City of College Station

2021 ROADWAY IMPACT FEE UPDATE

NOVEMBER 2021

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Kimley»Horn

COLLEGE STATION, TEXAS
ROADWAY IMPACT FEE UPDATE

CITY OF COLLEGE STATION

November 2021

Prepared for the City of College Station

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11/30/21

Project Number: 061271428

TABLE OF CONTENTS

LIST OF TABLES

LIST OF EXHIBITS

1. EXECUTIVE SUMMARY

This study was performed to update the City of College Station's Roadway Impact Fees. Roadway Impact Fees were last performed in 2016. The state's impact fee law (CH 395) requires that municipalities with Impact Fee Programs update their impact fee studies every five years. The implementation of impact fees allows the City to shift a portion of the burden of paying for new facilities onto new development. System improvements necessary to serve 10-year (2031) and ultimate system needs were evaluated. Typically, infrastructure improvements are sized beyond the 10-year requirements; however, Chapter 395 only allows recovery of costs to serve the 10-year planning period. The remainder can be assessed as the planning window extends beyond 2031 and as the impact fees are updated in the future.

Elements of the Roadway system, including new roads, widening projects, and intersections were evaluated based on the City's Thoroughfare Plan, as explained in the Capital Improvement Plan (CIP) section of this report. Based on the City's 10-year growth projections and the associated demand (consumption) values, the table below shows the additional vehicle-miles that will be generated by new development by the year 2031:

Service Area	A	B	C	D
2021-2031 Growth (Veh-Miles)	18,125	15,945	12,076	16,625

In order to provide the capacity needed to accommodate the projected increase in vehicle-miles, the Roadway Impact Fee CIP was developed. A credit for the portion of ad valorem taxes projected to be generated by the new service units is added to the CIP cost according to Chapter 395 requirements. The cost of the Roadway Impact Fee CIP in each service area (attributable to growth) is shown in the table below:

Service Area	A	B	C	D
Cost of the CIP Attributable to Growth	$9,388,254	$20,859,844	$26,639,782	$59,527,697

The maximum assessable fee is then calculated by dividing the recoverable cost of the CIP by the growth in vehicle-miles in each service area. Based on the additional service units and the recoverable cost of the CIP, (with credit for ad valorem taxes), the Maximum Fees the City may assess per service unit and per single-family home are shown below:

Service Area	A	B	C	D
2021 Maximum Assessable Fee Per Service Unit ($/Veh-Mi)	$499	$1,261	$2,127	$3,452
2021 Maximum Assessable Fee Per Single-Family Home (1 Single-Family Home = 3.76 Veh-Mi)	$1,876	$4,741	$7,997	$12,979

The 2021 maximum assessable fees are less than those in the former 2016 Roadway Impact Fee Study for Service Areas A, C, and D, and the maximum assessable fee for Service Area B has increased. The 2016 Roadway Impact Fee Study results are shown below:

Service Area	A	B	C	D
2016 Maximum Assessable Fee Per Service Unit ($/Veh-Mi)	$1,061	$1,072	$2,556	$4,004
2016 Maximum Assessable Fee Per Single-Family Home (1 Single-Family Home = 4.00 Veh-Mi)	$4,244	$4,288	$10,224	$16,016

The maximum impact fee per vehicle mile and maximum impact fee per single-family home in each service area are shown in Exhibit A.

CITY OF COLLEGE STATION

Exhibit A

Service Areas

0 0.5 1 Miles

NORTH

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A

Max Fee/Veh-Mi: $499
Max Fee/SF Home: $1,876

B

Max Fee/Veh-Mi: $1,261
Max Fee/SF Home: $4,741

C

Max Fee/Veh-Mi: $2,127
Max Fee/SF Home: $7,997

D

Max Fee/Veh-Mi: $3,452
Max Fee/SF Home: $12,979

TEXAS AVENUE S

BIRD POND ROAD

ROCK PRAIRIE ROAD

N GRAHAM ROAD

SH 6

Legend

City Limits

Service Areas

A

B

C

D

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. Chapter 395 defines an Impact Fee as "a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development."

The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2021 update of their Roadway Impact Fees. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the Roadway Impact Fee Capital Improvement Plan, and the Land Use/Vehicle-Mile Equivalency Table.

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

1. Land Use Assumptions (Pg. 6)
2. Capital Improvement Plan (CIP) (Pg. 12)

Information from the Land Use Assumptions and CIP is used extensively throughout the remainder of the report.

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

1. Methodology for Roadway Impact Fees (Pg. 19)
2. Roadway Impact Fee Calculation (Pg. 38)
3. Plan for Financing and the Ad Valorem Tax Credit (Pg. 40)

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

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

The components of the Roadway Impact Fee Calculation include:

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

This report also includes a section concerning the Plan for Financing and the Ad Valorem Tax Credit. This involves the calculation of the applicable credit required by law to offset the City's use of ad valorem taxes to help fund the CIP. This plan, prepared by Eddie Peacock, CPA, and upon which we relied, details the maximum assessable impact fee per service unit the City of College Station may apply under Chapter 395 of the Texas Local Government Code.

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

3. ROADWAY IMPACT FEE CALCULATION INPUTS

A. LAND USE ASSUMPTIONS

Purpose

Impact Fees are a mechanism for funding the public infrastructure necessitated by growth. In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development growth creating new infrastructure needs. In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

The section documents the process used to develop the Land Use Assumptions for the City of College Station Impact Fee study. In accordance with Chapter 395 of the Texas Local Government Code, street impact fees must be calculated based on reasonable expectations of residential and employment growth within the next ten years (2021 – 2031). The following resources provided the information required to complete the Land Use Assumptions:

- Detailed historical building permit data
- Projected new developments and focus areas data
- Currently platted developments
- College Station Future Land Use Plan / Comprehensive Plan
- City of College Station Staff

Components of the Land Use Assumptions Chapter

The Land Use Assumptions include the following components:

1. Impact Fee Study Service Areas - Explanation of the divisions of College Station into service areas for roadway service areas.

2. Land Use Assumptions Methodology - An overview of the general methodology used to generate the land use assumptions.

3. Ten-Year Growth Assumptions - Walk-through of the growth projections for 2021-2031.

Impact Fee Study Service Areas

Service Area Definition

According to Chapter 395 of the Local Government Code, a Service Area refers to the area within the corporate boundaries or extraterritorial jurisdiction of the political subdivision to be served by the capital improvement or facilities specified in the Capital Improvement Plan. Funds collected in the specific service areas must be spent in the service area collected. Chapter 395 specifies that "the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles." This resulted in the creation of four (4) service areas in the City of College Station. There is no change from the initial establishment of the service areas in the 2016 study except for minor changes due to City Limit modifications.

Roadway Impact Fee Service Areas

The geographic boundaries of the four (4) impact fee service areas for roadway facilities are shown in Exhibit 1. For roadway facilities, the service areas are limited to those areas within the current corporate limits. Therefore, areas within the extraterritorial jurisdiction (ETJ) are excluded from this study.

The service areas east/west boundary is Texas Avenue, while a combination of Rock Prairie Road, North Graham Road, and Bird Pond Road compose the north/south boundaries. At locations where service area boundaries follow a thoroughfare facility, the proposed boundary is intended to follow the centerline of the roadway. In cases where a service area boundary follows the City Limits, only those portions of the facility within the City Limits area are included in the service area.

CITY OF COLLEGE STATION

Exhibit 1

Service Areas

0 0.5 1 Miles

NORTH

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A

B

C

D

TEXAS AVENUE S

BIRD POND ROAD

ROCK PRAIRIE ROAD

N GRAHAM ROAD

SH 6

Legend

City Limits

Service Areas

A

B

C

D

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Land Use Assumptions Methodology

The following factors were considered in developing the residential and employment projections:

- Character, type, density, location and quantity of existing development;
- Growth trends;
- Location of vacant land;
- Future Land Use Map and Growth Areas;
- Physical restrictions (i.e. flood plains); and
- Planned development data.

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

Residential Units - Number of residential dwelling units, including single-family and multi-family

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

Basic - Land use activities that produce goods and services, including those that are exported outside the local economy (i.e. manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses)

Service - Land use activities which provide personal and professional services such as government and other professional offices

Retail - Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector (i.e. grocery stores and restaurants)

The above categories in the Land Use Assumptions match those used to develop the City's travel demand modeling and are the broader land use categories that are used in the development of the assumptions for impact fees. In the calculation of the specific Roadway Impact Fee, a more specific and expanded classification based on the Institute of Transportation Engineers (ITE) Trip Generation Manual will be utilized.

Growth projections for the next 10 years (2021 – 2031) for the City of College Station were established using three data sources: known residential developments, specific focus areas, and other City-identified infill growth areas.

Known Residential Developments

The City provided existing data for known residential developments that was used to project for residential needs.

Specific Focus Areas

Four (4) focus areas of growth are projected to experience growth from 2021 – 2031 and based on information from the City detailed growth projects were developed. These four areas included University Drive East in Service Area A, Northgate and BioCorridor in Service Area B, and Midtown in Service Area D.

City-Identified Infill Growth Areas

The City-identified infill growth areas consist of many locations, varying in size and land use of vacant land that would be infilled. Different land use densities or floor area ratios were applied based on the land use classification of each development identified in the Future Land Use Plan.

10-Year Growth Assumptions

Table 1 summarizes the growth projections by service area.

Table 1. Residential and Employment Land Use Assumptions Growth Projections (2021-2031)

Service Area	Single-Family (Units)	Multi-Family (Units)	Basic (Sq. Ft.)	Service (Sq. Ft.)	Retail (Sq. Ft.)
SA A	410	2,038	-	1,174,000	1,480,000
SA B	429	1,937	350,000	1,063,000	953,000
SA C	1,824	127	-	506,000	469,000
SA D	693	751	984,000	1,089,000	895,000
Total	3,356	4,853	1,334,000	3,832,000	3,797,000

For comparison purposes, College Station had 12,774 units of residential growth (single-family and multi-family) and approximately 8,000,000 square feet of employment growth (basic, service, and retail) from 2011 – 2020. College Station experienced record growth during this time period. Based on the next ten-year growth projections within College Station City Limits, residential growth is projected to slow but employment is consistent.

B. Capital Improvement Plan

The City has identified the transportation projects needed to accommodate the projected growth within the City. The Capital Improvement Plan (CIP) for Roadway Impact Fees is made up of:

- Recently completed projects with excess capacity available to serve new growth (previous bond projects);
- Projects currently under construction; and
- Selection of growth necessitated projects part of the City's Thoroughfare Plan.

The CIP includes thoroughfare roadway facilities as well as intersection improvements. All thoroughfare facilities are part of the Thoroughfare Plan per the proposed 2021 Comprehensive Plan. Minor collectors are not identified as impact fee eligible projects because these facilities are intended to primarily serve specific developments and not serve regional transportation purposes.

The CIP for the 2021 Roadway Impact Fee Update is listed in Tables 2-5 and mapped in Exhibits 2-5. The table shows the length of each project as well as the facility's Thoroughfare Plan classification. The CIP was developed in conjunction with input from City of College Station staff and represents those projects that will be needed to offset the transportation demands generated by the growth projected in Table 1.

Table 2. Capital Improvement Plan for Roadway Impact Fees - Service Area A

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
A	A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	100%
	A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	100%
	A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	100%
	A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	100%
	A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%
	1	UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL				100%
	2	HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET				100%
	3	TEXAS AVENUE S AND BROTHERS BOULEVARD				50%

Table 3. Capital Improvement Plan for Roadway Impact Fees - Service Area B

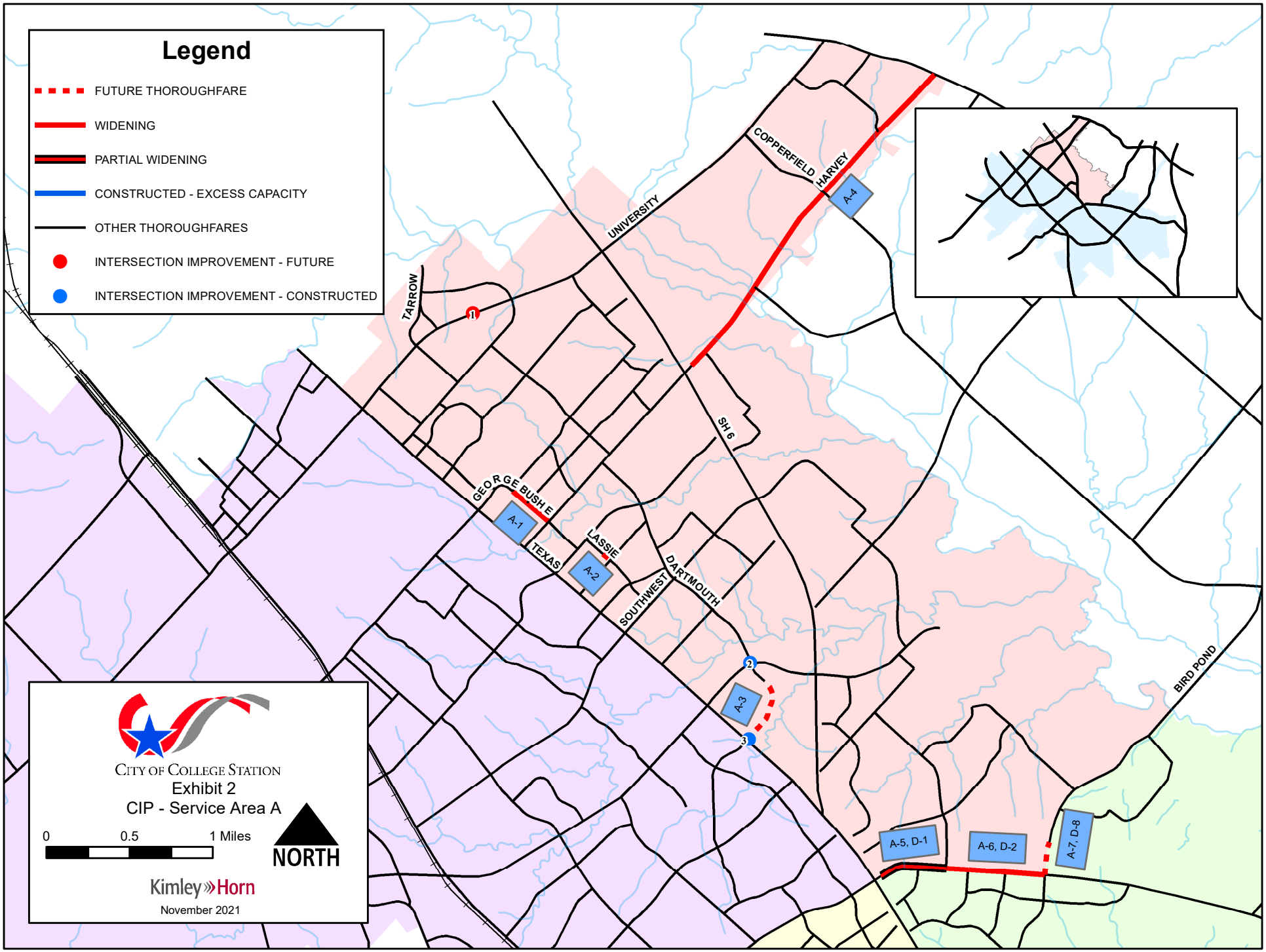
Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
B	B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	100%
	B-2	4 LANE MINOR ARTERIAL (1/2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	100%
	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%
	B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WBFR	0.53	100%
	B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	100%
	B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.40	100%
	B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	100%
	B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	100%
	B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	100%
	3	TEXAS AVENUE S AND BROTHERS BOULEVARD				50%
	4	WELLBORN ROAD AND GEORGE BUSH DRIVE				100%
	5	WELLBORN ROAD AND HOLLEMAN DRIVE				100%
	6	WELLBORN ROAD AND DEACON DRIVE				100%
	7	HOLLEMAN DRIVE W AND JONES BUTLER ROAD				100%
	8	LONGMIRE DRIVE AND PONDEROSA DRIVE				100%

Table 4. Capital Improvement Plan for Roadway Impact Fees - Service Area C

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
C	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%
	C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1.39	100%
	C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0.24	100%
	C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0.49	100%
	C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1.43	100%
	C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1290' E OF CREEK MEADOW BOULEVARD N	1.27	100%
	C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1.00	100%
	C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2.36	100%
	C-10	4 LANE MINOR ARTERIAL (1/2)	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1.31	100%
	C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	1.55	100%
	C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	I-GN ROAD TO WELLBORN ROAD	0.22	100%
	C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1.03	100%
	C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0.48	100%
	9	GRAHAM ROAD AND VICTORIA AVENUE				100%
	10	BARRON ROAD AND ALEXANDRIA AVENUE				100%
	11	BARRON ROAD AND DECATUR DRIVE				100%
	12	BARRON ROAD AND LONGMIRE DRIVE				100%
	13	LONGMIRE DRIVE AND EAGLE AVENUE				100%
	14	WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL				100%

Table 5. Capital Improvement Plan for Roadway Impact Fees - Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
D	A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%
	D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	100%
	D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	100%
	D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	100%
	D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	100%
	D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.40	100%
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%
	D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	100%
	D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	100%
	D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	100%
	D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	100%
	D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	100%
	D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	100%
	D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	100%
	D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	100%
	D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.20	100%
	D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	100%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FUTURE THOROUGHFARE
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PARTIAL WIDENING
CONSTRUCTED - EXCESS CAPACITY
OTHER THOROUGHFARES
INTERSECTION IMPROVEMENT - FUTURE
INTERSECTION IMPROVEMENT - CONSTRUCTED
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UNIVERSITY
COPPERFIELD
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TEXAS
LASSIE
A-2
SOUTHWEST
DARTMOUTH
A-3
BIRD POND
A-5, D-1
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A-7, D-8
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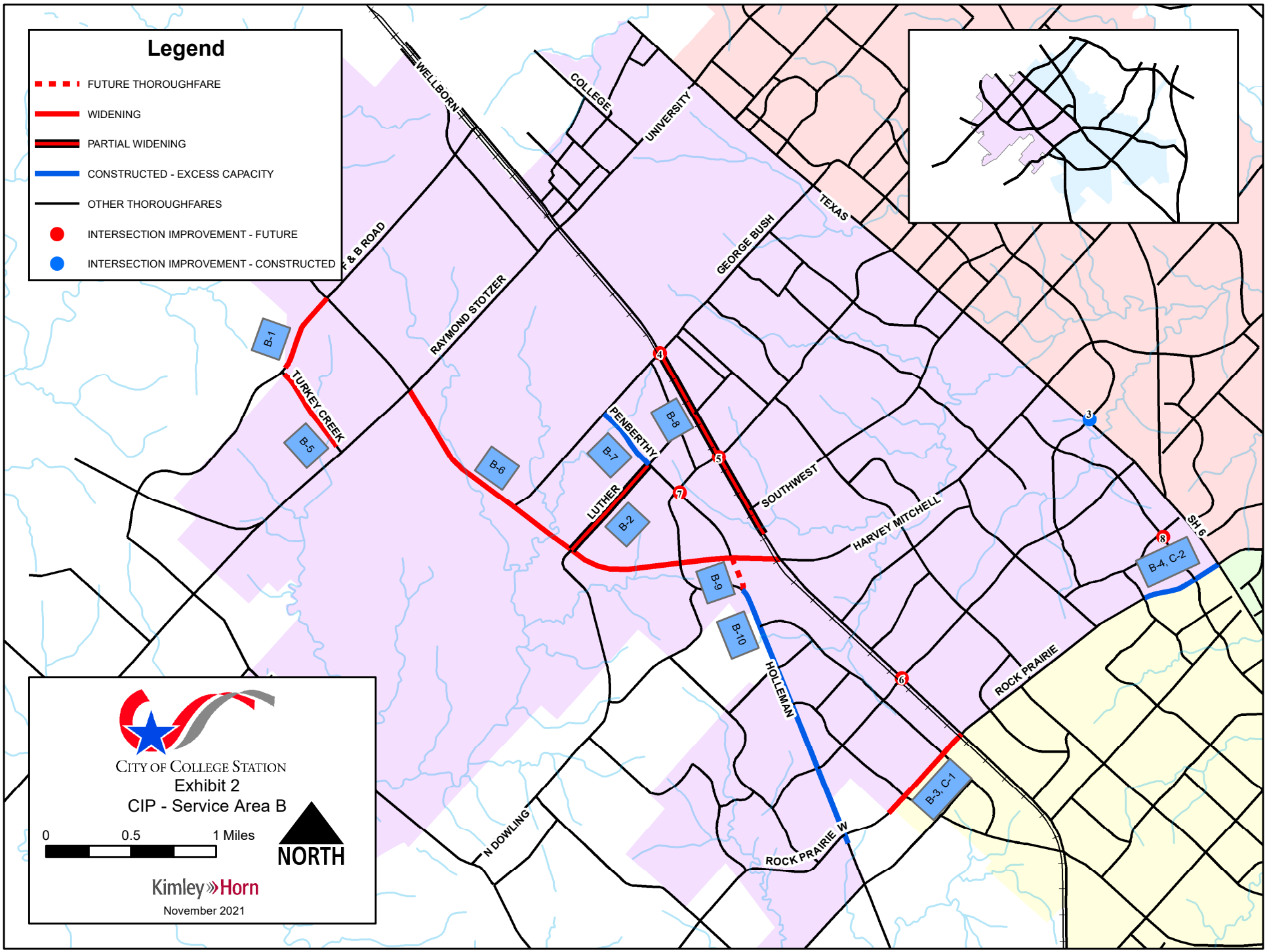
CITY OF COLLEGE STATION
Exhibit 2
CIP - Service Area A
0
0.5
1 Miles
NORTH
Kimley»Horn
November 2021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COLLEGE
UNIVERSITY
TEXAS
GEORGE BUSH
F & B ROAD
RAYMOND STOTZER
TURKEY CREEK
PENBERTHY
LUTHER
SOUTHWEST
HARVEY MITCHELL
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CITY OF COLLEGE STATION
Exhibit 2
CIP - Service Area B
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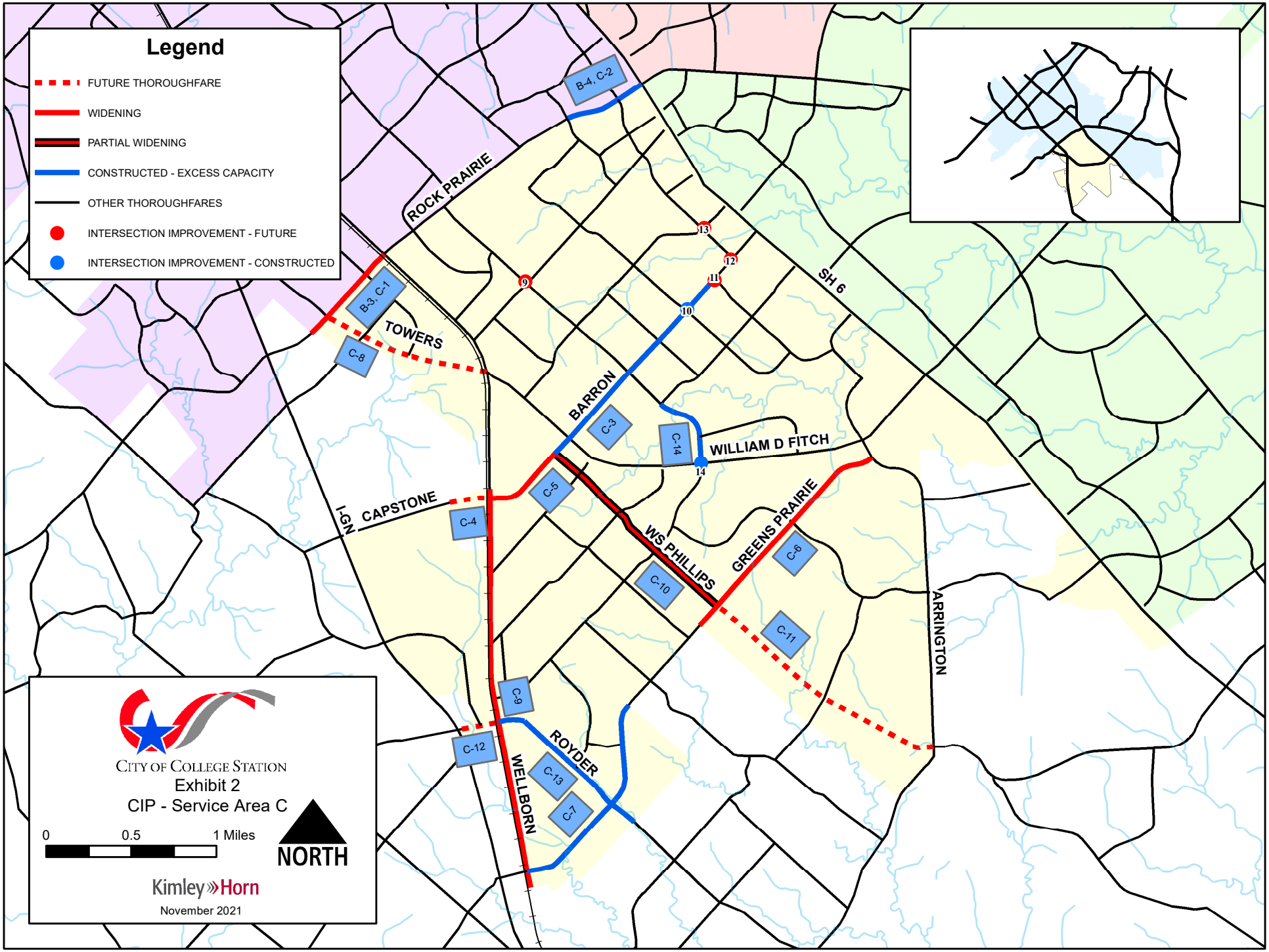
0.5
1 Miles
NORTH
Kimley»Horn
November 2021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FUTURE THOROUGHFARE
WIDENING
PARTIAL WIDENING
CONSTRUCTED - EXCESS CAPACITY
OTHER THOROUGHFARES
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INTERSECTION IMPROVEMENT - CONSTRUCTED
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ROCK PRAIRIE
B-3, C-1
C-8
TOWERS
SH 6
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BARRON
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C-14
WILLIAM D FITCH
14
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CAPSTONE
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WS PHILLIPS
GREENS PRAIRIE
C-6
C-10
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ARRINGTON
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CITY OF COLLEGE STATION
Exhibit 2
CIP - Service Area C
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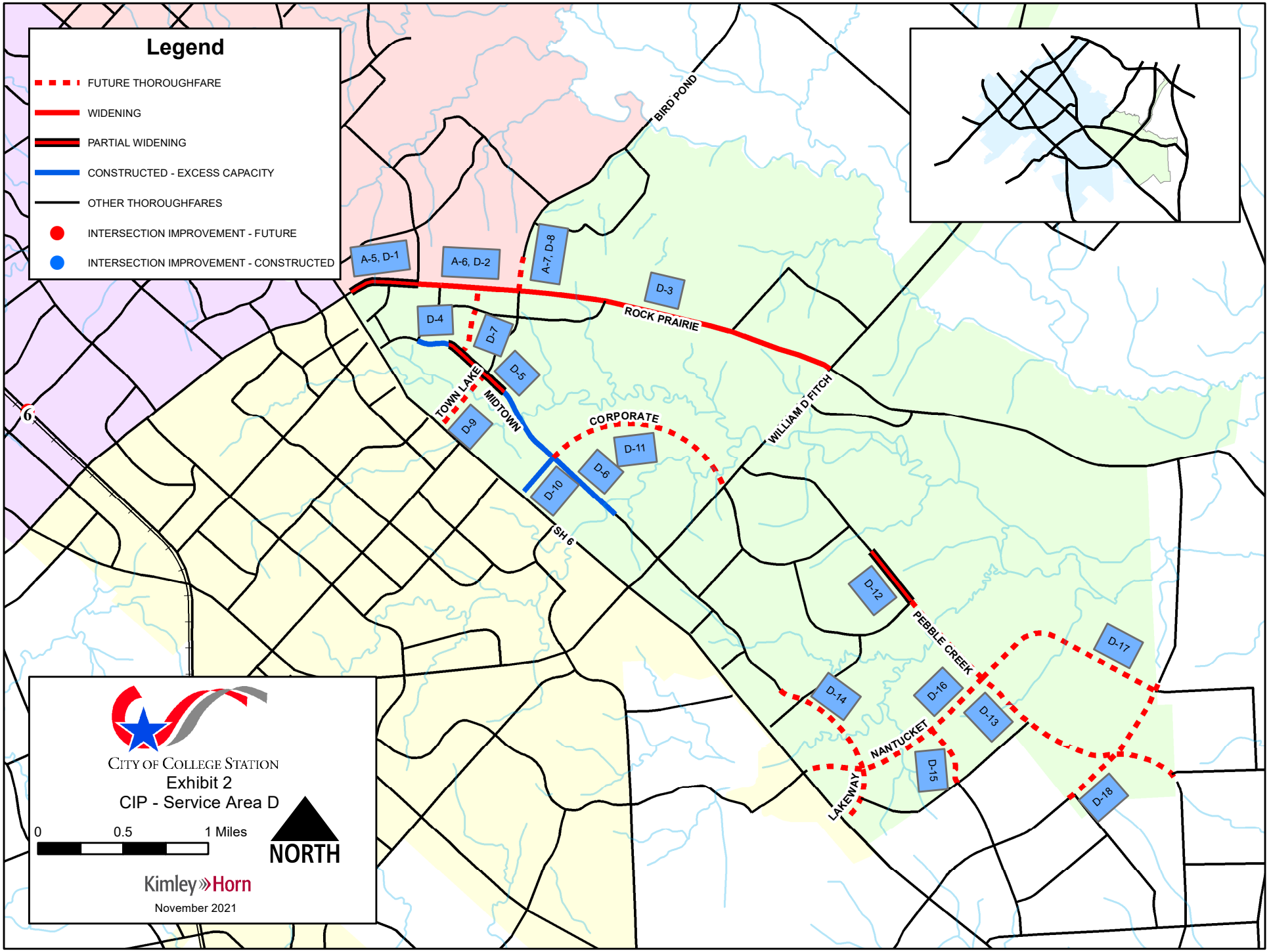
Kimley»Horn
November 2021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PARTIAL WIDENING
CONSTRUCTED - EXCESS CAPACITY
OTHER THOROUGHFARES
INTERSECTION IMPROVEMENT - FUTURE
INTERSECTION IMPROVEMENT - CONSTRUCTED
BIRD POND
ROCK PRAIRIE
TOWN LAKE
MIDTOWN
CORPORATE
WILLIAM D FITCH
SH 6
PEBBLE CREEK
NANTUCKET
LAKEWAY
A-5, D-1
A-6, D-2
A-7, D-8
D-3
D-4
D-5
D-6
D-7
D-9
D-10
D-11
D-12
D-13
D-14
D-15
D-16
D-17
D-18
6
CITY OF COLLEGE STATION
Exhibit 2
CIP - Service Area D
0
0.5
1 Miles
NORTH
Kimley»Horn
November 2021

4. METHODOLOGY FOR ROADWAY IMPACT FEES

A. SERVICE AREAS

The four (4) service areas used in the 2021 Roadway Impact Fee Update are shown in the previously referenced Exhibit 1. These service areas cover the entire corporate boundary of the City of College Station. Chapter 395 of the Texas Local Government Code specifies that "the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles." In the City of College Station, service area boundaries were set using approximately a four (4) mile limit.

B. SERVICE UNITS

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

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

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

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided.

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

The hourly service volumes used in the 2021 Roadway Impact Fee Update are based upon generally accepted thoroughfare capacity criteria. Table 6 shows the service volumes as a function of the proposed facility type and Table 7 shows the service volumes as a function of the existing facility type.

Table 6. Level of Use for Proposed Facilities
(used in Appendix B – CIP Service Units of Supply)

Roadway Type (Thoroughfare Plan Classification)	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
6-Lane Major Arterial (TxDOT)	Divided	950
4-Lane Major Arterial (TxDOT)		
6-Lane Major Arterial	Divided	750
4-Lane Major Arterial	Divided	650
4-Lane Minor Arterial		
2-Lane Major Collector	Undivided	550

Table 7. Level of Use for Existing Facilities

(used in Appendix C – Existing Facilities Inventory)

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-R	Rural Cross Section (i.e., gravel, dirt, etc.)	150
2U	Two-Lane Undivided	425
2D	Two-Lane Divided	500
3UO	Three-Lane Undivided One-Way	550
3U	Three-Lane Undivided (TWLTL)	
3D	Three-Lane Divided	
4U	Four-Lane Undivided	525
4D	Four-Lane Divided	650
5U	Five-Lane Undivided (TWLTL)	600
6D	Six-Lane Divided	750

*High speed, limited access TxDOT roadways have an assumed capacity of 950 vpmpl.

C. Cost of the CIP

All of the project costs for an arterial or major collector facility which serves the overall transportation system are eligible to be included in the Capital Improvement Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "…including and limited to the:

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

The engineer's opinion of the probable costs of the projects in the CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The costs for location-specific items such as bridges, highway ramps, drainage structures, and any other special components are added to each project as appropriate. In addition, based upon discussions with City of College Station staff, TxDOT driven projects have been included in the CIP as a 20% portion to the total cost where the City anticipates contributing a portion of the total project costs. The following is a detailed description of the costing worksheet/methodology for the Roadway Impact Fee CIP. Where actual project costs are known or the project has been designed, those specific cost amounts are utilized in lieu of the conceptual level project cost projections.

1) Overview of Roadway Impact Fee CIP Costing Worksheets

A costing worksheet was developed for each project (see Appendix A). Each worksheet contains project information, construction pay items, construction component allowances, and a summary of costs and allowances. An example costing sheet is provided below.

Project Information

Construction Pay Items

Construction Component Allowances

Summary of Costs and Allowances

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 9/29/2021

Project Information:		Description:	Project No.	A-1
Name:	GEORGE BUSH DRIVE E	This project consists of the widening to a 4 lane minor arterial.		
Limits:	DOMINIK DRIVE to HARVEY ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	1,508			
Service Area(s):	A			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	6,032	cy	$ 9.00	$ 54,288
209	8" Lime Stabilization (with Lime @ 36#/sy)	11,729	sy	$ 7.00	$ 82,102
309	Reinforced Concrete Pavement with Integral Curb	11,059	sy	$ 65.00	$ 718,813
409	4" Topsoil	4,524	sy	$ 4.00	$ 18,096
509	6' Concrete Sidewalk	18,096	sf	$ 6.00	$ 108,576
609	Turn Lanes and Median Openings	1,424	sy	$ 72.00	$ 102,544
				Paving Construction Cost Subtotal:	**$ 1,084,420**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 54,221
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 32,533
√	Roadway Drainage	Standard Internal System	25%	$ 271,105
√	Illumination		6%	$ 65,065
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 32,533
√	Sewer	Minor Adjustments	2%	$ 21,688
√	Landscaping and Irrigation		4%	$ 43,377
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 520,521**

Paving and Allowance Subtotal:		**$ 1,604,941**
Construction Contingency:	15%	$ 240,741
Mobilization	5%	$ 80,247
Prep ROW	3%	$ 48,148
Construction Cost TOTAL:		**$ 1,975,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,975,000**
Engineering/Survey/Testing:		12%	$ 237,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 197,500
		Impact Fee Project Cost TOTAL:	**$ 2,409,500**

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

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

2) Project Information

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

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

3) Construction Pay items

A typical roadway project consists of several costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, construction, and inspection. While the construction cost component of a project may contain approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items for both concrete and asphalt roads are shown in Table 8.

Table 8. Construction Cost Pay Items

Concrete Pay Items	Asphalt Pay Items
• Unclassified street excavation • Lime Stabilization • Concrete pavement and curb • Topsoil • Sidewalk • Turn lanes and median openings	• Unclassified street excavation • Lime Stabilization • Type C asphalt top layer • Type B asphalt base layers • Sidewalk • Curb and gutter • Turn lanes and median openings

4) Construction Component Allowances

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

In addition, lump sum dollar allowances are provided for special drainage structures, railroad crossings, and intersection improvements where needs are anticipated. The paving and allowance subtotal is given a fifteen percent (15%) contingency, five percent (5%) mobilizations, and three percent (3%) 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, 12% of the construction cost total is added for engineering, surveying, and testing. Another 20% of the construction cost total is added for ROW/easement acquisition for new projects. This percentage is reduced to 10% where the roadway already exists. TxDOT facilities assume no ROW/easement acquisition allotted.

The construction costs are variable based on the proposed classification of the roadway. Additional classifications are utilized in cases where a portion of the facility currently exists. The classification followed by (1/2) is used for facilities where half the facility still needs to be constructed.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, testing, and inspection; plus, ROW/easement acquisition. Based upon discussions with City of College Station staff, state highway projects were included with a projected contribution of twenty percent (20%) of the total project. In addition, some projects already have been identified for contributions other than the City. These project's costs are reduced to account for other contribution sources.

Tables 9-12 comprise the CIP project list for the City of College Station with conceptual level project cost projections. Individual project cost worksheets 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 CIP created for the City of College Station introduces a list of projects for which an impact fee funding program can be established. This is different from a City's construction CIP, which provides a broad list of capital projects for which the City is committed to building. The cost projections utilized in this study should not be utilized for the City's building program or construction CIP.

6) Major Collector Adjustment

Based on initial calculations of Project Costs for Major Collector facilities, it was determined that an adjustment factor needed to be applied to ensure a more appropriate and suitable cost for this specific project type. To determine the total Impact Fee Project Cost of a newly constructed Major Collector facility, a delta value was calculated based on the cross-sectional width of Collectors and Local Roads for the City of College Station, shown below:

College Station Roadway Impact Fee Major Collector Adjustment Calculation	
	Calculate Delta.
Step 1	Major Collector Pavement: 54 Feet Minor Collector Pavement: 38 Feet "Delta": (54 – 38) / 38 = 0.42 = 42%

This 42% adjustment factor was applied to all project costs for new major collectors in the City of College Station that are anticipated to be constructed by development. The adjustment represents the oversized participation that the City would potentially credit/offset a development for building a major collector based on the City's rough proportionality policy. Major collectors that need widening remained at the full cost of the roadway facility because this facility is anticipated to be widened by the City.

7) 50% Arterial Adjustment

Additional classifications are utilized in cases where only a portion of the roadway is impact fee eligible due to anticipated developer contributions. For future arterials projected to be constructed through development properties, two lanes are anticipated to be constructed by the future developers. For these projects, only 50% of the project cost is impact fee eligible, indicated with classifications being followed by "50%".

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CITY OF COLLEGE STATION

Table 9. 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area A

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
A	A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	100%	$ 2,409,500	$ 2,409,500
	A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	100%	$ 860,066	$ 860,066
	A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	100%	$ 2,423,520	$ 2,423,520
	A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	100%	$ 2,509,696	$ 2,509,696
	A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%	$ 2,164,000	$ 1,082,000
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%	$ 5,136,000	$ 2,568,000
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%	$ 1,758,000	$ 879,000
	1			UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL		100%	$ 400,000	$ 400,000
	2			HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET		100%	$ 566,992	$ 566,992
	3			TEXAS AVENUE S AND BROTHERS BOULEVARD		50%	$ 397,476	$ 198,738
							Service Area Project Roadway Cost Subtotal	$ 12,731,782
							Service Area Project Intersection Cost Subtotal	$ 1,165,730
							2021 Roadway Impact Fee Study Cost Per Service Area	$ 17,500
							Total Cost in SERVICE AREA A	$ 13,915,012

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 College Station.
b. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
c. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

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CITY OF COLLEGE STATION

Table 10. 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
B	B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	100%	$ 4,106,520	$ 4,106,520
	B-2	4 LANE MINOR ARTERIAL (1/2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	100%	$ 2,903,600	$ 2,903,600
	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%	$ 4,659,868	$ 2,329,934
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%	$ 4,017,530	$ 2,008,765
	B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WBFR	0.53	100%	$ 3,278,140	$ 3,278,140
	B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	100%	$ 1,407,527	$ 1,407,527
	B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.4	100%	$ 3,080,683	$ 3,080,683
	B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	100%	$ 1,486,464	$ 1,486,464
	B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	100%	$ 9,652,780	$ 9,652,780
	B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	100%	$ 10,631,012	$ 10,631,012
	3			TEXAS AVENUE S AND BROTHERS BOULEVARD		50%	$ 397,476	$ 198,738
	4			WELLBORN ROAD AND GEORGE BUSH DRIVE		100%	$ 1,190,232	$ 1,190,232
	5			WELLBORN ROAD AND HOLLEMAN DRIVE		100%	$ 644,445	$ 644,445
	6			WELLBORN ROAD AND DEACON DRIVE		100%	$ 4,532,013	$ 4,532,013
	7			HOLLEMAN DRIVE W AND JONES BUTLER ROAD		100%	$ 572,000	$ 572,000
	8			LONGMIRE DRIVE AND PONDEROSA DRIVE		100%	$ 350,000	$ 350,000
							Service Area Project Roadway Cost Subtotal	$ 40,885,425
							Service Area Project Intersection Cost Subtotal	$ 7,487,428
							2021 Roadway Impact Fee Study Cost Per Service Area	$ 17,500
							Total Cost in SERVICE AREA B	$ 48,390,353

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 College Station.
b. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
c. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

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CITY OF COLLEGE STATION

Table 11. 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Projections – Service Area C

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
C	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	1	50%	$ 4,659,868	$ 2,329,934
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0	50%	$ 4,017,530	$ 2,008,765
	C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1	100%	$ 5,795,317	$ 5,795,317
	C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0	100%	$ 2,765,575	$ 2,765,575
	C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0	100%	$ 4,712,977	$ 4,712,977
	C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1	100%	$ 10,550,324	$ 10,550,324
	C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1290' E OF CREEK MEADOW BOULEVARD N	1	100%	$ 8,918,740	$ 8,918,740
	C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1	100%	$ 10,030,680	$ 10,030,680
	C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2	100%	$ 2,407,328	$ 2,407,328
	C-10	4 LANE MINOR ARTERIAL (1/2)	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1	100%	$ 5,844,160	$ 5,844,160
	C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	2	100%	$ 7,311,480	$ 7,311,480
	C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	I-GN ROAD TO WELLBORN ROAD	0	100%	$ 3,360,000	$ 3,360,000
	C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1	100%	$ 7,686,614	$ 7,686,614
	C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0	100%	$ 1,973,927	$ 1,973,927
	9			GRAHAM ROAD AND VICTORIA AVENUE	0	100%	$ 350,000	$ 350,000
	10			BARRON ROAD AND ALEXANDRIA AVENUE	0	100%	$ 320,994	$ 320,994
	11			BARRON ROAD AND DECATUR DRIVE	0	100%	$ 350,000	$ 350,000
	12			BARRON ROAD AND LONGMIRE DRIVE	0	100%	$ 350,000	$ 350,000
	13			LONGMIRE DRIVE AND EAGLE AVENUE	0	100%	$ 350,000	$ 350,000
	14			WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL	0	100%	$ 816,249	$ 816,249
						Service Area Project Roadway Cost Subtotal		$ 75,695,821
						Service Area Project Intersection Cost Subtotal		$ 2,537,243
						2021 Roadway Impact Fee Study Cost Per Service Area		$ 17,500
						Total Cost in SERVICE AREA C		$ 78,250,564

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 College Station.
b. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
c. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

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CITY OF COLLEGE STATION

Table 12. 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
D	A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%	$ 2,164,000	$ 1,082,000
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%	$ 5,136,000	$ 2,568,000
	D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	100%	$ 17,245,000	$ 17,245,000
	D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	100%	$ 1,028,820	$ 1,028,820
	D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	100%	$ 4,535,000	$ 4,535,000
	D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	100%	$ 5,374,808	$ 5,374,808
	D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.4	100%	$ 981,960	$ 981,960
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.2	50%	$ 1,758,000	$ 879,000
	D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	100%	$ 1,753,000	$ 1,753,000
	D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	100%	$ 1,436,192	$ 1,436,192
	D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	100%	$ 9,894,000	$ 9,894,000
	D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	100%	$ 2,137,000	$ 2,137,000
	D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	100%	$ 9,181,000	$ 9,181,000
	D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	100%	$ 2,635,080	$ 2,635,080
	D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	100%	$ 882,000	$ 882,000
	D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	100%	$ 5,877,000	$ 5,877,000
	D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.2	100%	$ 3,083,220	$ 3,083,220
	D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	100%	$ 3,902,000	$ 3,902,000
							Service Area Project Roadway Cost Subtotal	$ 74,475,080
							Service Area Project Intersection Cost Subtotal	$ -
							2021 Roadway Impact Fee Study Cost Per Service Area	$ 17,500
							Total Cost in SERVICE AREA D	$ 74,492,580

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 College Station.
b. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
c. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

D. Service Unit Calculation

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

The growth in vehicle-miles from 2021 to 2031 is based upon projected changes in residential units and employment for the period. In order to determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2021 were made, along with growth projections for each of these demographic statistics through 2031. The Land Use Assumptions section of this report details the growth estimates used for the impact fee determination.

The residential and employment statistics in the Land Use Assumptions provide the "independent variables" that are used to calculate the existing (2021) and projected (2031) 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 number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a transportation demand factor to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor computes the average amount of demand caused by the residential land uses in the service area. The transportation demand factor is discussed in more detail below.

For non-residential land uses, the process is similar. The Land Use Assumptions provide existing and projected number of building square footages for three (3) categories of employment – basic, service, and retail. Building square footage is the most common independent variable for the estimation of non-residential trips in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. This characteristic is

more appropriate than the number of employees because building square footage is tied more closely to trip generation and is known at the time of application for any development or development modification that would require the assessment of an impact fee.

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

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

The next component of the transportation demand factor accounts for the length of each trip. The average trip length for each category is based on the region-wide travel characteristics survey conducted by Texas MPOs, requirements in Chapter 395, and other generally accepted planning principles.

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

$$TDF = T * (1 - P_b) * L$$

Variables:

TDF = Transportation Demand Factor

T = Trip Rate (peak hour trips / unit)

P_b = Pass-By Discount (% of trips)

L = Average Trip Length (miles)

An origin-Destination reduction of 50% had already been applied when determining the trip length. From here, adjustments were made to the transportation demand factor based upon planning principles and engineering judgement for each land use.

The maximum trip length was limited to four (4) 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 College Station are approximated with a four (4) mile distance.

For residential, basic, and service land uses, trip lengths go beyond the service area boundary and were capped at four miles based on the max trip length. For retail land use, this max trip length was cut in half and assumed to be the radius of a service area. Specific land uses were adjusted if the trip lengths were anticipated to be shorter than the four or two based on specific land use travel characteristics.

Table 13 shows the derivation of the Transportation Demand Factor for the residential and employment land use categories for each service area. The values utilized for all variables shown in the transportation demand factor equation are also shown in the table.

Table 13. Transportation Demand Factor Calculations

Variable	Residential		Basic	Service	Retail
	Single-Family	Multi-Family			
T	0.94	0.39	0.65	1.44	3.40
P_b	0%	0%	0%	0%	34%
L_{max} *	4.0	4.0	4.0	4.0	2.0
TDF	3.76	1.56	2.60	5.76	4.49

* L_{max} is less than 4 miles for retail land use; therefore, this lower trip length is used for calculating the TDF for these land uses.

The application of the demographic projections and the transportation demand factors are presented in the 10-Year Growth Projections in Table 1. This table shows the total growth in vehicle-miles by service area between the years 2021 and 2031. These estimates and projections lead to the Vehicle-Miles of Travel for the 10-year period.

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Table 14. 10-year Growth Projections

2021- 2031 Growth Projections[1]

SERVICE AREA	RESIDENTIAL VEHICLE-MILES					NON-RESIDENTIAL SQUARE FEET[5]			TRANS. DEMAND FACTOR[6]			NON-RESIDENTIAL VEHICLE-MILES[10]				TOTAL VEHICLE MILES[11]
	Single Family Units	Trip Rate TDF[2]	Multi-Family Units	Trip Rate TDF[3]	VEHICLE MILES[4]	BASIC	SERVICE	RETAIL	BASIC[7]	SERVICE[8]	RETAIL[9]	BASIC	SERVICE	RETAIL	TOTAL	
		0.94		*0.39*					*0.65*	*1.44*	*3.40*					
A	410	3.76	2,038	1.56	4,721	0	1,174,000	1,480,000	2.60	5.76	4.49	0	6,762	6,642	13,404	18,125
B	429		1,937		4,635	350,000	1,063,000	953,000				910	6,123	4,277	11,310	15,945
C	1,824		127		7,056	0	506,000	469,000				0	2,915	2,105	5,020	12,076
D	693		751		3,777	984,000	1,089,000	895,000				2,558	6,273	4,017	12,848	16,625
Totals	**3,356**		**4,853**		**20,189**	**1,334,000**	**3,832,000**	**3,797,000**				**3,468**	**22,073**	**17,041**	**42,582**	**62,771**

VEHICLE-MILES OF INCREASE (2021 - 2031)

SERVICE AREA	VEH-MILES
A	18,125
B	15,945
C	12,076
D	16,625

Notes:

[1] From *Secton 3.A. Land Use Assumptions*

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

[3] Transportation Demand Factor for each Service Area (from LUVMET) using Multi-Family Housing (Mid-Rise) land use and trip generation rate

[4] Calculated by multiplying TDF by the number of dwelling units

[5] From *Secton 3.A. Land Use Assumptions*

[6] *Trip generation rate* and Transportation Demand Factors from LUVMET for each land use

[7] 'Basic' corresponds to General Light Industrial land use and *trip generation rate*

[8] 'Service' corresponds to General Office land use and *trip generation rate*

[9] 'Retail' corresponds to Shopping Center land use and *trip generation rate*

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

[11] Residential plus non-residential vehicle-mile totals for each Service Area

E. Cost Per Service Unit

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

The second component of the cost per service unit is the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period. Chapter 395 requires that impact fees be assessed only to pay for growth projected to occur in the City limits within the next ten-years (see Section 4.D). As noted earlier, the units of demand are vehicle-miles of travel.

5. ROADWAY IMPACT FEE CALCULATION

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Roadway Impact Fee CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the ten-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 15 illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation.

Table 15. Maximum Assessable Roadway Impact Fee Computation

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

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

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

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

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

4	*Total Cost of the Roadway Impact Fee CIP and RIF Study within the Service Area*	The sum of the total cost of the roadway projects within each service area (from Tables 9-12) and the Roadway Impact Fee study cost per service area.

This line simply identifies the sum of the total cost of all the roadway projects identified in each service area and the cost of the roadway impact fee study per service area.

5	*Cost of Net Capacity Supplied*	The total Roadway Impact Fee CIP cost (Line 4) prorated by the ratio of Net Capacity Added (Line 3) to Total Capacity Added (Line 1). [(Line 3 / Line 1) * (Line 4)]

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 RIF CIP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

6	*Cost to Meet Existing Needs and Usage*	The difference between the Total Cost of the Roadway Impact Fee CIP (Line 4) and the Cost of the Net Capacity supplied (Line 5). (Line 4 – Line 5)

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.

7	*Total Vehicle-Miles of New Demand over Ten Years*	Based upon the growth projection provided in the Land Use Assumptions, an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 14)

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

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

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.

10	*Cost of Roadway Impact Fee CIP Attributable to New Growth*	The result of multiplying the Cost of Net Capacity Added (Line 5) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 9). (Line 5 * Line 9)

This value is 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.

11	*Total Cost of the Intersection Impact Fee CIP within the Service Area*	The total cost of the intersection projects within each service area (from Tables 9-12)

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

12	*Percent of Intersection Capacity Added Attributable to New Growth*	The result of dividing Total Vehicle-Miles of New Demand (Line 7) by the vehicle-mile carrying capacity in each service area (Table 14).

In order to ensure that the capacity added by the Intersection Impact Fee CIP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle mile growth in each service area is calculated as a percentage of the vehicle-mile carrying capacity.

13	*Cost of Intersection Impact Fee CIP Attributable to New Growth*	The result of multiplying the Cost of Net Capacity Added (Line 11) by the Percent of Capacity Added Attributable to New Growth (Line 12). (Line 11 * Line 12)

This value is the total Intersection Impact Fee CIP project cost (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.

14	*Cost of Total Roadway Impact Fee CIP Attributable to New Growth*	The result of adding the Cost of the Roadway Impact Fee CIP Attributable to new growth (Line 10) to the Cost of the Intersection Impact Fee CIP Attributable to new growth (Line 13) (Line 10 + Line 13).

This value is the Total Roadway Impact Fee CIP project cost (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 Financing and the Ad Valorem Tax 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 requires:

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

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

The plan is summarized, as prepared by Eddie Peacock, CPA, in Appendix D, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of Table 16 that utilize this credit calculation.

Line	Title	Description
15	*Financing Costs*	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit) – 80% of eligible projects
16	*Interest Earnings*	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
17	*Cost of the Roadway Impact Fee CIP and Financing Attributable to New Growth*	The sum of the Cost of Capacity Added Attributable to New Growth, Financing Costs, and Interest Earnings. (Line 14 + Line 15 + Line 16)
18	*Pre-Credit Maximum Fee Per Service Unit*	Found by dividing the Cost of the CIP and Financing Attributable to New Growth (Line 17) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 7). (Line 17 / Line 7)
19	*Credit for Ad Valorem Taxes*	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
20	*Recoverable Cost of the Roadway Impact Fee CIP and Financing*	The difference between the Cost of the CIP and Financing Attributable to New Growth (Line 17) and the Credit for Ad Valorem Taxes (Line 19). (Line 17 + Line 19)
21	*Maximum Assessable Fee Per Service Unit*	Found by dividing the Recoverable Cost of the CIP and Financing (Line 20) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 7). (Line 20 / Line 7)

Table 16. Maximum Assessable Impact Fee

	SERVICE AREA:	A	B	C	D
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE ROADWAY IMPACT FEE CIP (FROM CIP SERVICE UNITS OF SUPPLY, **APPENDIX B)**	11,544	32,963	34,912	20,793
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM CIP SERVICE UNITS OF SUPPLY, **APPENDIX B**)	3,304	13,135	7,551	2,018
3	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2)	8,240	19,828	27,361	18,775
4	TOTAL COST OF THE ROADWAY IMPACT FEE CIP AND RIF STUDY WITHIN SERVICE AREA (FROM **TABLES 9-12**)	$ 12,749,282	$ 40,902,925	$ 75,713,321	$ 74,492,580
5	COST OF NET CAPACITY SUPPLIED (LINE 3 / LINE 1) * (LINE 4)	$ 9,100,319	$ 24,604,047	$ 59,337,539	$ 67,262,934
6	COST TO MEET EXISTING NEEDS AND USAGE (LINE 4 - LINE 5)	$ 3,648,963	$ 16,298,878	$ 16,375,782	$ 7,229,646
7	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM **TABLE 14** AND **LAND USE ASSUMPTIONS**)	18,125	15,945	12,076	16,625
8	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 7 / LINE 3)	219.9%	80.4%	44.1%	88.5%
9	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	100.0%	80.4%	44.1%	88.5%
10	COST OF ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 5 * LINE 9)	$ 9,100,319	$ 19,781,654	$ 26,167,855	$ 59,527,697
11	TOTAL COST OF THE INTERSECTION IMPACT FEE CIP WITHIN SERVICE AREA (FROM **TABLES 9-12**)	$ 1,165,730	$ 7,487,428	$ 2,537,243	$ -
12	PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (FROM **TABLE 14** AND **LAND USE ASSUMPTIONS**)	24.7%	14.4%	18.6%	48.5%
13	COST OF INTERSECTION IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 11 * LINE 12)	$ 287,935	$ 1,078,190	$ 471,927	$ -
14	COST OF TOTAL ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 10 + LINE 13)	$ 9,388,254	$ 20,859,844	$ 26,639,782	$ 59,527,697
15	FINANCING COSTS (FROM PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT, **APPENDIX D)**	$ 1,456,897	$ 3,237,092	$ 4,134,040	$ 9,237,681
16	INTEREST EARNINGS (FROM PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT, **APPENDIX D**)	$ 131,440	$ 292,040	$ 372,960	$ 833,390
17	COST OF THE ROADWAY IMPACT FEE CIP AND FINANCING ATTRIBUTABLE TO NEW GROWTH (LINE 14 + LINE 15 + LINE 16)	$ 10,713,711	$ 23,804,896	$ 30,400,862	$ 67,931,987
18	PRE-CREDIT MAXIMUM FEE PER SERVICE UNIT (LINE 17 / LINE 7)	$ 591	$ 1,492	$ 2,517	$ 4,086
19	CREDIT FOR AD VALOREM TAXES (FROM PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT, **APPENDIX D**)	$ 1,661,061	$ 3,690,731	$ 4,713,374	$ 10,532,225
20	RECOVERABLE COST OF ROADWAY IMPACT FEE CIP (LINE 17 + LINE 19)	$ 9,052,650	$ 20,114,165	$ 25,687,488	$ 57,399,762
21	MAXIMUM ASSESSABLE FEE PER SERVICE UNIT (LINE 20 / LINE 7)	$ 499	$ 1,261	$ 2,127	$ 3,452

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 17. This table lists the predominant land uses that may occur within the City of College Station. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

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

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

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

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

Table 17. Land-Use Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
PORT AND TERMINAL								
Truck Terminal	030	1,000 SF GFA	1.87			1.87	4.00	7.48
INDUSTRIAL								
General Light Industrial	110	1,000 SF GFA	0.65			0.65	4.00	2.60
Industrial Park	130	1,000 SF GFA	0.34			0.34	4.00	1.36
Warehousing	150	1,000 SF GFA	0.18			0.18	4.00	0.72
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	4.00	0.60
RESIDENTIAL								
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	4.00	3.76
Single-Family Attached Housing	215	Dwelling Unit	0.57			0.57	4.00	2.28
Multi-family Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	4.00	2.04
Multi-family Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	4.00	1.56
Multi-family Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	4.00	1.28
Off-Campus Student Apartment (Mid-Rise)	226	Bedrooms	0.21			0.21	4.00	0.84
Mid-Rise Residential with 1st Floor Commercial	231	Dwelling Unit	0.17			0.17	4.00	0.68
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.58			0.58	4.00	2.32
Senior Adult Housing - Single-Family	251	Dwelling Unit	0.30			0.30	4.00	1.20
Senior Adult Housing - Multi-Family	252	Dwelling Unit	0.25			0.25	4.00	1.00
Assisted Living	254	Beds	0.24			0.24	4.00	0.96
LODGING								
Hotel	310	Room	0.59			0.59	2.00	1.18
Motel / Other Lodging Facilities	320	Room	0.36			0.36	2.00	0.72
RECREATIONAL								
Miniature Golf Course	431	Holes	0.33			0.33	2.00	0.66
Golf Driving Range	432	Tees	1.25			1.25	2.00	2.50
Multipurpose Recreational Facility	435	1,000 SF GFA	3.58			3.58	2.00	7.16
Multiplex Movie Theater	445	Screens	13.96			13.96	2.00	27.92
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	2.00	2.66
Health/Fitness Club	492	1,000 SF GFA	3.45			3.45	2.00	6.90
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	2.00	5.00
INSTITUTIONAL								
Private School (K-8)	530	Students	0.26			0.26	2.00	0.52
Private High School	534	Students	0.19			0.19	2.00	0.38
Charter Elementary School	536	Students	0.16			0.16	2.00	0.32
Junior / Community College	540	Students	0.11			0.11	2.00	0.22
Church	560	1,000 SF GFA	0.49			0.49	2.00	0.98
Day Care Center	565	1,000 SF GFA	11.12	44%	C	6.23	1.75	10.87
MEDICAL								
Hospital	610	1,000 SF GFA	0.86			0.86	4.00	3.44
Nursing Home	620	Beds	0.14			0.14	4.00	0.56
Clinic	630	1,000 SF GFA	3.69			3.69	4.00	14.76
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	4.00	9.88
OFFICE								
General Office Building	710	1,000 SF GFA	1.44			1.44	4.00	5.76
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	4.00	7.04
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	4.00	15.72
Office Park	750	1,000 SF GFA	1.30			1.30	4.00	5.20

Key to Sources of Pass-by Rates:

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

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

C: 2021 Pass-By Tables for ITETripGen Appendices

Table 17 Continued. Land-Use Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
COMMERCIAL								
Automobile Related								
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	2.00	3.87
Automobile Sales (Used)	841	1,000 SF GFA	3.75	20%	B	3.00	2.00	6.00
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	2.00	5.59
Tire Store	848	1,000 SF GFA	3.75	25%	C	2.81	2.00	5.63
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	2.00	5.82
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	2.00	3.73
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	56%	B	8.10	0.60	4.86
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	0.60	1.99
Car Wash and Detail Center	949	Stalls	13.60	40%	B	8.16	0.60	4.90
Dining								
Fast Casual Restaurant	930	1,000 SF GFA	12.55	43%	A	7.15	2.00	14.31
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	2.00	8.74
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	2.00	10.32
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21	50%	B	16.61	2.00	33.21
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	50%	A	16.52	2.00	33.03
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99	70%	A	11.70	2.00	23.39
Other Retail								
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	C	3.89	2.00	7.78
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	2.00	9.72
Shopping Center (>150k SF)	820	1,000 SF GFA	3.40	34%	A	2.24	2.00	4.49
Shopping Plaza (40-150k SF)	821	1,000 SF GFA	5.19	40%	C	3.11	2.00	6.23
Strip Retail Plaza (<40k SF)	822	1,000 SF GFA	6.59	40%	B	3.95	2.00	7.91
Supermarket	850	1,000 SF GFA	8.95	24%	C	6.80	2.00	13.60
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	2.00	2.66
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	2.00	7.00
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	2.00	2.73
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	2.00	8.00
Pharmacy/Drugstore with Drive-Thru Window	881	1,000 SF GFA	10.25	49%	A	5.23	2.00	10.46
Drive-In Bank	912	Drive-in Lanes	27.07	35%	A	17.60	2.00	35.19

Key to Sources of Pass-by Rates:

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

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

C: 2021 Pass-By Tables for ITETripGen Appendices

6. SAMPLE CALCULATIONS

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

Example 1:
Development Type - One Unit of Single-Family Housing in Service Area A

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 17 [Land Use – Vehicle-mile Equivalency Table] Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.76
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	From Table 16, Line 21 [Maximum Assessable Fee Per Service Unit] Service Area A: $499
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 3.76 * $499 Maximum Assessable Impact Fee = $1,876

Example 2:
Development Type – 125,000 square foot Shopping Center in Service Area C

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 17 [Land Use – Vehicle-mile Equivalency Table] Development Type: 125,000 square feet of Shopping Center Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 4.49
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	From Table 16, Line 21 [Maximum Assessable Fee Per Service Unit] Service Area C: $2,127
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 125 * 4.49 * $2,127 Maximum Assessable Impact Fee = $1,193,778

7. CONCLUSION

The City of College Station 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 College Station within each service area. The maximum assessable Roadway Impact Fees calculated in this report are as shown below:

Service Area	A	B	C	D
2021 Maximum Assessible Fee Per Service Unit ($/Veh-mi)	$499	$1,261	$2,127	$3,452

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

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

8. APPENDICES

A. Conceptual Level Project Cost Projections

City of College Station - 2021 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area A

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE	HARVEY ROAD	WIDENING	100%	$ 2,409,500	$ 2,409,500
A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET	MANUEL DRIVE	FUTURE	100%	$ 860,066	$ 860,066
A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S	TEXAS AVENUE S	FUTURE	100%	$ 2,423,520	$ 2,423,520
A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR	BOONVILLE ROAD	WIDENING	100%	$ 2,509,696	$ 2,509,696
A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR	STONEBROOK DRIVE	PARTIAL WIDENING	50%	$ 2,164,000	$ 1,082,000
A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE	TOWN LAKE DRIVE	WIDENING	50%	$ 5,136,000	$ 2,568,000
A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD	1055' E OF ROCK PRAIRIE ROAD	FUTURE	50%	$ 1,758,000	$ 879,000
	Intersections							
1	UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL					100%	$ 400,000	$ 400,000
2	HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET					100%	$ 566,992	$ 566,992
3	TEXAS AVENUE S AND BROTHERS BOULEVARD					50%	$ 397,476	$ 198,738

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**A-1**
Name:	GEORGE BUSH DRIVE E	**This project consists of the widening to a 4 lane minor arterial.**		
Limits:	DOMINIK DRIVE to HARVEY ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	1,508			
Service Area(s):	A			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	6,032	cy	$ 9.00	$ 54,288
209	8" Lime Stabilization (with Lime @ 36#/sy)	11,729	sy	$ 7.00	$ 82,102
309	Reinforced Concrete Pavement (10") with Integral Curb	11,059	sy	$ 65.00	$ 718,813
409	4" Topsoil	4,524	sy	$ 4.00	$ 18,096
509	6' Concrete Sidewalk	18,096	sf	$ 6.00	$ 108,576
609	Turn Lanes and Median Openings	1,424	sy	$ 72.00	$ 102,544
				Paving Construction Cost Subtotal:	**$ 1,084,420**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 54,221
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 32,533
√	Roadway Drainage	Standard Internal System	25%	$ 271,105
√	Illumination		6%	$ 65,065
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 32,533
√	Sewer	Minor Adjustments	2%	$ 21,688
√	Landscaping and Irrigation		4%	$ 43,377
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 520,521**

Paving and Allowance Subtotal:		**$ 1,604,941**
Construction Contingency:	15%	$ 240,741
Mobilization	5%	$ 80,247
Prep ROW	3%	$ 48,148
Construction Cost TOTAL:		**$ 1,975,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,975,000**
Engineering/Survey/Testing:		12%	$ 237,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 197,500
		Impact Fee Project Cost TOTAL:	**$ 2,409,500**

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

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**A-2**
Name:	LASSIE LANE	**This project consists of the construction of a new two 2 lane major collector to connect Lassie Lane and Cornell Drive.**		
Limits:	STERLING STREET to MANUEL DRIVE			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	313			
Service Area(s):	A			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	991	cy	$ 9.00	$ 8,921
212	6" Lime Stabilization (with Lime @ 36#/sy)	1,948	sy	$ 5.50	$ 10,712
312	Reinforced Concrete Pavement (8") with Integral Curb	1,878	sy	$ 55.00	$ 103,290
412	4" Topsoil	487	sy	$ 4.00	$ 1,948
512	6' Concrete Sidewalk	3,756	sf	$ 6.00	$ 22,536
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 147,406**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 4,422
√	Roadway Drainage	Standard Internal System	25%	$ 36,851
√	Illumination		6%	$ 8,844
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 4,422
√	Sewer	Minor Adjustments	2%	$ 2,948
√	Landscaping and Irrigation		4%	$ 5,896
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 63,384**

Paving and Allowance Subtotal:		**$ 210,790**
Construction Contingency:	15%	$ 31,619
Mobilization	5%	$ 10,540
Prep ROW	3%	$ 6,324
Construction Cost TOTAL:		**$ 260,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 260,000**
Engineering/Survey/Testing:		12%	$ 31,200
Previous City contribution			
Other			
ROW/Easement Acquisition:	Two Properties to Connect Lassie and Cornell		$ 568,866
		Impact Fee Project Cost TOTAL:	**$ 860,066**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**A-3**
Name:	DARTMOUTH STREET	**This project consists of the construction of a new two 2 lane major collector.**	
Limits:	720' S OF HARVEY MITCHELL PARKWAY S to TEXAS AVENUE S		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	2,216		
Service Area(s):	A		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	7,017	cy	$ 9.00	$ 63,156
212	6" Lime Stabilization (with Lime @ 36#/sy)	13,788	sy	$ 5.50	$ 75,836
312	Reinforced Concrete Pavement (8") with Integral Curb	13,296	sy	$ 55.00	$ 731,280
412	4" Topsoil	3,447	sy	$ 4.00	$ 13,788
512	6' Concrete Sidewalk	26,592	sf	$ 6.00	$ 159,552
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 1,043,613**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 31,308
√	Roadway Drainage	Standard Internal System	25%	$ 260,903
√	Illumination		6%	$ 62,617
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 31,308
√	Sewer	Minor Adjustments	2%	$ 20,872
√	Landscaping and Irrigation		4%	$ 41,745
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 448,754**

Paving and Allowance Subtotal:		**$ 1,492,366**
Construction Contingency:	15%	$ 223,855
Mobilization	5%	$ 74,618
Prep ROW	3%	$ 44,771
Construction Cost TOTAL:		**$ 1,836,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,836,000**
Engineering/Survey/Testing:		12%	$ 220,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 367,200
		Impact Fee Project Cost TOTAL:	**$ 2,423,520**

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

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**A-4**
Name:	HARVEY ROAD	**This project consists of the widening to a 4 lane major arterial. This project includes an anticipated contribution from the City of College Station to TxDOT.**		
Limits:	SH 6 NBFR to BOONVILLE ROAD			
Impact Fee Class:	4 LANE MAJOR ARTERIAL - TxDOT			
Length (lf):	12,074			
Service Area(s):	A			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	48,296	cy	$ 9.00	$ 434,664
203	2" Asphalt (Type C)	85,860	sy	$ 7.75	$ 665,412
303	4" Asphalt Base (Type B)	85,860	sy	$ 11.50	$ 987,385
403	6" Asphalt Base (Type B)	91,226	sy	$ 21.00	$ 1,915,741
503	12" Lime Stabilization (with Lime @ 50#/sy)	93,909	sy	$ 8.00	$ 751,271
603	6' Concrete Sidewalk	27	sf	$ 6.00	$ 165
703	Machine Laid Curb & Gutter	24,148	lf	$ 10.00	$ 241,480
803	Turn Lanes and Median Openings	11,403	sy	$ 48.25	$ 550,205
				Paving Construction Cost Subtotal:	**$ 5,546,323**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 277,316
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 166,390
√	Roadway Drainage	Standard Internal System	25%	$ 1,386,581
√	Illumination		6%	$ 332,779
	Special Drainage Structures	Carters Creek Crossing	0%	$ 500,000
√	Water	Minor Adjustments	3%	$ 166,390
√	Sewer	Minor Adjustments	2%	$ 110,926
√	Landscaping and Irrigation		4%	$ 221,853
√	Miscellaneous:	Associates Intersection	$0	$ 400,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 3,562,235**

Paving and Allowance Subtotal:		**$ 9,108,558**
Construction Contingency:	15%	$ 1,366,284
Mobilization	5%	$ 455,428
Prep ROW	3%	$ 273,257
Construction Cost TOTAL:		**$ 11,204,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 11,204,000**
Engineering/Survey/Testing:		12%	$ 1,344,480
Previous City contribution			
Other			
ROW/Easement Acquisition:	TxDOT Roadway	0%	$ -
Impact Fee Project Cost TOTAL (20% City Contribution)			**$ 2,509,696**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**A-5, D-1**
Name:	ROCK PRAIRIE ROAD	**This project consists of the widening to a 4 lane major arterial. This consists of the two additional lanes.**		
Limits:	SH 6 NBFR to STONEBROOK DRIVE			
Impact Fee Class:	4 LANE MAJOR ARTERIAL (1/2)			
Length (lf):	2,168			
Service Area(s):	A/D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	4,336	cy	$ 9.00	$ 39,024
204	8" Lime Stabilization (with Lime @ 36#/sy)	8,431	sy	$ 7.00	$ 59,018
304	Reinforced Concrete Pavement (10") with Integral Curb	7,949	sy	$ 65.00	$ 516,707
404	4" Topsoil	5,300	sy	$ 4.00	$ 21,198
504	6' Concrete Sidewalk	13,008	sf	$ 6.00	$ 78,048
604	Turn Lanes and Median Openings	1,055	sy	$ 72.00	$ 75,946
				Paving Construction Cost Subtotal:	**$ 789,940**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 39,497
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 23,698
√	Roadway Drainage	Standard Internal System	25%	$ 197,485
√	Illumination		6%	$ 47,396
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 23,698
√	Sewer	Minor Adjustments	2%	$ 15,799
√	Landscaping and Irrigation		4%	$ 31,598
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 729,171**

Paving and Allowance Subtotal:		**$ 1,519,112**
Construction Contingency:	15%	$ 227,867
Mobilization	5%	$ 75,956
Prep ROW	3%	$ 45,573
Construction Cost TOTAL:		**$ 1,869,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,869,000**
Engineering/Survey/Testing:	2020-2021 CIP		$ 108,453
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 186,900
		Impact Fee Project Cost TOTAL:	**$ 2,164,000**

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 College Station.

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**A-6, D-2**
Name:	ROCK PRAIRIE ROAD	**This project consists of the widening to a 4 lane major arterial.**	
Limits:	STONEBROOK DRIVE to TOWN LAKE DRIVE		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	3,129		
Service Area(s):	A/D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	12,516	cy	$ 9.00	$ 112,644
203	8" Lime Stabilization (with Lime @ 36#/sy)	24,337	sy	$ 7.00	$ 170,357
303	Reinforced Concrete Pavement (10") with Integral Curb	22,946	sy	$ 65.00	$ 1,491,490
403	4" Topsoil	9,387	sy	$ 4.00	$ 37,548
503	6' Concrete Sidewalk	37,548	sf	$ 6.00	$ 225,288
603	Turn Lanes and Median Openings	2,955	sy	$ 72.00	$ 212,772
				Paving Construction Cost Subtotal:	**$ 2,250,099**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 112,505
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 67,503
√	Roadway Drainage	Standard Internal System	25%	$ 562,525
√	Illumination		6%	$ 135,006
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 67,503
√	Sewer	Minor Adjustments	2%	$ 45,002
√	Landscaping and Irrigation		4%	$ 90,004
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,430,047**

Paving and Allowance Subtotal:		**$ 3,680,146**
Construction Contingency:	15%	$ 552,022
Mobilization	5%	$ 184,007
Prep ROW	3%	$ 110,404
Construction Cost TOTAL:		**$ 4,527,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,527,000**
Engineering/Survey/Testing:	2020-2021 CIP		$ 156,527
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 452,700
		Impact Fee Project Cost TOTAL:	**$ 5,136,000**

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 College Station.

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**A-7, D-8**
Name:	BIRD POND ROAD		
Limits:	ROCK PRAIRIE ROAD to 1055' E OF ROCK PRAIRIE ROAD		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	1,053		
Service Area(s):	A/D		

This project consists of the realignment and construction of a new 4 lane major arterial.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,212	cy	$ 9.00	$ 37,908
203	8" Lime Stabilization (with Lime @ 36#/sy)	8,190	sy	$ 7.00	$ 57,330
303	Reinforced Concrete Pavement (10") with Integral Curb	7,722	sy	$ 65.00	$ 501,930
403	4" Topsoil	3,159	sy	$ 4.00	$ 12,636
503	6' Concrete Sidewalk	12,636	sf	$ 6.00	$ 75,816
603	Turn Lanes and Median Openings	995	sy	$ 72.00	$ 71,604
				Paving Construction Cost Subtotal:	**$ 757,224**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 22,717
√	Roadway Drainage	Standard Internal System	25%	$ 189,306
√	Illumination		6%	$ 45,433
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 22,717
√	Sewer	Minor Adjustments	2%	$ 15,144
√	Landscaping and Irrigation		4%	$ 30,289
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 325,606**

Paving and Allowance Subtotal:		**$ 1,082,830**
Construction Contingency:	15%	$ 162,425
Mobilization	5%	$ 54,142
Prep ROW	3%	$ 32,485
Construction Cost TOTAL:		**$ 1,332,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,332,000**
Engineering/Survey/Testing:		12%	$ 159,840
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 266,400
		Impact Fee Project Cost TOTAL:	**$ 1,758,000**

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 College Station.

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

City of College Station - 2021 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area B

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD	HARVEY MITCHELL PARKWAY S	WIDENING	100%	$ 4,106,520	$ 4,106,520
B-2	4 LANE MINOR ARTERIAL (1/2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY	JONES BUTLER ROAD	PARTIAL WIDENING	100%	$ 2,903,600	$ 2,903,600
B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY	WELLBORN ROAD	WIDENING	50%	$ 4,659,868	$ 2,329,934
B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE	SH 6	CONSTRUCTED	50%	$ 4,017,530	$ 2,008,765
B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR	RAYMOND STOTZER PARKWAY WBFR	WIDENING	100%	$ 3,278,140	$ 3,278,140
B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY	WELLBORN ROAD	WIDENING	100%	$ 1,407,527	$ 1,407,527
B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE	LUTHER STREET W	CONSTRUCTED	100%	$ 3,080,683	$ 3,080,683
B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE	940' N OF HARVEY MITCHELL PARKWAY S	PARTIAL WIDENING	100%	$ 1,486,464	$ 1,486,464
B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S	HOLLEMAN DRIVE S	FUTURE	100%	$ 9,652,780	$ 9,652,780
B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD	290' S OF ROCK PRAIRIE ROAD W	CONSTRUCTED	100%	$ 10,631,012	$ 10,631,012
	Intersections							
3	TEXAS AVENUE S AND BROTHERS BOULEVARD					50%	$ 397,476	$ 198,738
4	WELLBORN ROAD AND GEORGE BUSH DRIVE					100%	$ 1,190,232	$ 1,190,232
5	WELLBORN ROAD AND HOLLEMAN DRIVE					100%	$ 644,445	$ 644,445
6	WELLBORN ROAD AND DEACON DRIVE					100%	$ 4,532,013	$ 4,532,013
7	HOLLEMAN DRIVE W AND JONES BUTLER ROAD					100%	$ 572,000	$ 572,000
8	LONGMIRE DRIVE AND PONDEROSA DRIVE					100%	$ 350,000	$ 350,000

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-1**
Name:	F & B ROAD 160' E OF TURKEY CREEK ROAD to HARVEY MITCHELL PARKWAY S	**This project consists of the widening to a 4 lane minor arterial.**	
Limits:			
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	2,571		
Service Area(s):	B		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	10,284	cy	$ 9.00	$ 92,556
209	8" Lime Stabilization (with Lime @ 36#/sy)	19,997	sy	$ 7.00	$ 139,977
309	Reinforced Concrete Pavement (10") with Integral Curb	18,854	sy	$ 65.00	$ 1,225,510
409	4" Topsoil	7,713	sy	$ 4.00	$ 30,852
509	6' Concrete Sidewalk	30,852	sf	$ 6.00	$ 185,112
609	Turn Lanes and Median Openings	2,428	sy	$ 72.00	$ 174,828
				Paving Construction Cost Subtotal:	**$ 1,848,835**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 92,442
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 55,465
√	Roadway Drainage	Standard Internal System	25%	$ 462,209
√	Illumination		6%	$ 110,930
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 55,465
√	Sewer	Minor Adjustments	2%	$ 36,977
√	Landscaping and Irrigation		4%	$ 73,953
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 887,441**
			Paving and Allowance Subtotal:	**$ 2,736,275**
			Construction Contingency: 15%	$ 410,441
			Mobilization 5%	$ 136,814
			Prep ROW 3%	$ 82,088
			Construction Cost TOTAL:	**$ 3,366,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 3,366,000**
Engineering/Survey/Testing:		12%	$ 403,920
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 336,600
		Impact Fee Project Cost TOTAL:	**$ 4,106,520**

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

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-2**
Name:	LUTHER STREET W	**This project consists of the widening to a 4 lane minor arterial. This consists of the two additional lanes.**	
Limits:	HARVEY MITCHELL PARKWAY to JONES BUTLER ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)		
Length (lf):	3,587		
Service Area(s):	B		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	7,174	cy	$ 9.00	$ 64,566
210	8" Lime Stabilization (with Lime @ 36#/sy)	13,949	sy	$ 7.00	$ 97,646
310	Reinforced Concrete Pavement (10") with Integral Curb	13,152	sy	$ 65.00	$ 854,902
410	4" Topsoil	8,768	sy	$ 4.00	$ 35,073
510	6' Concrete Sidewalk	21,522	sf	$ 6.00	$ 129,132
610	Turn Lanes and Median Openings	1,745	sy	$ 72.00	$ 125,654
				Paving Construction Cost Subtotal:	**$ 1,306,972**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 65,349
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 39,209
√	Roadway Drainage	Standard Internal System	25%	$ 326,743
√	Illumination		6%	$ 78,418
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 39,209
√	Sewer	Minor Adjustments	2%	$ 26,139
√	Landscaping and Irrigation		4%	$ 52,279
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 627,347**

Paving and Allowance Subtotal:		**$ 1,934,319**
Construction Contingency:	15%	$ 290,148
Mobilization	5%	$ 96,716
Prep ROW	3%	$ 58,030
Construction Cost TOTAL:		**$ 2,380,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,380,000**
Engineering/Survey/Testing:		12%	$ 285,600
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 238,000
		Impact Fee Project Cost TOTAL:	**$ 2,903,600**

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

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-3, C-1**
Name:	ROCK PRAIRIE ROAD WEST	**This project consists of the widening to a 4 lane minor arterial.**	
Limits:	715' W OF TOWERS PARKWAY to WELLBORN ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	3,335		
Service Area(s):	B/C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	Bid Tabulation on July 23rd, 2021	-	**$ 4,992,868**
Engineering/Survey/Testing:	2020-2021 CIP		$ 867,000
Previous City contribution	County Contribution		$ (1,200,000)
Other			
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost TOTAL:	**$ 4,659,868**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**B-4, C-2**
Name:	ROCK PRAIRIE ROAD	**This project consists of the previously completed widening to a 6 lane major arterial and includes engineering costs for the Rock Prairie Bridge.**		
Limits:	NORMAND DRIVE to SH 6			
Impact Fee Class:	6 LANE MAJOR ARTERIAL			
Length (lf):	2,556			
Service Area(s):	B/C			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			$ 4,017,530
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 4,017,530**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:

Description: **Project No.** **B-5**

Name:	TURKEY CREEK ROAD 2775' N OF RAYMOND STOTZER PARKWAY WBFR to
Limits:	RAYMOND STOTZER PARKWAY WBFR
Impact Fee Class:	2 LANE MAJOR COLLECTOR
Length (lf):	2,775
Service Area(s):	B

This project consists of the widening to a 2 lane major collector.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	8,788	cy	$ 9.00	$ 79,088
212	6" Lime Stabilization (with Lime @ 36#/sy)	17,267	sy	$ 5.50	$ 94,967
312	Reinforced Concrete Pavement (8") with Integral Curb	16,650	sy	$ 55.00	$ 915,750
412	4" Topsoil	4,317	sy	$ 4.00	$ 17,267
512	6' Concrete Sidewalk	33,300	sf	$ 6.00	$ 199,800
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 1,306,871**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 65,344
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 39,206
√	Roadway Drainage	Standard Internal System	25%	$ 326,718
√	Illumination		6%	$ 78,412
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 39,206
√	Sewer	Minor Adjustments	2%	$ 26,137
√	Landscaping and Irrigation		4%	$ 52,275
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 877,298**

Paving and Allowance Subtotal:		**$ 2,184,169**
Construction Contingency:	15%	$ 327,625
Mobilization	5%	$ 109,208
Prep ROW	3%	$ 65,525
Construction Cost TOTAL:		**$ 2,687,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,687,000**
Engineering/Survey/Testing:		12%	$ 322,440
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 268,700
		Impact Fee Project Cost TOTAL:	**$ 3,278,140**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-6**
Name:	HARVEY MITCHELL PARKWAY S	**This project consists of the widening to a 6 lane major arterial. This consists of the two additional lanes. The traffic signals located at George Bush Dr, Luther St, & Holleman Dr will be designed to accommodate this expansion.**	
Limits:	RAYMOND STOTZER PARKWAY to WELLBORN ROAD		
Impact Fee Class:	6 LANE MAJOR ARTERIAL - TxDOT		
Length (lf):	13,848		
Service Area(s):	B		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 1,407,527**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 1,407,527**

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

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-7**
Name:	PENBERTHY ROAD	**This project consists of the previously completed construction of a 4 lane minor arterial.**	
Limits:	GEORGE BUSH DRIVE to LUTHER STREET W		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	2,127		
Service Area(s):	B		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			$ 3,080,683
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 3,080,683**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:

Description: **Project No.** **B-8**

Name:	WELLBORN ROAD GEORGE BUSH DRIVE to 940' N OF HARVEY MITCHELL PARKWAY S
Limits:	
Impact Fee Class:	6 LANE MAJOR ARTERIAL - TxDOT
Length (lf):	6,481
Service Area(s):	B

This project consists of the widening to a 6 lane major arterial. This project includes an anticipated contribution from the City of College Station to TxDOT.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	28,804	cy	$ 9.00	$ 259,240
201	2" Asphalt (Type C)	51,848	sy	$ 7.75	$ 401,822
301	4" Asphalt Base (Type B)	51,848	sy	$ 11.50	$ 596,252
401	6" Asphalt Base (Type B)	54,728	sy	$ 21.00	$ 1,149,297
501	12" Lime Stabilization (with Lime @ 50#/sy)	56,169	sy	$ 8.00	$ 449,349
601	6' Concrete Sidewalk and 12' Concrete Shared-Use Path	22	sf	$ 6.00	$ 133
701	Machine Laid Curb & Gutter	25,924	lf	$ 10.00	$ 259,240
801	Turn Lanes and Median Openings	7,479	sy	$ 48.25	$ 360,878
				Paving Construction Cost Subtotal:	**$ 3,476,211**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 173,811
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 104,286
√	Roadway Drainage	Standard Internal System	25%	$ 869,053
√	Illumination		6%	$ 208,573
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 104,286
√	Sewer	Minor Adjustments	2%	$ 69,524
√	Landscaping and Irrigation		4%	$ 139,048
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,918,581**

Paving and Allowance Subtotal:		**$ 5,394,793**
Construction Contingency:	15%	$ 809,219
Mobilization	5%	$ 269,740
Prep ROW	3%	$ 161,844
Construction Cost TOTAL:		**$ 6,636,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,636,000**
Engineering/Survey/Testing:		12%	$ 796,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	TxDOT Roadway	0%	$ -
Impact Fee Project Cost TOTAL (20% City Contribution)			**$ 1,486,464**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-9**
Name:	JONES BUTLER ROAD	**This project consists of the construction of a new two 2 lane major collector. A five leg roundabout will be constructed to connect Jones Butler Rd to Holleman Dr and North Dowling Road.**	
Limits:	HARVEY MITCHELL PARKWAY S to HOLLEMAN DRIVE S		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	1,146		
Service Area(s):	B		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP		$ 8,242,780
Engineering/Survey/Testing:	2020-2021 CIP		$ 1,360,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	2020-2021 CIP		$ 50,000
		Impact Fee Project Cost TOTAL:	**$ 9,652,780**

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 College Station.

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-10**
Name:	HOLLEMAN DRIVE S	**This project consists of the previously completed widening to a 4 lane minor arterial.**	
Limits:	N DOWLING ROAD to 290' S OF ROCK PRAIRIE ROAD W		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	8,542		
Service Area(s):	B		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			$ 10,631,012
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 10,631,012**

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 College Station.

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

City of College Station - 2021 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area C

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY	WELLBORN ROAD	WIDENING	50%	$ 4,659,868	$ 2,329,934
B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE	SH 6	CONSTRUCTED	50%	$ 4,017,530	$ 2,008,765
C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY	DECATUR DRIVE	CONSTRUCTED	100%	$ 5,795,317	$ 5,795,317
C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD	WELLBORN ROAD	FUTURE	100%	$ 2,765,575	$ 2,765,575
C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD	WS PHILLIPS PARKWAY	WIDENING	100%	$ 4,712,977	$ 4,712,977
C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY	ARRINGTON ROAD	WIDENING	100%	$ 10,550,324	$ 10,550,324
C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD	1290' E OF CREEK MEADOW BOULEVARD N	CONSTRUCTED	100%	$ 8,918,740	$ 8,918,740
C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W	WELLBORN ROAD	CONSTRUCTED	100%	$ 10,030,680	$ 10,030,680
C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE	540' S OF GREENS PRAIRIE ROAD	WIDENING	100%	$ 2,407,328	$ 2,407,328
C-10	4 LANE MINOR ARTERIAL (1/2)	WS PHILLIPS PARKWAY	BARRON ROAD	GREENS PRAIRIE ROAD	PARTIAL WIDENING	100%	$ 5,844,160	$ 5,844,160
C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD	ARRINGTON ROAD	FUTURE	100%	$ 7,311,480	$ 7,311,480
C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	I-GN ROAD	WELLBORN ROAD	FUTURE	100%	$ 3,360,000	$ 3,360,000
C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD	885' S OF GREENS PRAIRIE ROAD	CONSTRUCTED	100%	$ 7,686,614	$ 7,686,614
C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE	WILLIAM D. FITCH PARKWAY	CONSTRUCTED	100%	$ 1,973,927	$ 1,973,927
	Intersections							
9	GRAHAM ROAD AND VICTORIA AVENUE					100%	$ 350,000	$ 350,000
10	BARRON ROAD AND ALEXANDRIA AVENUE					100%	$ 320,994	$ 320,994
11	BARRON ROAD AND DECATUR DRIVE					100%	$ 350,000	$ 350,000
12	BARRON ROAD AND LONGMIRE DRIVE					100%	$ 350,000	$ 350,000
13	LONGMIRE DRIVE AND EAGLE AVENUE					100%	$ 350,000	$ 350,000
14	WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL					100%	$ 816,249	$ 816,249

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**B-3, C-1**
Name:	ROCK PRAIRIE ROAD WEST	**This project consists of the widening to a 4 lane minor arterial.**	
Limits:	715' W OF TOWERS PARKWAY to WELLBORN ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	3,335		
Service Area(s):	B/C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	Bid Tabulation on July 23rd, 2021	-	**$ 4,992,868**
Engineering/Survey/Testing:	2020-2021 CIP		$ 867,000
Previous City contribution	County Contribution		$ (1,200,000)
Other			
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost TOTAL:	**$ 4,659,868**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**B-4, C-2**
Name:	ROCK PRAIRIE ROAD	**This project consists of the previously completed widening to a 6 lane major arterial and includes engineering costs for the Rock Prairie Bridge.**		
Limits:	NORMAND DRIVE to SH 6			
Impact Fee Class:	6 LANE MAJOR ARTERIAL			
Length (lf):	2,556			
Service Area(s):	B/C			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			$ 4,017,530
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 4,017,530**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**C-3**
Name:	BARRON ROAD	**This project consists of the previously completed widening to a 4 lane minor arterial.**		
Limits:	WS PHILLIPS PARKWAY to DECATUR DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	7,353			
Service Area(s):	C			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	2011-2012 CIP	-	**$ 5,241,340**
Engineering/Survey/Testing:	2011-2012 CIP		$ 115,085
Previous City contribution			
Other			
ROW/Easement Acquisition:	2010 - 2011 CIP		$ 438,892
		Impact Fee Project Cost TOTAL:	**$ 5,795,317**

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 College Station.

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-4**
Name:	CAPSTONE DRIVE	**This project is the realignment of Capstone Drive. The estimate in the 2020 - 2021 published CIP is 6,400,500 for contruction of Capstone and Barron Alignment and $635,000 for design. This project is prorated between Project C-4 and C-5.**	
Limits:	1265' W OF WELLBORN ROAD to WELLBORN ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	1,265		
Service Area(s):	C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	**$ 2,112,900**
Engineering/Survey/Testing:	2020-2021 CIP		$ 209,623
Previous City contribution			
Other			
ROW/Easement Acquisition:	2020-2021 CIP		$ 443,052
		Impact Fee Project Cost TOTAL:	**$ 2,765,575**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-5**
Name:	BARRON ROAD	**This project is the widening for Barron Road to a 4 lane minor arterial. The estimate in the 2020 - 2021 published CIP is 6,400,500 for contruction of Capstone and Barron Alignment and $635,000 for design. This project is prorated between Project C-4 and C-5.**	
Limits:	WELLBORN ROAD to WS PHILLIPS PARKWAY		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	2,567		
Service Area(s):	C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	**$ 4,287,600**
Engineering/Survey/Testing:	2020-2021 CIP		$ 425,377
Previous City contribution			
Other			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 4,712,977**

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 College Station.

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-6**
Name:	GREENS PRAIRIE ROAD	**This project consists of the widening to a 4 lane minor arterial.**	
Limits:	820' W OF WS PHILLIPS PARKWAY to ARRINGTON ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	7,561		
Service Area(s):	C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 8,779,524**
Engineering/Survey/Testing:	2020-2021 CIP		$ 1,650,800
Previous City contribution			
Other			
ROW/Easement Acquisition:	2020-2021 CIP		$ 120,000
		Impact Fee Project Cost TOTAL:	**$ 10,550,324**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-7**
Name:	GREENS PRAIRIE ROAD	**This project consists of the previously completed widening to a 4 lane minor arterial.**	
Limits:	WELLBORN ROAD to 1290' E OF CREEK MEADOW BOULEVARD N		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	6,691		
Service Area(s):	C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 8,918,740**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 8,918,740**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-8**
Name:	TOWERS PARKWAY	**This project consists of the construction of a new 4 lane major arterial.**	
Limits:	ROCK PRAIRIE ROAD W to WELLBORN ROAD		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	5,278		
Service Area(s):	C		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	21,112	cy	$ 9.00	$ 190,008
203	8" Lime Stabilization (with Lime @ 36#/sy)	41,051	sy	$ 7.00	$ 287,358
303	Reinforced Concrete Pavement (10") with Integral Curb	38,705	sy	$ 65.00	$ 2,515,847
403	4" Topsoil	15,834	sy	$ 4.00	$ 63,336
503	6' Concrete Sidewalk	63,336	sf	$ 6.00	$ 380,016
603	Turn Lanes and Median Openings	4,985	sy	$ 72.00	$ 358,904
				Paving Construction Cost Subtotal:	**$ 3,795,468**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 113,864
√	Roadway Drainage	Standard Internal System	25%	$ 948,867
√	Illumination		6%	$ 227,728
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 113,864
√	Sewer	Minor Adjustments	2%	$ 75,909
√	Landscaping and Irrigation		4%	$ 151,819
√	Miscellaneous:	Railroad Accomodations	$0	$ 500,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 2,382,051**

Paving and Allowance Subtotal:		**$ 6,177,520**
Construction Contingency:	15%	$ 926,628
Mobilization	5%	$ 308,876
Prep ROW	3%	$ 185,326
Construction Cost TOTAL:		**$ 7,599,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,599,000**
Engineering/Survey/Testing:		12%	$ 911,880
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 1,519,800
		Impact Fee Project Cost TOTAL:	**$ 10,030,680**

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

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-9**
Name:	WELLBORN ROAD	**This project consists of the widening to a 4 lane major arterial. This project includes an anticipated contribution from the City of College Station to TxDOT.**	
Limits:	CAPSTONE DRIVE to 540' S OF GREENS PRAIRIE ROAD		
Impact Fee Class:	4 LANE MAJOR ARTERIAL - TxDOT		
Length (lf):	12,484		
Service Area(s):	C		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	49,936	cy	$ 9.00	$ 449,424
203	2" Asphalt (Type C)	88,775	sy	$ 7.75	$ 688,007
303	4" Asphalt Base (Type B)	88,775	sy	$ 11.50	$ 1,020,914
403	6" Asphalt Base (Type B)	94,324	sy	$ 21.00	$ 1,980,795
503	12" Lime Stabilization (with Lime @ 50#/sy)	97,098	sy	$ 8.00	$ 776,782
603	6' Concrete Sidewalk	28	sf	$ 6.00	$ 170
703	Machine Laid Curb & Gutter	24,968	lf	$ 10.00	$ 249,680
803	Turn Lanes and Median Openings	11,790	sy	$ 48.25	$ 568,889
				Paving Construction Cost Subtotal:	**$ 5,734,661**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 286,733
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 172,040
√	Roadway Drainage	Standard Internal System	25%	$ 1,433,665
√	Illumination		6%	$ 344,080
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 172,040
√	Sewer	Minor Adjustments	2%	$ 114,693
√	Landscaping and Irrigation		4%	$ 229,386
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 3,002,637**

Paving and Allowance Subtotal:		**$ 8,737,298**
Construction Contingency:	15%	$ 1,310,595
Mobilization	5%	$ 436,865
Prep ROW	3%	$ 262,119
Construction Cost TOTAL:		**$ 10,747,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 10,747,000**
Engineering/Survey/Testing:		12%	$ 1,289,640
Previous City contribution			
Other			
ROW/Easement Acquisition:	TxDOT Roadway	0%	$ -
Impact Fee Project Cost TOTAL (20% City Contribution)			**$ 2,407,328**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**C-10**
Name:	WS PHILLIPS PARKWAY	**This project consists of the widening to a 4 lane minor arterial. This consists of the two additional lanes.**		
Limits:	BARRON ROAD to GREENS PRAIRIE ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)			
Length (lf):	6,939			
Service Area(s):	C			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	13,878	cy	$ 9.00	$ 124,902
210	8" Lime Stabilization (with Lime @ 36#/sy)	26,985	sy	$ 7.00	$ 188,895
310	Reinforced Concrete Pavement (10") with Integral Curb	25,443	sy	$ 65.00	$ 1,653,795
410	4" Topsoil	16,962	sy	$ 4.00	$ 67,848
510	6' Concrete Sidewalk	41,634	sf	$ 6.00	$ 249,804
610	Turn Lanes and Median Openings	3,376	sy	$ 72.00	$ 243,075
				Paving Construction Cost Subtotal:	**$ 2,528,319**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 126,416
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 75,850
√	Roadway Drainage	Standard Internal System	25%	$ 632,080
√	Illumination		6%	$ 151,699
	Special Drainage Structures	Minor Stream Crossings (2)	0%	$ 500,000
√	Water	Minor Adjustments	3%	$ 75,850
√	Sewer	Minor Adjustments	2%	$ 50,566
√	Landscaping and Irrigation		4%	$ 101,133
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,713,593**

Paving and Allowance Subtotal:		**$ 4,241,913**
Construction Contingency:	15%	$ 636,287
Mobilization	5%	$ 212,096
Prep ROW	3%	$ 127,257
Construction Cost TOTAL:		**$ 5,218,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 5,218,000**
Engineering/Survey/Testing:		12%	$ 626,160
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 5,844,160**

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

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-11**
Name:	WS PHILLIPS PARKWAY	**This project is the construction of two lanes of a new 4 lane minor arterial.**	
Limits:	GREENS PRAIRIE ROAD to ARRINGTON ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)		
Length (lf):	8,163		
Service Area(s):	C		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	16,326	cy	$ 9.00	$ 146,934
211	8" Lime Stabilization (with Lime @ 36#/sy)	31,745	sy	$ 7.00	$ 222,215
311	Reinforced Concrete Pavement (10") with Integral Curb	29,931	sy	$ 65.00	$ 1,945,515
411	4" Topsoil	19,954	sy	$ 4.00	$ 79,816
511	6' Concrete Sidewalk	48,978	sf	$ 6.00	$ 293,868
610	Turn Lanes and Median Openings	3,972	sy	$ 72.00	$ 285,952
				Paving Construction Cost Subtotal:	**$ 2,974,300**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 89,229
√	Roadway Drainage	Standard Internal System	25%	$ 743,575
√	Illumination		6%	$ 178,458
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 89,229
√	Sewer	Minor Adjustments	2%	$ 59,486
√	Landscaping and Irrigation		4%	$ 118,972
	Miscellaneous:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,528,949**

Paving and Allowance Subtotal:		**$ 4,503,250**
Construction Contingency:	15%	$ 675,487
Mobilization	5%	$ 225,162
Prep ROW	3%	$ 135,097
Construction Cost TOTAL:		**$ 5,539,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 5,539,000**
Engineering/Survey/Testing:		12%	$ 664,680
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 1,107,800
		Impact Fee Project Cost TOTAL:	**$ 7,311,480**

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

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**C-12**
Name:	ROYDER ROAD EXTENSION	**This project consists of the construction two lanes of a new 4 lane minor arterial.**		
Limits:	I-GN ROAD to WELLBORN ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	1,164			
Service Area(s):	C			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	**$ 2,490,000**
Engineering/Survey/Testing:	2020-2021 CIP		$ 370,000
Previous City contribution			
Other			
ROW/Easement Acquisition:			$ 500,000
		Impact Fee Project Cost TOTAL:	**$ 3,360,000**

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-13**
Name:	ROYDER ROAD	**This project consists of the previously completed widening to a 4 lane minor arterial.**	
Limits:	WELLBORN ROAD to 885' S OF GREENS PRAIRIE ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	5,444		
Service Area(s):	C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 7,686,614**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 7,686,614**

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 College Station.

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**C-14**
Name:	VICTORIA AVENUE	**This project consists of the previously completed widening to a 2 lane major collector.**	
Limits:	SOUTHERN PLANTATION DRIVE to WILLIAM D. FITCH PARKWAY		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	2,534		
Service Area(s):	C		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 1,973,927**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
		Impact Fee Project Cost TOTAL:	**$ 1,973,927**

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 College Station.

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

City of College Station - 2021 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area D

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR	STONEBROOK DRIVE	PARTIAL WIDENING	50%	$ 2,164,000	$ 1,082,000
A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE	TOWN LAKE DRIVE	WIDENING	50%	$ 5,136,000	$ 2,568,000
D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE	WILLIAM D. FITCH PARKWAY	WIDENING	100%	$ 17,245,000	$ 17,245,000
D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE	990' E OF MEDICAL AVENUE	CONSTRUCTED	100%	$ 1,028,820	$ 1,028,820
D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE	800' S OF TOWN LAKE DRIVE	PARTIAL WIDENING	100%	$ 4,535,000	$ 4,535,000
D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE	2605' S OF CORPORATE PARKWAY	CONSTRUCTED	100%	$ 5,374,808	$ 5,374,808
D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE	ROCK PRAIRIE ROAD	FUTURE	100%	$ 981,960	$ 981,960
A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD	1055' E OF ROCK PRAIRIE ROAD	FUTURE	50%	$ 1,758,000	$ 879,000
D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR	MIDTOWN DRIVE	FUTURE	100%	$ 1,753,000	$ 1,753,000
D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR	MIDTOWN DRIVE	CONSTRUCTED	100%	$ 1,436,192	$ 1,436,192
D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE	WILLIAM D. FITCH PARKWAY	FUTURE	100%	$ 9,894,000	$ 9,894,000
D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE	ST ANDREWS DRIVE	PARTIAL WIDENING	100%	$ 2,137,000	$ 2,137,000
D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE	275' S OF LONE STAR LANE	FUTURE	100%	$ 9,181,000	$ 9,181,000
D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD	SH 6 NBFR	FUTURE	100%	$ 2,635,080	$ 2,635,080
D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE	1920' S OF NANTUCKET DRIVE	FUTURE	100%	$ 882,000	$ 882,000
D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR	PEBBLE CREEK PARKWAY	FUTURE	100%	$ 5,877,000	$ 5,877,000
D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY	SOUTHERN POINTE PARKWAY	FUTURE	100%	$ 3,083,220	$ 3,083,220
D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD	280' E OF NANTUCKET DRIVE	FUTURE	100%	$ 3,902,000	$ 3,902,000

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**A-5, D-1**
Name:	ROCK PRAIRIE ROAD	**This project consists of the widening to a 4 lane major arterial. This consists of the two additional lanes.**		
Limits:	SH 6 NBFR to STONEBROOK DRIVE			
Impact Fee Class:	4 LANE MAJOR ARTERIAL (1/2)			
Length (lf):	2,168			
Service Area(s):	A/D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	4,336	cy	$ 9.00	$ 39,024
204	8" Lime Stabilization (with Lime @ 36#/sy)	8,431	sy	$ 7.00	$ 59,018
304	Reinforced Concrete Pavement (10") with Integral Curb	7,949	sy	$ 65.00	$ 516,707
404	4" Topsoil	5,300	sy	$ 4.00	$ 21,198
504	6' Concrete Sidewalk	13,008	sf	$ 6.00	$ 78,048
604	Turn Lanes and Median Openings	1,055	sy	$ 72.00	$ 75,946
				Paving Construction Cost Subtotal:	**$ 789,940**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 39,497
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 23,698
√	Roadway Drainage	Standard Internal System	25%	$ 197,485
√	Illumination		6%	$ 47,396
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 23,698
√	Sewer	Minor Adjustments	2%	$ 15,799
√	Landscaping and Irrigation		4%	$ 31,598
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 729,171**

Paving and Allowance Subtotal:		**$ 1,519,112**
Construction Contingency:	15%	$ 227,867
Mobilization	5%	$ 75,956
Prep ROW	3%	$ 45,573
Construction Cost TOTAL:		**$ 1,869,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,869,000**
Engineering/Survey/Testing:	2020-2021 CIP		$ 108,453
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 186,900
		Impact Fee Project Cost TOTAL:	**$ 2,164,000**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**A-6, D-2**
Name:	ROCK PRAIRIE ROAD	**This project consists of the widening to a 4 lane major arterial.**	
Limits:	STONEBROOK DRIVE to TOWN LAKE DRIVE		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	3,129		
Service Area(s):	A/D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	12,516	cy	$ 9.00	$ 112,644
203	8" Lime Stabilization (with Lime @ 36#/sy)	24,337	sy	$ 7.00	$ 170,357
303	Reinforced Concrete Pavement (10") with Integral Curb	22,946	sy	$ 65.00	$ 1,491,490
403	4" Topsoil	9,387	sy	$ 4.00	$ 37,548
503	6' Concrete Sidewalk	37,548	sf	$ 6.00	$ 225,288
603	Turn Lanes and Median Openings	2,955	sy	$ 72.00	$ 212,772
				Paving Construction Cost Subtotal:	**$ 2,250,099**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 112,505
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 67,503
√	Roadway Drainage	Standard Internal System	25%	$ 562,525
√	Illumination		6%	$ 135,006
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 67,503
√	Sewer	Minor Adjustments	2%	$ 45,002
√	Landscaping and Irrigation		4%	$ 90,004
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,430,047**

Paving and Allowance Subtotal:		**$ 3,680,146**
Construction Contingency:	15%	$ 552,022
Mobilization	5%	$ 184,007
Prep ROW	3%	$ 110,404
Construction Cost TOTAL:		**$ 4,527,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,527,000**
Engineering/Survey/Testing:	2020-2021 CIP		$ 156,527
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 452,700
		Impact Fee Project Cost TOTAL:	**$ 5,136,000**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-3**
Name:	ROCK PRAIRIE ROAD	**This project consists of the widening to a 4 lane major arterial.**	
Limits:	TOWN LAKE DRIVE to WILLIAM D. FITCH PARKWAY		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	9,999		
Service Area(s):	D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	39,996	cy	$ 9.00	$ 359,964
203	8" Lime Stabilization (with Lime @ 36#/sy)	77,770	sy	$ 7.00	$ 544,390
303	Reinforced Concrete Pavement (10") with Integral Curb	73,326	sy	$ 65.00	$ 4,766,190
403	4" Topsoil	29,997	sy	$ 4.00	$ 119,988
503	6' Concrete Sidewalk	119,988	sf	$ 6.00	$ 719,928
603	Turn Lanes and Median Openings	9,444	sy	$ 72.00	$ 679,932
				Paving Construction Cost Subtotal:	**$ 7,190,392**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 359,520
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 215,712
√	Roadway Drainage	Standard Internal System	25%	$ 1,797,598
√	Illumination		6%	$ 431,424
	Special Drainage Structures	Mutliple Stream Crossings	0%	$ 500,000
√	Water	Minor Adjustments	3%	$ 215,712
√	Sewer	Minor Adjustments	2%	$ 143,808
√	Landscaping and Irrigation		4%	$ 287,616
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 4,301,388**

Paving and Allowance Subtotal:		**$ 11,491,780**
Construction Contingency:	15%	$ 1,723,767
Mobilization	5%	$ 574,589
Prep ROW	3%	$ 344,753
Construction Cost TOTAL:		**$ 14,135,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 14,135,000**
Engineering/Survey/Testing:		12%	$ 1,696,200
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 1,413,500
		Impact Fee Project Cost TOTAL:	**$ 17,245,000**

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 College Station.

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-4**
Name:	MIDTOWN DRIVE	**This project consists of the previously completed Midtown Drive and Corporate Parkway project that was $10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.**	
Limits:	MEDICAL AVENUE to 990' E OF MEDICAL AVENUE		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	990		
Service Area(s):	D		

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 1,028,820**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost TOTAL:	**$ 1,028,820**

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 College Station.

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:

Description: | **Project No.** D-5

Name: MIDTOWN DRIVE
990' E OF MEDICAL AVENUE to 800' S OF

Limits: TOWN LAKE DRIVE

Impact Fee Class: 4 LANE MINOR ARTERIAL (1/2)

Length (lf): 2,274

Service Area(s): D

This project consists of the widening of Midtown Drive and the project also consists of the previously completed Midtown Drive and Corporate Parkway project that was $10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	4,548	cy	$ 9.00	$ 40,932
210	8" Lime Stabilization (with Lime @ 36#/sy)	8,843	sy	$ 7.00	$ 61,903
310	Reinforced Concrete Pavement (10") with Integral Curb	8,338	sy	$ 65.00	$ 541,970
410	4" Topsoil	5,559	sy	$ 4.00	$ 22,235
510	6' Concrete Sidewalk	13,644	sf	$ 6.00	$ 81,864
610	Turn Lanes and Median Openings	1,106	sy	$ 72.00	$ 79,659

Paving Construction Cost Subtotal: $ 828,563

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 41,428
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 24,857
√	Roadway Drainage	Standard Internal System	25%	$ 207,141
√	Illumination		6%	$ 49,714
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 24,857
√	Sewer	Minor Adjustments	2%	$ 16,571
√	Landscaping and Irrigation		4%	$ 33,143
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal: $ 747,710

Paving and Allowance Subtotal: $ 1,576,273

Construction Contingency: 15% $ 236,441

Mobilization 5% $ 78,814

Prep ROW 3% $ 47,288

Construction Cost TOTAL: $ 1,939,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,939,000**
Engineering/Survey/Testing:		12%	$ 232,680
Previous City contribution			**$ 2,363,170**
Other			
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost TOTAL: $ 4,535,000

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**D-6**
Name:	MIDTOWN DRIVE 800' S OF TOWN LAKE DRIVE to 2605' S OF	**This project consists of the previously completed Midtown Drive and Corporate Parkway project that was $10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.**		
Limits:	CORPORATE PARKWAY			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	5,172			
Service Area(s):	D			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 5,374,808**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost TOTAL:	**$ 5,374,808**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**D-7**
Name:	DURHAM DRIVE	**This project consists of the construction of a new 2 lane major collector.**		
Limits:	MIDTOWN DRIVE to ROCK PRAIRIE ROAD			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	2,138			
Service Area(s):	D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	6,770	cy	$ 9.00	$ 60,933
212	6" Lime Stabilization (with Lime @ 36#/sy)	13,303	sy	$ 5.50	$ 73,167
312	Reinforced Concrete Pavement (8") with Integral Curb	12,828	sy	$ 55.00	$ 705,540
412	4" Topsoil	3,326	sy	$ 4.00	$ 13,303
512	6' Concrete Sidewalk	25,656	sf	$ 6.00	$ 153,936
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 1,006,879**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 30,206
√	Roadway Drainage	Standard Internal System	25%	$ 251,720
√	Illumination		6%	$ 60,413
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 30,206
√	Sewer	Minor Adjustments	2%	$ 20,138
√	Landscaping and Irrigation		4%	$ 40,275
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 432,958**

Paving and Allowance Subtotal:		**$ 1,439,837**
Construction Contingency:	15%	$ 215,976
Mobilization	5%	$ 71,992
Prep ROW	3%	$ 43,195
Construction Cost TOTAL:		**$ 1,771,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,771,000**
Engineering/Survey/Testing:		12%	$ 212,520
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 354,200
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			**$ 981,960**

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 College Station.

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

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**A-7, D-8**
Name:	BIRD POND ROAD		
Limits:	ROCK PRAIRIE ROAD to 1055' E OF ROCK PRAIRIE ROAD		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	1,053		
Service Area(s):	A/D		

This project consists of the realignment and construction of a new 4 lane major arterial.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,212	cy	$ 9.00	$ 37,908
203	8" Lime Stabilization (with Lime @ 36#/sy)	8,190	sy	$ 7.00	$ 57,330
303	Reinforced Concrete Pavement (10") with Integral Curb	7,722	sy	$ 65.00	$ 501,930
403	4" Topsoil	3,159	sy	$ 4.00	$ 12,636
503	6' Concrete Sidewalk	12,636	sf	$ 6.00	$ 75,816
603	Turn Lanes and Median Openings	995	sy	$ 72.00	$ 71,604
				Paving Construction Cost Subtotal:	**$ 757,224**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 22,717
√	Roadway Drainage	Standard Internal System	25%	$ 189,306
√	Illumination		6%	$ 45,433
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 22,717
√	Sewer	Minor Adjustments	2%	$ 15,144
√	Landscaping and Irrigation		4%	$ 30,289
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 325,606**

Paving and Allowance Subtotal:		**$ 1,082,830**
Construction Contingency:	15%	$ 162,425
Mobilization	5%	$ 54,142
Prep ROW	3%	$ 32,485
Construction Cost TOTAL:		**$ 1,332,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,332,000**
Engineering/Survey/Testing:		12%	$ 159,840
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 266,400
		Impact Fee Project Cost TOTAL:	**$ 1,758,000**

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 College Station.

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

City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**D-9**
Name:	TOWN LAKE DRIVE	**This project consists of the construction of two lanes of a new 4 lane minor arterial.**		
Limits:	SH 6 NBFR to MIDTOWN DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	1,962			
Service Area(s):	D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	3,924	cy	$ 9.00	$ 35,316
211	8" Lime Stabilization (with Lime @ 36#/sy)	7,630	sy	$ 7.00	$ 53,410
311	Reinforced Concrete Pavement (10") with Integral Curb	7,194	sy	$ 65.00	$ 467,610
411	4" Topsoil	4,796	sy	$ 4.00	$ 19,184
511	6' Concrete Sidewalk	11,772	sf	$ 6.00	$ 70,632
610	Turn Lanes and Median Openings	955	sy	$ 72.00	$ 68,729
				Paving Construction Cost Subtotal:	**$ 714,881**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 21,446
√	Roadway Drainage	Standard Internal System	25%	$ 178,720
√	Illumination		6%	$ 42,893
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 21,446
√	Sewer	Minor Adjustments	2%	$ 14,298
√	Landscaping and Irrigation		4%	$ 28,595
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 557,399**

Paving and Allowance Subtotal:		**$ 1,272,280**
Construction Contingency:	15%	$ 190,842
Mobilization	5%	$ 63,614
Prep ROW	3%	$ 38,168
Construction Cost TOTAL:		**$ 1,565,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,565,000**
Engineering/Survey/Testing:		12%	$ 187,800
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW included		$ -
		Impact Fee Project Cost TOTAL:	**$ 1,753,000**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**D-10**
Name:	CORPORATE PARKWAY	**This project consists of the previously completed Midtown Drive and Corporate Parkway project that was $10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.**		
Limits:	SH 6 NBFR to MIDTOWN DRIVE			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	1,382			
Service Area(s):	D			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	**$ 1,436,192**
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost TOTAL:	**$ 1,436,192**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**D-11**
Name:	CORPORATE PARKWAY	**This project consists of the construction of a new 2 lane major collector.**		
Limits:	MIDTOWN DRIVE to WILLIAM D. FITCH PARKWAY			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	6,386			
Service Area(s):	D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	20,222	cy	$ 9.00	$ 182,001
212	6" Lime Stabilization (with Lime @ 36#/sy)	39,735	sy	$ 5.50	$ 218,543
312	Reinforced Concrete Pavement (8") with Integral Curb	38,316	sy	$ 55.00	$ 2,107,380
412	4" Topsoil	9,934	sy	$ 4.00	$ 39,735
512	6' Concrete Sidewalk	76,632	sf	$ 6.00	$ 459,792
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 3,007,451**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 90,224
√	Roadway Drainage	Standard Internal System	25%	$ 751,863
√	Illumination		6%	$ 180,447
	Special Drainage Structures	Bridge Crossing	0%	$ 2,850,000
√	Water	Minor Adjustments	3%	$ 90,224
√	Sewer	Minor Adjustments	2%	$ 60,149
√	Landscaping and Irrigation		4%	$ 120,298
√	Miscellaneous:	Traffic Signal	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 4,493,204**

Paving and Allowance Subtotal:		**$ 7,500,655**
Construction Contingency:	15%	$ 1,125,098
Mobilization	5%	$ 375,033
Prep ROW	3%	$ 225,020
Construction Cost TOTAL:		**$ 9,226,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 9,226,000**
Engineering/Survey/Testing:	2020 - 2021 CIP		$ 668,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW Included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 9,894,000**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-12**
Name:	PEBBLE CREEK PARKWAY	**This project consists of the widening to a 4 lane minor arterial. This consists of the two additional lanes.**	
Limits:	ROYAL ADELADE DRIVE to ST ANDREWS DRIVE		
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)		
Length (lf):	1,991		
Service Area(s):	D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	3,982	cy	$ 9.00	$ 35,838
210	8" Lime Stabilization (with Lime @ 36#/sy)	7,743	sy	$ 7.00	$ 54,199
310	Reinforced Concrete Pavement (10") with Integral Curb	7,300	sy	$ 65.00	$ 474,522
410	4" Topsoil	4,867	sy	$ 4.00	$ 19,468
510	6' Concrete Sidewalk	11,946	sf	$ 6.00	$ 71,676
610	Turn Lanes and Median Openings	969	sy	$ 72.00	$ 69,745
				Paving Construction Cost Subtotal:	**$ 725,448**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 36,272
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 21,763
√	Roadway Drainage	Standard Internal System	25%	$ 181,362
√	Illumination		6%	$ 43,527
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 21,763
√	Sewer	Minor Adjustments	2%	$ 14,509
√	Landscaping and Irrigation		4%	$ 29,018
√	Miscellaneous:	Signal at Stonebrook	$0	$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 698,215**
			Paving and Allowance Subtotal:	**$ 1,423,663**
			Construction Contingency: 15%	$ 213,549
			Mobilization 5%	$ 71,183
			Prep ROW 3%	$ 42,710
			Construction Cost TOTAL:	**$ 1,752,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,752,000**
Engineering/Survey/Testing:		12%	$ 210,240
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	$ 175,200
		Impact Fee Project Cost TOTAL:	**$ 2,137,000**

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-13**
Name:	PEBBLE CREEK PARKWAY	**This project consists of the construction of two lanes of a new 4 lane minor arterial.**	
Limits:	ST ANDREWS DRIVE to 275' S OF LONE STAR LANE		
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)		
Length (lf):	10,372		
Service Area(s):	D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	20,744	cy	$ 9.00	$ 186,696
211	8" Lime Stabilization (with Lime @ 36#/sy)	40,336	sy	$ 7.00	$ 282,349
311	Reinforced Concrete Pavement (10") with Integral Curb	38,031	sy	$ 65.00	$ 2,471,993
411	4" Topsoil	25,354	sy	$ 4.00	$ 101,415
511	6' Concrete Sidewalk	62,232	sf	$ 6.00	$ 373,392
610	Turn Lanes and Median Openings	5,046	sy	$ 72.00	$ 363,334
				Paving Construction Cost Subtotal:	**$ 3,779,180**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 113,375
√	Roadway Drainage	Standard Internal System	25%	$ 944,795
√	Illumination		6%	$ 226,751
	Special Drainage Structures	Alum Creek Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 113,375
√	Sewer	Minor Adjustments	2%	$ 75,584
√	Landscaping and Irrigation		4%	$ 151,167
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,875,047**

Paving and Allowance Subtotal:		**$ 5,654,227**
Construction Contingency:	15%	$ 848,134
Mobilization	5%	$ 282,711
Prep ROW	3%	$ 169,627
Construction Cost TOTAL:		**$ 6,955,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 6,955,000**
Engineering/Survey/Testing:		12%	$ 834,600
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 1,391,000
		Impact Fee Project Cost TOTAL:	**$ 9,181,000**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-14**
Name:	LAKEWAY DRIVE	**This project consists of the construction of a new 2 lane major collector.**	
Limits:	1645' S OF GATEWAY BOULEVARD to SH 6 NBFR		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	5,366		
Service Area(s):	D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	16,992	cy	$ 9.00	$ 152,931
212	6" Lime Stabilization (with Lime @ 36#/sy)	33,388	sy	$ 5.50	$ 183,636
312	Reinforced Concrete Pavement (8") with Integral Curb	32,196	sy	$ 55.00	$ 1,770,780
412	4" Topsoil	8,347	sy	$ 4.00	$ 33,388
512	6' Concrete Sidewalk	64,392	sf	$ 6.00	$ 386,352
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 2,527,088**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 75,813
√	Roadway Drainage	Standard Internal System	25%	$ 631,772
√	Illumination		6%	$ 151,625
	Special Drainage Structures	Alum Creek Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 75,813
√	Sewer	Minor Adjustments	2%	$ 50,542
√	Landscaping and Irrigation		4%	$ 101,084
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,336,648**

Paving and Allowance Subtotal:		**$ 3,863,736**
Construction Contingency:	15%	$ 579,560
Mobilization	5%	$ 193,187
Prep ROW	3%	$ 115,912
Construction Cost TOTAL:		**$ 4,753,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,753,000**
Engineering/Survey/Testing:		12%	$ 570,360
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 950,600
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			**$ 2,635,080**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-15**
Name:	MATHER PARKWAY	**This project consists of the construction of a new 2 lane major collector.**	
Limits:	NANTUCKET DRIVE to 1920' S OF NANTUCKET DRIVE		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	1,920		
Service Area(s):	D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	6,080	cy	$ 9.00	$ 54,720
212	6" Lime Stabilization (with Lime @ 36#/sy)	11,947	sy	$ 5.50	$ 65,707
312	Reinforced Concrete Pavement (8") with Integral Curb	11,520	sy	$ 55.00	$ 633,600
412	4" Topsoil	2,987	sy	$ 4.00	$ 11,947
512	6' Concrete Sidewalk	23,040	sf	$ 6.00	$ 138,240
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 904,213**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 27,126
√	Roadway Drainage	Standard Internal System	25%	$ 226,053
√	Illumination		6%	$ 54,253
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 27,126
√	Sewer	Minor Adjustments	2%	$ 18,084
√	Landscaping and Irrigation		4%	$ 36,169
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 388,812**

Paving and Allowance Subtotal:		**$ 1,293,025**
Construction Contingency:	15%	$ 193,954
Mobilization	5%	$ 64,651
Prep ROW	3%	$ 38,791
Construction Cost TOTAL:		**$ 1,591,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,591,000**
Engineering/Survey/Testing:		12%	$ 190,920
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 318,200
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			**$ 882,000**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:		**Description:**	**Project No.**	**D-16**
Name:	NANTUCKET DRIVE	**This project consists of the construction of two lanes of a new 4 lane minor arterial.**		
Limits:	SH 6 NBFR to PEBBLE CREEK PARKWAY			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	6,466			
Service Area(s):	D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	12,932	cy	$ 9.00	$ 116,388
211	8" Lime Stabilization (with Lime @ 36#/sy)	25,146	sy	$ 7.00	$ 176,019
311	Reinforced Concrete Pavement (10") with Integral Curb	23,709	sy	$ 65.00	$ 1,541,063
411	4" Topsoil	15,806	sy	$ 4.00	$ 63,223
511	6' Concrete Sidewalk	38,796	sf	$ 6.00	$ 232,776
610	Turn Lanes and Median Openings	3,146	sy	$ 72.00	$ 226,506
				Paving Construction Cost Subtotal:	**$ 2,355,975**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 70,679
√	Roadway Drainage	Standard Internal System	25%	$ 588,994
√	Illumination		6%	$ 141,359
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 70,679
√	Sewer	Minor Adjustments	2%	$ 47,120
√	Landscaping and Irrigation		4%	$ 94,239
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,263,069**

Paving and Allowance Subtotal:		**$ 3,619,045**
Construction Contingency:	15%	$ 542,857
Mobilization	5%	$ 180,952
Prep ROW	3%	$ 108,571
Construction Cost TOTAL:		**$ 4,452,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 4,452,000**
Engineering/Survey/Testing:		12%	$ 534,240
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 890,400
		Impact Fee Project Cost TOTAL:	**$ 5,877,000**

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-17**
Name:	NANTUCKET DRIVE	**This project consists of the construction of a new 2 lane major collector.**	
Limits:	PEBBLE CREEK PARKWAY to SOUTHERN POINTE PARKWAY		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	6,341		
Service Area(s):	D		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	20,080	cy	$ 9.00	$ 180,719
212	6" Lime Stabilization (with Lime @ 36#/sy)	39,455	sy	$ 5.50	$ 217,003
312	Reinforced Concrete Pavement (8") with Integral Curb	38,046	sy	$ 55.00	$ 2,092,530
412	4" Topsoil	9,864	sy	$ 4.00	$ 39,455
512	6' Concrete Sidewalk	76,092	sf	$ 6.00	$ 456,552
611	Turn Lanes and Median Openings	0	sy	$ 60.50	$ -
				Paving Construction Cost Subtotal:	**$ 2,986,259**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 89,588
√	Roadway Drainage	Standard Internal System	25%	$ 746,565
√	Illumination		6%	$ 179,176
	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	3%	$ 89,588
√	Sewer	Minor Adjustments	2%	$ 59,725
√	Landscaping and Irrigation		4%	$ 119,450
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,534,091**

Paving and Allowance Subtotal:		**$ 4,520,350**
Construction Contingency:	15%	$ 678,052
Mobilization	5%	$ 226,017
Prep ROW	3%	$ 135,610
Construction Cost TOTAL:		**$ 5,561,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 5,561,000**
Engineering/Survey/Testing:		12%	$ 667,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 1,112,200
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			**$ 3,083,220**

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City of College Station

2021 Roadway Impact Fee Study Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/12/2021

Project Information:	**Description:**	**Project No.**	**D-18**
Name:	SOUTHERN POINTE PARKWAY		
Limits:	205' W OF PIPELINE ROAD to 280' E OF NANTUCKET DRIVE		
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)		
Length (lf):	4,611		
Service Area(s):	D		

This project consists of the construction of two lanes of a new 4 lane minor arterial.

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	9,222	cy	$ 9.00	$ 82,998
211	8" Lime Stabilization (with Lime @ 36#/sy)	17,932	sy	$ 7.00	$ 125,522
311	Reinforced Concrete Pavement (10") with Integral Curb	16,907	sy	$ 65.00	$ 1,098,955
411	4" Topsoil	11,271	sy	$ 4.00	$ 45,085
511	6' Concrete Sidewalk	27,666	sf	$ 6.00	$ 165,996
610	Turn Lanes and Median Openings	2,243	sy	$ 72.00	$ 161,525
				Paving Construction Cost Subtotal:	**$ 1,680,081**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
	Traffic Control	None Anticipated	0%	$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilties	3%	$ 50,402
√	Roadway Drainage	Standard Internal System	25%	$ 420,020
√	Illumination		6%	$ 100,805
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	3%	$ 50,402
√	Sewer	Minor Adjustments	2%	$ 33,602
√	Landscaping and Irrigation		4%	$ 67,203
	Miscellaneous:		$0	
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 722,435**

Paving and Allowance Subtotal:		**$ 2,402,515**
Construction Contingency:	15%	$ 360,377
Mobilization	5%	$ 120,126
Prep ROW	3%	$ 72,075
Construction Cost TOTAL:		**$ 2,956,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,956,000**
Engineering/Survey/Testing:		12%	$ 354,720
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	$ 591,200
		Impact Fee Project Cost TOTAL:	**$ 3,902,000**

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B. CIP Service Units of Supply

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area A

10/12/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	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	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	4	4 LANE MINOR ARTERIAL	637	100%	650	754	185	569	$ 2,409,500.00	$ 2,409,500.00
A-2	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	66	0	66	$ 860,066.00	$ 860,066.00
A-3	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	462	0	462	$ 2,423,520.00	$ 2,423,520.00
A-4	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	4	4 LANE MAJOR ARTERIAL - TxDOT	1154	100%	950	8702	2643	6059	$ 2,509,696.00	$ 2,509,696.00
A-5, D-1	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	4	4 LANE MAJOR ARTERIAL	964	50%	650	533	198	335	$ 2,164,000.00	$ 1,082,000.00
A-6, D-2	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	4	4 LANE MAJOR ARTERIAL	870	50%	650	767	257	510	$ 5,136,000.00	$ 2,568,000.00
A-7, D-8	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	4	4 LANE MAJOR ARTERIAL	214	50%	650	260	21	239	$ 1,758,000.00	$ 879,000.00
1		UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL					100%					$ 400,000.00	$ 400,000.00
2		HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET					100%					$ 566,992.00	$ 566,992.00
3		TEXAS AVENUE S AND BROTHERS BOULEVARD					50%					$ 397,476.00	$ 198,738.00
SUBTOTAL									**11,544**	**3,304**	**8,240**	**$ 18,625,250**	**$ 13,897,512**

2021 Roadway Impact Fee Study Cost Per Service Area $ 17,500

TOTAL COST IN SERVICE AREA A $ 13,915,012

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area B

10/12/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	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	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	4	4 LANE MINOR ARTERIAL	606	100%	650	1274	297	977	$ 4,106,520.00	$ 4,106,520.00
B-2	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	4	4 LANE MINOR ARTERIAL (1/2)	461	100%	650	1768	313	1455	$ 2,903,600.00	$ 2,903,600.00
B-3, C-1	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	4	4 LANE MINOR ARTERIAL	1091	50%	650	819	344	475	$ 4,659,868.00	$ 2,329,934.00
B-4, C-2	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	6	6 LANE MAJOR ARTERIAL	1892	50%	750	1080	454	626	$ 4,017,530.00	$ 2,008,765.00
B-5	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WBFR	0.53	2	2 LANE MAJOR COLLECTOR	155	100%	550	583	82	501	$ 3,278,140.00	$ 3,278,140.00
B-6	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	6	6 LANE MAJOR ARTERIAL - TxDOT	2582	100%	950	14934	6765	8169	$ 1,407,527.00	$ 1,407,527.00
B-7	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.40	4	4 LANE MINOR ARTERIAL	1212	100%	650	1040	485	555	$ 3,080,683.00	$ 3,080,683.00
B-8	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	6	6 LANE MAJOR ARTERIAL - TxDOT	2451	100%	950	7011	3015	3996	$ 1,486,464.00	$ 1,486,464.00
B-9	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	242	0	242	$ 9,652,780.00	$ 9,652,780.00
B-10	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	4	4 LANE MINOR ARTERIAL	852	100%	650	4212	1380	2832	$ 10,631,012.00	$ 10,631,012.00
3		TEXAS AVENUE S AND BROTHERS BOULEVARD					50%					$ 397,476.00	$ 198,738.00
4		WELLBORN ROAD AND GEORGE BUSH DRIVE					100%					$ 1,190,231.66	$ 1,190,231.66
		WELLBORN ROAD AND HOLLEMAN DRIVE					100%					$ 644,445.00	$ 644,445.00
		WELLBORN ROAD AND DEACON DRIVE					100%					$ 4,532,013.03	$ 4,532,013.03
		HOLLEMAN DRIVE W AND JONES BUTLER ROAD					100%					$ 572,000.00	$ 572,000.00
		LONGMIRE DRIVE AND PONDEROSA DRIVE					100%					$ 350,000.00	$ 350,000.00
SUBTOTAL									**32,963**	**13,135**	**19,828**	**$ 52,910,290**	**$ 48,372,853**

2021 Roadway Impact Fee Study Cost Per Service Area $ 17,500

TOTAL COST IN SERVICE AREA B $ 48,390,353

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area C

10/12/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	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-3, C-1	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	4	4 LANE MINOR ARTERIAL	1090	50%	650	819	343	476	$ 4,659,868.00	$ 2,329,934.00
B-4, C-2	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	6	6 LANE MAJOR ARTERIAL	1892	50%	750	1080	454	626	$ 4,017,530.00	$ 2,008,765.00
C-3	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1.39	4	4 LANE MINOR ARTERIAL	1341	100%	650	3614	1864	1750	$ 5,795,317.00	$ 5,795,317.00
C-4	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0.24	4	4 LANE MINOR ARTERIAL	238	100%	650	624	57	567	$ 2,765,575.00	$ 2,765,575.00
C-5	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0.49	4	4 LANE MINOR ARTERIAL	461	100%	650	1274	226	1048	$ 4,712,977.00	$ 4,712,977.00
C-6	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1.43	4	4 LANE MINOR ARTERIAL	976	100%	650	3718	1396	2322	$ 10,550,324.00	$ 10,550,324.00
C-7	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1290' E OF CREEK MEADOW BOULEVARD N	1.27	4	4 LANE MINOR ARTERIAL	469	100%	650	3302	596	2706	$ 8,918,740.00	$ 8,918,740.00
C-8	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1.00	4	4 LANE MAJOR ARTERIAL	NEW	100%	650	2600	0	2600	$ 10,030,680.00	$ 10,030,680.00
C-9	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2.36	4	4 LANE MAJOR ARTERIAL - TxDOT	882	100%	950	8968	2082	6886	$ 2,407,328.00	$ 2,407,328.00
C-10	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1.31	4	4 LANE MINOR ARTERIAL (1/2)	124	100%	650	3406	162	3244	$ 5,844,160.00	$ 5,844,160.00
C-11	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	1.55	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	2015	0	2015	$ 7,311,480.00	$ 7,311,480.00
C-12	ROYDER ROAD EXTENSION	I-GN ROAD TO WELLBORN ROAD	0.22	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	286	0	286	$ 3,360,000.00	$ 3,360,000.00
C-13	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1.03	4	4 LANE MINOR ARTERIAL	65	100%	650	2678	67	2611	$ 7,686,614.00	$ 7,686,614.00
C-14	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0.48	2	2 LANE MAJOR COLLECTOR	634	100%	550	528	304	224	$ 1,973,927.00	$ 1,973,927.00
		GRAHAM ROAD AND VICTORIA AVENUE					100%					$ 350,000.00	$ 350,000.00
		BARRON ROAD AND ALEXANDRIA AVENUE					100%					$ 320,994.00	$ 320,994.00
		BARRON ROAD AND DECATUR DRIVE					100%					$ 350,000.00	$ 350,000.00
		BARRON ROAD AND LONGMIRE DRIVE					100%					$ 350,000.00	$ 350,000.00
		LONGMIRE DRIVE AND EAGLE AVENUE					100%					$ 350,000.00	$ 350,000.00
		WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL					100%					$ 816,249.00	$ 816,249.00
SUBTOTAL									**34,912**	**7,551**	**27,361**	**$ 82,571,763**	**$ 78,233,064**

2021 Roadway Impact Fee Study Cost Per Service Area $ 17,500

TOTAL COST IN SERVICE AREA C $ 78,250,564

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area D

10/19/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	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-5, D-1	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	4	4 LANE MAJOR ARTERIAL (1/2)	964	50%	650	533	198	335	$ 2,164,000.00	$ 1,082,000.00
A-6, D-2	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	4	4 LANE MAJOR ARTERIAL	870	50%	650	767	257	510	$ 5,136,000.00	$ 2,568,000.00
D-3	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	4	4 LANE MAJOR ARTERIAL	603	100%	650	4914	1140	3774	$ 17,245,000.00	$ 17,245,000.00
D-4	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	4	4 LANE MINOR ARTERIAL	123	100%	650	494	23	471	$ 1,028,820.00	$ 1,028,820.00
D-5	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	4	4 LANE MINOR ARTERIAL (1/2)	123	100%	650	1118	53	1065	$ 4,535,000.00	$ 4,535,000.00
D-6	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	2	2 LANE MAJOR COLLECTOR	123	100%	550	1078	121	957	$ 5,374,808.00	$ 5,374,808.00
D-7	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.40	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	440	0	440	$ 981,960.00	$ 981,960.00
A-7, D-8	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	4	4 LANE MAJOR ARTERIAL	NEW	50%	650	260	0	260	$ 1,758,000.00	$ 879,000.00
D-9	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	481	0	481	$ 1,753,000.00	$ 1,753,000.00
D-10	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	2	2 LANE MAJOR COLLECTOR	50	100%	550	286	13	273	$ 1,436,191.91	$ 1,436,191.91
D-11	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	1331	0	1331	$ 9,894,000.00	$ 9,894,000.00
D-12	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	4	4 LANE MINOR ARTERIAL (1/2)	560	100%	650	988	213	775	$ 2,137,000.00	$ 2,137,000.00
D-13	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	2548	0	2548	$ 9,181,000.00	$ 9,181,000.00
D-14	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	1122	0	1122	$ 2,635,080.00	$ 2,635,080.00
D-15	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	396	0	396	$ 882,000.00	$ 882,000.00
D-16	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	1586	0	1586	$ 5,877,000.00	$ 5,877,000.00
D-17	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.20	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	1320	0	1320	$ 3,083,220.00	$ 3,083,220.00
D-18	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	1131	0	1131	$ 3,902,000.00	$ 3,902,000.00
SUBTOTAL									**20,793**	**2,018**	**18,775**	**$ 79,004,080**	**$ 74,475,080**

2021 Roadway Impact Fee Study Cost Per Service Area $ 17,500

TOTAL COST IN SERVICE AREA D $ 74,492,580

C. Existing Facilities Inventory

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area A

9/30/2021

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NB/EB	SB/WB			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
BIRD POND ROAD	1055' E OF ROCK PRAIRIE ROAD	TRUMPETER SWAN DRIVE	1120	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	9,015	9,015	2,270	2,270	6,745	6,745		
BIRD POND ROAD	TRUMPETER SWAN DRIVE	FROST DRIVE	765	0.14	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	6,158	6,158	1,550	1,550	4,607	4,607		
BIRD POND ROAD	FROST DRIVE	RUDDY DUCK DRIVE	2965	0.56	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	23,866	23,866	6,009	6,009	17,857	17,857		
BIRD POND ROAD	RUDDY DUCK DRIVE	1115' E OF RUDDY DUCK DRIVE	1115	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	8,975	8,975	2,260	2,260	6,715	6,715		
BOONVILLE ROAD	275' N OF UNIVERSITY DRIVE E	UNIVERSITY DRIVE E	275	0.05	2	2	4D	6 Lane Major Arterial	641	641	50	650	650	3,385	3,385	1,668	1,668	1,717	1,717		
BOONVILLE ROAD	UNIVERSITY DRIVE E	HICKS LANE	1535	0.29	2	2	4D	6 Lane Major Arterial	702	702	50	650	650	18,897	18,897	10,197	10,197	8,700	8,700		
BOONVILLE ROAD	HICKS LANE	HARVEY ROAD	2150	0.41	2	2	4D	6 Lane Major Arterial	702	702	50	650	650	26,468	26,468	14,282	14,282	12,185	12,185		
BOONVILLE ROAD	HARVEY ROAD	430' S OF HARVEY ROAD	430	0.08	2	2	4D	6 Lane Major Arterial	710	710	50	650	650	5,294	5,294	2,891	2,891	2,402	2,402		
COPPERFIELD PARKWAY	UNIVERSITY DRIVE E	HARVEY ROAD	3180	0.60	2	2	4D	4 Lane Minor Arterial	248	248	100	650	650	78,295	78,295	14,936	14,936	63,359	63,359		
DARTMOUTH STREET	HARVEY ROAD	HOLLEMAN DRIVE E	1805	0.34	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	18,802	18,802	12,649	12,649	6,153	6,153		
DARTMOUTH STREET	HOLLEMAN DRIVE E	MANUEL DRIVE	570	0.11	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	5,938	5,938	3,994	3,994	1,943	1,943		
DARTMOUTH STREET	MANUEL DRIVE	COLGATE DRIVE	935	0.18	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	9,740	9,740	6,552	6,552	3,188	3,188		
DARTMOUTH STREET	COLGATE DRIVE	BRENTWOOD DRIVE E	675	0.13	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	7,031	7,031	4,730	4,730	2,301	2,301		
DARTMOUTH STREET	BRENTWOOD DRIVE E	SOUTHWEST PARKWAY E	450	0.09	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	4,688	4,688	3,153	3,153	1,534	1,534		
DARTMOUTH STREET	SOUTHWEST PARKWAY E	KRENEK TAP ROAD	1565	0.30	2	2	5U	4 Lane Minor Arterial	232	232	100	600	600	35,568	35,568	6,862	6,862	28,706	28,706		
DARTMOUTH STREET	KRENEK TAP ROAD	HARVEY MITCHELL PARKWAY S	2160	0.41	2	2	4D	4 Lane Minor Arterial	232	232	100	650	650	53,182	53,182	9,470	9,470	43,711	43,711		
DARTMOUTH STREET	HARVEY MITCHELL PARKWAY S	720' S OF HARVEY MITCHELL PARKWAY S	720	0.14	1	1	3U	2 Lane Major Collector	0	0	100	550	550	7,500	7,500	0	0	7,500	7,500		
DOMINIK DRIVE	GEORGE BUSH DRIVE E	STALLINGS DRIVE	1875	0.36	1	1	2U	2 Lane Major Collector	347	347	100	425	425	15,092	15,092	12,322	12,322	2,770	2,770		
DOMINIK DRIVE	STALLINGS DRIVE	MUNSON AVENUE	1115	0.21	1	1	2U	2 Lane Major Collector	125	125	100	425	425	8,975	8,975	2,629	2,629	6,346	6,346		
E TARROW DRIVE	COUPLET SPLIT	UNIVERSITY DRIVE E	965	0.18	3	0	3UO	4 Lane Minor Arterial	214	0	100	550	550	30,156	0	3,902	0	26,254	0		
EISENHOWER STREET	UNIVERSITY DRIVE E	ASH STREET	1100	0.21	1	1	2U	2 Lane Major Collector	0	0	100	425	425	8,854	8,854	0	0	8,854	8,854		
EISENHOWER STREET	ASH STREET	LINCOLN AVENUE	655	0.12	1	1	2U	2 Lane Major Collector	0	0	100	425	425	5,272	5,272	0	0	5,272	5,272		
EMERALD PARKWAY	SH 6	SH 6 NBFR	170	0.03	3	3	6D	4 Lane Minor Arterial	213	213	100	750	750	7,244	7,244	686	686	6,559	6,559		
EMERALD PARKWAY	SH 6 NBFR	CORSAIR CIRCLE	865	0.16	2	2	4D	4 Lane Minor Arterial	213	213	100	650	650	21,297	21,297	3,489	3,489	17,808	17,808		
EMERALD PARKWAY	CORSAIR CIRCLE	SANDSTONE DRIVE	1805	0.34	1	1	2D	2 Lane Major Collector	213	213	100	500	500	17,093	17,093	7,282	7,282	9,811	9,811		
EMERALD PARKWAY	SANDSTONE DRIVE	APPOMATTOX DRIVE	325	0.06	1	1	3U	2 Lane Major Collector	213	213	100	550	550	3,385	3,385	1,311	1,311	2,074	2,074		
EMERALD PARKWAY	APPOMATTOX DRIVE	BENT OAK STREET	1280	0.24	1	1	3U	2 Lane Major Collector	213	213	100	550	550	13,333	13,333	5,164	5,164	8,170	8,170		
GEORGE BUSH DRIVE E	S TEXAS AVENUE	FOSTER AVENUE	860	0.16	2	2	4D	4 Lane Minor Arterial	633	633	100	650	650	21,174	21,174	10,302	10,302	10,872	10,872		
GEORGE BUSH DRIVE E	FOSTER AVENUE	DOMINIK DRIVE	645	0.12	2	2	4D	4 Lane Minor Arterial	633	633	100	650	650	15,881	15,881	7,727	7,727	8,154	8,154		
GEORGE BUSH DRIVE E	DOMINIK DRIVE	UNIVERSITY OAKS BOULEVARD	605	0.11	1	1	3U	4 Lane Minor Arterial	319	319	100	550	550	6,302	6,302	3,649	3,649	2,653	2,653		
GEORGE BUSH DRIVE E	UNIVERSITY OAKS BOULEVARD	HARVEY ROAD	905	0.17	1	1	3U	4 Lane Minor Arterial	319	319	100	550	550	9,427	9,427	5,459	5,459	3,968	3,968		
GEORGE BUSH DRIVE E	HARVEY ROAD	HOLLEMAN DRIVE E	1270	0.24	1	1	3U	2 Lane Major Collector	317	317	100	550	550	13,229	13,229	7,613	7,613	5,616	5,616		
GLENHAVEN DRIVE	UNIVERSITY DRIVE E	FRANCIS DRIVE	1125	0.21	1	1	2U	2 Lane Major Collector	188	188	100	425	425	9,055	9,055	4,006	4,006	5,050	5,050		
GLENHAVEN DRIVE	FRANCIS DRIVE	BRAZOSWOOD DRIVE	535	0.10	1	1	2U	2 Lane Major Collector	188	188	100	425	425	4,306	4,306	1,905	1,905	2,401	2,401		
HARVEY MITCHELL PARKWAY S	S TEXAS AVENUE	DARTMOUTH STREET	1945	0.37	2	2	5U-TX	6 Lane Major Arterial	922	922	100	950	950	69,991	69,991	33,945	33,945	36,045	36,045		
HARVEY MITCHELL PARKWAY S	DARTMOUTH STREET	SH 6 SBFR	1865	0.35	2	2	5U-TX	6 Lane Major Arterial	922	922	100	950	950	67,112	67,112	32,549	32,549	34,563	34,563		
HARVEY MITCHELL PARKWAY S	SH 6 SBFR	SH 6	240	0.05	3	3	6D-TX	6 Lane Major Arterial	922	922	100	950	950	12,955	12,955	4,189	4,189	8,766	8,766		
HARVEY ROAD	S TEXAS AVENUE	GEORGE BUSH DRIVE E	1135	0.21	2	2	5U-TX	4 Lane Major Arterial	1003	1003	100	950	950	40,843	40,843	21,550	21,550	19,293	19,293		
HARVEY ROAD	GEORGE BUSH DRIVE E	STALLINGS DRIVE	1260	0.24	2	2	5U-TX	4 Lane Major Arterial	1003	1003	100	950	950	45,341	45,341	23,923	23,923	21,418	21,418		
HARVEY ROAD	STALLINGS DRIVE	DARTMOUTH STREET	1265	0.24	2	2	5U-TX	4 Lane Major Arterial	1003	1003	100	950	950	45,521	45,521	24,018	24,018	21,503	21,503		
HARVEY ROAD	DARTMOUTH STREET	MUNSON AVENUE	365	0.07	2	2	4D-TX	4 Lane Major Arterial	1068	1068	100	950	950	13,134	13,134	7,383	7,383	5,752	5,752		
HARVEY ROAD	MUNSON AVENUE	SCARLETT O'HARA DRIVE	1900	0.36	2	2	5U-TX	4 Lane Major Arterial	1068	1068	100	950	950	68,371	68,371	38,432	38,432	29,939	29,939		
HARVEY ROAD	SCARLETT O'HARA DRIVE	SH 6 SBFR	1135	0.21	2	2	5U-TX	4 Lane Major Arterial	1068	1068	100	950	950	40,843	40,843	22,958	22,958	17,885	17,885		
HARVEY ROAD	SH 6 SBFR	SH 6 NBFR	805	0.15	3	3	6U-TX	4 Lane Major Arterial	577	577	100	750	750	34,304	34,304	8,797	8,797	25,507	25,507		
HARVEY ROAD	SH 6 NBFR	APPOMATTOX DRIVE	590	0.11	1	2	5U-TX	4 Lane Major Arterial	577	577	100	950	950	10,616	21,231	6,448	6,448	4,168	14,784		
HARVEY ROAD	APPOMATTOX DRIVE	HARVEY TO LINDA CONNECTOR	2615	0.50	1	1	2U-TX	4 Lane Major Arterial	577	577	100	950	950	47,050	47,050	28,577	28,577	18,473	18,473		
HARVEY ROAD	HARVEY TO LINDA CONNECTOR	570' E OF HARVEY TO LINDA CONNECTOR	570	0.11	1	1	2U-TX	4 Lane Major Arterial	568	568	100	950	950	10,256	10,256	6,132	6,132	4,124	4,124		
HARVEY ROAD	570' E OF HARVEY TO LINDA CONNECTOR	COPPERFIELD PARKWAY	3180	0.60	1	1	3U-TX	4 Lane Major Arterial	568	568	100	950	950	57,216	57,216	34,209	34,209	23,007	23,007		
HARVEY ROAD	COPPERFIELD PARKWAY	SUMMIT CROSSING LANE	2560	0.48	1	1	3U-TX	4 Lane Major Arterial	463	463	100	950	950	46,061	46,061	22,448	22,448	23,612	23,612		
HARVEY ROAD	SUMMIT CROSSING LANE	BOONVILLE ROAD	2565	0.49	1	1	3U-TX	4 Lane Major Arterial	422	422	100	950	950	46,151	46,151	20,476	20,476	25,674	25,674		
HOLLEMAN DRIVE E	S TEXAS AVENUE	GEORGE BUSH DRIVE E	1055	0.20	1	1	3U	2 Lane Major Collector	164	164	100	550	550	10,990	10,990	3,267	3,267	7,723	7,723		
HOLLEMAN DRIVE E	GEORGE BUSH DRIVE E	LASSIE LANE	410	0.08	1	1	3U	2 Lane Major Collector	164	164	100	550	550	4,271	4,271	1,270	1,270	3,001	3,001		
HOLLEMAN DRIVE E	LASSIE LANE	DARTMOUTH STREET	2130	0.40	1	1	3U	2 Lane Major Collector	164	164	100	550	550	22,188	22,188	6,596	6,596	15,592	15,592		
HOLLEMAN DRIVE E	DARTMOUTH STREET	SH 6 SBFR	3275	0.62	1	1	3U	2 Lane Major Collector	164	164	100	550	550	34,115	34,115	10,141	10,141	23,973	23,973		
LINCOLN AVENUE	S TEXAS AVENUE	FOSTER AVENUE	485	0.09	1	1	2U	2 Lane Major Collector	311	311	100	425	425	3,904	3,904	2,852	2,852	1,052	1,052		
LINCOLN AVENUE	FOSTER AVENUE	EISENHOWER STREET	415	0.08	1	1	2U	2 Lane Major Collector	311	311	100	425	425	3,340	3,340	2,440	2,440	900	900		
LINCOLN AVENUE	EISENHOWER STREET	NUNN STREET	865	0.16	1	1	2U	2 Lane Major Collector	311	311	100	425	425	6,963	6,963	5,087	5,087	1,876	1,876		
LINCOLN AVENUE	NUNN STREET	TARROW STREET	895	0.17	1	1	2U	2 Lane Major Collector	311	311	100	425	425	7,204	7,204	5,263	5,263	1,941	1,941		
LINCOLN AVENUE	TARROW STREET	MUNSON AVENUE	1570	0.30	1	1	2U	2 Lane Major Collector	258	258	100	425	425	12,637	12,637	7,672	7,672	4,966	4,966		
LINCOLN AVENUE	MUNSON AVENUE	UNIVERSITY DRIVE E	1740	0.33	1	1	2U	2 Lane Major Collector	258	258	100	425	425	14,006	14,006	8,502	8,502	5,503	5,503		
LINDA LANE	HARVEY ROAD	585' S OF HARVEY ROAD	585	0.11	1	1	2U	4 Lane Minor Arterial	38	38	100	425	425	4,709	4,709	415	415	4,293	4,293		
ROCK PRAIRIE ROAD	SH 6	SH 6 NBFR	235	0.04	3	3	6D	4 Lane Major Arterial	946	946	100	750	750	10,014	10,014	4,210	4,210	5,804	5,804		
ROCK PRAIRIE ROAD	SH 6 NBFR	415' E OF SH 6 NBFR	415	0.08	1	1	4D	4 Lane Major Arterial	482	482	100	650	650	5,109	5,109	3,788	3,788	1,320	1,320		
ROCK PRAIRIE ROAD	415' E OF SH 6 NBFR	SCOTT AND WHITE DRIVE	855	0.16	1	1	2D	4 Lane Major Arterial	435	435	100	500	500	8,097	8,097	7,044	7,044	1,053	1,053		
ROCK PRAIRIE ROAD	SCOTT AND WHITE DRIVE	STONEBROOK DRIVE	885	0.17	1	1	2D	4 Lane Major Arterial	435	435	100	500	500	8,381	8,381	7,291	7,291	1,089	1,089		
ROCK PRAIRIE ROAD	STONEBROOK DRIVE	MEDICAL AVENUE	695	0.13	1	1	2U	4 Lane Major Arterial	435	435	100	425	425	5,594	5,594	5,726	5,726	-132	-132	132	132
ROCK PRAIRIE ROAD	MEDICAL AVENUE	DURHAM DRIVE	1140	0.22	1	1	2U	4 Lane Major Arterial	302	302	100	425	425	9,176	9,176	6,510	6,510	2,666	2,666		
ROCK PRAIRIE ROAD	DURHAM DRIVE	TOWN LAKE DRIVE	1305	0.25	1	1	2U	4 Lane Major Arterial	302	302	100	425	425	10,504	10,504	7,452	7,452	3,052	3,052		
S TEXAS AVENUE	955' N OF UNIVERSITY DRIVE E	590' N OF UNIVERSITY DRIVE E	365	0.07	2	2	5U-TX	4 Lane Major Arterial	1736	1736	100	950	950	13,134	13,134	12,001	12,001	1,134	1,134		
S TEXAS AVENUE	590' N OF UNIVERSITY DRIVE E	UNIVERSITY DRIVE E	590	0.11	2	2	4D-TX	4 Lane Major Arterial	1736	1736	100	950	950	21,231	21,231	19,398	19,398	1,833	1,833		
S TEXAS AVENUE	UNIVERSITY DRIVE E	LINCOLN AVENUE	1700	0.32	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	91,761	91,761	55,234	55,234	36,527	36,527		
S TEXAS AVENUE	LINCOLN AVENUE	WALTON DRIVE	570	0.11	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	30,767	30,767	18,520	18,520	12,247	12,247		
S TEXAS AVENUE	WALTON DRIVE	FRANCIS DRIVE	1120	0.21	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	60,455	60,455	36,389	36,389	24,065	24,065		
S TEXAS AVENUE	FRANCIS DRIVE	GEORGE BUSH DRIVE E	1490	0.28	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	80,426	80,426	48,411	48,411	32,015	32,015		
S TEXAS AVENUE	GEORGE BUSH DRIVE E	HARVEY ROAD	1885	0.36	3	3	6D-TX	6 Lane Major Arterial	2016	2016	100	950	950	101,747	101,747	71,955	71,955	29,792	29,792		
S TEXAS AVENUE	HARVEY ROAD	HOLLEMAN DRIVE E	1270	0.24	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	68,551	68,551	45,244	45,244	23,307	23,307		
S TEXAS AVENUE	HOLLEMAN DRIVE E	MANUEL DRIVE	1040	0.20	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	56,136	56,136	37,050	37,050	19,086	19,086		
S TEXAS AVENUE	MANUEL DRIVE	BRENTWOOD DRIVE E	865	0.16	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	46,690	46,690	30,816	30,816	15,875	15,875		
S TEXAS AVENUE	BRENTWOOD DRIVE E	SOUTHWEST PARKWAY E	1010	0.19	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	54,517	54,517	35,981	35,981	18,536	18,536		
S TEXAS AVENUE	SOUTHWEST PARKWAY E	KRENEK TAP ROAD	1535	0.29	3	3	6D-TX	6 Lane Major Arterial	1152	1152	100	950	950	82,855	82,855	33,476	33,476	49,379	49,379		
S TEXAS AVENUE	KRENEK TAP ROAD	HARVEY MITCHELL PARKWAY S	1945	0.37	3	3	6D-TX	6 Lane Major Arterial	1152	1152	100	950	950	104,986	104,986	42,418	42,418	62,568	62,568		
S TEXAS AVENUE	HARVEY MITCHELL PARKWAY S	DARTMOUTH STREET	1675	0.32	2	2	4D-TX	6 Lane Major Arterial	1152	1152	100	950	950	60,275	60,275	36,530	36,530	23,745	23,745		
S TEXAS AVENUE	DARTMOUTH STREET	DEACON DRIVE	1940	0.37	2	2	4D-TX	6 Lane Major Arterial	1152	1152	100	950	950	69,811	69,811	42,309	42,309	27,502	27,502		
S TEXAS AVENUE	DEACON DRIVE	SH 6	1450	0.27	1	1	2D-TX	6 Lane Major Arterial	338	338	100	950	950	26,089	26,089	9,282	9,282	16,807	16,807		
SOUTHWEST PARKWAY E	S TEXAS AVENUE	CORNELL DRIVE	1205	0.23	2	2	4D	4 Lane Minor Arterial	726	726	100	650	650	29,669	29,669	16,569	16,569	13,100	13,100		
SOUTHWEST PARKWAY E	CORNELL DRIVE	DARTMOUTH STREET	1125	0.21	2	2	5U	4 Lane Minor Arterial	726	726	100	600	600	25,568	25,568	15,469	15,469	10,099	10,099		
SOUTHWEST PARKWAY E	DARTMOUTH STREET	CENTRAL PARK LANE	1915	0.36	2	2	5U	4 Lane Minor Arterial	726	726	100	600	600	43,523	43,523	26,331	26,331	17,191	17,191		
SOUTHWEST PARKWAY E	CENTRAL PARK LANE	SH 6 SBFR	1580	0.30	2	2	5U	4 Lane Minor Arterial	726	726	100	600	600	35,909	35,909	21,725	21,725	14,184	14,184		
SOUTHWEST PARKWAY E	SH 6 SBFR	SH 6	230	0.04	2	2	5U	4 Lane Minor Arterial	636	636	100	600	600	5,227	5,227	2,770	2,770	2,457	2,457		
SPRING LOOP	TARROW STREET	UNIVERSITY DRIVE E	3135	0.59	1	1	2U	2 Lane Major Collector	419	419	100	425	425	25,234	25,234	24,848	24,848	386	386		
TARROW STREET	855' N OF SPRING LOOP	SPRING LOOP	855	0.16	1	1	3U	4 Lane Minor Arterial	171	171	100	550	550	8,906	8,906	2,769	2,769	6,137	6,137		
TARROW STREET	SPRING LOOP	COUPLET SPLIT	400	0.08	1	1	3U	4 Lane Minor Arterial	171	171	100	550	550	4,167	4,167	1,295	1,295	2,871	2,871		
TARROW STREET	COUPLET SPLIT	UNIVERSITY DRIVE E	1465	0.28	0	3	3UO	4 Lane Minor Arterial		171	100	550	550	0	45,781	0	4,745	0	41,037		
TARROW STREET	UNIVERSITY DRIVE E	LINCOLN AVENUE	1760	0.33	1	1	3U	2 Lane Major Collector	220	220	100	550	550	18,333	18,333	7,317	7,317	11,017	11,017		
UNIVERSITY DRIVE E	S TEXAS AVENUE	EISENHOWER STREET	845	0.16	3	3	6D-TX	6 Lane Major Arterial	1368	1368	100	950	950	45,611	45,611	21,885	21,885	23,726	23,726		
UNIVERSITY DRIVE E	EISENHOWER STREET	TARROW STREET	1795	0.34	3	3	6D-TX	6 Lane Major Arterial	1368	1368	100	950	950	96,889	96,889	46,490	46,490	50,399	50,399		
UNIVERSITY DRIVE E	TARROW STREET	E TARROW DRIVE	855	0.16	3	3	6D-TX	6 Lane Major Arterial	1260	1260	100	950	950	46,151	46,151	20,403	20,403	25,747	25,747		
UNIVERSITY DRIVE E	E TARROW DRIVE	SPRING LOOP	2550	0.48	3	3	6D-TX	6 Lane Major Arterial	1260	1260	100	950	950	137,642	137,642	60,852	60,852	76,790	76,790		
UNIVERSITY DRIVE E	SPRING LOOP	GLENHAVEN DRIVE	2075	0.39	3	3	6D-TX	6 Lane Major Arterial	1600	1600	100	950	950	112,003	112,003	62,879	62,879	49,124	49,124		
UNIVERSITY DRIVE E	GLENHAVEN DRIVE	SH 6 SBFR	630	0.12	3	3	6D-TX	6 Lane Major Arterial	1600	1600	100	950	950	34,006	34,006	19,091	19,091	14,915	14,915		
UNIVERSITY DRIVE E	SH 6 SBFR	SH 6	575	0.11	4	2	6D-TX	6 Lane Major Arterial	1600	1600	100	950	950	41,383	20,691	17,424	17,424	23,958	3,267		
UNIVERSITY DRIVE E	SH 6	SH 6 NBFR	525	0.10	2	4	6D-TX	4 Lane Major Arterial	966	966	100	950	950	18,892	37,784	9,605	9,605	9,287	28,179		
UNIVERSITY DRIVE E	SH 6 NBFR	COPPERFIELD PARKWAY	5350	1.01	2	2	4D-TX	4 Lane Major Arterial	966	966	100	950	950	192,519	192,519	97,881	97,881	94,638	94,638		
UNIVERSITY DRIVE E	COPPERFIELD PARKWAY	SUMMIT CROSSING LANE	2380	0.45	2	2	4D-TX	4 Lane Major Arterial	363	363	100	950	950	85,644	85,644	16,363	16,363	69,281	69,281		
UNIVERSITY DRIVE E	SUMMIT CROSSING LANE	BOONVILLE ROAD	1530	0.29	2	2	4D-TX	4 Lane Major Arterial	292	292	100	950	950	55,057	55,057	8,461	8,461	46,595	46,595		
UNIVERSITY OAKS BOULEVARD	GEORGE BUSH DRIVE E	STALLINGS DRIVE	1520	0.29	1	1	2U	2 Lane Major Collector	488	488	100	425	425	12,235	12,235	14,034	14,034	-1,799	-1,799	1,799	1,799
UNIVERSITY OAKS BOULEVARD	STALLINGS DRIVE	MUNSON AVENUE	1410	0.27	1	1	2U	2 Lane Major Collector	488	488	100	425	425	11,349	11,349	13,018	13,018	-1,669	-1,669	1,669	1,669
UNIVERSITY OAKS BOULEVARD	MUNSON AVENUE	SCARLETT O'HARA DRIVE	1985	0.38	1	1	2U	2 Lane Major Collector	128	128	100	425	425	15,978	15,978	4,812	4,812	11,166	11,166		
UNIVERSITY OAKS BOULEVARD	SCARLETT O'HARA DRIVE	MERRY OAKS DRIVE	780	0.15	1	1	2U	2 Lane Major Collector	128	128	100	425	425	6,278	6,278	1,891	1,891	4,388	4,388		
UNIVERSITY OAKS BOULEVARD	MERRY OAKS DRIVE	SH 6 SBFR	620	0.12	1	1	2U	2 Lane Major Collector	128	128	100	425	425	4,991	4,991	1,503	1,503	3,488	3,488		
		SUBTOTAL	**233,485**	**44.22**										**4,206,281**	**4,230,722**	**1,748,852**	**1,749,694**	**2,457,429**	**2,481,028**	**3,600**	**3,600**
														8,437,003		**3,498,546**		**4,938,457**		**7,200**	

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area B

9/30/2021

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES NB/EB	EXISTING LANES SB/WB	TYPE	Classification	PM PEAK HOUR VOL NB/EB	PM PEAK HOUR VOL SB/WB	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN NB/EB	VEH-MI CAPACITY PK-HR PER LN SB/WB	VEH-MI SUPPLY PK-HR TOTAL NB/EB	VEH-MI SUPPLY PK-HR TOTAL SB/WB	VEH-MI DEMAND PK-HR TOTAL NB/EB	VEH-MI DEMAND PK-HR TOTAL SB/WB	EXCESS CAPACITY PK-HR VEH-MI NB/EB	EXCESS CAPACITY PK-HR VEH-MI SB/WB	EXISTING DEFICIENCIES PK-HR VEH-MI NB/EB	EXISTING DEFICIENCIES PK-HR VEH-MI SB/WB
AGRONOMY ROAD	F AND B ROAD	RAYMOND STOTZER PARKWAY	3975	0.75	1	1	3U	2 Lane Major Collector	413	413	100	550	550	41,406	41,406	31,055	31,055	10,352	10,352		
ANDERSON STREET	GEORGE BUSH DRIVE	PARK PLACE	1430	0.27	1	1	3U	2 Lane Major Collector	337	337	100	550	550	14,896	14,896	9,127	9,127	5,769	5,769		
ANDERSON STREET	PARK PLACE	HOLLEMAN DRIVE	1975	0.37	1	1	3U	2 Lane Major Collector	337	337	100	550	550	20,573	20,573	12,606	12,606	7,967	7,967		
ANDERSON STREET	HOLLEMAN DRIVE	BRENTWOOD DRIVE	2125	0.40	1	1	3U	2 Lane Major Collector	337	337	100	550	550	22,135	22,135	13,563	13,563	8,572	8,572		
ANDERSON STREET	BRENTWOOD DRIVE	SOUTHWEST PARKWAY	895	0.17	1	1	3U	2 Lane Major Collector	337	337	100	550	550	9,323	9,323	5,712	5,712	3,611	3,611		
BRENTWOOD DRIVE	ANDERSON STREET	S TEXAS AVENUE	1330	0.25	1	1	3U	2 Lane Major Collector	216	216	100	550	550	13,854	13,854	5,428	5,428	8,426	8,426		
COLLEGE AVENUE	E BROOKSIDE DRIVE	INLOW BOULEVARD	2150	0.41	2	2	4D	4 Lane Minor Arterial	506	506	50	650	650	26,468	26,468	10,292	10,292	16,176	16,176		
COLLEGE AVENUE	INLOW BOULEVARD	CROSS STREET	940	0.18	2	2	4D	4 Lane Minor Arterial	506	506	100	650	650	23,144	23,144	8,999	8,999	14,145	14,145		
COLLEGE AVENUE	CROSS STREET	UNIVERSITY DRIVE	1250	0.24	2	2	4D	4 Lane Minor Arterial	506	506	100	650	650	30,777	30,777	11,967	11,967	18,809	18,809		
DEACON DRIVE W	HOLLEMAN DRIVE S	TOWERS PARKWAY	1060	0.20	1	1	3U	2 Lane Major Collector	132	132	100	550	550	11,042	11,042	2,650	2,650	8,392	8,392		
DEACON DRIVE W	TOWERS PARKWAY	GENERAL PARKWAY	1895	0.36	1	1	3U	2 Lane Major Collector	132	132	100	550	550	19,740	19,740	4,738	4,738	15,002	15,002		
DEACON DRIVE W	GENERAL PARKWAY	OLD WELLBORN ROAD	715	0.14	1	1	3U	2 Lane Major Collector	112	112	100	550	550	7,448	7,448	1,510	1,510	5,938	5,938		
DEACON DRIVE	WELLBORN ROAD	WELSH AVENUE	2885	0.55	1	1	3U	2 Lane Major Collector	204	204	100	550	550	30,052	30,052	11,147	11,147	18,905	18,905		
DEACON DRIVE	WELSH AVENUE	RIO GRANDE BOULEVARD	2310	0.44	1	1	3U	2 Lane Major Collector	204	204	100	550	550	24,063	24,063	8,925	8,925	15,138	15,138		
DEACON DRIVE	RIO GRANDE BOULEVARD	BROTHERS BOULEVARD	1545	0.29	1	1	3U	2 Lane Major Collector	204	204	100	550	550	16,094	16,094	5,969	5,969	10,124	10,124		
DEACON DRIVE	BROTHERS BOULEVARD	LONGMIRE DRIVE	2540	0.48	1	1	3U	2 Lane Major Collector	204	204	100	550	550	26,458	26,458	9,814	9,814	16,645	16,645		
DEACON DRIVE	LONGMIRE DRIVE	S TEXAS AVENUE	675	0.13	1	1	3U	2 Lane Major Collector	204	204	100	550	550	7,031	7,031	2,608	2,608	4,423	4,423		
F AND B ROAD	160' E OF TURKEY CREEK ROAD	HARVEY MITCHELL PARKWAY S	2570	0.49	1	1	2U	4 Lane Minor Arterial	303	303	100	425	425	20,687	20,687	14,748	14,748	5,938	5,938		
F AND B ROAD	HARVEY MITCHELL PARKWAY S	FINFEATHER ROAD	5985	1.13	1	1	3U	4 Lane Minor Arterial	303	303	100	550	550	62,344	62,344	34,346	34,346	27,998	27,998		
F AND B ROAD	FINFEATHER ROAD	865' E OF FINFEATHER ROAD	865	0.16	1	1	3U	4 Lane Minor Arterial	303	303	100	550	550	9,010	9,010	4,964	4,964	4,046	4,046		
FINFEATHER ROAD	3665' N OF F AND B ROAD	F AND B ROAD	3665	0.69	1	1	3U	2 Lane Major Collector	282	282	100	550	550	38,177	38,177	19,574	19,574	18,603	18,603		
GEORGE BUSH DRIVE W	HARVEY MITCHELL PARKWAY S	PENBERTHY BOULEVARD	4035	0.76	2	2	4D	4 Lane Major Arterial	701	701	100	650	650	99,347	99,347	53,571	53,571	45,776	45,776		
GEORGE BUSH DRIVE W	PENBERTHY ROAD	MARION PUGH DRIVE	2160	0.41	2	2	4D	4 Lane Major Arterial	701	701	100	650	650	53,182	53,182	28,677	28,677	24,505	24,505		
GEORGE BUSH DRIVE W	MARION PUGH DRIVE	WELLBORN ROAD	415	0.08	2	2	4D	4 Lane Major Arterial	701	701	100	650	650	10,218	10,218	5,510	5,510	4,708	4,708		
GEORGE BUSH DRIVE	WELLBORN ROAD	MONTCLAIR AVENUE	750	0.14	2	2	4D	4 Lane Major Arterial	1129	1129	100	650	650	18,466	18,466	16,037	16,037	2,429	2,429		
GEORGE BUSH DRIVE	MONTCLAIR AVENUE	FAIRVIEW AVENUE	325	0.06	2	2	5U	4 Lane Major Arterial	1129	1129	100	600	600	7,386	7,386	6,949	6,949	437	437		
GEORGE BUSH DRIVE	FAIRVIEW AVENUE	DEXTER DRIVE	1125	0.21	2	2	5U	4 Lane Major Arterial	1129	1129	100	600	600	25,568	25,568	24,055	24,055	1,513	1,513		
GEORGE BUSH DRIVE	DEXTER DRIVE	TIMBER STREET	1440	0.27	2	2	4D	4 Lane Major Arterial	1129	1129	100	650	650	35,455	35,455	30,791	30,791	4,664	4,664		
GEORGE BUSH DRIVE	TIMBER STREET	ANDERSON STREET	1445	0.27	2	2	5U	4 Lane Major Arterial	1144	1144	100	600	600	32,841	32,841	31,295	31,295	1,546	1,546		
GEORGE BUSH DRIVE	ANDERSON STREET	S TEXAS AVENUE	1970	0.37	2	2	5U	4 Lane Major Arterial	1144	1144	100	600	600	44,773	44,773	42,665	42,665	2,108	2,108		
GRAHAM ROAD N	N DOWLING ROAD	S DOWLING ROAD	590	0.11	1	1	2U	2 Lane Major Collector	54	54	50	425	425	2,375	2,375	299	299	2,076	2,076		
GRAHAM ROAD N	S DOWLING ROAD	HOLLEMAN DRIVE S	3705	0.70	1	1	2U	2 Lane Major Collector	54	54	50	425	425	14,911	14,911	1,877	1,877	13,034	13,034		
HARVEY MITCHELL PARKWAY S	WELLBORN ROAD	WELSH AVENUE	3930	0.74	2	2	4D-TX	6 Lane Major Arterial	1181	1181	100	950	950	141,420	141,420	87,867	87,867	53,554	53,554		
HARVEY MITCHELL PARKWAY S	WELSH AVENUE	NUECES DRIVE	880	0.17	2	2	4D-TX	6 Lane Major Arterial	1181	1181	100	950	950	31,667	31,667	19,675	19,675	11,992	11,992		
HARVEY MITCHELL PARKWAY S	NUECES DRIVE	RIO GRANDE BOULEVARD	1420	0.27	2	2	4D-TX	6 Lane Major Arterial	1181	1181	100	950	950	51,098	51,098	31,748	31,748	19,350	19,350		
HARVEY MITCHELL PARKWAY S	RIO GRANDE BOULEVARD	SOUTHWOOD DRIVE	1290	0.24	2	2	4D-TX	6 Lane Major Arterial	1291	1291	100	950	950	46,420	46,420	31,541	31,541	14,879	14,879		
HARVEY MITCHELL PARKWAY S	SOUTHWOOD DRIVE	LONGMIRE DRIVE	1495	0.28	2	2	4D-TX	6 Lane Major Arterial	1291	1291	100	950	950	53,797	53,797	36,554	36,554	17,243	17,243		
HARVEY MITCHELL PARKWAY S	LONGMIRE DRIVE	S TEXAS AVENUE	1215	0.23	3	3	6D-TX	6 Lane Major Arterial	1291	1291	100	950	950	65,582	65,582	29,708	29,708	35,875	35,875		
HEALTH SCIENCE CENTER PARKWAY	1970' W OF S TRADITIONS DRIVE	S TRADITIONS DRIVE	1970	0.37	2	2	4D	4 Lane Minor Arterial	116	116	100	650	650	48,504	48,504	4,309	4,309	44,194	44,194		
HOLLEMAN DRIVE W	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S	2370	0.45	1	1	2U	2 Lane Major Collector	408	408	100	425	425	19,077	19,077	18,291	18,291	786	786		
HOLLEMAN DRIVE S	HARVEY MITCHELL PARKWAY S	N DOWLING ROAD	2455	0.46	2	2	4D	4 Lane Minor Arterial	279	279	100	650	650	60,445	60,445	12,949	12,949	47,496	47,496		
HOLLEMAN DRIVE S	N DOWLING ROAD	GENERAL PARKWAY	1270	0.24	2	2	4D	4 Lane Minor Arterial	426	426	100	650	650	31,269	31,269	10,247	10,247	21,022	21,022		
HOLLEMAN DRIVE S	GENERAL PARKWAY	FEATHER TO GENERAL CONNECTOR	1400	0.27	2	2	5U	4 Lane Minor Arterial	426	426	100	600	600	31,818	31,818	11,295	11,295	20,523	20,523		
HOLLEMAN DRIVE S	FEATHER TO GENERAL CONNECTOR	TOWERS PARKWAY	1205	0.23	2	2	5U	4 Lane Minor Arterial	175	175	100	600	600	27,386	27,386	3,982	3,982	23,404	23,404		
HOLLEMAN DRIVE S	TOWERS PARKWAY	CAIN ROAD	725	0.14	2	2	5U	4 Lane Minor Arterial	175	175	100	600	600	16,477	16,477	2,396	2,396	14,081	14,081		
HOLLEMAN DRIVE S	CAIN ROAD	DEACON DRIVE W	1420	0.27	2	2	5U	4 Lane Minor Arterial	175	175	100	600	600	32,273	32,273	4,693	4,693	27,580	27,580		
HOLLEMAN DRIVE S	DEACON DRIVE W	ROCK PRAIRIE ROAD W	2225	0.42	2	2	4D	4 Lane Minor Arterial	175	175	100	650	650	54,782	54,782	7,353	7,353	47,429	47,429		
HOLLEMAN DRIVE S	ROCK PRAIRIE ROAD W	290' S OF ROCK PRAIRIE ROAD W	290	0.05	2	2	4D	4 Lane Minor Arterial	175	175	100	650	650	7,140	7,140	958	958	6,182	6,182		
HOLLEMAN DRIVE S	290' S OF ROCK PRAIRIE ROAD W	GRAHAM ROAD N	1365	0.26	1	1	2U	4 Lane Minor Arterial	175	175	100	425	425	10,987	10,987	4,511	4,511	6,476	6,476		
HOLLEMAN DRIVE W	JONES BUTLER ROAD	MARION PUGH DRIVE	885	0.17	1	1	2U	2 Lane Major Collector	408	408	100	425	425	7,124	7,124	6,830	6,830	293	293		
HOLLEMAN DRIVE W	MARION PUGH DRIVE	WELLBORN ROAD	830	0.16	1	1	3U	2 Lane Major Collector	408	408	100	550	550	8,646	8,646	6,406	6,406	2,240	2,240		
HOLLEMAN DRIVE	WELLBORN ROAD	FAIRVIEW AVENUE	2235	0.42	1	1	3U	2 Lane Major Collector	589	589	100	550	550	23,281	23,281	24,911	24,911	-1,630	-1,630	1,630	1,630
HOLLEMAN DRIVE	FAIRVIEW AVENUE	WELSH AVENUE	310	0.06	1	1	3U	2 Lane Major Collector	589	589	100	550	550	3,229	3,229	3,455	3,455	-226	-226	226	226
HOLLEMAN DRIVE	WELSH AVENUE	S DEXTER DRIVE	635	0.12	1	1	3U	2 Lane Major Collector	589	589	100	550	550	6,615	6,615	7,078	7,078	-463	-463	463	463
HOLLEMAN DRIVE	S DEXTER DRIVE	GLADE STREET	2095	0.40	1	1	3U	2 Lane Major Collector	589	589	100	550	550	21,823	21,823	23,351	23,351	-1,528	-1,528	1,528	1,528
HOLLEMAN DRIVE	GLADE STREET	ANDERSON STREET	1125	0.21	1	1	3U	2 Lane Major Collector	589	589	100	550	550	11,719	11,719	12,539	12,539	-820	-820	820	820
HOLLEMAN DRIVE	ANDERSON STREET	S TEXAS AVENUE	2300	0.44	1	1	3U	2 Lane Major Collector	589	589	100	550	550	23,958	23,958	25,635	25,635	-1,677	-1,677	1,677	1,677
JONES BUTLER ROAD	LUTHER STREET W	HOLLEMAN DRIVE W	1185	0.22	2	2	4U	4 Lane Minor Arterial	443	443	100	525	525	23,565	23,565	9,931	9,931	13,634	13,634		
JONES BUTLER ROAD	HOLLEMAN DRIVE W	HARVEY MITCHELL PARKWAY S NBFR	2670	0.51	2	2	4U	4 Lane Minor Arterial	89	89	100	525	525	53,097	53,097	4,475	4,475	48,621	48,621		
JUNCTION BOYS ROAD	N DOWNLING ROAD	MARKET STREET	845	0.16	1	1	2D	2 Lane Major Collector	0	0	100	500	500	8,002	8,002	0	0	8,002	8,002		
LONGMIRE DRIVE	HARVEY MITCHELL PARKWAY S	BROTHERS BOULEVARD	1545	0.29	1	1	3U	2 Lane Major Collector	581	581	100	550	550	16,094	16,094	16,986	16,986	-892	-892	892	892
LONGMIRE DRIVE	BROTHERS BOULEVARD	DEACON DRIVE	2165	0.41	1	1	3U	2 Lane Major Collector	581	581	100	550	550	22,552	22,552	23,803	23,803	-1,251	-1,251	1,251	1,251
LONGMIRE DRIVE	DEACON DRIVE	PONDEROSA DRIVE	2205	0.42	1	1	3U	2 Lane Major Collector	581	581	100	550	550	22,969	22,969	24,242	24,242	-1,274	-1,274	1,274	1,274
LONGMIRE DRIVE	PONDEROSA DRIVE	PINON DRIVE	495	0.09	1	1	3U	2 Lane Major Collector	581	581	100	550	550	5,156	5,156	5,442	5,442	-286	-286	286	286
LONGMIRE DRIVE	PINON DRIVE	270' N OF ROCK PRAIRIE ROAD	1045	0.20	1	1	2U	2 Lane Major Collector	581	581	100	425	425	8,411	8,411	11,489	11,489	-3,078	-3,078	3,078	3,078
LONGMIRE DRIVE	270' N OF ROCK PRAIRIE ROAD	ROCK PRAIRIE ROAD	270	0.05	1	1	2U	2 Lane Major Collector	500	500	100	425	425	2,173	2,173	2,554	2,554	-381	-381	381	381
LOUISE AVENUE	WELLBORN ROAD	BOYETT STREET	610	0.12	1	1	2U	2 Lane Minor Collector	0	0	100	425	425	4,910	4,910	0	0	4,910	4,910		
LUTHER STREET W	300' W OF HARVEY MITCHELL PARKWAY S	HARVEY MITCHELL PARKWAY S	300	0.06	1	1	2U	4 Lane Minor Arterial	155	155	100	425	425	2,415	2,415	881	881	1,534	1,534		
LUTHER STREET W	HARVEY MITCHELL PARKWAY S	PENBERTHY ROAD	3585	0.68	1	1	2U	4 Lane Minor Arterial	231	231	100	425	425	28,857	28,857	15,650	15,650	13,206	13,206		
LUTHER STREET W	PENBERTHY ROAD	MARION PUGH DRIVE	1445	0.27	1	1	2U	2 Lane Major Collector	105	105	100	425	425	11,631	11,631	2,874	2,874	8,758	8,758		
MARION PUGH DRIVE	GEORGE BUSH DRIVE W	LUTHER STREET W	2290	0.43	1	1	2U	2 Lane Major Collector	279	279	100	425	425	18,433	18,433	12,101	12,101	6,332	6,332		
MARION PUGH DRIVE	LUTHER STREET W	295' S OF LUTHER STREET W	295	0.06	1	1	2U	2 Lane Major Collector	211	211	100	425	425	2,375	2,375	1,179	1,179	1,196	1,196		
MARION PUGH DRIVE	295' S OF LUTHER STREET W	HOLLEMAN DRIVE W	1040	0.20	1	1	3U	2 Lane Major Collector	211	211	100	550	550	10,833	10,833	4,156	4,156	6,677	6,677		
MARKET STREET	JUNCTION BOYS ROAD	HOLLEMAN DRIVE S	505	0.10	1	1	2U	2 Lane Major Collector	0	0	100	425	425	4,065	4,065	0	0	4,065	4,065		
MISSION RANCH DRIVE	GREAT OAKS DRIVE	FEATHER RUN	1210	0.23	1	1	2U	2 Lane Minor Collector	0	0	100	425	425	9,740	9,740	0	0	9,740	9,740		
MONTCLAIR AVENUE	GEORGE BUSH DRIVE	LUTHER STREET	2035	0.39	1	1	2U	2 Lane Minor Collector	87	87	100	425	425	16,380	16,380	3,334	3,334	13,046	13,046		
N DOWLING ROAD	BEELER LANE	800' E OF BEELER LANE	800	0.15	1	1	2U	2 Lane Major Collector	176	176	50	425	425	3,220	3,220	1,330	1,330	1,890	1,890		
N DOWLING ROAD	800'E OF BEELER LANE	1110' E OF BEELER LANE	310	0.06	1	1	2U	2 Lane Major Collector	176	176	50	425	425	1,248	1,248	515	515	732	732		
N DOWLING ROAD	1305' N OF ROCK PRAIRIE ROAD W	630' N OF ROCK PRAIRIE ROAD W	680	0.13	1	1	2U	2 Lane Major Collector	27	27	50	425	425	2,737	2,737	174	174	2,563	2,563		
N DOWLING ROAD	1120' N OF GRAHAM ROAD N	GRAHAM ROAD N	1120	0.21	1	1	2U	2 Lane Major Collector	27	27	50	425	425	4,508	4,508	286	286	4,221	4,221		
PENBERTHY ROAD	GEORGE BUSH DRIVE W	LUTHER STREET W	2125	0.40	2	2	4U	4 Lane Minor Arterial	606	606	100	525	525	42,259	42,259	24,389	24,389	17,869	17,869		
RAYMOND STOTZER PARKWAY	1370' W OF SH 47 SBFR	SH 47 EBFR	1370	0.26	2	2	5U-TX	6 Lane Major Arterial	726	726	100	950	950	49,299	49,299	18,825	18,825	30,475	30,475		
RAYMOND STOTZER PARKWAY	SH 47 EBFR	SH 47	790	0.15	2	2	4D-TX	6 Lane Major Arterial	726	726	100	950	950	28,428	28,428	10,855	10,855	17,573	17,573		
RAYMOND STOTZER PARKWAY	SH 47	TURKEY CREEK ROAD	3280	0.62	1	1	2U-TX	Freeway/Expressway	1123	1123	100	950	950	59,015	59,015	69,762	69,762	-10,747	-10,747	10,747	10,747
RAYMOND STOTZER PARKWAY	TURKEY CREEK ROAD	HARVEY MITCHELL PARKWAY S	2850	0.54	2	2	5U-TX	Freeway/Expressway	1123	1123	100	950	950	102,557	102,557	60,616	60,616	41,940	41,940		
RAYMOND STOTZER PARKWAY	HARVEY MITCHELL PARKWAY S	HARVEY MITCHELL PARKWAY S NBFR	435	0.08	3	3	6D-TX	6 Lane Major Arterial	770	770	100	950	950	23,480	23,480	6,344	6,344	17,136	17,136		
RAYMOND STOTZER PARKWAY	HARVEY MITCHELL PARKWAY S NBFR	ADRIANCE LAB ROAD	3930	0.74	2	2	5U-TX	6 Lane Major Arterial	770	770	100	950	950	141,420	141,420	57,313	57,313	84,108	84,108		
RAYMOND STOTZER PARKWAY	ADRIANCE LAB ROAD	AGRONOMY ROAD	1515	0.29	2	2	4D-TX	6 Lane Major Arterial	981	981	100	950	950	54,517	54,517	28,148	28,148	26,369	26,369		
RAYMOND STOTZER PARKWAY	AGRONOMY ROAD	WELLBORN ROAD	1030	0.20	2	2	4D-TX	6 Lane Major Arterial	981	981	100	950	950	37,064	37,064	19,137	19,137	17,927	17,927		
RIO GRANDE BOULEVARD	HARVEY MITCHELL PARKWAY S	BALCONES DRIVE	930	0.18	1	1	3U	2 Lane Major Collector	228	228	100	550	550	9,688	9,688	4,007	4,007	5,680	5,680		
RIO GRANDE BOULEVARD	BALCONES DRIVE	DEACON DRIVE	2115	0.40	1	1	3U	2 Lane Major Collector	228	228	100	550	550	22,031	22,031	9,113	9,113	12,918	12,918		
RIO GRANDE BOULEVARD	DEACON DRIVE	PONDEROSA DRIVE	2020	0.38	1	1	3U	2 Lane Major Collector	212	212	100	550	550	21,042	21,042	8,111	8,111	12,931	12,931		
RIO GRANDE BOULEVARD	PONDEROSA DRIVE	ROCK PRAIRIE ROAD	1335	0.25	1	1	3U	2 Lane Major Collector	212	212	100	550	550	13,906	13,906	5,360	5,360	8,546	8,546		
ROCK PRAIRIE ROAD W	375' W OF GREAT OAKS DRIVE	GREAT OAKS DRIVE	375	0.07	1	1	2U	4 Lane Major Arterial	169	169	100	425	425	3,018	3,018	1,200	1,200	1,818	1,818		
ROCK PRAIRIE ROAD W	GREAT OAKS DRIVE	FEATHER RUN	2375	0.45	1	1	2U	4 Lane Major Arterial	169	169	100	425	425	19,117	19,117	7,602	7,602	11,515	11,515		
ROCK PRAIRIE ROAD W	FEATHER RUN	280' W OF HOLLEMAN DRIVE S	905	0.17	1	1	2U	4 Lane Major Arterial	169	169	100	425	425	7,285	7,285	2,897	2,897	4,388	4,388		
ROCK PRAIRIE ROAD W	280' W OF HOLLEMAN DRIVE S	HOLLEMAN DRIVE S	280	0.05	2	2	4D	4 Lane Major Arterial	169	169	100	650	650	6,894	6,894	896	896	5,998	5,998		
ROCK PRAIRIE ROAD W	715' W OF TOWERS PARKWAY	TOWERS PARKWAY	715	0.14	1	1	2U	4 Lane Major Arterial	546	546	100	425	425	5,755	5,755	7,387	7,387	-1,632	-1,632	1,632	1,632
ROCK PRAIRIE ROAD W	TOWERS PARKWAY	GENERAL PARKWAY	1775	0.34	1	1	2U	4 Lane Major Arterial	546	546	100	425	425	14,287	14,287	18,338	18,338	-4,051	-4,051	4,051	4,051
ROCK PRAIRIE ROAD W	GENERAL PARKWAY	WELLBORN ROAD	845	0.16	1	1	2D	4 Lane Major Arterial	546	546	100	500	500	8,002	8,002	8,730	8,730	-728	-728	728	728
ROCK PRAIRIE ROAD	WELLBORN ROAD	EDELWEISS AVENUE	1160	0.22	2	2	4D	4 Lane Major Arterial	946	946	100	650	650	28,561	28,561	20,783	20,783	7,777	7,777		
ROCK PRAIRIE ROAD	EDELWEISS AVENUE	VICTORIA AVENUE	1220	0.23	2	2	4D	4 Lane Major Arterial	946	946	100	650	650	30,038	30,038	21,858	21,858	8,180	8,180		
ROCK PRAIRIE ROAD	VICTORIA AVENUE	WELSH AVENUE	365	0.07	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	8,295	8,295	6,540	6,540	1,756	1,756		
ROCK PRAIRIE ROAD	WELSH AVENUE	RIO GRANDE BOULEVARD	2615	0.50	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	59,432	59,432	46,852	46,852	12,580	12,580		
ROCK PRAIRIE ROAD	RIO GRANDE BOULEVARD	NORMAND DRIVE	1740	0.33	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	39,545	39,545	31,175	31,175	8,370	8,370		
ROCK PRAIRIE ROAD	NORMAND DRIVE	LONGMIRE DRIVE	1685	0.32	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	38,295	38,295	30,190	30,190	8,106	8,106		
ROCK PRAIRIE ROAD	LONGMIRE DRIVE	SH 6 SBFR	545	0.10	3	3	6D	6 Lane Major Arterial	946	946	100	750	750	23,224	23,224	9,765	9,765	13,460	13,460		
ROCK PRAIRIE ROAD	SH 6 SBFR	SH 6	330	0.06	3	3	6D	6 Lane Major Arterial	946	946	100	750	750	14,063	14,063	5,913	5,913	8,150	8,150		
S DOWLING ROAD	I AND GN ROAD	N DOWLING ROAD	935	0.18	1	1	2U	2 Lane Major Collector	0	0	50	425	425	3,763	3,763	0	0	3,763	3,763		
S TEXAS AVENUE	955' N OF UNIVERSITY DRIVE E	590' N OF UNIVERSITY DRIVE E	365	0.07	2	2	5U-TX	4 Lane Major Arterial	1736	1736	100	950	950	13,134	13,134	12,001	12,001	1,134	1,134		
S TEXAS AVENUE	590' N OF UNIVERSITY DRIVE E	UNIVERSITY DRIVE E	590	0.11	2	2	4D-TX	4 Lane Major Arterial	1736	1736	100	950	950	21,231	21,231	19,398	19,398	1,833	1,833		
S TEXAS AVENUE	UNIVERSITY DRIVE E	LINCOLN AVENUE	1700	0.32	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	91,761	91,761	55,234	55,234	36,527	36,527		
S TEXAS AVENUE	LINCOLN AVENUE	WALTON DRIVE	570	0.11	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	30,767	30,767	18,520	18,520	12,247	12,247		
S TEXAS AVENUE	WALTON DRIVE	FRANCIS DRIVE	1120	0.21	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	60,455	60,455	36,389	36,389	24,065	24,065		
S TEXAS AVENUE	FRANCIS DRIVE	GEORGE BUSH DRIVE E	1490	0.28	3	3	6D-TX	6 Lane Major Arterial	1716	1716	100	950	950	80,426	80,426	48,411	48,411	32,015	32,015		
S TEXAS AVENUE	GEORGE BUSH DRIVE E	HARVEY ROAD	1885	0.36	3	3	6D-TX	6 Lane Major Arterial	2016	2016	100	950	950	101,747	101,747	71,955	71,955	29,792	29,792		
S TEXAS AVENUE	HARVEY ROAD	HOLLEMAN DRIVE E	1270	0.24	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	68,551	68,551	45,244	45,244	23,307	23,307		
S TEXAS AVENUE	HOLLEMAN DRIVE E	MANUEL DRIVE	1040	0.20	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	56,136	56,136	37,050	37,050	19,086	19,086		
S TEXAS AVENUE	MANUEL DRIVE	BRENTWOOD DRIVE E	865	0.16	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	46,690	46,690	30,816	30,816	15,875	15,875		
S TEXAS AVENUE	BRENTWOOD DRIVE E	SOUTHWEST PARKWAY E	1010	0.19	3	3	6D-TX	6 Lane Major Arterial	1881	1881	100	950	950	54,517	54,517	35,981	35,981	18,536	18,536		
S TEXAS AVENUE	SOUTHWEST PARKWAY E	KRENEK TAP ROAD	1535	0.29	3	3	6D-TX	6 Lane Major Arterial	1152	1152	100	950	950	82,855	82,855	33,476	33,476	49,379	49,379		
S TEXAS AVENUE	KRENEK TAP ROAD	HARVEY MITCHELL PARKWAY S	1945	0.37	3	3	6D-TX	6 Lane Major Arterial	1152	1152	100	950	950	104,986	104,986	42,418	42,418	62,568	62,568		
S TEXAS AVENUE	HARVEY MITCHELL PARKWAY S	DARTMOUTH STREET	1675	0.32	2	2	4D-TX	6 Lane Major Arterial	1152	1152	100	950	950	60,275	60,275	36,530	36,530	23,745	23,745		
S TEXAS AVENUE	DARTMOUTH STREET	DEACON DRIVE	1940	0.37	2	2	4D-TX	6 Lane Major Arterial	1152	1152	100	950	950	69,811	69,811	42,309	42,309	27,502	27,502		
S TEXAS AVENUE	DEACON DRIVE	SH 6	1450	0.27	1	1	2D-TX	6 Lane Major Arterial	338	338	100	950	950	26,089	26,089	9,282	9,282	16,807	16,807		
SOUTHWEST PARKWAY	WELLBORN ROAD	WELSH AVENUE	2900	0.55	2	2	5U	4 Lane Minor Arterial	526	526	100	600	600	65,909	65,909	28,890	28,890	37,019	37,019		
SOUTHWEST PARKWAY	WELSH AVENUE	SOUTHWOOD DRIVE	3610	0.68	2	2	5U	4 Lane Minor Arterial	526	526	100	600	600	82,045	82,045	35,963	35,963	46,082	46,082		
SOUTHWEST PARKWAY	SOUTHWOOD DRIVE	GLADE STREET	255	0.05	2	2	5U	4 Lane Minor Arterial	526	526	100	600	600	5,795	5,795	2,540	2,540	3,255	3,255		
SOUTHWEST PARKWAY	GLADE STREET	ANDERSON STREET	1395	0.26	2	2	5U	4 Lane Minor Arterial	526	526	100	600	600	31,705	31,705	13,897	13,897	17,807	17,807		
SOUTHWEST PARKWAY	ANDERSON STREET	S TEXAS AVENUE	1125	0.21	2	2	5U	4 Lane Minor Arterial	526	526	100	600	600	25,568	25,568	11,207	11,207	14,361	14,361		
SOUTHWOOD DRIVE	SOUTHWEST PARKWAY	HARVEY MITCHELL PARKWAY S	2945	0.56	1	1	3U	2 Lane Major Collector	199	199	100	550	550	30,677	30,677	11,072	11,072	19,605	19,605		
TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR	RAYMOND STOTZER PARKWAY WBFR	2775	0.53	1	1	2U	2 Lane Major Collector	78	78	100	425	425	22,337	22,337	4,073	4,073	18,263	18,263		
TURKEY CREEK ROAD	RAYMOND STOTZER PARKWAY WBFR	RAYMOND STOTZER PARKWAY	240	0.05	2	2	5U	2 Lane Major Collector	78	78	100	600	600	5,455	5,455	352	352	5,102	5,102		
UNIVERSITY DRIVE	WELLBORN ROAD	BOYETT STREET	730	0.14	3	3	6D-TX	6 Lane Major Arterial	1865	1865	100	950	950	39,403	39,403	25,785	25,785	13,618	13,618		
UNIVERSITY DRIVE	BOYETT STREET	NAGLE STREET	1535	0.29	3	3	6D-TX	6 Lane Major Arterial	1865	1865	100	950	950	82,855	82,855	54,219	54,219	28,636	28,636		
UNIVERSITY DRIVE	NAGLE STREET	COLLEGE AVENUE	1250	0.24	3	3	6D-TX	6 Lane Major Arterial	1865	1865	100	950	950	67,472	67,472	44,152	44,152	23,319	23,319		
UNIVERSITY DRIVE	COLLEGE AVENUE	S TEXAS AVENUE	2625	0.50	3	3	6D-TX	6 Lane Major Arterial	1364	1364	100	950	950	141,690	141,690	67,788	67,788	73,903	73,903		
WELLBORN ROAD	955' N OF LOUISE AVENUE	LOUISE AVENUE	955	0.18	2	2	4U-TX	4 Lane Major Arterial	697	697	100	750	750	27,131	27,131	12,598	12,598	14,533	14,533		
WELLBORN ROAD	LOUISE AVENUE	CHURCH AVENUE	590	0.11	1	1	4U-TX	4 Lane Major Arterial	697	697	100	750	750	8,381	8,381	7,783	7,783	598	598		
WELLBORN DRIVE	CHURCH AVENUE	UNIVERSITY DRIVE	395	0.07	2	2	5U-TX	4 Lane Major Arterial	697	697	100	950	950	14,214	14,214	5,211	5,211	9,003	9,003		
WELLBORN ROAD	UNIVERSITY DRIVE	GEORGE BUSH DRIVE W	5015	0.95	2	2	5U-TX	4 Lane Major Arterial	1121	1121	100	950	950	180,464	180,464	106,474	106,474	73,990	73,990		
WELLBORN ROAD	GEORGE BUSH DRIVE W	LUTHER STREET	2165	0.41	2	2	5U-TX	6 Lane Major Arterial	1170	1170	100	950	950	77,907	77,907	47,974	47,974	29,933	29,933		
WELLBORN ROAD	LUTHER STREET	HOLLEMAN DRIVE W	1500	0.28	2	2	5U-TX	6 Lane Major Arterial	1170	1170	100	950	950	53,977	53,977	33,239	33,239	20,739	20,739		
WELLBORN ROAD	HOLLEMAN DRIVE W	SOUTHWEST PARKWAY	1940	0.37	2	2	5U-TX	6 Lane Major Arterial	1226	1226	100	950	950	69,811	69,811	45,028	45,028	24,783	24,783		
WELLBORN ROAD	SOUTHWEST PARKWAY	940' N OF HARVEY MITCHELL PARKWAY S	880	0.17	2	2	5U-TX	6 Lane Major Arterial	1226	1226	100	950	950	31,667	31,667	20,425	20,425	11,242	11,242		
WELLBORN ROAD	940' N OF HARVEY MITCHELL PARKWAY S	HARVEY MITCHELL PARKWAY S	940	0.18	3	3	6D-TX	6 Lane Major Arterial	1226	1226	100	950	950	50,739	50,739	21,818	21,818	28,921	28,921		
WELLBORN ROAD	HARVEY MITCHELL PARKWAY S	BALCONES DRIVE	2705	0.51	3	3	6D-TX	6 Lane Major Arterial	1801	1801	100	950	950	146,009	146,009	92,242	92,242	53,767	53,767		
WELLBORN ROAD	BALCONES DRIVE	NAVARRO DRIVE	1270	0.24	3	3	6D-TX	6 Lane Major Arterial	1801	1801	100	950	950	68,551	68,551	43,307	43,307	25,244	25,244		
WELLBORN ROAD	NAVARRO DRIVE	DEACON DRIVE	1290	0.24	3	3	6D-TX	6 Lane Major Arterial	1247	1247	100	950	950	69,631	69,631	30,466	30,466	39,164	39,164		
WELLBORN ROAD	DEACON DRIVE	ROCK PRAIRIE ROAD	2555	0.48	3	3	6D-TX	6 Lane Major Arterial	1247	1247	100	950	950	137,912	137,912	60,343	60,343	77,569	77,569		
WELSH AVENUE	HOLLEMAN DRIVE	SOUTHWEST PARKWAY	2415	0.46	1	1	3U	2 Lane Major Collector	297	297	100	550	550	25,156	25,156	13,562	13,562	11,595	11,595		
WELSH AVENUE	SOUTHWEST PARKWAY	NUECES DRIVE	1120	0.21	1	1	3U	2 Lane Major Collector	317	317	100	550	550	11,667	11,667	6,714	6,714	4,953	4,953		
WELSH AVENUE	NUECES DRIVE	HARVEY MITCHELL PARKWAY S	1895	0.36	1	1	3U	2 Lane Major Collector	369	369	100	550	550	19,740	19,740	13,226	13,226	6,514	6,514		
WELSH AVENUE	HARVEY MITCHELL PARKWAY S	BALCONES DRIVE	1075	0.20	1	1	3U	2 Lane Major Collector	459	459	100	550	550	11,198	11,198	9,345	9,345	1,853	1,853		
WELSH AVENUE	BALCONES DRIVE	NAVARRO DRIVE	905	0.17	1	1	3U	2 Lane Major Collector	459	459	100	550	550	9,427	9,427	7,867	7,867	1,560	1,560		
WELSH AVENUE	NAVARRO DRIVE	DEACON DRIVE	1655	0.31	1	1	3U	2 Lane Major Collector	459	459	100	550	550	17,240	17,240	14,387	14,387	2,852	2,852		
WELSH AVENUE	DEACON DRIVE	EDELWEISS AVENUE	1915	0.36	1	1	3U	2 Lane Major Collector	252	252	100	550	550	19,948	19,948	9,122	9,122	10,826	10,826		
WELSH AVENUE	EDELWEISS AVENUE	ROCK PRAIRIE ROAD	980	0.19	1	1	3U	2 Lane Major Collector	252	252	100	550	550	10,208	10,208	4,668	4,668	5,540	5,540		
		SUBTOTAL	**342,170**	**64.80**										**6,862,343**	**6,862,343**	**3,602,447**	**3,602,447**	**3,259,895**	**3,259,895**	**30,666**	**30,666**
														13,724,685		**7,204,894**		**6,519,791**		**61,331**	

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area C

9/30/2021

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NB/EB	SB/WB			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
ARRINGTON ROAD	SH 6 SBFR	DECATUR DRIVE	1320	0.25	1	1	3U	2 Lane Major Collector	164	164	100	550	550	13,750	13,750	4,100	4,100	9,650	9,650		
ARRINGTON ROAD	DECATUR DRIVE	WILLIAM D. FITCH PARKWAY WB	3315	0.63	1	1	2D	2 Lane Major Collector	396	396	100	500	500	31,392	31,392	24,863	24,863	6,530	6,530		
ARRINGTON ROAD	WILLIAM D. FITCH PARKWAY WB	WILLIAM D. FITCH PARKWAY	155	0.03	2	2	4U	2 Lane Major Collector	573	573	100	525	525	3,082	3,082	1,681	1,681	1,402	1,402		
ARRINGTON ROAD	WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH PARKWAY EB	70	0.01	2	2	4U	4 Lane Minor Arterial	573	573	100	525	525	1,392	1,392	759	759	633	633		
ARRINGTON ROAD	WILLIAM D. FITCH PARKWAY EB	GREENS PRAIRIE ROAD	555	0.11	2	2	4D	4 Lane Minor Arterial	94	94	100	650	650	13,665	13,665	988	988	12,677	12,677		
ARRINGTON ROAD	GREENS PRAIRIE ROAD	S OAKS DRIVE	2270	0.43	1	1	3U	4 Lane Minor Arterial	94	94	100	550	550	23,646	23,646	4,041	4,041	19,605	19,605		
ARRINGTON ROAD	S OAKS DRIVE	DIAMONDBACK DRIVE	2880	0.55	1	1	2U	4 Lane Minor Arterial	94	94	50	425	425	11,591	11,591	2,564	2,564	9,027	9,027		
ARRINGTON ROAD	DIAMONDBACK DRIVE	WS PHILLIPS PARKWAY	4810	0.91	1	1	2U	4 Lane Minor Arterial	94	94	50	425	425	19,358	19,358	4,282	4,282	15,077	15,077		
BARRON ROAD	WELLBORN ROAD	1765' E OF WELLBORN ROAD	1765	0.33	1	1	2U	4 Lane Minor Arterial	190	190	100	425	425	14,207	14,207	6,351	6,351	7,856	7,856		
BARRON ROAD	1765' E OF WELLBORN ROAD	WS PHILLIPS PARKWAY	820	0.16	1	1	2U	4 Lane Minor Arterial	231	231	100	425	425	6,600	6,600	3,580	3,580	3,021	3,021		
BARRON ROAD	WS PHILLIPS PARKWAY	WILLIAM D. FITCH PARKWAY SB	370	0.07	2	1	3D	4 Lane Minor Arterial	231	231	100	550	550	7,708	3,854	1,615	1,615	6,093	2,239		
BARRON ROAD	WILLIAM D. FITCH PARKWAY SB	WILLIAM D. FITCH PARKWAY	275	0.05	2	2	4U	4 Lane Minor Arterial	231	231	100	525	525	5,469	5,469	1,201	1,201	4,268	4,268		
BARRON ROAD	WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH PARKWAY NB	105	0.02	2	2	4U	4 Lane Minor Arterial	231	231	100	525	525	2,088	2,088	458	458	1,630	1,630		
BARRON ROAD	WILLIAM D. FITCH PARKWAY NB	VICTORIA AVENUE	2655	0.50	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	65,369	65,369	33,715	33,715	31,654	31,654		
BARRON ROAD	VICTORIA AVENUE	NEWPORT LANE	1360	0.26	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	33,485	33,485	17,270	17,270	16,214	16,214		
BARRON ROAD	NEWPORT LANE	ALEXANDRIA AVENUE	1265	0.24	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	31,146	31,146	16,064	16,064	15,082	15,082		
BARRON ROAD	ALEXANDRIA AVENUE	DECATUR DRIVE	1325	0.25	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	32,623	32,623	16,826	16,826	15,797	15,797		
BARRON ROAD	DECATUR DRIVE	LONGMIRE DRIVE	840	0.16	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	20,682	20,682	10,667	10,667	10,015	10,015		
BARRON ROAD	LONGMIRE DRIVE	SH 6	1125	0.21	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	27,699	27,699	14,286	14,286	13,413	13,413		
CAPSTONE DRIVE	I-GN ROAD	1265' W OF WELLBORN ROAD	3545	0.67	1	1	2U	4 Lane Minor Arterial	119	119	50	425	425	14,267	14,267	3,995	3,995	10,272	10,272		
DECATUR DRIVE	BARRON ROAD	SOUTHERN PLANTATION DRIVE	1660	0.31	1	1	2U	2 Lane Major Collector	200	200	100	425	425	13,362	13,362	6,288	6,288	7,074	7,074		
DECATUR DRIVE	SOUTHERN PLANTATION DRIVE	ALEXANDRIA AVENUE	1610	0.30	1	1	2U	2 Lane Major Collector	200	200	100	425	425	12,959	12,959	6,098	6,098	6,861	6,861		
DECATUR DRIVE	ALEXANDRIA DRIVE	ARRINGTON ROAD	1490	0.28	1	1	2D	2 Lane Major Collector	200	200	100	500	500	14,110	14,110	5,644	5,644	8,466	8,466		
GRAHAM ROAD N	845' W OF TOWERS PARKWAY	TOWERS PARKWAY	845	0.16	1	1	2U	2 Lane Major Collector	0	0	100	425	425	6,802	6,802	0	0	6,802	6,802		
GRAHAM ROAD N	TOWERS PARKWAY	GENERAL PARKWAY	1465	0.28	1	1	2U	2 Lane Major Collector	0	0	100	425	425	11,792	11,792	0	0	11,792	11,792		
GRAHAM ROAD	WELLBORN ROAD	BRANDENBURG LANE	935	0.18	1	1	3U	2 Lane Major Collector	269	269	100	550	550	9,740	9,740	4,764	4,764	4,976	4,976		
GRAHAM ROAD	BRANDENBURG LANE	VICTORIA AVENUE	1460	0.28	1	1	3U	2 Lane Major Collector	294	294	100	550	550	15,208	15,208	8,116	8,116	7,093	7,093		
GRAHAM ROAD	VICTORIA AVENUE	SCHAFFER ROAD	2460	0.47	1	1	3U	2 Lane Major Collector	367	367	100	550	550	25,625	25,625	17,076	17,076	8,549	8,549		
GRAHAM ROAD	SCHAFFER ROAD	BIRMINGHAM ROAD	1670	0.32	1	1	3U	2 Lane Major Collector	390	390	100	550	550	17,396	17,396	12,335	12,335	5,061	5,061		
GRAHAM ROAD	BIRMINGHAM ROAD	LONGMIRE DRIVE	1250	0.24	1	1	3U	2 Lane Major Collector	390	390	100	550	550	13,021	13,021	9,233	9,233	3,788	3,788		
GRAHAM ROAD	LONGMIRE DRIVE	SH 6 SBFR	1015	0.19	1	1	3U	2 Lane Major Collector	216	216	100	550	550	10,573	10,573	4,152	4,152	6,421	6,421		
GREENS PRAIRIE ROAD	140' W OF WELLBORN ROAD	WELLBORN ROAD	140	0.03	1	1	3U	4 Lane Minor Arterial	235	235	100	550	550	1,458	1,458	622	622	837	837		
GREENS PRAIRIE ROAD	WELLBORN ROAD	975' E OF WELLBORN ROAD	975	0.18	2	2	5U	4 Lane Minor Arterial	235	235	100	600	600	22,159	22,159	4,330	4,330	17,829	17,829		
GREENS PRAIRIE ROAD	975' E OF WELLBORN	ROYDER ROAD	2470	0.47	2	2	4D	4 Lane Minor Arterial	235	235	100	650	650	60,814	60,814	10,970	10,970	49,844	49,844		
GREENS PRAIRIE ROAD	ROYDER ROAD	CREEK MEADOW BOULEVARD N	1985	0.38	2	2	4D	4 Lane Minor Arterial	235	235	100	650	650	48,873	48,873	8,816	8,816	40,057	40,057		
GREENS PRAIRIE ROAD	CREEK MEADOW BOULEVARD N	1290' E OF CREEK MEADOW BOULEVARD N	1295	0.25	2	2	4D	4 Lane Minor Arterial	235	235	100	650	650	31,884	31,884	5,751	5,751	26,133	26,133		
GREENS PRAIRIE ROAD	875' W OF WS PHILLIPS PARKWAY	WS PHILLIPS PARKWAY	820	0.16	1	1	2U	4 Lane Minor Arterial	190	190	100	425	425	6,600	6,600	2,943	2,943	3,657	3,657		
GREENS PRAIRIE ROAD	WS PHILLIPS PARKWAY	CASTLEGATE DRIVE	3480	0.66	1	1	2U	4 Lane Minor Arterial	190	190	100	425	425	28,011	28,011	12,490	12,490	15,522	15,522		
GREENS PRAIRIE ROAD	CASTLEGATE DRIVE	WHITES CREEK LANE	2085	0.39	1	1	3U	4 Lane Minor Arterial	488	488	100	550	550	21,719	21,719	19,270	19,270	2,448	2,448		
GREENS PRAIRIE ROAD	WHITES CREEK LANE	ARRINGTON ROAD	1200	0.23	1	1	4U	4 Lane Minor Arterial	488	488	100	525	525	11,932	11,932	11,091	11,091	841	841		
HARPERS FERRY ROAD	975' N OF NANTUCKET DRIVE	NANTUCKET DRIVE	975	0.18	1	1	2U	2 Lane Minor Collector	488	488	50	425	425	3,924	3,924	4,506	4,506	-582	-582	582	582
I AND GN ROAD	CAPSTONE DRIVE	2225' S OF DOWLING ROAD	1240	0.23	1	1	2U-R	2 Lane Major Collector	488	488	50	150	150	1,761	1,761	5,730	5,730	-3,969	-3,969	3,969	3,969
I-GN ROAD	CAPSTONE DRIVE	S DOWLING ROAD	3555	0.67	1	1	2U	4 Lane Minor Arterial	23	23	50	425	425	14,308	14,308	757	757	13,550	13,550		
I-GN ROAD	S DOWLING ROAD	2225' S OF S DOWLING ROAD	2225	0.42	1	1	2U	4 Lane Minor Arterial	23	23	50	425	425	8,955	8,955	474	474	8,481	8,481		
I-GN ROAD	I-GN TO ROYDER CONNECTOR	KOPPE BRIDGE ROAD	675	0.13	1	1	2U	4 Lane Minor Arterial	23	23	50	425	425	2,717	2,717	144	144	2,573	2,573		
LONGMIRE DRIVE	ROCK PRAIRIE ROAD	BIRMINGHAM ROAD	1150	0.22	1	1	3U	2 Lane Major Collector	194	194	100	550	550	11,979	11,979	4,214	4,214	7,765	7,765		
LONGMIRE DRIVE	BIRMINGHAM ROAD	GRAHAM ROAD	780	0.15	1	1	3U	2 Lane Major Collector	194	194	100	550	550	8,125	8,125	2,859	2,859	5,266	5,266		
LONGMIRE DRIVE	GRAHAM ROAD	BRIDLE GATE DRIVE	1460	0.28	1	1	3U	2 Lane Major Collector	194	194	100	550	550	15,208	15,208	5,351	5,351	9,858	9,858		
LONGMIRE DRIVE	BRIDLE GATE DRIVE	1140' S OF BRIDLE GATE DRIVE	1140	0.22	1	1	3U	2 Lane Major Collector	194	194	100	550	550	11,875	11,875	4,178	4,178	7,697	7,697		
LONGMIRE DRIVE	1140' S OF BRIDLE GATE DRIVE	EAGLE AVENUE	430	0.08	1	1	2U	2 Lane Major Collector	194	194	100	425	425	3,461	3,461	1,576	1,576	1,885	1,885		
LONGMIRE DRIVE	EAGLE DRIVE	BARRON ROAD	1295	0.25	1	1	2U	2 Lane Major Collector	194	194	100	425	425	10,424	10,424	4,746	4,746	5,678	5,678		
ROCK PRAIRIE ROAD W	715' W OF TOWERS PARKWAY	TOWERS PARKWAY	715	0.14	1	1	2U	4 Lane Major Arterial	546	546	100	425	425	5,755	5,755	7,387	7,387	-1,632	-1,632	1,632	1,632
ROCK PRAIRIE ROAD W	TOWERS PARKWAY	GENERAL PARKWAY	1775	0.34	1	1	2U	4 Lane Major Arterial	546	546	100	425	425	14,287	14,287	18,338	18,338	-4,051	-4,051	4,051	4,051
ROCK PRAIRIE ROAD W	GENERAL PARKWAY	WELLBORN ROAD	845	0.16	1	1	2D	4 Lane Major Arterial	545	545	100	500	500	8,002	8,002	8,722	8,722	-720	-720	720	720
ROCK PRAIRIE ROAD	WELLBORN ROAD	EDELWEISS AVENUE	1160	0.22	2	2	4D	4 Lane Major Arterial	946	946	100	650	650	28,561	28,561	20,783	20,783	7,777	7,777		
ROCK PRAIRIE ROAD	EDELWEISS AVENUE	VICTORIA AVENUE	1220	0.23	2	2	4D	4 Lane Major Arterial	946	946	100	650	650	30,038	30,038	21,858	21,858	8,180	8,180		
ROCK PRAIRIE ROAD	VICTORIA AVENUE	WELSH AVENUE	365	0.07	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	8,295	8,295	6,540	6,540	1,756	1,756		
ROCK PRAIRIE ROAD	WELSH AVENUE	RIO GRANDE BOULEVARD	2615	0.50	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	59,432	59,432	46,852	46,852	12,580	12,580		
ROCK PRAIRIE ROAD	RIO GRANDE BOULEVARD	NORMAND DRIVE	1740	0.33	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	39,545	39,545	31,175	31,175	8,370	8,370		
ROCK PRAIRIE ROAD	NORMAND DRIVE	LONGMIRE DRIVE	1685	0.32	2	2	5U	4 Lane Major Arterial	946	946	100	600	600	38,295	38,295	30,190	30,190	8,106	8,106		
ROCK PRAIRIE ROAD	LONGMIRE DRIVE	SH 6 SBFR	545	0.10	3	3	6D	6 Lane Major Arterial	946	946	100	750	750	23,224	23,224	9,765	9,765	13,460	13,460		
ROCK PRAIRIE ROAD	SH 6 SBFR	I-GN TO ROYDER CONNECTOR	330	0.06	3	3	6D	6 Lane Major Arterial	946	946	100	750	750	14,063	14,063	5,913	5,913	8,150	8,150		
ROYDER ROAD	I-GN TO ROYDER CONNECTOR	1945' S OF I-GN TO ROYDER CONNECTOR 4	1945	0.37	1	1	2U	4 Lane Minor Arterial	33	33	100	425	425	15,656	15,656	1,197	1,197	14,459	14,459		
ROYDER ROAD	1945' S OF I-GN TO ROYDER CONNECTOR	BACKWATER LANE	245	0.05	1	1	3U	4 Lane Minor Arterial	33	33	100	550	550	2,552	2,552	151	151	2,401	2,401		
ROYDER ROAD	BACKWATER LANE	GREENS PRAIRIE ROAD	1565	0.30	1	1	3U	4 Lane Minor Arterial	33	33	100	550	550	16,302	16,302	963	963	15,339	15,339		
ROYDER ROAD	GREENS PRAIRIE ROAD	885' S OF GREENS PRAIRIE ROAD	890	0.17	1	1	3U	4 Lane Minor Arterial	33	33	100	550	550	9,271	9,271	548	548	8,723	8,723		
VICTORIA AVENUE	ROCK PRAIRIE ROAD	MORTIER DRIVE	2065	0.39	1	1	3U	2 Lane Major Collector	276	276	100	550	550	21,510	21,510	10,775	10,775	10,736	10,736		
VICTORIA AVENUE	MORTIER DRIVE	GRAHAM ROAD	1440	0.27	1	1	3U	2 Lane Major Collector	276	276	100	550	550	15,000	15,000	7,514	7,514	7,486	7,486		
VICTORIA AVENUE	GRAHAM ROAD	EAGLE AVENUE	2050	0.39	1	1	3U	2 Lane Major Collector	276	276	100	550	550	21,354	21,354	10,696	10,696	10,658	10,658		
VICTORIA AVENUE	EAGLE AVENUE	BARRON ROAD	2155	0.41	1	1	3U	2 Lane Major Collector	276	276	100	550	550	22,448	22,448	11,244	11,244	11,204	11,204		
VICTORIA AVENUE	BARRON ROAD	SOUTHERN PLANTATION DRIVE	1390	0.26	1	1	3U	2 Lane Major Collector	317	317	100	550	550	14,479	14,479	8,345	8,345	6,134	6,134		
VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE	CASTLE ROCK PARKWAY	1705	0.32	1	1	3U	2 Lane Major Collector	317	317	100	550	550	17,760	17,760	10,236	10,236	7,524	7,524		
VICTORIA AVENUE	CASTLE ROCK PARKWAY	WILLIAM D. FITCH PARKWAY NB	650	0.12	1	1	3U	2 Lane Major Collector	317	317	100	550	550	6,771	6,771	3,902	3,902	2,868	2,868		
VICTORIA AVENUE	WILLIAM D. FITCH PARKWAY NB	WILLIAM D. FITCH PARKWAY	180	0.03	2	2	4D	2 Lane Major Collector	427	427	100	650	650	4,432	4,432	1,456	1,456	2,976	2,976		
VICTORIA AVENUE	WELLBORN ROAD	LIVE OAK STREET	385	0.07	1	1	2U	2 Lane Major Collector	169	169	100	425	425	3,099	3,099	1,229	1,229	1,870	1,870		
VICTORIA AVENUE	LIVE OAK STREET	CREEK MEADOW BOULEVARD N	1830	0.35	1	1	2U	2 Lane Major Collector	169	169	100	425	425	14,730	14,730	5,840	5,840	8,890	8,890		
VICTORIA AVENUE	CREEK MEADOW BOULEVARD N	WOODLAKE DRIVE	1570	0.30	1	1	2U	2 Lane Major Collector	132	132	100	425	425	12,637	12,637	3,925	3,925	8,712	8,712		
VICTORIA AVENUE	WOODLAKE DRIVE	ETONBURY AVENUE	1760	0.33	1	1	2U	2 Lane Major Collector	132	132	100	425	425	14,167	14,167	4,400	4,400	9,767	9,767		
VICTORIA AVENUE	ETONBURY AVENUE	WS PHILLIPS PARKWAY	1365	0.26	1	1	2U	2 Lane Major Collector	132	132	100	425	425	10,987	10,987	3,413	3,413	7,575	7,575		
VICTORIA AVENUE	WS PHILLIPS PARKWAY	CASTLEGATE DRIVE	920	0.17	1	1	2U	2 Lane Major Collector	427	427	100	425	425	7,405	7,405	7,440	7,440	-35	-35	35	35
VICTORIA AVENUE	CASTLEGATE DRIVE	WILLIAM D. FITCH PARKWAY SB	2110	0.40	1	1	2U	2 Lane Major Collector	427	427	100	425	425	16,984	16,984	17,064	17,064	-80	-80	80	80
VICTORIA AVENUE	WILLIAM D. FITCH PARKWAY SB	WILLIAM D. FITCH PARKWAY	105	0.02	2	2	4D	2 Lane Major Collector	427	427	100	650	650	2,585	2,585	849	849	1,736	1,736		
WELLBORN ROAD	ROCK PRAIRIE ROAD	MORTIER DRIVE	3000	0.57	3	3	6D-TX	6 Lane Major Arterial	1247	1247	100	950	950	161,932	161,932	70,852	70,852	91,080	91,080		
WELLBORN ROAD	MORTIER DRIVE	GRAHAM ROAD	855	0.16	3	3	6D-TX	6 Lane Major Arterial	1265	1265	100	950	950	46,151	46,151	20,484	20,484	25,666	25,666		
WELLBORN ROAD	GRAHAM ROAD	WILLIAM D. FITCH PARKWAY	1070	0.20	3	3	6D-TX	6 Lane Major Arterial	1265	1265	100	950	950	57,756	57,756	25,635	25,635	32,120	32,120		
WELLBORN ROAD	WILLIAM D. FITCH PARKWAY	1750' SW OF WILLIAM D. FITCH PARKWAY	1750	0.33	2	2	4D-TX	4 Lane Major Arterial	283	283	100	950	950	62,973	62,973	9,363	9,363	53,610	53,610		
WELLBORN ROAD	1750' SW OF WILLIAM D. FITCH PARKWAY	280' N OF BARRON ROAD	1895	0.36	2	2	4D-TX	4 Lane Major Arterial	283	283	100	950	950	68,191	68,191	10,139	10,139	58,052	58,052		
WELLBORN ROAD	280' N OF BARRON ROAD	BARRON ROAD	280	0.05	1	1	3U-TX	4 Lane Major Arterial	283	283	100	950	950	5,038	5,038	1,498	1,498	3,540	3,540		
WELLBORN ROAD	BARRON ROAD	BARRON CUT OFF ROAD	2375	0.45	1	1	2U-TX	4 Lane Major Arterial	441	441	100	950	950	42,732	42,732	19,837	19,837	22,895	22,895		
WELLBORN ROAD	BARRON CUT OFF ROAD	MCCULLOUGH ROAD	2180	0.41	1	1	2U-TX	4 Lane Major Arterial	441	441	100	950	950	39,223	39,223	18,208	18,208	21,016	21,016		
WELLBORN ROAD	MCCULLOUGH ROAD	VICTORIA AVENUE	1665	0.32	1	1	3U-TX	4 Lane Major Arterial	441	441	100	950	950	29,957	29,957	13,907	13,907	16,051	16,051		
WELLBORN ROAD	VICTORIA AVENUE	I-GN TO ROYDER CONNECTOR	745	0.14	1	1	2U-TX	4 Lane Major Arterial	333	333	100	950	950	13,404	13,404	4,692	4,692	8,713	8,713		
WELLBORN ROAD	I-GN TO ROYDER CONNECTOR	GREENS PRAIRIE ROAD	4705	0.89	1	1	2U-TX	4 Lane Major Arterial	333	333	100	950	950	84,654	84,654	29,629	29,629	55,025	55,025		
WELLBORN ROAD	GREENS PRAIRIE ROAD	540' S OF GREENS PRAIRIE ROAD	540	0.10	3	1	4U-TX	4 Lane Major Arterial	333	333	100	750	750	23,011	7,670	3,401	3,401	19,611	4,270		
WOODLAKE DRIVE	VICTORIA AVENUE	GREENS PRAIRIE ROAD	2735	0.52	1	1	2U	2 Lane Major Collector	68	68	100	425	425	22,015	22,015	3,522	3,522	18,492	18,492		
WS PHILLIPS PARKWAY	BARRON ROAD	BARRON CUT OFF ROAD	995	0.19	1	1	2U	4 Lane Minor Arterial	62	62	100	425	425	8,009	8,009	1,168	1,168	6,841	6,841		
WS PHILLIPS PARKWAY	BARRON CUT OFF ROAD	BREWSTER DRIVE	1720	0.33	1	1	2U	4 Lane Minor Arterial	62	62	100	425	425	13,845	13,845	2,020	2,020	11,825	11,825		
WS PHILLIPS PARKWAY	BREWSTER DRIVE	VICTORIA AVENUE	1660	0.31	1	1	2U	4 Lane Minor Arterial	62	62	100	425	425	13,362	13,362	1,949	1,949	11,413	11,413		
WS PHILLIPS PARKWAY	VICTORIA AVENUE	ODELL LANE	600	0.11	1	1	2U	4 Lane Minor Arterial	8	8	100	425	425	4,830	4,830	91	91	4,739	4,739		
WS PHILLIPS PARKWAY	ODELL LANE	GREENS PRAIRIE ROAD	1965	0.37	1	1	2U	4 Lane Minor Arterial	8	8	100	425	425	15,817	15,817	298	298	15,519	15,519		
		SUBTOTAL	**240,330**	**45.52**										**3,287,470**	**3,264,317**	**1,120,246**	**1,120,246**	**2,167,225**	**2,144,071**	**11,068**	**11,068**
														6,551,787		**2,240,492**		**4,311,296**		**22,136**	

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area D

9/30/2021

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NB/EB	SB/WB			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
BIRD POND ROAD	1055' E OF ROCK PRAIRIE ROAD	TRUMPETER SWAN DRIVE	1120	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	9,015	9,015	2,270	2,270	6,745	6,745		
BIRD POND ROAD	TRUMPETER SWAN DRIVE	FROST DRIVE	765	0.14	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	6,158	6,158	1,550	1,550	4,607	4,607		
BIRD POND ROAD	FROST DRIVE	RUDDY DUCK DRIVE	2965	0.56	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	23,866	23,866	6,009	6,009	17,857	17,857		
BIRD POND ROAD	RUDDY DUCK DRIVE	1115' E OF RUDDY DUCK DRIVE	1115	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	8,975	8,975	2,260	2,260	6,715	6,715		
CORPORATE PARKWAY	SH 6 NBFR	MIDTOWN DRIVE	1380	0.26	1	1	3U	2 Lane Major Collector	1	1	100	550	550	14,375	14,375	13	13	14,362	14,362		
GATEWAY BOULEVARD	SH 6 NBFR	LAKEWAY DRIVE	915	0.17	1	1	2D	2 Lane Major Collector	163	163	100	500	500	8,665	8,665	2,816	2,816	5,849	5,849		
LAKEWAY DRIVE	WILLIAM D. FITCH PARKWAY	PARKVIEW DRIVE	1735	0.33	1	1	3U	2 Lane Major Collector	310	310	100	550	550	18,073	18,073	10,187	10,187	7,886	7,886		
LAKEWAY DRIVE	PARKVIEW DRIVE	VENTURE DRIVE	610	0.12	1	1	2U	2 Lane Major Collector	310	310	100	425	425	4,910	4,910	3,581	3,581	1,329	1,329		
LAKEWAY DRIVE	VENTURE DRIVE	GATEWAY BOULEVARD	1670	0.32	1	1	2U	2 Lane Major Collector	310	310	100	425	425	13,442	13,442	9,805	9,805	3,637	3,637		
LAKEWAY DRIVE	GATEWAY BOULEVARD	1645' S OF GATEWAY BOULEVARD	1645	0.31	1	1	2U	2 Lane Major Collector	310	310	100	425	425	13,241	13,241	9,658	9,658	3,583	3,583		
MIDTOWN DRIVE	SH 6 NBFR	HEALING WAY	345	0.07	1	1	3U	2 Lane Major Collector	88	29	100	550	550	3,594	3,594	575	189	3,019	3,404		
MIDTOWN DRIVE	HEALING WAY	MEDICAL AVENUE	910	0.17	1	1	3U	2 Lane Major Collector	88	29	100	550	550	9,479	9,479	1,517	500	7,963	8,979		
MIDTOWN DRIVE	MEDICAL AVENUE	990' E OF MEDICAL AVENUE	990	0.19	1	1	3U	4 Lane Minor Arterial	40	83	100	550	550	10,313	10,313	750	1,556	9,563	8,756		
MIDTOWN DRIVE	990' E OF MEDICAL AVENUE	DURHAM DRIVE	465	0.09	1	1	2U	4 Lane Minor Arterial	40	83	100	425	425	3,743	3,743	352	731	3,391	3,012		
MIDTOWN DRIVE	DURHAM DRIVE	TOWN LAKE DRIVE	1015	0.19	1	1	2U	4 Lane Minor Arterial	40	83	100	425	425	8,170	8,170	769	1,596	7,401	6,574		
MIDTOWN DRIVE	TOWN LAKE DRIVE	800' S OF TOWN LAKE DRIVE	800	0.15	1	1	2U	4 Lane Minor Arterial	40	83	100	425	425	6,439	6,439	606	1,258	5,833	5,182		
MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE	CORPORATE PARKWAY	2570	0.49	1	1	3U	2 Lane Major Collector	40	83	100	550	550	26,771	26,771	1,947	4,040	24,824	22,731		
MIDTOWN DRIVE	CORPORATE PARKWAY	2605' S OF CORPORATE PARKWAY	2605	0.49	1	1	3U	2 Lane Major Collector	40	83	100	550	550	27,135	27,135	1,973	4,095	25,162	23,040		
MIDTOWN DRIVE	2605' S OF PEBBLE CREEK PARKWAY	WILLIAM D. FITCH PARKWAY	1910	0.36	1	1	3U	2 Lane Major Collector	40	83	100	550	550	19,896	19,896	1,447	3,002	18,449	16,893		
NANTUCKET DRIVE	SH 6	SH 6 NBFR	140	0.03	1	1	2D	4 Lane Minor Arterial	60	60	100	500	500	1,326	1,326	158	158	1,168	1,168		
PARKVIEW DRIVE	LAKEWAY DRIVE	SPEARMAN DRIVE	2050	0.39	1	1	2U	2 Lane Minor Collector	219	219	100	425	425	16,501	16,501	8,503	8,503	7,998	7,998		
PEBBLE CREEK PARKWAY	WILLIAM D. FITCH PARKWAY	SPEARMAN DRIVE	4125	0.78	1	1	2D	4 Lane Minor Arterial	280	280	100	500	500	39,063	39,063	21,875	21,875	17,188	17,188		
PEBBLE CREEK PARKWAY	SPEARMAN DRIVE	ROYAL ADELADE DRIVE	1030	0.20	1	1	2D	4 Lane Minor Arterial	280	280	100	500	500	9,754	9,754	5,462	5,462	4,292	4,292		
PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE	ST ANDREWS DRIVE	1990	0.38	1	1	2U	4 Lane Minor Arterial	280	280	100	425	425	16,018	16,018	10,553	10,553	5,465	5,465		
ROCK PRAIRIE ROAD	SH 6	SH 6 NBFR	235	0.04	3	3	6D	4 Lane Major Arterial	946	946	100	750	750	10,014	10,014	4,210	4,210	5,804	5,804		
ROCK PRAIRIE ROAD	SH 6 NBFR	415' E OF SH 6 NBFR	415	0.08	1	1	4D	4 Lane Major Arterial	946	946	100	650	650	5,109	5,109	7,435	7,435	-2,327	-2,327	2,327	2,327
ROCK PRAIRIE ROAD	415' E OF SH 6 NBFR	SCOTT AND WHITE DRIVE	855	0.16	1	1	2D	4 Lane Major Arterial	482	482	100	500	500	8,097	8,097	7,805	7,805	291	291		
ROCK PRAIRIE ROAD	SCOTT AND WHITE DRIVE	STONEBROOK DRIVE	885	0.17	1	1	2D	4 Lane Major Arterial	435	435	100	500	500	8,381	8,381	7,291	7,291	1,089	1,089		
ROCK PRAIRIE ROAD	STONEBROOK DRIVE	MEDICAL AVENUE	695	0.13	1	1	2U	4 Lane Major Arterial	435	435	100	425	425	5,594	5,594	5,726	5,726	-132	-132	132	132
ROCK PRAIRIE ROAD	MEDICAL AVENUE	DURHAM DRIVE	1140	0.22	1	1	2U	4 Lane Major Arterial	435	435	100	425	425	9,176	9,176	9,392	9,392	-216	-216	216	216
ROCK PRAIRIE ROAD	DURHAM DRIVE	TOWN LAKE DRIVE	1305	0.25	1	1	2U	4 Lane Major Arterial	302	302	100	425	425	10,504	10,504	7,452	7,452	3,052	3,052		
ROCK PRAIRIE ROAD	TOWN LAKE DRIVE	DOUBLE MOUNTAIN ROAD	2700	0.51	1	1	2U	4 Lane Major Arterial	302	302	100	425	425	21,733	21,733	15,418	15,418	6,315	6,315		
ROCK PRAIRIE ROAD	DOUBLE MOUNTAIN ROAD	WILLIAMS CREEK DRIVE	4030	0.76	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	32,438	32,438	8,396	8,396	24,043	24,043		
ROCK PRAIRIE ROAD	WILLIAMS CREEK DRIVE	WILLIAM D. FITCH PARKWAY	3270	0.62	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	26,321	26,321	6,813	6,813	19,509	19,509		
ROCK PRAIRIE ROAD	WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	2915	0.55	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	23,464	23,464	6,073	6,073	17,391	17,391		
ROCK PRAIRIE ROAD	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	7660' S OF WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	7660	1.45	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	61,657	61,657	15,958	15,958	45,699	45,699		
ROCK PRAIRIE ROAD	7660' S OF WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	MESA VERDE DRIVE	935	0.18	1	1	2U	4 Lane Major Arterial	110	110	50	425	425	3,763	3,763	974	974	2,789	2,789		
TOWN LAKE DRIVE	MIDTOWN DRIVE	DOUBLE MOUNTAIN ROAD	2120	0.40	2	2	4D	4 Lane Minor Arterial	1	1	100	650	650	52,197	52,197	20	20	52,177	52,177		
TOWN LAKE DRIVE	DOUBLE MOUNTAIN ROAD	ROCK PRAIRIE ROAD	815	0.15	2	2	4D	4 Lane Minor Arterial	1	1	100	650	650	20,066	20,066	8	8	20,059	20,059		
VENTURE DRIVE	SH 6 NBFR	LAKEWAY DRIVE	1005	0.19	1	1	2U	2 Lane Major Collector	100	100	100	425	425	8,089	8,089	1,903	1,903	6,186	6,186		
WILLIAM D. FITCH PARKWAY	SH 6	SH 6 NBFR	300	0.06	4	3	7U-TX	6 Lane Major Arterial	841	841	100	950	950	21,591	16,193	4,776	4,776	16,815	11,418		
WILLIAM D. FITCH PARKWAY	SH 6 NBFR	LAKEWAY DRIVE	975	0.18	3	3	6D-TX	6 Lane Major Arterial	841	841	100	950	950	52,628	52,628	15,521	15,521	37,107	37,107		
WILLIAM D. FITCH PARKWAY	LAKEWAY DRIVE	SPEARMAN DRIVE	3025	0.57	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	108,854	108,854	48,154	48,154	60,701	60,701		
WILLIAM D. FITCH PARKWAY	SPEARMAN DRIVE	PEBBLE CREEK PARKWAY	835	0.16	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	30,047	30,047	13,292	13,292	16,755	16,755		
WILLIAM D. FITCH PARKWAY	PEBBLE CREEK PARKWAY	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	2815	0.53	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	101,297	101,297	44,811	44,811	56,487	56,487		
WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	ROCK PRAIRIE ROAD	1275	0.24	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	45,881	45,881	20,296	20,296	25,585	25,585		
WILLIAM D. FITCH PARKWAY	ROCK PRAIRIE ROAD	WILLIAMS CREEK DRIVE	1705	0.32	1	1	2U-TX	6 Lane Major Arterial	841	841	100	950	950	30,677	30,677	27,141	27,141	3,536	3,536		
WILLIAM D. FITCH PARKWAY	WILLIAMS CREEK DRIVE	LINDA LANE	6210	1.18	1	1	2U-TX	6 Lane Major Arterial	841	841	100	950	950	111,733	111,733	98,854	98,854	12,879	12,879		
WILLIAM D. FITCH PARKWAY	LINDA LANE	TONKAWAY LAKE TO TURK RANCH CONNECTOR	3535	0.67	1	1	2U-TX	6 Lane Major Arterial	841	841	100	950	950	63,603	63,603	56,272	56,272	7,331	7,331		
WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH PARKWAY EXT	SH 30	6005	1.14	1	1	2U-TX	2 Lane Major Collector	279	279	100	950	950	108,045	108,045	31,674	31,674	76,370	76,370		
WILLIAM D. FITCH PARKWAY	0	0	7740	1.47	1	1	2U-TX	6 Lane Major Arterial	841	841	0%	950	950	0	0	0	0	0	0		
		SUBTOTAL	**122,140**	**23.13**										**1,469,397**	**1,464,000**	**570,507**	**577,538**	**898,890**	**886,462**	**2,682**	**2,682**
														2,933,397		**1,148,045**		**1,785,352**		**5,364**	

D. Plan for Awarding the Roadway Impact Fee Credit

City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit

Texas Local Government Code Section 395 "Financing Capital Improvements Required by New Development in Municipalities, Counties, and Certain Other Local Governments" requires the Capital Improvements Plan (CIP) to contain specific enumeration of a plan for awarding the impact fee credit.

Section 395.014, Texas Local Government Code states:

> "… (a) The political subdivision shall use qualified professionals to prepare the capital improvements plan and to calculate the impact fee. The capital improvements plan must contain specific enumeration of the following items:
>
> (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 capital improvements plan…."

City of College Station Street CIP improvements are funded from ad valorem tax-supported debt and roadway impact fees. The portion of ad valorem tax generated by the new service units during the ten-year period is estimated to equal the interest and sinking (I&S) tax levy necessary to fund ten years of debt service payments for new debt issued to fund the growth-related street CIP projects.

The maximum impact fee is expressed in dollars per vehicle-mile. The RWIF credit per vehicle -mile is calculated by dividing the annual portion of estimated property tax by the current total vehicle-mile of demand. The cumulative total vehicle-miles by service area are derived from the total projected ten-year demand of vehicle miles by service area applied equally over the ten-year period:

Annual Amount of Ad Valorem Tax Generated by Growth Used for the Payment of Debt				
Service Area	**Cost of Growth-Related CIP**	**I&S Tax Levy = Avg Annual Debt Payment [1]**	**Projected 10-Year Demand Veh-Mi**	**RWIF Credit - $ per Veh-Mi**
A	$10,713,711	$ 302,011	18,125	$ 16.66
B	23,804,897	671,042	15,945	42.08
C	30,400,862	856,977	12,076	70.97
D	67,931,987	1,914,950	16,625	115.18
[1] 20-year amortization at 4% interest rate				

The credit per vehicle mile is multiplied times the ten-year cumulative total of vehicle miles of demand by service area to equal the CIP credit by service area:

College Station 2021 Roadway Impact Fee Study Update					
New Roadway Vehicle-Miles and Credit per Service Area - 10 Year Impact Fee Period					
Service Area	Projected 10yr Demand (Veh-Miles)	Annual Demand (Veh-Miles)	10 YR Cumulative Demand Total	RWIF Credit - $ per Veh-Mi	CIP Credit by Service Area
A	18,125	1,813	99,688	$ 16.66	$ 1,661,061
B	15,945	1,595	87,698	42.08	3,690,731
C	12,076	1,208	66,418	70.97	4,713,374
D	16,625	1,663	91,438	115.18	10,532,225

Financing Costs are added to the cost of RWIF attributable to growth to determine the net cost attributable to new growth:

College Station 2021 Roadway Impact Fee Study Update			
Net Cost Attributable to New Growth			
Service Area	Cost of RWIF Attributable to Growth	Net Financing Costs	Net Cost Attributable to New Growth
A	$9,388,254	$ 1,325,457	$ 10,713,711
B	$20,859,844	2,945,052	23,804,896
C	$26,639,782	3,761,080	30,400,862
D	$59,527,697	8,404,290	67,931,987

Calculation of the maximum impact fee after the credit by service area (column I) is illustrated in the following table:

City of College Station 2021 Impact Fee Study Update									
Calculation of the Maximum Impact Fee After the the Credit by Service Area									
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
					(C) X (D)		(F) - (E)	(F) / (A)	(G) / (A)
							Cost		
	Projected 10yr	Annual	Cumulative	$ PER	CIP Credit	Net Cost	Attributable	Base	Maximum
Service	Demand	Demand	Demand	VEH-MI	by	Attributable	to Growth	Maximum	Impact Fee
Area	(veh-miles)	(veh-miles)	Total	CREDIT	Service Area	to Growth	Less Credit	Impact Fee	after Credit
1	18,125	1,813	99,688	$ 16.66	$ 1,661,061	$ 10,713,711	$ 9,052,651	$ 591.10	$ 499.46
2	15,945	1,595	87,698	42.08	3,690,731	23,804,897	20,114,166	$ 1,492.94	$ 1,261.47
3	12,076	1,208	66,418	70.97	4,713,374	30,400,862	25,687,488	$ 2,517.46	$ 2,127.15
4	16,625	1,663	91,438	115.18	10,532,225	67,931,987	57,399,761	$ 4,086.13	$ 3,452.62
Totals					$ 20,597,389	$ 132,851,457	$ 112,254,068		

The CIP credit by service area (column E) is subtracted from the cost attributable to growth by service area (column F) to result in the cost attributable to growth less credit by service area (column G).

The maximum impact fee per vehicle-mile after the credit per service area (column I) is calculated by dividing the cost attributable to growth less credit (column G) divided by the projected 10-year demand (Column A).

A comparison to the base maximum impact fee and 50% reduction follows:

City of College Station 2021 Impact Fee Study Update						
Comparison of the Base Maximum Impact Fee to the 50% Maximum Impact Fee and Maximum Impact fee after the Credit by Service Area						
			50% Alternative			After the Credit
	Base	Fee per	Maximum Fee	Maximum	% of Base	Maximum Fee
Service	Maximum	Service Unit	per Single Family	Impact Fee after	Maximum	per Single Family
Area	Impact Fee	@ 50% Discount	Dwelling Unit	the Credit	Impact Fee	Dwelling Unit
A	$591.10	$295.55	$1,170.38	$499.46	84.50%	$ 1,977.86
B	1,492.94	746.47	2,956.02	1,261.47	84.50%	4,995.42
C	2,517.46	1,258.73	4,984.57	2,127.15	84.50%	8,423.51
D	4,086.13	2,043.07	8,090.56	3,452.62	84.50%	13,672.38

APPENDIX
FINANCING COSTS BY SERVICE AREA

CITY OF COLLEGE STATION					
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]					
ROADWAY AREA A IMPACT FEE CAPITAL IMPROVEMENTS PLAN					
FOR THE TEN YEAR PERIOD 2021 TO 2030					
AREA A					
			TOTAL CIP INTEREST EXPENSE		GROWTH
YEAR	YEAR	DEBT ISSUE	TEN YEAR PERIOD 2021-2030		RELATED
			INTEREST	INTEREST TOTAL	100.00%
			SERIES	ALL SERIES	
			2021		
1	2022	751,060	29,794	29,794	29,794
2	2023	751,060	58,573	58,573	58,573
3	2024	751,060	86,296	86,296	86,296
4	2025	751,060	112,921	112,921	112,921
5	2026	751,060	138,403	138,403	138,403
6	2027	751,060	162,696	162,696	162,696
7	2028	751,060	185,752	185,752	185,752
8	2029	751,060	207,521	207,521	207,521
9	2030	751,060	227,952	227,952	227,952
10	2031	751,060	246,989	246,989	246,989
		7,510,603	1,456,897	1,456,897	1,456,897
			INTEREST REVENUE		GROWTH
		AVG BAL	TEN YEAR PERIOD 2021-2030		RELATED
1	2022	751,060	13,144	13,144	13,144
2	2023	751,060	13,144	13,144	13,144
3	2024	751,060	13,144	13,144	13,144
4	2025	751,060	13,144	13,144	13,144
5	2026	751,060	13,144	13,144	13,144
6	2027	751,060	13,144	13,144	13,144
7	2028	751,060	13,144	13,144	13,144
8	2029	751,060	13,144	13,144	13,144
9	2030	751,060	13,144	13,144	13,144
10	2031	751,060	13,144	13,144	13,144
			131,440	131,440	131,440
NET INTEREST EXPENSE				1,325,457	1,325,457

[1] Assumptions: 1) Total Area A growth related CIP cost is 80% debt funded and financed by 10 equal bond series, 2) interest rate on bond series is 4%, 3) bond proceeds are fully expended equally over the 10 year period, and 4) the annual investment rate of return is 1.75%.

CITY OF COLLEGE STATION
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]
ROADWAY AREA B IMPACT FEE CAPITAL IMPROVEMENTS PLAN
FOR THE TEN YEAR PERIOD 2021 TO 2030
AREA B

			TOTAL CIP INTEREST EXPENSE		GROWTH
YEAR	YEAR	DEBT ISSUE	TEN YEAR PERIOD 2021-2030		RELATED
			INTEREST	INTEREST TOTAL	100.00%
			SERIES	ALL SERIES	
			2021		
1	2022	1,668,788	66,199	66,199	66,199
2	2023	1,668,788	130,143	130,143	130,143
3	2024	1,668,788	191,742	191,742	191,742
4	2025	1,668,788	250,900	250,900	250,900
5	2026	1,668,788	307,519	307,519	307,519
6	2027	1,668,788	361,496	361,496	361,496
7	2028	1,668,788	412,724	412,724	412,724
8	2029	1,668,788	461,094	461,094	461,094
9	2030	1,668,788	506,488	506,488	506,488
10	2031	1,668,788	548,787	548,787	548,787
		16,687,875	3,237,092	3,237,092	3,237,092

			INTEREST REVENUE		GROWTH
		AVG BAL	TEN YEAR PERIOD 2021-2030		RELATED
1	2022	1,668,788	29,204	29,204	29,204
2	2023	1,668,788	29,204	29,204	29,204
3	2024	1,668,788	29,204	29,204	29,204
4	2025	1,668,788	29,204	29,204	29,204
5	2026	1,668,788	29,204	29,204	29,204
6	2027	1,668,788	29,204	29,204	29,204
7	2028	1,668,788	29,204	29,204	29,204
8	2029	1,668,788	29,204	29,204	29,204
9	2030	1,668,788	29,204	29,204	29,204
10	2031	1,668,788	29,204	29,204	29,204
			292,040	292,040	292,040
NET INTEREST EXPENSE				2,945,052	2,945,052

[1] Assumptions: 1) Total Area B growth related CIP cost is 80% debt funded and financed by 10 equal bond series, 2) interest rate on bond series is 4%, 3) bond proceeds are fully expended equally over the 10 year period, and 4) the annual investment rate of return is 1.75%.

CITY OF COLLEGE STATION
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]
ROADWAY AREA C IMPACT FEE CAPITAL IMPROVEMENTS PLAN
FOR THE TEN YEAR PERIOD 2021 TO 2030
AREA C

			TOTAL CIP INTEREST EXPENSE		GROWTH
YEAR	YEAR	DEBT ISSUE	TEN YEAR PERIOD 2021-2030		RELATED
			INTEREST	INTEREST TOTAL	100.00%
			SERIES	ALL SERIES	
			2021		
1	2021	2,131,183	84,542	84,542	84,542
2	2022	2,131,183	166,204	166,204	166,204
3	2023	2,131,183	244,870	244,870	244,870
4	2024	2,131,183	320,420	320,420	320,420
5	2025	2,131,183	392,727	392,727	392,727
6	2026	2,131,183	461,661	461,661	461,661
7	2027	2,131,183	527,084	527,084	527,084
8	2028	2,131,183	588,856	588,856	588,856
9	2029	2,131,183	646,828	646,828	646,828
10	2030	2,131,183	700,848	700,848	700,848
		21,311,826	4,134,040	4,134,040	4,134,040
			INTEREST REVENUE		GROWTH
		AVG BAL	TEN YEAR PERIOD 2021-2030		RELATED
1	2021	2,131,183	37,296	37,296	37,296
2	2022	2,131,183	37,296	37,296	37,296
3	2023	2,131,183	37,296	37,296	37,296
4	2024	2,131,183	37,296	37,296	37,296
5	2025	2,131,183	37,296	37,296	37,296
6	2026	2,131,183	37,296	37,296	37,296
7	2027	2,131,183	37,296	37,296	37,296
8	2028	2,131,183	37,296	37,296	37,296
9	2029	2,131,183	37,296	37,296	37,296
10	2030	2,131,183	37,296	37,296	37,296
			372,960	372,960	372,960
NET INTEREST EXPENSE				3,761,080	3,761,080

[1] Assumptions: 1) Total Area C growth related CIP cost is 80% debt funded and financed by 10 equal bond series, 2) interest rate on bond series is 4%, 3) bond proceeds are fully expended equally over the 10 year period, and 4) the annual investment rate of return is 1.75%.

CITY OF COLLEGE STATION
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]
ROADWAY AREA D IMPACT FEE CAPITAL IMPROVEMENTS PLAN
FOR THE TEN YEAR PERIOD 2021 TO 2030
AREA D

			TOTAL CIP INTEREST EXPENSE		GROWTH
YEAR	YEAR	DEBT ISSUE	TEN YEAR PERIOD 2021-2030		RELATED
			INTEREST	INTEREST TOTAL	100.00%
			SERIES	ALL SERIES	
			2021		
1	2021	4,762,216	188,912	188,912	188,912
2	2022	4,762,216	371,389	371,389	371,389
3	2023	4,762,216	547,173	547,173	547,173
4	2024	4,762,216	715,992	715,992	715,992
5	2025	4,762,216	877,565	877,565	877,565
6	2026	4,762,216	1,031,600	1,031,600	1,031,600
7	2027	4,762,216	1,177,791	1,177,791	1,177,791
8	2028	4,762,216	1,315,822	1,315,822	1,315,822
9	2029	4,762,216	1,445,364	1,445,364	1,445,364
10	2030	4,762,216	1,566,073	1,566,073	1,566,073
		47,622,158	9,237,681	9,237,681	9,237,681

			INTEREST REVENUE		GROWTH
		AVG BAL	TEN YEAR PERIOD 2021-2030		RELATED
1	2021	4,762,216	83,339	83,339	83,339
2	2022	4,762,216	83,339	83,339	83,339
3	2023	4,762,216	83,339	83,339	83,339
4	2024	4,762,216	83,339	83,339	83,339
5	2025	4,762,216	83,339	83,339	83,339
6	2026	4,762,216	83,339	83,339	83,339
7	2027	4,762,216	83,339	83,339	83,339
8	2028	4,762,216	83,339	83,339	83,339
9	2029	4,762,216	83,339	83,339	83,339
10	2030	4,762,216	83,339	83,339	83,339
			833,390	833,390	833,390
NET INTEREST EXPENSE				8,404,290	8,404,290

[1] Assumptions: 1) Total Area D growth related CIP cost is 80% debt funded and financed by 10 equal bond series, 2) interest rate on bond series is 4%, 3) bond proceeds are fully expended equally over the 10 year period, and 4) the annual investment rate of return is 1.75%.