CITY OF THE COLONY
CITY COUNCIL AGENDA
TUESDAY, DECEMBER 16, 2025
6:30 PM

TO ALL INTERESTED PERSONS

Notice is hereby given of a **REGULAR SESSION of the CITY COUNCIL** of the City of The Colony, Texas to be held at **6:30 PM** on **TUESDAY, DECEMBER 16, 2025** at **CITY HALL AT 6053 MAIN STREET**, at which time the following items will be addressed:

1.0 ROUTINE ANNOUNCEMENTS, RECOGNITIONS and PROCLAMATIONS

1.1 Call to Order

1.2 Invocation

1.3 Pledge of Allegiance to the United States Flag

1.4 Salute to the Texas Flag

1.5 Items of Community Interest

1.6 Receive presentation from the Library regarding upcoming events and activities. (Charters)

2.0 CITIZEN INPUT

This portion of the meeting is to allow up to five (5) minutes per speaker with a maximum of thirty (30) minutes for items not posted on the current agenda. The council may not discuss these items, but may respond with factual data or policy information, or place the item on a future agenda. Those wishing to speak shall submit a Request Form to the City Secretary.

3.0 WORK SESSION

The Work Session is for the purpose of exchanging information regarding public business or policy. No action is taken on Work Session items. Citizen input will not be heard during this portion of the agenda.

3.1 Council to provide direction to staff regarding future agenda items. (Council)

4.0 CONSENT AGENDA

The Consent Agenda contains items which are routine in nature and will be acted upon in one motion. Items may be removed from this agenda for separate discussion by a Council member.

4.1 Consider approving City Council Regular Session meeting minutes from December 2, 2025. (Stewart)

4.2 Consider approving a resolution approving a list of pre-qualified professional consulting service providers for sixteen (16) service categories. (Hartline)

4.3 Consider approving an ordinance accepting a bid and authorizing the sale of certain parkland generally located at 4529 and 4531 W. Lake Highlands Drive, The Colony, Denton County, Texas, and related actions thereto. (Kopsa)

4.4 Consider approving a resolution authorizing the City Manager to execute an Engineering Services Contract in the amount of $397,000.00 with Halff Associates, Inc. to prepare construction plans and specifications for the Phase 16 Residential Street Reconstruction Project. (Hartline)

4.5 Consider approving a resolution authorizing the City Manager to award a Sourcewell Contract with Structured Construction, LLC for the purchase and install of a modular unit for the Public Works Locker Rooms Project in the amount of $515,622.29. (Lehmann)

4.6 Consider approving a resolution authorizing the City Manager to execute the Fourth Addendum to the Health Services Agreement with Marathon Health, LLC, for the purpose of extending The Colony Wellness Center's operating hours and approving the associated fees. (Wallican)

4.7 Consider approving a resolution authorizing the City Manager to award a purchase to PVS Technologies for the purchase of Ferric Chloride used for wastewater treatment in the amount of $145,200.00. (Whitt)

4.8 Consider approving a resolution authorizing the City Manager to award a purchase to Holt CAT for a Model 420 Backhoe Loader w/ Hammer in the amount of $166,780.00 utilizing Sourcewell Contract #020223. (Whitt)

4.9 Consider approving a resolution authorizing the City Manager to award a purchase to Classic Chevrolet for a Maintainer/Crane Truck in the amount of $213,289.23 utilizing the City of Denton Contract #8455. (Whitt)

4.10 Consider approving a resolution authorizing the City Manager to award a purchase to Bruckner's Truck & Equipment for two 26' MD6 Dump Trucks and one 26' MD7 Tractor in the amount of $340,602.53, utilizing HGAC Contract #HT06-2026. (Whitt)

4.11 Consider approving a resolution amending resolution 2025-139 authorizing and approving certain payments by The Colony Local Development Corporation, The Colony Economic Development Corporation, and The Colony Community Development Corporation for costs related to the construction of projects within Tax Increment Reinvestment Zone No. 1, City of The Colony, Texas for Grandscape. (Miller)

5.0 REGULAR AGENDA ITEMS

5.1 Conduct a public hearing, discuss and consider ordinances approving amendments to Land Use Assumptions, Capital Improvements Plan and Roadway and Drainage Impact Fees. (Hartline)

5.2 Discuss and consider approving the City Council meeting schedule for 2026. (Council)

5.3 Discuss and elect Mayor Pro Tem and Deputy Mayor Pro Tem according to the Code of Ordinances, Chapter 2, Section 2-4 (b). (Council)

6.0 EXECUTIVE SESSION

6.1 A. Council shall convene into a closed executive session pursuant to Sections 551.072 and 551.087 of the Texas Government Code to deliberate regarding purchase, exchange, lease or value of real property and commercial or financial information the city has received from a business prospect(s), and to deliberate the offer of a financial or other incentive to a business prospect(s).

7.0 EXECUTIVE SESSION ACTION

7.1 A. Any action as a result of executive session regarding purchase, exchange, lease or value of real property and commercial or financial information the city has received from a business prospect(s), and the offer of a financial or other incentive to a business prospect(s).

EXECUTIVE SESSION NOTICE

Pursuant to the Texas Open Meeting Act, Government Code Chapter 551 one or more of the above items may be considered in executive session closed to the public, including but not limited to consultation with attorney pursuant to Texas Government Code Section 551.071 arising out of the attorney's ethical duty to advise the city concerning legal issues arising from an agenda item. Any decision held on such matter will be taken or conducted in open session following the conclusion of the executive session.

ADJOURNMENT

Persons with disabilities who plan to attend this meeting who may need auxiliary aids such as interpreters for persons who are deaf or hearing impaired, readers or, large print are requested to contact the City Secretary's Office, at 972-624-3105 at least two (2) working days prior to the meeting so that appropriate arrangements can be made.

CERTIFICATION

I hereby certify that above notice of meeting was posted outside the front door of City Hall by 5:00 p.m. on the 10th day of December 2025.

Tina Stewart

Tina Stewart, TRMC, CMC, City Secretary

Agenda Item No: 1.5

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Miscellaneous
Agenda Section: routine announcements, recognitions and proclamations

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Suggested Action:
Items of Community Interest

Background:

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Library
Item Type: Announcement
Agenda Section: routine announcements, recognitions and proclamations

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Suggested Action:
Receive presentation from the Library regarding upcoming events and activities. (Charters)

Background:

Agenda Item No: 3.1

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Discussion
Agenda Section: work session

Suggested Action:
Council to provide direction to staff regarding future agenda items. (Council)

Background:

Agenda Item No: 4.1

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Minutes
Agenda Section: consent agenda

Suggested Action:
Consider approving City Council Regular Session meeting minutes from December 2, 2025. (Stewart)

Background:

Attachments:
December 2, 2025 Minutes.docx

MINUTES OF CITY COUNCIL REGULAR SESSION
HELD ON
DECEMBER 2, 2025

The Regular Session of the City Council of the City of The Colony, Texas, was called to order at 6:31 pm. on the 2nd day of December, at City Hall, 6800 Main Street, The Colony, Texas, with the following roll call:

Richard Boyer, Mayor	Present
Robyn Holtz, Councilmember	Present
Brian Wade, Councilmember	Present
Dan Rainey, Councilmember	Present
Perry Schrag, Councilmember	Present
Joel Marks, Deputy Mayor Pro Tem	Present
Judy Ensweiler, Mayor Pro Tem	Absent (Personal)

And with 6 council members present a quorum was established and the following items were addressed:

1.0 ROUTINE ANNOUNCEMENTS, RECOGNITIONS and PROCLAMATIONS

1.1 Call to Order
Mayor Boyer called the meeting to order at 6:31 p.m.

1.2 Invocation
Elder Terry Mayley from First Baptist Church delivered the invocation.

1.3 Pledge of Allegiance to the United States Flag
The Pledge of Allegiance to the United States Flag was recited.

1.4 Salute to the Texas Flag
The Salute to the Texas Flag was recited.

1.5 Items of Community Interest
1.) Mayor Boyer announced last meeting of the City Council at the current building.

2.) Deputy City Manager, Brant Shallenburger announced the ribbon cutting for the new city hall on December 16, 2025 at 5:30 pm.

1.6 Receive presentation from Parks and Recreation regarding upcoming events and activities.
Special Events Supervisor Chloe Hancock provided upcoming events and activities to the council.

2.0 CITIZEN INPUT
1.) Rowan Burns spoke concerning upgrades needed at the baseball field.

[1] These items are strictly public service announcements. Expressions of thanks, congratulations or condolences; information regarding holiday schedules; honorary recognition of city officials, employees or other citizens; reminders about upcoming **events sponsored by the City or other entity that are scheduled to be attended by a city official or city employee. No action will** be taken and no direction will be given regarding these items.

2.) Robert Garvin spoke concerning transportation, Kroger closing, prayer in government facilities, and elected officials with local businesses.

3.0 WORK SESSION

3.1 Receive a presentation regarding medical insurance renewal and employee wellness strategy.
Human Resource Director Rodney Wallican presented the item to council.

3.2 Council to provide direction to staff regarding future agenda items.
None

4.0 CONSENT AGENDA

Motion to approve all items from the Consent Agenda - Joel Marks, Deputy Mayor Pro Tem; second by Dan Rainey, Councilmember, motion carried with all ayes.

4.1 Consider approving City Council Regular Session meeting minutes from November 18, 2025.

4.2 Consider approving a resolution authorizing the City Manager to sign Contract Amendment No. 1 in the amount of $27,022.17 with Cam-Crete Contracting, Inc. for the Lebanon Road Rectangular Rapid Flashing Beacon (RRFB) & Crosswalks Project.

RESOLUTION NO. 2025-136

4.3 Consider approving a resolution authorizing the City Manager to award a Construction Services Contract in the amount $536,570.16 to CGC General Contractors, Inc. for the Bill Allen Memorial Park Stream Bank Erosion Stabilization and Repair Project.

RESOLUTION NO. 2025-137

4.4 Consider approving a resolution authorizing the City Manager to award a purchase to Frazer Ltd. in the amount of $441,291.00 for the purchase of a Ford F-450 Type 1-14' Module Ambulance, utilizing HGAC contract #AM10-23.

RESOLUTION NO. 2025-138

5.0 REGULAR AGENDA ITEMS

5.1 [CONTINUED FROM NOVEMBER 18, 2025] Conduct a public hearing, discuss and consider an ordinance amending Ordinance No. 2011 -1929, by approving a first supplement to final project and reinvestment zone financing plan, by approving additional TIF Project cost for Tax Increment Reinvestment Zone Number One (TIRZ #1).
Assistant City Manager Tim Miller presented the proposed ordinance to council.

Public hearing remained open from the previous city council meeting on November 18th and closed at 7:12 pm.

Council provided discussion on the item.

Motion to approve Agenda Item 5.1, as presented, but subject to revisions deemed necessary by the City Manager and/or City Attorney - Brian Wade, Councilmember; second by Dan Rainey, Councilmember, motion carried with all ayes.

ORDINANCE NO. 2025-2632

5.2 Discuss and consider a resolution authorizing and approving certain payments by the Colony Local Development Corporation, the Colony Economic Development Corporation, and the Colony Community Development Corporation for costs related to the construction of projects within the Tax Increment Reinvestment Zone No. 1, City of the Colony, Texas for Grandscape; providing for an effective date; and resolving other matters related thereto.
Assistant City Manager Tim Miller presented the proposed resolution to council.

Council provided discussion on the item.

Motion to approve Agenda Item 5.2, as presented, but subject to revisions deemed necessary by the City Manager and/or City Attorney - Brian Wade, Councilmember; second by Dan Rainey, Councilmember, motion carried with all ayes.

RESOLUTION NO. 2025-139

5.3 Discuss and consider a resolution authorizing and approving The Colony Hotel and Convention Center Chapter 380 Agreement with LMG Ventures, LLC, and documents related thereto.
City Attorney Jeff L. Moore presented the proposed resolution to council.

Council provided discussion on the item.

Motion to approve Agenda Item 5.3, as revised, and subject to revisions deemed necessary by the City Manager and/or City Attorney - Brian Wade, Councilmember; second by Dan Rainey, Councilmember, motion carried with all ayes.

RESOLUTION NO. 2025-140

5.4 Discuss and consider making appointments to the Tax Increment Reinvestment Zone Number One Board of Directors.

Motion to approve the reappointments of members Place 6 through Place 9 - Brian Wade, Councilmember; second by Robyn Holtz, Councilmember, motion carried with all ayes.

5.5 Discuss and consider appointing a member of the Tax Increment Reinvestment Zone Number One Board of Directors to serve as Chairman for a one-year term.

Motion to approve the reinstatement of the chair, Mayor Boyer - Brian Wade, Councilmember; second by Robyn Holtz, Councilmember, motion carried with all ayes.

5.6 Discuss and consider making appointments to the Tax Increment Reinvestment Zone Number Two Board of Directors.

Motion to approve the reappointments of members Place 1 through Place 3 and Place 8 through Place 9 - Brian Wade, Councilmember; second by Dan Rainey, Councilmember, motion carried with all ayes.

5.7 Discuss and consider appointing a member of the Tax Increment Reinvestment Zone Number Two Board of Directors as Chairman for a one-year term.

Motion to approve the reinstatement of the chair, Mayor Boyer - Brian Wade, Councilmember; second by Perry Schrag, Councilmember, motion carried with all ayes.

5.8 Discuss and consider making appointments to the Local Development Corporation Board of Directors.

Motion to approve the reappointments of members Place 6 through Place 9 - Brian Wade, Councilmember; second by Robyn Holtz, Councilmember, motion carried with all ayes.

5.9 Discuss and consider appointing a member of the Local Development Corporation Board of Directors to serve as Chairman for a one-year term.

Motion to approve the reinstatement of the chair, Mayor Boyer - Brian Wade, Councilmember; second by Dan Rainey, Councilmember, motion carried with all ayes.

5.10 Discuss and consider making appointments to the Hotel Development Corporation Board of Directors.

Motion to approve the reappointments of members Place 6 through Place 9 - Brian Wade, Councilmember; second by Perry Schrag, Councilmember, motion carried with all ayes.

5.11 Discuss and consider appointing a member to the Hotel Development Corporation Board of Directors to serve as Chairman for a one-year term.

Motion to approve the reinstatement of the chair, Mayor Boyer - Brian Wade, Councilmember; second by Dan Rainey, Councilmember, motion carried with all ayes.

5.12 Appointment of Council Liaisons to various city boards, commissions and committees.
Mayor Boyer announced the reappointment of all sitting Council Liaisons.

Executive Session was convened at 7:33 p.m.

6.0 EXECUTIVE SESSION

6.1 A. Council shall convene into a closed executive session pursuant to Sections 551.072 and 551.087 of the Texas Government Code to deliberate regarding purchase, exchange, lease or value of real property and commercial or financial information the city has received from a business prospect(s), and to deliberate the offer of a financial or other incentive to a business prospect(s).

B. Council shall convene into a closed executive session pursuant to Section 551.071 of the Texas Government Code to seek legal advice from the city attorney regarding municipal setting designations (MSD).

Regular Session was reconvened at 8:30 p.m.

7.0 EXECUTIVE SESSION ACTION

7.1 A. Any action as a result of executive session regarding purchase, exchange, lease or value of real property and commercial or financial information the city has received from a business prospect(s), and the offer of a financial or other incentive to a business prospect(s).
No Action

B. Any action as a result of executive session regarding municipal setting designations (MSD).
No Action

ADJOURNMENT

With there being no further business to discuss, the meeting was adjourned at 8:30 p.m.

APPROVED:

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

Agenda Item No: 4.2

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Engineering
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution approving a list of pre-qualified professional consulting service providers for sixteen (16) service categories. (Hartline)

Background:
Background: On September 25, 2025, fifty-eight (58) professional service providers submitted Statements of Qualifications (SOQs) for selection of professional consulting services in accordance with the terms, conditions, and requirements set forth in the Request for Qualifications (RFQ) released by the City. The RFQ provided interested professional service providers with the information necessary to prepare and submit their qualifications for consideration. Categories of services included master plans, roadway, water, wastewater, stormwater/environmental/erosion control structures, site development services, surveying, easement and land acquisition, geotechnical, landscape & irrigation, traffic engineering services, HVAC engineering/design, electrical engineering/design, structural, parks design services and SCADA design services and programming. The SOQs were reviewed and the professional service list was prepared by a staff committee composed of five members. The committee members were from the Public Works Department (2), Engineering Department (4) and Parks Department (2). The selected professional service providers list will be retained for a period of three years and may be extended annually at the City's discretion. Projects during the three-year period will be assigned on a task order basis. After selection for a specific project, the selected professional service provider will be requested to provide a proposal for each task for approval by the City. Such proposals will include a detailed scope of services, hourly fee breakdown, overall project schedule, and an Opinion of Probable Cost for construction and other activities related to the construction of the project, if applicable. Firms were selected based on the following criteria: Firm's experience and background, Prior Work Performed for The Colony, Professional Background of Key Personnel, Project Management Approach, Client Service Approach, References, and Proximity of design office under which the work will be directed and managed. The list of the selected professional service providers by service category is attached. This list was approved unanimously by the committee.

Attachments:
2025 RFQ Accepted Listing.pdf
Res. 2025-xxx List of Pre-qualified Professional Consulting Services Providers.doc

Company Name	Architectural Service	Master Plans	Roadway	Water	Waste Water	Stormwater/Envirmental/ Erosion Control Structures	Site Development Services	Surveying	Easement & Land Acquisition	Geotechnical	Landscape/Irrigation Services	Traffic Engineering Services	HVAC Engineering Services	Electrical Engineering Services	Structural Engineering Services	Parks Design Services	Scada design Services & Prgramming
Alliance Geotechnical Group, Inc.										X							
Black & Veatch Corporation		X		X	X	X											X
Bridgefarmer & Associates, Inc.			X	X	X	X						X		X	X		
CEI Engineering Associates, Inc.		X				X	X	X			X					X	
Cobb, Fendley & Associates, Inc.			X	X	X	X		X	X			X					
Consor Engineers, LLC						X						X			X		
Dunway			X	X	X	X		X	X		X	X			X	X	
ECS Southwest, LLP										X							
Freese and Nichols, Inc.		X	X	X	X	X	X			X		X				X	
Geotex Engineering, LLC										X							
Giles Engineering Associates, Inc.										X							
Gresham Smith				X	X	X											
Halff Associates, Inc. (FORT WORTH)		X	X	X	X	X	X	X	X		X	X				X	
HDR Engineering, Inc.		X		X	X	X											
Huitt-Zollars, Inc.			X	X	X	X					X		X	X	X	X	
Kimley-Horn and Associates, Inc.		X	X	X	X	X		X			X	X			X	X	
LJA		X	X	X	X	X		X			X	X				X	
Mbroh Engineering, Inc.												X		X			X
MHS Planning & Design		X					X				X					X	
Multatech Engineering, Inc.			X	X	X	X	X										
Neel-Schaffer, Inc.			X	X	X	X	X	X				X			X		
Olsson		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Pape-Dawson				X	X	X		X									
Parkhill		X	X	X	X						X	X				X	X
PGAL, Inc.	X		X	X	X		X					X			X		
Quiddity Engineering, LLC			X	X	X	X						X		X	X		X

Company Name	Architectural Service	Master Plans	Roadway	Water	Waste Water	Stormwater/Envirmental/ Erosion Control Structures	Site Development Services	Surveying	Easement & Land Acquisition	Geotechnical	Landscape/Irrigation Services	Traffic Engineering Services	HVAC Engineering Services	Electrical Engineering Services	Structural Engineering Services	Parks Design Services	Scada design Services & Prgramming
Raba Kistner			X			X				X							
RLG Consulting Engineers			X	X	X		X	X							X	X	
Ron Hobbs Architecture & Interior Design, LLP																X	
Shield Engineering Group, PLLC			X	X	X	X	X	X									
Spurgin & Associates Architects LLC	X			X													
Stateside Right of Way Services, LLC									X								
STV Inc.orporated			X	X	X	X		X									
Teague Nall and Perkins, Inc.		X	X	X	X	X	X	X	X		X	X			X	X	
Terracon Consultants, Inc.										X							
VRX, Inc.			X			X											
Westwood Professional Services, Inc.			X	X	X	X		X			X	X			X	X	
Wier & Associates, Inc.			X				X	X									

CITY OF THE COLONY, TEXAS
RESOLUTION NO. 2025 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO APPROVE A LIST OF PRE-QUALIFIED PROFESSIONAL CONSULTING SERVICE PROVIDERS FOR SIXTEEN SERVICE CATEGORIES; AND PROVIDING AN EFFECTIVE DATE

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

Section 1. That the City Council of the City of The Colony, Texas, has duly reviewed and considered the proposed list of pre-qualified professional consulting service providers for sixteen service categories as prepared by a staff committee composed of five members.

Section 2. That the City Manager is hereby authorized to approve the list of pre-qualified professional consulting service providers for a period of three years with the option to extend annually at the City's discretion.

Section 3. That this resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS THE 16TH DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Parks & Recreation
Item Type: Ordinance
Agenda Section: consent agenda

Suggested Action:
Consider approving an ordinance accepting a bid and authorizing the sale of certain parkland generally located at 4529 and 4531 W. Lake Highlands Drive, The Colony, Denton County, Texas, and related actions thereto. (Kopsa)

Background:

Attachments:
GW Offer Comparison W Lake Highlands.pdf
Ord. 2025-xxxx Accept Bid - Sale of Parkland.docx

	Buyer 1	Buyer 2	Buyer 3
Agent Name	Lori Rios	Jignesh Dhola	Chris Farley
Buyer Name	J&R Reyna Investments LLC		
Offer Amount	$275,100.00	$255,000.00	$200,500.00
Adjusted Offer Amount			
List Price	250,000.00	250,000.00	250,000.00
Cash Difference	0.00	0.00	0.00
Down Pmt	0.00	0.00	0.00
Financing Amount	0.00	0.00	0.00
Financing Type	Cash	Cash	Cash
Title Co	Universal Title	Universal Title	Universal Title
Title Pd	0.00	1,700.00	1,700.00
Am Shortages Pd By Seller	200.00	0.00	0.00
Survey Paid By Seller	0.00	500.00	0.00
Objections	3	0	3
Warranty Paid By Seller	0.00	0.00	0.00
7D2	as is	as is	as is
Closing Costs Paid By Seller	0.00	0.00	0.00
Close Date	December	1/6	12/23
Option Fee	0.00	100.00	100.00
Option Days	0	7	7
Leaseback Requested?			
Rent/Deposit	0.00	0.00	0.00
HOA Days	0	0	0
HOA Trasfer Fee Pd. By Buyer	0.00	0.00	0.00
Non-realty Items	storage building	storage building	storage building
NET	**$274,900.00**	**$252,800.00**	**$198,800.00**
Lender Company Name			
(Debits)	200.00	2,200.00	1,700.00
(Credits)	275,100.00	255,000.00	200,500.00
Earnest Money	$ 2,751.00	$ 2,550.00	$ 2,000.00
Notes			

CITY OF THE COLONY, TEXAS

ORDINANCE NO. 2025 - _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, ACCEPTING A BID AND AUTHORIZING THE SALE OF CERTAIN PARKLAND GENERALLY LOCATED AT 4529 AND 4531 W. LAKE HIGHLANDS DRIVE, THE COLONY, DENTON COUNTY, TEXAS; AUTHORIZING THE CITY MANAGER TO EXECUTE ANY AND ALL DOCUMENTS FOR THE SALE OF SAID PARKLAND; REQUIRING THE PROCEEDS FROM SAID SALE OF PARKLAND TO BE USED TO ACQUIRE OR IMPROVE OTHER PUBLIC PARKS; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALER CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 253.001 of the Texas Local Government Code authorizes the City of The Colony, Texas, to sell land owned, held, or claimed as a public park provided the issue of the sale is submitted to the qualified voters of the City of The Colony, Texas, at an election called and held for that purpose; and

WHEREAS, on Tuesday, November 7, 2023, the qualified voters of the City of The Colony, Texas, considered the following ballot proposition: "Shall the City of The Colony, Texas sell 0.1434-acres of parkland generally located at 4529 and 4531 W. Lake Highlands Drive, The Colony, Texas, and more particularly described as Block 8, Lot 48 and Block 9, Lot 49 of the Garza Lake Estates Addition, an addition to the City of The Colony, Denton County, Texas" (the "Parkland"); and

WHEREAS, on November 7, 2023, the qualified voters of the City of The Colony, Texas, approved the sale of said Parkland; and

WHEREAS, the City of The Colony, Texas, solicited bids for the Parkland; and

WHEREAS, on December 16, 2025, at a regularly scheduled meeting of the City Council of the City of The Colony, Texas, the City Council accepted the bid submitted by J&R Reyna Investments LLC for the purchase of the Parkland; and

WHEREAS, Section 253.001(d) of the Texas Local Government Code provides that the proceeds from the sale of parkland may only be used to acquire and improve other public parks; and

WHEREAS, Section 253.001(c) of the Texas Local Government Code authorizes the City Council of the City of The Colony, Texas, to adopt an ordinance directing the City Manager to execute any and all documents for the sale and conveyance of the Parkland.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS:

Section 1. FINDINGS INCORPORATED
The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section 2. That the City Council of the City of The Colony, Texas, authorizes and approves the bid submitted by J&R Reyna Investments LLC for the sale and conveyance of the Parkland, and authorizes the City Manager to execute any and all documents necessary for the sale and conveyance of the Parkland to J&R Reyna Investments LLC.
.

Section 3. That the City Council of the City of The Colony, Texas, directs the proceeds from the sale of said Parkland be used to acquire and or improve other public parks, consistent with section 253.001 of the Texas Local Government Code.

Section 4. SEVERABILITY CLAUSE
It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation of this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section 5. REPEALER CLAUSE
Any provision of any prior ordinance of the City whether codified or uncodified, which are in conflict with any provision of the Ordinance, are hereby repealed to the extent of the conflict, but all other provisions of the ordinances of the City whether codified or uncodified, which are not in conflict with the provisions of this Ordinance, shall remain in full force and effect.

Section 6. EFFECTIVE DATE
This Ordinance shall become effective immediately upon its passage.

PASSED, APPROVED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, ON THIS THE 16TH DAY OF DECEMBER 2025.

APPROVED:

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeff Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Engineering
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to execute an Engineering Services Contract in the amount of $397,000.00 with Halff Associates, Inc. to prepare construction plans and specifications for the Phase 16 Residential Street Reconstruction Project. (Hartline)

Background:
Summary of Request: This contract will authorize Halff Associates, Inc. to prepare construction plans and contract specifications for the Phase 16 Residential Street Reconstruction project. City Council approved funding for the design of these streets in the 2025/2026 CIP budget. The streets to be designed during this project are listed below. Concrete Streets: Crutchberry Place - Blair Oaks Drive to Cul-De-Sac (650 LF) Griffin Drive - S Colony Boulevard to Strickland Avenue (1000 LF) Ivy Drive - Bartlett Drive to Griffin Drive (350 LF) Middleton Circle - West Cul-de-Sac to Blair Oaks Drive and Blair Oaks Drive to East Cul-De-Sac (800 LF) Sutton Place - Hetherington Drive to Cul-De-Sac (1,000 LF) The concrete streets will be reconstructed to the same width as existing with reinforced concrete pavement. Sidewalk and driveway returns within right-of-ways will also be reconstructed. Storm drains, water/wastewater mains and street lights will also be replaced, as needed. The design contract includes surveying, preparing construction plans and specifications, bidding assistance and construction management services. The total cost of the contract with Halff Associates, Inc. is $ 397,000.00. With approval, the project is anticipated to start design in January 2026 with an estimated completion in October 2026.

Attachments:
Phase 16 streets Map.pdf
Contract Phase 16 Street Reconstruction Halff Associaes.pdf
Res. 2025-xxx Halff Associates Engineering Services Contract.doc



Location Map

STATE OF TEXAS	§	**CITY OF THE COLONY, TEXAS**
	§	**AGREEMENT FOR PROFESSIONAL SERVICES**
COUNTY OF DENTON	§	

This Agreement for Professional Services ("Agreement") is made by and between the City of The Colony, Texas, a municipal corporation located in Denton County, Texas ("City"), and Halff Associates, Inc. ("Professional") (individually, each a "Party" and collectively, "Parties"), acting by and through the Parties' authorized representatives.

Recitals:

WHEREAS, City desires to engage the services of Professional as an independent contractor and not as an employee in accordance with the terms and conditions set forth in this Agreement; and

WHEREAS, Professional desires to render professional services for City for **Phase 16 Streets Reconstruction** ("Project") in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, in exchange for the mutual covenants set forth herein and other valuable consideration, the sufficiency and receipt of which is hereby acknowledged, the Parties agree as follows:

Article I
Employment of Professional

Professional will perform as an independent contractor all services under this Agreement to the prevailing professional standards consistent with the level of care and skill ordinarily exercised by members of Professional's profession, both public and private, currently practicing in the same locality under similar conditions including but not limited to the exercise of reasonable, informed judgments and prompt, timely action. If Professional is representing this it has special expertise in one or more areas to be utilized in the performance of this Agreement, then Professional agrees to perform those special expertise services to the appropriate local, regional and national professional standards.

Article II
Term

2.1 The term of this Agreement shall begin on the last date of execution hereof by all parties hereto (the "Effective Date") and shall continue until completion of the services provided by Professional to City under this Agreement.

2.2 Professional may terminate this Agreement by giving thirty (30) days prior written notice to City. In the event of such termination by Professional, Professional shall be entitled to compensation for services satisfactorily completed in accordance with this Agreement prior to the date of such termination.

2.3 City may terminate this Agreement by giving ten (10) days prior written notice to Professional. In the event of such termination by City, Professional shall be entitled to compensation for services satisfactorily completed in accordance with this Agreement prior to the date of such termination. Upon receipt of such notice from City, Professional shall immediately terminate working on, placing orders or entering into contracts for supplies, assistance, facilities or materials in connection with this Agreement and shall proceed to promptly cancel all existing contracts insofar as they are related to this Agreement.

Article III
Scope of Services

3.1 Professional shall perform the services specifically set forth in **Exhibit A**, attached hereto and incorporated herein by reference, entitled "Scope of Services". In case of conflict with the language of **Exhibit A** and the provisions of this Agreement, the provisions of this Agreement shall control.

3.2 The Parties acknowledge and agree that any and all opinions provided by Professional represent the best judgment of Professional.

3.3 Schematic Design Documents, Design Development Documents, Contract Documents, Drawings, Plans, Specifications and other documents, including those in electronic form, prepared by Professional and its consultants, agents, representatives, and/or employees in connection with the Project ("Project Documents") are intended for the use and benefit of City. Professional and its consultants, agents, representatives, and/or employees shall be deemed the authors of their respective part of said Project Documents. Notwithstanding the foregoing, City shall own, have, keep and retain all rights, title and interest in and to all Project Documents, including all ownership, common law, statutory, and other reserved rights, including copyrights, in and to all such Project Documents, whether in draft form or final form, which are produced at City's request and in furtherance of this Agreement or for the Project. City shall have full authority to authorize contractor(s), subcontractors, sub-subcontractors, City consultants, and material or equipment suppliers to reproduce applicable portions of the Project Documents to and for use in their execution of the work or for any other purpose. All materials and reports prepared by Professional in connection with this Agreement are "works for hire" and shall be the property of City. Professional shall, upon completion of the services provided under this Agreement, or upon earlier termination of this Agreement, provide City with reproductions of all materials, reports, and exhibits prepared by Professional pursuant to this Agreement, and shall provide same in electronic format if requested by City. Any re-use of the Project Documents by the City on any other project not contemplated or included under this Agreement shall be at the City's sole risk, without liability to

Professional. Notwithstanding any language to the contrary Professional has, shall have, and shall continue to have all rights and privileges related to the use of the information contained in the Project Documents. City understands and agrees that the Project Documents contain information, details and other data of value ("technical data") that are at the core of Professional's business and that any perceived transfer of such technical data would adversely limit, affect and impact Professional's interests and, in order to avoid unduly affecting, impacting and limiting Professional's business, Professional shall identify such technical data to City, when necessary.

Article IV
Schedule of Work

4.1 Professional agrees to commence services upon written direction from City and to complete the tasks set forth in **Exhibit A**, Scope of Services, in accordance with a work schedule established by City (the "Work Schedule"), which is attached hereto and incorporated as **Exhibit B**.

4.2 In the event Professional's performance of this Agreement is delayed or interfered with by acts of City or others, Professional may request an extension of time for the performance of same as hereinafter provided, and City shall determine whether to authorize any increase in fee or price, or to authorize damages or additional compensation as a consequence of such delays, within a reasonable time after receipt of Professional's request.

4.3 No allowance of any extension of time, for any cause whatsoever, shall be claimed or made by Professional, unless Professional shall have made written request upon City for such extension not later than five (5) business days after Professional has actual knowledge of the occurrence of the cause serving as the basis for such extension request, and unless City and Professional have agreed in writing upon the allowance of such additional time.

Article V
Compensation and Method of Payment

5.1 City shall pay Professional for the services specifically as set forth in **Exhibit A** by payment of a not to exceed fee of **$397,000.00**.

5.2 Each month Professional shall submit to City an invoice supporting the amount for which payment is sought. Each invoice shall also state the percentage of work completed on the Project through the end of the then submitted billing period, the total of the current invoice amount, and a running total balance for the Project to date.

5.3 Within thirty (30) days of receipt of each such monthly invoice, City shall make monthly payments in the amount shown by Professional's approved monthly invoice and other documentation submitted.

5.4 Professional shall be solely responsible for the payment of all costs and expenses related to the services provided pursuant to this Agreement including, but not limited to, travel, copying and facsimile charges, reproduction charges, and telephone, internet, e-mail, and postage charges, except as set forth in **Exhibit A**.

5.5 Nothing contained in this Agreement shall require City to pay for any services that is unsatisfactory as determined by City or which is not performed in compliance with the terms of this Agreement, nor shall failure to withhold payment pursuant to the provisions of this section constitute a waiver of any right, at law or in equity, which City may have if Professional is in default, including the right to bring legal action for damages or for specific performance of this Agreement. Waiver of any default under this Agreement shall not be deemed a waiver of any subsequent default.

Article VI
Devotion of Time, Personnel, and Equipment

6.1 Professional shall devote such time as reasonably necessary for the satisfactory performance of the services under this Agreement. City reserves the right to revise or expand the scope of services after due approval by City as City may deem necessary, but in such event City shall pay Professional compensation for such services at mutually agreed upon charges or rates, and within the time schedule prescribed by City, and without decreasing the effectiveness of the performance of services required under this Agreement. In any event, when Professional is directed to revise or expand the scope of services under this Agreement, Professional shall provide City a written proposal for the entire costs involved in performing such additional services. Prior to Professional undertaking any revised or expanded services as directed by City under this Agreement, City must authorize in writing the nature and scope of the services and accept the method and amount of compensation and the time involved in all phases of the Project.

6.2 It is expressly understood and agreed to by Professional that any compensation not specified in this Agreement may require approval by the City Council of the City of The Colony and may be subject to current budget year limitations.

6.3 To the extent reasonably necessary for Professional to perform the services under this Agreement, Professional shall be authorized to engage the services of any agents, assistants, persons, or corporations that Professional may deem proper to aid or assist in the performance of the services under this Agreement. The cost of such personnel and assistance shall be borne exclusively by Professional.

6.4 Professional shall furnish the facilities, equipment, telephones, facsimile machines, email facilities, and personnel necessary to perform the services required under this Agreement unless otherwise provided herein.

Article VII
Relationship of Parties

7.1 It is understood and agreed by and between the Parties that in satisfying the conditions and requirements of this Agreement, Professional is acting as an independent contractor, and City assumes no responsibility or liability to any third party in connection with the services provided by Professional under this Agreement. All services to be performed by Professional pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent, servant, representative, or employee of City. Professional shall supervise the performance of its services and shall be entitled to control the manner, means and methods by which Professional's services are to be performed, subject to the terms of this Agreement. As such, City shall not train Professional, require Professional to complete regular oral or written reports, require Professional to devote his full-time services to City, or dictate Professional's sequence of work or location at which Professional performs Professional's work, except as may be set forth in **Exhibit A**.

7.2 Professional shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, plans, and other services furnished by Professional under this Agreement. Professional shall, without additional compensation, correct or revise any errors or deficiencies in the Project Documents and other services provided under this Agreement. Neither City's review, approval, nor acceptance of, nor payment for any of, the services provided under this Agreement, shall be construed to operate as a waiver of any rights under this Agreement, and Professional shall be and remain liable to City in accordance with applicable law for all damages to City caused by Professional's negligent performance of any of the services furnished under this Agreement.

Article VIII
Insurance

8.1 Before commencing work, Professional shall, at its own expense, procure, pay for and maintain during the term of this Agreement the following insurance written by companies approved by the state of Texas and acceptable to City. Professional shall furnish to the City Manager certificates of insurance executed by the insurer or its authorized agent stating coverages, limits, expiration dates and compliance with all applicable required provisions. Certificates shall reference the project/contract number and be addressed as follows:

City of The Colony, Texas
Attention: City Manager
6800 Main Street
The Colony, Texas 75056

A. Commercial General Liability insurance, including, but not limited to Premises/Operations, Personal & Advertising Injury, Products/Completed

Operations, Independent Contractors and Contractual Liability, with minimum combined single limits of $1,000,000 per occurrence, $1,000,000 Products/Completed Operations Aggregate, and $1,000,000 general aggregate. Coverage must be written on an occurrence form. The General Aggregate shall apply on a per project basis.

B. Workers' Compensation insurance with statutory limits; and Employers' Liability coverage with minimum limits for bodily injury: 1) by accident, $100,000 each accident, and 2) by disease, $100,000 per employee with a per policy aggregate of $500,000.

C. Business Automobile Liability insurance covering owned, hired and non-owned vehicles, with a minimum combined bodily injury and property damage limit of $1,000,000 per occurrence.

D. Professional Liability Insurance to provide coverage against any claim which the Professional and all professionals engaged or employed by the Professional become legally obligated to pay as damages arising out of the performance of professional services caused by the negligent error, omission or act with minimum limits of $2,000,000 per claim, $2,000,000 annual aggregate.

NOTE: If the insurance is written on a claims-made form, coverage shall be continuous (by renewal or extended reporting period) for not less than thirty-six (36) months following completion of this Agreement and acceptance by City.

8.2 With reference to the foregoing required insurance, Professional shall endorse applicable insurance policies as follows:

A. A waiver of subrogation in favor of City, its officials, employees, and officers shall be contained in the Workers' Compensation insurance policy.

B. The City, its officials, employees and officers shall be named as additional insureds on the Commercial General Liability policy, by using endorsement CG2026 or broader .

C. All insurance policies shall be endorsed to the effect that City will receive at least thirty (30) days notice prior to cancellation, non-renewal, termination, or material change of the policies.

8.3 All insurance shall be purchased from an insurance company that meets a financial rating of B+VI or better as assigned by A.M. Best Company or equivalent.

Article IX
Right to Inspect Records

9.1 Professional agrees that City shall have access to and the right to examine any directly pertinent books, documents, papers and records of Professional involving transactions relating to this Agreement. Professional agrees that City shall have access during normal working hours to all necessary Professional facilities and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the provisions of this section. City shall give Professional reasonable advance notice of intended audits.

9.2 Professional further agrees to include in subcontract(s), if any, a provision that any subcontractor agrees that City shall have access to and the right to examine any directly pertinent books, documents, papers and records of such subcontractor involving transactions related to the subcontract, and further, that City shall have access during normal working hours to all such subcontractor facilities and shall be provided adequate and appropriate work space, in order to conduct audits in compliance with the provisions of this section. City shall give any such subcontractor reasonable advance notice of intended audits.

Article X
Miscellaneous

10.1 Entire Agreement. This Agreement and any and all Exhibits attached hereto constitutes the sole and only agreement between the Parties and supersedes any prior or contemporaneous understandings, written agreements or oral agreements between the Parties with respect to the subject matter of this Agreement.

10.2 Authorization. Each Party represents that it has full capacity and authority to grant all rights and assume all obligations granted and assumed under this Agreement.

10.3 Assignment. Professional may not assign this Agreement in whole or in part without the prior written consent of City. In the event of an assignment by Professional to which the City has consented, the assignee shall agree in writing with the City to personally assume, perform, and be bound by all the covenants and obligations contained in this Agreement.

10.4 Successors and Assigns. Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the Parties and their respective heirs, executors, administrators, legal representatives, successors and assigns.

10.5 Governing Law and Exclusive Venue. The laws of the State of Texas shall govern this Agreement, and exclusive venue for any legal action concerning this Agreement shall be in a District Court with appropriate jurisdiction in Denton County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.

10.6 Amendments. This Agreement may be amended only by the mutual written agreement of the Parties.

10.7 Severability. In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect by a court of competent jurisdiction, such invalidity, illegality or unenforceability shall not affect any other provision in this Agreement, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in this Agreement.

10.8 Survival of Covenants and Terms. Any of the representations, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination, including, but not limited to, Section 3.3, Article X, and, in particular, Sections 10.13 and 10.14.

10.9 Recitals. The recitals to this Agreement are incorporated herein.

10.10 Notice. Any notice required or permitted to be delivered hereunder may be sent by first class mail, overnight courier or by confirmed telefax or facsimile to the address specified below, or to such other Party or address as either Party may designate in writing, and shall be deemed received three (3) days after delivery set forth herein:

If intended for City:
City Manager
City of The Colony
6800 Main Street
The Colony, Texas 75056

With Copy to:
Director of Engineering
City of The Colony
6800 Main Street
The Colony, Texas 75056

If intended for Professional:
Halff Associates, Inc.
Attn: Kevin J. Gronwaldt, PE, LGPP
2601 Meacham Boulevard, Suite 600
Fort Worth, TX 76137

10.11 Counterparts. This Agreement may be executed by the Parties hereto in separate counterparts, each of which when so executed and delivered shall be deemed an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all, but together signed by all of, the Parties hereto.

10.12 Exhibits. The exhibits attached hereto are incorporated herein and made a part hereof for all purposes.

10.13 Professional's Liability. Acceptance of the Project Documents by City shall not constitute nor be deemed a release of the responsibility and liability of

Professional, its employees, associates, agents or subcontractors for the accuracy and competency of their designs, working drawings, specifications or other documents and work; nor shall such acceptance be deemed an assumption of responsibility by City for any defect in the Project Documents or other documents and work prepared by Professional, its employees, associates, agents or sub-consultants.

10.14 Indemnification. **PROFESSIONAL AGREES TO INDEMNIFY AND HOLD HARMLESS CITY FROM AND AGAINST LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING REIMBURSEMENT OF COURT COSTS, REASONABLE ATTORNEY'S FEES AND COSTS OF INVESTIGATION IN PROPORTION TO PROFESSIONAL'S LIABILITY) AND ACTIONS BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY PROFESSIONAL'S WILLFUL MISCONDUCT OR PROFESSIONAL'S NEGLIGENT PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY ITS OFFICERS, DIRECTORS, SERVANTS, AGENTS, EMPLOYEES, REPRESENTATIVES, CONTRACTORS, SUBCONTRACTORS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE FROM OR ARE ATTRIBUTED TO THE NEGLIGENCE OF THE CITY). PROFESSIONAL'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED BY PROFESSIONAL UNDER THIS AGREEMENT. IF THIS AGREEMENT IS A CONTRACT FOR ENGINEERING OR ARCHITECTURAL SERVICES, THEN THIS SECTION IS LIMITED BY, AND TO BE READ AS BEING IN COMPLIANCE WITH, THE INDEMNITY SPECIFIED IN § 271.904 OF THE TEXAS LOCAL GOVERNMENT CODE, AS AMENDED. THIS SECTION SHALL SURVIVE TERMINATION OF THIS AGREEMENT**

10.15 Conflicts of Interests. Professional represents that no official or employee of City has any direct or indirect pecuniary interest in this Agreement. Any misrepresentation by Professional under this section shall be grounds for termination of this Agreement and shall be grounds for recovery of any loss, cost, expense or damage incurred by City as a result of such misrepresentation.

10.16 Default. If at any time during the term of this Agreement, Professional shall fail to commence the services in accordance with the provisions of this Agreement or fail to diligently provide services in an efficient, timely and careful manner and in strict accordance with the provisions of this Agreement or fail to use an adequate number or quality of personnel to complete the services or fail to perform any of Professional's obligations under this Agreement, then City shall have the right, if Professional shall not cure any such default after thirty (30) days written notice thereof, to terminate this Agreement. Any such act by City shall not be deemed a waiver of any other right or remedy of City. If after exercising any such remedy due to Professional's nonperformance under this Agreement, the cost to City to complete the services to be performed under this

Agreement is in excess of that part of the contract sum which as not theretofore been paid to Professional hereunder, Professional shall be liable for and shall reimburse City for such excess costs.

10.17 Confidential Information. Professional hereby acknowledges and agrees that its representatives may have access to or otherwise receive information during the furtherance of Professional's obligations in accordance with this Agreement, which is of a confidential, non-public or proprietary nature. Professional shall treat any such information received in full confidence and will not disclose or appropriate such Confidential Information for Professional's own use or the use of any third party at any time during or subsequent to this Agreement. As used herein, "Confidential Information" means all oral and written information concerning the City, its affiliates and subsidiaries, and all oral and written information concerning City or its activities, that is of a non-public, proprietary or confidential nature including, without limitation, information pertaining to customer lists, services, methods, processes and operating procedures, together with all analyses, compilations, studies or other documents, whether prepared by Professional or others, which contain or otherwise reflect such information. The term "Confidential Information" shall not include such information that is or becomes generally available to the public other than as a result of disclosure to Professional, or is required to be disclosed by a governmental authority under applicable law.

10.18 Remedies. No right or remedy granted or reserved to the Parties is exclusive of any other right or remedy herein by law or equity provided or permitted; but each right or remedy shall be cumulative of every other right or remedy given hereunder. No covenant or condition of this Agreement may be waived without written consent of the Parties. Forbearance or indulgence by either Party shall not constitute a waiver of any covenant or condition to be performed pursuant to this Agreement.

10.19 No Third Party Beneficiary. For purposes of this Agreement, including the intended operation and effect of this Agreement, the Parties specifically agree and contract that: (1) this Agreement only affects matters between the Parties to this Agreement, and is in no way intended by the Parties to benefit or otherwise affect any third person or entity notwithstanding the fact that such third person or entity may be in contractual relationship with City or Professional or both; and (2) the terms of this Agreement are not intended to release, either by contract or operation of law, any third person or entity from obligations owing by them to either City or Professional.

EXECUTED this _____ day of _____, 2025.

City of The Colony, Texas

By: _____
City Manager

Attest:

_____
City Secretary

EXECUTED this 20TH day of NOVEMBER, 2025.

Professional

By: _____

Name: *Jacob T. Hays*

Title: *Vice President,*
Director of Public Works

Attest:

_____
Kevin Gronwaldt
Public Works Team Leader

EXHIBIT "A"
SCOPE OF SERVICES
for
Construction Plans, Specifications and Estimates
Phase 16 Streets Reconstruction
in
THE COLONY

1. **Description:**

   The project will involve the reconstruction of five (5) concrete streets. They are as follows:

   Crutchberry Place – Blair Oaks Drive to Cul-De-Sac (650 LF)
   Griffin Drive – S. Colony Boulevard to Strickland Avenue (1000 LF)
   Ivy Drive – Bartlett Drive to Griffin Drive (350 LF)
   Middleton Circle – West Cul-de-Sac to Blair Oaks Drive and Blair Oaks Drive to East Cul-De-Sac (800 LF)
   Sutton Place – Hetherington Drive to Cul-De-Sac (1,000 LF)

   Streets will be reconstructed to the same width as existing and with 6-inch thick reinforced concrete paving sections with 6-inch flex base in accordance with City standard paving details and design criteria. Sidewalks, alley and driveway approaches within street rights-of-way will be constructed as well. Middleton Circle and Sutton Place shall include drainage, water and sanitary sewer line improvements within street right-of-way. Crutchberry Place, Griffin Drive and Ivy Drive shall include water and sanitary sewer line improvements within street right-of-way. No drainage improvements shall be included on Crutchberry Place, Griffin Drive, or Ivy Drive.

2. **Assumptions:** Professional services shall include only services that are normal and customary and are not represented as including special services or those requiring expertise that is greater than that provided by other service providers.

3. **Work Plan:**

   A. Surveying: The Professional shall provide surveying services, which, in general, may be defined as normal services applicable to a project of this type. The following particulars will also apply.

   (1) Vertical benchmarks shall be established such that all points of construction shall be within 500 feet of a benchmark. Benchmarks should not be subject to loss during construction. Fire hydrants and similar appurtenances are not to be used for benchmarks. The

surveyor shall establish temporary benchmarks throughout the length of the project.

(2) Topographic features will be surveyed along with any and all other features needed for design, review, permitting, construction, and inspection of the project. Coverage will extend beyond the proposed rights-of-way far enough to integrate the design with the adjacent properties.

(3) Existing property corners, iron pins, etc. shall be tied in order to establish existing rights-of-way. Prior to surveying on private property, the surveyor shall secure written permission from the property owners and/or tenant and shall provide the City a copy of said written permission. Should only oral permission be granted, the surveyor shall document the permission granted by letter to the property owner/tenant, with a copy to the City. If permission cannot be obtained, the City will assist or other arrangements will be worked out.

B. Construction Plans: The Professional shall develop construction plans for review, permitting, bidding, construction, inspection and record keeping. In general, construction plans shall be consistent with normal practice for projects of this nature. The following particulars will also apply. The construction plans will consist of numerous sheets ordered as follows:

(1) Cover Sheet and Sheet Index: The cover sheet shall include a location map. Additionally, the cover sheet shall show the project name, project number, date, City logo, Professional's name, address, and telephone number and other items as may be specified. Following the title sheet shall be a sheet index with drawings numbered consecutively and without subscripts.

(2) Project Layout Sheet(s): The project layout sheet(s) will be drawn to a scale of 1" = 50' and laid out with the north arrow up or to the right. The purpose of the project layout is to depict the project in a simplified view. Major items of work will be shown without excessive detail. Additionally, survey control points shall be shown.

(3) Project General Notes and Legend: These sheets will include a listing of abbreviations, legend, and the City's construction general notes.

(4) Typical Sections: Typical sections shall be drawn to scales of 1" = 5' h and 1" = 2' v and shall depict a view looking north or east. As a minimum, typical sections will be drawn showing the relationship of the proposed street and existing and proposed improvements. Typical sections will include existing roadways, right-of-way lines, etc.,

along with all proposed roadway improvements and will depict all significant items of work.

(5) Plan and Profile Sheets: Plan-profile sheets will be arranged from south to north and from west to east, with the north arrow up or to the right on the sheet. Plan-profile sheets will be drawn to scales of 1" = 20' h and 1" = 4' v. Stationing will be from south to north or west to east with the beginning station being set at approximately 1+00. Each plan-profile sheet will include no more than 500 feet of street; thus, leaving ample margins both left and right. The plan and profile station will align vertically on the sheet with the proposed centerline drawn parallel to the profile grid. When there is a centerline curvature, the plan-profile should be drawn so that as much of the plan view is in alignment as possible. Plan-profile sheets shall depict all existing and proposed items pertinent to the project.

(6) Detail Sheets: The City's standard drawings will be used as a beginning point in developing standard details for this project. They will be reviewed and modified for this project. Where other agency standards are used, they shall be reduced as necessary to fit on the City's standard sheet format with complete title block.

(7) Miscellaneous: Construction plans will also address demolition, erosion control, traffic control (including detours, road closures, signing, barricading, etc.), pavement markings, signage, lighting and all other improvements.

(8) Cross Sections: Cross sections shall be drawn to scales of 1" = 10' h and 1" = 5' v on sheets of 1" grids H and V. They shall be arranged from bottom to top of the sheet looking up station and shall show existing and proposed features and improvements. Generally, no more than eight (8) sections per sheet are to be plotted. Each section should extend beyond the easement and rights-of-way a sufficient distance to clearly show the relationship between the proposed improvements and the existing properties. Full sections will be drawn at critical locations, such as steep driveways, retaining walls, and at maximum spacings of 50 feet.

(9) Review Plans: Preliminary plans shall be prepared and submitted at the 60% milestone. Final plans shall be prepared and submitted at 100% milestone. The Professional may submit plan sheets or working drawings to the City for review and comment to reduce the number of revisions that otherwise would be required. During development of the plans, the Professional shall attend meetings as needed. The Professional shall, in company with the City, attend one (1) plans-in-hand review meetings at the 60% milestone. This scope does not include a review meeting for the 100% milestone.

(10) Design: The design of the project shall be in general accordance with the City of The Colony ordinances, standard details, and good Engineering practices. During the design phase, the Professional shall contact various utility companies and obtain information relating to existing utility lines. The design should avoid major utility relocations, where practical. When required, proposed relocations or replacements will be shown in plan and profile.

(11) Prints: The Professional shall provide prints of construction plans for review and permitting. Two (2) sets of half-size plans will be submitted to the City for each review stage. The Professional will provide utility companies with half-size copies of 60% plans for review. The Professional will provide up to five (5) sets of half-size prints for bidding. Electronic files in PDF format shall be provided to the City for use by City staff and for posting on PlanetBids.

(12) General: Construction plans shall be furnished full-size and half-size. Overall dimensions of full-size construction plans shall be 22" x 34". The City's standard format shall be used. Up to ten (10) half-size final construction plans shall be furnished to the City. Electronic files in PDF and DGN or DWG format shall be provided to the Contractor for use during construction.

(13) Generic Sheet List: Following is a general list of plan sheets required for each street's construction package.

(a) Cover Sheet
(b) Sheet Index and Legend
(c) Project General Notes
(d) Typical Paving Sections
(e) Project Layout Sheet(s)
(f) Demolition Plans
(g) Paving Plan and Profile Sheets
(h) Driveway/Alley Profile Sheets
(i) Drainage Area Map (For Middleton Circle and Sutton Place Only)
(j) Hydraulic Grade Line and Inlet Calculations (For Middleton Circle and Sutton Place Only)
(k) Drainage Plan and Profile Sheets (For Middleton Circle and Sutton Place Only)
(l) Storm Drain Lateral Profiles (For Middleton Circle and Sutton Place Only)
(m) Water Line Plan Sheets
(n) Sanitary Sewer Plan and Profile Sheets
(o) Erosion Control Plans
(p) Pavement Markings, Lighting and Signage Plans and Details
(q) Traffic Control and Sequencing Plans
(r) Roadway Cross Sections

(s) City of The Colony Pavement Standard Details
(t) Miscellaneous Pavement Details
(u) City of The Colony Storm Drain Standard Details
(v) City of The Colony Water Standard Details
(w) City of The Colony Wastewater Standard Details
(x) City of The Colony Erosion Control Details
(y) City of The Colony Pavement Markings Details
(z) City of The Colony Lighting Details
(aa) TxDOT Traffic Control Details

C. Specifications: The Professional shall prepare a project manual and technical specifications required for bidding and constructing the project. The project manual will be provided in the City's standard format. Only specifications amending or supplementing COG specifications need be furnished. Project manual, specifications, bid items and quantities shall be furnished on hard copy and by electronic file. Specifications will be provided at the 60% milestone and at all subsequent submissions.

D. Estimates: Opinions of Probable Construction Cost (OPCC) will be developed at each milestone submittal. Professional shall utilize current unit prices taken from recent bid tabs from similar projects. Additionally, TxDOT average low bid unit prices may be used in the development of estimates.

E. Site Visits: The Professional shall attend one (1) site visit that shall include a visit to each street's project limits during the design phase of the project, to walk the project limits, observe, measure and/or note any specific site conditions, including driveway and alley joint dimensions and any custom residential landscaping, and confirm surveyed features and above-ground utility appurtenances.

F. Public Meetings: The Professional shall not be required to attend public meetings for this project.

G. City Council Coordination: The Professional shall not be required to attend any City Council meetings under this contract.

H. Construction Control Staking: The Contractor will provide construction staking.

I. Bidding, Construction, Closure:

(1) Bidding – During the bidding phase, the Professional will prepare bid documents and assist the City in advertising the project for bids. The Professional will address technical questions and prepare addenda and issue to the bidders. The Professional shall attend and prepare

agenda for one (1) pre-bid meeting and prepare minutes. The Professional shall attend one (1) bid opening meeting and will tabulate bids, contact low bidder references and provide referral letter for award of contract.

(2) Construction:

(a) Attend one (1) pre-construction meeting and monthly progress meetings as required. Document each meeting with written minutes. This scope includes attendance and meeting agenda preparation for up to fifteen (15) monthly progress meetings, based on the estimated construction schedule.
(b) Visit the project site at appropriate intervals as construction proceeds to observe and report on the progress and quality of the executed work. In performing these services the Professional will endeavor to protect the City against defects and deficiencies in the work of the Contractor. However, the Professional cannot guarantee the performance of the Contractor, nor be responsible for the actual supervision of the construction operations or for the safety measures that the Contractor takes or should take. Intervals shall not exceed six (6) site visits throughout the duration of the project.
(c) Review shop drawings and Contractor submittals.
(d) Review laboratory test reports on materials and equipment.
(e) Prepare and negotiate construction contract amendments between the Contractor and the City.
(f) Prepare record drawings from information supplied by the Contractor.
(g) Attend up to four (4) final inspection site walks upon substantial completion of each street segment and prepare a punch list report for each.

(3) Closure – The Professional shall prepare "record" drawing plans, incorporating all changes and known variations, as provided through the Contractor's As-Built redlines, to provide the City the best possible set of record drawings. The final record drawings shall be furnished in .tif and .pdf format on CD. CADD files shall be furnished on CD as well.

J. Permitting:

(1) The Professional shall prepare applications to the Texas Department of Licensing and Review (TDLR) for code review of sidewalks and ramps. After construction the Professional shall notify TDLR of completion date and submit application for inspection. Professional shall address any questions or issues by TDLR as a result of review

and inspection. TDLR plan review, state filing, and post-construction inspection fees are included in this proposal.

K. Miscellaneous: Miscellaneous services not provided for herein and not generally associated with a project of this type will be paid for under an amendment to this Agreement and for an additional fee.

4. Schedule:

A. Completion of design surveys: 60 calendar days from date of written authorization to begin work.

B. Completion/furnishing 60% preliminary plans, specifications, bid quantities, and opinion of probable construction cost estimate: 150 calendar days from date of written authorization to begin.

C. Completion/furnishing 100% final plans, specifications, bid quantities, and opinion of probable construction cost estimate: 45 calendar days from date of receipt of City 60% plan comments.

D. Bidding services: 60 calendar days from City's approval of final plans.

E. Construction services: In accordance with construction schedule (estimated to be 420 calendar days total)

F. Closure: 60 calendar days from the date of construction completion.

EXHIBIT "B"
COMPENSATION
for
Construction Plans, Specifications and Estimates
Phase 16 Streets Reconstruction
in
THE COLONY

Exhibit "B" defines the basis of compensation to the Professional for the services rendered.

A. Basic Fee Services – The basic fee for the services as described in Exhibit "A" will be **$344,300** which includes printing, direct costs and computer charges normally associated with production of these services.

The basis of compensation for Basic Fee services shall be as follows:

1. $185,600 for Phase I – Preliminary Design Phase (60% submittal)

2. $107,800 for Phase II – Final Design Phase (100% submittal)

3. $50,900 for Construction Phase Services

Items (1) through (3) will be billed monthly based on actual completion of the tasks and may include partial payments of the total amounts designated for each item.

B. Special Services – Special Services will be billed monthly based on actual completion of the tasks and may include partial payments of the total amounts designated for each item. The table on the following page summarizes special services fees.

TASK DESCRIPTION	FEE
1. Design Surveys	$47,700
2. Plan Review Fee & TDLR State Filing and Inspection Fees	$2,500
3. Reimbursable Expenses (Printing, Deliveries, Mileage, etc.)	$2,500
TOTAL SPECIAL SERVICES	**$52,700**

The total maximum fee for all services is **$397,000.00** (three hundred ninety-seven thousand dollars and zero cents). All fees shall be billed as lump sum.

City of The Colony
Phase 16 Street Reconstruction
Halff Associates AVO 053189.001

11/18/2025

Task	Director	Team Leader	QA/QC	Project Manager	EIT	Senior Surveyor, RPLS	Surveyor, RPLS	Survey Project Manager	Survey Crew, 2-Man	Survey Technician	CADD	Clerical	Total	(1) Total	(2) Fees, Materials & Supplies	Subtotal	Total
	$265.00	$225.00	$300.00	$180.00	$150.00	$245.00	$210.00	$185.00	$225.00	$135.00	$90.00	$80.00	Hours	Project			
Special Services																	
Design Surveys		1.0		2.0	8.0	4.0	8.0	20.0	140.0	36.0	30.0		248.0	$47,205.00	$500.00	$47,705.00	$47,700.00
TDLR Review and Inspection Fees				1.0	4.0								5.0	$780.00	$1,725.00	$2,505.00	$2,500.00
Printing and Delivery Costs					4.0							4.0	8.0	$920.00	$1,600.00	$2,520.00	$2,500.00
SUBTOTAL - Special Services		1.0		3.0	16.0	4.0	8.0	20.0	140.0	36.0	30.0	4.0	262.0	$48,905.00	$3,825.00	$52,730.00	$52,700.00
Basic Fee Services																	
Construction Plans (Approx. # of Sheets)																	
Cover Sheet (1)		0.25		0.5	2.0						1.0		3.8	$536.25		$536.25	$500.00
Sheet Index and Legend (1)		0.25		0.5	2.0						1.0		3.8	$536.25		$536.25	$500.00
General Notes (2)		0.50		2.0	4.0						1.0		7.5	$1,162.50		$1,162.50	$1,200.00
Typical Paving Sections (2)		1.00		4.0	16.0						1.0		22.0	$3,435.00		$3,435.00	$3,400.00
City of The Colony Pavement Standard Details (12)		0.25		1.0	3.0						1.0		5.3	$776.25		$776.25	$800.00
Miscellaneous Pavement Details (1)				0.5	1.0						1.0		2.5	$330.00		$330.00	$300.00
Traffic Control Details (3)		0.25		0.5	1.0						1.0		2.8	$386.25		$386.25	$400.00
City of The Colony Storm Drain Standard Details (11)		0.25		1.0	3.0						1.0		5.3	$776.25		$776.25	$800.00
City of The Colony Water Standard Details (8)		0.25		1.0	2.0						1.0		4.3	$626.25		$626.25	$600.00
City of The Colony Wastewater Standard Details (6)		0.25		1.0	2.0						1.0		4.3	$626.25		$626.25	$600.00
City of The Colony Erosion Control Details (2)				0.5	1.0						1.0		2.5	$330.00		$330.00	$300.00
City of The Colony Pavement Markings Standard Details (4)				0.5	1.0						1.0		2.5	$330.00		$330.00	$300.00
City of The Colony Street Light Standard Details (2)		0.25		0.5	1.0						1.0		2.8	$386.25		$386.25	$400.00
Crutchberry Drive																	
Project Layout Sheets (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Demolition Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Paving Plan and Profile Sheets (3)	0.50	3.00		20.0	48.0						1.0		72.5	$11,697.50		$11,697.50	$11,700.00
Water Line Plan Sheets (2)		1.00		12.0	24.0						1.0		38.0	$6,075.00		$6,075.00	$6,100.00
Sanitary Sewer Plan and Profile Sheets (2)		2.00		14.0	30.0						1.0		47.0	$7,560.00		$7,560.00	$7,600.00
Erosion Control Plans (1)		0.50		2.0	8.0						1.0		11.5	$1,762.50		$1,762.50	$1,800.00
Traffic Control and Sequencing Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Pavement Markings, Light and Signage Plans (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Roadway Cross Sections (3)	0.50	1.00		8.0	28.0						1.0		38.5	$6,087.50		$6,087.50	$6,100.00
Griffin Drive																	
Project Layout Sheets (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Demolition Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Paving Plan and Profile Sheets (2)	0.50	2.00		16.0	36.0						1.0		55.5	$8,952.50		$8,952.50	$9,000.00
Driveway Profiles (4)		2.00		16.0	40.0						1.0		59.0	$9,420.00		$9,420.00	$9,400.00
Water Line Plan Sheets (2)		1.00		12.0	24.0						1.0		38.0	$6,075.00		$6,075.00	$6,100.00
Sanitary Sewer Plan and Profile Sheets (2)		2.00		14.0	30.0						1.0		47.0	$7,560.00		$7,560.00	$7,600.00
Erosion Control Plans (1)		0.50		2.0	8.0						1.0		11.5	$1,762.50		$1,762.50	$1,800.00
Traffic Control and Sequencing Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Pavement Markings, Light and Signage Plans (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Roadway Cross Sections (4)	0.50	2.00		12.0	36.0						1.0		51.5	$8,232.50		$8,232.50	$8,200.00
Ivy Drive																	
Project Layout Sheets (1)		0.50		2.0	8.0						1.0		11.5	$1,762.50		$1,762.50	$1,800.00
Demolition Plans (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Paving Plan and Profile Sheets (1)		1.00		8.0	24.0						1.0		34.0	$5,355.00		$5,355.00	$5,400.00
Alley/Sidestreet Profiles (1)		0.50		2.0	6.0						1.0		9.5	$1,462.50		$1,462.50	$1,500.00
Water Line Plan Sheets (1)		0.50		6.0	12.0						1.0		19.5	$3,082.50		$3,082.50	$3,100.00
Sanitary Sewer Plan and Profile Sheets (1)		1.00		10.0	16.0						1.0		28.0	$4,515.00		$4,515.00	$4,500.00
Erosion Control Plans (1)		0.50		2.0	8.0						1.0		11.5	$1,762.50		$1,762.50	$1,800.00
Traffic Control and Sequencing Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Pavement Markings, Light and Signage Plans (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Roadway Cross Sections (2)		0.50		4.0	16.0						1.0		21.5	$3,322.50		$3,322.50	$3,300.00
Middleton Circle																	
Project Layout Sheets (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Demolition Plans (1)		1.00		4.0	12.0						1.0		18.0	$2,835.00		$2,835.00	$2,800.00
Paving Plan and Profile Sheets (4)	0.50	4.00		24.0	56.0						1.0		85.5	$13,842.50		$13,842.50	$13,800.00
Driveway Profiles (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Drainage Area Maps (1)	0.25	0.50		4.0	8.0						1.0		13.8	$2,188.75		$2,188.75	$2,200.00
Hydraulic Grade Line and Inlet Calculations (1)	0.25	0.50		4.0	12.0						1.0		17.8	$2,788.75		$2,788.75	$2,800.00
Drainage Plan and Profile Sheet (1)	0.50	1.00		8.0	20.0						1.0		30.5	$4,887.50		$4,887.50	$4,900.00
Water Line Plan Sheets (2)		1.00		12.0	24.0						1.0		38.0	$6,075.00		$6,075.00	$6,100.00
Sanitary Sewer Plan and Profile Sheets (2)		2.00		14.0	30.0						1.0		47.0	$7,560.00		$7,560.00	$7,600.00
Erosion Control Plans (1)		0.50		2.0	8.0						1.0		11.5	$1,762.50		$1,762.50	$1,800.00
Traffic Control and Sequencing Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Pavement Markings, Light and Signage Plans (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Roadway Cross Sections (3)	0.50	1.00		8.0	28.0						1.0		38.5	$6,087.50		$6,087.50	$6,100.00
Sutton Place																	
Project Layout Sheets (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Demolition Plans (1)		1.00		4.0	12.0						1.0		18.0	$2,835.00		$2,835.00	$2,800.00
Paving Plan and Profile Sheets (3)	0.50	3.00		20.0	48.0						1.0		72.5	$11,697.50		$11,697.50	$11,700.00
Driveway Profile Sheets (3)		1.00		6.0	24.0						1.0		32.0	$4,995.00		$4,995.00	$5,000.00
Drainage Area Maps (1)	0.25	0.50		4.0	8.0						1.0		13.8	$2,188.75		$2,188.75	$2,200.00
Hydraulic Grade Line and Inlet Calculations (1)	0.25	0.50		4.0	12.0						1.0		17.8	$2,788.75		$2,788.75	$2,800.00
Drainage Plan and Profile Sheets (2)	0.50	2.00		16.0	36.0						1.0		55.5	$8,952.50		$8,952.50	$9,000.00
Water Line Plan Sheets (2)		1.00		12.0	24.0						1.0		38.0	$6,075.00		$6,075.00	$6,100.00
Sanitary Sewer Plan and Profile Sheets (2)		2.00		14.0	30.0						1.0		47.0	$7,560.00		$7,560.00	$7,600.00
Erosion Control Plans (1)		0.50		2.0	8.0						1.0		11.5	$1,762.50		$1,762.50	$1,800.00
Traffic Control and Sequencing Plans (1)		0.50		4.0	12.0						1.0		17.5	$2,722.50		$2,722.50	$2,700.00
Pavement Markings, Light and Signage Plans (1)		0.50		4.0	8.0						1.0		13.5	$2,122.50		$2,122.50	$2,100.00
Roadway Cross Sections (4)	0.50	2.00		12.0	36.0						1.0		51.5	$8,232.50		$8,232.50	$8,200.00
Quantities and Cost Estimates	0.50	4.00		12.0	30.0								46.5	$7,692.50		$7,692.50	$7,700.00
Specifications / Project Manual	0.50	6.00		24.0	12.0							1.0	43.5	$7,682.50		$7,682.50	$7,700.00
Utility Coordination & Meeting (1)		2.00		8.0	24.0								34.0	$5,490.00		$5,490.00	$5,500.00
Site Visit (1)		8.00		8.0	8.0								24.0	$4,440.00		$4,440.00	$4,400.00
City Review Meetings (1)		4.00		4.0	4.0								12.0	$2,220.00		$2,220.00	$2,200.00
Address City Comments (60% Review) Plans & Specs	1.00	4.00	8.0	12.0	36.0								61.0	$11,125.00		$11,125.00	$11,100.00
Construction Phase Services																	
Pre-Bid Meeting		3.00		4.0									7.0	$1,395.00		$1,395.00	$1,400.00
Bid Opening Meeting				3.0	3.0								6.0	$990.00		$990.00	$1,000.00
Bidding / Addenda		1.00		4.0	8.0							2.0	15.0	$2,305.00		$2,305.00	$2,300.00
Contracts / Agreements / Recommendation Letter / Bid Tab		1.00		4.0	12.0							2.0	19.0	$2,905.00		$2,905.00	$2,900.00
Pre-Construction Meeting		4.00		4.0	4.0								12.0	$2,220.00		$2,220.00	$2,200.00
Submittals / Pay Requests / RFIs / Change Orders		4.00		20.0	48.0								72.0	$11,700.00		$11,700.00	$11,700.00
Monthly Construction Meetings & Site Visits		4.00		60.0	60.0								124.0	$20,700.00		$20,700.00	$20,700.00
Final Inspection Walk (Each Segment) (4)		6.00		12.0	12.0								30.0	$5,310.00		$5,310.00	$5,300.00
Record Drawings		1.00		4.0	12.0								17.0	$2,745.00		$2,745.00	$2,700.00
GIS Geodatabase		0.50			4.0								4.5	$712.50		$712.50	$700.00
SUBTOTAL - Basic Fee Services	8.0	111.5	8.0	604.5	1330.0						68.0	9.0	2139.0	$344,437.50		$344,437.50	$344,300.00
TOTAL PROJECT:	8.0	112.5	8.0	607.5	1346.0	4.0	8.0	20.0	140.0	36.0	98.0	9.0	2397.0	$393,342.50	$3,825.00	$397,167.50	$397,000.00

CITY OF THE COLONY, TEXAS
RESOLUTION NO. 2025 - ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO EXECUTE AN ENGINEERING SERVICES CONTRACT WITH HALFF ASSOCIATES, INC. FOR PREPARATION OF CONSTRUCTION PLANS AND SPECIFICATIONS FOR THE PHASE 16 RESIDENTIAL STREET RECONSTRUCTION PROJECT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of The Colony, Texas (the "City"), desires to obtain the services of Halff Associates, Inc. for the preparation of construction plans and specifications for the Phase 16 Residential Street Reconstruction Project; and

WHEREAS, with said Engineering Services Contract, the City agrees to pay the sum not to exceed $397,000.00 for such work.

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

Section 1. The Engineering Services Contract, is found to be acceptable and in the best interest of the City and its citizens, be, and the same is hereby, in all things approved.

Section 2. The City Manager is hereby authorized to execute said Engineering Services Contract on behalf of the City of The Colony, Texas.

Section 3. That this resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____

Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Public Works/Water Distribution
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to award a Sourcewell Contract with Structured Construction, LLC for the purchase and install of a modular unit for the Public Works Locker Rooms Project in the amount of $515,622.29. (Lehmann)

Background:
Fiscal Impact: There are currently allocated funds from the prior budget year for the purchase of the new building in the amount of $601,060.00. The quote of $515,622.29 for the new unit leaves $85,437.71 remaining in the budget. Recommended Action: Approve the purchase and install of a modular unit for the Public Works Locker Rooms Project

Attachments:
CITY_MEMO_PW_LOCKERS.pdf
WOP - The Colony - Public Service Building Reno - Option 2.pdf
Res. 2025-xxx Structured Construction, LLC.doc

AGENDA ITEM

TO:	Mayor, City Council, City Manager
DATE SUBMITTED:	12/05/2025
MEETING DATE:	12/16/2025
SUMMARY OF REQUEST:	Consider approval of a Proposal from Structured Construction, LLC for a Modular Unit for Public Works Locker Rooms

Sourcewell Contract TX-R3-GC-052124-SCL Provided by Structured Construction, LLC

Background:

The current locker room in the Public Works facility has limited space, and additional room is needed to accommodate staff. The quote outlines an alternative option for the Public Works Restroom/Shower Renovation Project. The original design called for an addition to the Public Works building, which was bid out last year. Sealed bids came in significantly higher than expected, so we worked with Purchasing and the contractor to develop alternative solutions. The contractor, Structured Construction LLC, provided a modular building option that will serve the same purpose at a more economical price. They will serve as the general contractor and will provide all necessary labor, materials, supervision, equipment, insurance, taxes, and overhead. Staff toured the facility where the product is manufactured and found the quality and workmanship to be excellent.

Scope of Work:

The scope of work involves supplying and installing a turnkey modular building adjacent to the existing building. See Exhibit A for general site location.

- Modular Unit: Supply and install a 24ft x 70 ft Modular Building Locker room with a nominal size of 1680 SF.
- Includes (2) stalls, (1) shower and (10) lockers for the Women's restroom.
- Includes (5) stalls, (5) urinals, (1) shower and (48) lockers for the Men's restroom.
- There will be (3) entries with (1) being and ADA ramp.
- It includes space for (2) washing machines & (2) dryers.
- The common area will serve as an additional meeting room.

Structured Construction Proposal Fee:

Supply & Install New Unit: $515,622.29

Budget Information:

There are currently allocated funds from the prior budget year for the purchase of the new building in the amount of $601,060.00. The quote of $515,622.29 is a contract through Sourcewell, and has been verified through Gordian, which is a purchasing co-op. The Gordian Group reviews bids and ensures that pricing aligns with industry standards. After the purchase, $85,437.71 will remain in the budget.

Exhibit A



Work Order Signature Document

Sourcewell EZIQC Contract No.: TX-R3-GC-052124-SCL

[X] **New Work Order** [ ] **Modify an Existing Work Order**

Work Order Number.:	147860.00	Work Order Date:	11/14/2025
Work Order Title:	The Colony - Public Service Building Reno - Option 2		
Owner Name:	SOURCEWELL - TEXAS - The Colony	Contractor Name:	Structured Construction LLC
Contact:	Joe Oerum	Contact:	Select a Contractor Project Manager in People
Phone:	972-624-3145	Phone:	No Phone

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of Sourcewell EZIQC Contract No TX-R3-GC-052124-SCL.

Brief Work Order Description:

Alternate option for the Public Services renovation project.

Time of Performance Estimated Start Date:

Estimated Completion Date:

Liquidated Damages Will apply: [X] Will not apply: [ ]

Work Order Firm Fixed Price: $515,622.29

Owner Purchase Order Number:

Approvals

Owner Date

Contractor Date

Detailed Scope of Work

To:	Select a Contractor Project Manager in People No Data Input No Data Input No Data Input, No Data Input	**From:**	Joe Oerum SOURCEWELL - TEXAS - The Colony 6800 Main St The Colony, TX 75056 972-624-3145

Date Printed: November 14, 2025

Work Order Number: 147860.00

Work Order Title: The Colony - Public Service Building Reno - Option 2

Brief Scope: Alternate option for the Public Services renovation project.

☐ **Preliminary** ☐ **Revised** ☒ **Final**

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

GENERAL:
This Scope of Work describes the Building Addition (Option #2) Project at The Colony, TX Public Works Building to be performed by Structured Construction LLC (“Structured”) as the general contractor. Work includes Safety/General Requirements (Div. 01), and Special Construction (Div. 13).. The repairs will be phased, as required, to accommodate The Colony's traffic.
1.0 SCOPE OF WORK:
The scope of work to be performed by Structured includes all labor, materials, supervision, equipment, insurance, taxes, and overhead costs necessary to perform the work described herein.
Work includes the following:
1.1 Public Works Building Addition (Option #2)

1. Brief SOW: Supply and install a turn key modular building.

1.1.1 Division 01 - Safety/General Requirements:
Work includes the following:

- Provide and install a 24ft x 70 ft modular trailer.
- Performance bond

1.1.2 Division 13 - Special Construction:
Work includes the following:

- Supply and install a 24ft x 70ft turn key modular building.Supply and install three sets of stairs ,one set of stairs to be ADA compliant.

2.0 SPECIFICATIONS:
As provided by The Colony Personnel and are described in the scope of work.
2.1 DRAWING AND SKETCHES:

Sketches and drawings not provided.

2.2 SPECIFICATIONS:
Work shall be performed per the latest edition of the applicable federal, state, and local codes and standards.
3.0 SUBMITTALS:
Structured shall submit the indicated number of copies of each required submittal. Submittals shall be submitted and approved prior to incorporating that material or activity into the project. Submittals required by specification and/or drawings shall be made regardless of whether or not they are listed on this schedule.

4.0 SPECIAL CONSIDERATIONS:
Special considerations are applicable to this project as outlined in the following:

4.1 Structured will contact the customer project manager to coordinate scheduled equipment outages if required.
4.2 Normal working hours for this project are Monday through Friday 8:00 am – 5:00 pm. Working outside of normal working hours or on holidays will be coordinated and approved by the customer. The scope of work does not include the cost of work outside of normal working hours unless noted.
4.3 All work performed shall be in accordance with the applicable requirements of the latest edition of the Occupational Safety and Health Act (OSHA), Structured safety requirements and customer procedures as provided to Structured.
4.4 This proposal is valid for 28 days.
5.0 Exclusions:
The following items are excluded from the scope of work:

1. Asbestos or lead abatement
2. SWPPP
3. Anything not specified in the above scope of work.

Subject to the terms and conditions of JOC Contract **TX-R3-GC-052124-SCL**.

Contractor _____ Date _____

Owner _____ Date _____

Contractor's Price Proposal - Summary

Date: November 14, 2025

Re:

IQC Master Contract #:	TX-R3-GC-052124-SCL
Work Order #:	147860.00
Owner PO #:	
Title:	The Colony - Public Service Building Reno - Option 2
Contractor:	Structured Construction LLC
Proposal Value:	$515,622.29

Division 01	**$11,099.51**
Division 13	**$504,522.78**
Proposal Total	**$515,622.29**

Thisl total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **97.85%**

Contractor's Price Proposal - Detail

Date: November 14, 2025

Re:

IQC Master Contract #:	TX-R3-GC-052124-SCL
Work Order #:	147860.00
Owner PO #:	
Title:	The Colony - Public Service Building Reno - Option 2
Contractor:	Structured Construction LLC
Proposal Value:	$515,622.29

	Sect.	Item	Mod.	UOM	Description	Line Total
Labor	Equip.	Material	(Excludes)			
Division 01						
1	01 22	16 00 0002		EA	Reimbursable FeesReimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt, invoice, or proof of payment shall be submitted with the Price Proposal.	$11,099.51
				Installation	Quantity 10,090.46 x Unit Price 1.00 x Factor 1.1000 = Total 11,099.51	
					2% Bonding fee.	
Subtotal for Division 01						**$11,099.51**
Division 13						
2	13 00	00 00 0004		EA	Modular Building Locker room	$504,522.78
			NPP	Installation	Quantity 1.00 x Unit Price 382,504.00 x Factor 1.3190 = Total 504,522.78	
Subtotal for Division 13						**$504,522.78**
Proposal Total						**$515,622.29**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: 97.85%

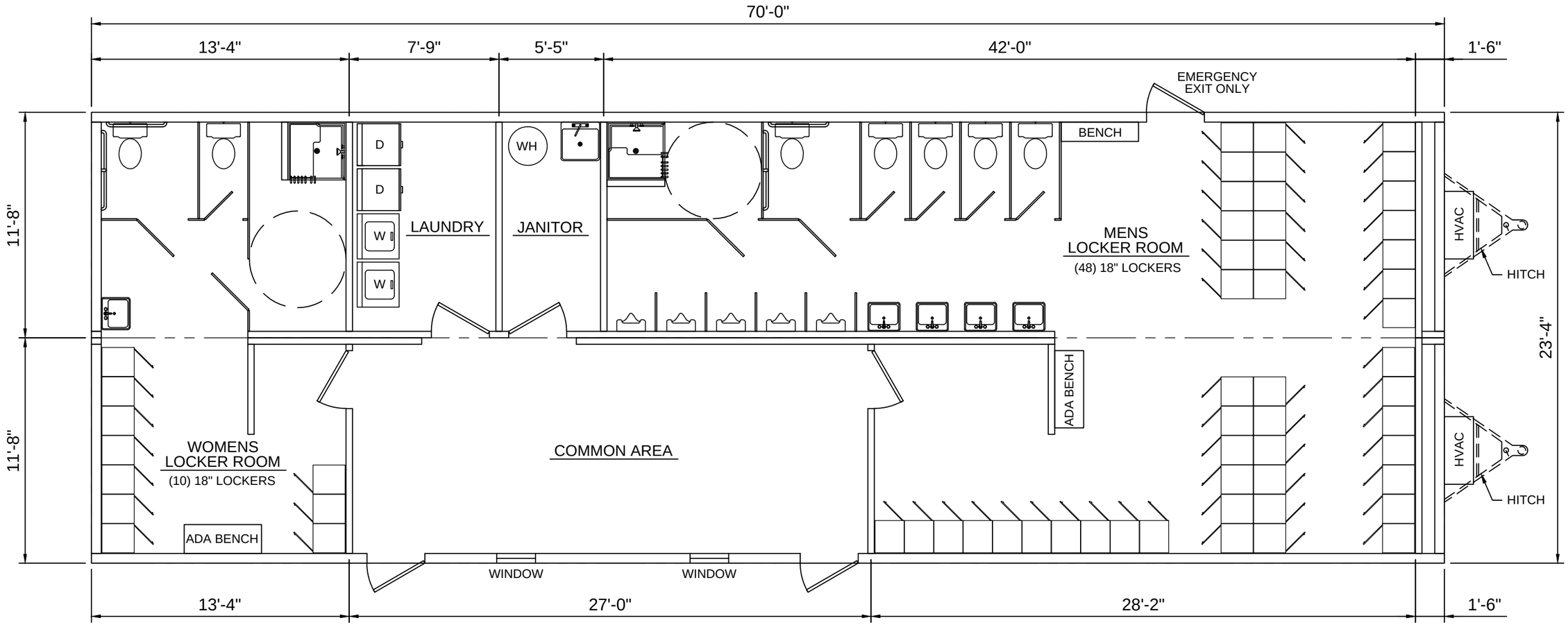
Subcontractor Listing

Date: November 14, 2025

Re:

IQC Master Contract #:	TX-R3-GC-052124-SCL
Work Order #:	147860.00
Owner PO #:	
Title:	The Colony - Public Service Building Reno - Option 2
Contractor:	Structured Construction LLC
Proposal Value:	$515,622.29

Name of Contractor	Duties	Amount	%
No Subcontractors have been selected for this Work Order		$0.00	0.00



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Aries
www.ariesbuildings.com

CUSTOMER APPROVAL SIGNATURE:

DATE:

STANDARD FINISHES	
EXTERIOR	:
ROOFING	:
FLOORING	:
INTERIOR	:
LIGHTING	:
MISC.	:

MODULAR LOCKER ROOM
FLOOR PLAN
24' x 70' NOMINAL - 1680 SF

DRAWING SCALE : N.T.S.		
DRAWN BY : DH	CHECK BY :	
DATE : 10/29/2025	APP'D BY :	
DRAWING NUMBER: BR-091625-01-H FP1.0		REV: 3

CITY OF THE COLONY, TEXAS
RESOLUTION NO. 2025-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO AWARD A CONTRACT TO STRUCTURED CONSTRUCTION, LLC FOR THE PURCHASE AND INSTALL OF A MODULAR UNIT FOR THE PUBLIC WORKS LOCKER ROOMS PROJECT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, That the City Council of the City of The Colony, Texas hereby authorizes the City Manager to execute a contract with Structured Construction, LLC for the purchase and installation of a modular unit for the Public Works Locker Rooms Project; and

WHEREAS, with this contract, the City of The Colony agrees to the services not to exceed the amount of $515,622.29.

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

Section 1. The Contract, having been reviewed by the City Council of the City of The Colony, Texas, and found to be acceptable and in the best interest of the City and its citizens, be, and the same is hereby, in all things approved.

Section 2. The City Manager is hereby authorized to execute the contract on behalf of the City of The Colony, Texas, with the terms and conditions as stated therein.

Section 3. This Resolution shall take effect immediately from and after its adoption and it is so resolved.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to execute the Fourth Addendum to the Health Services Agreement with Marathon Health, LLC, for the purpose of extending The Colony Wellness Center's operating hours and approving the associated fees. (Wallican)

Background:
Fiscal Impact: The proposed expansion of Wellness Center hours requires an additional $105,000 to fund increased staffing hours for existing Center personnel. This cost will be covered entirely by unspent funds from the FY 2026 medical/dental/vision renewal, which came in $399,000 below the budgeted projection. No new appropriation is required. Recommended Action: Approve the resolution to allow the execution of the Fourth Addendum.

Attachments:
Marathon Contract- 4th Addendum Dec 2025.docx
Res. 2025-xxx Marathon Contract - 4th Addendum.doc

FOURTH ADDENDUM TO HEALTH SERVICES AGREEMENT

This Fourth Addendum to the Health Services Agreement (the "Addendum"), dated as of the last signature below (the “Effective Date”), is made by and between City of The Colony, Texas (“Client”), and Marathon Health, LLC (“Marathon”).

RECITALS

WHEREAS, Client and Marathon are parties to that certain Health Services Agreement dated November 20, 2018, for certain preventive, wellness, disease management, health consultation and primary care services, as amended from time to time (as amended, the “Agreement”);

WHEREAS, the Parties wish to amend the Agreement to reflect increased medical assistant staffing and the associated fees; and

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and intending to be legally bound, the Parties agree as follows:

1. **Staffing.**

    a. **Increase in Medical Assistant Staffing.** The Parties agree to modify staffing to increase Medical Assistant (“MA”) staffing at the Health Center by an additional 0.1 FTE, which is equal to four (4) hours per week, resulting in a total of twenty-four (24) hours per week (0.6 FTE) of MA coverage. This increase shall take effect on the date the expanded hours commence (the “Staffing Increase Start Date”).

    b. **Restatement of Staffing.** To reflect the increase in MA staffing hours, the Parties agree that, as of the Staffing Increase Start Date, the section titled “Health Center Staffing” on **Schedule A** (Marathon Services) is hereby deleted and replaced with the following:

Health Center Staffing

Staffing	FTE
Nurse Practitioners/Physician Assistants	0.6
Medical Assistants	0.6
Behavioral Health Counselor	0.6

2. **Annual Fees.** Effective as of the Staffing Increase Start Date:

    a. To reflect the increase in MA staffing hours, the Annual Fee shall be increased by the annualized amount of **Twenty-Five Thousand Eight Hundred Dollars ($25,800.00)** pro-rated to account for the number of months then remaining in the Service Period.

    b. The Annual Service Fee table shall be deleted and replaced with the following:

	11/01/2025 – 4/30/2026		5/1/2026 - 4/30/2027		5/1//2027 - 04/30/2028	
Product	**Monthly Fee**	**Annual Fee**	**Monthly Fee**	**Annual Fee**	**Monthly Fee**	**Annual Fee**
Current Fee	$36,622	$439,469	$38,454	$461,442	$40,376	$484,515
Add .1FTE MA	$2,150.00	$25,800	$2,257.50	$27,090	$2,370.38	$28,445
Total	**$38,772.42**	**$465,269**	**$40,711.04**	**$488,532**	**$42,746.59**	**$512,959**

3. **Miscellaneous.** This Addendum is made under and incorporates the terms and conditions of the Agreement. The terms and conditions set forth in this Addendum are in addition to and not in substitution of any terms or conditions set forth in the Addendum. Capitalized terms not otherwise defined in this Addendum shall have the meanings ascribed to them in the Agreement. Except as specifically modified by this Addendum, the terms and conditions of the Agreement remain in full force and effect.

IN WITNESS WHEREOF, each of the parties hereto has executed this Addendum as of the Effective Date.

CITY OF THE COLONY, TEXAS

By: _____
Name: _____
Title: _____
Date: _____

MARATHON HEALTH, LLC

By: _____
Name: _____
Title: _____
Date: _____

CITY OF THE COLONY, TEXAS

RESOLUTION NO. 2025 - ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO EXECUTE A FOURTH ADDENDUM TO HEALTH SERVICES AGREEMENT BY AND BETWEEN THE CITY OF THE COLONY AND MARATHON HEALTH, LLC; PROVIDING AN EFFECTIVE DATE.

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

Section 1. That the City Council of the City of The Colony, Texas, has duly reviewed and considered the fourth addendum to the agreement by and between the City of The Colony and Marathon Health, LLC., in the amount of $105,000.00 for the purpose of extending The Colony Wellness Center's operating hours and approving the associated fees.

Section 2. That this Agreement is found to be acceptable and in the best interest of the City and its citizens, and the City Manager is hereby authorized to execute the agreement on behalf of the City of The Colony, Texas, with the terms and conditions as stated therein.

Section 3. That this resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS THE 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____

Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Public Works/Water Distribution
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to award a purchase to PVS Technologies for the purchase of Ferric Chloride used for wastewater treatment in the amount of $145,200.00. (Whitt)

Background:
The purchase of Ferric Chloride for the application as a coagulant and flocculant in wastewater treatment; it facilitates the removal of phosphorus from wastewater which is a regulated chemical by the Texas Commission of Environmental Quality. Fiscal Impact: The wastewater account (200-662-6345 Chemical) has a budget of $ 295,200.00. $150,000 .00 has been encumbered to SNF Polydyne PO # 26-05551 for the purchase of Clarifloc polymer with a balance of $145,200.00. This request is for the purchase of Ferric Chloride for the treatment of phosphorus from PVS Technologies for $145,200.00, leaving an account balance of $1,200.00 Recommended Action: Approve resolution

Attachments:
PVS Tech Memo.doc
Pencco The Colony, Texas.pdf
The Colony_Contract Renewal_ Ferric Chloride (October Confirmation).pdf
Res. 2025-xxx PVS Technologies.docx

From: James Whitt, Department of Public Works
Sent: 11/19/2025
Subject: Purchase Order for PVS Technologies

This agenda item is a request to purchase Ferric Chloride from PVS Technologies.

The application of Ferric Chloride serves as a coagulant and flocculant in wastewater treatment; it facilitates the removal of Phosphorus from wastewater which is a regulated chemical by the Texas Commission of Environmental Quality. Additionally, Ferric Chloride oxidizes (deodorizes) Hydrogen Sulfide which is naturally present in wastewater, which is corrosive, flammable and has the characteristic foul odor of rotten eggs.

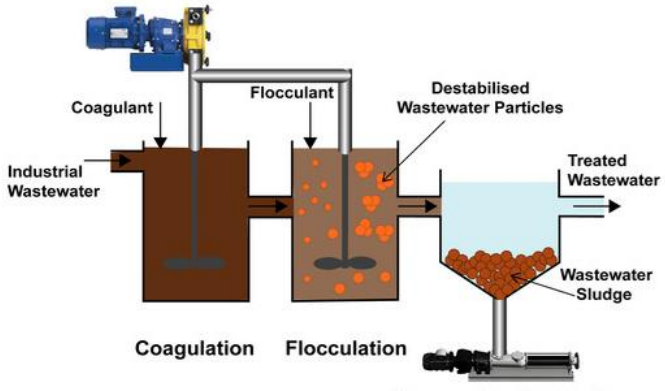
FY 2025/2026
Ferric Chloride Purchase Order

Council Meeting
Dec 16, 2025

Operating Fund	Budget
200-662-6345 Chemical Budget	$295,200.00

SNF Polydyne PO #26-05551	$150,000.00
PVS Tech P.O. Request	$144,000.00
Remaining Balance	$1,200.00

Monthly deliveries avg 9.4 Dry Tons
Price: $1,275 per Dry Ton



From: eChempax on behalf of Sarah Duffy
To: Sarah Duffy
Subject: eChempax Note: The Colony, Texas
Date: Tuesday, September 30, 2025 9:53:00 AM

This email was sent from outside your organization, yet is displaying the name of someone from your organization. This often happens in phishing attempts. Please only interact with this email if you know its source and that the content is safe.

Click here to view this note in Datacor CRM

Pencco, Inc.
831 Bartlett Road
Sealy, TX 77474
USA

Note ID: 2648
Type: Quote
Date: 09/30/2025
Owner: Sarah Duffy

E-Mail: Sarah Duffy (sarah@pencco.com)

Prospect: The Colony, Texas

Phone: 972-624-2253
Address: The Colony, Texas
7500 Forrest Drive
The Colony, TX 75056

Location: The Colony, TX

Products:

Product Code	Product Name	Packaging	Price
FC44	Ferric Chloride	BULK	2.91 G

Free Fields:

FOB:	Destination
Lead Time:	7-14 days approx.
Ship Method:	Tank Truck
Description:	Ferric Chloride (34-38%) $2.91/gallon *Offloaded into a bulk tank. Once accepted, quote valid 9/30/25-12/31/25
Delivery Amount:	4500 gallon minimum - short load fee to apply for smaller quantities
Demurrage:	1 stop included; Thereafter $100/stop; 2 hours free unloading; thereafter $100/hour
Acceptance Required By:	10/5/25
Customer Acceptance:	_____ Customer Signature
Disclaimer:	Payment Terms: 1.5% 10, Net 30 Days

October 18, 2025

ATTN: Lester Patrick
City of The Colony, TX
The Colony, TX

PVS CHEMICALS
10900 HARPER AVE
DETROIT, MI 48213

Dear Lester,

Please see the confirmation of the recent price update/extension for ferric chloride into The Colony, TX.

PVS Technologies is pleased to renew the ferric chloride supply agreement.

PVS Technologies will implement a price adjustment for the renewal term. The price of ferric chloride for the renewal term will be $1,275 per dry ton (DT).

Current Term Price: $1,250 per DT
Renewal Term* Price: $1,275 per DT
**Renewal Term: October 1, 2025 – September 30, 2026*
Year-over-Year Price Change: +$25 per DT (+2.0%)

PVS Technologies has increased the ferric chloride delivered price to account for increases in our cost of labor, logistics and raw materials.

The proposed price change is in line with the Producer Price Index change for inorganic chemicals and chlorine (WPU061302), as well as the Consumer Price Index for the last 12 months. Summary tables to the most recent 12 months published for both indices are included in Attachment A.

Please confirm the City of The Colony's acceptance of the new price.

We are excited to extend the supply partnership with The Colony for another year. We look forward to serving your needs with quality product and superior service.

Sincerely,

Daniel Ehrig
Account Manager - PVS Technologies, Inc.

ATTACHMENT A

Index Name
WPU061302
Index Description
Producer Price Index by Commodity: Chemicals and Allied Products: Inorganic Chemicals, Other Than Alkalies and Chlorine, Index 1982=100, Monthly, Not Seasonally Adjusted
Link to Data
https://fred.stlouisfed.org/series/WPU061302

Monthly Data Table:

observation_date	WPU061302		
2024-07-01	339.817		
2024-08-01	338.879		
2024-09-01	338.706		
2024-10-01	335.867		
2024-11-01	339.779		
2024-12-01	339.758		
2025-01-01	344.206		
2025-02-01	341.696		
2025-03-01	340.970		
2025-04-01	341.427	**12-month Movement**	
2025-05-01	345.939	**Δ**	**Δ%**
2025-06-01	347.488	7.671	2.3%

Index Name
CUUR0000SA0
Index Description
Consumer Price Index for All Urban Consumers (CPI-U), All items in U.S. city average, all urban consumers, not seasonally adjusted
Link to Data
https://www.bls.gov/cpi/data.htm

Monthly Data Table:
(see next page)

ATTACHMENT A

Year	Month	Index Value		
2024	Aug	314.796		
2024	Sep	315.301		
2024	Oct	315.664		
2024	Nov	315.493		
2024	Dec	315.605		
2025	Jan	317.671		
2025	Feb	319.082		
2025	Mar	319.799		
2025	Apr	320.795		
2025	May	321.465	**12-month Mvmt**	
2025	Jun	322.561	**Δ**	**Δ%**
2025	Jul	323.048	8.252	2.6%

CITY OF THE COLONY, TEXAS

RESOLUTION NO. 2025 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO AWARD A PURCHASE TO PVS TECHNOLOGIES FOR THE PURCHASE OF FERRIC CHLORIDE USED FOR WASTEWATER TREATMENT; AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. That the City Council of the City of The Colony, Texas hereby authorizes the City Manager to award a purchase to PVS Technologies, in the amount of $145,200.00 for the purchase of Ferric Chloride used for wastewater treatment.

Section 2. That the City Manager and/or his designee are authorized to award said purchase.

Section 3. This resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

Agenda Item No: 4.8

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Finance
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to award a purchase to Holt CAT for a Model 420 Backhoe Loader w/ Hammer in the amount of $166,780.00 utilizing Sourcewell Contract #020223. (Whitt)

Background:
The Streets and Drainage Department has identified the need for a new backhoe to support ongoing street, alley, sidewalk, and stormwater infrastructure maintenance. The acquisition of a Model 420 Backhoe Loader with Hammer will significantly enhance the department's capabilities, particularly in the efficient removal of concrete during repair operations. This equipment will improve productivity, reduce project timelines, and support the City's commitment to maintaining safe and reliable public infrastructure. Holt CAT has provided pricing for the Model 420 Backhoe Loader with Hammer through Sourcewell Contract #020223, a competitively bid cooperative purchasing contract that meets all procurement requirements. Utilizing this contract ensures the City obtains the equipment at a favorable and publicly vetted price.

Attachments:
Holt CAT_Updated 420 Quote with Hammer.pdf
Res. 2025-xxx Holt CAT.docx

DATE: Nov 6, 2025
QUOTE #:361581-01

CITY OF THE COLONY FINANCE DEPT

ryan.hinojosa@holtcat.com
817-692-8102

6800 MAIN ST
THE COLONY, TEXAS 75056-1133

One (1) New Caterpillar Inc Model: 420 Backhoe Loader with Hammer

LIST PRICE MACHINE	$212,352.00
LIST PRICE HAMMER	$19,119.00
SOURCEWELL CONTRACT- 020223 CAT 22% MACHINE	($46,717.44)
SOURCEWELL CONTRACT- 020223 CAT 15% ATTACHMENT	($2,867.85)
ADDITIONAL HOLT DISCOUNT	($15,105.71)
TOTAL PURCHASE PRICE	$166,780.00

WARRANTY

Standard Warranty: 12 Month/Unlimited Hours Total Machine

MACHINE SPECIFICATIONS

DESCRIPTION	REF.#
420 07A BHL CFG2	542-7992
PRODUCT LINK, CELLULAR, PLE643	639-4880
CUTTING EDGE, TWO PIECE,WIDE	9R-5320
INSTRUCTIONS, ANSI	559-0872
BELT, SEAT, 2" SUSPENSION	206-1747
STABILIZER PADS, FLIP-OVER	9R-6007
SERIALIZED TECHNICAL MEDIA KIT	421-8926
SHIPPING/STORAGE PROTECTION	461-6839
RUST PREVENTATIVE APPLICATOR	462-1033
PACK, DOMESTIC TRUCK	0P-0210
LANE 3 ORDER	0P-9003
TRIM PACKAGE 4	642-9589
ENG, 82KW, C3.6, T4F	542-7780
TIRES, 12.5 80/19.5L-24, GY	379-2161
COUPLER, PG, HYDR.D.LOCK, BHL	485-5303
BEACON, AMBER LED	634-6334
FAN	387-6682

DESCRIPTION	REF.#
DISPLAY, SECURITY, ENABLED	573-0397
BATTERY, HEAVY DUTY	516-5913
CARRIAGE, PAL CL3, 61", IT	6W-8832
FORK TINE, 2" X 5" X 48"	195-6935
LINES, CPLR, 14' EXT PILOT	555-2396
BUCKET-GP, 1.5 YD3, IT	251-1794
BUCKET-HD, 30", 8.2 FT3	219-3388
BRACKET, BL, 45-50MM, XL	564-9842
HAMMER, B9S	532-9209
LINES, B9 HAMMER, BL	532-9282
4D 30 BOCE	WOODS

STANDARD EQUIPMENT

BOOMS, STICKS, AND LINKAGES

BACKHOE
- 14'4" Center pivot backhoe
4.3 Meters
- Boom and swing transport locks
- Pilot operated backhoe and
electro hydraulic stabilizer controls
- Street type stabilizer shoes
- Anti-drift hydraulics (boom, stick,
and E-stick)
- Cat Cushion Swing(tm) system

LOADER
- Single Tilt Loader
- Lift cylinder brace
- Self-leveling loader with single
lever control
- Return-to-dig
(automatic bucket positioner)
- Transmission neutralizer switch
- Bucket level indicator

POWERTRAIN

- Water separator
- Thermal starting aid system
- Dry type axial seal air cleaner with
integral precleaner
- Automatic dust ejection system
- Filter condition indicator
- Hydraulically boosted multi-plate
wet disk brake with dual pedals &
interlock
- Differential lock
- Torque converter
- Transmission-four speed manual shift
- Neutral safety switch
- Spin-on filters for
Fuel
Engine oil
Transmission oil
- Outboard Planetary Rear Axles
- Diesel particulate filter
- Hydrostatic power steering

HYDRAULICS

- Pilot hoe and mechanical loader
controls
- Load sensing, variable flow system
with 43 gpm (162 L/min) axial piston
pump
- 6 micron hydraulic filter
- Caterpillar XT-3 hose
- Hydraulic oil cooler
- Pilot control shutoff switch
- Flow-sharing hydraulic valves
- Hydraulic suction strainer

ELECTRICAL

- 12 volt electrical start
- Horn, front and rear
- Backup alarm
- Hazard flashers/turn signals
- Halogen head lights (2)
- Halogen rear flood lights (2)
- Stop and tail lights
- Audible system fault alarm
- Key start/stop system
- 850 CCA maintenance free battery
- Battery disconnect switch
- External Power Receptacle (12v)
- Diagnostic ports for engine and machine Electronic Control Modules

OPERATOR ENVIRONMENT

- Interior rearview mirror
- ROPS canopy, Rear Fenders
- 2-inch (50mm) retractable seat belt
- Tilt steering column
- Steering knob
- Hand and foot throttle
- Automatic Engine Speed Control
- One Touch Low Idle
- Floor mat and Coat Strap
- Lockable storage area
- Air suspension seat

FLUIDS

- Antifreeze - Extended Life Coolant -20F (-30C)

OTHER STANDARD EQUIPMENT

- Standard Storage Box
- Transport tie-down points
- Ground line fill fuel tank with 42.3 gal (160L) capacity & 5 gal (19L) diesel exhaust fluid
- Rubber impact strips on radiator guard
- CD-ROM Parts Manual
- Safety Manual
- Operations and Maintenance Manual
- Lockable hood
- Tire Valve Stem Protection



CITY OF THE COLONY, TEXAS

RESOLUTION NO. 2025 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO AWARD A PURCHASE TO HOLT CAT FOR A MODEL 420 BACKHOE LOADER WITH HAMMER; AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. That the City Council of the City of The Colony, Texas hereby authorizes the City Manager to award a purchase to Holt CAT in the amount of $166,780.00 for the purchase of a Model 420 Backhoe with Hammer.

Section 2. That the City Manager and/or his designee are authorized to award said purchase.

Section 3. This resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Finance
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to award a purchase to Classic Chevrolet for a Maintainer/Crane Truck in the amount of $213,289.23 utilizing the City of Denton Contract #8455. (Whitt)

Background:
The Water Distribution and Wastewater Departments have identified the need for a Maintainer/Crane Truck to support critical maintenance and operational functions across multiple facilities. This vehicle will serve as a shared asset between Water Distribution and Wastewater, maximizing efficiency and reducing downtime for essential infrastructure. Water Distribution will primarily use the truck for fire hydrant maintenance and related field operations. Wastewater will utilize the truck for pulling pumps at the City's 13 lift station locations for routine inspections, repairs, and transport to the shop as necessary. Additionally, the truck will be used at the wastewater treatment plant for pulling pumps and handling heavy equipment or materials as needed. The acquisition of this vehicle will enhance safety, streamline workflows, and improve the department's ability to respond quickly to operational needs. Classic Chevrolet has provided pricing for the Maintainer/Crane Truck under the City of Denton Contract #8455, a competitively bid agreement that satisfies all procurement requirements. Leveraging this contract ensures the City receives compliant and cost-effective pricing.

Attachments:
Maintainer Truck Quote Classic Chevrolet.pdf
Res. 2025-xxx Classic Chevrolet.docx



Classic Chevrolet Fleet & Commercial
2501 William D Tate Ave Bldg D Grapevine, TX 76051
817.410.1573
KELT GIBSON

SELL	81,229.00	CITY OF DENTON CONTRACT # 8455			
ADDS	144,068.00				
ADDS	(12,300.00)	FLEET			
ADDS					
ADDS					
TOTAL	$ 212,997.00	REBATE DESCRIPTIONS			
REBATE					
REBATE					
REBATE					
REBATE					
REBATE					
TOTAL	$ 212,997.00	ESTIMATE ONLY			
TRADE 1					
TRADE 2					
TRADE 3					
TAXABLE	$ 212,997.00	MISC. FEES			
	0.00		Road & Bridge Fee		
AD VAL	292.23		Title		
MISC.	0.00		Doc Fee		
Out of State Fees	0.00		Inspect		
TOTAL	$ 213,289.23		Tags <<		
PAYOFF (S)			Buyers Tag Fee		
TOTAL	$ 213,289.23		State fees		
DOWN PMT		Up to 6000 GVWR = $103.50 for 2 YRS		ALL VEHICLES $20 ROAD & BRIDGE FEE	
TOTAL	$ 213,289.23	6001 - 10000 GVWR - $110.00 for 2 YRS			
EXT WNTY		10001-18000 GVWR - $222.00 for 2 YRS			
TOTAL	$ 213,289.23	18001-26000 GVWR - $457.10			

Title Exactly:	
BUYER 1	CITY OF THE COLONY
BUYER 2	
ADDRESS	6053 MAIN STREET
City, St, Zip	THE COLONY TX 75056
E-MAIL	
PHONE	

VEHICLE DESCRIPTION			
STOCK #	RH077008	V.I.N.	
YEAR	2024	MAKE	
MODEL #	CK56043	Description	
COLOR	WHITE	MILES	

TRADE - IN 1			
Yr, Make, Model		V.I.N.	
Payoff Amount		Miles	

TRADE - IN 2			
Yr, Make, Model		V.I.N.	
Payoff Amount		Miles	

TRADE - IN 3			
Yr, Make, Model		V.I.N.	
Payoff Amount		Miles	

Allout Custom Truck & Body-FTW
1001 S Blue Mound Rd.
Fort Worth, TX 76131
Phone: (817) 581-7806

PROPOSAL

Proposal ID	Date
	11/24/2025
Sales Person	**Page**
KKR	1 of 4

Proposal To:
Classic Chevrolet Fleet
2501 William D Tate
Grapevine, TX 76051

Phone: (877) 420-7794
E-Mail: VENDORUPFITS@CLASSICFLEET.COM

Ship To:

Pickup

Decision Maker	Ship Date	Ship Via	Description	Terms
Kelt Gibson		Pickup	CHEVY 5500/6500 84 CA COLONY	Due the 10th day of the next month

Quantity	Product ID	Description	Unit Price	Amount
1.00	INFO	QUOTE: TOTAL: CONTACT: Kelt Gibson CLIENT: VEHICLE: 2025 Chevy 5500 MD STATUS: CLIENT ASKING FOR: 1. TMAX 1-11 TMAX 1-11 Aluminum Mech Body Shipout 2. 3. 4. 5. 1.		
1.00	MISC	TMAX 1-11 - Aluminum Mech Body Ship out Body 1 - 138075 - Stellar® 2025 TMAX1-11 Aluminum Mechanic Body with Stellar® 2025 TMAX1-11 Aluminum Mechanic Body with Aluminum Side Packs, Aluminum Doors, Isolated Steel Crane Compartment and Torsion Box Understructure. All compartments raised to 52", 8" Drop Well in CS1V for Oxy / Acet Bottles, 21" work bench bumper with thru compartment, flush front bulkhead, exterior DOT light package, master-lock system, 22"D X 52"H side packs, 133" long, (6) recessed cargo tie-downs, dual-seal automotive type compartment weather seal, rubber fenderettes, overlapped doors on SS1V / CS1V and horizontal compartments, 2 & 3-point stainless steel compression latches, stainless steel "Billet Style" hinges, spring loaded door stops, weld on receiver hitch, prime painted, undercoated. 1 - 109052 - Mounting kit for TMAX16K/TMAX30K/TMAX1 Equipment / Options 1 - ENG - WELDER MILLER BOBCAT 230 GAS GFCI WITH 50" 2/0 WELDER LEAD KIT 1- AMERICAN EAGLE 30 P COMPRESSOR HYDRAULIC 1 - 79638X - Air compressor mounting kit		

Continued on Next Page

Allout Custom Truck & Body-FTW
1001 S Blue Mound Rd.
Fort Worth, TX 76131
Phone: (817) 581-7806

PROPOSAL

Proposal ID	Date
	11/24/2025
Sales Person	**Page**
KKR	2 of 4

Proposal To:
Classic Chevrolet Fleet
2501 William D Tate
Grapevine, TX 76051

Phone: (877) 420-7794
E-Mail: VENDORUPFITS@CLASSICFLEET.COM

Ship To:

Pickup

Decision Maker	Ship Date	Ship Via	Description	Terms
Kelt Gibson		Pickup	CHEVY 5500/6500 84 CA COLONY	Due the 10th day of the next month

Quantity	Product ID	Description	Unit Price	Amount

Air Options
1 - 100557S - 21 gallon air tank
1 - 139045X - FLR strut mounted system

Hydraulic Options
1 - 114826 - Hydraulic reservoir - 20 gallon,

SS1VF
1 - 139705AX - Heavy Duty Aluminum Bale Style Pull Handle Drawer Set,
35.5"H x 31"W x 18"D, 3-3", 3-5", 1-7" (incl. 2.5" riser)
1 - 98086X - Drawer Light Bar for use on 30" wide drawers

SS1VR
1 - 138604X - Strut mounted shelf with (3) dividers 18.50"W x 19.00"D

SS Horizontal
1 - 133472AX - Heavy Duty Aluminum Bale Style Pull Handle Drawer Set,
13.5"H x 48"W x 18"D, 3-3" (incl. 2.5" riser)
1 - 98104X - Drawer Light Bar

SS Rear
3 - 138441X - Strut mounted shelf with (3) dividers 23.38"W x 19.00"D

CS1V
1 - 138792X - Divider kit with strut mounted shelves
1 - 138165X - Strut mounted oxy-acet bottle holder

CS2V
3 - 138834X - Strut mounted shelf with (3) dividers 20.38"W x 19.00"D

CS HORIZONTAL
1 - 138443X - Strut mounted shelf with (3) dividers 52.00"W x 19.00"D

CS REAR
1 - 16337X - 1/2" x 50' hose reel with roller guide - exits rear of body.

BODY MOUNTED OPTIONS
1 - 85464X - Rock guard kit

Continued on Next Page

Allout Custom Truck & Body-FTW
1001 S Blue Mound Rd.
Fort Worth, TX 76131
Phone: (817) 581-7806

PROPOSAL

Proposal ID	Date
	11/24/2025
Sales Person	**Page**
KKR	3 of 4

Proposal To:
Classic Chevrolet Fleet
2501 William D Tate
Grapevine, TX 76051

Phone: (877) 420-7794
E-Mail: VENDORUPFITS@CLASSICFLEET.COM

Ship To:

Pickup

Decision Maker	Ship Date	Ship Via	Description	Terms
Kelt Gibson		Pickup	CHEVY 5500/6500 84 CA COLONY	Due the 10th day of the next month

Quantity	Product ID	Description	Unit Price	Amount
		1 - 63473X - Black grab handle 1 - 86100X - TMAX aluminum tailgate 1 - 134407X - Adjustable boom support BUMPER MOUNTED OPTIONS 1 - 59719X - VISE MOUNTING PLATE 1 - 78970 - Slide out step for TMAX work bench bumper 1 - 53136X - Stabilizer assembly LIGHT OPTIONS 4- 140307X - LED flood light for TMAX aluminum body - Hella 1 - 1414444X - LED compartment light kit - 1 - 141310X - Stellar® rear taillights equipped with integrated strobe SAFETY OPTIONS 1 - 139903X - Cover Plate for Backup Camera 1 - 90061X - 15" mini amber light bar kit ELECTRICAL OPTIONS 1 - 110150S - Speed control kit - GM chassis 2020 or newer 1 - 93210X - Truck up fitter switches control package PTO/Pump Options 1 - 100319 - PTO for CHEVROLET 1 - 9023 - Hydraulic pump, tandem section for crane and compressor Includes: 100319 PTO INSTL KIT CHEVY HD 2019 95659 PUMP HYD 37674X PUMP INST KIT MECH DAN FOSS Paint & Finish 1 - 127979 - Paint 9'-12' body Stellar White Paint, 1 - 36317 - Spray on bed liner for load bed walls and floor 1 - 36315 - Spray on bed liner for work bench bumper		
1.00	ST1118505S	® 8630 Telescopic Crane 53,100 ft/lb rated, 8,600 lb. maximum capacity - 30' full hydraulic reach - CDTpro™ equipped proportional radio remote control		
1.00	ST1134833S	Crane boom tip slim light - gravity rotating - dual LED trilliant lights		

Continued on Next Page

Allout Custom Truck & Body-FTW
1001 S Blue Mound Rd.
Fort Worth, TX 76131
Phone: (817) 581-7806

PROPOSAL

Proposal ID	Date
	11/24/2025
Sales Person	**Page**
KKR	4 of 4

Proposal To:
Classic Chevrolet Fleet
2501 William D Tate
Grapevine, TX 76051

Phone: (877) 420-7794
E-Mail: VENDORUPFITS@CLASSICFLEET.COM

Ship To:
Pickup

Decision Maker	Ship Date	Ship Via	Description	Terms
Kelt Gibson		Pickup	CHEVY 5500/6500 84 CA COLONY	Due the 10th day of the next month

Quantity	Product ID	Description	Unit Price	Amount
		for bar style flip sheave - CDTproTM cranes only		
1.00	FREIGHT	DELIVERY OF BED, CRANE AND ALL ABOVE PARTS		
1.00	MISC	HYDRAULIC LINES		
36.00	COLHYDOILISO32	HYDRAULIC OIL ISO 32 PER GALLON***		
32.00	LABFLEET	FLEET LABOR INSTALL BED PTO LINES CRANE COMPRESSOR WELDER		
4.00	SPEGTZT6BA	Z-6® TIR LED Surface Mount Warning Light Head COLOR: BLUE / AMBER		
4.00	LABFLEET	FLEET LABOR INSTALL STROBES 2 FRONT AND 2 REAR		
1.00	SHOPFEE	Shop Fee		
1.00	E51520	Backup Alarm 500 Series Self-Resonating Circuitry Back-Up Tonal Alarm (2-Bolt Mount, 97 dBA); This 500 Series Back-Up Tonal Alarm (2.8"H, 4"W, 1.6"D) is a 12-24V, 97 dBA tonal alarm that has self-resonating circuitry and a 2-bolt surface mount. It is epoxy sealed & has SAE Type C, R10, CE, UL, AMECA, & IP65 approval ratings.		
1.00	LABFLEET	FLEET LABOR INSTALL BACK UP ALARM		
1.00	CSI168030N	24X30 BLACK POLY MUDFLAPS WITH ALLOUT CUSTOM ON IT THIS PRICING IS PER PAIR - QTY 1 = 2 MUD FLAPS		
1.00	NTEA	Weight# NTEA Weight Certification VEHICLE : VIN :		
1.00	FUELTEST	FUEL TEST FOR NEW BODY VEHICLE : VIN :		
1.00	MISC	SUPER SPRINGS		
2.00	LABFLEET	FLEET LABOR		

ACCEPTANCE OF PROPOSAL

The above prices, specifications, and conditions are satisfactory and are hereby accepted.
Proposal is valid until Wednesday, December 24, 2025

Signature _____

Date _____

EBMS by Koble Systems

CITY OF THE COLONY, TEXAS

RESOLUTION NO. 2025 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO AWARD A PURCHASE TO CLASSIC CHEVROLET FOR A MAINTAINER/CRANE TRUCK; AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. That the City Council of the City of The Colony, Texas hereby authorizes the City Manager to award a purchase to Classic Chevrolet in the amount of $213,289.23 for a maintainer/crane truck.

Section 2. That the City Manager and/or his designee are authorized to award said purchase.

Section 3. This resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Finance
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution authorizing the City Manager to award a purchase to Bruckner's Truck & Equipment for two 26' MD6 Dump Trucks and one 26' MD7 Tractor in the amount of $340,602.53, utilizing HGAC Contract #HT06-2026. (Whitt)

Background:
The Streets and Drainage Department has identified the need for additional heavy-duty equipment to support growing operational demands and improve efficiency in field operations. This request includes the purchase of two 26' MD6 Dump Trucks and one 26' MD7 Tractor, all of which are new additions to the department's fleet. The MD6 Dump Trucks will be used primarily for hauling concrete waste generated during street, alley, and sidewalk repairs, as well as transporting base materials needed for roadway reconstruction and maintenance projects. These units will significantly improve the department's ability to move materials efficiently, reduce turnaround times, and support larger-scale projects. The MD7 Tractor will be used for transporting equipment and supplies to and from jobsites, enabling staff to mobilize more efficiently and respond more effectively to operational needs. This tractor will enhance the department's ability to support multiple crews working simultaneously across the city. Bruckner's Truck & Equipment has provided pricing for all units under HGAC Contract #HT06-2026, a competitively bid cooperative purchasing agreement that satisfies all procurement requirements. Utilizing this contract ensures cost-effective and compliant pricing.

Attachments:
26' MACK MD6 DUMP PRICING BINDER.pdf
26' MACK MD6 DUMP PRICING BINDER 2ND UNIT.pdf
26' MACK MD7 TRACTOR PRICING BINDER.pdf
Res. 2025-xxx Bruckner's Truck & Equipment.docx

Bruckner's Truck & Equipment
Retail Proposal

Financing Available!

Scan QR Code to Complete an Application

Date: **October 6, 2025**

CUSTOMER INFORMATION	
Name:	**CITY OF THE COLONY**
Name:	
Address:	**6800 Main Street**
CSZ:	**The Colony, Texas 75056**
Phone:	Cell: **972-624-3145**
Fax:	Contact: **Joseph Oerum**
Email:	**joerum@thecolonytx.gov**

EQUIPMENT INFORMATION			
Stock #:	**68933**	UNITID	**1333540**
Year:	**2026**	BODY	**DUMP**
Make:	**MACK**		
Model:	**MD642 CLASS 6**		
VIN:	**1M2MDBAA2TS018979**		
Salesperson:	**MANUEL CERRILLO**		

EQUIPMENT SPECIFICATIONS

Engine Make:	**CUMMINS ISB 6.7**	Wheelbase:	**151" Wheelbase (84" CA) 50" After-frame**
Horsepower:	**280HP @ 2600RPM (GOV) 660 LB-FT**	Frame:	**STEEL - 260MM X 70MM X 7MM**
Engine Brake:	**VGT TURBO EXHAUST BRAKE**	Interior Trim:	**PREMIUM SATIN FINIFH INTERIOR TRIM**
Transmission:	**2500 RDS 6 SP-ALLISON GEN 6**	Wheels Front:	**22.5x8.25 ACCURIDE, 51487x WHITE**
Front Axle:	**10,000LB MERITOR MFS+ 4500 KG**	Wheels Rear:	**22.5x8.25 ACCURIDE, 51487x WHITE**
Rear Axle:	**19000# (8618 kg) MERITOR MS-19-14X**	Tire Size:	**11R22.5 STEER AND REAR**
Rear Suspension:	**19000# (8618kg) MULTILEAF**	Tire Front:	**BRIDGESTONE R268 ECOPIA (12350 lbs**
Ratio:	**5.57**	Tire Rear:	**BRIDGESTONE M760 ECOPIA (23360 lbs**

Chassis Includes the Following Local Extras:

PRICING INCLUDES DELIVERY TO THE COLONY WITH TEXAS REGISTRATION 25,999 #

-OX BODIES DUMP BED WITH UP TO 8YD CAPACITY
-ELECTRIC MOUNTAIN TARP SYSTEM

		Each		Multiple Total
Trade-In Information:	Trade 1: Trade 2:	**$111,632.00**		**$111,632.00**
Allowances:		-		
VIN:				
Year:				
Make:				
Model:				
Payoff:				
Quantity	1			
OTHER CHARGES:				
Tax, Title, and License Fees (Estimated):		**284.05**		**284.05**
Purchase Coverage	Type: _____	**-**		**-**
Insurance	Type: _____	**-**		**-**
Dealer Inventory Tax and Doc Fe		**507.97**		**507.97**
Cash Down Payment:				
TOTAL:		**$112,424.02**		**$112,424.02**

Dealer Signature:_____ Customer Signature:_____

Date:_____ Date:_____

A documentary fee is not an official fee. A documentary fee is not required by law, but may be charged to buyers for handling documents and performing services relating to the closing of a sale. A documentary fee may not exceed $300 for a motor vehicle contract or a reasonable amount agreed to by the parties for a heavy commercial vehicle contract. This notice is required by law. The pricing provided herein is per the attached spec and subject to government-mandated adjustments, and any freight adjustments or raw material surcharges imposed by the original equipment manufacturer. Written notice will be given for any such adjustments or surcharges.

CUSTOMER PROPOSAL



PREPARED FOR

THE COLONY
6800 Main Street
THE COLONY
TX 750561133

DATE

11/10/2025

PREPARED BY

BRUCKNER TRUCK SALES, INC.
3611 IRVING BLVD
DALLAS
TX 75247-5919

QUOTE INFORMATION

BRUC2025001032F286
MD6 42R
Qty: 1



TECHNICAL SPECIFICATION

MD6 42R

				WEIGHT (LB)	
MODEL DEFINING			**DESCRIPTION**	FRONT	REAR
S	425002	425	PARK BRAKE ALARM TO SOUND WHEN DRIVER DOOR OPENED & PARKING BRAKE NOT ON	0	0

				WEIGHT (LB)	
APPLICATION PACKAGES			**DESCRIPTION**	FRONT	REAR
S	GSXC1X	CHASSIS HEIGHT	DOCK HEIGHT	0	0

				WEIGHT (LB)	
CUSTOMER/VEHICLE INFO			**DESCRIPTION**	FRONT	REAR
S	002GN2	CHASSIS (BASE MODEL)	MD642 - GEN2 - 42R MEDIUM DUTY, CLASS 6 w/ 6.7L, (MAX 25,995lbs GVWR) 107" BBC	2,095	552
S	99XE1X	ASSEMBLY PLANT	FACTORY USA (RV, MACK)	0	0
	0050L5	VEHICLE USE & BODY/TRAILER TYPE	DUMP TRUCK	0	0
	0342A2	VEHICLE VOCATION	CONSTRUCTION SERVICE	0	0
S	MP2001	CUSTOMER FLEET SIZE	DEALER FLEET WITH LESS THAN 25 VEHICLES IN OWN FLEET OF ANY VEHICLE BRAND	0	0
S	013001	TYPE OF SERVICE	COMMERCIAL	0	0
	694DDD	Order Subject to Meeting All Mack Policies, Terms and Conditions,	Including but not Limited to Applicable CARB and/or Section 177 States' Regulation requirements	0	0
	M84043	INTENDED REGISTRATION LOCATION	TEXAS	0	0
S	M98018	WARRANTY REGISTRATION LOCATION	USA - WARRANTY REGISTRATION LOCATION	0	0
	MBT05T	EMISSION WARRANTY CERTIFICATION	EPA (only) Cummins Diesel 6.7L	0	0
S	5050B5	INITIAL REGISTRATION LOCATION	USA REGISTRATION	0	0
S	534014	LANGUAGE-PUBS/DECAL/SIGNS	ENGLISH	0	0
S	032A99	OPERATING TERRAIN GRADE CONDITIONS	CITY, STARTING GRADES<6%	0	0
S	033A20	LOADING SURFACE FACTOR	ASPHALT LOADING AND / OR UNLOADING SURFACE	0	0
	02600W	SALES PROMOTION	2025 Q1 Stocking Program	0	0

				WEIGHT (LB)	
ENGINE & TRANSMISSION			**DESCRIPTION**	FRONT	REAR
S	78AC5X	EMISSION ON BOARD DIAG CONTROL	EMISSION OBD, DISPLAY ONLY, USA2016	0	0
	1003K0	ENGINE / MOTOR	ISB6.7-280 DIESEL CUMMINS 280HP @ 2600RPM (GOV) 660 LB-FT, US21	1,597	-39
	1361U6	TRANSMISSION	2500 RDS 6 SP-ALLISON RUGGED DUTY SERIES GEN 6 (WITH PTO PROVISIONS)	307	91
S	E7EA1X	FUELSENSE CALIBRATION	ALLISON FUELSENSE, NEUTRAL AT STOP	0	0
S	B1EC1X	TRANSM AUTO NEUTRAL ON P-BRAKE	AUTO NEUTRAL SINGLE INPUT WITH SHIFT SELECTOR OVERRIDE	0	0

				WEIGHT (LB)	
ENGINE & TRANSMISSION EQUIPMENT			**DESCRIPTION**	FRONT	REAR
	HTXB2X	ENGINE BRAKE TYPE	VGT TURBO EXHAUST BRAKE (DIESEL ONLY)	0	0
	JDXA1X	CRUISE CONTROL	CRUISE CONTROL	0	0
S	132AB9	ALTERNATOR	DELCO 12V 160A (28SI) BRUSH-TYPE	0	0
	3180A8	BATTERY DISCONNECT SWITCH	BATTERY DISCONNECT SWITCH	5	0
S	NCXD1X	STARTER MOTOR	12 VOLT MELCO STARTER (MITSUBISHI ELECTRIC)	0	0

TECHNICAL SPECIFICATION *(cont.)*

				WEIGHT (LB)	
ENGINE & TRANSMISSION EQUIPMENT			**DESCRIPTION**	FRONT	REAR
S	5NXB7X	ENGINE BLOCK HEATER	120 VOLT / 0.75 KW, ENGINE BLOCK HEATER	3	0
	TYXE1X	POWER TAKE OFF CONTROL	POWER TAKE OFF TRANSMISSION CONTROL, PREP KIT F/SINGLE PTO	0	0

				WEIGHT (LB)	
AXLE & SUSPENSION			**DESCRIPTION**	FRONT	REAR
S	2400R0	FRONT AXLE	10,000LB MERITOR MFS+ 4500 KG	1,156	0
S	2440B4	SPRINGS - FRONT	MACK TAPERLEAF 10000# (4500 KG) GROUND LOAD RATING	0	0
S	2410A1	FRONT AXLE BRAKES	MERITOR "S" CAM TYPE 16.5" x 5" Q+	0	0
S	1JAAAX	PARKING BRAKE VALVE	PARKING BRAKE VALVE, 1 YELLOW KNOB, ALL PARKING	0	0
S	698078	ANTILOCK BRAKE SYSTEM	BENDIX WITH TRACTION CONTROL 4S4M	9	5
	2520L2	REAR AXLE - SINGLE	19000# (8618 kg) MERITOR MS-19-14X, (W/ FULL DIFF LOCK) CASING 9.5mm	0	1,173
	260AQ0	REAR SUSPENSION - SINGLE	19000# (8618kg) MULTILEAF	0	466
	ZAX99X	SUSPENSION LEVELLING DEVICE (CA in PC29 only)	WITHOUT SUSPENSION LEVELLING DEVICE	0	0
S	253AA4	BRAKES - REAR	MERITOR "S" CAM 16.5"x7" Q+	0	0
S	TAXNFX	REAR AXLE RATIO	RATIO 5.57, REAR AXLE	0	0

				WEIGHT (LB)	
CHASSIS EQUIPMENT			**DESCRIPTION**	FRONT	REAR
	DPF07F	DPF DIESEL PARTICULATE FILTER	CUMMINS SINGLE MODULE E.A.T.S. RH SIDE UNDER CAB US17 (7L over 271HP only!!)	64	95
S	130AA9	EXHAUST	UNDERFRAME RIGHT SIDE INBOARD MOUNTED (Diesel engines only)	0	0
	EAXB1X	AUXILIARY SWITCH WIRING	AUXILIARY CIRCUIT SWITCHES	0	0
S	L3XN3X	BODY BUILDER MODULE	EL PREP KIT, TMC RP1404 EL. INTERFACE NO BODYBUILDER MODULE	0	0

				WEIGHT (LB)	
FRAME EQUIPMENT & FUEL TANKS			**DESCRIPTION**	FRONT	REAR
	271151	WHEELBASE	151" Wheelbase (84" CA) 50" After-frame	322	419
S	274184	FRAME RAILS	STEEL - 260MM X 70MM X 7MM -- (10.24" X 2.75" X 0.275"); RBM 1,258,000 LB-IN	0	0
	JVXC1X	PRIMARY FUEL FILTER	DAVCO 245 FUEL FILTER/SEP/PRIME PUMP/12V PRE-HEAT (Diesel engines only)	16	0
S	288AC2	FUEL TANK - LH	50 GALLON (190 L) 22" ALUMINUM ROUND	113	56

				WEIGHT (LB)	
CAB INTERIOR			**DESCRIPTION**	FRONT	REAR
S	198048	SPEEDOMETER -&- GAUGES - UNIT(s) OF MEASURE	U.S. UNITS (PREDOMINANT)	0	0
S	MCQ01Q	LANE SUPPORT SYSTEM (LSS)	WITHOUT LANE SUPPORT SYSTEM	0	0
	5RXA1X	BACK-UP ALARM	BACK-UP ALARM	0	0
S	PVXA2X	AIR RESTRICTION INDICATOR	MECHANICAL, GRADUATED, ON FILTER	0	0
S	LSXH1X	DAYTIME RUNNING LIGHTS	DRL WHEN ENGINE RUNNING & PARK BRAKE OFF	0	0
	40XAIX	FIRE EXTINGUISHER	HAND FIRE EXTINGUISHER 2.2 KG (5LB) ENGLISH DECAL, ABC	0	0
	4VX31X	WARNING TRIANGLE	THREE WARNING TRIANGLES	0	0
S	F8XAVX	AUDIO SYSTEM	RADIO, AM/FM, MP3, WEATHER BAND, W/ MUTE IN REVERSE	0	0

TECHNICAL SPECIFICATION *(cont.)*

				WEIGHT (LB)	
CAB INTERIOR			**DESCRIPTION**	FRONT	REAR
S	5EAA1X	AUDIO INTEGRAT. PHONE HANDSFRE	AUDIO INTEGRATED HANDSFREE PHONE, BLUETOOTH	0	0
S	5FAA1X	AUDIO COMMUNICATION CONNECTOR	AUDIO COMMUNICATION CONNECTOR, USB AUDIO	0	0
S	D6XS1X	COMMUNICATION EQUIPMENT	FACTORY INSTALLED GEOTAB FLEET MANAGEMENT SYSTEM	0	0
S	00401E	INTERIOR TRIM	PREMIUM SATIN FINIFH INTERIOR TRIM, WITH OVERHEAD STORAGE CONSOLE	0	0
S	19603E	SEAT - DRIVER'S	MACK-AIR, VINYL HIGH BACK, 1 CHAMBER AIR LUMBAR	82	0
	3ZXG2X	DRIVER SEAT	MACK DRIVERS SEAT, AIR SUSPENDED	0	0
	U3CA1X	DRIVERS SEAT UPHOLSTERY	DRIVERS SEAT UPHOLSTERY, VINYL	0	0
S	19703R	SEAT - PASSENGER'S	MACK-FIXED, VINYL HIGH BACK	29	0
	34XB1X	PASSENGER SEAT	FIXED PASSENGER SEAT	0	0
	U4CA1X	PASSENGERS SEAT UPHOLSTERY	PASSENGERS SEAT UPHOLSTERY, VINYL	0	0
S	59200E	SEAT BELT(S)	ALL SEAT BELTS - ADJUSTABLE D-RING, BLACK	0	0
S	XRXB1X	STEERING WHEEL ADJUSTMENT	TILT / TELESCOPIC STEERING COLUMN	0	0
S	LYXF1X	STEERING WHEEL SWITCHES	FLAT BOTTOM STEERING WHEEL, WITH BUTTON CONTROLS	0	0

				WEIGHT (LB)	
CAB EXTERIOR			**DESCRIPTION**	FRONT	REAR
S	438003	CAB SUSPENSION TYPE	CAB SUSPENSION TYPE, AIR	0	0
	P8XB8X	HEADLAMPS	HEADLAMPS, LED - HEATED	0	0
S	6MEB4X	HOOD RADIATOR GRILLE, FINISH	HOOD RADIATOR GRILLE FINISH, MATTE BLACK	0	0
S	W9EAFX	FRONT BUMPER FINISH	STEEL FRONT BUMPER, PAINTED GLOSS BLACK	0	0
S	42400Q	DOOR / WINDOW FEATURES	ELECTRIC WINDOWS AND DOOR LOCKS	0	0
S	Q4XADX	DOOR WINDOW FRONT	PEEP WINDOW ON PASSENGER SIDE DOOR	0	0
	1520F2	MIRRORS - EXTERIOR	HEATED AND MOTORIZED MIRRORS BOTH SIDES, BLACK (Anthem mirror)	29	0
S	58700D	GRAB HANDLES	EXTERIOR GRAB & DOOR HANDLES	0	0

				WEIGHT (LB)	
WHEELS & TIRES			**DESCRIPTION**	FRONT	REAR
	900AS0	TIRES BRAND/TYPE - FRONT	11R22.5 G BRIDGESTONE R268 ECOPIA (12350 lbs) (Total for QTY = 2)	243	0
	5310Y1	WHEELS - FRONT	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC (Total for QTY = 2)	128	0
	FWT002	FRONT AXLE TIRE & WHEEL QUANTITY	TWO FRONT TIRES & WHEELS	0	0
	901090	TIRES BRAND/TYPE - REAR	11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY) (Total for QTY = 4)	0	538
	346176	WHEELS - REAR	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC (Total for QTY = 4)	0	256
	RWT004	REAR AXLE TIRE & WHEEL QUANTITY	FOUR REAR AXLE TIRES & WHEELS	0	0

				WEIGHT (LB)	
PAINT			**DESCRIPTION**	FRONT	REAR
S	924014	PAINT TYPE	SOLID PAINT	0	0
S	944CQ2	PAINT COLOR - FIRST COLOR	GLACIER WHITE; P3029	0	0

				WEIGHT (LB)	
BASE WARRANTY & PURCHASED COVERAGES			**DESCRIPTION**	FRONT	REAR
S	M58038	ENGINE TOWING WARRANTY	CUMMINS ENGINES (Contact Cummins for Standard Warranty and Extended Coverage Details)	0	0
S	898002	VEHICLE WARRANTY TYPE	NORMAL DUTY WARRANTY CLASSIFICATION	0	0
S	M50AQ7	BASIC CHASSIS COVERAGE	CHASSIS PLAN 24 MO/UNLIMITED MI NORMAL DUTY PROTECTION PLAN	0	0
	M51I23	ENGINE WARRANTY	EPA-PROTECTION PLAN 1,B6.7 + AFTERTREATMENT,60 MO/150K MI/241,400 KM	0	0
S	M52032	EMISSION COMPONENT COVERAGE	CUMMINS ENGINES (Contact Cummins for Standard Warranty and Extended Coverage Details)	0	0
S	M540B4	TRANSMISSION WARRANTY	ALLISON TRANSMISSIONS (Contact Allison Transmission for standard warranty and extended coverage data	0	0
S	M560V6	AIR CONDITIONING WARRANTY	AIR CONDITIONING STANDARD COVERAGE (Sealed System Only) 24 MONTHS UNLIMITED MILEAGE	0	0
S	M57028	CHASSIS TOWING WARRANTY	STANDARD CHASSIS TOWING 90 DAYS OR 5,000 MILES	0	0

				WEIGHT (LB)	
SERVICES			**DESCRIPTION**	FRONT	REAR
S	S02011	MACK ONECALL AND ASIST	MACK ONECALL AND ASIST - 12 MONTH	0	0
S	S06035	PARTNERED SERVICES	GEOTAB FOR MACK TRUCKS - 6 MONTH	0	0

FRONT / REAR AXLE WEIGHTS (LB)	6191	3607
TOTAL WEIGHT (LB)	9798	

PERFORMANCE - PREDICTOR

Inputs Required	DWGRef	Inputs	UOM
Vehicle Type		Aero Muscle Hood - Roof Fairing (0.60)	MPH
Performance Level		>67 MPH / >108KPH	MPH
Frontal Area		110.0	FEET²
Accessory Power Loss		11.0	HP

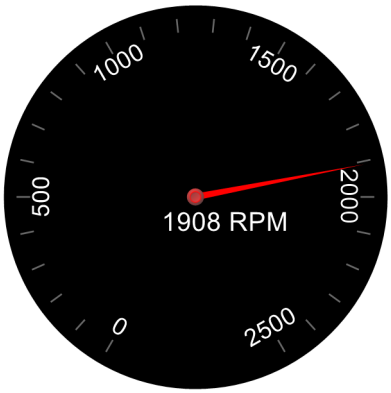
VEHICLE SPECIFICATION SUMMARY		
Model		CS 42R MEDIUM DUTY, CLASS 6
Gross Combination Weight		TRUCK ONLY - NO TRAILER TOWING PROVISIONS PROVIDED
Vehicle Application		CITY, STARTING GRADES<6%
Body/Trailer Type		DUMP TRUCK
Loading/Unloading Surface Type		ASPHALT LOADING AND / OR UNLOADING SURFACE
Engine		ISB6.7-280 DIESEL CUMMINS 280HP @ 2600RPM (GOV) 660 LB-FT, US21
Peak Power	HP	280.0 @ 2250 - 2450
Peak Torque	Newton Meters	896 @ 1600
Transmission		2500 RDS 6 SP-ALLISON RUGGED DUTY SERIES GEN 6 (WITH PTO PROVISIONS)
Rear Axle		19000# (8618 kg) MERITOR MS-19-14X, (W/ FULL DIFF LOCK) CASING 9.5mm
Rear Axle Ratio		5.57
Rear Tire		11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY)
Tire Revolutions per	Mile	493
Total Reduction		3.56

CALCULATED PERFORMANCE SUMMARY					
	Speed	UOM	RPM	Desired / Recommended Value	Status
Engine RPM @ 65 MPH	65.2	MPH	1909		
Engine RPM @ Desired Cruise Speed	70.2	MPH	2054	1500 - 2600 rpm	OK
Engine RPM @ Road Speed Limit (RSL)	70.2	MPH	2054	< 2400 rpm	OK
Sweet Spot Cruise Speed Range in Top Gear	51.3 - 88.9	MPH	1500 - 2600		
Top Gear Speed Range	51.3 - 82.0	MPH	1500 - 2400	74.6 MPH	OK
Minimum Practical Speed In Reverse	2.6	MPH	600		
Maximum Practical Speed in Reverse	10.3	MPH	2400		
Minimum Practical Speed In Lowest Forward Gear	2.2	MPH	600		
Maximum Practical Speed In Lowest Forward Gear	8.6	MPH	2400		
	Concrete / Asphalt	UOM			
Wheel HP Required at (65 MPH) Cruise Speed	192.2 / 201.5	HP			
Wheel HP Required at (75 MPH) Road Speed Limit	192.2 / 201.5	HP			
Wheel HP Required at (92 MPH) Top Speed	288.8 / 300.1	HP			

PERFORMANCE - PREDICTOR *(cont.)*

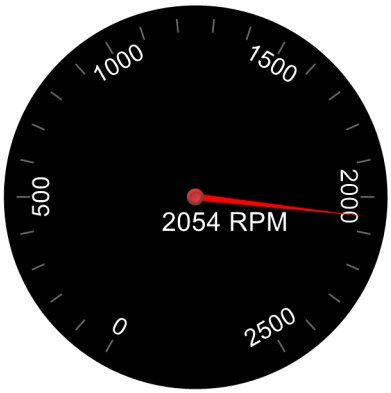
VEHICLE SPECIFICATION SUMMARY			
Gradeability		Recommended Min. Gradeability in Top Gear	
Maximum in Top Gear (Concrete)	3.0%	1.9%	OK
Maximum in Top Gear (Asphalt)	2.9%	1.9%	OK
Startability		Recommended Min. Startability	
In Lowest Gear	32.0%	6.0%	CHECK!
Loading/Unloading Surface Type	ASPHALT LOADING AND / OR UNLOADING SURFACE		
		Recommended Speed on 1.5% Grade	
Speed on a 1.5% Grade (Concrete)	64.1 MPH	>67 MPH	CHECK!
	@1875 rpm in 7th gear	PL5	
Suggested Value for Gear Down Vehicle Speed	RSL - 10		
Driveability Rating	Status		
100% Max Power available after shift	CAUTION!		
>95% Very Good >90% Acceptable			
Performance Level	Recommended Speed on 1.5% Grade	Min. Gradeability in Top Gear	
PL5 - High Performance	>67 MPH	1.9%	
PL4 - Performance	61 - 67 MPH	1.7%	
PL3 - Economy	54 - 60 MPH	1.5%	
PL2 - Fleet / Construction	47 - 53 MPH	1.3%	
PL1 - Heavy Haul	40 - 46 MPH	1.1%	

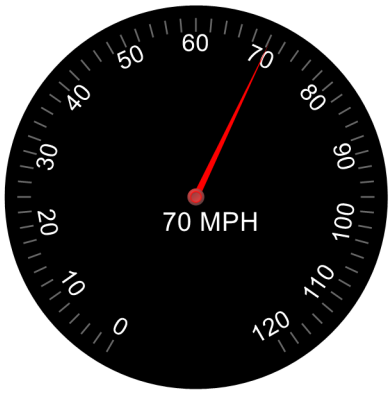
RPM at 65 MPH





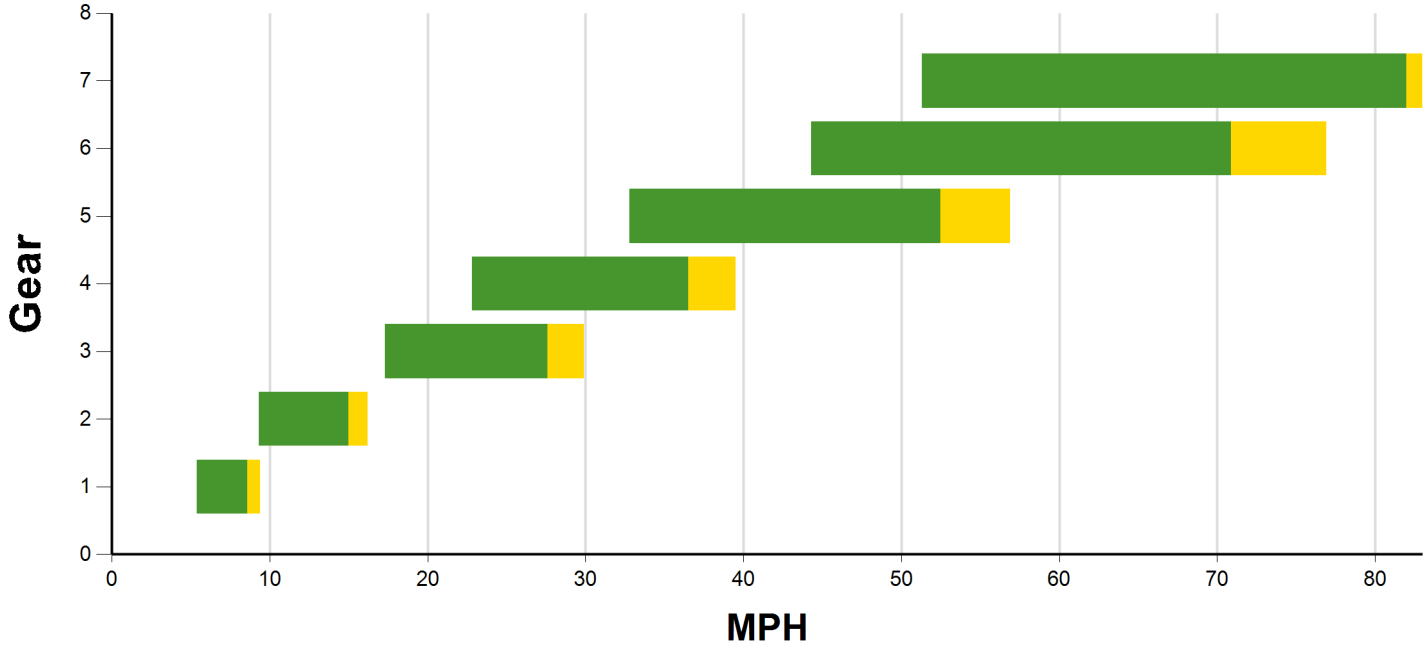
RPM at Cruise Speed



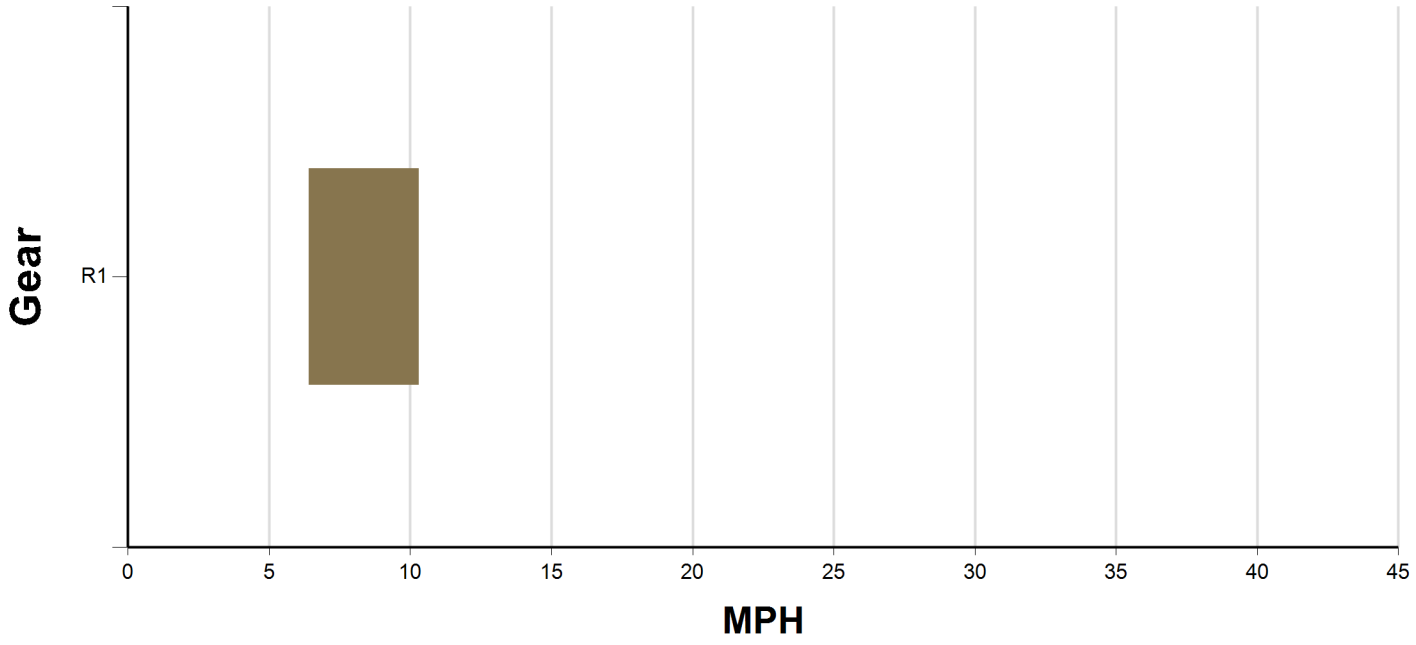


	MPH	RPM
Minimun of Engine Range	51.3	1500.00
Minimum of Economy Range	51.3	1500.00
Cruise Speed	70.2	2054.39
Maximum of Economy Range	88.9	2600.00
Road Speed Limit	70.2	2054.39
Maximum of Engine Range	82.0	2400.00

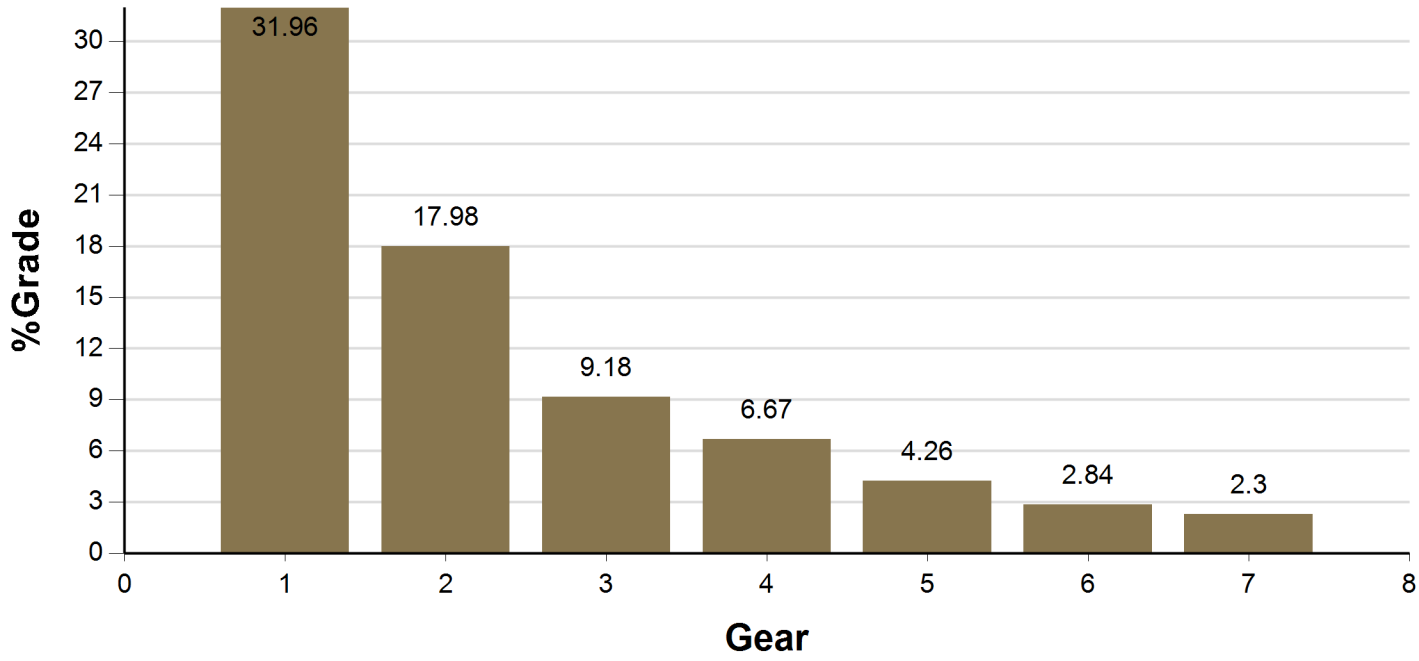
Forward Geared Speed



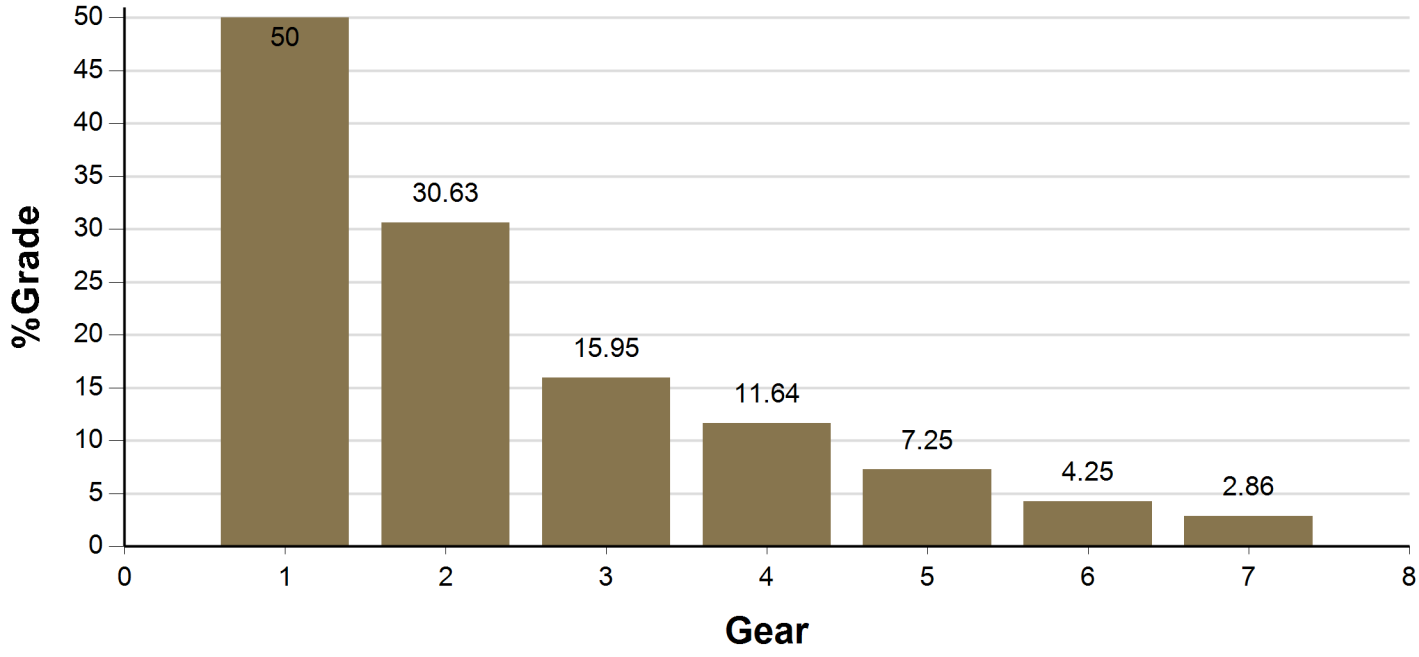
Reverse Geared Speed



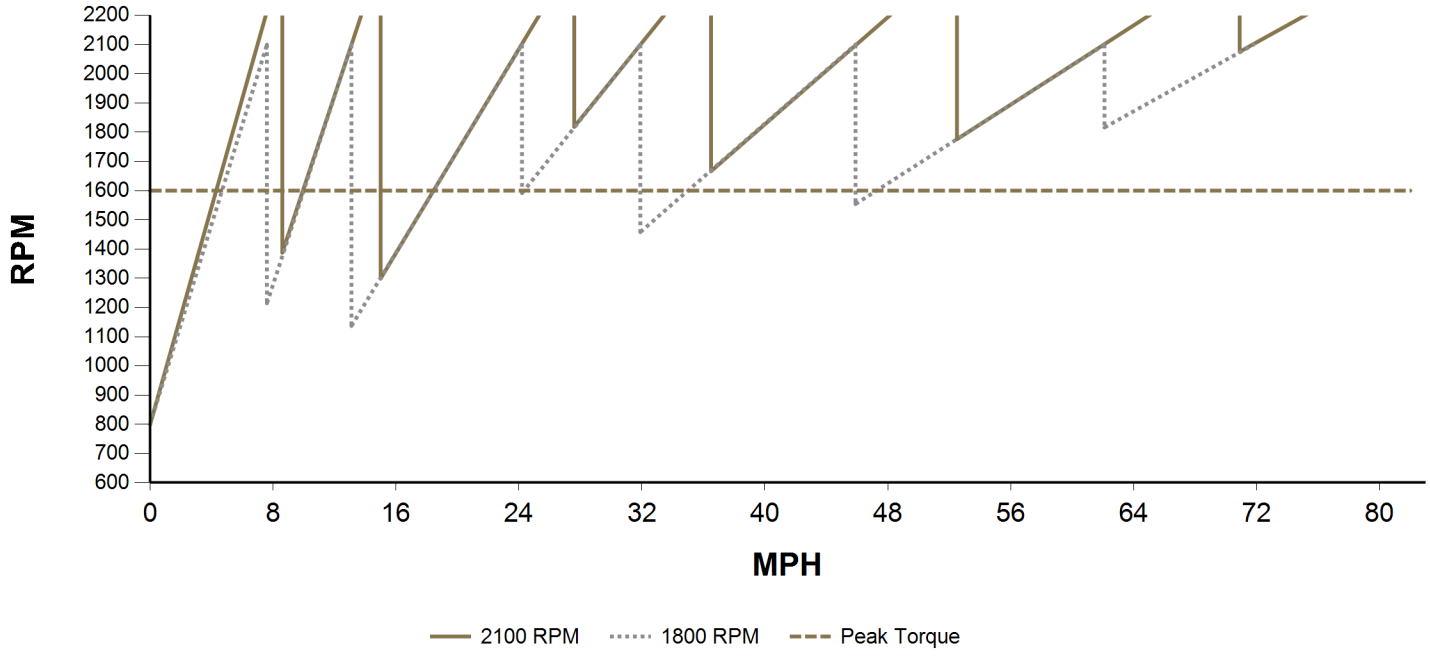
Startability



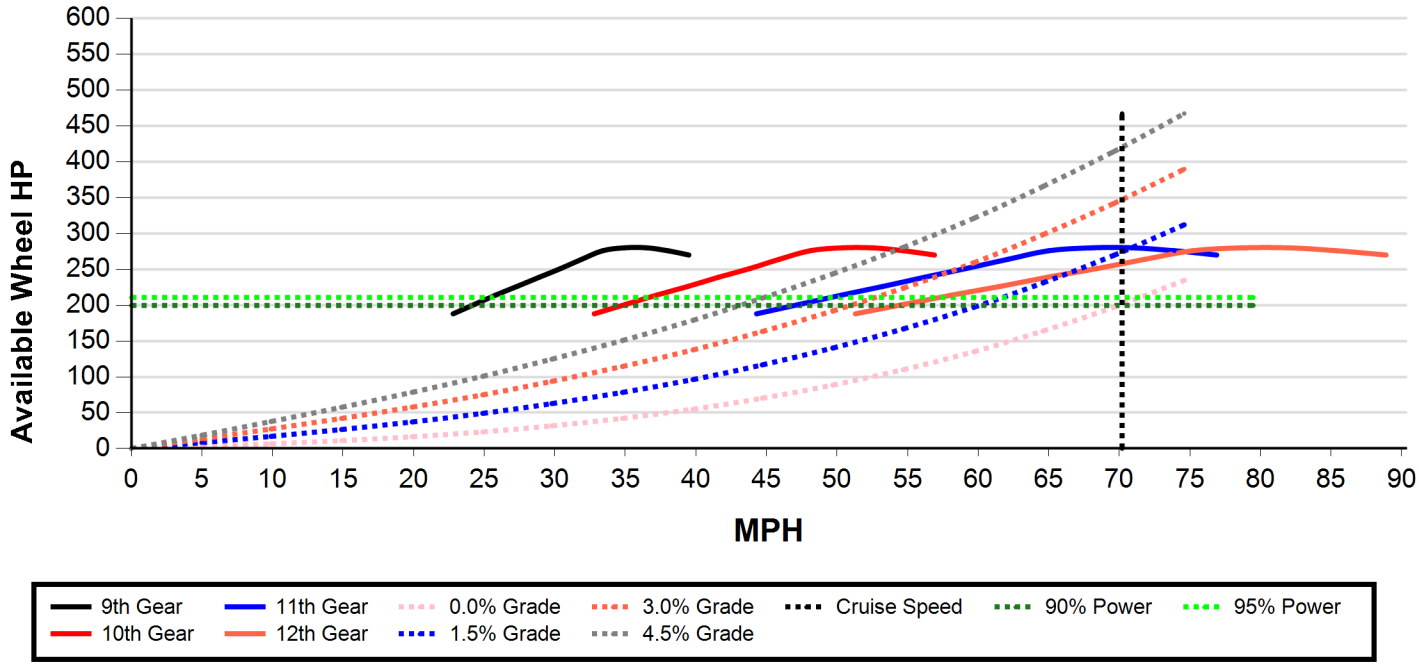
Gradeability at Max Torque



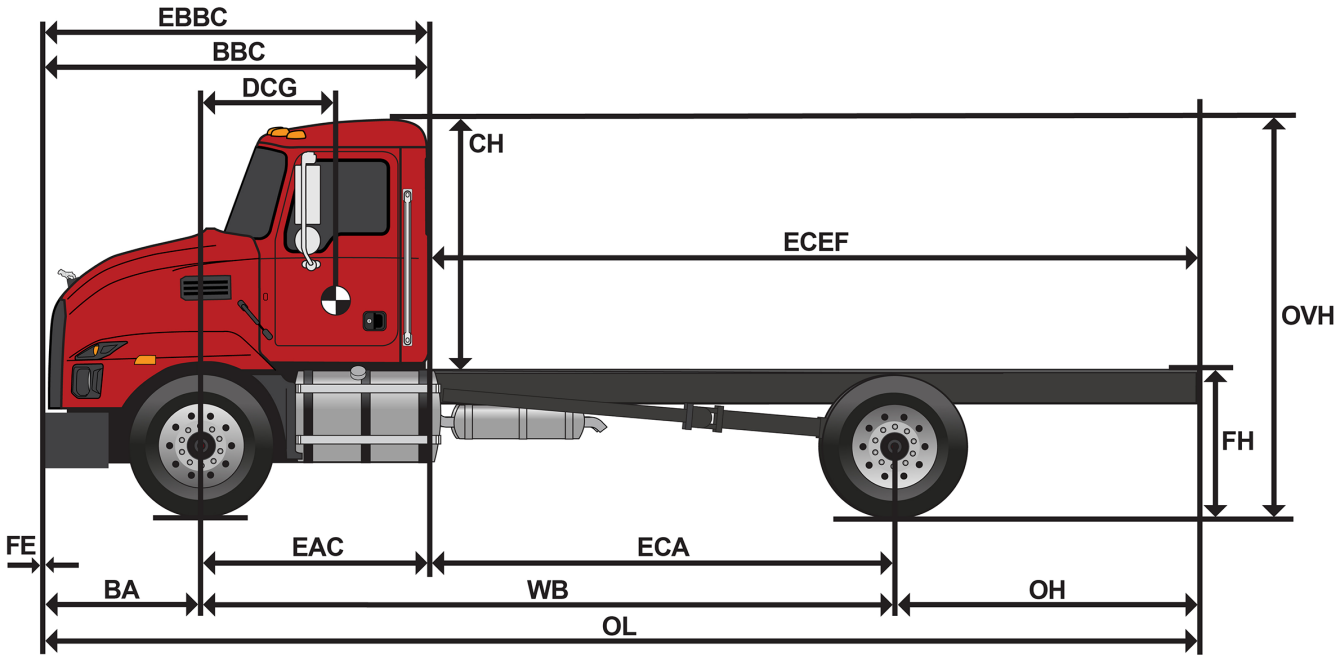
Shift Chart



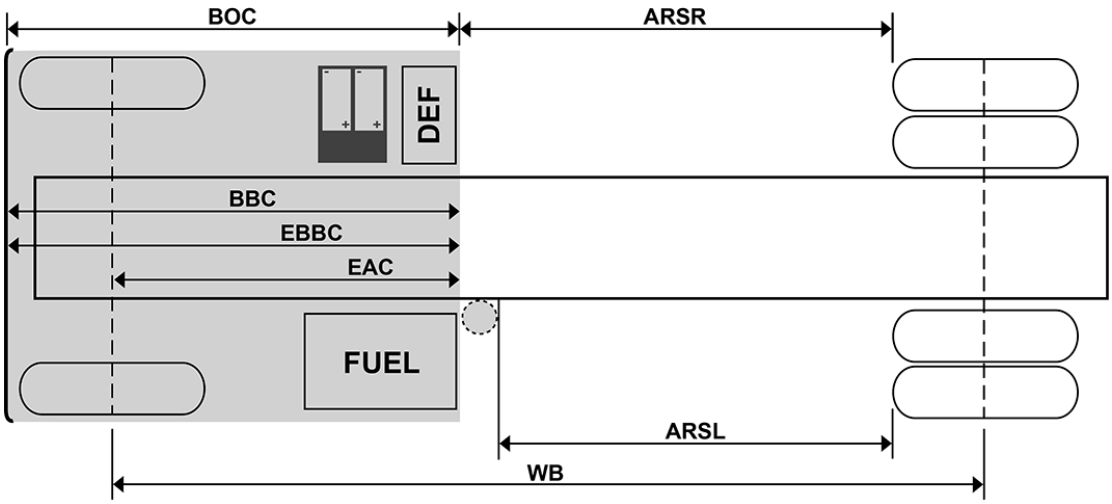
Horsepower VS. Speed



VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY			
Description	Dwg Ref	Length	UOM
Front Frame Extension	**FE**	0.0	INCHES
Bumper to Front Axle	**BA**	40.0	INCHES
Eff. Bumper to Front Axle	**N/A**	40.0	INCHES
Wheelbase	**WB**	151.0	INCHES
Rear Overhang	**OH**	50.0	INCHES
Overall Length	**OL**	241.0	INCHES
Bumper to Back of Cab	**BBC**	107.0	INCHES
Eff. Bumper to Back of Cab	**EBBC**	107.0	INCHES
Eff. Cab to Rear Axle	**ECA**	84.0	INCHES
Eff. Front Axle to Back of Cab	**EAC**	67.0	INCHES
Eff. Cab to End of Frame	**ECEF**	134.0	INCHES
Unladen Frame Height	**FH**	40.9	INCHES
Cab Height	**CH**	69.1	INCHES
Overall Height	**OVH**	110.0	INCHES
Driver CG	**DCG**	59.1	INCHES

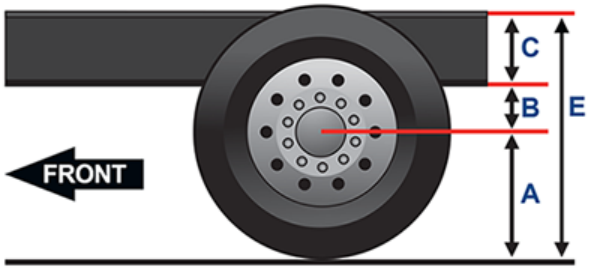


VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY				
Description	Sales Code	Dwg Ref	Left Value(in)	Right Value(in)
Wheelbase	N/A	WB	151.0	151.0
Available Rail Space Right	N/A	ARSR	N/A	68.9
Available Rail Space Left	N/A	ARSL	58.8	N/A
Eff. Front Axle to Back of Cab	N/A	REF	67.0	67.0
Front Axle To Fender	001AA3	N/A	30.0	30.0
Battery Box	001AA3	N/A	0.0	25.0
50 GALLON (190 L) 22" ALUMINUM ROUND / TRUCK	288AC2 / 001AA3	N/A	41.0	0.0
Ad-Blue Tank	001AA3	N/A	0.0	6.0
Drive Tire Radius	901090	N/A	21.1	21.1

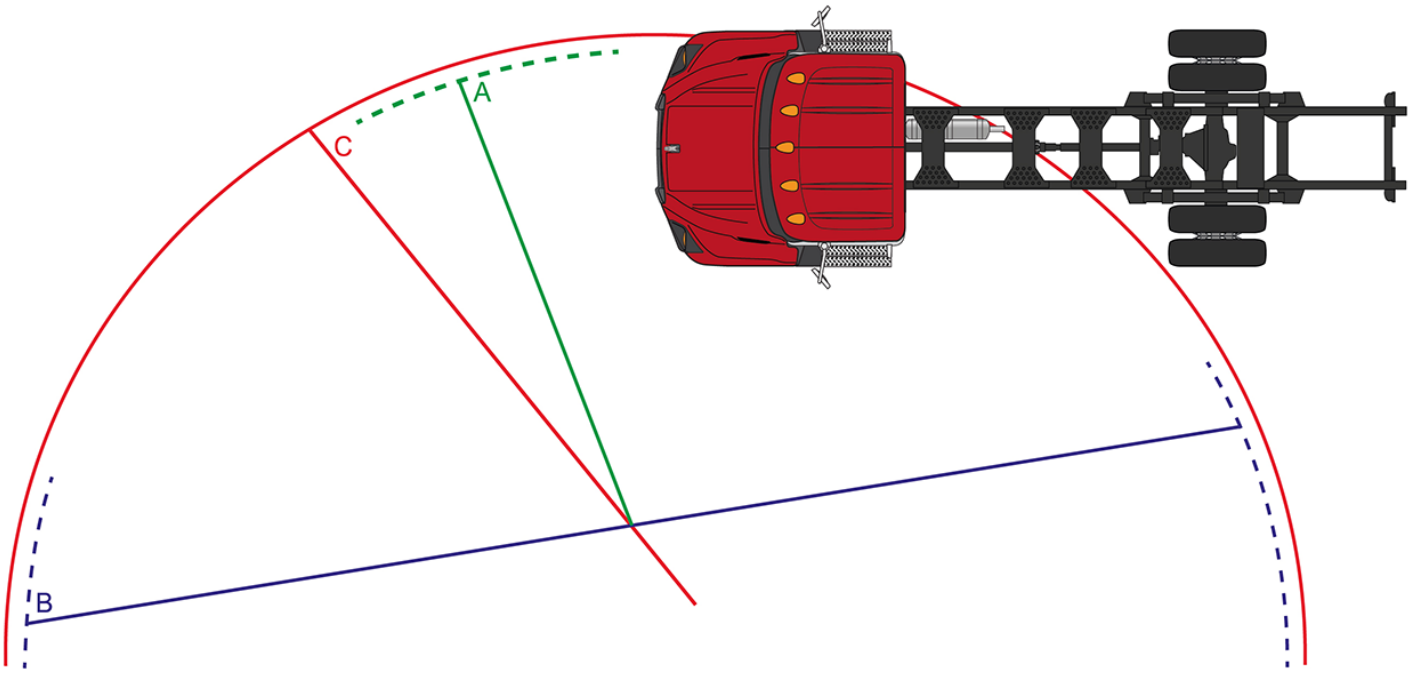


Top View image is intended for illustration purposes only and is not presented to scale. Wheelbase, Axle Spacing and After frame are not shown as specified, but are a representation. Customer Adaptation (CA) options and relocated components are not represented in these images. Most CA options impact the variation of the image, thus an image may not populate. Calculations are approximate to a tolerance of ± 4 inches due to component mounting variation. Certain chassis component options are NOT represented in the Top View image, such as, but not exclusive to, Front Frame Extensions, Fuel Water Separators, Air Dryers, PTOs, Fifth Wheels, Chassis Fairings, Toolboxes, Trailer Connections. For further information on these items and their respective locations on your specification, please refer to the data sheets associated with those items in the configurator.

VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY					
			Rear		
Description	Sales Code	Dwg Ref	Unladen	Laden	UOM
Tire Radius	901090	**A**	21.1	19.6	INCHES
Suspension Height	260AQ0	**B**	9.5	8.0	INCHES
Frame Depth	YBXD1X	**C**	10.2	10.2	INCHES
Total Height	N/A	**E**	40.9	37.8	INCHES



VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY			
Description	Dwg Ref	Length	UOM
SAE Turning Radius	**A***	22.7	FEET
Adjusted Turning Radius	**A**	22.8	FEET
Curb-to-Curb Diameter	**B**	46.5	FEET
Wall-to-Wall Diameter	**C**	54.8	FEET



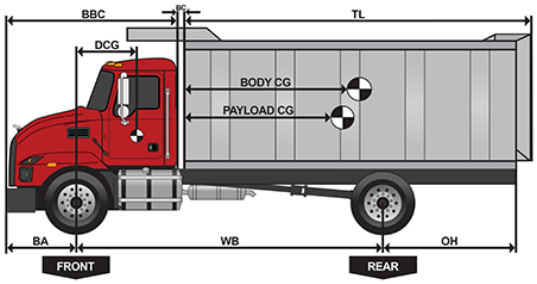
Tests have shown that the true location of the turning center is further to the rear than midway between drive axle sets (where applicable)

The actual location of the turning center depends on:

- Whether the drive tire equipment is single or dual.
- The overall load distribution for the vehicle (front/rear, between drive axles) in a loaded condition
- Manufacturing tolerances within the steering components

Inputs Required	DWGRef	Inputs	UOM
Driver(s) & Equipment Weight		201	LB
Total Body Length	TL	16.4	FEET
Body Tare Weight		3501	LB
Front of Body to Body CG	BODY CG	96.0	INCHES
Additional Clearance from Back of Exhaust to Front of Body	BC	6.0	INCHES

VEHICLE SPECIFICATION SUMMARY				
Description	Description	Dwg Ref	Length	UOM
Bumper to Front Axle	N/A	BA	40.0	INCHES
Wheelbase	N/A	WB	151.0	INCHES
Rear Overhang	N/A	OH	50.0	INCHES
Bumper to Back of Cab	N/A	BBC	107.0	INCHES
BOC Exhaust Space	130AA9	N/A	0.0	INCHES
Driver CG from Front Axle	N/A	DCG	59.1	INCHES



CALCULATED PERFORMANCE SUMMARY				
Tare Weights	Front Axle	Rear Axle (s)	Total	UOM
Chassis	6191	3607	9798	LB
Driver(s) & Equipment Weight	123	79	201	LB
Fuel	303	40	342	LB
Body/Trailer	-419	3921	3501	LB
Total Tare	6196	7646	13841	LB
Payloads				
First Body Payload	-1455	13610	12155	LB
Total - Lift Axles Down	4741	21255	25995	LB
GAWR	10000	15996	25995	LB

VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY				
Sub-Category	Sales Code	Sales Code Description	Value	UOM
Front Axle	2400R0	10,000LB MERITOR MFS+ 4500 KG	10000	LB
Front Suspension	2440B4	MACK TAPERLEAF 10000# (4500 KG) GROUND LOAD RATING	10000	LB
Front Tires	900AS0	11R22.5 G BRIDGESTONE R268 ECOPIA (12350 lbs)	12351	LB
Front Wheels	5310Y1	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC	14801	LB
		Front GAWR	10000	LB
Rear Axle	2520L2	19000# (8618 kg) MERITOR MS-19-14X, (W/ FULL DIFF LOCK) CASING 9.5mm	19000	LB
Rear Suspension	260AQ0	19000# (8618kg) MULTILEAF	19000	LB
Rear Tires	901090	11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY)	23369	LB
Rear Wheels	346176	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC	29601	LB
		Rear GAWR	19000	LB
		Truck GVWR	25995	LB
		Gross Combination Weight Rating	0	LB
		Tax Value GVWR (USA FET Only)	29000	LB

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Retail Proposal

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Date: **October 6, 2025**

CUSTOMER INFORMATION	
Name:	**CITY OF THE COLONY**
Name:	
Address:	**6800 Main Street**
CSZ:	**The Colony, Texas 75056**
Phone:	Cell: **972-624-3145**
Fax:	Contact: **Joseph Oerum**
Email:	**joerum@thecolonytx.gov**

EQUIPMENT INFORMATION			
Stock #:	**68499**	UNITID	**1333539**
Year:	**2026**	BODY	**DUMP**
Make:	**MACK**		
Model:	**MD642 CLASS 6**		
VIN:	**1M2MDBAAXTS019006**		
Salesperson:	**MANUEL CERRILLO**		

EQUIPMENT SPECIFICATIONS

Engine Make:	**CUMMINS ISB 6.7**	Wheelbase:	**151" Wheelbase (84" CA) 50" After-frame**
Horsepower:	**280HP @ 2600RPM (GOV) 660 LB-FT**	Frame:	**STEEL - 260MM X 70MM X 7MM**
Engine Brake:	**VGT TURBO EXHAUST BRAKE**	Interior Trim:	**PREMIUM SATIN FINIFH INTERIOR TRIM**
Transmission:	**2500 RDS 6 SP-ALLISON GEN 6**	Wheels Front:	**22.5x8.25 ACCURIDE, 51487x WHITE**
Front Axle:	**10,000LB MERITOR MFS+ 4500 KG**	Wheels Rear:	**22.5x8.25 ACCURIDE, 51487x WHITE**
Rear Axle:	**19000# (8618 kg) MERITOR MS-19-14X**	Tire Size:	**11R22.5 STEER AND REAR**
Rear Suspension:	**19000# (8618kg) MULTILEAF**	Tire Front:	**BRIDGESTONE R268 ECOPIA (12350 lbs**
Ratio:	**5.57**	Tire Rear:	**BRIDGESTONE M760 ECOPIA (23360 lbs**

Chassis Includes the Following Local Extras:

PRICING INCLUDES DELIVERY TO THE COLONY WITH TEXAS REGISTRATION 25,999 #

-OX BODIES DUMP BED WITH UP TO 8YD CAPACITY
-ELECTRIC MOUNTAIN TARP SYSTEM

		Each		Multiple Total
Trade-In Information:	Trade 1: Trade 2:	**$111,632.00**		**$111,632.00**
Allowances:		-		
VIN:				
Year:				
Make:				
Model:				
Payoff:				
Quantity	1			
OTHER CHARGES:				
Tax, Title, and License Fees (Estimated):		**284.05**		**284.05**
Purchase Coverage	Type: _____	**-**		**-**
Insurance	Type: _____	**-**		**-**
Dealer Inventory Tax and Doc Fe		**507.97**		**507.97**
Cash Down Payment:				
TOTAL:		**$112,424.02**		**$112,424.02**

Dealer Signature:_____ Customer Signature:_____

Date:_____ Date:_____

A documentary fee is not an official fee. A documentary fee is not required by law, but may be charged to buyers for handling documents and performing services relating to the closing of a sale. A documentary fee may not exceed $300 for a motor vehicle contract or a reasonable amount agreed to by the parties for a heavy commercial vehicle contract. This notice is required by law. The pricing provided herein is per the attached spec and subject to government-mandated adjustments, and any freight adjustments or raw material surcharges imposed by the original equipment manufacturer. Written notice will be given for any such adjustments or surcharges.

CUSTOMER PROPOSAL



PREPARED FOR

THE COLONY
6800 Main Street
THE COLONY
TX 750561133

DATE

11/10/2025

PREPARED BY

BRUCKNER TRUCK SALES, INC.
3611 IRVING BLVD
DALLAS
TX 75247-5919

QUOTE INFORMATION

BRUC2025001032F286
MD6 42R
Qty: 1



TECHNICAL SPECIFICATION

MD6 42R

				WEIGHT (LB)	
MODEL DEFINING			**DESCRIPTION**	FRONT	REAR
S	425002	425	PARK BRAKE ALARM TO SOUND WHEN DRIVER DOOR OPENED & PARKING BRAKE NOT ON	0	0

				WEIGHT (LB)	
APPLICATION PACKAGES			**DESCRIPTION**	FRONT	REAR
S	GSXC1X	CHASSIS HEIGHT	DOCK HEIGHT	0	0

				WEIGHT (LB)	
CUSTOMER/VEHICLE INFO			**DESCRIPTION**	FRONT	REAR
S	002GN2	CHASSIS (BASE MODEL)	MD642 - GEN2 - 42R MEDIUM DUTY, CLASS 6 w/ 6.7L, (MAX 25,995lbs GVWR) 107" BBC	2,095	552
S	99XE1X	ASSEMBLY PLANT	FACTORY USA (RV, MACK)	0	0
	0050L5	VEHICLE USE & BODY/TRAILER TYPE	DUMP TRUCK	0	0
	0342A2	VEHICLE VOCATION	CONSTRUCTION SERVICE	0	0
S	MP2001	CUSTOMER FLEET SIZE	DEALER FLEET WITH LESS THAN 25 VEHICLES IN OWN FLEET OF ANY VEHICLE BRAND	0	0
S	013001	TYPE OF SERVICE	COMMERCIAL	0	0
	694DDD	Order Subject to Meeting All Mack Policies, Terms and Conditions,	Including but not Limited to Applicable CARB and/or Section 177 States' Regulation requirements	0	0
	M84043	INTENDED REGISTRATION LOCATION	TEXAS	0	0
S	M98018	WARRANTY REGISTRATION LOCATION	USA - WARRANTY REGISTRATION LOCATION	0	0
	MBT05T	EMISSION WARRANTY CERTIFICATION	EPA (only) Cummins Diesel 6.7L	0	0
S	5050B5	INITIAL REGISTRATION LOCATION	USA REGISTRATION	0	0
S	534014	LANGUAGE-PUBS/DECAL/SIGNS	ENGLISH	0	0
S	032A99	OPERATING TERRAIN GRADE CONDITIONS	CITY, STARTING GRADES<6%	0	0
S	033A20	LOADING SURFACE FACTOR	ASPHALT LOADING AND / OR UNLOADING SURFACE	0	0
	02600W	SALES PROMOTION	2025 Q1 Stocking Program	0	0

				WEIGHT (LB)	
ENGINE & TRANSMISSION			**DESCRIPTION**	FRONT	REAR
S	78AC5X	EMISSION ON BOARD DIAG CONTROL	EMISSION OBD, DISPLAY ONLY, USA2016	0	0
	1003K0	ENGINE / MOTOR	ISB6.7-280 DIESEL CUMMINS 280HP @ 2600RPM (GOV) 660 LB-FT, US21	1,597	-39
	1361U6	TRANSMISSION	2500 RDS 6 SP-ALLISON RUGGED DUTY SERIES GEN 6 (WITH PTO PROVISIONS)	307	91
S	E7EA1X	FUELSENSE CALIBRATION	ALLISON FUELSENSE, NEUTRAL AT STOP	0	0
S	B1EC1X	TRANSM AUTO NEUTRAL ON P-BRAKE	AUTO NEUTRAL SINGLE INPUT WITH SHIFT SELECTOR OVERRIDE	0	0

				WEIGHT (LB)	
ENGINE & TRANSMISSION EQUIPMENT			**DESCRIPTION**	FRONT	REAR
	HTXB2X	ENGINE BRAKE TYPE	VGT TURBO EXHAUST BRAKE (DIESEL ONLY)	0	0
	JDXA1X	CRUISE CONTROL	CRUISE CONTROL	0	0
S	132AB9	ALTERNATOR	DELCO 12V 160A (28SI) BRUSH-TYPE	0	0
	3180A8	BATTERY DISCONNECT SWITCH	BATTERY DISCONNECT SWITCH	5	0
S	NCXD1X	STARTER MOTOR	12 VOLT MELCO STARTER (MITSUBISHI ELECTRIC)	0	0

TECHNICAL SPECIFICATION *(cont.)*

				WEIGHT (LB)	
ENGINE & TRANSMISSION EQUIPMENT			**DESCRIPTION**	FRONT	REAR
S	5NXB7X	ENGINE BLOCK HEATER	120 VOLT / 0.75 KW, ENGINE BLOCK HEATER	3	0
	TYXE1X	POWER TAKE OFF CONTROL	POWER TAKE OFF TRANSMISSION CONTROL, PREP KIT F/SINGLE PTO	0	0

				WEIGHT (LB)	
AXLE & SUSPENSION			**DESCRIPTION**	FRONT	REAR
S	2400R0	FRONT AXLE	10,000LB MERITOR MFS+ 4500 KG	1,156	0
S	2440B4	SPRINGS - FRONT	MACK TAPERLEAF 10000# (4500 KG) GROUND LOAD RATING	0	0
S	2410A1	FRONT AXLE BRAKES	MERITOR "S" CAM TYPE 16.5" x 5" Q+	0	0
S	1JAAAX	PARKING BRAKE VALVE	PARKING BRAKE VALVE, 1 YELLOW KNOB, ALL PARKING	0	0
S	698078	ANTILOCK BRAKE SYSTEM	BENDIX WITH TRACTION CONTROL 4S4M	9	5
	2520L2	REAR AXLE - SINGLE	19000# (8618 kg) MERITOR MS-19-14X, (W/ FULL DIFF LOCK) CASING 9.5mm	0	1,173
	260AQ0	REAR SUSPENSION - SINGLE	19000# (8618kg) MULTILEAF	0	466
	ZAX99X	SUSPENSION LEVELLING DEVICE (CA in PC29 only)	WITHOUT SUSPENSION LEVELLING DEVICE	0	0
S	253AA4	BRAKES - REAR	MERITOR "S" CAM 16.5"x7" Q+	0	0
S	TAXNFX	REAR AXLE RATIO	RATIO 5.57, REAR AXLE	0	0

				WEIGHT (LB)	
CHASSIS EQUIPMENT			**DESCRIPTION**	FRONT	REAR
	DPF07F	DPF DIESEL PARTICULATE FILTER	CUMMINS SINGLE MODULE E.A.T.S. RH SIDE UNDER CAB US17 (7L over 271HP only!!)	64	95
S	130AA9	EXHAUST	UNDERFRAME RIGHT SIDE INBOARD MOUNTED (Diesel engines only)	0	0
	EAXB1X	AUXILIARY SWITCH WIRING	AUXILIARY CIRCUIT SWITCHES	0	0
S	L3XN3X	BODY BUILDER MODULE	EL PREP KIT, TMC RP1404 EL. INTERFACE NO BODYBUILDER MODULE	0	0

				WEIGHT (LB)	
FRAME EQUIPMENT & FUEL TANKS			**DESCRIPTION**	FRONT	REAR
	271151	WHEELBASE	151" Wheelbase (84" CA) 50" After-frame	322	419
S	274184	FRAME RAILS	STEEL - 260MM X 70MM X 7MM -- (10.24" X 2.75" X 0.275"); RBM 1,258,000 LB-IN	0	0
	JVXC1X	PRIMARY FUEL FILTER	DAVCO 245 FUEL FILTER/SEP/PRIME PUMP/12V PRE-HEAT (Diesel engines only)	16	0
S	288AC2	FUEL TANK - LH	50 GALLON (190 L) 22" ALUMINUM ROUND	113	56

				WEIGHT (LB)	
CAB INTERIOR			**DESCRIPTION**	FRONT	REAR
S	198048	SPEEDOMETER -&- GAUGES - UNIT(s) OF MEASURE	U.S. UNITS (PREDOMINANT)	0	0
S	MCQ01Q	LANE SUPPORT SYSTEM (LSS)	WITHOUT LANE SUPPORT SYSTEM	0	0
	5RXA1X	BACK-UP ALARM	BACK-UP ALARM	0	0
S	PVXA2X	AIR RESTRICTION INDICATOR	MECHANICAL, GRADUATED, ON FILTER	0	0
S	LSXH1X	DAYTIME RUNNING LIGHTS	DRL WHEN ENGINE RUNNING & PARK BRAKE OFF	0	0
	40XAIX	FIRE EXTINGUISHER	HAND FIRE EXTINGUISHER 2.2 KG (5LB) ENGLISH DECAL, ABC	0	0
	4VX31X	WARNING TRIANGLE	THREE WARNING TRIANGLES	0	0
S	F8XAVX	AUDIO SYSTEM	RADIO, AM/FM, MP3, WEATHER BAND, W/ MUTE IN REVERSE	0	0

TECHNICAL SPECIFICATION *(cont.)*

				WEIGHT (LB)	
CAB INTERIOR			**DESCRIPTION**	FRONT	REAR
S	5EAA1X	AUDIO INTEGRAT. PHONE HANDSFRE	AUDIO INTEGRATED HANDSFREE PHONE, BLUETOOTH	0	0
S	5FAA1X	AUDIO COMMUNICATION CONNECTOR	AUDIO COMMUNICATION CONNECTOR, USB AUDIO	0	0
S	D6XS1X	COMMUNICATION EQUIPMENT	FACTORY INSTALLED GEOTAB FLEET MANAGEMENT SYSTEM	0	0
S	00401E	INTERIOR TRIM	PREMIUM SATIN FINIFH INTERIOR TRIM, WITH OVERHEAD STORAGE CONSOLE	0	0
S	19603E	SEAT - DRIVER'S	MACK-AIR, VINYL HIGH BACK, 1 CHAMBER AIR LUMBAR	82	0
	3ZXG2X	DRIVER SEAT	MACK DRIVERS SEAT, AIR SUSPENDED	0	0
	U3CA1X	DRIVERS SEAT UPHOLSTERY	DRIVERS SEAT UPHOLSTERY, VINYL	0	0
S	19703R	SEAT - PASSENGER'S	MACK-FIXED, VINYL HIGH BACK	29	0
	34XB1X	PASSENGER SEAT	FIXED PASSENGER SEAT	0	0
	U4CA1X	PASSENGERS SEAT UPHOLSTERY	PASSENGERS SEAT UPHOLSTERY, VINYL	0	0
S	59200E	SEAT BELT(S)	ALL SEAT BELTS - ADJUSTABLE D-RING, BLACK	0	0
S	XRXB1X	STEERING WHEEL ADJUSTMENT	TILT / TELESCOPIC STEERING COLUMN	0	0
S	LYXF1X	STEERING WHEEL SWITCHES	FLAT BOTTOM STEERING WHEEL, WITH BUTTON CONTROLS	0	0

				WEIGHT (LB)	
CAB EXTERIOR			**DESCRIPTION**	FRONT	REAR
S	438003	CAB SUSPENSION TYPE	CAB SUSPENSION TYPE, AIR	0	0
	P8XB8X	HEADLAMPS	HEADLAMPS, LED - HEATED	0	0
S	6MEB4X	HOOD RADIATOR GRILLE, FINISH	HOOD RADIATOR GRILLE FINISH, MATTE BLACK	0	0
S	W9EAFX	FRONT BUMPER FINISH	STEEL FRONT BUMPER, PAINTED GLOSS BLACK	0	0
S	42400Q	DOOR / WINDOW FEATURES	ELECTRIC WINDOWS AND DOOR LOCKS	0	0
S	Q4XADX	DOOR WINDOW FRONT	PEEP WINDOW ON PASSENGER SIDE DOOR	0	0
	1520F2	MIRRORS - EXTERIOR	HEATED AND MOTORIZED MIRRORS BOTH SIDES, BLACK (Anthem mirror)	29	0
S	58700D	GRAB HANDLES	EXTERIOR GRAB & DOOR HANDLES	0	0

			WEIGHT (LB)	
WHEELS & TIRES		**DESCRIPTION**	FRONT	REAR
	900AS0	TIRES BRAND/TYPE - FRONT	11R22.5 G BRIDGESTONE R268 ECOPIA (12350 lbs) (Total for QTY = 2)	243	0
	5310Y1	WHEELS - FRONT	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC (Total for QTY = 2)	128	0
	FWT002	FRONT AXLE TIRE & WHEEL QUANTITY	TWO FRONT TIRES & WHEELS	0	0
	901090	TIRES BRAND/TYPE - REAR	11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY) (Total for QTY = 4)	0	538
	346176	WHEELS - REAR	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC (Total for QTY = 4)	0	256
	RWT004	REAR AXLE TIRE & WHEEL QUANTITY	FOUR REAR AXLE TIRES & WHEELS	0	0

			WEIGHT (LB)	
PAINT		**DESCRIPTION**	FRONT	REAR
S	924014	PAINT TYPE	SOLID PAINT	0	0
S	944CQ2	PAINT COLOR - FIRST COLOR	GLACIER WHITE; P3029	0	0

				WEIGHT (LB)	
BASE WARRANTY & PURCHASED COVERAGES			**DESCRIPTION**	FRONT	REAR
S	M58038	ENGINE TOWING WARRANTY	CUMMINS ENGINES (Contact Cummins for Standard Warranty and Extended Coverage Details)	0	0
S	898002	VEHICLE WARRANTY TYPE	NORMAL DUTY WARRANTY CLASSIFICATION	0	0
S	M50AQ7	BASIC CHASSIS COVERAGE	CHASSIS PLAN 24 MO/UNLIMITED MI NORMAL DUTY PROTECTION PLAN	0	0
	M51I23	ENGINE WARRANTY	EPA-PROTECTION PLAN 1,B6.7 + AFTERTREATMENT,60 MO/150K MI/241,400 KM	0	0
S	M52032	EMISSION COMPONENT COVERAGE	CUMMINS ENGINES (Contact Cummins for Standard Warranty and Extended Coverage Details)	0	0
S	M540B4	TRANSMISSION WARRANTY	ALLISON TRANSMISSIONS (Contact Allison Transmission for standard warranty and extended coverage data	0	0
S	M560V6	AIR CONDITIONING WARRANTY	AIR CONDITIONING STANDARD COVERAGE (Sealed System Only) 24 MONTHS UNLIMITED MILEAGE	0	0
S	M57028	CHASSIS TOWING WARRANTY	STANDARD CHASSIS TOWING 90 DAYS OR 5,000 MILES	0	0

				WEIGHT (LB)	
SERVICES			**DESCRIPTION**	FRONT	REAR
S	S02011	MACK ONECALL AND ASIST	MACK ONECALL AND ASIST - 12 MONTH	0	0
S	S06035	PARTNERED SERVICES	GEOTAB FOR MACK TRUCKS - 6 MONTH	0	0

FRONT / REAR AXLE WEIGHTS (LB)	6191	3607
TOTAL WEIGHT (LB)	9798	

PERFORMANCE - PREDICTOR

Inputs Required	DWGRef	Inputs	UOM
Vehicle Type		Aero Muscle Hood - Roof Fairing (0.60)	MPH
Performance Level		>67 MPH / >108KPH	MPH
Frontal Area		110.0	FEET²
Accessory Power Loss		11.0	HP

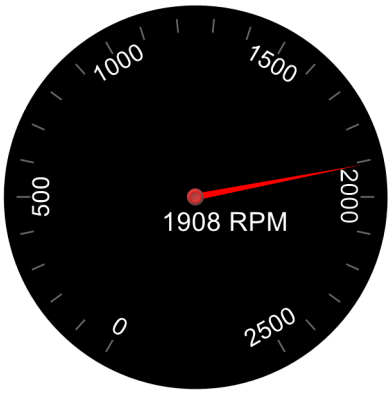
VEHICLE SPECIFICATION SUMMARY		
Model		CS 42R MEDIUM DUTY, CLASS 6
Gross Combination Weight		TRUCK ONLY - NO TRAILER TOWING PROVISIONS PROVIDED
Vehicle Application		CITY, STARTING GRADES<6%
Body/Trailer Type		DUMP TRUCK
Loading/Unloading Surface Type		ASPHALT LOADING AND / OR UNLOADING SURFACE
Engine		ISB6.7-280 DIESEL CUMMINS 280HP @ 2600RPM (GOV) 660 LB-FT, US21
Peak Power	HP	280.0 @ 2250 - 2450
Peak Torque	Newton Meters	896 @ 1600
Transmission		2500 RDS 6 SP-ALLISON RUGGED DUTY SERIES GEN 6 (WITH PTO PROVISIONS)
Rear Axle		19000# (8618 kg) MERITOR MS-19-14X, (W/ FULL DIFF LOCK) CASING 9.5mm
Rear Axle Ratio		5.57
Rear Tire		11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY)
Tire Revolutions per	Mile	493
Total Reduction		3.56

CALCULATED PERFORMANCE SUMMARY					
	Speed	UOM	RPM	Desired / Recommended Value	Status
Engine RPM @ 65 MPH	65.2	MPH	1909		
Engine RPM @ Desired Cruise Speed	70.2	MPH	2054	1500 - 2600 rpm	OK
Engine RPM @ Road Speed Limit (RSL)	70.2	MPH	2054	< 2400 rpm	OK
Sweet Spot Cruise Speed Range in Top Gear	51.3 - 88.9	MPH	1500 - 2600		
Top Gear Speed Range	51.3 - 82.0	MPH	1500 - 2400	74.6 MPH	OK
Minimum Practical Speed In Reverse	2.6	MPH	600		
Maximum Practical Speed in Reverse	10.3	MPH	2400		
Minimum Practical Speed In Lowest Forward Gear	2.2	MPH	600		
Maximum Practical Speed In Lowest Forward Gear	8.6	MPH	2400		
	Concrete / Asphalt	UOM			
Wheel HP Required at (65 MPH) Cruise Speed	192.2 / 201.5	HP			
Wheel HP Required at (75 MPH) Road Speed Limit	192.2 / 201.5	HP			
Wheel HP Required at (92 MPH) Top Speed	288.8 / 300.1	HP			

PERFORMANCE - PREDICTOR *(cont.)*

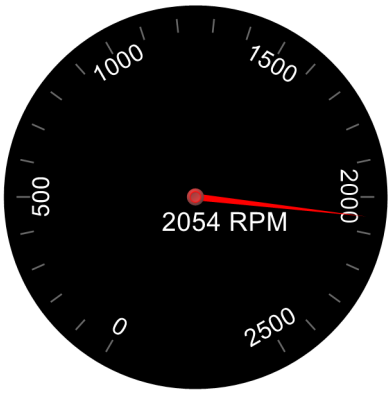
VEHICLE SPECIFICATION SUMMARY			
Gradeability		Recommended Min. Gradeability in Top Gear	
Maximum in Top Gear (Concrete)	3.0%	1.9%	OK
Maximum in Top Gear (Asphalt)	2.9%	1.9%	OK
Startability		Recommended Min. Startability	
In Lowest Gear	32.0%	6.0%	CHECK!
Loading/Unloading Surface Type	ASPHALT LOADING AND / OR UNLOADING SURFACE		
		Recommended Speed on 1.5% Grade	
Speed on a 1.5% Grade (Concrete)	64.1 MPH	>67 MPH	CHECK!
	@1875 rpm in 7th gear	PL5	
Suggested Value for Gear Down Vehicle Speed	RSL - 10		
Driveability Rating	Status		
100% Max Power available after shift	CAUTION!		
>95% Very Good >90% Acceptable			
Performance Level	Recommended Speed on 1.5% Grade	Min. Gradeability in Top Gear	
PL5 - High Performance	>67 MPH	1.9%	
PL4 - Performance	61 - 67 MPH	1.7%	
PL3 - Economy	54 - 60 MPH	1.5%	
PL2 - Fleet / Construction	47 - 53 MPH	1.3%	
PL1 - Heavy Haul	40 - 46 MPH	1.1%	

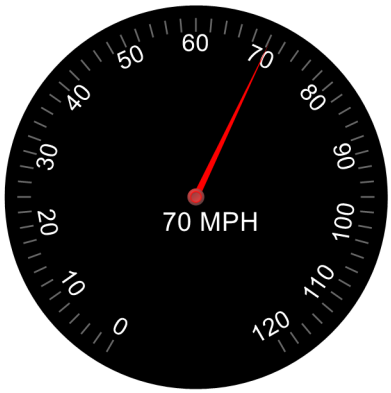
RPM at 65 MPH





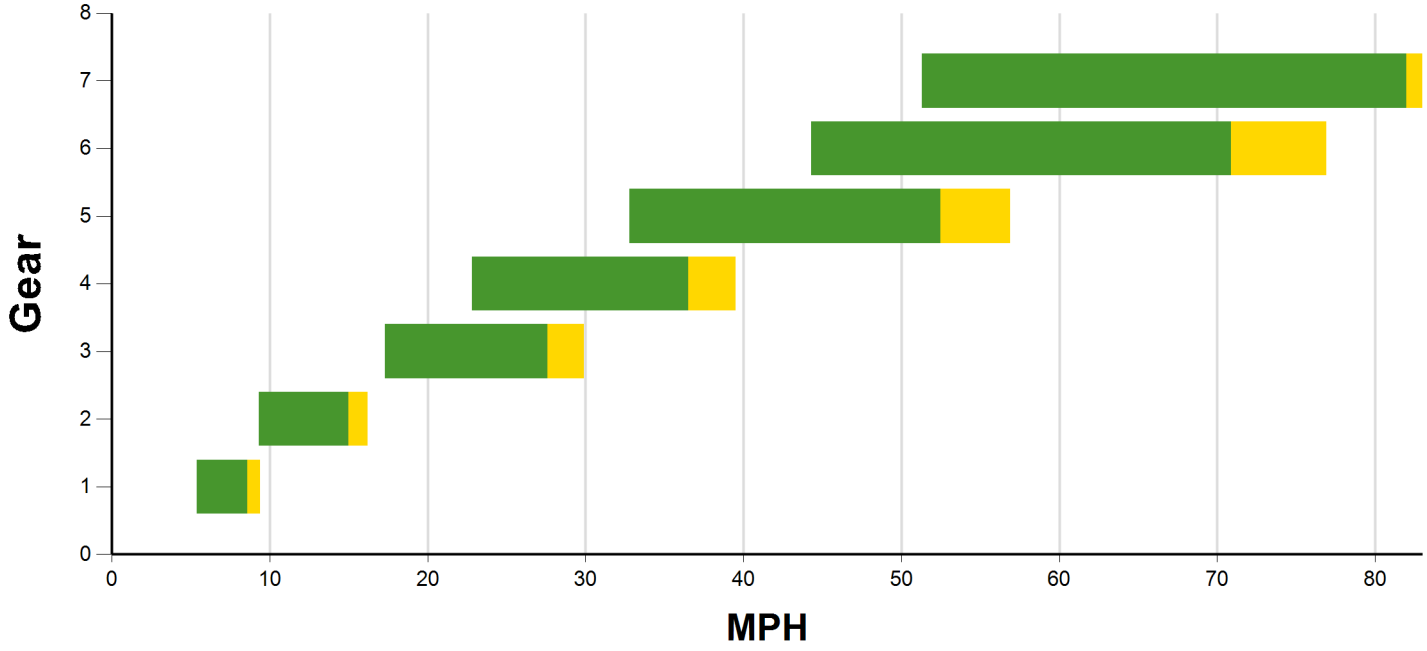
RPM at Cruise Speed



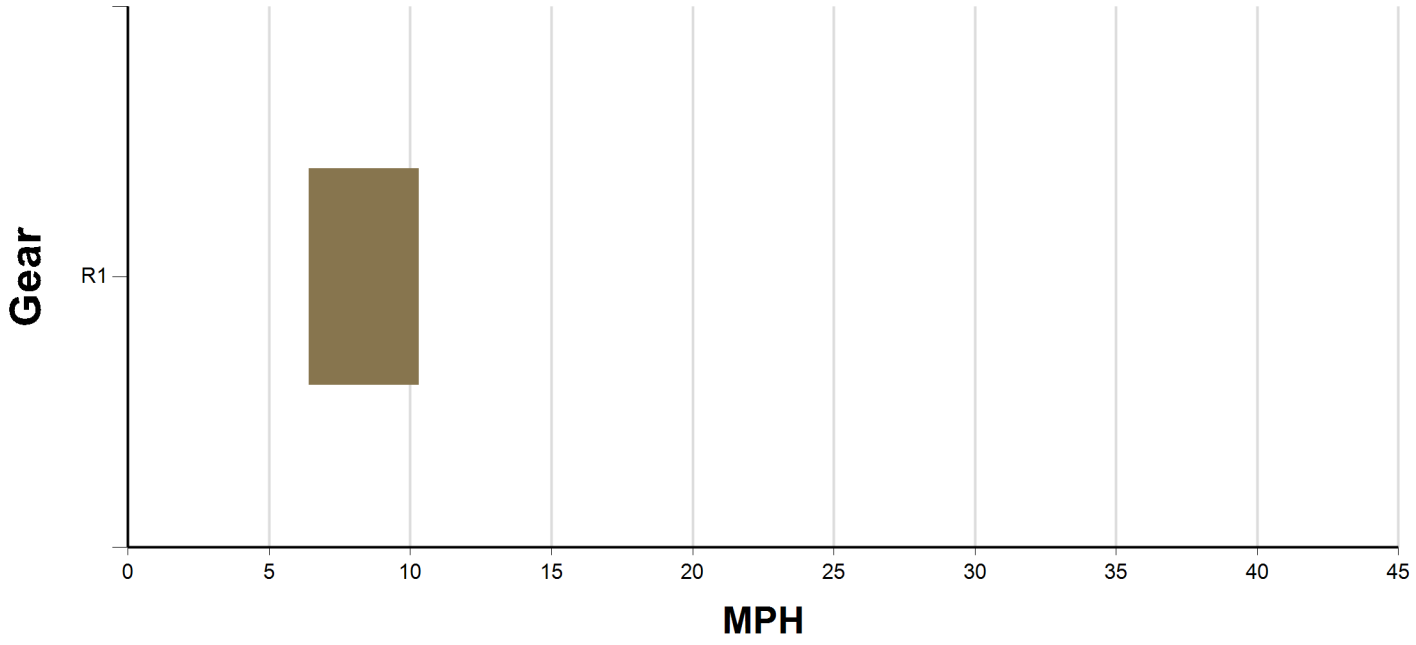


	MPH	RPM
Minimun of Engine Range	51.3	1500.00
Minimum of Economy Range	51.3	1500.00
Cruise Speed	70.2	2054.39
Maximum of Economy Range	88.9	2600.00
Road Speed Limit	70.2	2054.39
Maximum of Engine Range	82.0	2400.00

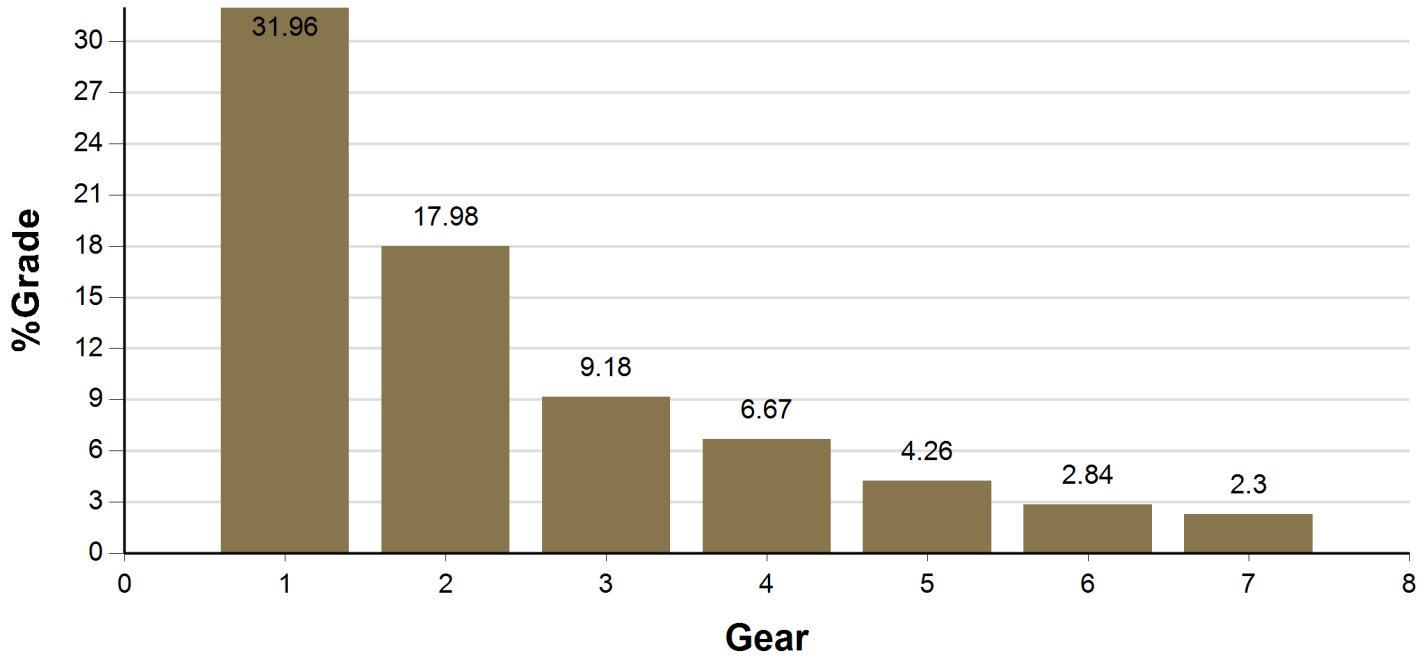
Forward Geared Speed



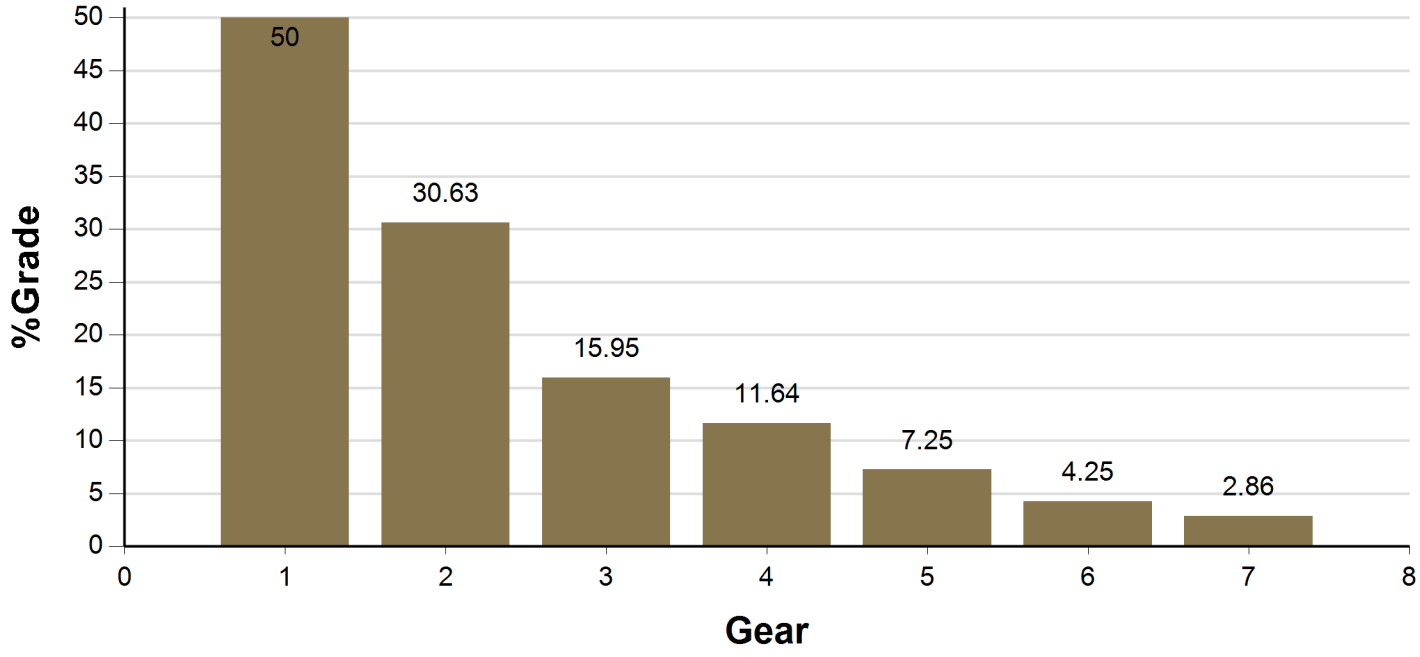
Reverse Geared Speed



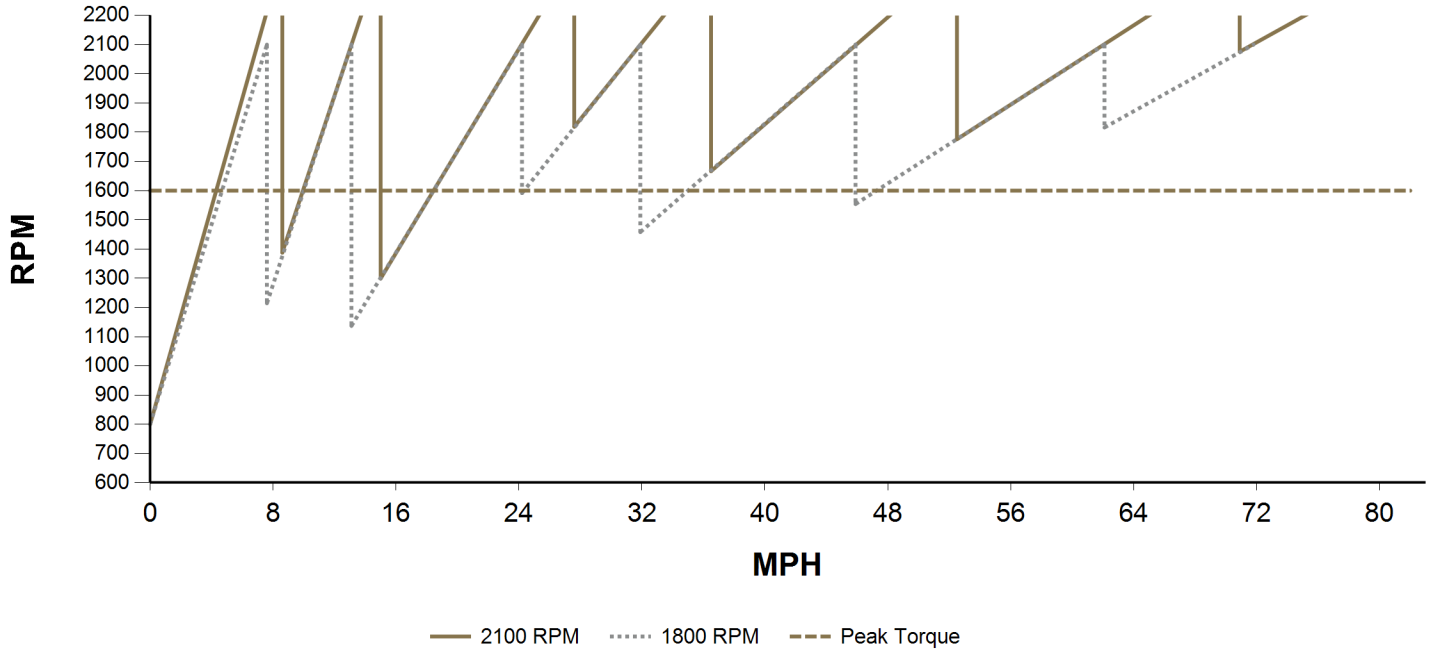
Startability



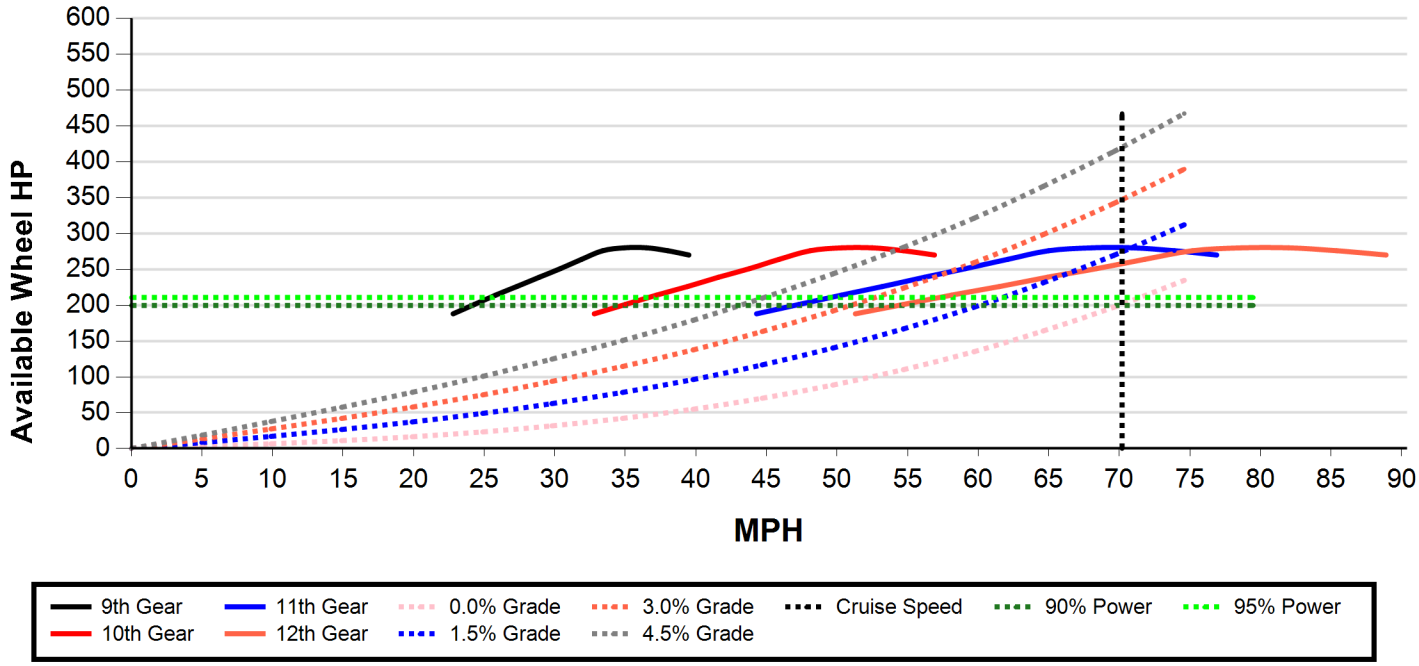
Gradeability at Max Torque



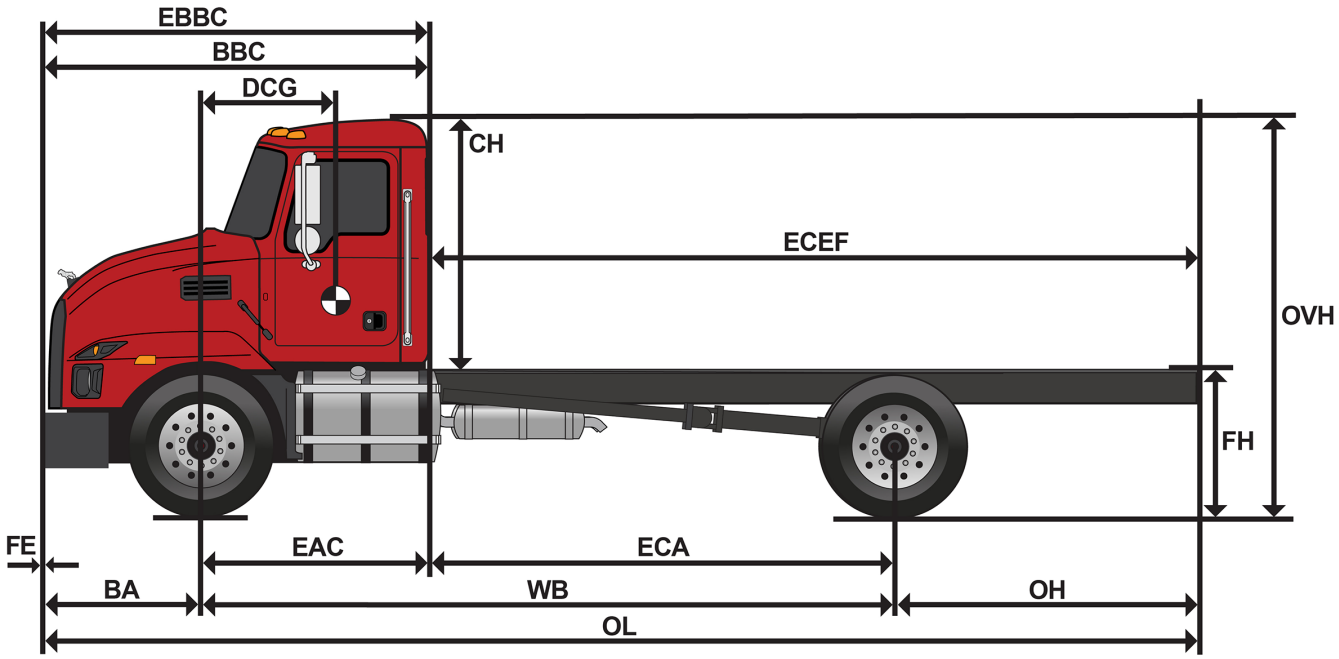
Shift Chart



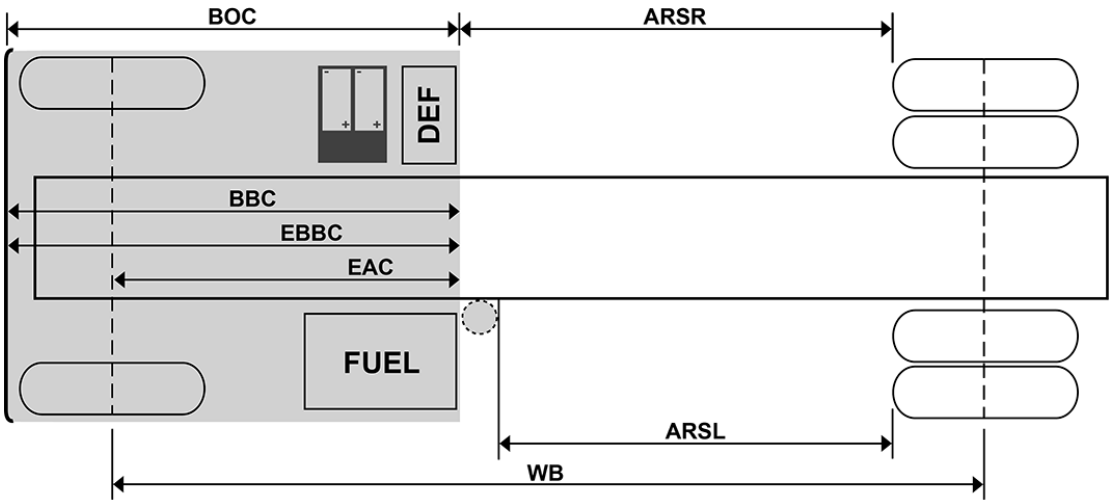
Horsepower VS. Speed



VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY			
Description	Dwg Ref	Length	UOM
Front Frame Extension	**FE**	0.0	INCHES
Bumper to Front Axle	**BA**	40.0	INCHES
Eff. Bumper to Front Axle	**N/A**	40.0	INCHES
Wheelbase	**WB**	151.0	INCHES
Rear Overhang	**OH**	50.0	INCHES
Overall Length	**OL**	241.0	INCHES
Bumper to Back of Cab	**BBC**	107.0	INCHES
Eff. Bumper to Back of Cab	**EBBC**	107.0	INCHES
Eff. Cab to Rear Axle	**ECA**	84.0	INCHES
Eff. Front Axle to Back of Cab	**EAC**	67.0	INCHES
Eff. Cab to End of Frame	**ECEF**	134.0	INCHES
Unladen Frame Height	**FH**	40.9	INCHES
Cab Height	**CH**	69.1	INCHES
Overall Height	**OVH**	110.0	INCHES
Driver CG	**DCG**	59.1	INCHES

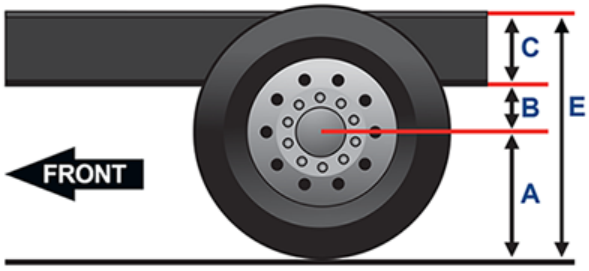


VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY				
Description	Sales Code	Dwg Ref	Left Value(in)	Right Value(in)
Wheelbase	N/A	WB	151.0	151.0
Available Rail Space Right	N/A	ARSR	N/A	68.9
Available Rail Space Left	N/A	ARSL	58.8	N/A
Eff. Front Axle to Back of Cab	N/A	REF	67.0	67.0
Front Axle To Fender	001AA3	N/A	30.0	30.0
Battery Box	001AA3	N/A	0.0	25.0
50 GALLON (190 L) 22" ALUMINUM ROUND / TRUCK	288AC2 / 001AA3	N/A	41.0	0.0
Ad-Blue Tank	001AA3	N/A	0.0	6.0
Drive Tire Radius	901090	N/A	21.1	21.1

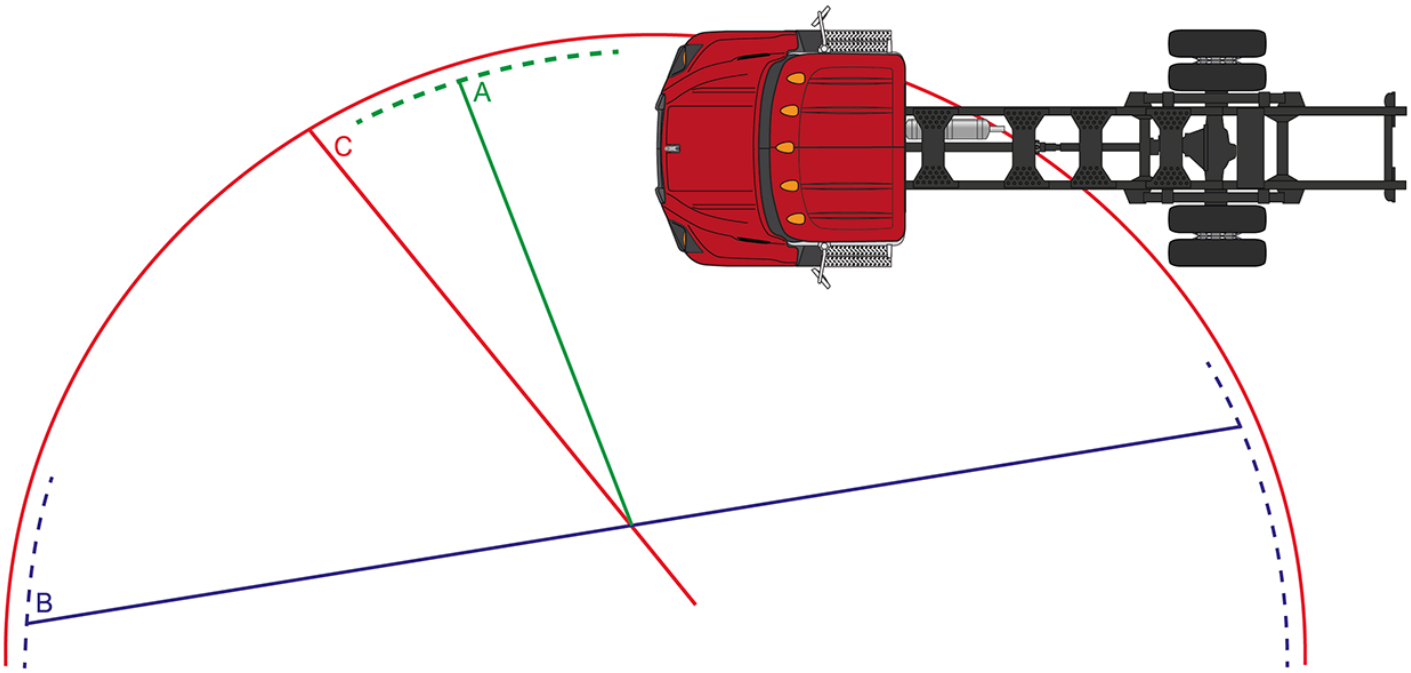


Top View image is intended for illustration purposes only and is not presented to scale. Wheelbase, Axle Spacing and After frame are not shown as specified, but are a representation. Customer Adaptation (CA) options and relocated components are not represented in these images. Most CA options impact the variation of the image, thus an image may not populate. Calculations are approximate to a tolerance of ± 4 inches due to component mounting variation. Certain chassis component options are NOT represented in the Top View image, such as, but not exclusive to, Front Frame Extensions, Fuel Water Separators, Air Dryers, PTOs, Fifth Wheels, Chassis Fairings, Toolboxes, Trailer Connections. For further information on these items and their respective locations on your specification, please refer to the data sheets associated with those items in the configurator.

VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY					
			Rear		
Description	Sales Code	Dwg Ref	Unladen	Laden	UOM
Tire Radius	901090	**A**	21.1	19.6	INCHES
Suspension Height	260AQ0	**B**	9.5	8.0	INCHES
Frame Depth	YBXD1X	**C**	10.2	10.2	INCHES
Total Height	N/A	**E**	40.9	37.8	INCHES



VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY			
Description	Dwg Ref	Length	UOM
SAE Turning Radius	**A***	22.7	FEET
Adjusted Turning Radius	**A**	22.8	FEET
Curb-to-Curb Diameter	**B**	46.5	FEET
Wall-to-Wall Diameter	**C**	54.8	FEET



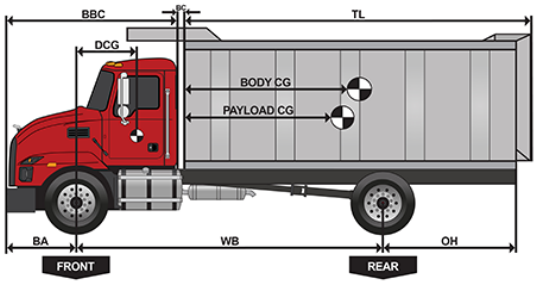
Tests have shown that the true location of the turning center is further to the rear than midway between drive axle sets (where applicable)

The actual location of the turning center depends on:

- Whether the drive tire equipment is single or dual.
- The overall load distribution for the vehicle (front/rear, between drive axles) in a loaded condition
- Manufacturing tolerances within the steering components

Inputs Required	DWGRef	Inputs	UOM
Driver(s) & Equipment Weight		201	LB
Total Body Length	TL	16.4	FEET
Body Tare Weight		3501	LB
Front of Body to Body CG	BODY CG	96.0	INCHES
Additional Clearance from Back of Exhaust to Front of Body	BC	6.0	INCHES

VEHICLE SPECIFICATION SUMMARY				
Description	Description	Dwg Ref	Length	UOM
Bumper to Front Axle	N/A	BA	40.0	INCHES
Wheelbase	N/A	WB	151.0	INCHES
Rear Overhang	N/A	OH	50.0	INCHES
Bumper to Back of Cab	N/A	BBC	107.0	INCHES
BOC Exhaust Space	130AA9	N/A	0.0	INCHES
Driver CG from Front Axle	N/A	DCG	59.1	INCHES



CALCULATED PERFORMANCE SUMMARY				
Tare Weights	Front Axle	Rear Axle (s)	Total	UOM
Chassis	6191	3607	9798	LB
Driver(s) & Equipment Weight	123	79	201	LB
Fuel	303	40	342	LB
Body/Trailer	-419	3921	3501	LB
Total Tare	6196	7646	13841	LB
Payloads				
First Body Payload	-1455	13610	12155	LB
Total - Lift Axles Down	4741	21255	25995	LB
GAWR	10000	15996	25995	LB

VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY				
Sub-Category	Sales Code	Sales Code Description	Value	UOM
Front Axle	2400R0	10,000LB MERITOR MFS+ 4500 KG	10000	LB
Front Suspension	2440B4	MACK TAPERLEAF 10000# (4500 KG) GROUND LOAD RATING	10000	LB
Front Tires	900AS0	11R22.5 G BRIDGESTONE R268 ECOPIA (12350 lbs)	12351	LB
Front Wheels	5310Y1	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC	14801	LB
		Front GAWR	10000	LB
Rear Axle	2520L2	19000# (8618 kg) MERITOR MS-19-14X, (W/ FULL DIFF LOCK) CASING 9.5mm	19000	LB
Rear Suspension	260AQ0	19000# (8618kg) MULTILEAF	19000	LB
Rear Tires	901090	11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY)	23369	LB
Rear Wheels	346176	22.5x8.25 ACCURIDE, 51487x POWDER COATED WHITE STEEL DISC	29601	LB
		Rear GAWR	19000	LB
		Truck GVWR	25995	LB
		Gross Combination Weight Rating	0	LB
		Tax Value GVWR (USA FET Only)	29000	LB

MACK®



Mack Trucks
www.macktrucks.com

Bruckner's Truck & Equipment
Retail Proposal

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Date: **October 6, 2025**

CUSTOMER INFORMATION	
Name:	**CITY OF THE COLONY**
Name:	
Address:	**6800 Main Street**
CSZ:	**The Colony, Texas 75056**
Phone:	Cell: **972-624-3145**
Fax:	Contact: **Joseph Oerum**
Email:	**joerum@thecolonytx.gov**

EQUIPMENT INFORMATION			
Stock #:	**68585**	UNITID	**1336627**
Year:	**2026**	BODY	**TRACTOR**
Make:	**MACK**		
Model:	**MD7**		
VIN:	**1M2MDBAA7TS077669**		
Salesperson:	**MANUEL CERRILLO**		

EQUIPMENT SPECIFICATIONS			
Engine Make:	**CUMMINS ISB 6.7**	Wheelbase:	**217" Wheelbase (150" CA) 85" AF**
Horsepower:	**300HP @ 2600RPM (GOV) 660 LB-FT**	Frame:	**STEEL - 260MM X 70MM X 8MM**
Engine Brake:	**VGT TURBO EXHAUST BRAKE**	Interior Trim:	**MACK GREY PACKAGE**
Transmission:	**3000 RDS 6 SPEED ALLISON GEN6 W/PROGNOSTICS**	Wheels Front:	**22.5x8.25 ACCURIDE, 43644x ALUMINUM**
Front Axle:	**12,000LB MERITOR MFS+ 5400 KG**	Wheels Rear:	**22.5x8.25 ACCURIDE, 43644x ALUMINUM**
Rear Axle:	**21000# (9525 kg) MERITOR MS-21-14X W/ DIFF LOCK**	Tire Size:	**11R22.5 STEER AND REAR**
Rear Suspension:	**21000# (9525kg) MULTILEAF**	Tire Front:	**BRIDGESTONE R268 ECOPIA (12350 lbs**
Ratio:	**5.57**	Tire Rear:	**BRIDGESTONE M760 ECOPIA (23360 lbs**

Chassis Includes the Following Local Extras:

PRICING INCLUDES DELIVERY TO THE CITY OF THE COLONY WITH TX REGISTRATION AT 54,999 #

FOLLOWING CHANGES TO VEHICLE
- SLIDING FIFTH WHEEL
-CHANGING WHEELBASE TO CUSTOMER SPEC
-STROBE LIGHTING IN GRILLE
-REAR FENDER KITS
-ADDITIONAL OF TRAILER ELECTRIC AND AIR CONNECTIONS
-ADDITION OF SWITCHES IN DASH

			Each		Multiple Total
Trade-In Information:	Trade 1:	Trade 2:	**$114,596.00**		**$114,596.00**
Allowances:			-		
VIN:					
Year:					
Make:					
Model:					
Payoff:					
Quantity	1				
OTHER CHARGES:					
Tax, Title, and License Fees (Estimated):			**645.00**		**645.00**
Purchase Coverage	Type: _____		**-**		**-**
Insurance	Type: _____		**-**		**-**
Dealer Inventory Tax and Doc Fe			**513.49**		**513.49**
Cash Down Payment:					
TOTAL:			**$115,754.49**		**$115,754.49**

Dealer Signature:_____ Customer Signature:_____

Date:_____ Date:_____

A documentary fee is not an official fee. A documentary fee is not required by law, but may be charged to buyers for handling documents and performing services relating to the closing of a sale. A documentary fee may not exceed $300 for a motor vehicle contract or a reasonable amount agreed to by the parties for a heavy commercial vehicle contract. This notice is required by law. The pricing provided herein is per the attached spec and subject to government-mandated adjustments, and any freight adjustments or raw material surcharges imposed by the original equipment manufacturer. Written notice will be given for any such adjustments or surcharges.

CUSTOMER PROPOSAL



PREPARED FOR

THE COLONY
6800 Main Street
THE COLONY
TX 750561133

DATE

11/10/2025

PREPARED BY

BRUCKNER TRUCK SALES, INC.
3611 IRVING BLVD
DALLAS
TX 75247-5919

QUOTE INFORMATION

BRUC2025001032F286
MD7 42R
Qty: 1



TECHNICAL SPECIFICATION

MD7 42R

				WEIGHT (LB)	
MODEL DEFINING			**DESCRIPTION**	FRONT	REAR
S	AAXE6X	PRODUCT GENERATION	MEDIUM DUTY TRUCKS	0	0
S	51AACX	BRAND	BRAND MACK	0	0
S	CKX50X	VEHICLE PROFILE	CONVENTIONAL (N-SERIES)	0	0
S	FAX20X	STEERING WHEEL POS.	STEERING WHEEL POSITION, LEFT HAND SIDE	0	0
S	DAX05X	AXLE ARRANGEMENT	4 WHEELS THEREOF 2 DRIVING	0	0

				WEIGHT (LB)	
CUSTOMER/VEHICLE INFO			**DESCRIPTION**	FRONT	REAR
S	002GO2	CHASSIS (BASE MODEL)	MD742 - GEN2 - 42R MEDIUM DUTY, CLASS 7 w/ 6.7L, (MAX 33,000lbs GVWR) 107" BBC	2,095	552
S	99XE1X	ASSEMBLY PLANT	FACTORY USA (RV, MACK)	0	0
S	3HAB1X	DOT VEHICLE CERTIFICATION	DOT INCOMPLETE VEHICLE CERTIFICATION	0	0
	9KAJ1X	IDLE EMISSION CERTIFICATION	IDLE EMISSION CERTIFICATION, EPA 24	0	0
S	PB100K	PRICE BOOK LEVEL	2026A Pricebook	0	0
S	DKX99X	GROSS COMBINATION WEIGHT (CA in PC29 only)	TRUCK ONLY - NO TRAILER TOWING PROVISIONS PROVIDED	0	0
S	7OBB1X	BRAKE REGULATION	BRAKE REGULATION, STOPPING DISTANCE 94M (310 FT)	0	0

				WEIGHT (LB)	
ENGINE & TRANSMISSION			**DESCRIPTION**	FRONT	REAR
	1003L0	ENGINE / MOTOR	ISB6.7-300 DIESEL CUMMINS 300HP @ 2600RPM (GOV) 660 LB-FT, US21	1,583	-26
	1361W6	TRANSMISSION	3000 RDS 6 SPEED ALLISON GEN6 W/PROGNOSTICS, WITH PTO PROVISION	525	84
S	E7EA1X	FUELSENSE CALIBRATION	ALLISON FUELSENSE, NEUTRAL AT STOP	0	0

				WEIGHT (LB)	
ENGINE & TRANSMISSION EQUIPMENT			**DESCRIPTION**	FRONT	REAR
	HTXB2X	ENGINE BRAKE TYPE	VGT TURBO EXHAUST BRAKE (DIESEL ONLY)	0	0
	JDXA1X	CRUISE CONTROL	CRUISE CONTROL	0	0
S	132AB9	ALTERNATOR	DELCO 12V 160A (28SI) BRUSH-TYPE	0	0
	3180A8	BATTERY DISCONNECT SWITCH	BATTERY DISCONNECT SWITCH	5	0
S	NCXD1X	STARTER MOTOR	12 VOLT MELCO STARTER (MITSUBISHI ELECTRIC)	0	0
S	5NXB7X	ENGINE BLOCK HEATER	120 VOLT / 0.75 KW, ENGINE BLOCK HEATER	3	0

				WEIGHT (LB)	
AXLE & SUSPENSION			**DESCRIPTION**	FRONT	REAR
S	2400S0	FRONT AXLE	12,000LB MERITOR MFS+ 5400 KG	1,142	0
S	2440C4	SPRINGS - FRONT	MACK TAPERLEAF 12300# (5500 KG) GROUND LOAD RATING	0	0
S	2410A1	FRONT AXLE BRAKES	MERITOR "S" CAM TYPE 16.5" x 5" Q+	0	0
S	698078	ANTILOCK BRAKE SYSTEM	BENDIX WITH TRACTION CONTROL 4S4M	9	5
S	XAXBFX	STEERING GEAR RATIO	STEERING GEAR, RATIO 18.2, FIXED	0	0
	YVXZ1X	REAR SHOCK ABSORBER	WITHOUT REAR SHOCK ABSORBER	0	0
	2520O2	REAR AXLE - SINGLE	21000# (9525 kg) MERITOR MS-21-14X, (W/ DIFF LOCK) CASING 11.0mm	0	1,189

TECHNICAL SPECIFICATION *(cont.)*

				WEIGHT (LB)	
AXLE & SUSPENSION			**DESCRIPTION**	FRONT	REAR
S	260AA5	REAR SUSPENSION - SINGLE	21000# (9525kg) MULTILEAF	0	481
S	253AA4	BRAKES - REAR	MERITOR "S" CAM 16.5"x7" Q+	0	0

				WEIGHT (LB)	
CHASSIS EQUIPMENT			**DESCRIPTION**	FRONT	REAR
	DPF07F	DPF DIESEL PARTICULATE FILTER	CUMMINS SINGLE MODULE E.A.T.S. RH SIDE UNDER CAB US17 (7L over 271HP only!!)	95	67
S	130AA9	EXHAUST	UNDERFRAME RIGHT SIDE INBOARD MOUNTED (Diesel engines only)	0	0

				WEIGHT (LB)	
FRAME EQUIPMENT & FUEL TANKS			**DESCRIPTION**	FRONT	REAR
	271217	WHEELBASE	217" Wheelbase (150" CA) 85" After-frame	589	558
	374085	AF (OVERHANG)	85"	0	0
S	274194	FRAME RAILS	STEEL - 260MM X 70MM X 8MM -- (10.24" X 2.75" X 0.31"); RBM 1,580,000 LB-IN	0	0
S	JVXBAX	PRIMARY FUEL FILTER	FUEL FILTER & WATER SEPARATOR (Diesel engines only)	12	0
S	288AC2	FUEL TANK - LH	50 GALLON (190 L) 22" ALUMINUM ROUND	131	38

				WEIGHT (LB)	
CAB INTERIOR			**DESCRIPTION**	FRONT	REAR
	7OXZ1X	LANE SUPPORT SYSTEM	WITHOUT LANE SUPPORT SYSTEM	0	0
	40XAIX	FIRE EXTINGUISHER	HAND FIRE EXTINGUISHER 2.2 KG (5LB) ENGLISH DECAL, ABC	0	0
S	D8XZ1X	SEAT BELT REMINDER	WITHOUT SEAT BELT REMINDER	0	0
S	F8XAVX	AUDIO SYSTEM	RADIO, AM/FM, MP3, WEATHER BAND, W/ MUTE IN REVERSE	0	0
S	5EAA1X	AUDIO INTEGRAT. PHONE HANDSFRE	AUDIO INTEGRATED HANDSFREE PHONE, BLUETOOTH	0	0
S	5FAA1X	AUDIO COMMUNICATION CONNECTOR	AUDIO COMMUNICATION CONNECTOR, USB AUDIO	0	0
	19603F	SEAT - DRIVER'S	MACK-AIR, MORDURA HIGH BACK, 1 CHAMBER AIR LUMBAR	82	0
	3ZXG2X	DRIVER SEAT	MACK DRIVERS SEAT, AIR SUSPENDED	0	0
	19703S	SEAT - PASSENGER'S	MACK-FIXED, MORDURA HIGH BACK	29	0
	3PXA1X	SEAT ARMREST	SEAT ARMREST SINGLE, DRIV(DRIVER SEAT ONLY)	0	0
S	XRXB1X	STEERING WHEEL ADJUSTMENT	TILT / TELESCOPIC STEERING COLUMN	0	0

				WEIGHT (LB)	
CAB EXTERIOR			**DESCRIPTION**	FRONT	REAR
S	WSXAAX	WINDSHIELD TYPE	ONE PIECE WINDSHIELD	0	0
S	Q4XADX	DOOR WINDOW FRONT	PEEP WINDOW ON PASSENGER SIDE DOOR	0	0
	1520I2	MIRRORS - EXTERIOR	HEATED AND MOTORIZED MIRRORS BOTH SIDES, CHROME (Bulldog mirror)	31	0

				WEIGHT (LB)	
WHEELS & TIRES			**DESCRIPTION**	FRONT	REAR
	900AS0	TIRES BRAND/TYPE - FRONT	11R22.5 G BRIDGESTONE R268 ECOPIA (12350 lbs) (Total for QTY = 2)	243	0
	5310Z1	WHEELS - FRONT	22.5x8.25 ACCURIDE, 43644x POLISHED ALUMINUM DISC (Total for QTY = 2)	80	0

				WEIGHT (LB)	
WHEELS & TIRES			**DESCRIPTION**	FRONT	REAR
S	Z4EABX	FRONT WHEEL STUDS	FRONT WHEEL STUDS, LONG	0	0
	901090	TIRES BRAND/TYPE - REAR	11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY) (Total for QTY = 4)	0	538
	346186	WHEELS - REAR	22.5x8.25 ACCURIDE, 43644x POLISHED ALUMINUM DISC (Total for QTY = 4)	0	159
S	H1EB1X	DRIVE WHEEL STUDS	DRIVE WHEEL STUDS, LONG	0	0

				WEIGHT (LB)	
PAINT			**DESCRIPTION**	FRONT	REAR
S	950AD0	PAINT DESIGN	SINGLE COLOR	0	0
S	944CQ2	PAINT COLOR - FIRST COLOR	GLACIER WHITE; P3029	0	0

FRONT / REAR AXLE WEIGHTS (LB)	6647	3640
TOTAL WEIGHT (LB)	10287	

PERFORMANCE - PREDICTOR

Inputs Required	DWGRef	Inputs	UOM
Vehicle Type		Aero Muscle Hood - Roof Fairing (0.60)	MPH
Performance Level		>67 MPH / >108KPH	MPH
Frontal Area		110.0	FEET²
Accessory Power Loss		11.0	HP

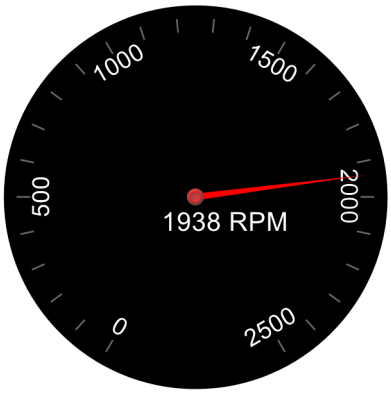
VEHICLE SPECIFICATION SUMMARY		
Model		CS 42R MEDIUM DUTY, CLASS 7
Gross Combination Weight		TRUCK ONLY - NO TRAILER TOWING PROVISIONS PROVIDED
Vehicle Application		CITY, STARTING GRADES<6%
Body/Trailer Type		HOOK LIFT TRUCK
Loading/Unloading Surface Type		ASPHALT LOADING AND / OR UNLOADING SURFACE
Engine		ISB6.7-300 DIESEL CUMMINS 300HP @ 2600RPM (GOV) 660 LB-FT, US21
Peak Power	HP	300.0 @ 2450 - 2650
Peak Torque	Newton Meters	896 @ 1600
Transmission		3000 RDS 6 SPEED ALLISON GEN6 W/PROGNOSTICS, WITH PTO PROVISION
Rear Axle		21000# (9525 kg) MERITOR MS-21-14X, (W/ DIFF LOCK) CASING 11.0mm
Rear Axle Ratio		5.57
Rear Tire		11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY)
Tire Revolutions per	Mile	493
Total Reduction		3.62

CALCULATED PERFORMANCE SUMMARY					
	Speed	UOM	RPM	Desired / Recommended Value	Status
Engine RPM @ 65 MPH	65.2	MPH	1939		
Engine RPM @ Desired Cruise Speed	70.2	MPH	2086	1500 - 2600 rpm	OK
Engine RPM @ Road Speed Limit (RSL)	70.2	MPH	2086	< 2600 rpm	OK
Sweet Spot Cruise Speed Range in Top Gear	50.5 - 87.5	MPH	1500 - 2600		
Top Gear Speed Range	50.5 - 87.5	MPH	1500 - 2600	74.6 MPH	OK
Minimum Practical Speed In Reverse	2.6	MPH	600		
Maximum Practical Speed in Reverse	11.3	MPH	2600		
Minimum Practical Speed In Lowest Forward Gear	1.9	MPH	600		
Maximum Practical Speed In Lowest Forward Gear	8.2	MPH	2600		
	Concrete / Asphalt	UOM			
Wheel HP Required at (65 MPH) Cruise Speed	192.2 / 201.5	HP			
Wheel HP Required at (75 MPH) Road Speed Limit	192.2 / 201.5	HP			
Wheel HP Required at (92 MPH) Top Speed	343.2 / 355.5	HP			

PERFORMANCE - PREDICTOR *(cont.)*

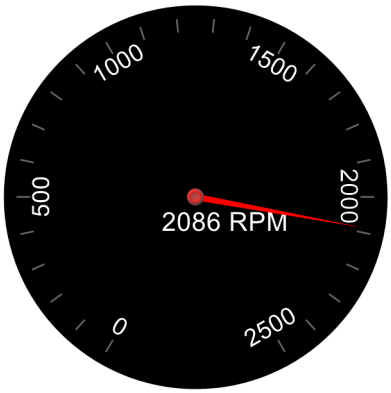
VEHICLE SPECIFICATION SUMMARY			
Gradeability		Recommended Min. Gradeability in Top Gear	
Maximum in Top Gear (Concrete)	3.5%	1.9%	OK
Maximum in Top Gear (Asphalt)	3.3%	1.9%	OK
Startability		Recommended Min. Startability	
In Lowest Gear	36.6%	6.0%	CHECK!
Loading/Unloading Surface Type	ASPHALT LOADING AND / OR UNLOADING SURFACE		
		Recommended Speed on 1.5% Grade	
Speed on a 1.5% Grade (Concrete)	65.6 MPH	>67 MPH	CHECK!
	@1950 rpm in 7th gear	PL5	
Suggested Value for Gear Down Vehicle Speed	RSL - 10		
Driveability Rating	Status		
100% Max Power available after shift	CAUTION!		
>95% Very Good >90% Acceptable			
Performance Level	Recommended Speed on 1.5% Grade	Min. Gradeability in Top Gear	
PL5 - High Performance	>67 MPH	1.9%	
PL4 - Performance	61 - 67 MPH	1.7%	
PL3 - Economy	54 - 60 MPH	1.5%	
PL2 - Fleet / Construction	47 - 53 MPH	1.3%	
PL1 - Heavy Haul	40 - 46 MPH	1.1%	

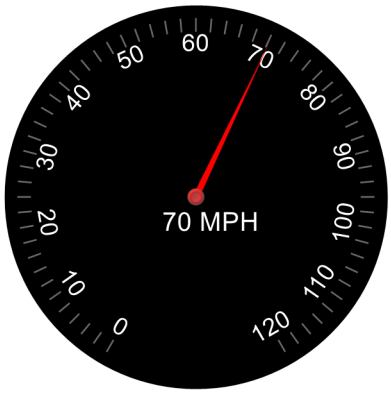
RPM at 65 MPH





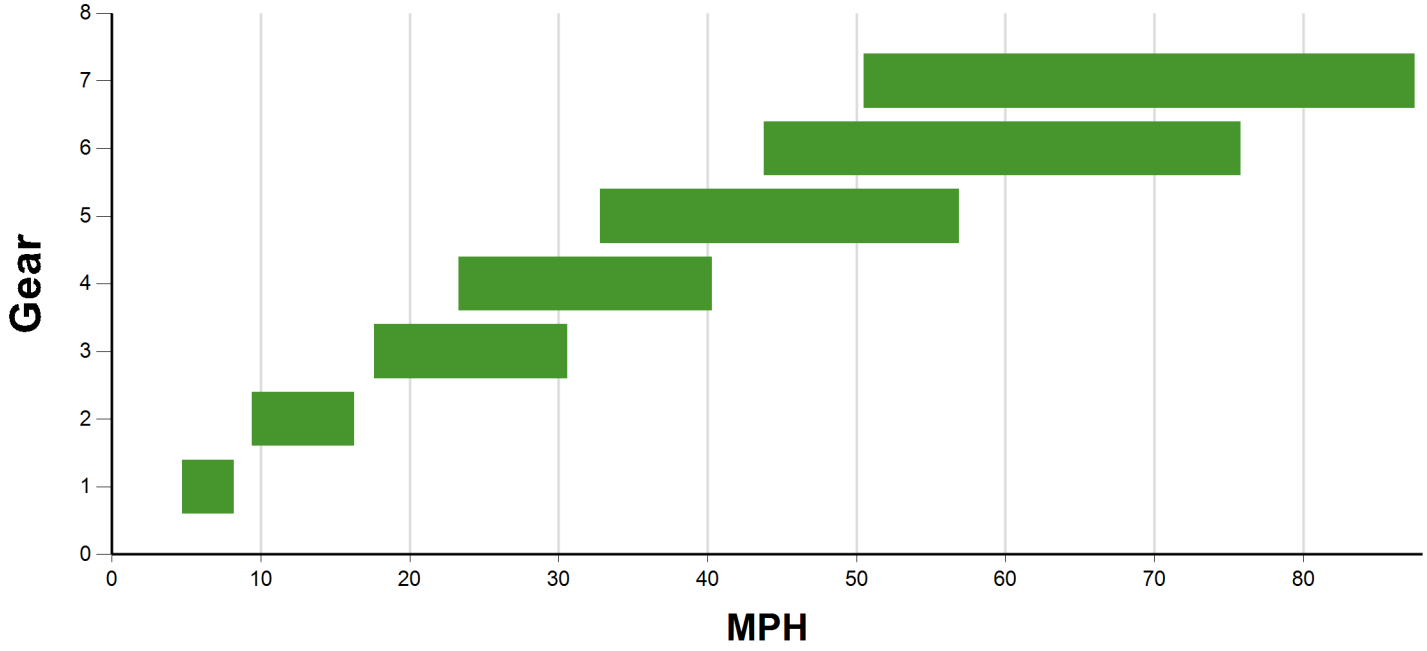
RPM at Cruise Speed



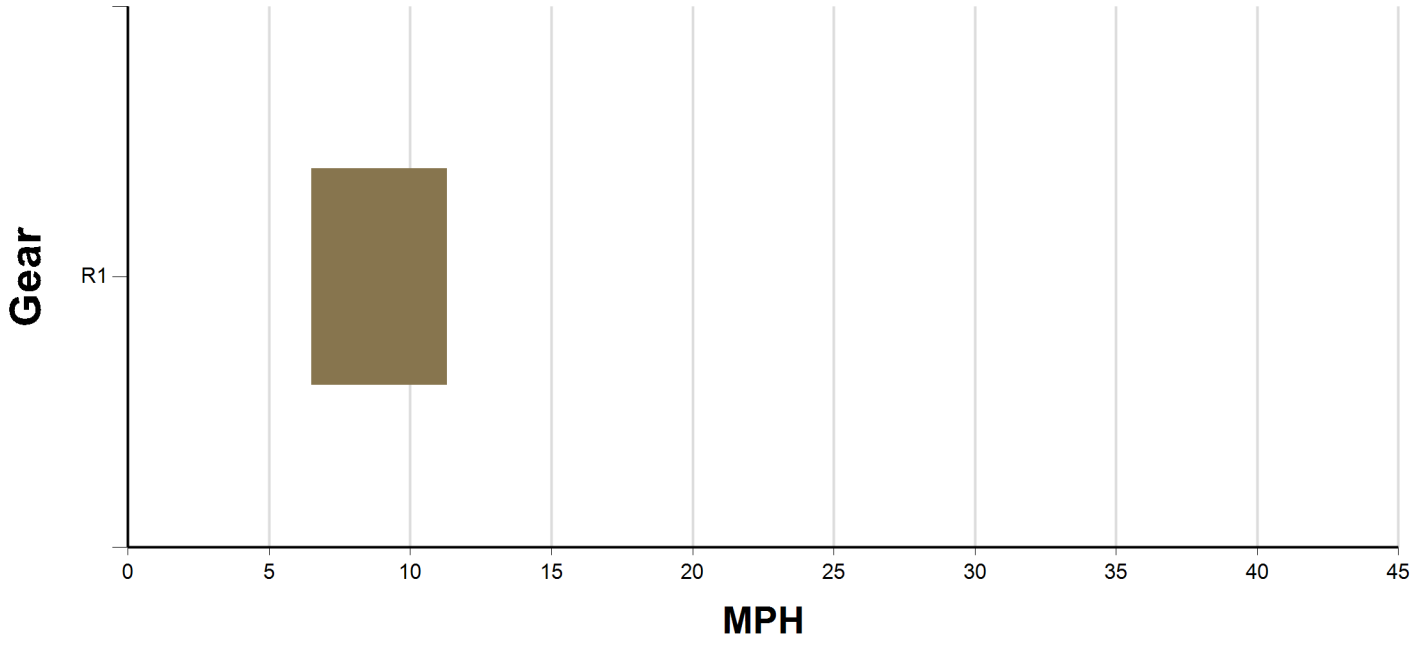


	MPH	RPM
Minimun of Engine Range	50.5	1500.00
Minimum of Economy Range	50.5	1500.00
Cruise Speed	70.2	2086.49
Maximum of Economy Range	87.5	2600.00
Road Speed Limit	70.2	2086.49
Maximum of Engine Range	87.5	2600.00

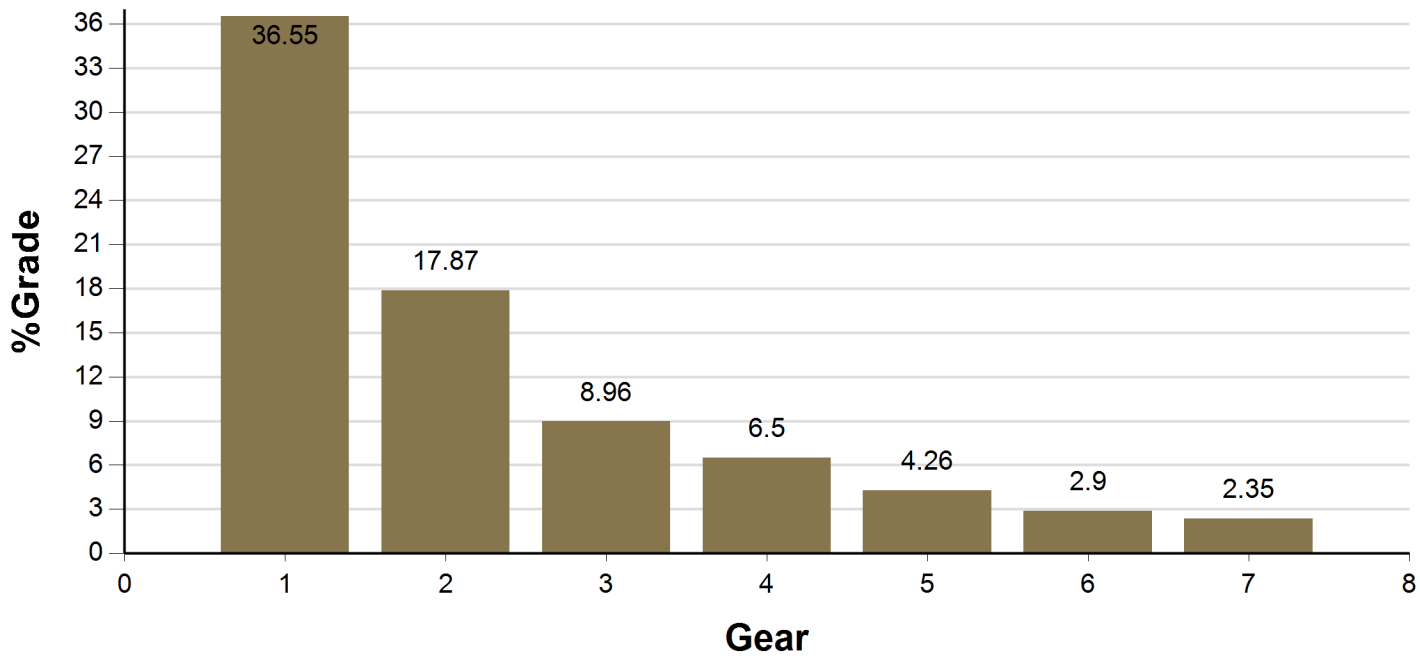
Forward Geared Speed



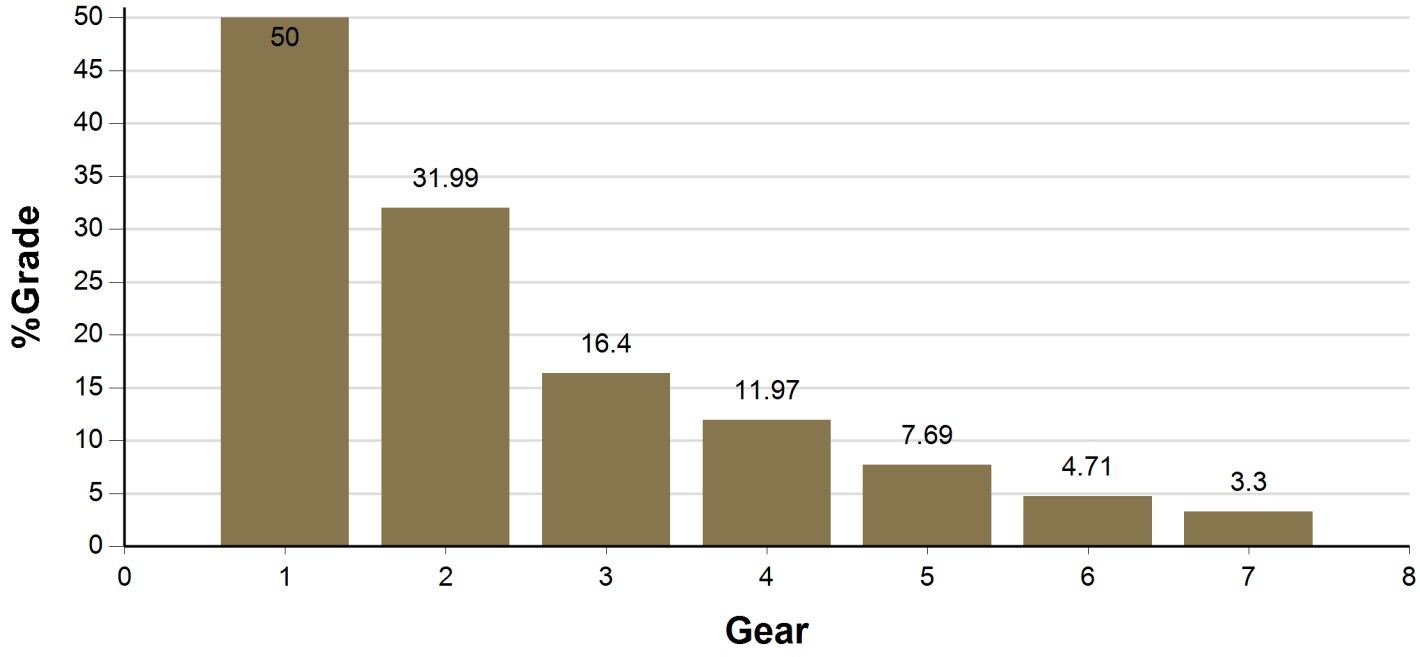
Reverse Geared Speed



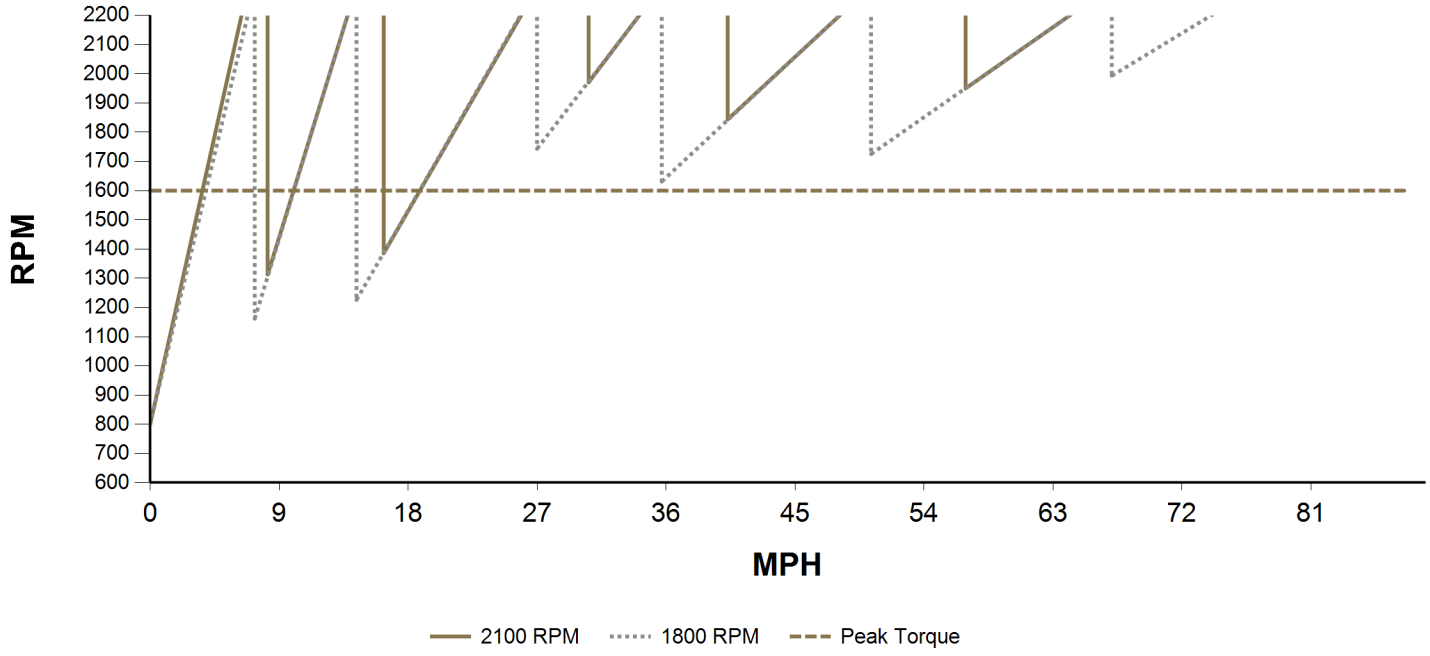
Startability



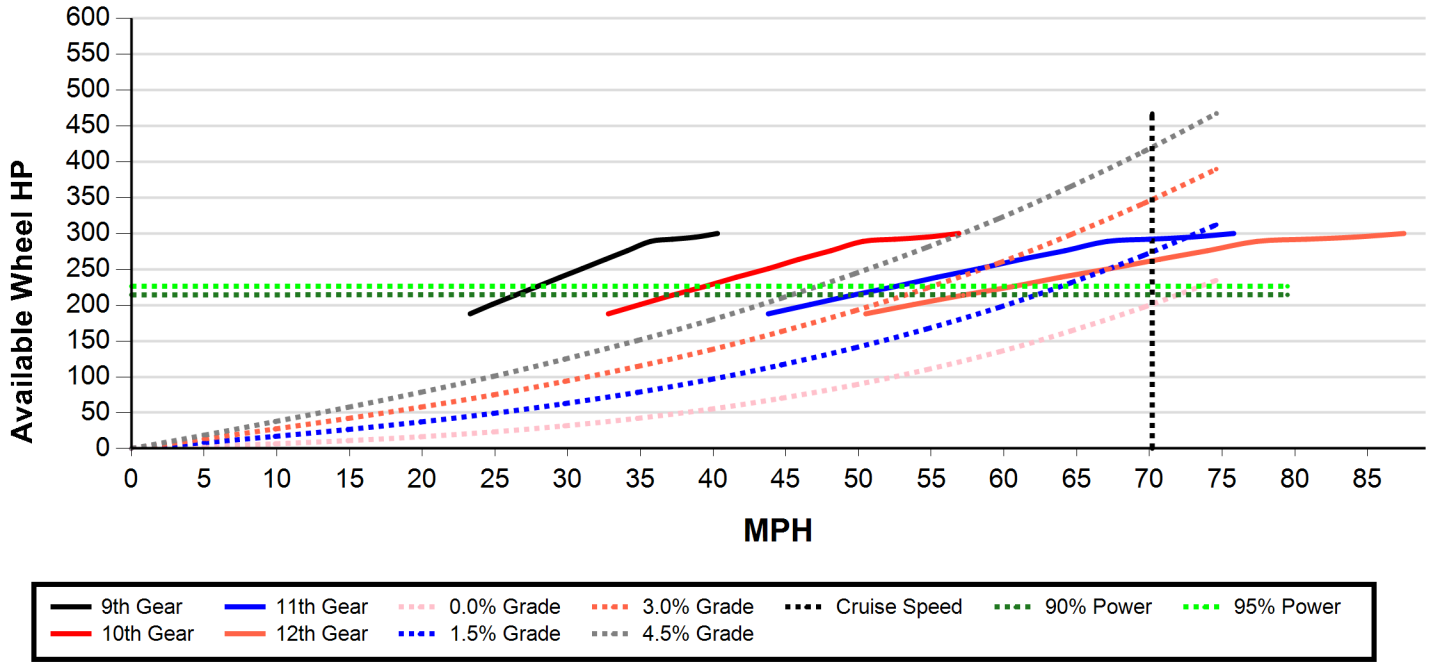
Gradeability at Max Torque



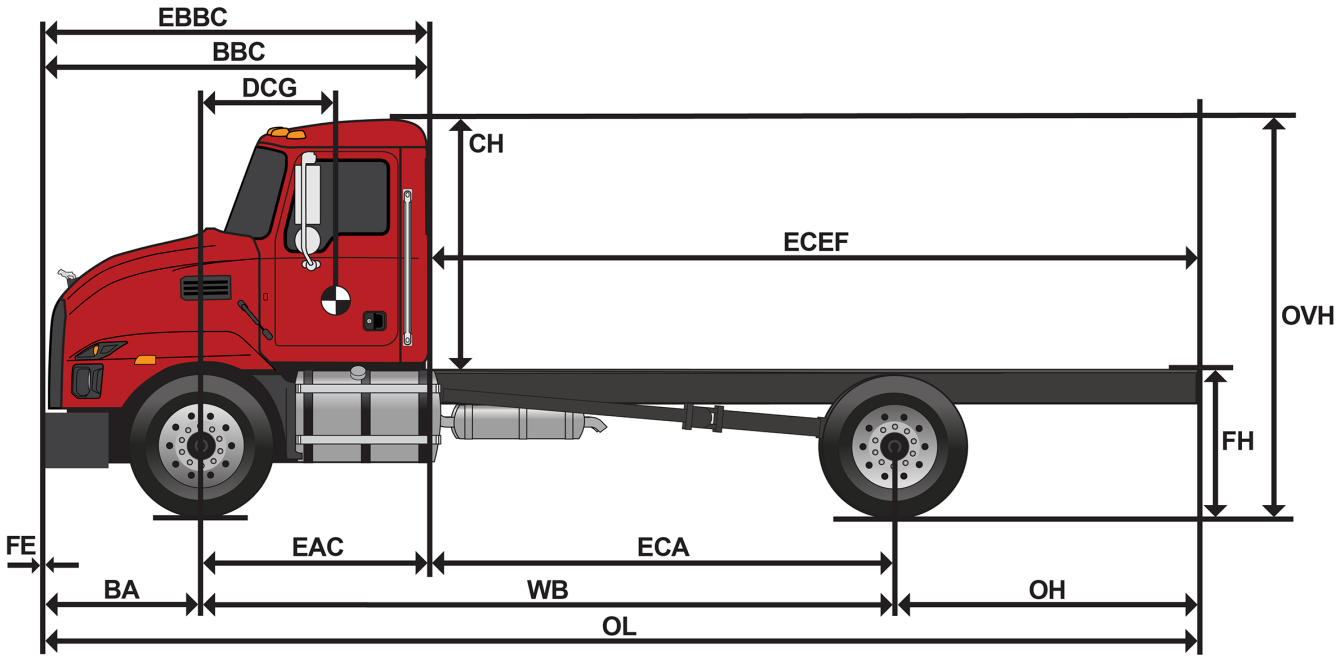
Shift Chart



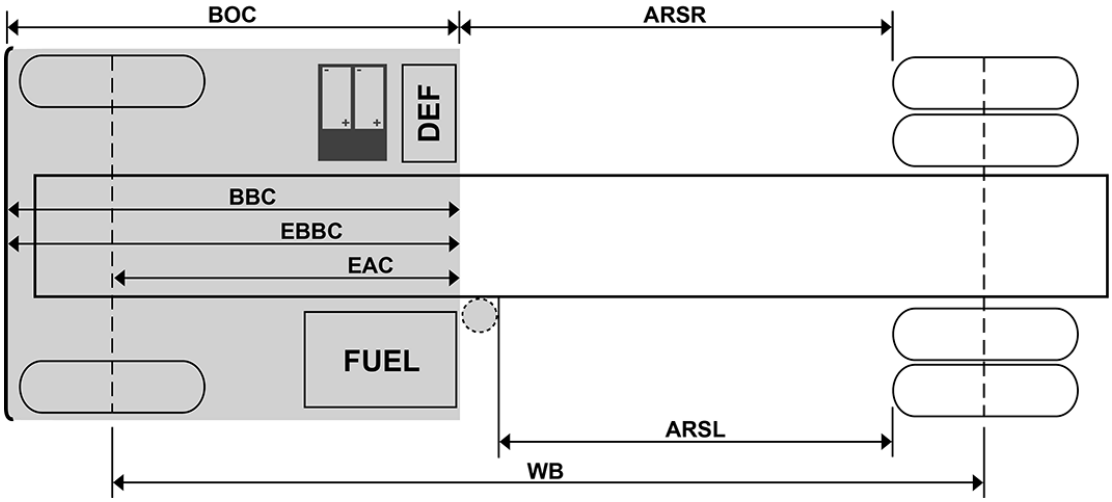
Horsepower VS. Speed



VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY			
Description	Dwg Ref	Length	UOM
Front Frame Extension	**FE**	0.0	INCHES
Bumper to Front Axle	**BA**	40.0	INCHES
Eff. Bumper to Front Axle	**N/A**	40.0	INCHES
Wheelbase	**WB**	216.9	INCHES
Rear Overhang	**OH**	85.0	INCHES
Overall Length	**OL**	342.0	INCHES
Bumper to Back of Cab	**BBC**	107.0	INCHES
Eff. Bumper to Back of Cab	**EBBC**	107.0	INCHES
Eff. Cab to Rear Axle	**ECA**	149.9	INCHES
Eff. Front Axle to Back of Cab	**EAC**	67.0	INCHES
Eff. Cab to End of Frame	**ECEF**	235.0	INCHES
Unladen Frame Height	**FH**	40.9	INCHES
Cab Height	**CH**	69.1	INCHES
Overall Height	**OVH**	110.0	INCHES
Driver CG	**DCG**	59.1	INCHES

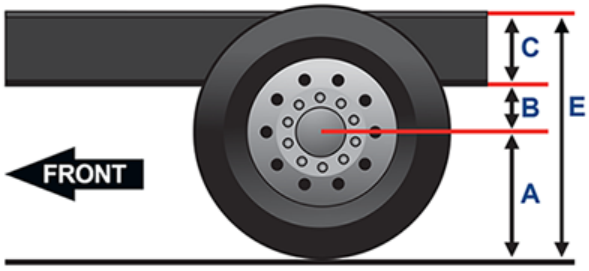


VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY				
Description	Sales Code	Dwg Ref	Left Value(in)	Right Value(in)
Wheelbase	N/A	WB	216.9	216.9
Available Rail Space Right	N/A	ARSR	N/A	134.8
Available Rail Space Left	N/A	ARSL	124.8	N/A
Eff. Front Axle to Back of Cab	N/A	REF	67.0	67.0
Front Axle To Fender	001AA3	N/A	30.0	30.0
Battery Box	001AA3	N/A	0.0	25.0
50 GALLON (190 L) 22" ALUMINUM ROUND / TRUCK	288AC2 / 001AA3	N/A	41.0	0.0
Ad-Blue Tank	001AA3	N/A	0.0	6.0
Drive Tire Radius	901090	N/A	21.1	21.1

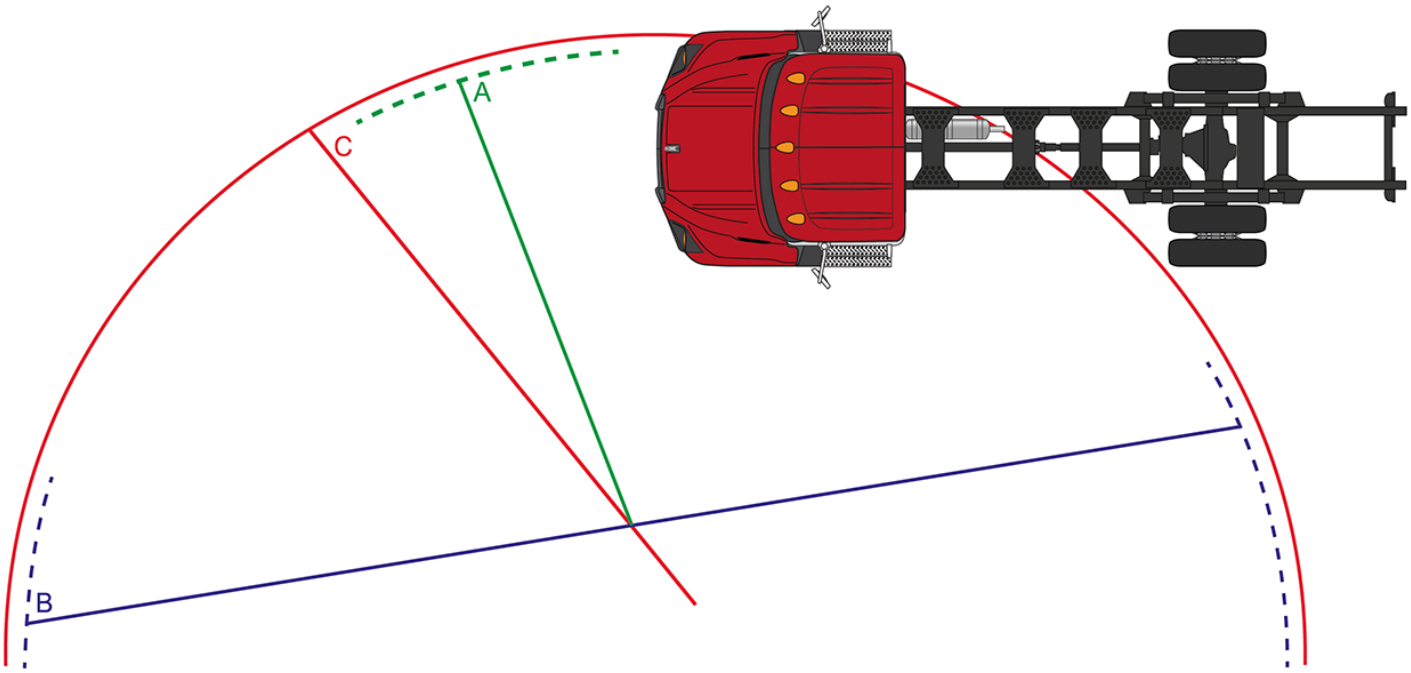


Top View image is intended for illustration purposes only and is not presented to scale. Wheelbase, Axle Spacing and After frame are not shown as specified, but are a representation. Customer Adaptation (CA) options and relocated components are not represented in these images. Most CA options impact the variation of the image, thus an image may not populate. Calculations are approximate to a tolerance of ± 4 inches due to component mounting variation. Certain chassis component options are NOT represented in the Top View image, such as, but not exclusive to, Front Frame Extensions, Fuel Water Separators, Air Dryers, PTOs, Fifth Wheels, Chassis Fairings, Toolboxes, Trailer Connections. For further information on these items and their respective locations on your specification, please refer to the data sheets associated with those items in the configurator.

VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY					
			Rear		
Description	Sales Code	Dwg Ref	Unladen	Laden	UOM
Tire Radius	901090	**A**	21.1	19.6	INCHES
Suspension Height	260AA5	**B**	9.5	8.0	INCHES
Frame Depth	YBXD1X	**C**	10.2	10.2	INCHES
Total Height	N/A	**E**	40.9	37.8	INCHES



VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY			
Description	Dwg Ref	Length	UOM
SAE Turning Radius	**A***	31.5	FEET
Adjusted Turning Radius	**A**	32.6	FEET
Curb-to-Curb Diameter	**B**	66.1	FEET
Wall-to-Wall Diameter	**C**	77.7	FEET



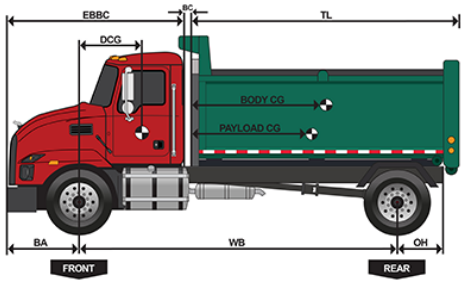
Tests have shown that the true location of the turning center is further to the rear than midway between drive axle sets (where applicable)

The actual location of the turning center depends on:

- Whether the drive tire equipment is single or dual.
- The overall load distribution for the vehicle (front/rear, between drive axles) in a loaded condition
- Manufacturing tolerances within the steering components

Inputs Required	DWGRef	Inputs	UOM
Driver(s) & Equipment Weight		201	LB
Total Body Length	TL	16.4	FEET
Body Tare Weight		3501	LB
Front of Body to Body CG	BODY CG	96.0	INCHES
Additional Clearance from Back of Exhaust to Front of Body	BC	6.0	INCHES

VEHICLE SPECIFICATION SUMMARY				
Description	Description	Dwg Ref	Length	UOM
Bumper to Front Axle	N/A	BA	40.0	INCHES
Wheelbase	N/A	WB	216.9	INCHES
Rear Overhang	N/A	OH	85.0	INCHES
Bumper to Back of Cab	N/A	BBC	107.0	INCHES
BOC Exhaust Space	130AA9	N/A	0.0	INCHES
Driver CG from Front Axle	N/A	DCG	59.1	INCHES



CALCULATED PERFORMANCE SUMMARY				
Tare Weights	Front Axle	Rear Axle (s)	Total	UOM
Chassis	6647	3640	10287	LB
Driver(s) & Equipment Weight	147	55	201	LB
Fuel	315	28	342	LB
Body/Trailer	773	2729	3501	LB
Total Tare	7880	6451	14331	LB
Payloads				
First Body Payload	2574	9091	11665	LB
Total - Lift Axles Down	10454	15542	25995	LB
GAWR	12000	13996	25995	LB

VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY				
Sub-Category	Sales Code	Sales Code Description	Value	UOM
Front Axle	2400S0	12,000LB MERITOR MFS+ 5400 KG	12000	LB
Front Suspension	2440C4	MACK TAPERLEAF 12300# (5500 KG) GROUND LOAD RATING	12000	LB
Front Tires	900AS0	11R22.5 G BRIDGESTONE R268 ECOPIA (12350 lbs)	12351	LB
Front Wheels	5310Z1	22.5x8.25 ACCURIDE, 43644x POLISHED ALUMINUM DISC	14801	LB
		Front GAWR	12000	LB
Rear Axle	2520O2	21000# (9525 kg) MERITOR MS-21-14X, (W/ DIFF LOCK) CASING 11.0mm	21000	LB
Rear Suspension	260AA5	21000# (9525kg) MULTILEAF	21000	LB
Rear Tires	901090	11R22.5 G BRIDGESTONE M760 ECOPIA (23360 lbs) (DRIVE ONLY)	23369	LB
Rear Wheels	346186	22.5x8.25 ACCURIDE, 43644x POLISHED ALUMINUM DISC	29601	LB
		Rear GAWR	21000	LB
		Truck GVWR	25995	LB
		Gross Combination Weight Rating	0	LB
		Tax Value GVWR (USA FET Only)	33000	LB

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CITY OF THE COLONY, TEXAS

RESOLUTION NO. 2025 - _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AUTHORIZING THE CITY MANAGER TO AWARD A PURCHASE TO BRUCKNER'S TRUCK & EQUIPMENT FOR TWO 26' MD6 DUMP TRUCKS AND ONE 26' MD7 TRACTOR; AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. That the City Council of the City of The Colony, Texas hereby authorizes the City Manager to award a purchase to Bruckner's Truck & Equipment in the amount of $340,602.53 for two 26' MD6 Dump Trucks and one 26' MD7 tractor.

Section 2. That the City Manager and/or his designee are authorized to award said purchase.

Section 3. This resolution shall take effect immediately from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: General Admin
Item Type: Resolution
Agenda Section: consent agenda

Suggested Action:
Consider approving a resolution amending resolution 2025-139 authorizing and approving certain payments by The Colony Local Development Corporation, The Colony Economic Development Corporation, and The Colony Community Development Corporation for costs related to the construction of projects within Tax Increment Reinvestment Zone No. 1, City of The Colony, Texas for Grandscape. (Miller)

Background:

Attachments:
Res. 2025-xxx Resolution Amending Resolution 2025-139 (final).pdf

CITY OF THE COLONY, TEXAS

RESOLUTION NO. 2025-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AMENDING RESOLUTION 2025-139 AUTHORIZING AND APPROVING CERTAIN PAYMENTS BY THE COLONY LOCAL DEVELOPMENT CORPORATION, THE COLONY ECONOMIC DEVELOPMENT CORPORATION, AND THE COLONY COMMUNITY DEVELOPMENT CORPORATION FOR COSTS RELATED TO THE CONSTRUCTION OF PROJECTS WITHIN TAX INCREMENT REINVESTMENT ZONE NO. 1, CITY OF THE COLONY, TEXAS FOR GRANDSCAPE; PROVIDING FOR AN EFFECTIVE DATE; AND RESOLVING OTHER MATTERS RELATED THERETO.

WHEREAS, on December 2, 2025, the City Council approved Resolution No 2025-139 approving and authorizing: (1) certain payments relating to the Grandscape project from the Tax Increment Fund for Tax Increment Reinvestment Zone No. 1, City of the Colony, Texas (the "***Zone***"), as authorized by the board of directors of the Zone (the "***Zone Board***") and The Colony Local Development Corporation (the "***LDC***"), and (2) certain payments relating to the Grandscape project by The Colony Economic Development Corporation (the "***Type A Corporation***") and The Colony Community Development Corporation (the "***Type B Corporation***"); and,

WHEREAS, the payments authorized by the Type A Corporation and the Type B Corporation, as approved by the City Council in Resolution 2025-139, have been processed and completed as described in Resolution 2025-139; and

WHEREAS, the Zone Board and the LDC have found and determined, and the City Council found and determined in Resolution 2025-139, that NFM Advances and payments to LMG and TXFM for Private Funding Obligations (as defined in the LDC Funding Agreement) authorized to be paid hereunder are "project costs" as that term is defined in Section 311.002 of the Texas Tax Code and are TIF Project Costs provided for in the Final Project and Finance Plan; and

WHEREAS, the Zone Board and the LDC have found and determined, and the City Council found and determined in Resolution 2025-139, that it is necessary for the implementation of the Final Project and Finance Plan to direct the LDC to: (1) maintain a debt service reserve fund (the "***City Tax Increment Subaccount - Debt Service Reserve Fund***") within the City Tax Increment Subaccount of the Tax Increment Fund that shall contain $90,000 at all times as described in Section 3.4 of the First Supplement; (2) fund an annual capital project reserve fund within the City Tax Increment Subaccount of the Tax Increment Fund (the "***City Tax Increment Subaccount – Capital Project Annual Reserve Fund***") to provide for the maintenance and repair of TIF Projects within the Zone as described in Section 3.4 of the First Supplement; (3) make payments from the City Tax Increment Subaccount and County Tax Increment Subaccount of the Tax Increment Fund related to TIF Project Costs, including but not limited to certain reimbursable NFM Advances and payments to LMG and TXFM for a portion of outstanding Private Funding Obligations; and (4) authorize the City Manager of the City, or the City Manager's designee, to approve payments of such TIF Project Costs as described below; and

WHEREAS, following the City Council's approval of Resolution 2025-139 on December 2, 2025, the City discovered an error related to the payment to be made from the City Tax Increment Subaccount and County Tax Increment Subaccount of the Tax Increment Fund related to TIF Project Costs, including but not limited to certain reimbursable NFM Advances and payments to LMG and TXFM for a portion of outstanding Private Funding Obligations; and

WHEREAS, the Zone Board and the LDC have submitted corrected authorizations reflecting the correct amount to be paid from the City Tax Increment Subaccount and County Tax Increment Subaccount of the Tax Increment Fund related to TIF Project Costs, including but not limited to certain reimbursable NFM Advances and payments to LMG and TXFM for a portion of outstanding Private Funding Obligations; and

WHEREAS, the City Council wishes to amend Resolution No. 2025-139 by replacing Exhibit B-1 and Exhibit B-2 in their entirety to reflect the corrected amounts to be paid from the City Tax Increment Subaccount and County Tax Increment Subaccount of the Tax Increment Fund as authorized by the Zone Board and the LDC.

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

SECTION 1. The findings set forth above and the exhibits attached hereto are incorporated into the body of this Resolution as if fully set forth herein.

SECTION 2. Capitalized terms not otherwise defined in this Resolution shall the meanings assigned to them in Resolution 2025-139 approved by the City Council on December 2, 2025.

SECTION 3. The Zone Board and the LDC have approved the respective forms attached as **Exhibit B-1** and **Exhibit B-2** (such exhibits are referred to collectively as the "***Annual Authorization Forms***") and have approved, subject to the approval of the City Council, the payments shown on such forms from the Tax Increment Fund.

SECTION 4. The City Council hereby authorizes and approves the amendment of Resolution 2025-139 to replace **Exhibit B-1** and **Exhibit B-2** in their entirety and authorizes the payments from the Tax Increment Fund as shown on the Annual Authorization Forms.

SECTION 5. The City Council hereby authorizes, approves, and ratifies all prior actions taken under Resolution 2025-139 and each and every section of Resolution 2025-139, including the Exhibits thereto other than Exhibit B-1 and Exhibit B-2 which are hereby replaced in their entirety.

SECTION 6. For so long as obligations remain unpaid and outstanding, the Zone Board, the LDC, the EDC and the CDC shall submit forms similar to the Annual Authorization Forms that have been approved by the Zone Board, the LDC, the EDC, and the CDC to the City Council. Following the receipt of such forms, the City Council shall review and consider approval of the payments set forth in such forms without further action required from the Zone Board, the LDC, the EDC or the CDC.

SECTION 7. This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS THE 16TH DAY OF DECEMBER 2025.

THE CITY OF THE COLONY, TEXAS

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeffrey L. Moore, City Attorney

Exhibit B-1

Zone Board Authorization Form

AUTHORIZATION OF ANNUAL PAYMENT FROM THE CITY TAX INCREMENT SUBACCOUNT AND COUNTY TAX INCREMENT SUBACCOUNT OF THE TAX INCREMENT FUND FOR TAX INCREMENT REINVESTMENT ZONE NO. 1 CITY OF THE COLONY, TEXAS

1. As of September 30, 2025, the amount on deposit in the City Tax Increment Subaccount of the Tax Increment Fund was $2,280,838.31 and the amount on deposit in the County Tax Increment Subaccount of the Tax Increment Fund was $470,217.07.

2. Subject to the approval of the City Council of the City, the Board of Directors of Tax Increment Reinvestment Zone No. 1 hereby approves the following payments from the City Tax Increment Subaccount and County Tax Increment Subaccount of the Tax Increment Fund in the following order of priority:

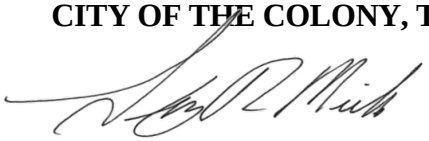
   (a) FIRST, the amount of **NINETY THOUSAD AND 00/100 DOLLARS ($90,000.00)** to the "***City Tax Increment Subaccount - Debt Service Reserve Fund***" such that no less than $90,000.00 shall be retained in such City Tax Increment - Subaccount Debt Service Reserve Fund of the City Tax Increment Subaccount of the Tax Increment Fund at all times in accordance with Section 3.4 of that certain *First Supplement to Final Project and Reinvestment Zone Financing Plan for Tax Increment Reinvestment Zone Number One, City of Th Colony, Texas*, dated November 5, 2025 (the "First Supplement"); and

   (b) SECOND, the amount of **FIVE HUNDRED THOUSAND AND 00/100 DOLLARS ($500,000.00)** to the "***City Tax Increment Subaccount - Capital Project Annual Reserve Fund***" in accordance with Section 3.4 of the First Supplement; and

   (c) THIRD, the amount of **TWO MILLION ONE HUNDRED SIXTY-ONE THOUSAND FIFTY-FIVE AND 38/100 DOLLARS ($2,161,055.38)** to NFM Services, LLC, a Texas limited liability company ("***NFM Services"***) for reimbursement of TIF Project Costs consisting of outstanding "***NFM Advances***" as defined in, and in accordance with, that certain *Amended and Restated Construction Management Agreement*, effective as of November 20, 2012, between the City of The Colony, Texas, The Colony Local Development Corporation, and NFM Services.

EXECUTED THIS 8TH DAY OF DECEMBER, 2025.

TAX INCREMENT REINVESTMENT ZONE NO. 1, CITY OF THE COLONY, TEXAS



_____

Tim Miller, Assistant City Manager as the
City Manager's Designee

Exhibit B-2

LDC Authorization Form

AUTHORIZATION OF ANNUAL PAYMENT FROM THE CITY TAX INCREMENT SUBACCOUNT AND COUNTY TAX INCREMENT SUBACCOUNT OF THE TAX INCREMENT FUND FOR TAX INCREMENT REINVESTMENT ZONE NO. 1 CITY OF THE COLONY, TEXAS

1. As of September 30, 2025, the amount on deposit in the City Tax Increment Subaccount of the Tax Increment Fund was $2,280,838.31 and the amount on deposit in the County Tax Increment Subaccount of the Tax Increment Fund was $470,217.07.

2. Subject to the approval of the City Council of the City, The Colony Local Development Corporation ("***LDC***") hereby approves the following payments from the City Tax Increment Subaccount and County Tax Increment Subaccount of the Tax Increment Fund in the following order of priority:

   (a) FIRST, the amount of **NINETY THOUSAD AND 00/100 DOLLARS ($90,000.00)** to the "***City Tax Increment Subaccount - Debt Service Reserve Fund***" such that no less than $90,000.00 shall be retained in such City Tax Increment - Subaccount Debt Service Reserve Fund of the City Tax Increment Subaccount of the Tax Increment Fund at all times in accordance with Section 3.4 of that certain *First Supplement to Final Project and Reinvestment Zone Financing Plan for Tax Increment Reinvestment Zone Number One, City of Th Colony, Texas*, dated November 5, 2025 (the "First Supplement"); and

   (b) SECOND, the amount of **FIVE HUNDRED THOUSAND AND 00/100 DOLLARS ($500,000.00)** to the "***City Tax Increment Subaccount - Capital Project Annual Reserve Fund***" in accordance with Section 3.4 of the First Supplement; and

   (c) THIRD, the amount of **TWO MILLION ONE HUNDRED SIXTY-ONE THOUSAND FIFTY-FIVE AND 38/100 DOLLARS ($2,161,055.38)** to NFM Services, LLC, a Texas limited liability company ("***NFM Services"***) for reimbursement of TIF Project Costs consisting of outstanding "***NFM Advances***" as defined in, and in accordance with, that certain *Amended and Restated Construction Management Agreement*, effective as of November 20, 2012, between the City of The Colony, Texas, The Colony Local Development Corporation, and NFM Services.

EXECUTED THIS 8TH DAY OF DECEMBER, 2025.

THE COLONY LOCAL DEVELOPMENT CORPORATION



Tim Miller, Assistant City Manager as the
City Manager's Designee

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: Engineering
Item Type: Ordinance
Agenda Section: regular agenda items

Suggested Action:
Conduct a public hearing, discuss and consider ordinances approving amendments to Land Use Assumptions, Capital Improvements Plan and Roadway and Drainage Impact Fees. (Hartline)

Background:
Background: On October 29, 2025, the Capital Improvements Advisory Committee (CIAC) met and recommended that City Council approve collecting between 90% and 100% of the maximum roadway impact fee of $1,052.00 per service unit, as well as 100% of the drainage impact fee of $154.87 per service unit. These recommendations apply to the Land Use Assumptions, Capital Improvements Plan, and the proposed Roadway and Drainage Impact Fees outlined in the Draft Roadway Impact Fee Report (September 2025) and the Draft Drainage Impact Fee Update (September 2025) prepared by Kimley-Horn and Associates, Inc. Please refer to the attached draft impact fee reports for additional information. The impact fees are a one-time fee assessed to recover infrastructure cost required to serve new developments and are governed by Chapter 395 of the Texas Local Government Code. The purpose of Impact Fees is to provide an additional funding tool for infrastructure systems, to provide for the orderly growth of the community and to allow for a balanced funding combination that recognizes the benefits of growth. Funds collected within a service area must be spent on projects within the same service area. The roadway impact fees are limited to City limits and cannot include anything in the ETJ and were kept within the same State Highway 121 Corridor as the service area called out in the 2016 Impact Fee Study. The drainage impact fees are limited to the Office Creek Watershed Boundary. Staff recommends approval of an Ordinance approving Amendments to the Land Use Assumptions, Capital Improvements and Roadway and Drainage Impact Fees as presented in the two reports based on the final maximum percentage of roadway and drainage impact fees that are decided by City Council.

Attachments:
Draft Roadway Impact Fee Report for The Colony dated September 2025
Draft Drainage Impact Fee Report. for The Colony dated September 2025
Ord. 2025-xxxx Drainage Impact Fee.docx
Ord. 2025-xxxx Roadway.docx

PREPARED FOR:

THE COLONY
City by the Lake

SEPTEMBER 2025



City of The Colony

Roadway Impact Fee Update

PREPARED BY:

Kimley»Horn

Kimley-Horn and Associates, Inc.
801 Cherry Street, Unit 11, Suite 1300
Fort Worth, TX 76102
Phone: 817 335 6511
TBPE Firm Registration Number: F-928
Project Number: 061117030

The Colony, Texas

2025 Roadway Impact Fee Update

September 2025

Prepared for:
The Colony

Prepared by:

Kimley-Horn and Associates, Inc.
801 Cherry Street, Unit 11, Suite 1300
Fort Worth, TX 76102
Phone: 817 335 6511

TBPE Firm Registration Number: F-928

Project Number: 061117030

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Executive Summary

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. They originated and evolved in Florida, California and other fast-growing municipalities and counties, primarily in the Southern and Western United States. Across the country, they are used to fund police and fire facilities, parks, schools, roads, and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway, and drainage facilities. Impact Fees are currently being used to fund public water and wastewater improvements, drainage improvements, and as well as funding roadway infrastructure in the City of The Colony.

In the most basic terms, impact fees are meant to recover the incremental cost of each new unit of development in terms of new infrastructure needs. In the case of roadway impact fees, the infrastructure need is increased capacity on arterial and collector roadways. The purpose of this Impact Fee Study Update is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code.

Impact Fees are a one-time fee, and are charged only against new development. They are based on the cost of the capacity improvements necessary to accommodate new growth. For roadway impact fee purposes the City has one (1) service area. A service area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the service area must be spent on eligible improvements within that same service area.

Impact fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Impact fees are collected when a building permit is issued. Therefore, funds are not collected until development impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Impact Fees. An Advisory Committee must review the Land Use Assumptions, CIP, and resulting maximum fee. Once feedback is provided to City Council on these items, a public meeting is to be held prior to adoption.

This report includes details of the impact fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the CIP, and the Land Use Equivalency Table.

The 2025 maximum assessable roadway impact fee calculated in this report is $1,052 per vehicle-mile. This is $816 more per vehicle-mile from the 2016 maximum fee, which was $236 per vehicle-mile.

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 capital 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 due to changes in the Land Use Assumptions and Capital Improvements Plan (CIP). Accordingly, the City of The Colony has developed its Land Use Assumptions and CIP with which to update the City's Roadway Impact Fees from June 2016. The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2025 update of their Roadway Impact Fees. This report includes the details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the CIP, and refinement of the Land Use Equivalency Table.

This report introduces and references two of the basic inputs to the Roadway Impact Fee:

1. Land Use Assumptions
2. Capital Improvement Plan

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

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

1. Methodology for Roadway Impact Fees
2. Roadway Impact Fee Calculation

The components of the Methodology for Roadway Impact Fee includes development of:

- Service Area
- Service Units
- Cost Per Service Unit
- Cost of the CIP
- Service Unit Calculation

The components of the Roadway Impact Fee Calculation include:

- Maximum Assessable Impact Fee Per Service Unit
- Service Unit Demand Per Unit of Development

This report also includes a section concerning the Plan for Awarding the Roadway Impact Fee Credit. This plan details the maximum assessable impact fee per service unit the City of The Colony may apply under Chapter 395 of the Texas Local Government Code.

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

1. Purpose and Overview

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, intensities, and population in the service area. In addition, these assumptions are useful in assisting the City of The Colony in determining the need and timing of capital improvements to serve future development.

In accordance with Chapter 395, information from the following sources was compiled: the City of The Colony Comprehensive Plan – March 2023, the North Central Texas Council of Governments (NCTCOG), and consultation with City staff.

The components of the Land Use Assumptions include the following:

- Methodology – An overview of the general methodology used to generate the land use assumptions;
- Impact Fee Service Areas – Explanation of the division of The Colony into service areas for roadway facilities;
- Population and Employment – Data on population and employment within the service area for the base year (2025) and growth projections over the next ten years (2025 – 2035); and
- Land Use Assumptions Summary – a synopsis of the land use assumptions.

The population and employment 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 three (3) different classifications. 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 exported outside the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

2. Methodology

The population and employment growth projections formulated in this report were done using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing development;
- Current zoning plans;
- Future Land Use Plan (as currently adopted March 2023);
- Growth trends;
- Location of vacant land; and
- Physical holding capacity of The Colony.

Existing population and employment data was compiled using field and aerial survey of existing development. For the remaining undeveloped areas, assumptions based upon existing development patterns and the future land use plan were utilized. Consultation with City staff helped to determine the Build-Out year to be 2035.

3. Impact Fee Service Areas

The geographic boundary of the existing impact fee service areas for roadway facilities is shown in Exhibit 1. The remaining portions of the City outside of this service area will not have a Roadway Impact Fee assessed for new development and were not considered in this analysis.

It should be noted that at locations where the service area boundary follows a thoroughfare facility (e.g. North Colony Boulevard), the proposed boundary is intended to be inclusive of the entire ROW of the facility. This distinction is significant in establishing the Capital Improvements Plan for Roadway Impact Fees in later sections of this report.

4. Population and Employment

Population and employment estimates for the base year (2025) were performed based upon a survey of the existing land uses. Build-Out projections were prepared based upon combining the existing land uses within the service area with reasonable assumptions for undeveloped land based upon the current Future Land Use Plan. Ten-year growth projections were prepared based upon consultation with City staff regarding the Build-Out year, which was assumed to be 2035. Exhibit 2 presents the current Future Land Use Plan and Exhibit 3 displays the proposed SH 121 Corridor Service Area boundary and aerial photography. Table 1 summarizes the population and employment projections within the SH 121 Service Area for 2025 and 2035 (Build-Out).

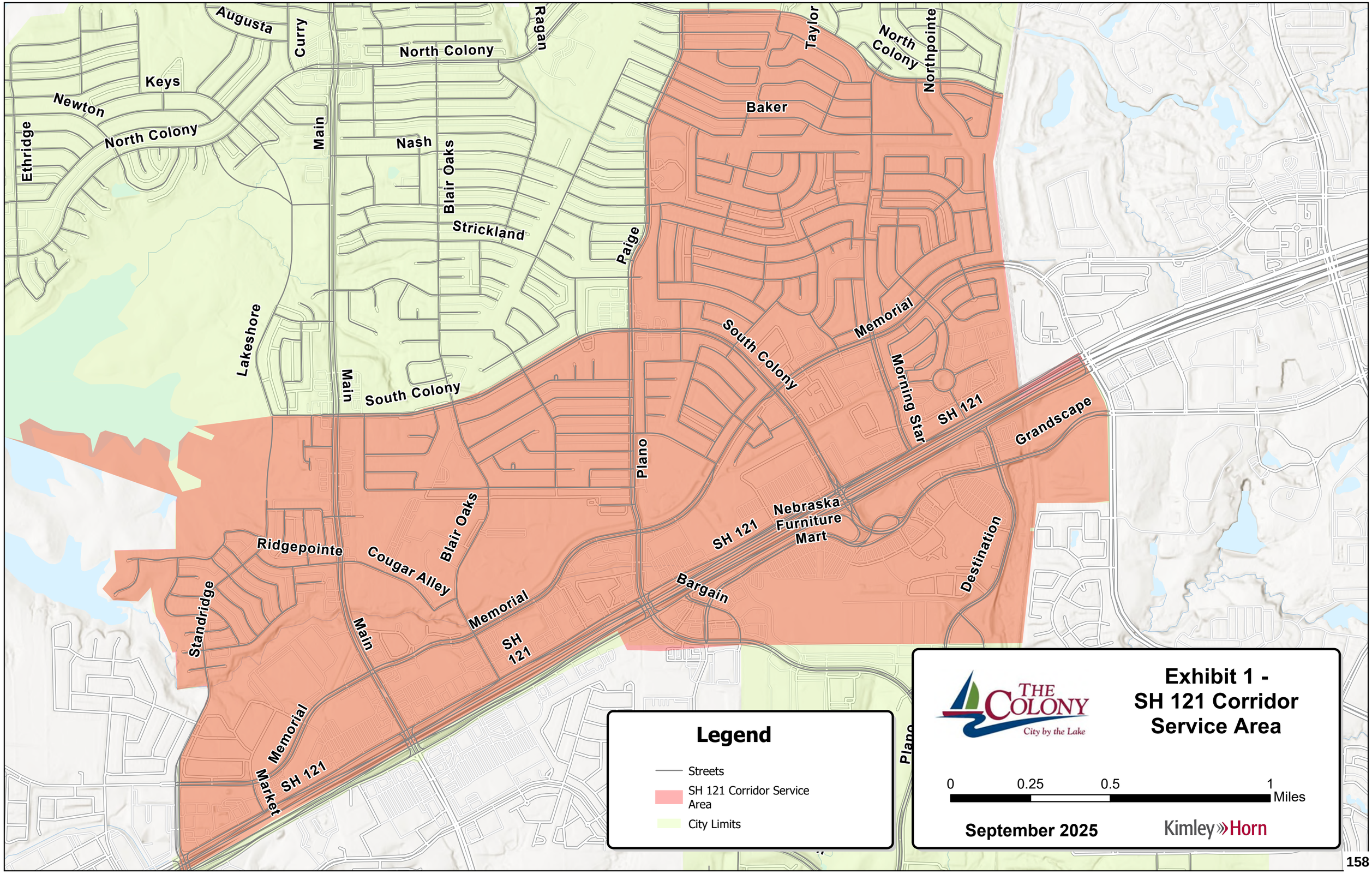

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Streets
SH 121 Corridor Service Area
City Limits
THE COLONY
City by the Lake
Exhibit 1 -
SH 121 Corridor
Service Area
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Miles
September 2025
Kimley»Horn

Exhibit 2 - Future Land Use Plan

THE COLONY
City by the Lake

September 2025

Kimley»Horn

Legend

- Streets
- Commercial/Office
- Government
- Low Density Residential
- Main Street/Lake Access/Viewshed
- Medium Density Residential
- Mixed Urban Development
- Neighborhood Revitalization
- Parks
- Public/Semi Public
- Residential ETJ
- SH 121 Corridor Development
- Urban Corridor
- Vacant

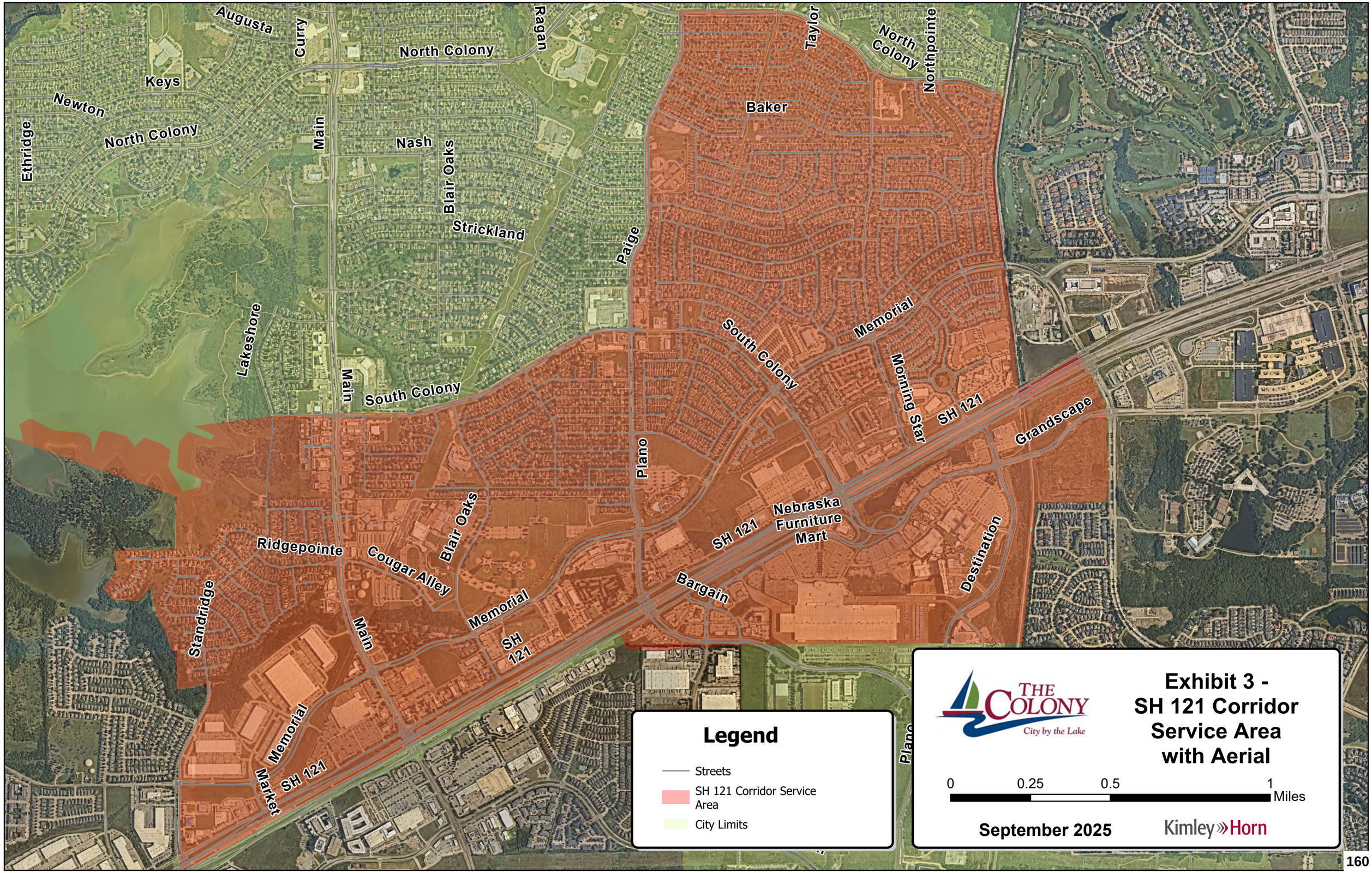

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Market
SH 121
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Legend
Streets
SH 121 Corridor Service Area
City Limits
THE COLONY
City by the Lake
Exhibit 3 -
SH 121 Corridor
Service Area
with Aerial
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Miles
September 2025
Kimley»Horn

Table 1 – Residential and Non-Residential Growth Projections

	Year	Population	Units	Non-Residential (Square Feet)			
				Basic	Service	Retail	Total
SH 121 Corridor Service Area	2025	24,586	9,384	2,017,000	887,000	7,004,000	9,908,000
	2035	26,879	10,259	2,043,965	962,000	7,755,488	10,761,453

After examining the demographic projections developed for the service area, a number of observations can be made. Overall growth within the SH 121 Corridor Service Area is limited. A majority of the residential areas within SH 121 Corridor Service Area are already built out. The remaining growth is projected to consist of primarily multi-family areas along SH 121. Based upon the City's Land Use Plan, the primary source of future population growth will be outside the studied service area.

Employment growth within the City is projected to occur primarily along the SH 121 Corridor. These growth trends are also consistent with the Future Land Use Plan.

5. Summary

The SH 121 Corridor Service Area is projected to build-out over the next ten years. This is consistent with the Future Land Use Plan in the Service Area, which consists of primarily non-residential land uses and a few mixed-use areas. As a result of this analysis, the following summary statistics were compiled for the Service Area:

- The Existing (2025) population is approximately 24,586.
- The Existing (2025) employment area is approximately 9,908,000 square feet.
- The Build-Out (2035) population projection is approximately 26,879.
- The Build-Out (2035) employment area projection is approximately 10,761,453 square feet.

B. Capital Improvement Plan

The City has identified the transportation projects needed to accommodate the projected growth within the service area. The Capital Improvement Plan (CIP) for Roadway Impact Fees is made up of the following:

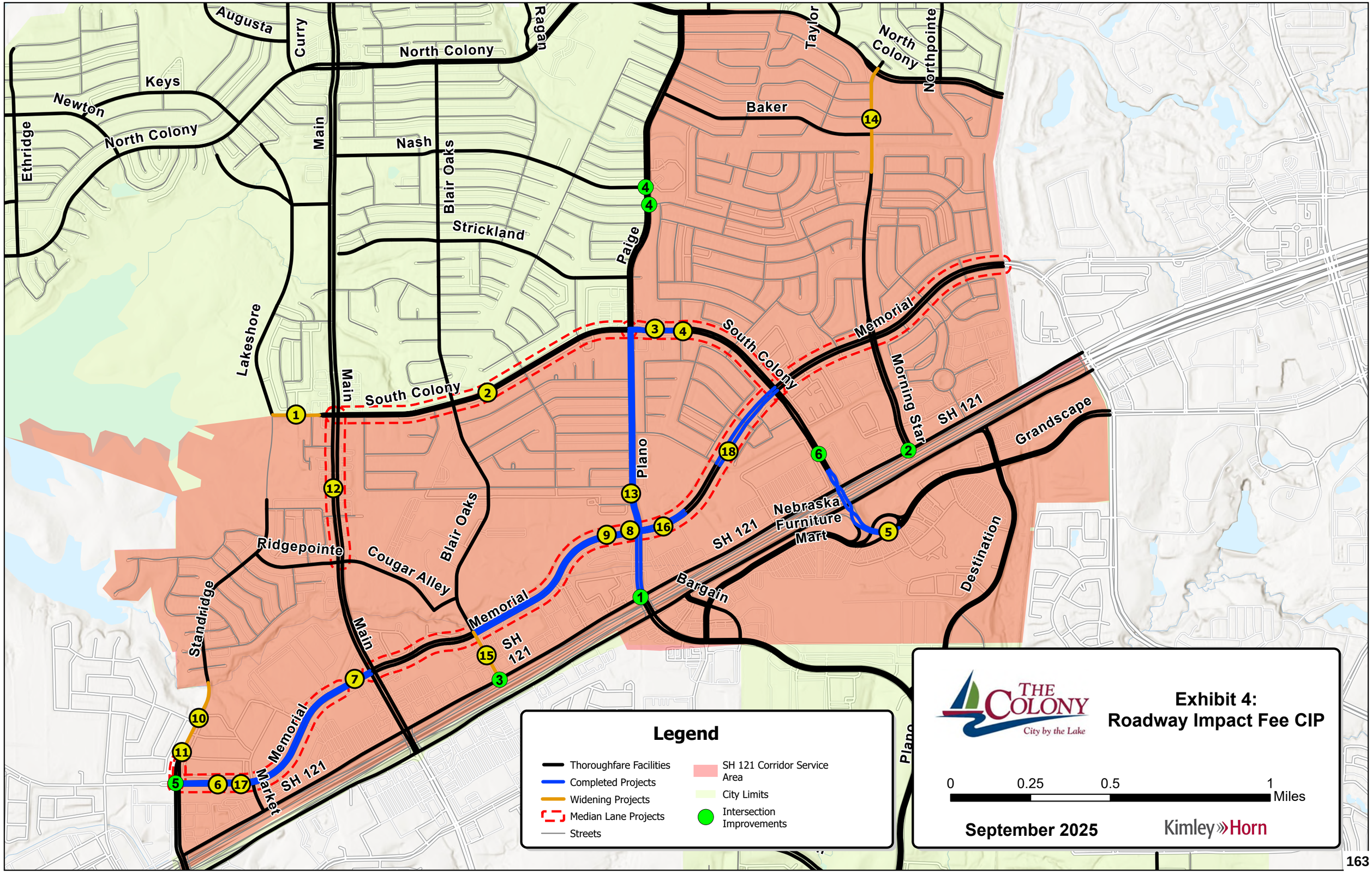
- Recently completed projects with excess capacity available to serve new growth;
- All remaining projects needed to complete the City's Master Thoroughfare Plan; and
- CIP intersection projects.

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

The CIP for Roadway Impact Fees for the 2025 Impact Fee Update are listed in Table 2 and mapped in Exhibit 4. The table shows the length of each project as well as the facility's Master Thoroughfare Plan classification. The CIP was developed in conjunction with input from the City of The Colony staff and represents those projects that will be needed to accommodate the growth projected.

Table 2 – Capital Improvement Plan for Roadway Impact Fees

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SH 121 Corridor	1	4U-B (1/2)	S. Colony Blvd. (1)	Lakeshore Blvd to Westport Dr	0.15	100%
	2	6D (1/3)	S. Colony Blvd. (2)	Main St. to Paige Rd.	0.99	100%
	3	4D-C	S. Colony Blvd. (3)	Paige Rd. to Bear Run Rd.	0.16	100%
	4	6D (1/3)	S. Colony Blvd. (4)	Paige Rd. to Memorial Dr	0.53	100%
	5	4D-C	S. Colony Blvd. Overpass	350' N of SH 121 SBFR to Grandscape Blvd	0.32	100%
	6	4D-C	Memorial Dr. (1)	Standridge Dr. to 570' W. of Main St.	0.66	100%
	7	4D-C	Memorial Dr. (2)	570' W. of Main St. to Main St.	0.11	100%
	8	6D (1/3)	Memorial Dr. (3)	Main St. to City Limits	2.45	100%
	9	4D-C (1/2)	Memorial Dr. (4)	Blair Oaks Dr. to Paige Rd.	0.63	100%
	10	4U-A (1/2)	Standridge Dr. (1)	510' N of Memorial Dr. to 245' S of Cedar Ridge Ct.	0.24	100%
	11	6D (1/3)	Standridge Dr. (2)	Memorial Dr. to 510' N of Memorial Dr.	0.10	100%
	12	8D (1/4)	Main St.	Cougar Aly to S Colony Blvd.	0.46	100%
	13	6D-B & 8D-A	Paige Rd.	SH 121 to S. Colony Blvd.	0.83	100%
	14	4U-A (1/2)	Morningstar Dr.	Crestwood Ln. to N. Colony Blvd.	0.33	100%
	15	4U-A	Blair Oaks Dr.	SH 121 to Memorial Dr.	0.17	100%
	16	4D-C (1/2)	Memorial Dr. (5)	Paige Rd. to 840' E. of Paige Rd.	0.16	100%
	17	6D (1/3)	Memorial Dr. (6)	Standridge Dr. to 570' W. of Main St.	0.66	100%
	18	4D-C	Memorial Dr. (7)	Worley Dr to S. Colony Blvd	0.30	100%
	Intersection Improvements					
	I-1	-	SH 121 Deceleration Lanes (1)	Paige Rd. - SB	-	100%
	I-2	-	SH 121 Deceleration Lanes (1)	Morning Star. - SB	-	100%
	I-3	-	SH 121 Deceleration Lanes (1)	Blair Oaks Dr. - SB	-	100%
	I-4	-	Paige Rd./Nash Dr. & Paige Rd/Norris	Nash Drive to Norris	-	100%
	I-5	-	Standridge Dr & Memorial Dr	Standridge Dr. / Memorial Dr Signal	-	100%
	I-6	-	S Colony Blvd / Floor & Décor	S Colony Blvd / Floor & Décor Signal	-	100%


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Memorial
Market
SH 121
Plano
Legend
Thoroughfare Facilities
Completed Projects
Widening Projects
Median Lane Projects
Streets
SH 121 Corridor Service Area
City Limits
Intersection Improvements
THE COLONY
City by the Lake
Exhibit 4:
Roadway Impact Fee CIP
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Miles
September 2025
Kimley»Horn

III. Methodology for Roadway Impact Fees

A. Service Areas

The SH 121 Corridor Service Area used in the 2025 Roadway Impact Fee Update is shown in the previously referenced Exhibit 1. This service area covers only a portion of the corporate boundary of the City of The Colony. 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." Note that the SH 121 Corridor Service Area was limited to four (4) miles.

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.

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

Vehicle-Mile: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is commonly used as the basis for transportation planning and the estimation of trips caused by new development.

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) (see Appendix B).

Total Vehicle-Miles of Demand: Based on the 10-year growth projections. The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

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

Table 3 – Level of Use for Roadway Facilities
(used in Appendix B and Appendix C)

Roadway Type (MTP Classifications)	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-C – Minor Collector	Undivided	425
4U-A – Major Collector	Undivided	475
4U-B – Minor Collector	Undivided	475
4D-C – Minor Arterial	Divided	650
6D-A – Major Arterial	Divided	700
6D-B – Minor Arterial	Divided	700
8D-A – Major Arterial	Divided	700

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. As noted earlier, the units of demand are vehicle-miles of travel.

D. Cost of the CIP

The costs that may be included in the cost per service unit are all of the implementation costs for the Roadway Impact Fee Update, as well as project costs for thoroughfare plan elements within the Capital Improvement 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 Capital Improvement Plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the CIP 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. In addition, based upon discussions with City of The Colony staff, State, County, and developer driven projects have been included in the CIP as lump sum costs where the City has contributed a portion of the total project costs. The following is a detailed description of the costing worksheet/methodology for the Roadway Impact Fee CIP.

1. Overview of Roadway Impact Fee CIP Costing Worksheets

For each project a specific costing worksheet was developed (see Appendix A). Each worksheet contained the following four (4) main components:

- Project Information,
- Construction Pay Items,
- Construction Component Allowances and
- Summary of Costs and Allowances

An example costing sheet showing these four components is provided on the following page.

The Colony

2025 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 8/21/2025

Project Information

Project Information:		**Description:**	**Project No.** 1
Name:	S. Colony Blvd. (1)	**This project consists of the construction of the southern two lanes of an ultimate four-lane undivided section.**	
Limits:	Lakeshore Blvd to Westport Dr		
Impact Fee Class:	4U-B (1/2)		
Ultimate Class:	Minor Collector		
Length (lf):	770		
Service Area(s):	SH 121 Corridor		

Construction Pay Items

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	1,027	cy	$ 32.00	$ 32,864
210	8" Grade A, Type 1 or 2 Flex Base	1,968	sy	$ 36.00	$ 70,848
310	7" Concrete Pavement	1,925	sy	$ 74.00	$ 142,450
410	4" Topsoil	685	sy	$ 12.00	$ 8,220
501	Concrete Driveway Approach	1	ea	$ 4,000.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 258,382**

Construction Component Allowances

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 10,335
√	Traffic Control	Construction Phase Traffic Control	15%	$ 38,757
√	Pavement Markings/Markers		3%	$ 7,751
√	Roadway Drainage	Standard Internal System	35%	$ 90,434
	Special Drainage Structures	None Anticipated	$0	$ -
√	Water	Minor Adjustments	2%	$ 5,168
√	Sewer	Minor Adjustments	5%	$ 12,919
√	Landscaping and Irrigation		5%	$ 12,919
√	Illumination	Standard Illumination System	6%	$ 15,503
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 193,786**

Paving and Allowance Subtotal:		**$ 452,168**
Construction Contingency:	15%	$ 67,825
Construction Cost TOTAL:		**$ 520,000**

Summary of Costs and Allowances

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 520,000**
Engineering/Survey/Testing:		20%	$ 104,000
Mobilization		6%	$ 31,200
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 655,000**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.
The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance, Engineering Design Manual, or the determination of the City Engineer for a specific project.

2. Project Information

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies each project with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects.
- Name – A unique identifier for each project.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the proposed Thoroughfare Plan classification of the roadway. Additional classifications are utilized in cases where a portion of the facility currently exists and the road is only to be widened. The following notations are used for these projects:
  - "(1/2)" for facilities where half the facility still needs to be constructed;
  - "(1/3)" for future six-lane major arterials facilities where two additional lanes are needed
  - "(1/4)" for future eight-lane major arterials facilities where two additional lanes are needed
- Ultimate Class – The functional classification on The Colony's Thoroughfare Plan.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service area where the project is located.
- Description – Used to describe the project type assumed in the costing such as a widening or reconstruction.

3. Construction Pay Items

A typical roadway project consists of a number of costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, construction and inspection. 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 three cost components: roadway construction cost, major construction component allowances, and summary of cost and allowances. The roadway construction components consist of the following pay items:

1. Street excavation
2. Flex base
3. Concrete pavement
4. Topsoil
5. Concrete driveway approach

4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include preparation of right-of-way, traffic control, pavement markings and signage, roadway drainage, special drainage structures, incidental water and sewer relocation, illumination, and landscaping and irrigation. 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. Lump sum dollar allowances are provided for intersection improvements where needs are anticipated.

5. Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, twenty percent (20%) of the construction cost total is added for engineering, surveying, and testing. An additional six percent (6%) of the construction cost total is added for mobilization. Note that costs associated with right-of-way/easement acquisition was not included as part of the impact fee projects.

The Impact Fee Project Cost Total is the Construction Cost Total plus engineering, surveying, testing, and mobilization.

Table 4 summarizes the CIP project list for the SH 121 Corridor service area with conceptual level 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 CIP 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 the 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 – 10-Year Capital Improvement Plan for Roadway Impact Fees with Conceptual Level Project Cost Projections

Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
1	4U-B (1/2)	S. Colony Blvd. (1)	Lakeshore Blvd to Westport Dr	0.15	100%	$ 655,000	$ 655,000
2	6D (1/3)	S. Colony Blvd. (2)	Main St. to Paige Rd.	0.99	100%	$ 3,760,000	$ 3,760,000
3	4D-C	S. Colony Blvd. (3)	Paige Rd. to Bear Run Rd.	0.16	100%	$ 393,553	$ 393,553
4	6D (1/3)	S. Colony Blvd. (4)	Paige Rd. to Memorial Dr	0.53	100%	$ 2,030,000	$ 2,030,000
5	4D-C	S. Colony Blvd. Overpass	350' N of SH 121 SBFR to Grandscape Blvd	0.32	100%	$ 5,132,914	$ 5,132,914
6	4D-C	Memorial Dr. (1)	Standridge Dr. to 570' W. of Main St.	0.66	100%	$ 1,730,726	$ 1,730,726
7	4D-C	Memorial Dr. (2)	570' W. of Main St. to Main St.	0.11	100%	$ 370,009	$ 370,009
8	6D (1/3)	Memorial Dr. (3)	Main St. to City Limits	2.45	100%	$ 9,335,000	$ 9,335,000
9	4D-C (1/2)	Memorial Dr. (4)	Blair Oaks Dr. to Paige Rd.	0.63	100%	$ 136,971	$ 136,971
10	4U-A (1/2)	Standridge Dr. (1)	510' N of Memorial Dr. to 245' S of Cedar Ridge Ct.	0.24	100%	$ 1,426,000	$ 1,426,000
11	6D (1/3)	Standridge Dr. (2)	Memorial Dr. to 510' N of Memorial Dr.	0.10	100%	$ 373,000	$ 373,000
12	8D (1/4)	Main St.	Cougar Aly to S Colony Blvd.	0.46	100%	$ 352,600	$ 352,600
13	6D-B & 8D-A	Paige Rd.	SH 121 to S. Colony Blvd.	0.83	100%	$ 3,560,302	$ 3,560,302
14	4U-A (1/2)	Morningstar Dr.	Crestwood Ln. to N. Colony Blvd.	0.33	100%	$ 1,991,000	$ 1,991,000
15	4U-A	Blair Oaks Dr.	SH 121 to Memorial Dr.	0.17	100%	$ 2,020,000	$ 2,020,000
16	4D-C (1/2)	Memorial Dr. (5)	Paige Rd. to 840' E. of Paige Rd.	0.16	100%	$ 121,706	$ 121,706
17	6D (1/3)	Memorial Dr. (6)	Standridge Dr. to 570' W. of Main St.	0.66	100%	$ 2,514,000	$ 2,514,000
18	4D-C	Memorial Dr. (7)	Worley Dr to S. Colony Blvd	0.30	100%	$ 870,893	$ 870,893
Intersection Improvements							
I-1	-	SH 121 Deceleration Lanes (1)	Paige Rd. - SB	-	100%	$ 275,000	$ 275,000
I-2	-	SH 121 Deceleration Lanes (1)	Morning Star. - SB	-	100%	$ 275,000	$ 275,000
I-3	-	SH 121 Deceleration Lanes (1)	Blair Oaks Dr. - SB	-	100%	$ 275,000	$ 275,000
I-4	-	Paige Rd./Nash Dr. & Paige Rd/Norris	Nash Drive to Norris	-	100%	$ 600,000	$ 600,000
I-5	-	Standridge Dr & Memorial Dr	Standridge Dr. / Memorial Dr Signal	-	100%	$ 379,545	$ 379,545
I-6	-	S Colony Blvd / Floor & Décor	S Colony Blvd / Floor & Décor Signal	-	100%	$ 401,664	$ 401,664
Service Area Project Cost Subtotal							**$ 38,979,883**
Roadway Impact Fee Study Cost							**$ 45,490**
Total Cost in SH 121 CORRIDOR SERVICE AREA							**$ 39,025,373**

E. Service Unit Calculation

The basic service unit for the computation of The Colony'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 2025 to 2035 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 2025 were made by the City, along with projections for each of these demographic statistics through 2035. The Land Use Assumptions for the 2025 Impact Fee Update details the growth estimates used for the impact fee determination.

The residential and non-residential statistics in the Land Use Assumptions provide the "independent variables" that are used to calculate the existing (2025) and projected (2035) transportation service units (vehicle-miles) used to establish the roadway impact fee maximum rates within the service area. The roadway demand service units (vehicle-miles) for the service area is 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 North American Industrial Classification System (NAICS).

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

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

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

land use calculations relative to the primary trip, it is necessary to discount the retail rate to avoid double counting trips.

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

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

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

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

Variables:

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

The maximum trip length was limited to four (4) miles based on the maximum trip length within the service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles; however the service area within The Colony is approximately four (4) miles in diameter.

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 The Colony to both residential and non-residential land uses. To avoid counting these trips as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use. This methodology is consistent with that used in the NHTS.

Table 5 shows the derivation of the Transportation Demand Factor for the residential land uses and the three (3) non-residential land use categories. The values utilized for all variables shown in the transportation demand factor equation are also shown in the table.

Table 5 – Transportation Demand Factor Calculations

Variable	Residential (ITE 210)	Basic (ITE 110)	Service (ITE 710)	Retail (ITE 820)
T	0.94	0.65	1.44	3.40
P_b	0%	0%	0%	29%
L	9.79	10.02	10.92	6.43
L_{max}	4.00	4.00	4.00	3.22
TDF	3.76	2.60	5.76	7.76

The application of the demographic projections and the transportation demand factors are presented in the 10-Year Growth Projections in Table 6. This table shows the total vehicle-miles by service area for the years 2025 and 2035. These estimates and projections lead to the Vehicle-Miles of Travel for both 2025 and 2035.

Table 6. 10-Year Growth Projections

Year 2025

SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET[4]			TRANS. DEMAND FACTOR[5]			NON-RESIDENTIAL VEHICLE-MILES[9]				TOTAL VEHICLE MILES[10]
	DWELLING UNITS[1]	TDF[2]	VEHICLE MILES[3]	BASIC	SERVICE	RETAIL	BASIC[6]	SERVICE[7]	RETAIL[8]	BASIC	SERVICE	RETAIL	TOTAL	
		0.94					*0.65*	*1.44*	*2.41*					
SH121 CORRIDOR	9,384	3.76	35,284	2,017,000	887,000	7,004,000	2.60	5.76	7.76	5,244	5,109	54,358	64,711	99,995

Year 2035

SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET[4]			TRANS. DEMAND FACTOR[5]			NON-RESIDENTIAL VEHICLE-MILES[9]				TOTAL VEHICLE MILES[10]
	DWELLING UNITS[1]	TDF[2]	VEHICLE MILES[3]	BASIC	SERVICE	RETAIL	BASIC[6]	SERVICE[7]	RETAIL[8]	BASIC	SERVICE	RETAIL	TOTAL	
		0.94					*0.65*	*1.44*	*2.41*					
SH121 CORRIDOR	10,259	3.76	38,574	2,043,965	962,000	7,755,488	2.60	5.76	7.76	5,314	5,541	60,190	71,045	109,619

VEHICLE-MILES OF INCREASE[11] (2025 - 2035)

SERVICE AREA	VEH-MILES
SH121 CORRIDOR	9,624

Notes:

[1] From Land Use Assumptions

[2] Transportation Demand Factor for the Service Area (from LUVMET) using Single Family Detached Housing land use and *trip generation rate*

[3] Calculated by multiplying TDF by the number of dwelling units

[4] From Land Use Assumptions

[5] *Trip generation rate* and Transportation Demand Factors from LUVMET for each land use

[6] 'Basic' corresponds to General Light Industrial land use and *trip generation rate*

[7] 'Service' corresponds to General Office Building land use and *trip generation rate*

[8] 'Retail' corresponds to Shopping Center (>150k) land use and *trip generation rate*

[9] Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

[10] Residential plus non-residential vehicle-mile totals for the SH 121 Corridor Service Area

[11] Total Vehicle-Miles (2025) subtracted from Total Vehicle-Miles (2035)

IV. Roadway Impact Fee Calculation

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for the service area. The maximum assessable impact fee is the sum of the eligible Roadway Impact Fee CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 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 7 illustrates the computation of the maximum assessable impact fee computed for the service area. Each row in the table is numbered to simplify explanation of the calculation.

Table 7 – Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
1	*Total Vehicle-Miles of Capacity Added by the CIP*	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 – CIP Service Units of Supply)

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

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

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

3	*Total Vehicle-Miles of Existing Deficiencies*	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 CIP – will have these additional vehicle-miles removed from the calculation.

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

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

5	*Total Cost of the CIP within the Service Area*	The total cost of the projects within the service area (from Table 4: 10-Year Capital Improvement Plan with Conceptual Level Cost Project Cost Projections)

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

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

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

7	*Cost to Meet Existing Needs and Usage*	The difference between the Total Cost of the CIP (Line 5) and the Cost of the Net Capacity supplied (Line 6). (Line 5 – Line 6)

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

8	*Total Vehicle-Miles of New Demand over Ten Years*	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 6)

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

9	*Percent of Capacity Added Attributable to New Growth*	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	*Chapter 395 Check*	

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

11	*Cost of Capacity Added Attributable to New Growth*	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 and 10).

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

12	*Pre-Credit CIP Cost Per Service Unit*	Found by dividing the Cost of the CIP attributed to growth by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8). (Line 11 / Line 8).

This value is the total Impact Fee CIP 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 Capital Improvement 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 City of The Colony has determined the maximum assessable impact fee per service unit shall be 50% of the total projected cost of implementing the capital improvements plan. Therefore, the *Percent of Fee Recoverable* (Line 13) is multiplied by the *Pre-Credit CIP Cost Per Service Unit* (Line 12) to obtain the *Maximum Assessable Fee Per Service Unit* (Line 14).

Table 8 summarizes these calculations previously mentioned and provides the maximum assessable impact fee.

Table 8 – Maximum Assessable Roadway Impact Fee

		SH 121 CORRIDOR
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE CIP (FROM CIP UNITS OF SUPPLY, **APPENDIX B**)	18,527
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM CIP UNITS OF SUPPLY, **APPENDIX B**)	7,048
3	TOTAL VEH-MI OF EXISTING DEFICIENCIES (FROM EXISTING FACILITIES INVENTORY, **APPENDIX C**)	1,780
4	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2 - LINE 3)	9,699
5	TOTAL COST OF THE CIP WITHIN SERVICE AREA (FROM **TABLE 4**)	$ 39,025,373
6	COST OF NET CAPACITY SUPPLIED (LINE 4 / LINE 1) * (LINE 5)	$ 20,430,026
7	COST TO MEET EXISTING NEEDS AND USAGE (LINE 5 - LINE 6)	$ 18,595,347
8	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM **TABLE 6** AND **LAND USE ASSUMPTIONS**)	9,624
9	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 8 / LINE 4)	99.2%
10	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	99.2%
11	COST OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 6 * LINE 10)	$ 20,266,586
12	PRE-CREDIT CIP COST PER SERVICE UNIT ($ PER VEH-MI) (LINE 11 / LINE 8)	$ 2,105
13	PERCENT OF FEE RECOVERABLE (FROM **CHAPTER 395** OF THE LOCAL GOVERNMENT CODE)	50%
14	MAX ASSESSABLE FEE PER SERVICE UNIT ($ PER VEH-MI) (LINE 12 * LINE 13)	$ 1,052

C. Service Unit Demand Per Unit 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 The Colony. 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, and industrial.

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

The source of the trip generation and pass-by statistics is ITE's Trip Generation Manual, 11th Edition, the latest edition of the definitive source for trip generation data. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The adjusted trip length values are based on the Regional Origin-Destination Travel Survey performed by the North Central Texas Council of Governments (NCTCOG) as well as average trip lengths from NHTS. The lower of the two trip lengths was utilized when calculating the transportation demand factor. 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 four (4) miles, the maximum trip length used for calculation is reduced to four (4) miles. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

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

Table 9. 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	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev Unit
PORT AND TERMINAL											
Intermodal Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	4.00	7.48
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.65			0.65	10.02	50%	5.01	4.00	2.60
Industrial Park	130	1,000 SF GFA	0.34			0.34	10.02	50%	5.01	4.00	1.36
Warehousing	150	1,000 SF GFA	0.18			0.18	10.02	50%	5.01	4.00	0.72
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	10.02	50%	5.01	4.00	0.60
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	9.79	50%	4.90	4.00	3.76
Multi-family Housing (Low-Rise) / Townhomes	220	Dwelling Unit	0.51			0.51	9.79	50%	4.90	4.00	2.04
Multi-family Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	9.79	50%	4.90	4.00	1.56
Multi-family Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	9.79	50%	4.90	4.00	1.28
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.58			0.58	9.79	50%	4.90	4.00	2.32
Senior Adult Housing-Detached	251	Dwelling Unit	0.30			0.30	9.79	50%	4.90	4.00	1.20
Senior Adult Housing-Attached	252	Dwelling Unit	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	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.36			0.36	6.43	50%	3.22	3.22	1.16
RECREATIONAL											
Golf Course	430	Acre	0.28			0.28	6.43	50%	3.22	3.22	0.90
Miniature Golf Course	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Golf Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.02
Movie Theater	445	Screens	13.96			13.96	6.43	50%	3.22	3.22	44.88
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	6.43	50%	3.22	3.22	4.28
Racquet / Tennis Club	491	Court	3.82			3.82	6.43	50%	3.22	3.22	12.28
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	6.43	50%	3.22	3.22	8.04
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
High School	530	Students	0.26			0.26	4.20	50%	2.10	2.10	0.55
Junior / Community College	540	Students	0.11			0.11	4.20	50%	2.10	2.10	0.23
University / College	550	Students	0.15			0.15	4.20	50%	2.10	2.10	0.32
Church	560	1,000 SF GFA	0.49			0.49	4.20	50%	2.10	2.10	1.03
Day Care Center	565	1,000 SF GFA	11.12	44%	C	6.23	4.20	50%	2.10	2.10	13.08
MEDICAL											
Hospital	610	1,000 SF GFA	0.86			0.86	7.55	50%	3.78	3.78	3.25
Nursing Home	620	Beds	0.14			0.14	7.55	50%	3.78	3.78	0.53
Clinic	630	1,000 SF GFA	3.69			3.69	7.55	50%	3.78	3.78	13.93
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	7.55	50%	3.78	3.78	9.32

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

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

C: 2021 Pass-by tables for ITE Trip Gen Appendices

Table 9 Cont'd. 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	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
OFFICE											
General Office Building	710	1,000 SF GFA	1.44			1.44	10.92	50%	5.46	4.00	5.76
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	10.92	50%	5.46	4.00	5.20
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	10.92	50%	5.46	4.00	7.04
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	10.92	50%	5.46	4.00	15.72
Office Park	750	1,000 SF GFA	1.30			1.30	10.92	50%	5.46	4.00	5.20
COMMERCIAL											
Automobile Related											
New Car Sales	840	1,000 SF GFA	2.42	20%	B	1.94	5.60	50%	2.80	2.80	5.42
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	C	2.79	5.60	50%	2.80	2.80	7.82
Tire Store	848	1,000 SF GFA	3.75	25%	C	2.81	5.60	50%	2.80	2.80	7.88
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	5.60	50%	2.80	2.80	8.15
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	5.60	50%	2.80	2.80	5.22
Gasoline/Service Station	944	Vehicle Fueling Position	13.91	57%	C	5.98	1.20	50%	0.60	0.60	3.59
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	56%	C	8.10	1.20	50%	0.60	0.60	4.86
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	C	4.37	4.79	50%	2.40	2.40	10.46
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	C	5.16	4.79	50%	2.40	2.40	12.35
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21	55%	B	14.94	4.79	50%	2.40	2.40	35.79
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	55%	C	14.86	4.79	50%	2.40	2.40	35.60
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99	70%	B	11.70	4.79	50%	2.40	2.40	28.01
Other Retail											
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	C	3.89	6.43	50%	3.22	3.22	12.50
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	6.43	50%	3.22	3.22	15.62
Shopping Center (>150k)	820	1,000 SF GFA	3.40	29%	C	2.41	6.43	50%	3.22	3.22	7.76
Shopping Plaza (40-150k)	821	1,000 SF GFA	5.19	40%	C	3.11	6.43	50%	3.22	3.22	10.01
Strip Retail Plaza (<40k)	822	1,000 SF GFA	6.59	40%	B	3.95	6.43	50%	3.22	3.22	12.71
Supermarket	850	1,000 SF GFA	8.95	24%	C	6.80	6.43	50%	3.22	3.22	21.87
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	C	1.33	6.43	50%	3.22	3.22	4.27
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	6.43	50%	3.22	3.22	11.25
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	6.43	50%	3.22	3.22	4.39
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.51	53%	C	4.00	6.43	50%	3.22	3.22	12.86
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	10.25	49%	C	5.23	6.43	50%	3.22	3.22	16.81
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	3.39	50%	1.70	1.70	12.34
Drive-In Bank	912	Drive-in Lanes	27.07	35%	C	17.60	3.39	50%	1.70	1.70	29.82
Hair Salon	918	1,000 SF GFA	1.45	30%	B	1.02	3.39	50%	1.70	1.70	1.72

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

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

C: 2021 Pass-by tables for ITE Trip Gen Appendices

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

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 9 [Land Use – Vehicle-mile Equivalency Table] Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.76
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	From Table 8, Line 14 [Maximum Assessable Fee Per Service Unit] Service Area: $1,052
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 * 3.76 * $1,052 Maximum Assessable Impact Fee = $3,956

Example 2 – Development Type – 125,000 square foot Home Improvement Superstore

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 9 [Land Use – Vehicle-mile Equivalency Table] 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: 4.27
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	From Table 8, Line 14 [Maximum Assessable Fee Per Service Unit] Service Area: $1,052
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 * 4.27 * $1,052 Maximum Assessable Impact Fee = $561,505

VI. Conclusion

The City of The Colony 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 The Colony within the SH 121 Corridor Service Area. The maximum assessable roadway impact fee calculated in this report is $1,052 per vehicle-mile.

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

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

APPENDICES

A. Conceptual Level Project Cost Projections

B. CIP Service Units of Supply

C. Existing Roadway Facilities Inventory

A. Conceptual Level Project Cost Projections

The Colony - 2025 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Roadway Improvements - SH 121 Corridor Service Area

#	Class	Project	Limits	Status	Project Cost
1	4U-B (1/2)	S. Colony Blvd. (1)	Lakeshore Blvd to Westport Dr	Widening	$ 655,000
2	6D (1/3)	S. Colony Blvd. (2)	Main St. to Paige Rd.	Median	$ 3,760,000
3	4D-C	S. Colony Blvd. (3)	Paige Rd. to Bear Run Rd.	Completed	$ 393,553
4	6D (1/3)	S. Colony Blvd. (4)	Paige Rd. to Memorial Dr	Median	$ 2,030,000
5	4D-C	S. Colony Blvd. Overpass	350' N of SH 121 SBFR to Grandscape Blvd	Completed	$ 5,132,914
6	4D-C	Memorial Dr. (1)	Standridge Dr. to 570' W. of Main St.	Completed	$ 1,730,726
7	4D-C	Memorial Dr. (2)	570' W. of Main St. to Main St.	Completed	$ 370,009
8	6D (1/3)	Memorial Dr. (3)	Main St. to City Limits	Median	$ 9,335,000
9	4D-C (1/2)	Memorial Dr. (4)	Blair Oaks Dr. to Paige Rd.	Completed	$ 136,971
10	4U-A (1/2)	Standridge Dr. (1)	510' N of Memorial Dr. to 245' S of Cedar Ridge Ct.	Widening	$ 1,426,000
11	6D (1/3)	Standridge Dr. (2)	Memorial Dr. to 510' N of Memorial Dr.	Median	$ 373,000
12	8D (1/4)	Main St.	Cougar Aly to S Colony Blvd.	Median	$ 352,600
13	6D-B & 8D-A	Paige Rd.	SH 121 to S. Colony Blvd.	Completed	$ 3,560,302
14	4U-A (1/2)	Morningstar Dr.	Crestwood Ln. to N. Colony Blvd.	Widening	$ 1,991,000
15	4U-A	Blair Oaks Dr.	SH 121 to Memorial Dr.	Widening	$ 2,020,000
16	4D-C (1/2)	Memorial Dr. (5)	Paige Rd. to 840' E. of Paige Rd.	Completed	$ 121,706
17	6D (1/3)	Memorial Dr. (6)	Standridge Dr. to 570' W. of Main St.	Median	$ 2,514,000
18	4D-C	Memorial Dr. (7)	Worley Dr to S. Colony Blvd	Completed	$ 870,893
Intersection Improvements					
I-1	-	SH 121 Deceleration Lanes (1)	Paige Rd. - SB	New	$ 275,000
I-2	-	SH 121 Deceleration Lanes (1)	Morning Star. - SB	New	$ 275,000
I-3	-	SH 121 Deceleration Lanes (1)	Blair Oaks Dr. - SB	New	$ 275,000
I-4	-	Paige Rd./Nash Dr. & Paige Rd/Norris	Nash Drive to Norris	New	$ 600,000
I-5	-	Standridge Dr & Memorial Dr	Standridge Dr. / Memorial Dr Signal	Completed	$ 379,545
I-6	-	S Colony Blvd / Floor & Décor	S Colony Blvd / Floor & Décor Signal	Future	$ 401,664
				TOTAL	**$ 38,979,883**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.
The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance, Engineering Design Manual, or the determination of the City Engineer for a specific project.

The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**1**
Name:	S. Colony Blvd. (1)	**This project consists of the construction of the southern two lanes of an ultimate four-lane undivided section.**		
Limits:	Lakeshore Blvd to Westport Dr			
Impact Fee Class:	4U-B (1/2)			
Ultimate Class:	Minor Collector			
Length (lf):	770			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	1,027	cy	$ 32.00	$ 32,864
210	8" Grade A, Type 1 or 2 Flex Base	1,968	sy	$ 36.00	$ 70,848
310	7" Concrete Pavement	1,925	sy	$ 74.00	$ 142,450
410	4" Topsoil	685	sy	$ 12.00	$ 8,220
501	Concrete Driveway Approach	1	ea	$ 4,000.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 258,382**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 10,335
√	Traffic Control	Construction Phase Traffic Control	15%	$ 38,757
√	Pavement Markings/Markers		3%	$ 7,751
√	Roadway Drainage	Standard Internal System	35%	$ 90,434
	Special Drainage Structures	None Anticipated	$0	$ -
√	Water	Minor Adjustments	2%	$ 5,168
√	Sewer	Minor Adjustments	5%	$ 12,919
√	Landscaping and Irrigation		5%	$ 12,919
√	Illumination	Standard Ilumination System	6%	$ 15,503
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 193,786**
			Paving and Allowance Subtotal:	**$ 452,168**
			Construction Contingency: 15%	$ 67,825
			Construction Cost TOTAL:	**$ 520,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 520,000**
Engineering/Survey/Testing:		20%	$ 104,000
Mobilization		6%	$ 31,200
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 655,000**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**2**
Name:	S. Colony Blvd. (2)	**This project consists of the construction of the additional two lanes to complete the six lane divided minor arterial.**		
Limits:	Main St. to Paige Rd.			
Impact Fee Class:	6D (1/3)			
Ultimate Class:	Minor Arterial			
Length (lf):	5,205			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	7,519	cy	$ 32.00	$ 240,608
209	8" Grade A, Type 1 or 2 Flex Base	14,458	sy	$ 36.00	$ 520,500
309	8" Concrete Pavement	14,458	sy	$ 80.00	$ 1,156,667
409	4" Topsoil	8,675	sy	$ 12.00	$ 104,100
501	Concrete Driveway Approach	5	ea	$ 4,000.00	$ 20,820
				Paving Construction Cost Subtotal:	**$ 2,042,695**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 81,708
√	Traffic Control	Construction Phase Traffic Control	15%	$ 306,404
√	Pavement Markings/Markers		3%	$ 61,281
	Roadway Drainage	None Anticipated	0%	$ -
	Special Drainage Structures	None Anticipated	$0	$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Landscaping and Irrigation		5%	$ 102,135
	Illumination	None Anticipated	0%	$ -
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 551,528**
			Paving and Allowance Subtotal:	**$ 2,594,223**
			Construction Contingency: 15%	$ 389,133
			Construction Cost TOTAL:	**$ 2,984,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 2,984,000**
Engineering/Survey/Testing:		20%	$ 596,800
Mobilization		6%	$ 179,040
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 3,760,000**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony
2025 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**3**
Name:	S. Colony Blvd. (3)	**This project consisted of the reconstruction of an existing asphalt section to a four-lane divided arterial. The City's actual cost for this project was $393,553.**		
Limits:	Paige Rd. to Bear Run Rd.			
Impact Fee Class:	4D-C			
Ultimate Class:	Minor Arterial			
Length (lf):	855			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:		-	**$ 393,553**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 393,553**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.
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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**4**
Name:	S. Colony Blvd. (4)	**This project consists of the construction of the additional two lanes to copmlete the six-lane divided minor arterial.**		
Limits:	Paige Rd. to Memorial Dr			
Impact Fee Class:	6D (1/3)			
Ultimate Class:	Minor Arterial			
Length (lf):	2,810			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	4,059	cy	$ 32.00	$ 129,888
209	8" Grade A, Type 1 or 2 Flex Base	7,806	sy	$ 36.00	$ 281,000
309	8" Concrete Pavement	7,806	sy	$ 80.00	$ 624,444
409	4" Topsoil	4,683	sy	$ 12.00	$ 56,200
501	Concrete Driveway Approach	3	ea	$ 4,000.00	$ 11,240
				Paving Construction Cost Subtotal:	**$ 1,102,772**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 44,111
√	Traffic Control	Construction Phase Traffic Control	15%	$ 165,416
√	Pavement Markings/Markers		3%	$ 33,083
	Roadway Drainage	None Anticipated	0%	$ -
	Special Drainage Structures	None Anticipated	$0	$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Landscaping and Irrigation		5%	$ 55,139
	Illumination	None Anticipated	0%	$ -
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 297,749**
			Paving and Allowance Subtotal:	**$ 1,400,521**
			Construction Contingency: 15%	$ 210,078
			Construction Cost TOTAL:	**$ 1,611,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,611,000**
Engineering/Survey/Testing:		20%	$ 322,200
Mobilization		6%	$ 96,660
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 2,030,000**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**5**
Name:	S. Colony Blvd. Overpass	**This project consists of the construction of an overpass connecting South Colony Blvd. with Grandscape Blvd. / Nebraska Furniture Mart Dr. The $5,132,914 is the City's cost towards this improvement.**		
Limits:	350' N of SH 121 SBFR to Grandscape Blvd			
Impact Fee Class:	4D-C			
Ultimate Class:	Minor Arterial			
Length (lf):	1,700			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:		-	**$ 5,132,914**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 5,132,914**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the the City of The Colony.

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 Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**6**
Name:	Memorial Dr. (1)	**This project consisted of the construction of four lanes of an ultimate six-lane divided facility. The City's contribution to this project was $1,730,726.**		
Limits:	Standridge Dr. to 570' W. of Main St.			
Impact Fee Class:	4D-C			
Ultimate Class:	Major Arterial			
Length (lf):	3,475			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:		-	**$ 1,730,726**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 1,730,726**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**7**
Name:	Memorial Dr. (2)	**This project consisted of the construction of four lanes of an ultimate six-lane divided facility. The City's contribution to this project was $370,009.**		
Limits:	570' W. of Main St. to Main St.			
Impact Fee Class:	4D-C			
Ultimate Class:	Major Arterial			
Length (lf):	570			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:		-	**$ 370,009**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 370,009**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**8**
Name:	Memorial Dr. (3)	**This project consists of the construction of the additional two lanes to complete the six-lane divided major arterial.**		
Limits:	Main St. to City Limits			
Impact Fee Class:	6D (1/3)			
Ultimate Class:	Major Arterial			
Length (lf):	12,925			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	18,670	cy	$ 32.00	$ 597,440
209	8" Grade A, Type 1 or 2 Flex Base	35,903	sy	$ 36.00	$ 1,292,508
309	8" Concrete Pavement	35,903	sy	$ 80.00	$ 2,872,240
409	4" Topsoil	21,542	sy	$ 12.00	$ 258,504
501	Concrete Driveway Approach	13	ea	$ 4,000.00	$ 52,000
				Paving Construction Cost Subtotal:	**$ 5,072,692**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 202,908
√	Traffic Control	Construction Phase Traffic Control	15%	$ 760,904
√	Pavement Markings/Markers		3%	$ 152,181
	Roadway Drainage	None Anticipated	0%	$ -
	Special Drainage Structures	None Anticipated	$0	$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Landscaping and Irrigation		5%	$ 253,635
	Illumination	None Anticipated	0%	$ -
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 1,369,628**
			Paving and Allowance Subtotal:	**$ 6,442,320**
			Construction Contingency: 15%	$ 966,348
			Construction Cost TOTAL:	**$ 7,409,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 7,409,000**
Engineering/Survey/Testing:		20%	$ 1,481,800
Mobilization		6%	$ 444,540
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 9,335,000**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony
2025 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**9**
Name:	Memorial Dr. (4)	**This project consisted of the construction of two lanes of an ultimate six-lane divided facility. The City's previous actual contribution for the existing four-lane facility was $136,971**		
Limits:	Blair Oaks Dr. to Paige Rd.			
Impact Fee Class:	4D-C (1/2)			
Ultimate Class:	Minor Arterial			
Length (lf):	3,320			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:			**$ 136,971**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 136,971**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.
The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance, Engineering Design Manual, or the determination of the City Engineer for a specific project.

The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:	**Description:**	**Project No.**	**10**
Name:	Standridge Dr. (1)	**This project consists of the widening of an existing two-lane facility to a four-lane undivided major collector.**	
Limits:	510' N of Memorial Dr. to 245' S of Cedar Ridge Ct.		
Impact Fee Class:	4U-A (1/2)		
Ultimate Class:	Major Collector		
Length (lf):	1,245		
Service Area(s):	SH 121 Corridor		

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	2,214	cy	$ 32.00	$ 70,848
211	8" Grade A, Type 1 or 2 Flex Base	4,289	sy	$ 36.00	$ 154,404
311	7" Concrete Pavement	4,220	sy	$ 74.00	$ 312,280
411	4" Topsoil	1,384	sy	$ 12.00	$ 16,608
501	Concrete Driveway Approach	2	ea	$ 4,000.00	$ 8,000
				Paving Construction Cost Subtotal:	**$ 562,140**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 22,486
√	Traffic Control	Construction Phase Traffic Control	15%	$ 84,321
√	Pavement Markings/Markers		3%	$ 16,864
√	Roadway Drainage	Standard Internal System	35%	$ 196,749
	Special Drainage Structures	None Anticipated	$0	$ -
√	Water	Minor Adjustments	2%	$ 11,243
√	Sewer	Minor Adjustments	5%	$ 28,107
√	Landscaping and Irrigation		5%	$ 28,107
√	Illumination	Standard Ilumination System	6%	$ 33,728
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 421,605**
			Paving and Allowance Subtotal:	**$ 983,745**
			Construction Contingency: 15%	$ 147,562
			Construction Cost TOTAL:	**$ 1,132,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,132,000**
Engineering/Survey/Testing:		20%	$ 226,400
Mobilization		6%	$ 67,920
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 1,426,000**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**11**
Name:	Standridge Dr. (2)	**This project consists of the construction of the median lanes to complete the six-lane divided arterial.**		
Limits:	Memorial Dr. to 510' N of Memorial Dr.			
Impact Fee Class:	6D (1/3)			
Ultimate Class:	Major Arterial			
Length (lf):	510			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	737	cy	$ 32.00	$ 23,584
209	8" Grade A, Type 1 or 2 Flex Base	1,417	sy	$ 36.00	$ 51,012
309	8" Concrete Pavement	1,417	sy	$ 80.00	$ 113,360
409	4" Topsoil	850	sy	$ 12.00	$ 10,200
501	Concrete Driveway Approach	1	ea	$ 4,000.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 202,156**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 8,086
√	Traffic Control	Construction Phase Traffic Control	15%	$ 30,323
√	Pavement Markings/Markers		3%	$ 6,065
	Roadway Drainage	None Anticipated	0%	$ -
	Special Drainage Structures	None Anticipated	$0	$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Landscaping and Irrigation		5%	$ 10,108
	Illumination	None Anticipated	0%	$ -
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 54,582**
			Paving and Allowance Subtotal:	**$ 256,738**
			Construction Contingency: 15%	$ 38,511
			Construction Cost TOTAL:	**$ 296,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 296,000**
Engineering/Survey/Testing:		20%	$ 59,200
Mobilization		6%	$ 17,760
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 373,000**

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The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance, Engineering Design Manual, or the determination of the City Engineer for a specific project.

The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**12**
Name:	Main St.	**This project consists of the construction of the median lanes to complete the eight-lane divided arterial.**		
Limits:	Cougar Aly to S Colony Blvd.			
Impact Fee Class:	8D (1/4)			
Ultimate Class:	Major Arterial			
Length (lf):	2,440			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	3,525	cy	$ 32.00	$ 112,800
212	8" Grade A, Type 1 or 2 Flex Base	6,778	sy	$ 36.00	$ 244,000
312	8" Concrete Pavement	6,778	sy	$ 80.00	$ 542,222
412	4" Topsoil	4,067	sy	$ 12.00	$ 48,800
501	Concrete Driveway Approach	2	ea	$ 4,000.00	$ 9,760
				Paving Construction Cost Subtotal:	**$ 957,582**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 38,303
√	Traffic Control	Construction Phase Traffic Control	15%	$ 143,637
√	Pavement Markings/Markers		3%	$ 28,727
	Roadway Drainage	None Anticipated	0%	$ -
	Special Drainage Structures	None Anticipated	$0	$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Landscaping and Irrigation		5%	$ 47,879
	Illumination	None Anticipated	0%	$ -
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 258,546**
			Paving and Allowance Subtotal:	**$ 1,216,128**
			Construction Contingency: 15%	$ 182,419
			Construction Cost TOTAL:	**$ 1,399,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,399,000**
Engineering/Survey/Testing:		20%	$ 279,800
Mobilization		6%	$ 83,940
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL (20% City Contribution)	**$ 352,600**

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The Colony
2025 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**13**
Name:	Paige Rd.	**This project consisted of the construction of a six-lane divided arterial north of Memorial Dr and an eight-lane arterial south of Memorial Dr. The City's total cost for this project was $3,560,302.**		
Limits:	SH 121 to S. Colony Blvd.			
Impact Fee Class:	6D-B & 8D-A			
Ultimate Class:	Minor/Major Arterial			
Length (lf):	4,405			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:		-	**$ 3,560,302**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 3,560,302**

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**14**
Name:	Morningstar Dr.	**This project consists of the widening of an existing two-lane facility to a four-lane undivided collector.**		
Limits:	Crestwood Ln. to N. Colony Blvd.			
Impact Fee Class:	4U-A (1/2)			
Ultimate Class:	Major Collector			
Length (lf):	1,745			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	3,103	cy	$ 32.00	$ 99,296
211	8" Grade A, Type 1 or 2 Flex Base	6,011	sy	$ 36.00	$ 216,396
311	7" Concrete Pavement	5,914	sy	$ 74.00	$ 437,636
411	4" Topsoil	1,939	sy	$ 12.00	$ 23,268
501	Concrete Driveway Approach	2	ea	$ 4,000.00	$ 8,000
				Paving Construction Cost Subtotal:	**$ 784,596**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 31,384
√	Traffic Control	Construction Phase Traffic Control	15%	$ 117,689
√	Pavement Markings/Markers		3%	$ 23,538
√	Roadway Drainage	Standard Internal System	35%	$ 274,609
	Special Drainage Structures	None Anticipated	$0	$ -
√	Water	Minor Adjustments	2%	$ 15,692
√	Sewer	Minor Adjustments	5%	$ 39,230
√	Landscaping and Irrigation		5%	$ 39,230
√	Illumination	Standard Ilumination System	6%	$ 47,076
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 588,448**
			Paving and Allowance Subtotal:	**$ 1,373,044**
			Construction Contingency: 15%	$ 205,957
			Construction Cost TOTAL:	**$ 1,580,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,580,000**
Engineering/Survey/Testing:		20%	$ 316,000
Mobilization		6%	$ 94,800
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 1,991,000**

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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**15**
Name:	Blair Oaks Dr.	**This project consists of the widening of an existing facility to a four-lane undivided collector.**		
Limits:	SH 121 to Memorial Dr.			
Impact Fee Class:	4U-A			
Ultimate Class:	Major Collector			
Length (lf):	890			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	3,165	cy	$ 32.00	$ 101,280
203	8" Grade A, Type 1 or 2 Flex Base	6,132	sy	$ 36.00	$ 220,752
303	7" Concrete Pavement	6,033	sy	$ 74.00	$ 446,442
403	4" Topsoil	1,978	sy	$ 12.00	$ 23,736
501	Concrete Driveway Approach	1	ea	$ 4,000.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 796,210**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 31,848
√	Traffic Control	Construction Phase Traffic Control	15%	$ 119,432
√	Pavement Markings/Markers		3%	$ 23,886
√	Roadway Drainage	Standard Internal System	35%	$ 278,674
	Special Drainage Structures	None Anticipated	$0	$ -
√	Water	Minor Adjustments	2%	$ 15,924
√	Sewer	Minor Adjustments	5%	$ 39,811
√	Landscaping and Irrigation		5%	$ 39,811
√	Illumination	Standard Ilumination System	6%	$ 47,773
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 597,159**
			Paving and Allowance Subtotal:	**$ 1,393,369**
			Construction Contingency: 15%	$ 209,005
			Construction Cost TOTAL:	**$ 1,603,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,603,000**
Engineering/Survey/Testing:		20%	$ 320,600
Mobilization		6%	$ 96,180
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 2,020,000**

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The Colony
2025 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**16**
Name:	Memorial Dr. (5)	**This project consisted of the construction of two northern lanes of an ultimate six-lane divided facility adjacent to the Home Depot. The City's previous actual contribution for the existing four-lane facility was $121,706.**		
Limits:	Paige Rd. to 840' E. of Paige Rd.			
Impact Fee Class:	4D-C (1/2)			
Ultimate Class:	Major Arterial			
Length (lf):	840			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:			**$ 121,706**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 121,706**

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of The Colony.
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The Colony

2025 Roadway Impact Fee Update

Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**17**
Name:	Memorial Dr. (6)	**This project consists of the construction of the median lanes to complete the six-lane divided arterial.**		
Limits:	Standridge Dr. to 570' W. of Main St.			
Impact Fee Class:	6D (1/3)			
Ultimate Class:	Major Arterial			
Length (lf):	3,475			
Service Area(s):	SH 121 Corridor			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	5,020	cy	$ 32.00	$ 160,640
209	8" Grade A, Type 1 or 2 Flex Base	9,653	sy	$ 36.00	$ 347,508
309	8" Concrete Pavement	9,653	sy	$ 80.00	$ 772,240
409	4" Topsoil	5,792	sy	$ 12.00	$ 69,504
501	Concrete Driveway Approach	4	ea	$ 4,000.00	$ 16,000
				Paving Construction Cost Subtotal:	**$ 1,365,892**

Major Construction Component Allowances:**

	Item Description	Notes	Allowance	Item Cost
√	Prep ROW		4%	$ 54,636
√	Traffic Control	Construction Phase Traffic Control	15%	$ 204,884
√	Pavement Markings/Markers		3%	$ 40,977
	Roadway Drainage	None Anticipated	0%	$ -
	Special Drainage Structures	None Anticipated	$0	$ -
	Water	None Anticipated	0%	$ -
	Sewer	None Anticipated	0%	$ -
√	Landscaping and Irrigation		5%	$ 68,295
	Illumination	None Anticipated	0%	$ -
	Other:		$0	$ -
**Allowances based on % of Paving Construction Cost Subtotal			**Allowance Subtotal:**	**$ 368,792**
			Paving and Allowance Subtotal:	**$ 1,734,684**
			Construction Contingency: 15%	$ 260,203
			Construction Cost TOTAL:	**$ 1,995,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	**$ 1,995,000**
Engineering/Survey/Testing:		20%	$ 399,000
Mobilization		6%	$ 119,700
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	$ -
		Impact Fee Project Cost TOTAL:	**$ 2,514,000**

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The Colony
2025 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 9/18/2025

Project Information:		**Description:**	**Project No.**	**18**
Name:	Memorial Dr. (7)	**This project consisted of the construction of four lanes of an ultimate six-lane divided facility of Memorial Dr. The City's previous actual roadway contribution for the existing four-lane facility was $870,893.**		
Limits:	Worley Dr to S. Colony Blvd			
Impact Fee Class:	4D-C			
Ultimate Class:	Major Arterial			
Length (lf):	1,580			
Service Area(s):	SH 121 Corridor			

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Actual Construction Cost:			**$ 870,893**
Construction Cost Estimate From City			
Engineering/Survey/Testing:			
ROW/Easement Acquisition:			
	Impact Fee Project Cost TOTAL:		**$ 870,893**

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B. CIP Service Units of Supply

The Colony - 2025 Roadway Impact Fee Update

CIP Service Units of Supply

SH 121 Corridor Service Area

9/18/2025

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
1	S. Colony Blvd. (1)	Lakeshore Blvd to Westport Dr	0.15	4	4U-B (1/2)	530	100%	475	285	80	206	$ 655,000	$ 655,000
2	S. Colony Blvd. (2)	Main St. to Paige Rd.	0.99	2	6D (1/3)	0	100%	700	1,386	0	1,386	$ 3,760,000	$ 3,760,000
3	S. Colony Blvd. (3)	Paige Rd. to Bear Run Rd.	0.16	4	4D-C	650	100%	650	416	104	312	$ 393,553	$ 393,553
4	S. Colony Blvd. (4)	Paige Rd. to Memorial Dr	0.53	2	6D (1/3)	0	100%	700	742	0	742	$ 2,030,000	$ 2,030,000
5	S. Colony Blvd. Overpass	350' N of SH 121 SBFR to Grandscape Blvd	0.32	4	4D-C	650	100%	650	832	208	624	$ 5,132,914	$ 5,132,914
6	Memorial Dr. (1)	Standridge Dr. to 570' W. of Main St.	0.66	4	4D-C	650	100%	650	1,716	429	1,287	$ 1,730,726	$ 1,730,726
7	Memorial Dr. (2)	570' W. of Main St. to Main St.	0.11	4	4D-C	608	100%	650	286	67	219	$ 370,009	$ 370,009
8	Memorial Dr. (3)	Main St. to City Limits	2.45	2	6D (1/3)	0	100%	700	3,430	0	3,430	$ 9,335,000	$ 9,335,000
9	Memorial Dr. (4)	Blair Oaks Dr. to Paige Rd.	0.63	4	4D-C (1/2)	274	100%	650	1,638	173	1,465	$ 136,971	$ 136,971
10	Standridge Dr. (1)	510' N of Memorial Dr. to 245' S of Cedar Ridge Ct.	0.24	4	4U-A (1/2)	2,226	100%	475	456	534	-78	$ 1,426,000	$ 1,426,000
11	Standridge Dr. (2)	Memorial Dr. to 510' N of Memorial Dr.	0.10	2	6D (1/3)	0	100%	700	140	0	140	$ 373,000	$ 373,000
12	Main St.	Cougar Aly to S Colony Blvd.	0.46	2	8D (1/4)	0	100%	700	644	0	644	$ 352,600	$ 352,600
13	Paige Rd.	SH 121 to S. Colony Blvd.	0.83	6	6D-B & 8D-A	2,226	100%	700	3,486	1,848	1,638	$ 3,560,302	$ 3,560,302
14	Morningstar Dr.	Crestwood Ln. to N. Colony Blvd.	0.33	4	4U-A (1/2)	2,226	100%	475	627	735	-108	$ 1,991,000	$ 1,991,000
15	Blair Oaks Dr.	SH 121 to Memorial Dr.	0.17	4	4U-A	2,226	100%	475	323	378	-55	$ 2,020,000	$ 2,020,000
16	Memorial Dr. (5)	Paige Rd. to 840' E. of Paige Rd.	0.16	4	4D-C (1/2)	2,226	100%	650	416	356	60	$ 121,706	$ 121,706
17	Memorial Dr. (6)	Standridge Dr. to 570' W. of Main St.	0.66	2	6D (1/3)	2,226	100%	700	924	1,469	-545	$ 2,514,000	$ 2,514,000
18	Memorial Dr. (7)	Worley Dr to S. Colony Blvd	0.30	4	4D-C	2,226	100%	650	780	668	112	$ 870,893	$ 870,893
					Intersection Improvements								
I-1	SH 121 Deceleration Lanes (1)	Paige Rd. - SB	-	-	-	-	100%	-	-	-	-	$ 275,000	$ 275,000
I-2	SH 121 Deceleration Lanes (1)	Morning Star. - SB	-	-	-	-	100%	-	-	-	-	$ 275,000	$ 275,000
I-3	SH 121 Deceleration Lanes (1)	Blair Oaks Dr. - SB	-	-	-	-	100%	-	-	-	-	$ 275,000	$ 275,000
I-4	Paige Rd./Nash Dr. & Paige Rd/Norris	Nash Drive to Norris	-	-	-	-	100%	-	-	-	-	$ 600,000	$ 600,000
I-5	Standridge Dr & Memorial Dr	Standridge Dr. / Memorial Dr Signal	-	-	-	-	100%	-	-	-	-	$ 379,545	$ 379,545
I-6	S Colony Blvd / Floor & Décor	S Colony Blvd / Floor & Décor Signal	-	-	-	-	100%	-	-	-	-	$ 401,664	$ 401,664
SUBTOTAL									**18,527**	**7,048**	**11,479**	**$ 38,979,883**	**$ 38,979,883**

Roadway Impact Fee Study Cost $ 45,490

TOTAL COST IN SH 121 CORRIDOR SERVICE AREA $ 39,025,373

C. Existing Roadway Facilities Inventory

The Colony - 2025 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

The Colony

7/18/2025

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Built Out to Ultimate Configuration	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NB/EB	SB/WB			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Baker Dr	Petit St	Morning Star Dr	860	0.16	1	1	2U-C	Yes	39	39	100%	425	425	69	69	6	6	63	63		
Baker Dr	Slay Dr	Petit St	1,270	0.24	1	1	2U-C	Yes	39	39	100%	425	425	102	102	9	9	93	93		
Baker Dr	758' SE of Paige Rd	Slay Dr	690	0.13	1	1	2U-C	Yes	39	39	100%	425	425	56	56	5	5	50	50		
Baker Dr	Paige Rd	758' SE of Paige Rd	760	0.14	1	1	2U-C	Yes	39	39	100%	425	425	61	61	6	6	56	56		
Bargain Way	Nebraska Funiture Mart Dr	EB SH 121	905	0.17	2	2	4D-C	Yes	214	900	100%	650	650	223	223	37	154	186	69		
Bargain Way	Plano Pkwy	Nebraska Furniture Mart Dr	885	0.17	1	1	2U-C	Yes	214	900	100%	425	425	71	71	36	151	35	-80		80
Blair Oaks Dr	W SH 121	Memorial Dr	890	0.17	2	2	4U-B	No	265	265	100%	475	475	160	160	45	45	115	115		
Blair Oaks Dr	Memorial Dr	Cougar Aly	625	0.12	1	1	2U-C	Yes	325	325	100%	425	425	50	50	38	38	12	12		
Blair Oaks Dr	Cougar Aly	Arbor Glen Rd	1,960	0.37	1	1	2U-C	Yes	325	325	100%	425	425	158	158	121	121	37	37		
Blair Oaks Dr	Arbor Glen Rd	Amhurst Ln	435	0.08	1	1	2U-C	Yes	325	325	100%	425	425	35	35	27	27	8	8		
Blair Oaks Dr	Amhurst Ln	Aztec Dr	295	0.06	1	1	2U-C	Yes	325	325	100%	425	425	24	24	18	18	6	6		
Blair Oaks Dr	Aztec Dr	Avery Ln	450	0.09	1	1	2U-C	Yes	325	325	100%	425	425	36	36	28	28	9	9		
Blair Oaks Dr	Avery Ln	S Colony Blvd	325	0.06	1	1	2U-C	Yes	325	325	100%	425	425	26	26	20	20	6	6		
Blair Oaks Dr	S Colony Blvd	Hackney Ln	465	0.09	1	1	2U-C	Yes	304	304	100%	425	425	37	37	27	27	11	11		
Cougar Alley Dr	Cougar Aly	Cougar Aly	430	0.08	1	1	2U-C	Yes	100	174	100%	425	425	35	35	8	14	26	20		
Cougar Alley Dr	Main St	Cougar Aly	1,860	0.35	1	1	2U-C	Yes	100	174	100%	425	425	150	150	35	61	114	88		
Destination Dr	Plano Pkwy	570 SW Grove Ln	545	0.10	2	2	4D-C	Yes	427	1799	100%	650	650	134	134	44	186	90	-52		52
Destination Dr	Grove Ln	570 SW Grove Ln	575	0.11	2	2	4D-C	Yes	427	1799	100%	650	650	142	142	47	196	95	-54		54
Destination Dr	Grandscape Blvd	EB SH 121	1,460	0.28	2	2	4D-C	Yes	427	1799	100%	650	650	359	359	118	497	241	-138		138
Destination Dr	Grove Ln	Grandscape Blvd	5,635	1.07	2	2	4D-C	Yes	427	1799	100%	650	650	1,387	1,387	456	1,920	932	-533		533
Grandscape Blvd	Grandscape Blvd	EB SH 121	2,705	0.51	3	3	6D-B	Yes	427	1799	100%	700	700	1,076	1,076	219	922	857	154		
Grandscape Blvd	580' NE of Nebraska Furniture Mart Dr	Grandscape Blvd	1,525	0.29	3	3	6D-B	Yes	427	1799	100%	700	700	607	607	123	520	483	87		
Grandscape Blvd	Destination Dr	580' NE of Nebraska Funiture Mart Dr	2,685	0.51	3	3	6D-B	Yes	427	1799	100%	700	700	1,068	1,068	217	915	851	153		
Grandscape Blvd	W Spring Creek Pkwy	Destination Dr	4,185	0.79	3	3	6D-B	Yes	427	1799	100%	700	700	1,664	1,664	338	1,426	1,326	239		
Main St	Cougar Aly	Friendship Ln	1,525	0.29	4	4	8D-A	No	2671	1891	100%	700	700	809	809	771	546	37	263		
Main St	Memorial Dr	Cougar Aly	3,890	0.74	4	4	8D-A	Yes	2671	1891	100%	700	700	2,063	2,063	1,968	1,393	95	670		
Main St	Friendship Ln	QT	1,430	0.27	4	4	8D-A	No	2773	1786	100%	700	700	758	758	751	484	7	275		
Main St	QT	S Colony Blvd	1,880	0.36	4	4	8D-A	No	2773	1786	100%	700	700	997	997	987	636	10	361		
Main St	EB SH 121	Memorial Dr	3,000	0.57	4	4	8D-A	Yes	1470	1923	100%	700	700	1,591	1,591	835	1,093	756	498		
Market St	WB SH 121	Memorial Dr	550	0.10	2	2	4U-B	Yes	464	330	100%	475	475	99	99	48	34	51	65		
Memorial Dr	600' SW of Main St	Main St	1,140	0.22	3	3	6D-B	Yes	928	661	100%	700	700	453	453	200	143	253	311		
Memorial Dr	Worley Dr	Sundance Dr	820	0.16	3	3	6D-A	No	516	417	100%	700	700	326	326	80	65	246	261		
Memorial Dr	Market St	600' SW Of Main St	4,395	0.83	3	3	6D-B	No	928	661	100%	700	700	1,748	1,748	772	550	976	1,198		
Memorial Dr	Blair Oaks Dr	Paige Rd	6,595	1.25	3	3	6D-B	No	647	502	100%	700	700	2,623	2,623	808	627	1,815	1,996		
Memorial Dr	Standridge Dr	Market St	2,550	0.48	3	3	6D-B	No	928	661	100%	700	700	1,014	1,014	448	319	566	695		
Memorial Dr	Marlar Ln	BNSF RR	2,930	0.55	3	3	6D-A	No	405	1277	100%	700	700	1,165	1,165	225	709	941	457		
Memorial Dr	Morning Star Dr	Marlar Ln	2,095	0.40	3	3	6D-A	No	405	1277	100%	700	700	833	833	161	507	673	327		
Memorial Dr	Sundance Dr	S Colony Blvd	1,125	0.21	3	3	6D-A	No	516	417	100%	700	700	447	447	110	89	338	359		
Memorial Dr	Paige Rd	Worley Dr	3,675	0.70	3	3	6D-A	No	516	417	100%	700	700	1,462	1,462	359	290	1,103	1,171		
Memorial Dr	Colony Blvd	Morning Star Dr	3,700	0.70	3	3	6D-A	No	540	693	100%	700	700	1,472	1,472	378	486	1,093	986		

Memorial Dr	Main St	BlairOaks Dr	3,695	0.70	3	3	6D-B	No	662	505	100%	700	700	1,470	1,470	463	353	1,006	1,116		
Morning Star Dr	WB SH 121	Crescent Dr	2,085	0.39	2	2	4D-C	Yes	228	135	100%	650	650	513	513	90	53	423	460		
Morning Star Dr	Chesapeake Dr	370' N of Memorial Dr	605	0.11	2	2	4U-A	Yes	839	340	100%	475	475	109	109	96	39	13	70		
Morning Star Dr	N Colony Blvd	Phelps St	180	0.03	2	2	4U-A	No	839	340	100%	475	475	32	32	29	12	4	21		
Morning Star Dr	Perrin St	Baker Dr	285	0.05	2	2	4U-A	No	839	340	100%	475	475	51	51	45	18	6	33		
Morning Star Dr	Baker Dr	Crestwood Ln	625	0.12	2	2	4U-A	No	839	340	100%	475	475	112	112	99	40	13	72		
Morning Star Dr	Alister Ln	Glenview Ln	570	0.11	2	2	4U-A	Yes	839	340	100%	475	475	103	103	91	37	12	66		
Morning Star Dr	Phelps St	Pearce St	285	0.05	2	2	4U-A	No	839	340	100%	475	475	51	51	45	18	6	33		
Morning Star Dr	370' N of Memorial Dr	Memorial Dr	695	0.13	2	2	4U-A	Yes	839	340	100%	475	475	125	125	110	45	15	80		
Morning Star Dr	Crescent Dr	Memorial Dr	1,915	0.36	2	2	4D-C	Yes	228	135	100%	650	650	471	471	83	49	389	423		
Morning Star Dr	Legend Ln	Alister Ln	265	0.05	2	2	4U-A	Yes	839	340	100%	475	475	48	48	42	17	6	31		
Morning Star Dr	Pearce St	Perrin St	285	0.05	2	2	4U-A	No	839	340	100%	475	475	51	51	45	18	6	33		
Morning Star Dr	Crestwood Ln	Legend Ln	280	0.05	2	2	4U-A	Yes	839	340	100%	475	475	50	50	44	18	6	32		
Morning Star Dr	Glenview Ln	Chesapeake Dr	655	0.12	2	2	4U-A	Yes	839	340	100%	475	475	118	118	104	42	14	76		
Nebraska Furniture Mart Dr	Plano Pkwy	Bargain Way	1,230	0.23	2	2	4D-C	Yes	427	1799	100%	650	650	303	303	99	419	203	-116		116
Nebraska Furniture Mart Dr	Bargain Way	Garandscape Blvd	8,550	1.62	2	2	4D-C	Yes	427	1799	100%	650	650	2,105	2,105	691	2,913	1,414	-808		808
North Colony Blvd	390' E of Squires Dr	Squires Dr	985	0.19	2	2	4D-C	Yes	142	78	100%	650	650	243	243	26	15	216	228		
North Colony Blvd	Sample Dr	140' E of Sample Dr	290	0.05	2	2	4D-C	Yes	142	78	100%	650	650	71	71	8	4	64	67		
North Colony Blvd	Squires Dr	Paige Rd	860	0.16	2	2	4D-C	Yes	142	78	100%	650	650	212	212	23	13	189	199		
North Colony Blvd	Taylor St	Powers St	985	0.19	2	2	4D-C	Yes	142	78	100%	650	650	243	243	26	15	216	228		
North Colony Blvd	Powers St	490' E of Squires Dr	700	0.13	2	2	4D-C	Yes	142	78	100%	650	650	172	172	19	10	154	162		
North Colony Blvd	Sample Dr	Northpointe Dr	1,840	0.35	2	2	4D-C	Yes	142	78	100%	650	650	453	453	49	27	404	426		
North Colony Blvd	320' NW of Morning Star Dr	Taylor St	595	0.11	2	2	4D-C	Yes	142	78	100%	650	650	146	146	16	9	130	138		
North Colony Blvd	Blalock Dr	Morning Star Dr	1,380	0.26	2	2	4D-C	Yes	142	78	100%	650	650	340	340	37	20	303	319		
North Colony Blvd	Northpointe Dr	Blalock Dr	800	0.15	2	2	4D-C	Yes	142	78	100%	650	650	197	197	22	12	175	185		
North Colony Blvd	Morning Star Dr	320' NW of Morning Star Dr	650	0.12	2	2	4D-C	Yes	142	78	100%	650	650	160	160	17	10	143	150		
Paige Rd	WB SH 121	Mamorial Dr	2,115	0.40	4	4	8D-A	Yes	1702	580	100%	700	700	1,122	1,122	682	232	440	889		
Paige Rd	EB SH 121	WB SH 121	695	0.13	4	4	8D-A	Yes	1700	600	100%	700	700	369	369	224	79	145	290		
Paige Rd	Aztec Dr	Avery Ln	585	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	233	233	162	54	71	179		
Paige Rd	Norris Dr	Nash Dr	585	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	233	233	161	50	71	183		
Paige Rd	Gates Dr	Baker Dr	565	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	225	225	156	48	69	177		
Paige Rd	Kisor Dr	Gates Dr	565	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	225	225	156	48	69	177		
Paige Rd	Yager Dr	Kisor Dr	910	0.17	3	3	6D-B	Yes	1457	447	100%	700	700	362	362	251	77	111	285		
Paige Rd	Young Dr	Yager Dr	585	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	233	233	161	50	71	183		
Paige Rd	Slay Dr	Gibson Dr	570	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	227	227	157	48	69	178		
Paige Rd	Adams Dr	N Colony Blvd	695	0.13	3	3	6D-B	Yes	1457	447	100%	700	700	276	276	192	59	85	218		
Paige Rd	Worley Dr	Runyon Dr	595	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	237	237	165	55	72	182		
Paige Rd	Hendrix Dr	Marsh Dr	585	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	233	233	161	50	71	183		
Paige Rd	Runyon Dr	Aztec Dr	590	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	235	235	163	54	72	181		
Paige Rd	Knox Dr	Norris Dr	600	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	239	239	166	51	73	188		
Paige Rd	Marsh Dr	Knox Dr	765	0.14	3	3	6D-B	Yes	1457	447	100%	700	700	304	304	211	65	93	239		
Paige Rd	Arbor Glen Rd	Hawse Dr	600	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	239	239	166	55	73	184		
Paige Rd	S Colony Blvd	Strickland Ave	1,775	0.34	3	3	6D-B	Yes	1457	447	100%	700	700	706	706	490	150	216	556		
Paige Rd	Memorial Dr	Goodman Dr	965	0.18	4	4	8D-A	Yes	1460	484	100%	700	700	512	512	267	88	245	423		
Paige Rd	Avery Ln	S Colony Blvd	1,610	0.30	3	3	6D-B	Yes	1460	484	100%	700	700	640	640	445	148	195	493		
Paige Rd	Baker Dr	Slay Dr	575	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	229	229	159	49	70	180		
Paige Rd	Nash Dr	Young Dr	605	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	241	241	167	51	74	189		
Paige Rd	Strickland Ave	Hendrix Dr	555	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	221	221	153	47	68	174		
Paige Rd	Alpha Dr	Worley Dr	585	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	233	233	162	54	71	179		
Paige Rd	Hawse Dr	Alpha Dr	590	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	235	235	163	54	72	181		

Paige Rd	Goodman Dr	Arbor Glen Rd	575	0.11	3	3	6D-B	Yes	1460	484	100%	700	700	229	229	159	53	70	176		
Paige Rd	Gibson Dr	Ramsey Dr	425	0.08	3	3	6D-B	Yes	1457	447	100%	700	700	169	169	117	36	52	133		
Paige Rd	Ramsey Dr	Adams Dr	555	0.11	3	3	6D-B	Yes	1457	447	100%	700	700	221	221	153	47	68	174		
Plano Pkwy	Nebraska Funiture Mart Dr	SH 121	2,105	0.40	3	3	6D-B	Yes	1501	838	100%	700	700	837	837	598	334	239	503		
Plano Pkwy	525' SE of Bargain Way	Bargain Way	1,045	0.20	3	3	6D-B	Yes	1501	838	100%	700	700	416	416	297	166	119	250		
Plano Pkwy	Bargain Way	Nebraska Furniture Mart Dr	1,100	0.21	3	3	6D-B	Yes	1501	838	100%	700	700	438	438	313	175	125	263		
Ridgepointe Dr	Biscayne Dr	Main St	490	0.09	1	1	2U-C	Yes	100	174	100%	425	425	39	39	9	16	30	23		
Ridgepointe Dr	Standridge Dr	Rustic Ridge Dr	685	0.13	1	1	2U-C	Yes	100	174	100%	425	425	55	55	13	23	42	33		
Ridgepointe Dr	Rustic Ridge Dr	Biscayne Dr	265	0.05	1	1	2U-C	Yes	100	174	100%	425	425	21	21	5	9	16	13		
South Colony Blvd	WB SH 121	Memorial Dr	3,840	0.73	2	2	4D-C	Yes	491	238	100%	650	650	945	945	357	173	588	772		
South Colony Blvd	Branch Hollow Dr	Main St	1,025	0.19	3	3	6D-B	No	366	456	100%	700	700	408	408	71	89	337	319		
South Colony Blvd	Clover Valley Dr	Blair Oaks Dr	2,590	0.49	3	3	6D-B	No	399	560	100%	700	700	1,030	1,030	196	275	834	755		
South Colony Blvd	Blair Oaks Dr	Alta Oaks Ln	665	0.13	3	3	6D-B	No	366	456	100%	700	700	264	264	46	57	218	207		
South Colony Blvd	Rolling Hill Rd	Bear Run Rd	1,865	0.35	3	3	6D-B	No	353	679	100%	700	700	742	742	125	240	617	502		
South Colony Blvd	Blaynes Vw	Ridgecrest Dr	395	0.07	2	2	4U-B	No	366	456	100%	475	475	71	71	27	34	44	37		
South Colony Blvd	Westport Dr	Blaynes Vw	130	0.02	2	2	4U-B	No	366	456	100%	475	475	23	23	9	11	14	12		
South Colony Blvd	Memorial Dr	Rolling Hill Rd	2,045	0.39	3	3	6D-B	No	353	679	100%	700	700	813	813	137	263	677	550		
South Colony Blvd	Ridgecrest Dr	250' W of Ridgecrest Dr	245	0.05	2	2	4U-B	No	366	456	100%	475	475	44	44	17	21	27	23		
South Colony Blvd	Paige Rd	Griffin Dr	1,795	0.34	3	3	6D-B	No	399	560	100%	700	700	714	714	136	190	578	524		
South Colony Blvd	Griffin Dr	Clover Calley Dr	2,130	0.40	3	3	6D-B	No	399	560	100%	700	700	847	847	161	226	686	621		
South Colony Blvd	Alta Oaks Ln	Branch Hollow Dr	2,310	0.44	3	3	6D-B	No	366	456	100%	700	700	919	919	160	200	759	719		
South Colony Blvd	Main St	Westport Dr	465	0.09	2	2	4U-B	Yes	366	456	100%	475	475	84	84	32	40	51	44		
South Colony Blvd	Bear Run Rd	Paige Rd	1,615	0.31	3	3	6D-B	No	353	679	100%	700	700	642	642	108	208	534	435		
Standridge Dr	70' NE of Live Oak Dr	255' S of Cedar Ridge CT	1,245	0.24	2	2	4U-A	No	174	174	50%	475	475	112	112	21	21	91	91		
Standridge Dr	255' S of Cedar Ridge Ct	Cedar Ridge Ct	260	0.05	1	1	2U-C	Yes	174	174	100%	425	425	21	21	9	9	12	12		
Standridge Dr	Cedar Ridge Ct	Creek Hollow Way	290	0.05	1	1	2U-C	Yes	174	174	100%	425	425	23	23	10	10	14	14		
Standridge Dr	Creek Hollow Way	Blueridge Dr	310	0.06	1	1	2U-C	Yes	174	174	100%	425	425	25	25	10	10	15	15		
Standridge Dr	Blueridge Dr	Steepleridge Dr	270	0.05	1	1	2U-C	Yes	174	174	100%	425	425	22	22	9	9	13	13		
Standridge Dr	Steepleridge Dr	Saddleridge Dr	150	0.03	1	1	2U-C	Yes	174	174	100%	425	425	12	12	5	5	7	7		
Standridge Dr	Pear Ridge Dr	Crooked Ridge Dr	225	0.04	1	1	2U-C	Yes	174	174	100%	425	425	18	18	7	7	11	11		
Standridge Dr	Saddleridge Dr	Pear Ridge Dr	145	0.03	1	1	2U-C	Yes	174	174	100%	425	425	12	12	5	5	7	7		
Standridge Dr	Crooked Ridge Dr	Highridge Dr	295	0.06	1	1	2U-C	Yes	174	174	100%	425	425	24	24	10	10	14	14		
Standridge Dr	Highridge Dr	Shadowridge Dr	285	0.05	1	1	2U-C	Yes	174	174	100%	425	425	23	23	9	9	14	14		
Standridge Dr	Shadowridge Dr	Ridgepointe Dr	285	0.05	1	1	2U-C	Yes	174	174	100%	425	425	23	23	9	9	14	14		
Standridge Dr	Ridgepointe Dr	Lakeside Dr	305	0.06	1	1	2U-C	Yes	174	174	100%	425	425	25	25	10	10	14	14		
Standridge Dr	Lakeside Dr	Sarasota Dr	485	0.09	1	1	2U-C	Yes	174	174	100%	425	425	39	39	16	16	23	23		
Standridge Dr	Sarasota Dr	154' N of Sarasota Dr	150	0.03	1	1	2U-C	Yes	174	174	100%	425	425	12	12	5	5	7	7		
Standridge Dr	Memorial Dr	70' NE of Live Oak Dr	1,025	0.19	3	3	6D-B	No	1132	490	100%	700	700	408	408	220	95	188	313		
Standridge Dr	EB SH 121	WB SH 121	825	0.16	3	3	6D-B	Yes	1132	490	100%	700	700	328	328	177	77	151	252		
Standridge Dr	WB SH 121	Memorial Dr	2,475	0.47	3	3	6D-B	Yes	1132	490	50%	700	700	492	492	265	115	227	377		
SUBTOTAL			**161,260**	**30.54**										**106,271**		**47,263**		**59,008**		**1,780**	

The Colony, Texas

2025 Office Creek Drainage Impact Fee Update

September 2025

Prepared for:
The Colony

Prepared by:

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Executive Summary

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. They originated and evolved in Florida, California and other fast-growing municipalities and counties, primarily in the Southern and Western United States. Across the country, they are used to fund police and fire facilities, parks, schools, roads, and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway, and drainage facilities. Impact Fees are currently being used to fund public drainage, water and wastewater improvements as well as funding roadway infrastructure in the City of The Colony (City).

In the most basic terms, impact fees are meant to recover the incremental cost of each new unit of development in terms of new infrastructure needs. In the case of drainage impact fees, the infrastructure need is increased capacity of drainage facilities to serve future development. The purpose of this Impact Fee Study Update is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code.

Impact Fees are a one-time fee and are charged only against new development. They are based on the cost of the capacity improvements necessary to accommodate new growth. For drainage impact fee purposes the City has one (1) service area for the Office Creek watershed. A service area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the service area must be spent on eligible improvements within that same service area.

Impact fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Impact fees are collected when a building permit is issued. Therefore, funds are not collected until development impacts are introduced to the City's drainage system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection or must be refunded with interest.

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Impact Fees. An Advisory Committee is required to review the Land Use Assumptions and CIP used in calculating the maximum fee, and to provide its findings for consideration by the City Council. The City Council must then conduct a public hearing on the Land Use Assumptions and CIP before considering an Impact Fee ordinance.

The Impact Fee ordinance is considered separately from the Land Use Assumptions and CIP. The Advisory Committee must review the Impact Fee ordinance and provide its findings to the City Council. Following receipt of the report by the Advisory Committee, the City Council is required to conduct at least one public hearing on the Impact Fee ordinance prior to adoption.

This report includes details of the impact fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, and the development of the CIP.

The 2025 maximum assessable drainage impact fee calculated in this report is $154.87 per service unit. This is an $76.65 decrease from the 2016 fee, which was $231.52.

I. Introduction

Chapter 395 of the Texas Local Government Code (Chapter 395) describes the procedures and regulations that Texas cities must follow in order to create and implement impact fees within a political subdivision. In 2001, Senate Bill 243 (SB 243) was enacted, redefining the Impact Fee according to Chapter 395 as "a charge or assessment imposed by a political subdivision against a new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development."

Chapter 395 mandates that such impact fees be reviewed and updated due to changes in Land Use Assumptions and Capital Improvements Plan (CIP). Accordingly, updated Land Use Assumptions were prepared by Kimley-Horn and the City has developed its CIP with which to update the City's Office Creek drainage impact fees. The City has retained Kimley-Horn to provide professional engineering services for the 2025 update of the Office Creek Drainage Impact Fee calculation methodology in accordance with Chapter 395 and SB 243. Associated revisions to the Land Use Assumptions and the City's hydrologic modeling of the watershed have been performed by Kimley-Horn and included as appendices to this report. The Capital Improvements Plan within the impact fee service area has also been established with this update.

This report consists of a detailed discussion of the methodology used for the computation of the Office Creek drainage impact fee. The discussion addresses each of the following components as well as modifications required for the 2025 update:

- Existing and Fully-Built Out Growth Projections
- Service Areas
- Service Units
- Cost per Service Unit
- Cost of the Capital Improvements Plan
- Service Unit Calculation
- Maximum Assessable Impact Fee per Service Unit

The report also includes a section outlining a plan for awarding the Office Creek drainage impact fee credit. This plan details the maximum assessable impact fee per service unit that the City may apply under Chapter 395.

II. Drainage Impact Fee Calculation Inputs

A. Land Use Assumptions

1. Purpose and Overview

In order to assess the drainage impact fee, Land Use Assumptions must be developed to provide a basis for growth projections within a political subdivision. As defined by Chapter 395, these assumptions include a description of changes in land use, densities, intensities, and populations within the service area. These assumptions are also useful to the City in determining the need and timing of capital improvements to serve future development.

Chapter 395 states that the Drainage Impact Fee and Capital Improvements Plan must contain specific enumeration of "…the projected demand for capital improvements or facility expansions required by new service units projected over a reasonable period of time, not to exceed 10 years." In the case of the Drainage Impact Fee, this demand is measured by comparing the existing discharge rates at the location of each improvement with those projected in the 10-year growth and ultimate conditions. The City anticipates the Office Creek watershed will be fully-built out by the year 2035.

In accordance with Chapter 395, information from the following sources was compiled: the City of The Colony Comprehensive Plan – July 2007, the North Central Texas Council of Governments (NCTCOG), and consultation with City staff.

Kimley-Horn prepared land use assumptions and hydrologic modeling for existing (2025) and fully-built out (2035) conditions of the watershed.

2. Methodology

Existing and fully-built out land use assumptions were included in the "Roadway Impact Fee Update" study performed by Kimley-Horn in June 2025. Minor modifications were made to the "Roadway Impact Fee Update" study's land uses to represent the hydrologic conditions of the Existing and Ultimate development scenarios. These land use assumptions were used to determine the amount of runoff that is generated in the Office Creek Service Area. Exhibits showing the existing (2025) and fully-built out (2035) land uses are located in Appendix A.

3. Impact Fee Service Areas

The geographic boundary of the existing impact fee service areas for drainage facilities is shown in Appendix A as the Office Creek watershed. Portions of the City outside of this service area will not have a Drainage Impact Fee assessed for new development in the Office Creek watershed and were not considered in this analysis.

4. Hydrologic Modeling

Kimley-Horn obtained hydrologic modeling of the Office Creek from the previous 2016 Drainage Impact Fee project. The model included 2016 development conditions and ultimate development conditions in 2026. Kimley-Horn prepared an existing hydrologic model by revising the City effective modeling's 2016 drainage area delineations, time of concentrations values, and Curve Numbers based on current development conditions. Kimley-Horn prepared a 2035 (Fully-Built Out) condition model by revising the City effective modeling's ultimate times of concentration values and Curve Numbers based on fully-built out land use assumptions based on the land use information from the "Roadway Impact Fee Update" (Kimley-Horn, August 2025).

5. Summary

The Office Creek watershed is projected to be fully built-out within the next ten years, with development consisting of primarily non-residential land uses and a mixed use areas. The change in development conditions from 2025 to 2035 is not as significant as the 2016 Drainage Impact Fee due to the basin being close to fully-built out conditions in 2025 conditions. A summary of the land use information and hydrologic parameters for the existing and fully-built out development conditions are been included in Appendix C of this report. Output from the hydrologic modeling is included in Appendix D of this report. This output summarizes discharge rates in the watershed in existing and fully-built out conditions. The existing and fully-built out drainage area maps and land use maps can be found in Appendix A.

B. Capital Improvement Plan

Chapter 395 of the Texas Local Government Code dictates that impact fees "may be imposed only to pay the costs of constructing capital improvements or facility expansions" within the subject service area. A capital improvement, or a storm water, drainage, or flood control facility that is owned and operated by the political subdivision, must be listed within the Capital Improvements Plan in order to be assessed the appropriate drainage impact fee. The City Colony has identified the City-funded drainage infrastructure improvements that have been constructed or are needed in order to accommodate ultimate conditions within the Office Creek watershed. The Capital Improvements Plan (CIP) is a list of these projects. It should be noted that the CIP is a listing of both proposed improvements and existing infrastructure with available capacity.

The CIP for the Office Creek Drainage Impact Fee compiled for the 2025 Drainage Impact Fee update is shown in Table 1. This table shows the location and size of each project within the watershed. The CIP was developed with information from the currently adopted Master Drainage Plan, discussions with City staff, and available information on existing or under-construction drainage infrastructure. Locations of each Capital Improvement are shown on Figure 4 in Appendix A. Project 21 is included to cover the fee for the development of the CIP and this impact fee study.

Table 1 – Capital Improvements Projects

Project Number	Location of Improvement	Location of Crossing	Length of Improved Channel	Status
1	Office Creek Channel	Morning Star Drive to South Colony Boulevard	1,350 Linear Feet	Constructed
2	Office Creek Channel	Memorial Drive to Upstream Face of Paige Road	1,950 Linear Feet	Constructed
3	Office Creek Channel	Downstream Face of Paige Road to Memorial Drive	1,950 Linear Feet	Constructed
4	Office Creek Channel	Between Memorial Drive and Blair Oaks Drive	350 Linear Feet	Constructed
5	Tributary Channel	Channel Excavation at Horizon Water Park	850 Linear Feet	Constructed
6	Office Creek Channel	Upstream Face of South Colony Blvd. to eastern Sonoma Grande boundary	700 Linear Feet	Constructed

Table 1 – Capital Improvements Projects (continued)

Project Number	Location of Improvement	Location of Crossing	Size of Improved Structure	Status
7	South Colony Boulevard	At Office Creek Crossing	2 - 7'x6' RCB's	Constructed
8	Paige Road	North of Memorial Drive	5 - 8'x8' RCB's	Constructed
9	Paige Road	Approximately 550' South of Memorial Drive	3 - 60" RCP's	Constructed
10	Blair Oaks Drive	Approximately 300' South of Cougar Alley	4 - 10'x10' RCB's	Constructed
11	Memorial Drive	At Worley Drive	3 - 7'x6' RCB's	Constructed
12	Memorial Drive	Approximately 1000' East of Paige Road	4 - 9'x6' RCB's	Constructed
13	Memorial Drive	Approximately 100' East of Blair Oaks Drive	2 - 8'x5' RCB's	Constructed
14	Paige/121 Addition -- Chevron, USA	NWC of Paige Road and SH 121	4 - 8'x4' RCB's	Not Constructed
15	Detention Outfall	Upstream of Blair Oaks Drive	Varies	Not Constructed
16	Paige Road	At Office Creek Crossing	Varies	Not Constructed
17	Memorial Drive	At Office Creek Crossing	3 - 7'x6' RCB's	Constructed
18	Blair Oaks Drive	At Office Creek Crossing	1 - 10' x 10' RCB	Constructed
19	Impact Fee Study	--	--	Completed

III. Methodology for Drainage Impact Fees

A. Service Areas

The service area used in the 2025 Drainage Impact Fee update is shown on Figure 1 in Appendix A and represents the watershed boundary of Office Creek. This area covers only a portion of the corporate boundary of the City of The Colony, and also includes areas from the City of Lewisville and the Town of Hebron. While there are portions of the service area within these other jurisdictions, contributing areas from those municipalities will not be assessed an impact fee. However, they must be included in the service area as they generate runoff that is conveyed through the facilities in the Capital Improvements Plan.

B. Service Units

The service unit is a measure of use of the Capital Improvement facilities within the service area or watershed boundary. For the purposes of the Drainage Impact Fee, it is a measure of the development that occurs within the watershed compared to the additional drainage infrastructure capacity (in cubic feet per second) necessitated by this development.

The total number of service units within the Office Creek watershed was calculated by totaling the amount of additional impervious area proposed to be constructed within the next 10 years. The increase in runoff anticipated in the next ten years is directly attributable to the increase in impervious area, and that increase can be measured with each proposed development, allowing an equitable application of the impact fee.

The area for a service unit will be defined as the average impervious area for a single family residential lot in the City of the Colony, approximately 3,406 square feet. Each single family residential property developed will be considered a service unit, while all other development will be assessed the impact fee for a service unit with each 3,406 square feet of impervious area proposed.

Table 2 shows the calculation of the total increase in impervious area anticipated per subbasin in the watershed. The last row of Table 2 shows the calculation for the total number of service units in the service area.

Table 2 – Service Unit Calculation

Subbasin	Area (ac.)	% Impervious Existing	% Impervious 2035	Additional Impervious Area (ac.)
OC01	31.4	62	70	2.51
OC02	68.5	49	64	10.27
OC03	22.7	35	51	3.63
OC04	13.4	76	76	0.00
OC05	41.9	61	61	0.00
OC06A	33.1	67	67	0.00
OC06B	51.4	84	84	0.00
OC07	45.8	97	97	0.00
OC08	63.7	41	78	23.57
OC09	65.3	60	61	0.65
OC10	11.9	43	43	0.00
OC11	11.9	65	65	0.00
OC12	34.4	63	63	0.00
OC13	8.3	37	37	0.00
OC14	2.8	85	85	0.00
OC15	15.6	19	19	0.00
OC16	2.6	69	69	0.00
OC17A	22.4	74	74	0.00
OC17B	79.2	77	79	1.59
OC19	18.8	74	83	1.69
OC20	31.8	67	67	0.00
OC21	14.6	12	12	0.00
OC22	10.2	58	68	1.02
OC23	42.8	24	24	0.00
OC24	34.6	50	60	3.46
OC25	34.7	99	99	0.00
OC26A	10.6	66	66	0.00
OC26B	14.7	62	62	0.00
OC27	18.8	52	72	3.76
OC28	29.1	69	72	0.87
OC29	25.2	64	72	2.01
OC30	39.1	71	71	0.00
			Total Additional Impervious Area (ac.) =	55.03
			3,406 square feet impervious area = 1 Service Unit	
			Total Service Units =	703.8

C. Cost Per Service Unit

A critical step in the Drainage Impact Fee process is to establish a cost for each service unit within the watershed. This cost per service unit reflects the amount paid by a developer per additional impervious area to help fund the construction of drainage infrastructure within the watershed. In the case of the Drainage Impact Fee, this fee is calculated so that each developer pays an amount consistent with the infrastructure necessitated by development of their property.

D. Cost of the CIP

The costs that may be included in the cost per service unit calculation are all of the implementation costs of the Impact Fee update, as well as project costs for channel, structural, or other drainage infrastructure outlined in the Capital 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 capital improvements plan who is not an employee of the political subdivision."

For projects outlined in the CIP that have already been constructed, the total project cost has been determined through evaluation of final bid tabs for each respective project. Cost information was obtained from City of The Colony staff and available cost data associated with projects designed by Kimley-Horn. For proposed improvements within the Office Creek watershed, opinions of probable cost reflect only conceptual-level opinions or assumptions regarding the future cost to implement the CIP. Actual costs of construction are likely to change with time, and the engineer cannot guarantee that proposals, bids, or construction costs will not vary from these opinions. Costs for materials and equipment are dependent on market and economic conditions that cannot be precisely predicted at this time. In addition to the costs for the projects in the CIP, a cost has been added for the fees paid for the preparation of the CIP and drainage impact fee update. A summary of the costs for projects within the Office Creek watershed is shown in Table 3. Project cost sheets for each individual project has been included in Appendix B of this report.

Table 3 – Capital Improvements Projects – Costs

Project Number	Location of Improvement	Location of Crossing	Length of Improved Channel	Status	Total Construction Cost
1	Office Creek Channel	Morning Star Drive to South Colony Boulevard	1350 Linear Feet	Constructed	$708,115
2	Office Creek Channel	Memorial Drive to Upstream Face of Paige Road	1950 Linear Feet	Constructed	$340,153
3	Office Creek Channel	Downstream Face of Paige Road to Memorial Drive	1950 Linear Feet	Constructed	$483,269
4	Office Creek Channel	Between Memorial Drive and Blair Oaks Drive	350 Linear Feet	Constructed	$214,466
5	Tributary Channel	Channel Excavation at Horizon Water Park	850 Linear Feet	Constructed	$159,535
6	Office Creek Channel	Upstream Face of South Colony Blvd. to eastern Sonoma Grande boundary	700 Linear Feet	Constructed	$122,717
7	South Colony Boulevard	At Office Creek Crossing	2 - 7'x6' RCB's	Constructed	$191,340
8	Paige Road	Immediately North of Memorial Drive	5 - 8'x8' RCB's	Constructed	$439,199
9	Paige Road	Approximately 550' South of Memorial Drive	3 - 60" RCP's	Constructed	$143,840
10	Blair Oaks Drive	Approximately 300' South of Cougar Alley	4 - 10'x10' RCB's	Constructed	$562,232
11	Memorial Drive	At Worley Drive	3 - 7'x6' RCB's	Constructed	$171,668
12	Memorial Drive	Approximately 1000' East of Paige Road	4 - 9'x6' RCB's	Constructed	$212,928
13	Memorial Drive	Approximately 100' East of Blair Oaks Drive	2 - 8'x5' RCB's	Constructed	$80,560
14	Paige/121 Addition - - Chevron, USA	NWC of Paige Road and SH 121	4 - 8'x4' RCB's	Not Constructed	$5,390,700
15	Detention Outfall	Upstream of Blair Oaks Drive	Varies	Not Constructed	$434,900
16	Paige Road	At Office Creek Crossing	Varies	Not Constructed	$222,400
17	Memorial Drive	At Office Creek Crossing	3 - 7'x6' RCB's	Constructed	$369,123
18	Blair Oaks Drive	At Office Creek Crossing	1 - 10'x10' RCB	Constructed	$344,047
19	Impact Fee Study	--	--	Completed	$39,330

E. Service Unit Calculation

The basic service unit for the computation of the City's Drainage Impact Fees is dependent upon the amount of area that will be converted from a pervious to an impervious surface and the amount of runoff that additional impervious area will produce over existing conditions. To determine the cost per service unit, it is necessary to project the growth in development within the watershed for the 10-year growth period and to estimate the future increase in impervious surface as discussed earlier in this report.

Kimley-Horn used the land use assumptions and anticipated impervious areas to develop hydrologic models for existing and ultimate (build-out) conditions based on the City-provided modeling. As described earlier in this report, those models were used to calculate 100-year design flows at various locations throughout the service area.

Using the hydrologic models created for each development condition, discharge rates were established at the location of each improvement outlined in the CIP. Table 4 shows these discharge rates (in cubic feet per second) in each of the two development scenarios at each of the CIP project locations.

Table 4 – Capital Improvement Projects – Design Flows

Project Number	Hydrologic Model Combination Point	Existing (2025) Condition Flow	Fully-Built Out (2035) Condition Flow	Percent Attributable to 10-Year Growth
1	OC01	244.8	247.7	1.13%
2	Junction-5	2422.5	2509.6	3.47%
3	Junction-6.5	3053.8	3164.4	3.50%
4	Junction-9	4477.2	4613.6	2.96%
5	OC09	507.2	507.9	0.14%
6	Junction-1	677.0	691.2	1.94%
7	Junction-2	677.0	691.2	1.94%
8	Junction-6.5	3053.8	3164.4	3.50%
9	OC19	129.7	151.1	14.16%
10	Junction-10	5425.0	5565.0	2.51%
11	Junction-4	837.1	854.4	2.02%
12	Junction-14	1200.0	1263.4	5.02%
13	Junction-19	546.3	550.0	0.67%
14	Junction-16B	600.7	602.3	0.27%
15	Junction-12	6117.8	6343.5	3.56%
16	Junction-6.5	3053.8	3164.4	3.50%
17	Junction-14	1200.0	1263.4	5.02%
18	Junction-10	5425.0	5565.0	2.51%

The assessable impact fee portion of each project is based on the percentage of the capital improvement capacity that will be necessitated by development within the 10-year growth period. The 10-year condition flow is assumed to be equal to fully-built out condition flow. This percentage, known as Percent of Capacity Attributable to Growth, has been calculated using the following equation:

$$\text{Percent Attributable to 10-Year Growth} = \frac{\text{Fully-Built Out Condition Flow} - \text{Existing Condition Flow}}{\text{Fully-Built Out Condition Flow}}$$

In addition to the discharge rates for each development condition, Table 4 also shows the Percent Attributable to Growth calculated using the equation above. This percentage represents the portion of the respective capital improvement that can be assessed the drainage impact fee. When the total construction cost of each improvement is multiplied by this percentage, the total construction cost attributable to growth is established. The sum of these costs for each project outlined in the CIP yields the total construction cost attributable to growth for the watershed, and was calculated for the Office Creek watershed to be approximately $217,998. A breakdown of these costs is shown in Appendix B.

IV. Drainage Impact Fee Calculation

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for developments within the Office Creek watershed. The maximum assessable fee is the allowable cost of the CIP for drainage infrastructure divided by the total number of service units representing growth attributable to development within the 10-year period. Many of the components of this calculation have been presented in previous sections of this report. The purpose of this section is to outline the computation of the impact fee and demonstrate the guidelines of Chapter 395.

The calculations described in Section III of this report have been performed for every improvement within the Drainage Impact Fee service area (the Office Creek watershed) and the sum of the all of the Construction Costs Attributable to Growth have been calculated to determine the total cost of the CIP within the service area. Following this calculation, the Cost Per Service Unit and the Maximum Assessable Impact Fee Rate is calculated. Table 5 illustrates the steps of this computation:

LINE 1 in Table 5 is the *Total Construction Costs Attributable to Growth* within the Office Creek watershed, and is taken from Figure 4. LINE 2 is the *Total Number of Service Units* within the basin, and is taken from Table 3. LINE 3, the *Cost Per Service Unit Attributable to Growth*, is then calculated by dividing LINE 1 by LINE 2.

B. Plan for Awarding the Drainage Impact Fee Credit

Chapter 395 of the Texas Local Government Code requires the Capital Improvements Plan for Drainage Impact Fees to 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 City has determined that the maximum assessable impact fee per service unit shall be 50% of the total projected cost of implementing the capital improvements plan. Therefore, LINE 4 of Table 5, the *Percent of Fee Recoverable* is equal to 50%. LINE 4 is then multiplied by LINE 3 to yield the *Maximum Assessable Impact Fee Per Service Unit* (LINE 5), which has been calculated at $154.87.

Table 5 – Maximum Assessable Drainage Impact Fee

LINE 1	Total Construction Costs Attributable to Growth (From Figure 4 of Appendix A)	$217,998
LINE 2	Total Number of Service Units* (From Table 2)	703.8
LINE 3	Cost of CIP per Service Unit Attributable to Growth = LINE 1/LINE 2	$309.74
LINE 4	Percent of Fee Recoverable (From Chapter 395 of Texas Local Government Code)	50%
LINE 5	Maximum Assessable Fee per Service Unit = (LINE 3 * LINE 4)	$154.87

*Note: One Service Unit is 3,406 square feet of impervious area.

V. Sample Calculations

The following section details two (2) examples of maximum assessable Drainage Impact Fee calculations.

Example 1 –
Development Type - One (1) Unit of Single-Family Housing

Drainage Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Impervious Area
	Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Service Units: 1 Service Unit
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	Office Creek Watershed: $154.87
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Service Units * Max. Fee Per Service Unit Impact Fee = 1 * $154.87 Maximum Assessable Impact Fee = $154.87

Example 2 –
Development Type – 5 Acre Commercial Development

Drainage Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Impervious Area
	Development Type: Commercial Development Impervious Area (from plat) – 178,596 square feet (82% of 5 acre development) Number of Service Units = Impervious Area / 3,406 square feet Service Units = 178,596 / 3,406 = 52.4
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	Office Creek Watershed: $154.87
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Service Units * Max. Fee Per Service Unit Impact Fee = 52.4 * $154.87 Maximum Assessable Impact Fee = $8,115.19

VI. Conclusion

The City of the Colony has established a process the City has utilized to implement the assessment and collection of drainage impact fees in the Office Creek watershed 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 drainage impact fee that could be assessed by the City within the Office Creek watershed upstream of Main Street. It is intended to serve as a guide to the assessment of drainage impact fees pertaining to future development and the City's need for drainage 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 Drainage 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. That information, as well as the proposed Capital Improvements Plan, are appropriately incorporated into the process.

APPENDICES

A. Service Area Mapping

B. Conceptual Level Project Cost Projections

C. Hydrologic Modeling Parameters

D. Hydrologic Modeling Output

E. Actual Impact Fees to be Assessed by Land Use

F. Digital Files

A. Service Area Mapping

Legend

- Reach
- Pond Outline
- Office Creek Culverts
- Office Creek Centerlines
- Downstream Connection
- 2025 Subbasin Divides
- 2 ft. Contours (TxGIO, 2019)
- 10 ft. Contours (TxGIO, 2019)

NOTE:
1. THE SUBBASIN DIVIDES ARE BASED ON THE CITY OF THE COLONY HYDROLOGIC MODELING DATED 2010. REVISIONS TO THE SUBBASIN DIVIDES, TIMES OF CONCENTRATION VALUES, AND CURVE NUMBERS WERE REVISED BASED ON DEVELOPMENT THAT HAS OCCURED SINCE 2010.
2. AERIAL IMAGERY FROM NEAR MAP (JANUARY, 2025)

PAIGE ROAD
STATE HIGHWAY 121
DESTINATION DRIVE
PLANO PARKWAY

OC01 31 acres
OC02 68 acres
OC03 23 acres
OC04 13 acres
OC05 42 acres
OC06A 33 acres
OC06B 51 acres
OC07 46 acres
OC08 64 acres
OC09 65 acres
OC10 12 acres
OC11 12 acres
OC12 34 acres
OC13 8 acres
OC14 3 acres
OC15 16 acres
OC16 3 acres
OC17A 22 acres
OC17B 79 acres
OC19 19 acres
OC20 32 acres
OC21 15 acres
OC22 10 acres
OC23 43 acres
OC24 35 acres
OC25 35 acres
OC26A 11 acres
OC26B 15 acres
OC27 19 acres
OC28 29 acres
OC29 25 acres
OC30 39 acres

POND OC06A
POND OC17A
POND OC26A
REACH OC06A
REACH OC17A
REACH OC17B
REACH OC26A

1 2 4 5 6 6.5 7 7.5 8 9 10 11 12 13 14 15 16 16B 17 18 19

0 200 400 800 1,200 Feet

Kimley»Horn
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(972) 239-3820 Fax

N W E S

Office Creek
Drainage Impact Fee
City of The Colony, Texas

THE COLONY City by the Lake

Drainage Area Map

DATE:	SEPT 2025
DESIGN:	SKM
DRAWN:	SKM
CHECKED:	KEP
KHA NO.:	061117031

SHEET
EX-1

K:\DAL_Hydro\63678007 - Office Creek DIF Update_2016\GIS\Exhibits\SubBasinDelineation

Land Use Code	Description		Average Percent Impervious
	Land Use	Major Group	
111	Residential	Single Family	40
112	Residential	Multi-family	55
121	Commercial	Office	85
122	Commercial	Retail	65
123	Government	Institution	80
124	Commercial	Hotel/Motel	65
125	Commercial	Amusement Park	90
N/A	Commercial	Large Retail	85
131	Industrial	Warehouse	85
142	Infrastructure	Roadway	100
143	Infrastructure	Utilities	90
171	Dedicated	Parks	5
173	Undeveloped	Under Construction	20
300	Undeveloped	Vacant	5
500	Water	Water	100

OC01
OC02
OC03
OC04
OC05
OC06A
OC06B
OC07
OC08
OC09
OC10
OC11
OC12
OC13
OC14
OC15
OC16
OC17A
OC17B
OC19
OC20
OC21
OC22
OC23
OC24
OC25
OC26A
OC26B
OC27
OC28
OC29
OC30

PAIGE ROAD
DESTINATION DRIVE
STATE HIGHWAY 121
PLANO PARKWAY

Legend

- Subbasin Divides

2025 (Existing) Conditions Land Use

- Amusement Park
- Hotel/Motel
- Institution
- Large Retail
- Multi-Family
- Office
- Parks
- Roadway/Pavement
- Retail
- Single Family
- Vacant
- Utilities
- Water
- Warehouse

0 200 400 800 1,200 Feet

NOTES:
1. 2025 (EXISTING) LANDUSES WERE BASED OFF ON THE "ROADWAY IMPACT FEE" UPDATE STUDY PERFORMED BY KIMLEY-HORN IN JUNE 2025. THIS LAND USE DATA WAS SUPPLEMENTED AND REVISED TO MORE ACCURATELY REPRESENT THE 2025 (EXISTING) CONDITION'S HYDROLOGIC PARAMETERS.
2. AERIAL IMAGERY FROM NEARMAP (JANUARY, 2025)

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N W E S

Office Creek
Drainage Impact Fee
City of The Colony, Texas

THE COLONY
City by the Lake

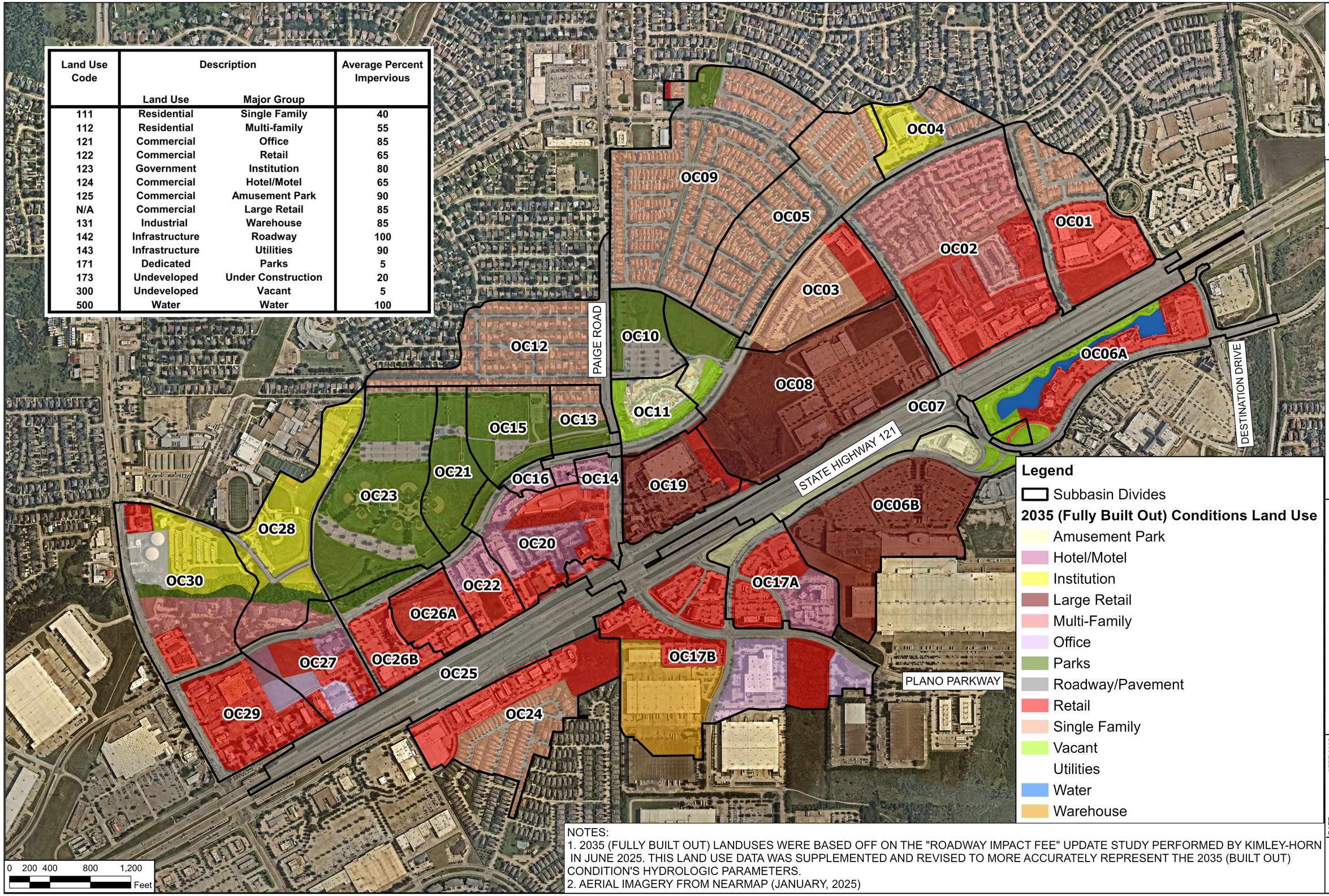
2025 (Existing) Conditions Land Use Map

DATE:	SEPT 2025
DESIGN:	SKM
DRAWN:	SKM
CHECKED:	KEP
KHA NO.:	061117031

SHEET
EX-2

K:\DAL_Hydro\063678007 - Office Creek DIF Update_2016\GIS\Exhibits\ExistingLandUse

Land Use Code	Description		Average Percent Impervious
	Land Use	Major Group	
111	Residential	Single Family	40
112	Residential	Multi-family	55
121	Commercial	Office	85
122	Commercial	Retail	65
123	Government	Institution	80
124	Commercial	Hotel/Motel	65
125	Commercial	Amusement Park	90
N/A	Commercial	Large Retail	85
131	Industrial	Warehouse	85
142	Infrastructure	Roadway	100
143	Infrastructure	Utilities	90
171	Dedicated	Parks	5
173	Undeveloped	Under Construction	20
300	Undeveloped	Vacant	5
500	Water	Water	100



Legend

- Subbasin Divides

2035 (Fully Built Out) Conditions Land Use

- Amusement Park
- Hotel/Motel
- Institution
- Large Retail
- Multi-Family
- Office
- Parks
- Roadway/Pavement
- Retail
- Single Family
- Vacant
- Utilities
- Water
- Warehouse

NOTES:
1. 2035 (FULLY BUILT OUT) LANDUSES WERE BASED OFF ON THE "ROADWAY IMPACT FEE" UPDATE STUDY PERFORMED BY KIMLEY-HORN IN JUNE 2025. THIS LAND USE DATA WAS SUPPLEMENTED AND REVISED TO MORE ACCURATELY REPRESENT THE 2035 (BUILT OUT) CONDITION'S HYDROLOGIC PARAMETERS.
2. AERIAL IMAGERY FROM NEARMAP (JANUARY, 2025)

Kimley»Horn
Engineering Firm Registration No. f-928
12750 Merit Drive, Suite 1000
Dallas, Texas 75251
(972) 770-1300 Phone
(972) 239-3820 Fax

N W E S

Office Creek
Drainage Impact Fee
City of The Colony, Texas

THE COLONY City by the Lake

2035 (Fully Built Out) Conditions Land Use Map

DATE:	SEPT 2025
DESIGN:	SKM
DRAWN:	SKM
CHECKED:	KEP
KHA NO.:	061117031

SHEET
EX-3

K:\DAL_Hydro\63678007 - Office Creek DIF Update_2016\GIS\Exhibits\FullyDevelopedLandUse

NORTH

GRAPHIC SCALE IN FEET
0 500 1000 2000

LEGEND

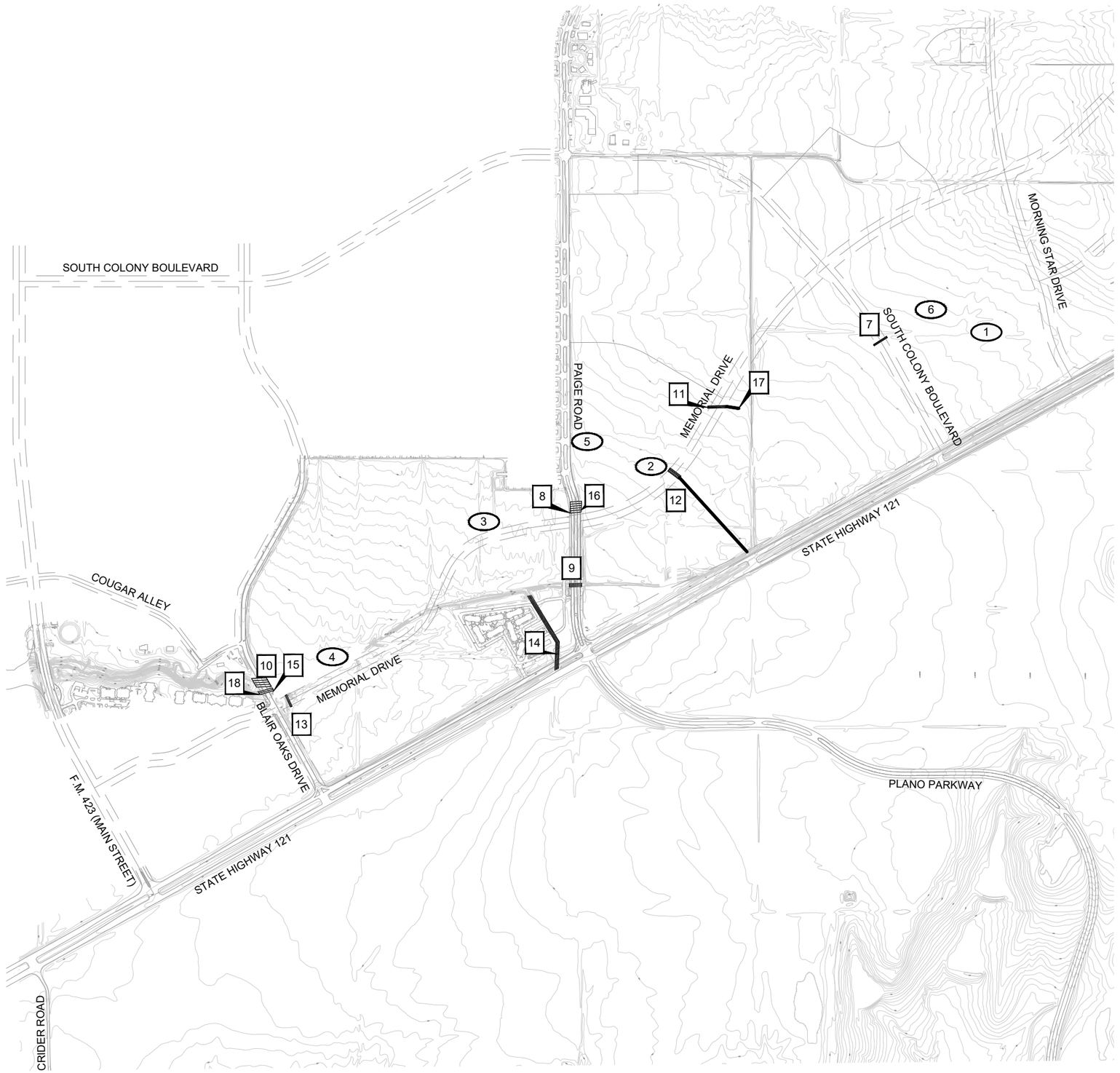
- RIGHT-OF-WAY BOUNDARY
- EXISTING CONTOUR
- 19 — APPROXIMATE STRUCTURAL IMPROVEMENT LOCATION
- 4 — APPROXIMATE CHANNEL IMPROVEMENT LOCATION

CHANNEL IMPROVEMENTS

PROJECT NUMBER	LOCATION	LENGTH OF IMPROVED CHANNEL
1	MORNING STAR DRIVE TO SOUTH COLONY BLVD.	1,350 L.F.
2	MEMORIAL DRIVE TO UPSTREAM FACE OF PAIGE ROAD	1,950 L.F.
3	DOWNSTREAM FACE OF PAIGE ROAD TO MEMORIAL DRIVE	1,950 L.F.
4	BETWEEN MEMORIAL DRIVE AND BLAIR OAKS DRIVE	350 L.F.
5	CHANNEL EXCAVATION AT HORIZON WATER PARK	850 L.F.
6	UPSTREAM FACE OF SOUTH COLONY BLVD. TO EASTERN SONOMA GRANDE BOUNDARY	`

STRUCTURAL IMPROVEMENTS

PROJECT NUMBER	LOCATION	SIZE OF IMPROVED STRUCTURE
7	SOUTH COLONY BOULEVARD AT OFFICE CREEK CROSSING	2 - 7' x 6' RCB
8	PAIGE ROAD IMMEDIATELY NORTH OF MEMORIAL DRIVE	5 - 8' x 8' RCB
9	PAIGE ROAD APPROXIMATELY 550' SOUTH OF MEMORIAL DRIVE	3 - 60" RCP
10	BLAIR OAKS DRIVE APPROXIMATELY 300' SOUTH OF COUGAR ALLEY	4 - 10' x 10' RCB
11	MEMORIAL DRIVE AT WORLEY DRIVE	3 - 7' x 6' RCB
12	MEMORIAL DRIVE APPROXIMATELY 1,000' EAST OF PAIGE ROAD	4 - 9' x 6' RCB
13	MEMORIAL DRIVE APPROXIMATELY 1,650' EAST OF BLAIR OAKS DRIVE	4 - 10' x 5' RCB
14	MEMORIAL DRIVE APPROXIMATELY 850' EAST OF BLAIR OAKS DRIVE	2 - 8' x 5' RCB
15	MEMORIAL DRIVE APPROXIMATELY 100' EAST OF BLAIR OAKS DRIVE	2 - 8' x 5' RCB
16	NWC OF PAIGE ROAD AND SH 121	4 - 8' x 4' RCB
17	VARIOUS DETENTION OUTFALLS	VARIES
18	PAIGE ROAD AT OFFICE CREEK CROSSING	VARIES
19	MEMORIAL DRIVE AT OFFICE CREEK CROSSING	3 - 7' x 6' RCB
20	BLAIR OAKS DRIVE AT OFFICE CREEK CROSSING	3 - 60" CMP



Kimley»Horn
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Office Creek Drainage Impact Fee

City of The Colony, Texas

Office Creek Capital Improvement Plan

Scale:	AS SHOWN
Designed by:	KEP
Drawn by:	KEP
Checked by:	KEP
Date:	SEPT 2025
Project No.	061117031

SHEET
EX-4

Sheet Set:Kha Layout:11X17 September 23, 2025 02:53:29pm
K:\DAL_Hydro\061117031 - Office Creek DIF\DWG\Improvements Exhibit\EXHIBIT-IMPROVEMENTS.dwg

B. Conceptual Level Project Cost Projections

IMPACT FEE CALCULATIONS

Channel Improvements:

Project Number	Location of Improvement	Location of Crossing	Length of Improved Channel	Status	Hydrologic Model Combination Point	Existing (2025) Condition Flow[1] (cfs)	Fully Built-Out (2035) Condition Flow[2] (cfs)	Total Construction Cost	Percentage in 10-Year Growth[3]	Cost of 10-Year Growth Capacity
1	Office Creek Channel	Morning Star Drive to South Colony Boulevard	1350 Linear Feet	Constructed	OC01	244.9	247.7	$ 708,115	1.13%	$ 8,002
2	Office Creek Channel	Memorial Drive to Upstream Face of Paige Road	1950 Linear Feet	Constructed	Junction-5	2422.5	2509.6	$ 340,153	3.47%	$ 11,803
3	Office Creek Channel	Downstream Face of Paige Road to Memorial Drive	1950 Linear Feet	Constructed	Junction-6.5	3053.8	3164.4	$ 483,269	3.50%	$ 16,914
4	Office Creek Channel	Between Memorial Drive and Blair Oaks Drive	350 Linear Feet	Constructed	Junction-9	4477.2	4613.6	$ 214,466	2.96%	$ 6,348
5	Tributary Channel	Channel Excavation at Horizon Water Park	850 Linear Feet	Constructed	OC09	507.2	507.9	$ 159,535	0.14%	$ 223
6	Office Creek Channel	Upstream Face of South Colony Blvd. to eastern Sonoma Grande boundary	700 Linear Feet	Constructed	Junction-1	677.8	691.2	$ 122,717	1.94%	$ 2,381

Structural Improvements:

Project Number	Location of Improvement	Location of Crossing	Size of Improved Structure	Status	Hydrologic Model Combination Point	Existing (2025) Condition Flow[1] (cfs)	Fully Built-Out (2035) Condition Flow[2] (cfs)	Total Construction Cost	Percentage in 10-Year Growth	Cost of 10-Year Growth Capacity
7	South Colony Boulevard	At Office Creek Crossing	2 - 7'x6' RCB's	Constructed	Junction-2	677.8	691.2	$ 191,340	1.94%	$ 3,712
8	Paige Road	Immediately North of Memorial Drive	5 - 8'x8' RCB's	Constructed	Junction-6.5	3053.8	3164.4	$ 439,199	3.50%	$ 15,372
9	Paige Road	Approximately 550' South of Memorial Drive	3 - 60" RCP's	Constructed	OC19	129.7	151.1	$ 143,840	14.16%	$ 20,368
10	Blair Oaks Drive	Approximately 300' South of Cougar Alley	4 - 10'x10' RCB's	Constructed	Junction-10	5425.1	5565.0	$ 562,232	2.51%	$ 14,112
11	Memorial Drive	At Worley Drive	3 - 7'x6' RCB's	Constructed	Junction-4	837.1	854.4	$ 171,668	2.02%	$ 3,468
12	Memorial Drive	Approximately 1000' East of Paige Road	4 - 9'x6' RCB's	Constructed	Junction-14	1200.0	1263.4	$ 212,928	5.02%	$ 10,689
13	Memorial Drive	Approximately 100' East of Blair Oaks Drive	2 - 8'x5' RCB's	Constructed	Junction-19	546.3	550.0	$ 80,560	0.67%	$ 540
14	Paige/121 Addition -- Chevron, USA	NWC of Paige Road and SH 121	4 - 8'x4' RCB's	Not Constructed	Junction-16B	600.7	602.3	$ 5,390,700	0.27%	$ 14,555
15	Detention Outfalls	Upstream of Blair Oaks Drive	Varies	Not Constructed	Junction-12	6117.8	6343.5	$ 434,900	3.56%	$ 15,482
16	Paige Road	At Office Creek Crossing	--	Not Constructed	Junction-6.5	3053.8	3164.4	$ 222,400	3.50%	$ 7,784
17	Memorial Drive	At Office Creek Crossing	3 - 7'x6' RCB's	Constructed	Junction-14	1200.0	1263.4	$ 369,123	5.02%	$ 18,530
18	Blair Oaks Drive	At Office Creek Crossing	1 - 10'x10' RCB	Constructed	Junction-10	5425.1	5565.0	$ 334,047	2.51%	$ 8,385
19	Impact Fee Study	--	--	Completed	--	--	--	$ 39,330	100.00%	$ 39,330

Total Construction Costs: $ 10,620,522

Notes:

1 Existing Condition flows obtained from HMS modeling that was previously prepared by the City of the Colony (2010) and revised by Kimley-Horn in 2025.

2 Fully Built Out Condition Flows obtained from HMS modeling that was previously prepared by the City of the Colony (2010) and revised by Kimley-Horn in 2025.

3 10-Year Growth Percentages have been calculated by the following formula:

$$\frac{\text{Fully Built-Out Flow - Existing Flow}}{\text{Fully Built-Out Flow}}$$

Total Cost of 10-Year Growth Capacity:	$	217,998
Maximum Assessable Cost (50%):	**$**	**108,999**
Total Number of Service Units:		703.8
Maximum Assessable Impact Fee:	**$**	**154.87**

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**1**
Name:	Office Creek Channel	**This project consisted of the construction of approximately 1350 linear feet of channel between Morning Star Drive and South Colony Boulevard. Construction was completed and paid for by Flournoy Development Company, LLC in 2004. Costs below reflect actual costs paid by Flournoy Development Company to complete the channel improvements.**		
Limits:	Morning Star Drive to South Colony Boulevard			
Improvement Type:	Channel			
Channel Length:	1350 Linear Feet			
Status:	Constructed			
Cost Source:	A			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
100	Pilot Channel	1	LS	$ 14,210	$ 14,210
200	Excavation	1	LS	$327,980	$ 327,980
300	Temporary Construction Entrance	1	LS	$ 2,000	$ 2,000
400	Construction Staking	1	LS	$ 10,000	$ 10,000
500	Curlex Erosion Control	1	LS	$ 64,720	$ 64,720
600	Weir Structure	1	LS	$ 11,000	$ 11,000
700	Channel Bottom Rip Rap	1	LS	$ 28,300	$ 28,300
800	Water Line Relocation	1	LS	$ 7,840	$ 7,840
				Construction Cost Subtotal:	**$ 466,050**

Change Order Items

No.	Item Description	Notes	Quantity	Unit	Unit Price	Item Cost
110	Weir Redesign		1	LS	$ 5,470	$ 5,470
120	Sewer Line Encasement		1	LS	$ 5,400	$ 5,400
130	Water Line Encasement		1	LS	$ 1,500	$ 1,500
140	Additional Rip Rap		1	LS	$ 23,275	$ 23,275
150	Traffic Wall		1	LS	$ 17,900	$ 17,900
160	Canal Redesign		1	LS	$104,048	$ 104,048
170	Reseeding		1	LS	$ 20,072	$ 20,072
					Change Order Subtotal:	**$ 177,665**

Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 466,050
Change Order Items:			$ 177,665
Estimated Engineering Fees:	Percent of Construction Cost (+/-):	10%	$ 64,400
		Project Cost TOTAL:	**$ 708,115**

Notes:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**2**
Name:	Office Creek Channel	**This project consisted of the construction of approximately 1950 linear feet of channel east of Paige Road between the upstream face of Paige Road and the downstream face of Memorial Drive. Construction was completed on this project in 2004. Construction costs below represent final construction costs paid by the developer and the City.**		
Limits:	Memorial Drive to Upstream Face of Paige Road			
Improvement Type:	Channel			
Length:	1950 Linear Feet			
Status:	Constructed			
Cost Source:	C			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
100	Mobilization	1	LS	$ 12,500	$ 12,500
200	Channel Excavation	18,945	CY	$ 3.00	$ 56,835
400	Pilot Channel	557	LF	$ 27.00	$ 15,039
500	Rock Rip Rap	82	CY	$ 35.00	$ 2,870
600	Gabion Drop Structure	1,040	SY	$ 44.00	$ 45,760
700	Erosion Control	1	LS	$ 31,250	$ 31,250
800	Erosion Control Matting	300	SY	$ 4.00	$ 1,200
900	Hydromulching	8	AC	$ 5,000	$ 40,000
				Construction Cost Subtotal:	**$ 205,454**

Total Project Cost Summary

Item Description	Notes:	Item Cost
Construction:		$ 205,454
Project Management Fees:	25% JNC Total -- See Reimbursement Request	$ 32,100
Engineering/Surveying Fees:	25% JNC Total -- See Reimbursement Request	$ 102,599
	Project Cost TOTAL:	**$ 340,153**

Notes:

1. Cost for Mobilization calculated as one-third of the total cost shown on Sheet 2 of Cost Source C.
2. Costs for Channel Excavation calculated using total costs for Channels B and C Excavation on Sheet 2 of Cost Source C and cost for Channel C Excavation on Sheet 3 of Cost Source C.
3. Cost for Rock Rip Rap, Gabion Drop Structure, and Hydrolmulching have been calculated using total costs shown on Sheet 2 of Cost Source C.
4. Cost for Erosion Control has been calculated as 50% of the total cost shown on Sheet 3 of Cost Source C.
5. Cost for Erosion Control Matting has been calculated using total costs shown on Sheets 2 and 3 of Cost Source C.
6. Project Management Fees have been included as 25% of the total cost of Project Management reported in the JNC Reimbursement Request (February, 2005).
7. Engineering/Surveying Fees have been included as 25% of the total cost of Engineering/Surveying Services reported in the JNC Reimbursement Request (February, 2005).

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**3**
Name:	Office Creek Channel	**This project consisted of the construction of approximately 1950 linear feet of channel west of Paige Road between the downstream face of Paige Road and the upstream face of Memorial Drive. Construction was completed on this project in 2004. Construction costs below represent final construction costs paid by the developer and the City.**		
Limits:	Downstream Face of Paige Road to Memorial Drive			
Improvement Type:	Channel			
Length:	1950 Linear Feet			
Status:	Constructed			
Cost Source:	C			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
100	Mobilization	1	LS	$ 12,500	$ 12,500
200	Channel Excavation	24,083	CY	$ 2.95	$ 71,045
300	Channel Excavation	7,293	CY	$ 5.06	$ 36,903
400	Channel Excavation	24,083	CY	$ 2.06	$ 49,611
500	Clearing and Grubbing	6.62	AC	$ 1,610	$ 10,658
600	Pilot Channel	1,752	LF	$ 60	$ 105,120
700	Erosion Control	1	LS	$ 28,933	$ 28,933
800	Rock Rip Rap	202	CY	$ 100	$ 20,200
900	Hydromulching	6.8	AC	$ 2,000	$ 13,600
				Construction Cost Subtotal:	**$ 348,570**

Total Project Cost Summary

Item Description	Notes:	Item Cost
Construction:		$ 348,570
Project Management Fees:	25% JNC Total -- See Reimbursement Request	$ 32,100
Engineering/Surveying Fees:	25% JNC Total -- See Reimbursement Request	$ 102,599
	Project Cost TOTAL:	**$ 483,269**

Notes:

1. Cost for Channel Excavation has been calculated as 85% of the total cost shown on Sheet 1 of Cost Source C, and 85% of the costs shown for Channel A Excavation on Sheets 2 and 3.
2. Cost for Clearing and Grubbing has been calculated as 85% of the total cost shown on Sheet 1 of Cost Source
3. Cost for Erosion Control has been calculated as one-third of the cost shown on Sheet 2 of Cost Source C. and 42.5% of the costs shown on Sheet 3 of Cost Source C.
4. Costs for Pilot Channel, Rock Rip Rap and Hydromulching have been calculated as 85% of the costs shown on Sheet 3 of Cost Source C.
5. Cost for Mobilization has been calculated as one-third of the cost shown on Sheet 2 of Cost Source C.
6. Project Management Fees have been included as 25% of the total cost of Project Management reported in the JNC Reimbursement Request (February, 2005).
7. Engineering/Surveying Fees have been included as 25% of the total cost of Engineering/Surveying Services reported in the JNC Reimbursement Request (February, 2005).

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:	**Description:**	**Project No.**	**4**
Name:	Office Creek Channel	**This project consisted of the construction of approximately 350 linear feet of channel immediately downstream of Memorial Drive between Memorial Drive and Blair Oaks Drive. Construction was completed on this project in 2004. Construction costs below represent final construction costs paid by the developer and the City.**	
Limits:	Between Memorial Drive and Blair Oaks Drive		
Improvement Type:	Channel		
Length:	350 Linear Feet		
Status:	Constructed		
Cost Source:	C		

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
100	Mobilization	1	LS	$ 12,500	$ 12,500
200	Channel Excavation	4,317	CY	$ 2.06	$ 8,893
300	Channel Excavation	4,317	CY	$ 2.95	$ 12,735
400	Channel Excavation	1,307	CY	$ 5.06	$ 6,613
500	Pilot Channel	314	LF	$ 60	$ 18,840
600	Clearing and Grubbing	1.19	AC	$ 1,610	$ 1,916
700	Erosion Control	1	LS	$ 12,170	$ 12,170
800	Rock Rip Rap	36	SY	$ 100	$ 3,600
900	Hydromulching	1.25	AC	$ 2,000	$ 2,500
				Construction Cost Subtotal:	**$ 79,767**

Total Project Cost Summary

Item Description	Notes:	Item Cost
Construction:		$ 79,767
Project Management Fees:	25% JNC Total -- See Reimbursement Request	$ 32,100
Engineering/Surveying Fees:	25% JNC Total -- See Reimbursement Request	$ 102,599
	Project Cost TOTAL:	**$ 214,466**

Notes:

1. Cost for Channel Excavation has been calculated as 15% of cost shown on Sheet 1 of Cost Source C and 15% of the total costs shown for Channel A Excavation on Sheets 2 and 3.
2. Cost for Erosion Control has been calculated as one-third of the cost shown on Sheet 2 of Cost Source C and 7.5% of the cost shown on Sheet 3 of Cost Source C.
3. Cost for Clearing and Grubbing has been calculated as 15% of the cost shown on Sheet 1 of Cost Source C.
4. Costs for Pilot Channel, Rock Rip Rap and Hydromulching have been calculated as 15% of the costs shown on Sheet 3 of Cost Source C.
5. Cost for Mobilization has been calculated as one-third of the cost shown on Sheet 2 of Cost Source C.
6. Project Management Fees have been included as 25% of the total cost of Project Management reported in the JNC Reimbursement Request (February, 2005).
7. Engineering/Surveying Fees have been included as 25% of the total cost of Engineering/Surveying Services reported in the JNC Reimbursement Request (February, 2005).

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**5**
Name:	Tributary Channel	**This project consisted of the construction of an additional channel immediately west of the Horizon Water Park. The channel is located along the eastern side of Paige Road and flows under the 9'x6' RCB culvert crossing at the water park. This improvement was designed by Halff Associates in 2004 and provides additional detention volume to the Office Creek watershed.**		
Limits:	Channel Excavation at Horizon Water Park			
Improvement Type:	Channel			
Length:	850 Linear Feet			
Status:	Constructed			
Cost Source:	E			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	Rock Berm	67	LF	$ 40.00	$ 2,680
	4" Topsoil	10,274	SY	$ 0.75	$ 7,706
	Hydromulching	10,274	SY	$ 0.50	$ 5,137
	Turf Reinforcement Mat	7,920	SY	$ 2.00	$ 15,840
	Unclassified Channel Excavation	10,864	CY	$ 2.00	$ 21,728
	Concrete Pilot Channel	921.00	SY	$ 30.00	$ 27,630
	Reinforced Concrete Weir	1	LS	$ 21,000	$ 21,000
	Reinforced Concrete Rip Rap	494	SY	$ 45.00	$ 22,230
	Geotextile for Gabion Mattress	402	SY	$ 2.00	$ 804
	Gabion Mattress	338.00	SY	$ 60.00	$ 20,280
				Construction Cost Subtotal:	**$ 145,035**

Total Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 145,035
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	$ 14,500
		Project Cost TOTAL:	**$ 159,535**

Notes:

1. Items 6 & 7 from Cost Source E not included in the calculation above. The subject items are not considered part of the Impact Fee CIP and cannot be considered in the drainage impact fee calculation.

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 6/7/2016

Project Information:		**Description:**	**Project No.**	**6**
Name:	Office Creek Channel	**This project consisted of the construction of a weir structure, regrading of approximately 700 linear feet of channel between South Colony Boulevard and the eastern edge of Sonoma Grande. Construction was completed and paid for by Flournoy Development Company, LLC in 2006. Costs below reflect actual costs paid by Flournoy Development Company to complete the channel improvements.**		
Limits:	Upstream Face of South Colony Blvd. to eastern Sonoma Grande boundary			
Improvement Type:	Channel			
Length:	700 Linear Feet			
Status:	Constructed			
Cost Source:	Actual			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	Concrete Pilot Channel	7,010	SF	$ 3.66	$ 25,657
	Riprap at Structure	782	SF	$ 60	$ 46,920
	Channel Cut	7,470	CY	$ 2	$ 14,940
	Weir Structure	1	EA	$ 24,000	$ 24,000
				Construction Cost Subtotal:	**$ 111,517**

Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 111,517
Engineering/Survey Fees:	Percent of Construction Cost (+/-):	10%	$ 11,200
		Project Cost TOTAL:	**$ 122,717**

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**7**
Name:	South Colony Boulevard	**This project consisted of the construction of two 7'x6' Reinforced Concrete Box (RCB) culverts under South Colony Boulevard.**		
Limits:	At Office Creek Crossing			
Improvement Type:	Structural			
Size:	2 - 7'x6' RCB's			
Status:	Constructed			
Cost Source:	Actual			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
462	2 - 7' x 6' RCB's	1	LS		$ 173,940
				Construction Cost Subtotal:	**$ 173,940**
				Construction Cost TOTAL:	**$ 173,940**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 173,940
Engineering/Survey Fees:	Percent of Construction Cost (+/-):	10%	$ 17,400
		Project Cost TOTAL:	**$ 191,340**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**8**
Name:	Paige Road	**This project consisted of the construction of five (5) - 8'x8' Reinforced Concrete Box (RCB) culverts under Paige Road. Construction was completed on this project in 2004. Construction costs below represent final construction costs paid by the developer to construct the improvements.**		
Limits:	Immediately North of Memorial Drive			
Improvement Type:	Structural			
Size:	5 - 8'x8' RCB's			
Status:	Constructed			
Cost Source:	C			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	5 - 8' x 8' RCB's	500	LF	$ 355	$ 177,500
	MCW-P Headwall	2	EA	$ 25,000	$ 50,000
	Metal Beam Guard Fence	250	LF	$ 31.40	$ 7,850
	Structural Excavation	3,000	CY	$ 6.00	$ 18,000
	Roadway Demolition	120	CY	$ 50	$ 6,000
	8" Reinforced Concrete Pavement	800	SY	$ 39.50	$ 31,600
	Water Main Relocation	86	LF	$ 50	$ 4,300
	Traffic Control	1	LS	$ 9,250	$ 9,250
				Construction Cost Subtotal:	**$ 304,500**

Total Project Cost Summary

Item Description	Notes:	Item Cost
Construction:		$ 304,500
Project Management Fees:	25% JNC Total -- See Reimbursement Request	$ 32,100
Engineering/Surveying Fees:	25% JNC Total -- See Reimbursement Request	$ 102,599
	Project Cost TOTAL:	**$ 439,199**

Notes:

1. Items shown on Cost Source C not included in the above calculations have been applied to Projects 3, 4, and 5.
2. Project Management Fees have been included as 25% of the total cost of Project Management reported in the JNC Reimbursement Request (February, 2005).
3. Engineering/Surveying Fees have been included as 25% of the total cost of Engineering/Surveying Services reported in the JNC Reimbursement Request (February, 2005).

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**9**
Name:	Paige Road	**This project consisted of the construction of three (3) existing 60" Reinforced Concrete Pipes located approximately 550 feet south of Memorial Drive.**		
Limits:	Approximately 550' South of Memorial Drive			
Improvement Type:	Structural			
Size:	3 - 60" RCP's			
Status:	Constructed			
Cost Source:	Actual			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	3 - 60" RCP's	390	LF	$ 250	$ 97,500
	Flared Wingwall	2	EA	$ 8,000	$ 16,000
	Grouted Rock Rip Rap	150	SY	$ 60.00	$ 9,000
	Metal Beam Guard Fence	60	LF	$ 30.00	$ 1,800
	Bridge Rail	100	LF	$ 50.00	$ 5,000
	Unclassified Excavation	360	CY	$ 4.00	$ 1,440
				Construction Cost Subtotal:	**$ 130,740**

Total Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 130,740
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	$ 13,100
		Project Cost TOTAL:	**$ 143,840**

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**10**
Name:	Blair Oaks Drive	**This project consisted of the construction of four (4) - 10'x10' Reinforced Concrete Box (RCB) culverts under Paige Road. Construction was completed on this project in 2004.**		
Limits:	Approximately 300' South of Cougar Alley			
Improvement Type:	Structural			
Size:	4 - 10'x10' RCB's			
Status:	Constructed			
Cost Source:	D			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	4 - 10' x 10' RCB's	300	LF	$ 400	$ 120,000
	Pavement Removal	343	SY	$ 10.00	$ 3,430
	Roadway Grading	57	CY	$ 20.00	$ 1,140
	Structural Excavation	2,446	CY	$ 3.00	$ 7,338
	Unclassified Channel Excavation	13,164	CY	$ 3.00	$ 39,492
	Erosion Control	1	LS	$ 6,300	$ 6,300
	Traffic Control	1	LF	$ 50,000	$ 50,000
	Mobilization	1	LS	$ 20,000	$ 20,000
	TxDOT Parallel Wing Headwall	2	EA	$ 66,000	$ 132,000
	TxDOT Traffic Rail	654	LF	$ 70.00	$ 45,780
	Filter Fabric	771	SY	$ 2.00	$ 1,542
	18" Gabion Mattresses	684	SY	$ 61.00	$ 41,724
	Gabion Basket Toewall	309	LF	$ 37.00	$ 11,433
	Curlex Quickgrass Erosion Control	261	SY	$ 3.00	$ 783
	8"Reinforced Concrete Pavement	342	SY	$ 35.00	$ 11,970
	Hydromulch	1	AC	$ 1,250	$ 1,250
	3" Caliper Trees	22	EA	$ 225	$ 4,950
	Tree Removal	1	LS	$ 8,500	$ 8,500
	Traffic Buttons and Striping	1	LS	$ 3,500	$ 3,500
				Construction Cost Subtotal:	**$ 511,132**

Total Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 511,132
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	$ 51,100
		Project Cost TOTAL:	**$ 562,232**

Notes:

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**11**
Name:	Memorial Drive	**This project consisted of the construction of three (3) 7'x6' Reinforced Concrete Box culverts immediately west of the intersection of Memorial Drive with Worley Drive.**		
Limits:	At Worley Drive			
Improvement Type:	Structural			
Size:	3 - 7'x6' RCB's			
Status:	Constructed			
Cost Source:	B			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	7'x6' Reinforced Concrete Box	160	LF	$ 661.50	$ 105,840
	Sloped Headwalls	2	EA	$ 21,000.00	$ 42,000
	Construction Staking	1	LS	$ 2,290.00	$ 2,290
	Silt Fence	795	LF	$ 1.75	$ 1,391
	Channel Excavation	500	CY	$ 8.66	$ 4,330
	Sheeting, Shoring, and Bracing	207	LF	$ 1.05	$ 217
				Construction Cost Subtotal:	**$ 156,068**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 156,068
Engineering/Survey Fees:	Percent of Construction Cost (+/-):	10%	$ 15,600
		Project Cost TOTAL:	**$ 171,668**

Notes:

1. Cost for Construction Staking and Silt Fence are one-third of total costs shown on Cost Source B.
2. Cost for Sheeting, Shoring, and Benching is 50% of total cost shown on Cost Source B.
3. Cost for Channel Excavation calculated using 500 CY of Channel Excavation from total shown on Cost Source B.
4. Items 1, 2, 4 through 8, and 14 through 16 from Cost Source B not included with Project 12.

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**12**
Name:	Memorial Drive	**This project consisted of the construction of four (4) 9'x6' Reinforced Concrete Box culverts located approximately 1000 feet east of the intersection of Memorial Drive and Paige Road. Construction of this improvement has not been completed.**		
Limits:	Approximately 1000' East of Paige Road			
Improvement Type:	Structural			
Size:	4 - 9'x6' RCB's			
Status:	Constructed			
Cost Source:	B			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	9'x6' Reinforced Concrete Box Culverts	136	LF	$ 976.50	$ 132,804
	Sloped Headwalls	2	EA	$26,250.00	$ 52,500
	Construction Staking	1	LS	$ 2,289.00	$ 2,289
	Silt Fence	793	LF	$ 1.75	$ 1,388
	Channel Excavation	500	CY	$ 8.66	$ 4,330
	Sheeting, Shoring, and Bracing	207	LF	$ 1.05	$ 217
				Construction Cost Subtotal:	**$ 193,528**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 193,528
Engineering/Survey Fees:	Percent of Construction Cost (+/-):	10%	$ 19,400
		Project Cost TOTAL:	**$ 212,928**

Notes:

1. Cost for Construction Staking and Silt Fence are one-third of total costs shown on Cost Source B.
2. Cost for Sheeting, Shoring, and Benching is 50% of total cost shown on Cost Source B.
3. Cost for Channel Excavation calculated using 500 CY of Channel Excavation from total shown on Cost Source B.
4. Items 1, 2, 4 through 8, and 14 through 16 from Cost Source B not included with Project 13.

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 7/6/2010

Project Information:		**Description:**	**Project No.**	**13**
Name:	Memorial Drive	**This project consisted of construction of two (2) 8'x5' Reinforced Concrete Box (RCB) culverts on Memorial Drive approximately 100' East of Blair Oaks Drive. Construction of the project was completed in 2004.**		
Limits:	Approximately 100' East of Blair Oaks Drive			
Improvement Type:	Structural			
Size:	2 - 8'x5' RCB's			
Status:	Constructed			
Cost Source:	D			

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Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	Metal Beam Guard Fence	75	LF	$ 25	$ 1,875
	SGT Railing End Section	1	EA	$ 2,300	$ 2,300
	TAS Railing End Section	1	EA	$ 500	$ 500
	2 - 8' x 5' RCB's	101	LF	$ 475	$ 47,975
	Parallel Wingwall	1	LS	$ 11,000	$ 11,000
	Flared Wingwall	1	LS	$ 5,000	$ 5,000
	Grouted Rock Rip Rap	125	SY	$ 65	$ 8,125
	Erosion Control	1	LS	$ 1,160	$ 1,160
				Construction Cost Subtotal:	**$ 73,260**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 73,260
Engineering/Survey Fees:	Percent of Construction Cost (+/-):	10%	$ 7,300
		Project Cost TOTAL:	**$ 80,560**

Notes:

1. Cost for Metal Beam Guard Fence is one-third of total cost shown on Cost Source D.
2. Costs for SGT and TAS Railings are one-third of total cost shown on Cost Source D.
3. Cost for Erosion Control is one-third of total cost shown on Cost Source D.
4. Cost for Grouted Rock Rip Rap is one-third of total cost shown on Cost Source D.
5. Cost for 8'x5' RCB's are 50% of the total cost shown on Cost Source D.
6. Items shown on Cost Source D not included in Projects 11 and 14 through 16 apply to associated paving improvements and cannot be included in drainage impact fee calculations.

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Project Cost Projection

Kimley-Horn and Associates, Inc.

Updated: 8/18/2025

Project Information:		**Description:**	**Project No.**	**14**
Name:	Paige/121 Addition -- Chevron, USA	**This project consists of replacing the existing 8'x'4 Reinforced Concrete Box culvert under the Paige/121 Addition (Chevron Station) with four (4) 8'x4' RCBs. The crossing at SH 121 will be constructed by TxDOT, while improvements downstream shall be constructed in future phases of development by the City of The Colony.**		
Limits:	NWC of Paige Road and SH 121			
Improvement Type:	Structural			
Size:	4 - 8'x4' RCB's			
Status:	Not Constructed			
Cost Source:	Projected			

Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	8' x4' RCB	2,970	LF	$ 600	$ 1,782,000
	Remove Existing Concrete Pavement	2,500	SY	$ 18	$ 45,000
	Grading and Subgrade Preparation	400	CY	$ 50	$ 20,000
	Structural Excavation and Soil Export/Haul off	4,200	CY	$ 60	$ 252,000
	Remove and Replace with CIP Junction Box	1	LS	$ 400,000	$ 400,000
	Remove and Replace Flared Wingwall	1	EA	$ 300,000	$ 300,000
	Place Reinforced Conc. Pvmt + Flex Base	2,500	SY	$ 80	$ 200,000
	Grouted Rip Rap at Headwall	140	CY	$ 320	$ 44,800
				Construction Cost Subtotal:	**$ 3,043,800**

Major Construction Component Allowances:

No.	Item Description	Notes	Allowance	Item Cost
	Mobilization	+/-	10%	$ 304,400
	Traffic Control	+/-	10%	$ 304,400
	Erosion Control	+/-	5%	$ 152,200
	Utility Relocation	+/-	15%	$ 456,600
			Allowance Subtotal:	**$ 1,217,600**
			Construction and Allowance Subtotal:	**$ 4,261,400**
			Construction Contingency (+/-): 15%	$ 639,200
			Construction Cost TOTAL:	**$ 4,900,600**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 4,900,600
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	$ 490,100
		Project Cost TOTAL:	**$ 5,390,700**

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Project Cost Projection

Kimley-Horn and Associates, Inc.

Updated: 8/18/2025

Project Information:		**Description:**	**Project No.**	**15**
Name:	Detention Outfalls	**This project consists of the construction of flow restrictor devices upstream of Blair Oaks Drive and along Office Creek to take advantage of available volume in the channel for detention.**		
Limits:	Upstream of Blair Oaks Drive			
Improvement Type:	Structural			
Size:	Varies			
Status:	Not Constructed			
Cost Source:	Projected			

Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	Blair Oaks Drive Structure	1	LS	$ 225,000	$ 225,000
				Construction Cost Subtotal:	**$ 225,000**

Major Construction Component Allowances:

No.	Item Description	Notes	Allowance	Item Cost
	Mobilization	+/-	20%	$ 45,000
	Erosion Control	+/-	5%	$ 11,300
	Traffic Control	+/-	5%	$ 11,300
	Utility Relocation	+/-	10%	$ 22,500
			Allowance Subtotal:	**$ 90,100**
			Construction and Allowance Subtotal:	**$ 315,100**
			Construction Contingency (+/-): 15%	$ 47,300
			Construction Cost TOTAL:	**$ 362,400**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 362,400
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	20%	$ 72,500
		Project Cost TOTAL:	**$ 434,900**

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Project Cost Projection

Kimley-Horn and Associates, Inc.

Updated: 8/18/2025

Project Information:		**Description:**	**Project No.**	**16**
Name:	Paige Road	**This project consists of upgrading an inline stepped weir at the intersection of Office Creek and Paige Road for low flow events.**		
Limits:	At Office Creek Crossing			
Improvement Type:	Structural			
Size:	Varies			
Status:	Not Constructed			
Cost Source:	Projected			

Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	Paige Road Structure Upgrade	1	LS	$ 115,000	$ 115,000
				Construction Cost Subtotal:	**$ 115,000**

Major Construction Component Allowances:

No.	Item Description	Notes	Allowance	Item Cost
	Mobilization	+/-	20%	$ 23,000
	Erosion Control	+/-	5%	$ 5,800
	Traffic Control	+/-	5%	$ 5,800
	Utility Relocation	+/-	10%	$ 11,500
			Allowance Subtotal:	**$ 46,100**
			Construction and Allowance Subtotal:	**$ 161,100**
			Construction Contingency (+/-): 15%	$ 24,200
			Construction Cost TOTAL:	**$ 185,300**

Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	$ 185,300
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	20%	$ 37,100
		Project Cost TOTAL:	**$ 222,400**

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City of The Colony

2025 Office Creek Drainage Impact Fee Update

Project Cost Projection

Kimley-Horn and Associates, Inc.

Updated: 8/25/2025

Project Information:		**Description:**	**Project No.**	**17**
Name:	Memorial Drive	**This project consisted of the construction of 3-7'x6' Reinforced Concrete Box (RCB) culverts at the intersection of Office Creek and Memorial Drive to serve the Memorial Drive Expansion.**		
Limits:	At Office Creek Crossing			
Improvement Type:	Structural			
Size:	3 - 7'x6' RCB's			
Status:	Constructed			
Cost Source:	G			

Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
IA-1	Construction Staking	1	EA	$ 2,500	$ 2,500
IA-2	Mobilization & General Site Preparation	2	STA	$ 3,755	$ 7,510
IA-3	Trench Safety for Storm Drain Lines	110	LF	$ 5	$ 550
IA-6	Stabilized Construction Entrance	1	EA	$ 2,500	$ 2,500
IA-8	Solid Sod	6,020	SY	$ 9.20	$ 55,384
IA-9	Rock Check Dam	40	LF	$ 67	$ 2,680
IA-10	Hydromulch Seeding	9,784	SY	$ 4.70	$ 45,985
IA-11	Soil Retention Blanket	7,403	SY	$ 1.20	$ 8,884
IA-16	Remove Existing Headwall	1	EA	$ 1,600	$ 1,600
IA-19	Removal and Disposal of Unsuitable Material; Replace	100	CY	$ 83	$ 8,300
IA-30	3 - 7' x 6' RCB	110	LF	$ 1,120	$ 123,200
IA-32	Concrete Headwall w/ Flared Wings for 3 - 7' x 6' RCBs	1	EA	$ 41,200	$ 41,200
IA-33	24" Grouted Rip Rap	271	CY	$ 130	$ 35,230
				Construction Cost Subtotal:	**$ 335,523**

Total Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 335,523
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	$ 33,600
		Project Cost TOTAL:	**$ 369,123**

Notes:

1. Cost for Construction Staking is 20% of total costs shown on Cost Source G.
2. Cost for Mobilization & Site Preparation includes 2 of the 17 stations shown on Cost Source G.
3. Cost for trench safety for storm drain pipe is calculated using 110 LF.

City of The Colony

2025 Office Creek Drainage Impact Fee Update

Final Construction Cost

Kimley-Horn and Associates, Inc.

Updated: 8/18/2025

Project Information:		**Description:**	**Project No.**	**18**
Name:	Blair Oaks Drive	**This project consisted of replacing the existing 2 - 84" CMPs and existing headwalls with 1 - 10' x 10' RCB and installing parallel headwalls.**		
Limits:	At Office Creek Crossing			
Improvement Type:	Structural			
Size:	1 - 10'x10' RCB			
Status:	Constructed			
Cost Source:	F			

Final Construction Cost

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
IA-01	Construction Staking	**1**	EA	$ 6,400	$ 6,400
IA-02	Mobilization & General Site Preparation	1	EA	$ 30,000	$ 30,000
IA-03	Trench Safety for Storm Drain Lines	84	LF	$ 1.50	$ 126
IA-13	Sawcut and Remove EX. Conc Pvmt.	9,767	SF	$ 0.80	$ 7,814
IA-15	Remove Existing Headwall	2	EA	$ 1,545	$ 3,090
IA-16	Remove Existing Storm Drainage Pipe	225	LF	$ 21	$ 4,759
IA-19	Channel Excavation	805	CY	$ 20	$ 16,100
IA-32	10' x 10' RCB	84	LF	$ 1,115	$ 93,660
IA-36	Parallel Headwall PW-1	2	EA	$ 50,000	$ 100,000
IA-37	Remove Existing Metal Beam Guard Fence	200	LF	$ 17	$ 3,400
IA-39	24" Grouted Rip Rap	491	CY	$ 78	$ 38,298
				Construction Cost Subtotal:	**$ 303,647**

Total Project Cost Summary

Item Description	Notes:		Item Cost
Construction:			$ 303,647
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	$ 30,400
		Project Cost TOTAL:	**$ 334,047**

Notes:

1. Cost for Construction Staking, Mobilization & Site Preparation are one-third of total costs shown on Cost Source F.
2. Cost for trench safety for storm drain pipe is calculated using 84 LF from Feb. 2019 record drawings.
3. Cost for sawcut and remove existing concrete pavement is calculated using 9,767 SF from Feb. 2019 record drawings.
4. Cost for removal of existing storm drainage pipe is calculated using 225 LF from Feb. 2019 record drawings.
5. Cost for removal of existing metal beam guard fence is calculated using 200 LF from Feb. 2019 record drawings.

C. Hydrologic Modeling Parameters

Weighted Percent Impervious						
	2025 (Existing) Conditions			2035 (Fully Built Out) Conditions		
DA	Area (AC)	Area (mi^2)	Percent Impervious (%)	Area (AC)	Area (mi^2)	Percent Impervious (%)
OC01	31.4	0.0491	62	31.4	0.0491	70
OC02	68.5	0.1070	49	68.5	0.1070	64
OC03	22.7	0.0354	35	22.7	0.0354	51
OC04	13.4	0.0209	76	13.4	0.0209	76
OC05	41.9	0.0654	61	41.9	0.0654	61
OC06A	33.1	0.0517	67	33.1	0.0517	67
OC06B	51.4	0.0804	84	51.4	0.0804	84
OC07	45.8	0.0715	97	45.8	0.0715	97
OC08	63.7	0.0995	41	63.7	0.0995	78
OC09	65.3	0.1020	60	65.3	0.1020	61
OC10	11.9	0.0186	43	11.9	0.0186	43
OC11	11.9	0.0185	65	11.9	0.0185	65
OC12	34.4	0.0537	63	34.4	0.0537	63
OC13	8.3	0.0130	37	8.3	0.0130	37
OC14	2.8	0.0044	85	2.8	0.0044	85
OC15	15.6	0.0244	19	15.6	0.0244	19
OC16	2.6	0.0041	69	2.6	0.0041	69
OC17A	22.4	0.0350	74	22.4	0.0350	74
OC17B	79.2	0.1237	77	79.2	0.1237	79
OC19	18.8	0.0294	74	18.8	0.0294	83
OC20	31.8	0.0498	67	31.8	0.0498	67
OC21	14.6	0.0228	12	14.6	0.0228	12
OC22	10.2	0.0159	58	10.2	0.0159	68
OC23	42.8	0.0668	24	42.8	0.0668	24
OC24	34.6	0.0540	50	34.6	0.0540	60
OC25	34.7	0.0543	99	34.7	0.0543	99
OC26A	10.6	0.0166	66	10.6	0.0166	66
OC26B	14.7	0.0229	62	14.7	0.0229	62
OC27	18.8	0.0294	52	18.8	0.0294	72
OC28	29.1	0.0454	69	29.1	0.0454	72
OC29	25.2	0.0394	64	25.2	0.0394	72
OC30	39.1	0.0611	71	39.1	0.0611	71

NOTE: Similar to the City of The Colony hydrologic modeling of the Office Creek Watershed (dated September 2016), the SCS Curve Number method was used assuming a Curve Number of 80 along with the impervious percentages shown above for each modeled subbasin.

Reach Information			
Reach R-OC06A	Reach R-OC17A	Reach R-OC26A	Reach R-OC17B
Length (ft)= 2897	Length (ft)= 1542	Length (ft)= 145	Length (ft)= 945
V (ft/s)= 6	V (ft/s)= 6	V (ft/s)= 6	V (ft/s)= 6
Lag Time= 8.0	Lag Time= 4.3	Lag Time= 0.4	Lag Time= 2.6

TIME OF CONCENTRATION & LAG TIME
TR-55 Methodology

2025 (EXISTING) CONDITIONS

	SHEET FLOW						**SHALLOW CONCENTRATED FLOW**							**OPEN CHANNEL FLOW**			**STORM SEWER FLOW**				**TOTAL**		***NOTE REFERENCE***
	Tc = (0.007(nL)^0.8)/(P2^0.5)(s^0.4) 2-year/24-hr Rainfall Depth from City of The Colony Engineering Design Manual (in.) = 3.95						Tc = L / 60*V							Tc = L / 60*V *Assumed channel flow velocity = 5 ft/s			Tc = L / 60*V *Assumed pipe velocity = 6 ft/s						
Basin	Length (ft)	Elev$_1$	Elev$_2$	Slope (ft/ft)	Manning's "n"	T_{c1} (min)	Length (ft)	Elev$_2$	Elev$_3$	Slope (ft/ft)	Condition TR-55 Fig. 3-1	V_{avg} (ft/s)	T_{c2} (min)	Length (ft)	V_{avg}* (ft/s)	T_{c3} (min)	Inlet Time (min)	Length (ft)	V_{avg}* (ft/s)	T_{c4} (min)	T_{cTOTAL} (min)	T_{lag} 0.6*T_c (min)	
OC01																						6.0	*1*
OC02																						10.0	*1*
OC03																	10	825	6.0	12.3	12.3	7.4	*2*
OC04																						6.0	*3*
OC05																						9.0	*4*
OC06A																	10	809	6.0	12.2	12.2	7.3	*5*
OC06B																	10	2310	6.0	16.4	16.4	9.9	*6*
OC07																						8.0	*3*
OC08	100	604.5	603.5	0.010	0.15	11.6	648	603.5	591	0.0193	Unpaved	2.24	4.8	126	5.0	0.4					16.9	10.1	*7*
OC09																						6.0	*3*
OC10																						12.0	*3*
OC11																						6.0	*1*
OC12																						18.0	*3*
OC13																						11.0	*3*
OC14																						9.0	*1*
OC15																						6.0	*3*
OC16																						6.0	*1*
OC17A																	10	827	6.0	12.3	12.3	7.4	*6*
OC17B														521	5.0	1.7	10	1695	6.0	14.7	16.4	9.9	*8*
OC19																						10.0	*3*
OC20																						7.0	*3*
OC21																						10.0	*3*
OC22	100	589.5	588.9	0.006	0.15	14.3	60	588.9	588.4	0.0083	Paved	1.86	0.5				0	425	6.0	1.2	16.0	9.6	*9*
OC23																						6.0	*3*
OC24																	10	2402	6.0	16.7	16.7	10.0	*10*
OC25																						6.0	*3*
OC26A																	10	780	6.0	12.2	12.2	7.3	*11*
OC26B																	10	1195	6.0	13.3	13.3	8.0	*12*
OC27																						9.0	*3*
OC28																						11.0	*3*
OC29																						22.0	*3*
OC30																						6.0	*3*

Notes:

1. Lag time unchanged from The Colony Office Creek Effective Model, Fully Developed Conditions.
2. Time of concentration based on topography and storm plan from Village at the Pointe City project number E16-0014.
3. Lag time unchanged from The Colony Office Creek Effective Model, 2010 Development Conditions.
4. Lag time updated to Fully Developed conditions (2016).
5. Storm sewer flow path based on "Grandscape Blvd. Construction Plans for Nebraska Furniture Mart of Texas Set 2 Phase 1" (Graham Associates Inc, October 2015).
6. Storm sewer flow path based on "Nebraska Furniture Mart Drive Construction Plans for Nebraska Furniture Mart of Texas Set 4" (Graham Associates Inc, August 2015).
7. Time of concentration based on topography used in the drainage area map associated with "Site Works Plans for Rooms to Go" (Cates-Clark & Associates, March 2015).
8. Storm sewer flow path based on "Engineering Site Plans for Orthofix Lot 1r, Block A, Austin Ranch West" (Spiars Engineering, May 2009) and "Austin Ranch Addition Lots 3r, 6, 7, 8, 9, & 10X Block" (Billingsley, August 2015).
9. Time of concentration updated based on 54th Street Restaurant plans dated 2018.
10. Storm sewer flow path based on "Final Plat and Construction Plans for Castle Hills - Phase 8 Section A For Denton County Fresh Water Supply District No. 1-A" (LandDesign, December 2013).
11. Storm sewer flow path based on "Development Plans for Peter Piper Pizza SH 121 at Blair Oaks Road" (CEI Engineering Associates, July 2013), "Construction Plans of Paving, Drainage, & Utilities for Gateway 121 Commercial Subdivision NE Corner of HWY 121 & Blair Oaks" (Carter & Burgess, April 2008), and "Construction Plans for Top Golf" (Brockette Davis and Drake, September 2013).
12. Storm sewer flow path based on "Construction Plans of Paving, Drainage, & Utilities for Gateway 121 Commercial Subdivision NE Corner of HWY 121 & Blair Oaks" (Carter & Burgess, April 2008).

TIME OF CONCENTRATION & LAG TIME
TR-55 Methodology

2035 (FULLY BUILT OUT) CONDITIONS

	SHEET FLOW Tc = (0.007(nL)^0.8)/(P2^0.5)(s^0.4) 2-year/24-hr Rainfall Depth from City of The Colony Engineering Design Manual (in.) = 3.95						**SHALLOW CONCENTRATED FLOW** Tc = L / 60*V						**OPEN CHANNEL FLOW** Tc = L / 60*V *Assumed channel flow velocity = 5 ft/s			**STORM SEWER FLOW** Tc = L / 60*V *Assumed pipe velocity = 6 ft/s				**TOTAL**		***NOTE REFERENCE***
Basin	Length (ft)	$Elev_1$	$Elev_2$	Slope (ft/ft)	Manning's "n"	T_{c1} (min)	Length (ft)	$Elev_2$	$Elev_3$	Slope (ft/ft)	Condition TR-55 Fig. 3-1	V_{avg} (ft/s)	T_{c2} (min)	Length (ft)	V_{avg}* (ft/s)	T_{c3} (min)	Inlet Time (min)	Length (ft)	V_{avg}* (ft/s)	T_{c4} (min)	T_{cTOTAL} (min)	T_{lag} 0.6*T_c (min)	
OC01																						6.0	*1*
OC02																						10.0	*1*
OC03																	10	825	6.0	12.3	12.3	7.4	*2*
OC04																						6.0	*1*
OC05																						9.0	*2*
OC06A																	10	809	6.0	12.2	12.2	7.3	*2*
OC06B																	10	2310	6.0	16.4	16.4	9.9	*2*
OC07																						8.0	*1*
OC08														126	5.0	0.4	10	448	6.0	11.2	11.7	7.0	*3*
OC09																						6.0	*1*
OC10																						6.0	*1*
OC11																						6.0	*1*
OC12																						18.0	*1*
OC13																						6.0	*1*
OC14																						9.0	*1*
OC15																						6.0	*1*
OC16																						6.0	*1*
OC17A																	10	827	6.0	12.3	12.3	7.4	*2*
OC17B														521	5.0	1.7	10	1695	6.0	14.7	16.4	9.9	*2*
OC19																						6.0	*1*
OC20																						7.0	*1*
OC21																						6.0	*1*
OC22																						9.6	*2*
OC23																						6.0	*1*
OC24																	10	2402	6.0	16.7	16.7	10.0	*2*
OC25																						6.0	*1*
OC26A																	10	780	6.0	12.2	12.2	7.3	*2*
OC26B																	10	1195	6.0	13.3	13.3	8.0	*2*
OC27																						6.0	*1*
OC28																						11.0	*1*
OC29																						11.0	*1*
OC30																						6.0	*1*

Notes:
1. Lag time unchanged from The Colony Office Creek Effective Model, Fully Developed Conditions.
2. Lag time unchanged from 2025 Existing Conditions.
3. Assumed future pipe flow length is 300' less than the 2016 (Existing) condition sheet and shallow flow path lengths.

D. Hydrologic Modeling Output

2025 (Existing) Conditions Hydrologic Model Output		
100-Year Event		
Hydrologic Element	**Drainage Area (sq mi)**	**Peak Discharge (cfs)**
Junction-1	0.1561	677.7
Junction-10	1.3108	5425.0
Junction-11	1.3856	5741.2
Junction-12	1.4861	6117.8
Junction-13	0.2036	784.1
Junction-14	0.3031	1200.0
Junction-15	0.0863	391.8
Junction-16	0.1881	727.1
Junction-16B	0.1587	600.7
Junction-17	0.2464	976.0
Junction-18	0.1083	498.9
Junction-19	0.1249	546.3
Junction-2	0.1561	677.7
Junction-4	0.1915	837.1
Junction-5	0.5809	2422.5
Junction-6	0.5994	2509.3
Junction-6.5	0.7200	3053.8
Junction-7	0.7737	3201.2
Junction-7.5	0.8111	3359.0
Junction-8	1.0575	4318.6
Junction-9	1.0962	4477.2
OC01	0.0491	244.8
OC02	0.1070	454.7
OC03	0.0354	159.9
OC04	0.0209	106.4
OC05	0.0654	292.3
OC06A	0.0517	246.9
OC06B	0.0804	361.0
OC07	0.0715	348.2
OC08	0.0995	416.3
OC09	0.1020	507.2
OC10	0.0186	73.8
OC11	0.0185	92.7
OC12	0.0537	190.4
OC13	0.0130	52.4
OC14	0.0044	20.4
OC15	0.0244	114.0
OC16	0.0041	20.7
OC17A	0.0350	168.1
OC17B	0.1237	549.7
OC19	0.0294	129.7
OC20	0.0498	241.2
OC21	0.0228	91.4
OC22	0.0159	69.2
OC23	0.0668	314.6
OC24	0.0540	229.8
OC25	0.0543	285.4
OC26A	0.0166	79.1
OC26B	0.0229	106.0
OC27	0.0294	129.6
OC28	0.0454	192.6
OC29	0.0394	128.9
OC30	0.0611	308.7
P-OC06A	0.0517	163.6
P-OC17A	0.0350	73.5
P-OC26A	0.0166	60.3
R-OC06A	0.0517	163.6
R-OC17A	0.0350	73.5
R-OC17B	0.1587	600.7
R-OC26A	0.0166	60.3

2035 (Fully Built Out) Conditions Hydrologic Model Output		
100-Year Event		
Hydrologic Element	**Drainage Area (sq mi)**	**Peak Discharge (cfs)**
Junction-1	0.1561	691.2
Junction-10	1.3108	5565.0
Junction-11	1.3856	5891.8
Junction-12	1.4861	6343.5
Junction-13	0.2036	784.1
Junction-14	0.3031	1263.4
Junction-15	0.0863	391.8
Junction-16	0.1881	718.3
Junction-16B	0.1587	602.3
Junction-17	0.2464	975.0
Junction-18	0.1083	502.5
Junction-19	0.1249	550.0
Junction-2	0.1561	691.2
Junction-4	0.1915	854.4
Junction-5	0.5809	2509.6
Junction-6	0.5994	2596.4
Junction-6.5	0.7200	3164.4
Junction-7	0.7737	3304.2
Junction-7.5	0.8111	3473.4
Junction-8	1.0575	4444.5
Junction-9	1.0962	4613.6
OC01	0.0491	247.7
OC02	0.1070	465.1
OC03	0.0354	164.1
OC04	0.0209	106.4
OC05	0.0654	292.3
OC06A	0.0517	246.9
OC06B	0.0804	361.0
OC07	0.0715	348.2
OC08	0.0995	489.8
OC09	0.1020	507.9
OC10	0.0186	90.2
OC11	0.0185	92.7
OC12	0.0537	190.4
OC13	0.0130	62.5
OC14	0.0044	20.4
OC15	0.0244	114.0
OC16	0.0041	20.7
OC17A	0.0350	168.1
OC17B	0.1237	551.4
OC19	0.0294	151.1
OC20	0.0498	241.2
OC21	0.0228	105.4
OC22	0.0159	70.2
OC23	0.0668	314.6
OC24	0.0540	233.3
OC25	0.0543	285.4
OC26A	0.0166	79.1
OC26B	0.0229	106.0
OC27	0.0294	148.8
OC28	0.0454	193.5
OC29	0.0394	167.9
OC30	0.0611	308.7
P-OC06A	0.0517	163.6
P-OC17A	0.0350	73.5
P-OC26A	0.0166	60.3
R-OC06A	0.0517	163.6
R-OC17A	0.0350	73.5
R-OC17B	0.1587	602.3
R-OC26A	0.0166	60.3

E. Actual Impact Fees to be Assessed by Land Use (As Adopted by Ordinance # _____)

F. Digital Files

CITY OF THE COLONY
ORDINANCE NO. 2025-____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AMENDING CHAPTER 8, ARTICLE II, ENTITLED "IMPACT FEES" BY AMENDING SECTION 8-52 OF THE CODE OF ORDINANCES, ENTITLED "DEFINITIONS" BY REDEFINING THE TERM "OFFICE CREEK DRAINAGE CAPITAL IMPROVEMENTS PLAN"; AMENDING CHAPTER 8, SECTION 8-64 (B) OF THE CODE OF ORDINANCES, ENTITLED "OFFICE CREEK DRAINAGE IMPACT FEES" BY UPDATING THE OFFICE CREEK DRAINAGE IMPACT FEES FOR DRAINAGE FACILITIES BASED UPON AN AMENDED LAND USE ASSUMPTIONS, AND CAPITAL IMPROVEMENTS PLAN; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALER CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 395 of the Texas Local Government Code authorizes the imposition and collection of drainage impact fees for eligible capital improvements and facilities; and

WHEREAS, the City of The Colony, Texas, has previously adopted land use assumptions, capital improvements plan for drainage impact fees; and

WHEREAS, Section 395.052 of the Texas Local Government Code requires the City of The Colony, Texas, to conduct a periodic update of the land use assumptions and capital improvements plan; and

WHEREAS, the City of The Colony (hereinafter referred to as the "City") contracted with Kimley Horn and Associates, Inc., to perform an Office Creek Drainage Impact Fee Update, a copy of which is attached hereto and incorporated herein as ***Exhibit A***, as amended, which is attached hereto and incorporated herein for all purposes; and

WHEREAS, in accordance with Chapter 395 of the Texas Local Government Code, as amended, notices have been published, public hearings have been held and the written recommendations received concerning land use assumptions and drainage impact fees, which is identical to the capital improvements plan prepared by a qualified professional engineer; and

WHEREAS, the City Council finds that it is in the best interest of the citizens of the City to adopt such land use assumptions and drainage impact fees established herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS:

SECTION 1. That the findings set forth above are found to be true and correct and are hereby incorporated into the body of this Ordinance for all purposes as if fully set forth herein.

SECTION 2. That Chapter 8, Section 8-52 of the Code of Ordinances of the City of The Colony, Texas, entitled "Definitions," is hereby amended as follows:

"Sec. 8-52. Definitions.

. . .

Office Creek Drainage Capital Improvements Plan means a plan contemplated by this article that identifies Office Creek Drainage Capital Improvements or facility expansions for which storm water, drainage, and flood control impact fees may be assessed. The said plan is dated September 2025, and entitled "Office Creek Drainage Impact Fee Update," as prepared by Kimley-Horn and Associates, Inc., and on file in the office of the city secretary.

. . .

SECTION 3. That Chapter 8, Section 8-64 of the Code of Ordinances of the City of The Colony, Texas, entitled "Amount of impact fees," is hereby amended by adding a new subsection (c), entitled "Office Creek Drainage Impact Fees" which shall read as follows:

"(c) *Office Creek drainage impact fees*.

(1) The land use assumptions ("LUA") and the Office Creek drainage impact fee update, which is identical to the capital improvements plan ("CIP"), prepared by Kimley Horn and Associates, Inc., dated September 2025, which is attached hereto and incorporated herein for all purposes as ***Exhibit A***, together with all its amendments, exhibits and appendices, are hereby approved. ***Exhibit A*** is not set out herein but is on file and shall be maintained in the office of the city secretary and available for inspection. The LUA and drainage impact fee established herein shall be reviewed and updated at least every five (5) years.

(2) Schedule of Office Creek drainage impact fees:

(A) The fees established in this section are based on the calculation of the inventory of lots and tracts, having taken into consideration the size and impervious area on the benefited property. The city establishes the following rates:

Residential unit:

Each residential single-family unit, town home, duplex, or manufactured home:	$154.87 per service unit

(B) There is hereby established an equivalency unit (hereinafter "ERU") for non-residential property which is based on an average impervious area of 3,406 square feet per single-family residential unit, which is as follows:

Non-residential unit:

Each multi-family or non-residential unit: $154.87 per ERU:

An ERU is an equivalent residential unit and is equal to 3,406 square feet of impervious area."

SECTION 4. An Office Creek drainage impact fee, as provided in ***Exhibit A*** and as authorized by Chapter 395 of the Texas Local Government Code, as amended, is hereby imposed. The maximum amount of the drainage impact fee that could be assessed within the Service Area will be determined as provided in ***Exhibit A***. The actual amount of impact fees assessed within the service area will be determined as provided by in ***Exhibit A***.

SECTION 5. The methodology for drainage impact fees, including the service area, service units, cost per service unit, and service unit calculation shall be provided in Chapter III of ***Exhibit A***.

SECTION 6. Drainage impact fee calculations, which shall include maximum assessable impact fee per service unit, plan for awarding the drainage impact fee credit shall be as provided in Chapter IV of ***Exhibit A***, as amended.

SECTION 7. This section is adopted pursuant to Chapter 395 of the Texas Local Government Code, as amended. The provisions of this section shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this section. Guidelines may be developed by City Council resolution or otherwise to implement and administer this section.

SECTION 8. It is hereby declared to be the intention of the City Council that the words, phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any word, phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining words, phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional word, phrase, clause, sentence, paragraph or section.

SECTION 9. Any provision of any prior ordinance of the City, whether codified or uncodified, which is in conflict with any provision of this Ordinance, is hereby repealed to the extent of the conflict, but all other provisions of the ordinances of the City, whether codified or uncodified, which are not in conflict with the provisions of this Ordinance shall remain in full force and effect.

SECTION 10. This Ordinance shall become effective immediately from and after its passage and publication as required by law.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeff L. Moore, City Attorney

Exhibit A

Office Creek Drainage Impact Fee Update

CITY OF THE COLONY

ORDINANCE NO. 2025-____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, AMENDING CHAPTER 8, SECTION 8-52 OF THE CODE OF ORDINANCES, ENTITLED "DEFINITIONS" BY REDEFINING THE TERM "CAPITAL IMPROVEMENT PLAN"; AMENDING CHAPTER 8, SECTION 8-64(B) OF THE CODE OF ORDINANCES, ENTITLED "ROADWAY IMPACT FEE," BY UPDATING THE ROADWAY IMPACT FEES FOR ROADWAY FACILITIES BASED UPON AN AMENDED LAND USE ASSUMPTIONS, AND CAPITAL IMPROVEMENTS PLAN; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A REPEALER CLAUSE; AND PROVIDING FOR SAID ORDINANCE TO TAKE IMMEDIATE EFFECT.

WHEREAS, Chapter 395 of the Texas Local Government Code authorizes the imposition and collection of roadway facilities impact fees for eligible capital improvements and facilities; and

WHEREAS, the City of The Colony, Texas (hereinafter referred to as the "City"), has previously adopted land use assumptions, capital improvements plan for roadway facilities impact fees; and

WHEREAS, Section 395.052 of the Texas Local Government Code requires the City to conduct a periodic update of the land use assumptions and capital improvements plan; and

WHEREAS, the City contracted with Kimley Horn and Associates, Inc., to perform a Roadway Impact Fee Update, a copy of which is attached hereto and incorporated herein as ***Exhibit A***, as amended, which is attached hereto and incorporated herein for all purposes; and

WHEREAS, in accordance with Chapter 395 of the Texas Local Government Code, as amended, notices have been published, public hearings have been held and the written recommendations received concerning land use assumptions and Roadway Impact Fees, which is identical to the capital improvements plan prepared by a qualified professional engineer; and

WHEREAS, the City Council finds that it is in the best interest of the citizens of the City to adopt such land use assumptions and roadway impact fees established herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS:

SECTION 1. That the findings set forth above are found to be true and correct and are hereby incorporated into the body of this Ordinance for all purposes as if fully set forth herein.

SECTION 2. That Chapter 8 of the Code of Ordinances be, and the same is, hereby

amended by amending Section 8-52, entitled “Definitions” to read as follows:

“Sec. 8-52. Definitions.

. . . .

Capital improvements plan means a plan contemplated by this article that identifies capital improvements or facility expansions for which impact fees may be assessed. The said plan is dated September 2025 and entitled “Roadway Impact Fee Update”, as prepared by Kimley-Horn and Associates, Inc. and on file in the office of the city secretary.

. . . .

SECTION 3. That Chapter 8 of the Code of Ordinances be, and the same is, hereby amended by amending Section 8-64(b), entitled “Roadway Impact Fees” to read as follows:

“(b) *Roadway impact fees*.

(1) The land use assumptions (“LUA”) and the roadway impact fee update, which is identical to the capital improvements plan (“CIP”), prepared by Kimley Horn and Associates, Inc., dated September 2025 and entitled “City of The Colony Roadway Impact Fee Update”, which is attached hereto and incorporated herein for all purposes as Exhibit A, together with all its amendments, exhibits and appendices, are hereby approved. ***Exhibit A*** is not set out herein but is on file and shall be maintained in the office of the city secretary and available for inspection. The LUA and roadway impact fee established herein shall be reviewed and updated at least every five (5) years.

(2) The roadway impact fee contained in Table 8 to be charged is attached hereto and incorporated herein for all purposes.

SECTION 4. The methodology for roadway impact fees, including the service area, service units, cost per service unit, and service unit calculation shall be provided in Chapter III of ***Exhibit A***.

SECTION 5. Impact fee calculations, which shall include maximum assessable impact fee per service unit, plan for awarding the roadway impact fee credit, and service unit demand per unit of Development shall be as provided in Table 9 of the referenced report.

SECTION 6. Any construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by the City as a condition of development approval shall be credited against roadway facilities impact fees otherwise due from the development.

SECTION 7. A record must be made and kept of the public hearings conducted as provided by this chapter and maintained and made available for public inspection for at least ten (10) years after the date of the hearing.

SECTION 8. This section is adopted pursuant to Chapter 395 of the Texas Local Government Code, as amended. The provisions of this section shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this section. Guidelines may be developed by City Council resolution or otherwise to implement and administer this section.

SECTION 9. The provisions of this section apply to all new development within the corporate boundaries of the City.

SECTION 10. No application for new development shall be approved within the City without assessment of an impact fee pursuant to this article, and no building permit shall be issued unless the applicant has paid the roadway facilities impact fee imposed by and calculated hereunder.

SECTION 11. Following the lapse or expiration of approval for a plat, a new assessment shall occur at the time of final approval of a new plat.

SECTION 12. An application for an amending plat made pursuant to Section 212.016 of the Texas Local Government Code, as amended, and the Subdivision Regulations, is not subject to reassessment for an impact fee.

SECTION 13. It is hereby declared to be the intention of the City Council that the words, phrases, clauses, sentences, paragraphs and sections of this Ordinance are severable, and if any word, phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining words, phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this Ordinance of any such unconstitutional word, phrase, clause, sentence, paragraph or section.

SECTION 14. Any provision of any prior ordinance of the City, whether codified or uncodified, which is in conflict with any provision of this Ordinance, is hereby repealed to the extent of the conflict, but all other provisions of the ordinances of the City, whether codified or uncodified, which are not in conflict with the provisions of this Ordinance shall remain in full force and effect.

SECTION 15. This Ordinance shall become effective immediately from and after its passage and publication as required by law.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF THE COLONY, TEXAS, THIS 16th DAY OF DECEMBER 2025.

_____
Richard Boyer, Mayor
City of The Colony, Texas

ATTEST:

_____
Tina Stewart, TRMC, CMC, City Secretary

APPROVED AS TO FORM:

_____
Jeff L. Moore, City Attorney

Exhibit A

Roadway Impact Fee
Report

Exhibit B

Roadway Impact Fee

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Discussion
Agenda Section: regular agenda items

Suggested Action:
Discuss and consider approving the City Council meeting schedule for 2026. (Council)

Background:

Attachments:
Council Meeting Dates - Schedule 2026 DRAFT.doc

2026 City Council Meeting Dates

City of The Colony Council meetings are normally the 1st and 3rd Tuesdays of each month.

January 6

January 20

February 3

February 17

March 4 ***(Wed due to Primary Election May 3rd)***

(LISD Spring Break March 16-20)

March 17

April 7

April 21

May 5

May 19

June 2

June 16

July 7

July 21

August 4

August 18

September 1

September 15

October 7 ***(Wed due to National Night Out Oct. 6th)***

October 20

November 4 ***(Wed due to Election Day Nov. 3rd)***

November 17

December 1

December 15

This schedule is subject to change. Confirmation of dates is recommended during months with holidays.

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Discussion
Agenda Section: regular agenda items

Suggested Action:
Discuss and elect Mayor Pro Tem and Deputy Mayor Pro Tem according to the Code of Ordinances, Chapter 2, Section 2-4 (b). (Council)

Background:

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Discussion
Agenda Section: executive session

Suggested Action:
A. Council shall convene into a closed executive session pursuant to Sections 551.072 and 551.087 of the Texas Government Code to deliberate regarding purchase, exchange, lease or value of real property and commercial or financial information the city has received from a business prospect(s), and to deliberate the offer of a financial or other incentive to a business prospect(s).

Background:

CITY COUNCIL Agenda Item Report

Meeting Date: December 16, 2025
Submitted By: Ana Alvarado
Submitting Department: City Secretary
Item Type: Discussion
Agenda Section: executive session action

Suggested Action:
A. Any action as a result of executive session regarding purchase, exchange, lease or value of real property and commercial or financial information the city has received from a business prospect(s), and the offer of a financial or other incentive to a business prospect(s).

Background: