

RESOLUTION NO. 2008-04-055 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, APPROVING THE LAND USE ASSUMPTIONS FOR THE 2007-2008 ROADWAY IMPACT FEE UPDATE.

WHEREAS, per Texas Local Government Code Section 395.052, a city imposing an impact fee shall update the land use assumptions and capital improvements plan at least every five years; and

WHEREAS, per Texas Local Government Code Section 395.054, the City of McKinney, Texas has held a public hearing to consider updated land use assumptions for the 2007-2008 Roadway Impact Fee Update; and

WHEREAS, per Texas Local Government Code Section 395.054, the City of McKinney, Texas is required to adopt an ordinance, order, or resolution approving the land use assumptions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:


Section 1. The City Council of the City of McKinney, Texas approves the Land Use Assumptions for the 2007-2008 Roadway Impact Fee Update.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, COLLIN COUNTY, TEXAS ON THIS THE 1st DAY OF APRIL 2008.

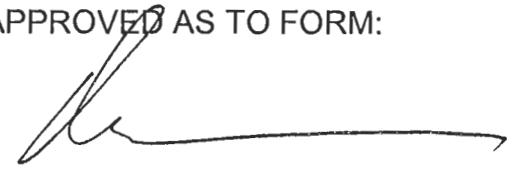
City of McKinney


BILL WHITFIELD
Mayor

ATTEST:


SANDY HART, TRMC, MMC
City Secretary
BEVERLY COVINGTON, TRMC, CMC
Deputy City Secretary

APPROVED AS TO FORM:


MARK S. HOUSER
City Attorney

**CITY OF MCKINNEY
LAND USE ASSUMPTIONS REPORT
2007-2008 IMPACT FEE UPDATE**

INTRODUCTION

In order to accurately determine the costs associated with providing infrastructure to serve new development for the purpose of assessing impact fees, a planning study must first be conducted which determines the type, amount, and location of expected growth over the next 10 years. That study, known as the land use assumptions (LUA) report, is described in Chapter 395 of the Texas Local Government Code as the basis from which all capital improvement plans for impact fees are to be created. It must be updated every five years and/or as conditions for development change in the city.

CONTENTS

The report is divided into six sections that serve to satisfy the methodology requirements of state law. They are:

- I. **Study Process:** A description of the data types and basic study procedures used in the study.
- II. **Service Area Maps:** The impact fee service areas for roadway facilities and utility facilities based on the data collection zones.
- III. **Baseline Data:** Information on population, land use, and square feet of non-residential uses for McKinney as of 2007 for each service area.
- IV. **Ultimate Projections:** Projections for population and square feet of non-residential uses which reflect a completely developed condition based on the city's Future Land Use Plan and current land use patterns.
- V. **10-Year Growth Assumptions:** Population and non-residential growth assumptions for the next ten years by service areas.
- VI. **Summary Tables:** Tabular summary of figures for baseline, 10-year projections, and ultimate projections by service areas.

I. STUDY PROCESS

In order to make estimates about the current population and non-residential square footage levels in McKinney and to develop growth assumptions to be used in capital improvements planning, a wide variety of data have been reviewed. By assimilating data of varying types and noting both the differences and similarities of their variables, logical conclusions have been drawn to support the inclusion of data which is the “best fit” for McKinney and its expected growth patterns. It is important to note that there is no “one right way” to carrying out a land use assumptions study, but City Staff has been very diligent to utilize generally accepted forecasting techniques based on sound planning principles.

A. Data Types:

1. Existing land uses (source: Collin Central Appraisal District).
2. Existing zoning map and regulations (source: City of McKinney).
3. Future land uses based on the adopted Future Land Use Plan and Module Diagram (source: City of McKinney).
4. Historical population information (source: City of McKinney).
5. Residential and non-residential developments constructed over the last seven years (source: City of McKinney).
6. Proposals for residential and non-residential developments that have been submitted to the City (and in some cases, have been approved) but not yet constructed (source: City of McKinney).
7. Observed growth characteristics of other similarly situated cities.

B. Study Procedures:

Using the data described above, the study has been prepared following these primary steps.

1. Update impact fee service areas in accordance with state law requirements. See Section II: Service Area Maps.
2. Collect/determine baseline data for 2007 population and non-residential square footage (by land use category and by service area). See Section III: Base Year Data.
3. Project the ultimate population and non-residential square footage (by land use category and by service area) for McKinney at build-out. See Section IV: Ultimate Projections.

4. Project population and non-residential square footage growth for the next ten years (by land use category and by service area). See Section V: 10-Year Growth Assumptions.

II. SERVICE AREA MAPS

As defined by Local Government Code Chapter 395, a “service area” may include all or part of the land within the political subdivision or its ETJ to be served by the capital improvements or facilities expansions specified in the capital improvements plan, except roadway facilities and storm water, drainage, and flood control facilities.

For roadway facilities, the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed 6 miles. Roadway service area boundaries generally follow existing and future major thoroughfares. The roadway service areas also represent areas of similar traffic generation characteristics and help to maintain efficiencies in accounting and administration of roadway impact fees.

Following some relatively minor changes in the boundary of McKinney’s extraterritorial jurisdiction (ETJ), a few of the service area boundaries have been changed slightly from the previous service areas. The updated Service Area Maps show the boundary as of September 2007.

Exhibit “A” shows the updated roadway service area map. Exhibit “B” shows the previous roadway service area map.

Exhibit “C” shows the updated utility service area map. Exhibit “D” shows the previous utility service area map.

UPDATED ROADWAY SERVICE AREA MAP (2007)

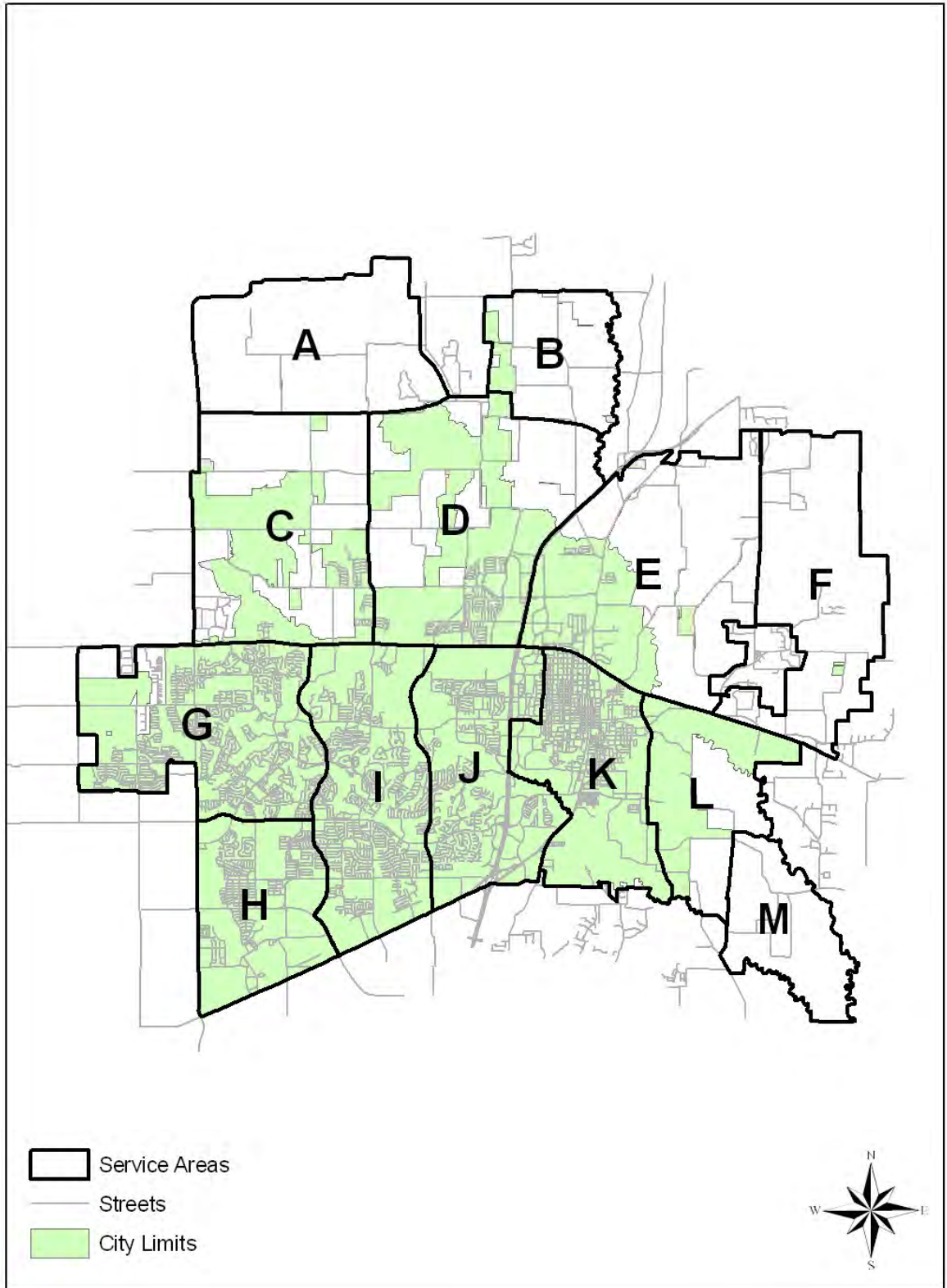


EXHIBIT "A"

PREVIOUS ROADWAY SERVICE AREA MAP (2002)

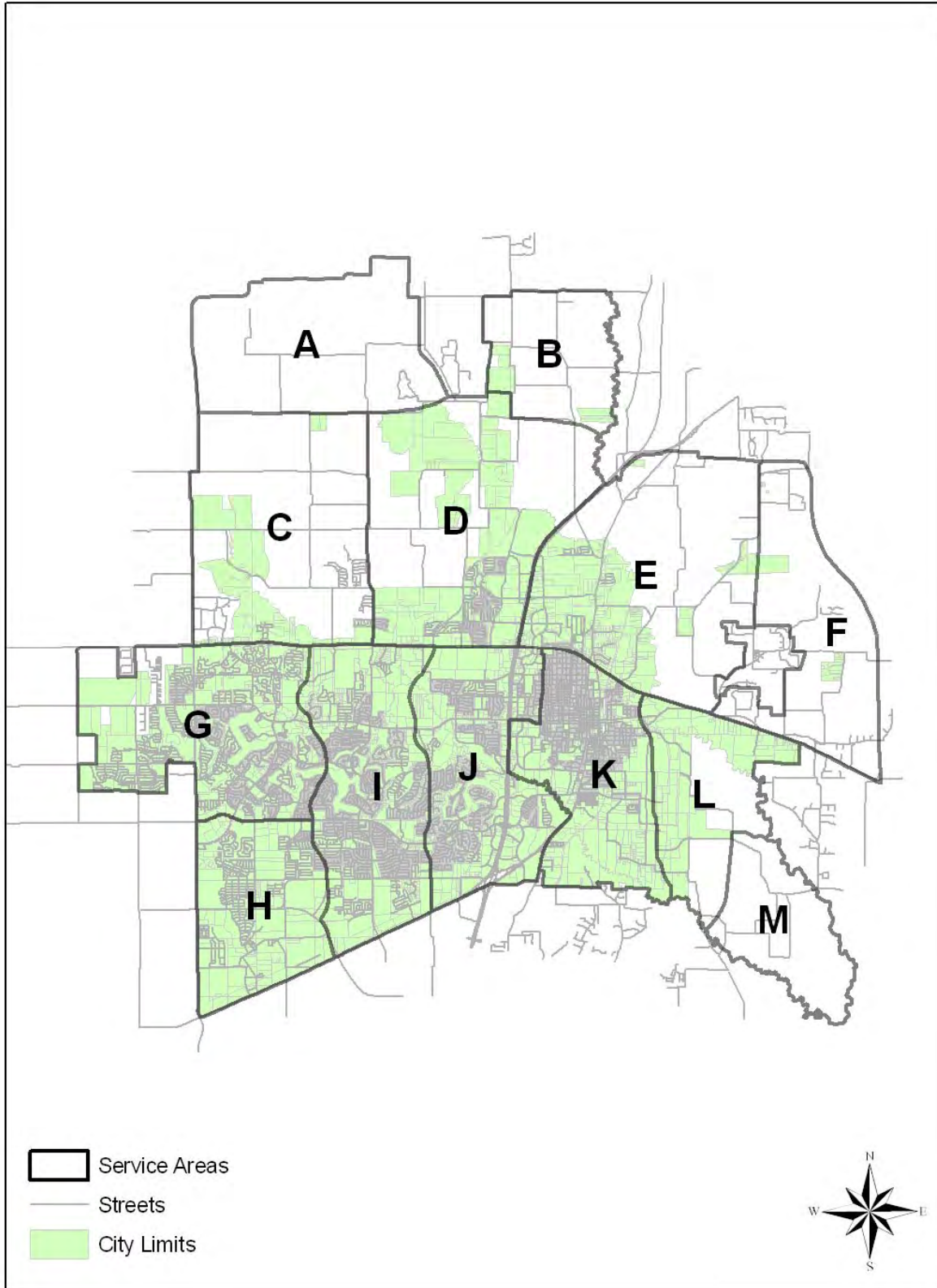


EXHIBIT "B"

UPDATED UTILITY SERVICE AREA MAP (2007)

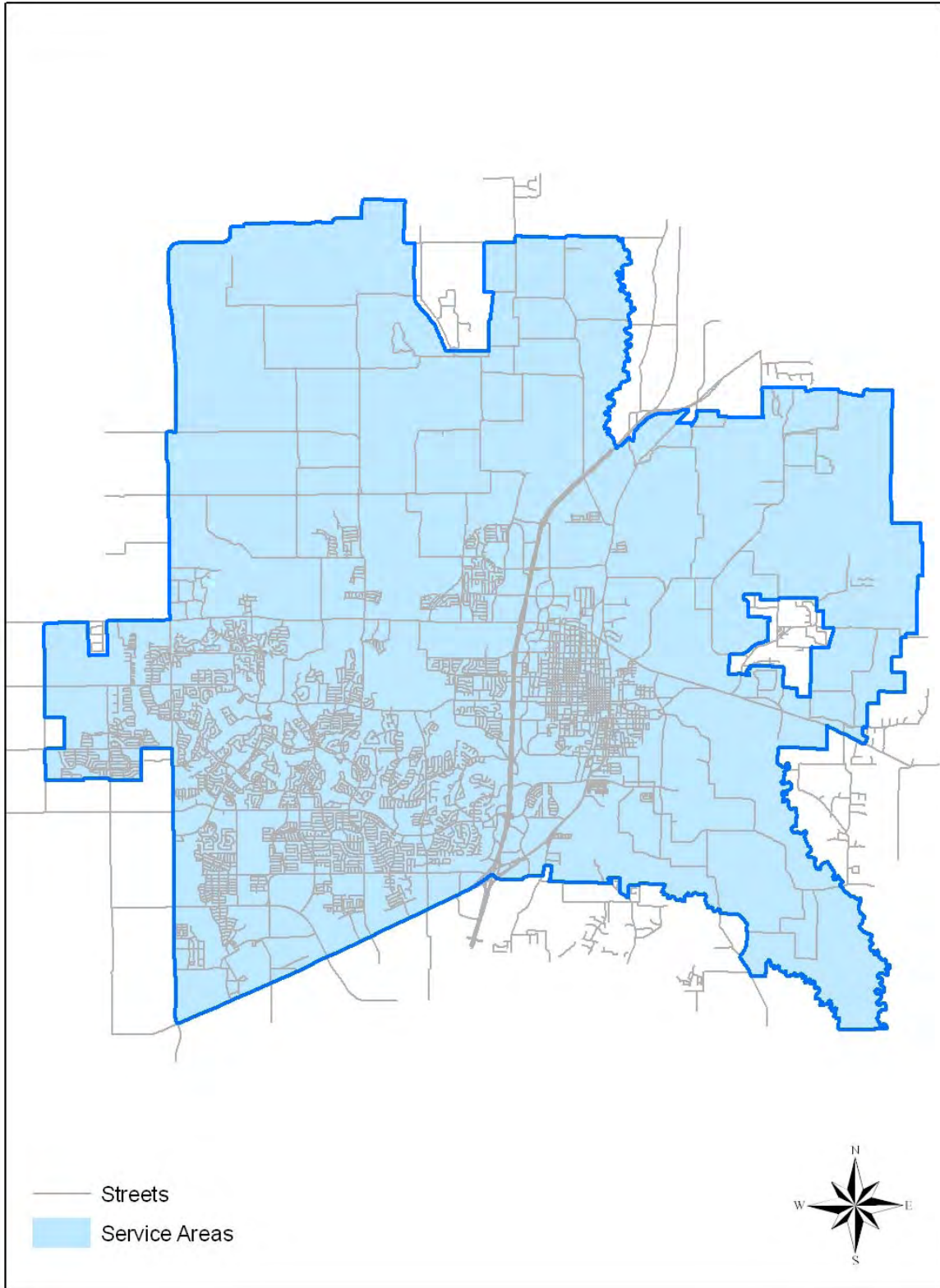


EXHIBIT "C"

PREVIOUS UTILITY SERVICE AREA MAP (2002)

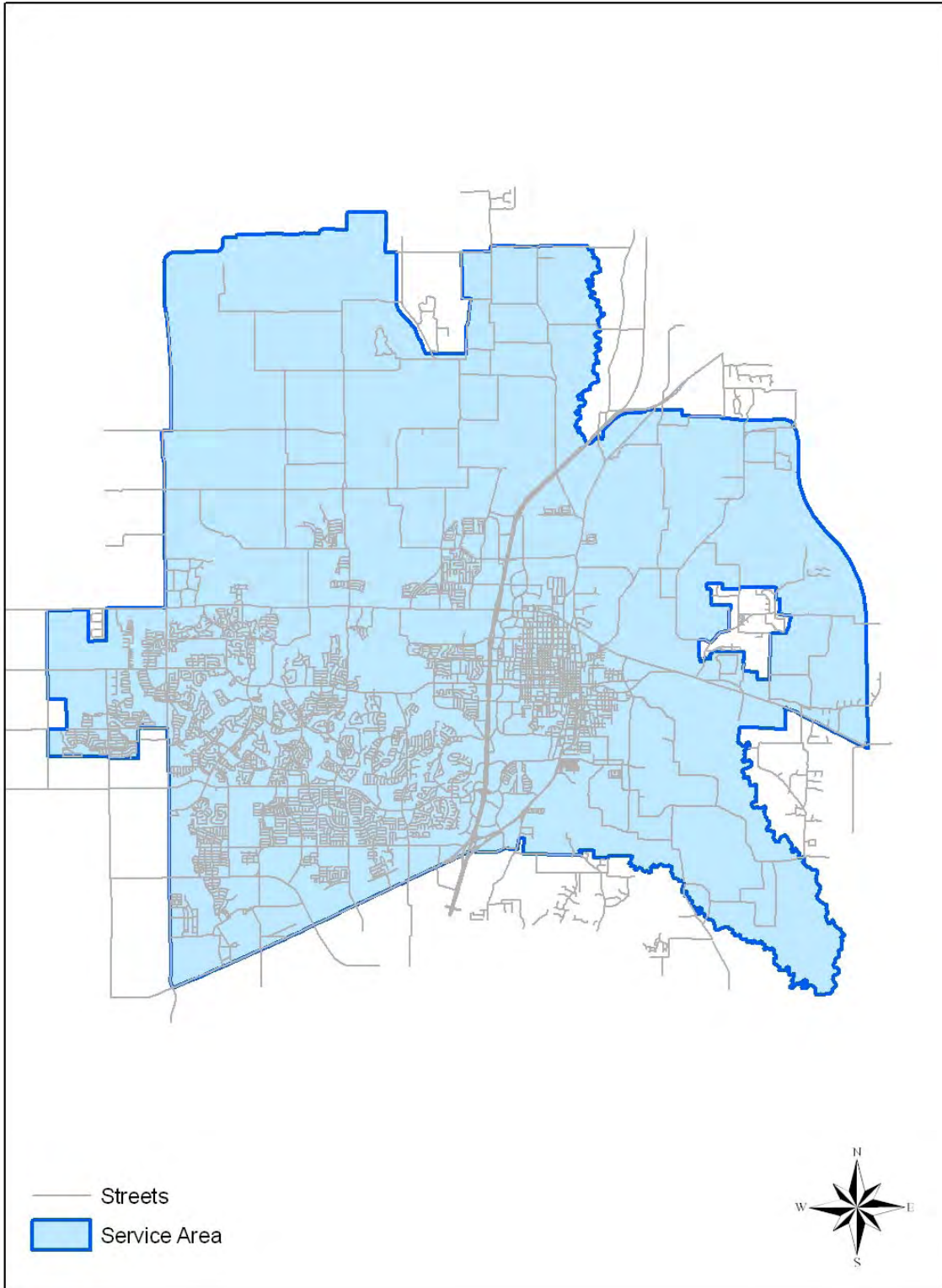


EXHIBIT "D"

III. BASELINE DATA

A. Population:

The baseline population as of January 1, 2007 has been estimated at 115,198.

Table 1 below shows McKinney's population history from the 2000 U.S Census through the estimate for January 1, 2007. Using the official 2000 U.S. Census population as a starting point, City Planning Staff estimates a population figure each year based on an analysis of building permit data for the previous year as well as on commonly accepted assumptions for occupancy rates and household sizes.

The above below illustrates that McKinney has been experiencing considerable residential growth in the past few years. With no foreseeable exhaustion of land, this trend of increasing population growth should continue well past the 10-year forecast of this study.

TABLE 1
CITY OF MCKINNEY
HISTORICAL POPULATION GROWTH
2000 – 2007

YEAR	POPULATION	COMPOUNDED ANNUAL GROWTH
2000	54,369*	-----
2001	58,438	7.5%
2002	66,990	11.0%
2003	76,907	12.3%
2004	85,865	12.1%
2005	94,733	11.8%
2006	104,853	11.6%
2007	115,198	11.3%

* Official Census figure

The citywide population estimate is then spatially distributed among the thirteen roadway service areas. To accomplish this distribution, data from Collin CAD is used in conjunction with the City's building permit data to convert the population to housing units. By querying the data using Geographic Information Systems (GIS) software, the number of housing units currently in each service area is estimated. Using the average number of persons in a single family unit and a multi-family unit (i.e. the household size), an estimated number of residents is determined for each service area. For single family, the average household size used is 3.0. For multi-family, the average household size used is 2.4. These are the standard household sizes used by City Planning Staff for the yearly population estimates. (See Summary Table in Section VI)

B. Non-Residential square footage:

It is also necessary to establish a baseline figure for the non-residential uses currently in McKinney. The measure of these non-residential uses is in square footage because building square footage provides the basis for determining the projected increase in the amount of service units demanded over the next ten years.

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

As a result, the non-residential uses are grouped into three broad categories: Basic, Service, and Retail. These three categories correspond to an aggregation of other specific land use categories based on the Standard Industrial Classification Code.

The Basic category generally consists of industrial uses. The Service category generally consists of office uses, including institutional uses (schools, government, and churches). The Retail category generally includes commercial uses.

To determine the baseline square footage of Basic, Service, and Retail uses within the City of McKinney, data from Collin CAD are used. Collin CAD provides the City Planning Staff with square footage data for all existing non-residential improvements (i.e. structures) within the city limits. GIS is then used to query the data by service area and by non-residential land use type. Using the results of these queries, a summary table of all non-residential uses within each service area is created. Adding the square footage of each non-residential land use within each service area gives the baseline square footage of Basic, Service, and Retail. (See Summary Table in Section VI)

EXISTING BASIC, SERVICE AND RETAIL (2007)

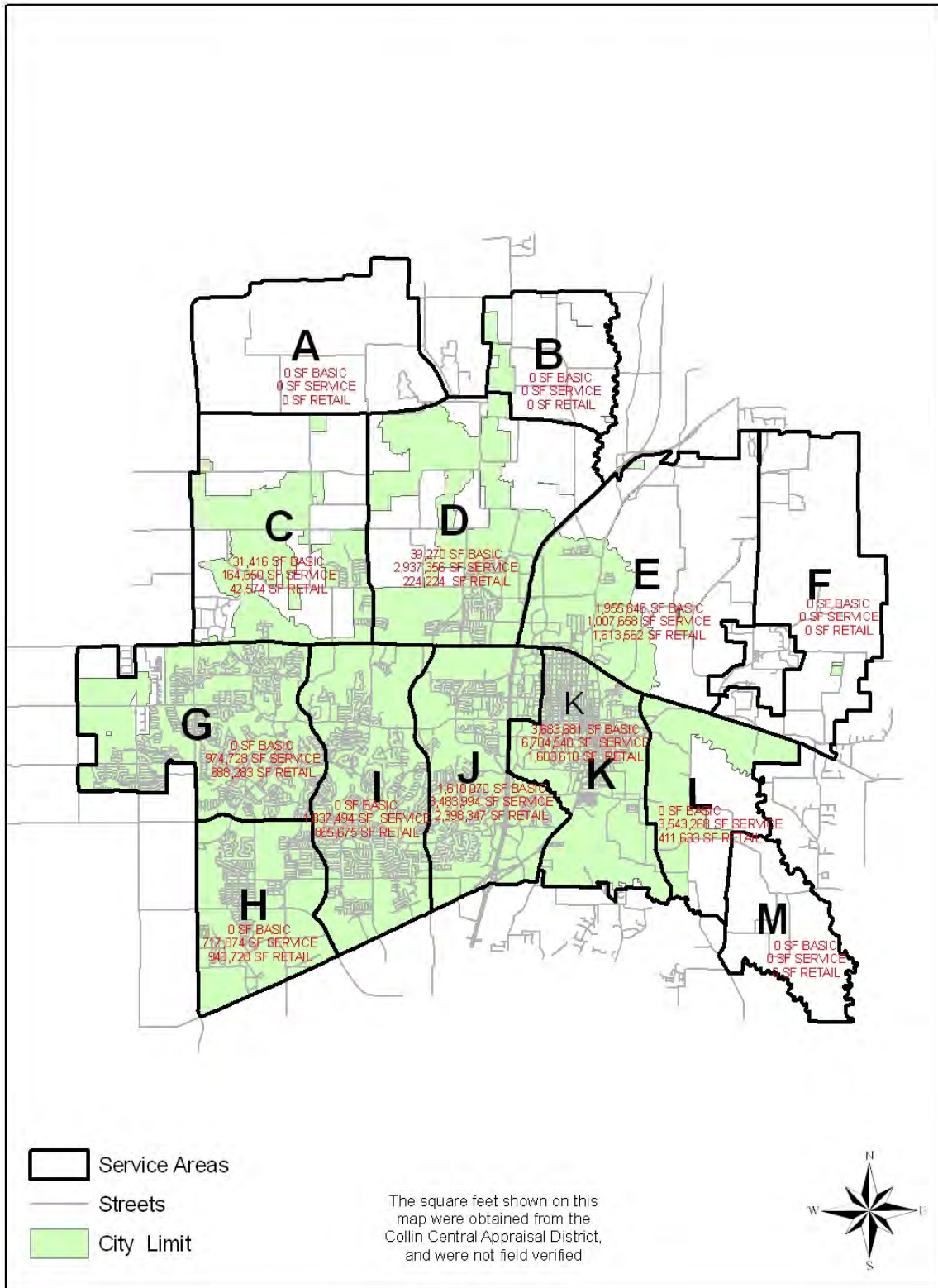


EXHIBIT "E"

IV. ULTIMATE PROJECTIONS

A. Population:

An ultimate population projection has also been established. This ultimate projection is needed as an input (i.e. it establishes an upper growth limit when plotting a Gompertz growth curve) for the ten-year projection to follow in Section V and, therefore, has been calculated first in this section.

The ultimate population of the City of McKinney is a function of residential land use area (acres), housing density (dwelling units per acre), occupancy rate, and household size (persons per dwelling unit). The ultimate population of 387,964 persons is based on the following process, in summary:

Within current city limits (applicable for roadway and utility impact fees): An existing land use map is derived from Collin CAD data and reflects currently developed properties in the City of McKinney. The existing land use map reflects existing uses and may not necessarily correspond with the zoning or Future Land Use Plan. By taking the Future Land Use Plan map and subtracting all developed land as shown on the existing land use map, a new map is created showing only undeveloped (vacant) areas within the current city limits. The undeveloped land map is then divided into service areas.

Staff then analyzes the zoning regulations for every undeveloped parcel of land in order to compile a summary of the number of single family and multi-family dwelling units that could be constructed. For parcels currently zoned "Agricultural District," Staff uses the Future Land Use Plan (and its accompanying Module Diagram). The Future Land Use Plan (and Module Diagram) is a guide indicating the City's desired future use of land and would be referenced when the City considers zoning requests. (Undeveloped acres * dwelling units per acre = projected dwelling units)

Within the ETJ but outside current city limits (applicable only for utility impact fees): Property located within the ETJ but outside the city limits is not subject to the City's zoning regulations. The Future Land Use Plan (and Module Diagram) would be used to consider which zoning regulations are to be applied to the property upon annexation into the city. Thus, the ultimate population for the area within the ETJ but outside of the current city limits is calculated based on an analysis of the Future Land Use Plan (and Module Diagram).

The acreage of each land use category in each service area is multiplied by the recommended average allowable housing density given by the Future Land Use Plan (and Module Diagram). The products of each land use category are added together to obtain the total projected dwelling units in each service area. (Undeveloped acres * dwelling units per acre = projected dwelling units)

The projected number of dwelling units for each service area within and outside of the city limits are added up to get the total projected increase in the number of dwelling units to build-out.

This figure is then adjusted by multiplying it by an occupancy rate (96.5% for single family and 85% for multi-family) to get a count of the total projected increase in the number of occupied dwelling units. These occupancy rates are the same standard rates used by City Planning Staff for the yearly population estimates. This figure is converted to population by multiplying it by an average household size (persons per dwelling unit). For single family, the average household size used is 3.0. For multi-family, the average household size used is 2.4. These are the same average household sizes used for the yearly population projection by the City.

The total projected increase in population is added to the 2007 baseline population to determine the ultimate population of the City of McKinney at 100% build out. (existing population + population increase = population at build-out) (See Summary Table in Section VI)

B. Non-Residential square footage:

To estimate the ultimate square footage of Basic, Service and Retail uses, a method similar to the one used for population is used.

Within the current city limits (applicable for roadway and utility impact fees): A map is created showing only undeveloped (vacant) areas within the current city limits. The undeveloped land map is divided into service areas. Then, Staff analyzes the zoning regulations for every undeveloped parcel of land in order to compile a summary of the number of acres within the current city limits that could be developed for Basic, Service and Retail uses.

For purposes of this analysis, the Basic category consists of zoning districts with designations for:

- ML-Light Manufacturing
- MH-Heavy Manufacturing
- PD-Planned Development Districts with industrial-type base zoning districts or development standards.

The Service category consists of zoning districts designated for:

- O-Office
- O-1 Neighborhood Office
- PD-Planned Development Districts with office-type base zoning districts or development standards).

The Retail category consists of zoning districts designated for:

- BN-Neighborhood Business
- BG-General Business

- C-Planned Center
- PD-Planned Development Districts with commercial-type base zoning districts or development standards.

For properties currently zoned “Agricultural District,” Staff uses the Future Land Use Plan (and the accompanying Module Diagram). See below for how Staff groups the various land use types of the Future Land Use Plan (and the Module Diagram) into Retail, Service or Basic categories.

Within the ETJ but outside current city limits (applicable only for utility impact fees): The ultimate non-residential square footage for the area within the ETJ but outside the current city limits is calculated based on an analysis of the Future Land Use Plan (and Module Diagram). This analysis produces a summary of the number of acres within the ETJ but outside current city limits that could be developed for Basic, Service, and Retail.

For purposes of this analysis, the Basic category consists of the following future land use types:

- Light Industrial/Manufacturing
- Flex Office/Warehouse
- Airport Operations

The Service category consists of the following future land use types:

- Office-Neighborhood
- Office-Urban
- Office-Regional
- Employment Center
- Community Facilities

The Retail category consists of the following future land use types:

- Retail-Neighborhood
- Retail-Urban
- Retail-Regional
- Lodging
- Entertainment

Using the square footage data from Collin CAD, the square footage of all existing developments (i.e. the square footage of the improvements) are then divided by the total developed acreage to determine the square footage per acre for Basic, Service, and Retail categories. (See Table 2 below)

Using the analysis of the undeveloped acres of Basic, Service, and Retail uses both within and outside of the city limits, the projected increase in square footage in each service area is found by multiplying the acreage of undeveloped land by the square footage per acre. (Existing square footage per acre of developed land * acres of undeveloped land = projected increase in building square footage) (See Table 3 below)

The projected increase in non-residential square footage is then added to the 2007 baseline square footage to determine the projected ultimate non-residential square footage of Basic, Service, and Retail uses at build-out. (See Table 4 below as well as the Summary Table in Section VI)

Table 2 below shows the square footage per acre of existing Basic, Service, and Retail uses that have been developed in the City of McKinney.

TABLE 2
CITY OF MCKINNEY
EXISTING BASIC, SERVICE, AND RETAIL
SQUARE FOOTAGE PER ACRE

	ACRES DEVELOPED	EXISTING BUILDING SQ. FT.	SQ. FT. PER ACRE
BASIC	932	7,320,083	7,854
SERVICE	3,245	21,371,570	6,586
RETAIL	1,239	8,791,636	7,096

Table 3 below shows the projected increase in non-residential square footage of Basic, Service, and Retail uses to build-out.

TABLE 3
CITY OF MCKINNEY
PROJECTED INCREASE IN BASIC, SERVICE, AND RETAIL
SQUARE FOOTAGE TO BUILD-OUT

	SQ.FT. PER ACRE	ACRES UNDEVELOPED	PROJECTED INCREASE IN BUILDING SQ. FT.
BASIC	7,854	5,238	41,141,058
SERVICE	6,586	5,975	40,612,004
RETAIL	7,096	5,850	41,828,920

Table 4 below shows the projected ultimate non-residential square footage of Basic, Service, and Retail uses at build-out

TABLE 4
CITY OF MCKINNEY
PROJECTED BASIC, SERVICE, AND RETAIL
SQUARE FOOTAGE AT BUILD-OUT

	EXISTING BUILDING SQ. FT.	PROJECTED INCREASE IN BUILDING SQ. FT.	TOTAL SQ. FT. AT BUILD OUT
BASIC	7,320,083	41,141,058	48,461,141
SERVICE	21,371,570	40,612,004	61,983,574
RETAIL	8,791,636	41,828,920	50,620,556

Exhibit "F" shows the projected increase in acres by service area for the Basic, Service, and Retail categories.

PROJECTED INCREASE IN ACREAGE OF NON RESIDENTIAL USES TO BUILD OUT

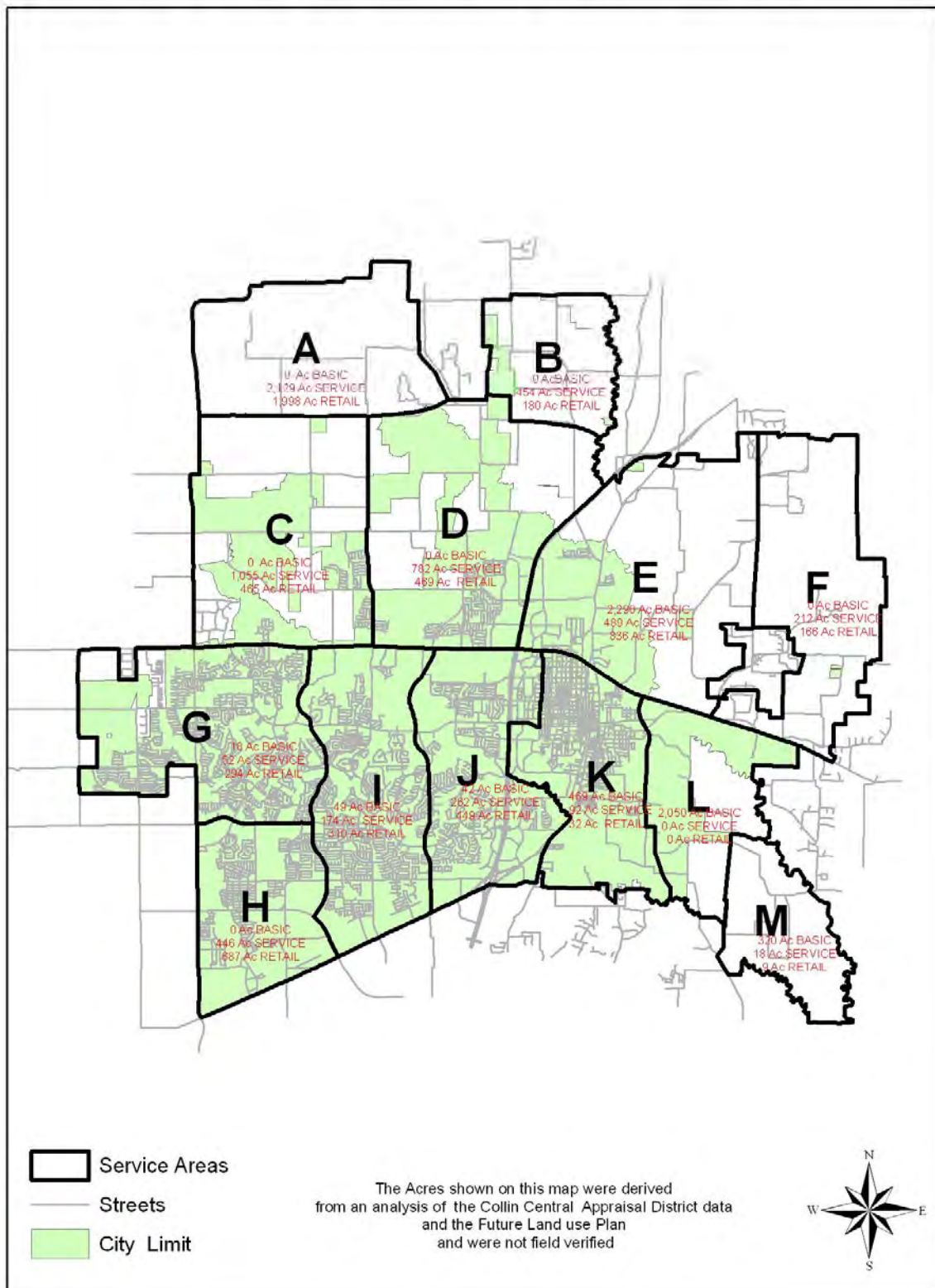


EXHIBIT "F"

V. 10-YEAR GROWTH ASSUMPTIONS

A. Population:

The ten-year population projection for land use assumptions is not only based on densities established by the existing zoning regulations and by the currently adopted Future Land Use Plan (and Module Diagram), but it is also based on historical population data. As aforementioned in Section III of this report, McKinney has been experiencing considerable population growth in the past few years. With no foreseeable exhaustion of land, this trend of increasing population growth is expected to continue well past the 10-year forecast of this study.

There are several methods for projecting population growth based on historic population data. One of these methods involves using a linear growth curve which assumes a constant growth rate and takes the form of a straight line when plotted. This method has suited the City of McKinney's relatively constant growth rate over the past 6-7 years.

However, in recent months, the City of McKinney (along with the rest of the country) has begun to experience a significant slowdown in the single family residential market. For projections over a relatively short period of time such as ten years, the linear method is too simplified and does not accurately accommodate a significant economic slowdown such as the current one. Therefore, in order to develop a projection that is a better fit over the next ten years, two other standard methods of projection have been utilized, and the average of the two has been incorporated into this land use assumptions report. The two methods are the Gompertz growth curve and the ratio technique.

The Gompertz growth curve is an extrapolation method that generally fits the growth pattern of McKinney over the last few years. It assumes that, during the total growth period of a geographic area, the growth is slow in the beginning, then increases exponentially for a period of time, and then tapers off as the population approaches an upper growth limit. When plotted, the curve resembles an "S". Using the ultimate population (387,964) from the build-out projections as the upper growth limit, a Gompertz curve has been plotted.

Projections for larger geographic areas (i.e. counties or regions) are more reliable than projections for smaller areas (i.e. cities) since the larger population base is less likely to exhibit short term variations. For this reason, a second method called the ratio technique has also been utilized. This method assumes that, if the relationship between the population of a city and its larger geographic area (for example, a county) has been a generally fixed ratio, the population of the city can be projected based on the population projection of the county.

Analyzing data from Collin CAD over the last five years shows that the total number of single family units in McKinney has been about 15% of the total units in Collin County. Likewise, analyzing data from the State Demographer over the

last five years shows that the population for McKinney has been about 15% of that of Collin County.

With no foreseeable constraint on the supply of developable land in McKinney, it is assumed that McKinney's share of population growth in Collin County will remain the same for at least the next 10 years. Using this assumption, McKinney's population has been calculated for the ten year period as 15% of the population projected by the State Demographer for Collin County for the same 10-year period.

The Gompertz projection provides the high end of the projection, and the ratio method provides the low end. Then, the average of both methods is used to establish the 10-year population projection.

Once the population is projected for the 10-year window, dispersing the additional population among the service areas is necessary. In order to accurately disperse the population, population growth trends (i.e. quantity and location of anticipated additional residential dwelling units) have been analyzed by considering all planned lots/units shown on all pending plats and general development plans. (See Summary Table in Section VI)

Note: Municipal Utility District (Nos. 1 and 2) and Utility Impact Fees

The Trinity Falls MUD, a large master-planned development located wholly within the northern reaches of McKinney's ETJ, anticipates ultimate build-out of approximately 4,500 single-family residential units on approximately 1,700 acres. The City of McKinney will be providing water and wastewater service to this development, and, as such, this development will be subject to utility impact fees.

Based on consideration of data provided by the developer as well as information contained in various agreements between the developer and the City, and also given the recent slowdown in the single-family residential market, City Staff is making the following assumptions for this impact fee update:

- Approximately 2,700 residential units are projected to be developed in the Trinity Falls development within the 10-year planning window of this impact fee update.
- No amount of non-residential square footage is projected to be developed in the Trinity Falls development within the 10-year planning window of this impact fee update.
- The Trinity Falls development is not anticipated to be annexed into the corporate boundaries of the City of McKinney within the 10-year planning window of this impact fee update.

B. Non-Residential square footage:

The baseline 2007 non-residential square footage figures have been used as a reference point of how developed the service areas are in 2007. To forecast the amount of growth in Basic, Service, and Retail categories over the 10-year period of the study, a combination of three methods have been used.

It is assumed that the anticipated growth of uses in the Retail category will tend to follow the growth of population. In order to determine the amount of Retail growth within the City of McKinney, a ratio of current square footage of Retail space to population is determined. The location of the anticipated Retail growth is determined by analyzing population growth, the location of undeveloped land and the location of developing retail corridors and nodes. Using these methodologies, Staff is able to forecast the amount and location of Retail uses anticipated over the next 10 years.

It is assumed that the anticipated growth of uses in the Basic category will not follow population but, instead, will grow at the same rate it has over the last five years. It is also assumed that Basic uses will be concentrated in industrial areas of the city. A per year average of the amount of Basic uses constructed over the past five years is used by Staff to forecast the amount of Basic growth anticipated over the next 10 years. The location of the anticipated Basic growth is determined by analyzing the location of undeveloped land, zoning regulations and the Future Land Use Plan (and Module Diagram).

To forecast the amount of anticipated growth of uses in the Service category over the next 10 years, a combination of current square footage per person and historical levels of Service uses in McKinney is used. The amount of Service growth can be tied to population growth, but it is not as dependent on the population growth as Retail uses. It is assumed that the location of some Service uses (i.e. neighborhood-scale offices, churches, and schools) would be dispersed according to population, but the location of some other types of Service uses (i.e. larger-scale office parks, governmental centers, etc.) may be located within clusters throughout the city. The location of the anticipated Service growth is determined by analyzing the location of undeveloped land, zoning regulations, and the Future Land Use Plan (and Module Diagram) as well as the location of residential growth. (See Summary Table in Section VI)

VI. SUMMARY TABLES

Baseline 2007					
Service Area	Residential		Non-Residential Square Feet		
	Population	Dwelling Units	Basic	Service	Retail
A	0	0	0	0	0
B	0	0	0	0	0
C	1,510	522	31,416	164,650	42,574
D	7,728	2,674	39,270	2,937,356	224,224
E	2,013	697	1,955,646	1,007,658	1,613,562
F	3	1	0	0	0
G	27,706	9,587	0	974,728	688,283
H	9,133	3,160	0	717,874	943,728
I	28,313	9,797	0	1,837,494	865,675
J	20,947	7,248	1,610,070	3,483,994	2,398,347
K	17,738	6,138	3,683,681	6,704,548	1,603,610
L	107	37	0	3,543,268	411,633
M	0	0	0	0	0
Total	115,198	39,861	7,320,083	21,371,570	8,791,636

10-Year Projection					
Service Area	Residential		Non-Residential Square Feet		
	Population	Dwelling Units	Basic	Service	Retail
A	0	0	0	0	0
B	7,812	2,703	0	953	520
C	11,129	3,851	31,416	1,296,204	461,238
D	13,686	4,736	39,270	3,915,619	612,938
E	2,527	874	2,662,506	1,572,414	2,049,418
F	169	59	0	17,467	9,542
G	47,180	16,325	0	1,310,615	1,511,406
H	24,766	8,570	0	1,978,859	1,701,120
I	41,270	14,280	0	2,592,611	1,353,226
J	27,493	9,513	1,610,070	4,221,686	3,221,794
K	19,701	6,817	4,186,337	7,084,005	1,745,804
L	107	37	408,408	3,543,268	411,633
M	0	0	0	0	0
Total	195,840	67,765	8,938,007	27,533,702	13,078,639

Note: All numbers are cumulative (i.e. numbers include the baseline figures)

Build-out Projection					
Service Area	Residential		Non-Residential Square Feet		
	Population	Dwelling Units	Basic	Service	Retail
A	19,037	6,587	0	14,023,700	14,182,420
B	24,097	8,338	0	2,990,373	1,277,280
C	60,017	20,767	31,416	7,115,514	3,339,375
D	66,566	23,033	39,270	8,090,854	3,551,324
E	21,499	7,439	19,941,306	4,226,500	7,543,123
F	14,856	5,140	0	1,393,941	1,180,382
G	50,289	17,401	142,943	1,315,882	2,772,010
H	31,107	10,764	0	3,657,416	5,820,923
I	49,261	17,045	386,652	2,986,224	3,064,514
J	29,971	10,371	1,936,796	5,208,256	5,581,612
K	21,157	7,321	7,368,778	7,313,098	1,832,095
L	107	37	16,100,700	3,543,268	411,633
M	0	0	2,513,280	118,548	63,864
Total	387,964	134,244	48,461,141	61,983,574	50,620,556

Note: All numbers are cumulative (i.e. numbers include the baseline figures)

RESOLUTION NO. 2008-10-173 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, APPROVING THE AMENDMENT OF THE CAPITAL IMPROVEMENTS PLAN FOR ROADWAY IMPACT FEES FOR THE 2007-2008 ROADWAY IMPACT FEE UPDATE.

WHEREAS, per Texas Local Government Code Section 395.052, a city imposing a roadway impact fee shall update the land use assumptions and capital improvements plan at least every five years; and

WHEREAS, the City of McKinney, Texas held a public hearing and approved the updated Land Use Assumptions for the 2007-2008 Roadway Impact Fee Update on April 1, 2008;

WHEREAS, per Texas Local Government Code Section 395.054, the City of McKinney, Texas has held a public hearing to consider the amendment of the Capital Improvements Plan for Roadway Impact Fees for the 2007-2008 Roadway Impact Fee Update; and

WHEREAS, per Texas Local Government Code Section 395.054, the City of McKinney, Texas is required to adopt an ordinance, order, or resolution approving the amendment of the capital improvements plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:


Section 1. The City Council of the City of McKinney, Texas approves the amendment of the Capital Improvements Plan for Roadway Impact Fees for the 2007-2008 Roadway Impact Fee Update.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, COLLIN COUNTY, TEXAS ON THIS THE 21ST DAY OF OCTOBER 2008.

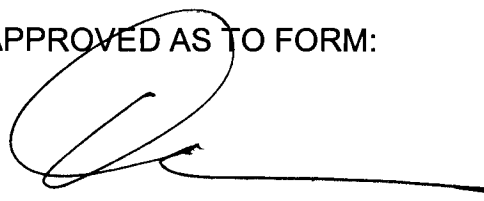
City of McKinney


BILL WHITFIELD
Mayor

ATTEST:


SANDY HART, TRMC, MMC
City Secretary
BEVERLY COVINGTON, TRMC, CMC
Deputy City Secretary

APPROVED AS TO FORM:


MARK S. HOUSER
City Attorney

2007 - 2008 Roadway Impact Fee Update



City of McKinney, TX

Prepared by:



801 Cherry Street, Unit 11
Suite 950
Fort Worth, TX 76102
817.335.6511

October 2008



© Kimley-Horn and Associates, Inc., 2008
061269200

EXHIBIT 2



Table of Contents

- I. Introduction 1**
- II. Roadway Impact Fee Calculation Inputs 2**
 - A. Land Use Assumptions 2
 - B. Roadway Improvements Plan..... 6
- III. Methodology for Roadway Impact Fees 16**
 - A. Service Areas..... 16
 - B. Service Units..... 16
 - C. Cost Per Service Unit..... 17
 - D. Cost of the RIP 17
 - E. Service Unit Calculation 27
- IV. Impact Fee Calculations 32**
 - A. Maximum Assessable Impact Fee Per Service Unit 32
 - B. Plan For Awarding the Roadway Impact Fee Credit 34
 - C. Financial Component of Impact Fee Determination 35
 - D. Service Unit Demand Per Unit of Development..... 37
 - E. Land Use Descriptions..... 37
- V. Sample Calculations 52**
- VI. Conclusion 53**
- APPENDICES 54**
 - A. Conceptual Level Project Cost Projections
 - B. RIP Service Units of Supply
 - C. Existing Roadway Facilities Inventory
 - D. Plan For Awarding the Roadway Impact Fee Credit Summary
 - E. Plan For Awarding the Roadway Impact Fee Credit Supporting Exhibits



List of Exhibits

1	Service Areas	3
2	Roadway Impact Fee RIP	15

List of Tables

1	Residential and Non-Residential Projections for the City of McKinney	4 - 5
2	Roadway Improvements Plan for Roadway Impact Fees	
	Service Area A	6
	Service Area B	6
	Service Area C	7
	Service Area D	8
	Service Area E	9
	Service Area F	9
	Service Area G	10
	Service Area H	11
	Service Area I	12
	Service Area J	13
	Service Area K	13
	Service Area L	14
	Service Area M	14
3	Level of Use Table	
	Level of Use for Proposed Facilities	16
	Level of Use for Existing Facilities	16
4	Roadway Improvements Plan for Roadway Impact Fees with Conceptual Level Cost Projections	
	Service Area A	19
	Service Area B	19
	Service Area C	20
	Service Area D	21
	Service Area E	22
	Service Area F	22
	Service Area G	23
	Service Area H	24
	Service Area I	25
	Service Area J	26
	Service Area K	26
	Service Area L	27
	Service Area M	27
5	Maximum Trip Lengths	29
6	Transportation Demand Factor Calculations	
	Service Area C Example	29
	Service Area I Example	30
7	10-Year Growth Projections	31
8	Maximum Assessable Roadway Impact Fee	36
9	Land Use/Vehicle-Mile Equivalency Table (LUVMET)	
	Service Area A	38
	Service Area B	39
	Service Area C	40



List of Tables (cont.)

Service Area D	41
Service Area E	42
Service Area F	43
Service Area G	44
Service Area H	45
Service Area I	46
Service Area J	47
Service Area K	48
Service Area L	49
Service Area M	50
10 Land Use Descriptions	51



I. INTRODUCTION

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

Chapter 395 mandates that impact fees be reviewed and updated at least every five (5) years. Accordingly, the City of McKinney has initiated a review of its Land Use Assumptions, Roadway Improvements Plan, and Impact Fees. The City has retained Kimley-Horn and Associates, Inc, to provide professional transportation engineering services for the update of their Roadway Impact Fees. This report includes the update of the impact fee calculation in accordance with Chapter 395 and the adopted revisions to the Land Use Assumptions and the Roadway Improvements Plan.

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

- Service Areas
- Service Units
- Cost Per Service Unit
- Cost of the RIP
- Service Unit Calculation
- Maximum Assessable Impact Fee Per Service Unit
- Service Unit Demand Per Unit of Development

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



II. ROADWAY IMPACT FEE CALCULATION INPUTS

A. LAND USE ASSUMPTIONS

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for population and employment growth projections within a political subdivision. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and population in the service area. The Land Use Assumptions used in this report were developed by City of McKinney staff and are presented in a separate report titled *Land Use Assumptions Report 2007-2008 Impact Fee Update (Land Use Assumptions)*. These Land Use Assumptions were adopted by City Council on April 1, 2008.

The residential and non-residential estimates and projections were all compiled in accordance with the following categories:

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

Population: Number of people, based on person per dwelling unit factors.

Employment: Square feet of building area based on retail, service, and basic land uses. Each classification has unique trip making characteristics.

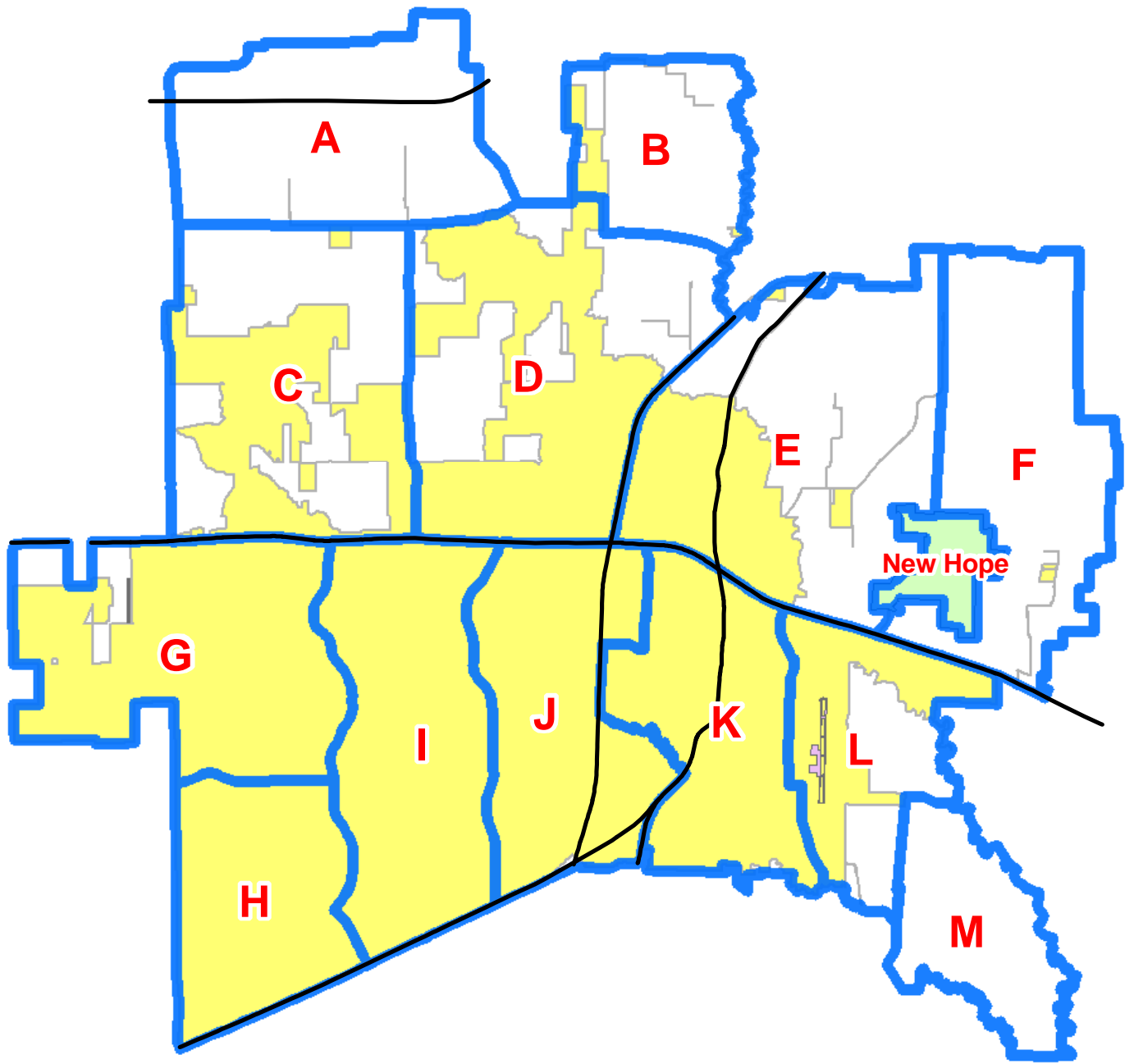
Retail: Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

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



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

The geographic boundaries of the impact fee service areas for roadway facilities are shown in **Exhibit 1**. The City of McKinney is divided into thirteen (13) service areas, each based upon a six (6) mile limit as required in Chapter 395.

Table 1 summarizes the residential and non-residential projections by service area within the City of McKinney for 2007, as well as the residential and non-residential projections by service area within the City of McKinney for 2017. The Build Out projections (which include areas within the current city limits and extraterritorial jurisdiction) are provided for reference purposes only. The information provided in **Table 1** was taken from the previously referenced *Land Use Assumptions Report 2007-2008 Impact Fee Update*.




Legend

-  Service Area Boundaries
-  McKinney City Limits


Impact Fee Service Areas

Exhibit #1
Roadway
Impact Fee Update



0 1 2
Miles

October 2008



Kimley-Horn
and Associates, Inc.

EXHIBIT 2



Table 1. Residential and Non-Residential Projections for the City of McKinney

Service Area	Year	Residential		Non-Residential (Square Feet)			
		Population	Units	Basic	Service	Retail	Total
A	2007	0	0	0	0	0	0
		0.00%		0.00%	0.00%	0.00%	0.00%
	2017	0	0	0	0	0	0
		0.00%		0.00%	0.00%	0.00%	0.00%
Build Out	19,037	6,587	0	14,023,700	14,182,420	28,206,120	
B	2007	0	0	0	0	0	0
		0.00%		0.00%	0.00%	0.00%	0.00%
	2017	7,812	2,703	0	953	520	1,473
		32.42%		0.00%	0.03%	0.04%	0.03%
Build Out	24,097	8,338	0	2,990,373	1,277,280	4,267,653	
C	2007	1,510	522	31,416	164,650	42,574	238,640
		2.52%		100.00%	2.31%	1.27%	2.28%
	2017	11,129	3,851	31,416	1,296,204	461,238	1,788,858
		18.54%		100.00%	18.22%	13.81%	17.06%
Build Out	60,017	20,767	31,416	7,115,514	3,339,375	10,486,305	
D	2007	7,728	2,674	39,270	2,937,356	224,224	3,200,850
		11.61%		100.00%	36.30%	6.31%	27.40%
	2017	13,686	4,736	39,270	3,915,619	612,938	4,567,827
		20.56%		100.00%	48.40%	17.26%	39.10%
Build Out	66,566	23,033	39,270	8,090,854	3,551,324	11,681,448	
E	2007	2,013	697	1,955,646	1,007,658	1,613,562	4,576,866
		9.36%		9.81%	23.84%	21.39%	14.43%
	2017	2,527	874	2,662,506	1,572,414	2,049,418	6,284,338
		11.75%		13.35%	37.20%	27.17%	19.82%
Build Out	21,499	7,439	19,941,306	4,226,500	7,543,123	31,710,929	
F	2007	3	1	0	0	0	0
		0.02%		0.00%	0.00%	0.00%	0.00%
	2017	169	59	0	17,467	9,542	27,009
		1.15%		0.00%	1.25%	0.81%	1.05%
Build Out	14,856	5,140	0	1,393,941	1,180,382	2,574,323	
G	2007	27,706	9,587	0	974,728	688,283	1,663,011
		55.09%		0.00%	74.07%	24.83%	39.31%
	2017	47,180	16,325	0	1,310,615	1,511,406	2,822,021
		93.82%		0.00%	99.60%	54.52%	66.70%
Build Out	50,289	17,401	142,943	1,315,882	2,772,010	4,230,835	



Table 1. Residential and Non-Residential Projections for the City of McKinney (cont.)

Service Area	Year	Residential		Non-Residential (Square Feet)			
		Population	Units	Basic	Service	Retail	Total
H	2007	9,133	3,160	0	717,874	943,728	1,661,602
		29.36%		0.00%	19.63%	16.21%	17.53%
	2017	24,766	8,570	0	1,978,859	1,701,120	3,679,979
		79.62%		0.00%	54.11%	29.22%	38.83%
Build Out	31,107	10,764	0	3,657,416	5,820,923	9,478,339	
I	2007	28,313	9,797	0	1,837,494	865,675	2,703,169
		57.48%		0.00%	61.53%	28.25%	41.99%
	2017	41,270	14,280	0	2,592,611	1,353,226	3,945,837
		83.78%		0.00%	86.82%	44.16%	61.30%
Build Out	49,261	17,045	386,652	2,986,224	3,064,514	6,437,390	
J	2007	20,947	7,248	1,610,070	3,483,994	2,398,347	7,492,411
		69.89%		83.13%	66.89%	42.97%	58.87%
	2017	27,493	9,513	1,610,070	4,221,686	3,221,794	9,053,550
		91.73%		83.13%	81.06%	57.72%	71.14%
Build Out	29,971	10,371	1,936,796	5,208,256	5,581,612	12,726,664	
K	2007	17,738	6,138	3,683,681	6,704,548	1,603,610	11,991,839
		83.84%		49.99%	91.68%	87.53%	72.62%
	2017	19,701	6,817	4,186,337	7,084,005	1,745,804	13,016,146
		93.12%		56.81%	96.87%	95.29%	78.82%
Build Out	21,157	7,321	7,368,778	7,313,098	1,832,095	16,513,971	
L	2007	107	37	0	3,543,268	411,633	3,954,901
		100.00%		0.00%	100.00%	100.00%	19.72%
	2017	107	37	408,408	3,543,268	411,633	4,363,309
		100.00%		2.54%	100.00%	100.00%	21.76%
Build Out	107	37	16,100,700	3,543,268	411,633	20,055,601	
M	2007	0	0	0	0	0	0
		n/a		0.00%	0.00%	0.00%	0.00%
	2017	0	0	0	0	0	0
		n/a		0.00%	0.00%	0.00%	0.00%
Build Out	0	0	2,513,280	118,548	63,864	2,695,692	



B. ROADWAY IMPROVEMENTS PLAN

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

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

The RIP includes arterial class roadway facilities as well as intersection improvements. All of the arterial facilities are part of the currently adopted Master Thoroughfare Plan.

The RIP for Roadway Impact Fees for the 2007-2008 Impact Fee Update is listed in **Table 2** and mapped in **Exhibit 2 (see also back pocket)**. The table shows the length of each project as well as the facility’s Master Thoroughfare Plan classification. The RIP was developed in conjunction with input from City of McKinney staff and represents those projects that will be needed to accommodate the growth projected in the *Land Use Assumptions Report 2007-2008 Impact Fee Update*.

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

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
A	A-1, D-1	M6D	Future Arterial B (2)	CCR 168 to E. City Limits	0.30	50%

Table 2.B. Roadway Improvement Plan for Roadway Impact Fees – Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
B	B-1	M6D	Hardin Blvd. (1)	CCR 204 to CCR 206	0.07	100%
	B-2	M6D	Hardin Blvd. (2)	CCR 206 to Future Fannin Rd.	0.33	100%
	B-3	M6D	Hardin Blvd. (3)	Future Fannin Rd. to CCR 226	0.46	100%
	B-4, D-19	M6D	Hardin Blvd. (4)	CCR 226 to Future Arterial B	0.40	50%
	B-5	G4D	Fannin Rd.	Future Hardin Blvd. to CCR 227	0.06	100%
	S-2		Signal Installation	Hardin Blvd. & Fannin Rd.		75%



Table 2.C. Roadway Improvement Plan for Roadway Impact Fees – Service Area C

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
C	C-1	M6D	Future Arterial B (1)	CCR 165 to E. City Limits	0.29	50%
	C-2	M6D	FM 1461 (1)	Custer Road to 665' E. of Custer Road	0.37	50%
	C-3	M6D	FM 1461 (2)	2,180' W. of CCR 165 to 1,160' E. of CCR 165	0.63	50%
	C-4	M6D	Bloomdale Rd. (1)	Custer Rd. to 475' E. of CCR 124	0.67	50%
	C-5	M6D	Bloomdale Rd. (2)	475' E. of CCR 124 to 2,135' W. of Future Ridge Rd.	0.93	100%
	C-6	M6D	Bloomdale Rd. (3)	2,135' W. of Future Ridge Rd. to 575' W. of Future Ridge Rd.	0.30	50%
	C-7	M6D	Bloomdale Rd. (4)	575' W. of Future Ridge Rd. to Future Ridge Rd.	0.11	100%
	C-8	M6D	Bloomdale Rd. (5)	1,965' E. of Ridge Rd. to Lake Forest Dr.	0.62	50%
	C-9	M6D	Wilmeth Rd. (1)	495' E. of Custer Rd. to Future Stonebridge Dr.	0.94	100%
	C-10	M6D	Wilmeth Rd. (2)	1,670' W. of Stover Ck. to Stover Ck.	0.32	50%
	C-11	M6D	Wilmeth Rd. (3)	1,275' W. of Ridgeknoll to Ridgeknoll	0.24	50%
	C-12	M6D (1/3)	Wilmeth Rd. (4)	Ridgeknoll to 265' W. of Sunnyside Dr.	0.24	50%
	C-13	M6D (1/3)	Wilmeth Rd. (5)	265' W. of Sunnyside Dr. to Lake Forest Dr.	0.27	100%
	C-14	M6D	Stonebridge Dr. (1)	2,100' S. of FM 1461 to US 380	2.49	100%
	C-15	M6D	Ridge Rd. (1)	CCR 168 to 1,520' S. of CCR 168	0.29	50%
	C-16	M6D	Ridge Rd. (2)	FM 1461 to Baxter Well	0.56	100%
	C-17	M6D	Ridge Rd. (3)	Baxter Well to 2,130' S. of Bloomdale Rd.	0.84	50%
	C-18	M6D	Ridge Rd. (4)	Wilson Creek to US 380	0.17	100%
	C-19	M6D	Lake Forest Dr. (1)	Bloomdale Rd. to 1,080' N. of Birchwood	0.49	50%
	C-20	M6D (2/3)	Lake Forest Dr. (2)	1,080' N. of Birchwood to Wilmeth Rd.	0.54	25%
	C-21, D-15	M6D (2/3)	Lake Forest Dr. (3)	Wilmeth (CCR 161) to Summit View	0.33	50%
	C-22, D-16	M6D	Lake Forest Dr. (4)	Summit View to US 380	0.62	50%
	C-23	P6D	Custer Rd. (1)	FM 1461 to 2,590' N. of Bloomdale	0.48	100%
	S-1		Signal Installation	Future Arterial B & Ridge Rd.		50%
	S-4		Signal Installation	Custer Rd. & FM 1461		75%
	S-5		Signal Installation	Ridge Rd. & FM 1461		50%
	S-6		Signal Installation	Custer Rd. & Bloomdale Rd.		25%
	S-7		Signal Installation	Stonebridge Dr. & Bloomdale Rd.		100%
	S-8		Signal Installation	Ridge Rd. & Bloomdale Rd.		50%
	S-9		Signal Installation	Lake Forest Dr. & Bloomdale Rd.		25%
S-10		Signal Installation	Stonebridge Dr. & Wilmeth Rd.		50%	
S-12		Signal Installation	Stonebridge Dr. & US 380		50%	
S-13		Signal Installation	Forest Ridge Dr. & US 380		50%	
S-14		Signal Installation	Ridge Rd. & US 380		50%	



Table 2.D. Roadway Improvement Plan for Roadway Impact Fees – Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
D	A-1, D-1	M6D	Future Arterial B (2)	CCR 168 to E. City Limits	0.30	50%
	D-2	M6D	Future Arterial B (3)	W. City Limits. to CCR 229	0.41	100%
	D-3	M6D	Future Arterial C (1)	435' E. of Lake Forest Dr. to 835' W. of Future Unnamed B	0.57	50%
	D-4	M6D	Future Arterial C (2)	835' W. of Future Unnamed B to CCR 202	1.77	100%
	D-5	M6D	Bloomdale Rd. (6)	1,470' E. of Future Unnamed B to 1,250 E. of CCR 1007	0.29	100%
	D-6	M6D	Bloomdale Rd. (7)	1,250 E. of CCR 1007 to CCR 1007	0.24	50%
	D-7	M6D	Bloomdale Rd. (8)	CCR 1007 to Community Ave.	0.86	100%
	D-8	M6D	Bloomdale Rd. (9)	Community Ave. to US 75	0.44	100%
	D-9	M6D	Wilmeth Rd. (6)	Lake Forest Dr. to CCR 943	0.90	50%
	D-10	M6D	Wilmeth Rd. (7)	CCR 943 to 2,290 W. of Hardin Blvd.	0.25	100%
	D-11	M6D	Wilmeth Rd. (8)	2,290 W. of Hardin Blvd. to Hardin Blvd.	0.43	50%
	D-12	M6D (1/3)	Wilmeth Rd. (9)	Hardin Blvd. to James Pitts	1.05	100%
	D-13	M6D	Wilmeth Rd. (10)	James Pitts to US 75 SBFR	0.12	100%
	D-14	M6D	Lake Forest Dr. (5)	180' S. of Future Arterial C to 495' S. of Baxter Well	0.64	50%
	C-21, D-15	M6D (2/3)	Lake Forest Dr. (3)	Wilmeth (CCR 161) to Summit View	0.33	50%
	C-22, D-16	M6D	Lake Forest Dr. (4)	Summit View to US 380	0.62	50%
	D-17	M6D	Future Unnamed B (1)	Future Arterial C to 2,280' S. of Future Arterial C	0.43	100%
	D-18	M6D	Future Unnamed B (2)	2,050' N. of Wilmeth Rd. to Wilmeth Rd.	0.39	100%
	B-4, D-19	M6D	Hardin Blvd. (4)	CCR 226 to Future Arterial B	0.40	50%
	D-20	M6D	Hardin Blvd. (5)	2,730' N. of Future Arterial C to Future Arterial C	0.52	100%
	D-21	M6D	Hardin Blvd. (6)	Future Arterial C to Community Ave.	0.86	100%
	D-22	M6D	Hardin Blvd. (7)	CCR 164 (Bloomdale) to 1,805' N. of Wilmeth Rd.	0.80	100%
	D-23	M6D (1/3)	Hardin Blvd. (8)	Wilmeth Rd. to US 380	1.19	100%
	D-24	M4U	Community Ave. (1)	Future Hardin Blvd. to E. City Limits	0.36	100%
	D-25	M4U	Community Ave. (2)	N. City Limits to 2,585' N. of Bloomdale Rd.	0.19	100%
	D-26	M4U (1/2)	Community Ave. (3)	2,585' N. of Bloomdale Rd. to Bloomdale Rd.	0.49	100%
	D-27	M4U (1/2)	Community Ave. (4)	Bloomdale Rd. to 115' S. of Brinlee Branch	0.45	100%
	D-28	M4U	Community Ave. (5)	115' S. of Brinlee Branch to US 380	1.34	100%
	S-3		Signal Installation	Hardin Blvd. & Future Arterial B		25%
	S-11		Signal Installation	Lake Forest Dr. & Wilmeth Rd.		25%
	S-15		Signal Installation	Unnamed B & FM 1461		100%
S-16		Signal Installation	Hardin Blvd. & FM 1461		100%	
S-17		Signal Installation	Hardin Blvd. & Community Ave.		75%	
S-18		Signal Installation	Hardin Blvd. & Bloomdale Rd.		100%	
S-19		Signal Installation	Community Ave. & Bloomdale Rd.		100%	
S-20		Signal Installation	Unnamed B & Wilmeth Rd.		75%	
S-21		Signal Installation	Hardin Blvd. & Wilmeth Rd.		50%	



Table 2.E. Roadway Improvement Plan for Roadway Impact Fees – Service Area E

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
E	E-1	M6D	Bloomdale Rd. (10)	US 75 NBFR to Redbud Blvd. (CCR 273)	0.06	100%
	E-2	M6D	Bloomdale Rd. (11)	Redbud Blvd. to 600' W. of Shawnee	0.25	100%
	E-3	M6D (2/3)	Bloomdale Rd. (12)	600' W. of Shawnee to SH 5	0.77	100%
	E-4	M6D	FM 543 (1)	Honey Creek to Bloomdale Rd.	0.38	100%
	E-5	M6D	Wilmeth Rd. (11)	US 75 NBFR to Redbud Blvd.	0.26	100%
	E-6	M6D (1/3) OUTSIDE	Wilmeth Rd. (12)	Redbud Blvd. to 2,000 E. of Redbud Blvd.	0.38	100%
	E-7	M6D (2/3)	Wilmeth Rd. (13)	2,000 E. of Redbud Blvd. to SH 5	0.52	100%
	E-8	M6D	Wilmeth Rd. (14)	SH 5 to McIntyre Rd.	0.39	100%
	E-9	M6D	Wilmeth Rd. (15)	1,610' E. of SH 5 to E. City Limits	0.49	100%
	E-10	M4D	Redbud Blvd. (1)	Bloomdale to 1,070' N. of Wilmeth Rd.	0.51	100%
	E-11	M4D (1/2)	Redbud Blvd. (2)	1,070' N. of Wilmeth Rd. to Wilmeth Rd.	0.20	100%
	E-12	M4D	Redbud Blvd. (3)	Wilmeth Rd. to 430' S. of Wilmeth Rd.	0.08	100%
	E-13	M6D	Airport Dr. (1)	SH 5 to E. City Limits (RR)	0.94	100%
	E-14	M6D	Airport Dr. (2)	N. City Limits (McIntyre) to US 380	1.57	100%
	E-15	M6D	FM 2933	Woodlawn Road to CCR 335	0.50	100%
	S-22		Signal Installation	Redbud Blvd. & Bloomdale Rd.		100%
S-23		Signal Installation	Airport Dr. & Bloomdale Rd.		100%	
S-24		Signal Installation	Redbud Blvd. & Wilmeth Rd.		100%	
S-25		Signal Installation	SH 5 & Wilmeth Rd.		100%	
S-26		Signal Installation	Airport Dr. & Wilmeth Rd.		75%	

Table 2.F. Roadway Improvement Plan for Roadway Impact Fees – Service Area F

No Impact Fee Eligible Roadway Projects



Table 2.G. Roadway Improvement Plan for Roadway Impact Fees – Service Area G

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
G	G-1	M6D	Virginia Pkwy. (1)	Coit Rd. to 575' W. of Independence Pkwy.	0.92	100%
	G-2	M6D	Virginia Pkwy. (2)	575' W. of Independence Pkwy. to Independence Pkwy.	0.11	50%
	G-3	M6D	Virginia Pkwy. (3)	Independence Pkwy. to 935' W. of Virginia Hills	0.46	100%
	G-4	M6D	Virginia Pkwy. (4)	935' W. of Virginia Hills to Custer Rd.	0.51	100%
	G-5	M6D (1/3)	Virginia Pkwy. (5)	Custer Rd. to St. Gabriel Way	1.01	100%
	G-6	M6D	Virginia Pkwy. (6)	St. Gabriel Way to Ridge Rd.	1.13	100%
	G-7	M6D	Westridge Blvd. (1)	Coit Rd. to 1,685' E. of Coit Rd.	0.32	50%
	G-8	M6D (2/3)	Westridge Blvd. (2)	1,685' E. of Coit Rd. to Eden	0.16	100%
	G-9	M6D (1/3)	Westridge Blvd. (3)	Eden to Independence Pkwy.	0.56	100%
	G-10	M6D (1/3)	Westridge Blvd. (4)	Independence Pkwy. to Memory	0.49	100%
	G-11	M6D (2/3)	Westridge Blvd. (5)	Memory to Custer Rd.	0.50	50%
	G-12, H-1	G4D	Eldorado Pkwy. (1)	Custer Rd. to Ridge Rd.	2.05	50%
	G-13	M4D	Glen Oaks Dr. (1)	Stonebridge Dr. to Ridge Rd.	0.90	100%
	G-14	M6D	Coit Rd. (1)	2,360 N. of Virginia to 2,780 S. of Virginia	0.97	50%
	G-15	M6D	Coit Rd. (2)	Westridge Rd. to S. City Limits	0.49	50%
	G-16	M6D	Independence Pkwy. (1)	2,580' N. of Virginia Pkwy. to 1,355' N. of Virginia Pkwy.	0.23	100%
	G-17	M6D	Independence Pkwy. (2)	1,355' N. of Virginia Pkwy. to Virginia Pkwy.	0.26	50%
	G-18	M6D (2/3)	Independence Pkwy. (3)	Virginia Pkwy. to 435' N. of Northgate	0.54	100%
	G-19	M6D (1/3)	Independence Pkwy. (4)	435' N. of Northgate to S. City Limits	0.94	100%
	G-20	P6D	Custer Rd. (2)	US 380 to Virginia Pkwy.	1.03	100%
	G-21	P6D	Custer Rd. (3)	Virginia Pkwy. to Westridge Blvd.	1.01	100%
	G-22	G4D	Stonebridge Dr. (2)	US 380 to Eldorado Pkwy.	3.97	100%
	G-23	G4D	Alma Rd. (1)	Stonebridge Dr. to Eldorado Pkwy.	0.44	100%
	G-24, I-11	G4D	Ridge Rd. (5)	US 380 to 1,055' N. of Creekside Dr.	1.11	50%
	G-25, I-12	G4D	Ridge Rd. (6)	1,055' N. of Creekside Dr. to Eldorado Pkwy.	2.02	50%
	G-26	M6D	Independence Pkwy. (5)	3,100' N. of Virginia Pkwy. to 2,580' N. of Virginia Pkwy.	0.10	50%
	S-12		Signal Installation	Stonebridge Dr. & US 380		50%
	S-13		Signal Installation	Forest Ridge Dr. & US 380		50%
	S-14		Signal Installation	Ridge Rd. & US 380		25%
	S-27		Signal Installation	Coit Rd. & Virginia Pkwy.		50%
	S-28		Signal Installation	Independence Pkwy. & Virginia Pkwy.		100%
	S-29		Signal Installation	Coit Rd. & Westridge Rd.		25%
	S-30		Signal Installation	Independence Pkwy. & Westridge Rd.		100%
	S-31		Signal Installation	Custer Rd. & Westridge Rd.		75%
S-32		Signal Installation	Stonebridge Dr. & Alma Dr.		100%	
S-33		Signal Installation	Ridge Rd. & Glen Oaks Dr.		50%	
S-34		Signal Installation	Alma Rd. & Eldorado Pkwy.		50%	



Table 2.H. Roadway Improvement Plan for Roadway Impact Fees – Service Area H

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
H	G-12, H-1	G4D	Eldorado Pkwy. (1)	Custer Rd. to Ridge Rd.	2.05	50%
	H-2	G4D	Stonebridge Dr. (3)	Custer Rd. to Eldorado Pkwy.	0.84	100%
	H-3	M4D	Silverado Trl. (1)	Custer Rd. to 140' W. of La Tierra Linda	0.44	100%
	H-4	M4D	Silverado Trl. (2)	Alma Rd. to 120' W. of Alfalfa Dr.	0.20	100%
	H-5	M4D (1/2)	Silverado Trl. (3)	120' W. of Alfalfa Dr. to 115' E. Furrow Dr.	0.29	100%
	H-6	M4D	Silverado Trl. (4)	115' E. Furrow Dr. to Existing FM 720	0.21	100%
	H-7	M6D (1/3)	McKinney Ranch Pkwy. (1)	Stacy Rd. to Ridge Rd.	0.86	100%
	H-8	P6D (1/3)	Stacy Rd. (1)	Custer Rd. to Existing FM 720	1.40	100%
	H-9	P6D (1/3)	Stacy Rd. (2)	Existing FM 720 to Ridge Rd.	0.64	100%
	H-10, I-10	P6D (1/3)	Stacy Rd. (3)	Ridge Rd. to SH 121 (S. City Limits)	0.82	50%
	H-11	G4D	Collin McKinney Pkwy. (1)	4,125' W. of Alma to Alma (Couplet)	0.33	100%
	H-12	M6D	Exchange Blvd.	Collin McKinney Pkwy. To SH 121	0.65	100%
	H-13	G4D	Alma Rd. (2)	Eldorado to 805' S. of Beaver Ck.	0.38	100%
	H-14	G4D (1/2)	Alma Rd. (3)	805' S. of Beaver Ck. to Silverado Trl.	0.38	100%
	H-15	M6D (2/3)	Alma Rd. (4)	Silverado Trl. to 450' S. of Heritage Palms	0.47	100%
	H-16	M6D	Alma Rd. (5)	Stacy Rd. to SH 121	1.47	100%
	H-17, I-13	G4D	Ridge Rd. (7)	Eldorado Pkwy. to McKinney Ranch Pkwy.	1.08	50%
	H-18, I-14	M6D (1/3)	Ridge Rd. (8)	McKinney Ranch Pkwy. to Stacy Rd.	0.66	50%
	H-19	M6D (1/3)	Alma Rd. (6)	545' N. of Stacy Rd. to Stacy Rd.	0.10	100%
	S-34		Signal Installation	Alma Rd. & Eldorado Pkwy.		50%
	S-35		Signal Installation	Custer Rd. & Silverado Trl.		50%
	S-36		Signal Installation	Alma Rd. & Silverado Trl.		100%
	S-37		Signal Installation	FM 720 & Silverado Trl.		100%
	S-38		Signal Installation	Alma Rd. & Stacy Rd.		100%
	S-39		Signal Installation	FM 720 & Stacy Rd.		100%
	S-40		Signal Installation	Ridge Rd. & Stacy Rd.		75%
	S-41		Signal Installation	Collin McKinney Pkwy. & Exchange Blvd.		100%
	S-42		Signal Installation	Collin McKinney Pkwy. & Alma Rd.		100%
	S-43		Signal Installation	Collin McKinney Pkwy. & Stacy Rd.		50%



Table 2.I. Roadway Improvement Plan for Roadway Impact Fees – Service Area I

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
I	I-1	M6D	Virginia Pkwy. (6)	Ridge Rd. to 1,035' E. of Ridge Rd.	0.20	100%
	I-2	M6D (1/3)	Virginia Pkwy. (7)	1,035' E. of Ridge Rd. to 1,100' W. of Hardin Blvd.	1.43	100%
	I-3	M4D	Glen Oaks Dr. (2)	Ridge Rd. to Lake Forest Dr.	0.46	100%
	I-4	G4D	Eldorado Pkwy. (2)	Ridge Rd. to Hardin Blvd.	2.07	100%
	I-5	M6D (1/3)	McKinney Ranch Pkwy. (2)	Ridge Rd. to Hardin Blvd.	1.80	100%
	I-6	G4D	Collin McKinney Pkwy. (2)	Stacy Rd. to Village Park	0.52	100%
	I-7	G4D	Collin McKinney Pkwy. (3)	Lake Forest Dr. to Cottonwood Creek	0.31	100%
	I-8	G4D (1/2)	Collin McKinney Pkwy. (4)	Cottonwood Creek to 1,110' E. of Tina	0.55	100%
	I-9	G4D	Collin McKinney Pkwy. (5)	1,110' E. of Tina to Hardin Blvd.	0.18	100%
	H-10, I-10	P6D (1/3)	Stacy Rd. (3)	Ridge Rd. to SH 121 (S. City Limits)	0.82	50%
	G-24, I-11	G4D	Ridge Rd. (5)	US 380 to 1,055' N. of Creekside Dr.	1.11	50%
	G-25, I-12	G4D	Ridge Rd. (6)	1,055' N. of Creekside Dr. to Eldorado Pkwy.	2.02	50%
	H-17, I-13	G4D	Ridge Rd. (7)	Eldorado Pkwy. to McKinney Ranch Pkwy.	1.08	50%
	H-18, I-14	M6D (1/3)	Ridge Rd. (8)	McKinney Ranch Pkwy. to Stacy Rd.	0.66	50%
	I-15	G4D (1/2)	Lake Forest Dr. (6)	US 380 to 1,105' N. of Raincrest	0.67	100%
	I-16	G4D	Lake Forest Dr. (7)	1,105' N. of Raincrest to Grampian Way	0.40	100%
	I-17	G4D	Lake Forest Dr. (8)	Grampian Way to McKinney Ranch Pkwy.	3.21	100%
	I-18	M6D (1/3)	Lake Forest Dr. (9)	McKinney Ranch Pkwy. to SH 121	1.04	100%
	I-19, J-10	G4D	Hardin Blvd. (9)	US 380 to Virginia Pkwy.	1.57	50%
	I-20, J-11	G4D	Hardin Blvd. (10)	Virginia Pkwy. to Provine Road	1.17	50%
	I-21, J-12	G4D	Hardin Blvd. (11)	730' N. of Eldorado Pkwy. to Eldorado Pkwy.	0.14	50%
	I-22, J-13	G4D	Hardin Blvd. (12)	Trailwood to McKinney Ranch Pkwy.	0.26	50%
	I-23, J-14	M6D (1/3)	Hardin Blvd. (13)	McKinney Ranch Pkwy. to SH 121	0.57	50%
	S-14		Signal Installation	Ridge Rd. & US 380		25%
	S-33		Signal Installation	Ridge Rd. & Glen Oaks Dr.		50%
	S-40		Signal Installation	Ridge Rd. & Stacy Rd.		25%
	S-43		Signal Installation	Collin McKinney Pkwy. & Stacy Rd.		50%
	S-44		Signal Installation	Lake Forest Dr. & Glen Oaks Dr.		100%
	S-45		Signal Installation	Hardin Blvd. & White Ave.		50%
	S-46		Signal Installation	Eldorado Pkwy. & Highlands Dr.		100%
S-47		Signal Installation	Lake Forest Dr. & Highlands Dr.		100%	
S-48		Signal Installation	Lake Forest Dr. & Collin McKinney Pkwy.		100%	
S-49		Signal Installation	Hardin Blvd. & Collin McKinney Pkwy.		50%	



Table 2.J. Roadway Improvement Plan for Roadway Impact Fees – Service Area J

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
J	J-1	M4D	White Ave. (1)	Future Hardin Blvd. to Bois D'Arc	0.23	100%
	J-2	M4D (1/2)	White Ave. (2)	Bois D'Arc to Community Ave.	0.93	100%
	J-3	M4D	White Ave. (3)	Community Ave. to US 75	0.46	100%
	J-4	G4D	Eldorado Pkwy. (2)	Kingsbury Dr. to Wilson Creek (SA J/K Boundary)	0.34	100%
	J-5	M6D (1/3)	McKinney Ranch Pkwy. (3)	Hardin Blvd. to 500' E. of Hardin Blvd.	0.09	100%
	J-6	M6D	McKinney Ranch Pkwy. (4)	500' E. of Hardin Blvd. to US 75 SBFR	0.77	100%
	J-7	G4D	Collin McKinney Pkwy. (6)	Hardin Blvd. to McKinney Ranch Pkwy.	0.72	100%
	J-8	M4U	Collin McKinney Pkwy. (7)	McKinney Ranch Pkwy. to 720' W. of Test Dr.	0.36	100%
	J-9	M4U (1/2)	Collin McKinney Pkwy. (8)	720' W. of Test Dr. to Craig Dr.	0.40	100%
	I-19, J-10	G4D	Hardin Blvd. (9)	US 380 to Virginia Pkwy.	1.57	50%
	I-20, J-11	G4D	Hardin Blvd. (10)	Virginia Pkwy. to Provine Road	1.17	50%
	I-21, J-12	G4D	Hardin Blvd. (11)	730' N. of Eldorado Pkwy. to Eldorado Pkwy.	0.14	50%
	I-22, J-13	G4D	Hardin Blvd. (12)	Trailwood to McKinney Ranch Pkwy.	0.26	50%
	I-23, J-14	M6D (1/3)	Hardin Blvd. (13)	McKinney Ranch Pkwy. to SH 121	0.57	50%
	J-15	M4U	Community Ave. (6)	US 380 to White Ave.	0.61	100%
	J-16	M4D	Medical Center Dr. (1)	Eldorado Pkwy. to Spur 399	0.75	100%
	J-17	M4U	Medical Center Dr. (2)	Spur 399 to Old Frisco Rd.	0.33	100%
	S-45		Signal Installation	Hardin Blvd. & White Ave.		50%
	S-49		Signal Installation	Hardin Blvd. & Collin McKinney Pkwy.		50%
	S-50		Signal Installation	Community Ave. & White Ave.		100%
S-51		Signal Installation	Collin McKinney Pkwy. & Craig Dr.		100%	
S-52		Signal Installation	McKinney Ranch Pkwy. & Collin McKinney Pkwy.		100%	
S-53		Signal Installation	Redbud Blvd. & Virginia St.		50%	

Table 2.K. Roadway Improvement Plan for Roadway Impact Fees – Service Area K

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
K	K-1	M4U	Wilson Creek Blvd. (1)	490' S. of Virginia Pkwy. to Rockhill Rd.	0.23	100%
	K-2	M4D	Wilson Creek Blvd. (2)	Rockhill Rd. to 1,415' S. of Rockhill Rd.	0.27	100%
	K-3	M4D	Wilson Creek Blvd. (3)	Parkview Ave. to Finch Creek	0.42	100%
	K-4	M4U (1/2)	Elm St. (1)	SH 5 to Rockwall St.	0.29	100%
	K-5	M4U	Elm St. (2)	Rockwall St. to Millwood Rd.	0.25	100%
	K-6	M4U	Elm St. (3)	Millwood Rd. to Airport Dr.	0.37	100%
	K-7	G4D	Eldorado Pkwy. (3)	Wilson Creek to SH 5	0.40	100%
	K-8	M6D (1/3)	Industrial Blvd. (1)	Millwood Rd. to Airport Dr.	0.35	100%
	K-9	M6D (2/3)	Old Mill Rd. (1)	SH 5 to Union Pacific RR	0.41	100%
	K-10	M6D	Old Mill Rd. (2)	Union Pacific RR to Airport Dr.	1.09	100%
	K-11, L-1	M6D (1/3)	Airport Dr. (3)	US 380 to 355' S. of US 380	0.07	50%
	K-12, L-2	M6D (2/3)	Airport Dr. (4)	355' S. of US 380 to 385' N. of Industrial Blvd.	1.75	50%
	K-13, L-3	M6D (1/3)	Airport Dr. (5) / Country Ln.	385' N. of Industrial Blvd. to FM 546	0.49	50%
	K-14	M6D (1/3)	Airport Dr. (6) / Country Ln.	FM 546 to 2,110' N. of CCR 326	0.31	100%
	K-15	M6D	Airport Dr. (7)	2,110' N. of CCR 326 to SA K/L boundary	0.81	100%
	S-53		Signal Installation	Redbud Blvd. & Virginia St.		50%
	S-54		Signal Installation	Airport Dr. & Wilson Creek Pkwy.		50%
	S-55		Signal Installation	Airport Dr. & Industrial Blvd.		50%
	S-56		Signal Installation	Airport Dr. & Old Mill Rd.		100%
	S-57		Signal Installation	SH 5 & Old Mill Rd.		100%

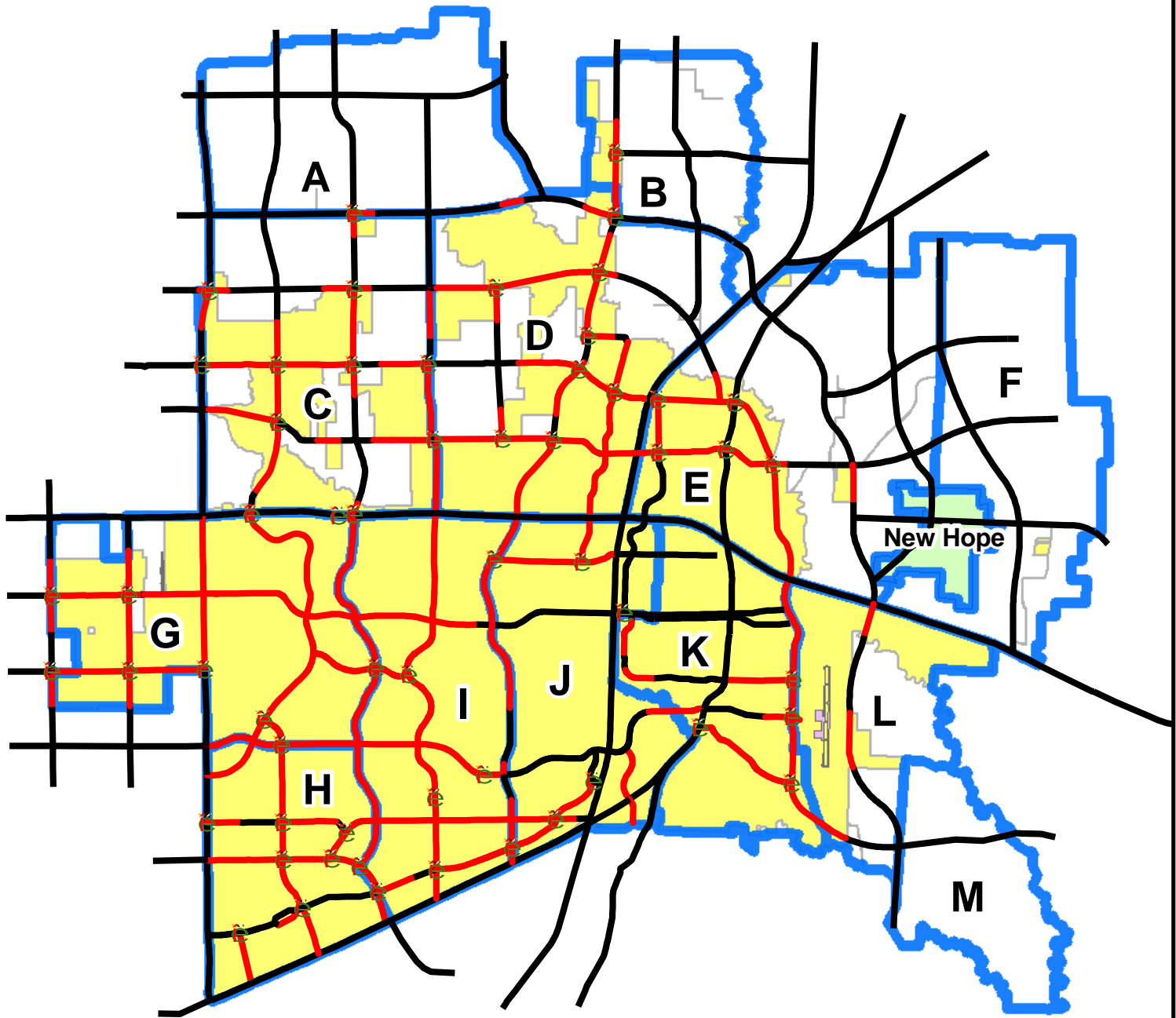


Table 2.L. Roadway Improvement Plan for Roadway Impact Fees – Service Area L





Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
L	K-11, L-1	M6D (1/3)	Airport Dr. (3)	US 380 to 355' S. of US 380	0.07	50%
	K-12, L-2	M6D (2/3)	Airport Dr. (4)	355' S. of US 380 to 385' N. of Industrial Blvd.	1.75	50%
	K-13, L-3	M6D (1/3)	Airport Dr. (5) / Country Ln.	385' N. of Industrial Blvd. to FM 546	0.49	50%
	L-4	M6D	Airport Dr. (8)	SA K/L boundary to E. City Limits	0.42	100%
	L-5	M6D	Unnamed D (1)	US 380 to Trinity River (S. City Limits)	0.44	100%
	L-6	M6D	Unnamed D (2)	Enloe to FM 546	0.73	100%
	L-7	M6D (1/3)	Industrial Blvd. (2)	Airport Dr. to 585' E. of Airport Dr.	0.11	100%
	S-54		Signal Installation	Airport Dr. & Wilson Creek Pkwy.		50%
	S-55		Signal Installation	Airport Dr. & Industrial Blvd.		50%

Table 2.M. Roadway Improvement Plan for Roadway Impact Fees – Service Area M

No Impact Fee Eligible Roadway Projects




Legend

-  Other Thoroughfare Facilities
-  Impact Fee Eligible Projects
-  Service Area Boundaries
-  McKinney City Limits

Roadway Impact Fee RIP

McKINNEY
TEXAS
Unique by nature.™

Exhibit #2
 Roadway
 Impact Fee Update

0 1 2

 Miles

October 2008  Kimley-Horn
 and Associates, Inc.

EXHIBIT 2



III. METHODOLOGY FOR ROADWAY IMPACT FEES

A. SERVICE AREAS

The thirteen (13) service areas used in the 2007-2008 Roadway Impact Fee Update are shown in the previously referenced **Exhibit 1**. These service areas cover the entire corporate boundary of the City of McKinney. Chapter 395 of the Texas Local Government Code specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” The service areas used in the 2007-2008 Roadway Impact Fee Update are approximately the same as in the previous impact fee update (adopted in 2003) with some minor modifications to accommodate recent annexations and the realignment of roadways that were formerly used as boundaries.

B. SERVICE UNITS

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

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

The hourly service volumes used in the Roadway Impact Fee Update are based upon Thoroughfare Capacity Criteria published by the North Central Texas Council of Governments (NCTCOG). **Table 3A** and **3B** shows the service volumes as a function of the facility type.

**Table 3A. Level of Use for Proposed Facilities
(used in Appendix B – RIP Units of Supply)**

Roadway Type (MTP Classifications)	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
M4U – Minor Arterial	Undivided	525
M5U – Minor Arterial	TWLTL	625
M4D – Minor Arterial	Divided	700
G4D – Greenway Arterial	Divided	700
M6D – Major Arterial	Divided	700
P6D – Principal Arterial	Divided	780



**Table 3B. Level of Use for Existing Facilities
(used in Appendix C – Existing Facilities Inventory)**

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-R	Rural Cross-Section (i.e. gravel, dirt, etc.)	150
2U	Two lane undivided	475
2D	Two lane divided	525
3U	Three lane undivided (TWLTL)	525
4U	Four lane undivided (TWLTL)	525
4D	Four lane divided	700
5U	Five lane undivided (TWLTL)	625
6D	Six lane divided	700
7U	Seven lane undivided (TWLTL)	700
RA2U	Regional Arterial – Two lane undivided (TWLTL)	700
RA4D	Regional Arterial – Four lane divided	800
RA5U	Regional Arterial – Five lane undivided (TWLTL)	800
RA6D	Regional Arterial – Six lane divided	850

C. COST PER SERVICE UNIT

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

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

D. COST OF THE RIP

The costs that may be included in the cost per service unit are all of the implementation costs for the Impact Fee Update, as well as project costs for arterial system elements within the Roadway Improvements Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are “...including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;



3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the Roadway improvements plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the RIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The costs for location-specific items such as bridges, highway ramps, drainage structures, and any other special components are added to each project as appropriate. In addition, based upon discussions with City of McKinney staff, State, Collin County, and developer driven projects in which the City has contributed a portion of the total project cost have been included in the RIP as lump sum costs. For future projects on the state highway system, a separate costing methodology was utilized that incorporated design criteria and unit prices unique to state highway projects. Based on discussions with City of McKinney staff, it was determined that, on average, 50% of state highway system projects would be funded by the City.

A typical roadway project consists of a number of costs, including the following: construction, design engineering, survey, and right-of way acquisition. While the construction cost component of a project may actually consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. Each new project's construction cost was divided into two cost components: roadway construction cost and major construction component allowances. The roadway construction components consist of the following pay items: (1) unclassified street excavation, (2) lime stabilization, (3) concrete pavement, and (4) topsoil. A fifth pay item (HMAC Underlayment) is allotted for state highway system projects. The unit prices for these pay items are based on recently completed construction projects.

Based on the above paving construction cost subtotal, a percentage of this total is calculated to allot for major construction component allowances. These allowances include preparation of right-of-way, traffic control, pavement markings/markers, roadway drainage, special drainage structures, incidental water and sewer relocations, turf/erosion control, and illumination. These allowance percentages are also based on historical data. The paving and allowance subtotal is given a fifteen percent (15%) contingency to determine the construction cost total. To determine the total Impact Fee Project Cost, a percentage of the construction cost total is added for engineering, surveying, testing, mobilization, and right-of-way/easement acquisition. While the percentage is fixed for a majority of these allowances, the percentage of right-of-way acquisition costs vary between 20% for existing roadway alignments and 35% for new roadway alignments. Based on a compilation of recently completed projects, 35% is a reasonable value for new roadway alignments, while 20% is appropriate for roadway widenings where a portion of the ROW is already in place.

The construction costs are variable based on the proposed Master Thoroughfare Plan classification of the roadway. Additional classifications are utilized in cases where a portion of the facility currently exists. The following indications are used for these projects: (1/2) for facilities where half the facility still needs to be constructed; (2/3) for future six-lane divided facilities where two lanes currently exist; (1/3) for future six-lane divided facilities where only the



two lanes within the median are needed; and (1/3)^{Outside} for future six-lane divided facilities where the outside two lanes are needed.

Table 4 is the RIP project list for each service area with conceptual level project cost projections. Detailed cost projections and methodology used for each individual project can be seen in **Appendix A**, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are potentially recoverable through impact fees. Actual costs of construction are likely to change with time and are dependent on market and economic conditions that cannot be precisely predicted at this time.

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

Table 4.A – 10-Year Roadway Improvements Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area A

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
A	A-1, D-1	M6D	Future Arterial B (2)	CCR 168 to E. City Limits	0.30	50%	\$ 2,154,000	\$ 1,077,000
	Service Area Project Cost Subtotal							\$ 1,077,000
	Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615
Total Cost in SERVICE AREA A								\$ 1,086,615

Table 4.B – 10-Year Roadway Improvements Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
B	B-1	M6D	Hardin Blvd. (1)	CCR 204 to CCR 206	0.07	100%	\$ 394,000	\$ 394,000
	B-2	M6D	Hardin Blvd. (2)	CCR 206 to Future Fannin Rd.	0.33	100%	\$ 1,872,000	\$ 1,872,000
	B-3	M6D	Hardin Blvd. (3)	Future Fannin Rd. to CCR 226	0.46	100%	\$ 2,615,000	\$ 2,615,000
	B-4, D-19	M6D	Hardin Blvd. (4)	CCR 226 to Future Arterial B	0.4	50%	\$ 2,248,000	\$ 1,124,000
	B-5	G4D	Fannin Rd.	Future Hardin Blvd. to CCR 227	0.06	100%	\$ 254,000	\$ 254,000
	S-2		Signal Installation	Hardin Blvd. & Fannin Rd.		75%	\$ 150,000	\$ 112,500
	Service Area Project Cost Subtotal							\$ 6,371,500
Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
Total Cost in SERVICE AREA B								\$ 6,381,115



**Table 4.C – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area C**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
C	C-1	M6D	Future Arterial B (1)	CCR 165 to E. City Limits	0.29	50%	\$ 1,600,000	\$ 800,000
	C-2	M6D	FM 1461 (1)	Custer Road to 665' E. of Custer Road	0.37	50%	\$ 1,765,000	\$ 882,500
	C-3	M6D	FM 1461 (2)	2,180' W. of CCR 165 to 1,160' E. of CCR 165	0.63	50%	\$ 3,008,500	\$ 1,504,250
	C-4	M6D	Bloomdale Rd. (1)	Custer Rd. to 475' E. of CCR 124	0.67	50%	\$ 3,768,000	\$ 1,884,000
	C-5	M6D	Bloomdale Rd. (2)	475' E. of CCR 124 to 2,135' W. of Future Ridge Rd.	0.93	100%	\$ 5,418,000	\$ 5,418,000
	C-6	M6D	Bloomdale Rd. (3)	2,135' W. of Future Ridge Rd. to 575' W. of Future Ridge Rd.	0.3	50%	\$ 1,869,000	\$ 934,500
	C-7	M6D	Bloomdale Rd. (4)	575' W. of Future Ridge Rd. to Future Ridge Rd.	0.11	100%	\$ 822,000	\$ 822,000
	C-8	M6D	Bloomdale Rd. (5)	1,965' E. of Ridge Rd. to Lake Forest Dr.	0.62	50%	\$ 3,492,000	\$ 1,746,000
	C-9	M6D	Wilmeth Rd. (1)	495' E. of Custer Rd. to Future Stonebridge Dr.	0.94	100%	\$ 5,765,000	\$ 5,765,000
	C-10	M6D	Wilmeth Rd. (2)	1,670' W. of Stover Ck. to Stover Ck.	0.32	50%	\$ 1,775,000	\$ 887,500
	C-11	M6D	Wilmeth Rd. (3)	1,275' W. of Ridgeknoll to Ridgeknoll	0.24	50%	\$ 1,356,000	\$ 678,000
	C-12	M6D (1/3)	Wilmeth Rd. (4)	Ridgeknoll to 265' W. of Sunnyside Dr.	0.24	50%	\$ 393,000	\$ 252,898
	C-13	M6D (1/3)	Wilmeth Rd. (5)	265' W. of Sunnyside Dr. to Lake Forest Dr.	0.27	100%	\$ 724,000	\$ 724,000
	C-14	M6D	Stonebridge Dr. (1)	2,100' S. of FM 1461 to US 380	2.49	100%	\$ 15,981,000	\$ 15,981,000
	C-15	M6D	Ridge Rd. (1)	CCR 168 to 1,520' S. of CCR 168	0.29	50%	\$ 1,616,000	\$ 808,000
	C-16	M6D	Ridge Rd. (2)	FM 1461 to Baxter Well	0.56	100%	\$ 3,199,000	\$ 3,199,000
	C-17	M6D	Ridge Rd. (3)	Baxter Well to 2,130' S. of Bloomdale Rd.	0.84	50%	\$ 4,704,000	\$ 2,352,000
	C-18	M6D	Ridge Rd. (4)	Wilson Creek to US 380	0.17	100%	\$ 966,000	\$ 966,000
	C-19	M6D	Lake Forest Dr. (1)	Bloomdale Rd. to 1,080' N. of Birchwood	0.49	50%	\$ 2,748,000	\$ 1,374,000
	C-20	M6D (2/3)	Lake Forest Dr. (2)	1,080' N. of Birchwood to Wilmeth Rd.	0.54	25%	\$ 2,069,000	\$ 517,250
	C-21, D-15	M6D (2/3)	Lake Forest Dr. (3)	Wilmeth (CCR 161) to Summit View	0.33	50%	\$ 1,769,000	\$ 884,500
	C-22, D-16	M6D	Lake Forest Dr. (4)	Summit View to US 380	0.62	50%	\$ 3,481,000	\$ 1,740,500
	C-23	P6D	Custer Rd. (1)	FM 1461 to 2,590' N. of Bloomdale	0.48	100%	\$ 2,362,000	\$ 2,362,000
	S-1		Signal Installation	Future Arterial B & Ridge Rd.		50%	\$ 150,000	\$ 75,000
	S-4		Signal Installation	Custer Rd. & FM 1461		75%	\$ 150,000	\$ 112,500
	S-5		Signal Installation	Ridge Rd. & FM 1461		50%	\$ 150,000	\$ 75,000
	S-6		Signal Installation	Custer Rd. & Bloomdale Rd.		25%	\$ 150,000	\$ 37,500
	S-7		Signal Installation	Stonebridge Dr. & Bloomdale Rd.		100%	\$ 150,000	\$ 150,000
	S-8		Signal Installation	Ridge Rd. & Bloomdale Rd.		50%	\$ 150,000	\$ 75,000
	S-9		Signal Installation	Lake Forest Dr. & Bloomdale Rd.		25%	\$ 150,000	\$ 37,500
	S-10		Signal Installation	Stonebridge Dr. & Wilmeth Rd.		50%	\$ 150,000	\$ 75,000
	S-12		Signal Installation	Stonebridge Dr. & US 380		50%	\$ 150,000	\$ 75,000
	S-13		Signal Installation	Forest Ridge Dr. & US 380		50%	\$ 150,000	\$ 75,000
S-14		Signal Installation	Ridge Rd. & US 380		50%	\$ 150,000	\$ 75,000	
Service Area Project Cost Subtotal							\$ 53,345,398	
Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
Total Cost in SERVICE AREA C							\$ 53,355,013	



**Table 4.D – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area D**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
D	A-1, D-1	M6D	Future Arterial B (2)	CCR 168 to E. City Limits	0.30	50%	\$ 2,154,000	\$ 1,077,000
	D-2	M6D	Future Arterial B (3)	W. City Limits. to CCR 229	0.41	100%	\$ 2,335,000	\$ 2,335,000
	D-3	M6D	Future Arterial C (1)	435' E. of Lake Forest Dr. to 835' W. of Future Unnamed B	0.57	50%	\$ 5,072,000	\$ 2,536,000
	D-4	M6D	Future Arterial C (2)	835' W. of Future Unnamed B to CCR 202	1.77	100%	\$ 11,866,000	\$ 11,866,000
	D-5	M6D	Bloomdale Rd. (6)	1,470' E. of Future Unnamed B to 1,250 E. of CCR 1007	0.29	100%	\$ 1,638,000	\$ 1,638,000
	D-6	M6D	Bloomdale Rd. (7)	1,250 E. of CCR 1007 to CCR 1007	0.24	50%	\$ 1,329,000	\$ 664,500
	D-7	M6D	Bloomdale Rd. (8)	CCR 1007 to Community Ave.	0.86	100%	\$ 5,342,000	\$ 5,342,000
	D-8	M6D	Bloomdale Rd. (9)	Community Ave. to US 75	0.44	100%	\$ 230,455	\$ 230,455
	D-9	M6D	Wilmeth Rd. (6)	Lake Forest Dr. to CCR 943	0.90	50%	\$ 5,572,000	\$ 2,786,000
	D-10	M6D	Wilmeth Rd. (7)	CCR 943 to 2,290 W. of Hardin Blvd.	0.25	100%	\$ 1,387,000	\$ 1,387,000
	D-11	M6D	Wilmeth Rd. (8)	2,290 W. of Hardin Blvd. to Hardin Blvd.	0.43	50%	\$ 2,434,000	\$ 1,217,000
	D-12	M6D (1/3)	Wilmeth Rd. (9)	Hardin Blvd. to James Pitts	1.05	100%	\$ 2,718,000	\$ 2,718,000
	D-13	M6D	Wilmeth Rd. (10)	James Pitts to US 75 SBFR	0.12	100%	\$ 654,000	\$ 654,000
	D-14	M6D	Lake Forest Dr. (5)	180' S. of Future Arterial C to 495' S. of Baxter Well	0.64	50%	\$ 3,577,000	\$ 1,788,500
	C-21, D-15	M6D (2/3)	Lake Forest Dr. (3)	Wilmeth (CCR 161) to Summit View	0.33	50%	\$ 1,769,000	\$ 884,500
	C-22, D-16	M6D	Lake Forest Dr. (4)	Summit View to US 380	0.62	50%	\$ 3,481,000	\$ 1,740,500
	D-17	M6D	Future Unnamed B (1)	Future Arterial C to 2,280' S. of Future Arterial C	0.43	100%	\$ 2,424,000	\$ 2,424,000
	D-18	M6D	Future Unnamed B (2)	2,050' N. of Wilmeth Rd. to Wilmeth Rd.	0.39	100%	\$ 2,180,000	\$ 2,180,000
	B-4, D-19	M6D	Hardin Blvd. (4)	CCR 226 to Future Arterial B	0.40	50%	\$ 2,248,000	\$ 1,124,000
	D-20	M6D	Hardin Blvd. (5)	2,730' N. of Future Arterial C to Future Arterial C	0.52	100%	\$ 2,930,000	\$ 2,930,000
	D-21	M6D	Hardin Blvd. (6)	Future Arterial C to Community Ave.	0.86	100%	\$ 6,746,000	\$ 6,746,000
	D-22	M6D	Hardin Blvd. (7)	CCR 164 (Bloomdale) to 1,805' N. of Wilmeth Rd.	0.80	100%	\$ 5,020,000	\$ 5,020,000
	D-23	M6D (1/3)	Hardin Blvd. (8)	Wilmeth Rd. to US 380	1.19	100%	\$ 4,114,000	\$ 4,114,000
	D-24	M4U	Community Ave. (1)	Future Hardin Blvd. to E. City Limits	0.36	100%	\$ 1,222,000	\$ 1,222,000
	D-25	M4U	Community Ave. (2)	N. City Limits to 2,585' N. of Bloomdale Rd.	0.19	100%	\$ 648,000	\$ 648,000
	D-26	M4U (1/2)	Community Ave. (3)	2,585' N. of Bloomdale Rd. to Bloomdale Rd.	0.49	100%	\$ 1,155,000	\$ 1,155,000
	D-27	M4U (1/2)	Community Ave. (4)	Bloomdale Rd. to 115' S. of Brinlee Branch	0.45	100%	\$ 929,000	\$ 929,000
	D-28	M4U	Community Ave. (5)	115' S. of Brinlee Branch to US 380	1.34	100%	\$ 1,229,487	\$ 1,229,487
	S-3		Signal Installation	Hardin Blvd. & Future Arterial B		25%	\$ 150,000	\$ 37,500
	S-11		Signal Installation	Lake Forest Dr. & Wilmeth Rd.		25%	\$ 150,000	\$ 37,500
	S-15		Signal Installation	Unnamed B & FM 1461		100%	\$ 150,000	\$ 150,000
	S-16		Signal Installation	Hardin Blvd. & FM 1461		100%	\$ 150,000	\$ 150,000
S-17		Signal Installation	Hardin Blvd. & Community Ave.		75%	\$ 150,000	\$ 112,500	
S-18		Signal Installation	Hardin Blvd. & Bloomdale Rd.		100%	\$ 150,000	\$ 150,000	
S-19		Signal Installation	Community Ave. & Bloomdale Rd.		100%	\$ 150,000	\$ 150,000	
S-20		Signal Installation	Unnamed B & Wilmeth Rd.		75%	\$ 150,000	\$ 112,500	
S-21		Signal Installation	Hardin Blvd. & Wilmeth Rd.		50%	\$ 150,000	\$ 75,000	
Service Area Project Cost Subtotal							\$ 69,560,942	
Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
Total Cost in SERVICE AREA D							\$ 69,570,557	



Table 4.E – 10-Year Roadway Improvements Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area E

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
E	E-1	M6D	Bloomdale Rd. (10)	US 75 NBFR to Redbud Blvd. (CCR 273)	0.06	100%	\$ 356,000	\$ 356,000
	E-2	M6D	Bloomdale Rd. (11)	Redbud Blvd. to 600' W. of Shawnee	0.25	100%	\$ 1,897,000	\$ 1,897,000
	E-3	M6D (2/3)	Bloomdale Rd. (12)	600' W. of Shawnee to SH 5	0.77	100%	\$ 2,926,000	\$ 2,926,000
	E-4	M6D	FM 543 (1)	Honey Creek to Bloomdale Rd.	0.38	100%	\$ 1,998,000	\$ 1,998,000
	E-5	M6D	Wilmeth Rd. (11)	US 75 NBFR to Redbud Blvd.	0.26	100%	\$ 1,467,000	\$ 1,467,000
	E-6	M6D (1/3) OUTSIDE	Wilmeth Rd. (12)	Redbud Blvd. to 2,000 E. of Redbud Blvd.	0.38	100%	\$ 963,000	\$ 963,000
	E-7	M6D (2/3)	Wilmeth Rd. (13)	2,000 E. of Redbud Blvd. to SH 5	0.52	100%	\$ 2,328,000	\$ 2,328,000
	E-8	M6D	Wilmeth Rd. (14)	SH 5 to McIntyre Rd.	0.39	100%	\$ 2,685,000	\$ 2,685,000
	E-9	M6D	Wilmeth Rd. (15)	1,610' E. of SH 5 to E. City Limits	0.49	100%	\$ 6,951,000	\$ 6,951,000
	E-10	M4D	Redbud Blvd. (1)	Bloomdale to 1,070' N. of Wilmeth Rd.	0.51	100%	\$ 2,424,000	\$ 2,424,000
	E-11	M4D (1/2)	Redbud Blvd. (2)	1,070' N. of Wilmeth Rd. to Wilmeth Rd.	0.20	100%	\$ 563,000	\$ 563,000
	E-12	M4D	Redbud Blvd. (3)	Wilmeth Rd. to 430' S. of Wilmeth Rd.	0.08	100%	\$ 141,581	\$ 141,581
	E-13	M6D	Airport Dr. (1)	SH 5 to E. City Limits (RR)	0.94	100%	\$ 6,227,000	\$ 6,227,000
	E-14	M6D	Airport Dr. (2)	N. City Limits (McIntyre) to US 380	1.57	100%	\$ 10,314,000	\$ 10,314,000
	E-15	M6D	FM 2933	Woodlawn Road to CCR 335	0.50	100%	\$ 2,355,500	\$ 2,355,500
	S-22		Signal Installation	Redbud Blvd. & Bloomdale Rd.		100%	\$ 150,000	\$ 150,000
	S-23		Signal Installation	Airport Dr. & Bloomdale Rd.		100%	\$ 150,000	\$ 150,000
	S-24		Signal Installation	Redbud Blvd. & Wilmeth Rd.		100%	\$ 150,000	\$ 150,000
S-25		Signal Installation	SH 5 & Wilmeth Rd.		100%	\$ 150,000	\$ 150,000	
S-26		Signal Installation	Airport Dr. & Wilmeth Rd.		75%	\$ 150,000	\$ 112,500	
Service Area Project Cost Subtotal							\$ 44,308,581	
Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
Total Cost in SERVICE AREA E							\$ 44,318,196	

Table 4.F. Roadway Improvement Plan for Roadway Impact Fees – Service Area F

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
F				No Impact Fee Eligible Roadway Projects					
	Service Area Project Cost Subtotal							\$ -	
	Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
Total Cost in SERVICE AREA F							\$ 9,615		



**Table 4.G – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area G**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
G	G-1	M6D	Virginia Pkwy. (1)	Coit Rd. to 575' W. of Independence Pkwy.	0.92	100%	\$ 5,177,000	\$ 5,177,000
	G-2	M6D	Virginia Pkwy. (2)	575' W. of Independence Pkwy. to Independence Pkwy.	0.11	50%	\$ 612,000	\$ 306,000
	G-3	M6D	Virginia Pkwy. (3)	Independence Pkwy. to 935' W. of Virginia Hills	0.46	100%	\$ 2,562,000	\$ 2,562,000
	G-4	M6D	Virginia Pkwy. (4)	935' W. of Virginia Hills to Custer Rd.	0.51	100%	\$ 2,844,000	\$ 2,844,000
	G-5	M6D (1/3)	Virginia Pkwy. (5)	Custer Rd. to St. Gabriel Way	1.01	100%	\$ 2,141,000	\$ 2,141,000
	G-6	M6D	Virginia Pkwy. (6)	St. Gabriel Way to Ridge Rd.	1.13	100%	\$ 1,241,246	\$ 1,241,246
	G-7	M6D	Westridge Blvd. (1)	Coit Rd. to 1,685' E. of Coit Rd.	0.32	50%	\$ 1,810,000	\$ 905,000
	G-8	M6D (2/3)	Westridge Blvd. (2)	1,685' E. of Coit Rd. to Eden	0.16	100%	\$ 602,000	\$ 602,000
	G-9	M6D (1/3)	Westridge Blvd. (3)	Eden to Independence Pkwy.	0.56	100%	\$ 641,000	\$ 641,000
	G-10	M6D (1/3)	Westridge Blvd. (4)	Independence Pkwy. to Memory	0.49	100%	\$ 1,132,000	\$ 1,132,000
	G-11	M6D (2/3)	Westridge Blvd. (5)	Memory to Custer Rd.	0.5	50%	\$ 2,401,000	\$ 1,444,000
	G-12, H-1	G4D	Eldorado Pkwy. (1)	Custer Rd. to Ridge Rd.	2.05	50%	\$ 1,600,015	\$ 800,008
	G-13	M4D	Glen Oaks Dr. (1)	Stonebridge Dr. to Ridge Rd.	0.9	100%	\$ 695,753	\$ 695,753
	G-14	M6D	Coit Rd. (1)	2,360 N. of Virginia to 2,780 S. of Virginia	0.97	50%	\$ 5,463,000	\$ 2,731,500
	G-15	M6D	Coit Rd. (2)	Westridge Rd. to S. City Limits	0.49	50%	\$ 2,774,000	\$ 1,387,000
	G-16	M6D	Independence Pkwy. (1)	2,580' N. of Virginia Pkwy. to 1,355' N. of Virginia Pkwy.	0.23	100%	\$ 1,315,000	\$ 1,315,000
	G-17	M6D	Independence Pkwy. (2)	1,355' N. of Virginia Pkwy. to Virginia Pkwy.	0.26	50%	\$ 1,455,000	\$ 727,500
	G-18	M6D (2/3)	Independence Pkwy. (3)	Virginia Pkwy. to 435' N. of Northgate	0.54	100%	\$ 2,047,000	\$ 2,047,000
	G-19	M6D (1/3)	Independence Pkwy. (4)	435' N. of Northgate to S. City Limits	0.94	100%	\$ 1,075,000	\$ 1,075,000
	G-20	P6D	Custer Rd. (2)	US 380 to Virginia Pkwy.	1.03	100%	\$ 4,994,500	\$ 4,994,500
	G-21	P6D	Custer Rd. (3)	Virginia Pkwy. to Westridge Blvd.	1.01	100%	\$ 4,875,000	\$ 4,875,000
	G-22	G4D	Stonebridge Dr. (2)	US 380 to Eldorado Pkwy.	3.97	100%	\$ 1,757,169	\$ 1,757,169
	G-23	G4D	Alma Rd. (1)	Stonebridge Dr. to Eldorado Pkwy.	0.44	100%	\$ 339,666	\$ 339,666
	G-24, I-11	G4D	Ridge Rd. (5)	US 380 to 1,055' N. of Creekside Dr.	1.11	50%	\$ 4,706,000	\$ 2,353,000
	G-25, I-12	G4D	Ridge Rd. (6)	1,055' N. of Creekside Dr. to Eldorado Pkwy.	2.02	50%	\$ 3,104,771	\$ 1,552,386
	G-26	M6D	Independence Pkwy. (5)	3,100' N. of Virginia Pkwy. to 2,580' N. of Virginia Pkwy.	0.1	50%	\$ 559,000	\$ 279,500
	S-12		Signal Installation	Stonebridge Dr. & US 380		50%	\$ 150,000	\$ 75,000
	S-13		Signal Installation	Forest Ridge Dr. & US 380		50%	\$ 150,000	\$ 75,000
	S-14		Signal Installation	Ridge Rd. & US 380		25%	\$ 150,000	\$ 37,500
	S-27		Signal Installation	Coit Rd. & Virginia Pkwy.		50%	\$ 150,000	\$ 75,000
	S-28		Signal Installation	Independence Pkwy. & Virginia Pkwy.		100%	\$ 150,000	\$ 150,000
	S-29		Signal Installation	Coit Rd. & Westridge Rd.		25%	\$ 150,000	\$ 37,500
	S-30		Signal Installation	Independence Pkwy. & Westridge Rd.		100%	\$ 150,000	\$ 150,000
	S-31		Signal Installation	Custer Rd. & Westridge Rd.		75%	\$ 150,000	\$ 112,500
S-32		Signal Installation	Stonebridge Dr. & Alma Dr.		100%	\$ 150,000	\$ 150,000	
S-33		Signal Installation	Ridge Rd. & Glen Oaks Dr.		50%	\$ 150,000	\$ 75,000	
S-34		Signal Installation	Alma Rd. & Eldorado Pkwy.		50%	\$ 150,000	\$ 75,000	
Service Area Project Cost Subtotal							\$	46,937,727
Roadway Impact Fee Update Cost (Per Service Area)							\$	9,615
Total Cost in SERVICE AREA G							\$	46,947,342



**Table 4.H – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area H**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
H	G-12, H-1	G4D	Eldorado Pkwy. (1)	Custer Rd. to Ridge Rd.	2.05	50%	\$ 1,600,015	\$ 800,008	
	H-2	G4D	Stonebridge Dr. (3)	Custer Rd. to Eldorado Pkwy.	0.84	100%	\$ 860,900	\$ 860,900	
	H-3	M4D	Silverado Trl. (1)	Custer Rd. to 140' W. of La Tierra Linda	0.44	100%	\$ 3,618,000	\$ 3,618,000	
	H-4	M4D	Silverado Trl. (2)	Alma Rd. to 120' W. of Alfalfa Dr.	0.20	100%	\$ 794,000	\$ 794,000	
	H-5	M4D (1/2)	Silverado Trl. (3)	120' W. of Alfalfa Dr. to 115' E. Furrow Dr.	0.29	100%	\$ 669,000	\$ 669,000	
	H-6	M4D	Silverado Trl. (4)	115' E. Furrow Dr. to Existing FM 720	0.21	100%	\$ 844,000	\$ 844,000	
	H-7	M6D (1/3)	McKinney Ranch Pkwy. (1)	Stacy Rd. to Ridge Rd.	0.86	100%	\$ 988,000	\$ 988,000	
	H-8	P6D (1/3)	Stacy Rd. (1)	Custer Rd. to Existing FM 720	1.40	100%	\$ 1,837,000	\$ 1,837,000	
	H-9	P6D (1/3)	Stacy Rd. (2)	Existing FM 720 to Ridge Rd.	0.64	100%	\$ 731,000	\$ 731,000	
	H-10, I-10	P6D (1/3)	Stacy Rd. (3)	Ridge Rd. to SH 121 (S. City Limits)	0.82	50%	\$ 5,090,000	\$ 2,545,000	
	H-11	G4D	Collin McKinney Pkwy. (1)	4,125' W. of Alma to Alma (Couplet)	0.33	100%	\$ 1,676,564	\$ 1,676,564	
	H-12	M6D	Exchange Blvd.	Collin McKinney Pkwy. To SH 121	0.65	100%	\$ 4,144,000	\$ 4,144,000	
	H-13	G4D	Alma Rd. (2)	Eldorado to 805' S. of Beaver Ck.	0.38	100%	\$ 373,519	\$ 373,519	
	H-14	G4D (1/2)	Alma Rd. (3)	805' S. of Beaver Ck. to Silverado Trl.	0.38	100%	\$ 699,000	\$ 699,000	
	H-15	M6D (2/3)	Alma Rd. (4)	Silverado Trl. to 450' S. of Heritage Palms	0.47	100%	\$ 1,799,000	\$ 1,799,000	
	H-16	M6D	Alma Rd. (5)	Stacy Rd. to SH 121	1.47	100%	\$ 588,973	\$ 588,973	
	H-17, I-13	G4D	Ridge Rd. (7)	Eldorado Pkwy. to McKinney Ranch Pkwy.	1.08	50%	\$ 1,830,132	\$ 915,066	
	H-18, I-14	M6D (1/3)	Ridge Rd. (8)	McKinney Ranch Pkwy. to Stacy Rd.	0.66	50%	\$ 762,000	\$ 381,000	
	H-19	M6D (1/3)	Alma Rd. (6)	545' N. of Stacy Rd. to Stacy Rd.	0.10	100%	\$ 193,000	\$ 193,000	
	S-34		Signal Installation	Alma Rd. & Eldorado Pkwy.		50%	\$ 150,000	\$ 75,000	
	S-35		Signal Installation	Custer Rd. & Silverado Trl.		50%	\$ 150,000	\$ 75,000	
	S-36		Signal Installation	Alma Rd. & Silverado Trl.		100%	\$ 150,000	\$ 150,000	
	S-37		Signal Installation	FM 720 & Silverado Trl.		100%	\$ 150,000	\$ 150,000	
	S-38		Signal Installation	Alma Rd. & Stacy Rd.		100%	\$ 150,000	\$ 150,000	
	S-39		Signal Installation	FM 720 & Stacy Rd.		100%	\$ 150,000	\$ 150,000	
	S-40		Signal Installation	Ridge Rd. & Stacy Rd.		75%	\$ 150,000	\$ 112,500	
	S-41		Signal Installation	Collin McKinney Pkwy. & Exchange Blvd.		100%	\$ 150,000	\$ 150,000	
	S-42		Signal Installation	Collin McKinney Pkwy. & Alma Rd.		100%	\$ 150,000	\$ 150,000	
	S-43		Signal Installation	Collin McKinney Pkwy. & Stacy Rd.		50%	\$ 150,000	\$ 75,000	
	Service Area Project Cost Subtotal							\$ 25,694,530	
	Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
	Total Cost in SERVICE AREA H							\$ 25,704,145	



**Table 4.I – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area I**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
I	I-1	M6D	Virginia Pkwy. (6)	Ridge Rd. to 1,035' E. of Ridge Rd.	0.2	100%	\$ 171,848	\$ 171,848	
	I-2	M6D (1/3)	Virginia Pkwy. (7)	1,035' E. of Ridge Rd. to 1,100' W. of Hardin Blvd.	1.43	100%	\$ 2,362,000	\$ 2,362,000	
	I-3	M4D	Glen Oaks Dr. (2)	Ridge Rd. to Lake Forest Dr.	0.46	100%	\$ 470,554	\$ 470,554	
	I-4	G4D	Eldorado Pkwy. (2)	Ridge Rd. to Hardin Blvd.	2.07	100%	\$ 2,274,730	\$ 2,274,730	
	I-5	M6D (1/3)	McKinney Ranch Pkwy. (2)	Ridge Rd. to Hardin Blvd.	1.8	100%	\$ 9,170,000	\$ 9,170,000	
	I-6	G4D	Collin McKinney Pkwy. (2)	Stacy Rd. to Village Park	0.52	100%	\$ 2,209,000	\$ 2,209,000	
	I-7	G4D	Collin McKinney Pkwy. (3)	Lake Forest Dr. to Cottonwood Creek	0.31	100%	\$ 1,322,000	\$ 1,322,000	
	I-8	G4D (1/2)	Collin McKinney Pkwy. (4)	Cottonwood Creek to 1,110' E. of Tina	0.55	100%	\$ 2,116,000	\$ 2,116,000	
	I-9	G4D	Collin McKinney Pkwy. (5)	1,110' E. of Tina to Hardin Blvd.	0.18	100%	\$ 753,000	\$ 753,000	
	H-10, I-10	P6D (1/3)	Stacy Rd. (3)	Ridge Rd. to SH 121 (S. City Limits)	0.82	50%	\$ 5,090,000	\$ 2,545,000	
	G-24, I-11	G4D	Ridge Rd. (5)	US 380 to 1,055' N. of Creekside Dr.	1.11	50%	\$ 4,706,000	\$ 2,353,000	
	G-25, I-12	G4D	Ridge Rd. (6)	1,055' N. of Creekside Dr. to Eldorado Pkwy.	2.02	50%	\$ 3,104,771	\$ 1,552,386	
	H-17, I-13	G4D	Ridge Rd. (7)	Eldorado Pkwy. to McKinney Ranch Pkwy.	1.08	50%	\$ 1,830,132	\$ 915,066	
	H-18, I-14	M6D (1/3)	Ridge Rd. (8)	McKinney Ranch Pkwy. to Stacy Rd.	0.66	50%	\$ 762,000	\$ 381,000	
	I-15	G4D (1/2)	Lake Forest Dr. (6)	US 380 to 1,105' N. of Raincrest	0.67	100%	\$ 3,605,000	\$ 3,605,000	
	I-16	G4D	Lake Forest Dr. (7)	1,105' N. of Raincrest to Grampian Way	0.4	100%	\$ 324,765	\$ 324,765	
	I-17	G4D	Lake Forest Dr. (8)	Grampian Way to McKinney Ranch Pkwy.	3.21	100%	\$ 2,192,535	\$ 2,192,535	
	I-18	M6D (1/3)	Lake Forest Dr. (9)	McKinney Ranch Pkwy. to SH 121	1.04	100%	\$ 1,855,000	\$ 1,855,000	
	I-19, J-10	G4D	Hardin Blvd. (9)	US 380 to Virginia Pkwy.	1.57	50%	\$ 7,150,000	\$ 3,575,000	
	I-20, J-11	G4D	Hardin Blvd. (10)	Virginia Pkwy. to Provine Road	1.17	50%	\$ 2,076,796	\$ 1,038,398	
	I-21, J-12	G4D	Hardin Blvd. (11)	730' N. of Eldorado Pkwy. to Eldorado Pkwy.	0.14	50%	\$ 206,641	\$ 103,321	
	I-22, J-13	G4D	Hardin Blvd. (12)	Trailwood to McKinney Ranch Pkwy.	0.26	50%	\$ 469,128	\$ 234,564	
	I-23, J-14	M6D (1/3)	Hardin Blvd. (13)	McKinney Ranch Pkwy. to SH 121	0.57	50%	\$ 1,645,000	\$ 822,500	
	S-14		Signal Installation	Ridge Rd. & US 380		25%	\$ 150,000	\$ 37,500	
	S-33		Signal Installation	Ridge Rd. & Glen Oaks Dr.		50%	\$ 150,000	\$ 75,000	
	S-40		Signal Installation	Ridge Rd. & Stacy Rd.		25%	\$ 150,000	\$ 37,500	
	S-43		Signal Installation	Collin McKinney Pkwy. & Stacy Rd.		50%	\$ 150,000	\$ 75,000	
	S-44		Signal Installation	Lake Forest Dr. & Glen Oaks Dr.		100%	\$ 150,000	\$ 150,000	
	S-45		Signal Installation	Hardin Blvd. & White Ave.		50%	\$ 150,000	\$ 75,000	
	S-46		Signal Installation	Eldorado Pkwy. & Highlands Dr.		100%	\$ 150,000	\$ 150,000	
	S-47		Signal Installation	Lake Forest Dr. & Highlands Dr.		100%	\$ 150,000	\$ 150,000	
	S-48		Signal Installation	Lake Forest Dr. & Collin McKinney Pkwy.		100%	\$ 150,000	\$ 150,000	
	S-49		Signal Installation	Hardin Blvd. & Collin McKinney Pkwy.		50%	\$ 150,000	\$ 75,000	
	Service Area Project Cost Subtotal							\$ 43,321,666	
	Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	
	Total Cost in SERVICE AREA I							\$ 43,331,281	



**Table 4.J – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area J**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
J	J-1	M4D	White Ave. (1)	Future Hardin Blvd. to Bois D'Arc	0.23	100%	\$ 931,000	\$ 931,000	
	J-2	M4D (1/2)	White Ave. (2)	Bois D'Arc to Community Ave.	0.93	100%	\$ 4,320,000	\$ 4,320,000	
	J-3	M4D	White Ave. (3)	Community Ave. to US 75	0.46	100%	\$ 653,830	\$ 653,830	
	J-4	G4D	Eldorado Pkwy. (2)	Kingsbury Dr. to Wilson Creek (SA/J/K Boundary)	0.34	100%	\$ 1,079,000	\$ 1,079,000	
	J-5	M6D (1/3)	McKinney Ranch Pkwy. (3)	Hardin Blvd. to 500' E. of Hardin Blvd.	0.09	100%	\$ 410,000	\$ 410,000	
	J-6	M6D	McKinney Ranch Pkwy. (4)	500' E. of Hardin Blvd. to US 75 SBFR	0.77	100%	\$ 4,720,000	\$ 4,720,000	
	J-7	G4D	Collin McKinney Pkwy. (6)	Hardin Blvd. to McKinney Ranch Pkwy.	0.72	100%	\$ 3,529,000	\$ 3,529,000	
	J-8	M4U	Collin McKinney Pkwy. (7)	McKinney Ranch Pkwy. to 720' W. of Test Dr.	0.36	100%	\$ 1,214,000	\$ 1,214,000	
	J-9	M4U (1/2)	Collin McKinney Pkwy. (8)	720' W. of Test Dr. to Craig Dr.	0.4	100%	\$ 731,000	\$ 731,000	
	I-19, J-10	G4D	Hardin Blvd. (9)	US 380 to Virginia Pkwy.	1.57	50%	\$ 7,150,000	\$ 3,575,000	
	I-20, J-11	G4D	Hardin Blvd. (10)	Virginia Pkwy. to Provine Road	1.17	50%	\$ 2,076,796	\$ 1,038,398	
	I-21, J-12	G4D	Hardin Blvd. (11)	730' N. of Eldorado Pkwy. to Eldorado Pkwy.	0.14	50%	\$ 206,641	\$ 103,321	
	I-22, J-13	G4D	Hardin Blvd. (12)	Trailwood to McKinney Ranch Pkwy.	0.26	50%	\$ 469,128	\$ 234,564	
	I-23, J-14	M6D (1/3)	Hardin Blvd. (13)	McKinney Ranch Pkwy. to SH 121	0.57	50%	\$ 1,645,000	\$ 822,500	
	J-15	M4U	Community Ave. (6)	US 380 to White Ave.	0.61	100%	\$ 563,236	\$ 563,236	
	J-16	M4D	Medical Center Dr. (1)	Eldorado Pkwy. to Spur 399	0.75	100%	\$ 823,918	\$ 823,918	
	J-17	M4U	Medical Center Dr. (2)	Spur 399 to Old Frisco Rd.	0.33	100%	\$ 361,481	\$ 361,481	
	S-45		Signal Installation	Hardin Blvd. & White Ave.		50%	\$ 150,000	\$ 75,000	
	S-49		Signal Installation	Hardin Blvd. & Collin McKinney Pkwy.		50%	\$ 150,000	\$ 75,000	
	S-50		Signal Installation	Community Ave. & White Ave.		100%	\$ 150,000	\$ 150,000	
	S-51		Signal Installation	Collin McKinney Pkwy. & Craig Dr.		100%	\$ 150,000	\$ 150,000	
	S-52		Signal Installation	McKinney Ranch Pkwy. & Collin McKinney Pkwy.		100%	\$ 150,000	\$ 150,000	
	S-53		Signal Installation	Redbud Blvd. & Virginia St.		50%	\$ 150,000	\$ 75,000	
								Service Area Project Cost Subtotal	\$ 25,785,248
								Roadway Impact Fee Update Cost (Per Service Area)	\$ 9,615
								Total Cost in SERVICE AREA J	\$ 25,794,863

**Table 4.K – 10-Year Roadway Improvements Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area K**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
K	K-1	M4U	Wilson Creek Blvd. (1)	490' S. of Virginia Pkwy. to Rockhill Rd.	0.23	100%	\$ 198,241	\$ 198,241
	K-2	M4D	Wilson Creek Blvd. (2)	Rockhill Rd. to 1,415' S. of Rockhill Rd.	0.27	100%	\$ 190,799	\$ 190,799
	K-3	M4D	Wilson Creek Blvd. (3)	Parkview Ave. to Finch Creek	0.42	100%	\$ 835,037	\$ 835,037
	K-4	M4U (1/2)	Elm St. (1)	SH 5 to Rockwall St.	0.29	100%	\$ 915,000	\$ 915,000
	K-5	M4U	Elm St. (2)	Rockwall St. to Millwood Rd.	0.25	100%	\$ 126,917	\$ 126,917
	K-6	M4U	Elm St. (3)	Millwood Rd. to Airport Dr.	0.37	100%	\$ 1,719,000	\$ 1,719,000
	K-7	G4D	Eldorado Pkwy. (3)	Wilson Creek to SH 5	0.4	100%	\$ 1,402,631	\$ 1,402,631
	K-8	M6D (1/3)	Industrial Blvd. (1)	Millwood Rd. to Airport Dr.	0.35	100%	\$ 989,000	\$ 989,000
	K-9	M6D (2/3)	Old Mill Rd. (1)	SH 5 to Union Pacific RR	0.41	100%	\$ 2,956,000	\$ 2,956,000
	K-10	M6D	Old Mill Rd. (2)	Union Pacific RR to Airport Dr.	1.09	100%	\$ 6,187,000	\$ 6,187,000
	K-11, L-1	M6D (1/3)	Airport Dr. (3)	US 380 to 355' S. of US 380	0.07	50%	\$ 164,000	\$ 82,000
	K-12, L-2	M6D (2/3)	Airport Dr. (4)	355' S. of US 380 to 385' N. of Industrial Blvd.	1.75	50%	\$ 8,130,000	\$ 4,065,000
	K-13, L-3	M6D (1/3)	Airport Dr. (5) / Country Ln.	385' N. of Industrial Blvd. to FM 546	0.49	50%	\$ 1,154,000	\$ 577,000
	K-14	M6D (1/3)	Airport Dr. (6) / Country Ln.	FM 546 to 2,110' N. of CCR 326	0.31	100%	\$ 496,000	\$ 496,000
	K-15	M6D	Airport Dr. (7)	2,110' N. of CCR 326 to SA K/L boundary	0.81	100%	\$ 4,584,000	\$ 4,584,000
	S-53		Signal Installation	Redbud Blvd. & Virginia St.		50%	\$ 150,000	\$ 75,000
	S-54		Signal Installation	Airport Dr. & Wilson Creek Pkwy.		50%	\$ 150,000	\$ 75,000
	S-55		Signal Installation	Airport Dr. & Industrial Blvd.		50%	\$ 150,000	\$ 75,000
	S-56		Signal Installation	Airport Dr. & Old Mill Rd.		100%	\$ 150,000	\$ 150,000
	S-57		Signal Installation	SH 5 & Old Mill Rd.		100%	\$ 150,000	\$ 150,000
							Service Area Project Cost Subtotal	\$ 25,848,625
							Roadway Impact Fee Update Cost (Per Service Area)	\$ 9,615
							Total Cost in SERVICE AREA K	\$ 25,858,240



Table 4.L – 10-Year Roadway Improvements Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections – Service Area L

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
L	K-11, L-1	M6D (1/3)	Airport Dr. (3)	US 380 to 355' S. of US 380	0.07	50%	\$ 164,000	\$ 82,000
	K-12, L-2	M6D (2/3)	Airport Dr. (4)	355' S. of US 380 to 385' N. of Industrial Blvd.	1.75	50%	\$ 8,130,000	\$ 4,065,000
	K-13, L-3	M6D (1/3)	Airport Dr. (5) / Country Ln.	385' N. of Industrial Blvd. to FM 546	0.49	50%	\$ 1,154,000	\$ 577,000
	L-4	M6D	Airport Dr. (8)	SA K/L boundary to E. City Limits	0.42	100%	\$ 2,357,000	\$ 2,357,000
	L-5	M6D	Unnamed D (1)	US 380 to Trinity River (S. City Limits)	0.44	100%	\$ 2,491,000	\$ 2,491,000
	L-6	M6D	Unnamed D (2)	Enloe to FM 546	0.73	100%	\$ 4,117,000	\$ 4,117,000
	L-7	M6D (1/3)	Industrial Blvd. (2)	Airport Dr. to 585' E. of Airport Dr.	0.11	100%	\$ 322,000	\$ 322,000
	S-54		Signal Installation	Airport Dr. & Wilson Creek Pkwy.		50%	\$ 150,000	\$ 75,000
	S-55		Signal Installation	Airport Dr. & Industrial Blvd.		50%	\$ 150,000	\$ 75,000
	Service Area Project Cost Subtotal							\$ 14,161,000
Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	\$ 9,615
Total Cost in SERVICE AREA L							\$ 14,170,615	\$ 14,170,615

Table 4.M. Roadway Improvement Plan for Roadway Impact Fees – Service Area M

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
M	No Impact Fee Eligible Roadway Projects								
	Service Area Project Cost Subtotal							\$ -	\$ -
	Roadway Impact Fee Update Cost (Per Service Area)							\$ 9,615	\$ 9,615
Total Cost in SERVICE AREA M							\$ 9,615	\$ 9,615	

Notes:

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

E. SERVICE UNIT CALCULATION

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

The growth in vehicle-miles from 2007 to 2017 is based upon projected changes in residential and non-residential growth for the period. In order to determine this growth, baseline estimates of population, basic square feet, service square feet, and retail square feet for 2007 were made by the City, along with projections for each of these demographic statistics through 2017. The *Land Use Assumptions Report 2007-2008 Impact Fee Update* details the growth estimates used for impact fee determination.

The residential and non-residential statistics in the Land Use Assumptions provide the "independent variables" that are used to calculate the existing (2007) and projected (2017) transportation service units used to establish the roadway impact fee maximum rates within each service area. The roadway demand service units (vehicle-miles) for each service area are the sum of the vehicle-miles "generated" by each category of land use in the service area.

For the purpose of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected population is converted to dwelling units. The number of dwelling units in each service area is multiplied by a



transportation demand factor to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor computes the average amount of demand caused by the residential land uses in the service area. The *transportation demand factor* is discussed in more detail below.

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

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition*. This statistic is more appropriate than the number of employees because building square footage is tied more closely to trip generation and is known at the time of application for any development or development modification that would require the assessment of an impact fee.

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

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE Trip Generation Manual, 7th Edition* and the latest Regional Origin-Destination Travel Survey performed by NCTCOG. The *ITE Trip Generation Manual, 7th Edition* provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail rate to avoid double counting trips.

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

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

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

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

Variables:

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L_{max} = Maximum Trip Length (miles),
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)
- SA_L = Max Service Area Trip Length (see **Table 5**)



The maximum trip length, for land uses which are characterized by longer average trip lengths (primarily residential uses), has been limited to a length based on the nature of the roadway network within the service area, along with consideration of the existing City boundaries. Although Chapter 395 of the Texas Local Government Code allows for a service area diameter of six (6) miles, the City of McKinney has set service area boundaries in anticipation of the ultimate corporate limits. Therefore, the individual service areas have different trip characteristics. In order to account for these differences, the values shown in **Table 5** were used for calculation of the *transportation demand factor* for each service area.

Table 5. Maximum Trip Lengths by Service Area

Service Area	Max. Trip Length (mi)	Service Area	Max. Trip Length (mi)
A	0.30	H	4.65
B	0.80	I	6.00
C	3.10	J	6.00
D	5.80	K	5.30
E	4.80	L	3.50
F	0.00	M	0.00
G	6.00		

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

Table 6A and 6B shows the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land use categories in Service Areas C and I. The values utilized for all variables shown in the *transportation demand factor* equation are also shown in the table.

Table 6A. Transportation Demand Factor Calculations – Service Area C Example

Variable	Residential	Basic	Service	Retail
T	1.01	0.98	1.49	3.75
P _b	0%	0%	0%	34%
L	17.21	10.02	10.92	6.43
L _{max} *	3.10	3.10	3.10	3.10
TDF	3.13	3.04	4.62	7.69



Table 6B. Transportation Demand Factor Calculations – Service Area I Example

Variable	Residential	Basic	Service	Retail
T	1.01	0.98	1.49	5.06
P_b	0%	0%	0%	30%
L	17.21	10.02	10.92	6.43
L_{max} *	6.00	5.01	5.46	3.22
TDF	6.06	4.91	8.14	11.38

* L_{max} is less than 6 miles for non-residential land uses; therefore this lower trip length is used for calculating the TDF for non-residential land uses

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in **Table 7**. This table shows the total vehicle-miles by service area for the years 2007 and 2017. These estimates and projections lead to the Vehicle-miles of Travel for both 2007 and 2017.



Table 7. 10-Year Growth Projections

Year 2007	SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET ¹			TRANS. DEMAND FACTOR ⁵			NON-RESIDENTIAL VEHICLE-MILES ⁵			TOTAL VEHICLE MILES ¹⁰
		POPULATION	DWELLING UNITS ¹	TDF ²	VEHICLE MILES ³	BASIC	SERVICE	RETAIL	BASIC ⁶	SERVICE ⁷	RETAIL ⁸	BASIC	SERVICE	
A	0	0	0.30	0	0	0	0	0.29	0.45	1.06	0	0	0	0
B	0	0	0.81	0	0	0	0	0.78	1.19	2.83	0	0	0	0
C	1,510	522	3.13	1,635	31,416	164,650	42,574	3.04	4.62	10.97	96	761	467	2,959
D	7,728	2,674	5.86	15,870	39,270	2,937,356	224,224	4.91	8.14	11.38	193	23,910	2,552	26,655
E	2,013	697	4.85	3,378	1,955,646	1,007,658	1,613,662	4.70	7.15	11.38	9,192	7,205	18,362	34,759
F	3	1	0.00	0	0	0	0	0.00	0.00	0.00	0	0	0	0
G	27,706	9,587	6.06	58,096	0	974,728	688,283	4.91	8.14	11.38	0	7,934	7,833	15,767
H	9,133	3,160	4.70	14,853	0	717,874	943,728	4.56	6.93	11.38	0	4,975	10,740	15,715
I	28,313	9,797	6.06	59,369	0	1,837,494	865,675	4.91	8.14	11.38	0	14,957	9,851	24,808
J	20,947	7,248	6.06	43,923	1,610,070	3,483,994	2,398,347	4.91	8.14	11.38	7,905	28,360	27,293	63,558
K	17,738	6,138	5.35	32,837	3,683,681	6,704,548	1,603,610	4.91	7.90	11.38	18,087	52,966	18,249	89,302
L	107	37	3.54	131	0	3,543,268	411,633	3.43	5.22	11.38	0	18,496	4,684	23,180
M	0	0	0.00	0	0	0	0	0.00	0.00	0.00	0	0	0	0
Totals	115,198	39,861	229,892	7,320,083	21,371,570	8,791,636					35,473	159,564	100,031	295,068

Year 2017	SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET ¹			TRANS. DEMAND FACTOR ⁵			NON-RESIDENTIAL VEHICLE-MILES ⁵			TOTAL VEHICLE MILES ¹⁰
		POPULATION	DWELLING UNITS ¹	TDF ²	VEHICLE MILES ³	BASIC	SERVICE	RETAIL	BASIC ⁶	SERVICE ⁷	RETAIL ⁸	BASIC	SERVICE	
A	0	0	0.30	0	0	0	0	0.29	0.45	1.06	0	0	0	0
B	7,812	2,703	0.81	2,188	0	953	520	0.78	1.19	2.83	0	1	1	2
C	11,129	3,851	3.13	12,054	31,416	1,296,204	461,238	3.04	4.62	10.97	96	5,988	5,060	11,144
D	13,686	4,736	5.86	27,753	39,270	3,915,619	612,938	4.91	8.14	11.38	193	31,873	6,975	39,041
E	2,527	874	4.85	4,239	2,662,506	1,572,414	2,049,418	4.70	7.15	11.38	12,514	11,243	23,322	47,079
F	169	59	0.00	0	0	17,467	9,542	0.00	0.00	0.00	0	0	0	0
G	47,180	16,325	6.06	98,930	0	1,310,615	1,511,406	4.91	8.14	11.38	0	10,668	17,200	27,868
H	24,766	8,570	4.70	40,279	0	1,978,859	1,701,120	4.56	6.93	11.38	0	13,713	19,359	33,072
I	41,270	14,280	6.06	86,537	0	2,592,611	1,383,226	4.91	8.14	11.38	0	21,104	15,400	36,504
J	27,493	9,513	6.06	57,649	1,610,070	4,221,686	3,221,794	4.91	8.14	11.38	7,905	34,365	36,664	78,934
K	19,701	6,817	5.35	36,471	4,186,337	7,084,005	1,745,804	4.91	7.90	11.38	20,555	55,964	19,867	96,386
L	107	37	3.54	131	408,408	3,543,268	411,633	3.43	5.22	11.38	1,401	18,496	4,684	24,581
M	0	0	0.00	0	0	0	0	0.00	0.00	0.00	0	0	0	0
Totals	195,840	67,765	366,232	8,938,007	27,533,702	13,078,639					42,664	203,415	148,532	394,611

VEHICLE-MILES OF INCREASE¹¹ (2007 - 2017)

SERVICE AREA	VEH-MILES
A	0
B	2,191
C	20,239
D	24,469
E	13,181
F	0
G	52,935
H	42,783
I	38,864
J	29,102
K	10,718
L	1,401
M	0
Total	235,883

- Notes:
- From Land Use Assumptions Report 2007-2008 Impact Fee Update
 - Transportation Demand Factor for each Service Area (from LUVNET) using Single Family Detached Housing land use and trip generation rate
 - Calculated by multiplying TDF by the number of dwelling units
 - From Land Use Assumptions Report 2007-2008 Impact Fee Update
 - Trip generation rate and Transportation Demand Factors from LUVNET for each land use
 - 'Basic' corresponds to General Office land use and trip generation rate
 - 'Service' corresponds to General Office land use and trip generation rate
 - 'Retail' corresponds to Free-Standing Retail land use and trip generation rate
 - Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use
 - Residential plus non-residential vehicle-mile totals for each Service Area
 - Total Vehicle-Miles (2007) subtracted from Total Vehicle-Miles (2017)



IV. IMPACT FEE CALCULATIONS

A. MAXIMUM ASSESSABLE IMPACT FEE PER SERVICE UNIT

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Impact Fee RIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. **Table 8** illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation.

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

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

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

A number of facilities identified in the Impact Fee RIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

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

In order to ensure that existing deficiencies on the City’s roadway network are not recoverable through impact fees, this line is based on the entire roadway network within the service area. Any roadway within the service area that is deficient – even those not identified on the Impact Fee RIP – will have these additional trips removed from the calculation.

4	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	A measurement of the amount of vehicle-miles added by the RIP that will not be utilized by existing demand (Line 1 – Line 2 – Line 3)
---	--	--

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



5	<i>Total Cost of the RIP within the Service Area</i>	The total cost of the projects within each service area (from Table 4: 10-Year Roadway Improvements Plan with Conceptual Level Cost Opinions)
----------	--	---

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

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

Using the ratio of vehicle-miles added by the Impact Fee RIP available to serve future growth to the total vehicle-miles added, the total cost of the Impact Fee RIP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

7	<i>Cost to Meet Existing Needs and Usage</i>	The difference between the Total Cost of the RIP (Line 5) and the Cost of the Net Capacity supplied (Line 6). (Line 5 – Line 6)
----------	--	--

This line is provided for information purposes only – it is to present the portion of the total cost of the Impact Fee RIP that is required to meet existing demand.

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

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

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

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

11	<i>Cost of Capacity Added Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 6) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 9).
-----------	--	--

This value is the total Impact Fee RIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.



B. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT

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

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

The plan following 395.014(7)(A) is summarized, as prepared by R.W. Beck, Inc., in **Appendix D** and **E**, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of **Table 8** that utilize this credit calculation.

Line	Title	Description
12	<i>Principal Paid on Existing Debt Funded Project Costs</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
13	<i>Financing Costs</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
14	<i>Existing Fund Balance</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
15	<i>Interest Earnings</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
16	<i>Cost of the RIP and Financing Attributable to New Growth</i>	The sum of the Cost of Capacity Added Attributable to New Growth, Financing Costs, and Interest Earnings. (Line 11 + Line 12 + Line 13 + Line 14 + Line 15)
17	<i>Pre-Credit Maximum Fee Per Service Unit</i>	Found by dividing the Cost of the RIP and Financing Attributable to New Growth (Line 16) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8). (Line 16 / Line 8)
18	<i>Credit for Ad Valorem Taxes</i>	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
19	<i>Recoverable Cost of RIP and Financing</i>	The difference between the Cost of the RIP and Financing Attributable to New Growth (Line 16) and the Credit for Ad Valorem Taxes (Line 18). (Line 16 + Line 18)
20	<i>Maximum Assessable Fee Per Service Unit</i>	Found by dividing the Recoverable Cost of the RIP and Financing (Line 19) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8). (Line 19 / Line 8)



C. FINANCIAL COMPONENT OF IMPACT FEE DETERMINATION

The impact fee determination method employed by R.W. Beck is developed through a financial based model, which fully recognizes the requirements of Chapter 395, including the recognition of debt and/or non-debt funding, interest earnings, fund balances, and applicable credits associated with the use of ad valorem taxes. In developing the components of the financial model several assumptions must be made, including

- Funding;
 - Method of funding (i.e. debt or non-debt financing)
 - The level of funding (e.g. 50% debt / 50% non-debt)
 - Cost of financing
 - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Service Unit Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Capital Improvements

While the assumptions employed in the maximum assessable impact fee determination provide a reasonable basis for forecasting, these assumptions may not necessarily reflect actual future conditions. To address this, Chapter 395 requires the monitoring of impact fees through the Capital Improvements Advisory Committee, and allows for the option to update or revise impact fees to reflect the actual implementation of the impact fee program.

Once the cost of capacity added that is attributable to growth (Table 8 line 11) is determined, it must then be decided how the cost will be funded, debt and/or non-debt. Based on the City's historical practices, it is assumed that the City will debt finance 50% of the new impact fee projects and non-debt fund 50% of the new impact fee projects. For debt financing of the new impact fee projects, the cost of financing is based on estimates of future debt costs for bonds issued with 20-year terms, as shown in **Appendix E**. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

For projects that have been financed through existing debt issues, a weighted average cost of the City's outstanding GO/CO debt was used to determine financing costs for these projects. For projects during the Pre-2003 period, it was assumed that debt was issued in 2000. For projects during the 2003-2008 period, it was assumed that debt was issued in 2003. Debt service payments were assumed to be constant for these hypothetical debt issues.

Currently, the exact timing and annual level of capital expenditures over the 10-year forecast is indeterminate; therefore, it is assumed that capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed, that for debt-financed new impact fee capital projects, debt will be issued in equal annual amounts for years 1 through 10.

Table 8. Maximum Assessable Roadway Impact Fee

SERVICE AREA:	A	B	C	D	E	F	G	H	I	J	K	L	M
1 TOTAL VEH-MI OF CAPACITY ADDED BY THE RIP (FROM RIP UNITS OF SUPPLY, APPENDIX B)	630	4,620	38,912	54,642	29,497	0	66,632	40,740	51,409	22,262	22,771	11,991	0
2 TOTAL VEH-MI OF EXISTING DEMAND (FROM RIP UNITS OF SUPPLY, APPENDIX B)	0	12	883	2,207	1,046	0	16,878	7,578	20,889	4,296	2,674	1,193	0
3 TOTAL VEH-MI OF EXISTING DEFICIENCIES (FROM EXISTING FACILITIES INVENTORY, APPENDIX C)	0	0	0	7	7	0	278	376	414	0	115	115	0
4 NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2 - LINE 3)	630	4,608	38,029	52,428	28,444	0	49,476	32,786	30,106	17,966	19,982	10,683	0
5 TOTAL COST OF THE RIP WITHIN SERVICE AREA (FROM TABLE 4)	\$ 1,086,615	\$ 6,381,115	\$ 53,355,013	\$ 69,570,557	\$ 44,318,196	\$ 9,615	\$ 46,947,342	\$ 25,704,145	\$ 43,331,281	\$ 25,794,863	\$ 25,858,240	\$ 14,170,615	\$ 9,615
6 COST OF NET CAPACITY SUPPLIED (LINE 4 / LINE 1) * (LINE 5)	\$ 1,086,615	\$ 6,364,541	\$ 52,144,269	\$ 66,751,678	\$ 42,736,101	\$ -	\$ 34,859,627	\$ 20,685,717	\$ 25,375,548	\$ 20,817,110	\$ 22,691,114	\$ 12,624,859	\$ -
7 COST TO MEET EXISTING NEEDS AND USAGE (LINE 5 - LINE 6)	\$ -	\$ 16,574	\$ 1,210,744	\$ 2,818,879	\$ 1,582,095	\$ 9,615	\$ 12,087,715	\$ 5,018,428	\$ 17,955,733	\$ 4,977,753	\$ 3,167,126	\$ 1,545,756	\$ 9,615
8 TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM TABLE 7 and Land Use Assumptions)	0	2,191	20,239	24,469	13,181	0	52,935	42,783	38,864	29,102	10,718	1,401	0
9 PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 8 / LINE 4)	0.0%	47.5%	53.2%	46.6%	46.3%	0.0%	106.9%	130.4%	129.0%	161.9%	53.6%	13.1%	0.0%
10 IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	0.0%	47.5%	53.2%	46.6%	46.3%	0.0%	100.0%	100.0%	100.0%	100.0%	53.6%	13.1%	0.0%
11 COST OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 6 * LINE 10)	\$ -	\$ 3,023,157	\$ 27,740,751	\$ 31,106,282	\$ 19,786,815	\$ -	\$ 34,859,627	\$ 20,685,717	\$ 25,375,548	\$ 20,817,110	\$ 12,162,437	\$ 1,653,857	\$ -
12 PRINCIPAL PAID ON EXISTING DEBT FUNDED PROJECT COSTS (FROM APPENDIX D)	\$ -	\$ -	\$ (82,374)	\$ (667,459)	\$ (119,520)	\$ -	\$ (1,797,996)	\$ (1,401,370)	\$ (3,538,897)	\$ (1,812,415)	\$ (691,242)	\$ (24,493)	\$ -
13 FINANCING COSTS (FROM APPENDIX D)	\$ -	\$ 898,899	\$ 8,260,176	\$ 9,184,817	\$ 5,851,777	\$ -	\$ 9,064,712	\$ 6,030,931	\$ 7,019,120	\$ 5,753,308	\$ 3,467,238	\$ 492,475	\$ -
14 EXISTING FUND BALANCE (FROM APPENDIX D)	\$ -	\$ -	\$ (105,000)	\$ (472,371)	\$ (119,853)	\$ -	\$ (501,012)	\$ (1,168,229)	\$ (876,475)	\$ (867,267)	\$ (744,573)	\$ (55,463)	\$ -
15 INTEREST EARNINGS (FROM APPENDIX D)	\$ -	\$ (507,537)	\$ (4,614,241)	\$ (4,918,288)	\$ (3,275,315)	\$ -	\$ (4,784,035)	\$ (2,862,712)	\$ (2,526,318)	\$ (2,700,344)	\$ (1,790,058)	\$ (271,121)	\$ -
16 COST OF RIP AND FINANCING ATTRIBUTABLE TO GROWTH (LINE 11 + LINE 12 + LINE 13 + LINE 14 + LINE 15)	\$ -	\$ 3,414,520	\$ 31,199,312	\$ 34,232,981	\$ 22,123,904	\$ -	\$ 36,841,296	\$ 21,284,338	\$ 25,452,979	\$ 21,190,391	\$ 12,403,801	\$ 1,795,255	\$ -
17 PRE-CREDIT MAX FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 16 / LINE 8)	\$ -	\$ 1,558	\$ 1,542	\$ 1,399	\$ 1,678	\$ -	\$ 696	\$ 497	\$ 655	\$ 728	\$ 1,157	\$ 1,281	\$ -
18 CREDIT FOR AD VALOREM TAXES (FROM APPENDIX D)	\$ -	\$ (1,896)	\$ (161,228)	\$ (245,941)	\$ (76,088)	\$ -	\$ (636,723)	\$ (366,884)	\$ (537,872)	\$ (257,468)	\$ (50,423)	\$ (753)	\$ -
19 RECOVERABLE COST OF RIP AND FINANCING (LINE 16 + LINE 18)	\$ -	\$ 3,412,624	\$ 31,038,084	\$ 33,987,040	\$ 22,047,817	\$ -	\$ 36,204,573	\$ 20,917,454	\$ 24,915,107	\$ 20,932,924	\$ 12,353,379	\$ 1,794,502	\$ -
20 MAX ASSESSABLE FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 19 / LINE 8)	\$ -	\$ 1,558	\$ 1,534	\$ 1,389	\$ 1,673	\$ -	\$ 684	\$ 489	\$ 641	\$ 719	\$ 1,153	\$ 1,281	\$ -



D. SERVICE UNIT DEMAND PER UNIT OF DEVELOPMENT

The roadway impact fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City utilizes the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in **Table 9**. This table lists the predominant land uses that may occur within the City of McKinney. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

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

The source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 7th Edition*, the latest edition of the definitive source for trip generation data. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning.

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

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

E. LAND USE DESCRIPTIONS

In the process of assessing and collecting roadway impact fees within the City of McKinney, there are instances in which questions have arisen as to the appropriate application of the Land Use / Vehicle-Mile Equivalency Table (LUVMET) when the type of land use may seem to fit into multiple categories. **Table 10** provides the City with a more detailed description of the various land uses for the *ITE Trip Generation Manual, 7th Edition* for a reference.



Table 9.A. Service Area A - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - A	Veh-Mi Per Dev. Unit SA - A
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	0.30	1.97
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	0.30	0.29
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	0.30	0.20
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	0.30	0.26
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	0.30	0.18
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	0.30	0.08
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	0.30	0.30
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	0.30	0.19
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	0.30	0.16
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	0.30	0.18
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	0.30	0.07
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	0.30	0.18
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	0.30	0.14
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	0.30	0.38
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	0.30	0.09
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	0.30	0.49
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	0.30	0.71
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	0.30	0.10
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	0.30	4.09
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	0.30	1.01
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	0.30	0.20
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	0.30	3.95
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	0.30	0.05
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	0.30	0.04
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	0.30	0.04
University / College	550	Students	0.21			0.21	4.20	50%	2.10	0.30	0.06
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	0.30	1.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	0.30	0.39
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	0.30	0.07
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	0.30	0.42
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	0.30	0.45
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	0.30	1.12
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	0.30	0.52
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	0.30	0.45
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	0.30	0.61
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	0.30	1.02
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.30	1.77
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	0.30	0.63
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	0.30	0.93
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.30	1.00
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.30	2.09
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	0.30	1.09
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	0.30	5.20
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	0.30	1.87
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	0.30	1.26
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	0.30	1.06
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	0.30	0.80
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	0.30	0.52
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	0.30	1.32
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	0.30	0.74
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	0.30	2.01
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	0.30	1.05
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	0.30	5.97
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	0.30	7.27

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.B. Service Area B - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - B	Veh-Mi Per Dev. Unit SA - B
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	0.80	5.24
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	0.80	0.78
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	0.80	0.54
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	0.80	0.69
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	0.80	0.47
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	0.80	0.21
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	0.80	0.81
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	0.80	0.50
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	0.80	0.42
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	0.80	0.47
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	0.80	0.18
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	0.80	0.47
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	0.80	0.38
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	0.80	1.00
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	0.80	0.24
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	0.80	1.31
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	0.80	1.89
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	0.80	0.26
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	0.80	10.91
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	0.80	2.68
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	0.80	0.53
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	0.80	10.54
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	0.80	0.12
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	0.80	0.11
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	0.80	0.10
University / College	550	Students	0.21			0.21	4.20	50%	2.10	0.80	0.17
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	0.80	4.14
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	0.80	1.04
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	0.80	0.18
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	0.80	1.12
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	0.80	1.19
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	0.80	2.98
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	0.80	1.38
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	0.80	1.20
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	0.80	1.62
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	0.80	2.73
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	0.80	1.69
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	0.80	2.49
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	0.80	2.90
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	0.80	13.86
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	0.80	4.98
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	0.80	3.35
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	0.80	2.83
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	0.80	2.13
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	0.80	1.38
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	0.80	3.52
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	0.80	1.98
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	0.80	5.35
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	0.80	2.79
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	0.80	15.91
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	0.80	19.39

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.C. Service Area C - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - C	Veh-Mi Per Dev-Unit SA - C
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	3.10	20.31
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	3.10	3.04
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	3.10	2.11
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	3.10	2.67
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	3.10	1.83
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	3.10	0.81
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	3.10	3.13
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	3.10	1.92
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	3.10	1.61
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	3.10	1.83
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	3.10	0.68
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.10	1.83
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.10	1.46
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.10	3.88
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.10	0.93
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.10	5.08
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.10	7.32
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.10	1.02
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.10	42.28
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.10	10.39
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.10	16.06
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.10	4.03
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.10	0.68
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	3.10	4.34
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	3.10	4.62
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	3.10	11.53
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	3.10	5.36
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	3.10	4.65
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.10	6.29
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.10	10.57
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	3.10	6.54
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	3.10	9.64
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	3.10	11.22
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	3.10	10.97
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	3.10	8.25
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	3.10	5.33
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	3.10	13.64
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	3.10	7.69
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	3.10	20.74
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.10	10.82
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.D. Service Area D - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - D	Veh-Mi Per Dev. Unit SA - D
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	5.01	32.82
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	5.01	4.91
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	5.01	3.41
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	5.01	4.31
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	5.42	3.19
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	5.42	1.41
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	5.80	5.86
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	5.80	3.60
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	5.80	3.02
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	5.80	3.42
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	5.80	1.28
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	5.46	7.64
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	5.46	8.14
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	5.46	20.31
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	5.46	9.45
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	5.46	8.19
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43% A	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56% B	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20% B	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40% B	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40% B	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40% B	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28% A	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50% A	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43% A	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44% A	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30% C	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30% B	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30% B	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49% A	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34% A	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36% A	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30% B	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40% B	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47% A	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.E. Service Area E - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - E	Veh-Mi Per Dev. Unit SA - E
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	4.80	31.44
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	4.80	4.70
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	4.80	3.26
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	4.80	4.13
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	4.80	2.83
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	4.80	1.25
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	4.80	4.85
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	4.80	2.98
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	4.80	2.50
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	4.80	2.83
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	4.80	1.06
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	4.80	6.72
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	4.80	7.15
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	4.80	17.86
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	4.80	8.30
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	4.80	7.20
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.F. Service Area F - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - F	Veh-Mi Per Dev-Unit SA - F
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	0.00	0.00
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	0.00	0.00
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	0.00	0.00
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	0.00	0.00
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	0.00	0.00
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	0.00	0.00
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	0.00	0.00
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	0.00	0.00
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	0.00	0.00
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	0.00	0.00
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	0.00	0.00
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	0.00	0.00
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	0.00	0.00
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	0.00	0.00
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	0.00	0.00
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	0.00	0.00
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	0.00	0.00
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	0.00	0.00
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	0.00	0.00
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	0.00	0.00
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	0.00	0.00
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	0.00	0.00
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	0.00	0.00
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	0.00	0.00
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	0.00	0.00
University / College	550	Students	0.21			0.21	4.20	50%	2.10	0.00	0.00
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	0.00	0.00
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	0.00	0.00
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	0.00	0.00
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	0.00	0.00
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	0.00	0.00
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	0.00	0.00
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	0.00	0.00
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	0.00	0.00
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	0.00	0.00
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	0.00	0.00
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.00	0.00
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	0.00	0.00
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	0.00	0.00
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.00	0.00
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.00	0.00
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	0.00	0.00
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	0.00	0.00
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	0.00	0.00
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	0.00	0.00
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	0.00	0.00
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	0.00	0.00
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	0.00	0.00
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	0.00	0.00
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	0.00	0.00
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	0.00	0.00
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	0.00	0.00
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	0.00	0.00
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	0.00	0.00

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.G. Service Area G - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - G	Veh-Mi Per Dev. Unit SA - G
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	5.01	32.82
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	5.01	4.91
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	5.01	3.41
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	5.01	4.31
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	5.42	3.19
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	5.42	1.41
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	6.00	6.06
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	6.00	3.72
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	6.00	3.12
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	6.00	3.54
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	6.00	1.32
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	5.46	7.64
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	5.46	8.14
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	5.46	20.31
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	5.46	9.45
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	5.46	8.19
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43% A	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56% B	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20% B	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40% B	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40% B	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40% B	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28% A	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50% A	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43% A	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44% A	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30% C	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30% B	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30% B	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49% A	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34% A	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36% A	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30% B	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40% B	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47% A	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.H. Service Area H - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - H	Veh-Mi Per Dev. Unit SA - H
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	4.65	30.46
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	4.65	4.56
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	4.65	3.16
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	4.65	4.00
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	4.65	2.74
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	4.65	1.21
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	4.65	4.70
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	4.65	2.88
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	4.65	2.42
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	4.65	2.74
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	4.65	1.02
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	4.65	6.51
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	4.65	6.93
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	4.65	17.30
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	4.65	8.04
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	4.65	6.98
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43% A	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56% B	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20% B	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40% B	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40% B	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40% B	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28% A	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50% A	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43% A	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44% A	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30% C	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30% B	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30% B	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49% A	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34% A	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36% A	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30% B	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40% B	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47% A	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.I. Service Area I - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - I	Veh-Mi Per Dev. Unit SA - I
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	5.01	32.82
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	5.01	4.91
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	5.01	3.41
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	5.01	4.31
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	5.42	3.19
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	5.42	1.41
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	6.00	6.06
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	6.00	3.72
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	6.00	3.12
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	6.00	3.54
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	6.00	1.32
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	5.46	7.64
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	5.46	8.14
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	5.46	20.31
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	5.46	9.45
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	5.46	8.19
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.J. Service Area J - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - J	Veh-Mi Per Dev. Unit SA - J
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	5.01	32.82
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	5.01	4.91
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	5.01	3.41
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	5.01	4.31
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	5.42	3.19
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	5.42	1.41
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	6.00	6.06
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	6.00	3.72
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	6.00	3.12
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	6.00	3.54
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	6.00	1.32
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	5.46	7.64
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	5.46	8.14
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	5.46	20.31
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	5.46	9.45
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	5.46	8.19
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43% A	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56% B	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20% B	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40% B	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40% B	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40% B	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28% A	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50% A	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43% A	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44% A	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30% C	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30% B	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30% B	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49% A	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34% A	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36% A	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30% B	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40% B	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47% A	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.K. Service Area K - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - K	Veh-Mi Per Dev. Unit SA - K
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	5.01	32.82
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	5.01	4.91
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	5.01	3.41
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	5.01	4.31
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	5.30	3.13
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	5.30	1.38
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	5.30	5.35
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	5.30	3.29
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	5.30	2.76
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	5.30	3.13
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	5.30	1.17
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.55
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.78	4.91
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	5.30	7.42
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	5.30	7.90
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	5.30	19.72
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	5.30	9.17
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	5.30	7.95
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.L. Service Area L - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - L	Veh-Mi Per Dev. Unit SA - L
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	3.50	22.93
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	3.50	3.43
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	3.50	2.38
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	3.50	3.01
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	3.50	2.07
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	3.50	0.91
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	3.50	3.54
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	3.50	2.17
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	3.50	1.82
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	3.50	2.07
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	3.50	0.77
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.96
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	3.22	5.27
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.59
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.85
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.77
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	2.10	1.39
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	2.10	27.68
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	2.10	0.29
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.50	18.13
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	3.50	4.55
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.50	0.77
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	3.50	4.90
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	3.50	5.22
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	3.50	13.02
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	3.50	6.06
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	3.50	5.25
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.53
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.22	10.96
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	3.22	6.78
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	3.22	10.00
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.60	4.19
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	3.22	11.64
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	2.40	41.48
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	2.40	14.90
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.04
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	3.22	11.38
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	3.22	8.55
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	3.22	5.53
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	3.22	14.15
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	3.22	7.97
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	3.22	21.51
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.22	11.22
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	1.70	33.71
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	1.70	41.09

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 9.M. Service Area M - Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - M	Veh-Mi Per Dev-Unit SA - M
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	0.00	0.00
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.98			0.98	10.02	50%	5.01	0.00	0.00
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	0.00	0.00
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	0.00	0.00
Warehousing	150	1,000 SF GFA	0.59			0.59	10.83	50%	5.42	0.00	0.00
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	0.00	0.00
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	0.00	0.00
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	0.00	0.00
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	0.00	0.00
Mobile Home Park	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	0.00	0.00
Assisted Living	254	Dwelling Unit	0.22			0.22	17.21	50%	8.61	0.00	0.00
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	0.00	0.00
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	0.00	0.00
RECREATIONAL											
Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	0.00	0.00
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	0.00	0.00
Health/Rec. Clubs and Facilities	495	1,000 SF GFA	1.64			1.64	6.43	50%	3.22	0.00	0.00
Ice Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	0.00	0.00
Miniature Golf	431	Hole	0.33			0.33	6.43	50%	3.22	0.00	0.00
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	0.00	0.00
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	0.00	0.00
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.66			0.66	4.20	50%	2.10	0.00	0.00
Day Care Center	565	1,000 SF GFA	13.18			13.18	4.20	50%	2.10	0.00	0.00
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	0.00	0.00
High School (9-12)	530	Students	0.14			0.14	4.20	50%	2.10	0.00	0.00
Jr / Community College	540	Students	0.12			0.12	4.20	50%	2.10	0.00	0.00
University / College	550	Students	0.21			0.21	4.20	50%	2.10	0.00	0.00
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	0.00	0.00
Hospital	610	Beds	1.30			1.30	7.55	50%	3.78	0.00	0.00
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	0.00	0.00
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	0.00	0.00
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	0.00	0.00
Medical/Dental Office	720	1,000 SF GFA	3.72			3.72	10.92	50%	5.46	0.00	0.00
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	0.00	0.00
Office/Business Park	750	1,000 SF GFA	1.50			1.50	10.92	50%	5.46	0.00	0.00
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.38	40%	B	2.03	6.43	50%	3.22	0.00	0.00
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	0.00	0.00
Gasoline/Service Station w/ Conv Market	945	Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.00	0.00
New and Used Car Sales	841	1,000 SF GFA	2.64	20%	B	2.11	6.43	50%	3.22	0.00	0.00
Quick Lubrication Vehicle Center	941	Service Position	5.19	40%	B	3.11	6.43	50%	3.22	0.00	0.00
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.00	0.00
Automated Car Wash	948	1,000 SF GFA	11.64	40%	B	6.98	1.20	50%	0.60	0.00	0.00
Tire Store	848	1,000 SF GFA	5.03	28%	A	3.62	6.43	50%	3.22	0.00	0.00
Dining											
Fast Food Restaurant	934	1,000 SF GFA	34.64	50%	A	17.32	4.79	50%	2.40	0.00	0.00
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	10.92	43%	A	6.22	4.79	50%	2.40	0.00	0.00
Sit Down Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	0.00	0.00
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	5.06	30%	C	3.54	6.43	50%	3.22	0.00	0.00
Garden Center (Nursery)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	0.00	0.00
Home Improvement Superstore	862	1,000 SF GFA	2.45	30%	B	1.72	6.43	50%	3.22	0.00	0.00
Pharmacy/Drugstore	881	1,000 SF GFA	8.62	49%	A	4.40	6.43	50%	3.22	0.00	0.00
Shopping Center	820	1,000 SF GFA	3.75	34%	A	2.48	6.43	50%	3.22	0.00	0.00
Supermarket	850	1,000 SF GFA	10.45	36%	A	6.69	6.43	50%	3.22	0.00	0.00
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	0.00	0.00
SERVICES											
Bank (Walk-In)	911	1,000 SF GFA	33.15	40%	B	19.89	3.39	50%	1.70	0.00	0.00
Bank (Drive In)	912	1,000 SF GFA	45.74	47%	A	24.24	3.39	50%	1.70	0.00	0.00

Key to Sources of Pass-by Rates:

A: October 1998 ITE Trip Generation handbook

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

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



Table 10. Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
PORT AND TERMINAL		
Truck Terminal	030	Point of good transfer between trucks, between trucks and rail, or between trucks and ports.
INDUSTRIAL		
General Light Industrial	110	Emphasis on activities other than manufacturing with minimal office space; typically employing fewer than 500 workers
General Heavy Industrial	120	Primary activity is conversion of raw materials or parts into finished products; high number of employees per industrial plant
Industrial Park	130	Area containing a number of industries or related facilities
Warehousing	150	Devoted to storage of materials but may included office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods; typically referred to as "self-storage" facilities.
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Apartment/Multi-family	220	At least 3 rental dwelling units per building
Residential Condominium/Townhome	230	Single-family ownership units that have at least one other single-family owned unit within the same building
Mobile Home Park	240	Typically installed on permanent foundations; may have community facilities (e.g. swimming pools, laundry)
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities.
LODGING		
Hotel	310	Lodging facilities that typically have on-site restaurants, lounges, meeting and/or banquet rooms, or other retail shops and services
Motel / Other Lodging Facilities	320	Lodging facilities that provide sleeping accommodations and often a restaurant. They provide little or no meeting space and few services.
RECREATIONAL		
Driving Range	432	Facilities with driving tees for practice; may provide individual or group lessons; may have prop shop and/or refreshment facilities
Golf Course	430	May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities
Health/Rec. Clubs and Facilities	495	Category includes racquet clubs, health/fitness clubs, can include facilities such as YMCA's
Ice Rink	465	Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities
Miniature Golf	431	One or more individual putting courses; category should not be used when part of a larger entertainment center(with batting cages, video game centers, etc)
Multiplex Movie Theater	445	Movie theater with audience seating, minimum of ten screens, lobby, and refreshment area.
Racquet / Tennis Club	491	Indoor or outdoor facilities specifically designed for playing tennis but also may provide facilities as swimming, whirlpools, saunas, etc.
INSTITUTIONAL		
Church	560	Churches and houses of worship
Day Care Center	565	Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds
Primary/Middle School (1-8)	522	
High School (9-12)	530	
Jr / Community College	540	
University / College	550	
MEDICAL		
Clinic	630	Facilities with limited diagnostic and outpatient care, but is unable to provide prolonged in-house medical and surgical
Hospital	610	Medical and surgical facilities with overnight accommodations
Nursing Home	620	Primary function is to care for persons who are unable to care for themselves. Rest and convalescent homes with residents who do little or no driving
OFFICE		
Corporate Headquarters Building	714	Office building housing corporate headquarters of a single company or organization
General Office Building	710	Office buildings which house multiple tenants
Medical/Dental Office	720	Multi-tenant building with offices for physicians and/or dentists
Single Tenant Office Building	715	Single tenant office buildings other than corporate headquarters
Office/Business Park	750	Office buildings (typically low-rise) in a campus setting and served by a common roadway system
COMMERCIAL		
Automobile Related		
Automobile Care Center	942	Automobile repair and servicing including stereo installations and upholstery
Automobile Parts Sales	843	Retail sale of auto parts but no on-site vehicle repair
Gasoline/Service Station w/ Conv Market	945	Gasoline sales with convenience store where the primary business is gasoline sales
New and Used Car Sales	841	New car dealerships, typically with automobile servicing, part sales, and used car sales
Quick Lubrication Vehicle Center	941	Primary business is to perform oil changes and fluid/filter changes with other repair services not provided
Self-Service Car Wash	947	Has stalls for driver to park and wash the vehicle
Automated Car Wash	948	Facilities that allow for the mechanical clean of the exterior of vehicles. Manual cleaning and car detailing may also take place.
Tire Store	848	Primary business is sales and installation of tires; usually do not have large storage or warehouse area
Dining		
Fast Food Restaurant	934	High-turnover fast food restaurant for carry-out and eat-in customers with a drive-thru window or drive-in service.
High Turnover (Sit-Down) Restaurant	932	Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants
Sit Down Restaurant	931	Restaurants with turnover rates of one hour or longer; typically require reservations
Other Retail		
Free-Standing Retail Store	815	Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours
Garden Center (Nursery)	817	Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities
Home Improvement Superstore	862	Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items.
Pharmacy/Drugstore	881	Includes facilities with and without drive-thru windows
Shopping Center	820	Integrated group of commercial establishments; planning, owned, and managed as a unit
Supermarket	850	Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM;
Toy/Children's Superstore	864	Businesses specializing in child-oriented merchandise
SERVICES		
Bank (Walk-In)	911	Bank without drive-thru lanes
Bank (Drive In)	912	Bank with drive-thru lanes



V. SAMPLE CALCULATIONS

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

Example 1:

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

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 9 [Land Use – Vehicle-mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.13
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 8, Line 20 [Maximum Assessable Fee Per Service Unit]</i> Service Area C: \$1,534
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit
	Impact Fee = 1 * 3.13 * \$1,534 Maximum Assessable Impact Fee = \$4,801.42

Example 2:

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

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 9 [Land Use – Vehicle-mile Equivalency Table]</i> Development Type: 125,000 square feet of Home Improvement Superstore Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 5.53
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 8, Line 20 [Maximum Assessable Fee Per Service Unit]</i> Service Area I: \$641
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit
	Impact Fee = 125 * 5.53 * \$641 Maximum Assessable Impact Fee = \$443,091.25



VI. CONCLUSION

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

This report establishes the maximum allowable roadway impact fee that could be assessed by the City of McKinney within each of the thirteen (13) service areas. The maximum assessable roadway impact fees calculated in this report are presented in **Table 8**.

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

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



APPENDICES

A. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS

SERVICE AREA A
SERVICE AREA B
SERVICE AREA C
SERVICE AREA D
SERVICE AREA E
SERVICE AREA G
SERVICE AREA H
SERVICE AREA I
SERVICE AREA J
SERVICE AREA K
SERVICE AREA L

B. RIP SERVICE UNITS OF SUPPLY

C. EXISTING ROADWAY FACILITIES INVENTORY

D. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT SUMMARY

E. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT SUPPORTING EXHIBITS

RESOLUTION NO. 2008-10-174 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, APPROVING THE AMENDMENT OF THE CAPITAL IMPROVEMENTS PLANS FOR UTILITY IMPACT FEES FOR THE 2007-2008 UTILITY IMPACT FEE UPDATE.

WHEREAS, per Texas Local Government Code Section 395.052, a city imposing a utility impact fee shall update the land use assumptions and capital improvements plans at least every five years; and

WHEREAS, the City of McKinney, Texas held a public hearing and approved the Land Use Assumptions for the 2007-2008 Utility Impact Fee Update on April 1, 2008;

WHEREAS, per Texas Local Government Code Section 395.054, the City of McKinney, Texas has held a public hearing to consider the amendment of the Capital Improvements Plans for Utility Impact Fees for the 2007-2008 Utility Impact Fee Update; and


WHEREAS, per Texas Local Government Code Section 395.054, the City of McKinney, Texas is required to adopt an ordinance, order, or resolution approving the amendment of the capital improvements plans.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:


Section 1. The City Council of the City of McKinney, Texas approves the amendment of the Capital Improvements Plans for Utility Impact Fees for the 2007-2008 Utility Impact Fee Update.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, COLLIN COUNTY, TEXAS ON THIS THE 21st DAY OF OCTOBER 2008.

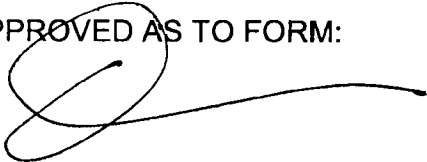
City of McKinney


BILL WHITFIELD
Mayor

ATTEST:


SANDY HART, TRMC, MMC
City Secretary
BEVERLY COVINGTON, TRMC, CMC
Deputy City Secretary

APPROVED AS TO FORM:


MARK S. HOUSER
City Attorney

**2007 – 2008 WATER & WASTEWATER
IMPACT FEE UPDATE**

Submitted To



Submitted By

BIRKHOFF, HENDRICKS & CONWAY, L.L.P.
and
RJN GROUP

AUGUST 2008

CITY OF MCKINNEY
2007 – 2008 WATER & WASTEWATER IMPACT FEE UPDATE

TABLE OF CONTENTS

	<u>Page No.</u>
SECTION I - INTRODUCTION	
A. General	1
B. Water & Wastewater Impact Fee Glossary	2
C. Land Use Assumptions	5
• Table No. 1: Residential and Non-Residential Growth from 2007 to 2017	6
SECTION II - WATER & WASTEWATER C.I.P. & IMPACT FEE ANALYSIS	
A. Definition of a Service Unit – Water and Wastewater	7
• Table No. 2: Living Unit Equivalencies for Various Types & Sizes of Water Meters	7
B. Calculation of Water & Wastewater – Living Unit Equivalents	8
• Table No. 3: Water Living Unit Equivalents 2007 – 2017	8
• Table No. 4: Wastewater Living Unit Equivalents 2007 – 2017	9
C. Cost of Facilities	9
D. Water Distribution System	10
1. Existing Pump Stations, Ground Storage Reservoirs & Elevated Storage Tanks	10
• Table No. 5: Water Distribution System – Existing Pump Station and Ground Storage	10
• Table No. 6: Existing Elevated Storage Tanks	11
2. Distribution Lines	11
3. Water Supply	12
4. Water Distribution System Capital Improvement Projects for Impact Fees	12
• Exhibit 1A:	13
• Exhibit 1B	14
• Table No. 7: Water Distribution System 10-Year C.I.P.	15

5. Utilized Capacity 17

- Table No. 8: Summary of Eligible Water Distribution Project Cost and Utilized Capacity Cost 17
- Table No. 9: Water Pump Station Facilities 18
- Table No. 10: Ground Storage Reservoirs 19
- Table No. 11: Elevated Storage Tanks 20
- Table No. 12: Existing Impact Fee Water Lines 21
- Table No. 13: Proposed Impact Fee Water Lines 28

E. Wastewater Collection System 37

1. Collection Lines 37
2. Treatment 37
3. Wastewater System Capital Improvement Projects for Impact Fees 38
 - Exhibit 2A 39
 - Exhibit 2B 40
 - Table No. 14: Wastewater Collection System 10-Year C.I.P. 41
4. Utilized Capacity 42
 - Table No. 15: Summary of Eligible Capital Cost & Utilized Capacity Cost 42
 - Table No. 16: Existing Impact Fee Sewer Lines 43
 - Table No. 17: Proposed Impact Fee Sewer Lines 66

F. Calculation of Maximum Impact Fees – Water and Wastewater 71

- Table No. 18: Maximum Assessable Water & Sewer Fee Per Living Unit Equivalent 72



THESE DOCUMENTS ARE FINAL AND ARE FOR CONSTRUCTION, BIDDING, AND PERMIT PURPOSES.

Matthew Hickey

Date: 7/21/08

CITY OF MCKINNEY
2007 – 2008 WATER & WASTEWATER IMPACT FEE UPDATE

SECTION I – INTRODUCTION

A. GENERAL

In accordance with the requirements of Chapter 395.052 of the Local Government Code, this report establishes the City of McKinney’s Capital Improvement Plan for water and wastewater impact fees and calculates the maximum allowable fee for each. Land use assumptions for impact fees were generated under a separate document by the City of McKinney’s Planning Department.

Chapter 395, of the Local Government Code is an act that provides guidelines for financing capital improvements required by new development in municipalities, counties, and certain other local governments. The basis for determination of an impact fee requires the preparation and adoption of a land use plan and growth assumption, and the preparation of a 10-year capital improvement plan. The capital improvement plan requires an analysis of total capacity, the level of current usage and commitments of capacity of existing capital improvements. From these two phases, a maximum impact fee is calculated.

The Act allows the maximum impact fee to be charged if revenues from future ad valorem taxes, and water and sewer bills are included as a credit in the analysis. If not, the Act allows the maximum fee to be set at 50% of the calculated maximum fee. The following items were included in the impact fee calculation:

1. The portion of the cost of the new infrastructure that is to be paid by the City, including engineering, property acquisition and construction cost.
2. Existing excess capacity in lines and facilities that will serve future growth and which were paid for in whole or part by the City.
3. Engineering and quality control fees for construction projects.
4. Interest and other finance charges on bonds issued by the City to cover its portion of the cost.

The engineering analysis portion of the Water and Wastewater Fee determines utilized capacity cost of the major water distribution and wastewater collection facilities between the year 2007 and the year 2017. Facilities in this analysis include, water pump stations, water storage tanks, water transmission lines and wastewater collection lines. The North Texas Municipal Water District (NTMWD) water treatment, wastewater treatment and distribution components were excluded from this analysis. The study period is a ten-year period with 2007 as the base year. The impact fee calculations for the water and wastewater systems are based on land use assumptions provided by the City of McKinney. Prior to this impact fee update, the City's Water Distribution and Wastewater Collection hydraulic models were updated for 2007, 2017 and buildout conditions. The hydraulic model results are available for review from the City of McKinney. The equivalency factors utilized in this analysis conform to the latest American Water Works Association Standards (C700 - C703).

B. WATER & WASTEWATER IMPACT FEE GLOSSARY

1. Advisory Committee means the capital improvements advisory committee established by the City for purposes of reviewing and making recommendations to the City Council on adoption of the City's impact fee program.
2. Area-Related Facility means a capital improvement or facility expansion which is designated in the impact fee capital improvements plan and which is not a site-related facility. Area-Related Facility may include capital improvements that are located off-site, or within or on the perimeter of the development site.
3. Assessment means the determination of the amount of the maximum impact fee per service unit that can be imposed on new development.
4. Capital Improvement means either a water facility or a wastewater facility with a life expectancy of three or more years, to be owned and operated by or on behalf of the City.
5. City means the City of McKinney, Texas.
6. Credit means the amount of the reduction of an impact fee due, determined under this ordinance or pursuant to administrative guidelines, that is equal to the value of area-related

facilities provided by a property owner pursuant to the City's subdivision or zoning regulations or requirements, for the same type of facility.

7. Debt Service means the 20-year financing costs of projects applied to all eligible existing and proposed water and wastewater facilities.
8. Facility Expansion means either a water facility expansion or a sewer facility.
9. Impact Fee means either a fee for water facilities or a fee for wastewater facilities, imposed on new development by the City pursuant to Chapter 395 of the Texas Local Government Code in order to generate revenue to fund or recoup the costs of capital improvements or facility expansion necessitated by and attributable to such new development. Impact fees do not include the dedication of rights-of-way or easements for such facilities, or the construction of such improvements, imposed pursuant to the City's zoning or subdivision regulations.
10. Impact Fee Capital Improvements Plan means either a water capital improvements plan or a wastewater capital improvement plan adopted or revised pursuant to the impact fee regulations.
11. Land Use Assumptions means the projections of population and growth, and associated changes in land uses, densities and intensities over at least a ten-year period, as adopted by the City and as may be amended from time to time, upon which the capital improvements plans are based.
12. Land Use Equivalency Table means a table converting the demands for capital improvements generated by various land uses to numbers of service units, as may be amended from time to time.
13. New Development means the subdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units.

14. Recoupment means the imposition of an impact fee to reimburse the City for capital improvements that the City had previously oversized to serve new development.
15. Service Area means either a water service area or wastewater service area which impact fees for capital improvements or facility expansion will be collected for new development occurring within such area, and within which fees so collected will be expended for those types of improvements or expansions identified in the type of capital improvements plan applicable to the service area.
16. Service Unit means the applicable standard units of measure shown on the land use equivalency table in the Impact Fees Capital Improvements Plan that can be converted to water meter equivalents, for water or for wastewater facilities, which serves as the standardized measure of consumption, use or generation attributable to the new unit of development.
17. Site-Related Facility means an improvement or facility which is for the primary use or benefit of a new development, and/or which is for the primary purpose of safe and adequate provision of water or wastewater facilities to serve the new development, and which is not included in the impact fees capital improvements plan and for which the property owner is solely responsible under subdivision or other applicable development regulations.
18. Utility Connection means installation of a water meter for connecting a new development to the City's water system, or connection to the City's wastewater system.
19. Wastewater Facility means a wastewater interceptor or main, lift station or other facility included within and comprising an integral component of the City's collection system for wastewater. Wastewater facility includes land, easements or structure associated with such facilities. Wastewater facility excludes site-related facilities.

20. Wastewater Facility Expansion means the expansion of the capacity of any existing wastewater improvement for the purpose of serving new development, but does not include the repair, maintenance, modernization, or expansion of an existing sewer facility to serve existing development.
21. Wastewater Capital Improvements Plan means the adopted plan, as may be amended from time to time, which identifies the wastewater facilities or wastewater expansions and their associated costs which are necessitated by and which are attributable to new development, for a period not to exceed 10 years.
22. Water Facility means a water main, pump station, storage tank or other facility included within and comprising an integral component of the City's water storage or distribution system. Water facility includes land, easements or structures associated with such facilities. Water facility excludes site-related facilities.
23. Water Facility Expansion means the expansion of the capacity of any existing water facility for the purpose of serving new development, but does not include the repair, maintenance, modernization, or expansion of an existing water improvement to serve existing development.
24. Water Capital Improvements Plan means the adopted plan, as may be amended from time to time, which identifies the water facilities or water expansions and their associated costs which are necessitated by and which are attributable to new development, for a period not to exceed 10 years.
25. Water Meter means a device for measuring the flow of water to a development, whether for domestic or for irrigation purposes.

C. LAND USE ASSUMPTIONS (Provided By: City of McKinney Planning Department)

The impact fee land use assumptions utilized in this update were prepared by the City of McKinney's Planning Department and are presented in a separate document. The land use assumptions projected an ultimate residential population of approximately 387,964 in the City of McKinney's ultimate planning boundary. This is a lower ultimate population than projected in the City's 2002 Water and Wastewater Impact Fee Update, which estimated a residential population of 395,000, a decrease of 7,036 people.

The residential and non-residential growth provided by the City for the year 2007 through 2017 is summarized in Table No. 1.

TABLE NO. 1

Residential and Non-Residential Growth from 2007 to 2017

Year	Residential Population*	Non-Residential Uses**	
		Type	Developed Area (SF)
2007	115,198	Basic	7,320,083
		Service	21,371,571
		Retail	8,791,637
		Total:	37,483,291
2017	195,839	Basic	8,938,007
		Service	27,533,702
		Retail	13,078,638
		Total:	49,550,347
Res. Growth Rate	1.7	Non-Res. Growth Rate	1.3

* Residential Population – Represent Estate, Low Density, Medium Density and High Density Residential Categories

** Basic – Industrial Land Uses

** Service – Office & Institutional Land Uses

** Retail – Commercial Land Uses

As shown in Table No. 1, increases in the residential population and non-residential uses will occur during the 10-year capital recovery period. The water demand and wastewater flows from the residential and non-residential uses dictate the ultimate size of facilities, while the rate of growth is important to determine the timing of system improvements to meet the City’s growing needs. The eligible water impact fee facilities are shown on **Exhibits 1A and 1B**. The eligible wastewater facilities are shown on **Exhibits 2A and 2B** in this report.

SECTION II

WATER & WASTEWATER C.I.P. AND IMPACT FEE ANALYSIS

A. DEFINITION OF A SERVICE UNIT – WATER AND WASTEWATER

Chapter 395 of the Local Government Code requires that impact fees be based on a defined service unit. A “service unit” means a standardized measure of consumption, use generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards. This impact fee defines a water and wastewater service unit to be a $\frac{3}{4}$ -inch water meter and has referred to this service unit as a Single Family Living Unit Equivalent (SFLUE). The SFLUE is based on the continuous duty capacity of a $\frac{3}{4}$ -inch water meter. This is the typical meter used for a single family detached dwelling, and therefore is considered to be equivalent to one “living unit”. Other meter sizes can be compared to the $\frac{3}{4}$ -inch meter through a ratio of water flows as published by the American Water Works Association as shown in **Table No. 2** below. This same ratio is then used to determine the proportional water and wastewater impact fee amount for each water meter size.

TABLE NO. 2

Living Unit Equivalencies For Various Types and Sizes of Water Meters

Meter Type	Meter Size	Continuous Duty Maximum Rate (gpm) ^(a)	Ratio to 3/4” Meter
Simple	3/4”	15	1.0
Simple	1”	25	1.7
Simple	1½”	50	3.3
Simple	2”	80	5.3
Compound	2”	80	5.3
Turbine (Irrigation)	2”	100	6.7
Compound	3”	160	10.7
Turbine (Irrigation)	3”	240	16.0
Compound	4”	250	16.7
Turbine (Irrigation)	4”	420	28.0
Compound	6”	500	33.3
Turbine (Irrigation)	6”	920	61.3
Compound	8”	800	53.3
Turbine (Irrigation)	8”	1,600	106.7
Compound	10”	2,300	153.3
Turbine (Irrigation)	10”	2,500	166.7
Turbine	12”	3,300	220.0

^(a) Source: AWWA Standard C700 (1995) - C703 (1996)

B. CALCULATION OF WATER & WASTEWATER - LIVING UNIT EQUIVALENTS

The City of McKinney provided the existing water meter count by size category as of December 2007. In total, there are 39,239 domestic water and irrigation meters serving an existing population of 115,198 residents and business. **Table No. 3** shows the number of existing meters, the living unit equivalent factor and the total number of living unit equivalents for each sized water meter.

The number of wastewater accounts was determined by subtracting the number if irrigation meters from the number of domestic water meters. This equates to 37,815 wastewater accounts. **Table No. 4** illustrates the existing wastewater accounts and the SFLUE’s.

The residential growth rate of 1.7 in **Table 1** was applied to ¾-inch through 2-inch meters. The non-residential growth rate of 1.3 in **Table 1** was applied to 3-inch through 8-inch meters. Utilizing these growth rates in a straight-line extrapolation of the existing water and wastewater accounts, the numbers of new accounts was calculated for the year 2017. City records indicate the growth of ¾-inch and 1-inch meters in the last 2-years was approximately 45% ¾-inch meters and 55% 1-inch meters. These percentages were applied to the total growth of ¾-inch and 1-inch meters. Living unit equivalents were then applied to the water meters and wastewater accounts for 2007 and 2017, resulting in a total number of living units. The difference in the total number of 2007 and 2017 living units results in the new living unit equivalents during the impact fee period. The calculation of living unit equivalents is summarized in **Table 3 and Table 4**.

TABLE NO. 3

Water Living Unit Equivalents 2007 - 2017

Meter Size	2007			2017			New Living Unit Equivalents During Impact Fee Period
	Number of Water Meters	Living Unit Equivalent Ratio for ¾" Used	Total Number of Living Units	Number of Water Meters	Living Unit Equivalent Ratio for ¾" Used	Total Number of Living Units	
¾"	22,745	1.0	22,745	33,639	1.0	33,639	10,894
1"	11,839	1.7	19,732	25,154	1.7	41,924	22,192
1-1/2"	2,921	3.3	9,737	4,966	3.3	16,553	6,816
2"	1,523	5.3	8,123	2,589	5.3	13,809	5,686
3"	163	10.7	1,739	215	10.7	2,298	560
4"	30	16.7	500	40	16.7	661	161
6"	14	33.3	467	19	33.3	617	150
8"	4	53.3	213	5	53.3	282	69
Totals	39,239		63,255	66,627		109,783	46,528

TABLE NO. 4

Wastewater Living Unit Equivalents 2007 – 2017

Meter Size	2007			2017			New Living Unit Equivalents During Impact Fee Period
	Number of Water Meters	Living Unit Equivalent Ratio for 3/4" Used	Total Number of Living Units	Number of Water Meters	Living Unit Equivalent Ratio for 3/4" Used	Total Number of Living Units	
3/4"	22,606	1.0	22,606	33,342	1.0	33,342	10,736
1"	11,476	1.7	19,127	24,598	1.7	40,997	21,870
1-1/2"	2,745	3.3	9,150	4,667	3.3	15,555	6,405
2"	788	5.3	4,203	1,042	5.3	5,556	1,353
3"	156	10.7	1,664	206	10.7	2,200	536
4"	27	16.7	450	36	16.7	595	145
6"	13	33.3	433	17	33.3	573	140
8"	4	53.3	213	5	53.3	282	69
Totals	37,815		57,846	63,913		99,100	41,254

C. COST OF FACILITIES

Unit cost for proposed water and wastewater lines larger than 12 inches in diameter that are anticipated to be constructed by private development, include the City's oversize cost participation only. These water and wastewater lines are highlighted green on **Exhibits 1A through 2B**. Oversize cost participation from City is when funds become available. For City participation, the developer must bid the 12-inch as a base and the oversize as an additive alternate. City initiated water and waste water lines include the full cost of the proposed facility. These water and wastewater lines are highlighted red on **Exhibits 1A through 2B**. Developer initiated water and wastewater line projects which are 12 inches or less in diameter are not included in this Impact Fee analysis, as the cost for these size lines are the responsibility of the developer. These water and wastewater lines are highlighted blue on **Exhibits 1A through 2B**.

Actual construction costs of the various elements of the water and wastewater systems were utilized where the information was known. The existing cost of facilities was determined from Contractor's final pay requests, City purchase orders, bid tabulation forms and developer's agreements.

Most of the cost data for existing water and wastewater lines included in the impact fee analysis have been located. A 5% debt service, over a period of 20-years, has been added to all projects. Actual costs were used for those existing projects where records were available.

D. WATER DISTRIBUTION SYSTEM

Computer models for the years 2007, 2017 and Buildout were prepared and analyzed by Birkhoff, Hendricks & Conway, L.L.P. The models were developed and water demand distributed from residential population and non-residential land use projections provided by the City of McKinney’s Planning Department. The projected developed land areas from the City’s Land Use Assumptions follow closely to the construction of major facilities in the system. These facilities include pump stations, storage tanks, and major distribution lines. All computer models were run for the Maximum Hourly Demand and the Minimum Hourly Demand in a three-day extended period simulation to insure proper sizing of the facilities to meet peak demands.

1. Existing Pump Stations, Ground Storage Reservoirs & Elevated Storage Tanks

The existing water distribution system (As of December 2007) includes the facilities summarized in **Table No. 5** and **Table No. 6**.

TABLE NO. 5

Water Distribution System -- Existing Pump Stations & Ground Storage

Pump Station	Number of Pumps	Rated Capacity (MGD)	Number of Ground Storage Tanks	Total Ground Storage Available (Gallons)
McKinney Ranch	11	49.7	2	16,000,000
University	6	50.0	2	16,000,000
Total:	17	99.7	4	32,000,000

TABLE NO. 6

Existing Elevated Storage Tanks

Elevated Storage Tanks	Capacity in Million Gallons
Industrial Elevated Storage Tank	2.0
U.S. 380 Elevated Storage Tank	1.5
Wilmeth Elevated Storage Tank	2.0
Virginia Elevated Storage Tank	1.5
Community Elevated Storage Tank	3.0
Total	10.0

The existing McKinney Ranch Low Side pumps and the Chestnut Elevated Storage Tank are no longer utilized and were not included in the impact fee calculation.

The pump stations and ground storage facilities were analyzed with the maximum daily demand, while elevated storage acts dynamically and therefore was analyzed utilizing the difference between the Maximum Hourly Demand and the Maximum Daily Demand.

2. Distribution Lines

The distribution lines consist of all lines within the Service Area planning boundary supplying water to customers in the City of McKinney. Existing and proposed distribution lines vary in size from 3/4-inch services to 72-inch transmission lines. Unless shown in the Capital Improvements Plan as City initiated, only those water lines with a diameter larger than 12-inches were considered in the Impact Fee calculations. The cost of water lines includes construction cost, appurtenances (water valves, fire hydrants, taps and the like), utility relocations, purchase of easements and engineering costs. Financing cost over a 20-year term is included for each project.

Unit cost for proposed capital improvement water lines 12-inches and larger in diameter classified as City initiated, or City participation in oversize water lines, include the City's full cost of the proposed facility. Developer initiated water line projects, 12 inches or less in diameter, were not included in this Impact Fee analysis, as the cost for these size lines are the responsibility of the developer.

3. Water Supply

The City of McKinney currently receives all of its water supply from the North Texas Municipal Water District (NTMWD). McKinney's allocation of the capital cost of services as a Member of the NTMWD was specifically excluded from the impact fee analysis.

If included, McKinney's share of the NTMWD capital cost could include the original construction cost, expansion cost and financing cost of the following components:

- a) Water Rights Cost in Lake Lavon and other Sources
- b) Raw Water Intake Structures
- c) Raw Water Pump Stations
- d) Treatment Plant and Expansion
- e) High Service Pump Stations
- f) Transmission Lines
- g) NTMWD Owned Ground Storage Facilities

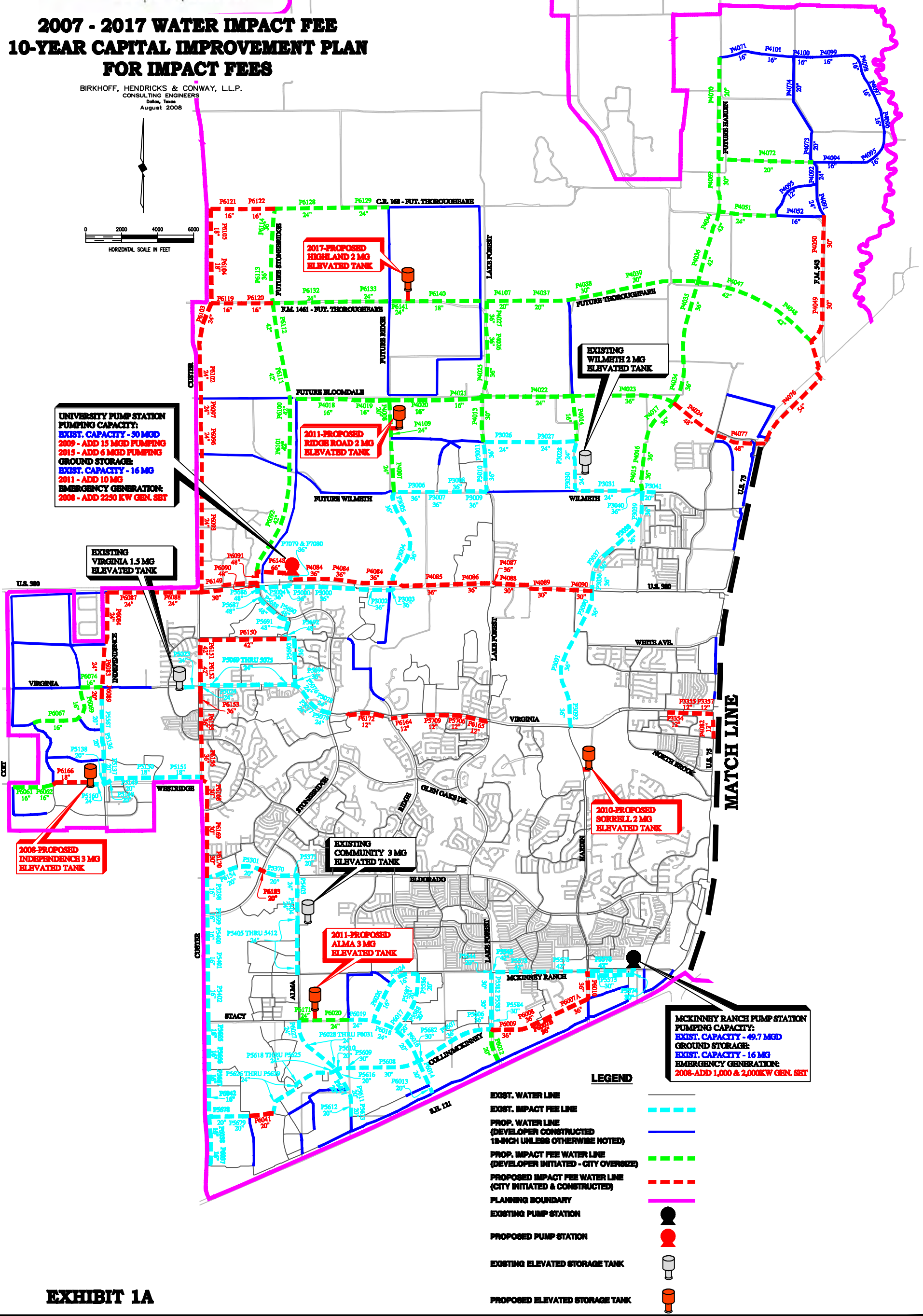
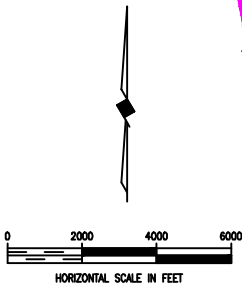
4. Water Distribution System Capital Improvement Projects for Impact Fees

In order to meet the demands of the anticipated growth over the next 10-years, as provided in the Land Use Assumptions prepared by the City of McKinney, certain water distribution system improvements are required. **Exhibits 1A & 1B** show the recommended water system improvements and **Table No. 7** itemizes each project and the project cost in 2007 dollars. These recommended improvements form the basis for the water system impact fee calculation.

The capital improvement plan for impact fees provides for system improvements within the defined Service Area Planning Boundary.

**2007 - 2017 WATER IMPACT FEE
10-YEAR CAPITAL IMPROVEMENT PLAN
FOR IMPACT FEES**

BIRKHOFF, HENDRICKS & CONWAY, L.L.P.
CONSULTING ENGINEERS
Dallas, Texas
August 2008



UNIVERSITY PUMP STATION
PUMPING CAPACITY:
EXIST. CAPACITY - 50 MGD
2009 - ADD 15 MGD PUMPING
2015 - ADD 6 MGD PUMPING
GROUND STORAGE:
EXIST. CAPACITY - 16 MG
2011 - ADD 10 MG
EMERGENCY GENERATION:
2008 - ADD 2250 KW GEN. SET

**EXISTING VIRGINIA 1.5 MG
ELEVATED TANK**

**2017-PROPOSED
HIGHLAND 2 MG
ELEVATED TANK**

**2011-PROPOSED
RIDGE ROAD 2 MG
ELEVATED TANK**

**EXISTING
WILMETH 2 MG
ELEVATED TANK**

**2010-PROPOSED
SORRELL 2 MG
ELEVATED TANK**

**EXISTING
COMMUNITY 3 MG
ELEVATED TANK**

**2011-PROPOSED
ALMA 3 MG
ELEVATED TANK**

**2006-PROPOSED
INDEPENDENCE 3 MG
ELEVATED TANK**

MCKINNEY RANCH PUMP STATION
PUMPING CAPACITY:
EXIST. CAPACITY - 49.7 MGD
GROUND STORAGE:
EXIST. CAPACITY - 16 MG
EMERGENCY GENERATION:
2008-ADD 1,000 & 2,000KW GEN. SET

LEGEND

- EXIST. WATER LINE
- EXIST. IMPACT FEE LINE
- PROP. WATER LINE
(DEVELOPER CONSTRUCTED
18-INCH UNLESS OTHERWISE NOTED)
- PROP. IMPACT FEE WATER LINE
(DEVELOPER INITIATED - CITY OVERSIZE)
- PROPOSED IMPACT FEE WATER LINE
(CITY INITIATED & CONSTRUCTED)
- PLANNING BOUNDARY
- EXISTING PUMP STATION
- PROPOSED PUMP STATION
- EXISTING ELEVATED STORAGE TANK
- PROPOSED ELEVATED STORAGE TANK

**2007 - 2017 WATER IMPACT FEE
10-YEAR CAPITAL IMPROVEMENT PLAN
FOR IMPACT FEES**

BIRKHOFF, HENDRICKS & CONWAY, L.L.P.
CONSULTING ENGINEERS
Dallas, Texas
AUGUST 2008

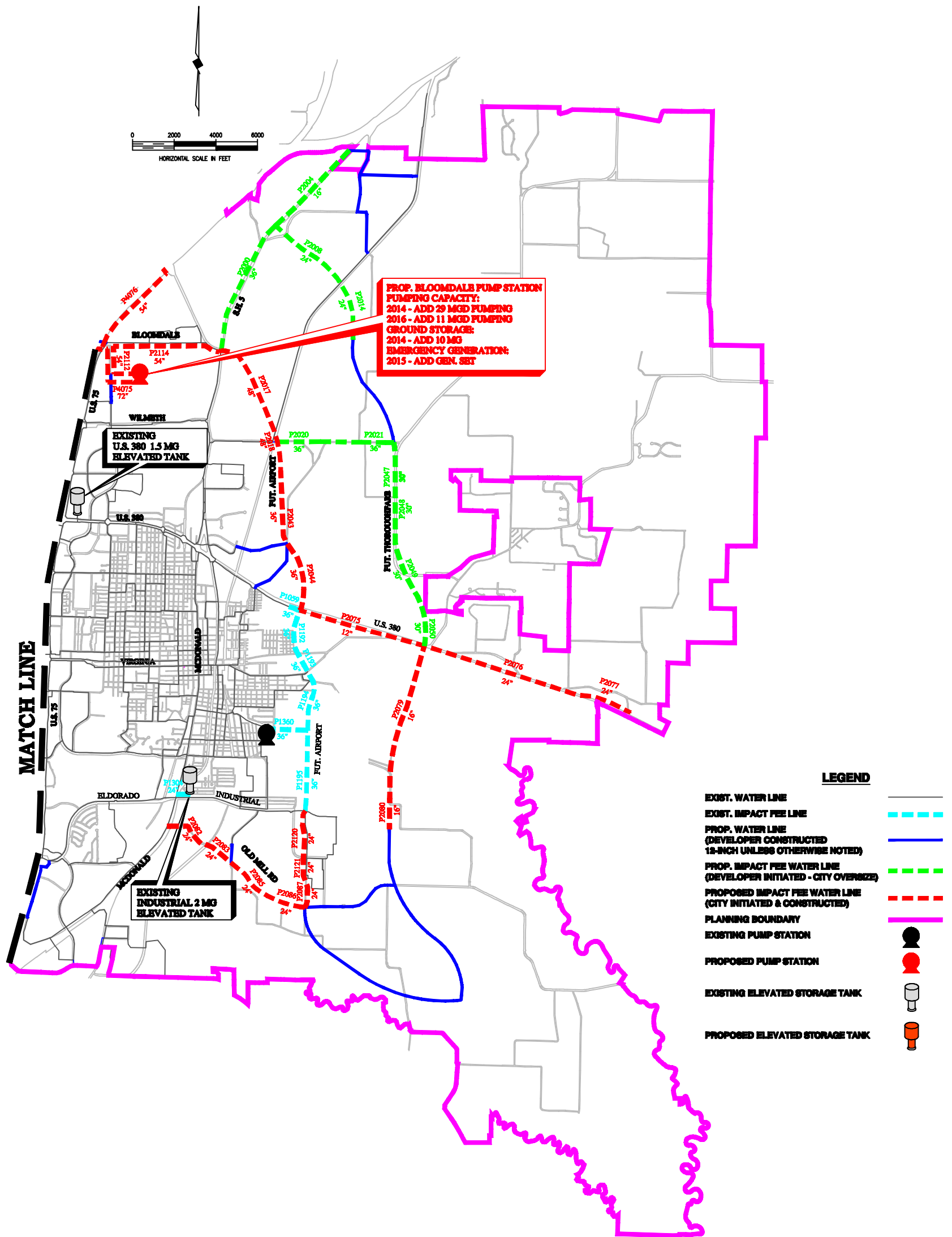


TABLE NO. 7
Water Distribution System 10-Year Capital Improvement Plan for Impact Fees

PROPOSED WATER LINES

Year	Project	Size	Opinion of Construction Cost (1)	Debt Service (2)	Total Project Cost
2008	Bristol / Custer 42-Inch Water Line	42"	\$ 3,426,057	\$ 1,798,680	\$ 5,224,737
2008	Custer Road Utility Relocation	30" - 36"	\$ 3,124,614	\$ 1,640,422	\$ 4,765,036
2008	794 Virginia Pkwy. 12-Inch Parallel Line	12"	\$ 353,565	\$ 185,622	\$ 539,187
2009	Eldorado Pkwy. / Stonebridge Drive Intersection 20" Water Line	20"	\$ 100,000	\$ 52,500	\$ 152,500
2009	U.S. 380 36-Inch Water Line	36"	\$ 5,846,793	\$ 3,069,566	\$ 8,916,359
2009	University Pump Station Discharge Line No. 2	30" - 66"	\$ 2,445,087	\$ 1,283,670	\$ 3,728,757
2009	Stacy Road 24-Inch Water Line	*24"	\$ 314,184	\$ 164,947	\$ 479,131
2009	Lake Forest 20-Inch Water Line	*20"	\$ 112,662	\$ 59,148	\$ 171,810
2010	S.H. 5 36-Inch Water Line	*36"	\$ 1,808,011	\$ 949,206	\$ 2,757,217
2010	Willowwood 24-Inch Water Line	*24"	\$ 799,510	\$ 419,743	\$ 1,219,253
2010	Hardin 36-Inch Water Line - Phase 3	*36"	\$ 1,484,556	\$ 779,392	\$ 2,263,948
2010	Independence 24-Inch Water Line	20" - 24"	\$ 681,821	\$ 357,955	\$ 1,039,776
2010	Hardin South 36-Inch Water Line	36"	\$ 566,482	\$ 297,403	\$ 863,885
2010	Collin/McKinney 36-Inch Water Line - Phase 3	36"	\$ 2,156,057	\$ 1,131,930	\$ 3,287,987
2010	Westridge 16-Inch Water Line	*16"	\$ 43,644	\$ 22,913	\$ 66,557
2011	Hardin 42 & 36-Inch Water Line - Phase 4	*36" - 42"	\$ 3,247,070	\$ 1,704,712	\$ 4,951,782
2011	F.M. 543 24-Inch Water Line	*24"	\$ 364,800	\$ 191,520	\$ 556,320
2011	Ridge Elevated Storage Tank Water Lines	*20" - 24"	\$ 503,099	\$ 264,126	\$ 767,225
2011	Collin/McKinney 20-Inch Water Line - Phase 4	20"	\$ 214,120	\$ 112,413	\$ 326,533
2011	U.S. 380 West 24-Inch Water Line	24"	\$ 1,143,057	\$ 600,105	\$ 1,743,162
2012	Hardin 30-Inch & 20-Inch Water Line - Phase 5	*20" - 24"	\$ 812,012	\$ 426,306	\$ 1,238,318
2012	Westridge Subdivision 16-Inch Water Lines	*16"	\$ 101,508	\$ 53,292	\$ 154,800
2013	County Road 228 20-Inch Water Line	*20"	\$ 315,389	\$ 165,579	\$ 480,968
2013	Stonebridge 42-Inch Water Line - Phase 2	*42"	\$ 5,147,283	\$ 2,702,324	\$ 7,849,607
2013	920 Virginia Pkwy. 12-Inch Parallel Line	12"	\$ 573,551	\$ 301,114	\$ 874,665
2014	Bloomdale 16-Inch Water Line - 850 Phase 1	*16"	\$ 93,859	\$ 49,276	\$ 143,135
2014	Bloomdale 16-Inch Water Line - 850 Phase 2	*16"	\$ 93,442	\$ 49,057	\$ 142,499
2014	Bloomdale 54-Inch Water Line	54"	\$ 3,775,253	\$ 1,982,008	\$ 5,757,261
2014	Stonebridge 36-Inch Water Line - Phase 3	*36"	\$ 1,434,857	\$ 753,300	\$ 2,188,157
2014	Westridge 18-Inch Parallel Water Line	18"	\$ 300,413	\$ 157,717	\$ 458,130
2015	Airport Water Line - Phase 1	36" - 48"	\$ 5,665,213	\$ 2,974,237	\$ 8,639,450
2015	Airport Water Line - Phase 2	24"	\$ 1,039,928	\$ 545,962	\$ 1,585,890
2015	Bloomdale 24-Inch Water Line - 850 Phase 3	*24"	\$ 573,010	\$ 300,830	\$ 873,840
2015	F.M. 1461 (Future E/W Thoroughfare) 16-Inch Water Line - 920 Phase 1	16"	\$ 384,689	\$ 201,962	\$ 586,651
2015	Future East / West Thoroughfare 16-Inch Water Line - 920 Phase 1	16"	\$ 402,790	\$ 211,465	\$ 614,255
2015	U.S. 380 East Water Line	12" - 24"	\$ 2,873,055	\$ 1,508,354	\$ 4,381,409
2015	Bloomdale Pump Station 850 Discharge Line	30" - 54"	\$ 5,687,105	\$ 2,985,730	\$ 8,672,835
2016	Old Mill Road 24-Inch Water Line	24"	\$ 1,742,427	\$ 914,774	\$ 2,657,201
2016	S.H. 5 16-Inch Water Line	*16"	\$ 94,465	\$ 49,594	\$ 144,059
2016	Bloomdale 36-Inch Water Line - 850 Phase 4	*36"	\$ 1,552,739	\$ 815,188	\$ 2,367,927
2016	Bloomdale 48 & 72-Inch Water Line - 850 Phase 5	48" - 72"	\$ 4,535,140	\$ 2,380,949	\$ 6,916,089
2016	Lake Forest 30 & 36-Inch Water Line	*30" - 36"	\$ 1,867,171	\$ 980,266	\$ 2,847,437
2016	F.M. 1461 (Future E/W Thoroughfare) 24" & 18" Water Line - 920 Phase 2	*18" - 24"	\$ 995,380	\$ 522,575	\$ 1,517,955
2016	Future East / West Thoroughfare 24-Inch Water Line - 920 Phase 2	*24"	\$ 720,969	\$ 378,509	\$ 1,099,478
2017	Custer 18 & 24-Inch North Water Line	18" - 24"	\$ 4,192,103	\$ 2,200,853	\$ 6,392,956
2017	Future North / South Thoroughfare 16-Inch Water Line	16"	\$ 1,082,765	\$ 568,452	\$ 1,651,217
2017	McIntyre / Woodlawn 36-Inch Water Line	*36"	\$ 1,518,100	\$ 797,003	\$ 2,315,103
2017	F.M. 2933 30-Inch Water Line	*30"	\$ 1,625,879	\$ 853,587	\$ 2,479,466
2017	Future East / West Thoroughfare 20, 30 & 42-Inch Water Line - 850 Phase 3	*20" - 42"	\$ 3,867,965	\$ 2,030,682	\$ 5,898,647
2017	C.R. 943 16-Inch Water Line	*16"	\$ 45,360	\$ 23,814	\$ 69,174
Subtotal: Proposed Water Lines			\$ 81,849,009	\$ 42,970,732	\$ 124,819,741

* - Developer Initiated Water Line - Opinion of Cost Based on Oversize Cost in 2007 Dollars.

TABLE NO. 7
Water Distribution System 10-Year Capital Improvement Plan for Impact Fees

PUMPING AND STORAGE FACILITIES

Year	Project	Capacity	Opinion of Construction Cost (1)	Debt Service (2)	Total Project Cost
2008	McKinney Ranch Pump Station - Two Emergency Generator Sets	3,000 KW	\$ 2,560,000	\$ 1,344,000	\$ 3,904,000
2008	University Pump Station - Emergency Generator No. 1	2,250 KW	\$ 1,454,835	\$ 763,788	\$ 2,218,623
2008	Independence 3-MG Elevated Storage Tank	3 MG	\$ 4,420,563	\$ 2,320,796	\$ 6,741,359
2009	University Pump Station Phase II Improvements - Add Pump	15 MGD	\$ 550,000	\$ 288,750	\$ 838,750
2010	Sorrell 2.0 MG Elevated Storage Tank	2 MG	\$ 4,180,000	\$ 2,194,500	\$ 6,374,500
2011	University 10-MG Ground Storage Reservoir No. 3	10 MG	\$ 4,400,000	\$ 2,310,000	\$ 6,710,000
2011	Alma 3.0 MG Elevated Storage Tank	3 MG	\$ 6,270,000	\$ 3,291,750	\$ 9,561,750
2011	Ridge 2.0 MG Elevated Storage Tank	2 MG	\$ 4,180,000	\$ 2,194,500	\$ 6,374,500
2014	Bloomdale Pump Station - Phase I	29 MGD	\$ 7,810,298	\$ 4,100,406	\$ 11,910,704
2014	Bloomdale 10-MG Ground Storage Reservoir No. 1	10 MG	\$ 4,400,000	\$ 2,310,000	\$ 6,710,000
2015	Bloomdale Pump Station - Emergency Generator No. 1	1,000 KW	\$ 660,000	\$ 346,500	\$ 1,006,500
2015	University Pump Station Phase III Improvements - Add Pump	15 MGD	\$ 550,000	\$ 288,750	\$ 838,750
2016	Bloomdale Pump Station - Phase II	11 MGD	\$ 495,000	\$ 259,875	\$ 754,875
2017	Highland 2.0 MG Elevated Storage Tank	2 MG	\$ 4,180,000	\$ 2,194,500	\$ 6,374,500
	Subtotal: Pumping and Storage Facilities		\$ 46,110,696	\$ 24,208,115	\$ 70,318,811

PLANNING EXPENSES

Year	Project	Capacity	Opinion of Cost (1)	Debt Service (2)	Total Project Cost
2007	Water System Master Plan & Impact Fee Analysis		\$ 298,300	\$ -	\$ 298,300
	Subtotal: Planning Expenses		\$ 298,300	\$ -	\$ 298,300
	GRAND TOTAL: Water Distribution System CIP		\$ 128,258,005	\$ 67,178,847	\$ 195,436,852

Notes:

- (1) Opinion of Cost includes:
 - a) Engineer's Opinion of Construction Cost
 - b) Professional Services Fees (Survey, Engineering, Testing, Legal)
 - c) Cost of Easement or Land Acquisitions)
- (2) Debt Service based on 20-year simple interest bonds at 5%

5. Utilized Capacity

Utilized capacity for the water distribution system was calculated based on the water line size required for each model year (2007, 2017 and build out). Analysis of the water distribution system is based on the maximum daily demand, maximum hourly demand, and the minimum hourly demand. Pump station capacity is generally based on the maximum daily system demand while transmission and distribution facilities are sized based on either the maximum hourly demand or the minimum hourly demand, whichever demand is greater for a particular water line. Often times, the capacity of a water line is determined by the flows generated by the minimum hourly demand. The minimum hourly flows are usually higher in those lines that are used to refill elevated storage. For each line segment in the water distribution model, the build-out flow rate in the line was compared to the flow rate in the same line segment for the 2007 and the 2017 models.

The percent utilized capacity was then calculated for each year based on the build-out capacity. The utilized capacity during the Impact Fee period is the difference between the year 2017 capacity and the year 2007 capacity. **Table No. 8** below summarizes the project cost and utilized cost over the impact fee period of 2007 - 2017 for each element of the Water Distribution System. The utilized capacity for each water distribution facility, both existing and proposed, is presented in detail in Impact Fee Capacity Calculation **Table Nos. 9, 10, 11, 12 and 13**.

Table No. 8

Summary of Eligible Water Distribution Project Cost and Utilized Capacity Cost

Water System Facility	20-Year Project Cost	Utilized Capacity (\$) in the CRP Period
Existing Pump Stations & Storage	\$59,292,086	\$31,614,984
Existing Transmission/Distribution Lines	\$30,322,972	\$6,870,855
Proposed Pump Stations & Storage	\$70,318,811	\$57,120,960
Proposed Transmission/Distribution Lines	\$124,819,741	\$55,560,027
Planning Expenses	\$298,300	\$298,300
Total:	\$285,051,910	\$151,465,126

TABLE NO. 9
Water Pump Station Facilities

Pump Station Improvements	Year Const.	Projected Capacity (MGD)	Pump Station Cost (\$)				Capacity Utilized (%)			Capacity Utilized (\$)				
			Const.	Engineering & Testing	20 Year Debt Service @ 5% Simple Interest	Total 20 Yr. Project Cost \$	2007	2017	In The CRF Period	2007	2017	In The CRF Period		
McKinney Ranch Pump Station														
Original Construction (794)	[3]	**	1986	10.8	\$ 164,200	\$ 16,420	\$ 94,826	\$ 275,446	100.0%	100.0%	0.0%	\$ 275,446	\$ 275,446	\$ -
Original Construction (920)	[3]	**	1987	14.3	\$ 189,700	\$ 18,970	\$ 109,552	\$ 318,222	100.0%	100.0%	0.0%	\$ 318,222	\$ 318,222	\$ -
Phase I Improvements (920)	[4]		1999	20.1	\$ 1,020,172	\$ 103,000	\$ 589,665	\$ 1,712,837	58.0%	99.0%	41.0%	\$ 993,445	\$ 1,695,709	\$ 702,263
Phase II Improvements (920)	[1]		2002	5.0	\$ 157,929	\$ 40,000	\$ 103,913	\$ 301,842	58.0%	99.0%	41.0%	\$ 175,068	\$ 298,824	\$ 123,755
850 Service Area Pumps (850)	[3]		2007	15.0	\$ 4,184,997	\$ 303,285	\$ 103,913	\$ 4,592,195	0.0%	100.0%	100.0%	\$ -	\$ 4,592,195	\$ 4,592,195
Emergency Generator (2 Sets)			2008		\$ 2,200,000	\$ 360,000	\$ 1,344,000	\$ 3,904,000	0.0%	100.0%	100.0%	\$ -	\$ 3,904,000	\$ 3,904,000
University Pump Station														
Phase IA Improvements (920)	[2]	*	2004	20.0	\$2,380,738	\$166,880	\$ 1,337,499	\$ 3,885,117	71.0%	100.0%	29.0%	\$ 2,758,433	\$ 3,885,117	\$ 1,126,684
Phase IB Improvements (850/920)	[4]		2007	60.0	\$5,898,491	\$378,225	\$ 3,295,276	\$ 9,571,992	0.0%	100.0%	100.0%	\$ -	\$ 9,571,992	\$ 9,571,992
Emergency Generator - Set 1			2008		\$1,309,875	\$144,960	\$ 763,788	\$ 2,218,623	0.0%	100.0%	100.0%	\$ -	\$ 2,218,623	\$ 2,218,623
(1) Phase II Improvements (850)	[1]		2009	15.0	\$500,000	\$50,000	\$ 288,750	\$ 838,750	0.0%	100.0%	100.0%	\$ -	\$ 838,750	\$ 838,750
(1) Phase III Improvements (920)	[1]		2015	15.0	\$500,000	\$50,000	\$ 288,750	\$ 838,750	0.0%	23.0%	23.0%	\$ -	\$ 192,913	\$ 192,913
Bloomdale Pump Station														
(1) Phase I Improvements (794/850)	[4]	*	2014	29.0	\$ 7,100,271	\$ 710,027	\$ 4,100,406	\$ 11,910,704	0.0%	72.0%	72.0%	\$ -	\$ 8,575,707	\$ 8,575,707
(1) Emergency Generator - Set 1			2015		\$ 600,000	\$ 60,000	\$ 346,500	\$ 1,006,500	0.0%	50.0%	50.0%	\$ -	\$ 503,250	\$ 503,250
(1) Phase II Improvements (850)	[1]		2016	11.0	\$ 450,000	\$ 45,000	\$ 259,875	\$ 754,875	0.0%	66.0%	66.0%	\$ -	\$ 498,218	\$ 498,218
Total				215.2	\$ 26,656,372	\$ 2,446,767	\$ 13,026,713	\$ 42,129,853				\$ 4,520,615	\$ 37,368,964	\$ 32,848,349

* Includes Property Acquisition

** 10% of Construction Assumed for Engineering and Testing

(1) Estimated Cost in 2007 Dollars

[4] Number of Pumps

TABLE NO. 10
Ground Storage Reservoirs

Pump Station	Year Const.	Capacity (MG)	Capital Cost (\$)				Capacity Utilized (%)			Capacity Utilized (\$)			
			Const.	Eng. & Testing	20 Year Debt Service @ 5% Simple Interest	Total 20 Yr. Project Cost \$	2007	2017	In the CRF Period	2007	2017	In the CRF Period	
EXISTING GROUND STORAGE RESERVOIRS													
McKinney Ranch No. 1 (FM-720)	*	1987	6.0	\$ 2,910,000	\$ 291,000	\$ 1,680,525	\$ 4,881,525	100.0%	100.0%	0.0%	\$ 4,881,525	\$ 4,881,525	\$ -
McKinney Ranch No. 2 (FM-720)	1	2007	10.0	\$ 3,748,480	\$ 335,500	\$ 2,144,090	\$ 6,228,070	0.0%	78.0%	78.0%	\$ -	\$ 4,857,895	\$ 4,857,895
University No. 1	1	2003	6.0	\$ 2,008,499	\$ 150,544	\$ 1,133,498	\$ 3,292,541	90.0%	100.0%	10.0%	\$ 2,963,287	\$ 3,292,541	\$ 329,254
University No. 2	1	2007	10.0	\$ 5,921,753	\$ 257,689	\$ 3,244,207	\$ 9,423,649	0.0%	78.0%	78.0%	\$ -	\$ 7,350,446	\$ 7,350,446
PROPOSED GROUND STORAGE RESERVOIRS													
University No. 3	2*	2011	10.0	\$ 4,000,000	\$ 400,000	\$ 2,310,000	\$ 6,710,000	0.0%	77.0%	77.0%	\$ -	\$ 5,166,700	\$ 5,166,700
Bloomdale No. 1	2*	2014	10.0	\$ 4,000,000	\$ 400,000	\$ 2,310,000	\$ 6,710,000	0.0%	100.0%	100.0%	\$ -	\$ 6,710,000	\$ 6,710,000
Total			52.0	\$ 22,588,732	\$ 1,834,733	\$ 12,822,320	\$ 37,245,785				\$ 7,844,812	\$ 32,259,107	\$ 24,414,295

* 10% of Construction Assumed for Engineering and Testing

(1) Actual Cost

(2) Estimated Cost

TABLE NO. 11
Elevated Storage Tanks

Elevated Storage	Pressure Divide	Year Const.	Storage Capacity (MGD)	Capital Cost (\$)				Capacity Utilized (%)			Capacity Utilized (\$)			
				Const.	Eng. & Testing	20 Year Debt Service @ 5% Simple Interest	Total 20 Yr. Project Cost \$	2007	2017	In the CRF Period	2007	2017	In the CRF Period	
EXISTING ELEVATED STORAGE TANKS														
U.S. 380	2*	794	Unknown	1.5	\$ 550,000	\$ 55,000	\$ -	\$ 605,000	86.0%	95.0%	9.0%	\$ 520,300	\$ 574,750	\$ 54,450
Virgina	1*	920	1993	1.5	\$ 1,234,301	\$ 123,430	\$ 712,809	\$ 2,070,540	100.0%	100.0%	0.0%	\$ 2,070,540	\$ 2,070,540	\$ -
Community	1	920	2002	3.0	\$ 3,313,500	\$ 105,000	\$ 1,794,713	\$ 5,213,213	90.0%	100.0%	10.0%	\$ 4,691,892	\$ 5,213,213	\$ 521,321
Industrial	1	794	2002	2.0	\$ 1,787,500	\$ 70,000	\$ 975,188	\$ 2,832,688	33.0%	84.0%	51.0%	\$ 934,787	\$ 2,379,458	\$ 1,444,671
Wilmeth	1	850	2006	2.0	\$ 2,400,000	\$ 280,137	\$ 1,407,072	\$ 4,087,209	60.0%	83.0%	23.0%	\$ 2,452,325	\$ 3,392,383	\$ 940,058
PROPOSED ELEVATED STORAGE TANKS														
Independence	1	920	2008	3.0	\$ 4,224,000	\$ 196,563	\$ 2,320,796	\$ 6,741,359	0.0%	92.0%	92.0%	\$ -	\$ 6,202,050	\$ 6,202,050
Sorrell	2*	850	2010	2.0	\$ 3,800,000	\$ 380,000	\$ 2,194,500	\$ 6,374,500	0.0%	73.0%	73.0%	\$ -	\$ 4,653,385	\$ 4,653,385
Alma	2*	920	2011	3.0	\$ 5,700,000	\$ 570,000	\$ 3,291,750	\$ 9,561,750	0.0%	88.0%	88.0%	\$ -	\$ 8,414,340	\$ 8,414,340
Ridge	2*	850	2011	2.0	\$ 3,800,000	\$ 380,000	\$ 2,194,500	\$ 6,374,500	0.0%	91.0%	91.0%	\$ -	\$ 5,800,795	\$ 5,800,795
Highland	2*	920	2017	2.0	\$ 3,800,000	\$ 380,000	\$ 2,194,500	\$ 6,374,500	0.0%	54.0%	54.0%	\$ -	\$ 3,442,230	\$ 3,442,230
Total				22.0	\$ 30,609,301	\$ 2,540,130	\$ 17,085,828	\$ 50,235,259				\$ 10,669,844	\$ 42,143,145	\$ 31,473,301

* 10% of Construction Assumed for Engineering and Testing

(1) Actual Cost

(2) Estimated Cost in 2007 Dollars

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
F.M. 720 PUMP STATION 30" WATER LINE															
Pump Station Name Change to McKinney Ranch - Project from McKinney Ranch Pump Station to Hardin															
1	P5573	920	2,282	30	\$61.63	\$140,651		\$73,842	\$214,493	46%	81%	35%	\$98,667	\$173,739	\$75,073
1	P5574	920	287	30	\$61.63	\$17,689		\$9,287	\$26,976	41%	80%	39%	\$11,060	\$21,581	\$10,521
Subtotal:		2,569		1990		\$158,340	5%	\$83,129	\$241,469				\$109,727	\$195,320	\$85,594
VIRGINIA PARKWAY 24" WATER LINE															
From Stonebridge Drive West to the Virginia Elevated Storage Tank															
1	P5023	920	791	24	\$5.61	\$4,434		\$2,328	\$6,762	100%	100%	0%	\$6,762	\$6,762	\$0
1	P5024	920	266	24	\$5.61	\$1,489		\$782	\$2,271	100%	100%	0%	\$2,271	\$2,271	\$0
1	P5069	920	989	24	\$5.61	\$5,544		\$2,911	\$8,455	82%	100%	18%	\$6,933	\$8,455	\$1,522
1	P5070	920	687	24	\$5.61	\$3,849		\$2,021	\$5,870	100%	100%	0%	\$5,870	\$5,870	\$0
1	P5071	920	582	24	\$5.61	\$3,264		\$1,714	\$4,978	100%	100%	0%	\$4,978	\$4,978	\$0
1	P5072	920	1,109	24	\$5.61	\$6,219		\$3,265	\$9,484	100%	100%	0%	\$9,484	\$9,484	\$0
1	P5073	920	298	24	\$5.61	\$1,673		\$878	\$2,551	100%	100%	0%	\$2,551	\$2,551	\$0
1	P5074	920	919	24	\$5.61	\$5,150		\$2,704	\$7,854	100%	100%	0%	\$7,854	\$7,854	\$0
1	P5075	920	713	24	\$5.61	\$3,995		\$2,097	\$6,092	100%	100%	0%	\$6,092	\$6,092	\$0
1	P5076	920	1,148	24	\$5.61	\$6,436		\$3,379	\$9,815	59%	95%	36%	\$5,791	\$9,324	\$3,533
1	P5077	920	552	24	\$5.61	\$3,095		\$1,625	\$4,720	59%	95%	36%	\$2,785	\$4,484	\$1,699
1	P5078	920	469	24	\$5.61	\$2,627		\$1,379	\$4,006	59%	95%	36%	\$2,364	\$3,806	\$1,442
1	P5079	920	376	24	\$5.61	\$2,109		\$1,107	\$3,216	59%	95%	36%	\$1,897	\$3,055	\$1,158
Subtotal:		8,897		1992		\$49,884	5%	\$26,190	\$76,074				\$65,632	\$74,986	\$9,354
CUSTER 16" WATER LINE															
From Stacy Road to Stonebridge Drive															
1	P5399	920	461	16	\$44.97	\$20,734		\$10,885	\$31,619	79%	100%	21%	\$24,979	\$31,619	\$6,640
1	P5400	920	1,281	16	\$44.97	\$57,617		\$30,249	\$87,866	79%	100%	21%	\$69,414	\$87,866	\$18,452
1	P5401	920	1,311	16	\$44.97	\$58,950		\$30,949	\$89,899	82%	100%	18%	\$73,717	\$89,899	\$16,182
1	P5402	920	3,005	16	\$44.97	\$135,140		\$70,949	\$206,089	86%	100%	14%	\$177,237	\$206,089	\$28,852
Subtotal:		6,059		1996		\$272,440	5%	\$143,032	\$415,473				\$345,347	\$415,473	\$70,126
F.M. 720 PARALLEL 42" WATER LINE															
F.M. 720 Now Called McKinney Ranch - Project Begins at McKinney Ranch Pump Station and Ends at Lake Forest Drive															
2	P5544	920	59	20	\$170.38	\$10,092		\$5,298	\$15,390	68%	93%	25%	\$10,465	\$14,313	\$3,848
2	P5545	920	42	42	\$170.38	\$7,158		\$3,758	\$10,916	68%	93%	25%	\$7,423	\$10,152	\$2,729
2	P5578	920	8,018	42	\$170.38	\$1,366,121		\$717,213	\$2,083,334	64%	82%	18%	\$1,333,334	\$1,708,334	\$375,000
2	P7573	920	131	42	\$170.38	\$22,321		\$11,719	\$34,040	52%	78%	26%	\$17,701	\$26,551	\$8,850
Subtotal:		8,250		1999		\$1,405,692	5%	\$737,988	\$2,143,680				\$1,368,923	\$1,759,350	\$390,427

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
CUSTER 16" WATER LINE																
From Stone Bridge Drive to Cotton Bridge (Pipes 5135, 5295, 5296 & 5297 to be Adandoned in 2009 with Custer Utility Relocations)																
2	P5135	920	2,330	16		\$104.00	\$242,328		\$127,223	\$369,551	100%	100%	0%	\$369,551	\$369,551	\$0
2	P5295	920	1,700	16		\$104.00	\$176,849		\$92,846	\$269,695	100%	100%	0%	\$269,695	\$269,695	\$0
2	P5296	920	2,666	16		\$104.00	\$277,273		\$145,569	\$422,842	100%	100%	0%	\$422,842	\$422,842	\$0
2	P5297	920	1,372	16		\$104.00	\$142,637		\$74,885	\$217,522	100%	100%	0%	\$217,522	\$217,522	\$0
2	P5298	920	2,042	16		\$104.00	\$212,350		\$111,484	\$323,834	37%	100%	63%	\$119,818	\$323,834	\$204,015
Subtotal:			10,110		1999		\$1,051,437	5%	\$552,007	\$1,603,444				\$1,399,428	\$1,603,444	\$204,015
INDUSTRIAL 2-MG ELEVATED STORAGE TANK WATER LINE																
From Industrial Elevated Storage Tank to McDonald																
2	P1304	794	561	24		\$229.94	\$128,893		\$67,669	\$196,562	33%	84%	51%	\$64,865	\$165,112	\$100,247
Subtotal:			561		2002		\$128,893	5%	\$67,669	\$196,562				\$64,865	\$165,112	\$100,247
ALMA ROAD 24-INCH WATER LINE																
From Eldorado Pkwy. South to Community 3-MG Elevated Storage Tank																
1	P5403	920	1,146	24		\$157.47	\$180,391		\$94,705	\$275,096	53%	87%	34%	\$145,801	\$239,334	\$93,533
1	P5404	920	897	24		\$157.47	\$141,275		\$74,169	\$215,444	53%	87%	34%	\$114,185	\$187,436	\$73,251
1	P5405	920	674	24		\$157.47	\$106,120		\$55,713	\$161,833	52%	87%	35%	\$84,153	\$140,795	\$56,642
1	P5406	920	140	24		\$157.47	\$22,011		\$11,556	\$33,567	88%	89%	1%	\$29,539	\$29,875	\$336
Subtotal:			2,856		2005		\$449,797	5%	\$236,143	\$685,940				\$373,678	\$597,440	\$223,762
ELDORADO 20-INCH WATER LINE																
From Alma Road to Custer Road																
1	P5301	920	1,375	20		\$14.31	\$19,676		\$10,330	\$30,006	26%	100%	74%	\$7,802	\$30,006	\$22,204
1	P5370	920	2,023	20		\$14.31	\$28,945		\$15,196	\$44,141	37%	96%	59%	\$16,332	\$42,375	\$26,043
1	P5371	920	116	20		\$14.31	\$1,661		\$872	\$2,533	80%	96%	16%	\$2,026	\$2,432	\$405
1	P6154	920	1,986	20		\$14.31	\$28,420		\$14,921	\$43,341	23%	100%	77%	\$9,968	\$43,341	\$33,373
Subtotal:			5,500		2005		\$78,702	5%	\$41,319	\$120,021				\$36,128	\$118,154	\$82,025
GERRISH PUMP STATION / AIRPORT BLVD. 36-INCH WATER LINES																
From Gerrish Pump Station East to Airport Blvd. and Airport Blvd. from U.S. 380 to Industrial Blvd																
2	P1059	794	532	36		\$114.53	\$60,982		\$32,016	\$92,998	100%	100%	0%	\$92,998	\$92,998	\$0
2	P1192	794	2,197	36		\$114.53	\$251,653		\$132,118	\$383,771	20%	50%	30%	\$76,754	\$191,886	\$115,131
2	P1193	794	952	36		\$114.53	\$108,983		\$57,216	\$166,199	21%	50%	29%	\$34,902	\$83,100	\$48,198
2	P1194	794	2,918	36		\$114.53	\$334,256		\$175,484	\$509,740	24%	49%	25%	\$122,338	\$249,773	\$127,435
2	P1195	794	3,874	36		\$114.53	\$443,693		\$232,939	\$676,632	29%	72%	43%	\$196,223	\$487,175	\$290,952
2	P1360	794	2,217	36		\$114.53	\$253,971		\$133,335	\$387,306	100%	100%	0%	\$387,306	\$387,306	\$0
Subtotal:			12,691		2003		\$1,453,539	5%	\$763,108	\$2,216,646				\$910,521	\$1,492,238	\$581,716

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)				
										2007	2017	During Fee Period	2007	2017	During Fee Period		
UNIVERSITY 36-INCH WATER LINE - DISCHARGE LINE 1																	
From Univeristy Pump Station to U.S. 380; East Along U.S. 380 to Stonebridge Drive																	
2	P5000	920	1,916	36		\$224.18		\$429,617		\$225,549	\$655,166	100%	100%	0%	\$655,166	\$655,166	\$0
2	P5004	920	35	36		\$224.18		\$7,936		\$4,166	\$12,102	100%	100%	0%	\$12,102	\$12,102	\$0
2	P7079	920	49	36		\$224.18		\$10,924		\$5,735	\$16,659	100%	100%	0%	\$16,659	\$16,659	\$0
2	P7080	920	707	36		\$224.18		\$158,404		\$83,162	\$241,566	100%	100%	0%	\$241,566	\$241,566	\$0
Subtotal:			2,707		2003			\$606,881	5%	\$318,612	\$925,493				\$925,493	\$925,493	\$0
HARDIN BLVD. 36-INCH WATER LINE - PHASE V																	
From Virginia Pkwy. to U.S. 380																	
2	P3090	850	2,433	36		\$159.83		\$388,895		\$204,170	\$593,065	84%	100%	16%	\$498,175	\$593,065	\$94,890
2	P3091	850	4,383	36		\$159.83		\$700,589		\$367,809	\$1,068,398	83%	100%	17%	\$886,770	\$1,068,398	\$181,628
2	P3092	850	1,267	36		\$159.83		\$202,516		\$106,321	\$308,837	81%	100%	19%	\$250,158	\$308,837	\$58,679
Subtotal:			8,083		2003			\$1,292,000	5%	\$678,300	\$1,970,300				\$1,635,103	\$1,970,300	\$335,197
HARDIN NORTH WATER LINE - PHASE I																	
From U.S. 380 North to Buchanan (Constructed with President's Point)																	
1	P3036	850	1,109	36		\$272.00		\$301,778		\$158,433	\$460,211	96%	100%	4%	\$441,803	\$460,211	\$18,408
1	P3037	850	1,264	36		\$272.00		\$343,764		\$180,476	\$524,240	94%	100%	6%	\$492,786	\$524,240	\$31,454
Subtotal:			2,373		2002			\$347,000	5%	\$338,909	\$984,451				\$934,589	\$984,451	\$49,862
850 WILMETH WATER MAIN - PHASE 1																	
Along Hardin Blvd from Buchanan to Wilmeth Road																	
2	P3038	850	3,414	36		\$142.47		\$486,475		\$255,399	\$741,874	89%	100%	11%	\$660,268	\$741,874	\$81,606
2	P3039	850	777	36		\$142.47		\$110,774		\$58,156	\$168,930	86%	100%	14%	\$145,280	\$168,930	\$23,650
2	P3040	850	82	36		\$142.47		\$11,655		\$6,119	\$17,774	81%	100%	19%	\$14,397	\$17,774	\$3,377
2	P3041	850	707	20		\$142.47		\$100,695		\$52,865	\$153,560	70%	76%	6%	\$107,492	\$116,706	\$9,214
Subtotal:			4,981		2005			\$709,599	5%	\$372,539	\$1,082,138				\$927,437	\$1,045,284	\$117,847
850 WILMETH WATER MAIN - PHASE 2																	
Along Wilmeth from Hardin to C.R. 943; North Along C.R. 943 2,880-ft; West to Lake Forest Drive; South Along Lake Forest Drive to Wilmeth Road																	
2	P3010	850	1,733	36		\$142.47		\$246,896		\$129,620	\$376,516	95%	100%	5%	\$357,690	\$376,516	\$18,826
2	P3011	850	1,095	36		\$142.47		\$156,073		\$81,938	\$238,011	100%	100%	0%	\$238,011	\$238,011	\$0
2	P3026	850	2,896	24		\$142.47		\$412,559		\$216,593	\$629,152	100%	100%	0%	\$629,152	\$629,152	\$0
2	P3027	850	2,303	24		\$142.47		\$328,092		\$172,248	\$500,340	100%	100%	0%	\$500,340	\$500,340	\$0
2	P3028	850	1,861	24		\$142.47		\$265,196		\$139,228	\$404,424	100%	100%	0%	\$404,424	\$404,424	\$0
2	P3030	850	1,019	24		\$142.47		\$145,217		\$76,239	\$221,456	100%	100%	0%	\$221,456	\$221,456	\$0
2	P3031	850	3,671	24		\$142.47		\$522,988		\$274,569	\$797,557	100%	100%	0%	\$797,557	\$797,557	\$0
Subtotal:			14,578		2005			\$2,077,023	5%	\$1,090,435	\$3,167,456				\$3,148,630	\$3,167,456	\$18,826

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
850 LOOPED SYSTEM NORTH															
From University Pump Station East to Future Ridge Road; Along Future Ridge Road North to Wilmeth Road; East Along Wilmeth Road to Lake Forest Drive															
2	P3000	850	3,509	36	\$142.47	\$499,879		\$262,436	\$762,315	67%	72%	5%	\$510,751	\$548,867	\$38,116
2	P3002	850	1,373	36	\$142.47	\$195,643		\$102,713	\$298,356	71%	73%	2%	\$211,833	\$217,800	\$5,967
2	P3003	850	754	36	\$142.47	\$107,397		\$56,383	\$163,780	72%	74%	2%	\$117,922	\$121,197	\$3,276
2	P3004	850	4,450	36	\$142.47	\$634,024		\$332,863	\$966,887	51%	69%	18%	\$493,112	\$667,152	\$174,040
2	P3005	850	1,521	36	\$142.47	\$216,696		\$113,765	\$330,461	51%	69%	18%	\$168,535	\$228,018	\$59,483
2	P3006	850	2,396	36	\$142.47	\$341,331		\$179,199	\$520,530	95%	95%	0%	\$494,504	\$494,504	\$0
2	P3007	850	751	36	\$142.47	\$107,054		\$56,203	\$163,257	100%	100%	0%	\$163,257	\$163,257	\$0
2	P3008	850	817	36	\$142.47	\$116,391		\$61,105	\$177,496	100%	100%	0%	\$177,496	\$177,496	\$0
2	P3009	850	1,153	36	\$142.47	\$164,318		\$86,267	\$250,585	100%	100%	0%	\$250,585	\$250,585	\$0
Subtotal:			16,724			\$2,382,732	5%	\$1,250,934	\$3,633,667				\$2,587,995	\$2,868,876	\$280,882
STONEBRIDGE 48-INCH WATERMAIN															
U.S. 380 to Lacima Drive															
2	P5686	920	116	48	\$382.29	\$44,506		\$23,366	\$67,872	100%	100%	0%	\$67,872	\$67,872	\$0
2	P5687	920	1,001	48	\$382.29	\$382,786		\$200,963	\$583,749	41%	91%	50%	\$239,337	\$531,212	\$291,875
2	P5688	920	1,014	48	\$382.29	\$387,798		\$203,594	\$591,392	41%	91%	50%	\$242,471	\$538,167	\$295,696
2	P5690	920	954	48	\$382.29	\$364,589		\$191,409	\$555,998	40%	91%	51%	\$222,399	\$505,958	\$283,559
Subtotal:			3,086			\$1,179,678	5%	\$619,332	\$1,799,011				\$772,079	\$1,643,209	\$871,130
36-INCH & 48INCH WATERLINE FROM VIRGINIA TO STONEBRIDGE															
Along Lacima Dr. from Stonebridge Dr. to Bristol Dr.; Along Bristol Dr. from Lacima Dr. to St. Gabriel Dr.; Along St. Gabriel Dr. from Bristol Dr. to Virginia Pkwy.															
2	P5691	920	768	48	\$382.29	\$293,697		\$154,191	\$447,888	41%	91%	50%	\$183,634	\$407,578	\$223,944
2	P5692	920	262	48	\$382.29	\$100,171		\$52,590	\$152,761	40%	91%	51%	\$61,104	\$139,013	\$77,908
2	P5693	920	2,850	36	\$382.29	\$1,089,378		\$571,923	\$1,661,301	81%	91%	10%	\$1,345,654	\$1,511,784	\$166,130
2	P5694	920	482	36	\$382.29	\$184,149		\$96,678	\$280,827	83%	91%	8%	\$233,086	\$255,553	\$22,466
Subtotal:			4,362			\$1,667,395	5%	\$875,382	\$2,542,777				\$1,823,478	\$2,313,928	\$490,448
ALMA ROAD 24-INCH WATER LINE (CRAIG RANCH NORTH)															
From Community 3-MG Elevated Storage Tank South to C.R. 152															
1	P5407	920	293	24	\$596.91	\$174,973		\$0	\$174,973	51%	95%	44%	\$89,236	\$166,224	\$76,988
1	P5408	920	632	24	\$596.91	\$377,419		\$0	\$377,419	44%	94%	50%	\$166,064	\$354,774	\$188,710
1	P5409	920	831	24	\$596.91	\$495,759		\$0	\$495,759	45%	94%	49%	\$223,092	\$466,013	\$242,922
1	P5410	920	265	24	\$596.91	\$158,210		\$0	\$158,210	50%	94%	44%	\$79,105	\$148,717	\$69,612
1	P5411	920	704	24	\$596.91	\$419,978		\$0	\$419,978	51%	94%	43%	\$214,189	\$394,779	\$180,591
1	P5412	920	77	24	\$596.91	\$45,890		\$0	\$45,890	96%	100%	4%	\$44,054	\$45,890	\$1,836
Subtotal:			2,801			\$1,672,230	0%	\$0	\$1,672,229				\$815,740	\$1,576,397	\$760,659

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
LAKE FOREST DRIVE 30-INCH WATER LINE (WAL-MART)																
From McKinney Ranch Parkway South 1,400-ft																
1	P5582	920	1,373	30		\$148.06	\$203,232		\$106,697	\$309,929	94%	100%	6%	\$291,333	\$309,929	\$18,596
Subtotal:		1,373	2004				\$203,232	5%	\$106,697	\$309,929				\$291,333	\$309,929	\$18,596
VILLAGE PARK - PHASE 1 - 20", 30" & 36" WATER LINE (LAKE FOREST DR., COLLIN/MCKINNEY PKWY. & RIDGE ROAD)																
20" - Ridge Road from Stacy Road to McKinney Ranch Parkway; 30" - Lake Forest Drive from 1,400-ft South of McKinney Ranch Parkway to Collin/McKinney Parkway; 36" - Collin McKinney Parkway from Lake Forest Drive to 1,900-ft West																
1	P5583	920	1,087	30		\$50.51	\$54,892		\$28,818	\$83,710	94%	100%	6%	\$78,687	\$83,710	\$5,023
1	P5584	920	711	30		\$50.51	\$35,927		\$18,862	\$54,789	100%	100%	0%	\$54,789	\$54,789	\$0
1	P5606	920	666	36		\$50.51	\$33,644		\$17,663	\$51,307	44%	83%	39%	\$22,575	\$42,585	\$20,010
1	P5607A	920	1,900	36		\$50.51	\$95,963		\$50,381	\$146,344	46%	84%	38%	\$67,318	\$122,929	\$55,611
1	P5586	920	1,054	20		\$50.51	\$53,225		\$27,943	\$81,168	75%	76%	1%	\$60,876	\$61,688	\$812
1	P5587	920	434	20		\$50.51	\$21,911		\$11,503	\$33,414	80%	100%	20%	\$26,731	\$33,414	\$6,683
1	P5588	920	1,331	20		\$50.51	\$67,221		\$35,291	\$102,512	66%	100%	34%	\$67,658	\$102,512	\$34,854
1	P6017	920	624	20		\$50.51	\$31,523		\$16,550	\$48,073	15%	100%	85%	\$7,211	\$48,073	\$40,862
Subtotal:		7,807	2004				\$394,306	5%	\$207,011	\$601,317				\$385,845	\$549,700	\$163,855
COLLIN/MCKINNEY 30" & 36" WATER LINE (CRAIG RANCH INFRASTRUCTURE) (VCIM 1)																
From 1,900-ft West of Lake Forest Drive to Alma Drive																
1	P5607B	920	1,584	36		\$81.13	\$128,513		\$0	\$128,513	46%	84%	38%	\$59,116	\$107,951	\$48,835
1	P5682	920	358	30		\$81.13	\$29,057		\$0	\$29,057	46%	84%	38%	\$13,366	\$24,408	\$11,042
1	P5608	920	3,739	30		\$81.13	\$303,350		\$0	\$303,350	50%	84%	34%	\$151,675	\$254,814	\$103,139
1	P5609	920	603	30		\$81.13	\$48,930		\$0	\$48,930	50%	85%	35%	\$24,465	\$41,591	\$17,126
Subtotal:		6,284	2004				\$509,851	0%	\$0	\$509,850				\$248,622	\$428,764	\$180,142
COLLIN/MCKINNEY 20" & 24" WATER LINE (CRAIG RANCH INFRASTRUCTURE) (VCIM 1)																
From Alma Drive to TPC Drive																
1	P5610	920	299	20		\$81.13	\$24,284		\$0	\$24,284	50%	85%	35%	\$12,142	\$20,641	\$8,499
1	P5618	920	495	24		\$81.13	\$40,175		\$0	\$40,175	28%	66%	38%	\$11,249	\$26,516	\$15,267
1	P5619	920	307	24		\$81.13	\$24,904		\$0	\$24,904	28%	67%	39%	\$6,973	\$16,686	\$9,713
1	P5620	920	294	24		\$81.13	\$23,826		\$0	\$23,826	29%	68%	39%	\$6,910	\$16,202	\$9,292
1	P5621	920	238	24		\$81.13	\$19,298		\$0	\$19,298	30%	68%	38%	\$5,789	\$13,123	\$7,333
1	P5622	920	290	24		\$81.13	\$23,564		\$0	\$23,564	30%	68%	38%	\$7,069	\$16,024	\$8,954
1	P5623	920	298	24		\$81.13	\$24,145		\$0	\$24,145	30%	69%	39%	\$7,244	\$16,660	\$9,417
1	P5624	920	290	24		\$81.13	\$23,550		\$0	\$23,550	31%	69%	38%	\$7,301	\$16,250	\$8,949
1	P5625	920	296	24		\$81.13	\$24,001		\$0	\$24,001	31%	70%	39%	\$7,440	\$16,801	\$9,360
1	P5626	920	220	24		\$81.13	\$17,839		\$0	\$17,839	30%	69%	39%	\$5,352	\$12,309	\$6,957
1	P5627	920	586	24		\$81.13	\$47,510		\$0	\$47,510	31%	70%	39%	\$14,728	\$33,257	\$18,529
1	P5628	920	597	24		\$81.13	\$48,446		\$0	\$48,446	25%	66%	41%	\$12,112	\$31,974	\$19,863
1	P5629	920	922	24		\$81.13	\$74,838		\$0	\$74,838	23%	74%	51%	\$17,213	\$55,380	\$38,167
Subtotal:		5,132	2004				\$416,381	0%	\$0	\$416,380				\$121,522	\$291,823	\$170,300

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
ALMA ROAD 24-INCH WATER LINE (CRAIG RANCH INFRASTRUCTURE) (VCIM 1)															
From Collin/McKinney Parkway to S.H. 121															
1	P5611	920	879	20	\$81.13	\$71,305		\$0	\$71,305	18%	92%	74%	\$12,835	\$65,601	\$52,766
1	P5612	920	349	20	\$81.13	\$28,346		\$0	\$28,346	9%	91%	82%	\$2,551	\$25,795	\$23,244
1	P5613	920	347	20	\$81.13	\$28,136		\$0	\$28,136	0%	90%	90%	\$0	\$25,322	\$25,322
1	P5616	920	624	20	\$81.13	\$50,664		\$0	\$50,664	17%	63%	46%	\$8,613	\$31,918	\$23,305
1	P5617	920	583	20	\$81.13	\$47,264		\$0	\$47,264	18%	66%	48%	\$8,508	\$31,194	\$22,687
Subtotal:			2,782	2004		\$225,715	0%	\$0	\$225,715				\$32,507	\$179,830	\$147,324
WESTRIDGE WATER LINE															
From Custer Road to the Independence Elevated Storage Tank															
1	P5148	920	1,100	20	\$41.31	\$45,438		\$23,855	\$69,293	23%	88%	65%	\$15,937	\$60,978	\$45,040
1	P5149	920	578	20	\$41.31	\$23,868		\$12,531	\$36,399	34%	89%	55%	\$12,376	\$32,395	\$20,019
1	P5150	920	1,106	18	\$41.31	\$45,673		\$23,978	\$69,651	36%	89%	53%	\$25,074	\$61,989	\$36,915
1	P5151	920	2,689	18	\$41.31	\$111,067		\$58,310	\$169,377	47%	89%	42%	\$79,607	\$150,746	\$71,138
1	P5160	920	867	24	\$41.31	\$35,798		\$18,794	\$54,592	5%	92%	87%	\$2,730	\$50,225	\$47,495
Subtotal:			6,339	2002		\$261,844	5%	\$137,468	\$399,312				\$135,724	\$356,333	\$220,607
INDEPENDENCE 20-INCH WATER LINE															
From Westridge Blvd. to 650-ft South of Virginia Pwky.															
1	P5136	920	1,664	20	\$46.75	\$77,803		\$40,847	\$118,650	0%	97%	97%	\$0	\$115,091	\$115,091
1	P5137	920	1,005	20	\$46.75	\$46,980		\$24,665	\$71,645	0%	96%	96%	\$0	\$68,779	\$68,779
1	P5138	920	259	20	\$46.75	\$12,128		\$6,367	\$18,495	2%	96%	94%	\$370	\$17,755	\$17,385
1	P5567	920	1,706	20	\$46.75	\$79,761		\$41,875	\$121,636	0%	97%	97%	\$0	\$117,987	\$117,987
Subtotal:			4,635	2002		\$216,672	5%	\$113,754	\$330,426				\$370	\$319,612	\$319,242
STACY ROAD WATER LINE															
From S.H. 121 to Alma Road															
1	P6013	920	445	20	\$55.40	\$24,653		\$0	\$24,653	0%	45%	45%	\$0	\$11,094	\$11,094
1	P6014	920	1,486	20	\$55.40	\$82,333		\$0	\$82,333	0%	57%	57%	\$0	\$46,930	\$46,930
1	P6016	920	2,148	20	\$54.65	\$117,361		\$0	\$117,361	50%	88%	38%	\$58,681	\$103,278	\$44,597
1	P6018	920	1,357	24	\$82.11	\$111,452		\$0	\$111,452	40%	88%	48%	\$44,581	\$98,078	\$53,497
1	P6019	920	1,395	24	\$82.11	\$114,552		\$0	\$114,552	41%	88%	47%	\$46,966	\$100,806	\$53,839
Subtotal:			6,831	2007		\$450,351	0%	\$0	\$450,351				\$150,228	\$360,186	\$209,957

TABLE NO. 12
Existing Impact Fee Water Lines

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
MCKINNEY RANCH 16-INCH WATER LINE																
From Ridge Road to Stacy Road																
1	P6024	920	1,666	16		\$34.40	\$57,313		\$0	\$57,313	23%	88%	65%	\$13,182	\$50,435	\$37,253
1	P6026	920	2,331	16		\$34.40	\$80,179		\$0	\$80,179	45%	100%	55%	\$36,081	\$80,179	\$44,098
Subtotal:		3,997		2007		\$137,492	0%	\$0	\$137,492					\$49,263	\$130,614	\$81,351
COLLIN/MCKINNEY 20-INCH WATER LINE - (CRAIG RANCH INFRASTRUCTURE) (VCIM 2)																
From Boston Road to Custer Road																
1	P5678	920	1,057	20		\$115.24	\$121,775		\$0	\$121,775	13%	84%	71%	\$15,831	\$102,291	\$86,460
1	P5679	920	1,335	20		\$115.24	\$153,888		\$0	\$153,888	12%	83%	71%	\$18,467	\$127,727	\$109,260
Subtotal:		2,392		2007		\$275,663	0%	\$0	\$121,775					\$15,831	\$102,291	\$86,460
ALMA ROAD 24-INCH WATER LINE - (CRAIG RANCH INFRASTRUCTURE) (VCIM 2)																
From Stacy Road to Collin/McKinney Pkwy.																
1	P6027	920	1,138	24		\$115.24	\$131,137		\$0	\$131,137	50%	92%	42%	\$65,569	\$120,646	\$55,078
1	P6028	920	722	24		\$115.24	\$83,188		\$0	\$83,188	49%	92%	43%	\$40,762	\$76,533	\$35,771
1	P6029	920	600	24		\$115.24	\$69,110		\$0	\$69,110	49%	91%	42%	\$33,864	\$62,890	\$29,026
1	P6030	920	729	24		\$115.24	\$83,958		\$0	\$83,958	48%	91%	43%	\$40,300	\$76,402	\$36,102
1	P6031	920	447	24		\$115.24	\$51,508		\$0	\$51,508	48%	91%	43%	\$24,724	\$46,872	\$22,148
Subtotal:		3,635		2007		\$418,901	0%	\$0	\$418,901					\$205,219	\$383,343	\$178,125
CUSTER ROAD 16-INCH WATER LINE - (CRAIG RANCH INFRASTRUCTURE) (VCIM 2)																
From Stacy Road to Town Crossing (2,720-ft South of Boston Road)																
1	P5665	920	1,561	16		\$115.24	\$179,898		\$0	\$179,898	28%	94%	66%	\$50,371	\$169,104	\$118,733
1	P5666	920	1,113	16		\$115.24	\$128,294		\$0	\$128,294	28%	94%	66%	\$35,922	\$120,596	\$84,674
1	P5667	920	917	16		\$115.24	\$105,693		\$0	\$105,693	29%	94%	65%	\$30,651	\$99,351	\$68,700
1	P6037	920	1,290	16		\$115.24	\$148,692		\$0	\$148,692	100%	100%	0%	\$148,692	\$148,692	\$0
1	P6038	920	1,430	16		\$115.24	\$164,811		\$0	\$164,811	40%	56%	16%	\$65,924	\$92,294	\$26,370
1	P6042	920	1,712	16		\$115.24	\$197,305		\$0	\$197,305	31%	94%	63%	\$61,165	\$185,467	\$124,302
Subtotal:		8,024		2007		\$924,693	0%	\$0	\$924,693					\$392,725	\$815,504	\$422,779
EXISTING TOTAL:		176,419				\$21,418,360			\$8,759,958	\$30,322,972				\$20,273,982	\$27,144,840	\$6,870,855

1 - City Participated in Cost Oversize
2 - City Initiated and Funded

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
BRISTOL / CUSTER 42-INCH WATER LINE															
Bristol Drive from Lacima to Custer & Custer from Bristol Drive to Virginia Parkway															
2	P6150 *	920	4,893	42		\$432.00		\$1,109,664	\$3,223,310	0%	88%	88%	\$0	\$2,836,513	\$2,836,513
2	P6151 *	920	718	42		\$432.00		\$162,874	\$473,110	0%	93%	93%	\$0	\$439,992	\$439,992
2	P6152 *	920	2,320	42		\$432.00		\$526,142	\$1,528,317	0%	93%	93%	\$0	\$1,421,335	\$1,421,335
Subtotal:						7,931	2008	\$3,426,057	5%	\$1,798,680	\$5,224,737		\$0	\$4,697,840	\$4,697,840
CUSTER ROAD UTILITY RELOCATION															
From Virginia Parkway to Eldorado Parkway															
2	P6153 *	920	974	36		\$374.00		\$191,274	\$555,606	0%	93%	93%	\$0	\$516,714	\$516,714
2	P6155 *	920	1,619	36		\$374.00		\$317,804	\$923,145	0%	100%	100%	\$0	\$923,145	\$923,145
2	P6156 *	920	2,372	36		\$374.00		\$465,704	\$1,352,760	0%	100%	100%	\$0	\$1,352,760	\$1,352,760
2	P6168 *	920	1,807	30		\$220.00		\$208,695	\$606,209	0%	100%	100%	\$0	\$606,209	\$606,209
2	P6169 *	920	2,544	30		\$220.00		\$293,785	\$853,375	0%	100%	100%	\$0	\$853,375	\$853,375
2	P6170 *	920	1,413	30		\$220.00		\$163,160	\$473,941	0%	100%	100%	\$0	\$473,941	\$473,941
Subtotal:						10,728	2008	\$3,124,614	5%	\$1,640,422	\$4,765,036		\$0	\$4,726,144	\$4,726,144
794 VIRGINIA PKWY. 12-INCH PARALLEL LINE															
From 480-ft West of Dogwood Trail to U.S. 75 and Along U.S. 75 510-ft South of Virginia Pkwy. to Rockhill Road															
2	P3354 *	794	859	12		\$102.00		\$46,007	\$133,640	0%	100%	100%	\$0	\$133,640	\$133,640
2	P3355 *	794	586	12		\$102.00		\$31,365	\$91,107	0%	69%	69%	\$0	\$62,864	\$62,864
2	P3356 *	794	1,012	12		\$102.00		\$54,166	\$157,340	0%	57%	57%	\$0	\$89,684	\$89,684
2	P4082 *	794	1,010	12		\$102.00		\$54,084	\$157,100	0%	87%	87%	\$0	\$136,677	\$136,677
Subtotal:						3,466	2008	\$353,565	5%	\$185,622	\$539,187		\$0	\$422,865	\$422,865
ELDORADO PKWY. / STONEBRIDGE DRIVE INTERSECTION 20-INCH WATER LINE															
Intersection of Eldorado Parkway and Stone Bridge Drive - Replace Existing 12" Water Line with 20" Water Line by Bore															
2	P6183 *	920	200	20		\$500.00		\$52,500	\$152,500	0%	100%	100%	\$0	\$152,500	\$152,500
Subtotal:						200	2009	\$100,000	5%	\$52,500	\$152,500		\$0	\$152,500	\$152,500
U.S. 380 36-INCH WATER LINE															
From Univeristy Pump Station to Hardin Road															
2	P4084 *	850	5,681	36		\$374.00		\$1,115,478	\$3,240,198	0%	72%	72%	\$0	\$2,332,943	\$2,332,943
2	P4085 *	850	3,692	36		\$374.00		\$724,883	\$2,105,612	0%	92%	92%	\$0	\$1,937,163	\$1,937,163
2	P4086 *	850	2,150	36		\$374.00		\$422,080	\$1,226,042	0%	96%	96%	\$0	\$1,177,000	\$1,177,000
2	P4087 *	850	166	36		\$374.00		\$32,689	\$94,953	0%	100%	100%	\$0	\$94,953	\$94,953
2	P4088 *	850	1,005	30		\$264.00		\$139,233	\$404,439	0%	100%	100%	\$0	\$404,439	\$404,439
2	P4089 *	850	3,678	30		\$264.00		\$509,740	\$1,480,674	0%	100%	100%	\$0	\$1,480,674	\$1,480,674
2	P4090 *	850	905	30		\$264.00		\$125,463	\$364,441	0%	100%	100%	\$0	\$364,441	\$364,441
Subtotal:						17,277	2009	\$5,846,793	5%	\$3,069,566	\$8,916,359		\$0	\$7,791,613	\$7,791,613

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
UNIVERSITY PUMP STATION DISCHARGE LINE NO. 2																
From University Pump Station West to Future Stonebridge Drive; South Along Future Stonebridge Drive to U.S. 380; U.S. 380 to Custer Road																
2	P6090 *	920	209	48		\$468.00		\$97,676	\$51,280	\$148,956	0%	100%	100%	\$0	\$148,956	\$148,956
2	P6091 *	920	503	48		\$468.00		\$235,633	\$123,708	\$359,341	0%	84%	84%	\$0	\$301,847	\$301,847
2	P6148 *	920	1,700	66		\$660.00		\$1,121,736	\$588,911	\$1,710,647	0%	53%	53%	\$0	\$906,643	\$906,643
2	P6149 *	920	3,550	30		\$264.00		\$937,086	\$491,970	\$1,429,056	0%	55%	55%	\$0	\$785,981	\$785,981
2	P7061 *	920	113	48		\$468.00		\$52,955	\$27,801	\$80,756	0%	64%	64%	\$0	\$51,684	\$51,684
Subtotal:			6,075		2009			\$2,445,087	5%	\$1,283,670				\$0	\$2,195,111	\$2,195,111
STACY ROAD 24-INCH WATER LINE																
From Alma Road East East 2,756-ft																
1	P2008 *	920	1,963	24		\$114.00		\$223,782	\$117,486	\$341,268	0%	89%	89%	\$0	\$303,729	\$303,729
1	P2014 *	920	793	24		\$114.00		\$90,402	\$47,461	\$137,863	0%	88%	88%	\$0	\$121,319	\$121,319
Subtotal:			2,756		2009			\$314,184	5%	\$164,947				\$0	\$425,048	\$425,048
S.H. 5 36-INCH WATER LINE																
From Bloomdale Road to Future Willowood																
1	P2000 *	794	6,647	36		\$272.00		\$1,808,011	\$949,206	\$2,757,217	0%	6%	6%	\$0	\$165,433	\$165,433
Subtotal:			6,647		2010			\$1,808,011	5%	\$949,206				\$0	\$165,433	\$165,433
WILLOWOOD 24-INCH WATER LINE																
From S.H. 5 East Along Future Thoroughfare																
1	P2008 *	794	4,186	24		\$114.00		\$477,197	\$250,529	\$727,726	0%	7%	7%	\$0	\$50,941	\$50,941
1	P2014 *	794	2,827	24		\$114.00		\$322,313	\$169,214	\$491,527	0%	4%	4%	\$0	\$19,661	\$19,661
Subtotal:			7,013		2010			\$799,510	5%	\$419,743				\$0	\$70,602	\$70,602
HARDIN 36-INCH WATER LINE - PHASE 3																
From Wilmeth Road to Bloomdale Road																
1	P4015 *	850	1,224	36		\$272.00		\$333,004	\$174,827	\$507,831	0%	57%	57%	\$0	\$289,464	\$289,464
1	P4016 *	850	1,612	36		\$272.00		\$438,412	\$230,166	\$668,578	0%	53%	53%	\$0	\$354,346	\$354,346
1	P4017 *	850	2,622	36		\$272.00		\$713,140	\$374,399	\$1,087,539	0%	53%	53%	\$0	\$576,396	\$576,396
Subtotal:			5,458		2010			\$1,484,556	5%	\$779,392				\$0	\$1,220,206	\$1,220,206
INDEPENDENCE 24-INCH WATER LINE																
From Virginia Parkway to U.S. 380																
2	P6083 *	920	2,571	24		\$114.00		\$293,075	\$153,864	\$446,939	0%	99%	99%	\$0	\$442,470	\$442,470
2	P6084 *	920	2,758	24		\$114.00		\$314,355	\$165,036	\$479,391	0%	99%	99%	\$0	\$474,597	\$474,597
2	P6089 *	920	653	20		\$114.00		\$74,391	\$39,055	\$113,446	0%	97%	97%	\$0	\$110,043	\$110,043
Subtotal:			5,981		2010			\$681,821	5%	\$357,955				\$0	\$1,027,110	\$1,027,110

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
HARDIN SOUTH 36-INCH WATER LINE															
From McKinney Ranch Parkway to Collin / McKinney Parkway															
2	P6010 *	920	1,515	36	\$374.00	\$566,482		\$297,403	\$863,885	0%	81%	81%	\$0	\$699,747	\$699,747
Subtotal:						1,515	2010	\$566,482	5%	\$297,403	\$863,885		\$0	\$699,747	\$699,747
COLLIN/MCKINNEY 36-INCH WATER LINE - PHASE 3															
From Hardin Road to Lake Forest Drive															
2	P6007 *	920	2,238	36	\$374.00	\$836,979		\$439,414	\$1,276,393	0%	82%	82%	\$0	\$1,046,642	\$1,046,642
2	P6008 *	920	836	36	\$374.00	\$312,821		\$164,231	\$477,052	0%	82%	82%	\$0	\$391,183	\$391,183
2	P6009 *	920	2,691	36	\$374.00	\$1,006,257		\$528,285	\$1,534,542	0%	82%	82%	\$0	\$1,258,324	\$1,258,324
Subtotal:						5,765	2010	\$2,156,057	5%	\$1,131,930	\$3,287,987		\$0	\$2,696,149	\$2,696,149
WESTRIDGE 16-INCH WATER LINE															
From Eden to West City Limit															
1	P6061 *	920	1,630	16	\$18.00	\$29,349		\$15,408	\$44,757	0%	94%	94%	\$0	\$42,072	\$42,072
1	P6062 *	920	794	16	\$18.00	\$14,295		\$7,505	\$21,800	0%	88%	88%	\$0	\$19,184	\$19,184
Subtotal:						2,425	2010	\$43,644	5%	\$22,913	\$66,557		\$0	\$61,256	\$61,256
HARDIN 42 & 36-INCH WATER LINE - PHASE 4															
"Trinity Falls West Feed" From Future Bloomdale Road to F.M. 546															
1	P4034 *	850	2,422	36	\$272.00	\$658,670		\$345,802	\$1,004,472	0%	17%	17%	\$0	\$170,760	\$170,760
1	P4035 *	850	4,530	36	\$272.00	\$1,232,073		\$646,838	\$1,878,911	0%	17%	17%	\$0	\$319,415	\$319,415
1	P4036 *	850	2,474	42	\$330.00	\$816,516		\$428,671	\$1,245,187	0%	20%	20%	\$0	\$249,037	\$249,037
1	P4044 *	850	1,636	42	\$330.00	\$539,811		\$283,401	\$823,212	0%	20%	20%	\$0	\$164,642	\$164,642
Subtotal:						11,061	2011	\$3,247,070	5%	\$1,704,712	\$4,951,782		\$0	\$903,854	\$903,854
F.M. 543 24-INCH WATER LINE															
"Trinity Falls West Feed" From F.M. 546 to West Limits of Trinity Falls															
1	P4051 *	850	3,200	24	\$114.00	\$364,800		\$191,520	\$556,320	0%	15%	15%	\$0	\$83,448	\$83,448
Subtotal:						3,200	2011	\$364,800	5%	\$191,520	\$556,320		\$0	\$83,448	\$83,448
RIDGE ELEVATED STORAGE TANK WATER LINES															
From Wilmeth Road to Future Bloomdale Road															
1	P4007 *	850	2,997	24	\$114.00	\$341,675		\$179,379	\$521,054	0%	80%	80%	\$0	\$416,843	\$416,843
1	P4008 *	850	1,636	20	\$60.00	\$98,187		\$51,548	\$149,735	0%	46%	46%	\$0	\$68,878	\$68,878
1	P4109 *	850	555	24	\$114.00	\$63,237		\$33,199	\$96,436	0%	82%	82%	\$0	\$79,078	\$79,078
Subtotal:						5,188	2011	\$503,099	5%	\$264,126	\$767,225		\$0	\$564,799	\$564,799
LAKE FOREST 20-INCH WATER LINE															
From Collin / McKinney Parkway to S.H. 121															
1	P6012 *	920	1,878	20	\$60.00	\$112,662		\$59,148	\$171,810	0%	81%	81%	\$0	\$139,166	\$139,166
Subtotal:						1,878	2009	\$112,662	5%	\$59,148	\$171,810		\$0	\$139,166	\$139,166

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
COLLIN/MCKINNEY 20-INCH WATER LINE - PHASE 4																
From TPC Drive to Boston Drive																
2	P6041 *	920	1,322	20		\$162.00	\$214,120		\$112,413	\$326,533	0%	84%	84%	\$0	\$274,288	\$274,288
Subtotal:			1,322	2011			\$214,120	5%	\$112,413	\$326,533				\$0	\$274,288	\$274,288
U.S. 380 WEST 24-INCH WATER LINE																
From Custer Road to Independence Parkway																
2	P6087 *	920	2,551	24		\$216.00	\$550,912		\$289,229	\$840,141	0%	99%	99%	\$0	\$831,740	\$831,740
2	P6088 *	920	2,741	24		\$216.00	\$592,145		\$310,876	\$903,021	0%	99%	99%	\$0	\$893,991	\$893,991
Subtotal:			5,292	2011			\$1,143,057	5%	\$600,105	\$1,743,162				\$0	\$1,725,731	\$1,725,731
HARDIN 30-INCH & 20-INCH WATER LINE - PHASE 5																
"Trinity Falls West Feed" From F.M. 546 to Trinity Falls North Loop																
1	P4069 *	850	2,925	30		\$162.00	\$473,866		\$248,779	\$722,645	0%	26%	26%	\$0	\$187,888	\$187,888
1	P4070 *	850	5,636	20		\$60.00	\$338,146		\$177,527	\$515,673	0%	29%	29%	\$0	\$149,545	\$149,545
Subtotal:			8,561	2012			\$812,012	5%	\$426,306	\$1,238,318				\$0	\$337,433	\$337,433
WESTRIDGE SUBDIVISION 16-INCH WATER LINES																
Along Virginia Parkway West 1,250-ft to Future Westridge Subdivision; South & Southwest in Future Westridge Subdivision																
1	P6067 *	920	2,589	16		\$18.00	\$46,596		\$24,463	\$71,059	0%	96%	96%	\$0	\$68,217	\$68,217
1	P6069 *	920	1,817	16		\$18.00	\$32,701		\$17,168	\$49,869	0%	97%	97%	\$0	\$48,373	\$48,373
1	P6074 *	920	1,234	16		\$18.00	\$22,211		\$11,661	\$33,872	0%	88%	88%	\$0	\$29,807	\$29,807
Subtotal:			5,639	2012			\$101,508	5%	\$53,292	\$154,800				\$0	\$146,397	\$146,397
COUNTY ROAD 228 20-INCH WATER LINE																
From Future Hardin Road East to Trinity Falls																
1	P4072 *	850	5,256	20		\$60.00	\$315,389		\$165,579	\$480,968	0%	57%	57%	\$0	\$274,152	\$274,152
Subtotal:			5,256	2013			\$315,389	5%	\$165,579	\$480,968				\$0	\$274,152	\$274,152
STONEBRIDGE 42-INCH WATER LINE - PHASE 2																
From U.S. 380 to F.M. 1461 (Future East-West Thoroughfare)																
1	P6092 *	920	6,210	42		\$330.00	\$2,049,425		\$1,075,948	\$3,125,373	0%	27%	27%	\$0	\$843,851	\$843,851
1	P6100 *	920	1,500	42		\$330.00	\$494,937		\$259,842	\$754,779	0%	26%	26%	\$0	\$196,243	\$196,243
1	P6101 *	920	2,499	42		\$330.00	\$824,531		\$432,879	\$1,257,410	0%	26%	26%	\$0	\$326,927	\$326,927
1	P6111 *	920	3,426	42		\$330.00	\$1,130,481		\$593,503	\$1,723,984	0%	25%	25%	\$0	\$430,996	\$430,996
1	P6112 *	920	1,963	42		\$330.00	\$647,909		\$340,152	\$988,061	0%	25%	25%	\$0	\$247,015	\$247,015
Subtotal:			15,598	2013			\$5,147,283	5%	\$2,702,324	\$7,849,607				\$0	\$2,045,032	\$2,045,032

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
920 VIRGINIA PKWY. 12-INCH PARALLEL LINE															
From Adriatic to Lake Forest Drive															
2	P5706 *	920	1,097	12	\$90.00	\$98,741		\$51,839	\$150,580	0%	98%	98%	\$0	\$147,568	\$147,568
2	P5709 *	920	1,197	12	\$90.00	\$107,717		\$56,551	\$164,268	0%	98%	98%	\$0	\$160,983	\$160,983
2	P6164 *	920	903	12	\$90.00	\$81,309		\$42,687	\$123,996	0%	98%	98%	\$0	\$121,516	\$121,516
2	P6165 *	920	1,105	12	\$90.00	\$99,470		\$52,222	\$151,692	0%	99%	99%	\$0	\$150,175	\$150,175
2	P6172 *	920	2,070	12	\$90.00	\$186,314		\$97,815	\$284,129	0%	92%	92%	\$0	\$261,399	\$261,399
Subtotal:			6,373			\$573,551	5%	\$301,114	\$874,665				\$0	\$841,641	\$841,641
BLOOMDALE 16-INCH WATER LINE - 850 PHASE 1															
From Future Ridge Road to Future Stonebridge Drive															
1	P4018 *	850	3,373	16	\$18.00	\$60,705		\$31,870	\$92,575	0%	30%	30%	\$0	\$27,773	\$27,773
1	P4019 *	850	1,842	16	\$18.00	\$33,154		\$17,406	\$50,560	0%	15%	15%	\$0	\$7,584	\$7,584
Subtotal:			5,214			\$93,859	5%	\$49,276	\$143,135				\$0	\$35,357	\$35,357
BLOOMDALE 16-INCH WATER LINE - 850 PHASE 2															
From Future Ridge Road to Lake Forest Drive															
1	P4020 *	850	2,944	16	\$18.00	\$52,991		\$27,820	\$80,811	0%	99%	99%	\$0	\$80,003	\$80,003
1	P4021 *	850	2,247	16	\$18.00	\$40,451		\$21,237	\$61,688	0%	95%	95%	\$0	\$58,604	\$58,604
Subtotal:			5,191			\$93,442	5%	\$49,057	\$142,499				\$0	\$138,607	\$138,607
BLOOMDALE 54-INCH WATER LINE															
From Future Bloomdale Pump Station to Bloomdale Road & East to S.H. 5															
2	P2112 *	794	1,489	54	\$540.00	\$804,033		\$422,117	\$1,226,150	0%	27%	27%	\$0	\$331,061	\$331,061
2	P2114 *	794	5,502	54	\$540.00	\$2,971,220		\$1,559,891	\$4,531,111	0%	25%	25%	\$0	\$1,132,778	\$1,132,778
Subtotal:			6,991			\$3,775,253	5%	\$1,982,008	\$5,757,261				\$0	\$1,463,839	\$1,463,839
STONEBRIDGE 36-INCH WATER LINE - PHASE 3															
From F.M. 1461 to Future East / West Thoroughfare															
1	P6113 *	920	3,191	36	\$272.00	\$868,017		\$455,709	\$1,323,726	0%	9%	9%	\$0	\$119,135	\$119,135
1	P6114 *	920	2,084	36	\$272.00	\$566,840		\$297,591	\$864,431	0%	9%	9%	\$0	\$77,799	\$77,799
Subtotal:			5,275			\$1,434,857	5%	\$753,300	\$2,188,157				\$0	\$196,934	\$196,934
WESTRIDGE 18-INCH PARALLEL WATER LINE															
From Independence Elevated Storage Tank to Eden															
2	P6166 *	920	2,177	18	\$138.00	\$300,413		\$157,717	\$458,130	0%	97%	97%	\$0	\$444,386	\$444,386
Subtotal:			2,177			\$300,413	5%	\$157,717	\$458,130				\$0	\$444,386	\$444,386

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
AIRPORT WATER LINE - PHASE 1															
Along Future Airport Blvd. From Bloomdale Road to U.S. 380															
2	P2017 *	794	4,993	48	\$468.00	\$2,336,598		\$1,226,714	\$3,563,312	0%	32%	32%	\$0	\$1,140,260	\$1,140,260
2	P2018 *	794	421	48	\$468.00	\$197,042		\$103,447	\$300,489	0%	33%	33%	\$0	\$99,161	\$99,161
2	P2043 *	794	4,928	36	\$374.00	\$1,843,244		\$967,703	\$2,810,947	0%	54%	54%	\$0	\$1,517,911	\$1,517,911
2	P2044 *	794	3,445	36	\$374.00	\$1,288,329		\$676,373	\$1,964,702	0%	51%	51%	\$0	\$1,001,998	\$1,001,998
Subtotal:			13,787			\$5,665,213	5%	\$2,974,237	\$8,639,450				\$0	\$3,759,330	\$3,759,330
AIRPORT WATER LINE - PHASE 2															
Along Future Airport Blvd. From Industrial Blvd. to Future SE Thoroughfare															
2	P2087 *	794	1,418	24	\$216.00	\$306,266		\$160,790	\$467,056	0%	69%	69%	\$0	\$322,269	\$322,269
2	P2120 *	794	2,296	24	\$216.00	\$496,014		\$260,407	\$756,421	0%	68%	68%	\$0	\$514,366	\$514,366
2	P2121 *	794	1,100	24	\$216.00	\$237,648		\$124,765	\$362,413	0%	68%	68%	\$0	\$246,441	\$246,441
Subtotal:			4,814			\$1,039,928	5%	\$545,962	\$1,585,890				\$0	\$1,083,076	\$1,083,076
BLOOMDALE 24-INCH WATER LINE - 850 PHASE 3															
From Lake Forest Drive to C.R. 106															
1	P4022 *	850	5,026	24	\$114.00	\$573,010		\$300,830	\$873,840	0%	60%	60%	\$0	\$524,304	\$524,304
Subtotal:			5,026			\$573,010	5%	\$300,830	\$873,840				\$0	\$524,304	\$524,304
F.M. 1461 (FUTURE E/W THOUROUGHFARE) 16-INCH WATER LINE - 920 PHASE 1															
From Custer Road to Future Stonebridge Drive															
2	P6119 *	920	1,841	16	\$108.00	\$198,827		\$104,384	\$303,211	0%	63%	63%	\$0	\$191,023	\$191,023
2	P6120 *	920	1,721	16	\$108.00	\$185,862		\$97,578	\$283,440	0%	35%	35%	\$0	\$99,204	\$99,204
Subtotal:			3,562			\$384,689	5%	\$201,962	\$586,651				\$0	\$290,227	\$290,227
FUTURE EAST / WEST THOROUGH FARE 16-INCH WATER LINE - 920 PHASE 1															
From Custer Road to Future Stonebridge Drive															
2	P6121 *	920	1,842	16	\$108.00	\$198,895		\$104,420	\$303,315	0%	46%	46%	\$0	\$139,525	\$139,525
2	P6122 *	920	1,888	16	\$108.00	\$203,895		\$107,045	\$310,940	0%	26%	26%	\$0	\$80,844	\$80,844
Subtotal:			3,730			\$402,790	5%	\$211,465	\$614,255				\$0	\$220,369	\$220,369
OLD MILL ROAD 24-INCH WATER LINE															
From Mcdonald Street to Country Lane															
2	P2082 *	794	2,243	24	\$216.00	\$484,546		\$254,387	\$738,933	0%	98%	98%	\$0	\$724,154	\$724,154
2	P2083 *	794	1,551	24	\$216.00	\$335,012		\$175,881	\$510,893	0%	99%	99%	\$0	\$505,784	\$505,784
2	P2085 *	794	2,872	24	\$216.00	\$620,361		\$325,689	\$946,050	0%	100%	100%	\$0	\$946,050	\$946,050
2	P2086 *	794	1,401	24	\$216.00	\$302,508		\$158,817	\$461,325	0%	100%	100%	\$0	\$461,325	\$461,325
Subtotal:			8,067			\$1,742,427	5%	\$914,774	\$2,657,201				\$0	\$2,637,313	\$2,637,313

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
S.H. 5 16-INCH WATER LINE																
From Future Willowood Subdivision to S.H. 121																
1	P2004 *	794	5,248	16		\$18.00	\$94,465		\$49,594	\$144,059	0%	10%	10%	\$0	\$14,406	\$14,406
Subtotal:			5,248		2016		\$94,465	5%	\$49,594	\$144,059				\$0	\$14,406	\$14,406
BLOOMDALE 36-INCH WATER LINE - 850 PHASE 4																
From C.R. 106 to Future Hardin Road																
1	P4023 *	850	5,709	36		\$272.00	\$1,552,739		\$815,188	\$2,367,927	0%	56%	56%	\$0	\$1,326,039	\$1,326,039
Subtotal:			5,709		2016		\$1,552,739	5%	\$815,188	\$2,367,927				\$0	\$1,326,039	\$1,326,039
BLOOMDALE 48 & 72-INCH WATER LINE - 850 PHASE 5																
From Future Bloomdale Pump Station to Future Hardin Road																
2	P4024 *	850	2,963	48		\$468.00	\$1,386,508		\$727,917	\$2,114,425	0%	16%	16%	\$0	\$338,308	\$338,308
2	P4075 *	850	2,549	72		\$720.00	\$1,835,618		\$963,700	\$2,799,318	0%	14%	14%	\$0	\$391,905	\$391,905
2	P4077 *	850	1,995	48		\$468.00	\$933,452		\$490,062	\$1,423,514	0%	17%	17%	\$0	\$241,997	\$241,997
2	P4118 *	850	811	48		\$468.00	\$379,562		\$199,270	\$578,832	0%	17%	17%	\$0	\$98,401	\$98,401
Subtotal:			8,318		2016		\$4,535,140	5%	\$2,380,949	\$6,916,089				\$0	\$1,070,611	\$1,070,611
LAKE FOREST 30 & 36-INCH WATER LINE																
From Willmeth Water Main Phase 2 to Future E/W Thoroughfare at C.R. 166 and F.M. 1461																
1	P4013 *	850	2,531	30		\$162.00	\$410,011		\$215,256	\$625,267	0%	77%	77%	\$0	\$481,456	\$481,456
1	P4025 *	850	2,186	36		\$272.00	\$594,459		\$312,091	\$906,550	0%	22%	22%	\$0	\$199,441	\$199,441
1	P4026 *	850	1,725	36		\$272.00	\$469,319		\$246,393	\$715,712	0%	22%	22%	\$0	\$157,457	\$157,457
1	P4027 *	850	1,446	36		\$272.00	\$393,382		\$206,526	\$599,908	0%	22%	22%	\$0	\$131,980	\$131,980
Subtotal:			7,888		2016		\$1,867,171	5%	\$980,266	\$2,847,437				\$0	\$970,334	\$970,334
F.M. 1461 (FUTURE E/W THOROUGHFARE) 24 & 18-INCH WATER LINE - 920 PHASE 2																
From Future Stonebridge Drive to Future Lake Forest Drive																
1	P6132 *	920	4,103	24		\$114.00	\$467,786		\$245,588	\$713,374	0%	47%	47%	\$0	\$335,286	\$335,286
1	P6133 *	920	2,400	24		\$114.00	\$273,620		\$143,651	\$417,271	0%	48%	48%	\$0	\$200,290	\$200,290
1	P6140 *	920	4,106	18		\$36.00	\$147,798		\$77,594	\$225,392	0%	27%	27%	\$0	\$60,856	\$60,856
1	P6141 *	920	931	24		\$114.00	\$106,176		\$55,742	\$161,918	0%	51%	51%	\$0	\$82,578	\$82,578
Subtotal:			11,540		2016		\$995,380	5%	\$522,575	\$1,517,955				\$0	\$679,010	\$679,010
FUTURE EAST / WEST THOROUGHFARE 24-INCH WATER LINE - 920 PHASE 2																
From Future Stonebridge Drive to Future Ridge Road																
1	P6128 *	920	3,625	24		\$114.00	\$413,289		\$216,977	\$630,266	0%	14%	14%	\$0	\$88,237	\$88,237
1	P6129 *	920	2,699	24		\$114.00	\$307,680		\$161,532	\$469,212	0%	26%	26%	\$0	\$121,995	\$121,995
Subtotal:			6,324		2016		\$720,969	5%	\$378,509	\$1,099,478				\$0	\$210,232	\$210,232

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
										2007	2017	During Fee Period	2007	2017	During Fee Period
CUSTER 18 & 24-INCH NORTH WATER LINE															
From U.S. 380 North to Future E / W Thoroughfare															
2	P6093 *	920	7,624	24	\$216.00	\$1,646,784		\$864,562	\$2,511,346	0%	32%	32%	\$0	\$803,631	\$803,631
2	P6096 *	920	1,691	24	\$216.00	\$365,193		\$191,726	\$556,919	0%	30%	30%	\$0	\$167,076	\$167,076
2	P6097 *	920	1,392	24	\$216.00	\$300,646		\$157,839	\$458,485	0%	33%	33%	\$0	\$151,300	\$151,300
2	P6102 *	920	3,095	24	\$216.00	\$668,600		\$351,015	\$1,019,615	0%	31%	31%	\$0	\$316,081	\$316,081
2	P6103 *	920	2,261	24	\$216.00	\$488,300		\$256,357	\$744,657	0%	33%	33%	\$0	\$245,737	\$245,737
2	P6104 *	920	3,202	18	\$138.00	\$441,922		\$232,009	\$673,931	0%	22%	22%	\$0	\$148,265	\$148,265
2	P6105 *	920	2,034	18	\$138.00	\$280,658		\$147,345	\$428,003	0%	22%	22%	\$0	\$94,161	\$94,161
Subtotal:			21,299			\$4,192,103	5%	\$2,200,853	\$6,392,956				\$0	\$1,926,251	\$1,926,251
FUTURE NORTH / SOUTH THOROUGHFARE 16-INCH WATER LINE															
From U.S. 380 (East of Intersection of U.S. 380 and Airport Blvd.) South to Enloe Road															
2	P2079 *	794	6,404	16	\$120.00	\$768,450		\$403,437	\$1,171,887	0%	40%	40%	\$0	\$468,755	\$468,755
2	P2080 *	794	2,619	16	\$120.00	\$314,315		\$165,015	\$479,330	0%	39%	39%	\$0	\$186,939	\$186,939
Subtotal:			9,023			\$1,082,765	5%	\$568,452	\$1,651,217				\$0	\$655,694	\$655,694
U.S. 380 EAST WATER LINE															
From Airport Blvd. to C.R. 407															
2	P2075 *	794	6,215	12	\$102.00	\$633,909		\$332,802	\$966,711	0%	42%	42%	\$0	\$406,019	\$406,019
2	P2076 *	794	7,013	24	\$216.00	\$1,514,745		\$795,241	\$2,309,986	0%	4%	4%	\$0	\$92,399	\$92,399
2	P2077 *	794	3,354	24	\$216.00	\$724,401		\$380,311	\$1,104,712	0%	3%	3%	\$0	\$33,141	\$33,141
Subtotal:			16,581			\$2,873,055	5%	\$1,508,354	\$4,381,409				\$0	\$531,559	\$531,559
MCINTYRE / WOODLAWN 36-INCH WATER LINE															
From Southern Pacific Railroad to F.M. 2933															
1	P2020 *	794	4,045	36	\$272.00	\$1,100,183		\$577,596	\$1,677,779	0%	7%	7%	\$0	\$117,445	\$117,445
1	P2021 *	794	1,536	36	\$272.00	\$417,917		\$219,407	\$637,324	0%	7%	7%	\$0	\$44,613	\$44,613
Subtotal:			5,581			\$1,518,100	5%	\$797,003	\$2,315,103				\$0	\$162,058	\$162,058
F.M. 2933 30-INCH WATER LINE															
From Woodlawn Road to U.S. 380 along a Future Thoroughfare															
1	P2047 *	794	2,618	30	\$162.00	\$424,165		\$222,687	\$646,852	0%	18%	18%	\$0	\$116,433	\$116,433
1	P2048 *	794	1,077	30	\$162.00	\$174,466		\$91,595	\$266,061	0%	19%	19%	\$0	\$50,552	\$50,552
1	P2049 *	794	4,740	30	\$162.00	\$767,875		\$403,134	\$1,171,009	0%	22%	22%	\$0	\$257,622	\$257,622
1	P2050 *	794	1,601	30	\$162.00	\$259,373		\$136,171	\$395,544	0%	24%	24%	\$0	\$94,931	\$94,931
Subtotal:			10,036			\$1,625,879	5%	\$853,587	\$2,479,466				\$0	\$519,538	\$519,538

TABLE NO. 13
Proposed Impact Fee Water Lines

*Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering and easements.

Pipe Number	Pressure Plane	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
										2007	2017	During Fee Period	2007	2017	During Fee Period	
FUTURE EAST / WEST THOROUGHFARE 20, 30 & 42-INCH WATER LINE - 850 PHASE 3																
From U.S. 75 to Future Lake Forest																
1	P4037 *	850	2,631	20	\$60.00	\$157,876		\$82,885	\$240,761	0%	45%	45%	\$0	\$108,342	\$108,342	
1	P4038 *	850	2,806	30	\$162.00	\$454,591		\$238,660	\$693,251	0%	38%	38%	\$0	\$263,435	\$263,435	
1	P4039 *	850	4,540	30	\$162.00	\$735,482		\$386,128	\$1,121,610	0%	36%	36%	\$0	\$403,780	\$403,780	
1	P4047 *	850	3,945	42	\$330.00	\$1,301,926		\$683,511	\$1,985,437	0%	10%	10%	\$0	\$198,544	\$198,544	
1	P4048 *	850	3,338	42	\$330.00	\$1,101,599		\$578,340	\$1,679,939	0%	10%	10%	\$0	\$167,994	\$167,994	
1	P4107 *	850	1,942	20	\$60.00	\$116,491		\$61,158	\$177,649	0%	73%	73%	\$0	\$129,684	\$129,684	
Subtotal:			19,202	2017		\$3,867,965	5%	\$2,030,682	\$5,898,647				\$0	\$1,271,779	\$1,271,779	
BLOOMDALE PUMP STATION 850 DISCHARGE LINE																
From Bloomdale Road North Along U.S. 75 to F.M. 543; Along F.M. 543 to F.M.546																
2	P4049 *	850	4,519	30	\$264.00	\$1,193,042		\$626,347	\$1,819,389	0%	30%	30%	\$0	\$545,817	\$545,817	
2	P4050 *	850	2,668	30	\$264.00	\$704,365		\$369,792	\$1,074,157	0%	33%	33%	\$0	\$354,472	\$354,472	
2	P4076 *	850	7,018	54	\$540.00	\$3,789,698		\$1,989,591	\$5,779,289	0%	14%	14%	\$0	\$809,100	\$809,100	
Subtotal:			14,205	2015		\$5,687,105	5%	\$2,985,730	\$8,672,835				\$0	\$1,709,389	\$1,709,389	
C.R. 943 16-INCH WATER LINE																
From Wilmeth Water Main north to Future Bloomdale Road																
1	P4014 *	850	2,520	16	\$18.00	\$45,360		\$23,814	\$69,174	0%	46%	46%	\$0	\$31,820	\$31,820	
Subtotal:			2,520	2017		\$45,360	5%	\$23,814	\$69,174				\$0	\$31,820	\$31,820	
PROPOSED TOTAL:			356,957			\$81,849,009		\$42,970,732	\$124,819,741				\$0	\$55,560,027	\$55,560,027	

1 - City Participated in Cost Oversize
2 - City Initiated and Funded

E. WASTEWATER COLLECTION SYSTEM

Computer models for the years 2007, 2017 and Buildout were prepared by the RJN Group. The models were developed and peak flows calculated from the residential population and non-residential land use projections provided by the City of McKinney's Planning Department. Computer models were run to determine peak wet weather flow to insure proper sizing of the collection system.

1. Collection Lines

The natural creeks, whose basins will collect wastewater through the installed system of collection lines that flow into the geographic area serviced by the NTMWD.

The wastewater collection system analysis covered all of the drainage basins within the Service Area planning boundary. Each collection system was analyzed for line sizes 12 inches in diameter and larger. Eliminating line sizes smaller than 12 inches in diameter from the study leaves only the interceptor and trunk lines included in the study. The wastewater project cost includes necessary appurtenances (manholes, aerial crossings and the like), purchase of easements, utility relocation, pavement removal and replacement, and engineering costs. For existing Impact Fee projects, actual costs were utilized where known. Future project cost estimates were based on 2007 average unit cost per linear foot and includes engineering, easements, and construction cost.

All eligible wastewater collection line projects in the Service Area planning boundary were included in the impact fee analysis. Eligible existing and proposed wastewater facilities are shown on **Exhibits 2A and 2B**.

2. Treatment

The North Texas Municipal Water District (NTMWD) provides the City of McKinney with a significant portion of its wastewater collection, and transportation. NTMWD also owns and operates the Wilson Creek Treatment Plant and provides all of McKinney's wastewater treatment. McKinney pays NTMWD for the cost of this service according to the City's present contribution of wastewater flows in each of the regional facilities in any given year.

This Impact Fee study excludes the cost of NTMWD regional collection and transportation and facilities located within the City's Service Area planning boundary that were paid for by NTMWD. Existing treatment plant and future treatment plant expansion costs of NTMWD were specifically excluded from this Impact Fee analysis.

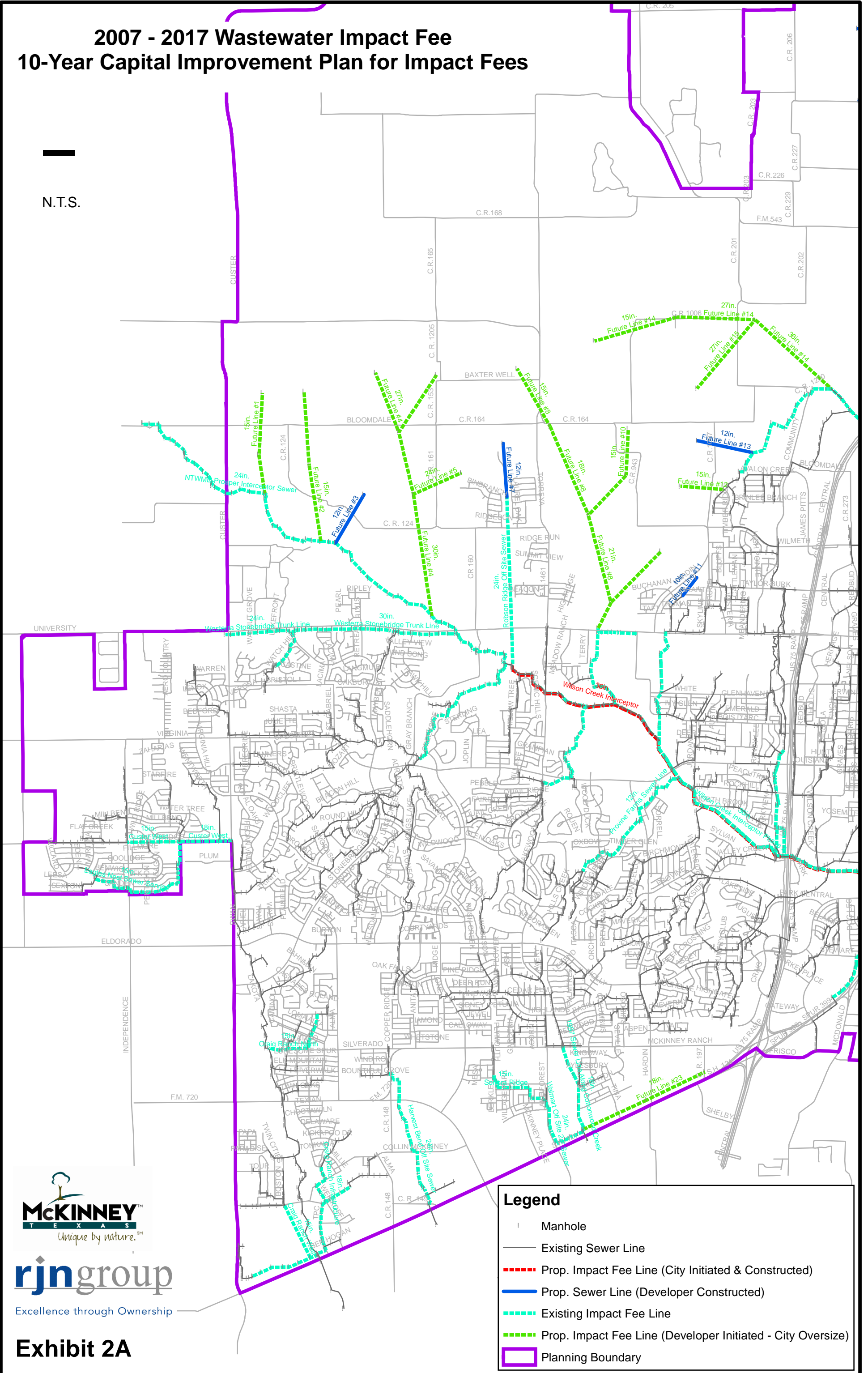
3. Wastewater System Capital Improvement Projects for Impact Fees

The 10-year Wastewater System Capital Improvement Plan for Impact Fees was developed by RJN Group. RJN provided the proposed projects and the average unit costs for the projects. **Exhibits 2A and 2B** show the recommended system improvements and **Table No. 14** itemizes each project and the project cost. These recommended improvements form the basis for the Wastewater System Impact Fee Calculation.

The capital improvement plan for impact fees provides for system improvements within the defined Service Area Planning Boundary.

2007 - 2017 Wastewater Impact Fee 10-Year Capital Improvement Plan for Impact Fees

N.T.S.



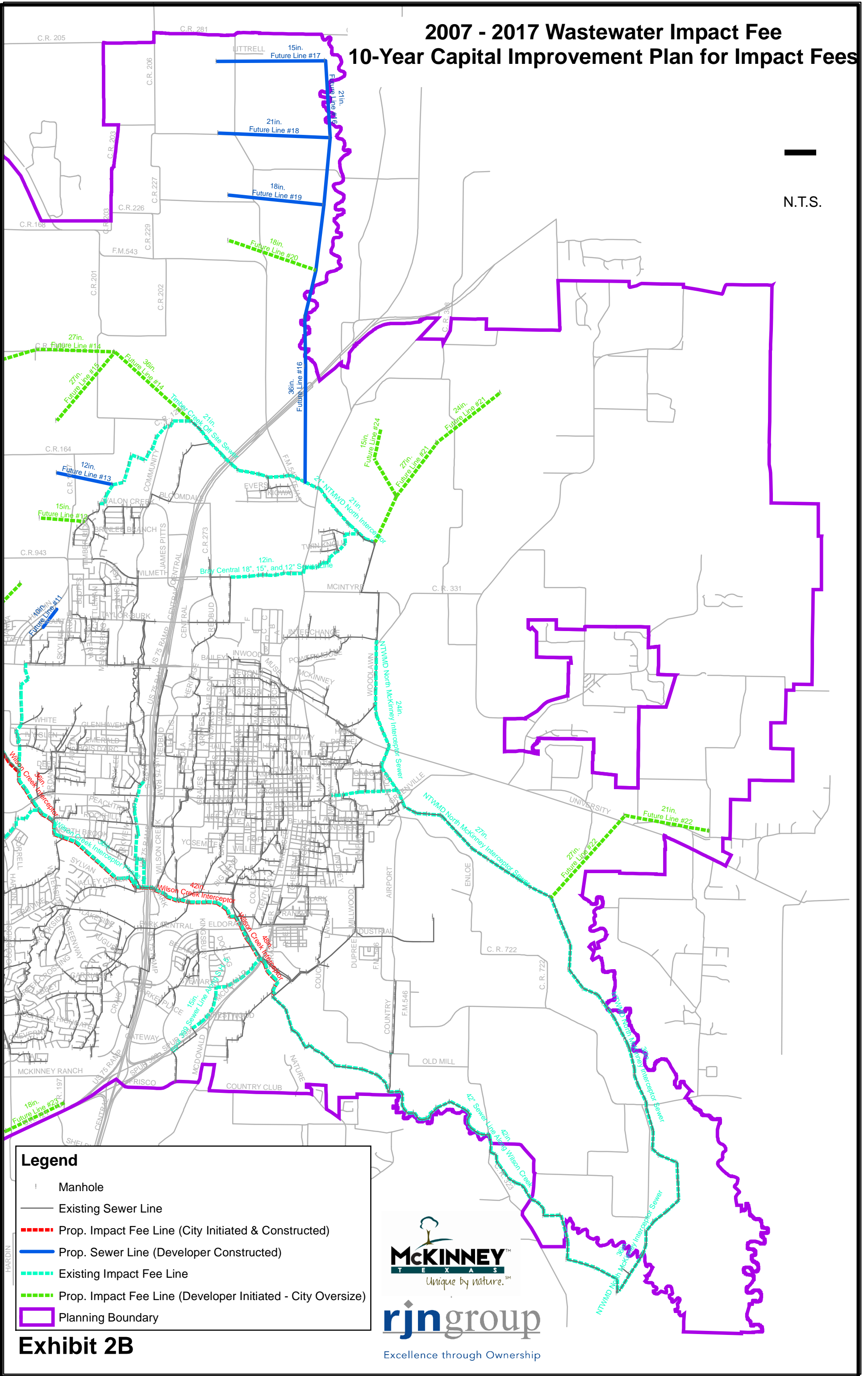
Legend	
(Small circle symbol)	Manhole
(Thin black line)	Existing Sewer Line
(Red dashed line)	Prop. Impact Fee Line (City Initiated & Constructed)
(Blue solid line)	Prop. Sewer Line (Developer Constructed)
(Cyan dashed line)	Existing Impact Fee Line
(Green dashed line)	Prop. Impact Fee Line (Developer Initiated - City Oversize)
(Purple outline)	Planning Boundary



Excellence through Ownership

Exhibit 2A

2007 - 2017 Wastewater Impact Fee 10-Year Capital Improvement Plan for Impact Fees



—
N.T.S.

- Legend**
- Manhole
 - Existing Sewer Line
 - Prop. Impact Fee Line (City Initiated & Constructed)
 - Prop. Sewer Line (Developer Constructed)
 - Existing Impact Fee Line
 - Prop. Impact Fee Line (Developer Initiated - City Oversize)
 - Planning Boundary

Exhibit 2B



TABLE NO. 14
Wastewater Collection System 10-Year Capital Improvement Plan for Impact Fees

PROPOSED WASTEWATER LINES

Year	Project	Size	Opinion of Construction Cost (1)	Debt Service (2)	Total Project Cost
2009	Future Line # 23	*18"	\$ 136,760	\$ 71,799	\$ 208,559
2010	Future Line # 21: Big Branch Creek Interceptor	*24"-27"	\$ 634,236	\$ 332,975	\$ 967,211
2011	Future Line # 4: Stover Creek Interceptor	*27"-30"	\$ 1,028,000	\$ 539,700	\$ 1,567,700
2011	Future Line # 5: Stover Creek Interceptor - Lateral South	*24"	\$ 135,800	\$ 71,295	\$ 207,095
2011	Future Line # 6: Stover Creek Interceptor - Lateral North	*24"	\$ 175,700	\$ 92,243	\$ 267,943
2011	Future Line # 24	*15"-24"	\$ 128,494	\$ 67,459	\$ 195,953
2012	Future Line # 12	*15"	\$ 22,790	\$ 11,965	\$ 34,755
2012	Future Line # 20	*18"	\$ 94,570	\$ 49,649	\$ 144,219
2013	Future Line # 2	*15"	\$ 77,508	\$ 40,692	\$ 118,200
2013	Future Line # 1	*15"	\$ 51,808	\$ 27,199	\$ 79,007
2014	Future Line # 8: Franklin Branch Interceptor	*15"-21"	\$ 366,848	\$ 192,595	\$ 559,443
2015	Future Line # 9: Franklin Branch Interceptor-Lateral South	*15"	\$ 36,570	\$ 19,199	\$ 55,769
2015	Future Line # 10: Franklin Branch Interceptor-Lateral North	*15"-18"	\$ 79,898	\$ 41,946	\$ 121,844
2015	Future Line # 22: Big Branch Creek Interceptor	*21"-27"	\$ 529,855	\$ 278,174	\$ 808,029
2016	Future Line # 14: Honey Creek Interceptor	*15"-36"	\$ 1,065,343	\$ 559,305	\$ 1,624,648
2016	Future Line # 15: Honey Creek Interceptor Lateral	*12"-15"	\$ 323,428	\$ 169,800	\$ 493,228
2017	Wilson Creek Interceptor	36"-60"	\$ 9,417,820	\$ 4,944,357	\$ 14,362,177
Subtotal: Proposed Wastewater Lines			\$ 14,305,428	\$ 7,510,352	\$ 21,815,780

* - Developer Initiated Wastewater Line - Opinion of Cost Based on Oversize Cost in 2007 Dollars

PLANNING EXPENSES

Year	Project	Capacity	Opinion of Cost (1)(b)	Debt Service (2)	Total Project Cost
2007	Water System Master Plan & Impact Fee Analysis		\$ 275,000	\$ -	\$ 275,000
Subtotal: Planning Expenses			\$ 275,000	\$ -	\$ 275,000
GRAND TOTAL: Wastewater Collection System CIP			\$ 14,580,428	\$ 7,510,352	\$ 22,090,780

Notes:

- (1) Opinion of Cost includes:
 - a) Engineer's Opinion of Construction Cost
 - b) Professional Services Fees (Survey, Engineering, Testing, Legal)
 - c) Cost of Easement or Land Acquisitions)
- (2) Debt Service based on 20-year simple interest bonds at 5%

4. Utilized Capacity

Utilized capacity for the wastewater collection system was calculated based on land use assumptions provided by the City of McKinney. The population and non-residential growth in each wastewater drainage basin was determined utilizing the City's growth projections. RJN utilized these growth rates to calculate 2007, 2017 and buildout peak design flows.

The percent-utilized capacity was calculated for the design flow of each study year based on the build-out capacity. The utilized capacity during the Impact Fee period is the difference between the year 2007 capacity and the year 2017 capacity. **Table No. 15** below summarizes the project cost and utilized cost over the impact fee period of 2007 – 2017. The utilized capacity for each eligible existing and proposed wastewater collection line is presented in detail in the Impact Fee Capacity Calculation **Table No. 16**.

TABLE NO. 15

Summary of Eligible Capital Cost and Utilized Capacity Cost

Wastewater System Facility	20-Year Project Cost	Utilized Capacity (\$) in the CRP Period
Existing Wastewater Collection Line	\$16,719,360	\$4,218,340
Proposed Wastewater Collection Line	\$21,815,780	\$12,463,610
Planning Expenses	\$275,000	\$275,000
Total:	\$38,810,140	\$16,956,950

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
27" Sewer Line Along Wilson Creek														
North of Virginia Parkway (Wilson Creek Main Interceptor)														
446.1	614	27		\$51.14	\$31,402		\$16,486	\$47,888	87%	95%	8%	\$41,663	\$45,494	\$3,831
424.1	344	27		\$51.14	\$17,614		\$9,247	\$26,861	87%	94%	7%	\$23,369	\$25,249	\$1,880
409.1	290	27		\$51.14	\$14,837		\$7,789	\$22,626	87%	94%	7%	\$19,685	\$21,268	\$1,584
398.1	126	27		\$51.14	\$6,434		\$3,378	\$9,812	87%	94%	7%	\$8,536	\$9,223	\$687
390.1	144	27		\$51.14	\$7,370		\$3,869	\$11,239	87%	94%	7%	\$9,778	\$10,565	\$787
367.1	496	27		\$51.14	\$25,367		\$13,318	\$38,685	87%	94%	7%	\$33,656	\$36,364	\$2,708
363.1	500	27		\$51.14	\$25,572		\$13,425	\$38,997	87%	94%	7%	\$33,927	\$36,657	\$2,730
357.1	411	27		\$51.14	\$21,030		\$11,041	\$32,071	87%	95%	8%	\$27,902	\$30,467	\$2,566
356.1	182	27		\$51.14	\$9,298		\$4,881	\$14,179	87%	95%	8%	\$12,336	\$13,470	\$1,134
354.1	454	27		\$51.14	\$23,235		\$12,198	\$35,433	87%	94%	7%	\$30,827	\$33,307	\$2,480
349.1	501	27		\$51.14	\$25,628		\$13,455	\$39,083	87%	94%	7%	\$34,002	\$36,738	\$2,736
348.1	499	27		\$51.14	\$25,516		\$13,396	\$38,912	87%	94%	7%	\$33,853	\$36,577	\$2,724
346.1	411	27		\$51.14	\$21,000		\$11,025	\$32,025	88%	95%	7%	\$28,182	\$30,424	\$2,242
340.1	506	27		\$51.14	\$25,853		\$13,573	\$39,426	88%	95%	7%	\$34,695	\$37,455	\$2,760
330.1	300	27		\$51.14	\$15,328		\$8,047	\$23,375	88%	95%	7%	\$20,570	\$22,206	\$1,636
316.1	273	27		\$51.14	\$13,978		\$7,338	\$21,316	88%	95%	7%	\$18,758	\$20,250	\$1,492
315.1	655	27		\$51.14	\$33,484		\$17,579	\$51,063	88%	95%	7%	\$44,935	\$48,510	\$3,574
313.1	69.3	27		\$51.14	\$3,544		\$1,861	\$5,405	88%	95%	7%	\$4,756	\$5,135	\$378
297.1	465	27		\$51.14	\$23,802		\$12,496	\$36,298	89%	96%	7%	\$32,305	\$34,846	\$2,541
296.1	147	27		\$51.14	\$7,498		\$3,936	\$11,434	89%	96%	7%	\$10,176	\$10,977	\$800
280.1	281	27		\$51.14	\$14,377		\$7,548	\$21,925	89%	96%	7%	\$19,513	\$21,048	\$1,535
268.1	357	27		\$51.14	\$18,243		\$9,578	\$27,821	89%	96%	7%	\$24,761	\$26,708	\$1,947
267.1	432	27		\$51.14	\$22,069		\$11,586	\$33,655	89%	96%	7%	\$29,953	\$32,309	\$2,356
266.1	278	27	1987	\$51.14	\$14,223		\$7,467	\$21,690	89%	96%	7%	\$19,304	\$20,822	\$1,518
Subtotal:	8,734				\$446,700	5%	\$234,517	\$681,219				\$597,442	\$646,069	\$48,626

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
21" and 18" Sewer Line from Wilson Creek														
Main Interceptor Crossing Virginia Parkway (Wilson Creek Lateral #22)														
384.1	455	21		\$64.87	\$29,491		\$15,483	\$44,974	89%	95%	6%	\$40,027	\$42,725	\$2,698
411.1	376	21		\$64.87	\$24,359		\$12,788	\$37,147	89%	95%	6%	\$33,061	\$35,290	\$2,229
433.1	318	21		\$64.87	\$20,649		\$10,841	\$31,490	89%	95%	6%	\$28,026	\$29,916	\$1,889
463.1	382	21		\$64.87	\$24,749		\$12,993	\$37,742	91%	96%	5%	\$34,345	\$36,232	\$1,887
505.1	329	21		\$64.87	\$21,310		\$11,188	\$32,498	91%	96%	5%	\$29,573	\$31,198	\$1,625
531.1	379	18		\$64.87	\$24,606		\$12,918	\$37,524	91%	96%	5%	\$34,147	\$36,023	\$1,876
538.1	354	18		\$64.87	\$22,965		\$12,057	\$35,022	91%	96%	5%	\$31,870	\$33,621	\$1,751
546.1	162	18		\$64.87	\$10,535		\$5,531	\$16,066	91%	96%	5%	\$14,620	\$15,423	\$803
547.1	164	18		\$64.87	\$10,658		\$5,595	\$16,253	93%	97%	4%	\$15,115	\$15,765	\$650
548.1	61	18		\$64.87	\$3,970		\$2,084	\$6,054	93%	97%	4%	\$5,630	\$5,872	\$242
564.1	166	18		\$64.87	\$10,775		\$5,657	\$16,432	93%	97%	4%	\$15,282	\$15,939	\$657
575.1	141	18		\$64.87	\$9,114		\$4,785	\$13,899	94%	98%	4%	\$13,065	\$13,621	\$556
584.1	63	18		\$64.87	\$4,113		\$2,159	\$6,272	94%	98%	4%	\$5,896	\$6,147	\$251
585.1	119	18		\$64.87	\$7,700		\$4,043	\$11,743	94%	98%	4%	\$11,038	\$11,508	\$470
618.1	362	18		\$64.87	\$23,458		\$12,315	\$35,773	94%	98%	4%	\$33,627	\$35,058	\$1,431
623.1	111	18		\$64.87	\$7,168		\$3,763	\$10,931	94%	98%	4%	\$10,275	\$10,712	\$437
642.1	224	18		\$64.87	\$14,538		\$7,632	\$22,170	95%	98%	3%	\$21,062	\$21,727	\$665
649.1	132.8	18		\$64.87	\$8,615		\$4,523	\$13,138	95%	98%	3%	\$12,481	\$12,875	\$394
670.1	228	18		\$64.87	\$14,765		\$7,752	\$22,517	95%	98%	3%	\$21,391	\$22,067	\$676
671.1	388	18		\$64.87	\$25,190		\$13,225	\$38,415	98%	99%	1%	\$37,647	\$38,031	\$384
682.1	457	18		\$64.87	\$29,653		\$15,568	\$45,221	98%	99%	1%	\$44,317	\$44,769	\$452
685.1	125	18		\$64.87	\$8,096		\$4,250	\$12,346	98%	99%	1%	\$12,099	\$12,223	\$123
686.1	225	18		\$64.87	\$14,596		\$7,663	\$22,259	98%	99%	1%	\$21,814	\$22,036	\$223
691.1	341	18		\$64.87	\$22,128		\$11,617	\$33,745	98%	99%	1%	\$33,070	\$33,408	\$337
Subtotal:	6,061		1987		\$393,200	5%	\$206,430	\$599,631				\$559,478	\$582,186	\$22,706

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
33" and 30" Sewer Line														
Along Grey Branch (Wilson Creek Lateral #25)														
248.1	157	33		\$37.97	\$5,961		\$3,130	\$9,091	88%	97%	9%	\$8,000	\$8,818	\$818
254.1	232	33		\$37.97	\$8,824		\$4,633	\$13,457	88%	97%	9%	\$11,842	\$13,053	\$1,211
256.1	198	33		\$37.97	\$7,514		\$3,945	\$11,459	88%	97%	9%	\$10,084	\$11,115	\$1,031
271.1	315	33		\$37.97	\$11,976		\$6,287	\$18,263	88%	97%	9%	\$16,071	\$17,715	\$1,644
277.1	208	30		\$37.97	\$7,879		\$4,136	\$12,015	88%	97%	9%	\$10,573	\$11,655	\$1,081
284.1	198	30		\$37.97	\$7,510		\$3,943	\$11,453	88%	97%	9%	\$10,079	\$11,109	\$1,031
286.1	393	30		\$37.97	\$14,915		\$7,830	\$22,745	88%	97%	9%	\$20,016	\$22,063	\$2,047
287.1	217	30		\$37.97	\$8,251		\$4,332	\$12,583	88%	97%	9%	\$11,073	\$12,206	\$1,132
299.1	319	30		\$37.97	\$12,120		\$6,363	\$18,483	88%	97%	9%	\$16,265	\$17,929	\$1,663
300.1	495	30		\$37.97	\$18,799		\$9,869	\$28,668	90%	97%	7%	\$25,801	\$27,808	\$2,007
310.1	368	30		\$37.97	\$13,984		\$7,342	\$21,326	90%	97%	7%	\$19,193	\$20,686	\$1,493
322.1	283	30		\$37.97	\$10,730		\$5,633	\$16,363	90%	97%	7%	\$14,727	\$15,872	\$1,145
350.1	591	30		\$37.97	\$22,436		\$11,779	\$34,215	90%	97%	7%	\$30,794	\$33,189	\$2,395
359.1	282	30		\$37.97	\$10,704		\$5,620	\$16,324	90%	97%	7%	\$14,692	\$15,834	\$1,143
368.1	297	30		\$37.97	\$11,285		\$5,925	\$17,210	90%	98%	8%	\$15,489	\$16,866	\$1,377
386.1	259	30		\$37.97	\$9,838		\$5,165	\$15,003	90%	98%	8%	\$13,503	\$14,703	\$1,200
387.1	267	30		\$37.97	\$10,153		\$5,330	\$15,483	90%	98%	8%	\$13,935	\$15,173	\$1,239
389.1	217	30		\$37.97	\$8,247		\$4,330	\$12,577	90%	98%	8%	\$11,319	\$12,325	\$1,006
408.1	366	30		\$37.97	\$13,905		\$7,300	\$21,205	90%	98%	8%	\$19,085	\$20,781	\$1,696
423.1	236	30		\$37.97	\$8,976		\$4,712	\$13,688	90%	98%	8%	\$12,319	\$13,414	\$1,095
434.1	123	30		\$37.97	\$4,655		\$2,444	\$7,099	90%	98%	8%	\$6,389	\$6,957	\$568
439.1	217	30		\$37.97	\$8,220		\$4,316	\$12,536	90%	98%	8%	\$11,282	\$12,285	\$1,003
449.1	151	30		\$37.97	\$5,733		\$3,010	\$8,743	90%	98%	8%	\$7,869	\$8,568	\$699
479.1	154	30		\$37.97	\$5,832		\$3,062	\$8,894	90%	98%	8%	\$8,005	\$8,716	\$712
495.1	79	30		\$37.97	\$3,011		\$1,581	\$4,592	90%	98%	8%	\$4,133	\$4,500	\$367
517.1	280	30		\$37.97	\$10,632		\$5,582	\$16,214	90%	98%	8%	\$14,593	\$15,890	\$1,297
527.1	254	30		\$37.97	\$9,652		\$5,067	\$14,719	90%	98%	8%	\$13,247	\$14,425	\$1,178
541.1	235	30		\$37.97	\$8,934		\$4,690	\$13,624	91%	99%	8%	\$12,398	\$13,488	\$1,090
553.1	170	30		\$37.97	\$6,436		\$3,379	\$9,815	91%	99%	8%	\$8,932	\$9,717	\$785
563.1	232	30		\$37.97	\$8,794		\$4,617	\$13,411	91%	99%	8%	\$12,204	\$13,277	\$1,073
566.1	88	30		\$37.97	\$3,330		\$1,748	\$5,078	90%	99%	9%	\$4,570	\$5,027	\$457
572.1	147	30		\$37.97	\$5,563		\$2,921	\$8,484	90%	99%	9%	\$7,636	\$8,399	\$764
Subtotal:	8,027		1987		\$304,800	5%	\$160,021	\$464,820				\$416,118	\$453,563	\$37,447

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Bray Central 18", 15", and 12" Sewer Line														
Trinity River Lateral #6														
30.1	381	18		\$7.00	\$2,667		\$1,400	\$4,067	84%	85%	1%	\$3,416	\$3,457	\$41
32.1	329	18		\$7.00	\$2,301		\$1,208	\$3,509	84%	85%	1%	\$2,948	\$2,983	\$35
37.1	473	15		\$7.00	\$3,308		\$1,737	\$5,045	84%	85%	1%	\$4,238	\$4,288	\$50
39.1	498	15		\$7.00	\$3,484		\$1,829	\$5,313	84%	85%	1%	\$4,463	\$4,516	\$53
40.1	195	15		\$7.00	\$1,368		\$718	\$2,086	96%	97%	1%	\$2,003	\$2,023	\$21
41.1	430	15		\$7.00	\$3,011		\$1,581	\$4,592	96%	97%	1%	\$4,408	\$4,454	\$46
43.1	235	15		\$7.00	\$1,647		\$865	\$2,512	96%	97%	1%	\$2,412	\$2,437	\$25
44.1	191	15		\$7.00	\$1,340		\$704	\$2,044	96%	97%	1%	\$1,962	\$1,983	\$20
45.1	187	15		\$7.00	\$1,307		\$686	\$1,993	96%	97%	1%	\$1,913	\$1,933	\$20
46.1	23	15		\$7.00	\$159		\$83	\$242	100%	100%	0%	\$242	\$242	\$0
47.1	148	15		\$7.00	\$1,032		\$542	\$1,574	93%	95%	2%	\$1,464	\$1,495	\$31
48.1	167	15		\$7.00	\$1,170		\$614	\$1,784	93%	95%	2%	\$1,659	\$1,695	\$36
49.1	204	15		\$7.00	\$1,430		\$751	\$2,181	93%	95%	2%	\$2,028	\$2,072	\$44
50.1	340	15		\$7.00	\$2,376		\$1,247	\$3,623	93%	95%	2%	\$3,369	\$3,442	\$72
51.1	119	15		\$7.00	\$832		\$437	\$1,269	93%	95%	2%	\$1,180	\$1,206	\$25
52.1	113	12		\$7.00	\$790		\$415	\$1,205	93%	95%	2%	\$1,121	\$1,145	\$24
53.1	301	15		\$7.00	\$2,108		\$1,107	\$3,215	93%	95%	2%	\$2,990	\$3,054	\$64
54.1	366	12		\$7.00	\$2,565		\$1,347	\$3,912	93%	95%	2%	\$3,638	\$3,716	\$78
55.1	424	12		\$7.00	\$2,967		\$1,558	\$4,525	93%	95%	2%	\$4,208	\$4,299	\$90
56.1	182	12		\$7.00	\$1,270		\$667	\$1,937	93%	95%	2%	\$1,801	\$1,840	\$39
57.1	480	12		\$7.00	\$3,359		\$1,764	\$5,123	93%	95%	2%	\$4,764	\$4,867	\$102
58.1	40	12		\$7.00	\$279		\$146	\$425	95%	97%	2%	\$404	\$412	\$9
59.1	210	12		\$7.00	\$1,467		\$770	\$2,237	95%	97%	2%	\$2,125	\$2,170	\$45
60.1	478	12		\$7.00	\$3,346		\$1,757	\$5,103	95%	97%	2%	\$4,848	\$4,950	\$102
62.1	1,017	12		\$7.00	\$7,119		\$3,738	\$10,857	95%	97%	2%	\$10,314	\$10,531	\$217
Subtotal:	7,529		1985		\$52,700	5%	\$27,671	\$80,373				\$73,918	\$75,210	\$1,289
Airport Lift Station														
Wilson Creek Lateral #6														
1146a.1	5,380	8		\$5.76	\$31,000		\$16,275	\$47,275	97%	99%	2%	\$45,857	\$46,802	\$946
Subtotal:	5,380		1983		\$31,000	5%	\$16,275	\$47,275				\$45,857	\$46,802	\$946

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
West McKinney 24" Outfall Sanitary Sewer Main														
Along Wilson Creek to Wastewater Treatment Plant (Wilson Creek Main Interceptor)														
916.1	528	24		\$49.86	\$26,339		\$13,828	\$40,167	34%	35%	1%	\$13,657	\$14,058	\$402
915.1	713	24		\$49.86	\$35,532		\$18,654	\$54,186	34%	35%	1%	\$18,423	\$18,965	\$542
882.1	671	24		\$49.86	\$33,458		\$17,565	\$51,023	39%	40%	1%	\$19,899	\$20,409	\$510
853.1	744	24		\$49.86	\$37,113		\$19,484	\$56,597	39%	41%	2%	\$22,073	\$23,205	\$1,132
825.1	631	24		\$49.86	\$31,434		\$16,503	\$47,937	39%	41%	2%	\$18,695	\$19,654	\$959
803.1	727	24		\$49.86	\$36,220		\$19,016	\$55,236	39%	41%	2%	\$21,542	\$22,647	\$1,105
783.1	688	24		\$49.86	\$34,311		\$18,013	\$52,324	39%	41%	2%	\$20,406	\$21,453	\$1,046
768.1	510	24		\$49.86	\$25,431		\$13,351	\$38,782	34%	35%	1%	\$13,186	\$13,574	\$388
724.1	537	24		\$49.86	\$26,768		\$14,053	\$40,821	34%	35%	1%	\$13,879	\$14,287	\$408
720.1	98	24		\$49.86	\$4,886		\$2,565	\$7,451	35%	37%	2%	\$2,608	\$2,757	\$149
711.1	113	24		\$49.86	\$5,624		\$2,953	\$8,577	35%	37%	2%	\$3,002	\$3,173	\$172
698.1	163	24		\$49.86	\$8,107		\$4,256	\$12,363	36%	37%	1%	\$4,451	\$4,574	\$124
687.1	445	24		\$49.86	\$22,186		\$11,648	\$33,834	36%	38%	2%	\$12,180	\$12,857	\$677
673.1	275	24		\$49.86	\$13,705		\$7,195	\$20,900	38%	39%	1%	\$7,942	\$8,151	\$209
635.1	463	24		\$49.86	\$23,068		\$12,111	\$35,179	31%	32%	1%	\$10,905	\$11,257	\$352
624.1	155	24		\$49.86	\$7,713		\$4,049	\$11,762	33%	33%	0%	\$3,881	\$3,881	\$0
567.1	657	24		\$49.86	\$32,745		\$17,191	\$49,936	36%	40%	4%	\$17,977	\$19,974	\$1,997
536.1	596	24		\$49.86	\$29,689		\$15,587	\$45,276	36%	40%	4%	\$16,299	\$18,110	\$1,811
507.1	435	24		\$49.86	\$21,672		\$11,378	\$33,050	36%	43%	7%	\$11,898	\$14,212	\$2,314
Subtotal:	9,146		1982		\$456,000	5%	\$239,400	\$695,401				\$252,903	\$267,198	\$14,297

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
West McKinney 15" Outfall Sanitary Sewer Main														
From Wilson Creek to Wastewater Treatment Plant (Wilson Creek Lateral #20)														
418.1	741	15		\$24.56	\$18,209		\$9,560	\$27,769	45%	93%	48%	\$12,496	\$25,825	\$13,329
382.1	561	15		\$24.56	\$13,785		\$7,237	\$21,022	44%	92%	48%	\$9,250	\$19,340	\$10,091
365.1	233	15		\$24.56	\$5,716		\$3,001	\$8,717	40%	91%	51%	\$3,487	\$7,932	\$4,446
362.1	139	15		\$24.56	\$3,417		\$1,794	\$5,211	40%	91%	51%	\$2,084	\$4,742	\$2,658
344.1	228	15		\$24.56	\$5,601		\$2,941	\$8,542	40%	91%	51%	\$3,417	\$7,773	\$4,356
342.2	58	15		\$24.56	\$1,435		\$753	\$2,188	40%	91%	51%	\$875	\$1,991	\$1,116
337.1	226	15		\$24.56	\$5,549		\$2,913	\$8,462	39%	91%	52%	\$3,300	\$7,700	\$4,400
333.1	127	15		\$24.56	\$3,110		\$1,633	\$4,743	39%	91%	52%	\$1,850	\$4,316	\$2,466
311.1	346	15		\$24.56	\$8,506		\$4,466	\$12,972	39%	91%	52%	\$5,059	\$11,805	\$6,745
291.1	423	15		\$24.56	\$10,386		\$5,453	\$15,839	38%	90%	52%	\$6,019	\$14,255	\$8,236
260.1	604	15		\$24.56	\$14,839		\$7,791	\$22,630	38%	90%	52%	\$8,599	\$20,367	\$11,768
240.1	508	15		\$24.56	\$12,469		\$6,546	\$19,015	38%	90%	52%	\$7,226	\$17,114	\$9,888
220.1	509	15		\$24.56	\$12,505		\$6,565	\$19,070	38%	90%	52%	\$7,247	\$17,163	\$9,916
206.1	488	15		\$24.56	\$11,985		\$6,292	\$18,277	38%	90%	52%	\$6,945	\$16,449	\$9,504
196.1	499	15		\$24.56	\$12,267		\$6,440	\$18,707	38%	90%	52%	\$7,109	\$16,836	\$9,728
157.1	355	15		\$24.56	\$8,723		\$4,580	\$13,303	38%	90%	52%	\$5,055	\$11,973	\$6,918
Subtotal:	6,046		1980		\$148,500	5%	\$77,965	\$226,467				\$90,018	\$205,581	\$115,565

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
15" Sewer Line														
Along Jeans Creek (Wilson Creek Lateral #15)														
537.1	264	15		\$30.14	\$7,966		\$4,182	\$12,148	82%	94%	12%	\$9,961	\$11,419	\$1,458
549.1	144	15		\$30.14	\$4,325		\$2,271	\$6,596	84%	96%	12%	\$5,541	\$6,332	\$792
561.1	395	15		\$30.14	\$11,896		\$6,245	\$18,141	84%	96%	12%	\$15,238	\$17,415	\$2,177
593.1	58	15		\$30.14	\$1,760		\$924	\$2,684	84%	96%	12%	\$2,255	\$2,577	\$322
600.1	241	15		\$30.14	\$7,269		\$3,816	\$11,085	85%	96%	11%	\$9,422	\$10,642	\$1,219
621.1	168	15		\$30.14	\$5,063		\$2,658	\$7,721	85%	96%	11%	\$6,563	\$7,412	\$849
637.1	152	15		\$30.14	\$4,575		\$2,402	\$6,977	85%	96%	11%	\$5,930	\$6,698	\$767
652.1	177	15		\$30.14	\$5,322		\$2,794	\$8,116	85%	96%	11%	\$6,899	\$7,791	\$893
667.1	116	15		\$30.14	\$3,493		\$1,834	\$5,327	85%	96%	11%	\$4,528	\$5,114	\$586
678.1	361	15		\$30.14	\$10,865		\$5,704	\$16,569	85%	96%	11%	\$14,084	\$15,906	\$1,823
697.1	317	15		\$30.14	\$9,566		\$5,022	\$14,588	85%	96%	11%	\$12,400	\$14,004	\$1,605
725.2	27	15		\$30.14	\$826		\$434	\$1,260	86%	97%	11%	\$1,084	\$1,222	\$139
726.1	243	15		\$30.14	\$7,318		\$3,842	\$11,160	86%	97%	11%	\$9,598	\$10,825	\$1,228
751.1	246	15		\$30.14	\$7,426		\$3,899	\$11,325	86%	97%	11%	\$9,740	\$10,985	\$1,246
766.1	136	15		\$30.14	\$4,096		\$2,150	\$6,246	86%	97%	11%	\$5,372	\$6,059	\$687
776.1	113	15		\$30.14	\$3,394		\$1,782	\$5,176	86%	97%	11%	\$4,451	\$5,021	\$569
777.1	579	15		\$30.14	\$17,441		\$9,157	\$26,598	86%	97%	11%	\$22,874	\$25,800	\$2,926
815.1	578	15		\$30.14	\$17,426		\$9,149	\$26,575	86%	97%	11%	\$22,855	\$25,778	\$2,923
846.1	70	15		\$30.14	\$2,110		\$1,108	\$3,218	86%	97%	11%	\$2,767	\$3,121	\$354
847.1	126	15		\$30.14	\$3,791		\$1,990	\$5,781	88%	97%	9%	\$5,087	\$5,608	\$520
848.1	242	15		\$30.14	\$7,299		\$3,832	\$11,131	88%	97%	9%	\$9,795	\$10,797	\$1,002
852.1	71	15		\$30.14	\$2,140		\$1,124	\$3,264	88%	97%	9%	\$2,872	\$3,166	\$294
858.1	156	15		\$30.14	\$4,686		\$2,460	\$7,146	88%	97%	9%	\$6,288	\$6,932	\$643
864.1	784	15		\$30.14	\$23,613		\$12,397	\$36,010	88%	97%	9%	\$31,689	\$34,930	\$3,241
919.1	396	15		\$30.14	\$11,935		\$6,266	\$18,201	88%	97%	9%	\$16,017	\$17,655	\$1,638
Subtotal:	6,158		1965		\$185,600	5%	\$83,820	\$243,474				\$210,315	\$235,466	\$25,152

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
2002 Wilson Creek Interceptor														
From Rail Road to West Side of S.H. 75														
996.1	588	42		\$204.93	\$120,458		\$63,240	\$183,698	78%	100%	22%	\$143,284	\$183,698	\$40,414
987.1	172	42		\$204.93	\$35,248		\$18,505	\$53,753	78%	100%	22%	\$41,927	\$53,753	\$11,826
968.1	524	42		\$204.93	\$107,301		\$56,333	\$163,634	78%	100%	22%	\$127,635	\$163,634	\$35,999
963.1	59	42		\$204.93	\$12,173		\$6,391	\$18,564	78%	100%	22%	\$14,480	\$18,564	\$4,084
956.1	72	42		\$204.93	\$14,734		\$7,735	\$22,469	78%	100%	22%	\$17,526	\$22,469	\$4,943
953a.1	145	36		\$204.93	\$29,735		\$15,611	\$45,346	77%	100%	23%	\$34,916	\$45,346	\$10,430
950a.1	248	36		\$204.93	\$50,823		\$26,682	\$77,505	77%	100%	23%	\$59,679	\$77,505	\$17,826
948.1	506	36		\$204.93	\$103,715		\$54,450	\$158,165	78%	100%	22%	\$123,369	\$158,165	\$34,796
1324.1	212	48		\$204.93	\$43,527		\$22,852	\$66,379	69%	100%	31%	\$45,802	\$66,379	\$20,577
1314.1	273	48		\$204.93	\$55,905		\$29,350	\$85,255	69%	100%	31%	\$58,826	\$85,255	\$26,429
1308.1	302	48		\$204.93	\$61,971		\$32,535	\$94,506	69%	100%	31%	\$65,209	\$94,506	\$29,297
1293.1	359	48		\$204.93	\$73,549		\$38,613	\$112,162	69%	100%	31%	\$77,392	\$112,162	\$34,770
1270.1	435	48		\$204.93	\$89,124		\$46,790	\$135,914	69%	100%	31%	\$93,781	\$135,914	\$42,133
1250.1	376	48		\$204.93	\$77,136		\$40,496	\$117,632	69%	100%	31%	\$81,166	\$117,632	\$36,466
1242.1	169	48		\$204.93	\$34,531		\$18,129	\$52,660	71%	100%	29%	\$37,389	\$52,660	\$15,271
1226.2	235	48		\$204.93	\$48,240		\$25,326	\$73,566	72%	100%	28%	\$52,968	\$73,566	\$20,598
1188.2	736	48		\$204.93	\$150,828		\$79,185	\$230,013	73%	100%	27%	\$167,909	\$230,013	\$62,104
1177.1	219	48		\$204.93	\$44,921		\$23,584	\$68,505	76%	100%	24%	\$52,064	\$68,505	\$16,441
1167.1	231	48		\$204.93	\$47,257		\$24,810	\$72,067	77%	100%	23%	\$55,492	\$72,067	\$16,575
1126.1	745	48		\$204.93	\$152,570		\$80,099	\$232,669	77%	100%	23%	\$179,155	\$232,669	\$53,514
1078.2	560	48		\$204.93	\$114,781		\$60,260	\$175,041	79%	100%	21%	\$138,282	\$175,041	\$36,759
1077.1	293	48		\$204.93	\$60,003		\$31,502	\$91,505	80%	100%	20%	\$73,204	\$91,505	\$18,301
1042.1	364	48		\$204.93	\$74,594		\$39,162	\$113,756	80%	100%	20%	\$91,005	\$113,756	\$22,751
1034.1	263	48		\$204.93	\$53,856		\$28,274	\$82,130	80%	100%	20%	\$65,704	\$82,130	\$16,426
1020.1	370	42		\$204.93	\$75,824		\$39,808	\$115,632	80%	100%	20%	\$92,506	\$115,632	\$23,126
1019.1	548	42		\$204.93	\$112,261		\$58,937	\$171,198	80%	100%	20%	\$136,958	\$171,198	\$34,240
1018.1	866	42		\$204.93	\$177,367		\$93,118	\$270,485	80%	100%	20%	\$216,388	\$270,485	\$54,097
1013.1	95	42		\$204.93	\$19,407		\$10,189	\$29,596	80%	100%	20%	\$23,677	\$29,596	\$5,919
1009.1	411	42		\$204.93	\$84,267		\$44,240	\$128,507	78%	100%	22%	\$100,235	\$128,507	\$28,272
1008.1	145	42		\$204.93	\$29,694		\$15,589	\$45,283	78%	100%	22%	\$35,321	\$45,283	\$9,962
Subtotal:	10,520		2000		\$2,155,800	5%	\$1,131,795	\$3,287,595				\$2,503,249	\$3,287,595	\$784,346

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
18" Diversion Sewer Line														
From Throckmorton to 27" NTMWD Sewer Line														
576.1	777	18		\$64.41	\$50,067		\$26,285	\$76,352	100%	100%	0%	\$76,352	\$76,352	\$0
578.1	346	18		\$64.41	\$22,312		\$11,714	\$34,026	100%	100%	0%	\$34,026	\$34,026	\$0
580.1	496	18		\$64.41	\$31,961		\$16,780	\$48,741	100%	100%	0%	\$48,741	\$48,741	\$0
583.1	336	18		\$64.41	\$21,649		\$11,366	\$33,015	100%	100%	0%	\$33,015	\$33,015	\$0
594.1	770	18		\$64.41	\$49,603		\$26,042	\$75,645	100%	100%	0%	\$75,645	\$75,645	\$0
597.1	433	18		\$64.41	\$27,897		\$14,646	\$42,543	100%	100%	0%	\$42,543	\$42,543	\$0
598.1	261	18		\$64.41	\$16,811		\$8,826	\$25,637	100%	100%	0%	\$25,637	\$25,637	\$0
Subtotal:	3,420		1995		\$220,300	5%	\$115,659	\$335,959				\$335,959	\$335,959	\$0

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Provine Farms Sewer Line														
From Hardin Boulevard to Wilson Creek Interceptor														
981.1	188	12		\$29.90	\$5,610		\$2,945	\$8,555	98%	100%	2%	\$8,384	\$8,555	\$171
975.1	408	12		\$29.90	\$12,189		\$6,399	\$18,588	98%	100%	2%	\$18,216	\$18,588	\$372
964.1	267	12		\$29.90	\$7,987		\$4,193	\$12,180	96%	100%	4%	\$11,693	\$12,180	\$487
946.1	479	12		\$29.90	\$14,324		\$7,520	\$21,844	79%	100%	21%	\$17,257	\$21,844	\$4,587
943.1	234	12		\$29.90	\$6,985		\$3,667	\$10,652	80%	100%	20%	\$8,522	\$10,652	\$2,130
939.1	64	12		\$29.90	\$1,905		\$1,000	\$2,905	94%	100%	6%	\$2,731	\$2,905	\$174
937.1	223	12		\$29.90	\$6,674		\$3,504	\$10,178	82%	100%	18%	\$8,346	\$10,178	\$1,832
936.1	249	12		\$29.90	\$7,458		\$3,915	\$11,373	95%	100%	5%	\$10,804	\$11,373	\$569
921.1	239	12		\$29.90	\$7,153		\$3,755	\$10,908	81%	100%	19%	\$8,835	\$10,908	\$2,073
909.1	309	12		\$29.90	\$9,231		\$4,846	\$14,077	82%	100%	18%	\$11,543	\$14,077	\$2,534
883.1	620	12		\$29.90	\$18,540		\$9,734	\$28,274	84%	100%	16%	\$23,750	\$28,274	\$4,524
855.1	574	12		\$29.90	\$17,168		\$9,013	\$26,181	84%	100%	16%	\$21,992	\$26,181	\$4,189
833.1	165	12		\$29.90	\$4,925		\$2,586	\$7,511	85%	100%	15%	\$6,384	\$7,511	\$1,127
832.1	60	12		\$29.90	\$1,800		\$945	\$2,745	95%	100%	5%	\$2,608	\$2,745	\$137
828.1	621	12		\$29.90	\$18,570		\$9,749	\$28,319	84%	100%	16%	\$23,788	\$28,319	\$4,531
795.1	407	12		\$29.90	\$12,168		\$6,388	\$18,556	84%	100%	16%	\$15,587	\$18,556	\$2,969
780.1	371	12		\$29.90	\$11,079		\$5,816	\$16,895	85%	100%	15%	\$14,361	\$16,895	\$2,534
760.1	324	12		\$29.90	\$9,692		\$5,088	\$14,780	85%	100%	15%	\$12,563	\$14,780	\$2,217
737.1	95	12		\$29.90	\$2,850		\$1,496	\$4,346	80%	100%	20%	\$3,477	\$4,346	\$869
735.1	326	12		\$29.90	\$9,737		\$5,112	\$14,849	80%	100%	20%	\$11,879	\$14,849	\$2,970
708.1	162	12		\$29.90	\$4,841		\$2,542	\$7,383	80%	100%	20%	\$5,906	\$7,383	\$1,477
704.1	343	12		\$29.90	\$10,257		\$5,385	\$15,642	80%	100%	20%	\$12,514	\$15,642	\$3,128
703.1	551	12		\$29.90	\$16,486		\$8,655	\$25,141	80%	100%	20%	\$20,113	\$25,141	\$5,028
676.1	382	12		\$29.90	\$11,423		\$5,997	\$17,420	80%	100%	20%	\$13,936	\$17,420	\$3,484
1021.1	530	12	1996	\$29.90	\$15,849		\$8,321	\$24,170	98%	100%	2%	\$23,687	\$24,170	\$483
Subtotal:	8,190				\$244,900	5%	\$128,571	\$373,472				\$318,876	\$373,472	\$54,596

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
1997 Sewer Line Along Cottonwood Creek														
From S.H. 121 to South of Eldorado Parkway														
1532.1	110	18		\$69.47	\$7,649		\$4,016	\$11,665	69%	100%	31%	\$8,049	\$11,665	\$3,616
1525.1	735	18		\$69.47	\$51,068		\$26,811	\$77,879	95%	98%	3%	\$73,985	\$76,321	\$2,336
1524.1	506	18		\$69.47	\$35,153		\$18,455	\$53,608	95%	97%	2%	\$50,928	\$52,000	\$1,072
1518.1	399	18		\$69.47	\$27,684		\$14,534	\$42,218	95%	98%	3%	\$40,107	\$41,374	\$1,267
1504.1	716	18		\$69.47	\$49,742		\$26,115	\$75,857	95%	98%	3%	\$72,064	\$74,340	\$2,276
1497.1	506	18		\$69.47	\$35,139		\$18,448	\$53,587	96%	99%	3%	\$51,444	\$53,051	\$1,608
1492.1	742	18		\$69.47	\$51,562		\$27,070	\$78,632	96%	99%	3%	\$75,487	\$77,846	\$2,359
1484.1	789	18		\$69.47	\$54,841		\$28,792	\$83,633	96%	99%	3%	\$80,288	\$82,797	\$2,509
1480.1	118	18		\$69.47	\$8,163		\$4,286	\$12,449	96%	99%	3%	\$11,951	\$12,325	\$373
Subtotal:	4,621		1997		\$321,000	5%	\$168,527	\$489,528				\$464,303	\$481,719	\$17,416
Wilson Creek Interceptor Phase 2														
From west of S.H. 75 to 1,600 feet north of Virginia Parkway														
507a.1	402	36		\$122.14	\$49,090		\$25,772	\$74,862	0%	0%	0%	\$0	\$0	\$0
536a.1	596	36		\$122.14	\$72,737		\$38,187	\$110,924	54%	100%	46%	\$59,899	\$110,924	\$51,025
567a.1	657	36		\$122.14	\$80,224		\$42,118	\$122,342	54%	100%	46%	\$66,065	\$122,342	\$56,277
624a.1	155	36		\$122.14	\$18,896		\$9,920	\$28,816	68%	100%	32%	\$19,595	\$28,816	\$9,221
635a.1	463	36		\$122.14	\$56,516		\$29,671	\$86,187	68%	100%	32%	\$58,607	\$86,187	\$27,580
673a.1	275	36		\$122.14	\$33,577		\$17,628	\$51,205	68%	100%	32%	\$34,819	\$51,205	\$16,386
687a.1	445	36		\$122.14	\$54,354		\$28,536	\$82,890	68%	100%	32%	\$56,365	\$82,890	\$26,525
698a.1	163	36		\$122.14	\$19,861		\$10,427	\$30,288	68%	100%	32%	\$20,596	\$30,288	\$9,692
711a.1	113	36		\$122.14	\$13,778		\$7,233	\$21,011	68%	100%	32%	\$14,287	\$21,011	\$6,724
720a.1	98	36		\$122.14	\$11,970		\$6,284	\$18,254	68%	100%	32%	\$12,413	\$18,254	\$5,841
724a.1	537	36		\$122.14	\$65,579		\$34,429	\$100,008	68%	100%	32%	\$68,005	\$100,008	\$32,003
768a.1	510	36		\$122.14	\$62,306		\$32,711	\$95,017	68%	100%	32%	\$64,612	\$95,017	\$30,405
783a.1	688	36		\$122.14	\$84,060		\$44,131	\$128,191	68%	100%	32%	\$87,170	\$128,191	\$41,021
803a.1	727	36		\$122.14	\$88,738		\$46,587	\$135,325	68%	100%	32%	\$92,021	\$135,325	\$43,304
825a.1	631	36		\$122.14	\$77,012		\$40,431	\$117,443	68%	100%	32%	\$79,861	\$117,443	\$37,582
853a.1	744	36		\$122.14	\$90,924		\$47,735	\$138,659	68%	100%	32%	\$94,288	\$138,659	\$44,371
882a.1	671	36		\$122.14	\$81,971		\$43,035	\$125,006	68%	100%	32%	\$85,004	\$125,006	\$40,002
915.2	713	36		\$122.14	\$87,052		\$45,702	\$132,754	77%	100%	23%	\$102,221	\$132,754	\$30,533
916a.1	528	36		\$122.14	\$64,529		\$33,878	\$98,407	77%	100%	23%	\$75,773	\$98,407	\$22,634
Subtotal:	9,114		2000		\$1,113,172	5%	\$584,415	\$1,697,589				\$1,091,601	\$1,622,727	\$531,126

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Spur 399 Sewer Line Along S.H. 5														
From Wilson Creek Interceptor to S.H. 75														
1256.1	503	15		\$51.14	\$25,746		\$13,517	\$39,263	95%	100%	5%	\$37,300	\$39,263	\$1,963
1259.1	21	15		\$51.14	\$1,048		\$550	\$1,598	95%	100%	5%	\$1,518	\$1,598	\$80
1269.1	257	15		\$51.14	\$13,134		\$6,895	\$20,029	95%	100%	5%	\$19,028	\$20,029	\$1,001
1285.1	310	15		\$51.14	\$15,865		\$8,329	\$24,194	95%	100%	5%	\$22,984	\$24,194	\$1,210
1295.1	338	15		\$51.14	\$17,261		\$9,062	\$26,323	95%	100%	5%	\$25,007	\$26,323	\$1,316
1307.1	375	15		\$51.14	\$19,179		\$10,069	\$29,248	95%	100%	5%	\$27,786	\$29,248	\$1,462
1313.1	377	15		\$51.14	\$19,297		\$10,131	\$29,428	95%	100%	5%	\$27,957	\$29,428	\$1,471
1317.1	65	15		\$51.14	\$3,299		\$1,732	\$5,031	95%	100%	5%	\$4,779	\$5,031	\$252
1319.1	620	15		\$51.14	\$31,700		\$16,642	\$48,342	95%	100%	5%	\$45,925	\$48,342	\$2,417
1335.1	450	15		\$51.14	\$23,031		\$12,091	\$35,122	95%	100%	5%	\$33,366	\$35,122	\$1,756
1341.1	241	15		\$51.14	\$12,311		\$6,463	\$18,774	96%	100%	4%	\$18,023	\$18,774	\$751
1352.1	279	15		\$51.14	\$14,269		\$7,491	\$21,760	96%	100%	4%	\$20,890	\$21,760	\$870
1365.1	345	15		\$51.14	\$17,650		\$9,266	\$26,916	96%	100%	4%	\$25,839	\$26,916	\$1,077
1378.1	376	15		\$51.14	\$19,241		\$10,102	\$29,343	96%	100%	4%	\$28,169	\$29,343	\$1,174
1387.1	337	15		\$51.14	\$17,236		\$9,049	\$26,285	96%	100%	4%	\$25,234	\$26,285	\$1,051
1407.1	575	15		\$51.14	\$29,383		\$15,426	\$44,809	96%	100%	4%	\$43,017	\$44,809	\$1,792
Subtotal:	5,468		1997		\$279,650	5%	\$146,815	\$426,465				\$406,822	\$426,465	\$19,643

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Herndon Branch Sewer Line														
From Hills Creek Drive to Wilson Creek Interceptor														
981.1	188	12		\$61.61	\$11,559		\$6,068	\$17,627	98%	100%	2%	\$17,274	\$17,627	\$353
975.1	408	12		\$61.61	\$25,114		\$13,185	\$38,299	98%	100%	2%	\$37,533	\$38,299	\$766
964.1	267	12		\$61.61	\$16,457		\$8,640	\$25,097	96%	100%	4%	\$24,093	\$25,097	\$1,004
946.1	479	12		\$61.61	\$29,513		\$15,494	\$45,007	79%	100%	21%	\$35,556	\$45,007	\$9,451
943.1	234	12		\$61.61	\$14,393		\$7,556	\$21,949	80%	100%	20%	\$17,559	\$21,949	\$4,390
939.1	64	12		\$61.61	\$3,925		\$2,061	\$5,986	94%	100%	6%	\$5,627	\$5,986	\$359
937.1	223	12		\$61.61	\$13,752		\$7,220	\$20,972	82%	100%	18%	\$17,197	\$20,972	\$3,775
936.1	249	12		\$61.61	\$15,367		\$8,068	\$23,435	95%	100%	5%	\$22,263	\$23,435	\$1,172
921.1	239	12		\$61.61	\$14,738		\$7,737	\$22,475	81%	100%	19%	\$18,205	\$22,475	\$4,270
909.1	309	12		\$61.61	\$19,020		\$9,986	\$29,006	82%	100%	18%	\$23,785	\$29,006	\$5,221
883.1	620	12		\$61.61	\$38,201		\$20,056	\$58,257	84%	100%	16%	\$48,936	\$58,257	\$9,321
855.1	574	12		\$61.61	\$35,373		\$18,571	\$53,944	84%	100%	16%	\$45,313	\$53,944	\$8,631
833.1	165	12		\$61.61	\$10,148		\$5,328	\$15,476	85%	100%	15%	\$13,155	\$15,476	\$2,321
832.1	60	12		\$61.61	\$3,709		\$1,947	\$5,656	95%	100%	5%	\$5,373	\$5,656	\$283
828.1	621	12		\$61.61	\$38,262		\$20,088	\$58,350	84%	100%	16%	\$49,014	\$58,350	\$9,336
795.1	407	12		\$61.61	\$25,071		\$13,162	\$38,233	84%	100%	16%	\$32,116	\$38,233	\$6,117
780.1	371	12		\$61.61	\$22,828		\$11,985	\$34,813	85%	100%	15%	\$29,591	\$34,813	\$5,222
760.1	324	12		\$61.61	\$19,969		\$10,484	\$30,453	85%	100%	15%	\$25,885	\$30,453	\$4,568
737.1	95	12		\$61.61	\$5,872		\$3,083	\$8,955	80%	100%	20%	\$7,164	\$8,955	\$1,791
735.1	326	12		\$61.61	\$20,062		\$10,533	\$30,595	80%	100%	20%	\$24,476	\$30,595	\$6,119
708.1	162	12		\$61.61	\$9,975		\$5,237	\$15,212	80%	100%	20%	\$12,170	\$15,212	\$3,042
704.1	343	12		\$61.61	\$21,134		\$11,095	\$32,229	80%	100%	20%	\$25,783	\$32,229	\$6,446
703.1	551	12		\$61.61	\$33,968		\$17,833	\$51,801	80%	100%	20%	\$41,441	\$51,801	\$10,360
676.1	382	12		\$61.61	\$23,537		\$12,357	\$35,894	80%	100%	20%	\$28,715	\$35,894	\$7,179
1021.1	530	12		\$61.61	\$32,655		\$17,144	\$49,799	98%	100%	2%	\$48,803	\$49,799	\$996
Subtotal:	8,190		1998		\$504,600	5%	\$264,918	\$769,520				\$657,027	\$769,520	\$112,493
Jeans Creek Relief Sewer														
Along S.H 75 to Wilson Creek Interceptor														
847.2	371	18		\$63.80	\$23,656		\$12,420	\$36,076	84%	96%	12%	\$30,304	\$34,633	\$4,329
871.1	564	18		\$63.80	\$35,975		\$18,887	\$54,862	84%	96%	12%	\$46,084	\$52,668	\$6,583
911.1	98	18		\$63.80	\$6,227		\$3,269	\$9,496	84%	96%	12%	\$7,977	\$9,116	\$1,140
917.2	371	18		\$63.80	\$23,643		\$12,413	\$36,056	82%	96%	14%	\$29,566	\$34,614	\$5,048
Subtotal:	1,403		1999		\$89,500	5%	\$46,989	\$136,490				\$113,931	\$131,031	\$17,100

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Eagles Nest Sewer Service														
2003 - Phase 2														
1 898a.1	1,134	18		\$5.25	\$5,954		\$3,126	\$9,080	72%	98%	26%	\$6,538	\$8,898	\$2,361
1 898b.1	122	18		\$5.25	\$641		\$337	\$978	72%	98%	26%	\$704	\$958	\$254
1 898c.1	196	18		\$5.25	\$1,030		\$541	\$1,571	72%	98%	26%	\$1,131	\$1,540	\$408
1 898d.1	30	18		\$5.25	\$158		\$83	\$241	70%	98%	28%	\$169	\$236	\$67
1 898e.1	258	18		\$5.25	\$1,356		\$712	\$2,068	70%	98%	28%	\$1,448	\$2,027	\$579
1 898f.1	280	18		\$5.25	\$1,470		\$772	\$2,242	69%	98%	29%	\$1,547	\$2,197	\$650
1 898g.1	280	15		\$3.00	\$840		\$441	\$1,281	68%	98%	30%	\$871	\$1,255	\$384
1 898h.1	401	15		\$3.00	\$1,202		\$631	\$1,833	68%	98%	30%	\$1,246	\$1,796	\$550
1 898i.1	337	15		\$3.00	\$1,012		\$531	\$1,543	68%	98%	30%	\$1,049	\$1,512	\$463
1 898j.1	359	15		\$3.00	\$1,077		\$565	\$1,642	67%	98%	31%	\$1,100	\$1,609	\$509
1 898k.1	343	15		\$3.00	\$1,028		\$540	\$1,568	67%	98%	31%	\$1,051	\$1,537	\$486
1 G1559.1	143	15		\$3.00	\$428		\$225	\$653	67%	99%	32%	\$438	\$646	\$209
1 G1560.1	27	15		\$3.00	\$82		\$43	\$125	67%	99%	32%	\$84	\$124	\$40
1 G1561.1	116	15		\$3.00	\$348		\$183	\$531	67%	99%	32%	\$356	\$526	\$170
1 G1562.1	276	15		\$3.00	\$828		\$435	\$1,263	68%	98%	30%	\$859	\$1,238	\$379
1 G1564.1	275	15		\$3.00	\$826		\$434	\$1,260	68%	98%	30%	\$857	\$1,235	\$378
1 G1566.1	340	15		\$3.00	\$1,021		\$536	\$1,557	69%	98%	29%	\$1,074	\$1,526	\$452
1 G1605.1	450	15		\$3.00	\$1,350		\$709	\$2,059	70%	98%	28%	\$1,441	\$2,018	\$577
1 G1606.1	500	15		\$3.00	\$1,500		\$788	\$2,288	70%	98%	28%	\$1,602	\$2,242	\$641
1 G2285.1	476	15		\$3.00	\$1,429		\$750	\$2,179	100%	100%	0%	\$2,179	\$2,179	\$0
1 G2286.1	487	15		\$3.00	\$1,460		\$767	\$2,227	100%	100%	0%	\$2,227	\$2,227	\$0
1 G7993.1	183	15		\$3.00	\$549		\$288	\$837	100%	100%	0%	\$837	\$837	\$0
1 G972.1	190	15		\$3.00	\$569		\$299	\$868	100%	100%	0%	\$868	\$868	\$0
Subtotal:	7,203		2003		\$26,158	5%	\$13,736	\$39,894				\$29,676	\$39,231	\$9,557

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Custer West														
1 888.1	114	18		\$3.40	\$386		\$203	\$589	77%	98%	21%	\$454	\$577	\$124
1 890.1	265	18		\$3.40	\$902		\$474	\$1,376	77%	99%	22%	\$1,060	\$1,362	\$303
1 891.1	265	18		\$3.40	\$902		\$474	\$1,376	77%	99%	22%	\$1,060	\$1,362	\$303
1 893.1	500	18		\$3.40	\$1,699		\$892	\$2,591	76%	98%	22%	\$1,969	\$2,539	\$570
1 894.1	408	18		\$3.40	\$1,387		\$728	\$2,115	76%	99%	23%	\$1,607	\$2,094	\$486
1 895.1	311	18		\$3.40	\$1,057		\$555	\$1,612	76%	98%	22%	\$1,225	\$1,580	\$355
1 896.1	310	18		\$3.40	\$1,053		\$553	\$1,606	76%	98%	22%	\$1,221	\$1,574	\$353
1 898.1	531	18		\$3.40	\$1,805		\$948	\$2,753	76%	98%	22%	\$2,092	\$2,698	\$606
1 899.1	475	18		\$3.40	\$1,615		\$848	\$2,463	82%	98%	16%	\$2,020	\$2,414	\$394
1 900.1	490	15		\$1.70	\$833		\$437	\$1,270	82%	98%	16%	\$1,041	\$1,245	\$203
1 901.1	499	15		\$1.70	\$848		\$445	\$1,293	82%	98%	16%	\$1,060	\$1,267	\$207
1 902.1	159	15		\$1.70	\$269		\$141	\$410	82%	98%	16%	\$336	\$402	\$66
1 903.1	316	15		\$1.70	\$538		\$282	\$820	81%	98%	17%	\$664	\$804	\$139
1 904.1	360	15		\$1.70	\$612		\$321	\$933	80%	99%	19%	\$746	\$924	\$177
1 905.1	409	15		\$1.70	\$695		\$365	\$1,060	80%	98%	18%	\$848	\$1,039	\$191
Subtotal:	5,411				\$14,601	5%	\$7,666	\$22,267				\$17,403	\$21,881	\$4,477
Craig Ranch North														
Phase 6														
1 EG1953.1	664	15		\$208.00	\$138,133		\$0	\$138,133	91%	100%	9%	\$125,701	\$138,133	\$12,432
1 G1956.1	265	15		\$208.00	\$55,120		\$0	\$55,120	91%	100%	9%	\$50,159	\$55,120	\$4,961
1 G1957.1	265	15		\$208.00	\$55,120		\$0	\$55,120	91%	100%	9%	\$50,159	\$55,120	\$4,961
1 G1958.1	372	15		\$208.00	\$77,418		\$0	\$77,418	90%	100%	10%	\$69,676	\$77,418	\$7,742
1 G1959.1	264	15		\$208.00	\$54,912		\$0	\$54,912	90%	100%	10%	\$49,421	\$54,912	\$5,491
1 G1960.1	422	15		\$208.00	\$87,714		\$0	\$87,714	90%	100%	10%	\$78,943	\$87,714	\$8,771
1 G1979.1	474	15		\$208.00	\$98,530		\$0	\$98,530	90%	100%	10%	\$88,677	\$98,530	\$9,853
1 G1980.1	161	15		\$208.00	\$33,426		\$0	\$33,426	90%	100%	10%	\$30,083	\$33,426	\$3,343
1 G1981.1	60	15		\$208.00	\$12,480		\$0	\$12,480	90%	100%	10%	\$11,232	\$12,480	\$1,248
1 G1982.1	114	15		\$208.00	\$23,733		\$0	\$23,733	90%	100%	10%	\$21,360	\$23,733	\$2,373
1 G7941.1	635	15		\$208.00	\$131,976		\$0	\$131,976	90%	100%	10%	\$118,778	\$131,976	\$13,198
1 G7942.1	265	15		\$208.00	\$55,120		\$0	\$55,120	90%	100%	10%	\$49,608	\$55,120	\$5,512
Subtotal:	3,960		2004		\$823,680	0%	\$0	\$823,682				\$743,797	\$823,682	\$79,885

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Craig Ranch West (VCIM 2)														
Phase 1														
1 NR14.1	2,998	15		\$235.14	\$704,884		\$0	\$704,884	85%	100%	15%	\$599,151	\$704,884	\$105,733
1 G9332.1	381	24		\$235.14	\$89,660		\$0	\$89,660	73%	100%	27%	\$65,452	\$89,660	\$24,208
Subtotal:	3,379		2005		\$794,544	0%	\$0	\$794,544				\$664,603	\$794,544	\$129,941
Craig Ranch Infrastructure (VCIM 1)														
Phase 1 15" to 24"														
1 G8445.1	471	24		\$57.47	\$27,082		\$0	\$27,082	79%	100%	21%	\$21,395	\$27,082	\$5,687
1 G8446.1	335	24		\$57.47	\$19,254		\$0	\$19,254	79%	100%	21%	\$15,211	\$19,254	\$4,043
1 G8447.1	210	24		\$57.47	\$12,087		\$0	\$12,087	79%	100%	21%	\$9,549	\$12,087	\$2,538
1 G8453.1	289	24		\$57.47	\$16,587		\$0	\$16,587	79%	100%	21%	\$13,104	\$16,587	\$3,483
1 G8454.1	298	21		\$57.47	\$17,116		\$0	\$17,116	79%	100%	21%	\$13,522	\$17,116	\$3,594
1 G8455.1	291	21		\$57.47	\$16,702		\$0	\$16,702	79%	100%	21%	\$13,195	\$16,702	\$3,507
1 G8462.1	528	21		\$57.47	\$30,335		\$0	\$30,335	78%	100%	22%	\$23,661	\$30,335	\$6,674
1 G8463.1	456	21		\$57.47	\$26,180		\$0	\$26,180	78%	100%	22%	\$20,420	\$26,180	\$5,760
1 G8464.1	238	21		\$57.47	\$13,656		\$0	\$13,656	78%	100%	22%	\$10,652	\$13,656	\$3,004
1 G8465.1	555	18		\$57.47	\$31,875		\$0	\$31,875	75%	100%	25%	\$23,906	\$31,875	\$7,969
1 G8466.1	425	18		\$57.47	\$24,450		\$0	\$24,450	77%	100%	23%	\$18,827	\$24,450	\$5,624
1 G8467.1	594	18		\$57.47	\$34,163		\$0	\$34,163	77%	100%	23%	\$26,306	\$34,163	\$7,857
1 G8468.1	299	15		\$57.47	\$17,162		\$0	\$17,162	91%	100%	9%	\$15,617	\$17,162	\$1,545
1 G8469.1	295	15		\$57.47	\$16,955		\$0	\$16,955	91%	100%	9%	\$15,429	\$16,955	\$1,526
1 G8470.1	294	15		\$57.47	\$16,903		\$0	\$16,903	92%	100%	8%	\$15,551	\$16,903	\$1,352
1 G8471.1	300	15		\$57.47	\$17,265		\$0	\$17,265	91%	100%	9%	\$15,711	\$17,265	\$1,554
1 G8472.1	300	15		\$57.47	\$17,219		\$0	\$17,219	91%	100%	9%	\$15,669	\$17,219	\$1,550
1 NR54.1	351	18		\$57.47	\$20,185		\$0	\$20,185	100%	100%	0%	\$20,185	\$20,185	\$0
1 NR55.1	194	18		\$57.47	\$11,127		\$0	\$11,127	100%	100%	0%	\$11,127	\$11,127	\$0
1 NR56.1	177	18		\$57.47	\$10,156		\$0	\$10,156	100%	100%	0%	\$10,156	\$10,156	\$0
Subtotal:	6,898		2004		\$396,459	0%	\$0	\$396,459				\$329,193	\$396,459	\$67,267

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Harvest Bend Off Site Sewer														
1 1571a.1	125	24		\$25.65	\$3,212		\$1,686	\$4,898	98%	99%	1%	\$4,800	\$4,849	\$49
1 1571b.1	330	24		\$25.65	\$8,473		\$4,448	\$12,921	98%	99%	1%	\$12,663	\$12,792	\$129
1 1571c.1	133	24		\$25.65	\$3,402		\$1,786	\$5,188	98%	99%	1%	\$5,084	\$5,136	\$52
1 1571d.2	272	24		\$25.65	\$6,972		\$3,660	\$10,632	98%	99%	1%	\$10,419	\$10,526	\$106
1 1571e.1	446	24		\$25.65	\$11,441		\$6,007	\$17,448	98%	99%	1%	\$17,099	\$17,274	\$174
1 1571f.1	595	24		\$25.65	\$15,271		\$8,017	\$23,288	99%	99%	0%	\$23,055	\$23,055	\$0
1 1571g.1	595	24		\$25.65	\$15,271		\$8,017	\$23,288	99%	99%	0%	\$23,055	\$23,055	\$0
1 1571h.1	249	24		\$25.65	\$6,385		\$3,352	\$9,737	99%	100%	1%	\$9,640	\$9,737	\$97
1 1571i.1	480	24		\$25.65	\$12,318		\$6,467	\$18,785	99%	100%	1%	\$18,597	\$18,785	\$188
1 1571j.1	585	24		\$25.65	\$15,007		\$7,879	\$22,886	99%	100%	1%	\$22,657	\$22,886	\$229
1 1571k.1	500	24		\$25.65	\$12,826		\$6,734	\$19,560	99%	100%	1%	\$19,364	\$19,560	\$196
1 1571l.1	236	24		\$25.65	\$6,051		\$3,177	\$9,228	99%	100%	1%	\$9,136	\$9,228	\$92
1 1571m.1	396	24		\$25.65	\$10,148		\$5,328	\$15,476	99%	100%	1%	\$15,321	\$15,476	\$155
1 1571n.1	261	24		\$25.65	\$6,698		\$3,516	\$10,214	100%	100%	0%	\$10,214	\$10,214	\$0
1 1571o.1	374	24		\$25.65	\$9,584		\$5,032	\$14,616	100%	100%	0%	\$14,616	\$14,616	\$0
1 1571p.1	487	18		\$25.65	\$12,498		\$6,561	\$19,059	100%	100%	0%	\$19,059	\$19,059	\$0
1 1571q.1	487	18		\$25.65	\$12,498		\$6,561	\$19,059	100%	100%	0%	\$19,059	\$19,059	\$0
1 1571r.1	343	18		\$25.65	\$8,799		\$4,619	\$13,418	100%	100%	0%	\$13,418	\$13,418	\$0
1 1571s.1	295	18		\$25.65	\$7,573		\$3,976	\$11,549	100%	100%	0%	\$11,549	\$11,549	\$0
1 1571t.1	204	18		\$25.65	\$5,233		\$2,747	\$7,980	100%	100%	0%	\$7,980	\$7,980	\$0
1 G8128.1	432	24		\$25.65	\$11,079		\$5,816	\$16,895	99%	100%	1%	\$16,726	\$16,895	\$169
Subtotal:	7,825		2004		\$200,740	5%	\$105,386	\$306,125				\$303,511	\$305,149	\$1,636

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Walmart Off Site 24" Sewer														
1 1534a.1	269	24		\$34.30	\$9,220		\$4,841	\$14,061	46%	83%	37%	\$6,468	\$11,671	\$5,203
1 1534b.1	468	24		\$34.30	\$16,066		\$8,435	\$24,501	45%	83%	38%	\$11,025	\$20,336	\$9,310
1 1534c.1	274	24		\$34.30	\$9,402		\$4,936	\$14,338	45%	83%	38%	\$6,452	\$11,901	\$5,448
1 1534d.1	291	24		\$34.30	\$9,964		\$5,231	\$15,195	45%	83%	38%	\$6,838	\$12,612	\$5,774
1 1534e.1	230	24		\$34.30	\$7,889		\$4,142	\$12,031	45%	83%	38%	\$5,414	\$9,986	\$4,572
1 1534f.1	694	24		\$34.30	\$23,787		\$12,488	\$36,275	45%	83%	38%	\$16,324	\$30,108	\$13,785
1 1534g.1	265	24		\$34.30	\$9,076		\$4,765	\$13,841	46%	83%	37%	\$6,367	\$11,488	\$5,121
1 1534h.1	232	24		\$34.30	\$7,958		\$4,178	\$12,136	46%	83%	37%	\$5,583	\$10,073	\$4,490
1 1534i.1	566	24		\$34.30	\$19,400		\$10,185	\$29,585	46%	83%	37%	\$13,609	\$24,556	\$10,946
1 1534j.1	153	21		\$34.30	\$5,238		\$2,750	\$7,988	46%	83%	37%	\$3,674	\$6,630	\$2,956
Subtotal:	3,440		2003		\$118,000	5%	\$61,951	\$179,951				\$81,754	\$149,361	\$67,605
Creekview Estates Offsite Sanitary Sewer														
Franklin Branch - from Wilson Creek to Franklin Branch Trunk Sewer														
1 G9267.1	350	27		\$54.16	\$18,965		\$9,957	\$28,922	0%	69%	69%	\$0	\$19,956	\$19,956
1 G9266.1	209	6		\$54.16	\$11,297		\$5,931	\$17,228	0%	69%	69%	\$0	\$11,887	\$11,887
1 G9265.1	443	27		\$54.16	\$23,996		\$12,598	\$36,594	0%	69%	69%	\$0	\$25,250	\$25,250
1 G9264.1	359	27		\$54.16	\$19,458		\$10,215	\$29,673	0%	69%	69%	\$0	\$20,474	\$20,474
1 G9263.1	231	27		\$54.16	\$12,494		\$6,559	\$19,053	0%	69%	69%	\$0	\$13,147	\$13,147
1 G9262.1	484	27		\$54.16	\$26,189		\$13,749	\$39,938	0%	69%	69%	\$0	\$27,557	\$27,557
1 G9261.1	375	27		\$54.16	\$20,286		\$10,650	\$30,936	0%	69%	69%	\$0	\$21,346	\$21,346
1 G9260.1	383	27		\$54.16	\$20,714		\$10,875	\$31,589	0%	69%	69%	\$0	\$21,796	\$21,796
1 G9259.1	136	27		\$54.16	\$7,376		\$3,872	\$11,248	0%	69%	69%	\$0	\$7,761	\$7,761
1 G9266.2	209	16		\$54.16	\$11,297		\$5,931	\$17,228	0%	69%	69%	\$0	\$11,887	\$11,887
1 G9266.3	209	18		\$54.16	\$11,297		\$5,931	\$17,228	0%	69%	69%	\$0	\$11,887	\$11,887
Subtotal:	3,386		2005		\$183,369	5%	\$96,268	\$279,637				\$0	\$192,948	\$192,948

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Timber Creek Off Site Sewer														
Phase 1														
1 G1749.1	789	21		\$44.34	\$34,982		\$18,366	\$53,348	7%	22%	15%	\$3,734	\$11,737	\$8,002
1 G1751.1	725	21		\$44.34	\$32,153		\$16,880	\$49,033	7%	22%	15%	\$3,432	\$10,787	\$7,355
1 G1752.1	716	24		\$44.34	\$31,731		\$16,659	\$48,390	28%	54%	26%	\$13,549	\$26,131	\$12,581
1 G1753.1	204	21		\$44.34	\$9,059		\$4,756	\$13,815	15%	50%	35%	\$2,072	\$6,908	\$4,835
1 G1754.1	137	21		\$44.34	\$6,088		\$3,196	\$9,284	15%	50%	35%	\$1,393	\$4,642	\$3,249
1 G1755.1	225	21		\$44.34	\$9,977		\$5,238	\$15,215	16%	53%	37%	\$2,434	\$8,064	\$5,630
1 G1756.1	718	21		\$44.34	\$31,824		\$16,708	\$48,532	16%	52%	36%	\$7,765	\$25,237	\$17,472
1 G1757.1	569	18		\$44.34	\$25,226		\$13,244	\$38,470	19%	62%	43%	\$7,309	\$23,851	\$16,542
1 G1758.1	360	18		\$44.34	\$15,963		\$8,381	\$24,344	18%	62%	44%	\$4,382	\$15,093	\$10,711
1 G1759.1	408	18		\$44.34	\$18,069		\$9,486	\$27,555	18%	62%	44%	\$4,960	\$17,084	\$12,124
1 G1759a.1	361	18		\$44.34	\$15,985		\$8,392	\$24,377	29%	100%	71%	\$7,069	\$24,377	\$17,308
1 G1760.1	392	18		\$44.34	\$17,387		\$9,128	\$26,515	29%	100%	71%	\$7,689	\$26,515	\$18,826
1 G1760a.1	480	18		\$44.34	\$21,267		\$11,165	\$32,432	28%	100%	72%	\$9,081	\$32,432	\$23,351
1 G1760b.1	479	18		\$44.34	\$21,244		\$11,153	\$32,397	28%	100%	72%	\$9,071	\$32,397	\$23,326
1 G1762.1	471	18		\$44.34	\$20,881		\$10,963	\$31,844	28%	100%	72%	\$8,916	\$31,844	\$22,928
1 G1763.1	590	18		\$44.34	\$26,175		\$13,742	\$39,917	25%	100%	75%	\$9,979	\$39,917	\$29,938
1 G1765.1	614	15		\$44.34	\$27,213		\$14,287	\$41,500	49%	100%	51%	\$20,335	\$41,500	\$21,165
1 G1766.1	305	15		\$44.34	\$13,516		\$7,096	\$20,612	49%	100%	51%	\$10,100	\$20,612	\$10,512
1 G1767.1	468	15		\$44.34	\$20,761		\$10,900	\$31,661	49%	100%	51%	\$15,514	\$31,661	\$16,147
1 G9156.1	211	21		\$44.34	\$9,374		\$4,921	\$14,295	52%	100%	48%	\$7,433	\$14,295	\$6,862
Subtotal:	9,221		2004		\$408,876	5%	\$214,661	\$623,536				\$156,217	\$445,084	\$288,864
Robinson Ridge Off Site Sewer														
1 246d.1	4,562	24		\$30.63	\$139,733		\$73,360	\$213,093	36%	84%	48%	\$76,713	\$178,998	\$102,285
1 246c.1	2,559	24		\$30.63	\$78,373		\$41,146	\$119,519	43%	81%	38%	\$51,393	\$96,810	\$45,417
1 246b.1	1,523	24		\$30.63	\$46,655		\$24,494	\$71,149	45%	79%	34%	\$32,017	\$56,208	\$24,191
Subtotal:	8,645		2002		\$264,761	5%	\$139,000	\$403,761				\$160,123	\$332,016	\$171,893

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)				
									2007	2017	During Fee Period	2007	2017	During Fee Period		
NTMWD Prosper Interceptor Sewer																
1	10+12.58.1	404	42		\$19.06		\$7,704		\$4,045	\$11,749	10%	62%	52%	\$1,175	\$7,284	\$6,109
1	103+94.25.1	478	24		\$19.06		\$9,105		\$4,780	\$13,885	7%	97%	90%	\$972	\$13,468	\$12,497
1	108+94.14.1	500	24		\$19.06		\$9,526		\$5,001	\$14,527	4%	100%	96%	\$581	\$14,527	\$13,946
1	115+08.33.1	614	24		\$19.06		\$11,704		\$6,145	\$17,849	4%	100%	96%	\$714	\$17,849	\$17,135
1	117+79.39.1	271	24		\$19.06		\$5,166		\$2,712	\$7,878	4%	100%	96%	\$315	\$7,878	\$7,563
1	12+79.44.1	267	42		\$19.06		\$5,086		\$2,670	\$7,756	8%	62%	54%	\$620	\$4,809	\$4,188
1	125+52.46.1	773	24		\$19.06		\$14,732		\$7,734	\$22,466	4%	100%	96%	\$899	\$22,466	\$21,567
1	132+45.08.1	693	24		\$19.06		\$13,198		\$6,929	\$20,127	4%	100%	96%	\$805	\$20,127	\$19,322
1	134+42.57.1	198	24		\$19.06		\$3,764		\$1,976	\$5,740	4%	100%	96%	\$230	\$5,740	\$5,510
1	135+76.91.1	134	24		\$19.06		\$2,559		\$1,343	\$3,902	4%	100%	96%	\$156	\$3,902	\$3,746
1	143+11.84.1	735	24		\$19.06		\$14,004		\$7,352	\$21,356	6%	100%	94%	\$1,281	\$21,356	\$20,075
1	148+17.14.1	505	24		\$19.06		\$9,629		\$5,055	\$14,684	1%	100%	99%	\$147	\$14,684	\$14,537
1	152+98.01.1	481	24		\$19.06		\$9,164		\$4,811	\$13,975	0%	100%	100%	\$0	\$13,975	\$13,975
1	156+30.32.1	332	24		\$19.06		\$6,332		\$3,324	\$9,656	0%	100%	100%	\$0	\$9,656	\$9,656
1	16+96.36.1	417	42		\$19.06		\$7,944		\$4,171	\$12,115	8%	62%	54%	\$969	\$7,511	\$6,542
1	162+56.72.1	626	24		\$19.06		\$11,937		\$6,267	\$18,204	0%	100%	100%	\$0	\$18,204	\$18,204
1	164+71.98.1	215	24		\$19.06		\$4,103		\$2,154	\$6,257	0%	100%	100%	\$0	\$6,257	\$6,257
1	166+11.50.1	139	24		\$19.06		\$2,656		\$1,394	\$4,050	0%	100%	100%	\$0	\$4,050	\$4,050
1	2+67.29.1	247	42		\$19.06		\$4,707		\$2,471	\$7,178	10%	62%	52%	\$718	\$4,450	\$3,733
1	23+89.6.1	693	42		\$19.06		\$13,210		\$6,935	\$20,145	19%	100%	81%	\$3,828	\$20,145	\$16,317
1	31+79.03.1	788	24		\$19.06		\$15,024		\$7,888	\$22,912	16%	100%	84%	\$3,666	\$22,912	\$19,246
1	37+67.24.1	589	24		\$19.06		\$11,228		\$5,895	\$17,123	16%	100%	84%	\$2,740	\$17,123	\$14,383
1	40+19.28.1	252	24		\$19.06		\$4,802		\$2,521	\$7,323	16%	100%	84%	\$1,172	\$7,323	\$6,151
1	43+71.32.1	352	24		\$19.06		\$6,708		\$3,522	\$10,230	16%	100%	84%	\$1,637	\$10,230	\$8,593
1	50+21.58.1	650	24		\$19.06		\$12,392		\$6,506	\$18,898	16%	100%	84%	\$3,024	\$18,898	\$15,874
1	56+38.93.1	617	24		\$19.06		\$11,765		\$6,177	\$17,942	13%	100%	87%	\$2,332	\$17,942	\$15,610
1	6+08.26.1	341	42		\$19.06		\$6,498		\$3,411	\$9,909	10%	62%	52%	\$991	\$6,144	\$5,153
1	61+59.27.1	520	24		\$19.06		\$9,915		\$5,205	\$15,120	13%	100%	87%	\$1,966	\$15,120	\$13,154
1	69+34.55.1	775	24		\$19.06		\$14,774		\$7,756	\$22,530	13%	100%	87%	\$2,929	\$22,530	\$19,601
1	72+77.76.1	343	24		\$19.06		\$6,540		\$3,434	\$9,974	13%	100%	87%	\$1,297	\$9,974	\$8,677
1	76+45.63.1	368	24		\$19.06		\$7,011		\$3,681	\$10,692	8%	100%	92%	\$855	\$10,692	\$9,837
1	82+31.6.1	586	24		\$19.06		\$11,167		\$5,863	\$17,030	8%	100%	92%	\$1,362	\$17,030	\$15,668
1	85+29.92.1	298	24		\$19.06		\$5,684		\$2,984	\$8,668	8%	100%	92%	\$693	\$8,668	\$7,975
1	89+79.69.1	450	24		\$19.06		\$8,571		\$4,500	\$13,071	8%	100%	92%	\$1,046	\$13,071	\$12,025
1	94+31.29.1	452	24		\$19.06		\$8,606		\$4,518	\$13,124	7%	96%	89%	\$919	\$12,599	\$11,680
1	97+49.64.1	318	24		\$19.06		\$6,066		\$3,185	\$9,251	7%	97%	90%	\$648	\$8,973	\$8,326
1	99+16.42.1	167	24		\$19.06		\$3,179		\$1,669	\$4,848	7%	97%	90%	\$339	\$4,703	\$4,363
Subtotal:		16,591		2007			\$316,159		5%	\$165,984				\$41,026	\$462,270	\$421,245

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Westerra Stonebridge Sewer														
1 159.1	13	24		\$18.00	\$225		\$0	\$225	75%	94%	19%	\$169	\$212	\$43
1 171.1	72	24		\$18.00	\$1,296		\$0	\$1,296	75%	94%	19%	\$972	\$1,218	\$246
1 G1106.1	50	15		\$4.80	\$239		\$0	\$239	75%	94%	19%	\$179	\$225	\$45
1 G1107.1	307	15		\$4.80	\$1,476		\$0	\$1,476	76%	94%	18%	\$1,122	\$1,387	\$266
1 G1108.1	345	15		\$4.80	\$1,654		\$0	\$1,654	76%	94%	18%	\$1,257	\$1,555	\$298
1 G1113.1	334	15		\$4.80	\$1,602		\$0	\$1,602	76%	94%	18%	\$1,218	\$1,506	\$288
1 G1119.1	131	15		\$4.80	\$630		\$0	\$630	76%	94%	18%	\$479	\$592	\$113
1 G1122.1	129	15		\$4.80	\$621		\$0	\$621	76%	94%	18%	\$472	\$584	\$112
1 G1140.1	339	15		\$4.80	\$1,628		\$0	\$1,628	76%	94%	18%	\$1,237	\$1,530	\$293
1 G1141.1	329	15		\$4.80	\$1,578		\$0	\$1,578	76%	94%	18%	\$1,199	\$1,483	\$284
1 G1142.1	144	15		\$4.80	\$689		\$0	\$689	75%	94%	19%	\$517	\$648	\$131
1 G8067.1	64	15		\$4.80	\$306		\$0	\$306	81%	100%	19%	\$248	\$306	\$58
1 G8068.1	77	15		\$4.80	\$369		\$0	\$369	81%	100%	19%	\$299	\$369	\$70
Subtotal:	2,333		2003		\$12,313	0%	\$0	\$12,313				\$9,368	\$11,615	\$2,247

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2007	2017	During Fee Period	2007	2017	During Fee Period
Westerra Stonebridge Trunk Line														
1 131.1	497	30		\$54.00	\$26,822		\$14,082	\$40,904	62%	92%	30%	\$25,360	\$37,632	\$12,271
1 132.1	235	30		\$54.00	\$12,690		\$6,662	\$19,352	62%	92%	30%	\$11,998	\$17,804	\$5,806
1 135.1	245	30		\$54.00	\$13,225		\$6,943	\$20,168	63%	92%	29%	\$12,706	\$18,555	\$5,849
1 138.1	495	30		\$54.00	\$26,703		\$14,019	\$40,722	66%	93%	27%	\$26,877	\$37,871	\$10,995
1 139.1	490	30		\$54.00	\$26,460		\$13,892	\$40,352	70%	95%	25%	\$28,246	\$38,334	\$10,088
1 140.1	280	30		\$54.00	\$15,098		\$7,926	\$23,024	63%	93%	30%	\$14,505	\$21,412	\$6,907
1 141.1	10	30		\$54.00	\$540		\$284	\$824	0%	0%	0%	\$0	\$0	\$0
1 142.1	210	30		\$54.00	\$11,356		\$5,962	\$17,318	64%	92%	28%	\$11,084	\$15,933	\$4,849
1 143.1	490	30		\$54.00	\$26,460		\$13,892	\$40,352	64%	92%	28%	\$25,825	\$37,124	\$11,299
1 144.1	293	30		\$54.00	\$15,795		\$8,292	\$24,087	76%	94%	18%	\$18,306	\$22,642	\$4,336
1 145.1	179	30		\$54.00	\$9,677		\$5,080	\$14,757	79%	96%	17%	\$11,658	\$14,167	\$2,509
1 145a.1	280	24		\$30.50	\$8,540		\$4,484	\$13,024	78%	100%	22%	\$10,159	\$13,024	\$2,865
1 145b.1	290	24		\$30.50	\$8,845		\$4,644	\$13,489	87%	100%	13%	\$11,735	\$13,489	\$1,754
1 145c.1	290	24		\$30.50	\$8,845		\$4,644	\$13,489	86%	100%	14%	\$11,601	\$13,489	\$1,888
1 145d.1	20	24		\$30.50	\$610		\$320	\$930	83%	100%	17%	\$772	\$930	\$158
1 145e.1	210	24		\$30.50	\$6,405		\$3,363	\$9,768	79%	100%	21%	\$7,717	\$9,768	\$2,051
1 145f.1	210	24		\$30.50	\$6,405		\$3,363	\$9,768	89%	100%	11%	\$8,694	\$9,768	\$1,074
1 145g.1	180	24		\$30.50	\$5,490		\$2,882	\$8,372	97%	100%	3%	\$8,121	\$8,372	\$251
1 145h.1	239	24		\$30.50	\$7,274		\$3,819	\$11,093	100%	100%	0%	\$11,093	\$11,093	\$0
1 148.1	229	30		\$54.00	\$12,382		\$6,501	\$18,883	64%	92%	28%	\$12,085	\$17,372	\$5,287
1 152.1	83	30		\$54.00	\$4,487		\$2,356	\$6,843	64%	91%	27%	\$4,380	\$6,227	\$1,848
1 153.1	157	30		\$54.00	\$8,483		\$4,454	\$12,937	66%	91%	25%	\$8,538	\$11,773	\$3,234
1 158.1	70	30		\$54.00	\$3,802		\$1,996	\$5,798	66%	92%	26%	\$3,827	\$5,334	\$1,507
1 160.1	37	30		\$54.00	\$1,998		\$1,049	\$3,047	64%	92%	28%	\$1,950	\$2,803	\$853
1 170.1	32	30		\$54.00	\$1,750		\$919	\$2,669	66%	92%	26%	\$1,762	\$2,455	\$694
1 172.1	349	30		\$54.00	\$18,862		\$9,903	\$28,765	67%	91%	24%	\$19,273	\$26,176	\$6,904
1 173.1	480	30		\$54.00	\$25,915		\$13,605	\$39,520	68%	90%	22%	\$26,874	\$35,568	\$8,694
1 176.1	260	30		\$54.00	\$14,013		\$7,357	\$21,370	67%	91%	24%	\$14,318	\$19,447	\$5,129
1 180.1	372	42		\$93.00	\$34,568		\$18,148	\$52,716	73%	91%	18%	\$38,483	\$47,972	\$9,489
1 182.1	490	30		\$54.00	\$26,460		\$13,892	\$40,352	69%	90%	21%	\$27,843	\$36,317	\$8,474
1 184.1	451	30		\$54.00	\$24,349		\$12,783	\$37,132	69%	90%	21%	\$25,621	\$33,419	\$7,798
1 185.1	500	30		\$54.00	\$27,000		\$14,175	\$41,175	68%	90%	22%	\$27,999	\$37,058	\$9,059
Subtotal:	8,652		2003		\$441,309	5%	\$231,691	\$673,000				\$469,410	\$623,328	\$153,920

TABLE NO. 16
Existing Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)	Total Capital Cost (\$)	Debt Service Interest Rate %	Debt Service Utilizing Simple	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
									2007	2017	During Fee Period	2007	2017	During Fee Period	
Franklin Branch Trunk Sewer															
From North Side of Parker Creek Estates North Along Franklin Branch to U.S. 380 and East to Bois D' Arc Road															
2	14.1	775	12		\$205.18	\$159,017		\$83,484	\$242,501	0%	76%	76%	\$0	\$184,301	\$184,301
2	13.1	140	18		\$205.18	\$28,726		\$15,081	\$43,807	0%	76%	76%	\$0	\$33,293	\$33,293
2	12.1	308	18		\$205.18	\$63,196		\$33,178	\$96,374	0%	76%	76%	\$0	\$73,244	\$73,244
2	11.1	192	18		\$205.18	\$39,395		\$20,682	\$60,077	0%	76%	76%	\$0	\$45,659	\$45,659
2	10.1	300	18		\$205.18	\$61,555		\$32,316	\$93,871	0%	76%	76%	\$0	\$71,342	\$71,342
2	9.1	229	18		\$205.18	\$46,987		\$24,668	\$71,655	0%	76%	76%	\$0	\$54,458	\$54,458
2	8.1	216	18		\$205.18	\$44,320		\$23,268	\$67,588	0%	75%	75%	\$0	\$50,691	\$50,691
2	7.1	60	27		\$205.18	\$12,311		\$6,463	\$18,774	0%	69%	69%	\$0	\$12,954	\$12,954
2	6.1	800	27		\$205.18	\$164,147		\$86,177	\$250,324	0%	69%	69%	\$0	\$172,724	\$172,724
2	5.1	381	27		\$205.18	\$78,175		\$41,042	\$119,217	0%	69%	69%	\$0	\$82,260	\$82,260
2	4.1	60	30		\$205.18	\$12,311		\$6,463	\$18,774	0%	69%	69%	\$0	\$12,954	\$12,954
2	3.2	38	30		\$205.18	\$7,797		\$4,093	\$11,890	0%	69%	69%	\$0	\$8,204	\$8,204
2	2.1	102	30		\$205.18	\$20,929		\$10,988	\$31,917	0%	69%	69%	\$0	\$22,023	\$22,023
Subtotal:		3,601		2005		\$738,865	5%	\$387,903	\$1,126,769				\$0	\$824,107	\$824,107
Existing Sewer Line CIP Total						\$11,687,256		\$5,058,034	\$16,719,360				\$11,143,898	\$15,362,238	\$4,218,340

Notes:

- 1 - City Participate in Cost Oversize
- 2 - City Initiated and Funded

TABLE NO. 17
Proposed Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.) *	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
									2006	2016	During Fee Period	2006	2016	During Fee Period	
Future Line #1															
1	FH-0002.1 *	3,157	15		\$10.00	\$31,574		\$16,576	\$48,150	0%	55%	55%	\$0	\$26,483	\$26,483
1	FH-0001.1 *	2,023	15		\$10.00	\$20,234		\$10,623	\$30,857	0%	55%	55%	\$0	\$16,971	\$16,971
	Subtotal:	5,181		2013		\$51,808	5%	\$27,199	\$79,007				\$0	\$43,454	\$43,454
Future Line #2															
1	FH-0004.1 *	3,805	15		\$10.00	\$38,045		\$19,974	\$58,019	0%	53%	53%	\$0	\$30,750	\$30,750
1	FH-0003.1 *	3,946	15		\$10.00	\$39,463		\$20,718	\$60,181	0%	56%	56%	\$0	\$33,701	\$33,701
	Subtotal:	7,751		2013		\$77,508	5%	\$40,692	\$118,200				\$0	\$64,451	\$64,451
Future Line #4 - Stover Creek Interceptor															
1	FH-0008.1 *	3,281	27		\$70.00	\$229,698		\$120,591	\$350,289	0%	10%	10%	\$0	\$35,029	\$35,029
1	FH-0007.1 *	3,272	27		\$70.00	\$229,061		\$120,257	\$349,318	0%	23%	23%	\$0	\$80,343	\$80,343
1	FH-0006.1 *	6,325	30		\$90.00	\$569,241		\$298,852	\$868,093	0%	30%	30%	\$0	\$260,428	\$260,428
	Subtotal:	12,879		2011		\$1,028,000	5%	\$539,700	\$1,567,700				\$0	\$375,800	\$375,800
Future Line #5 - Stover Creek - Lateral South															
1	FH-0010.1 *	2,716	24		\$50.00	\$135,800		\$71,295	\$207,095	0%	82%	82%	\$0	\$169,818	\$169,818
	Subtotal:	2,716		2011		\$135,800	5%	\$71,295	\$207,095				\$0	\$169,818	\$169,818
Future Line #6 - Stover Creek - Lateral North															
1	FH-0009.1 *	3,514	24		\$50.00	\$175,700		\$92,243	\$267,943	0%	71%	71%	\$0	\$190,240	\$190,240
	Subtotal:	3,514		2011		\$175,700	5%	\$92,243	\$267,943				\$0	\$190,240	\$190,240
Future Line #8 - Franklin Branch Interceptor															
1	FH-0017.1 *	3,406	15		\$10.00	\$34,059		\$17,881	\$51,940	0%	79%	79%	\$0	\$41,033	\$41,033
1	FH-0016.1 *	4,954	18		\$20.00	\$99,080		\$52,017	\$151,097	0%	75%	75%	\$0	\$113,323	\$113,323
1	FH-0014.1 *	4,629	21		\$30.00	\$138,870		\$72,907	\$211,777	0%	71%	71%	\$0	\$150,362	\$150,362
1	FH-0012.1 *	3,161	21		\$30.00	\$94,839		\$49,790	\$144,629	0%	71%	71%	\$0	\$102,687	\$102,687
	Subtotal:	16,150		2015		\$366,848	5%	\$192,595	\$559,443				\$0	\$407,405	\$407,405
Future Line #9 - Franklin Branch Interceptor - Lateral South															
1	FH-0013.1 *	3,657	15		\$10.00	\$36,570		\$19,199	\$55,769	0%	68%	68%	\$0	\$37,923	\$37,923
	Subtotal:	3,657		2015		\$36,570	5%	\$19,199	\$55,769				\$0	\$37,923	\$37,923

TABLE NO. 17
Proposed Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.) *	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
									2006	2016	During Fee Period	2006	2016	During Fee Period	
Future Line #10 - Franklin Branch Interceptor - Lateral North															
1	FH-0038.1 *	2,397	15		\$10.00	\$23,972		\$12,585	\$36,557	0%	72%	72%	\$0	\$26,321	\$26,321
1	FH-0015.1 *	2,796	18		\$20.00	\$55,926		\$29,361	\$85,287	0%	71%	71%	\$0	\$60,554	\$60,554
	Subtotal:	5,194	2015			\$79,898	5%	\$41,946	\$121,844				\$0	\$86,875	\$86,875
Future Line #12															
1	FH-0018.1 *	2,279	15		\$10.00	\$22,790		\$11,965	\$34,755	0%	76%	76%	\$0	\$26,414	\$26,414
	Subtotal:	2,279	2012			\$22,790	5%	\$11,965	\$34,755				\$0	\$26,414	\$26,414
Future Line #14 - Honey Creek Interceptor															
2	FH-0037.1 *	4,404	15		\$10.00	\$44,036		\$23,119	\$67,155	0%	75%	75%	\$0	\$50,366	\$50,366
2	FH-0022.1 *	4,018	27		\$70.00	\$281,253		\$147,658	\$428,911	0%	73%	73%	\$0	\$313,105	\$313,105
2	FH-0020.1 *	5,286	36		\$140.00	\$740,054		\$388,528	\$1,128,582	0%	11%	11%	\$0	\$124,144	\$124,144
	Subtotal:	13,708	2016			\$1,065,343	5%	\$559,305	\$1,624,648				\$0	\$487,615	\$487,615
Future Line #15 - Honey Creek Interceptor Lateral															
1	FH-0021.1 *	4,620	27		\$70.00	\$323,428		\$169,800	\$493,228	0%	66%	66%	\$0	\$325,530	\$325,530
	Subtotal:	4,620	2016			\$323,428	5%	\$169,800	\$493,228				\$0	\$325,530	\$325,530

TABLE NO. 17
Proposed Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)*	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)			
									2006	2016	During Fee Period	2006	2016	During Fee Period	
Future Line #20															
1	FH-0030.1 *	4,729	18		\$20.00	\$94,570		\$49,649	\$144,219	0%	67%	67%	\$0	\$96,627	\$96,627
Subtotal:		4,729	2012			\$94,570	5%	\$49,649	\$144,219				\$0	\$96,627	\$96,627
Future Line #21 - Clemons Creek Interceptor															
1	FH-0091.1 *	2,627	27		\$70.00	\$183,904		\$96,550	\$280,454	0%	27%	27%	\$0	\$75,723	\$75,723
1	FH-0032.1 *	4,170	24		\$50.00	\$208,510		\$109,468	\$317,978	0%	13%	13%	\$0	\$41,337	\$41,337
1	FH-0031.1 *	3,455	27		\$70.00	\$241,822		\$126,957	\$368,779	0%	25%	25%	\$0	\$92,195	\$92,195
Subtotal:		10,252	2010			\$634,236	5%	\$332,975	\$967,211				\$0	\$209,255	\$209,255
Future Line #22 - Big Branch Creek Interceptor															
1	FH-0034.1 *	5,679	27		\$70.00	\$397,558		\$208,718	\$606,276	0%	9%	9%	\$0	\$54,565	\$54,565
1	FH-0033.1 *	4,410	21		\$30.00	\$132,297		\$69,456	\$201,753	0%	87%	87%	\$0	\$175,525	\$175,525
Subtotal:		10,089	2015			\$529,855	5%	\$278,174	\$808,029				\$0	\$230,090	\$230,090
Future Line #23															
1	FH-0036.1	3,312	18		\$20.00	\$66,230		\$34,771	\$101,001	0%	86%	86%	\$0	\$86,861	\$86,861
1	FH-0035.1	3,527	18		\$20.00	\$70,530		\$37,028	\$107,558	0%	88%	88%	\$0	\$94,651	\$94,651
Subtotal:		6,838	2009			\$136,760	5%	\$71,799	\$208,559				\$0	\$181,512	\$181,512
Future Line #24															
1	FH-0123.1	1,560	15		\$10.00	\$15,604		\$8,192	\$23,796	0%	82%	82%	\$0	\$19,513	\$19,513
1	FH-0092.1	2,258	24		\$50.00	\$112,890		\$59,267	\$172,157	0%	67%	67%	\$0	\$115,345	\$115,345
Subtotal:		3,818	2011			\$128,494	5%	\$67,459	\$195,953				\$0	\$134,858	\$134,858

TABLE NO. 17
Proposed Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)*	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2006	2016	During Fee Period	2006	2016	During Fee Period
Wilson Creek Interceptor														
Third Parallel Line Along Wilson Creek														
2	996!.1	588	42	\$350.00	\$205,730		\$108,008	\$313,738	0%	69%	69%	\$0	\$216,479	\$216,479
2	987!.1	172	42	\$350.00	\$60,200		\$31,605	\$91,805	0%	69%	69%	\$0	\$63,345	\$63,345
2	968!.1	524	42	\$350.00	\$183,260		\$96,212	\$279,472	0%	69%	69%	\$0	\$192,836	\$192,836
2	963!.1	59	42	\$350.00	\$20,790		\$10,915	\$31,705	0%	67%	67%	\$0	\$21,242	\$21,242
2	956!.1	72	42	\$350.00	\$25,165		\$13,212	\$38,377	0%	67%	67%	\$0	\$25,713	\$25,713
2	953a!.1	145	36	\$300.00	\$43,530		\$22,853	\$66,383	0%	67%	67%	\$0	\$44,477	\$44,477
2	950a!.1	248	36	\$300.00	\$74,400		\$39,060	\$113,460	0%	67%	67%	\$0	\$76,018	\$76,018
2	948!.1	506	36	\$300.00	\$151,830		\$79,711	\$231,541	0%	67%	67%	\$0	\$155,132	\$155,132
2	947a!.1	43	36	\$300.00	\$12,810		\$6,725	\$19,535	0%	67%	67%	\$0	\$13,088	\$13,088
2	916a!.1	528	36	\$300.00	\$158,490		\$83,207	\$241,697	0%	64%	64%	\$0	\$154,686	\$154,686
2	915!.2	713	36	\$300.00	\$213,810		\$112,250	\$326,060	0%	64%	64%	\$0	\$208,678	\$208,678
2	882a!.1	671	36	\$300.00	\$201,330		\$105,698	\$307,028	0%	64%	64%	\$0	\$196,498	\$196,498
2	853a!.1	744	36	\$300.00	\$223,320		\$117,243	\$340,563	0%	64%	64%	\$0	\$217,960	\$217,960
2	825a!.1	631	36	\$300.00	\$189,150		\$99,304	\$288,454	0%	64%	64%	\$0	\$184,611	\$184,611
2	803a!.1	727	36	\$300.00	\$217,950		\$114,424	\$332,374	0%	64%	64%	\$0	\$212,719	\$212,719
2	783a!.1	688	36	\$300.00	\$206,460		\$108,392	\$314,852	0%	64%	64%	\$0	\$201,505	\$201,505
2	768a!.1	510	36	\$300.00	\$153,030		\$80,341	\$233,371	0%	63%	63%	\$0	\$147,024	\$147,024
2	724a!.1	537	36	\$300.00	\$161,070		\$84,562	\$245,632	0%	63%	63%	\$0	\$154,748	\$154,748
2	720a!.1	98	36	\$300.00	\$29,400		\$15,435	\$44,835	0%	63%	63%	\$0	\$28,246	\$28,246
2	711a!.1	113	36	\$300.00	\$33,840		\$17,766	\$51,606	0%	63%	63%	\$0	\$32,512	\$32,512
2	698a!.1	163	36	\$300.00	\$48,780		\$25,610	\$74,390	0%	64%	64%	\$0	\$47,610	\$47,610
2	687a!.1	445	36	\$300.00	\$133,500		\$70,088	\$203,588	0%	64%	64%	\$0	\$130,296	\$130,296
2	673a!.1	275	36	\$300.00	\$82,470		\$43,297	\$125,767	0%	64%	64%	\$0	\$80,491	\$80,491
2	635a!.1	463	36	\$300.00	\$138,810		\$72,875	\$211,685	0%	63%	63%	\$0	\$133,362	\$133,362
2	624a!.1	155	36	\$300.00	\$46,410		\$24,365	\$70,775	0%	63%	63%	\$0	\$44,588	\$44,588
2	567a!.1	657	36	\$300.00	\$197,040		\$103,446	\$300,486	0%	65%	65%	\$0	\$195,316	\$195,316
2	536a!.1	596	36	\$300.00	\$178,650		\$93,791	\$272,441	0%	65%	65%	\$0	\$177,087	\$177,087
2	507c!.2	12	36	\$300.00	\$3,690		\$1,937	\$5,627	0%	63%	63%	\$0	\$3,545	\$3,545
2	507b!.1	13	36	\$300.00	\$3,840		\$2,016	\$5,856	0%	63%	63%	\$0	\$3,689	\$3,689
2	507a!.1	402	36	\$300.00	\$120,570		\$63,299	\$183,869	0%	65%	65%	\$0	\$119,515	\$119,515
2	446a!.1	591	36	\$300.00	\$177,210		\$93,035	\$270,245	0%	63%	63%	\$0	\$170,254	\$170,254
2	424a!.1	344	36	\$300.00	\$103,320		\$54,243	\$157,563	0%	63%	63%	\$0	\$99,265	\$99,265
2	409a!.1	290	36	\$300.00	\$87,030		\$45,691	\$132,721	0%	63%	63%	\$0	\$83,614	\$83,614
2	390a!.1	270	36	\$300.00	\$80,970		\$42,509	\$123,479	0%	63%	63%	\$0	\$77,792	\$77,792
2	367a!.1	496	36	\$300.00	\$148,800		\$78,120	\$226,920	0%	63%	63%	\$0	\$142,960	\$142,960
2	363a!.1	500	36	\$300.00	\$150,000		\$78,750	\$228,750	0%	63%	63%	\$0	\$144,113	\$144,113
2	357a!.1	411	36	\$300.00	\$123,360		\$64,764	\$188,124	0%	62%	62%	\$0	\$116,637	\$116,637
2	354a!.1	454	36	\$300.00	\$136,290		\$71,552	\$207,842	0%	62%	62%	\$0	\$128,862	\$128,862
2	349a!.1	501	36	\$300.00	\$150,330		\$78,923	\$229,253	0%	63%	63%	\$0	\$144,429	\$144,429
2	348a!.1	499	36	\$300.00	\$149,670		\$78,577	\$228,247	0%	62%	62%	\$0	\$141,513	\$141,513

TABLE NO. 17
Proposed Impact Fee Sewer Lines

Pipe Number	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost (\$/Ft.)*	Total Capital Cost (\$)	Debt Service Interest Rate %	20 Year Debt Service Utilizing Simple Interest	Total 20 Year Project Cost (\$)	(% Utilized Capacity)			(\$ Utilized Capacity)		
									2006	2016	During Fee Period	2006	2016	During Fee Period
2 346a!.1	582	36		\$300.00	\$174,720		\$91,728	\$266,448	0%	59%	59%	\$0	\$157,204	\$157,204
2 340a!.1	506	36		\$300.00	\$151,650		\$79,616	\$231,266	0%	59%	59%	\$0	\$136,447	\$136,447
2 316a!.1	573	36		\$300.00	\$171,900		\$90,248	\$262,148	0%	59%	59%	\$0	\$154,667	\$154,667
2 315a!.1	655	36		\$300.00	\$196,410		\$103,115	\$299,525	0%	59%	59%	\$0	\$176,720	\$176,720
2 313b!.1	49	36		\$300.00	\$14,640		\$7,686	\$22,326	0%	59%	59%	\$0	\$13,172	\$13,172
2 313a!.1	69	36		\$300.00	\$20,790		\$10,915	\$31,705	0%	59%	59%	\$0	\$18,706	\$18,706
2 297a!.1	417	36		\$300.00	\$124,980		\$65,615	\$190,595	0%	59%	59%	\$0	\$112,451	\$112,451
2 296a!.1	147	36		\$300.00	\$43,980		\$23,090	\$67,070	0%	59%	59%	\$0	\$39,571	\$39,571
2 280a!.1	281	36		\$300.00	\$84,330		\$44,273	\$128,603	0%	59%	59%	\$0	\$75,876	\$75,876
2 268aa!.1	635	36		\$300.00	\$190,440		\$99,981	\$290,421	0%	59%	59%	\$0	\$171,348	\$171,348
2 267a!.1	432	36		\$300.00	\$129,450		\$67,961	\$197,411	0%	59%	59%	\$0	\$116,472	\$116,472
2 252a!.1	474	36		\$300.00	\$142,200		\$74,655	\$216,855	0%	57%	57%	\$0	\$123,607	\$123,607
2 246a!.1	194	36		\$300.00	\$58,230		\$30,571	\$88,801	0%	57%	57%	\$0	\$50,617	\$50,617
2 1324!.1	212	60		\$425.00	\$90,270		\$47,392	\$137,662	0%	73%	73%	\$0	\$100,493	\$100,493
2 1314!.1	273	48		\$375.00	\$102,300		\$53,708	\$156,008	0%	73%	73%	\$0	\$113,886	\$113,886
2 1308!.1	302	48		\$375.00	\$113,400		\$59,535	\$172,935	0%	73%	73%	\$0	\$126,243	\$126,243
2 1293!.1	359	48		\$375.00	\$134,588		\$70,658	\$205,246	0%	73%	73%	\$0	\$149,829	\$149,829
2 1270!.1	435	48		\$375.00	\$163,088		\$85,621	\$248,709	0%	73%	73%	\$0	\$181,557	\$181,557
2 1250!.1	376	48		\$375.00	\$141,150		\$74,104	\$215,254	0%	73%	73%	\$0	\$157,135	\$157,135
2 1242!.1	169	48		\$375.00	\$63,188		\$33,173	\$96,361	0%	73%	73%	\$0	\$70,343	\$70,343
2 1226!.2	235	48		\$375.00	\$88,275		\$46,344	\$134,619	0%	73%	73%	\$0	\$98,272	\$98,272
2 1188!.2	736	48		\$375.00	\$276,000		\$144,900	\$420,900	0%	72%	72%	\$0	\$303,048	\$303,048
2 1177!.1	219	48		\$375.00	\$82,200		\$43,155	\$125,355	0%	69%	69%	\$0	\$86,495	\$86,495
2 1167!.1	231	48		\$375.00	\$86,475		\$45,399	\$131,874	0%	69%	69%	\$0	\$90,993	\$90,993
2 1126!.1	745	48		\$375.00	\$279,188		\$146,573	\$425,761	0%	69%	69%	\$0	\$293,775	\$293,775
2 1078!.2	560	48		\$375.00	\$210,038		\$110,270	\$320,308	0%	69%	69%	\$0	\$221,012	\$221,012
2 1077!.1	293	48		\$375.00	\$109,800		\$57,645	\$167,445	0%	69%	69%	\$0	\$115,537	\$115,537
2 1042!.1	364	48		\$375.00	\$136,500		\$71,663	\$208,163	0%	69%	69%	\$0	\$143,632	\$143,632
2 1034!.1	263	48		\$375.00	\$98,550		\$51,739	\$150,289	0%	69%	69%	\$0	\$103,699	\$103,699
2 1020!.1	370	42		\$375.00	\$138,750		\$72,844	\$211,594	0%	69%	69%	\$0	\$146,000	\$146,000
2 1019!.1	548	42		\$375.00	\$205,425		\$107,848	\$313,273	0%	69%	69%	\$0	\$216,158	\$216,158
2 1018!.1	866	42		\$375.00	\$324,563		\$170,395	\$494,958	0%	69%	69%	\$0	\$341,521	\$341,521
2 1013!.1	95	42		\$375.00	\$35,513		\$18,644	\$54,157	0%	69%	69%	\$0	\$37,368	\$37,368
2 1009!.1	411	42		\$375.00	\$154,200		\$80,955	\$235,155	0%	69%	69%	\$0	\$162,257	\$162,257
2 1008!.1	145	42		\$375.00	\$54,338		\$28,527	\$82,865	0%	69%	69%	\$0	\$57,177	\$57,177
Subtotal:	29,070		2017		\$9,417,820	5%	\$4,944,357	\$14,362,177				\$0	\$9,395,743	\$9,395,743
Sewer Line CIP Total	168,858				\$14,305,428		\$7,510,352	\$21,815,780				\$0	\$12,463,610	\$12,463,610

Notes: 1 - City Participate in Cost Oversize

2 - City Initiated and Funded

* Average Unit costs are based in 2007 dollars unless otherwise indicated and includes 15% for engineering, surveying & QA testing

F. CALCULATION OF MAXIMUM IMPACT FEES - WATER & WASTEWATER

Chapter 395, of the Local Government Code allows the maximum impact fee to be charged if revenues from Future Ad Valorem Taxes, and water and sewer bills are included as a credit in the analysis. If not, the Act allows the maximum assessable fee to be set at 50% of the calculated maximum fee. The maximum impact fees for the water and wastewater systems are calculated separately by dividing the cost of the capital improvements or facility expansions necessitated and attributable to new development in the Service Area within the ten year period by the number of living units anticipated to be added to City within the ten year period. To simplify collection, we recommend the fee remain fixed throughout the 5-year period, unless changed by Council.

The **Water System** impact fee for a ¾” meter is calculated as follows:

$$\begin{aligned} \text{Maximum Impact Fee} &= \frac{\text{Eligible Existing Facility Cost} + \text{Eligible Proposed Facility Cost}}{\text{Number of New Living Unit Equivalent over the Next 10-Years}} \\ &= \frac{\$38,485,839 + \$112,979,287}{46,528} = \frac{\$151,465,126}{46,528} \end{aligned}$$

Calculated Water Maximum Impact Fee = \$3,255.35*

* Maximum Allowable Water Impact Fee is 50% of the Calculated Water Maximum Impact Fee

Maximum Assessable Water Impact Fee = \$3,255.35 x 50% = \$1,627.68

The **Wastewater System** impact fee is calculated as follows:

$$\begin{aligned} \text{Maximum Impact Fee} &= \frac{\text{Eligible Existing Facility Cost} + \text{Eligible Proposed Facility Cost}}{\text{Number of New Living Unit Equivalent over the Next 10-Years}} \\ &= \frac{\$4,218,340 + \$12,738,610}{41,254} = \frac{\$16,956,950}{41,254} \end{aligned}$$

Calculated Wastewater Maximum Impact Fee = \$411.04*

* Max. Allowable Wastewater Impact Fee is 50% of the Calculated Wastewater Maximum Impact Fee

Maximum Assessable Wastewater Impact Fee = \$411.04 x 50% = \$205.52

Table No. 18 summarizes the per service unit equivalent maximum assessable impact fee that can be charged based on the calculated 50% credit above.

TABLE NO. 18**Maximum Assessable Water and Sewer Fee Per Living Unit Equivalent****Calculated Water Impact Fee per Living Unit Equivalent: \$1,627.68****Calculated Sewer Impact Fee per Living Unit Equivalent: \$205.52**

Typical Land Use	Meter Type	Meter Size	Living Unit Equivalent	Maximum Impact Fee		Total
				Water	Sewer	
Single Family Residential	Simple	3/4"	1.0	\$ 1,627.68	\$ 205.52	\$ 1,833.20
Single Family Residential	Simple	1"	1.7	\$ 2,767.06	\$ 349.38	\$ 3,116.44
Single Family Residential	Simple	1-1/2"	3.3	\$ 5,371.34	\$ 678.22	\$ 6,049.56
Single Family Residential	Simple	2"	5.3	\$ 8,626.70	\$ 1,089.26	\$ 9,715.96
Comm./Retail	Compound	2"	5.3	\$ 8,626.70	\$ 1,089.26	\$ 9,715.96
Comm./Retail/Irrigation	Turbine	2"	6.7	\$ 10,905.46	\$ 1,376.98	\$ 12,282.44
Comm./Retail/Multi Family	Compound	3"	10.7	\$ 17,416.18	\$ 2,199.06	\$ 19,615.24
Comm./Retail/Irrigation/Multi Family	Turbine	3"	16.0	\$ 26,042.88	\$ 3,288.32	\$ 29,331.20
Comm./Retail/Multi Family	Compound	4"	16.7	\$ 27,182.26	\$ 3,432.18	\$ 30,614.44
Comm./Retail/Irrigation/Multi Family	Turbine	4"	28.0	\$ 45,575.04	\$ 5,754.56	\$ 51,329.60
Industrial	Compound	6"	33.3	\$ 54,201.74	\$ 6,843.82	\$ 61,045.56
Industrial/Irrigation	Turbine	6"	61.3	\$ 99,776.78	\$ 12,598.38	\$ 112,375.16
Industrial	Compound	8"	53.3	\$ 86,755.34	\$ 10,954.22	\$ 97,709.56
Industrial/Irrigation	Turbine	8"	106.7	\$ 173,673.46	\$ 21,928.98	\$ 195,602.44
Industrial	Compound	10"	153.3	\$ 249,523.34	\$ 31,506.22	\$ 281,029.56
Industrial/Irrigation	Turbine	10"	166.7	\$ 271,334.26	\$ 34,260.18	\$ 305,594.44
Industrial	Turbine	12"	220.0	\$ 358,089.60	\$ 45,214.40	\$ 403,304.00



2007 – 2008 WATER & WASTEWATER IMPACT FEE UPDATE

BIRKHOFF, HENDRICKS & CONWAY, L.L.P.
and
RJN GROUP

AUGUST 2008

Schedule 1 Table A, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is prior to September 1, 2003 for which no replatting is necessary)

SERVICE AREA

Land Use Category	Development Unit	Vehicle Miles (per development unit)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
RESIDENTIAL																													
Single Family Detached	Dwelling Unit	2.85	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Multi-Family	Dwelling Unit	1.47	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Townhouse/Condominium	Dwelling Unit	1.74	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Mobile Home Park	Dwelling Unit	1.68	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Retirement Community	Dwelling Unit	0.84	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Other Residential Not Specified	Dwelling Unit	2.85	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
OFFICE																													
General Office Building	1,000 SF GFA	3.19	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Office Park	1,000 SF GFA	3.52	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Medical/Dental Office	1,000 SF GFA	6.53	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Business Park	1,000 SF GFA	3.55	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Other Office Not Specified	1,000 SF GFA	3.19	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
COMMERCIAL																													
General Retail	1,000 SF GFA	2.17	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Shopping Center	1,000 SF GFA	6.22	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Discount/Department Store	1,000 SF GFA	4.80	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Supermarket	1,000 SF GFA	8.68	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Quality Restaurant	1,000 SF GFA	2.11	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	2.01	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
High Turnover Restaurant	1,000 SF GFA	1.79	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Convenience Store without Gas	1,000 SF GFA	1.81	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Service Station	Pump	0.46	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Gas Station with Convenience Store	Pump	0.52	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Bank	1,000 SF GFA	1.74	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Hotel	Room	1.06	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Motel	Room	0.84	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
New Car Sales	1,000 SF GFA	2.20	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Auto Care Center	1,000 SF GFA	3.66	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Furniture Store	1,000 SF GFA	0.49	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Apparel Store	1,000 SF GFA	2.73	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Building Material/Lumber Store	1,000 SF GFA	4.58	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Golf Course/Driving Range	Acre	1.17	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Hardware/Paint Store	1,000 SF GFA	6.82	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Garden Center/Nursery	1,000 SF GFA	5.22	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Entertainment Center	1,000 SF GFA	5.32	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
Other Commercial Not Specified	1,000 SF GFA	2.17	\$ 526.23	\$ 440.35	\$ 404.05	\$ -	\$ 586.93	\$ 387.70	\$ 353.84	\$ 353.34	\$ -	\$ 350.72	\$ -	\$ 506.34	\$ 344.93	\$ -	\$ 379.35	\$ 334.62	\$ 401.61	\$ 324.39	\$ 270.38	\$ -	\$ -	\$ 264.28	\$ 490.32	\$ -	\$ 572.24	\$ 424.72	\$ 425.04
INSTITUTIONAL																													
Elementary School	Student	0.01	\$ 526.23	\$ 440																									

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary)

SERVICE AREA A

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Date of Building Permit			
					Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	1.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	0.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Heavy Industrial/Manufacturing	1,000 SF GFA	0.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial Park	1,000 SF GFA	0.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Warehousing	1,000 SF GFA	0.18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mini-Warehouse	1,000 SF GFA	0.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	0.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apartment/Multi-family	Dwelling Unit	0.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Residential Condominium/Townhouse	Dwelling Unit	0.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile Home Park	Dwelling Unit	0.18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Retirement Community	Dwelling Unit	0.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	Dwelling Unit	0.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LODGING								
Hotel	Room	0.18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motel/Other Lodging Facilities	Room	0.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL								
Arena	Acre	10.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bowling Alley	1,000 SF GFA	1.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Driving Range	Tee	0.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golf Course	Acre	0.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Health/Recreational Clubs and Facilities	1,000 SF GFA	0.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ice Rink	1,000 SF GFA	0.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Live Theater	Seat	0.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miniature Golf	Hole	0.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Movie Theater	Seat	0.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tennis Courts	Court	1.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INSTITUTIONAL								
Church	1,000 SF GFA	0.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Day Care Center	1,000 SF GFA	3.96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Primary/Middle School (1-8)	Student	0.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High School (9-12)	Student	0.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jr/Community College	Student	0.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University/College	Student	0.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MEDICAL								
Clinic	1,000 SF GFA	1.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hospital	Bed	0.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nursing Home	Bed	0.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	0.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Office Building	1,000 SF GFA	0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medical/Dental Office	1,000 SF GFA	1.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single Tenant Office Building	1,000 SF GFA	0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office/Business Park	1,000 SF GFA	0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	0.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automobile Parts Sales	1,000 SF GFA	1.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gasoline/Service Station	Fueling Position	2.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with 12 or More Fueling Positions	Fueling Position	1.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	1.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Car Sales	1,000 SF GFA	0.67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quick Lubrication Vehicle Center	Service Position	0.93	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Service Car Wash	Stall	1.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tire Store	1,000 SF GFA	0.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	5.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	3.92	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Turnover (Sit-down) Restaurant	1,000 SF GFA	1.86	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sit-Down Restaurant	1,000 SF GFA	1.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	0.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharmacy/Drugstore	1,000 SF GFA	1.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shopping Center	1,000 SF GFA	0.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supermarket	1,000 SF GFA	2.21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Arcade	1,000 SF GFA	1.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Rental Store	1,000 SF GFA	2.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wholesale								
Wholesale Market	1,000 SF GFA	0.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SERVICES								
Bank (Walk-In)	1,000 SF GFA	5.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank (Drive-In)	1,000 SF GFA	8.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replating is necessary)

SERVICE AREA B

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replating is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	5.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	0.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Heavy Industrial/Manufacturing	1,000 SF GFA	0.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial Park	1,000 SF GFA	0.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Warehousing	1,000 SF GFA	0.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mini-Warehouse	1,000 SF GFA	0.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	0.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apartment/Multi-family	Dwelling Unit	0.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Residential Condominium/Townhouse	Dwelling Unit	0.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile Home Park	Dwelling Unit	0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Retirement Community	Dwelling Unit	0.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	Dwelling Unit	0.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LODGING								
Hotel	Room	0.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motel/Other Lodging Facilities	Room	0.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL								
Arena	Acre	26.66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bowling Alley	1,000 SF GFA	2.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Driving Range	Tee	1.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golf Course	Acre	0.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Health/Recreational Clubs and Facilities	1,000 SF GFA	1.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ice Rink	1,000 SF GFA	1.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Live Theater	Seat	0.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miniature Golf	Hole	0.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Movie Theater	Seat	0.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tennis Courts	Court	3.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INSTITUTIONAL								
Church	1,000 SF GFA	0.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Day Care Center	1,000 SF GFA	10.56	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Primary/Middle School (1-8)	Student	0.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High School (9-12)	Student	0.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jr/Community College	Student	0.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University/College	Student	0.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MEDICAL								
Clinic	1,000 SF GFA	4.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hospital	Bed	0.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nursing Home	Bed	0.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	1.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Office Building	1,000 SF GFA	1.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medical/Dental Office	1,000 SF GFA	2.93	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single Tenant Office Building	1,000 SF GFA	1.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office/Business Park	1,000 SF GFA	1.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	1.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	1.62	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automobile Parts Sales	1,000 SF GFA	2.73	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gasoline/Service Station	Fueling Position	5.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with 12 or More Fueling Positions	Fueling Position	3.48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	3.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Car Sales	1,000 SF GFA	1.79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quick Lubrication Vehicle Center	Service Position	2.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Service Car Wash	Stall	2.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tire Store	1,000 SF GFA	2.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	13.39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	10.46	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Turnover (Sit-down) Restaurant	1,000 SF GFA	4.95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sit-Down Restaurant	1,000 SF GFA	3.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	2.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharmacy/Drugstore	1,000 SF GFA	4.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shopping Center	1,000 SF GFA	1.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supermarket	1,000 SF GFA	5.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Arcade	1,000 SF GFA	4.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Rental Store	1,000 SF GFA	5.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wholesale								
Wholesale Market	1,000 SF GFA	0.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SERVICES								
Bank (Walk-In)	1,000 SF GFA	15.91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank (Drive-In)	1,000 SF GFA	23.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replating is necessary)

SERVICE AREA F

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replating is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Heavy Industrial/Manufacturing	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial Park	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Warehousing	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mini-Warehouse	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apartment/Multi-family	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Residential Condominium/Townhouse	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile Home Park	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Retirement Community	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LODGING								
Hotel	Room	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motel/Other Lodging Facilities	Room	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL								
Arena	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bowling Alley	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Driving Range	Tee	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golf Course	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Health/Recreational Clubs and Facilities	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ice Rink	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Live Theater	Seat	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miniature Golf	Hole	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Movie Theater	Seat	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tennis Courts	Court	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INSTITUTIONAL								
Church	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Day Care Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Primary/Middle School (1-8)	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High School (9-12)	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jr/Community College	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University/College	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MEDICAL								
Clinic	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hospital	Bed	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nursing Home	Bed	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Office Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medical/Dental Office	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single Tenant Office Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office/Business Park	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automobile Parts Sales	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gasoline/Service Station	Fueling Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with 12 or More Fueling Positions	Fueling Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Car Sales	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quick Lubrication Vehicle Center	Service Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Service Car Wash	Stall	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tire Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Turnover (Sit-down) Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sit-Down Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharmacy/Drugstore	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shopping Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supermarket	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Arcade	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Rental Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wholesale								
Wholesale Market	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SERVICES								
Bank (Walk-In)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank (Drive-In)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary)

SERVICE AREA J

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	32.82	\$ 1,661.00	\$ 830.50	\$ 278.88	\$ 292.31	\$ 305.74	\$ 319.17
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.91	\$ 1,661.00	\$ 830.50	\$ 73.07	\$ 120.74	\$ 168.42	\$ 216.09
General Heavy Industrial/Manufacturing	1,000 SF GFA	3.41	\$ 1,661.00	\$ 830.50	\$ 225.45	\$ 277.67	\$ 329.89	\$ 382.11
Industrial Park	1,000 SF GFA	4.61	\$ 1,661.00	\$ 830.50	\$ 202.14	\$ 252.47	\$ 302.81	\$ 353.15
Warehousing	1,000 SF GFA	3.30	\$ 1,661.00	\$ 830.50	\$ 251.32	\$ 296.23	\$ 341.15	\$ 386.06
Mini-Warehouse	1,000 SF GFA	1.57	\$ 1,661.00	\$ 830.50	\$ 183.99	\$ 233.92	\$ 283.84	\$ 333.76
Others Not Specified	1,000 SF GFA	4.91	\$ 1,661.00	\$ 830.50	\$ 73.07	\$ 198.55	\$ 207.32	\$ 216.09
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	6.06	\$ 1,661.00	\$ 830.50	\$ 379.54	\$ 445.54	\$ 511.55	\$ 577.56
Apartment/Multi-family	Dwelling Unit	3.72	\$ 1,661.00	\$ 830.50	\$ 618.28	\$ 651.79	\$ 685.30	\$ 718.82
Residential Condominium/Townhouse	Dwelling Unit	3.24	\$ 1,661.00	\$ 830.50	\$ 618.30	\$ 642.96	\$ 667.62	\$ 692.28
Mobile Home Park	Dwelling Unit	3.26	\$ 1,661.00	\$ 830.50	\$ 618.13	\$ 664.56	\$ 711.00	\$ 757.44
Retirement Community	Dwelling Unit	1.62	\$ 1,661.00	\$ 830.50	\$ 585.80	\$ 585.80	\$ 585.80	\$ 585.80
Others Not Specified	Dwelling Unit	6.06	\$ 1,661.00	\$ 830.50	\$ 379.54	\$ 445.54	\$ 511.55	\$ 577.56
LODGING								
Hotel	Room	1.96	\$ 1,661.00	\$ 830.50	\$ 251.98	\$ 297.07	\$ 342.16	\$ 387.24
Motel/Other Lodging Facilities	Room	1.51	\$ 1,661.00	\$ 830.50	\$ 259.19	\$ 305.69	\$ 352.18	\$ 398.68
RECREATIONAL								
Arena	Acre	107.16	\$ 1,661.00	\$ 830.50	\$ 430.47	\$ 451.99	\$ 473.51	\$ 495.04
Bowling Alley	1,000 SF GFA	11.38	\$ 1,661.00	\$ 830.50	\$ 113.81	\$ 119.50	\$ 125.19	\$ 130.88
Driving Range	Tee	4.02	\$ 1,661.00	\$ 830.50	\$ 251.85	\$ 299.74	\$ 347.63	\$ 395.52
Golf Course	Acre	1.25	\$ 1,661.00	\$ 830.50	\$ 436.10	\$ 455.54	\$ 474.97	\$ 494.40
Health/Recreational Clubs and Facilities	1,000 SF GFA	5.63	\$ 1,661.00	\$ 830.50	\$ 113.43	\$ 150.57	\$ 187.72	\$ 224.87
Ice Rink	1,000 SF GFA	7.59	\$ 1,661.00	\$ 830.50	\$ 113.44	\$ 154.42	\$ 195.39	\$ 236.36
Live Theater	Seat	0.06	\$ 1,661.00	\$ 830.50	\$ 77.67	\$ 328.61	\$ 579.56	\$ 830.50
Miniature Golf	Hole	1.06	\$ 1,661.00	\$ 830.50	\$ 251.60	\$ 299.50	\$ 347.39	\$ 395.28
Movie Theater	Seat	0.45	\$ 1,661.00	\$ 830.50	\$ 72.47	\$ 79.99	\$ 87.52	\$ 95.04
Tennis Courts	Court	12.47	\$ 1,661.00	\$ 830.50	\$ 39.61	\$ 58.00	\$ 76.39	\$ 94.79
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 1,661.00	\$ 830.50	\$ 167.60	\$ 229.48	\$ 291.36	\$ 353.24
Day Care Center	1,000 SF GFA	27.72	\$ 1,661.00	\$ 830.50	\$ 3.03	\$ 32.43	\$ 61.83	\$ 91.23
Primary/Middle School (1-8)	Student	0.34	\$ 1,661.00	\$ 830.50	\$ 13.71	\$ 95.41	\$ 177.12	\$ 258.82
High School (9-12)	Student	0.32	\$ 1,661.00	\$ 830.50	\$ 101.91	\$ 165.85	\$ 229.80	\$ 293.75
Jr/Community College	Student	0.36	\$ 1,661.00	\$ 830.50	\$ 168.25	\$ 201.98	\$ 235.71	\$ 269.44
University/College	Student	0.44	\$ 1,661.00	\$ 830.50	\$ 137.66	\$ 203.89	\$ 270.13	\$ 336.36
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 1,661.00	\$ 830.50	\$ 97.08	\$ 140.81	\$ 184.55	\$ 228.29
Hospital	Bed	4.61	\$ 1,661.00	\$ 830.50	\$ 209.21	\$ 270.06	\$ 330.91	\$ 391.76
Nursing Home	Bed	0.64	\$ 1,661.00	\$ 830.50	\$ 211.17	\$ 292.34	\$ 373.52	\$ 454.69
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	7.59	\$ 1,661.00	\$ 830.50	\$ 182.51	\$ 212.36	\$ 242.21	\$ 272.07
General Office Building	1,000 SF GFA	8.14	\$ 1,661.00	\$ 830.50	\$ 182.59	\$ 212.06	\$ 241.54	\$ 271.01
Medical/Dental Office	1,000 SF GFA	19.98	\$ 1,661.00	\$ 830.50	\$ 152.28	\$ 187.79	\$ 223.30	\$ 258.81
Single Tenant Office Building	1,000 SF GFA	9.39	\$ 1,661.00	\$ 830.50	\$ 182.03	\$ 211.98	\$ 241.93	\$ 271.88
Office/Business Park	1,000 SF GFA	8.19	\$ 1,661.00	\$ 830.50	\$ 181.48	\$ 211.14	\$ 240.79	\$ 270.45
Others Not Specified	1,000 SF GFA	8.14	\$ 1,661.00	\$ 830.50	\$ 182.59	\$ 212.43	\$ 242.27	\$ 272.11
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.52	\$ 1,661.00	\$ 830.50	\$ 261.55	\$ 307.95	\$ 354.36	\$ 400.77
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 1,661.00	\$ 830.50	\$ 199.68	\$ 226.30	\$ 252.93	\$ 279.56
Gasoline/Service Station	Fueling Position	5.07	\$ 1,661.00	\$ 830.50	\$ 42.27	\$ 76.90	\$ 111.53	\$ 146.15
Convenience Market with 12 or More Fueling Positions	Fueling Position	3.48	\$ 1,661.00	\$ 830.50	\$ 61.59	\$ 112.04	\$ 162.48	\$ 212.93
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	3.53	\$ 1,661.00	\$ 830.50	\$ 610.81	\$ 684.04	\$ 757.27	\$ 830.50
New Car Sales	1,000 SF GFA	7.20	\$ 1,661.00	\$ 830.50	\$ 142.37	\$ 175.05	\$ 207.73	\$ 240.42
Quick Lubrication Vehicle Center	Service Position	10.01	\$ 1,661.00	\$ 830.50	\$ 8.31	\$ 36.84	\$ 65.37	\$ 93.91
Self-Service Car Wash	Stall	2.08	\$ 1,661.00	\$ 830.50	\$ 45.24	\$ 123.59	\$ 201.94	\$ 280.29
Tire Store	1,000 SF GFA	9.54	\$ 1,661.00	\$ 830.50	\$ 188.65	\$ 230.31	\$ 271.97	\$ 313.63
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	40.09	\$ 1,661.00	\$ 830.50	\$ 23.36	\$ 50.46	\$ 77.56	\$ 104.66
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	31.31	\$ 1,661.00	\$ 830.50	\$ 23.36	\$ 50.46	\$ 77.56	\$ 104.66
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.83	\$ 1,661.00	\$ 830.50	\$ 56.24	\$ 107.06	\$ 157.88	\$ 208.70
Sit-Down Restaurant	1,000 SF GFA	10.05	\$ 1,661.00	\$ 830.50	\$ 97.82	\$ 141.37	\$ 184.91	\$ 228.46
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	9.54	\$ 1,661.00	\$ 830.50	\$ 105.98	\$ 159.79	\$ 213.59	\$ 267.40
Pharmacy/Drugstore	1,000 SF GFA	17.05	\$ 1,661.00	\$ 830.50	\$ 105.55	\$ 137.68	\$ 169.81	\$ 201.94
Shopping Center	1,000 SF GFA	7.94	\$ 1,661.00	\$ 830.50	\$ 364.99	\$ 394.34	\$ 423.68	\$ 453.02
Supermarket	1,000 SF GFA	23.68	\$ 1,661.00	\$ 830.50	\$ 170.79	\$ 196.21	\$ 221.62	\$ 247.04
Video Arcade	1,000 SF GFA	17.10	\$ 1,661.00	\$ 830.50	\$ 188.39	\$ 197.81	\$ 207.23	\$ 216.65
Video Rental Store	1,000 SF GFA	21.86	\$ 1,661.00	\$ 830.50	\$ 188.53	\$ 197.96	\$ 207.38	\$ 216.81
Wholesale								
Wholesale Market	1,000 SF GFA	0.68	\$ 1,661.00	\$ 830.50	\$ 187.91	\$ 402.11	\$ 616.30	\$ 830.50
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,661.00	\$ 830.50	\$ 24.05	\$ 50.00	\$ 75.95	\$ 101.90
Bank (Drive-In)	1,000 SF GFA	49.20	\$ 1,661.00	\$ 830.50	\$ 16.48	\$ 38.75	\$ 61.02	\$ 83.29

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replating is necessary)

SERVICE AREA K

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replating is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	32.82	\$ 1,587.00	\$ 793.50	\$ 248.97	\$ 303.55	\$ 358.13	\$ 412.71
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.91	\$ 1,587.00	\$ 793.50	\$ 65.23	\$ 123.26	\$ 181.28	\$ 239.31
General Heavy Industrial/Manufacturing	1,000 SF GFA	3.41	\$ 1,587.00	\$ 793.50	\$ 201.27	\$ 263.80	\$ 326.33	\$ 388.86
Industrial Park	1,000 SF GFA	4.61	\$ 1,587.00	\$ 793.50	\$ 180.46	\$ 240.19	\$ 299.92	\$ 359.65
Warehousing	1,000 SF GFA	3.30	\$ 1,587.00	\$ 793.50	\$ 224.36	\$ 278.06	\$ 331.76	\$ 385.45
Mini-Warehouse	1,000 SF GFA	1.57	\$ 1,587.00	\$ 793.50	\$ 164.26	\$ 263.44	\$ 362.61	\$ 461.78
Others Not Specified	1,000 SF GFA	4.91	\$ 1,587.00	\$ 793.50	\$ 169.43	\$ 225.51	\$ 281.60	\$ 337.68
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	6.06	\$ 1,587.00	\$ 793.50	\$ 379.54	\$ 445.54	\$ 511.55	\$ 577.56
Apartment/Multi-family	Dwelling Unit	3.72	\$ 1,587.00	\$ 793.50	\$ 618.28	\$ 793.50	\$ 793.50	\$ 793.50
Residential Condominium/Townhouse	Dwelling Unit	3.24	\$ 1,587.00	\$ 793.50	\$ 618.30	\$ 793.50	\$ 793.50	\$ 793.50
Mobile Home Park	Dwelling Unit	3.36	\$ 1,587.00	\$ 793.50	\$ 618.13	\$ 770.02	\$ 921.91	\$ 793.50
Retirement Community	Dwelling Unit	1.62	\$ 1,587.00	\$ 793.50	\$ 617.59	\$ 793.50	\$ 793.50	\$ 793.50
Others Not Specified	Dwelling Unit	6.06	\$ 1,587.00	\$ 793.50	\$ 379.54	\$ 445.54	\$ 511.55	\$ 577.56
LODGING								
Hotel	Room	1.96	\$ 1,587.00	\$ 793.50	\$ 224.95	\$ 327.01	\$ 429.07	\$ 531.12
Motel/Other Lodging Facilities	Room	1.51	\$ 1,587.00	\$ 793.50	\$ 231.39	\$ 336.82	\$ 442.25	\$ 547.68
RECREATIONAL								
Arena	Acre	107.16	\$ 1,587.00	\$ 793.50	\$ 384.30	\$ 403.52	\$ 422.73	\$ 441.95
Bowling Alley	1,000 SF GFA	11.38	\$ 1,587.00	\$ 793.50	\$ 101.60	\$ 106.68	\$ 111.76	\$ 116.84
Driving Range	Tee	4.02	\$ 1,587.00	\$ 793.50	\$ 224.84	\$ 283.39	\$ 341.95	\$ 400.50
Golf Course	Acre	1.25	\$ 1,587.00	\$ 793.50	\$ 389.34	\$ 435.02	\$ 480.71	\$ 526.40
Health/Recreational Clubs and Facilities	1,000 SF GFA	5.63	\$ 1,587.00	\$ 793.50	\$ 101.26	\$ 144.71	\$ 188.16	\$ 231.62
Ice Rink	1,000 SF GFA	7.59	\$ 1,587.00	\$ 793.50	\$ 101.27	\$ 136.55	\$ 171.83	\$ 207.11
Live Theater	Seat	0.06	\$ 1,587.00	\$ 793.50	\$ 69.33	\$ 310.72	\$ 552.11	\$ 793.50
Miniature Golf	Hole	1.06	\$ 1,587.00	\$ 793.50	\$ 224.61	\$ 331.19	\$ 437.76	\$ 544.34
Movie Theater	Seat	0.45	\$ 1,587.00	\$ 793.50	\$ 64.71	\$ 74.42	\$ 84.13	\$ 93.84
Tennis Courts	Court	12.47	\$ 1,587.00	\$ 793.50	\$ 35.36	\$ 57.57	\$ 79.79	\$ 102.00
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 1,587.00	\$ 793.50	\$ 149.63	\$ 268.58	\$ 387.53	\$ 506.47
Day Care Center	1,000 SF GFA	27.72	\$ 1,587.00	\$ 793.50	\$ 2.70	\$ 50.21	\$ 97.73	\$ 145.24
Primary/Middle School (1-8)	Student	0.34	\$ 1,587.00	\$ 793.50	\$ 12.24	\$ 145.41	\$ 278.59	\$ 411.76
High School (9-12)	Student	0.32	\$ 1,587.00	\$ 793.50	\$ 91.00	\$ 205.46	\$ 319.92	\$ 434.38
Jr/Community College	Student	0.36	\$ 1,587.00	\$ 793.50	\$ 150.19	\$ 225.13	\$ 300.06	\$ 375.00
University/College	Student	0.44	\$ 1,587.00	\$ 793.50	\$ 122.89	\$ 246.32	\$ 369.75	\$ 493.18
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 1,587.00	\$ 793.50	\$ 86.66	\$ 134.20	\$ 181.73	\$ 229.26
Hospital	Bed	4.61	\$ 1,587.00	\$ 793.50	\$ 186.77	\$ 257.92	\$ 329.07	\$ 400.22
Nursing Home	Bed	0.64	\$ 1,587.00	\$ 793.50	\$ 188.48	\$ 343.89	\$ 499.29	\$ 654.69
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	7.37	\$ 1,587.00	\$ 793.50	\$ 167.80	\$ 236.56	\$ 305.32	\$ 374.08
General Office Building	1,000 SF GFA	7.90	\$ 1,587.00	\$ 793.50	\$ 167.96	\$ 236.02	\$ 304.09	\$ 372.15
Medical/Dental Office	1,000 SF GFA	19.40	\$ 1,587.00	\$ 793.50	\$ 140.01	\$ 179.97	\$ 219.93	\$ 259.90
Single Tenant Office Building	1,000 SF GFA	9.12	\$ 1,587.00	\$ 793.50	\$ 167.32	\$ 236.03	\$ 304.75	\$ 373.46
Office/Business Park	1,000 SF GFA	7.95	\$ 1,587.00	\$ 793.50	\$ 166.90	\$ 235.17	\$ 303.43	\$ 371.70
Others Not Specified	1,000 SF GFA	7.90	\$ 1,587.00	\$ 793.50	\$ 167.96	\$ 236.66	\$ 305.35	\$ 374.05
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.52	\$ 1,587.00	\$ 793.50	\$ 233.50	\$ 290.79	\$ 348.08	\$ 405.37
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 1,587.00	\$ 793.50	\$ 178.26	\$ 229.42	\$ 280.59	\$ 331.75
Gasoline/Service Station	Fueling Position	5.07	\$ 1,587.00	\$ 793.50	\$ 37.74	\$ 64.87	\$ 92.00	\$ 119.13
Convenience Market with 12 or More Fueling Positions	Fueling Position	3.48	\$ 1,587.00	\$ 793.50	\$ 54.98	\$ 94.51	\$ 134.04	\$ 173.56
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	3.53	\$ 1,587.00	\$ 793.50	\$ 545.29	\$ 572.56	\$ 599.82	\$ 627.09
New Car Sales	1,000 SF GFA	7.20	\$ 1,587.00	\$ 793.50	\$ 127.10	\$ 196.35	\$ 265.61	\$ 334.86
Quick Lubrication Vehicle Center	Service Position	10.01	\$ 1,587.00	\$ 793.50	\$ 7.42	\$ 54.16	\$ 100.91	\$ 147.65
Self-Service Car Wash	Stall	2.08	\$ 1,587.00	\$ 793.50	\$ 40.38	\$ 79.49	\$ 118.59	\$ 157.69
Tire Store	1,000 SF GFA	9.54	\$ 1,587.00	\$ 793.50	\$ 168.41	\$ 240.09	\$ 311.76	\$ 383.44
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	40.09	\$ 1,587.00	\$ 793.50	\$ 20.85	\$ 67.08	\$ 113.31	\$ 159.54
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	31.31	\$ 1,587.00	\$ 793.50	\$ 20.85	\$ 67.08	\$ 113.31	\$ 159.54
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.83	\$ 1,587.00	\$ 793.50	\$ 50.21	\$ 90.09	\$ 129.97	\$ 169.86
Sit-Down Restaurant	1,000 SF GFA	10.05	\$ 1,587.00	\$ 793.50	\$ 87.33	\$ 168.73	\$ 250.14	\$ 331.54
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	9.54	\$ 1,587.00	\$ 793.50	\$ 94.61	\$ 193.44	\$ 292.26	\$ 391.09
Pharmacy/Drugstore	1,000 SF GFA	17.05	\$ 1,587.00	\$ 793.50	\$ 94.23	\$ 128.94	\$ 163.65	\$ 198.36
Shopping Center	1,000 SF GFA	7.94	\$ 1,587.00	\$ 793.50	\$ 325.85	\$ 367.95	\$ 410.04	\$ 452.14
Supermarket	1,000 SF GFA	23.68	\$ 1,587.00	\$ 793.50	\$ 152.47	\$ 183.99	\$ 215.52	\$ 247.04
Video Arcade	1,000 SF GFA	17.10	\$ 1,587.00	\$ 793.50	\$ 168.18	\$ 176.59	\$ 185.00	\$ 193.41
Video Rental Store	1,000 SF GFA	21.86	\$ 1,587.00	\$ 793.50	\$ 168.31	\$ 176.73	\$ 185.14	\$ 193.56
Wholesale								
Wholesale Market	1,000 SF GFA	0.68	\$ 1,587.00	\$ 793.50	\$ 167.75	\$ 376.33	\$ 584.92	\$ 793.50
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,587.00	\$ 793.50	\$ 21.47	\$ 65.93	\$ 110.39	\$ 154.85
Bank (Drive-In)	1,000 SF GFA	49.20	\$ 1,587.00	\$ 793.50	\$ 14.71	\$ 52.37	\$ 90.04	\$ 127.70

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary)

SERVICE AREA L

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	22.93	\$ 1,702.00	\$ 851.00	\$ 301.58	\$ 342.35	\$ 383.12	\$ 423.90
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	3.43	\$ 1,702.00	\$ 851.00	\$ 79.03	\$ 160.53	\$ 242.03	\$ 323.53
General Heavy Industrial/Manufacturing	1,000 SF GFA	2.38	\$ 1,702.00	\$ 851.00	\$ 244.05	\$ 343.33	\$ 442.61	\$ 541.89
Industrial Park	1,000 SF GFA	3.22	\$ 1,702.00	\$ 851.00	\$ 218.65	\$ 268.28	\$ 317.91	\$ 367.55
Warehousing	1,000 SF GFA	2.14	\$ 1,702.00	\$ 851.00	\$ 292.80	\$ 378.43	\$ 464.05	\$ 549.67
Mini-Warehouse	1,000 SF GFA	1.02	\$ 1,702.00	\$ 851.00	\$ 213.97	\$ 303.24	\$ 392.50	\$ 481.76
Others Not Specified	1,000 SF GFA	3.43	\$ 1,702.00	\$ 851.00	\$ 205.26	\$ 251.85	\$ 298.45	\$ 345.04
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	3.54	\$ 1,702.00	\$ 851.00	\$ 649.72	\$ 716.81	\$ 783.91	\$ 851.00
Apartment/Multi-family	Dwelling Unit	2.17	\$ 1,702.00	\$ 851.00	\$ 851.00	\$ 851.00	\$ 851.00	\$ 851.00
Residential Condominium/Townhouse	Dwelling Unit	1.89	\$ 1,702.00	\$ 851.00	\$ 851.03	\$ 851.02	\$ 851.01	\$ 851.00
Mobile Home Park	Dwelling Unit	1.96	\$ 1,702.00	\$ 851.00	\$ 850.79	\$ 850.86	\$ 850.93	\$ 851.00
Retirement Community	Dwelling Unit	0.95	\$ 1,702.00	\$ 851.00	\$ 845.58	\$ 847.39	\$ 849.19	\$ 851.00
Others Not Specified	Dwelling Unit	3.54	\$ 1,702.00	\$ 851.00	\$ 649.72	\$ 716.81	\$ 783.91	\$ 851.00
LODGING								
Hotel	Room	1.96	\$ 1,702.00	\$ 851.00	\$ 190.38	\$ 295.13	\$ 399.89	\$ 504.64
Motel/Other Lodging Facilities	Room	1.51	\$ 1,702.00	\$ 851.00	\$ 195.83	\$ 304.00	\$ 412.16	\$ 520.33
RECREATIONAL								
Arena	Acre	107.16	\$ 1,702.00	\$ 851.00	\$ 325.23	\$ 341.49	\$ 357.75	\$ 374.01
Bowling Alley	1,000 SF GFA	11.38	\$ 1,702.00	\$ 851.00	\$ 85.99	\$ 90.29	\$ 94.59	\$ 98.88
Driving Range	Tee	4.02	\$ 1,702.00	\$ 851.00	\$ 190.28	\$ 251.41	\$ 312.53	\$ 373.66
Golf Course	Acre	1.25	\$ 1,702.00	\$ 851.00	\$ 329.49	\$ 379.74	\$ 429.99	\$ 480.24
Health/Recreational Clubs and Facilities	1,000 SF GFA	5.63	\$ 1,702.00	\$ 851.00	\$ 85.70	\$ 133.23	\$ 180.75	\$ 228.28
Ice Rink	1,000 SF GFA	7.59	\$ 1,702.00	\$ 851.00	\$ 85.71	\$ 126.51	\$ 167.31	\$ 208.10
Live Theater	Seat	0.06	\$ 1,702.00	\$ 851.00	\$ 58.67	\$ 322.78	\$ 586.89	\$ 851.00
Miniature Golf	Hole	1.06	\$ 1,702.00	\$ 851.00	\$ 190.09	\$ 299.09	\$ 408.08	\$ 517.08
Movie Theater	Seat	0.45	\$ 1,702.00	\$ 851.00	\$ 54.76	\$ 67.76	\$ 80.76	\$ 93.76
Tennis Courts	Court	12.47	\$ 1,702.00	\$ 851.00	\$ 29.92	\$ 41.87	\$ 53.81	\$ 65.75
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 1,702.00	\$ 851.00	\$ 126.63	\$ 247.37	\$ 368.11	\$ 488.85
Day Care Center	1,000 SF GFA	27.72	\$ 1,702.00	\$ 851.00	\$ 2.29	\$ 49.82	\$ 97.36	\$ 144.90
Primary/Middle School (1-8)	Student	0.34	\$ 1,702.00	\$ 851.00	\$ 10.35	\$ 143.67	\$ 276.98	\$ 410.29
High School (9-12)	Student	0.32	\$ 1,702.00	\$ 851.00	\$ 77.00	\$ 192.90	\$ 308.79	\$ 424.69
Jr/Community College	Student	0.36	\$ 1,702.00	\$ 851.00	\$ 127.11	\$ 203.07	\$ 279.04	\$ 355.00
University/College	Student	0.44	\$ 1,702.00	\$ 851.00	\$ 104.00	\$ 228.88	\$ 353.76	\$ 478.64
MEDICAL								
Clinic	1,000 SF GFA	18.13	\$ 1,702.00	\$ 851.00	\$ 79.09	\$ 127.57	\$ 176.05	\$ 224.53
Hospital	Bed	4.27	\$ 1,702.00	\$ 851.00	\$ 170.65	\$ 241.71	\$ 312.76	\$ 383.82
Nursing Home	Bed	0.60	\$ 1,702.00	\$ 851.00	\$ 175.15	\$ 327.77	\$ 480.38	\$ 633.00
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	4.87	\$ 1,702.00	\$ 851.00	\$ 214.90	\$ 272.14	\$ 329.38	\$ 386.61
General Office Building	1,000 SF GFA	5.22	\$ 1,702.00	\$ 851.00	\$ 215.12	\$ 271.75	\$ 328.37	\$ 385.00
Medical/Dental Office	1,000 SF GFA	12.81	\$ 1,702.00	\$ 851.00	\$ 179.44	\$ 232.49	\$ 285.53	\$ 338.57
Single Tenant Office Building	1,000 SF GFA	6.02	\$ 1,702.00	\$ 851.00	\$ 214.51	\$ 271.88	\$ 329.25	\$ 386.61
Office/Business Park	1,000 SF GFA	5.25	\$ 1,702.00	\$ 851.00	\$ 213.89	\$ 270.71	\$ 327.53	\$ 384.34
Others Not Specified	1,000 SF GFA	5.22	\$ 1,702.00	\$ 851.00	\$ 215.12	\$ 272.27	\$ 329.41	\$ 386.55
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.52	\$ 1,702.00	\$ 851.00	\$ 197.61	\$ 257.58	\$ 317.56	\$ 377.53
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 1,702.00	\$ 851.00	\$ 150.86	\$ 191.89	\$ 232.92	\$ 273.94
Gasoline/Service Station	Fueling Position	5.07	\$ 1,702.00	\$ 851.00	\$ 31.94	\$ 59.52	\$ 87.10	\$ 114.67
Convenience Market with 12 or More Fueling Positions	Fueling Position	3.48	\$ 1,702.00	\$ 851.00	\$ 46.53	\$ 86.71	\$ 126.89	\$ 167.07
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	3.53	\$ 1,702.00	\$ 851.00	\$ 461.49	\$ 591.33	\$ 721.16	\$ 851.00
New Car Sales	1,000 SF GFA	7.20	\$ 1,702.00	\$ 851.00	\$ 107.56	\$ 178.29	\$ 249.02	\$ 319.75
Quick Lubrication Vehicle Center	Service Position	10.01	\$ 1,702.00	\$ 851.00	\$ 6.28	\$ 53.10	\$ 99.91	\$ 146.73
Self-Service Car Wash	Stall	2.08	\$ 1,702.00	\$ 851.00	\$ 34.18	\$ 73.84	\$ 113.51	\$ 153.17
Tire Store	1,000 SF GFA	9.54	\$ 1,702.00	\$ 851.00	\$ 142.53	\$ 202.16	\$ 261.79	\$ 321.42
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	40.09	\$ 1,702.00	\$ 851.00	\$ 17.65	\$ 64.11	\$ 110.57	\$ 157.03
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	31.31	\$ 1,702.00	\$ 851.00	\$ 17.65	\$ 64.11	\$ 110.57	\$ 157.03
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.83	\$ 1,702.00	\$ 851.00	\$ 42.49	\$ 82.95	\$ 123.40	\$ 163.86
Sit-Down Restaurant	1,000 SF GFA	10.05	\$ 1,702.00	\$ 851.00	\$ 73.91	\$ 156.32	\$ 238.73	\$ 321.13
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	9.54	\$ 1,702.00	\$ 851.00	\$ 80.07	\$ 122.69	\$ 165.31	\$ 207.92
Pharmacy/Drugstore	1,000 SF GFA	17.05	\$ 1,702.00	\$ 851.00	\$ 79.75	\$ 109.66	\$ 139.58	\$ 169.50
Shopping Center	1,000 SF GFA	7.94	\$ 1,702.00	\$ 851.00	\$ 275.76	\$ 321.64	\$ 367.51	\$ 413.39
Supermarket	1,000 SF GFA	23.68	\$ 1,702.00	\$ 851.00	\$ 129.03	\$ 149.01	\$ 168.99	\$ 188.97
Video Arcade	1,000 SF GFA	17.10	\$ 1,702.00	\$ 851.00	\$ 142.33	\$ 149.45	\$ 156.56	\$ 163.68
Video Rental Store	1,000 SF GFA	21.86	\$ 1,702.00	\$ 851.00	\$ 142.44	\$ 149.56	\$ 156.68	\$ 163.81
Wholesale								
Wholesale Market	1,000 SF GFA	0.68	\$ 1,702.00	\$ 851.00	\$ 141.97	\$ 378.31	\$ 614.66	\$ 851.00
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,702.00	\$ 851.00	\$ 18.17	\$ 62.88	\$ 107.58	\$ 152.29
Bank (Drive-In)	1,000 SF GFA	49.20	\$ 1,702.00	\$ 851.00	\$ 12.45	\$ 50.28	\$ 88.11	\$ 125.95

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table B, Actual Roadway Impact Fee Charged per Service Unit

(if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary)

SERVICE AREA M

Actual fee charged per service unit if date of recordation of final plat is between September 1, 2003 and November 9, 2008 for which no replatting is necessary (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (as of 10-Nov-08)	Actual Fee Charged Per Service Unit (as of 1-Apr-09)	Actual Fee Charged Per Service Unit (as of 1-Oct-2010)	Actual Fee Charged Per Service Unit (as of 1-Apr-2012)
PORT AND TERMINAL								
Truck Terminal	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Heavy Industrial/Manufacturing	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial Park	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Warehousing	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mini-Warehouse	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apartment/Multi-family	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Residential Condominium/Townhouse	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile Home Park	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Retirement Community	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LODGING								
Hotel	Room	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motel/Other Lodging Facilities	Room	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL								
Arena	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bowling Alley	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Driving Range	Tee	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golf Course	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Health/Recreational Clubs and Facilities	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ice Rink	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Live Theater	Seat	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miniature Golf	Hole	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Movie Theater	Seat	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tennis Courts	Court	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INSTITUTIONAL								
Church	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Day Care Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Primary/Middle School (1-8)	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High School (9-12)	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jr/Community College	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University/College	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MEDICAL								
Clinic	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hospital	Bed	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nursing Home	Bed	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Office Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medical/Dental Office	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single Tenant Office Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office/Business Park	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Others Not Specified	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automobile Parts Sales	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gasoline/Service Station	Fueling Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with 12 or More Fueling Positions	Fueling Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Car Sales	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quick Lubrication Vehicle Center	Service Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Service Car Wash	Stall	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tire Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dining								
Fast Food Restaurant with Drive-Thru	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Turnover (Sit-down) Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sit-Down Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharmacy/Drugstore	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shopping Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supermarket	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Arcade	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Video Rental Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wholesale								
Wholesale Market	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SERVICES								
Bank (Walk-In)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank (Drive-In)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* Maximum Assessable Fee Per Service Unit (post-credit) is 50% of the Maximum Fee (pre-credit).

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE B THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA A

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Date of Building Permit			
					Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	1.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	0.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Heavy Industrial	1,000 SF GFA	0.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial Park	1,000 SF GFA	0.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Warehousing	1,000 SF GFA	0.18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mini-Warehouse	1,000 SF GFA	0.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	0.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apartment/Multi-family	Dwelling Unit	0.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Residential Condominium/Townhouse	Dwelling Unit	0.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile Home Park	Dwelling Unit	0.18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Assisted Living	Dwelling Unit	0.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LODGING								
Hotel	Room	0.18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motel/Other Lodging Facilities	Room	0.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL								
Driving Range	Tee	0.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golf Course	Acre	0.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Health/Rec. Clubs and Facilities	1,000 SF GFA	0.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ice Rink	1,000 SF GFA	0.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miniature Golf	Hole	0.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Multiplex Movie Theater	Screen	4.09	\$ -	\$ -	\$ 0.00**	\$ -	\$ -	\$ -
Raquet / Tennis Club	Court	1.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INSTITUTIONAL								
Church	1,000 SF GFA	0.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Day Care Center	1,000 SF GFA	3.95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Primary/Middle School (1-8)	Student	0.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High School (9-12)	Student	0.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jr/Community College	Student	0.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University/College	Student	0.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MEDICAL								
Clinic	1,000 SF GFA	1.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hospital	Bed	0.39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nursing Home	Bed	0.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	0.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Office Building	1,000 SF GFA	0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medical/Dental Office	1,000 SF GFA	1.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single Tenant Office Building	1,000 SF GFA	0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office/Business Park	1,000 SF GFA	0.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	0.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automobile Parts Sales	1,000 SF GFA	1.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gasoline/Service Station with Convenience Market	Fueling Position	1.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New and Used Car Sales	1,000 SF GFA	0.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quick Lubrication Vehicle Center	Service Position	0.93	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Service Car Wash	Stall	1.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automated Car Wash	1,000 SF GFA	2.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tire Store	1,000 SF GFA	1.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dining								
Fast Food Restaurant	1,000 SF GFA	5.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Turnover (Sit-down) Restaurant	1,000 SF GFA	1.87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sit-Down Restaurant	1,000 SF GFA	1.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	1.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Garden Center (Nursery)	1,000 SF GFA	0.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Home Improvement Superstore	1,000 SF GFA	0.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharmacy/Drugstore	1,000 SF GFA	1.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shopping Center	1,000 SF GFA	0.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supermarket	1,000 SF GFA	2.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toy/Children's Superstore	1,000 SF GFA	1.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SERVICES								
Bank (Walk-In)	1,000 SF GFA	5.97	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank (Drive-In)	1,000 SF GFA	7.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA B

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee		Date of Building Permit			
			Per Service Unit (pre-credit)	Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	5.24	\$ 1,558	\$ 1,558	\$ -	\$ 519.27	\$ 1,038.55	\$ 1,402.04
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	0.78	\$ 1,558	\$ 1,558	\$ -	\$ 467.31	\$ 934.62	\$ 1,401.92
General Heavy Industrial	1,000 SF GFA	0.54	\$ 1,558	\$ 1,558	\$ -	\$ 467.22	\$ 934.44	\$ 1,401.67
Industrial Park	1,000 SF GFA	0.69	\$ 1,558	\$ 1,558	\$ -	\$ 467.39	\$ 934.78	\$ 1,402.17
Warehousing	1,000 SF GFA	0.47	\$ 1,558	\$ 1,558	\$ -	\$ 467.23	\$ 934.47	\$ 1,401.70
Mini-Warehouse	1,000 SF GFA	0.21	\$ 1,558	\$ 1,558	\$ -	\$ 467.14	\$ 934.29	\$ 1,401.43
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	0.81	\$ 1,558	\$ 1,558	\$ -	\$ 518.93	\$ 1,037.86	\$ 1,556.79
Apartment/Multi-family	Dwelling Unit	0.50	\$ 1,558	\$ 1,558	\$ -	\$ 519.33	\$ 1,038.67	\$ 1,558.00
Residential Condominium/Townhouse	Dwelling Unit	0.42	\$ 1,558	\$ 1,558	\$ -	\$ 519.05	\$ 1,038.10	\$ 1,557.14
Mobile Home Park	Dwelling Unit	0.47	\$ 1,558	\$ 1,558	\$ -	\$ 519.15	\$ 1,038.30	\$ 1,557.45
Assisted Living	Dwelling Unit	0.18	\$ 1,558	\$ 1,558	\$ -	\$ 518.52	\$ 1,037.04	\$ 1,555.56
LODGING								
Hotel	Room	0.47	\$ 1,558	\$ 1,558	\$ -	\$ 467.23	\$ 934.47	\$ 1,401.70
Motel/Other Lodging Facilities	Room	0.38	\$ 1,558	\$ 1,558	\$ -	\$ 467.37	\$ 934.74	\$ 1,402.11
RECREATIONAL								
Driving Range	Tee	1.00	\$ 1,558	\$ 1,558	\$ -	\$ 467.40	\$ 934.80	\$ 1,402.20
Golf Course	Acre	0.24	\$ 1,558	\$ 1,558	\$ -	\$ 466.25	\$ 932.50	\$ 1,398.75
Health/Rec. Clubs and Facilities	1,000 SF GFA	1.31	\$ 1,558	\$ 1,558	\$ -	\$ 467.18	\$ 934.35	\$ 1,401.53
Ice Rink	1,000 SF GFA	1.89	\$ 1,558	\$ 1,558	\$ -	\$ 467.30	\$ 934.60	\$ 1,401.90
Miniature Golf	Hole	0.26	\$ 1,558	\$ 1,558	\$ -	\$ 467.31	\$ 934.62	\$ 1,401.92
Multiplex Movie Theater	Screen	10.91	\$ 1,558	\$ 1,558	\$ 0.00**	\$ 252.98	\$ 505.96	\$ 758.94
Raquet / Tennis Club	Court	2.68	\$ 1,558	\$ 1,558	\$ -	\$ 279.85	\$ 559.70	\$ 839.55
INSTITUTIONAL								
Church	1,000 SF GFA	0.53	\$ 1,558	\$ 1,558	\$ -	\$ 466.98	\$ 933.96	\$ 1,400.94
Day Care Center	1,000 SF GFA	10.54	\$ 1,558	\$ 1,558	\$ -	\$ 128.08	\$ 256.17	\$ 384.25
Primary/Middle School (1-8)	Student	0.12	\$ 1,558	\$ 1,558	\$ -	\$ 465.00	\$ 930.00	\$ 1,395.00
High School (9-12)	Student	0.11	\$ 1,558	\$ 1,558	\$ -	\$ 466.36	\$ 932.73	\$ 1,399.09
Jr/Community College	Student	0.10	\$ 1,558	\$ 1,558	\$ -	\$ 465.00	\$ 930.00	\$ 1,395.00
University/College	Student	0.17	\$ 1,558	\$ 1,558	\$ -	\$ 465.88	\$ 931.76	\$ 1,397.65
MEDICAL								
Clinic	1,000 SF GFA	4.14	\$ 1,558	\$ 1,558	\$ -	\$ 467.39	\$ 934.78	\$ 1,402.17
Hospital	Bed	1.04	\$ 1,558	\$ 1,558	\$ -	\$ 467.31	\$ 934.62	\$ 1,401.92
Nursing Home	Bed	0.18	\$ 1,558	\$ 1,558	\$ -	\$ 466.67	\$ 933.33	\$ 1,400.00
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	1.12	\$ 1,558	\$ 1,558	\$ -	\$ 467.14	\$ 934.29	\$ 1,401.43
General Office Building	1,000 SF GFA	1.19	\$ 1,558	\$ 1,558	\$ -	\$ 467.39	\$ 934.79	\$ 1,402.18
Medical/Dental Office	1,000 SF GFA	2.98	\$ 1,558	\$ 1,558	\$ -	\$ 467.32	\$ 934.63	\$ 1,401.95
Single Tenant Office Building	1,000 SF GFA	1.38	\$ 1,558	\$ 1,558	\$ -	\$ 467.39	\$ 934.78	\$ 1,402.17
Office/Business Park	1,000 SF GFA	1.20	\$ 1,558	\$ 1,558	\$ -	\$ 467.25	\$ 934.50	\$ 1,401.75
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	1.62	\$ 1,558	\$ 1,558	\$ -	\$ 467.22	\$ 934.44	\$ 1,401.67
Automobile Parts Sales	1,000 SF GFA	2.73	\$ 1,558	\$ 1,558	\$ -	\$ 467.36	\$ 934.73	\$ 1,402.09
Gasoline/Service Station with Convenience Market	Fueling Positor	3.53	\$ 1,558	\$ 1,558	\$ -	\$ 84.99	\$ 169.97	\$ 254.96
New and Used Car Sales	1,000 SF GFA	1.69	\$ 1,558	\$ 1,558	\$ -	\$ 467.40	\$ 934.79	\$ 1,402.19
Quick Lubrication Vehicle Center	Service Positor	2.49	\$ 1,558	\$ 1,558	\$ -	\$ 265.06	\$ 530.12	\$ 795.18
Self-Service Car Wash	Stall	1.99	\$ 1,558	\$ 1,558	\$ -	\$ 467.34	\$ 934.67	\$ 1,402.01
Automated Car Wash	1,000 SF GFA	4.19	\$ 1,558	\$ 1,558	\$ -	\$ 233.70	\$ 467.40	\$ 701.10
Tire Store	1,000 SF GFA	2.90	\$ 1,558	\$ 1,558	\$ -	\$ 467.38	\$ 934.76	\$ 1,402.14
Dining								
Fast Food Restaurant	1,000 SF GFA	13.86	\$ 1,558	\$ 1,558	\$ -	\$ 233.68	\$ 467.36	\$ 701.04
High Turnover (Sit-down) Restaurant	1,000 SF GFA	4.98	\$ 1,558	\$ 1,558	\$ -	\$ 233.70	\$ 467.40	\$ 701.10
Sit-Down Restaurant	1,000 SF GFA	3.35	\$ 1,558	\$ 1,558	\$ -	\$ 467.37	\$ 934.75	\$ 1,402.12
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	2.83	\$ 1,558	\$ 1,558	\$ -	\$ 414.37	\$ 828.74	\$ 1,243.11
Garden Center (Nursery)	1,000 SF GFA	2.13	\$ 1,558	\$ 1,558	\$ -	\$ 467.32	\$ 934.65	\$ 1,401.97
Home Improvement Superstore	1,000 SF GFA	1.38	\$ 1,558	\$ 1,558	\$ -	\$ 467.39	\$ 934.78	\$ 1,402.17
Pharmacy/Drugstore	1,000 SF GFA	3.52	\$ 1,558	\$ 1,558	\$ -	\$ 467.39	\$ 934.77	\$ 1,402.16
Shopping Center	1,000 SF GFA	1.98	\$ 1,558	\$ 1,558	\$ -	\$ 467.27	\$ 934.55	\$ 1,401.82
Supermarket	1,000 SF GFA	5.35	\$ 1,558	\$ 1,558	\$ -	\$ 364.49	\$ 728.97	\$ 1,093.46
Toy/Children's Superstore	1,000 SF GFA	2.79	\$ 1,558	\$ 1,558	\$ -	\$ 467.31	\$ 934.62	\$ 1,401.94
SERVICES								
Bank (Walk-In)	1,000 SF GFA	15.91	\$ 1,558	\$ 1,558	\$ -	\$ 141.42	\$ 282.84	\$ 424.26
Bank (Drive-In)	1,000 SF GFA	19.39	\$ 1,558	\$ 1,558	\$ -	\$ 139.25	\$ 278.49	\$ 417.74

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA C

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	20.31	\$ 1,542	\$ 1,534	\$ 553.48	\$ 567.05	\$ 580.62	\$ 594.19
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	3.04	\$ 1,542	\$ 1,534	\$ 144.94	\$ 213.67	\$ 282.39	\$ 351.12
General Heavy Industrial	1,000 SF GFA	2.11	\$ 1,542	\$ 1,534	\$ 447.49	\$ 537.90	\$ 628.31	\$ 718.72
Industrial Park	1,000 SF GFA	2.67	\$ 1,542	\$ 1,534	\$ 428.64	\$ 522.62	\$ 616.59	\$ 710.56
Warehousing	1,000 SF GFA	1.83	\$ 1,542	\$ 1,534	\$ 556.61	\$ 627.14	\$ 697.67	\$ 768.20
Mini-Warehouse	1,000 SF GFA	0.81	\$ 1,542	\$ 1,534	\$ 438.01	\$ 530.16	\$ 622.30	\$ 714.44
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	3.13	\$ 1,542	\$ 1,534	\$ 734.82	\$ 862.62	\$ 990.42	\$ 1,118.21
Apartment/Multi-family	Dwelling Unit	1.92	\$ 1,542	\$ 1,534	\$ 860.40	\$ 1,084.88	\$ 1,309.37	\$ 1,533.85
Residential Condominium/Townhouse	Dwelling Unit	1.61	\$ 1,542	\$ 1,534	\$ 893.70	\$ 1,106.98	\$ 1,320.26	\$ 1,533.54
Mobile Home Park	Dwelling Unit	1.83	\$ 1,542	\$ 1,534	\$ 815.15	\$ 1,054.72	\$ 1,294.30	\$ 1,533.88
Assisted Living	Dwelling Unit	0.68	\$ 1,542	\$ 1,534	\$ 1,056.76	\$ 1,215.78	\$ 1,374.80	\$ 1,533.82
LODGING								
Hotel	Room	1.83	\$ 1,542	\$ 1,534	\$ 331.46	\$ 443.10	\$ 554.75	\$ 666.39
Motel/Other Lodging Facilities	Room	1.46	\$ 1,542	\$ 1,534	\$ 534.71	\$ 609.21	\$ 683.72	\$ 758.22
RECREATIONAL								
Driving Range	Tee	3.88	\$ 1,542	\$ 1,534	\$ 320.48	\$ 376.72	\$ 432.96	\$ 489.20
Golf Course	Acre	0.93	\$ 1,542	\$ 1,534	\$ 719.91	\$ 760.27	\$ 800.62	\$ 840.97
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.08	\$ 1,542	\$ 1,534	\$ 154.39	\$ 182.06	\$ 209.73	\$ 237.40
Ice Rink	1,000 SF GFA	7.32	\$ 1,542	\$ 1,534	\$ 144.47	\$ 192.01	\$ 239.55	\$ 287.09
Miniature Golf	Hole	1.02	\$ 1,542	\$ 1,534	\$ 321.13	\$ 434.67	\$ 548.22	\$ 661.76
Multiplex Movie Theater	Screen	42.28	\$ 1,542	\$ 1,534	\$ 0.96**	\$ 173.42	\$ 204.92	\$ 236.43
Raquet / Tennis Club	Court	10.39	\$ 1,542	\$ 1,534	\$ 58.38	\$ 76.31	\$ 94.24	\$ 112.18
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 1,542	\$ 1,534	\$ 205.84	\$ 340.54	\$ 475.23	\$ 609.93
Day Care Center	1,000 SF GFA	27.68	\$ 1,542	\$ 1,534	\$ 3.72	\$ 49.72	\$ 95.72	\$ 141.73
Primary/Middle School (1-8)	Student	0.32	\$ 1,542	\$ 1,534	\$ 17.88	\$ 186.29	\$ 354.71	\$ 523.13
High School (9-12)	Student	0.29	\$ 1,542	\$ 1,534	\$ 138.14	\$ 284.51	\$ 430.87	\$ 577.24
Jr/Community College	Student	0.25	\$ 1,542	\$ 1,534	\$ 297.56	\$ 415.57	\$ 533.59	\$ 651.60
University/College	Student	0.44	\$ 1,542	\$ 1,534	\$ 169.07	\$ 310.44	\$ 451.81	\$ 593.18
MEDICAL								
Clinic	1,000 SF GFA	16.06	\$ 1,542	\$ 1,534	\$ 145.14	\$ 177.53	\$ 209.92	\$ 242.32
Hospital	Bed	4.03	\$ 1,542	\$ 1,534	\$ 293.93	\$ 355.04	\$ 416.14	\$ 477.25
Nursing Home	Bed	0.68	\$ 1,542	\$ 1,534	\$ 244.04	\$ 371.81	\$ 499.58	\$ 627.35
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	4.34	\$ 1,542	\$ 1,534	\$ 392.01	\$ 435.19	\$ 478.37	\$ 521.54
General Office Building	1,000 SF GFA	4.62	\$ 1,542	\$ 1,534	\$ 395.12	\$ 437.70	\$ 480.28	\$ 522.86
Medical/Dental Office	1,000 SF GFA	11.53	\$ 1,542	\$ 1,534	\$ 324.09	\$ 353.70	\$ 383.31	\$ 412.92
Single Tenant Office Building	1,000 SF GFA	5.36	\$ 1,542	\$ 1,534	\$ 391.65	\$ 434.89	\$ 478.13	\$ 521.36
Office/Business Park	1,000 SF GFA	4.65	\$ 1,542	\$ 1,534	\$ 392.57	\$ 435.65	\$ 478.73	\$ 521.81
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.29	\$ 1,542	\$ 1,534	\$ 332.97	\$ 386.96	\$ 440.94	\$ 494.93
Automobile Parts Sales	1,000 SF GFA	10.57	\$ 1,542	\$ 1,534	\$ 254.28	\$ 322.70	\$ 391.12	\$ 459.54
Gasoline/Service Station with Convenience Market	Fueling Positor	3.53	\$ 1,542	\$ 1,534	\$ 74.57	\$ 118.38	\$ 162.19	\$ 208.01
New and Used Car Sales	1,000 SF GFA	6.54	\$ 1,542	\$ 1,534	\$ 192.50	\$ 272.23	\$ 351.96	\$ 431.70
Quick Lubrication Vehicle Center	Service Positor	9.64	\$ 1,542	\$ 1,534	\$ 10.59	\$ 66.16	\$ 121.73	\$ 177.29
Self-Service Car Wash	Stall	1.99	\$ 1,542	\$ 1,534	\$ 58.07	\$ 104.89	\$ 151.72	\$ 198.54
Automated Car Wash	1,000 SF GFA	4.19	\$ 1,542	\$ 1,534	\$ -	\$ 86.85	\$ 173.70	\$ 260.55
Tire Store	1,000 SF GFA	11.22	\$ 1,542	\$ 1,534	\$ 197.00	\$ 275.93	\$ 354.86	\$ 433.80
Dining								
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 1,542	\$ 1,534	\$ 27.73	\$ 80.16	\$ 132.60	\$ 185.03
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 1,542	\$ 1,534	\$ 68.75	\$ 113.66	\$ 158.58	\$ 203.50
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 1,542	\$ 1,534	\$ 120.26	\$ 213.26	\$ 306.26	\$ 399.26
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	10.97	\$ 1,542	\$ 1,534	\$ 113.20	\$ 193.79	\$ 274.38	\$ 354.97
Garden Center (Nursery)	1,000 SF GFA	8.25	\$ 1,542	\$ 1,534	\$ -	\$ 115.02	\$ 230.04	\$ 345.05
Home Improvement Superstore	1,000 SF GFA	5.33	\$ 1,542	\$ 1,534	\$ -	\$ 230.09	\$ 460.19	\$ 690.28
Pharmacy/Drugstore	1,000 SF GFA	13.64	\$ 1,542	\$ 1,534	\$ 162.05	\$ 181.40	\$ 200.76	\$ 220.12
Shopping Center	1,000 SF GFA	7.69	\$ 1,542	\$ 1,534	\$ 462.85	\$ 493.02	\$ 523.18	\$ 553.34
Supermarket	1,000 SF GFA	20.74	\$ 1,542	\$ 1,534	\$ 239.49	\$ 253.10	\$ 266.72	\$ 280.33
Toy/Children's Superstore	1,000 SF GFA	10.82	\$ 1,542	\$ 1,534	\$ -	\$ 115.04	\$ 230.07	\$ 345.11
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,542	\$ 1,534	\$ 29.54	\$ 81.64	\$ 133.74	\$ 185.85
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 1,542	\$ 1,534	\$ 24.23	\$ 77.31	\$ 130.38	\$ 183.46

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:
(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA D

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	32.82	\$ 1,399	\$ 1,389	\$ 271.79	\$ 274.05	\$ 276.30	\$ 278.56
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.91	\$ 1,399	\$ 1,389	\$ 71.21	\$ 110.22	\$ 149.24	\$ 188.25
General Heavy Industrial	1,000 SF GFA	3.41	\$ 1,399	\$ 1,389	\$ 219.72	\$ 283.55	\$ 347.37	\$ 411.20
Industrial Park	1,000 SF GFA	4.31	\$ 1,399	\$ 1,389	\$ 210.71	\$ 276.21	\$ 341.70	\$ 407.19
Warehousing	1,000 SF GFA	3.19	\$ 1,399	\$ 1,389	\$ 253.38	\$ 311.02	\$ 368.66	\$ 426.30
Mini-Warehouse	1,000 SF GFA	1.41	\$ 1,399	\$ 1,389	\$ 199.67	\$ 319.28	\$ 438.90	\$ 558.51
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	5.86	\$ 1,399	\$ 1,389	\$ 392.49	\$ 460.75	\$ 529.01	\$ 597.27
Apartment/Multi-family	Dwelling Unit	3.60	\$ 1,399	\$ 1,389	\$ 638.89	\$ 796.30	\$ 953.70	\$ 1,111.11
Residential Condominium/Townhouse	Dwelling Unit	3.02	\$ 1,399	\$ 1,389	\$ 663.34	\$ 794.77	\$ 926.19	\$ 1,057.62
Mobile Home Park	Dwelling Unit	3.42	\$ 1,399	\$ 1,389	\$ 607.28	\$ 867.82	\$ 1,128.35	\$ 1,388.89
Assisted Living	Dwelling Unit	1.28	\$ 1,399	\$ 1,389	\$ 781.64	\$ 983.85	\$ 1,186.07	\$ 1,388.28
LODGING								
Hotel	Room	1.90	\$ 1,399	\$ 1,389	\$ 253.33	\$ 363.10	\$ 472.86	\$ 582.63
Motel/Other Lodging Facilities	Room	1.51	\$ 1,399	\$ 1,389	\$ 252.60	\$ 362.51	\$ 472.41	\$ 582.32
RECREATIONAL								
Driving Range	Tee	4.02	\$ 1,399	\$ 1,389	\$ 245.45	\$ 304.61	\$ 363.76	\$ 422.91
Golf Course	Acre	0.96	\$ 1,399	\$ 1,389	\$ 553.42	\$ 608.01	\$ 662.60	\$ 717.19
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.27	\$ 1,399	\$ 1,389	\$ 118.09	\$ 143.68	\$ 169.27	\$ 194.86
Ice Rink	1,000 SF GFA	7.59	\$ 1,399	\$ 1,389	\$ 110.56	\$ 154.93	\$ 199.30	\$ 243.68
Miniature Golf	Hole	1.06	\$ 1,399	\$ 1,389	\$ 245.21	\$ 356.49	\$ 467.77	\$ 579.06
Multiplex Movie Theater	Screen	43.85	\$ 1,399	\$ 1,389	\$ 0.71**	\$ 141.48	\$ 173.50	\$ 205.52
Raquet / Tennis Club	Court	10.77	\$ 1,399	\$ 1,389	\$ 44.69	\$ 60.71	\$ 76.74	\$ 92.76
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 1,399	\$ 1,389	\$ 163.34	\$ 289.54	\$ 415.74	\$ 541.94
Day Care Center	1,000 SF GFA	27.68	\$ 1,399	\$ 1,389	\$ 2.95	\$ 54.49	\$ 106.03	\$ 157.57
Primary/Middle School (1-8)	Student	0.32	\$ 1,399	\$ 1,389	\$ 14.19	\$ 166.96	\$ 319.73	\$ 472.50
High School (9-12)	Student	0.29	\$ 1,399	\$ 1,389	\$ 109.62	\$ 244.80	\$ 379.99	\$ 515.17
Jr/Community College	Student	0.25	\$ 1,399	\$ 1,389	\$ 236.12	\$ 348.21	\$ 460.31	\$ 572.40
University/College	Student	0.44	\$ 1,399	\$ 1,389	\$ 134.16	\$ 265.35	\$ 396.54	\$ 527.73
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 1,399	\$ 1,389	\$ 94.61	\$ 129.35	\$ 164.09	\$ 198.83
Hospital	Bed	4.91	\$ 1,399	\$ 1,389	\$ 191.44	\$ 260.45	\$ 329.47	\$ 398.49
Nursing Home	Bed	0.83	\$ 1,399	\$ 1,389	\$ 158.65	\$ 285.77	\$ 412.88	\$ 540.00
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	7.64	\$ 1,399	\$ 1,389	\$ 176.70	\$ 248.48	\$ 320.26	\$ 392.04
General Office Building	1,000 SF GFA	8.14	\$ 1,399	\$ 1,389	\$ 177.95	\$ 249.47	\$ 320.99	\$ 392.51
Medical/Dental Office	1,000 SF GFA	20.31	\$ 1,399	\$ 1,389	\$ 146.00	\$ 171.30	\$ 196.61	\$ 221.92
Single Tenant Office Building	1,000 SF GFA	9.45	\$ 1,399	\$ 1,389	\$ 176.27	\$ 248.12	\$ 319.96	\$ 391.81
Office/Business Park	1,000 SF GFA	8.19	\$ 1,399	\$ 1,389	\$ 176.86	\$ 248.61	\$ 320.35	\$ 392.09
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.53	\$ 1,399	\$ 1,389	\$ 254.51	\$ 312.00	\$ 369.49	\$ 426.98
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 1,399	\$ 1,389	\$ 194.60	\$ 263.09	\$ 331.58	\$ 400.07
Gasoline/Service Station with Convenience Market	Fueling Positor	3.53	\$ 1,399	\$ 1,389	\$ 59.17	\$ 100.38	\$ 141.59	\$ 182.80
New and Used Car Sales	1,000 SF GFA	6.78	\$ 1,399	\$ 1,389	\$ 147.34	\$ 224.47	\$ 301.59	\$ 378.72
Quick Lubrication Vehicle Center	Service Positor	10.00	\$ 1,399	\$ 1,389	\$ 8.10	\$ 58.68	\$ 109.26	\$ 159.84
Self-Service Car Wash	Stall	1.99	\$ 1,399	\$ 1,389	\$ 46.08	\$ 89.66	\$ 133.25	\$ 176.83
Automated Car Wash	1,000 SF GFA	4.19	\$ 1,399	\$ 1,389	\$ -	\$ 65.08	\$ 130.17	\$ 195.25
Tire Store	1,000 SF GFA	11.64	\$ 1,399	\$ 1,389	\$ 150.68	\$ 227.21	\$ 303.73	\$ 380.26
Dining								
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 1,399	\$ 1,389	\$ 22.00	\$ 70.05	\$ 118.11	\$ 166.16
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 1,399	\$ 1,389	\$ 54.55	\$ 96.63	\$ 138.71	\$ 180.79
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 1,399	\$ 1,389	\$ 95.43	\$ 182.10	\$ 268.76	\$ 355.43
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	11.38	\$ 1,399	\$ 1,389	\$ 86.59	\$ 135.33	\$ 184.08	\$ 232.83
Garden Center (Nursery)	1,000 SF GFA	8.55	\$ 1,399	\$ 1,389	\$ -	\$ 104.14	\$ 208.28	\$ 312.42
Home Improvement Superstore	1,000 SF GFA	5.53	\$ 1,399	\$ 1,389	\$ -	\$ 208.32	\$ 416.64	\$ 624.95
Pharmacy/Drugstore	1,000 SF GFA	14.15	\$ 1,399	\$ 1,389	\$ 123.95	\$ 141.79	\$ 159.62	\$ 177.46
Shopping Center	1,000 SF GFA	7.97	\$ 1,399	\$ 1,389	\$ 354.38	\$ 393.55	\$ 432.73	\$ 471.91
Supermarket	1,000 SF GFA	21.51	\$ 1,399	\$ 1,389	\$ 183.24	\$ 201.73	\$ 220.21	\$ 238.70
Toy/Children's Superstore	1,000 SF GFA	11.22	\$ 1,399	\$ 1,389	\$ -	\$ 104.17	\$ 208.34	\$ 312.51
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,399	\$ 1,389	\$ 23.44	\$ 71.22	\$ 119.00	\$ 166.78
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 1,399	\$ 1,389	\$ 19.23	\$ 67.79	\$ 116.35	\$ 164.91

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA E

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit			
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	31.44	\$ 1,678	\$ 1,678	\$ 252.46	\$ 268.91	\$ 285.36	\$ 301.80
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.70	\$ 1,678	\$ 1,678	\$ 66.20	\$ 116.77	\$ 167.34	\$ 217.91
General Heavy Industrial	1,000 SF GFA	3.26	\$ 1,678	\$ 1,678	\$ 204.50	\$ 292.41	\$ 380.31	\$ 468.22
Industrial Park	1,000 SF GFA	4.13	\$ 1,678	\$ 1,678	\$ 195.67	\$ 285.24	\$ 374.81	\$ 464.38
Warehousing	1,000 SF GFA	2.83	\$ 1,678	\$ 1,678	\$ 254.14	\$ 332.99	\$ 411.85	\$ 490.71
Mini-Warehouse	1,000 SF GFA	1.25	\$ 1,678	\$ 1,678	\$ 200.41	\$ 351.77	\$ 503.12	\$ 654.48
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	4.85	\$ 1,678	\$ 1,678	\$ 474.23	\$ 556.70	\$ 639.18	\$ 721.65
Apartment/Multi-family	Dwelling Unit	2.98	\$ 1,678	\$ 1,678	\$ 729.02	\$ 931.76	\$ 1,134.51	\$ 1,337.25
Residential Condominium/Townhouse	Dwelling Unit	2.50	\$ 1,678	\$ 1,678	\$ 756.89	\$ 928.86	\$ 1,100.83	\$ 1,272.80
Mobile Home Park	Dwelling Unit	2.83	\$ 1,678	\$ 1,678	\$ 693.20	\$ 1,019.73	\$ 1,346.26	\$ 1,672.79
Assisted Living	Dwelling Unit	1.06	\$ 1,678	\$ 1,678	\$ 891.54	\$ 1,151.91	\$ 1,412.27	\$ 1,672.64
LODGING								
Hotel	Room	1.90	\$ 1,678	\$ 1,678	\$ 225.42	\$ 309.44	\$ 393.45	\$ 477.47
Motel/Other Lodging Facilities	Room	1.51	\$ 1,678	\$ 1,678	\$ 224.77	\$ 371.77	\$ 518.76	\$ 665.76
RECREATIONAL								
Driving Range	Tee	4.02	\$ 1,678	\$ 1,678	\$ 218.41	\$ 303.81	\$ 389.22	\$ 474.63
Golf Course	Acre	0.96	\$ 1,678	\$ 1,678	\$ 492.44	\$ 590.17	\$ 687.90	\$ 785.63
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.27	\$ 1,678	\$ 1,678	\$ 105.08	\$ 154.36	\$ 203.64	\$ 252.92
Ice Rink	1,000 SF GFA	7.59	\$ 1,678	\$ 1,678	\$ 98.38	\$ 166.26	\$ 234.14	\$ 302.02
Miniature Golf	Hole	1.06	\$ 1,678	\$ 1,678	\$ 218.19	\$ 366.21	\$ 514.24	\$ 662.26
Multiplex Movie Theater	Screen	43.85	\$ 1,678	\$ 1,678	\$ 0.64**	\$ 140.96	\$ 186.13	\$ 231.31
Raquet / Tennis Club	Court	10.77	\$ 1,678	\$ 1,678	\$ 39.77	\$ 67.35	\$ 94.93	\$ 122.51
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 1,678	\$ 1,678	\$ 145.35	\$ 306.90	\$ 468.45	\$ 630.00
Day Care Center	1,000 SF GFA	27.68	\$ 1,678	\$ 1,678	\$ 2.63	\$ 54.03	\$ 105.44	\$ 156.85
Primary/Middle School (1-8)	Student	0.32	\$ 1,678	\$ 1,678	\$ 12.63	\$ 197.79	\$ 382.96	\$ 568.13
High School (9-12)	Student	0.29	\$ 1,678	\$ 1,678	\$ 97.52	\$ 267.77	\$ 438.02	\$ 608.28
Jr/Community College	Student	0.25	\$ 1,678	\$ 1,678	\$ 210.12	\$ 359.68	\$ 509.24	\$ 658.80
University/College	Student	0.44	\$ 1,678	\$ 1,678	\$ 119.39	\$ 285.50	\$ 451.61	\$ 617.73
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 1,678	\$ 1,678	\$ 84.19	\$ 131.48	\$ 178.78	\$ 226.08
Hospital	Bed	4.91	\$ 1,678	\$ 1,678	\$ 170.34	\$ 264.54	\$ 358.74	\$ 452.93
Nursing Home	Bed	0.83	\$ 1,678	\$ 1,678	\$ 141.17	\$ 303.39	\$ 465.61	\$ 627.83
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	6.72	\$ 1,678	\$ 1,678	\$ 178.76	\$ 271.45	\$ 364.14	\$ 456.83
General Office Building	1,000 SF GFA	7.15	\$ 1,678	\$ 1,678	\$ 180.27	\$ 272.65	\$ 365.04	\$ 457.43
Medical/Dental Office	1,000 SF GFA	17.86	\$ 1,678	\$ 1,678	\$ 147.73	\$ 183.38	\$ 219.03	\$ 254.68
Single Tenant Office Building	1,000 SF GFA	8.30	\$ 1,678	\$ 1,678	\$ 178.59	\$ 271.30	\$ 364.01	\$ 456.72
Office/Business Park	1,000 SF GFA	7.20	\$ 1,678	\$ 1,678	\$ 179.02	\$ 271.64	\$ 364.26	\$ 456.88
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.53	\$ 1,678	\$ 1,678	\$ 226.47	\$ 310.40	\$ 394.32	\$ 478.25
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 1,678	\$ 1,678	\$ 173.16	\$ 239.49	\$ 305.82	\$ 372.15
Gasoline/Service Station with Convenience Market	Fueling Position	3.53	\$ 1,678	\$ 1,678	\$ 52.65	\$ 105.72	\$ 158.80	\$ 211.87
New and Used Car Sales	1,000 SF GFA	6.78	\$ 1,678	\$ 1,678	\$ 131.11	\$ 232.54	\$ 333.97	\$ 435.40
Quick Lubrication Vehicle Center	Service Position	10.00	\$ 1,678	\$ 1,678	\$ 7.21	\$ 68.62	\$ 130.02	\$ 191.43
Self-Service Car Wash	Stall	1.99	\$ 1,678	\$ 1,678	\$ 41.00	\$ 96.08	\$ 151.15	\$ 206.23
Automated Car Wash	1,000 SF GFA	4.19	\$ 1,678	\$ 1,678	\$ -	\$ 53.84	\$ 107.68	\$ 161.53
Tire Store	1,000 SF GFA	11.64	\$ 1,678	\$ 1,678	\$ 134.08	\$ 209.18	\$ 284.28	\$ 359.38
Dining								
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 1,678	\$ 1,678	\$ 19.58	\$ 78.72	\$ 137.87	\$ 197.01
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 1,678	\$ 1,678	\$ 48.54	\$ 102.37	\$ 156.19	\$ 210.02
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 1,678	\$ 1,678	\$ 84.92	\$ 132.06	\$ 179.20	\$ 226.34
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	11.38	\$ 1,678	\$ 1,678	\$ 77.05	\$ 125.65	\$ 174.26	\$ 222.86
Garden Center (Nursery)	1,000 SF GFA	8.55	\$ 1,678	\$ 1,678	\$ -	\$ 125.47	\$ 250.95	\$ 376.42
Home Improvement Superstore	1,000 SF GFA	5.53	\$ 1,678	\$ 1,678	\$ -	\$ 250.90	\$ 501.81	\$ 752.71
Pharmacy/Drugstore	1,000 SF GFA	14.15	\$ 1,678	\$ 1,678	\$ 110.30	\$ 131.60	\$ 152.91	\$ 174.21
Shopping Center	1,000 SF GFA	7.97	\$ 1,678	\$ 1,678	\$ 315.33	\$ 382.99	\$ 450.66	\$ 518.32
Supermarket	1,000 SF GFA	21.51	\$ 1,678	\$ 1,678	\$ 163.05	\$ 195.88	\$ 228.71	\$ 261.55
Toy/Children's Superstore	1,000 SF GFA	11.22	\$ 1,678	\$ 1,678	\$ -	\$ 85.35	\$ 170.70	\$ 256.04
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,678	\$ 1,678	\$ 20.86	\$ 79.77	\$ 138.68	\$ 197.59
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 1,678	\$ 1,678	\$ 17.11	\$ 76.71	\$ 136.30	\$ 189.90

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA F

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)			Date of Building Permit					
			Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)		
PORT AND TERMINAL										
Truck Terminal	Acre	0.00	\$	\$	\$	-	\$	-	\$	-
INDUSTRIAL										
General Light Industrial	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
General Heavy Industrial	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Industrial Park	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Warehousing	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Mini-Warehouse	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
RESIDENTIAL										
Single Family Detached Housing	Dwelling Unit	0.00	\$	\$	\$	-	\$	-	\$	-
Apartment/Multi-family	Dwelling Unit	0.00	\$	\$	\$	-	\$	-	\$	-
Residential Condominium/Townhouse	Dwelling Unit	0.00	\$	\$	\$	-	\$	-	\$	-
Mobile Home Park	Dwelling Unit	0.00	\$	\$	\$	-	\$	-	\$	-
Assisted Living	Dwelling Unit	0.00	\$	\$	\$	-	\$	-	\$	-
LODGING										
Hotel	Room	0.00	\$	\$	\$	-	\$	-	\$	-
Motel/Other Lodging Facilities	Room	0.00	\$	\$	\$	-	\$	-	\$	-
RECREATIONAL										
Driving Range	Tee	0.00	\$	\$	\$	-	\$	-	\$	-
Golf Course	Acre	0.00	\$	\$	\$	-	\$	-	\$	-
Health/Rec. Clubs and Facilities	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Ice Rink	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Miniature Golf	Hole	0.00	\$	\$	\$	-	\$	-	\$	-
Multiplex Movie Theater	Screen	0.00	\$	\$	\$	0.00**	\$	-	\$	-
Raquet / Tennis Club	Court	0.00	\$	\$	\$	-	\$	-	\$	-
INSTITUTIONAL										
Church	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Day Care Center	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Primary/Middle School (1-8)	Student	0.00	\$	\$	\$	-	\$	-	\$	-
High School (9-12)	Student	0.00	\$	\$	\$	-	\$	-	\$	-
Jr/Community College	Student	0.00	\$	\$	\$	-	\$	-	\$	-
University/College	Student	0.00	\$	\$	\$	-	\$	-	\$	-
MEDICAL										
Clinic	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Hospital	Bed	0.00	\$	\$	\$	-	\$	-	\$	-
Nursing Home	Bed	0.00	\$	\$	\$	-	\$	-	\$	-
OFFICE										
Corporate Headquarters Building	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
General Office Building	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Medical/Dental Office	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Single Tenant Office Building	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Office/Business Park	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
COMMERCIAL										
Automobile Related										
Automobile Care Center	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Automobile Parts Sales	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Gasoline/Service Station with Convenience Market	Fueling Positior	0.00	\$	\$	\$	-	\$	-	\$	-
New and Used Car Sales	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Quick Lubrication Vehicle Center	Service Positior	0.00	\$	\$	\$	-	\$	-	\$	-
Self-Service Car Wash	Stall	0.00	\$	\$	\$	-	\$	-	\$	-
Automated Car Wash	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Tire Store	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Dining										
Fast Food Restaurant	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
High Turnover (Sit-down) Restaurant	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Sit-Down Restaurant	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Other Retail										
Free-Standing Retail Store	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Garden Center (Nursery)	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Home Improvement Superstore	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Pharmacy/Drugstore	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Shopping Center	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Supermarket	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Toy/Children's Superstore	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
SERVICES										
Bank (Walk-In)	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-
Bank (Drive-In)	1,000 SF GFA	0.00	\$	\$	\$	-	\$	-	\$	-

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA G

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee		Date of Building Permit			
			Per Service Unit (pre-credit)	Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	32.82	\$ 696	\$ 684	\$ 160.01	\$ 190.34	\$ 220.67	\$ 251.01
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.91	\$ 696	\$ 684	\$ 41.92	\$ 91.90	\$ 141.88	\$ 191.85
General Heavy Industrial	1,000 SF GFA	3.41	\$ 696	\$ 684	\$ 129.35	\$ 193.27	\$ 257.19	\$ 321.11
Industrial Park	1,000 SF GFA	4.31	\$ 696	\$ 684	\$ 124.05	\$ 188.81	\$ 253.57	\$ 318.33
Warehousing	1,000 SF GFA	3.19	\$ 696	\$ 684	\$ 149.17	\$ 209.79	\$ 270.41	\$ 331.03
Mini-Warehouse	1,000 SF GFA	1.41	\$ 696	\$ 684	\$ 117.55	\$ 183.33	\$ 249.11	\$ 314.89
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	6.06	\$ 696	\$ 684	\$ 331.50	\$ 413.52	\$ 495.54	\$ 577.56
Apartment/Multi-family	Dwelling Unit	3.72	\$ 696	\$ 684	\$ 331.50	\$ 448.96	\$ 566.41	\$ 683.87
Residential Condominium/Townhouse	Dwelling Unit	3.12	\$ 696	\$ 684	\$ 344.26	\$ 457.50	\$ 570.74	\$ 683.97
Mobile Home Park	Dwelling Unit	3.54	\$ 696	\$ 684	\$ 314.56	\$ 437.68	\$ 560.79	\$ 683.90
Assisted Living	Dwelling Unit	1.32	\$ 696	\$ 684	\$ 406.39	\$ 498.70	\$ 591.02	\$ 683.33
LODGING								
Hotel	Room	1.90	\$ 696	\$ 684	\$ 149.14	\$ 209.78	\$ 270.42	\$ 331.05
Motel/Other Lodging Facilities	Room	1.51	\$ 696	\$ 684	\$ 148.72	\$ 209.30	\$ 269.88	\$ 330.46
RECREATIONAL								
Driving Range	Tee	4.02	\$ 696	\$ 684	\$ 144.50	\$ 205.87	\$ 267.24	\$ 328.61
Golf Course	Acre	0.96	\$ 696	\$ 684	\$ 325.81	\$ 356.79	\$ 387.77	\$ 418.75
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.27	\$ 696	\$ 684	\$ 69.52	\$ 114.91	\$ 160.30	\$ 205.69
Ice Rink	1,000 SF GFA	7.59	\$ 696	\$ 684	\$ 65.09	\$ 111.20	\$ 157.31	\$ 203.43
Miniature Golf	Hole	1.06	\$ 696	\$ 684	\$ 144.36	\$ 205.67	\$ 266.99	\$ 328.30
Multiplex Movie Theater	Screen	43.85	\$ 696	\$ 684	\$ 0.42**	\$ 82.66	\$ 100.33	\$ 118.00
Raquet / Tennis Club	Court	10.77	\$ 696	\$ 684	\$ 26.31	\$ 50.41	\$ 74.51	\$ 98.61
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 696	\$ 684	\$ 96.17	\$ 165.55	\$ 234.93	\$ 304.32
Day Care Center	1,000 SF GFA	27.68	\$ 696	\$ 684	\$ 1.74	\$ 29.94	\$ 58.14	\$ 86.34
Primary/Middle School (1-8)	Student	0.32	\$ 696	\$ 684	\$ 8.34	\$ 92.02	\$ 175.70	\$ 259.38
High School (9-12)	Student	0.29	\$ 696	\$ 684	\$ 64.52	\$ 138.41	\$ 212.31	\$ 286.21
Jr/Community College	Student	0.25	\$ 696	\$ 684	\$ 139.00	\$ 200.67	\$ 262.33	\$ 324.00
University/College	Student	0.44	\$ 696	\$ 684	\$ 78.98	\$ 151.14	\$ 223.30	\$ 295.45
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 696	\$ 684	\$ 55.70	\$ 103.41	\$ 151.11	\$ 198.82
Hospital	Bed	4.91	\$ 696	\$ 684	\$ 112.70	\$ 150.90	\$ 189.10	\$ 227.29
Nursing Home	Bed	0.83	\$ 696	\$ 684	\$ 93.41	\$ 163.08	\$ 232.74	\$ 302.41
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	7.64	\$ 696	\$ 684	\$ 104.03	\$ 143.66	\$ 183.28	\$ 222.91
General Office Building	1,000 SF GFA	8.14	\$ 696	\$ 684	\$ 104.76	\$ 144.29	\$ 183.82	\$ 223.34
Medical/Dental Office	1,000 SF GFA	20.31	\$ 696	\$ 684	\$ 85.95	\$ 128.61	\$ 171.27	\$ 213.93
Single Tenant Office Building	1,000 SF GFA	9.45	\$ 696	\$ 684	\$ 103.78	\$ 143.47	\$ 183.16	\$ 222.86
Office/Business Park	1,000 SF GFA	8.19	\$ 696	\$ 684	\$ 104.12	\$ 143.73	\$ 183.34	\$ 222.95
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.53	\$ 696	\$ 684	\$ 149.84	\$ 181.82	\$ 213.80	\$ 245.79
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 696	\$ 684	\$ 114.56	\$ 152.44	\$ 190.32	\$ 228.19
Gasoline/Service Station with Convenience Market	Fueling Positor	3.53	\$ 696	\$ 684	\$ 3.67	\$ 31.53	\$ 59.39	\$ 87.25
New and Used Car Sales	1,000 SF GFA	6.78	\$ 696	\$ 684	\$ 86.74	\$ 129.27	\$ 171.79	\$ 214.31
Quick Lubrication Vehicle Center	Service Positor	10.00	\$ 696	\$ 684	\$ 0.50	\$ 28.90	\$ 57.30	\$ 85.70
Self-Service Car Wash	Stall	1.99	\$ 696	\$ 684	\$ 2.86	\$ 87.84	\$ 172.81	\$ 257.79
Automated Car Wash	1,000 SF GFA	4.19	\$ 696	\$ 684	\$ -	\$ 34.37	\$ 68.74	\$ 103.10
Tire Store	1,000 SF GFA	11.64	\$ 696	\$ 684	\$ 88.71	\$ 130.90	\$ 173.10	\$ 215.29
Dining								
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 696	\$ 684	\$ 12.95	\$ 39.29	\$ 65.63	\$ 91.97
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 696	\$ 684	\$ 32.12	\$ 55.26	\$ 78.40	\$ 101.54
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 696	\$ 684	\$ 56.18	\$ 103.79	\$ 151.40	\$ 199.00
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	11.38	\$ 696	\$ 684	\$ 50.98	\$ 99.48	\$ 147.98	\$ 196.49
Garden Center (Nursery)	1,000 SF GFA	8.55	\$ 696	\$ 684	\$ -	\$ 114.00	\$ 227.99	\$ 341.99
Home Improvement Superstore	1,000 SF GFA	5.53	\$ 696	\$ 684	\$ -	\$ 113.98	\$ 227.97	\$ 341.95
Pharmacy/Drugstore	1,000 SF GFA	14.15	\$ 696	\$ 684	\$ 72.98	\$ 117.79	\$ 162.61	\$ 207.42
Shopping Center	1,000 SF GFA	7.97	\$ 696	\$ 684	\$ 208.63	\$ 230.85	\$ 253.07	\$ 275.28
Supermarket	1,000 SF GFA	21.51	\$ 696	\$ 684	\$ 107.88	\$ 146.89	\$ 185.90	\$ 224.92
Toy/Children's Superstore	1,000 SF GFA	11.22	\$ 696	\$ 684	\$ -	\$ 69.43	\$ 138.86	\$ 208.29
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 696	\$ 684	\$ 13.80	\$ 39.99	\$ 66.18	\$ 92.38
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 696	\$ 684	\$ 11.32	\$ 37.93	\$ 64.53	\$ 91.14

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:
(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA H

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee Per Service Unit (pre-credit)	Maximum Assessable Fee Per Service Unit (post-credit)*	Date of Building Permit			
					Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	30.46	\$ 497	\$ 489	\$ 230.23	\$ 252.97	\$ 275.71	\$ 298.46
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.56	\$ 497	\$ 489	\$ 60.28	\$ 111.31	\$ 162.35	\$ 213.38
General Heavy Industrial	1,000 SF GFA	3.16	\$ 497	\$ 489	\$ 186.40	\$ 216.36	\$ 246.31	\$ 276.27
Industrial Park	1,000 SF GFA	4.00	\$ 497	\$ 489	\$ 178.49	\$ 209.83	\$ 241.16	\$ 272.50
Warehousing	1,000 SF GFA	2.74	\$ 497	\$ 489	\$ 231.91	\$ 254.36	\$ 276.82	\$ 299.27
Mini-Warehouse	1,000 SF GFA	1.21	\$ 497	\$ 489	\$ 182.92	\$ 213.40	\$ 243.89	\$ 274.38
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	4.70	\$ 497	\$ 489	\$ 488.94	\$ 488.94	\$ 488.94	\$ 488.94
Apartment/Multi-family	Dwelling Unit	2.88	\$ 497	\$ 489	\$ 488.89	\$ 488.89	\$ 488.89	\$ 488.89
Residential Condominium/Townhouse	Dwelling Unit	2.42	\$ 497	\$ 489	\$ 488.84	\$ 488.84	\$ 488.84	\$ 488.84
Mobile Home Park	Dwelling Unit	2.74	\$ 497	\$ 489	\$ 488.69	\$ 488.69	\$ 488.69	\$ 488.69
Assisted Living	Dwelling Unit	1.02	\$ 497	\$ 489	\$ 488.24	\$ 488.24	\$ 488.24	\$ 488.24
LODGING								
Hotel	Room	1.90	\$ 497	\$ 489	\$ 199.16	\$ 226.98	\$ 254.81	\$ 282.63
Hotel/Other Lodging Facilities	Room	1.51	\$ 497	\$ 489	\$ 198.59	\$ 226.43	\$ 254.28	\$ 282.12
RECREATIONAL								
Driving Range	Tee	4.02	\$ 497	\$ 489	\$ 192.97	\$ 221.93	\$ 250.89	\$ 279.85
Golf Course	Acre	0.96	\$ 497	\$ 489	\$ 435.07	\$ 452.90	\$ 470.72	\$ 488.54
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.27	\$ 497	\$ 489	\$ 92.84	\$ 138.49	\$ 184.14	\$ 229.79
Ice Rink	1,000 SF GFA	7.59	\$ 497	\$ 489	\$ 86.92	\$ 113.15	\$ 139.38	\$ 166.61
Miniature Golf	Hole	1.06	\$ 497	\$ 489	\$ 192.77	\$ 221.59	\$ 250.42	\$ 279.25
Multiplex Movie Theater	Screen	43.85	\$ 497	\$ 489	\$ 0.57**	\$ 91.64	\$ 97.76	\$ 103.88
Raquet / Tennis Club	Court	10.77	\$ 497	\$ 489	\$ 35.13	\$ 54.53	\$ 73.92	\$ 93.31
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 497	\$ 489.00	\$ 128.41	\$ 168.10	\$ 207.79	\$ 247.48
Day Care Center	1,000 SF GFA	27.68	\$ 497	\$ 489.00	\$ 2.32	\$ 22.31	\$ 42.30	\$ 62.28
Primary/Middle School (1-8)	Student	0.32	\$ 497	\$ 489.00	\$ 11.16	\$ 69.94	\$ 128.72	\$ 187.50
High School (9-12)	Student	0.29	\$ 497	\$ 489.00	\$ 86.17	\$ 132.16	\$ 178.15	\$ 224.14
Jr/Community College	Student	0.25	\$ 497	\$ 489.00	\$ 185.64	\$ 215.76	\$ 245.88	\$ 276.00
University/College	Student	0.44	\$ 497	\$ 489.00	\$ 105.48	\$ 148.35	\$ 191.22	\$ 234.09
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 497	\$ 489	\$ 74.38	\$ 102.73	\$ 131.08	\$ 159.44
Hospital	Bed	4.91	\$ 497	\$ 489	\$ 150.50	\$ 186.48	\$ 222.47	\$ 258.45
Nursing Home	Bed	0.83	\$ 497	\$ 489	\$ 124.73	\$ 164.68	\$ 204.63	\$ 244.58
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	6.51	\$ 497	\$ 489	\$ 163.03	\$ 196.96	\$ 230.89	\$ 264.82
General Office Building	1,000 SF GFA	6.93	\$ 497	\$ 489	\$ 164.33	\$ 198.05	\$ 231.78	\$ 265.51
Medical/Dental Office	1,000 SF GFA	17.30	\$ 497	\$ 489	\$ 134.75	\$ 153.03	\$ 171.31	\$ 189.60
Single Tenant Office Building	1,000 SF GFA	8.04	\$ 497	\$ 489	\$ 162.89	\$ 196.86	\$ 230.83	\$ 264.80
Office/Business Park	1,000 SF GFA	6.98	\$ 497	\$ 489	\$ 163.15	\$ 197.07	\$ 230.98	\$ 264.90
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.53	\$ 497	\$ 489	\$ 200.09	\$ 227.83	\$ 255.57	\$ 283.31
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 497	\$ 489	\$ 152.99	\$ 168.23	\$ 183.48	\$ 198.72
Gasoline/Service Station with Convenience Market	Fueling Position	3.53	\$ 497	\$ 489	\$ 46.52	\$ 99.85	\$ 153.18	\$ 206.52
New and Used Car Sales	1,000 SF GFA	6.78	\$ 497	\$ 489	\$ 115.84	\$ 157.61	\$ 199.38	\$ 241.15
Quick Lubrication Vehicle Center	Service Position	10.00	\$ 497	\$ 489	\$ 6.37	\$ 25.68	\$ 44.99	\$ 64.30
Self-Service Car Wash	Stall	1.99	\$ 497	\$ 489	\$ 36.23	\$ 91.15	\$ 146.08	\$ 201.01
Automated Car Wash	1,000 SF GFA	4.19	\$ 497	\$ 489	\$ -	\$ 81.46	\$ 162.93	\$ 244.39
Tire Store	1,000 SF GFA	11.64	\$ 497	\$ 489	\$ 118.46	\$ 139.46	\$ 160.45	\$ 181.44
Dining								
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 497	\$ 489	\$ 17.30	\$ 34.79	\$ 52.28	\$ 69.77
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 497	\$ 489	\$ 42.89	\$ 76.49	\$ 110.09	\$ 143.69
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 497	\$ 489	\$ 75.02	\$ 103.27	\$ 131.52	\$ 159.76
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	11.38	\$ 497	\$ 489	\$ 68.07	\$ 97.46	\$ 126.85	\$ 156.24
Garden Center (Nursery)	1,000 SF GFA	8.55	\$ 497	\$ 489	\$ -	\$ 81.48	\$ 162.96	\$ 244.44
Home Improvement Superstore	1,000 SF GFA	5.53	\$ 497	\$ 489	\$ -	\$ 81.49	\$ 162.99	\$ 244.48
Pharmacy/Drugstore	1,000 SF GFA	14.15	\$ 497	\$ 489	\$ 97.45	\$ 121.95	\$ 146.45	\$ 170.95
Shopping Center	1,000 SF GFA	7.97	\$ 497	\$ 489	\$ 278.60	\$ 293.26	\$ 307.92	\$ 322.58
Supermarket	1,000 SF GFA	21.51	\$ 497	\$ 489	\$ 144.06	\$ 160.78	\$ 177.51	\$ 194.24
Toy/Children's Superstore	1,000 SF GFA	11.22	\$ 497	\$ 489	\$ -	\$ 51.78	\$ 103.57	\$ 155.35
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 497	\$ 489	\$ 18.43	\$ 35.73	\$ 53.03	\$ 70.34
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 497	\$ 489	\$ 15.12	\$ 32.97	\$ 50.82	\$ 68.68

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA I

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee		Date of Building Permit			
			Per Service Unit (pre-credit)	Per Service Unit (post-credit)*	Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL								
Truck Terminal	Acre	32.82	\$ 641	\$ 641	\$ 242.67	\$ 255.64	\$ 268.60	\$ 281.57
INDUSTRIAL								
General Light Industrial	1,000 SF GFA	4.91	\$ 641	\$ 641	\$ 63.58	\$ 106.34	\$ 149.10	\$ 191.85
General Heavy Industrial	1,000 SF GFA	3.41	\$ 641	\$ 641	\$ 196.18	\$ 243.59	\$ 291.00	\$ 338.42
Industrial Park	1,000 SF GFA	4.31	\$ 641	\$ 641	\$ 188.14	\$ 236.87	\$ 285.60	\$ 334.34
Warehousing	1,000 SF GFA	3.19	\$ 641	\$ 641	\$ 226.23	\$ 268.59	\$ 310.94	\$ 353.29
Mini-Warehouse	1,000 SF GFA	1.41	\$ 641	\$ 641	\$ 178.28	\$ 228.54	\$ 278.81	\$ 329.08
RESIDENTIAL								
Single Family Detached Housing	Dwelling Unit	6.06	\$ 641	\$ 641	\$ 379.54	\$ 445.54	\$ 511.55	\$ 577.56
Apartment/Multi-family	Dwelling Unit	3.72	\$ 641	\$ 641	\$ 581.50	\$ 601.29	\$ 621.07	\$ 640.86
Residential Condominium/Townhouse	Dwelling Unit	3.12	\$ 641	\$ 641	\$ 603.89	\$ 616.16	\$ 628.43	\$ 640.71
Mobile Home Park	Dwelling Unit	3.54	\$ 641	\$ 641	\$ 551.79	\$ 581.52	\$ 611.24	\$ 640.96
Assisted Living	Dwelling Unit	1.32	\$ 641	\$ 641	\$ 640.91	\$ 640.91	\$ 640.91	\$ 640.91
LODGING								
Hotel	Room	1.90	\$ 641	\$ 641	\$ 226.19	\$ 268.51	\$ 310.84	\$ 353.16
Motel/Other Lodging Facilities	Room	1.51	\$ 641	\$ 641	\$ 225.54	\$ 268.02	\$ 310.50	\$ 352.98
RECREATIONAL								
Driving Range	Tee	4.02	\$ 641	\$ 641	\$ 219.16	\$ 262.69	\$ 306.22	\$ 349.75
Golf Course	Acre	0.96	\$ 641	\$ 641	\$ 494.13	\$ 518.65	\$ 543.18	\$ 567.71
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.27	\$ 641	\$ 641	\$ 105.45	\$ 141.26	\$ 177.08	\$ 212.90
Ice Rink	1,000 SF GFA	7.59	\$ 641	\$ 641	\$ 98.72	\$ 135.64	\$ 172.56	\$ 209.49
Miniature Golf	Hole	1.06	\$ 641	\$ 641	\$ 218.93	\$ 262.31	\$ 305.68	\$ 349.06
Multiplex Movie Theater	Screen	43.85	\$ 641	\$ 641	\$ 0.64**	\$ 106.53	\$ 117.27	\$ 128.02
Raquet / Tennis Club	Court	10.77	\$ 641	\$ 641	\$ 39.90	\$ 71.17	\$ 102.44	\$ 133.70
INSTITUTIONAL								
Church	1,000 SF GFA	1.39	\$ 641	\$ 641	\$ 145.84	\$ 201.54	\$ 257.25	\$ 312.95
Day Care Center	1,000 SF GFA	27.68	\$ 641	\$ 641	\$ 2.64	\$ 28.90	\$ 55.17	\$ 81.43
Primary/Middle School (1-8)	Student	0.32	\$ 641	\$ 641	\$ 12.66	\$ 89.69	\$ 166.72	\$ 243.75
High School (9-12)	Student	0.29	\$ 641	\$ 641	\$ 97.86	\$ 160.64	\$ 223.43	\$ 286.21
Jr/Community College	Student	0.25	\$ 641	\$ 641	\$ 210.84	\$ 255.23	\$ 299.61	\$ 344.00
University/College	Student	0.44	\$ 641	\$ 641	\$ 119.80	\$ 179.86	\$ 239.93	\$ 300.00
MEDICAL								
Clinic	1,000 SF GFA	19.55	\$ 641	\$ 641	\$ 84.47	\$ 123.80	\$ 163.13	\$ 202.46
Hospital	Bed	4.91	\$ 641	\$ 641	\$ 170.93	\$ 222.51	\$ 274.08	\$ 325.66
Nursing Home	Bed	0.83	\$ 641	\$ 641	\$ 141.66	\$ 198.06	\$ 254.45	\$ 310.84
OFFICE								
Corporate Headquarters Building	1,000 SF GFA	7.64	\$ 641	\$ 641	\$ 157.77	\$ 184.89	\$ 212.02	\$ 239.14
General Office Building	1,000 SF GFA	8.14	\$ 641	\$ 641	\$ 158.89	\$ 185.82	\$ 212.75	\$ 239.68
Medical/Dental Office	1,000 SF GFA	20.31	\$ 641	\$ 641	\$ 145.13	\$ 174.35	\$ 203.57	\$ 232.79
Single Tenant Office Building	1,000 SF GFA	9.45	\$ 641	\$ 641	\$ 157.39	\$ 184.57	\$ 211.76	\$ 238.94
Office/Business Park	1,000 SF GFA	8.19	\$ 641	\$ 641	\$ 157.92	\$ 185.01	\$ 212.10	\$ 239.19
COMMERCIAL								
Automobile Related								
Automobile Care Center	1,000 SF GFA	6.53	\$ 641	\$ 641	\$ 227.24	\$ 269.46	\$ 311.68	\$ 353.91
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 641	\$ 641	\$ 173.76	\$ 198.20	\$ 222.64	\$ 247.08
Gasoline/Service Station with Convenience Market	Fueling Position	3.53	\$ 641	\$ 641	\$ 52.83	\$ 124.08	\$ 195.33	\$ 266.57
New and Used Car Sales	1,000 SF GFA	6.78	\$ 641	\$ 641	\$ 131.56	\$ 163.02	\$ 194.49	\$ 225.96
Quick Lubrication Vehicle Center	Service Position	10.00	\$ 641	\$ 641	\$ 7.24	\$ 32.72	\$ 58.21	\$ 83.70
Self-Service Car Wash	Stall	1.99	\$ 641	\$ 641	\$ 41.14	\$ 114.36	\$ 187.58	\$ 260.80
Automated Car Wash	1,000 SF GFA	4.19	\$ 641	\$ 641	\$ -	\$ 106.76	\$ 213.52	\$ 320.29
Tire Store	1,000 SF GFA	11.64	\$ 641	\$ 641	\$ 134.54	\$ 165.52	\$ 196.51	\$ 227.49
Dining								
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 641	\$ 641	\$ 19.65	\$ 43.08	\$ 66.51	\$ 89.95
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 641	\$ 641	\$ 48.71	\$ 93.99	\$ 139.28	\$ 184.56
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 641	\$ 641	\$ 85.21	\$ 124.40	\$ 163.59	\$ 202.79
Other Retail								
Free-Standing Retail Store	1,000 SF GFA	11.38	\$ 641	\$ 641	\$ 77.31	\$ 117.83	\$ 158.34	\$ 198.86
Garden Center (Nursery)	1,000 SF GFA	8.55	\$ 641	\$ 641	\$ -	\$ 106.82	\$ 213.65	\$ 320.47
Home Improvement Superstore	1,000 SF GFA	5.53	\$ 641	\$ 641	\$ -	\$ 106.81	\$ 213.62	\$ 320.43
Pharmacy/Drugstore	1,000 SF GFA	14.15	\$ 641	\$ 641	\$ 110.67	\$ 145.63	\$ 180.59	\$ 215.55
Shopping Center	1,000 SF GFA	7.97	\$ 641	\$ 641	\$ 316.41	\$ 343.77	\$ 371.13	\$ 398.49
Supermarket	1,000 SF GFA	21.51	\$ 641	\$ 641	\$ 163.61	\$ 189.75	\$ 215.89	\$ 242.03
Toy/Children's Superstore	1,000 SF GFA	11.22	\$ 641	\$ 641	\$ -	\$ 77.12	\$ 154.25	\$ 231.37
SERVICES								
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 641	\$ 641	\$ 20.93	\$ 44.14	\$ 67.35	\$ 90.57
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 641	\$ 641	\$ 17.17	\$ 41.02	\$ 64.86	\$ 88.71

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA K

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee Per Service Unit (pre-credit)		Maximum Assessable Fee Per Service Unit (post-credit)*		Date of Building Permit			
							Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL										
Truck Terminal	Acre	32.82	\$ 1,153	\$ 1,153	\$ 248.97	\$ 303.55	\$ 358.13	\$ 412.71		
INDUSTRIAL										
General Light Industrial	1,000 SF GFA	4.91	\$ 1,153	\$ 1,153	\$ 65.23	\$ 123.26	\$ 181.28	\$ 239.31		
General Heavy Industrial	1,000 SF GFA	3.41	\$ 1,153	\$ 1,153	\$ 201.27	\$ 263.80	\$ 326.33	\$ 388.86		
Industrial Park	1,000 SF GFA	4.31	\$ 1,153	\$ 1,153	\$ 193.02	\$ 256.91	\$ 320.80	\$ 384.69		
Warehousing	1,000 SF GFA	3.13	\$ 1,153	\$ 1,153	\$ 236.55	\$ 293.16	\$ 349.78	\$ 406.39		
Mini-Warehouse	1,000 SF GFA	1.38	\$ 1,153	\$ 1,153	\$ 186.88	\$ 299.71	\$ 412.53	\$ 525.36		
RESIDENTIAL										
Single Family Detached Housing	Dwelling Unit	5.35	\$ 1,153	\$ 1,153	\$ 429.91	\$ 504.67	\$ 579.44	\$ 654.21		
Apartment/Multi-family	Dwelling Unit	3.29	\$ 1,153	\$ 1,153	\$ 699.09	\$ 850.35	\$ 1,001.62	\$ 1,152.89		
Residential Condominium/Townhouse	Dwelling Unit	2.76	\$ 1,153	\$ 1,153	\$ 725.83	\$ 868.19	\$ 1,010.54	\$ 1,152.90		
Mobile Home Park	Dwelling Unit	3.13	\$ 1,153	\$ 1,153	\$ 663.55	\$ 826.60	\$ 989.66	\$ 1,152.72		
Assisted Living	Dwelling Unit	1.17	\$ 1,153	\$ 1,153	\$ 855.13	\$ 954.42	\$ 1,053.70	\$ 1,152.99		
LODGING										
Hotel	Room	1.90	\$ 1,153	\$ 1,153	\$ 232.06	\$ 337.34	\$ 442.62	\$ 547.89		
Motel/Other Lodging Facilities	Room	1.51	\$ 1,153	\$ 1,153	\$ 231.39	\$ 336.82	\$ 442.25	\$ 547.68		
RECREATIONAL										
Driving Range	Tee	4.02	\$ 1,153	\$ 1,153	\$ 224.84	\$ 283.39	\$ 341.95	\$ 400.50		
Golf Course	Acre	0.96	\$ 1,153	\$ 1,153	\$ 506.95	\$ 566.44	\$ 625.93	\$ 685.42		
Health/Rec. Clubs and Facilities	1,000 SF GFA	5.27	\$ 1,153	\$ 1,153	\$ 108.18	\$ 154.60	\$ 201.02	\$ 247.44		
Ice Rink	1,000 SF GFA	7.59	\$ 1,153	\$ 1,153	\$ 101.27	\$ 136.55	\$ 171.83	\$ 207.11		
Miniature Golf	Hole	1.06	\$ 1,153	\$ 1,153	\$ 224.61	\$ 331.19	\$ 437.76	\$ 544.34		
Multiplex Movie Theater	Screen	43.85	\$ 1,153	\$ 1,153	\$ 0.66**	\$ 130.71	\$ 162.22	\$ 193.73		
Raquet / Tennis Club	Court	10.77	\$ 1,153	\$ 1,153	\$ 40.94	\$ 66.66	\$ 92.38	\$ 118.11		
INSTITUTIONAL										
Church	1,000 SF GFA	1.39	\$ 1,153	\$ 1,153	\$ 149.63	\$ 268.58	\$ 387.53	\$ 506.47		
Day Care Center	1,000 SF GFA	27.68	\$ 1,153	\$ 1,153	\$ 2.70	\$ 50.29	\$ 97.87	\$ 145.45		
Primary/Middle School (1-8)	Student	0.32	\$ 1,153	\$ 1,153	\$ 13.00	\$ 154.50	\$ 296.00	\$ 437.50		
High School (9-12)	Student	0.29	\$ 1,153	\$ 1,153	\$ 100.41	\$ 226.71	\$ 353.01	\$ 479.31		
Jr/Community College	Student	0.25	\$ 1,153	\$ 1,153	\$ 216.28	\$ 324.19	\$ 432.09	\$ 540.00		
University/College	Student	0.44	\$ 1,153	\$ 1,153	\$ 122.89	\$ 246.32	\$ 369.75	\$ 493.18		
MEDICAL										
Clinic	1,000 SF GFA	19.55	\$ 1,153	\$ 1,153	\$ 86.66	\$ 134.20	\$ 181.73	\$ 229.26		
Hospital	Bed	4.91	\$ 1,153	\$ 1,153	\$ 175.36	\$ 242.16	\$ 308.96	\$ 376.76		
Nursing Home	Bed	0.83	\$ 1,153	\$ 1,153	\$ 145.34	\$ 265.16	\$ 384.99	\$ 504.82		
OFFICE										
Corporate Headquarters Building	1,000 SF GFA	7.42	\$ 1,153	\$ 1,153	\$ 166.67	\$ 234.97	\$ 303.26	\$ 371.56		
General Office Building	1,000 SF GFA	7.90	\$ 1,153	\$ 1,153	\$ 167.96	\$ 236.02	\$ 304.09	\$ 372.15		
Medical/Dental Office	1,000 SF GFA	19.72	\$ 1,153	\$ 1,153	\$ 137.74	\$ 177.05	\$ 216.37	\$ 255.68		
Single Tenant Office Building	1,000 SF GFA	9.17	\$ 1,153	\$ 1,153	\$ 166.40	\$ 234.75	\$ 303.09	\$ 371.43		
Office/Business Park	1,000 SF GFA	7.95	\$ 1,153	\$ 1,153	\$ 166.90	\$ 235.17	\$ 303.43	\$ 371.70		
COMMERCIAL										
Automobile Related										
Automobile Care Center	1,000 SF GFA	6.53	\$ 1,153	\$ 1,153	\$ 233.14	\$ 290.34	\$ 347.54	\$ 404.75		
Automobile Parts Sales	1,000 SF GFA	10.96	\$ 1,153	\$ 1,153	\$ 178.26	\$ 229.42	\$ 280.59	\$ 331.75		
Gasoline/Service Station with Convenience Market	Fueling Position	3.53	\$ 1,153	\$ 1,153	\$ 54.20	\$ 93.17	\$ 132.14	\$ 171.10		
New and Used Car Sales	1,000 SF GFA	6.78	\$ 1,153	\$ 1,153	\$ 134.97	\$ 208.52	\$ 282.06	\$ 355.60		
Quick Lubrication Vehicle Center	Service Position	10.00	\$ 1,153	\$ 1,153	\$ 7.42	\$ 54.22	\$ 101.01	\$ 147.80		
Self-Service Car Wash	Stall	1.99	\$ 1,153	\$ 1,153	\$ 42.21	\$ 83.08	\$ 123.95	\$ 164.82		
Automated Car Wash	1,000 SF GFA	4.19	\$ 1,153	\$ 1,153	\$ -	\$ 72.79	\$ 145.58	\$ 218.38		
Tire Store	1,000 SF GFA	11.64	\$ 1,153	\$ 1,153	\$ 138.03	\$ 196.77	\$ 255.52	\$ 314.26		
Dining										
Fast Food Restaurant	1,000 SF GFA	41.48	\$ 1,153	\$ 1,153	\$ 20.16	\$ 64.84	\$ 109.52	\$ 154.19		
High Turnover (Sit-down) Restaurant	1,000 SF GFA	14.90	\$ 1,153	\$ 1,153	\$ 49.97	\$ 89.67	\$ 129.36	\$ 169.06		
Sit-Down Restaurant	1,000 SF GFA	10.04	\$ 1,153	\$ 1,153	\$ 87.42	\$ 168.90	\$ 250.39	\$ 331.87		
Other Retail										
Free-Standing Retail Store	1,000 SF GFA	11.38	\$ 1,153	\$ 1,153	\$ 79.32	\$ 162.16	\$ 245.01	\$ 327.86		
Garden Center (Nursery)	1,000 SF GFA	8.55	\$ 1,153	\$ 1,153	\$ -	\$ 192.16	\$ 384.33	\$ 576.49		
Home Improvement Superstore	1,000 SF GFA	5.53	\$ 1,153	\$ 1,153	\$ -	\$ 192.16	\$ 384.33	\$ 576.49		
Pharmacy/Drugstore	1,000 SF GFA	14.15	\$ 1,153	\$ 1,153	\$ 113.54	\$ 155.37	\$ 197.19	\$ 239.01		
Shopping Center	1,000 SF GFA	7.97	\$ 1,153	\$ 1,153	\$ 324.62	\$ 365.56	\$ 408.50	\$ 450.44		
Supermarket	1,000 SF GFA	21.51	\$ 1,153	\$ 1,153	\$ 167.85	\$ 202.56	\$ 237.26	\$ 271.97		
Toy/Children's Superstore	1,000 SF GFA	11.22	\$ 1,153	\$ 1,153	\$ -	\$ 96.08	\$ 192.16	\$ 288.24		
SERVICES										
Bank (Walk-In)	1,000 SF GFA	33.71	\$ 1,153	\$ 1,153	\$ 21.47	\$ 65.93	\$ 110.39	\$ 154.85		
Bank (Drive-In)	1,000 SF GFA	41.09	\$ 1,153	\$ 1,153	\$ 17.61	\$ 62.71	\$ 107.81	\$ 152.91		

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

Schedule 1 Table C, Actual Roadway Impact Fee Charged per Service Unit
(if date of recordation of final plat is on or after November 10, 2008)

SERVICE AREA M

Actual fee charged per service unit if date of recordation of final plat is on or after November 10, 2008 (collection of impact fees are phased-in based on date of building permit issuance).

Land Use Category	Development Unit	Vehicle Miles (Per Development Unit)	Maximum Fee Per Service Unit (pre-credit)		Maximum Assessable Fee Per Service Unit (post-credit)*		Date of Building Permit			
							Actual Fee Charged Per Service Unit (on or after 10-Nov-08)	Actual Fee Charged Per Service Unit (on or after 1-Apr-09)	Actual Fee Charged Per Service Unit (on or after 1-Oct-10)	Actual Fee Charged Per Service Unit (on or after 1-Apr-12)
PORT AND TERMINAL										
Truck Terminal	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDUSTRIAL										
General Light Industrial	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Heavy Industrial	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial Park	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Warehousing	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mini-Warehouse	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RESIDENTIAL										
Single Family Detached Housing	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apartment/Multi-family	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Residential Condominium/Townhouse	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile Home Park	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Assisted Living	Dwelling Unit	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LODGING										
Hotel	Room	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motel/Other Lodging Facilities	Room	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL										
Driving Range	Tee	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golf Course	Acre	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Health/Rec. Clubs and Facilities	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ice Rink	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miniature Golf	Hole	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Multiplex Movie Theater	Screen	0.00	\$ -	\$ -	\$ -	\$ -	0.00**	\$ -	\$ -	\$ -
Raquet / Tennis Club	Court	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INSTITUTIONAL										
Church	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Day Care Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Primary/Middle School (1-8)	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High School (9-12)	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jr/Community College	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
University/College	Student	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MEDICAL										
Clinic	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hospital	Bed	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nursing Home	Bed	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OFFICE										
Corporate Headquarters Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Office Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Medical/Dental Office	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single Tenant Office Building	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office/Business Park	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMERCIAL										
Automobile Related										
Automobile Care Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automobile Parts Sales	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gasoline/Service Station with Convenience Market	Fueling Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New and Used Car Sales	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quick Lubrication Vehicle Center	Service Position	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Self-Service Car Wash	Stall	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Automated Car Wash	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tire Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dining										
Fast Food Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Turnover (Sit-down) Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sit-Down Restaurant	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Retail										
Free-Standing Retail Store	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Garden Center (Nursery)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Home Improvement Superstore	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharmacy/Drugstore	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shopping Center	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supermarket	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toy/Children's Superstore	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SERVICES										
Bank (Walk-In)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank (Drive-In)	1,000 SF GFA	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* Maximum Assessable Fee Per Service Unit (post-credit) reflects the Maximum Fee Per Service Unit (pre-credit) minus the calculated credit for ad valorem taxes. For more information about the credit calculation, refer to Section IV.B of the 2007-2008 Roadway Impact Fee Report.

** Development Unit for Multiplex Movie Theater changed from 'seat' to 'screen' during the 2007-2008 Impact Fee Update. Actual Fee Charged Per Service Unit (on or after 10-Nov-08) has been converted to reflect this change in development unit.

TO DETERMINE ROADWAY IMPACT FEES USING SCHEDULE 1, TABLE C THE FOLLOWING EQUATION SHOULD BE USED:

(Vehicle Miles per Development Unit x Actual Fee Charged per Service Unit) x (Number of Development Units)

SCHEDULE 2

Actual water and wastewater impact fees charged based on date of final plat recordation.

Table A.

Actual water and wastewater impact fee charged if date of final plat recordation is prior to September 1, 2003 or if no platting is necessary.

Meter Size (inches)	Water	Wastewater
3/4	\$ 320.00	\$ 205.52
1	\$ 560.00	\$ 349.38
1 1/2	\$ 1,280.00	\$ 678.22
2	\$ 2,240.00	\$ 1,089.26
3	\$ 5,120.00	\$ 2,199.06
4	\$ 8,960.00	\$ 3,432.18
6	\$ 20,480.00	\$ 6,843.82
8	\$ 32,000.00	\$ 10,954.22
10	\$ 48,000.00	\$ 34,260.18

Table B.

Actual water and wastewater impact fee if date of final plat recordation is between September 1, 2003 and November 9, 2008.

Meter Size (inches)	Water	Wastewater
3/4	\$ 1,416.48	\$ 205.52
1	\$ 2,408.02	\$ 349.38
1 1/2	\$ 4,674.38	\$ 678.22
2	\$ 7,507.34	\$ 1,089.26
3	\$ 15,156.34	\$ 2,199.06
4	\$ 23,655.22	\$ 3,432.18
6	\$ 47,168.78	\$ 6,843.82
8	\$ 75,543.88	\$ 10,954.22
10	\$ 217,146.38	\$ 31,506.22

Table C.

Actual water and wastewater impact fees if date of final plat recordation is on or after November 10, 2008.

Meter Size (inches)	Meter Type	Water	Wastewater
3/4	Simple	\$ 1,627.68	\$ 205.52
1	Simple	\$ 2,767.06	\$ 349.38
1 1/2	Simple	\$ 5,371.34	\$ 678.22
2	Simple	\$ 8,626.70	\$ 1,089.26
2	Compound	\$ 8,626.70	\$ 1,089.26
2	Turbine	\$ 10,905.46	\$ 1,376.98
3	Compound	\$ 17,416.18	\$ 2,199.06
3	Turbine	\$ 26,042.88	\$ 3,288.32
4	Compound	\$ 27,182.26	\$ 3,432.18
4	Turbine	\$ 45,575.04	\$ 5,754.56
6	Compound	\$ 54,201.74	\$ 6,843.82
6	Turbine	\$ 99,776.78	\$ 12,598.38
8	Compound	\$ 86,755.34	\$ 10,954.22
8	Turbine	\$ 173,673.46	\$ 21,928.98
10	Compound	\$ 249,523.34	\$ 31,506.22
10	Turbine	\$ 271,334.26	\$ 34,260.18
12	Turbine	\$ 358,089.60	\$ 45,214.40