

PREPARED FOR



ADOPTED
06/14/2022

CITY OF WEATHERFORD, TEXAS

2021

Roadway Impact Fee Study

Kimley»»Horn

PREPARED BY

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1. EXECUTIVE SUMMARY

A. INTRODUCTION

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads, and utilities. In Texas, the legislature has allowed their use for roadway, drainage, water, and wastewater facilities. The Weatherford Impact Fee program was originally developed as a funding tool for infrastructure needs as a result of growth in the City for water and wastewater impact fees. The program was developed in 2003, with updates in 2016 and again in 2021. In 2021, the City of Weatherford began exploring the implementation of Roadway Impact Fees as an additional funding tool for infrastructure needs as a result of growth in the City.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development towards new infrastructure needs. Impact Fees are a mathematical calculation that determine a maximum fee that would be equivalent to growth paying for growth. This study's purpose is to calculate the maximum roadway impact fee per service unit of new growth.

The Maximum Impact Fee is considered an appropriate measure of the impacts generated by a new unit of development on a City's infrastructure system. An impact fee program is anticipated to be designed so that it is predictable for both the development community and City. An impact fee program is transparent. This report describes in detail how the fee is calculated and how the Capital Improvements Advisory Committee (CIAC) monitors the Impact Fee program. An impact fee program is flexible in that funds can be used on priority projects and not just on projects adjacent to a specific development. An impact fee program is both equitable and proportional in that every new development pays an equal fee that is directly related to its systemwide impact.

B. IMPACT FEE BASICS

Service Areas

A Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Roadway Impact Fees, the Service Area may not exceed a 6-mile diameter trip length. In Weatherford, this results in the creation of three (3) separate Roadway Service Areas.

Land Use Assumptions

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2021-2031. The 10-year increase in residential units is projected to be 3,366 units within the City Limits. The 2031 projections show an increase of 6,680,000 square feet of non-residential land uses over the 10-year window. These projections set the basis for determining loadings and demands to serve new growth. The distribution of residential and non-residential growth utilized information from the City's General Plan, developed and undeveloped land area, recently developed areas, developments currently under construction, and input from City Staff.

Service Units

The "service unit" is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used to quantify the supply and demand for roads and utilities in the City. Service units are attributable to an individual unit of development and utilized to calculate the maximum impact fee of a development.

For roadway purposes, the service unit is defined as a vehicle-mile. A "vehicle-mile" refers to the capacity consumed in a single lane by a vehicle making a trip one mile in length during the PM peak hour. The PM peak hour is the one-hour period during the afternoon/evening when the highest vehicular volumes are observed. In accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, the PM peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Capital Improvement Plans

The City and project staff have identified the roadway projects needed to accommodate the projected growth over the next ten (10) years within the City of Weatherford. These projects include existing and proposed projects that were determined based on their current or anticipated impact on each defined Service Area and the City as a whole.

Roadway Impact Fee Capital Improvement Plan

The City of Weatherford Thoroughfare Plan is the ultimate plan for the roadway infrastructure within the City Limits. The projects on the Roadway Impact Fee Capital Improvement Plan were selected from the Thoroughfare Plan and cover existing and proposed roadway improvements, as well as intersection improvements with 10-year growth potential. The project team and City staff identified roadway and intersection projects with a projected total project cost (not impact fee eligible cost) of \$126,867,486 over three (3) Roadway Service Areas.

Recoverable Project Costs

Impact Fees are a one-time fee meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs within a ten-year window. With this consideration, the maximum assessable impact fee does not specifically cover the entire cost of a roadway project. The calculations that determine the percentage of a project's cost that is impact fee eligible are defined as the project's *recoverable cost*.

Roadway Recoverable Project Costs

The recoverable costs for roadway projects are calculated by first determining the net capacity of vehicle-miles supplied to support future growth within a 10-year window. This net capacity is then multiplied by the percentage of roadway capacity added attributable to this 10-year growth. This growth percentage is obtained through the derivation of a *transportation demand factor* (TDF), which computes the total vehicle-miles associated to a single land use development unit. The TDF is applied to both the net vehicle-miles supplied and the vehicle-mile growth projections to calculate the growth percentage needed to determine the total recoverable project costs, which total \$39,464,718 over three (3) Roadway Service Areas.

Maximum Assessable Impact Fee Calculation

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the Capital Improvement Plans by the number of new service units of development. In accordance with state law, both the cost of the Capital Improvement Plan and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone Capital Improvement Plan and 10-year growth projection.

In practice, there are many factors that complicate this calculation. The 2021 Maximum Impact Fee allowable by law for each service area is shown in the following table:

Service Area	A	B	C
2021 Maximum Assessable Fee Per Service Unit (\$/veh-mi)	\$1,152	\$656	\$644

Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of impact fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and the Impact Fee Capital Improvements Plan used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This CIAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the CIAC is required to have adequate representation of the building and development communities. In Weatherford, the CIAC members include real estate, development, and building industry professionals including an ETJ representative. The City Council then conducts a public hearing on the Land Use Assumptions, Impact Fee Capital Improvements Plan, and Impact Fee Ordinance.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Impact Fee Capital Improvements Plan at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

Chapter 395 of the Texas Local Government Code requires a total of two (2) public hearings before Council to approve an impact fee program. The first public hearing to discuss the land use assumptions and capital improvements plan was held on February 22, 2022. The second public hearing is scheduled to be held on June 14, 2022 with the intent of presenting a proposal for impact fee calculations and the adoption of an impact fee report (this study) and ordinance.

2. INTRODUCTION

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

The City of Weatherford has retained Kimley-Horn to provide professional transportation engineering services for the 2021 Roadway Impact Fee Study. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the RIF CIP, 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. 10)
2. Capital Improvement Plan (Pg. 17)

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

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

1. Methodology for Roadway Impact Fees (Pg. 23)
2. Roadway Impact Fee Calculation (Pg. 35)
3. Plan for Awarding the Roadway Impact Fee Credit (Pg. 38)

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 Awarding the Roadway Impact Fee Credit. This involves the calculation of the applicable credit required by law to help fund the Roadway Impact Fee CIP.

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.

This section documents the process used to develop the Land Use Assumptions for the City of Weatherford's Impact Fee Study. In accordance with Chapter 395 of the Texas Local Government Code, roadway 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:

- Projected new developments
- Developments currently under construction
- Recently platted developments
- City of Weatherford General Plan
- City of Weatherford Staff

Components of the Land Use Assumptions Section

The Land Use Assumptions include the following components:

1. Impact Fee Study Service Areas - Explanation of the divisions of Weatherford into service areas for roadway impact fees.

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 three (3) service areas in the City of Weatherford.

Roadway Impact Fee Service Areas

The geographic boundaries of the three (3) 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 primary service area boundary—a combination of Main Street (FM 51), Bethel Road, and Tin Top Road—divides the City into Service Area A to the west and Service Areas B and C to the east. Service Areas B and C are separated by Town Creek, with Service Area B located north of the creek and Service Area C located south. At locations where service area boundaries follow a thoroughfare facility (i.e. FM 51), 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.

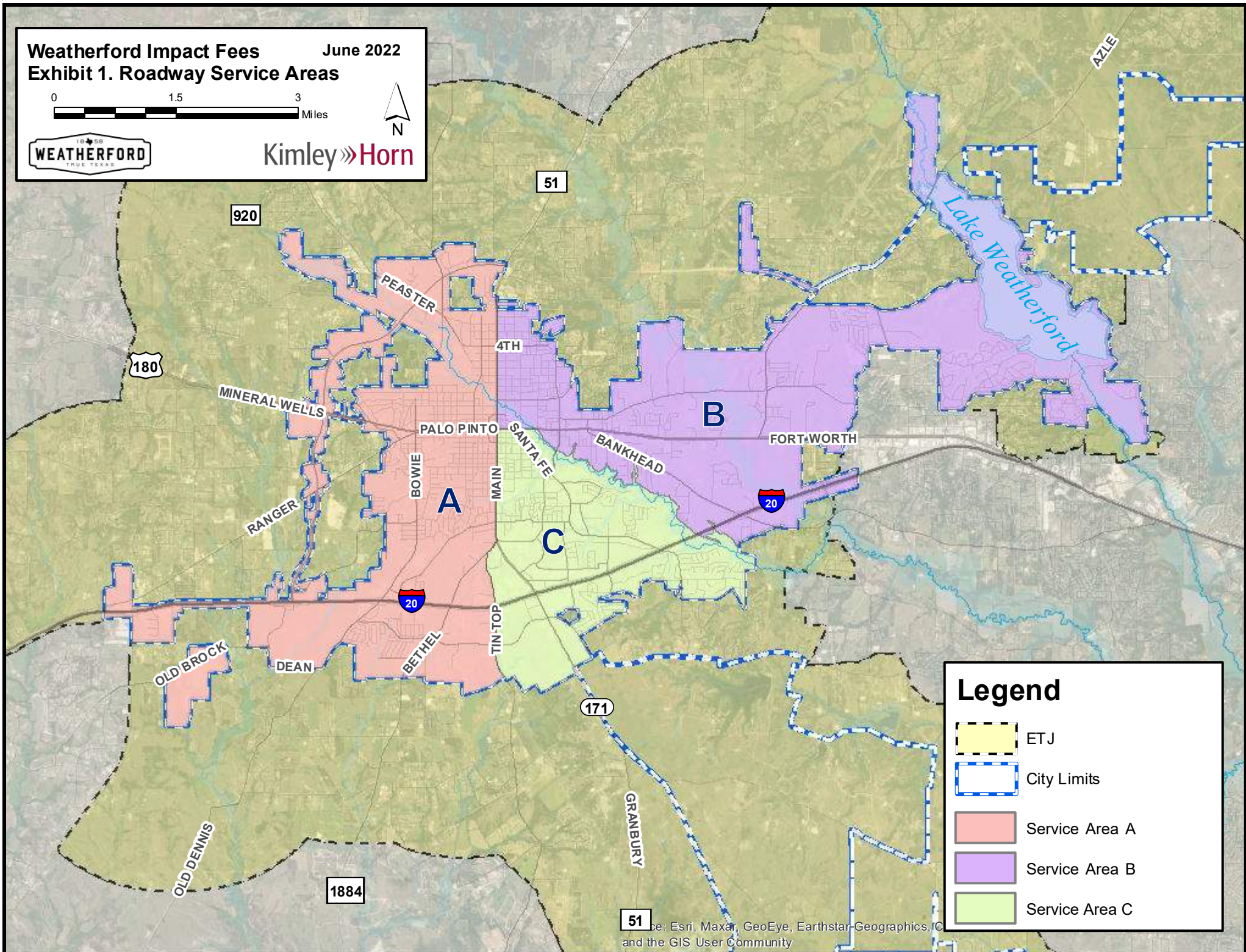
Weatherford Impact Fees
Exhibit 1. Roadway Service Areas

June 2022

0 1.5 3 Miles



Kimley»Horn



Legend



ETJ



City Limits



Service Area A



Service Area B



Service Area C

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 and historical data;
- Location of vacant land;
- City's General Plan;
- 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 multifamily

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)

As outlined above, the residential and employment land uses are broken down into the five broader categories of single-family, multifamily, basic, service, and retail land uses. These five categories 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 Weatherford were established using the City's historical single-family building permit data.

Residential Development Neighborhoods

The City provided existing plat data for known single and multifamily developments that have been recently constructed, are currently in construction as of 2021, or are currently planned for construction in the future. The data also indicates the total number of remaining undeveloped dwelling units for each residential development. These numbers were compiled together for both single and multifamily categories to establish preliminary residential growth projections. Note that for the purposes of the land use assumptions, residential projections do not include completed developments. Based on the known completion dates of a few select developments, all remaining undeveloped properties were assumed to be completed in under ten years.

For comparison purposes, the estimated undeveloped single-family dwelling unit projections were compared against the City's historical construction building permit data of single-family homes built between January 2014 and August 2021. Using the 2021 permit data, an estimated monthly construction rate was calculated for the first eight months with given data (January-August). Using this rate, a projection of single-family units being constructed through the end of 2021 (September-December) was incorporated into the comparison.

Based on the building permit data collected through 2019, approximately 200 single-family homes have been constructed per year in Weatherford. 2020 – 2021 were record years, but the assumption was to maintain this trend of 200 homes/year for the next ten years of growth (2021-2031) in the City, in addition to a boom in multifamily that will lead to a population growth of approximately 2.5%. These adjusted single-family projections can be found in Table 1.

Projections for new multifamily developments in the next ten years were determined by the City of Weatherford and can be found in Table 1.

Employment Developments

The City also provided existing plat data for known employment (non-residential) developments that have been recently constructed, are currently in construction as of 2021, or are currently planned for construction in the future. Each of these developments was categorized as a basic, service, or retail land use type, based on its respective projected trip characteristics.

The available existing plat data provides acreages for employment developments at the parcel level; however, as mentioned previously, employment developments are measured by square footage of building area. To determine the estimated building area for each development, a floor area ratio (FAR) was applied to the square footage of each development based on its employment classification. Each FAR was assigned based on standard planning principles and assumptions.

Based on the known completion dates of a few select developments, all remaining undeveloped properties were assumed to be completed in under ten years. With this consideration, the employment building areas for each land use were adjusted and projected forward to establish estimated growth projections within the ten-year impact fee window, as documented in Chapter 395. These adjusted employment projections can be found in Table 1.

10-Year Growth Assumptions

Table 1 summarizes the residential and employment growth projections by service area.

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

	Residential		Employment		
Service Area	Single-Family	Multifamily	Basic	Service	Retail
	<i>Number of Dwelling Units</i>		<i>Total Building Area (Square Feet)</i>		
SERVICE AREA A	1,043	249	1,045,000	380,000	340,000
SERVICE AREA B	813	342	1,520,000	1,270,000	145,000
SERVICE AREA C	178	741	555,000	680,000	745,000
TOTAL	2,034	1,332	3,120,000	2,330,000	1,230,000

B. CAPITAL IMPROVEMENT PLAN

The City has identified transportation projects needed to accommodate the projected growth within the City. These transportation projects include those that are fully funded by the City of Weatherford, as well as some roadway facilities maintained by the Texas Department of Transportation (TxDOT). TxDOT-maintained facilities are currently projected to be funded by both the City and TxDOT. All of these City-identified projects come together to form the Capital Improvement Plan (CIP) for Roadway Impact Fees. The CIP includes City arterial and collector class roadway facilities, as well as intersection improvements and interstate frontage roads.

The CIP for Roadway Impact Fees for the 2021 Impact Fee Study are listed in Tables 2-4 and mapped in Exhibits 2-4. 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 staff and represents those projects that will be needed to accommodate the growth projected by the 2031 Land Use Assumptions for the Roadway Impact Fee Study.

Note that TxDOT-maintained roadways have been designated with a “-TX” suffix accompanying their thoroughfare plan classification. The projected capacity impacts of these facilities will be discussed in a later section of the report.

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

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SA A	A-1	4D	N BOWIE DR (1)	RIC WILLIAMSON MEMORIAL TO 1,420' E OF RIC WILLIAMSON	0.27	100%
	A-2	4D	N BOWIE DR (2)	1,420' E OF RIC WILLIAMSON TO 2,160' E OF RIC WILLIAMSON	0.14	50%
	A-3	4D	N BOWIE DR (3)	CITY LIMIT TO BALL	0.14	100%
	A-4	4U	B B FIELDER RD	RIC WILLIAMSON MEMORIAL HIGHWAY TO OLD DENNIS	1.04	100%
	A-5	4U	CLAIREMONT BLVD (1)	150' W OF RIC WILLIAMSON MEMORIAL TO 150' E OF RIC WILLIAMSON MEMORIAL	0.06	100%
	A-6	4U	CLAIREMONT BLVD (2)	CITY LIMIT TO BOWIE	0.32	100%
	A-7	4U	CLAIREMONT BLVD (3)	PARK TO QUAIL RUN EXTENSION	0.46	100%
	A-8	4U	CLAIREMONT BLVD (4)	BETHEL TO TIN TOP	0.29	100%
	A-9	4U	FRANKLIN ST (1)	RIC WILLIAMSON MEMORIAL TO 185' S OF HUMMINGBIRD	0.40	100%
	A-10	4U	FRANKLIN ST (2)	185' S OF HUMMINGBIRD TO 635' S OF HUMMINGBIRD	0.09	50%
	A-11	4U	FRANKLIN ST (3)	CITY LIMITS TO 500' N OF 7TH ST	0.08	100%
	A-12	4U	KIRKPATRICK ST	BETHEL TO MOCKINGBIRD EXTENSION	0.30	100%
	A-13	4U	OLD BROCK RD	RIC WILLIAMSON MEMORIAL TO CITY LIMIT	0.02	100%
	A-14	4U	TIN TOP RD	PARK TO CLEBURNE AVE	0.54	100%
	A-15	4D	S BOWIE DR (1)	CHARLES TO DIRKSON	0.22	100%
	A-16	4D	S BOWIE DR (2)	DIRKSON TO CLAIREMONT BLVD	0.71	100%
	A-17	4D	N BOWIE DR (4)	BALL TO WATER	0.08	100%
	A-18	4D	N BOWIE DR (5)	WATER TO PALO PINTO	0.33	100%
	A-19	4D	S BOWIE DR (3)	PALO PINTO TO RIC WILLIAMSON-BOWIE CONNECTOR	0.64	100%
	A-20	4D	S BOWIE DR (4)	RIC WILLIAMSON-BOWIE CONNECTOR TO CHARLES	0.44	100%
	A-21	4U	CHARLES RD	NEWPORT TO BOWIE	0.38	100%
	A-22	4U	CLAIREMONT BLVD (5)	BOWIE TO PARK	0.25	100%
	A-23	4U	CLAIREMONT BLVD (6)	QUAIL RUN EXTENSION TO BETHEL	0.05	100%
	A-24	4U	FRANKLIN ST (4)	500' N OF 7TH ST TO 4TH ST	0.36	100%
	A-25	4D-TX	N 4TH ST	FRANKLIN TO MAIN	0.20	100%
	A-26	2U-TX	EB FRONTAGE ROAD (1)	DENNIS RD TO QUINCY LN	0.63	100%
	A-27	2U-TX	EB FRONTAGE ROAD (2)	4,300' E OF QUINCY LN TO DEAN RD	0.33	100%
	A-28	2U-TX	EB FRONTAGE ROAD (3)	QUINCY LN TO 4,300' E OF QUINCY LN	0.81	50%
	A-29	2U-TX	EB FRONTAGE ROAD (4)	RIC WILLIAMSON TO OLD DENNIS	0.98	100%
	A-30	2U-TX	WB FRONTAGE ROAD (1)	DENNIS RD TO SANCHEZ CREEK CT	1.64	50%
	A-31	2U-TX	WB FRONTAGE ROAD (2)	SANCHEZ CREEK CT TO 1,000' W OF RIC WILLIAMSON	0.14	100%
	A-32	2U-TX	WB FRONTAGE ROAD (3)	450' E OF RIC WILLIAMSON TO 1,630' E OF RIC WILLIAMSON	0.22	100%
	A-33	2U-TX	WB FRONTAGE ROAD (4)	1,630' E OF RIC WILLIAMSON TO 3,480' W OF OLD DENNIS	0.12	50%
	A-34	2U-TX	WB FRONTAGE ROAD (5)	3,480' W OF OLD DENNIS TO 1,100' W OF OLD DENNIS	0.45	100%
			Location	Improvement(s)		% In Service Area
	I-1	Intersection Improvements	BETHEL RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%
	I-2		TIN TOP RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		50%
	I-3		IH-20 EASTBOUND ON-RAMP	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%
	I-4		IH-20 WESTBOUND OFF-RAMP	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%
	I-5		TIN TOP RD & BB FIELDER RD	MAJOR ROUNDABOUT		50%
	I-6		US 180 & RANGER HWY	MAJOR ROUNDABOUT (TxDOT)		100%
	I-7		S ALAMO ST & W RUSSELL ST	MINI ROUNDABOUT		100%
	I-8		S LAMAR ST & W RUSSELL ST	MINOR ROUNDABOUT		100%
	I-9		S LAMAR ST & W PARK AVE	MINOR ROUNDABOUT		100%
	I-10		S BOWIE DR & CHARLES ST	MINOR ROUNDABOUT		100%
	I-19		S BOWIE DR & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%
	I-20		TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 1 TMP IMPROVEMENTS		100%

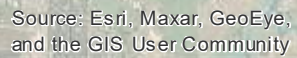
Table 3. Capital Improvement Plan for Roadway Impact Fees - Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SA B	B-1	4D	DILLINGHAM LN	FORT WORTH TO BANKHEAD	0.59	100%
	B-2	4D	MEADOWVIEW RD (1)	400' E OF BILLO CT TO EAST LOOP	0.28	100%
	B-3	4D	WASHINGTON DR (1)	BANKHEAD TO TOWN CREEK	0.27	100%
	B-4	4U	TREMONT ST (1)	1,740' N OF 4TH ST TO 825' N OF 4TH ST	0.17	100%
	B-5	4U	TREMONT ST (2)	CITY LIMIT TO TREMONT STUB	0.10	50%
	B-6	4U	TREMONT ST (3)	3RD ST TO 2ND ST	0.08	50%
	B-7	4U	TREMONT ST (4)	NARROW ST TO TRADITION AVE	0.13	100%
	B-8	4D	MEADOWVIEW RD (2)	AZLE HWY TO TISON MIDDLE SCHOOL DRIVE	0.15	100%
	B-9	4D	MEADOWVIEW RD (3)	TISON MIDDLE SCHOOL DRIVE TO 400' E OF BILLO CT	0.35	100%
	B-10	4U	TREMONT ST (5)	TREMONT STUB TO 3RD ST	0.05	50%
	B-11	4U	TREMONT ST (6)	2ND ST TO NARROW ST	0.27	100%
	B-12	4U	TREMONT ST (7)	TRADITION AVE TO FRONT ST	0.07	100%
	B-13	4U-TX	E 4TH ST (1)	MAIN TO VAN WINKLE	0.65	100%
	B-14	4U-TX	E 4TH ST (2)	VAN WINKLE TO TREMONT	0.07	100%
	B-15	2U-TX	EB FRONTAGE ROAD (5)	TOWN CREEK TO BANKHEAD	0.51	100%
	B-16	2U-TX	WB FRONTAGE ROAD (6)	TOWN CREEK TO BANKHEAD	0.55	100%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	I-11		N ELM ST & 4TH ST	MINOR ROUNDABOUT		100%
	I-12		N DENTON ST & JAMESON ST	MINOR ROUNDABOUT		100%
	I-13		N ELM ST & FRONT ST	MINOR ROUNDABOUT		100%
	I-14		E BANKHEAD DR & JENNIFER CT	MINOR ROUNDABOUT		100%
	I-21		TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 2 TMP IMPROVEMENTS		100%

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

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SA C	C-1	4D	WASHINGTON DR (2)	TOWN CREEK TO SANTA FE	0.73	100%
	C-2	4U	CLAIREMONT BLVD (7)	TIN TOP TO 625' W OF MAIN	0.22	100%
	C-3	4U	WASHINGTON DR (3)	SANTA FE TO HOLLAND LAKE DR	0.52	100%
	C-4	4U	CLAIREMONT BLVD (8)	625' W OF MAIN TO MAIN	0.12	100%
	C-5	2U-TX	EB FRONTAGE ROAD (6)	SANTA FE TO TOWN CREEK	0.39	100%
	C-6	2U-TX	WB FRONTAGE ROAD (7)	SANTA FE TO TOWN CREEK	0.37	100%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	I-2		TIN TOP RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		50%
	I-5		TIN TOP RD & BB FIELDER RD	MAJOR ROUNDABOUT		50%
	I-15		TEXAS DR & WASHINGTON DR	MINOR ROUNDABOUT		100%
	I-16		COLLEGE PARK DR & E PARK AVE	MINOR ROUNDABOUT		100%
	I-17		BOIS D'ARC ST & E PARK AVE	MINOR ROUNDABOUT		100%
	I-18		FOREST LN & EUREKA ST	MINOR ROUNDABOUT		100%
	I-22		TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 3 TMP IMPROVEMENTS		100%

Kimley»Horn



Weatherford Impact Fees
Exhibit 3. Roadway Service Area B

June 2022

0 1 2 Miles



Kimley»Horn



51

Lake Weatherford

AZLE

MAIN

B

180

FORT WORTH

DEAN

BANKHEAD

JACK BORDEN

C

SANTA FE

Legend

CIP Projects

Roadway CIP

- New Roadway Projects
- Roadway Widening Projects
- TxDOT Projects

Intersection CIP

- Intersection Projects

Thoroughfare Facilities

City Limits

Service Areas

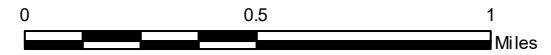
- Service Area A
- Service Area B
- Service Area C

Source: Esri, Maxar, GeoEye, and the GIS User Community

PALO PINTO

Weatherford Impact Fees
Exhibit 4. Roadway Service Area C

June 2022



Kimley»Horn

B

A

C

BANKHEAD

180

51

171

1884

BETHEL

SANTA FE

MAIN

20

MAIN

I-2

I-5

I-15

I-17

I-18

C-1

C-6

C-5

C-3

C-4

C-2

Legend

CIP Projects

Roadway CIP

New Roadway Projects

Roadway Widening Projects

TxDOT Projects

Intersection CIP

Intersection Projects

Thoroughfare Facilities

City Limits

Service Areas

Service Area A

Service Area B

Service Area C

Source: Esri, Maxar, GeoEye, Earthstar, CNES, Airbus, GeoEye, and the GIS User Community

4. METHODOLOGY FOR ROADWAY IMPACT FEES

A. SERVICE AREAS

The service areas used in the 2021 Roadway Impact Fee Study are shown in the previously referenced Exhibit 1. These service areas cover the entire corporate boundary of the City of Weatherford. 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.” This resulted in the creation of three (3) service areas in the City of Weatherford.

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 by the Weatherford Thoroughfare Plan.

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 Roadway Impact Fee Study are based upon Thoroughfare Capacity Criteria published by the North Central Texas Council of Governments (NCTCOG) and daily volume ranges per functional classification presented in the City of Weatherford's Thoroughfare Plan. Table 5 shows the service volumes as a function of the proposed facility type, and Table 6 shows the service volumes as a function of the existing facility type.

TxDOT-maintained roadways generally operate higher speeds than City facilities. With this increase in speed comes a potential increase in capacity, as drivers are more likely to travel along higher-speed roads when available. With this understanding, a minimum capacity of 900 vehicles per hour per lane (vphpl) was applied to all TxDOT-maintained roads in the City.

Table 5. Service Volumes for Proposed Facilities
(used in Appendix A – CIP Units of Supply)

Thoroughfare Plan Classification	Roadway Type	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
Type AA Major Arterial	6D	Divided	900
Type B Minor Arterial	4D	Divided	750
Type C Major Collector	4U	Undivided	550
TxDOT-Maintained Roads	2U-TX / 4D-TX	Undivided / Divided	900

Table 6. Service Volumes for Existing Facilities
(used in Appendix B – Existing Facilities Inventory)

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2D	Two-lane divided	500
2U	Two-lane undivided	500
2U-C	Two-lane undivided (+ curb & gutter)	525
2U-R	Two-lane undivided (Rural Cross-Section)	350
3U	Three-lane undivided	550
4D	Four-lane divided	750
4U	Four-lane undivided	550
2U-TX, 2U-C-TX, 2D-TX, 3U-TX, 4D-TX, 4U-TX, 5D-TX, 5U-TX, 6D-TX	TxDOT-Maintained Roads	900

C. COST PER SERVICE UNIT

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

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

D. COST OF THE CIP

All of the project costs for a facility which serves the overall transportation system are eligible to be included in the Roadway Impact Fee CIP. 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."

Tables 7-9 present the CIP project list for the City of Weatherford with conceptual level project cost projections, which have been provided by the City (see Appendix C). 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. State highway projects are included with a projected City contribution of 20% of the total project cost.

Table 7. 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 (City + TxDOT)	Total Project Cost (City Contribution)	Cost in Service Area (City Contribution)
SA A	A-1	4D	N BOWIE DR (1)	RIC WILLIAMSON MEMORIAL TO 1,420' E OF RIC WILLIAMSON	0.27	100%	\$ 2,556,134	\$ 2,556,134	\$ 2,556,134
	A-2	4D	N BOWIE DR (2)	1,420' E OF RIC WILLIAMSON TO 2,160' E OF RIC WILLIAMSON	0.14	50%	\$ 1,336,985	\$ 1,336,985	\$ 668,493
	A-3	4D	N BOWIE DR (3)	CITY LIMIT TO BALL	0.14	100%	\$ 1,292,578	\$ 1,292,578	\$ 1,292,578
	A-4	4U	B B FIELDER RD	RIC WILLIAMSON MEMORIAL HIGHWAY TO OLD DENNIS	1.04	100%	\$ 5,988,769	\$ 5,988,769	\$ 5,988,769
	A-5	4U	CLAIREMONT BLVD (1)	150' W OF RIC WILLIAMSON MEMORIAL TO 150' E OF RIC WILLIAMSON MEMORIAL	0.06	100%	\$ 333,295	\$ 333,295	\$ 333,295
	A-6	4U	CLAIREMONT BLVD (2)	CITY LIMIT TO BOWIE	0.32	100%	\$ 1,838,649	\$ 1,838,649	\$ 1,838,649
	A-7	4U	CLAIREMONT BLVD (3)	PARK TO QUAIL RUN EXTENSION	0.46	100%	\$ 3,565,662	\$ 3,565,662	\$ 3,565,662
	A-8	4U	CLAIREMONT BLVD (4)	BETHEL TO TIN TOP	0.29	100%	\$ 2,453,222	\$ 2,453,222	\$ 2,453,222
	A-9	4U	FRANKLIN ST (1)	RIC WILLIAMSON MEMORIAL TO 185' S OF HUMMINGBIRD	0.40	100%	\$ 2,750,797	\$ 2,750,797	\$ 2,750,797
	A-10	4U	FRANKLIN ST (2)	185' S OF HUMMINGBIRD TO 635' S OF HUMMINGBIRD	0.09	50%	\$ 587,929	\$ 587,929	\$ 293,965
	A-11	4U	FRANKLIN ST (3)	CITY LIMITS TO 500' N OF 7TH ST	0.08	100%	\$ 555,810	\$ 555,810	\$ 555,810
	A-12	4U	KIRKPATRICK ST	BETHEL TO MOCKINGBIRD EXTENSION	0.30	100%	\$ 2,440,000	\$ 2,440,000	\$ 2,440,000
	A-13	4U	OLD BROCK RD	RIC WILLIAMSON MEMORIAL TO CITY LIMIT	0.02	100%	\$ 87,009	\$ 87,009	\$ 87,009
	A-14	4U	TIN TOP RD	PARK TO CLEBURNE AVE	0.54	100%	\$ 4,220,000	\$ 4,220,000	\$ 4,220,000
	A-15	4D	S BOWIE DR (1)	CHARLES TO DIRKSON	0.22	100%	\$ 1,629,728	\$ 1,629,728	\$ 1,629,728
	A-16	4D	S BOWIE DR (2)	DIRKSON TO CLAIREMONT BLVD	0.71	100%	\$ 5,250,272	\$ 5,250,272	\$ 5,250,272
	A-17	4D	N BOWIE DR (4)	BALL TO WATER	0.08	100%	\$ 804,320	\$ 804,320	\$ 804,320
	A-18	4D	N BOWIE DR (5)	WATER TO PALO PINTO	0.33	100%	\$ 3,153,143	\$ 3,153,143	\$ 3,153,143
	A-19	4D	S BOWIE DR (3)	PALO PINTO TO RIC WILLIAMSON-BOWIE CONNECTOR	0.64	100%	\$ 5,462,295	\$ 5,462,295	\$ 5,462,295
	A-20	4D	S BOWIE DR (4)	RIC WILLIAMSON-BOWIE CONNECTOR TO CHARLES	0.44	100%	\$ 3,787,705	\$ 3,787,705	\$ 3,787,705
	A-21	4U	CHARLES RD	NEWPORT TO BOWIE	0.38	100%	\$ 1,452,771	\$ 1,452,771	\$ 1,452,771
	A-22	4U	CLAIREMONT BLVD (5)	BOWIE TO PARK	0.25	100%	\$ 1,918,507	\$ 1,918,507	\$ 1,918,507
	A-23	4U	CLAIREMONT BLVD (6)	QUAIL RUN EXTENSION TO BETHEL	0.05	100%	\$ 365,831	\$ 365,831	\$ 365,831
	A-24	4U	FRANKLIN ST (4)	500' N OF 7TH ST TO 4TH ST	0.36	100%	\$ 2,451,431	\$ 2,451,431	\$ 2,451,431
	A-25	4D-TX	N 4TH ST	FRANKLIN TO MAIN	0.20	100%	\$ 1,312,579	\$ 262,476	\$ 262,476
	A-26	2U-TX	EB FRONTAGE ROAD (1)	DENNIS RD TO QUINCY LN	0.63	100%	\$ 733,503	\$ 146,701	\$ 146,701
	A-27	2U-TX	EB FRONTAGE ROAD (2)	4,300' E OF QUINCY LN TO DEAN RD	0.33	100%	\$ 382,893	\$ 76,579	\$ 76,579
	A-28	2U-TX	EB FRONTAGE ROAD (3)	QUINCY LN TO 4,300' E OF QUINCY LN	0.81	50%	\$ 943,604	\$ 188,721	\$ 94,360
	A-29	2U-TX	EB FRONTAGE ROAD (4)	RIC WILLIAMSON TO OLD DENNIS	0.98	100%	\$ 1,120,000	\$ 224,000	\$ 224,000
	A-30	2U-TX	WB FRONTAGE ROAD (1)	DENNIS RD TO SANCHEZ CREEK CT	1.64	50%	\$ 1,937,030	\$ 387,406	\$ 193,703
	A-31	2U-TX	WB FRONTAGE ROAD (2)	SANCHEZ CREEK CT TO 1,000' W OF RIC WILLIAMSON	0.14	100%	\$ 162,970	\$ 32,594	\$ 32,594
	A-32	2U-TX	WB FRONTAGE ROAD (3)	450' E OF RIC WILLIAMSON TO 1,630' E OF RIC WILLIAMSON	0.22	100%	\$ 289,734	\$ 57,947	\$ 57,947
	A-33	2U-TX	WB FRONTAGE ROAD (4)	1,630' E OF RIC WILLIAMSON TO 3,480' W OF OLD DENNIS	0.12	50%	\$ 162,480	\$ 32,496	\$ 16,248
	A-34	2U-TX	WB FRONTAGE ROAD (5)	3,480' W OF OLD DENNIS TO 1,100' W OF OLD DENNIS	0.45	100%	\$ 587,786	\$ 117,557	\$ 117,557
Intersection Improvements			Location	Improvement(s)		% In Service Area	Total Project Cost (City + TxDOT)	Total Project Cost (City Contribution)	Cost in Service Area (City Contribution)
	I-1		BETHEL RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%	\$ 360,000	\$ 360,000	\$ 360,000
	I-2		TIN TOP RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		50%	\$ 360,000	\$ 180,000	\$ 180,000
	I-3		IH-20 EASTBOUND ON-RAMP	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%	\$ 1,080,000	\$ 1,080,000	\$ 1,080,000
	I-4		IH-20 WESTBOUND OFF-RAMP	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%	\$ 1,040,000	\$ 1,040,000	\$ 1,040,000
	I-5		TIN TOP RD & BB FIELDER RD	MAJOR ROUNDABOUT		50%	\$ 2,510,000	\$ 2,510,000	\$ 1,255,000
	I-6		US 180 & RANGER HWY	MAJOR ROUNDABOUT (TxDOT)		100%	\$ 3,260,000	\$ 3,260,000	\$ 3,260,000
	I-7		S ALAMO ST & W RUSSELL ST	MINI ROUNDABOUT		100%	\$ 870,000	\$ 870,000	\$ 870,000
	I-8		S LAMAR ST & W RUSSELL ST	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-9		S LAMAR ST & W PARK AVE	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-10		S BOWIE DR & CHARLES ST	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-19		S BOWIE DR & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		100%	\$ 360,000	\$ 360,000	\$ 360,000
I-20		TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 1 TMP IMPROVEMENTS		100%	\$ 150,000	\$ 150,000	\$ 150,000	
Service Area Roadway Project Cost Subtotal							\$	56,542,549	
Service Area Intersection Project Cost Subtotal							\$	13,925,000	
2021 Roadway Impact Fee Study Cost Per Service Area							\$	24,333	
Total Cost in SERVICE AREA A							\$	70,491,883	

Notes:

- 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 Weatherford.
- 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.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix C due to some projects that are split between City limits and ETJ.

Table 8. 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 (City + TxDOT)	Total Project Cost (City Contribution)	Cost in Service Area (City Contribution)
S A B	B-1	4D	DILLINGHAM LN	FORT WORTH TO BANKHEAD	0.99	100%	\$ 7,205,941	\$ 7,205,941	\$ 7,205,941
	B-2	4D	MEADOWVIEW RD (1)	400' E OF BILLO CT TO EAST LOOP	0.28	100%	\$ 1,712,799	\$ 1,712,799	\$ 1,712,799
	B-3	4D	WASHINGTON DR (1)	BANKHEAD TO TOWN CREEK	0.27	100%	\$ 3,284,483	\$ 3,284,483	\$ 3,284,483
	B-4	4U	TREMONT ST (1)	1,740' N OF 4TH ST TO 825' N OF 4TH ST	0.17	100%	\$ 1,702,538	\$ 1,702,538	\$ 1,702,538
	B-5	4U	TREMONT ST (2)	CITY LIMIT TO TREMONT STUB	0.10	50%	\$ 949,642	\$ 949,642	\$ 474,821
	B-6	4U	TREMONT ST (3)	3RD ST TO 2ND ST	0.08	50%	\$ 825,771	\$ 825,771	\$ 412,886
	B-7	4U	TREMONT ST (4)	NARROW ST TO TRADITION AVE	0.13	100%	\$ 1,239,976	\$ 1,239,976	\$ 1,239,976
	B-8	4D	MEADOWVIEW RD (2)	AZLE HWY TO TISON MIDDLE SCHOOL DRIVE	0.15	100%	\$ 922,944	\$ 922,944	\$ 922,944
	B-9	4D	MEADOWVIEW RD (3)	TISON MIDDLE SCHOOL DRIVE TO 400' E OF BILLO CT	0.35	100%	\$ 2,134,257	\$ 2,134,257	\$ 2,134,257
	B-10	4U	TREMONT ST (5)	TREMONT STUB TO 3RD ST	0.05	50%	\$ 528,229	\$ 528,229	\$ 264,115
	B-11	4U	TREMONT ST (6)	2ND ST TO NARROW ST	0.27	100%	\$ 2,654,424	\$ 2,654,424	\$ 2,654,424
	B-12	4U	TREMONT ST (7)	TRADITION AVE TO FRONT ST	0.07	100%	\$ 653,713	\$ 653,713	\$ 653,713
	B-13	4U-TX	E 4TH ST (1)	MAIN TO VAN WINKLE	0.65	100%	\$ 4,362,576	\$ 872,515	\$ 872,515
	B-14	4U-TX	E 4TH ST (2)	VAN WINKLE TO TREMONT	0.07	100%	\$ 455,046	\$ 91,009	\$ 91,009
	B-15	2U-TX	EB FRONTAGE ROAD (5)	TOWN CREEK TO BANKHEAD	0.51	100%	\$ 1,117,706	\$ 223,541	\$ 223,541
	B-16	2U-TX	WB FRONTAGE ROAD (6)	TOWN CREEK TO BANKHEAD	0.55	100%	\$ 1,170,541	\$ 234,108	\$ 234,108
			Location	Improvement(s)		% In Service Area	Total Project Cost (City + TxDOT)	Total Project Cost (City Contribution)	Cost in Service Area (City Contribution)
	I-11	Intersection Improvements	N ELM ST & 4TH ST	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-12		N DENTON ST & JAMESON ST	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-13		N ELM ST & FRONT ST	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-14		E BANKHEAD DR & JENNIFER CT	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-21		TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 2 TMP IMPROVEMENTS		100%	\$ 150,000	\$ 150,000	\$ 150,000
							Service Area Roadway Project Cost Subtotal	\$ 24,084,070	
							Service Area Intersection Project Cost Subtotal	\$ 7,310,000	
							2021 Roadway Impact Fee Study Cost Per Service Area	\$ 24,333	
							Total Cost in SERVICE AREA B	\$ 31,418,403	

Notes:

- 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 Weatherford.
- 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.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix C due to some projects that are split between City limits and ETJ.

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

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost (City + TxDOT)	Total Project Cost (City Contribution)	Cost in Service Area (City Contribution)
SA C	C-1	4D	WASHINGTON DR (2)	TOWN CREEK TO SANTA FE	0.73	100%	\$ 8,909,845	\$ 8,909,845	\$ 8,909,845
	C-2	4U	CLAIREMONT BLVD (7)	TIN TOP TO 625' W OF MAIN	0.22	100%	\$ 1,890,559	\$ 1,890,559	\$ 1,890,559
	C-3	4U	WASHINGTON DR (3)	SANTA FE TO HOLLAND LAKE DR	0.52	100%	\$ 4,127,893	\$ 4,127,893	\$ 4,127,893
	C-4	4U	CLAIREMONT BLVD (8)	625' W OF MAIN TO MAIN	0.12	100%	\$ 1,006,219	\$ 1,006,219	\$ 1,006,219
	C-5	2U-TX	EB FRONTAGE ROAD (6)	SANTA FE TO TOWN CREEK	0.39	100%	\$ 842,294	\$ 168,459	\$ 168,459
	C-6	2U-TX	WB FRONTAGE ROAD (7)	SANTA FE TO TOWN CREEK	0.37	100%	\$ 789,459	\$ 157,892	\$ 157,892
			Location	Improvement(s)		% In Service Area	Total Project Cost (City + TxDOT)	Total Project Cost (City Contribution)	Cost in Service Area (City Contribution)
	I-2		TIN TOP RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS		50%	\$ 360,000	\$ 360,000	\$ 180,000
	I-5		TIN TOP RD & BB FIELDER RD	MAJOR ROUNDABOUT		50%	\$ 2,510,000	\$ 2,510,000	\$ 1,255,000
	I-15		TEXAS DR & WASHINGTON DR	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-16		COLLEGE PARK DR & E PARK AVE	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-17		BOIS D'ARC ST & E PARK AVE	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-18		FOREST LN & EUREKA ST	MINOR ROUNDABOUT		100%	\$ 1,790,000	\$ 1,790,000	\$ 1,790,000
	I-22		TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 3 TMP IMPROVEMENTS		100%	\$ 150,000	\$ 150,000	\$ 150,000
							Service Area Roadway Project Cost Subtotal	\$ 16,260,867	
							Service Area Intersection Project Cost Subtotal	\$ 8,745,000	
							2021 Roadway Impact Fee Study Cost Per Service Area	\$ 24,333	
							Total Cost in SERVICE AREA C	\$ 25,030,200	

Notes:

- 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 Weatherford.
- 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.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix C due to some projects that are split between City limits and ETJ.

E. SERVICE UNIT CALCULATION

The basic service unit for the computation of Weatherford'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 and non-residential growth for the period. In order to determine this growth, baseline estimates of population, basic square feet, service square feet, and retail square feet for 2021 were made by the City, along with 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 non-residential 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 population is converted to dwelling units. The number of dwelling units in each service area is multiplied by a transportation demand factor to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor computes the average amount of demand caused by the residential land uses in the service area. The transportation demand factor is discussed in more detail below.

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

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

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

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

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

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

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

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

Variables:

- TDF = Transportation Demand Factor
- T = Trip Rate (peak hour trips / unit)
- P_b = Pass-By Discount (% of trips)
- L_{max} = Maximum Trip Length (miles)
- L = Average Trip Length (miles)
- OD = Origin-Destination Reduction (50%)
- SA_L = Max Service Area Trip Length (see Table 10)

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

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

Table 10 shows the derivation of the Transportation Demand Factor for the two residential land use and the three non-residential 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 10. Transportation Demand Factor Calculations

Variable	Single-Family	Multifamily	Basic	Service	Retail
T	0.94	0.39	0.65	1.44	5.19
P _b	0%	0%	0%	0%	40%
L	9.79	9.79	14.65	14.65	5.60
L _{max} *	4.90	4.90	5.00	5.00	2.80
TDF	4.61	1.91	3.25	7.20	8.72

The application of the demographic projections and the transportation demand factors are presented in the 10-Year Growth Projections in Table 11 on page 34. This table shows the total growth in vehicle-miles by service area for the years 2021 and 2031. These estimates and projections lead to the Vehicle-Miles of Travel for both 2021 and 2031.

Table 11. 10-Year Growth Projections

10-YEAR GROWTH (2021-2031)¹
WEATHERFORD, TX 10-YEAR GROWTH PROJECTIONS

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	MULTIFAMILY 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	5.19						
A	1,043	4.61	249	1.91	5,284	1,045,000	380,000	340,000	3.25	7.20	8.72	3,396	2,736	2,965	9,097	14,381									
B	813		342		4,403	1,520,000	1,270,000	145,000				4,940	9,144	1,264	15,348	19,751									
C	178		741		2,235	555,000	680,000	745,000				1,804	4,896	6,496	13,196	15,431									
Totals	2,034		1,332		11,922	3,120,000	2,330,000	1,230,000				10,140	16,776	10,725	37,641	49,563									

2021 ESTIMATED VEHICLE-MILES

SERVICE AREA	VEH-MILES
A	14,381
B	19,751
C	15,431

Notes:

¹ From *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 *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 Building 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

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 12 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 12. Maximum Assessable Roadway Impact Fee Computation

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

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

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

A number of facilities identified in the 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.

4	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	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– Line 3)
---	--	--

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

5	<i>Total Cost of the Roadway RIF CIP within the Service Area</i>	The total cost of the Roadway projects within each service area (from Tables 7-9: 10-Year RIF CIP with Conceptual Level Cost Opinions)
---	--	--

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

6	<i>Cost of Net Capacity Supplied</i>	The total RIF CIP cost (Line 5) prorated by the ratio of Net Capacity Added (Line 4) to Total Capacity Added (Line 1). [(Line 4 / Line 1) * (Line 5)]
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Using the ratio of vehicle-miles added by the RIF 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).

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

8	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the <i>Land Use Assumptions</i> , an estimate of the number of new vehicle-miles within the service area over the next ten years (from Table 11).
---	---	--

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

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

In order to ensure that the vehicle-miles added by the RIF 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 RIF CIP exceeds the growth projected to occur in the next ten years, the RIF CIP cost is reduced accordingly.

11	<i>Cost of <u>Roadway</u> RIF CIP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 6) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 10). (Line 6 * Line 10)
----	--	--

This value is the total RIF CIP Roadway 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.

12	<i>Total Cost of the <u>Intersection</u> RIF CIP within the Service Area</i>	The total cost of the Intersection projects within each service area (from Tables 7-9: 10-Year RIF CIP with Conceptual Level Cost Opinions).
----	--	--

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

13	<i>Percent of <u>Intersection</u> Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (from Table 11) by the Total Vehicle-Miles of Existing and New Demand in each service area. (see <i>Land Use Assumptions</i>)
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In order to ensure that the capacity added by the Intersection RIF 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-miles.

14	<i>Cost of <u>Intersection</u> RIF CIP Attributable to New Growth</i>	The result of multiplying the Cost of the Intersection RIF CIP (Line 12) by the Percent of Intersection Capacity Added Attributable to New Growth (Line 13). (Line 12 * Line 13)
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This value is the total Intersection RIF CIP project cost (excluding financial costs) that may be recovered through impact fees.

15	<i>Cost of Total RIF CIP Attributable to New Growth</i>	The result of adding the Cost of the <u>Roadway</u> RIF CIP Attributable to new growth (Line 11) to the Cost of the <u>Intersection</u> RIF CIP Attributable to new growth (Line 14) less credits for previous contributions. (Line 11 + Line 14)
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This value is the Total RIF CIP project cost (including the study cost) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

B. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT

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

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

The City of Weatherford has determined the maximum assessable impact fee per service unit shall be 50% of the total projected cost of implementing the CIP. Therefore, the Recoverable Cost of the CIP (Line 16) is assumed to be half of the Cost of Capacity Added Attributable to New Growth (Line 15). The Maximum Assessable Fee Per Service Unit (Line 17) is then found by dividing Recoverable Cost of the CIP (Line 16) by the Total Vehicle-Miles of New Demand over Ten Years (Line 8).

The continuation of Table 12 summarizes the additional computations carried out to provide the maximum assessable impact fee.

Line	Title	Description
16	<i>Recoverable Cost of the CIP</i>	Assumed to be 50% of the cost of the CIP (Line 15) as allowed by Chapter 395.
17	<i>Maximum Assessable Fee Per Service Unit</i>	Found by dividing the Recoverable Cost of the CIP (Line 16) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8). (Line 16 / Line 8)

Table 13 summarizes the calculations walked through in Table 12 and provides the maximum assessable impact fee for each service area.

Table 13. Maximum Assessable Impact Fee

SERVICE AREA:		A	B	C
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE CIP (FROM CAPITAL IMPROVEMENTS PLAN SERVICE UNITS OF SUPPLY, APPENDIX A)	26,762	11,084	5,451
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM CAPITAL IMPROVEMENTS PLAN SERVICE UNITS OF SUPPLY, APPENDIX A)	2,263	815	59
3	TOTAL VEH-MI OF EXISTING DEFICIENCIES (FROM EXISTING ROADWAY FACILITIES INVENTORY, APPENDIX B)	433	10	0
4	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2 - LINE 3)	24,066	10,259	5,392
5	TOTAL COST OF THE ROADWAY IMPACT FEE CIP AND STUDY WITHIN SERVICE AREA (FROM TABLES 7-9)	\$ 56,566,883	\$ 24,108,403	\$ 16,285,200
6	COST OF NET CAPACITY SUPPLIED (LINE 4 / LINE 1) * (LINE 5)	\$ 50,868,343	\$ 22,313,976	\$ 16,108,934
7	COST TO MEET EXISTING NEEDS AND USAGE (LINE 5 - LINE 6)	\$ 5,698,540	\$ 1,794,427	\$ 176,266
8	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM TABLE 11 and LAND USE ASSUMPTIONS)	14,381	19,751	15,431
9	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 8 / LINE 4)	59.7%	192.5%	286.1%
10	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	59.7%	100.0%	100.0%
11	COST OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 6 * LINE 10)	\$ 30,368,401	\$ 22,313,976	\$ 16,108,934
12	TOTAL COST OF THE INTERSECTION PROJECTS WITHIN SERVICE AREA (FROM TABLES 7-9)	\$ 13,925,000	\$ 7,310,000	\$ 8,745,000
13	PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (FROM TABLE 11 AND LAND USE ASSUMPTIONS)	19.9%	49.1%	43.2%
14	COST OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 12 * LINE 13)	\$ 2,771,075	\$ 3,589,210	\$ 3,777,840
15	COST OF TOTAL ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO NEW GROWTH (LINE 11 + LINE 14)	\$ 33,139,476	\$ 25,903,186	\$ 19,886,774
16	RECOVERABLE COST OF TOTAL CAPITAL IMPROVEMENTS PLAN (50% OF LINE 15)	\$ 16,569,738	\$ 12,951,593	\$ 9,943,387
17	MAX ASSESSABLE FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 16 / LINE 8)	\$ 1,152	\$ 656	\$ 644

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 14. This table lists the predominant land uses that may occur within the City of Weatherford. 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 14. 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	Blended NHTS/NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev. Unit
PORT AND TERMINAL											
Intermodal Truck Terminal	030	1,000 SF GFA	1.87			1.87	14.65	50%	7.33	5.00	9.35
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.65			0.65	14.65	50%	7.33	5.00	3.25
Industrial Park	130	1,000 SF GFA	0.34			0.34	14.65	50%	7.33	5.00	1.70
Warehousing	150	1,000 SF GFA	0.18			0.18	14.65	50%	7.33	5.00	0.90
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	14.65	50%	7.33	5.00	0.75
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Units	0.94			0.94	9.79	50%	4.90	4.90	4.61
Single-Family Attached Housing	215	Dwelling Units	0.57			0.57	9.79	50%	4.90	4.90	2.79
Multifamily Housing (Low-Rise)	220	Dwelling Units	0.51			0.51	9.79	50%	4.90	4.90	2.50
Multifamily Housing (Mid-Rise)	221	Dwelling Units	0.39			0.39	9.79	50%	4.90	4.90	1.91
Multifamily Housing (High-Rise)	222	Dwelling Units	0.32			0.32	9.79	50%	4.90	4.90	1.57
Mobile Home Park	240	Dwelling Units	0.58			0.58	9.79	50%	4.90	4.90	2.84
Senior Adult Housing - Single-Family	251	Dwelling Units	0.30			0.30	9.79	50%	4.90	4.90	1.47
Senior Adult Housing - Multifamily	252	Dwelling Units	0.25			0.25	9.79	50%	4.90	4.90	1.23
Assisted Living	254	Beds	0.24			0.24	9.79	50%	4.90	4.90	1.18
LODGING											
Hotel	310	Rooms	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel	320	Rooms	0.36			0.36	6.43	50%	3.22	3.22	1.16
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Tees/Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multipurpose Recreational Facility	435	1,000 SF GFA	3.58			3.58	9.79	50%	4.90	4.90	17.54
Movie Theater	445	Movie Screens	13.96			13.96	7.86	50%	3.93	3.93	54.86
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet/Tennis Club	491	Tennis Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health/Fitness Club	492	1,000 SF GFA	3.45			3.45	7.86	50%	3.93	3.93	13.56
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	7.86	50%	3.93	3.93	9.81
INSTITUTIONAL											
Elementary School	520	Students	0.16			0.16	3.49	50%	1.75	1.75	0.28
Middle School/Junior High School	522	Students	0.15			0.15	3.49	50%	1.75	1.75	0.26
High School	525	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Private School (K-8)	530	Students	0.26			0.26	3.49	50%	1.75	1.75	0.46
Private High School	534	Students	0.19			0.19	3.49	50%	1.75	1.75	0.33
Charter Elementary School	536	Students	0.16			0.16	3.49	50%	1.75	1.75	0.28
Junior/Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.00	0.55
University/College	550	Students	0.15			0.15	10.44	50%	5.22	5.00	0.75
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	C	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	1,000 SF GFA	0.86			0.86	9.85	50%	4.93	4.93	4.24
Nursing Home	620	Beds	0.14			0.14	9.85	50%	4.93	4.93	0.69
Clinic	630	1,000 SF GFA	3.69			3.69	9.85	50%	4.93	4.93	18.19
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.93	12.18
OFFICE											
General Office Building	710	1,000 SF GFA	1.44			1.44	14.65	50%	7.33	5.00	7.20
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	14.65	50%	7.33	5.00	6.50
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	14.65	50%	7.33	5.00	8.80
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	9.85	50%	4.93	4.93	19.37
Office Park	750	1,000 SF GFA	1.30			1.30	14.65	50%	7.33	5.00	6.50
COMMERCIAL											
Automobile Related											
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	4.45	50%	2.23	2.23	4.32
Automobile Sales (Used)	841	1,000 SF GFA	3.75	20%	B	3.00	4.45	50%	2.23	2.23	6.69
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	4.45	50%	2.23	2.23	6.23
Tire Store	848	1,000 SF GFA	3.75	25%	C	2.81	4.45	50%	2.23	2.23	6.27
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.16
Gasoline/Service Station	944	Vehicle Fueling Positions	13.91	57%	C	5.98	1.20	50%	0.60	0.60	3.59
Convenience Store/Gas Station	945	Vehicle Fueling Positions	13.51	56%	B	5.94	1.20	50%	0.60	0.60	3.57
Self-Service Car Wash	947	Wash Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Car Wash and Detail Center	949	Wash Stalls	13.60	40%	B	8.16	1.20	50%	0.60	0.60	4.90
Dining											
Fast Casual Restaurant	930	1,000 SF GFA	12.55	43%	A	7.15	6.07	50%	3.04	3.04	21.75
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	6.07	50%	3.04	3.04	13.28
High-Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	6.07	50%	3.04	3.04	15.68
Fast-Food Restaurant without Drive-Through Window	933	1,000 SF GFA	33.21	50%	B	16.61	5.64	50%	2.82	2.82	46.83
Fast-Food Restaurant with Drive-Through Window	934	1,000 SF GFA	33.03	50%	A	16.52	5.64	50%	2.82	2.82	46.57
Coffee/Donut Shop with Drive-Through Window	937	1,000 SF GFA	38.99	70%	A	11.70	4.53	50%	2.27	2.27	26.55
Other Retail											
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	C	3.89	5.60	50%	2.80	2.80	10.89
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.60
Shopping Center (>150k SF)	820	1,000 SF GFA	3.40	29%	C	2.41	5.60	50%	2.80	2.80	6.76
Shopping Plaza (40-150k)	821	1,000 SF GFA	5.19	40%	C	3.11	5.60	50%	2.80	2.80	8.72
Strip Retail Plaza (<40k SF)	822	1,000 SF GFA	6.59	40%	B	3.95	5.60	50%	2.80	2.80	11.07
Supermarket	850	1,000 SF GFA	8.95	24%	C	6.80	5.60	50%	2.80	2.80	19.05
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	5.60	50%	2.80	2.80	3.72
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	5.60	50%	2.80	2.80	3.82
Pharmacy/Drugstore without Drive-Through Window	880	1,000 SF GFA	8.51	53%	A	4.00	5.60	50%	2.80	2.80	11.20
Pharmacy/Drugstore with Drive-Through Window	881	1,000 SF GFA	10.25	49%	A	5.23	5.60	50%	2.80	2.80	14.64
SERVICES											
Walk-in Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-in Bank	912	Drive-in Lanes	27.07	35%	A	17.60	4.45	50%	2.23	2.23	39.24
Hair Salon	918	1,000 SF GFA	1.45	30%	B	1.02	4.45	50%	2.23	2.23	2.26

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 ITE TripGen 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 B

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 14 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 4.61
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 13, Line 17 [Maximum Assessable Fee Per Service Unit]</i> Service Area B: \$656
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 * 4.61 * \$656 Maximum Assessable Impact Fee = \$3,025

Example 2:

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

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 14 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 125,000 square feet of Home Improvement Superstore Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 3.72
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 13, Line 17 [Maximum Assessable Fee Per Service Unit]</i> Service Area B: \$656
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 * 3.72 * \$656 Maximum Assessable Impact Fee = \$305,040

7. CONCLUSION

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

Service Area	A	B	C
2021 Maximum Assessable Fee Per Service Unit (\$/Veh-mi)	\$1,152	\$656	\$644

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. CIP SERVICE UNITS OF SUPPLY

B. EXISTING ROADWAY FACILITIES INVENTORY

C. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS

CIP SERVICE UNITS OF SUPPLY

City of Weatherford - 2021 Capital Improvements Plan
CIP Service Units of Supply

Service Area A

6/28/2022

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA	
A-1	N BOWIE DR (1)	RIC WILLIAMSON MEMORIAL TO 1,420' E OF RIC WILLIAMSON	0.27	4	4D	0	100%	750	805	New Road	805	\$ 2,556,134.00	\$ 2,556,134.00	
A-2	N BOWIE DR (2)	1,420' E OF RIC WILLIAMSON TO 2,160' E OF RIC WILLIAMSON	0.14	4	4D	0	50%	750	210	New Road	210	\$ 1,336,985.00	\$ 668,492.50	
A-3	N BOWIE DR (3)	CITY LIMIT TO BALL	0.14	4	4D	0	100%	750	407	New Road	407	\$ 1,292,578.00	\$ 1,292,578.00	
A-4	B B FIELDER RD	RIC WILLIAMSON MEMORIAL HIGHWAY TO OLD DENNIS	1.04	4	4U	0	100%	550	2,284	New Road	2,284	\$ 5,988,769.00	\$ 5,988,769.00	
A-5	CLAIREMONT BLVD (1)	150' W OF RIC WILLIAMSON MEMORIAL TO 150' E OF RIC WILLIAMSON MEMORIAL	0.06	4	4U	0	100%	550	129	New Road	129	\$ 333,295.00	\$ 333,295.00	
A-6	CLAIREMONT BLVD (2)	CITY LIMIT TO BOWIE	0.32	4	4U	0	100%	550	711	New Road	711	\$ 1,838,649.00	\$ 1,838,649.00	
A-7	CLAIREMONT BLVD (3)	PARK TO QUAIL RUN EXTENSION	0.46	4	4U	0	100%	550	1,009	New Road	1,009	\$ 3,565,662.00	\$ 3,565,662.00	
A-8	CLAIREMONT BLVD (4)	BETHEL TO TIN TOP	0.29	4	4U	0	100%	550	634	New Road	634	\$ 2,453,222.00	\$ 2,453,222.00	
A-9	FRANKLIN ST (1)	RIC WILLIAMSON MEMORIAL TO 185' S OF HUMMINGBIRD	0.40	4	4U	0	100%	550	878	New Road	878	\$ 2,750,797.00	\$ 2,750,797.00	
A-10	FRANKLIN ST (2)	185' S OF HUMMINGBIRD TO 635' S OF HUMMINGBIRD	0.09	4	4U	0	50%	550	94	New Road	94	\$ 587,929.00	\$ 293,964.50	
A-11	FRANKLIN ST (3)	CITY LIMITS TO 500' N OF 7TH ST	0.08	4	4U	0	100%	550	177	New Road	177	\$ 555,810.00	\$ 555,810.00	
A-12	KIRKPATRICK ST	BETHEL TO MOCKINGBIRD EXTENSION	0.30	4	4U	0	100%	550	664	New Road	664	\$ 2,440,000.00	\$ 2,440,000.00	
A-13	OLD BROCK RD	RIC WILLIAMSON MEMORIAL TO CITY LIMIT	0.02	4	4U	0	100%	550	50	New Road	50	\$ 87,009.00	\$ 87,009.00	
A-14	TIN TOP RD	PARK TO CLEBURNE AVE	0.54	4	4U	0	100%	550	1,187	New Road	1,187	\$ 4,220,000.00	\$ 4,220,000.00	
A-15	S BOWIE DR (1)	CHARLES TO DIRKSON	0.22	4	4D	672	100%	750	662	148	514	\$ 1,629,728.00	\$ 1,629,728.00	
A-16	S BOWIE DR (2)	DIRKSON TO CLAIREMONT BLVD	0.71	4	4D	672	100%	750	2,134	478	1,656	\$ 5,250,272.00	\$ 5,250,272.00	
A-17	N BOWIE DR (4)	BALL TO WATER	0.08	4	4D	654	100%	750	253	55	198	\$ 804,320.00	\$ 804,320.00	
A-18	N BOWIE DR (5)	WATER TO PALO PINTO	0.33	4	4D	654	100%	750	992	216	776	\$ 3,153,143.00	\$ 3,153,143.00	
A-19	S BOWIE DR (3)	PALO PINTO TO RIC WILLIAMSON-BOWIE CONNECTOR	0.64	4	4D	654	100%	750	1,918	418	1,500	\$ 5,462,295.00	\$ 5,462,295.00	
A-20	S BOWIE DR (4)	RIC WILLIAMSON-BOWIE CONNECTOR TO CHARLES	0.44	4	4D	654	100%	750	1,330	290	1,040	\$ 3,787,705.00	\$ 3,787,705.00	
A-21	CHARLES RD	NEWPORT TO BOWIE	0.38	4	4U	104	100%	550	833	39	794	\$ 1,452,771.00	\$ 1,452,771.00	
A-22	CLAIREMONT BLVD (5)	BOWIE TO PARK	0.25	4	4U	498	100%	550	543	123	420	\$ 1,918,507.00	\$ 1,918,507.00	
A-23	CLAIREMONT BLVD (6)	QUAIL RUN EXTENSION TO BETHEL	0.05	4	4U	498	100%	550	103	23	80	\$ 365,831.00	\$ 365,831.00	
A-24	FRANKLIN ST (4)	500' N OF 7TH ST TO 4TH ST	0.36	4	4U	312	100%	550	783	111	672	\$ 2,451,431.00	\$ 2,451,431.00	
A-25	N 4TH ST	FRANKLIN TO MAIN	0.20	4	4D-TX	900	100%	900	705	176	529	\$ 262,475.80	\$ 262,475.80	
A-26	EB FRONTAGE ROAD (1)	DENNIS RD TO QUINCY LN	0.63	2	2U-TX	194	100%	900	1,137	122	1,015	\$ 146,700.60	\$ 146,700.60	
A-27	EB FRONTAGE ROAD (2)	4,300' E OF QUINCY LN TO DEAN RD	0.33	2	2U-TX	194	100%	900	593	64	529	\$ 76,578.60	\$ 76,578.60	
A-28	EB FRONTAGE ROAD (3)	QUINCY LN TO 4,300' E OF QUINCY LN	0.81	2	2U-TX	0	50%	900	731	New Road	731	\$ 188,720.80	\$ 94,360.40	
A-29	EB FRONTAGE ROAD (4)	RIC WILLIAMSON TO OLD DENNIS	0.98	2	2U-TX	0	100%	900	1,760	New Road	1,760	\$ 224,000.00	\$ 224,000.00	
A-30	WB FRONTAGE ROAD (1)	DENNIS RD TO SANCHEZ CREEK CT	1.64	2	2U-TX	0	50%	900	1,474	New Road	1,474	\$ 387,406.00	\$ 193,703.00	
A-31	WB FRONTAGE ROAD (2)	SANCHEZ CREEK CT TO 1,000' W OF RIC WILLIAMSON	0.14	2	2U-TX	0	100%	900	248	New Road	248	\$ 32,594.00	\$ 32,594.00	
A-32	WB FRONTAGE ROAD (3)	450' E OF RIC WILLIAMSON TO 1,630' E OF RIC WILLIAMSON	0.22	2	2U-TX	0	100%	900	400	New Road	400	\$ 57,946.80	\$ 57,946.80	
A-33	WB FRONTAGE ROAD (4)	1,630' E OF RIC WILLIAMSON TO 3,480' W OF OLD DENNIS	0.12	2	2U-TX	0	50%	900	112	New Road	112	\$ 32,496.00	\$ 16,248.00	
A-34	WB FRONTAGE ROAD (5)	3,480' W OF OLD DENNIS TO 1,100' W OF OLD DENNIS	0.45	2	2U-TX	0	100%	900	812	New Road	812	\$ 117,557.20	\$ 117,557.20	
SUBTOTAL														
I-1	BETHEL RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS	-	-	INTERSECTION IMPROVEMENTS		100%	-	-	-	-	\$ 360,000.00	\$ 360,000.00	
I-2	TIN TOP RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS	-	-			50%	-	-	-	-	\$ 360,000.00	\$ 180,000.00	
I-3	IH-20 EASTBOUND ON-RAMP	FRONTAGE ROAD INTERSECTION IMPROVEMENTS	-	-			100%	-	-	-	-	\$ 1,080,000.00	\$ 1,080,000.00	
I-4	IH-20 WESTBOUND OFF-RAMP	FRONTAGE ROAD INTERSECTION IMPROVEMENTS	-	-			100%	-	-	-	-	\$ 1,040,000.00	\$ 1,040,000.00	
I-5	TIN TOP RD & BB FIELDER RD	MAJOR ROUNDABOUT	-	-			50%	-	-	-	-	\$ 2,510,000.00	\$ 1,255,000.00	
I-6	US 180 & RANGER HWY	MAJOR ROUNDABOUT (TXDOT)	-	-			100%	-	-	-	-	\$ 3,260,000.00	\$ 3,260,000.00	
I-7	S ALAMO ST & W RUSSELL ST	MINI ROUNDABOUT	-	-			100%	-	-	-	-	\$ 870,000.00	\$ 870,000.00	
I-8	S LAMAR ST & W RUSSELL ST	MINOR ROUNDABOUT	-	-			100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00	
I-9	S LAMAR ST & W PARK AVE	MINOR ROUNDABOUT	-	-			100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00	
I-10	S BOWIE DR & CHARLES ST	MINOR ROUNDABOUT	-	-			100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00	
I-19	S BOWIE DR & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS	-	-			100%	-	-	-	-	\$ 360,000.00	\$ 360,000.00	
I-20	TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 1 TMP IMPROVEMENTS	-	-			100%	-	-	-	-	\$ 150,000.00	\$ 150,000.00	
SUBTOTAL												\$ 15,360,000.00	\$ 13,925,000.00	

2021 Roadway Impact Fee Study Cost Per Service Area \$ 24,333.33
TOTAL COST IN SERVICE AREA A \$ 70,491,883.00

City of Weatherford - 2021 Capital Improvements Plan
CIP Service Units of Supply

Service Area B

6/28/2022

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-1	DILLINGHAM LN	FORT WORTH TO BANKHEAD	0.59	4	4D	0	100%	750	1,775	New Road	1,775	\$ 7,205,941.00	\$ 7,205,941.00
B-2	MEADOWVIEW RD (1)	400' E OF BILLO CT TO EAST LOOP	0.28	4	4D	0	100%	750	838	New Road	838	\$ 1,712,799.00	\$ 1,712,799.00
B-3	WASHINGTON DR (1)	BANKHEAD TO TOWN CREEK	0.27	4	4D	0	100%	750	809	New Road	809	\$ 3,284,483.00	\$ 3,284,483.00
B-4	TREMONT ST (1)	1,740' N OF 4TH ST TO 825' N OF 4TH ST	0.17	4	4U	0	100%	550	381	New Road	381	\$ 1,702,538.00	\$ 1,702,538.00
B-5	TREMONT ST (2)	CITY LIMIT TO TREMONT STUB	0.10	4	4U	0	50%	550	106	New Road	106	\$ 949,642.00	\$ 474,821.00
B-6	TREMONT ST (3)	3RD ST TO 2ND ST	0.08	4	4U	0	50%	550	92	New Road	92	\$ 825,771.00	\$ 412,885.50
B-7	TREMONT ST (4)	NARROW ST TO TRADITION AVE	0.13	4	4U	0	100%	550	278	New Road	278	\$ 1,239,976.00	\$ 1,239,976.00
B-8	MEADOWVIEW RD (2)	AZLE HWY TO TISON MIDDLE SCHOOL DRIVE	0.15	4	4D	154	100%	750	452	23	429	\$ 922,944.00	\$ 922,944.00
B-9	MEADOWVIEW RD (3)	TISON MIDDLE SCHOOL DRIVE TO 400' E OF BILLO CT	0.35	4	4D	154	100%	750	1,045	54	991	\$ 2,134,257.00	\$ 2,134,257.00
B-10	TREMONT ST (5)	TREMONT STUB TO 3RD ST	0.05	4	4U	312	50%	550	59	8	51	\$ 528,229.00	\$ 264,114.50
B-11	TREMONT ST (6)	2ND ST TO NARROW ST	0.27	4	4U	312	100%	550	594	84	510	\$ 2,654,424.00	\$ 2,654,424.00
B-12	TREMONT ST (7)	TRADITION AVE TO FRONT ST	0.07	4	4U	312	100%	550	146	21	125	\$ 653,713.00	\$ 653,713.00
B-13	E 4TH ST (1)	MAIN TO VAN WINKLE	0.65	4	4U-TX	960	100%	900	2,342	625	1,717	\$ 872,515.20	\$ 872,515.20
B-14	E 4TH ST (2)	VAN WINKLE TO TREMONT	0.07	4	4U-TX	0	100%	900	244	New Road	244	\$ 91,009.20	\$ 91,009.20
B-15	EB FRONTAGE ROAD (5)	TOWN CREEK TO BANKHEAD	0.51	2	2U-TX	0	100%	900	924	New Road	924	\$ 223,541.20	\$ 223,541.20
B-16	WB FRONTAGE ROAD (6)	TOWN CREEK TO BANKHEAD	0.55	2	2U-TX	0	100%	900	998	New Road	998	\$ 234,108.20	\$ 234,108.20
SUBTOTAL												\$ 25,235,891.00	\$ 24,084,070.00
I-11	N ELM ST & 4TH ST	MINOR ROUNDABOUT	-	-	INTERSECTION IMPROVEMENTS	100%	100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-12	N DENTON ST & JAMESON ST	MINOR ROUNDABOUT	-	-		100%	100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-13	N ELM ST & FRONT ST	MINOR ROUNDABOUT	-	-		100%	100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-14	E BANKHEAD DR & JENNIFER CT	MINOR ROUNDABOUT	-	-		100%	100%	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-21	TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 2 TMP IMPROVEMENTS	-	-		100%	100%	-	-	-	-	\$ 150,000.00	\$ 150,000.00
SUBTOTAL												\$ 7,310,000.00	\$ 7,310,000.00

2021 Roadway Impact Fee Study Cost Per Service Area \$ 24,333.33

TOTAL COST IN SERVICE AREA B \$ 31,418,403.00

City of Weatherford - 2021 Capital Improvements Plan
CIP Service Units of Supply

Service Area C

6/28/2022

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
C-1	WASHINGTON DR (2)	TOWN CREEK TO SANTA FE	0.73	4	4D	0	100%	750	2,195	New Road	2,195	\$ 8,909,845.00	\$ 8,909,845.00
C-2	CLAIREMONT BLVD (7)	TIN TOP TO 625' W OF MAIN	0.22	4	4U	0	100%	550	489	New Road	489	\$ 1,890,559.00	\$ 1,890,559.00
C-3	WASHINGTON DR (3)	SANTA FE TO HOLLAND LAKE DR	0.52	4	4U	0	100%	550	1,138	New Road	1,138	\$ 4,127,893.00	\$ 4,127,893.00
C-4	CLAIREMONT BLVD (8)	625' W OF MAIN TO MAIN	0.12	4	4U	498	100%	550	260	59	201	\$ 1,006,219.00	\$ 1,006,219.00
C-5	EB FRONTAGE ROAD (6)	SANTA FE TO TOWN CREEK	0.39	2	2U-TX	0	100%	900	696	New Road	696	\$ 168,458.80	\$ 168,458.80
C-6	WB FRONTAGE ROAD (7)	SANTA FE TO TOWN CREEK	0.37	2	2U-TX	0	100%	900	673	New Road	673	\$ 157,891.80	\$ 157,891.80
SUBTOTAL									5,451	59	5,392	\$ 16,260,867.00	\$ 16,260,867.00
I-2	TIN TOP RD & INTERSTATE 20	FRONTAGE ROAD INTERSECTION IMPROVEMENTS	-	-	INTERSECTION IMPROVEMENTS	50%	-	-	-	-	-	\$ 360,000.00	\$ 180,000.00
I-5	TIN TOP RD & BB FIELDER RD	MAJOR ROUNDABOUT	-	-		50%	-	-	-	-	-	\$ 2,510,000.00	\$ 1,255,000.00
I-15	TEXAS DR & WASHINGTON DR	MINOR ROUNDABOUT	-	-		100%	-	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-16	COLLEGE PARK DR & E PARK AVE	MINOR ROUNDABOUT	-	-		100%	-	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-17	BOIS D'ARC ST & E PARK AVE	MINOR ROUNDABOUT	-	-		100%	-	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-18	FOREST LN & EUREKA ST	MINOR ROUNDABOUT	-	-		100%	-	-	-	-	-	\$ 1,790,000.00	\$ 1,790,000.00
I-22	TRANSPORTATION MASTER PLAN ALLOCATION	SERVICE AREA 3 TMP IMPROVEMENTS	-	-		100%	-	-	-	-	-	\$ 150,000.00	\$ 150,000.00
SUBTOTAL												\$ 10,180,000.00	\$ 8,745,000.00

2021 Roadway Impact Fee Study Cost Per Service Area \$ 24,333.33

TOTAL COST IN SERVICE AREA C \$ 25,030,200.00



EXISTING ROADWAY FACILITIES INVENTORY

City of Weatherford - 2021 Capital Improvements Plan
Existing Roadway Facilities Inventory

6/28/2022

Service Area A

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	FUTURE LANES	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
NW RIC WILLIAMSON MEMORIAL HWY	ZION HILL	FRANKLIN	1,954	0.37	1	1	2U-TX	6D-TX	271	271	100%	900	900	333	333	100	100	233	233		
NW RIC WILLIAMSON MEMORIAL HWY	PEASTER	ZION HILL	2,040	0.39	1	1	3U-TX	6D-TX	225	225	100%	900	900	348	348	87	87	261	261		
NW RIC WILLIAMSON MEMORIAL HWY	GARNER RD	OLD MINERAL WELLS HWY	3,727	0.71	1	1	2D-TX	6D-TX	350	350	100%	500	500	353	353	247	247	106	106		
SW RIC WILLIAMSON MEMORIAL HWY	MINERAL WELLS HWY	GREENWOOD RD	3,444	0.65	1	1	2D-TX	6D-TX	613	613	100%	500	500	326	326	400	400	-74	-74	74	74
SW RIC WILLIAMSON MEMORIAL HWY	GREENWOOD RD	RANGER HWY	1,703	0.32	1	1	2U-TX	6D-TX	616	616	100%	900	900	290	290	199	199	92	92		
SW RIC WILLIAMSON MEMORIAL HWY	RANGER HWY	RIC WILLIAMSON - BOWIE CONNECTOR	1,312	0.25	1	1	2U-TX	6D-TX	616	616	100%	900	900	224	224	153	153	71	71		
SW RIC WILLIAMSON MEMORIAL HWY	RIC WILLIAMSON - BOWIE CONNECTOR	OLD BROCK	1,355	0.26	1	1	2U-TX	6D-TX	609	609	100%	900	900	231	231	156	156	75	75		
SW RIC WILLIAMSON MEMORIAL HWY	RIC WILLIAMSON - BOWIE CONNECTOR	RIC WILLIAMSON - BOWIE CONNECTOR	1,370	0.26	1	1	2U-TX	6D-TX	609	609	100%	900	900	234	234	158	158	76	76		
SW RIC WILLIAMSON MEMORIAL HWY	RIC WILLIAMSON - BOWIE CONNECTOR	INTERSTATE 20	1,329	0.25	1	2	4U-TX	6D-TX	609	609	100%	900	900	227	453	153	153	73	300		
GARNER RD	SOSEBEE	NW RIC WILLIAMSON MEMORIAL HWY	803	0.15	1	1	2U	4D	96	96	100%	500	500	76	76	15	15	61	61		
CLAIREMONT BLVD	BOWIE	PARK	797	0.15	1	1	3U	4U/2U	52	52	100%	550	550	83	83	8	8	75	75		
W B B FIELDER RD	OLD DENNIS	BETHEL	5,601	1.06	1	1	2U-C	2U	178	89	100%	525	525	557	557	189	94	368	463		
ZION HILL RD	RIC WILLIAMSON MEMORIAL	PEASTER	2,430	0.46	1	1	2U-TX	4D-TX	145	145	100%	900	900	414	414	67	67	347	347		
N 4TH ST	FRANKLIN	MAIN	1,038	0.20	1	1	2U-TX	4D-TX	450	450	100%	900	900	177	177	88	88	88	88		
GREENWOOD RD	CITY LIMIT	CITY LIMIT	1,142	0.22	1	1	2U-R	4U/2U	53	53	100%	350	350	76	76	11	11	64	64		
N MAIN ST	4TH ST	FRONT	3,475	0.66	2	2	5U-TX	6D-TX	1,052	214	50%	750	750	494	494	346	70	147	423		
S MAIN ST	PARK	OWENS	497	0.09	2	2	5U-TX	6D-TX	1,096	1,122	50%	750	750	71	71	52	53	19	18		
BETHEL RD	WIGGS	TINTOP	817	0.15	1	1	3U-TX	4D-TX	312	312	50%	900	900	70	70	24	24	45	45		
PALO PINTO ST	BRAZOS	DAVIS	288	0.05	2	2	5U-TX	6D-TX	611	825	100%	750	750	82	82	33	45	48	37		
S MAIN ST	RENTZ	PARK	589	0.11	2	2	5U-TX	6D-TX	1,096	1,122	50%	750	750	84	84	61	63	23	21		
PALO PINTO ST	DAVIS	WACO	256	0.05	2	2	5U-TX	6D-TX	611	825	100%	750	750	73	73	30	40	43	33		
PALO PINTO ST	PALO PINTO	BOWIE	437	0.08	0	2	2U-TX	6D-TX	760	929	100%	900	900	0	149	63	77	-63	72	63	
N MAIN ST	FRONT	FORT WORTH	1,963	0.37	2	2	5U-TX	6D-TX	599	50	50%	750	750	279	279	111	9	167	270		
NEWPORT RD	WESTBRIAR	CITY LIMIT	2,477	0.47	1	1	2U-R	4U/2U	52	52	50%	350	350	82	82	12	12	70	70		
N BOWIE DR	BALL	PALO PINTO	2,200	0.42	1	1	2U	4U/2U	327	327	100%	500	500	208	208	136	136	72	72		
S WACO ST	PALO PINTO	COLUMBIA	1,054	0.20	1	1	2U-C	4D	93	93	100%	525	525	105	105	19	19	86	86		
W BRIDGE ST	N WACO	MAIN	708	0.13	1	1	2U	4D	93	93	100%	500	500	67	67	12	12	55	55		
PEASTER HWY	CITY LIMIT	RIC WILLIAMSON MEMORIAL	3,199	0.61	1	1	2U-TX	4D-TX	421	421	100%	900	900	545	545	255	255	290	290		
PLEASANT VIEW DR	RANGER	ELIZABETH	1,488	0.28	1	1	2U-C	2U	276	276	100%	525	525	148	148	78	78	70	70		
NEWPORT RD	CITY LIMIT	QUAIL RUN	618	0.12	1	1	2U-R	4U/2U	52	52	100%	350	350	41	41	6	6	35	35		
W PARK AVE	QUAIL RUN	INTERSTATE 20	3,074	0.58	1	1	3U-TX	4D-TX	120	63	100%	900	900	524	524	70	37	454	487		
BETHEL RD	MAIN	WIGGS	217	0.04	1	1	2U-TX	6D-TX	312	312	50%	900	900	18	18	6	6	12	12		
PALO PINTO ST	BOWIE	BRAZOS	3,379	0.64	2	2	5U-TX	6D-TX	760	929	100%	750	750	960	960	486	595	474	365		
S MAIN ST	OWENS	BETHEL	1,373	0.26	2	2	5D-TX	6D-TX	1,096	1,122	50%	900	900	234	234	142	146	92	88		
BETHEL RD	TINTOP	QUAIL RUN	1,552	0.29	1	1	2U-TX	4D-TX	312	312	100%	900	900	265	265	92	92	173	173		
PALO PINTO ST	ALAMO	WACO	356	0.07	2	2	5U-TX	6D-TX	611	825	100%	750	750	101	101	41	56	60	45		
PALO PINTO ST	WACO	MAIN	298	0.06	2	2	5U-TX	6D-TX	611	825	100%	750	750	85	85	35	47	50	38		
RANGER HWY	RANGER NB RAMP	BOWIE	307	0.06	4	0	4U-TX	6D-TX	276	276	100%	900	900	209	0	16	16	193	-16	16	
RANGER HWY	CITY LIMIT	RIC WILLIAMSON MEMORIAL	1,020	0.19	1	1	3U-TX	6D-TX	283	283	100%	900	900	174	174	55	55	119	119		16
MINERAL WELLS HWY	CITY LIMIT	RIC WILLIAMSON MEMORIAL	2,506	0.47	2	2	4D-TX	6D-TX	656	802	100%	900	900	854	854	311	381	543	474		
MINERAL WELLS HWY	RIC WILLIAMSON MEMORIAL	BANKHEAD	3,092	0.59	2	2	4D-TX	6D-TX	559	422	100%	900	900	1,054	1,054	327	247	727	807		
PALO PINTO ST	PALO PINTO	BOWIE	466	0.09	2	0	2U-TX	6D-TX	760	929	100%	900	900	159	0	67	82	92	-82	82	
N MAIN ST	CITY LIMIT	4TH ST	3,152	0.60	2	2	5U-TX	6D-TX	736	482	50%	750	750	448	448	220	144	228	304		82
BETHEL RD	QUAIL RUN	KIRKPATRICK	1,671	0.32	1	1	2U-TX	4D-TX	312	312	100%	900	900	285	285	99	99	186	186		
MINERAL WELLS HWY	BANKHEAD	MINERAL WELLS SB RAMP	2,679	0.51	2	2	5U-TX	6D-TX	559	422	100%	750	750	761	761	284	214	477	547		
W B B FIELDER RD	BETHEL	TINTOP	4,210	0.80	2	2	4U	4U/2U	202	138	100%	550	550	877	877	161	110	716	767		
TIN TOP RD	INTERSTATE 20	CITY LIMITS	4,723	0.89	1	1	2U	4D	223	223	50%	500	500	224	224	100	100	124	124		
TIN TOP RD	TINTOP	INTERSTATE 20	2,821	0.53	1	1	3U	4U/2U	283	283	50%	550	550	147	147	76	76	71	71		
OLD DENNIS RD	INTERSTATE 20	CITY LIMIT	3,789	0.72	1	1	2U	4D/6D	95	95	100%	500	500	359	359	68	68	291	291		
PEASTER HWY	RIC WILLIAMSON MEMORIAL	ZION HILL	1,762	0.33	1	1	3U-TX	4D-TX	421	421	100%	900	900	300	300	141	141	160	160		
FRANKLIN ST	4TH ST	VINE	3,099	0.59	1	1	3U	4U/2U	156	156	100%	550	550	323	323	92	92	231	231		
W PARK AVE	TINTOP	MAIN	2,774	0.53	1	1	2U-C-TX	4D-TX	227	227	100%	525	525	276	276	119	119	157	157		
RANGER HWY	CITY LIMIT	RANGER NB RAMP	1,595	0.30	1	1	2U-TX	6D-TX	276	276	100%	900	900	272	272	83	83	189	189		
S BOWIE DR	PALO PINTO	RIC WILLIAMSON-BOWIE CONNECTOR	3,403	0.64	1	1	3U	4D	327	327	100%	550	550	354	354	211	211	144	144		
CHARLES RD	NEWPORT	BOWIE	1,998	0.38	1	1	3U	4U/2U	52	52	100%	550	550	208	208	20	20	188	188		
S MAIN ST	COLUMBIA	RENTZ	4,509	0.85	2	2	5U-TX	6D-TX	764	649	50%	750	750	640	640	326	277	314	363		
OLD DENNIS RD	CITY LIMIT	CITY LIMIT	2,043	0.39	1	1	2U	4D/6D	95	95	50%	500	500	97	97	18	18	78	78		
NW RIC WILLIAMSON MEMORIAL HWY	FRANKLIN	MAIN	2,332	0.44	1	1	2U-TX</														

**City of Weatherford - 2021 Capital Improvements Plan
Existing Roadway Facilities Inventory**

Service Area A

6/28/2022

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	FUTURE LANES	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
PEASTER HWY	ZION HILL	WENDY	2,175	0.41	1	1	2U-TX	4D-TX	421	421	100%	900	900	371	371	173	173	197	197		
S MAIN ST	FORT WORTH	COLUMBIA	1,021	0.19	2	2	5U-TX	6D-TX	764	649	50%	750	750	145	145	74	63	71	82		
W COLUMBIA ST	HOUSTON	MAIN	230	0.04	1	1	2U-C	4D	93	93	100%	525	525	23	23	4	4	19	19		
N WACO ST	SPRING	PALO PINTO	577	0.11	1	1	2U-C	4D	93	93	100%	525	525	57	57	10	10	47	47		
FRANKLIN ST	8TH	4TH ST	1,944	0.37	1	1	2U	4U/2U	736	482	100%	500	500	184	184	271	177	-87	7	87	
N BRAZOS ST	VINE	PALO PINTO	2,333	0.44	1	1	2U	4U/2U	182	182	100%	500	500	221	221	80	80	141	141		
S BOWIE DR	CLAIREMONT	INTERSTATE 20	1,004	0.19	2	2	4D	4D	336	336	100%	750	750	285	285	64	64	221	221		
			148,345	28.10										22,643	22,768	9,515	8,845	13,128	13,923	261	172
														45,410		18,359		27,051		433	

**City of Weatherford - 2021 Capital Improvements Plan
Existing Roadway Facilities Inventory**

Service Area B

6/28/2022

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	FUTURE LANES	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
MEADOWVIEW RD	CENTER POINT	CITY LIMIT	980	0.19	1	1	2U-R	4U/2U	77	77	100%	350	350	65	65	14	14	51	51		
N OAKRIDGE DR	WHITE SETTLEMENT	PITTMAN	2,418	0.46	1	1	3U	4U/2U	153	153	100%	550	550	252	252	70	70	182	182		
CENTER POINT RD	FORT WORTH	CITY LIMIT	381	0.07	2	2	4D	6D	92	48	100%	750	750	108	108	7	3	102	105		
E BANKHEAD DR	INTERSTATE 20	CITY LIMIT	2,080	0.39	1	1	2U	4D	142	142	100%	500	500	197	197	56	56	141	141		
CENTER POINT RD	INTERSTATE 20	INTERSTATE 20	1,003	0.19	2	2	4D	6D	92	92	100%	750	750	285	285	17	17	267	267		
TREMONT ST	CITY LIMIT	FRONT	2,449	0.46	1	1	2U	4D	305	305	100%	500	500	232	232	141	141	90	90		
FORT WORTH HWY	CLAIREMONT	WILLOW CREEK	1,764	0.33	2	2	4D-TX	6D-TX	931	970	100%	900	900	601	601	311	324	290	277		
FORT WORTH HWY	DENTON	JACK BORDEN	175	0.03	2	2	5U-TX	6D-TX	565	570	100%	750	750	50	50	19	19	31	31		
FORT WORTH HWY	WARD	INDUSTRIAL	445	0.08	2	2	4D-TX	6D-TX	930	1,012	100%	900	900	152	152	78	85	73	66		
FORT WORTH HWY	AZLE	OTTO	2,013	0.38	2	2	4D-TX	6D-TX	823	490	100%	900	900	686	686	314	187	373	500		
FORT WORTH HWY	T D STUDIO	CITY LIMIT	2,520	0.48	2	2	4D-TX	6D-TX	823	490	100%	900	900	859	859	393	234	466	625		
FORT WORTH HWY	JACK BORDEN	LINE	448	0.08	2	2	5U-TX	6D-TX	930	1,012	100%	750	750	127	127	79	86	48	41		
FORT WORTH HWY	MIMOSA	WARD	347	0.07	2	2	4D-TX	6D-TX	930	1,012	100%	900	900	118	118	61	67	57	52		
E SPRING ST	BRIDGE	FORT WORTH	589	0.11	1	1	3U	4D	619	515	100%	550	550	61	61	69	57	-8	4	8	
UPPER DENTON RD	TREMONT	CITY LIMITS	1,050	0.20	1	1	2U	4D	305	305	100%	500	500	99	99	61	61	39	39		
FORT WORTH HWY	BANKHEAD	PINE	972	0.18	2	2	4D-TX	6D-TX	930	1,012	100%	900	900	331	331	171	186	160	145		
FORT WORTH HWY	TOWER	BANKHEAD	532	0.10	2	2	5U-TX	6D-TX	930	1,012	100%	750	750	151	151	94	102	57	49		
FORT WORTH HWY	HOGLE	WEILLAND	304	0.06	2	2	5U-TX	6D-TX	565	570	100%	750	750	86	86	33	33	54	54		
FORT WORTH HWY	WILLOW CREEK	AZLE	2,460	0.47	2	2	4D-TX	6D-TX	931	970	100%	900	900	839	839	434	452	405	387		
FORT WORTH HWY	PINE	MIMOSA	329	0.06	2	2	4D-TX	6D-TX	930	1,012	100%	900	900	112	112	58	63	54	49		
FORT WORTH HWY	INDUSTRIAL	HENRY	1,848	0.35	2	2	4D-TX	6D-TX	930	1,012	100%	900	900	630	630	326	354	305	276		
FORT WORTH HWY	COYOTE RUN	CLAIREMONT	2,373	0.45	2	2	4D-TX	6D-TX	931	970	100%	900	900	809	809	418	436	391	373		
FORT WORTH HWY	WALNUT	SANTA FE	314	0.06	2	2	5U-TX	6D-TX	565	570	50%	750	750	45	45	17	28	28			
FORT WORTH HWY	SANTA FE	MILL	1,398	0.26	2	2	5U-TX	6D-TX	565	362	50%	750	750	199	199	75	48	124	151		
FORT WORTH HWY	HENRY	COYOTE RUN	637	0.12	2	2	4D-TX	6D-TX	930	1,012	100%	900	900	217	217	112	122	105	95		
FORT WORTH HWY	OTTO	T D STUDIO	1,061	0.20	2	2	4D-TX	6D-TX	823	490	100%	900	900	362	362	165	98	196	263		
FORT WORTH HWY	LINE	TOWER	838	0.16	2	2	5U-TX	6D-TX	930	1,012	100%	750	750	238	238	148	161	90	77		
FORT WORTH HWY	MAIN	ELM	435	0.08	2	2	5U-TX	6D-TX	565	570	50%	750	750	62	62	23	23	39	38		
FORT WORTH HWY	ELM	WALNUT	353	0.07	2	2	5U-TX	6D-TX	565	570	50%	750	750	50	50	19	19	31	31		
FORT WORTH HWY	WEILLAND	DENTON	382	0.07	2	2	5U-TX	6D-TX	565	570	100%	750	750	109	109	41	41	68	67		
AZLE HWY	AZLE HWY RAMPS	FORT WORTH	164	0.03	1	1	2U	6D	537	537	100%	500	500	16	16	17	-1	-1		1	1
E BANKHEAD DR	FORT WORTH	INTERSTATE 20	11,104	2.10	1	1	2U	4D/6D	306	306	100%	500	500	1,051	1,051	644	644	408	408		
AZLE HWY	WHITE SETTLEMENT	OLD FOUNDRY	4,471	0.85	1	1	2U-TX	4D-TX/6D-TX	389	389	100%	900	900	762	762	329	329	433	433		
AZLE HWY	HOLLY OAKS	FORT WORTH	1,941	0.37	1	1	2U-TX	4D-TX/6D-TX	537	537	100%	900	900	331	331	197	197	133	133		
MEADOWVIEW RD	AZLE	MITCHELL	793	0.15	1	1	3U	4D	77	77	100%	550	550	83	83	12	12	71	71		
AZLE HWY	LAKE WEATHERFORD	LAKE WEATHERFORD	1,873	0.35	1	1	2U-TX	4D-TX/6D-TX	291	291	100%	900	900	319	319	103	103	216	216		
JAMESON ST	LINE	OLD DICEY	2,544	0.48	1	1	2U-C	4D	140	140	100%	525	525	253	253	67	67	186	186		
JAMESON ST	DENTON	LINE	468	0.09	1	1	2U-C	4D	140	140	100%	525	525	46	46	12	12	34	34		
MEADOWVIEW RD	MITCHELL	CENTER POINT	4,363	0.83	1	1	2U	4D	77	77	100%	500	500	413	413	64	64	350	350		
OLD DICEY RD	JAMESON	DILLINGHAM	6,506	1.23	1	1	2U	4D	140	140	100%	500	500	616	616	173	173	444	444		
FRONT ST	MAIN	TREMONT	4,013	0.76	1	1	2U-C	2U	114	158	100%	525	525	399	399	87	120	312	279		
JACK BORDEN WAY	FORT WORTH	TOWN CREEK	1,404	0.27	2	2	4D	4D	503	422	100%	750	750	399	399	134	112	265	287		
FORT WORTH HWY	MILL	HOGLE	532	0.10	2	2	5U-TX	6D-TX	565	570	100%	750	750	151	151	57	57	94	94		
E BRIDGE ST	MAIN	ELM	617	0.12	1	1	2U	4D	113	113	100%	500	500	58	58	13	13	45	45		
N DENTON ST	FRONT	FORT WORTH	2,083	0.39	1	1	3U	4D	305	305	100%	550	550	217	217	120	120	97	97		
OLD DICEY RD	DILLINGHAM	AZLE	4,256	0.81	1	1	2U	4D	77	77	100%	500	500	403	403	62	62	341	341		
AZLE HWY	CITY LIMIT	CITY LIMIT	302	0.06	1	1	2U	4D/6D	389	389	100%	500	500	29	29	22	22	6	6		
E 4TH ST	MAIN	VAN WINKLE	3,456	0.65	1	1	2U-C	4D	480	480	100%	525	525	344	344	314	314	29	29		
AZLE HWY	MEADOWVIEW	HOLLY OAKS	1,085	0.21	1	1	3U-TX	4D-TX/6D-TX	537	537	100%	900	900	185	185	110	110	75	75		
AZLE HWY	OLD FOUNDRY	MEADOWVIEW	2,022	0.38	1	1	3U-TX	4D-TX/6D-TX	537	537	100%	900	900	345	345	206	206	139	139		
			86,893	16.46										14,552	14,552	6,566	6,334	7,986	8,219	9	1
														29,105		12,900		16,205		10	

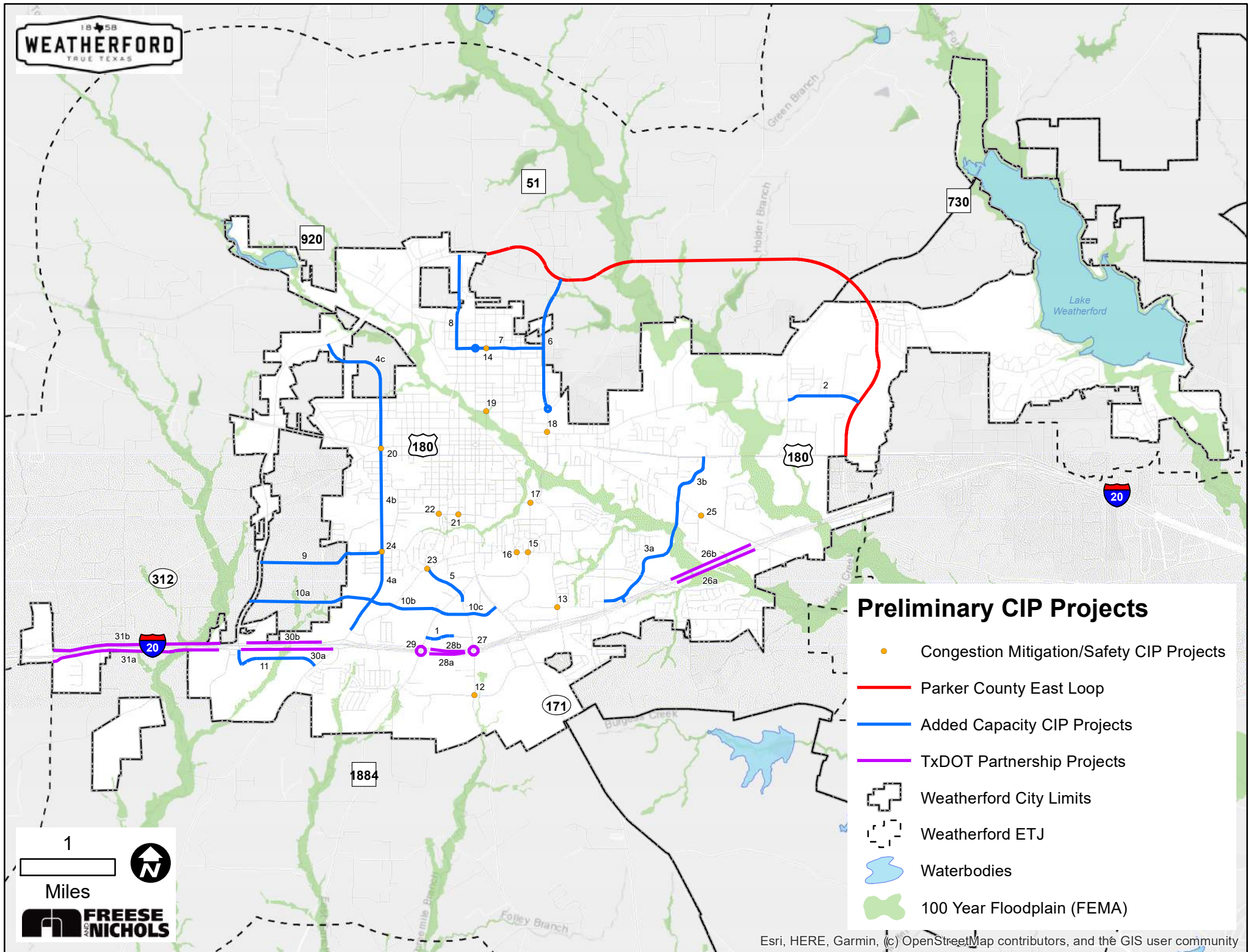
**City of Weatherford - 2021 Capital Improvements Plan
Existing Roadway Facilities Inventory**

Service Area C

6/28/2022

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	FUTURE LANES	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
HILLTOP DR	CLEAR LAKE	EUREKA	1,885	0.36	1	1	2U-C	2U	177	177	100%	525	525	187	187	63	63	124	124		
E PARK AVE	CURTIS	BOIS D ARC	663	0.13	1	1	2U-C-TX	4D-TX	227	227	100%	525	525	66	66	28	28	37	37		
TEXAS DR	AUSTIN	PARK	491	0.09	1	1	2U-C	2U	177	177	100%	525	525	49	49	16	16	32	32		
ADAMS DR	350' E OF RIDGE	TEXAS DR	1,185	0.22	1	1	3U	4U/2U	177	177	100%	550	550	123	123	40	40	84	84		
FOSSIL HILL RD	INTERSTATE 20	HIGHLAKE	780	0.15	1	1	2U	4U/2U	16	16	100%	500	500	74	74	2	2	71	71		
FOSTER LN	SANTA FE	PARK	3,343	0.63	1	1	3U	4D	370	338	100%	550	550	348	348	234	214	114	134		
S MAIN ST	ADAMS	INTERSTATE 20	1,000	0.19	2	2	4D-TX	6D-TX	975	946	100%	900	900	341	341	185	179	156	162		
S MAIN ST	CLEBURNE	ADAMS	2,252	0.43	2	2	5D-TX	6D-TX	975	946	100%	900	900	768	768	416	403	352	364		
SANTA FE DR	FORT WORTH	FORT WORTH SB RAMP	244	0.05	2	2	5U-TX	6D-TX	531	398	100%	750	750	69	69	25	18	45	51		
S MAIN ST	COLLEGE PARK	CLEBURNE	1,903	0.36	2	2	5D-TX	6D-TX	975	946	100%	900	900	649	649	351	341	297	308		
S MAIN ST	550' SE OF B B FIELDER	OLD AIRPORT	3,108	0.59	2	2	4U-TX	6D-TX	669	835	100%	900	900	1,060	1,060	394	491	666	568		
S MAIN ST	INTERSTATE 20	B B FIELDER	1,737	0.33	2	2	5D-TX	6D-TX	669	835	100%	900	900	592	592	220	275	372	317		
S MAIN ST	B B FIELDER	550' SE OF B B FIELDER	580	0.11	2	2	4D-TX	6D-TX	669	835	100%	900	900	198	198	73	92	124	106		
WASHINGTON DR	TEXAS	HOLLAND LAKE	2,919	0.55	1	1	3U	4U/2U	136	59	100%	550	550	304	304	75	33	229	271		
RED OAK LN	MARTIN	TEXAS	2,227	0.42	1	1	2U-C	2U	86	86	100%	525	525	221	221	36	36	185	185		
TEXAS DR	TEXAS-SANTA FE CONNECTOR	INTERSTATE 20	3,504	0.66	1	1	2U-C	2U	177	177	100%	525	525	348	348	117	117	231	231		
MARTIN DR	COLLEGE PARK	MAIN	3,297	0.62	1	1	3U	4U/2U	249	249	100%	550	550	343	343	156	156	188	188		
HOLLAND LAKE DR	SANTA FE	INTERSTATE 20	2,403	0.46	1	1	2U-C	2U	256	256	100%	525	525	239	239	117	117	122	122		
ADAMS DR	MAIN	350' W OF RIDGE	1,457	0.28	1	1	3U	4U/2U	177	177	100%	550	550	152	152	49	49	103	103		
E PARK AVE	BOIS D ARC	SANTA FE	2,495	0.47	2	2	4U-TX	4D-TX	227	227	100%	900	900	851	851	107	107	743	743		
HILLTOP DR	SANTA FE	CLEAR LAKE	618	0.12	1	1	2U-C	2U	177	177	100%	525	525	61	61	21	21	41	41		
CLEAR LAKE RD	HILLTOP	SANTA FE	2,167	0.41	1	1	2U	4U/2U	177	177	100%	500	500	205	205	73	73	133	133		
SANTA FE DR	PARK	HOLLAND LAKE	2,934	0.56	2	2	5U-TX	4D-TX	13	681	100%	750	750	833	833	7	378	826	455		
CAUSBIE RD	BONITA	CITY LIMIT	910	0.17	1	1	2U-R	4U/2U	62	62	100%	350	350	60	60	11	11	50	50		
COLLEGE PARK DR	MAIN	MARTIN	2,594	0.49	2	2	4U-TX	4D-TX	312	312	100%	900	900	884	884	153	153	731	731		
FOSSIL HILL RD	HIGHLAKE	100' S OF GREENFIELD	633	0.12	1	1	2U	4U/2U	16	16	100%	500	500	60	60	2	2	58	58		
W B B FIELDER RD	INTERSTATE 20	CITY LIMIT	1,499	0.28	2	2	4U	4U/2U	160	22	100%	550	550	312	312	45	6	267	306		
E PARK AVE	MAIN	CURTIS	1,739	0.33	1	1	2U-C-TX	4D-TX	227	227	100%	525	525	173	173	75	75	98	98		
W B B FIELDER RD	TIN TOP	CAUSBIE	4,808	0.91	2	2	4U	4U/2U	279	209	100%	550	550	1,002	1,002	254	190	748	811		
TIN TOP RD	CITY LIMITS	CITY LIMITS	247	0.05	1	1	2U	4D	241	241	50%	500	500	12	12	6	6	6	6		
CLEAR LAKE RD	INTERSTATE 20	WOODLAND HILLS	2,846	0.54	1	1	2U-C	4D	193	193	100%	525	525	283	283	104	104	179	179		
CLEAR LAKE RD	FOREST GLEN	CITY LIMIT	269	0.05	1	1	2U-C	4D	193	193	50%	525	525	13	13	5	5	8	8		
CAUSBIE RD	350' SE OF LOCKWOOD	OLD AIRPORT	1,642	0.31	1	1	2U-R	4U/2U	62	62	50%	350	350	54	54	10	10	45	45		
CAUSBIE RD	B B FIELDER	BONITA	938	0.18	1	1	2U-R	4U/2U	62	62	50%	350	350	31	31	6	6	26	26		
SANTA FE DR	FORT WORTH SB RAMP	JACK BORDEN	3,468	0.66	2	2	5U-TX	4D-TX	531	398	100%	750	750	985	985	349	261	636	724		
SANTA FE DR	JACK BORDEN	EUREKA	824	0.16	2	2	5U-TX	4D-TX	13	681	100%	750	750	234	234	2	106	232	128		
SANTA FE DR	EUREKA	PARK	2,730	0.52	2	2	5U-TX	4D-TX	13	681	100%	750	750	776	776	7	352	769	423		
SANTA FE DR	HOLLAND LAKE	INTERSTATE 20	3,587	0.68	2	2	5U-TX	4D-TX	499	499	100%	750	750	1,019	1,019	339	339	680	680		
COLLEGE PARK DR	MARTIN	PARK	1,189	0.23	2	2	4U-TX	4D-TX	312	312	100%	900	900	405	405	70	70	335	335		
EUREKA ST	SANTA FE	HILLTOP	2,822	0.53	1	1	2U-C	2U	177	177	100%	525	525	281	281	95	95	186	186		
JACK BORDEN WAY	TOWN CREEK	SANTA FE	1,623	0.31	2	2	4D	4D	503	422	100%	750	750	461	461	155	130	306	331		
			77,560	14.69										15,128	15,128	4,492	5,171	10,636	9,958	0	0
														30,256		9,662		20,594		0	

CONCEPTUAL LEVEL PROJECT COST PROJECTIONS



Preliminary CIP Projects

- Congestion Mitigation/Safety CIP Projects
- Parker County East Loop
- Added Capacity CIP Projects
- TxDOT Partnership Projects
- Weatherford City Limits
- Weatherford ETJ
- Waterbodies
- 100 Year Floodplain (FEMA)

1

Miles



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
Roadway Improvement Projects

MAP No.	ROADWAY	DESCRIPTION	CLASSIFICATION	FROM	TO	PROJECT LENGTH	PROJECT COST
1	Kirkpatrick Road	This project would extends a new roadway and completes a connection between Bethel Road and Tin Top Road	Type "C" Major Collector	Academy	Bethel Road	1,470	\$2,440,000
2	Meadowview Road	This project extends the existing Meadowview Road to the East Loop Project. This would provide a complete east/west connection between FM 730 and the East Loop.	Type "B" Minor Arterial	Dead End	East Loop	2,000	\$4,770,000
3a	Washington - Phase I	This project provides a connection from Holland Lake Road to Santa Fe Drive. This would provide east/west backage road connection adjacent to IH-20 Frontage Road	Type "C" Major Collector	Holland Lake Rd	Santa Fe Dr.	2,900	\$4,600,000
3b	Washington - Phase II	This project provides North/South connectivity from Santa Fe Drive to Bankhead Hwy and continues to US 180	Type "B" Minor Arterial	Santa Fe Dr	US 180	7,900	\$19,550,000
4a	South Bowie - Phase I	This project improves existing South Bowie between Park Ave to Charles Street.	Type "B" Minor Arterial	Park Ave.	Charles St.	4,870	\$6,880,000
4b	South Bowie - Phase II	This project improves existing South Bowie between Charles Street and US 180/Spur 312	Type "B" Minor Arterial	Charles St.	US 180	5,650	\$9,250,000
4c	North Bowie	This project extends North Bowie to RWMH providing North/South connectivity.	Type "B" Minor Arterial	US 180	RWMH	6,730	\$14,260,000
5	Tin Top Road	This project extends Tin Top Road from Bethel Road to W. Park Avenue providing North/South connectivity.	Type "C" Major Collector	Bethel Rd	W. Park Ave	2,700	\$4,220,000
6	N. Denton Street	This project provides a North/South parallel route to FM 51 from Front Street to the East Loop.	Type "C" Major Collector	Front Street	East Loop	7,400	\$9,600,000
7	4th Street	This project improves existing 4th Street to provide improved East/West connection to N. Denton Street and Franklin Street.	Type "C" Major Collector	N. Denton Street	Franklin Street	4,900	\$6,130,000
8	Franklin Street	This project provides a North/South parallel route to FM 51 from 4th Street to the Ric Williamson Memorial Highway.	Type "C" Major Collector	4th Street	RWMH	5,200	\$6,860,000
9	Charles Street Extension	This project extends a new East/West connection between Old Brock Road to Ric Williamson Memorial Highway.	Type "C" Major Collector	Old Brock Rd	RWMH	3,100	\$5,120,000
10a	Clairemont Boulevard - Phase I	This project extends a new East/West connection between S. Bowie Drive to Ric Williamson Memorial Highway north of IH-20	Type "C" Major Collector	S. Bowie Dr	RWMH	4,800	\$7,430,000
10b	Clairemont Boulevard - Phase II	This project provides a connection from S. Bowie Drive to Bethel Road	Type "C" Major Collector	S. Bowie Dr	Bethel Road	3,520	\$5,850,000
10c	Clairemont Boulevard - Phase III	This project provides a connection from Bethel Road to Tin Top Road to Main Street	Type "C" Major Collector	Bethel Rd	Main Street	3,350	\$5,350,000
11	BB Fielder Rd	This project extends the existing BB Fielder Road as a new East/West connection between S. Bowie Drive to Ric Williamson Memorial Highway south of IH-20.	Type "C" Major Collector	Old Dennis Rd	RWMH	5,100	\$7,570,000



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
SUMMARY OF PROJECT COST

PROJECT NO.	ROADWAY	CLASSIFICATION	FROM	TO	PROJECT LENGTH	PROJECT TIMELINE	COST PER/LF	PROJECT COST	3.0% *ESCALATION
1	Kirkpatrick Road	Type "C" Major Collector	Academy	Bethel Road	1,470	4	1490	\$2,190,000	\$2,440,000
2	Meadowview Road	Type "B" Minor Arterial	Dead End	East Loop	2,000	4	2150	\$4,290,000	\$4,770,000
3a	Washington - Phase I	Type "C" Major Collector	Holland Lake Rd	Santa Fe Dr.	2,900	4	1410	\$4,080,000	\$4,600,000
3b	Washington - Phase II	Type "B" Minor Arterial	Santa Fe Dr	US 180	7,900	5	2140	\$16,860,000	\$19,550,000
4a	South Bowie - Phase I	Type "B" Minor Arterial	Park Ave.	Charles St.	4,870	3	1300	\$6,320,000	\$6,880,000
4b	South Bowie - Phase II	Type "B" Minor Arterial	Charles St.	US 180	5,650	3	1510	\$8,520,000	\$9,250,000
4c	North Bowie	Type "B" Minor Arterial	US 180	RWMH	6,730	6	1810	\$12,120,000	\$14,260,000
5	Tin Top Road	Type "C" Major Collector	Bethel Rd	W. Park Ave	2,700	4	1410	\$3,790,000	\$4,220,000
6	N. Denton Street	Type "C" Major Collector	Front Street	East Loop	7,400	4	1150	\$8,480,000	\$9,600,000
7	4th Street	Type "C" Major Collector	N. Denton Street	Franklin Street	4,900	3	1140	\$5,540,000	\$6,130,000
8	Franklin Street	Type "C" Major Collector	4th Street	RWMH	5,200	4	1160	\$6,020,000	\$6,860,000
9	Charles Street Extension	Type "C" Major Collector	Old Brock Rd	RWMH	3,100	5	1440	\$4,460,000	\$5,120,000
10a	Clairemont Boulevard - Phase I	Type "C" Major Collector	S. Bowie Dr	RWMH	4,800	5	1350	\$6,470,000	\$7,430,000
10b	Clairemont Boulevard - Phase II	Type "C" Major Collector	S. Bowie Dr	Bethel Road	3,520	5	1450	\$5,090,000	\$5,850,000
10c	Clairemont Boulevard - Phase III	Type "C" Major Collector	Bethel Rd	Main Street	3,350	4	1420	\$4,750,000	\$5,350,000
11	BB Fielder Rd	Type "C" Major Collector	Old Dennis Rd	RWMH	5,100	4	1320	\$6,720,000	\$7,570,000
TOTAL CIP IMPROVEMENTS:								\$105,700,000.00	\$119,900,000.00



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
PROJECT COST BREAKDOWN

PROJECT NO.	ROADWAY	CONSTRUCTION	UTILITY RELOCATIONS	ROW	ENGINEERING	SURVEY/SUE	GEOTECH	INSPECTION	ADMIN/LEGAL	TESTING	TOTAL (w/o Escalation)
1	Kirkpatrick Road	\$ 1,527,000.00	\$ 50,000.00	\$ 321,000.00	\$ 122,200.00	\$ 30,600.00	\$ 15,300.00	\$ 91,700.00	\$ 7,700.00	\$ 15,300.00	\$ 2,190,000.00
2	Meadowview Road	\$ 3,203,000.00	\$ 50,000.00	\$ 444,000.00	\$ 256,300.00	\$ 64,100.00	\$ 32,100.00	\$ 192,200.00	\$ 16,100.00	\$ 32,100.00	\$ 4,290,000.00
3a	Washington - Phase I	\$ 2,929,000.00	\$ 50,000.00	\$ 552,000.00	\$ 234,400.00	\$ 58,600.00	\$ 29,300.00	\$ 175,800.00	\$ 14,700.00	\$ 29,300.00	\$ 4,080,000.00
3b	Washington - Phase II	\$ 12,440,000.00	\$ 100,000.00	\$ 2,016,000.00	\$ 995,200.00	\$ 248,800.00	\$ 124,400.00	\$ 746,400.00	\$ 62,200.00	\$ 124,400.00	\$ 16,860,000.00
4a	South Bowie - Phase I	\$ 5,291,000.00	\$ 20,000.00	\$ 24,350.00	\$ 423,300.00	\$ 105,900.00	\$ 53,000.00	\$ 317,500.00	\$ 26,500.00	\$ 53,000.00	\$ 6,320,000.00
4b	South Bowie - Phase II	\$ 6,852,000.00	\$ 20,000.00	\$ 379,500.00	\$ 548,200.00	\$ 137,100.00	\$ 68,600.00	\$ 411,200.00	\$ 34,300.00	\$ 68,600.00	\$ 8,520,000.00
4c	North Bowie	\$ 7,848,000.00	\$ 100,000.00	\$ 2,716,300.00	\$ 627,900.00	\$ 157,000.00	\$ 78,500.00	\$ 470,900.00	\$ 39,300.00	\$ 78,500.00	\$ 12,120,000.00
5	Tin Top Road	\$ 2,572,000.00	\$ 50,000.00	\$ 687,000.00	\$ 205,800.00	\$ 51,500.00	\$ 25,800.00	\$ 154,400.00	\$ 12,900.00	\$ 25,800.00	\$ 3,790,000.00
6	N. Denton Street	\$ 6,413,000.00	\$ 100,000.00	\$ 777,000.00	\$ 513,100.00	\$ 128,300.00	\$ 64,200.00	\$ 384,800.00	\$ 32,100.00	\$ 64,200.00	\$ 8,480,000.00
7	4th Street	\$ 4,583,000.00	\$ 20,000.00	\$ 84,000.00	\$ 366,700.00	\$ 91,700.00	\$ 45,900.00	\$ 275,000.00	\$ 23,000.00	\$ 45,900.00	\$ 5,540,000.00
8	Franklin Street	\$ 4,720,000.00	\$ 50,000.00	\$ 372,000.00	\$ 377,600.00	\$ 94,400.00	\$ 47,200.00	\$ 283,200.00	\$ 23,600.00	\$ 47,200.00	\$ 6,020,000.00
9	Charles Street Extension	\$ 3,000,000.00	\$ 100,000.00	\$ 797,000.00	\$ 240,000.00	\$ 60,000.00	\$ 30,000.00	\$ 180,000.00	\$ 15,000.00	\$ 30,000.00	\$ 4,460,000.00
10a	Clairemont Boulevard - Phase I	\$ 4,531,000.00	\$ 100,000.00	\$ 996,000.00	\$ 362,500.00	\$ 90,700.00	\$ 45,400.00	\$ 271,900.00	\$ 22,700.00	\$ 45,400.00	\$ 6,470,000.00
10b	Clairemont Boulevard - Phase II	\$ 3,370,000.00	\$ 100,000.00	\$ 988,400.00	\$ 269,600.00	\$ 67,400.00	\$ 33,700.00	\$ 202,200.00	\$ 16,900.00	\$ 33,700.00	\$ 5,090,000.00
10c	Clairemont Boulevard - Phase III	\$ 3,162,000.00	\$ 50,000.00	\$ 944,500.00	\$ 253,000.00	\$ 63,300.00	\$ 31,700.00	\$ 189,800.00	\$ 15,900.00	\$ 31,700.00	\$ 4,750,000.00
11	BB Fielder Rd	\$ 4,817,000.00	\$ 50,000.00	\$ 957,000.00	\$ 385,400.00	\$ 96,400.00	\$ 48,200.00	\$ 289,100.00	\$ 24,100.00	\$ 48,200.00	\$ 6,720,000.00
Totals:		\$ 77,260,000.00	\$ 1,010,000.00	\$ 13,060,000.00	\$ 6,190,000.00	\$ 1,550,000.00	\$ 780,000.00	\$ 4,640,000.00	\$ 390,000.00	\$ 780,000.00	\$ 105,700,000.00
		73.1%	1.0%	12.4%	5.9%	1.5%	0.7%	4.4%	0.4%	0.7%	



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Kirkpatrick Road

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		1,470	FT	Kirkpatrick Road	
Right-of-Way Width		80	FT	From: Academy	
Roadway Width		49	FT	To: Bethel Road	
Bridge Length		-	FT		
Median Width (B-B)		-	FT	Classification:	
Type "C" Major Collector					
Project No. 1					
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$55,600.00	\$55,600
2	Right of Way Preparation	4	ACRE	\$5,000.00	\$20,000
3	Unclassified Street Excavation	2,000	CY	\$5.00	\$10,000
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	8,100	SY	\$75.00	\$607,500
6	6" Stabilized Base	9,000	SY	\$4.00	\$36,000
7	Lime or Cement for Stabilization (27 lbs/SY)	130	TON	\$150.00	\$19,500
8	Monolithic Curb	2,940	LF	\$2.00	\$5,880
9	Sidewalks	22,050	SF	\$6.00	\$132,300
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	2	EA	\$1,600.00	\$3,200
13	Hydromulching	7,900	SY	\$1.00	\$7,900
14	Top Soil	7,900	SY	\$1.00	\$7,900
15	Pavement Markings & Signage	5,900	LF	\$1.00	\$5,900
16	Traffic Control	8	MON	\$2,000.00	\$16,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$938,000
Drainage Improvements					
1	10' Storm Sewer Inlets	7	EA	\$4,000.00	\$29,400
2	4' x 4' Manholes	2	EA	\$6,000.00	\$14,112
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	1,176	LF	\$65.00	\$76,440
5	Storm Sewer Laterals (Class III RCP)(21")	265	LF	\$55.00	\$14,553
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$165,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	8	EA	\$8,000.00	\$64,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$64,000
	Subtotal Construction Cost Estimate	\$1,167,000.00			
	Contingency	30%		\$360,000.00	
	Total Construction Cost Estimate	\$1,527,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	120,000	SF	\$2.00	\$240,000.00
	Relocation	-	EA	\$150,000.00	\$0.00
	Permanent Drainage Easement	20,000	SF	\$1.50	\$30,000.00
	Temporary Construction Easement	12,000	SF	\$0.50	\$6,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	3	EA	\$15,000.00	\$45,000.00
	Engineering Services	8.0%			\$122,200.00
	Surveying/SUE Services	2.0%			\$30,600.00
	Geotechnical Services	1.0%			\$15,300.00
	Construction Inspection Services	6.0%			\$91,700.00
	Administrative and Legal	0.5%			\$7,700.00
	Construction Materials Testing	1.0%			\$15,300.00
	Total Capital Cost	\$2,190,000.00			
	Total Capital Cost Per Foot	\$1,490.00			
Notes:					



City of Weatherford

CIP Project Fact Sheet

Kirkpatrick Road

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☒ Significant Alternate Route
- ☐ Safety Enhancement
- ☐ Air Quality Improvements

PROJECT NO. **1**

Kirkpatrick Road

From: Academy

To: Bethel Road

Length: 1,470

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway

Proposed Conditions:

This project would extend a new roadway and complete a connection between Bethel Road and Tin Top Road

Key Benefits:

- 1.) Provides an alternate route and backage road parallel to IH-20
- 2.) New Connection between Bethel Road and Tin Top Road

Project Scope:

- ☐ On System
- ☐ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	10
Environmental Permitting (Local)	0
ROW acquisition	12
Utility Relocation	6
Construction	8

Estimated Total (Years): 2.6

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 321,000.00
Engineering Services	\$ 122,200.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 45,900.00
City Administrative and Legal	\$ 7,700.00
Inspection/Testing	\$ 107,000.00
Construction	\$ 1,167,000.00
Contingency	\$ 360,000.00
Total Project Cost	\$ 2,190,000.00
Escalation	\$ 250,000.00
Bond Program Cost	\$ 2,440,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Meadowview Road

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		2,000	FT	Meadowview Road	
Right-of-Way Width		90	FT	From: Dead End	
Roadway Width		54	FT	To: East Loop	
Bridge Length		100	FT	Classification:	
Median Width (B-B)		14	FT	Type "B" Minor Arterial	
Project No. 2					
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$117,300.00	\$117,300
2	Right of Way Preparation	5	ACRE	\$5,000.00	\$25,000
3	Unclassified Street Excavation	2,900	CY	\$5.00	\$14,500
4	Embankment	4,000	CY	\$10.00	\$40,000
5	8" Reinforced Concrete Pavement	12,000	SY	\$75.00	\$900,000
6	6" Stabilized Base	13,000	SY	\$4.00	\$52,000
7	Lime or Cement for Stabilization (27 lbs/SY)	180	TON	\$150.00	\$27,000
8	Monolithic Curb	8,000	LF	\$2.00	\$16,000
9	Sidewalks	30,000	SF	\$6.00	\$180,000
10	Retaining Walls	1,800	SF	\$50.00	\$90,000
11	Additional Pavement at Median Openings (per side)	1	EA	\$12,800.00	\$12,800
12	ADA Ramps	2	EA	\$1,600.00	\$3,200
13	Hydromulching	12,000	SY	\$1.00	\$12,000
14	Top Soil	12,000	SY	\$1.00	\$12,000
15	Pavement Markings & Signage	8,000	LF	\$1.00	\$8,000
16	Traffic Control	10	MON	\$2,000.00	\$20,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
				Paving Subtotal:	\$1,540,000
Drainage Improvements					
1	10' Storm Sewer Inlets	10	EA	\$4,000.00	\$40,000
2	4' x 4' Manholes	3	EA	\$6,000.00	\$19,200
3	Bridge	6,000	SF	\$110.00	\$660,000
4	Storm Sewer Main (Class III RCP)(24")	1,600	LF	\$65.00	\$104,000
5	Storm Sewer Laterals (Class III RCP)(21")	360	LF	\$55.00	\$19,800
6	Culvert 36" RCP	0	LF	\$100.00	\$0
7	Headwalls	0	EA	\$10,000.00	\$0
				Drainage :	\$843,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	10	EA	\$8,000.00	\$80,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
				Misc. Subtotal:	\$80,000
Subtotal Construction Cost Estimate		\$2,463,000.00			
Contingency		30% \$740,000.00			
Total Construction Cost Estimate		\$3,203,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	180,000	SF	\$2.00	\$360,000.00
	Relocation	-	EA	\$150,000.00	\$0.00
	Permanent Drainage Easement	20,000	SF	\$1.50	\$30,000.00
	Temporary Construction Easement	18,000	SF	\$0.50	\$9,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	3	EA	\$15,000.00	\$45,000.00
	Engineering Services	8.0%			\$256,300.00
	Surveying/SUE Services	2.0%			\$64,100.00
	Geotechnical Services	1.0%			\$32,100.00
	Construction Inspection Services	6.0%			\$192,200.00
	Administrative and Legal	0.5%			\$16,100.00
Construction Materials Testing	1.0%			\$32,100.00	
	Total Capital Cost	\$4,290,000.00			
	Total Capital Cost Per Foot	\$2,150.00			
Notes:					



City of Weatherford

Capital Improvement Program

Meadowview Road

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☒ Significant Alternate Route
- ☐ Safety Enhancement
- ☒ Air Quality Improvements

PROJECT NO. 2

Meadowview Road

From: Dead End

To: East Loop

Length: 2,000

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway Connection at this location

Proposed Conditions:

This project extends the existing Meadowview Road to the East Loop Project. This would provide a complete east/west connection between FM 730 and the East Loop.

Key Benefits:

- 1.) Provides east/west connection between FM 730 to East Loop
- 2.) Alternative Route to access Tyson Middle School

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (FHWA)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	3
ROW acquisition	12
Utility Relocation	6
Construction	10
Estimated Total (Years):	2.6

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 444,000.00
Engineering Services	\$ 256,300.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 96,200.00
City Administrative and Legal	\$ 16,100.00
Inspection/Testing	\$ 224,300.00
Construction	\$ 2,463,000.00
Contingency	\$ 740,000.00
Total Project Cost	\$ 4,290,000.00
Escalation	\$ 480,000.00
Bond Program Cost	\$ 4,770,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Washington - Phase I

Roadway Description: Roadway Length Right-of-Way Width Roadway Width Bridge Length		Quantity	Unit	Project Limits:	
		2,900	FT	Washington - Phase I	
		80	FT	From: Holland Lake Rd	
		49	FT	To: Santa Fe Dr.	
		-	FT	Classification: Type "C" Major Collector	
Project No.: 3a					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$107,100.00	\$107,100
2	Right of Way Preparation	7	ACRE	\$5,000.00	\$35,000
3	Unclassified Street Excavation	4,000	CY	\$5.00	\$20,000
4	Embankment	1,500	CY	\$10.00	\$15,000
5	8" Reinforced Concrete Pavement	15,800	SY	\$75.00	\$1,185,000
6	6" Stabilized Base	18,000	SY	\$4.00	\$72,000
7	Lime or Cement for Stabilization (27 lbs/SY)	250	TON	\$150.00	\$37,500
8	Monolithic Curb	5,800	LF	\$2.00	\$11,600
9	Sidewalks	43,500	SF	\$6.00	\$261,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	8	EA	\$1,600.00	\$12,800
13	Hydromulching	15,200	SY	\$1.00	\$15,200
14	Top Soil	15,200	SY	\$1.00	\$15,200
15	Pavement Markings & Signage	11,600	LF	\$1.00	\$11,600
16	Traffic Control	12	MON	\$2,000.00	\$24,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$1,833,000
Drainage Improvements					
1	10' Storm Sewer Inlets	15	EA	\$4,000.00	\$58,000
2	4' x 4' Manholes	5	EA	\$6,000.00	\$27,840
3	Bridge	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	2,320	LF	\$65.00	\$150,800
5	Storm Sewer Laterals (Class III RCP)(21")	522	LF	\$55.00	\$28,710
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$296,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	15	EA	\$8,000.00	\$120,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$120,000
	Subtotal Construction Cost Estimate	\$2,249,000.00			
	Contingency	30% \$680,000.00			
	Total Construction Cost Estimate	\$2,929,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	240,000	SF	\$2.00	\$480,000.00
	Relocation	-	EA	\$150,000.00	\$0.00
	Permanent Drainage Easement	20,000	SF	\$1.50	\$30,000.00
	Temporary Construction Easement	24,000	SF	\$0.50	\$12,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	2	EA	\$15,000.00	\$30,000.00
	Engineering Services	8.0%	\$234,400.00		
	Surveying/SUE Services	2.0%	\$58,600.00		
	Geotechnical Services	1.0%	\$29,300.00		
	Construction Inspection Services	6.0%	\$175,800.00		
	Administrative and Legal	0.5%	\$14,700.00		
	Construction Materials Testing	1.0%	\$29,300.00		
	Total Capital Cost	\$4,080,000.00			
	Total Capital Cost Per Foot	\$1,410.00			
Notes:					



City of Weatherford

Capital Improvement Program

Washington - Phase I

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☒ Significant Alternate Route
- ☐ Safety Enhancement
- ☒ Air Quality Improvements

PROJECT NO. **3a**

Washington - Phase I

From: Holland Lake Rd

To: Santa Fe Dr.

Length: 2,900

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project provides a connection from Holland Lake Road to Santa Fe Drive. This would provide east/west backage road connection adjacent to IH-20 Frontage Road

Key Benefits:

- 1.) Provides alternative connecton to Santa Fe Drive
- 2.) Support future economic Development
- 3.) Backage Road to IH-20 Frontage Road

Project Scope:

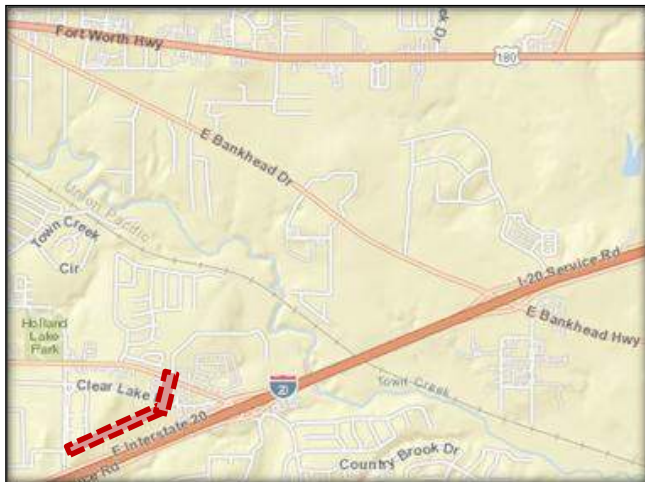
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (FHWA)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☒ Conduct Traffic Signal Warrant Study
- ☒ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	6
ROW acquisition	12
Utility Relocation	6
Construction	12

Estimated Total (Years): 3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 552,000.00
Engineering Services	\$ 234,400.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 87,900.00
City Adminstrative and Legal	\$ 14,700.00
Inspection/Testing	\$ 205,100.00
Construction	\$ 2,249,000.00
Contingency	\$ 680,000.00
Total Project Cost	\$ 4,080,000.00
Escalation	\$ 520,000.00
Bond Program Cost	\$ 4,600,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Washington - Phase II

Roadway Description:		Quantity	Unit	Project Limits:		
		Roadway Length	7,900	FT	Washington - Phase II	
		Right-of-Way Width	90	FT	From: Santa Fe Dr	
		Roadway Width	54	FT	To: US 180	
		Bridge Length	400	FT	Classification: Type "B" Minor Arterial	
Project No.: 3b						
Item No.	Item Description					
		Quantity	Unit	Unit Cost	Total Cost	
Paving Improvements						
1	Mobilization	1	LS	\$455,300.00	\$455,300	
2	Right of Way Preparation	20	ACRE	\$5,000.00	\$100,000	
3	Unclassified Street Excavation	11,875	CY	\$5.00	\$59,375	
4	Embankment	50,000	CY	\$10.00	\$500,000	
5	8" Reinforced Concrete Pavement	47,400	SY	\$70.00	\$3,318,000	
6	6" Stabilized Base	51,000	SY	\$4.00	\$204,000	
7	Lime or Cement for Stabilization (27 lbs/SY)	690	TON	\$150.00	\$103,500	
8	Monolithic Curb	31,600	LF	\$2.00	\$63,200	
9	Sidewalks	118,500	SF	\$6.00	\$711,000	
10	Retaining Walls	3,000	SF	\$50.00	\$150,000	
11	Additional Pavement at Median Openings (per side)	1	EA	\$12,800.00	\$12,800	
12	ADA Ramps	24	EA	\$1,600.00	\$38,400	
13	Hydromulching	47,600	SY	\$1.00	\$47,600	
14	Top Soil	47,600	SY	\$1.00	\$47,600	
15	Pavement Markings & Signage	31,600	LF	\$1.00	\$31,600	
16	Traffic Control	22	MON	\$2,000.00	\$44,000	
17	Erosion Control	1	LS	\$20,000.00	\$20,000	
				Paving Subtotal:	\$5,907,000	
Drainage Improvements						
1	10' Storm Sewer Inlets	38	EA	\$4,000.00	\$152,000	
2	4' x 4' Manholes	13	EA	\$6,000.00	\$75,840	
3	Bridge (54' Width)	21,600	SF	\$100.00	\$2,160,000	
4	Storm Sewer Main (Class III RCP)(24")	6,320	LF	\$65.00	\$410,800	
5	Storm Sewer Laterals (Class III RCP)(21")	1,368	LF	\$55.00	\$75,240	
6	Culvert 36" RCP	200	LF	\$100.00	\$20,000	
7	Headwalls	4	EA	\$10,000.00	\$40,000	
				Drainage :	\$2,934,000	
Misc. Improvements						
1	New Traffic Signal	2	EA	\$200,000.00	\$400,000	
3	Street Lights / Foundations / Conduit	40	EA	\$8,000.00	\$320,000	
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0	
				Misc. Subtotal:	\$720,000	
	Subtotal Construction Cost Estimate	\$9,570,000.00				
	Contingency	30%		\$2,870,000.00		
	Total Construction Cost Estimate	\$12,440,000.00				
	Utility Relocation	1	LS	\$100,000.00	\$100,000.00	
	Right-of-Way Cost	720,000	SF	\$2.00	\$1,440,000.00	
	Relocation	2		\$150,000.00	\$300,000.00	
	Permanent Drainage Easement	80,000	SF	\$1.50	\$120,000.00	
	Temporary Construction Easement	72,000	SF	\$0.50	\$36,000.00	
	Cost Per Parcel (Land Agent / Survey / Legal)	8	EA	\$15,000.00	\$120,000.00	
	Engineering Services	8.0%			\$995,200.00	
	Surveying/SUE Services	2.0%			\$248,800.00	
	Geotechnical Services	1.0%			\$124,400.00	
	Construction Inspection Services	6.0%			\$746,400.00	
	Administrative and Legal	0.5%			\$62,200.00	
	Construction Materials Testing	1.0%			\$124,400.00	
	Total Capital Cost	\$16,860,000.00				
	Total Capital Cost Per Foot	\$1,070.00				
Notes:						



City of Weatherford

Capital Improvement Program

Washington - Phase II

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **3b**

Washington - Phase II

From: Santa Fe Dr

To: US 180

Length: 7,900

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this Area

Proposed Conditions:

This project provides North/South connectivity from Santa Fe Drive to Bankhead Hwy and continues to US 180

Key Benefits:

- 1.) Would provide another North/South grade separation over UPRR
- 2.) Provides new economic development opportunities
- 3.) Provides alternative connection to elementary school and trailhead

Project Scope:

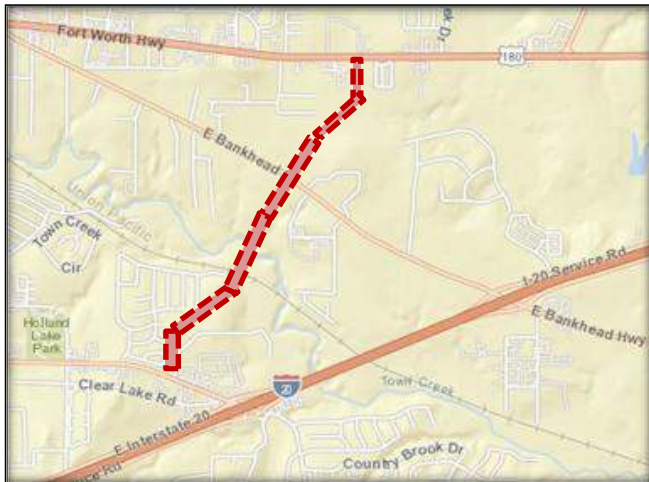
- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☒ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☒ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☒ Conduct Traffic Signal Warrant Study
- ☒ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	15
Environmental Permitting (Local)	6
ROW acquisition	18
Utility Relocation	6
Construction	18

Estimated Total (Years): 4.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 2,016,000.00
Engineering Services	\$ 995,200.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 373,200.00
City Administrative and Legal	\$ 62,200.00
Inspection/Testing	\$ 870,800.00
Construction	\$ 9,570,000.00
Contingency	\$ 2,870,000.00
Total Project Cost	\$ 16,860,000.00
Escalation	\$ 2,690,000.00
Bond Program Cost	\$ 19,550,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
South Bowie - Phase I

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		4,870	FT	South Bowie - Phase I	
Right-of-Way Width		90	FT	From: Park Ave.	
Roadway Width (B-B)		54	FT	To: Charles St.	
Median Width (B-B)		14	FT	Classification:	
				Type "B" Minor Arterial	
Project No.: 4a					
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$230,500.00	\$230,500
2	Right of Way Preparation	13	ACRE	\$5,000.00	\$65,000
3	Unclassified Street Excavation	7,200	CY	\$5.00	\$36,000
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	29,300	SY	\$75.00	\$2,197,500
6	6" Stabilized Base	32,000	SY	\$4.00	\$128,000
7	Lime or Cement for Stabilization (27 lbs/SY)	440	TON	\$150.00	\$66,000
8	Monolithic Curb	19,480	LF	\$2.00	\$38,960
9	Sidewalks	73,050	SF	\$6.00	\$438,300
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	1	EA	\$12,800.00	\$12,800
12	ADA Ramps	4	EA	\$1,600.00	\$6,400
13	Hydromulching	29,700	SY	\$1.00	\$29,700
14	Top Soil	29,700	SY	\$1.00	\$29,700
15	Pavement Markings & Signage	9,800	LF	\$1.00	\$9,800
16	Traffic Control	10	MON	\$2,000.00	\$20,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$3,319,000
Drainage Improvements					
1	10' Storm Sewer Inlets	24	EA	\$4,000.00	\$97,400
2	4' x 4' Manholes	8	EA	\$6,000.00	\$46,752
3	Bridge (54' Width)	756	SF	\$100.00	\$75,600
4	Storm Sewer Main (Class III RCP)(24")	3,896	LF	\$65.00	\$253,240
5	Storm Sewer Laterals (Class III RCP)(21")	877	LF	\$55.00	\$48,213
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$552,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	25	EA	\$8,000.00	\$200,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$200,000
	Subtotal Construction Cost Estimate	\$4,071,000.00			
	Contingency	30%		\$1,220,000.00	
	Total Construction Cost Estimate	\$5,291,000.00			
	Utility Relocation	1	LS	\$20,000.00	\$20,000.00
	Right-of-Way Cost	-	SF	\$2.00	\$0.00
	Relocation	-		\$150,000.00	\$0.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	48,700	SF	\$0.50	\$24,350.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$15,000.00	\$0.00
	Engineering Services	8.0%			\$423,300.00
	Surveying/SUE Services	2.0%			\$105,900.00
	Geotechnical Services	1.0%			\$53,000.00
	Construction Inspection Services	6.0%			\$317,500.00
	Administrative and Legal	0.5%			\$26,500.00
	Construction Materials Testing	1.0%			\$53,000.00
	Total Capital Cost	\$6,320,000.00			
	Total Capital Cost Per Foot	\$1,300.00			
Notes:					



City of Weatherford

Capital Improvement Program

South Bowie - Phase I

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **4a**

South Bowie - Phase I

From: Park Ave.

To: Charles St.

Length: 4,870

PRIORITY RANKING :

Existing Conditions:

There is currently no existing roadway between Holland Lake Road and Santa Fe Dr.

Proposed Conditions:

This project improves existing South Bowie between Park Ave to Charles Street.

Key Benefits:

- 1.) Improves north/south mobility
- 2.) Improves roadway for connection to IH-20

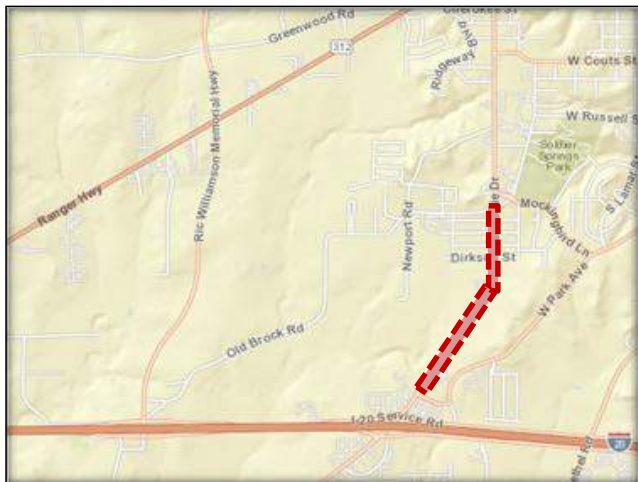
Project Scope:

- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	10
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	6
Construction	10
Estimated Total (Years):	1.8

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 24,350.00
Engineering Services	\$ 423,300.00
Utility Relocation	\$ 20,000.00
Survey/Geotech	\$ 158,900.00
City Administrative and Legal	\$ 26,500.00
Inspection/Testing	\$ 370,500.00
Construction	\$ 4,071,000.00
Contingency	\$ 1,220,000.00
Total Project Cost	\$ 6,320,000.00
Escalation	\$ 560,000.00
Bond Program Cost	\$ 6,880,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
South Bowie - Phase II

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		5,650	FT	South Bowie - Phase II	
Right-of-Way Width		90	FT	From: Charles St.	
Roadway Width		54	FT	To: US 180	
Median Width (B-B)		14	FT	Classification:	
				Type "B" Minor Arterial	
Project No.: 4b					
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$250,600.00	\$250,600
2	Right of Way Preparation	15	ACRE	\$5,000.00	\$75,000
3	Unclassified Street Excavation	8,300	CY	\$5.00	\$41,500
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	33,900	SY	\$75.00	\$2,542,500
6	6" Stabilized Base	37,000	SY	\$4.00	\$148,000
7	Lime or Cement for Stabilization (27 lbs/SY)	500	TON	\$150.00	\$75,000
8	Monolithic Curb	22,600	LF	\$2.00	\$45,200
9	Sidewalks	113,000	SF	\$6.00	\$678,000
10	Driveways	2,000	SY	\$85.00	\$170,000
11	Retaining Walls	4,000	SF	\$50.00	\$200,000
12	Additional Pavement at Median Openings (per side)	6	EA	\$12,800.00	\$76,800
13	ADA Ramps	38	EA	\$1,600.00	\$60,800
14	Hydromulching	34,100	SY	\$1.00	\$34,100
15	Top Soil	34,100	SY	\$1.00	\$34,100
16	Pavement Markings & Signage	11,300	LF	\$1.00	\$11,300
17	Traffic Control	15	MON	\$2,000.00	\$30,000
18	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$4,483,000
Drainage Improvements					
1	10' Storm Sewer Inlets	28	EA	\$4,000.00	\$113,000
2	4' x 4' Manholes	9	EA	\$6,000.00	\$54,240
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	4,520	LF	\$65.00	\$293,800
5	Storm Sewer Laterals (Class III RCP)(21")	1,017	LF	\$55.00	\$55,935
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$547,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	29	EA	\$8,000.00	\$232,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$232,000
	Subtotal Construction Cost Estimate	\$5,262,000.00			
	Contingency	30%		\$1,590,000.00	
	Total Construction Cost Estimate	\$6,852,000.00			
	Utility Relocation	1	LS	\$20,000.00	\$20,000.00
	Right-of-Way Cost	56,500	SF	\$2.00	\$113,000.00
	Relocation	-	EA	\$150,000.00	\$0.00
	Permanent Drainage Easement	40,000	SF	\$1.50	\$60,000.00
	Temporary Construction Easement	113,000	SF	\$0.50	\$56,500.00
	Cost Per Parcel (Land Agent / Survey / Legal)	10	EA	\$15,000.00	\$150,000.00
	Engineering Services	8.0%		\$548,200.00	
	Surveying/SUE Services	2.0%		\$137,100.00	
	Geotechnical Services	1.0%		\$68,600.00	
	Construction Inspection Services	6.0%		\$411,200.00	
	Administrative and Legal	0.5%		\$34,300.00	
	Construction Materials Testing	1.0%		\$68,600.00	
	Total Capital Cost	\$8,520,000.00			
	Total Capital Cost Per Foot	\$1,510.00			
Notes:					



City of Weatherford

Capital Improvement Program

South Bowie - Phase II

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **4b**

South Bowie - Phase II

From: Charles St.

To: US 180

Length: 5,650

PRIORITY RANKING :

Existing Conditions:

The existing roadway in this segment is a 3 lane roadway with right turn lanes for access into the school

Proposed Conditions:

This project improves existing South Bowie between Charles Street and US 180/Spur 312

Key Benefits:

- 1.) Improves north/south mobility
- 2.) Provides sidewalk and pedestrain access adjacent to schools

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☒ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	0
ROW acquisition	0
Utility Relocation	6
Construction	15
Estimated Total (Years):	1.8

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 379,500.00
Engineering Services	\$ 548,200.00
Utility Relocation	\$ 20,000.00
Survey/Geotech	\$ 205,700.00
City Adminstrative and Legal	\$ 34,300.00
Inspection/Testing	\$ 479,800.00
Construction	\$ 5,262,000.00
Contingency	\$ 1,590,000.00
Total Project Cost	\$ 8,520,000.00
Escalation	\$ 730,000.00
Bond Program Cost	\$ 9,250,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
North Bowie

Roadway Description: Roadway Length Right-of-Way Width Roadway Width (One Side B-B) Median Width (B-B)		Quantity	Unit	Project Limits:	
		6,730	FT	North Bowie	
		90	FT	From: US 180	
		54	FT	To: RWMH	
		14	FT	Classification: Type "B" Minor Arterial	
Project No.: 4c					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$325,300.00	\$325,300
2	Right of Way Preparation	17	ACRE	\$5,000.00	\$85,000
3	Unclassified Street Excavation	9,800	CY	\$5.00	\$49,000
4	Embankment	30,000	CY	\$10.00	\$300,000
5	8" Reinforced Concrete Pavement	40,400	SY	\$75.00	\$3,030,000
6	6" Stabilized Base	44,000	SY	\$4.00	\$176,000
7	Lime or Cement for Stabilization (27 lbs/SY)	600	TON	\$150.00	\$90,000
8	Monolithic Curb	26,920	LF	\$2.00	\$53,840
9	Sidewalks	100,950	SF	\$6.00	\$605,700
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	2	EA	\$12,800.00	\$25,600
12	ADA Ramps	8	EA	\$1,600.00	\$12,800
13	Hydromulching	40,600	SY	\$1.00	\$40,600
14	Top Soil	40,600	SY	\$1.00	\$40,600
15	Pavement Markings & Signage	13,500	LF	\$1.00	\$13,500
16	Traffic Control	18	MON	\$2,000.00	\$36,000
17	Erosion Control	1	LS	\$30,000.00	\$30,000
Paving Subtotal:					\$4,914,000
Drainage Improvements					
1	10' Storm Sewer Inlets	34	EA	\$4,000.00	\$134,600
2	4' x 4' Manholes	11	EA	\$6,000.00	\$64,608
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	5,384	LF	\$65.00	\$349,960
5	Storm Sewer Laterals (Class III RCP)(21")	1,211	LF	\$55.00	\$66,627
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$646,000
Misc. Improvements					
1	New Traffic Signal	1	EA	\$200,000.00	\$200,000
3	Street Lights / Foundations / Conduit	34	EA	\$8,000.00	\$272,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$472,000
	Subtotal Construction Cost Estimate	\$6,032,000.00			
	Contingency	30%		\$1,816,000.00	
	Total Construction Cost Estimate	\$7,848,000.00			
	Utility Relocation	1	LS	\$100,000.00	\$100,000.00
	Right-of-Way Cost	606,000	SF	\$2.00	\$1,212,000.00
	Relocations	7	EA	\$150,000.00	\$1,050,000.00
	Permanent Drainage Easement	8,000	SF	\$1.50	\$12,000.00
	Temporary Construction Easement	134,600	SF	\$0.50	\$67,300.00
	Cost Per Parcel (Land Agent / Survey / Legal)	25	EA	\$15,000.00	\$375,000.00
	Engineering Services	8.0%		\$627,900.00	
	Surveying/SUE Services	2.0%		\$157,000.00	
	Geotechnical Services	1.0%		\$78,500.00	
	Construction Inspection Services	6.0%		\$470,900.00	
	Administrative and Legal	0.5%		\$39,300.00	
	Construction Materials Testing	1.0%		\$78,500.00	
	Total Capital Cost	\$12,120,000.00			
	Total Capital Cost Per Foot	\$1,810.00			
Notes:					



City of Weatherford

Capital Improvement Program

North Bowie

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **4c**

North Bowie

From: US 180

To: RWMH

Length: 6,730

PRIORITY RANKING :

Existing Conditions:

There is currently no existing roadway between Bowie and FM 51

Proposed Conditions:

This project extends North Bowie to RWMH providing North/South connectivity.

Key Benefits:

- 1.) Improves north/south mobility
- 2.) Ultimately this project would form a full connection from US 180 and IH-20 to Ric Williamson Memorial Hwy.
- 3.) Provides access to adjacent property to improve development potential

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☒ Conduct Traffic Signal Warrant Study
- ☒ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	6
ROW acquisition	24
Utility Relocation	6
Construction	18

Estimated Total (Years): 4.5

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 2,716,300.00
Engineering Services	\$ 627,900.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 235,500.00
City Administrative and Legal	\$ 39,300.00
Inspection/Testing	\$ 549,400.00
Construction	\$ 6,032,000.00
Contingency	\$ 1,816,000.00
Total Project Cost	\$ 12,120,000.00
Escalation	\$ 2,140,000.00
Bond Program Cost	\$ 14,260,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Tin Top Road

Roadway Description: Roadway Length Right-of-Way Width Roadway Width (B-B)		Quantity	Unit	Project Limits:	
		2,700	FT	Tin Top Road	
		80	FT	From: Bethel Rd	
		40	FT	To: W. Park Ave	
		Classification: Type "C" Major Collector			
Project No.: 5					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$129,000.00	\$129,000
2	Right of Way Preparation	6	ACRE	\$5,000.00	\$30,000
3	Unclassified Street Excavation	3,200	CY	\$5.00	\$16,000
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	12,000	SY	\$75.00	\$900,000
6	6" Stabilized Base	14,000	SY	\$4.00	\$56,000
7	Lime or Cement for Stabilization (27 lbs/SY)	190	TON	\$150.00	\$28,500
8	Monolithic Curb	5,400	LF	\$2.00	\$10,800
9	Sidewalks	40,500	SF	\$6.00	\$243,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Intersections	1,000	SY	\$80.00	\$80,000
12	ADA Ramps	8	EA	\$1,600.00	\$12,800
13	Hydromulching	17,000	SY	\$1.00	\$17,000
14	Top Soil	17,000	SY	\$1.00	\$17,000
15	Pavement Markings & Signage	5,400	LF	\$1.00	\$5,400
16	Traffic Control	10	MON	\$2,000.00	\$20,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$1,576,000
Drainage Improvements					
1	10' Storm Sewer Inlets	14	EA	\$4,000.00	\$54,000
2	4' x 4' Manholes	4	EA	\$6,000.00	\$25,920
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	2,160	LF	\$65.00	\$140,400
5	Storm Sewer Laterals (Class III RCP)(21")	486	LF	\$55.00	\$26,730
6	Culvert 36" RCP	200	LF	\$100.00	\$20,000
7	Safety End Treatments	4	EA	\$4,000.00	\$16,000
Drainage :					\$284,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	14	EA	\$8,000.00	\$112,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$112,000
	Subtotal Construction Cost Estimate	\$1,972,000.00			
	Contingency	30%		\$600,000.00	
	Total Construction Cost Estimate	\$2,572,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	195,000	SF	\$2.00	\$390,000.00
	Relocation	1	EA	\$150,000.00	\$150,000.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	54,000	SF	\$0.50	\$27,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	8	EA	\$15,000.00	\$120,000.00
	Engineering Services	8.0%			\$205,800.00
	Surveying/SUE Services	2.0%			\$51,500.00
	Geotechnical Services	1.0%			\$25,800.00
	Construction Inspection Services	6.0%			\$154,400.00
	Administrative and Legal	0.5%			\$12,900.00
	Construction Materials Testing	1.0%			\$25,800.00
	Total Capital Cost	\$3,790,000.00			
	Total Capital Cost Per Foot	\$1,410.00			
Notes:					



City of Weatherford

Capital Improvement Program

Tin Top Road

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **5**

Tin Top Road

From: Bethel Rd

To: W. Park Ave

Length: 2,700

PRIORITY RANKING :

Existing Conditions:

There is currently no existing roadway in this area

Proposed Conditions:

This project extends Tin Top Road from Bethel Road to W. Park Avenue providing North/South connectivity.

Key Benefits:

- 1.) Improves north/south mobility
- 2.) Provides alternative access to IH-20
- 3.) Provides alternative route to the High School

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

Duration (months)

Design	12
Environmental Permitting (Local)	3
ROW acquisition	12
Utility Relocation	6
Construction	10

Estimated Total (Years): 2.6

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 687,000.00
Engineering Services	\$ 205,800.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 77,300.00
City Administrative and Legal	\$ 12,900.00
Inspection/Testing	\$ 180,200.00
Construction	\$ 1,972,000.00
Contingency	\$ 600,000.00
Total Project Cost	\$ 3,790,000.00
Escalation	\$ 430,000.00
Bond Program Cost	\$ 4,220,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
N. Denton Street

Roadway Description: Roadway Length Right-of-Way Width Roadway Width (B-B)		Quantity	Unit	Project Limits:	
		7,400	FT	N. Denton Street	
		60	FT	From: Front Street	
		40	FT	To: East Loop	
		Classification: Type "C" Major Collector			
Project No.: 6					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$234,900.00	\$234,900
2	Right of Way Preparation	13	ACRE	\$5,000.00	\$65,000
3	Unclassified Street Excavation	8,300	CY	\$5.00	\$41,500
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	32,900	SY	\$74.00	\$2,434,600
6	6" Stabilized Base	37,000	SY	\$4.00	\$148,000
7	Lime or Cement for Stabilization (27 lbs/SY)	500	TON	\$150.00	\$75,000
8	Monolithic Curb	14,800	LF	\$2.00	\$29,600
9	Sidewalks	111,000	SF	\$6.00	\$666,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	20	EA	\$1,600.00	\$32,000
13	Hydromulching	27,100	SY	\$1.00	\$27,100
14	Top Soil	27,100	SY	\$1.00	\$27,100
15	Pavement Markings & Signage	29,600	LF	\$1.00	\$29,600
16	Traffic Control	14	MON	\$2,000.00	\$28,000
17	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:					\$3,859,000
Drainage Improvements					
1	10' Storm Sewer Inlets	37	EA	\$4,000.00	\$148,000
2	4' x 4' Manholes	12	EA	\$6,000.00	\$71,040
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	5,920	LF	\$65.00	\$384,800
5	Storm Sewer Laterals (Class III RCP)(21")	1,332	LF	\$55.00	\$73,260
6	Large Culvert	100	LF	\$600.00	\$60,000
7	Headwalls	2	EA	\$20,000.00	\$40,000
Drainage :					\$778,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	37	EA	\$8,000.00	\$296,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$296,000
	Subtotal Construction Cost Estimate	\$4,933,000.00			
	Contingency	30%		\$1,480,000.00	
	Total Construction Cost Estimate	\$6,413,000.00			
	Utility Relocation	1	LS	\$100,000.00	\$100,000.00
	Right-of-Way Cost	200,000	SF	\$2.00	\$400,000.00
	Relocation	1		\$150,000.00	\$150,000.00
	Permanent Drainage Easement	32,000	SF	\$1.50	\$48,000.00
	Temporary Construction Easement	148,000	SF	\$0.50	\$74,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	7	EA	\$15,000.00	\$105,000.00
	Engineering Services	8.0%		\$513,100.00	
	Surveying/SUE Services	2.0%		\$128,300.00	
	Geotechnical Services	1.0%		\$64,200.00	
	Construction Inspection Services	6.0%		\$384,800.00	
	Administrative and Legal	0.5%		\$32,100.00	
	Construction Materials Testing	1.0%		\$64,200.00	
	Total Capital Cost	\$8,480,000.00			
	Total Capital Cost Per Foot	\$1,150.00			
Notes:					



City of Weatherford

Capital Improvement Program

N. Denton Street

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☒ Economic Development
- ☒ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **6**

N. Denton Street

From: Front Street

To: East Loop

Length: 7,400

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project provides a North/South parallel route to FM 51 from Front Street to the East Loop.

Key Benefits:

- 1.) Improves east/west mobility
- 2.) This project would ultimately provide a full east/west connection loop from the new RWMH to IH-20 east of FM 171.
- 3.) Provides access to adjacent property to improve development potential

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

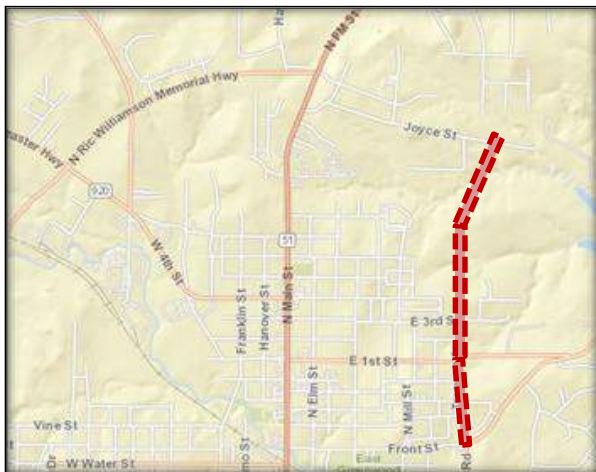
Project Schedule:

Duration (months)

Design	12
Environmental Permitting (Local)	6
ROW acquisition	12
Utility Relocation	6
Construction	14

Estimated Total (Years): 3.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 777,000.00
Engineering Services	\$ 513,100.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 192,500.00
City Administrative and Legal	\$ 32,100.00
Inspection/Testing	\$ 449,000.00
Construction	\$ 4,933,000.00
Contingency	\$ 1,480,000.00
Total Project Cost	\$ 8,480,000.00
Escalation	\$ 1,120,000.00
Bond Program Cost	\$ 9,600,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
4th Street

Roadway Description: Roadway Length Right-of-Way Width Roadway Width (One Side B-B)		Quantity	Unit	Project Limits:	
		4,900	FT	4th Street	
		60	FT	From: N. Denton Street	
		40	FT	To: Franklin Street	
		-	FT	Classification: Type "C" Major Collector 3-Lane	
Project No.: 7					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$167,300.00	\$167,300
2	Right of Way Preparation	9	ACRE	\$5,000.00	\$45,000
3	Unclassified Street Excavation	5,400	CY	\$5.00	\$27,000
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	21,800	SY	\$73.00	\$1,591,400
6	6" Stabilized Base	24,000	SY	\$4.00	\$96,000
7	Lime or Cement for Stabilization (27 lbs/SY)	330	TON	\$150.00	\$49,500
8	Monolithic Curb	9,800	LF	\$2.00	\$19,600
9	Sidewalks	73,500	SF	\$6.00	\$441,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	32	EA	\$1,600.00	\$51,200
13	Hydromulching	18,200	SY	\$1.00	\$18,200
14	Top Soil	18,200	SY	\$1.00	\$18,200
15	Pavement Markings & Signage	19,600	LF	\$1.00	\$19,600
16	Traffic Control	10	MON	\$2,000.00	\$20,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$2,574,000
Drainage Improvements					
1	10' Storm Sewer Inlets	25	EA	\$4,000.00	\$98,000
2	4' x 4' Manholes	8	EA	\$6,000.00	\$47,040
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	3,920	LF	\$65.00	\$254,800
5	Storm Sewer Laterals (Class III RCP)(21")	882	LF	\$55.00	\$48,510
6	Culvert 36" RCP	300	LF	\$100.00	\$30,000
7	Headwalls	6	EA	\$10,000.00	\$60,000
Drainage :					\$539,000
Misc. Improvements					
1	New Traffic Signal	1	EA	\$200,000.00	\$200,000
3	Street Lights / Foundations / Conduit	25	EA	\$8,000.00	\$200,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$400,000
	Subtotal Construction Cost Estimate	\$3,513,000.00			
	Contingency	30%		\$1,070,000.00	
	Total Construction Cost Estimate	\$4,583,000.00			
	Utility Relocation	1	LS	\$20,000.00	\$20,000.00
	Right-of-Way Cost	12,000	SF	\$2.00	\$24,000.00
	Relocation	-		\$150,000.00	\$0.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	-	SF	\$0.50	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	4	EA	\$15,000.00	\$60,000.00
	Engineering Services	8.0%			\$366,700.00
	Surveying/SUE Services	2.0%			\$91,700.00
	Geotechnical Services	1.0%			\$45,900.00
	Construction Inspection Services	6.0%			\$275,000.00
	Administrative and Legal	0.5%			\$23,000.00
	Construction Materials Testing	1.0%			\$45,900.00
	Total Capital Cost	\$5,540,000.00			
	Total Capital Cost Per Foot	\$1,140.00			
Notes:					



City of Weatherford

Capital Improvement Program

4th Street

Program Objectives

- ☐ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **7**

4th Street

From: N. Denton Street

To: Franklin Street

Length: 4,900

PRIORITY RANKING :

Existing Conditions:

Existing Residential Roadway with connection to FM 51

Proposed Conditions:

This project improves existing 4th Street to provide improved East/West connection to N. Denton Street and Franklin Street.

Key Benefits:

- 1.) This project would ultimately provide a east/west connection to N. Denton Road and provide an alternative connection to
- 2.) Provides improved access at FM 51 and provide improved sidewalk and pedestrain access.

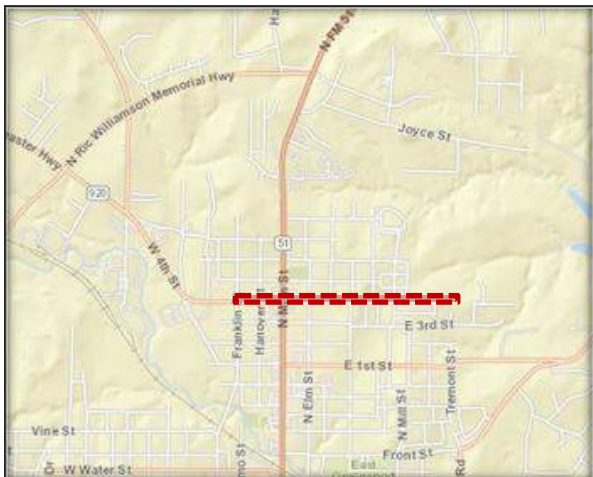
Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☒ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	3
ROW acquisition	10
Utility Relocation	6
Construction	10
Estimated Total (Years):	2.4

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 84,000.00
Engineering Services	\$ 366,700.00
Utility Relocation	\$ 20,000.00
Survey/Geotech	\$ 137,600.00
City Administrative and Legal	\$ 23,000.00
Inspection/Testing	\$ 320,900.00
Construction	\$ 3,513,000.00
Contingency	\$ 1,070,000.00
Total Project Cost	\$ 5,540,000.00
Escalation	\$ 590,000.00
Bond Program Cost	\$ 6,130,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Franklin Street

Roadway Description: Roadway Length Right-of-Way Width Roadway Width		Quantity	Unit	Project Limits:	
		5,200	FT	Franklin Street	
		60	FT	From: 4th Street	
		40	FT	To: RWMH	
		Classification: Type "C" Major Collector			
Project No.: 8					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$173,300.00	\$173,300
2	Right of Way Preparation	9	ACRE	\$5,000.00	\$45,000
3	Unclassified Street Excavation	5,800	CY	\$5.00	\$29,000
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	23,200	SY	\$74.00	\$1,716,800
6	6" Stabilized Base	26,000	SY	\$4.00	\$104,000
7	Lime or Cement for Stabilization (27 lbs/SY)	360	TON	\$150.00	\$54,000
8	Monolithic Curb	10,400	LF	\$2.00	\$20,800
9	Sidewalks	78,000	SF	\$6.00	\$468,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	20	EA	\$1,600.00	\$32,000
13	Hydromulching	18,800	SY	\$1.00	\$18,800
14	Top Soil	18,800	SY	\$1.00	\$18,800
15	Pavement Markings & Signage	10,400	LF	\$1.00	\$10,400
16	Traffic Control	12	MON	\$2,000.00	\$24,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$2,725,000
Drainage Improvements					
1	10' Storm Sewer Inlets	26	EA	\$4,000.00	\$104,000
2	4' x 4' Manholes	8	EA	\$6,000.00	\$49,920
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	4,160	LF	\$65.00	\$270,400
5	Storm Sewer Laterals (Class III RCP)(21")	936	LF	\$55.00	\$51,480
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$506,000
Misc. Improvements					
1	New Traffic Signal	1	EA	\$200,000.00	\$200,000
3	Street Lights / Foundations / Conduit	26	EA	\$8,000.00	\$208,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$408,000
	Subtotal Construction Cost Estimate	\$3,640,000.00			
	Contingency	30%		\$1,080,000.00	
	Total Construction Cost Estimate	\$4,720,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	156,000	SF	\$2.00	\$312,000.00
	Relocation	-		\$150,000.00	\$0.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	-	SF	\$0.50	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	4	EA	\$15,000.00	\$60,000.00
	Engineering Services	8.0%			\$377,600.00
	Surveying/SUE Services	2.0%			\$94,400.00
	Geotechnical Services	1.0%			\$47,200.00
	Construction Inspection Services	6.0%			\$283,200.00
	Administrative and Legal	0.5%			\$23,600.00
	Construction Materials Testing	1.0%			\$47,200.00
	Total Capital Cost	\$6,020,000.00			
	Total Capital Cost Per Foot	\$580.00			
Notes:					



City of Weatherford

Capital Improvement Program

Franklin Street

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. 8

Franklin Street

From: 4th Street

To: RWMH

Length: 5,200

PRIORITY RANKING :

Existing Conditions:

Half of this roadway segment is a residential roadway and the other half segment would be a new connects

Proposed Conditions:

This project provides a North/South parallel route to FM 51 from 4th Street to the Ric Williamson Memorial Highway.

Key Benefits:

- 1.) Provides access to adjacent property to improve development potential
- 2.) Provides parallel route to FM 51 and connects to RWMH

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (ocal)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental (Local)	6
ROW acquisition	15
Utility Relocation	8
Construction	12
Estimated Total (Years):	3.4

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 372,000.00
Engineering Services	\$ 377,600.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 141,600.00
City Administrative and Legal	\$ 23,600.00
Inspection/Testing	\$ 330,400.00
Construction	\$ 3,640,000.00
Contingency	\$ 1,080,000.00
Total Project Cost	\$ 6,020,000.00
Escalation	\$ 840,000.00
Bond Program Cost	\$ 6,860,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Charles Street Extension

Roadway Description: Roadway Length Right-of-Way Width Roadway Width		Quantity	Unit	Project Limits:	
		3,100	FT	Charles Street Extension	
		80	FT	From: Old Brock Rd	
		49	FT	To: RWMH	
			FT	Classification: Type "C" Major Collector	
Project No.: 9					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$109,800.00	\$109,800
2	Right of Way Preparation	7	ACRE	\$5,000.00	\$35,000
3	Unclassified Street Excavation	4,300	CY	\$5.00	\$21,500
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	16,900	SY	\$68.00	\$1,149,200
6	6" Stabilized Base	19,000	SY	\$4.00	\$76,000
7	Lime or Cement for Stabilization (27 lbs/SY)	260	TON	\$150.00	\$39,000
8	Monolithic Curb	6,200	LF	\$2.00	\$12,400
9	Sidewalks	46,500	SF	\$6.00	\$279,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	6	EA	\$1,600.00	\$9,600
13	Hydromulching	17,100	SY	\$1.00	\$17,100
14	Top Soil	17,100	SY	\$1.00	\$17,100
15	Pavement Markings & Signage	12,400	LF	\$1.00	\$12,400
16	Traffic Control	12	MON	\$2,000.00	\$24,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
				Paving Subtotal:	\$1,813,000
Drainage Improvements					
1	10' Storm Sewer Inlets	16	EA	\$4,000.00	\$62,000
2	4' x 4' Manholes	5	EA	\$6,000.00	\$29,760
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	2,480	LF	\$65.00	\$161,200
5	Storm Sewer Laterals (Class III RCP)(21")	558	LF	\$55.00	\$30,690
6	Large Culvert	100	LF	\$400.00	\$40,000
7	Headwalls	2	EA	\$20,000.00	\$40,000
				Drainage :	\$364,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	16	EA	\$8,000.00	\$128,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
				Misc. Subtotal:	\$128,000
	Subtotal Construction Cost Estimate	\$2,310,000.00			
	Contingency	30%		\$690,000.00	
	Total Construction Cost Estimate	\$3,000,000.00			
	Utility Relocation	1	LS	\$100,000.00	\$100,000.00
	Right-of-Way Cost	248,000	SF	\$2.00	\$496,000.00
	Relocation	1		\$150,000.00	\$150,000.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	62,000	SF	\$0.50	\$31,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	8	EA	\$15,000.00	\$120,000.00
	Engineering Services	8.0%			\$240,000.00
	Surveying/SUE Services	2.0%			\$60,000.00
	Geotechnical Services	1.0%			\$30,000.00
	Construction Inspection Services	6.0%			\$180,000.00
	Administrative and Legal	0.5%			\$15,000.00
Construction Materials Testing	1.0%			\$30,000.00	
	Total Capital Cost	\$4,460,000.00			
	Total Capital Cost Per Foot	\$720.00			
Notes:					



City of Weatherford

Capital Improvement Program

Charles Street Extension

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **9**

Charles Street Extension

From: Old Brock Rd

To: RWMH

Length: 3,100

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project extends a new East/West connection between Old Brock Road to Ric Williamson Memorial Highway.

Key Benefits:

- 1.) Provides access to adjacent property to improve development potential

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	8
ROW acquisition	15
Utility Relocation	6
Construction	15
Estimated Total (Years):	3.7

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 797,000.00
Engineering Services	\$ 240,000.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 90,000.00
City Administrative and Legal	\$ 15,000.00
Inspection/Testing	\$ 210,000.00
Construction	\$ 2,310,000.00
Contingency	\$ 690,000.00
Total Project Cost	\$ 4,460,000.00
Escalation	\$ 660,000.00
Bond Program Cost	\$ 5,120,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Clairemont Boulevard - Phase I

Roadway Description:		Quantity	Unit	Project Limits:	
		4,800	FT	Clairemont Boulevard - Phase I	
		80	FT	From: S. Bowie Dr	
		49	FT	To: RWMH	
				Classification:	
				Type "C" Major Collector	
Project No.: 10a					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$165,500.00	\$165,500
2	Right of Way Preparation	11	ACRE	\$5,000.00	\$55,000
3	Unclassified Street Excavation	6,500	CY	\$5.00	\$32,500
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	26,200	SY	\$69.00	\$1,807,800
6	6" Stabilized Base	29,000	SY	\$4.00	\$116,000
7	Lime or Cement for Stabilization (27 lbs/SY)	400	TON	\$150.00	\$60,000
8	Monolithic Curb	9,600	LF	\$2.00	\$19,200
9	Sidewalks	72,000	SF	\$6.00	\$432,000
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	10	EA	\$1,600.00	\$16,000
13	Hydromulching	25,800	SY	\$1.00	\$25,800
14	Top Soil	25,800	SY	\$1.00	\$25,800
15	Pavement Markings & Signage	19,200	LF	\$1.00	\$19,200
16	Traffic Control	12	MON	\$2,000.00	\$24,000
17	Erosion Control	1	LS	\$15,000.00	\$15,000
Paving Subtotal:					\$2,814,000
Drainage Improvements					
1	10' Storm Sewer Inlets	22	EA	\$4,000.00	\$88,000
2	4' x 4' Manholes	7	EA	\$6,000.00	\$43,200
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	3,600	LF	\$65.00	\$234,000
5	Storm Sewer Laterals (Class III RCP)(21")	792	LF	\$55.00	\$43,560
6	Culvert 36" RCP	200	LF	\$100.00	\$20,000
7	Headwalls	4	EA	\$10,000.00	\$40,000
Drainage :					\$469,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	24	EA	\$8,000.00	\$192,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$192,000
	Subtotal Construction Cost Estimate	\$3,475,000.00			
	Contingency	30%		\$1,056,000.00	
	Total Construction Cost Estimate	\$4,531,000.00			
	Utility Relocation	1	LS	\$100,000.00	\$100,000.00
	Right-of-Way Cost	384,000	SF	\$2.00	\$768,000.00
	Relocation	-		\$150,000.00	\$0.00
	Permanent Drainage Easement	40,000	SF	\$1.50	\$60,000.00
	Temporary Construction Easement	96,000	SF	\$0.50	\$48,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	8	EA	\$15,000.00	\$120,000.00
	Engineering Services	8.0%			\$362,500.00
	Surveying/SUE Services	2.0%			\$90,700.00
	Geotechnical Services	1.0%			\$45,400.00
	Construction Inspection Services	6.0%			\$271,900.00
	Administrative and Legal	0.5%			\$22,700.00
	Construction Materials Testing	1.0%			\$45,400.00
	Total Capital Cost	\$6,470,000.00			
	Total Capital Cost Per Foot	\$1,350.00			
Notes:					



City of Weatherford

Capital Improvement Program

Clairemont Boulevard - Phase I

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **10a**

Clairemont Boulevard - Phase I

From: S. Bowie Dr

To: RWMH

Length: 4,800

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project extends a new East/West connection between S. Bowie Drive to Ric Williamson Memorial Highway north of IH-20

Key Benefits:

- 1.) Improves traffic flow through the downtown area
- 2.) Pedestrains Improvements

Project Scope:

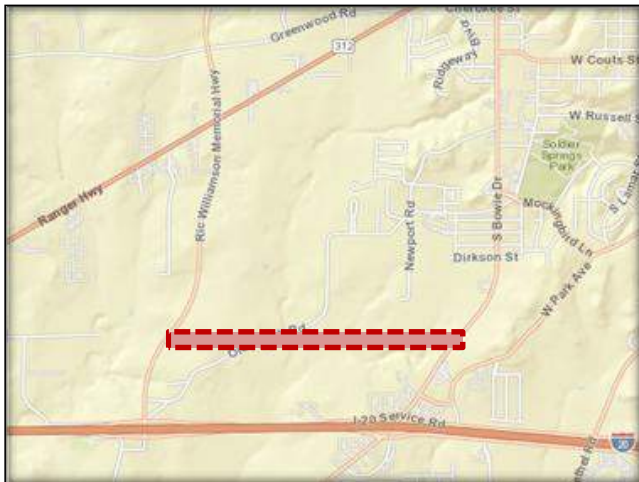
- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	6
ROW acquisition	16
Utility Relocation	6
Construction	16

Estimated Total (Years): 3.7

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 996,000.00
Engineering Services	\$ 362,500.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 136,100.00
City Administrative and Legal	\$ 22,700.00
Inspection/Testing	\$ 317,300.00
Construction	\$ 3,475,000.00
Contingency	\$ 1,056,000.00
Total Project Cost	\$ 6,470,000.00
Escalation	\$ 960,000.00
Bond Program Cost	\$ 7,430,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Clairemont Boulevard - Phase II

Roadway Description: Project Length Right-of-Way Width Roadway Width (B-B)		Quantity	Unit	Project Limits:	
		3,520	FT	Clairemont Boulevard - Phase II	
		80	FT	From: S. Bowie Dr	
		49	FT	To: Bethel Road	
				Classification: Type "C" Major Collector	
Project No.: 10b					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$123,400.00	\$123,400
2	Right of Way Preparation	8	ACRE	\$5,000.00	\$40,000
3	Unclassified Street Excavation	4,700	CY	\$5.00	\$23,500
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	19,200	SY	\$68.00	\$1,305,600
6	6" Stabilized Base	21,000	SY	\$4.00	\$84,000
7	Lime or Cement for Stabilization (27 lbs/SY)	290	TON	\$150.00	\$43,500
8	Monolithic Curb	7,040	LF	\$2.00	\$14,080
9	Sidewalks	52,800	SF	\$6.00	\$316,800
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	12	EA	\$1,600.00	\$19,200
13	Hydromulching	18,800	SY	\$1.00	\$18,800
14	Top Soil	18,800	SY	\$1.00	\$18,800
15	Pavement Markings & Signage	14,100	LF	\$1.00	\$14,100
16	Traffic Control	16	MON	\$2,000.00	\$32,000
17	Erosion Control	1	LS	\$15,000.00	\$15,000
Paving Subtotal:					\$2,069,000
Drainage Improvements					
1	10' Storm Sewer Inlets	18	EA	\$4,000.00	\$70,400
2	4' x 4' Manholes	6	EA	\$6,000.00	\$33,000
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	2,750	LF	\$65.00	\$178,750
5	Storm Sewer Laterals (Class III RCP)(21")	634	LF	\$55.00	\$34,848
6	Culvert 36" RCP	200	LF	\$100.00	\$20,000
7	Headwalls	4	EA	\$10,000.00	\$40,000
Drainage :					\$377,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	18	EA	\$8,000.00	\$144,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$144,000
	Subtotal Construction Cost Estimate	\$2,590,000.00			
	Contingency	30%		\$780,000.00	
	Total Construction Cost Estimate	\$3,370,000.00			
	Utility Relocation	1	LS	\$100,000.00	\$100,000.00
	Right-of-Way Cost	281,600	SF	\$2.00	\$563,200.00
	Relocation	2		\$150,000.00	\$300,000.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	70,400	SF	\$0.50	\$35,200.00
	Cost Per Parcel (Land Agent / Survey / Legal)	6	EA	\$15,000.00	\$90,000.00
	Engineering Services	8.0%			\$269,600.00
	Surveying/SUE Services	2.0%			\$67,400.00
	Geotechnical Services	1.0%			\$33,700.00
	Construction Inspection Services	6.0%			\$202,200.00
	Administrative and Legal	0.5%			\$16,900.00
	Construction Materials Testing	1.0%			\$33,700.00
	Total Capital Cost	\$5,090,000.00			
	Total Capital Cost Per Foot	\$1,450.00			
Notes:					



City of Weatherford

Capital Improvement Program

Clairemont Boulevard - Phase II

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **10b**

Clairemont Boulevard - Phase II

From: S. Bowie Dr

To: Bethel Road

Length: 3,520

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project provides a connection from S. Bowie Drive to Bethel Road

Key Benefits:

- 1.) Provides east/west parallel route to IH-20

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	6
ROW acquisition	16
Utility Relocation	6
Construction	16
Estimated Total (Years):	3.7

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 988,400.00
Engineering Services	\$ 269,600.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 101,100.00
City Administrative and Legal	\$ 16,900.00
Inspection/Testing	\$ 235,900.00
Construction	\$ 2,590,000.00
Contingency	\$ 780,000.00
Total Project Cost	\$ 5,090,000.00
Escalation	\$ 760,000.00
Bond Program Cost	\$ 5,850,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Clairemont Boulevard - Phase III

Roadway Description:		Quantity	Unit	Project Limits:	
		3,350	FT	Clairemont Boulevard - Phase III	
		80	FT	From: Bethel Rd	
		49	FT	To: Main Street	
				Classification:	
				Type "C" Major Collector	
Project No.: 10c					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$115,800.00	\$115,800
2	Right of Way Preparation	8	ACRE	\$5,000.00	\$40,000
3	Unclassified Street Excavation	4,500	CY	\$5.00	\$22,500
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	18,300	SY	\$68.00	\$1,244,400
6	6" Stabilized Base	20,000	SY	\$4.00	\$80,000
7	Lime or Cement for Stabilization (27 lbs/SY)	270	TON	\$150.00	\$40,500
8	Monolithic Curb	6,700	LF	\$2.00	\$13,400
9	Sidewalks	50,250	SF	\$6.00	\$301,500
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	8	EA	\$1,600.00	\$12,800
13	Hydromulching	17,700	SY	\$1.00	\$17,700
14	Top Soil	17,700	SY	\$1.00	\$17,700
15	Pavement Markings & Signage	13,400	LF	\$1.00	\$13,400
16	Traffic Control	12	MON	\$2,000.00	\$24,000
17	Erosion Control	1	LS	\$15,000.00	\$15,000
Paving Subtotal:					\$1,959,000
Drainage Improvements					
1	10' Storm Sewer Inlets	17	EA	\$4,000.00	\$67,000
2	4' x 4' Manholes	5	EA	\$6,000.00	\$32,160
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	2,680	LF	\$65.00	\$174,200
5	Storm Sewer Laterals (Class III RCP)(21")	603	LF	\$55.00	\$33,165
6	Culvert 36" RCP	100	LF	\$100.00	\$10,000
7	Headwalls	2	EA	\$10,000.00	\$20,000
Drainage :					\$337,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	17	EA	\$8,000.00	\$136,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$136,000
	Subtotal Construction Cost Estimate	\$2,432,000.00			
	Contingency	30%		\$730,000.00	
	Total Construction Cost Estimate	\$3,162,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	268,000	SF	\$2.00	\$536,000.00
	Relocation	2		\$150,000.00	\$300,000.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	67,000	SF	\$0.50	\$33,500.00
	Cost Per Parcel (Land Agent / Survey / Legal)	5	EA	\$15,000.00	\$75,000.00
	Engineering Services	8.0%			\$253,000.00
	Surveying/SUE Services	2.0%			\$63,300.00
	Geotechnical Services	1.0%			\$31,700.00
	Construction Inspection Services	6.0%			\$189,800.00
	Administrative and Legal	0.5%			\$15,900.00
	Construction Materials Testing	1.0%			\$31,700.00
	Total Capital Cost	\$4,750,000.00			
	Total Capital Cost Per Foot	\$1,420.00			
Notes:					



City of Weatherford

Capital Improvement Program

Clairemont Boulevard - Phase III

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **10c**

Clairemont Boulevard - Phase III

From: Bethel Rd

To: Main Street

Length: 3,350

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project provides a connection from Bethel Road to Tin Top Road to Main Street

Key Benefits:

- 1.) Provides alternative route from FM 51 to Bethel Road
- 2.) Economic Development Opportunities

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☒ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	6
ROW acquisition	12
Utility Relocation	6
Construction	12

Estimated Total (Years): 3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 944,500.00
Engineering Services	\$ 253,000.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 95,000.00
City Administrative and Legal	\$ 15,900.00
Inspection/Testing	\$ 221,500.00
Construction	\$ 2,432,000.00
Contingency	\$ 730,000.00
Total Project Cost	\$ 4,750,000.00
Escalation	\$ 600,000.00
Bond Program Cost	\$ 5,350,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
BB Fielder Rd

Roadway Description: Project Length Right-of-Way Width Roadway Width		Quantity	Unit	Project Limits:	
		5,100	FT	BB Fielder Rd	
		80	FT	From: Old Dennis Rd	
		49	FT	To: RWMH	
		Classification: Type "C" Major Collector			
Project No.: 11					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization	1	LS	\$177,700.00	\$177,700
2	Right of Way Preparation	12	ACRE	\$5,000.00	\$60,000
3	Unclassified Street Excavation	7,000	CY	\$5.00	\$35,000
4	Embankment	0	CY	\$10.00	\$0
5	8" Reinforced Concrete Pavement	27,800	SY	\$70.00	\$1,946,000
6	6" Stabilized Base	31,000	SY	\$4.00	\$124,000
7	Lime or Cement for Stabilization (27 lbs/SY)	420	TON	\$150.00	\$63,000
8	Monolithic Curb	10,200	LF	\$2.00	\$20,400
9	Sidewalks	71,400	SF	\$6.00	\$428,400
10	Retaining Walls	0	SF	\$50.00	\$0
11	Additional Pavement at Median Openings (per side)	0	EA	\$12,800.00	\$0
12	ADA Ramps	8	EA	\$1,600.00	\$12,800
13	Hydromulching	27,200	SY	\$1.00	\$27,200
14	Top Soil	27,200	SY	\$1.00	\$27,200
15	Pavement Markings & Signage	20,400	LF	\$1.00	\$20,400
16	Traffic Control	12	MON	\$2,000.00	\$24,000
17	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:					\$2,977,000
Drainage Improvements					
1	10' Storm Sewer Inlets	26	EA	\$4,000.00	\$102,000
2	4' x 4' Manholes	8	EA	\$6,000.00	\$48,960
3	Bridge (54' Width)	0	SF	\$100.00	\$0
4	Storm Sewer Main (Class III RCP)(24")	4,080	LF	\$65.00	\$265,200
5	Storm Sewer Laterals (Class III RCP)(21")	918	LF	\$55.00	\$50,490
6	Large Culvert	100	LF	\$400.00	\$40,000
7	Headwalls	2	EA	\$20,000.00	\$40,000
Drainage :					\$547,000
Misc. Improvements					
1	New Traffic Signal	-	EA	\$200,000.00	\$0
3	Street Lights / Foundations / Conduit	26	EA	\$8,000.00	\$208,000
4	Landscaping / Irrigation System	-	EA	\$100,000.00	\$0
Misc. Subtotal:					\$208,000
	Subtotal Construction Cost Estimate	\$3,732,000.00			
	Contingency	30%		\$1,085,000.00	
	Total Construction Cost Estimate	\$4,817,000.00			
	Utility Relocation	1	LS	\$50,000.00	\$50,000.00
	Right-of-Way Cost	408,000	SF	\$2.00	\$816,000.00
	Relocation	-		\$150,000.00	\$0.00
	Permanent Drainage Easement	-	SF	\$1.50	\$0.00
	Temporary Construction Easement	102,000	SF	\$0.50	\$51,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)	6	EA	\$15,000.00	\$90,000.00
	Engineering Services	8.0%			\$385,400.00
	Surveying/SUE Services	2.0%			\$96,400.00
	Geotechnical Services	1.0%			\$48,200.00
	Construction Inspection Services	6.0%			\$289,100.00
	Administrative and Legal	0.5%			\$24,100.00
	Construction Materials Testing	1.0%			\$48,200.00
	Total Capital Cost	\$6,720,000.00			
	Total Capital Cost Per Foot	\$1,320.00			
Notes:					



City of Weatherford

Capital Improvement Program

BB Fielder Rd

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☐ Safety Improvements
- ☒ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **11**

BB Fielder Rd

From: Old Dennis Rd

To: RWMH

Length: 5,100

PRIORITY RANKING :

Existing Conditions:

No Existing Roadway in this area

Proposed Conditions:

This project extends the existing BB Fielder Road as a new East/West connection between S. Bowie Drive to Ric Williamson Memorial Highway south of IH-20.

Key Benefits:

- 1.) Serves as backage road to IH-20
- 2.) Economic Development Opportunities

Project Scope:

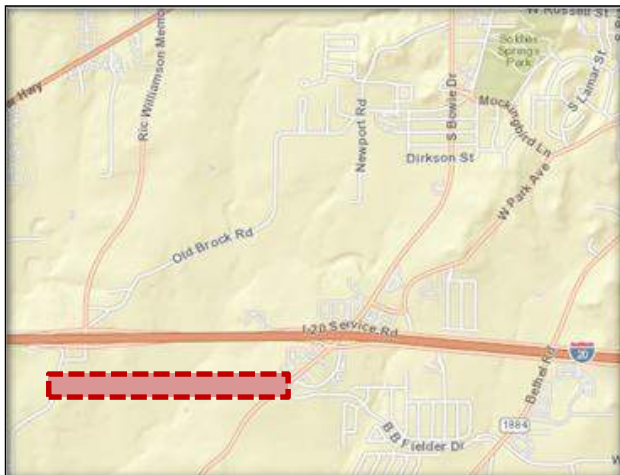
- ☐ On System
- ☒ Local Letting
- ☒ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	12
Environmental Permitting (Local)	6
ROW acquisition	12
Utility Relocation	6
Construction	12

Estimated Total (Years): 3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 957,000.00
Engineering Services	\$ 385,400.00
Utility Relocation	\$ 50,000.00
Survey/Geotech	\$ 144,600.00
City Administrative and Legal	\$ 24,100.00
Inspection/Testing	\$ 337,300.00
Construction	\$ 3,732,000.00
Contingency	\$ 1,085,000.00
Total Project Cost	\$ 6,720,000.00
Escalation	\$ 850,000.00
Bond Program Cost	\$ 7,570,000.00



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
Interstate Improvement Projects

MAP No.	ROADWAY	DESCRIPTION	CLASSIFICATION	FROM	TO	LENGTH
26a	EB Frontage Road	Frontage Road Extension and Ramp Improvement	Interstate Frontage Road	Santa Fe Dr	E. Bankhead Hwy.	5,580
26b	WB Frontage Road	Frontage Road Extension and Ramp Improvement	Interstate Frontage Road	E. Bankhead Hwy.	Santa Fe Dr (FM 2552)	5,580
27	Tin Top Intersection	Intersection Improvement for both EB/WB Intersections	Frontage Road Intersections	Tin Top EB Frontage Road	Tin Top EB Frontage Road	600
28a	EB On Ramp	New EB On-Ramp between Bethel Road and Tin Top Road	Interstate Ramp	Bethel Road	Tin Top Road	2,280
28b	WB Off Ramp	New WB Off-Ramp between Tin Top Road and Bethel Road	Interstate Ramp	Tin Top Road	Bethel Road	2,280
29	Bethel Road Intersections	Intersection Improvement for both EB/WB Intersections	Frontage Road Intersections	Bethel Rd. EB Frontage Road	Bethel Rd. EB Frontage Road	600
30a	EB Frontage Road	Frontage Road Extension and Ramp Improvement	Interstate Frontage Road	RWMH	South Bowie	3,650
30b	WB Frontage Road	Frontage Road Extension and Ramp Improvement	Interstate Frontage Road	South Bowie	RWMH	2,910
31a	EB Frontage Road	Frontage Road Extension and Ramp Improvement	Interstate Frontage Road	Dennis Rd	RWMH	8,640
31b	WB Frontage Road	Frontage Road Extension and Ramp Improvement	Interstate Frontage Road	RWMH	Dennis Rd	8,950



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
SUMMARY OF PROJECT COST (Interstate Projects)

PROJECT NO.	ROADWAY	CLASSIFICATION	FROM	TO	PROJECT LENGTH	PROJECT TIMELINE	PROJECT COST	3.0% *ESCALATION	TxDOT/FHWA 80%	City Match 20%
26a	EB Frontage Road	Interstate Frontage Road	Santa Fe Dr	E. Bankhead Hwy.	5,580	10	\$8,440,000	\$9,800,000	\$7,840,000	\$1,960,000
26b	WB Frontage Road	Interstate Frontage Road	E. Bankhead Hwy.	Santa Fe Dr	5,580	10	\$8,370,000	\$9,800,000	\$7,840,000	\$1,960,000
27	Tin Top Intersection	Frontage Road Intersections	Tin Top EB Frontage Road	Tin Top EB Frontage	600	10	\$1,510,000	\$1,800,000	\$1,440,000	\$360,000
28a	EB On Ramp	Interstate Ramp	Bethel Road	Tin Top Road	2,280	10	\$4,580,000	\$5,400,000	\$4,320,000	\$1,080,000
28b	WB Off Ramp	Interstate Ramp	Tin Top Road	Bethel Road	2,280	10	\$4,450,000	\$5,200,000	\$4,160,000	\$1,040,000
29	Bethel Road Intersections	Frontage Road Intersections	Bethel Rd. EB Frontage Road	Bethel Rd. EB Fronta	600	10	\$1,500,000	\$1,800,000	\$1,440,000	\$360,000
30a	EB Frontage Road	Interstate Frontage Road	RWMH	South Bowie	3,650	10	\$4,820,000	\$5,600,000	\$4,480,000	\$1,120,000
30b	WB Frontage Road	Interstate Frontage Road	South Bowie	RWMH	2,910	10	\$4,410,000	\$5,200,000	\$4,160,000	\$1,040,000
31a	EB Frontage Road	Interstate Frontage Road	Dennis Rd	RWMH	8,640	10	\$8,860,000	\$10,300,000	\$8,240,000	\$2,060,000
31b	WB Frontage Road	Interstate Frontage Road	RWMH	Dennis Rd	8,950	10	\$9,040,000	\$10,500,000	\$8,400,000	\$2,100,000
TOTAL CIP IMPROVEMENTS (Interstate Projects):							\$55,980,000	\$65,400,000	\$52,400,000	\$13,100,000

**Escalation is based on 1/2 half the project timeline. For example, on a 10 year timeline the escalation is estimated at 5 years*



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
PROJECT COST BREAKDOWN (Interstate Projects)

PROJECT NO.	ROADWAY	CONSTRUCTION	UTILITY RELOCATIONS	ROW	ENGINEERING	SURVEY/SUE	GEOTECH	INSPECTION	ADMIN/LEGAL	TESTING	TOTAL (w/o Escalation)
26a	EB Frontage Road	\$ 6,480,000	\$ 100,000	\$ 240,000	\$ 777,600	\$ 129,600	\$ 64,800	\$ 518,400	\$ 32,400	\$ 97,200	\$ 8,440,000
26b	WB Frontage Road	\$ 6,420,000	\$ 100,000	\$ 240,000	\$ 770,400	\$ 128,400	\$ 64,200	\$ 513,600	\$ 32,100	\$ 96,300	\$ 8,370,000
27	Tin Top Intersection	\$ 1,220,000	\$ -	\$ -	\$ 122,000	\$ 24,400	\$ 12,200	\$ 97,600	\$ 12,200	\$ 12,200	\$ 1,510,000
28a	EB On Ramp	\$ 3,580,000	\$ 100,000	\$ -	\$ 429,600	\$ 71,600	\$ 35,800	\$ 286,400	\$ 17,900	\$ 53,700	\$ 4,580,000
28b	WB Off Ramp	\$ 3,479,000	\$ 100,000	\$ -	\$ 417,500	\$ 69,600	\$ 34,800	\$ 278,400	\$ 17,400	\$ 52,200	\$ 4,450,000
29	Bethel Road Intersections	\$ 1,212,000	\$ -	\$ -	\$ 121,200	\$ 24,300	\$ 12,200	\$ 97,000	\$ 12,200	\$ 12,200	\$ 1,500,000
30a	EB Frontage Road	\$ 3,772,000	\$ 100,000	\$ -	\$ 452,700	\$ 75,500	\$ 37,800	\$ 301,800	\$ 18,900	\$ 56,600	\$ 4,820,000
30b	WB Frontage Road	\$ 3,442,000	\$ 100,000	\$ -	\$ 413,100	\$ 68,900	\$ 34,500	\$ 275,400	\$ 17,300	\$ 51,700	\$ 4,410,000
31a	EB Frontage Road	\$ 7,006,000	\$ 100,000	\$ -	\$ 840,800	\$ 140,200	\$ 70,100	\$ 560,500	\$ 35,100	\$ 105,100	\$ 8,860,000
31b	WB Frontage Road	\$ 7,151,000	\$ 100,000	\$ -	\$ 858,200	\$ 143,100	\$ 71,600	\$ 572,100	\$ 35,800	\$ 107,300	\$ 9,040,000
Totals:		\$ 43,770,000	\$ 800,000	\$ 480,000	\$ 5,210,000	\$ 880,000	\$ 440,000	\$ 3,510,000	\$ 240,000	\$ 650,000	\$ 55,980,000
		78.2%	1.4%	0.9%	9.3%	1.6%	0.8%	6.3%	0.4%	1.2%	



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
EB Frontage Road

Roadway Description: Roadway Length Right-of-Way Width Roadway Width each Frontage Road Bridge Length		Quantity	Unit	Project Limits:	
		5,580	FT	EB Frontage Road	
		60	FT	From: Santa Fe Dr	
		27	FT	To: E. Bankhead Hwy.	
		460	FT	Classification:	
Interstate Frontage Road					
Project No. 26a					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$254,600.00	\$254,600
2	Right of Way Preparation	1	ACRE	\$5,000.00	\$5,000
3	Unclassified Street Excavation	3,000	CY	\$6.00	\$18,000
4	Embankment	70,000	CY	\$10.00	\$700,000
5	10" Reinforced Concrete Pavement	1,070	SY	\$65.00	\$69,550
6	4" HMAC Bond Breaker	269	TON	\$130.00	\$34,983
7	8" Stabilized Base	1,170	SY	\$5.00	\$5,850
8	Lime or Cement for Stabilization (40 lbs/SY)	30	TON	\$150.00	\$4,500
9	Bridge Structure	17,020	SF	\$100.00	\$1,702,000
10	Monolithic Curb	11,160	LF	\$2.00	\$22,320
11	Hydromulching	24,600	SY	\$1.00	\$24,600
12	Top Soil	24,600	SY	\$1.00	\$24,600
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	5,600	LF	\$2.00	\$11,200
15	Traffic Control	16	MON	\$4,000.00	\$64,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:					\$2,973,203
Drainage Improvements					
1	Curb Inlets (All Sizes)	20	EA	\$2,600.00	\$52,000
2	Lateral Storm Drain Pipe (24")	1,860	LF	\$65.00	\$120,900
Drainage Subtotal:					\$172,900
Misc. Improvements					
1	Ramps	2	EA	\$850,000.00	\$1,700,000
2	MSE Retaining Walls	10,000	SF	\$50.00	\$500,000
Misc. Subtotal:					\$2,200,000
	Subtotal Construction Cost Estimate	\$5,400,000.00			
	Contingency	20% \$1,080,000.00			
	Total Construction Cost Estimate	\$6,480,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	60,000	SF	\$4.00	\$240,000.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00
	Engineering/Environmental Services	12.0%			\$777,600.00
	Surveying/SUE Services	2.0%			\$129,600.00
	Geotechnical Services	1.0%			\$64,800.00
	Construction Inspection Services	8.0%			\$518,400.00
	Administrative and Legal	0.5%			\$32,400.00
	Construction Materials Testing	1.5%			\$97,200.00
	Total Capital Cost	\$8,440,000.00			
	Total Capital Cost Per Foot	\$1,520.00			
Notes:					



City of Weatherford

CIP Project Fact Sheet

EB Frontage Road

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **26a**

EB Frontage Road

From: Santa Fe Dr

To: E. Bankhead Hwy.

Length: 5,580

PRIORITY RANKING :

Existing Conditions:

Currently FM 730 ends at the intersection of US 180.

Proposed Conditions:

Frontage Road Extension and Ramp Improvement

Key Benefits:

- 1.) Provides an alternate route and connection to IH-20.
- 2.) Provides access for future development between US 180 and IH-20.
- 3.) This project could be developed as a local project

Project Scope:

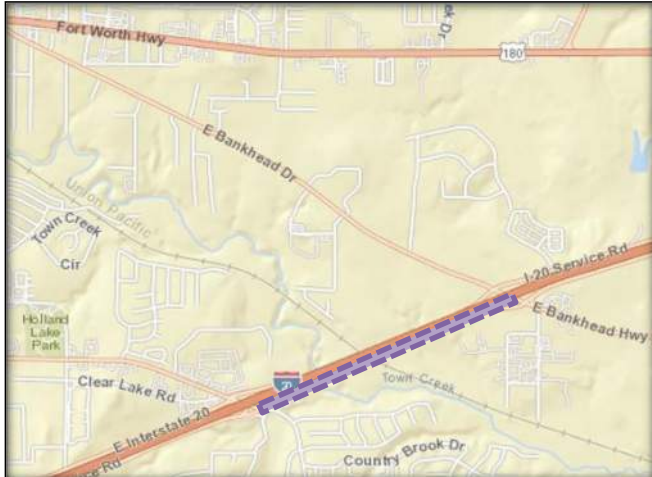
- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☒ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental	18
ROW acquisition	12
Utility Relocation	8
Construction	16

Estimated Total (Years): 5.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 240,000.00
Engineering Services	\$ 777,600.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 194,400.00
City Administrative and Legal	\$ 32,400.00
Inspection/Testing	\$ 615,600.00
Construction	\$ 5,400,000.00
Contingency	\$ 1,080,000.00
Total Project Cost	\$ 8,440,000.00
Escalation	\$ 1,360,000.00
Bond Program Cost	\$ 9,800,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
WB Frontage Road

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length each Frontage Road		5,580	FT	WB Frontage Road	
Right-of-Way Width each Frontage Road		60	FT	From: E. Bankhead Hwy.	
Roadway Width each Frontage Road		27	FT	To: Santa Fe Dr	
Bridge Length		460	FT	Classification: Interstate Frontage	
Project No.: 26b					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$254,600.00	\$254,600
2	Right of Way Preparation	1	ACRE	\$5,000.00	\$5,000
3	Unclassified Street Excavation	3,000	CY	\$6.00	\$18,000
4	Embankment	70,000	CY	\$10.00	\$700,000
5	10" Reinforced Concrete Pavement	1,070	SY	\$65.00	\$69,550
6	4" HMAc Bond Breaker	269	TON	\$130.00	\$34,983
7	8" Stabilized Base	1,170	SY	\$5.00	\$5,850
8	Lime or Cement for Stabilization (40 lbs/SY)	30	TON	\$150.00	\$4,500
9	Bridge Structure	17,020	SF	\$100.00	\$1,702,000
10	Monolithic Curb	11,160	LF	\$2.00	\$22,320
11	Hydromulching	24,600	SY	\$1.00	\$24,600
12	Top Soil	24,600	SY	\$1.00	\$24,600
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	5,600	LF	\$2.00	\$11,200
15	Traffic Control	16	MON	\$4,000.00	\$64,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:					\$2,973,203
Drainage Improvements					
1	Curb Inlets (All Sizes)	20	EA	\$2,600.00	\$52,000
2	Lateral Storm Drain Pipe (24")	1,860	LF	\$65.00	\$120,900
Drainage Subtotal:					\$172,900
Misc. Improvements					
1	Ramps	2	EA	\$850,000.00	\$1,700,000
2	MSE Retaining Walls	10,000	SF	\$50.00	\$500,000
Misc. Subtotal:					\$2,200,000
	Subtotal Construction Cost Estimate	\$5,350,000.00			
	Contingency	20% \$1,070,000.00			
	Total Construction Cost Estimate	\$6,420,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	60,000	SF	\$4.00	\$240,000.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00
	Engineering/Environmental Services	12.0%			\$770,400.00
	Surveying/SUE Services	2.0%			\$128,400.00
	Geotechnical Services	1.0%			\$64,200.00
	Construction Inspection Services	8.0%			\$513,600.00
	Administrative and Legal	0.5%			\$32,100.00
	Construction Materials Testing	1.5%			\$96,300.00
	Total Capital Cost	\$8,370,000.00			
	Total Capital Cost Per Foot	\$750.00			
Notes:					



City of Weatherford

Capital Improvement Program

WB Frontage Road

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **26b**

WB Frontage Road

From: E. Bankhead Hwy.

To: Santa Fe Dr

Length: 5,580

PRIORITY RANKING :

Existing Conditions:

There is no existing eastbound frontage road; however there is an existing eastbound IH-20 on-ramp located near Bankhead Hwy.

Proposed Conditions:

Frontage Road Extension and Ramp Improvement

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Would allow ramp weaving to occur on the the frontage road which would improve IH-20 main lane safety
- 3.) Provides access to adjacent property to improve development potential

Project Scope:

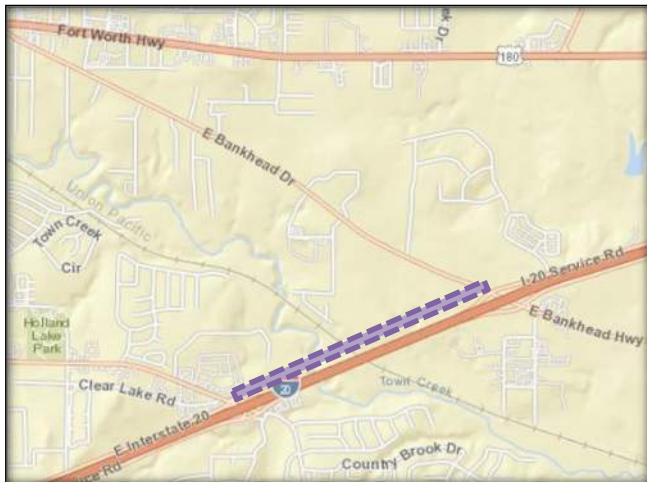
- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document (FHWA)
- ☒ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental	18
ROW acquisition	12
Utility Relocation	8
Construction	16

Estimated Total (Years): 5.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 240,000.00
Engineering Services	\$ 770,400.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 192,600.00
City Administrative and Legal	\$ 32,100.00
Inspection/Testing	\$ 609,900.00
Construction	\$ 5,350,000.00
Contingency	\$ 1,070,000.00
Total Project Cost	\$ 8,370,000.00
Escalation	\$ 1,430,000.00
Bond Program Cost	\$ 9,800,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Tin Top Intersection

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		600	FT	Tin Top Intersection	
Right-of-Way		60	FT	From: Tin Top EB	
Tin Top Pavement Width		36	FT	To: Tin Top EB	
		Classification:			
		Frontage Road			
Project No.: 27					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$47,700.00	\$47,700
2	Right of Way Preparation	1	ACRE	\$5,000.00	\$5,000
3	Unclassified Street Excavation	2,000	CY	\$6.00	\$12,000
4	Embankment	20,000	CY	\$10.00	\$200,000
5	8" HMA Bond Breaker	1,642	TON	\$130.00	\$213,486
6	8" Stabilized Base	3,570	SY	\$5.00	\$17,850
7	Lime or Cement for Stabilization (40 lbs/SY)	80	TON	\$150.00	\$12,000
8	Bridge Structure	0	SF	\$90.00	\$0
9	Monolithic Curb	0	LF	\$2.00	\$0
10	Hydromulching	2,000	SY	\$1.00	\$2,000
11	Top Soil	2,000	SY	\$1.00	\$2,000
12	Guardrail	200	LF	\$30.00	\$6,000
13	Pavement Markings & Signage	600	LF	\$2.00	\$1,200
14	Traffic Control	6	MON	\$4,000.00	\$24,000
15	Erosion Control	1	LS	\$8,000.00	\$8,000
				Paving Subtotal:	\$551,236
Drainage Improvements					
1	Drainage Improvements	1	LS	\$50,000.00	\$50,000
				Drainage Subtotal:	\$50,000
Misc. Improvements					
1	New Traffic Signals	2	EA	\$200,000.00	\$400,000
				Misc. Subtotal:	\$400,000
	Subtotal Construction Cost Estimate	\$1,010,000.00			
	Contingency	20%		\$210,000.00	
	Total Construction Cost Estimate	\$1,220,000.00			
	Utility Relocation	1	LS	\$	\$0.00
	Right-of-Way Cost	-	SF	\$6.00	\$0.00
	Permanent Drainage Easement	-	SF	\$5.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.20	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$15,000.00	\$0.00
	Engineering Services	10.0%		\$122,000.00	
	Surveying/SUE Services	2.0%		\$24,400.00	
	Geotechnical Services	1.0%		\$12,200.00	
	Construction Inspection Services	8.0%		\$97,600.00	
	Administrative and Legal	1.0%		\$12,200.00	
	Construction Materials Testing	1.0%		\$12,200.00	
	Total Capital Cost	\$1,510,000.00			
	Total Capital Cost Per Foot	\$1,260.00			
Notes:					



City of Weatherford

Capital Improvement Program

Tin Top Intersection

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **27**

Tin Top Intersection

From: Tin Top EB Frontage Road

To: Tin Top EB Frontage Road

Length: 600

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop Intersection

Proposed Conditions:

Intersection Improvement for both EB/WB Intersections

Key Benefits:

- 1.) Improved Intersection Traffic Flow
- 2.) New Traffic Signals

Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document (FHWA)
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☒ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (FHWA)	8
ROW acquisition	0
Utility Relocation	0
Construction	6

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 122,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 36,600.00
City Administrative and Legal	\$ 12,200.00
Inspection/Testing	\$ 109,800.00
Construction	\$ 1,010,000.00
Contingency	\$ 210,000.00
Total Project Cost	\$ 1,510,000.00
Escalation	\$ 290,000.00
Bond Program Cost	\$ 1,800,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
EB On Ramp

Roadway Description:		Quantity	Unit	Project Limits:		
		Roadway Length	2,280	FT	EB On Ramp	
		Right-of-Way Width	60	FT	From: Bethel Road	
		Roadway Width	27	FT	To: Tin Top Road	
		Bridge Length	220	FT	Classification: Interstate Ramp	
Project No.: 28a						
Item No.	Item Description					
		Quantity	Unit	Unit Cost	Total Cost	
Paving Improvements						
1	Mobilization (5% of Construction Cost)	1	LS	\$141,800.00	\$141,800	
2	Right of Way Preparation	1	ACRE	\$5,000.00	\$5,000	
3	Unclassified Street Excavation	20,000	CY	\$6.00	\$120,000	
4	Embankment	0	CY	\$10.00	\$0	
5	10" Reinforced Concrete Pavement	1,070	SY	\$65.00	\$69,550	
6	4" HMAc Bond Breaker	269	TON	\$130.00	\$34,983	
7	8" Stabilized Base	1,170	SY	\$5.00	\$5,850	
8	Lime or Cement for Stabilization (40 lbs/SY)	30	TON	\$150.00	\$4,500	
9	Bridge Structure	8,140	SF	\$100.00	\$814,000	
10	Monolithic Curb	0	LF	\$2.00	\$0	
11	Hydromulching	10,100	SY	\$1.00	\$10,100	
12	Top Soil	10,100	SY	\$1.00	\$10,100	
13	Guardrail	400	LF	\$30.00	\$12,000	
14	Pavement Markings & Signage	2,300	LF	\$2.00	\$4,600	
15	Traffic Control	12	MON	\$4,000.00	\$48,000	
16	Erosion Control	1	LS	\$20,000.00	\$20,000	
Paving Subtotal:					\$1,300,483	
Drainage Improvements						
1	Curb Inlets (All Sizes)	10	EA	\$2,600.00	\$26,000	
2	Lateral Storm Drain Pipe (24")	760	LF	\$65.00	\$49,400	
Drainage Subtotal:					\$75,400	
Misc. Improvements						
1	Ramps	1	EA	\$850,000.00	\$850,000	
2	MSE Retaining Walls	15,000	SF	\$50.00	\$750,000	
Misc. Subtotal:					\$1,600,000	
	Subtotal Construction Cost Estimate	\$2,980,000.00				
	Contingency	20% \$600,000.00				
	Total Construction Cost Estimate	\$3,580,000.00				
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00	
	Right-of-Way Cost	-	SF	\$4.00	\$0.00	
	Relocation	-	EA	\$0.00	\$0.00	
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00	
	Temporary Construction Easement	-	SF	\$0.00	\$0.00	
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00	
	Engineering/Environmental Services	12.0%			\$429,600.00	
	Surveying/SUE Services	2.0%			\$71,600.00	
	Geotechnical Services	1.0%			\$35,800.00	
	Construction Inspection Services	8.0%			\$286,400.00	
	Administrative and Legal	0.5%			\$17,900.00	
	Construction Materials Testing	1.5%			\$53,700.00	
	Total Capital Cost	\$4,580,000.00				
	Total Capital Cost Per Foot	\$1,010.00				
Notes:						



City of Weatherford

Capital Improvement Program

EB On Ramp

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **28a**

EB On Ramp

From: Bethel Road

To: Tin Top Road

Length: 2,280

PRIORITY RANKING :

Existing Conditions:

No Existing Ramps in this area

Proposed Conditions:

New EB On-Ramp between Bethel Road and Tin Top Road

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Would allow access to IH-20 from High School
- 3.) Provides access to adjacent property to improve development potential

Project Scope:

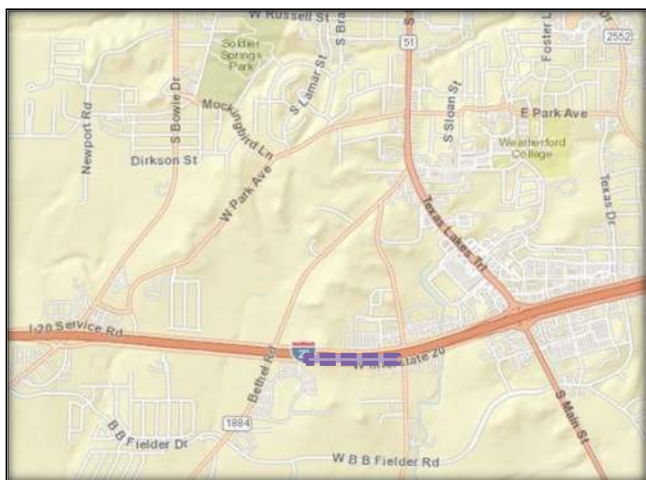
- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document (FHWA)
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental Permitting (FHWA)	18
ROW acquisition	0
Utility Relocation	6
Construction	12

Estimated Total (Years): 3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 429,600.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 107,400.00
City Administrative and Legal	\$ 17,900.00
Inspection/Testing	\$ 340,100.00
Construction	\$ 2,980,000.00
Contingency	\$ 600,000.00
Total Project Cost	\$ 4,580,000.00
Escalation	\$ 820,000.00
Bond Program Cost	\$ 5,400,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
WB Off Ramp

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		2,280	FT	WB Off Ramp	
Right-of-Way Width		60	FT	From: Tin Top Road	
Roadway Width		27	FT	To: Bethel Road	
Bridge Length		200	FT	Classification:	
				Interstate Ramp	
Project No.: 28b					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$138,100.00	\$138,100
2	Right of Way Preparation	1	ACRE	\$5,000.00	\$5,000
3	Unclassified Street Excavation	20,000	CY	\$6.00	\$120,000
4	Embankment	0	CY	\$10.00	\$0
5	10" Reinforced Concrete Pavement	1,070	SY	\$65.00	\$69,550
6	4" HMA Bond Breaker	269	TON	\$130.00	\$34,983
7	8" Stabilized Base	1,170	SY	\$5.00	\$5,850
8	Lime or Cement for Stabilization (40 lbs/SY)	30	TON	\$150.00	\$4,500
9	Bridge Structure	7,400	SF	\$100.00	\$740,000
10	Monolithic Curb	0	LF	\$2.00	\$0
11	Hydromulching	10,100	SY	\$1.00	\$10,100
12	Top Soil	10,100	SY	\$1.00	\$10,100
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	2,300	LF	\$2.00	\$4,600
15	Traffic Control	12	MON	\$4,000.00	\$48,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:				\$1,222,783	
Drainage Improvements					
1	Curb Inlets (All Sizes)	10	EA	\$2,600.00	\$26,000
2	Lateral Storm Drain Pipe (24")	760	LF	\$65.00	\$49,400
Drainage Subtotal:				\$75,400	
Misc. Improvements					
1	Ramps	1	EA	\$850,000.00	\$850,000
2	MSE Retaining Walls	15,000	SF	\$50.00	\$750,000
Misc. Subtotal:				\$1,600,000	
	Subtotal Construction Cost Estimate	\$2,899,000.00			
	Contingency	20%		\$580,000.00	
	Total Construction Cost Estimate	\$3,479,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	-	SF	\$6.00	\$0.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.80	\$0.00
	Temporary Construction Easement	-	SF	\$0.20	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$15,000.00	\$0.00
	Engineering/Environmental Services	12.0%		\$417,500.00	
	Surveying/SUE Services	2.0%		\$69,600.00	
	Geotechnical Services	1.0%		\$34,800.00	
	Construction Inspection Services	8.0%		\$278,400.00	
	Administrative and Legal	0.5%		\$17,400.00	
	Construction Materials Testing	1.5%		\$52,200.00	
	Total Capital Cost	\$4,450,000.00			
	Total Capital Cost Per Foot	\$1,960.00			
Notes:					



City of Weatherford

Capital Improvement Program

WB Off Ramp

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **28b**

WB Off Ramp

From: Tin Top Road

To: Bethel Road

Length: 2,280

PRIORITY RANKING :

Existing Conditions:

No Existing Ramp in this area

Proposed Conditions:

New WB Off-Ramp between Tin Top Road and Bethel Road

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Would allow access to High School from IH-20
- 3.) Provides access to adjacent property to improve development potential

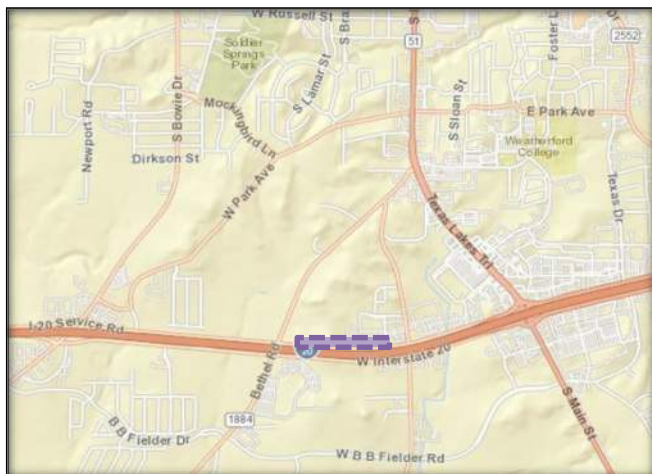
Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental	18
ROW acquisition	0
Utility Relocation	6
Construction	12
Estimated Total (Years):	3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 417,500.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 104,400.00
City Administrative and Legal	\$ 17,400.00
Inspection/Testing	\$ 330,600.00
Construction	\$ 2,899,000.00
Contingency	\$ 580,000.00
Total Project Cost	\$ 4,450,000.00
Escalation	\$ 750,000.00
Bond Program Cost	\$ 5,200,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Bethel Road Intersections

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		600	FT	Bethel Road Intersections	
Right-of-Way Width		60	FT	From: Bethel Rd. EB	
Roadway Width		36	FT	To: Bethel Rd. EB	
				Classification:	
				Frontage Road Intersections	
Project No.: 29					
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$47,700.00	\$47,700
2	Right of Way Preparation	1	ACRE	\$5,000.00	\$5,000
3	Unclassified Street Excavation	2,000	CY	\$6.00	\$12,000
4	Embankment	20,000	CY	\$10.00	\$200,000
5	8" HMAC Bond Breaker	1,642	TON	\$130.00	\$213,486
6	8" Stabilized Base	3,570	SY	\$5.00	\$17,850
7	Lime or Cement for Stabilization (40 lbs/SY)	80	TON	\$150.00	\$12,000
8	Bridge Structure	0	SF	\$90.00	\$0
9	Monolithic Curb	0	LF	\$2.00	\$0
10	Hydromulching	2,000	SY	\$1.00	\$2,000
11	Top Soil	2,000	SY	\$1.00	\$2,000
12	Guardrail	200	LF	\$30.00	\$6,000
13	Pavement Markings & Signage	600	LF	\$2.00	\$1,200
14	Traffic Control	6	MON	\$4,000.00	\$24,000
15	Erosion Control	1	LS	\$8,000.00	\$8,000
Paving Subtotal:					\$551,236
Drainage Improvements					
1	Drainage Improvements	1	LS	\$50,000.00	\$50,000
Drainage Subtotal:					\$50,000
Misc. Improvements					
1	New Traffic Signals	2	EA	\$200,000.00	\$400,000
Misc. Subtotal:					\$400,000
	Subtotal Construction Cost Estimate	\$1,002,000.00			
	Contingency	20%		\$210,000.00	
	Total Construction Cost Estimate	\$1,212,000.00			
	Utility Relocation	1	LS	\$	\$0.00
	Right-of-Way Cost	-	SF	\$6.00	\$0.00
	Permanent Drainage Easement	-	SF	\$5.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.20	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$15,000.00	\$0.00
	Engineering Services	10.0%		\$121,200.00	
	Surveying/SUE Services	2.0%		\$24,300.00	
	Geotechnical Services	1.0%		\$12,200.00	
	Construction Inspection Services	8.0%		\$97,000.00	
	Administrative and Legal	1.0%		\$12,200.00	
	Construction Materials Testing	1.0%		\$12,200.00	
	Total Capital Cost	\$1,500,000.00			
	Total Capital Cost Per Foot	\$2,500.00			
Notes:					



City of Weatherford

Capital Improvement Program

Bethel Road Intersections

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **29**

Bethel Road Intersections

From: Bethel Rd. EB Frontage Road

To: Bethel Rd. EB Frontage Road

Length: 600

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop Intersections

Proposed Conditions:

Intersection Improvement for both EB/WB Intersections

Key Benefits:

- 1.) Improved Intersection Traffic Flow
- 2.) New Traffic Signals

Project Scope:

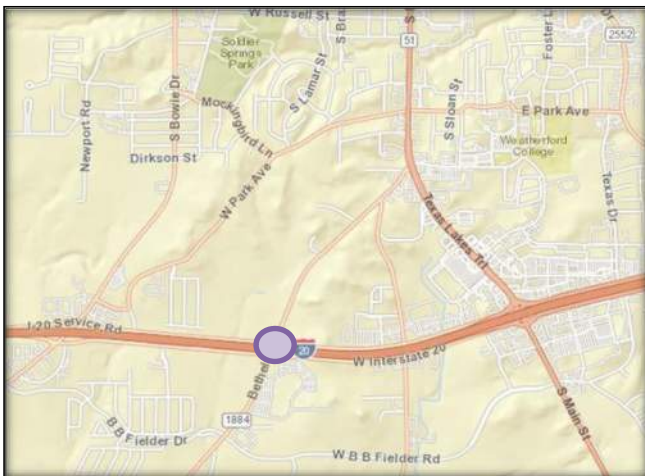
- ☒ On System
- ☐ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (Local)	8
ROW acquisition	0
Utility Relocation	0
Construction	6

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 121,200.00
Utility Relocation	\$ -
Survey/Geotech	\$ 36,500.00
City Administrative and Legal	\$ 12,200.00
Inspection/Testing	\$ 109,200.00
Construction	\$ 1,002,000.00
Contingency	\$ 210,000.00
Total Project Cost	\$ 1,500,000.00
Escalation	\$ 300,000.00
Bond Program Cost	\$ 1,800,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
EB Frontage Road

Roadway Description:		Quantity	Unit	Project Limits:	
	Roadway Length	3,650	FT	EB Frontage Road	
	Right-of-Way Width	60	FT	From: RWMH	
	Roadway Width	27	FT	To: South Bowie	
	Bridge Length	-	FT	Classification:	
				Interstate Frontage Road	
Project No.: 30a					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$149,600.00	\$149,600
2	Right of Way Preparation	3	ACRE	\$5,000.00	\$15,000
3	Unclassified Street Excavation	20,000	CY	\$6.00	\$120,000
4	Embankment	0	CY	\$10.00	\$0
5	10" Reinforced Concrete Pavement	11,870	SY	\$65.00	\$771,550
6	4" HMA Bond Breaker	3,098	TON	\$130.00	\$402,753
7	8" Stabilized Base	13,470	SY	\$5.00	\$67,350
8	Lime or Cement for Stabilization (40 lbs/SY)	270	TON	\$150.00	\$40,500
9	Bridge Structure	0	SF	\$100.00	\$0
10	Monolithic Curb	0	LF	\$2.00	\$0
11	Hydromulching	16,100	SY	\$1.00	\$16,100
12	Top Soil	16,100	SY	\$1.00	\$16,100
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	3,700	LF	\$2.00	\$7,400
15	Traffic Control	12	MON	\$4,000.00	\$48,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:					\$1,686,353
Drainage Improvements					
1	Curb Inlets (All Sizes)	10	EA	\$2,600.00	\$26,000
2	Lateral Storm Drain Pipe (24")	1,217	LF	\$65.00	\$79,083
Drainage Subtotal:					\$105,083
Misc. Improvements					
1	Ramps	1	EA	\$850,000.00	\$850,000
2	MSE Retaining Walls	10,000	SF	\$50.00	\$500,000
Misc. Subtotal:					\$1,350,000
	Subtotal Construction Cost Estimate	\$3,142,000.00			
	Contingency	20%		\$630,000.00	
	Total Construction Cost Estimate	\$3,772,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	-	SF	\$4.00	\$0.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00
	Engineering/Environmental Services	12.0%		\$452,700.00	
	Surveying/SUE Services	2.0%		\$75,500.00	
	Geotechnical Services	1.0%		\$37,800.00	
	Construction Inspection Services	8.0%		\$301,800.00	
	Administrative and Legal	0.5%		\$18,900.00	
	Construction Materials Testing	1.5%		\$56,600.00	
	Total Capital Cost	\$4,820,000.00			
	Total Capital Cost Per Foot	\$1,330.00			
Notes:					



City of Weatherford

Capital Improvement Program

EB Frontage Road

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **30a**

EB Frontage Road

From: RWMH

To: South Bowie

Length: 3,650

PRIORITY RANKING :

Existing Conditions:

No Existing Frontage Road in this area

Proposed Conditions:

Frontage Road Extension and Ramp Improvement

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Provides access to adjacent property to improve development potential

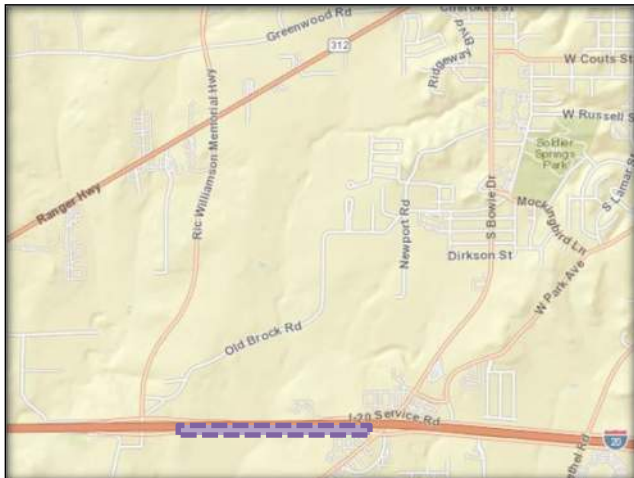
Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental	18
ROW acquisition	0
Utility Relocation	6
Construction	12
Estimated Total (Years):	3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 452,700.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 113,300.00
City Administrative and Legal	\$ 18,900.00
Inspection/Testing	\$ 358,400.00
Construction	\$ 3,142,000.00
Contingency	\$ 630,000.00
Total Project Cost	\$ 4,820,000.00
Escalation	\$ 780,000.00
Bond Program Cost	\$ 5,600,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
WB Frontage Road

Roadway Description:		Quantity	Unit	Project Limits:	
	Roadway Length	2,910	FT	WB Frontage Road	
	Right-of-Way Width	60	FT	From: South Bowie	
	Roadway Width	27	FT	To: RWMH	
	Bridge Length	-	FT	Classification:	
				Interstate Frontage Road	
Project No.: 30b					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$136,300.00	\$136,300
2	Right of Way Preparation	2	ACRE	\$5,000.00	\$10,000
3	Unclassified Street Excavation	20,000	CY	\$6.00	\$120,000
4	Embankment	0	CY	\$10.00	\$0
5	10" Reinforced Concrete Pavement	9,670	SY	\$65.00	\$628,550
6	4" HMAC Bond Breaker	2,523	TON	\$130.00	\$328,003
7	8" Stabilized Base	10,970	SY	\$5.00	\$54,850
8	Lime or Cement for Stabilization (40 lbs/SY)	220	TON	\$150.00	\$33,000
9	Bridge Structure	0	SF	\$100.00	\$0
10	Monolithic Curb	0	LF	\$2.00	\$0
11	Hydromulching	12,900	SY	\$1.00	\$12,900
12	Top Soil	12,900	SY	\$1.00	\$12,900
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	3,000	LF	\$2.00	\$6,000
15	Traffic Control	12	MON	\$4,000.00	\$48,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
				Paving Subtotal:	\$1,422,503
Drainage Improvements					
1	Curb Inlets (All Sizes)	10	EA	\$2,600.00	\$26,000
2	Lateral Storm Drain Pipe (24")	970	LF	\$65.00	\$63,050
				Drainage Subtotal:	\$89,050
Misc. Improvements					
1	Ramps	1	EA	\$850,000.00	\$850,000
2	MSE Retaining Walls	10,000	SF	\$50.00	\$500,000
				Misc. Subtotal:	\$1,350,000
	Subtotal Construction Cost Estimate	\$2,862,000.00			
	Contingency	20%		\$580,000.00	
	Total Construction Cost Estimate	\$3,442,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	-	SF	\$4.00	\$0.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00
	Engineering/Environmental Services	12.0%		\$413,100.00	
	Surveying/SUE Services	2.0%		\$68,900.00	
	Geotechnical Services	1.0%		\$34,500.00	
	Construction Inspection Services	8.0%		\$275,400.00	
	Administrative and Legal	0.5%		\$17,300.00	
	Construction Materials Testing	1.5%		\$51,700.00	
	Total Capital Cost	\$4,410,000.00			
	Total Capital Cost Per Foot	\$1,520.00			
Notes:					



City of Weatherford

Capital Improvement Program

WB Frontage Road

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **30b**

WB Frontage Road

From: South Bowie

To: RWMH

Length: 2,910

PRIORITY RANKING :

Existing Conditions:

No Existing Frontage Road in this area

Proposed Conditions:

Frontage Road Extension and Ramp Improvement

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Provides access to adjacent property to improve development potential

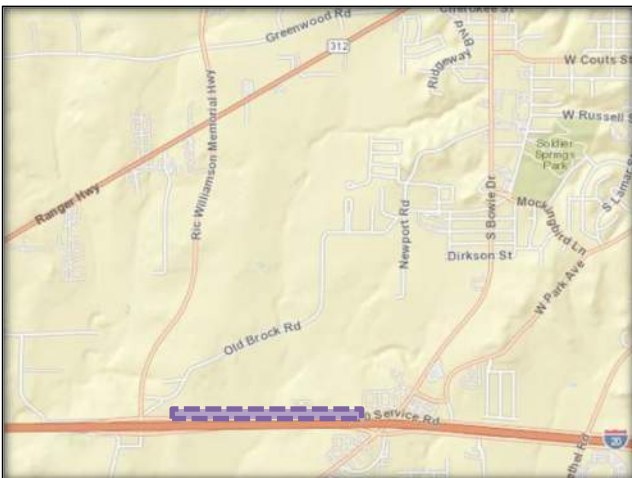
Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental Permitting (Local)	18
ROW acquisition	0
Utility Relocation	6
Construction	12
Estimated Total (Years):	3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 413,100.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 103,400.00
City Administrative and Legal	\$ 17,300.00
Inspection/Testing	\$ 327,100.00
Construction	\$ 2,862,000.00
Contingency	\$ 580,000.00
Total Project Cost	\$ 4,410,000.00
Escalation	\$ 790,000.00
Bond Program Cost	\$ 5,200,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
EB Frontage Road

Roadway Description:		Quantity	Unit	Project Limits:	
	Roadway Length	8,640	FT	EB Frontage Road	
	Right-of-Way Width	60	FT	From: Dennis Rd	
	Roadway Width	27	FT	To: RWMH	
	Bridge Length	200	FT	Classification:	
				Interstate Frontage Road	
Project No.: 31a					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$277,900.00	\$277,900
2	Right of Way Preparation	5	ACRE	\$5,000.00	\$25,000
3	Unclassified Street Excavation	20,000	CY	\$6.00	\$120,000
4	Embankment	0	CY	\$10.00	\$0
5	10" Reinforced Concrete Pavement	26,870	SY	\$65.00	\$1,746,550
6	4" HMAC Bond Breaker	7,054	TON	\$130.00	\$917,033
7	8" Stabilized Base	30,670	SY	\$5.00	\$153,350
8	Lime or Cement for Stabilization (40 lbs/SY)	620	TON	\$150.00	\$93,000
9	Bridge Structure	7,400	SF	\$100.00	\$740,000
10	Monolithic Curb	0	LF	\$2.00	\$0
11	Hydromulching	38,100	SY	\$1.00	\$38,100
12	Top Soil	38,100	SY	\$1.00	\$38,100
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	8,700	LF	\$2.00	\$17,400
15	Traffic Control	12	MON	\$4,000.00	\$48,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:				\$4,246,433	
Drainage Improvements					
1	Curb Inlets (All Sizes)	20	EA	\$2,600.00	\$52,000
2	Lateral Storm Drain Pipe (24")	2,880	LF	\$65.00	\$187,200
Drainage Subtotal:				\$239,200	
Misc. Improvements					
1	Ramps	1	EA	\$850,000.00	\$850,000
2	MSE Retaining Walls	10,000	SF	\$50.00	\$500,000
Misc. Subtotal:				\$1,350,000	
	Subtotal Construction Cost Estimate	\$5,836,000.00			
	Contingency	20%		\$1,170,000.00	
	Total Construction Cost Estimate	\$7,006,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	-	SF	\$4.00	\$0.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00
	Engineering/Environmental Services	12.0%		\$840,800.00	
	Surveying/SUE Services	2.0%		\$140,200.00	
	Geotechnical Services	1.0%		\$70,100.00	
	Construction Inspection Services	8.0%		\$560,500.00	
	Administrative and Legal	0.5%		\$35,100.00	
	Construction Materials Testing	1.5%		\$105,100.00	
	Total Capital Cost	\$8,860,000.00			
	Total Capital Cost Per Foot	\$1,030.00			
Notes:					



City of Weatherford

Capital Improvement Program

EB Frontage Road

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **31a**

EB Frontage Road

From: Dennis Rd

To: RWMH

Length: 8,640

PRIORITY RANKING :

Existing Conditions:

No Existing Frontage Road in this area

Proposed Conditions:

Frontage Road Extension and Ramp Improvement

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Provides access to adjacent property to improve development potential

Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental Permitting (Local)	18
ROW acquisition	0
Utility Relocation	6
Construction	12
Estimated Total (Years):	3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 840,800.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 210,300.00
City Administrative and Legal	\$ 35,100.00
Inspection/Testing	\$ 665,600.00
Construction	\$ 5,836,000.00
Contingency	\$ 1,170,000.00
Total Project Cost	\$ 8,860,000.00
Escalation	\$ 1,440,000.00
Bond Program Cost	\$ 10,300,000.00



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
WB Frontage Road

Roadway Description:		Quantity	Unit	Project Limits:	
	Roadway Length	8,950	FT	WB Frontage Road	
	Right-of-Way Width	60	FT	From: RWMH	
	Roadway Width	27	FT	To: Dennis Rd	
	Bridge Length	200	FT	Classification:	
				Interstate Frontage Road	
Project No.: 31b					
Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$283,400.00	\$283,400
2	Right of Way Preparation	5	ACRE	\$5,000.00	\$25,000
3	Unclassified Street Excavation	20,000	CY	\$6.00	\$120,000
4	Embankment	0	CY	\$10.00	\$0
5	10" Reinforced Concrete Pavement	27,770	SY	\$65.00	\$1,805,050
6	4" HMAC Bond Breaker	7,307	TON	\$130.00	\$949,923
7	8" Stabilized Base	31,770	SY	\$5.00	\$158,850
8	Lime or Cement for Stabilization (40 lbs/SY)	640	TON	\$150.00	\$96,000
9	Bridge Structure	7,400	SF	\$100.00	\$740,000
10	Monolithic Curb	0	LF	\$2.00	\$0
11	Hydromulching	39,400	SY	\$1.00	\$39,400
12	Top Soil	39,400	SY	\$1.00	\$39,400
13	Guardrail	400	LF	\$30.00	\$12,000
14	Pavement Markings & Signage	9,000	LF	\$2.00	\$18,000
15	Traffic Control	12	MON	\$4,000.00	\$48,000
16	Erosion Control	1	LS	\$20,000.00	\$20,000
Paving Subtotal:					\$4,355,023
Drainage Improvements					
1	Curb Inlets (All Sizes)	20	EA	\$2,600.00	\$52,000
2	Lateral Storm Drain Pipe (24")	2,983	LF	\$65.00	\$193,917
Drainage Subtotal:					\$245,917
Misc. Improvements					
1	Ramps	1	EA	\$850,000.00	\$850,000
2	MSE Retaining Walls	10,000	SF	\$50.00	\$500,000
Misc. Subtotal:					\$1,350,000
	Subtotal Construction Cost Estimate	\$5,951,000.00			
	Contingency	20%		\$1,200,000.00	
	Total Construction Cost Estimate	\$7,151,000.00			
	Utility Relocation	1	LS	\$ 100,000.00	\$100,000.00
	Right-of-Way Cost	-	SF	\$4.00	\$0.00
	Relocation	-	EA	\$0.00	\$0.00
	Permanent Drainage Easement	-	SF	\$0.00	\$0.00
	Temporary Construction Easement	-	SF	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	-	EA	\$0.00	\$0.00
	Engineering/Environmental Services	12.0%		\$858,200.00	
	Surveying/SUE Services	2.0%		\$143,100.00	
	Geotechnical Services	1.0%		\$71,600.00	
	Construction Inspection Services	8.0%		\$572,100.00	
	Administrative and Legal	0.5%		\$35,800.00	
	Construction Materials Testing	1.5%		\$107,300.00	
	Total Capital Cost	\$9,040,000.00			
	Total Capital Cost Per Foot	\$1,020.00			
Notes:					



City of Weatherford

Capital Improvement Program

WB Frontage Road

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☒ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **31b**

WB Frontage Road

From: RWMH

To: Dennis Rd

Length: 8,950

PRIORITY RANKING :

Existing Conditions:

No Existing Frontage Road in this area

Proposed Conditions:

Frontage Road Extension and Ramp Improvement

Key Benefits:

- 1.) Improves ramp safety with improved ramps to current TxDOT standards
- 2.) Provides access to adjacent property to improve development potential

Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	24
Environmental Permitting	18
ROW acquisition	0
Utility Relocation	6
Construction	12
Estimated Total (Years):	3.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 858,200.00
Utility Relocation	\$ 100,000.00
Survey/Geotech	\$ 214,700.00
City Administrative and Legal	\$ 35,800.00
Inspection/Testing	\$ 679,400.00
Construction	\$ 5,951,000.00
Contingency	\$ 1,200,000.00
Total Project Cost	\$ 9,040,000.00
Escalation	\$ 1,460,000.00
Bond Program Cost	\$ 10,500,000.00



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
Intersection Improvement Projects

MAP No.	INTERSECTION	DESCRIPTION	CLASSIFICATION	FROM	TO	PROJECT COST
12	Tin Top Road at BB Fielder Road	Intersection improvements to mitigate congestion and improve safety	Major Roundabout	Tin Top Road	BB Fielder Rd	\$2,510,000
13	Texas Drive at Washington Drive	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	Texas Dr	Washington Dr	\$1,790,000
14	Elm Street and 4th	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	Elm Street	4th Street	\$1,790,000
15	College Park Dr. at E. Park Avenue	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	College Park Dr	E. Park Ave	\$1,790,000
16	Bois D Arc St at E. Park Avenue	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	Bois D Arc St.	E. Park Ave	\$1,790,000
17	Foster Lane at Eureka Street	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	Foster Lane	Eureka St	\$1,790,000
18	N. Denton Street at Jameson Street	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	N. Denton St.	Jameson St	\$1,790,000
19	N. Elm Street at Front Street	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	N. Elm Street	Front Street	\$1,790,000
20	US 180 and Ranger Hwy	Intersection improvements to mitigate congestion and improve safety	Major Roundabout (TxDOT)	US 180	Ranger Hwy	\$3,260,000
21	S. Alamo Street at W. Russell Street	Intersection improvements to mitigate congestion and improve safety	<i>Mini Roundabout</i>	S. Alamo St	W. Russell St.	\$870,000
22	S. Lamar Street at W. Russell Street	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	S. Lamar St	W. Russell St.	\$1,790,000
23	S. Lamar Street at W. Park Avenue	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	S. Lamar St	W. Park Ave.	\$1,790,000
24	S. Bowie Drive at Charles Street	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	S. Bowie Dr	Charles Street	\$1,790,000
25	E. Bankhead Dr at Jennifer Ct.	Intersection improvements to mitigate congestion and improve safety	Minor Roundabout	E. Bankhead Hwy	Jennifer Ct.	\$1,790,000



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
SUMMARY OF PROJECT COST (Intersections)

PROJECT NO.	INTERSECTION	CLASSIFICATION	FROM	TO	PROJECT TIMELINE	PROJECT COST	3.0% *ESCALATION
12	Tin Top Road at BB Fielder Road	Major Roundabout	Tin Top Road	BB Fielder Rd	4	\$2,230,000	\$2,510,000
13	Texas Drive at Washington Drive	Minor Roundabout	Texas Dr	Washington Dr	3	\$1,630,000	\$1,790,000
14	Elm Street and 4th	Minor Roundabout	Elm Street	4th Street	3	\$1,630,000	\$1,790,000
15	College Park Dr. at E. Park Avenue	Minor Roundabout	College Park Dr	E. Park Ave	3	\$1,630,000	\$1,790,000
16	Bois D Arc St at E. Park Avenue	Minor Roundabout	Bois D Arc St.	E. Park Ave	3	\$1,630,000	\$1,790,000
17	Foster Lane at Eureka Street	Minor Roundabout	Foster Lane	Eureka St	3	\$1,630,000	\$1,790,000
18	N. Denton Street at Jameson Street	Minor Roundabout	N. Denton St.	Jameson St	3	\$1,630,000	\$1,790,000
19	N. Elm Street at Front Street	Minor Roundabout	N. Elm Street	Front Street	3	\$1,630,000	\$1,790,000
20	US 180 and Ranger Hwy	Major Roundabout (TxDOT)	US 180	Ranger Hwy	5	\$2,810,000	\$3,260,000
21	S. Alamo Street at W. Russell Street	Mini Roundabout	S. Alamo St	W. Russell St.	2	\$820,000	\$870,000
22	S. Lamar Street at W. Russell Street	Minor Roundabout	S. Lamar St	W. Russell St.	3	\$1,630,000	\$1,790,000
23	S. Lamar Street at W. Park Avenue	Minor Roundabout	S. Lamar St	W. Park Ave.	3	\$1,630,000	\$1,790,000
24	S. Bowie Drive at Charles Street	Minor Roundabout	S. Bowie Dr	Charles Street	3	\$1,630,000	\$1,790,000
25	E. Bankhead Dr at Jennifer Ct.	Minor Roundabout	E. Bankhead Hwy	Jennifer Ct.	3	\$1,630,000	\$1,790,000
TOTAL CIP IMPROVEMENTS (Intersections):						\$23,790,000.00	\$26,400,000.00



CITY OF WEATHERFORD
CAPITAL IMPROVEMENT PROGRAM (2021 - 2031)
PROJECT COST BREAKDOWN (Intersections)

PROJECT NO.	INTERSECTION	CONSTRUCTION	UTILITY RELOCATIONS	ROW	ENGINEERING	SURVEY/SUE	GEOTECH	INSPECTION	ADMIN/LEGAL	TESTING	TOTAL
12	Tin Top Road at BB Fielder Road	\$ 1,770,000.00	\$ -	\$ 80,000.00	\$ 177,000.00	\$ 44,300.00	\$ 17,700.00	\$ 106,200.00	\$ 8,900.00	\$ 17,700.00	\$ 2,230,000.00
13	Texas Drive at Washington Drive	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
14	Elm Street and 4th	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
15	College Park Dr. at E. Park Avenue	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
16	Bois D Arc St at E. Park Avenue	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
17	Foster Lane at Eureka Street	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
18	N. Denton Street at Jameson Street	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
19	N. Elm Street at Front Street	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
20	US 180 and Ranger Hwy	\$ 2,100,000.00	\$ -	\$ 120,000.00	\$ 315,000.00	\$ 52,500.00	\$ 21,000.00	\$ 168,000.00	\$ 10,500.00	\$ 21,000.00	\$ 2,810,000.00
21	S. Alamo Street at W. Russell Street	\$ 680,000.00	\$ -	\$ -	\$ 68,000.00	\$ 17,000.00	\$ -	\$ 40,800.00	\$ 3,400.00	\$ 6,800.00	\$ 820,000.00
22	S. Lamar Street at W. Russell Street	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
23	S. Lamar Street at W. Park Avenue	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
24	S. Bowie Drive at Charles Street	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
25	E. Bankhead Dr at Jennifer Ct.	\$ 1,300,000.00	\$ -	\$ 50,000.00	\$ 130,000.00	\$ 32,500.00	\$ 13,000.00	\$ 78,000.00	\$ 6,500.00	\$ 13,000.00	\$ 1,630,000.00
Totals:		\$ 18,850,000.00	\$ -	\$ 750,000.00	\$ 1,990,000.00	\$ 480,000.00	\$ 190,000.00	\$ 1,180,000.00	\$ 100,000.00	\$ 190,000.00	\$ 23,790,000.00
		79.4%	0.0%	3.2%	8.4%	2.0%	0.8%	5.0%	0.4%	0.8%	



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Major Roundabout

Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5%-10% of Construction Cost)	1	LS	\$100,000.00	\$100,000
2	Removal (Existing Intersection Paving)	1	LS	\$120,000.00	\$120,000
3	Intersection Paving	1	LS	\$850,000.00	\$850,000
4	Retaining Walls	1	LS	\$40,000.00	\$40,000
5	Pavement Markings & Signage	1	LS	\$25,000.00	\$25,000
6	Traffic Control	10	MON	\$5,000.00	\$50,000
7	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:				\$1,195,000	
Drainage Improvements					
1	Drainage Allowance	1	LS	\$150,000.00	\$150,000
Drainage :				\$150,000	
Misc. Improvements					
1	Street Lights / Foundations / Conduit	8	EA	\$6,000.00	\$48,000
2	Landscaping / Irrigation System	1	EA	\$70,000.00	\$70,000
Misc. Subtotal:				\$118,000	
	Subtotal Construction Cost Estimate	\$1,470,000.00			
	Contingency	20%			\$300,000.00
	Total Construction Cost Estimate	\$1,770,000.00			
	Utility Relocation	1	LS	\$0.00	\$0.00
	Right-of-Way Cost (Corner Clips)	1	LS	\$50,000.00	\$50,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)				\$30,000.00
	Engineering Services	10.0%			\$177,000.00
	Surveying/SUE Services	2.5%			\$44,300.00
	Geotechnical Services	1.0%			\$17,700.00
	Construction Inspection Services	6.0%			\$106,200.00
	Administrative and Legal	0.5%			\$8,900.00
	Construction Materials Testing	1.0%			\$17,700.00
	Total Capital Cost				\$2,230,000.00
Notes:					



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Major Roundabout (TxDOT)

Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5%-10% of Construction Cost)	1	LS	\$120,000.00	\$120,000
2	Removal (Existing Intersection Paving)	1	LS	\$150,000.00	\$150,000
3	Intersection Paving	1	LS	\$1,000,000.00	\$1,000,000
4	Retaining Walls	1	LS	\$60,000.00	\$60,000
5	Pavement Markings & Signage	1	LS	\$30,000.00	\$30,000
6	Traffic Control	10	MON	\$7,000.00	\$70,000
7	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:				\$1,440,000	
Drainage Improvements					
1	Drainage Allowance	1	LS	\$180,000.00	\$180,000
Drainage :				\$180,000	
Misc. Improvements					
1	Street Lights / Foundations / Conduit	8	EA	\$6,000.00	\$48,000
2	Landscaping / Irrigation System	1	EA	\$80,000.00	\$80,000
Misc. Subtotal:				\$128,000	
	Subtotal Construction Cost Estimate	\$1,750,000.00			
	Contingency	20%			\$350,000.00
	Total Construction Cost Estimate	\$2,100,000.00			
	Utility Relocation	1	LS	\$0.00	\$0.00
	Right-of-Way Cost (Corner Clips)	1	LS	\$70,000.00	\$70,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)				\$50,000.00
	Engineering/Environmental Services	15.0%			\$315,000.00
	Surveying/SUE Services	2.5%			\$52,500.00
	Geotechnical Services	1.0%			\$21,000.00
	Construction Inspection Services	8.0%			\$168,000.00
	Administrative and Legal	0.5%			\$10,500.00
	Construction Materials Testing	1.0%			\$21,000.00
	Total Capital Cost				\$2,810,000.00
Notes:					



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Minor Roundabout

Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5%-10% of Construction Cost)	1	LS	\$80,000.00	\$80,000
2	Removal (Existing Intersection Paving)	1	LS	\$100,000.00	\$100,000
3	Intersection Paving	1	LS	\$550,000.00	\$550,000
4	Retaining Walls	1	LS	\$30,000.00	\$30,000
5	Pavement Markings & Signage	1	LS	\$20,000.00	\$20,000
6	Traffic Control	8	MON	\$5,000.00	\$40,000
7	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:				\$830,000	
Drainage Improvements					
1	Drainage Allowance	1	LS	\$150,000.00	\$150,000
Drainage :				\$150,000	
Misc. Improvements					
1	Street Lights / Foundations / Conduit	8	EA	\$6,000.00	\$48,000
2	Landscaping / Irrigation System	1	EA	\$50,000.00	\$50,000
Misc. Subtotal:				\$98,000	
	Subtotal Construction Cost Estimate	\$1,080,000.00			
	Contingency	20%			\$220,000.00
	Total Construction Cost Estimate	\$1,300,000.00			
	Utility Relocation	1	LS	\$0.00	\$0.00
	Right-of-Way Cost (Corner Clips)	1	LS	\$20,000.00	\$20,000.00
	Cost Per Parcel (Land Agent / Survey / Legal)				\$30,000.00
	Engineering Services	10.0%			\$130,000.00
	Surveying/SUE Services	2.5%			\$32,500.00
	Geotechnical Services	1.0%			\$13,000.00
	Construction Inspection Services	6.0%			\$78,000.00
	Administrative and Legal	0.5%			\$6,500.00
	Construction Materials Testing	1.0%			\$13,000.00
	Total Capital Cost				\$1,630,000.00
Notes:					



City of Weatherford, Texas
Engineer's Opinion of Probable Construction Cost Estimate

Mini Roundabout

Item No.	Item Description				
		Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5%-10% of Construction Cost)	1	LS	\$50,000.00	\$50,000
2	Removal (Existing Intersection Paving)	1	LS	\$60,000.00	\$60,000
3	Intersection Paving	1	LS	\$300,000.00	\$300,000
4	Retaining Walls	1	LS	\$0.00	\$0
5	Pavement Markings & Signage	1	LS	\$20,000.00	\$10,000
6	Traffic Control	6	MON	\$5,000.00	\$30,000
7	Erosion Control	1	LS	\$10,000.00	\$10,000
Paving Subtotal:				\$460,000	
Drainage Improvements					
1	Drainage Allowance	1	LS	\$50,000.00	\$50,000
Drainage :				\$50,000	
Misc. Improvements					
1	Street Lights / Foundations / Conduit	4	EA	\$6,000.00	\$24,000
2	Landscaping / Irrigation System	1	EA	\$20,000.00	\$20,000
Misc. Subtotal:				\$44,000	
	Subtotal Construction Cost Estimate	\$560,000.00			
	Contingency	20%			\$120,000.00
	Total Construction Cost Estimate	\$680,000.00			
	Utility Relocation	1	LS	\$0.00	\$0.00
	Right-of-Way Cost (Corner Clips)	1	LS	\$0.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)				\$0.00
	Engineering Services	10.0%			\$68,000.00
	Surveying/SUE Services	2.5%			\$17,000.00
	Geotechnical Services	0.0%			\$0.00
	Construction Inspection Services	6.0%			\$40,800.00
	Administrative and Legal	0.5%			\$3,400.00
	Construction Materials Testing	1.0%			\$6,800.00
	Total Capital Cost				\$820,000.00
Notes:					



City of Weatherford

CIP Project Fact Sheet

Tin Top Road at BB Fielder Road

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **12**

Tin Top Road at BB Fielder Road

From: Tin Top Road

To: BB Fielder Rd

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	0
Construction	10

Estimated Total (Years): 1.7

Project Location Map:



Financial Data:


Right-of-Way Cost	\$ 80,000.00
Engineering Services	\$ 177,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 62,000.00
City Administrative and Legal	\$ 8,900.00
Inspection/Testing	\$ 123,900.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 2,230,000.00
Escalation	\$ 280,000.00
Bond Program Cost	\$ 2,510,000.00



City of Weatherford

Capital Improvement Program

Texas Drive at Washington Drive

Program Objectives <input checked="" type="checkbox"/> Congestion Mitigation <input checked="" type="checkbox"/> Proximity to Schools <input type="checkbox"/> Economic Development <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Significant Alternate Route <input type="checkbox"/> Air Quality Improvements		PROJECT NO. 13 Texas Drive at Washington Drive From: Texas Dr To: Washington Dr PRIORITY RANKING :																																	
Existing Conditions: Existing 4-Way Stop																																			
Proposed Conditions: Intersection improvements to mitigate congestion and improve safety																																			
Key Benefits: 1.) Improves intersection traffic flow 2.) Improves pedestrian safety 3.) Improves traffic flow for school traffic																																			
Project Scope: <input type="checkbox"/> On System <input checked="" type="checkbox"/> Local Letting <input type="checkbox"/> Environmental Document <input type="checkbox"/> CLOMR / LOMR <input type="checkbox"/> TxDOT Review and Approval <input type="checkbox"/> Union Pacific Railroad Coordination <input checked="" type="checkbox"/> ROW Acquisition <input type="checkbox"/> Conduct Traffic Signal Warrant Study <input type="checkbox"/> TxDOT Access Permit <input type="checkbox"/> Other:	Project Schedule: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: right;"><u>Duration (months)</u></th> </tr> </thead> <tbody> <tr> <td>Design</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Environmental Permitting</td> <td style="text-align: right;">0</td> </tr> <tr> <td>ROW acquisition</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Utility Relocation</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Construction</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Estimated Total (Years):</td> <td style="text-align: right;">1.2</td> </tr> </tbody> </table>			<u>Duration (months)</u>	Design	8	Environmental Permitting	0	ROW acquisition	6	Utility Relocation	0	Construction	8	Estimated Total (Years):	1.2																			
	<u>Duration (months)</u>																																		
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Project Location Map: 	Financial Data: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 70%;">Right-of-Way Cost</td> <td style="width: 10%; text-align: right;">\$</td> <td style="width: 20%; text-align: right;">50,000.00</td> </tr> <tr> <td>Engineering Services</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">130,000.00</td> </tr> <tr> <td>Utility Relocation</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">-</td> </tr> <tr> <td>Survey/Geotech</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">45,500.00</td> </tr> <tr> <td>City Administrative and Legal</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">6,500.00</td> </tr> <tr> <td>Inspection/Testing</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">91,000.00</td> </tr> <tr> <td>Construction</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">1,080,000.00</td> </tr> <tr> <td>Contingency</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">220,000.00</td> </tr> <tr> <td>Total Project Cost</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">1,630,000.00</td> </tr> <tr> <td>Escalation</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">160,000.00</td> </tr> <tr> <td>Bond Program Cost</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">1,790,000.00</td> </tr> </tbody> </table>		Right-of-Way Cost	\$	50,000.00	Engineering Services	\$	130,000.00	Utility Relocation	\$	-	Survey/Geotech	\$	45,500.00	City Administrative and Legal	\$	6,500.00	Inspection/Testing	\$	91,000.00	Construction	\$	1,080,000.00	Contingency	\$	220,000.00	Total Project Cost	\$	1,630,000.00	Escalation	\$	160,000.00	Bond Program Cost	\$	1,790,000.00
Right-of-Way Cost	\$	50,000.00																																	
Engineering Services	\$	130,000.00																																	
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Total Project Cost	\$	1,630,000.00																																	
Escalation	\$	160,000.00																																	
Bond Program Cost	\$	1,790,000.00																																	



City of Weatherford

Capital Improvement Program

College Park Dr. at E. Park Avenue

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. 15

College Park Dr. at E. Park Avenue

From: College Park Dr

To: E. Park Ave

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

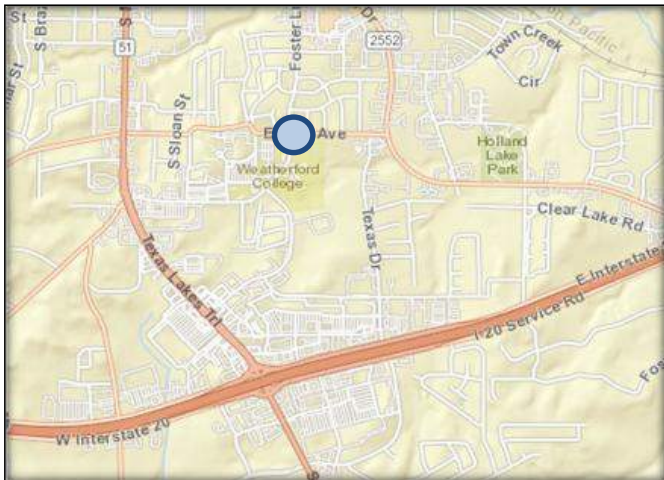
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

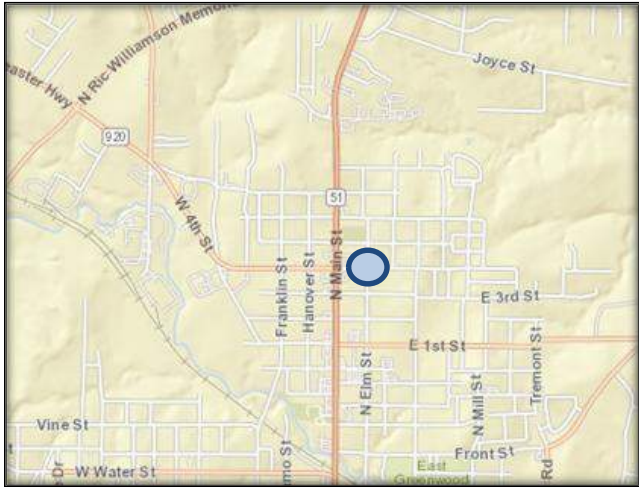
Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

Elm Street and 4th

Program Objectives <input type="checkbox"/> Congestion Mitigation <input type="checkbox"/> Proximity to Schools <input type="checkbox"/> Economic Development <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Significant Alternate Route <input type="checkbox"/> Air Quality Improvements		PROJECT NO. 14 Elm Street and 4th From: Elm Street To: 4th Street PRIORITY RANKING :																																	
Existing Conditions: Existing 4-Way Stop																																			
Proposed Conditions: Intersection improvements to mitigate congestion and improve safety																																			
Key Benefits: 1.) Improves intersection traffic flow 2.) Improves pedestrian safety																																			
Project Scope: <input type="checkbox"/> On System <input checked="" type="checkbox"/> Local Letting <input type="checkbox"/> Environmental Document (FHWA) <input type="checkbox"/> CLOMR / LOMR <input type="checkbox"/> TxDOT Review and Approval <input type="checkbox"/> Union Pacific Railroad Coordination <input checked="" type="checkbox"/> ROW Acquisition <input type="checkbox"/> Conduct Traffic Signal Warrant Study <input type="checkbox"/> TxDOT Access Permit <input type="checkbox"/> Other:	Project Schedule: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: right;"><u>Duration (months)</u></th> </tr> </thead> <tbody> <tr> <td>Design</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Environmental Permitting (FHWA)</td> <td style="text-align: right;">0</td> </tr> <tr> <td>ROW acquisition</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Utility Relocation</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Construction</td> <td style="text-align: right;">8</td> </tr> <tr> <td style="text-align: right;">Estimated Total (Years):</td> <td style="text-align: right;">1.2</td> </tr> </tbody> </table>			<u>Duration (months)</u>	Design	8	Environmental Permitting (FHWA)	0	ROW acquisition	6	Utility Relocation	0	Construction	8	Estimated Total (Years):	1.2																			
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Estimated Total (Years):	1.2																																		
Project Location Map: 	Financial Data: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 70%;">Right-of-Way Cost</td> <td style="width: 10%; text-align: right;">\$</td> <td style="width: 20%; text-align: right;">50,000.00</td> </tr> <tr> <td>Engineering Services</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">130,000.00</td> </tr> <tr> <td>Utility Relocation</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">-</td> </tr> <tr> <td>Survey/Geotech</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">45,500.00</td> </tr> <tr> <td>City Administrative and Legal</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">6,500.00</td> </tr> <tr> <td>Inspection/Testing</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">91,000.00</td> </tr> <tr> <td>Construction</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">1,080,000.00</td> </tr> <tr> <td>Contingency</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">220,000.00</td> </tr> <tr> <td>Total Project Cost</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">1,630,000.00</td> </tr> <tr> <td>Escalation</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">160,000.00</td> </tr> <tr> <td>Bond Program Cost</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">1,790,000.00</td> </tr> </tbody> </table>		Right-of-Way Cost	\$	50,000.00	Engineering Services	\$	130,000.00	Utility Relocation	\$	-	Survey/Geotech	\$	45,500.00	City Administrative and Legal	\$	6,500.00	Inspection/Testing	\$	91,000.00	Construction	\$	1,080,000.00	Contingency	\$	220,000.00	Total Project Cost	\$	1,630,000.00	Escalation	\$	160,000.00	Bond Program Cost	\$	1,790,000.00
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Bond Program Cost	\$	1,790,000.00																																	



City of Weatherford

Capital Improvement Program

Bois D Arc St at E. Park Avenue

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☐ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. 16

Bois D Arc St at E. Park Avenue

From: Bois D Arc St.

To: E. Park Ave

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

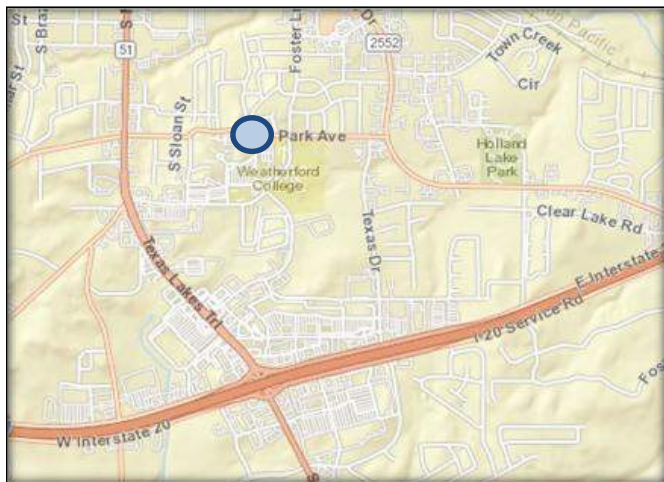
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

Foster Lane at Eureka Street

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. 17

Foster Lane at Eureka Street
From: Foster Lane
To: Eureka St

PRIORITY RANKING :

Existing Conditions:

Existing Stop Signs

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

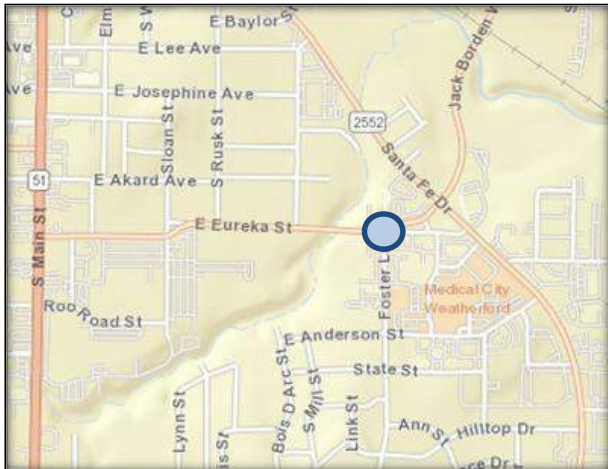
Project Scope:

- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	0
Construction	8
Estimated Total (Years):	1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

N. Denton Street at Jameson Street

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. 18

N. Denton Street at Jameson Street

From: N. Denton St.

To: Jameson St

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

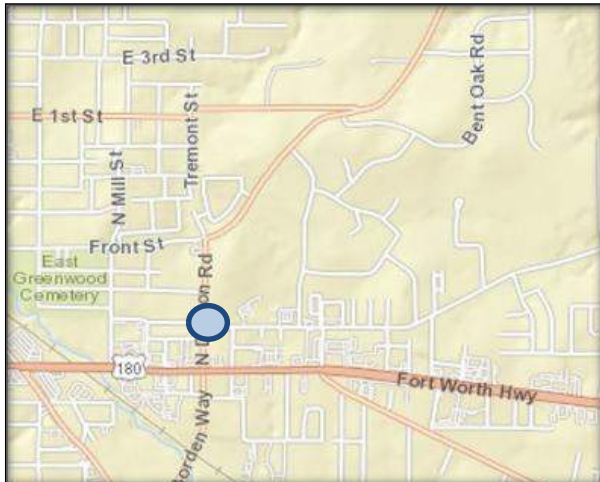
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

N. Elm Street at Front Street

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **19**

N. Elm Street at Front Street
From: N. Elm Street
To: Front Street

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

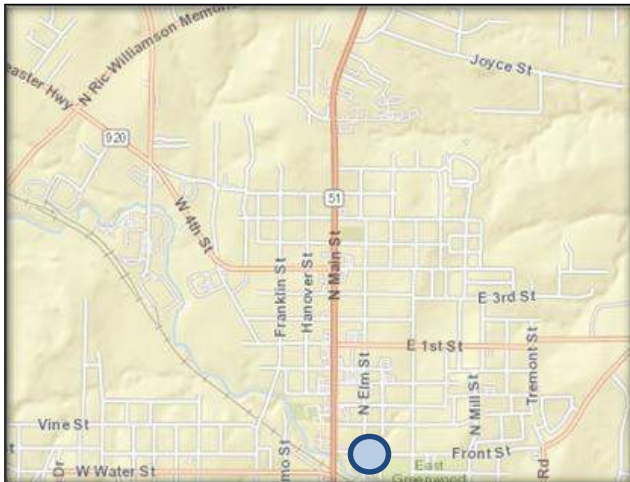
Project Scope:

- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	0
Construction	8
Estimated Total (Years):	1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

US 180 and Ranger Hwy

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☒ Air Quality Improvements

PROJECT NO. **20**

US 180 and Ranger Hwy

From: US 180

To: Ranger Hwy

PRIORITY RANKING :

Existing Conditions:

Existing Multi-Lane Signal

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

- ☒ On System
- ☐ Local Letting
- ☒ Environmental Document
- ☐ CLOMR / LOMR
- ☒ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting	12
ROW acquisition	6
Utility Relocation	0
Construction	10
Estimated Total (Years):	2.3

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 120,000.00
Engineering Services	\$ 315,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 73,500.00
City Administrative and Legal	\$ 10,500.00
Inspection/Testing	\$ 189,000.00
Construction	\$ 1,750,000.00
Contingency	\$ 350,000.00
Total Project Cost	\$ 2,810,000.00
Escalation	\$ 450,000.00
Bond Program Cost	\$ 3,260,000.00



City of Weatherford

Capital Improvement Program

S. Alamo Street at W. Russell Street

Program Objectives

- ☐ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **21**

S. Alamo Street at W. Russell Street

From: S. Alamo St

To: W. Russell St.

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

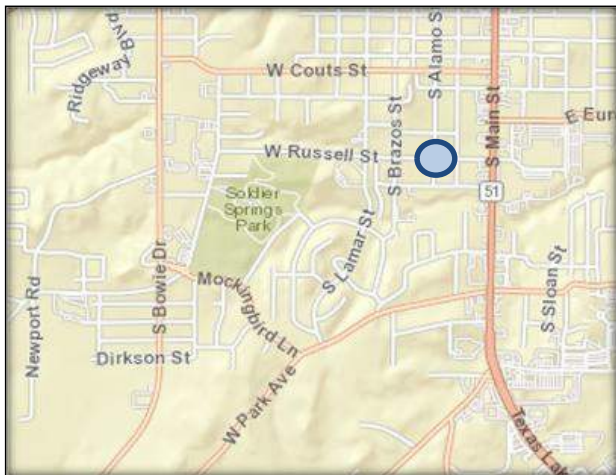
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (Local)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☐ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	6
Environmental Permitting (Local)	0
ROW acquisition	6
Utility Relocation	0
Construction	6

Estimated Total (Years): 1.0

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ -
Engineering Services	\$ 68,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 17,000.00
City Administrative and Legal	\$ 3,400.00
Inspection/Testing	\$ 47,600.00
Construction	\$ 560,000.00
Contingency	\$ 120,000.00
Total Project Cost	\$ 820,000.00
Escalation	\$ 50,000.00
Bond Program Cost	\$ 870,000.00



City of Weatherford

Capital Improvement Program

S. Lamar Street at W. Russell Street

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **22**

S. Lamar Street at W. Russell Street

From: S. Lamar St

To: W. Russell St.

PRIORITY RANKING :

Existing Conditions:

Existing 4-Way Stop

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

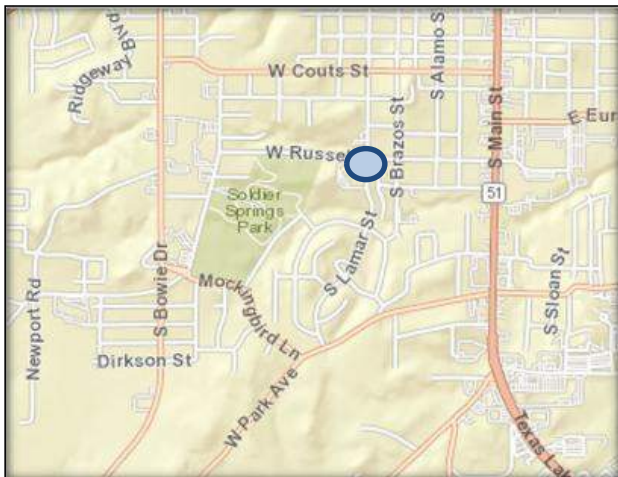
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (CE)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (CE)	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

S. Lamar Street at W. Park Avenue

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **23**

S. Lamar Street at W. Park Avenue

From: S. Lamar St

To: W. Park Ave.

PRIORITY RANKING :

Existing Conditions:

Existing Stop Sign Intersection

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

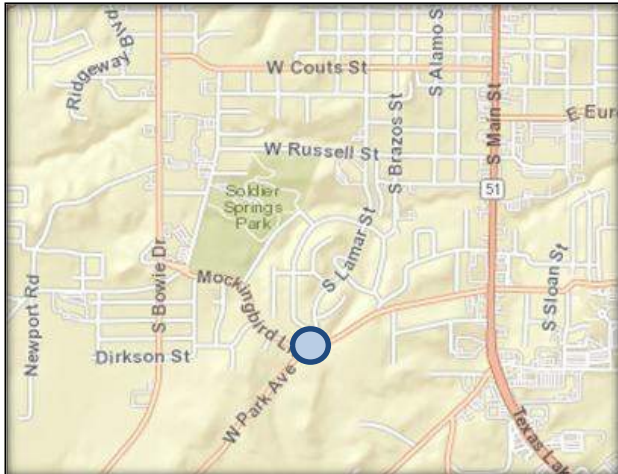
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document (CE)
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting (CE)	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

S. Bowie Drive at Charles Street

Program Objectives

- ☒ Congestion Mitigation
- ☐ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **24**

S. Bowie Drive at Charles Street

From: S. Bowie Dr

To: Charles Street

PRIORITY RANKING :

Existing Conditions:

Existing 4-way Stop Signs

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety

Project Scope:

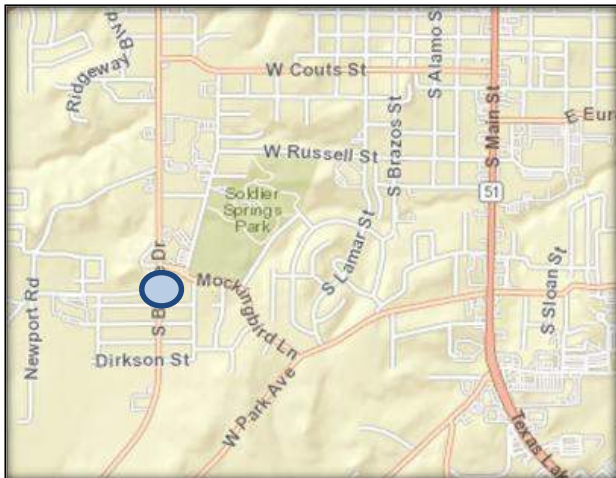
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00



City of Weatherford

Capital Improvement Program

E. Bankhead Dr at Jennifer Ct.

Program Objectives

- ☒ Congestion Mitigation
- ☒ Proximity to Schools
- ☐ Economic Development
- ☒ Safety Improvements
- ☐ Significant Alternate Route
- ☐ Air Quality Improvements

PROJECT NO. **25**

E. Bankhead Dr at Jennifer Ct.

From: E. Bankhead Hwy

To: Jennifer Ct.

PRIORITY RANKING :

Existing Conditions:

Existing Stop for Minor Road Connection

Proposed Conditions:

Intersection improvements to mitigate congestion and improve safety

Key Benefits:

- 1.) Improves intersection traffic flow
- 2.) Improves pedestrian safety
- 3.) Improves traffic flow for school traffic

Project Scope:

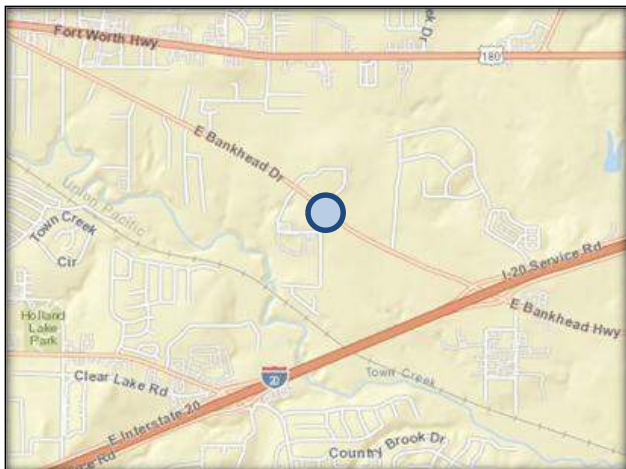
- ☐ On System
- ☒ Local Letting
- ☐ Environmental Document
- ☐ CLOMR / LOMR
- ☐ TxDOT Review and Approval
- ☐ Union Pacific Railroad Coordination
- ☒ ROW Acquisition
- ☐ Conduct Traffic Signal Warrant Study
- ☐ TxDOT Access Permit
- ☐ Other:

Project Schedule:

	<u>Duration (months)</u>
Design	8
Environmental Permitting	0
ROW acquisition	6
Utility Relocation	0
Construction	8

Estimated Total (Years): 1.2

Project Location Map:



Financial Data:

Right-of-Way Cost	\$ 50,000.00
Engineering Services	\$ 130,000.00
Utility Relocation	\$ -
Survey/Geotech	\$ 45,500.00
City Administrative and Legal	\$ 6,500.00
Inspection/Testing	\$ 91,000.00
Construction	\$ 1,080,000.00
Contingency	\$ 220,000.00
Total Project Cost	\$ 1,630,000.00
Escalation	\$ 160,000.00
Bond Program Cost	\$ 1,790,000.00