CHANGE	100.0%	47.4%	45.2%
10	COST OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 5 * LINE 9)	\$ 16,993,184	\$ 18,105,632	\$ 31,763,538
11	COST OF CIP AND FINANCING ATTRIBUTABLE TO GROWTH (LINE 10 WITH 30% FOR FINANCING)	\$ 22,091,139	\$ 23,537,322	\$ 41,292,599
12	CREDIT (50% OF LINE 11)	\$ 11,045,570	\$ 11,768,661	\$ 20,646,300
13	MAX ASSESSABLE FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 12 / LINE 7)	\$ 1,097	\$ 976	\$ 891

### C. SERVICE UNIT DEMAND PER UNIT OF DEVELOPMENT

The roadway impact fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City utilizes the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in **Table 2.13**. This table lists the predominant land uses that may occur within the City of Mesquite. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

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

The source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 9<sup>th</sup> Edition*. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning.

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

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

**Table 2.14** provides a description of the land uses listed in the LUVMET Table.

Table 2.13 Land Use / Vehicle-Mile Equivalency Table (LUMMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
<b>PORT AND TERMINAL</b>											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	5.01	32.82
<b>INDUSTRIAL</b>											
General Light Industrial	110	1,000 SF GFA	0.97			0.97	10.02	50%	5.01	5.01	4.86
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	5.01	3.41
Industrial Park	130	1,000 SF GFA	0.85			0.85	10.02	50%	5.01	5.01	4.26
Warehousing	150	1,000 SF GFA	0.32			0.32	10.83	50%	5.42	5.42	1.73
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	5.42	1.41
<b>RESIDENTIAL</b>											
Single-Family Detached Housing	210	Dwelling Unit	1.00			1.00	17.21	50%	8.61	6.00	6.00
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	6.00	3.72
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	6.00	3.12
Senior Adult Housing-Detached	251	Dwelling Unit	0.27			0.27	17.21	50%	8.61	6.00	1.62
Senior Adult Housing-Attached	252	Dwelling Unit	0.25			0.25	17.21	50%	8.61	6.00	1.50
Assisted Living	254	Beds	0.22			0.22	17.21	50%	8.61	6.00	1.32
<b>LODGING</b>											
Hotel	310	Room	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
<b>RECREATIONAL</b>											
Golf Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.03
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.97
Recreational Community Center	495	1,000 SF GFA	2.74			2.74	6.43	50%	3.22	3.22	8.82
Ice Skating Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.60
Miniature Golf Course	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.92
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.79
<b>INSTITUTIONAL</b>											
Church	560	1,000 SF GFA	0.55			0.55	4.20	50%	2.10	2.10	1.16
Day Care Center	565	1,000 SF GFA	12.34	44%	B	6.91	4.20	50%	2.10	2.10	14.51
Primary/Middle School (1-8)	522	Students	0.16			0.16	4.20	50%	2.10	2.10	0.34
High School	530	Students	0.13			0.13	4.20	50%	2.10	2.10	0.27
Junior / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.17			0.17	4.20	50%	2.10	2.10	0.36
<b>MEDICAL</b>											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.58
Hospital	610	1,000 SF GFA	0.93			0.93	7.55	50%	3.78	3.78	3.52
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	4.72	30%	B	3.30	7.55	50%	3.78	3.78	12.47
<b>OFFICE</b>											
Corporate Headquarters Building	714	1,000 SF GFA	1.41			1.41	10.92	50%	5.46	5.46	7.70
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	5.46	8.14
Medical-Dental Office Building	720	1,000 SF GFA	3.57			3.57	10.92	50%	5.46	5.46	19.49
Single Tenant Office Building	715	1,000 SF GFA	1.74			1.74	10.92	50%	5.46	5.46	9.50
Office Park	750	1,000 SF GFA	1.48			1.48	10.92	50%	5.46	5.46	8.08

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (August 2014)

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

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

Table 2.13 Land Use / Vehicle-Mile Equivalency Table (LUVMET) (Continued)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
<b>COMMERCIAL</b>											
<b>Automobile Related</b>											
Automobile Care Center	942	1,000 SF Occ. GLA	3.11	40%	B	1.87	6.43	50%	3.22	3.22	6.02
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.22	10.98
Gasoline/Service Station	944	Vehicle Fueling Position	13.87	42%	A	8.04	1.20	50%	0.60	0.60	4.82
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	13.51	56%	B	5.94	1.20	50%	0.60	0.60	3.56
Gasoline/Service Station w/ Conv Market and Car Wash	946	Vehicle Fueling Position	13.86	56%	A	6.10	1.20	50%	0.60	0.60	3.66
New Car Sales	841	1,000 SF GFA	2.62	20%	B	2.10	6.43	50%	3.22	3.22	6.76
Quick Lubrication Vehicle Shop	941	Servicing Positions	5.19	40%	B	3.11	6.43	50%	3.22	3.22	10.01
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Tire Store	848	1,000 SF GFA	4.15	28%	A	2.99	6.43	50%	3.22	3.22	9.63
<b>Dining</b>											
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	32.65	50%	A	16.33	4.79	50%	2.40	2.40	39.19
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	26.15	50%	B	13.08	4.79	50%	2.40	2.40	31.39
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.85	43%	A	5.61	4.79	50%	2.40	2.40	13.46
Quality Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.06
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	42.80	70%	A	12.84	4.79	50%	2.40	2.40	30.82
<b>Other Retail</b>											
Free-Standing Discount Store	815	1,000 SF GFA	4.98	30%	C	3.49	6.43	50%	3.22	3.22	11.24
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	6.43	50%	3.22	3.22	15.65
Home Improvement Superstore	862	1,000 SF GFA	2.33	48%	A	1.21	6.43	50%	3.22	3.22	3.90
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.40	53%	A	3.95	6.43	50%	3.22	3.22	12.72
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	9.91	49%	A	5.05	6.43	50%	3.22	3.22	16.26
Shopping Center	820	1,000 SF GFA	3.71	34%	A	2.45	6.43	50%	3.22	3.22	7.89
Supermarket	850	1,000 SF GFA	9.48	36%	A	6.07	6.43	50%	3.22	3.22	19.55
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.22	11.24
Department Store	875	1,000 SF GFA	1.87	30%	B	1.31	6.43	50%	3.22	3.22	4.22
<b>SERVICES</b>											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	3.39	50%	1.70	1.70	12.38
Drive-In Bank	912	Drive-in Lanes	33.24	47%	A	17.62	3.39	50%	1.70	1.70	29.95
Hair Salon	918	1,000 SF GFA	1.45	30%	B	1.02	3.39	50%	1.70	1.70	1.73

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (August 2014)

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

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

**Table 2.14 Land Use / Vehicle-Mile Equivalency Table (LUVMET) Descriptions**

Land Use Category	IIE Land Use Code	Land Use Description	Development Unit
<b>PORT AND TERMINAL</b>			
Truck Terminal	030	Facilities where goods are transferred between trucks, between trucks and railroads, or between trucks and ports.	Acre
<b>INDUSTRIAL</b>			
General Light Industrial (Default Basic Land Use)	110	Emphasis on activities other than manufacturing and typically have minimal office space. This category represents the default Basic land use.	1,000 SF GFA
General Heavy Industrial	120	Have a high number of employees per industrial plant and are generally limited to the manufacturing of large items.	1,000 SF GFA
Industrial Park	130	Contain a number of industrial or related facilities; characterized by a mix of manufacturing, service, and warehouse facilities.	1,000 SF GFA
Warehousing	150	Primarily devoted to the storage of materials, but they may also include office and maintenance areas.	1,000 SF GFA
Mini-Warehouse	151	Facilities with a number of storage units or vaults rented for the storage of goods; each unit is physically operated from other units and access is usually provided through an overhead door or other common access point.	1,000 SF GFA
<b>RESIDENTIAL</b>			
Single-Family Detached Housing	210	Includes all single-family detached homes on individual lots; a typical site surveyed is a suburban subdivision.	Dwelling Unit
Apartment/Multi-family	220	Rental dwelling units located within the same building with at least 3 other dwelling units.	Dwelling Unit
Residential Condominium/Townhome	230	Single-family ownership units that have at least one other owned unit within the same building structure.	Dwelling Unit
Senior Adult Housing-Detached	251	Detached independent living developments including retirement communities and age-restricted housing.	Dwelling Unit
Senior Adult Housing-Attached	252	Attached independent living developments including retirement communities and age-restricted housing.	Dwelling Unit
Assisted Living	254	Residential settings that provide either routine generally protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons.	Beds
<b>LODGING</b>			
Hotel	310	Lodging facilities that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities and/or other service shops.	Room
Motel / Other Lodging Facilities	320	Lodging facilities that provide sleeping accommodations and often a restaurants; generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities.	Room
<b>RECREATIONAL</b>			
Golf Driving Range	432	Outdoor facilities containing driving tees for golfers to practice; may also provide individual or small group lessons; may have pro shops and/or small refreshment facilities.	Tee
Golf Course	430	Include 9-, 18-, 27- and 36-hole municipal courses; sites may also have driving ranges and clubhouses with a pro shop, restaurant, lounge and banquet facilities.	Acre
Recreational Community Center	495	Category includes racquetball clubs, fitness/health clubs, can include facilities such as YMCA's.	1,000 SF GFA
Ice Skating Rink	465	Stand-alone facilities used for ice-skating-oriented sports and entertainment activities; may contain limited spectator seating, refreshment areas, locker rooms and arcades.	1,000 SF GFA
Miniature Golf Course	431	One or more individual putting courses; category should not be used when part of a larger entertainment center (with batting cages, video game centers, etc.).	Hole
Multiplex Movie Theater	445	Consists of audience seating, a minimum of 10 screens, a lobby and a refreshment area; generally has one or more of the following amenities: digital sound, tiered stadium seating and movable or expandable walls.	Screens
Racquet / Tennis Club	491	Privately owned facilities that primarily cater to racquet sports (tennis, racquetball, or squash – indoor or outdoor); may include swimming pools, saunas, weight rooms, snack bars, and retail stores.	Court
<b>INSTITUTIONAL</b>			
Church	560	A building in which public worship services are held; houses an assembly hall or sanctuary; it may also house meeting rooms, classrooms and, occasionally, dining, catering or party facilities.	1,000 SF GFA
Day Care Center	565	Facilities where care for preschool age children is provided, normally during the daytime hours; generally include classrooms, offices, eating areas and playgrounds; may provide after-school care for school-aged children.	1,000 SF GFA
Primary/Middle School (1-8)	522	A middle or junior high school serve students who have completed elementary school and have not yet entered high school; both public and private schools are included in this land use.	Students
High School	530	High schools serve students who have completed middle or junior high school; both public and private high schools are included in this land use.	Students
Junior / Community College	540	This land use includes two-year junior, community, or technical colleges; commonly two-year institutions have sizable evening programs.	Students
University / College	550	This land use includes four-year universities or colleges that may or may not offer graduate programs.	Students
<b>MEDICAL</b>			
Clinic	630	Any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care; commonly have lab facilities, supporting pharmacies and a wide range of services.	1,000 SF GFA
Hospital	610	Any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients.	1,000 SF GFA
Nursing Home	620	Any facility whose primary function is to provide care for persons who are unable to care for themselves; occupied by residents who do little or no driving; traffic is primarily generated by employees, visitors or deliveries.	Beds
Animal Hospital/Veterinary Clinic	640	A facility that specialized in the care and treatment of animals.	1,000 SF GFA

**Table 2.14 Land Use / Vehicle-Mile Equivalency Table (LUMMET) Descriptions (Continued)**

Land Use Category	ITE Land Use Code	Land Use Description	Development Unit
<b>OFFICE</b>			
Corporate Headquarters Building	714	Single tenant office building that houses the corporate headquarters of a company or organization, which generally consists of offices, meeting rooms, space for file storage and data processing, a restaurant or cafeteria and other service functions.	1,000 SF GFA
General Office Building (Default Service Land Use)	710	Offices buildings which house multiple tenants. This category represents the default Service land use.	1,000 SF GFA
Medical-Dental Office Building	720	Multi-tenant building that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care; One or more private physicians or dentists generally occupy.	1,000 SF GFA
Single Tenant Office Building	715	Contains offices, meeting rooms, and space for file storage and data processing of a single business or company and possibly other service functions.	1,000 SF GFA
Office Park	750	Usually suburban subdivisions or planned unit developments containing general office buildings and support services, such as banks, restaurants and service stations, arranged in a park or campus-like atmosphere	1,000 SF GFA
<b>COMMERCIAL</b>			
<b>Automobile Related</b>			
Automobile Care Center	942	Houses numerous businesses that provide automobile related services, such as repair and servicing, stereo installation and seat cover upholstery.	1,000 SF Occ. GLA
Automobile Parts Sales	843	Facilities in the sale of automobile parts for maintenance and repair; are not equipped for on-site vehicle repair.	1,000 SF GFA
Gasoline/Service Station	944	Gasoline sales without convenience store or car wash; may include repair.	Vehicle Fueling Position
Gasoline/Service Station w/ Conv Market	945	Gasoline sales with convenience store where the primary business is gasoline sales.	Vehicle Fueling Position
Gasoline/Service Station w/ Conv Market and Car Wash	946	Gasoline sales with convenience store and car wash where the primary business is gasoline sales.	Vehicle Fueling Position
New Car Sales	841	New car dealerships, typically with automobile servicing, part sales and used car sales.	1,000 SF GFA
Quick Lubrication Vehicle Shop	941	Primary activity is to perform oil change and fluid/filter changes with other repair services not provided.	Servicing Positions
Self-Service Car Wash	947	Facilities that allows manual cleaning of vehicles by providing stalls to park and wash vehicles.	Stall
Tire Store	848	Primary business is the sale and marketing of tires for automotive vehicles; usually do not have large storage or warehouse area	1,000 SF GFA
<b>Dining</b>			
Fast Food Restaurant with Drive-Thru Window	934	High turnover fast food restaurant for carry-out and eat-in costumers with a drive-thru window.	1,000 SF GFA
Fast Food Restaurant without Drive-Thru Window	933	High turnover fast food restaurant for carry-out and eat-in costumers without a drive-thru window.	1,000 SF GFA
High Turnover (Sit-Down) Restaurant	932	Restaurant with a turnover rate less than one hour, typically includes moderately-priced chain restaurants.	1,000 SF GFA
Quality Restaurant	931	Restaurants with turnover rates of one hour or longer; typically require reservations.	1,000 SF GFA
Coffee/Donut Shop with Drive-Thru Window	937	Includes a single-tenant coffee and donut restaurant with drive in-windows. In addition, sites may sell newspapers, music CDs and books.	1,000 SF GFA
<b>Other Retail</b>			
Free-Standing Discount Store	815	Free standing stores that do contain a full service grocery department and sell products that are advertised at discount prices; typically maintain long hours 7 days a week.	1,000 SF GFA
Nursery (Garden Center)	817	Free standing building with an outside storage area for planting or landscaping stock; may include large greenhouses or offer landscaping services.	1,000 SF GFA
Home Improvement Superstore	862	Free-standing facilities that specialize in the sale of home improvement merchandise; this category does not include interior design stores.	1,000 SF GFA
Pharmacy/Drugstore w/o Drive-Thru Window	880	Retail facilities that primarily sell prescription or non-prescription drugs; may sell other goods such as cosmetics, person care products, limit good products and general merchandise; this category does not contain drive-through windows.	1,000 SF GFA
Pharmacy/Drugstore w/ Drive-Thru Window	881	Retail facilities that primarily sell prescription or non-prescription drugs; may sell other goods such as cosmetics, person care products, limit good products and general merchandise; this category contains drive-through windows.	1,000 SF GFA
Shopping Center (Default Retail Land Use)	820	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit. This category represents the default Retail land use.	1,000 SF GFA
Supermarket	850	Free standing retail stores selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items; may include photo, pharmacies, video rental and/or ATMs.	1,000 SF GFA
Toy/Children's Superstore	864	Free standing facilities that specialize in the sale of child-oriented merchandise; typically maintain long hours 7 days a week.	1,000 SF GFA
Department Store	875	Free standing facilities that specialize in the sale of a wide range of products including apparel, footwear, home products, bedding and linens, luggage, jewelry and accessories; typically maintain long hours and are open 7 days a week.	1,000 SF GFA
<b>SERVICES</b>			
Walk-In Bank	911	Generally free-standing buildings with their own parking lots; do not have drive-in lanes but usually contain non-drive-through ATMs.	1,000 SF GFA
Drive-In Bank	912	Provide banking facilities for motorists who conduct financial transactions from their vehicles and many serve patrons who walk into the building.	Drive-in Lanes
Hair Salon	918	Facilities that specialize in cosmetic and beauty services including hair cutting and styling, skin and nail care, and message therapy; may also include spa facilities.	1,000 SF GFA

## 2.6 SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable roadway impact fee calculations.

### Example 1:

- **Development Type - One (1) Unit of Single-Family Housing in Service Area A**

<b>Roadway Impact Fee Calculation Steps – Example 1</b>	
<b>Step 1</b>	<b>Determine Development Unit and Vehicle-Miles Per Development Unit</b>
	<i>From Table 2.13 [Land Use – Vehicle Mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 6.00
<b>Step 2</b>	<b>Determine Maximum Assessable Impact Fee Per Service Unit</b>
	<i>From Table 2.12, Line 12 [Maximum Assessable Fee Per Service Unit]</i> Maximum Fee for City of Mesquite (Service Area A): \$1,097/ vehicle-mile
<b>Step 3</b>	<b>Determine Maximum Assessable Impact Fee</b>
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit
	Impact Fee = 1 * 6.00 * \$1,097
	Maximum Assessable Impact Fee = \$6,582

### Example 2:

- **Development Type – 125,000 square foot Home Improvement Superstore in Service Area B**

<b>Roadway Impact Fee Calculation Steps – Example 2</b>	
<b>Step 1</b>	<b>Determine Development Unit and Vehicle-Miles Per Development Unit</b>
	<i>From Table 2.13 [Land Use – Vehicle Mile Equivalency Table]</i> Development Type: 125,000 square feet of Home Improvement Superstore Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 3.90
<b>Step 2</b>	<b>Determine Maximum Assessable Impact Fee Per Service Unit</b>
	<i>From Table 2.12, Line 12 [Maximum Assessable Fee Per Service Unit]</i> Maximum Fee for City of Mesquite (Service Area B): \$976 / vehicle-mile
<b>Step 3</b>	<b>Determine Maximum Assessable Impact Fee</b>
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit
	Impact Fee = 125 * 3.90 * \$976
	Maximum Assessable Impact Fee = \$475,800

## 2.7 CONCLUSION

The City of Mesquite has established a process to implement the assessment and collection of roadway impact fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the maximum allowable roadway impact fee that could be assessed by the City of Mesquite. The maximum assessable roadway impact fee calculated in this report is **\$1,097** for Service Area A, **\$976** for Service Area B, and **\$891** for Service Area C (from **Table 2.12**). This maximum impact fee value should replace the values from the 2015 Roadway Impact Fee Study. Note the Council elected to adopt a value of \$518 / vehicle-mile for residential land uses and \$259 / vehicle-mile for non-residential land uses. These adopted values are all below the newly calculated values.

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

In conclusion, it is our opinion that the data and methodology used in this update are appropriate and consistent with Chapter 395 of the Texas Local Government Code for a minor update. Furthermore, the Land Use Assumptions and the proposed Capital Improvement Plan are appropriately incorporated into the process. We recommend that a full update to all service areas and assumptions be reevaluated at the five-year mark of the original study (May 8, 2015).

## **APPENDICES**

- A. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS**
  - B. ROADWAY IMPACT FEE CIP SERVICE UNITS OF SUPPLY**
  - C. EXISTING ROADWAY FACILITIES INVENTORY**
  - D. LAND USE ASSUMPTIONS FOR IMPACT FEES STUDY**
  - E. 2003 SERVICE AREAS**
-

**Appendix A – Conceptual Level Project Cost Projections**

## City of Mesquite - 2015 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees  
Summary of Conceptual Level Project Cost Projections

### Roadway Improvements - Service Area A

#	Class	Project	Limits	Percent in Service Area	Project Cost	Total Cost in Service Area
A-1	S4-80	Republic Pkwy	Columbia Pkwy to Northwest Dr	100%	\$ 1,351,000	\$ 1,351,000
A-2	S4	Franklin Dr (1)	Towne Center Dr to Tripp Rd	100%	\$ 3,155,000	\$ 3,155,000
A-3	C3	Franklin Dr (2)	Tripp Rd to US 80 WBFR	100%	\$ 732,000	\$ 732,000
A-4	C3	Tripp Rd (1)	US 80 WBFR to Franklin Dr	100%	\$ 762,000	\$ 762,000
A-5	S4	Tripp Rd (2)	Franklin Dr to 445' East of Creighton Dr	100%	\$ 843,000	\$ 843,000
A-6	A6-100 (1/3)	Big Town Blvd	Samuell Blvd to 995' North of Forney Rd (West City Limits)	100%	\$ 1,431,000	\$ 1,431,000
A-7	A6-100 (1/3)	S Town East Blvd	Innovative Way to 395' North of Military Pkwy	100%	\$ 631,000	\$ 631,000
A-8	C3	Range Dr	N Galloway Ave to 210' North of Liberty Ln	100%	\$ 1,164,000	\$ 1,164,000
A-9, B-23	S4-80	N Galloway Ave	E Kearney St to E Main St	50%	\$ 1,264,000	\$ 632,000
A-10	A6-100	Gus Thomasson Rd	US 80 WBFR to Motley Dr	100%	\$ 1,100,000	\$ 1,100,000
A-11	S4	Tripp Rd (3)	N Galloway Ave to Beltline Rd	100%	\$ 10,776,210	\$ 10,776,210
<b>Intersection Improvements</b>						
I-1		Interchange Improvements	N Town East Blvd & US 635 / Town Centre Dr & US 635 / S Town East Blvd & US 80	100%	\$ 460,959	\$ 460,959
I-2		Fiber Improvement	Citywide	33.33%	\$ 76,278	\$ 25,424
<b>TOTAL</b>					<b>\$ 23,746,447</b>	<b>\$ 23,063,592</b>

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-1</b>
<b>Name:</b>	Republic Pkwy	<b>This project consists of the construction of a new four-lane divided secondary thoroughfare extension of Republic Pkwy.</b>		
<b>Limits:</b>	Columbia Pkwy to Northwest Dr			
<b>Impact Fee Class:</b>	S4-80			
<b>Ultimate Class:</b>	4-Lane Divided Secondary Road			
<b>Length (lf):</b>	1,440			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>						
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>	
106	Unclassified Street Excavation	4,320	cy	\$ 9.25	\$ 39,960	
206	8" Lime Stabilization (with Lime @ 44#/sy)	8,640	sy	\$ 5.00	\$ 43,200	
306	10" Concrete Pavement w/ 6" Curb	8,000	sy	\$ 48.00	\$ 384,000	
406	4" Topsoil	3,520	sy	\$ 3.50	\$ 12,320	
506	4' Concrete Sidewalk	11,520	sf	\$ 4.00	\$ 46,080	
606	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -	
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 525,560</b>	
<b>Major Construction Component Allowances**:</b>						
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>			
Traffic Control	None Anticipated	0%	\$	-		
√ Pavement Markings/Markers	Standard Internal System	3%	\$	15,767		
√ Roadway Drainage		30%	\$	157,668		
√ Illumination		6%	\$	31,534		
Special Drainage Structures	None Anticipated	0%	\$	-		
√ Water	Minor Adjustments	5%	\$	26,278		
√ Sewer	Minor Adjustments	2%	\$	10,511		
√ Establish Turf / Erosion Control		2%	\$	10,511		
√ Basic Landscaping		3%	\$	15,767		
Other:		\$0	\$	-		
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal:</b>	<b>\$ 268,036</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 793,596</b>	
<b>Construction Contingency:</b>					<b>15%</b>	<b>\$ 119,039</b>
<b>Mobilization:</b>					<b>5%</b>	<b>\$ 39,680</b>
<b>Prep ROW:</b>					<b>1%</b>	<b>\$ 7,936</b>
<b>Construction Cost TOTAL:</b>					<b>\$</b>	<b>913,000</b>

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	<b>\$ 913,000</b>
<b>Engineering/Survey/Testing:</b>		18%	<b>\$ 164,340</b>
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	New Roadway Alignment	30%	<b>\$ 273,900</b>
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,351,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-2</b>
<b>Name:</b>	Franklin Dr (1)	<b>This project consists of the reconstruction of Franklin Dr as a four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	Towne Center Dr to Tripp Rd			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	3,745			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	10,611	cy	\$ 9.25	\$ 98,150
208	8" Lime Stabilization (with Lime @ 44#/sy)	21,222	sy	\$ 5.00	\$ 106,108
308	10" Concrete Pavement w/ 6" Curb	20,389	sy	\$ 48.00	\$ 978,693
408	4" Topsoil	5,409	sy	\$ 3.50	\$ 18,933
508	4' Concrete Sidewalk	29,960	sf	\$ 4.00	\$ 119,840
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,321,725</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	66,086	
√ Pavement Markings/Markers		3%	\$	39,652	
√ Roadway Drainage	Standard Internal System	30%	\$	396,517	
√ Illumination		6%	\$	79,303	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	66,086	
√ Sewer	Minor Adjustments	2%	\$	26,434	
√ Establish Turf / Erosion Control		2%	\$	26,434	
√ Basic Landscaping		3%	\$	39,652	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 740,166</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 2,061,891</b>
<b>Construction Contingency:</b>					<b>15% \$ 309,284</b>
<b>Mobilization:</b>					<b>5% \$ 103,095</b>
<b>Prep ROW:</b>					<b>1% \$ 20,619</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 2,372,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 2,372,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 426,960
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 355,800
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 3,155,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-3</b>
<b>Name:</b>	Franklin Dr (2)	<b>This project consists of the reconstruction of Franklin Dr as a three-lane undivided collector thoroughfare.</b>		
<b>Limits:</b>	Tripp Rd to US 80 WBFR			
<b>Impact Fee Class:</b>	C3			
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane			
<b>Length (lf):</b>	1,190			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
109	Unclassified Street Excavation	3,239	cy	\$ 9.25	\$ 29,965	
209	6" Lime Stabilization (with Lime @ 33#/sy)	5,157	sy	\$ 5.00	\$ 25,783	
309	6" Concrete Pavement w/ 6" Curb	4,892	sy	\$ 42.00	\$ 205,473	
409	4" Topsoil	1,983	sy	\$ 3.50	\$ 6,942	
509	4' Concrete Sidewalk	9,520	sf	\$ 4.00	\$ 38,080	
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -	
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 306,243</b>	
<b>Major Construction Component Allowances**:</b>						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	5%	\$	15,312		
√ Pavement Markings/Markers		3%	\$	9,187		
√ Roadway Drainage	Standard Internal System	30%	\$	91,873		
√ Illumination		6%	\$	18,375		
Special Drainage Structures	None Anticipated	0%	\$	-		
√ Water	Minor Adjustments	5%	\$	15,312		
√ Sewer	Minor Adjustments	2%	\$	6,125		
√ Establish Turf / Erosion Control		2%	\$	6,125		
√ Basic Landscaping		3%	\$	9,187		
Other:		\$0	\$	-		
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal:</b>	<b>\$ 171,496</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 477,739</b>	
<b>Construction Contingency:</b>					<b>15%</b>	<b>\$ 71,661</b>
<b>Mobilization:</b>					<b>5%</b>	<b>\$ 23,887</b>
<b>Prep ROW:</b>					<b>1%</b>	<b>\$ 4,777</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 550,000</b>	

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	<b>\$ 550,000</b>
<b>Engineering/Survey/Testing:</b>		18%	<b>\$ 99,000</b>
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	<b>\$ 82,500</b>
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 732,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
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Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-4</b>
<b>Name:</b>	Tripp Rd (1)	<b>This project consists of the reconstruction of Tripp Rd as a three-lane undivided collector thoroughfare.</b>		
<b>Limits:</b>	US 80 WBFR to Franklin Dr			
<b>Impact Fee Class:</b>	C3			
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane			
<b>Length (lf):</b>	1,240			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	3,376	cy	\$ 9.25	\$ 31,224
209	6" Lime Stabilization (with Lime @ 33#/sy)	5,373	sy	\$ 5.00	\$ 26,867
309	6" Concrete Pavement w/ 6" Curb	5,098	sy	\$ 42.00	\$ 214,107
409	4" Topsoil	2,067	sy	\$ 3.50	\$ 7,233
509	4' Concrete Sidewalk	9,920	sf	\$ 4.00	\$ 39,680
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 319,111</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	15,956	
√ Pavement Markings/Markers		3%	\$	9,573	
√ Roadway Drainage	Standard Internal System	30%	\$	95,733	
√ Illumination		6%	\$	19,147	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	15,956	
√ Sewer	Minor Adjustments	2%	\$	6,382	
√ Establish Turf / Erosion Control		2%	\$	6,382	
√ Basic Landscaping		3%	\$	9,573	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Allowance Subtotal:</b>					<b>\$ 178,702</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 497,812</b>
<b>Construction Contingency:</b>					<b>15% \$ 74,672</b>
<b>Mobilization:</b>					<b>5% \$ 24,891</b>
<b>Prep ROW:</b>					<b>1% \$ 4,978</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 573,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 573,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 103,140
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 85,950
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 762,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-5</b>
<b>Name:</b>	Tripp Rd (2)	<b>This project consists of the reconstruction of Tripp Rd as a four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	Franklin Dr to 445' East of Creighton Dr			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	1,000			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	2,833	cy	\$ 9.25	\$ 26,208
208	8" Lime Stabilization (with Lime @ 44#/sy)	5,667	sy	\$ 5.00	\$ 28,333
308	10" Concrete Pavement w/ 6" Curb	5,444	sy	\$ 48.00	\$ 261,333
408	4" Topsoil	1,444	sy	\$ 3.50	\$ 5,056
508	4' Concrete Sidewalk	8,000	sf	\$ 4.00	\$ 32,000
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 352,931</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	17,647	
√ Pavement Markings/Markers		3%	\$	10,588	
√ Roadway Drainage	Standard Internal System	30%	\$	105,879	
√ Illumination		6%	\$	21,176	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	17,647	
√ Sewer	Minor Adjustments	2%	\$	7,059	
√ Establish Turf / Erosion Control		2%	\$	7,059	
√ Basic Landscaping		3%	\$	10,588	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 197,641</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 550,572</b>
<b>Construction Contingency:</b>					<b>15% \$ 82,586</b>
<b>Mobilization:</b>					<b>5% \$ 27,529</b>
<b>Prep ROW:</b>					<b>1% \$ 5,506</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 634,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	<b>\$ 634,000</b>
<b>Engineering/Survey/Testing:</b>		18%	\$ 114,120
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 95,100
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 843,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-6</b>
<b>Name:</b>	Big Town Blvd	<b>This project consists of the construction of two additional lanes in the existing median of this future six-lane major thoroughfare.</b>		
<b>Limits:</b>	Samuell Blvd to 995' North of Forney Rd (West City Limits)			
<b>Impact Fee Class:</b>	A6-100 (1/3)			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	4,515			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>					
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>
110	Unclassified Street Excavation	7,023	cy	\$ 9.25	\$ 64,966
210	8" Lime Stabilization (with Lime @ 44#/sy)	14,047	sy	\$ 5.00	\$ 70,233
310	10" Concrete Pavement w/ 6" Curb	12,040	sy	\$ 48.00	\$ 577,920
410	4" Topsoil	0	sy	\$ 3.50	\$ -
510	4' Concrete Sidewalk	0	sf	\$ 4.00	\$ -
610	Turn Lanes and Median Openings	3,264	sy	\$ 53.00	\$ 172,990
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 886,110</b>
<b>Major Construction Component Allowances**:</b>					
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	44,305	
√ Pavement Markings/Markers		3%	\$	26,583	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Illumination		6%	\$	53,167	
Special Drainage Structures	None Anticipated	0%	\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	17,722	
√ Basic Landscaping		3%	\$	26,583	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 168,361</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,054,470</b>
<b>Construction Contingency: 15%</b>					<b>\$ 158,171</b>
<b>Mobilization: 5%</b>					<b>\$ 52,724</b>
<b>Prep ROW: 1%</b>					<b>\$ 10,545</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,213,000</b>

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	\$ 1,213,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 218,340
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	No ROW Acquisition Costs included	0%	\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,431,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-7</b>
<b>Name:</b>	S Town East Blvd	<b>This project consists of the construction of two additional lanes in the existing median of this future six-lane major thoroughfare.</b>		
<b>Limits:</b>	Innovative Way to 395' North of Military Pkwy			
<b>Impact Fee Class:</b>	A6-100 (1/3)			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	1,990			
<b>Service Area(s):</b>	A			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	3,096	cy	\$ 9.25	\$ 28,634
210	8" Lime Stabilization (with Lime @ 44#/sy)	6,191	sy	\$ 5.00	\$ 30,956
310	10" Concrete Pavement w/ 6" Curb	5,307	sy	\$ 48.00	\$ 254,720
410	4" Topsoil	0	sy	\$ 3.50	\$ -
510	4' Concrete Sidewalk	0	sf	\$ 4.00	\$ -
610	Turn Lanes and Median Openings	1,439	sy	\$ 53.00	\$ 76,246
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 390,555</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	19,528	
√ Pavement Markings/Markers		3%	\$	11,717	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Illumination		6%	\$	23,433	
Special Drainage Structures	None Anticipated	0%	\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	7,811	
√ Basic Landscaping		3%	\$	11,717	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>				<b>Allowance Subtotal:</b>	<b>\$ 74,206</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 464,761</b>
<b>Construction Contingency:</b>					<b>15% \$ 69,714</b>
<b>Mobilization:</b>					<b>5% \$ 23,238</b>
<b>Prep ROW:</b>					<b>1% \$ 4,648</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 535,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 535,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 96,300
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	No ROW Acquisition Costs included	0%	\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 631,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

Project Information:		Description:	Project No.	A-8
Name:	Range Dr	<b>This project consists of the reconstruction of Range Dr as a three-lane undivided collector thoroughfare.</b>		
Limits:	N Galloway Ave to 210' North of Liberty Ln			
Impact Fee Class:	C3			
Ultimate Class:	2-Lane Collector Road with Center Turn Lane			
Length (lf):	1,895			
Service Area(s):	A			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	5,159	cy	\$ 9.25	\$ 47,717
209	6" Lime Stabilization (with Lime @ 33#/sy)	8,212	sy	\$ 5.00	\$ 41,058
309	6" Concrete Pavement w/ 6" Curb	7,791	sy	\$ 42.00	\$ 327,203
409	4" Topsoil	3,158	sy	\$ 3.50	\$ 11,054
509	4' Concrete Sidewalk	15,160	sf	\$ 4.00	\$ 60,640
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 487,673</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	24,384	
√ Pavement Markings/Markers		3%	\$	14,630	
√ Roadway Drainage	Standard Internal System	30%	\$	146,302	
√ Illumination		6%	\$	29,260	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	24,384	
√ Sewer	Minor Adjustments	2%	\$	9,753	
√ Establish Turf / Erosion Control		2%	\$	9,753	
√ Basic Landscaping		3%	\$	14,630	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>				<b>Allowance Subtotal:</b>	<b>\$ 273,097</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 760,770</b>
<b>Construction Contingency:</b>					<b>15%</b> \$ 114,115
<b>Mobilization:</b>					<b>5%</b> \$ 38,038
<b>Prep ROW:</b>					<b>1%</b> \$ 7,608
<b>Construction Cost TOTAL:</b>					<b>\$ 875,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 875,000
Engineering/Survey/Testing:		18%	\$ 157,500
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 131,250
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,164,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
Name:	N Galloway Ave	<b>This project consists of the reconstruction of N Galloway Ave as a divided secondary thoroughfare.</b>	<b>A-9, B-23</b>
Limits:	E Kearney St to E Main St		
Impact Fee Class:	S4-80		
Ultimate Class:	4-Lane Divided Secondary Road		
Length (lf):	1,450		
Service Area(s):	A, B		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	4,350	cy	\$ 9.25	\$ 40,238
208	8" Lime Stabilization (with Lime @ 44#/sy)	8,700	sy	\$ 5.00	\$ 43,500
308	10" Concrete Pavement w/ 6" Curb	8,056	sy	\$ 48.00	\$ 386,667
408	4" Topsoil	3,544	sy	\$ 3.50	\$ 12,406
508	4' Concrete Sidewalk	11,600	sf	\$ 4.00	\$ 46,400
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 529,210</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	26,460	
√ Pavement Markings/Markers		3%	\$	15,876	
√ Roadway Drainage	Standard Internal System	30%	\$	158,763	
√ Illumination		6%	\$	31,753	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	26,460	
√ Sewer	Minor Adjustments	2%	\$	10,584	
√ Establish Turf / Erosion Control		2%	\$	10,584	
√ Basic Landscaping		3%	\$	15,876	
Other:		\$0	\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>296,357</b>	
<b>Paving and Allowance Subtotal:</b>			<b>\$</b>	<b>825,567</b>	
<b>Construction Contingency:</b>			<b>15%</b>	<b>\$</b>	<b>123,835</b>
<b>Mobilization:</b>			<b>5%</b>	<b>\$</b>	<b>41,278</b>
<b>Prep ROW:</b>			<b>1%</b>	<b>\$</b>	<b>8,256</b>
<b>Construction Cost TOTAL:</b>			<b>\$</b>	<b>950,000</b>	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 950,000
Engineering/Survey/Testing:		18%	\$ 171,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 142,500
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,264,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-10</b>
<b>Name:</b>	Gus Thomasson Rd	<b>This project consists of the widening of Gus Thomasson Rd which is currently under design. Based on the preliminary design the estimated total project cost is \$1,100,000, all of which was contributed by the City.</b>		
<b>Limits:</b>	US 80 WBFR to Motley Dr			
<b>Impact Fee Class:</b>	A6-100			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	880			
<b>Service Area(s):</b>	A			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 1,100,000
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,100,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>A-11</b>
<b>Name:</b>	Tripp Rd (3)	<b>This completed project consisted of the construction of a four-lane undivided secondary thoroughfare. The total project cost is \$10,776,210, all of which was contributed by the City.</b>		
<b>Limits:</b>	N Galloway Ave to Beltline Rd			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	4,935			
<b>Service Area(s):</b>	A			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 9,437,231
<b>Engineering/Survey/Testing</b>			\$ 434,000
<b>Inspection</b>			\$ 754,979
<b>ROW/Easement Acquisition:</b>			\$ 150,000
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 10,776,210</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>I-1</b>
<b>Name:</b>	Interchange Improvements	<b>This completed project consisted of the construction three interchanges in the City of Mesquite. Based on information provided by the City of Mesquite, \$5,761,984.12 was the City's contribution for these interchanges. \$1,606,286.38 was total interest paid on the State Infrastructure Bank Loan and \$4,155,697.74 was for Engineering and Right-of-Way.</b>		
<b>Limits:</b>	N Town East Blvd & US 635 / Town Centre Dr & US 635 / S Town East Blvd & US 80			
<b>Impact Fee Class:</b>				
<b>Ultimate Class:</b>				
<b>Length (lf):</b>				
<b>Service Area(s):</b>	A			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 5,761,984
<b>Percent for Growth</b>	8.0%		
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 460,959</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>I-2</b>
<b>Name:</b>	Fiber Improvement	<b>This completed project consisted of the construction of the fiber/traffic management center in the City of Mesquite. Based on information provided by the City of Mesquite, \$4,990,187.18 was the total cost for this project. \$953,477.44 was the City's contribution for this project.</b>		
<b>Limits:</b>	Citywide			
<b>Impact Fee Class:</b>				
<b>Ultimate Class:</b>				
<b>Length (lf):</b>				
<b>Service Area(s):</b>	A, B, C			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 953,477
<b>Percent for Growth</b>	8.0%		
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 76,278</b>

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City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)

Capital Improvements Plan for Roadway Impact Fees  
Summary of Conceptual Level Project Cost Projections

**Roadway Improvements - Service Area B**

#	Class	Project	Limits	Percent in Service Area	Project Cost	Project Cost in Service Area
B-1	S4	S Sam Houston Rd	515' North of Liverpool Dr to 210' South of Robinhood Blvd	100%	\$ 1,748,000	\$ 1,748,000
B-2	S4	S4 Connector A	Sam Houston Rd to W Bruton Rd	100%	\$ 944,000	\$ 944,000
B-3	A6-100 (1/2)	S Peachtree Rd (1)	Scyene Rd to Stadium Dr/Bridger Dr	100%	\$ 1,140,000	\$ 1,140,000
B-4	S4	S Peachtree Rd (2)	Stadium Dr to W Bruton Rd	100%	\$ 4,346,000	\$ 4,346,000
B-5	A6-100	W Bruton Rd (1)	470' West of Betty Ann Ln (West City Limits) to Rodeo Center Blvd	50%	\$ 6,759,000	\$ 3,379,500
B-6	A6-100 (1/3)	W Bruton Rd (2)	Rodeo Center Blvd to IH 635 SBFR	100%	\$ 788,000	\$ 788,000
B-7	C3	S Walker St	Holley Park Dr to New Market Rd	100%	\$ 1,572,000	\$ 1,572,000
B-8	C3	Newsom Rd	Pioneer Rd to Parkwood Trl	100%	\$ 2,616,000	\$ 2,616,000
B-9	C3	Paiza Dr	S Belt Line Rd to Wilkinson Dr	100%	\$ 826,000	\$ 826,000
B-10	C3	Wilkinson Dr	Paiza Dr to Sierra Dr	100%	\$ 497,000	\$ 497,000
B-11	C3	Sierra Dr	Wilkinson Dr to Pioneer Rd	100%	\$ 1,628,000	\$ 1,628,000
B-12	C3	Eulane Dr	Cordia Dr to Rutherford Dr	100%	\$ 741,000	\$ 741,000
B-13	C3	Mesquite Valley Rd (1)	Eulane Dr to San Simeon Dr	100%	\$ 1,244,000	\$ 1,244,000
B-14	S4	Mesquite Valley Rd (2)	San Simeon Dr to Cantura Dr	100%	\$ 435,000	\$ 435,000
B-15	S4	Mesquite Valley Rd (3)	Cantura Dr to Osage Trl	100%	\$ 1,104,000	\$ 1,104,000
B-16	S4	Mesquite Valley Rd (4)	Osage Trl to Old Mesquite Way	100%	\$ 2,738,000	\$ 2,738,000
B-17	S4	S4 Connector B	E Cartwright Rd to San Simeon Dr	100%	\$ 1,311,000	\$ 1,311,000
B-18	A6-100 (1/3)	Clay Mathis Rd	E Scyene Rd to E Glen Blvd	100%	\$ 373,000	\$ 373,000
B-19, C-1	A6-100	Faithon P Lucas Sr Blvd (1)	E Scyene Rd to Creek Crossing Rd	50%	\$ 4,824,000	\$ 2,412,000
B-20, C-2	A6-100 (2/3)	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	50%	\$ 987,000	\$ 493,500
B-21, C-3	A4-120	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	50%	\$ 4,355,838	\$ 2,177,919
B-22, C-4	A4-120 (1/2)	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	50%	\$ 1,088,960	\$ 544,480
A-9, B-23	S4-80	N Galloway Ave	E Kearney St to E Main St	50%	\$ 1,264,000	\$ 632,000
B-24	A6-100	Military Pkwy	IH 635 to S Carmack St	100%	\$ 5,017,509	\$ 5,017,509
B-25	S4-100	Pioneer Rd	E Cartwright Rd to McKenzie Rd	100%	\$ 7,405,070	\$ 7,405,070
B-26	A6-120	Cartwright Rd	Pioneer Rd to Faithon P Lucas Sr Blvd	100%	\$ 6,513,365	\$ 6,513,365
<b>Intersection Improvements</b>						
I-2		Fiber Improvement	Citywide	33.33%	\$ 76,278	\$ 25,424
<b>TOTAL</b>					<b>\$ 62,342,020</b>	<b>\$ 52,651,767</b>

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-1</b>
<b>Name:</b>	S Sam Houston Rd	<b>This project consists of the reconstruction of S Sam Houston Rd as a four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	515' North of Liverpool Dr to 210' South of Robinhood Blvd			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	2,075			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>
108	Unclassified Street Excavation	5,879	cy	\$ 9.25	\$ 54,382
208	8" Lime Stabilization (with Lime @ 44#/sy)	11,758	sy	\$ 5.00	\$ 58,792
308	10" Concrete Pavement w/ 6" Curb	11,297	sy	\$ 48.00	\$ 542,267
408	4" Topsoil	2,997	sy	\$ 3.50	\$ 10,490
508	4' Concrete Sidewalk	16,600	sf	\$ 4.00	\$ 66,400
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 732,331</b>
<b>Major Construction Component Allowances**:</b>					
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	36,617	
√ Pavement Markings/Markers		3%	\$	21,970	
√ Roadway Drainage	Standard Internal System	30%	\$	219,699	
√ Illumination		6%	\$	43,940	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	36,617	
√ Sewer	Minor Adjustments	2%	\$	14,647	
√ Establish Turf / Erosion Control		2%	\$	14,647	
√ Basic Landscaping		3%	\$	21,970	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 410,105</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,142,436</b>
<b>Construction Contingency: 15%</b>					<b>\$ 171,365</b>
<b>Mobilization: 5%</b>					<b>\$ 57,122</b>
<b>Prep ROW: 1%</b>					<b>\$ 11,424</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,314,000</b>

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	\$ 1,314,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 236,520
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 197,100
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,748,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-2</b>
<b>Name:</b>	S4 Connector A	<b>This project consists of the construction of a new four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	Sam Houston Rd to W Bruton Rd			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	1,040			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	2,947	cy	\$ 9.25	\$ 27,257
208	8" Lime Stabilization (with Lime @ 44#/sy)	5,893	sy	\$ 5.00	\$ 29,467
308	10" Concrete Pavement w/ 6" Curb	5,662	sy	\$ 48.00	\$ 271,787
408	4" Topsoil	1,502	sy	\$ 3.50	\$ 5,258
508	4' Concrete Sidewalk	8,320	sf	\$ 4.00	\$ 33,280
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 367,048</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$	-	
√ Pavement Markings/Markers	Standard Internal System	3%	\$	11,011	
√ Roadway Drainage		30%	\$	110,114	
√ Illumination		6%	\$	22,023	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	18,352	
√ Sewer	Minor Adjustments	2%	\$	7,341	
√ Establish Turf / Erosion Control		2%	\$	7,341	
√ Basic Landscaping		3%	\$	11,011	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>187,194</b>	
		<b>Paving and Allowance Subtotal:</b>	<b>\$</b>	<b>554,242</b>	
		<b>Construction Contingency:</b>	<b>15%</b>	<b>\$ 83,136</b>	
		<b>Mobilization:</b>	<b>5%</b>	<b>\$ 27,712</b>	
		<b>Prep ROW:</b>	<b>1%</b>	<b>\$ 5,542</b>	
		<b>Construction Cost TOTAL:</b>	<b>\$</b>	<b>638,000</b>	

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	<b>\$ 638,000</b>
<b>Engineering/Survey/Testing:</b>		18%	<b>\$ 114,840</b>
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	New Roadway Alignment	30%	<b>\$ 191,400</b>
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 944,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-3</b>
<b>Name:</b>	S Peachtree Rd (1)	<b>This project consists of the widening of an existing three lane facility to six lane facility to build the lanes on the west side.</b>		
<b>Limits:</b>	Scyene Rd to Stadium Dr/Bridger Dr			
<b>Impact Fee Class:</b>	A6-100 (1/2)			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	1,595			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	3,456	cy	\$ 9.25	\$ 31,966
212	8" Lime Stabilization (with Lime @ 44#/sy)	6,912	sy	\$ 5.00	\$ 34,558
312	10" Concrete Pavement w/ 6" Curb	6,557	sy	\$ 48.00	\$ 314,747
412	4" Topsoil	2,747	sy	\$ 3.50	\$ 9,614
512	4' Concrete Sidewalk	6,380	sf	\$ 4.00	\$ 25,520
612	Turn Lanes and Median Openings	1,153	sy	\$ 53.00	\$ 61,112
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 477,518</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	23,876	
√ Pavement Markings/Markers		3%	\$	14,326	
√ Roadway Drainage	Standard Internal System	30%	\$	143,255	
√ Illumination		6%	\$	28,651	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	23,876	
√ Sewer	Minor Adjustments	2%	\$	9,550	
√ Establish Turf / Erosion Control		2%	\$	9,550	
√ Basic Landscaping		3%	\$	14,326	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>			<b>Allowance Subtotal:</b>	<b>\$ 267,410</b>	
<b>Paving and Allowance Subtotal:</b>					<b>\$ 744,927</b>
<b>Construction Contingency:</b>					<b>15% \$ 111,739</b>
<b>Mobilization:</b>					<b>5% \$ 37,246</b>
<b>Prep ROW:</b>					<b>1% \$ 7,449</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 857,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 857,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 154,260
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 128,550
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,140,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

Project Information:		Description:	Project No.	B-4
Name:	S Peachtree Rd (2)	<b>This project consists of the reconstruction of S Peachtree Rd as a four-lane undivided secondary thoroughfare.</b>		
Limits:	Stadium Dr to W Bruton Rd			
Impact Fee Class:	S4			
Ultimate Class:	4-Lane Undivided Secondary Road			
Length (lf):	5,160			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	14,620	cy	\$ 9.25	\$ 135,235
208	8" Lime Stabilization (with Lime @ 44#/sy)	29,240	sy	\$ 5.00	\$ 146,200
308	10" Concrete Pavement w/ 6" Curb	28,093	sy	\$ 48.00	\$ 1,348,480
408	4" Topsoil	7,453	sy	\$ 3.50	\$ 26,087
508	4' Concrete Sidewalk	41,280	sf	\$ 4.00	\$ 165,120
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,821,122</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	91,056	
√ Pavement Markings/Markers		3%	\$	54,634	
√ Roadway Drainage	Standard Internal System	30%	\$	546,337	
√ Illumination		6%	\$	109,267	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	91,056	
√ Sewer	Minor Adjustments	2%	\$	36,422	
√ Establish Turf / Erosion Control		2%	\$	36,422	
√ Basic Landscaping		3%	\$	54,634	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>\$ 1,019,828</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 2,840,950</b>
<b>Construction Contingency:</b> 15%					\$ 426,142
<b>Mobilization:</b> 5%					\$ 142,047
<b>Prep ROW:</b> 1%					\$ 28,409
<b>Construction Cost TOTAL:</b>					<b>\$ 3,268,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,268,000
Engineering/Survey/Testing:		18%	\$ 588,240
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 490,200
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,346,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

Project Information:		Description:	Project No.	B-5
Name:	W Bruton Rd (1)	<b>This project consists of the reconstruction of W Bruton Rd as a six-lane divided major thoroughfare. This is anticipated to be a split project between Dallas and Mesquite.</b>		
Limits:	470' West of Betty Ann Ln (West City Limits) to Rodeo Center Blvd			
Impact Fee Class:	A6-100			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	5,100			
Service Area(s):	B, Other			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	22,100	cy	\$ 9.25	\$ 204,425
203	8" Lime Stabilization (with Lime @ 44#/sy)	44,200	sy	\$ 5.00	\$ 221,000
303	10" Concrete Pavement w/ 6" Curb	41,933	sy	\$ 48.00	\$ 2,012,800
403	4" Topsoil	10,200	sy	\$ 3.50	\$ 35,700
503	4' Concrete Sidewalk	40,800	sf	\$ 4.00	\$ 163,200
603	Turn Lanes and Median Openings	3,687	sy	\$ 53.00	\$ 195,404
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 2,832,529</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	141,626	
√ Pavement Markings/Markers		3%	\$	84,976	
√ Roadway Drainage	Standard Internal System	30%	\$	849,759	
√ Illumination		6%	\$	169,952	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	141,626	
√ Sewer	Minor Adjustments	2%	\$	56,651	
√ Establish Turf / Erosion Control		2%	\$	56,651	
√ Basic Landscaping		3%	\$	84,976	
Other:		\$0	\$	-	
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>1,586,216</b>	
<b>Paving and Allowance Subtotal:</b>					<b>\$ 4,418,746</b>
<b>Construction Contingency:</b>					<b>15% \$ 662,812</b>
<b>Mobilization:</b>					<b>5% \$ 220,937</b>
<b>Prep ROW:</b>					<b>1% \$ 44,187</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 5,082,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,082,000
Engineering/Survey/Testing:		18%	\$ 914,760
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 762,300
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 6,759,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

Project Information:		Description:	Project No.	B-6
Name:	W Bruton Rd (2)	<b>This project consists of the construction of two additional lanes in the existing median of this future six-lane major thoroughfare.</b>		
Limits:	Rodeo Center Blvd to IH 635 SBFR			
Impact Fee Class:	A6-100 (1/3)			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	2,485			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	3,866	cy	\$ 9.25	\$ 35,756
210	8" Lime Stabilization (with Lime @ 44#/sy)	7,731	sy	\$ 5.00	\$ 38,656
310	10" Concrete Pavement w/ 6" Curb	6,627	sy	\$ 48.00	\$ 318,080
410	4" Topsoil	0	sy	\$ 3.50	\$ -
510	4' Concrete Sidewalk	0	sf	\$ 4.00	\$ -
610	Turn Lanes and Median Openings	1,796	sy	\$ 53.00	\$ 95,212
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 487,704</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	24,385	
√ Pavement Markings/Markers		3%	\$	14,631	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Illumination		6%	\$	29,262	
Special Drainage Structures	None Anticipated	0%	\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	9,754	
√ Basic Landscaping		3%	\$	14,631	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 92,664</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 580,367</b>
<b>Construction Contingency:</b>					<b>15% \$ 87,055</b>
<b>Mobilization:</b>					<b>5% \$ 29,018</b>
<b>Prep ROW:</b>					<b>1% \$ 5,804</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 668,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 668,000
Engineering/Survey/Testing:		18%	\$ 120,240
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 788,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-7</b>
<b>Name:</b>	S Walker St	<b>This project consists of the reconstruction of S Walker St as a three-lane undivided collector thoroughfare.</b>		
<b>Limits:</b>	Holley Park Dr to New Market Rd			
<b>Impact Fee Class:</b>	C3			
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn			
<b>Length (lf):</b>	2,560			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	6,969	cy	\$ 9.25	\$ 64,462
209	6" Lime Stabilization (with Lime @ 33#/sy)	11,093	sy	\$ 5.00	\$ 55,467
309	6" Concrete Pavement w/ 6" Curb	10,524	sy	\$ 42.00	\$ 442,027
409	4" Topsoil	4,267	sy	\$ 3.50	\$ 14,933
509	4' Concrete Sidewalk	20,480	sf	\$ 4.00	\$ 81,920
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 658,809</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	32,940	
√ Pavement Markings/Markers		3%	\$	19,764	
√ Roadway Drainage	Standard Internal System	30%	\$	197,643	
√ Illumination		6%	\$	39,529	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	32,940	
√ Sewer	Minor Adjustments	2%	\$	13,176	
√ Establish Turf / Erosion Control		2%	\$	13,176	
√ Basic Landscaping		3%	\$	19,764	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>\$ 368,933</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,027,742</b>
<b>Construction Contingency:</b>					<b>15% \$ 154,161</b>
<b>Mobilization:</b>					<b>5% \$ 51,387</b>
<b>Prep ROW:</b>					<b>1% \$ 10,277</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,182,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 1,182,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 212,760
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 177,300
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,572,000</b>

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<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-8</b>
<b>Name:</b>	Newsom Rd	<b>This project consists of the reconstruction of Newsom Rd as a three-lane undivided collector thoroughfare.</b>		
<b>Limits:</b>	Pioneer Rd to Parkwood Trl			
<b>Impact Fee Class:</b>	C3			
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane			
<b>Length (lf):</b>	4,260			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>
109	Unclassified Street Excavation	11,597	cy	\$ 9.25	\$ 107,269
209	6" Lime Stabilization (with Lime @ 33#/sy)	18,460	sy	\$ 5.00	\$ 92,300
309	6" Concrete Pavement w/ 6" Curb	17,513	sy	\$ 42.00	\$ 735,560
409	4" Topsoil	7,100	sy	\$ 3.50	\$ 24,850
509	4' Concrete Sidewalk	34,080	sf	\$ 4.00	\$ 136,320
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,096,299</b>
<b>Major Construction Component Allowances**:</b>					
	<b>Item Description</b>	<b>Notes</b>		<b>Allowance</b>	<b>Item Cost</b>
√	Traffic Control	Construction Phase Traffic Control		5%	\$ 54,815
√	Pavement Markings/Markers			3%	\$ 32,889
√	Roadway Drainage	Standard Internal System		30%	\$ 328,890
√	Illumination			6%	\$ 65,778
	Special Drainage Structures	None Anticipated		0%	\$ -
√	Water	Minor Adjustments		5%	\$ 54,815
√	Sewer	Minor Adjustments		2%	\$ 21,926
√	Establish Turf / Erosion Control			2%	\$ 21,926
√	Basic Landscaping			3%	\$ 32,889
	Other:			\$0	\$ -
				<b>Allowance Subtotal:</b>	<b>\$ 613,928</b>
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,710,227</b>
<b>Construction Contingency:</b>					<b>15%</b> \$ 256,534
<b>Mobilization:</b>					<b>5%</b> \$ 85,511
<b>Prep ROW:</b>					<b>1%</b> \$ 17,102
<b>Construction Cost TOTAL:</b>					<b>\$ 1,967,000</b>

<b>Impact Fee Project Cost Summary</b>				
	<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>			-	\$ 1,967,000
<b>Engineering/Survey/Testing:</b>			18%	\$ 354,060
<b>Previous City contribution</b>				
<b>Other</b>				
<b>ROW/Easement Acquisition:</b>		Existing Alignment	15%	\$ 295,050
<b>Impact Fee Project Cost TOTAL:</b>				<b>\$ 2,616,000</b>

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Project Information:		Description:	Project No.
Name:	Paza Dr	<b>This project consists of the reconstruction of Paza Rd as a three-lane undivided collector thoroughfare.</b>	<b>B-9</b>
Limits:	S Belt Line Rd to Wilkinson Dr		
Impact Fee Class:	C3		
Ultimate Class:	2-Lane Collector Road with Center Turn Lane		
Length (lf):	1,345		
Service Area(s):	B		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	3,661	cy	\$ 9.25	\$ 33,868
209	6" Lime Stabilization (with Lime @ 33#/sy)	5,828	sy	\$ 5.00	\$ 29,142
309	6" Concrete Pavement w/ 6" Curb	5,529	sy	\$ 42.00	\$ 232,237
409	4" Topsoil	2,242	sy	\$ 3.50	\$ 7,846
509	4' Concrete Sidewalk	10,760	sf	\$ 4.00	\$ 43,040
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 346,132</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	17,307	
√ Pavement Markings/Markers		3%	\$	10,384	
√ Roadway Drainage	Standard Internal System	30%	\$	103,840	
√ Illumination		6%	\$	20,768	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	17,307	
√ Sewer	Minor Adjustments	2%	\$	6,923	
√ Establish Turf / Erosion Control		2%	\$	6,923	
√ Basic Landscaping		3%	\$	10,384	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 193,834</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 539,966</b>
<b>Construction Contingency:</b>					<b>15% \$ 80,995</b>
<b>Mobilization:</b>					<b>5% \$ 26,998</b>
<b>Prep ROW:</b>					<b>1% \$ 5,400</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 621,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 621,000
Engineering/Survey/Testing:		18%	\$ 111,780
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 93,150
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 826,000</b>

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Project Information:		Description:	Project No.	B-10
Name:	Wilkinson Dr	<b>This project consists of the reconstruction of Wilkinson Dr as a three-lane undivided collector thoroughfare.</b>		
Limits:	Paza Dr to Sierra Dr			
Impact Fee Class:	C3			
Ultimate Class:	2-Lane Collector Road with Center Turn Lane			
Length (lf):	810			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	2,205	cy	\$ 9.25	\$ 20,396
209	6" Lime Stabilization (with Lime @ 33#/sy)	3,510	sy	\$ 5.00	\$ 17,550
309	6" Concrete Pavement w/ 6" Curb	3,330	sy	\$ 42.00	\$ 139,860
409	4" Topsoil	1,350	sy	\$ 3.50	\$ 4,725
509	4' Concrete Sidewalk	6,480	sf	\$ 4.00	\$ 25,920
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 208,451</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	10,423	
√ Pavement Markings/Markers		3%	\$	6,254	
√ Roadway Drainage	Standard Internal System	30%	\$	62,535	
√ Illumination		6%	\$	12,507	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	10,423	
√ Sewer	Minor Adjustments	2%	\$	4,169	
√ Establish Turf / Erosion Control		2%	\$	4,169	
√ Basic Landscaping		3%	\$	6,254	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>\$ 116,733</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 325,184</b>
<b>Construction Contingency:</b> 15%					<b>\$ 48,778</b>
<b>Mobilization:</b> 5%					<b>\$ 16,259</b>
<b>Prep ROW:</b> 1%					<b>\$ 3,252</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 374,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 374,000
Engineering/Survey/Testing:		18%	\$ 67,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 56,100
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 497,000</b>

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<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-11</b>
<b>Name:</b>	Sierra Dr	<b>This project consists of the reconstruction of Sierra Dr as a three-lane undivided collector thoroughfare.</b>		
<b>Limits:</b>	Wilkinson Dr to Pioneer Rd			
<b>Impact Fee Class:</b>	C3			
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane			
<b>Length (lf):</b>	2,650			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	7,214	cy	\$ 9.25	\$ 66,728
209	6" Lime Stabilization (with Lime @ 33#/sy)	11,483	sy	\$ 5.00	\$ 57,417
309	6" Concrete Pavement w/ 6" Curb	10,894	sy	\$ 42.00	\$ 457,567
409	4" Topsoil	4,417	sy	\$ 3.50	\$ 15,458
509	4' Concrete Sidewalk	21,200	sf	\$ 4.00	\$ 84,800
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 681,970</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	34,099	
√ Pavement Markings/Markers		3%	\$	20,459	
√ Roadway Drainage	Standard Internal System	30%	\$	204,591	
√ Illumination		6%	\$	40,918	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	34,099	
√ Sewer	Minor Adjustments	2%	\$	13,639	
√ Establish Turf / Erosion Control		2%	\$	13,639	
√ Basic Landscaping		3%	\$	20,459	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>\$ 381,903</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,063,873</b>
<b>Construction Contingency:</b>					<b>15% \$ 159,581</b>
<b>Mobilization:</b>					<b>5% \$ 53,194</b>
<b>Prep ROW:</b>					<b>1% \$ 10,639</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,224,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 1,224,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 220,320
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 183,600
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,628,000</b>

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<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-12</b>
<b>Name:</b>	Eulane Dr	<b>This project consists of the reconstruction of Eulane Dr as a three-lane undivided collector thoroughfare.</b>		
<b>Limits:</b>	Cordia Dr to Rutherford Dr			
<b>Impact Fee Class:</b>	C3			
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane			
<b>Length (lf):</b>	1,205			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>				
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Item Cost</b>
109	Unclassified Street Excavation	3,280	cy	\$ 30,343
209	6" Lime Stabilization (with Lime @ 33#/sy)	5,222	sy	\$ 26,108
309	6" Concrete Pavement w/ 6" Curb	4,954	sy	\$ 208,063
409	4" Topsoil	2,008	sy	\$ 7,029
509	4' Concrete Sidewalk	9,640	sf	\$ 38,560
609	Turn Lanes and Median Openings	0	sy	\$ -
<b>Paving Construction Cost Subtotal:</b>				<b>\$ 310,103</b>
<b>Major Construction Component Allowances**:</b>				
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>	
√ Traffic Control	Construction Phase Traffic Control	5%	\$	15,505
√ Pavement Markings/Markers		3%	\$	9,303
√ Roadway Drainage	Standard Internal System	30%	\$	93,031
√ Illumination		6%	\$	18,606
Special Drainage Structures	None Anticipated	0%	\$	-
√ Water	Minor Adjustments	5%	\$	15,505
√ Sewer	Minor Adjustments	2%	\$	6,202
√ Establish Turf / Erosion Control		2%	\$	6,202
√ Basic Landscaping		3%	\$	9,303
Other:		\$0	\$	-
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>			<b>Allowance Subtotal:</b>	<b>\$ 173,658</b>
<b>Paving and Allowance Subtotal:</b>				<b>\$ 483,761</b>
<b>Construction Contingency:</b> 15%				\$ 72,564
<b>Mobilization:</b> 5%				\$ 24,188
<b>Prep ROW:</b> 1%				\$ 4,838
<b>Construction Cost TOTAL:</b>				<b>\$ 557,000</b>

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	\$ 557,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 100,260
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 83,550
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 741,000</b>

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Project Information:		Description:	Project No.	B-13
Name:	Mesquite Valley Rd (1)	<b>This project consists of the reconstruction of Mesquite Valley Rd as a three-lane undivided collector thoroughfare.</b>		
Limits:	Eulane Dr to San Simeon Dr			
Impact Fee Class:	C3			
Ultimate Class:	2-Lane Collector Road with Center Turn Lane			
Length (lf):	2,025			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	5,513	cy	\$ 9.25	\$ 50,991
209	6" Lime Stabilization (with Lime @ 33#/sy)	8,775	sy	\$ 5.00	\$ 43,875
309	6" Concrete Pavement w/ 6" Curb	8,325	sy	\$ 42.00	\$ 349,650
409	4" Topsoil	3,375	sy	\$ 3.50	\$ 11,813
509	4' Concrete Sidewalk	16,200	sf	\$ 4.00	\$ 64,800
609	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 521,128</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	26,056	
√ Pavement Markings/Markers		3%	\$	15,634	
√ Roadway Drainage	Standard Internal System	30%	\$	156,338	
√ Illumination		6%	\$	31,268	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	26,056	
√ Sewer	Minor Adjustments	2%	\$	10,423	
√ Establish Turf / Erosion Control		2%	\$	10,423	
√ Basic Landscaping		3%	\$	15,634	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 291,832</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 812,960</b>
<b>Construction Contingency:</b>					<b>15% \$ 121,944</b>
<b>Mobilization:</b>					<b>5% \$ 40,648</b>
<b>Prep ROW:</b>					<b>1% \$ 8,130</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 935,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 935,000
Engineering/Survey/Testing:		18%	\$ 168,300
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 140,250
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,244,000</b>

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<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-14</b>
<b>Name:</b>	Mesquite Valley Rd (2)	<b>This project consists of the reconstruction of Mesquite Valley Rd as a four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	San Simeon Dr to Cantura Dr			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	515			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
108	Unclassified Street Excavation	1,459	cy	\$ 9.25	\$ 13,497	
208	8" Lime Stabilization (with Lime @ 44#/sy)	2,918	sy	\$ 5.00	\$ 14,592	
308	10" Concrete Pavement w/ 6" Curb	2,804	sy	\$ 48.00	\$ 134,587	
408	4" Topsoil	744	sy	\$ 3.50	\$ 2,604	
508	4' Concrete Sidewalk	4,120	sf	\$ 4.00	\$ 16,480	
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -	
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 181,759</b>	
<b>Major Construction Component Allowances**:</b>						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	5%	\$	9,088		
√ Pavement Markings/Markers		3%	\$	5,453		
√ Roadway Drainage	Standard Internal System	30%	\$	54,528		
√ Illumination		6%	\$	10,906		
Special Drainage Structures	None Anticipated	0%	\$	-		
√ Water	Minor Adjustments	5%	\$	9,088		
√ Sewer	Minor Adjustments	2%	\$	3,635		
√ Establish Turf / Erosion Control		2%	\$	3,635		
√ Basic Landscaping		3%	\$	5,453		
Other:		\$0	\$	-		
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal:</b>	<b>\$ 101,785</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 283,544</b>	
<b>Construction Contingency:</b>					<b>15%</b>	<b>\$ 42,532</b>
<b>Mobilization:</b>					<b>5%</b>	<b>\$ 14,177</b>
<b>Prep ROW:</b>					<b>1%</b>	<b>\$ 2,835</b>
<b>Construction Cost TOTAL:</b>					<b>\$</b>	<b>327,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 327,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 58,860
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 49,050
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 435,000</b>

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Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-15</b>
<b>Name:</b>	Mesquite Valley Rd (3)	<b>This project consists of the reconstruction of Mesquite Valley Rd as a four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	Cantura Dr to Osage Trl			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	1,310			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	3,712	cy	\$ 9.25	\$ 34,333
208	8" Lime Stabilization (with Lime @ 44#/sy)	7,423	sy	\$ 5.00	\$ 37,117
308	10" Concrete Pavement w/ 6" Curb	7,132	sy	\$ 48.00	\$ 342,347
408	4" Topsoil	1,892	sy	\$ 3.50	\$ 6,623
508	4' Concrete Sidewalk	10,480	sf	\$ 4.00	\$ 41,920
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 462,339</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	23,117	
√ Pavement Markings/Markers		3%	\$	13,870	
√ Roadway Drainage	Standard Internal System	30%	\$	138,702	
√ Illumination		6%	\$	27,740	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	23,117	
√ Sewer	Minor Adjustments	2%	\$	9,247	
√ Establish Turf / Erosion Control		2%	\$	9,247	
√ Basic Landscaping		3%	\$	13,870	
Other:		\$0	\$	-	
			<b>Allowance Subtotal:</b>	<b>\$ 258,910</b>	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Paving and Allowance Subtotal:</b>					<b>\$ 721,249</b>
<b>Construction Contingency:</b>					<b>15%</b> \$ 108,187
<b>Mobilization:</b>					<b>5%</b> \$ 36,062
<b>Prep ROW:</b>					<b>1%</b> \$ 7,212
<b>Construction Cost TOTAL:</b>					<b>\$ 830,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 830,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 149,400
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 124,500
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,104,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-16</b>
<b>Name:</b>	Mesquite Valley Rd (4)	<b>This project consists of the reconstruction of Mesquite Valley Rd as a four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	Osage Trl to Old Mesquite Way			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	1,910			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
108	Unclassified Street Excavation	5,412	cy	\$ 9.25	\$ 50,058	
208	8" Lime Stabilization (with Lime @ 44#/sy)	10,823	sy	\$ 5.00	\$ 54,117	
308	10" Concrete Pavement w/ 6" Curb	10,399	sy	\$ 48.00	\$ 499,147	
408	4" Topsoil	2,759	sy	\$ 3.50	\$ 9,656	
508	4' Concrete Sidewalk	15,280	sf	\$ 4.00	\$ 61,120	
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -	
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 674,097</b>	
<b>Major Construction Component Allowances**:</b>						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	5%	\$	33,705		
√ Pavement Markings/Markers		3%	\$	20,223		
√ Roadway Drainage	Standard Internal System	30%	\$	202,229		
√ Illumination		6%	\$	40,446		
√ Special Drainage Structures	Bridge	N/A	\$	738,000		
√ Water	Minor Adjustments	5%	\$	33,705		
√ Sewer	Minor Adjustments	2%	\$	13,482		
√ Establish Turf / Erosion Control		2%	\$	13,482		
√ Basic Landscaping		3%	\$	20,223		
Other:		\$0	\$	-		
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal:</b>	<b>\$ 1,115,495</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,789,592</b>	
<b>Construction Contingency:</b>					<b>15%</b>	<b>\$ 268,439</b>
<b>Mobilization:</b>					<b>5%</b>	<b>\$ 89,480</b>
<b>Prep ROW:</b>					<b>1%</b>	<b>\$ 17,896</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 2,059,000</b>	

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 2,059,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 370,620
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 308,850
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 2,738,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-17</b>
<b>Name:</b>	S4 Connector B	<b>This project consists of the construction of a new four-lane undivided secondary thoroughfare.</b>		
<b>Limits:</b>	E Cartwright Rd to San Simeon Dr			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	1,445			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	4,094	cy	\$ 9.25	\$ 37,871
208	8" Lime Stabilization (with Lime @ 44#/sy)	8,188	sy	\$ 5.00	\$ 40,942
308	10" Concrete Pavement w/ 6" Curb	7,867	sy	\$ 48.00	\$ 377,627
408	4" Topsoil	2,087	sy	\$ 3.50	\$ 7,305
508	4' Concrete Sidewalk	11,560	sf	\$ 4.00	\$ 46,240
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 509,985</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Markers	Standard Internal System	3%	\$ 15,300		
√ Roadway Drainage		30%	\$ 152,995		
√ Illumination		6%	\$ 30,599		
Special Drainage Structures	None Anticipated	0%	\$ -		
√ Water	Minor Adjustments	5%	\$ 25,499		
√ Sewer	Minor Adjustments	2%	\$ 10,200		
√ Establish Turf / Erosion Control		2%	\$ 10,200		
√ Basic Landscaping		3%	\$ 15,300		
Other:		\$0	\$ -		
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Allowance Subtotal:</b>					<b>\$ 260,092</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 770,077</b>
<b>Construction Contingency:</b>					<b>15% \$ 115,512</b>
<b>Mobilization:</b>					<b>5% \$ 38,504</b>
<b>Prep ROW:</b>					<b>1% \$ 7,701</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 886,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 886,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 159,480
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	New Roadway Alignment	30%	\$ 265,800
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,311,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-18</b>
<b>Name:</b>	Clay Mathis Rd	<b>This project consists of the construction of two additional lanes in the existing median of this future six-lane major thoroughfare.</b>		
<b>Limits:</b>	E Scyene Rd to E Glen Blvd			
<b>Impact Fee Class:</b>	A6-100 (1/3)			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	1,175			
<b>Service Area(s):</b>	B			

<b>Roadway Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	1,828	cy	\$ 9.25	\$ 16,907
210	8" Lime Stabilization (with Lime @ 44#/sy)	3,656	sy	\$ 5.00	\$ 18,278
310	10" Concrete Pavement w/ 6" Curb	3,133	sy	\$ 48.00	\$ 150,400
410	4" Topsoil	0	sy	\$ 3.50	\$ -
510	4' Concrete Sidewalk	0	sf	\$ 4.00	\$ -
610	Turn Lanes and Median Openings	849	sy	\$ 53.00	\$ 45,020
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 230,604</b>
<b>Major Construction Component Allowances**:</b>					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	11,530	
√ Pavement Markings/Markers		3%	\$	6,918	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Illumination		6%	\$	13,836	
Special Drainage Structures	None Anticipated	0%	\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	4,612	
√ Basic Landscaping		3%	\$	6,918	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>				<b>Allowance Subtotal:</b>	<b>\$ 43,815</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 274,419</b>
<b>Construction Contingency:</b>					<b>15% \$ 41,163</b>
<b>Mobilization:</b>					<b>5% \$ 13,721</b>
<b>Prep ROW:</b>					<b>1% \$ 2,744</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 316,000</b>

<b>Impact Fee Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 316,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 56,880
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	No ROW Acquisition Costs included	0%	\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 373,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

Project Information:		Description:	Project No.
Name:	Faithon P Lucas Sr Blvd (1)	<b>This project consists of the reconstruction of Faithon P Lucas Sr Blvd as a six-lane divided major thoroughfare.</b>	<b>B-19, C-1</b>
Limits:	E Scyene Rd to Creek Crossing Rd		
Impact Fee Class:	A6-100		
Ultimate Class:	6-Lane Divided Arterial Road		
Length (lf):	3,640		
Service Area(s):	B,C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	15,773	cy	\$ 9.25	\$ 145,903
203	8" Lime Stabilization (with Lime @ 44#/sy)	31,547	sy	\$ 5.00	\$ 157,733
303	10" Concrete Pavement w/ 6" Curb	29,929	sy	\$ 48.00	\$ 1,436,587
403	4" Topsoil	7,280	sy	\$ 3.50	\$ 25,480
503	4' Concrete Sidewalk	29,120	sf	\$ 4.00	\$ 116,480
603	Turn Lanes and Median Openings	2,631	sy	\$ 53.00	\$ 139,465
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 2,021,648</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	101,082	
√ Pavement Markings/Markers		3%	\$	60,649	
√ Roadway Drainage	Standard Internal System	30%	\$	606,495	
√ Illumination		6%	\$	121,299	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	101,082	
√ Sewer	Minor Adjustments	2%	\$	40,433	
√ Establish Turf / Erosion Control		2%	\$	40,433	
√ Basic Landscaping		3%	\$	60,649	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 1,132,123</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 3,153,772</b>
<b>Construction Contingency:</b>					<b>15% \$ 473,066</b>
<b>Mobilization:</b>					<b>5% \$ 157,689</b>
<b>Prep ROW:</b>					<b>1% \$ 31,538</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 3,627,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,627,000
Engineering/Survey/Testing:		18%	\$ 652,860
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 544,050
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,824,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

Project Information:		Description:	Project No.
Name:	Faithon P Lucas Sr Blvd (2)	<b>This project consists of the construction of a median and four additional lanes on this future six-lane major thoroughfare.</b>	<b>B-20, C-2</b>
Limits:	Creek Crossing Rd to Berry Rd		
Impact Fee Class:	A6-100 (2/3)		
Ultimate Class:	6-Lane Divided Arterial Road		
Length (lf):	1,095		
Service Area(s):	B,C		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
111	Unclassified Street Excavation	3,163	cy	\$ 9.25	\$ 29,261	
211	8" Lime Stabilization (with Lime @ 44#/sy)	6,327	sy	\$ 5.00	\$ 31,633	
311	10" Concrete Pavement w/ 6" Curb	5,962	sy	\$ 48.00	\$ 286,160	
411	4" Topsoil	1,886	sy	\$ 3.50	\$ 6,600	
511	4' Concrete Sidewalk	4,380	sf	\$ 4.00	\$ 17,520	
611	Turn Lanes and Median Openings	792	sy	\$ 53.00	\$ 41,954	
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 413,129</b>	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	5%	\$	20,656		
√ Pavement Markings/Markers		3%	\$	12,394		
√ Roadway Drainage	Standard Internal System	30%	\$	123,939		
√ Illumination		6%	\$	24,788		
Special Drainage Structures	None Anticipated	0%	\$	-		
√ Water	Minor Adjustments	5%	\$	20,656		
√ Sewer	Minor Adjustments	2%	\$	8,263		
√ Establish Turf / Erosion Control		2%	\$	8,263		
√ Basic Landscaping		3%	\$	12,394		
Other:		\$0	\$	-		
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal:</b>	<b>\$ 231,352</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 644,481</b>	
<b>Construction Contingency:</b>					<b>15%</b>	<b>\$ 96,672</b>
<b>Mobilization:</b>					<b>5%</b>	<b>\$ 32,224</b>
<b>Prep ROW:</b>					<b>1%</b>	<b>\$ 6,445</b>
<b>Construction Cost TOTAL:</b>					<b>\$</b>	<b>742,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 742,000
Engineering/Survey/Testing:		18%	\$ 133,560
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 111,300
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 987,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. B-21, C-3</b>
<b>Name:</b>	Faithon P Lucas Sr Blvd (3)	<b>The completed design of this project consists of the reconstruction of Faithon P Lucas Sr Blvd as a four-lane divided major thoroughfare. The total estimated project cost was \$5,444,798, of which 80% is attributed to this road segment, all of which will be contributed by the City.</b>	
<b>Limits:</b>	School Rd to Unnamed Rd		
<b>Impact Fee Class:</b>	A4-120		
<b>Ultimate Class:</b>	4-Lane Divided Minor Arterial		
<b>Length (lf):</b>	5,785		
<b>Service Area(s):</b>	B,C		

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 4,355,838
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,355,838</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. B-22, C-4</b>
<b>Name:</b>	Faithon P Lucas Sr Blvd (4) Unnamed Rd to McKenzie Rd (North	<b>The completed design of this project consists of the construction of a median and two additional lanes on this future four-lane major thoroughfare. The total estimated project cost was \$5,444,798, of which 20% is attributed to this road segment, all of which will be contributed by the City.</b>	
<b>Limits:</b>	Segment)		
<b>Impact Fee Class:</b>	A4-120 (1/2)		
<b>Ultimate Class:</b>	4-Lane Divided Minor Arterial		
<b>Length (lf):</b>	1,370		
<b>Service Area(s):</b>	B,C		

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 1,088,960
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,088,960</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
Name:	N Galloway Ave	<b>This project consists of the reconstruction of N Galloway Ave as a four-lane divided secondary thoroughfare.</b>	<b>A-9, B-23</b>
Limits:	E Kearney St to E Main St		
Impact Fee Class:	S4-80		
Ultimate Class:	4-Lane Divided Secondary Road		
Length (lf):	1,450		
Service Area(s):	A, B		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	4,350	cy	\$ 9.25	\$ 40,238
208	8" Lime Stabilization (with Lime @ 44#/sy)	8,700	sy	\$ 5.00	\$ 43,500
308	10" Concrete Pavement w/ 6" Curb	8,056	sy	\$ 48.00	\$ 386,667
408	4" Topsoil	3,544	sy	\$ 3.50	\$ 12,406
508	4' Concrete Sidewalk	11,600	sf	\$ 4.00	\$ 46,400
608	Turn Lanes and Median Openings	0	sy	\$ 53.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 529,210</b>

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 26,460
√ Pavement Markings/Markers		3%	\$ 15,876
√ Roadway Drainage	Standard Internal System	30%	\$ 158,763
√ Illumination		6%	\$ 31,753
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 26,460
√ Sewer	Minor Adjustments	2%	\$ 10,584
√ Establish Turf / Erosion Control		2%	\$ 10,584
√ Basic Landscaping		3%	\$ 15,876
Other:		\$0	\$ -
		<b>Allowance Subtotal:</b>	<b>\$ 296,357</b>

\*\*Allowances based on % of Paving Construction Cost Subtotal

<b>Paving and Allowance Subtotal:</b>	<b>\$ 825,567</b>
<b>Construction Contingency:</b>	<b>15% \$ 123,835</b>
<b>Mobilization:</b>	<b>5% \$ 41,278</b>
<b>Prep ROW:</b>	<b>1% \$ 8,256</b>
<b>Construction Cost TOTAL:</b>	<b>\$ 950,000</b>

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 950,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 171,000
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 142,500
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,264,000</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>
<b>Name:</b>	Military Pkwy	<b>This completed project consisted of the construction of a six-lane divided major thoroughfare. The total project cost was \$7,576,527.94, of which \$5,017,509.28 was contributed by the City.</b>	<b>B-24</b>
<b>Limits:</b>	IH 635 to S Carmack St		
<b>Impact Fee Class:</b>	A6-100		
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road		
<b>Length (lf):</b>	5,055		
<b>Service Area(s):</b>	B		

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
City Contribution to Construction Cost:		-	\$ 5,017,509.28
Engineering/Survey/Testing			\$ -
Other			\$ -
ROW/Easement Acquisition:			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 5,017,509.28</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-25</b>
<b>Name:</b>	Pioneer Rd	<b>This completed project consisted of the construction of a four-lane divided major thoroughfare. The total project cost was \$13,992,221 of which \$7,405,070 was contributed by the City.</b>		
<b>Limits:</b>	E Cartwright Rd to McKenzie Rd			
<b>Impact Fee Class:</b>	S4-100			
<b>Ultimate Class:</b>	4-Lane Divided Secondary Road			
<b>Length (lf):</b>	7,815			
<b>Service Area(s):</b>	B			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 7,405,070
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 7,405,070</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>B-26</b>
<b>Name:</b>	Cartwright Rd	<b>This completed project consisted of the construction of a six-lane divided major thoroughfare. The total project cost was \$6,513,365, all of which was contributed by the City.</b>		
<b>Limits:</b>	Pioneer Rd to Faithon P Lucas Sr Blvd			
<b>Impact Fee Class:</b>	A6-120			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	9,070			
<b>Service Area(s):</b>	B			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 6,513,365
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 6,513,365</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 4/13/2015

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>I-2</b>
<b>Name:</b>	Fiber Improvement	<b>This completed project consisted of the construction of the fiber/traffic management center in the City of Mesquite. Based on information provided by the City of Mesquite, \$4,990,187.18 was the total cost for this project. \$953,477.44 was the City's contribution for this project.</b>		
<b>Limits:</b>	Citywide			
<b>Impact Fee Class:</b>				
<b>Ultimate Class:</b>				
<b>Length (lf):</b>				
<b>Service Area(s):</b>	A, B, C			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 953,477
<b>Percent for Growth</b>	8.0%		\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 76,278</b>

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City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)

Capital Improvements Plan for Roadway Impact Fees  
Summary of Conceptual Level Project Cost Projections

**Roadway Improvements - Service Area C**

#	Impact Fee Class	Project	Limits	Percent in Service Area	Project Cost	Project Cost in Service Area
B-19, C-1	A6-100	Faithon P Lucas Sr Blvd (1)	E Scylene Rd to Creek Crossing Rd	50%	\$ 4,824,000	\$ 2,412,000
B-20, C-2	A6-100 (2/3)	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	50%	\$ 987,000	\$ 493,500
B-21, C-3	A4-120	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	50%	\$ 4,355,838	\$ 2,177,919
B-22, C-4	A4-120 (1/2)	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	50%	\$ 1,088,960	\$ 544,480
C-5	A6-100	East Scylene Rd	Faithon P Lucas Sr Blvd to Lawson Rd	100%	\$ 11,318,000	\$ 11,318,000
C-6	A6-140	Lawson Rd (1)	E Scylene Rd to 2,050' South of E Scylene Rd	50%	\$ 2,756,000	\$ 1,378,000
C-7	A6-140	Lawson Rd (2)	1,870' North of Berry Rd to Milam Rd	100%	\$ 20,987,000	\$ 20,987,000
C-8	A6-140 (1/3)	Lawson Rd (3)	Milam Rd to IH 20 WBFR	100%	\$ 1,222,000	\$ 1,222,000
C-9	A6-140 (1/3)	Lawson Rd (4)	IH 20 EBFR to South City Limits	100%	\$ 305,000	\$ 305,000
C-10	C3	Berry Rd	Faithon P Lucas Sr Blvd to Lawson Rd	100%	\$ 5,115,000	\$ 5,115,000
C-11	C3	Edwards Church Rd (1)	Berry Rd to 150' East of Cool Springs Dr	100%	\$ 501,000	\$ 501,000
C-12	S4-100	Clay Mathis Rd	Edwards Church Rd to Lawson Rd	100%	\$ 3,924,836	\$ 3,924,836
C-13	S4	Edwards Church Rd (2)	Cartwright Rd to Clay Mathis Rd	100%	\$ 4,188,839	\$ 4,188,839
C-14	A6-120	Cartwright Rd	Faithon P Lucas Sr Blvd to Lawson Rd	100%	\$ 3,153,659	\$ 3,153,659
C-15	C3	McKenzie Dr	Faithon P Lucas Sr Blvd to Lawson Rd	100%	\$ 5,159,000	\$ 5,159,000
C-16	C3	Shannon Rd (1)	IH 20 EBFR to Highland Meadows Dr	100%	\$ 2,641,000	\$ 2,641,000
C-17	C3	Shannon Rd (2)	Highland Meadows Dr to Lumley Rd	50%	\$ 581,000	\$ 290,500
C-18	A6-120	FM 740	North City Limits to South City Limits	100%	\$ 1,611,200	\$ 1,611,200
C-19	A6-120	FM 2757	FM 740 to Kelly Rd	100%	\$ 2,409,400	\$ 2,409,400
C-20	C3	Kelly Rd	FM 2757 to South City Limits	50%	\$ 3,752,000	\$ 1,876,000
C-21	A4	High Country Ln (1)	IH 20 WBFR to IH 20 EBFR	100%	\$ 4,921,000	\$ 4,921,000
C-22	A4	High Country Ln (2)	IH 20 EBFR to FM 741	100%	\$ 3,270,000	\$ 3,270,000
C-23	A6-120	FM 741 (1)	IH 20 EBFR to 1390' South of IH 20 EBFR	100%	\$ 376,400	\$ 376,400
C-24	A6-120	FM 741 (2)	1390' South of IH 20 EBFR to Dozier Cir	50%	\$ 376,400	\$ 188,200
C-25	A6-140	FM 2932 (1)	IH 20 WBFR to IH 20 EBFR	50%	\$ 945,400	\$ 472,700
C-26	A6-140	FM 2932 (2)	IH 20 EBFR to Griffin Ln	50%	\$ 786,200	\$ 393,100
<b>Intersection Improvements</b>						
I-2		Fiber Improvement	Citywide	33.33%	\$ 76,278	\$ 25,424
<b>TOTAL</b>					<b>\$ 64,803,410</b>	<b>\$ 81,355,157</b>

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
Name:	Faithon P Lucas Sr Blvd (1)	<b>This project consists of the reconstruction of Faithon P Lucas Sr Blvd as a six-lane divided major thoroughfare.</b>	<b>B-19, C-1</b>
Limits:	E Scyene Rd to Creek Crossing Rd		
Impact Fee Class:	A6-100		
Ultimate Class:	6-Lane Divided Arterial Road		
Length (lf):	3,640		
Service Area(s):	B,C		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	15,773	cy	\$ 9.25	\$ 145,903
204	8" Lime Stabilization (with Lime @ 44#/sy)	31,547	sy	\$ 5.00	\$ 157,733
304	10" Concrete Pavement w/ 6" Curb	29,929	sy	\$ 48.00	\$ 1,436,587
404	4" Topsoil	7,280	sy	\$ 3.50	\$ 25,480
504	4' Concrete Sidewalk	29,120	sf	\$ 4.00	\$ 116,480
604	Turn Lanes and Median Openings	2,631	sy	\$ 53.00	\$ 139,465

**Paving Construction Cost Subtotal: \$ 2,021,648**

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 101,082
√ Pavement Markings/Markers		3%	\$ 60,649
√ Roadway Drainage	Standard Internal System	30%	\$ 606,495
√ Illumination		6%	\$ 121,299
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 101,082
√ Sewer	Minor Adjustments	2%	\$ 40,433
√ Establish Turf / Erosion Control		2%	\$ 40,433
√ Basic Landscaping		3%	\$ 60,649
Other:		\$0	\$ -

\*\*Allowances based on % of Paving Construction Cost Subtotal

**Allowance Subtotal: \$ 1,132,123**

<b>Paving and Allowance Subtotal:</b>	<b>\$ 3,153,772</b>
<b>Construction Contingency:</b> 15%	\$ 473,066
<b>Mobilization:</b> 5%	\$ 157,689
<b>Prep ROW:</b> 1%	\$ 31,538
<b>Construction Cost TOTAL:</b>	<b>\$ 3,627,000</b>

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 3,627,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 652,860
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 544,050
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,824,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
<b>Name:</b>	Faithon P Lucas Sr Blvd (2)	<b>This project consists of the construction of a median and four additional lanes on this future six-lane major thoroughfare.</b>	<b>B-20, C-2</b>
<b>Limits:</b>	Creek Crossing Rd to Berry Rd		
<b>Impact Fee Class:</b>	A6-100 (2/3)		
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road		
<b>Length (lf):</b>	1,095		
<b>Service Area(s):</b>	B,C		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	3,163	cy	\$ 9.25	\$ 29,261
214	8" Lime Stabilization (with Lime @ 44#/sy)	6,327	sy	\$ 5.00	\$ 31,633
314	10" Concrete Pavement w/ 6" Curb	5,962	sy	\$ 48.00	\$ 286,160
414	4" Topsoil	1,886	sy	\$ 3.50	\$ 6,600
514	4' Concrete Sidewalk	4,380	sf	\$ 4.00	\$ 17,520
614	Turn Lanes and Median Openings	792	sy	\$ 53.00	\$ 41,954
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 413,129</b>

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 20,656
√ Pavement Markings/Markers		3%	\$ 12,394
√ Roadway Drainage	Standard Internal System	30%	\$ 123,939
√ Illumination		6%	\$ 24,788
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 20,656
√ Sewer	Minor Adjustments	2%	\$ 8,263
√ Establish Turf / Erosion Control		2%	\$ 8,263
√ Basic Landscaping		3%	\$ 12,394
Other:		\$0	\$ -
<b>Allowance Subtotal:</b>			<b>\$ 231,352</b>

\*\*Allowances based on % of Paving Construction Cost Subtotal

<b>Paving and Allowance Subtotal:</b>	<b>\$ 644,481</b>
<b>Construction Contingency:</b> 15%	\$ 96,672
<b>Mobilization:</b> 5%	\$ 32,224
<b>Prep ROW:</b> 1%	\$ 6,445
<b>Construction Cost TOTAL:</b>	<b>\$ 742,000</b>

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 742,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 133,560
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 111,300
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 987,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. B-21, C-3</b>
<b>Name:</b>	Faithon P Lucas Sr Blvd (3)	<b>The completed design of this project consists of the reconstruction of Faithon P Lucas Sr Blvd as a four-lane divided major thoroughfare. The total estimated project cost was \$5,444,798, of which 80% is attributed to this road segment, all of which will be contributed by the City.</b>	
<b>Limits:</b>	School Rd to Unnamed Rd		
<b>Impact Fee Class:</b>	A4-120		
<b>Ultimate Class:</b>	4-Lane Divided Minor Arterial		
<b>Length (lf):</b>	5,785		
<b>Service Area(s):</b>	B,C		

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 4,355,838
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,355,838</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. B-22, C-4</b>
<b>Name:</b>	Faithon P Lucas Sr Blvd (4)	<p><b>The completed design of this project consists of the construction of a median and two additional lanes on this future four-lane major thoroughfare. The total estimated project cost was \$5,444,798, of which 20% is attributed to this road segment, all of which will be contributed by the City.</b></p>	
<b>Limits:</b>	Unnamed Rd to McKenzie Rd (North Segment)		
<b>Impact Fee Class:</b>	A4-120 (1/2)		
<b>Ultimate Class:</b>	4-Lane Divided Minor Arterial		
<b>Length (lf):</b>	1,370		
<b>Service Area(s):</b>	B,C		

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 1,088,960
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,088,960</b>

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

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.	C-5
Name:	East Scyene Rd	<b>This project, located south of City R.O.W., consists of the reconstruction of East Scyene Rd as a six-lane divided major thoroughfare.</b>		
Limits:	Faithon P Lucas Sr Blvd to Lawson Rd			
Impact Fee Class:	A6-100			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	8,540			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	37,007	cy	\$ 9.25	\$ 342,312
204	8" Lime Stabilization (with Lime @ 44#/sy)	74,013	sy	\$ 5.00	\$ 370,067
304	10" Concrete Pavement w/ 6" Curb	70,218	sy	\$ 48.00	\$ 3,370,453
404	4" Topsoil	17,080	sy	\$ 3.50	\$ 59,780
504	4' Concrete Sidewalk	68,320	sf	\$ 4.00	\$ 273,280
604	Turn Lanes and Median Openings	6,174	sy	\$ 53.00	\$ 327,207
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 4,743,098</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	237,155	
√ Pavement Markings/Markers		3%	\$	142,293	
√ Roadway Drainage	Standard Internal System	30%	\$	1,422,929	
√ Illumination		6%	\$	284,586	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	237,155	
√ Sewer	Minor Adjustments	2%	\$	94,862	
√ Establish Turf / Erosion Control		2%	\$	94,862	
√ Basic Landscaping		3%	\$	142,293	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 2,656,135</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 7,399,233</b>
<b>Construction Contingency:</b>					<b>15% \$ 1,109,885</b>
<b>Mobilization:</b>					<b>5% \$ 369,962</b>
<b>Prep ROW:</b>					<b>1% \$ 73,992</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 8,510,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 8,510,000
Engineering/Survey/Testing:		18%	\$ 1,531,800
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 1,276,500
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 11,318,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
<b>Name:</b>	Lawson Rd (1)	<b>This project consists of the reconstruction of Lawson Rd as a six-lane divided major thoroughfare.</b>	<b>C-6</b>
<b>Limits:</b>	E Scyene Rd to 2,050' South of E Scyene Rd		
<b>Impact Fee Class:</b>	A6-140		
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road		
<b>Length (lf):</b>	2,050		
<b>Service Area(s):</b>	C, Other		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	8,883	cy	\$ 9.25	\$ 82,171
202	8" Lime Stabilization (with Lime @ 44#/sy)	17,767	sy	\$ 5.00	\$ 88,833
302	10" Concrete Pavement w/ 6" Curb	16,856	sy	\$ 48.00	\$ 809,067
402	4" Topsoil	8,656	sy	\$ 3.50	\$ 30,294
502	4' Concrete Sidewalk	16,400	sf	\$ 4.00	\$ 65,600
602	Turn Lanes and Median Openings	1,482	sy	\$ 53.00	\$ 78,545
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,154,510</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	57,726	
√ Pavement Markings/Markers		3%	\$	34,635	
√ Roadway Drainage	Standard Internal System	30%	\$	346,353	
√ Illumination		6%	\$	69,271	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	57,726	
√ Sewer	Minor Adjustments	2%	\$	23,090	
√ Establish Turf / Erosion Control		2%	\$	23,090	
√ Basic Landscaping		3%	\$	34,635	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 646,526</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,801,036</b>
<b>Construction Contingency:</b>					<b>15% \$ 270,155</b>
<b>Mobilization:</b>					<b>5% \$ 90,052</b>
<b>Prep ROW:</b>					<b>1% \$ 18,010</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 2,072,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	<b>\$ 2,072,000</b>
<b>Engineering/Survey/Testing:</b>		18%	<b>\$ 372,960</b>
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	<b>\$ 310,800</b>
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 2,756,000</b>

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

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

Project Information:		Description:	Project No.	C-7
Name:	Lawson Rd (2)	<b>This project consists of the reconstruction of Lawson Rd as a six-lane divided major thoroughfare.</b>		
Limits:	1,870' North of Berry Rd to Milam Rd			
Impact Fee Class:	A6-140			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	13,180			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	57,113	cy	\$ 9.25	\$ 528,298
202	8" Lime Stabilization (with Lime @ 44#/sy)	114,227	sy	\$ 5.00	\$ 571,133
302	10" Concrete Pavement w/ 6" Curb	108,369	sy	\$ 48.00	\$ 5,201,707
402	4" Topsoil	55,649	sy	\$ 3.50	\$ 194,771
502	4' Concrete Sidewalk	105,440	sf	\$ 4.00	\$ 421,760
602	Turn Lanes and Median Openings	9,528	sy	\$ 53.00	\$ 504,986
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 7,422,656</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	371,133	
√ Pavement Markings/Markers		3%	\$	222,680	
√ Roadway Drainage	Standard Internal System	30%	\$	2,226,797	
√ Illumination		6%	\$	445,359	
√ Special Drainage Structures	Three Minor Bridges	N/A	\$	2,142,000	
√ Water	Minor Adjustments	5%	\$	371,133	
√ Sewer	Minor Adjustments	2%	\$	148,453	
√ Establish Turf / Erosion Control		2%	\$	148,453	
√ Basic Landscaping		3%	\$	222,680	
Other:		\$0	\$	-	
<b>Allowance Subtotal:</b>					<b>\$ 6,298,687</b>
<b>Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Paving and Allowance Subtotal:</b>					<b>\$ 13,721,343</b>
<b>Construction Contingency:</b>					<b>15%</b>
<b>Mobilization:</b>					<b>5%</b>
<b>Prep ROW:</b>					<b>1%</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 15,780,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 15,780,000
Engineering/Survey/Testing:		18%	\$ 2,840,400
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 2,367,000
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 20,987,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

Project Information:		Description:	Project No.	C-8
Name:	Lawson Rd (3)	<b>This project consists of the construction of two additional lanes in the existing median of this future six-lane major thoroughfare.</b>		
Limits:	Milam Rd to IH 20 WBFR			
Impact Fee Class:	A6-140 (1/3)			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	3,855			
Service Area(s):	C			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
117	Unclassified Street Excavation	5,997	cy	\$ 55,469
217	8" Lime Stabilization (with Lime @ 44#/sy)	11,993	sy	\$ 59,967
317	10" Concrete Pavement w/ 6" Curb	10,280	sy	\$ 493,440
417	4" Topsoil	0	sy	\$ -
517	4' Concrete Sidewalk	0	sf	\$ -
617	Turn Lanes and Median Openings	2,787	sy	\$ 147,703
<b>Paving Construction Cost Subtotal:</b>				<b>\$ 756,579</b>
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	5%	\$	37,829
√ Pavement Markings/Markers		3%	\$	22,697
Roadway Drainage	None Anticipated	0%	\$	-
√ Illumination		6%	\$	45,395
Special Drainage Structures	None Anticipated	0%	\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	15,132
√ Basic Landscaping		3%	\$	22,697
Other:		\$0	\$	-
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>143,750</b>
		<b>Paving and Allowance Subtotal:</b>	<b>\$</b>	<b>900,328</b>
		<b>Construction Contingency:</b>	<b>15%</b>	<b>\$ 135,049</b>
		<b>Mobilization:</b>	<b>5%</b>	<b>\$ 45,016</b>
		<b>Prep ROW:</b>	<b>1%</b>	<b>\$ 9,003</b>
		<b>Construction Cost TOTAL:</b>	<b>\$</b>	<b>1,036,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,036,000
Engineering/Survey/Testing:		18%	\$ 186,480
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 1,222,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

Project Information:		Description:	Project No.	C-9
Name:	Lawson Rd (4)	<b>This project consists of the construction of two additional lanes for this future six-lane major thoroughfare.</b>		
Limits:	IH 20 EBFR to South City Limits			
Impact Fee Class:	A6-140 (1/3)			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	650			
Service Area(s):	C			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
117	Unclassified Street Excavation	1,011	cy	\$ 9,353
217	8" Lime Stabilization (with Lime @ 44#/sy)	2,022	sy	\$ 10,111
317	10" Concrete Pavement w/ 6" Curb	1,733	sy	\$ 83,200
417	4" Topsoil	0	sy	\$ -
517	4' Concrete Sidewalk	0	sf	\$ -
617	Turn Lanes and Median Openings	470	sy	\$ 24,904
<b>Paving Construction Cost Subtotal:</b>				<b>\$ 127,568</b>
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	5%	\$	6,378
√ Pavement Markings/Markers		3%	\$	3,827
√ Roadway Drainage	Standard Internal System	30%	\$	38,271
√ Illumination		6%	\$	7,654
Special Drainage Structures	None Anticipated	0%	\$	-
√ Water	Minor Adjustments	5%	\$	6,378
√ Sewer	Minor Adjustments	2%	\$	2,551
√ Establish Turf / Erosion Control		2%	\$	2,551
√ Basic Landscaping		3%	\$	3,827
Other:		\$0	\$	-
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>71,438</b>
<b>Paving and Allowance Subtotal:</b>				<b>\$ 199,007</b>
		<b>Construction Contingency:</b>	<b>15%</b>	<b>\$ 29,851</b>
		<b>Mobilization:</b>	<b>5%</b>	<b>\$ 9,950</b>
		<b>Prep ROW:</b>	<b>1%</b>	<b>\$ 1,990</b>
<b>Construction Cost TOTAL:</b>				<b>\$ 229,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 229,000
Engineering/Survey/Testing:		18%	\$ 41,220
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 34,350
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 305,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
<b>Name:</b>	Berry Rd	<b>This project consists of the reconstruction of Berry Rd as a two-lane collector road with a center turn lane.</b>	<b>C-10</b>
<b>Limits:</b>	Faithon P Lucas Sr Blvd to Lawson Rd		
<b>Impact Fee Class:</b>	C3		
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane		
<b>Length (lf):</b>	8,330		
<b>Service Area(s):</b>	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	22,676	cy	\$ 9.25	\$ 209,754
211	6" Lime Stabilization (with Lime @ 33#/sy)	36,097	sy	\$ 5.00	\$ 180,483
311	6" Concrete Pavement w/ 6" Curb	34,246	sy	\$ 42.00	\$ 1,438,313
411	4" Topsoil	13,883	sy	\$ 3.50	\$ 48,592
511	4' Concrete Sidewalk	66,640	sf	\$ 4.00	\$ 266,560
611	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 2,143,702</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	107,185	
√ Pavement Markings/Markers		3%	\$	64,311	
√ Roadway Drainage	Standard Internal System	30%	\$	643,111	
√ Illumination		6%	\$	128,622	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	107,185	
√ Sewer	Minor Adjustments	2%	\$	42,874	
√ Establish Turf / Erosion Control		2%	\$	42,874	
√ Basic Landscaping		3%	\$	64,311	
Other:		\$0	\$	-	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					<b>Allowance Subtotal: \$ 1,200,473</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 3,344,176</b>
<b>Construction Contingency:</b>					<b>15% \$ 501,626</b>
<b>Mobilization:</b>					<b>5% \$ 167,209</b>
<b>Prep ROW:</b>					<b>1% \$ 33,442</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 3,846,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 3,846,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 692,280
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 576,900
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 5,115,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
<b>Name:</b>	Edwards Church Rd (1)	<b>This project consists of the reconstruction of Edwards Church Rd as a two-lane collector road with a center turn lane.</b>	<b>C-11</b>
<b>Limits:</b>	Berry Rd to 150' East of Cool Springs Dr		
<b>Impact Fee Class:</b>	C3		
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane		
<b>Length (lf):</b>	815		
<b>Service Area(s):</b>	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	2,219	cy	\$ 9.25	\$ 20,522
211	6" Lime Stabilization (with Lime @ 33#/sy)	3,532	sy	\$ 5.00	\$ 17,658
311	6" Concrete Pavement w/ 6" Curb	3,351	sy	\$ 42.00	\$ 140,723
411	4" Topsoil	1,358	sy	\$ 3.50	\$ 4,754
511	4' Concrete Sidewalk	6,520	sf	\$ 4.00	\$ 26,080
611	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 209,738</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	10,487	
√ Pavement Markings/Markers		3%	\$	6,292	
√ Roadway Drainage	Standard Internal System	30%	\$	62,921	
√ Illumination		6%	\$	12,584	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	10,487	
√ Sewer	Minor Adjustments	2%	\$	4,195	
√ Establish Turf / Erosion Control		2%	\$	4,195	
√ Basic Landscaping		3%	\$	6,292	
Other:		\$0	\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>117,453</b>	
<b>Paving and Allowance Subtotal:</b>			<b>\$</b>	<b>327,191</b>	
<b>Construction Contingency:</b>			<b>15%</b>	<b>\$</b>	<b>49,079</b>
<b>Mobilization:</b>			<b>5%</b>	<b>\$</b>	<b>16,360</b>
<b>Prep ROW:</b>			<b>1%</b>	<b>\$</b>	<b>3,272</b>
<b>Construction Cost TOTAL:</b>			<b>\$</b>	<b>377,000</b>	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 377,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 67,860
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 56,550
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 501,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>C-12</b>
<b>Name:</b>	Clay Mathis Rd	<b>This completed project consisted of the construction of the existing four-lane divided major thoroughfare. The total project cost was \$3,924,836, all of which was contributed by the City. The widening to six lanes is not included in the Impact Fee CIP.</b>		
<b>Limits:</b>	Edwards Church Rd to Lawson Rd			
<b>Impact Fee Class:</b>	S4-100			
<b>Ultimate Class:</b>	4-Lane Divided Secondary Road			
<b>Length (lf):</b>	5,460			
<b>Service Area(s):</b>	C			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 3,924,836
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 3,924,836</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>C-13</b>
<b>Name:</b>	Edwards Church Rd (2)	<b>This completed project consisted of the construction of a four-lane undivided secondary thoroughfare. The total project cost was \$4,188,839, all of which was contributed by the City.</b>		
<b>Limits:</b>	Cartwright Rd to Clay Mathis Rd			
<b>Impact Fee Class:</b>	S4			
<b>Ultimate Class:</b>	4-Lane Undivided Secondary Road			
<b>Length (lf):</b>	3,000			
<b>Service Area(s):</b>	C			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 4,188,839
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,188,839</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. C-14</b>
<b>Name:</b>	Cartwright Rd	<b>This completed project consisted of the construction of a six-lane divided major thoroughfare. The total project cost is \$3,153,659, all of which was contributed by the City.</b>	
<b>Limits:</b>	Faithon P Lucas Sr Blvd to Lawson Rd		
<b>Impact Fee Class:</b>	A6-120		
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road		
<b>Length (lf):</b>	7,190		
<b>Service Area(s):</b>	C		

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	\$ 3,153,659
<b>Engineering/Survey/Testing</b>			\$ -
<b>Other</b>			\$ -
<b>ROW/Easement Acquisition:</b>			\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 3,153,659</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
Name:	McKenzie Dr	<b>This project consists of the reconstruction of McKenzie Dr as a two-lane collector road with a center turn lane.</b>	<b>C-15</b>
Limits:	Faithon P Lucas Sr Blvd to Lawson Rd		
Impact Fee Class:	C3		
Ultimate Class:	2-Lane Collector Road with Center Turn Lane		
Length (lf):	7,920		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	21,560	cy	\$ 9.25	\$ 199,430
211	6" Lime Stabilization (with Lime @ 33#/sy)	34,320	sy	\$ 5.00	\$ 171,600
311	6" Concrete Pavement w/ 6" Curb	32,560	sy	\$ 42.00	\$ 1,367,520
411	4" Topsoil	13,200	sy	\$ 3.50	\$ 46,200
511	4' Concrete Sidewalk	63,360	sf	\$ 4.00	\$ 253,440
611	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 2,038,190</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	101,910	
√ Pavement Markings/Markers		3%	\$	61,146	
√ Roadway Drainage	Standard Internal System	30%	\$	611,457	
√ Illumination		6%	\$	122,291	
√ Special Drainage Structures	One minor bridge	N/A	\$	193,000	
√ Water	Minor Adjustments	5%	\$	101,910	
√ Sewer	Minor Adjustments	2%	\$	40,764	
√ Establish Turf / Erosion Control		2%	\$	40,764	
√ Basic Landscaping		3%	\$	61,146	
Other:		\$0	\$	-	
<b>Allowance Subtotal:</b>					<b>\$ 1,334,386</b>
<b>Paving and Allowance Subtotal:</b>					<b>\$ 3,372,576</b>
<b>Construction Contingency:</b>					<b>15% \$ 505,886</b>
<b>Mobilization:</b>					<b>5% \$ 168,629</b>
<b>Prep ROW:</b>					<b>1% \$ 33,726</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 3,879,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,879,000
Engineering/Survey/Testing:		18%	\$ 698,220
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 581,850
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 5,159,000</b>

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
Name:	Shannon Rd (1)	<b>This project consists of the reconstruction of Shannon Rd as a two-lane collector road with a center turn lane.</b>	<b>C-16</b>
Limits:	IH 20 EBFR to Highland Meadows Dr		
Impact Fee Class:	C3		
Ultimate Class:	2-Lane Collector Road with Center Turn Lane		
Length (lf):	4,300		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	11,706	cy	\$ 9.25	\$ 108,276
211	6" Lime Stabilization (with Lime @ 33#/sy)	18,633	sy	\$ 5.00	\$ 93,167
311	6" Concrete Pavement w/ 6" Curb	17,678	sy	\$ 42.00	\$ 742,467
411	4" Topsoil	7,167	sy	\$ 3.50	\$ 25,083
511	4' Concrete Sidewalk	34,400	sf	\$ 4.00	\$ 137,600
611	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,106,593</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	55,330	
√ Pavement Markings/Markers		3%	\$	33,198	
√ Roadway Drainage	Standard Internal System	30%	\$	331,978	
√ Illumination		6%	\$	66,396	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	55,330	
√ Sewer	Minor Adjustments	2%	\$	22,132	
√ Establish Turf / Erosion Control		2%	\$	22,132	
√ Basic Landscaping		3%	\$	33,198	
Other:		\$0	\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>619,692</b>	
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,726,285</b>
<b>Construction Contingency:</b>					<b>15% \$ 258,943</b>
<b>Mobilization:</b>					<b>5% \$ 86,314</b>
<b>Prep ROW:</b>					<b>1% \$ 17,263</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,986,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,986,000
Engineering/Survey/Testing:		18%	\$ 357,480
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 297,900
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 2,641,000</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.
<b>Name:</b>	Shannon Rd (2)	<b>This project consists of the reconstruction of Shannon Rd as a two-lane collector road with a center turn lane.</b>	<b>C-17</b>
<b>Limits:</b>	Highland Meadows Dr to Lumley Rd		
<b>Impact Fee Class:</b>	C3		
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane		
<b>Length (lf):</b>	945		
<b>Service Area(s):</b>	C, Other		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	2,573	cy	\$ 9.25	\$ 23,796
211	6" Lime Stabilization (with Lime @ 33#/sy)	4,095	sy	\$ 5.00	\$ 20,475
311	6" Concrete Pavement w/ 6" Curb	3,885	sy	\$ 42.00	\$ 163,170
411	4" Topsoil	1,575	sy	\$ 3.50	\$ 5,513
511	4' Concrete Sidewalk	7,560	sf	\$ 4.00	\$ 30,240
611	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 243,193</b>

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 12,160
√ Pavement Markings/Markers		3%	\$ 7,296
√ Roadway Drainage	Standard Internal System	30%	\$ 72,958
√ Illumination		6%	\$ 14,592
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 12,160
√ Sewer	Minor Adjustments	2%	\$ 4,864
√ Establish Turf / Erosion Control		2%	\$ 4,864
√ Basic Landscaping		3%	\$ 7,296
Other:		\$0	\$ -
		<b>Allowance Subtotal:</b>	<b>\$ 136,188</b>

\*\*Allowances based on % of Paving Construction Cost Subtotal

<b>Paving and Allowance Subtotal:</b>	<b>\$ 379,381</b>
<b>Construction Contingency:</b>	<b>15% \$ 56,907</b>
<b>Mobilization:</b>	<b>5% \$ 18,969</b>
<b>Prep ROW:</b>	<b>1% \$ 3,794</b>
<b>Construction Cost TOTAL:</b>	<b>\$ 437,000</b>

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 437,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 78,660
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 65,550
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 581,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

Project Information:		Description:	Project No.
Name:	FM 740	<b>This project consists of the reconstruction of FM 740 as a six-lane divided major thoroughfare.</b>	<b>C-18</b>
Limits:	North City Limits to South City Limits		
Impact Fee Class:	A6-120		
Ultimate Class:	6-Lane Divided Arterial Road		
Length (lf):	5,380		
Service Area(s):	C		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	23,313	cy	\$ 9.25	\$ 215,648
203	8" Lime Stabilization (with Lime @ 44#/sy)	46,627	sy	\$ 5.00	\$ 233,133
303	10" Concrete Pavement w/ 6" Curb	44,236	sy	\$ 48.00	\$ 2,123,307
403	4" Topsoil	22,716	sy	\$ 3.50	\$ 79,504
503	4' Concrete Sidewalk	43,040	sf	\$ 4.00	\$ 172,160
603	Turn Lanes and Median Openings	3,889	sy	\$ 53.00	\$ 206,132

**Paving Construction Cost Subtotal: \$ 3,029,885**

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 151,494
√ Pavement Markings/Markers		3%	\$ 90,897
√ Roadway Drainage	Standard Internal System	30%	\$ 908,966
√ Illumination		6%	\$ 181,793
√ Special Drainage Structures	One minor bridge	0%	\$ 540,000
√ Water	Minor Adjustments	5%	\$ 151,494
√ Sewer	Minor Adjustments	2%	\$ 60,598
√ Establish Turf / Erosion Control		2%	\$ 60,598
√ Basic Landscaping		3%	\$ 90,897
Other:		\$0	\$ -

\*\*Allowances based on % of Paving Construction Cost Subtotal

**Allowance Subtotal: \$ 2,236,736**

**Paving and Allowance Subtotal: \$ 5,266,621**

**Construction Contingency: 15% \$ 789,993**

**Mobilization: 5% \$ 263,331**

**Prep ROW: 1% \$ 52,666**

**Construction Cost TOTAL: \$ 6,057,000**

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,057,000
Engineering/Survey/Testing:		18%	\$ 1,090,260
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 908,550

**Impact Fee Project Cost TOTAL (20% Town Contribution) \$ 1,611,200**

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

Project Information:		Description:	Project No.
Name:	FM 2757	<b>This project consists of the reconstruction of FM 2757 as a six-lane divided major thoroughfare.</b>	<b>C-19</b>
Limits:	FM 740 to Kelly Rd		
Impact Fee Class:	A6-120		
Ultimate Class:	6-Lane Divided Arterial Road		
Length (lf):	8,965		
Service Area(s):	C		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	38,848	cy	\$ 9.25	\$ 359,347
203	8" Lime Stabilization (with Lime @ 44#/sy)	77,697	sy	\$ 5.00	\$ 388,483
303	10" Concrete Pavement w/ 6" Curb	73,712	sy	\$ 48.00	\$ 3,538,187
403	4" Topsoil	37,852	sy	\$ 3.50	\$ 132,483
503	4' Concrete Sidewalk	71,720	sf	\$ 4.00	\$ 286,880
603	Turn Lanes and Median Openings	6,481	sy	\$ 53.00	\$ 343,490

**Paving Construction Cost Subtotal: \$ 5,048,870**

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 252,444
√ Pavement Markings/Markers		3%	\$ 151,466
√ Roadway Drainage	Standard Internal System	30%	\$ 1,514,661
√ Illumination		6%	\$ 302,932
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 252,444
√ Sewer	Minor Adjustments	2%	\$ 100,977
√ Establish Turf / Erosion Control		2%	\$ 100,977
√ Basic Landscaping		3%	\$ 151,466
Other:		\$0	\$ -

\*\*Allowances based on % of Paving Construction Cost Subtotal

**Allowance Subtotal: \$ 2,827,367**

**Paving and Allowance Subtotal: \$ 7,876,237**

**Construction Contingency: 15% \$ 1,181,436**

**Mobilization: 5% \$ 393,812**

**Prep ROW: 1% \$ 78,762**

**Construction Cost TOTAL: \$ 9,058,000**

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 9,058,000
Engineering/Survey/Testing:		18%	\$ 1,630,440
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 1,358,700

**Impact Fee Project Cost TOTAL (20% Town Contribution) \$ 2,409,400**

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 11/4/2019

Project Information:		Description:	Project No.
<b>Name:</b>	Kelly Rd	<b>This project consists of the reconstruction of Kelly Rd as a two-lane collector road with a center turn lane.</b>	<b>C-20</b>
<b>Limits:</b>	FM 2757 to South City Limits		
<b>Impact Fee Class:</b>	C3		
<b>Ultimate Class:</b>	2-Lane Collector Road with Center Turn Lane		
<b>Length (lf):</b>	6,110		
<b>Service Area(s):</b>	C, Other		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	16,633	cy	\$ 9.25	\$ 153,853
211	6" Lime Stabilization (with Lime @ 33#/sy)	26,477	sy	\$ 5.00	\$ 132,383
311	6" Concrete Pavement w/ 6" Curb	25,119	sy	\$ 42.00	\$ 1,054,993
411	4" Topsoil	10,183	sy	\$ 3.50	\$ 35,642
511	4' Concrete Sidewalk	48,880	sf	\$ 4.00	\$ 195,520
611	Turn Lanes and Median Openings	0	sy	\$ 47.00	\$ -
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,572,392</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	78,620	
√ Pavement Markings/Markers		3%	\$	47,172	
√ Roadway Drainage	Standard Internal System	30%	\$	471,717	
√ Illumination		6%	\$	94,343	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	78,620	
√ Sewer	Minor Adjustments	2%	\$	31,448	
√ Establish Turf / Erosion Control		2%	\$	31,448	
√ Basic Landscaping		3%	\$	47,172	
Other:		\$0	\$	-	
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>880,539</b>	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Paving and Allowance Subtotal:</b>					<b>\$ 2,452,931</b>
<b>Construction Contingency:</b>					<b>15% \$ 367,940</b>
<b>Mobilization:</b>					<b>5% \$ 122,647</b>
<b>Prep ROW:</b>					<b>1% \$ 24,529</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 2,821,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		-	\$ 2,821,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 507,780
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 423,150
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 3,752,000</b>

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

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>C-21</b>
<b>Name:</b>	High Country Ln (1)	<b>This project consists of the reconstruction of High Country Lane as a four-lane divided thoroughfare.</b>		
<b>Limits:</b>	IH 20 WBFR to IH 20 EBFR			
<b>Impact Fee Class:</b>	A4			
<b>Ultimate Class:</b>	4-Lane Divided Minor Arterial			
<b>Length (lf):</b>	1,060			
<b>Service Area(s):</b>	C			

<b>Roadway Construction Cost Projection</b>					
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>
106	Unclassified Street Excavation	3,180	cy	\$ 9.25	\$ 29,415
206	8" Lime Stabilization (with Lime @ 44#/sy)	6,360	sy	\$ 5.00	\$ 31,800
306	10" Concrete Pavement w/ 6" Curb	5,889	sy	\$ 48.00	\$ 282,667
406	4" Topsoil	3,769	sy	\$ 3.50	\$ 13,191
506	4' Concrete Sidewalk	8,480	sf	\$ 4.00	\$ 33,920
606	Turn Lanes and Median Openings	766	sy	\$ 53.00	\$ 40,613
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 431,606</b>
<b>Major Construction Component Allowances**:</b>					
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	21,580	
√ Pavement Markings/Markers		3%	\$	12,948	
√ Roadway Drainage	Standard Internal System	30%	\$	129,482	
√ Illumination		6%	\$	25,896	
√ Special Drainage Structures	One major bridge	0%	\$	2,544,000	
√ Water	Minor Adjustments	5%	\$	21,580	
√ Sewer	Minor Adjustments	2%	\$	8,632	
√ Establish Turf / Erosion Control		2%	\$	8,632	
√ Basic Landscaping		3%	\$	12,948	
Other:		\$0	\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>2,785,699</b>	
<b>Paving and Allowance Subtotal:</b>					<b>\$ 3,217,306</b>
<b>Construction Contingency:</b>					<b>15%</b> \$ 482,596
<b>Mobilization:</b>					<b>5%</b> \$ 160,865
<b>Prep ROW:</b>					<b>1%</b> \$ 32,173
<b>Construction Cost TOTAL:</b>					<b>\$ 3,700,000</b>

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	\$ 3,700,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 666,000
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 555,000
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 4,921,000</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

Project Information:		Description:	Project No.
Name:	High Country Ln (2)	<b>This project consists of the reconstruction of High Country Lane as a four-lane divided thoroughfare.</b>	<b>C-22</b>
Limits:	IH 20 EBFR to FM 741		
Impact Fee Class:	A4		
Ultimate Class:	4-Lane Divided Minor Arterial		
Length (If):	3,365		
Service Area(s):	C		

**Roadway Construction Cost Projection**

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
106	Unclassified Street Excavation	10,095	cy	\$ 9.25	\$ 93,379
206	8" Lime Stabilization (with Lime @ 44#/sy)	20,190	sy	\$ 5.00	\$ 100,950
306	10" Concrete Pavement w/ 6" Curb	18,694	sy	\$ 48.00	\$ 897,333
406	4" Topsoil	11,964	sy	\$ 3.50	\$ 41,876
506	4' Concrete Sidewalk	26,920	sf	\$ 4.00	\$ 107,680
606	Turn Lanes and Median Openings	2,433	sy	\$ 53.00	\$ 128,929

**Paving Construction Cost Subtotal: \$ 1,370,146**

**Major Construction Component Allowances\*\*:**

Item Description	Notes	Allowance	Item Cost
√ Traffic Control	Construction Phase Traffic Control	5%	\$ 68,507
√ Pavement Markings/Markers		3%	\$ 41,104
√ Roadway Drainage	Standard Internal System	30%	\$ 411,044
√ Illumination		6%	\$ 82,209
Special Drainage Structures	None Anticipated	0%	\$ -
√ Water	Minor Adjustments	5%	\$ 68,507
√ Sewer	Minor Adjustments	2%	\$ 27,403
√ Establish Turf / Erosion Control		2%	\$ 27,403
√ Basic Landscaping		3%	\$ 41,104
Other:		\$0	\$ -

\*\*Allowances based on % of Paving Construction Cost Subtotal

**Allowance Subtotal: \$ 767,282**

<b>Paving and Allowance Subtotal:</b>	<b>\$ 2,137,428</b>
<b>Construction Contingency:</b> 15%	\$ 320,614
<b>Mobilization:</b> 5%	\$ 106,871
<b>Prep ROW:</b> 1%	\$ 21,374
<b>Construction Cost TOTAL:</b>	<b>\$ 2,459,000</b>

**Impact Fee Project Cost Summary**

Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,459,000
Engineering/Survey/Testing:		18%	\$ 442,620
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 368,850

**Impact Fee Project Cost TOTAL: \$ 3,270,000**

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.	C-23
Name:	FM 741 (1)	<b>This project consists of the reconstruction of FM 741 as a six-lane divided major thoroughfare.</b>		
Limits:	IH 20 EBFR to 1390' South of IH 20 EBFR			
Impact Fee Class:	A6-120			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	1,400			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	6,067	cy	\$ 9.25	\$ 56,117
203	8" Lime Stabilization (with Lime @ 44#/sy)	12,133	sy	\$ 5.00	\$ 60,667
303	10" Concrete Pavement w/ 6" Curb	11,511	sy	\$ 48.00	\$ 552,533
403	4" Topsoil	5,911	sy	\$ 3.50	\$ 20,689
503	4' Concrete Sidewalk	11,200	sf	\$ 4.00	\$ 44,800
603	Turn Lanes and Median Openings	1,012	sy	\$ 53.00	\$ 53,640
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 788,446</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	39,422	
√ Pavement Markings/Markers		3%	\$	23,653	
√ Roadway Drainage	Standard Internal System	30%	\$	236,534	
√ Illumination		6%	\$	47,307	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	39,422	
√ Sewer	Minor Adjustments	2%	\$	15,769	
√ Establish Turf / Erosion Control		2%	\$	15,769	
√ Basic Landscaping		3%	\$	23,653	
Other:		\$0	\$	-	
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>441,530</b>	
		<b>Paving and Allowance Subtotal:</b>	<b>\$</b>	<b>1,229,976</b>	
		<b>Construction Contingency:</b>	<b>15%</b>	<b>\$</b>	<b>184,496</b>
		<b>Mobilization:</b>	<b>5%</b>	<b>\$</b>	<b>61,499</b>
		<b>Prep ROW:</b>	<b>1%</b>	<b>\$</b>	<b>12,300</b>
		<b>Construction Cost TOTAL:</b>	<b>\$</b>	<b>1,415,000</b>	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,415,000
Engineering/Survey/Testing:		18%	\$ 254,700
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 212,250
<b>Impact Fee Project Cost TOTAL (20% Town Contribution)</b>			<b>\$ 376,400</b>

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**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.  
 updated: 10/14/2019

Project Information:		Description:	Project No.	C-24
Name:	FM 741 (2)	<b>This project consists of the reconstruction of FM 741 as a six-lane divided major thoroughfare.</b>		
Limits:	1390' South of IH 20 EBFR to Dozier Cir			
Impact Fee Class:	A6-120			
Ultimate Class:	6-Lane Divided Arterial Road			
Length (lf):	1,400			
Service Area(s):	C, Other			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	6,067	cy	\$ 9.25	\$ 56,117
203	8" Lime Stabilization (with Lime @ 44#/sy)	12,133	sy	\$ 5.00	\$ 60,667
303	10" Concrete Pavement w/ 6" Curb	11,511	sy	\$ 48.00	\$ 552,533
403	4" Topsoil	5,911	sy	\$ 3.50	\$ 20,689
503	4' Concrete Sidewalk	11,200	sf	\$ 4.00	\$ 44,800
603	Turn Lanes and Median Openings	1,012	sy	\$ 53.00	\$ 53,640
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 788,446</b>
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	39,422	
√ Pavement Markings/Markers		3%	\$	23,653	
√ Roadway Drainage	Standard Internal System	30%	\$	236,534	
√ Illumination		6%	\$	47,307	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	39,422	
√ Sewer	Minor Adjustments	2%	\$	15,769	
√ Establish Turf / Erosion Control		2%	\$	15,769	
√ Basic Landscaping		3%	\$	23,653	
Other:		\$0	\$	-	
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>441,530</b>	
<b>Paving and Allowance Subtotal:</b>					<b>\$ 1,229,976</b>
<b>Construction Contingency:</b>					<b>15% \$ 184,496</b>
<b>Mobilization:</b>					<b>5% \$ 61,499</b>
<b>Prep ROW:</b>					<b>1% \$ 12,300</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,415,000</b>

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,415,000
Engineering/Survey/Testing:		18%	\$ 254,700
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	15%	\$ 212,250
<b>Impact Fee Project Cost TOTAL (20% Town Contribution)</b>			<b>\$ 376,400</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>C-25</b>
<b>Name:</b>	FM 2932 (1)	<b>This project consists of the reconstruction of FM 2932 as a six-lane divided major thoroughfare.</b>		
<b>Limits:</b>	IH 20 WBFR to IH 20 EBFR			
<b>Impact Fee Class:</b>	A6-140			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	690			
<b>Service Area(s):</b>	C, Other			

<b>Roadway Construction Cost Projection</b>					
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>
102	Unclassified Street Excavation	2,990	cy	\$ 9.25	\$ 27,658
202	8" Lime Stabilization (with Lime @ 44#/sy)	5,980	sy	\$ 5.00	\$ 29,900
302	10" Concrete Pavement w/ 6" Curb	5,673	sy	\$ 48.00	\$ 272,320
402	4" Topsoil	2,913	sy	\$ 3.50	\$ 10,197
502	4' Concrete Sidewalk	5,520	sf	\$ 4.00	\$ 22,080
602	Turn Lanes and Median Openings	499	sy	\$ 53.00	\$ 26,437
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 388,591</b>
<b>Major Construction Component Allowances**:</b>					
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	19,430	
√ Pavement Markings/Markers		3%	\$	11,658	
√ Roadway Drainage	Standard Internal System	30%	\$	116,577	
√ Illumination		6%	\$	23,315	
√ Special Drainage Structures	One major bridge	0%	\$	2,484,000	
√ Water	Minor Adjustments	5%	\$	19,430	
√ Sewer	Minor Adjustments	2%	\$	7,772	
√ Establish Turf / Erosion Control		2%	\$	7,772	
√ Basic Landscaping		3%	\$	11,658	
Other:		\$0	\$	-	
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>2,701,611</b>	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
		<b>Paving and Allowance Subtotal:</b>	<b>\$</b>	<b>3,090,202</b>	
		<b>Construction Contingency:</b>	<b>15%</b>	<b>\$ 463,530</b>	
		<b>Mobilization:</b>	<b>5%</b>	<b>\$ 154,510</b>	
		<b>Prep ROW:</b>	<b>1%</b>	<b>\$ 30,902</b>	
		<b>Construction Cost TOTAL:</b>	<b>\$</b>	<b>3,554,000</b>	

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	\$ 3,554,000
<b>Engineering/Survey/Testing:</b>		18%	\$ 639,720
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	\$ 533,100
<b>Impact Fee Project Cost TOTAL (20% Town Contribution)</b>			<b>\$ 945,400</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study (2019 Update)**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated:

10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>C-26</b>
<b>Name:</b>	FM 2932 (2)	<b>This project consists of the reconstruction of FM 2932 as a six-lane divided major thoroughfare.</b>		
<b>Limits:</b>	IH 20 EBFR to Griffin Ln			
<b>Impact Fee Class:</b>	A6-140			
<b>Ultimate Class:</b>	6-Lane Divided Arterial Road			
<b>Length (lf):</b>	2,925			
<b>Service Area(s):</b>	C, Other			

<b>Roadway Construction Cost Projection</b>					
<b>No.</b>	<b>Item Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Item Cost</b>
102	Unclassified Street Excavation	12,675	cy	\$ 9.25	\$ 117,244
202	8" Lime Stabilization (with Lime @ 44#/sy)	25,350	sy	\$ 5.00	\$ 126,750
302	10" Concrete Pavement w/ 6" Curb	24,050	sy	\$ 48.00	\$ 1,154,400
402	4" Topsoil	12,350	sy	\$ 3.50	\$ 43,225
502	4' Concrete Sidewalk	23,400	sf	\$ 4.00	\$ 93,600
602	Turn Lanes and Median Openings	2,115	sy	\$ 53.00	\$ 112,070
<b>Paving Construction Cost Subtotal:</b>					<b>\$ 1,647,289</b>
<b>Major Construction Component Allowances**:</b>					
<b>Item Description</b>	<b>Notes</b>	<b>Allowance</b>	<b>Item Cost</b>		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	82,364	
√ Pavement Markings/Markers		3%	\$	49,419	
√ Roadway Drainage	Standard Internal System	30%	\$	494,187	
√ Illumination		6%	\$	98,837	
Special Drainage Structures	None Anticipated	0%	\$	-	
√ Water	Minor Adjustments	5%	\$	82,364	
√ Sewer	Minor Adjustments	2%	\$	32,946	
√ Establish Turf / Erosion Control		2%	\$	32,946	
√ Basic Landscaping		3%	\$	49,419	
Other:		\$0	\$	-	
		<b>Allowance Subtotal:</b>	<b>\$</b>	<b>922,482</b>	
<b>**Allowances based on % of Paving Construction Cost Subtotal</b>					
<b>Paving and Allowance Subtotal:</b>			<b>\$</b>	<b>2,569,771</b>	
<b>Construction Contingency:</b>			<b>15%</b>	<b>\$ 385,466</b>	
<b>Mobilization:</b>			<b>5%</b>	<b>\$ 128,489</b>	
<b>Prep ROW:</b>			<b>1%</b>	<b>\$ 25,698</b>	
<b>Construction Cost TOTAL:</b>			<b>\$</b>	<b>2,956,000</b>	

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>Construction:</b>		-	<b>\$ 2,956,000</b>
<b>Engineering/Survey/Testing:</b>		18%	<b>\$ 532,080</b>
<b>Previous City contribution</b>			
<b>Other</b>			
<b>ROW/Easement Acquisition:</b>	Existing Alignment	15%	<b>\$ 443,400</b>
<b>Impact Fee Project Cost TOTAL (20% Town Contribution)</b>			<b>\$ 786,200</b>

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

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

**City of Mesquite**  
**2015 Roadway Impact Fee Study**  
**Conceptual Level Project Cost Projection**

Kimley-Horn and Associates, Inc.

updated: 10/14/2019

<b>Project Information:</b>		<b>Description:</b>	<b>Project No.</b>	<b>I-2</b>
<b>Name:</b>	Fiber Improvement	<p><b>This completed project consisted of the construction of the fiber/traffic management center in the City of Mesquite. Based on information provided by the City of Mesquite, \$4,990,187.18 was the total cost for this project. \$953,477.44 was the City's contribution for this project.</b></p>		
<b>Limits:</b>	Citywide			
<b>Impact Fee Class:</b>				
<b>Ultimate Class:</b>				
<b>Length (lf):</b>				
<b>Service Area(s):</b>	A, B, C			

<b>Impact Fee Project Cost Summary</b>			
<b>Item Description</b>	<b>Notes:</b>	<b>Allowance</b>	<b>Item Cost</b>
<b>City Contribution to Construction Cost:</b>		-	<b>\$ 953,477</b>
<b>Percent for Growth</b>	8.0%		\$ -
<b>Impact Fee Project Cost TOTAL:</b>			<b>\$ 76,278</b>

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

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

**Appendix B – CIP Service Units of Supply**

**City of Mesquite - 2015 Roadway Impact Fee Study**

**CIP Service Units of Supply**

10/14/2019

**Service Area A**

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
A-1	Republic Pkwy	Columbia Pkwy to Northwest Dr	0.27	4	S4-80	0	100%	650	709	0	709	\$ 1,351,000	\$ 1,351,000
A-2	Franklin Dr (1)	Towne Center Dr to Tripp Rd	0.71	4	S4	452	100%	500	1419	321	1,098	\$ 3,155,000.00	\$ 3,155,000.00
A-3	Franklin Dr (2)	Tripp Rd to US 80 WBFR	0.23	3	C3	452	100%	550	372	102	270	\$ 732,000	\$ 732,000
A-4	Tripp Rd (1)	US 80 WBFR to Franklin Dr	0.23	3	C3	511	100%	550	388	120	268	\$ 762,000	\$ 762,000
A-5	Tripp Rd (2)	Franklin Dr to 445' East of Creighton Dr	0.19	4	S4	511	100%	500	379	97	282	\$ 843,000	\$ 843,000
A-6	Big Town Blvd	Samuell Blvd to 995' North of Forney Rd (West City Limits)	0.86	6	A6-100 (1/3)	1,261	100%	700	3591	1,078	2,513	\$ 1,431,000	\$ 1,431,000
A-7	S Town East Blvd	Innovative Way to 395' North of Military Pkwy	0.38	6	A6-100 (1/3)	642	100%	700	1583	242	1,341	\$ 631,000	\$ 631,000
A-8	Range Dr	N Galloway Ave to 210' North of Liberty Ln	0.36	3	C3	942	100%	550	592	338	254	\$ 1,164,000	\$ 1,164,000
A-9, B-23	N Galloway Ave	E Kearney St to E Main St	0.27	4	S4-80	1,185	50%	650	357	163	194	\$ 1,264,000	\$ 632,000
A-10	Gus Thomasson Rd	US 80 WBFR to Motley Dr	0.17	6	A6-100	1,299	100%	700	700	217	483	\$ 1,100,000	\$ 1,100,000
A-11	Tripp Rd (3)	N Galloway Ave to Beltline Rd	0.93	4	S4	511	100%	500	1869	478	1,391	\$ 10,776,210	\$ 10,776,210
I-1	Interchange Improvements	N Town East Blvd & US 635 / Town Centre Dr & US 635 / S Town East Blvd & US 80					100%			0		\$ 460,959	\$ 460,959
I-2	Fiber Improvement						33%					\$ 76,278	\$ 25,424
<b>SUBTOTAL</b>									<b>11,959</b>	<b>3,156</b>	<b>8,803</b>	<b>\$ 23,746,447</b>	<b>\$ 23,063,592</b>

2015 Roadway Impact Fee Study Cost Per Service Area (2019 Update) \$ 21,889

**TOTAL COST IN SERVICE AREA A \$ 23,085,481**

**City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)**

**CIP Service Units of Supply**

10/14/2019

**Service Area B**

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-1	S Sam Houston Rd	515' North of Liverpool Dr to 210' South of Robinhood Blvd	0.39	4	S4	79	100%	500	786	31	755	\$ 1,748,000	\$ 1,748,000
B-2	S4 Connector A	Sam Houston Rd to W Bruton Rd	0.20	4	S4	0	100%	500	394	0	394	\$ 944,000	\$ 944,000
B-3	S Peachtree Rd (1)	Scyene Rd to Stadium Dr/Bridger Dr	0.30	6	A6-100 (1/2)	395	100%	700	1,269	119	1,150	\$ 1,140,000	\$ 1,140,000
B-4	S Peachtree Rd (2)	Stadium Dr to W Bruton Rd	0.98	4	S4	395	100%	500	1,955	386	1,569	\$ 4,346,000	\$ 4,346,000
B-5	W Bruton Rd (1)	470' West of Betty Ann Ln (West City Limits) to Rodeo Center Blvd	0.97	6	A6-100	816	50%	700	2,028	394	1,634	\$ 6,759,000	\$ 3,379,500
B-6	W Bruton Rd (2)	Rodeo Center Blvd to IH 635 SBFR	0.47	6	A6-100 (1/3)	816	100%	700	1,977	384	1,593	\$ 788,000	\$ 788,000
B-7	S Walker St	Holley Park Dr to New Market Rd	0.48	3	C3	180	100%	550	800	87	713	\$ 1,572,000	\$ 1,572,000
B-8	Newsom Rd	Pioneer Rd to Parkwood Trl	0.81	3	C3	304	100%	550	1,331	245	1,086	\$ 2,616,000	\$ 2,616,000
B-9	Paza Dr	S Belt Line Rd to Wilkinson Dr	0.25	3	C3	334	100%	550	420	85	335	\$ 826,000	\$ 826,000
B-10	Wilkinson Dr	Paza Dr to Sierra Dr	0.15	3	C3	280	100%	550	253	37	216	\$ 497,000	\$ 497,000
B-11	Sierra Dr	Wilkinson Dr to Pioneer Rd	0.50	3	C3	240	100%	550	828	147	681	\$ 1,628,000	\$ 1,628,000
B-12	Eulane Dr	Cordia Dr to Rutherford Dr	0.23	3	C3	292	100%	550	377	67	310	\$ 741,000	\$ 741,000
B-13	Mesquite Valley Rd (1)	Eulane Dr to San Simeon Dr	0.38	3	C3	288	100%	550	633	110	523	\$ 1,244,000	\$ 1,244,000
B-14	Mesquite Valley Rd (2)	San Simeon Dr to Cantura Dr	0.10	4	S4	288	100%	500	195	28	167	\$ 435,000	\$ 435,000
B-15	Mesquite Valley Rd (3)	Cantura Dr to Osage Trl	0.25	4	S4	288	100%	500	496	71	425	\$ 1,104,000	\$ 1,104,000
B-16	Mesquite Valley Rd (4)	Osage Trl to Old Mesquite Way	0.36	4	S4	288	100%	500	723	104	619	\$ 2,738,000	\$ 2,738,000
B-17	S4 Connector B	E Cartwright Rd to San Simeon Dr	0.27	4	S4	0	100%	500	547	0	547	\$ 1,311,000	\$ 1,311,000
B-18	Clay Mathis Rd	E Scyene Rd to E Glen Blvd	0.22	6	A6-100 (1/3)	1,258	100%	700	935	280	655	\$ 373,000	\$ 373,000
B-19, C-1	Faithon P Lucas Sr Blvd (1)	E Scyene Rd to Creek Crossing Rd	0.69	6	A6-100	298	50%	700	1,448	103	1,345	\$ 4,824,000	\$ 2,412,000
B-20, C-2	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	0.21	6	A6-100 (2/3)	298	50%	700	436	31	405	\$ 987,000	\$ 493,500
B-21, C-3	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	1.10	4	A4-120	557	50%	650	1,424	305	1,119	\$ 4,355,838	\$ 2,177,919
B-22, C-4	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	0.26	4	A4-120 (1/2)	557	50%	650	337	72	265	\$ 1,088,960	\$ 544,480
A-9, B-23	N Galloway Ave	E Kearney St to E Main St	0.27	4	S4-80	1,185	50%	650	357	163	194	\$ 1,264,000	\$ 632,000
B-24	Military Pkwy	IH 635 to S Carmack St	0.96	6	A6-100	2,040	100%	700	4,021	1,953	2,068	\$ 5,017,509	\$ 5,017,509
B-25	Pioneer Rd	E Cartwright Rd to McKenzie Rd	1.48	4	S4-100	639	100%	650	3,848	946	2,902	\$ 7,405,070	\$ 7,405,070
B-26	Cartwright Rd	Pioneer Rd to Faithon P Lucas Sr Blvd	1.72	6	A6-120	2,026	100%	700	7,215	3,480	3,735	\$ 6,513,365	\$ 6,513,365
I-2	Fiber Improvement	Citywide					33%					\$ 76,278	\$ 25,424
<b>SUBTOTAL</b>									<b>35,033</b>	<b>9,628</b>	<b>25,405</b>	<b>\$ 62,342,020</b>	<b>\$ 52,651,767</b>
												2015 Roadway Impact Fee Study Cost Per Service Area	\$ 21,889
												<b>TOTAL COST IN SERVICE AREA B</b>	<b>\$ 52,673,656</b>

**City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)**

**CIP Service Units of Supply**

11/6/2019

**Service Area C**

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-19, C-1	Faithon P Lucas Sr Blvd (1)	E Scyene Rd to Creek Crossing Rd	0.69	6	A6-100	298	50%	700	1,448	103	1,345	\$ 4,824,000	\$ 2,412,000
B-20, C-2	Faithon P Lucas Sr Blvd (2)	Creek Crossing Rd to Berry Rd	0.21	6	A6-100 (2/3)	298	50%	700	436	31	405	\$ 987,000	\$ 493,500
B-21, C-3	Faithon P Lucas Sr Blvd (3)	School Rd to Unnamed Rd	1.10	4	A4-120	557	50%	650	1,424	305	1,119	\$ 4,355,838	\$ 2,177,919
B-22, C-4	Faithon P Lucas Sr Blvd (4)	Unnamed Rd to McKenzie Rd (North Segment)	0.26	4	A4-120 (1/2)	557	50%	650	337	72	265	\$ 1,088,960	\$ 544,480
C-5	East Scyene Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.62	6	A6-100	262	100%	700	6,793	424	6,369	\$ 11,318,000	\$ 11,318,000
C-6	Lawson Rd (1)	E Scyene Rd to 2,050' South of E Scyene Rd	0.39	6	A6-140	920	50%	700	815	179	636	\$ 2,756,000	\$ 1,378,000
C-7	Lawson Rd (2)	1,870' North of Berry Rd to Milam Rd	2.50	6	A6-140	920	100%	700	10,484	2,297	8,187	\$ 20,987,000	\$ 20,987,000
C-8	Lawson Rd (3)	Milam Rd to IH 20 WBFR	0.73	6	A6-140 (1/3)	920	100%	700	3,066	672	2,394	\$ 1,222,000	\$ 1,222,000
C-9	Lawson Rd (4)	IH 20 EBFR to South City Limits	0.12	6	A6-140 (1/3)	656	100%	700	517	81	436	\$ 305,000	\$ 305,000
C-10	Berry Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.58	3	C3	79	100%	550	2,603	125	2,478	\$ 5,115,000	\$ 5,115,000
C-11	Edwards Church Rd (1)	Berry Rd to 150' East of Cool Springs Dr	0.15	3	C3	82	100%	550	255	13	242	\$ 501,000	\$ 501,000
C-12	Clay Mathis Rd	Edwards Church Rd to Lawson Rd	1.03	4	S4-100	589	100%	650	2,689	609	2,080	\$ 3,924,836	\$ 3,924,836
C-13	Edwards Church Rd (2)	Cartwright Rd to Clay Mathis Rd	0.57	4	S4	413	100%	500	1,136	235	901	\$ 4,188,839	\$ 4,188,839
C-14	Cartwright Rd	Faithon P Lucas Sr Blvd to Lawson Rd	1.36	6	A6-120	878	100%	700	5,719	1,196	4,523	\$ 3,153,659	\$ 3,153,659
C-15	McKenzie Dr	Faithon P Lucas Sr Blvd to Lawson Rd	1.50	3	C3	62	100%	550	2,475	93	2,382	\$ 5,159,000	\$ 5,159,000
C-16	Shannon Rd (1)	IH 20 EBFR to Highland Meadows Dr	0.81	3	C3	183	100%	550	1,344	149	1,195	\$ 2,641,000	\$ 2,641,000
C-17	Shannon Rd (2)	Highland Meadows Dr to Lumley Rd	0.18	3	C3	183	50%	550	148	16	132	\$ 581,000	\$ 290,500
C-18	FM 740	North City Limits to South City Limits	1.02	6	A6-120	711	100%	700	4,280	724	3,556	\$ 1,611,200	\$ 1,611,200
C-19	FM 2757	FM 740 to Kelly Rd	1.70	6	A6-120	123	100%	700	7,131	209	6,922	\$ 2,409,400	\$ 2,409,400
C-20	Kelly Rd	FM 2757 to South City Limits	1.16	3	C3	32	50%	550	955	19	936	\$ 3,752,000	\$ 1,876,000
C-21	High Country Ln (1)	IH 20 WBFR to IH 20 EBFR	0.20	4	A4	19	100%	650	522	4	518	\$ 4,921,000	\$ 4,921,000
C-22	High Country Ln (2)	IH 20 EBFR to FM 741	0.64	4	A4	19	100%	650	1,657	12	1,645	\$ 3,270,000	\$ 3,270,000
C-23	FM 741 (1)	IH 20 EBFR to 1390' South of IH 20 EBFR	0.27	6	A6-120	1,269	100%	700	1,114	336	778	\$ 376,400	\$ 376,400
C-24	FM 741 (2)	1390' South of IH 20 EBFR to Dozier Cir	0.27	6	A6-120	1,269	50%	700	557	168	389	\$ 376,400	\$ 188,200
C-25	FM 2932 (1)	IH 20 WBFR to IH 20 EBFR	0.13	6	A6-140	112	50%	700	274	7	267	\$ 945,400	\$ 472,700
C-26	FM 2932 (2)	IH 20 EBFR to Griffin Ln	0.55	6	A6-140	112	50%	700	1,163	31	1,132	\$ 786,200	\$ 393,100
I-2	Fiber Improvement	Citywide					33%					\$ 76,278	\$ 25,424
<b>SUBTOTAL</b>									<b>59,342</b>	<b>8,110</b>	<b>51,232</b>	<b>\$ 91,632,410</b>	<b>\$ 81,355,157</b>

2015 Roadway Impact Fee Study Cost Per Service Area (2019 Update cost included) \$ 42,389

**TOTAL COST IN SERVICE AREA C \$ 81,397,546**

**Appendix C – Existing Roadway Facilities Inventory**

**City of Mesquite - 2015 Roadway Impact Fee Study  
Existing Roadway Facilities Inventory**

10/14/2019

**Service Area A**

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	CLASS	FUTURE LANES	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL	
					NB/EB	SB/WB					NB/EB	SB/WB	NB/EB	SB/WB
Americana Ln	Franklin Dr	N Galloway Ave	4,238	0.80	1	1	2U-CG	C3	3	100%	500	500	401	401
Americana Ln	N Galloway Ave	Road End	2,564	0.49	1	1	2U-CG	C3	3	100%	500	500	243	243
Ashwood Dr	Oates Dr	W IH 30 Fr	3,388	0.64	1	1	2U-CG	C3	3	100%	500	500	321	321
Baker Dr	N Town East Blvd	US 80	4,083	0.77	1	1	2U-CG	C3	3	100%	500	500	387	387
Bamboo St	IH 30 Fr	N Town East Blvd	4,950	0.94	1	1	2U-CG	C3	3	100%	500	500	469	469
Barnes Bridge Rd	200' North of Manorview Ln (North City Limits)	La Prada Dr	704	0.13	2	2	4U	S4-80	4	100%	500	500	133	133
Barnes Bridge Rd	N Galloway Ave	N Belt Line Rd	8,303	1.57	2	2	4D	S4-100	4	100%	650	650	2,044	2,044
Big Town Blvd	IH 30	US 80	2,370	0.45	3	3	6D	A6-100	6	100%	700	700	943	943
Big Town Blvd	Samuell Blvd	890' North of Forney Rd (West City Limits)	4,597	0.87	2	2	4D	A6-100	6	100%	650	650	1,132	1,132
Big Town Blvd	75' South of John West Rd (North City Limits)	IH 30	1,125	0.21	2	2	4U	A6-100	6	100%	500	500	213	213
Big Town Blvd	US 80	Samuell Blvd	1,828	0.35	3	3	6D	A6-100	6	100%	700	700	727	727
Bluffview Dr	Corkwood Dr	N Belt Line Rd	575	0.11	1	1	2U-CG	C3	3	100%	500	500	54	54
Branch Hollow Dr	Americana Ln	Hunters Creek Dr	1,848	0.35	1	1	2U-CG	C3	3	100%	500	500	175	175
Brazoria Dr	N IH 635	Shackelford Dr	3,131	0.59	1	1	2U-CG	C3	3	100%	500	500	297	297
Brookhaven Dr	Hunters Creek Dr	Tripp Rd	1,204	0.23	1	1	2U-CG	C3	3	100%	500	500	114	114
Childress Ave	Brazoria Dr	N Galloway Ave	3,375	0.64	2	2	5U	S5	5	100%	625	625	799	799
Childress Ave	Brazoria Dr	W Emporium Cir	839	0.16	2	2	4D	S5	5	100%	650	650	206	206
Clary Dr	Military Pkwy	Spiceberry Ln	1,234	0.23	1	1	2U-CG	C3	3	100%	500	500	117	117
Devonshire Ln	Brazoria Dr	N Galloway Ave	1,862	0.35	1	1	2U-CG	C3	3	100%	500	500	176	176
Driftwood Dr	Gus Thomasson Rd	Towne Crossing Blvd	1,715	0.32	1	1	4U	C3	3	100%	500	500	162	162
Driftwood Dr	Casa Ridge Dr	Gus Thomasson Rd	847	0.16	1	1	2U-CG	C3	3	100%	500	500	80	80
Driftwood Dr	Towne Crossing Blvd	IH 635	573	0.11	1	1	2U-CG	C3	3	100%	500	500	54	54
E Emporium Cir	Childress Ave	N Town East Blvd	2,488	0.47	2	2	4D	S4-80	4	100%	650	650	612	612
E Grubb Dr	N Galloway Ave	E Grubb Dr	219	0.04	1	1	2U-CG	C3	3	100%	500	500	21	21
East Meadows Blvd	IH 30 Fr	US 80 Fr	4,062	0.77	2	2	4D	S4-80	4	100%	650	650	1,000	1,000
Eastbrook Dr	Aloha Dr	Baker Dr	1,236	0.23	1	1	2U-CG	C3	3	100%	500	500	117	117
Emerald Dr	Rustown Dr	Casa Ridge Dr	3,330	0.63	1	1	2U-CG	C3	3	100%	500	500	315	315
Fair Green Dr	IH 30	Kensington Dr	696	0.13	1	1	2U-CG	C3	3	100%	500	500	66	66
Franklin Dr	Towne Center Dr	Tripp Rd	3,744	0.71	1	1	2U-A	S4	4	100%	450	450	319	319
Franklin Dr	Tripp Rd	W US 80 Fr	1,188	0.23	1	1	2U-A	C3	3	100%	450	450	101	101
Frontier Blvd	Oates Dr	Trails Pkwy	2,295	0.43	1	1	2D	S4-80	4	100%	500	500	217	217
Gleneagle St	Oates Dr	Whitson Way	1,098	0.21	1	1	2U-CG	C3	3	100%	500	500	104	104
Grinnell Dr	Alley 150' North of Glacier Ct (North City Limits)	Northwest Dr	1,284	0.24	1	1	2U-CG	C3	3	100%	500	500	122	122
Gross Rd	N Peachtree Rd	Gross Rd	6,187	1.17	3	3	6D	A6-120	6	100%	700	700	2,461	2,461
Gross Rd	W Scylene Rd	W Kearney St	945	0.18	2	2	4U	S4	4	100%	500	500	179	179
Gross Rd	W US 80 Fr	N Peachtree Rd	4,065	0.77	3	3	6D	A6-120	6	100%	700	700	1,617	1,617
Gus Thomasson Rd	Moon Dr	Whitson Way	28	0.01	3	3	6D	A6-100	6	100%	700	700	11	11
Gus Thomasson Rd	N Mesquite Dr	US 80 Fr Ramp	5,609	1.06	2	3	6D	A6-100	6	100%	700	700	1,487	2,231
Gus Thomasson Rd	485' North of Tam O Shanter Dr (North City Limits)	Oates Dr	5,562	1.05	3	3	6D	A6-100	6	100%	700	700	2,212	2,212
Gus Thomasson Rd	IH 30	N Town East Blvd	2,800	0.53	3	3	6D	A6-100	6	100%	700	700	1,114	1,114
Gus Thomasson Rd	Oates Dr	IH 30	3,092	0.59	3	3	6D	A6-100	6	100%	700	700	1,230	1,230
Gus Thomasson Rd	N Town East Blvd	N Mesquite Dr	686	0.13	3	2	6D	A6-100	6	100%	700	700	273	182
Gus Thomasson Rd	W US 80 Fr Ramp	W US 80 Fr	491	0.09	2	2	4U	A6-100	6	100%	500	500	93	93
Hermitage Dr	South Pkwy	Skyline Dr	2,438	0.46	1	1	2U-CG	C3	3	100%	500	500	231	231
Hillcrest St	N Galloway Ave	US 80 Fr	2,239	0.42	1	1	2U-CG	C3	3	100%	500	500	212	212
Hillcrest St	Gross Rd	N Galloway Ave	5,471	1.04	1	1	2U-CG	C3	3	100%	500	500	518	518
Hunters Creek Dr	Branch Hollow Dr	Brookhaven Dr	488	0.09	1	1	2U-CG	C3	3	100%	500	500	46	46
IH 635 Service Rd	W Scylene Rd	IH 635 Service Rd	215	0.04	2	2	4D	S4-80	4	100%	650	650	53	53
Independence Dr	Poteet Dr	Chisolm Trl	1,639	0.31	1	1	2U-CG	C3	3	100%	500	500	155	155
John Glenn Pkwy	N Town East Blvd	Gus Thomasson Rd	2,217	0.42	1	1	2U-CG	C3	3	100%	500	500	210	210
Karla Dr	Gus Thomasson Rd	N Galloway Ave	5,351	1.01	1	1	2U-CG	C3	3	100%	500	500	507	507
La Prada Dr	Gus Thomasson Rd	Barnes Bridge Rd	3,190	0.60	2	2	4D	S4-80	4	100%	650	650	785	785
La Prada Dr	Motley Dr	Gus Thomasson Rd	1,450	0.27	2	2	4D	S4-80	4	100%	650	650	357	357
La Prada Dr	150' West of Motley Dr (West City Limits)	Motley Dr	149	0.03	2	2	4D	S4-80	4	100%	650	650	37	37
La Prada Dr	Stoney Glen Dr	150' North of Brook Meadow Dr (East City Limit)	4,954	0.94	2	2	4D	S4-80	4	50%	650	650	610	610
La Prada Dr	Barnes Bridge Rd	Stoney Glen Dr	2,576	0.49	2	2	4D	S4-80	4	100%	650	650	634	634
Manchester Dr	Motley Dr	Rustown Dr	1,061	0.20	1	1	2U-CG	C3	3	100%	500	500	100	100
Masters Dr	Military Pkwy	S Sam Houston Rd	841	0.16	3	3	6D	A6-100	6	100%	700	700	334	334
Meadowdale Dr	Black Willow Dr	N Belt Line Rd	585	0.11	1	1	2U-CG	C3	3	100%	500	500	55	55
Military Pkwy	W Scylene Rd	U-Turn	487	0.09	2	0	6D	A6-100	6	100%	700	700	129	0
Military Pkwy	Military Pkwy	U-Turn	1,126	0.21	2	0	6D	A6-100	6	100%	700	700	298	0
Military Pkwy	S Town East Blvd	N Peachtree Rd	5,156	0.98	3	3	6D	A6-100	6	100%	700	700	2,051	2,051
Military Pkwy	Military Pkwy	U-Turn	238	0.04	3	0	6D	A6-100	6	100%	700	700	94	0
Military Pkwy	U-Turn	W Scylene Rd	405	0.08	2	0	6D	A6-100	6	100%	700	700	108	0

**City of Mesquite - 2015 Roadway Impact Fee Study**  
**Existing Roadway Facilities Inventory**

**Service Area A**

10/14/2019

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	CLASS	FUTURE LANES	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL	
					NB/EB	SB/WB					NB/EB	SB/WB	NB/EB	SB/WB
Military Pkwy	S Sam Houston Rd	N Masters Dr	1,057	0.20	3	3	6D	A6-100	6	100%	700	700	420	420
Military Pkwy	N Peachtree Blvd	Road Split	471	0.09	3	3	6D	A6-100	6	100%	700	700	187	187
Military Pkwy	U-Turn	Military Pkwy	96	0.02	4	0	6D	A6-100	6	100%	700	700	51	0
Moon Dr	Gus Thomasson Rd	Motley Dr	4,293	0.81	1	1	2U-CG	C3	3	100%	500	500	407	407
Morningside Dr	Northwest Dr	Barnes Bridge Rd	3,892	0.74	1	1	2U-CG	C3	3	100%	500	500	369	369
Motley Dr	Oates Dr	IH 30 Fr	4,477	0.85	3	3	6D	A6-100	6	100%	700	700	1,781	1,781
Motley Dr	IH 30 Fr	N Town East Blvd	3,934	0.75	2	2	5U	S5	5	100%	625	625	931	931
Motley Dr	N Town East Blvd	Gus Thomasson Rd	4,454	0.84	2	2	4D	S4-80	4	100%	650	650	1,097	1,097
Motley Dr	La Prada Dr	Oates Dr	2,304	0.44	1	1	2U-CG	A6-100	6	100%	500	500	218	218
N Belt Line Rd	1525' North of Northwest Dr (North City Limits)	290' South of Bluffview Dr (South City Limits)	5,496	1.04	3	3	6D	A6-100	6	50%	700	700	1,093	1,093
N Belt Line Rd	US 80	Park Ln	3,978	0.75	3	3	6D	A6-100	6	100%	700	700	1,582	1,582
N Belt Line Rd	Tripp Rd	US 80	2,601	0.49	3	3	6D	A6-100	6	100%	700	700	1,035	1,035
N Carmack St	W Kearney St	W Scyene Rd	1,224	0.23	2	2	4U	S4	4	100%	500	500	232	232
N Galloway Ave	US 80	W Kearney St	9,381	1.78	3	3	6D	A6-100	6	100%	700	700	3,731	3,731
N Galloway Ave	W IH 30	N Town East Blvd	7,019	1.33	3	3	6D	A6-100	6	100%	700	700	2,792	2,792
N Galloway Ave	N Town East Blvd	US 80	6,797	1.29	3	3	6D	A6-100	6	100%	700	700	2,703	2,703
N Galloway Ave	La Prada Dr	Oates Dr	2,753	0.52	2	2	4D	A6-100	6	100%	650	650	678	678
N Galloway Ave	N IH 635	W IH 30	2,995	0.57	3	3	6D	A6-100	6	100%	700	700	1,191	1,191
N Galloway Ave	Oates Dr	N IH 635	1,014	0.19	3	3	6D	A6-100	6	100%	700	700	403	403
N Mesquite Dr	Gus Thomasson Rd	Towne Center Dr	3,848	0.73	1	1	2U-CG	C3	3	100%	500	500	364	364
N Peachtree Rd	Skyline Dr	Military Pkwy	4,051	0.77	3	3	6D	A6-100	6	100%	700	700	1,611	1,611
N Peachtree Rd	Gross Rd	Skyline Dr	2,046	0.39	3	3	6D	A6-100	6	100%	700	700	814	814
N Town East Blvd	US 80	Gus Thomasson Rd	9,289	1.76	3	3	6D	A6-100	6	100%	700	700	3,694	3,694
Northwest Dr	W IH 30	N Belt Line Rd	5,988	1.13	2	2	4D	A6-100	6	100%	650	650	1,474	1,474
Northwest Dr	La Prada Dr	Oates Dr	2,822	0.53	2	2	4D	A6-100	6	100%	650	650	695	695
Northwest Dr	Oates Dr	W IH 30	4,963	0.94	2	2	4D	A6-100	6	100%	650	650	1,222	1,222
O Hare Dr	Hardwood Trl	N Town East Blvd	2,093	0.40	1	1	2U-CG	C3	3	100%	500	500	198	198
Oates Dr	Motley Dr	Gus Thomasson Rd	3,710	0.70	3	3	6D	A6-100	6	100%	700	700	1,476	1,476
Oates Dr	Gus Thomasson Rd	N Galloway Ave	5,324	1.01	3	3	6D	A6-100	6	100%	700	700	2,118	2,118
Oates Dr	N IH 635	Northwest Dr	3,321	0.63	2	2	6D	A6-100	6	100%	700	700	881	881
Oates Dr	N Galloway Ave	IH 635	689	0.13	3	3	6D	A6-100	6	100%	700	700	274	274
Oates Dr	115' North of Frontier Blvd (North City Limit)	Northwest Dr	1,284	0.24	2	2	6D	A6-100	6	100%	700	700	340	340
Palos Verdes Dr	Northwest Dr	Barnes Bridge Dr	2,687	0.51	1	1	2U-CG	C3	3	100%	500	500	254	254
Pinehurst Ln	La Prada Dr	N Galloway Ave	3,095	0.59	1	1	2U-CG	C3	3	100%	500	500	293	293
Poteet Dr	N Galloway Ave	Americana Ln	2,604	0.49	1	1	2U-CG	C3	3	100%	500	500	247	247
Poteet Dr	Towne Center Dr	N Galloway Ave	2,444	0.46	1	1	3U	C3	3	100%	550	550	255	255
Range Dr	N Galloway Ave	Liberty Ln	1,704	0.32	1	1	2U-A	C3	3	100%	450	450	145	145
Range Dr	Liberty Ln	N Belt Line Rd	956	0.18	2	2	4U	C3	3	100%	500	500	181	181
Republic Pkwy	Columbia Pkwy	N Galloway Ave	3,387	0.64	1	1	2D	S4-80	4	100%	500	500	321	321
Ridgeview St	Gross Rd	N Galloway Ave	5,454	1.03	1	1	2U-CG	C3	3	100%	500	500	516	516
Royal Crest Dr	Juanita St	W Kearney St	7,656	1.45	1	1	2U-CG	C3	3	100%	500	500	725	725
Rustown Dr	Manchester Dr	N Towneast Blvd	1,994	0.38	1	1	2U-CG	C3	3	100%	500	500	189	189
Rustown Dr	N Town East Blvd	Gus Thomasson Rd	3,371	0.64	1	1	2U-CG	C3	3	100%	500	500	319	319
S Peachtree Rd	Military Pkwy	W Scyene Rd	491	0.09	3	3	6D	A6-100	6	100%	700	700	195	195
S Peachtree Rd	W Scyene Rd	190' South of W Scyene Rd	187	0.04	2	1	3U	A6-100	6	100%	550	550	39	19
S Town East Blvd	US 80	Samuell Blvd	332	0.06	3	3	6D	A6-100	6	100%	700	700	132	132
S Town East Blvd	Samuell Blvd	Skyline Dr	5,272	1.00	3	3	6D	A6-100	6	100%	700	700	2,097	2,097
S Town East Blvd	Innovative Way	Military Pkwy	2,384	0.45	2	2	4D	A6-100	6	100%	650	650	587	587
S Town East Blvd	Skyline Dr	Innovative Way	2,286	0.43	3	3	6D	A6-100	6	100%	700	700	909	909
Samuell Blvd	250' East of S Buckner Blvd (West City Limits)	Big Town Blvd	4,838	0.92	3	3	6D	A6-120	6	100%	700	700	1,924	1,924
Samuell Blvd	Big Town Blvd	S Town East Blvd	3,842	0.73	3	3	6D	A6-120	6	100%	700	700	1,528	1,528
Shands Dr	Karla Dr	Oates Dr	1,309	0.25	1	1	2U-CG	C3	3	100%	500	500	124	124
Skylark Dr	Military Pkwy	Spiceberry Ln	876	0.17	1	1	2U-CG	C3	3	100%	500	500	83	83
Skyline Dr	S Town East Blvd	N Peachtree Rd	5,012	0.95	2	2	4D	A4	4	100%	650	650	1,234	1,234
South Pkwy	US 80	N Peachtree Rd	8,306	1.57	1	1	2U-CG	C3	3	100%	500	500	787	787
Spiceberry Ln	Skylark Dr	Clary Dr	1,738	0.33	1	1	2U-CG	C3	3	100%	500	500	165	165
Sybil Dr	Gross Rd	Skyline Dr	3,817	0.72	1	1	2U-CG	C3	3	100%	500	500	361	361
Tam O Shanter Dr	Gus Thomasson Rd	Kiamesha Way	707	0.13	1	1	2D	S4-100	4	100%	500	500	67	67
Town East Blvd	IH 635	Downing Way	4,567	0.86	4	3	6D	A6-100	6	100%	700	700	2,417	1,813
Town East Blvd	N Galloway Ave	180' East of Sugarberry Dr (East City Limits)	4,652	0.88	3	3	6D	A6-100	6	100%	700	700	1,850	1,850
Town East Blvd	Gus Thomasson Rd	IH 635	2,235	0.42	2	2	6D	A6-100	6	100%	700	700	593	593
Town East Blvd	Downing Way	N Galloway Ave	333	0.06	3	3	6D	A6-100	6	100%	700	700	132	132
Town East Blvd	Town East Blvd	N Galloway Ave	247	0.05	2	2	4D	A6-100	6	100%	650	650	61	61
Towne Centre Dr	IH 635	N Town East Blvd	4,650	0.88	2	2	4U	S5	5	100%	500	500	881	881

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**Existing Roadway Facilities Inventory**

10/14/2019

**Service Area A**

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	CLASS	FUTURE LANES	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL	
					NB/EB	SB/WB					NB/EB	SB/WB	NB/EB	SB/WB
Towne Centre Dr	Gus Thomasson Rd	IH 635	2,680	0.51	2	2	4U	S5	5	100%	500	500	508	508
Towne Crossing Blvd	E IH 30 Fr	Town East Blvd	4,211	0.80	1	1	3U	C3	3	100%	550	550	439	439
Trails Pkwy	Frontier Blvd	Northwest Dr	912	0.17	1	1	2D	S4-100	4	100%	500	500	86	86
Tripp Rd	N Galloway Ave	85' East of Sunbird Ln (East City Limits)	5,616	1.06	2	2	4U	S4	4	100%	500	500	1,064	1,064
Tripp Rd	W US 80 Fr	Franklin Dr	1,242	0.24	1	1	2U-R	C3	3	100%	150	150	35	35
Tripp Rd	Franklin Dr	445' East of Creighton Dr	999	0.19	1	1	2U-A	S4	4	100%	450	450	85	85
Tripp Rd	Tripp Rd	N Galloway Ave	490	0.09	2	2	4U	S4	4	100%	500	500	93	93
U-Turn	W Scyene Rd	Military Pkwy	363	0.07	1	0	6D	A6-100	6	100%	700	700	48	0
U-Turn	Franklin Dr	W US 80 Fr	79	0.02	1	1	2U-CG	C3	3	100%	500	500	8	8
Via Avenida	Palos Verdes Dr	Via Ventura	2,578	0.49	1	1	2U-CG	C3	3	100%	500	500	244	244
Via Del Norte	Town East Blvd	Barnes Bridge Dr	5,343	1.01	2	2	4D	S4-100	4	100%	650	650	1,315	1,315
Via Del Norte	Via Avenida	Barnes Bridge Rd	906	0.17	1	1	2U-CG	S4-100	4	100%	500	500	86	86
Via Ventura	Northwest Dr	Barnes Bridge Rd	2,704	0.51	1	1	2U-CG	C3	3	100%	500	500	256	256
W Emporium Cir	N Town East Blvd	N Town East Blvd	1,602	0.30	2	2	4D	S4-80	4	100%	650	650	394	394
W Grubb Dr	Gross Rd	N Galloway Ave	4,769	0.90	1	1	2U-CG	C3	3	100%	500	500	452	452
W Kearney St	Gross Rd	N Galloway Ave	4,147	0.79	2	2	4D	S4-80	4	100%	650	650	1,021	1,021
W Scyene Rd	U-Turn	Military Pkwy	325	0.06	3	0	6D	A6-100	6	100%	700	700	129	0
W Scyene Rd	Military Pkwy	U-Turn	520	0.10	3	0	6D	A6-100	6	100%	700	700	207	0
W Scyene Rd	U-Turn	N Carmack St	6,021	1.14	4	0	6D	A6-100	6	50%	700	700	1,596	0
W Scyene Rd	W Scyene Rd	U-Turn	232	0.04	3	0	6D	A6-100	6	100%	700	700	92	0
W Scyene Rd	S Sam Houston Rd	S Peachtree Rd	4,666	0.88	3	3	6D	A6-100	6	100%	700	700	1,856	1,856
W Scyene Rd	S Peachtree Rd	Rodeo Dr	575	0.11	3	3	6D	A6-100	6	100%	700	700	229	229
W Scyene Rd U-Turn	W Scyene Rd	Military Pkwy	292	0.06	1	0	6D	A6-100	6	100%	700	700	39	0
Whitson Way	Gus Thomasson Rd	Gleneagle St	3,831	0.73	1	1	2U-CG	C3	3	100%	500	500	363	363
Wooded Lake Dr	Oates Dr	N Galloway Ave	3,132	0.59	1	1	2U-CG	C3	3	100%	500	500	297	297
	Rodeo Dr	Military Pkwy	1,021	0.19	3	0	6D	A6-100	6	100%	700	700	406	0
<b>SUBTOTAL</b>			<b>419,073</b>	<b>79.37</b>									<b>97,463</b>	<b>94,294</b>
														<b>191,758</b>

**City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)**  
**Existing Roadway Facilities Inventory**

**Service Area B**

10/14/2019

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	CLASS	FUTURE LANES	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL	
					NB/EB	SB/WB					NB/EB	SB/WB	NB/EB	SB/WB
Avis St	Spring Lake Dr	240' North of Lake June Rd (South City Limits)	2,469	0.47	1	1	2U-CG	C3	3	100%	500	500	234	234
Cartwright Rd	Pioneer Rd	Staple Dr	2,190	0.41	3	3	6D	A6-120	6	100%	700	700	871	871
Cartwright Rd	Staple Dr	Faithon P Lucas Sr Blvd	6,880	1.30	3	3	6D	A6-120	6	100%	700	700	2,736	2,736
Clay Mathis Rd	E Scyene Rd	Faithon P Lucas Sr Blvd	8,518	1.61	2	2	4D	A6-100	6	100%	650	650	2,097	2,097
Creek Crossing Rd	Clay Mathis Rd	Faithon P Lucas Sr Blvd	4,539	0.86	1	1	2U-CG	C3	3	100%	500	500	430	430
Creek Valley Rd	Newsom Rd	Faithon P Lucas Sr Blvd	5,261	1.00	1	1	2U-CG	C3	3	100%	500	500	498	498
E Cartwright Rd	S Belt Line Rd	Pioneer Rd	4,346	0.82	3	3	6D	A6-100	6	100%	700	700	1,728	1,728
E Davis St	S Bryan - Belt Line Rd	Pioneer Rd	4,700	0.89	2	0	4D	A4	4	100%	650	650	1,157	0
E Davis St	S Galloway Ave	S Bryan - Belt Line Rd	660	0.12	2	0	4D	A4	4	100%	650	650	162	0
E Grubb Dr	N Bryan - Belt Line Rd	Wildflower Ln	4,381	0.83	1	1	2U-CG	C3	3	100%	500	500	415	415
E Grubb Dr	E Grubb Dr	N Bryan - Belt Line Rd	495	0.09	1	1	2U-CG	C3	3	100%	500	500	47	47
E Kearney St	N Galloway Ave	SH 352	7,624	1.44	2	2	4D	S4-80	4	100%	650	650	1,877	1,877
E Main St	S Bryan - Belt Line Rd	Pioneer Rd	4,815	0.91	2	0	4D	A4	4	100%	650	650	1,186	0
E Main St	S Galloway Ave	S Bryan - Belt Line Rd	627	0.12	2	0	4D	A4	4	100%	650	650	154	0
East Glen Blvd	Parkwood Trl	Faithon P Lucas Sr Blvd	7,355	1.39	2	2	4D	A6-100	6	100%	650	650	1,811	1,811
East Glen Blvd	Pioneer Rd	Parkwood Trl	3,887	0.74	2	2	4D	A6-220	6	100%	650	650	957	957
Edgemont Dr	Avis St	180' West of Pyramid Dr (West City Limits)	1,918	0.36	1	1	2U-CG	C3	3	100%	500	500	182	182
Eulane Dr	Cordia Dr	E Cartwright Rd	2,345	0.44	1	1	2U-A	C3	3	100%	450	450	200	200
Faithon P Lucas Sr Blvd	E Scyene Rd	East Glen Blvd	593	0.11	1	1	2U-A	A6-100	6	50%	450	450	25	25
Faithon P Lucas Sr Blvd	East Glen Blvd	Creek Crossing Rd	3,045	0.58	1	1	2U-A	A6-100	6	50%	450	450	130	130
Faithon P Lucas Sr Blvd	Creek Crossing Rd	Berry Rd	1,093	0.21	1	1	2U-CG	A6-100	6	50%	500	500	52	52
Faithon P Lucas Sr Blvd	Berry Rd	Clay Mathis Rd	3,223	0.61	2	2	4D	A6-100	6	50%	650	650	397	397
Faithon P Lucas Sr Blvd	Clay Mathis Rd	E Cartwright Rd	3,448	0.65	2	2	4D	A6-100	6	50%	650	650	424	424
Faithon P Lucas Sr Blvd	E Cartwright Rd	School Rd	574	0.11	3	3	6D	A4-120	4	50%	700	700	114	114
Faithon P Lucas Sr Blvd	School Rd	Unnamed Rd	5,929	1.12	1	1	2U-A	A4-120	4	50%	450	450	253	253
Faithon P Lucas Sr Blvd	Unamed Rd	195' South of Mckenzie Rd (North Segment)	1,422	0.27	1	1	2U-CG	A4-120	4	50%	500	500	67	67
Faithon P Lucas Sr Blvd	195' South of Mckenzie Rd (North Segment)	Mckenzie Rd (South Segment)	1,019	0.19	2	2	4D	A4-120	4	50%	650	650	125	125
Gross Rd	W Scyene Rd	Military Pkwy	534	0.10	2	2	4U	S4	4	100%	500	500	101	101
Hickory Tree Rd	Military Pkwy	W Bruton Rd	6,976	1.32	2	2	4U	S4-80	4	100%	500	500	1,321	1,321
IH 635 Service Rd	IH 635 Service Rd	Military Pkwy	167	0.03	2	2	4D	S4-80	4	100%	650	650	41	41
Long Creek Rd	SH 352	940' East of S Collins Rd (East City Limits)	943	0.18	1	1	2U-A	S4-80	4	100%	450	450	80	80
Mesquite Valley Rd	Osage Trl	Old Mesquite Way	1,910	0.36	1	1	2U-A	S4	4	100%	450	450	163	163
Mesquite Valley Rd	Eulane Dr	San Simeon Dr	2,280	0.43	1	1	2U-A	C3	3	100%	450	450	194	194
Mesquite Valley Rd	San Simeon Dr	Cantura Dr	515	0.10	1	1	2U-A	S4	4	100%	450	450	44	44
Mesquite Valley Rd	Cantura Dr	Osage Trl	1,309	0.25	1	1	3U	S4	4	100%	550	550	136	136
Mesquite Valley Rd	Old Mesquite Way	Clay Mathis Rd	665	0.13	2	2	4U	S4	4	100%	500	500	126	126
Military Pkwy	IH 635	S Carmack St	5,056	0.96	3	0	6D	A6-100	6	100%	700	700	2,011	0
Military Pkwy	Military Pkwy	IH 635	694	0.13	4	0	6D	A6-100	6	100%	700	700	368	0
N Bryan - Belt Line Rd	Park Ln	E Main St	4,779	0.91	3	3	6D	A6-100	6	100%	700	700	1,901	1,901
N Carmack St	W Scyene Rd	Military Pkwy	230	0.04	1	1	2U-CG	S4	4	100%	500	500	22	22
N Galloway Ave	W Kearney St	W Main St	1,449	0.27	2	2	4U	S4-80	4	100%	500	500	274	274
New Market Rd	IH 635	S Belt Line Rd	6,196	1.17	2	2	4U	S4	4	100%	500	500	1,173	1,173
New Market Rd	Rodeo Center Blvd	IH 635	1,628	0.31	2	2	4U	S4	4	100%	500	500	308	308
Newsom Rd	Pioneer Rd	Parkwood Trl	4,257	0.81	1	1	2U-A	C3	3	100%	450	450	363	363
Newsom Rd	Clay Mathis Rd	Faithon P Lucas Sr Blvd	4,851	0.92	1	1	2U-A	C3	3	100%	450	450	413	413
Newsom Rd	S Bryan - Belt Line Rd	Pioneer Rd	4,241	0.80	1	1	2U-CG	C3	3	100%	500	500	402	402
Old Barn Ln	Wheatfield Dr	SH 352	1,239	0.23	1	1	2U-CG	C3	3	100%	500	500	117	117
Parkwood Trl	East Glen Blvd	Cordia Dr	5,203	0.99	1	1	2U-CG	C3	3	100%	500	500	493	493
Paza Dr	S Belt Line Rd	Wilkinson Dr	1,346	0.25	1	1	2U-A	C3	3	100%	450	450	115	115
Pioneer Rd	East Glen Blvd	E Cartwright Rd	6,864	1.30	2	2	4U	S4	4	100%	500	500	1,300	1,300
Pioneer Rd	E Cartwright Rd	Mckenzie Rd	7,813	1.48	2	2	4U	S4-100	4	100%	500	500	1,480	1,480
Planters Rd	170' North of Doubletree Dr (North City Limits)	Copper Meadow Dr	1,668	0.32	1	1	2U-CG	C3	3	100%	500	500	158	158
Rutherford Dr	Sierra Dr	Covington Dr	1,511	0.29	1	1	2U-CG	C3	3	100%	500	500	143	143
S Belt Line Rd	New Market Rd	W Cartwright Rd	3,479	0.66	3	3	6D	A6-100	6	100%	700	700	1,384	1,384
S Belt Line Rd	W Cartwright Rd	625' South of Bruton Ln (West City Limits)	1,153	0.22	3	3	6D	A6-100	6	100%	700	700	459	459
S Bryan - Belt Line Rd	E Main St	New Market Rd	3,898	0.74	3	3	6D	A6-100	6	100%	700	700	1,550	1,550
S Galloway Ave	W Main St	New Market Rd	3,926	0.74	2	2	4U	S4	4	100%	500	500	744	744
S Peachtree Rd	Memorial Blvd	W Bruton Rd	4,917	0.93	1	1	2U-A	S4	4	100%	450	450	419	419
S Peachtree Rd	190' South of W Scyene Rd	Memorial Blvd	1,649	0.31	2	1	3U	A6-100	6	100%	550	550	344	172
S Sam Houston Rd	510' North of Liverpool Dr (West City Limits)	210' South of Robinhood Blvd	2,019	0.38	1	1	2U-A	S4	4	100%	450	450	172	172
S Walker St	W Scyene Rd	Military Pkwy	197	0.04	1	1	2U-CG	C3	3	100%	500	500	19	19
S Walker St	Holley Park Dr	New Market Rd	2,524	0.48	1	1	2U-A	C3	3	100%	450	450	215	215
S Walker St	Military Pkwy	Holley Park Dr	1,475	0.28	1	1	2U-CG	C3	3	100%	500	500	140	140
Sea Shell Dr	Covington Dr	Newsom Rd	2,883	0.55	1	1	2U-CG	C3	3	100%	500	500	273	273

**City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)**  
**Existing Roadway Facilities Inventory**

10/14/2019

**Service Area B**

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	CLASS	FUTURE LANES	% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY PER LN	
					NB/EB	SB/WB					NB/EB	SB/WB	NB/EB	SB/WB
SH 352	100' East of Old Barn Ln (East City Limits)	East Glen Blvd	5,335	1.01	2	2	4U	A6-100	6	100%	500	500	1,010	1,010
Sierra Dr	Pioneer Rd	Rutherford Dr	1,785	0.34	1	1	2U-CG	C3	3	100%	500	500	169	169
Sierra Dr	Wilkinson Dr	Pioneer Rd	2,607	0.49	1	1	2U-A	C3	3	100%	450	450	222	222
Spring Lake Dr	W Bruton Rd	Edgemont Dr	2,981	0.56	1	1	2U-CG	C3	3	100%	500	500	282	282
W Bruton Rd	470' West of Betty Ann Ln (West City Limits)	Rodeo Center Blvd	5,101	0.97	1	1	2U-A	A6-100	6	50%	450	450	217	217
W Bruton Rd	Rodeo Center Blvd	IH 635	2,686	0.51	2	2	4D	A6-100	6	100%	650	650	661	661
W Cartwright Rd	IH 635	S Belt Line Rd	5,560	1.05	3	3	6D	A6-100	6	100%	700	700	2,211	2,211
W Davis St	S Carmack St	S Galloway Ave	1,995	0.38	2	0	4D	A4	4	100%	650	650	491	0
W Main St	N Carmack St	N Walker St	444	0.08	2	0	4D	A4	4	100%	650	650	109	0
W Main St	S Walker St	S Galloway Ave	1,577	0.30	2	0	4D	A4	4	100%	650	650	388	0
W Scyene Rd	U-Turn	N Carmack St	6,021	1.14	4	0	6D	A6-100	6	50%	700	700	1,596	0
Wilkinson Dr	Newsom Rd	Paza Dr	2,420	0.46	1	1	2U-CG	C3	3	100%	500	500	229	229
Wilkinson Dr	Paza Dr	Sierra Dr	880	0.17	1	1	2U-A	C3	3	100%	450	450	75	75
Windsor Dr	E Cartwright Rd	Crest Meadow Ln	2,439	0.46	1	1	2U-CG	C3	3	100%	500	500	231	231
<b>SUBTOTAL</b>			<b>237,632</b>	<b>45.01</b>									<b>45,190</b>	<b>37,395</b>
													<b>82,585</b>	

**City of Mesquite - 2015 Roadway Impact Fee Study (2019 Update)**  
**Existing Roadway Facilities Inventory**

**Service Area C**

11/6/2019

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	CLASS	FUTURE LANES	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL	
					NB/EB	SB/WB					NB/EB	SB/WB	NB/EB	SB/WB
Berry Rd	Faithon P Lucas Sr Blvd	Lawson Rd	8,326	1.58	1	1	2U-A	S4-100	4	100%	450	450	710	710
Berry Rd	Carriage Ave	Lawson Rd	410	0.08	2	2	4D	C3	3	100%	650	650	101	101
Carriage Ave	Clay Mathis Rd	Berry Rd	1,370	0.26	1	1	2U-CG	C3	3	100%	500	500	130	130
Clay Mathis Rd	Faithon P Lucas Sr Blvd	Lawson Rd	8,153	1.54	2	2	4D	A6-100	6	100%	650	650	2,007	2,007
Clay Mathis Rd	Becard Dr	Carriage Ave	1,715	0.32	1	1	2U-CG	C3	3	100%	500	500	162	162
Clay Mathis Rd	Lawson Rd	Becard Dr	622	0.12	2	2	4U	C3	3	100%	500	500	118	118
E Scyene Rd	Faithon P Lucas Sr Blvd	Lawson Rd	8,537	1.62	1	1	2U-A	A6-100	6	100%	450	450	728	728
East Cartwright Rd	Faithon P Lucas Sr Blvd	Lawson Rd	7,190	1.36	3	3	6D	A6-120	6	100%	700	700	2,860	2,860
East Cartwright Rd	Lawson Rd	E Cartwright Rd	2,298	0.44	2	2	4D	S4-80	4	100%	650	650	566	566
Edwards Church Rd	Clay Mathis Rd	E Cartwright Rd	3,009	0.57	2	2	4U	S4	4	100%	500	500	570	570
Edwards Church Rd	Cool Springs Dr	Clay Mathis Rd	3,022	0.57	1	1	2U-CG	C3	3	100%	500	500	286	286
Edwards Church Rd	Berry Rd	Cool Springs Dr	649	0.12	1	1	2U-A	C3	3	100%	450	450	55	55
Faithon P Lucas Sr Blvd	E Scyene Rd	East Glen Blvd	593	0.11	1	1	2U-A	A6-100	6	50%	450	450	25	25
Faithon P Lucas Sr Blvd	East Glen Blvd	Creek Crossing Rd	3,045	0.58	1	1	2U-A	A6-100	6	50%	450	450	130	130
Faithon P Lucas Sr Blvd	Creek Crossing Rd	Berry Rd	1,093	0.21	1	1	2U-CG	A6-100	6	50%	500	500	52	52
Faithon P Lucas Sr Blvd	Berry Rd	Clay Mathis Rd	3,223	0.61	2	2	4D	A6-100	6	50%	650	650	397	397
Faithon P Lucas Sr Blvd	Clay Mathis Rd	E Cartwright Rd	3,448	0.65	2	2	4D	A6-100	6	50%	650	650	424	424
Faithon P Lucas Sr Blvd	E Cartwright Rd	School Rd	574	0.11	3	3	6D	A4-120	4	50%	700	700	114	114
Faithon P Lucas Sr Blvd	School Rd	Unnamed Rd	5,929	1.12	1	1	2U-A	A4-120	4	50%	450	450	253	253
Faithon P Lucas Sr Blvd	Unnamed Rd	195' South of Mckenzie Rd (North Segment)	1,422	0.27	1	1	2U-CG	A4-120	4	50%	500	500	67	67
Faithon P Lucas Sr Blvd	195' South of Mckenzie Rd (North Segment)	Mckenzie Rd (South Segment)	1,019	0.19	2	2	4D	A4-120	4	50%	650	650	125	125
FM 740	North City Limits	South City Limits	5,380	1.02	1	1	2U-A	A6-120	6	100%	450	450	459	459
FM 741	IH 20	1390' South of IH 20 EBFR	1,400	0.27	1	1	2U-A	A6-120	6	100%	450	450	119	119
FM 741	1390' South of IH 20 EBFR	Dozier Cir	1,400	0.27	1	1	2U-A	A6-120	6	50%	450	450	60	60
FM 2757	FM 740	Kelly Rd	8,965	1.70	1	1	2U-A	A6-120	6	100%	450	450	764	764
FM 2932	IH 20	Griffin Ln	3,615	0.68	1	1	2U-A	A6-140	6	50%	450	450	154	154
High Country Ln	IH 20	FM 741	4,425	0.84	1	1	2U-A	A6-120	6	100%	450	450	377	377
Helen Ln	Edwards Church Rd	Pinenut Dr	3,179	0.60	1	1	2U-CG	C3	3	100%	500	500	301	301
Kelly Rd	FM 2757	South City Limits	6,110	1.16	1	1	2U-A	C3	3	50%	450	450	260	260
Lawson Rd	South City Limits	IH 20	646	0.12	2	2	4D	A6-140	6	100%	650	650	159	159
Lawson Rd	IH 20	IH 20	715	0.14	3	3	6D	A6-140	6	100%	700	700	284	284
Lawson Rd	IH 20	Milam Rd	3,854	0.73	2	2	4D	A6-140	6	100%	650	650	949	949
Lawson Rd	1,870' North of Berry Rd (North City Limits)	Milam Rd	13,180	2.50	1	1	2U-A	A6-140	6	100%	450	450	1,123	1,123
Lawson Rd	E Scyene Rd	2,050' South of E Scyene Rd (South City Limits)	2,046	0.39	1	1	2U-A	A6-140	6	50%	450	450	87	87
Lone Pecan Dr	Helen Ln	Clay Mathis Rd	1,353	0.26	1	1	2U-CG	C3	3	100%	500	500	128	128
Mckenzie Dr	Faithon P Lucas Sr Blvd	Lawson Rd	7,921	1.50	1	1	2U-R	C3	3	100%	150	150	225	225
Shannon Rd	IH 20	Highland Meadows Dr	4,300	0.81	1	1	2U-A	C3	3	100%	450	450	366	366
Shannon Rd	Highland Meadows Dr	Lumley Rd	945	0.18	1	1	2U-A	C3	3	50%	450	450	40	40
<b>SUBTOTAL</b>			<b>135,080</b>	<b>25.58</b>									<b>15,737</b>	<b>15,737</b>
														<b>31,473</b>

**Appendix D – Land Use Assumptions for Impact Fees Study**

*City Provided Water, Wastewater, and  
Roadway Land Use Assumptions*

**City of Mesquite, Texas**



# LAND USE ASSUMPTIONS FOR IMPACT FEES STUDY

## 3.1 INTRODUCTION

### A. PURPOSE

Chapter 395 of the Texas Local Government Code prescribes the process by which cities in Texas must formulate development impact fees. To assist the City of Mesquite in determining the need and timing of capital improvements to serve future development, a reasonable estimation of future growth is required. For the purposes of determining an impact fee structure, growth and development projections were formulated based on assumptions pertaining to the type, location, quantity, and time of various future land uses in the areas anticipated to be serviced. It is the purpose of this report to establish and document the methodology used for preparing the growth and land use assumptions for the City of Mesquite and its extra-territorial jurisdiction (ETJ) that is to be considered for impact fees. These land use assumptions will become the basis for the preparation of impact fees for capital improvement plans.

### B. METHODOLOGY

These Land Use Assumptions and future growth projections take into consideration several factors influencing development patterns, including:

1. The character, type, density, and quantity of existing development,
2. Existing zoning patterns,
3. The Future Land Use Plan,
4. Availability of land for future expansion,
5. Current and expected growth trends in the City,
6. Location and configuration of vacant land, and
7. Population absorption rates.

The data used to compile these land use assumptions were taken from the Future Land Use Plan for the City of Mesquite and known development proposals received by the City of Mesquite Planning Division. The ten-year growth projections are based in part upon historical construction trends, existing demographic characteristics and development proposals known or approved by the City of Mesquite.

Future residential development was determined by using established population projections for the City of Mesquite. Projections indicate the population in 10 years to be 155,007. The current

population estimate is 142,210, resulting in an increase in population of 12,797. The average household size in Mesquite is 2.88 according to the 2010 Census. Therefore, by dividing the increase in population by the average household size, a need for 4,030 new dwelling units over the 10 year study period is projected.

Based on the growth assumptions and the capital improvements needed to support growth, it is possible to develop an impact fee structure that fairly allocates improvement costs to growth areas in relationship to their impact on the entire infrastructure system. The following assumptions have been formulated using reasonable and generally accepted planning principles.

### **C. ROADWAY SERVICE AREAS**

The Roadway Service Areas established by the City's Impact Fee Program in 1996 and continued in the 2003 and 2008 updates have been modified for this study. The Roadway Service Areas for this study are established on the basis of each area not exceeding six miles (the size requirement specified in Subchapter A, Section 395.001 of the Impact Fee Statute). Effort was made to not split any of the 15 original service areas between any of the three new areas. This is intended to provide consistency between the existing capital improvement program and any proposed capital improvement program. However, the previous Area 6 and 7 each had to be divided into the new Areas 1 and 2. The other 13 previous areas are all fully included within one of the new service areas.

### **D. WATER SERVICE AREAS**

The 3 Water Service Areas were established by pressure plane of the water system. They are somewhat similar to the Roadway service areas, but are each larger and include the extra-territorial jurisdiction.

### **E. WASTEWATER SERVICE AREAS**

The 5 Wastewater Service Areas are based on the sewer basins.

### **F. SERVICE AREA MAPS**

**Exhibit 1** shows the 3 proposed roadway service areas and the 15 service areas previously used.

**Exhibit 2** shows the 3 proposed water service areas.

**Exhibit 3** shows the 5 proposed wastewater service areas.

## **G. LAND USE ASSUMPTIONS**

Following are the land use assumptions for roadway, water and wastewater. Land uses are categorized as Residential, Retail, Service and Basic. Residential assumptions are based on dwelling units, all other uses are based on square footage. For the purpose of this study, Residential shall include all types of residential dwellings. Retail is self-explanatory. Service includes a variety of uses including schools, offices, governmental, and religious. Basic uses include industrial, distribution and warehousing.

### **3.2 LAND USE ASSUMPTIONS FOR ROADWAY SERVICE AREAS**

#### **A. STUDY AREA 1**

##### General Characteristics.

1. Town East Mall
2. Skyline Industrial District
3. Villas of Vanston Park
4. Parc East Apartments
5. Redevelopment of Gus Thomasson Corridor
6. Gus Thomasson roadway improvements
7. Former Big Town Mall site

##### Land Use Assumptions for 10 year period:

Retail: 182,000 square feet

Methodology: Ten year trend based on the previous 5 years of permit history of approximately 90,000 square feet of retail.

Service: 150,000 square feet

Methodology: Ten year trend based on the previous 5 years of permit history of approximately 75,000 square feet of service development.

Basic: 800,000 square feet

It is expected that a new 500,000 square feet facility will be constructed in the Skyline Trade Center. In addition, there is an assumption of an additional 300,000 square feet in the next 10 years. Although there is significant industrial development in the area, there is very little available space for new industrial growth based on adopted land use plans and current entitlements other than the former Big Town Mall site. The 85 acre former mall site currently has entitlements for 1,000,000 square feet of industrial uses. However, there is interest within the City in studying the area to determine if some other uses would be more appropriate at this highly visible location.

Residential: 930 new units

Methodology: Assumes 900 new multifamily or high-density units (225 units times 4 developments over 10 years) plus 30 single-family units over ten years. Multi-family development in the area has averaged about 225 units per development and there have been two such developments in the last five years.

## **B. STUDY AREA 2**

### General Characteristics.

1. Includes the historic Downtown square
2. Northern portion of Lucas Farms
3. Military Parkway- Scyene Corridor Overlay
4. Likely that Retail and Service type developments will increase in this area due to residential subdivisions coming online.

### Land Use Assumptions for 10 year period:

Retail: 400,000 square feet.

Methodology: With new residential demand in the southernmost portion of this service area and based on discussions with developers the assumption is that at least one new big box store will open in the next 10 years and spur other retail development.

Service: 150,000 square feet.

Methodology: Average annual of last 5 years times 10 years. (15,000 sq. ft. x 10 years, rounded up.)

Basic: 100,000

Methodology: Over the past 5 years there has been no basic type development in this service area. However, entitlements exist to allow basic industry near the Union Pacific Railroad line, but a lack of desirable access will likely limit the amount of basic development during the 10 year period.

Residential: 1,200 new units

Methodology: Assumption based on available land, existing zoning entitlements, and discussions with developers. The majority of Lucas Farms is within this service area. All of the expected units are single-family residences.

## C. STUDY AREA 3

### General Characteristics.

1. Future corridor for PGBT extension
2. Residential portions of Falcon's Lair have been developed since the last impact fee study with a few townhome lots left to develop
3. Southern portion of Lucas Farms
4. Newly annexed land
5. Mesquite Metro Airport
6. Area with most single-family residential growth potential.
7. Ridge Ranch
8. Hagan Hill Residential Subdivision
9. Likely that Retail development will increase in this area due to residential subdivisions coming online.

### Land Use Assumptions for 10 year period.

Retail: 150,000 sq. ft.

Methodology: With new residential development and infrastructure becoming available within Kaufman County, the assumption is that 150,000 square feet of retail space will be constructed.

Service: 150,000 sq. ft.

Methodology: Similar to Retail, the new residential and access to water and sewer infrastructure, the assumption is that a new fire station, churches and other service uses will be constructed to serve the new population in this area.

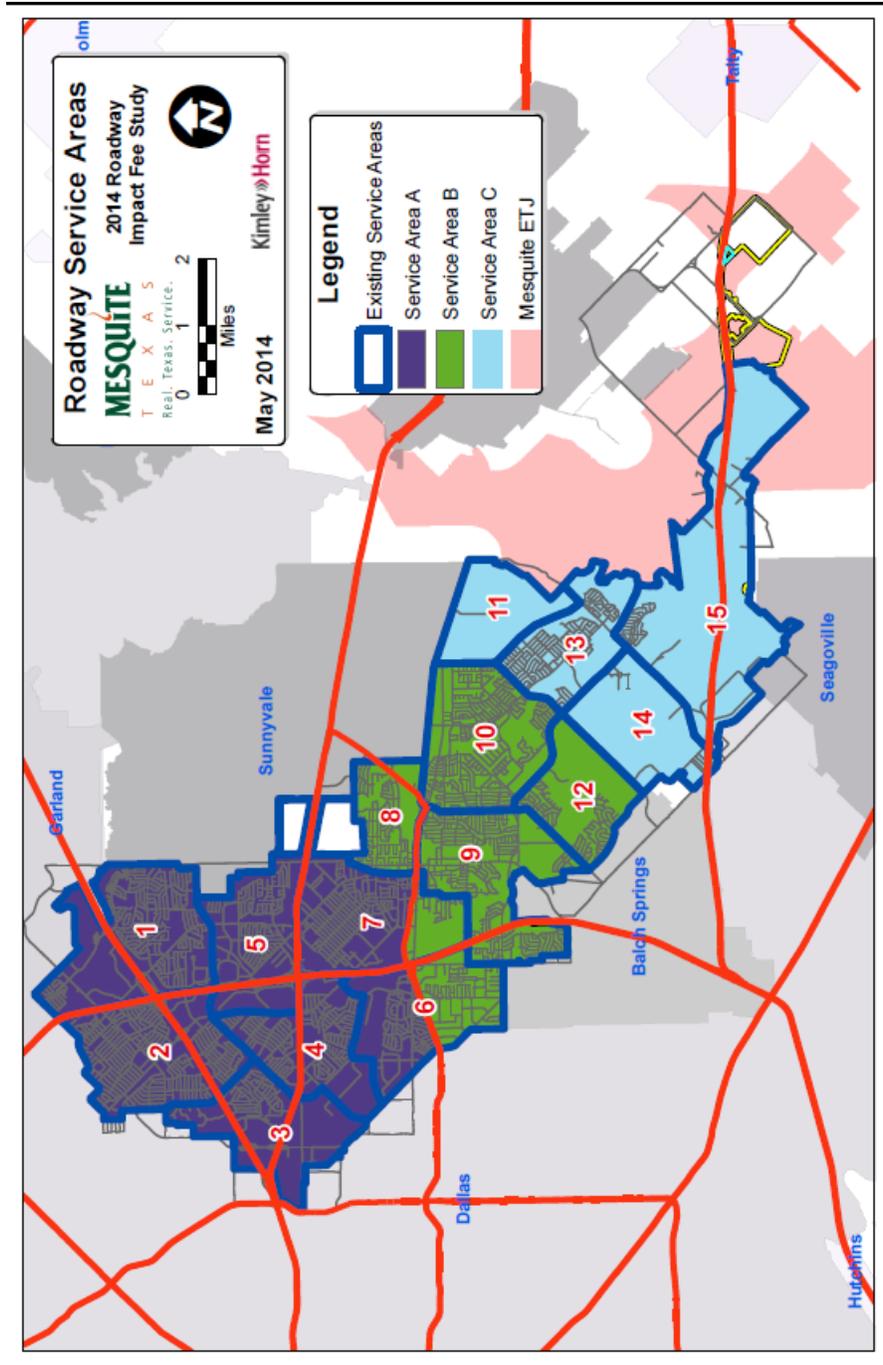
Basic: 100,000

Methodology: There is no trend. The best potential for new basic industry will be at the Mesquite Metro Airport. There is a waiting list for hangar space and an air traffic control tower was recently constructed. Land adjacent to the Airport has entitlements for basic industry, but limited access will likely stifle any substantial basic development unrelated to the airport over the next ten years.

Residential: 1,900 new units

Methodology: Assumption is based on the available land, existing zoning entitlements, and discussions with developers. There are several neighborhoods in this service area that have their entitlements and are likely to begin development in the next 10 years. Subdivisions include Lucas Farms (entitled to 3200 lots), Hagan Hill (175 lots), and Ridge Ranch (up to 800 lots). It is likely that during the first few years of the 10 year impact fee assumption window there will be little residential development as subdivisions come on line, but it will increase through the time period. In addition, a lack of infrastructure in areas annexed in 2006 and 2010 should be resolved early in the study period. It is expected that development will occur in these recently annexed areas when water and sewer infrastructure becomes available. There are approximately 40 townhome units expected to be finished in the Falcon's Lair Subdivision within the first couple of years of the study period.

EXHIBIT 1



### 3.3 LAND USE ASSUMPTIONS FOR WATER SERVICE AREAS

#### A. Study Area 1

##### General Characteristics.

1. Town East Mall
2. Skyline Industrial District
3. Villas of Vanston Park
4. Parc East Apartments – 209 Units currently under construction
5. Redevelopment of Gus Thomasson Corridor
6. Gus Thomasson roadway improvements
7. Former Big Town Mall site
8. Includes the historic Downtown square
9. Military Parkway- Scyene Corridor Overlay

##### Land Use Assumptions for 10 year period:

Retail: 182,000 square feet

Methodology: Ten year trend based on the previous 5 years of permit history of approximately 90,000 square feet of retail.

Service: 180,000 square feet

Methodology: Ten year trend based on the previous 5 years of permit history of approximately 75,000 square feet of service development.

Basic: 800,000 square feet

Methodology: It is expected that a new 500,000 square feet facility will be constructed in the Skyline Trade Center. In addition, there is an assumption of an additional 300,000 square feet in the next 10 years. Although there is significant industrial development in the area, there is very little available space for new industrial growth based on adopted land use plans and current entitlements other than the former Big Town Mall site. The 85 acre former mall site currently has entitlements for 1,000,000 square feet of industrial uses. However, there is interest within the City in studying the area to determine if some other uses would be more appropriate at this highly visible location.

Residential: 930 new units

Methodology: Assumes 900 new multifamily or high-density units (225 units times 4 developments over 10 years) plus 30 single-family units over ten years. Multi-family development in the area has averaged about 225 units per development and there have been two such developments in the last five years.

## **B. Study Area 2**

### General Characteristics.

1. Nearly all of Lucas Farms
2. Residential portions of Falcon's Lair have been developed since the last impact fee study with a few townhome lots left to develop.
3. Ridge Ranch
4. Hagan Hill Residential Subdivision
5. Likely that Retail and Service type developments will increase in this area due to residential subdivisions coming online.
6. Mesquite Metro Airport

### Land Use Assumptions for 10 year period:

Retail: 400,000 square feet.

Methodology: With new residential demand in the southernmost portion of this service area and based on discussions with developers the assumption is that at least one new big box store will open in the next 10 years and spur other retail development.

Service: 120,000 square feet.

Methodology: Average annual of last 5 years times 10 years. (15,000 sq. ft. x 10 years, rounded up.)

Basic: 200,000

Methodology: Over the past 5 years there has been no basic type development in this service area. However, entitlements exist to allow basic industry near the Union Pacific Railroad line, but a lack of desirable access will likely limit the amount of basic development during the 10 year period. The best potential for new basic industry will be at the Mesquite Metro Airport. There is a waiting list for hangar space and an air traffic control tower was recently constructed. Land adjacent to the Airport has entitlements for basic industry, but limited access will likely stifle any substantial basic development unrelated to the airport over the next ten years.

Residential: 2,850 new units

Methodology: Assumption based on available land, existing zoning entitlements, and discussions with developers. There are several neighborhoods in this service area that have their entitlements and are likely to begin development in the next 10 years. Subdivisions include Lucas Farms (entitled to 3200 lots), Hagan Hill (175 lots), and Ridge Ranch (up to 800 lots). It is likely that during the first few years of the 10 year impact fee assumption window there will be little residential development as subdivisions come on line, but it will increase through the time period. There are approximately 40 townhome units expected to be finished in the Falcon's Lair Subdivision within the first couple of years of the study period.

## C. STUDY AREA 3

### General Characteristics.

1. Includes incorporated areas and ETJ
2. Future corridor for PGBT extension
3. Newly annexed land
4. Likely that Retail development will increase in this area due to residential subdivisions coming online.
5. Extra-territorial Jurisdiction
6. Substantial floodplain throughout the western portion
7. Entire ETJ included in ETJ Comprehensive Plan element adopted in 2008
8. Development upon annexation and in certain development agreements is subject to the Kaufman-Interstate 20 (K-20) zoning district
9. Water and sewer infrastructure is lacking. Many areas within the jurisdiction of water suppliers other than the City of Mesquite
10. Future Heartland Town Center development situated between Interstate 20 and the Heartland residential subdivision
11. Existing development is sparse
12. Polo Ridge development is attempting to establish a Public Improvement District to begin development. Subject to development agreement with the City of Mesquite.

### Land Use Assumptions for 10 year period.

This area includes approximately 3 square miles of land annexed in 2006 and 2010. The remainder of Area 3 is in the ETJ. There is little documented history of new construction in the ETJ over the past 10 years, primarily observation. Over the past 10 years there has been very little development in the area. However, there are development agreements in place for some properties and interest in development expressed by certain property owners and better infrastructure becoming available. All of these, along with improved economic conditions should result in increased development in the 10 year study time frame.

Retail: 150,000 sq. ft.

Methodology: With new residential development and infrastructure becoming available within Kaufman County, the assumption is that 150,000 square feet of retail space will be constructed.

Service: 150,000 sq. ft.

Methodology: Similar to Retail, the new residential and access to water and sewer infrastructure, the assumption is that a new fire station, churches and other service uses will be constructed to serve the new population in this area.

Basic: None

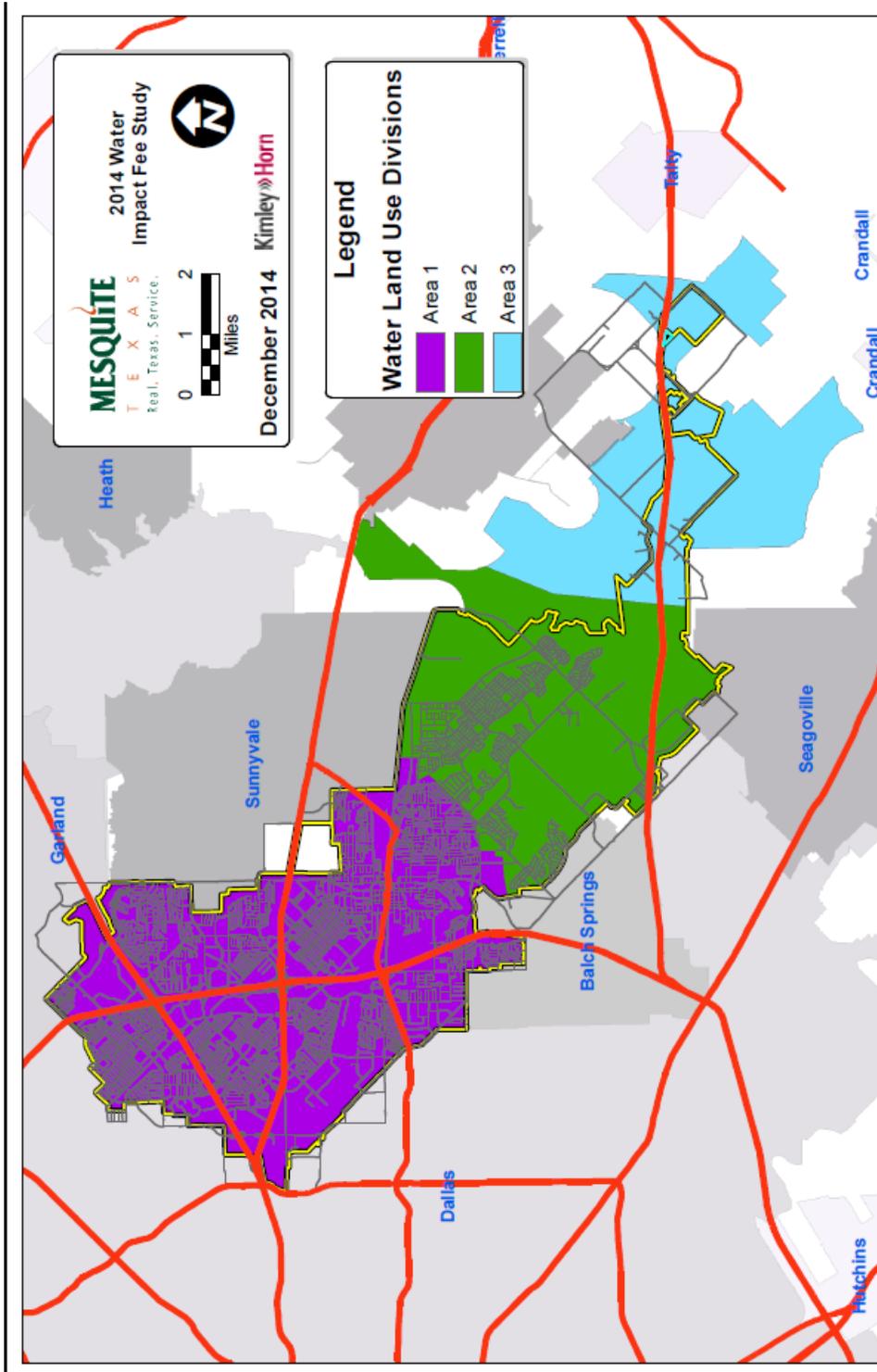
Methodology: There is no trend and low possibility of basic development during the 10 year period.

Residential: 650 new units

Methodology: Assumption is based on the available land, existing zoning entitlements, and discussions with developers. A lack of infrastructure in areas annexed in 2006 and 2010 should be resolved early in the study period. It is expected that development will occur in these recently annexed areas when water and sewer infrastructure becomes available. Based on traditional

neighborhood development as provided for in the K-20 district, the Gibbs Market Study found demand for 300 multi-family units, 100 attached single-family units and 730 detached single-family homes. As stated for retail within this area, TND is not likely to be that extensive in the 10 year impact fee study horizon. However, it is reasonable to project 300 multi-family and/or attached single-family units due to the potential of Heartland Town Center and one other TND that in which there are discussions ongoing with the City. In addition, there is currently development pressure for single-family detached development in Polo Ridge and other areas of the ETJ. Based on this known demand and the time needed to establish needed infrastructure, it is reasonable to expect 400 single-family detached units may be built over the next ten years.

EXHIBIT 2



### 3.4 LAND USE ASSUMPTIONS FOR WASTEWATER SERVICE AREAS

#### A. Study Area 1

##### General Characteristics.

1. Town East Mall
2. Skyline Industrial District
3. Villas of Vanston Park
4. Parc East Apartments
5. Redevelopment of Gus Thomasson Corridor
6. Gus Thomasson roadway improvements
7. Former Big Town Mall site
8. Includes the historic Downtown square
9. Most of Lucas Farms and Ridge Ranch
10. Military Parkway- Scyene Corridor Overlay
11. Area with most single family growth potential
12. Hagan Hill Subdivision

##### Land Use Assumptions for 10 year period:

Retail: 252,000 square feet

Methodology: With the expected increase in residential units and the previous permit history in this area, retail development is expected at various locations throughout Area 1.

Service: 175,000 square feet

Methodology: With all of the various development projects expected in this area, particular the large number of residential units, there will be additional service development.

Basic: 900,000 square feet

Methodology: It is expected that a new 500,000 square feet facility will be constructed in the Skyline Trade Center. In addition, there is an assumption of an additional 300,000 square feet in the next 10 years. Although there is significant industrial development in the area, there is very little available space for new industrial growth based on adopted land use plans and current entitlements other than the former Big Town Mall site. The 85 acre former mall site currently has entitlements for 1,000,000 square feet of industrial uses. However, there is interest within the City in studying the area to determine if some other uses would be more appropriate at this highly visible location. Additionally, entitlements exist to allow basic industry near the Union Pacific Railroad line, but a lack of desirable access will likely limit the amount of basic development during the 10 year period.

Residential: 3,555 new units

Methodology: Assumes 900 new multifamily or high-density units (225 units times 4 developments over 10 years). Multi-family development in the area has averaged about 225 units per development and there have been two such developments in the last five years. This area includes 3 significant residential developments that are all targeted to be single-family homes; Lucas Farms, Ridge Ranch and Hagan Hill. All three have entitlements combined for a total of 4,175 lots. However, not all of these lots are likely to be constructed in the 10 year period.

## **B. Study Area 2**

### General Characteristics.

1. Mesquite Metro Airport
2. Portion of Lucas Farms and Ridge Ranch
3. Residential portions of Falcon's Lair have been developed since the last impact fee study with a few townhome lots left to develop
4. Likely that Retail and Service type developments will increase in this area due to residential subdivisions coming online in areas 1 and 2.
5. Much of the eastern portion is in the floodplain.

### Land Use Assumptions for 10 year period:

Retail: 250,000 square feet.

Methodology: The commercial component of Lucas Farms is in this area and a big box retailer has purchased 25 acres. This project is likely to occur within the next few years. However, little other available, entitled land exists in this area for retail uses.

Service: 25,000 square feet.

Methodology: Area is largely built out except for areas designated for future industrial. With expected growth in population nearby subdivisions, some service development is to be expected.

Basic: 100,000

Methodology: There is no trend. The best potential for new basic industry will be at the Mesquite Metro Airport. There is a waiting list for hangar space and an air traffic control tower was recently constructed. Land adjacent to the Airport has entitlements for basic industry, but limited access will likely stifle any substantial basic development unrelated to the airport over the next ten years.

Residential: 100 new units

Methodology: A portion of Lucas Farms and Ridges Ranch are in this area. In addition, there are about 40 remaining townhome units to be completed in Falcon's Lair.

## C. Study Area 3

### General Characteristics.

1. Substantially built out with some infill areas available along major corridors.
2. Includes a portion of the high traffic Town East shopping area.

### Land Use Assumptions for 10 year period.

Retail: 60,000 sq. ft.

Methodology: This area is adjacent to the high traffic and successful Town East shopping area. With some available land along major corridors it is expected that there will be additional retail development, but on a limited scale.

Service: 25,000 sq. ft.

Methodology. Similar to Retail, the location is favorable for development, but available land is limited and more attractive for retail uses.

Basic: None

Methodology: There is no trend. Comprehensive Plan and existing entitlements indicate that there is not likely to be any basic development in this area.

Residential: 75 new units

Methodology: A few areas remain available for residential development based on existing entitlements. Some low density multifamily is possible along with a few single-family homes.

## D. Study Area 4

### General Characteristics.

1. Future corridor for PGBT extension
2. Newly annexed land
3. Likely that Retail development will increase in this area due to residential subdivisions coming online.
4. Extra-territorial Jurisdiction
5. Substantial floodplain throughout the western portion
6. Entire ETJ included in ETJ Comprehensive Plan element adopted in 2008
7. Development upon annexation and in certain development agreements is subject to the Kaufman-Interstate 20 (K-20) zoning district
8. Water and sewer infrastructure is lacking. Many areas within the jurisdiction of water suppliers other than the City of Mesquite
9. Future Heartland Town Center development situated between Interstate 20 and the Heartland residential subdivision
10. Existing development is sparse
11. Polo Ridge development is attempting to establish a Public Improvement District to begin development. Subject to development agreement with the City of Mesquite.

Land Use Assumptions for 10 year period.

This area includes approximately 3 square miles of land annexed in 2006 and 2010. The remainder of Area 3 is in the ETJ. There is little documented history of new construction in the ETJ over the past 10 years, primarily observation. Over the past 10 years there has been very little development in the area. However, there are development agreements in place for some properties and interest in development expressed by certain property owners and better infrastructure becoming available. All of these, along with improved economic conditions should result in increased development in the 10 year study time frame.

Retail: 150,000 sq. ft.

Methodology: With new residential development and infrastructure becoming available within Kaufman County, the assumption is that 150,000 square feet of retail space will be constructed.

Service: 150,000 sq. ft.

Methodology: Similar to Retail, the new residential and access to water and sewer infrastructure, the assumption is that a new fire station, churches and other service uses will be constructed to serve the new population in this area.

Basic: None

Methodology: There is no trend and low possibility of basic development during the 10 year period.

Residential: 650 new units

Methodology: Assumption is based on the available land, existing zoning entitlements, and discussions with developers. A lack of infrastructure in areas annexed in 2006 and 2010 should be resolved early in the study period. It is expected that development will occur in these recently annexed areas when water and sewer infrastructure becomes available. Based on traditional neighborhood development as provided for in the K-20 district, the Gibbs Market Study found demand for 300 multi-family units, 100 attached single-family units and 730 detached single-family homes. As stated for retail within this area, TND is not likely to be that extensive in the 10 year impact fee study horizon. However, it is reasonable to project 300 multi-family and/or attached single-family units due to the potential of Heartland Town Center and one other TND that in which there are discussions ongoing with the City. In addition, there is currently development pressure for single-family detached development in Polo Ridge and other areas of the ETJ. Based on this known demand and the time needed to establish needed infrastructure, it is reasonable to expect 400 single-family detached units may be built over the next ten years.

## **E. Study Area 5**

### General Characteristics.

1. Mesquite Golf Course
2. Vacant land available, but with development challenges
3. Medical offices, a private school and car dealerships

### Land Use Assumptions for 10 year period:

Retail: 20,000 square feet.

Methodology: Retail development over the past five years has been minimal with less than 10,000 square feet of new development. Very little new retail is expected in this area due to low availability of developable land with entitlements for retail.

Service: 75,000 square feet.

Methodology: Entitlements for service uses are available in the area. Much of the available land is adjacent to the existing Baylor medical office facility. The previous five years of service use permits for this area totaled less than 20,000 square feet. However, it is expected that medical and other service use activity will pick up over the next ten years.

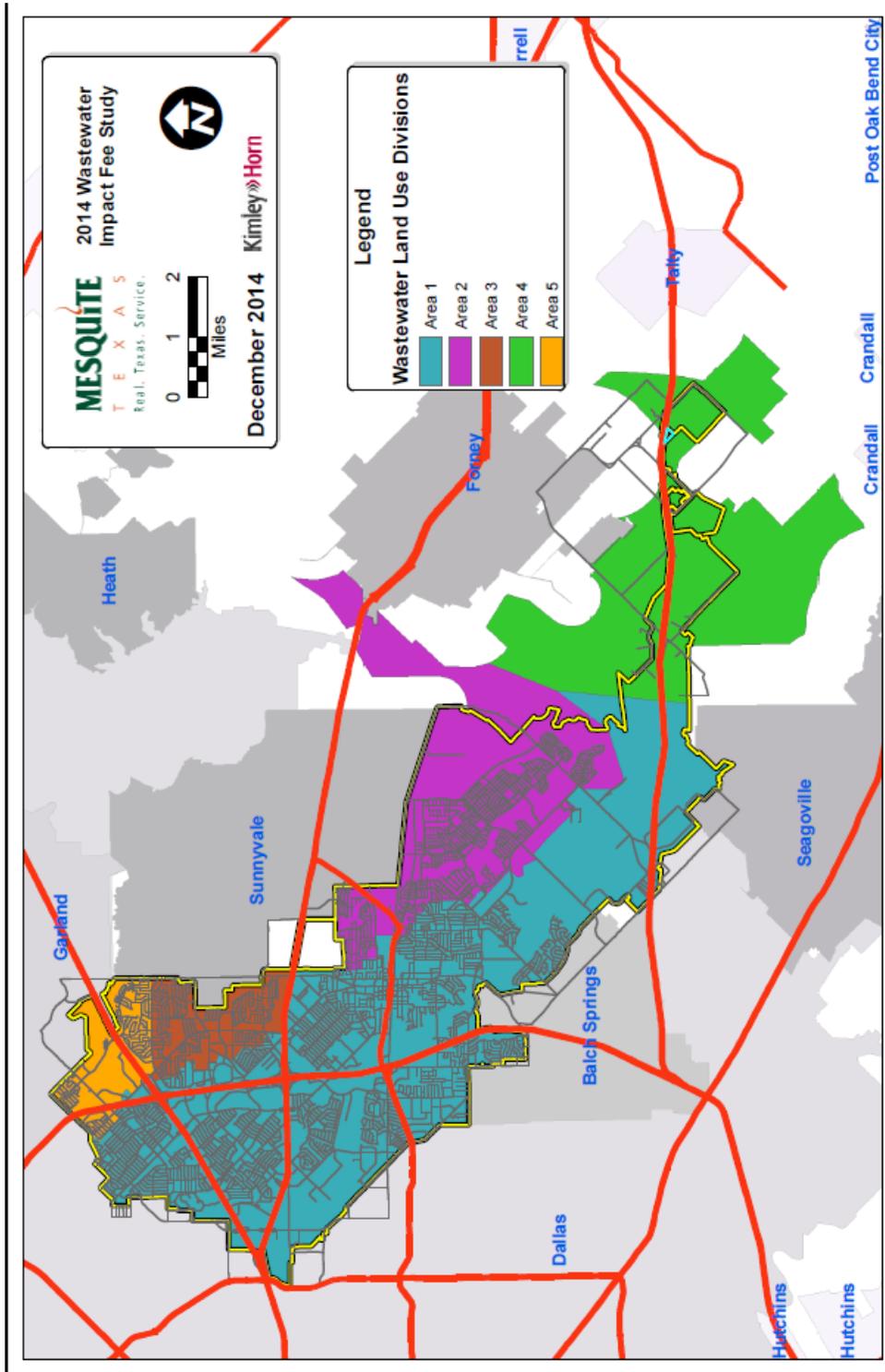
Basic: None

Methodology: There is no trend. Comprehensive Plan and existing entitlements indicate that there is not likely to be any basic development in this area.

Residential: 50 new units

Methodology: Assumption based on available land and existing zoning entitlements. Any likely residential development in this area would be expansion of Christian Care Center and/or a small multi-family development.

EXHIBIT 3

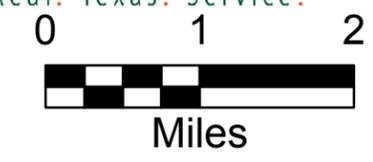


**Appendix E – 2003 Service Areas**

# Roadway Service Areas



2015 Roadway  
Impact Fee Study



May 2015

Kimley»Horn

## Legend

- Existing Service Areas
- Service Area A
- Service Area B
- Service Area C
- Mesquite ETJ

