



# Capital Improvements Advisory Committee

**DRAFT**

*Semi-annual Report  
October 2023 - March 2024*

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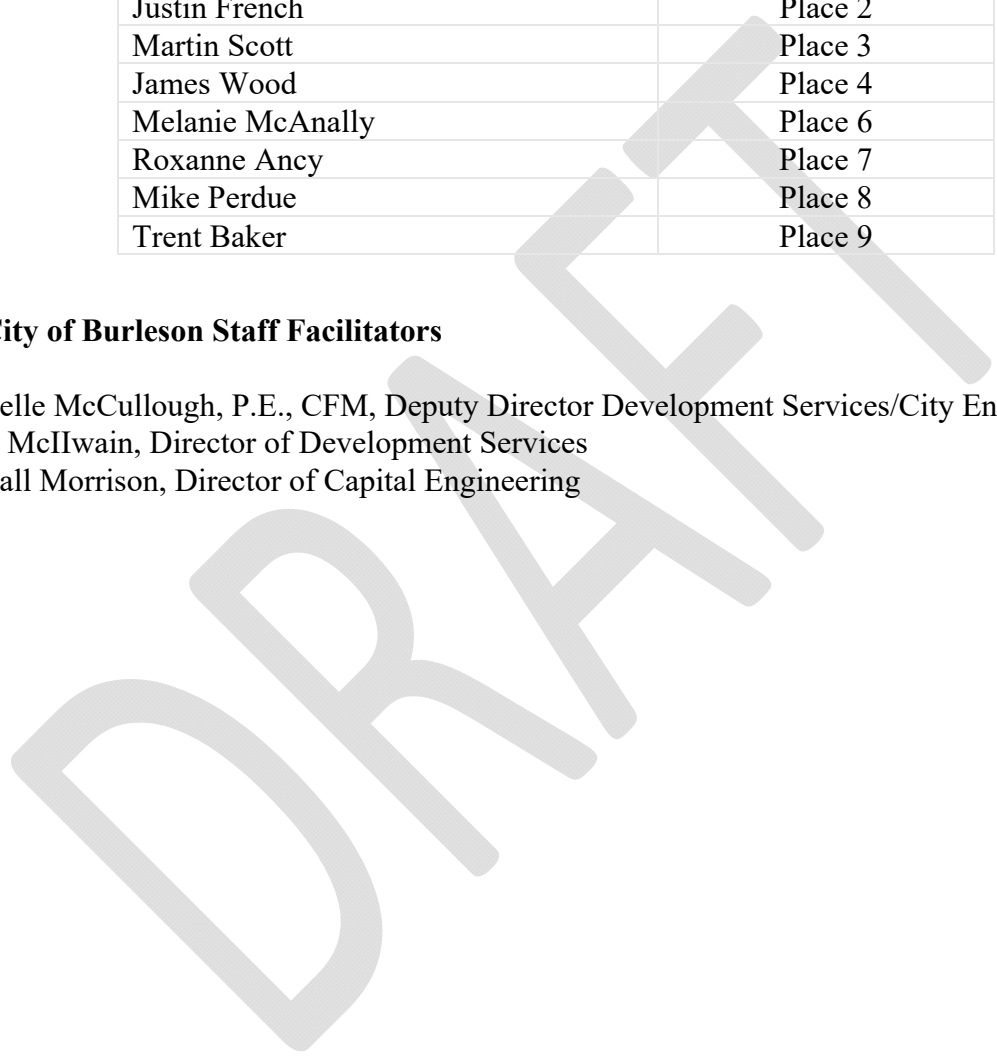
**SECTION I. Committee Members and City Personnel.**

**1.1 City of Burleson Capital Improvement Program Advisory Committee**

Michael Humphries, Vice Chair	Place 5
Jared Wesley	Place 1
Justin French	Place 2
Martin Scott	Place 3
James Wood	Place 4
Melanie McAnally	Place 6
Roxanne Ancy	Place 7
Mike Perdue	Place 8
Trent Baker	Place 9

**1.2 City of Burleson Staff Facilitators**

Michelle McCullough, P.E., CFM, Deputy Director Development Services/City Engineer  
Tony McIlwain, Director of Development Services  
Randall Morrison, Director of Capital Engineering



## **SECTION II. Executive Summary**

The City of Burleson owns and operates public infrastructure comprised of pumping stations, storage facilities, water and sewer pipelines, and roadways that are improved and expanded to meet a fast-growing city's current and future needs. Chapter 395 of the Texas Local Government Code requires the Capital Improvements Program Advisory Committee (CIPAC) to file semiannual reports with the political subdivision. The purpose of the semiannual report is to document the progress of the Impact Fee Capital Improvements Plan (IFCIP) and any perceived inequalities in implementing the IFCIP or imposing the impact fee.

Impact fee studies establish future infrastructure demands and serve as a guide for the 5-year Capital Improvement Plan (CIP), which includes projected projects to be initiated within a 5-year time frame. Not all projects on the 5-year CIP are eligible for impact fee funding. The 5-year CIP is reviewed and updated yearly.

Water/wastewater and roadway impact fees were initially adopted in November 2005 and March 2017, respectively. The water/wastewater and roadway IFCIP was updated and new fee adopted by the City Council on December 11, 2023. The city's masterplan documents and impact fee studies can be found on the city's website at the following link - [Capital Improvements Program Advisory Committee | Burleson, TX - Official Website](#).

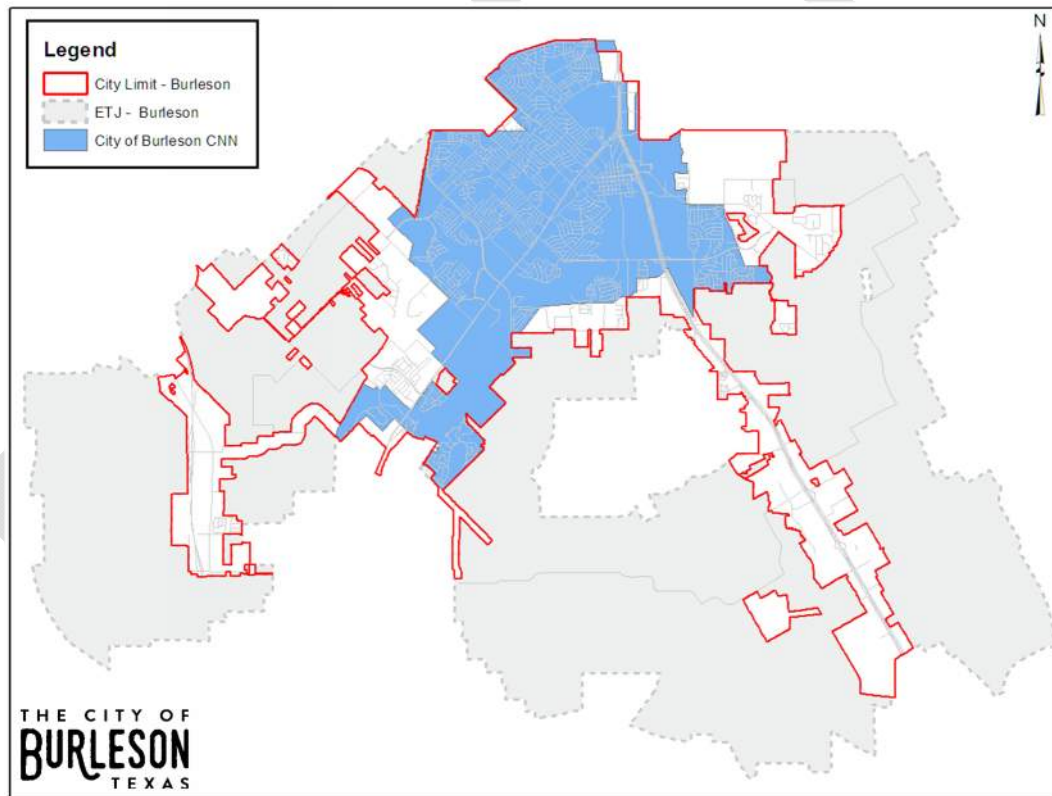


## Section III Water Impact Fees

### 3.1 Service Area

The city has the exclusive right to provide retail water within a Certificate of Convenience and Necessity (CCN). The CCN is a regulatory compliance certification that grants the city the exclusive right to provide retail water to a specific geographic area as defined by the Public Utility Commission (PUC). The city's geographic boundary of the water impact fee service area generally includes properties within the city limits, as depicted below in Figure 1. Other retail water providers hold a CCN within the Burleson city limits, including Bethesda Water Supply Corporation, Johnson County Special Water Utility District, and Bethany Special Utility District, which also provide retail water to customers within the city limits of Burleson.

Figure 1



### 3.2 Capital Improvements Plan

The updated IFCIP includes recommended improvements to the city’s water system to provide the required capacity and reliability to meet the projected water demands through 2033. Table 1 represents the existing and proposed water system improvements; however, the updated impact fee analysis only includes the portion of the project’s capacity that will be required to serve the projected growth.

**Table 1  
Cost Allocation for Water Impact Fee Eligible Capital Projects**

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Current Development	10-Year 2023-2033	Beyond 2033
		2023	2033*	10-Year 2023-2033				
<b>EXISTING</b>								
A	24-inch I-35W Transmission Line (Industrial PS to Hidden Creek Parkway)	55%	90%	35%	\$3,759,961	\$2,067,979	\$1,315,986	\$375,996
B	12-inch Water Line along FM 731 (SH 174 to CR 714)	60%	100%	40%	\$681,968	\$409,181	\$272,787	\$0
C	LPP Hulén Pump Station Expansion	60%	100%	40%	\$2,020,034	\$1,212,020	\$808,014	\$0
D	16-inch Water Line along Hulén Street; 12-inch Water Line along Hillside Drive	80%	100%	20%	\$2,742,887	\$2,194,310	\$548,577	\$0
E	12-inch Water Line Along Hidden Creek Parkway (Dobson Street to Hurst Blvd)	65%	90%	25%	\$1,285,980	\$835,887	\$321,495	\$128,598
F	16-inch UPP Water Line Along FM 731 and Alsbury Boulevard	75%	100%	25%	\$688,516	\$516,387	\$172,129	\$0
G	16-inch LPP Water Line Along Alsbury Boulevard (Hulén Street to Flagstone Drive)	50%	90%	40%	\$3,860,170	\$1,930,085	\$1,544,068	\$386,017
H	Hidden Creek 1.0 MG Elevated Storage Tank	60%	90%	30%	\$2,541,459	\$1,524,875	\$762,438	\$254,146
I	12-inch Water Line Along Silverthorne Drive	95%	100%	5%	\$209,620	\$199,139	\$10,481	\$0
J	Water Impact Fee Study	0%	100%	100%	\$33,375	\$0	\$33,375	\$0
<b>PROPOSED</b>								
1	16-inch County Road 920 Lower Pressure Plane Transmission Water Line	45%	80%	35%	\$3,058,800	\$1,376,460	\$1,070,580	\$611,760
2	16-inch Wilshire Boulevard Upper Pressure Plane Transmission Water Line	50%	75%	25%	\$1,826,900	\$913,450	\$456,725	\$456,725
3	12-inch County Road 714 Lower Pressure Plane Water Line	25%	75%	50%	\$3,022,900	\$755,725	\$1,511,450	\$755,725
4	12-inch County Road 802 Upper Pressure Plane Water Line	0%	65%	65%	\$1,004,700	\$0	\$653,055	\$351,645
5	12-inch FM 731 Lower Pressure Plane Water Line	0%	75%	75%	\$1,157,200	\$0	\$867,900	\$289,300
6	12-inch I-35 W Lower Pressure Plane Water Line	5%	65%	60%	\$2,972,100	\$148,605	\$1,783,260	\$1,040,235
7	12-inch Wilshire Boulevard Upper Pressure Plane Water Line	0%	50%	50%	\$1,288,700	\$0	\$644,350	\$644,350
8	8.5 MGD Industrial Pump Station Expansion and 1.0 MG Ground Storage Tank	50%	80%	30%	\$20,556,300	\$10,278,150	\$6,166,890	\$4,111,260
9	12/16-inch Hyder Ranch Development Water Lines	0%	45%	45%	\$5,857,500	\$0	\$2,635,875	\$3,221,625
10	0.5 MG Hyder Ranch Elevated Storage Tank	0%	60%	60%	\$1,868,800	\$0	\$1,121,280	\$747,520
11	Fort Worth Offsite Water Supply Improvements	50%	75%	25%	\$5,501,000	\$2,750,500	\$1,375,250	\$1,375,250
12	8-inch Village Creek Lower Pressure Plane Water Line	55%	90%	35%	\$633,900	\$348,645	\$221,865	\$63,390
13	12-inch Shoreline Drive Upper Pressure Plane Water Line	0%	60%	60%	\$965,800	\$0	\$579,480	\$386,320
14	8-inch County Road 715 Lower Pressure Plane Water Line	50%	70%	20%	\$457,500	\$228,750	\$91,500	\$137,250
<b>Total Water Capital Improvements Cost</b>					<b>\$67,996,070</b>	<b>\$27,690,148</b>	<b>\$24,968,810</b>	<b>\$15,337,112</b>

\* Utilization in 2023 on proposed projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

Table 2 lists the projects included in the adopted FY 25-29 Capital Improvement Plan (CIP) and included in the impact fee study and eligible for funding through impact fees collected. A map with corresponding masterplan IDs is included in Exhibit A.

**Table 2  
FY 25-29 Adopted Capital Improvement Plan**

MP ID <sup>1/</sup>	LOCATION DESCRIPTION	SIZE	MP OPC	Project #	Status	Design	Design Fee	Construction - Engineer's OPC	% Construction Completed
<b>Proposed Water Facilities - Water Storage</b>									
8	Industrial Pump Station expansion and Alsbury Pump Station decommission - this project will add pumping capacity to support future growth	8.5 MGD	\$ 20,948,000.00	WA2301	Under Design	90%	\$ 1,288,380	\$ 17,600,000	0
<b>Total Estimated Costs</b>			<b>\$ 20,948,000.00</b>						
<b>Proposed Water Facilities - Transmission Lines</b>									
13	Water line along CR 802 identified by the model to provide a water line loop for the area which will provide redundant water for the Mountain Valley development.	12"	\$ 965,800.00	WA2503	Pending	Pending	Pending	Pending	0%
14	Water lines from Dobson Road to the Hidden Vista development will provide water looping for this area.	8"	\$ 457,500.00	WA2403	Under Design	10%	\$ 126,727.00	Pending	0%
1	Water line along Hulien St. to provide transmission capacity to the LPP from the Hulien Low Pump Station. This project is included in the Hulien St. widening project.	16"	\$ 3,058,800.00	ST2306	Under Design	30%	Part of overall contract	\$ 2,594,000.00	0%
5	Water line along future Hulien St. extension from Wilshire Blvd (SH 174) to John Jones (FM 731). This improvement will shift a portion of the HPP to the LPP.	12"	\$ 1,157,200.00	WA2504	Pending	Pending	Pending	Pending	0%
11	Offsite Water Supply from Fort Worth. Fort Worth's consultant is currently design a transmission line down to Burleson that will provide additional water capacity to support future growth and Burleson water customers	24"	\$ 5,501,000.00	WA2306	Under Design	60%	\$	15,680,293.00	0%
<b>Total Estimated Costs</b>			<b>\$ 11,140,300.00</b>						

1/ MP ID corresponds to Exhibit A - Water / Wastewater Impact Fee Key Map



### 3.3 Revenue

Water impact fees are assessed based on the date the plat was filed and collected prior to the issuance of a building permit. For development that occurs without platting, the assessment and collection are made prior to the building permit. Table 3 summarizes the fees collected from October 1, 2023, to March 31, 2024, broken down by residential and commercial land use types.

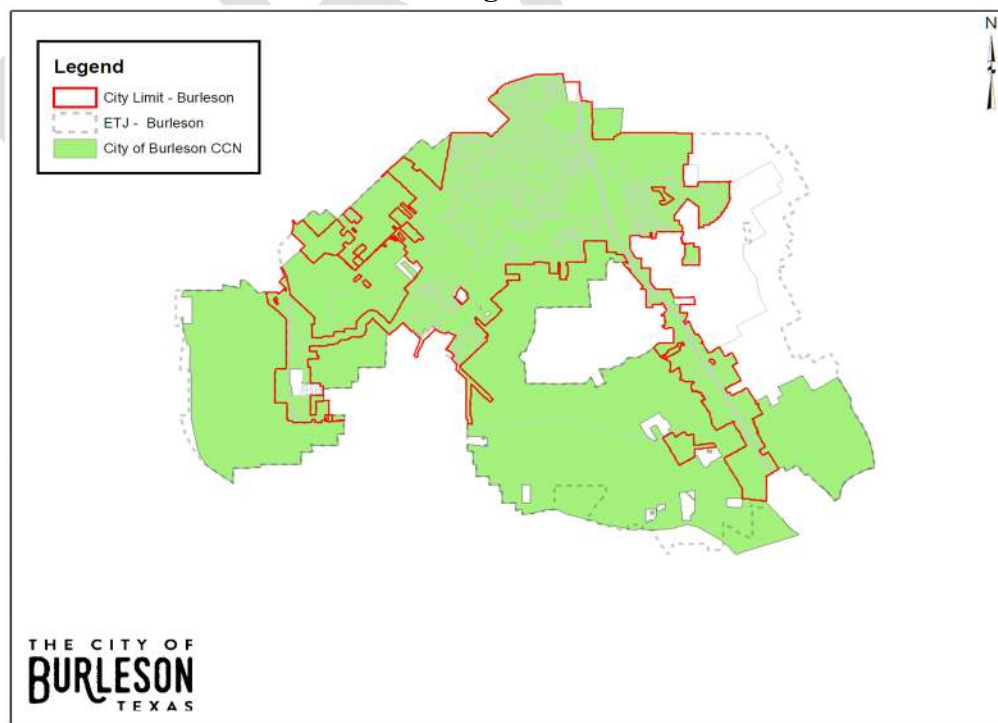
Table 3 Water Impact Fees			
Description	Residential	Commercial	Total
Impact Fee Earned	\$161,673.72	\$239,252.69	\$400,926.41
Offsets/Credits Earned	\$0.00	\$0.00	\$0.00
<b>Net Amount Collected</b>	<b>\$161,673.72</b>	<b>\$239,252.69</b>	<b>\$400,926.41</b>

## Section IV Wastewater Impact Fees

### 4.1 Service Area

Similar to the water CCN, the city has the exclusive right to provide retail wastewater within a Certificate of Convenience and Necessity (CCN). The city’s geographic boundary of the wastewater impact fee service area generally includes properties within the city limits and the city’s extraterritorial jurisdiction (ETJ), as depicted below in Figure 2. Johnson County Special Water Utility District is the only other retail wastewater provider at this time.

Figure 2





## 4.2 Capital Improvements Plan

The updated IFCIP also includes recommended improvements to the city’s wastewater system to provide the required capacity and reliability to meet the projected water demands through 2033. Table 4 represents the existing and proposed wastewater system improvements; however, the updated impact fee analysis only includes the portion of the project’s capacity that will be required to serve the projected growth.

**Table 4  
Cost Allocation for Wastewater Impact Fee Eligible Capital Projects**

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Current Development	10-Year 2023-2033	Beyond 2033
		2023	2033*	10-Year 2023-2033				
<b>EXISTING</b>								
A	Village Creek Relief Line (IH35W to City Limits)	90%	100%	10%	\$1,522,849	\$1,370,564	\$152,285	\$0
B	North Creek Relief Line	75%	95%	20%	\$2,386,114	\$1,789,586	\$477,223	\$119,306
C	Town Creek Relief Line	65%	85%	20%	\$1,525,270	\$991,426	\$305,054	\$228,791
D	Shannon Creek Trunk Line	35%	75%	40%	\$1,329,850	\$465,448	\$531,940	\$332,463
E	Village Creek Relief Line (Town Creek to SH174)	65%	100%	35%	\$1,892,341	\$1,230,022	\$662,319	\$0
F	Quil Miller Trunk (Hurst Creek to Hidden Creek Parkway)	30%	65%	35%	\$1,641,508	\$492,452	\$574,528	\$574,528
G	Quil Miller Trunk (Hidden Creek Parkway to IH35W)	25%	65%	40%	\$2,327,148	\$581,787	\$930,859	\$814,502
H	Quil Miller Trunk (I-35W to Highpoint Business Park)	25%	65%	40%	\$742,377	\$185,594	\$296,951	\$259,832
I	Sewer Extension to Decommission Mockingbird FM and Lift Station	85%	100%	15%	\$2,194,471	\$1,865,301	\$329,171	\$0
J	CR 915 Sanitary Sewer Line Phase 1	20%	75%	55%	\$785,570	\$157,114	\$432,064	\$196,393
K	CR 915 Sanitary Sewer Line Phase 2	10%	55%	45%	\$1,170,915	\$117,092	\$526,912	\$526,912
L	Fort Worth Offsite Wastewater Capacity Improvements Line B	0%	60%	60%	\$8,895,789	\$0	\$5,337,473	\$3,558,316
M	Fort Worth Offsite Wastewater Capacity Improvements Line A	0%	45%	45%	\$5,374,120	\$0	\$2,418,354	\$2,955,766
N	Wastewater Impact Fee Study	0%	100%	100%	\$33,375	\$0	\$33,375	\$0
<b>PROPOSED</b>								
1	Town Creek Basin 42/48-inch Parallel Interceptor	25%	60%	35%	\$7,795,000	\$1,948,750	\$2,728,250	\$3,118,000
2	Town Creek Basin I-35W 36-inch Parallel Interceptor	20%	55%	35%	\$4,659,300	\$931,860	\$1,630,755	\$2,096,685
3	Village Creek Basin 30/36-inch Wastewater Replacement	15%	55%	40%	\$9,529,200	\$1,429,380	\$3,811,680	\$4,288,140
4	Village Creek Basin 12-inch Wastewater Replacement	75%	95%	40%	\$1,022,600	\$766,950	\$409,040	-\$153,390
5	Town Creek Parkview Drive 10-inch Wastewater Replacement	90%	100%	10%	\$829,800	\$746,820	\$82,980	\$0
6	Willow Creek Basin Wilshire Boulevard 24-inch Parallel Interceptor	20%	65%	45%	\$7,071,400	\$1,414,280	\$3,182,130	\$2,474,990
7	Town Creek Basin East Hyder Ranch 18-inch Wastewater Replacement	40%	80%	40%	\$3,191,900	\$1,276,760	\$1,276,760	\$638,380
8	Town Creek Basin East Hyder Ranch 15-inch Collector Line	0%	60%	60%	\$1,528,700	\$0	\$917,220	\$611,480
9	Shannon Creek Basin West Hyder Ranch 12-inch Collector Line	0%	60%	60%	\$1,372,500	\$0	\$823,500	\$549,000
10	Shannon Creek Basin SW Hulen Street 15-inch Collector Line	0%	60%	60%	\$2,156,600	\$0	\$1,293,960	\$862,640
11	The Lakes 12-inch Collector Line	0%	70%	70%	\$876,100	\$0	\$613,270	\$262,830
12	Burleson Westside Business Park Lift Station Force Main / Collector	0%	70%	70%	\$8,013,200	\$0	\$5,609,240	\$2,403,960
13	Chisholm West Lift Station Force Main / Collector	0%	45%	45%	\$9,659,200	\$0	\$4,346,640	\$5,312,560
<b>Total Wastewater Capital Improvements Cost</b>					<b>\$73,179,699</b>	<b>\$8,631,892</b>	<b>\$35,041,539</b>	<b>\$29,506,268</b>

\* Utilization in 2023 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

Table 5 lists the projects included in the adopted FY 25-29 (CIP) and included in the impact fee study and eligible for funding through impact fees collected. A map with corresponding masterplan IDs is included in Exhibit A.

**Table 5  
FY 25-29 Adopted Capital Improvement Plan**

MP ID <sup>1/</sup>	LOCATION DESCRIPTION	SIZE	MP OPC	Project #	Status	Design	Design Fee	Construction - Engineer's OPC	% Construction Completed
<b>Proposed Wastewater Facilities - Collection Lines</b>									
1, 2	Parallel wastewater interceptor in the central Town Creek basin identified in the model to relieve existing capacity-related issues. Once constructed, this parallel line should have the capacity for future development within the city. The existing sewer line remains impact fee eligible for funding any remaining debt.	42" & 48"	\$19,213,200	WW 2301	Under Design	30%	\$2,493,569	Pending	0%
4	Wastewater line within golf course for future development	12"	\$1,022,600	WW 2601	Pending	Pending	Pending	Pending	0%
5	Potential parallel or upsizing of sewer Interceptor within NW Parkview Dr to relieve model indicated capacity issue	10"	\$829,800	TBD	Pending	Pending	Pending	Pending	0%
<b>Total Estimated Costs</b>			<b>\$21,065,600</b>						

1/ MP ID corresponds to Exhibit A - Water / Wastewater Impact Fee Key Map

### 4.3 Revenue

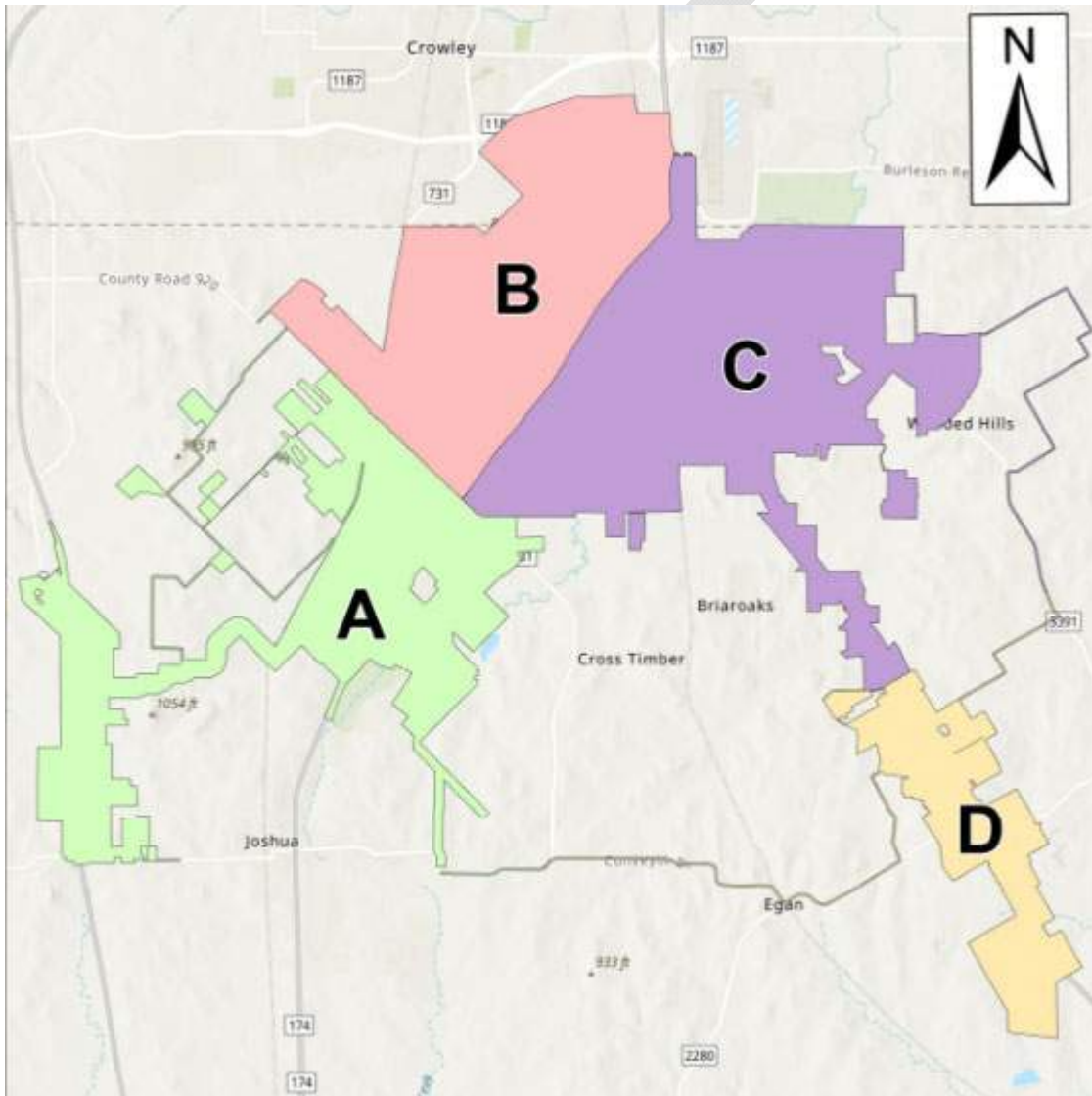
Wastewater impact fees are assessed based on the date the plat was filed and collected prior to the issuance of a building permit. For development that occurs without platting, the assessment and collection are made prior to the building permit. Table 6 summarizes the fees collected from October 1, 2023, to March 31, 2024, broken down by residential and commercial land use types.

<b>Table 6 Wastewater Impact Fees</b>			
<b>Description</b>	<b>Residential</b>	<b>Commercial</b>	<b>Total</b>
Impact Fee Earned	\$206,775.98	\$60,494.80	\$267,270.78
Offsets/Credits Earned	\$0.00	\$0.00	\$0.00
<b>Net Amount Collected</b>	<b>\$206,775.98</b>	<b>\$60,494.80</b>	<b>\$267,270.78</b>

## Section V Roadway Impact Fees

### 5.1 Service Area

For roadway impact fees, the city is divided into four Service Areas. Roadway Impact fees can only be used on eligible projects within a given Service Area. Below is a graphical representation of the Service Areas within the City of Burleson.



## 5.2 Capital Improvements Plan

Recommended improvements to the city’s roadway network were included in the updated IFCIP to support the required capacity and reliability to meet the projected traffic demands through 2033. Table 7 includes roadways within the current adopted CIP eligible for impact fee funding. Maps with corresponding IDs and a complete list of the roadways included in the adopted impact fee study are included in Exhibit B.

**Table 7  
FY 25-29 Adopted Capital Improvement Plan**

MP ID <sup>1/</sup>	Length of Project (mi)	% in Service Area	Roadway Classification	Project Name	Project Limits		MP OPC (2023 Dollars)	City Project #/Private Development	Status	% Construction Complete	
					From	To					
<b>Proposed Roadway Improvements in Service Area A</b>											
A-25	0.27	100%	MIA-120	Alsby Blvd - this section included the extension of Alsby from Hulén to CR 1020 providing better connectivity through the area and increasing emergency response times.	Hulén St	1,445 S. of Hulén St.	\$7,382,496	ST2202 (Alsby Ph. 2)	Pending Construction	0%	
A-26	1.78	50%	MIA-120	Co Rd 1020 - Also known as future Alsby Blvd. This connection will support expected growth and provide better connectivity through the area as well as increase emergency response times.	Co Rd 914	360 E of Prairie Grove Ln	\$18,689,000	ST2301 (Alsby Ph. 3)	Under Design	0%	
A-3, B17	0.87	A - 50% B - 50%	PA-120	A portion of Hulén is currently under design to Candler Road. Four lanes will be designed with two to be constructed. Ultimately this roadway will need to be widened to six lanes.	Candler Dr	Wilshire Blvd	\$17,000,000	ST2306 (Hulén Intersection & Road Widening)	Under Design	0%	
A-29	2.18	100%	PA-120	Wilshire Blvd - schematic, environmental, construction documents	Wicker Hill	City limit line to the south	\$2,584,000	TBD	TBD	0%	
<b>Total Estimated Costs for Service Area A</b>							<b>\$45,672,496</b>				
<b>Proposed Roadway Improvements in Service Area B</b>											
B-21	0.69	100%	MIA-90	Alsby Blvd - this section included the extension of Alsby to Hulén providing better connectivity through the area and increasing emergency response times.	Hulén St	Candler Dr	\$4,532,000	ST2302 (Alsby Phase 1B)	Under Construction	30%	
A-3, B17	0.87	A - 50% B - 50%	PA-120	A portion of Hulén is currently under design to Candler Road. Four lanes will be designed with two to be constructed. Ultimately this roadway will need to be widened to six lanes.	Candler Dr	Wilshire Blvd	\$17,000,000	ST2306 (Hulén Intersection & Road Widening)	Under Design	0%	
<b>Total Estimated Costs for Service Area B</b>							<b>\$21,549,000</b>				
<b>Proposed Roadway Improvements in Service Area C</b>											
C-39	0.43	50%	MaC-70	Village Creek Pkwy (initially Stone Road) will improve the existing 2 lane county type roadway from McCall to Alsby Blvd. The overall plan is for Village Creek Pkwy to be constructed to FM1187 in the future by the City of Fort Worth.	Alsby Blvd	McCall St	\$3,060,000	ST2309 (Village Creek Pkwy Ext.)	Under Design	0%	
<b>Total Estimated Costs for Service Area C</b>							<b>\$3,077,000</b>	ided to Service Area Project Cost Subtotal to account for Impact			
<b>Total Estimated Costs</b>							<b>\$70,298,496</b>				

<sup>1/</sup>Map ID corresponds to Exhibit B - Roadway Impact Fee Key Map



### 5.3 Revenue

Roadway impact fees are based on the plat approval date and collected prior to the issuance of a building permit. For development that occurs without platting, the assessment and collection are made prior to the building permit. Table 8 summarizes the fees collected from October 1, 2023, to March 31, 2024, broken down by residential and commercial land use types.

<b>Table 8 Roadway Impact Fees</b>			
<b>Description</b>	<b>Residential</b>	<b>Commercial</b>	<b>Total</b>
Area A	\$75,999.24	\$68,617.13	\$144,616.37
Area B	\$55,999.44	\$67,991.08	\$123,990.52
Area C	\$141,998.58	\$27,701.20	\$169,699.78
Area D	\$1,999.98	\$0.00	\$1,999.98
<b>Net Amount Collected</b>	<b>\$275,997.24</b>	<b>\$164,309.41</b>	<b>\$440,306.65</b>

### 5.4 Roadway Impact Fee Credits

The city's Roadway Impact Fee ordinance allows credits to impact fees due when a developer constructs a system facility. A system facility means a roadway improvement or expansion designated in the city's Roadway Impact Fee Capital Improvements Plan. The City Council has approved credits for roadway impact fees for three developments to date, as listed in Table 9. Staff is not aware of any credits that have been approved for water or wastewater credits.

<b>Table 9 Roadway Impact Fees Credits</b>			
<b>Development</b>	<b>System Facility</b>	<b>Impact Fee Credit</b>	<b>Remaining Credit</b>
Waverly Apartments	Fairfield Parkway	\$238,235.52	\$0.00
Shannon Creek Apartments/Reverie Single Family	Candler Drive	\$1,105,083.66	\$0.00
PF Farms Single Family	Lakewood Drive / Greenridge Drive	\$1,814,336.68	\$1,330,341.52
<b>Net Credits Remaining</b>			<b>\$1,330,341.52</b>

## Section VI Summary of Impact Fees

A summary of the impact fees collected since FY 2019 is provided in Table 10. FY 2024 is a partial year with fees collected through March 31, 2024.

<b>Table 10 Summary of Impact Fees FY2019 - FY2024</b>			
<b>Year</b>	<b>Water</b>	<b>Wastewater</b>	<b>Roadway</b>
FY2019	\$957,044.23	\$339,707.31	\$666,010.53
FY2020	\$988,157.79	\$459,834.75	\$922,711.36
FY2021	\$847,867.74	\$418,289.24	\$811,395.34
FY2022	\$1,054,627.79	\$605,083.73	\$618,573.42
FY2023	\$877,994.19	\$611,587.34	\$687,482.70
FY2024*	\$400,926.41	\$268,582.78	\$440,306.65
<b>Totals</b>	<b>\$5,126,618.15</b>	<b>\$2,703,085.15</b>	<b>\$4,146,480.00</b>

\*Denotes partial year

## Section VII Findings

The Impact Fee Capital Improvements Program Advisory Committee makes the following conclusions:

1. The city continues to make progress in the implementation of the capital program.
2. Construction costs continue to remain high increasing overall construction costs.
3. The adopted water, wastewater, and roadway CIP continue to be an appropriate representation of the upgrades and expansions needed to the city's system facilities in order to accommodate predicted future growth and address existing system deficiencies.
4. Collection of impact fees reduces the debt required to construct new water, wastewater, and transportation infrastructure to serve new development.
5. The administration of the program has been fair and equitable.
6. No perceived inequities are noted in implementing the capital program.

**Exhibit A**  
**Water / Wastewater Impact Fee Key Maps**



**FIGURE 3-1**  
**CITY OF BURLESON**  
**WATER SYSTEM**  
**IMPACT FEE ELIGIBLE**  
**RECOMMENDED IMPROVEMENTS**  
**LEGEND**

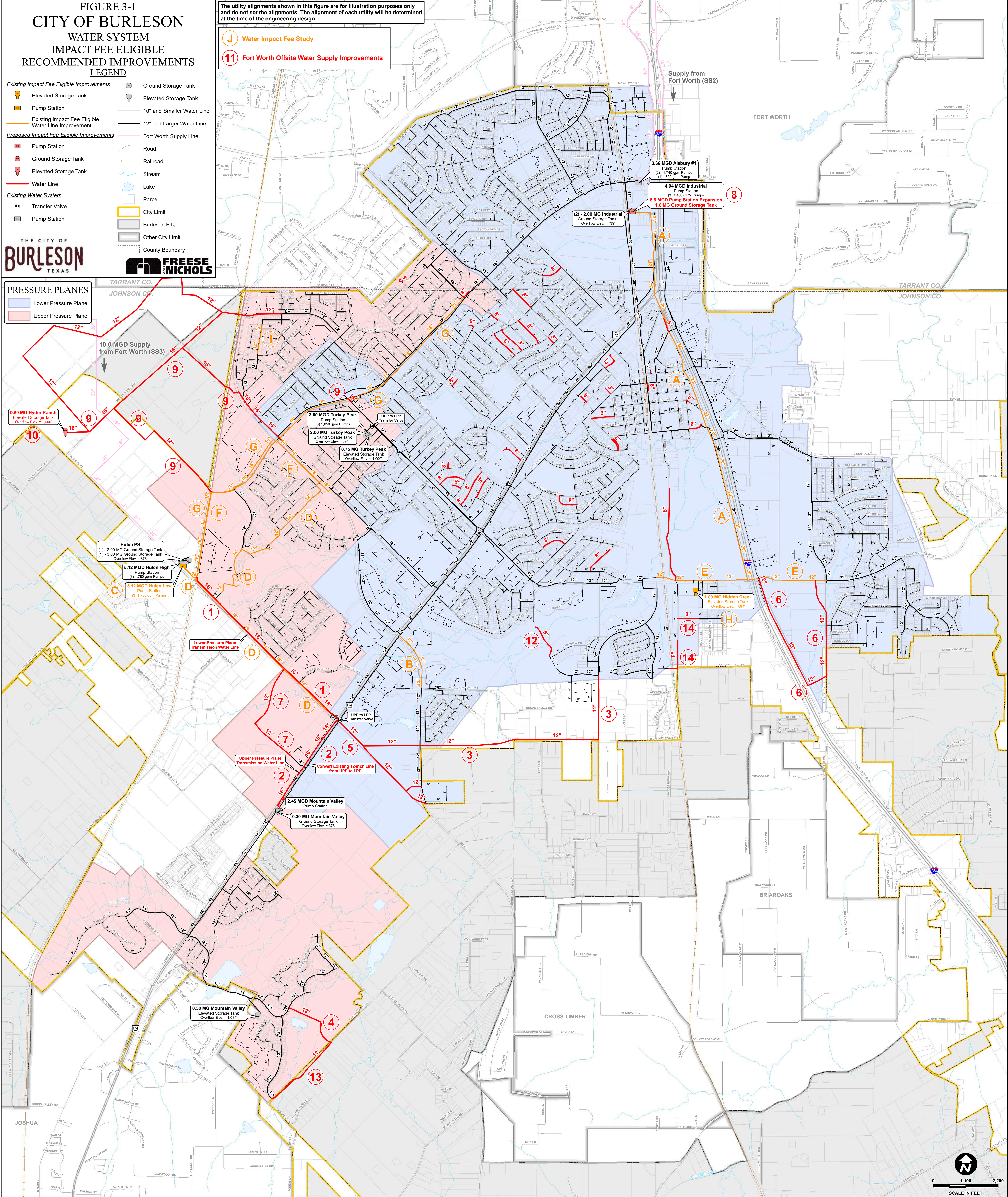
- Existing Impact Fee Eligible Improvements**
- Elevated Storage Tank
  - Pump Station
  - Existing Impact Fee Eligible Water Line Improvement
- Proposed Impact Fee Eligible Improvements**
- Pump Station
  - Ground Storage Tank
  - Elevated Storage Tank
  - Water Line
- Existing Water System**
- Transfer Valve
  - Pump Station
- Ground Storage Tank**
- Ground Storage Tank
  - Elevated Storage Tank
- 10" and Smaller Water Line**
- 10" and Smaller Water Line
  - 12" and Larger Water Line
- Fort Worth Supply Line**
- Fort Worth Supply Line
- Road**
- Road
- Railroad**
- Railroad
- Stream**
- Stream
- Lake**
- Lake
- Parcel**
- Parcel
- City Limit**
- City Limit
- Burleson ETJ**
- Burleson ETJ
- Other City Limit**
- Other City Limit
- County Boundary**
- County Boundary



- PRESSURE PLANES**
- Lower Pressure Plane
  - Upper Pressure Plane

The utility alignments shown in this figure are for illustration purposes only and do not set the alignments. The alignment of each utility will be determined at the time of the engineering design.

- J** Water Impact Fee Study
- 11** Fort Worth Offsite Water Supply Improvements





**FIGURE 3-2**  
**CITY OF BURLESON**  
**WASTEWATER SYSTEM**  
**IMPACT FEE ELIGIBLE**  
**RECOMMENDED IMPROVEMENTS**  
**LEGEND**

**Existing Impact Fee Eligible Wastewater Line**  
**Proposed Impact Fee Eligible Improvements**  
**Existing Wastewater System**

- Existing Impact Fee Eligible Wastewater Line
- Proposed Impact Fee Eligible Improvements
- Existing Wastewater System
- 10" and Smaller Wastewater Line
- 12" and Larger Wastewater Line
- Force Main
- Road
- Railroad
- 10-ft Contour
- Stream
- Lake
- Parcel
- City Limit
- Burleson ETJ
- Other City Limit
- County Boundary

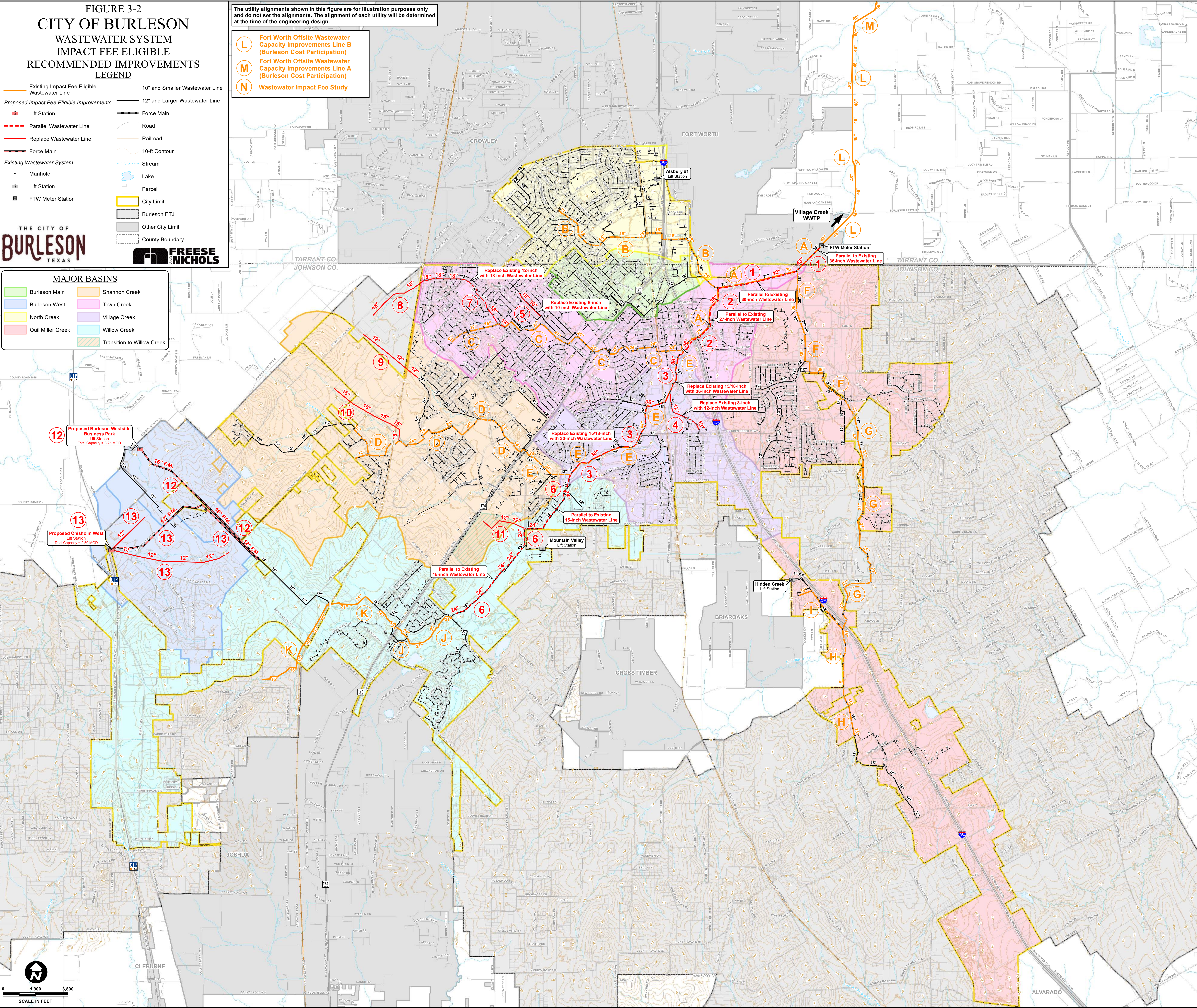
**THE CITY OF BURLESON TEXAS**  
**FREESE NICHOLS**

The utility alignments shown in this figure are for illustration purposes only and do not set the alignments. The alignment of each utility will be determined at the time of the engineering design.

- L** Fort Worth Offsite Wastewater Capacity Improvements Line B (Burleson Cost Participation)
- M** Fort Worth Offsite Wastewater Capacity Improvements Line A (Burleson Cost Participation)
- N** Wastewater Impact Fee Study

**MAJOR BASINS**

Burleson Main	Shannon Creek
Burleson West	Town Creek
North Creek	Village Creek
Quil Miller Creek	Willow Creek
	Transition to Willow Creek



**SCALE IN FEET**  
0 1,900 3,800

DATE: 11/15/2024  
PROJECT: BURLESON WASTEWATER SYSTEM IMPACT FEE STUDY  
DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS  
APPROVED BY: J. HARRIS  
SCALE: AS SHOWN  
FILE: BURLESON\_WW\_IMPACT\_FEE\_STUDY\_11/15/2024.dwg



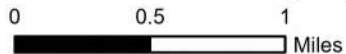
**Exhibit B**  
**Roadway Impact Fee Key Maps & 10-Year**  
**Roadway CIP by Service Area**

**2023 Roadway Impact Fee Study**  
**Roadway Impact Fee CIP -**  
**Service Area A**



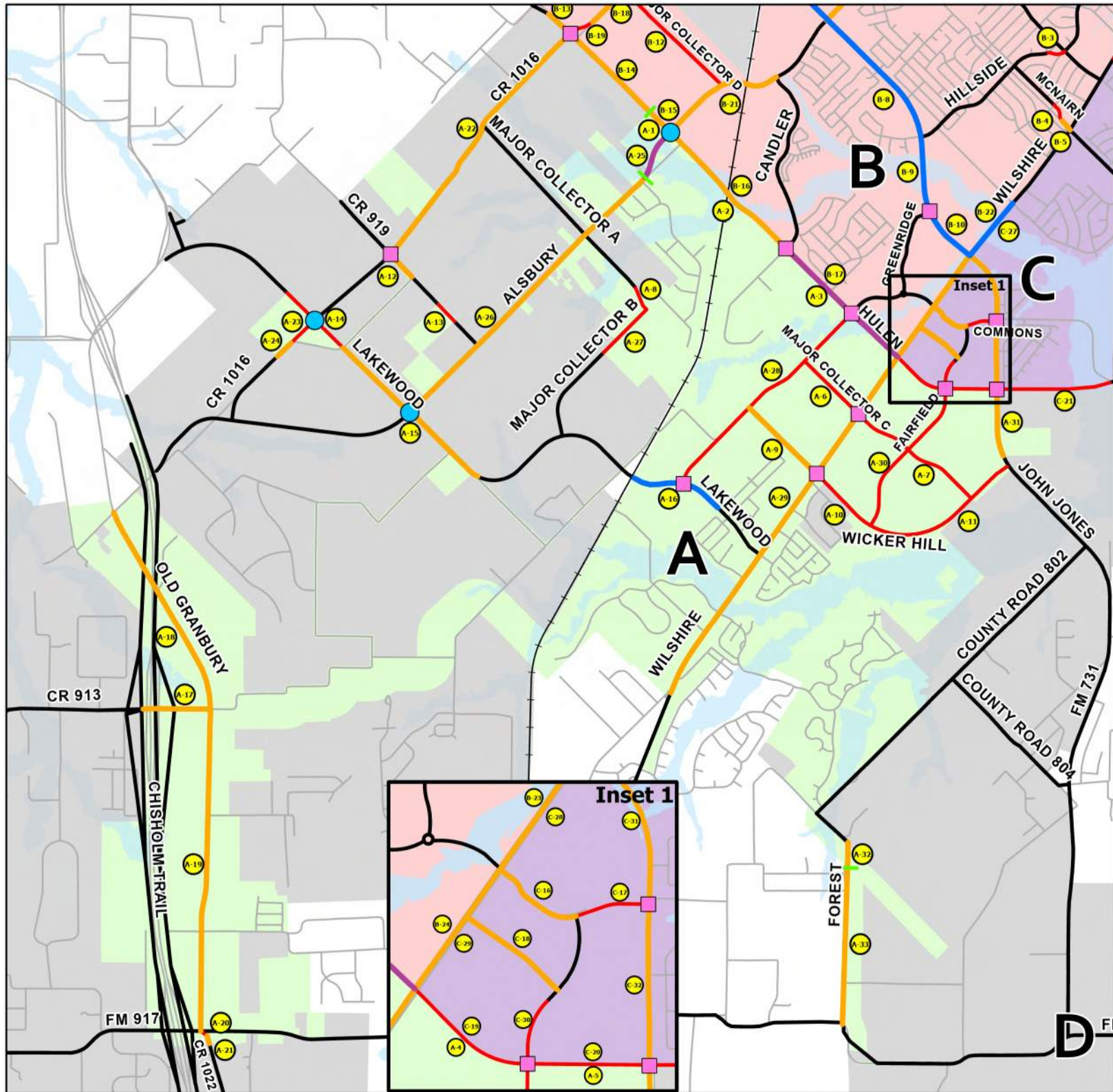
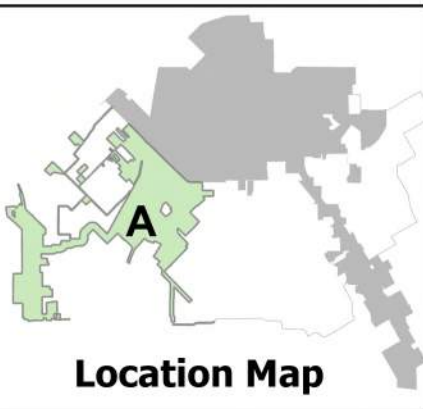
Kimley **Horn**

May 2023



**Legend**

- Non-Impact Fee Eligible
- Impact Fee Eligible (New)
- Impact Fee Eligible (Widening)
- Impact Fee Eligible (Median)
- Impact Fee Eligible (Funded)
- Impact Fee Eligible (Completed)
- Local Streets
- Project Limits
- Roundabout
- Intersection Improvements
- Service Area A
- Service Area B
- Service Area C
- Service Area D
- ETJ



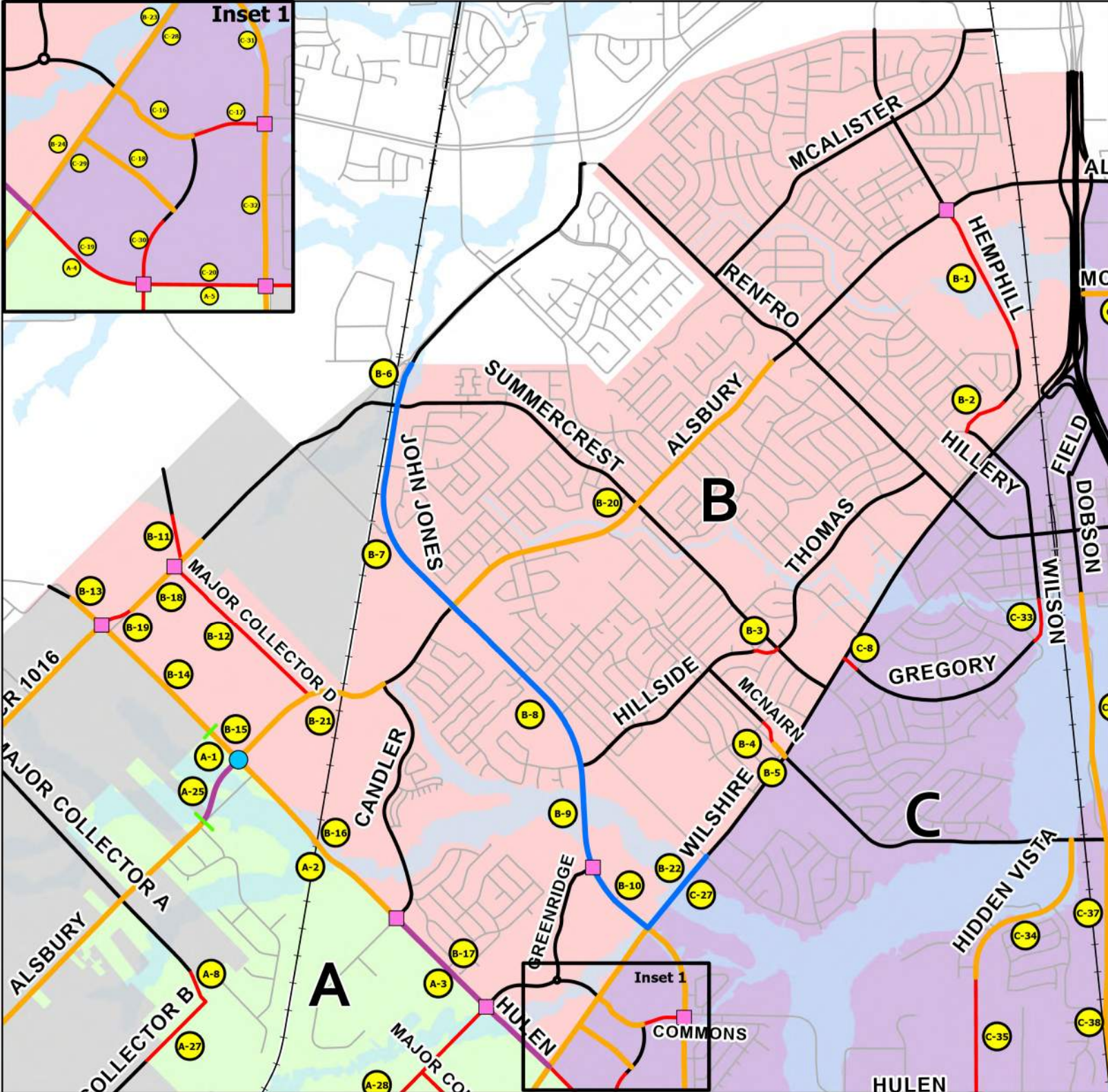
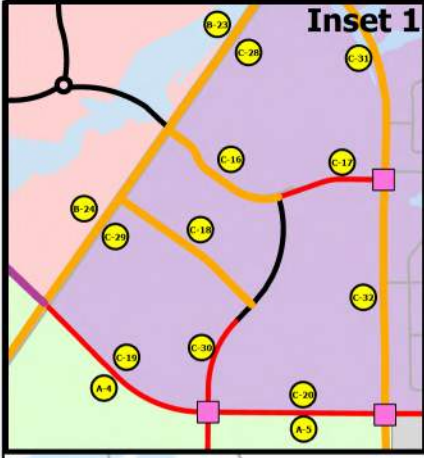
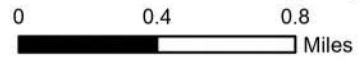


**2023 Roadway Impact Fee Study**  
**Roadway Impact Fee CIP -**  
**Service Area B**

THE CITY OF  
**BURLESON**  
 TEXAS

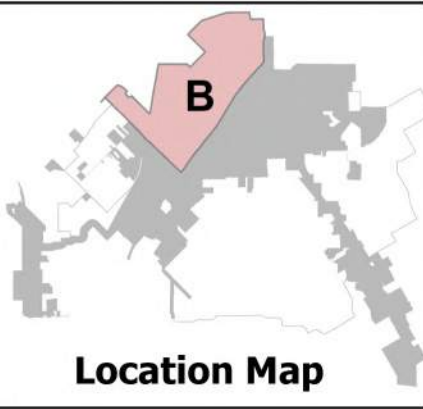
Kimley **Horn**

May 2023



**Legend**

- Non-Impact Fee Eligible
- Impact Fee Eligible (New)
- Impact Fee Eligible (Widening)
- Impact Fee Eligible (Median)
- Impact Fee Eligible (Funded)
- Impact Fee Eligible (Completed)
- Local Streets
- Project Limits
- Roundabout
- Intersection Improvements
- Service Area A
- Service Area B
- Service Area C
- Service Area D
- ETJ



**Location Map**



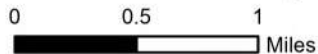


**2023 Roadway Impact Fee Study**  
**Roadway Impact Fee CIP -**  
**Service Area C**



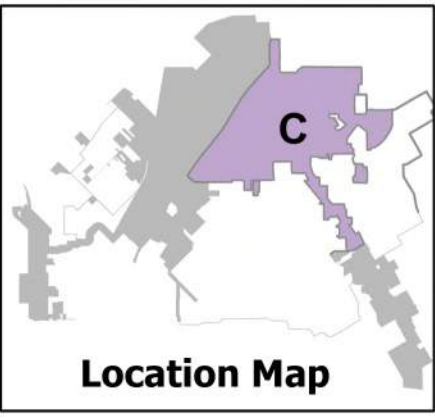
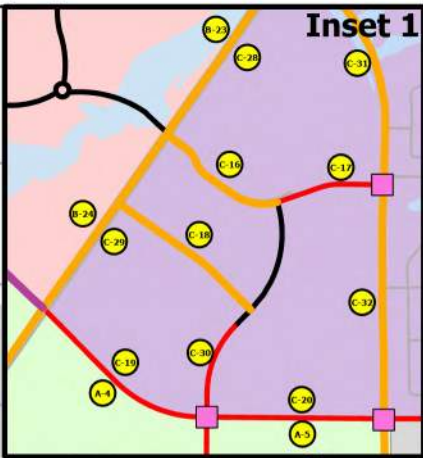
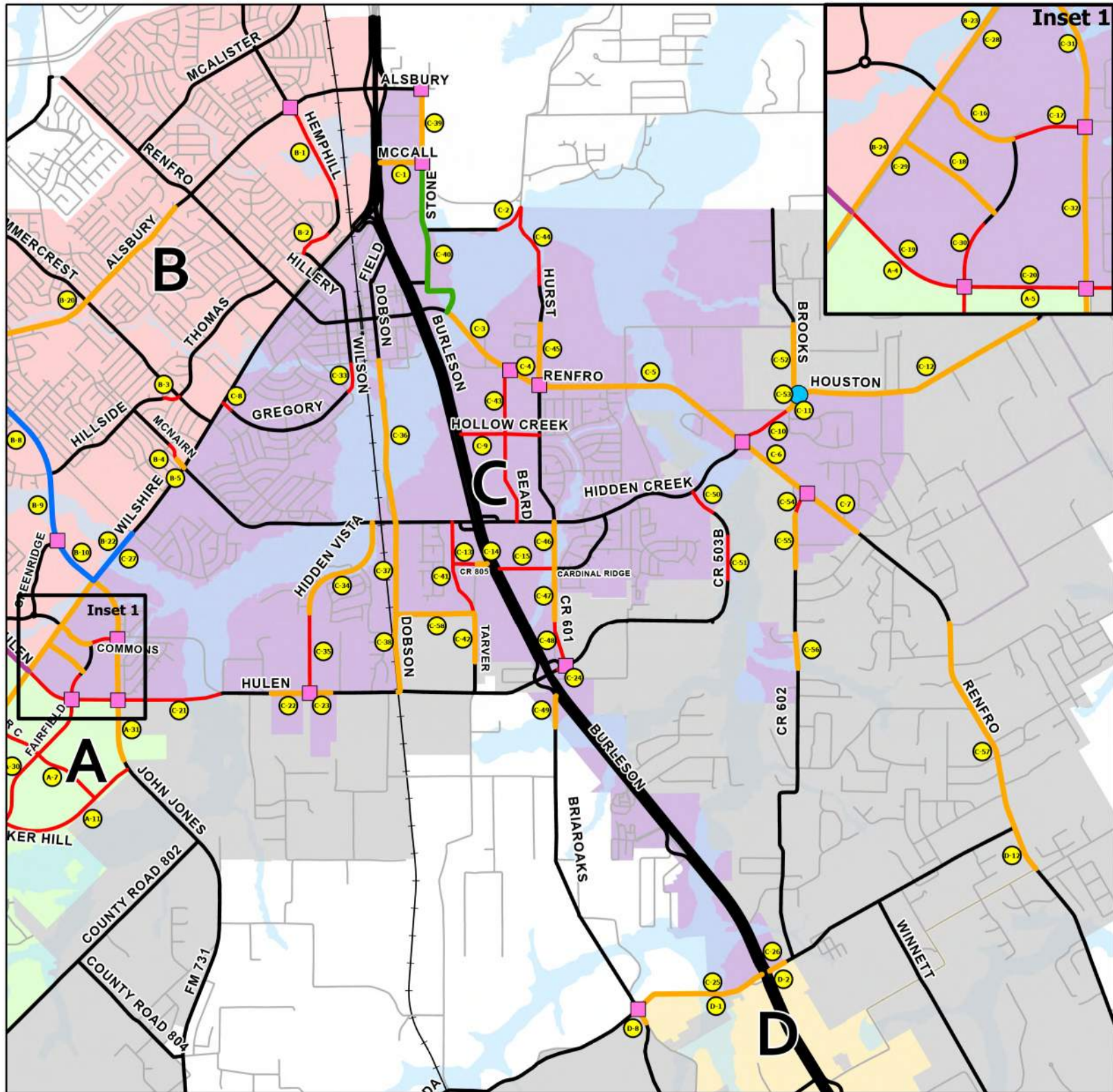
Kimley **Horn**

May 2023



**Legend**

- Non-Impact Fee Eligible
- Impact Fee Eligible (New)
- Impact Fee Eligible (Widening)
- Impact Fee Eligible (Median)
- Impact Fee Eligible (Funded)
- Impact Fee Eligible (Completed)
- Local Streets
- Project Limits
- Roundabout
- Intersection Improvements
- Service Area A
- Service Area B
- Service Area C
- Service Area D
- ETJ



**Location Map**

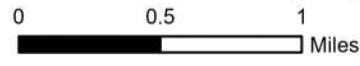


**2023 Roadway Impact Fee Study**  
**Roadway Impact Fee CIP -**  
**Service Area D**



Kimley»Horn

May 2023



**Legend**

- Non-Impact Fee Eligible
- Impact Fee Eligible (New)
- Impact Fee Eligible (Widening)
- Impact Fee Eligible (Median)
- Impact Fee Eligible (Funded)
- Impact Fee Eligible (Completed)
- Local Streets
- Project Limits
- Roundabout
- Intersection Improvements
- Service Area A
- Service Area B
- Service Area C
- Service Area D
- ETJ

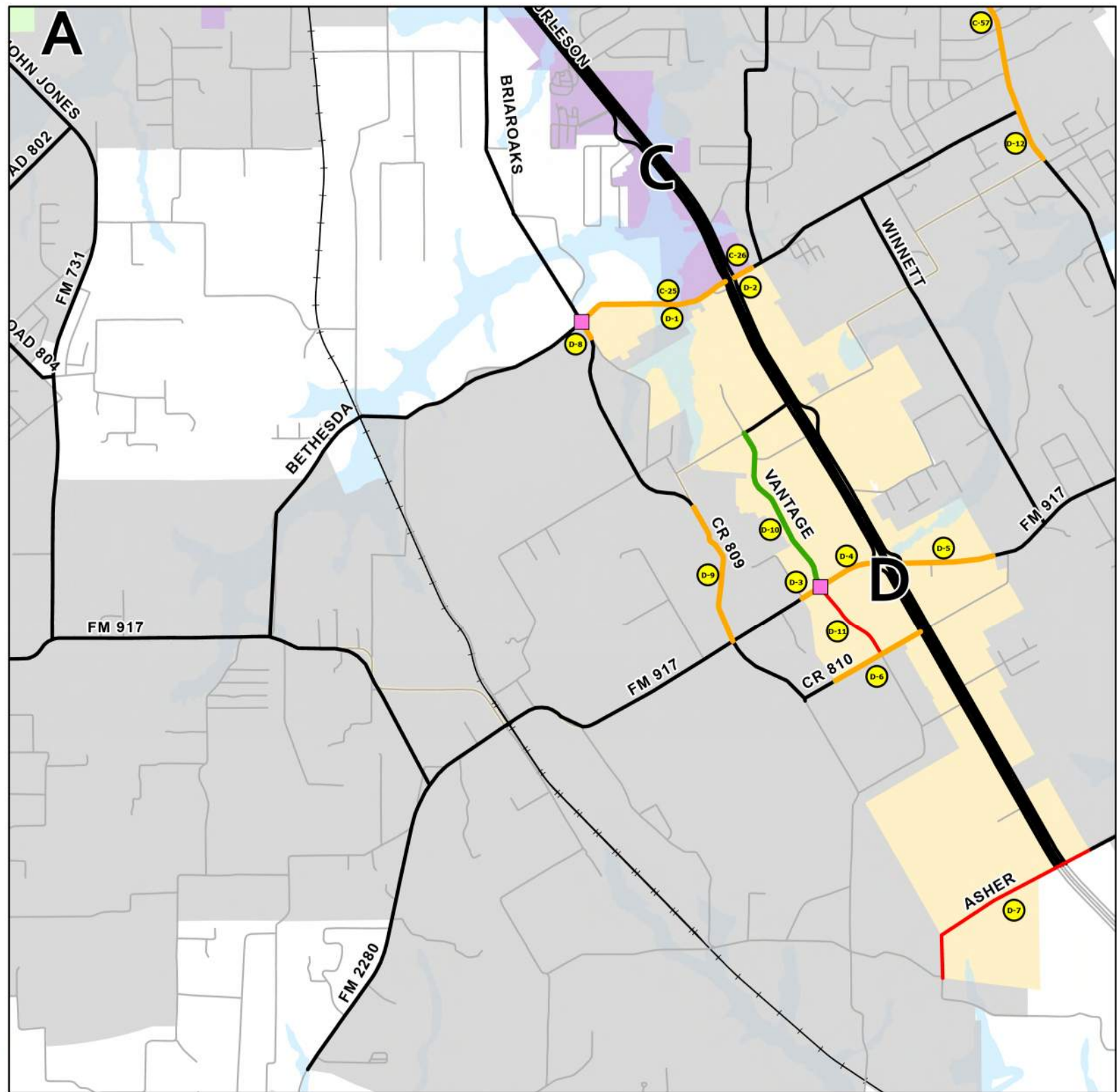
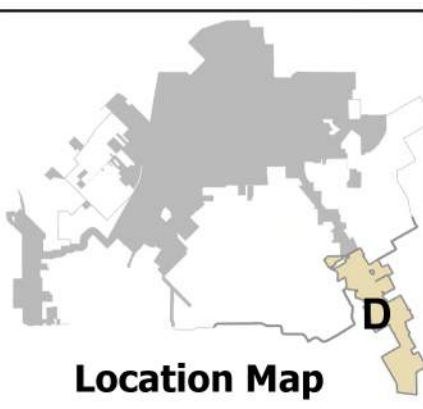


Table 5.A – 10-Year Roadway Impact Fee CIP  
with Conceptual Level Cost Projections – Service Area A

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA A	A-1, B-15	MiA-100	Hulen (3)	775' W of Alsbury to Alsbury	0.15	50%	\$ 1,594,000	\$ 797,000
	A-2, B-16	MiA-100	Hulen (4)	Alsbury to Candler	0.87	50%	\$ 17,000,000	\$ 8,500,000
	A-3, B-17	MiA-100	Hulen (5)	Candler to Wilshire	0.84	50%	\$ 7,803,653	\$ 3,901,827
	A-4, C-19	PA-120	Hulen (6)	Wilshire to Fairfield	0.32	50%	\$ 5,205,000	\$ 2,602,500
	A-5, C-20	PA-120	Hulen (7)	Fairfield to FM 731	0.28	50%	\$ 4,593,000	\$ 2,296,500
	A-6	MaC-70	Major Collector C (1)	Greendridge to Wilshire	0.41	100%	\$ 3,529,000	\$ 3,529,000
	A-7	MaC-70	Major Collector C (2)	Wilshire to Wicker Hill	0.77	100%	\$ 6,737,000	\$ 6,737,000
	A-8	MaC-70	Major Collector A	2050' E of Alsbury to 2740' E of Alsbury	0.13	100%	\$ 1,002,000	\$ 1,002,000
	A-9	MaC-70	Wicker Hill (1)	2685' N of Wilshire to Wilshire	0.51	100%	\$ 4,512,000	\$ 4,512,000
	A-10	MiA-100	Wicker Hill (2)	Wilshire to 2155' SE of Wilshire	0.41	100%	\$ 5,063,000	\$ 5,063,000
	A-11	MiA-100	Wicker Hill (3)	2155' SE of Wilshire to 55' S of FM 731	0.87	100%	\$ 10,738,000	\$ 10,738,000
	A-12	MaC-70	County Road 919 (1)	CR 1016 to 870' SE of CR 1016	0.16	100%	\$ 1,206,000	\$ 1,206,000
	A-13	MaC-70	County Road 919 (2)	1565' NW of CR 1020 to 900' W of CR 1020	0.13	100%	\$ 965,000	\$ 965,000
	A-14	MaA-120	Lakewood (1)	2110' W of CR 1016 to CR 1016	0.40	100%	\$ 4,673,000	\$ 4,673,000
	A-15	MaA-120	Lakewood (2)	CR 1016 to 2610' SE of Alsbury	0.98	100%	\$ 10,781,000	\$ 10,781,000
	A-16	MaA-120 (1/2)	Lakewood (3)	400' N of Buffalo Run to 430' S of CR 1021	0.50	100%	\$ 2,105,000	\$ 2,105,000
	A-17	MiA-100	County Road 913	Chisholm Trail SBFR to Old Granbury	0.36	100%	\$ 4,323,000	\$ 4,323,000
	A-18	MiA-100	Old Granbury (1)	Whispering Meadows to CR 913	1.19	100%	\$ 13,731,000	\$ 13,731,000
	A-19	MiA-100	Old Granbury (2)	CR 913 to FM 917	1.73	100%	\$ 19,619,000	\$ 19,619,000
	A-20	MiA-100	County Road 1022 (1)	FM 917 to CR 1022	0.04	100%	\$ 495,000	\$ 495,000
	A-21	MiA-100	County Road 1022 (2)	140' S of FM 917 to 365' S of FM 917	0.04	100%	\$ 463,000	\$ 463,000
	A-22	MaA-120	County Road 1016 (3)	Hulen to CR 916	1.54	100%	\$ 16,444,000	\$ 16,444,000
	A-23	MaA-120	County Road 1016 (4)	CR 914 to 875' S of CR 914	0.17	100%	\$ 1,762,000	\$ 1,762,000
	A-24	MaA-120	County Road 1016 (5)	1415' S of CR 914 to 875' S of CR 914	0.10	100%	\$ 1,039,000	\$ 1,039,000
	A-25	MaA-120	Alsbury (3)	Hulen to 1445' S of Hulen	0.27	100%	\$ 7,382,496	\$ 7,382,496
	A-26	MaA-120	Alsbury (4)	1445' SW of Hulen to CR 914	1.78	100%	\$ 18,689,000	\$ 18,689,000
	A-27	MaC-70	Major Collector B	525' SW of Bonnard Peak to 2255' SW of Bonnard Peak	0.33	100%	\$ 2,934,000	\$ 2,934,000
	A-28	MaC-70	Greenridge	Hulen to Lakewood	1.30	100%	\$ 13,191,000	\$ 13,191,000
	A-29	PA-120	Wilshire (4)	Hulen to CR 1021	2.18	100%	\$ 2,584,000	\$ 2,584,000
	A-30	MaC-70	Fairfield (2)	Hulen to Wicker Hill	0.87	100%	\$ 7,527,000	\$ 7,527,000
	A-31	PA-120	John Jones (8)	Hulen (Future) to 1915' S of Hulen (Future)	0.36	100%	\$ 478,000	\$ 478,000
	A-32	MaC-70	Forest (1)	885' N of Lakeview to 180' N of Lakeview	0.13	100%	\$ 977,000	\$ 977,000
	A-33	MaC-70	Forest (2)	180' N of Lakeview to FM 917	0.85	50%	\$ 6,977,000	\$ 3,488,500
Intersection Improvements	Type	Road A	Road B	Status	% In Service Area	Total Cost	Cost in Service Area	
	Intersection Improvements	Hulen	Candler	Rebuild	50%	\$ 500,000	\$ 250,000	
	Intersection Improvements	Hulen	Greenridge	Rebuild	50%	\$ 500,000	\$ 250,000	
	Intersection Improvements	Hulen	Fairfield	New	50%	\$ 500,000	\$ 250,000	
	Roundabout	Hulen	Alsbury	Retrofit	50%	\$ 750,000	\$ 375,000	
	Intersection Improvements	Wilshire	Major Collector C	New	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	Wicker Hill	Wilshire	Retrofit	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	Lakewood	Greenridge	New	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	Lakewood	Wilshire	Rebuild	100%	\$ 500,000	\$ 500,000	
	Roundabout	Lakewood	Alsbury	Retrofit	100%	\$ 1,650,000	\$ 1,650,000	
	Roundabout	County Road 1016	Lakewood	New	100%	\$ 750,000	\$ 750,000	
	Intersection Improvements	County Road 913	Old Granbury	Rebuild	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	FM 917	Old Granbury	Rebuild	100%	\$ 500,000	\$ 500,000	
<b>Service Area Roadway Project Cost Subtotal</b>							<b>\$ 184,535,823</b>	
<b>Service Area Intersection Project Cost Subtotal</b>							<b>\$ 6,525,000</b>	
<b>2027 Roadway Impact Fee Study Cost Per Service Area</b>							<b>\$ 20,000</b>	
<b>Total Cost in SERVICE AREA</b>							<b>\$ 191,080,823</b>	

- a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Burleson.
- b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 5.B – 10-Year Roadway Impact Fee CIP  
with Conceptual Level Cost Projections – Service Area B

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA B	B-1	MaC-70	Hemphill (1)	Alsbury to 920' N of Easy	0.61	100%	\$ 7,311,000	\$ 7,311,000
	B-2	MaC-70	Hemphill (2)	330' S of Easy to Hillery	0.19	100%	\$ 1,488,000	\$ 1,488,000
	B-3	MiC-60	Hillside	Hillside to Sundown	0.10	100%	\$ 633,000	\$ 633,000
	B-4	MiC-60	McNaim (1)	Wintercrest to McNaim	0.10	100%	\$ 639,000	\$ 639,000
	B-5	MiC-60	McNaim (2)	350' W of Wilshire to Wilshire	0.07	100%	\$ 415,000	\$ 415,000
	B-6	PA-120 (1/3)	John Jones (1)	CR 1016 to Summercrest	0.17	100%	\$ 178,400	\$ 178,400
	B-7	PA-120 (1/3)	John Jones (2)	Summercrest to Alsbury	0.89	100%	\$ 414,400	\$ 414,400
	B-8	PA-120 (1/3)	John Jones (3)	Alsbury to Hillside	0.83	100%	\$ 395,400	\$ 395,400
	B-9	PA-120 (1/3)	John Jones (4)	Hillside to Greenridge	0.40	100%	\$ 244,200	\$ 244,200
	B-10	PA-120 (1/3)	John Jones (5)	Greendridge to Wilshire	0.32	100%	\$ 170,400	\$ 170,400
	B-11	MaC-70	Major Collector D (1)	CR 1016 to 915' N of CR 1016	0.17	100%	\$ 1,328,000	\$ 1,328,000
	B-12	MaC-70	Major Collector D (2)	CR 1016 to Alsbury	0.73	100%	\$ 6,461,000	\$ 6,461,000
	B-13	MiA-100	Hulen (1)	1050' W of CR 1016 to CR 1016	0.20	50%	\$ 2,158,000	\$ 1,079,000
	B-14	MiA-100	Hulen (2)	CR 1016 to 765' W of Alsbury	0.56	100%	\$ 6,847,000	\$ 6,847,000
	A-1, B-15	MiA-100	Hulen (3)	775' W of Alsbury to Alsbury	0.15	50%	\$ 1,594,000	\$ 797,000
	A-2, B-16	MiA-100	Hulen (4)	Alsbury to Candler	0.87	50%	\$ 17,000,000	\$ 8,500,000
	A-3, B-17	MiA-100	Hulen (5)	Candler to Wilshire	0.84	50%	\$ 7,803,653	\$ 3,901,827
	B-18	MaA-120	County Road 1016 (1)	720' N of CR 920 to 2740' N of CR 920	0.38	100%	\$ 4,282,000	\$ 4,282,000
	B-19	MaA-120	County Road 1016 (2)	CR 920 to 720' N of CR 920	0.14	100%	\$ 1,450,000	\$ 1,450,000
	B-20	MiA-100	Alsbury (1)	John Jones to 600' SW of Renfro	1.63	100%	\$ 3,000,000	\$ 3,000,000
	B-21	MaA-120 (1/2)	Alsbury (2)	Hulen to Candler	0.68	100%	\$ 3,388,000	\$ 3,388,000
	B-22, C-27	PA-120 (1/3)	Wilshire (1)	John Jones to Elk	0.36	50%	\$ 478,200	\$ 239,100
	B-23, C-28	PA-120	Wilshire (2)	John Jones to Greenridge	0.33	50%	\$ 640,800	\$ 320,400
	B-24, C-29	PA-120	Wilshire (3)	Commons to Hulen	0.34	50%	\$ 452,600	\$ 226,300
	Intersection Improvements	Type	Road A	Road B	Status	% In Service Area	Total Project Cost	Cost in Service Area
		Intersection Improvements	Hulen	Candler	Rebuild	50%	\$ 500,000	\$ 250,000
		Intersection Improvements	Alsbury	Hemphill	Retrofit	100%	\$ 500,000	\$ 500,000
		Intersection Improvements	Hulen	Greenridge	Rebuild	50%	\$ 500,000	\$ 250,000
		Roundabout	Hulen	Alsbury	Retrofit	50%	\$ 1,650,000	\$ 825,000
Intersection Improvements		Hulen	County Road 1016	Rebuild	50%	\$ 500,000	\$ 250,000	
Intersection Improvements		County Road 1016	Major Collector D	New	100%	\$ 500,000	\$ 500,000	
Intersection Improvements	John Jones	Greenridge	Retrofit	100%	\$ 500,000	\$ 500,000		
<b>Service Area Roadway Project Cost Subtotal</b>							<b>\$ 53,708,427</b>	
<b>Service Area Intersection Project Cost Subtotal</b>							<b>\$ 3,075,000</b>	
<b>2027 Roadway Impact Fee Study Cost Per Service Area</b>							<b>\$ 20,000</b>	
<b>Total Cost in SERVICE AREA</b>							<b>\$ 56,803,427</b>	

- a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Burleson.
- b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 5.C – 10-Year Roadway Impact Fee CIP  
with Conceptual Level Cost Projections – Service Area C

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA C	C-1	MIC-60	McCall	IH-35W NBFR to Stone	0.25	100%	\$ 3,377,000	\$ 3,377,000
	C-2	Mac-70	Major Collector F	Abner Lee to 995' SW of Abner Lee	0.19	100%	\$ 3,678,000	\$ 3,678,000
	C-3	PA-120	Renfro (1)	Village Parkway to Beard	0.52	100%	\$ 8,425,000	\$ 8,425,000
	C-4	PA-120	Renfro (2)	Beard to Hurst	0.20	100%	\$ 2,417,000	\$ 2,417,000
	C-5	MaA-120	Renfro (3)	Hurst to Hidden Creek	1.33	100%	\$ 16,058,000	\$ 16,058,000
	C-6	MaA-120	Renfro (4)	Hidden Creek to CR 602	0.49	100%	\$ 4,912,000	\$ 4,912,000
	C-7	MIa-100	Renfro (5)	CR 602 to 200' NW of Christopher Ln	0.38	100%	\$ 3,857,000	\$ 3,857,000
	C-8	MIC-60	Gregory (1)	Johnson to Wilshire	0.06	100%	\$ 352,000	\$ 352,000
	C-9	Mac-70	Hollow Creek	Burleson to Hurst	0.47	100%	\$ 3,509,000	\$ 3,509,000
	C-10	Mac-70	Hidden Creek	Renfro to Laredo	0.34	100%	\$ 2,639,000	\$ 2,639,000
	C-11	Mac-70	Houston (1)	Laredo to Brooks	0.11	100%	\$ 685,000	\$ 685,000
	C-12	Mac-70	Houston (2)	Brooks to 550' E of Paint Brush Trail	1.53	100%	\$ 10,292,000	\$ 10,292,000
	C-13	Mac-70	County Road 805 (1)	CR 805 to Tarver	0.17	100%	\$ 1,116,000	\$ 1,116,000
	C-14	Mac-70	County Road 805 (2)	Tarver to IH-35W SBFR	0.06	100%	\$ 382,000	\$ 382,000
	C-15	MIC-60	Cardinal Ridge	Hurst to IH-35W NBFR	0.33	100%	\$ 3,022,000	\$ 3,022,000
	C-16	Mac-70	Commons (2)	Wilshire to Fairfield	0.21	100%	\$ 1,351,000	\$ 1,351,000
	C-17	Mac-70	Commons (3)	Fairfield to FM 731	0.21	100%	\$ 1,394,000	\$ 1,394,000
	C-18	MIC-60	Minor Collector B	Wilshire to Fairfield	0.30	100%	\$ 1,981,000	\$ 1,981,000
	A-4, C-19	PA-120	Hulen (6)	Wilshire to Fairfield	0.32	50%	\$ 5,205,000	\$ 2,602,500
	A-5, C-20	PA-120	Hulen (7)	Fairfield to FM 731	0.28	50%	\$ 4,593,000	\$ 2,296,500
	C-21	PA-120	Hulen (8)	John Jones to CR 714	0.61	100%	\$ 12,821,000	\$ 12,821,000
	C-22	PA-120	Hulen (9)	265' E of Broad Valley to 1265' E of Broad Valley	0.19	100%	\$ 2,335,000	\$ 2,335,000
	C-23	PA-120	Hulen (10)	850' W of Cozby to 205' W of Cozby	0.12	100%	\$ 1,507,000	\$ 1,507,000
	C-24	Mac-70	Hulen (11)	CR 601 to 370' E of CR 601	0.07	100%	\$ 467,000	\$ 467,000
	C-25, D-1	MIa-100	Bethesda (1)	Briar Oaks to IH-35W SBFR	0.81	50%	\$ 10,375,000	\$ 5,187,500
	C-26, D-2	MIa-100	Bethesda (2)	IH-35W NBFR to 555' E of IH-35W NBFR	0.10	50%	\$ 954,000	\$ 477,000
	B-23, C-27	PA-120 (1/3)	Wilshire (1)	John Jones to Elk	0.36	50%	\$ 478,200	\$ 239,100
	B-24, C-28	PA-120	Wilshire (2)	John Jones to Greenidge	0.33	50%	\$ 640,800	\$ 320,400
	B-25, C-29	PA-120	Wilshire (3)	Commons to Hulen	0.34	50%	\$ 452,600	\$ 226,300
	C-30	Mac-70	Fairfield (1)	200' SW of Minor Collector to Hulen	0.15	100%	\$ 1,015,000	\$ 1,015,000
	C-31	PA-120	John Jones (6)	Wilshire to CR 714	0.39	100%	\$ 1,011,400	\$ 1,011,400
	C-32	PA-120	John Jones (7)	CR 714 to CR 920	0.38	100%	\$ 419,400	\$ 419,400
	C-33	MIC-60	Gregory (2)	Miller to Tinker	0.17	100%	\$ 3,106,000	\$ 3,106,000
	C-34	MIa-100	Hidden Vista (1)	Hidden Creek to 190' S of Landmark	0.74	100%	\$ 13,875,000	\$ 13,875,000
	C-35	MIa-100	Hidden Vista (2)	905' S of Landmark to CR 714	0.48	100%	\$ 5,141,000	\$ 5,141,000
	C-36	MIC-60	Dobson (1)	Miller to Hidden Creek	0.97	100%	\$ 13,068,000	\$ 13,068,000
	C-37	MIC-60	Dobson (2)	Hidden Creek to CR 715	0.55	100%	\$ 3,640,000	\$ 3,640,000
	C-38	MIC-60	Dobson (3)	CR 715 to CR 714	0.48	50%	\$ 2,907,000	\$ 1,453,500
	C-39	Mac-70	Stone (1)	Alsbury to McCall	0.43	100%	\$ 3,060,000	\$ 3,060,000
	C-40	Mac-70	Stone (2)	McCall to Stampede	1.05	100%	\$ 11,754,349	\$ 11,754,349
	C-41	MIC-60	Tarver (1)	Hidden Creek to CR 715	0.58	100%	\$ 4,050,000	\$ 4,050,000
	C-42	Mac-70	Tarver (2)	CR 715 to 1555' S of CR 716	0.29	100%	\$ 2,192,000	\$ 2,192,000
	C-43	Mac-70	Beard	Renfro to Hidden Creek	0.93	100%	\$ 6,955,000	\$ 6,955,000
	C-44	Mac-70	Hurst (1)	Wildcat Way to Hurst	0.50	100%	\$ 9,755,000	\$ 9,755,000
	C-45	Mac-70	Hurst (2)	Wyche Ct to Renfro	0.36	100%	\$ 2,632,000	\$ 2,632,000
	C-46	Mac-70	Hurst (3)	Hidden Creek to Cardinal Ridge	0.28	100%	\$ 4,189,000	\$ 4,189,000
	C-47	Mac-70	Hurst (4)	Cardinal Ridge to 1615' S of Cardinal Ridge	0.31	100%	\$ 2,770,000	\$ 2,770,000
	C-48	Mac-70	County Road 601	CR 601 to Hulen	0.29	50%	\$ 2,292,000	\$ 1,146,000
	C-49	MIa-100	Briar Oaks	IH-35W SBFR to 990' S of IH-35W SBFR	0.19	100%	\$ 1,749,000	\$ 1,749,000
	C-50	Mac-70	County Road 503B (1)	Hidden Creek to 905' S of Hidden Creek	0.17	100%	\$ 1,141,000	\$ 1,141,000
	C-51	Mac-70	County Road 503B (2)	1750' S of Hidden Creek to 3105' S of Hidden Creek	0.26	100%	\$ 3,929,000	\$ 3,929,000
	C-52	Mac-70	Brooks (1)	50' N of CR 532 to 50' N of Houston	0.40	100%	\$ 2,882,000	\$ 2,882,000
	C-53	Mac-70	Brooks (2)	Houston to 110' N of Houston	0.02	100%	\$ 139,000	\$ 139,000
	C-54	Mac-70	County Road 602 (1)	Renfro to CR 602	0.15	100%	\$ 978,000	\$ 978,000
	C-55	Mac-70	County Road 602 (2)	960' N of Cindy Ct to 720' S of Cindy Ct	0.32	50%	\$ 2,341,000	\$ 1,170,500
	C-56	Mac-70	County Road 602 (3)	250' N of Taylor Bridge to 835' S of Taylor Bridge	0.21	50%	\$ 2,372,000	\$ 1,186,000
	C-57	MIa-100	Renfro (6)	CR 529 to Ryan	1.31	100%	\$ 12,895,000	\$ 12,895,000
	C-58	Mac-70	County Road 715	Dobson to Tarver	0.47	50%	\$ 3,269,000	\$ 1,634,500
Intersection Improvements	Type	Road A	Road B	Status	% In Service Area	Total Project Cost	Cost in Service Area	
	Intersection Improvements	Alsbury	Stone	Rebuild	25%	\$ 500,000	\$ 125,000	
	Intersection Improvements	Renfro	Hurst	Rebuild	100%	\$ 500,000	\$ 500,000	
	Roundabout	Houston	Brooks	New	100%	\$ 750,000	\$ 750,000	
	Intersection Improvements	Houston	Hidden Creek	Rebuild	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	CR 602	Renfro	New	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	CR 601	Hulen	New	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	John Jones	Commons	New	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	Hulen	John Jones	New	50%	\$ 500,000	\$ 250,000	
	Intersection Improvements	Hulen	Fairfield	New	50%	\$ 500,000	\$ 250,000	
	Intersection Improvements	Hulen	Hidden Vista	New	100%	\$ 500,000	\$ 500,000	
	Intersection Improvements	Bethesda	Briar Oaks	Rebuild	25%	\$ 500,000	\$ 125,000	
<b>Service Area Roadway Project Cost Subtotal</b>							<b>\$ 216,862,949</b>	
<b>Service Area Intersection Project Cost Subtotal</b>							<b>\$ 4,500,000</b>	
<b>2027 Roadway Impact Fee Study Cost Per Service Area</b>							<b>\$ 20,000</b>	
<b>Total Cost in SERVICE AREA</b>							<b>\$ 221,382,949</b>	

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Burleson.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 5.D – 10-Year Roadway Impact Fee CIP  
with Conceptual Level Cost Projections – Service Area D

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
S A D	C-25, D-1	MiA-100	Bethesda (1)	Briaroaks to IH-35W SBFR	0.81	50%	\$ 10,375,000	\$ 5,187,500
	C-26, D-2	MiA-100	Bethesda (2)	IH-35W NBFR to 555' E of IH-35W NBFR	0.10	50%	\$ 954,000	\$ 477,000
	D-3	PA-120	FM 917 (1)	565' W of Vantage to Vantage	0.11	100%	\$ 119,400	\$ 119,400
	D-4	PA-120	FM 917 (2)	IH-35W NBFR to Vantage	0.45	100%	\$ 574,200	\$ 574,200
	D-5	PA-120	FM 917 (3)	IH-35W NBFR to 2520' E of IH-35W NBFR	0.48	100%	\$ 606,800	\$ 606,800
	D-6	MaC-70	County Road 810	1450' W of Spring St to IH-35W SBFR	0.51	100%	\$ 4,498,000	\$ 4,498,000
	D-7	MiA-100	Asher	CR 707 to 730' W of IH-35W NBFR	1.10	100%	\$ 13,309,000	\$ 13,309,000
	D-8	MiA-100	Briaroaks (2)	Bethesda to 510' S of Bethesda	0.10	50%	\$ 1,048,000	\$ 524,000
	D-9	MiA-100	County Road 809	Conveyor to 3985' N of Conveyor	0.75	100%	\$ 8,984,000	\$ 8,984,000
	D-10	MaC-70	Vantage (1)	CR 711 to Conveyor	0.91	100%	\$ 4,887,795	\$ 4,887,795
	D-11	MaC-70	Vantage (2)	FM 917 to CR 810	0.48	100%	\$ 4,072,000	\$ 4,072,000
	D-12	MiA-100	Renfro (9)	Ryan to Bethesda	0.28	100%	\$ 3,439,000	\$ 3,439,000
	Intersection Improvements	Type	Road A	Road B	Status	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements		Bethesda	Briaroaks	Rebuild	25%	\$ 500,000	\$ 125,000	
Intersection Improvements		Vantage	FM 917	Rebuild	100%	\$ 500,000	\$ 500,000	
<b>Service Area Roadway Project Cost Subtotal</b>							<b>\$ 46,678,695</b>	
<b>Service Area Intersection Project Cost Subtotal</b>							<b>\$ 625,000</b>	
<b>2027 Roadway Impact Fee Study Cost Per Service Area</b>							<b>\$ 20,000</b>	
<b>Total Cost in SERVICE AREA</b>							<b>\$ 47,323,695</b>	

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