



**CITY ROAD ASSESSMENT AND CITY FACILITY WORKSHOP
Monday, July 10, 2023, 8:00 AM**

STARTING CITY HALL; ROAD NETWORK; CITY FACILITIES; ENDING CITY HALL

THE CITY COUNCIL OF THE CITY OF MORGAN'S POINT RESORT, TEXAS WILL CONVENE AT THE LOCATION AND TIMES STATED ABOVE TO HOLD A WORKSHOP TO ALLOW THE CITY COUNCILMEMBERS TO COMMUNICATE AND ASSESS THE ITEMS CONTAINED IN THIS AGENDA. THE ITEMS LISTED BELOW ARE FOR DISCUSSION PURPOSES ONLY AND NO FORMAL ACTION OR VOTES WILL BE TAKEN. AS A QUORUM OF THE MEMBERS OF THE CITY COUNCIL MAY BE PRESENT, THIS AGENDA IS BEING POSTED IN COMPLIANCE WITH CHAPTER 551 TEXAS GOVERNMENT CODE AND THE TEXAS OPEN MEETING ACT.

1. Call to Order

2. Announcement and Citizen Comments

This is an opportunity for members of the public to suggest the addition of topics for the discussion, or to address topics of interest, with the presentation limited to three (3) minutes. All speakers will conduct themselves in an orderly and lawful manner. All speakers will be recognized prior to speaking and will announce their name and address to be included in the minutes. State law prohibits the Mayor and Members of the City Council from commenting on any statement or engaging in dialogue without an appropriate agenda item being posted in accordance with the Texas Open Meetings Law.

3. Regular Agenda

- a. Road Assessments throughout Morgan's Point Resort city limits.
- b. Walkthrough of city facilities and points of interest
- c. Recommendations of nominees for the future Parks and Recreation Committee

4. Adjournment

I certify that a copy of the July 10, 2023 agenda of items to be considered by the Morgan's Point Resort City Council was posted and could be seen on the City Hall bulletin board on the July 6, 2023 at 5:00PM and remained posted continuously for at least 72 hours preceding the scheduled time of the meeting. I further certify that the following news media were properly notified of the above stated meeting: Belton Journal. The meeting facility is wheelchair accessible and accessible parking spaces are available. Request for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact the City Secretary's office at 254-742-3206 for further information.

Ophelia Rodriguez, City Secretary

MEMORANDUM

Date: June 30, 2023

To: Dalton Rice
City Manager
City of Morgan's Point Resort

From: Alfonso Casio, PE
Team Lead
Cobb, Fendley & Associates
Texas Licensed Professional Engineer No. 137323

Subject: Pavement and Roadway Engineering Memorandum

The sections below discuss the differences between Pavement and roadway engineering.

PAVEMENT ENGINEERING

Pavement Engineering primarily focuses on the design and analysis of road pavement structures. The pavement structure of the road directly supports the traffic loads. It involves the study of various types of pavements, their materials, and their performance under different traffic and environmental conditions. Key aspects of pavement engineering include evaluation of pavement performance and rehabilitation and maintenance. Pavement performance assesses the performance of pavement structures through methods like structural analysis, pavement condition surveys, and non-destructive testing. Rehabilitation and maintenance involve the planning and implementation of strategies for rehabilitating and maintaining existing pavements to extend their service life.

ROADWAY ENGINEERING

Roadway Engineering is a broader discipline that encompasses the design, planning, and layout of road networks. This includes design of geometric features, traffic control devices, and overall transportation system integration. The focus of roadway engineering includes geometric design. Geometric design involves establishing the alignment, cross-section, and profile of roadways, including widths, curves, intersections, and grade profiles. Roadway engineers work closely with pavement engineers to identify the appropriate pavement structure a road should have while taking into consideration traffic loads and environmental factors like moisture and existing soil conditions.

While Cobb, Fendley & Associates, Inc. does not perform pavement design engineering, we have technical experts and licensed Professional Engineers with prior experience in pavement design to provide input. We regularly partner with firms who specialize in geotechnical and pavement engineering to assist in designing new pavement structures and analyzing existing pavement conditions to determine proper maintenance and rehabilitation measures.

Maintenance/Repairs Performed

Bramble Bush
Bay Ct
Beachcomber Dr
Blue Roan
Comanche Ln
Cottonwood Lp
Dandelion Street
Driftwood
Ebbtide
Fox Ln
Great West
Holly Oaks
Holly Crossing
Hollywood
Hopi
Mohawk
Palomino
Raccon Trail
Whichita
Yuma
Northpoint

Requires Significant Repair/Maintenance

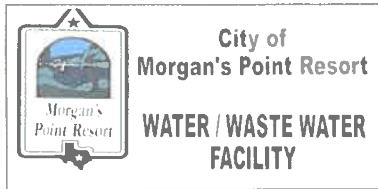
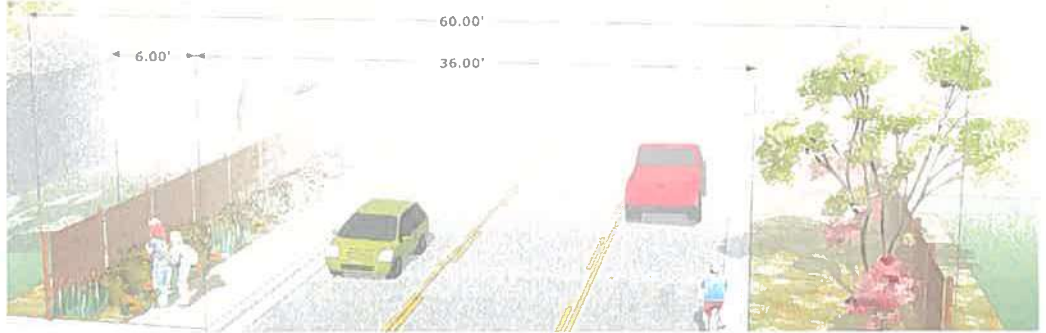
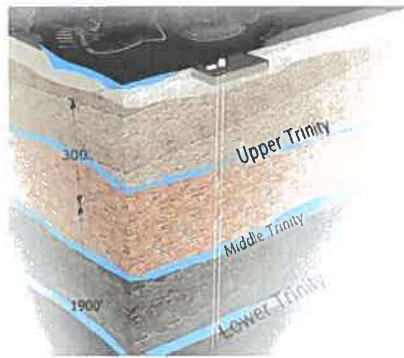
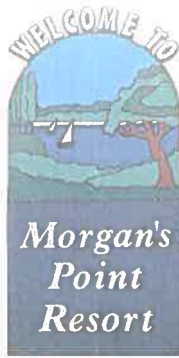
Aspen Ct
Bronco Ct
Basswood Ct
Bucksin Lp
Chestnut Tr
Canyon Circle
Cox Circle
Jessamine Dr
Mustang Dr
Quarterhorse
Sorrell Ln
Sugar Foot Dr
Tower Ct
Bluebonnet Dr
Paint Dr



CREATING ENVIRONMENTS BY DESIGN



The City of Morgan's Point Resort 2014 INFRASTRUCTURE MASTER PLAN



July 1, 2014

BSP ENGINEERS, INC. • F-7587
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ACKNOWLEDGEMENTS

BSP Engineers, Inc wishes to acknowledge and thank the patience and assistance given by the following City of Morgan's Point Resort Staff:

David Huseman, City Manager
Dale Sellears, Utility Superintendent
Katrice Jackson, Water Records and Information
B. J. Scheible, Maintenance Superintendent
Althea Wall, City Secretary
Fred Churchill, Chief of Police

CITY COUNCIL

Ken Steger, Mayor
Ric Holmes, Mayor Pro-Tem
Mary Morrow, Council Member
Dennis Green, Council Member
Fred Ybanez, Council Member
Dwayne Gossett, Council Member

and the remainder of the City staff, too many to mention, that provided their assistance and goodwill in assembling the information required for this Master Plan report.



SECTION 1: ROADWAY & THOROUGHFARE MASTER PLAN

Transportation planning primarily addresses the public infrastructure of streets and pedestrian walkways, but also often establishes the parameters and strategies that effect how private development contributes to the transportation system. Transportation planning effects physical improvements, such as the construction of streets, as well as less tangible elements, such as tools to reduce travel demand or automobile speed. A foundation for the roadway improvement master plan include components such as the Thoroughfare Plan and the proposed street classifications for local, collector, and arterial designated roadways.

As part of the development of the Roadway Thoroughfare plan a traffic sub-consultant was contracted to provide Traffic counts at 16 different locations through-out the city. The results of this traffic counts are included within the report appendix. The locations of the proposed traffic count locations are as shown within the Roadway Master Plan traffic count location exhibit, located on the next page. The Traffic Heat map represents traffic count. The darker red areas represent higher traffic volumes, while blue areas represent lower traffic volumes.

In addition to the in-field traffic count data a traffic count interpolation was derived at an additional 350 locations. The interpolated traffic counts were based upon the original observed count locations and the known number of residences on each street segment.

A traffic heat map (Exhibit 1-3 Existing Traffic Heat Map) was developed to represent this analysis. The darker red areas represent areas of higher traffic volumes.

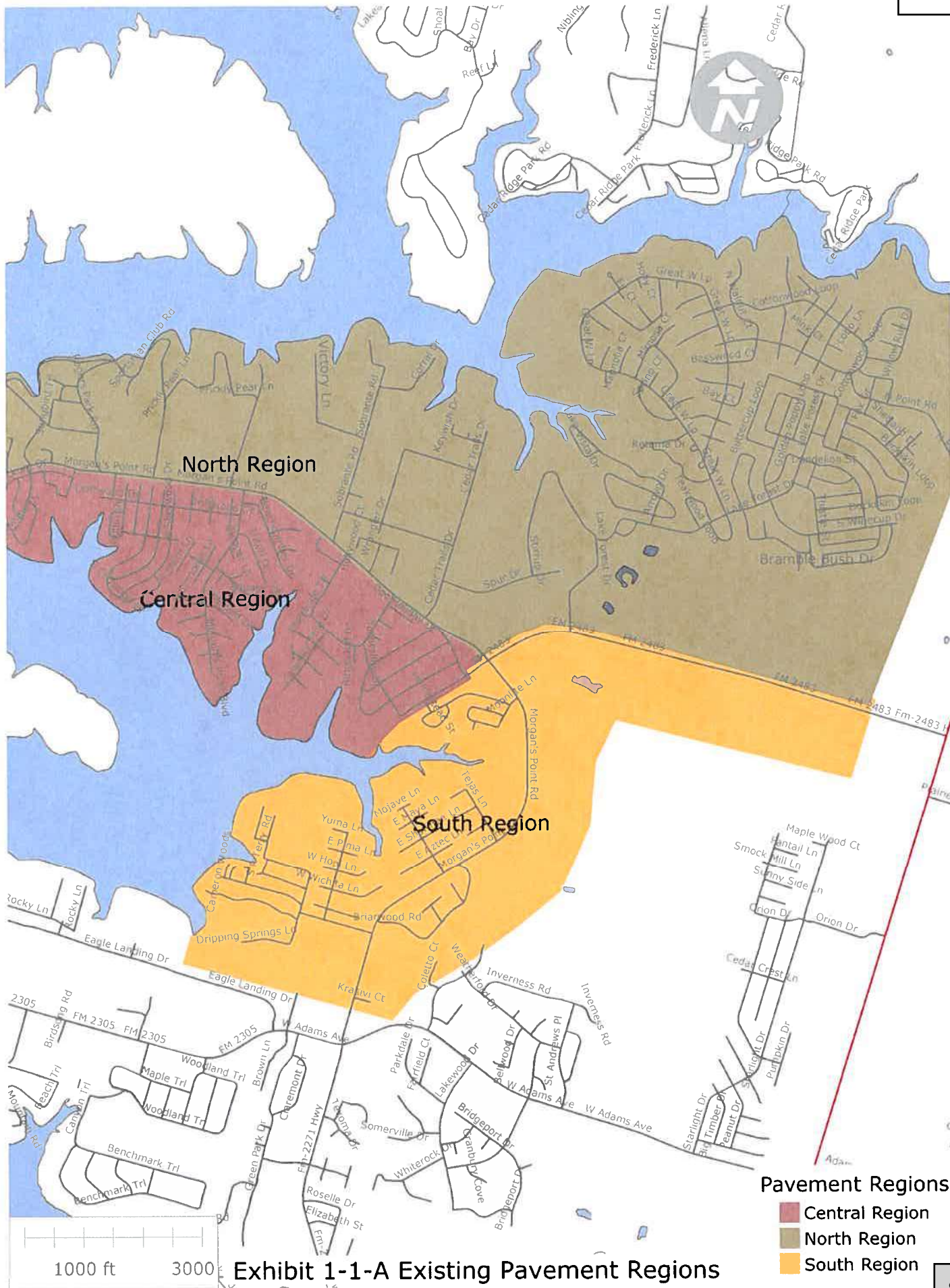


Exhibit 1-1-A Existing Pavement Regions

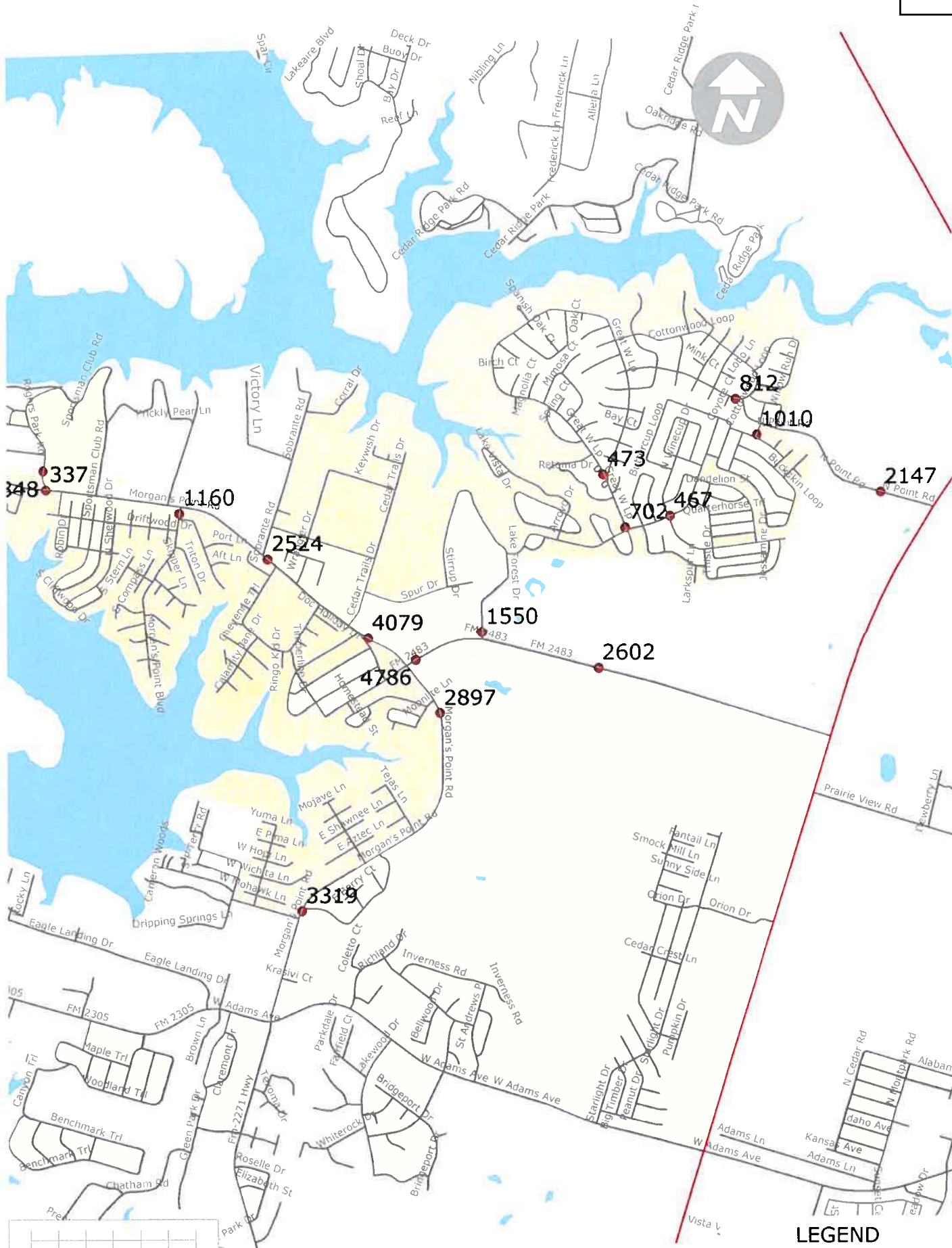


Exhibit 1-1 Traffic Count Locations

● Traffic Count Locations

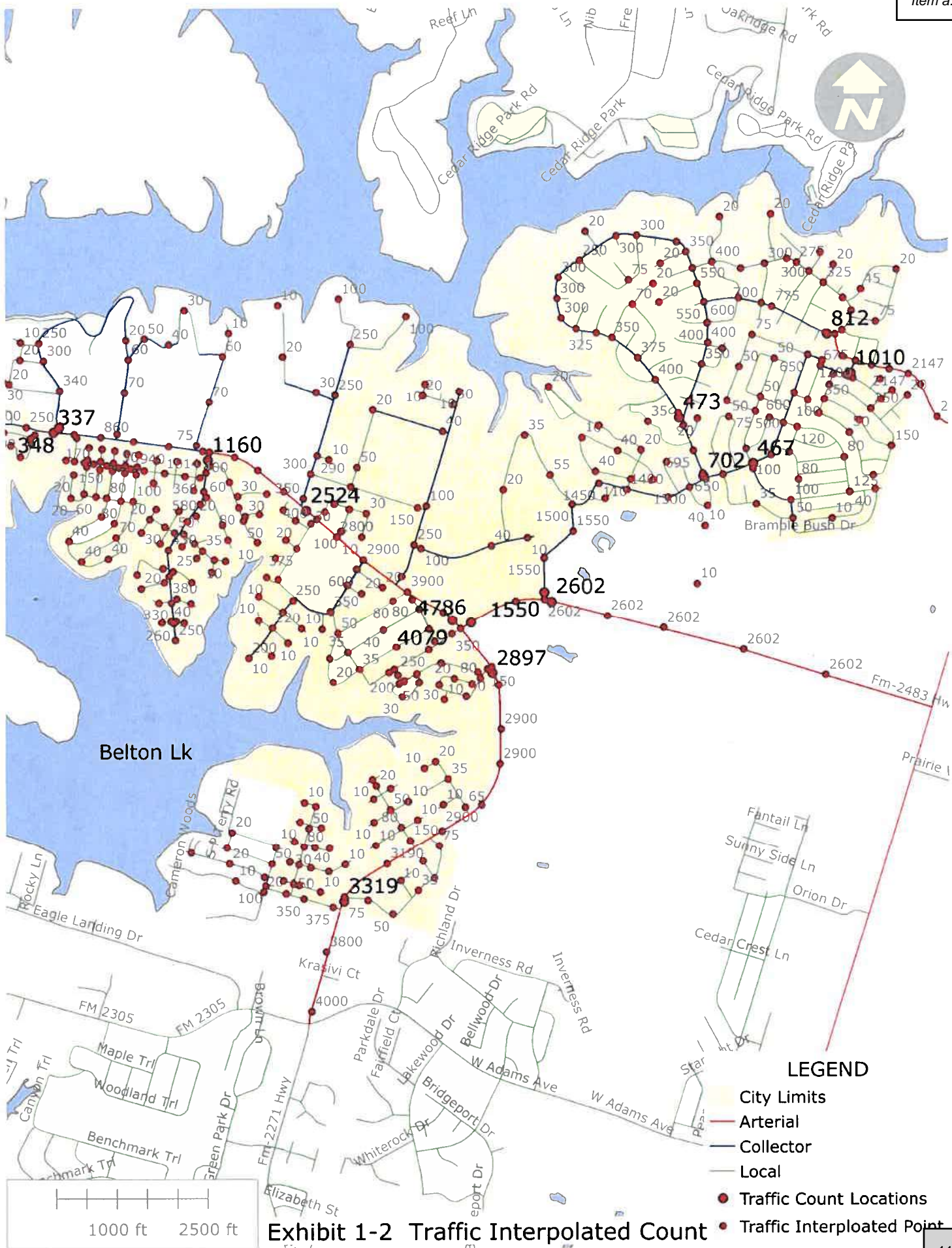


Exhibit 1-2 Traffic Interpolated Count

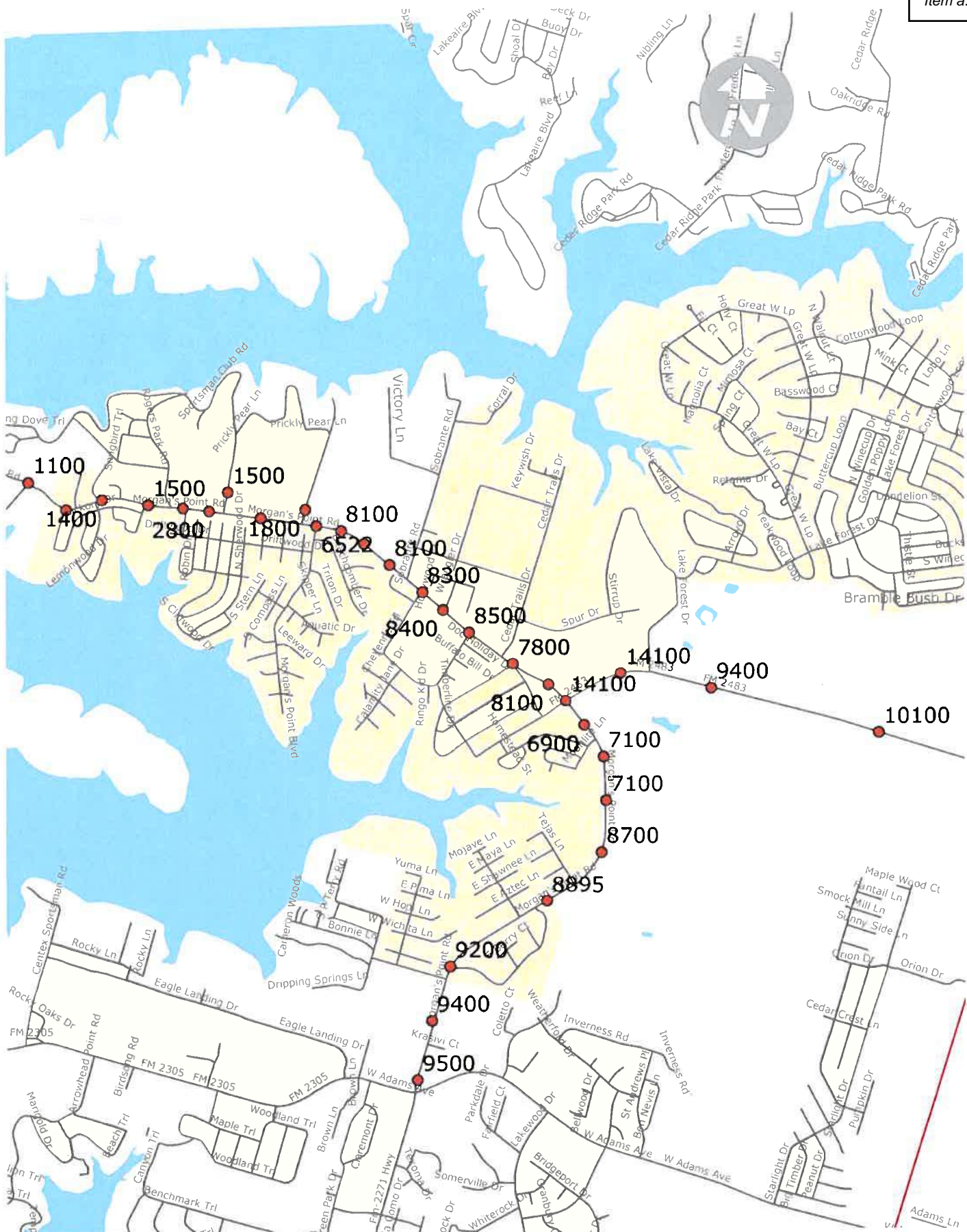
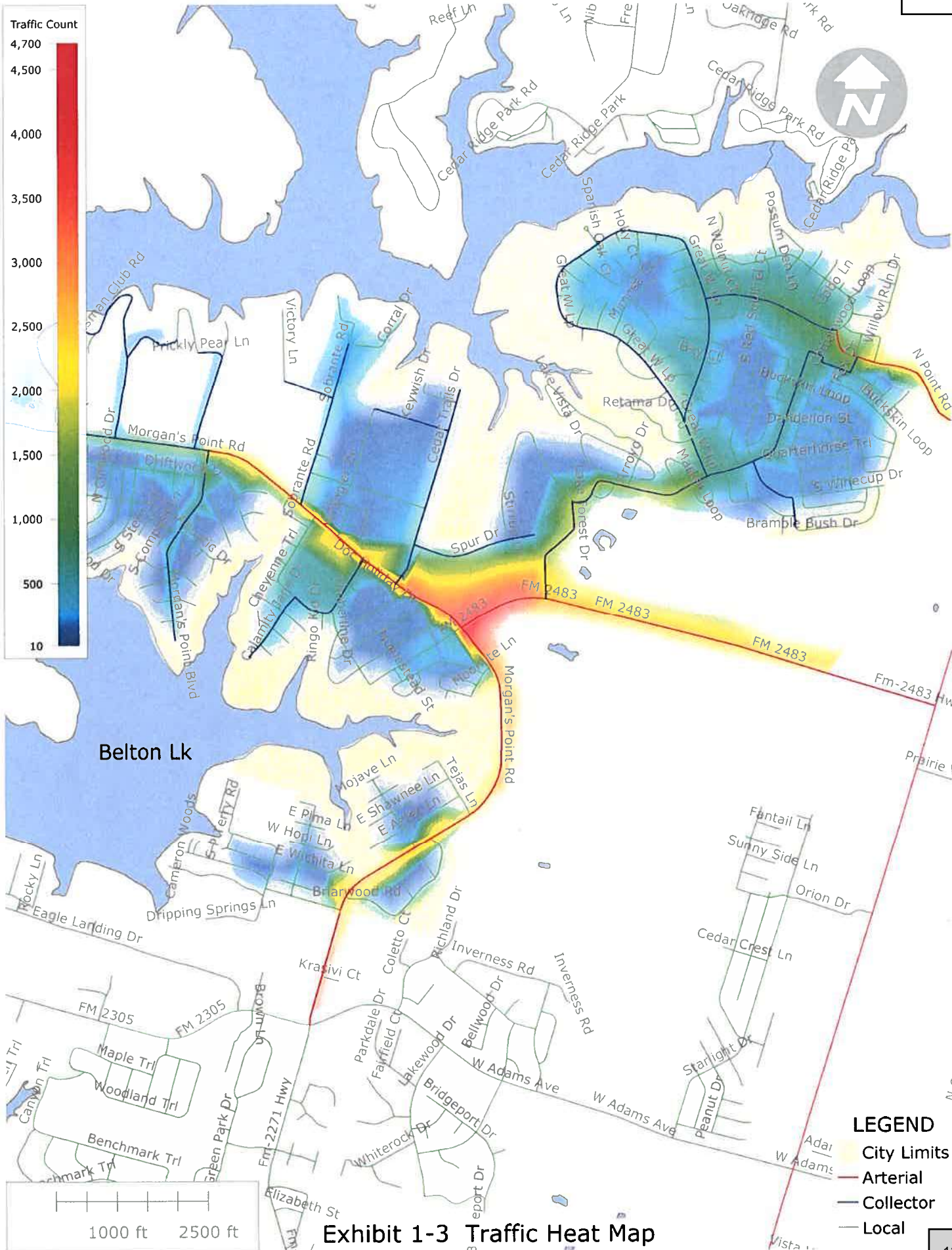


Exhibit 1-2A Ultimate Traffic Count

LEGEND
 ● Traffic Ultimate



1.1 Existing Pavement Evaluation

Pavement Surface Evaluation and Rating is a system for visually rating the surface condition of a pavement from a scale of 1 to 7, with 7 being a pavement in a failed condition or non-existent and 1 being a pavement in a new or excellent condition. Pavements age with time and gradually deteriorate due to environmental effects and traffic loading. Resources for maintaining and repairing roads can be efficiently managed so that the money is spent in the right place at the right time by knowing the condition of the pavement network. The existing Morgan's Point Resort roadway system was visually inspected to record pavement conditions and recommended maintenance action if any.

All pavements will deteriorate through various phases (1-7) as shown. The rate at which pavement deteriorates from an excellent (1) to a very poor condition (7) depends largely on its environment, traffic loading conditions, original construction quality, and interim maintenance procedures. Two pavements constructed at the same time may have significantly different lives, or certain portions of a pavement may deteriorate more rapidly than others, due to material or construction problems.

The rating scale can generally be translated into maintenance categories as shown. However, choosing an individual surface rating should not automatically dictate the final maintenance or rehabilitation technique. Future traffic projections, original construction and pavement strength should

be considered since these may dictate a more comprehensive rehabilitation. On the other hand, it may be appropriate under special conditions to do nothing and let the pavement fully deteriorate, then rebuild when funds are available.

The following is a descriptive summary of the 1-7 rating system.

0- Out of Study Area or not rated



1- Appears New or recently overlaid with new surface. No visible pavement deterioration.



2- Good Condition. Minimal visible pavement deterioration. No maintenance required in the immediate future.



3- Small visible pavement cracks ranging between 1/16" - 1/8" wide. Maintenance is optional



4- Large visible pavement crack > 1/4". Sporadic Pot Holes or deterioration of pavement edge. Requires maintenance to preserve pavement life.



6- Pavement overlay is warranted due to severe pavement deterioration due to loss of aggregate or asphalt binding material. Future base failures are eminent with no maintenance.



5- Numerous visible potholes or pavement surface severely fractured. Edges may contain significant areas of damaged or broken edges. Pavement life is



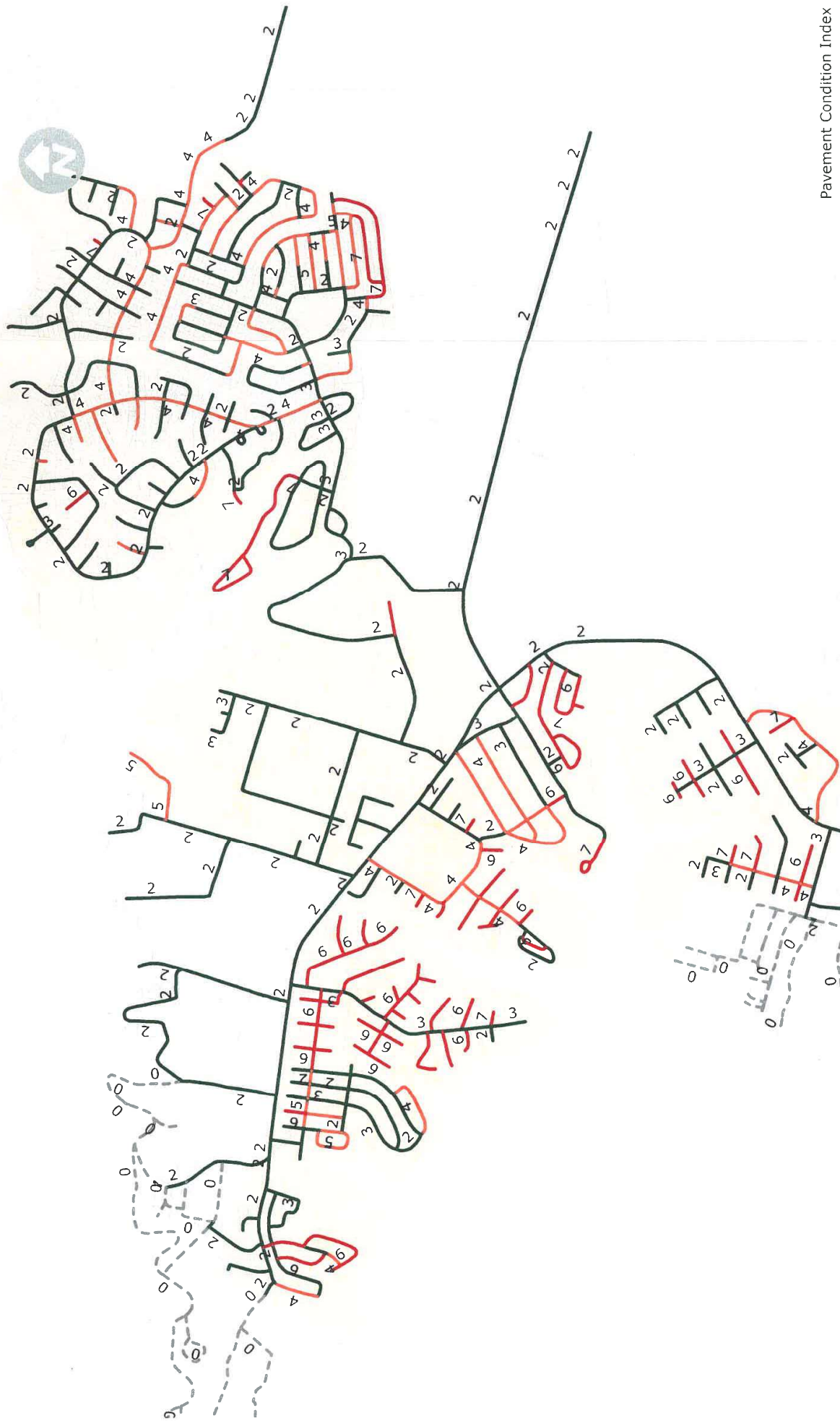
7- Roadway contains areas of structural base failure or pavement surface is severely deteriorated or non-existent. Requires street re-construction.

limited to 5-10 years. Requires immediate maintenance.

Pavement Rating Table summary:

Pavement Ratings Asphalt Streets		
SURFACE RATING	PAVEMENT CONDITION	TREATMENT
0	N/A	Out of Study Area or Not rated
1	Excellent	New surface or No maintenance required
2	Very Good	Little or no maintenance required
3	Good - Fair	Crack Sealing and minor patching optional
4 & 5	Fair	Preservative treatments (non-structural)
6	Poor	Minor Structural failure (surface overlay warranted)
7	Failed	Requires Roadway Reconstruction

Refer to Exhibit 1-1A for Existing Pavement Evaluation Map.



Pavement Condition Index

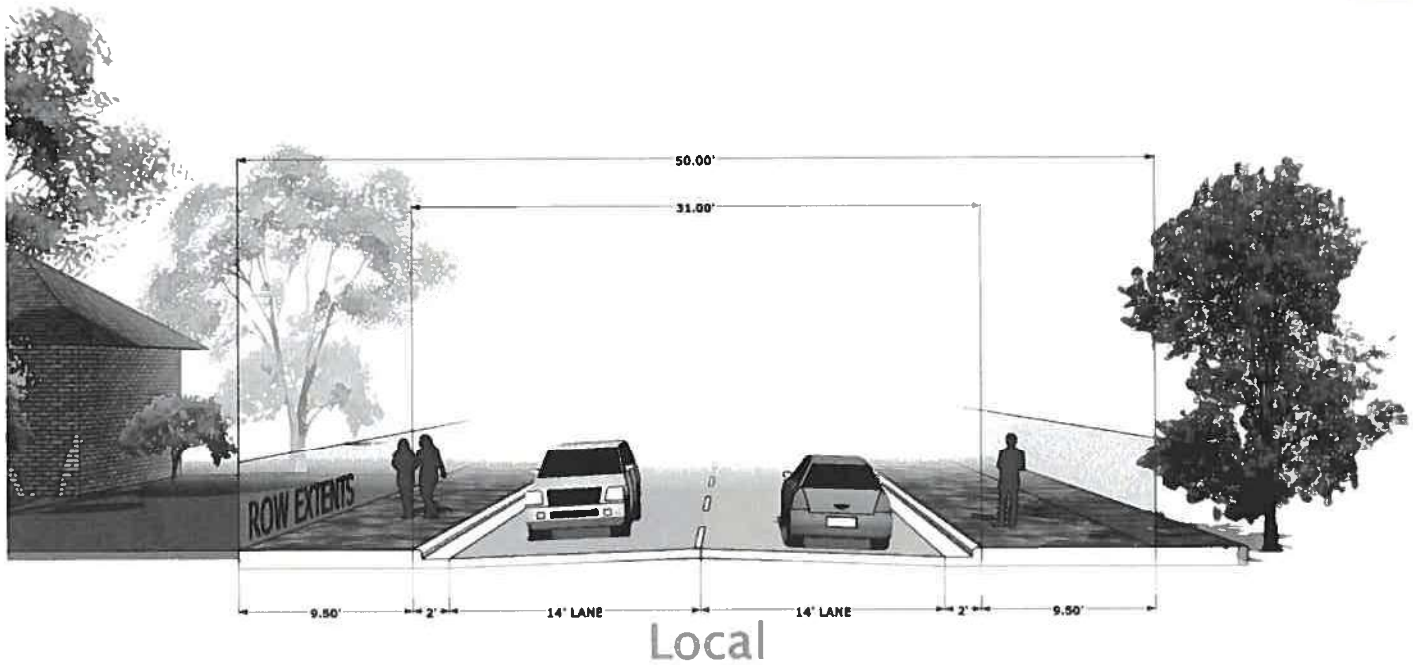
Item a.

Exhibit 1-6 Existing Pavement Condition

1.2 Existing Thoroughfare Plan

The City of Morgan’s Point Resort (MP) has an extensive existing roadway network that serves primarily residential land-use. The City does not currently classify their Roadway system nor do they have a tangible roadway thoroughfare plan. This report will develop and define a roadway classification for all existing and proposed roadways. The Roadway / Street classifications based on speed and traffic volumes are as described below. The ROW, Street widths and sidewalk requirements are reflected within each graphic illustration.

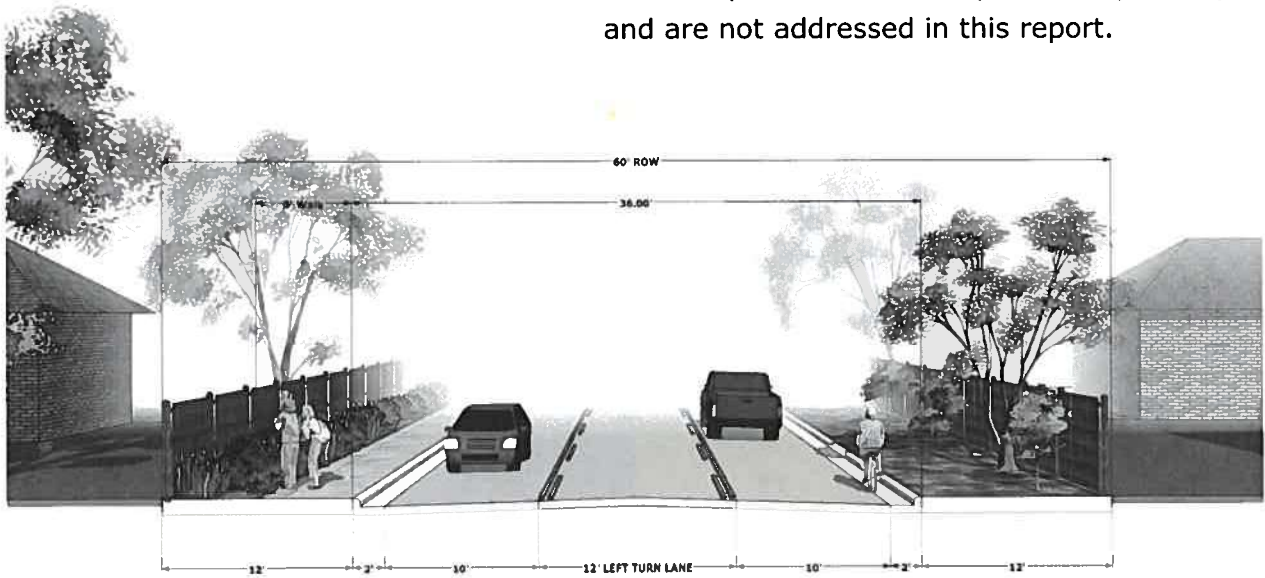
- **Local.** A low speed, low volume roadway primarily providing access directly to residences. Provides multiple driveways and on-street parking. The Morgan’s Point Resort cross section for “Local” roads will require no sidewalks.



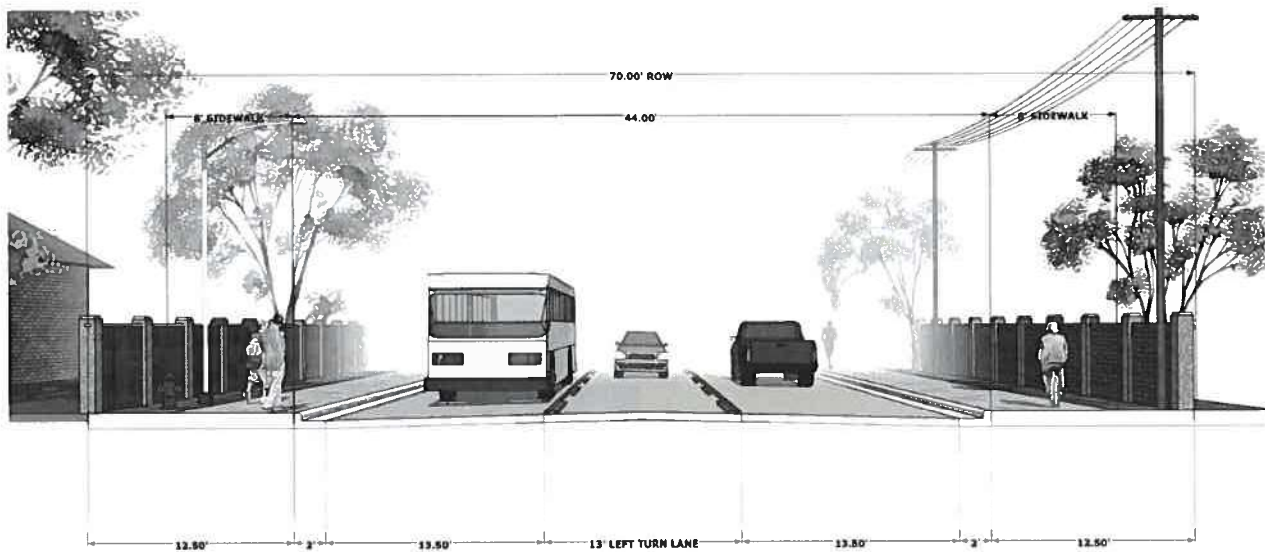
• **Collector** (Residential and Commercial). A relatively low-speed, low-volume street used for neighborhood and commercial circulation and access to private property. Also, used to collect traffic from local streets and distribute to the Arterial thoroughfare system. Multiple driveway connections are discouraged.

• **Arterial** thoroughfare. Relatively high-speed, long-distance surface streets designed to move large volumes of traffic across or through an urbanized area and to provide access to a highway system.

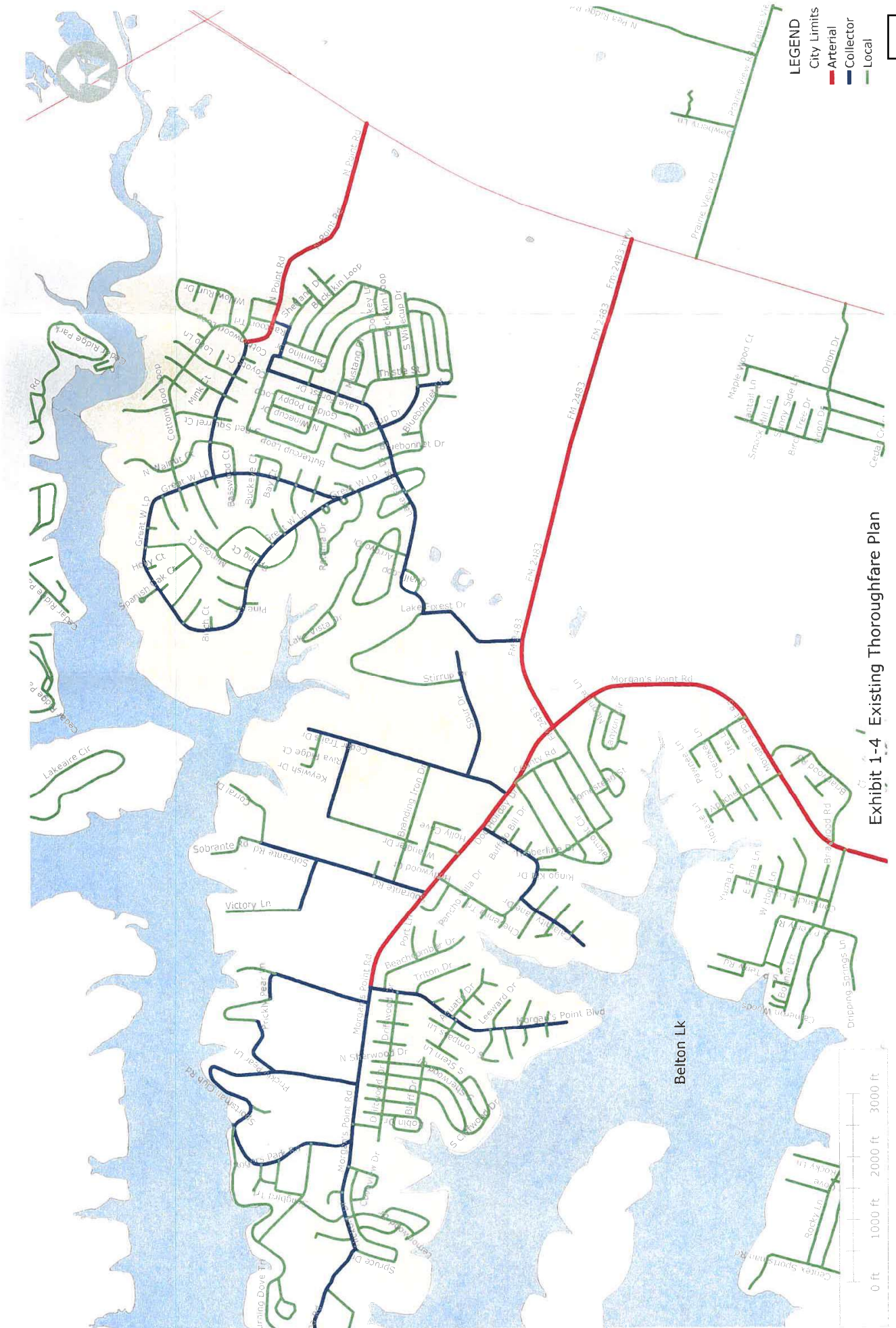
State owned Highway designed for high speed, long distance travel, and large traffic volumes. Highways are the jurisdiction of the Texas Department of Transportation (TxDOT) and are not addressed in this report.



Collector



Arterial



Item a.

Exhibit 1-4 Existing Thoroughfare Plan

1.3 Proposed Thoroughfare Plan

The proposed Future Thoroughfare Plan is the skeletal system that supports the Future Land development. It is also the first step in the City's regulatory program for right-of-way dedication and acquisition. The proposed Future Thoroughfare Plan for the City of Morgan's Point Resort is shown on figure 1.2. The Plan generally represents a grid-system with curvilinear segments as warranted by the existence of natural features, such as creeks and topography.

Although the exact location of roadways cannot be predicted prior to extensive engineering and environmental analysis, the plan can form the basis for a geometric layout. This Future Thoroughfare Plan, located on the next page, should be used as a guide and morph as development occurs, specifically in how connections may be made and by what type of street classification.

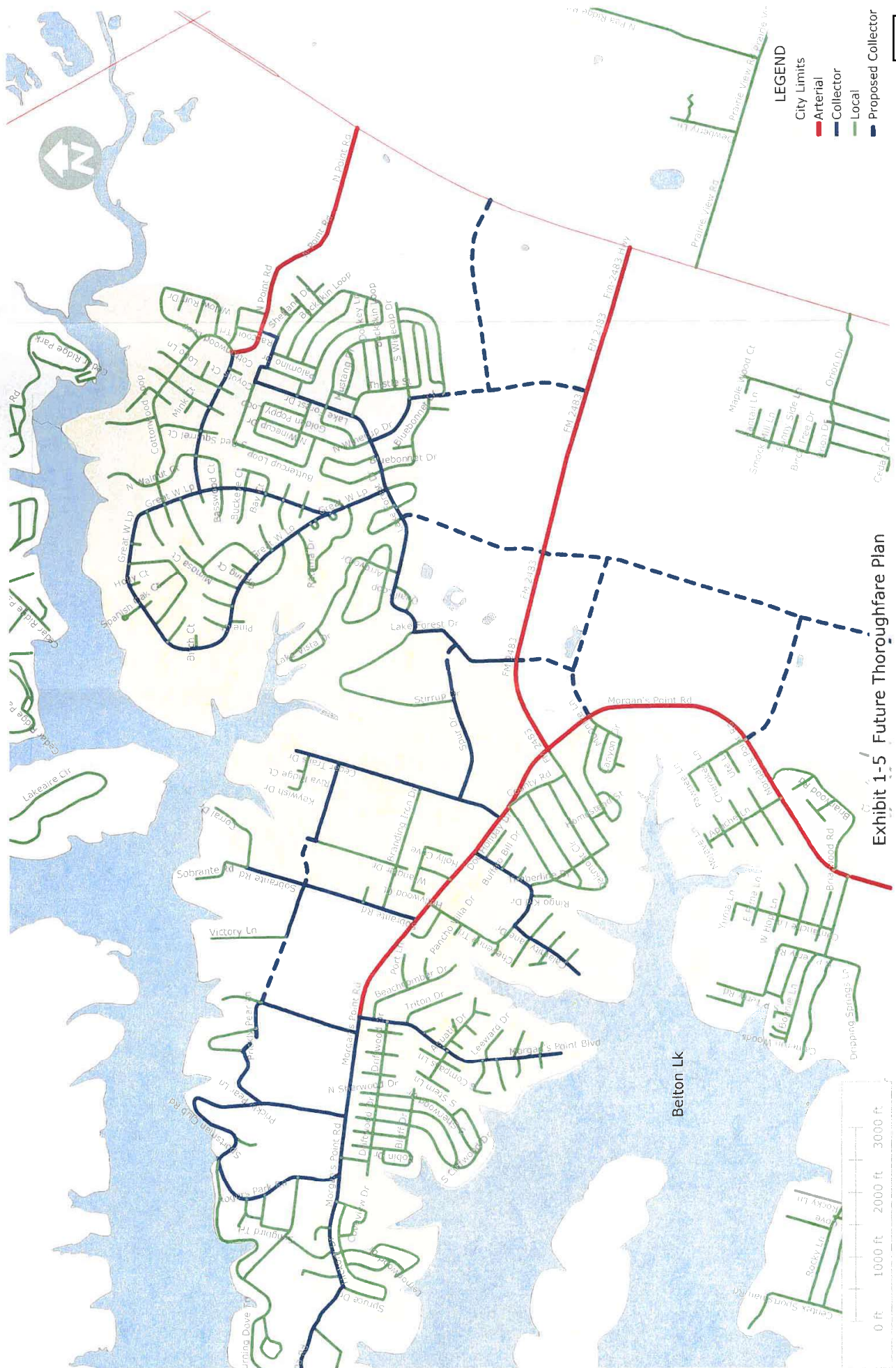


Exhibit 1-5 Future Thoroughfare Plan

Item a.

1.4 Pedestrian Considerations



It should be noted that roadways are the primary means of transportation reflected on the Future Thoroughfare Plan. The City may consider a separate Hike & Bike Trail Master Plan to augment the proposed automobile roadway plan. Hike and bike trails are recognized by the City as extremely important alternative modes of transportation via pedestrian and bicycle connections.

The Pedestrian limits within a proposed street classification is defined by the area between the curb line and the right-of-way line. Most of the time, this area provides the best opportunity to incorporate urban design elements. These elements should vary by the adjacent land use.

Pedestrian areas may be provided to draw people out and encourage strolling and relaxation. These amenities include, but are not limited to the following:

- Wider sidewalks
- Street furnishings such as benches, Lamp posts, Drinking fountains, and Trash containers.
- Shade Trees
- Mounted maps, Informational kiosks, and Directional signs

Benches or planters are especially beneficial to senior citizens and the disabled, who can use them for frequent stops to rest and re-charge. These and other amenities reward pedestrians by increasing the attractiveness and comfort of the environment, making walking a natural and pleasurable part of the day.

They give residents a reason to come out of their homes and cars and get to know their community and neighbors, which is the essence of a "home town" ambience.

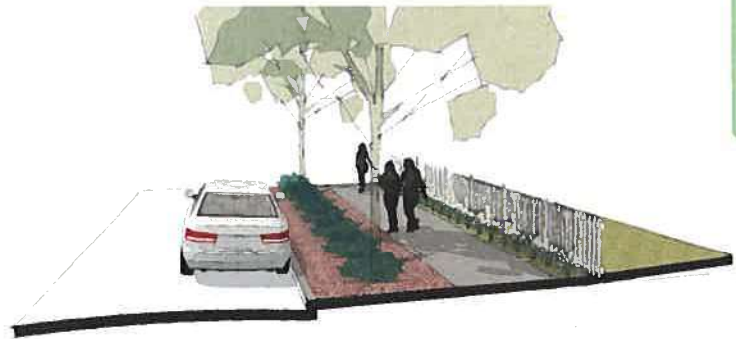


1.5 Major Street and Roadway Intersections



Intersection areas should include clearly marked pedestrian cross walks at signalized intersections and curb ramps, decorative lighting, landscaping, and even special art or monuments. Other intersection treatments may also be appropriate, such as the use of modern roundabouts. These may be used in special cases, such as within collector street intersections.

This area is within the public right-of-way and involves the abutting private property. It creates a frame for the roadway with the intersection at its center. The Intersection limits is characterized by a high level of activity and shared use, multi-modal conflicts (mainly bicycle- and pedestrian-to-vehicle), complex movements, and special design treatments. These areas often serve as entrances into a special district or development and, as such, deserve special urban design treatment to create a memorable "node." Within Morgan's Point Resort, there are tremendous opportunities to incorporate specific amenities to create a sense of "identity" to the community.



City of Morgan's Point Resort



Road Maintenance Report March 17, 2021



Kristine B. Andrews
3/17/21

Submitted by:



Comprehensive Engineering Solutions, Inc.
319 South First Street ♦ Temple, Texas 76504
Voice: (254) 742-2050 FAX: (254) 742-2055 Firm No.



Comprehensive Engineering Solutions, Inc.
319 South First Street ♦ Temple, Texas 76504
Voice: (254) 742-2050 FAX: (254) 742-2055 Firm No. 1071

March 17, 2021

Mr. Dalton Rice
City Manager
City of Morgan's Point Resort
8 Morgan's Point Boulevard
Morgan's Point Resort, Texas

Phone: 254-780-1334

Re: Road Maintenance Report, Morgan's Point Resort, Bell County, Texas

Dear Mr. Rice,

This letter serves as a transmittal for the Road Maintenance Report for the City of Morgan's Point Resort, Texas. We identified and prioritized fifteen roads for maintenance and repair.

If you have any questions, please contact me at 254-742-2050 x101. You may also reach me at my email address at Kristine.Andrews@CES-Texas.com.

Sincerely,

A handwritten signature in black ink that reads "Kristine B. Andrews". The signature is written in a cursive, flowing style.

Kristine B. Andrews, P.E.
Principal Engineer
Comprehensive Engineering Solutions, Inc.
Registered Texas Engineering Firm No. 1071



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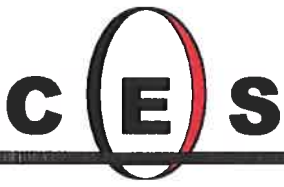
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Introduction

The City of Morgan's Point Resort, Texas (MPR) tasked Comprehensive Engineering Solutions, Inc. (CES) to prepare a Road Maintenance Report. This report will review the city streets and determine a Prioritized List for street maintenance.

CES met with Mayor Dwayne Gossett, Council Member Donna Hartman, Interim City Manager Jim Reed, and Maintenance Superintendent BJ Scheible. MPR provided CES with a list of concerned roads based upon observations and citizen complaints.

CES then participated in a site visit with BJ Scheible to review these roads together.

Methodology

CES reviewed the City Limits map and prepared for a multi-day site visit. CES also prepared a roadway evaluation worksheet. For each site visit, CES drove and observed sections of the City. CES evaluated each road throughout the city and assigned it a value of 1-10 with 1 being a very dilapidated road and 10 being a newly paved road without cracks, erosion, or other concerns

Pavement Evaluation

Table 1 through Table 4 show each road evaluated, in alphabetical order. It shows the assigned value and additional comments of each road. The highlighted green indicates the twelve roads that the City identified as roads with concerns.



Table 1. Pavement Evaluation for Admirals Circle through Cliffside Circle

Street Name	Grade	Comments
Admirals Circle	8	
Aft Lane	8	
Antler Trail	7	
Apache Lane	9	
Aquatic Drive	7	
Archer Drive	8	
Armadillo Circle	7	
Arroyo Drive	8	
Artesian Drive	7	
Ash Court	7	
Aspen Court	7	
Aztec Lane	9	
Basswood Court	5	Potholes, cracks
Bay Courte	7	
Beachcomber Drive	8	
Belle Star Drive	7	
Berry Court	9	
Billy the Kid Drive	7	Some cracks
Birch Court	8	
Blackjack Circle	8	
Blue Roan Drive	8	
Bluebonnet Drive	8	
Bluebonnet Loop	8	
Bluff Drive	8	
Bobcat Road	7	
Bonnie Lane	8	Needs repair across trench cut in asphalt
Bowman Drive	7	
Bramble Bush Lane	8	
Branding Iron Drive	8	
Briarwood Road	7	Alligator cracks
Bronco Court	8	
Broomtail Court	7	
Buccaneer Lane	8	
Buckeye Court	6	Potholes, alligator cracks
Buckskin Loop	7	
Buena Vista Drive	8	
Buffalo Bill Drive	8	
Buson Lane	8	
Buttercup Loop	7	
Cactus Court	8	
Calamity Jane Drive	7	
Canyon Circle	4	Potholes, erosion
Catalpa Court	8	
Cedar Trails Drive	7	
Cherokee Lane	9	
Chestnut Trail	8	
Cheyenne Trail	8	
Clearwater Drive	8	
Cliffhouse Drive	7	
Cliffside Circle	7	Some erosion

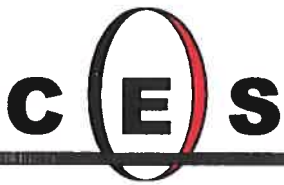


Table 2. Pavement Evaluation for Cliffwood Circle through Leeward Drive

Street Name	Grade	Comments
Cliffwood Circle	8	
Comanche Lane	9	
Commodore Drive	8	
Compass Lane	7	
Corkwood Court	8	
Corral Drive	7	
Cottontail Drive	8	
Cottonwood Loop	8	
County Road	8	
Coveview Lane	8	
Cox Circle	7	
Coyote Court	8	
Cypress Court	6	Intersection with Hackberry
Dandelion Street	8	
Doc Holiday Drive	7	
Dogwood Court	8	
Donkey Lane	8	
Driftwood Drive	8	
East Loop	8	
Ebbtide Lane	8	
Ebony Court	7	
Elm Court	8	
Fir Court	8	
Fox Lane	7	Alligator cracks
Frank James Drive	7	
Golden Puppy Loop	8	
Great West Loop	8	
Hackberry Court	8	Alligator cracks
Hawthorn Court	8	
Helmsman Drive	8	
Hemlock Court	7	
Hickory Drive	8	
Hollo Oaks Drive	8	
Holly Court	8	
Holly Cove	8	
Holly Crossing	8	
Hollywood Court	8	
Hopi Lane	9	
Ironwood Court	8	
Jack Rabbit Road	7	
Jessamine Drive	8	
Jesse James Drive	7	
Keel Lane	7	
Keywish Drive	8	
Lake Forest Drive	7	Cracks, alligator cracks
Lake Vista Drive	8	
Lakespur Court	8	
Langtry Court	8	
Lantana Drive	7	
Leeward Drive	8	



Table 3. Pavement Evaluation for Lemonwood Drive through Sobrante Road

Street Name	Grade	Comments
Lemonwood Drive	7	
Magnolia Court	8	
Mallard Lane	8	
Maple Court	8	
Mariner Drive	7	Alligator cracks
Market Loop	8	
Maya Lane	9	
Mesquite Circle	8	
Mink Drive	8	
Mohawk Lane	9	
Mojave Lane	9	
Moonlight Lane	7	
Morgan's Point Boulevard	9	
Mulberry Court	8	
Mustang Drive	8	
Myrtle Court	7	
North Point Road	8	
Oak Court	8	
Oakmont Circle	8	Cracks
Paint Drive	8	
Palomino Drive	7	
Poncho Villa Drive	7	
Pawnee Lane	9	
Pecos Bill Drive	8	
Pima Lane	9	
Pine Court	8	
Port Lane	8	
Possum Den Lane	7	
Quail Loop	8	
Quarterhorse Drive	8	
Raccoon Trail	4	Potholes and needs drainage work
Rawhide Circle	8	
Red Squirrel Lane	7	
Red Dog Court	8	
Retama Drive	8	
Ridgewood Drive	8	
Ringo Kid Drive	7	
Robin Circle	8	
Rosewood Drive	8	
Rough Rider Court	8	
Roy Bean Drive	8	
Rudder Lane	7	
Sam Bass Drive	8	
Sandlewood Drive	8	
Sexton Drive	8	
Shawnee Lane	9	
Sherwood Drive	7	
Shetland Drive	6	Potholes and alligator cracks
Skipper Lane	8	
Sobrante Road	8	

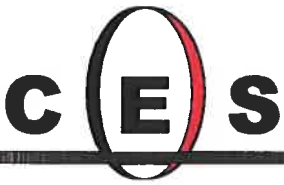


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Table 4. Pavement Evaluation for Sorrell Lane through Yuma Lane

Street Name	Grade	Comments
Sorrell Lane	7	
Spanish Oak Court	8	
Spring Court	8	
Spur Drive	7	
Spur Drive	7	
Starboard Lane	8	
Stern Lane	7	
Sugar Foot Drive	8	
Sycamore Court	5	Intersection with Great West Loop, Potholes
Tanyard Circle	8	
Teakwood Loop	7	Erosion
Tejas Lane	9	
Telephone Road	9	
Thistle Street	8	
Timberline Drive	7	Potholes, erosion
Timberwolf Court	7	
Tower Court	3	Almost no asphalt, but only serves 2 homes
Triton Drive	8	
Ute Lane	9	
Verbena Street	8	
Vista Drive	8	
Walnut Drive	7	
Whitetail Road	7	
Wichita Lane	9	
Wild Horse Court	8	
Willow Court	7	
Willow Run Drive	8	
Winecup Drive	8	
Windward Drive	8	
Wrangler Drive	8	
Wyatt Earp Drive	8	
Yuma Lane	9	

*Green highlight indicates that street was named as a concern by the City.



Recommendations

Tower Court appeared to be one of the worst roads that we encountered. However, there are only two houses on that street. One house is on the corner and fronts onto Briarwood. Waiting to repair this street will not accelerate the damage. It is our opinion that other, more travelled streets, should be repaired first.

Table 5 shows the priority that we assigned to the top fifteen roads needing repair. This is based upon our assessment of the condition of the road as well as whether or not this road serves as a corridor to other streets and areas of the City.

Table 5. Prioritized List of Street Repair

Priority	Street Name
1	Raccoon Trail
2	Canyon Circle
3	Bonnie Lane
4	Sycamore Court
5	Basswood Court
6	Cypress Court
7	Buckeye Court
8	Shetland Drive
9	Lake Forest Drive
10	Fox Lane
11	Buckskin Loop
12	Mariner Drive
13	Billy the Kid Drive
14	Sorrell Lane
15	Willow Court

The top priority is Raccoon Trail. This is a relatively short street, but has significant pavement failure. Please refer to Figures 1 and 2.



Figure 1. North Side of Raccoon Trail



Figure 2. South Side of Raccoon Trail

Canyon Circle is the second priority. There are significant alligator cracks, erosion, and potholes. Refer to Figures 3 through 5 for this road.



Figure 3. North Side of Canyon Circle



Figure 4. Alligator Cracks on Canyon Circle

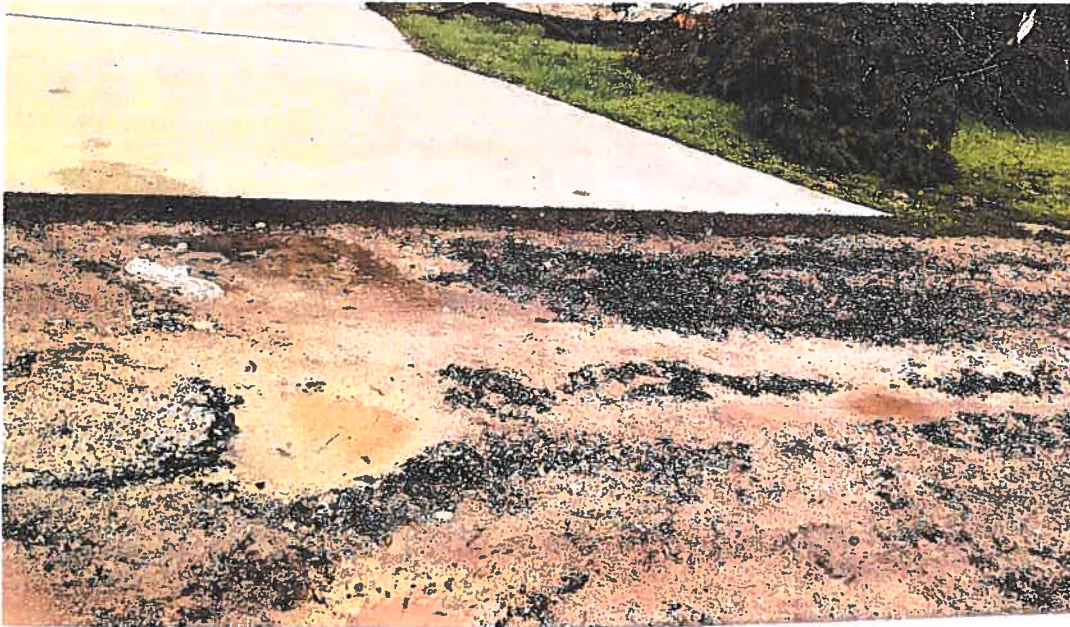


Figure 5. South Side of Canyon Circle

Bonnie Lane is the third street on the Prioritized List. Generally, the street is in good condition. However, there is a trench cut in the center of the street. This trench repair has subsided. This needs to be repaired properly. This is shown in Figure 6 below. This street was not on the City's list of concerns.



Figure 6. Trench Cut in Bonnie Lane



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The fourth priority is the intersection of Sycamore Court and Great West Loop. Figure 7 shows the large potholes. This was not on the City's list of concerns.



Figure 7. Intersection of Sycamore court and Great West Loop

The fifth priority is Basswood Court. There are significant potholes that need to be repaired. This is shown in Figure 8.



Figure 8. Potholes on Basswood Court

The intersection of Cypress Court and Hackberry Court is sixth on the Prioritized List. It was not listed as a concern by the City. Figure 9 shows this intersection.



Figure 9. Intersection of Cypress Court and Hackberry Court

Buckeye Court is the seventh street listed on the Prioritized List. Figures 10 and 11 show the significant alligator cracks and potholes along this street.



Figure 10. Pothole on Buckeye Court



Figure 11. Alligator Cracks on Buckeye Court

Shetland Drive is the eighth street on the Prioritized List. There were alligator cracks and small potholes. This can be seen in Figures 12 and 13.



Figure 12. Potholes on Shetland Drive



Figure 13. Alligator Cracks on Shetland Drive

The ninth street on the Prioritized List is Lake Forest Drive. This is a main arterial and sees significant traffic. Figure 14 shows some of the damage along Forest Drive.



Figure 14. Cracks on Lake Forest Drive

The intersection of Fox Lane and North Point Road is tenth on the Prioritized List. Fox Lane is a very short road. Figure 15 shows this intersection.



Figure 15. Intersection of Fox Lane and North Point Road

Buckskin Loop is eleventh on the Prioritized List. Figure 16 shows some of the alligator cracks on this street.



Figure 16. Alligator Cracks on Buckskin Loop

Mariner Drive is twelfth on the Prioritized List. This street has some small potholes. One concern for this area is where the street ROW ends and private property begins. Figure 17 shows the damage on Mariner.



Figure 17. Pavement Condition for Mariner Drive

Billy the Kid Drive is thirteenth on the Prioritized List. Sorrell Lane is fourteenth on the Prioritized List. Willow Court is the last street on the Prioritized List.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MORGAN’S POINT RESORT, TEXAS, CONTAINING FINDINGS OF FACT; AUTHORIZING THE CREATION OF THE PARK AND RECREATION BOARD AND PROVIDING FOR RULES OF ITS OPERATION.

WHEREAS; the City Council has determined that the creation and operation of a park and recreation board would be in the best interest of the citizens; and,

WHEREAS, this ordinance promotes the public health, safety, and welfare.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MORGAN’S POINT RESORT, TEXAS:

Section 1. Created, members, vacancies. There is created a parks board of the city which shall be composed of five (5) members who shall be appointed by the city council for two (2) year terms. At the first meeting of the board the five (5) appointed members shall draw lots to determine which two (2) shall serve one (1) year terms and which three (3) shall serve two (2) year terms. All vacancies arising on the Board by virtue of death, resignation or for any cause shall be filled by appointment by the City Council. Members so appointed shall fill the unexpired term of the position vacated. Members of the Board may be removed or replaced by the City Council at any time by resolution of the City Council.

Section 2. Organization. The Park and Recreation Board at its first meeting shall elect from its own members a chairman, vice-chairman and secretary and other officers it may deem appropriate. The Park and Recreation Board is authorized to prepare its own rules of procedure so long as those rules are not in violation of the laws of the state or ordinances of the City.

Section 3. Duties. It shall be the duty of the Park and Recreation Board to make plans for future developments and welfare of the city in regard to parks and recreation, to confer with and make recommendations to the City Manager relating to such plans, to conduct programs of education for the effective carrying out of such plans, and to assist the City Manager and the City Council in development and adoption of such plans and recommendations in every way possible.

Section 4. Meetings. The Park and Recreation Board shall meet at such times necessary as business of the board requires.

Section 5. Ex-Officio Member. The city manager or a person designated by the city manager shall serve as an ex-officio member of the board, participating in all discussions but having no vote.

Section 6. No Authority to Expend City Funds or To Order Work Done. The Park and Recreation Board shall have no authority to make expenditure of city funds, nor to order any work done on its own authority.

Section 7. Conflicts. To the extent of any conflict between the terms of this ordinance and any prior ordinance, this ordinance shall govern and control.

Section 8. City Council Approval. This ordinance was approved by the City Council at a regularly scheduled meeting duly posted in accordance with the Texas Open Meeting Act and at which a quorum was present and voting.

Section 9. Invalid Provisions. In the event that one or more of the provisions contained in this ordinance shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability of this ordinance shall be construed as if such invalid, illegal or unenforceable provision has never been contained herein, but shall not affect the remaining provisions of this ordinance, which shall remain in full force and effect.

Section 10. Effective Date. This Ordinance shall be and become effective immediately upon its adoption.

PASSED AND APPROVED this ___ day of _____, 2023, by ___ (ayes) to ___ (nays) with no abstentions by a vote of the City Council of the City of Morgan’s Point Resort, Texas.

/s/ DENNIS GREEN, Mayor

Attest:

APPROVED AS TO FORM:

/s/ Ophelia Rodriguez , City Secretary

/s/ Neale Potts, City Attorney