AGENDA
CITY OF BENBROOK
PLANNING AND ZONING COMMISSION
THURSDAY, JANUARY 14, 2016

911 WINSCOTT ROAD
WORK SESSION, 7:00 P.M.
CENTRAL CONFERENCE ROOM, OPEN TO PUBLIC
A quorum of the Benbrook City Council may be in attendance at this meeting.

1. Discuss Items on Agenda
2. Staff Briefing on Development Activities within the City (time permitting)
   General development activities
   Update on Benbrook Boulevard (US 377) project

REGULAR MEETING, 7:30 P.M.
CITY COUNCIL CHAMBERS
ITEMS UNDER CONSIDERATION ARE SUBJECT TO FINAL ACTION

I. CALL TO ORDER

II. CONSIDERATION OF MINUTES

Regular Meeting, December 10, 2015

Documents: MINUTES PZ 12-10-15.PDF

III. OATH OF OFFICE

IV. SELECTION OF CHAIR AND VICE CHAIR

V. REPORTS OF CITY STAFF

A. COMPREHENSIVE PLAN

CP-16-01 Consider Update Of Section 17, Capital Improvements Program, Of The Comprehensive Plan. PUBLIC HEARING

Documents: CP-16-01 CAPITAL IMPROVEMENTS REPORT.PDF, CIP-2015.PDF

VI. ADJOURNMENT

WORK SESSION FOLLOWING REGULAR MEETING
Commission Training

THIS FACILITY IS WHEELCHAIR ACCESSIBLE. FOR ACCOMMODATIONS OR TO INFORM US OF INACCESSIBILITY TO THIS MEETING, PLEASE CONTACT ANDY WAYMAN, CITY MANAGER, AT 817-249-3000. FOR SIGN INTERPRETATIVE SERVICES, PLEASE CALL 48 HOURS IN ADVANCE.

MINUTES
OF THE MEETING OF THE
CITY OF BENBROOK
PLANNING AND ZONING COMMISSION
REGULAR MEETING
THURSDAY, DECEMBER 10, 2015

The regular meeting of the Planning and Zoning Commission of the City of Benbrook was held on Thursday, December 10, 2015, at 7:30 p.m. in the Council Chambers at 911 Winscott Road with the following members present:

Alfredo Valverde
Tom Casey
Brandon O'Donald
David Ramsey
Jess Jordan
John Dawson
Jonathan Russell

Also present:

David Gattis, Deputy City Manager
Ed Gallagher, Planning Director
Sue Clark, Recording Secretary
Athena Seaton, Planning Intern
David Corley, City Engineer
Rene Franklin, Council Member
Jim Sager
Deepak Sulakhe
Eric Kershaw
Sandy Stephens
Josh Smith
Howard Plane
Steven Parish
Milton Davis
Hazel White
Ashley Johnson
and approximately 10 others

I. CALL TO ORDER

Chairman Valverde called the meeting to order at 7:30 p.m.

II. CONSIDERATION OF MINUTES

Regular Meeting, November 12, 2015

Motion by Mr. Ramsey to approve the minutes of the November 12, 2015 Planning and Zoning Commission meeting as written. Second by Mr. Casey. The Chair called the question.

Vote on the motion:

Ayes: Mr. Valverde, Mr. Casey, Mr. Ramsey, Mr. Jordan, Mr. Dawson, and Mr. Russell

Noes: None

Abstain: Mr. O'Donald

Motion carried: 6 – 0 – 1

III. REPORTS OF CITY STAFF

A. COMPREHENSIVE PLAN

None

B. ZONING

Z-15-05 Consider Planned Development Site Plan for a 144-dwelling unit, multiple family residential development having four two-story buildings; four three-story buildings; and one office/clubhouse building on a portion (B-1) being the south 10.5 acres of Tract B, Block 7, Boston Heights Addition (3510 Boston Avenue). PUBLIC HEARING

The Chair introduced the item and asked for a presentation from the applicant.

Jim Sager, with Trans Western Commercial Real Estate, Fort Worth, said he is representing the current owner and seller, Mark Shafipour who has owned the property since 1990. Mr. Sager said the property was zoned multiple family when Mr. Shafipour bought it and it remains multiple family zoning.

Mr. Sager said they have looked at other options for the property but it does not work for retail because of the restrictions so multiple family is the best use. He said they have met with a number of developers over the years but now the vacant land is being used by the homeless, dumping, and vermin and has been an eyesore for a number of years.

Deepak Sulakhe, with OM Builders, 7328 Mimosa Lane, Dallas, said they are the buyers and are presenting the site plan for the Villas at Boston Heights that will be a high-end apartment development in the community. Mr. Sulakhe said the development team consists of BGO Architects, TexEnergy Solutions as the LEED consultant, Cole, Inc, as the civil engineers, and Sun Construction Company as the general contractor.

Mr. Sulakhe said that the apartments will consist of 144 units in two and three story buildings and will be the city's first LEED Certified project. He said there will be landscaped congregation spaces throughout the community and will comply with all architectural, landscape, engineering, and noise attenuation standards and integrate with city services.

The OM Builders team has extensive experience building in the Metroplex and the project will be locally developed, owned, constructed, managed and operated. The developer/owner will be the long term owner so there will be no absentee ownership.

Mr. Sulakhe said the apartments will all be furnished with eco-friendly appliances, fixtures and air purification systems. He said they will have high end flooring and cabinets.

Mr. Sulakhe said that the D-PD-NAS zoning allows for 25 units per acre, or 250 units. They will only be building 144 units on the site. He said the site plan complies with all zoning regulations, including the 25-foot landscape buffer where the apartments are adjacent to single-family residential zoning. All height regulations will be met and parking exceeds the requirements and will meet all NAS regulations. There will also be a deceleration lane on Boston Avenue.

The north, south and west sides of the property will be surrounded with an eight-foot masonry wall. Mr. Sulakhe said that there will be a wrought iron fence with a gated entry for security purposes on Boston Avenue and there will be security cameras throughout the complex.

Mr. Sulakhe said they had a meeting with the area neighborhoods on October 29, 2015 with 23 in attendance. He said the biggest concern was additional traffic so in response the developers had a Traffic Impact Analysis done. The analysis showed minimal impact on the a.m. and p.m. traffic but they will be installing a deceleration lane to relieve any traffic congestion.

Mr. Sulakhe said another concern was parking. The city requires 1.75 parking spaces per unit or 254 spaces. They listened to the neighbors and are providing 2.1 spaces per unit or 306 spaces. He said another concern is the three story buildings and they have met all the height restrictions required by the Zoning Ordinance. The site plan has been substantially revised to accommodate all of the neighbors' concerns.

Eric Kershaw, partner of BGO Architects, 4202 Beltway Drive, Addison, said that Mr. Sulakhe has always gone above and beyond any city's ordinances and requirements. He said BGO has been designing apartments since 1967 in about 40 states and each project is specific for each site and each neighborhood.

Sandy Stephens with Cole Engineering, 6175 Main Street, Frisco, said that he has been working on the drainage at the project site for about four years. He said it is a challenging property in that there is a hill in the center and the current drainage goes in every direction. Their goal is to have no additional impact to the surrounding areas and to distribute the runoff with drainage and detention ponds. He said they will work with the City of Fort Worth on the drainage from the detention ponds to the west. They will also work with the neighbors to the south to make sure there is no negative impact to their properties.

Mr. Stephens said they will work with the city on the drainage to use the existing drainage on Westerly Road down to Bangor Drive. He said they will be working with Benbrook Water Authority on water and sewer capacities and the Fire Department to provide adequate water and access throughout the complex.

Josh Smith with Stantec, 2430 North Central Expressway, Richardson, said he performed the Traffic Impact Analysis for the proposed complex. He said the study is done to acceptable national standards and to the city's local ordinances. The study included intersections at Camp Bowie West Boulevard and Boston Avenue, at the site driveway

and the ballfield driveway and at Boston Avenue and Bangor Drive which has a four-way stop. The survey showed light traffic during peak hours and that under the proposed conditions, it showed no increased congestion. Mr. Sulakhe has said they are providing a right turn deceleration lane which is more for safety reasons, although it is not required.

Mr. Smith said he has spoken to staff regarding his comments on the Traffic Impact Analysis. Mr. Gallagher said that the study was done during the fall when baseball season was not going on and what impact that would have on Mr. Smith's analysis. Mr. Smith said there would be minimal impact on congestion. The driveway for the baseball field parking lot lines up with the apartment gated entrance but even in the spring during baseball season, the times of entrance and exit to both drives should have no impact on either drive traffic.

The Chair asked for a report from staff.

Ed Gallagher said that the Z-15-05 planned development site plan application involves a multiple family development on the south 10.5 acres of Tract B, Block 7 of Boston Heights Addition, on the west side at 3510 Boston Avenue. The currently vacant site is owned by Scarlett Realty Investors of Colleyville, Texas. OM Housing of Dallas is the developer and site plan applicant and it is the staff's understanding that OM Housing will be purchasing the property in the near future. Zoning on the property is "D-PD-NAS" Multiple Family Planned Development, NAS Overlay District.

Mr. Gallagher said that the PD Site Plan presents a 144-unit multiple family apartment, residential development on the site and shows four two-story residential buildings, four three-story residential buildings and a single-story office/clubhouse building on the property. One two-way driveway is shown connecting to Boston Avenue as the main entrance/exit point and one exit-only driveway is also shown connecting to Boston Avenue. An emergency access-only gated point is shown near the southwest corner of the site at the current dead end of Westerly Road. An eight-foot wrought iron fence with masonry columns is shown along the front building line parallel to Boston Avenue and eight-foot masonry walls are shown along the south, west and north property lines.

Mr. Gallagher said that prior to 1962, there was no development in Benbrook north of Chapin Road. In March 1962, the City Council approved commercial zoning on the Z-15-05 site along with other properties in what became Boston Heights Addition. The final plat of Boston Heights Addition was approved by the City in May 1962 and recorded in the Tarrant County Plat Records. The May 1962 commercial zoning existed on the 20.49-acre area west of Boston Avenue, from the north line of the residential lots on the north side of Rush Street, north to the city limits at the south line of Highway 80, now Spur 580/Camp Bowie West Boulevard.

Most of the residential construction in Boston Heights Addition occurred between 1962 and the early 1970s. The commercial/retail shopping center was built on the north 10 acres of the 20.49-acre commercial site in 1969. The south 10.5 acres of the commercial zoned site remained vacant except for one previously existing and since removed residence.

Mr. Gallagher said that on March 6, 1969 a city initiated, city-wide zoning ordinance update rezoned the Z-15-05 vacant site from commercial to "A" One Family District. He said that the Boston Heights developer and continued owner of the 10.5-acre site objected to the March 6, 1969 rezoning. On March 30, 1969, the owner applied to rezone the property from the recent change to "A" One Family District. June 19, 1969 the City Council considered the rezoning, zoning case number 69-2, and by a vote of two in favor,

one opposed and two abstentions, denied rezoning of “D” Multiple Family District on the south 200 feet of the 10.5 acres and commercial on the north balance of the property.

On July 10, 1969, the owner filed suit in State District Court against the City that the March 6, 1969 rezoning of portions of Boston Heights Addition by Ordinance 252, was not valid and not properly enacted. The Court ruled July 21, 1970 in an agreed judgment that the portion of Ordinance 252 involving the plaintiff did not apply to properties in Boston Heights Addition including the current Z-15-05, 10.5-acre site.

Mr. Gallagher said that in the Final Judgment, the District Court ordered that the 10.5-acre site, and certain other properties in Boston Heights Addition, be granted the zoning classification of “D” Multiple Family. The Court further ordered that a 25-foot wide strip of land along the south boundary of the 10.5 acres be reserved for park and/or parkway for the purpose of an open-space buffer zone between the adjoining property to the south and the balance of the 10.5-acre site, and further that there be shrubs, plants and trees planted and maintained in such 25-foot wide open space appropriate to the purpose as reasonably deemed necessary by the land owners and/or their successors in interest. The Court also ordered that no habitable structure shall be constructed within 15 feet of the north line of the 25-foot park or parkway.

In August 1986, the 10.5 acres was rezoned from “D” Multiple Family to “D-PD” Multiple Family Planned Development to provide design flexibility for a 200-unit retirement residential project on the property. In August 1986, a Planned Development Site Plan was approved by the Planning and Zoning Commission for the 200-unit retirement residential facility in a single, two-story building generally centered on the 10.5-acre site. With the economic downturn of the late 1980s, the retirement residential facility was never built and the property went into foreclosure. The “PD” portion of the zoning remained in effect although the PD Site Plan for the retirement residential facility subsequently expired. The NAS Overlay District classification was added to the property in November 2008 resulting in the current “D-PD-NAS” Multiple Family Planned Development NAS Overlay District.

Mr. Gallagher said that the Planning staff reviewed the application and notes that the site plan submittal conforms to the Comprehensive Plan. The submittal is complete and conforms to requirements specified in Section 17.54.040, “D” Multiple-Family District, Site Plan Requirements and Section 17.76.050, “PD” Planned Development District, Required Development Site Plan of the Zoning Ordinance.

The site plan indicates that the development will meet or exceed all front, side and rear yard, lot area and open space requirements of the Zoning Ordinance. The plan also indicates the dwelling units will exceed the minimum floor area required per unit and the minimum average floor area required for all units and conformance with building height regulations.

Additionally, the site plan submittal indicates that the development will meet or exceed the 25-foot wide park and/or parkway open space buffer area, the planting of shrubs and trees in the 25-foot area and the additional 15-foot setback for habitable structures as ordered by the July 1970 Final Judgment of the District Court.

Mr. Gallagher said that vehicle parking shown on the site plan exceeds Zoning Ordinance requirements and includes provisions for bicycle parking. A five-foot standard sidewalk should be added along Boston Avenue. The submittal addresses landscape and bufferyard requirements of the Zoning Ordinance and indicates that all landscape and buffer provisions are met or exceeded.

The 10.5-acre site is the south portion of Tract B, a 20.49-acre single tract extending north to Camp Bowie West Boulevard as platted by the 1962 Boston Heights Addition recorded plat. The north portion of Tract B is in separate ownership and is occupied by a retail shopping center. As a condition of site plan approval, the 10.5-acre subject property should be correctly replatted by the developer in accordance with Subdivision Ordinance requirements, including cash-in-lieu of land to address Chapter 16.04.045.C, Parkland Dedication Requirements. The replat should include adequate right-of-way dedication to accommodate the deceleration lane and result in a 10-foot parkway behind the existing and future curb lines.

Mr. Gallagher said that the final site design, including landscape plans, should meet all Preservation of Trees and Native Vegetation tree mitigation requirements of Chapter 16.28.010, of the Subdivision Ordinance. The site plan notes that all construction will meet all NAS Overlay District standards and that construction materials and design shall be implemented to reduce noise levels by 30 dBs from outside levels

The City Engineer reviewed the site plan submittal including the Traffic Impact Analysis and the Drainage Plan. The City Engineer reports that in the TIA, regarding Section 2.1, the counts at the baseball field are low because it is not baseball season, even though some students park in this lot. This will change in the spring, so some assumptions need to be made. Regarding Section 2.4, the information indicates Level of Service (LOS) D is acceptable, but the City's ordinance states as a general policy, the City has adopted LOS C as the minimum acceptable congestion level. Further, regarding Section 5.0, the City Engineer notes the criteria in the Report is not consistent with the City's ordinance which states a requirement for a deceleration lane if the peak hour right turn movements exceed 40 per hour.

Mr. Gallagher said that a review of the Drainage Plan by the City Engineer reports that the Proposed Conditions Drainage Areas generally follow the Existing Conditions drainage patterns. Also, detention is proposed in areas where drainage systems do not exist to connect to or where known downstream drainage concerns currently exist. As the planning/design for this development progresses, discussions and coordination will be necessary with adjacent property owners, and also with the City of Fort Worth since impacts may occur to existing development in that City. Offsite improvements may be necessary to convey the flow from this development, at least to the south, and possibly to the west. An evaluation of the capacity of the system to the south also will be required. Concentrated flow will require the developer to obtain permission and/or easements from affected property owners for necessary offsite drainage facilities to be constructed by the developer.

A review of the submittal by the Fire Department indicates that all final design of fire hydrant locations and fire lanes must meet all Fire Department and City standards, including access through all gates that must be provided to the Fire Department.

Mr. Gallagher said that the Police Department Crime Prevention Office reviewed the site plan submittal for Crime Prevention Through Environmental Design (CPTED) criteria and reports that the building permit plans should include exterior building and site illumination plans, with a photometric plan for review and approval by the Police Department prior to issuance of building permits. Also, the locking and access mechanism for all gates should be submitted for review and approval by the Police Department with building permit applications.

With the proposed development located in the NAS Overlay Zoning District and within the 65 decibel noise contour of the base operating area, the development information was

submitted to the Naval Air Station Fort Worth, Joint Reserve Base Regional Coordinating Committee for review and comment by the members, including the six member cities, including Tarrant County, the North Central Texas Council of Governments, the Joint Reserve Base and Lockheed Martin. The RCC reviews development projects for land use compatibility with the JRB. Mr. Gallagher said that comments were received from four of the member entities with each noting that residential uses are not ideal in the 65 dB to 70 dB noise contour; however, with the rigid requirement that design and construction to achieve an inside noise level reduction of at least 30 dB form the outside noise level, no objections were presented from the RCC members.

The Benbrook Water Authority has reviewed the site plan submittal. The BWA review is not available at the time of this report and will be forwarded when available.

Mr. Gallagher said that the west line of the subject property is the common city limit line between Fort Worth and Benbrook. The two planning departments typically seek comments from the other regarding development projects adjacent to or near the common boundary and where streets and other infrastructure may connect or be affected. The Fort Worth Planning Department has reviewed the site plan submittal and replied that compared with Fort Worth regulations, the 20-foot setback along the west side of building 6 would be greater with a 2 to 1 setback based on building height if the proposed development and the adjoining residential to the west were both in Fort Worth. The Fort Worth Planner also noted that it would be incorrect to impose the regulations of one city on a development in another city.

It is recommended that after a public hearing the Planning and Zoning Commission approve the Z-15-05 Planned Development Site Plan for 144 multiple family dwelling units in four, two-story buildings and four three-story buildings on the south 10.5 acres of Tract B, Block 7, Boston Heights Addition (3510 Boston Avenue) subject to:

1. payment in-lieu of land to address Chapter 16.04.045.C, Parkland Dedication Requirements of the Subdivision Ordinance, correctly replatting the property in accordance with Subdivision Ordinance requirements, including right-of-way dedication to accommodate the deceleration lane and result in a 10-foot parkway behind the existing and future curb lines, a five-foot standard sidewalk along Boston Avenue,

2. conformance with tree preservation and tree mitigation requirements of Chapter 16.28.010 of the Subdivision Ordinance, all design and construction meeting NAS Overlay District standards,

3. conformance with all Engineering requirements including acquiring permission and/or easements for and constructing all necessary offsite drainage improvements,

4. conformance with all Fire Department and Police Department requirements,

5. conformance with all Zoning Ordinance and Subdivision Ordinance requirements, and

6. conformance with all Benbrook Water Authority and other utility requirements.

The Chair asked for any comments or questions from the Commission. There being none, the Chair opened the public hearing at 8:35 p.m. and asked for any comments or questions from the public.

Howard Plane, 3528 Westerly Road, said he is concerned with the type of housing the apartments will be, like Section 8. He is also concerned about foundations shifting during the construction.

Dave Gattis said staff could clarify that it is not Section 8 or public housing.

Steven Parish, 8101 Rush Street, said he is concerned with the runoff from the detention pond and asked what the inches per hour would be from the pond and where the water will flow. Mr Parish asked where the sanitary sewer would be connected. Mr. Parish was also concerned about the peak hours used in the traffic study. He said the hours of 8:00 a.m. to 8:30 a.m. and 3:00 p.m. to 4:00 p.m. are the highest hours of heavy traffic.

Mr. Gattis said it would be connected to the sewer stubs in Boston Avenue and Westerly Road and would not impact existing residences.

Mr. Parish said the proposed apartments are beautiful and no one at the meeting would deny that, but they are concerned that the apartments are aimed to low income. He said crime is one of their biggest concerns.

Milton Davis, 8128 Rush Street, said he is concerned about the neighboring residential property values and what effect the apartments would have on their properties.

Hazel White, 8124 Rush Street, said she is concerned with the drainage because her house flooded twice in 2014 with three inches of runoff from the subject property. She said insurance does not cover that kind of loss because she is not in a floodplain.

Mr. Stephens said they are working to alleviate any existing runoff problems and prevent any future flooding on to the adjacent neighbors. He said there is no perfect drainage solution for the site.

Mr. Stephens said there are four different rainfall events that are considered when designing a detention pond. He said they typically design to a one-year event which is about four inches per hour of rain. They work to get the runoff into existing storm sewer systems because of the increased impervious area.

Ashley Johnson, 8021 Lifford Street, said she is concerned about the maintenance of the detention pond.

Mr. Stephens said the maintenance will be by the apartment staff. He said the ponds do not hold water because they dry out after the water drains and the sun comes out.

Mr. Kershaw said the surrounding foundations will not be impacted by the construction on the site.

Mr. Smith said the traffic study was done from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. He said the traffic generated from the apartments will have very little impact on the existing traffic.

There being no further comments or questions, the Chair closed the public hearing at 9:03 p.m. and asked for any comments, questions or a motion from the Commission.

Motion by Mr. Dawson to approve Z – 15 – 05 as recommended by staff and to include all utility company requirements. Second by Mr. Casey. The Chair called the question.

Vote on the motion:

Ayes: Mr. Valverde, Mr. Casey, Mr. Ramsey, Mr. Jordan, Mr. Dawson, Mr. O'Donald and Mr. Russell

Noes: None

Motion carried: 7 – 0

Z-15-06 Consider amendments to Chapter 17.08 – Definitions; 17.20 Districts, District Boundaries and District Uses; 17.24 – "CF" Community Facilities; 17.28 – "SD" Suburban District; 17.32 – "RE" Residential Estate District; 17.36 – "A" One Family District; 17.40 – "B" One Family District; 17.44 – "BR" One Family Reduced District; 17.48 – "CR" Multiple Family Restricted District; 17.52 – "C" Multiple Family District; 17.54 – "D" Multiple Family District; 17.56 – "E" Commercial District; 17.72 – "MH" Manufactured Home District; 17.74 "MU" Mixed Use District; 17.75 "FBC" Form-Based Code District; 17.84 – Supplementary District Regulation; 17.88 - Parking and Vehicular Circulation Regulations; 17.96 – Fence Regulations; 17.98 – Landscape and Buffer Requirements – Zoning of the Benbrook Municipal Code. PUBLIC HEARING

The Chair introduced the item and asked for a report from staff.

Athena Seaton said that each year, staff reviews the City's development ordinances for potential changes or amendments. The following contains proposed amendment updates and revisions to the architectural requirements and definitions in the Zoning Ordinance.

The first item regards Architectural Design Requirements. Staff proposes the calculation of masonry coverage for external materials applying to residential and commercial districts. The front, side and rear walls shall have minimum masonry coverage of eighty percent (80%) of total wall area (<u>including</u> the area for actual doors or windows) in accordance with the definition of Masonry Construction.

The amendments for change and correction to replace "excluding" with "including" are in:

- 17.28 – "SD" Suburban District
- 17.32 – "RE" Residential Estate District
- 17.36 – "A" One Family District
- 17.40 – "B" One Family District
- 17.44 – "BR" One Family Reduced District
- 17.48 – "CR" Multiple Family Restricted District
- 17.52 – "C" Multiple Family District
- 17.72 – "MH" Manufactured Home District

Ms. Seaton said that the second items for change or amendment, regard Masonry Construction. There has been some misinterpretation regarding the applicable masonry wall and fence requirement for screening. She said that staff proposes changing

terminology for consistency in all districts. The amendments for change and correction will affect:

- 17.08 Definitions
- 17.74.032 Additional Design Requirements Refuse Container Screen
- 17.84.100 Architectural Standards for Nonresidential Buildings-Materials
- 17.84.120 Standards for Natural Gas Compression Stations
- 17.96 Maintenance requirements
- 17.98 Bufferyards

With the recent city limit adjustments with Fort Worth, Benbrook now has Extra-Territorial Jurisdiction (ETJ). Staff proposes adding the definition of ETJ to definitions:

> EXTRA-TERRITORIAL JURISDICTION (ETJ) - The area defined by the Texas Local Government Code, Chapter 42, as applied to the City or from Subdivision Ordinance. That property which lies within the Jurisdiction of the City of Benbrook for enforcing subdivision plat regulations.

Ms. Seaton said that in accordance with Federal and State law changes, there should be a clarification in the definition of a facility that provides care to children <u>and</u> adults during the day. Day care facility and group home definitions are revised in accordance to the approved regulatory agency. Staff proposes for change and correction:

Add definition “Day Care Facility” to definitions to replace Day Care Home, Family and change Group Home definition to reference Day Care Facility. Terms that would be added are:

> DAY CARE FACILITY – A facility licensed, certified, or registered by the State of Texas to provide assessment, care, training, education, custody, treatment, or supervision of children and/or adults and as provided under State and Federal law.

Ms. Seaton said that the definition will include clarification under:

- "Child-care facility"
- "Residential child-care facility"
- "Group home"
- "Family home"
- "General child-care operation"
- "Day-care center"
- "Agency group home"
- "Agency home"
- "Adult day-care facility"
- "Adult day-care program"
- "Elderly person"
- "Handicapped person"
- “Residential adult care”
- “General adult care” to cover all adult day care facilities

Also added are Definitions to reference to “Day Care Facility” for “Day Care Home” and “Family Group Home”.

Sections affected by the clarification include:

- 17.08 Definitions
- 17.20 Table
- 17.24 “CF” Community Facilities District
- 17.32 “RE” Residential Estate District
- 17.36 “A” One Family District
- 17.40 “B” One Family District
- 17.44 “BR” One Family District
- 17.48 “CR” Multiple-Family Restricted District
- 17.52 “C” Multiple Family District
- 17.54 “D” Multiple Family District
- 17.56 “E” Commercial District
- 17.75 “FBC” Form Based Code District
- 17.84 Supplementary District Regulations
- 17.88 Parking and Vehicular Circulation Regulations (regarding the amount of parking necessary for a day care facility)

Staff recommends that the Planning and Zoning Commission recommend to the City Council the adoption of the proposed amendments to the Zoning Ordinance.

The Chair asked for any comments or questions from the Commission. There being none, the Chair opened the public hearing at 8:35 p.m. and asked if anyone wished to speak for or against the item. There being none, the Chair closed the public hearing at 8:36 p.m. and asked if the Commission had any comments, questions or a motion.

Motion by Mr. Dawson to recommend City Council adopt the changes and corrections to the Zoning Ordinance of the City of Benbrook as recommended by staff. Second by Mr. Ramsey. The Chair called the question.

Vote on the motion:

Ayes: Mr. Valverde, Mr. Casey, Mr. O’Donald, Mr. Ramsey, Mr. Jordan, Mr. Dawson, and Mr. Russell

Noes: None

Motion carried: 7 – 0

C. SUBDIVISION
None

D. SITE PLANS
None

E. GENERAL
None

IV. PRESENTATIONS BY PLANNING AND ZONING COMMISSION MEMBERS
None

V. CITIZEN PRESENTATION
None

VI. ADJOURNMENT

There being no further business on the agenda, the Chair adjourned the meeting at 9:20 p.m.

APPROVED _____,2016

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Chair

City of Benbrook
Planning and Zoning Commission

DATE:	REFERENCE NUMBER:	SUBJECT:	PAGE:
January 14, 2016	**CP-16-01**	**Consider update to Section 17 – Capital Improvements of the comprehensive Plan**	**1 of 2**

The Capital Improvements Plan is a forecast and schedule of public improvements for the next five years and beyond. The City Charter requires that the Capital Improvements Plan (CIP) be updated every year. The CIP was last updated in January 2015.

The changes included in this year's plan include:

1. Updates to Tables:
   - Table 17.2, Financial Status of Active Projects
   - Table 17.3, Updated Bonding Capacity Analysis
   - Table 17.4, Scheduled Community Facility Projects
   - Table 17.10, Scheduled Street Projects
   - Table 17.11, Scheduled Drainage Projects
   - Table 17.12, Program Summary

2. Updated Capital Improvement project information (Section 17.5)

3. Updated most tables to 2015 dollars

Community Facilities

In the 2014/15 fiscal year two maintenance projects and one capital project were completed relating the Hike and Bike Trails. The first, the asphalt trails along Winscott Road and the walking track in Dutch Branch Park were fogged sealed as part of the preventative maintenance program. The fog seal helps to seal the asphalt to minimize water infiltration into the asphalt. The Hike and Bike trails were also restriped. The second project was to install three park benches along the Hike and Bike Trail along Winscott Road and two park benches around the walking track in Dutch Branch Park. The third project was replacing the wooden light poles at the soccer field and on Field #8 with metal ones. This completed the multi-year project to replace all the wooden light poles in Dutch Branch Park. No new community facility projects are proposed for this current fiscal year.

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DISPOSITION: **DATE:**

☐ APPROVED ☐OTHER (DESCRIBE) **1/14/2016**

Streets and Thoroughfares

In 2014/15, the alley east of Usher Streets was constructed. Because the majority of adjacent properties were commercial, it did not qualify for CDBG funds. The alley was constructed from Usher Street connecting to the parking lots of the businesses fronting on Benbrook Boulevard.

In addition, the extensions of Benbrook Parkway and Winbrook Drive were completed using funds from the Economic Development Corporation since this project is expected to attract new commercial and industrial development.

Timberline Drive between Timberline Court and Edgewood Trail was reconstructed by stabilizing the subbase, and constructing new concrete curb and gutter and asphalt paving. The Benbrook Water Authority also replaced the water and sanitary sewer mains and services along this portion of Timberline Drive.

Drainage Facilities

The update to the CIP also includes the completion of the Springbranch Drainage project and the continuation design and construction of the other five drainage projects using funds from the storm water utility fee. The current projects are scheduled to be completed over the next three to five years and include the Sundown Drive storm drain project, Van Deman Drive storm drain project, Chapin Road Cross Culvert Replacement project, Plantation West Creek repair project, Plantation East Creek repair project and Timberline erosion project.

RECOMMENDATION

It is recommended that the Planning and Zoning Commission recommend that the City Council adopt the revised Section 17 – Capital Improvements – as part of the Comprehensive Plan.

CIP17. CAPITAL IMPROVEMENTS

17.1 INTRODUCTION

The Capital Improvements Program is an integral part of the Comprehensive Plan and is one of the most important mechanisms for implementing the Comprehensive Plan. Review of the Capital Improvements Program is also an annual requirement of the City's Charter (Section 6.02). Therefore, this element of the Comprehensive Plan also is designed to serve as a stand-alone document.

The capital facilities of the City, known as its infrastructure, are the physical improvements constructed by and for the public. Typical infrastructure improvements include community facilities such as public buildings and parks, streets and thoroughfares, and drainage improvements.

As discussed in Section 3 of the Comprehensive Plan, the population of Benbrook has grown rapidly. It is a challenge for the City to maintain service to this rapidly growing population without straining its financial resources. The adopted population projection for the City of Benbrook is presented in Table 17.1.

Table 17.1
POPULATION PROJECTION
For the
City of Benbrook

Year	Projected Population
2010	21,234
2011	21,270
2015	22,419
2020	31,770
2025	32,850
2030	35,328
2040	40,597

Changes during 2015:
Population estimates were revised in March 2015 using data from the North Central Texas Council of Governments and Texas Water Development Board.

These projections are used in the design and evaluation of future projects. Facilities typically are designed to handle the expected service population at the end of the facility's economic life.

This Capital Improvements Program examines three planning horizons. First, it identifies the capital improvement projects that should be scheduled for funding during the current fiscal year. Secondly, it examines capital needs and proposed funding, by year, for the next five years. Finally, it examines future unfunded capital project needs beyond the next five years.

17.2 STATUS OF PREVIOUSLY APPROVED CAPITAL IMPROVEMENT PROGRAMS

Benbrook prepared its first Capital Improvements Program in 1969, in conjunction with preparation of its first Comprehensive Plan. The 1969 CIP program proposed total funding package of $2,491,280 of street improvements and $1,474,230 in drainage improvements. However, the bond authorization to implement this program failed to receive voter approval.

In 1978, a bond proposal was prepared for a $1,130,000 Fire Station, $4,520,000 in street improvements, $2,425,000 in drainage improvements and a $530,000 recreation/civic center building. Only the fire station and street improvements received voter approval.

In 1979, a $3,025,000 drainage improvement proposal was submitted to the voters and was approved.

In 1981, a $4,100,000 street and drainage package was proposed, but failed to receive voter approval.

In 1985, a package including a $1,300,000 police station, $2,200,000 in street improvements, and $500,000 in drainage improvements was submitted to the voters for approval. All three issues were approved.

In January 1989, the voters turned down a proposed bond issue that included $1,200,000 in street improvements, $500,000 in drainage improvements and $1,700,000 for a new library. In May 1992, the voters defeated a proposed one-half cent increase in the city sales tax to be used to construct and operate a library, but passed a similar measure in January 1999.

In September 1997, a package that included $2,530,000 in street improvements, $2,630,000 in drainage improvements, $2,400,000 for a community recreation center, and $475,000 for an aerial ladder fire truck was submitted to the voters for approval. All four issues were approved. An additional $1,250,000 in certificates of obligation was issued to cover the increased cost of the community recreation center.

In February 2004, a package that included $2,800,000 in street improvements, $3,700,000 in drainage improvements, $3,215,000 in park improvements, and $285,000 to acquire land for a new fire station site was submitted to the voters for approval. The drainage and fire station propositions passed, but the street and park propositions failed.

In September 2007, the City authorized an additional $1,035,000 in certificates of obligation to cover the costs of the Plantation East Creek project. The Council also adopted a Storm Water Utility fund which will be used to fund existing and future drainage debt, as well as provide approximately $100,000 annually for small drainage projects.

In July 2009, the City Council appointed a 17-member Capital Improvements Advisory Committee to make recommendations of projects to be included in a

future CIP and bond program. In March 2010, the Committee recommended a bond election for $1,530,000 in new street bonds (for Clear Fork Bridge and Chapin Road reconstruction), $1,727,000 in new parks improvement bonds (Dutch Branch Park and Whitestone (later called Rolling Hills) Park improvements), and $3,066,750 in community facilities bonds (Fire Station remodeling and expansion, animal control shelter expansion, and purchase new fire truck). The City Council accepted the recommendations, but chose to defer holding a bond election until a future date. Two projects (Fire Station remodeling and expansion, Rolling Hills Park) were later funded using cash reserves.

17.2.1 Community Facilities

A summary of the projects proposed under the previously-approved bond packages is presented in Attachment 17-A in the Appendix along with their current status. Of the nine community facilities planned, eight were completed and one equipment purchase was canceled. In addition, the planned Mont Del/Ridglea Country Club Estates Fire Substation was built in 1983 as Fort Worth Fire Station No. 30 (4416 Southwest Boulevard), when only land purchase was originally planned. Benbrook received fire service from that station from 1983 to 2006, when the contract with Fort Worth was discontinued. An additional community facility (the Senior Citizens Activity Center) was constructed and expanded without bonds by using federal Community Development Block Grant funds; however, this facility was sold to the Benbrook Library District in 2000.

Two community facility projects were initiated in fiscal year 2011/12 – Rolling Hills Park (originally known as Whitestone Park) and the Central Fire Station renovation and addition. Both of these projects were funded with cash reserves. Rolling Hills Park was completed in Spring 2012. The expansion and addition to the Central Fire Station was completed in May 2013.

In the 2012/13 fiscal year, two extensions of the Winscott Road Hike and Bike Trail were completed. The first, located on the north side of Winscott Road, is from Benbrook Boulevard to Sproles Road. The second is located on the south side between Beach Road and the YMCA/Community Center parking lot. Another extension of the Winscott Road Hike and Bike Trail from the YMCA/Community Center to the ballfields in Dutch Branch Park was constructed during the past fiscal year. It was completed in May 2014. No new community facility projects are proposed for this fiscal year.

17.2.2 Streets and Thoroughfares

A total of 22 street projects were planned as part of the three bond programs that were passed. Of these, 16 were completed, three were canceled, and three were built using City forces. In addition to the projects planned, the City has also rehabilitated or reconstructed 13 additional streets under the bond program.

Change since 2015:
Street and drainage projects updated based on activity during 2015.

In 2011, the alleys connecting Park Center, Warden and Wade Hampton Streets were constructed using federal Community Development Block Grant (CDBG) funds. In 2013/14, the alley connecting Wade Hampton and Usher Streets was constructed using CDBG funds. In 2015, the final phase of the alley, located behind the commercial businesses between Usher Street and Benbrook Boulevard, was constructed. Because the majority of adjacent properties are commercial, it did not qualify for CDBG funds.

Changes in 2015
Table 17-2 and Attachment 17-A updated in the Appendix.

The reconstruction of Benbrook Boulevard (US 377) from IH-820 to Winscott/Lakeside Drive is proceding as schedule. This project is a Texas Department of Transportation (TxDOT) project, with the City's local share using core value funds.

In addition, the extensions of Benbrook Parkway and Winbrook Drive was constructed using funds from the Economic Development Corporation since this project is expected to attract new commercial and industrial development. The extension project was completed in July, 2015.

Timberline Drive between Edgewood Trail and Timberline Court was reconstructed. Benbrook Water Authority upgraded the existing water and sanitary sewer mains. Once the utility upgrades were completed, the City, the assistance of Tarrant County, stabilized the subbase. The curb, gutter and drive approach replacement was contracted out and then asphalt pavement was completed by Tarrant County.

17.2.3 Drainage Facilities

A total of 27 drainage projects have been completed as part of the four drainage improvement bond programs that passed.

The following improvements and repairs have been made in recent years using the storm water utility fund – Plantation West Creek improvements, Plantation East Creek improvements (Tara Channel), Briar Run drainage, and Edge Hill storm drain. The Bryant Street storm drain project was completed in September 2014. The current planned projects are scheduled to be completed over the next three to five years and will be funded through the Storm Water Utility Fund. The Sundown Drive storm drain project, Van Deman Drive storm drain project, Chapin Road Cross Culvert Replacement and Channel project, Plantation West Creek repair project, Plantation East Creek repair project and Timberline erosion project.

The following table, Table 17.2, summarizes the status of currently-funded projects.

Changes during 2015: Status information updated through September 2015. Added Timberline Drive Project to the list.

Table 17.2 STATUS OF SCHEDULED PROJECTS
(As of December 2015)

	Project	Project Budget	Status	Funding Source
Community Facilities	None			
Street Improvements	Widening of Benbrook Blvd	City share = $2,836,329	Under Construction	Core Value Fund
	Benbrook Parkway Winbrook Drive extension	$ 3,256,900	Completed July 2015	EDC Funds
	Alley extension (Usher Street to rear of businesses fronting on Benbrook Blvd/U.S, Hwy 377)	$ 119,408	Completed June 2015	$ 13,500 contribution; $ 105,908 General Fund
	Timberline Drive Project (Edgewood Trail to Timberline Ct)	$148,000	Completed November 2015	General Fund
Drainage Facilities	Sundown Drive Storm Drain	$375,000	Engineering	Storm Water Utility Fund
	Van Deman Drive Storm Drain	$500,000	Engineering	Storm Water Utility Fund
	Chapin Road Cross Culvert Replacement and Channel	$390,000	Engineering	Storm Water Utility Fund
	Plantation West Creek Repair	$450,000	Engineering	Storm Water Utility Fund
	Plantation East Creek Repair	$150,000	Construction	Storm Water Utility Fund
	Timberline Erosion Protection	$700,000	Engineering	Storm Water Utility Fund

7.3 FINANCIAL ANALYSIS

There are several ways to finance capital projects. The City could adopt a "pay as you go" or capital replacement fund approach. Alternatively, the City could incur long-term debt in the form of general obligation bonds. Finally, the City can issue short-term debt instruments in the form of certificates of obligation. These are the three major methods of obtaining funds for capital projects and the City has used all three methods to some degree.

In addition to the major forms of funding, there are several other methods of financing projects on a complete or partial basis. Joint financing with other governmental bodies is being used for Texas Department of Transportation projects and for border streets with Fort Worth. Special assessments are used to recover benefits provided to adjacent landowners by street paving when paving would enhance property values. Finally, state and federal grant programs may be used for special projects. The City has used, or is using, each of these forms of financing as well.

The City has issued $23,962,259 in general obligation bonds since 1979, of which $3,775,000 remains outstanding. The City incurred a 50-year debt obligation for $197,686 in 1977 with the Corps of Engineers for park improvements at Dutch Branch Park, but the remaining balance was paid off early in 2010. In addition to the long-term debt incurred, the City sold an additional $1 million in certificates of obligation to fund the Plantation East Creek Project, which was paid off in 1996, and sold $1,250,000 in certificates for the community center and $2,500,000 for the tax increment finance district, of which $1,270,000 remains outstanding. An additional $1,035,000 of certificates of obligation were sold in October 2007 to fund the Plantation East Creek drainage project, of which $755,000 remains outstanding. The total annual debt service requirement for fiscal year 2014-2015 is $969,075, which is approximately 5.8 percent of the total City budget.

In September 2007, the City implemented a new storm water utility fee to fund storm water projects. This fee assesses property owners on the basis of the amount of impervious area on their property, which equates to the amount of storm water that enters the City's system. The fee was set at $0.00204/square foot, or $6.50 for each single family house. The fee generates approximately $968,000 annually, of which $618,515 is used to pay existing debt related to drainage projects while the remainder is used to build new drainage projects.

Future funding capability for streets and community facilities is presented in Table 17.3. The projection of Total Budget was obtained from the City's Budget Director. Debt service includes debt required for past bond issues, as well as future bond issues assuming a 20-year bond with 3.5 percent interest rate. This projection assumes that the City will continue to use general obligation bonds for capital financing instead of establishing a capital replacement fund.

This projection uses an upper limit of 10 percent for the maximum debt service ratio. Principle 7.5.5 of the Comprehensive Plan's Goals, Objectives and Strategies has adopted a maximum of 20 percent, but over the past few years, the City Council has utilized an increasingly larger portion of the 20 percent increment for general fund uses and to reduce the ad valorem rate. The reduction to 10 percent also corresponds to the use of the storm water utility fee to fund debt associated with drainage projects. Using this analysis, the City could sell an additional $10 million in bonds over the next five years and $11 million over the following five years.

In lieu of continued use of general obligation bonds, the City Council could consider using a capital replacement, or pay-as-you-go, program to build a reserve fund for capital projects. Such a funding program can be established using a capital recovery factor based on amortization of existing facilities, or it

Changes since December 2015:
Financial projections updated

Table 17.3
BONDING CAPACITY

Based on Maintaining Debt Service below 10% of Total Budget
Future Financing Assumes 20-year Bonds at 3.50%

Fiscal Year	Bonds Sold	Debt Service	Total Budget	Debt Service as Percent of Total
1979-80	2,500,000	289,000	3,904,412	7.4%
1980-81	-	452,532	2,435,489	18.6%
1981-82	-	508,203	3,265,658	15.6%
1982-83	-	505,085	4,834,715	10.4%
1983-84	2,000,000	556,140	3,489,304	15.9%
1984-85	2,175,000	876,767	4,057,856	21.6%
1985-86	2,500,000	218,630	4,653,930	4.7%
1986-87	-	1,311,639	4,871,584	26.9%
1987-88	-	1,312,230	5,530,688	23.7%
1988-89	3,000,000	1,340,960	5,134,955	26.1%
1989-90	-	1,317,880	6,198,123	21.3%
1990-91	-	1,705,313	6,946,033	24.6%
1991-92	-	1,735,520	6,876,301	25.2%
1992-93	-	1,727,086	6,948,393	24.9%
1993-94	-	1,714,461	6,887,541	24.9%
1994-95	-	1,705,034	7,054,018	24.2%
1995-96	-	1,712,767	7,281,791	23.5%
1996-97	-	1,368,771	7,373,012	18.6%
1997-98	2,875,000	1,265,348	7,615,143	16.6%
1998-99	1,250,000	1,369,604	7,995,900	17.1%
1999-00	2,000,000	1,514,528	8,448,923	17.9%
2000-01	-	1,408,400	9,437,736	14.9%
2001-02	2,890,000	1,598,770	9,505,491	16.8%
2002-03	-	1,698,789	10,782,474	15.8%
2003-04	3,700,000	1,368,363	11,205,957	12.2%
2004-05	-	1,580,063	11,982,968	13.2%
2005-06	-	1,569,415	12,669,605	12.4%
2006-07	-	1,239,474	13,267,524	9.3%
2007-08	1,035,000	1,316,942	14,148,944	9.3%
2008-09	-	1,035,718	13,805,368	7.5%
2009-10	-	1,167,388	14,964,768	7.8%
2010-11	-	1,021,669	16,012,032	6.4%
2011-12	-	889,846	17,189,552	7.4%
2012-13	-	1,417,933	18,864,383	7.5%
2013-14	-	1,007,550	17,778,521	5.7%
2014-15	-	969,075	17,346,707	6.1%
Projected Bonding Capacity				
2015-16	8,000,000	933,147	17,507,485	5.8%
2016-17	-	951,015	17,990,926	9.6%
2017-18	1,000,000	953,276	18,472,098	9.3%
2018-19	-	969,939	18,982,079	9.6%
2019-20	1,000,000	975,977	19,495,222	9.4%
2020-21	--	1,032,967	20,078,765	9.9%
2021-22	-	1,045,608	20,636,979	9.6%
2022-23	10,000,000	258,961	20,409,370	5.8%
2023-24	-	263,486	20,991,234	9.9%
2024-25	1,000,000	262,847	22,305,293	9.3%

simply could be an allocation of that portion of the 10 percent share of the budget that is not used for debt service. Under this approach, total contributions to the fund would approach $4,461,427 after five years, and add over $973,545 annually in year 5.

17.4 INVENTORY OF EXISTING FACILITIES AND EVALUATION OF FUTURE NEEDS

17.4.1 Community Facilities

The Fire Sub-station was moved out to future years since the previous site was sold the land has to be purchased and building financed. The proposed schedule for these projects is presented in Table 17.4.

Changes in 2015:
The Fire Sub-station was moved out to future years since the land has to be purchased and building financed. The Animal Shelter costs were updated.

Table 17.4
SCHEDULED COMMUNITY FACILITY PROJECTS

Fiscal Year	Community Facility	Projected Cost (2015 $)
2015-2016 (in progress)	None Designated	NA
2016-2020	Animal Shelter	$550,000
	Fire Sub-Station (beyond 2020)	$1,328,000

Table 17.5 on the following page includes an inventory of the City's existing buildings and park property. All of the current buildings have acceptable structural conditions. The City and the Benbrook Water Authority demolished the old City Hall/Fire Hall in September 2001, and sold the property as surplus to the Benbrook Economic Development Corporation in July 2002. The old post office that was part of this complex was demolished by city forces in 1990. The old metal Fire Hall was demolished in 2003. The Benbrook Community Center/YMCA was completed in March 2000, and completed an expansion in 2010. The Senior Citizens Activity Center was sold to the Benbrook Library District in January 2001. Park improvements were made to Timbercreek Park and Twilight Park in 2010 by adding pedestrian bridges and other improvements. Rolling Hills Park was completed in 2012. The Whitestone Fire Station Site was sold in 2014 and a new site needs to be located. Table 17.6 presents an inventory of City property, including City park land.

Table 17.5 Inventory of City Buildings

Changes in 2015:
No Changes.

Name	Location	Floor Area (S.F.)	Current Use	Year Built/ Remodeled	Type Construction	Expected Life
City Hall	911 Winscott Rd.	10,480	Municipal Offices and Meetings	1976/1987	Steel Frame/Brick	2011
Central Fire Hall	528 Mercedes St.	13,140/19,940	Fire Dept. Operations	1980/2013	Concrete Tilt Wall	2015/2048
Police & Courts Building	1080 Mercedes St.	14,998	Police Dept. & Municipal Court	1987	Concrete Tilt Wall & Brick Veneer	2022
Maintenance Garage	467 Winscott Road	3,200	Equipment Maintenance & Operations	1971/1981	Steel	2006
Animal Shelter	467 Winscott Road	690	Animal Shelter	1980	Concrete Block	2015
Animal Shelter – Cat	467 Winscott Road	324	Animal Shelter	2007	Steel	2042
Community Center	228 San Angelo St.	2,458	Recreation Classes, Community Meetings	1964	Concrete Block	1999
Senior Citizens Center	1010 Mercedes St.	5,820	Senior Citizens Program	1990	Conventional	2025
Community Center/YMCA	1899 Winscott Rd.	36,100	Indoor Recreation Center, Pool, Gym	2000/2010	Concrete Block	2050
Park Maintenance Building	1861 Winscott Road (Dutch Branch Park)	1,000	Park Maintenance Operations	1983	Steel	2018
Park Maintenance Building	Dutch Branch Park	840	Park Maintenance Operations	1975	Wood Frame	2005
Park Maintenance Building	Dutch Branch Park	140	Park Maintenance Operations	1978	Wood Frame	2008
Restroom No. 1	Dutch Branch Park	900	Park Services	1999	Concrete Block	2049
Restroom No. 2	Dutch Branch Park	450	Park Services	2001	Concrete Block	2051
Restroom No. 3	Dutch Branch Park	450	Park Services	2004	Concrete Block	2054
Concession stand	Dutch Branch Park	1,200	Park Services	2000	Concrete Block	2052
Restroom and Pavilion	Rolling Hills Park	1,200 total; 600 (restrooms)	Park Services	2012	Concrete Block	2037
Radio Transmission Building	309 Sexton Lane	96	Police & BWA radio transmitter	1975	Steel	2005

Changes in 2015:
Added Brookside Park in 2015.

Table 17.6 Inventory of City Property

Common Reference	Address/Location	Legal Description	Land Area (acres)	Zoning	Use
Municipal Complex	911 Winscott & Mercedes	Lot 1, Block 1, Benbrook Municipal Complex,	3.80	CF	City Hall, Police & Courts Building, Senior Citizens Center
Central Fire Hall	528 Mercedes	Lot 1-R, Block 44-A, Benbrook Lakeside Addition	2.12	CF	Central Fire Station
Service Center	467 Winscott Road	Lot 21, Block 2, Benbrook Industrial Park	3.83	H	Maintenance Shop, equipment and material storage, animal shelter
Community Center	228 San Angelo	Lot 16-A, Block 3, Benbrook Estates	0.24	CF	Community Building
Benbrook Cemetery	801 Mercedes	Tract 1-G, 1-H & 1-J, J.S. Wilburn Survey A-1680	5.00	CF	Cemetery
Timber Creek Park	900 Park	Timber Creek Park	17.40	CF	Two Tennis Courts
Twilight Park	4100 Twilight Drive South	Lot 31, Block 10, Valley West Addition	1.55	CF	Picnic Table
Mont Del Park	14 Mont Del Drive	Block 9, Mont Del Estates	1.62	CF	Duck Pond
Dutch Branch Park	1800Winscott Road	Corps of Engineers property (leased to the City)	278.00	CF	Athletic Fields, concession areas, Community Center/YMCA
Timbercreek Entry	Winscott-Timbercreek Road intersection	Lot 1-B, Block 1, Timber Creek Addition	1.60	C-PD	Open Space
Rolling Hills Park	6970 Rolling Hills Drive	Lot 1, Blk 1, Rolling Hills Park Addition	4.546	BR-PD	Playground Sand volleyball court ½ basketball court Jogging path
Team Ranch Park	8250 Benbrook Blvd (I-820 frontage road)	Portions of H.Covington A-257 & C.H. Borden A-243	33.1	BR	Open Space
Whitestone Park	11550 Benbrook Boulevard	Portion of T&NO RR A-1565	6.040	BR-PD	Open Space
Brookside Park	300 Sterling	Lot 1, block 7 Brookside at Benbrook Field	6.06	BR	Open Space

A number of other unfunded community facility projects are projected to be needed with the next 20 years. The 2009 CIP Committee recommended several new community facilities that have not yet been funded, including a new animal control building, a new pumper fire truck, a new quint fire truck, and improvements to Dutch Branch Park. These, as well as others, are included in Table 17.7. It is expected that some of these projects may be scheduled when funds become available if the City chooses to sell additional bonds during the next five years.

Changes in 2015:
Added the Pumper Fire Truck and included the years the two fire trucks have to be replaced based on NFPA requirements.

Table 17.7
UNFUNDED COMMUNITY FACILITY PROJECTS

Community Facility	Projected Cost (2015 $)
New Animal Control facility	$550,000
New Pumper Fire Truck in 2021	$700,000
New Quint Fire Truck in 2023	$1,100,000
Dutch Branch Park improvements (Phase 1)	$420,000
Mont Del/North Benbrook Fire substation	$2,205,000
Whitestone Ranch Fire Station construction and land	$1,328,000
Maintenance and Service Center Improvements	$1,470,000
Acquire Additional Parkland in North Benbrook	$1,096,121
Dutch Branch Park improvements (Phase 2)	$3,590,320
Mont Del Park Improvements	$73,054
Timber Creek Park Improvements	$292,320
Acquire linear park along Walnut Creek	$2,046,083
Bike and Jogging Trail	$1,525,808
Team Ranch Park improvements	$1,096,122
Benbrook Marina relocation	$7,596,225
Benbrook Community Center/YMCA expansion (Phase 3)	$1,500,000

17.4.2 Streets and Thoroughfares

A complete inventory of streets within the City is included as Attachment 17-B in the Appendix. Benbrook has over 112 miles of paved streets within the City (excluding streets maintained by the Texas Department of Transportation) with an estimated replacement value of $223 million (2015 $). The inventory includes an assessment of pavement condition and an estimate of the life of each street. The evaluation of pavement condition is based on a 100-point pavement condition index developed by

the U.S. Army Corps of Engineers as part of their MicroPaver pavement management system initially implemented by the City in 2006. The City performed a comprehensive evaluation in late 2012 through early 2013 to update the indices. Work continues to update the tables in the Appendix with the updated indices. A qualitative scale based on the pavement condition index is shown in Table 17.8.

Table 17.8
PAVEMENT CONDITION INDEX SCALE

Pavement Condition Index Range	Qualitative Rating
0-10	Failed
11-25	Serious
26-40	Very Poor
41-55	Poor
56-70	Fair
71-85	Satisfactory
86-100	Good

The design life is based on the assumed average life for each type of street type and pavement as presented in Table 17.9. These values are averages and individual streets may deteriorate sooner or later than these figures; however, the figures indicate the expected life and help identify streets that may be in need of replacement within a given period of time.

Table 17.9
AVERAGE DESIGN LIFE FOR STREETS

Type of Street	Type of Pavement	Average Design Life
Thoroughfares and Collectors	Concrete	35 years
	Asphalt	18 years
	Penetration	10 years
Local	Concrete	45 years
	Asphalt	24 years
	Penetration	10 years

A system of priority was established for the replacement of streets. Only streets with pavement conditions rated "failed", "serious" or “very poor” were designated as "high priority" streets for replacement. These streets are listed in Table 17.10 and represent 1.3 percent of all street miles in Benbrook. To completely replace all of the "failed, serious, or very poor" streets in the City would cost approximately $1,503,960, which is beyond the City's current funding availability.

In addition, the 2009 CIP Committee recommended two street projects are part of their recommendations. The first was a new bridge over the Clear Fork to connect the I-20 frontage road with Bellaire Drive to improve connectivity and emergency response, but this project has been deferred indefinitely because of citizen opposition. The second was reconstruction of the portion of Chapin Road between Van Deman/Renzel and the Loop 820 frontage road. Neither project has been funded.

The schedule for funded street improvements is presented in Table 17.11. Four street projects were completed during the current planning cycle. The extension of Benbrook Parkway and Winbrook Drive was completed and funded by the Economic Development Corporation. The second project is the reconstruction of Benbrook Boulevard (US 377) from IH-820 to Winscott/Lakeside Drive is a Texas Department of Transportation (TxDOT) project, with the City’s local share using core value funds. The third project extended the existing alley connecting Park Center and Usher Streets to the parking lots adjacent to U.S. Highway 377/Benbrook Boulevard. This project did not qualify for CDBG funds because of the commercial property along the alley. The project was funded by contributions from the adjoining property owners as well as monies from the General Fund. The fourth project was the reconstruction of Timberline Drive between Edgewood Trail and Timberline Court.

Changes in 2015:
The following projects were completed in 2015: the extension of Benbrook Parkway and Winbrook Drive, the alley extension and Timberline Drive reconstruction.

Table 17.11
SCHEDULED STREET PROJECTS

Fiscal Year	Street Project	Projected Cost
2015-2016	Widening of Benbrook Boulevard (in progress)	Total = $ 23,713,974 City Share = $ 2,836,329
2016-2020	None Designated	NA

Changes in 2015:
Updated with MicroPaver data and cost estimates in 2015 dollars.

Table 17.10
High Priority Streets in 2015

Street Name	Block	Segment	Type of Pavement	Year Constructed	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Berend Court	8500		Asphalt	1960	10	failed	$29,580
Kathy Lane	7500	Benbrook Pkwy to corner	Concrete	2000	12	serious	$141,000
Keller	800	Park Center to John Reagan	Asphalt	1959	19	serious	$69,660
Plantation	3800B	Berend Ct to La Jolla Court	Asphalt	1960	19	serious	$57,420
Coral Circle	4100		Asphalt	1967	23	serious	$64,680
Vickery Loop	5100		Asphalt	1965	28	very poor	$193,500
Vickery Loop West	5100		Asphalt	1965	29	very poor	$119,700
Chapin Road	8300	Bendale to Plantation	Asphalt	1991	34	very poor	$128,700
Cresthill	3900	Ferndale to Beechwood	Asphalt	1959	35	very poor	$52,200
Delmas	3800	Chapin to Van Deman	Asphalt	1968	36	very poor	$139,200
Timberline Court	900		Asphalt	1978	36	very poor	$59,940
Vernon Castle	500	Usher to Wade Hampton	Asphalt	1980	36	very poor	$81,000
Rush	8100	concrete to Boston	Asphalt	1963	37	very poor	$89,100
Sirocka	9000	Van Deman to cul-de-sac	Concrete	2004	37	very poor	$20,880
Ridglea Country Club Dr.	4100	city limits to Serrano	Asphalt	1967	39	very poor	$187,200
Vernon Castle	900A	John Reagan to Duane	Asphalt	1980	40	very poor	$70,200
							$1,503,960

17.4.3 Drainage Facilities

The need to identify and establish priorities for additional drainage projects is accomplished through the development of comprehensive watershed drainage plans. The City has adopted drainage plans for the City in Chapter 9.4 of the Comprehensive Plan.

A system of priority was developed for drainage projects, based on their cost, the number of houses that would be protected, and the order in which they should be built. For example, projects located downstream are rated higher than those upstream and projects on the main channel are rated higher than tributary projects; however, this priority system should also be evaluated against other criteria, such as community need and equity.

In October 2007, the City implemented a new Storm Water Utility Fee, which assesses properties based on the amount of runoff (using impervious area). The intent of this fee is to fund existing indebtedness for drainage projects and to fund new smaller drainage projects with the intent of using this funding source rather than issuing new general obligation debt. The utility generates approximately $250,000 annually for small new projects. The City Council most recently established priorities for these projects in November 2014, and these have been included in this CIP.

Six projects are planned during the current planning cycle, as shown in Table 17.12. A complete list of unfunded drainage projects, in order of priority, is included in Attachment 17-C in the Appendix and totals over $33.9 million in 2015 dollars. The projects shown in Attachment 17-C were taken from the Drainage Element (Chapter 9), with costs adjusted to 2015 dollars using current unit costs.

Changes in 2015:
Updated project costs.

Table 17.12
SCHEDULED DRAINAGE PROJECTS

Fiscal Year	Drainage Project	Projected Cost
2015-16	Sundown Drive Drainage	$373,000
	Plantation West Creek Erosion	$672,000
	Plantation East Creek Erosion	$147,000
2016-17	Chapin Road Cross Culvert Replacement and Channel	$391,000
	Van Deman Drive Drainage (not including Chapin Road reconstruction)	$500,000
2017-18	Timberline Erosion	$700,000

17.5 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

17.5.1 Program Summary

Based on an analysis of needs and available funding, the following is a summary of the City of Benbrook's five-year capital improvements program:

Table 17.13
Program Summary

Fiscal Year	Community Facilities	Streets	Drainage
0 – (2015-2016)	None Designated	None Designated	Sundown Drive
			Plantation West Creek Erosion
1 – (2016-2017)	None Designated	None Designated	Chapin Road Cross Culvert and Channel
			Van Deman Drive
2 – (2017-2018)	None Designated	None Designated	Timberline Erosion
3 – (2018-2019)	None Designated	None Designated	None Designated
4 – (2019-2020)	None Designated	None Designated	None Designated
5 – (2020-2021)	None Designated	None Designated	None Designated

No additional bonds are currently proposed in the five-year time period from 2016-2021.

17.5.2 Detailed Project Summaries

The following pages provide a detailed summary of each project in the 5-year planning cycle.

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YEAR 0

PROJECTS IN PROGRESS

Fiscal year 2015-2016

PROJECT NAME: Benbrook Boulevard Widening **PROPOSED YEAR:** 2015

PROJECT DESCRIPTION:

The project to widen Benbrook Boulevard (Hwy 377) from Loop 820 to inscott/Lakeside Drive continues and will include signalized intersections, landscaped median, left-turn lanes and three travel lanes in each direction.

NEED FOR PROJECT:

Project will increase capacity, reduce congestion, improve safety and enhance the corridor.

PROJECTED COST (2011 dollars):

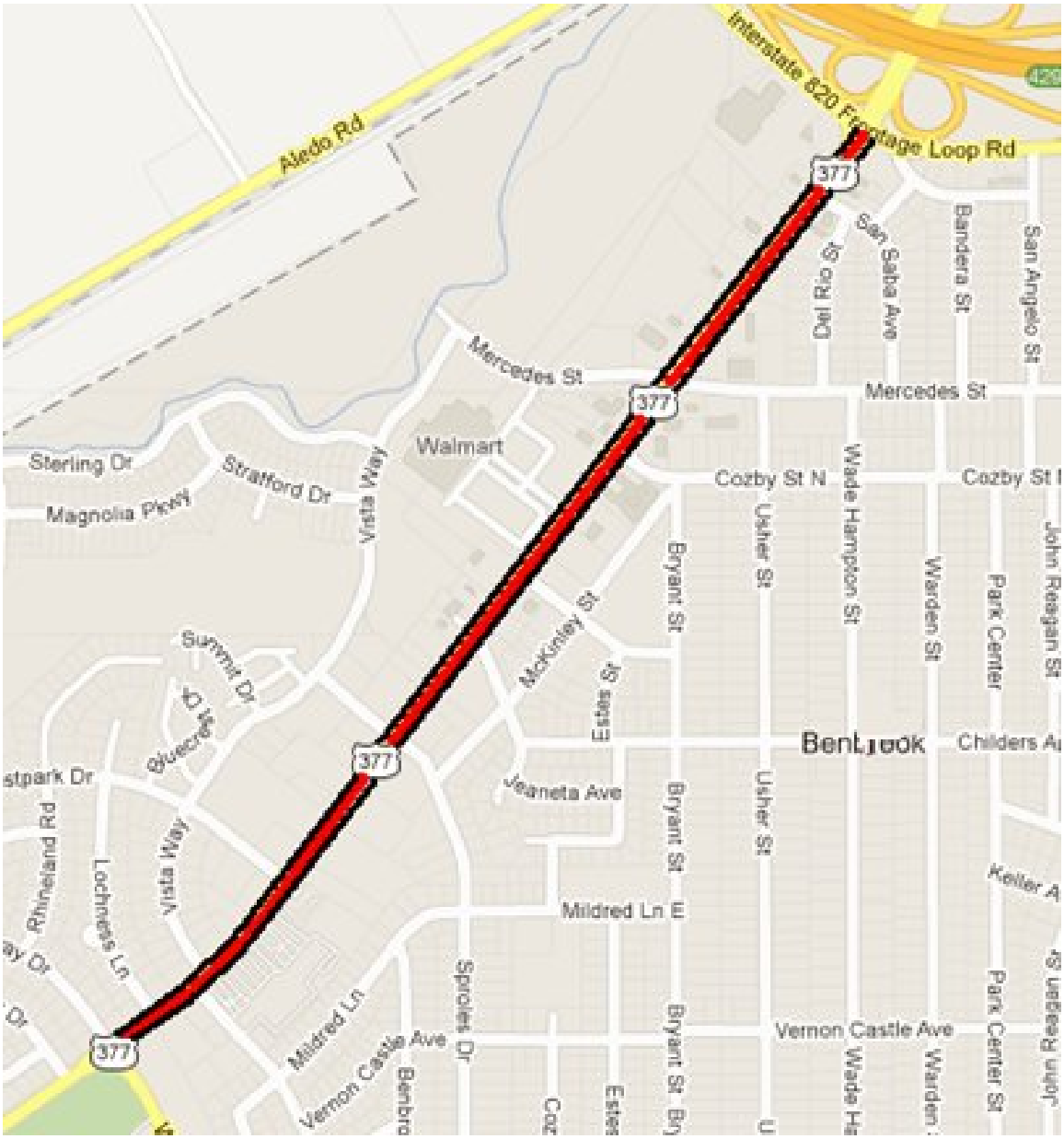
Land acquisition	$ 750,000
Engineering/Surveying:	$1,313,400
Utility Relocations	$2,680,000
Construction:	$ 18,970,574
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$23,713,974

PROPOSED FINANCING:

General Obligation Bonds	$ 0
City of Benbrook (Core Values Fund)	$ 2,836,329
Tarrant County (2006 Bond Program)	$ 1,552,645
Texas Department of Transportation (Prop 12)	$18,500,000
TxDOT Engineering	$ 825,000
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$23,713,974

PROPOSED SCHEDULE:

Task	Planned mo/yr	Actual mo/yr
Engineering/Surveying	Revised plans 4/2014	4/2014
Land Acquisition	2/2012-4/2014	11/2013
Utility relocations	3/2013-5/2014	1/2014 Oncor 12/2016
Construction	7/2014-10/2016	10/2014-2/2017
Completion Date	10/2016	2/2017



PROJECT NAME: Benbrook Boulevard (US 377) widening		
MAP GRID NO: 87P	DATE: 2014/15	APPROX. SCALE: 1” = ¼ mile

PROJECT NAME: Sundown Drive Drainage Project **PROPOSED YEAR:** 2015

PROJECT DESCRIPTION:

The project consists of constructing storm drain inlets along Sundown Drive, Sunnyvale Drive and Twilight Drive to connect the storm water and pipe it underground system to the channel located west of Twilight Drive.

NEED FOR PROJECT:

During heavy rains, water tops the curb and threatens 13 houses on Sundown Drive.

PROJECTED COST (2015 dollars):

Land acquisition	$ 0
Engineering/Surveying:	$ 76,000
CLOMR:	$ 0
Construction:	$ 297,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$373,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$373,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$373,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--

Benbrook

Sundown Drive

PROJECT NAME: Plantation West Creek Erosion Project **PROPOSED YEAR:** 2015

PROJECT DESCRIPTION:

There are two locations along Plantation West Creek in need of repairs. The first location is located at bridge at Chapin Road to correct scouring occurring at the bridge supports. The second location is at the crossing of the creek over Dawn Drive. The bank is eroding to the point where it could undermine a wingwall of the cross culvert at Dawn Drive and is scouring a very large tree that, if it fell, would damage overhead power lines and possibly a nearby home. Both projects will include armoring the banks to reduce the erosion.

NEED FOR PROJECT:

During heavy rains, fast-moving water causes erosion affecting six homes in the area.

PROJECTED COST (2015 dollars):

Land acquisition	$ 0
Engineering/Surveying:	$ 162,000
CLOMR:	$ 0
Construction:	$ 510,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$510,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$510,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$510,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--

Plantation West Creek Repairs

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YEAR 1 PROJECTS

Fiscal Year 2016-2017

PROJECT NAME: Chapin Road Cross Culvert Project **PROPOSED YEAR:** 2015/16

PROJECT DESCRIPTION:

During recent inspections, deterioration of the corrugated metal pipe was found in the flowlines and roofs of the pipes. The structural integrity of the pipes will continue to decrease as the corrosion increases, eventually leading to road surface damage and ultimately failure. This project will include replacing the existing double 48-inch corrugated metal arch pipe cross culvert with a reinforced concrete box cross culvert system and correct the downstream erosion issues.

NEED FOR PROJECT:

Deterioration could cause the culvert to collapse shutting down the road, affecting 3,400 vehicles per day.

PROJECTED COST (2015 dollars):

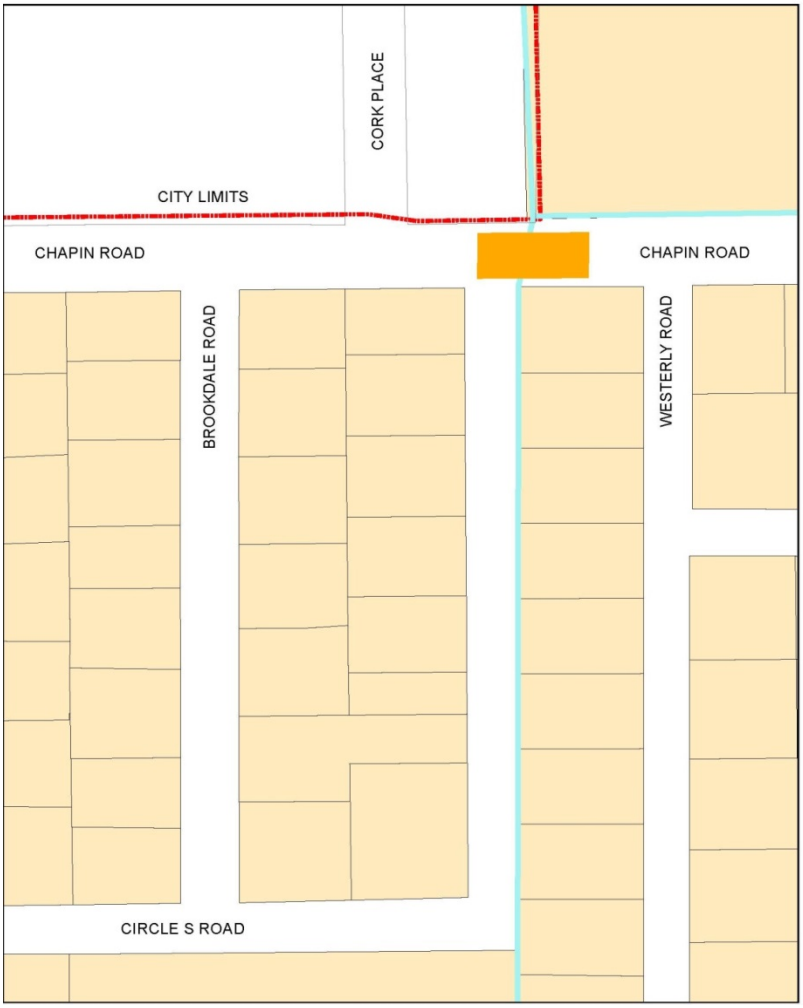
Land acquisition	$ 0
Engineering/Surveying:	$ 57,000
CLOMR:	$ 0
Construction:	$ 335,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$335,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$335,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$335,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--



Benbrook

Chapin Road Cross Culvert

PROJECT NAME: Van Deman Drive Drainage Project **PROPOSED YEAR:** 2015/16

PROJECT DESCRIPTION:

The home on the southwest corner of Chapin Road and Van Deman Drive floods repeatedly, even during light rains. There are no curb inlets at the intersection. The project includes the construction of curb inlets at the intersection and a storm drain line to carry the water to a tributary south and west of Van Deman Drive as shown in the Master Drainage Plan.

NEED FOR PROJECT:

During heavy rains, water tops the curb and threatens four houses on Van Deman Drive. This project will also correct drainage issues in the subdivision.

PROJECTED COST (2015 dollars):

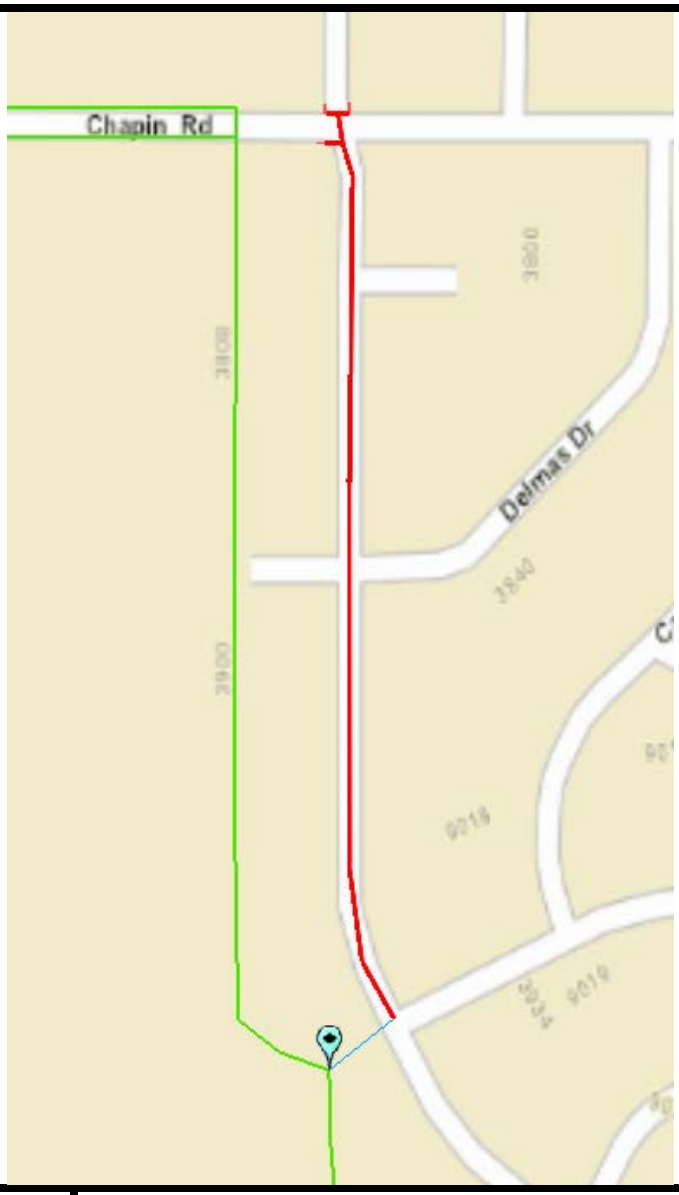
Land acquisition	$ 0
Engineering/Surveying:	$ 150,000
CLOMR:	$ 0
Construction:	$ 350,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$500,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$500,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$500,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	-
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--



Van Deman Drive Drainage Project

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YEAR 2 PROJECTS

Fiscal Year 2017-2018

PROJECT NAME: Timberline Erosion Project **PROPOSED YEAR:** 2017/18

PROJECT DESCRIPTION:

Timber Creek runs behind several homes in the 1800 block of Timberline Road. The creek has eroded the backyards of several homes. One property has significant erosion to the point that much of the backyard has eroded, a shed is endangered and over time the home will become endangered. The project will armor approximately 500 feet of stream bank.

NEED FOR PROJECT:

During heavy rains, fast-moving water causes erosion affecting six homes in the area.

PROJECTED COST (2015 dollars):

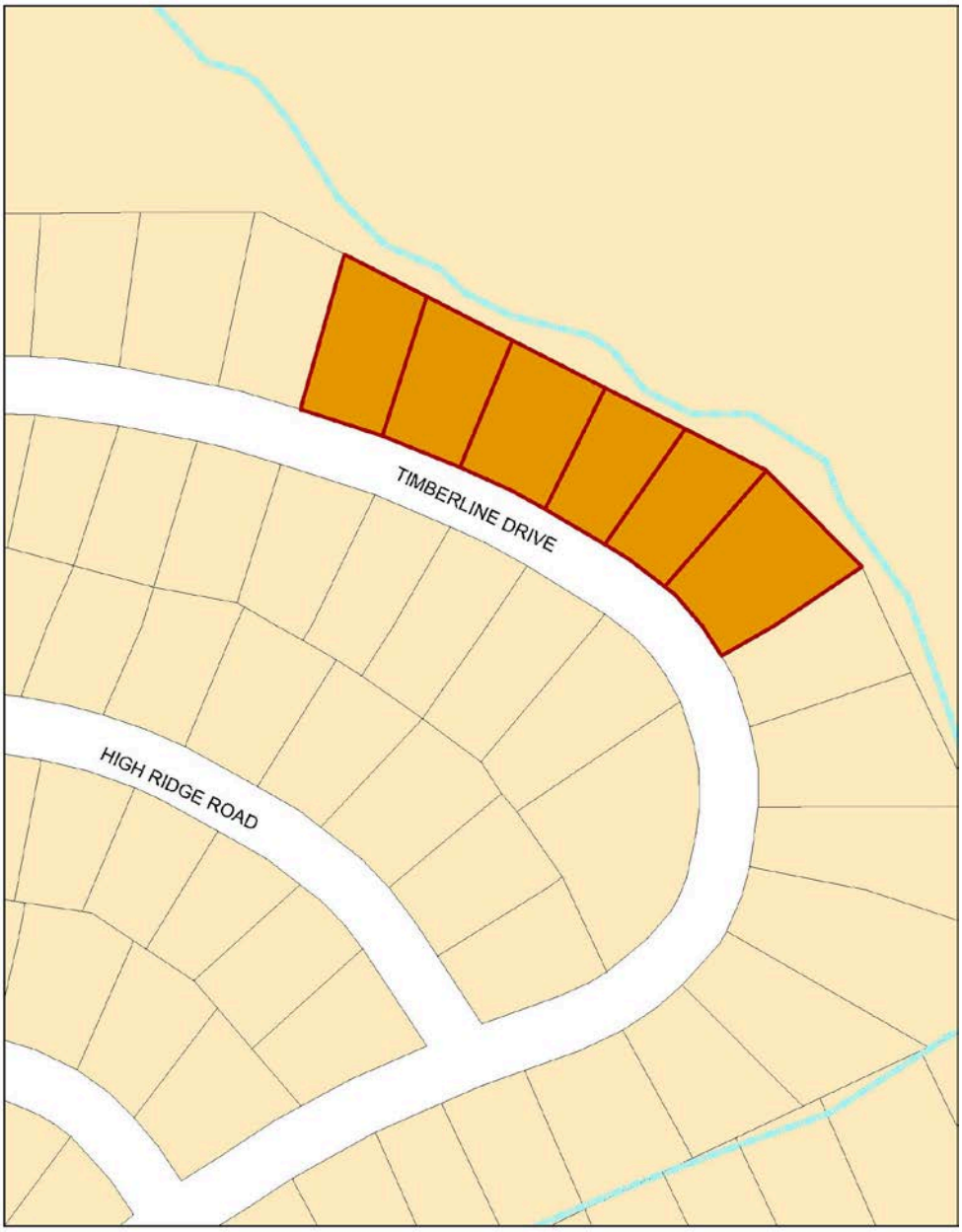
Land acquisition	$ 20,000
Engineering/Surveying:	$ 80,000
CLOMR:	$ 0
Construction:	$ 600,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$700,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$800,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$800,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/16-6/17	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/17-12/17	--
Completion Date	12/17	--



Benbrook

Timberline Drive Erosion Control

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YEARS 3-5 PROJECTS

Fiscal Year 2018-2021

NONE

APPENDIX

ATTACHMENT 17-A

STATUS OF CAPITAL IMPROVEMENT PROGRAM PROJECTS

TABLE 17-A. STATUS OF CAPITAL IMPROVEMENT PROGRAM PROJECTS
(as of September 30, 2015)

I. COMMUNITY FACILITIES

Fire Protection Improvements - $1,130,000 approved in 1978

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Central Fire Station	$540,000	completed 2/81	$482,924	$0
2. Relocate Maintenance Garage	$72,000	completed 7/79	$47,645	$0
3. Build North Benbrook Substation	$300,000	completed 6/81	$300,000	$0
4. Land for Westpark & Mont Del/RCCE Substations	$66,000	built Mont Del/RCCE substation 3/83	$300,000	$0
5. Purchase Fire equipment	$150,000	not purchased	$0	$0
	$1,128,000		$1,130,569	$0

Community Facilities (Police Building) - $1,300,000 approved in 1985

Proposed Projects				
1. Police Building	$1,100,000	completed 6/87	$1,131,143	$0
2. City Hall Renovation	$200,000	completed 1/88	$176,885	$0
	$1,300,000		$1,308,028	$0

Community Facilities (Community Center/YMCA) - $2,400,000 approved in 1997 (plus $1,250,000 in Certificates of Obligation)

Proposed Projects				
1. Community Recreation Center	$3,519,601	completed 4/01	$3,911,283	$0

Fire Ladder Truck Improvements - $475,000 approved in 1997

Proposed Projects				
1. Aerial Ladder Fire Truck	$620,000	Purchased	$620,000	$0

COMMUNITY FACILITIES CONTINUED

Fire Station Site Acquisition - $285,000 approved in 2004

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Acquire Fire Station Site in Whitestone	$285,000	acquired 6/04	$110,000	$0
Other Projects				
1. Senior Citizens Center	$167,787	completed 8/90	$194,257	$0
2. Senior Center parking expansion	$10,483	completed 6/91	$1,480	$0
3. Outdoor Assembly Area	$56,257	completed 8/92	$65,263	$0
4. Senior Center Expansion	$63,394	completed 5/93	$70,932	$0
5. Senior Citizens Activity Center	$163,946	completed 3/97	$163,946	$0
6. Senior Citizens Activity center (Phase 2)	$72,366	completed 3/98	$72,366	$0
7. Senior Citizens Activity Center (Phase 3)	$119,500	completed 4/99	$119,500	$0
8. Dutch Branch Restroom No.1	$109,122	completed 7/00	$109,122	$0
9. Dutch Branch Restroom No. 2	$67,036	completed 9/01	$60,146	$0
10. Dutch Branch Concession Stand	$155,000	completed 2002	$156,794	$0
11. Dutch Branch restroom No. 3	$79,900	completed 2004	$79,900	$0
12. BCC/YMCA Parking Lot Expansion	$85,000	completed 2004	$86,125	$0
13. BCC/YMCA Phase 2 Expansion	$885,000	completed 2010	$896,718	$0
14. Pedestrian Bridges at Twilight Park and at Timbercreek Park	$160,000	completed 2010	$163,816	$0
15. Rolling Hills Park	$832,574	completed 2012	$832,574	$0
16. Central Fire Station expansion		completed 2013	$2,233,300	$0
17. Winscott Rd Hike & Bike Trail (north)	$120,000	completed 2013	$100,000	$0
18. Winscott Rd Hike & Bike Trail (south)	$10,000	completed Fall 2013	$10,000	$0
	$3,157,365		$5,416,239	$0

COMMUNITY FACILITY SUMMARY

Total Revenues	
Bond Sales	$5,305,000
Certificates of Obligation	$1,250,000
Grant Funds	$1,722,519
Special Capital Asset Fund (fire)	$144,577

General Fund contributions	$3,292,783
Use of Money & Property	$786,222
Other revenue	$172,373
	$12,673,474
Total Expenditures	
Projects	$12,496,119
Debt Service	$177,355
	$12,673,474
Current Community Facility balance	($0)
Estimate to Complete	$0
Additional bonds authorized	$0
Additional Funding Sources planned	$0
Net Available	($0)

II. STREET IMPROVEMENTS

Street Improvements - $4,520,000 approved in 1978

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Winscott Road/West Vickery	$3,000,000	complete 4/89	$1,072,363	$0
2. Chapin Road	$630,720	Project postponed to 1985 bond program	$7,992	$0
3. Llano Road	$258,000	completed 4/81	$251,297	$0
4. Vernon Castle	$288,000	completed 4/81	$240,134	$0
5. Bryant Street	$184,000	completed 4/81	$251,339	$0
6. Timberline Drive	$28,800	completed 4/81	$58,420	$0
7. Williams Road and 377	$126,000	completed 10/83	$1,330,106	$0
	$4,515,520		$3,211,651	$0

Street Improvements - $2,600,000 approved in 1985

Proposed Projects				
1. Unfunded portion of CIP	$306,642	not applicable	$0	$0
2. Warden	$360,000	completed 3/92	$568,561	$0
3. Wade Hampton	$315,000	completed 3/92	$561,052	$0
4. Usher	$500,000	completed 10/90	$525,941	$0
5. Childers	$40,500	completed 10/90	$39,150	$0
6. Sproles	$268,500	Project cancelled	$20,310	$0
7. Longford	$61,000	Project postponed indefinitely	$1,261	$0
8. Boston	$145,000	Completed 4/86	$110,865	$0
9. Lifford	$61,000	Project postponed indefinitely	$1,262	$0
10. Bangor	$97,500	Completed by city forces	$0	$0
11. Chapin	$400,000	Project cancelled	$3,258	$0
	$2,555,142		$1,831,660	$0

STREET IMPROVEMENTS CONTINUED

Street Improvements - $2,530,000 approved in 1997

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Westerly Rd.	$82,500	completed 4/02	$116,375	$0
2. Cozby South	$490,746	completed 4/02	$519,485	$0
3. Cozby West	$110,000	completed 4/02	$180,992	$0
4. Longford	$82,500	completed by Street Dept	$0	$0
5. Mendoza Ct.	$82,500	completed by Street Dept	$0	$0
6. Cozby North	$767,379	completed 10/03	$920,811	$0
7. Westpark Drive	$781,159	completed 10/03	$781,159	$0
	$2,396,784		$2,518,822	$0
Additional Projects Funded Through Bond Program				
1. Bryant-Irvin	$0	Completed 12/82	$5,800	$0
2. Cozby East	$0	Completed 4/86	$74,760	$0
3. Darnell	$0	Completed 4/86	$115,331	$0
4. Lakeway Court	$0	Completed 4/86	$17,005	$0
5. Mercedes	$0	Completed 12/81	$29,862	$0
6. Park Center	$0	Completed 4/86	$549,926	$0
7. Del Rio Street (unfunded from grant)	$0	Completed 11/84	$28,897	$0
8. Seal Coat Program	$0	Various	$56,674	$0
9. Chapin interim reconstruction	$0	Completed 4/91	$85,513	$0
10. Vickery from I-20 to Mary's Creek	$0	Completed 3/93	$225,216	$0
11. Lakeside from 377 to Winscott	$0	Completed 7/93	$598,427	$0
12. Winscott from Lakeside to Rio Grande	$0	Completed 7/93	$615,475	$0
13. Cozby West	$0	Completed 9/05	$123,443	$0
14. Benbrook Blvd. Signal Coordination	$0	completed	$7,005	$0
15. Mary's Creek Dr. (Plantation West)	$0	completed 2008	$161,645	$0
16. Winscott/Old Benbrook Rd. signal	$0	completed 2008	$123,272	$0
			$2,818,251	$0
Additional Projects				
1. Winbrook/Benbrook Pkwy	$3,256,900	pending	$0	$3,256,900
2. Alley (Usher St to Hwy 377)	$91,300	pending	$0	$91,300

STREET SUMMARY

Total Revenues	
Bond Sales to Date	$9,650,000
Use of Money & Property	$1,803,468
Other Revenues	$3,491,868
Reimbursement from BWSA	$686,352
General Funds	$138,287
	$15,769,975
Total Expenditures	
Projects to Date	$13,728,584
Debt Service	$2,041,391
	$15,769,975
Current Street Fund Balance	$0
Estimate to Complete	$3,348,200
Additional bonds authorized	$0
Paving Assessments (fund plus outstanding)	$182,336
Additional Funding Sources Planned	$3,270,400
Net Available	$104,536

III. DRAINAGE FACILITIES

Drainage Improvements - $3,025,000 approved in 1979

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Timber Creek Channel	$1,459,995	Completed 10/83	$1,536,926	$0
2. Willow Bend	$480,000	Completed 7/83	$523,995	$0
3. Cozby West	$964,004	Completed 6/86	$1,015,968	$0
4. Mary's Creek/Dawn Drive	$100,000	Project cancelled	$0	$0
	$3,003,999		$3,076,889	$0

Drainage Improvements - $600,000 approved in 1985

Proposed Projects				
1. Twilight Drive/Mary's Creek	$115,200	Completed 10/87	$113,915	$0
2. Dawn Drive Channel	$136,800	Project cancelled	$0	$0
3. Queens Court Channel	$75,000	Completed 10/87	$74,026	$0
4. Mary's Creek Culvert	$112,200	Project cancelled	$7,063	$0
5. Dawn Drive Culvert	$112,200	Completed 9/90	$132,820	$0
	$551,400		$327,824	$0

Drainage Improvements - $2,630,000 approved in 1997

Proposed Projects				
1. Winding way	$125,000	completed 2002	$183,056	$0
2. Mont Del/CityView Pond	$450,000	completed	$644,735	$0
3. Timber Creek, Winscott to park	$445,968	completed 2004	$1,595,009	$0
4. Plantation East Creek bridge	$111,320	completed	$123,653	$0
5. Plantation Drive at Llano Avenue	$93,560	completed	$94,295	$0
6. Timber Creek, Sta 0+00 to 36+00	$571,981	completed 2006	$1,023,311	$0
7. Dry Branch	$387,942	completed	$281,120	$0
	$2,185,771		$3,945,179	$0

DRAINAGE IMPROVEMENTS CONTINUED

Drainage Improvements - $3,700,000 approved in 2004

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Plantation West Creek	$1,637,771	completed 2008	$2,375,134	$0
2. Tara Channel (Plantation East Creek)	$1,009,089	completed 2010	$1,308,348	$0
3. Timbercreek/Edgewood storm drain	$387,000	completed 2005	$437,696	$0
4. Timber Creek culverts	$223,451	completed 2006	$225,451	$0
5. Willow Bend culverts	$357,643	combined with Plantation West	$38,241	$0
	$3,614,954		$4,384,870	$0
Additional Projects				
1. Winscott Drainage	$0	Completed 10/83	$150,717	$0
2. Mildred/Bryant	$0	Completed 2/88	$11,361	$0
3. Mont Del	$0	Completed 3/87	$6,496	$0
4. Idledell	$0	Completed 8/87	$1,660	$0
5. FEMA study	$0	Completed 12/84	$16,373	$0
6. Springbranch	$0	Completed 6/88	$5,989	$0
7. Winding Way	$0	Completed 5/89	$135,836	$0
8. Plantation East Creek	$0	Completed 10/91	$1,842,994	$0
9. Del Rio Drainage	$0	Completed 6/91	$22,994	$0
	$0		$2,194,420	$0

Drainage Improvements - Storm Water Utility Fund begun in 2007

Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Briar Run	$50,000	completed 5/2011	$59,000	$0
3. Edge Hill	$240,000	completed 6/2013	$296,138	$0
3. Bryant	$122,840	completed August/2014	$151,983	$0
4. Sundown	$290,000	pending		$373,746
5. Plantation West Creek	$150,000	pending		$672,000
6. Plantation East Creek	$120,000	pending		$146,967
7. Chapin Road Cross Culvert	$275,000	pending		$408,040
8. Van Deman Drive Drainage	$161,000	pending		$499,815
9. Timberline Erosion	$800,000	pending		$699,400
	$2,208,840		$507,121	$2,799,968

DRAINAGE SUMMARY

Total Revenues	
Bond Sales	$9,955,000
Certificates of obligation	$3,000,000
Grant funds	$22,994
Use of Money & Property	$1,619,300
Contribution from Mont Del HOA	$50,000
Other revenues	$701,006
General fund transfers to date	$1,035,036
Storm Water Utility revenues	$8,602,515
	$24,985,851
Total Expenditures	
Projects	$14,436,303
Debt Service	$7,656,517
Other Administrative Costs	$75,837
	$22,092,820
Current Drainage Fund Balance	$2,893,031
Estimate to Complete	$2,799,968
Additional Bonds Authorized	$0
Additional Funding Sources Planned	$0
Additional General Fund transfers	$0
Net Available	$93,063

The cash flow analysis assumes the pending drainage projects will be completed over the next four years, and it includes the revenues collected and expenditures for the next four years.

ATTACHMENT 17-B

INVENTORY OF STREETS

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Albatross Court	1100		Local	183	Concrete	30	2003		88	good	$32,940
Aledo Road	1000		Local	2,162	Penetration	33	1950	2009	100	good	$428,076
Alta Sierra	10700	Hawkins Home Blvd to end (10700 block)	Local	615	Concrete	30	2003		90	good	$110,700
Alta Sierra	11100	Hawkins Home Blvd to end (11100 block)	Local	70	Concrete	30	2003		99	good	$12,600
Amory	100		Local	1,060	Asphalt	29	1975	2003	88	good	$184,440
Armstrong Ct.	8900		Local	612	Concrete	30	2007		100	good	$110,160
Arrowwood	800	Mercedes to Timbercrest	Local	290	Asphalt	27	1978	2002	89	good	$46,980
Arrowwood	900	Mercedes to Dogwood	Local	660	Asphalt	27	1978	2002	88	good	$106,920
Arroyo Lane East	8300	Teja Trail to Pico Lane	Local	1,127	Concrete	30	2005		89	good	$202,860
Arroyo Lane West	8400	Pico Lane to cul-de-sac	Local	1,072	Concrete	30	2005		78	satisfactory	$192,960
Ash Court	1100		Local	112	Asphalt	27	1980	2012	100	good	$18,144
Aspen Court	1100		Local	170	Asphalt	27	1977	2011	100	good	$27,540
Asta Court	8300		Local	651	Concrete	30	2003		96	good	$117,180
Augusta	1100		Local	2,975	Asphalt	27	1976	2002	86	good	$481,950
Bancroft	9800		Local	735	Asphalt	29	1975	2003	96	good	$127,890
Bandera	200		Local	1,150	Asphalt	30	1985	2008	100	good	$207,000
Bangor	8000	Williams Rd. to Boston	Local	775	Asphalt	27	1980	2012	81	satisfactory	$125,550

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Bangor	8100	Boston to Westerly	Local	800	Asphalt	28	1963	2004	71	satisfactory	$134,400
Bangor	8200	Westerly to city limits	Local	135	Asphalt	28	1963	2004	81	satisfactory	$22,680
Barbara	1000	Tobie Layne to Trammell	Local	280	Asphalt	27	1976	2003	53	poor	$45,360
Barbara	1100	Trammell to Augusta	Local	675	Asphalt	27	1976	2003	82	satisfactory	$109,350
Barber Lane	10400		Local	560	Concrete	30	2005	NA	100	good	$100,800
Beach Road	1500	Winscott Rd to turn	Local	1,400	Penetration	21	1957	2011	100	good	$176,400
Beach Road	1600	Beach Rd to dead end	Local	3,100	Penetration	21	1975	1999	100	good	$390,600
Beechwood	8000	Willowbend to Cresthill	Local	450	Asphalt	28	1959	2006	100	good	$75,600
Beechwood	8100	Cresthill to Westerly	Local	525	Asphalt	28	1959	2006	100	good	$88,200
Bellaire Court	6800		Local	130	Asphalt	27	1977	2013	100	good	$21,060
Bellaire Drive	5500	city limit to Crosslands	Collector	400	Asphalt	45	1980	2004	91	good	$108,000
Bellaire Drive	5600	Crosslands to SH 183 frontage	Collector	3,296	Asphalt	45	1980	2004	85	satisfactory	$889,920
Bellaire Drive	5800	SH 183 to Waterwood Trail	Collector	830	Asphalt	45	1984	2004	77	satisfactory	$224,100
Bellaire Drive	5900	Waterwood Trail to Country Day Trail	Collector	1,110	Asphalt	45	1984	2006	100	good	$299,700
Bellaire Drive	6000	Country Day Trail to Legend Rd	Collector	1,250	Asphalt	45	1984	2006	100	good	$337,500
Bellaire Drive	6100	Legend Rd to I-20 ROW	Collector	1,150	Asphalt	45	1984	2006	100	good	$310,500

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Benbrook Blvd. (US 377)		City limits to Williams Rd.	Principal Arterial	2,376	Asphalt	60	1980	1996		failed	$855,360
Benbrook Blvd. (US 377)		Williams Rd. to I-20	Principal Arterial	5,280	Asphalt	45	1982	1996		failed	$1,425,600
Benbrook Blvd. (US 377)		RM 2871 to city limits	Principal Arterial	7,920	Asphalt	48	1986	1996		failed	$2,280,960
Benbrook Blvd. (US 377)		I-20 to RM 2871	Principal Arterial	11,088	Asphalt	60	1986	1996		failed	$3,991,680
Benbrook Parkway	7500	Kathy Lane to dead end	Collector	1,770	Concrete	50	2000		92	good	$531,000
Benbrook Parkway	7600	Winscott to Kathy Lane	Collector	660	Asphalt	50	2001	2002	81	satisfactory	$198,000
Benbrook Terrace	1100	Mildred Ln to Vernon Castle	Local	480	Asphalt	27	1960	2001	57	fair	$77,760
Benbrook Terrace	1200	Vernon Castle to Cozby South	Local	1,240	Asphalt	27	1960	2001	90	good	$200,880
Bendale	3800	Chapin Rd to Circle South	Local	685	Asphalt	29	1960	2000	82	satisfactory	$119,190
Bendale	3900	Circle S to dead end	Local	150	Penetration	24	1960	2000	79	satisfactory	$21,600
Berend Court	8500		Local	170	Asphalt	29	1960	none	10	failed	$29,580
Blair Court	6700		Local	150	Asphalt	27	1984	none	79	satisfactory	$24,300
Blanco Court	1300		Local	750	Asphalt	27	1980	2013	100	good	$121,500
Blue Rider Court	1100		Local	194	Concrete	30	2003		91	good	$34,920
Bluestem	4800	Team Ranch Rd to I-820 frontage	Collector	2,112	Concrete	39	1988	NA	89	good	$494,208
Bluestem	5000	Team Ranch to Cook Ranch	collector	2,911	Concrete	30	2004		94	good	$523,980
Boston Ave.	3400	U.S. 80 to Rush	Collector	950	Asphalt	37	1963	2005	71	satisfactory	$210,900
Boston Ave.	3500	Rush to Bangor	Collector	300	Asphalt	37	1963	2005	56	fair	$66,600

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Boston Ave.	3600A	Bangor to Carrick	Collector	300	Asphalt	37	1985	1990	71	satisfactory	$66,600
Boston Ave.	3600B	Carrick to Lifford	Collector	300	Asphalt	37	1985	1990	66	fair	$66,600
Boston Ave.	3700A	Lifford to Longford	Collector	300	Asphalt	37	1985	1990	59	fair	$66,600
Boston Ave.	3700B	Longford to Chapin	Collector	300	Asphalt	37	1985	1990	79	satisfactory	$66,600
Bounty Road East	0		Local	1,919	Asphalt	29	1966	2003	71	satisfactory	$333,906
Bounty Road West	0		Local	1,400	Asphalt	29	1966	2003	66	fair	$243,600
Bradbury Court			Local	110	Asphalt	27	1984	none	66	fair	$17,820
Brazos	1200	Paluxy to cul-de-sac	Local	600	Asphalt	27	1986	2009	100	good	$97,200
Brazos	1300	Timberline to Paluxy	Local	860	Asphalt	27	1986	2009	85	satisfactory	$139,320
Briar Court	1100		Local	170	Asphalt	27	1977	2011	52	poor	$27,540
Briar Creek	1100	Trammell to Augusta	Local	540	Asphalt	27	1978	2003	100	good	$87,480
Briar Creek	1200	Augusta to Vernon Castle	Local	400	Concrete	30	2003		89	good	$72,000
Briar Run	1400	Briar Creek to Trammell	Local	1,350	Asphalt	27	1978	2003	87	good	$218,700
Briar Run	1600	Trammell to Timberline	Local	410	Asphalt	27	1980	2003	80	satisfactory	$66,420
Briar Run	1700	Timberline to Melvin	Local	1,180	Asphalt	27	1980	2003	85	satisfactory	$191,160
Brookdale	3800	Chapin to Circle S	Local	694	Asphalt	29	1960	2002	77	satisfactory	$120,756
Brookdale		Palomino to dead end	Local	155	Concrete	30	2004		100	good	$27,900
Bryant	1000	Cozby North to Childers	local	1,440	Asphalt	29	1980	2003	88	good	$250,560
Bryant	1100	Childers to Vernon Castle	local	1,630	Asphalt	29	1980	2003	88	good	$283,620

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Bryant	1200	Vernon Castle to Cozby South	local	1,040	Asphalt	29	1980	2003	97	good	$180,960
Bryant	1300	Cozby South to Usher	Local	1,020	Asphalt	27	1985	none	73	satisfactory	$165,240
Bryant-Irvin Road			Thoroughfare	3,696	Concrete	70	1982	NA		failed	$1,552,320
Bunker Court	7500		Local	450	Concrete	30	2006		100	good	$81,000
Burkett	3900	Kincaid to Sirocka	Local	690	Asphalt	30	1964	2003	81	satisfactory	$124,200
Burkett	3800A	Chapin to Busseron	Local	490	Asphalt	30	1964	2003	78	satisfactory	$88,200
Burkett	3800B	Busseron to Kincaid	Local	340	Asphalt	30	1964	2003	91	good	$61,200
Burkett	4000A	Sirocka to Van Deman	Local	380	Asphalt	30	1964	2003	70	fair	$68,400
Burkett	4000B	Van Deman to dead end	Local	220	Asphalt	30	1964	2003	81	satisfactory	$39,600
Busseron	3800		Local	760	Asphalt	29	1964	2011	81	satisfactory	$132,240
Camp Bowie West (US 80)			Thoroughfare	22,175	Asphalt	96	1985	none		failed	$12,772,800
Capra Way	4300A	Winding Way to RCC Dr.	Local	405	Asphalt	29	1967	2001	71	satisfactory	$70,470
Capra Way	4300B	RCC Dr. to city limits	Local	1,145	Asphalt	39	1968	2001	68	fair	$267,930
Carman	3800	Chapin to Kincaid	Local	780	Asphalt	29	1966	2003	88	good	$135,720
Carman	3900	Kincaid to Mahan	Local	560	Asphalt	29	1966	2003	79	satisfactory	$97,440
Carrick	8000		Local	700	Asphalt	27	1980	2012	100	good	$113,400
Cartwright Drive			Local	800	Penetration	15	1959	2008		failed	$72,000
Chapin Road	8000	Williams to Boston	Thoroughfare	550	Asphalt	39	1991	2007	71	satisfactory	$128,700
Chapin Road	8100	Boston to Westerly	Thoroughfare	790	Asphalt	39	1991	2007	51	poor	$184,860

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Chapin Road	8300	Bendale to Plantation	Thoroughfare	550	Asphalt	39	1991	2007	34	very poor	$128,700
Chapin Road	8600	Twilight Drive South to Mary's Creek	Thoroughfare	420	Asphalt	39	1991	2007	100	good	$98,280
Chapin Road	8700	Mary's Creek to Burkett	Thoroughfare	1,020	Asphalt	39	1991	2007	56	fair	$238,680
Chapin Road	8200A	Westerly to Brookdale	Thoroughfare	475	Asphalt	39	1991	2007	71	satisfactory	$111,150
Chapin Road	8200B	Brookdale to Palomino	Thoroughfare	290	Asphalt	39	1991	2007	79	satisfactory	$67,860
Chapin Road	8200C	Palomnio to Bendale	Thoroughfare	290	Asphalt	39	1991	2007	100	good	$67,860
Chapin Road	8400A	Plantation to Springbranch	Thoroughfare	390	Asphalt	39	1991	2007	68	fair	$91,260
Chapin Road	8400B	Springbranch to Sundown	Thoroughfare	240	Asphalt	39	1991	2007	65	fair	$56,160
Chapin Road	8500A	Sundown to Sunnydale	Thoroughfare	290	Asphalt	39	1991	2007	79	satisfactory	$67,860
Chapin Road	8500B	Sunnydale to Twilight Drive South	Thoroughfare	180	Asphalt	39	1991	2007	77	satisfactory	$42,120
Chapin Road	8900A	Burkett to Busseron	Thoroughfare	290	Asphalt	39	1991	2007	80	satisfactory	$67,860
Chapin Road	8900B	Busseron to Carman	Thoroughfare	330	Asphalt	39	1991	2007	73	satisfactory	$77,220
Chapin Road	9000A	Carman to Delmas	Thoroughfare	300	Asphalt	39	1991	2007	100	good	$70,200
Chapin Road	9000B	Delmas to Van Deman	Thoroughfare	480	Asphalt	39	1991	2007	80	satisfactory	$112,320
Chapin Road		Williams Rd. to Reagan	Thoroughfare	1,584	Asphalt	39	1955	2008		failed	$370,656
Charles Court	4500		Local	140	Asphalt	29	1973	2012	79	satisfactory	$24,360
Chelsea Court	6700		Local	250	Asphalt	27	1984	none	83	satisfactory	$40,500

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Childers	200	Cozby West Ct to Bryant	Local	820	Asphalt	30	1961	2001	57	fair	$147,600
Childers	400	Bryant to Usher	Local	450	Asphalt	30	1961	2001	80	satisfactory	$81,000
Childers	500	Usher to Wade Hampton	Local	450	Asphalt	30	1961	2001	86	good	$81,000
Childers	600	Wade Hampton to Warden	Local	528	Concrete	30	1990	NA	77	satisfactory	$95,040
Childers	700	Warden to Park Center	Local	310	Asphalt	30	1961	2001	60	fair	$55,800
Childers	800	Park Center to John Reagan	Local	280	Asphalt	30	1961	2001	85	satisfactory	$50,400
Childers	900	John Reagan to Darnell	Local	660	Asphalt	30	1961	2001	75	satisfactory	$118,800
Circle S Road	8200A	cul-de-sac to Brookdale	Local	270	Asphalt	27	1992	2011	62	fair	$43,740
Circle S Road	8200B	Brookdale to Palomino	Local	290	Asphalt	27	1992	2011	88	good	$46,980
Circle S Road	8200C	Palomino to Bendale	Local	290	Asphalt	27	1992	2011	84	satisfactory	$46,980
Circle S Road	8200D	Bendale to Plantation	Local	320	Asphalt	27	1992	1995	81	satisfactory	$51,840
Coates Circle	3800		Local	410	Asphalt	29	1982	2008	79	satisfactory	$71,340
Cobblestone	10600		Local	1,450	Concrete	28	1990	NA	81	satisfactory	$243,600
Colorado	1300		Local	1,050	Asphalt	27	1980	1996	100	good	$170,100
Concho	1200	Paluxy to cul-de-sac	Local	580	Asphalt	27	1986	2013	100	good	$93,960
Concho	1300	Paluxy to cul-de-sac	Local	400	Asphalt	27	1986	2013	86	good	$64,800
Cook Ranch Road	8300	Benbrook Blvd. To Plata Lane	Collector	1,292	Concrete	54	2003		100	good	$418,608
Cook Ranch Road	8500	Plata Lane to Bluestem	Collector	1,202	Concrete	54	2003		96	good	$389,448
Cook Ranch Road	8700	Bluestem to Loop 820	collector	800	Concrete	30	2004		92	good	$144,000

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Coral Circle	4100		Local	385	Asphalt	28	1967	1987	23	serious	$64,680
Cottonwood	900	Mercedes to Dogwood	Local	800	Asphalt	27	1978	2001	86	good	$129,600
Cottonwood	1000	Dogwood to Timbercreek	Local	1,320	Asphalt	27	1978	2001	87	good	$213,840
Council Drive	500		Local	800	Penetration	12	1959	2008	100	good	$57,600
Country Day Trail	6400		Local	300	Asphalt	27	1984	2003	44	poor	$48,600
Covington	100		Local	1,700	Asphalt	29	1975	2007	100	good	$295,800
Cozby East	1100	Vernon Castle to Keller	Local	1,085	Asphalt	27	1959	2001	74	satisfactory	$175,770
Cozby East	1200	Duane to Vernon Castle	Local	1,325	Asphalt	27	1985	2005	81	satisfactory	$214,650
Cozby North	400	Hwy 377 to Duane	Local	2,836	Concrete	30	2003		100	good	$510,480
Cozby South	100	Sproles to Bryant	Local	1,056	Penetration	39	1955	2006	97	good	$247,104
Cozby South	400	Bryant to Duane	Local	2,640	Penetration	21	1955	2006	99	good	$332,640
Cozby South	1000	U.S. 377 to Sproles	Local	2,350	Concrete	30	2002	2006	93	good	$423,000
Cozby West	1000	Childers to U.S. 377	Local	612	Concrete	30	2002		100	good	$110,160
Cozby West	1200	Vernon Castle to Cozby South	Local	1,283	Asphalt	27	1988	1996	82	satisfactory	$207,846
Cozby West	1300	Cozby South to C.O.E.	Local	490	Asphalt	27	1961	2009	100	good	$79,380
Cozby West	1100B	Judy to Mildred	Local	322	Concrete	30	2005	none	97	good	$57,960
Cozby West Court	1100	Childers to cul-de-sac	Local	310	Asphalt	29	1978	2010	100	good	$53,940
Crenshaw Drive	7100	Stewart Ln to Crenshaw	Local	928	Concrete	30	2005		100	good	$167,040
Crepe Myrtle Court	1100		Local	170	Asphalt	27	1977	2011	100	good	$27,540
Cresthill	3900	Ferndale to	Local	300	Asphalt	29	1959	2005	35	very poor	$52,200

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		Beechwood									
Cresthill	3800A	Westvale to Northbrook	Local	310	Asphalt	29	1959	2005	79	satisfactory	$53,940
Cresthill	3800B	Northbrook to Ferndale	Local	375	Asphalt	29	1959	2005	95	good	$65,250
Crofton Court	100		Local	375	Asphalt	29	1975	2013	100	good	$65,250
Crosslands	3800	Bellaire to S.H. 183	Collector	1,320	Asphalt	40	1980	2004	73	satisfactory	$316,800
Crosslands	00A	S.H. 183 to Legend	Collector	680	Asphalt	36	1970	2002	71	satisfactory	$146,880
Crosslands	00B	Legend to Windward	Collector	1,600	Asphalt	36	1970	2002	56	fair	$345,600
Crosslands Court	0		Local	520	Asphalt	29	1971	2011	81	satisfactory	$90,480
Darnell	800		Local	1,860	Asphalt	27	1985	2005	86	good	$301,320
Davidson	300	McKinley to Bryant	Local	560	Asphalt	28	1959	2000	100	good	$94,080
Davidson	500	US 377 to McKinley	Local	300	Asphalt	28	1959	2000	86	good	$50,400
Dawn Drive	3900	Marys Creek to Twilight Dr. West	Local	1,300	Asphalt	27	1960	2004	64	fair	$210,600
Dawn Drive	4200	Twilight Dr. South to Marys Creek Dr	Local	240	Asphalt	27	1965	2005	79	satisfactory	$38,880
Dawn Drive	8500	Sundown to Sunnydale	Local	240	Asphalt	27	1965	2005	81	satisfactory	$38,880
Dawn Drive	8600A	Sunnydale to Twilight South	Local	240	Asphalt	27	1965	2005	55	poor	$38,880
Dawn Drive	8600B	Twilight Dr. West to Marys Creek	Local	750	Asphalt	27	1960	2004	71	satisfactory	$121,500
Del Mar	10500	Summerset to cul-de-sac	Local	170	Concrete	28	1990	NA	83	satisfactory	$28,560

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Del Mar	10600	Royal Oak to Summerset	Local	230	Concrete	28	1990	NA	85	satisfactory	$38,640
Del Rio	100	Mercedes to San Saba	Local	1,140	Asphalt	30	1983	2008	100	good	$205,200
Del Rio	100A	San Saba to Goliad	local	319	Concrete	41	2004		91	good	$78,474
Delmas	3800	Chapin to Van Deman	Local	800	Asphalt	29	1968	1993	36	very poor	$139,200
Delmas	9100	Van Deman to dead end	Local	140	Asphalt	29	1968	1993	77	satisfactory	$24,360
Delta Court	1100		Local	169	Asphalt	27	1977	2012	100	good	$27,378
Dewey Scott	900		Local	268	Asphalt	27	1978	2003	72	satisfactory	$43,416
Dickens	9900		Local	960	Asphalt	29	1975	2003	73	satisfactory	$167,040
Dogwood	1200		Local	875	Asphalt	27	1978	2002	73	satisfactory	$141,750
Duane	1000	Cozby North to Kerry	Local	1,000	Asphalt	22	1959	2003	73	satisfactory	$132,000
Duane	1100	Keller to Vernon Castle	Local	675	Asphalt	27	1959	1999	51	poor	$109,350
Duane	1200	Vernon Castle to C.O.E.	Local	1,650	Asphalt	27	1963	2001	80	satisfactory	$267,300
Dunigan Court	200		Local	440	Asphalt	29	1975	2011	100	good	$76,560
Eagle Court	10800		Local	170	Concrete	30	2002		100	good	$30,600
Eastridge	10500	Hogan to Summerset	Local	696	Concrete	30	2003		94	good	$125,280
Echo Hills Court	8000	Hawkins Home Blvd to cul-de-sac (W)	Local	100	Concrete	30	2003		77	satisfactory	$18,000
Echo Hills Court	8100	Hawkins Home Blvd to cul-de-sac (E)	Local	100	Concrete	30	2003		88	good	$18,000
Edgebrook Terrace	8600		Local	428	Asphalt	27	1976	2000	73	satisfactory	$69,336
Edgehill Road	1600		Local	1,405	Asphalt	29	1976	2004	75	satisfactory	$244,470

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Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Edgewater	10800	Rolling Hills to Royal Oak	Local	650	Concrete	36	1990	NA	74	satisfactory	$140,400
Edgewood Trail	1000	Timbercreek to High Ridge Rd	Local	580	Asphalt	29	1974	2007	100	good	$100,920
Edgewood Trail	1100	High Ridge to Timberline	Local	300	Concrete	29	2005	1995	100	good	$52,200
Edmund	9900		Local	960	Asphalt	29	1975	2003	88	good	$167,040
Elderberry Court	1100		Local	169	Asphalt	27	1977	2012	100	good	$27,378
Elmwood	4200		Local	1,350	Asphalt	29	1993	2007	56	fair	$234,900
Eric Lane	200		Local	495	Asphalt	28	1960	2001	75	satisfactory	$83,160
Estandarte Court	8300	La Bandera Tr. To cul-de-sac	Local	710	Concrete	30	2003		43	poor	$127,800
Estandarte Court	8400	La Bandera Tr. To cul-de-sac	Local	260	Concrete	30	2003		93	good	$46,800
Estes	1000	Childers to Davidson	Local	415	Asphalt	28	1961	2001	83	satisfactory	$69,720
Estes	1100	Mildred to Vernon Castle	Local	670	Asphalt	28	1977	2001	50	poor	$112,560
Estes	1200	Vernon Castle to Cozby South	Local	1,283	Asphalt	28	1961	2003	72	satisfactory	$215,544
Estrella Lane	5100	Patreota Dr. to cul-de-sac	Local	460	Concrete	30	2003		88	good	$82,800
Estrella Lane	5200	Patreota Dr. to cul-de-sac	Local	610	Concrete	30	2003		80	satisfactory	$109,800
Eton Court	6600		Local	550	Asphalt	27	1984	none	77	satisfactory	$89,100
Falling Springs	7100	Myrtle Springs to city limits	Local	120	Asphalt	39	1971	2005	47	poor	$28,080
Falling Springs	7200	Tamarack to Myrtle Springs	Local	525	Asphalt	39	1971	2005	78	satisfactory	$122,850
Farmington	9900		Local	975	Asphalt	29	1975	2006	99	good	$169,650
Ferndale	8000A	Williams Rd to Willow Bend Rd	Local	450	Asphalt	29	1959	2007	64	fair	$78,300
Ferndale	8000B	Willow Bend to Cresthill	Local	350	Asphalt	29	1959	2007	88	good	$60,900

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Fieldcrest	10100	Trail Ridge to Trail Ridge	Local	1,230	Concrete	27	1986	NA	83	satisfactory	$199,260
Fieldcrest	10200	Trail Ridge to Trail Ridge	Local	1,050	Concrete	27	1986	NA	77	satisfactory	$170,100
Gladys Court	8400		Local	250	Asphalt	28	1973	2012	81	satisfactory	$42,000
Gold Hills	8100		Local	130	Concrete	30	2003		97	good	$23,400
Golfview Way	10800	Whitestone Ranch to Rolling Hills Dr	Local	838	Concrete	30	2002		94	good	$150,840
Golfview Way	10000	Rolling Hills Dr to Green Links Dr	Local	1,020	Concrete	30	2006		100	good	$183,600
Goliad	100		Local	850	Asphalt	30	1987	2008	100	good	$153,000
Grace Cozby Drive	500		Local	935	Penetration	25	1959	2008	100	good	$140,250
Green Links Drive	7500		Local	865	Concrete	30	2006		100	good	$155,700
Greenview Court	10700		Local	335	Concrete	30	2002		98	good	$60,300
Hale Court	4200		Local	120	Asphalt	28	1962	2012	100	good	$20,160
Hawkins Home Blvd.	10800	Gold Hills to Alta Sierra	Local	3,295	Concrete	30	2003		83	satisfactory	$593,100
Hawkins Home Blvd.	11100	Hwy 377 to Gold Hills	Collector	1,150	Concrete	40	2003		91	good	$276,000
Haywood Court	9900		Local	610	Asphalt	29	1975	2013	100	good	$106,140
Haywood Drive	100	Kenshire to Westpark	Local	1,220	Asphalt	27	1978	2003	84	satisfactory	$197,640
Haywood Drive	300	Westpark to Meadowhill	Local	890	Asphalt	27	1978	2012	74	satisfactory	$144,180
Heather Court	1100		Local	445	Asphalt	30	1974	2000	77	satisfactory	$80,100
Heightsview Drive	7500		Local	655	Concrete	30	2006		100	good	$117,900
Herndon	8000	Williams Rd to Westerly	Local	1,530	Asphalt	28	1962	1999	89	good	$257,040

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Herndon	8200	Westerly to west	Local	320	Asphalt	28	1979	2002	68	fair	$53,760
Hickory Springs	3700		Local	1,020	Asphalt	29	1971	2003	56	fair	$177,480
High Bush	1100		Local	620	Asphalt	27	1978	2003	75	satisfactory	$100,440
High Ridge	1400	Timbercreek to Edgewood Tr	Local	710	Asphalt	29	1974	2007	100	good	$123,540
High Ridge	1500	Edgewood Tr to Timberline	Local	2,225	Asphalt	29	1974	2007	100	good	$387,150
Hill Top Pass	1000		Local	850	Asphalt	29	1976	2003	86	good	$147,900
Hillbrook Court	100		Local	200	Asphalt	29	1975	2013	100	good	$34,800
Hillside Drive	6600		Local	643	Asphalt	27	1980	2009	81	satisfactory	$104,166
Hillstone Drive	7500		Local	655	Concrete	30	2006		100	good	$117,900
Hogan Drive	7200		Local	1,813	Concrete	30	2003		89	good	$326,340
Hollow Creek Road	3700		Local	1,050	Asphalt	29	1971	2003	75	satisfactory	$182,700
Holly Court	1100		Local	180	Asphalt	27	1980	none	78	satisfactory	$29,160
Idledell	4400	Llano to Charles Ct	Local	550	Asphalt	29	1973	2007	66	fair	$95,700
Idledell	4500	Charles Ct to Marys Creek Dr	Local	460	Asphalt	29	1973	2007	69	fair	$80,040
Indian Hills Court	8200		Local	480	Concrete	30	2003		85	satisfactory	$86,400
Inwood	9000		Local	281	Concrete	30	2007	na	100	good	$50,580
Jakmar Road	500		Local	1,620	Penetration	18	1959	2008	100	good	$174,960
January Circle	10400	Crenshaw to cul-de-sac	Local	400	Concrete	30	2005		100	good	$72,000
Jeaneta	200		Local	612	Asphalt	27	1978	2010	100	good	$99,144
Jerry Dunn Parkway	10300	RM 2871 to Rolling Hills Dr.	Collector	3,150	Concrete	44	1990	NA	86	good	$831,600

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Jerry Dunn Parkway	10000	Rolling Hills Dr to dead end	Collector	1,358	Concrete	44	2006		100	good	$358,512
John Reagan	1000	Cozby North to Darnell	Local	1,900	Asphalt	27	1959	2003	81	satisfactory	$307,800
John Reagan	1100	Darnell to Vernon Castle	Local	1,050	Asphalt	27	1959	2003	57	fair	$170,100
John Reagan	1200	Vernon Castle to Cozby South	Local	1,010	Asphalt	27	1959	2003	76	satisfactory	$163,620
John Reagan	1300	Cozby South to dead end	Local	480	Asphalt	27	1959	2003	65	fair	$77,760
Johnson	1000	North of Kane	Local	1,150	Asphalt	27	1981	2010	100	good	$186,300
Johnson	1100	Vernon Castle to Keller	Local	790	Asphalt	27	1959	2001	59	fair	$127,980
Johnson	1200	Cozby East to Vernon Castle	LOcal	965	Asphalt	27	1965	2010	75	satisfactory	$156,330
Judy	1100		Local	1,150	Asphalt	27	1978	2010	100	good	$186,300
Juniper	1200		Local	760	Asphalt	27	1978	2001	68	fair	$123,120
Kane	1000		Local	1,610	Asphalt	27	1981	2003	84	satisfactory	$260,820
Kane Street North	900		Local	510	Asphalt	27	1981	2010	100	good	$82,620
Karen Court	1100		Local	175	Asphalt	27	1983	none	75	satisfactory	$28,350
Kathy Lane	7500	Benbrook Pkwy to corner	Local	470	Concrete	50	2000		12	serious	$141,000
Kathy Lane	7500A	Benbrook Pkwy to corner	Local	600	Asphalt	39	1982	2002	82	satisfactory	$140,400
Keller	800	Park Center to John Reagan	Local	430	Asphalt	27	1959	2001	19	serious	$69,660
Keller	900	John reagan to Winscott	Local	1,570	Asphalt	27	1959	2001	71	satisfactory	$254,340
Kenshire	100	U.S. 377 to Westpark	Collector	1,848	Asphalt	29	1975	2003	87	good	$321,552
Kenshire	300	Westpark to Wandering Way	Collector	1,056	Asphalt	29	1979	2003	92	good	$183,744
Kerry	900		Local	1,060	Asphalt	27	1961	2003	89	good	$171,720

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Kincaid Court	8900		Local	95	Asphalt	29	1966	2002	72	satisfactory	$16,530
Kincaid Drive	8800	Burkett to dead end	Local	125	Asphalt	29	1966	2002	76	satisfactory	$21,750
Kincaid Drive	8900	Burkett to Carman	Local	870	Asphalt	29	1966	2002	64	fair	$151,380
Kite	7300		Local	140	Concrete	40	2003		100	good	$33,600
Kruse	4600		Local	170	Concrete	30	2007	na	100	good	$30,600
La Bandera Trail	5200	Estandarte Ct to Estrella Lane	Local	700	Concrete	30	2003		97	good	$126,000
La Bandera Trail	5400	Cook Ranch Rd to Estandarte Ct	Local	300	Concrete	30	2003		83	satisfactory	$54,000
La Bandera Trail	5500	Cook Ranch to Arroyo Lane E	Local	751	Concrete	30	2005		97	good	$135,180
La Jolla Court	8500		Local	180	Asphalt	28	1960	2010	100	good	$30,240
Lago Vista	6400		Local	1,212	Asphalt	27	1980	2003	61	fair	$196,344
Lake Breeze	4100		Local	300	Asphalt	27	1984	2011	94	good	$48,600
Lake Vista	4200		Local	457	Asphalt	27	1980	2003	71	satisfactory	$74,034
Lakeside Drive	7400	Winscott to City Limits	Thoroughfare	6,400	Penetration	24	1950	2008	100	good	$921,600
Lakeway		U.S. 377 to Westpark Drive	Collector	1,584	Asphalt	42	1970	2001	84	satisfactory	$399,168
Lakeway		Westpark Dr. to Court	local	528	Asphalt	30	1970	2001	100	good	$95,040
Lakeway Court			Local	250	Asphalt	29	1985	2003	82	satisfactory	$43,500
Lampasas	1300		Local	900	Asphalt	27	1980	2009	100	good	$145,800
Lansford Court	300		Local	226	Asphalt	27	1978	2013	100	good	$36,612
Lansford Drive	200		Local	1,320	Asphalt	27	1978	2013	81	satisfactory	$213,840
Legend Rd.	00A	Crosslands to dead end	Collector	1,300	Penetration	30	1965	2004	55	poor	$234,000

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Legend Rd.	00B	Bellaire to Steppe	Collector	2,148	Penetration	36	1977	2004	73	satisfactory	$463,968
Leland Lane	9700	Rhineland to Lakeway	Local	910	Asphalt	29	1970	2001	74	satisfactory	$158,340
Leland Lane	9800	Lakeway to Covington	Local	255	Asphalt	29	1975	2001	86	good	$44,370
Leo Court	8400		Local	310	Asphalt	27	1957	2009	70	fair	$50,220
Lifford	8000		Local	615	Asphalt	27	1963	2012	81	satisfactory	$99,630
Linda Court	4400		Local	120	Asphalt	30	1973	2013	78	satisfactory	$21,600
Llano	8000	Williams Rd to Plantation Dr	Collector	2,200	Asphalt	30	1980	2006	57	fair	$396,000
Llano	9000		Collector	393	Asphalt	30	1980	1987	52	poor	$70,740
Lochness Lane	100		Local	1,354	Asphalt	29	2000	2000	54	poor	$235,596
Lochness Lane	300		Local	342	Asphalt	29	2002	2001	86	good	$59,508
Locksley	10000		Local	1,315	Asphalt	27	1978	2006	96	good	$213,030
Locust	1000		Local	375	Asphalt	29	1974	2002	67	fair	$65,250
Lombardy Court	0		Local	225	Asphalt	28	1971	2013	100	good	$37,800
Lombardy Terrace	0		Local	980	Asphalt	34	1971	2002	65	fair	$199,920
Longford	8000		Local	545	Asphalt	27	1963	2012	81	satisfactory	$88,290
Lost Horizon	7100	Cobblestone to Woodhinge	Local	550	Concrete	28	1990	NA	67	fair	$92,400
Luanna Hills	8100		Local	170	Concrete	30	2003		98	good	$30,600
Magnolia	500		LOcal	1,316	Concrete	30	2007	na	100	good	$236,880
Mahan	8900		Local	1,345	Asphalt	29	1968	2002	71	satisfactory	$234,030
Manning	1100		Local	1,180	Asphalt	27	1976	2002	84	satisfactory	$191,160
Marys Creek	3800	Chapin to Dawn	Local	800	Asphalt	29	1960	2003	57	fair	$139,200
Marys Creek	3900	Twilight Dr West to Dawn Dr (north)	Local	1,200	Asphalt	29	1966	2003	77	satisfactory	$208,800

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Marys Creek	4200	Dawn to Twilight Dr West	Local	550	Asphalt	29	1966	2003	79	satisfactory	$95,700
Marys Creek	4300	Dawn to Plantation West Cr.	Local	750	Asphalt	29	1966	2003	66	fair	$130,500
Marys Creek	8300	Southeast end to Owendale	Local	250	Asphalt	29	1957	2002	43	poor	$43,500
Marys Creek	8500	Idledell to Springbranch	Local	800	Asphalt	29	1957	2003	49	poor	$139,200
Marys Creek	8600	Springbranch to Plantation West Creek	Local	930	Asphalt	29	1957	2003	85	satisfactory	$161,820
Marys Creek	8400A	Owendale to Wayne Court	Local	660	Asphalt	29	1957	2002	80	satisfactory	$114,840
Marys Creek	8400B	Wayne Court to Gladys Court	Local	330	Asphalt	29	1957	2002	78	satisfactory	$57,420
Marys Creek	8400C	Gladys Court to Idledell	Local	270	Asphalt	29	1957	2002	65	fair	$46,980
McKinley	1000	Bryant to Cozby West Street	Local	1,530	Asphalt	30	1959	2000	75	satisfactory	$275,400
McKinley	1100	Cozby West Street to Sproles	Local	520	Asphalt	30	1959	2000	68	fair	$93,600
Meadowcrest	10100		Local	895	Concrete	27	1986	NA	67	fair	$144,990
Meadowhill	200	Haywood to Westpark	Local	870	Asphalt	27	1978	2005	67	fair	$140,940
Meadowhill	400	Westpark to Locksley	Local	2,150	Asphalt	27	1979	2005	87	good	$348,300
Meadowside	8100	Williams Rd to Shady Valley	Local	1,450	Concrete	39	1986	NA	70	fair	$339,300
Meadowside	8200	Shady Valley to west	Local	1,000	Concrete	27	1986	NA	66	fair	$162,000

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Melvin	1100		Local	750	Asphalt	27	1980	2005	87	good	$121,500
Mendosa Court	4400		Local	170	Asphalt	29	2000	na	70	fair	$29,580
Mercedes	300	U.S. 377 to Vista Way	Collector	1,096	Concrete	40	2007	na	100	good	$263,040
Mercedes	400	U.S. 377 to Winscott	Collector	3,432	Asphalt	44	1981	2002	77	satisfactory	$906,048
Mercedes	1000	Winscott to Arrowood	Collector	1,200	Asphalt	39	1981	2009	100	good	$280,800
Mercedes	1200	Arrowood to Timbercrest	Collector	1,450	Asphalt	39	1981	2009	100	good	$339,300
Mesquite Trail	1200		Local	1,410	Asphalt	29	1974	2002	81	satisfactory	$245,340
Mildred Drive	100	Sproles to Cozby South	Local	1,650	Asphalt	27	1960	2001	59	fair	$267,300
Mildred Drive	300	Cozby South to turn	Local	270	Asphalt	27	1964	2000	47	poor	$43,740
Mildred Drive	1100	turn to Sproles	Local	1,805	Asphalt	27	1964	2000	65	fair	$292,410
Mildred Drive East	100		Local	1,174	Asphalt	27	1961	1987	64	fair	$190,188
Mistletoe Road	1000		Local	364	Asphalt	29	1974	1999	48	poor	$63,336
Mont Del Drive	11-44	Legend to Bounty Road West	Local	1,730	Asphalt	30	1971	2001	78	satisfactory	$311,400
Mont Drive	10		Local	310	Asphalt	28	1972	2013	100	good	$52,080
Montfort Court	300		Local	260	Asphalt	27	1978	2013	100	good	$42,120
Mulberry	1700		Local	1,244	Asphalt	27	1978	2005	73	satisfactory	$201,528
Myrtle Springs	3600	Falling Springs to cul-de-sac	Local	140	Asphalt	29	1971	2002	66	fair	$24,360
Myrtle Springs	3700	Tamarack to Falling Springs	Local	620	Asphalt	29	1971	2002	67	fair	$107,880

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Neely Drive	300A	Meadowhill to Regent Row	Local	245	Asphalt	27	1977	2005	70	fair	$39,690
Neely Drive	300B	Regent Row to Stoneleigh	Local	230	Asphalt	27	1984	2005	82	satisfactory	$37,260
Neely Drive	300C	Stoneleigh to Wandering Way	Local	240	Asphalt	27	1984	2005	97	good	$38,880
Nelson Drive	7200	Trevino Lane to Nelson Drive	Local	570	Concrete	30	2003		100	good	$102,600
Nelson Drive	10300	Crenshaw Drive to turn	Local	631	Concrete	30	2005		100	good	$113,580
North Haven	10500		Local	775	Concrete	30	2005		94	good	$139,500
North Hill Top Pass	900		Local	631	Concrete	29	1978	NA	45	poor	$109,794
Northbrook	8000		Local	796	Asphalt	28	1959	2006	55	poor	$133,728
Nueces	1300		Local	400	Asphalt	27	1980	2013	100	good	$64,800
Oak Court	1100		Local	150	Asphalt	27	1980	2012	73	satisfactory	$24,300
Old Benbrook Road	8200		Local	2,112	Asphalt	24	1955	2010	86	good	$304,128
Orlando	10000		Local	760	Asphalt	27	1979	2006	100	good	$123,120
Overcrest	100	U.S. 377 to Westpark	Local	1,310	Asphalt	42	1977	2006	96	good	$330,120
Overcrest	300	Westpark to Pebblestone	Local	1,320	Asphalt	27	1979	2013	100	good	$213,840
Owendale	4400	Llano Avenue to Leo Court	Local	1,780	Asphalt	28	1957	2003	66	fair	$299,040
Owendale	4600	Leo Ct. to Marys Creek Drive	Local	320	Asphalt	28	1957	2003	75	satisfactory	$53,760
Palomino	3800	Chapin to Circle S	Local	694	Asphalt	28	1960	2000	70	fair	$116,592
Palomino	3900	Circle S to Windy Hill	Local	1,225	Concrete	30	2004		87	good	$220,500

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Paluxy	1300		Local	800	Asphalt	27	1986	2009	100	good	$129,600
Park Center	900	Mercedes to Cozby North	Local	450	Asphalt	27	1961	2009	100	good	$72,900
Park Center	1000	Cozby North to Childers	Local	1,440	Asphalt	27	1985	2009	100	good	$233,280
Park Center	1100	Childres to Vernon Castle	Local	1,610	Asphalt	27	1985	2009	100	good	$260,820
Park Center	1200	Vernon Castle to Cozby South	Local	1,100	Asphalt	27	1985	2009	100	good	$178,200
Park Center	1300	Cozby South to C.O.E.	Local	450	Asphalt	27	1959	2007	65	fair	$72,900
Park Drive	0	Mont Del Drive (N) to Mont Del Drive (S)	Local	1,245	Asphalt	29	1965	2005	75	satisfactory	$216,630
Park Drive	1000	Timbercreek Rd to Mesquite Trail	Local	375	Asphalt	28	1974	2002	100	good	$63,000
Park Drive	00B	Mont Del Drive to Bounty Road West	Local	380	Asphalt	29	1965	2011	82	satisfactory	$66,120
Park Road No. 1	100	US 377 to dead end	Local	1,320	Penetration	18	2005	2011	100	good	$142,560
Park Road No. 2	1500	Winscott Road to dead end	Local	1,056	Penetration	21	1957	2011	88	good	$133,056
Park Road No. 3	1800	Beach Road to Stephens Rd	Local	5,400	Penetration	21	1957	2011	100	good	$680,400
Patreota Drive	8300	Estrella Lane to cul-de-sac	Local	650	Concrete	30	2003		89	good	$117,000
Patreota Drive	8400	Estrella Lane to dead end	Local	160	Concrete	30	2003		91	good	$28,800

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Paul Lane	1300		Local	280	Asphalt	28	1962	2001	48	poor	$47,040
Pebblecreek Court	10800	Westpark Drive to cul-de-sac	Local	400	Concrete	28	1990	NA	78	satisfactory	$67,200
Pebblestone	200		Local	1,165	Asphalt	29	1979	2003	85	satisfactory	$202,710
Phillip Court	4500		Local	90	Asphalt	29	1973	2012	78	satisfactory	$15,660
Pico Lane	5500	Reata Lane to Arroyo Lane E	Local	663	Concrete	30	2005		83	satisfactory	$119,340
Pinewood	8000	Williams to Willow Bend	Local	335	Asphalt	29	1959	2006	80	satisfactory	$58,290
Pinewood	8100	Willow Bend to Westerly	Local	990	Asphalt	29	1959	2006	49	poor	$172,260
Plantation	4000	Tara (N) to Tara (S)	Local	660	Asphalt	29	1960	2007	69	fair	$114,840
Plantation	4200	Tara (S) to Llano Ave	Local	1,170	Asphalt	29	1960	2007	71	satisfactory	$203,580
Plantation	3800A	Chapin to Berned Court	Local	210	Asphalt	29	1960	2007	77	satisfactory	$36,540
Plantation	3800B	Berend Ct to La Jolla Court	Local	330	Asphalt	29	1960	2007	19	serious	$57,420
Plantation	3900A	La Jolla Ct to Circle S	Local	330	Asphalt	29	1960	1999	100	good	$57,420
Plantation	3900B	Circle S to Tara (N)	Local	280	Concrete	29	1991		86	good	$48,720
Plantation	8400A	Llano to Ideldell	Local	350	Asphalt	29	1960	2007	100	good	$60,900
Plantation	8400B	Idledell to Springbranch	Local	180	Asphalt	29	1960	1999	100	good	$31,320
Plata Lane	5500	Cook Ranch to Arroyo Lane W	Local	1,100	Concrete	30	2005		78	satisfactory	$198,000
Poplar	1000		Local	380	Asphalt	27	1978	2003	85	satisfactory	$61,560
Prince Court	1600		Local	185	Asphalt	27	1980	2013	100	good	$29,970
Prince Drive	1700	Timberline to Melvin	Local	1,245	Asphalt	27	1980	2005	90	good	$201,690
R.M. 2871			Thoroughfare	6,864	Asphalt	30	1959	none		failed	$1,235,520
Ranch Court	7500		Local	230	concrete	30	2000	NA	100	good	$41,400
Ravensway	9700		Local	2,006	Asphalt	27	1979	2004	88	good	$324,972

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Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Redwood	8000		Local	1,020	Asphalt	29	1959	2006	66	fair	$177,480
Regent Row	10000		Local	2,872	Asphalt	27	1984	2004	96	good	$465,264
Rhineland	200	Lakeway to Westpark	Local	1,465	Asphalt	29	1970	2001	72	satisfactory	$254,910
Rhineland	300	Westpark to turnaround	Local	1,176	Asphalt	29	1973	2001	75	satisfactory	$204,624
Ridglea Country Club Dr.	4100	city limits to Serrano	Collector	780	Asphalt	40	1967	2004	39	very poor	$187,200
Ridglea Country Club Dr.	4300	Capra to Winding Way	Collector	634	Asphalt	29	1968	2004	65	fair	$110,316
Ridglea Country Club Dr.	4200A	Serrano to Capra Way	Collector	450	Asphalt	40	1967	2004	69	fair	$108,000
Rio Grande	1000		Collector	3,000	Asphalt	39	1982	2010	100	good	$702,000
River Valley Court	7200		Local	210	Asphalt	29	1971	2011	92	good	$36,540
Rockhill	10300		Local	132	concrete	30	2000	NA	91	good	$23,760
Rogers Drive	100		Local	1,150	Penetration	18	1959	2008	100	good	$124,200
Rolling Hills Court	10000		Local	785	Asphalt	29	1985	2012	100	good	$136,590
Rolling Hills Drive	7400	Jerry Dunn to Whitestone Ranch	Local	870	Concrete	30	2002		94	good	$156,600
Rolling Hills Drive	10000	city limits to RM 2871	Collector	1,056	Asphalt	39	1985	2012	100	good	$247,104
Rolling Hills Drive	10200	R.M. 2871 to TESCO ROW	Collector	2,640	Asphalt	42	1986	2011	100	good	$665,280
Rolling Hills Drive	10400	TESCO ROW to Jerry Dunn Parkway	Collector	1,600	Concrete	44	1990	NA	88	good	$422,400
Royal Oak		Cobblestone to Summerset	Local	1,925	Concrete	28	1990	NA	73	satisfactory	$323,400

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Rush	8000	Westerly to asphalt	Local	200	Concrete	27	1963	1999	74	satisfactory	$32,400
Rush	8100	concrete to Boston	Local	550	Asphalt	27	1963	2000	37	very poor	$89,100
Sabine Court	1200	asphalt to Vernon castle	Local	145	Concrete	30	2003		100	good	$26,100
Saddlebrook	4700	Meadowside to Shady Valley	Local	760	Concrete	27	1986	NA	59	fair	$123,120
Saddlebrook	8200	Shady Valley to Meadowside	Local	800	Concrete	27	1986	NA	68	fair	$129,600
Sagebrush	3800		Local	1,020	Asphalt	28	1959	2005	72	satisfactory	$171,360
San Angelo	200		Local	1,260	Asphalt	30	1986	2008	100	good	$226,800
San Saba	100		Local	1,100	Asphalt	30	1984	2008	100	good	$198,000
Schley Court	4000		Local	200	Asphalt	29	1974	2010	81	satisfactory	$34,800
Seranno	7100		Local	465	Asphalt	35	1967	2005	73	satisfactory	$97,650
Sexton Lane	300		Local	1,212	Asphalt	27	1979	2005	91	good	$196,344
Shady River Court	1000	Mulberry to dead end (north)	Local	740	Asphalt	27	1979	2006	100	good	$119,880
Shady River Court	1100	Mulberry to dead end (south)	Local	1,030	Asphalt	27	1979	2006	100	good	$166,860
Shady Valley	4700	Saddlebrook to Meadowside	Local	400	Concrete	27	1986	NA	66	fair	$64,800
Shady Valley	8200	Saddlebrook to cul-de-sac	Local	882	Concrete	30	2007	na	86	good	$158,760
Shipley Court	4200		Local	150	Asphalt	28	1962	2012	83	satisfactory	$25,200
Sirocka	8900	Van Deman to Burkett	Local	1,109	Asphalt	29	1968	2002	70	fair	$192,966
Sirocka	9000	Van Deman to cul-de-sac	Local	120	Concrete	29	2004		37	very poor	$20,880
Skyview Terrace	8600		Local	503	Asphalt	29	1976	2007	57	fair	$87,522

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Snipe Court	1100		Local	195	Concrete	30	2003		94	good	$35,100
Snowbird Court	1100		Local	193	Concrete	30	2003		96	good	$34,740
Sopwith Court	1100		Local	195	Concrete	30	2003		92	good	$35,100
Sorrell Court	10000		Local	455	Asphalt	29	1985	2012	100	good	$79,170
South Timber Court	1600	Hilltop to Timberline	Local	1,080	Asphalt	29	1976	2004	73	satisfactory	$187,920
Southwest Blvd (S.H.183)		Main lanes	Thoroughfare	4,752	Asphalt	54	1960	1987		failed	$1,539,648
Southwest Blvd (S.H.183)		Frontage Roads	Collector	8,976	Asphalt	24	1960	none		failed	$1,292,544
Spanish Hills Drive	8100		Local	195	Concrete	30	2003		93	good	$35,100
Springbranch	3800	Chapin to Twilight Drive West	Collector	1,760	Asphalt	29	1957	2002	76	satisfactory	$306,240
Springbranch	4200	Twilight Drive West to Llano	Collector	1,050	Asphalt	29	1957	2002	80	satisfactory	$182,700
Springbranch	4400	Llano to Marys Creek Drive	Collector	520	Asphalt	29	1957	2002	79	satisfactory	$90,480
Sproles	100	U.S. 377 to Vista Way	Collector	470	Asphalt	36	1973	2007	100	good	$101,520
Sproles	1000	Benbrook Blvd (377) to Mildred	Collector	792	Asphalt	57	1978	2001	95	good	$270,864
Sproles	1100	Mildred E. to Vernon Castle	Collector	792	Asphalt	27	1955	2001	63	fair	$128,304
Sproles	1200	Vernon Castle to Cozby South	Collector	1,300	Asphalt	45	1955	2001	77	satisfactory	$351,000
Sproles	1300	Cozby South to Winscott	Collector	548	Asphalt	45	1955	2001	67	fair	$147,960
Spruce Lane	1800	Mulberry to Willow Way	Local	690	Asphalt	27	1978	2007	100	good	$111,780
Steppe			Local	395	Asphalt	28	1977	2011	81	satisfactory	$66,360

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Sterling	300	Vista Way to Armstrong	Local	2,533	concrete	30	2007	na	100	good	$455,940
Stevens Drive	300	Lakeview to city limits	Collector	2,800	penetration	18	1959	2008	49	poor	$302,400
Stevens Drive	1000	U.S. 377 to Lakeview	Collector	2,300	penetration	21	1959	2008	100	good	$289,800
Stewart Lane	7100	North Haven to cul-de-sac	Local	1,306	Concrete	30	2005		100	good	$235,080
Stonegate	7100	Cobblestone to Woodhinge	Local	850	Concrete	28	1990	NA	84	satisfactory	$142,800
Stonehill	10400		Local	935	concrete	30	2000	NA	90	good	$168,300
Stoneleigh	10000		Local	2,880	Asphalt	27	1984	2004	94	good	$466,560
Stratford	300	Vista Way to Sterling	Local	1,147	Concrete	30	2007	na	100	good	$206,460
Summerset	7100	Cobblestone to Royal Oak	Local	1,900	Concrete	28	1990	NA	85	satisfactory	$319,200
Sundown	3800	Chapin to Dawn Drive	Local	590	Asphalt	29	1965	2005	70	fair	$102,660
Sundown	3900	Dawn Drive to turn	Local	920	Asphalt	29	1965	2005	76	satisfactory	$160,080
Sundown	8500	turn to Twilight Drive South	Local	520	Asphalt	29	1965	2005	77	satisfactory	$90,480
Sunnydale	3800	Chapin to Dawn Drive	Local	580	Asphalt	28	1964	2005	73	satisfactory	$97,440
Sunnydale	3900	Dawn Drive to Sundown	Local	880	Asphalt	28	1964	2005	77	satisfactory	$147,840
Sunridge	10100	Trailridge to Trailridge	Local	815	Concrete	27	1986	NA	92	good	$132,030
Tamarack	7100	city limits to Hollow Creek	Collector	780	Asphalt	40	1971	2004	75	satisfactory	$187,200
Tamarack	7200A	Hollow Creek to Hickory Springs	Collector	440	Asphalt	40	1971	2004	70	fair	$105,600
Tamarack	7200B	Hickory Springs to dead end	Collector	400	Asphalt	40	1971	2004	86	good	$96,000
Tara	4000	Plantation to Plantation	Local	1,012	Concrete	30	1991	none	83	satisfactory	$182,160

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Team Ranch Road	9000		Thoroughfare	1,580	Concrete	48	1988	NA	86	good	$455,040
Teja Trail	8300	La Bandera to Arroyo Lane E	Local	565	Concrete	30	2005		100	good	$101,700
Thistle Court	1100		Local	170	Asphalt	27	1997	2012	100	good	$27,540
Thornhill	0		Local	1,486	Asphalt	30	1977	2005	55	poor	$267,480
Timbercreek	1000	Winscott Road to asphalt	Collector	200	Concrete	40	1977	2006	72	satisfactory	$48,000
Timbercreek	1100	concrete to Timberline Drive	Collector	3,000	Asphalt	40	1977	2006	98	good	$720,000
Timbercreek	1700	Timberline Dr to Willow Way	Collector	5,280	Asphalt	40	1977	2004	99	good	$1,267,200
Timbercrest	1200	Arrowwood to Mercedes	Local	1,430	Asphalt	27	1980	2004	91	good	$231,660
Timberline	1000	North Hilltop Pass to Timbercreek Road	Local	2,750	Asphalt	30	1976	1995	62	fair	$495,000
Timberline	1100	Timbercreek to Rio Grande	Collector	3,168	Asphalt	39	1980	1992	78	satisfactory	$741,312
Timberline	1400	Timbercreek Rd to North Hilltop Pass	Local	2,340	Asphalt	30	1976	1995	57	fair	$421,200
Timberline Court	900		Local	370	Asphalt	27	1978	none	36	very poor	$59,940
Tobie Layne	1100	Winscott to Timberline	Local	3,450	Asphalt	27	1983	2002	78	satisfactory	$558,900
Tobie Layne	1700	Timberline to Melvin	Local	1,050	Asphalt	27	1978	2005	87	good	$170,100
Trail Ridge Court	10100		Local	268	Concrete	27	1986	NA	66	fair	$43,416
Trail Ridge Drive	10100	Rolling Hills Dr to half circle	Local	1,400	Concrete	27	1986	NA	62	fair	$226,800

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Trail Ridge Drive	10200	half circle to Rolling Hills Dr	Local	1,350	Concrete	27	1986	NA	70	fair	$218,700
Trammell	1100	Winscott to Barbara	Local	3,020	Asphalt	27	1976	2002	78	satisfactory	$489,240
Trevino	10300		Local	1,510	Concrete	30	2003		77	satisfactory	$271,800
Trinidad Court	300		Local	620	Asphalt	27	1979	2009	100	good	$100,440
Trinity	1100		Local	2,765	Asphalt	27	1986	2010	83	satisfactory	$447,930
Trinity Ranch Road	7400		Local	210	concrete	36	2000	NA	97	good	$45,360
Twilight Drive South	3800	Chapin to Dawn Drive	Local	650	Asphalt	29	1965	2004	76	satisfactory	$113,100
Twilight Drive South	3900	Dawn Drive to Twilight Drive West	Local	1,200	Asphalt	29	1965	2004	74	satisfactory	$208,800
Twilight Drive South	4100	Twilight Drive West to Edgebrook Terrace	Local	270	Asphalt	29	1957	2004	56	fair	$46,980
Twilight Drive South	4200	Edgebrook Terrace to Skyview Terrace	Local	290	Asphalt	29	1957	2004	78	satisfactory	$50,460
Twilight Drive South	4300	Skyview Terrace to Elmwood Drive	Local	310	Asphalt	29	1957	2004	75	satisfactory	$53,940
Twilight Drive South	4400	Elmwood Drive to Marys Creek Drive	Local	360	Asphalt	29	1957	2004	73	satisfactory	$62,640
Twilight Drive West	8500	Springbranch to Elmwood	Local	300	Asphalt	29	1976	2009	70	fair	$52,200
Twilight Drive West	8600	Elmwood to Twilight Drive South	Local	440	Asphalt	29	1976	2009	76	satisfactory	$76,560
Twilight Drive West	8700A	Twilight Park to Marys Creek Dr	Local	130	Asphalt	29	1960	2004	79	satisfactory	$22,620

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Twilight Drive West	8700B	Marys Creek Dr to Dawn Drive	Local	220	Asphalt	29	1960	2004	92	good	$38,280
Twilight Drive West	8700C	Dawn Drive to dead end	Local	130	Asphalt	29	1960	2004	76	satisfactory	$22,620
Usher	900	Mercedes to Cozby North	Local	440	Concrete	30	1990	NA	70	fair	$79,200
Usher	1000	Cozby North to Childers	Local	1,450	Concrete	30	1990	NA	61	fair	$261,000
Usher	1100	Childers to Vernon Castle	Local	1,650	Concrete	30	1990	NA	71	satisfactory	$297,000
Usher	1200	Vernon Castle to Cozby South	Local	1,280	Concrete	30	1990	NA	83	satisfactory	$230,400
Usher	1300	Cozby South to COE	Local	590	Concrete	30	1990	NA	97	good	$106,200
Valleydale Court	7200		Local	200	Asphalt	29	1971	2011	78	satisfactory	$34,800
Van Deman Court	9000		Local	180	Asphalt	29	1998	2012	83	satisfactory	$31,320
Van Deman Drive	3800	Chapin to Delmas	Local	620	Asphalt	30	1968	2004	85	satisfactory	$111,600
Van Deman Drive	8900	Schley Court to Burkett	Local	700	Asphalt	30	1974	2004	68	fair	$126,000
Van Deman Drive	9000	Sirocka to Schley Court	Local	340	Asphalt	30	1974	2004	95	good	$61,200
Van Deman Drive	3900A	Delmas to Mahan	Local	710	Asphalt	30	1968	2004	75	satisfactory	$127,800
Van Deman Drive	3900B	Mahan to Sirocka	Local	450	Asphalt	30	1968	2004	74	satisfactory	$81,000
Vernon Castle	200	Cozby South to Benbrook Terrace	Collector	730	Asphalt	30	1980	2004	85	satisfactory	$131,400
Vernon Castle	400	Bryant to Usher	Collector	450	Asphalt	30	1980	2011	54	poor	$81,000
Vernon Castle	500	Usher to Wade Hampton	Collector	450	Asphalt	30	1980	2011	36	very poor	$81,000

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Vernon Castle	600	Wade Hampton to Warden	Collector	450	Asphalt	30	1980	2011	90	good	$81,000
Vernon Castle	700	Warden to Park Center	Collector	310	Asphalt	30	1980	2011	52	poor	$55,800
Vernon Castle	800	Park Center to John Reagan	Collector	260	Asphalt	30	1980	2011	66	fair	$46,800
Vernon Castle	1100	Winscott to Timberline	Local	2,833	Concrete	30	2003		88	good	$509,940
Vernon Castle	100E	Sproles to Bryant	Collector	1,150	Asphalt	30	1980	2004	56	fair	$207,000
Vernon Castle	100W	Benbrook Terrace to Sproles	Collector	280	Asphalt	30	1980	2004	76	satisfactory	$50,400
Vernon Castle	900A	John Reagan to Duane	Collector	390	Asphalt	30	1980	2004	40	very poor	$70,200
Vernon Castle	900B	Duane to Winscott	Collector	940	Asphalt	30	1980	2004	41	poor	$169,200
Vickery Blvd.	7100	City limits to Marys Creek	Thoroughfare	3,696	Concrete	48	1988	none	86	good	$1,064,448
Vickery Loop	5100		Local	1,075	Asphalt	30	1965	2010	28	very poor	$193,500
Vickery Loop West	5100		Local	665	Asphalt	30	1965	2010	29	very poor	$119,700
Vista Way	100	Westpark to U.S. 377	local	1,056	Asphalt	34	1981	2011	70	fair	$215,424
Vista Way	8700	Mercedes to Sproles	Collector	1,900	Concrete	40	2007	na	100	good	$456,000
Vista Way	9200	Sproles to Westpark	Collector	1,056	Asphalt	42	1985	2007	55	poor	$266,112
Wade Hampton	900	Cozby North to Mercedes	Local	440	Concrete	30	1991	NA	44	poor	$79,200
Wade Hampton	1000	Cozby North to Childers	Local	1,440	Concrete	30	1991	NA	71	satisfactory	$259,200
Wade Hampton	1100	Childers to Vernon Castle	Local	1,620	Concrete	30	1991	NA	75	satisfactory	$291,600
Wade Hampton	1200	Vernon Castle to Cozby South	Local	1,250	Concrete	30	1991	NA	68	fair	$225,000

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Wade Hampton	1300	Cozby South to COE	Local	450	Concrete	30	1991	NA	75	satisfactory	$81,000
Wandering Way	9900	Ravensway to Kenshire	Local	1,100	Asphalt	27	1979	2005	86	good	$178,200
Wandering Way	10000	Kenshire to Stoneleigh	Local	3,000	Asphalt	27	1985	2005	90	good	$486,000
Warden	900	Mercedes to Cozby North	Local	450	Concrete	30	1991	NA	54	poor	$81,000
Warden	1000	Cozby North to Childers	Local	1,440	Concrete	30	1991	NA	65	fair	$259,200
Warden	1100	Childers to Vernon Castle	Local	1,630	Concrete	30	1991	NA	100	good	$293,400
Warden	1200	Vernon Castle to Cozby South	Local	1,200	Concrete	30	1991	NA	75	satisfactory	$216,000
Warden	1300	C.O.E. to Cozby South	Local	450	Asphalt	30	1959	2000	77	satisfactory	$81,000
Waterwood Trail	6600		Local	1,250	Asphalt	39	1984	2009	80	satisfactory	$292,500
Watkins Court	4200		Local	150	Asphalt	29	1998	2012	83	satisfactory	$26,100
Wayne Court	8400		Local	100	Asphalt	27	1973	2012	81	satisfactory	$16,200
Wendy Lane	8100		Local	800	concrete	30	1999	NA	96	good	$144,000
Westbury Court	6700		Local	450	Asphalt	27	1984	none	87	good	$72,900
Westerly	3500	North of Bangor	Local	425	Concrete	30	2002	2000	77	satisfactory	$76,500
Westerly	3900	Beechwood to Redwood	Local	320	Asphalt	28	1959	2002	77	satisfactory	$53,760
Westerly	4200	Herndon to dead end	Local	250	Asphalt	28	1962	2001	88	good	$42,000
Westerly	3800A	Chapin to Westvale	Local	250	Asphalt	28	1959	2002	70	fair	$42,000
Westerly	3800B	Westvale to Beechwood	Local	1,050	Asphalt	28	1959	2002	72	satisfactory	$176,400
Westerly	4000A	Redwood to Pinewood	Local	320	Asphalt	28	1959	2002	70	fair	$53,760

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Westerly	4000B	Pinewood to Herndon	Local	320	Asphalt	28	1959	2002	87	good	$53,760
Westpark Drive	9300	U.S. 377 to Lakeway	Collector	2,668	Concrete	37	2003		98	good	$592,296
Westpark Drive	9800	Lakeway to Kenshire	Collector	1,190	Asphalt	42	1972	2005	90	good	$299,880
Westpark Drive	10000	Kenshire to Overcrest	Collector	1,320	Asphalt	42	1977	2005	98	good	$332,640
Westpark Drive	10100	Overcrest to R.M. 2871	Collector	925	Asphalt	42	1979	2005	99	good	$233,100
Westvale	8000	Chapin to Westerly	Local	1,250	Asphalt	29	1959	2005	75	satisfactory	$217,500
Whitestone Ranch Rd	10600	Trinity ranch Rd to Rolling Hills Drive	Local	1,447	Concrete	30	2002		83	satisfactory	$260,460
Whitestone Ranch Rd	10000	Rolling Hills Dr to Green Links Dr	Local	1,068	Concrete	30	2006		100	good	$192,240
Whitestone Ranch Rd.	7400	Jerry Dunn Parkway to Trinity Ranch Road	Local	3,364	concrete	30	2000	NA	91	good	$605,520
Williams Road	3400	Camp Bowie West to Bangor	Thoroughfare	1,200	Concrete	42	1986	NA	94	good	$302,400
Williams Road	3900	Ferndale to Pinewood	Thoroughfare	1,130	Asphalt	42	1981	2007	80	satisfactory	$284,760
Williams Road	4100	Pinewood to Herndon	Thoroughfare	300	Asphalt	42	1981	2007	61	fair	$75,600
Williams Road	4200	Herndon to Llano	Thoroughfare	500	Asphalt	42	1981	2007	81	satisfactory	$126,000
Williams Road	4400	Llano to Meadowside	Thoroughfare	2,290	Asphalt	42	1981	2008	77	satisfactory	$577,080
Williams Road	4900	Meadowside to Benbrook Blvd (US 377)	Thoroughfare	900	Asphalt	42	1981	2008	80	satisfactory	$226,800
Williams Road	3600A	Bangor to Carrick	Thoroughfare	300	Concrete	42	1986	NA	82	satisfactory	$75,600

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Williams Road	3600B	Carrick to Lifford	Thoroughfare	300	Concrete	42	1986	NA	100	good	$75,600
Williams Road	3700A	Lifford to Longford	Thoroughfare	300	Concrete	42	1986	NA	98	good	$75,600
Williams Road	3700B	Longford to Chapin	Thoroughfare	325	Concrete	42	1986	NA	100	good	$81,900
Williams Road	3800A	Chapin to Northbrook	Thoroughfare	460	Asphalt	42	1981	2007	100	good	$115,920
Williams Road	3800B	Northbrook to Ferndale	Thoroughfare	330	Asphalt	42	1981	2007	79	satisfactory	$83,160
Willow Bend	4000	Redwood to Pinewood	Local	310	Asphalt	29	1959	0	79	satisfactory	$53,940
Willow Bend	3900A	Ferndale to Beechwood	Local	335	Asphalt	29	1959	0	64	fair	$58,290
Willow Bend	3900B	Beechwood to Redwood	Local	310	Asphalt	29	1959	2001	89	good	$53,940
Willow Way	900	Mulberry to Timbercreek	Local	720	Asphalt	27	1978	2007	100	good	$116,640
Winbrook East	900	Winscott to dead end (east)	Local	1,421	Concrete	40	2003		97	good	$341,040
Winbrook West	800	Winscott to dead end (west)	Collector	485	concrete	40	1997	NA	92	good	$116,400
Winchester Boulevard	10800	Westpark to Royal Oak	Local	200	Concrete	44	1990	NA	100	good	$52,800
Winding Way	3900	dead end to Capra Way	Local	1,880	Asphalt	29	1967	2001	66	fair	$327,120
Winding Way	4300	Capra Way to Capra Way	Local	1,630	Asphalt	29	1967	2001	61	fair	$283,620
Windward Court	30		Local	400	Asphalt	28	1985	2005	93	good	$67,200
Windward Road	0	Crosslands to Thornhill	Local	1,712	Asphalt	28	1972	2005	58	fair	$287,616
Windy Hill		Palomino to dead end	Local	198	Concrete	30	2004			failed	$35,640

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Winscott Road	100	Marys Creek bridge to Old Benbrook Road	Thoroughfare	2,790	Concrete	48	1993	none	91	good	$803,520
Winscott Road	500	Old Benbrook Rd to I-20 frontage road	Thoroughfare	1,450	Concrete	48	1993	none	91	good	$417,600
Winscott Road	800	I-20 frontage rd to Mercedes Street	Thoroughfare	1,320	Concrete	60	1989	NA	80	satisfactory	$475,200
Winscott Road	900	Mercedes to Timbercreek Rd	Thoroughfare	2,100	Concrete	60	1989	NA	86	good	$756,000
Winscott Road	1100	Timbercreek Rd to COE property	Thoroughfare	3,000	Concrete	60	1989	NA	92	good	$1,080,000
Winscott Road	1300	COE property to Benbrook Blvd (US 377)	Thoroughfare	7,572	Concrete	48	1993	none	94	good	$2,180,736
Woodglen	500	Wandering way to dead end	Local	616	Asphalt	27	1979	2007	100	good	$99,792
Woodhinge	7100	Edgewater to Cobblestone	Local	1,000	Concrete	28	1990	NA	79	satisfactory	$168,000

ATTACHMENT 17-C

UNFUNDED DRAINAGE PROJECTS, IN PRIORITY

Changes in 2015:
Information updated through December 2015 and costs updated with 2015 dollars.

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Timber Creek	Keller Avenue	curb inlets & storm drain	$34,290	8	$27,000
Timber Creek	John Reagan	box culvert	$53,075	11	$41,791
Clear Fork/Dry Branch	Edgehill Road	curb inlets and storm drain	$8,890	3	$7,000
Mary's Creek	Idledell Drive	curb inlets & storm drain	$76,200	6	$60,000
Clear Fork/Dry Branch	Timberline Drive	curb inlets & storm drain	$19,050	3	$15,000
Timber Creek	Bryant/Usher	curb inlets & storm drain	$171,450	22	$135,000
Plantation East Creek	Elmwood Drive	curb inlets & storm drain	$16,510	2	$13,000
Plantation West Creek	Mary's Creek Drive	curb inlets & storm drain	$29,210	3	$23,000
Plantation West Creek	Dawn Drive to Mary's Creek Dr.	concrete channel	$282,890	10	$222,748
Dry Branch	Timbercreek Drive to Timber Creek	concrete channel	$858,520	38	$676,000
Timber Creek	1800 Block Timberline Dr	concrete channel	$152,400	5	$120,000
Clear Fork/Dry Branch	Willow Way	curb inlets & storm drain	$31,750	2	$25,000
Plantation East Creek	Mary's Creek Dr. to Mary's Creek	concrete channel	$72,390	2	$57,000
Willow Bend Creek	Willow Bend Road	curb inlets and storm drain	$121,920	6	$96,000
Mary's Creek	Owendale Drive	curb inlets & storm drain	$356,870	7	$281,000
Mont Del Creek	Bounty Road West	curb inlets and storm drain	$52,503	2	$41,341
Timber Creek	Bryant Street	curb inlets & storm drain	$105,410	4	$83,000
Mary's Creek	Loop 820 to US 377	earthen channel	$5,634,665	75	$4,436,744
Plantation East Creek	Springbranch Dr. to Mary's Creek Dr.	concrete channel	$424,180	5	$334,000
Timber Creek	Cozby East Street	curb inlets & storm drain	$361,950	6	$285,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Timber Creek	Park Center	curb inlets & storm drain	$401,320	6	$316,000
Plantation East Creek	Chapin Road to Plantation Dr.	concrete channel	$412,750	3	$325,000
Mont Del Creek	Mont Del Road	curb inlets & storm drain	$446,800	6	$351,811
Timber Creek	Mildred/Vernon Castle	curb inlets & storm drain	$1,687,830	20	$1,329,000
Timber Creek	Cottonwood Trail	curb inlet & storm drain	$5,080	0	$4,000
Stream MSC-1	Burkett Drive to Mary's Creek	storm drain	$11,430	0	$9,000
Plantation West Creek	Mary's Creek Drive	curb inlets & storm drain	$17,484	0	$13,767
Dutch Branch	Park Road No. 3	road culvert	$8,890	0	$7,000
Dutch Branch	Lakeview Drive	road culvert	$8,890	0	$7,000
Mont Del Creek	Legend Road	curb inlets & storm drain	$10,061	0	$7,922
Dutch Branch	Lakeview Drive	road culvert	$11,430	0	$9,000
Dutch Branch	Park Road No. 3	road culvert	$12,700	0	$10,000
Benbrook Lake	Lakeview Drive	road culvert	$12,700	0	$10,000
Dutch Branch	US 377	storm drain	$16,510	0	$13,000
Clear Fork/Dry Branch	Lampasas Drive	curb inlets & storm drain	$17,780	0	$14,000
Mary's Creek	Vickery Loop West	curb inlets and storm drain	$36,830	0	$29,000
Mary's Creek	Team Ranch	storm drain	$41,910	0	$33,000
Benbrook Lake	Covington Dr./US 377	curb inlets	$21,590	0	$17,000
Benbrook Lake	Lakeview Drive	road culvert	$21,590	0	$17,000
Walnut Creek	Whitestone Crest	storm drain	$24,130	0	$19,000
Clear Fork/Dry Branch	Timber Creek Road	curb inlets and storm drain	$24,130	0	$19,000
Benbrook Lake	Park Road No. 1	road culvert	$25,400	0	$20,000
Benbrook Lake	Kenshire Drive	curb inlets	$27,940	0	$22,000
Benbrook Lake	Park Road No. 3	road culvert	$27,940	0	$22,000
Dutch Branch	Stephens Road	road culvert & storm drain	$29,210	0	$23,000
Benbrook Lake	Jakmar Road	storm drain & curb inlets	$31,750	0	$25,000
Clear Fork	Lago Vista	curb inlets and storm drain	$38,100	0	$30,000
Dutch Branch	US 377	box culvert	$82,550	0	$65,000
Walnut Creek	Neely Drive outfall	storm drain	$95,250	0	$75,000
Walnut Creek	Sexton	storm drain	$48,260	0	$38,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Willow Bend Creek	Llano Avenue	curb inlets and storm drain	$52,070	0	$41,000
Walnut Creek	Benbrook Towne Crossing	storm drain	$58,420	0	$46,000
Mary's Creek	Ridglea Country Club golf course	storm drain	$124,460	0	$98,000
Benbrook Lake	Park Road No. 3	road culvert	$64,770	0	$51,000
Stream MSC-1	Carman & Mahan Drives	curb inlets & storm drain	$157,480	0	$124,000
Clear Fork	Southwest Blvd.	culverts	$72,390	0	$57,000
Dutch Branch	Stephens Road	culvert & storm drain	$76,200	0	$60,000
Mary's Creek	Team Ranch	storm drain	$162,560	0	$128,000
Walnut Creek	Tabernacle of Praise parking	storm drain	$85,090	0	$67,000
Mary's Creek	Team Ranch	storm drain	$173,990	0	$137,000
Plantation East Creek	Plantation Drive	curb inlets & storm drain	$175,260	0	$138,000
Clear Fork	Crosslands Road	curb inlets & storm drain	$179,070	0	$141,000
Mont Del Creek	Park Drive	box culvert	$182,880	0	$144,000
Whitestone Ranch Drainageway	Whitestone Ranch	concrete channel	$184,150	0	$145,000
Walnut Creek	Creekside Trails, Phase 1	storm drain	$92,710	0	$73,000
Mont Del Creek	Crosslands Road to Park Drive	curb inlets & storm drain	$96,027	0	$75,612
Mary's Creek	Reata/Team ranch	storm drain	$208,280	0	$164,000
Stream MSC-1	Burkett Drive	curb inlets & storm drain	$242,570	0	$191,000
Willow Bend Creek	Sutherland's parking lot	grate inlets and storm drain	$227,330	0	$179,000
Willow Bend Creek	Queens Court channel	concrete channel	$233,680	0	$184,000
Walnut Creek	Woodglen/Wandering Way	curb inlets & storm drain	$129,540	0	$102,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Stream 26	Bryant-Irvin Rd to Bellaire Dr.	concrete pilot channel	$268,601	0	$211,497
Willow Bend Creek	Williams Road	curb inlets and storm drain	$135,890	0	$107,000
Dutch Branch	Trinity Ranch	storm drain	$139,700	0	$110,000
Benbrook Lake	US 377 (Amory to Lochness)	storm drain & curb inlets	$154,940	0	$122,000
Benbrook Lake	Haywood Drive	storm drain & culvert	$160,020	0	$126,000
Benbrook Lake	Overcrest/US 377	storm drain & curb inlets	$163,830	0	$129,000
Mont Del Creek	Frontage Road	curb inlets & storm drain	$164,548	0	$129,565
Mary's Creek	Benbrook Industrial Park	storm drain	$334,010	0	$263,000
Benbrook Lake	Stephens Road	storm drain & curb inlets	$167,640	0	$132,000
Stream MSC-1	Loop 820 to Mary's Creek	concrete channel	$344,170	0	$271,000
Clear Fork	Steppe Drive/Crosslands	curb inlets and storm drain	$173,990	0	$137,000
Willow Bend Creek	Palomino Addition	concrete channel	$364,490	0	$287,000
Willow Bend Creek	Westerly/Beechwood	curb inlets and storm drain	$182,880	0	$144,000
Clear Fork	Edward's tract	storm drain	$191,770	0	$151,000
Clear Fork	Crosslands Road	curb inlets and storm drain	$193,040	0	$152,000
Walnut Creek	Creekside Trails, Phase 1	storm drain	$204,470	0	$161,000
Dutch Branch	Stephens Road	road culvert & storm drain	$215,900	0	$170,000
Timber Creek	Beall's Channel	concrete channel	$249,702	0	$196,616
Timber Creek	Cassco land	storm drain	$257,810	0	$203,000
Mont Del Creek	Crosslands Road	box culvert	$580,390	0	$457,000
Clear Fork	Timber Creek Land 77 acres	storm drain	$295,910	0	$233,000
Mont Del Creek	Southwest Blvd.	box culvert	$604,520	0	$476,000
Clear Fork/Spillway	Mildred Lane	curb inlets & storm drain	$307,340	0	$242,000
Mary's Creek	La Vista/Team Ranch	storm drain	$635,000	0	$500,000
Timber Creek	Kerry Street	curb inlets & storm drain	$346,710	0	$273,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Timber Creek	McKinley Street	curb inlets & storm drain	$347,980	0	$274,000
Stream MSC-1	Chapin Road to Mary's Creek	concrete channel	$697,230	0	$549,000
Timber Creek	U.S. 377	curb inlets & storm drain	$388,620	0	$306,000
Clear Fork/Dry Branch	Briar Run	curb inlets & storm drain	$392,430	0	$309,000
Timber Creek	US 377/Mercedes/Cozby North	curb inlets & storm drain	$394,970	0	$311,000
Mary's Creek	Benbrook Industrial Park	storm drain	$805,180	0	$634,000
Mary's Creek	Horseshoe Club South	storm drain	$842,010	0	$663,000
Clear Fork/Dry Branch	Trinity Estates Phase 3&4	curb inlets and storm drain	$475,151	0	$374,135
Timber Creek	Winscott Road	curb inlets & storm drain	$483,870	0	$381,000
Dutch Branch	RM 2871	storm drain & inlets	$521,970	0	$411,000
Timber Creek	U.S. 377	curb inlets and storm drain	$532,130	0	$419,000
Benbrook Lake	Stephens Road area	storm drain	$612,140	0	$482,000
Dutch Branch	Whitestone Crest	storm drain	$651,510	0	$513,000
Timber Creek	Town Center	storm drain	$910,590	0	$717,000
Mont Del Creek	Frontage Road to Stream CF-5	gabion-lined channel	$2,413,000	0	$1,900,000
Dutch Branch	US 377	box culvert	$1,428,750	0	$1,125,000
		Total	$33,953,199		$28,334,549