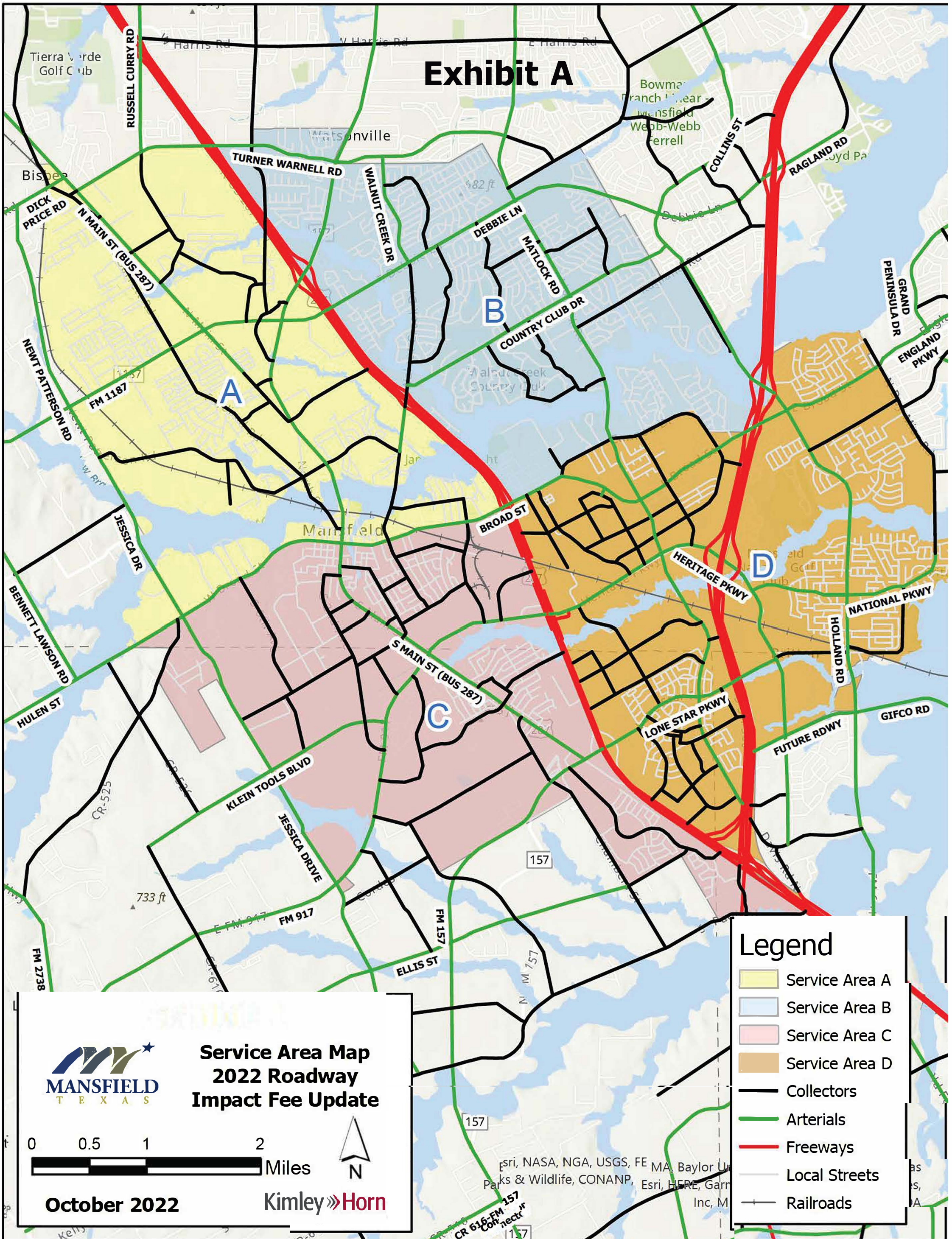
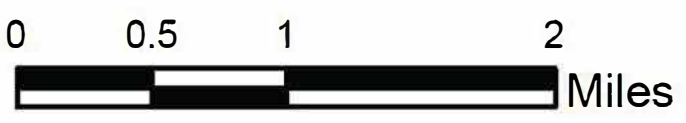


Exhibit A



Service Area Map 2022 Roadway Impact Fee Update



October 2022

Kimley»Horn

Legend

- Service Area A
- Service Area B
- Service Area C
- Service Area D
- Collectors
- Arterials
- Freeways
- Local Streets
- Railroads

Land Use Assumptions Methodology

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

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

Existing residential and non-residential estimates were obtained using County parcel data and an aerial survey of existing development. This information was used to determine whether a parcel was developed or undeveloped. For the undeveloped areas, assumptions based upon either the City's Future Land Use Plan or known developments were used to estimate the ultimate build-out of residential and employment development. To determine what undeveloped portions of the City were likely to develop in the next ten years, the known development areas within the City were assumed to be fully developed.

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

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

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

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

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

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

The categories in the Land Use Assumptions match those used to develop the travel demand model for the City of Mansfield. These broader categories are used in the development of the assumptions for impact fees; however, expanded classifications used in the assessment of impact fees are found in the Land Use / Vehicle-Mile Equivalency Table (Pg. 35).

10-Year Growth Assumptions

Ten-year growth projections were prepared based upon historic growth trends, location of recent and known development within the City, and consultation with City staff.

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

Table 1. Land Use Assumptions Growth Projections (2022-2032)

Service Area	Residential Single-Family	Employment		
		Basic	Service	Retail
	<i>Dwelling Units</i>	<i>Total Building Area (Square Feet)</i>		
A	2,313	0	190,482	183,953
B	382	0	373,527	627,226
C	2,925	929,443	444,648	445,363
D	5,466	331,220	852,232	894,179
TOTAL	11,086	1,260,663	1,860,889	2,150,721

Table 16. Land-Use Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Blended NHIS/NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.65			0.65	14.65	50%	7.33	4.00	2.60
Industrial Park	130	1,000 SF GFA	0.34			0.34	14.65	50%	7.33	4.00	1.36
Warehousing	150	1,000 SF GFA	0.18			0.18	14.65	50%	7.33	4.00	0.72
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	14.65	50%	7.33	4.00	0.60
High-Cube Fulfillment Center Warehouse (Sort)	155	1,000 SF GFA	1.20			1.20	14.65	50%	7.33	4.00	4.80
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Units	0.94			0.94	9.79	50%	4.90	4.00	3.76
Single-Family Attached Housing	215	Dwelling Units	0.57			0.57	9.79	50%	4.90	4.00	2.28
Multifamily Housing (Low-Rise)	220	Dwelling Units	0.51			0.51	9.79	50%	4.90	4.00	2.04
Multifamily Housing (Mid-Rise)	221	Dwelling Units	0.39			0.39	9.79	50%	4.90	4.00	1.56
Multifamily Housing (High-Rise)	222	Dwelling Units	0.32			0.32	9.79	50%	4.90	4.00	1.28
Mobile Home Park	240	Dwelling Units	0.58			0.58	9.79	50%	4.90	4.00	2.32
Senior Adult Housing - Single-Family	251	Dwelling Units	0.30			0.30	9.79	50%	4.90	4.00	1.20
Senior Adult Housing - Multifamily	252	Dwelling Units	0.25			0.25	9.79	50%	4.90	4.00	1.00
Assisted Living	254	Beds	0.24			0.24	9.79	50%	4.90	4.00	0.96
LODGING											
Hotel	310	Rooms	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel	320	Rooms	0.36			0.36	6.43	50%	3.22	3.22	1.16
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Tees/Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Batting Cages	433	Cages	2.22			2.22	7.86	50%	3.93	3.93	8.72
Multipurpose Recreational Facility	435	1,000 SF GFA	3.58			3.58	9.79	50%	4.90	4.00	14.32
Trampoline Park	436	1,000 SF GFA	1.50			1.50	7.76	50%	3.88	3.88	5.82
Movie Theater	445	Movie Screens	13.96			13.96	7.86	50%	3.93	3.93	54.86
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet/Tennis Club	491	Tennis Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health/Fitness Club	492	1,000 SF GFA	3.45			3.45	7.86	50%	3.93	3.93	13.56
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	7.86	50%	3.93	3.93	9.83
INSTITUTIONAL											
Private School (K-8)	530	Students	0.26			0.26	3.49	50%	1.75	1.75	0.46
Private High School	534	Students	0.19			0.19	3.49	50%	1.75	1.75	0.33
Charter Elementary School	536	Students	0.16			0.16	3.49	50%	1.75	1.75	0.28
Junior/Community College	540	Students	0.11			0.11	10.44	50%	5.22	4.00	0.44
University/College	550	Students	0.15			0.15	10.44	50%	5.22	4.00	0.60
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.00	1.96
Day Care Center	565	1,000 SF GFA	11.12	44%	C	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	1,000 SF GFA	0.86			0.86	9.85	50%	4.93	4.00	3.44
Nursing Home	620	Beds	0.14			0.14	9.85	50%	4.93	4.00	0.56
Clinic	630	1,000 SF GFA	3.69			3.69	9.85	50%	4.93	4.00	14.76
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.00	9.88
OFFICE											
General Office Building	710	1,000 SF GFA	1.44			1.44	14.65	50%	7.33	4.00	5.76
Small Office Building	712	1,000 SF GFA	2.16			2.16	14.65	50%	7.33	4.00	8.64
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	14.65	50%	7.33	4.00	5.20
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	14.65	50%	7.33	4.00	7.04
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	9.85	50%	4.93	4.00	15.72
Office Park	750	1,000 SF GFA	1.30			1.30	14.65	50%	7.33	4.00	5.20

Key to Sources of Pass-by Rates:

- A: ITE Trip Generation Handbook 3rd Edition (September 2017)
- B: Estimated by Kimley-Horn based on ITE rates for similar categories
- C: 2021 Pass-By Tables for ITETripGen Appendices

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Blended NHIS/NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
COMMERCIAL											
Automobile Related											
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	4.45	50%	2.23	2.23	4.32
Automobile Sales (Used)	841	1,000 SF GFA	3.75	20%	B	3.00	4.45	50%	2.23	2.23	6.69
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	4.45	50%	2.23	2.23	6.23
Tire Store	848	1,000 SF GFA	3.75	25%	C	2.81	4.45	50%	2.23	2.23	6.27
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.16
Gasoline/Service Station	944	Vehicle Fueling Positions	13.91	57%	C	5.98	1.20	50%	0.60	0.60	3.59
Convenience Store/Gas Station	945	Vehicle Fueling Positions	13.51	56%	B	5.94	1.20	50%	0.60	0.60	3.57
Self-Service Car Wash	947	Wash Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Car Wash and Detail Center	949	Wash Stalls	13.60	40%	B	8.16	1.20	50%	0.60	0.60	4.90
Dining											
Food Cart Pod	926	Food Carts	6.16	50%	B	3.08	5.64	50%	2.82	2.82	8.69
Fast Casual Restaurant	930	1,000 SF GFA	12.55	43%	A	7.15	6.07	50%	3.04	3.04	21.75
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	6.07	50%	3.04	3.04	13.28
High-Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	6.07	50%	3.04	3.04	15.68
Fast-Food Restaurant	934	1,000 SF GFA	33.03	50%	A	16.52	5.64	50%	2.82	2.82	46.57
Coffee/Donut Shop with Drive-Through Window	937	1,000 SF GFA	38.99	70%	A	11.70	4.53	50%	2.27	2.27	26.55
Other Retail											
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	C	3.89	5.60	50%	2.80	2.80	10.89
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.60
Shopping Center (>150k SF)	820	1,000 SF GFA	3.40	29%	C	2.41	5.60	50%	2.80	2.80	6.76
Shopping Plaza (40-150k)	821	1,000 SF GFA	5.19	40%	C	3.11	5.60	50%	2.80	2.80	8.72
Strip Retail Plaza (<40k SF)	822	1,000 SF GFA	6.59	40%	B	3.95	5.60	50%	2.80	2.80	11.07
Supermarket	850	1,000 SF GFA	8.95	24%	C	6.80	5.60	50%	2.80	2.80	19.05
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	5.60	50%	2.80	2.80	3.72
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	5.60	50%	2.80	2.80	3.82
Pharmacy/Drugstore without Drive-Through Window	880	1,000 SF GFA	8.51	53%	A	4.00	5.60	50%	2.80	2.80	11.20
Pharmacy/Drugstore with Drive-Through Window	881	1,000 SF GFA	10.25	49%	A	5.23	5.60	50%	2.80	2.80	14.64
Medical Equipment Store	897	1,000 SF GFA	1.24	20%	B	0.99	5.60	50%	2.80	2.80	2.78
Wine Tasting Room	970	1,000 SF GFA	7.31			7.31	5.60	50%	2.80	2.80	20.47
SERVICES											
Walk-in Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-in Bank	912	Drive-in Lanes	27.07	35%	A	17.60	4.45	50%	2.23	2.23	39.24
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	4.45	50%	2.23	2.23	2.26

Key to Sources of Pass-by Rates:

- A: ITE Trip Generation Handbook 3rd Edition (September 2017)
- B: Estimated by Kimley-Horn based on ITE rates for similar categories
- C: 2021 Pass-By Tables for ITETripGen Appendices

Exhibit D

MAXIMUM ASSESSABLE IMPACT FEES PER SERVICE UNIT

Service Area	Maximum Roadway Impact Fee per Service Unit
A	\$2,384
B	\$1,321
C	\$1,366
D	\$1,354

Exhibit E

4578.17

CURRENT COLLECTED IMPACT FEES PER SERVICE UNIT

Service Area	Current Collected Roadway Impact Fee per Service Unit		
	Residential	Commercial/ Institution	Industrial
A			
B			
C			
D			

B. ROADWAY IMPACT FEE CAPITAL IMPROVEMENT PLAN

Development of a 10-year Roadway Impact Fee Capital Improvements Plan is required per Chapter 395 of the Texas local Government Code. To accomplish this, the current Mansfield Master Thoroughfare Plan has been updated using a Mansfield Specific Travel Demand Model. The Travel Demand Model was developed using the existing roadway network and residential and non-residential data to develop a baseline scenario. This scenario was calibrated using existing vehicle counts. This updated master thoroughfare plan (MTP) map serves as the basis for this RIF CIP. The RIF CIP includes arterial and collector class roadway facilities as well as major intersection improvements. All of the facilities identified are included in the proposed Master Thoroughfare Plan map. The proposed RIF CIP includes projects with the following statuses:

- Completed – The project is either built out to the ultimate classification per the MTP or for costing purposes identified in the RIF. These projects have additional capacity available where previous money spent by the City can be recouped.
- Future – Any future road or existing road not currently built to the ultimate classification per the MTP. These projects are either new construction or facilities requiring complete reconstruction.
- Median – Existing roads in which lane additions are to take place within the existing median.

The proposed RIF CIP for the 2022 Roadway Impact Fee Study Update are listed in Tables 2-5 and mapped in Exhibits 2-5. The tables show the length of each project as well as the facility's thoroughfare plan classification. The CIP was developed in conjunction with input from City staff and represents those projects that will be needed to accommodate the growth projected by the 2032 Land Use Assumptions for the Roadway Impact Fee Study.

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

Service Area	Project #	Impact Fee Class	Roadway	Limits	Status	Length (mi)	% In Service Area
Service Area A	ROADWAY IMPROVEMENTS						
	A-1	M4D	DICK PRICE RD	GERTIE BARRETT RD TO N MAIN ST (BUS 287)	FUTURE	0.15	100%
	A-2	P6D	DEBBIE LN (1)	N MAIN ST (BUS 287) TO FM 157	COMPLETED	0.70	100%
	A-3	P6D	DEBBIE LN (2)	FM 157 TO US 287 SBFR	COMPLETED	0.38	100%
	A-4	P6D	DEBBIE LN (3)	US 287 SBFR TO US 287	FUTURE	0.04	100%
	A-5	C4U	N MAIN ST (BUS 287) - FM 157 CONNECTOR	N MAIN ST (BUS 287) TO FM 157	FUTURE	0.14	100%
	A-6	C4U	MOUSER WAY	1,335' E OF N MAIN ST (BUS 287) TO 575' W OF US 287	COMPLETED	0.45	100%
	A-7, C-1	M4D	BROAD ST (1)	LILLIAN RD TO RETTA RD	FUTURE	0.05	50%
	A-8, C-2	M4D	BROAD ST (2)	RETTA RD TO COTTON DR	COMPLETED	0.54	50%
	A-9, C-3	M4D	BROAD ST (3)	COTTON DR TO N MAIN ST (BUS 287)	COMPLETED	1.06	50%
	A-10	C3U	GERTIE BARRETT RD (2)	200' N OF COUNTRY MEADOW DR TO FM 1187	COMPLETED	0.68	100%
	A-11	C3U	CARDINAL RD	FM 1187 TO COLUMBIA DR	COMPLETED	0.75	100%
	A-12	C4U	CALLENDER RD (3)	US 287 TO DEBBIE LN	FUTURE	0.88	100%
	A-13, B-9	FR	US 287 FRONTAGE ROADS	WALNUT CREEK DR TO BROAD ST	COMPLETED	2.58	50%
	A-14	C3U	GERTIE BARRETT RD (1)	WILDWOOD CT TO 200' N OF COUNTRY MEADOW DR	FUTURE	0.72	100%
OTHER IMPROVEMENTS							
S-1	-	SIGNAL SYSTEM	CITYWIDE	COMPLETED	-	25%	
I-1	-	TURN LANE AND SIGNAL MOD	FM 1187 & CARDINAL RD	PROPOSED	-	100%	

Status Legend:

- Completed = Project is either built out to the ultimate classification per the MTP or for costing purposes identified in RIF.
- Future = Any future road or existing roadway not currently built to the ultimate classification per the MTP. Intended for either new construction or facilities requiring complete reconstruction.
- Median = Existing roads in which lane additions are to take place within the existing median.

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

Service Area	Project #	Impact Fee Class	Roadway	Limits	Status	Length (mi)	% In Service Area
Service Area B	ROADWAY IMPROVEMENTS						
	B-1	M4D	TURNER WARNELL RD	CALLENDER RD TO 1,105' E OF CALLENDER RD	COMPLETED	0.21	100%
	B-2	C4U	CALLENDER RD (1)	TURNER WARNELL RD TO 485' S OF TURNER WARNELL RD	COMPLETED	0.09	100%
	B-3	P6D	DEBBIE LN (4)	US 287 TO US 287 NBFR	FUTURE	0.03	100%
	B-4	P6D (1/3)	DEBBIE LN (5)	US 287 NBFR TO WALNUT CREEK	MEDIAN	0.78	100%
	B-5	P6D (1/3)	DEBBIE LN (6)	WALNUT CREEK TO 715' E OF MATLOCK RD	MEDIAN	1.20	100%
	B-6	M4D	DEBBIE LN (7)	715' E OF MATLOCK RD TO E CITY LIMITS	COMPLETED	0.73	100%
	B-7, D-1	P6D	BROAD ST (4)	US 287 TO CANNON DR	COMPLETED	0.54	50%
	B-8	C4U	CALLENDER RD (2)	485' S OF TURNER WARNELL RD TO US 287	COMPLETED	0.63	100%
	A-13, B-9	FR	US 287 FRONTAGE ROADS	WALNUT CREEK DR TO BROAD ST	COMPLETED	2.58	50%
	OTHER IMPROVEMENTS						
	S-1	-	SIGNAL SYSTEM	CITYWIDE	COMPLETED	-	25%
	I-2	-	INTERSECTION IMPROVEMENTS	HOLLAND RD & SH 360	COMPLETED	-	50%
	I-3	-	INTERSECTION IMPROVEMENTS	BROAD ST & SH 360	COMPLETED	-	25%

Status Legend:

- Completed = Project is either built out to the ultimate classification per the MTP or for costing purposes identified in RIF.
- Future = Any future road or existing roadway not currently built to the ultimate classification per the MTP. Intended for either new construction or facilities requiring complete reconstruction.
- Median = Existing roads in which lane additions are to take place within the existing median.

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

Service Area	Project #	Impact Fee Class	Roadway	Limits	Status	Length (mi)	% In Service Area
Service Area C	ROADWAY IMPROVEMENTS						
	A-7, C-1	M4D	BROAD ST (1)	LILLIAN RD TO RETTA RD	FUTURE	0.05	50%
	A-8, C-2	M4D	BROAD ST (2)	RETTA RD TO COTTON DR	COMPLETED	0.54	50%
	A-9, C-3	M4D	BROAD ST (3)	COTTON DR TO N MAIN ST (BUS 287)	COMPLETED	1.06	50%
	C-4	M4D	KLEIN TOOLS BLVD (1)	JESSICA DRIVE TO S 7TH AVE	FUTURE	0.33	100%
	C-5	M4D	KLEIN TOOLS BLVD (2)	S 7TH AVE TO FM 917	COMPLETED	0.78	100%
	C-6	P6D (1/6)	HERITAGE PKWY (1)	S MAIN ST (BUS 287) TO COMMERCE DR	MEDIAN	0.90	100%
	C-7	M4D (1/2)	JESSICA DRIVE (1)	BROAD ST TO 2,060' S OF BROAD ST	FUTURE	0.39	100%
	C-8	M4D (1/2)	JESSICA DRIVE (2)	2,060' S OF BROAD ST TO 3,930' S OF BROAD ST	FUTURE	0.35	100%
	C-9	M4D (1/2)	JESSICA DRIVE (3)	3,930' S OF BROAD ST TO HANKS ST	FUTURE	0.42	100%
	C-10	M4D (1/2)	JESSICA DRIVE (4)	HANKS ST TO KLEIN TOOLS BLVD	FUTURE	0.39	100%
	C-11	C3U	FLYING L LN (1)	S MAIN ST (BUS 287) TO 540' W OF S MAIN ST (BUS 287)	FUTURE	0.10	100%
	C-12	C3U	FLYING L LN (2)	540' W OF S MAIN ST (BUS 287) TO FUTURE FM 157	FUTURE	0.62	100%
	C-13	C3U	CHAMBERS ST	FUTURE FM 157 TO CHAMBERS ST	FUTURE	0.22	100%
	C-14	M4D (1/2)	JESSICA DRIVE (5)	KLEIN TOOLS BLVD TO FM 917	FUTURE	1.15	100%
	OTHER IMPROVEMENTS						
S-1	--	SIGNAL SYSTEM	CITYWIDE		COMPLETED	--	25%
I-6	--	INTERSECTION IMPROVEMENTS / SIGNAL	HERITAGE PKWY & COMMERCE DR		COMPLETED	--	100%

Status Legend:

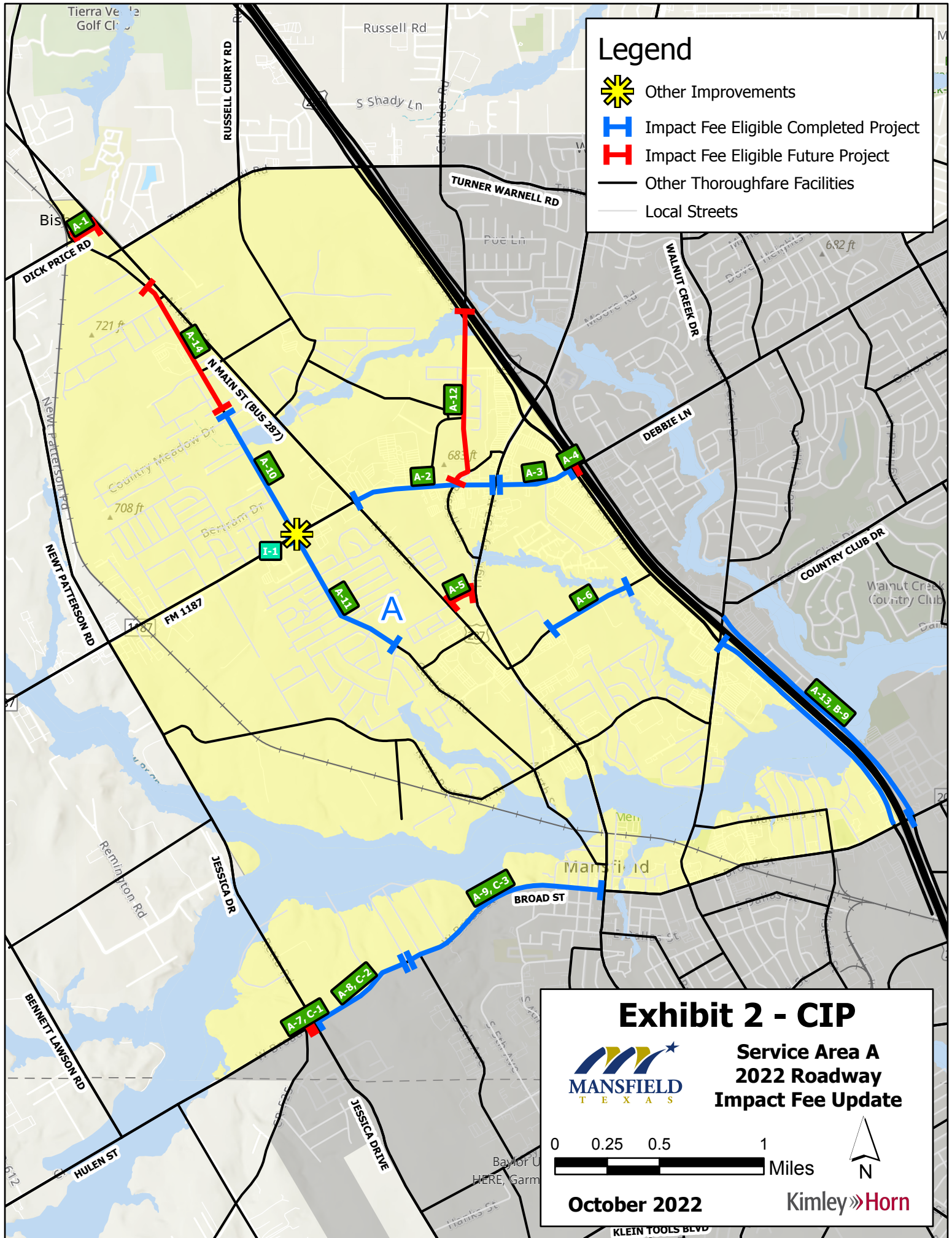
- Completed = Project is either built out to the ultimate classification per the MTP or for costing purposes identified in RIF.
- Future = Any future road or existing roadway not currently built to the ultimate classification per the MTP. Intended for either new construction or facilities requiring complete reconstruction.
- Median = Existing roads in which lane additions are to take place within the existing median.

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

Service Area	Project #	Impact Fee Class	Roadway	Limits	Status	Length (mi)	% In Service Area
Service Area D	ROADWAY IMPROVEMENTS						
	B-7, D-1	P6D	BROAD ST (4)	US 287 TO CANNON DR	COMPLETED	0.54	50%
	D-2	P6D	BROAD ST (5)	CANNON DR TO 585' E OF CANNON DR	COMPLETED	0.11	100%
	D-3	P6D (1/3)	BROAD ST (6)	585' E OF CANNON DR TO MATLOCK RD	MEDIAN	0.63	100%
	D-4	P6D (1/3)	BROAD ST (7)	MATLOCK RD TO FIRE STATION 3	MEDIAN	0.63	100%
	D-5	P6D (1/3)	BROAD ST (8)	FIRE STATION 3 TO SH 360 SBFR	MEDIAN	0.46	100%
	D-6	M4D	HERITAGE PKWY (1)	MITCHELL RD TO MATLOCK RD	COMPLETED	0.86	100%
	D-7	M4D	HERITAGE PKWY (2)	MATLOCK RD TO SH 360 SBFR	COMPLETED	0.42	100%
	D-8	M4D (1/2)	NATIONAL PKWY	HOLLAND RD TO 115' N OF SHELTER POINT CT	FUTURE	0.86	100%
	D-9	C4U	DAY MIAR RD	BROAD ST TO LAKE RIDGE HS DRIVE	FUTURE	1.18	100%
	D-10	C4U	REGENCY PKWY	2,110' N OF HERITAGE PKWY TO HERITAGE PKWY	COMPLETED	0.40	100%
	D-11	M4D	MATLOCK RD	BROAD ST TO HERITAGE PKWY	COMPLETED	0.51	100%
	D-12	M4D	HOLLAND RD (1)	SH 360 NBFR TO GRAND MEADOW BLVD	COMPLETED	0.59	100%
	D-13	M4D	HOLLAND RD (2)	GRAND MEADOW BLVD TO WATERFORD GLEN DR	COMPLETED	0.40	100%
	D-14	M4D	HOLLAND RD (3)	WATERFORD GLEN DR TO STONEBRIAR TRL	FUTURE	0.51	100%
	D-15	M4D	HOLLAND RD (4)	STONEBRIAR TRL TO GARDEN PATH LN	FUTURE	0.76	100%
	D-16	M4D	HOLLAND RD (5)	GARDEN PATH LN TO BRITTON RD	FUTURE	0.41	100%
	D-17	C4U	GRAND MEADOW BLVD	HOLLAND RD TO DAY MIAR RD	COMPLETED	0.89	100%
	D-18	M4D	LONE STAR PKWY	450' E OF SH 360 NBFR TO HERITAGE PKWY	FUTURE	0.27	100%
	D-19	M4D	HERITAGE PKWY (3)	325' S OF NATIONAL PKWY TO 715' S OF NATIONAL PKWY	FUTURE	0.07	100%
	D-20	M4D	HERITAGE PKWY (4)	715' S OF NATIONAL PKWY TO 1,500' N OF LONE STAR PKWY	FUTURE	0.22	100%
	D-21	M4D	HERITAGE PKWY (5)	1,500' N OF LONE STAR PKWY TO LONE STAR PKWY	FUTURE	0.28	100%
OTHER IMPROVEMENTS							
S-1	--	SIGNAL SYSTEM	CITYWIDE		COMPLETED	--	25%
I-2	--	INTERSECTION IMPROVEMENTS	HOLLAND RD & SH 360		COMPLETED	--	50%
I-3	--	INTERSECTION IMPROVEMENTS	BROAD ST & SH 360		COMPLETED	--	75%
I-4	--	INTERSECTION IMPROVEMENTS	HERITAGE PKWY & SH 360		COMPLETED	--	100%
I-5	--	INTERSECTION IMPROVEMENTS	LONE STAR RD & SH 360		COMPLETED	--	100%

Status Legend:

- Completed = Project is either built out to the ultimate classification per the MTP or for costing purposes identified in RIF.
- Future = Any future road or existing roadway not currently built to the ultimate classification per the MTP. Intended for either new construction or facilities requiring complete reconstruction.
- Median = Existing roads in which lane additions are to take place within the existing median.



Legend






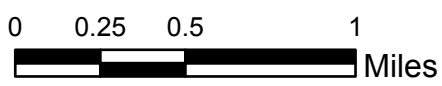
-  Other Improvements
-  Impact Fee Eligible Completed Project
-  Impact Fee Eligible Future Project
-  Other Thoroughfare Facilities
-  Local Streets

Exhibit 2 - CIP

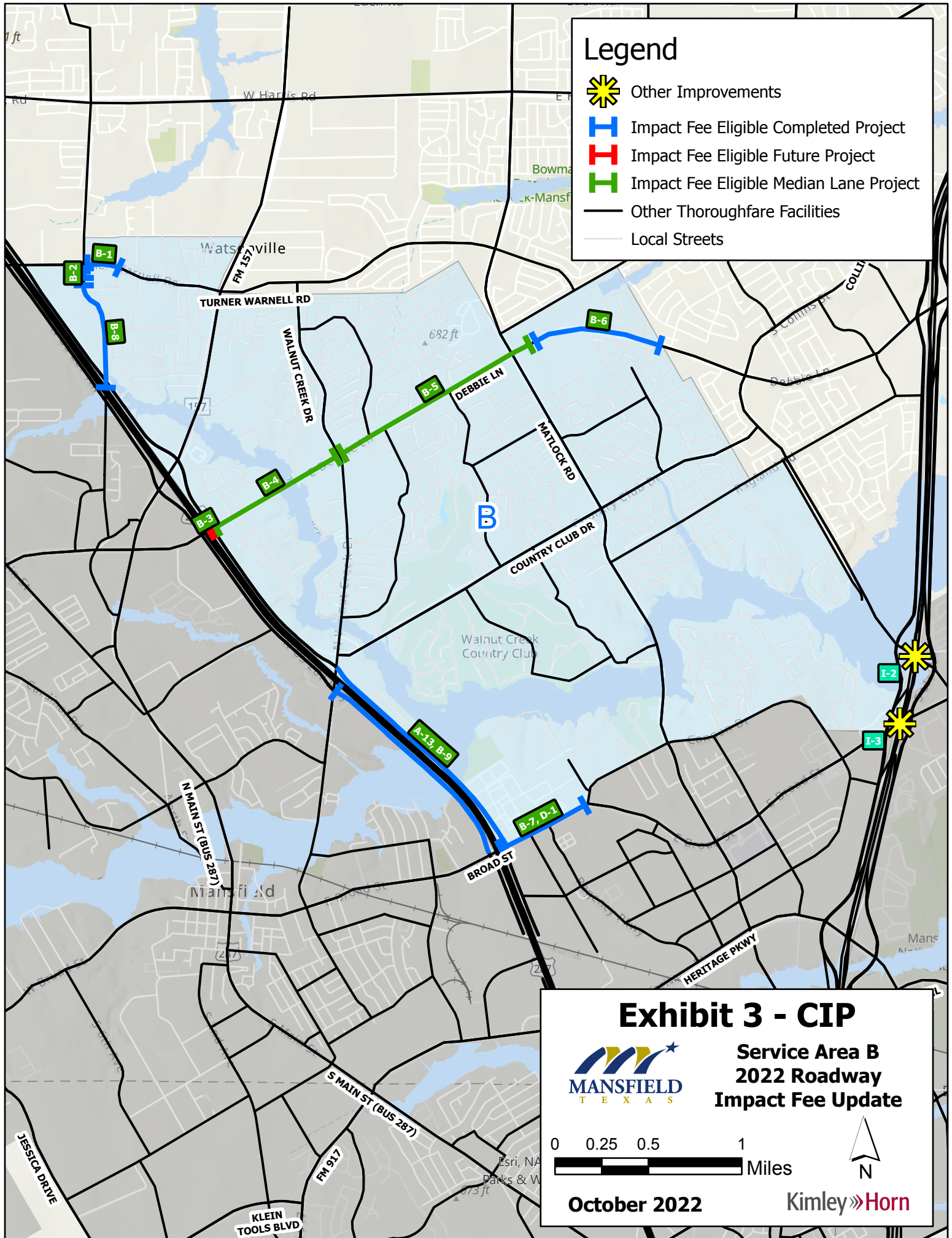


**Service Area A
2022 Roadway
Impact Fee Update**



October 2022

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Legend









-  Other Improvements
-  Impact Fee Eligible Completed Project
-  Impact Fee Eligible Future Project
-  Impact Fee Eligible Median Lane Project
-  Other Thoroughfare Facilities
-  Local Streets

Exhibit 3 - CIP




Service Area B
2022 Roadway
Impact Fee Update

0 0.25 0.5 1



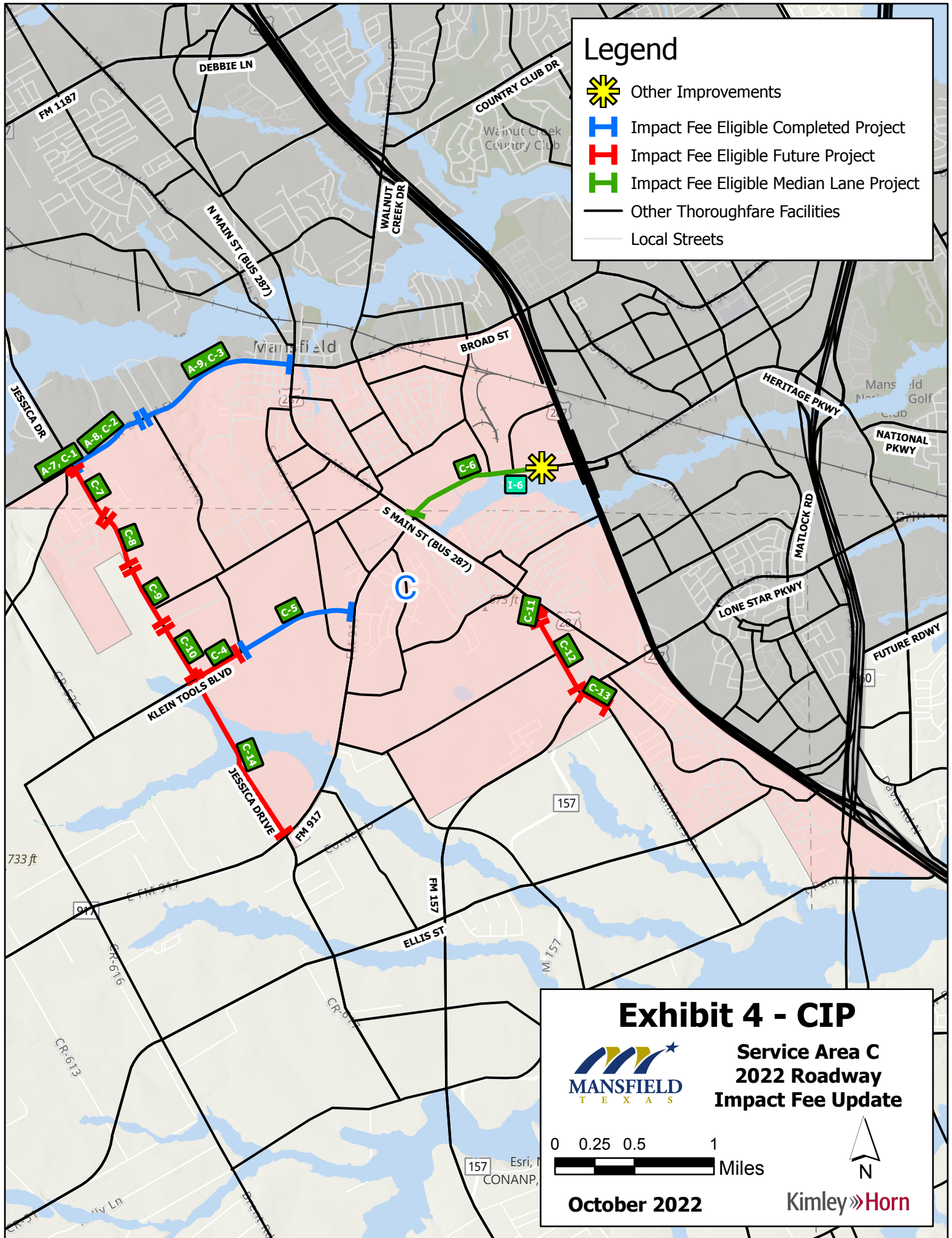
Miles



N

October 2022


Kimley»Horn



Legend


-  Other Improvements
-  Impact Fee Eligible Completed Project
-  Impact Fee Eligible Future Project
-  Impact Fee Eligible Median Lane Project
-  Other Thoroughfare Facilities
-  Local Streets

Exhibit 4 - CIP




Service Area C
2022 Roadway
Impact Fee Update

0 0.25 0.5 1









Miles



N

October 2022 Kimley»Horn

Legend

-  Other Improvements
-  Impact Fee Eligible Completed Project
-  Impact Fee Eligible Future Project
-  Impact Fee Eligible Median Lane Project
-  Other Thoroughfare Facilities
-  Local Streets

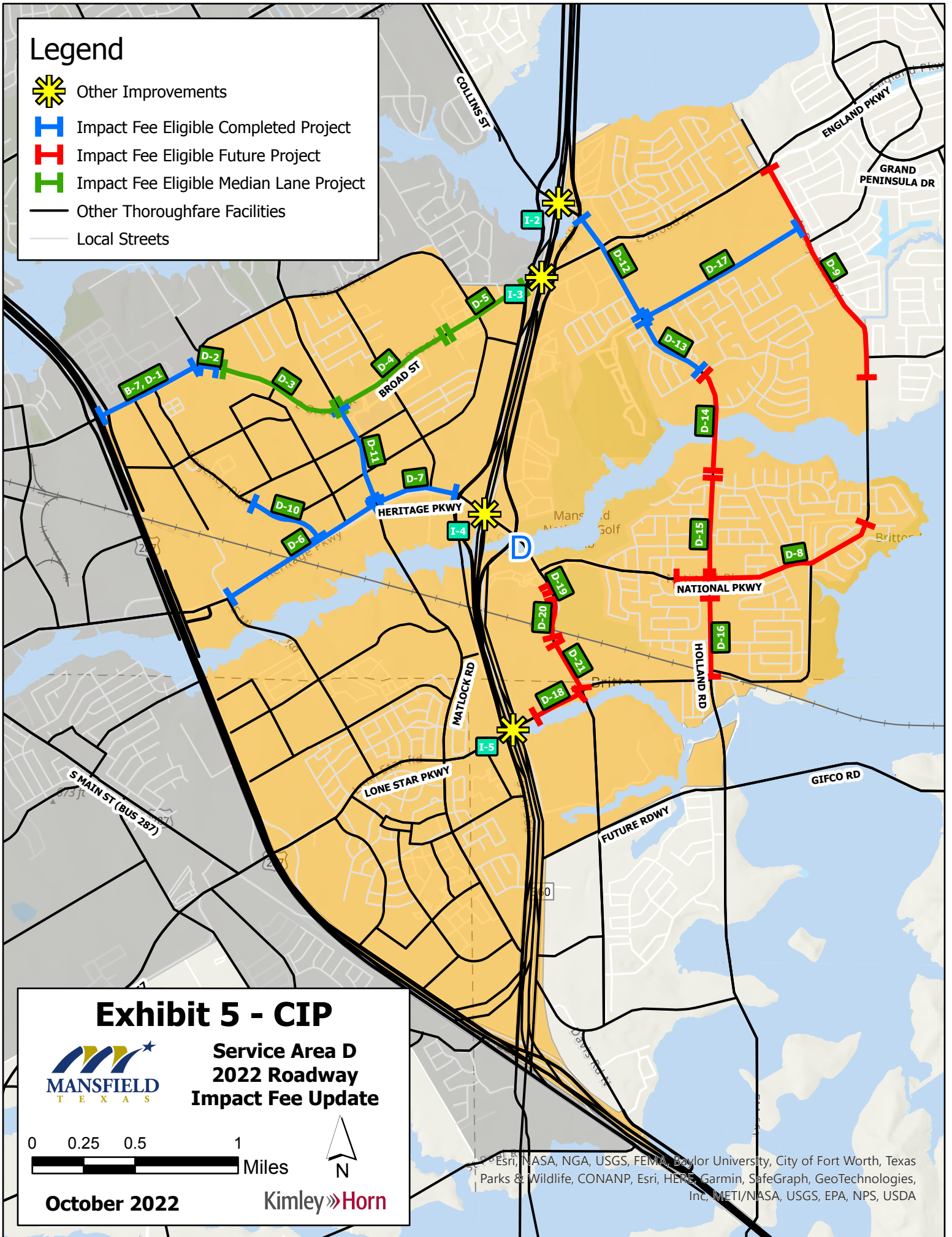
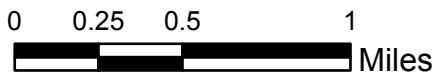


Exhibit 5 - CIP



**Service Area D
2022 Roadway
Impact Fee Update**



October 2022

Kimley»Horn

Esri, NASA, NGA, USGS, FEMA, Baylor University, City of Fort Worth, Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, EPA, NPS, USDA