

Bastrop, TX City Council Meeting Agenda
Bastrop City Hall City Council Chambers
Bastrop, Texas 78602
(512) 332-8800



November 04, 2025
Special City Council Meeting at 6:30 PM

City of Bastrop City Council meetings are available to all persons regardless of disability. If you require special assistance, please contact the City Secretary at (512) 332-8800 or write 1311 Chestnut Street, 78602, or by calling through a T.D.D. (Telecommunication Device for the Deaf) to Relay Texas at 1-800-735-2989 at least 48 hours in advance of the meeting.

The City of Bastrop reserves the right to reconvene, recess, or realign the Regular Session or called Executive Session or order of business at any time prior to adjournment.

PLEASE NOTE: ANYONE IN ATTENDANCE WISHING TO ADDRESS THE COUNCIL MUST COMPLETE A CITIZEN COMMENT FORM AND GIVE THE COMPLETED FORM TO THE CITY SECRETARY PRIOR TO THE START OF THE CITY COUNCIL MEETING. ALTERNATELY, IF YOU ARE UNABLE TO ATTEND THE COUNCIL MEETING, YOU MAY COMPLETE A CITIZEN COMMENT FORM WITH YOUR COMMENTS AT CITYOFBASTROP.ORG/CITIZENCOMMENT AT LEAST TWO HOURS BEFORE THE MEETING STARTS ON THE REQUESTED DATE. COMMENTS SUBMITTED BY THIS TIME WILL BE GIVEN TO THE CITY COUNCIL DURING THE MEETING AND INCLUDED IN THE PUBLIC RECORD, BUT NOT READ ALOUD. COMMENTS FROM EACH INDIVIDUAL IN ATTENDANCE WILL BE LIMITED TO THREE (3) MINUTES.

1. CALL TO ORDER

- 2. PLEDGE OF ALLEGIANCE** - Michael and Daniel Orr, students with Adelson Elementary Dillo Squad (Safety Patrol)

TEXAS PLEDGE OF ALLEGIANCE - *Honor the Texas Flag; I pledge allegiance to thee, Texas, one state under God, one and indivisible.*

3. INVOCATION

4. PRESENTATIONS

[4A.](#) Mayor's Report

[4B.](#) Council Members' Report

[4C.](#) City Manager's Report

[4D.](#) PROCLAMATION - Arbor Day on November 8, 2025

5. WORK SESSIONS/BRIEFINGS - NONE

6. STAFF AND BOARD REPORTS - NONE

7. CITIZEN COMMENTS

At this time, three (3) minute comments will be taken from the audience on any topic. Anyone in attendance wishing to address the Board/Commission must complete a citizen comment form and give the completed form to the Board/Commission Secretary prior to the start of the Board/Commission meeting. In accordance with the Texas Open Meetings Act, if a citizen discusses any item not on the agenda, the Board/Commission cannot discuss issues raised or make any decision at this time. Instead, the Board/Commission is limited to making a statement of specific factual information or a recitation of existing policy in response to the inquiry. Issues may be referred to the City Manager for research and possible future action. Profanity, physical or other threats are not allowed and may subject the speaker to loss of the time for comment, and if disruptive to the conduct of business could result in removal of the speaker.

8. CONSENT AGENDA

All matters listed under "Consent Agenda" are considered to be routine by the city council and will be enacted by one motion. There will not be a separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.

[8A.](#) Consider and act on the second reading of Ordinance No. 2025-75, granting a one-year extension of the master plan expiration for the Reed Ranch Planned Development District, being 24.04 acres out of the Nancy Blakey Survey, as shown on Attachment 1, located at 615 W Highway 71, within the city limits of Bastrop, Texas.

Submitted by: James E. Cowey, Director of Development Services

[8B.](#) Consider and act on the second reading of Ordinance No. 2025-74 pertaining to a proposed amendment to Chapter 10 of the Code of Ordinances to revise the minimum number of residential lots or lot size that trigger parkland dedication requirements and to establish minimum park improvement standards as an alternative to park enrichment fee contributions.

Submitted by: Brittany Epling, Senior Planner

[8C.](#) Consider and act on the second reading of Ordinance No. 2025-73, amending the Bastrop Code of Ordinances, Chapter 14, Bastrop Building Block (B3) Code by changing the P1 Nature Place Type to P1 Parks and Open Space, and adopting new and revised code provisions in relation to the P1 Parks and Open Space Place Type and Civic Space.

Submitted by: Vivianna Nicole Andres, Assistant to the City Manager

[8D.](#) Consider and act on the second reading of Ordinance No. 2025-80, approving a purchasing contract with Kraftsman Play Systems, Inc for \$2,868,102.88, utilizing Kraftsman Buy Board Purchasing Cooperative number #781-25.

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

- [8E.](#) Consider and act on the second reading of Ordinance No. 2025-79, abandoning and vacating a certain section of the Mill Street right-of-way and South Street right-of-way to the south of State Highway 71 and east of Lover's Lane; and authorizing the City Manager to execute any necessary documents to convey the City's remaining real property interests, if any, in said right-of-way to the adjacent owner.

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

- [8F.](#) Consider and act on the second reading of Ordinance No. 2025-78, amending the Convention Center Capital budget by \$117,510 funded from Hotel Occupancy reserves to pay for necessary roof repairs to the Convention Center.

Submitted by: Laura Allen, Assistant Finance Director

- [8G.](#) Consider and act on the second reading of Ordinance No. 2025-63, amending the Bastrop Code of Ordinances, Chapter 13, Article 13.12 – Impact Fees, Division 4 – Roadway Facilities, to apply the Roadway Impact Fee to newly annexed areas; amending the Service Areas Map to which the Roadway Impact Fees apply to include annexed areas.

Submitted by: Vivianna Nicole Andres, Assistant to the City Manager

- [8H.](#) Consider and act on Resolution No. R-2025-187 to authorize a Temporary Access and Use Agreement of city-owned property, described as property located on the unpaved portion of Newton Street, south of Highway 71, and east of Martin Luther King Drive, to Bastrop Executive, LLC.

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

- [8I.](#) Consider and act on Resolution No. R-2025-139, approving an Interlocal Agreement between the City of Bastrop and the Capital Area Rural Transportation System (CARTS) for shuttle transportation services for City-sponsored, Hotel Occupancy Tax (HOT)-eligible events.

Submitted by: Michaela Joyce, Discover Bastrop Director

9. ITEMS FOR INDIVIDUAL CONSIDERATION

- [9A.](#) Consider and act on Resolution No. R-2025-181, approving a construction contract with Bull-G Construction, LLC for a not-to-exceed amount of Nine Hundred and Forty-Nine Thousand, Two Hundred Sixteen Dollars and Forty Cents (\$949,216.40) for the construction of the Highway 71 Sanitary Sewer Pipe Bursting Project.

Submitted by: Elizabeth Wick, CFM, Project Manager

10. EXECUTIVE SESSION

- 10A. City Council shall convene into a closed executive session pursuant to Texas Government Code Section 551.074 to discuss the annual evaluation of the City Manager, Sylvia Carrillo-Trevino.

11. TAKE ANY NECESSARY OR APPROPRIATE ACTION ON MATTERS POSTED FOR CONSIDERATION IN CLOSED/EXECUTIVE SESSION.

12. ADJOURNMENT

All items on the agenda are eligible for discussion and action unless specifically stated otherwise.

The Bastrop City Council reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above, as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.087 (Economic Development), and §551.086 (Competitive Matters regarding Electric Utility).

I, the undersigned authority, do hereby certify that this Notice of Meeting as posted in accordance with the regulations of the Texas Open Meetings Act on the bulletin board located at the entrance to the City of Bastrop City Hall, a place convenient and readily accessible to the general public, as well as to the City's website, www.cityofbastrop.org and said Notice was posted on the following date and time: Tuesday, October 28, 2025 at 2:00 p.m. and remained posted for at least two hours after said meeting was convened.

/s/Michael Muscarello
Michael Muscarello, City Secretary



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Mayor's Report

AGENDA ITEM SUBMITTED BY:

Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

POLICY EXPLANATION:

Texas Local Government Code, Section 551.045 – Governing Body of Municipality or County: Reports about Items of Community Interest Regarding Which No Action Will Be Taken:

(a) Notwithstanding Sections 551.041 and 551.042, a quorum of the governing body of a municipality or county may receive from staff of the political subdivision and a member of the governing body may make a report about items of community interest during a meeting of the governing body without having given notice of the subject of the report as required by this subchapter if no action is taken and, except as provided by Section 551.042, possible action is not discussed regarding the information provided in the report.

(b) For purposes of Subsection (a), "items of community interest" includes:

- (1) expressions of thanks, congratulations, or condolence;
- (2) information regarding holiday schedules;
- (3) an honorary or salutary recognition of a public official, public employee, or other citizen, except that a discussion regarding a change in the status of a person's public office or public employment is not an honorary or salutary recognition for purposes of this subdivision;
- (4) a reminder about an upcoming event organized or sponsored by the governing body;
- (5) information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the political subdivision; and
- (6) announcements involving an imminent threat to the public health and safety of people in the political subdivision that has arisen after the posting of the agenda.



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Council Members' Report

AGENDA ITEM SUBMITTED BY:

Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

POLICY EXPLANATION:

Texas Local Government Code, Section 551.045 – Governing Body of Municipality or County: Reports about Items of Community Interest Regarding Which No Action Will Be Taken:

(a) Notwithstanding Sections 551.041 and 551.042, a quorum of the governing body of a municipality or county may receive from staff of the political subdivision and a member of the governing body may make a report about items of community interest during a meeting of the governing body without having given notice of the subject of the report as required by this subchapter if no action is taken and, except as provided by Section 551.042, possible action is not discussed regarding the information provided in the report.

(b) For purposes of Subsection (a), "items of community interest" includes:

- (1) expressions of thanks, congratulations, or condolence;
- (2) information regarding holiday schedules;
- (3) an honorary or salutary recognition of a public official, public employee, or other citizen, except that a discussion regarding a change in the status of a person's public office or public employment is not an honorary or salutary recognition for purposes of this subdivision;
- (4) a reminder about an upcoming event organized or sponsored by the governing body;
- (5) information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the political subdivision; and
- (6) announcements involving an imminent threat to the public health and safety of people in the political subdivision that has arisen after the posting of the agenda.



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

City Manager's Report

AGENDA ITEM SUBMITTED BY:

Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

POLICY EXPLANATION:

Texas Local Government Code, Section 551.045 – Governing Body of Municipality or County: Reports about Items of Community Interest Regarding Which No Action Will Be Taken:

(a) Notwithstanding Sections 551.041 and 551.042, a quorum of the governing body of a municipality or county may receive from staff of the political subdivision and a member of the governing body may make a report about items of community interest during a meeting of the governing body without having given notice of the subject of the report as required by this subchapter if no action is taken and, except as provided by Section 551.042, possible action is not discussed regarding the information provided in the report.

(b) For purposes of Subsection (a), "items of community interest" includes:

- (1) expressions of thanks, congratulations, or condolence;
- (2) information regarding holiday schedules;
- (3) an honorary or salutary recognition of a public official, public employee, or other citizen, except that a discussion regarding a change in the status of a person's public office or public employment is not an honorary or salutary recognition for purposes of this subdivision;
- (4) a reminder about an upcoming event organized or sponsored by the governing body;
- (5) information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the political subdivision; and
- (6) announcements involving an imminent threat to the public health and safety of people in the political subdivision that has arisen after the posting of the agenda.

Proclamation



BASTROPTX
Heart of the Lost Pines / Est. 1832

Item 4D.

WHEREAS, Arbor Day is now observed throughout the nation and the world, and

WHEREAS, beginning in 1889, Arbor Day has been observed and celebrated in Texas; and

WHEREAS, trees can be a solution to combating climate change by reducing the erosion of our precious topsoil by wind and water, cutting heating and cooling costs, moderating the temperature, cleaning the air, producing life-giving oxygen, and providing habitat for wildlife; and

WHEREAS, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community; and

WHEREAS, the City of Bastrop Parks and Recreation Department commits to continue to plant new trees in our parks and public spaces as a source of joy and enjoyment; and

NOW, THEREFORE, I, Ishmael Harris, Mayor of the City of Bastrop, do hereby proclaim November 8th 2025 as:

TEXAS ARBOR DAY IN BASTROP TEXAS

and encourages all citizens to celebrate Texas Arbor Day and to support efforts to protect our trees and woodlands.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Bastrop, Texas to be affixed this 4th day of November 2025.

CITY OF BASTROP, TEXAS

Ishmael Harris, Mayor

ATTEST

Michael Muscarello, City Secretary





STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on the second reading of Ordinance No. 2025-75, granting a one-year extension of the master plan expiration for the Reed Ranch Planned Development District, being 24.04 acres out of the Nancy Blakey Survey, as shown on Attachment 1, located at 615 W Highway 71, within the city limits of Bastrop, Texas.

STAFF REPRESENTATIVE:

Submitted by: James E. Cowey, Director of Development Services

BACKGROUND:

The applicant has applied for an extension of the Master Plan for the Zoning Concept Scheme for Reed Ranch. Per the PDD ordinance, 2023-22 the PD Master plan expires one year (365 days) after approval if the Site plan has not been approved. The applicant is still working through the process, as the City is still working on the extension of Blakey Lane. Blakey Lane is key for this development. For this reason, the applicant is requesting an extension.

CODE EXPLANATIONS:

B3 Code

Sec. 3.4.006. Master plan. (PDD Ordinance No. 2023-22)

h) Lapse of master plan. A PD master plan shall expire after a period of one year /365 calendar days) if substantial progress is not demonstrated in the form of approval of a site development plan.

i) Extension and reinstatement. Extension of a PD master plan or site plan shall be in accordance with the following:

1) Prior to the lapse of approval for a PD master plan, the applicant may request that the city, in writing, extend the plan approval. Such request shall be considered at a public meeting before the P&Z and the city council, and an extension may be granted by city council at such meeting. Two extensions of six months each in length may be granted, unless otherwise specified by ordinance. If no petition for extension of PD master plan approval is submitted, then the plan shall be deemed to have automatically expired by operation of law and shall become null and void.

2) Determination of extension. In determining whether to grant a request for extension, the city council shall take into account the reasons for the lapse, the ability of the applicant to comply with any conditions attached to the original approval, and the extent to which development regulations would apply to the concept plan or site plan at that point in time. The P&Z and city council shall either extend the PD master plan or deny the request, in which instance the originally approved plan shall be deemed null and void. However, the two

aforementioned extensions shall not be unreasonably withheld without due cause.

PLANNING AND ZONING COMMISSION RECOMMENDATION:

The Planning and Zoning Commission held a Public Hearing on September 25, 2025 and made a recommendation to grant a one year extension of the master plan expiration for the Reed Ranch Development District, being 24.04 acres out of the Nancy Blakey Survey, as shown on Attachment 2, located at 615 W Highway 71, within the city limits of Bastrop, Texas, and move to include on the October 21, 2025, City Council Agenda for the first reading. The motion passed unanimously.

CITY COUNCIL:

The City Council held a Public Hearing on October 21, 2025, and made a motion to approve a one year extension of the master plan expiration for the Reed Ranch Development District, being 24.04 acres out of the Nancy Blakey Survey, as shown on Attachment 2, located at 615 W Highway 71, within the city limits of Bastrop, Texas. The motion passed unanimously.

STAFF RECOMMENDATION:

Take action to approve Ordinance No. 2025-75, granting a one-year extension of the master plan expiration for the Reed Ranch Planned Development District, being 24.04 acres out of the Nancy Blakey Survey, as shown on Attachment 1, located at 615 W Highway 71, within the city limits of Bastrop, Texas.

ATTACHMENTS:

- Attachment 1: Ordinance No. 2025-75
- Attachment 2: Location Map
- Attachment 3: Applicants Request
- Attachment 4: Reed Ranch PDD Master Plan

ORDINANCE 2025-75

**REED RANCH PDD MASTER PLAN
EXPIRATION EXTENSION**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, GRANTING A TWELVE-MONTH EXTENSION TO THE PLANNED DEVELOPMENT (PD) MASTER PLAN FOR THE REED RANCH DEVELOPMENT DISTRICT, LOCATED AT 615 W HIGHWAY 71, CONSISTING OF 24.04 ACRES OUT OF THE NANCY BLAKEY SURVEY, AS SHOWN IN ATTACHMENT 2; MAKING FINDINGS OF FACT; PROVIDING FOR A REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City Council of the City of Bastrop has general authority to amend an ordinance that is for the good government, peace or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, on November 7, 2023, the City Council Approved Ordinance 2023-35, known as the Reed Ranch Zoning Concept Scheme changing the zoning of 24.04 +/- acres from P2 Rural to Planned Development District; and

WHEREAS, in accordance with City of Bastrop Code of Ordinances, Bastrop Building Block (b3) code article 3.4 Planned Development Districts Section 3.4.006 Master Plan, (h) the master plan shall expire one year (365 days) and (i) extension and reinstatement can be requested; and

WHEREAS, the applicant has submitted a timely request to extend the PDD Master Plan approval for the Reed Ranch Development District in accordance with Section 3.4.006(i) of the Bastrop B3 Code, as adopted in Planned Development District Ordinance No. 2023-22; and

WHEREAS, Ordinance No. 2023-22 requires that a PDD Master Plan shall expire 365 calendar days after approval if a site development plan has not been approved, unless an extension is granted by the City Council; and

WHEREAS, the applicant has indicated that the delay in submission of the site development plan is due to the City's ongoing process to extend Blakey Lane, a key infrastructure component necessary for the development; and

WHEREAS, the Planning and Zoning Commission held a duly noticed public hearing on September 25, 2025, and unanimously recommended approval of a one-year extension of the PDD Master Plan expiration for the Reed Ranch

Development District; and

WHEREAS, Texas Local Government Code Section 51.001 provides the City general authority to adopt an Ordinance or police regulations that are for good government, peace, or order of the City and are necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, after consideration of public input received at the hearing, the information provided by the Applicants, and all other information presented, City Council finds that it is necessary and proper to enact this Ordinance.

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

Section 1: Findings of Facts. All the above premises are hereby found to be true and correct and are incorporated into the body of this Ordinance as findings of fact.

Section 2: Pursuant to Section 3.4.006(i) of the Bastrop B3 Code and Ordinance No. 2023-22, the City Council hereby grants a one year extension of the PDD Master Plan for the Reed Ranch Development District, located at 615 W Highway 71, consisting of approximately 24.04 acres out of the Nancy Blakey Survey, the new expiration of the PDD Master Plan will be November 7, 2026.

Section 3. Severability. If any clause or provision of this Ordinance shall be deemed to be unenforceable for any reason, such unenforceable clause or provision shall be severed from the remaining portion of the Ordinance, which shall continue to have full force and effect.

Section 4. Codification. The City Secretary is hereby directed to record and publish the attached rules, regulations, and policies in the City's Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.

Section 5. Repeal. This Ordinance shall be and is hereby cumulative of all other ordinances of the City of Bastrop, Texas, and this Ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, in such other Ordinances, are hereby repealed.

Section 6. Effective Date. This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Bastrop and the laws of the State of Texas.

Section 7. Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

[Signatures on following page]

READ & ACKNOWLEDGED on First Reading by the City Council of the City of Bastrop, on this, the 21st day of October 2025.

PASSED & APPROVED on Second Reading by the City Council of the City of Bastrop, on this, the 4th day of November 2025.

APPROVED:

by: _____
Ishmael Harris, Mayor

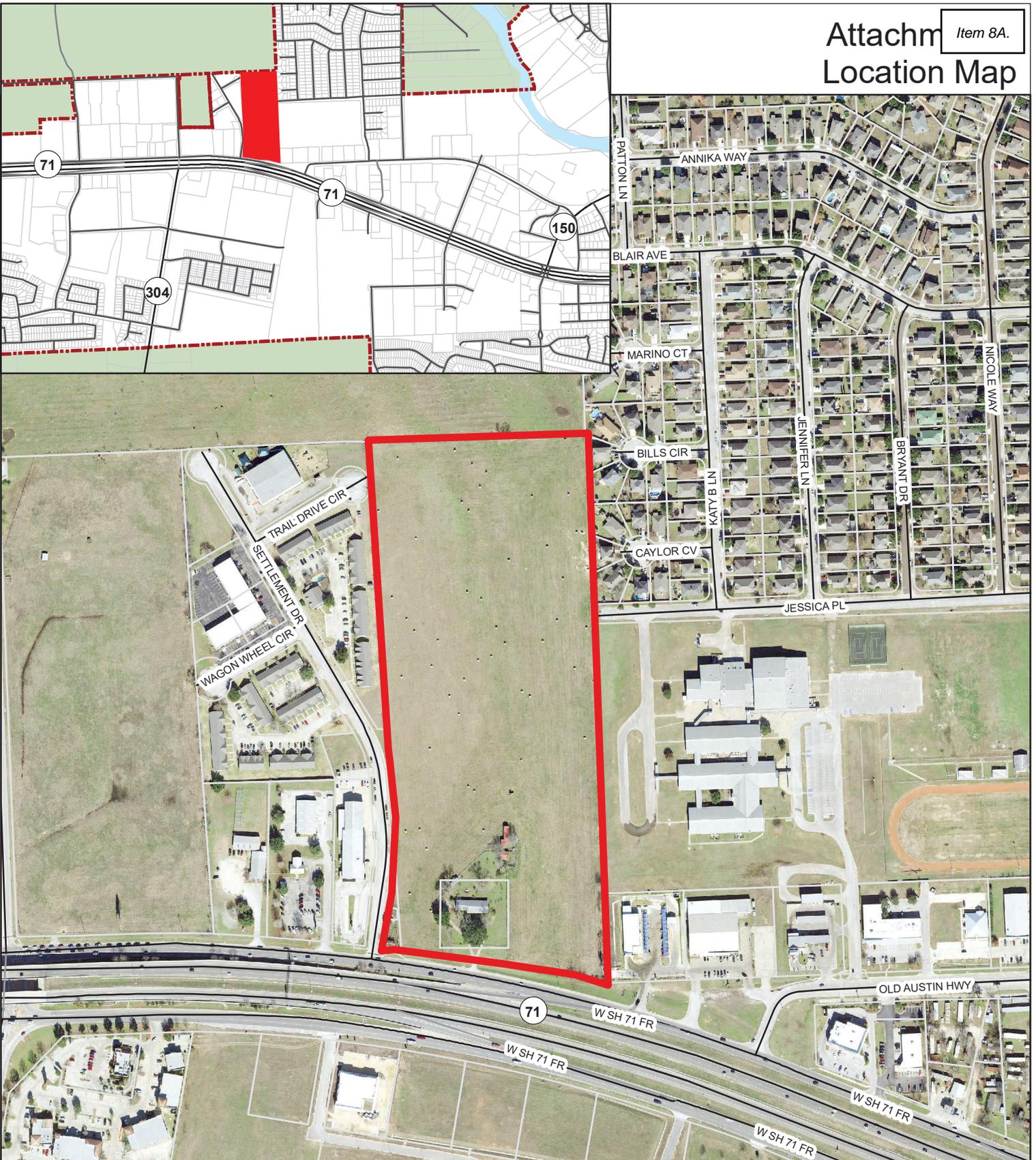
ATTEST:

Michael Muscarello, City Secretary

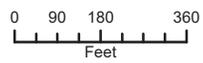
APPROVED AS TO FORM:

City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.





Reed Ranch Property Location Map



1 inch = 400 feet



Date: 10/4/2023

The accuracy and precision of this cartographic data is limited and should be used for information /planning purposes only. This data does not replace surveys conducted by registered Texas land surveyors nor does it constitute an "official" verification of zoning, land use classification, or other classification set forth in local, state, or federal regulatory processes. The City of Bastrop, nor any of its employees, do not make any warranty of merchantability and fitness for particular purpose, or assumes any legal liability or responsibility for the accuracy, completeness or usefulness of information, nor does it represent that its use will not infringe upon privately owned rights.

July 25, 2025

PD Master Plan – Ordinance 2023-35 – Extension Request

To Whom It May Concern,

This letter serves as the formal request to extend the PD Master Plan for Reed Ranch located at the northeast corner of W SH 71 westbound service road and Settlement Drive, encompassing approximately 24.462 acres.

Per the PDD Ordinance: *“(h) Lapse of master plan. A PD master plan shall expire after a period of one year (365 calendar days) if substantial progress is not demonstrated in the form of approval of a site development plan.”*

Based on the above requirement, an extension request must be approved on or prior to September of this year for this project, given the Reed Ranch ordinance was adopted in November of 2023, and extended last year for a period of 12 months.

Reasons for Extension:

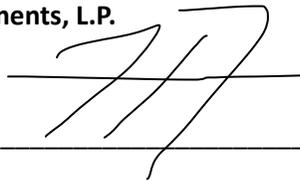
- The Blakey Lane extension from Lowe’s over to Riverside Grove and then it’s connection down to Old Austin Highway. These connections are paramount to the viability of our project, and they are out of our control (funding and timing). We understand the City is working hard to put these roads in place, but there is always a chance things get delayed or denied. If we open the doors of Reed Ranch Phase I without this road, the only access will be off of Settlement Drive. Not only will Settlement Drive be a mess to maneuver, but our project will greatly suffer. It will also be a massive disruption once the road is under construction adjacent to our newly completed project. It is our goal to see significant progress from the City on these improvements before we press-go so that the necessary access is already in place when we open. I am confident City staff can confirm our cooperation and desire to get this infrastructure installed as soon as possible ever since the PD was adopted in late-2023.

Thank you for the consideration.

OWNER:

Bastrop Apartments, L.P.

By: _____



Name: Hayden Lunsford

Title: Authorized Person

ORDINANCE 2023-35

**ZONING CONCEPT SCHEME CHANGE
REED RANCH**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, APPROVING THE ZONING CHANGE FOR 24.462 +/- ACRES OUT OF THE NANCY BLAKEY SURVEY, ABSTRACT 98, BASTROP COUNTY, TEXAS, MORE COMMONLY KNOWN AS REED RANCH FROM P2 RURAL TO PLANNED DEVELOPMENT DISTRICT; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR REPEALER; PROVIDING FOR SEVERABILITY; PROVIDING FOR ENFORCEMENT; PROVIDING FOR PROPER NOTICE AND MEETING; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Bastrop, Texas (City) is a Home-Rule City acting under its Charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Texas Local Government Code; and

WHEREAS, on or about July 26, 2023, Charley Dorsaneo submitted a request for zoning modifications for certain properties located at the northeast corner of State Highway 71 and Settlement Drive, within the city limits of Bastrop, Texas described as being 24.462 +/- acres of land out of the Nancy Blakey Survey Abstract 98 more commonly known as Reed Ranch ("Property"); and

WHEREAS, the City Staff has reviewed the request for zoning modifications, and finds it to be justifiable based upon the Future Land Use Designation for this Property; and

WHEREAS, City Council has reviewed the request for zoning modifications, and finds the request to be reasonable and proper under the circumstances; and

WHEREAS, in accordance with Texas Local Government Code Chapter 211, public notice was given, and a public hearing was held before the City of Bastrop Planning and Zoning Commission (P&Z) on October 5, 2023; and

WHEREAS, in accordance with Texas Local Government Code Chapter 211, public notice was given, and a public hearing was held before the City Council regarding the requested zoning modification; and

WHEREAS, Texas Local Government Code Section 51.001 provides the City general authority to adopt an Ordinance or police regulations that are for good government, peace, or order of the City and are necessary or proper for

carrying out a power granted by law to the City; and

WHEREAS, after consideration of public input received at the hearing, the information provided by the Applicants, and all other information presented, City Council finds that it is necessary and proper to enact this Ordinance.

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

- Section 1:** The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.
- Section 2:** The Property, a 24.462 +/- acres tract of land out of the Nancy Blakey Survey, Abstract 98, Bastrop County, Texas, more commonly known as Reed Ranch, more particularly shown and described in Attachment A which is attached and incorporated herein, is hereby rezoned from P2 Rural to Planned Development District with a base district of P4 Mix. The City Manager is hereby authorized to promptly note the zoning change on the official Zoning Map of the City of Bastrop, Texas.
- Section 3:** All ordinances, resolutions, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.
- Section 4:** If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, that invalidity or the unenforceability will not affect any other provisions or applications of this Ordinance that can be given effect without the invalid provision.
- Section 5:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551.
- Section 6:** This Ordinance shall be effective immediately upon passage and publication.

[Signatures on following page]

READ & ACKNOWLEDGED on First Reading on this the 10th day of October
2023. **READ & ADOPTED** on Second Reading on this the 7th day of
November 2023.

APPROVED:



Lyle Nelson, Mayor

ATTEST:



Ann Franklin, City Secretary

APPROVED AS TO FORM:

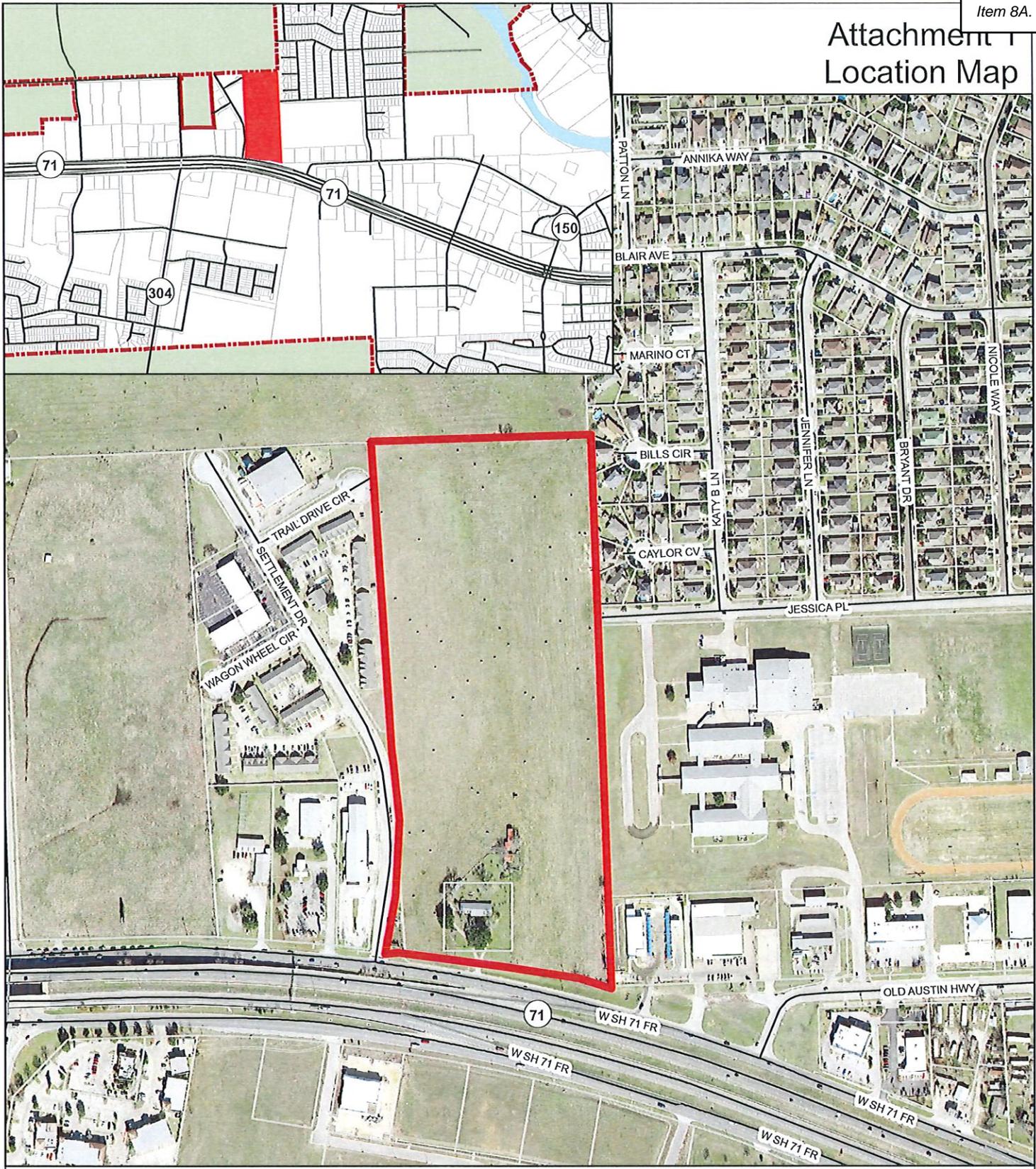


Alan Bojorquez, City Attorney

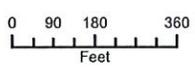
ATTACHMENT A

Property Description

Attachment 1 Location Map



Reed Ranch Property Location Map



1 inch = 400 feet

Date: 10/4/2023

The accuracy and precision of this cartographic data is limited and should be used for information/planning purposes only. This data does not replace surveys conducted by registered Texas land surveyors nor does it constitute an "official" verification of zoning, land use classification, or other classification set forth in local, state, or federal regulatory processes. The City of Bastrop, nor any of its employees, do not make any warranty of merchantability and fitness for particular purpose, or assumes any legal liability or responsibility for the accuracy, completeness or usefulness of any such information, nor does it represent that its use would not infringe upon privately owned rights.



ATTACHMENT B

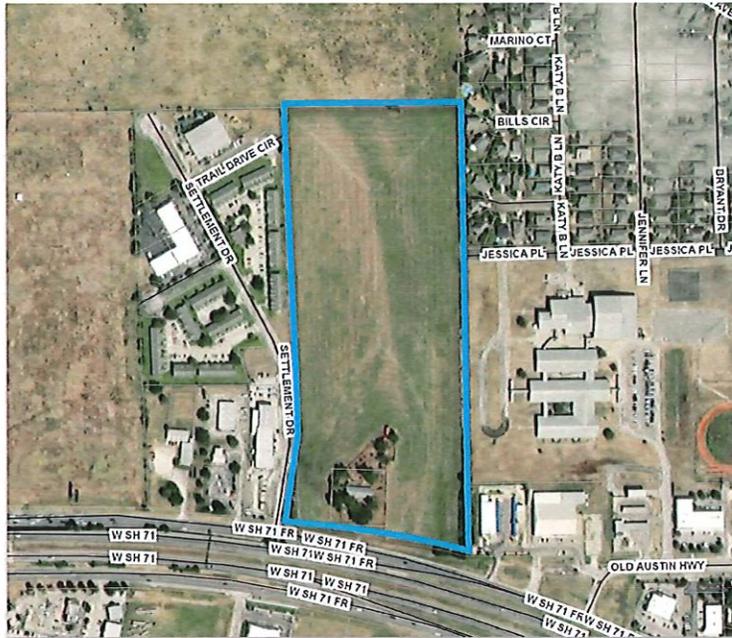
Reed Ranch PDD

REED RANCH

PLANNED DEVELOPMENT DISTRICT

PROPERTY

The subject property is located at the northeast corner of W SH 71 westbound service road and Settlement Drive, encompassing approximately 24.462 acres, as described in the survey, attached hereto as Exhibit A, (the "Property").



PURPOSE

The purpose of this planned development zoning district is to develop a two-phase multifamily project with varying building sizes and which will incorporate a mix of unit types nearby accessible civic space through a network of pedestrian-friendly streets. Per the City of Bastrop’s Comprehensive Plan 2036, the proposed development is located within a Transitional Residential character area. This development is compliant with the character area designation as it provides a multifamily use as an appropriate transition between the neighboring Public and Institutional and Neighborhood Residential character areas to the east and the General Commercial character area to the west (5-17). The development furthers the recommended development pattern of the character area by providing a new collector street along the eastern boundary. To move forward with our project, we are making an application for a Planned Development District (PDD) zoning designation, which is a representative zoning district for the character area, and therefore no amendment to the comprehensive plan is required (5-17). The Property is currently zoned as P2 (Rural).

CONCEPT PLAN & BASE ZONING

A conceptual Planned Development Master Plan (the "PD Master Plan") for the proposed project has been attached to this PDD in Exhibit B to illustrate and identify the proposed land uses, intensities, building locations, building footprints, and thoroughfare locations, for the Property. In accordance with the B3 Code, the Property shall have a base place type designation of P4 (Mix), to allow for all permitted Building Types, including but not limited to Apartment and Courtyard Apartment Building types. The project is a

REED RANCH

PLANNED DEVELOPMENT DISTRICT

contributing development to the goals of the overall place type mix within the pedestrian shed and the sole use for the Property shall be for multifamily development, as well as related accessory amenity and civic space uses. The southern portion of the Property shall be Phase 1 and the northern portion of the Property shall be Phase 2, and the development shall be constructed in that respective sequence. Approval of this PDD does not constitute approval of a subdivision or site plan.

DEVELOPMENT STANDARDS

The development standards of this PDD may include, but shall not be limited to, uses; density; lot size; building size; lot dimensions; setbacks; coverage; height; landscaping; lighting; screening; fencing; parking and loading; signage; open space; drainage; and utility standards, shall be in accordance with the P4 place type of the B3 Code. However, all building types shall be allowed 3 stories in height, except for (a) buildings in Phase 2, Blocks 2 and 4 (as generally shown on **Exhibit B**), which shall be limited to a maximum of 2 stories, and (b) buildings generally on the western half of the Property, which shall be limited to a maximum of 4 stories, with a variety of unit sizes and bedroom mixes, and those modified Development Standards within the Development Standards Variances, Deviations, Waivers, and Warrants List identified in **Exhibit C**, and approved as part of this PDD.

STREET STANDARDS

The Streets denoted as "Public Streets" in Exhibit B are intended to be City-owned and maintained. The Streets denoted as "Private Streets" shall be privately owned and maintained as part of the project. Per the City's request, this PDD does not provide the extension of Jessica Place through the Property as identified in the City's Thoroughfare Master Plan. By the approval of this PDD, the City acknowledges that no such public thoroughfare or connection is required. The location and permitted cross-sections and standards of such streets, alleys, and parking areas are generally shown on the Street Types exhibit, attached to this PDD as **Exhibit D**, and approved as part of this PDD. Additional street dedication and maintenance standards are described in **Exhibit C**, and approved as part of this PDD.

CIVIC SPACE

This PDD shall include privately owned civic space that shall be accessible to the public as generally shown in Exhibit B. The exact locations of civic space shall be finalized during site plan review. The private civic space shall meet the intent of the civic space requirement of the B3 Code.

EXHIBITS

The exhibits attached hereto shall be considered part of the PDD, except that the exact design and locations of any building, facility, structure or amenity shall be established during the plat or site plan review phases. Modifications from any such exhibit are permitted so long as the project complies with the minimum requirements included in the text of this planned development.

- Exhibit A – Property Survey
- Exhibit B – PD Master Plan
- Exhibit C – Development Standards Variances, Deviations, Waivers, and Warrants List
- Exhibit D – Street Standards

REED RANCH
PLANNED DEVELOPMENT DISTRICT
Exhibit A
Property Survey

**REED RANCH
PLANNED DEVELOPMENT DISTRICT
Exhibit B
PD Master Plan**

ZONING CONCEPT PLANS

FOR

REED RANCH

615 SH 71 W

BASTROP TX, 78602

OWNER

ROBERT CHARLES C
PARKS TRUST
615 HWY 71 W
BASTROP, TX 78602

DEVELOPER

ROBT LINDSEY HOLDINGS
2000 WOODLAND AVE, SUITE 900
DALLAS, TX 75220

ARCHITECT

ACTION CORPORATION
2000 WOODLAND AVE, SUITE 900
DALLAS, TX 75220

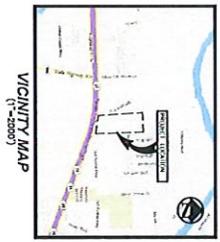
ENGINEER

HOLDS SHEPHERD, P.C.
1000 WOODLAND AVE, SUITE 300
ALFREN, TEXAS 75009
PHONE: (512) 465-0831

SURVEYOR

MICHAEL JACK NENDRAK
1001 N. MOGAC EPPY, SUITE 300
ALFREN, TEXAS 75009
PHONE: (512) 485-0831

LEGAL DESCRIPTION:
ADD BLANKY, NANCY, ACRES 23.2400



VICINITY MAP
(1"=2000')

PROJECT ZONING:

P-2

PROJECT ADDRESS:

615 SH 71 W

SUBMITTAL DATE:

JULY 10, 2022

Sheet Number	Sheet Title
1	COVER
2	EXISTING PEDESTRIAN SHED
3	PROPOSED PEDESTRIAN SHED
4	PD SITE PLAN
5	LOT AND BLOCK LAYOUT
6	EXISTING DRAINAGE AREA MAP
7	PROPOSED DRAINAGE AREA MAP
8	UTILITY PLAN 1 OF 2
9	UTILITY PLAN 2 OF 2

PREPARED BY
Westwood

Phone (512) 485-0831 8701 N. Mogac Eppy, Suite 320
Tel/Fax (817) 251-9150 westwood@westwood.com
Westwood Professional Services, Inc.
TYPE FIRM REGISTRATION NO. P-469
DATE: 06/27/2022

Westwood
Phone (512) 485-0831 8701 N. Mogac Eppy, Suite 320
Tel/Fax (817) 937-5150 ALFREN, TX 78759
westwood.com
Westwood Professional Services, Inc.
TYPE FIRM REGISTRATION NO. P-469
TYPE FIRM REGISTRATION NO. LS-100000-00

REVISIONS		BY
NO.	DATE	DESCRIPTION

REED RANCH
615 SH 71 W
BASTROP TX, 78602

COVER

PRELIMINARY
NOT FOR CONSTRUCTION
THIS DOCUMENT IS ISSUED FOR THE
PURPOSE OF SCHEMATIC REVIEW ONLY
AND IS NOT INTENDED FOR PERMITTING,
BIDDING, OR CONSTRUCTION PURPOSES.
PLANS PREPARED UNDER THE DIRECT
SUPERVISION OF MICHAEL JACK NENDRAK, P.E.
REGISTRATION NO. 136049.
DATE: 06/27/2022

DESIGN	DRAWN	DATE
JW	CM	06/27/22
SHEET NO.	1	



0 250 500 1000
GRAPHIC SCALE IN FEET

P2	P3	P4	CIVIC	P5	TOTAL
30,400	12,300	4,900	14,600	24,500	86,700

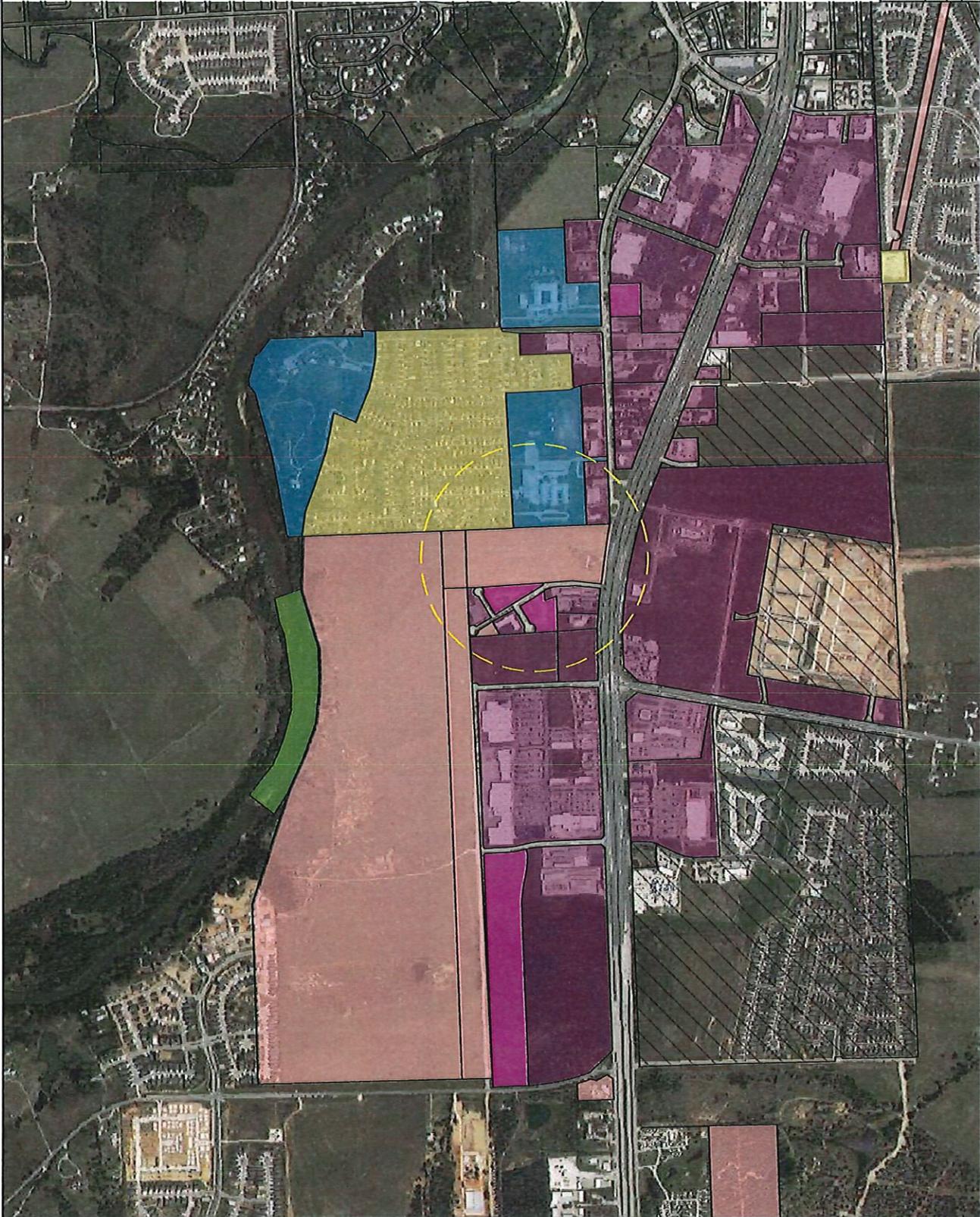
PLANNED DEVELOPMENT
 NATIVE
 CIVIC SPACE
 RURAL
 NEIGHBORHOOD
 MIX
 CORE

Westwood
 WESTWOOD ARCHITECTS
 1000 WESTWOOD DRIVE, SUITE 100
 HOUSTON, TEXAS 77030

EXISTING PEDESTRIAN SHED (1/4 MILE)

DESIGN	DATE	SCALE	NOTES	FILE	NO.
NP1	1/17/2008	1"=300'			

Item 8A.





0 250 500 1000 1500
GRAPHIC SCALE IN FEET

P2	P3	P4	CIVIC	P5	TOTAL
10.11K	12.25K	24.53K	14.68K	24.53K	84.10K

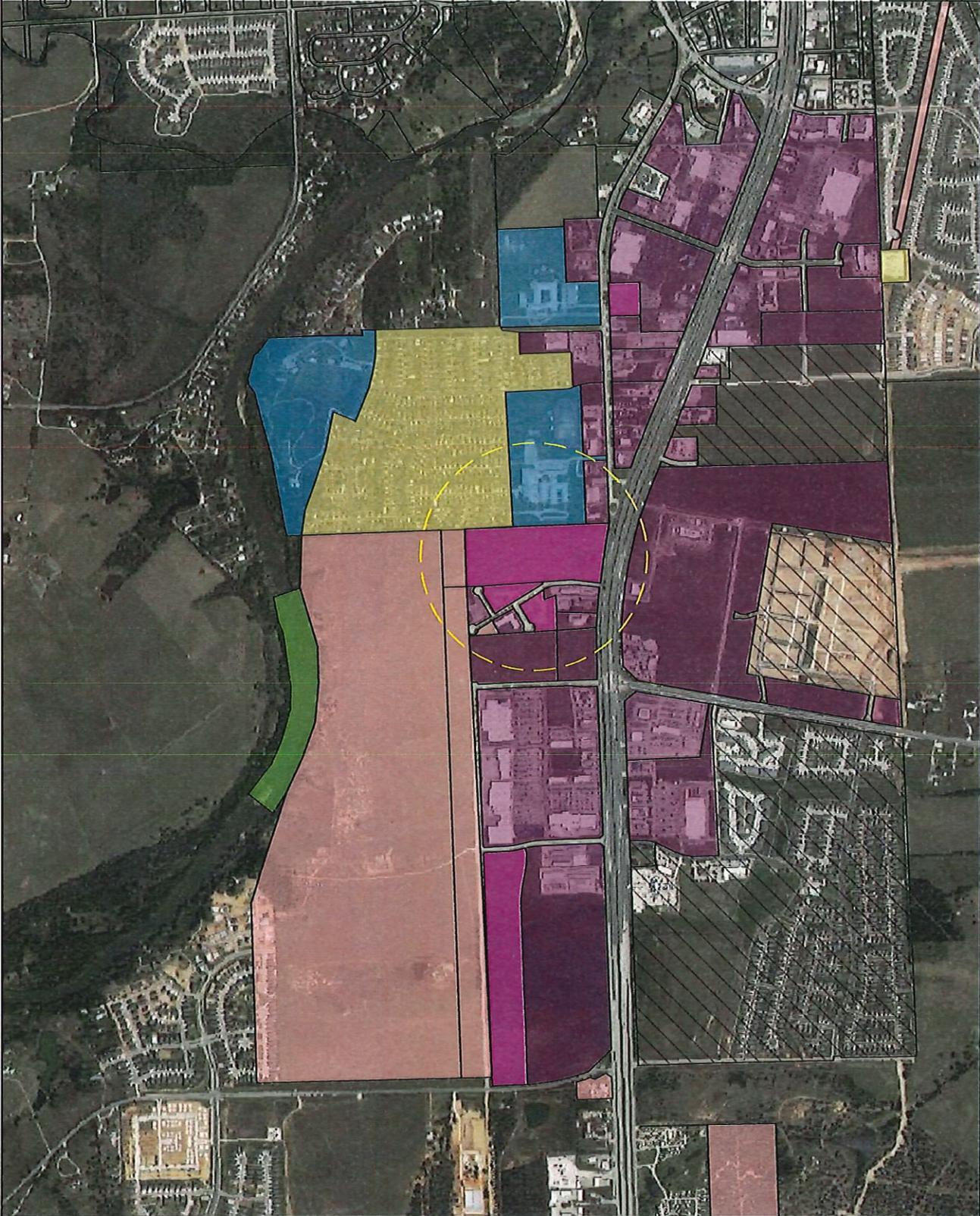
- PLANNED DEVELOPMENT
- NATURE
 - CIVIC SPACE
 - RURAL
 - NEIGHBORHOOD
 - MIX
 - CORE

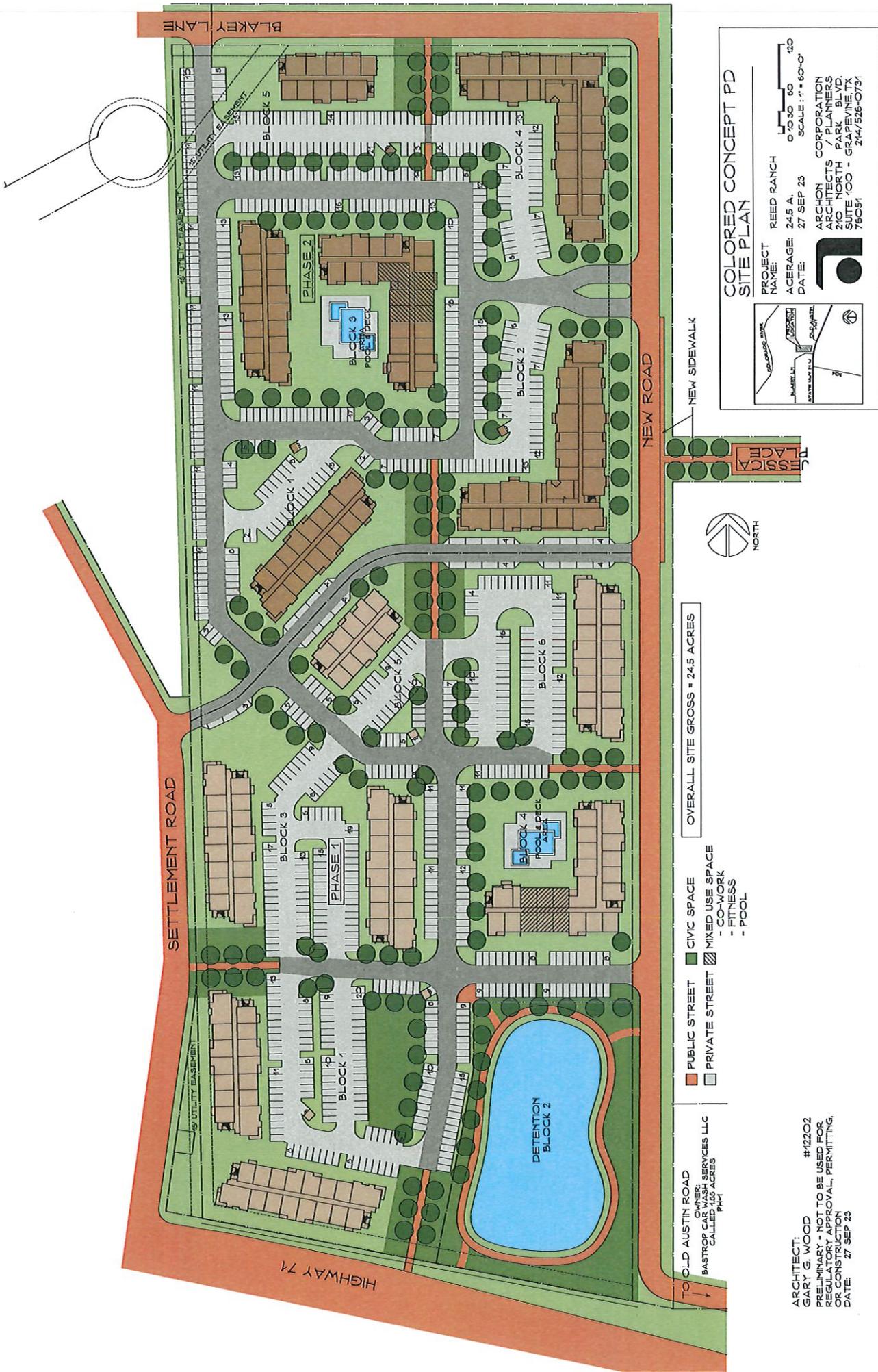
Westwood
Westwood Professional Services, Inc.
10250 UNIVERSITY BLVD., SUITE 100
DALLAS, TX 75243
TEL: 972.382.1000

PROPOSED PEDESTRIAN SHED (1/4 MILE)

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
N/P	N/P	8/27/2025	1"=300'			1

Item 8A.





**COLORLED CONCEPT PD
SITE PLAN**

PROJECT: REED RANCH
 AVERAGE: 24.5 A.
 DATE: 27 SEP 23
 SCALE: 1" = 60'-0"

ARCHON CORPORATION
 ARCHITECTS
 240 NORTH PARK BLVD
 SUITE 100 - GRAPEVINE, TX
 76051 214/526-0731



OVERALL SITE GROSS = 24.5 ACRES

- PUBLIC STREET
- CIVIC SPACE
- MIXED USE SPACE
- CO-WORK
- FITNESS
- POOL

TO OLD AUSTIN ROAD
 OWNER:
 BASTROP CAR WASH SERVICES LLC
 CALLED 1.66 ACRES
 PH-1

ARCHITECT: #12202
 GARY G. WOOD
 PRELIMINARY - NOT TO BE USED FOR
 OR CONSTRUCTION PERMITTING.
 DATE: 27 SEP 23

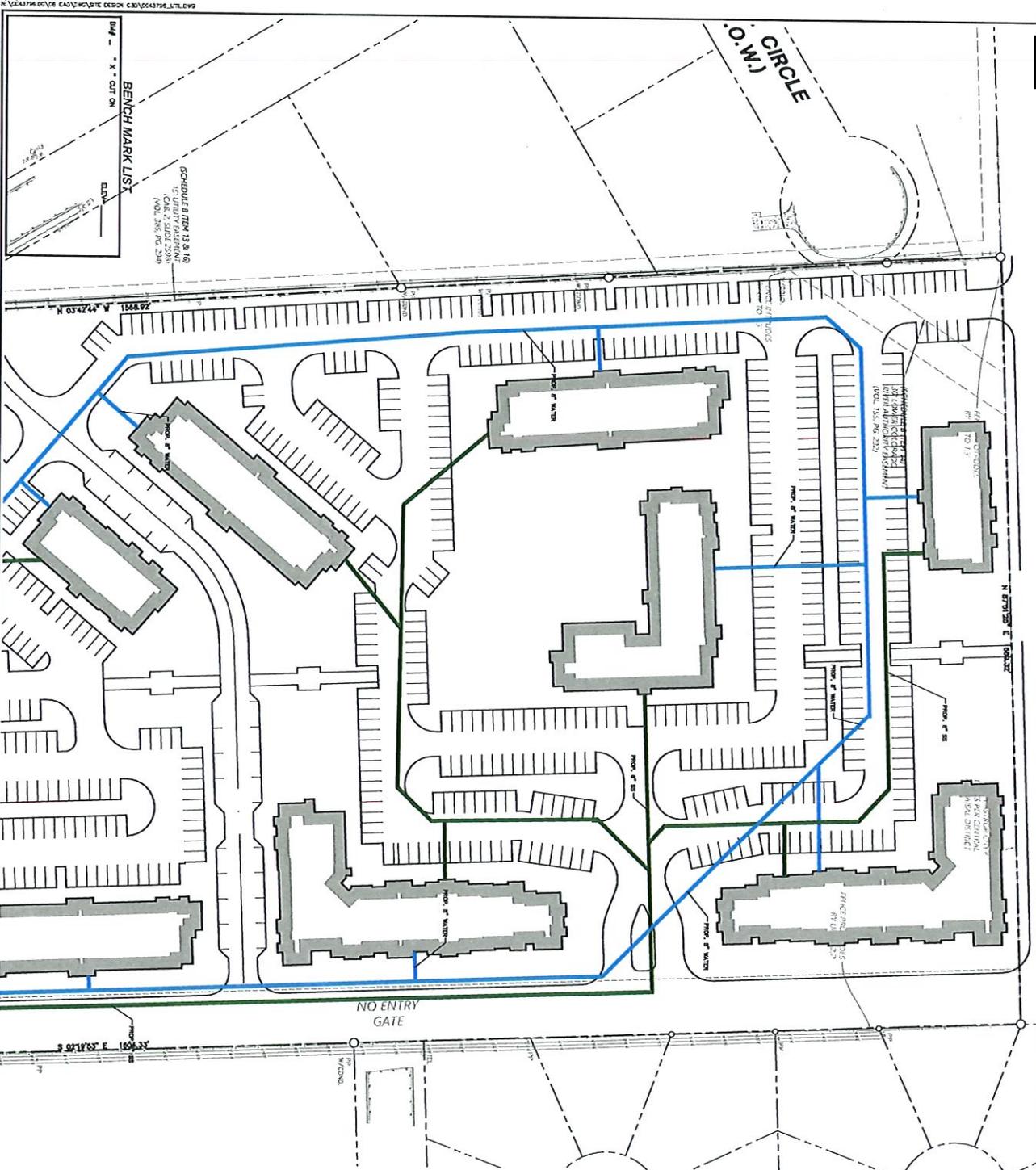


LOT/BLOCK PLAN

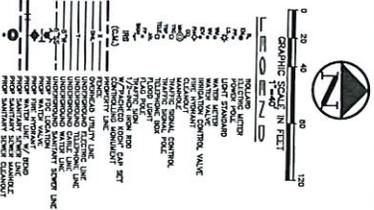
PROJECT NAME: REED RANCH
 ACERAGE: 24.3 A.
 DATE: 10 JUL 23
 SCALE: 1" = 60'-0"

ARCHITECT: ARCHON CORPORATION
 ARCHITECTS / PLANNERS
 210 NORTH PARK BLVD.
 SUITE 100 - GRAPEVINE, TX
 76051
 214/388-0751

ARCHITECT: GARY G. WOOD #42202
 PRELIMINARY - NOT TO BE USED FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION
 DATE: 10 JUL 23



- WATER & SANITARY SEWER GENERAL NOTES**
1. ALL CONCRETE SHALL BE CLASS "C" 3000 PSI UNLESS OTHERWISE NOTED.
 2. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 3. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 4. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 5. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 6. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 7. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 8. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 9. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 10. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 11. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 12. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 13. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 14. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 15. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.
 16. ALL CONCRETE SHALL BE PLACED IN PLACE AND CURED IN ACCORDANCE WITH THE CONCRETE MANUAL.



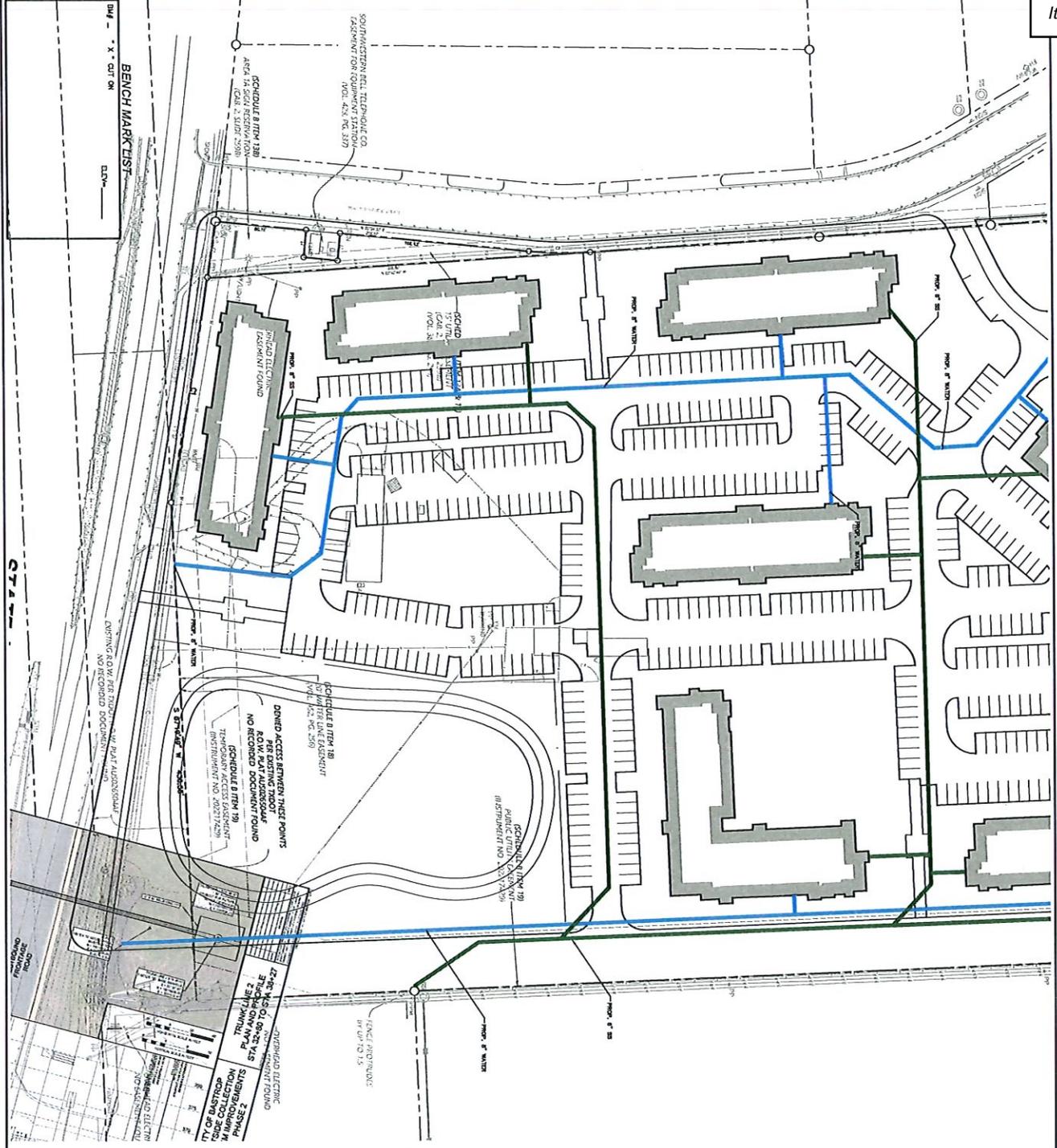
DESIGN	DATE
AM	DATE
CAH	DATE
2022	
SHEET NO. 8	

REED RANCH 615 SH 71 W BASTROP TX, 78602		
UTILITY PLAN 1 OF 2		
NO.	DATE	DESCRIPTION

Westwood

Phone (512) 455-0831 8761 N. Mopac Expy, Suite 320
 Austin, TX 78745
 Fax (512) 937-5153 westwoodpa.com

Westwood Professional Services, Inc.
 THE PLAN REGISTRATION NO. P-449
 THE PLAN REGISTRATION NO. LB-1008000



- WATER & SANITARY SEWER GENERAL NOTES**
1. ALL CONSTRUCTION SHALL BE DONE IN ACCORD WITH THE LATEST CITY OF BASTROP SPECIFICATIONS AND STANDARDS.
 2. ALL CONSTRUCTION SHALL BE DONE IN ACCORD WITH THE LATEST CITY OF BASTROP SPECIFICATIONS AND STANDARDS.
 3. WATER AND SANITARY SEWER CONNECTIONS SHALL BE MADE TO EXISTING MAINS.
 4. EXISTING MAINS SHALL BE LOCATED BY GROUND SURVEY AND SHALL BE MARKED BY SURVEY.
 5. EXISTING MAINS SHALL BE LOCATED BY GROUND SURVEY AND SHALL BE MARKED BY SURVEY.
 6. EXISTING MAINS SHALL BE LOCATED BY GROUND SURVEY AND SHALL BE MARKED BY SURVEY.
 7. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 8. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 9. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 10. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 11. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 12. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 13. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 14. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 15. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.
 16. CONNECTIONS TO EXISTING MAINS SHALL BE MADE BY THE CONTRACTOR.



REED RANCH
 615 SH 71 W
 BASTROP TX, 78602

UTILITY PLAN 2 OF 2

REVISIONS		BY
NO.	DATE	DESCRIPTION

Westwood

Westwood Professional Services, Inc.
 834
 7816 FIRM REGISTRATION NO. 6458
 Austin, TX 78759
 TEL: (512) 485-6831
 FAX: (512) 937-5150
 www.westwoodpa.com

DESIGNER	DATE
DRW	3/1/2023
CHECKED	3/1/2023
DATE	3/1/2023
SHEET NO.	9
OF	9

REED RANCH
PLANNED DEVELOPMENT DISTRICT
Exhibit C
Variances, Deviations, Waivers, and Warrants

B3 Code Section	Description	Development Issue	Proposed Alternative & Reasoning
7.1.002(k)	To prevent future conflicts regarding Street maintenance, private Streets are prohibited, except where justified by special considerations.	Dedication requirement does not permit developer to manage and maintain streets.	Allowing for streets to be privately owned, managed, and maintained is fiscally sustainable.
7.2.003	Street right-of-way . . . must be dedicated	Complying with health/safety codes requires lanes to be wider.	Permitting 12.5' lanes such that the street can meet fire lane requirements meets the intent of the code and is fiscally sustainable.
7.3.004	Traffic Lanes: Two lanes at 10 feet each Parking Lanes: Both sides parallel at 8 feet, marked	Only permitting parallel parking does not allow for a financially feasible amount of parking spaces.	Allowing for head-in parking to be 18' is fiscally sustainable. Project to comply with street standards as generally shown in Exhibit D.
7.5.002(d)	Storm Drainage Facilities, if equipped to provide Civic Space, may be counted toward the 10% Civic Place Type allocations requirement by warrant.	Drainage requires a large portion of the project to be a pond. Not allocating this space toward the Civic Space requirement makes project fiscally infeasible.	An amenitized wet pond with a trail as generally shown in Exhibit B meets the intent of code, is fiscally sustainable, and authentically Bastrop.
7.1.002(h)	Dead-end Streets must be avoided.	Proposed design does not show dead-end streets. Rather, internal drives culminate into left and right parking aisles for buildings or walkway plazas in line with 5.2.002(d).	For avoidance of doubt, internal drives culminating into 20' walkway easement placed as generally shown in Exhibit B meets the intent of code.
5.2.002	Preferred block size is 330' by 330' and max block perimeter of 1,320'	Drainage block is large due to odd shape of site and need for a large pond. Treating private streets/driveways as block	Allowing for a single larger block complies with intent of code. Permitting private drives as thoroughfares for block boundaries, as generally shown

			boundaries for this measurement results in an urban fabric of slow streets, with the plazas acting as traffic calming devices.	on Exhibit B is fiscally sustainable and meets the intent of code.
5.2.002(f)	In the P4 Mix, a minimum Residential mix of three Building Types (not less than 20%) shall be required.		Proposed design elects only apartment buildings with amenity and civic spaces. A variety of building types is not fiscally sustainable.	As the project is unlikely to move forward if a variety of building types are required, allowing for a warrant is fiscally sustainable.
6.5.003	-70 percent max lot coverage; -60% minimum buildout at build-to-line; -Build-to-line is 5-15 ft		Project may not meet all build-to-line, façade buildout, or lot coverage requirements. The 60% buildout line is feasible along publicly dedicated streets but not interior privately owned and maintained streets.	Permitting lot occupation as generally shown in Exhibit B is fiscally sustainable.
7.5.004	Plazas not permitted in P4 and require a minimum size of ½ acres.		Walkway easements/plazas as shown on Exhibit B allow for improved site design/walkability.	Allowing such walkway easements/plazas meets the intent of code in that it improves walkability.
6.3.006(5)	On-site surface parking must be located in the Second Layer or Third Layer of each Lot.		With plan for private streets, project desires to allow for Frontage to be on such private streets such that layers can be measured from private streets, as generally shown on Exhibit B.	Allowing for streets to be privately owned, managed, and maintained, as well as allowing for corresponding parking placement, is fiscally sustainable.

Alternative Methods of Compliance

Street Maintenance

The project shall comply with the below maintenance plan for the private streets as generally shown on Exhibit C:

- a. Crack Seal: Years 1-5
- b. Seal Coat: Years 6-10
- c. Resurface and Rehabilitation: 11-25.

Right of Way Dedication:

Owner agrees to dedicate the right-of-way in varying widths (but no more than fifty-five and one half feet (55.5')) at the eastern portion of the Property as generally depicted in Exhibit B, attached hereto and made a part, to allow the City to create a north/south connection to Blakey Lane. The City acknowledges that Owner is not responsible for the construction of this roadway connection. The City shall also be responsible for utilities within Blakey Lane and sidewalk(s) for Blakey Lane.

Impact Fees

The Owner agrees to pay Roadway Impact Fees not to exceed \$2,300,000. The Owners will dedicate 55 feet of ROW along the eastern border of the project with the final plat. The City will provide the Owner a credit of 100% of the ROW appraised value of \$1,400,000 towards the Roadway Impact fee. The Owner will pay the balance to the City in Roadway Impact fees and the City agrees to construct the new roadway.

Site Development Standards:

- 1. Establish the below minimum lot sizes and setbacks:
 - a. Minimum lot area of 12,000 square feet
 - b. Minimum lot width of 100 feet
 - c. Minimum lot depth of 125 feet
 - d. Minimum front yard of 5-15 feet, except that Blocks 2 and 4 in Phase 2 shall have a building setback of at least 30 feet from the proposed new road, as generally shown in Exhibit B.
 - e. Minimum interior side yard of 10 feet
 - f. Minimum exterior side yard of 15 feet
 - g. Minimum rear yard of 35 feet

2. Setbacks or other site development standards can be changed by administrative approval of the City Manager or her designee notwithstanding that the forgoing does not violate the International Building Code.

Landscaping

In the setback required for Blocks 2 and 4 in Phase 2, Owner agrees to provide and maintain additional landscaping, including tree plantings that provide privacy protection to the neighboring homes, as generally shown in Exhibit B. **In addition, the owner agrees to protect and preserve the 39 inch live oak tree located adjacent to Hwy 71.**

REED RANCH
PLANNED DEVELOPMENT DISTRICT
Exhibit D
Street Standards



STREET TYPES

PROJECT NAME: REED RANCH
 AVERAGE: 24.3 A.
 DATE: 10 JUL 23
 SCALE: 1" = 60'-0"

ARCHITECT: ARCHON CORPORATION
 ARCHITECTS / PLANNERS
 210 NORTH PARK BLVD.
 SUITE 100 - GRAYSON, TX
 75001

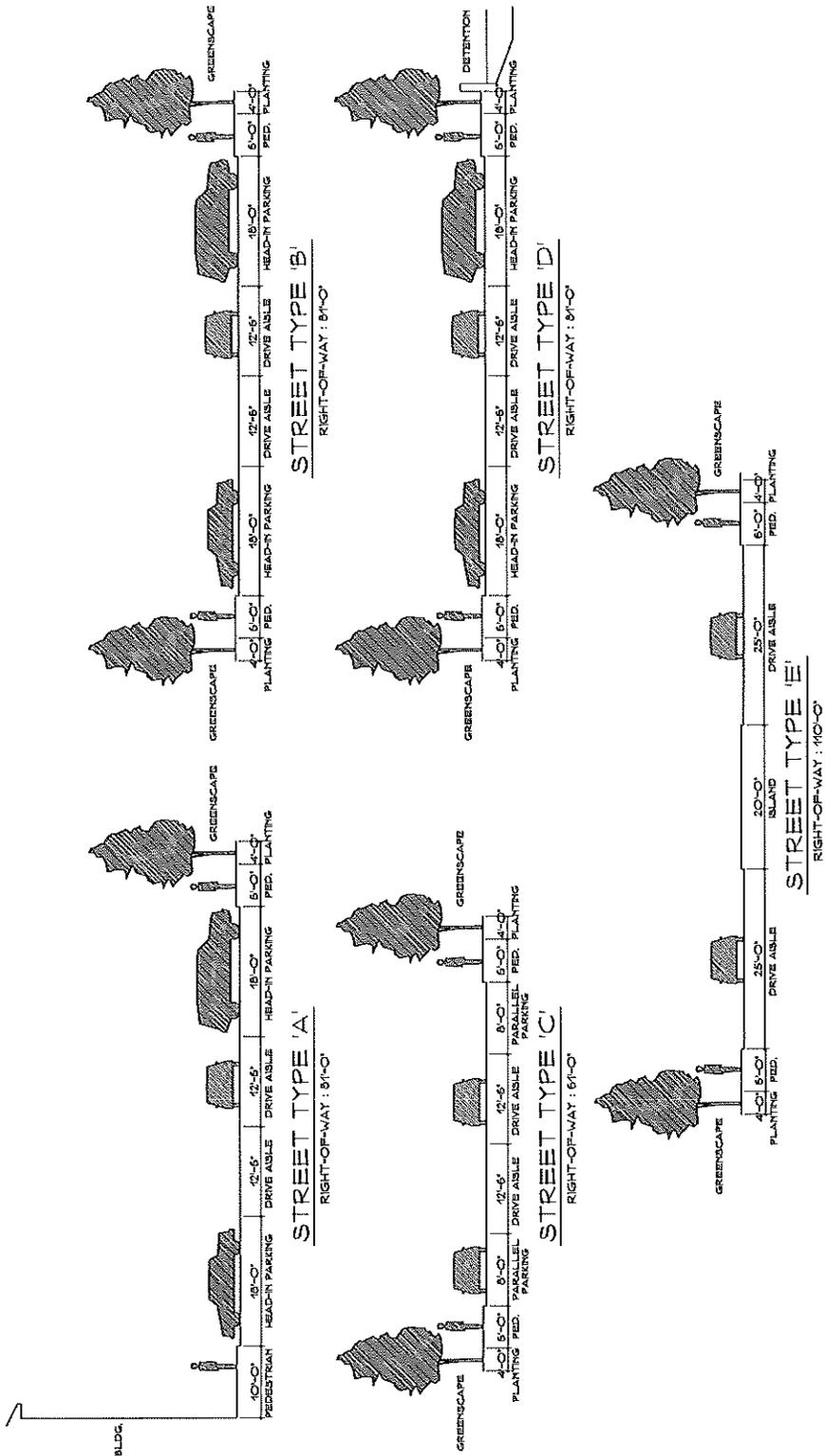
TO OLD AUSTIN ROAD
 TO BLAKELY LANE

TO SETTLEMENT ROAD

TO HIGHWAY 71

TO LAKE TRAIL

ARCHITECT: GARY C. GOOD #42202
 PRELIMINARY - NOT TO BE USED FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION
 DATE: 10 JUL 23



STREET TYPES

PROJECT NAME: REED RANCH
ACERAGE: 243 A.
DATE: 10 JUL 23
SCALE: 1" = 60'-0"

ARCHITECT: GARY & WOOD ARCHITECTS / PLANNERS
CORPORATION
210 NORTH PARK BLVD.
SUITE 100 - GRANVILLE, OHIO 43031
76081

ARCHITECT: GARY & WOOD ARCHITECTS / PLANNERS CORPORATION
#12202
PRELIMINARY - NOT TO BE USED FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION
DATE: 10 JUL 23



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE: Amendments to Chapter 10 “Parkland Dedication and Park Enrichment Fund” of the Code of Ordinances

Consider and act on the second reading of Ordinance No. 2025-74 pertaining to a proposed amendment to Chapter 10 of the Code of Ordinances to revise the minimum number of residential lots or lot size that trigger parkland dedication requirements and to establish minimum park improvement standards as an alternative to park enrichment fee contributions.

AGENDA ITEM SUBMITTED BY:

Brittany Epling, Senior Planner

BACKGROUND/HISTORY:

The City of Bastrop adopted the Parkland Dedication and Park Enrichment Fund on March 11, 2025. The adoption of this ordinance introduced changes to how the city acquires parkland, instituted new standards for the parkland being dedicated, and adopted a Park Enrichment Fee. These changes were incorporated into Chapter 10, Subdivisions of the Bastrop Code of Ordinances.

Staff seeks to amend the Ordinance to: (1) establish minimum park improvement standards; (2) set a minimum number of lots or lot size that trigger parkland dedication requirements; (3) define public parkland; and (4) clarify that the City may require a fee in lieu of parkland dedication when the land offered is deemed unsuitable by the City.

Staff presented the proposed amendments to the City of Bastrop Parks and Recreation/Public Tree Advisory Board on August 7, 2025. The Board voted to recommend approval of the Chapter 10 amendments to the Planning and Zoning Commission.

The Planning and Zoning Commission held a workshop on August 28, 2025 to consider and provide feedback on the proposed amendments. No additional comments or recommendations were made, and the Planning Commission was in agreeance with the proposed amendments. The Planning and Zoning Commission considered the proposed amendments at the September 25, 2025 regular meeting and motioned to recommend approval to the City Council.

FOCUS AREAS:

The City of Bastrop has identified nine Focus Areas to successfully achieve its vision and mission. One of the Focus Areas is “Managing Growth,” which maintains Bastrop’s unique feel and character while meeting the needs of the population through facilitation of responsible development and redevelopment. And, another Focus Area is “Uniquely Bastrop” which calls for maintaining and enhancing our historic community feel by leveraging the unique combination of community, parks, cultural, and recreational assets that make Bastrop a special place to live and work.

Staff believes that the proposed changes meet the intent of the Focus Areas.

CITY COUNCIL:

The City Council held a Public Hearing on October 21, 2025, and made a motion to approve the first reading on Ordinance No. 2025-74 pertaining to a proposed amendment to Chapter 10 of the Code of Ordinances to revise the minimum number of residential lots or lot size that trigger parkland dedication requirements and to establish minimum park improvement standards as an alternative to park enrichment fee contributions. The motion passed unanimously.

RECOMMENDATION:

Take action on Ordinance No. 2025-74 pertaining to a proposed amendment to Chapter 10 of the Code of Ordinances by establishing minimum park improvement standards, setting a minimum number of residential units that trigger parkland dedication requirements, defining public parkland, and clarifying that the City may require a fee in lieu of parkland dedication when the land offered is unsuitable for public park purposes.

ATTACHMENTS:

1. Code of Ordinances, Chapter 10: Parkland Dedication and Park Enrichment Fund
2. Ordinance No. 2025-74 Chapter 10 for Parkland

ORDINANCE NO. 2025-74

AN ORDINANCE OF THE CITY OF BASTROP, TEXAS, AUTHORIZING AN AMENDMENT TO CHAPTER 10 “PARKLAND DEDICATION AND PARK ENRICHMENT FUND” OF THE CODE OF ORDINANCES TO ESTABLISH MINIMUM PARK IMPROVEMENT STANDARDS, SET MINIMUM LOT THRESHOLDS FOR PARKLAND DEDICATION, DEFINE PUBLIC PARKLAND, AND CLARIFY FEES IN LIEU OF DEDICATION; AUTHORIZING THE EXECUTION OF ALL NECESSARY DOCUMENTS; PROVIDING FOR SEVERABILITY; REPEALING CONFLICTING ORDINANCES; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Bastrop, Texas (the “City”) is a home rule municipality located in Bastrop County, Texas acting under its Charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Texas Local Government Code; and

WHEREAS, the City previously adopted Chapter 10 of the Code of Ordinances establishing parkland dedication requirements and a Park Enrichment Fund on March 11, 2025, to guide the acquisition of parkland and contributions toward park improvements; and

WHEREAS, the City finds it necessary to amend Chapter 10 to: (1) establish minimum park improvement standards; (2) set minimum residential lot thresholds or lot sizes that trigger parkland dedication; (3) define public parkland; and (4) clarify that a fee in lieu of dedication may be required when offered land is unsuitable for public park purposes; and

WHEREAS, the City finds that this Ordinance was passed and approved at a meeting of the City Council of the City of Bastrop held in strict compliance with the Texas Open Meetings Act at which a quorum of the City Council Members was present and voting.

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

Section 1. The facts and recitations set forth in the preamble of this Ordinance are hereby found to be true and correct.

Section 2. The City Council of Bastrop authorizes the execution of the amendment to Chapter 10 of the Code of Ordinances, entitled “Parkland Dedication and Park Enrichment Fund (attached and incorporated herein as Exhibit A).

- Section 3.** The City Council grants authority to the City Manager or designee to implement the amended Chapter 10, including the collection of fees, acceptance of parkland dedication, and enforcement of minimum park improvement standards.
- Section 4.** The City Council directs City staff to update administrative procedures, applications, and public information materials to reflect the amendments to Chapter 10 and to ensure that parkland dedication and Park Enrichment Fund requirements are applied consistently to all applicable developments.
- Section 5.** Severability. If any clause or provision of this Ordinance shall be deemed to be unenforceable for any reason, such unenforceable clause or provision shall be severed from the remaining portion of the Ordinance, which shall continue to have full force and effect.
- Section 6.** Repeal. This Ordinance shall be and is hereby cumulative of all other ordinances of the City of Bastrop, Texas, and this Ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, in such other Ordinances, are hereby repealed.
- Section 7.** Effective Date. This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Bastrop and the laws of the State of Texas.
- Section 8.** Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

READ & ACKNOWLEDGED on First Reading by the City Council of the City of Bastrop, on this, the 21st day of October 2025.

PASSED & APPROVED on Second Reading by the City Council of the City of Bastrop, on this, the 4th day of November 2025.

APPROVED:

by: _____
Ishmael Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.



Chapter 10

PARKLAND DEDICATION AND PARK ENRICHMENT FUND

ARTICLE 10.01 - PARKLAND DEDICATION AND PARK ENRICHMENT FUND

SECTION 10.01.001 BASTROP BUILDING BLOCK (B3) CODE – CHAPTER 1 SUBDIVISION AND CHAPTER 7 PUBLIC REALM DEVELOPMENT STANDARDS.

The Bastrop Building Block (B3) Code is incorporated by reference as though copied herein fully, except such portions as are deleted, modified or amended in this chapter. The Code can be found on the city's website.

SECTION 10.01.002 ADOPTION.

Section 10.01.003 - Purpose, Section 10.01.004 - Time of Dedication and Assessment, Section 10.01.005 - Exemptions, Section 10.01.006 - Land Dedication, Section 10.01.007 - Park Development Fund (Fee in Lieu of Dedication), Section 10.01.008 Park Enrichment Fee, Section 10.01.009 - Park Development Improvements in Lieu of Park Enrichment Fee, Section 10.01.010 - Additional Dedication, Section 10.01.011 - Prior Dedication, Section 10.01.012 - Additional Requirements, Section 10.01.013 - Review of Dedication Requirements, and Section 10.01.014 Definitions are hereby adopted and incorporated into the Bastrop Building Block (B3) Code, Chapter 1 Subdivision and Chapter 7 Public Realm Development Standards.

SECTION 10.01.003 PURPOSE.

- A. The purpose of this Chapter is to provide City planned recreational areas in the form of public parks as a function of the subdivision of land for residential uses and site development in the City.
- B. Public parks are those public open spaces providing for a variety of outdoor recreational opportunities and located at convenient distances within a development from a majority of the residences to be served by said development.

SECTION 10.01.004 TIME OF DEDICATION AND ASSESSMENT.

Public Park dedications shall be established at the time of filing a subdivision plat with the City of Bastrop. The developer shall have the option to pay a fee in lieu to the City of Bastrop, which shall be calculated as provided for in the city's then-adopted Master Fee Schedule to mitigate the parkland dedication requirements established in this section. The fee will be assessed at the time of the filing of the plat, per the adopted fee in the Master Fee Schedule, and collected prior to the recordation of the plat.

Plats filed with the City of Bastrop after the effective date of this ordinance shall be subject to the provisions of this ordinance listed herein.

Preliminary Plats shall either demonstrate the developments ability to satisfy the Parkland dedication requirements of this ordinance, OR have a plat note added to the face of the plat acknowledging the obligation to pay a fee-in-lieu in place of parkland dedication.

SECTION 10.01.005 EXEMPTIONS.

- A. The following shall be excluded from the requirements of this Section:

- 41 1. Amending plats which have previously satisfied the requirements of this Section,
 42 or are not creating additional lots;
- 43 2. Commercial developments/uses that are not multi-family developments (as
 44 defined in Section 10.01.014).

45 **SECTION 10.01.006 LAND DEDICATION.**

- 46 **A. The provisions of this section shall apply to the division of land into five (5) or more lots,
 47 or the platting of any lot five (5) acres or greater, within the city limits. This section shall
 48 apply to all major plats. Minor plats shall be exempt from parkland dedication
 49 requirements.**
- 50 B. Whenever a final plat for a residential subdivision within the city limits of the City of Bastrop
 51 is filed, such plat shall contain a clear, fee simple dedication within the subdivision to
 52 the City for park purposes.
- 53 C. For subdivisions where all lots are for single-family housing types, the dedication
 54 requirement shall be determined by the ratio of 1 acre for each 100 proposed dwelling
 55 units (as defined in Section 10.01.014). (Example: 1 dwelling (du) = 0.01 acres; 25 du's =
 56 0.25 acres; 75 du's = 0.75 acres; 200 du's = 2 acres.)
- 57 1. The land must be a minimum of three (3) contiguous acre in size. Land may be
 58 considered contiguous if it abuts both sides of a street with a Local classification
 59 and the separate areas are joined by a marked pedestrian crossing. For
 60 subdivisions that will be dedicating less than 3 acres of land at the time of
 61 dedication, a fee-in-lieu as established in Section 10.01.007 shall be required in
 62 place of parkland dedication.
- 63 D. For subdivisions where lots are for multi-family units, the dedication requirement shall be
 64 determined by the ratio of 1 acre for each 200 proposed multi-family units (as defined in
 65 Section 10.01.014). (Example: 1 multi-family unit (mfu) = 0.005 acres; 25 mfu's = 0.125
 66 acres; 75 mfu's = 0.375 acres; 300 mfu's = 1.5 acres.)
- 67 1. The land must be a minimum of three (3) contiguous acre in size. Land may be
 68 considered contiguous if it abuts both sides of a street with a Local classification
 69 and the separate areas are joined by a marked pedestrian crossing. For
 70 subdivisions that will be dedicating less than 3 acres of land at the time of
 71 dedication, a fee-in-lieu as established in Section 10.01.007 shall be required in
 72 place of parkland dedication.
- 73 E. For subdivisions with both single-family and multi-family units, the appropriate dedication
 74 requirement in paragraphs 10.01.006.B and 10.01.006.C shall apply proportionately.
- 75 F. A preliminary plat shall show the area proposed to be dedicated.
- 76 G. If parkland dedication is required due to a change from a nonresidential use to a residential
 77 use, and a preliminary or final plat is not required, this dedication shall be met prior to the
 78 issuance of a building permit.
- 79 H. The area to be dedicated shall be measured and calculated at the centerline of
 80 any street bound by said park within the subdivision.
- 81 I. Park entrances shall be located along collector or higher classification roadways.
- 82 J. No more than 20% of the overall property being dedicated to the city shall be located in
 83 the floodway or 100-year floodplain (1% annual chance flood hazard).
- 84 K. A developer may dedicate only a portion of the required dedication and pay a fee-in-lieu
 85 of dedication for the remaining portion except that, the minimum land dedication shall be
 86 3 acres.
- 87 L. In the case of Development Agreements, 380 Agreements, or Planned Development
 88 Districts, the City may negotiate alternative methods of compliance (AMOC). The AMOC
 89 shall meet or exceed the requirements of this ordinance.

90 M. Adequate vehicular access shall be provided for parkland operation and maintenance. For
91 public parkland areas not fronting a public street right-of-way or which back up to private
92 properties, an access lot encumbered by a public access easement containing a trail
93 connection, not less than thirty (30') feet in width, shall be dedicated and conveyed to
94 connect to the public parkland a minimum of every 1,000 linear feet along the public street.

95 N. The City reserves the right to inspect and evaluate any proposed parkland dedication to
96 determine whether the location, size, and quality of the land are desirable and consistent
97 with the Parks, Recreation, and Open Space Master Plan. If the City determines that the
98 proposed parkland is unsuitable or inconsistent with City plans, the developer shall be
99 required to pay a fee in lieu of dedication.

100
101 **SECTION 10.01.007 PARK DEVELOPMENT FUND (FEE IN LIEU OF DEDICATION).**

102 A. A special fund is established for the deposit of all sums paid in lieu of land dedication in
103 accordance with this Section or any preceding regulations. The fund shall be known as
104 the "Park Development Fund."

105 B. The City shall account for all sums paid in lieu of land dedication under this Chapter with
106 reference to the individual plats involved. Any funds paid for such purposes shall be
107 expended by the City within ten (10) years from the date received by the City for
108 the acquisition or development of public parks.

109 1. Such funds shall be spent on a first-in, first-out basis. If not so expended, the
110 owners of the property on the last day of such period shall be entitled to a refund
111 of such sum, which shall be proportional to the amount of monies that remain
112 unutilized from the funds collected for the fee in lieu of dedication. The owners of
113 such property may request such refund in writing within 12 months of the last day
114 of the ten-year period, or such refund right shall be terminated.

115 C. Park Development Funds collected in Development Area 1 may only be expended in Area
116 1, and fees collected in Development Area 2 may only be expended in Area 2. If at the
117 time of dedication there is a conflict regarding fund allocation to the respective
118 Development Area, the City Manager shall make the final determination for the allocation
119 of fees to the appropriate Development Area.



120
121 *Please reference the Master Fee Schedule, Parkland Dedication for the fee-in-lieu amount

122 **SECTION 10.01.008 PARK ENRICHMENT FEE.**

- 123 A. The City will require a fee to be known as the Park Enrichment Fee. The Park Enrichment
124 Fee shall be made at or prior to the time of filing the plat for recordation.
- 125 B. The Park Enrichment Fee shall be assessed at five hundred dollars (\$500.00) per dwelling
126 unit or multi-family unit, as defined in Section 10.01.014 of this ordinance.
- 127 C. The Park Enrichment Funds shall be used for the acquisition of land for public parks and
128 the development or construction of park improvements, including, but not limited to,
129 necessary utility extensions.

130 **SECTION 10.01.009 PARK DEVELOPMENT IMPROVEMENTS IN LIEU OF PARK**
131 **ENRICHMENT FEE.**

132 A developer may propose constructing public park improvements in lieu of the payment of a Park
133 Enrichment Fee. The City Council may approve proposed improvements after receiving a
134 recommendation from the Director of the Parks and Recreation Department. All improvements
135 shall either be financially guaranteed or accepted by the City prior to the filing of the plat. The
136 process of financial guarantee shall be the same as that found in the Bastrop Building Block (B3)
137 Code.

138
139 **Minimum Park improvements shall include:**

- 140
141 1. Grading and clearing of unwanted vegetation;
142 2. Installation of drainage and stream erosion control measures;
143 3. Establishment of turf and planting of trees;
144 4. Installation of perimeter streets, parking, sidewalks, streetlights, and street trees;
145 5. Provision of water and sewer service;
146 6. Two (2) acres or more must be improved.
147

148 Any additional park improvements proposed to be constructed by the developer must be
149 consistent with the design criteria and objectives of the Parks, Recreation, and Open Space
150 Master Plan.
151
152

153 **SECTION 10.01.010 ADDITIONAL DEDICATION.**

- 154 A. If the actual number of completed dwelling units or multi-family units exceeds the figure
155 upon which the original dedication was based, additional dedication shall be required and
156 shall be made by the developer by payment of cash in lieu of land or by a conveyance of
157 additional land to the City as required by this ordinance.
- 158 B. Properties who are not vested under Chapter 245 of the Local Government Code shall be
159 required to pay the fee in lieu of dedication at the time of building permit application.

160 **SECTION 10.01.011 PRIOR DEDICATION.**

- 161 A. If a dedication requirement arose prior to the effective date of these provisions, that
162 dedication requirement shall be controlled by the public open space dedication
163 requirements in effect at the time such obligation arose, except that additional dedication
164 shall be required if the actual density of structures constructed upon the property is greater
165 than the previously- assumed density. Additional dedication shall be required only for the

166 increase in density and shall be based upon the ratio set forth in Section 10.01.006 of this
167 Section.

168 **SECTION 10.01.012 ADDITIONAL REQUIREMENTS.**

169 A. Any land dedicated to the City under this Chapter shall be suitable for park and recreation
170 uses as determined by the City.

171 B. Detention or retention areas may be accepted in addition to the required dedication but
172 shall not exceed 10% of the overall land being dedicated for parkland to the City. If
173 accepted as part of the park, the detention or retention area design shall be as determined
174 by the City and shall meet all park requirements consistent with the Parks, Recreation,
175 and Open Space Master Plan.

176 C. Parks should be easy to access and open to public view so as to benefit area
177 development, enhance the visual character of the City, protect public safety, and minimize
178 conflict with adjacent land uses. The following guidelines should be used in designing
179 parks and adjacent development:

180 1. Where feasible, park sites should be located adjacent to greenways or schools in
181 order to encourage both shared facilities and the potential co-development of new
182 sites.

183 2. A proposed subdivision adjacent to a park shall not be designed to restrict
184 reasonable access to the park from other area subdivisions. Street and greenway
185 connections to existing or future adjoining subdivisions may be required to provide
186 reasonable access to parks.

187 3. Notwithstanding another requirement, the City may require any local collector
188 street built adjacent to a park to be constructed to a primary multi-modal street
189 width along the park frontage to ensure access and prevent traffic congestion.
190 The developer shall be entitled to enter into an Oversize Agreement with the City
191 in such situations.

192 **SECTION 10.01.013 REVIEW OF DEDICATION REQUIREMENTS.**

193 The City Council shall review the fees set forth in this Section only. The City Council shall take
194 into account inflation as it affects land and park development costs as well as the City's targeted
195 level of service for parkland.

196 **SECTION 10.01.014 DEFINITIONS.**

197 *Commercial Uses* - shall mean Structures used for Office, Local Retail, General Retail, and
198 Commercial Services, property in a Planned Development District that allows for Commercial
199 Use. Commercial uses are those used for the sale, lease, or rent of goods, services, or property.

200 *Dwelling Unit* – A single unit providing complete, independent living facilities for one or more
201 persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

202 *Multi-family Unit* – A multifamily unit is a classification of housing where multiple separate dwelling
203 units for residential inhabitants are contained within one building or several buildings within one
204 complex.

205 *Public Parkland* – Land that is publicly owned or controlled through a legal dedication, easement,
206 or other instrument, and is designated for public use for purposes such as parks, recreation, open
207 space, or conservation.



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on the second reading of Ordinance No. 2025-73, amending the Bastrop Code of Ordinances, Chapter 14, Bastrop Building Block (B3) Code by changing the P1 Nature Place Type to P1 Parks and Open Space, and adopting new and revised code provisions in relation to the P1 Parks and Open Space Place Type and Civic Space.

AGENDA ITEM SUBMITTED BY:

Vivianna Nicole Andres, Assistant to the City Manager

BACKGROUND/HISTORY:

The City of Bastrop adopted the Parkland Dedication and Park Enrichment Fund on March 11, 2025. The adoption of this ordinance introduced changes to how the city acquires parkland, instituted new standards for the parkland being dedicated, and adopted a Park Enrichment Fee. These changes were incorporated into Chapter 10, Subdivisions of the Bastrop Code of Ordinances.

Since that time, Staff has identified the changes that need to be made in the Bastrop Building Block (B3) Code to complement the newly adopted Parkland Dedication and Park Enrichment fund standards in Chapter 10 of the Bastrop Code of Ordinances.

The changes to the B3 Code are primarily centered around augmenting the P1 Nature Place Type in the Code to become the P1 Parks and Open Space Place Type and to adopt relevant code changes to facilitate this change. Staff also changed the standards within Civic Space to complement the changes being made to incorporate the P1 Parks and Open Space Place Type.

These proposed changes are also aligned with the vision set forth in the City of Bastrop Comprehensive Plan, which was adopted in 2016 and then updated in 2025.

On August 28, 2025, a workshop was held with the Planning and Zoning Commission to discuss the amendments. After discussing the proposed edits, the Planning and Zoning Commission directed Staff to bring back the proposed changes to the next available Planning and Zoning Commission for a formal recommendation to the City Council.

FOCUS AREAS:

The City of Bastrop has identified nine Focus Areas to successfully achieve its vision and mission. One of the Focus Areas is “Managing Growth,” which is defined as:

“Maintain Bastrop’s unique feel and character while meeting the needs of the population through facilitation of responsible development and redevelopment.”

Another Focus Area is “Uniquely Bastrop” which is defined as:

“Maintain and enhance our historic community feel by leveraging the unique combination of community, parks, cultural, and recreational assets that make Bastrop a special place to live and work.”

Staff believes that the proposed changes meet the intent of the Focus Areas.

PLANNING AND ZONING COMMISSION RECOMMENDATION:

On September 25, 2025, the proposed code changes were presented to the Planning and Zoning Commission, and the Commission unanimously voted to recommend approval of the changes to the City Council.

RECOMMENDATION:

Take action to approve amending the Bastrop Code of Ordinances, Chapter 14, Bastrop Building Block (B3) Code by changing the P1 Nature Place Type to P1 Parks and Open Space, and adopting new and revised code provisions in relation to the P1 Parks and Open Space Place Type and Civic Space.

ATTACHMENTS:

1. Ordinance No. 2025-73
2. Exhibit A: Bastrop Building Block (B3) Code Changes

ORDINANCE NO. 2025-73

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, AMENDING THE BASTROP CODE OF ORDINANCES, CHAPTER 14, BASTROP BUILDING BLOCK (B3) CODE, BY CHANGING THE P1 NATURE PLACE TYPE TO P1 PARKS AND OPEN SPACE PLACE TYPE AND ADOPT NEW AND REVISED CODE PROVISIONS IN RELATION TO THE P1 PARKS AND OPEN SPACE PLACE TYPE AND CIVIC SPACE; AS ATTACHED IN EXHIBIT A; AND PROVIDING FOR FINDINGS OF FACT, REPEALER, SEVERABILITY, CODIFICATION, EFFECTIVE DATE, PROPER NOTICE, AND MEETING.

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City Council of the City of Bastrop has general authority to amend an ordinance that is for the good government, peace, or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Texas Local Government Code Chapters 211, 212, 214, and 217 the City Council of the City of Bastrop has general authority to regulate planning, zoning, subdivisions, and the construction of buildings; and

WHEREAS, these amendments seek to amend the P1-Nature Place Type in the Bastrop Building Block (B3) Code to become the P1-Parks and Open Space Place Type, to amend the standards and criteria for Civic Space, and to adopt relevant code changes to facilitate this change, as listed in Exhibit A; and

WHEREAS, these amendments are in alignment with the Bastrop Comprehensive Plan, which was adopted in 2016, and then updated in 2025, and the Bastrop Code of Ordinances, Chapter 10 Parkland Dedication and Park Enrichment Fund which was adopted in 2025; and

WHEREAS, the City Council finds that certain amendments to the aforementioned ordinances are necessary and reasonable to meet changing conditions and are in the best interest of the City.

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

Section 1. Findings of Fact. The facts and recitations set forth in the preamble of this Ordinance are hereby found to be true and correct.

Section 2. Amendment To Bastrop Building Block Code (B3). The Bastrop Building Code is hereby amended and shall read in accordance with

Exhibit "A", which is attached hereto and incorporated into this Ordinance for all intents and purposes. Any struck-through text shall be deleted from the Code, as shown in each of the attachments.

- Section 3. Severability.** If any clause or provision of this Ordinance shall be deemed to be unenforceable for any reason, such unenforceable clause or provision shall be severed from the remaining portion of the Ordinance, which shall continue to have full force and effect.
- Section 4. Repealer.** This Ordinance shall be and is hereby cumulative of all other ordinances of the City of Bastrop, Texas, and this Ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, in such other Ordinances, are hereby repealed.
- Section 5. Codification.** The City Secretary is hereby directed to record and publish the attached rules, regulations, and policies in the City's Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.
- Section 6. Effective Date.** This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Bastrop and the laws of the State of Texas.
- Section 7. Proper Notice and Meeting.** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

[Signature Page to Follow]

READ & ACKNOWLEDGED on First Reading on this the 21st day of October 2025.

READ & ADOPTED on Second Reading on this the 4th day of November 2025.

APPROVED:

by: _____
Ishmael Haris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney,
Denton Navarro Rocha Bernal & Zech, P.C.



EXHIBIT A

Item 8C.

	P1	P2	P3	P4	P5	EC
NEIGHBORHOOD STREET II	NP	P	P	P	NP	NP
COMMERCIAL STREET I	NP	NP	NP	NP	P	P
COMMERCIAL STREET II	NP	NP	NP	NP	P	P
COURT STREET	NP	NP	P	P	P	P
SLIP STREET	NP	NP	P	P	P	P
PARK DRIVE	P	P	P	P	P	NP
BOARDWALK	NP	NP	NP	NP	P	P
PEDESTRIAN STREET	NP	NP	P	P	P	NP
PEDESTRIAN SHEDS						
PLACE TYPE ALLOCATION PER PED SHED*	Varies	Varies	10-35%	25-75%	5-20%	

* Place Type allocation for Traditional Neighborhood Development.

PARKLAND						
PUBLIC PARKLAND	P	NP	NP	NP	NP	NP
CIVIC SPACE - ARTICLE 7.5						
PRIVATE PARK	NP	P	P	NP	NP	NP
GREEN	NP	NP	P	P	P	P
SQUARE	NP	NP	NP	P	P	P
PLAZA	NP	NP	NP	NP	P	P
PLAYGROUND	NP	P	P	P	P	P
COMMERCIAL PLACE	NP	NP	NP	P	P	P

INTRODUCTION

16 of 270

EXHIBIT A

Item 8C.

	<u>P1</u>	<u>P2</u>	<u>P3</u>	<u>P4</u>	<u>P5</u>	<u>EC</u>
POCKET PARK	NP	NP	P	P	P	P

BLANK= BY WARRANT P = PERMITTED NP = NOT PERMITTED

INTRODUCTION

17 of 270

EXHIBIT A

Item 8C.

	P1	P2	P3	P4	P5	EC
BLADE SIGNS	NP	NP	NP	P	P	
MARQUEE SIGNS	NP	NP	NP	NP	P	
NAME PLATE SIGNS	NP	NP	NP	P	P	
OUTDOOR DISPLAY CASE	NP	NP	NP	P	P	
SIDEWALK SIGNS	NP	NP	NP	P	P	
WINDOW SIGNS	NP	NP	NP	P	P	
YARD SIGNS	NP	NP	NP	P	NP	
MONUMENT SIGN	<u>NP</u>	NP	NP	NP	P	
PUBLIC LIGHTING TYPES - SEC. 7.5.005						
COBRA HEAD	P	P	NP	NP	NP	
PIPE	P	P	P	P	P	P
POST	<u>P</u>	P	P	P	P	P
COLUMN	<u>P</u>		P	P	P	P
DOUBLE COLUMN	<u>P</u>				NP	P

BLANK= BY WARRANT P = PERMITTED NP = NOT PERMITTED

B³ CODE DEVELOPMENT ELEMENTS

Character Districts - Character Districts are the largest regulating geographic boundary in the Code. They are informed by the natural landscape and geography of the community and by existing Civic Spaces and neighborhoods. They identify and represent the authenticity of Bastrop.

Development Patterns - The physical landscape lends itself to supporting a range of human settlement patterns. There are three distinct development patterns introduced in the Code: Traditional Neighborhood Development (TND), Cluster Land Development (CLD) and Village Center Development (VCD). Development patterns are geographically sensitive and regulated by the Character Districts.

Place Types - Place Types are the transition of places from natural to urban, through the use of specific Standards. Place Types replace conventional zoning districts with identifiable characteristics that represent seven arrangements of places. Place Types Standards were inspired by the DNA of the Bastrop community.

P1 - ~~Parks and Open~~
~~Space Nature~~

P4 - Neighborhood Mix CS - Civic Space

P2 - Rural

P5 - Core

PDD - Planned Development District

P3 - Neighborhood

EC - Employment Center

Street Types - Streets serve as the public spaces connecting places and people. They transition from natural to urban form. All modes of transportation and settlement patterns are supported by the variety of Street Types presented in the Code.

ARTICLE 1.3 PLATTING PROCEDURES

SEC. 1.3.001 STANDARD PROCEDURE - PLATTING

- (a) **Plat Required:** Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.004 – Plat Required. All plats shall meet the requirements of the B³ Code. Additional, all plats shall meet the requirements of Ordinance No. 2019-27, Enhanced Permit Review Process, as a condition prior to submitting a plat to the City.
- (b) **Delegation of Approval Responsibility:** The City Council hereby delegates approval authority to the Director of Planning & Development in accordance with Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.0065.
- (c) **Vacating Plat:** Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.013 – Vacating Plat.
- (d) **Replat:** Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.014 – Replatting without Vacating Preceding Plat; Section 212.0145 – Replatting without Vacating Preceding

Plat: Certain Subdivisions; Section 212.015 – Additional Requirements for Certain Replats.

- (e) **Amending Plat:** Refer to Texas Local Government Code Chapter 212, Subchapter A. Regulations of Subdivisions, Section 212.016 - Amending Plat.
- (f) Refer to the City of Bastrop Development Manual for checklists and timelines, the B³ Technical Manual for public notification and Plat submission requirements, and the Uniform Submittal Schedule for specific submittal dates. [Refer to the City of Bastrop Code of Ordinances, Chapter 10 for Parkland Dedication requirements.](#)

SEC. 1.3.002 PRELIMINARY PLAT

- (a) A Preliminary Plat is required if a property is being subdivided into 4 or more lots, right-of-way dedication with roadway improvements are required, and any public infrastructure is required.
- (b) The purpose of a Preliminary Plat is to determine the general layout of the proposed Subdivision in order to facilitate review by the Planning & Zoning Commission of the proposed Subdivision's Streets and Drainage system, easements, utilities, Building lots, and other lots including Open Space.

SEC 3.1.005 PLACE TYPE ZONING DISTRICTS TABLE



P1 – Nature Parks and Open Space

Lands in a natural state or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. P1 is intended to preserve areas that contain sensitive habitats, active or passive Open Spaces, [public parkland,s](#) and limited agriculture uses.

ARTICLE 3.2 PLACE TYPE STANDARDS

SEC 3.2.001 ALLOCATION & SEQUENCE OF PLACE TYPE DETERMINATION

(a) Determination of Place Type designations shall be made based on the following factors considered in the following sequence:

- (1) Geographically sensitive Development Patterns;
- (2) The existing Streets and Master Thoroughfare Plan;
- (3) Proximity to existing Place Types (built or entitled);
- (4) Size of new Development; and
- (5) Pedestrian Shed Distribution.

(b) The City of Bastrop shall have the following assigned percentages of each Pedestrian Shed allocated to the established Place Types. Before preparing a Neighborhood Concept Scheme the Applicant must review permitted Development Patterns and the associated Standards. Place Type percentage allocation per Pedestrian Shed as described in Article 3.3:

P1- Nature Parks and Open Space	Varies
P2- Rural	Varies
P3 - Neighborhood	10-35%
P4 - Mix	25-75%
P5 - Core	5 - 20%
CS – Civic Space	10% preferred Min.
EC – Employment Center	No Min.
PDD – Planned Development District	No Min.

EXHIBIT A

ponds and streams with a natural appearance wherever possible.

(c) Open space standards.

~~(1) Public or private. Unless otherwise provided by the PD ordinance, a site appropriate area or areas within the entire PD District shall be devoted to open space. Open space for PD districts may be satisfied by space that can be classified as public, such as a central gathering space, or by a combination of public and private open space. Open space requirements specified in this subsection are in addition to the city's general requirements for landscaping and buffering. Public open space shall be dedicated to the city. All Planned Development Districts (PDDs) shall be subject to the City's adopted parkland dedication requirements and park enrichment fund contributions as outlined in Chapter 10 of the Code of Ordinances.~~

~~In addition to meeting parkland dedication requirements, each PDD is encouraged to provide additional open space, which shall be privately maintained and managed by a Homeowner's Association or similar permanent agency.~~

~~(1)(2)~~ Preservation of natural features. Unless otherwise provided by the PD ordinance or PD master plan:

(a) Floodplain areas shall be preserved and maintained as

open space; and

(b) Significant stands of native trees shall be preserved and protected from destruction or alteration pursuant to a tree preservation plan submitted to the city by the applicant.

~~(2)~~ Open space allocation and preservation. Open space requirements shall be satisfied for each phase of a multi-phased development, or in accordance with the controlling land use plan for the PDD. If open space is not to be provided proportionally among phases of development, the applicant must execute a reservation of open space in a form that will assure the city that such open space will be provided. The city may require that all open space within the PD district must be provided prior to completion of development within the PD district.

(d) Height regulations. Unless otherwise provided by the PD ordinance, height regulations for uses shall be those established within the city's zoning regulations for the base zoning district.

(e) Area regulations. Unless otherwise provided by the PD ordinance, area regulations for uses shall be those established within the city's zoning regulations for the base zoning district. The minimum allowable size for a PD shall be one acre.

Formatted: Indent: First line: 0", Line spacing: Multiple 1.41 li

SEC. 5.2.003 CLUSTER LAND DEVELOPMENT (CLD)

- (a) Intent: CLD offers a compulsory alternative to conventional neighborhoods for the purpose of:
- (1) Encouraging the use of land in accordance with its character and adaptability;
 - (2) Assuring the permanent preservation of Open Space, agricultural lands, and other natural resources through land reservations or Conservation Easements;
 - (3) Allowing innovation and greater flexibility in the design of Residential developments to ensure the same overall amount of Development normally permitted with the conventional home Lot size;
 - (4) Facilitating the Construction and maintenance of Streets, utilities, and public services in a more economical and efficient manner increasing affordability and reducing the cost of building and maintaining infrastructure;
 - (5) Ensuring compatibility of design and use between neighboring properties; and,
 - (6) Encouraging a less sprawling form of Development, thus preserving Open Space as undeveloped land.

SEC. 5.2.004 CLD STANDARDS

- (a) See Section 5.2.007 Development Patterns by Character District to determine if Cluster Land Development is an allowed Development Pattern.
- (b) A CLD shall be structured by one standard Pedestrian Shed and shall consist of no fewer than 30 acres and no more than 80 acres or 160 linear acres.
- (c) A CLD shall include Place Types as allocated in Section 3.2.002.b. A minimum of 50 % of the Neighborhood Regulating Plan or Zoning Concept Scheme shall be permanently allocated to P1 ~~Nature~~Parks and Open Space and/or P2 Rural Place Types.
- ~~(d) The dedicated P1 lands shall~~All designated P1 lands shall be classified as Public Parkland in accordance with Chapter 10 of the Code of Ordinances. Ownership of these lands shall be transferred to the City of Bastrop upon plat recordation.
- If the Applicant provides additional P1 lands beyond the required parkland dedication, the Applicant may either:
- Dedicate the additional land to the City as public parkland, or
 - Set aside the additional land through an irrevocable Conservation Easement or other method approved by City Council, if the Applicant prefers not to dedicate the excess land as public parkland, and instead would like the land

Formatted: Font: 11 pt

EXHIBIT A

Item 8C.

[to be used for public open space.](#)

Formatted: Font: 11 pt

~~(d)~~(e) Areas not considered Civic or Open Space:

- (1) The area of any Street right-of-way proposed to be dedicated to the public.
- (2) Any submerged land area.

SEC. 7.4.002 BLOCKS

(a) The Master Thoroughfare Plan provides the basic framework for the Block at a Farm Lot scale. The internal Street Network shall be structured to define blocks with the following maximum Block lengths and Block Perimeters (not including exterior R.O.W. dedication):

- P1 unlimited / unlimited
- P2 740 ft. max / 2,960 ft. perimeter
- P3 330 ft. max / 1,320 ft. perimeter
- P4 330 ft max / 1,320 ft. perimeter
- P5. 330 ft max / 1,320 ft. perimeter
- EC 740 ft. max / n/a

(b) Block Faces, within P3, P4, and P5, exceeding 330 feet shall be equipped with a 20' Pedestrian way.

(c) Blocks adjacent to undeveloped land, areas unsuitable for Development, or pre-existing incomplete blocks may be exempt from Block Face length and Block perimeter requirements by Warrant.

(d) Blocks with more than one Place Type designation shall use the most intense designation to inform the Block Face length and Block Perimeter.

(e) Creative and alternative Block configurations can be selected in the Pattern Book.

ARTICLE 7.5 CIVIC SPACE & CIVIC BUILDING STANDARDS

SEC. 7.5.001 CIVIC SPACE INTENT

(a) Civic Spaces is the dedication of lands for are communal lands or spaces intended for public use. Requirements of this section are to be provided for each Development over 13.6 acres (A Farm Lot) and designated on the Neighborhood Regulating Plan or Zoning Concept Scheme as Civic Space (CS).

(a)(b) Civic Space shall conform to specifications within the B3 Development Table, 7.5.002 Criteria, and 7.5.004 Civic Space Table.

(b) The DRC will review surrounding existing and/or entitled developments to determine if Civic Space dedication is necessary to fulfill the intent of a Pedestrian Shed.

(1) Civic Space Sites are permanently dedicated for public activities.

(2) Parking for Civic Spaces shall be approved by the DRC. Civic parking lots may remain unpaved if graded, compacted and landscaped.

EXHIBIT A

Item 8C.

~~(3) Civic Space shall conform with specifications on 7.5.004 Civic Space Table.~~

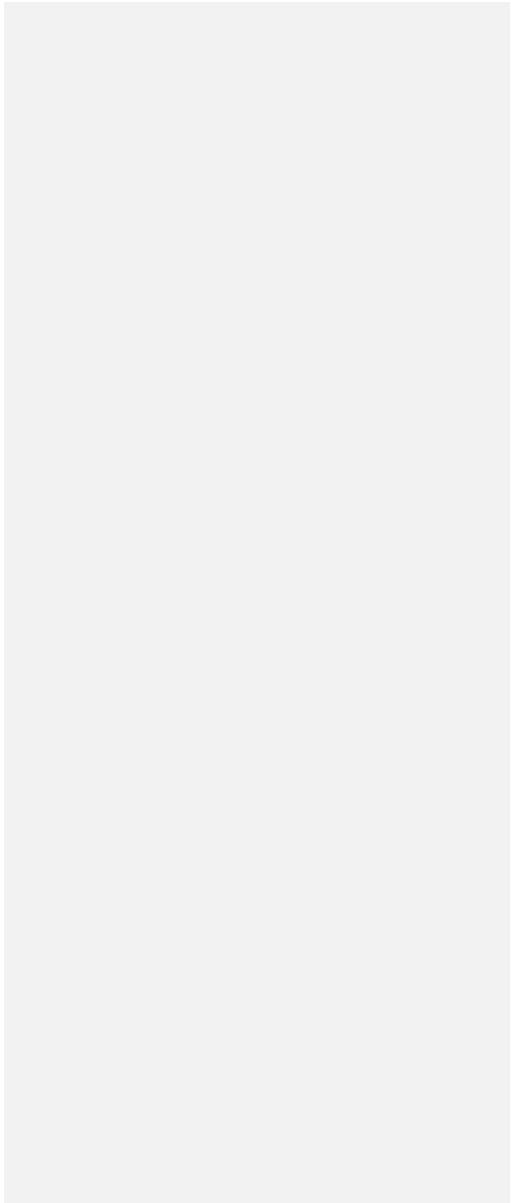


EXHIBIT A

~~(4) Where the DRC determines it to be feasible, land along floodplains, tributaries, and creeks, or where identified in the shall be dedicated as Civic Space.~~

SEC. 7.5.002 CRITERIA

~~(a) Each Pedestrian Shed shall have an assignment of has the option to have at least 10% of its land area dedicated to Civic Space. Each Pedestrian Shed is encouraged to dedicate at least 10% of its land area to Civic Space.~~

(b) Civic Spaces shall be designed as generally described in Civic Space Table, ~~and distributed throughout the Place Types and is subject to approval by DRC.~~

~~(c) Those portions of P1 that occur within a Development shall be part of the Civic Space allocation should conform to the Civic Space Standards.~~

(1) The ~~Neighborhood Concept Scheme shall designate at least one Main Civic Space per Pedestrian Shed. The Main Civic ideal Civic Space ratio is located shall be~~ within 660 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location, ~~and shall be developed as a Green, Square, Park, and/or Plaza.~~

~~(2) Within 1,320 feet of every lot in Residential use, a Civic Space designed, equipped and amenities shall be provided.~~

(d) Storm Drainage Facilities, if equipped to provide Civic Space, may be counted toward the preferred 10% Civic Place Type, ~~allocation requirement by Warrant.~~

~~(e) The Neighborhood Regulating Plan or Zoning Concept Scheme shall designate Civic Place Types dedicated for public use within 660 feet of every Lot with a Residential use.~~ The Civic Space must ~~can~~ be active with a playground, fountains, benches, tables, and/or other public furniture to spur the gathering of people.

Formatted: Font: (Default) +Body (Calibri)

Formatted: Normal, Left, No bullets or numbering

SEC. 7.5.003 CIVIC BUILDINGS

~~(a) The owner shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage shall be equipped with a shelter and bench for a transit stop.~~

~~(a) Civic Lots can be reserved for a school site. The appropriate size and location of the sites shall be guided by the recommendations in the Comprehensive Plan and in collaboration with BISD. At a minimum the area shall be 1 acre for each increment of 100 Dwelling units, with a minimum of 3 acres for a school. One Civic Building Lot shall be reserved for an elementary school. Its area shall be 1 acre for each increment of 100 Dwelling units provided by the Neighborhood Regulating Plan or Zoning Concept Scheme, with a minimum of 3 acres for the school. The school Site may be within any Place Type other than P1 or EC.~~

(b) ~~One Civic Building Lot~~s suitable for a childcare Building ~~shall~~ can be reserved within each Pedestrian Shed. The owner or a homeowners' association or other community group may organize, fund and construct an appropriate Building as the need arises.

(c) Civic Building Sites shall not occupy more than 20% of the area of each Pedestrian Shed.

(d) Civic Building Sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.

SEC. 7.5.004 CIVIC SPACE TABLE

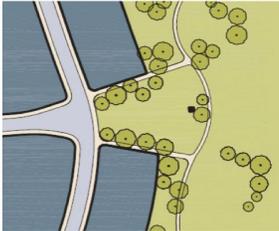
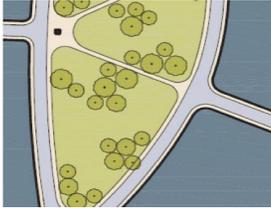
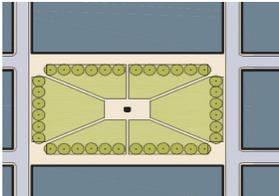
	P1	P2	P3	P4	P5	DESCRIPTION
PRIVATE PARK 	NP	P	P	NP	NP	<p>A natural preserve available for unstructured recreation. A Park may be independent of surrounding Building frontages. Its landscape shall consist of paths and trails, meadows, water bodies, woodlands and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.</p> <p>The minimum size shall be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.</p>
GREEN 	NP	NP	P	P	P	<p>An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than Building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed.</p> <p>The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>
SQUARE 	NP	NP	NP	P	P	<p>An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by Building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares.</p> <p>The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</p>

EXHIBIT A

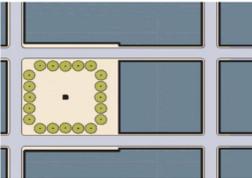
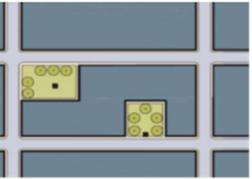
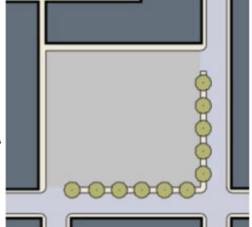
	P1	P2	P3	P4	P5	DESCRIPTI ON
<p>PLAZA</p> 	NP	NP	NP	NP	P	<p>An Open Space available for civic purposes and Commercial activities. A Plaza shall be spatially defined by Building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important Streets.</p> <p>The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>
<p>PRIVATE PLAYGROUND</p> 	NP	P	P	P	P	<p>An Open Space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens.</p> <p>There shall be no minimum or maximum size.</p>
<p>COMMERCIAL PLAZA</p> 	NP	NP	NP	P	P	<p>A multi-purpose Open Space available for Civic purposes. Commercial activities and as flex parking space. The parking area is designed as a Plaza with brick, gravel, cobbles or artistically jointed concrete. The Commercial Plaza should be separated from adjacent thoroughfares and spatially defined by a landscaped buffer including Street Trees. Removable bollards are suggested to delineate parking from non-parking areas.</p>

EXHIBIT A

Item 8C.

SEC. 7.5.005 PUBLIC LIGHTING TYPES

(a) Intent: The chart below lists the style of fixtures with regards to the appropriate Place Type Zoning District.

(b) Shield fixture types are required, but not illustrated.

Public Lighting Types	P1	P2	P3	P4	P5	EC
 Cobra Head	Permitted					Prohibited
 Pipe	Permitted	Permitted	Permitted			
 Post	Permitted	Permitted	Permitted	Permitted		
 Column	Permitted		Permitted	Permitted	Permitted	
 Double Column	Permitted				Prohibited	Prohibited

- (a) Bicycle parking is required in all P5 and P4 Place Types with non-Residential uses.
- (b) Bicycle parking for Residential uses is only required with multifamily Building Types.
- (c) The number of provided automobile parking spaces and bicycle parking spaces shall be shown in a chart format on the Site Plan. The location and footprints of bicycle racks corrals shall be shown on the Site, as well as the location of any bicycle parking signage.
- (d) In all cases where bicycle parking is required, no fewer than 2 spaces (one rack) shall be required.
- (e) Up to half of the required short-term bicycle parking spaces may be substituted with long-term bicycle parking spaces.

ARTICLE. 7.9 Public Parkland Dedication and Development Standards

Please refer to Chapter 10 of the Code of Ordinances for Parkland Dedication and Park Enrichment Fund requirements. Where public park improvements are proposed by a developer, a Park Plan shall be submitted to the Director of Parks and Recreation for recommendation to the Planning and Zoning Commission and -City Council. All improvements shall be in conformance with the City of Bastrop Parks, Recreation, and Open Space Master Plan.

EXHIBIT A

Item 8C.

Changeable Copy Sign shall mean a Sign that message copy is changed manually through the utilization of changeable letters, numbers, symbols, and other similar characters or pictorial panels.

Character District Map shall mean the official map or maps that are part of the B³ Code and delineate the boundaries of individual Characters Districts.

City Council shall mean the governing body of the City of Bastrop, Texas.

City Engineer shall mean a registered Engineer or their representative employed by the City.

City or The City shall mean the City of Bastrop and its authority of its City Limits and ETJ.

City Secretary shall mean the City Secretary of the City of Bastrop or the authorized representative of the secretary.

City Zoning & Planning Commission shall mean the Historic Landmark Commission appointed by the City Council of the City of Bastrop to assist the City Council in zoning and planning within the City Limits.

Civic shall mean a designation for public Sites [dedicated](#) for Civic Buildings and Civic Space.

Civic Building shall mean a Building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the Planning & Zoning Commission and City Council.

Civic Space shall mean an outdoor area [dedicated](#) for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping, and the buildings that front them.

Clustered Land Development or CLD shall mean a Development Pattern structured by a Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church clustered together in order to preserve Open Space. CLD takes the form of a small settlement standing free in the countryside.

EXHIBIT A

Item 8C.

Nonconforming Sign shall mean a Sign lawfully in existence on the date the provisions of this Code are adopted that do not conform to the provisions of this Code, but were in compliance with the applicable Standards at the time they were constructed, erected, affixed, or maintained.

Non-contributing Structure shall mean a Structure within a designated local Historic District that is not considered to be of historical significance or which does not possess significant physical features, historical associations, or historical architectural qualities.

Nonresidential shall mean a property used for purposes other than to Residential.

Off-Premise Sign shall mean any Commercial Sign that advertises a Business, person, or activity involving the sale, lease, or rent of goods, products, real property, or services not located on the property where the Sign is installed, or that directs persons to a location other than the property where the Sign is located. Also, commonly referred to as a billboard.

Open Space shall mean land intended to remain undeveloped; [it may be for Civic Space](#), left natural or integrate trials or other activities.

Ordinary Maintenance shall mean activities relating to a property that would be considered ordinary or common for maintaining the property, such as a) repair using the same material and design as the original and does not require structural modifications; b) repainting; c) reroofing, using the same type; or d) repair of sidewalks and driveways.

OSSF shall mean on-site sewage facility, commonly referred to as septic systems, whether of a traditional or "engineered" design.

Outdoor Display Case shall mean a Structure containing other items, storing products, or serving another purpose related to the Business. It includes a Vending Machine or an automated teller machine.

Outdoor Lighting shall mean temporary or permanent Lighting that is installed, located, or used in such a manner to cause light rays to shine outdoors. Nonresidential fixtures installed indoors causing light to shine outside are considered Outdoor Lighting for the intent of this article. (See Figure B), Residential fixtures installed indoors generating more than 6,200 lumens (approximately equal to a 300 watt incandescent bulb) that cause light to shine outside are also considered Outdoor Lighting for the intent of this article.

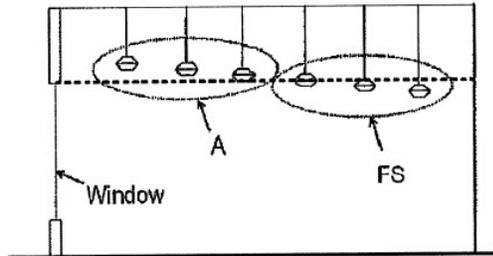


Figure B

Figure B: Elevation view showing a Nonresidential Application of indoor Lighting, labeled FS, that will be subject to this article, labeled A, that is installed so that it is not subject to this article. This example presumes the Structure in question is not elevated such that any of the luminaries labeled A in the figure above may be seen from any other property. If the Structure is elevated such that the luminaries labeled A are visible from another property then they are subject to this article.

Overlay Zones shall mean a set of zoning requirements that is described in the ordinance text, is mapped, and is imposed in addition to those of the underlying district. Development within the overlay zone must conform to the requirements of both zones or the more restrictive of the 2.

Park shall mean an open Civic Space typespace that is a natural preserve available for structured or unstructured recreation.

Path shall mean a Pedestrian way traversing a Park or rural area with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pattern Book shall mean a supplemental set of Standards, information, and inspiration supporting this Code. Architecture, urban design, and landscape design are housed within its contents.

EXHIBIT A

Item 8C.

Pre-Development Meeting shall mean a formal meeting with planning staff required before a request for any Plat, Replat, or Plat vacation may be submitted to the City.

Premises shall mean land together with any buildings or Structures situated thereon.

Preservation shall mean the stabilization of a historic Building, its materials and features in their present condition to prevent future deterioration. Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.

Primary Frontage shall mean the Private Frontage designed to bear the address and Principal Entrance(s) of a Building.

Principal Building shall mean the main Building on a Lot.

Principal Entrance shall mean the main point(s) of access for pedestrians into a Building or unit within a Building.

Principal Building Facade shall mean the primary Street side of the Building facing the Public Realm.

Principal Frontage shall mean the Private Frontage designed to bear the address and Principal Entrance(s) of a Building.

Private Frontage shall mean the privately held first Lot Layer and the Facade of the Building.

Private Realm shall mean the privately-owned Lot layers, land and /or Structures.

Project shall have the same definition as "Development".

Public Frontage shall mean the area between the Curb of the vehicular lanes and the Frontage Line.

Public Improvement Plan means any Project for the erection, Construction, alteration, repair or improvement of any public Structure, Building, road, or other public improvement of any kind.

Public Parkland shall be land that is publicly owned or controlled through a legal dedication, easement, or other instrument, and is designated for public use for purposes such as parks, recreation, open space, or conservation.

Formatted: Font: Bold



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on the second reading of Ordinance No. 2025-80, approving a purchasing contract with Kraftsman Play Systems, Inc for \$2,868,102.88 , utilizing Kraftsman Buy Board Purchasing Cooperative number #781-25.

AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

BACKGROUND/HISTORY:

As the City continues to grow, the City Council has made quality of life an important aspect for the residents.

Recently, a fifteen million dollar borrow (\$15,000,000) for bridge repairs was approved. The bridge repairs came in below that threshold, and available dollars will be invested into the parks system throughout the city.

This is the single largest investment into the parks system the City of Bastrop has ever seen.

The amount per park, in this Phase, is as follows:

Park	Amount
Fireman's Park	\$ 256,614.82
Mayfest	\$ 250,048.18
Fisherman's Splash Pad Renovation	\$ 661,253.00
Delgado Park	\$ 1,700,186.88
Total	\$ 2,868,102.88

According to the City's purchasing policy,

"Purchases over fifty thousand, (\$50,000): Except as otherwise exempted by applicable State law, requisitions for item(s) whose aggregate total cost is more than \$50,000 must be processed as competitive solicitations (e.g., sealed bids, request for proposals, and request for offers). Texas Local Government Code, Subchapter B, 252.021, (except) If purchasing through a cooperative purchasing alternative, i.e., BuyBoard, DIR, TXMAS provide only one (1) written quote; proof or identification that the quote is from a cooperative source, complete a Purchasing Summary Form and a purchase order."

FISCAL IMPACT:

\$2,868,102.88 from the 2025 Certificate of Obligation bond issuance.

RECOMMENDATION:

Approve the purchase.

ATTACHMENTS:

1. Ordinance
2. Park Specifications and Details

ORDINANCE NO. 2025-80

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, APPROVING A PURCHASING CONTRACT WITH KRAFTSMAN PLAY SYSTEMS, INC. FOR \$2,868,102.88 UTILIZING THE BUYBOARD PURCHASING COOPERATIVE CONTRACT NO. 781-25; AUTHORIZING THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS; PROVIDING FOR FINDINGS OF FACT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Bastrop (“City”) is committed to providing quality park and recreational facilities for the benefit of its residents and visitors; and

WHEREAS, the City desires to procure certain playground and park improvements, equipment, and related installation services through Kraftsman Play Systems, Inc. (“Kraftsman”), in accordance with the specifications and scope of work provided; and

WHEREAS, pursuant to Chapter 271, Subchapter F of the Texas Local Government Code, municipalities are authorized to participate in cooperative purchasing programs to achieve savings and efficiencies in procurement; and

WHEREAS, the City of Bastrop is a member of the BuyBoard Purchasing Cooperative, and Kraftsman Play Systems, Inc. holds BuyBoard Contract No. 781-25, which meets all state and local competitive purchasing requirements; and

WHEREAS, the total cost of the proposed purchase and installation is Two Million Eight Hundred Sixty-Eight Thousand One Hundred Two Dollars and Eighty-Eight Cents (\$2,868,102.88); and

WHEREAS, the City Council finds the proposed purchase to be in the best interest of the City, supports the continued development and enhancement of public recreational facilities, and determines that the expenditure is a valid and necessary municipal purpose.

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

SECTION 1. Findings of Fact

The findings set forth in the recitals above are hereby found to be true and correct and are adopted as the findings of the City Council.

SECTION 2. Authorization of Purchase

The City Council hereby approves a purchasing contract with Kraftsman Play Systems, Inc. in the total amount of \$2,868,102.88, utilizing BuyBoard Cooperative Purchasing Contract No. 781-25.

SECTION 3. Authorization to Execute Documents

The City Manager is hereby authorized to execute all necessary documents, purchase orders, and related instruments to effectuate the purchase, installation, and completion of the project in accordance with the approved contract and to take all actions necessary to implement this Ordinance.

SECTION 4. Funding Source

Funds for this purchase shall be expended from the appropriate approved budget accounts as authorized by the City Council.

SECTION 5. Severability

If any provision of this Ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 6. Effective Date

This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

DULY ORDAINED AND ADOPTED by the Bastrop City Council on first reading on this the 21st day of October 2025.

DULY ORDAINED AND ADOPTED by the Bastrop City Council on second reading on this the 4th day of November 2025.

[Signature Page to Follow]

APPROVED:

by: _____
Ishmael Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.





Bastrop, TX

Multi-Project Package

“Welcome to it all”



PROJECT DETAILS

Item 8D.

Fireman's Park
Bastrop, TX





THE INSPIRATION

A fireman-themed playground sparks kids' imaginations, letting them role-play as everyday heroes while developing social and problem-solving skills. It encourages active play through climbing structures, slides, and pretend firetrucks, building physical strength and coordination. The theme also helps teach important lessons about teamwork, safety, and helping others in a fun, memorable way.

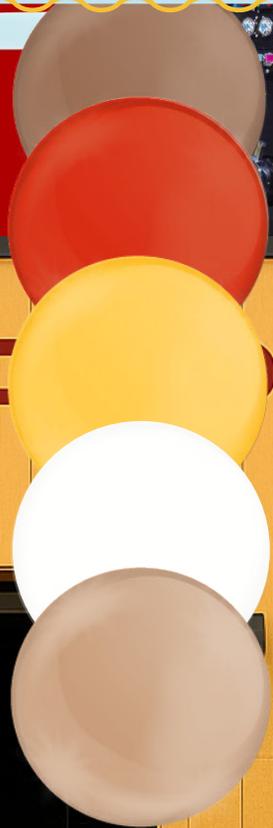


THE COLORS

Our palette was inspired by the traditional tones of Fire Stations, Fire Trucks and Fireman Uniforms. Red, white, and yellow are the standout colors for this park, while tan and brown set an earthy backdrop.



BASTROP FIRE DEPARTMENT





FIREMAN'S PARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33134
OPTION	1 REV 1
DRAWING NAME	KPS-33134 R1
SHEET	2 OF 4
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



FIREMAN'S PARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33134
OPTION	1 REV 1
DRAWING NAME	KPS-33134 R1
SHEET	3 OF 4
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

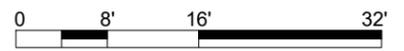
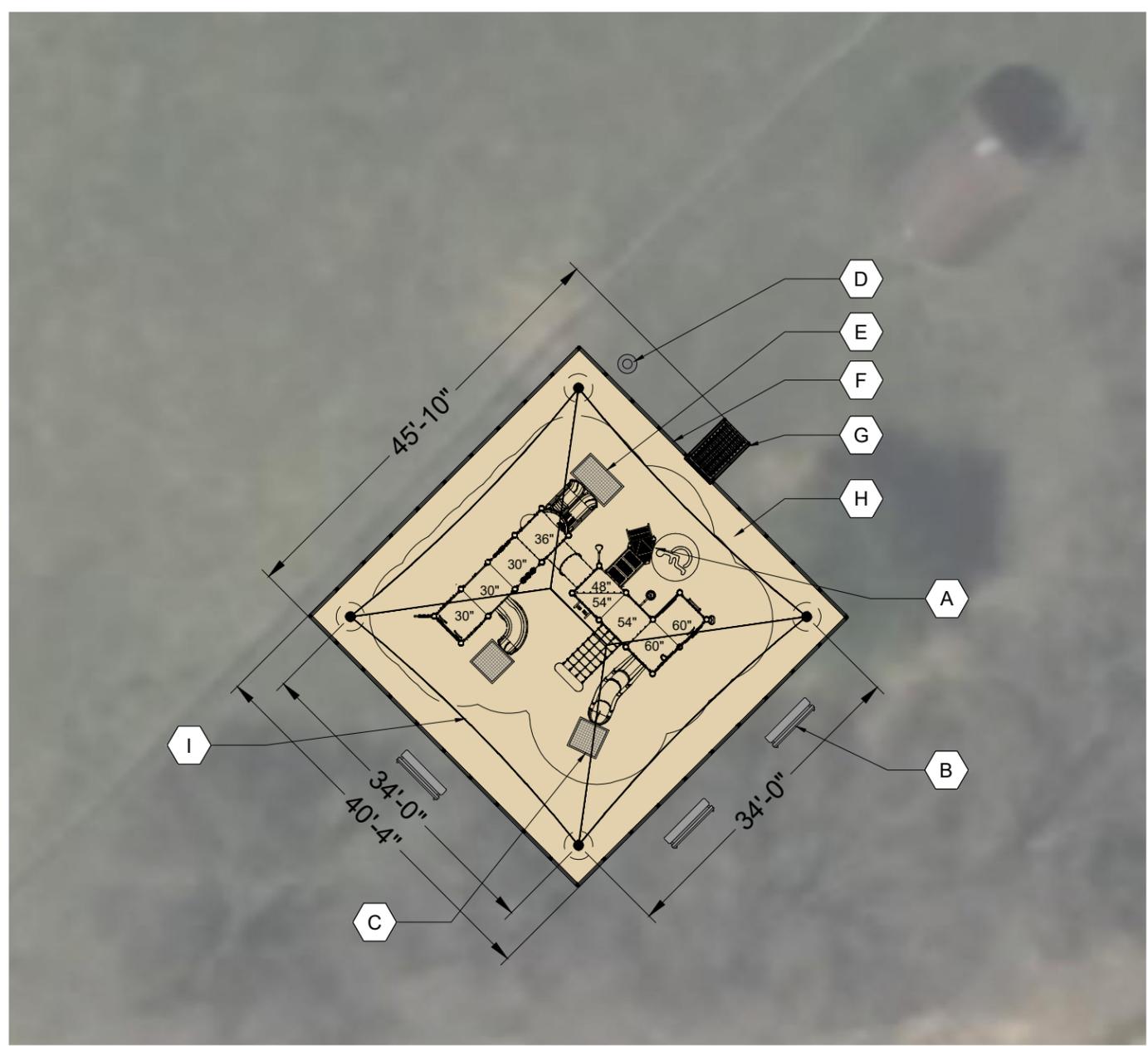
Item 8D.

CONTACT FOR PRICING AND PRODUCT INFORMATION	
CONSULTANT	CODY HUTCHERSON
OFFICE: 800-451-4869	CELL: 660-351-4767
EMAIL	CODYH@KRAFTSMANPLAY.COM

PLAYGROUND PLAN SCHEDULE		
DESCRIPTION	QTY	
NAME: FX5-EFR-212-0162		
TYPE: 5" STEEL/THEMED		
A	CAPACITY: 87	1
	AGE: 2-12	
	FALL HEIGHT: 5'	
B	6' Bench W/Back B6WBRCS	3 TYP
C	40" X 40" Mat	2 TYP
D	Trash Receptacle	1
E	3' X 5' Mat	1
F	4' APS Border Timbers	39
G	APS Accessible Half Ramp	1
H	EWf Surfacing (40'x40')	1600 SF
I	34'x34'x14' Standard Hip Shade.	1
	Total post height: 15.5'	



N. T. S.



FIREMAN'S PARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



CONTACT FOR PRICING AND PRODUCT INFORMATION

CONSULTANT	CODY HUTCHERSON	
OFFICE:	800-451-4869	CELL: 660-351-4767
EMAIL	CODYH@KRAFTSMANPLAY.COM	

Sign here to accept as shown:

Accepted by: _____

Date: _____



NAME: FX5-EFR-212-0162
 TYPE: 5" STEEL/THEMED
 CAPACITY: 87
 AGE: 2-12
 FALL HEIGHT: 5'



Graphic Representation.
 Refer to drawings/quotes for items included and not included.

FIREMAN'S PARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



CONTACT FOR PRICING AND
PRODUCT INFORMATION

Item 8D.

CONSULTANT	CODY HUTCHERSON	
OFFICE:	800-451-4869	CELL: 660-351-4767
EMAIL	CODYH@KRAFTSMANPLAY.COM	



NAME: FX5-EFR-212-0162
TYPE: 5" STEEL/THEMED
CAPACITY: 87
AGE: 2-12
FALL HEIGHT: 5'



Graphic Representation.
Refer to drawings/quotes for items included and not included.

FIREMAN'S PARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



FIREMAN'S PARK PRICING

★ COST BREAKDOWNS

FIRE STATION THEMED PLAYGROUND & SHADE	\$274,422.45
BUYBOARD DISCOUNT	-\$17,807.63

TOTAL: \$256,614.82



PROJECT DETAILS

Item 8D.

Mayfest Park

Bastrop, TX





Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33135
OPTION	2 REV 1
DRAWING NAME	KPS-33135-2R1
SHEET	2 OF 7
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33135
OPTION	2 REV 1
DRAWING NAME	KPS-33135-2R1
SHEET	3 OF 7
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33135
OPTION	2 REV 1
DRAWING NAME	KPS-33135-2R1
SHEET	4 OF 7
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33135
OPTION	2 REV 1
DRAWING NAME	KPS-33135-2R1
SHEET	5 OF 7
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33135
OPTION	2 REV 1
DRAWING NAME	KPS-33135-2R1
SHEET	6 OF 7
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

LEGEND	
1	6' BENCH W/ BACK - 2 EA. TYP
2	HORSE SPRING RIDER
3	SHADE 40' X 40' X 12'
4	BORDER TIMBERS - 33 EA.
5	CONCRETE ACCESSIBLE RAMP
6	ENGINEERED WOOD FIBER - 2187 SF
7	SIDEWALK - 341 SF
8	SHADE 25' X 30' X 8'
9	6' PICNIC TABLE - 4 EA.
10	TRASH RECEPTACLE
11	6' ADA PICNIC TABLE - 2 EA.
12	CONCRETE SLAB - 986 SF
13	FX5-WST-212-0623 5" STEEL THEMED CAPACITY: 41 AGE: 2-12 FALL HEIGHT: 4'
14	ONE BAY SHADED SWING W/ BELT SEATS



Mayfest Park

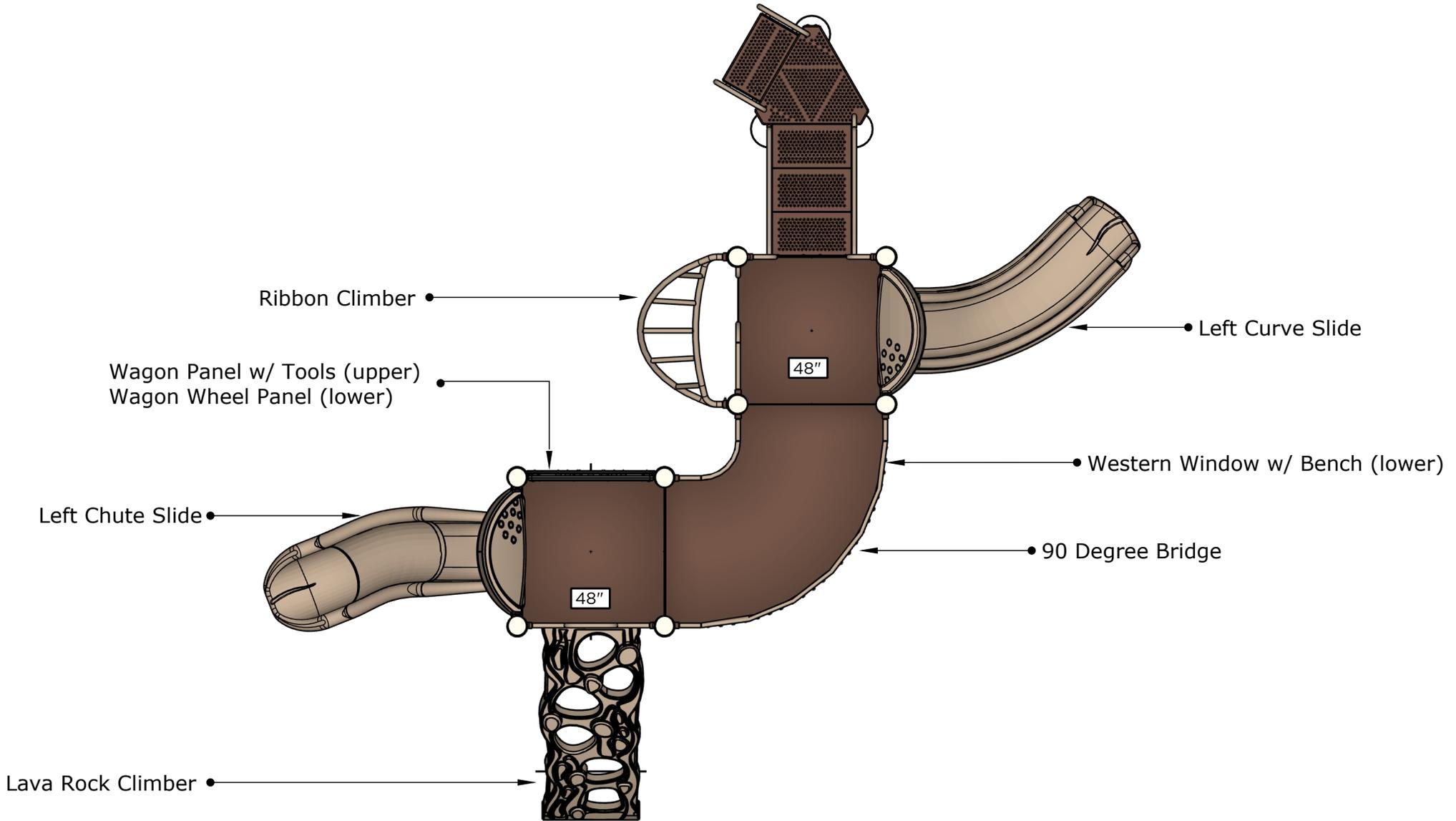
BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



PROJECT 33135
 OPTION 2 REV 1
 DRAWING NAME KPS-33135-2R1
 SHEET 7 OF 7
 VIEW TOP RENDERING



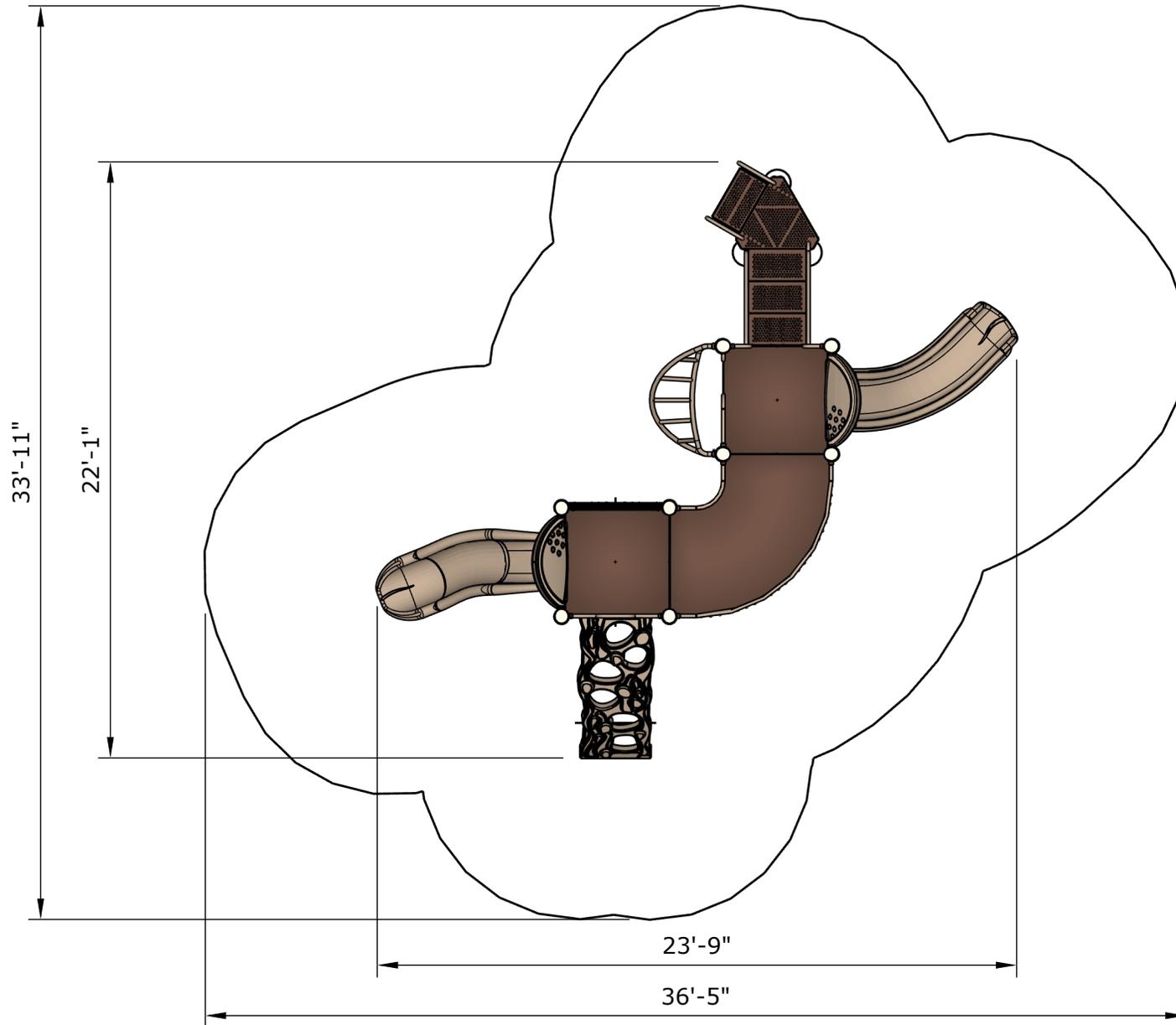


Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



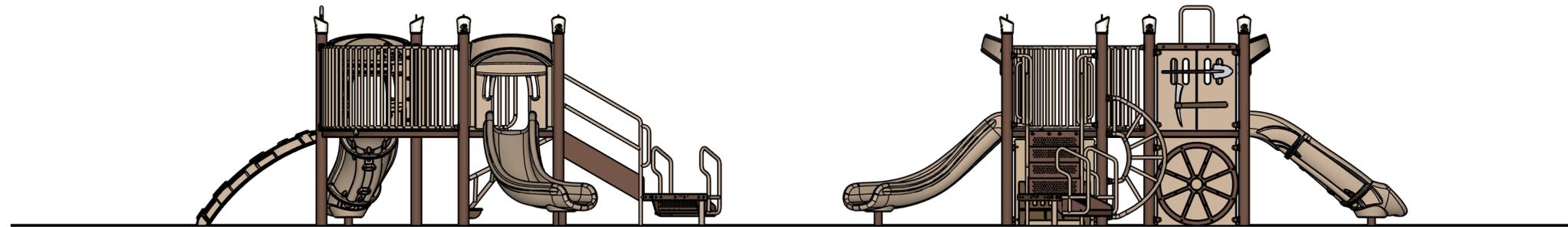
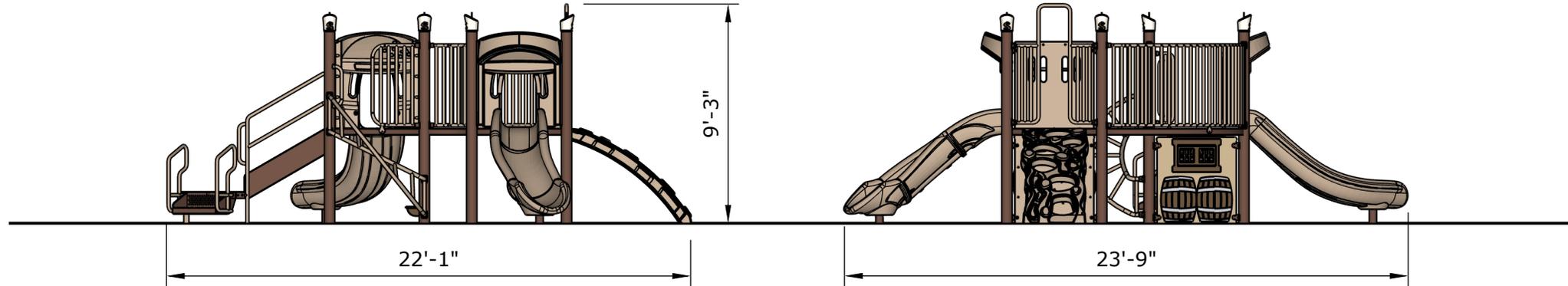


Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION





Mayfest Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



MAYFEST PARK PRICING

★ COST BREAKDOWNS

WESTERN THEMED PLAYGROUND, SHADE, AND SHADED PAVILION	\$266,330.99
BUYBOARD DISCOUNT	-\$16,282.81

TOTAL: \$250,048.18

PROJECT DETAILS



Fisherman's SplashPark

BASTROP, TX





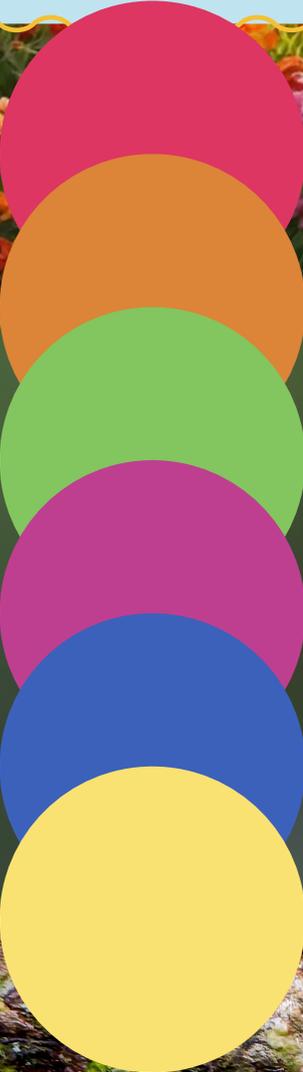
THE INSPIRATION

A nature-themed splash pad with rock elements offers kids a fun way to cool off while connecting with the outdoors. The rock features create a natural, adventurous feel, encouraging imaginative play and exploration. Built for hot Texas summers, it provides a safe, refreshing space that blends water fun with the beauty of nature.



THE COLORS

Our palette was inspired by the vibrancy of nature. From tree frogs to butterflies, boulders to flowers, the most vibrant colors exist in the things we see every day. Crisp waterfalls and blue skies top off this fresh color palette.





FISHERMAN'S SPLASHPARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	2 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



FISHERMAN'S SPLASHPARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	3 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



FISHERMAN'S SPLASHPARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	4 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



FISHERMAN'S SPLASHPARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	5 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



FISHERMAN'S SPLASHPARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	6 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



FISHERMAN'S SPLASHPARK

BASTROP, TX

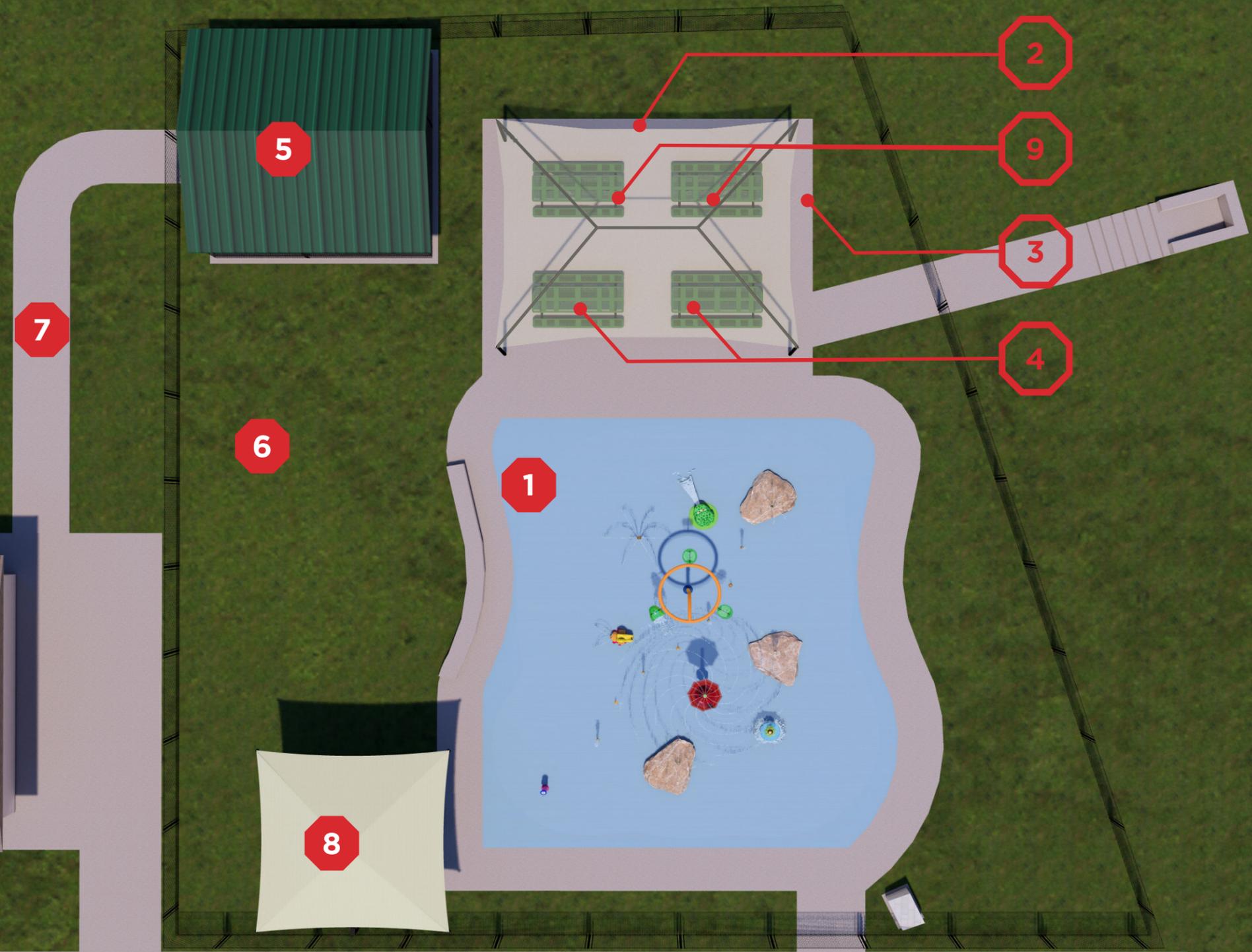
*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	7 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

LEGEND	
1	2000 SF SPLASHPARK
2	20'X25'X9' HIP SHADE
3	696 SF CONCRETE SLAB
4	STANDARD PICNIC TABLE (2)
5	20'X20' FILTRATION ROOM
6	4000 GAL. HOLDING TANK
7	235 SF 5' WIDE SIDEWALK
8	NEW FABRIC FOR EXISTING SHADE (3)
9	EXISTING TABLE TO REMAIN (2)



FISHERMAN'S SPLASHPARK

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33596
OPTION	03
DRAWING NAME	KPS-33596-3
SHEET	8 OF 8
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

FISHERMAN'S PARK SPLASHPAD PRICING

★ COST BREAKDOWNS

RECIRCULATED SPLASHPAD WITH NEW SHADE	\$688,870.23
BUYBOARD DISCOUNT	-\$27,617.23

TOTAL: \$661,253.00

PROJECT DETAILS



Minerva Delgado Park

Bastrop, TX





Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	2 OF 10
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	3 OF 10
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	4 OF 10
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	5 OF 10
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.



Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	6 OF 10
VIEW	SITE RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

LEGEND	
1	SPLASHPAD AREA (SEE CAD FOR DETAILS)
2	PLAY AREA (SEE CAD FOR DETAILS)
3	SHADE AREA (SEE CAD FOR DETAILS)
4	EXISTING SWING AREA



Minerva Delgado Park

BASTROP, TX

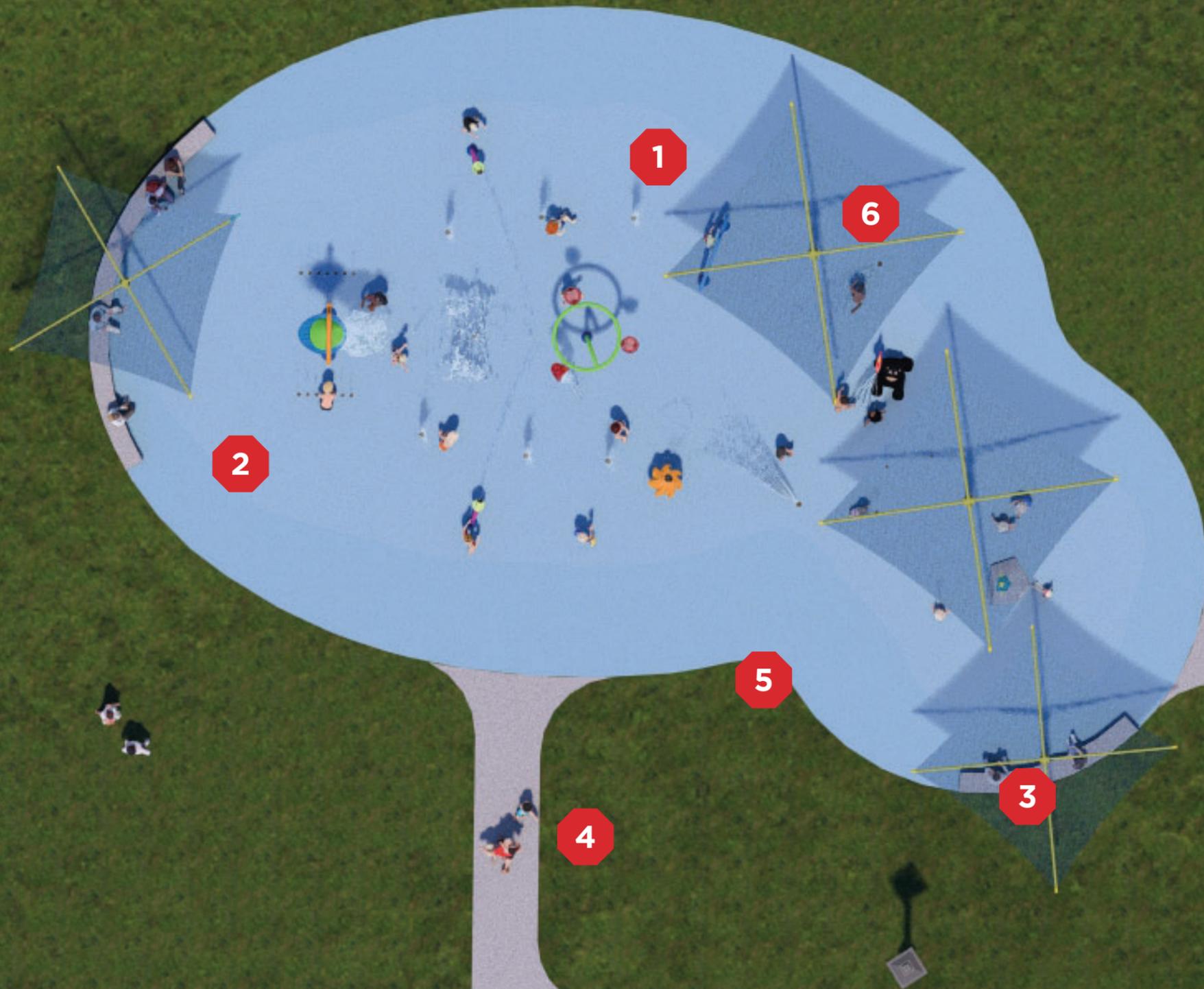
*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	7 OF 10
VIEW	AERIAL RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

LEGEND	
1	SPLASHPAD (SEE CAD DRAWING FOR DETAILS)
2	30' CONCRETE SEATWALL
3	15' CONCRETE SEATWALL
4	SIDEWALK
5	14' HYPAR UMBRELLA SHADE - 2 EA.
6	16' HYPAR UMBRELLA SHADE - 2 EA.



Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT 33133
 OPTION 1 REV 5
 DRAWING NAME KPS-33133-1R5
 SHEET 8 OF 10
 VIEW SPLASH AREA
 RENDERING



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings, and specifications prepared by Kraftsman playground & water park equipment shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

LEGEND	
1	2 BAY SHADED SWING
2	TEAM SWING
3	BELT SEAT BAY
4	ROLLER TABLE
5	INCLUSIVE ORBIT
6	CONTRABASS CHIMES
7	TENOR TREE
8	FLOWER CHIMES GROUP
9	CONCRETE CURB - 147 LF
10	POURED IN PLACE RUBBER - 5311 SF
11	TRASH RECEPTACLE
12	6' BENCH W/ BACK - 2 EA.
13	16' HYPAR UMBRELLA SHADE - 2 EA.
14	CONCRETE PAD FOR RELOCATED TABLE
15	KP5-32111 RAMPED PLAY STRUCTURE CAPACITY: 118 AGE: 2-12 FALL HEIGHT: 7'



Minerva Delgado Park

BASTROP, TX

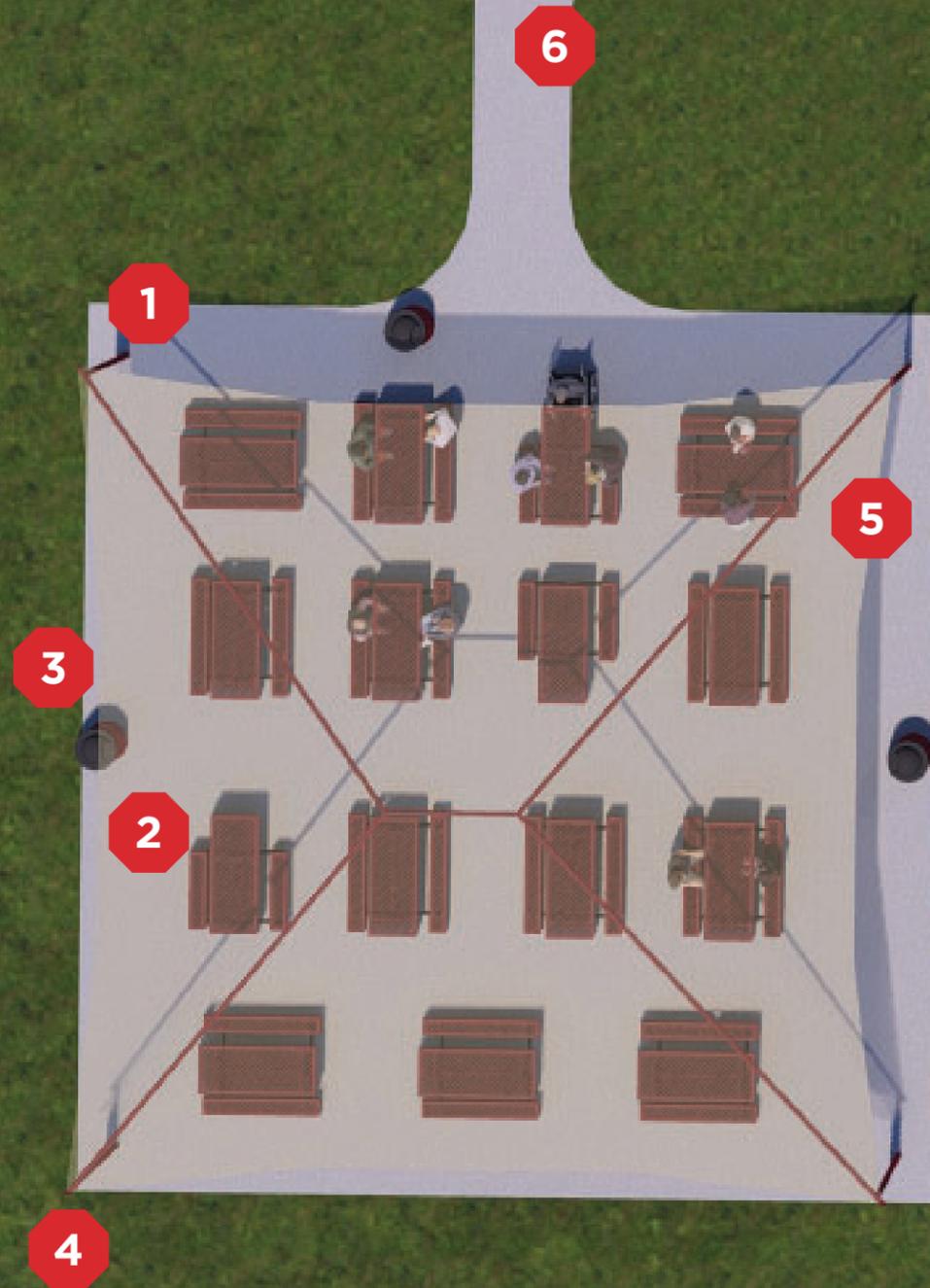
*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	9 OF 10
VIEW	PLAY AREA



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings and specifications, shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

LEGEND	
1	6' PICNIC TABLE
2	6' ADA PICNIC TABLE
3	TRASH RECEPTACLE - 3 EA.
4	40' HIP SHADE
5	CONCRETE PAD - 1936 SF
6	SIDEWALK



Item 8D.

Minerva Delgado Park

BASTROP, TX

*PRELIMINARY DESIGN - NOT FOR CONSTRUCTION

PROJECT	33133
OPTION	1 REV 5
DRAWING NAME	KPS-33133-1R5
SHEET	10 OF 10
VIEW	SHADE AREA



If this file has been transmitted electronically, the original is in the office of Kraftsman playground & water park equipment. The electronic document was released by Kraftsman for a specific use. No other use or modification may be made without the written consent of Kraftsman playground & water park equipment. All instruments of service, including original drawings and specifications, shall remain the property of Kraftsman and may not be used for any purposes not specifically agreed to in writing by Kraftsman. All reproductions of the instruments of service supplied to the owner may be used by the owner for any purposes related to the subject property. In the event that any changes are made in the plans and/or specifications by the owner or persons other than Kraftsman, any and all liability arising out of such changes shall be full responsibility of the owner unless owner has received Kraftsman's written consent for such changes.

DELGADO PARK PRICING

★ COST BREAKDOWNS

RE CIRCULATED SPLASHPAD, ALL ABILITIES \$1,798,839.95

PLAYGROUND & LARGE SHADED SEATING

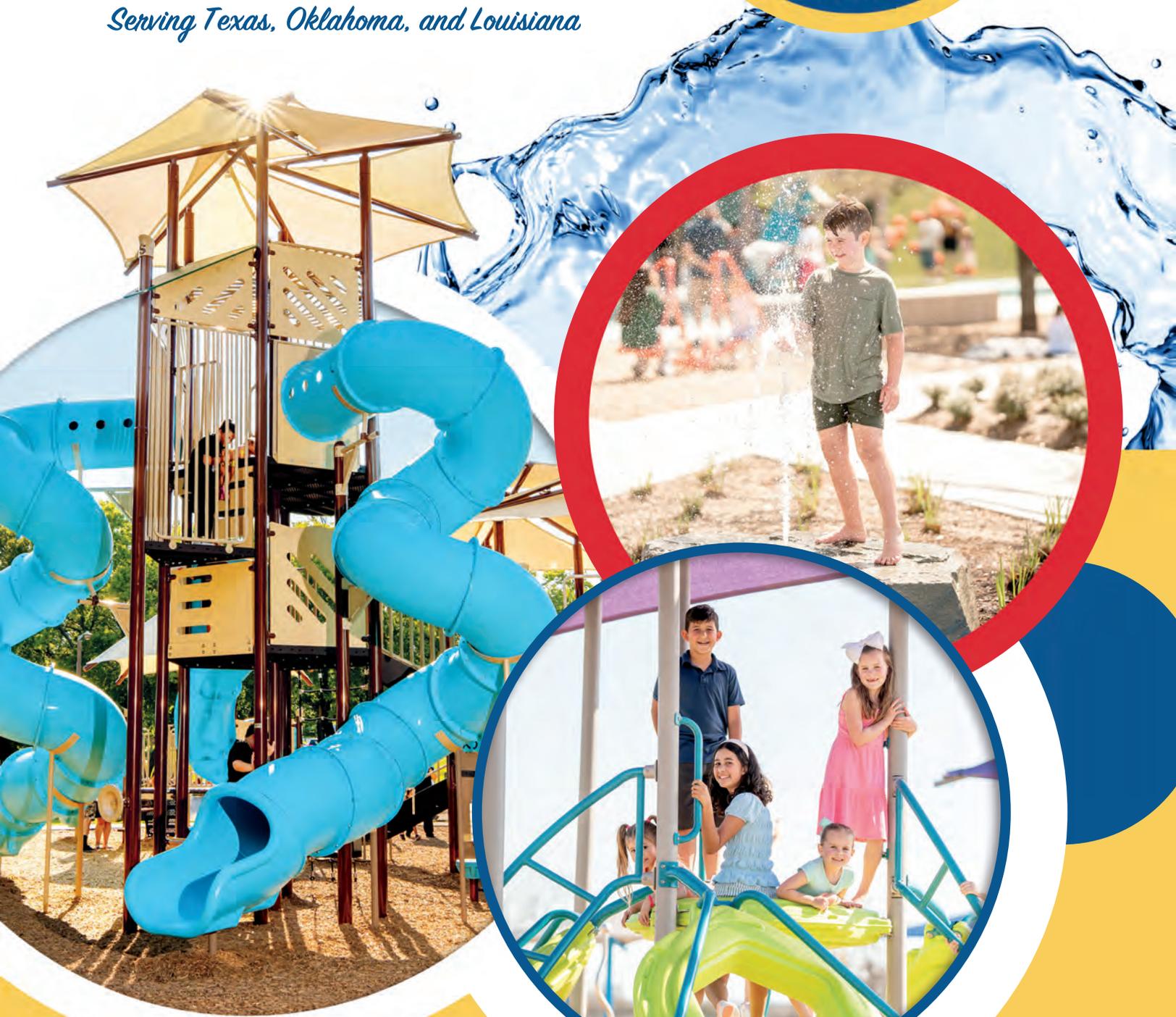
BUY BOARD DISCOUNT -\$98,652.47

TOTAL: \$1,700,186.88

Building Fun Since 1981!



Serving Texas, Oklahoma, and Louisiana





We provide service to architects, cities, counties, HOA's, schools, churches and more.

We design our *parks and playgrounds* to be fun **AND** safe!

Great parks don't just happen they require planning. The Kraftsman Krew is here to turn your vision to reality!

Good planning means knowing as much about play as about play equipment. At Kraftsman, we know both! More importantly, we know how they work together to support development. Every good playground begins with the first step. At Kraftsman, we not only help you take that first step, we make sure it is in the right direction.

Our knowledgeable staff is capable of assisting you with every aspect of playground planning. From safety concerns through complex designs and installation issues, you will be guided each step of the way with confidence, which comes from years of experience.

We work with our own qualified and dedicated playground installation Krews, allowing us to give you a turn-key project. Every Kraftsman employee is committed to quality and we are ready to assist you in your next playground project!

Kraftsman has been serving Texas since 1981 and will continue to offer the same outstanding quality and Kraftsmanship that got us to where we are today – a successful and growing company with many satisfied customers, a professional staff, and a reputation for providing only the best products and services available.

At Kraftsman, we take pride in providing safe and fun environments for children to play. We meet or exceed the standards and rules of the U.S. Consumer Product Safety Commission (CPSC) and ASTM International when we design and install playground equipment and safety surfacing.

These same standards are applied to our aquatic SplashParks. Our equipment is designed to meet the requirements of CDC, International Swimming Pool and Spa Codes, and local health codes. Kraftsman's experienced team can help you select the best equipment and filtration system for your community's needs, as well as train your staff on how to maintain it afterwards.

Kraftsman has been a family-owned business since 1981 and can provide design and installation services for all brands and styles of play equipment, aquatic SplashPark equipment, site amenities, sports and outdoor fitness equipment, skate parks, and more.

We Provide

- Design and site layout assistance for compliance with Federal Safety Guidelines
- Assistance with product selection
- Arrangement of shipping
- Receiving of product at our warehouse to eliminate onsite receiving and storage
- Professional installation onsite
- Resilient safety surfacing installation
- Future maintenance services

Plus

FREE On Site Evaluations

FREE Layout Assistance

FREE Personalized Design Help

FREE CAD Blocks and CSI Specifications

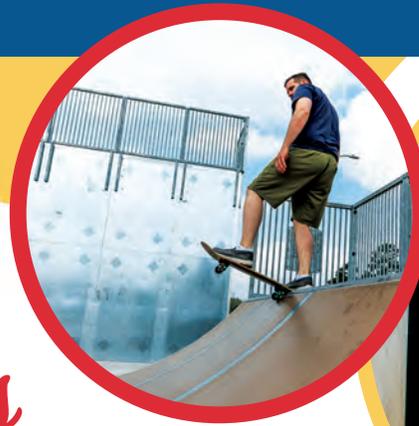
FREE Safe Zone and Ground Cover Assessment

FREE Consultation of ADA Compliance



Memories. Built Right Here.

CALL FOR A FREE QUOTE! 800.451.4869



Our Services

PLAYGROUND EQUIPMENT

- Steel Play Structures
- Recycled Plastic Play Structures
- Wooden Play Structures
- Tower Play Structures
- Rope Net Climbers
- Swings
- Spring Bouncers
- Musical Play
- Inclusive Play

AQUATIC EQUIPMENT

- Aquatic SplashParks
- Water Slides
- Pool Play Equipment

PARK FURNISHINGS

- Picnic Tables
- Benches
- Litter Receptacles
- Grills
- Bike Racks
- Park Shelters
- Gazebos
- Bridges
- Bleachers
- Water Fountains
- Shade Covers

SPORTS

- Pickleball
- Basketball
- Volleyball
- Soccer
- Outdoor Fitness Equipment

SKATE RAMPS

- Ramps
- Grind Rails

SAFETY FALL SURFACES

- Poured in Place Rubber
- Engineered Wood Fiber
- Loose Fill Rubber
- Synthetic Turf
- Molded Plastic Timber Borders
- Molded Plastic ADA Ramps

SERVICES

- Design Assistance/CAD Blocks
- Equipment Installation
- Repairs to Existing Equipment



Superior Recreational Products Comprehensive Warranty

Limited Warranty: Product

Superior Recreational Products (SRP) warrants that its product will be free from defects in materials and workmanship as well as maintain structural integrity for the periods listed below from the date of invoice and once SRP has been paid in full. This warranty is in effect only if the product has been assembled and installed strictly in accordance with the setup instructions provided by SRP, good construction practices, and has been subjected only to normal use and exposure.

- Lifetime* Warranty on playground steel and recycled posts, all stainless steel hardware, c-line fittings, and aluminum post caps
- 20-Year Limited Warranty on steel shade framework
- 15-Year Limited Warranty on playground pipes, rungs, loops and rails, roto-molded plastics, HDPE plastic sheets, punched steel decks, and recycled decks
- 10-Year Limited Warranty on shelter structures and shade fabric
- 7-Year Limited Warranty on textured polyethylene and thermoplastic coatings
- 5-Year Limited Warranty on site amenity frames, nets, and powder coat
- 3 Year Limited Warranty on electronic play
- 1-Year Limited Warranty on moving parts, cables, and materials not covered above

The Limited Warranty excludes abnormal conditions, contingent liability, cosmetic defects such as scratches, dents, marring, stripping, peeling, or fading; damage due to incorrect installation, vandalism, misuse, accident wear and tear from normal use; exposure to extreme weather, immersion in salt or chlorine water, damage due to sand, salt spray, or other abrasive and corrosive material; unauthorized repair or modification, abnormal use, or lack of maintenance. The warranty does not cover damages due to “acts of God” such as hail, flooding, lightning, tornadoes, sand storms, shifts of terrain, earthquakes, mudslides, and windstorms.

SRP does not warrant product for defects caused by erection, harsh site conditions, lack of maintenance, and/or other conditions beyond SRP’s control. SRP will not be held responsible for any materials that were not properly stored prior to installation. SRP reserves the right to void the limited warranty if it not installed per the installation instructions and/or unauthorized modifications.

In the unlikely event of failure, SRP reserves the right to alter the design, color, or contributing factors to rectify the condition and help prevent any future reoccurrence(s). SRP has the option to repair or replace any defect in materials.

The warranty is void if any changes, modifications, additions, or attachments are made to the product without the written consent of the manufacturer.

No signs, objects, ornaments, fans, lights, fixtures, or decorations may be hung from the structure unless specifically designed and engineered by the manufacturer or has manufacturers written approval.

SRP excludes any implied warranty of merchantability, fitness, or purpose, and there are no warranties which extend beyond the description of the face hereof. Under no circumstances will SRP be responsible for any indirect, special, consequential, incidental, or liquidated damages due to breach of warranty and such damages are specifically excluded from the warranty.

The owner shall notify SRP with original Sales Order Number issued from SRP to arrange for an inspection within 30 days after discovery of any defect under this warranty and before any alteration or repair is made or attempted. This Limited Warranty shall be null and void if the owner makes any alterations in design.

This warranty is the only express warranty given by the company. No person has authority to change or add to these obligations and liabilities. The company reserves the right to determine whether the fault is caused by faulty workmanship, material, or the part that is defective.

SRP will repair or replace at its discretion any defective part/s on an Ex-Works basis only. It is the responsibility of the customer to return the whole unit or the defective part/s at their own cost back to SRP for inspection along with proof of the date of purchase. SRP will not be liable for any costs incurred by the customer as a result of replacing the defective part/s, including but not limited to the costs of site visits and the labor costs involved with the removal and reinstallation of the whole unit or the defective part/s. Furthermore SRP will not be liable for any claimed compensation while the unit is not working or not present at the site whatsoever. This guarantee does not entitle the customer to a complete new product due to a defective component.

Limited Warranty: Structural Steel

Shade | SRP offers a 20-year Limited Warranty on structural steel frames for shade canopies against failure due to rust-through corrosion under normal environmental conditions. Should the fabric or parts need to be replaced under the warranty, SRP will manufacture and ship new replacement parts at no charge for the first ten years, thereafter pro-rated at 10% per annum over the last ten years.

Shelter | SRP offers a 10-year Limited Warranty on structural steel frames against failure due to rust-through corrosion under normal environmental conditions. Should the parts need to be replaced under the warranty, SRP will manufacture and ship new replacement parts at no charge for the first six years, thereafter pro-rated at 18% per annum over the last four years.

Site Amenities | SRP offers a 5-year Limited Warranty on structural supports for tables and benches to the original purchaser to be free of rust outs that would compromise structural integrity.

Playgrounds | SRP offers a *Lifetime Limited Warranty on structural steel frames against failure due to rust-through corrosion under normal environmental conditions. Should the parts need to be replaced under the warranty, SRP will manufacture and ship new replacement parts at no charge for the first ten years, thereafter pro-rated at 50% for the second ten years and 25% from there on.

All Steel | Workmanship is warranted for a period of five years. This steel warranty shall be void if damage to the steel is caused by the installer or from physical damage, damage by salt spray or sprinkler systems, contact with chemicals, chlorine, pollution, misuse, vandalism, or any act of God.

Limited Warranty: Powder Coat

Superior Recreational Products offers a 5-year Limited Warranty for powder coating to the original purchaser. This Limited Warranty is for factory applied finish only. Damage occurring from shipping, erection, vandalism, accidents, or field modification is not covered in this limited warranty and will require field touch-up immediately and periodically thereafter. The owner must report any defect in powder coat at the time the installation is completed. Not covered by this Limited Warranty are acute angles, welds, and end plates.

The Limited Warranty for powder coating provides the following after a 5-year exposure period when applied according to the recommendations listed on the product's technical data sheet and appropriate surface preparation has been utilized.

- The coatings shall retain their original color with a ΔE of <7.5 units for high chroma colors (yellows, reds, oranges, etc.) and a ΔE of <5.0 units for low chroma colors, when tested in accordance with ASTM D 2244.
- The coating shall retain a minimum of 50% of its original gloss level after washing, when tested in accordance with ASTM D 523.
- The coating shall exhibit chalking no worse than numerical rating of 6, when evaluated in accordance with ASTM D 659-80.

Stainless Steel Series Powered by Playdale Playgrounds

Playdale Playgrounds warrants its products to the original customer to be free from structural failure due to defect in materials or workmanship during normal use and installation in accordance with the published specifications. The warranty shall commence on the date of the invoice and terminate at the end of the period on the full warranty statement. The warranty is valid only if the products are installed properly and in conformance of the specifications, installation guides, Playdale Playgrounds design layout, and properly maintained in accordance with the maintenance schedule provided within the installation instructions. Playdale Playgrounds reserves the right to accept or reject any claim in whole or in part. Playdale Playgrounds will not accept the return of any product without prior approval by Playdale management.

Textured Polyethylene and Thermoplastic

SRP offers a 7-year Limited Warranty to the original purchaser of the products to be free of corrosion on seats and tops that results in bare metal exposure after the date of purchase, excluding any corrosion that may be the result of vandalism or intentional stripping of any of the coating.

Electronic Play

SRP guarantees the speakers, sound chips, and circuit boards used in the production of their electronic play products for 3 years against electronic failure caused by manufacturing defects. This guarantee does not include failure as a result of any form of misuse, vandalism, or neglect including, but not limited to, accidental damage while changing the batteries or servicing the internal electronics, a failure to follow the battery replacement guide, the troubleshooting guide, or the care and maintenance instructions for the electronics units.

Shade Fabric

Traditional shade fabric made with PTFE fiber that is high strength and low shrinkage and VALMEX® MEHATOP F 1 waterproof fabric, carries a 10-year limited warranty. This warranties that the sewing thread used on the traditional shade fabric will be free from defects in material and workmanship and will not be damaged by exposure to sunlight, weather, and water. All other warranties are disclaimed.

SRP fabrics carry a 10-year Limited Manufacturer's Warranty from the date of delivery against failure from significant fading**, deterioration, breakdown, outdoor heat, cold, or discoloration. Should the fabric need to be replaced under the warranty, SRP will manufacture and ship new fabric at no charge for the first six years, thereafter pro-rated at 18% per annum over the last four years.

**The colors red and yellow are warranted against significant fading for only two years. If the corners of the fabric are equipped with both holes in the fabric corner PLUS reinforcing straps, BOTH the strap and fabric hole must be placed over each corner hook or the fabric warranty is void.

Fabric curtains, valences, or flat vertical panels are not covered under the warranty.

Fabric is not warranted where it is installed on a structure that is not engineered and built by SRP or its agents.

This warranty shall be void if damage to or failure to the shade is caused by contact with chemicals, chlorine, bleaching agents, hydrocarbons or hydrocarbon containing solvents, misuse, vandalism, or any act of God, including but not limited to wind in excess of the wind limitations set forth below.

All fabric tops are warranted for sustained winds up to 76mph (Hurricane Force 1) and for gusts of up to 3 seconds duration up to 90mph. Removal of the shade fabric is required if damaging winds are called for. Damage due to snow and/or ice accumulation is not covered by this warranty. Canopies should be removed during the "off season."



These structures have been designed to eliminate any friction between the rafters and the fabric. The warranty will, therefore, be voided if any modification (temporary or permanent) is made to the rafter, cross pieces, or ridge beams, or if the fastening apparatus or canopy are not secured accordingly.

Structures are warranted for winds up to 90 or 105 mph only if shade canopies have been removed as per requirement set forth above in the fabric paragraph. Removal and re-installation must be performed by a qualified person or authorized dealer.

Pricing Policy

All prices are F.O.B. factor and do not include freight, installation, shipping and handling, surfacing, or applicable taxes. All prices listed were current at the time of printing and in U.S. currency. Prices are subject to change without notice.

Cancellation and Return Policy

To view our return policy, please visit superiorrecreationalproducts.com/returns. For Information on Return Material Authorizations please call 1.800.327.8774.

Shipping Policy

To view our shipping policy, please visit superiorrecreationalproducts.com/shipping. For any further information please call 1.800.327.8774.

**For the purpose of this warranty, lifetime encompasses no specific term of years, but rather that seller warrants to its original customer for as long as the original customer owns the product and uses the product for its intended purpose that the product and all parts will be free from defects in materials and manufacturing workmanship. This warranty does not cover damage caused by vandalism, misuse or abuse, altered or modified parts, or cosmetic damage such as scratches, dents, or fading or weathering and normal wear and tear. This warranty is valid only if the structures are installed in conformity with instructions provided by Superior Recreational Products using approved Superior Recreational Products parts. Superior Recreational Products will deliver the repaired or replacement part or parts to the site free of charge, but will not be responsible for labor or the labor costs of replacement. Warranty claims must be filed within the applicable warranty period and accompanied by a sales order or invoice number.*

VORTEX LIMITED WARRANTY

All Vortex Aquatic Structures International (“Vortex”) aquatic play equipment is designed and manufactured to the highest standards of quality and workmanship. Vortex warrants that all its products will be free of defects in manufacturing, workmanship and material for the coverage periods listed below only if the specified environmental parameters are met and none of the exclusions apply.

REGISTRATION

All warranties commence on the date of Vortex’s invoice. Should any failure to conform to the warranties appear within the applicable warranty coverage periods, Vortex shall, upon being notified in writing promptly after discovery of the defect and within the applicable warranty period, correct such nonconformity either by repairing any defective part or parts, or by making available a replacement part within 90 days of written notification.

COVERAGE PERIODS

25 YEARS	10 YEARS	5 YEARS	2 YEARS	1 YEAR
<ul style="list-style-type: none"> Stainless steel tubing 	<ul style="list-style-type: none"> Structural Stainless Steel* Weld workmanship Spraylink™ underground system 	<ul style="list-style-type: none"> Aluminum Brass Polymer Panels Spray nozzles 	<ul style="list-style-type: none"> Finishes Galvanized steel structures Plumbing Components Mechanism & Hardware Polymer Elastomer 	<ul style="list-style-type: none"> Concrete Components Electrical Components Paint graphic & Decal Fiberglass composite

*Stainless steel used for climbable structures or used to hold a minimum weight of 240 lbs.

EXCLUSIONS TO LIMITATIONS

Except as expressly set out herein, all warranties provided by the manufacturers and distributors of components, equipment, and parts (“Manufacturer”) on products are hereby assigned to the owner, to the extent permitted by the Manufacturer, as the owner’s sole and exclusive remedy with respect to such items. Any assistance by Vortex and/or its authorized partners with regard to component warranties shall not constitute an adoption of the responsibilities of a component manufacturer with regard to its component warranties. This Limited Warranty also does not apply to the following items:

- Careless manipulation (including but not limited to mishandling, repackaging and transport) of Vortex equipment (products, systems, subassemblies and parts);
- Exceeding product and system design capacities;
- Misapplication, abuse, misuse, and/or operation of the equipment outside the parameters described in the user manual and/or design layouts provided by Vortex;
- Failure to ensure that the structures and/or equipment are only subjected to normal use for the purpose for which the products were designed;
- Failure to erect and/or install products according to the installation and assembly instructions provided by Vortex;
- Addition or substitution of parts or modification of any type to Vortex equipment or components unless approved by Vortex in writing;

VORTEX LIMITED WARRANTY (CONT.)

Item 8D.

7. Use of non-original manufacturer replacement parts;
8. Subjecting the structures and/or equipment to modification, alteration, or repair by persons other than the Seller or Seller's designees in any respect which, in the judgment of the Seller, affects the condition or operation of the structures and or components;
9. Products, equipment and parts that are exposed to water chemistry profiles outside environmental parameters and swimming pool industry standards;
10. Failure to properly winterize equipment according to best practices and the procedures and documentation provided by Vortex, including but not limited to improper drainage in freezing conditions;
11. Accidental damage, fire, acts of God or other circumstances outside the control of Vortex;
12. Personal injury due to improper use of Vortex equipment;
13. Vandalism;
14. Failure or Neglect to carry out regular inspection and maintenance of Vortex equipment according to best practices and the procedures and documentation provided by Vortex taking into account its frequency of use and the surrounding environmental conditions;
15. Product installed within 500 yards of saltwater shoreline will be covered for half the period of the standard warranty up to a maximum of 5 years, for defects caused by corrosion;
16. Damage or deterioration of cosmetic surface finishes, including cracking, crazing, discoloration, air voids, fading, or oxidation of gel coat, fabrics, vinyls, plastics, painted items or stainless steel finishes.

CLAIMS

To make a claim, please contact your local representative or send your written statement of claim, along with the original project number and/or project name to Vortex by:

Email: support@vortex-intl.com

Mail: Vortex Aquatic Structures International, 7800 Trans Canada, Pointe-Claire, QC, H9R 1C1, Canada

Fax: +1.514.989.0413

To contact Vortex with any questions or comments with regards to this warranty, call 1.877.586.7839 (free USA/CANADA) or +1.514.694.3868 (INTERNATIONAL) or send email to support@vortex-intl.com.

To contact Vortex with general questions or comments, call 1.877.586.7839 (free USA/CANADA) or +1.514.694.3868 (INTERNATIONAL) or send email to info@vortex-intl.com.

Vortex Aquatic Structures International is not liable for any incidental expenses, inconvenience or loss due to warranty claims. For approved warranty replacements, Vortex shall deliver the repaired or replacement part or parts via economical ground shipping free of charge for one year from the date of the seller's invoice. After that period, shipping charges will be incurred by the client. Vortex will not be responsible for providing labor or the cost of labor for the removal of the defective part or parts and the installation of any replacement part or parts. Replacement parts will be warranted for the balance of the original warranty. In no event shall Vortex have any liability or responsibility for any special, indirect, incidental, consequential or exemplary damages or for lost profits or costs for removal and installation required to perform repairs or replacements, including any labor, travel and rental equipment costs arising out of this warranty or any other agreement, the transactions contemplated hereby, the products or the use of the products.



vortex-intl.com
Vortex Aquatic Structures International

1.877.586.7839 (USA & Canada)
+1.514.694.3868 (International)



Warranty Statement

Warranty

Fountain People shall warrant all properly installed and maintained Water Odyssey™ equipment (excluding consumables) for a period of one year from date of shipment, unless otherwise qualified, below. For systems with a factory start-up, the warranty shall extend for 18 months from date of shipment or one year from date of start-up, whichever comes first. Fountain People, at its option, shall replace or repair any materials, components, or workmanship found to be defective, within the warranty period when returned to the factory, freight prepaid. No equipment or parts may be returned to Fountain People for repair or replacement without a factory issued RMA (Return Material Authorization).

Special Provisions

The following equipment shall be warranted for the terms noted when properly installed and maintained:

Structural Pipe: Stainless steel pipe and anchor bases used in the fabrication of Water Odyssey™ play equipment shall be warranted against structural failure for a period of 25 years.

Finish Coating: Shall be warranted for a period of 2 years against peeling or fading under normal environmental conditions.

ColorCast™ Accents: Shall be warranted for a period of 2 years against fading or cracking under normal environmental conditions.

Nozzles: Brass or stainless steel, 5 Years. PVC nozzles, 2 years.

Polyurethane Components (including Fun Forms™) shall be warranted for a period of 2 Years.

Water Odyssey™ Dynamic Sequencing Control Module 02-6210, Valve Boxes and Fiberglass Components shall be warranted against defects for a period of 3 years. All DSC Controller components, other than the 02-6210 module, are warranted for 1 year.

UV Disinfection Units Manufactured by ETS/ATG UV (excluding consumables) shall be warranted for a period of five (5) years after commencement of operation providing that the owner has entered into a service agreement with a factory trained and certified representative to annually (during the warranty period) service the unit as outlined in the Basic Operator's Guide using original manufacturers parts.

Exclusions

This warranty does not include damage resulting from lightning, vandalism, improper maintenance, operator error, Acts of God, failure to comply with codes of the jurisdiction having authority, or other conditions beyond the control of Fountain People. Nor does this warranty cover labor, freight charges, or incidental materials required to implement repairs. Fountain People shall not be held liable for damage to other equipment or materials, or loss of time, profits, or any inconvenience, directly or indirectly, resulting from the failure of equipment or materials furnished by Fountain People. Fountain People will not accept liability for any costs associated with the removal or replacement of equipment in difficult-to-access locations. These extraordinary costs shall be the responsibility of the customer, regardless of the reason necessitating removal of the product from service. This warranty may exclude damage to metals resulting from chemical control devices that use electrolysis as a means for generating chlorine or other chemicals to treat water. No other warranty, expressed or implied, exists beyond that included in this statement.



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on the second reading of Ordinance No. 2025-79, abandoning and vacating a certain section of the Mill Street right-of-way and South Street right-of-way to the south of State Highway 71 and east of Lover's Lane; and authorizing the City Manager to execute any necessary documents to convey the City's remaining real property interests, if any, in said right-of-way to the adjacent owner.

AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

BACKGROUND/HISTORY:

A proposed senior affordable housing development is planned at the intersection of State Highway 71 and Lover's Lane. The proposed project area includes two undeveloped city streets that exist only as "paper streets."

Construction of a connecting street to alleviate traffic from Lover's Lane has been considered, and discussions with Union Pacific Railroad have taken place. However, the railroad has stated that no additional at-grade crossings will be permitted within the City of Bastrop. The available alternatives are as follows:

Remove two existing at-grade crossings to allow one new crossing;

2. Construct a bridge over the railroad; or
3. Bore a tunnel beneath the railroad.

Each of these options is currently cost-prohibitive for the City.

Staff therefore recommends the abandonment of the identified right-of-way at its appraised value. Based on recent nearby right-of-way closures, an estimated value of approximately \$141,000 is anticipated for the 2.82 contiguous acres.

Alternatively, the developer has proposed a land exchange, offering 2.72 acres of property north of the project site in exchange for the 2.82 acres of City right-of-way.

The abandonment of city right-of-way requires City Council approval and must be established by ordinance. Therefore, Staff is formally requesting that City Council approve the abandonment of the said rights-of-way with Ordinance No. 2025-79

FISCAL IMPACT:

N/A

RECOMMENDATION:

Approve abandoning and vacating a certain section of the Jasper Street right-of-way, Mill Street right-of-way, and South Street right-of-way to the south of State Highway 71 and east of Lover's Lane; and authorizing the City Manager to execute any necessary documents to convey the City's remaining real property interests, if any, in said right-of-way to the adjacent owner.

ATTACHMENTS:

1. Ordinance
2. Exhibit A: Survey
3. Exhibit B: ROW Closure Quitclaim Deed
4. Attachment 1: Location Map

ORDINANCE NO. 2025-79

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, ABANDONING AND VACATING A CERTAIN SECTION OF THE MILL STREET RIGHT-OF-WAY, AND SOUTH STREET RIGHT-OF-WAY LOCATED SOUTH OF STATE HIGHWAY 71 AND EAST OF LOVER'S LANE; AUTHORIZING THE CITY MANAGER TO EXECUTE ANY NECESSARY DOCUMENTS TO CONVEY THE CITY'S REMAINING REAL PROPERTY INTERESTS, IF ANY, IN SAID RIGHT-OF-WAY TO THE ADJACENT OWNER; PROVIDING FOR FINDINGS OF FACT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Bastrop ("City") is the owner of those certain rights-of-way known as Mill Street, and South Street located south of State Highway 71 and east of Lover's Lane, which streets have never been constructed and are considered "paper streets"; and

WHEREAS, a proposed senior affordable housing development is planned for property at the intersection of State Highway 71 and Lover's Lane, and the existence of these unbuilt rights-of-way hinders the orderly development of said property; and

WHEREAS, the City has investigated potential roadway extensions and traffic relief routes in this area and has determined that constructing crossings over or under the Union Pacific Railroad right-of-way would be cost prohibitive, with no feasible alternative available at this time; and

WHEREAS, the City Council finds that these portions of the Mill Street, and South Street rights-of-way are not currently used, are not needed for present or future public use, and that the public interest will be better served by abandoning and vacating the rights-of-way; and

WHEREAS, in consideration of the abandonment and vacation, the adjacent property owner has proposed a land exchange for approximately 2.72 acres of property north of Jasper Street, in lieu of payment for the appraised value of approximately \$121,000, as determined by comparable transactions; and

WHEREAS, the City Council finds that such conveyance and exchange are in the best interest of the City and its residents and that all legal requirements for such abandonment and conveyance have been met.

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

Section 1. Findings of Fact

All the above recitals are hereby found to be true and correct and are incorporated herein as findings of fact.

Section 2. Abandonment and Vacation

The City Council hereby abandons and vacates all right, title, and interest of the City of Bastrop in and to the sections of the Mill Street right-of-way, and South Street right-of-way located south of State Highway 71 and east of Lover's Lane, as legally described and depicted in *Exhibit "A"*, attached hereto and incorporated herein for all purposes.

Section 3. Conveyance Authorization

The City Manager is hereby authorized to execute any and all documents necessary to convey the City's remaining real property interests, if any, in said rights-of-way to the adjacent property owner in accordance with the land exchange agreement or for other consideration approved by the City.

Section 4. Public Purpose and Benefit

The City Council finds that this abandonment and conveyance serve a valid public purpose by promoting economic development, facilitating senior affordable housing, and relieving the City of the cost burden associated with maintaining unused rights-of-way.

Section 5. Severability

If any provision of this Ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

Section 6. Effective Date

This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

DULY ORDAINED AND ADOPTED by the Bastrop City Council on first reading on this the 21st day of October 2025.

DULY ORDAINED AND ADOPTED by the Bastrop City Council on second reading on this the 4th day of November 2025.

CITY OF BASTROP, TEXAS

APPROVED:

by: _____
Ishmael Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.





5757 Alpha Road, Suite 505 • Dallas TX 75240 • T: 214.843.0896 • www.elizabethpropertygroup.com

Clarification of Terms for Pine Creek Seniors

Following our recent discussions, we want to confirm our understanding of the key terms for the proposed senior affordable housing development in Bastrop to ensure alignment.

Affordability

The project will include 52 senior affordable units: 36 one-bedroom units and 16 two-bedroom units, with the following affordability mix:

Unit Type	AMI Level	Units	Rent Limit
1-Bedroom	30% AMI	11	\$695
	50% AMI	6	\$1,197
	60% AMI	19	\$1,448
2-Bedroom	30% AMI	4	\$828
	50% AMI	4	\$1,431
	60% AMI	8	\$1,732

Total: 52 units (Weighted average rent: \$1,254). **This also shows a total of 15 units at 30% AMI (\$695 / \$828) for the project.**

Additional Funding Requirement

The above affordability structure requires no additional funding support from the City of Bastrop.

Property Taxes

The above assumes the property will pay 100% of assessed ad valorem real estate taxes **(no abatements or exemptions)**.

Right-of-Way Dedication

The developer proposes to dedicate the northern portion of the site to the City of Bastrop (see attached exhibit). Specifically, the City has agreed to accept Jasper Street and the area of the property north of Jasper Street, totaling approximately 2.72 **contiguous** acres. We would request the City to release the ROWs and all paper easements on the remainder of the property—everything south of Jasper Street—which totals approximately 2.82 acres. In exchange, the developer will contribute the 2.72 acres of dedicated land to the City.



5757 Alpha Road, Suite 505 • Dallas TX 75240 • T: 214.843.0896 • www.elizabethpropertygroup.com

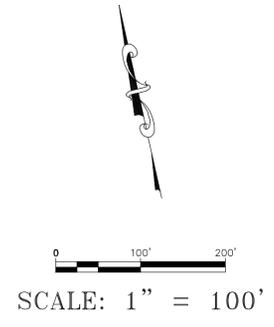
The sketch roundabout / proposal is merely a suggestion at this stage (reflective of the conversations between City Staff and current owner) and remains subject to all necessary approvals, with any related costs to be borne by the City rather than the developer. The developer will not bear any financial responsibility for potential future public improvements on the dedicated portion.

Please confirm that this summary reflects the terms as discussed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tisha Vaidya', with a long horizontal flourish extending to the right.

Tisha Vaidya
tisha@elizabethpropertygroup.com
(214) 336-7495
5757 Alpha Road, Suite 505
Dallas, TX 75240



LEGEND	
	PROPERTY BOUNDARY
	DEDICATED TO THE CITY
	EXISTING ROADS
	ROUNDBABOUT
	EXISTING RAILROAD
	ZONE AE FLOODPLAIN
	LOT 1 (2.39 AC.)
	LOT 2 (2.21 AC.)
	LOT 3 (0.57 AC.)
	LOT 4 (7.49 AC.)
	PAPER ROW'S TO BE RELEASED
	ROW TO BE DEDICATED
	OTHER ROW TO BE RELEASED

DESIGNED BY:	DRAFTED BY:
NAME	NAME
DATE	DATE
REVISION	

Carlson, Brigrance & Doering, Inc.
 Civil Engineering & Surveying
 Main Office: 5901 West Williams Cannon Dr., Austin, Texas 78749
 North Office: 12129 RR 620 N., Sec. 060, Austin, Texas 78750
 Phone No. (512) 280-5100
 www.cbdi.com

SHEET NAME:	ROW RELEASE EXHIBIT
JOB NAME:	PINE CREEK PRELIMINARY PLAN
PROJECT:	FEASIBILITY REPORT

DATE:	SEPTEMBER 2025
JOB NUMBER:	5727
SHEET:	1 OF 1

NOTICE OF CONFIDENTIALITY RIGHTS: If you are a natural person, you may remove or strike any or all of the following information from any instrument that transfers an interest in real property before it is filed for record in the public records: your Social Security number or your driver’s license number.

NOTICE: NO RESPONSIBILITY FOR VALIDITY OF REAL ESTATE TITLE IS ASSUMED BY THE ATTORNEYS PREPARING THIS INSTRUMENT UNLESS A WRITTEN TITLE OPINION IS RENDERED.

QUITCLAIM DEED

STATE OF TEXAS §
 § KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF BASTROP §

Date: _____, 2025

Grantor: **City of Bastrop, Texas**, a Texas home-rule municipality

Grantor’s Address: 1311 Chestnut Street
 Bastrop, Texas 78602

Grantee: _____, _____

Grantee’s Address: _____

Consideration: Ten Dollars (\$10.00) and other good and valuable consideration

Property: The 2.42-acre tracts of land, being a portion of the abandoned, vacated, and closed public right-of-way known as Mill Street right-of-way, and South Street right-of-way to the south of State Highway 71 and east of Lover’s Lane, being a portion of Building Blocks _____, City of Bastrop, Bastrop County, Texas, as more specifically described in Exhibit “A” (the “Property”), attached hereto and incorporated herein by reference.

Reservations from and Exceptions to Conveyance: This conveyance is made and accepted subject to the following matters, if any, to the extent same are in effect at this time, relating to the Property, and shown of record in the herein-above mentioned County and State: any and all reservations, restrictions, covenants, conditions and easements, and all zoning laws, regulations and ordinances of municipal and/or other governmental authorities.

Grantee shall assume all ad valorem taxes due on the Property for the current year.

Conveyance: The Grantor has abandoned, vacated and closed the public right-of-way over,

across, under, and through the Property. The Grantee warrants that Grantee is the fee simple owner of property abutting the abandoned, vacated, and closed public right-of-way.

The Grantor for the Consideration stated herein, paid to it in hand by the Grantee, the receipt and sufficiency of which is hereby acknowledged, does, by these present, QUITCLAIM and CONVEY to Grantee, without any warranty of any kind (neither express nor implied warranties, whether arising by common law or by statute), all its rights, title, and interest in and to the Property, if any, to have and to hold the Property to Grantee and its successors and assigns forever, subject to the Reservations from and Exceptions to Conveyance stated herein.

Executed this ____ day of _____, 2025.

GRANTOR: CITY OF BASTROP, TEXAS

By: _____
Sylvia Carrillo, City Manager

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

Charles Zech, City Attorney

STATE OF TEXAS §
 §
COUNTY OF BASTROP §

This instrument was acknowledged before me on the ____ day of _____, 2025 by Sylvia Carrillo, City Manager of the City of Bastrop, Texas, on behalf of said municipality.

Notary Public, State of Texas

ACKNOWLEDGED, AGREED AND ACCEPTED BY GRANTEE: _____

By: _____

Name: _____

Title: _____

STATE OF TEXAS §
 §
COUNTY OF BASTROP §

This instrument was acknowledged before me on the _____ day of _____,
2025 by _____ [Name], _____ [Title] of
_____, on behalf of said entity.

Notary Public, State of Texas

After Recording, Return To:
City of Bastrop, Attn: City Secretary
1311 Chestnut Street, Bastrop, Texas 78602



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on the second reading of Ordinance No. 2025-78, amending the Convention Center Capital budget by \$117,510 funded from Hotel Occupancy reserves to pay for necessary roof repairs to the Convention Center.

AGENDA ITEM SUBMITTED BY:

Laura Allen, Assistant Director of Finance

BACKGROUND/HISTORY:

The adopted FY 2026 budget planned for nine hundred and eighty-five thousand dollars (\$985,000) for needed repairs to the Convention Center.

The Hotel Occupancy Tax (HOT) fund is a special revenue fund, and its use is restricted to authorized categories. The Convention Center is an authorized use.

This is part one of the repairs. The roof, originally estimated at three hundred and twenty-five thousand (\$325,000), contemplated much more intense repair than is actually needed. Several bids were obtained to yield repairs that have a twenty (20) year or more warranty. Nations Roof, LLC was the lowest bid at one hundred seventeen five hundred and ten thousand \$117,500.

As listed in the FY 2026 budget, the estimated fund balance in the HOT fund is \$2,956,663. It is estimated until the audit is finalized.

Resolution No. 2025-185 is the accompanying agenda item that awards the bid to Nations Roof, LLC in the amount of one hundred seventeen five hundred and ten thousand (\$117,500).

FISCAL IMPACT:

Reduction of the HOT reserve in the amount of \$117,500 leaving a remaining estimated balance of \$2,89,163.

RECOMMENDATION:

Laura Allen, Assistant Finance Director, recommends approval of the second reading of Ordinance No. 2025-78, amending the budget for the Fiscal Year 2026 in accordance with existing statutory requirements.

ATTACHMENTS:

1. Fund Balance information
2. OpenGov link

ORDINANCE NO. 2025-78

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, AMENDING THE CONVENTION CENTER CAPITAL BUDGET BY \$117,510, FUNDED FROM HOTEL OCCUPANCY TAX RESERVES, TO PAY FOR NECESSARY ROOF REPAIRS TO THE BASTROP CONVENTION CENTER; PROVIDING FOR FINDINGS OF FACT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Bastrop (“City”) owns and operates the Bastrop Convention Center, which serves as a key facility supporting tourism, events, and economic development within the community; and

WHEREAS, roof repairs are necessary to maintain the structural integrity of the Convention Center and to prevent further deterioration and potential damage to the facility; and

WHEREAS, the cost for the proposed roof repairs is estimated at One Hundred Seventeen Thousand Five Hundred Ten Dollars (\$117,510); and

WHEREAS, the City Council finds that such repairs are an appropriate and eligible expenditure of Hotel Occupancy Tax (HOT) funds, as the Convention Center directly supports tourism and hotel-related activity within the City; and

WHEREAS, the City Council desires to amend the FY 2024-2025 Convention Center Capital Budget to allocate \$117,510 from Hotel Occupancy Tax reserves to fund the necessary roof repairs; and

WHEREAS, the City Council finds this budget amendment to be in the best interest of the City and necessary for the continued safe and efficient operation of the Bastrop Convention Center.

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

SECTION 1. Findings of Fact

All of the above recitals are hereby found to be true and correct and are incorporated herein as findings of fact.

SECTION 2. Budget Amendment

The City Council hereby amends the FY 2024-2025 Convention Center Capital Budget by \$117,510, funded from Hotel Occupancy Tax (HOT) reserves, to provide for roof repair and related construction costs for the Bastrop Convention Center.

SECTION 3. Authorization to Expend Funds

The City Manager, or her designee, is hereby authorized to execute any and all documents, purchase orders, or contracts necessary to complete the roof repair project in accordance with this Ordinance and all applicable procurement requirements.

SECTION 4. Severability

If any section, subsection, sentence, or phrase of this Ordinance is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 5. Effective Date

This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

DULY ORDAINED AND ADOPTED by the Bastrop City Council on first reading on this the 21st day of October 2025.

DULY ORDAINED AND ADOPTED by the Bastrop City Council on second reading on this the 4th day of November 2025.

APPROVED:

by: _____
Ishmael Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.



City of Bastrop
Discover Bastrop Convention Center Capital Expenses
 10/1/2025

	FY2026	FY2027	FY2028	FY2029	FY2030
Expenses					
Discover Bastrop					
Convention Center					
CONTINGENCY	\$48,000	\$0	\$0	\$0	\$0
LEGAL SERVICES	\$0	\$0	\$0	\$0	\$0
IRRIGATION	\$50,000	\$0	\$0	\$0	\$0
HVAC	\$300,000	\$0	\$0	\$0	\$0
SURVEY	\$0	\$0	\$0	\$0	\$0
LAND ACQUISITION	\$0	\$0	\$0	\$0	\$0
ROOF	\$325,000	\$0	\$0	\$0	\$0
ENGINEERING	\$0	\$0	\$0	\$0	\$0
CARPET	\$90,000	\$0	\$0	\$0	\$0
CHAIRS	\$172,000	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0	\$0	\$0	\$0	\$0
INSPECTIONS	\$0	\$0	\$0	\$0	\$0
GRANT MANAGEMENT	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT	\$0	\$0	\$0	\$0	\$0
CMAR-CONSTRUCTION MGMT AT RISK	\$0	\$0	\$0	\$0	\$0
CONVENTION CENTER TOTAL	\$985,000	\$0	\$0	\$0	\$0
DISCOVER BASTROP TOTAL	\$985,000	\$0	\$0	\$0	\$0
EXPENSES TOTAL	\$985,000	\$0	\$0	\$0	\$0



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on the second reading of Ordinance No. 2025-63, amending the Bastrop Code of Ordinances, Chapter 13, Article 13.12 – Impact Fees, Division 4 – Roadway Facilities, to apply the Roadway Impact Fee to newly annexed areas; amending the Service Areas Map to which the Roadway Impact Fees apply to include annexed areas.

AGENDA ITEM SUBMITTED BY:

Vivianna Nicole Andres, Assistant to the City Manager

BACKGROUND/HISTORY:

The Bastrop City Council adopted its first Roadway Impact Fee Ordinance in 2023. The Roadway Impact Fee Ordinance was established to provide the City with an opportunity to collect a Roadway Impact Fee when new developments are platted. The Impact Fee collected will be used to fund the construction of new streets.

The Impact Fee is based on the date of the approval of the Final Plat, the type/use of structure being constructed, and the service area in which the property is located. Under the ordinance, the City is divided into two service areas on the Transportation Service Area Map, with the Colorado River being the dividing line. The property must be located within one of the designated Service Areas on the map to be eligible for the Impact Fee to be applied. Also, the boundary of the Service Areas is based on the city limits.

Since the adoption of the ordinance, the City of Bastrop has annexed additional land into its municipal limits. This update seeks to revise the ordinance to include newly annexed areas.

FOCUS AREAS:

The City of Bastrop has identified nine Focus Areas to successfully achieve its vision and mission. One of the Focus Areas is “Managing Growth,” which is defined as:

“Maintain Bastrop’s unique feel and character while meeting the needs of the population through facilitation of responsible development and redevelopment.”

As the community continues to grow, the City will need to extend streets to accommodate the growth. To ensure that the City is able to manage this need in a fiscally responsible way, the staff is proposing to amend the Roadway Impact Fee Service Area Map and Ordinance to include annexed properties.

IMPACT FEE ADVISORY COMMITTEE RECOMMENDATION:

In accordance with Chapter 395 of the Texas Local Government Code, the Impact Fee Advisory Committee met on August 28, 2025, and unanimously voted to recommend approval of the changes as presented to the Roadway Impact Fees.

RECOMMENDATION:

Take action to approve amending the Bastrop Code of Ordinances, Chapter 13, Article 13.12 – Impact Fees, Division 4 – Roadway Facilities, to apply the Roadway Impact Fee to newly annexed areas; amending the Service Areas Map to which the Roadway Impact Fees apply to include annexed areas.

ATTACHMENTS:

1. Ordinance No. 2025-63
2. Exhibit A: Bastrop Code of Ordinances, Chapter 13, Article 13.12 – Impact Fees, Division 4 – Roadway Facilities
3. Exhibit B: Service Areas Map
4. Exhibit C: Updated Traffic Impact Fee Study

ORDINANCE NO. 2025-63

AN ORDINANCE OF THE CITY OF BASTROP, TEXAS, AMENDING THE BASTROP CODE OF ORDINANCES, CHAPTER 13, ARTICLE 13.12 – IMPACT FEES, DIVISION 4 – ROADWAY FACILITIES, TO APPLY THE ROADWAY IMPACT FEE TO NEWLY ANNEXED AREAS; AMENDING THE SERVICE AREAS MAP TO WHICH THE ROADWAY IMPACT FEES APPLY TO INCLUDE ANNEXED AREAS; PROVIDING FOR ASSESSMENT OF SAID IMPACT FEES; PROVIDING FOR THE GENERAL ADMINISTRATION OF SAID IMPACT FEES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE AND AN OPEN MEETINGS CLAUSE.

WHEREAS, Texas Local Government Code, chapter 395, authorizes and provides the requirements for political subdivisions to impose impact fees on new developments in order to generate funding or recoup the costs of capital improvements or facility expansion necessitated by and attributable to the new development; and

WHEREAS, the Statute requires the City to conduct an impact fee study to determine the feasibility of adopting impact fees and the study includes development of the City's Land Use Assumptions and Capital Improvements Plan Report and the calculation of the maximum allowable impact fees; and

WHEREAS, pursuant to Texas Local Government Code, chapter 395, the City established and adopted a Roadway Impact Fee in Ordinance No. 2023-38 in December 2023; and

WHEREAS, certain updates to the impact fee service area maps were required to reflect newly annexed areas being included in the City limits, the Impact Fee Advisory Committee reviewed the proposed amendments to the impact fee on August 28, 2025, and the City Council reviewed the proposed amendments to the impact fee on October 21, 2025, after notices and public hearings as required by Texas Local Government Code, chapter 395; and

WHEREAS, the City Council finds that certain areas annexed into the City limits after the initial adoption of the Roadway Impact Fee in Ordinance No. 2023-38 should be included in the service areas for the impact fee; and

WHEREAS, the City Council finds that the City has fully complied with Texas Local Government Code, chapter 395, in adopting and imposing the impact fees in this ordinance; and

WHEREAS, the City Council finds it to be in the best interest of the citizens of the City to adopt and approve the impact fees and related administrative processes described herein.

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

- Section 1. Findings of Fact.** The above and foregoing recitals are hereby found to be true and correct and are incorporated herein as findings of fact.
- Section 2. Amendment of Roadway Impact Fee Service Area.** The City Council hereby approves and adopts the amended Service Area map for the Roadway Impact Fees, attached as hereto as *Exhibit B*.
- Section 2. Amendment:** Chapter 13, Article 13.12 – Impact Fees, Division 4 – Roadway Facilities of the City of Bastrop Code of Ordinances is hereby amended to read as set forth in *Exhibit A* attached hereto and incorporated herein for all purposes.
- Section 3. Repealer:** To the extent reasonably possible, ordinances are to be read together in harmony. However, all ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated.
- Section 4. Severability:** Should any of the clauses, sentences, paragraphs, sections, or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.
- Section 5. Codification:** The City Secretary is hereby directed to record and publish the attached rules, regulations, and policies in the City’s Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.
- Section 6. Effective Date:** This ordinance shall take effect upon the date of final passage noted below, or when all applicable publication requirements, if any, are satisfied in accordance with the City’s Charter, Code of Ordinances, and the laws of the State of Texas.
- Section 7. Proper Notice & Meeting:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code,

Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

READ & ACKNOWLEDGED on First Reading on this the 21st day of October 2025.

READ & ADOPTED on Second Reading on this the 4th day of November 2025.

APPROVED:

by: _____
Ishmael Haris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney,
Denton Navarro Rocha Bernal & Zech, P.C.



Exhibit A

**City of Bastrop
Code of Ordinances
Chapter 13: Utilities
Article 13.12 : IMPACT FEES**

DIVISION 4. – ROADWAY FACILITIES

Sec. 13.12.094 Service areas; applicability; effective date

(a) The city is hereby divided into two roadway service areas as shown on the official roadway service area map. The official roadway service area map, which, together with all explanatory matter thereon, is hereby adopted by reference and declared to be a part of this article. The official roadway service area map shall be identified by the signature of the mayor attested by the city secretary and bearing the seal of the City of Bastrop under the following words:

“This is to certify that this is the official roadway service area map referred to in Article 13.12.027 of the Code of Ordinances, City of Bastrop, Texas.”

- (b) The provisions of this article apply to all new development within the service areas described above. The provisions of this article apply uniformly within each roadway service area.
- (c) This article is intended to ensure the provision of adequate roadway facilities to serve new development in the city by requiring each development to pay its share of the costs of such improvements necessitated by and attributable to such new development.
- (d) This article shall take effect on December 12th, 2023.

Sec. 13.12.095 Roadway impact fees per service unit.

(a) The city hereby adopts the maximum assessable roadway impact fee per service unit for each roadway service area set forth in Table A below. Each new development shall be assessed the maximum assessable roadway impact fee and shall pay the roadway impact fee collection rate set forth in Table B, as applicable, minus any applicable offsets, as described herein.

**Table A
MAXIMUM ASSESSABLE ROADWAY IMPACT FEE PER SERVICE UNIT**

Service Area A	\$2,349.00 \$2,033.00
Service Area B	\$1,414.00

(b) The roadway impact fee per service unit for all service areas shall be adopted, assessed, and collected as set forth below. No building permit shall be issued

until an assessment of an impact fee pursuant to this article is made and paid in accordance with the assessment and collection procedures set forth herein.

- (1) For all property with final plat approval dated before the effective date of this article, the roadway impact fees will be assessed on December 12th, 2023 and will be charged at building permit application dated on or after December 12th, 2024 as set forth in Table B. No roadway impact fees shall be collected for any building permit issued prior to December 12th, 2024.
- (2) For all property with final plat approval on or after the effective date of this article, the roadway impact fees will be assessed at final plat approval and will be charged at building permit application as set forth in Table B1—~~B2~~. No roadway impact fees shall be collected for any building permit issued prior to December 12, 2024.

Table B1

Collection Rate Table: Plats December 12, 2024—December 12, 2025

Service Areas	Collection Rate
A	\$1,526.85
B	\$919.10

Table B2

Collection Rate Table: Plats December 13, 2025 and Later

Service Areas	Collection Rate
A	\$1,996.65
B	\$1,201.90

~~**Table B3**~~

~~**Collection Rate Table: Plats December 13, 2026 and Later**~~

Service Areas	Collection Rate
A	\$2,349.00
B	\$1,414.00

- (c) The land use vehicle-mile equivalency tables are set forth below:

Table C
Land Use Vehicle-Mile Equivalency Table ("LUVMET")

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Trip Rate	Trip Length (mi)	Adj. For 0-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
PORT AND TERMINAL										
Truck Terminal	30	1,000 SF GFA	1.87	0%	1.87	13.20	50%	6.60	6.00	11.22
INDUSTRIAL										
General Light Industrial	110	1,000 SF GFA	0.65	0%	0.65	13.20	50%	6.60	6.00	3.90
Industrial Park	130	1,000 SF GFA	0.34	0%	0.34	13.20	50%	6.60	6.00	2.04
Warehousing	150	1,000 SF GFA	0.18	0%	0.18	13.20	50%	6.60	6.00	1.08
Mini-Warehouse	151	1,000 SF GFA	0.15	0%	0.15	13.20	50%	6.60	6.00	0.90
RESIDENTIAL										
Single-Family Detached Housing	210	Dwelling Unit(s)	0.94	0%	0.94	7.81	50%	3.91	3.91	3.68
Single-Family Attached Housing	215	Dwelling Unit(s)	0.57	0%	0.57	7.81	50%	3.91	3.91	2.23
Multifamily Housing (Low-Rise)	220	Dwelling Unit(s)	0.51	0%	0.51	7.81	50%	3.91	3.91	1.99
Multifamily Housing (Mid-Rise)	221	Dwelling Unit(s)	0.39	0%	0.39	7.81	50%	3.91	3.91	1.52
Multifamily Housing (High-Rise)	222	Dwelling Unit(s)	0.32	0%	0.32	7.81	50%	3.91	3.91	1.25
Senior Adult Housing—Detached	251	Dwelling Unit(s)	0.30	0%	0.30	7.81	50%	3.91	3.91	1.17
Senior Adult Housing—Attached	252	Dwelling Unit(s)	0.25	0%	0.25	7.81	50%	3.91	3.91	0.98
Assisted Living	254	Bed(s)	0.24	0%	0.24	7.81	50%	3.91	3.91	0.94
LODGING										
Hotel	310	Room(s)	0.59	0%	0.59	6.41	50%	3.20	3.20	1.89

Motel	320	Room(s)	0.36	0%	0.36	6.41	50%	3.20	3.20	1.15
RECREATIONAL										
Campground/RV Park	416	Occupied Campsite(s)	0.27	0%	0.27	10.95	50%	5.47	5.47	1.48
Golf Driving Range	432	Driving Position(s)	1.25	0%	1.25	10.95	50%	5.47	5.47	6.84
Golf Course	430	Hole(s)	2.91	0%	2.91	10.95	50%	5.47	5.47	15.92
Recreational Community Center	495	1,000 SF GFA	2.50	0%	2.50	10.95	50%	5.47	5.47	13.68
Ice Skating Rink	465	1,000 SF GFA	1.33	0%	1.33	10.95	50%	5.47	5.47	7.28
Miniature Golf Course	431	Hole(s)	0.33	0%	0.33	10.95	50%	5.47	5.47	1.81
Multiplex Movie Theater	445	Screen(s)	13.96	0%	13.96	10.95	50%	5.47	5.47	76.36
Racquet/Tennis Club	491	Court(s)	3.82	0%	3.82	10.95	50%	5.47	5.47	20.90
INSTITUTIONAL										
Elementary School	520	Students(s)	0.16	0%	0.16	1.67	50%	0.83	0.83	0.13
Middle School/Junior High School	522	Students(s)	0.15	0%	0.15	1.67	50%	0.83	0.83	0.12
High School	525	Students(s)	0.14	0%	0.14	1.67	50%	0.83	0.83	0.12
Church	560	1,000 SF GFA	0.49	0%	0.49	1.67	50%	0.75	0.75	0.37
Day Care Center	565	1,000 SF GFA	11.12	44%	6.23	1.67	50%	0.83	0.83	5.17
University/College	550	Students	0.15	0%	0.15	1.67	500%	0.83	0.83	0.12
MEDICAL										
Clinic	630	1,000 SF GFA	3.69	0%	3.69	5.99	50%	3.00	3.00	11.07
Hospital	610	1,000 SF GFA	0.86	0%	0.86	5.99	50%	3.00	3.00	2.58
Nursing Home	620	Bed(s)	0.14	0%	0.14	5.99	50%	3.00	3.00	0.42
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	2.47	5.99	50%	3.00	3.00	7.41
OFFICE										
Corporate Headquarters Building	714	1,000 SF GFA	1.30	0%	1.30	7.04	50%	3.52	3.52	4.58
General Office Building	710	1,000 SF GFA	1.44	0%	1.44	7.04	50%	3.52	3.52	5.07

Medical-Dental Office Building	720	1,000 SF GFA	3.93	0%	3.93	7.04	50%	3.52	3.52	13.83
Single Tenant Office Building	715	1,000 SF GFA	1.76	0%	1.76	7.04	50%	3.52	3.52	6.20
Office Park	750	1,000 SF GFA	1.30	0%	1.30	7.04	50%	3.52	3.52	4.58
COMMERCIAL										
Automobile Related										
Automobile Care Center	942	1,000 SF GLA	3.11	40%	1.87	5.83	50%	2.92	2.92	5.46
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	2.79	5.83	50%	2.92	2.92	8.15
Gasoline/Service Station	944	Fueling Position(s)	13.91	57%	5.98	1.51	50%	0.75	0.75	4.49
Gasoline/Service Station w/ Convenience Market	945	Fueling Position(s)	18.42	56%	8.10	1.51	50%	0.75	0.75	6.08
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	1.94	5.83	50%	2.92	2.92	5.66
Quick Lubrication Vehicle Shop	941	Servicing Position(s)	4.85	40%	2.91	5.83	50%	2.92	2.92	8.50
Automated Car Wash	948	Car Wash Tunnel(s)	77.50	40%	46.50	1.51	50%	0.76	0.76	35.34
Tire Store	848	1,000 SF GFA	2.09	25%	1.57	5.83	50%	2.92	2.92	4.58
Dining:										
Fast Food Restaurant w/ D.T.	934	1,000 SF GFA	33.03	50%	16.52	1.55	50%	0.78	0.78	12.89
Fast Food Restaurant w/o D.T.	933	1,000 SF GFA	33.21	50%	16.61	1.55	50%	0.78	0.78	12.96
High-Turnover(Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	5.16	1.55	50%	0.78	0.78	4.02
Quality Restaurant	931	1,000 SF GFA	7.80	44%	4.37	1.55	50%	0.78	0.78	3.41

Coffee/Donut Shop w/ D.T.	937	1,000 SF GFA	38.99	70%	11.70	1.55	50%	0.78	0.78	9.13
Other Retail										
Free-Standing Discount Store	813	1,000 SF GFA	4.83	20%	3.86	5.83	50%	2.92	2.92	11.27
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	4.86	5.83	50%	2.92	2.92	14.19
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	1.33	5.83	50%	2.92	2.92	3.88
Pharmacy/Drugstore w/o Drive-Through Window	880	1,000 SF GFA	8.51	53%	4.00	5.83	50%	2.92	2.92	11.68
Pharmacy/Drugstore w/ Drive-Through Window	881	1,000 SF GFA	10.25	49%	5.23	5.83	50%	2.92	2.92	15.27
Shopping Center (>150k SF)	820	1,000 SF GFA	3.40	29%	2.41	5.83	50%	2.92	2.92	7.04
Shopping Center (40— 150k SF)	821	1,000 SF GFA	5.19	40%	3.11	5.83	50%	2.92	2.92	9.08
Retail Strip Plaza (<40k SF)	822	1,000 SF GFA	6.59	40%	3.95	5.83	50%	2.92	2.92	11.53
Supermarket	850	1,000 SF GFA	8.95	24%	6.80	5.83	50%	2.92	2.92	19.86
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	3.50	5.83	50%	2.92	2.92	10.22
Department Store	875	1,000 SF GFA	1.95	30%	1.37	5.83	50%	2.92	2.92	4.00
SERVICES										
Walk-In Bank	911	1,000 SF GFA	12.13	40%	7.28	6.11	50%	3.05	3.05	22.20
Drive-In Bank	912	Drive-in Lane(s)	21.01	35%	13.66	6.11	50%	3.05	3.05	41.66
Hair Salon	918	1,000 SF GLA	1.45	30%	1.02	6.11	50%	3.05	3.05	3.11

- (d) The maximum assessable roadway impact fee per service unit set forth in Table A that is assessed to new development is declared to be the roughly proportionate measure of the impact(s) generated by a new unit of development on the city's transportation system. To the extent that the roadway impact fee per service unit collected is less than the maximum assessable roadway impact fee per service unit, such difference is hereby declared to be founded on policies unrelated to the measurement of the actual impacts of the development on the city's transportation system. The maximum assessable roadway impact fee per service unit may be used in evaluating any claim by an applicant, developer, or property owner that the dedication, construction, or contribution of a capital improvement imposed as a condition of development approval pursuant to the city's regulations is not roughly proportionate to the impact(s) of the new development on the city's transportation system.
- (e) Except as herein otherwise provided, the payment of a roadway impact fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge or assessment which is lawfully imposed on and due against the new development.

Exhibit B

[Updated Map of Roadway Service Areas, including newly annexed areas since July 2023]

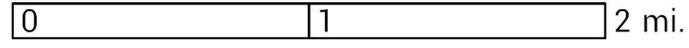
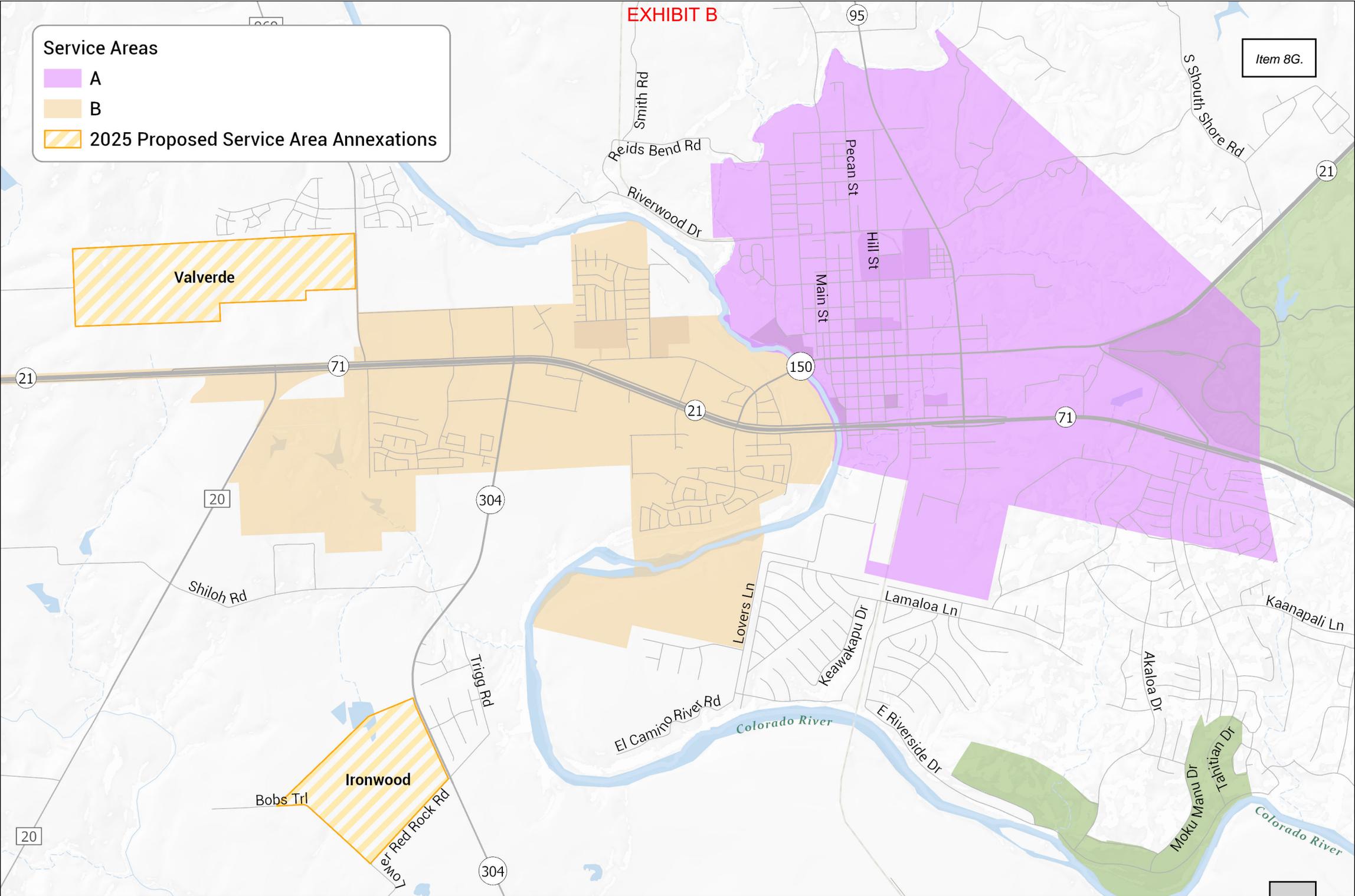
DRAFT

EXHIBIT B

Service Areas

-  A
-  B
-  2025 Proposed Service Area Annexations

Item 8G.



174

CITY OF BASTROP, TEXAS
TRANSPORTATION IMPACT FEE STUDY
AUGUST 2025 UPDATE



August
2025

Prepared for the City of Bastrop

Prepared by:

Robert J. (Jake) Gutekunst, P.E. AICP

The Goodman Corporation

911 W. Anderson Lane, Suite 200

Austin, TX 78757

Phone 713 714 7554

TBPE Firm Registration Number: F-19990



TABLE OF CONTENTS

- 1. Executive Summary 4**
 - A. Introduction 4
 - B. Impact Fee Basics 5
- 2. Introduction 9**
- 3. Transportation Impact Fee Calculation Inputs 11**
 - A. Land Use Assumptions 11
 - B. Capital Improvement Plan 18
- 4. Methodology for Transportation Impact Fees 23**
 - A. Service Areas 23
 - B. Service Units 23
 - C. Cost Per Service Unit 25
 - D. Cost of the CIP 26
 - E. Service Unit Calculation 29
- 5. Transportation Impact Fee Calculation 35**
 - A. Maximum Assessable Impact Fee Per Service Unit 35
 - B. Plan For Awarding the Transportation Impact Fee Credit 39
 - C. Service Unit Demand Per Unit of Development 42
- 6. Sample Calculations 46**
- 7. Conclusion 47**
- 8. Appendices**



LIST OF TABLES

Table 1. Land Use Assumptions Growth Projections (2023-2033) 17

Table 2. Capital Improvement Plan for Transportation Impact Fees - Service Area A..... 19

Table 3. Capital Improvement Plan for Transportation Impact Fees - Service Area B..... 20

Table 4. Service Volumes for Proposed Facilities *(used in Appendix A – CIP Units of Supply)*..... 24

Table 5. Service Volumes for Existing Facilities *(used in Appendix B – Existing Facilities Inventory)* 25

Table 6. 10-Year Capital Improvement Plan for Transportation Impact Fees with Conceptual Level
Project Cost Projections – Service Area A..... 27

Table 7. 10-Year Capital Improvement Plan for Transportation Impact Fees with Conceptual Level
Project Cost Projections – Service Area B 28

Table 8. Transportation Demand Factor Calculations 33

Table 9. 10-Year Growth Projections 34

Table 10. Maximum Assessable Transportation Impact Fee Computation 35

Table 11. Maximum Assessable Impact Fee 41

Table 12. Land-Use Vehicle-Mile Equivalency Table (LUVMET) 44

LIST OF EXHIBITS

Exhibit 1. Transportation Service Areas 14

Exhibit 2. Transportation Impact Fee CIP - Service Area A..... 21

Exhibit 3. Transportation Impact Fee CIP - Service Area B..... 22

1. EXECUTIVE SUMMARY

A. INTRODUCTION

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. 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 transportation, drainage, water, and wastewater facilities. In 2022, the City of Bastrop began exploring Transportation Impact Fees as a recommendation to be used as a funding tool for infrastructure needs as a result of growth in the City. **Items updated in the August 2025 update are highlighted for ease of comparison with the original study.**

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development towards new infrastructure needs. Impact Fees are a mathematical calculation that determine a maximum fee that would be equivalent to growth paying for growth. This study's purpose is to calculate the maximum Transportation Impact Fee per service unit of new growth.

The Maximum Impact Fee is considered an appropriate measure of the impacts generated by a new unit of development on a City's infrastructure system. An impact fee program is anticipated to be designed so that it is **predictable** for both the development community and City. An impact fee program is **transparent**. This report describes in detail how the fee is calculated and how the Impact Fee Advisory Committee (IFAC) monitors the Impact Fee program. An impact fee program is **flexible** in that funds can be used on priority projects and not just on projects adjacent to a specific development. An impact fee program is both **equitable** and **proportional** in that every new development pays an equal fee that is directly related to its systemwide impact.

B. IMPACT FEE BASICS

Service Areas

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 the same Service Area. For Transportation Impact Fees, the Service Area may not exceed a 6-mile diameter trip length, per Texas Local Government Code (TLGC) Chapter 395.001(9). In Bastrop, this results in the creation of two (2) separate Transportation Service Areas due to the longest trips in the City limits exceeding 6 miles.

Land Use Assumptions

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2023-2033. The 10-year increase in residential units is projected to be **8,977 units** within the City Limits. The 2033 projections show an increase of **6,209,000 square feet** of non-residential land uses over the 10-year window. These projections set the basis for determining transportation network loadings and demands to serve new growth. The distribution of residential and non-residential growth utilized information from historical growth trends and input from City staff on known future development locations.

Service Units

The “service unit” is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used to quantify the supply and demand for roads and utilities in the City. Service units are attributable to an individual unit of development and utilized to calculate the maximum impact fee of a development.

For transportation purposes, the service unit is defined as a vehicle-mile. A “vehicle-mile” refers to the capacity consumed in a single lane by a vehicle making a trip one mile in length during the PM peak hour. The PM peak hour is the one-hour period during the afternoon/evening when the highest vehicular volumes are observed. In accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, the PM peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Capital Improvement Plans

The City and project staff have identified the roadway projects needed to accommodate the projected growth over the next ten (10) years within the City of Bastrop. These projects include existing and proposed projects that were determined based on their current or anticipated impact on each defined Service Area and the City as a whole.

Transportation Impact Fee Capital Improvement Plan

The City of Bastrop Transportation Master Plan (TMP) is the ultimate plan for the roadway infrastructure within the City Limits. The projects on the Transportation Impact Fee Capital Improvement Plan (TIF CIP) were selected from the TMP and cover existing and proposed roadway improvements, as well as intersection improvements with 10-year growth potential. The project team and City staff identified roadway and intersection projects with a projected total project cost (not impact fee eligible cost) of \$121,805,560 over two (2) Transportation Service Areas. **The TIF CIP is unchanged in the August 2025 update and new projects were not added.**

Recoverable Project Costs

Impact Fees are a one-time fee meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs within a ten-year window. With this consideration, the maximum assessable impact fee does not

specifically cover the entire cost of a roadway project. The calculations that determine the percentage of a project's cost that is impact fee eligible are defined as the project's *recoverable cost*.

Roadway Recoverable Project Costs

The recoverable costs for roadway projects are calculated by first determining the net capacity of vehicle-miles supplied to support future growth within a 10-year window. This net capacity is then multiplied by the percentage of roadway capacity added attributable to this 10-year growth. This growth percentage is obtained through the derivation of a *transportation demand factor* (TDF), which computes the total vehicle-miles associated to a single land use development unit, converting growth to service units. The TDF is applied to roadway project capacities to determine the net vehicle-miles supplied and growth projections for vehicle-miles demand to calculate the growth percentage needed to determine the total recoverable project costs.

Maximum Assessable Impact Fee Calculation

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the Capital Improvement Plans by the number of new service units of development. In accordance with state law, both the cost of the Capital Improvement Plan and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone Capital Improvement Plan and 10-year growth projection.

Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of impact fees. A Capital Improvements Advisory Committee (CIAC) is

required to review the Land Use Assumptions and the Impact Fee Capital Improvements Plan used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. In Bastrop, the existing Impact Fee Advisory Committee (IFAC) served this role. The IFAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the IFAC is required to have adequate representation of the building and development communities. In Bastrop, the IFAC members include real estate, development, and building industry professionals including an ETJ representative. The City Council then conducts a public hearing on the Land Use Assumptions, Impact Fee Capital Improvements Plan, and Impact Fee Ordinance.

Following policy adoption, the IFAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Impact Fee Capital Improvements Plan at any time up to a maximum of five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

Chapter 395 of the Texas Local Government Code requires a total of two (2) public hearings before Council to approve an impact fee program. The first public hearing to discuss the land use assumptions and capital improvements plan was held on June 13, 2023. The second public hearing is scheduled to be held September 12th, 2023 with the intent of presenting a proposal for impact fee calculations and the adoption of an impact fee report (this study) and ordinance.

Chapter 395 of the Texas Local Government Code requires one (1) public hearing before Council for updates to an existing impact fee program. A public hearing is anticipated to be held on October 14, 2025 for the 2025 Update.

2. INTRODUCTION

Chapter 395 of the Texas Local Government Code (TLGC) 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.”

The City of Bastrop **previously** retained Kimley-Horn to provide professional transportation engineering services for the 2023 Transportation Impact Fee Study **and has retained The Goodman Corporation to provide professional engineering services for the 2025 update.** This report includes details of the Transportation Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the TIF CIP, and the Land Use Vehicle-Mile Equivalency Table.

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

1. **Land Use Assumptions** (Pg. 11)
2. **Capital Improvement Plan** (Pg. 18)

Information from the Land Use Assumptions and this Capital Improvement Plan are 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 into three components:

1. **Methodology for Transportation Impact Fees** (Pg. 23)
2. **Transportation Impact Fee Calculation** (Pg. 35)
3. **Plan for Awarding the Transportation Impact Fee Credit** (Pg. 39)



The components of the **Methodology for Transportation Impact Fees** include development of:

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

The components of the **Transportation 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 Transportation Impact Fee Credit**. This involves the calculation of the applicable ad valorem tax credit required by law to help fund the Transportation Impact Fee CIP.

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

3. TRANSPORTATION IMPACT FEE CALCULATION INPUTS

A. LAND USE ASSUMPTIONS

Purpose

Impact Fees are a mechanism for funding the public infrastructure necessitated by growth. In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development growth creating new infrastructure needs. In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

This section documents the process used to develop the Land Use Assumptions for the City of Bastrop's Transportation Impact Fee Study. In accordance with Chapter 395 of the Texas Local Government Code, Transportation Impact fees must be calculated based on reasonable expectations of residential and employment growth within the next ten years (2023-2033). The following resources provided the information required to complete the Land Use Assumptions:

- Projected new developments
- Developments currently under construction
- Recently platted developments
- City of Bastrop Comprehensive Plan
- City of Bastrop Transportation Master Plan
- City of Bastrop staff

Components of the Land Use Assumptions Section

The Land Use Assumptions include the following components:

1. **Impact Fee Study Service Areas** - Explanation of the divisions of Bastrop into service areas for Transportation Impact fees.
2. **Land Use Assumptions Methodology** - An overview of the general methodology used to generate the land use assumptions.
3. **Ten-Year Growth Assumptions** - Walk-through of the growth projections for 2023-2033.

Impact Fee Study Service Areas

Service Area Definition

According to Chapter 395 of the Local Government Code, a Service Area refers to the area within the corporate boundaries or extraterritorial jurisdiction of the political subdivision to be served by the capital improvement or facilities specified in the Capital Improvement Plan. Funds collected in the specific service areas must be spent in the service area collected. Chapter 395 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.” This resulted in the creation of two (2) service areas in the City of Bastrop. **The 2025 Update amends the original service areas to account for annexations of land since the original 2023 study.**

Transportation Impact Fee Service Areas

The geographic boundaries of the two (2) impact fee service areas for transportation facilities are shown in **Exhibit 1**. For roadway facilities, the service areas are limited to those areas within the current corporate limits. Therefore, areas within the extraterritorial jurisdiction (ETJ) are excluded from this study.



The Colorado River serves as the primary service area boundary (except for a small area off of Lovers Lane to maintain contiguity), dividing the City into Service Area A to the west and Service Area B to the east. At locations where service area boundaries follow a thoroughfare facility, the proposed boundary is intended to follow the centerline of the roadway. In cases where a service area boundary follows the City Limits, only those portions of the facility within the City Limits area are included in the service area.

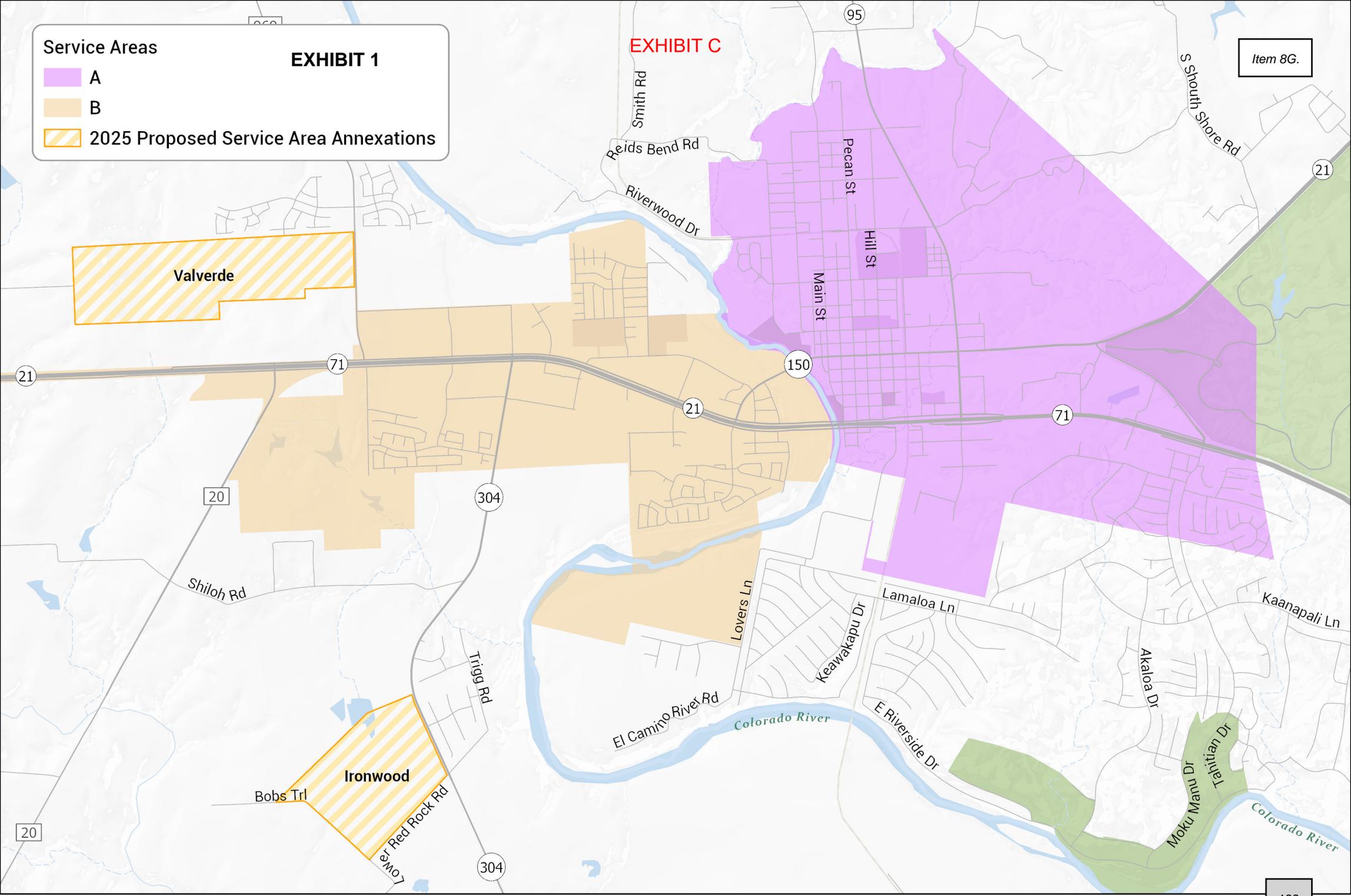
EXHIBIT 1

Service Areas

- A
- B
- 2025 Proposed Service Area Annexations

EXHIBIT C

Item 8G.



Land Use Assumptions Methodology

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

- Character, type, density, location, and quantity of existing development;
- Growth trends and historical data;
- Location of vacant land;
- City of Bastrop Comprehensive Plan;
- City of Bastrop Transportation Master Plan;
- Physical restrictions (i.e. flood plains); and
- Planned development data.

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

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

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

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

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

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

As outlined above, the residential and employment land uses are broken down into the five broader categories of single-family, multifamily, basic, service, and retail land uses. These five categories are used in the development of the assumptions for impact fees. In the calculation of the specific Transportation Impact Fee, a more specific and expanded classification based on the Institute of Transportation Engineers (ITE) Trip Generation Manual will be utilized.

Growth projections for the next 10 years (2023-2033) for the City of Bastrop were established using the City's future land use and historical census data.

Residential Development Neighborhoods

The City provided future land use data for known **single** and **multifamily** developments that are currently planned for construction within the next ten years. For some developments, the data indicates the total number of undeveloped dwelling units. For those developments that didn't provide an indication of total dwelling units, the projected acreage of each site was used to calculate a unit estimate for each property.

The analysis assumes ratios of 4 dwelling units/acre for each unknown future single-family development and 20 units/acres for each unknown future multifamily development. The projected acreage for each unknown residential site was multiplied by the respective constant unit assumption (4 for single-family, 20 for multifamily) to determine an assumed number of dwelling units associated with the site.

Projections for new single-family and multifamily developments in the next ten years were determined by the City of Bastrop and can be found in **Table 1**.

Commercial Developments

The City also provided future land use data for known commercial (non-residential) developments that are currently planned for construction within the next ten years. Each of these developments was categorized as a **basic**, **service**, or **retail** land use type, based on its respective projected trip characteristics.

The available existing plat data provides acreages for commercial developments at the parcel level; however, as mentioned previously, commercial developments are measured by square footage of building area. To determine the estimated building area for each development, a floor area ratio (FAR) was applied to the square footage of each development based on its commercial classification. Each FAR was assigned based on standard planning principles and assumptions and evaluating FAR’s for existing developments in Bastrop for each category.

Projections for commercial developments in the next ten years were determined by the City of Bastrop and can be found in **Table 1**.

10-Year Growth Assumptions

Table 1 summarizes the residential and employment growth projections by service area, **as amended in the 2025 Update**.

Table 1. Land Use Assumptions Growth Projections (2023-2033)

Service Area	Residential		Commercial		
	Single-Family	Multifamily	Basic	Service	Retail
	Dwelling Units		Sq. Ft.		
	4 units/acre	20 units/acre	FAR 0.25	FAR 0.20	
SA A	1,942	3,680	0	491,000	2,382,000
SA B	1,780	1,575	2,170,000	217,000	949,000
Sub-total	3,722	5,255	2,170,000	708,000	3,331,000
Total	8,977		6,209,000		

B. CAPITAL IMPROVEMENT PLAN

The City has identified transportation projects needed to accommodate the projected growth within the City. These transportation projects include those that are fully funded by the City of Bastrop, as well as some roadway facilities maintained by the Texas Department of Transportation (TxDOT). TxDOT-maintained facilities are currently projected to be funded by both the City and TxDOT, with the City assumed to fund roughly 20% of costs (which are included in the TIF study) based on historical cost sharing agreements. All of these City-identified projects come together to form the **Capital Improvement Plan (CIP) for Transportation Impact Fees**. The CIP includes State Highway, City multimodal, and local roadway facilities, as well as intersection improvements. **It should be noted that the “grid streets” required by the B3 Code were not included as projects from the Transportation Master Plan due to them serving site-specific infrastructure needs and not broader system capacity as a local street type connection.**

The CIP for Transportation Impact Fees for the 2023 Impact Fee Study are listed in **Tables 2-3** and mapped in **Exhibits 2-3**. The table shows the length of each project as well as the facility’s lane configuration and available right-of-way (listed under "Impact Fee Class"). The CIP was developed in conjunction with input from City staff and represents those projects that will be needed to accommodate the growth projected by the 2033 Land Use Assumptions for the Transportation Impact Fee Study. **The CIP for Transportation Impact Fees is unchanged in the 2025 update.**

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

Service Area	Proj. #	Impact Fee Class	Project	Limits	Length (mi)	% In Service Area	
A	<i>Roadway Improvements</i>						
	A-1	4D (80)	Agnes (1)	Bear Hunter Drive to Hunter's Crossing	0.46	100%	
	A-2	4D (80)	Agnes (2)	Hospital Drive to Schaefer Blvd	0.35	100%	
	A-3	4D (80)	Bear Hunter Drive (1)	Bear Hunter Drive (existing) to 1,000' N of Shiloh Rd	0.42	100%	
	A-4	2U (50)	Blakey Ln (1)	Edward Burleson Ln to 1,830' E of Edward Burleson Ln	0.35	100%	
	A-5	2U (50)	Blakey Ln (2)	City Limits to Old Austin Highway	0.43	100%	
	A-6	3U (56)	Greenleaf Fisk Dr	Bass Drive to Schaefer Blvd	0.57	100%	
	A-7	4D (80)	Hasler Blvd (1)	Old Austin Hwy to Colorado River	0.26	100%	
	A-8	2U (50)	Marie St	Schaefer Blvd to Hasler Blvd	0.25	100%	
	A-9	3U (56)	Orchard Pkwy	SH 71 to Hunters Point Drive	0.42	100%	
	A-10	4D (80)	Agnes (3)	Schaefer Blvd to Childers Drive	0.60	100%	
	A-11	4D (80)	Edward Burleson	Blakey to SH 21 EBFR	0.32	100%	
	A-12	4D (110)	FM 969 (1)	City Limits to Blakey Ln	0.46	100%	
	A-13	4D (110)	FM 969 (2)	Blakey Ln to State Highway 21	0.28	100%	
	A-14	4D (80)	Hasler Blvd (2)	Old Austin Hwy to SH 21	0.25	100%	
	A-15	4D (80)	Home Depot Way	Hunter's Crossing to SH 304	0.34	100%	
	A-16	4D (80)	Agnes (4)	SH 304 to Hospital Drive	0.41	100%	
	A-17	4D (80)	Bear Hunter Drive (2)	State Highway 21 to Bear Hunter Drive (existing)	0.63	100%	
	A-18	4D (110)	SH 304	SH 21 EBFR to Hunters Point Dr	0.55	100%	
	<i>Intersection Improvements</i>						
	I-1	-	-	Highway 71 & FM 20	Traffic Signal	-	100%
	I-2	-	-	FM 969 / Bear Hunter & SH 21	Overpass	-	100%
	I-3	-	-	Edward Burleson Ln / SH 304 & SH 21	Intersection Improvements	-	100%
	I-4	-	-	Hasler Blvd & SH 21	Intersection Improvements	-	100%
	I-5	-	-	Loop 150 / Childers Dr & SH 21	Intersection Improvements	-	100%
I-6	-	-	Agnes & Hasler	Roundabout	-	100%	
I-7	-	-	Old Austin & Loop 150	Roundabout	-	100%	

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

Service Area	Proj. #	Impact Fee Class	Project	Limits	Length (mi)	% In Service Area
B	<i>Roadway Improvements</i>					
	B-1	2U (50)	Carter St	Mesquite St to Magnolia St	0.17	100%
	B-2	2U (50)	Chambers St	Cedar St to Farm St	0.29	100%
	B-3	2U (50)	Future Collector A	Pitt St to Future Collector B	0.22	100%
	B-4	2U (50)	Future Collector B	Lost Pines Ave to SH 71	0.19	100%
	B-5	2U (50)	Future Collector C	Technology Drive extension to City Limits	0.17	100%
	B-6	2U (50)	Future Collector D	Jackson St extension to 420' E of Jackson St extension	0.08	100%
	B-7	4D (80)	Hasler Blvd (3)	Colorado River to Willow St	0.29	100%
	B-8	4D (80)	Jackson St (1)	Jackson St (existing) to 1,260' S of Jackson St	0.24	100%
	B-9	2U (50)	Jasper St (1)	Jackson St to 930' E of Jackson St	0.18	100%
	B-10	2U (50)	Jasper St (2)	930' E of Jackson St to Hidden Hollow Ct	0.51	100%
	B-11	2U (50)	Majestic Pine Dr	Majestic Pine Dr (existing) to Mauna Loa Ln	0.10	100%
	B-12	2U (50)	Mauna Loa Ln (1)	Pine Lodge Dr to Briar Forest Dr	0.95	100%
	B-13	3U (56)	Mesquite St (1)	800' W of Wilson St to Wilson St	0.15	100%
	B-14	3U (56)	Mesquite St (2)	SH 95 to Piney Ridge Dr	0.41	100%
	B-15	2U (50)	Pitt St	SH 71 to Jasper St	0.10	100%
	B-16	3U (56)	South Street (1)	Lovers Lane to South St (existing)	0.33	100%
	B-17	3U (56)	South Street (2)	1,200' E of Jackson St to Mauna Loa Ln	0.21	100%
	B-18	2U (50)	Technology Drive (1)	Mill St to Business Park Dr	0.14	100%
	B-19	2U (50)	Technology Drive (2)	Technology Drive (existing) to City Limits	0.46	100%
	B-20	2U (50)	Walnut Street	Martin Luther King Dr to SH 21	0.22	100%
	B-21	4D (80)	Jackson St (2)	SH 21 to South St	0.25	100%
	B-22	3U (56)	Lovers Ln	City Limits to College St	0.29	100%
	B-23	2U (50)	Mauna Loa Ln (2)	Briar Forest Dr to Tahitian Dr	0.23	100%
	B-24	3U (56)	Mesquite St (3)	Wilson St to SH 95	0.52	100%
	B-25	4D (110)	SH 95 (1)	Mesquite St to 700' S of Mesquite St	0.13	100%
	B-26	4D (110)	SH 95 (2)	700' S of Mesquite St to Hawthorne St	0.51	100%
	B-27	4D (110)	SH 95 (3)	Hawthorne St to Cedar St	0.30	100%
	B-28	4D (110)	SH 95 (4)	Cedar St to Spring St	0.36	100%
	B-29	4D (110)	SH 95 (5)	Farm St to Chestnut St/SH 21	0.16	100%
	B-30	3U (56)	South Street (3)	650' W of Jackson St to 1,200' E of Jackson St	0.32	100%
	B-31	4D (110)	SH 21 (1)	Chestnut St to Walnut St	0.30	100%
	B-32	4D (110)	SH 21 (2)	Walnut St to SH 21 WBFR	0.43	100%
B-33	4D (110)	SH 95 (6)	SH 21 WBFR to SH 21 EBFR	0.11	100%	
<i>Intersection Improvements</i>						
I-8	-	-	Mesquite St & SH 95	Traffic Signal	-	100%
I-9	-	-	SH 95 & Cedar St	Traffic Signal	-	100%

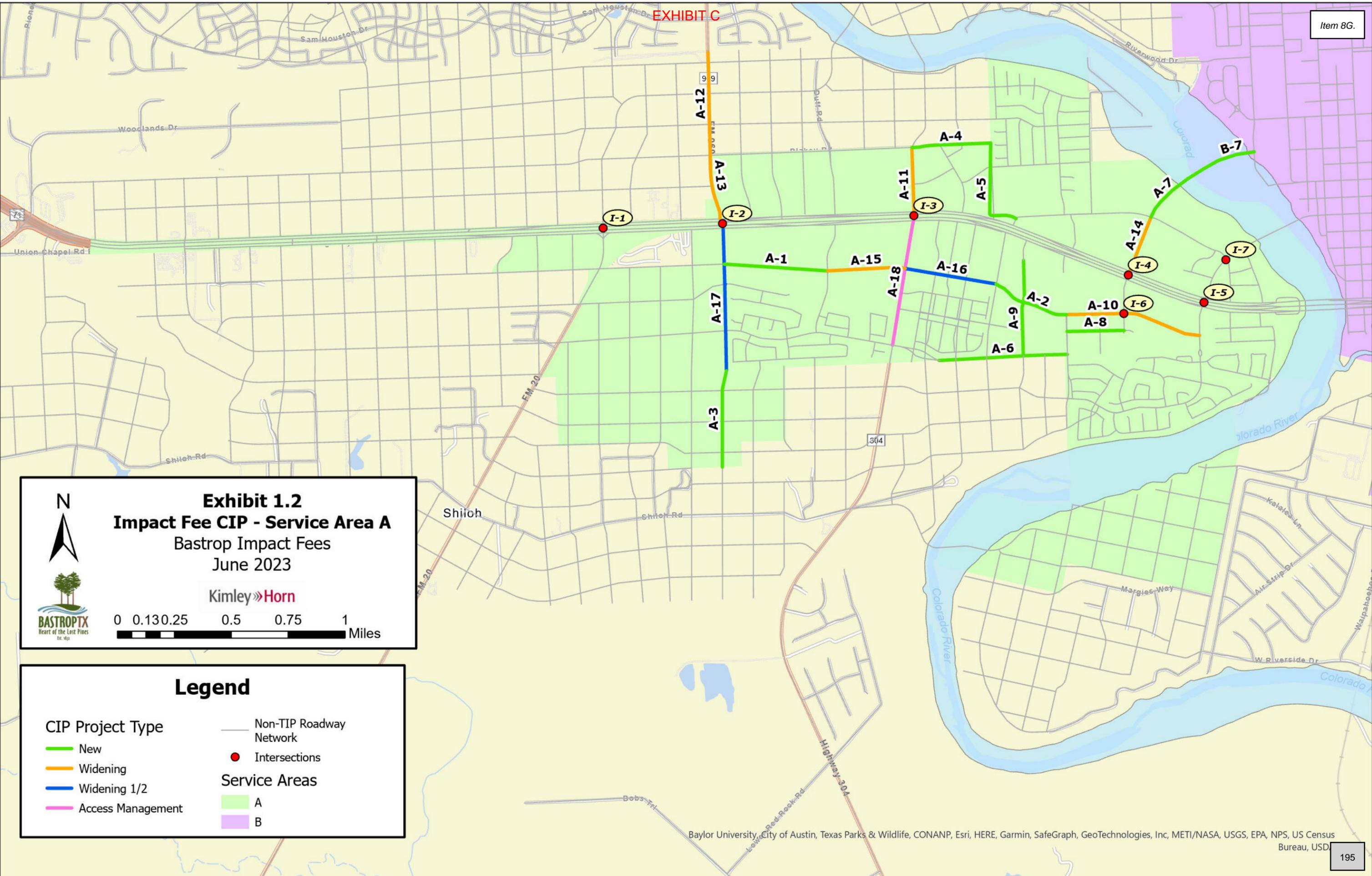


Exhibit 1.2
Impact Fee CIP - Service Area A
 Bastrop Impact Fees
 June 2023

Kimley»Horn

0 0.130.25 0.5 0.75 1 Miles

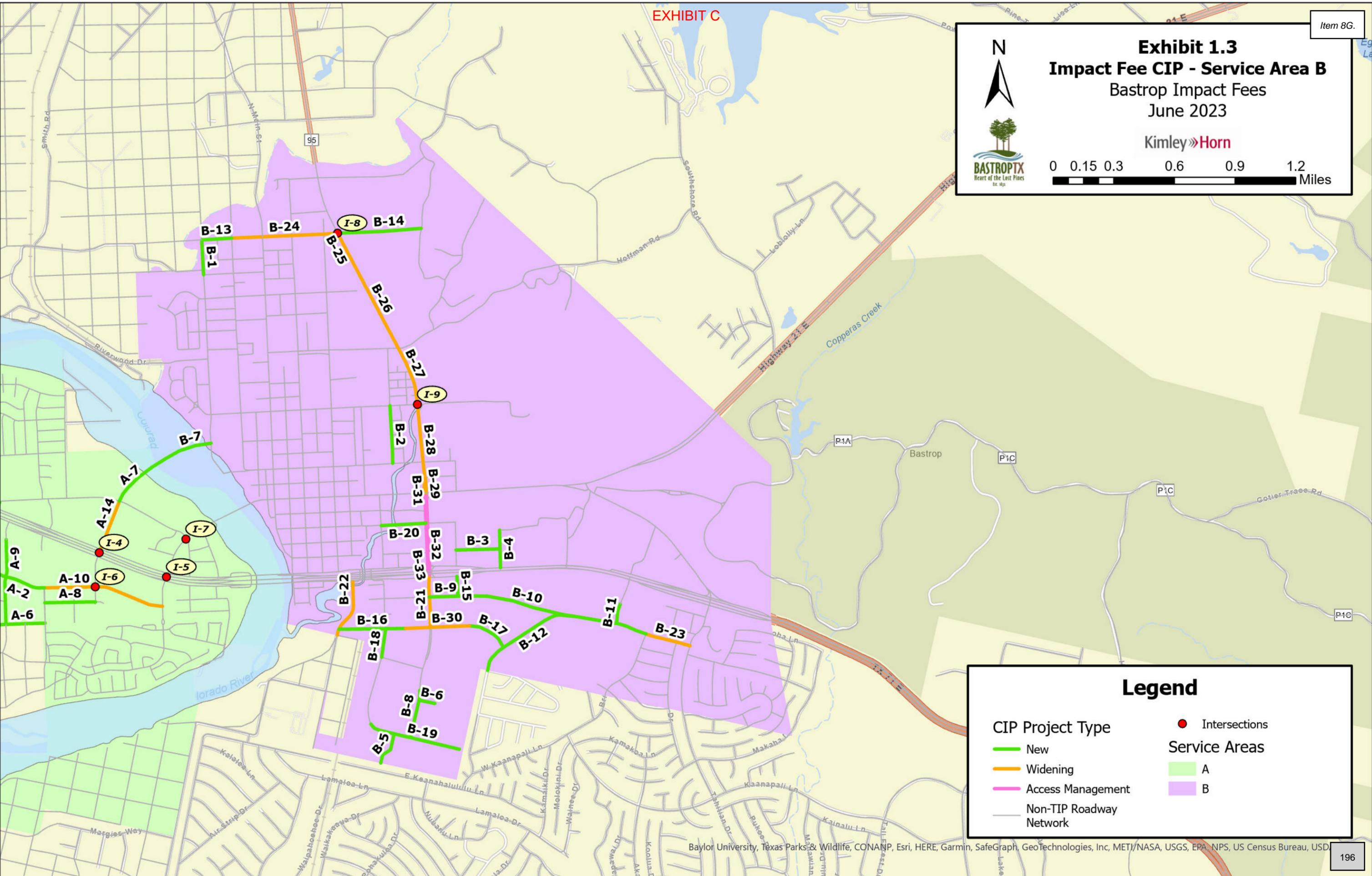
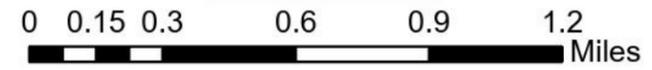
Legend

New	Non-TIP Roadway Network
Widening	Intersections
Widening 1/2	Service Areas
Access Management	A
	B

Exhibit 1.3
Impact Fee CIP - Service Area B
 Bastrop Impact Fees
 June 2023



Kimley»Horn



Legend

New	Intersections
Widening	Service Areas
Access Management	A
Non-TIP Roadway Network	B

4. METHODOLOGY FOR TRANSPORTATION IMPACT FEES

A. SERVICE AREAS

The service areas used in the **2025 Transportation Impact Fee Study Update** are shown in the previously referenced **Exhibit 1**. These service areas cover the entire corporate boundary of the City of Bastrop. 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.” This resulted in the creation of two (2) service areas in the City of Bastrop.

B. SERVICE UNITS

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

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

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Transportation Impact Fee CIP.

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 Transportation Impact Fee Study are based upon Thoroughfare Capacity Criteria published by the Capital Area Metropolitan Planning Organization (CAMPO) and daily volume ranges per functional classification presented in the City of Bastrop’s Thoroughfare Plan. **Table 4** shows the service volumes as a function of the proposed facility type, and **Table 5** shows the service volumes as a function of the existing facility type.

TxDOT-maintained roadways generally operate higher speeds than City facilities. With this increase in speed comes a potential increase in capacity, as drivers are more likely to travel along higher-speed roads when available. With this understanding, a 20% increase in roadway capacity was applied to all TxDOT-maintained roads that are not already identified under the State Highway System on the City’s Thoroughfare Plan.

Table 4. Service Volumes for Proposed Facilities

(used in Appendix A – CIP Units of Supply)

Thoroughfare Plan Classification	Impact Fee Classification ¹	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
State Highway System	4D_(110)	Divided	900
Primary Multimodal Street A	3U_(56)	Undivided	525
			630 (TxDOT)
Primary Multimodal Street B	4D_(80)	Divided	725
			870 (TxDOT)
Local Connector Street	2U_(50)	Undivided	425
			510 (TxDOT)

¹Represents “Number of Lanes”, whether “Divided” or “Undivided”, and with approximate Right-of-Way.

Table 5. Service Volumes for Existing Facilities

(used in Appendix B – Existing Facilities Inventory)

Roadway Type ¹	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
1U	One-lane undivided	325
2U (TxDOT)	Two-lane undivided (with curb & gutter)	425 (510)
2U-R	Two-lane undivided (Rural Cross-Section)	350
3U (TxDOT)	Three-lane undivided	525 (630)
4U	Four-lane undivided	550
4D (TxDOT)	Four-lane divided	725 (870)
5U	Five-lane undivided	750
4D – State Highway System	Four-lane divided (Highway Facility)	900

¹Represents “Number of Lanes”, whether “Divided” or “Undivided” and if State Maintained/Owned.

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 Transportation 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 (see **Section 4.D**). As noted earlier, the units of demand are vehicle-miles of travel.

D. COST OF THE CIP

All of the project costs for a facility which serves the overall transportation system are eligible to be included in the Transportation Impact Fee CIP. 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.”

Tables 6-7 present the CIP project list for the City of Bastrop with conceptual level project cost projections, which have been provided by the City (see **Appendix C**). 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. TxDOT projects are included with a projected City contribution of 20% of the total project cost. **CIP Costing is unchanged in the 2025 Update.**

Table 6. 10-Year Capital Improvement Plan for Transportation Impact Fees with Conceptual Level Project Cost Projections – Service Area A

Service Area	Proj. #	Impact Fee Class	Project	Limits	Length (mi)	% In Service Area	Project Cost in Service Area	
A	<i>Roadway Improvements</i>							
	A-1	4D (80)	Agnes (1)	Bear Hunter Drive to Hunter's Crossing	0.46	100%	\$ 4,370,000	
	A-2	4D (80)	Agnes (2)	Hospital Drive to Schaefer Blvd	0.35	100%	\$ 3,325,000	
	A-3	4D (80)	Bear Hunter Drive (1)	Bear Hunter Drive (existing) to 1,000' N of Shloh Rd	0.42	100%	\$ 4,069,000	
	A-4	2U (50)	Blakey Ln (1)	Edward Burleson Ln to 1,830' E of Edward Burleson Ln	0.35	100%	\$ 1,423,000	
	A-5	2U (50)	Blakey Ln (2)	City Limits to Old Austin Highway	0.43	100%	\$ 1,773,000	
	A-6	3U (56)	Greenleaf Fisk Dr	Bass Drive to Schaefer Blvd	0.57	100%	\$ 2,664,000	
	A-7	4D (80)	Hasler Blvd (1)	Old Austin Hwy to Colorado River	0.26	100%	\$ 2,518,000	
	A-8	2U (50)	Marie St	Schaefer Blvd to Hasler Blvd	0.25	100%	\$ 1,032,000	
	A-9	3U (56)	Orchard Pkwy	SH 71 to Hunters Point Drive	0.42	100%	\$ 1,976,000	
	A-10	4D (80)	Agnes (3)	Schaefer Blvd to Childers Drive	0.60	100%	\$ 5,959,000	
	A-11	4D (80)	Edward Burleson	Blakey to SH 21 EBFR	0.32	100%	\$ 2,862,000	
	A-12	4D (110)	FM 969 (1)	City Limits to Blakey Ln	0.46	100%	\$ 768,800	
	A-13	4D (110)	FM 969 (2)	Blakey Ln to State Highway 21	0.28	100%	\$ 479,600	
	A-14	4D (80)	Hasler Blvd (2)	Old Austin Hwy to SH 21	0.25	100%	\$ 2,516,000	
	A-15	4D (80)	Home Depot Way	Hunter's Crossing to SH 304	0.34	100%	\$ 3,388,000	
	A-16	4D (80)	Agnes (4)	SH 304 to Hospital Drive	0.41	100%	\$ 3,614,000	
	A-17	4D (80)	Bear Hunter Drive (2)	State Highway 21 to Bear Hunter Drive (existing)	0.63	100%	\$ 5,582,000	
	A-18	4D (110)	SH 304	SH 21 EBFR to Hunters Point Dr	0.55	100%	\$ 935,200	
	<i>Intersection Improvements</i>							
	I-1	-	Highway 71 & FM 20	Traffic Signal	-	100%	\$ 500,000	
	I-2	-	FM 969 / Bear Hunter & SH 21	Overpass	-	100%	\$ 10,000,000	
	I-3	-	Edward Burleson Ln / SH 304 & SH 21	Intersection Improvements	-	100%	\$ 300,000	
	I-4	-	Hasler Blvd & SH 21	Intersection Improvements	-	100%	\$ 300,000	
	I-5	-	Loop 150 / Childers Dr & SH 21	Intersection Improvements	-	100%	\$ 300,000	
	I-6	-	Agnes & Hasler	Roundabout	-	100%	\$ 2,000,000	
	I-7	-	Old Austin & Loop 150	Roundabout	-	100%	\$ 2,000,000	
	Service Area Roadway Project Cost Subtotal							\$ 49,254,600
	Service Area Intersection Project Cost Subtotal							\$ 15,400,000
	2023 Transportation Impact Fee Study Cost Per Service Area							\$ 39,980
	Total Cost in SERVICE AREA A							\$ 64,694,580

Notes:

- a. The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of Bastrop.
- b. 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.
- c. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix C** due to some projects that are split between City limits and ETJ.

Table 7. 10-Year Capital Improvement Plan for Transportation Impact Fees with Conceptual Level Project Cost Projections – Service Area B

Service Area	Proj. #	Impact Fee Class	Project	Limits	Length (mi)	% In Service Area	Project Cost in Service Area
B	<i>Roadway Improvements</i>						
	B-1	2U (50)	Carter St	Mesquite St to Magnolia St	0.17	100%	\$ 707,000
	B-2	2U (50)	Chambers St	Cedar St to Farm St	0.29	100%	\$ 1,172,000
	B-3	2U (50)	Future Collector A	Pitt St to Future Collector B	0.22	100%	\$ 893,000
	B-4	2U (50)	Future Collector B	Lost Pines Ave to SH 71	0.19	100%	\$ 764,000
	B-5	2U (50)	Future Collector C	Technology Drive extension to City Limits	0.17	100%	\$ 695,000
	B-6	2U (50)	Future Collector D	Jackson St extension to 420' E of Jackson St extension	0.08	100%	\$ 326,000
	B-7	4D (80)	Hasler Blvd (3)	Colorado River to Willow St	0.29	100%	\$ 2,817,000
	B-8	4D (80)	Jackson St (1)	Jackson St (existing) to 1,260' S of Jackson St	0.24	100%	\$ 2,299,000
	B-9	2U (50)	Jasper St (1)	Jackson St to 930' E of Jackson St	0.18	100%	\$ 722,000
	B-10	2U (50)	Jasper St (2)	930' E of Jackson St to Hidden Hollow Ct	0.51	100%	\$ 2,087,000
	B-11	2U (50)	Majestic Pine Dr	Majestic Pine Dr (existing) to Mauna Loa Ln	0.10	100%	\$ 404,000
	B-12	2U (50)	Mauna Loa Ln (1)	Pine Lodge Dr to Briar Forest Dr	0.95	100%	\$ 3,890,000
	B-13	3U (56)	Mesquite St (1)	800' W of Wilson St to Wilson St	0.15	100%	\$ 701,000
	B-14	3U (56)	Mesquite St (2)	SH 95 to Piney Ridge Dr	0.41	100%	\$ 1,954,000
	B-15	2U (50)	Pitt St	SH 71 to Jasper St	0.10	100%	\$ 401,000
	B-16	3U (56)	South Street (1)	Lovers Lane to South St (existing)	0.33	100%	\$ 1,553,000
	B-17	3U (56)	South Street (2)	1,200' E of Jackson St to Mauna Loa Ln	0.21	100%	\$ 996,000
	B-18	2U (50)	Technology Drive (1)	Mill St to Business Park Dr	0.14	100%	\$ 586,000
	B-19	2U (50)	Technology Drive (2)	Technology Drive (existing) to City Limits	0.46	100%	\$ 1,885,000
	B-20	2U (50)	Walnut Street	Martin Luther King Dr to SH 21	0.22	100%	\$ 907,000
	B-21	4D (80)	Jackson St (2)	SH 21 to South St	0.25	100%	\$ 500,000
	B-22	3U (56)	Lovers Ln	City Limits to College St	0.29	100%	\$ 10,000,000
	B-23	2U (50)	Mauna Loa Ln (2)	Briar Forest Dr to Tahitian Dr	0.23	100%	\$ 300,000
	B-24	3U (56)	Mesquite St (3)	Wilson St to SH 95	0.52	100%	\$ 300,000
	B-25	4D (110)	SH 95 (1)	Mesquite St to 700' S of Mesquite St	0.13	100%	\$ 300,000
	B-26	4D (110)	SH 95 (2)	700' S of Mesquite St to Hawthorne St	0.51	100%	\$ 2,000,000
	B-27	4D (110)	SH 95 (3)	Hawthorne St to Cedar St	0.30	100%	\$ 2,000,000
	B-28	4D (110)	SH 95 (4)	Cedar St to Spring St	0.36	100%	\$ 754,000
	B-29	4D (110)	SH 95 (5)	Farm St to Chestnut St/SH 21	0.16	100%	\$ 348,000
	B-30	3U (56)	South Street (3)	650' W of Jackson St to 1,200' E of Jackson St	0.32	100%	\$ 1,544,000
	B-31	4D (110)	SH 21 (1)	Chestnut St to Walnut St	0.30	100%	\$ 632,000
	B-32	4D (110)	SH 21 (2)	Walnut St to SH 21 WBFR	0.43	100%	\$ 902,000
B-33	4D (110)	SH 95 (6)	SH 21 WBFR to SH 21 EBFR	0.11	100%	\$ 232,000	
<i>Intersection Improvements</i>							
I-8	-		Mesquite St & SH 95	Traffic Signal	-	100%	\$ 500,000
I-9	-		SH 95 & Cedar St	Traffic Signal	-	100%	\$ 500,000
Service Area Roadway Project Cost Subtotal							\$ 45,571,000
Service Area Intersection Project Cost Subtotal							\$ 1,000,000
2023 Transportation Impact Fee Study Cost Per Service Area							\$ 39,980
Total Cost in SERVICE AREA B							\$ 46,610,980

Notes:

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

E. SERVICE UNIT CALCULATION

The basic service unit for the computation of Bastrop’s Transportation 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 2023 to 2033 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 2023 were made by the City, along with projections for each of these demographic statistics through 2033. The **Land Use Assumptions** section of this report 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 (2023) and projected (2033) transportation service units used to establish the Transportation Impact Fee maximum rates within each service area. The roadway demand service units (vehicle-miles) for each service area are the sum of the vehicle-miles “generated” by each category of land use in the service area.

For the purpose of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected population is converted to dwelling units. The number of dwelling units in each service area is multiplied by a transportation demand factor to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor computes the average amount of demand caused by the residential land uses in the service area. The transportation demand factor is discussed in more detail below.

For non-residential land uses, the process is similar. The Land Use Assumptions provide existing and projected number of building square footages for three 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 each service area.

The transportation demand factors are aggregate rates derived from two sources – the ITE Trip Generation Manual, 11th Edition and the Replica online platform. 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 determined through the Replica online platform. This database serves as an activity-based travel demand model from which several travel parameters can be extracted based on a combination of existing data and projected traffic conditions. Trips tied to lodging, recreational, and industrial land uses were assumed by considering traffic both entering Bastrop County. Trips for all remaining land uses were assumed to be exclusively within the City and County limits.

The computation of the transportation demand factor is detailed in the following

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

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

equation:

Variables:

- TDF = Transportation Demand Factor
- T = Trip Rate (peak hour trips / unit)
- P_b = Pass-By Discount (% of trips)
- L_{max} = Maximum Trip Length (miles)
- L = Average Trip Length (miles)
- OD = Origin-Destination Reduction (50%)
- SA_L = Max Service Area Trip Length (see **Table 8**)

For land uses which are characterized by longer average trip lengths (primarily residential uses), the maximum trip length has been limited to a length based on the nature of the roadway network within the service area, along with consideration of the existing City boundaries. Although Chapter 395 of the Texas Local Government Code allows for a service area diameter of six miles, the longest trip length along Bastrop's roadway network is approximately five miles. Therefore, the maximum trip length was assumed to be five miles.

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 Transportation 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 Bastrop 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 National Household Travel Survey.

Table 8 shows the derivation of the Transportation Demand Factor for the two residential land use and the three non-residential land use categories for each service area. The values utilized for all variables shown in the transportation demand factor equation are also shown in the table.

Table 8. Transportation Demand Factor Calculations

Variable	Single-Family	Multifamily	Basic	Service	Retail
T	0.94	0.39	0.65	1.44	3.40
P_b	0%	0%	0%	0%	29%
L	7.81	7.81	13.20	7.04	5.83
L_{max} *	3.91	3.91	6.00	3.52	2.92
TDF	3.68	1.52	3.90	5.07	7.04

The application of the demographic projections and the transportation demand factors are presented in the 10-Year Growth Projections in **Table 9**. This table shows the total growth in vehicle-miles by service area for the years 2023 and 2033. These estimates and projections lead to the Vehicle-Miles of Travel for both 2023 and 2033. **The 10-year growth projections are amended to account for additional service miles of demand in the 2025 Update due to newly annexed land in the City.**

Table 9. 10-Year Growth Projections

2023 - 2033 Growth Projections¹

SERVICE AREA	RESIDENTIAL VEHICLE-MILES				NON-RESIDENTIAL SQUARE FEET ⁵			TRANS. DEMAND FACTOR ⁶			NON-RESIDENTIAL VEHICLE-MILES ¹⁰				TOTAL VEHICLE MILES ¹¹
	Single Family Units	Trip Rate TDF ²	Multi Family Units	Trip Rate TDF ³	VEHICLE MILES ⁴	BASIC	SERVICE	RETAIL	BASIC ⁷	SERVICE ⁸	RETAIL ⁹	BASIC	SERVICE	RETAIL	
		0.94		0.39					0.65	1.44	2.41				
A	1,942	3.68	3,680	1.52	12,740	0	491,000	2,382,000	3.90	5.07	7.04	0	2,489	16,769	19,258
B	1,780		1,575		8,944	2,170,000	217,000	949,000				8,463	1,100	6,681	16,244
Totals	3,722		5,255		21,685	2,170,000	708,000	3,331,000				8,463	3,589	23,450	35,502

VEHICLE-MILES OF INCREASE (2023 - 2033)

SERVICE AREA	VEH-MILES
A	31,998
B	25,188

Notes:

- ¹ From Chapter 1: Land Use Assumptions
- ² Transportation Demand Factor for each Service Area (from LUVMET) using *Single-Family Detached Housing* land use and *trip generation rate*
- ³ Transportation Demand Factor for each Service Area (from LUVMET) using *Multifamily Housing (Mid-Rise)* land use and *trip generation rate*
- ⁴ Calculated by multiplying TDF by the number of dwelling units
- ⁵ From Chapter 1: Land Use Assumptions
- ⁶ *Trip generation rate* and Transportation Demand Factors from LUVMET for each land use
- ⁷ 'Basic' corresponds to *General Light Industrial* land use and *trip generation rate*
- ⁸ 'Service' corresponds to *General Office Building* land use and *trip generation rate*
- ⁹ 'Retail' corresponds to *Shopping Center (>150k)* land use and *trip generation rate*
- ¹⁰ Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use
- ¹¹ Residential plus non-residential vehicle-mile totals for each Service Area

5. TRANSPORTATION IMPACT FEE CALCULATION

A. MAXIMUM ASSESSABLE IMPACT FEE PER SERVICE UNIT

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Transportation Impact Fee CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the ten-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 10** illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation. **This table was updated along with the maximum assessable Transportation Impact Fee Computation as part of the 2025 Update. The updates were limited to changes in Line 8 and Line 20.**

Table 10. Maximum Assessable Transportation Impact Fee Computation

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

Each project identified in the 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 each service area.

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

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

A number of facilities identified in the CIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of excess traffic over capacity on existing facilities to be deducted as recoverable from capacity expansions in the TIF CIP.

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

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

5	<i>Total Cost of the Roadway CIP within the Service Area</i>	The total cost of the Roadway projects within each service area (from Tables 6-7: 10-Year RIF CIP with Conceptual Level Cost Opinions)
----------	--	--

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

6	<i>Cost of Net Capacity Supplied</i>	The total RIF 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 RIF CIP available to serve future growth to the total vehicle-miles added, the total cost of the RIF CIP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

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

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

8	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the Land Use Assumptions , an estimate of the number of new vehicle-miles within the service area over the next ten years (from Table 9).
----------	---	---

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

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

In order to ensure that the vehicle-miles added by the Roadway 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 CIP exceeds the growth projected to occur in the next ten years, the Roadway CIP cost is reduced accordingly.

11	<i>Cost of Roadway CIP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 6) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 10). (Line 6 * Line 10)
-----------	---	---

This value is the total CIP Roadway 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	<i>Total Cost of the Intersection CIP within the Service Area</i>	The total cost of the Intersection projects within each service area (from Tables 6-7 : 10-Year Intersection CIP with Conceptual Level Cost Opinions).
-----------	---	---

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

13	<i>Percent of Intersection Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (from Table 9) by the Total Vehicle-Miles of Existing and New Demand in each service area. (see Land Use Assumptions)
-----------	--	---

In order to ensure that the capacity added by the Intersection CIP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle-mile growth in each service area is calculated as a percentage of the vehicle-miles.

14	<i>Cost of <u>Intersection RIF CIP</u> Attributable to New Growth</i>	The result of multiplying the Cost of the Intersection RIF CIP (Line 12) by the Percent of Intersection Capacity Added Attributable to New Growth (Line 13). (Line 12 * Line 13)
-----------	---	---

This value is the total Intersection CIP project cost (excluding financial costs) that may be recovered through impact fees.

15	<i>Cost of <u>Total RIF CIP</u> Attributable to New Growth</i>	The result of adding the Cost of the <u>Roadway</u> CIP Attributable to new growth (Line 11) to the Cost of the <u>Intersection</u> CIP Attributable to new growth (Line 14) less credits for previous contributions. (Line 11 + Line 14)
-----------	--	--

This value is the Total RIF CIP project cost (including the study cost) 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 TRANSPORTATION IMPACT FEE CREDIT

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

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

The plan is summarized in **Appendix D** (Summary of Transportation Impact Fee Credit Determination) and **Appendix E** (Transportation Impact Fee Credit Determination Supporting Exhibits). **These appendices are amended in the 2025 Update to account for additional Transportation Impact Fee Credits associated with added development.** The following table summarizes the portions of **Table 11** that utilize this credit calculation.

Line	Title	Description
16	<i>Financing Costs</i>	(from Appendix D – Summary of Transportation Impact Fee Credit Determination)
17	<i>Interest Earnings</i>	(from Appendix D – Summary of Transportation Impact Fee Credit Determination)
18	<i>Cost of the Total Transportation Impact Fee CIP and Financing Attributable to New Growth</i>	The sum of the Cost of Capacity Added Attributable to New Growth, Financing Costs, less Interest Earnings. (Line 15 + Line 16 – Line 17)
19	<i>Pre-Credit Maximum Fee Per Service Unit</i>	Found by dividing the Cost of the CIP and Financing Attributable to New Growth (Line 18) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8) . (Line 18 / Line 8)
20	<i>Credit for Ad Valorem Taxes</i>	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix E – Transportation Impact Fee Credit Determination Supporting Exhibits)

EXHIBIT C



<p>21</p>	<p><i>Recoverable Cost of the Transportation Impact Fee CIP and Financing</i></p>	<p>The difference between the Cost of the CIP and Financing Attributable to New Growth (Line 18) and the Credit for Ad Valorem Taxes (Line 20). (Line 18 - Line 20)</p>
<p>22</p>	<p><i>Maximum Assessable Fee Per Service Unit</i></p>	<p>Found by dividing the Recoverable Cost of the RIF CIP and Financing (Line 21) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 5). (Line 21 / Line 5)</p>

Table 11. Maximum Assessable Impact Fee

	SERVICE AREA:	SA A	SA B
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE IMPACT FEE CIP (FROM CIP UNITS OF SUPPLY, APPENDIX B)	19,958	19,511
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM CIP UNITS OF SUPPLY, APPENDIX B)	2,124	5,189
3	TOTAL VEH-MI OF EXISTING DEFICIENCIES (FROM EXISTING ROADWAY FACILITIES INVENTORY, APPENDIX C)	34	490
4	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2 - LINE 3)	17,800	13,832
5	TOTAL COST OF THE TRANSPORTATION IMPACT FEE CIP AND STUDY WITHIN THE SERVICE AREA (FROM TABLES 6-7)	\$49,294,580	\$45,610,980
6	COST OF NET CAPACITY SUPPLIED (LINE 4 / LINE 1) * (LINE 5)	\$43,964,502	\$32,335,148
7	COST TO MEET EXISTING NEEDS AND USAGE (LINE 5 - LINE 6)	\$5,330,078	\$13,275,832
8	TOTAL VEH-MI OF NEW DEMAND OVER 10 YEARS (FROM TABLE 9 AND LAND USE ASSUMPTIONS)	31,998	25,188
9	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 8 / LINE 4)	179.8%	182.1%
10	CHAPTER 395 CHECK (IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE)	100.0%	100.0%
11	COST OF CAPACITY ADDED ATTRIBUTABLE TO NEW GROWTH (LINE 6 * LINE 10)	\$43,964,502	\$32,335,148
12	TOTAL COST OF THE INTERSECTION IMPACT FEE CIP WITHIN SERVICE AREA (FROM TABLES 6-7)	\$15,400,000	\$1,000,000
13	PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (FROM TABLE 9 AND LAND USE ASSUMPTIONS)	100.0%	94.7%
14	COST OF INTERSECTION IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 12 * LINE 13)	\$15,400,000	\$947,472
15	COST OF TOTAL RECOVERABLE TRANSPORTATION IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 11 + LINE 14)	\$59,364,502	\$33,282,620
16	FINANCING COSTS (FROM SUMMARY OF TRANSPORTATION IMPACT FEE CREDIT DETERMINATION, APPENDIX D)	\$23,960,997	\$13,433,698
17	INTEREST EARNINGS (FROM SUMMARY OF TRANSPORTATION IMPACT FEE CREDIT DETERMINATION, APPENDIX D)	\$10,391,403	\$5,825,510
18	COST OF THE TOTAL TRANSPORTATION IMPACT FEE CIP AND FINANCING ATTRIBUTABLE TO GROWTH (LINE 15 + LINE 16 - LINE 17)	\$72,934,096	\$40,890,808
19	PRE-CREDIT MAXIMUM FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 18 / LINE 8)	\$2,279	\$1,623
20	CREDIT FOR AD VALOREM TAXES (FROM TRANSPORTATION IMPACT FEE CREDIT DETERMINATION SUPPORTING EXHIBITS, APPENDIX E)	\$7,870,445	\$5,253,524
21	RECOVERABLE COST OF THE TRANSPORTATION IMPACT FEE CIP AND FINANCING (LINE 18 - LINE 20)	\$65,063,651	\$35,637,284
22	MAXIMUM ASSESSABLE FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 21 / LINE 8)	\$2,033	\$1,414

C. SERVICE UNIT DEMAND PER UNIT OF DEVELOPMENT

The Transportation 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 12**. This table lists the predominant land uses that may occur within the City of Bastrop. For each land use, the development unit that defines the development’s magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional. **The LUVMET is unchanged in the 2025 Update.**

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 region-wide travel characteristics determined by the Replica online travel demand model. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation



service unit demand. If the adjusted trip length is above the maximum service area trip length, the maximum trip length used for calculation is reduced. 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 12. 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										6.00	
Truck Terminal	30	1,000 SF GFA	1.87	0%		1.87	13.20	50%	6.60	6.00	11.22
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.65	0%		0.65	13.20	50%	6.60	6.00	3.90
Industrial Park	130	1,000 SF GFA	0.34	0%		0.34	13.20	50%	6.60	6.00	2.04
Warehousing	150	1,000 SF GFA	0.18	0%		0.18	13.20	50%	6.60	6.00	1.08
Mini-Warehouse	151	1,000 SF GFA	0.15	0%		0.15	13.20	50%	6.60	6.00	0.90
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit(s)	0.94	0%		0.94	7.81	50%	3.91	3.91	3.68
Single-Family Attached Housing	215	Dwelling Unit(s)	0.57	0%		0.57	7.81	50%	3.91	3.91	2.23
Multifamily Housing (Low-Rise)	220	Dwelling Unit(s)	0.51	0%		0.51	7.81	50%	3.91	3.91	1.99
Multifamily Housing (Mid-Rise)	221	Dwelling Unit(s)	0.39	0%		0.39	7.81	50%	3.91	3.91	1.52
Multifamily Housing (High-Rise)	222	Dwelling Unit(s)	0.32	0%		0.32	7.81	50%	3.91	3.91	1.25
Senior Adult Housing-Detached	251	Dwelling Unit(s)	0.30	0%		0.30	7.81	50%	3.91	3.91	1.17
Senior Adult Housing-Attached	252	Dwelling Unit(s)	0.25	0%		0.25	7.81	50%	3.91	3.91	0.98
Assisted Living	254	Bed(s)	0.24	0%		0.24	7.81	50%	3.91	3.91	0.94
LODGING											
Hotel	310	Room(s)	0.59	0%		0.59	6.41	50%	3.20	3.20	1.89
Motel	320	Room(s)	0.36	0%		0.36	6.41	50%	3.20	3.20	1.15
RECREATIONAL											
Campground/RV Park	416	Occupied Campsites	0.27	0%		0.27	10.95	50%	5.47	5.47	1.48
Golf Driving Range	432	Driving Position(s)	1.25	0%		1.25	10.95	50%	5.47	5.47	6.84
Golf Course	430	Hole(s)	2.91	0%		2.91	10.95	50%	5.47	5.47	15.92
Recreational Community Center	495	1,000 SF GFA	2.50	0%		2.50	10.95	50%	5.47	5.47	13.68
Ice Skating Rink	465	1,000 SF GFA	1.33	0%		1.33	10.95	50%	5.47	5.47	7.28
Miniature Golf Course	431	Hole(s)	0.33	0%		0.33	10.95	50%	5.47	5.47	1.81
Multiplex Movie Theater	445	Screen(s)	13.96	0%		13.96	10.95	50%	5.47	5.47	76.36
Racquet/Tennis Club	491	Court(s)	3.82	0%		3.82	10.95	50%	5.47	5.47	20.90
INSTITUTIONAL											
Elementary School	520	Student(s)	0.16	0%		0.16	1.67	50%	0.83	0.83	0.13
Middle School/Junior High School	522	Student(s)	0.15	0%		0.15	1.67	50%	0.83	0.83	0.12
High School	525	Student(s)	0.14	0%		0.14	1.67	50%	0.83	0.83	0.12
Church	560	1,000 SF GFA	0.49	0%		0.49	1.51	50%	0.75	0.75	0.37
Day Care Center	565	1,000 SF GFA	11.12	44%	C	6.23	1.67	50%	0.83	0.83	5.17
University/College	550	Student(s)	0.15	0%		0.15	1.67	50%	0.83	0.83	0.12
MEDICAL											
Clinic	630	1,000 SF GFA	3.69	0%		3.69	5.99	50%	3.00	3.00	11.07
Hospital	610	1,000 SF GFA	0.86	0%		0.86	5.99	50%	3.00	3.00	2.58
Nursing Home	620	Bed(s)	0.14	0%		0.14	5.99	50%	3.00	3.00	0.42
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	5.99	50%	3.00	3.00	7.41

Table 12. Land-Use Vehicle-Mile Equivalency Table (LUVMET) (Continued)

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											
Corporate Headquarters Building	714	1,000 SF GFA	1.30	0%		1.30	7.04	50%	3.52	3.52	4.58
General Office Building	710	1,000 SF GFA	1.44	0%		1.44	7.04	50%	3.52	3.52	5.07
Medical-Dental Office Building	720	1,000 SF GFA	3.93	0%		3.93	7.04	50%	3.52	3.52	13.83
Single Tenant Office Building	715	1,000 SF GFA	1.76	0%		1.76	7.04	50%	3.52	3.52	6.20
Office Park	750	1,000 SF GFA	1.30	0%		1.30	7.04	50%	3.52	3.52	4.58
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	5.83	50%	2.92	2.92	5.46
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	5.83	50%	2.92	2.92	8.15
Gasoline/Service Station	944	Fueling Position(s)	13.91	57%	C	5.98	1.51	50%	0.75	0.75	4.49
Gasoline Station w/ Convenience Market	945	Fueling Position(s)	18.42	56%	B	8.10	1.51	50%	0.75	0.75	6.08
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	5.83	50%	2.92	2.92	5.66
Quick Lubrication Vehicle Shop	941	Servicing Position(s)	4.85	40%	B	2.91	5.83	50%	2.92	2.92	8.50
Automated Car Wash	948	Car Wash Tunnel(s)	77.50	40%	B	46.50	1.51	50%	0.76	0.76	35.34
Tire Store	848	1,000 SF GFA	2.09	25%	C	1.57	5.83	50%	2.92	2.92	4.58
Dining											
Fast-Food Restaurant w/ D.T.	934	1,000 SF GFA	33.03	50%	A	16.52	1.55	50%	0.78	0.78	12.89
Fast-Food Restaurant w/o D.T.	933	1,000 SF GFA	33.21	50%	B	16.61	1.55	50%	0.78	0.78	12.96
High-Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	1.55	50%	0.78	0.78	4.02
Quality Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	1.55	50%	0.78	0.78	3.41
Coffee/Donut Shop w/ D.T.	937	1,000 SF GFA	38.99	70%	A	11.70	1.55	50%	0.78	0.78	9.13
Other Retail											
Free Standing Discount Store	813	1,000 SF GFA	4.83	20%	C	3.86	5.83	50%	2.92	2.92	11.27
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.83	50%	2.92	2.92	14.19
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	5.83	50%	2.92	2.92	3.88
Pharmacy/Drugstore w/o Drive-Through Window	880	1,000 SF GFA	8.51	53%	A	4.00	5.83	50%	2.92	2.92	11.68
Pharmacy/Drugstore w/ Drive-Through Window	881	1,000 SF GFA	10.25	49%	A	5.23	5.83	50%	2.92	2.92	15.27
Shopping Center (>150k SF)	820	1,000 SF GFA	3.40	29%	C	2.41	5.83	50%	2.92	2.92	7.04
Shopping Plaza (40-150k)	821	1,000 SF GFA	5.19	40%	C	3.11	5.83	50%	2.92	2.92	9.08
Strip Retail Plaza (<40k SF)	822	1,000 SF GFA	6.59	40%	B	3.95	5.83	50%	2.92	2.92	11.53
Supermarket	850	1,000 SF GFA	8.95	24%	C	6.80	5.83	50%	2.92	2.92	19.86
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.83	50%	2.92	2.92	10.22
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	5.83	50%	2.92	2.92	4.00
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	6.11	50%	3.05	3.05	22.20
Drive-In Bank	912	Drive-In Lane(s)	21.01	35%	A	13.66	6.11	50%	3.05	3.05	41.66
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	6.11	50%	3.05	3.05	3.11

Key to Sources of Pass-by Rates:

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

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

C: 2021 Pass-By Tables for ITETripGen Appendices

6. SAMPLE CALCULATIONS

The following section details two examples of maximum assessable Transportation Impact Fee calculations.

Example 1:

Development Type - One Unit of Single-Family Housing in Service Area B

Transportation Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 12 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.68
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 11, Line 22 [Maximum Assessable Fee Per Service Unit]</i> Service Area B: \$1,414
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 * 3.68 * \$1,414 Maximum Assessable Impact Fee = \$5,203.52

Example 2:

Development Type – 125,000 SF Home Improvement Superstore in Service Area B

Transportation Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 12 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 125,000 square feet of Home Improvement Superstore Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 3.88
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 11, Line 22 [Maximum Assessable Fee Per Service Unit]</i> Service Area B: \$1,414
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 * 3.88 * \$1,414 Maximum Assessable Impact Fee = \$685,790.00



7. CONCLUSION

The City of Bastrop has established a process to implement the assessment and collection of Transportation 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 Transportation Impact Fee that could be assessed by the City of Bastrop within each service area. The maximum assessable Transportation Impact Fees calculated in this report are as shown below:

Service Area	A	B
2025 Maximum Assessable Fee Per Service Unit (\$/Veh-mi)	\$2,033	\$1,414

This document serves as a guide to the assessment of Transportation 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 Transportation 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.



8. APPENDICES

A. CIP SERVICE UNITS OF SUPPLY

B. EXISTING ROADWAY FACILITIES INVENTORY

C. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS

D. SUMMARY OF TRANSPORTATION IMPACT FEE CREDIT DETERMINATION

E. TRANSPORTATION IMPACT FEE CREDIT DETERMINATION SUPPORTING EXHIBITS



A. CIP SERVICE UNITS OF SUPPLY

EXHIBIT C

Item 8G.

City of Bastrop - 2023 Transportation Impact Fee Study
CIP Service Units of Supply

Service Area A

8/19/2025

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
A-1	Agnes (1)	Bear Hunter Drive to Hunter's Crossing	0.46	4	4D_(80)	0	100%	725	1321	0	1,321	\$ 4,370,000
A-2	Agnes (2)	Hospital Drive to Schaefer Blvd	0.35	4	4D_(80)	0	100%	725	1005	0	1005	\$ 3,325,000
A-3	Bear Hunter Drive (1)	Bear Hunter Drive (existing) to 1,000' N of Shiloh Rd	0.42	4	4D_(80)	0	100%	725	1230	0	1230	\$ 4,069,000
A-4	Blakey Ln (1)	Edward Burlleson Ln to 1,830' E of Edward Burlleson Ln	0.35	2	2U_(50)	0	100%	425	295	0	295	\$ 1,423,000
A-5	Blakey Ln (2)	City Limits to Old Austin Highway	0.43	2	2U_(50)	0	100%	425	368	0	368	\$ 1,773,000
A-6	Greenleaf Fisk Dr	Bass Drive to Schaefer Blvd	0.57	3	3U_(56)	0	100%	525	890	0	890	\$ 2,664,000
A-7	Hasler Blvd (1)	Old Austin Hwy to Colorado River	0.26	4	4D_(80)	0	100%	725	761	0	761	\$ 2,518,000
A-8	Marie St	Schaefer Blvd to Hasler Blvd	0.25	2	2U_(50)	0	100%	425	214	0	214	\$ 1,032,000
A-9	Orchard Pkwy	SH 71 to Hunters Point Drive	0.42	3	3U_(56)	0	100%	525	661	0	661	\$ 1,976,000
A-10	Agnes (3)	Schaefer Blvd to Childers Drive	0.60	4	4D_(80)	378	100%	725	1744	227	1,517	\$ 5,959,000
A-11	Edward Burlleson	Blakey to SH 21 EBFR	0.32	4	4D_(80)	774	100%	725	931	248	683	\$ 2,862,000
A-12	FM 969 (1)	City Limits to Blakey Ln	0.46	5	4D_(110)	1,035	100%	900	2050	471	1,579	\$ 768,800
A-13	FM 969 (2)	Blakey Ln to State Highway 21	0.28	5	4D_(110)	683	100%	900	1278	194	1,084	\$ 479,600
A-14	Hasler Blvd (2)	Old Austin Hwy to SH 21	0.25	4	4D_(80)	914	100%	725	736	232	504	\$ 2,516,000
A-15	Home Depot Way	Hunter's Crossing to SH 304	0.34	4	4D_(80)	17	100%	725	991	6	985	\$ 3,388,000
A-16	Agnes (4)	SH 304 to Hospital Drive	0.41	4	4D_(80)	17	100%	725	1175	7	1,168	\$ 3,614,000
A-17	Bear Hunter Drive (2)	State Highway 21 to Bear Hunter Drive (existing)	0.63	4	4D_(80)	63	100%	725	1815	39	1,776	\$ 5,582,000
A-18	SH 304	SH 21 EBFR to Hunters Point Dr	0.55	5	4D_(110)	1,264	100%	900	2493	700	1,793	\$ 935,200.00
SUBTOTAL									19,958	2,124	17,834	\$ 49,254,600
I-1	Highway 71 & FM 20	Traffic Signal	INTERSECTION IMPROVEMENTS				100%	-	-	-	-	\$ 500,000
I-2	FM 969 / Bear Hunter & SH 21	Overpass					100%	-	-	-	\$ 10,000,000	
I-3	Edward Burlleson Ln / SH 304 & SH 21	Intersection Improvements					100%	-	-	-	\$ 300,000	
I-4	Hasler Blvd & SH 21	Intersection Improvements					100%	-	-	-	\$ 300,000	
I-5	Loop 150 / Childers Dr & SH 21	Intersection Improvements					100%	-	-	-	\$ 300,000	
I-6	Agnes & Hasler	Roundabout					100%	-	-	-	\$ 2,000,000	
I-7	Old Austin & Loop 150	Roundabout					100%	-	-	-	\$ 2,000,000	
SUBTOTAL												\$ 15,400,000

2023 Roadway Impact Fee Study Cost Per Service Area \$ 39,980

TOTAL COST IN SERVICE AREA A \$ 64,694,580

EXHIBIT C

Item 8G.

City of Bastrop - 2023 Transportation Impact Fee Study
CIP Service Units of Supply

Service Area B

6/20/2023

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
B-1	Carter St	Mesquite St to Magnolia St	0.17	2	2U_(50)	0	100%	425	146	0	146	\$ 707,000
B-2	Chambers St	Cedar St to Farm St	0.29	2	2U_(50)	0	100%	425	243	0	243	\$ 1,172,000
B-3	Future Collector A	Pitt St to Future Collector B	0.22	2	2U_(50)	0	100%	425	185	0	185	\$ 893,000
B-4	Future Collector B	Lost Pines Ave to SH 71	0.19	2	2U_(50)	0	100%	425	159	0	159	\$ 764,000
B-5	Future Collector C	Technology Drive extension to City Limits	0.17	2	2U_(50)	0	100%	425	144	0	144	\$ 695,000
B-6	Future Collector D	Jackson St extension to 420' E of Jackson St extension	0.08	2	2U_(50)	0	100%	425	68	0	68	\$ 326,000
B-7	Hasler Blvd (3)	Colorado River to Willow St	0.29	4	4D_(80)	0	100%	725	851	0	851	\$ 2,817,000
B-8	Jackson St (1)	Jackson St (existing) to 1,260' S of Jackson St	0.24	4	4D_(80)	0	100%	725	695	0	695	\$ 2,299,000
B-9	Jasper St (1)	Jackson St to 930' E of Jackson St	0.18	2	2U_(50)	0	100%	425	150	0	150	\$ 722,000
B-10	Jasper St (2)	930' E of Jackson St to Hidden Hollow Ct	0.51	2	2U_(50)	0	100%	425	433	0	433	\$ 2,087,000
B-11	Majestic Pine Dr	Majestic Pine Dr (existing) to Mauna Loa Ln	0.10	2	2U_(50)	0	100%	425	84	0	84	\$ 404,000
B-12	Mauna Loa Ln (1)	Pine Lodge Dr to Briar Forest Dr	0.95	2	2U_(50)	0	100%	425	807	0	807	\$ 3,890,000
B-13	Mesquite St (1)	800' W of Wilson St to Wilson St	0.15	3	3U_(56)	0	100%	525	234	0	234	\$ 701,000
B-14	Mesquite St (2)	SH 95 to Piney Ridge Dr	0.41	3	3U_(56)	0	100%	525	653	0	653	\$ 1,954,000
B-15	Pitt St	SH 71 to Jasper St	0.10	2	2U_(50)	0	100%	425	83	0	83	\$ 401,000
B-16	South Street (1)	Lovers Lane to South St (existing)	0.33	3	3U_(56)	0	100%	525	519	0	519	\$ 1,553,000
B-17	South Street (2)	1,200' E of Jackson St to Mauna Loa Ln	0.21	3	3U_(56)	0	100%	525	333	0	333	\$ 996,000
B-18	Technology Drive (1)	Mill St to Business Park Dr	0.14	2	2U_(50)	0	100%	425	122	0	122	\$ 586,000
B-19	Technology Drive (2)	Technology Drive (existing) to City Limits	0.46	2	2U_(50)	0	100%	425	391	0	391	\$ 1,885,000
B-20	Walnut Street	Martin Luther King Dr to SH 21	0.22	2	2U_(50)	0	100%	425	188	0	188	\$ 907,000
B-21	Jackson St (2)	SH 21 to South St	0.25	4	4D_(80)	530	100%	725	717	131	586	\$ 500,000
B-22	Lovers Ln	City Limits to College St	0.29	3	3U_(56)	543	100%	525	455	157	298	\$ 10,000,000
B-23	Mauna Loa Ln (2)	Briar Forest Dr to Tahitian Dr	0.23	2	2U_(50)	20	100%	425	192	5	187	\$ 300,000
B-24	Mesquite St (3)	Wilson St to SH 95	0.52	3	3U_(56)	116	100%	525	825	61	764	\$ 300,000
B-25	SH 95 (1)	Mesquite St to 700' S of Mesquite St	0.13	5	4D_(110)	2,096	100%	900	592	276	316	\$ 300,000
B-26	SH 95 (2)	700' S of Mesquite St to Hawthorne St	0.51	5	4D_(110)	2,096	100%	900	2301	1,072	1,229	\$ 2,000,000
B-27	SH 95 (3)	Hawthorne St to Cedar St	0.30	5	4D_(110)	2,096	100%	900	1330	619	711	\$ 2,000,000
B-28	SH 95 (4)	Cedar St to Spring St	0.36	5	4D_(110)	2,096	100%	900	1607	748	859	\$ 754,000
B-29	SH 95 (5)	Farm St to Chestnut St/SH 21	0.16	5	4D_(110)	2,096	100%	900	741	345	396	\$ 348,000
B-30	South Street (3)	650' W of Jackson St to 1,200' E of Jackson St	0.32	3	3U_(56)	44	100%	525	500	14	486	\$ 1,544,000
B-31	SH 21 (1)	Chestnut St to Walnut St	0.30	5	4D_(110)	2,196	100%	900	1347	657	690	\$ 632,000
B-32	SH 21 (2)	Walnut St to SH 21 WBFR	0.43	5	4D_(110)	2,200	100%	900	1922	940	982	\$ 902,000
B-33	SH 95 (6)	SH 21 WBFR to SH 21 EBFR	0.11	5	4D_(110)	1,490	100%	900	494	164	330	\$ 232,000
SUBTOTAL									19,511	5,189	14,322	\$ 45,571,000
I-8	Mesquite St & SH 95	Traffic Signal	INTERSECTION IMPROVEMENTS			100%	-	-	-	-	\$ 500,000	
I-9	SH 95 & Cedar St	Traffic Signal	INTERSECTION IMPROVEMENTS			100%	-	-	-	-	\$ 500,000	
SUBTOTAL												\$ 1,000,000

2023 Roadway Impact Fee Study Cost Per Service Area \$ 39,980
TOTAL COST IN SERVICE AREA B \$ 46,610,980



B. EXISTING ROADWAY FACILITIES INVENTORY

EXHIBIT C

Item 8G.

City of Bastrop - 2023 Transportation Impact Fee Study Existing Roadway Facilities Inventory

Service Area A

6/20/2023

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	TxDOT (Y/N)	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			
Agnes	SH 304	Hospital Drive	2140	0.41	1	1	2U		6	11	100%	425	425	172	172	2	4	170	168			
Agnes	Schaefer Blvd	Childers Drive	3177	0.60	1	1	2U		179	199	100%	425	425	256	256	108	120	148	136			
Bear Hunter Drive	State Highway 21	Bear Hunter Drive (existing)	3305	0.63	1	1	2U		25	38	100%	425	425	266	266	16	24	250	242			
Blakey Ln	FM 969	Duff Dr	2764	0.52	1	1	3U	N	268	146	100%	525	525	275	275	140	76	195	198			
Blakey Ln	Duff Dr	Edward Burleson Ln	1915	0.36	1	1	3U	Y	268	146	100%	630	630	229	229	97	53	131	176			
Childers Dr	Hasler Blvd	Trailside Ln	2661	0.50	1	1	2U		179	199	100%	425	425	214	214	90	100	124	114			
Childers Dr	Schaefer Blvd	Hasler Blvd	2661	0.50	1	1	2U		179	199	100%	425	425	214	214	90	100	124	114			
Duff Drive	Blakey	SH 71	1485	0.28	1	1	3U		36	36	100%	525	525	148	148	10	10	138	138			
Edward Burleson	Blakey	SH 21 EBFR	1696	0.32	1	1	3U	Y	229	545	100%	630	630	202	202	74	175	129	27			
FM 20	SH 21 EBFR	City Limits	1772	0.34	1	1	3U	Y	386	557	100%	900	900	302	302	130	187	173	115			
FM 20	City Limits	Solomon Ln	4178	0.79	1	1	3U	Y	212	211	50%	900	900	356	356	84	63	272	273			
FM 969	Blakey Ln	State Highway 21	1501	0.28	1	1	2U	Y	305	378	100%	900	900	256	256	87	107	169	148			
FM 969	City Limits	Blakey Ln	2406	0.46	1	1	2U	Y	387	648	100%	900	900	410	410	176	295	234	115			
Hasler Blvd	State Highway 21 W Frontage Rd	Walnut Drive	1187	0.22	1	1	2U	Y	14	13	100%	510	510	115	115	3	3	111	112			
Hasler Blvd	Old Austin Hwy	SH 21	1342	0.25	1	1	3U	Y	467	447	100%	630	630	160	160	119	114	41	47			
Home Depot Way	Hunter's Crossing	SH 304	1804	0.34	1	1	2U		6	11	100%	425	425	145	145	2	4	143	141			
Hunter's Crossing	SH 71	Hunter's Point	2573	0.49	1	1	3U		156	156	100%	525	525	256	256	76	76	180	180			
Hunters Point Dr	Bear Hunter Dr	State Highway 304	3943	0.75	1	1	2U	Y	122	64	100%	510	510	381	381	91	48	290	333			
Loop 150	SH 21	Old Austin Hwy	1161	0.22	1	1	3U	Y	446	376	100%	900	900	198	198	98	63	100	115			
Loop 150	Old Austin Hwy	Colorado River	1580	0.30	1	1	3U	Y	926	835	100%	900	900	269	269	277	250	4	19	8		
Lovers Ln	Point approx. 700 ft north of intersection with Margies Way	Point along Lovers Ln where the road turn sharply right	2359	0.45	1	1	2U	Y	217	326	100%	510	510	228	228	97	146	131	82			
Old Austin Highway	Point approx. 200 ft west of eastern entrance to Silver Pines Nursing and Rehabilitation Center	Texas Loop 150	2318	0.44	1	1	3U	Y	694	643	100%	630	630	277	277	305	282	-28	-6	28	6	
Old Austin Highway	Point approx. 75 ft west of entrance to Britz & Shery Car Wash Bastrop	Point approx. 200 ft west of eastern entrance to Silver Pines Nursing and Rehabilitation Center	3037	0.58	2	2	4U	Y	171	324	100%	660	660	759	759	98	186	661	573			
Orchard Pkwy	SH 71	Hunters Point Drive	476	0.09	1	1	2U		27	43	100%	425	425	38	38	2	4	36	34			
Schaefer Blvd	Agnes	Childers Dr	1940	0.37	1	1	2U		179	199	100%	425	425	156	156	66	73	90	83			
SH 21/71	I-200 E of Colorado River	Colorado River	1202	0.23	2	2	4U	Y	941	1026	100%	900	900	410	410	214	234	196	176			
SH 21/71	Hasler Blvd	Point approx. 400ft west of bridge where divided lanes merge into undivided	444	0.08	2	2	4D	Y	941	1026	100%	900	900	151	151	79	86	72	65			
SH 304	SH 21 EBFR	Hunters Point Dr	2823	0.55	2	2	4U	Y	473	781	100%	900	900	996	996	262	438	735	559			
SH 304	Hunters Point Dr	City Limits	422	0.08	1	1	3U	Y	32	72	72	900	900	72	72	26	39	46	33			
SH 71 EBFR	Hasler Blvd	Point approx. 400ft west of bridge where divided lanes merge into undivided	3516	0.67	2	2	4D	Y	792	0	100%	900	900	1,199	1,199	527	0	671	1,199			
SH 71 EBFR	Edward Burleson Ln	Hasler Blvd	5188	0.98	2	2	4D	Y	1054	0	100%	900	900	1,769	1,769	1,036	0	733	1,769			
SH 71 EBFR	Approx. Bastrop City Limit	Navarro Blvd	2189	0.41	2	2	4D	Y	222	0	100%	900	900	746	746	92	0	654	746			
SH 71 EBFR	Navarro Blvd	Point approx. at the beginning of the northern Frontage Rd & and the western driveway to Texas Tractor Country	6585	1.25	2	2	4D	Y	222	0	100%	900	900	2,245	2,245	277	0	1,968	2,245			
SH 71 EBFR	Point approx. at the beginning of the northern Frontage Rd & and the western driveway to Texas Tractor Country	FM 20	3135	0.59	2	2	4D	Y	222	0	100%	900	900	1,069	1,069	132	0	937	1,069			
SH 71 EBFR	FM 20	Edward Burleson Ln	7220	1.37	2	2	4D	Y	448	0	100%	900	900	2,461	2,461	613	0	1,849	2,461			
SH 71 WBFR	Edward Burleson Ln	Hasler Blvd	5219	0.99	2	2	4D	Y	0	2165	100%	900	900	1,779	1,779	0	2,140	1,779	-361		361	
SH 71 WBFR	Hasler Blvd	Point approx. 400ft west of bridge where divided lanes merge into undivided	3427	0.65	2	2	4D	Y	0	957	100%	900	900	1,168	1,168	0	621	1,168	-547			
SH 71 WBFR	Approx. Bastrop City Limit	Navarro Blvd	2176	0.41	2	2	4D	Y	0	139	100%	900	900	742	742	0	57	742	685			
SH 71 WBFR	Navarro Blvd	Point approx. at the beginning of the northern Frontage Rd & and the western driveway to Texas Tractor Country	6587	1.25	2	2	4D	Y	0	139	100%	900	900	2,246	2,246	0	173	2,246	2,072			
SH 71 WBFR	Point approx. at the beginning of the northern Frontage Rd & and the western driveway to Texas Tractor Country	FM 20	3134	0.59	2	2	4D	Y	0	139	100%	900	900	1,069	1,069	0	63	1,069	986			
SH 71 WBFR	FM 20	Edward Burleson Ln	7219	1.37	2	2	4D	Y	0	539	100%	900	900	2,461	2,461	0	737	2,461	1,724			
Woodlands Dr	North entrance of Lost Pines RV Park	State Highway 71 Frontage Road	444	0.08	1	1	2U		25	25	100%	425	425	36	36	2	2	34	34			
SUBTOTAL			80,985	15.34									14,933	14,939	4,984	3,401	9,955	11,538	28	6		
													29,877	29,883	8,385	21,493						

EXHIBIT C

Item 8G.

City of Bastrop - 2023 Transportation Impact Fee Study Existing Roadway Facilities Inventory

6/20/2023

Service Area B

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		EXIST LANES	TXDOT (Y/N)	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
Jackson St	SH 21	South St	1307	0.25	1	1	3U		370	160	100%	525	525	130	130	92	40	38	90		
Loop 150	Main St	Water St	396	0.07	1	1	3U		610	460	100%	525	525	39	39	46	34	-6	5	6	
Loop 150	Water St	Pecan St	388	0.07	1	1	3U		610	460	100%	525	525	39	39	45	34	-6	5	6	
Loop 150	Pecan St	Jefferson St	392	0.07	1	1	3U	N	610	460	100%	525	525	39	39	45	34	-6	5	6	
Loop 150	Jefferson St	Hill St	396	0.08	1	1	3U	Y	610	460	100%	900	900	68	68	46	35	22	33		
Loop 150	Hill St	Hayset St	383	0.07	1	1	3U		610	460	100%	525	525	38	38	44	33	-6	5	6	
Loop 150	Hayset St	Fayette St	411	0.08	1	1	3U		610	460	100%	525	525	41	41	48	36	-7	5	7	
Loop 150	Fayette St	Point Approx. 170ft from driveway to Stem & Stone Craft Beer, Wine & Eats	1139	0.22	1	1	3U		610	460	100%	525	525	113	113	132	99	-18	14	18	
Loop 150	Point Approx. 170ft from driveway to Stem & Stone Craft Beer, Wine & Eats	SH 95	464	0.08	2	2	4U	Y	610	460	100%	900	900	158	158	54	40	105	118		
Loop 150	Point approx. at the northeastern driveway to Circle K	Northern frontage road of SH 71/95	515	0.10	2	2	4U	Y	523	423	100%	900	900	175	175	51	41	124	134		
Loop 150	SH 21	SH 71	4042	0.77	1	1	2U	Y	523	423	100%	900	900	689	689	400	324	289	365		
Loop 150	SH 21	Loop 150	723	0.14	1	0	1U	Y	238	0	100%	900	900	123	123	33	0	91	123		
Loop 150	Colorado River	Main St	960	0.18	1	1	3U	Y	610	460	100%	900	900	164	164	111	84	53	80		
Lovers Ln	City Limits	College St	1525	0.29	1	1	2U	Y	217	326	100%	510	510	147	147	63	94	85	53		
Mauna Loa Ln	Briar Forest Dr	Tahitan Dr	1193	0.23	1	1	2U-R	Y	10	10	100%	420	420	95	95	2	2	93	93		
Mesquite St	Wilson St	SH 95	2767	0.52	1	1	2U		36	80	100%	425	425	223	223	19	42	204	181		
N Main St	City Limits	Mesquite Rd	898	0.17	1	1	2U		37	37	100%	425	425	72	72	6	6	66	66		
SH 21	1,500' E of Loop 150	City Limits	5389	1.02	2	2	4D	Y	896	878	100%	900	900	1,837	1,837	914	896	923	941		
SH 21	Walnut St	SH 21 WBFR	2254	0.43	2	2	5U	Y	1250	950	100%	900	900	768	768	534	405	235	363		
SH 21	Chestnut St	Walnut St	1578	0.30	2	2	5U	Y	1190	1006	100%	900	900	538	538	356	301	182	237		
SH 21	Loop 150	1,500' E of Loop 150	1882	0.36	2	2	5U	Y	896	878	100%	900	900	641	641	319	313	322	329		
SH 21/71	Colorado River	Water St	300	0.06	2	2	4U	Y	941	1026	100%	900	900	102	102	54	58	49	44		
SH 21/71	End of bridge (where undivided lanes become divided)	SH 21	767	0.15	2	2	4D	Y	941	1026	100%	900	900	262	262	137	149	125	112		
SH 21/Loop 150	SH 95	Point at which SH 21 forks into SH 21 and Loop 150	3552	0.67	2	2	4U		830	640	100%	550	550	740	740	558	431	182	309		
SH 71 EBFR	End of bridge (where undivided lanes become divided)	SH 21	3160	0.60	2	2	4D		1090	0	100%	725	725	868	868	652	0	215	868		
SH 71 EBFR	Loop 150	City Limits	1672	0.32	2	2	4D	Y	193	0	100%	900	900	570	570	61	0	509	570		
SH 71 EBFR	SH 21	Arena Dr	3606	0.68	2	2	4D	Y	340	0	100%	900	900	1,229	1,229	232	0	997	1,229		
SH 71 EBFR	ArenaDr	Loop 150	3851	0.73	2	2	4D	Y	624	0	100%	900	900	1,313	1,313	455	0	858	1,313		
SH 71 WBFR	Loop 150	City Limits	1656	0.31	2	2	4D	Y	0	430	100%	900	900	565	565	0	135	565	430		
SH 71 WBFR	End of bridge (where undivided lanes become divided)	SH 21	3166	0.60	2	2	4D	Y	0	1095	100%	900	900	1,079	1,079	0	657	1,079	423		
SH 71 WBFR	SH 21	Arena Dr	3612	0.68	2	2	4D	Y	0	430	100%	900	900	1,231	1,231	0	294	1,231	937		
SH 71 WBFR	ArenaDr	Loop 150	3858	0.73	2	2	4D	Y	0	430	100%	900	900	1,315	1,315	0	314	1,315	1,001		
SH 95	SH 21 WBFR	SH 21 EBFR	580	0.11	2	2	5U	Y	1250	240	100%	900	900	198	198	137	26	60	171		
SH 95	Farm St	Chestnut St/SH 21	870	0.16	2	2	4U	Y	1120	976	100%	900	900	297	297	185	161	112	136		
SH 95	Spring St	Spring St	1883	0.36	1	1	3U	Y	1120	976	100%	900	900	321	321	399	348	-78	-27	78	27
SH 95	Hawthorne St	Cedar St	1560	0.30	1	1	3U	Y	1120	976	100%	900	900	266	266	331	288	-65	-22	65	22
SH 95	700' S of Mesquite St	Hawthorne St	2698	0.51	1	1	2U	Y	1120	976	100%	900	900	460	460	572	499	-112	-39	112	39
SH 95	City Limits	Mesquite St	1930	0.37	1	1	3U	Y	1120	976	100%	900	900	329	329	409	357	-80	-28	80	28
SH 95	Mesquite St	700' S of Mesquite St	697	0.13	1	1	3U	Y	1120	976	100%	900	900	119	119	148	129	-29	-10	29	10
South Street	650' W of Jackson St	1,200' E of Jackson St	1673	0.32	1	1	2U-R	Y	22	22	100%	420	420	133	133	7	7	126	126		
SUBTOTAL			70,091	13.27										17,534	17,534	7,696	6,746	9,838	10,788	364	126
														35,068		14,442		20,626		490	



C. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS

City of Bastrop - 2023 Transportation Impact Fee Study
 Capital Improvement Plan for Transportation Impact Fees
 Summary of Conceptual Level Projects

Roadway Improvements - Service Area A

#	Type	IF Classification	Project	Limits		Project Cost	Total Cost in Service Area
				From	To		
A-1	New	4D_(80)	Agnes (1)	Bear Hunter Drive	Hunter's Crossing	\$ 4,370,000	\$ 4,370,000
A-2	New	4D_(80)	Agnes (2)	Hospital Drive	Schaefer Blvd	\$ 3,325,000	\$ 3,325,000
A-3	New	4D_(80)	Bear Hunter Drive (1)	Bear Hunter Drive (existing)	1,000' N of Shiloh Rd	\$ 4,069,000	\$ 4,069,000
A-4	New	2U_(50)	Blakey Ln (1)	Edward Burleson Ln	1,830' E of Edward Burleson Ln	\$ 1,423,000	\$ 1,423,000
A-5	New	2U_(50)	Blakey Ln (2)	City Limits	Old Austin Highway	\$ 1,773,000	\$ 1,773,000
A-6	New	3U_(56)	Greenleaf Fisk Dr	Bass Drive	Schaefer Blvd	\$ 2,664,000	\$ 2,664,000
A-7	New	4D_(80)	Hasler Blvd (1)	Old Austin Hwy	Colorado River	\$ 2,518,000	\$ 2,518,000
A-8	New	2U_(50)	Marie St	Schaefer Blvd	Hasler Blvd	\$ 1,032,000	\$ 1,032,000
A-9	New	3U_(56)	Orchard Pkwy	SH 71	Hunters Point Drive	\$ 1,976,000	\$ 1,976,000
A-10	Widening	4D_(80)	Agnes (3)	Schaefer Blvd	Childers Drive	\$ 5,959,000	\$ 5,959,000
A-11	Widening	4D_(80)	Edward Burleson	Blakey	SH 21 EBFR	\$ 2,862,000	\$ 2,862,000
A-12	Widening	4D_(110)	FM 969 (1)	City Limits	Blakey Ln	\$ 768,800	\$ 768,800
A-13	Widening	4D_(110)	FM 969 (2)	Blakey Ln	State Highway 21	\$ 479,600	\$ 479,600
A-14	Widening	4D_(80)	Hasler Blvd (2)	Old Austin Hwy	SH 21	\$ 2,516,000	\$ 2,516,000
A-15	Widening	4D_(80)	Home Depot Way	Hunter's Crossing	SH 304	\$ 3,388,000	\$ 3,388,000
A-16	Widening 1/2	4D_(80)	Agnes (4)	SH 304	Hospital Drive	\$ 3,614,000	\$ 3,614,000
A-17	Widening 1/2	4D_(80)	Bear Hunter Drive (2)	State Highway 21	Bear Hunter Drive (existing)	\$ 5,582,000	\$ 5,582,000
A-18	Access Management	4D_(110)	SH 304	SH 21 EBFR	Hunters Point Dr	\$ 935,200	\$ 935,200

Intersection Improvements

I-1			Traffic Signal	Highway 71 & FM 20		\$ 500,000	\$ 500,000
I-2			Overpass	FM 969 / Bear Hunter & SH 21		\$ 10,000,000	\$ 10,000,000
I-3			Intersection Improvements	Edward Burleson Ln / SH 304 & SH 21		\$ 300,000	\$ 300,000
I-4			Intersection Improvements	Hasler Blvd & SH 21		\$ 300,000	\$ 300,000
I-5			Intersection Improvements	Loop 150 / Childers Dr & SH 21		\$ 300,000	\$ 300,000
I-6			Roundabout	Agnes & Hasler		\$ 2,000,000	\$ 2,000,000
I-7			Roundabout	Old Austin & Loop 150		\$ 2,000,000	\$ 2,000,000

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-1
Name:	Agnes (1)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Bear Hunter Drive to Hunter's Crossing		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	2,405		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	13,361	CY	\$ 8.73	\$ 116,643
203	Earthwork/Topsoil (6" depth)	9,620	SY	\$ 1.83	\$ 17,605
303	6" Asphalt (Type C)	705	TON	\$ 140.87	\$ 99,379
403	Asphalt Prime Coat	7,055	GAL	\$ 6.00	\$ 42,328
503	Lime Treated Subgrade (12" depth)	13,361	SY	\$ 3.46	\$ 46,229
603	18" Flexible Base	13,361	SY	\$ 56.20	\$ 750,894
703	6' Concrete Sidewalk (4" depth)	3,207	SY	\$ 62.92	\$ 201,763
803	Machine Laid Curb & Gutter	9,620	LF	\$ 22.37	\$ 215,199
903	Turn Lanes and Median Openings	492	SY	\$ 118.58	\$ 58,286
Paving Construction Cost Subtotal:					\$ 1,548,327
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 61,933	
√	Roadway Drainage	Standard Internal System	30%	\$ 464,498	
√	Illumination		6%	\$ 92,900	
√	Water	Minor Adjustments	3%	\$ 46,450	
√	Sewer	Minor Adjustments	2%	\$ 30,967	
√	Landscaping and Irrigation		6%	\$ 92,900	
			Allowance Subtotal:	\$ 789,647	
Paving and Allowance Subtotal:					\$ 2,337,974
			Construction Contingency:	10%	\$ 233,797
			Mobilization	11%	\$ 257,177
			Prep ROW	4%	\$ 93,519
Construction Cost TOTAL:					\$ 2,923,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,923,000
Engineering/Survey/Testing:		16%	\$ 467,680
Inspection		3.5%	\$ 102,305
ROW/Easement Acquisition:		30%	\$ 876,900
Impact Fee Project Cost TOTAL			\$ 4,370,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-2
Name:	Agnes (2)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Hospital Drive to Schaefer Blvd		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,830		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	10,167	CY	\$ 8.73	\$ 88,755
203	Earthwork/Topsoil (6" depth)	7,320	SY	\$ 1.83	\$ 13,396
303	6" Asphalt (Type C)	537	TON	\$ 140.87	\$ 75,619
403	Asphalt Prime Coat	5,368	GAL	\$ 6.00	\$ 32,208
503	Lime Treated Subgrade (12" depth)	10,167	SY	\$ 3.46	\$ 35,177
603	18" Flexible Base	10,167	SY	\$ 56.20	\$ 571,367
703	6' Concrete Sidewalk (4" depth)	2,440	SY	\$ 62.92	\$ 153,525
803	Machine Laid Curb & Gutter	7,320	LF	\$ 22.37	\$ 163,748
903	Turn Lanes and Median Openings	374	SY	\$ 118.58	\$ 44,351
Paving Construction Cost Subtotal:					\$ 1,178,145
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 47,126	
√	Roadway Drainage	Standard Internal System	30%	\$ 353,443	
√	Illumination		6%	\$ 70,689	
√	Water	Minor Adjustments	3%	\$ 35,344	
√	Sewer	Minor Adjustments	2%	\$ 23,563	
√	Landscaping and Irrigation		6%	\$ 70,689	
			Allowance Subtotal:	\$ 600,854	
Paving and Allowance Subtotal:					\$ 1,778,999
Construction Contingency:					10% \$ 177,900
Mobilization					11% \$ 195,690
Prep ROW					4% \$ 71,160
Construction Cost TOTAL:					\$ 2,224,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,224,000
Engineering/Survey/Testing:		16%	\$ 355,840
Inspection		3.5%	\$ 77,840
ROW/Easement Acquisition:		30%	\$ 667,200
Impact Fee Project Cost TOTAL			\$ 3,325,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-3
Name:	Bear Hunter Drive (1)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Bear Hunter Drive (existing) to 1,000' N of Shiloh Rd		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	2,240		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	12,444	CY	\$ 8.73	\$ 108,640
203	Earthwork/Topsoil (6" depth)	8,960	SY	\$ 1.83	\$ 16,397
303	6" Asphalt (Type C)	657	TON	\$ 140.87	\$ 92,561
403	Asphalt Prime Coat	6,571	GAL	\$ 6.00	\$ 39,424
503	Lime Treated Subgrade (12" depth)	12,444	SY	\$ 3.46	\$ 43,058
603	18" Flexible Base	12,444	SY	\$ 56.20	\$ 699,378
703	6' Concrete Sidewalk (4" depth)	2,987	SY	\$ 62.92	\$ 187,921
803	Machine Laid Curb & Gutter	8,960	LF	\$ 22.37	\$ 200,435
903	Turn Lanes and Median Openings	458	SY	\$ 118.58	\$ 54,287
Paving Construction Cost Subtotal:					\$ 1,442,101
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 57,684	
√	Roadway Drainage	Standard Internal System	30%	\$ 432,630	
√	Illumination		6%	\$ 86,526	
√	Water	Minor Adjustments	3%	\$ 43,263	
√	Sewer	Minor Adjustments	2%	\$ 28,842	
√	Landscaping and Irrigation		6%	\$ 86,526	
			Allowance Subtotal:	\$ 735,471	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 2,177,572
Construction Contingency:					10% \$ 217,757
Mobilization					11% \$ 239,533
Prep ROW					4% \$ 87,103
Construction Cost TOTAL:					\$ 2,722,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,722,000
Engineering/Survey/Testing:		16%	\$ 435,520
Inspection		3.5%	\$ 95,270
ROW/Easement Acquisition:		30%	\$ 816,600
Impact Fee Project Cost TOTAL			\$ 4,069,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-4
Name:	Blakey Ln (1)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Edward Burleson Ln to 1,830' E of Edward Burleson Ln		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	1,835		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	4,893	CY	\$ 8.73	\$ 42,719
204	Earthwork/Topsoil (6" depth)	4,078	SY	\$ 1.83	\$ 7,462
304	3" Asphalt (Type C)	367	TON	\$ 140.87	\$ 51,699
404	Asphalt Prime Coat	3,670	GAL	\$ 6.00	\$ 22,020
504	Lime Treated Subgrade (12" depth)	7,340	SY	\$ 3.46	\$ 25,396
604	10" Flexible Base	7,340	SY	\$ 19.70	\$ 144,598
704	6' Concrete Sidewalk (4" depth)	2,039	SY	\$ 62.92	\$ 128,287
804	Machine Laid Curb & Gutter	3,670	LF	\$ 22.37	\$ 82,098
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 504,280
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 20,171	
√	Roadway Drainage	Standard Internal System	30%	\$ 151,284	
√	Illumination		6%	\$ 30,257	
√	Water	Minor Adjustments	3%	\$ 15,128	
√	Sewer	Minor Adjustments	2%	\$ 10,086	
√	Landscaping and Irrigation		6%	\$ 30,257	
			Allowance Subtotal:	\$ 257,183	
Paving and Allowance Subtotal:					\$ 761,462
			Construction Contingency:	10%	\$ 76,146
			Mobilization	11%	\$ 83,761
			Prep ROW	4%	\$ 30,458
Construction Cost TOTAL:					\$ 952,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 952,000
Engineering/Survey/Testing:		16%	\$ 152,320
Inspection		3.5%	\$ 33,320
ROW/Easement Acquisition:		30%	\$ 285,600
Impact Fee Project Cost TOTAL			\$ 1,423,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-5
Name:	Blakey Ln (2)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	City Limits to Old Austin Highway		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	2,285		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	6,093	CY	\$ 8.73	\$ 53,195
204	Earthwork/Topsoil (6" depth)	5,078	SY	\$ 1.83	\$ 9,292
304	3" Asphalt (Type C)	457	TON	\$ 140.87	\$ 64,378
404	Asphalt Prime Coat	4,570	GAL	\$ 6.00	\$ 27,420
504	Lime Treated Subgrade (12" depth)	9,140	SY	\$ 3.46	\$ 31,624
604	10" Flexible Base	9,140	SY	\$ 19.70	\$ 180,058
704	6' Concrete Sidewalk (4" depth)	2,539	SY	\$ 62.92	\$ 159,747
804	Machine Laid Curb & Gutter	4,570	LF	\$ 22.37	\$ 102,231
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 627,945
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 25,118	
√	Roadway Drainage	Standard Internal System	30%	\$ 188,383	
√	Illumination		6%	\$ 37,677	
√	Water	Minor Adjustments	3%	\$ 18,838	
√	Sewer	Minor Adjustments	2%	\$ 12,559	
√	Landscaping and Irrigation		6%	\$ 37,677	
			Allowance Subtotal:	\$ 320,252	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 948,197
Construction Contingency:					10% \$ 94,820
Mobilization					11% \$ 104,302
Prep ROW					4% \$ 37,928
Construction Cost TOTAL:					\$ 1,186,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,186,000
Engineering/Survey/Testing:		16%	\$ 189,760
Inspection		3.5%	\$ 41,510
ROW/Easement Acquisition:		30%	\$ 355,800
Impact Fee Project Cost TOTAL			\$ 1,773,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-6
Name:	Greenleaf Fisk Dr	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Bass Drive to Schaefer Blvd		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	2,985		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	9,287	CY	\$ 8.73	\$ 81,073
202	Earthwork/Topsoil (6" depth)	6,633	SY	\$ 1.83	\$ 12,139
302	3" Asphalt (Type C)	716	TON	\$ 140.87	\$ 100,919
402	Asphalt Prime Coat	7,164	GAL	\$ 6.00	\$ 42,984
502	Lime Treated Subgrade (12" depth)	13,930	SY	\$ 3.46	\$ 48,198
602	10" Flexible Base	13,930	SY	\$ 19.70	\$ 274,421
702	6' Concrete Sidewalk (4" depth)	3,980	SY	\$ 62.92	\$ 250,422
802	Machine Laid Curb & Gutter	5,970	LF	\$ 22.37	\$ 133,549
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 943,704
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 37,748		
√ Roadway Drainage	Standard Internal System	30%	\$ 283,111		
√ Illumination		6%	\$ 56,622		
√ Water	Minor Adjustments	3%	\$ 28,311		
√ Sewer	Minor Adjustments	2%	\$ 18,874		
√ Landscaping and Irrigation		6%	\$ 56,622		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 481,289
Paving and Allowance Subtotal:					\$ 1,424,993
Construction Contingency:					10% \$ 142,499
Mobilization					11% \$ 156,749
Prep ROW					4% \$ 57,000
Construction Cost TOTAL:					\$ 1,782,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,782,000
Engineering/Survey/Testing:		16%	\$ 285,120
Inspection		3.5%	\$ 62,370
ROW/Easement Acquisition:		30%	\$ 534,600
Impact Fee Project Cost TOTAL			\$ 2,664,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-7
Name:	Hasler Blvd (1)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Old Austin Hwy to Colorado River		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,385		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	7,694	CY	\$ 8.73	\$ 67,173
203	Earthwork/Topsoil (6" depth)	5,540	SY	\$ 1.83	\$ 10,138
303	6" Asphalt (Type C)	406	TON	\$ 140.87	\$ 57,231
403	Asphalt Prime Coat	4,063	GAL	\$ 6.00	\$ 24,376
503	Lime Treated Subgrade (12" depth)	7,694	SY	\$ 3.46	\$ 26,623
603	18" Flexible Base	7,694	SY	\$ 56.20	\$ 432,428
703	6' Concrete Sidewalk (4" depth)	1,847	SY	\$ 62.92	\$ 116,192
803	Machine Laid Curb & Gutter	5,540	LF	\$ 22.37	\$ 123,930
903	Turn Lanes and Median Openings	283	SY	\$ 118.58	\$ 33,566
Paving Construction Cost Subtotal:					\$ 891,656
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 35,666		
√ Roadway Drainage	Standard Internal System	30%	\$ 267,497		
√ Illumination		6%	\$ 53,499		
√ Water	Minor Adjustments	3%	\$ 26,750		
√ Sewer	Minor Adjustments	2%	\$ 17,833		
√ Landscaping and Irrigation		6%	\$ 53,499		
Allowance Subtotal:					\$ 454,745
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,346,401
Construction Contingency:					10% \$ 134,640
Mobilization					11% \$ 148,104
Prep ROW					4% \$ 53,856
Construction Cost TOTAL:					\$ 1,684,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,684,000
Engineering/Survey/Testing:		16%	\$ 269,440
Inspection		3.5%	\$ 58,940
ROW/Easement Acquisition:		30%	\$ 505,200
Impact Fee Project Cost TOTAL			\$ 2,518,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-8
Name:	Marie St	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Schaefer Blvd to Hasler Blvd		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	1,330		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	3,547	CY	\$ 8.73	\$ 30,962
204	Earthwork/Topsoil (6" depth)	2,956	SY	\$ 1.83	\$ 5,409
304	3" Asphalt (Type C)	266	TON	\$ 140.87	\$ 37,471
404	Asphalt Prime Coat	2,660	GAL	\$ 6.00	\$ 15,960
504	Lime Treated Subgrade (12" depth)	5,320	SY	\$ 3.46	\$ 18,407
604	10" Flexible Base	5,320	SY	\$ 19.70	\$ 104,804
704	6' Concrete Sidewalk (4" depth)	1,478	SY	\$ 62.92	\$ 92,982
804	Machine Laid Curb & Gutter	2,660	LF	\$ 22.37	\$ 59,504
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 365,500
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 14,620	
√	Roadway Drainage	Standard Internal System	30%	\$ 109,650	
√	Illumination		6%	\$ 21,930	
√	Water	Minor Adjustments	3%	\$ 10,965	
√	Sewer	Minor Adjustments	2%	\$ 7,310	
√	Landscaping and Irrigation		6%	\$ 21,930	
			Allowance Subtotal:	\$ 186,405	
Paving and Allowance Subtotal:					\$ 551,904
			Construction Contingency:	10%	\$ 55,190
			Mobilization	11%	\$ 60,709
			Prep ROW	4%	\$ 22,076
Construction Cost TOTAL:					\$ 690,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 690,000
Engineering/Survey/Testing:		16%	\$ 110,400
Inspection		3.5%	\$ 24,150
ROW/Easement Acquisition:		30%	\$ 207,000
Impact Fee Project Cost TOTAL			\$ 1,032,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. A-9
Name:	Orchard Pkwy	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	SH 71 to Hunters Point Drive		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	2,215		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	6,891	CY	\$ 8.73	\$ 60,159
202	Earthwork/Topsoil (6" depth)	4,922	SY	\$ 1.83	\$ 9,008
302	3" Asphalt (Type C)	532	TON	\$ 140.87	\$ 74,886
402	Asphalt Prime Coat	5,316	GAL	\$ 6.00	\$ 31,896
502	Lime Treated Subgrade (12" depth)	10,337	SY	\$ 3.46	\$ 35,765
602	10" Flexible Base	10,337	SY	\$ 19.70	\$ 203,632
702	6' Concrete Sidewalk (4" depth)	2,953	SY	\$ 62.92	\$ 185,824
802	Machine Laid Curb & Gutter	4,430	LF	\$ 22.37	\$ 99,099
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 700,270
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 28,011		
√ Roadway Drainage	Standard Internal System	30%	\$ 210,081		
√ Illumination		6%	\$ 42,016		
√ Water	Minor Adjustments	3%	\$ 21,008		
√ Sewer	Minor Adjustments	2%	\$ 14,005		
√ Landscaping and Irrigation		6%	\$ 42,016		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 357,137
Paving and Allowance Subtotal:					\$ 1,057,407
Construction Contingency:					10% \$ 105,741
Mobilization					11% \$ 116,315
Prep ROW					4% \$ 42,296
Construction Cost TOTAL:					\$ 1,322,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,322,000
Engineering/Survey/Testing:		16%	\$ 211,520
Inspection		3.5%	\$ 46,270
ROW/Easement Acquisition:		30%	\$ 396,600
Impact Fee Project Cost TOTAL			\$ 1,976,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. A-10
Name:	Agnes (3)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Schaefer Blvd to Childers Drive		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	3,175		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	17,639	CY	\$ 8.73	\$ 153,988
203	Earthwork/Topsoil (6" depth)	12,700	SY	\$ 1.83	\$ 23,241
303	6" Asphalt (Type C)	931	TON	\$ 140.87	\$ 131,197
403	Asphalt Prime Coat	9,313	GAL	\$ 6.00	\$ 55,880
503	Lime Treated Subgrade (12" depth)	17,639	SY	\$ 3.46	\$ 61,031
603	18" Flexible Base	17,639	SY	\$ 56.20	\$ 991,306
703	6' Concrete Sidewalk (4" depth)	4,233	SY	\$ 62.92	\$ 266,361
803	Machine Laid Curb & Gutter	12,700	LF	\$ 22.37	\$ 284,099
903	Turn Lanes and Median Openings	649	SY	\$ 118.58	\$ 76,947
Paving Construction Cost Subtotal:					\$ 2,044,049
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	102,202	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	81,762	
√ Roadway Drainage	Standard Internal System	30%	\$	613,215	
√ Illumination		6%	\$	122,643	
√ Water	Minor Adjustments	3%	\$	61,321	
√ Sewer	Minor Adjustments	2%	\$	40,881	
√ Landscaping and Irrigation		6%	\$	122,643	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,144,668
Paving and Allowance Subtotal:					\$ 3,188,717
Construction Contingency:					10% \$ 318,872
Mobilization					11% \$ 350,759
Prep ROW					4% \$ 127,549
Construction Cost TOTAL:					\$ 3,986,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,986,000
Engineering/Survey/Testing:		16%	\$ 637,760
Inspection		3.5%	\$ 139,510
ROW/Easement Acquisition:		30%	\$ 1,195,800
Impact Fee Project Cost TOTAL			\$ 5,959,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No.: A-11
Name:	Edward Bureson	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Blakey to SH 21 EBFR		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,695		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	9,417	CY	\$ 8.73	\$ 82,208
203	Earthwork/Topsoil (6" depth)	6,780	SY	\$ 1.83	\$ 12,407
303	6" Asphalt (Type C)	497	TON	\$ 140.87	\$ 70,041
403	Asphalt Prime Coat	4,972	GAL	\$ 6.00	\$ 29,832
503	Lime Treated Subgrade (12" depth)	9,417	SY	\$ 3.46	\$ 32,582
603	18" Flexible Base	9,417	SY	\$ 56.20	\$ 529,217
703	6' Concrete Sidewalk (4" depth)	2,260	SY	\$ 62.92	\$ 142,199
803	Machine Laid Curb & Gutter	6,780	LF	\$ 22.37	\$ 151,669
903	Turn Lanes and Median Openings	346	SY	\$ 118.58	\$ 41,079
Paving Construction Cost Subtotal:					\$ 1,091,233
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	54,562	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	43,649	
√ Roadway Drainage	Standard Internal System	30%	\$	327,370	
√ Illumination		6%	\$	65,474	
√ Water	Minor Adjustments	3%	\$	32,737	
√ Sewer	Minor Adjustments	2%	\$	21,825	
√ Landscaping and Irrigation		6%	\$	65,474	
Allowance Subtotal:					\$ 611,090
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,702,323
Construction Contingency:					10% \$ 170,232
Mobilization					11% \$ 187,256
Prep ROW					4% \$ 68,093
Construction Cost TOTAL:					\$ 2,128,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,128,000
Engineering/Survey/Testing:		16%	\$ 340,480
Inspection		3.5%	\$ 74,480
ROW/Easement Acquisition:		15%	\$ 319,200
Impact Fee Project Cost TOTAL			\$ 2,862,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. A-12
Name:	FM 969 (1)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	City Limits to Blakey Ln		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	2,405		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	14,430	CY	\$ 8.73	\$ 125,974
201	Earthwork/Topsoil (6" depth)	16,568	SY	\$ 1.83	\$ 30,319
301	6" Asphalt (Type C)	770	TON	\$ 140.87	\$ 108,414
401	Asphalt Prime Coat	7,696	GAL	\$ 6.00	\$ 46,176
501	Lime Treated Subgrade (12" depth)	14,430	SY	\$ 3.46	\$ 49,928
601	18" Flexible Base	14,430	SY	\$ 56.20	\$ 810,966
701	6' Concrete Sidewalk (4" depth)	3,207	SY	\$ 62.92	\$ 201,763
801	Machine Laid Curb & Gutter	9,620	LF	\$ 22.37	\$ 215,199
901	Turn Lanes and Median Openings	492	SY	\$ 123.94	\$ 60,919
Paving Construction Cost Subtotal:					\$ 1,649,658
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	82,483	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	65,986	
√ Roadway Drainage	Standard Internal System	30%	\$	494,897	
√ Illumination		6%	\$	98,979	
√ Water	Minor Adjustments	3%	\$	49,490	
√ Sewer	Minor Adjustments	2%	\$	32,993	
√ Landscaping and Irrigation		6%	\$	98,979	
Allowance Subtotal:					\$ 923,809
Paving and Allowance Subtotal:					\$ 2,573,467
Construction Contingency:					10% \$ 257,347
Mobilization					11% \$ 283,081
Prep ROW					4% \$ 102,939
Construction Cost TOTAL:					\$ 3,217,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,217,000
Engineering/Survey/Testing:		16%	\$ 514,720
Inspection		3.5%	\$ 112,595
ROW/Easement Acquisition:		0%	\$ -
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 768,800

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. A-13
Name:	FM 969 (2)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Blakey Ln to State Highway 21		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	1,500		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	9,000	CY	\$ 8.73	\$ 78,570
201	Earthwork/Topsoil (6" depth)	10,333	SY	\$ 1.83	\$ 18,910
301	6" Asphalt (Type C)	480	TON	\$ 140.87	\$ 67,618
401	Asphalt Prime Coat	4,800	GAL	\$ 6.00	\$ 28,800
501	Lime Treated Subgrade (12" depth)	9,000	SY	\$ 3.46	\$ 31,140
601	18" Flexible Base	9,000	SY	\$ 56.20	\$ 505,800
701	6' Concrete Sidewalk (4" depth)	2,000	SY	\$ 62.92	\$ 125,840
801	Machine Laid Curb & Gutter	6,000	LF	\$ 22.37	\$ 134,220
901	Turn Lanes and Median Openings	307	SY	\$ 123.94	\$ 37,995
Paving Construction Cost Subtotal:					\$ 1,028,893
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	51,445	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	41,156	
√ Roadway Drainage	Standard Internal System	30%	\$	308,668	
√ Illumination		6%	\$	61,734	
√ Water	Minor Adjustments	3%	\$	30,867	
√ Sewer	Minor Adjustments	2%	\$	20,578	
√ Landscaping and Irrigation		6%	\$	61,734	
Allowance Subtotal:					\$ 576,180
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,605,073
Construction Contingency: 10%					\$ 160,507
Mobilization: 11%					\$ 176,558
Prep ROW: 4%					\$ 64,203
Construction Cost TOTAL:					\$ 2,007,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,007,000
Engineering/Survey/Testing:		16%	\$ 321,120
Inspection		3.5%	\$ 70,245
ROW/Easement Acquisition:		0%	\$ -
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 479,600

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. A-14
Name:	Hasler Blvd (2)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Old Austin Hwy to SH 21		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,340		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	7,444	CY	\$ 8.73	\$ 64,990
203	Earthwork/Topsoil (6" depth)	5,360	SY	\$ 1.83	\$ 9,809
303	6" Asphalt (Type C)	393	TON	\$ 140.87	\$ 55,371
403	Asphalt Prime Coat	3,931	GAL	\$ 6.00	\$ 23,584
503	Lime Treated Subgrade (12" depth)	7,444	SY	\$ 3.46	\$ 25,758
603	18" Flexible Base	7,444	SY	\$ 56.20	\$ 418,378
703	6' Concrete Sidewalk (4" depth)	1,787	SY	\$ 62.92	\$ 112,417
803	Machine Laid Curb & Gutter	5,360	LF	\$ 22.37	\$ 119,903
903	Turn Lanes and Median Openings	274	SY	\$ 118.58	\$ 32,475
Paving Construction Cost Subtotal:					\$ 862,685
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	43,134	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	34,507	
√ Roadway Drainage	Standard Internal System	30%	\$	258,806	
√ Illumination		6%	\$	51,761	
√ Water	Minor Adjustments	3%	\$	25,881	
√ Sewer	Minor Adjustments	2%	\$	17,254	
√ Landscaping and Irrigation		6%	\$	51,761	
Allowance Subtotal:					\$ 483,104
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,345,789
Construction Contingency: 10%					\$ 134,579
Mobilization: 11%					\$ 148,037
Prep ROW: 4%					\$ 53,832
Construction Cost TOTAL:					\$ 1,683,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,683,000
Engineering/Survey/Testing:		16%	\$ 269,280
Inspection		3.5%	\$ 58,905
ROW/Easement Acquisition:		30%	\$ 504,900
Impact Fee Project Cost TOTAL			\$ 2,516,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 6/20/2023

Project Information:		Description: Widening	Project No. A-15
Name:	Home Depot Way	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Hunter's Crossing to SH 304		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,805		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	10,028	CY	\$ 8.73	\$ 87,543
203	Earthwork/Topsoil (6" depth)	7,220	SY	\$ 1.83	\$ 13,213
303	6" Asphalt (Type C)	529	TON	\$ 140.87	\$ 74,586
403	Asphalt Prime Coat	5,295	GAL	\$ 6.00	\$ 31,768
503	Lime Treated Subgrade (12" depth)	10,028	SY	\$ 3.46	\$ 34,696
603	18" Flexible Base	10,028	SY	\$ 56.20	\$ 563,561
703	6' Concrete Sidewalk (4" depth)	2,407	SY	\$ 62.92	\$ 151,427
803	Machine Laid Curb & Gutter	7,220	LF	\$ 22.37	\$ 161,511
903	Turn Lanes and Median Openings	369	SY	\$ 118.58	\$ 43,745
Paving Construction Cost Subtotal:					\$ 1,162,050
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	58,103	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	46,482	
√ Roadway Drainage	Standard Internal System	30%	\$	348,615	
√ Illumination		6%	\$	69,723	
√ Water	Minor Adjustments	3%	\$	34,862	
√ Sewer	Minor Adjustments	2%	\$	23,241	
√ Landscaping and Irrigation		6%	\$	69,723	
Allowance Subtotal:					\$ 650,748
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,812,798
Construction Contingency: 10%					\$ 181,280
Mobilization: 11%					\$ 199,408
Prep ROW: 4%					\$ 72,512
Construction Cost TOTAL:					\$ 2,266,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,266,000
Engineering/Survey/Testing:		16%	\$ 362,560
Inspection		3.5%	\$ 79,310
ROW/Easement Acquisition:		30%	\$ 679,800
Impact Fee Project Cost TOTAL			\$ 3,388,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening 1/2	Project No.: A-16
Name:	Agnes (4)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	SH 304 to Hospital Drive		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	2,140		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	11,889	CY	\$ 8.73	\$ 103,790
203	Earthwork/Topsoil (6" depth)	8,560	SY	\$ 1.83	\$ 15,665
303	6" Asphalt (Type C)	628	TON	\$ 140.87	\$ 88,429
403	Asphalt Prime Coat	6,277	GAL	\$ 6.00	\$ 37,664
503	Lime Treated Subgrade (12" depth)	11,889	SY	\$ 3.46	\$ 41,136
603	18" Flexible Base	11,889	SY	\$ 56.20	\$ 668,156
703	6' Concrete Sidewalk (4" depth)	2,853	SY	\$ 62.92	\$ 179,532
803	Machine Laid Curb & Gutter	8,560	LF	\$ 22.37	\$ 191,487
903	Turn Lanes and Median Openings	437	SY	\$ 118.58	\$ 51,864
Paving Construction Cost Subtotal:					\$ 1,377,721
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	68,886	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	55,109	
√ Roadway Drainage	Standard Internal System	30%	\$	413,316	
√ Illumination		6%	\$	82,663	
√ Water	Minor Adjustments	3%	\$	41,332	
√ Sewer	Minor Adjustments	2%	\$	27,554	
√ Landscaping and Irrigation		6%	\$	82,663	
Allowance Subtotal:					\$ 771,524
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 2,149,245
Construction Contingency: 10%					\$ 214,925
Mobilization: 11%					\$ 236,417
Prep ROW: 4%					\$ 85,970
Construction Cost TOTAL:					\$ 2,687,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,687,000
Engineering/Survey/Testing:		16%	\$ 429,920
Inspection		3.5%	\$ 94,045
ROW/Easement Acquisition:		15%	\$ 403,050
Impact Fee Project Cost TOTAL			\$ 3,614,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening 1/2	Project No. A-17
Name:	Bear Hunter Drive (2)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	State Highway 21 to Bear Hunter Drive (
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	3,305		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	18,361	CY	\$ 8.73	\$ 160,293
203	Earthwork/Topsoil (6" depth)	13,220	SY	\$ 1.83	\$ 24,193
303	6" Asphalt (Type C)	969	TON	\$ 140.87	\$ 136,569
403	Asphalt Prime Coat	9,695	GAL	\$ 6.00	\$ 58,168
503	Lime Treated Subgrade (12" depth)	18,361	SY	\$ 3.46	\$ 63,529
603	18" Flexible Base	18,361	SY	\$ 56.20	\$ 1,031,894
703	6' Concrete Sidewalk (4" depth)	4,407	SY	\$ 62.92	\$ 277,267
803	Machine Laid Curb & Gutter	13,220	LF	\$ 22.37	\$ 295,731
903	Turn Lanes and Median Openings	675	SY	\$ 118.58	\$ 80,098
Paving Construction Cost Subtotal:					\$ 2,127,743
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	106,387	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	85,110	
√ Roadway Drainage	Standard Internal System	30%	\$	638,323	
√ Illumination		6%	\$	127,665	
√ Water	Minor Adjustments	3%	\$	63,832	
√ Sewer	Minor Adjustments	2%	\$	42,555	
√ Landscaping and Irrigation		6%	\$	127,665	
Allowance Subtotal:					\$ 1,191,536
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 3,319,279
Construction Contingency:					10% \$ 331,928
Mobilization					11% \$ 365,121
Prep ROW					4% \$ 132,771
Construction Cost TOTAL:					\$ 4,150,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,150,000
Engineering/Survey/Testing:		16%	\$ 664,000
Inspection		3.5%	\$ 145,250
ROW/Easement Acquisition:		15%	\$ 622,500
Impact Fee Project Cost TOTAL			\$ 5,582,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Access Management	Project No. A-18
Name:	SH 304	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	SH 21 EBFR to Hunters Point Dr		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	2,925		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	17,550	CY	\$ 8.73	\$ 153,212
201	Earthwork/Topsoil (6" depth)	20,150	SY	\$ 1.83	\$ 36,875
301	6" Asphalt (Type C)	936	TON	\$ 140.87	\$ 131,854
401	Asphalt Prime Coat	9,360	GAL	\$ 6.00	\$ 56,160
501	Lime Treated Subgrade (12" depth)	17,550	SY	\$ 3.46	\$ 60,723
601	18" Flexible Base	17,550	SY	\$ 56.20	\$ 986,310
701	6' Concrete Sidewalk (4" depth)	3,900	SY	\$ 62.92	\$ 245,388
801	Machine Laid Curb & Gutter	11,700	LF	\$ 22.37	\$ 261,729
901	Turn Lanes and Median Openings	598	SY	\$ 123.94	\$ 74,091
Paving Construction Cost Subtotal:					\$ 2,006,341
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	100,317	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	80,254	
√ Roadway Drainage	Standard Internal System	30%	\$	601,902	
√ Illumination		6%	\$	120,380	
√ Water	Minor Adjustments	3%	\$	60,190	
√ Sewer	Minor Adjustments	2%	\$	40,127	
√ Landscaping and Irrigation		6%	\$	120,380	
Allowance Subtotal:					\$ 1,123,551
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 3,129,892
Construction Contingency: 10%					\$ 312,989
Mobilization: 11%					\$ 344,288
Prep ROW: 4%					\$ 125,196
Construction Cost TOTAL:					\$ 3,913,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,913,000
Engineering/Survey/Testing:		16%	\$ 626,080
Inspection		3.5%	\$ 136,955
ROW/Easement Acquisition:		0%	\$ -
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 935,200

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

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

EXHIBIT C

Item 8G.

City of Bastrop - 2023 Transportation Impact Fee Study
 Capital Improvement Plan for Transportation Impact Fees
 Summary of Conceptual Level Projects

Roadway Improvements - Service Area B

#	Type	IF Classification	Project	Limits		Project Cost	Total Cost in Service Area
				From	To		
B-1	New	2U_(50)	Carter St	Mesquite St	Magnolia St	\$ 707,000	\$ 707,000
B-2	New	2U_(50)	Chambers St	Cedar St	Farm St	\$ 1,172,000	\$ 1,172,000
B-3	New	2U_(50)	Future Collector A	Pitt St	Future Collector B	\$ 893,000	\$ 893,000
B-4	New	2U_(50)	Future Collector B	Lost Pines Ave	SH 71	\$ 764,000	\$ 764,000
B-5	New	2U_(50)	Future Collector C	Technology Drive extension	City Limits	\$ 695,000	\$ 695,000
B-6	New	2U_(50)	Future Collector D	Jackson St extension	420' E of Jackson St extension	\$ 326,000	\$ 326,000
B-7	New	4D_(80)	Hasler Blvd (3)	Colorado River	Willow St	\$ 2,817,000	\$ 2,817,000
B-8	New	4D_(80)	Jackson St (1)	Jackson St (existing)	1,260' S of Jackson St	\$ 2,299,000	\$ 2,299,000
B-9	New	2U_(50)	Jasper St (1)	Jackson St	930' E of Jackson St	\$ 722,000	\$ 722,000
B-10	New	2U_(50)	Jasper St (2)	930' E of Jackson St	Hidden Hollow Ct	\$ 2,087,000	\$ 2,087,000
B-11	New	2U_(50)	Majestic Pine Dr	Majestic Pine Dr (existing)	Mauna Loa Ln	\$ 404,000	\$ 404,000
B-12	New	2U_(50)	Mauna Loa Ln (1)	Pine Lodge Dr	Briar Forest Dr	\$ 3,890,000	\$ 3,890,000
B-13	New	3U_(56)	Mesquite St (1)	800' W of Wilson St	Wilson St	\$ 701,000	\$ 701,000
B-14	New	3U_(56)	Mesquite St (2)	SH 95	Piney Ridge Dr	\$ 1,954,000	\$ 1,954,000
B-15	New	2U_(50)	Pitt St	SH 71	Jasper St	\$ 401,000	\$ 401,000
B-16	New	3U_(56)	South Street (1)	Lovers Lane	South St (existing)	\$ 1,553,000	\$ 1,553,000
B-17	New	3U_(56)	South Street (2)	1,200' E of Jackson St	Mauna Loa Ln	\$ 996,000	\$ 996,000
B-18	New	2U_(50)	Technology Drive (1)	Mill St	Business Park Dr	\$ 586,000	\$ 586,000
B-19	New	2U_(50)	Technology Drive (2)	Technology Drive (existing)	City Limits	\$ 1,885,000	\$ 1,885,000
B-20	New	2U_(50)	Walnut Street	Martin Luther King Dr	SH 21	\$ 907,000	\$ 907,000
B-21	Widening	4D_(80)	Jackson St (2)	Jackson St (2)	SH 21	\$ 500,000	\$ 500,000
B-22	Widening	3U_(56)	Lovers Ln	City Limits	College St	\$ 10,000,000	\$ 10,000,000
B-23	Widening	2U_(50)	Mauna Loa Ln (2)	Briar Forest Dr	Tahitian Dr	\$ 300,000	\$ 300,000
B-24	Widening	3U_(56)	Mesquite St (3)	Wilson St	SH 95	\$ 300,000	\$ 300,000
B-25	Widening	4D_(110)	SH 95 (1)	Mesquite St	700' S of Mesquite St	\$ 300,000	\$ 300,000
B-26	Widening	4D_(110)	SH 95 (2)	SH 95 (2)	Hawthorne St	\$ 2,000,000	\$ 2,000,000
B-27	Widening	4D_(110)	SH 95 (3)	Hawthorne St	Cedar St	\$ 2,000,000	\$ 2,000,000
B-28	Widening	4D_(110)	SH 95 (4)	Cedar St	Spring St	\$ 754,000	\$ 754,000
B-29	Widening	4D_(110)	SH 95 (5)	Farm St	Chestnut St/SH 21	\$ 348,000	\$ 348,000
B-30	Widening	3U_(56)	South Street (3)	650' W of Jackson St	1,200' E of Jackson St	\$ 1,544,000	\$ 1,544,000
B-31	Access Management	4D_(110)	SH 21 (1)	Chestnut St	Walnut St	\$ 632,000	\$ 632,000
B-32	Access Management	4D_(110)	SH 21 (2)	Walnut St	SH 21 WBFR	\$ 902,000	\$ 902,000
B-33	Access Management	4D_(110)	SH 95 (6)	SH 21 WBFR	SH 21 EBFR	\$ 232,000	\$ 232,000

Intersection Improvements

I-8			Traffic Signal	Mesquite St & SH 95	\$ 500,000	\$ 500,000
I-9			Traffic Signal	SH 95 & Cedar St	\$ 500,000	\$ 500,000

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-1
Name:	Carter St	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Mesquite St to Magnolia St		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	910		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	2,427	CY	\$ 8.73	\$ 21,185
204	Earthwork/Topsoil (6" depth)	2,022	SY	\$ 1.83	\$ 3,701
304	3" Asphalt (Type C)	182	TON	\$ 140.87	\$ 25,638
404	Asphalt Prime Coat	1,820	GAL	\$ 6.00	\$ 10,920
504	Lime Treated Subgrade (12" depth)	3,640	SY	\$ 3.46	\$ 12,594
604	10" Flexible Base	3,640	SY	\$ 19.70	\$ 71,708
704	6' Concrete Sidewalk (4" depth)	1,011	SY	\$ 62.92	\$ 63,619
804	Machine Laid Curb & Gutter	1,820	LF	\$ 22.37	\$ 40,713
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 250,079
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 10,003	
√	Roadway Drainage	Standard Internal System	30%	\$ 75,024	
√	Illumination		6%	\$ 15,005	
√	Water	Minor Adjustments	3%	\$ 7,502	
√	Sewer	Minor Adjustments	2%	\$ 5,002	
√	Landscaping and Irrigation		6%	\$ 15,005	
			Allowance Subtotal:	\$ 127,540	
Paving and Allowance Subtotal:					\$ 377,619
Construction Contingency:				10%	\$ 37,762
Mobilization				11%	\$ 41,538
Prep ROW				4%	\$ 15,105
Construction Cost TOTAL:					\$ 473,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 473,000
Engineering/Survey/Testing:		16%	\$ 75,680
Inspection		3.5%	\$ 16,555
ROW/Easement Acquisition:		30%	\$ 141,900
Impact Fee Project Cost TOTAL			\$ 707,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-2
Name:	Chambers St	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Cedar St to Farm St		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	1,510		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	4,027	CY	\$ 8.73	\$ 35,153
204	Earthwork/Topsoil (6" depth)	3,356	SY	\$ 1.83	\$ 6,141
304	3" Asphalt (Type C)	302	TON	\$ 140.87	\$ 42,543
404	Asphalt Prime Coat	3,020	GAL	\$ 6.00	\$ 18,120
504	Lime Treated Subgrade (12" depth)	6,040	SY	\$ 3.46	\$ 20,898
604	10" Flexible Base	6,040	SY	\$ 19.70	\$ 118,988
704	6' Concrete Sidewalk (4" depth)	1,678	SY	\$ 62.92	\$ 105,566
804	Machine Laid Curb & Gutter	3,020	LF	\$ 22.37	\$ 67,557
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 414,966
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 16,599	
√	Roadway Drainage	Standard Internal System	30%	\$ 124,490	
√	Illumination		6%	\$ 24,898	
√	Water	Minor Adjustments	3%	\$ 12,449	
√	Sewer	Minor Adjustments	2%	\$ 8,299	
√	Landscaping and Irrigation		6%	\$ 24,898	
			Allowance Subtotal:	\$ 211,633	
Paving and Allowance Subtotal:					\$ 626,598
			Construction Contingency:	10%	\$ 62,660
			Mobilization	11%	\$ 68,926
			Prep ROW	4%	\$ 25,064
Construction Cost TOTAL:					\$ 784,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 784,000
Engineering/Survey/Testing:		16%	\$ 125,440
Inspection		3.5%	\$ 27,440
ROW/Easement Acquisition:		30%	\$ 235,200
Impact Fee Project Cost TOTAL			\$ 1,172,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-3
Name:	Future Collector A	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Pitt St to Future Collector B		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	1,150		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	3,067	CY	\$ 8.73	\$ 26,772
204	Earthwork/Topsoil (6" depth)	2,556	SY	\$ 1.83	\$ 4,677
304	3" Asphalt (Type C)	230	TON	\$ 140.87	\$ 32,400
404	Asphalt Prime Coat	2,300	GAL	\$ 6.00	\$ 13,800
504	Lime Treated Subgrade (12" depth)	4,600	SY	\$ 3.46	\$ 15,916
604	10" Flexible Base	4,600	SY	\$ 19.70	\$ 90,620
704	6' Concrete Sidewalk (4" depth)	1,278	SY	\$ 62.92	\$ 80,398
804	Machine Laid Curb & Gutter	2,300	LF	\$ 22.37	\$ 51,451
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 316,034
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 12,641	
√	Roadway Drainage	Standard Internal System	30%	\$ 94,810	
√	Illumination		6%	\$ 18,962	
√	Water	Minor Adjustments	3%	\$ 9,481	
√	Sewer	Minor Adjustments	2%	\$ 6,321	
√	Landscaping and Irrigation		6%	\$ 18,962	
			Allowance Subtotal:	\$ 161,177	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 477,211
Construction Contingency:					10% \$ 47,721
Mobilization					11% \$ 52,493
Prep ROW					4% \$ 19,088
Construction Cost TOTAL:					\$ 597,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 597,000
Engineering/Survey/Testing:		16%	\$ 95,520
Inspection		3.5%	\$ 20,895
ROW/Easement Acquisition:		30%	\$ 179,100
Impact Fee Project Cost TOTAL			\$ 893,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-4
Name:	Future Collector B	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Lost Pines Ave to SH 71		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	985		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	2,627	CY	\$ 8.73	\$ 22,931
204	Earthwork/Topsoil (6" depth)	2,189	SY	\$ 1.83	\$ 4,006
304	3" Asphalt (Type C)	197	TON	\$ 140.87	\$ 27,751
404	Asphalt Prime Coat	1,970	GAL	\$ 6.00	\$ 11,820
504	Lime Treated Subgrade (12" depth)	3,940	SY	\$ 3.46	\$ 13,632
604	10" Flexible Base	3,940	SY	\$ 19.70	\$ 77,618
704	6' Concrete Sidewalk (4" depth)	1,094	SY	\$ 62.92	\$ 68,862
804	Machine Laid Curb & Gutter	1,970	LF	\$ 22.37	\$ 44,069
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 270,690
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 10,828		
√ Roadway Drainage	Standard Internal System	30%	\$ 81,207		
√ Illumination		6%	\$ 16,241		
√ Water	Minor Adjustments	3%	\$ 8,121		
√ Sewer	Minor Adjustments	2%	\$ 5,414		
√ Landscaping and Irrigation		6%	\$ 16,241		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 138,052
Paving and Allowance Subtotal:					\$ 408,741
Construction Contingency:					10% \$ 40,874
Mobilization					11% \$ 44,962
Prep ROW					4% \$ 16,350
Construction Cost TOTAL:					\$ 511,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 511,000
Engineering/Survey/Testing:		16%	\$ 81,760
Inspection		3.5%	\$ 17,885
ROW/Easement Acquisition:		30%	\$ 153,300
Impact Fee Project Cost TOTAL			\$ 764,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-5
Name:	Future Collector C	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Technology Drive extension to City Limits		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	895		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	2,387	CY	\$ 8.73	\$ 20,836
204	Earthwork/Topsoil (6" depth)	1,989	SY	\$ 1.83	\$ 3,640
304	3" Asphalt (Type C)	179	TON	\$ 140.87	\$ 25,216
404	Asphalt Prime Coat	1,790	GAL	\$ 6.00	\$ 10,740
504	Lime Treated Subgrade (12" depth)	3,580	SY	\$ 3.46	\$ 12,387
604	10" Flexible Base	3,580	SY	\$ 19.70	\$ 70,526
704	6' Concrete Sidewalk (4" depth)	994	SY	\$ 62.92	\$ 62,570
804	Machine Laid Curb & Gutter	1,790	LF	\$ 22.37	\$ 40,042
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 245,957
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 9,838	
√	Roadway Drainage	Standard Internal System	30%	\$ 73,787	
√	Illumination		6%	\$ 14,757	
√	Water	Minor Adjustments	3%	\$ 7,379	
√	Sewer	Minor Adjustments	2%	\$ 4,919	
√	Landscaping and Irrigation		6%	\$ 14,757	
			Allowance Subtotal:	\$ 125,438	
Paving and Allowance Subtotal:					\$ 371,394
			Construction Contingency:	10%	\$ 37,139
			Mobilization	11%	\$ 40,853
			Prep ROW	4%	\$ 14,856
Construction Cost TOTAL:					\$ 465,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 465,000
Engineering/Survey/Testing:		16%	\$ 74,400
Inspection		3.5%	\$ 16,275
ROW/Easement Acquisition:		30%	\$ 139,500
Impact Fee Project Cost TOTAL			\$ 695,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-6
Name:	Future Collector D	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Jackson St extension to 420' E of Jackson St		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	420		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	1,120	CY	\$ 8.73	\$ 9,778
204	Earthwork/Topsoil (6" depth)	933	SY	\$ 1.83	\$ 1,708
304	3" Asphalt (Type C)	84	TON	\$ 140.87	\$ 11,833
404	Asphalt Prime Coat	840	GAL	\$ 6.00	\$ 5,040
504	Lime Treated Subgrade (12" depth)	1,680	SY	\$ 3.46	\$ 5,813
604	10" Flexible Base	1,680	SY	\$ 19.70	\$ 33,096
704	6' Concrete Sidewalk (4" depth)	467	SY	\$ 62.92	\$ 29,363
804	Machine Laid Curb & Gutter	840	LF	\$ 22.37	\$ 18,791
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 115,421
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 4,617		
√ Roadway Drainage	Standard Internal System	30%	\$ 34,626		
√ Illumination		6%	\$ 6,925		
√ Water	Minor Adjustments	3%	\$ 3,463		
√ Sewer	Minor Adjustments	2%	\$ 2,308		
√ Landscaping and Irrigation		6%	\$ 6,925		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 58,865
Paving and Allowance Subtotal:					\$ 174,286
Construction Contingency:					10% \$ 17,429
Mobilization					11% \$ 19,171
Prep ROW					4% \$ 6,971
Construction Cost TOTAL:					\$ 218,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 218,000
Engineering/Survey/Testing:		16%	\$ 34,880
Inspection		3.5%	\$ 7,630
ROW/Easement Acquisition:		30%	\$ 65,400
Impact Fee Project Cost TOTAL			\$ 326,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-7
Name:	Hasler Blvd (3)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Colorado River to Willow St		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,550		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	8,611	CY	\$ 8.73	\$ 75,175
203	Earthwork/Topsoil (6" depth)	6,200	SY	\$ 1.83	\$ 11,346
303	6" Asphalt (Type C)	455	TON	\$ 140.87	\$ 64,049
403	Asphalt Prime Coat	4,547	GAL	\$ 6.00	\$ 27,280
503	Lime Treated Subgrade (12" depth)	8,611	SY	\$ 3.46	\$ 29,794
603	18" Flexible Base	8,611	SY	\$ 56.20	\$ 483,944
703	6' Concrete Sidewalk (4" depth)	2,067	SY	\$ 62.92	\$ 130,035
803	Machine Laid Curb & Gutter	6,200	LF	\$ 22.37	\$ 138,694
903	Turn Lanes and Median Openings	317	SY	\$ 118.58	\$ 37,565
Paving Construction Cost Subtotal:					\$ 997,882
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 39,915	
√	Roadway Drainage	Standard Internal System	30%	\$ 299,365	
√	Illumination		6%	\$ 59,873	
√	Water	Minor Adjustments	3%	\$ 29,936	
√	Sewer	Minor Adjustments	2%	\$ 19,958	
√	Landscaping and Irrigation		6%	\$ 59,873	
			Allowance Subtotal:	\$ 508,920	
Paving and Allowance Subtotal:					\$ 1,506,802
Construction Contingency:					10% \$ 150,680
Mobilization					11% \$ 165,748
Prep ROW					4% \$ 60,272
Construction Cost TOTAL:					\$ 1,884,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,884,000
Engineering/Survey/Testing:		16%	\$ 301,440
Inspection		3.5%	\$ 65,940
ROW/Easement Acquisition:		30%	\$ 565,200
Impact Fee Project Cost TOTAL			\$ 2,817,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-8
Name:	Jackson St (1)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Jackson St (existing) to 1,260' S of Jackson St		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,265		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	7,028	CY	\$ 8.73	\$ 61,353
203	Earthwork/Topsoil (6" depth)	5,060	SY	\$ 1.83	\$ 9,260
303	6" Asphalt (Type C)	371	TON	\$ 140.87	\$ 52,272
403	Asphalt Prime Coat	3,711	GAL	\$ 6.00	\$ 22,264
503	Lime Treated Subgrade (12" depth)	7,028	SY	\$ 3.46	\$ 24,316
603	18" Flexible Base	7,028	SY	\$ 56.20	\$ 394,961
703	6' Concrete Sidewalk (4" depth)	1,687	SY	\$ 62.92	\$ 106,125
803	Machine Laid Curb & Gutter	5,060	LF	\$ 22.37	\$ 113,192
903	Turn Lanes and Median Openings	259	SY	\$ 118.58	\$ 30,658
Paving Construction Cost Subtotal:					\$ 814,401
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 32,576	
√	Roadway Drainage	Standard Internal System	30%	\$ 244,320	
√	Illumination		6%	\$ 48,864	
√	Water	Minor Adjustments	3%	\$ 24,432	
√	Sewer	Minor Adjustments	2%	\$ 16,288	
√	Landscaping and Irrigation		6%	\$ 48,864	
			Allowance Subtotal:	\$ 415,344	
Paving and Allowance Subtotal:					\$ 1,229,745
Construction Contingency:				10%	\$ 122,975
Mobilization				11%	\$ 135,272
Prep ROW				4%	\$ 49,190
Construction Cost TOTAL:					\$ 1,538,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,538,000
Engineering/Survey/Testing:		16%	\$ 246,080
Inspection		3.5%	\$ 53,830
ROW/Easement Acquisition:		30%	\$ 461,400
Impact Fee Project Cost TOTAL			\$ 2,299,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-9
Name:	Jasper St (1)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Jackson St to 930' E of Jackson St		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	930		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	2,480	CY	\$ 8.73	\$ 21,650
204	Earthwork/Topsoil (6" depth)	2,067	SY	\$ 1.83	\$ 3,782
304	3" Asphalt (Type C)	186	TON	\$ 140.87	\$ 26,202
404	Asphalt Prime Coat	1,860	GAL	\$ 6.00	\$ 11,160
504	Lime Treated Subgrade (12" depth)	3,720	SY	\$ 3.46	\$ 12,871
604	10" Flexible Base	3,720	SY	\$ 19.70	\$ 73,284
704	6' Concrete Sidewalk (4" depth)	1,033	SY	\$ 62.92	\$ 65,017
804	Machine Laid Curb & Gutter	1,860	LF	\$ 22.37	\$ 41,608
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 255,575
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
Traffic Control	None Anticipated	0%	\$ -		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 10,223		
√ Roadway Drainage	Standard Internal System	30%	\$ 76,672		
√ Illumination		6%	\$ 15,334		
√ Water	Minor Adjustments	3%	\$ 7,667		
√ Sewer	Minor Adjustments	2%	\$ 5,111		
√ Landscaping and Irrigation		6%	\$ 15,334		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 130,343
Paving and Allowance Subtotal:					\$ 385,918
Construction Contingency:					10% \$ 38,592
Mobilization					11% \$ 42,451
Prep ROW					4% \$ 15,437
Construction Cost TOTAL:					\$ 483,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 483,000
Engineering/Survey/Testing:		16%	\$ 77,280
Inspection		3.5%	\$ 16,905
ROW/Easement Acquisition:		30%	\$ 144,900
Impact Fee Project Cost TOTAL			\$ 722,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-10
Name:	Jasper St (2)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	930' E of Jackson St to Hidden Hollow Ct		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	2,690		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	7,173	CY	\$ 8.73	\$ 62,623
204	Earthwork/Topsoil (6" depth)	5,978	SY	\$ 1.83	\$ 10,939
304	3" Asphalt (Type C)	538	TON	\$ 140.87	\$ 75,788
404	Asphalt Prime Coat	5,380	GAL	\$ 6.00	\$ 32,280
504	Lime Treated Subgrade (12" depth)	10,760	SY	\$ 3.46	\$ 37,230
604	10" Flexible Base	10,760	SY	\$ 19.70	\$ 211,972
704	6' Concrete Sidewalk (4" depth)	2,989	SY	\$ 62.92	\$ 188,061
804	Machine Laid Curb & Gutter	5,380	LF	\$ 22.37	\$ 120,351
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 739,244
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 29,570	
√	Roadway Drainage	Standard Internal System	30%	\$ 221,773	
√	Illumination		6%	\$ 44,355	
√	Water	Minor Adjustments	3%	\$ 22,177	
√	Sewer	Minor Adjustments	2%	\$ 14,785	
√	Landscaping and Irrigation		6%	\$ 44,355	
			Allowance Subtotal:	\$ 377,014	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,116,258
Construction Contingency:					10% \$ 111,626
Mobilization					11% \$ 122,788
Prep ROW					4% \$ 44,650
Construction Cost TOTAL:					\$ 1,396,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,396,000
Engineering/Survey/Testing:		16%	\$ 223,360
Inspection		3.5%	\$ 48,860
ROW/Easement Acquisition:		30%	\$ 418,800
Impact Fee Project Cost TOTAL			\$ 2,087,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-11
Name:	Majestic Pine Dr	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Majestic Pine Dr (existing) to Mauna Loa Ln		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	520		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	1,387	CY	\$ 8.73	\$ 12,106
204	Earthwork/Topsoil (6" depth)	1,156	SY	\$ 1.83	\$ 2,115
304	3" Asphalt (Type C)	104	TON	\$ 140.87	\$ 14,650
404	Asphalt Prime Coat	1,040	GAL	\$ 6.00	\$ 6,240
504	Lime Treated Subgrade (12" depth)	2,080	SY	\$ 3.46	\$ 7,197
604	10" Flexible Base	2,080	SY	\$ 19.70	\$ 40,976
704	6' Concrete Sidewalk (4" depth)	578	SY	\$ 62.92	\$ 36,354
804	Machine Laid Curb & Gutter	1,040	LF	\$ 22.37	\$ 23,265
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 142,902
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 5,716	
√	Roadway Drainage	Standard Internal System	30%	\$ 42,871	
√	Illumination		6%	\$ 8,574	
√	Water	Minor Adjustments	3%	\$ 4,287	
√	Sewer	Minor Adjustments	2%	\$ 2,858	
√	Landscaping and Irrigation		6%	\$ 8,574	
			Allowance Subtotal:	\$ 72,880	
					**Allowances based on % of Paving Construction Cost Subtotal
Paving and Allowance Subtotal:					\$ 215,782
Construction Contingency:					10% \$ 21,578
Mobilization					11% \$ 23,736
Prep ROW					4% \$ 8,631
Construction Cost TOTAL:					\$ 270,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 270,000
Engineering/Survey/Testing:		16%	\$ 43,200
Inspection		3.5%	\$ 9,450
ROW/Easement Acquisition:		30%	\$ 81,000
Impact Fee Project Cost TOTAL			\$ 404,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-12
Name:	Mauna Loa Ln (1)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Pine Lodge Dr to Briar Forest Dr		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	5,015		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	13,373	CY	\$ 8.73	\$ 116,749
204	Earthwork/Topsoil (6" depth)	11,144	SY	\$ 1.83	\$ 20,394
304	3" Asphalt (Type C)	1,003	TON	\$ 140.87	\$ 141,293
404	Asphalt Prime Coat	10,030	GAL	\$ 6.00	\$ 60,180
504	Lime Treated Subgrade (12" depth)	20,060	SY	\$ 3.46	\$ 69,408
604	10" Flexible Base	20,060	SY	\$ 19.70	\$ 395,182
704	6' Concrete Sidewalk (4" depth)	5,572	SY	\$ 62.92	\$ 350,604
804	Machine Laid Curb & Gutter	10,030	LF	\$ 22.37	\$ 224,371
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 1,378,181
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 55,127	
√	Roadway Drainage	Standard Internal System	30%	\$ 413,454	
√	Illumination		6%	\$ 82,691	
√	Water	Minor Adjustments	3%	\$ 41,345	
√	Sewer	Minor Adjustments	2%	\$ 27,564	
√	Landscaping and Irrigation		6%	\$ 82,691	
			Allowance Subtotal:	\$ 702,872	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 2,081,053
Construction Contingency:					10% \$ 208,105
Mobilization					11% \$ 228,916
Prep ROW					4% \$ 83,242
Construction Cost TOTAL:					\$ 2,602,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,602,000
Engineering/Survey/Testing:		16%	\$ 416,320
Inspection		3.5%	\$ 91,070
ROW/Easement Acquisition:		30%	\$ 780,600
Impact Fee Project Cost TOTAL			\$ 3,890,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-13
Name:	Mesquite St (1)	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	800' W of Wilson St to Wilson St		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	785		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	2,442	CY	\$ 8.73	\$ 21,321
202	Earthwork/Topsoil (6" depth)	1,744	SY	\$ 1.83	\$ 3,192
302	3" Asphalt (Type C)	188	TON	\$ 140.87	\$ 26,540
402	Asphalt Prime Coat	1,884	GAL	\$ 6.00	\$ 11,304
502	Lime Treated Subgrade (12" depth)	3,663	SY	\$ 3.46	\$ 12,675
602	10" Flexible Base	3,663	SY	\$ 19.70	\$ 72,168
702	6' Concrete Sidewalk (4" depth)	1,047	SY	\$ 62.92	\$ 65,856
802	Machine Laid Curb & Gutter	1,570	LF	\$ 22.37	\$ 35,121
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 248,177
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 9,927	
√	Roadway Drainage	Standard Internal System	30%	\$ 74,453	
√	Illumination		6%	\$ 14,891	
√	Water	Minor Adjustments	3%	\$ 7,445	
√	Sewer	Minor Adjustments	2%	\$ 4,964	
√	Landscaping and Irrigation		6%	\$ 14,891	
			Allowance Subtotal:	\$ 126,570	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 374,747
Construction Contingency:					10% \$ 37,475
Mobilization					11% \$ 41,222
Prep ROW					4% \$ 14,990
Construction Cost TOTAL:					\$ 469,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 469,000
Engineering/Survey/Testing:		16%	\$ 75,040
Inspection		3.5%	\$ 16,415
ROW/Easement Acquisition:		30%	\$ 140,700
Impact Fee Project Cost TOTAL			\$ 701,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-14
Name:	Mesquite St (2)	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	SH 95 to Piney Ridge Dr		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	2,190		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	6,813	CY	\$ 8.73	\$ 59,480
202	Earthwork/Topsoil (6" depth)	4,867	SY	\$ 1.83	\$ 8,906
302	3" Asphalt (Type C)	526	TON	\$ 140.87	\$ 74,041
402	Asphalt Prime Coat	5,256	GAL	\$ 6.00	\$ 31,536
502	Lime Treated Subgrade (12" depth)	10,220	SY	\$ 3.46	\$ 35,361
602	10" Flexible Base	10,220	SY	\$ 19.70	\$ 201,334
702	6' Concrete Sidewalk (4" depth)	2,920	SY	\$ 62.92	\$ 183,726
802	Machine Laid Curb & Gutter	4,380	LF	\$ 22.37	\$ 97,981
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 692,366
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 27,695	
√	Roadway Drainage	Standard Internal System	30%	\$ 207,710	
√	Illumination		6%	\$ 41,542	
√	Water	Minor Adjustments	3%	\$ 20,771	
√	Sewer	Minor Adjustments	2%	\$ 13,847	
√	Landscaping and Irrigation		6%	\$ 41,542	
			Allowance Subtotal:	\$ 353,107	
Paving and Allowance Subtotal:					\$ 1,045,472
Construction Contingency:					10% \$ 104,547
Mobilization					11% \$ 115,002
Prep ROW					4% \$ 41,819
Construction Cost TOTAL:					\$ 1,307,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,307,000
Engineering/Survey/Testing:		16%	\$ 209,120
Inspection		3.5%	\$ 45,745
ROW/Easement Acquisition:		30%	\$ 392,100
Impact Fee Project Cost TOTAL			\$ 1,954,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-15
Name:	Pitt St	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	SH 71 to Jasper St		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	515		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	1,373	CY	\$ 8.73	\$ 11,989
204	Earthwork/Topsoil (6" depth)	1,144	SY	\$ 1.83	\$ 2,094
304	3" Asphalt (Type C)	103	TON	\$ 140.87	\$ 14,510
404	Asphalt Prime Coat	1,030	GAL	\$ 6.00	\$ 6,180
504	Lime Treated Subgrade (12" depth)	2,060	SY	\$ 3.46	\$ 7,128
604	10" Flexible Base	2,060	SY	\$ 19.70	\$ 40,582
704	6' Concrete Sidewalk (4" depth)	572	SY	\$ 62.92	\$ 36,004
804	Machine Laid Curb & Gutter	1,030	LF	\$ 22.37	\$ 23,041
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 141,528
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 5,661	
√	Roadway Drainage	Standard Internal System	30%	\$ 42,458	
√	Illumination		6%	\$ 8,492	
√	Water	Minor Adjustments	3%	\$ 4,246	
√	Sewer	Minor Adjustments	2%	\$ 2,831	
√	Landscaping and Irrigation		6%	\$ 8,492	
			Allowance Subtotal:	\$ 72,179	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 213,707
Construction Contingency:					10% \$ 21,371
Mobilization					11% \$ 23,508
Prep ROW					4% \$ 8,548
Construction Cost TOTAL:					\$ 268,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 268,000
Engineering/Survey/Testing:		16%	\$ 42,880
Inspection		3.5%	\$ 9,380
ROW/Easement Acquisition:		30%	\$ 80,400
Impact Fee Project Cost TOTAL			\$ 401,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-16
Name:	South Street (1)	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Lovers Lane to South St (existing)		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	1,740		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	5,413	CY	\$ 8.73	\$ 47,258
202	Earthwork/Topsoil (6" depth)	3,867	SY	\$ 1.83	\$ 7,076
302	3" Asphalt (Type C)	418	TON	\$ 140.87	\$ 58,827
402	Asphalt Prime Coat	4,176	GAL	\$ 6.00	\$ 25,056
502	Lime Treated Subgrade (12" depth)	8,120	SY	\$ 3.46	\$ 28,095
602	10" Flexible Base	8,120	SY	\$ 19.70	\$ 159,964
702	6' Concrete Sidewalk (4" depth)	2,320	SY	\$ 62.92	\$ 145,974
802	Machine Laid Curb & Gutter	3,480	LF	\$ 22.37	\$ 77,848
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 550,099
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 22,004	
√	Roadway Drainage	Standard Internal System	30%	\$ 165,030	
√	Illumination		6%	\$ 33,006	
√	Water	Minor Adjustments	3%	\$ 16,503	
√	Sewer	Minor Adjustments	2%	\$ 11,002	
√	Landscaping and Irrigation		6%	\$ 33,006	
			Allowance Subtotal:	\$ 280,550	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 830,649
Construction Contingency:					10% \$ 83,065
Mobilization					11% \$ 91,371
Prep ROW					4% \$ 33,226
Construction Cost TOTAL:					\$ 1,039,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,039,000
Engineering/Survey/Testing:		16%	\$ 166,240
Inspection		3.5%	\$ 36,365
ROW/Easement Acquisition:		30%	\$ 311,700
Impact Fee Project Cost TOTAL			\$ 1,553,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-17
Name:	South Street (2)	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	1,200' E of Jackson St to Mauna Loa Ln		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	1,115		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	3,469	CY	\$ 8.73	\$ 30,283
202	Earthwork/Topsoil (6" depth)	2,478	SY	\$ 1.83	\$ 4,534
302	3" Asphalt (Type C)	268	TON	\$ 140.87	\$ 37,697
402	Asphalt Prime Coat	2,676	GAL	\$ 6.00	\$ 16,056
502	Lime Treated Subgrade (12" depth)	5,203	SY	\$ 3.46	\$ 18,004
602	10" Flexible Base	5,203	SY	\$ 19.70	\$ 102,506
702	6' Concrete Sidewalk (4" depth)	1,487	SY	\$ 62.92	\$ 93,541
802	Machine Laid Curb & Gutter	2,230	LF	\$ 22.37	\$ 49,885
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 352,506
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 14,100	
√	Roadway Drainage	Standard Internal System	30%	\$ 105,752	
√	Illumination		6%	\$ 21,150	
√	Water	Minor Adjustments	3%	\$ 10,575	
√	Sewer	Minor Adjustments	2%	\$ 7,050	
√	Landscaping and Irrigation		6%	\$ 21,150	
			Allowance Subtotal:	\$ 179,778	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 532,284
Construction Contingency:					10% \$ 53,228
Mobilization					11% \$ 58,551
Prep ROW					4% \$ 21,291
Construction Cost TOTAL:					\$ 666,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 666,000
Engineering/Survey/Testing:		16%	\$ 106,560
Inspection		3.5%	\$ 23,310
ROW/Easement Acquisition:		30%	\$ 199,800
Impact Fee Project Cost TOTAL			\$ 996,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-18
Name:	Technology Drive (1)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Mill St to Business Park Dr		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	755		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	2,013	CY	\$ 8.73	\$ 17,576
204	Earthwork/Topsoil (6" depth)	1,678	SY	\$ 1.83	\$ 3,070
304	3" Asphalt (Type C)	151	TON	\$ 140.87	\$ 21,271
404	Asphalt Prime Coat	1,510	GAL	\$ 6.00	\$ 9,060
504	Lime Treated Subgrade (12" depth)	3,020	SY	\$ 3.46	\$ 10,449
604	10" Flexible Base	3,020	SY	\$ 19.70	\$ 59,494
704	6' Concrete Sidewalk (4" depth)	839	SY	\$ 62.92	\$ 52,783
804	Machine Laid Curb & Gutter	1,510	LF	\$ 22.37	\$ 33,779
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 207,483
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 8,299	
√	Roadway Drainage	Standard Internal System	30%	\$ 62,245	
√	Illumination		6%	\$ 12,449	
√	Water	Minor Adjustments	3%	\$ 6,224	
√	Sewer	Minor Adjustments	2%	\$ 4,150	
√	Landscaping and Irrigation		6%	\$ 12,449	
			Allowance Subtotal:	\$ 105,816	
Paving and Allowance Subtotal:					\$ 313,299
Construction Contingency:				10%	\$ 31,330
Mobilization				11%	\$ 34,463
Prep ROW				4%	\$ 12,532
Construction Cost TOTAL:					\$ 392,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 392,000
Engineering/Survey/Testing:		16%	\$ 62,720
Inspection		3.5%	\$ 13,720
ROW/Easement Acquisition:		30%	\$ 117,600
Impact Fee Project Cost TOTAL			\$ 586,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-19
Name:	Technology Drive (2)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Technology Drive (existing) to City Limits		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	2,430		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	6,480	CY	\$ 8.73	\$ 56,570
204	Earthwork/Topsoil (6" depth)	5,400	SY	\$ 1.83	\$ 9,882
304	3" Asphalt (Type C)	486	TON	\$ 140.87	\$ 68,463
404	Asphalt Prime Coat	4,860	GAL	\$ 6.00	\$ 29,160
504	Lime Treated Subgrade (12" depth)	9,720	SY	\$ 3.46	\$ 33,631
604	10" Flexible Base	9,720	SY	\$ 19.70	\$ 191,484
704	6' Concrete Sidewalk (4" depth)	2,700	SY	\$ 62.92	\$ 169,884
804	Machine Laid Curb & Gutter	4,860	LF	\$ 22.37	\$ 108,718
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 667,793
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 26,712	
√	Roadway Drainage	Standard Internal System	30%	\$ 200,338	
√	Illumination		6%	\$ 40,068	
√	Water	Minor Adjustments	3%	\$ 20,034	
√	Sewer	Minor Adjustments	2%	\$ 13,356	
√	Landscaping and Irrigation		6%	\$ 40,068	
			Allowance Subtotal:	\$ 340,574	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,008,367
Construction Contingency:					10% \$ 100,837
Mobilization					11% \$ 110,920
Prep ROW					4% \$ 40,335
Construction Cost TOTAL:					\$ 1,261,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,261,000
Engineering/Survey/Testing:		16%	\$ 201,760
Inspection		3.5%	\$ 44,135
ROW/Easement Acquisition:		30%	\$ 378,300
Impact Fee Project Cost TOTAL			\$ 1,885,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: New	Project No. B-20
Name:	Walnut Street	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Martin Luther King Dr to SH 21		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	1,170		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	3,120	CY	\$ 8.73	\$ 27,238
204	Earthwork/Topsoil (6" depth)	2,600	SY	\$ 1.83	\$ 4,758
304	3" Asphalt (Type C)	234	TON	\$ 140.87	\$ 32,964
404	Asphalt Prime Coat	2,340	GAL	\$ 6.00	\$ 14,040
504	Lime Treated Subgrade (12" depth)	4,680	SY	\$ 3.46	\$ 16,193
604	10" Flexible Base	4,680	SY	\$ 19.70	\$ 92,196
704	6' Concrete Sidewalk (4" depth)	1,300	SY	\$ 62.92	\$ 81,796
804	Machine Laid Curb & Gutter	2,340	LF	\$ 22.37	\$ 52,346
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 321,530
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
	Traffic Control	None Anticipated	0%	\$ -	
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$ 12,861	
√	Roadway Drainage	Standard Internal System	30%	\$ 96,459	
√	Illumination		6%	\$ 19,292	
√	Water	Minor Adjustments	3%	\$ 9,646	
√	Sewer	Minor Adjustments	2%	\$ 6,431	
√	Landscaping and Irrigation		6%	\$ 19,292	
			Allowance Subtotal:	\$ 163,980	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 485,510
Construction Contingency:					10% \$ 48,551
Mobilization					11% \$ 53,406
Prep ROW					4% \$ 19,420
Construction Cost TOTAL:					\$ 607,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 607,000
Engineering/Survey/Testing:		16%	\$ 97,120
Inspection		3.5%	\$ 21,245
ROW/Easement Acquisition:		30%	\$ 182,100
Impact Fee Project Cost TOTAL			\$ 907,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No.: B-21
Name:	Jackson St (2)	Construction of a 4 lane arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	SH 21 to South St		
Impact Fee Class:	Primary Multimodal Street B		
Ultimate Class:	4D_(80)		
Length (lf):	1,305		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation (3' depth)	7,250	CY	\$ 8.73	\$ 63,293
203	Earthwork/Topsoil (6" depth)	5,220	SY	\$ 1.83	\$ 9,553
303	6" Asphalt (Type C)	383	TON	\$ 140.87	\$ 53,925
403	Asphalt Prime Coat	3,828	GAL	\$ 6.00	\$ 22,968
503	Lime Treated Subgrade (12" depth)	7,250	SY	\$ 3.46	\$ 25,085
603	18" Flexible Base	7,250	SY	\$ 56.20	\$ 407,450
703	6' Concrete Sidewalk (4" depth)	1,740	SY	\$ 62.92	\$ 109,481
803	Machine Laid Curb & Gutter	5,220	LF	\$ 22.37	\$ 116,771
903	Turn Lanes and Median Openings	267	SY	\$ 118.58	\$ 31,627
Paving Construction Cost Subtotal:					\$ 840,153
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	42,008	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	33,606	
√ Roadway Drainage	Standard Internal System	30%	\$	252,046	
√ Illumination		6%	\$	50,409	
√ Water	Minor Adjustments	3%	\$	25,205	
√ Sewer	Minor Adjustments	2%	\$	16,803	
√ Landscaping and Irrigation		6%	\$	50,409	
Allowance Subtotal:					\$ 470,485
Paving and Allowance Subtotal:					\$ 1,310,638
Construction Contingency:					10% \$ 131,064
Mobilization					11% \$ 144,170
Prep ROW					4% \$ 52,426
Construction Cost TOTAL:					\$ 1,639,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,639,000
Engineering/Survey/Testing:		16%	\$ 262,240
Inspection		3.5%	\$ 57,365
ROW/Easement Acquisition:		30%	\$ 491,700
Impact Fee Project Cost TOTAL			\$ 2,450,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-22
Name:	Lovers Ln	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	City Limits to College St		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	1,525		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	4,744	CY	\$ 8.73	\$ 41,419
202	Earthwork/Topsoil (6" depth)	3,389	SY	\$ 1.83	\$ 6,202
302	3" Asphalt (Type C)	366	TON	\$ 140.87	\$ 51,558
402	Asphalt Prime Coat	3,660	GAL	\$ 6.00	\$ 21,960
502	Lime Treated Subgrade (12" depth)	7,117	SY	\$ 3.46	\$ 24,624
602	10" Flexible Base	7,117	SY	\$ 19.70	\$ 140,198
702	6' Concrete Sidewalk (4" depth)	2,033	SY	\$ 62.92	\$ 127,937
802	Machine Laid Curb & Gutter	3,050	LF	\$ 22.37	\$ 68,229
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 482,127
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	24,106	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	19,285	
√ Roadway Drainage	Standard Internal System	30%	\$	144,638	
√ Illumination		6%	\$	28,928	
√ Water	Minor Adjustments	3%	\$	14,464	
√ Sewer	Minor Adjustments	2%	\$	9,643	
√ Landscaping and Irrigation		6%	\$	28,928	
Allowance Subtotal:					\$ 269,991
Paving and Allowance Subtotal:					\$ 752,118
Construction Contingency:					10% \$ 75,212
Mobilization					11% \$ 82,733
Prep ROW					4% \$ 30,085
Construction Cost TOTAL:					\$ 941,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 941,000
Engineering/Survey/Testing:		16%	\$ 150,560
Inspection		3.5%	\$ 32,935
ROW/Easement Acquisition:		30%	\$ 282,300
Impact Fee Project Cost TOTAL			\$ 1,407,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-23
Name:	Mauna Loa Ln (2)	Construction of a 2 lane collector, underground drainage, and 5' sidewalks on both sides of the street.	
Limits:	Briar Forest Dr to Tahitian Dr		
Impact Fee Class:	Local Connector Street		
Ultimate Class:	2U_(50)		
Length (lf):	1,195		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation (2' depth)	3,187	CY	\$ 8.73	\$ 27,820
204	Earthwork/Topsoil (6" depth)	2,656	SY	\$ 1.83	\$ 4,860
304	3" Asphalt (Type C)	239	TON	\$ 140.87	\$ 33,668
404	Asphalt Prime Coat	2,390	GAL	\$ 6.00	\$ 14,340
504	Lime Treated Subgrade (12" depth)	4,780	SY	\$ 3.46	\$ 16,539
604	10" Flexible Base	4,780	SY	\$ 19.70	\$ 94,166
704	6' Concrete Sidewalk (4" depth)	1,328	SY	\$ 62.92	\$ 83,544
804	Machine Laid Curb & Gutter	2,390	LF	\$ 22.37	\$ 53,464
904	Turn Lanes and Median Openings	0	SY	\$ 63.33	\$ -
Paving Construction Cost Subtotal:					\$ 328,400
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	16,420	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	13,136	
√ Roadway Drainage	Standard Internal System	30%	\$	98,520	
√ Illumination		6%	\$	19,704	
√ Water	Minor Adjustments	3%	\$	9,852	
√ Sewer	Minor Adjustments	2%	\$	6,568	
√ Landscaping and Irrigation		6%	\$	19,704	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 183,904
Paving and Allowance Subtotal:					\$ 512,304
Construction Contingency:					10% \$ 51,230
Mobilization					11% \$ 56,353
Prep ROW					4% \$ 20,492
Construction Cost TOTAL:					\$ 641,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 641,000
Engineering/Survey/Testing:		16%	\$ 102,560
Inspection		3.5%	\$ 22,435
ROW/Easement Acquisition:		30%	\$ 192,300
Impact Fee Project Cost TOTAL			\$ 958,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-24
Name:	Mesquite St (3)	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Wilson St to SH 95		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	2,765		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	8,602	CY	\$ 8.73	\$ 75,097
202	Earthwork/Topsoil (6" depth)	6,144	SY	\$ 1.83	\$ 11,244
302	3" Asphalt (Type C)	664	TON	\$ 140.87	\$ 93,481
402	Asphalt Prime Coat	6,636	GAL	\$ 6.00	\$ 39,816
502	Lime Treated Subgrade (12" depth)	12,903	SY	\$ 3.46	\$ 44,646
602	10" Flexible Base	12,903	SY	\$ 19.70	\$ 254,196
702	6' Concrete Sidewalk (4" depth)	3,687	SY	\$ 62.92	\$ 231,965
802	Machine Laid Curb & Gutter	5,530	LF	\$ 22.37	\$ 123,706
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 874,151
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	43,708	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	34,966	
√ Roadway Drainage	Standard Internal System	30%	\$	262,245	
√ Illumination		6%	\$	52,449	
√ Water	Minor Adjustments	3%	\$	26,225	
√ Sewer	Minor Adjustments	2%	\$	17,483	
√ Landscaping and Irrigation		6%	\$	52,449	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 489,525
Paving and Allowance Subtotal:					\$ 1,363,676
Construction Contingency:					10% \$ 136,368
Mobilization					11% \$ 150,004
Prep ROW					4% \$ 54,547
Construction Cost TOTAL:					\$ 1,705,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,705,000
Engineering/Survey/Testing:		16%	\$ 272,800
Inspection		3.5%	\$ 59,675
ROW/Easement Acquisition:		30%	\$ 511,500
Impact Fee Project Cost TOTAL			\$ 2,549,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-25
Name:	SH 95 (1)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Mesquite St to 700' S of Mesquite St		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	695		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	4,170	CY	\$ 8.73	\$ 36,404
201	Earthwork/Topsoil (6" depth)	4,788	SY	\$ 1.83	\$ 8,762
301	6" Asphalt (Type C)	222	TON	\$ 140.87	\$ 31,329
401	Asphalt Prime Coat	2,224	GAL	\$ 6.00	\$ 13,344
501	Lime Treated Subgrade (12" depth)	4,170	SY	\$ 3.46	\$ 14,428
601	18" Flexible Base	4,170	SY	\$ 56.20	\$ 234,354
701	6' Concrete Sidewalk (4" depth)	927	SY	\$ 62.92	\$ 58,306
801	Machine Laid Curb & Gutter	2,780	LF	\$ 22.37	\$ 62,189
901	Turn Lanes and Median Openings	142	SY	\$ 123.94	\$ 17,604
Paving Construction Cost Subtotal:					\$ 476,720
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	23,836	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	19,069	
√ Roadway Drainage	Standard Internal System	30%	\$	143,016	
√ Illumination		6%	\$	28,603	
√ Water	Minor Adjustments	3%	\$	14,302	
√ Sewer	Minor Adjustments	2%	\$	9,534	
√ Landscaping and Irrigation		6%	\$	28,603	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 266,963
Paving and Allowance Subtotal:					\$ 743,684
Construction Contingency:					10% \$ 74,368
Mobilization					11% \$ 81,805
Prep ROW					4% \$ 29,747
Construction Cost TOTAL:					\$ 930,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 930,000
Engineering/Survey/Testing:		16%	\$ 148,800
Inspection		3.5%	\$ 32,550
ROW/Easement Acquisition:		30%	\$ 279,000
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 278,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-26
Name:	SH 95 (2)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	700' S of Mesquite St to Hawthorne St		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	2,700		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	16,200	CY	\$ 8.73	\$ 141,426
201	Earthwork/Topsoil (6" depth)	18,600	SY	\$ 1.83	\$ 34,038
301	6" Asphalt (Type C)	864	TON	\$ 140.87	\$ 121,712
401	Asphalt Prime Coat	8,640	GAL	\$ 6.00	\$ 51,840
501	Lime Treated Subgrade (12" depth)	16,200	SY	\$ 3.46	\$ 56,052
601	18" Flexible Base	16,200	SY	\$ 56.20	\$ 910,440
701	6' Concrete Sidewalk (4" depth)	3,600	SY	\$ 62.92	\$ 226,512
801	Machine Laid Curb & Gutter	10,800	LF	\$ 22.37	\$ 241,596
901	Turn Lanes and Median Openings	552	SY	\$ 123.94	\$ 68,391
Paving Construction Cost Subtotal:					\$ 1,852,007
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	92,600	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	74,080	
√ Roadway Drainage	Standard Internal System	30%	\$	555,602	
√ Illumination		6%	\$	111,120	
√ Water	Minor Adjustments	3%	\$	55,560	
√ Sewer	Minor Adjustments	2%	\$	37,040	
√ Landscaping and Irrigation		6%	\$	111,120	
Allowance Subtotal:					\$ 1,037,124
Paving and Allowance Subtotal:					\$ 2,889,131
Construction Contingency:					10% \$ 288,913
Mobilization					11% \$ 317,804
Prep ROW					4% \$ 115,565
Construction Cost TOTAL:					\$ 3,612,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,612,000
Engineering/Survey/Testing:		16%	\$ 577,920
Inspection		3.5%	\$ 126,420
ROW/Easement Acquisition:		30%	\$ 1,083,600
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 1,080,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-27
Name:	SH 95 (3)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Hawthorne St to Cedar St		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	1,560		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
101	Unclassified Street Excavation (3' depth)	9,360	CY	\$ 8.73	\$ 81,713	
201	Earthwork/Topsoil (6" depth)	10,747	SY	\$ 1.83	\$ 19,666	
301	6" Asphalt (Type C)	499	TON	\$ 140.87	\$ 70,322	
401	Asphalt Prime Coat	4,992	GAL	\$ 6.00	\$ 29,952	
501	Lime Treated Subgrade (12" depth)	9,360	SY	\$ 3.46	\$ 32,386	
601	18" Flexible Base	9,360	SY	\$ 56.20	\$ 526,032	
701	6' Concrete Sidewalk (4" depth)	2,080	SY	\$ 62.92	\$ 130,874	
801	Machine Laid Curb & Gutter	6,240	LF	\$ 22.37	\$ 139,589	
901	Turn Lanes and Median Openings	319	SY	\$ 123.94	\$ 39,515	
Paving Construction Cost Subtotal:					\$ 1,070,049	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	5%	\$	53,502		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	42,802		
√ Roadway Drainage	Standard Internal System	30%	\$	321,015		
√ Illumination		6%	\$	64,203		
√ Water	Minor Adjustments	3%	\$	32,101		
√ Sewer	Minor Adjustments	2%	\$	21,401		
√ Landscaping and Irrigation		6%	\$	64,203		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 599,227
Paving and Allowance Subtotal:					\$ 1,669,276	
Construction Contingency:					10%	\$ 166,928
Mobilization					11%	\$ 183,620
Prep ROW					4%	\$ 66,771
Construction Cost TOTAL:					\$ 2,087,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,087,000
Engineering/Survey/Testing:		16%	\$ 333,920
Inspection		3.5%	\$ 73,045
ROW/Easement Acquisition:		30%	\$ 626,100
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 624,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-28
Name:	SH 95 (4)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Cedar St to Spring St		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	1,885		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	11,310	CY	\$ 8.73	\$ 98,736
201	Earthwork/Topsoil (6" depth)	12,986	SY	\$ 1.83	\$ 23,764
301	6" Asphalt (Type C)	603	TON	\$ 140.87	\$ 84,973
401	Asphalt Prime Coat	6,032	GAL	\$ 6.00	\$ 36,192
501	Lime Treated Subgrade (12" depth)	11,310	SY	\$ 3.46	\$ 39,133
601	18" Flexible Base	11,310	SY	\$ 56.20	\$ 635,622
701	6' Concrete Sidewalk (4" depth)	2,513	SY	\$ 62.92	\$ 158,139
801	Machine Laid Curb & Gutter	7,540	LF	\$ 22.37	\$ 168,670
901	Turn Lanes and Median Openings	385	SY	\$ 123.94	\$ 47,747
Paving Construction Cost Subtotal:					\$ 1,292,975
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	64,649	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	51,719	
√ Roadway Drainage	Standard Internal System	30%	\$	387,893	
√ Illumination		6%	\$	77,579	
√ Water	Minor Adjustments	3%	\$	38,789	
√ Sewer	Minor Adjustments	2%	\$	25,860	
√ Landscaping and Irrigation		6%	\$	77,579	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 724,066
Paving and Allowance Subtotal:					\$ 2,017,042
Construction Contingency:					10% \$ 201,704
Mobilization					11% \$ 221,875
Prep ROW					4% \$ 80,682
Construction Cost TOTAL:					\$ 2,522,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,522,000
Engineering/Survey/Testing:		16%	\$ 403,520
Inspection		3.5%	\$ 88,270
ROW/Easement Acquisition:		30%	\$ 756,600
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 754,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-29
Name:	SH 95 (5)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Farm St to Chestnut St/SH 21		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	870		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	5,220	CY	\$ 8.73	\$ 45,571
201	Earthwork/Topsoil (6" depth)	5,993	SY	\$ 1.83	\$ 10,968
301	6" Asphalt (Type C)	278	TON	\$ 140.87	\$ 39,218
401	Asphalt Prime Coat	2,784	GAL	\$ 6.00	\$ 16,704
501	Lime Treated Subgrade (12" depth)	5,220	SY	\$ 3.46	\$ 18,061
601	18" Flexible Base	5,220	SY	\$ 56.20	\$ 293,364
701	6' Concrete Sidewalk (4" depth)	1,160	SY	\$ 62.92	\$ 72,987
801	Machine Laid Curb & Gutter	3,480	LF	\$ 22.37	\$ 77,848
901	Turn Lanes and Median Openings	178	SY	\$ 123.94	\$ 22,037
Paving Construction Cost Subtotal:					\$ 596,758
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	29,838	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	23,870	
√ Roadway Drainage	Standard Internal System	30%	\$	179,027	
√ Illumination		6%	\$	35,805	
√ Water	Minor Adjustments	3%	\$	17,903	
√ Sewer	Minor Adjustments	2%	\$	11,935	
√ Landscaping and Irrigation		6%	\$	35,805	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 334,184
Paving and Allowance Subtotal:					\$ 930,942
Construction Contingency:					10% \$ 93,094
Mobilization					11% \$ 102,404
Prep ROW					4% \$ 37,238
Construction Cost TOTAL:					\$ 1,164,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,164,000
Engineering/Survey/Testing:		16%	\$ 186,240
Inspection		3.5%	\$ 40,740
ROW/Easement Acquisition:		30%	\$ 349,200
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 348,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Widening	Project No. B-30
Name:	South Street (3)	Construction of a 3 lane collector (2 lanes plus a center turn lane) with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	650' W of Jackson St to 1,200' E of Jack		
Impact Fee Class:	Primary Multimodal Street A		
Ultimate Class:	3U_(56)		
Length (lf):	1,675		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation (2' depth)	5,211	CY	\$ 8.73	\$ 45,493
202	Earthwork/Topsoil (6" depth)	3,722	SY	\$ 1.83	\$ 6,812
302	3" Asphalt (Type C)	402	TON	\$ 140.87	\$ 56,630
402	Asphalt Prime Coat	4,020	GAL	\$ 6.00	\$ 24,120
502	Lime Treated Subgrade (12" depth)	7,817	SY	\$ 3.46	\$ 27,046
602	10" Flexible Base	7,817	SY	\$ 19.70	\$ 153,988
702	6' Concrete Sidewalk (4" depth)	2,233	SY	\$ 62.92	\$ 140,521
802	Machine Laid Curb & Gutter	3,350	LF	\$ 22.37	\$ 74,940
902	Turn Lanes and Median Openings	0	SY	\$ 71.37	\$ -
Paving Construction Cost Subtotal:					\$ 529,549
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	26,477	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	21,182	
√ Roadway Drainage	Standard Internal System	30%	\$	158,865	
√ Illumination		6%	\$	31,773	
√ Water	Minor Adjustments	3%	\$	15,886	
√ Sewer	Minor Adjustments	2%	\$	10,591	
√ Landscaping and Irrigation		6%	\$	31,773	
Allowance Subtotal:					\$ 296,548
Paving and Allowance Subtotal:					\$ 826,097
Construction Contingency:					10% \$ 82,610
Mobilization					11% \$ 90,871
Prep ROW					4% \$ 33,044
Construction Cost TOTAL:					\$ 1,033,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,033,000
Engineering/Survey/Testing:		16%	\$ 165,280
Inspection		3.5%	\$ 36,155
ROW/Easement Acquisition:		30%	\$ 309,900
Impact Fee Project Cost TOTAL			\$ 1,544,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Access Management	Project No. B-31
Name:	SH 21 (1)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Chestnut St to Walnut St		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	1,580		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
101	Unclassified Street Excavation (3' depth)	9,480	CY	\$ 8.73	\$ 82,760	
201	Earthwork/Topsoil (6" depth)	10,884	SY	\$ 1.83	\$ 19,919	
301	6" Asphalt (Type C)	506	TON	\$ 140.87	\$ 71,224	
401	Asphalt Prime Coat	5,056	GAL	\$ 6.00	\$ 30,336	
501	Lime Treated Subgrade (12" depth)	9,480	SY	\$ 3.46	\$ 32,801	
601	18" Flexible Base	9,480	SY	\$ 56.20	\$ 532,776	
701	6' Concrete Sidewalk (4" depth)	2,107	SY	\$ 62.92	\$ 132,551	
801	Machine Laid Curb & Gutter	6,320	LF	\$ 22.37	\$ 141,378	
901	Turn Lanes and Median Openings	323	SY	\$ 123.94	\$ 40,022	
Paving Construction Cost Subtotal:					\$ 1,083,767	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	5%	\$	54,188		
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	43,351		
√ Roadway Drainage	Standard Internal System	30%	\$	325,130		
√ Illumination		6%	\$	65,026		
√ Water	Minor Adjustments	3%	\$	32,513		
√ Sewer	Minor Adjustments	2%	\$	21,675		
√ Landscaping and Irrigation		6%	\$	65,026		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 606,910
Paving and Allowance Subtotal:					\$ 1,690,677	
Construction Contingency:					10%	\$ 169,068
Mobilization					11%	\$ 185,974
Prep ROW					4%	\$ 67,627
Construction Cost TOTAL:					\$ 2,114,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,114,000
Engineering/Survey/Testing:		16%	\$ 338,240
Inspection		3.5%	\$ 73,990
ROW/Easement Acquisition:		30%	\$ 634,200
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 632,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Access Management	Project No. B-32
Name:	SH 21 (2)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	Walnut St to SH 21 WBFR		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	2,255		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	13,530	CY	\$ 8.73	\$ 118,117
201	Earthwork/Topsoil (6" depth)	15,534	SY	\$ 1.83	\$ 28,428
301	6" Asphalt (Type C)	722	TON	\$ 140.87	\$ 101,652
401	Asphalt Prime Coat	7,216	GAL	\$ 6.00	\$ 43,296
501	Lime Treated Subgrade (12" depth)	13,530	SY	\$ 3.46	\$ 46,814
601	18" Flexible Base	13,530	SY	\$ 56.20	\$ 760,386
701	6' Concrete Sidewalk (4" depth)	3,007	SY	\$ 62.92	\$ 189,179
801	Machine Laid Curb & Gutter	9,020	LF	\$ 22.37	\$ 201,777
901	Turn Lanes and Median Openings	461	SY	\$ 123.94	\$ 57,120
Paving Construction Cost Subtotal:					\$ 1,546,769
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	77,338	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	61,871	
√ Roadway Drainage	Standard Internal System	30%	\$	464,031	
√ Illumination		6%	\$	92,806	
√ Water	Minor Adjustments	3%	\$	46,403	
√ Sewer	Minor Adjustments	2%	\$	30,935	
√ Landscaping and Irrigation		6%	\$	92,806	
Allowance Subtotal:					\$ 866,191
Paving and Allowance Subtotal:					\$ 2,412,960
Construction Contingency: 10%					\$ 241,296
Mobilization: 11%					\$ 265,426
Prep ROW: 4%					\$ 96,518
Construction Cost TOTAL:					\$ 3,017,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,017,000
Engineering/Survey/Testing:		16%	\$ 482,720
Inspection		3.5%	\$ 105,595
ROW/Easement Acquisition:		30%	\$ 905,100
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 902,000

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

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

City of Bastrop
2023 Transportation Impact Fee Study
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 6/20/2023

Project Information:		Description: Access Management	Project No. B-33
Name:	SH 95 (6)	Construction of a 4 lane highway arterial with a median with curb and gutter, underground drainage, and 6' sidewalks on both sides of the street.	
Limits:	SH 21 WBFR to SH 21 EBFR		
Impact Fee Class:	State Highway System		
Ultimate Class:	4D_(110)		
Length (lf):	580		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation (3' depth)	3,480	CY	\$ 8.73	\$ 30,380
201	Earthwork/Topsoil (6" depth)	3,996	SY	\$ 1.83	\$ 7,312
301	6" Asphalt (Type C)	186	TON	\$ 140.87	\$ 26,145
401	Asphalt Prime Coat	1,856	GAL	\$ 6.00	\$ 11,136
501	Lime Treated Subgrade (12" depth)	3,480	SY	\$ 3.46	\$ 12,041
601	18" Flexible Base	3,480	SY	\$ 56.20	\$ 195,576
701	6' Concrete Sidewalk (4" depth)	773	SY	\$ 62.92	\$ 48,658
801	Machine Laid Curb & Gutter	2,320	LF	\$ 22.37	\$ 51,898
901	Turn Lanes and Median Openings	119	SY	\$ 123.94	\$ 14,691
Paving Construction Cost Subtotal:					\$ 397,839
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	5%	\$	19,892	
√ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	4%	\$	15,914	
√ Roadway Drainage	Standard Internal System	30%	\$	119,352	
√ Illumination		6%	\$	23,870	
√ Water	Minor Adjustments	3%	\$	11,935	
√ Sewer	Minor Adjustments	2%	\$	7,957	
√ Landscaping and Irrigation		6%	\$	23,870	
Allowance Subtotal:					\$ 222,790
Paving and Allowance Subtotal:					\$ 620,628
Construction Contingency: 10%					\$ 62,063
Mobilization: 11%					\$ 68,269
Prep ROW: 4%					\$ 24,825
Construction Cost TOTAL:					\$ 776,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 776,000
Engineering/Survey/Testing:		16%	\$ 124,160
Inspection		3.5%	\$ 27,160
ROW/Easement Acquisition:		30%	\$ 232,800
Impact Fee Project Cost TOTAL (TxDOT 20%)			\$ 232,000

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

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



D. SUMMARY OF TRANSPORTATION IMPACT FEE CREDIT DETERMINATION

EXHIBIT C

Item 8G.

Bond Debt - SA A

Sources
 Par Amount
 +Premium / - Discount
 Equity contribution

Total Sources

Uses
 Project desposit
 Cost of Issuance (1%)
 Contingency

\$ 59,364,502.00

Total Uses

	Year	Principal	Coupon	Interest	Debt Service				
		\$ 59,364,502.00	\$ 1.02	\$ 32,531,747.10	\$ 91,896,249.10	\$	1.55	\$ 32,531,747.10	\$ 86,078,527.90
Debt Service Annually	1	\$ 2,968,225.10	4.00%	\$ 3,020,169.04	\$ 5,988,394.14				
	2	\$ 2,968,225.10	4.25%	\$ 2,901,440.04	\$ 5,869,665.14				
	3	\$ 2,968,225.10	4.50%	\$ 2,775,290.47	\$ 5,743,515.57				
	4	\$ 2,968,225.10	5.00%	\$ 2,641,720.34	\$ 5,609,945.44				
	5	\$ 2,968,225.10	5.25%	\$ 2,493,309.08	\$ 5,461,534.18				
	6	\$ 2,968,225.10	5.25%	\$ 2,337,477.27	\$ 5,305,702.37				
	7	\$ 2,968,225.10	5.25%	\$ 2,181,645.45	\$ 5,149,870.55				
	8	\$ 2,968,225.10	5.25%	\$ 2,025,813.63	\$ 4,994,038.73				
	9	\$ 2,968,225.10	5.25%	\$ 1,869,981.81	\$ 4,838,206.91				
	10	\$ 2,968,225.10	5.25%	\$ 1,714,150.00	\$ 4,682,375.10				
	11	\$ 2,968,225.10	5.25%	\$ 1,558,318.18	\$ 4,526,543.28				
	12	\$ 2,968,225.10	5.25%	\$ 1,402,486.36	\$ 4,370,711.46				
	13	\$ 2,968,225.10	5.25%	\$ 1,246,654.54	\$ 4,214,879.64				
	14	\$ 2,968,225.10	5.25%	\$ 1,090,822.72	\$ 4,059,047.82				
	15	\$ 2,968,225.10	5.25%	\$ 934,990.91	\$ 3,903,216.01				
	16	\$ 2,968,225.10	5.25%	\$ 779,159.09	\$ 3,747,384.19				
	17	\$ 2,968,225.10	5.25%	\$ 623,327.27	\$ 3,591,552.37				
	18	\$ 2,968,225.10	5.25%	\$ 467,495.45	\$ 3,435,720.55				
	19	\$ 2,968,225.10	5.25%	\$ 311,663.64	\$ 3,279,888.74				
	20	\$ 2,968,225.10	5.25%	\$ 155,831.82	\$ 3,124,056.92				
								\$ 72,934,095.79	1.228580942
								\$ 23,960,997.12	\$ 83,325,499.12
									1.403625

EXHIBIT C

Item 8G.

Bond Debt - SA B

Sources
 Par Amount
 +Premium / - Discount
 Equity contribution

Total Sources

Uses Project desposit \$ 33,282,620.47
 Cost of Issuance (1%)
 Contingency

Total Uses

	Year	Principal	Coupon	Interest	Debt Service	\$	1.55	\$	\$	\$
Debt Service Annually		\$ 33,282,620.47	\$ 1.02	\$ 18,238,876.02	\$ 51,521,496.48			\$ 18,238,876.02		\$ 48,259,799.67
	1	\$ 1,664,131.02	4.00%	1693253.316	\$ 3,357,384.34					
	2	\$ 1,664,131.02	4.25%	1626688.075	\$ 3,290,819.10					
	3	\$ 1,664,131.02	4.50%	1555962.507	\$ 3,220,093.53					
	4	\$ 1,664,131.02	5.00%	1481076.611	\$ 3,145,207.63					
	5	\$ 1,664,131.02	5.25%	1397870.06	\$ 3,062,001.08					
	6	\$ 1,664,131.02	5.25%	1310503.181	\$ 2,974,634.20					
	7	\$ 1,664,131.02	5.25%	1223136.302	\$ 2,887,267.33					
	8	\$ 1,664,131.02	5.25%	1135769.423	\$ 2,799,900.45					
	9	\$ 1,664,131.02	5.25%	1048402.545	\$ 2,712,533.57					
	10	\$ 1,664,131.02	5.25%	961035.6659	\$ 2,625,166.69					
	11	\$ 1,664,131.02	5.25%	873668.7872	\$ 2,537,799.81					
	12	\$ 1,664,131.02	5.25%	786301.9085	\$ 2,450,432.93					
	13	\$ 1,664,131.02	5.25%	698935.0298	\$ 2,363,066.05					
	14	\$ 1,664,131.02	5.25%	611568.1511	\$ 2,275,699.17					
	15	\$ 1,664,131.02	5.25%	524201.2723	\$ 2,188,332.30					
	16	\$ 1,664,131.02	5.25%	436834.3936	\$ 2,100,965.42					
	17	\$ 1,664,131.02	5.25%	349467.5149	\$ 2,013,598.54					
	18	\$ 1,664,131.02	5.25%	262100.6362	\$ 1,926,231.66					
	19	\$ 1,664,131.02	5.25%	174733.7574	\$ 1,838,864.78					
	20	\$ 1,664,131.02	5.25%	87366.87872	\$ 1,751,497.90					
								\$ 40,890,807.97		
						10-Year		\$ 13,433,697.69	\$ 46,716,318.15	1,403625



E. TRANSPORTATION IMPACT FEE CREDIT DETERMINATION SUPPORTING EXHIBITS

AD VALOREM TAXES SUMMARY	A	B
10-YEAR GROWTH PROJECTIONS		
Residential (single family dwelling units)	1,942	1,780
Residential (mulit-family dwelling units)	3,680	1,575
Basic (square Feet)	0	2,170,000
Service (square feet)	491,000	217,000
Retail (square feet)	2,382,000	949,000

AVERAGE PROPERTY VALUE BASED ON AD VALOREM TAX DATA

per Residential Dwelling Unit (single-family)	242,000	242,000
per Residential Dwelling Unit (multi-family)	135,000	135,000
per Square Feet of Industrial (Basic)	60	60
per Square Feet of Office (Service)	110	110
per Square Feet of Retail (Retail)	180	180

TOTAL PROPERTY VALUE BASED ON AD VALOREM TAX DATA

per Residential Dwelling Unit	\$ 2,558,667.47	\$ 2,335,821.95
per Residential Dwelling Unit (multi-family)	\$ 2,693,927.81	\$ 1,155,966.55
per Square Feet of Industrial (Basic)	\$ -	\$ 706,017.31
per Square Feet of Office (Service)	\$ 292,872.47	\$ 129,436.51
per Square Feet of Retail (Retail)	\$ 2,324,976.83	\$ 926,281.70
	\$ 7,870,444.57	\$ 5,253,524.02

RESIDENTIAL AD VALOREM TAXES SUMMARY

	Service Area A - Ad Valorem										
	0	1	2	3	4	5	6	7	8	9	
1											
2	195	195	195	195	195	195	195	195	195	195	
3		195	195	195	195	195	195	195	195	195	
4			195	195	195	195	195	195	195	195	
5				195	195	195	195	195	195	195	
AVERAGE PROPERTY VALUE BASED ON AD VALOREM TAX DATA					195	195	195	195	195	195	
7			1			195					
8							195				
9								195			
									195	195	
										193	
TOTAL PRO	195	390	586	780	975	1170	1365	1560	1755	1948	
	242,000										
	0.09859										
	\$ 46,525.56	\$ 93,051.13	\$ 139,815.29	\$ 186,102.26	\$ 232,627.82	\$ 279,153.39	\$ 325,678.95	\$ 372,204.52	\$ 418,730.08	\$ 464,778.46	\$ 2,558,667.47

	Service Area B - Ad Valorem										
	0	1	2	3	4	5	6	7	8	9	
1											
2	178	178	178	178	178	178	178	178	178	178	
3		178	178	178	178	178	178	178	178	178	
4			178	178	178	178	178	178	178	178	
5				178	178	178	178	178	178	178	
6					178	178	178	178	178	178	
7						178	178	178	178	178	
8							178	178	178	178	
9								178	178	178	
									178	178	
										178	
										178	
	178	356	534	712	890	1068	1246	1424	1602	1780	
	242,000										
	0.09859										
	\$ 42,469.49	\$ 84,938.98	\$ 127,408.47	\$ 169,877.96	\$ 212,347.45	\$ 254,816.94	\$ 297,286.43	\$ 339,755.92	\$ 382,225.41	\$ 424,694.90	\$ 2,335,821.95

RESIDENTIAL AD VALOREM TAXES SUMMARY

	Service Area A - Ad Valorem										
	0	1	2	3	4	5	6	7	8	9	
1											
2	368	368	368	368	368	368	368	368	368	368	
3		368	368	368	368	368	368	368	368	368	
4			368	368	368	368	368	368	368	368	
5				368	368	368	368	368	368	368	
AVERAGE PROPERTY VALUE BASED ON AD VALOREM TAX DATA					368	368	368	368	368	368	
7						368	368	368	368	368	
8							368	368	368	368	
9								368	368	368	
									368	368	
TOTAL PRO	368	736	1104	1472	1840	2208	2576	2944	3312	3680	
	135,000										
	0.09859										
	\$ 48,980.51	\$ 97,961.01	\$ 146,941.52	\$ 195,922.02	\$ 244,902.53	\$ 293,883.03	\$ 342,863.54	\$ 391,844.04	\$ 440,824.55	\$ 489,805.06	\$ 2,693,927.81

	Service Area B - Ad Valorem										
	0	1	2	3	4	5	6	7	8	9	
1											
2	158	158	158	158	158	158	158	158	158	158	
3		158	158	158	158	158	158	158	158	158	
4			158	158	158	158	158	158	158	158	
5				158	158	158	158	158	158	158	
6					158	158	158	158	158	158	
7						158	158	158	158	158	
8							158	158	158	158	
9								158	158	158	
									158	158	
									158	158	
	158	316	474	632	790	948	1106	1264	1422	1575	
	135,000										
	0.09859										
	\$ 21,029.67	\$ 42,059.35	\$ 63,089.02	\$ 84,118.69	\$ 105,148.37	\$ 126,178.04	\$ 147,207.72	\$ 168,237.39	\$ 189,267.06	\$ 209,631.24	\$ 1,155,966.55

EXHIBIT C

2015-16
Item 8G.

INDUSTRIAL AD VALOREM TAXES SUMMARY											
Service Area A - Ad Valorem											
	0	1	2	3	4	5	6	7	8	9	
1											
2	0										
3	0	0									
4		0	0								
5			0	0							
6				0	0						
7					0	0					
8						0	0				
9							0	0			
AVERAGE PROPERTY VALUE BASED ON AD VALOREM TAX DATA					0	0	0	0	0	0	
TOTAL PRC	0	0	0	0	0	0	0	0	0	0	
										0.09859	
\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

Service Area B - Ad Valorem											
	0	1	2	3	4	5	6	7	8	9	
1											
2	217,000	217,000	217,000	217,000	217,000	217,000	217,000	217,000	217,000	217,000	
3		217,000	217,000	217,000	217,000	217,000	217,000	217,000	217,000	217,000	
4			217,000	217,000	217,000	217,000	217,000	217,000	217,000	217,000	
5				217,000	217,000	217,000	217,000	217,000	217,000	217,000	
6					217,000	217,000	217,000	217,000	217,000	217,000	
7						217,000	217,000	217,000	217,000	217,000	
8							217,000	217,000	217,000	217,000	
9								217,000	217,000	217,000	
	217,000.00	434,000.00	651,000.00	868,000.00	1,085,000.00	1,302,000.00	1,519,000.00	1,736,000.00	1,953,000.00	2,170,000.00	
										0.09859	
\$	12,836.68	\$ 25,673.36	\$ 38,510.04	\$ 51,346.71	\$ 64,183.39	\$ 77,020.07	\$ 89,856.75	\$ 102,693.43	\$ 115,530.11	\$ 128,366.78	\$ 706,017.31

EXHIBIT C

2025-26
Item 8G.

SERVICE AD VALOREM TAXES SUMMARY

	0	1	2	3	4	5	6	7	8	9
1										
2	49100	49100	49100	49100	49100	49100	49100	49100	49100	49100
3		49100	49100	49100	49100	49100	49100	49100	49100	49100
4			49100	49100	49100	49100	49100	49100	49100	49100
5				49100	49100	49100	49100	49100	49100	49100
AVERAGE PROPERTY VALUE BASED ON AD VALOREM TAX DATA					49100	49100	49100	49100	49100	49100
7						49100	49100	49100	49100	49100
8							49100	49100	49100	49100
9								49100	49100	49100
TOTAL PRC	49,100.00	98,200.00	147,300.00	196,400.00	245,500.00	294,600.00	343,700.00	392,800.00	441,900.00	491,000.00
						110				0.09859
\$	5,324.95	10,649.91	15,974.86	21,299.82	26,624.77	31,949.72	37,274.68	42,599.63	47,924.59	53,249.54
										292,872.47

	0	1	2	3	4	5	6	7	8	9
1										
2	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00
3		21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00
4			21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00
5				21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00
6					21,700.00	21,700.00	21,700.00	21,700.00	21,700.00	21,700.00
7						21,700.00	21,700.00	21,700.00	21,700.00	21,700.00
8							21,700.00	21,700.00	21,700.00	21,700.00
9								21,700.00	21,700.00	21,700.00
									21,700.00	21,700.00
	21,700.00	43,400.00	65,100.00	86,800.00	108,500.00	130,200.00	151,900.00	173,600.00	195,300.00	217,000.00
						110				0.09859
\$	2,353.39	4,706.78	7,060.17	9,413.56	11,766.96	14,120.35	16,473.74	18,827.13	21,180.52	23,533.91
										129,436.51

EXHIBIT C

2015-16
Item 8G.

RETAIL AD VALOREM TAXES SUMMARY

	0	1	2	3	4	5	6	7	8	9
1										
2	238200	238200	238200	238200	238200	238200	238200	238200	238200	238200
3		238200	238200	238200	238200	238200	238200	238200	238200	238200
4			238200	238200	238200	238200	238200	238200	238200	238200
5				238200	238200	238200	238200	238200	238200	238200
AVERAGE PROPERTY VALUE BASED ON AD VALOREM TAX DATA					238200	238200	238200	238200	238200	238200
7						238200	238200	238200	238200	238200
8							238200	238200	238200	238200
9								238200	238200	238200
TOTAL PRC	238,200.00	476,400.00	714,600.00	952,800.00	1,191,000.00	1,429,200.00	1,667,400.00	1,905,600.00	2,143,800.00	2,382,000.00
						180				0.09859
	\$ 42,272.31	\$ 84,544.61	\$ 126,816.92	\$ 169,089.22	\$ 211,361.53	\$ 253,633.84	\$ 295,906.14	\$ 338,178.45	\$ 380,450.75	\$ 422,723.06
										\$ 2,324,976.83

	0	1	2	3	4	5	6	7	8	9
1										
2	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00
3		94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00
4			94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00
5				94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00
6					94,900.00	94,900.00	94,900.00	94,900.00	94,900.00	94,900.00
7						94,900.00	94,900.00	94,900.00	94,900.00	94,900.00
8							94,900.00	94,900.00	94,900.00	94,900.00
9								94,900.00	94,900.00	94,900.00
	94,900.00	189,800.00	284,700.00	379,600.00	474,500.00	569,400.00	664,300.00	759,200.00	854,100.00	949,000.00
						180				0.09859
	\$ 16,841.49	\$ 33,682.97	\$ 50,524.46	\$ 67,365.94	\$ 84,207.43	\$ 101,048.91	\$ 117,890.40	\$ 134,731.88	\$ 151,573.37	\$ 168,414.85
										\$ 926,281.70



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on Resolution No. R-2025-187 to authorize a Temporary Access and Use Agreement of city-owned property, described as property located on the unpaved portion of Newton Street, south of Highway 71, and east of Martin Luther King Drive, to Bastrop Executive, LLC.

AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

BACKGROUND/HISTORY:

The property owner and developer, Bastrop Executive LLC, is constructing a hotel on the adjacent parcel at 1631 E. State HWY 71.

The developer wishes to purchase said property in the future, however, an appraisal and other legal documentation is not complete, therefore a temporary access and use agreement is being requested.

The property would provide access to the site currently being developed.

The red area is the area in the request. The area in green is the area the hotel is currently being built on.



FISCAL IMPACT:

None

RECOMMENDATION:

Approve the Resolution and Temporary Access and Use Agreement

ATTACHMENTS:

1. Resolution 2025-187
2. Temporary Access and Use Agreement

RESOLUTION NO. R-2025-187

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, AUTHORIZING THE CITY MANAGER TO EXECUTE A TEMPORARY ACCESS AND USE AGREEMENT FOR CITY-OWNED PROPERTY LOCATED ON THE UNPAVED PORTION OF NEWTON STREET, SOUTH OF HIGHWAY 71 AND EAST OF MARTIN LUTHER KING DRIVE, TO BASTROP EXECUTIVE, LLC; PROVIDING FOR A REPEALER CLAUSE, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Bastrop (“City”) is the owner of property located on the unpaved portion of Newton Street, south of Highway 71 and east of Martin Luther King Drive; and

WHEREAS, Bastrop Executive, LLC (“Developer”) is constructing a hotel on adjacent property located at 1631 E. State Highway 71; and

WHEREAS, the Developer has requested a temporary access and use of a portion of City-owned property to facilitate construction activities and site access during development; and

WHEREAS, the Developer intends to pursue purchase of the property in the future, but appraisal and other legal documentation are not yet complete; and

WHEREAS, the City Council finds that granting temporary access and use serves a public purpose by facilitating ongoing economic development and does not result in any fiscal impact to the City;

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

Section 1

The City Council hereby authorizes the City Manager to execute a Temporary Access and Use Agreement with Bastrop Executive, LLC, for temporary use of City-owned property located on the unpaved portion of Newton Street, south of Highway 71 and east of Martin Luther King Drive, substantially in the form attached hereto as *Exhibit A*.

Section 2

The City Manager is further authorized to make such minor modifications to the Agreement as may be necessary to implement the intent of this Resolution and to protect the interests of the City.

Section 3

This Resolution shall not be construed as a conveyance or sale of the subject property but as a temporary access authorization pending completion of the necessary appraisal and legal review.

Section 4

All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

Section 5

If any section, paragraph, sentence, clause, or phrase of this Resolution is declared invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the remaining portions.

Section 6

This Resolution shall take effect immediately upon passage.

PASSED AND APPROVED on this the **4th day of November, 2025.**

APPROVED:

by: _____
Ishmael Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.



SIGNATURE PAGES BELOW

EXECUTED in multiple originals, and in full force and effect as of the Effective Date.

GRANTOR:

City of Bastrop, Texas
a Texas home-rule
municipal corporation

Attest:

By: _____
Michael Muscarello
City Secretary

By: _____
Sylvia Carrillo
City Manager

THE STATE OF TEXAS §
 §
COUNTY OF BASTROP §

This instrument was acknowledged before me on this _____ day of _____, 2025, by Sylvia Carrillo, City Manager of the City of Bastrop, Texas, a Texas home-rule municipal corporation, on behalf of said corporation.

(SEAL)

Notary Public, State of Texas

GRANTEE SIGNATURE PAGE BELOW

EXECUTED in multiple originals, and in full force and effect as of the Effective Date.

GRANTEE:

THE STATE OF TEXAS §
 §
COUNTY OF BASTROP §

This instrument was acknowledged before me on this _____ day of _____, 2025, by _____ and _____.

(SEAL)

Notary Public, State of Texas

EXHIBIT A – The Property





STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consideration and act on Resolution No. R-2025-139 of the City Council of the City of Bastrop, Texas, approving an Interlocal Agreement between the City of Bastrop and the Capital Area Rural Transportation System (CARTS) for shuttle transportation services for City-sponsored, Hotel Occupancy Tax (HOT)-eligible events; authorizing the City Manager to execute all necessary documents; and establishing an effective date.

AGENDA ITEM SUBMITTED BY:

Submitted by: Michaela Joyce, Discover Bastrop Director

BACKGROUND/HISTORY:

CARTS is a rural transit district and political subdivision of the State of Texas that provides public transportation services throughout the Central Texas region, including Bastrop County.

The City of Bastrop and CARTS have previously partnered to support transportation initiatives and now seek to formalize an agreement for event-based shuttle services that support tourism and improve visitor mobility during high-attendance, HOT-eligible special events.

This agreement establishes the terms, responsibilities, and funding parameters for CARTS to provide shuttle services at a rate of \$100 per hour, not to exceed \$10,000 annually. Services will be scheduled by the City on an event-by-event basis, and CARTS will invoice the City following completion of each event.

This partnership aligns with the City's strategic goals to enhance accessibility, reduce congestion during major events, and support tourism growth consistently with allowable HOT fund uses under Texas Tax Code Chapter 351.

POLICY EXPLANATION:

Under Chapter 791 of the Texas Government Code, governmental entities may contract with one another to perform governmental functions and services. The provision of shuttle transportation services during HOT-eligible events constitutes a valid public purpose that promotes tourism and the convention and hotel industry.

FISCAL IMPACT:

Funding for this agreement will be allocated from the Hotel Occupancy Tax (HOT) Fund and will not exceed \$10,000 annually. Payments will be made based on actual hours of service per event.

RECOMMENDATION:

Michaela Joyce, Discover Bastrop Director, recommends approval of Resolution No. R-2025-139, approving the Interlocal Agreement between the City of Bastrop and the Capital Area Rural Transportation System (CARTS) for the provision of shuttle transportation services for City-sponsored, HOT-eligible events and authorizing the City Manager to execute all necessary documents.

ATTACHMENTS:

1. Resolution No. R-2025-139
2. INTERLOCAL AGREEMENT BETWEEN THE CITY OF BASTROP AND CAPITAL AREA RURAL TRANSPORTATION SYSTEM

RESOLUTION R-2025-139

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, APPROVING AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF BASTROP AND THE CAPITAL AREA RURAL TRANSPORTATION SYSTEM (CARTS) FOR SHUTTLE TRANSPORTATION SERVICES FOR CITY-SPONSORED, HOTEL OCCUPANCY TAX (HOT)-ELIGIBLE EVENTS; AUTHORIZING THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS; PROVIDING FOR A REPEALER CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Bastrop, Texas (“City”) and the Capital Area Rural Transportation System (“CARTS”) are political subdivisions of the State of Texas with the statutory authority to enter into interlocal agreements pursuant to Chapter 791 of the Texas Government Code; and

WHEREAS, the City and CARTS desire to partner to provide shuttle transportation services for City-sponsored, Hotel Occupancy Tax (HOT)-eligible special events, including but not limited to Mardi Gras and Lost Pines Christmas, in order to enhance visitor access, promote tourism, and support the local hotel and convention industry; and

WHEREAS, under the terms of the proposed Interlocal Agreement, CARTS shall provide event shuttle services at a rate of One Hundred Dollars (\$100.00) per hour, not to exceed a total annual cost of Ten Thousand Dollars (\$10,000.00), with invoices submitted to the City for payment following each event; and

WHEREAS, the City Council finds this Interlocal Agreement serves a valid public purpose by improving transportation accessibility during major events and advancing the tourism and economic development goals of the City of Bastrop;

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

Section 1: The City Council hereby approves the Interlocal Agreement between the City of Bastrop and the Capital Area Rural Transportation System (CARTS) for the provision of shuttle transportation services for City-sponsored, HOT-eligible events, attached hereto as *Exhibit “A”* and incorporated herein for all purposes.

Section 2: The City Manager is hereby authorized to execute all necessary documents to effectuate this Resolution.

Section 3: All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict, and this Resolution shall be controlling as to the matters resolved herein.

Section 4: This Resolution shall take effect immediately upon its passage.

DULY RESOLVED AND ADOPTED by the City Council of the City of Bastrop this 4th day of November 2025.

APPROVED:

Ishmel Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

Denton Navarro Rocha Bernal & Zech, P.C.

**INTERLOCAL AGREEMENT BETWEEN THE CITY OF BASTROP
AND CAPITAL AREA RURAL TRANSPORTATION SYSTEM**

This **INTERLOCAL AGREEMENT** (this “Agreement”) is made and entered by and between the CAPITAL AREA RURAL TRANSPORTATION SYSTEM (“CARTS”), a rural transit district and political subdivision organized under Chapter 458 of the Texas Transportation Code, and the CITY OF BASTROP, TEXAS (the “City”), a home-rule municipality and political subdivision of the State of Texas.

RECITALS

WHEREAS, this Agreement is an interlocal agreement authorized and governed by Chapter 791 of the Texas Government Code; and

WHEREAS, CARTS and City are entities with statutory authority to enter into this Agreement, and have each entered into this Agreement by the action of their respective governing bodies in the appropriate manner prescribed by law; and

WHEREAS, CARTS and City have determined that it is in their mutual best interest and in the best interest of the public for the parties to provide certain affordable public transportation services, and further find that this Agreement will increase the efficiency and effectiveness of the parties’ provision of those certain public transportation services; and

WHEREAS, CARTS and City desire to continue to participate in the funding for and provision of those certain public transportation services.

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

**I.
FINDINGS**

1.1 Recitals Incorporated. The recitals set forth above and herein are true and correct, and such recitals are incorporated herein for all purposes.

1.2 Effective Date. This Agreement will be effective on the latest date of execution by the parties hereto (the “Effective Date”).

1.3 Current Revenue Provision. All monies paid by the parties under this Agreement shall be paid from current revenues available to the paying party.

1.4 Allowable Public Purpose. CARTS and City agree that CARTS, through its services, accomplishes a public purpose that benefits City. City agrees that the services provided by CARTS are services which City would provide, absent this Agreement, within the parameters and under the conditions otherwise placed upon City.

1.4 Purpose. The purpose of this Agreement is to provide coordinated shuttle transportation services in connection with City-sponsored special events that promote tourism and the convention and hotel industry, in accordance with Chapter 351 of the Texas Tax Code governing the use of Hotel Occupancy Tax (HOT) funds.

II. TERM

The term of this Agreement shall commence on the Effective Date and continue through the end of the City's Fiscal Year 2026 (September 30, 2026), unless terminated earlier as provided herein. After September 30, 2026, this Agreement may continue in full force and effect on a month-to-month basis, on the same terms and conditions as are set forth herein, only upon the express written mutual agreement of the parties.

III. SERVICES TO BE PROVIDED BY CARTS

CARTS agrees to provide shuttle transportation services for City-sponsored special events that qualify as Hotel Occupancy Tax (HOT) eligible events, including but not limited to Mardi Gras and Lost Pines Christmas, as specified in *Exhibit "A" (Special Event Shuttle Services)* attached hereto and made a part hereof.

Services shall be provided at a rate of One Hundred Dollars (\$100.00) per hour, with total annual costs not to exceed Ten Thousand Dollars (\$10,000.00). CARTS shall coordinate directly with the City on scheduling, routes, and service hours for each event.

IV. PAYMENT BY CITY FOR SERVICES

Payment for services rendered under this Agreement shall be made on an event-by-event basis, following completion of services for each specified event. CARTS shall submit an invoice to the City detailing the number of service hours provided and the total amount due for that event. The City shall remit payment upon receipt and approval of each invoice in accordance with its standard accounts payable procedures. Under no circumstance shall total annual payments under this Agreement exceed Ten Thousand Dollars (\$10,000.00).

V. TERMINATION

Either party may terminate this Agreement without cause upon thirty (30) days' prior written notice to the other party. If one party determines that the other party is in default under this Agreement, the non-defaulting party will notify the defaulting party in writing of such default, and if the default is not cured within thirty (30) days from the date of such notice, then the non-defaulting party may, in addition to any other remedies available to such party at law or in equity,

terminate this Agreement upon written notice. Any failure by the non-defaulting party to enforce this Agreement with respect to one or more defaults by the defaulting party will not waive the non-defaulting party's ability to enforce this Agreement after that time. Upon termination of this Agreement pursuant to this Article V, all obligations of the parties under this Agreement shall cease and City shall only be required to pay for those services provided by CARTS up to the date of such termination.

VI. MISCELLANEOUS

6.1 Amendment. This Agreement shall not be altered, waived, amended or extended without the parties' prior written agreement.

6.2 Assignment. All provisions of this Agreement shall be binding upon the parties and each of their respective successors and assigns. Neither party shall assign its rights and obligations under this Agreement to any other party without the express prior written consent of the other party.

6.3 Notice. All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered upon deposit in the U.S. mail, with postage prepaid, certified mail, return receipt requested, addressed to the recipient's address as stated herein. Notice given in any other manner shall be deemed effective only if and when received by the party to be notified.

CITY:

City of Bastrop, Texas
1311 Chestnut Street
Bastrop, Texas 78602
Attn: Sylvia Carrillo

CARTS:

Capital Area Rural Transportation System
Post Office Box 2107
Bastrop, TX 78602
Attn: David Marsh, General Manager

A party may change its address for notice by written notice to the other party as herein provided.

6.4 Applicable Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas.

6.5 Prior Written Agreements. The parties acknowledge that they have entered into that certain Sign and Other Passenger Amenities Maintenance and Installation Interlocal

Agreement (“Interlocal Agreement Regarding Signage”). This Agreement is without regard to any and all prior written contracts or agreements between City and CARTS regarding any other subject or matter, including without limitation the Interlocal Agreement Regarding Signage, and does not modify, amend, ratify, confirm or renew any such other prior contract or agreement between the parties.

6.6 Entire Agreement. This Agreement, and all appended documents, constitutes the entire agreement between the parties hereto regarding the subject matter hereof.

6.7 Parties Independent Contractors. City and CARTS are independent contractors. Except as expressly provided herein, no partnership or joint venture is intended to be created by this Agreement, nor any principal-agent or employer-employee relationship. Except to the extent expressly provided herein, neither party has and neither party shall attempt to assert the authority to make commitments for or to bind the other party to any obligation.

6.8 No Waiver. The parties to this Agreement are governmental entities under state law and nothing in this Agreement waives or relinquishes the right of the parties to claim any exemptions, privileges and immunities as may be provided by law.

6.9 Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision or provisions, and the rights and obligation of the parties shall be construed and enforced in accordance therewith. The parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

6.10 Headings. The headings and section numbers are for convenience only and shall not be considered in interpreting or construing this Agreement.

6.11 Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date above first written, when all parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

6.12 Reporting and Coordination. CARTS shall provide basic service documentation, including event name, dates of service, total hours, and ridership numbers if available, to assist the City with Hotel Occupancy Tax reporting and evaluation of transportation program effectiveness.

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective undersigned duly authorized officers on the dates set forth below, to be effective as of the Effective Date.

CITY:

CITY OF BASTROP, TEXAS

By: _____
Name: _____
Title: _____

Date Signed: _____

FOR CITY, ATTEST:

FOR CITY, APPROVED AS TO FORM:

By: _____
_____, City Secretary

By: _____
_____, City Attorney

CARTS:

CAPITAL AREA RURAL TRANSPORTATION SYSTEM

By: _____
David L. Marsh, General Manager

Date Signed: _____

EXHIBIT "A"

Special Event Shuttle Services

Lost Pines Christmas Events:

Wassail Fest – Saturday, November 28th, 2025

Merry on Main – Saturday, December 13th, 2025

Historic Homes Tour (Asset Support) – Saturday, December 13th, 2025

Lighted Christmas Parade – Saturday, December 13th, 2025

Mardi Gras:

Saturday, January 31st, 2026

Christmas in July:

Saturday, July 25th, 2026

Monthly Reoccurring events such as First Friday, Saturday Market Days, etc.

Additional HOT Eligible events that would be supported with transportation.

EXHIBIT "B"



STAFF REPORT

MEETING DATE: November 4, 2025

TITLE:

Consider and act on Resolution No. R-2025-181, approving a construction contract with Bull-G Construction, LLC for a not-to-exceed amount of Nine Hundred and Forty-Nine Thousand, Two Hundred Sixteen Dollars and Forty Cents (\$949,216.40) for the construction of Hwy 71 Sanitary Sewer Pipe Bursting Project.

AGENDA ITEM SUBMITTED BY:

Submitted by: Elizabeth Wick, CFM, Project Manager

BACKGROUND/HISTORY:

The existing 10-inch interceptor north of SH 71 does not have full-pipe capacity to serve future development. In support of this goal, the City entered into a professional services contract with Collier Engineering & Design, Inc. on November 6, 2024, pursuant to Resolution No. R-2024-76, to provide design and construction phase services for the Hwy 71 Sanitary Sewer Pipe Bursting Project.

Approximately 3,620 LF of wastewater pipe to be upsized by bursting from 10 inches to 12 inches, 70 LF of new 15-inch wastewater pipe by bore with steel casing, and 715 LF of new 15-inch wastewater pvc pipe by open cut to be tied into an existing 36-inch gravity main. Corresponding manhole upgrades and surface repairs are also included in the scope of work.



Figure 1: Limits of Pipe Bursting



Figure 2: Limits of new 15-inch

On September 10, 2025, the City published an Invitation to Bid (ITB) for construction services for the Hwy 71 Sanitary Sewer Pipe Bursting project. The competitive sealed bids were opened on October 20, 2025. The City of Bastrop received 6 bids for this project. After Collier’s evaluation of the bids, Collier provided a Recommendation of Award the construction contract for this project to Bull-G Construction, LLC, the lowest responsible bidder.

A 10% Contingency is included in the not-to-exceed construction contract amount to protect the City from unforeseen circumstances that may be encountered during the project.

A bid summary table is provided below:

Rank	Contractor	Base Bid Total	10% Contingency
1	Bull-G Construction	\$862,924.00	\$949,216.40
2	Brother Group	\$892,062.00	-
3	Tejano Utilities	\$949,865.00	-
4	Lopez Utilities Contractor	\$1,107,602.50	-
5	S-Co Incorporated	\$1,267,461.00	
6	PM Construction	\$1,509,382.85	

Colliers’ opinion of probable construction cost was \$897,756.00.

FISCAL IMPACT:

\$708,050.00 from CO Series 2024
 \$241,166.40 from Wastewater Fund Balance

RECOMMENDATION:

Approve the construction contract with Bull-G Construction, LLC for a not-to-exceed amount of Nine Hundred and Forty-Nine Thousand, Two Hundred Sixteen Dollars and Forty Cents (\$949,216.40) for the construction of Hwy 71 Sanitary Sewer Pipe Bursting Project.

ATTACHMENTS:

1. Resolution No. R-2025-181
2. Draft Hwy 71 Sanitary Sewer Pipe Bursting Construction Contract
3. Recommendation of Award

RESOLUTION NO. R-2025-181

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS APPROVING A CONSTRUCTION CONTRACT WITH BULL-G CONSTRUCTION, LLC FOR A NOT-TO-EXCEED AMOUNT OF NINE HUNDRED FORTY NINE THOUSAND TWO HUNDRED SIXTEEN DOLLARS AND FORTY CENTS (\$949,216.40) FOR THE CONSTRUCTION OF THE HWY 71 SANITARY SEWER PIPE BURSTING PROJECT; AS ATTACHED IN EXHIBIT A.

WHEREAS, the City of Bastrop City Council recognizes that sanitary sewer capacity is essential to future development; and

WHEREAS, on November 6, 2024, the City entered into a professional services contract with Collier Engineering & Design, Inc., pursuant to Resolution R-2024-76 approved by the City Council, for the design and construction phase services for Hwy 71 Sanitary Sewer Pipe Bursting Project ("Project"); and

WHEREAS, on September 10, 2025, the City published an Invitation to Bid ("ITB") for construction services for the Project; and

WHEREAS, City received 6 bids that were timely filed in response to the ITB; and

WHEREAS, Collier evaluated the bids and provided a recommendation to award the construction contract for this project to Bull-G Construction, the lowest responsible bidder; and

WHEREAS, City has the power to execute the Construction Contract ("Contract") attached and incorporated herein as Exhibit A, with Contractor; and

WHEREAS, City desires to hire Contractor to provide those construction services specified in the Contract.

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

Section 1: The City Council hereby authorizes the City Manager to execute the Construction Contract with Bull-G Construction, LLC, (incorporated herein as Exhibit A) for a not-to-exceed amount of Nine Hundred and Forty-Nine Thousand, Two Hundred Sixteen Dollars and Forty Cents (\$949,216.40).

Section 2: All orders, ordinances, and resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 3: That this Resolution shall take effect immediately upon its passage, and it is so resolved.

DULY RESOLVED AND ADOPTED by the City Council of the City of Bastrop, Texas this 4th day of November 2025.

APPROVED:

Ishmael Harris, Mayor

ATTEST:

Michael Muscarello, City Secretary

APPROVED AS TO FORM:

City Attorney

Section 00500**STANDARD FORM OF AGREEMENT**

THIS AGREEMENT is by and between City of Bastrop (hereinafter called OWNER or City) and Bull-G Construction, LLC (hereinafter called CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

Article 1. WORK

CONTRACTOR shall complete all work as specified or indicated in or reasonably inferable from the Contract Documents (hereinafter the “Work”). The Work is generally described as follows:

**Construction of the Hwy 71 – Sanitary Sewer Pipe
Bursting and Interceptor Connection
City of Bastrop, Texas**

Article 2. ENGINEER

The Work has been designed by Colliers Engineering & Design, Inc. who is hereinafter called ENGINEER and who is to assume all duties and responsibilities and have the rights and authority assigned to ENGINEER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

Article 3. CONTRACT TIME

- 3.1 The Work will be Substantially Completed within 90 days from the date when the Contract Time commences to run notified to the CONTRACTOR by a Notice to Proceed (NTP) as provided in paragraph 4.01 of the General Conditions.
- 3.2 Liquidated Damages. OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not completed within the times specified in paragraph 3.1 above, plus any extensions thereof allowed in accordance with Article 4 of the General Conditions. OWNER and CONTRACTOR also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration preceding the actual loss suffered by OWNER if the Work is not completed on time. Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER Five Hundred dollars (\$500.00) for each day that expires after the time specified in paragraph 3.1 for Substantial Completion until the Work is Substantially Complete. After Substantial Completion, if CONTRACTOR shall neglect, refuse or fail to complete the remaining Work within the time set out in the Certificate of Substantial

Completion or any proper extension thereof granted by OWNER, CONTRACTOR shall pay OWNER One Thousand dollars (\$1,000.00) for each day that expires after the time specified in the Certificate of Substantial Completion for completion and readiness for Final Payment.

- 3.3 Inspection Time. Working hours for the City of Bastrop Inspection personnel are from 7:30 a.m. to 4:30 p.m., Monday through Thursday, excluding City approved holidays. The Contractor shall notify the OWNER of any required inspection overtime work at least 48 hours in advance and shall pay the overtime wages for the required City inspections.

Article 4. CONTRACT PRICE

- 4.1 OWNER shall pay CONTRACTOR for completion of the Work in strict accordance with the Contract Documents in current funds \$ 949,216.40 (the “Contract Price”).

Article 5. PAYMENT PROCEDURES

CONTRACTOR shall submit Applications for Payment in accordance with Article 15 “Payments to Contractor; Set-Offs; Completion; Correction Period” of the General Conditions. Application for Payment will be processed by ENGINEER as provided in the General Conditions.

- 5.1 Progress Payments. OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR’s Application for Payment as recommended by ENGINEER as provided below. All progress payments will be on the basis of the progress of the Work and actual quantity of Work completed, in accordance with Article 15 “Payments to Contractor; Set-Offs; Completion; Correction Period” of the General Conditions.

5.1.1 Prior to Substantial Completion, progress payments will be made in an amount equal to 95% or actual quantity of Work complete, but, in each case, less the aggregate of payments previously made and less such amounts as ENGINEER shall determine, or OWNER may withhold, in accordance with the General Conditions. The OWNER shall make payment within 30 days of receipt of application for payment by the ENGINEER.

5.1.2 Each progress payment shall be less retainage as specified in Paragraph 15.01.B.4 of the General Conditions, and further less all previous payments and all further sums that may be retained by the OWNER under the terms of this Agreement. It is understood, however, that in case the whole work be near to completion and some unexpected and unusual delay occurs due to no fault or neglect on the part of the CONTRACTOR, the OWNER may upon written recommendation of the ENGINEER pay a reasonable and equitable portion of the retained percentage to the CONTRACTOR, or the

CONTRACTOR at the OWNER's option, may be relieved of the obligation to fully complete the Work and, thereupon, the CONTRACTOR shall receive payment of the balance due him under the contract subject only to the conditions stated under "Final Payment."

- 5.2 Final Payment. Upon final completion and acceptance of the Work in accordance with paragraph 15.06 of the General Conditions, OWNER shall pay the remainder of the Contract Price as recommended by ENGINEER as provided in said paragraph 15.06.

Article 6. INTEREST

Interest on any overdue payment from OWNER to CONTRACTOR shall be paid in accordance with the provisions of Chapter 2251.025 of the Texas Government Code, as amended.

Article 7. CONTRACTOR'S REPRESENTATIONS

In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

- 7.1 CONTRACTOR has familiarized himself with the nature and extent of the Contract Documents, Work, site, locality, and all local conditions and Laws and Regulations that in any manner may affect cost, progress, performance, or furnishing of the Work.
- 7.2 CONTRACTOR has studied carefully all available surveys, assessments, reports of explorations, investigations, and tests of subsurface conditions and drawings of physical conditions of the site. Such technical reports and drawings are not Contract Documents, and Owner makes no representations or warranties as to the accuracy of such documents or information, or to whether or not they are complete, comprehensive, or all-inclusive.
- 7.3 CONTRACTOR has obtained and carefully studied (or assumes responsibility for obtaining and carefully studying) all such examinations, investigations, explorations, tests, reports, and studies (in addition to or to supplement those referred to in paragraphs 7.2 above) which pertain to the subsurface or physical conditions at or contiguous to the site or otherwise may affect the cost, progress, performance or furnishing of the Work, and CONTRACTOR assumes the risk of such subsurface and physical conditions, and shall furnish the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, explorations, tests, reports, and studies or similar information or data are or will be required by CONTRACTOR for such purposes.

- 7.4 CONTRACTOR has reviewed and checked all information and data shown or indicated on the Contract documents with respect to existing underground facilities at or contiguous to the site and assumes responsibility for the accurate location of said underground facilities. No additional examinations, investigations, explorations, tests, reports, studies or similar information or data in respect of said underground facilities are or will be required by CONTRACTOR in order to perform and finish the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents.
- 7.5 CONTRACTOR has correlated the results of all such observations, examinations, investigations, explorations, tests, reports, and studies with the terms and conditions of the Contract Documents.
- 7.6 CONTRACTOR has given ENGINEER written notice of all conflicts, errors or discrepancies in the Contract Documents of which Contractor knew or should have known, and CONTRACTOR shall perform the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents, including any written resolution of any such conflict, error or discrepancy by ENGINEER. In the event of a conflict that was not brought to the OWNER's or ENGINEER's attention prior to the bid, the CONTRACTOR is assumed to have bid the most expensive alternative.

Article 8. CONTRACT DOCUMENTS

The Contract Documents, which comprise the entire agreement between OWNER and CONTRACTOR concerning the Work, consist of the following, each of which are incorporated herein by reference:

- 8.1 Standard Form of Agreement (Section 00500).
- 8.2 Performance and Payment Bonds (Sections 00600 and 00610).
- 8.3 General Conditions of Agreement (Section 00700), including Workers' Compensation Insurance Coverage requirements, Agreement for Final Payment and Contractor's Sworn Release requirements, and Owner's Insurance Requirements of Contractor.
- 8.4 Plans, consisting of sheets numbered 1 through 25 inclusive with attachments with each sheet bearing the following general title: Hwy 71 – Sanitary Sewer Pipe Bursting and Interceptor Connection.
- 8.5 Instructions to Bidders and CONTRACTOR's Bid Proposal, including any Addenda referenced therein.
- 8.6 Technical Specifications for the Work.

- 8.7 The following, which may be delivered or issued after this Agreement becomes effective: Any Change Orders or other documents amending, modifying, or supplementing the Contract Documents in accordance with the General Conditions.

There are no Contract Documents other than those listed above in this Article 8. The Contract Documents may only be amended, modified or supplemented as provided in the General Conditions.

Article 9. MISCELLANEOUS

- 9.1 Terms used in this Agreement which are defined in Article 1, “Definitions and Terminology” of the General Conditions will have the meanings indicated in the General Conditions.
- 9.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.
- 9.3 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns and legal representative to the other party hereto, its partners, successors, assigns and legal representatives in respect of all covenants, agreements and obligations contained in the Contract Documents.
- 9.4 CONTRACTOR agrees to warranty the Work for a period of one (1) year from Substantial Completion against defects in materials and workmanship. CONTRACTOR agrees to repair or replace any defective work within this warranty period immediately unless such repairs require long lead time materials and equipment in which case CONTRACTOR shall provide an agreeable schedule for repairs at no additional cost to OWNER.
- 9.5 The Work will be completed according to the Contract Documents and in accordance with codes, ordinances, and construction standards of the City of Bastrop, and all applicable laws, codes and regulations of governmental authorities.
- 9.6 In the event any notice period required under the Contract Documents is found to be shorter than any minimum period prescribed by applicable law, the notice period required shall be construed to be the minimum period prescribed by applicable law.
- 9.7 This Contract and the Contract Documents, insofar as they relate in any part or in any way to the Work undertaken therein, constitute the entire agreement between the parties hereto, and it is expressly understood and agreed that there are no

agreements or promises by and between said parties, except as aforesaid, and that any additions thereto or changes shall be in writing.

- 9.8 The provisions of this Contract shall be applied and interpreted in a manner consistent with each other so as to carry out the purposes and the intent of the parties, but if for any reason any provision is unenforceable or invalid, such provisions shall be deemed severed from this Contract and the remaining provisions shall be carried out with the same force and effect as if the severed provision had not been part of this Contract.
- 9.9 The headings of the paragraphs are included solely for the convenience of reference and if there is any conflict between the headings and the text of this Contract, the Contract text shall control.
- 9.10 The waiver of any breach hereof shall not constitute a waiver of any subsequent breach of the same or any other provision hereof. Failure by the OWNER in any instance to insist upon observance or performance by CONTRACTOR shall not be deemed a waiver by CONTRACTOR of any such observance or performance. No waiver will be binding upon OWNER unless in writing and then will be for the particular instance only. Payment of any sum by OWNER to CONTRACTOR with knowledge of any breach or default will not be deemed a waiver of such breach or default or any other breach or default.
- 9.11 The CONTRACTOR acknowledges that the OWNER (through its employee handbook) considers the following to be misconduct that is grounds for termination of an employee of the OWNER: Any fraud, forgery, misappropriation of funds, receiving payment for services not performed or for hours not worked, mishandling or untruthful reporting of money transactions, destruction of assets, embezzlement, accepting materials of value from vendors, or consultants, and/or collecting reimbursement of expenses made for the benefit of the OWNER. The CONTRACTOR agrees that it will not, directly or indirectly; cause an employee of the OWNER to engage in such misconduct.

Article 10. STATE REQUIREMENTS

- 10.1 Critical Infrastructure Subcontracts
For purposes of this paragraph, the designated countries are China, Iran, North Korea, Russia and any countries lawfully designated by the Governor of Texas as a threat to critical infrastructure. Pursuant to Section 113.002 of the Texas Business and Commerce Code (“TBCC”), Contractor shall not enter into a subcontract that will provide direct or remote access to or control of critical infrastructure, as defined by Section 113.001 of the TBCC, in this state, other than access specifically allowed for product warranty and support purposes to any subcontractor unless (i) neither the subcontractor nor its parent company, nor any affiliate of the subcontractor or its

parent company, is majority owned or controlled by citizens or governmental entities of a designated country; and (ii) neither the subcontractor nor its parent company, nor any affiliate of the subcontractor or its parent company, is headquartered in a designated country. Contractor will notify the Owner before entering into any subcontract that will provide direct or remote access to or control of critical infrastructure, as defined by Section 113.001 of the TBCC, in this state.

10.2 Disclosure of Interested Parties

Contractor represents and warrants that if selected for award of contract as a result of the Request for Proposal, Contractor will submit to Owner a Certificate of Interested Parties prior to the contract execution in accordance with Section 2252.908 of the Texas Government Code.

10.3 Energy Company Boycotts

If Contractor is required to make a verification pursuant to Section 2274.002 of the Texas Government Code (TGC), Contractor verifies that Contractor does not boycott energy companies and will not boycott energy companies during the term of the contract. If Contractor does not make that verification, Contractor must also indicate in its response and state why the verification is not required.

10.4 Entities that Boycott Israel

If Contractor is required to make a certification pursuant to Section 2271.001 of the Texas Government Code (TGC), Contractor verifies that Contractor does not boycott Israel and will not boycott Israel during the term of the contract resulting from this solicitation. If Contractor does not make that verification, Contractor must also indicate in its response and state why the verification is not required.

10.5 False Statements

Contractor represents and warrants that all statements and information prepared and submitted for this solicitation and this contract are current, complete, true and accurate. Submitting a Response with a false statement or material misrepresentations made during the performance of a contract is a material breach of contract and may void the submitted Response and any resulting contract.

10.6 Firearm Entities and Trade Association Discrimination

If Contractor is required to make verification pursuant to Section 2274.002 of the Texas Government Code (TGC), Contractor verifies that it (1) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association and (2) will not discriminate during the term of the contract against a firearm entity of firearm trade association. If Contractor does not make

verification, Contractor must so indicate in its Response and state why the verification is not required.

10.7 Foreign Terrorist Organizations

Contractor represents and warrants that it is not engaged in business with Iran, Sudan, or a foreign terrorist organization, as prohibited by Section 2252.152 of the Texas Government Code (TGC).

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each has been delivered to OWNER and one to CONTRACTOR.

This Agreement will be effective upon execution and attestation by authorized representatives of the City of Bastrop and upon the following date: _____, 20__.

OWNER:
CITY OF BASTROP

CONTRACTOR:

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

DRAFT

(Corporate Seal)

ATTEST _____

ATTEST _____

Address for giving notices

Phone: _____

Fax: _____

STANDARD FORM OF AGREEMENT

Agent for service of process:

END OF SECTION

DRAFT

**STANDARD FORM OF AGREEMENT
APPENDIX B**

House Bill 89 Verification

I, _____ (Person name), the undersigned representative (hereafter referred to as “Representative”) of _____ (company or business name, hereafter referred to as “Business Entity”), being an adult over the age of eighteen (18) years of age, after being duly sworn by the undersigned notary, do hereby depose and affirm the following:

1. That Representative is authorized to execute this verification on behalf of Business Entity;
2. That Business Entity does not boycott Israel and will not boycott Israel during the term of any contract that will be entered into between Business Entity and the City of Bastrop; and
3. That Representative understands that the term “boycott Israel” is defined by Texas Government Code Section 2270.001 to mean refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes.

SIGNATURE OF REPRESENTATIVE

SUBSCRIBED AND SWORN TO BEFORE ME, the undersigned authority, on this _____ day of _____, 20____.

Notary Public

ETHICS CERTIFICATION FORM

Section 00590

ETHICS CERTIFICATION FORM

DRAFT

CERTIFICATE OF INTERESTED PARTIES

FORM 1295

OFFICE USE ONLY

Complete Nos. 1 - 4 and 6 if there are interested parties.
Complete Nos. 1, 2, 3, 5, and 6 if there are no interested parties.

1 Name of business entity filing form, and the city, state and country of the business entity's place of business.

2 Name of governmental entity or state agency that is a party to the contract for which the form is being filed.

3 Provide the identification number used by the governmental entity or state agency to track or identify the contract, and provide a description of the services, goods, or other property to be provided under the contract.

4 Name of Interested Party	City, State, Country (place of business)	Nature of Interest (check applicable)	
		Controlling	Intermediary

5 Check only if there is NO Interested Party.

6 UNSWORN DECLARATION

My name is _____, and my date of birth is _____.

My address is _____, _____, _____, _____, _____.
(street) (city) (state) (zip code) (country)

I declare under penalty of perjury that the foregoing is true and correct.

Executed in _____ County, State of _____, on the _____ day of _____, 20____.
(month) (year)

Signature of authorized agent of contracting business entity
(Declarant)

ADD ADDITIONAL PAGES AS NECESSARY

Section 00600

PERFORMANCE BOND

STATE OF TEXAS §
COUNTY OF BASTROP §

KNOW ALL MEN BY THESE PRESENTS: That _____ of the City of _____, County of _____, and State of Texas, as principal, and _____ authorized under the laws of the State of Texas to act as surety on bonds for principals, are held and firmly bound unto City of Bastrop as Obligee (Owner), in the penal sum of \$_____ for the payment whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors, and assigns, jointly and severally, by these presents:

WHEREAS, the Principal has entered into a certain written contract with the Owner, effective as of the ____ day of _____, 20____, (the “Contract”) to commence and complete the construction of certain improvements described as follows:

**Construction of the Hwy 71 – Sanitary Sewer Pipe
Bursting and Interceptor Connection
City of Bastrop, Texas**

which Contract, including the Contract Documents as defined therein, is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall faithfully perform said Contract Work and shall in all respects duly and faithfully observe and perform all and singular the covenants, conditions, and agreements in and by said Contract agreed and covenanted by the Principal to be observed and performed, and according to the true intent and meaning of said Contract and Contract Documents, then this obligation shall be void; otherwise to remain in full force and effect;

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the Texas Government Code as amended and all liabilities on this bond shall be determined in accordance with the provisions of said Statute to the same extent as if it were copied at length herein.

Surety, for value received, stipulates and agrees that no change, extension of time, alteration or addition to the terms of the contract, or to the Work performed thereunder, or the plans, specifications, or drawings accompanying the same, shall in any way affect its obligation on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Contract, or to the Work to be performed thereunder.

Hwy 71 – Sanitary Sewer Pipe Bursting
and Interceptor Connection

CITY OF BASTROP

PERFORMANCE BOND

IN WITNESS WHEREOF, the said Principal and Surety have signed and sealed this instrument this _____ day of _____, 20__.

Principal:

Surety:

By: _____

By: _____

Title: _____

Title: _____

Address:

Address:

Telephone: _____

Telephone: _____

Fax: _____

Fax: _____

NOTICE: THE ADDRESS OF THE SURETY COMPANY TO WHICH ANY NOTICE OF CLAIM SHOULD BE SENT MAY BE OBTAINED FROM THE TEXAS DEPARTMENT OF INSURANCE BY CALLING ITS TOLL-FREE TELEPHONE NUMBER; 1-800-252-3439.

END OF SECTION

Section 00610

PAYMENT BOND

STATE OF TEXAS §
COUNTY OF BASTROP §

KNOW ALL MEN BY THESE PRESENTS: That _____ of the City of _____, County of _____, and State of Texas, as principal, and _____ authorized under the laws of the State of Texas to act as surety on bonds for principals, are held and firmly bound unto City of Bastrop as Obligee (Owner), in the penal sum of \$_____ for the payment whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors, and assigns, jointly and severally, by these presents:

WHEREAS, the Principal has entered into a certain written contract with the Owner, effective as of the ____ day of _____, 20____, (the "Contract") to commence and complete the construction of certain improvements described as follows:

**Construction of the Hwy 71 – Sanitary Sewer Pipe
Bursting and Interceptor Connection
City of Bastrop, Texas**

which Contract, including the Contract Documents as defined therein, is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall pay all claimants supplying labor or material to him or a subcontractor in the prosecution of the Work provided for in said Contract, then, this obligation shall be void; otherwise to remain in full force and effect;

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the Texas Government Code as amended and all liabilities on this bond shall be determined in accordance with the provisions of said Statute to the same extent as if it were copied at length herein.

Surety, for value received, stipulates and agrees that no change, extension of time, alteration or addition to the terms of the contract, or to the Work performed thereunder, or the plans, specifications, or drawings accompanying the same, shall in any way affect its obligation on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Contract, or to the Work to be performed thereunder.

Hwy 71 – Sanitary Sewer Pipe Bursting
and Interceptor Connection

CITY OF BASTROP

PAYMENT BOND

IN WITNESS WHEREOF, the said Principal and Surety have signed and sealed this instrument this _____ day of _____, 20__.

Principal:

Surety:

By: _____

By: _____

Title: _____

Title: _____

Address:

Address:

Telephone: _____

Telephone: _____

Fax: _____

Fax: _____

NOTICE: THE ADDRESS OF THE SURETY COMPANY TO WHICH ANY NOTICE OF CLAIM SHOULD BE SENT MAY BE OBTAINED FROM THE TEXAS DEPARTMENT OF INSURANCE BY CALLING ITS TOLL-FREE TELEPHONE NUMBER; 1-800-252-3439.

END OF SECTION

October 24, 2025

City of Bastrop
1311 Chestnut Street
Bastrop, TX 78602
(Via email)

Re: Recommendation of Award

City of Bastrop – Construction of Hwy 71 – Sanitary Sewer Pipe Bursting and Interceptor Connection
Colliers Engineering & Design Project No. 24011520A

Dear Elisha Perkins
Project Manager Coordinator

On Monday, October 20, 2025, at 2:00 p.m., the City of Bastrop conducted a public bid opening at City Hall for the *Highway 71 – Sanitary Sewer Pipe Bursting and Interceptor Connection* project. The bid process was conducted in full compliance with applicable procurement requirements to ensure a fair, transparent, and competitive selection.

A total of six (6) contractors submitted complete bid packages. Each bid was reviewed for accuracy, completeness, and conformance with the Bid Documents. The bids were ranked from lowest to highest based on verified amounts, as summarized below:

Contractor	Announced Bid Amount	Verified Bid Amount (Quantity x Unit Cost)	Comments
BULL-G CONSTRUCTION	\$862,924.00	\$862,924.00	
BROTHER GROUP	\$892,152.00	\$892,062.00	<ul style="list-style-type: none"> •Discrepancy of \$90.00 •Missing acknowledgement of Addendum
TEJANO UTILITIES	\$ 949,865.00	\$949,865.00	
LOPEZ UTILITIES CONTRACTOR	\$1,107,602.50	\$1,107,602.50	
S-CO INCORPORATED	\$1,267,461.00	\$1,267,461.00	
PM CONSTRUCTION	\$1,509,382.85	\$1,509,382.85	

A detailed Bid Tabulation summarizing the individual unit prices for each line item is attached for reference.

Considerations

Upon review of the submitted bid documents, it was observed that Brother Group did not acknowledge receipt of the issued addendum. All other bidders complied with this requirement. This omission constitutes a bid irregularity and may be taken into consideration by the City when determining bid responsiveness.

The Engineer's Estimate prepared by Colliers Engineering & Design, Inc. for this project was \$897,756.00. The low bid submitted by Bull-G Construction in the amount of \$862,924.00 is within four percent (4%) of the engineer's estimate, which is considered reasonable and reflective of current market conditions. By contacting the references provided by each bidder, CED confirmed that Bull-G Construction has a proven record of successful performance on comparable sanitary sewer and utility improvement projects across the State of Texas, including several completed within the Houston metropolitan area.

Engineer Recommendation

Based on a comprehensive evaluation of the bid documentation, contractor qualifications, and comparative pricing, Colliers Engineering & Design, Inc. recommends award of the Base Bid to Bull-G Construction in the total amount of \$862,924.00. The contract duration shall be ninety (90) calendar days from the issuance of the Notice to Proceed, in accordance with the Bid Documents.

This recommendation is made contingent upon the City's final verification of all bid documentation and the certification of funds by the Chief Financial Officer.

Please do not hesitate to contact our office if additional information or clarification is required.

Sincerely,

Colliers Engineering & Design, Inc.

A handwritten signature in blue ink, appearing to read "Guillermo Benavides".

Guillermo Benavides, P.E., ENV SP
Municipal Department Manager

Attachments:

- Bid Tabulation
- Sign-in Sheet
- Recorded Bid Amounts from the Bid Opening

cc: Elizabeth Wick, Project Manager ewick@cityofbastrop.org



BID TAB COMPARISON

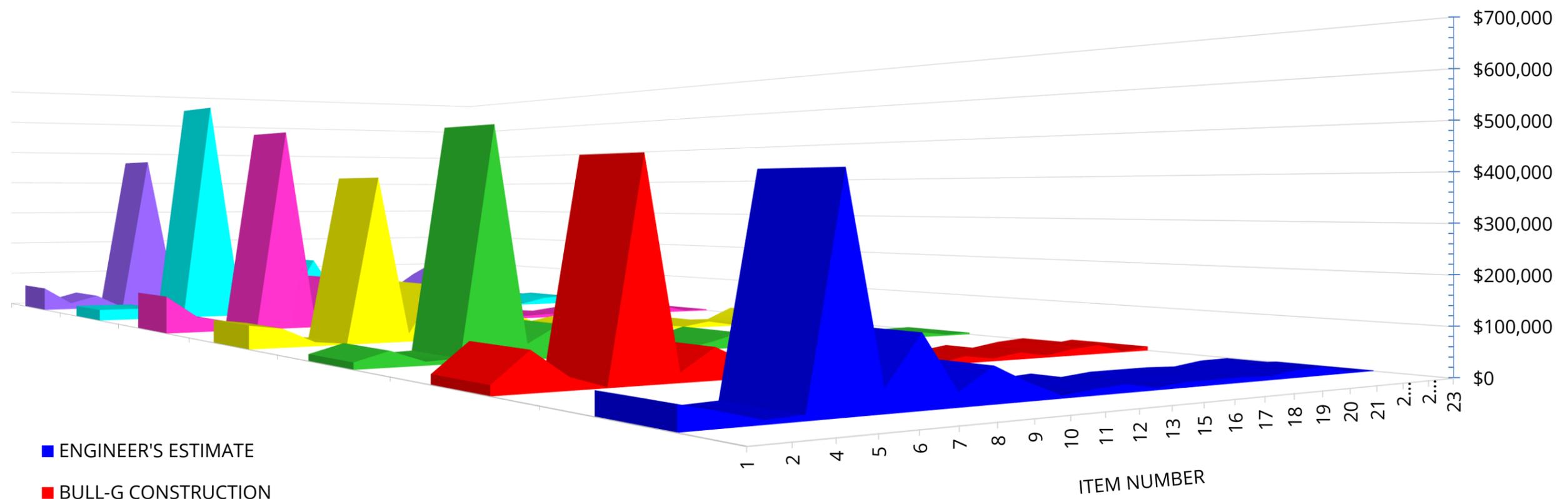
						1		2		3		4		5		6		
				ENGINEER'S ESTIMATE		BULL-G CONSTRUCTION		BROTHER GROUP		TEJANO UTILITIES		LOPEZ UTILITIES CONTRACTOR		S-CO INCORPORATED		PM CONSTRUCTION		
Item #	Spec. Ref.	Description	Unit	Quantities	Unit Price	(Includes 5% Contingency)	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1		MOBILIZATION	LS	1	5%	\$ 42,513.00	\$ 20,000.00	\$ 20,000.00	\$ 15,000.00	\$ 15,000.00	\$ 55,000.00	\$ 55,000.00	\$ 95,000.00	\$ 95,000.00	\$ 30,000.00	\$ 30,000.00	\$ 66,883.55	\$ 66,883.55
2		INSURANCE & BONDING	LS	1	\$ 25,000	\$ 26,250.00	\$ 78,448.00	\$ 78,448.00	\$ 35,000.00	\$ 35,000.00	\$ 45,000.00	\$ 45,000.00	\$ 40,000.00	\$ 40,000.00	\$ 30,000.00	\$ 30,000.00	\$ 18,112.51	\$ 18,112.51
3		--	-	0		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4		PRE & POST CONSTRUCTION CCTV	LS	1	\$ 7,500	\$ 7,875.00	\$ 25,416.00	\$ 25,416.00	\$ 8,500.00	\$ 8,500.00	\$ 10,000.00	\$ 10,000.00	\$ 25,000.00	\$ 25,000.00	\$ 28,745.00	\$ 28,745.00	\$ 39,045.56	\$ 39,045.56
5		PLUG AND ABANDON EXISTING 10" SANITARY SEWER	LS	1	\$ 10,000	\$ 10,500.00	\$ 2,000.00	\$ 2,000.00	\$ 11,000.00	\$ 11,000.00	\$ 2,000.00	\$ 2,000.00	\$ 1,500.00	\$ 1,500.00	\$ 731.00	\$ 731.00	\$ 363.33	\$ 363.33
6		12" HDPE SANITARY SEWER BY PIPE BURSTING INCLUDING BORE PITS	LF	3,621	\$ 105	\$ 399,215.00	\$ 120.00	\$ 434,520.00	\$ 140.00	\$ 506,940.00	\$ 110.00	\$ 398,310.00	\$ 145.00	\$ 525,045.00	\$ 170.00	\$ 615,570.00	\$ 128.32	\$ 464,646.72
7		BYPASS PUMPING AND/OR PUMP AND HAUL	LS	1	\$ 40,000	\$ 42,000.00	\$ 20,000.00	\$ 20,000.00	\$ 35,000.00	\$ 35,000.00	\$ 20,000.00	\$ 20,000.00	\$ 32,000.00	\$ 32,000.00	\$ 100,000.00	\$ 100,000.00	\$ 69,878.84	\$ 69,878.84
8		15" PVC SANITARY SEWER BY OPEN CUT WITH TRENCH SAFETY	LF	615	\$ 200	\$ 129,150.00	\$ 105.00	\$ 64,575.00	\$ 120.00	\$ 73,800.00	\$ 220.00	\$ 135,300.00	\$ 210.00	\$ 129,150.00	\$ 144.00	\$ 88,560.00	\$ 259.77	\$ 159,758.55
9		SANITARY SEWER POINT REPAIR	EA	10	\$ 2,500	\$ 26,250.00	\$ 3,000.00	\$ 30,000.00	\$ 2,500.00	\$ 25,000.00	\$ 2,800.00	\$ 28,000.00	\$ 5,200.00	\$ 52,000.00	\$ 2,600.00	\$ 26,000.00	\$ 7,778.36	\$ 77,783.60
10		15" SANITARY SEWER BY BORE WITH STEEL CASING	LF	90	\$ 700	\$ 66,150.00	\$ 225.00	\$ 20,250.00	\$ 450.00	\$ 40,500.00	\$ 550.00	\$ 49,500.00	\$ 380.00	\$ 34,200.00	\$ 1,762.00	\$ 158,580.00	\$ 1,265.34	\$ 113,880.60
11		SIDEWALK PAVEMENT REPAIR PER CITY OF BASTROP DETAIL	SY	275	\$ 115	\$ 33,206.00	\$ 85.00	\$ 23,375.00	\$ 55.00	\$ 15,125.00	\$ 165.00	\$ 45,375.00	\$ 140.00	\$ 38,500.00	\$ 141.00	\$ 38,775.00	\$ 274.67	\$ 75,534.25
12		ASPHALT DRIVEWAY REPAIR PER TXDOT DETAIL	SY	54	\$ 100	\$ 5,670.00	\$ 90.00	\$ 4,860.00	\$ 75.00	\$ 4,050.00	\$ 150.00	\$ 8,100.00	\$ 180.00	\$ 9,720.00	\$ 123.00	\$ 6,642.00	\$ 818.99	\$ 44,225.46
13		18" CURB AND GUTTER	LF	349	\$ 32	\$ 11,726.00	\$ 85.00	\$ 29,665.00	\$ 48.00	\$ 16,752.00	\$ 60.00	\$ 20,940.00	\$ 65.00	\$ 22,685.00	\$ 53.00	\$ 18,497.00	\$ 229.91	\$ 80,238.59
14		--	-	0		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15		6' ECCENTRIC DOGHOUSE MANHOLE ON EXISTING 36" SANITARY SEWER WITH DROP	EA	1	\$ 15,000	\$ 15,750.00	\$ 20,000.00	\$ 20,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 21,500.00	\$ 21,500.00	\$ 32,140.00	\$ 32,140.00	\$ 40,645.19	\$ 40,645.19
16		CORE AND CONNECT NEW 15" SANITARY SEWER INTO EXISTING MANHOLE	EA	1	\$ 4,500	\$ 4,725.00	\$ 3,000.00	\$ 3,000.00	\$ 5,000.00	\$ 5,000.00	\$ 4,000.00	\$ 4,000.00	\$ 6,500.00	\$ 6,500.00	\$ 3,935.00	\$ 3,935.00	\$ 20,916.66	\$ 20,916.66
17		PROPOSED 4' SANITARY SEWER MANHOLE	EA	1	\$ 10,000	\$ 10,500.00	\$ 15,000.00	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00	\$ 12,000.00	\$ 12,000.00	\$ 9,500.00	\$ 9,500.00	\$ 15,340.00	\$ 15,340.00	\$ 15,439.13	\$ 15,439.13
18		RE-GROUT AND SHAPE BOTTOM OF EXISTING MANHOLE	EA	4	\$ 2,500	\$ 10,500.00	\$ 1,500.00	\$ 6,000.00	\$ 1,000.00	\$ 4,000.00	\$ 1,000.00	\$ 4,000.00	\$ 950.00	\$ 3,800.00	\$ 1,050.00	\$ 4,200.00	\$ 671.27	\$ 2,685.08
19		REMOVE AND REPLACE 4' SANITARY SEWER MANHOLE INCLUDING FORCE MANIN DISSIPATION AND EPOXY COATING	EA	1	\$ 10,000	\$ 10,500.00	\$ 15,000.00	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 15,000.00	\$ 15,000.00	\$ 12,500.00	\$ 12,500.00	\$ 18,586.00	\$ 18,586.00	\$ 20,639.33	\$ 20,639.33
20		TEMPORARY POLE SUPPORT AND COORDINATION WITH BLUEBONNET ELECTRIC	LS	1	\$ 7,500	\$ 7,875.00	\$ 5,000.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00	\$ 3,000.00	\$ 3,000.00	\$ 6,500.00	\$ 6,500.00	\$ 3,360.00	\$ 3,360.00	\$ 70,482.98	\$ 70,482.98
21		TRAFFIC CONTROL	LS	1	\$ 15,000	\$ 15,750.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 2,000.00	\$ 2,000.00	\$ 18,500.00	\$ 18,500.00	\$ 19,250.00	\$ 19,250.00	\$ 110,758.97	\$ 110,758.97
22A		SILT FENCE	LF	3,965	\$ 4	\$ 16,653.00	\$ 5.00	\$ 19,825.00	\$ 3.00	\$ 11,895.00	\$ 8.00	\$ 31,720.00	\$ 4.50	\$ 17,842.50	\$ 6.00	\$ 23,790.00	\$ 3.29	\$ 13,044.85
22B		BALED HAY FOR EROSION AND SEDIMENTATION CONTROL	LF	350	\$ 10	\$ 3,675.00	\$ 5.00	\$ 1,750.00	\$ 8.00	\$ 2,800.00	\$ 30.00	\$ 10,500.00	\$ 8.00	\$ 2,800.00	\$ 4.00	\$ 1,400.00	\$ 9.65	\$ 3,377.50
23		BARBED WIRE FENCE	LF	168	\$ 8	\$ 1,323.00	\$ 55.00	\$ 9,240.00	\$ 25.00	\$ 4,200.00	\$ 90.00	\$ 15,120.00	\$ 20.00	\$ 3,360.00	\$ 20.00	\$ 3,360.00	\$ 6.20	\$ 1,041.60
VERIFIED TOTAL COST					\$ 897,756.00		\$ 862,924.00		\$ 892,062.00		\$ 949,865.00		\$ 1,107,602.50		\$ 1,267,461.00		\$ 1,509,382.85	
TOTAL COST IN BID DOCUMENT							\$ 862,924.00		\$ 892,152.00		\$ 949,865.00		\$ 1,107,602.50		\$ 1,267,461.00		\$ 1,509,382.85	
DIFFERENCE - BID VS. VERIFIED							\$ -		\$ (90.00)		\$ -		\$ -		\$ -		\$ -	



Engineering & Design

CITY OF BASTROP Hwy 71 - Sanitary Sewer Pipe Bursting and Interceptor OCTOBER 20, 2025

ITEM COMPARISON BY BIDDER



- ENGINEER'S ESTIMATE
- BULL-G CONSTRUCTION
- BROTHER GROUP
- TEJANO UTILITIES
- LOPEZ UTILITIES CONTRACTOR
- S-CO INCORPORATED
- PM CONSTRUCTION



BID OPENING

Hwy 71 Sanitary Sewer Pipe Bursting

Date: October 20, 2025

Time: 2:00 pm

NAME	COMPANY	EMAIL
Omar Shalham	Brothor Group LLC	oshal@bjc-llc.com
Diego Ruiz	Lopez Utilities Contractor	rlopez@luc-llc.com
Matthew Watson	S-Co Inc.	M.watson@SCOinc.net

NAME	COMPANY	EMAIL

NAME	COMPANY	EMAIL
Pedro Martinez	Texas Pride Utilities Tejano Utilities LLC	Ricardo Pecina @ gpa Ricardo.Pecina@TexasPrideUtilities.com
Francisco Lopez	Bull G Const. LLC	Flopez.bullg@gmail.com
Jorge Hernandez	P/M construction	Jorge.Hernandez Jr @ pariscorp.com
STANFORD NGUYEN	COLLIERS (CED)	STANFORD.NGUYEN @ collierscg.com

BID DATE Monday, October 20, 2025
 BID TIME 2:00 PM

PROJECT DESCRIPTION: City of Bastrop - Hwy 71 Sanitary Sewer Pipe Bursting

COMMENTS

General Contractor Company Name	Time and Date Received	Signed Form of Agreement	Bid Security	Bid Amount	Schedule
1 S-CO INCORPORATED	10/20 1:08 pm	✓	✓	\$ 1,267,461.00	
2 PM CONSTRUCTION	10/20 1:20 pm	✓	✓	\$ 1,509,382.85	
3 BULL-GI CONSTRUCTION	10/20 1:29 pm	✓	✓	\$ 862,924.00	
4 TETANO UTILITIES	10/20 1:35 pm	✓	✓	\$ 949,865.00	
5 BROTHER GROUP	10/20 1:45 pm	✓	✓	\$ 892,152.00	RUSSING ADDENDUM
6 LOPEZ UTILITIES CONTRACTOR	10/20 1:48 pm	✓	✓	\$ 1,107,602.50	
7					
8					
9					
10					
11					
12					
13					