CITY OF PFLUGERVILLE, TEXAS
ROADWAY IMPACT FEE STUDY
2025 UPDATE

February 2026

Prepared for the City of Pflugerville

Prepared by:
Kimley-Horn and Associates, Inc.
Benjamin S. Plett, P.E., PTOE
10814 Jollyville Rd, Suite 200
Austin, TX 78759
Phone 512-418-1771
TBPE Firm Registration Number: F-928
Project Number: 069228930

2/23/2026

Table of Contents

EXECUTIVE SUMMARY 1

I. INTRODUCTION 7

II. LAND USE ASSUMPTIONS 9
- A. Purpose and Overview 9
- B. Land Use Assumptions Methodology 11
- C. Roadway Impact Fee Service Areas 12
- D. Land Use Assumptions Summary 14

III. ROADWAY IMPACT FEE CAPITAL IMPROVEMENTS PLAN 15

IV. METHODOLOGY FOR ROADWAY IMPACT FEES 23
- A. Service Areas 23
- B. Service Units 23
- C. Cost Per Service Unit 25
- D. Cost of the RIF CIP 25
- E. Summary of Roadway Impact Fee CIP Costs 29
- F. Service Unit Calculation 33

V. ROADWAY IMPACT FEE CALCULATION 37
- A. Maximum Assessable Impact Fee Per Service Unit 37
- B. Plan for Financing and the Ad Valorem Tax Credit 40
- C. Maximum Assessable Impact Fee Determination 41
- D. Service Unit Demand Per Unit of Development 45

VI. SAMPLE CALCULATIONS 53

VII. ADOPTION AND ADMINISTRATION OF ROADWAY IMPACT FEES 54
- A. Service Unit Demand Per Unit of Development 54
- B. Collection and Use of Roadway Impact Fees 54

VIII. CONCLUSION 55

APPENDICES 56
- A. Conceptual Level Project Cost Projections 56
- B. Roadway Impact Fee CIP Service Units of Supply 56
- C. Plan for Awarding the Roadway Impact Fee Credit Summaries 56
- D. Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits 56

List of Exhibits

1 Proposed Service Areas 13
2 10-Year Roadway Impact Fee Capital Improvements Plan
Service Area A 18
Service Area B 20
Service Area C 22

List of Tables

1 Residential and Employment 10-Year Growth Projections 14
2 10-Year Roadway Impact Fee Capital Improvements Plan
Service Area A 17
Service Area B 19
Service Area C 21
3A Service Volumes for Proposed Facilities 24
4 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
Service Area A 30
Service Area B 31
Service Area C 32
5 Transportation Demand Factor Calculations 36
6 Ten Year Growth Projections 36
7 Maximum Assessable Roadway Impact Fee Computation 37
8 Maximum Assessable Roadway Impact Fee 44
9 Land Use / Vehicle-Mile Equivalency Table (LUVMET) 47
10 Land Use Descriptions 50

EXECUTIVE SUMMARY

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 water, wastewater, roadway, and drainage facilities. Since 1996, they have been used to fund public water and wastewater improvements in the City of Pflugerville and since 2020 they have been used to fund roadway improvements. For the purposes of this study, the term "Roadway Impact Fee" is meant to construe applicable requirements for "Roadway Impact Fees" in state law.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development, creating new infrastructure needs. In the case of Roadway Impact Fees, the infrastructure need is the increased capacity on arterial and major collector roadways that serve the overall transportation system. The purpose of the 2025 Roadway Impact Fee Study is to determine the fee per unit of new development necessary to fund these improvements in accordance with Chapter 395 of the Texas Local Government Code, the enabling legislation.

Impact Fees are a mathematical calculation that determines a maximum impact fee equivalent to the cost of growth, allowing for growth to pay for itself. The Maximum Roadway Impact Fee per Service Unit for Roadway Facilities is considered an appropriate measure of the impacts generated by a new unit of development on the City's Roadway 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 equitable since similar developments pay a similar fee regardless of whether they are the first or last to develop. An impact fee program is proportional. The resulting fees are directly related to the amount of traffic generated by a development and are based on the system impacts, satisfying both the nexus and proportionality requirements required by state law. Lastly, an impact fee program is consistent with other City goals and objectives for growth. The actual collection rate set by Council may be determined to be less than the Maximum Roadway Impact Fee to achieve and be in alignment with other City goals and objectives for growth.

This report describes in detail how the fee is calculated and how a Capital Improvement Advisory Committee (CIAC) monitors the Impact Fee program.

Impact Fee Basics

Roadway Impact Fees are determined by several key variables, each described below in greater detail.

Impact Fee Study

The 2025 Roadway Impact Fee Study aims to determine the maximum impact fee per unit of new development chargeable, as allowed by state law. This determination is not a recommendation; the actual fee amount ultimately assessed is at the discretion of the Pflugerville City Council, provided it does not exceed the maximum assessable fee allowed by law. The study examines a 10-year period to project new growth and corresponding capacity needs, as mandated by state law. The study and corresponding maximum fees must be restudied at least every five years. However, the study can be updated at any time to accommodate significant changes in any of the key variables of the impact fee equation.

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 Roadway Impact Fees, the Service Area may not exceed 6 miles. In Pflugerville, this restriction necessitated the creation of 3 separate Service Areas. A map of the Service Areas can be found on Page 13.

In defining the Service Area boundaries, the project team considered the corporate boundary, required size limit, adjacent land uses, and regional highway facilities. Since each Service Area has a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team avoided drawing a Service Area boundary through uniform land uses where possible.

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 2025-2035. Acknowledging that the study's parameters (corporate boundaries, Mobility Master Plan, Water and Wastewater Master Plan, zoning maps, platting history, etc.) are subject to constant change, this study is based on conditions as they existed in August 2025.

One of the key elements in the determination of the impact fee is the amount of new development anticipated over 10 years. The growth projections for residential and non-residential areas were based on the City of Pflugerville's 2023 Water and Wastewater Master Plan projections and the Capital Area Metropolitan Planning Organization (CAMPO) 2050 Travel Demand Model. At the time of plan production the City of Pflugerville 2025 Water and Wastewater Master Plan was underway, but growth assumptions were not ready for use in this study.

For this roadway impact fee update, growth inputs were developed using a multi-step approach based on regional travel modeling and local development data. Population, household, and employment growth by sector were derived from the CAMPO 2050 Travel Demand Model for the 2025–2035 planning horizon and allocated to each service area to estimate future travel demand from new development. Model-based growth assumptions were then compared with recent water and wastewater permitting activity and reviewed with City staff and stakeholders to confirm consistency with observed trends, planned projects, and local development expectations.

The 2025-2035 growth projections indicate 16,439 residential units and 4,450,000 square feet of non-residential space will be added in the next 10 years. The full land use assumption methodology can be found on Page 11.

Roadway Impact Fee Capital Improvements Plan

The Roadway Impact Fee Capital Improvements Plan (RIF CIP) is distinct and separate from the City's traditional Capital Improvements Plan (CIP). The RIF CIP is a list of projects eligible for funding through impact fees. The City's Mobility Master Plan (MMP) is the plan for the infrastructure that is estimated to be necessary to accommodate the expected growth. Capacity improvements included in the City's MMP are included in the RIF CIP, as well as other capacity improvements and intersection

improvement projects identified through the study. Capacity improvements may include the addition of lanes, intersection improvements, or the extension of a new road. Resurfacing or other maintenance activities do not qualify as capacity improvements under impact fee law in Texas and cannot be funded with Roadway Impact Fees.

The cost of the RIF CIP is one of the key factors in calculating the per-unit maximum impact fee. The RIF CIP's cost was calculated through a systematic evaluation of each eligible project. In determining project limits, the team identified roadway segments with uniform need. Developing unit costs from recently bid City projects and TxDOT moving average bid prices, uniform costs were determined for the major items of work, additional construction items, and project delivery costs. Section III provides a listing of the 10-Year RIF CIP by service area in Tables 2.A – 2.C and maps of the RIF CIP by service area in Exhibits 2.A – 2.C. Finally, detailed cost projections by project can be found in Appendix A. It should be noted that these cost projections are based on conceptual level planning and are subject to refinement upon final design. Where previous cost-estimating efforts or contributions through bonds or other funding agreements are applicable, those estimates are used in lieu of the conceptual-level planning costs to accurately reflect eligible, recoverable costs incurred by the City.

Only those projects listed in the RIF CIP are eligible to utilize impact fee funds. To optimize future flexibility, all capacity improvements included in the MMP are incorporated into the RIF CIP and will be eligible to utilize impact fee funds. In some cases, an interim project designation was used due to the ultimate build-out not being needed in the 10-year window.

Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee. To calculate the maximum impact fee, the total cost of the RIF CIP at build-out was reduced to account for

1. the portion of new capacity that will address existing needs,
2. the portion of new capacity will not be necessitated until beyond the 10-year growth window, and that
3. contributions already made by current developments.

A ratio that compares 10 years' demand for capacity to the net supply of capacity (total new capacity in the RIF CIP minus existing needs) can be calculated. That ratio, which may not exceed 100%, is then applied to the cost of the net capacity supplied. The result is a determination of the costs attributable to the next 10 years' growth, which is then used to calculate the maximum impact fee in accordance with state law. The result is known as the recoverable cost of the RIF CIP.

The 2025-2035 growth projections indicate approximately $287,017,410 of the RIF CIP as attributable to growth.

Service Unit

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 in the 2025 Roadway Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. The definition of a vehicle-mile is as follows: a vehicle-mile is the capacity consumed in a single lane during the PM peak hour by a vehicle making a trip of one mile in length. The PM Peak is used as the basis for transportation planning and estimating trips caused by new development.

Impact Fee Calculation

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the RIF CIP by the number of new service units of development. In accordance with state law, both the cost of the RIF CIP and the number of new service units of development used in the equation are based on the projected growth and corresponding capacity needs within a 10-year window. This calculation is performed for each service area individually, with each area having a stand-alone RIF CIP and a 10-year growth projection. In practice, numerous factors complicate this calculation. The maximum impact fee allowable by law for each service area is calculated in Table 8. A detailed discussion of the calculation precedes Table 8, found on Page 37.

Collection and Use of Roadway Impact Fees

Roadway Impact fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. An existing plat would be assessed at the adoption of the ordinance and would be exempt from impact fees for one year. Roadway Impact Fees are collected when a

building permit is issued. Therefore, funds are not collected until development impacts are introduced to the roadway network. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection in the designated service area or must be refunded with interest. Fees should be utilized in a first in, first out basis.

Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for adoption of Roadway Impact Fee Studies. A Capital Improvements Advisory Committee (CIAC) is required to review updates to the Land Use Assumptions and RIF CIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. The CIAC also reviews the Roadway Impact Fee ordinance updates and provides its findings to the City Council. The composition of the CIAC is required to adequately represent the building and development communities. The City Council then conducts a public hearing on the updated Land Use Assumptions, RIF CIP and Impact Fee Ordinance. One public hearing is required for the 2025 Update to the Roadway Impact Fee Study.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the RIF CIP at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

2025 Update Roadway Impact Fee Study Results

Below is the listing of the 2025 Roadway Impact Fee Study Update's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	$4,390
B	$2,009
C	$6,812

I. INTRODUCTION

Chapter 395 of the Texas Local Government Code outlines the process that political subdivisions must follow to establish and implement impact fees. Chapter 395 defines an Impact Fee as "a charge or assessment imposed by a political subdivision against new development 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 has retained Kimley-Horn and Associates, Inc., to provide professional transportation engineering services for the 2025 Roadway Impact Fee Study. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the Roadway Impact Fee Capital Improvements Plan (RIF CIP), and the Land Use-Vehicle Mile Equivalency Table.

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

1) Land Use Assumptions (Pg. 9)
2) Roadway Impact Fee Capital Improvements Plan (RIF CIP) (Pg. 15)

Information from these Land Use Assumptions and RIF CIP is used extensively throughout the remainder of the report.

There is a detailed discussion of the methodology for the computation of impact fees. This discussion is broken into three components:

1) Methodology for Roadway Impact Fees (Pg. 23)
2) Roadway Impact Fee Calculation (Pg. 37)
3) Plan for Financing and the Ad Valorem Tax Credit (Pg. 40)

The components of the Computation Method for Roadway Impact Fee include development of:

- Service Areas (Pg. 23)
- Service Units (Pg. 23)
- Cost Per Service Unit (Pg. 25)
- RIF CIP Costing Methodology (Pg. 25)
- Summary of RIF CIP Costs (Pg. 29)
- Service Unit Calculation (Pg. 33)

The Roadway Impact Fee is then calculated as:

- Maximum Assessable Impact Fee Per Service Unit (Pg. 37)
- Service Unit Demand Per Unit of Development (Pg. 45)

The report also includes a section concerning the Plan for Financing and the Ad Valorem Tax Credit. This involves the calculation of the applicable credit required by law to offset the City's use of ad valorem taxes to help fund the RIF CIP. This plan, prepared by NewGen Strategies, on which we relied, details the maximum assessable impact fee per service unit that the City of Pflugerville may apply under Chapter 395 of the Texas Local Government Code.

II. LAND USE ASSUMPTIONS

A. Purpose and Overview

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 use, density, and development within the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

This report documents the process used to develop the Land Use Assumptions for the City of Pflugerville's Roadway Impact Fee (RIF) study. In accordance with Chapter 395 of the Texas Local Government Code, Roadway Impact Fees must be calculated based on reasonable expectations of residential and employment growth within the next ten years (2025 – 2035).

Information from the following sources were consulted to complete the Land Use Assumptions:

- Capital Area Metropolitan Planning Organization (CAMPO) 2050 Travel Demand Model
- City of Pflugerville Water/Wastewater Permitting Growth Rate
- City of Pflugerville Future Land Use Plans

This Land Use Assumptions Summary includes the following components:

- Land Use Assumptions Methodology – An overview of the general methodology used to generate the land use assumptions.
- Roadway Impact Fee Service Areas – Explanation of the division of Pflugerville into service areas for roadway and infrastructure facilities.
- Residential and Employment Growth – Data on residential and employment growth within each service area over the next ten years (2025 – 2035).
- Land Use Assumptions Summary Table – A synopsis of the Land Use Assumptions.

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

Units: Number of dwelling units, both single and multi-family.

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

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

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

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

The above categories in the Land Use Assumptions match those used to develop the travel demand model for the City of Pflugerville. These broader categories are used in the development of assumptions for impact fees; however, expanded classifications used in the assessment of impact fees will be included in the Land Use/Vehicle-Mile Equivalency Table in a future version of this report for specific land uses.

B. Land Use Assumptions Methodology

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing development;
- Emerging Projects;
- Growth projections from recently completed studies;
- Historical growth trends

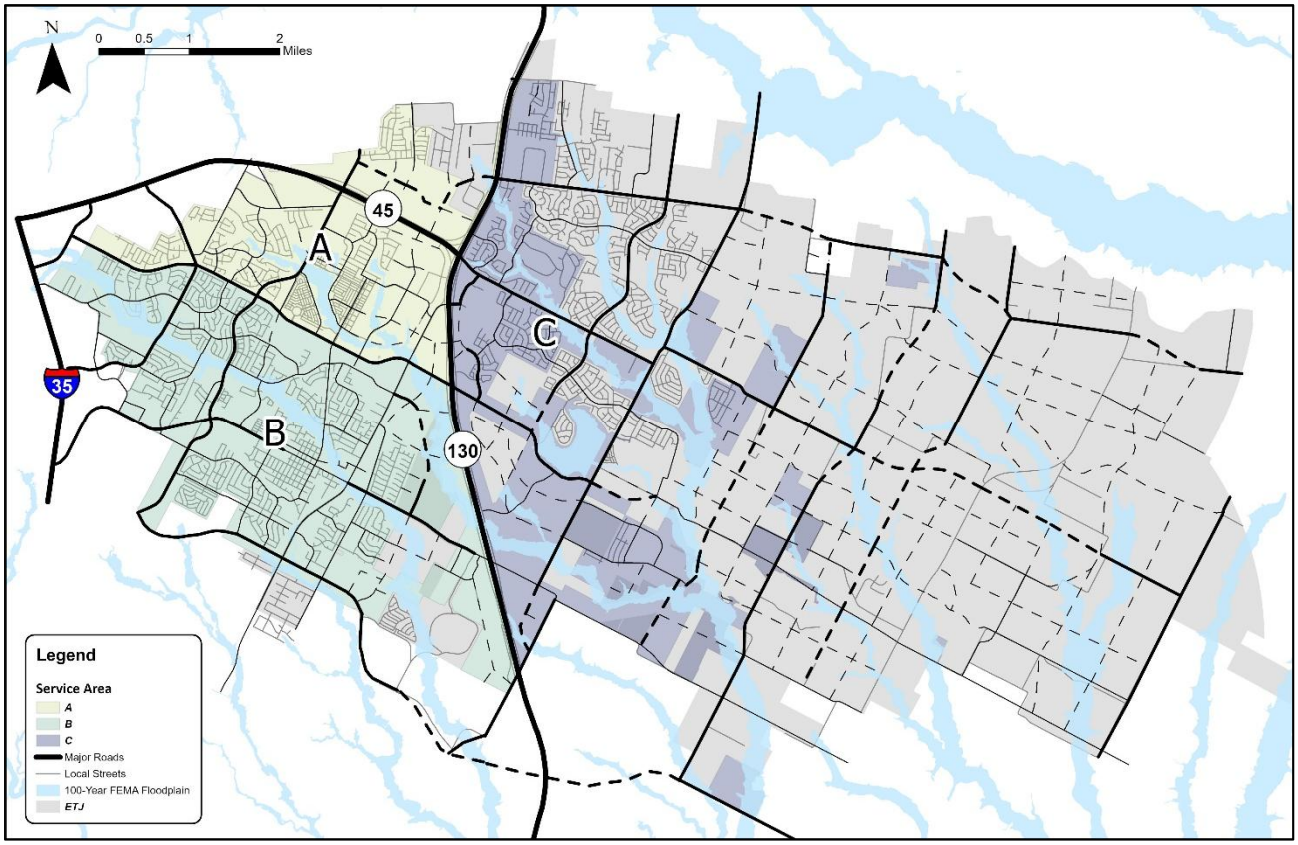
To develop land use growth rate assumptions for the Pflugerville Roadway Impact Fee, the Capital Area Metropolitan Planning Organization (CAMPO) 2050 Travel Demand Model was utilized. This model provided a comprehensive forecast of travel demand across the region, incorporating a wide array of variables such as population growth, employment trends, and regional land use patterns. The growth forecasted over the 2025-2035 planning horizon was applied to each roadway impact fee service area. These growth assumptions included in the model form the basis for estimating future land use conditions. However, to ensure these projections were aligned with local conditions and accurately reflected the anticipated growth in Pflugerville, projections were cross-referenced and normalized with local Water/Wastewater permitting growth rate information. Additionally, the model was verified against existing and future land use plans, to ensure consistency and accuracy. This localized data provided a precise indicator of development trends and infrastructure expansion within the community. By integrating these data sources and verifying them with established plans, growth rate assumptions were established that were both data-driven and contextualized to Pflugerville's specific circumstances, resulting in a robust basis for calculating the Roadway Impact Fee.

C. Roadway Impact Fee Service Areas

The geographic boundary of the proposed impact fee service areas for transportation facilities is shown in Exhibit 1. The City of Pflugerville is divided into three (3) service areas, each based upon the six (6) mile limit, as required in Chapter 395. For transportation facilities, the service areas as required by state law are limited to areas within the current corporate City limits. In defining the Service Area boundaries, the project team considered the corporate boundary, required six (6) mile size limit, adjacent land uses, and regional highway facilities. Since each Service Area will have a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the areas of uniform land use were contained within the same Service Area where possible.

It should be noted that at locations where Service Area boundaries align with a City roadway, the proposed boundary is intended to follow the centerline of the roadway, unless otherwise noted. In cases where a Service Area boundary follows the City Limits, only those portions of the transportation facility within the City Limits are included in the Service Area. For example, if a Service Area Boundary follows the city limits, and one side of a transportation facility is in the City limits and the other is not, only 50% of the facility may be included in the RIF CIP. Another example is where the Service Area boundary follows the edge Right-of-Way for a transportation facility, but the Right-of-Way and other side of the transportation facility is out of the City Limits. In this case, 50% of the transportation facility is included in the RIF CIP. For intersection projects along a Service Area boundary, only the corners of the intersection that fall within a Service Area boundary are considered for inclusion in the respective Service Area. For example, if one corner of an intersection is outside of the City Limits, one corner is in one service area, and the remaining two corners are in another service area, the first service area would include 25% of the intersection project, and the second would include 50% of the intersection project.

Exhibit 1 – Proposed Service Areas



D. Land Use Assumptions Summary

Table 1 summarizes the residential and employment 2025 existing conditions

Table 1. 2025 Residential and Employment Existing Conditions

Service Area	Year	Residential (Units)		Employment (Sq. Ft.)			
		Single Family	Multi-Family	Basic	Service	Retail	Total
A	2025	4,869	2,087	801,067	428,553	968,371	2,197,991
B		8,750	3,750	1,398,543	1,403,184	1,305,839	4,107,566
C		4,593	1,968	222,722	216,595	201,202	640,520
Citywide		18,212	7,805	2,422,332	2,048,332	2,475,412	6,946,077

Table 2 summarizes the residential and employment 10-year growth projections.

Table 2. Residential and Employment 10-Year Projections (Net New)

Service Area	Years	Residential (Units)		Employment (Sq. Ft.)			
		Single Family	Multi-Family	Basic	Service	Retail	Total
A	2025-2035	42	4,729	510,000	270,000	620,000	1,400,000
B		1,694	5,371	650,000	650,000	600,000	1,900,000
C		2,016	2,587	400,000	390,000	360,000	1,150,000
Citywide		3,752	12,687	1,560,000	1,310,000	1,580,000	4,450,000

III. ROADWAY IMPACT FEE CAPITAL IMPROVEMENTS PLAN

The City has identified the transportation projects needed to accommodate the projected growth within the City. The City's Mobility Master Plan (MMP) outlines the infrastructure necessary to accommodate expected growth. The Roadway Impact Fee Capital Improvements Plan (RIF CIP) consists of 3 categories of projects for roadway facilities as well as intersection projects described on Pg. 16 of this report. They are as follows:

- Previously Constructed – Identified corridors that were previously constructed and have excess capacity for future development to utilize.
- Widening – Existing roadways not currently built to the ultimate class in the Mobility Master Plan.
- New - All future roadways needed to complete the Mobility Master Plan.

The RIF CIP includes arterial class roadway facilities, major collector facilities, and intersection improvements. Roadway facilities identified are included in the MMP except for some intersection projects identified through discussion with City Staff. Some collector facilities were identified as having been built by others through development agreements, Public Improvement Districts (PIDs), or other agencies, such as Travis County or TxDOT, or funded through other measures that would preclude inclusion in the RIF CIP. Through evaluation of the MMP with City staff, some facilities were identified that were upgraded or downgraded from their ultimate functional classification to reflect capacity need in a 10-year window.

In addition to roadway facilities, intersection improvements were identified by determining capacity needs through the use of turn lanes or enhanced traffic control measures, based on the MMP's functional classifications of intersecting roadways.

Intersection Improvements were categorized as follows:

- Signal – either a new signal or modification to an existing signal due to the construction of a new roadway approach to an existing signalized intersection;
- Roundabout – a new roundabout intersection;
- Turn Lane – addition or extension of a turn lane consistent with TxDOT lane length recommendations based on roadway classification;
- Overpass – identified new grade-separated crossings;
- Innovative – construction of an intersection improvement to be determined after complete analysis. This includes improvements such as special intersections including, but not limited to Continuous Flow Intersections (CFI), Diverging Diamond Intersections (DDI), or grade separation improvements; and
- Ramp Reversal – identified frontage road ramp reversal on TxDOT roadways, which involves changing entrance ramps to exit ramps or vice versa;
- New Ramp – identified new entrance or exit ramps to access TxDOT roadways.

All intersection improvement recommendations are recommended to undergo a design level evaluation before implementation to ensure the most appropriate improvements are made. In cases where a design-level evaluation determines improvements that are contrary to the RIF CIP, such as turn lane improvements in place of a signal, the RIF CIP cost allocated to the intersection may still be applied to the alternate improvements.

The proposed RIF CIP is listed in Tables 3.A – 3.C and mapped in Exhibits 3.A – 3.C. The tables show the length of each project as well as the facility's typology. The RIF CIP was developed in conjunction with input from City of Pflugerville staff and represents projects that will be needed to accommodate the growth projected in the Land Use Assumptions section of this report.

Table 3.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Percent in Service Area
SA A	A-1	4D	KENNY FORT BLVD	Kenny Fort Blvd to SH 45 EBFR	0.11	50%
	A-2	3U One Way	SH 45 FRONTAGE ROADS	Connecting SH 45 FRs between Kenny Fort Blvd and Heatherwilde Blvd	1.01	100%
	A-3	4D	UNNAMED	Heatherwilde Blvd to Rowe Ln Extension	1.08	100%
	A-4	4D	ROWE LN	SH 130 SBFR to 1500 ft north of SH 45 WBFR	0.34	100%
	A-6	3U	SCHULTZ LN	City Limits to 2500 ft north of Springbrook Rd	0.48	50%
	A-8	3U	SCHULTZ LN	300 ft north of Springbrook Rd to 2500 ft north of Springbrook Rd	0.45	100%
	A-10	3U	PFLUGER FARM LN	SH 45 EBFR to Town Center Dr	0.29	100%
	A-13	3U	TERRELL LN	865 ft south of Town Center Dr to Pfluger Farm Ln	0.68	100%
	A-14	6D	FM 685	SH 130 SBFR to E Pflugerville Pkwy	0.77	100%
	A-15	4D	ROWE LN	Rowe Ln at SH 130	0.08	100%
	A-16	2D	LIMESTONE COMMERCIAL DR	Limestone Commercial to Pfluger Farm Ln	0.26	100%
	Project #:	Intersection Improvements:	Location:	Status:		Percent in Service Area
	AI-1		HEATHERWILDE BLVD/CHEYENNE VALLEY DR	SIGNAL		100%
	AI-2		HEATHERWILDE BLVD/ROWE LN (FUTURE)	SIGNAL		100%
	AI-3; CI-2		FM 685 NBFR/SBFR/ROWE LN	OVERPASS & TURN LANE		50%
	AI-4		HEATHERWILDE BLVD/NEW MEISTER LN	SIGNAL		100%
	AI-5		E OF HEATHERWILDE/SH 45 WBFR	NEW RAMP		100%
	AI-6		E OF HEATHERWILDE/SH 45 EBFR	NEW RAMP		100%
	AI-7; CI-4		FM 685 NBFR/SBFR/KELLY LN	INNOVATIVE & TURN LANE		50%
	AI-8		PFLUGER FARM LN/TOWN CENTER DR	ROUNDABOUT		100%
	AI-9; BI-1		PFLUGER FARM LN/E PFLUGERVILLE PKWY	SIGNAL		50%
	AI-10; BI-2		FM 685/E PFLUGERVILLE PKWY	INNOVATIVE		50%
	AI-11; CI-7		FM 685 NBFR/SBFR/COPPER MINE DR	INNOVATIVE & TURN LANE		50%
	AI-12		SH 130 SBFR/S OF FM 685	RAMP REVERSAL		100%
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE		33%
	AI-14		AW GRIMES BLVD/SCHULTZ LN	SIGNAL		100%
	AI-21		FM 685/TOWN CENTER DR	TURN LANE		100%
	AI-22		ROWE LN EXTENSION/NEW ROAD	INTERSECTION IMPROVEMENT		100%
	AI-24; CI-19		SH 130/NEW ROAD	SIGNAL		50%

Note: The 10-Year Roadway Impact Fee CIP is not in prioritized order.

2025 Roadway Impact Fee Study

Service Area A

N

Kimley»Horn

0 0.25 0.5 Miles

February 2026

Legend

- Impact Fee Eligible Intersection Label
- Impact Fee Eligible Roadway Label

Impact Fee Eligible Roadways

- New
- Widening
- Previously Constructed
- Major Roads
- MoKan Corridor
- Local Streets
- 100-Year FEMA Floodplain

A-1
A-2
A-3
A-4
A-5
A-6
A-7
A-8
A-9
A-10
A-11
A-12
A-13
A-14
A-15
A-16
AI-1
AI-2
AI-3; CI-2
AI-4
AI-22
AI-5
AI-24; CI-19
AI-6
AI-7; CI-4
AI-8
AI-11; CI-7
AI-21
AI-12
AI-9; BI-1
AI-10; BI-2
AI-13; BI-3; CI-12
AI-14
SCHOOL CR 138
SH 45 EBFR
SH 45 WBFR
SH 130 SBFR
SH 130 NBFR
KENNY FORT BLVD
A W GRIMES BLVD
SCHULTZ LN
GREENLAWN BLVD
W PFLUGERVILLE PKWY
N HEATHERWILDE BLVD
PICADILLY DR
E PFLUGERVILLE PKWY
PFLUGER FARM LN
TOWN CENTER DR
COPPER MINE DR
KELLY LN
E PFENNIG LN
W PFENNIG LN
FM 685
AUSTIN-HUTTO RD
COLORADO SAND DR
45
130

Table 3.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Percent in Service Area
SA B	B-1	3U	PICADILLY DR	City Limits to Central Commerce Blvd	0.49	50%
	B-2	3U	CENTRAL COMMERCE DR	Picadilly Dr to Royston Ln	0.39	50%
	B-3	3U	ROYSTON LN	Central Commerce Dr to Grand Avenue Pkwy	0.60	100%
	B-5	6D	FM 685	E Pfluerville Pkwy to 1615 ft north of E Pecan St	1.20	100%
	B-6	3U	OLD AUSTIN-HUTTO RD	E Pflugerville Pkwy to Old Austin-Hutto Rd	0.78	100%
	B-7	4D	E PFENNIG LN	505' E of FM 685 to 2000' N of E Pecan St	1.05	100%
	B-8	6D	FM 685	1615 ft north of E Pecan St to E Pecan St	0.31	100%
	B-10	3U	IMMANUEL RD	E Pecan St to E Wells Branch Pkwy	1.07	100%
	B-14	2D	IMPACT WAY	E Pecan St to Future Roadway	0.76	100%
	B-15	2D	PFLUGER FARM LN	E Pflugerville Pkwy to W Pfennig Ln	0.14	100%
	B-16	3U	MAIN ST	Railroad Ave to FM 685	0.41	100%
	Project #:	Intersection Improvements:	Location:	Status:		Percent in Service Area
	AI-9; BI-1		PFLUGER FARM LN/E PFLUGERVILLE PKWY	SIGNAL		50%
	AI-10; BI-2		FM 685/E PFLUGERVILLE PKWY	INNOVATIVE		50%
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE		33%
	BI-4		CENTRAL COMMERCE DR/PICADILLY DR	TURN LANE		100%
	BI-5		GRAND AVENUE PKWY/W BLACK LOCUS DR	SIGNAL		100%
	BI-6		HEATHERWILDE BLVD/W BLACK LOCUST DR	SIGNAL		100%
	BI-7		E BLACK LOCUST DR/W PFENNIG LN	ROUNDABOUT		100%
	BI-8		OLD AUSTIN-HUTTO RD/E PFENNIG LN	ROUNDABOUT		100%
	BI-9		HEATHERWILDE BLVD/W PFENNIG LN	SIGNAL & TURN LANE		100%
	BI-10		OLD AUSTIN-HUTTO RD EXT/OLD AUSTIN-HUTTO RD	ROUNDABOUT		100%
	BI-11		EDGEMERE DR/GRAND AVENUE PKWY	TURN LANE		100%
	BI-12		HEATHERWILDE BLVD/W PECAN ST	INNOVATIVE		100%
	BI-13		FM 685/E PECAN ST	INNOVATIVE & TURN LANE		100%
	BI-14		E PFENNIG LN/E PECAN ST	SIGNAL		100%
	BI-16; CI-15		SH 130 EBFR/WBFR/E PECAN ST	OVERPASS		50%
	BI-17		IMMANUEL RD/E WELLS BRANCH PKWY	SIGNAL		100%
	BI-18		E WELLS BRANCH PKWY/E PFENNIG LN	SIGNAL		100%
	BI-19		FM 685/OLD AUSTIN-HUTTO RD	TURN LANE		100%
	BI-20		DESSAU RD/E WELLS BRANCH PKWY	TURN LANE		100%
	BI-21		RAILROAD AVE/MAIN ST	SIGNAL		100%
	BI-22		S HEATHERWILDE BLVD/W OLYMPIC DR	SIGNAL		100%
	BI-24		N/S RAILROAD AVE/W/E PECAN ST	ROUNDABOUT		100%

Note: The 10-Year Roadway Impact Fee CIP is not in prioritized order.

2025 Roadway Impact Fee Study

Service Area B

Kimley»Horn

N

0 0.25 0.5 Miles

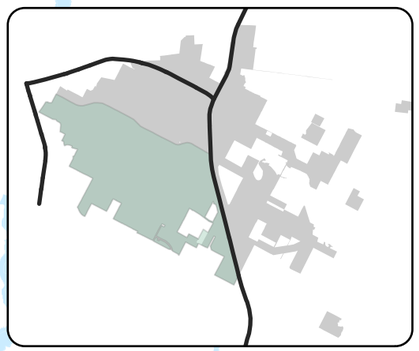
February 2026

Legend

- Impact Fee Eligible Intersection Label
- Impact Fee Eligible Roadway Label

Impact Fee Eligible Roadways

- New
- Widening
- Previously Constructed
- Major Roads
- MoKan Corridor
- Local Streets
- 100-Year FEMA Floodplain



B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8, B-9, B-10, B-11, B-12, B-13, B-14, B-15, B-16

BI-4, BI-5, BI-6, BI-7, BI-8, BI-9, BI-10, BI-11, BI-12, BI-13, BI-14, BI-17, BI-18, BI-19, BI-20, BI-21, BI-22, BI-24

AI-9; BI-1, AI-10; BI-2, AI-13; BI-3; CI-12, BI-16; CI-15

GREENLAWN BLVD, W PFLUGERVILLE PKWY, PARMER LN, N HEATHERWILDE BLVD, PICADILLY DR, ROYSTON LN, GRAND AVENUE PKWY, GRAND AVENUE PKWY, CENTRAL COMMERCE DR, W PECAN ST, MAIN ST, S HEATHERWILDE BLVD, W OLYMPIC DR, E WELLS BRANCH PKWY, DESSAU RD, OLD AUSTIN-HUTTO RD, W PFENNIG, E PFENNIG LN, SH 130 Connection, SH 130 NBFR, SH 130 CROSSING, SH 130 SBFR, IMPACT WAY, BILTMORE AVE, CAMERON RD, WEISS LN, E PECAN ST, E PFLUGERVILLE PKWY, HIDDEN LAKE DR, COLORADO SAND DR, KELLY LN, COPPER MINE DR, TOWN CENTER DR, PFLUGERVILLE FARM LN, FM 685, GREGG MANOR RD, SH 130 SBFR, SH 130 NBFR

35, 130

where quality meets life
PFLUGERVILLE
TEXAS

Table 3.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Percent in Service Area
SA C	C-1	4D	ROWE LN	SH 130 NBFR to 950 ft west of Commons Pkwy	0.05	100%
	C-4	4D	KELLY LN	Moorlynch Ave to 870 ft west of Weiss Ln	0.87	50%
	C-5	4D	CELE RD	Hodde Ln to 300 ft west of westernmost Cele Middle School Driveway	0.47	50%
	C-6	4D	CELE RD	590 ft east of Quebrada Dr to 200 ft west of Quebrada Dr	0.17	50%
	C-7	4D	CELE RD	Landmark Dr to 590' ft east of Quebrada Dr	0.22	100%
	C-8	4D	CELE RD	Melber Ln to Landmark Dr	0.19	50%
	C-9	4D	MELBER LN	Cameron Rd to Pleasanton Pkwy	0.81	100%
	C-13	4D	HIDDEN LAKE DR	City Limits to E Pflugerville Pkwy	0.49	100%
	C-14	4D	E PFLUGERVILLE PKWY	280 ft west of Colorado Sands Dr to Weiss Ln	1.62	100%
	C-15	4D	E PFLUGERVILLE PKWY	Weiss Ln to 2300 ft east of Weiss Ln	0.43	50%
	C-17	6D	E PECAN ST	SH 130 NBFR to Weiss Ln	0.87	100%
	C-18	4D	MELBER LN	Cameron Rd to Cameron Rd	0.43	50%
	C-19	4D	CAMERON RD	SH 130 to Weiss Ln	0.90	50%
	C-20	6D	CAMERON RD	E Pecan St to 230 ft' north of SH 130	0.56	50%
	C-21	4D	CAMERON RD	Undeveloped	0.34	50%
	C-22	4D	GREGG LN	1575 ft east of Fuchs Grove Rd to 3400 ft east of Fuchs Groves Rd	0.62	50%
	C-23	4D	FUCHS GROVE RD	At Fuchs Grove roadway bends	0.20	50%
	C-24	4D	ENGLEMANN LN	500 ft south of Melber Ln to 1620 ft south of Melber Ln	0.23	50%
	C-25	4D	MELBER LN	Cele Rd to 4375 ft north of Cele Rd	0.84	50%
	C-26	4D	UNNAMED	Pleasanton Pkwy to 800 ft north of Pleasanton Pkwy	0.15	100%
	C-27	2D	UNNAMED	South of Melber Lane, West of Englemann Ln	0.22	50%
	C-28	4D	HODDE LN	750 ft south of Mott Elementary to 450 ft north of Mott Elementary	0.24	50%
	C-29	2D	UNNAMED	Undeveloped	0.38	100%
	C-30	2D	UNNAMED	Undeveloped	0.47	50%
	C-31	2D	UNNAMED	Undeveloped	0.18	50%
	C-32	2D	UNNAMED	Undeveloped	0.26	50%
	Project #:	Intersection Improvements:	Location:	Status:		Percent in Service Area
	CI-1		SH 130/CR 138	INNOVATIVE		100%
	AI-3; CI-2		FM 685 NBFR/SBFR/ROWE LN	OVERPASS & TURN LANE		50%
	CI-3		SPEIDEL DR/ROWE LN	SIGNAL		100%
	AI-7; CI-4		FM 685 NBFR/SBFR/KELLY LN	INNOVATIVE & TURN LANE		50%
	CI-5		JAKES HILL RD/KELLY LN	SIGNAL		100%
	CI-6		HODDE LN/CELE RD	INNOVATIVE		100%
	AI-11; CI-7		FM 685 NBFR/SBFR/COPPER MINE DR	INNOVATIVE & TURN LANE		50%
	CI-8		COPPER MINE DR/COLORADO SAND DR	SIGNAL		100%
	CI-9		SH 130 NBFR/S OF FM 685	RAMP REVERSAL		100%
	CI-10		COLORADO SAND DR/LONE STAR RANCH BLVD	ROUNDABOUT		100%
	CI-11		WEISS LN/HIDDEN LAKE CROSSING	SIGNAL & TURN LANE		100%
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE		33%
	CI-13		HIDDEN LAKE DR/E PFLUGERVILLE PKWY	SIGNAL		100%
	CI-14		WEISS LN/PLEASANTON PKWY	SIGNAL		100%
	BI-16; CI-15		SH 130 EBFR/WBFR/E PECAN ST	OVERPASS		50%
	CI-16		DERBY DAY AVE/CR 138	SIGNAL		100%
	CI-17		BECKER FARM RD/E PFLUGERVILLE PKWY	SIGNAL		100%
	CI-18		COLORADO SAND DR/E PFLUGERVILLE PKWY	TURN LANE		100%
	AI-24; CI-19		SH 130/NEW ROAD	SIGNAL		50%
	CI-20		WEISS LN/E PECAN ST	SIGNAL		100%

Note: The 10-Year Roadway Impact Fee CIP is not in prioritized order.

2025 Roadway Impact Fee Study

Service Area C

N

0 0.25 0.5 Miles

Kimley»Horn

February 2026

GATTIS SCHOOL CR 138

CI-16

CI-1

AI-3; CI-2

CI-3

C-1

AI-24; CI-19

SH 45 SBFR

SH 45 WBFR EBFR

AI-7; CI-4

C-2

KELLY LN

AI-11; CI-7

CI-8

CI-9

C-3

CI-5

CI-6

C-28

HODDE LN

C-4

C-5

JAKES HILL RD

CR 139

MELBER LN

C-27

C-24

SH 130 SBFR

CI-10

COLORADO SAND DR

AI-13; BI-3; CI-12

CI-18

HIDDEN LAKE DR

C-13

C-11

C-10

C-7

C-25

ENGLEMANN LN

SH 130 NBFR

CI-11

C-12

C-6

C-8

C-31

CELE RD

CI-13

CI-17

C-15

130

SH 130 CROSSING

E PFLUGERVILLE PKWY

C-30

C-32

C-14

C-16

C-29

CAMERON RD

C-21

C-17

CI-14

WEISS LN

C-26

BILTMORE AVE

BI-16; CI-15

E PECAN ST

C-20

C-9

CI-20

IMPACT WAY

C-23

STEGER LN

FM 973

NEW SWEDEN CHURCH RD

C-19

C-18

FUCHS GROVE RD

C-22

Legend

- Impact Fee Eligible Intersection Label
- Impact Fee Eligible Roadway Label

Impact Fee Eligible Roadways

- New
- Widening
- Previously Constructed
- Major Roads
- Local Streets
- 100-Year FEMA Floodplain

IV. METHODOLOGY FOR ROADWAY IMPACT FEES

A. Service Areas

The three (3) service areas used in the 2025 Roadway Impact Fee Study are shown in the previously referenced Exhibit 1. These service areas cover the entire corporate area of the City of Pflugerville as of August 2025. 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." The service areas in the 2025 Roadway Impact Fee Study are consistent with the specifications of Chapter 395 of the Texas Local Government Code. The service areas are generally consistent with those in the previous Roadway Impact Fee Study, with the exception of annexations that have occurred since the adoption of the prior study.

B. Service Units

The "service unit" is a measure of the consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2025 Roadway Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. Below is the definition for vehicle-mile.

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

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

Total Vehicle-Miles of Demand: Based on the 10-year growth projections (Pg. 36). The demand is equal to the *PM Trip Rate (trips)* multiplied by the *Trip Length (miles)*.

The capacity values used in the 2025 Roadway Impact Fee Study are based on capacity criteria published by the Capital Area Metropolitan Planning Organization (CAMPO) and

modified to reflect the local context within the City of Pflugerville's corporate limits. Table 4A show the service volumes as a function of the facility classification and type.

Table 4A. Service Volumes for Proposed Facilities
(used in Appendix B – Roadway Impact Fee CIP Service Units of Supply)

Facility Classification	Thru Lanes	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
6 Lane Divided Major Arterial	6	Divided	840
4 Lane Divided Major Arterial	4	Divided	840
4 Lane Divided Major Arterial (1/2)	4	Divided	840
4 Lane Divided Minor Arterial	4	Divided	760
4 Lane Divided Minor Arterial (1/2)	4	Divided	760
4 Lane Undivided Major Collector	4	Undivided	660
3 Lane Frontage Road	3	Undivided	840
3 Lane Urban Roadway	2	Undivided	720
2 Lane Urban Roadway	2	Undivided	720
3 Lane Major Collector	2	Undivided	660
2 Lane Divided Major Collector	2	Divided	720
2 Lane Minor Collector	2	Divided	480

C. Cost Per Service Unit

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Roadway Impact Fee, this is the cost for each vehicle-mile of travel. Thus, it is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel. The cost per service unit is calculated for each service area based on the roadway projects within that service area.

The second component of the cost per service unit is determining the number of service units in each service area. This number represents the projected growth in transportation demand over the ten-year period.

D. Cost of the RIF CIP

All of the project costs for an arterial or collector facility that serves the overall transportation system are eligible to be included in the Roadway Impact Fee Capital Improvements Plan (RIF 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 improvements plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the RIF CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the project's length. The cost for location-specific items such as bridges, highway ramps, drainage structures, and any other special components is added to each project, as appropriate. The following is a detailed description of the costing worksheet/methodology for the RIF CIP.

1. Overview of RIF CIP Costing Worksheets

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

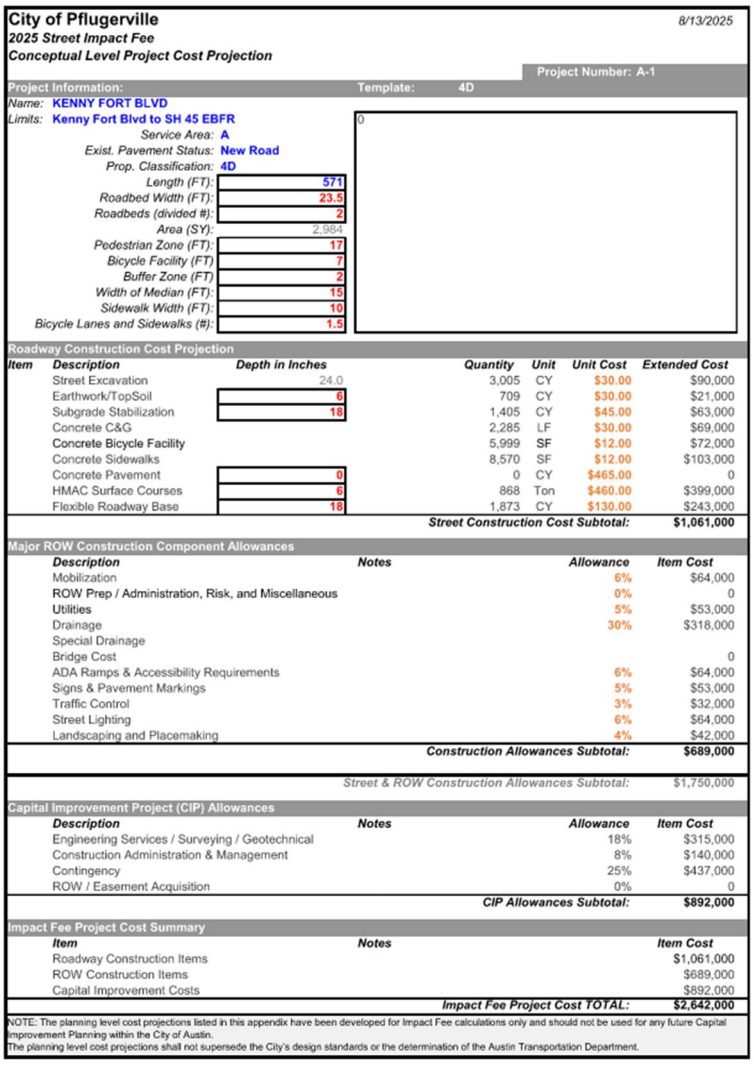
- Project Information,
- Construction Pay Items,
- Construction Component Allowances and
- Summary of Costs and Allowances

Project Information

Construction Pay Items

Construction Component Allowances

Summary of Costs and Allowances



City of Pflugerville 8/13/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-1

Project Information: Template: 4D

Name: KENNY FORT BLVD

Limits: Kenny Fort Blvd to SH 45 EBFR

Service Area:	A
Exist. Pavement Status:	New Road
Prop. Classification:	4D
Length (FT):	571
Roadbed Width (FT):	23.5
Roadbeds (divided #):	2
Area (SY):	2,984
Pedestrian Zone (FT):	17
Bicycle Facility (FT)	7
Buffer Zone (FT)	2
Width of Median (FT):	15
Sidewalk Width (FT):	10
Bicycle Lanes and Sidewalks (#):	1.5

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	3,005	CY	$30.00	$90,000
	Earthwork/TopSoil	6	709	CY	$30.00	$21,000
	Subgrade Stabilization	18	1,405	CY	$45.00	$63,000
	Concrete C&G		2,285	LF	$30.00	$69,000
	Concrete Bicycle Facility		5,999	SF	$12.00	$72,000
	Concrete Sidewalks		8,570	SF	$12.00	$103,000
	Concrete Pavement	0	0	CY	$465.00	0
	HMAC Surface Courses	6	868	Ton	$460.00	$399,000
	Flexible Roadway Base	18	1,873	CY	$130.00	$243,000
					Street Construction Cost Subtotal:	**$1,061,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		6%	$64,000
ROW Prep / Administration, Risk, and Miscellaneous		0%	0
Utilities		5%	$53,000
Drainage		30%	$318,000
Special Drainage			
Bridge Cost			0
ADA Ramps & Accessibility Requirements		6%	$64,000
Signs & Pavement Markings		5%	$53,000
Traffic Control		3%	$32,000
Street Lighting		6%	$64,000
Landscaping and Placemaking		4%	$42,000
		Construction Allowances Subtotal:	**$689,000**
		Street & ROW Construction Allowances Subtotal:	$1,750,000

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$315,000
Construction Administration & Management		8%	$140,000
Contingency		25%	$437,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$892,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,061,000
ROW Construction Items		$689,000
Capital Improvement Costs		$892,000
	Impact Fee Project Cost TOTAL:	**$2,642,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

2. Project Information

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

- Project Number – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project A-3 is in Service Area A and is the 3rd project on the list.
- Name – A unique identifier for each project. In some cases, abbreviations are used for the project name.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the Mobility Master Plan classification of the roadway. Modification to roadway element widths are utilized in cases where a portion of the facility currently exists and the road is only to be widened, or where the road is planned to be widened to an interim configuration.
- Ultimate Class – the ultimate classification of the roadway, if different from the Impact Fee Class based on determination of need in the 10-year window.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service areas where the project is located. Multiple service areas will be listed if the project lies along a service area boundary. If a different jurisdiction is involved, it will be noted.

3. Construction Pay Items

A typical roadway project consists of several costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, and construction and testing. While the construction cost component of a project may consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items used in the 2025 RIF CIP are as follows:

- Unclassified street excavation;
- Earthwork/TopSoil;
- Subgrade Stabilization;
- Concrete Curb and Gutter;
- Concrete Sidewalks;
- Concrete Pavement;
- HMAC Surface Courses; and
- Flexible Roadway Base.

4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include mobilization, ROW administration, utilities, drainage, ADA ramps and accessibility requirements, signs and pavement markings, administration and risk, street lighting, and landscaping. These allowance percentages are also based on previously bid projects in the area.

In addition, lump sum dollar allowances are provided for special drainage structures (bridges and culverts). The paving and allowance subtotal is given a construction contingency.

5. Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, eighteen percent (18%) of the construction cost total is added for engineering, surveying, and testing. Additionally, eight percent (8%) of the total construction cost is added for construction administration and management. ROW/easement acquisition is not included in the project costs but is a recoverable cost per Chapter 395 of the Local Government Code.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, and testing, plus construction administration and management, and plus contingency.

E. Summary of Roadway Impact Fee CIP Costs

Tables 5.A – 5.C are the 10-Year RIF CIP project lists for each service area with planning level project costs. Individual project cost worksheets are available in Appendix A, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are recoverable through impact fees. Actual project costs are likely to change with time and are dependent on market and economic conditions that cannot be predicted. The project costs listed in the RIF CIP may differ from current 5-year City Capital Improvement Plans or proposed bond project costs. The differences in these project costs stem from the inclusion of certain elements, such as Right-of-Way acquisition, portions of the projects falling outside the City limits in the 5-year CIP or proposed bonds, and administrative costs associated with the projects for staff time or bond implementation.

The RIF CIP establishes the list of projects for which Impact Fees may be utilized. Projects not included in the RIF CIP are not eligible to receive impact fee funding. The cost projections utilized in this study should not be utilized for the City's construction CIP.

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

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
SA A	A-1	4D	KENNY FORT BLVD	Kenny Fort Blvd to SH 45 EBFR	0.11	$2,643,000	50%	$1,322,000
	A-2	3U One Way	SH 45 FRONTAGE ROADS	Connecting SH 45 FRs between Kenny Fort Blvd and Heatherwilde Blvd	1.01	$22,346,000	100%	$22,346,000
	A-3	4D	UNNAMED	Heatherwilde Blvd to Rowe Ln Extension	1.08	$26,439,000	100%	$26,439,000
	A-4	4D	ROWE LN	SH 130 SBFR to 1500 ft north of SH 45 WBFR	0.34	$8,421,000	100%	$8,421,000
	A-6	3U	SCHULTZ LN	City Limits to 2500 ft north of Springbrook Rd	0.48	$1,683,000	50%	$842,000
	A-8	3U	SCHULTZ LN	300 ft north of Springbrook Rd to 2500 ft north of Springbrook Rd	0.45	$1,549,000	100%	$1,549,000
	A-10	3U	PFLUGER FARM LN	SH 45 EBFR to Town Center Dr	0.29	$4,473,000	100%	$4,473,000
	A-13	3U	TERRELL LN	865 ft south of Town Center Dr to Pfluger Farm Ln	0.68	$15,418,000	100%	$15,418,000
	A-14	6D	FM 685	SH 130 SBFR to E Pflugerville Pkwy	0.77	$9,477,000	100%	$9,477,000
	A-15	4D	ROWE LN	Rowe Ln at SH 130	0.08	$1,864,000	100%	$1,864,000
	A-16	2D	LIMESTONE COMMERCIAL DR	Limestone Commercial to Pfluger Farm Ln	0.26	$4,587,000	100%	$4,587,000
	Project #:	Intersection Improvements:	Location:	Status:		Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
	AI-1		HEATHERWILDE BLVD/CHEYENNE VALLEY DR	SIGNAL		$698,000	100%	$698,000
	AI-2		HEATHERWILDE BLVD/ROWE LN (FUTURE)	SIGNAL		$698,000	100%	$698,000
	AI-3; CI-2		FM 685 NBFR/SBFR/ROWE LN	OVERPASS & TURN LANE		$16,803,000	50%	$8,402,000
	AI-4		HEATHERWILDE BLVD/NEW MEISTER LN	SIGNAL		$698,000	100%	$698,000
	AI-5		E OF HEATHERWILDE/SH 45 WBFR	NEW RAMP		$7,510,000	100%	$7,510,000
	AI-6		E OF HEATHERWILDE/SH 45 EBFR	NEW RAMP		$7,510,000	100%	$7,510,000
	AI-7; CI-4		FM 685 NBFR/SBFR/KELLY LN	INNOVATIVE & TURN LANE		$4,276,000	50%	$2,138,000
	AI-8		PFLUGER FARM LN/TOWN CENTER DR	ROUNDABOUT		$3,135,000	100%	$3,135,000
	AI-9; BI-1		PFLUGER FARM LN/E PFLUGERVILLE PKWY	SIGNAL		$823,000	50%	$412,000
	AI-10; BI-2		FM 685/E PFLUGERVILLE PKWY	INNOVATIVE		$3,760,000	50%	$1,880,000
	AI-11; CI-7		FM 685 NBFR/SBFR/COPPER MINE DR	INNOVATIVE & TURN LANE		$4,276,000	50%	$2,138,000
	AI-12		SH 130 SBFR/S OF FM 685	RAMP REVERSAL		$7,510,000	100%	$7,510,000
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE		$526,000	33%	$174,000
	AI-14		AW GRIMES BLVD/SCHULTZ LN	SIGNAL		$698,000	100%	$698,000
	AI-21		FM 685/TOWN CENTER DR	TURN LANE		$385,000	100%	$385,000
	AI-22		ROWE LN EXTENSION/NEW ROAD	INTERSECTION IMPROVEMENT		$3,135,000	100%	$3,135,000
	AI-24; CI-19		SH 130/NEW ROAD	SIGNAL		$823,000	50%	$412,000
							Service Area Roadway Project Cost Subtotal:	$96,738,000
							Service Area Intersection Project Cost Subtotal:	$47,533,000
							2025 Transportation Impact Fee Study Cost Per Service Area	$37,000
							TOTAL SERVICE AREA COST:	$144,308,000

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Pflugerville.

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

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

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
SA B	B-1	3U	PICADILLY DR	City Limits to Central Commerce Blvd	0.49	$1,711,000	50%	$856,000
	B-2	3U	CENTRAL COMMERCE DR	Picadilly Dr to Royston Ln	0.39	$1,356,000	50%	$678,000
	B-3	3U	ROYSTON LN	Central Commerce Dr to Grand Avenue Pkwy	0.60	$2,099,000	100%	$2,099,000
	B-5	6D	FM 685	E Pfluerville Pkwy to 1615 ft north of E Pecan St	1.20	$6,776,000	100%	$6,776,000
	B-6	3U	OLD AUSTIN-HUTTO RD	E Pflugerville Pkwy to Old Austin-Hutto Rd	0.78	$11,683,000	100%	$11,683,000
	B-7	4D	E PFENNIG LN	505' E of FM 685 to 2000' N of E Pecan St	1.05	$26,919,000	100%	$26,919,000
	B-8	6D	FM 685	1615 ft north of E Pecan St to E Pecan St	0.31	$1,720,000	100%	$1,720,000
	B-10	3U	IMMANUEL RD	E Pecan St to E Wells Branch Pkwy	1.07	$4,454,000	100%	$4,454,000
	B-14	2D	IMPACT WAY	E Pecan St to Future Roadway	0.76	$7,291,000	100%	$7,291,000
	B-15	2D	PFLUGER FARM LN	E Pflugerville Pkwy to W Pfennig Ln	0.14	$1,314,000	100%	$1,314,000
	B-16	3U	MAIN ST	Railroad Ave to FM 685	0.41	$8,822,000	100%	$8,822,000
	Project #:		Location:	Status:		Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
	AI-9; BI-1	Intersection Improvements:	PFLUGER FARM LN/E PFLUGERVILLE PKWY	SIGNAL		$823,000	50%	$412,000
	AI-10; BI-2		FM 685/E PFLUGERVILLE PKWY	INNOVATIVE		$3,760,000	50%	$1,880,000
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE		$526,000	33%	$174,000
	BI-4		CENTRAL COMMERCE DR/PICADILLY DR	TURN LANE		$385,000	100%	$385,000
	BI-5		GRAND AVENUE PKWY/W BLACK LOCUS DR	SIGNAL		$698,000	100%	$698,000
	BI-6		HEATHERWILDE BLVD/W BLACK LOCUST DR	SIGNAL		$823,000	100%	$823,000
	BI-7		E BLACK LOCUST DR/W PFENNIG LN	ROUNDABOUT		$3,135,000	100%	$3,135,000
	BI-8		OLD AUSTIN-HUTTO RD/E PFENNIG LN	ROUNDABOUT		$3,135,000	100%	$3,135,000
	BI-9		HEATHERWILDE BLVD/W PFENNIG LN	SIGNAL & TURN LANE		$1,338,000	100%	$1,338,000
	BI-10		OLD AUSTIN-HUTTO RD EXT/OLD AUSTIN-HUTTO RD	ROUNDABOUT		$3,135,000	100%	$3,135,000
	BI-11		EDGEMERE DR/GRAND AVENUE PKWY	TURN LANE		$385,000	100%	$385,000
	BI-12		HEATHERWILDE BLVD/W PECAN ST	INNOVATIVE		$3,760,000	100%	$3,760,000
	BI-13		FM 685/E PECAN ST	INNOVATIVE & TURN LANE		$4,276,000	100%	$4,276,000
	BI-14		E PFENNIG LN/E PECAN ST	SIGNAL		$823,000	100%	$823,000
	BI-16; CI-15		SH 130 EBFR/WBFR/E PECAN ST	OVERPASS		$16,287,000	50%	$8,144,000
	BI-17		IMMANUEL RD/E WELLS BRANCH PKWY	SIGNAL		$823,000	100%	$823,000
	BI-18		E WELLS BRANCH PKWY/E PFENNIG LN	SIGNAL		$698,000	100%	$698,000
	BI-19		FM 685/OLD AUSTIN-HUTTO RD	TURN LANE		$526,000	100%	$526,000
	BI-20		DESSAU RD/E WELLS BRANCH PKWY	TURN LANE		$526,000	100%	$526,000
	BI-21		RAILROAD AVE/MAIN ST	SIGNAL		$823,000	100%	$823,000
	BI-22		S HEATHERWILDE BLVD/W OLYMPIC DR	SIGNAL		$698,000	100%	$698,000
	BI-24		N/S RAILROAD AVE/W/E PECAN ST	ROUNDABOUT		$3,135,000	100%	$3,135,000
						Service Area Roadway Project Cost Subtotal:		$72,612,000
						Service Area Intersection Project Cost Subtotal:		$39,732,000
						2025 Transportation Impact Fee Study Cost Per Service Area		$37,000
						TOTAL SERVICE AREA COST:		$112,381,000

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

where quality meets life
PFLUGERVILLE
TEXAS

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

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
SAC	C-1	4D	ROWE LN	SH 130 NBFR to 950 ft west of Commons Pkwy	0.05	$1,284,000	100%	$1,284,000
	C-4	4D	KELLY LN	Moorlynch Ave to 870 ft west of Weiss Ln	0.87	$11,632,000	50%	$5,816,000
	C-5	4D	CELE RD	Hodde Ln to 300 ft west of westernmost Cele Middle School Driveway	0.47	$9,372,000	50%	$4,686,000
	C-6	4D	CELE RD	590 ft east of Quebrada Dr to 200 ft west of Quebrada Dr	0.17	$2,066,000	50%	$1,033,000
	C-7	4D	CELE RD	Landmark Dr to 590' ft east of Quebrada Dr	0.22	$2,682,000	100%	$2,682,000
	C-8	4D	CELE RD	Melber Ln to Landmark Dr	0.19	$2,371,000	50%	$1,186,000
	C-9	4D	MELBER LN	Cameron Rd to Pleasanton Pkwy	0.81	$19,899,000	100%	$19,899,000
	C-13	4D	HIDDEN LAKE DR	City Limits to E Pflugerville Pkwy	0.49	$11,846,000	100%	$11,846,000
	C-14	4D	E PFLUGERVILLE PKWY	280 ft west of Colorado Sands Dr to Weiss Ln	1.62	$20,766,000	100%	$20,766,000
	C-15	4D	E PFLUGERVILLE PKWY	Weiss Ln to 2300 ft east of Weiss Ln	0.43	$10,404,000	50%	$5,202,000
	C-17	6D	E PECAN ST	SH 130 NBFR to Weiss Ln	0.87	$33,235,000	100%	$33,235,000
	C-18	4D	MELBER LN	Cameron Rd to Cameron Rd	0.43	$10,497,000	50%	$5,249,000
	C-19	4D	CAMERON RD	SH 130 to Weiss Ln	0.90	$10,944,000	50%	$5,472,000
	C-20	6D	CAMERON RD	E Pecan St to 230 ft' north of SH 130	0.56	$12,623,000	50%	$6,312,000
	C-21	4D	CAMERON RD	Undeveloped	0.34	$4,172,000	50%	$2,086,000
	C-22	4D	GREGG LN	1575 ft east of Fuchs Grove Rd to 3400 ft east of Fuchs Groves Rd	0.62	$7,560,000	50%	$3,780,000
	C-23	4D	FUCHS GROVE RD	At Fuchs Grove roadway bends	0.20	$2,452,000	50%	$1,226,000
	C-24	4D	ENGLEMANN LN	500 ft south of Melber Ln to 1620 ft south of Melber Ln	0.23	$2,795,000	50%	$1,398,000
	C-25	4D	MELBER LN	Cele Rd to 4375 ft north of Cele Rd	0.84	$10,201,000	50%	$5,101,000
	C-26	4D	UNNAMED	Pleasanton Pkwy to 800 ft north of Pleasanton Pkwy	0.15	$3,619,000	100%	$3,619,000
	C-27	2D	UNNAMED	South of Melber Lane, West of Englemann Ln	0.22	$2,116,000	50%	$1,058,000
	C-28	4D	HODDE LN	750 ft south of Mott Elementary to 450 ft north of Mott Elementary	0.24	$2,934,000	50%	$1,467,000
	C-29	2D	UNNAMED	Undeveloped	0.38	$3,690,000	100%	$3,690,000
	C-30	2D	UNNAMED	Undeveloped	0.47	$4,540,000	50%	$2,270,000
	C-31	2D	UNNAMED	Undeveloped	0.18	$1,753,000	50%	$877,000
	C-32	2D	UNNAMED	Undeveloped	0.26	$2,521,000	50%	$1,261,000
	Project #:		Location:	Status:		Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
	CI-1	Intersection Improvements:	SH 130/CR 138	INNOVATIVE		$3,760,000	100%	$3,760,000
	AI-3; CI-2		FM 685 NBFR/SBFR/ROWE LN	OVERPASS & TURN LANE		$16,803,000	50%	$8,402,000
	CI-3		SPEIDEL DR/ROWE LN	SIGNAL		$698,000	100%	$698,000
	AI-7; CI-4		FM 685 NBFR/SBFR/KELLY LN	INNOVATIVE & TURN LANE		$4,276,000	50%	$2,138,000
	CI-5		JAKES HILL RD/KELLY LN	SIGNAL		$823,000	100%	$823,000
	CI-6		HODDE LN/CELE RD	INNOVATIVE		$3,760,000	100%	$3,760,000
	AI-11; CI-7		FM 685 NBFR/SBFR/COPPER MINE DR	INNOVATIVE & TURN LANE		$4,276,000	50%	$2,138,000
	CI-8		COPPER MINE DR/COLORADO SAND DR	SIGNAL		$698,000	100%	$698,000
	CI-9		SH 130 NBFR/S OF FM 685	RAMP REVERSAL		$7,510,000	100%	$7,510,000
	CI-10		COLORADO SAND DR/LONE STAR RANCH BLVD	ROUNDABOUT		$3,135,000	100%	$3,135,000
	CI-11		WEISS LN/HIDDEN LAKE CROSSING	SIGNAL & TURN LANE		$1,338,000	100%	$1,338,000
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE		$526,000	33%	$174,000
	CI-13		HIDDEN LAKE DR/E PFLUGERVILLE PKWY	SIGNAL		$698,000	100%	$698,000
	CI-14		WEISS LN/PLEASANTON PKWY	SIGNAL		$823,000	100%	$823,000
	BI-16; CI-15		SH 130 EBFR/WBFR/E PECAN ST	OVERPASS		$16,287,000	50%	$8,144,000
	CI-16		DERBY DAY AVE/CR 138	SIGNAL		$823,000	100%	$823,000
	CI-17		BECKER FARM RD/E PFLUGERVILLE PKWY	SIGNAL		$698,000	100%	$698,000
	CI-18		COLORADO SAND DR/E PFLUGERVILLE PKWY	TURN LANE		$526,000	100%	$526,000
	AI-24; CI-19		SH 130/NEW ROAD	SIGNAL		$823,000	50%	$412,000
	CI-20		WEISS LN/E PECAN ST	SIGNAL		$823,000	100%	$823,000
							Service Area Roadway Project Cost Subtotal:	$152,501,000
							Service Area Intersection Project Cost Subtotal:	$47,521,000
							2025 Transportation Impact Fee Study Cost Per Service Area	$37,000
							TOTAL SERVICE AREA COST:	$200,059,000

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

F. Service Unit Calculation

The basic service unit for computing Pflugerville's Roadway Impact Fees is the vehicle-mile of travel during the afternoon peak hour, as explained on page 23. To determine the cost per service unit, it is necessary to project the growth in vehicle miles of travel for the service area over the ten-year period.

The growth in vehicle-miles from 2025 to 2035 is based upon projected changes in residential units and employment for the period. To see the full land use assumptions methodology please see page 11. To determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2025 were made, along with projections for the growth of each of these demographic statistics through 2035. The Land Use Assumptions section of this report details the growth estimates used for impact fee determination.

For the purposes of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a *transportation demand factor* (discussed in more detail below) to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor represents the average demand generated by residential land uses within the service area.

For non-residential land uses, the process is similar. The Land Use Assumptions section of this report provides existing and projected numbers of building square footages for three (3) categories of employment – basic, service, and retail.

Building square footage is the most common independent variable for estimating 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 that would require the assessment of an impact fee.

The existing and projected land use assumptions for the dwelling units, as well as the square footage of basic, service, and retail land uses, provide the basis for the projected increase in vehicle miles of travel over the 10-year study period. 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 National Household Travel Survey performed by the Federal Highway Administration (FHWA). The *ITE Trip Generation Manual, 11th Edition*, provides the number of trips produced or attracted to a 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. For example, a stop at a nearby supermarket on the way home from work does not create a new trip onto the roadway network. These trips are referred to as pass-by trips, and since travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail trip generation rates 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.

The computation of the *transportation demand factor* is based on the following equation:

Variables:

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

$$\text{where...}\ L_{\max} = \min(L * OD \text{ or } 6)$$

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), and
OD = Origin-Destination Reduction (50%)

The maximum trip length was limited to six (6) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within Pflugerville are closely approximated with a six (6) mile distance.

The adjustment made to the average trip length statistic in the computation of the maximum trip length is the origin-destination reduction. This adjustment is made because the Roadway Impact Fee is charged to both the origin and destination end of the trip. For example, impact fee methodology will account for a trip from home to work within Pflugerville to both residential and non-residential land uses. To avoid counting these trips twice as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is attributed to each land use, and the total trip is counted only once. This methodology is consistent with that used in the National Household Travel Survey.

Table 6 shows the derivation of the *Transportation Demand Factor* for the residential land uses and the four (4) non-residential land use categories. The values used for all variables in the transportation demand factor equation are also presented in the table.

Table 6. Transportation Demand Factor Calculations

Variable	Residential, Single Family	Residential, Multifamily	Basic	Service	Retail
T	0.94	0.51	0.65	1.44	2.51
P_b	0%	0%	0%	0%	34%
L	6.25	7.60	9.88	7.80	11.27
L_{max}	3.13	3.80	4.94	3.90	5.64
TDF	2.94	1.94	3.21	5.62	14.16
	* L_{max} is less than 6 miles for residential, service, and retail land uses; therefore, this lower trip length is used for calculating the TDF for these land uses.				

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), and
OD = Origin-Destination Reduction (50%)

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in Table 7. This table shows the growth in total vehicle miles by service area between 2025 and 2035.

Table 7. 10-Year Growth Projections

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	TOTAL	
		0.94		0.51					0.65	1.44	2.51					
A	42	2.94	4,729	1.94	9,297	510,000	270,000	620,000	3.21	5.62	14.16	1,637	1,517	8,779	11,933	21,230
B	1,694		5,371		15,401	650,000	650,000	600,000				2,087	3,653	8,496	14,236	29,637
C	2,016		2,587		10,946	400,000	390,000	360,000				1,284	2,192	5,098	8,574	19,520

Table 7 (Continued). 10-Year Growth Projections
Vehicle Miles of Increase (2025-2035)

Service Area	VEH-MILES
A	21,230
B	29,637
C	19,520

V. ROADWAY 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 RIF CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. Table 8 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. The calculation of the maximum assessable impact fee is shown in Table 9. The Roadway Impact Fee CIP consists of both roadway segment and intersection improvements. The roadway segment component is referred to as the "Roadway Impact Fee CIP," while the intersection component is referred to as the "Intersection Impact Fee CIP."

Table 8. Maximum Assessable Roadway Impact Fee Computation

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

Each project identified in the RIF 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	*Total Vehicle-Miles of Existing Demand*	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – Roadway Impact Fee CIP Units of Supply)

A number of facilities identified in the RIF 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	*Net Amount of Vehicle-Miles of Capacity Added*	*Net Amount of Vehicle-Miles of Capacity Added*

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

4	*Total Cost of the Roadway Impact Fee CIP and Study within the Service Area*	The total cost of the roadway projects within each service area (from Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections) plus the portion of the Study cost in each service area, divided equally.

This line simply identifies the total cost of all the roadway projects identified in each service area plus the cost of the Kimley-Horn study divided equally into thirds for the three (3) Service Areas.

5	*Cost of Net Capacity Supplied*	The total Roadway Impact Fee CIP cost (Line 4) prorated by the ratio of Net Capacity Added (Line 3) to Total Capacity Added (Line 1). [(Line 3 / Line 1) * (Line 4)]

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

6	*Cost to Meet Existing Needs and Usage*	The difference between the Total Cost of the Roadway Impact Fee CIP (Line 4) and the Cost of the Net Capacity supplied (Line 5). (Line 5 – Line 4)

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

7	*Total Vehicle-Miles of New Demand over Ten Years*	Based upon the growth projection provided in the Land Use Assumptions, an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 6)

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

8	*Percent of Capacity Added Attributable to New Growth*	The result of dividing Total Vehicle-Miles of New Demand (Line 7) by the Net Amount of Capacity Added (Line 3), limited to 100% (Line 9). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
9	*Chapter 395 Check*	

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

10	*Cost of Roadway Impact Fee CIP Attributable to New Growth*	The result of multiplying the Cost of Net Capacity Added (Line 5) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 9).

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

11	*Total Cost of the Intersection Impact Fee CIP within the Service Area*	The total cost of the intersection projects within each service area (from Table 4: 10-Year Roadway Impact Fee Capacity Improvements Plan with Conceptual Level Cost Projections)

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

12	*Percent of Intersection Capacity Added Attributable to New Growth*	The result of dividing Total Residential Vehicle-Miles of New Demand (from Table 6) by the 2035 residential vehicle-mile projection in each service area.

In order to ensure that the capacity added by the Intersection Impact Fee CIP does not account for existing demand, the anticipated residential vehicle mile growth in each service area is calculated as a percentage of the 2030 residential vehicle-miles, including existing demand.

13	*Cost of Intersection Impact Fee CIP Attributable to New Growth*	The result of multiplying the Total Cost of Intersection Impact Fee CIP (Line 11) by the Percent of Intersection Capacity Added Attributable to New Growth (Line 12). (Line 11 * Line 12)

This value is the total Intersection Impact Fee CIP project cost (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.

14	*Credit for Previous Contributions*	The total contributions by development toward the building of improvements in the Roadway Impact Fee CIP.

This value is the total of all exactions upon development that resulted in a financial contribution towards future improvements in the Roadway Impact Fee CIP. This line is intended as a credit to development so as not to double charge for previous contributions for roadway capacity improvements.

15	*Cost of Total Roadway Impact Fee CIP Attributable to New Growth*	The result of adding the Cost of the Roadway Impact Fee CIP Attributable to new growth (Line 10) to the Cost of the Intersection Impact Fee CIP Attributable to new growth (Line 13) less credits for previous contributions (Line 10 + Line 13 – Line 14).

This value is the Total Roadway Impact Fee CIP project cost (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.

16	*Pre-Finance, Pre-Credit Maximum Fee per Service Unit*	Found by dividing the Cost of Total Roadway Impact Fee CIP Attributable to New Growth less Developer Contributions (Line 15) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 7). (Line 15 / Line 7)

This line represents the maximum fee assessable by state law prior to credits given for ad valorem taxes and for additional cost of financing less interest earnings on debt.

B. Plan for Financing and the Ad Valorem Tax Credit

Chapter 395 of the Texas Local Government Code requires the Roadway Impact Fee Capital Improvements Plan for Roadway 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 transportation improvements plan; or

(B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the transportation improvements plan…"

The plan is summarized, as prepared by NewGen Strategies in Appendix C and Appendix D, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of Table 8 that utilize this credit calculation.

Line	Title	Description
17	*Financing Costs*	The cost to finance the debt anticipated to be incurred for the implementation of projects in the RIF CIP (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
18	*Interest Earnings*	The interest projected to be earned on the debt being financed to implement the RIF CIP, shown as a credit (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
19	*Credit for Ad Valorem Taxes*	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 D – Plan for Awarding the Roadway Impact Fee Credit)
20	*Recoverable Cost of the Total Roadway Impact Fee CIP and Financing*	The Cost of the RIF CIP Attributable to New Growth (Line 15) plus the Financing Costs (Line 17) and the credit for Interest Earnings (Line 18) and the Credit for Ad Valorem Taxes (Line 19). (Line 15 + Line 17 + Line 18 + Line 19)
21	*Maximum Assessable Fee Per Service Unit*	Found by dividing the Recoverable Cost of the RIF CIP and Financing (Line 20) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 9). (Line 20 / Line 7)

C. Maximum Assessable Impact Fee Determination

The impact fee determination method employed by NewGen Strategies and Solutions, LLC is developed through a financial based model, which fully recognizes the requirements of Chapter 395, including the recognition of cash and/or debt financing, interest earnings, fund balances, and applicable credits associated with the use of ad valorem taxes. In developing the components of the financial model several assumptions must be made, including the following:

- Financing
  - Method of financing (i.e. cash or debt financing)
  - The level of financing (e.g. 50% debt / 50% cash)
  - Cost of financing
  - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Service Unit Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Transportation Improvements

The assumptions employed in the maximum assessable impact fee determination provide a reasonable basis for forecasting, however, it must be emphasized that these assumptions may not necessarily reflect actual future conditions. To address this, Chapter 395 requires the monitoring of impact fees through the Impact Fee Advisory Committee and allows for the option to update or revise impact fees to reflect the actual implementation of the impact fee program.

Once the cost of capacity added that is attributable to growth (Table 8 - line 15) is determined, it must then be decided how the cost will be financed: cash and/or debt. For any previously funded projects, whether partially funded or fully funded, the actual costs of capital have been included. Based on discussions with City staff, it is assumed that the City will finance 80% of the future project costs through debt and 20% through cash. For debt financing, the cost of financing is based on the City's Financial Advisor's input set at 4.5% and City Staff estimates of future debt costs for bonds issued with 20-year terms, as shown in

Appendix D. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

Currently, the exact timing and annual level of capital expenditures over the 10-year forecast is indeterminate; therefore, it is assumed that capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed that for debt-financed capital projects, the City will expend debt proceeds over a 3-year timeframe. For the calculation of the maximum assessable impact fee, the debt is assumed to be issued in equal amounts for each year.

Because debt is issued over 20-year terms and impact fees developed herein are to be charged over 10 years, sufficient fund balance must be generated to meet the future debt service obligations. Due to the generation of the fund balance, excess funds will be available for interest earnings. Chapter 395 states that interest earnings are funds of the impact fee account and are to be held to the same restrictions as impact fee revenues. Therefore, in order to recognize that interest earnings are used to fund roadway improvements, interest earnings are credited against the costs recoverable through impact fees. It should be noted that Chapter 395 does not require the upfront recognition of interest earnings in the impact fee determination; however, in an effort to acknowledge the time value of the impact fee payers' monies, interest earnings have been credited. Interest is assumed to be earned at an annual rate of 3.55% based on assumptions from City staff.

As with the timing and level of the capital expenditures over the 10-year forecast, the timing and annual level of service unit growth over the 10-year program period is indeterminate at present. As such, it is assumed that service unit growth will be consistent over the 10-year forecast.

Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new service units during the program period that are used for payment of improvements that are included in the RIF CIP. Alternatively, a credit equal to 50% of the total cost of implementing the RIF CIP may be utilized. The City has elected to pursue a determination of credit for the portion of ad valorem tax revenues

generated by new service units during the program period that are used for payment of improvements included in the RIF CIP. It should be noted that the credit is not a determination to recognize the total ad valorem tax revenue generated by new service units but is only a credit for the portion of ad valorem tax revenue that is used for payment of improvements that are included in the RIF CIP. Theoretically, the credit determination could be zero ($0) if the City does not utilize any of the new service unit ad valorem tax revenue to fund improvements that are included in the RIF CIP. However, to be conservative and recognize potential cash flow issues that can arise from funding major capital improvement projects, it is assumed that the debt-funded projects (80% of the new improvement costs included in the RIF CIP) could potentially be funded by ad valorem tax revenue.

Since payments made through ad valorem tax revenue will consist of not only the revenue generated by new service units in the defined service area, but also existing property owners throughout the City, the portion attributable to the new service units in the defined service area must be isolated, as illustrated in the credit calculation in Appendix D.

Table 9. Maximum Assessable Roadway Impact Fee

	SERVICE AREA:	A	B	C
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE ROADWAY IMPACT FEE CIP (FROM ROADWAY IMPACT FEE CIP SERVICE UNITS OF SUPPLY, APPENDIX B)	14,135	18,196	25,850
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM ROADWAY IMPACT FEE CIP SERVICE UNITS OF SUPPLY, APPENDIX B)	2,902	6,175	4,101
3	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2)	11,233	12,021	21,749
4	TOTAL COST OF THE ROADWAY IMPACT FEE CIP AND STUDY WITHIN SERVICE AREA (FROM TABLES 5A TO 5C)	$ 96,775,000	$ 72,649,000	152,538,000
5	COST OF NET CAPACITY SUPPLIED (LINE 3 / LINE 1) * (LINE 4)	$ 76,906,514	$ 47,994,814	128,338,451
6	COST TO MEET EXISTING NEEDS AND USAGE (LINE 4 - LINE 5)	$ 19,868,486	$ 24,654,186	$ 24,199,549
7	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM TABLE 7 AND LAND USE ASSUMPTIONS)	21,230	29,637	19,520
8	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 7 / LINE 3)	189%	247%	90%
9	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	100.0%	100.0%	90%
10	COST OF ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 5 * LINE 9)	$ 76,906,514	$ 47,994,814	115,119,591
11	TOTAL COST OF THE INTERSECTION IMPACT FEE CIP WITHIN SERVICE AREA (FROM TABLES 4A TO 4C)	$ 47,533,000	$ 39,732,000	47,521,000
12	PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (FROM TABLE 7 AND LAND USE ASSUMPTIONS)	33.6%	31.8%	38.7%
13	COST OF INTERSECTION IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 11 * LINE 12)	$ 15,971,088	$ 12,634,776	18,390,627
14	CREDIT FOR PREVIOUS CONTRIBUTIONS	$ -	$ -	$ -
15	COST OF TOTAL TRANSPORTATION IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 10 + LINE 13 - LINE 14)	$ 92,877,602	$ 60,629,590	133,510,218
16	PRE-CREDIT MAXIMUM FEE PER SERVICE UNIT (LINE 15 / LINE 7)	$ 4,375	$ 2,046	$ 6,840
17	FINANCING COSTS (FROM APPENDIX D)	$ 41,721,394	$ 25,358,241	55,602,970.02
18	INTEREST EARNINGS (FROM APPENDIX D)	$ (29,380,701)	$ (16,374,164)	$ (40,826,237)
19	CREDIT FOR AD VALOREM TAXES (FROM APPENDIX D)	$ (12,012,224)	$ (10,059,556)	$ (15,322,530)
20	RECOVERABLE COST OF TOTAL TRANSPORTATION IMPACT FEE CIP AND FINANCING (LINE 15 + LINE 17 + LINE 18 + LINE 19)	$ 93,206,071	$ 59,554,112	$ 132,964,421
21	MAXIMUM ASSESSABLE FEE PER SERVICE UNIT (LINE 20 / LINE 7)	$ 4,390	$ 2,009	$ 6,812

D. Service Unit Demand Per Unit of Development

The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City will utilize the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in Table 10. This table lists the predominant land uses that may occur within the City of Pflugerville. 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 local uses are found in this table. The descriptions for each land use are presented in Table 11. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. Individual land uses are grouped into categories, including residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use is 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 in Table 8, if applicable to the land use, presents the percentage of trips to and from certain land uses reduced by pass-by trips, as previously discussed in the Service Unit Calculation beginning on Pg. 33.

The definitive source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 11th Edition*, the latest edition. 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. However, for land uses not included in the 11th Edition of the ITE Trip Generation Manual, an alternative service unit demand can be calculated by conducting a trip generation study using the procedure outlined in the *ITE Trip Generation Handbook*.

To convert vehicle trips to vehicle-miles, it is necessary to multiply the number of trips by their respective trip lengths. The trip length values are based on the Replica online platform. 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 six (6) miles, the maximum trip length used for calculation is reduced to six (6) miles. This reduction, as

previously discussed, limits the maximum trip length to approximately the 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 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) to determine the impact fee for a development.

Table 10. 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
										6.00	
										MAX ASSESSABLE FEE PER SERVICE UNIT	
PARKING AREA											
Park-and-Ride Lot with Bus or Light Rail Service	090	Occupied Parking Space(s)	0.55			0.55	10.47	50%	5.23	5.23	2.88
INDUSTRIAL											
General Light Industrial	110	1,000 SQ FT	0.65			0.65	9.88	50%	4.94	4.94	3.21
Industrial Park	130	1,000 SQ FT	0.34			0.34	9.88	50%	4.94	4.94	1.68
Manufacturing	140	1,000 SQ FT	0.47			0.47	9.88	50%	4.94	4.94	2.32
Warehousing	150	1,000 SQ FT	0.18			0.18	9.88	50%	4.94	4.94	0.89
Mini-Warehouse	151	1,000 SQ FT	0.15			0.15	9.88	50%	4.94	4.94	0.74
High-Cube Transload and Short-Term Storage Warehouse	154	1,000 SQ FT	0.10			0.10	9.88	50%	4.94	4.94	0.49
High-Cube Fulfillment Center Warehouse	155	1,000 SQ FT	0.16			0.16	9.88	50%	4.94	4.94	0.79
High-Cube Parcel Hub Warehouse	156	1,000 SQ FT	0.64			0.64	9.88	50%	4.94	4.94	3.16
High-Cube Cold Storage Warehouse	157	1,000 SQ FT	0.12			0.12	9.88	50%	4.94	4.94	0.59
Data Center	160	1,000 SQ FT	0.09			0.09	9.88	50%	4.94	4.94	0.44
Utilities	170	1,000 SQ FT	2.16			2.16	9.88	50%	4.94	4.94	10.67
Specialty Trade Contractor	180	1,000 SQ FT	1.93			1.93	9.88	50%	4.94	4.94	9.53
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	6.25	50%	3.13	3.13	2.94
Single-Family Attached Housing	215	Dwelling Unit	0.57			0.57	6.25	50%	3.13	3.13	1.78
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	7.60	50%	3.80	3.80	1.94
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	7.60	50%	3.80	3.80	1.48
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	7.60	50%	3.80	3.80	1.22
Off-Campus Student Apartment	225	Bedrooms	0.24			0.24	7.60	50%	3.80	3.80	0.91
Off-Campus Student Apartment (Mid-Rise)	226	Bedrooms	0.21			0.21	7.60	50%	3.80	3.80	0.80
Off-Campus Student Apartment (High-Rise)	227	Bedrooms	0.04			0.04	7.60	50%	3.80	3.80	0.15
Mobile Home Park	240	Dwelling Unit	0.58			0.58	6.25	50%	3.13	3.13	1.82
Senior Adult Housing-Detached	251	Dwelling Unit	0.30			0.30	7.60	50%	3.80	3.80	1.14
Senior Adult Housing-Attached	252	Dwelling Unit	0.25			0.25	7.60	50%	3.80	3.80	0.95
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	7.60	50%	3.80	3.80	0.68
Assisted Living	254	Beds	0.26			0.26	7.60	50%	3.80	3.80	0.99
Continuing Care Retirement Community	255	Units	0.19			0.19	7.60	50%	3.80	3.80	0.72
Recreational Homes	260	Dwelling Unit	0.29			0.29	7.60	50%	3.80	3.80	1.10
Timeshare	265	Dwelling Unit	0.63			0.63	7.60	50%	3.80	3.80	2.39
Residential Planned Unit Development	270	Dwelling Unit	0.69			0.69	6.25	50%	3.13	3.13	2.16
LODGING											
Hotel	310	Room	0.59			0.59	6.21	50%	3.11	3.11	1.83
All Suites Hotel	311	Room	0.36			0.36	6.21	50%	3.11	3.11	1.12
Business Hotel	312	Room	0.31			0.31	6.21	50%	3.11	3.11	0.96
Motel	320	Room	0.36			0.36	6.21	50%	3.11	3.11	1.12
Resort Hotel	330	Room	0.41			0.41	6.21	50%	3.11	3.11	1.28
RECREATIONAL											
Public Park	411	Acres	0.11			0.11	9.48	50%	4.74	4.74	0.52
Golf Course	430	Holes	0.28			0.28	9.48	50%	4.74	4.74	1.33
Golf Driving Range	432	Driving Positions	1.25			1.25	9.48	50%	4.74	4.74	5.93
Batting Cages	433	Cages	2.22			2.22	9.48	50%	4.74	4.74	10.52
Multipurpose Recreational Facility	435	1,000 SQ FT	3.58			3.58	9.48	50%	4.74	4.74	16.97
Trampoline Park	436	1,000 SQ FT	1.50			1.50	9.48	50%	4.74	4.74	7.11
Bowling Alley	437	Lanes	1.30			1.30	9.48	50%	4.74	4.74	6.16
Movie Theater (Friday)	445a	1,000 SQ FT	4.80			4.80	9.48	50%	4.74	4.74	22.75
Ice Skating Rink	465	1,000 SQ FT	1.33			1.33	9.48	50%	4.74	4.74	6.30
Casino	473	1,000 SQ FT	22.61			22.61	9.48	50%	4.74	4.74	107.17
Soccer Complex	488	Fields	16.43			16.43	9.48	50%	4.74	4.74	77.88
Health/Fitness Club	492	1,000 SQ FT	3.45			3.45	9.48	50%	4.74	4.74	16.35
Athletic Club	493	1,000 SQ FT	6.29			6.29	9.48	50%	4.74	4.74	29.81
Recreational Community Center	495	1,000 SQ FT	2.50			2.50	9.48	50%	4.74	4.74	11.85

Key to Sources of Pass-by Rates:

A. ITE Trip Generation Handbook

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

C. ITE were adjusted by Kimley-Horn based on logical relationship to other categories.

Table 9 (Cont'd). Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
										6.00	
										MAX ASSESSABLE FEE PER SERVICE UNIT	
INSTITUTIONAL											
Elementary School	520	Students	0.16			0.16	11.06	50%	5.53	5.53	0.88
Middle School/Junior High School	522	Students	0.15			0.15	11.06	50%	5.53	5.53	0.83
High School	525	Students	0.14			0.14	11.06	50%	5.53	5.53	0.77
Private School (K-8)	530	Students	0.26			0.26	11.06	50%	5.53	5.53	1.44
Private School (K-12)	532	Students	3.00			3.00	11.06	50%	5.53	5.53	16.59
Private High School	534	Students	0.19			0.19	11.06	50%	5.53	5.53	1.05
Charter Elementary School (1)	536	Students	0.16			0.16	11.06	50%	5.53	5.53	0.88
Charter School (K-12)	538	Students	0.30			0.30	11.06	50%	5.53	5.53	1.66
Junior / Community College	540	Students	0.11			0.11	11.06	50%	5.53	5.53	0.61
University / College	550	Students	0.15			0.15	11.06	50%	5.53	5.53	0.83
Church	560	1,000 SQ FT	0.49			0.49	11.06	50%	5.53	5.53	2.71
Day Care Center	565	1,000 SQ FT	11.12	44%	A	6.23	11.06	50%	5.53	5.53	34.45
Cemetry	566	Acres	0.46			0.46	11.06	50%	5.53	5.53	2.54
Fire Rescue Station	575	1,000 SQ FT	0.48			0.48	11.06	50%	5.53	5.53	2.65
Library	590	1,000 SQ FT	8.16			8.16	11.06	50%	5.53	5.53	45.12
MEDICAL											
Hospital	610	1,000 SQ FT	0.86			0.86	10.14	50%	5.07	5.07	4.36
Nursing Home	620	Beds	0.59			0.59	10.14	50%	5.07	5.07	2.99
Clinic	630	1,000 SQ FT	3.69			3.69	10.14	50%	5.07	5.07	18.71
Animal Hospital/Veterinary Clinic	640	1,000 SQ FT	3.53			3.53	10.14	50%	5.07	5.07	17.90
Free-Standing Emergency Room	650	1,000 SQ FT	1.52			1.52	10.14	50%	5.07	5.07	7.71
OFFICE											
General Office Building	710	1,000 SQ FT	1.44			1.44	7.80	50%	3.90	3.90	5.62
Small Office Building	712	1,000 SQ FT	2.16			2.16	7.80	50%	3.90	3.90	8.42
Corporate Headquarters Building	714	1,000 SQ FT	1.30			1.30	7.80	50%	3.90	3.90	5.07
Single Tenant Office Building	715	1,000 SQ FT	1.76			1.76	7.80	50%	3.90	3.90	6.86
Medical-Dental Office Building	720	1,000 SQ FT	3.93			3.93	7.80	50%	3.90	3.90	15.33
Government Office Building	730	1,000 SQ FT	1.71			1.71	7.80	50%	3.90	3.90	6.67
State Motor Vehicles Department	731	1,000 SQ FT	5.20			5.20	7.80	50%	3.90	3.90	20.28
United States Post Office	732	1,000 SQ FT	11.21			11.21	7.80	50%	3.90	3.90	43.72
Office Park	750	1,000 SQ FT	1.07			1.07	7.80	50%	3.90	3.90	4.17
Business Park	770	1,000 SQ FT	1.22			1.22	7.80	50%	3.90	3.90	4.76
COMMERCIAL											
Automobile Related											
Automobile Sales (New)	840	1,000 SQ FT	2.42			2.42	11.27	50%	5.64	5.64	13.65
Automobile Sales (Used)	841	1,000 SQ FT	3.75			3.75	11.27	50%	5.64	5.64	21.15
Automobile Parts Sales	843	1,000 SQ FT	4.90			4.90	11.27	50%	5.64	5.64	27.64
Tire Store	848	1,000 SQ FT	3.75	28%	A	2.70	11.27	50%	5.64	5.64	15.23
Tire Superstore	849	1,000 SQ FT	2.11			2.11	11.27	50%	5.64	5.64	11.90
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85			4.85	11.27	50%	5.64	5.64	27.35
Automobile Care Center	942	1,000 SQ FT	3.11			3.11	11.27	50%	5.64	5.64	17.54
Automobile Parts and Service Center	943	1,000 SQ FT	2.06			2.06	11.27	50%	5.64	5.64	11.62
Gasoline/Service Station	944	Vehicle Fueling Position	14.03	42%	A	8.14	6.43	50%	3.22	3.22	26.21
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	62%	A	7.00	6.43	50%	3.22	3.22	22.54
Self-Service Car Wash	947	Stall	5.54			5.54	6.43	50%	3.22	3.22	17.84
Truck Stop	950	Fueling Postions	15.42			15.42	6.43	50%	3.22	3.22	49.65

Key to Sources of Pass-by Rates:

A. ITE Trip Generation Handbook

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

C. ITE were adjusted by Kimley-Horn based on logical relationship to other categories.

Table 9 (Cont'd). Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
										6.00	
										MAX ASSESSABLE FEE PER SERVICE UNIT	
Dining											
Food Cart Pod	926	1,000 SQ FT	6.16			6.16	10.17	50%	5.09	5.09	31.35
Fast Casual Restaurant	930	1,000 SQ FT	12.55	44%	B	7.03	10.17	50%	5.09	5.09	35.78
Fine Dining Restaurant	931	1,000 SQ FT	7.80	44%	A	4.37	10.17	50%	5.09	5.09	22.24
High Turnover (Sit-Down) Restaurant	932	1,000 SQ FT	9.05	43%	A	5.16	10.17	50%	5.09	5.09	26.26
Fast Food Restaurant without Drive-Thru Window	933	1,000 SQ FT	33.21	44%	B	18.60	10.17	50%	5.09	5.09	94.67
Fast Food Restaurant with Drive-Thru Window	934	1,000 SQ FT	33.03	49%	A	16.85	10.17	50%	5.09	5.09	85.77
Fast-Food Restaurant w/ D.T. No Indoor Seats	935	Drive-in Lanes	59.50	49%	B	30.35	10.17	50%	5.09	5.09	154.48
Coffee/Donut Shop w/o D.T.	936	1,000 SQ FT	32.29	49%	B	16.47	10.17	50%	5.09	5.09	83.83
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SQ FT	43.38	49%	B	22.12	10.17	50%	5.09	5.09	112.59
Coffee/Donut Shop w/ D.T. No Indoor Seats	938	1,000 SQ FT	15.08	49%	B	7.69	10.17	50%	5.09	5.09	39.14
Winery	970	1,000 SQ FT	7.31			7.31	10.17	50%	5.09	5.09	37.21
Drinking Place	975	1,000 SQ FT	11.36			11.36	10.17	50%	5.09	5.09	57.82
Other Retail											
Tractor Supply Store	810	1,000 SQ FT	1.40			1.40	11.27	50%	5.64	5.64	7.90
Construction Equipment Rental Store	811	1,000 SQ FT	0.99			0.99	11.27	50%	5.64	5.64	5.58
Free-Standing Store	815	1,000 SQ FT	4.86	17%	A	4.03	11.27	50%	5.64	5.64	22.73
Hardware/Paint Store	816	1,000 SQ FT	2.98	26%	A	2.21	11.27	50%	5.64	5.64	12.46
Nursery (Garden Center)	817	1,000 SQ FT	6.94			6.94	11.27	50%	5.64	5.64	39.14
Shopping Center (>150k)	820	1,000 SQ FT GLA	3.81	34%	A	2.51	11.27	50%	5.64	5.64	14.16
Shopping Plaza (40k - 150k) (Supermarket)	821	1,000 SQ FT GLA	9.03	34%	B	5.96	11.27	50%	5.64	5.64	33.61
Shopping Plaza (40k - 150k) (No Supermarket)	821a	1,000 SQ FT GLA	5.19	34%	B	3.43	11.27	50%	5.64	5.64	19.35
Strip Retail Plaza (<40k)	822	1,000 SQ FT GLA	25.00	34%	B	16.50	11.27	50%	5.64	5.64	93.06
Factory Outlet Center	823	1,000 SQ FT	2.29			2.29	11.27	50%	5.64	5.64	12.92
Recreational Vehicle Sales	842	1,000 SQ FT	0.77			0.77	11.27	50%	5.64	5.64	4.34
Supermarket	850	1,000 SQ FT	8.95	36%	A	5.73	11.27	50%	5.64	5.64	32.32
Convienence Market	851	1,000 SQ FT	49.11	51%	A	24.06	11.27	50%	5.64	5.64	135.70
Discount Club	857	1,000 SQ FT	4.19	37%	A	2.64	11.27	50%	5.64	5.64	14.89
Sporting Goods Superstore	861	1,000 SQ FT	2.14			2.14	11.27	50%	5.64	5.64	12.07
Home Improvement Superstore	862	1,000 SQ FT	2.29	42%	A	1.33	11.27	50%	5.64	5.64	7.50
Electronics Superstore	863	1,000 SQ FT	4.25			4.25	11.27	50%	5.64	5.64	23.97
Pet Supply Superstore	866	1,000 SQ FT	3.55			3.55	11.27	50%	5.64	5.64	20.02
Office Supply Superstore	867	1,000 SQ FT	2.77			2.77	11.27	50%	5.64	5.64	15.62
Discount Home Furnishing Superstore	869	1,000 SQ FT	1.57			1.57	11.27	50%	5.64	5.64	8.85
Department Store	875	1,000 SQ FT	1.95			1.95	11.27	50%	5.64	5.64	11.00
Apparel Store	876	1,000 SQ FT	4.12			4.12	11.27	50%	5.64	5.64	23.24
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SQ FT	8.51	53%	A	4.00	11.27	50%	5.64	5.64	22.56
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SQ FT	10.25	49%	A	5.23	11.27	50%	5.64	5.64	29.50
Furniture Store	890	1,000 SQ FT	0.52	53%	A	0.24	11.27	50%	5.64	5.64	1.35
Liquor Store (1)	899	1,000 SQ FT	16.62			16.62	11.27	50%	5.64	5.64	93.74
SERVICES											
Walk-In Bank	911	1,000 SQ FT	12.13	35%	B	7.88	9.48	50%	4.74	4.74	37.35
Drive-In Bank	912	Drive-in Lanes	21.01	35%	A	13.66	9.48	50%	4.74	4.74	64.75

Key to Sources of Pass-by Rates:
A. ITE Trip Generation Handbook
B. Estimated by Kimley-Horn based on ITE rates for similar categories
C. ITE were adjusted by Kimley-Horn based on logical relationship to other categories.

Table 10. Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
		MAX ASSESSABLE FEE PER SERVICE UNIT
PARKING AREA		
Park-and-Ride Lot with Bus or Light Rail Service	090	Area used for the transfer of people between private vehicles and buses or light rail
INDUSTRIAL		
General Light Industrial	110	Facility has an emphasis on activities other than manufacturing and typically has minimal office space
Industrial Park	130	A mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another
Manufacturing	140	Primary activity is conversion of raw materials or parts into finished products
Warehousing	150	Devoted to storage of materials but may included office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods
High-Cube Transload and Short-Term Storage Warehouse	154	A transload facility typically has little storage duration, high throughput, and its operations are high efficiency. A short-term HCW is a distribution facility often with custom/special features built into the structure for the movement of large volumes of freight with only short-term storage of products.
High-Cube Fulfillment Center Warehouse	155	Building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses
High-Cube Parcel Hub Warehouse	156	Typically serves as a regional and local freight-forwarder facility for time sensitive shipments via airfreight and ground carriers
High-Cube Cold Storage Warehouse	157	Has substantial temperature-controlled environments for frozen food and other perishable products
Data Center	160	A free-standing warehouse type of facility that is primarily used for off-site storage of computer systems and associated components including applications and secure data
Utilities	170	A free-standing building that can house office space, a storage area, and electromechanical or industrial equipment that support a local electrical, communication, water supply or control, or sewage treatment utility
Specialty Trade Contractor	180	A business primarily involved in providing contract repairs and services to meet industrial or residential needs
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Single-Family Attached Housing	215	Any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space
Multifamily Housing (Low-Rise)	220	Includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors
Multifamily Housing (Mid-Rise)	221	Includes apartments and condominiums located in a building that has between four and 10 floors of living space
Multifamily Housing (High-Rise)	222	Includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space.
Affordable Housing - Income Limits	223a	All multifamily housing that is rented at below market rate to households that include at least one employed member
Off-Campus Student Apartment	225	Student apartment (low-rise) complex houses college or university students in structures with two or three floors of living space
Off-Campus Student Apartment (Mid-Rise)	226	Complex houses college or university students in structures with between four and 10 floors of living space
Off-Campus Student Apartment (High-Rise)	227	Complex houses college or university students in structures with more than 10 floors of living space
Mobile Home Park	240	Generally consists of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing-Detached	251	Consists of detached independent living developments that include amenities such as golf courses and swimming pools
Senior Adult Housing-Attached	252	Consists of attached independent living developments that include limited social or recreation services
Congregate Care Facility	253	An independent living development that provides centralized amenities such as dining, housekeeping, communal transportation, and organized social/recreational activities
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities.
Continuing Care Retirement Community	255	Enables a resident to transition in place from independent living to increased care as the medical needs of the resident change. Housing options may include various combinations of senior adult housing (both single-family and multifamily), congregate care, assisted living, and nursing home
Recreational Homes	260	Either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis
Timeshare	265	Development where multiple purchasers buy interests in the same property and each purchaser receives the right to use the facility for a period of time each year
Residential Planned Unit Development	270	Containing any combination of residential land uses. These developments might also contain supporting services such as limited retail and recreational facilities
LODGING		
Hotel	310	Lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities
All Suites Hotel	311	Lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom.
Business Hotel	312	Lodging aimed toward the business traveler but also accommodates a growing number of recreational travelers
Motel	320	Lodging facilities that may have small on-site restaurant or buffet area but little or no meeting space
Resort Hotel	330	Provides sleeping accomodations, and caters to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs

Table 10 (Cont'd). Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
		MAX ASSESSABLE FEE PER SERVICE UNIT
RECREATIONAL		
Public Park	411	Public park is owned and operated by a municipal, county, state, or federal agency. The parks surveyed vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities.
Golf Course	430	May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities
Golf Driving Range	432	Facilities with driving tees for practice; may provide individual or group lessons; may have prop shop and/or refreshment facilities
Batting Cages	433	Area for batting practice that is enclosed by fencing or netting
Multipurpose Recreational Facility	435	Contains two or more of the following land uses combined at one site: miniature golf, batting cages, video arcade, bumper boats, go-carts, and golf driving range. A refreshment area may also be provided
Trampoline Park	436	Recreational facility that houses wall-to-wall trampolines and other facilities such as climbing walls, gymnastics tumble tracks, inflatable basketball, dodge ball facilities, foam pits, and warrior courses
Bowling Alley	437	A recreational facility that includes bowling lanes. A small lounge, restaurant and/or snack bar, video games, and pool tables may also be available.
Movie Theater (Friday)	445a	Place where movies are screened for public entertainment. A theater includes a lobby, refreshment area, and audience seating for each movie screen.
Ice Skating Rink	465	Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities
Casino	473	Facility that exists for the primary purpose of deriving revenue from gaming operations. The games conducted at these facilities include but are not limited to table games, electronic slot machines, video poker and lottery games, and electronic table games.
Soccer Complex	488	Facility that is used for non-professional soccer games. It may consist of multiple fields.
Health/Fitness Club	492	A privately-owned facility that primarily focuses on individual fitness or training
Athletic Club	493	A privately-owned facility that offers comprehensive athletic facilities. An athletic club typically has courts for racquet sport; a basketball court; a sauna or spa; and fitness, exercise, and weightlifting rooms
Recreational Community Center	495	Category includes racquet clubs, health/fitness clubs, can include facilities such as YMCA's
INSTITUTIONAL		
Elementary School	520	A public school that typically serves students attending kindergarten through the fifth or sixth grade
Middle School/Junior High School	522	Serves students who have not yet entered high school
High School	525	A public school that serves students who have completed middle or junior high school
Private School (K-8)	530	A private school (K-8) serves students attending kindergarten through the eighth grade.
Private School (K-12)	532	A private school (K-12) serves students attending kindergarten through the 12th grade
Private High School	534	A private high school serves students who have completed middle school, junior high school, or an elementary school that takes students through 8th grade.
Charter Elementary School (1)	536	An elementary school that is publicly funded and privately managed. The school serves students attending kindergarten through the fifth, sixth, or eighth grade.
Charter School (K-12)	538	A school that is publicly funded and privately managed. The school serves students attending kindergarten through the 12th grade.
Junior / Community College	540	Two-year junior, community, or technical colleges
University / College	550	Four-year universities or colleges that may or may not offer graduate programs
Church	560	Churches and houses of worship
Day Care Center	565	Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds
Cemetry	566	Place for burying the deceased, possibly including buildings used for funeral services, a mausoleum, and a crematorium.
Fire Rescue Station	575	A building that houses emergency services equipment, firefighting apparatus, and the individuals that provide emergency firefighting services
Library	590	A facility that houses shelved books and reading rooms or areas
MEDICAL		
Hospital	610	Medical and surgical facilities with overnight accommodations
Nursing Home	620	Rest and convalescent homes with residents who do little or no driving
Clinic	630	Facilities with limited diagnostic and outpatient care
Animal Hospital/Veterinary Clinic	640	Rest and convalescent homes with residents who do little or no driving
Free-Standing Emergency Room	650	A facility that specializes in personal medical care and treatment of people. They are typically open 24 hours a day, 7 days a week, 365 days per year.
OFFICE		
General Office Building	710	Office buildings which house multiple tenants
Small Office Building	712	Office building with less than or equal to 10,000 square feet of gross floor area
Corporate Headquarters Building	714	Office building housing corporate headquarters of a single company or organization
Single Tenant Office Building	715	Single tenant office buildings other than corporate headquarters
Medical-Dental Office Building	720	Multi-tenant building with offices for physicians and/or dentists
Government Office Building	730	An individual building containing either the entire function or simply one agency of a city, county, state, federal, or other governmental unit
State Motor Vehicles Department	731	an office-type building where driver license testing, vehicle registration, and other related functions are administered
United States Post Office	732	A federal building that contains service windows for mailing packages and letters, post office boxes, offices, sorting and distributing facilities for mail, and vehicle storage areas
Office Park	750	Office buildings (typically low-rise) in a campus setting and served by a common roadway system
Business Park	770	Group of flex-type or incubator one- or two-story buildings served by a common roadway system

Table 10 (Cont'd). Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
		MAX ASSESSABLE FEE PER SERVICE UNIT
COMMERCIAL		
Automobile Related		
Automobile Sales (New)	840	Sale or leasing of new cars is the primary business at these facilities
Automobile Sales (Used)	841	Sale or leasing of used cars is the primary business at these facilities
Automobile Parts Sales	843	Retail sale of auto parts but no on-site vehicle repair
Tire Store	848	Primary business is sales and installation of tires; usually do not have large storage or warehouse area
Tire Superstore	849	A warehouse-like facility with the primary function of selling and installing tires for automobiles and small trucks
Quick Lubrication Vehicle Shop	941	Primary business is to perform oil changes and fluid/filter changes with other repair services not provided
Automobile Care Center	942	Automobile repair and servicing including stereo installations and upholstering
Automobile Parts and Service Center	943	Sells automobile parts for do-it-yourself maintenance and repair including tires, batteries, oil, and sparks plugs
Gasoline/Service Station	944	Gasoline sales without convenience store or car wash; may include repair
Gasoline/Service Station w/ Conv Market	945	Gasoline sales with convenience store and car washes where the primary business is gasoline sales
Self-Service Car Wash	947	Has stalls for driver to park and wash the vehicle
Truck Stop	950	Facility located adjacent to an interstate highway interchange that provides commercial vehicle fueling, space and supplies for self-service vehicle maintenance
Dining		
Food Cart Pod	926	A group of food carts or food trucks congregated in an established location
Fast Casual Restaurant	930	A sit-down restaurant with no (or very limited) wait staff or table service
Fine Dining Restaurant	931	A full-service eating establishment with a typical duration of stay of at least 1 hour
High Turnover (Sit-Down) Restaurant	932	Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants
Fast Food Restaurant without Drive-Thru Window	933	High-turnover fast food restaurant for carry-out and eat-in customers, but without a drive-thru window
Fast Food Restaurant with Drive-Thru Window	934	High-turnover fast food restaurant for carry-out and eat-in customers with a drive-thru window
Fast-Food Restaurant w/ D.T. No Indoor Seats	935	Any fast-food restaurant that provides drive-through service only
Coffee/Donut Shop w/o D.T.	936	Any coffee and donut restaurant that does not have a drive-through window
Coffee/Donut Shop with Drive-Thru Window	937	Any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area
Coffee/Donut Shop w/ D.T. No Indoor Seats	938	Any coffee and donut restaurant that has only drive-through window service
Wine Tasting Room	970	Designated area found in conjunction with a winery in which customers can try samples of a winery's products
Drinking Place	975	Contains a bar, where alcoholic beverages and food are sold, and possibly some type of entertainment
Other Retail		
Tractor Supply Store	810	A free-standing facility that specializes in the sale of agricultural and garden equipment
Construction Equipment Rental Store	811	A business that specializes in the rental of construction equipment tools and supplies
Free-Standing Store	815	Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours
Hardware/Paint Store	816	A free-standing building that sells hardware and paint supplies
Nursery (Garden Center)	817	Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities
Shopping Center (>150k)	820	Integrated group of commercial establishments; planning, owned, and managed as a unit
Shopping Plaza (40k - 150k) (Supermarket)	821	An integrated group of commercial establishments that is planned, developed, owned, and managed as a unit
Shopping Plaza (40k - 150k) (No Supermarket)	821a	An integrated group of commercial establishments that is planned, developed, owned, and managed as a unit
Strip Retail Plaza (<40k)	822	Integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA)
Factory Outlet Center	823	A shopping center that primarily houses factory outlet stores, attracting customers from a wide geographic area, very often from a larger area than a regional shopping center
Recreational Vehicle Sales	842	Free-standing facility that specializes in the sales of new RVs
Supermarket	850	Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM
Convienence Market	851	A small retail business that sells grocery and other everyday items that a person may need or want as a matter of convenience
Discount Club	857	A discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items
Sporting Goods Superstore	861	Businesses specializing in child-oriented merchandise
Home Improvement Superstore	862	Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items.
Electronics Superstore	863	A free-standing facility that specializes in the sale of electronic merchandise
Pet Supply Superstore	866	A free-standing facility that specializes in the sale of pets and pet supplies, food, and accessories
Office Supply Superstore	867	A free-standing facility that specializes in the sale of office equipment and supplies
Discount Home Furnishing Superstore	869	Free-standing facility that sells an extensive variety of home furnishings and accessories
Department Store	875	Free-standing stores that specialize in the sale of apparel, footwear, bedding, home products, jewelry, etc.
Apparel Store	876	An individual store specializing in the sale of clothing
Pharmacy/Drugstore w/o Drive-Thru Window	880	Facilities that primarily sell prescription and non-prescription drugs without a drive-through window
Pharmacy/Drugstore w/ Drive-Thru Window	881	Facilities that primarily sell prescription and non-prescription drugs with a drive-through window
Marijuana Dispensary	882	Stand-alone facility where cannabis is sold to patients or retail consumers in a legal manner
Furniture Store	890	Full-service retail facility that specializes in the sale of furniture and often carpeting
Liquor Store (1)	899	Specializes in the sale of prepackaged alcoholic beverages intended to be consumed off the store's premises
SERVICES		
Walk-In Bank	911	Banks with their own parking lots, no drive-in lanes but contain non-drive-through ATMs
Drive-In Bank	912	Banking facilities to conduct financial transactions from the vehicle; also usually apart of walk-in bank

VI. SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable Roadway Impact Fee calculations.

Example 1:
Development Type - One (1) Unit of Single-Family Housing in Service Area A

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 9 [Land Use – Vehicle-Mile Equivalency Table] Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 2.94
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	From Table 8, Line 21 [Maximum Assessable Fee Per Service Unit] Service Area A: $4,390
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 * 2.94 * $4,390 Maximum Assessable Impact Fee = $12,906.60

Example 2:
Development Type – 100,000 square foot Home Improvement Superstore in Service Area C

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 9 [Land Use – Vehicle-Mile Equivalency Table] Development Type: 100,000 square feet of Home Improvement Superstore Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 7.50
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	From Table 8, Line 21 [Maximum Assessable Fee Per Service Unit] Service Area C: $6,812
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 100 * 7.50 * $6,812 Maximum Assessable Impact Fee = $5,109,000

VII. ADOPTION AND ADMINISTRATION OF ROADWAY IMPACT FEES

A. Service Unit Demand Per Unit of Development

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Roadway Impact Fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and Roadway Impact Fees CIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This CIAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the CIAC is required to represent the building and development communities adequately. The City Council then conducts a public hearing on amendments to Land Use Assumptions, Capital Improvements Plan, and Roadway Impact Fee Ordinance in Study Updates.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Roadway Impact Fees CIP at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

B. Collection and Use of Roadway Impact Fees

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

VIII. CONCLUSION

The City of Pflugerville has established a process to implement the assessment and collection of Roadway Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the maximum allowable Roadway Impact Fee that could be assessed by the City of Pflugerville, as shown in the previously referenced Table 8.

This document serves as a guide to assessing Roadway Impact Fees for future development and the City's need for transportation improvements to accommodate that growth. Following the public hearing process, the City Council may establish an impact fee amount to be collected, up to the calculated maximum and establish the Roadway Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this analysis are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Roadway Impact Fee Capital Improvements Plan are appropriately incorporated into the development of the maximum assessable Roadway Impact Fee.

Below is the listing of the 2025 Roadway Impact Fee Study Update's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	$4,390
B	$2,009
C	$6,812

APPENDICES

A. Conceptual Level Project Cost Projections

SERVICE AREA A
SERVICE AREA B
SERVICE AREA C

B. Roadway Impact Fee CIP Service Units of Supply

C. Plan for Awarding the Roadway Impact Fee Credit Summaries

D. Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits

Appendix A – Conceptual Level Project Cost Projections

City of Pflugerville - 2025 Street Impact Fee Study

Roadway Capacity Plan for Street Impact Fees

Summary of Conceptual Level Project Cost Projections

							Totals	**$89,750,000**	**$87,588,000**

Street Improvements - Service Area A

Project #:	Proposed Cross-Section:	Name:	Limits:	Status:	Length (MI)	Percent in Service Area	Impact Fee Project Cost	Total Cost in Service Area
A-1	4D	KENNY FORT BLVD	Kenny Fort Blvd to SH 45 EBFR	New	0.11	50%	$2,643,000	$1,322,000
A-2	3U One Way	SH 45 FRONTAGE ROADS	Connecting SH 45 FRs between Kenny Fort Blvd and Heatherwilde Blvd	New	1.01	100%	$22,346,000	$22,346,000
A-3	4D	UNNAMED	Heatherwilde Blvd to Rowe Ln Extension	New	1.08	100%	$26,439,000	$26,439,000
A-4	4D	ROWE LN	SH 130 SBFR to 1500 ft north of SH 45 WBFR	New	0.34	100%	$8,421,000	$8,421,000
A-6	3U	SCHULTZ LN	City Limits to 2500 ft north of Springbrook Rd	Widening	0.48	50%	$1,683,000	$842,000
A-8	3U	SCHULTZ LN	300 ft north of Springbrook Rd to 2500 ft north of Springbrook Rd	Widening	0.45	100%	$1,549,000	$1,549,000
A-10	3U	PFLUGER FARM LN	SH 45 EBFR to Town Center Dr	New	0.29	100%	$4,473,000	$4,473,000
A-13	3U	TERRELL LN	865 ft south of Town Center Dr to Pfluger Farm Ln	New	0.68	100%	$7,122,000	$7,122,000
A-14	6D	FM 685	SH 130 SBFR to E Pflugerville Pkwy	Widening	0.77	100%	$8,623,000	$8,623,000
A-15	4D	ROWE LN	Rowe Ln at SH 130	New	0.08	100%	$1,864,000	$1,864,000
A-16	2D	LIMESTONE COMMERCIAL DR	Limestone Commercial to Pfluger Farm Ln	New	0.26	100%	$4,587,000	$4,587,000

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-1

Project Information: **Template:** 4D

Name: **KENNY FORT BLVD**

Limits: **Kenny Fort Blvd to SH 45 EBFR**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**571**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	2,984
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	3,005	CY	**$30.00**	$90,000
	Earthwork/TopSoil	**6**	709	CY	**$30.00**	$21,000
	Subgrade Stabilization	**18**	1,405	CY	**$45.00**	$63,000
	Concrete C&G		2,286	LF	**$30.00**	$69,000
	Concrete Bicycle Facility		6,000	SF	**$12.00**	$72,000
	Concrete Sidewalks		8,571	SF	**$12.00**	$103,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	868	Ton	**$460.00**	$399,000
	Flexible Roadway Base	**18**	1,873	CY	**$130.00**	$243,000
					Street Construction Cost Subtotal:	**$1,061,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$64,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$53,000
Drainage	Bridge Width	**30%**	$318,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$64,000
Signs & Pavement Markings		**5%**	$53,000
Traffic Control		**3%**	$32,000
Street Lighting		**6%**	$64,000
Landscaping and Placemaking		**4%**	$42,000
		Construction Allowances Subtotal:	**$689,000**
		Street & ROW Construction Allowances Subtotal:	**$1,750,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$315,000
Construction Administration & Management		8%	$140,000
Contingency		25%	$438,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$893,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,061,000
ROW Construction Items		$689,000
Capital Improvement Costs		$893,000
	Impact Fee Project Cost TOTAL:	**$2,643,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-2

Project Information: **Template:** **3U One Wa**

Name: **SH 45 FRONTAGE ROADS**

Limits: **Connecting SH 45 FRs between Kenny Fort Blvd and**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**3U One Way**
Length (FT):	**5,337**
Roadbed Width (FT):	**37.0**
Roadbeds (divided #):	**1**
Area (SY):	21,943
Pedestrian Zone (FT):	**22**
Bicycle Facility (FT)	**0**
Buffer Zone (FT)	**8**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1**

THE COST FOR THIS PROJECT WAS TAKEN FROM PRELIMINARY DESIGN INPUT.

Impact Fee Project Cost

Impact Fee Project Cost TOTAL: **$22,346,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-3

Project Information: **Template:** 4D

Name: **UNNAMED**

Limits: **Heatherwilde Blvd to Rowe Ln Extension**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**5,717**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	29,854
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	30,066	CY	**$30.00**	$902,000
	Earthwork/TopSoil	**6**	7,093	CY	**$30.00**	$213,000
	Subgrade Stabilization	**18**	14,054	CY	**$45.00**	$632,000
	Concrete C&G		22,867	LF	**$30.00**	$686,000
	Concrete Bicycle Facility		60,026	SF	**$12.00**	$720,000
	Concrete Sidewalks		85,752	SF	**$12.00**	$1,029,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	8,681	Ton	**$460.00**	$3,993,000
	Flexible Roadway Base	**18**	18,738	CY	**$130.00**	$2,436,000
					Street Construction Cost Subtotal:	**$10,612,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$637,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$531,000
Drainage	Bridge Width	**30%**	$3,184,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$637,000
Signs & Pavement Markings		**5%**	$531,000
Traffic Control		**3%**	$318,000
Street Lighting		**6%**	$637,000
Landscaping and Placemaking		**4%**	$424,000
		Construction Allowances Subtotal:	**$6,898,000**
		Street & ROW Construction Allowances Subtotal:	**$17,509,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$3,152,000
Construction Administration & Management		8%	$1,401,000
Contingency		25%	$4,377,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$8,930,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$10,612,000
ROW Construction Items		$6,898,000
Capital Improvement Costs		$8,930,000
	Impact Fee Project Cost TOTAL:	**$26,439,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-4

Project Information: **Template:** 4D

Name: **ROWE LN**

Limits: **SH 130 SBFR to 1500 ft north of SH 45 WBFR**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**1,821**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	9,509
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	9,576	CY	**$30.00**	$287,000
	Earthwork/TopSoil	**6**	2,259	CY	**$30.00**	$68,000
	Subgrade Stabilization	**18**	4,476	CY	**$45.00**	$201,000
	Concrete C&G		7,283	LF	**$30.00**	$218,000
	Concrete Bicycle Facility		19,118	SF	**$12.00**	$229,000
	Concrete Sidewalks		27,312	SF	**$12.00**	$328,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	2,765	Ton	**$460.00**	$1,272,000
	Flexible Roadway Base	**18**	5,968	CY	**$130.00**	$776,000
					Street Construction Cost Subtotal:	**$3,380,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$203,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$169,000
Drainage	Bridge Width	**30%**	$1,014,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$203,000
Signs & Pavement Markings		**5%**	$169,000
Traffic Control		**3%**	$101,000
Street Lighting		**6%**	$203,000
Landscaping and Placemaking		**4%**	$135,000
		Construction Allowances Subtotal:	**$2,197,000**
		Street & ROW Construction Allowances Subtotal:	**$5,577,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,004,000
Construction Administration & Management		8%	$446,000
Contingency		25%	$1,394,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$2,844,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$3,380,000
ROW Construction Items		$2,197,000
Capital Improvement Costs		$2,844,000
	Impact Fee Project Cost TOTAL:	**$8,421,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-6

Project Information: **Template:** **3U**

Name: **SCHULTZ LN**

Limits: **City Limits to 2500 ft north of Springbrook Rd**

0

Service Area:	**A**
Exist. Pavement Status:	**2U**
Prop. Classification:	**3U**
Length (FT):	**2,554**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	9,648
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	3,941	CY	**$30.00**	$118,000
	Earthwork/TopSoil	**6**	1,939	CY	**$30.00**	$58,000
	Subgrade Stabilization	**12**	2,838	CY	**$45.00**	$128,000
	Concrete C&G		5,108	LF	**$30.00**	$153,000
	Concrete Bicycle Facility		26,817	SF	**$12.00**	$322,000
	Concrete Sidewalks		22,986	SF	**$12.00**	$276,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	1,222	Ton	**$460.00**	$562,000
	Flexible Roadway Base	**10**	3,153	CY	**$130.00**	$410,000
					Street Construction Cost Subtotal:	**$2,027,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$122,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$101,000
Drainage	Bridge Width	**30%**	$608,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$122,000
Signs & Pavement Markings		**5%**	$101,000
Traffic Control		**3%**	$61,000
Street Lighting		**6%**	$122,000
Landscaping and Placemaking		**4%**	$81,000
		Construction Allowances Subtotal:	**$1,317,000**
		Street & ROW Construction Allowances Subtotal:	**$3,344,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$602,000
Construction Administration & Management		8%	$268,000
Contingency		25%	$836,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,706,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,027,000
ROW Construction Items		$1,317,000
Capital Improvement Costs		$1,706,000
	Impact Fee Project Cost TOTAL:	**$1,683,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-8

Project Information: **Template:** **3U**

Name: **SCHULTZ LN**

Limits: **300 ft north of Springbrook Rd to 2500 ft north of Sp**

0

Service Area:	**A**
Exist. Pavement Status:	**2U**
Prop. Classification:	**3U**
Length (FT):	**2,350**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	8,878
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	3,627	CY	**$30.00**	$109,000
	Earthwork/TopSoil	**6**	1,784	CY	**$30.00**	$54,000
	Subgrade Stabilization	**12**	2,611	CY	**$45.00**	$118,000
	Concrete C&G		4,700	LF	**$30.00**	$141,000
	Concrete Bicycle Facility		24,676	SF	**$12.00**	$296,000
	Concrete Sidewalks		21,151	SF	**$12.00**	$254,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	1,124	Ton	**$460.00**	$517,000
	Flexible Roadway Base	**10**	2,901	CY	**$130.00**	$377,000
					Street Construction Cost Subtotal:	**$1,865,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$112,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$93,000
Drainage	Bridge Width	**30%**	$560,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$112,000
Signs & Pavement Markings		**5%**	$93,000
Traffic Control		**3%**	$56,000
Street Lighting		**6%**	$112,000
Landscaping and Placemaking		**4%**	$75,000
		Construction Allowances Subtotal:	**$1,212,000**
		Street & ROW Construction Allowances Subtotal:	**$3,077,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$554,000
Construction Administration & Management		8%	$246,000
Contingency		25%	$769,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,569,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,865,000
ROW Construction Items		$1,212,000
Capital Improvement Costs		$1,569,000
	Impact Fee Project Cost TOTAL:	**$1,549,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-10

Project Information: **Template: 3U**

Name: **PFLUGER FARM LN**

Limits: **SH 45 EBFR to Town Center Dr**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**3U**
Length (FT):	**1,534**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	5,794
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

THE COST FOR THIS PROJECT WAS TAKEN FROM PRELIMINARY DESIGN INPUT.

Impact Fee Project Cost

Impact Fee Project Cost TOTAL: **$4,473,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-13

Project Information: **Template:** **3U**

Name: **TERRELL LN**

Limits: **865 ft south of Town Center Dr to Pfluger Farm Ln**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**3U**
Length (FT):	**3,602**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	13,607
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	5,558	CY	**$30.00**	$167,000
	Earthwork/TopSoil	**6**	2,735	CY	**$30.00**	$82,000
	Subgrade Stabilization	**12**	4,002	CY	**$45.00**	$180,000
	Concrete C&G		7,204	LF	**$30.00**	$216,000
	Concrete Bicycle Facility		37,819	SF	**$12.00**	$454,000
	Concrete Sidewalks		32,416	SF	**$12.00**	$389,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	1,723	Ton	**$460.00**	$793,000
	Flexible Roadway Base	**10**	4,447	CY	**$130.00**	$578,000
					Street Construction Cost Subtotal:	**$2,858,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$172,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$143,000
Drainage	Bridge Width	**30%**	$858,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$172,000
Signs & Pavement Markings		**5%**	$143,000
Traffic Control		**3%**	$86,000
Street Lighting		**6%**	$172,000
Landscaping and Placemaking		**4%**	$114,000
		Construction Allowances Subtotal:	**$1,858,000**
		Street & ROW Construction Allowances Subtotal:	**$4,716,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$849,000
Construction Administration & Management		8%	$377,000
Contingency		25%	$1,179,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$2,405,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,858,000
ROW Construction Items		$1,858,000
Capital Improvement Costs		$2,405,000
	Impact Fee Project Cost TOTAL:	**$7,122,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-14

Project Information: **Template:** 6D

Name: **FM 685**

Limits: **SH 130 SBFR to E Pflugerville Pkwy**

Service Area:	**A**
Exist. Pavement Status:	**4D**
Prop. Classification:	**6D**
Length (FT):	**4,044**
Roadbed Width (FT):	**35.5**
Roadbeds (divided #):	**2**
Area (SY):	31,900
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	28,455	CY	**$30.00**	$854,000
	Earthwork/TopSoil	**6**	5,017	CY	**$30.00**	$151,000
	Subgrade Stabilization	**18**	13,984	CY	**$45.00**	$629,000
	Concrete C&G		16,175	LF	**$30.00**	$485,000
	Concrete Bicycle Facility		42,458	SF	**$12.00**	$510,000
	Concrete Sidewalks		60,655	SF	**$12.00**	$728,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	9,735	Ton	**$460.00**	$4,478,000
	Flexible Roadway Base	**18**	18,646	CY	**$130.00**	$2,424,000
					Street Construction Cost Subtotal:	**$10,258,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**7%**	$718,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$513,000
Drainage	Bridge Width	**30%**	$3,077,000
Special Drainage	104		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$615,000
Signs & Pavement Markings		**5%**	$513,000
Traffic Control		**4%**	$410,000
Street Lighting		**6%**	$615,000
Landscaping and Placemaking		**4%**	$410,000
		Construction Allowances Subtotal:	**$6,873,000**
		Street & ROW Construction Allowances Subtotal:	***$17,131,000***

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$3,084,000
Construction Administration & Management		8%	$1,370,000
Contingency		25%	$4,283,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$8,737,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$10,258,000
ROW Construction Items		$6,873,000
Capital Improvement Costs		$8,737,000
	Impact Fee Project Cost TOTAL:	**$8,623,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-15

Project Information: **Template:** 4D

Name: **ROWE LN**

Limits: **Rowe Ln at SH 130**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**403**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	2,105
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	2,120	CY	**$30.00**	$64,000
	Earthwork/TopSoil	**6**	500	CY	**$30.00**	$15,000
	Subgrade Stabilization	**18**	991	CY	**$45.00**	$45,000
	Concrete C&G		1,612	LF	**$30.00**	$48,000
	Concrete Bicycle Facility		4,232	SF	**$12.00**	$51,000
	Concrete Sidewalks		6,046	SF	**$12.00**	$73,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	612	Ton	**$460.00**	$282,000
	Flexible Roadway Base	**18**	1,321	CY	**$130.00**	$172,000
					Street Construction Cost Subtotal:	**$748,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$45,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$37,000
Drainage	Bridge Width	**30%**	$224,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$45,000
Signs & Pavement Markings		**5%**	$37,000
Traffic Control		**3%**	$22,000
Street Lighting		**6%**	$45,000
Landscaping and Placemaking		**4%**	$30,000
		Construction Allowances Subtotal:	**$486,000**
		Street & ROW Construction Allowances Subtotal:	**$1,235,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$222,000
Construction Administration & Management		8%	$99,000
Contingency		25%	$309,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$630,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$748,000
ROW Construction Items		$486,000
Capital Improvement Costs		$630,000
	Impact Fee Project Cost TOTAL:	**$1,864,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: A-16

Project Information: **Template: 2D**

Name: **LIMESTONE COMMERCIAL DR**

Limits: **Limestone Commercial to Pfluger Farm Ln**

Service Area:	**A**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**1,381**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	3,376
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

THE COST FOR THIS PROJECT WAS TAKEN FROM PRELIMINARY DESIGN INPUT.

Impact Fee Project Cost

Impact Fee Project Cost TOTAL: **$4,587,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville - 2025 Street Impact Fee Study

Roadway Capacity Plan for Street Impact Fees

Summary of Conceptual Level Project Cost Projections

							Totals	**$74,145,000**	**$72,612,000**

Street Improvements - Service Area B

Project #:	Proposed Cross-Section:	Name:	Limits:	Status:	Length (MI)	Percent in Service Area	Impact Fee Project Cost	Total Cost in Service Area
B-1	3U	PICADILLY DR	City Limits to Central Commerce Blvd	Widening	0.49	50%	$1,711,000	$856,000
B-2	3U	CENTRAL COMMERCE DR	Picadilly Dr to Royston Ln	Widening	0.39	50%	$1,356,000	$678,000
B-3	3U	ROYSTON LN	Central Commerce Dr to Grand Avenue Pkwy	Widening	0.60	100%	$2,099,000	$2,099,000
B-5	6D	FM 685	E Pfluerville Pkwy to 1615 ft north of E Pecan St	Widening	1.20	100%	$6,776,000	$6,776,000
B-6	3U	OLD AUSTIN-HUTTO RD	E Pflugerville Pkwy to Old Austin-Hutto Rd	New	0.78	100%	$11,683,000	$11,683,000
B-7	4D	E PFENNIG LN	505' E of FM 685 to 2000' N of E Pecan St	New	1.05	100%	$26,919,000	$26,919,000
B-8	6D	FM 685	1615 ft north of E Pecan St to E Pecan St	Widening	0.31	100%	$1,720,000	$1,720,000
B-10	3U	IMMANUEL RD	E Pecan St to E Wells Branch Pkwy	Widening	1.07	100%	$4,454,000	$4,454,000
B-14	2D	IMPACT WAY	E Pecan St to Future Roadway	New	0.76	100%	$7,291,000	$7,291,000
B-15	2D	PFLUGER FARM LN	E Pflugerville Pkwy to W Pfennig Ln	New	0.14	100%	$1,314,000	$1,314,000
B-16	3U	MAIN ST	Railroad Ave to FM 685	New	0.41	100%	$8,822,000	$8,822,000

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-1

Project Information: **Template:** 3U

Name: **PICADILLY DR**

Limits: **City Limits to Central Commerce Blvd**

Service Area:	**B**
Exist. Pavement Status:	**2U**
Prop. Classification:	**3U**
Length (FT):	**2,596**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	9,808
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	4,006	CY	**$30.00**	$120,000
	Earthwork/TopSoil	**6**	1,971	CY	**$30.00**	$59,000
	Subgrade Stabilization	**12**	2,885	CY	**$45.00**	$130,000
	Concrete C&G		5,192	LF	**$30.00**	$156,000
	Concrete Bicycle Facility		27,260	SF	**$12.00**	$327,000
	Concrete Sidewalks		23,366	SF	**$12.00**	$280,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	1,242	Ton	**$460.00**	$571,000
	Flexible Roadway Base	**10**	3,205	CY	**$130.00**	$417,000
					Street Construction Cost Subtotal:	**$2,060,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$124,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$103,000
Drainage	Bridge Width	**30%**	$618,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$124,000
Signs & Pavement Markings		**5%**	$103,000
Traffic Control		**3%**	$62,000
Street Lighting		**6%**	$124,000
Landscaping and Placemaking		**4%**	$82,000
		Construction Allowances Subtotal:	**$1,339,000**
		Street & ROW Construction Allowances Subtotal:	**$3,400,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$612,000
Construction Administration & Management		8%	$272,000
Contingency		25%	$850,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,734,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,060,000
ROW Construction Items		$1,339,000
Capital Improvement Costs		$1,734,000
	Impact Fee Project Cost TOTAL:	**$1,711,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-2

Project Information: **Template:** 3U

Name: **CENTRAL COMMERCE DR**

Limits: **Picadilly Dr to Royston Ln**

Service Area:	**B**
Exist. Pavement Status:	**2U**
Prop. Classification:	**3U**
Length (FT):	**2,057**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	7,772
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	3,175	CY	**$30.00**	$95,000
	Earthwork/TopSoil	**6**	1,562	CY	**$30.00**	$47,000
	Subgrade Stabilization	**12**	2,286	CY	**$45.00**	$103,000
	Concrete C&G		4,114	LF	**$30.00**	$123,000
	Concrete Bicycle Facility		21,600	SF	**$12.00**	$259,000
	Concrete Sidewalks		18,514	SF	**$12.00**	$222,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	984	Ton	**$460.00**	$453,000
	Flexible Roadway Base	**10**	2,540	CY	**$130.00**	$330,000
					Street Construction Cost Subtotal:	**$1,633,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$98,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$82,000
Drainage	Bridge Width	**30%**	$490,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$98,000
Signs & Pavement Markings		**5%**	$82,000
Traffic Control		**3%**	$49,000
Street Lighting		**6%**	$98,000
Landscaping and Placemaking		**4%**	$65,000
		Construction Allowances Subtotal:	**$1,061,000**
		Street & ROW Construction Allowances Subtotal:	**$2,694,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$485,000
Construction Administration & Management		8%	$216,000
Contingency		25%	$673,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,374,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,633,000
ROW Construction Items		$1,061,000
Capital Improvement Costs		$1,374,000
	Impact Fee Project Cost TOTAL:	**$1,356,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-3

Project Information: **Template:** **3U**

Name: **ROYSTON LN**

Limits: **Central Commerce Dr to Grand Avenue Pkwy**

Service Area:	**B**
Exist. Pavement Status:	**2U**
Prop. Classification:	**3U**
Length (FT):	**3,185**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	12,033
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	4,915	CY	**$30.00**	$147,000
	Earthwork/TopSoil	**6**	2,418	CY	**$30.00**	$73,000
	Subgrade Stabilization	**12**	3,539	CY	**$45.00**	$159,000
	Concrete C&G		6,370	LF	**$30.00**	$191,000
	Concrete Bicycle Facility		33,445	SF	**$12.00**	$401,000
	Concrete Sidewalks		28,667	SF	**$12.00**	$344,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	1,524	Ton	**$460.00**	$701,000
	Flexible Roadway Base	**10**	3,932	CY	**$130.00**	$511,000
			Street Construction Cost Subtotal:			**$2,528,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$152,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$126,000
Drainage	Bridge Width	**30%**	$758,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$152,000
Signs & Pavement Markings		**5%**	$126,000
Traffic Control		**3%**	$76,000
Street Lighting		**6%**	$152,000
Landscaping and Placemaking		**4%**	$101,000
	Construction Allowances Subtotal:		**$1,643,000**
	Street & ROW Construction Allowances Subtotal:		**$4,171,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$751,000
Construction Administration & Management		8%	$334,000
Contingency		25%	$1,043,000
ROW / Easement Acquisition		0%	0
	CIP Allowances Subtotal:		**$2,127,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,528,000
ROW Construction Items		$1,643,000
Capital Improvement Costs		$2,127,000
	Impact Fee Project Cost TOTAL:	**$2,099,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-5

Project Information: **Template:** **6D**

Name: **FM 685**

Limits: **E Pfluerville Pkwy to 1615 ft north of E Pecan St**

Service Area:	**B**
Exist. Pavement Status:	**5U**
Prop. Classification:	**6D**
Length (FT):	**6,355**
Roadbed Width (FT):	**35.5**
Roadbeds (divided #):	**2**
Area (SY):	50,138
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	44,724	CY	**$30.00**	$1,342,000
	Earthwork/TopSoil	**6**	7,886	CY	**$30.00**	$237,000
	Subgrade Stabilization	**18**	21,979	CY	**$45.00**	$989,000
	Concrete C&G		25,422	LF	**$30.00**	$763,000
	Concrete Bicycle Facility		66,733	SF	**$12.00**	$801,000
	Concrete Sidewalks		95,332	SF	**$12.00**	$1,144,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	15,300	Ton	**$460.00**	$7,038,000
	Flexible Roadway Base	**18**	29,306	CY	**$130.00**	$3,810,000
					Street Construction Cost Subtotal:	**$16,123,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**7%**	$1,129,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$806,000
Drainage	Bridge Width	**30%**	$4,837,000
Special Drainage	104		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$967,000
Signs & Pavement Markings		**5%**	$806,000
Traffic Control		**4%**	$645,000
Street Lighting		**6%**	$967,000
Landscaping and Placemaking		**4%**	$645,000
		Construction Allowances Subtotal:	**$10,802,000**

Street & ROW Construction Allowances Subtotal:	**$26,925,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$4,846,000
Construction Administration & Management		8%	$2,154,000
Contingency		25%	$6,731,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$13,732,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$16,123,000
ROW Construction Items		$10,802,000
Capital Improvement Costs		$13,732,000
	Impact Fee Project Cost TOTAL:	**$6,776,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-6

Project Information: **Template:** 3U

Name: **OLD AUSTIN-HUTTO RD**

Limits: **E Pflugerville Pkwy to Old Austin-Hutto Rd**

Service Area:	**B**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**3U**
Length (FT):	**4,101**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	15,491
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	6,328	CY	**$30.00**	$190,000
	Earthwork/TopSoil	**6**	3,113	CY	**$30.00**	$93,000
	Subgrade Stabilization	**12**	4,556	CY	**$45.00**	$205,000
	Concrete C&G		8,201	LF	**$30.00**	$246,000
	Concrete Bicycle Facility		43,057	SF	**$12.00**	$517,000
	Concrete Sidewalks		36,906	SF	**$12.00**	$443,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	1,962	Ton	**$460.00**	$902,000
	Flexible Roadway Base	**10**	5,063	CY	**$130.00**	$658,000
					Street Construction Cost Subtotal:	**$3,254,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$195,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$163,000
Drainage	Bridge Width	**30%**	$976,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$195,000
Signs & Pavement Markings		**5%**	$163,000
Traffic Control		**3%**	$98,000
Street Lighting		**6%**	$195,000
Landscaping and Placemaking		**4%**	$130,000
		Construction Allowances Subtotal:	**$2,115,000**
		Street & ROW Construction Allowances Subtotal:	**$5,370,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$967,000
Construction Administration & Management		8%	$430,000
Contingency		25%	$1,342,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$2,739,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$3,254,000
ROW Construction Items		$2,115,000
Capital Improvement Costs		$2,739,000
	Impact Fee Project Cost TOTAL:	**$8,108,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-7

Project Information: **Template:** 4D

Name: **E PFENNIG LN**

Limits: **505' E of FM 685 to 2000' N of E Pecan St**

0

Service Area:	**B**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**5,538**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	28,921
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	29,126	CY	**$30.00**	$874,000
	Earthwork/TopSoil	**6**	6,871	CY	**$30.00**	$206,000
	Subgrade Stabilization	**18**	13,614	CY	**$45.00**	$613,000
	Concrete C&G		22,152	LF	**$30.00**	$665,000
	Concrete Bicycle Facility		58,150	SF	**$12.00**	$698,000
	Concrete Sidewalks		83,071	SF	**$12.00**	$997,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	8,410	Ton	**$460.00**	$3,868,000
	Flexible Roadway Base	**18**	18,153	CY	**$130.00**	$2,360,000
					Street Construction Cost Subtotal:	**$10,280,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$617,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$514,000
Drainage	Bridge Width	**30%**	$3,084,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$617,000
Signs & Pavement Markings		**5%**	$514,000
Traffic Control		**3%**	$308,000
Street Lighting		**6%**	$617,000
Landscaping and Placemaking		**4%**	$411,000
		Construction Allowances Subtotal:	**$6,682,000**
		Street & ROW Construction Allowances Subtotal:	**$16,962,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$3,053,000
Construction Administration & Management		8%	$1,357,000
Contingency		25%	$4,241,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$8,651,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$10,280,000
ROW Construction Items		$6,682,000
Capital Improvement Costs		$8,651,000
	Impact Fee Project Cost TOTAL:	**$25,613,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-8

Project Information: **Template:** **6D**

Name: **FM 685**

Limits: **1615 ft north of E Pecan St to E Pecan St**

0

Service Area:	**B**
Exist. Pavement Status:	**5U**
Prop. Classification:	**6D**
Length (FT):	**1,614**
Roadbed Width (FT):	**35.5**
Roadbeds (divided #):	**2**
Area (SY):	12,730
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	11,356	CY	**$30.00**	$341,000
	Earthwork/TopSoil	**6**	2,002	CY	**$30.00**	$60,000
	Subgrade Stabilization	**18**	5,581	CY	**$45.00**	$251,000
	Concrete C&G		6,455	LF	**$30.00**	$194,000
	Concrete Bicycle Facility		16,944	SF	**$12.00**	$203,000
	Concrete Sidewalks		24,205	SF	**$12.00**	$290,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	3,885	Ton	**$460.00**	$1,787,000
	Flexible Roadway Base	**18**	7,441	CY	**$130.00**	$967,000
					Street Construction Cost Subtotal:	**$4,094,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**7%**	$287,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$205,000
Drainage	Bridge Width	**30%**	$1,228,000
Special Drainage	104		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$246,000
Signs & Pavement Markings		**5%**	$205,000
Traffic Control		**4%**	$164,000
Street Lighting		**6%**	$246,000
Landscaping and Placemaking		**4%**	$164,000
		Construction Allowances Subtotal:	**$2,743,000**

Street & ROW Construction Allowances Subtotal:	**$6,836,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,231,000
Construction Administration & Management		8%	$547,000
Contingency		25%	$1,709,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$3,487,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$4,094,000
ROW Construction Items		$2,743,000
Capital Improvement Costs		$3,487,000
	Impact Fee Project Cost TOTAL:	**$1,720,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-10

Project Information: **Template:** **3U**

Name: **IMMANUEL RD**

Limits: **E Pecan St to E Wells Branch Pkwy**

Service Area:	**B**
Exist. Pavement Status:	**2U**
Prop. Classification:	**3U**
Length (FT):	**5,651**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	21,348
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	8,720	CY	**$30.00**	$262,000
	Earthwork/TopSoil	**6**	4,290	CY	**$30.00**	$129,000
	Subgrade Stabilization	**12**	6,279	CY	**$45.00**	$283,000
	Concrete C&G		11,302	LF	**$30.00**	$339,000
	Concrete Bicycle Facility		59,334	SF	**$12.00**	$712,000
	Concrete Sidewalks		50,858	SF	**$12.00**	$610,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	2,703	Ton	**$460.00**	$1,244,000
	Flexible Roadway Base	**10**	6,976	CY	**$130.00**	$907,000
					Street Construction Cost Subtotal:	**$4,485,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$269,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$224,000
Drainage	Bridge Width	**30%**	$1,345,000
Special Drainage	61		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$269,000
Signs & Pavement Markings		**5%**	$224,000
Traffic Control		**3%**	$135,000
Street Lighting		**6%**	$269,000
Landscaping and Placemaking		**4%**	$179,000
		Construction Allowances Subtotal:	**$2,915,000**
		Street & ROW Construction Allowances Subtotal:	**$7,400,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,332,000
Construction Administration & Management		8%	$592,000
Contingency		25%	$1,850,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$3,774,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$4,485,000
ROW Construction Items		$2,915,000
Capital Improvement Costs		$3,774,000
	Impact Fee Project Cost TOTAL:	**$3,725,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-14

Project Information: **Template:** 2D

Name: **IMPACT WAY**

Limits: **E Pecan St to Future Roadway**

Service Area:	**B**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**4,016**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	9,818
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	7,128	CY	**$30.00**	$214,000
	Earthwork/TopSoil	**6**	3,868	CY	**$30.00**	$116,000
	Subgrade Stabilization	**12**	3,793	CY	**$45.00**	$171,000
	Concrete C&G		16,065	LF	**$30.00**	$482,000
	Concrete Bicycle Facility		42,171	SF	**$12.00**	$506,000
	Concrete Sidewalks		36,146	SF	**$12.00**	$434,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	992	Ton	**$460.00**	$456,000
	Flexible Roadway Base	**10**	4,215	CY	**$130.00**	$548,000
					Street Construction Cost Subtotal:	**$2,926,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$176,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$146,000
Drainage	Bridge Width	**30%**	$878,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$176,000
Signs & Pavement Markings		**5%**	$146,000
Traffic Control		**3%**	$88,000
Street Lighting		**6%**	$176,000
Landscaping and Placemaking		**4%**	$117,000
		Construction Allowances Subtotal:	**$1,902,000**
		Street & ROW Construction Allowances Subtotal:	**$4,829,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$869,000
Construction Administration & Management		8%	$386,000
Contingency		25%	$1,207,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$2,463,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,926,000
ROW Construction Items		$1,902,000
Capital Improvement Costs		$2,463,000
	Impact Fee Project Cost TOTAL:	**$7,291,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-15

Project Information: **Template:** 2D

Name: **PFLUGER FARM LN**

Limits: **E Pflugerville Pkwy to W Pfennig Ln**

Service Area:	**B**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**724**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	1,769
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	1,284	CY	**$30.00**	$39,000
	Earthwork/TopSoil	**6**	697	CY	**$30.00**	$21,000
	Subgrade Stabilization	**12**	683	CY	**$45.00**	$31,000
	Concrete C&G		2,894	LF	**$30.00**	$87,000
	Concrete Bicycle Facility		7,597	SF	**$12.00**	$91,000
	Concrete Sidewalks		6,512	SF	**$12.00**	$78,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	179	Ton	**$460.00**	$82,000
	Flexible Roadway Base	**10**	759	CY	**$130.00**	$99,000
					Street Construction Cost Subtotal:	**$527,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$32,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$26,000
Drainage	Bridge Width	**30%**	$158,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$32,000
Signs & Pavement Markings		**5%**	$26,000
Traffic Control		**3%**	$16,000
Street Lighting		**6%**	$32,000
Landscaping and Placemaking		**4%**	$21,000
		Construction Allowances Subtotal:	**$343,000**
		Street & ROW Construction Allowances Subtotal:	**$870,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$157,000
Construction Administration & Management		8%	$70,000
Contingency		25%	$217,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$444,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$527,000
ROW Construction Items		$343,000
Capital Improvement Costs		$444,000
	Impact Fee Project Cost TOTAL:	**$1,314,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

11/13/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: B-16

Project Information: **Template: 3U**

Name: **MAIN ST**

Limits: **Railroad Ave to FM 685**

Service Area:	**B**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**3U**
Length (FT):	**2,175**
Roadbed Width (FT):	**34.0**
Roadbeds (divided #):	**1**
Area (SY):	8,218
Pedestrian Zone (FT):	**12**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**0**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

THE COST FOR THIS PROJECT WAS TAKEN FROM PRELIMINARY DESIGN INPUT.

Impact Fee Project Cost

Impact Fee Project Cost TOTAL: **$8,822,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville - 2025 Street Impact Fee Study

Roadway Capacity Plan for Street Impact Fees

Summary of Conceptual Level Project Cost Projections

						Totals	**$202,331,000**	**$149,169,000**

Street Improvements - Service Area C

Project #:	Proposed Cross-Section:	Name:	Limits:	Status:	Length (MI)	Percent in Service Area	Impact Fee Project Cost	Total Cost in Service Area
C-1	4D	ROWE LN	SH 130 NBFR to 950 ft west of Commons Pkwy	New	0.05	100%	$1,284,000	$1,284,000
C-4	4D	KELLY LN	Moorlynch Ave to 870 ft west of Weiss Ln	Widening	0.87	50%	$10,592,000	$5,296,000
C-5	4D	CELE RD	Hodde Ln to 300 ft west of westernmost Cele Middle School Driveway	Widening	0.47	50%	$5,791,000	$2,896,000
C-6	4D	CELE RD	590 ft east of Quebrada Dr to 200 ft west of Quebrada Dr	Widening	0.17	50%	$2,066,000	$1,033,000
C-7	4D	CELE RD	Landmark Dr to 590' ft east of Quebrada Dr	Widening	0.22	100%	$2,682,000	$2,682,000
C-8	4D	CELE RD	Melber Ln to Landmark Dr	Widening	0.19	50%	$2,371,000	$1,186,000
C-9	4D	MELBER LN	Cameron Rd to Pleasanton Pkwy	New	0.81	100%	$19,899,000	$19,899,000
C-13	4D	HIDDEN LAKE DR	City Limits to E Pflugerville Pkwy	New	0.49	100%	$11,846,000	$11,846,000
C-14	4D	E PFLUGERVILLE PKWY	280 ft west of Colorado Sands Dr to Weiss Ln	Widening	1.62	100%	$19,744,000	$19,744,000
C-15	4D	E PFLUGERVILLE PKWY	Weiss Ln to 2300 ft east of Weiss Ln	New	0.43	50%	$10,404,000	$5,202,000
C-17	6D	E PECAN ST	SH 130 NBFR to Weiss Ln	Widening	0.87	100%	$33,235,000	$33,235,000
C-18	4D	MELBER LN	Cameron Rd to Cameron Rd	New	0.43	50%	$10,497,000	$5,249,000
C-19	4D	CAMERON RD	SH 130 to Weiss Ln	Widening	0.90	50%	$10,944,000	$5,472,000
C-20	6D	CAMERON RD	E Pecan St to 230 ft' north of SH 130	Widening	0.56	50%	$12,623,000	$6,312,000
C-21	4D	CAMERON RD	Undeveloped	Widening	0.34	50%	$4,172,000	$2,086,000
C-22	4D	GREGG LN	1575 ft east of Fuchs Grove Rd to 3400 ft east of Fuchs Groves Rd	Widening	0.62	50%	$7,560,000	$3,780,000
C-23	4D	FUCHS GROVE RD	At Fuchs Grove roadway bends	Widening	0.20	50%	$2,452,000	$1,226,000
C-24	4D	ENGLEMANN LN	500 ft south of Melber Ln to 1620 ft south of Melber Ln	Widening	0.23	50%	$2,795,000	$1,398,000
C-25	4D	MELBER LN	Cele Rd to 4375 ft north of Cele Rd	Widening	0.84	50%	$10,201,000	$5,101,000
C-26	4D	UNNAMED	Pleasanton Pkwy to 800 ft north of Pleasanton Pkwy	New	0.15	100%	$3,619,000	$3,619,000
C-27	2D	UNNAMED	South of Melber Lane, West of Englemann Ln	New	0.22	50%	$2,116,000	$1,058,000
C-28	4D	HODDE LN	750 ft south of Mott Elementary to 450 ft north of Mott Elementary	Widening	0.24	50%	$2,934,000	$1,467,000
C-29	2D	UNNAMED	Undeveloped	New	0.38	100%	$3,690,000	$3,690,000
C-30	2D	UNNAMED	Undeveloped	New	0.47	50%	$4,540,000	$2,270,000
C-31	2D	UNNAMED	Undeveloped	New	0.18	50%	$1,753,000	$877,000
C-32	2D	UNNAMED	Undeveloped	New	0.26	50%	$2,521,000	$1,261,000

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-1

Project Information: **Template:** **4D**

Name: **ROWE LN**

Limits: **SH 130 NBFR to 950 ft west of Commons Pkwy**

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**278**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	1,450
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	1,460	CY	**$30.00**	$44,000
	Earthwork/TopSoil	**6**	345	CY	**$30.00**	$10,000
	Subgrade Stabilization	**18**	683	CY	**$45.00**	$31,000
	Concrete C&G		1,111	LF	**$30.00**	$33,000
	Concrete Bicycle Facility		2,915	SF	**$12.00**	$35,000
	Concrete Sidewalks		4,165	SF	**$12.00**	$50,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	422	Ton	**$460.00**	$194,000
	Flexible Roadway Base	**18**	910	CY	**$130.00**	$118,000
					Street Construction Cost Subtotal:	**$515,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$31,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$26,000
Drainage	Bridge Width	**30%**	$155,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$31,000
Signs & Pavement Markings		**5%**	$26,000
Traffic Control		**3%**	$15,000
Street Lighting		**6%**	$31,000
Landscaping and Placemaking		**4%**	$21,000
		Construction Allowances Subtotal:	**$335,000**
		Street & ROW Construction Allowances Subtotal:	**$850,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$153,000
Construction Administration & Management		8%	$68,000
Contingency		25%	$213,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$434,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$515,000
ROW Construction Items		$335,000
Capital Improvement Costs		$434,000
	Impact Fee Project Cost TOTAL:	**$1,284,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-4

Project Information: **Template:** 4D

Name: **KELLY LN**

Limits: **Moorlynch Ave to 870 ft west of Weiss Ln**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**4,581**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	23,921
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	24,091	CY	**$30.00**	$723,000
	Earthwork/TopSoil	**6**	5,683	CY	**$30.00**	$171,000
	Subgrade Stabilization	**18**	11,261	CY	**$45.00**	$507,000
	Concrete C&G		18,323	LF	**$30.00**	$550,000
	Concrete Bicycle Facility		48,097	SF	**$12.00**	$577,000
	Concrete Sidewalks		68,710	SF	**$12.00**	$825,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	6,956	Ton	**$460.00**	$3,200,000
	Flexible Roadway Base	**18**	15,014	CY	**$130.00**	$1,952,000
					Street Construction Cost Subtotal:	**$8,503,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$510,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$425,000
Drainage	Bridge Width	**30%**	$2,551,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$510,000
Signs & Pavement Markings		**5%**	$425,000
Traffic Control		**3%**	$255,000
Street Lighting		**6%**	$510,000
Landscaping and Placemaking		**4%**	$340,000
		Construction Allowances Subtotal:	**$5,527,000**
		Street & ROW Construction Allowances Subtotal:	**$14,030,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$2,525,000
Construction Administration & Management		8%	$1,122,000
Contingency		25%	$3,507,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$7,155,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$8,503,000
ROW Construction Items		$5,527,000
Capital Improvement Costs		$7,155,000
	Impact Fee Project Cost TOTAL:	**$10,592,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-5

Project Information: **Template:** 4D

Name: **CELE RD**

Limits: **Hodde Ln to 300 ft west of westernmost Cele Middle**

0

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**2,504**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	13,078
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	13,171	CY	**$30.00**	$395,000
	Earthwork/TopSoil	**6**	3,107	CY	**$30.00**	$93,000
	Subgrade Stabilization	**18**	6,157	CY	**$45.00**	$277,000
	Concrete C&G		10,017	LF	**$30.00**	$301,000
	Concrete Bicycle Facility		26,296	SF	**$12.00**	$316,000
	Concrete Sidewalks		37,565	SF	**$12.00**	$451,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	3,803	Ton	**$460.00**	$1,749,000
	Flexible Roadway Base	**18**	8,209	CY	**$130.00**	$1,067,000
					Street Construction Cost Subtotal:	**$4,649,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$279,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$232,000
Drainage	Bridge Width	**30%**	$1,395,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$279,000
Signs & Pavement Markings		**5%**	$232,000
Traffic Control		**3%**	$139,000
Street Lighting		**6%**	$279,000
Landscaping and Placemaking		**4%**	$186,000
		Construction Allowances Subtotal:	**$3,022,000**
		Street & ROW Construction Allowances Subtotal:	**$7,670,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,381,000
Construction Administration & Management		8%	$614,000
Contingency		25%	$1,918,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$3,912,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$4,649,000
ROW Construction Items		$3,022,000
Capital Improvement Costs		$3,912,000
	Impact Fee Project Cost TOTAL:	**$5,791,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-6

Project Information: **Template:** 4D

Name: **CELE RD**

Limits: **590 ft east of Quebrada Dr to 200 ft west of Quebrad**

0

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**893**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	4,666
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	4,699	CY	**$30.00**	$141,000
	Earthwork/TopSoil	**6**	1,109	CY	**$30.00**	$33,000
	Subgrade Stabilization	**18**	2,196	CY	**$45.00**	$99,000
	Concrete C&G		3,574	LF	**$30.00**	$107,000
	Concrete Bicycle Facility		9,381	SF	**$12.00**	$113,000
	Concrete Sidewalks		13,402	SF	**$12.00**	$161,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,357	Ton	**$460.00**	$624,000
	Flexible Roadway Base	**18**	2,928	CY	**$130.00**	$381,000
					Street Construction Cost Subtotal:	**$1,658,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$100,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$83,000
Drainage	Bridge Width	**30%**	$498,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$100,000
Signs & Pavement Markings		**5%**	$83,000
Traffic Control		**3%**	$50,000
Street Lighting		**6%**	$100,000
Landscaping and Placemaking		**4%**	$66,000
		Construction Allowances Subtotal:	**$1,078,000**
		Street & ROW Construction Allowances Subtotal:	**$2,736,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$493,000
Construction Administration & Management		8%	$219,000
Contingency		25%	$684,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,396,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,658,000
ROW Construction Items		$1,078,000
Capital Improvement Costs		$1,396,000
	Impact Fee Project Cost TOTAL:	**$2,066,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-7

Project Information: **Template:** 4D

Name: **CELE RD**

Limits: **Landmark Dr to 590' ft east of Quebrada Dr**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**1,160**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	6,057
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	6,099	CY	**$30.00**	$183,000
	Earthwork/TopSoil	**6**	1,439	CY	**$30.00**	$43,000
	Subgrade Stabilization	**18**	2,851	CY	**$45.00**	$128,000
	Concrete C&G		4,639	LF	**$30.00**	$139,000
	Concrete Bicycle Facility		12,177	SF	**$12.00**	$146,000
	Concrete Sidewalks		17,396	SF	**$12.00**	$209,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,761	Ton	**$460.00**	$810,000
	Flexible Roadway Base	**18**	3,801	CY	**$130.00**	$494,000
					Street Construction Cost Subtotal:	**$2,153,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$129,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$108,000
Drainage	Bridge Width	**30%**	$646,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$129,000
Signs & Pavement Markings		**5%**	$108,000
Traffic Control		**3%**	$65,000
Street Lighting		**6%**	$129,000
Landscaping and Placemaking		**4%**	$86,000
		Construction Allowances Subtotal:	**$1,399,000**
		Street & ROW Construction Allowances Subtotal:	**$3,552,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$639,000
Construction Administration & Management		8%	$284,000
Contingency		25%	$888,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,812,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,153,000
ROW Construction Items		$1,399,000
Capital Improvement Costs		$1,812,000
	Impact Fee Project Cost TOTAL:	**$2,682,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-8

Project Information: **Template:** 4D

Name: **CELE RD**

Limits: **Melber Ln to Landmark Dr**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**1,025**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	5,355
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	5,392	CY	**$30.00**	$162,000
	Earthwork/TopSoil	**6**	1,272	CY	**$30.00**	$38,000
	Subgrade Stabilization	**18**	2,521	CY	**$45.00**	$113,000
	Concrete C&G		4,101	LF	**$30.00**	$123,000
	Concrete Bicycle Facility		10,766	SF	**$12.00**	$129,000
	Concrete Sidewalks		15,380	SF	**$12.00**	$185,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,557	Ton	**$460.00**	$716,000
	Flexible Roadway Base	**18**	3,361	CY	**$130.00**	$437,000
					Street Construction Cost Subtotal:	**$1,903,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$114,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$95,000
Drainage	Bridge Width	**30%**	$571,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$114,000
Signs & Pavement Markings		**5%**	$95,000
Traffic Control		**3%**	$57,000
Street Lighting		**6%**	$114,000
Landscaping and Placemaking		**4%**	$76,000
		Construction Allowances Subtotal:	**$1,237,000**
		Street & ROW Construction Allowances Subtotal:	**$3,140,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$565,000
Construction Administration & Management		8%	$251,000
Contingency		25%	$785,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,602,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,903,000
ROW Construction Items		$1,237,000
Capital Improvement Costs		$1,602,000
	Impact Fee Project Cost TOTAL:	**$2,371,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-9

Project Information: **Template:** 4D

Name: **MELBER LN**

Limits: **Cameron Rd to Pleasanton Pkwy**

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**4,303**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	22,469
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	22,628	CY	**$30.00**	$679,000
	Earthwork/TopSoil	**6**	5,338	CY	**$30.00**	$160,000
	Subgrade Stabilization	**18**	10,577	CY	**$45.00**	$476,000
	Concrete C&G		17,210	LF	**$30.00**	$516,000
	Concrete Bicycle Facility		45,177	SF	**$12.00**	$542,000
	Concrete Sidewalks		64,538	SF	**$12.00**	$774,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	6,533	Ton	**$460.00**	$3,005,000
	Flexible Roadway Base	**18**	14,103	CY	**$130.00**	$1,833,000
					Street Construction Cost Subtotal:	**$7,987,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$479,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$399,000
Drainage	Bridge Width	**30%**	$2,396,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$479,000
Signs & Pavement Markings		**5%**	$399,000
Traffic Control		**3%**	$240,000
Street Lighting		**6%**	$479,000
Landscaping and Placemaking		**4%**	$319,000
		Construction Allowances Subtotal:	**$5,191,000**
		Street & ROW Construction Allowances Subtotal:	**$13,178,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$2,372,000
Construction Administration & Management		8%	$1,054,000
Contingency		25%	$3,294,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$6,721,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$7,987,000
ROW Construction Items		$5,191,000
Capital Improvement Costs		$6,721,000
	Impact Fee Project Cost TOTAL:	**$19,899,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-13

Project Information: **Template:** 4D

Name: **HIDDEN LAKE DR**

Limits: **City Limits to E Pflugerville Pkwy**

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**2,561**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	13,376
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	13,471	CY	**$30.00**	$404,000
	Earthwork/TopSoil	**6**	3,178	CY	**$30.00**	$95,000
	Subgrade Stabilization	**18**	6,297	CY	**$45.00**	$283,000
	Concrete C&G		10,245	LF	**$30.00**	$307,000
	Concrete Bicycle Facility		26,894	SF	**$12.00**	$323,000
	Concrete Sidewalks		38,420	SF	**$12.00**	$461,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	3,889	Ton	**$460.00**	$1,789,000
	Flexible Roadway Base	**18**	8,395	CY	**$130.00**	$1,091,000
					Street Construction Cost Subtotal:	**$4,754,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$285,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$238,000
Drainage	Bridge Width	**30%**	$1,426,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$285,000
Signs & Pavement Markings		**5%**	$238,000
Traffic Control		**3%**	$143,000
Street Lighting		**6%**	$285,000
Landscaping and Placemaking		**4%**	$190,000
		Construction Allowances Subtotal:	**$3,090,000**
		Street & ROW Construction Allowances Subtotal:	**$7,845,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,412,000
Construction Administration & Management		8%	$628,000
Contingency		25%	$1,961,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$4,001,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$4,754,000
ROW Construction Items		$3,090,000
Capital Improvement Costs		$4,001,000
	Impact Fee Project Cost TOTAL:	**$11,846,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-14

Project Information: **Template:** 4D

Name: **E PFLUGERVILLE PKWY**

Limits: **280 ft west of Colorado Sands Dr to Weiss Ln**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**8,538**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	44,589
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	44,905	CY	**$30.00**	$1,347,000
	Earthwork/TopSoil	**6**	10,594	CY	**$30.00**	$318,000
	Subgrade Stabilization	**18**	20,990	CY	**$45.00**	$945,000
	Concrete C&G		34,153	LF	**$30.00**	$1,025,000
	Concrete Bicycle Facility		89,652	SF	**$12.00**	$1,076,000
	Concrete Sidewalks		128,074	SF	**$12.00**	$1,537,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	12,966	Ton	**$460.00**	$5,964,000
	Flexible Roadway Base	**18**	27,987	CY	**$130.00**	$3,638,000
					Street Construction Cost Subtotal:	**$15,849,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$951,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$792,000
Drainage	Bridge Width	**30%**	$4,755,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$951,000
Signs & Pavement Markings		**5%**	$792,000
Traffic Control		**3%**	$475,000
Street Lighting		**6%**	$951,000
Landscaping and Placemaking		**4%**	$634,000
		Construction Allowances Subtotal:	**$10,302,000**
		Street & ROW Construction Allowances Subtotal:	**$26,151,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$4,707,000
Construction Administration & Management		8%	$2,092,000
Contingency		25%	$6,538,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$13,337,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$15,849,000
ROW Construction Items		$10,302,000
Capital Improvement Costs		$13,337,000
	Impact Fee Project Cost TOTAL:	**$19,744,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-15

Project Information: **Template:** 4D

Name: **E PFLUGERVILLE PKWY**

Limits: **Weiss Ln to 2300 ft east of Weiss Ln**

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**2,250**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	11,748
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	11,831	CY	**$30.00**	$355,000
	Earthwork/TopSoil	**6**	2,791	CY	**$30.00**	$84,000
	Subgrade Stabilization	**18**	5,530	CY	**$45.00**	$249,000
	Concrete C&G		8,998	LF	**$30.00**	$270,000
	Concrete Bicycle Facility		23,620	SF	**$12.00**	$283,000
	Concrete Sidewalks		33,743	SF	**$12.00**	$405,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	3,416	Ton	**$460.00**	$1,571,000
	Flexible Roadway Base	**18**	7,373	CY	**$130.00**	$959,000
					Street Construction Cost Subtotal:	**$4,176,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$251,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$209,000
Drainage	Bridge Width	**30%**	$1,253,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$251,000
Signs & Pavement Markings		**5%**	$209,000
Traffic Control		**3%**	$125,000
Street Lighting		**6%**	$251,000
Landscaping and Placemaking		**4%**	$167,000
		Construction Allowances Subtotal:	**$2,714,000**
		Street & ROW Construction Allowances Subtotal:	**$6,890,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,240,000
Construction Administration & Management		8%	$551,000
Contingency		25%	$1,722,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$3,514,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$4,176,000
ROW Construction Items		$2,714,000
Capital Improvement Costs		$3,514,000
	Impact Fee Project Cost TOTAL:	**$10,404,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-17

Project Information: **Template: 6D**

Name: **E PECAN ST**

Limits: **SH 130 NBFR to Weiss Ln**

Service Area:	**C**
Exist. Pavement Status:	**3U**
Prop. Classification:	**6D**
Length (FT):	**4,579**
Roadbed Width (FT):	**35.5**
Roadbeds (divided #):	**2**
Area (SY):	36,127
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

THE COST FOR THIS PROJECT WAS TAKEN FROM PRELIMINARY DESIGN INPUT.

Impact Fee Project Cost

Impact Fee Project Cost TOTAL: **$33,235,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-18

Project Information: **Template:** 4D

Name: **MELBER LN**

Limits: **Cameron Rd to Cameron Rd**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**2,270**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	11,853
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	11,937	CY	**$30.00**	$358,000
	Earthwork/TopSoil	**6**	2,816	CY	**$30.00**	$84,000
	Subgrade Stabilization	**18**	5,580	CY	**$45.00**	$251,000
	Concrete C&G		9,079	LF	**$30.00**	$272,000
	Concrete Bicycle Facility		23,832	SF	**$12.00**	$286,000
	Concrete Sidewalks		34,046	SF	**$12.00**	$409,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	3,447	Ton	**$460.00**	$1,585,000
	Flexible Roadway Base	**18**	7,440	CY	**$130.00**	$967,000
					Street Construction Cost Subtotal:	**$4,213,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$253,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$211,000
Drainage	Bridge Width	**30%**	$1,264,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$253,000
Signs & Pavement Markings		**5%**	$211,000
Traffic Control		**3%**	$126,000
Street Lighting		**6%**	$253,000
Landscaping and Placemaking		**4%**	$169,000
		Construction Allowances Subtotal:	**$2,739,000**
		Street & ROW Construction Allowances Subtotal:	**$6,952,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,251,000
Construction Administration & Management		8%	$556,000
Contingency		25%	$1,738,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$3,545,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$4,213,000
ROW Construction Items		$2,739,000
Capital Improvement Costs		$3,545,000
	Impact Fee Project Cost TOTAL:	**$10,497,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-19

Project Information: **Template:** 4D

Name: **CAMERON RD**

Limits: **SH 130 to Weiss Ln**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**4,733**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	24,715
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	24,891	CY	**$30.00**	$747,000
	Earthwork/TopSoil	**6**	5,872	CY	**$30.00**	$176,000
	Subgrade Stabilization	**18**	11,635	CY	**$45.00**	$524,000
	Concrete C&G		18,931	LF	**$30.00**	$568,000
	Concrete Bicycle Facility		49,694	SF	**$12.00**	$596,000
	Concrete Sidewalks		70,991	SF	**$12.00**	$852,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	7,187	Ton	**$460.00**	$3,306,000
	Flexible Roadway Base	**18**	15,513	CY	**$130.00**	$2,017,000
					Street Construction Cost Subtotal:	**$8,785,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$527,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$439,000
Drainage	Bridge Width	**30%**	$2,636,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$527,000
Signs & Pavement Markings		**5%**	$439,000
Traffic Control		**3%**	$264,000
Street Lighting		**6%**	$527,000
Landscaping and Placemaking		**4%**	$351,000
		Construction Allowances Subtotal:	**$5,710,000**
		Street & ROW Construction Allowances Subtotal:	**$14,496,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$2,609,000
Construction Administration & Management		8%	$1,160,000
Contingency		25%	$3,624,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$7,393,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$8,785,000
ROW Construction Items		$5,710,000
Capital Improvement Costs		$7,393,000
	Impact Fee Project Cost TOTAL:	**$10,944,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-20

Project Information: **Template:** 6D

Name: **CAMERON RD**

Limits: **E Pecan St to 230 ft' north of SH 130**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**6D**
Length (FT):	**2,960**
Roadbed Width (FT):	**35.5**
Roadbeds (divided #):	**2**
Area (SY):	23,351
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	20,829	CY	**$30.00**	$625,000
	Earthwork/TopSoil	**6**	3,673	CY	**$30.00**	$110,000
	Subgrade Stabilization	**18**	10,237	CY	**$45.00**	$461,000
	Concrete C&G		11,840	LF	**$30.00**	$355,000
	Concrete Bicycle Facility		31,080	SF	**$12.00**	$373,000
	Concrete Sidewalks		44,399	SF	**$12.00**	$533,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	7,126	Ton	**$460.00**	$3,278,000
	Flexible Roadway Base	**18**	13,649	CY	**$130.00**	$1,774,000
					Street Construction Cost Subtotal:	**$7,509,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**7%**	$526,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$375,000
Drainage	Bridge Width	**30%**	$2,253,000
Special Drainage	104		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$451,000
Signs & Pavement Markings		**5%**	$375,000
Traffic Control		**4%**	$300,000
Street Lighting		**6%**	$451,000
Landscaping and Placemaking		**4%**	$300,000
		Construction Allowances Subtotal:	**$5,031,000**

Street & ROW Construction Allowances Subtotal:	**$12,540,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$2,257,000
Construction Administration & Management		8%	$1,003,000
Contingency		25%	$3,135,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$6,395,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$7,509,000
ROW Construction Items		$5,031,000
Capital Improvement Costs		$6,395,000
	Impact Fee Project Cost TOTAL:	**$12,623,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-21

Project Information: **Template:** 4D

Name: **CAMERON RD**

Limits: **Undeveloped**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**1,804**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	9,421
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	9,488	CY	**$30.00**	$285,000
	Earthwork/TopSoil	**6**	2,238	CY	**$30.00**	$67,000
	Subgrade Stabilization	**18**	4,435	CY	**$45.00**	$200,000
	Concrete C&G		7,216	LF	**$30.00**	$216,000
	Concrete Bicycle Facility		18,943	SF	**$12.00**	$227,000
	Concrete Sidewalks		27,061	SF	**$12.00**	$325,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	2,740	Ton	**$460.00**	$1,260,000
	Flexible Roadway Base	**18**	5,913	CY	**$130.00**	$769,000
					Street Construction Cost Subtotal:	**$3,349,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$201,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$167,000
Drainage	Bridge Width	**30%**	$1,005,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$201,000
Signs & Pavement Markings		**5%**	$167,000
Traffic Control		**3%**	$100,000
Street Lighting		**6%**	$201,000
Landscaping and Placemaking		**4%**	$134,000
		Construction Allowances Subtotal:	**$2,177,000**

Street & ROW Construction Allowances Subtotal:	**$5,526,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$995,000
Construction Administration & Management		8%	$442,000
Contingency		25%	$1,381,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$2,818,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$3,349,000
ROW Construction Items		$2,177,000
Capital Improvement Costs		$2,818,000
	Impact Fee Project Cost TOTAL:	**$4,172,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-22

Project Information: **Template:** 4D

Name: **GREGG LN**

Limits: **1575 ft east of Fuchs Grove Rd to 3400 ft east of Fuc**

0

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**3,269**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	17,072
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	17,193	CY	**$30.00**	$516,000
	Earthwork/TopSoil	**6**	4,056	CY	**$30.00**	$122,000
	Subgrade Stabilization	**18**	8,037	CY	**$45.00**	$362,000
	Concrete C&G		13,077	LF	**$30.00**	$392,000
	Concrete Bicycle Facility		34,326	SF	**$12.00**	$412,000
	Concrete Sidewalks		49,037	SF	**$12.00**	$588,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	4,964	Ton	**$460.00**	$2,284,000
	Flexible Roadway Base	**18**	10,716	CY	**$130.00**	$1,393,000
					Street Construction Cost Subtotal:	**$6,068,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$364,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$303,000
Drainage	Bridge Width	**30%**	$1,821,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$364,000
Signs & Pavement Markings		**5%**	$303,000
Traffic Control		**3%**	$182,000
Street Lighting		**6%**	$364,000
Landscaping and Placemaking		**4%**	$243,000
		Construction Allowances Subtotal:	**$3,944,000**
		Street & ROW Construction Allowances Subtotal:	**$10,013,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$1,802,000
Construction Administration & Management		8%	$801,000
Contingency		25%	$2,503,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$5,107,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$6,068,000
ROW Construction Items		$3,944,000
Capital Improvement Costs		$5,107,000
	Impact Fee Project Cost TOTAL:	**$7,560,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-23

Project Information: **Template:** 4D

Name: **FUCHS GROVE RD**

Limits: **At Fuchs Grove roadway bends**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**1,060**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	5,537
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	5,577	CY	**$30.00**	$167,000
	Earthwork/TopSoil	**6**	1,316	CY	**$30.00**	$39,000
	Subgrade Stabilization	**18**	2,607	CY	**$45.00**	$117,000
	Concrete C&G		4,241	LF	**$30.00**	$127,000
	Concrete Bicycle Facility		11,133	SF	**$12.00**	$134,000
	Concrete Sidewalks		15,905	SF	**$12.00**	$191,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,610	Ton	**$460.00**	$741,000
	Flexible Roadway Base	**18**	3,475	CY	**$130.00**	$452,000
					Street Construction Cost Subtotal:	**$1,968,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$118,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$98,000
Drainage	Bridge Width	**30%**	$590,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$118,000
Signs & Pavement Markings		**5%**	$98,000
Traffic Control		**3%**	$59,000
Street Lighting		**6%**	$118,000
Landscaping and Placemaking		**4%**	$79,000
		Construction Allowances Subtotal:	**$1,279,000**
		Street & ROW Construction Allowances Subtotal:	**$3,248,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$585,000
Construction Administration & Management		8%	$260,000
Contingency		25%	$812,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,656,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,968,000
ROW Construction Items		$1,279,000
Capital Improvement Costs		$1,656,000
	Impact Fee Project Cost TOTAL:	**$2,452,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-24

Project Information: **Template:** 4D

Name: **ENGLEMANN LN**

Limits: **500 ft south of Melber Ln to 1620 ft south of Melber L**

0

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**1,209**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	6,311
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	6,356	CY	**$30.00**	$191,000
	Earthwork/TopSoil	**6**	1,499	CY	**$30.00**	$45,000
	Subgrade Stabilization	**18**	2,971	CY	**$45.00**	$134,000
	Concrete C&G		4,834	LF	**$30.00**	$145,000
	Concrete Bicycle Facility		12,690	SF	**$12.00**	$152,000
	Concrete Sidewalks		18,128	SF	**$12.00**	$218,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,835	Ton	**$460.00**	$844,000
	Flexible Roadway Base	**18**	3,961	CY	**$130.00**	$515,000
					Street Construction Cost Subtotal:	**$2,243,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$135,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$112,000
Drainage	Bridge Width	**30%**	$673,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$135,000
Signs & Pavement Markings		**5%**	$112,000
Traffic Control		**3%**	$67,000
Street Lighting		**6%**	$135,000
Landscaping and Placemaking		**4%**	$90,000
		Construction Allowances Subtotal:	**$1,458,000**
		Street & ROW Construction Allowances Subtotal:	**$3,702,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$666,000
Construction Administration & Management		8%	$296,000
Contingency		25%	$925,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,888,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,243,000
ROW Construction Items		$1,458,000
Capital Improvement Costs		$1,888,000
	Impact Fee Project Cost TOTAL:	**$2,795,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-25

Project Information: **Template:** 4D

Name: **MELBER LN**

Limits: **Cele Rd to 4375 ft north of Cele Rd**

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**4,411**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	23,037
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

0

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	23,200	CY	**$30.00**	$696,000
	Earthwork/TopSoil	**6**	5,473	CY	**$30.00**	$164,000
	Subgrade Stabilization	**18**	10,844	CY	**$45.00**	$488,000
	Concrete C&G		17,645	LF	**$30.00**	$529,000
	Concrete Bicycle Facility		46,319	SF	**$12.00**	$556,000
	Concrete Sidewalks		66,170	SF	**$12.00**	$794,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	6,699	Ton	**$460.00**	$3,081,000
	Flexible Roadway Base	**18**	14,459	CY	**$130.00**	$1,880,000
					Street Construction Cost Subtotal:	**$8,189,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$491,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$409,000
Drainage	Bridge Width	**30%**	$2,457,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$491,000
Signs & Pavement Markings		**5%**	$409,000
Traffic Control		**3%**	$246,000
Street Lighting		**6%**	$491,000
Landscaping and Placemaking		**4%**	$328,000
		Construction Allowances Subtotal:	**$5,323,000**
		Street & ROW Construction Allowances Subtotal:	**$13,511,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$2,432,000
Construction Administration & Management		8%	$1,081,000
Contingency		25%	$3,378,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$6,891,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$8,189,000
ROW Construction Items		$5,323,000
Capital Improvement Costs		$6,891,000
	Impact Fee Project Cost TOTAL:	**$10,201,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-26

Project Information: **Template:** 4D

Name: **UNNAMED**

Limits: **Pleasanton Pkwy to 800 ft north of Pleasanton Pkwy**

0

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**4D**
Length (FT):	**782**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	4,086
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	4,115	CY	**$30.00**	$123,000
	Earthwork/TopSoil	**6**	971	CY	**$30.00**	$29,000
	Subgrade Stabilization	**18**	1,924	CY	**$45.00**	$87,000
	Concrete C&G		3,130	LF	**$30.00**	$94,000
	Concrete Bicycle Facility		8,216	SF	**$12.00**	$99,000
	Concrete Sidewalks		11,737	SF	**$12.00**	$141,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,188	Ton	**$460.00**	$547,000
	Flexible Roadway Base	**18**	2,565	CY	**$130.00**	$333,000
					Street Construction Cost Subtotal:	**$1,453,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$87,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$73,000
Drainage	Bridge Width	**30%**	$436,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$87,000
Signs & Pavement Markings		**5%**	$73,000
Traffic Control		**3%**	$44,000
Street Lighting		**6%**	$87,000
Landscaping and Placemaking		**4%**	$58,000
		Construction Allowances Subtotal:	**$944,000**
		Street & ROW Construction Allowances Subtotal:	**$2,397,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$431,000
Construction Administration & Management		8%	$192,000
Contingency		25%	$599,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,222,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,453,000
ROW Construction Items		$944,000
Capital Improvement Costs		$1,222,000
	Impact Fee Project Cost TOTAL:	**$3,619,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-27

Project Information: **Template:** 2D

Name: **UNNAMED**

Limits: **South of Melber Lane, West of Englemann Ln**

0

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**1,166**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	2,849
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	2,068	CY	**$30.00**	$62,000
	Earthwork/TopSoil	**6**	1,122	CY	**$30.00**	$34,000
	Subgrade Stabilization	**12**	1,101	CY	**$45.00**	$50,000
	Concrete C&G		4,662	LF	**$30.00**	$140,000
	Concrete Bicycle Facility		12,238	SF	**$12.00**	$147,000
	Concrete Sidewalks		10,490	SF	**$12.00**	$126,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	288	Ton	**$460.00**	$132,000
	Flexible Roadway Base	**10**	1,223	CY	**$130.00**	$159,000
			Street Construction Cost Subtotal:			**$849,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$51,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$42,000
Drainage	Bridge Width	**30%**	$255,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$51,000
Signs & Pavement Markings		**5%**	$42,000
Traffic Control		**3%**	$25,000
Street Lighting		**6%**	$51,000
Landscaping and Placemaking		**4%**	$34,000
		Construction Allowances Subtotal:	**$552,000**
		Street & ROW Construction Allowances Subtotal:	**$1,401,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$252,000
Construction Administration & Management		8%	$112,000
Contingency		25%	$350,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$715,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$849,000
ROW Construction Items		$552,000
Capital Improvement Costs		$715,000
	Impact Fee Project Cost TOTAL:	**$2,116,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-28

Project Information: **Template:** 4D

Name: **HODDE LN**

Limits: **750 ft south of Mott Elementary to 450 ft north of Mo**

0

Service Area:	**C**
Exist. Pavement Status:	**2U**
Prop. Classification:	**4D**
Length (FT):	**1,269**
Roadbed Width (FT):	**23.5**
Roadbeds (divided #):	**2**
Area (SY):	6,625
Pedestrian Zone (FT):	**17**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**15**
Sidewalk Width (FT):	**10**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	24.0	6,672	CY	**$30.00**	$200,000
	Earthwork/TopSoil	**6**	1,574	CY	**$30.00**	$47,000
	Subgrade Stabilization	**18**	3,119	CY	**$45.00**	$140,000
	Concrete C&G		5,075	LF	**$30.00**	$152,000
	Concrete Bicycle Facility		13,321	SF	**$12.00**	$160,000
	Concrete Sidewalks		19,030	SF	**$12.00**	$228,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**6**	1,927	Ton	**$460.00**	$886,000
	Flexible Roadway Base	**18**	4,158	CY	**$130.00**	$541,000
					Street Construction Cost Subtotal:	**$2,355,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$141,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$118,000
Drainage	Bridge Width	**30%**	$706,000
Special Drainage	80		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$141,000
Signs & Pavement Markings		**5%**	$118,000
Traffic Control		**3%**	$71,000
Street Lighting		**6%**	$141,000
Landscaping and Placemaking		**4%**	$94,000
		Construction Allowances Subtotal:	**$1,531,000**
		Street & ROW Construction Allowances Subtotal:	**$3,886,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$699,000
Construction Administration & Management		8%	$311,000
Contingency		25%	$971,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,982,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$2,355,000
ROW Construction Items		$1,531,000
Capital Improvement Costs		$1,982,000
	Impact Fee Project Cost TOTAL:	**$2,934,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-29

Project Information: **Template:** **2D**

Name: **UNNAMED**

Limits: **Undeveloped**

0

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**2,033**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	4,968
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	3,607	CY	**$30.00**	$108,000
	Earthwork/TopSoil	**6**	1,957	CY	**$30.00**	$59,000
	Subgrade Stabilization	**12**	1,920	CY	**$45.00**	$86,000
	Concrete C&G		8,130	LF	**$30.00**	$244,000
	Concrete Bicycle Facility		21,342	SF	**$12.00**	$256,000
	Concrete Sidewalks		18,293	SF	**$12.00**	$220,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	502	Ton	**$460.00**	$231,000
	Flexible Roadway Base	**10**	2,133	CY	**$130.00**	$277,000
					Street Construction Cost Subtotal:	**$1,481,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$89,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$74,000
Drainage	Bridge Width	**30%**	$444,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$89,000
Signs & Pavement Markings		**5%**	$74,000
Traffic Control		**3%**	$44,000
Street Lighting		**6%**	$89,000
Landscaping and Placemaking		**4%**	$59,000
		Construction Allowances Subtotal:	**$963,000**
		Street & ROW Construction Allowances Subtotal:	**$2,444,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$440,000
Construction Administration & Management		8%	$195,000
Contingency		25%	$611,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,246,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,481,000
ROW Construction Items		$963,000
Capital Improvement Costs		$1,246,000
	Impact Fee Project Cost TOTAL:	**$3,690,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-30

Project Information: **Template:** 2D

Name: **UNNAMED**

Limits: **Undeveloped**

0

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**2,501**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	6,114
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	4,439	CY	**$30.00**	$133,000
	Earthwork/TopSoil	**6**	2,408	CY	**$30.00**	$72,000
	Subgrade Stabilization	**12**	2,362	CY	**$45.00**	$106,000
	Concrete C&G		10,004	LF	**$30.00**	$300,000
	Concrete Bicycle Facility		26,261	SF	**$12.00**	$315,000
	Concrete Sidewalks		22,510	SF	**$12.00**	$270,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	618	Ton	**$460.00**	$284,000
	Flexible Roadway Base	**10**	2,625	CY	**$130.00**	$341,000
					Street Construction Cost Subtotal:	**$1,822,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$109,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$91,000
Drainage	Bridge Width	**30%**	$547,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$109,000
Signs & Pavement Markings		**5%**	$91,000
Traffic Control		**3%**	$55,000
Street Lighting		**6%**	$109,000
Landscaping and Placemaking		**4%**	$73,000
		Construction Allowances Subtotal:	**$1,185,000**
		Street & ROW Construction Allowances Subtotal:	**$3,007,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$541,000
Construction Administration & Management		8%	$241,000
Contingency		25%	$752,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$1,534,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,822,000
ROW Construction Items		$1,185,000
Capital Improvement Costs		$1,534,000
	Impact Fee Project Cost TOTAL:	**$4,540,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-31

Project Information: **Template:** 2D

Name: **UNNAMED**

Limits: **Undeveloped**

0

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**965**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	2,360
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	1,713	CY	**$30.00**	$51,000
	Earthwork/TopSoil	**6**	930	CY	**$30.00**	$28,000
	Subgrade Stabilization	**12**	912	CY	**$45.00**	$41,000
	Concrete C&G		3,862	LF	**$30.00**	$116,000
	Concrete Bicycle Facility		10,138	SF	**$12.00**	$122,000
	Concrete Sidewalks		8,689	SF	**$12.00**	$104,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	238	Ton	**$460.00**	$110,000
	Flexible Roadway Base	**10**	1,013	CY	**$130.00**	$132,000
					Street Construction Cost Subtotal:	**$703,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$42,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$35,000
Drainage	Bridge Width	**30%**	$211,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$42,000
Signs & Pavement Markings		**5%**	$35,000
Traffic Control		**3%**	$21,000
Street Lighting		**6%**	$42,000
Landscaping and Placemaking		**4%**	$28,000
		Construction Allowances Subtotal:	**$457,000**
		Street & ROW Construction Allowances Subtotal:	**$1,161,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$209,000
Construction Administration & Management		8%	$93,000
Contingency		25%	$290,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$592,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$703,000
ROW Construction Items		$457,000
Capital Improvement Costs		$592,000
	Impact Fee Project Cost TOTAL:	**$1,753,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

City of Pflugerville

10/31/2025

2025 Street Impact Fee

Conceptual Level Project Cost Projection

Project Number: C-32

Project Information: **Template:** 2D

Name: **UNNAMED**

Limits: **Undeveloped**

0

Service Area:	**C**
Exist. Pavement Status:	**New Road**
Prop. Classification:	**2D**
Length (FT):	**1,389**
Roadbed Width (FT):	**11.0**
Roadbeds (divided #):	**2**
Area (SY):	3,395
Pedestrian Zone (FT):	**11**
Bicycle Facility (FT)	**7**
Buffer Zone (FT)	**2**
Width of Median (FT):	**12**
Sidewalk Width (FT):	**6**
Bicycle Lanes and Sidewalks (#):	**1.5**

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12.5	2,465	CY	**$30.00**	$74,000
	Earthwork/TopSoil	**6**	1,337	CY	**$30.00**	$40,000
	Subgrade Stabilization	**12**	1,312	CY	**$45.00**	$59,000
	Concrete C&G		5,555	LF	**$30.00**	$167,000
	Concrete Bicycle Facility		14,582	SF	**$12.00**	$175,000
	Concrete Sidewalks		12,499	SF	**$12.00**	$150,000
	Concrete Pavement	**0**	0	CY	**$465.00**	0
	HMAC Surface Courses	**2.5**	343	Ton	**$460.00**	$158,000
	Flexible Roadway Base	**10**	1,457	CY	**$130.00**	$189,000
					Street Construction Cost Subtotal:	**$1,012,000**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		**6%**	$61,000
ROW Prep / Administration, Risk, and Miscellaneous		**0%**	0
Utilities		**5%**	$51,000
Drainage	Bridge Width	**30%**	$304,000
Special Drainage	49		
Other Major Items			
ADA Ramps & Accessibility Requirements		**6%**	$61,000
Signs & Pavement Markings		**5%**	$51,000
Traffic Control		**3%**	$30,000
Street Lighting		**6%**	$61,000
Landscaping and Placemaking		**4%**	$40,000
		Construction Allowances Subtotal:	**$658,000**
		Street & ROW Construction Allowances Subtotal:	**$1,670,000**

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering Services / Surveying / Geotechnical		18%	$301,000
Construction Administration & Management		8%	$134,000
Contingency		25%	$417,000
ROW / Easement Acquisition		0%	0
		CIP Allowances Subtotal:	**$852,000**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$1,012,000
ROW Construction Items		$658,000
Capital Improvement Costs		$852,000
	Impact Fee Project Cost TOTAL:	**$2,521,000**

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 Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

Appendix B – Roadway Impact Fee CIP Service Units of Supply

City of Pflugerville - 2025 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area A

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Lanes	Peak Hour Volume	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	Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
SAA	A-1	4D	KENNY FORT BLVD	Kenny Fort Blvd to SH 45 EBFR	0.11	4	New	760	164	0	164	$2,643,000	50%	$1,322,000
	A-2	3U One Way	SH 45 FRONTAGE ROADS	Connecting SH 45 FRs between Kenny Fort Blvd and Heatherwilde Blvd	1.01	3	New	660	2,002	0	2,002	$22,346,000	100%	$22,346,000
	A-3	4D	UNNAMED	Heatherwilde Blvd to Rowe Ln Extension	1.08	4	New	760	3,291	0	3,291	$26,439,000	100%	$26,439,000
	A-4	4D	ROWE LN	SH 130 SBFR to 1500 ft north of SH 45 WBFR	0.34	4	New	760	1,048	0	1,048	$8,421,000	100%	$8,421,000
	A-6	3U	SCHULTZ LN	City Limits to 2500 ft north of Springbrook Rd	0.48	3	721	660	479	174	305	$1,683,000	50%	$842,000
	A-8	3U	SCHULTZ LN	300 ft north of Springbrook Rd to 2500 ft north of Springbrook Rd	0.45	3	819	660	881	365	516	$1,549,000	100%	$1,549,000
	A-10	3U	PFLUGER FARM LN	SH 45 EBFR to Town Center Dr	0.29	3	New	660	575	0	575	$4,473,000	100%	$4,473,000
	A-13	3U	TERRELL LN	865 ft south of Town Center Dr to Pfluger Farm Ln	0.68	3	New	660	1,351	0	1,351	$15,418,000	100%	$15,418,000
	A-14	6D	FM 685	SH 130 SBFR to E Pflugerville Pkwy	0.77	6	3,085	840	3,860	2,363	1,497	$9,477,000	100%	$9,477,000
	A-15	4D	ROWE LN	Rowe Ln at SH 130	0.08	4	New	760	232	0	232	$1,864,000	100%	$1,864,000
	A-16	2D	LIMESTONE COMMERCIAL DR	Limestone Commercial to Pfluger Farm Ln	0.26	2	New	480	251	0	251	$4,587,000	100%	$4,587,000
	Project #:	Intersection Improvements:	Location:	Status:								Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
	AI-1		HEATHERWILDE BLVD/CHEYENNE VALLEY DR	SIGNAL								$698,000	100%	$698,000
	AI-2		HEATHERWILDE BLVD/ROWE LN (FUTURE)	SIGNAL								$698,000	100%	$698,000
	AI-3; CI-2		FM 685 NBFR/SBFR/ROWE LN	OVERPASS & TURN LANE								$16,803,000	50%	$8,402,000
	AI-4		HEATHERWILDE BLVD/NEW MEISTER LN	SIGNAL								$698,000	100%	$698,000
	AI-5		E OF HEATHERWILDE/SH 45 WBFR	NEW RAMP								$7,510,000	100%	$7,510,000
	AI-6		E OF HEATHERWILDE/SH 45 EBFR	NEW RAMP								$7,510,000	100%	$7,510,000
	AI-7; CI-4		FM 685 NBFR/SBFR/KELLY LN	INNOVATIVE & TURN LANE								$4,276,000	50%	$2,138,000
	AI-8		PFLUGER FARM LN/TOWN CENTER DR	ROUNDABOUT								$3,135,000	100%	$3,135,000
	AI-9; BI-1		PFLUGER FARM LN/E PFLUGERVILLE PKWY	SIGNAL								$823,000	50%	$412,000
	AI-10; BI-2		FM 685/E PFLUGERVILLE PKWY	INNOVATIVE								$3,760,000	50%	$1,880,000
	AI-11; CI-7		FM 685 NBFR/SBFR/COPPER MINE DR	INNOVATIVE & TURN LANE								$4,276,000	50%	$2,138,000
	AI-12		SH 130 SBFR/S OF FM 685	RAMP REVERSAL								$7,510,000	100%	$7,510,000
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE								$526,000	33%	$174,000
	AI-14		AW GRIMES BLVD/SCHULTZ LN	SIGNAL								$698,000	100%	$698,000
	AI-21		FM 685/TOWN CENTER DR	TURN LANE								$385,000	100%	$385,000
	AI-22		ROWE LN EXTENSION/NEW ROAD	INTERSECTION IMPROVEMENT								$3,135,000	100%	$3,135,000
	AI-24; CI-19		SH 130/NEW ROAD	SIGNAL								$823,000	50%	$412,000
													Service Area Roadway Project Cost Subtotal:	$96,738,000
													Service Area Intersection Project Cost Subtotal:	$47,533,000
													2025 Transportation Impact Fee Study Cost Per Service Area	$37,000
													TOTAL SERVICE AREA COST:	$144,308,000

1. Veh-Mi Supply Pk-Hr Total = [Length (mi)] * [Exist Lanes] * [Veh-Mi Capacity Pk-Hr Per Ln] * [% in Service Area]
2. Veh-Mi Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% in Service Area]
3. Excess Capacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk-Hr Total] - [Veh-Mi Demand Pk-Hr Total]

City of Pflugerville - 2025 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area B

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Lanes	Peak Hour Volume	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	Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
SA B	B-1	3U	PICADILLY DR	City Limits to Central Commerce Blvd	0.49	3	451	660	487	111	376	$1,711,000	50%	$856,000
	B-2	3U	CENTRAL COMMERCE DR	Picadilly Dr to Royston Ln	0.39	3	406	660	386	79	307	$1,356,000	50%	$678,000
	B-3	3U	ROYSTON LN	Central Commerce Dr to Grand Avenue Pkwy	0.60	3	157	660	1,194	95	1,099	$2,099,000	100%	$2,099,000
	B-5	6D	FM 685	E Pfluerville Pkwy to 1615 ft north of E Pecan St	1.20	6	3,363	840	6,066	4,048	2,018	$6,776,000	100%	$6,776,000
	B-6	3U	OLD AUSTIN-HUTTO RD	E Pflugerville Pkwy to Old Austin-Hutto Rd	0.78	3	New	660	1,538	0	1,538	$11,683,000	100%	$11,683,000
	B-7	4D	E PFENNIG LN	505' E of FM 685 to 2000' N of E Pecan St	1.05	4	New	760	3,188	0	3,188	$26,919,000	100%	$26,919,000
	B-8	6D	FM 685	1615 ft north of E Pecan St to E Pecan St	0.31	6	3,310	840	1,540	1,012	528	$1,720,000	100%	$1,720,000
	B-10	3U	IMMANUEL RD	E Pecan St to E Wells Branch Pkwy	1.07	3	776	660	2,119	830	1,289	$4,454,000	100%	$4,454,000
	B-14	2D	IMPACT WAY	E Pecan St to Future Roadway	0.76	2	New	480	730	0	730	$7,291,000	100%	$7,291,000
	B-15	2D	PFLUGER FARM LN	E Pflugerville Pkwy to W Pfennig Ln	0.14	2	New	480	132	0	132	$1,314,000	100%	$1,314,000
	B-16	3U	MAIN ST	Railroad Ave to FM 685	0.41	3	New	660	816	0	816	$8,822,000	100%	$8,822,000
	Project #:	Intersection Improvements:	Location:	Status:								Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
	AI-9; BI-1		PFLUGER FARM LN/E PFLUGERVILLE PKWY	SIGNAL								$823,000	50%	$412,000
	AI-10; BI-2		FM 685/E PFLUGERVILLE PKWY	INNOVATIVE								$3,760,000	50%	$1,880,000
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE								$526,000	33%	$174,000
	BI-4		CENTRAL COMMERCE DR/PICADILLY DR	TURN LANE								$385,000	100%	$385,000
	BI-5		GRAND AVENUE PKWY/W BLACK LOCUS DR	SIGNAL								$698,000	100%	$698,000
	BI-6		HEATHERWILDE BLVD/W BLACK LOCUST DR	SIGNAL								$823,000	100%	$823,000
	BI-7		E BLACK LOCUST DR/W PFENNIG LN	ROUNDABOUT								$3,135,000	100%	$3,135,000
	BI-8		OLD AUSTIN-HUTTO RD/E PFENNIG LN	ROUNDABOUT								$3,135,000	100%	$3,135,000
	BI-9		HEATHERWILDE BLVD/W PFENNIG LN	SIGNAL & TURN LANE								$1,338,000	100%	$1,338,000
	BI-10		OLD AUSTIN-HUTTO RD EXT/OLD AUSTIN-HUTTO RD	ROUNDABOUT								$3,135,000	100%	$3,135,000
	BI-11		EDGEMERE DR/GRAND AVENUE PKWY	TURN LANE								$385,000	100%	$385,000
	BI-12		HEATHERWILDE BLVD/W PECAN ST	INNOVATIVE								$3,760,000	100%	$3,760,000
	BI-13		FM 685/E PECAN ST	INNOVATIVE & TURN LANE								$4,276,000	100%	$4,276,000
	BI-14		E PFENNIG LN/E PECAN ST	SIGNAL								$823,000	100%	$823,000
	BI-16; CI-15		SH 130 EBFR/WBFR/E PECAN ST	OVERPASS								$16,287,000	50%	$8,144,000
	BI-17		IMMANUEL RD/E WELLS BRANCH PKWY	SIGNAL								$823,000	100%	$823,000
	BI-18		E WELLS BRANCH PKWY/E PFENNIG LN	SIGNAL								$698,000	100%	$698,000
	BI-19		FM 685/OLD AUSTIN-HUTTO RD	TURN LANE								$526,000	100%	$526,000
	BI-20		DESSAU RD/E WELLS BRANCH PKWY	TURN LANE								$526,000	100%	$526,000
	BI-21		RAILROAD AVE/MAIN ST	SIGNAL								$823,000	100%	$823,000
	BI-22		S HEATHERWILDE BLVD/W OLYMPIC DR	SIGNAL								$698,000	100%	$698,000
	BI-24		N/S RAILROAD AVE/W/E PECAN ST	ROUNDABOUT								$3,135,000	100%	$3,135,000
											Service Area Roadway Project Cost Subtotal:			$72,612,000
											Service Area Intersection Project Cost Subtotal:			$39,732,000
											2025 Transportation Impact Fee Study Cost Per Service Area			$37,000
											TOTAL SERVICE AREA COST:			$112,381,000

1. Veh-Mi Supply Pk-Hr Total = [Length (mi)] * [Exist Lanes] * [Veh-Mi Capacity Pk-Hr Per Ln] * [% in Service Area]
2. Veh-Mi Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% In Service Area]
3. Excess Capacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk-Hr Total] - [Veh-Mi Demand Pk-Hr Total]

City of Pflugerville - 2025 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area C

Service Area:	Project #:	Proposed Cross-Section:	Name:	Limits:	Length (mi)	Lanes	Peak Hour Volume	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	Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
SA C	C-1	4D	ROWE LN	SH 130 NBFR to 950 ft west of Commons Pkwy	0.05	4	New	760	160	0	160	$1,284,000	100%	$1,284,000
	C-4	4D	KELLY LN	Moorlynch Ave to 870 ft west of Weiss Ln	0.87	4	1,479	760	1,319	642	677	$11,632,000	50%	$5,816,000
	C-5	4D	CELE RD	Hodde Ln to 300 ft west of westernmost Cele Middle School Driveway	0.47	4	994	760	721	236	485	$9,372,000	50%	$4,686,000
	C-6	4D	CELE RD	590 ft east of Quebrada Dr to 200 ft west of Quebrada Dr	0.17	4	548	760	257	46	211	$2,066,000	50%	$1,033,000
	C-7	4D	CELE RD	Landmark Dr to 590' ft east of Quebrada Dr	0.22	4	440	760	668	97	571	$2,682,000	100%	$2,682,000
	C-8	4D	CELE RD	Melber Ln to Landmark Dr	0.19	4	442	760	295	43	252	$2,371,000	50%	$1,186,000
	C-9	4D	MELBER LN	Cameron Rd to Pleasanton Pkwy	0.81	4	New	760	2,477	0	2,477	$19,899,000	100%	$19,899,000
	C-13	4D	HIDDEN LAKE DR	City Limits to E Pflugerville Pkwy	0.49	4	New	760	1,475	0	1,475	$11,846,000	100%	$11,846,000
	C-14	4D	E PFLUGERVILLE PKWY	280 ft west of Colorado Sands Dr to Weiss Ln	1.62	4	777	760	4,916	1,256	3,660	$20,766,000	100%	$20,766,000
	C-15	4D	E PFLUGERVILLE PKWY	Weiss Ln to 2300 ft east of Weiss Ln	0.43	4	New	760	648	0	648	$10,404,000	50%	$5,202,000
	C-17	6D	E PECAN ST	SH 130 NBFR to Weiss Ln	0.87	6	1,429	840	4,371	1,239	3,132	$33,235,000	100%	$33,235,000
	C-18	4D	MELBER LN	Cameron Rd to Cameron Rd	0.43	4	New	760	653	0	653	$10,497,000	50%	$5,249,000
	C-19	4D	CAMERON RD	SH 130 to Weiss Ln	0.90	4	455	760	1,362	204	1,158	$10,944,000	50%	$5,472,000
	C-20	6D	CAMERON RD	E Pecan St to 230 ft' north of SH 130	0.56	6	684	840	1,413	192	1,221	$12,623,000	50%	$6,312,000
	C-21	4D	CAMERON RD	Undeveloped	0.34	4	0	760	519	0	519	$4,172,000	50%	$2,086,000
	C-22	4D	GREGG LN	1575 ft east of Fuchs Grove Rd to 3400 ft east of Fuchs Groves Rd	0.62	4	195	760	941	60	881	$7,560,000	50%	$3,780,000
	C-23	4D	FUCHS GROVE RD	At Fuchs Grove roadway bends	0.20	4	0	760	305	0	305	$2,452,000	50%	$1,226,000
	C-24	4D	ENGLEMANN LN	500 ft south of Melber Ln to 1620 ft south of Melber Ln	0.23	4	0	760	348	0	348	$2,795,000	50%	$1,398,000
	C-25	4D	MELBER LN	Cele Rd to 4375 ft north of Cele Rd	0.84	4	0	760	1,270	0	1,270	$10,201,000	50%	$5,101,000
	C-26	4D	UNNAMED	Pleasanton Pkwy to 800 ft north of Pleasanton Pkwy	0.15	4	New	760	450	0	450	$3,619,000	100%	$3,619,000
	C-27	2D	UNNAMED	South of Melber Lane, West of Englemann Ln	0.22	2	New	480	106	0	106	$2,116,000	50%	$1,058,000
	C-28	4D	HODDE LN	750 ft south of Mott Elementary to 450 ft north of Mott Elementary	0.24	4	720	760	365	86	279	$2,934,000	50%	$1,467,000
	C-29	2D	UNNAMED	Undeveloped	0.38	2	New	480	370	0	370	$3,690,000	100%	$3,690,000
	C-30	2D	UNNAMED	Undeveloped	0.47	2	New	480	227	0	227	$4,540,000	50%	$2,270,000
	C-31	2D	UNNAMED	Undeveloped	0.18	2	New	480	88	0	88	$1,753,000	50%	$877,000
	C-32	2D	UNNAMED	Undeveloped	0.26	2	New	480	126	0	126	$2,521,000	50%	$1,261,000
	Project #:		Location:	Status:								Impact Fee Project Cost	Percent in Service Area	Total Cost in Service Area
	CI-1	Intersection Improvements:	SH 130/CR 138	INNOVATIVE								$3,760,000	100%	$3,760,000
	AI-3; CI-2		FM 685 NBFR/SBFR/ROWE LN	OVERPASS & TURN LANE								$16,803,000	50%	$8,402,000
	CI-3		SPEIDEL DR/ROWE LN	SIGNAL								$698,000	100%	$698,000
	AI-7; CI-4		FM 685 NBFR/SBFR/KELLY LN	INNOVATIVE & TURN LANE								$4,276,000	50%	$2,138,000
	CI-5		JAKES HILL RD/KELLY LN	SIGNAL								$823,000	100%	$823,000
	CI-6		HODDE LN/CELE RD	INNOVATIVE								$3,760,000	100%	$3,760,000
	AI-11; CI-7		FM 685 NBFR/SBFR/COPPER MINE DR	INNOVATIVE & TURN LANE								$4,276,000	50%	$2,138,000
	CI-8		COPPER MINE DR/COLORADO SAND DR	SIGNAL								$698,000	100%	$698,000
	CI-9		SH 130 NBFR/S OF FM 685	RAMP REVERSAL								$7,510,000	100%	$7,510,000
	CI-10		COLORADO SAND DR/LONE STAR RANCH BLVD	ROUNDABOUT								$3,135,000	100%	$3,135,000
	CI-11		WEISS LN/HIDDEN LAKE CROSSING	SIGNAL & TURN LANE								$1,338,000	100%	$1,338,000
	AI-13; BI-3; CI-12		SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	TURN LANE								$526,000	33%	$174,000
	CI-13		HIDDEN LAKE DR/E PFLUGERVILLE PKWY	SIGNAL								$698,000	100%	$698,000
	CI-14		WEISS LN/PLEASANTON PKWY	SIGNAL								$823,000	100%	$823,000
	BI-16; CI-15		SH 130 EBFR/WBFR/E PECAN ST	OVERPASS								$16,287,000	50%	$8,144,000
	CI-16		DERBY DAY AVE/CR 138	SIGNAL								$823,000	100%	$823,000
	CI-17		BECKER FARM RD/E PFLUGERVILLE PKWY	SIGNAL								$698,000	100%	$698,000
	CI-18		COLORADO SAND DR/E PFLUGERVILLE PKWY	TURN LANE								$526,000	100%	$526,000
	AI-24; CI-19		SH 130//NEW ROAD	SIGNAL								$823,000	50%	$412,000
	CI-20		WEISS LN/E PECAN ST	SIGNAL								$823,000	100%	$823,000
													Service Area Roadway Project Cost Subtotal:	$152,501,000
													Service Area Intersection Project Cost Subtotal:	$47,521,000
													2025 Transportation Impact Fee Study Cost Per Service Area	$37,000
													TOTAL SERVICE AREA COST:	$200,059,000

1. Veh-Mi Supply Pk-Hr Total = [Length (mi)] * [Exist Lanes] * [Veh-Mi Capacity Pk-Hr Per Ln] * [% in Service Area]
2. Veh-Mi Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% In Service Area]
3. Excess Capacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk-Hr Total] - [Veh-Mi Demand Pk-Hr Total]

Appendix C – Plan for Awarding the Roadway Impact Fee Credit Summaries

SUMMARY OF TRANSPORTATION IMPACT FEE DETERMINATION

Service Area A Cost Summary

Recoverable Impact Fee CIP Costs	$	92,877,602	Per Kimley-Horn Impact Fee Report
Financing Costs		41,721,394	See Detail Below
Existing Fund Balance		-	Page 1 of Appendix D
Interest Earnings		(29,380,701)	Page 3 of Appendix D
Pre Credit Recoverable Cost for Impact Fee	$	105,218,295	Sum of Above
Credit for Ad Valorem Revenues		(12,012,224)	Page 6 of Appendix D
Maximum Recoverable Cost for Impact Fee	**$**	**93,206,071**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees. Reference is Service Area A column, per Kimley-Horn Max Fee Table in the Impact Fee Report.

Financing Costs:

Represents the interest costs associated with debt financing the new impact fee project costs. Interests costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	85,057,109	(Page 2 of Appendix D - Service Area A)
Existing Annual Debt Service		34,896,943	(Page 2 of Appendix D - Service Area A)
Principal Component		(78,232,658)	(Page 1 of Appendix D - Service Area A)
Financing Costs	$	41,721,394	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2025 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be encumbered or expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix D - Service Area A.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 3.35% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 3 of Appendix D - Service Area A.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the Impact Fee Statute was amended to include a credit for ad valorem and/or utility revenues generated by new service units during the ten-year timeframe that are used to fund impact fee eligible projects for which the new service units were charged an impact fee. The intent of this amendment is to avoid double-charging the new service units for impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 6 of Appendix D - Service Area A.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through impact fees.

SUMMARY OF TRANSPORTATION IMPACT FEE DETERMINATION

Service Area B Cost Summary

Recoverable Impact Fee CIP Costs	$	60,629,590	Per Kimley-Horn Impact Fee Report
Financing Costs		25,358,241	See Detail Below
Existing Fund Balance		-	Page 1 of Appendix D
Interest Earnings		(16,374,164)	Page 3 of Appendix D
Pre Credit Recoverable Cost for Impact Fee	$	69,613,667	Sum of Above
Credit for Ad Valorem Revenues		(10,059,556)	Page 6 of Appendix D
Maximum Recoverable Cost for Impact Fee	**$**	**59,554,112**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees. Reference is Service Area B column, per Kimley-Horn Max Fee Table in the Impact Fee Report.

Financing Costs:

Represents the interest costs associated with debt financing the new impact fee project costs. Interests costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	53,122,156	(Page 2 of Appendix D - Service Area B)
Existing Annual Debt Service		19,375,592	(Page 2 of Appendix D - Service Area B)
Principal Component		(47,139,506)	(Page 1 of Appendix D - Service Area B)
Financing Costs	$	25,358,241	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2025 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be encumbered or expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix D - Service Area B.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 3.35% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 3 of Appendix D - Service Area B.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the Impact Fee Statute was amended to include a credit for ad valorem and/or utility revenues generated by new service units during the ten-year timeframe that are used to fund impact fee eligible projects for which the new service units were charged an impact fee. The intent of this amendment is to avoid double-charging the new service units for impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 6 of Appendix D - Service Area B.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through impact fees.

SUMMARY OF TRANSPORTATION IMPACT FEE DETERMINATION

Service Area C Cost Summary

Recoverable Impact Fee CIP Costs	$	133,510,218	Per Kimley-Horn Impact Fee Report
Financing Costs		55,602,970	See Detail Below
Existing Fund Balance		-	Page 1 of Appendix D
Interest Earnings		(40,826,237)	Page 3 of Appendix D
Pre Credit Recoverable Cost for Impact Fee	$	148,286,951	Sum of Above
Credit for Ad Valorem Revenues		(15,322,530)	Page 6 of Appendix D
Maximum Recoverable Cost for Impact Fee	**$**	**132,964,421**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees. Reference is Service Area C column, per Kimley-Horn Max Fee Table in the Impact Fee Report.

Financing Costs:

Represents the interest costs associated with debt financing the new impact fee project costs. Interests costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	120,340,416	(Page 2 of Appendix D - Service Area C)
Existing Annual Debt Service		46,454,128	(Page 2 of Appendix D - Service Area C)
Principal Component		(111,191,573)	(Page 1 of Appendix D - Service Area C)
Financing Costs	$	55,602,970	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2025 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be encumbered or expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix D - Service Area C.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 3.35% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 3 of Appendix D - Service Area C.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the Impact Fee Statute was amended to include a credit for ad valorem and/or utility revenues generated by new service units during the ten-year timeframe that are used to fund impact fee eligible projects for which the new service units were charged an impact fee. The intent of this amendment is to avoid double-charging the new service units for impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 6 of Appendix D - Service Area C.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through impact fees.

Appendix D – Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Calculation Assumptions
Appendix D - Impact Fee Calculation
Service Area A

I. General Assumptions

Annual Interest Rate on Deposits [1]	3.35%
Annual Vehicle Mile Growth [2]	2,123
Existing Fund Balance [3]	$ -

Portion of Projects Funded by Existing Debt [4]	$ 22,911,785
Non-debt Funded Project Cost [5]	14,644,944
New Project Cost Funded Through New Debt [6]	55,320,873
Total Recoverable Project Cost [7]	$ 92,877,602

II. New Debt Issues Assumptions

Year	Principal [8]	Interest [9]	Term
1	$ 5,532,087	4.50%	20
2	5,532,087	4.50%	20
3	5,532,087	4.50%	20
4	5,532,087	4.50%	20
5	5,532,087	4.50%	20
6	5,532,087	4.50%	20
7	5,532,087	4.50%	20
8	5,532,087	4.50%	20
9	5,532,087	4.50%	20
10	5,532,087	4.50%	20
Total	$ 55,320,873		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [10]
1	$ 1,464,494
2	3,308,523
3	5,152,553
4	6,996,582
5	6,996,582
6	6,996,582
7	6,996,582
8	6,996,582
9	6,996,582
10	6,996,582
11	5,532,087
12	3,688,058
13	1,844,029
Total	$ 69,965,817

(1) Per discussions with City Staff
(2) Per Kimley-Horn Impact Fee Report
(3) Assumes all existing fund balances are already encumbered
(4) Per discussions with City Staff and City files
(5) This assumes 20% of new project costs funded through sources other than debt, unless specified otherwise
(6) This assumes 80% of new project costs funded through new debt issues, unless specified otherwise
(7) Per Kimley-Horn Impact Fee Report
(8) Assumes new debt will be issued in equal annual amounts
(9) Per discussions with City Staff
(10) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Pflugerville - 2025 Transportation Impact Fee Study

Debt Service and Expenses Summary
Appendix D - Impact Fee Calculation
Service Area A

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 425,286	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 425,286
2	425,286	425,286	-	-	-	-	-	-	-	-	850,571
3	425,286	425,286	425,286	-	-	-	-	-	-	-	1,275,857
4	425,286	425,286	425,286	425,286	-	-	-	-	-	-	1,701,142
5	425,286	425,286	425,286	425,286	425,286	-	-	-	-	-	2,126,428
6	425,286	425,286	425,286	425,286	425,286	425,286	-	-	-	-	2,551,713
7	425,286	425,286	425,286	425,286	425,286	425,286	425,286	-	-	-	2,976,999
8	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	-	-	3,402,284
9	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	-	3,827,570
10	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
11	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
12	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
13	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
14	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
15	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
16	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
17	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
18	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
19	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
20	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	4,252,855
21	-	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	3,827,570
22	-	-	425,286	425,286	425,286	425,286	425,286	425,286	425,286	425,286	3,402,284
23	-	-	-	425,286	425,286	425,286	425,286	425,286	425,286	425,286	2,976,999
24	-	-	-	-	425,286	425,286	425,286	425,286	425,286	425,286	2,551,713
25	-	-	-	-	-	425,286	425,286	425,286	425,286	425,286	2,126,428
26	-	-	-	-	-	-	425,286	425,286	425,286	425,286	1,701,142
27	-	-	-	-	-	-	-	425,286	425,286	425,286	1,275,857
28	-	-	-	-	-	-	-	-	425,286	425,286	850,571
29	-	-	-	-	-	-	-	-	-	425,286	425,286
	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 8,505,711	$ 85,057,109

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
Prior	$ -	$ -	$ -	$ 2,239,660	$ -	2,239,660
1	425,286	1,464,494	(5,532,087)	1,249,081	(27,331)	(2,420,557)
2	850,571	3,308,523	(5,532,087)	1,283,345	(66,088)	(155,736)
3	1,275,857	5,152,553	(5,532,087)	1,294,368	(113,570)	2,077,120
4	1,701,142	6,996,582	(5,532,087)	1,415,285	(175,058)	4,405,863
5	2,126,428	6,996,582	(5,532,087)	1,415,323	(237,623)	4,768,622
6	2,551,713	6,996,582	(5,532,087)	1,415,312	(305,783)	5,125,737
7	2,976,999	6,996,582	(5,532,087)	1,415,240	(378,849)	5,477,883
8	3,402,284	6,996,582	(5,532,087)	1,415,527	(456,282)	5,826,024
9	3,827,570	6,996,582	(5,532,087)	1,415,175	(537,495)	6,169,744
10	4,252,855	6,996,582	(5,532,087)	1,415,108	(622,158)	6,510,301
11	4,252,855	5,532,087	-	1,415,383	(622,188)	10,578,138
12	4,252,855	3,688,058	-	1,415,031	(622,149)	8,733,796
13	4,252,855	1,844,029	-	1,415,288	(622,177)	6,889,995
14	4,252,855	-	-	1,415,347	(622,184)	5,046,019
15	4,252,855	-	-	1,415,243	(622,172)	5,045,926
16	4,252,855	-	-	1,415,553	(622,206)	5,046,202
17	4,252,855	-	-	1,353,982	(615,448)	4,991,389
18	4,252,855	-	-	1,192,249	(597,695)	4,847,409
19	4,252,855	-	-	1,192,307	(597,701)	4,847,462
20	4,252,855	-	-	1,192,280	(597,698)	4,847,437
21	3,827,570	-	-	950,310	(524,455)	4,253,425
22	3,402,284	-	-	950,038	(477,743)	3,874,579
23	2,976,999	-	-	950,573	(431,119)	3,496,452
24	2,551,713	-	-	950,231	(384,399)	3,117,545
25	2,126,428	-	-	938,256	(336,402)	2,728,282
26	1,701,142	-	-	938,445	(289,741)	2,349,846
27	1,275,857	-	-	938,109	(243,021)	1,970,945
28	850,571	-	-	938,055	(196,333)	1,592,293
29	425,286	-	-	186,499	(67,154)	544,631
	$ 85,057,109	$ 69,965,817	$ (55,320,873)	$ 34,896,943	$ (12,012,224)	$ 122,586,772

(1) Appendix D - Service Area A, Section I above
(2) Appendix D - Service Area A, Page 1
(3) Eligible debt funded projects as a percent of total principal times original annual debt service
(4) Appendix D - Service Area A, Page 6

City of Pflugerville - 2025 Transportation Impact Fee Study

Revenue Test

Appendix D - Impact Fee Calculation

Service Area A

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 4,390	2,123	$ 9,320,607	$ (2,420,557)	$ 11,741,164	$ 196,665	11,937,829
2	4,390	2,123	9,320,607	(155,736)	9,476,343	558,646	21,972,818
3	4,390	2,123	9,320,607	2,077,120	7,243,487	857,418	30,073,722
4	4,390	2,123	9,320,607	4,405,863	4,914,744	1,089,792	36,078,258
5	4,390	2,123	9,320,607	4,768,622	4,551,985	1,284,867	41,915,111
6	4,390	2,123	9,320,607	5,125,737	4,194,870	1,474,420	47,584,401
7	4,390	2,123	9,320,607	5,477,883	3,842,724	1,658,443	53,085,568
8	4,390	2,123	9,320,607	5,826,024	3,494,583	1,836,901	58,417,052
9	4,390	2,123	9,320,607	6,169,744	3,150,863	2,009,748	63,577,663
10	4,390	2,123	9,320,607	6,510,301	2,810,306	2,176,924	68,564,894
11	-	-	-	10,578,138	(10,578,138)	2,119,740	60,106,496
12	-	-	-	8,733,796	(8,733,796)	1,867,277	53,239,977
13	-	-	-	6,889,995	(6,889,995)	1,668,132	48,018,114
14	-	-	-	5,046,019	(5,046,019)	1,524,086	44,496,181
15	-	-	-	5,045,926	(5,045,926)	1,406,103	40,856,357
16	-	-	-	5,046,202	(5,046,202)	1,284,164	37,094,319
17	-	-	-	4,991,389	(4,991,389)	1,159,054	33,261,984
18	-	-	-	4,847,409	(4,847,409)	1,033,082	29,447,657
19	-	-	-	4,847,462	(4,847,462)	905,302	25,505,497
20	-	-	-	4,847,437	(4,847,437)	773,240	21,431,299
21	-	-	-	4,253,425	(4,253,425)	646,704	17,824,578
22	-	-	-	3,874,579	(3,874,579)	532,224	14,482,223
23	-	-	-	3,496,452	(3,496,452)	426,589	11,412,360
24	-	-	-	3,117,545	(3,117,545)	330,095	8,624,910
25	-	-	-	2,728,282	(2,728,282)	243,236	6,139,864
26	-	-	-	2,349,846	(2,349,846)	166,326	3,956,344
27	-	-	-	1,970,945	(1,970,945)	99,524	2,084,923
28	-	-	-	1,592,293	(1,592,293)	43,174	535,804
29	-	-	-	544,631	(544,631)	8,827	-
			$ 93,206,071	$ 122,586,772		$ 29,380,701	

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Calculation

Appendix D - Impact Fee Calculation

Service Area A

Year	Number of Years to End of Period	Interest Rate Factor	Recovery Fee Factor	Actual	Escalated	Annual Expense Actual	Annual Expense Escalated
1	29	2.5580	1.0000	2,123	5,431	$ (2,420,557)	$ (6,191,886)
2	28	2.4751	1.0000	2,123	5,255	(155,736)	(385,466)
3	27	2.3949	1.0000	2,123	5,084	2,077,120	4,974,487
4	26	2.3173	1.0000	2,123	4,920	4,405,863	10,209,564
5	25	2.2422	1.0000	2,123	4,760	4,768,622	10,691,991
6	24	2.1695	1.0000	2,123	4,606	5,125,737	11,120,173
7	23	2.0992	1.0000	2,123	4,457	5,477,883	11,498,933
8	22	2.0311	1.0000	2,123	4,312	5,826,024	11,833,319
9	21	1.9653	1.0000	2,123	4,172	6,169,744	12,125,257
10	20	1.9016	1.0000	2,123	4,037	6,510,301	12,379,821
11	19	1.8399	1.0000	-	-	10,578,138	19,463,103
12	18	1.7803	1.0000	-	-	8,733,796	15,548,747
13	17	1.7226	1.0000	-	-	6,889,995	11,868,635
14	16	1.6668	1.0000	-	-	5,046,019	8,410,470
15	15	1.6127	1.0000	-	-	5,045,926	8,137,703
16	14	1.5605	1.0000	-	-	5,046,202	7,874,356
17	13	1.5099	1.0000	-	-	4,991,389	7,536,356
18	12	1.4609	1.0000	-	-	4,847,409	7,081,727
19	11	1.4136	1.0000	-	-	4,847,462	6,852,253
20	10	1.3678	1.0000	-	-	4,847,437	6,630,110
21	9	1.3234	1.0000	-	-	4,253,425	5,629,072
22	8	1.2805	1.0000	-	-	3,874,579	4,961,490
23	7	1.2390	1.0000	-	-	3,496,452	4,332,162
24	6	1.1989	1.0000	-	-	3,117,545	3,737,484
25	5	1.1600	1.0000	-	-	2,728,282	3,164,793
26	4	1.1224	1.0000	-	-	2,349,846	2,637,455
27	3	1.0860	1.0000	-	-	1,970,945	2,140,472
28	2	1.0508	1.0000	-	-	1,592,293	1,673,200
29	1	1.0168	1.0000	-	-	544,631	553,753
					47,033		$ 206,489,531

Annual Interest Rate:		3.35%
Total Escalated Expense for Entire Period	$	206,489,531
Less Future Value of Initial Impact Fee Fund Balance		-
Sub-Total	$	206,489,531
Total Escalated Vehicle Miles		47,033
Impact Fee For Service Area A	**$**	**4,390**

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Project Funding

Appendix D - Impact Fee Calculation

Service Area A

Impact Fee Project Name[1]	Impact Fee Class	Total Project Cost[1]	Cost In Service Area A	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded
A-1 KENNY FORT BLVD	Roadway	$ 2,643,000	$ 1,322,000	$ 1,050,482	$ -	$ 840,385	$ 210,096
A-2 SH 45 FRONTAGE ROADS	Roadway	22,346,000	22,346,000	17,756,478	2,890,458	11,892,816	2,973,204
A-3 UNNAMED	Roadway	26,439,000	26,439,000	21,008,839	-	16,807,071	4,201,768
A-4 ROWE LN	Roadway	8,421,000	8,421,000	6,691,457	2,383,846	3,231,158	1,076,453
A-6 SCHULTZ LN	Roadway	1,683,000	842,000	669,066	198,772	217,218	253,076
A-8 SCHULTZ LN	Roadway	1,549,000	1,549,000	1,230,859	1,191,923	31,149	7,787
A-10 PFLUGER FARM LN	Roadway	4,473,000	4,473,000	3,554,315	3,554,315	-	-
A-13 TERRELL LN	Roadway	15,418,000	15,418,000	12,251,382	1,569,366	8,545,613	2,136,403
A-14 FM 685	Roadway	9,477,000	9,477,000	7,530,571	5,068,471	1,969,680	492,420
A-15 ROWE LN	Roadway	1,864,000	1,864,000	1,481,163	-	1,184,931	296,233
A-16 LIMESTONE COMMERCIAL DR	Roadway	4,587,000	4,587,000	3,644,901	3,644,901	-	-
AI-1 HEATHERWILDE BLVD/CHEYENNE VALLEY DR	Intersection	698,000	698,000	234,528	234,528	-	-
AI-2 HEATHERWILDE BLVD/ROWE LN (FUTURE)	Intersection	698,000	698,000	234,528	-	187,622	46,906
AI-3, CI-2 FM 685 NBFR/SBFR/ROWE LN	Intersection	16,803,000	8,402,000	2,823,072	-	2,258,458	564,614
AI-4 HEATHERWILDE BLVD/NEW MEISTER LN	Intersection	698,000	698,000	234,528	234,528	-	-
AI-5 E OF HEATHERWILDE/SH 45 WBFR	Intersection	7,510,000	7,510,000	2,523,360	-	2,018,688	504,672
AI-6 E OF HEATHERWILDE/SH 45 EBFR	Intersection	7,510,000	7,510,000	2,523,360	-	2,018,688	504,672
AI-7, CI-4 FM 685 NBFR/SBFR/KELLY LN	Intersection	4,276,000	2,138,000	718,368	33,513	299,652	385,203
AI-8 PFLUGER FARM LN/TOWN CENTER DR	Intersection	3,135,000	3,135,000	1,053,360	1,053,360	-	-
AI-9, BI-1 PFLUGER FARM LN/E PFLUGERVILLE PKWY	Intersection	823,000	412,000	138,432	-	110,746	27,686
AI-10, BI-2 FM 685/E PFLUGERVILLE PKWY	Intersection	3,760,000	1,880,000	631,680	111,516	416,131	104,033
AI-11, CI-7 FM 685 NBFR/SBFR/COPPER MINE DR	Intersection	4,276,000	2,138,000	718,368	612,928	84,352	21,088
AI-12 SH 130 SBFR/S OF FM 685	Intersection	7,510,000	7,510,000	2,523,360	-	2,018,688	504,672
AI-13, BI-3, CI-12 SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	Intersection	526,000	174,000	58,464	-	46,771	11,693
AI-14 AW GRIMES BLVD/SCHULTZ LN	Intersection	698,000	698,000	234,528	-	187,622	46,906
AI-21 TOWN CENTER/FM685	Intersection	385,000	385,000	129,360	129,360	-	-
AI-22 ROWE LN EXTENSION/NEW ROAD	Intersection	3,135,000	3,135,000	1,053,360	-	842,688	210,672
AI-24, CI-19 SH 130/NEW ROAD	Intersection	823,000	412,000	138,432	-	110,746	27,686
Impact Fee Study		37,000	37,000	37,000			37,000
Total			$ 144,308,000	$ 92,877,602	$22,911,785	$55,320,873	$14,644,944

(1) Per Kimley-Horn Impact Fee Report

(2) Per discussions with City staff

City of Pflugerville - 2025 Transportation Impact Fee Study

Credit Determination

Appendix D - Impact Fee Calculation

Service Area A

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Revenues
1	$ 1,674,367	130,061	$ 12.87	2,123	$ 27,331
2	2,133,916	137,099	15.56	4,246	66,088
3	2,570,225	144,138	17.83	6,369	113,570
4	3,116,427	151,177	20.61	8,492	175,058
5	3,541,751	158,216	22.39	10,615	237,623
6	3,967,026	165,254	24.01	12,738	305,783
7	4,392,238	172,293	25.49	14,861	378,849
8	4,817,812	179,332	26.87	16,984	456,282
9	5,242,745	186,370	28.13	19,107	537,495
10	5,667,964	193,409	29.31	21,230	622,158
11	5,668,239	193,409	29.31	21,230	622,188
12	5,667,887	193,409	29.31	21,230	622,149
13	5,668,143	193,409	29.31	21,230	622,177
14	5,668,203	193,409	29.31	21,230	622,184
15	5,668,099	193,409	29.31	21,230	622,172
16	5,668,408	193,409	29.31	21,230	622,206
17	5,606,837	193,409	28.99	21,230	615,448
18	5,445,104	193,409	28.15	21,230	597,695
19	5,445,163	193,409	28.15	21,230	597,701
20	5,445,136	193,409	28.15	21,230	597,698
21	4,777,880	193,409	24.70	21,230	524,455
22	4,352,322	193,409	22.50	21,230	477,743
23	3,927,571	193,409	20.31	21,230	431,119
24	3,501,944	193,409	18.11	21,230	384,399
25	3,064,684	193,409	15.85	21,230	336,402
26	2,639,587	193,409	13.65	21,230	289,741
27	2,213,966	193,409	11.45	21,230	243,021
28	1,788,626	193,409	9.25	21,230	196,333
29	611,785	193,409	3.16	21,230	67,154
Total	$ 119,954,052				$ 12,012,224

2025 Vehicle Miles[2]	123,022	
Ten Year Growth in Vehicle Miles in Service Area[2]	21,230	
	10	years
Annual Growth in Vehicle Miles	2,123	
Ten Year Growth in Vehicle Miles In Other Service Areas[2]	49,157	
	10	years
Annual Growth in Vehicle Miles	4,916	
Credit Amount	**$ 12,012,224**	

(1) Appendix D - Service Area A Page 2 Section II

(2) Per Kimley-Horn Impact Fee Report

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Calculation Assumptions
Appendix D - Impact Fee Calculation
Service Area B

I. General Assumptions

Annual Interest Rate on Deposits [1]	3.35%
Annual Vehicle Mile Growth [2]	2,964
Existing Fund Balance [3]	$ -

Portion of Projects Funded by Existing Debt [4]	$ 12,589,025
Non-debt Funded Project Cost [5]	13,490,084
New Project Cost Funded Through New Debt [6]	34,550,481
Total Recoverable Project Cost [7]	$ 60,629,590

II. New Debt Issues Assumptions

Year	Principal [8]	Interest [9]	Term
1	$ 3,455,048	4.50%	20
2	3,455,048	4.50%	20
3	3,455,048	4.50%	20
4	3,455,048	4.50%	20
5	3,455,048	4.50%	20
6	3,455,048	4.50%	20
7	3,455,048	4.50%	20
8	3,455,048	4.50%	20
9	3,455,048	4.50%	20
10	3,455,048	4.50%	20
Total	$ 34,550,481		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [10]
1	$ 1,349,008
2	2,500,691
3	3,652,374
4	4,804,057
5	4,804,057
6	4,804,057
7	4,804,057
8	4,804,057
9	4,804,057
10	4,804,057
11	3,455,048
12	2,303,365
13	1,151,683
Total	$ 48,040,565

(1) Per discussions with City Staff
(2) Per Kimley-Horn Impact Fee Report
(3) Assumes all existing fund balances are already encumbered
(4) Per discussions with City Staff and City files
(5) This assumes 20% of new project costs funded through sources other than debt, unless specified otherwise
(6) This assumes 80% of new project costs funded through new debt issues, unless specified otherwise
(7) Per Kimley-Horn Impact Fee Report
(8) Assumes new debt will be issued in equal annual amounts
(9) Per discussions with City Staff
(10) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Pflugerville - 2025 Transportation Impact Fee Study

Debt Service and Expenses Summary
Appendix D - Impact Fee Calculation
Service Area B

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 265,611	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 265,611
2	265,611	265,611	-	-	-	-	-	-	-	-	531,222
3	265,611	265,611	265,611	-	-	-	-	-	-	-	796,832
4	265,611	265,611	265,611	265,611	-	-	-	-	-	-	1,062,443
5	265,611	265,611	265,611	265,611	265,611	-	-	-	-	-	1,328,054
6	265,611	265,611	265,611	265,611	265,611	265,611	-	-	-	-	1,593,665
7	265,611	265,611	265,611	265,611	265,611	265,611	265,611	-	-	-	1,859,275
8	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	-	-	2,124,886
9	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	-	2,390,497
10	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
11	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
12	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
13	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
14	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
15	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
16	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
17	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
18	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
19	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
20	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,656,108
21	-	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,390,497
22	-	-	265,611	265,611	265,611	265,611	265,611	265,611	265,611	265,611	2,124,886
23	-	-	-	265,611	265,611	265,611	265,611	265,611	265,611	265,611	1,859,275
24	-	-	-	-	265,611	265,611	265,611	265,611	265,611	265,611	1,593,665
25	-	-	-	-	-	265,611	265,611	265,611	265,611	265,611	1,328,054
26	-	-	-	-	-	-	265,611	265,611	265,611	265,611	1,062,443
27	-	-	-	-	-	-	-	265,611	265,611	265,611	796,832
28	-	-	-	-	-	-	-	-	265,611	265,611	531,222
29	-	-	-	-	-	-	-	-	-	265,611	265,611
	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 5,312,216	$ 53,122,156

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
Prior	$ -	$ -	$ -	$ 1,676,895	$ -	1,676,895
1	265,611	1,349,008	(3,455,048)	900,595	(26,574)	(966,408)
2	531,222	2,500,691	(3,455,048)	901,130	(61,927)	416,068
3	796,832	3,652,374	(3,455,048)	902,393	(104,816)	1,791,735
4	1,062,443	4,804,057	(3,455,048)	914,608	(155,034)	3,171,025
5	1,328,054	4,804,057	(3,455,048)	914,717	(210,058)	3,381,721
6	1,593,665	4,804,057	(3,455,048)	914,754	(269,919)	3,587,508
7	1,859,275	4,804,057	(3,455,048)	914,393	(333,979)	3,788,697
8	2,124,886	4,804,057	(3,455,048)	914,929	(401,897)	3,986,927
9	2,390,497	4,804,057	(3,455,048)	914,642	(473,031)	4,181,116
10	2,656,108	4,804,057	(3,455,048)	914,629	(547,161)	4,372,584
11	2,656,108	3,455,048	-	914,577	(547,153)	6,478,580
12	2,656,108	2,303,365	-	914,625	(547,161)	5,326,937
13	2,656,108	1,151,683	-	914,721	(547,175)	4,175,336
14	2,656,108	-	-	914,776	(547,184)	3,023,700
15	2,656,108	-	-	914,705	(547,173)	3,023,640
16	2,656,108	-	-	914,796	(547,187)	3,023,717
17	2,656,108	-	-	902,750	(545,341)	3,013,517
18	2,656,108	-	-	525,308	(487,504)	2,693,912
19	2,656,108	-	-	525,187	(487,485)	2,693,810
20	2,656,108	-	-	525,275	(487,499)	2,693,884
21	2,390,497	-	-	273,392	(408,201)	2,255,688
22	2,124,886	-	-	273,509	(367,518)	2,030,878
23	1,859,275	-	-	273,525	(326,819)	1,805,981
24	1,593,665	-	-	273,463	(286,109)	1,581,018
25	1,328,054	-	-	253,619	(242,367)	1,339,305
26	1,062,443	-	-	253,631	(201,668)	1,114,405
27	796,832	-	-	253,474	(160,943)	889,363
28	531,222	-	-	253,433	(120,236)	664,418
29	265,611	-	-	194,038	(70,434)	389,215
	$ 53,122,156	$ 48,040,565	$ (34,550,481)	$ 19,375,592	$ (10,059,556)	$ 75,928,276

(1) Appendix D - Service Area B, Section I above
(2) Appendix D - Service Area B, Page 1
(3) Eligible debt funded projects as a percent of total principal times original annual debt service
(4) Appendix D - Service Area B, Page 6

City of Pflugerville - 2025 Transportation Impact Fee Study

Revenue Test

Appendix D - Impact Fee Calculation

Service Area B

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 2,009	2,964	$ 5,955,411	$ (966,408)	$ 6,921,819	$ 115,940	7,037,760
2	2,009	2,964	5,955,411	416,068	5,539,344	328,549	12,905,652
3	2,009	2,964	5,955,411	1,791,735	4,163,676	502,081	17,571,409
4	2,009	2,964	5,955,411	3,171,025	2,784,386	635,281	20,991,076
5	2,009	2,964	5,955,411	3,381,721	2,573,691	746,310	24,311,077
6	2,009	2,964	5,955,411	3,587,508	2,367,903	854,083	27,533,064
7	2,009	2,964	5,955,411	3,788,697	2,166,714	958,650	30,658,428
8	2,009	2,964	5,955,411	3,986,927	1,968,484	1,060,029	33,686,941
9	2,009	2,964	5,955,411	4,181,116	1,774,295	1,158,232	36,619,469
10	2,009	2,964	5,955,411	4,372,584	1,582,827	1,253,265	39,455,560
11	-	-	-	6,478,580	(6,478,580)	1,213,245	34,190,226
12	-	-	-	5,326,937	(5,326,937)	1,056,146	29,919,435
13	-	-	-	4,175,336	(4,175,336)	932,364	26,676,463
14	-	-	-	3,023,700	(3,023,700)	843,015	24,495,777
15	-	-	-	3,023,640	(3,023,640)	769,963	22,242,100
16	-	-	-	3,023,717	(3,023,717)	694,463	19,912,846
17	-	-	-	3,013,517	(3,013,517)	616,604	17,515,933
18	-	-	-	2,693,912	(2,693,912)	541,661	15,363,682
19	-	-	-	2,693,810	(2,693,810)	469,562	13,139,435
20	-	-	-	2,693,884	(2,693,884)	395,049	10,840,600
21	-	-	-	2,255,688	(2,255,688)	325,377	8,910,289
22	-	-	-	2,030,878	(2,030,878)	264,477	7,143,889
23	-	-	-	1,805,981	(1,805,981)	209,070	5,546,977
24	-	-	-	1,581,018	(1,581,018)	159,342	4,125,301
25	-	-	-	1,339,305	(1,339,305)	115,764	2,901,760
26	-	-	-	1,114,405	(1,114,405)	78,543	1,865,897
27	-	-	-	889,363	(889,363)	47,611	1,024,145
28	-	-	-	664,418	(664,418)	23,180	382,907
29	-	-	-	389,215	(389,215)	6,308	-
			$ 59,554,112	$ 75,928,276		$ 16,374,164	

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Calculation

Appendix D - Impact Fee Calculation

Service Area B

Year	Number of Years to End of Period	Interest Rate Factor	Recovery Fee Factor	Actual	Escalated	Annual Expense Actual	Annual Expense Escalated
1	29	2.5580	1.0000	2,964	7,581	$ (966,408)	$ (2,472,112)
2	28	2.4751	1.0000	2,964	7,336	416,068	1,029,819
3	27	2.3949	1.0000	2,964	7,098	1,791,735	4,291,019
4	26	2.3173	1.0000	2,964	6,868	3,171,025	7,348,114
5	25	2.2422	1.0000	2,964	6,645	3,381,721	7,582,343
6	24	2.1695	1.0000	2,964	6,430	3,587,508	7,783,019
7	23	2.0992	1.0000	2,964	6,221	3,788,697	7,953,067
8	22	2.0311	1.0000	2,964	6,020	3,986,927	8,097,903
9	21	1.9653	1.0000	2,964	5,824	4,181,116	8,217,052
10	20	1.9016	1.0000	2,964	5,636	4,372,584	8,314,794
11	19	1.8399	1.0000	-	-	6,478,580	11,920,175
12	18	1.7803	1.0000	-	-	5,326,937	9,483,528
13	17	1.7226	1.0000	-	-	4,175,336	7,192,391
14	16	1.6668	1.0000	-	-	3,023,700	5,039,763
15	15	1.6127	1.0000	-	-	3,023,640	4,876,306
16	14	1.5605	1.0000	-	-	3,023,717	4,718,365
17	13	1.5099	1.0000	-	-	3,013,517	4,550,023
18	12	1.4609	1.0000	-	-	2,693,912	3,935,617
19	11	1.4136	1.0000	-	-	2,693,810	3,807,903
20	10	1.3678	1.0000	-	-	2,693,884	3,684,575
21	9	1.3234	1.0000	-	-	2,255,688	2,985,225
22	8	1.2805	1.0000	-	-	2,030,878	2,600,586
23	7	1.2390	1.0000	-	-	1,805,981	2,237,640
24	6	1.1989	1.0000	-	-	1,581,018	1,895,411
25	5	1.1600	1.0000	-	-	1,339,305	1,553,587
26	4	1.1224	1.0000	-	-	1,114,405	1,250,803
27	3	1.0860	1.0000	-	-	889,363	965,860
28	2	1.0508	1.0000	-	-	664,418	698,178
29	1	1.0168	1.0000	-	-	389,215	395,734
					65,658		$ 131,936,691

Annual Interest Rate:		3.35%
Total Escalated Expense for Entire Period	$	131,936,691
Less Future Value of Initial Impact Fee Fund Balance		-
Sub-Total	$	131,936,691
Total Escalated Vehicle Miles		65,658
Impact Fee For Service Area B	**$**	**2,009**

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Project Funding

Appendix D - Impact Fee Calculation

Service Area B

Impact Fee Project Name[1]	Impact Fee Class	Total Project Cost[1]	Cost In Service Area B	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded
B-1 PICADILLY DR	Roadway	$ 1,711,000	$ 856,000	$ 565,360	$ 565,360	$ -	$ -
B-2 CENTRAL COMMERCE DR	Roadway	1,356,000	678,000	447,796	447,796	-	-
B-3 ROYSTON LN	Roadway	2,099,000	2,099,000	1,386,320	1,386,320	-	-
B-5 FM 685	Roadway	6,776,000	6,776,000	4,475,323	-	3,580,258	895,065
B-6 OLD AUSTIN-HUTTO RD	Roadway	11,683,000	11,683,000	7,716,233	1,651,167	4,852,053	1,213,013
B-7 E PFENNIG LN	Roadway	26,919,000	26,919,000	17,779,105	4,623,267	10,524,670	2,631,168
B-8 FM 685	Roadway	1,720,000	1,720,000	1,136,003	-	908,802	227,201
B-10 IMMANUEL RD	Roadway	4,454,000	4,454,000	2,941,719	2,941,719	-	-
B-14 IMPACT WAY	Roadway	7,291,000	7,291,000	4,815,463	-	-	4,815,463
B-15 PFLUGER FARM LN	Roadway	1,314,000	1,314,000	867,853	867,853	-	-
B-16 MAIN ST	Roadway	8,822,000	8,822,000	5,826,638	-	4,661,310	1,165,328
AI-9, BI-1 PFLUGER FARM LN/E PFLUGERVILLE PKWY	Intersection	823,000	412,000	131,016	-	104,813	26,203
AI-10, BI-2 FM 685/E PFLUGERVILLE PKWY	Intersection	3,760,000	1,880,000	597,840	105,542	393,838	98,460
AI-13, BI-3, CI-12 SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	Intersection	526,000	174,000	55,332	-	44,266	11,066
BI-4 CENTRAL COMMERCE DR/PICADILLY DR	Intersection	385,000	385,000	122,430	-	97,944	24,486
BI-5 GRAND AVENUE PKWY/W BLACK LOCUS DR	Intersection	698,000	698,000	221,964	-	177,571	44,393
BI-6 HEATHERWILDE BLVD/W BLACK LOCUST DR	Intersection	823,000	823,000	261,714	-	209,371	52,343
BI-7 E BLACK LOCUST DR/W PFENNIG LN	Intersection	3,135,000	3,135,000	996,930	-	797,544	199,386
BI-8 OLD AUSTIN-HUTTO RD/E PFENNIG LN	Intersection	3,135,000	3,135,000	996,930	-	797,544	199,386
BI-9 HEATHERWILDE BLVD/W PFENNIG LN	Intersection	1,338,000	1,338,000	425,484	-	340,387	85,097
BI-10 OLD AUSTIN-HUTTO RD EXT/OLD AUSTIN-HUTTO RD	Intersection	3,135,000	3,135,000	996,930	-	797,544	199,386
BI-11 EDGEMERE DR/GRAND AVENUE PKWY	Intersection	385,000	385,000	122,430	-	97,944	24,486
BI-12 HEATHERWILDE BLVD/W PECAN ST	Intersection	3,760,000	3,760,000	1,195,680	-	956,544	239,136
BI-13 FM 685/E PECAN ST	Intersection	4,276,000	4,276,000	1,359,768	-	1,087,814	271,954
BI-14 E PFENNIG LN/E PECAN ST	Intersection	823,000	823,000	261,714	-	209,371	52,343
BI-16, CI-15 SH 130 EBFR/WBFR/E PECAN ST	Intersection	16,287,000	8,144,000	2,589,792	-	2,071,834	517,958
BI-17 IMMANUEL RD/E WELLS BRANCH PKWY	Intersection	823,000	823,000	261,714	-	209,371	52,343
BI-18 E WELLS BRANCH PKWY/E PFENNIG LN	Intersection	698,000	698,000	221,964	-	177,571	44,393
BI-19 FM 685/OLD AUSTIN HUTTO RD	Intersection	526,000	526,000	167,268	-	133,814	33,454
BI-20 DESSAU DR/E WELLS BRANCH PKWY	Intersection	526,000	526,000	167,268	-	133,814	33,454
BI-21 MAIN ST/RAILROAD AVE	Intersection	823,000	823,000	261,714	-	209,371	52,343
BI-22 S HEATHERWILDE BLVD/W OLYMPIC DR	Intersection	698,000	698,000	221,964	-	177,571	44,393
BI-24 RAILROAD AVE/PECAN ST	Intersection	3,135,000	3,135,000	996,930	-	797,544	199,386
Impact Fee Study		37,000	37,000	37,000			37,000
Total			$ 112,381,000	$ 60,629,590	$12,589,025	$34,550,481	$13,490,084

(1) Per Kimley-Horn Impact Fee Report

(2) Per discussions with City staff

City of Pflugerville - 2025 Transportation Impact Fee Study

Credit Determination

Appendix D - Impact Fee Calculation

Service Area B

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Revenues
1	$ 1,166,206	130,061	$ 8.97	2,964	$ 26,574
2	1,432,351	137,099	10.45	5,927	61,927
3	1,699,225	144,138	11.79	8,891	104,816
4	1,977,051	151,177	13.08	11,855	155,034
5	2,242,771	158,216	14.18	14,819	210,058
6	2,508,418	165,254	15.18	17,782	269,919
7	2,773,668	172,293	16.10	20,746	333,979
8	3,039,815	179,332	16.95	23,710	401,897
9	3,305,139	186,370	17.73	26,673	473,031
10	3,570,737	193,409	18.46	29,637	547,161
11	3,570,685	193,409	18.46	29,637	547,153
12	3,570,732	193,409	18.46	29,637	547,161
13	3,570,829	193,409	18.46	29,637	547,175
14	3,570,884	193,409	18.46	29,637	547,184
15	3,570,813	193,409	18.46	29,637	547,173
16	3,570,904	193,409	18.46	29,637	547,187
17	3,558,858	193,409	18.40	29,637	545,341
18	3,181,415	193,409	16.45	29,637	487,504
19	3,181,295	193,409	16.45	29,637	487,485
20	3,181,382	193,409	16.45	29,637	487,499
21	2,663,889	193,409	13.77	29,637	408,201
22	2,398,395	193,409	12.40	29,637	367,518
23	2,132,801	193,409	11.03	29,637	326,819
24	1,867,127	193,409	9.65	29,637	286,109
25	1,581,673	193,409	8.18	29,637	242,367
26	1,316,074	193,409	6.80	29,637	201,668
27	1,050,306	193,409	5.43	29,637	160,943
28	784,655	193,409	4.06	29,637	120,236
29	459,649	193,409	2.38	29,637	70,434
Total	$ 72,497,748				$ 10,059,556

2025 Vehicle Miles[2]	123,022	
Ten Year Growth in Vehicle Miles in Service Area[2]	29,637	
	10	years
Annual Growth in Vehicle Miles	2,964	
Ten Year Growth in Vehicle Miles In Other Service Areas[2]	40,750	
	10	years
Annual Growth in Vehicle Miles	4,075	
Credit Amount	**$ 10,059,556**	

(1) Appendix D - Service Area B Page 2 Section II

(2) Per Kimley-Horn Impact Fee Report

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Calculation Assumptions
Appendix D - Impact Fee Calculation
Service Area C

I. General Assumptions

Annual Interest Rate on Deposits [1]	3.35%
Annual Vehicle Mile Growth [2]	1,952
Existing Fund Balance [3]	$ -

Portion of Projects Funded by Existing Debt [4]	$ 32,922,549
Non-debt Funded Project Cost [5]	22,318,645
New Project Cost Funded Through New Debt [6]	78,269,024
Total Recoverable Project Cost [7]	$133,510,218

II. New Debt Issues Assumptions

Year	Principal [8]	Interest [9]	Term
1	$ 7,826,902	4.50%	20
2	7,826,902	4.50%	20
3	7,826,902	4.50%	20
4	7,826,902	4.50%	20
5	7,826,902	4.50%	20
6	7,826,902	4.50%	20
7	7,826,902	4.50%	20
8	7,826,902	4.50%	20
9	7,826,902	4.50%	20
10	7,826,902	4.50%	20
Total	$ 78,269,024		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [10]
1	$ 2,231,864
2	4,840,832
3	7,449,799
4	10,058,767
5	10,058,767
6	10,058,767
7	10,058,767
8	10,058,767
9	10,058,767
10	10,058,767
11	7,826,902
12	5,217,935
13	2,608,967
Total	$ 100,587,668

(1) Per discussions with City Staff
(2) Per Kimley-Horn Impact Fee Report
(3) Assumes all existing fund balances are already encumbered
(4) Per discussions with City Staff and City files
(5) This assumes 20% of new project costs funded through sources other than debt, unless specified otherwise
(6) This assumes 80% of new project costs funded through new debt issues, unless specified otherwise
(7) Per Kimley-Horn Impact Fee Report
(8) Assumes new debt will be issued in equal annual amounts
(9) Per discussions with City Staff
(10) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Pflugerville - 2025 Transportation Impact Fee Study

Debt Service and Expenses Summary
Appendix D - Impact Fee Calculation
Service Area C

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 601,702	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 601,702
2	601,702	601,702	-	-	-	-	-	-	-	-	1,203,404
3	601,702	601,702	601,702	-	-	-	-	-	-	-	1,805,106
4	601,702	601,702	601,702	601,702	-	-	-	-	-	-	2,406,808
5	601,702	601,702	601,702	601,702	601,702	-	-	-	-	-	3,008,510
6	601,702	601,702	601,702	601,702	601,702	601,702	-	-	-	-	3,610,212
7	601,702	601,702	601,702	601,702	601,702	601,702	601,702	-	-	-	4,211,915
8	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	-	-	4,813,617
9	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	-	5,415,319
10	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
11	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
12	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
13	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
14	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
15	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
16	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
17	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
18	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
19	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
20	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	6,017,021
21	-	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	5,415,319
22	-	-	601,702	601,702	601,702	601,702	601,702	601,702	601,702	601,702	4,813,617
23	-	-	-	601,702	601,702	601,702	601,702	601,702	601,702	601,702	4,211,915
24	-	-	-	-	601,702	601,702	601,702	601,702	601,702	601,702	3,610,212
25	-	-	-	-	-	601,702	601,702	601,702	601,702	601,702	3,008,510
26	-	-	-	-	-	-	601,702	601,702	601,702	601,702	2,406,808
27	-	-	-	-	-	-	-	601,702	601,702	601,702	1,805,106
28	-	-	-	-	-	-	-	-	601,702	601,702	1,203,404
29	-	-	-	-	-	-	-	-	-	601,702	601,702
	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 12,034,042	$ 120,340,416

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
Prior	$ -	$ -	$ -	$ 1,722,795	$ -	1,722,795
1	601,702	2,231,864	(7,826,902)	1,890,963	(37,411)	(3,139,783)
2	1,203,404	4,840,832	(7,826,902)	1,905,478	(88,528)	34,284
3	1,805,106	7,449,799	(7,826,902)	1,907,039	(150,816)	3,184,227
4	2,406,808	10,058,767	(7,826,902)	1,923,511	(223,653)	6,338,531
5	3,008,510	10,058,767	(7,826,902)	1,924,508	(304,308)	6,860,575
6	3,610,212	10,058,767	(7,826,902)	1,924,613	(392,268)	7,374,422
7	4,211,915	10,058,767	(7,826,902)	1,923,607	(486,589)	7,880,797
8	4,813,617	10,058,767	(7,826,902)	1,924,569	(586,754)	8,383,297
9	5,415,319	10,058,767	(7,826,902)	1,924,515	(691,882)	8,879,816
10	6,017,021	10,058,767	(7,826,902)	1,923,885	(801,444)	9,371,326
11	6,017,021	7,826,902	-	1,924,249	(801,481)	14,966,692
12	6,017,021	5,217,935	-	1,923,725	(801,428)	12,357,253
13	6,017,021	2,608,967	-	1,924,652	(801,521)	9,749,119
14	6,017,021	-	-	1,924,462	(801,502)	7,139,980
15	6,017,021	-	-	1,924,646	(801,521)	7,140,146
16	6,017,021	-	-	1,924,744	(801,531)	7,140,234
17	6,017,021	-	-	1,921,023	(801,155)	7,136,888
18	6,017,021	-	-	1,896,950	(798,726)	7,115,245
19	6,017,021	-	-	1,896,464	(798,677)	7,114,809
20	6,017,021	-	-	1,896,707	(798,701)	7,115,027
21	5,415,319	-	-	956,214	(643,053)	5,728,479
22	4,813,617	-	-	956,708	(582,376)	5,187,949
23	4,211,915	-	-	956,776	(521,655)	4,647,035
24	3,610,212	-	-	956,549	(460,905)	4,105,856
25	3,008,510	-	-	893,588	(393,823)	3,508,275
26	2,406,808	-	-	893,585	(333,096)	2,967,297
27	1,805,106	-	-	892,997	(272,309)	2,425,795
28	1,203,404	-	-	892,885	(211,570)	1,884,719
29	601,702	-	-	724,514	(133,850)	1,192,366
	$ 120,340,416	$ 100,587,668	$ (78,269,024)	$ 46,454,128	$ (15,322,530)	$ 173,790,658

(1) Appendix D - Service Area C, Section I above
(2) Appendix D - Service Area C, Page 1
(3) Eligible debt funded projects as a percent of total principal times original annual debt service
(4) Appendix D - Service Area C, Page 6

City of Pflugerville - 2025 Transportation Impact Fee Study

Revenue Test

Appendix D - Impact Fee Calculation

Service Area C

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 6,812	1,952	$ 13,296,442	$ (3,139,783)	$ 16,436,225	$ 275,307	16,711,532
2	6,812	1,952	13,296,442	34,284	13,262,158	781,977	30,755,667
3	6,812	1,952	13,296,442	3,184,227	10,112,215	1,199,694	42,067,577
4	6,812	1,952	13,296,442	6,338,531	6,957,911	1,525,809	50,551,297
5	6,812	1,952	13,296,442	6,860,575	6,435,867	1,801,269	58,788,433
6	6,812	1,952	13,296,442	7,374,422	5,922,020	2,068,606	66,779,059
7	6,812	1,952	13,296,442	7,880,797	5,415,645	2,327,811	74,522,515
8	6,812	1,952	13,296,442	8,383,297	4,913,145	2,578,799	82,014,460
9	6,812	1,952	13,296,442	8,879,816	4,416,626	2,821,463	89,252,548
10	6,812	1,952	13,296,442	9,371,326	3,925,116	3,055,706	96,233,370
11	-	-	-	14,966,692	(14,966,692)	2,973,126	84,239,805
12	-	-	-	12,357,253	(12,357,253)	2,615,049	74,497,601
13	-	-	-	9,749,119	(9,749,119)	2,332,372	67,080,854
14	-	-	-	7,139,980	(7,139,980)	2,127,614	62,068,488
15	-	-	-	7,140,146	(7,140,146)	1,959,697	56,888,038
16	-	-	-	7,140,234	(7,140,234)	1,786,150	51,533,954
17	-	-	-	7,136,888	(7,136,888)	1,606,845	46,003,911
18	-	-	-	7,115,245	(7,115,245)	1,421,951	40,310,616
19	-	-	-	7,114,809	(7,114,809)	1,231,233	34,427,040
20	-	-	-	7,115,027	(7,115,027)	1,034,129	28,346,143
21	-	-	-	5,728,479	(5,728,479)	853,644	23,471,307
22	-	-	-	5,187,949	(5,187,949)	699,391	18,982,749
23	-	-	-	4,647,035	(4,647,035)	558,084	14,893,798
24	-	-	-	4,105,856	(4,105,856)	430,169	11,218,110
25	-	-	-	3,508,275	(3,508,275)	317,043	8,026,878
26	-	-	-	2,967,297	(2,967,297)	219,198	5,278,779
27	-	-	-	2,425,795	(2,425,795)	136,207	2,989,191
28	-	-	-	1,884,719	(1,884,719)	68,569	1,173,041
29	-	-	-	1,192,366	(1,192,366)	19,325	-
			$ 132,964,421	$ 173,790,658		$ 40,826,237	

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Calculation

Appendix D - Impact Fee Calculation

Service Area C

Year	Number of Years to End of Period	Interest Rate Factor	Recovery Fee Factor	Actual	Escalated	Annual Expense Actual	Annual Expense Escalated
1	29	2.5580	1.0000	1,952	4,993	$ (3,139,783)	$ (8,031,697)
2	28	2.4751	1.0000	1,952	4,831	34,284	84,858
3	27	2.3949	1.0000	1,952	4,675	3,184,227	7,625,892
4	26	2.3173	1.0000	1,952	4,523	6,338,531	14,688,073
5	25	2.2422	1.0000	1,952	4,377	6,860,575	15,382,476
6	24	2.1695	1.0000	1,952	4,235	7,374,422	15,998,647
7	23	2.0992	1.0000	1,952	4,098	7,880,797	16,543,024
8	22	2.0311	1.0000	1,952	3,965	8,383,297	17,027,430
9	21	1.9653	1.0000	1,952	3,836	8,879,816	17,451,300
10	20	1.9016	1.0000	1,952	3,712	9,371,326	17,820,273
11	19	1.8399	1.0000	-	-	14,966,692	27,537,762
12	18	1.7803	1.0000	-	-	12,357,253	21,999,576
13	17	1.7226	1.0000	-	-	9,749,119	16,793,733
14	16	1.6668	1.0000	-	-	7,139,980	11,900,588
15	15	1.6127	1.0000	-	-	7,140,146	11,515,108
16	14	1.5605	1.0000	-	-	7,140,234	11,141,994
17	13	1.5099	1.0000	-	-	7,136,888	10,775,783
18	12	1.4609	1.0000	-	-	7,115,245	10,394,877
19	11	1.4136	1.0000	-	-	7,114,809	10,057,319
20	10	1.3678	1.0000	-	-	7,115,027	9,731,618
21	9	1.3234	1.0000	-	-	5,728,479	7,581,190
22	8	1.2805	1.0000	-	-	5,187,949	6,643,290
23	7	1.2390	1.0000	-	-	4,647,035	5,757,753
24	6	1.1989	1.0000	-	-	4,105,856	4,922,326
25	5	1.1600	1.0000	-	-	3,508,275	4,069,582
26	4	1.1224	1.0000	-	-	2,967,297	3,330,479
27	3	1.0860	1.0000	-	-	2,425,795	2,634,445
28	2	1.0508	1.0000	-	-	1,884,719	1,980,483
29	1	1.0168	1.0000	-	-	1,192,366	1,212,338
					43,245		$ 294,570,520

Annual Interest Rate:		3.35%
Total Escalated Expense for Entire Period	$	294,570,520
Less Future Value of Initial Impact Fee Fund Balance		-
Sub-Total	$	294,570,520
Total Escalated Vehicle Miles		43,245
Impact Fee For Service Area C	**$**	**6,812**

City of Pflugerville - 2025 Transportation Impact Fee Study

Impact Fee Project Funding

Appendix D - Impact Fee Calculation

Service Area C

Impact Fee Project Name[1]	Impact Fee Class	Total Project Cost[1]	Cost In Service Area C	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded
C-1 ROWE LN	Roadway	$ 1,284,000	$ 1,284,000	$ 968,951	$ -	$ 775,161	$ 193,790
C-4 KELLY LN	Roadway	11,632,000	5,816,000	4,388,957	-	3,511,166	877,791
C-5 CELE RD	Roadway	9,372,000	4,686,000	3,536,220	-	2,828,976	707,244
C-6 CELE RD	Roadway	2,066,000	1,033,000	779,538	-	623,630	155,908
C-7 CELE RD	Roadway	2,682,000	2,682,000	2,023,931	-	1,619,145	404,786
C-8 CELE RD	Roadway	2,371,000	1,186,000	894,997	-	715,998	178,999
C-9 MELBER LN	Roadway	19,899,000	19,899,000	15,016,482	-	12,013,185	3,003,296
C-13 HIDDEN LAKE DR	Roadway	11,846,000	11,846,000	8,939,406	-	7,151,525	1,787,881
C-14 E PFLUGERVILLE PKWY	Roadway	20,766,000	20,766,000	15,670,750	15,670,750	-	-
C-15 E PFLUGERVILLE PKWY	Roadway	10,404,000	5,202,000	3,925,611	3,504,986	-	420,625
C-17 E PECAN ST	Roadway	33,235,000	33,235,000	25,080,294	9,591,702	12,390,874	3,097,718
C-18 MELBER LN	Roadway	10,497,000	5,249,000	3,961,079	2,773,548	-	1,187,531
C-19 CAMERON RD	Roadway	10,944,000	5,472,000	4,129,363	-	3,303,490	825,873
C-20 CAMERON RD	Roadway	12,623,000	6,312,000	4,763,256	-	3,810,605	952,651
C-21 CAMERON RD	Roadway	4,172,000	2,086,000	1,574,169	-	1,259,335	314,834
C-22 GREGG LN	Roadway	7,560,000	3,780,000	2,852,520	-	2,282,016	570,504
C-23 FUCHS GROVE RD	Roadway	2,452,000	1,226,000	925,183	-	740,146	185,037
C-24 ENGLEMANN LN	Roadway	2,795,000	1,398,000	1,054,980	-	843,984	210,996
C-25 MELBER LN	Roadway	10,201,000	5,101,000	3,849,393	-	3,079,515	769,879
C-26 UNNAMED	Roadway	3,619,000	3,619,000	2,731,024	-	2,184,819	546,205
C-27 UNNAMED	Roadway	2,116,000	1,058,000	798,404	-	638,723	159,681
C-28 HODDE LN	Roadway	2,934,000	1,467,000	1,107,050	-	885,640	221,410
C-29 UNNAMED	Roadway	3,690,000	3,690,000	2,784,603	-	2,227,683	556,921
C-30 UNNAMED	Roadway	4,540,000	2,270,000	1,713,021	-	1,370,417	342,604
C-31 UNNAMED	Roadway	1,753,000	877,000	661,815	-	529,452	132,363
C-32 UNNAMED	Roadway	2,521,000	1,261,000	951,595	-	761,276	190,319
CI-1 SH 130/CR 138	Intersection	3,760,000	3,760,000	1,455,120	-	565,020	890,100
AI-3, CI-2 FM 685 NBFR/SBFR/ROWE LN	Intersection	16,803,000	8,402,000	3,251,574	-	2,601,259	650,315
CI-3 SPEIDEL DR/ROWE LN	Intersection	698,000	698,000	270,126	-	216,101	54,025
AI-7, CI-4 FM 685 NBFR/SBFR/KELLY LN	Intersection	4,276,000	2,138,000	827,406	38,600	345,135	443,671
CI-5 JAKES HILL RD/KELLY LN	Intersection	823,000	823,000	318,501	-	254,801	63,700
CI-6 HODDE LN/CELE RD	Intersection	3,760,000	3,760,000	1,455,120	-	1,164,096	291,024
AI-11, CI-7 FM 685 NBFR/SBFR/COPPER MINE DR	Intersection	4,276,000	2,138,000	827,406	705,961	97,156	24,289
CI-8 COPPER MINE DR/COLORADO SAND DR	Intersection	698,000	698,000	270,126	-	216,101	54,025
CI-9 SH 130 NBFR/S OF FM 685	Intersection	7,510,000	7,510,000	2,906,370	-	2,325,096	581,274
CI-10 COLORADO SAND DR/LONE STAR RANCH BLVD	Intersection	3,135,000	3,135,000	1,213,245	-	970,596	242,649
CI-11 WEISS LN/HIDDEN LAKE CROSSING	Intersection	1,338,000	1,338,000	517,806	-	414,245	103,561
AI-13, BI-3, CI-12 SH 130 NBFR/SBFR/E PFLUGERVILLE PKWY	Intersection	526,000	174,000	67,338	-	53,870	13,468
CI-13 HIDDEN LAKE DR/E PFLUGERVILLE PKWY	Intersection	698,000	698,000	270,126	-	216,101	54,025
CI-14 WEISS LN/PLEASANTON PKWY	Intersection	823,000	823,000	318,501	318,501	-	-
BI-16, CI-15 SH 130 EBFR/WBFR/E PECAN ST	Intersection	16,287,000	8,144,000	3,151,728	-	2,521,382	630,346
CI-16 CR 138/DERBY DAY AVE	Intersection	823,000	823,000	318,501	-	254,801	63,700
CI-17 E PFUGERVILLE PKWY/BECKER FARM RD	Intersection	698,000	698,000	270,126	-	216,101	54,025
CI-18 COLORADO SAND DR/E PFLUGERVILLE PKWY	Intersection	526,000	526,000	203,562	-	162,850	40,712
AI-24, CI-19 SH 130/NEW ROAD	Intersection	823,000	412,000	159,444	-	127,555	31,889
CI-20 WEISS LN/E PECAN ST	Intersection	823,000	823,000	318,501	318,501	-	-
Impact Fee Study		37,000	37,000	37,000			37,000
Total			$ 200,059,000	$ 133,510,218	$32,922,549	$78,269,024	$22,318,645

(1) Per Kimley-Horn Impact Fee Report

(2) Per discussions with City staff

City of Pflugerville - 2025 Transportation Impact Fee Study

Credit Determination

Appendix D - Impact Fee Calculation

Service Area C

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Revenues
1	$ 2,492,665	130,061	$ 19.17	1,952	$ 37,411
2	3,108,883	137,099	22.68	3,904	88,528
3	3,712,146	144,138	25.75	5,856	150,816
4	4,330,320	151,177	28.64	7,808	223,653
5	4,933,019	158,216	31.18	9,760	304,308
6	5,534,826	165,254	33.49	11,712	392,268
7	6,135,521	172,293	35.61	13,664	486,589
8	6,738,186	179,332	37.57	15,616	586,754
9	7,339,833	186,370	39.38	17,568	691,882
10	7,940,905	193,409	41.06	19,520	801,444
11	7,941,270	193,409	41.06	19,520	801,481
12	7,940,746	193,409	41.06	19,520	801,428
13	7,941,673	193,409	41.06	19,520	801,521
14	7,941,482	193,409	41.06	19,520	801,502
15	7,941,667	193,409	41.06	19,520	801,521
16	7,941,765	193,409	41.06	19,520	801,531
17	7,938,043	193,409	41.04	19,520	801,155
18	7,913,971	193,409	40.92	19,520	798,726
19	7,913,485	193,409	40.92	19,520	798,677
20	7,913,728	193,409	40.92	19,520	798,701
21	6,371,533	193,409	32.94	19,520	643,053
22	5,770,325	193,409	29.83	19,520	582,376
23	5,168,691	193,409	26.72	19,520	521,655
24	4,566,762	193,409	23.61	19,520	460,905
25	3,902,099	193,409	20.18	19,520	393,823
26	3,300,393	193,409	17.06	19,520	333,096
27	2,698,104	193,409	13.95	19,520	272,309
28	2,096,289	193,409	10.84	19,520	211,570
29	1,326,216	193,409	6.86	19,520	133,850
Total	$ 166,794,543				$ 15,322,530

2025 Vehicle Miles[2]	123,022	
Ten Year Growth in Vehicle Miles in Service Area[2]	19,520	
	10	years
Annual Growth in Vehicle Miles	1,952	
Ten Year Growth in Vehicle Miles In Other Service Areas[2]	50,867	
	10	years
Annual Growth in Vehicle Miles	5,087	
Credit Amount	**$ 15,322,530**	

(1) Appendix D - Service Area C Page 2 Section II

(2) Per Kimley-Horn Impact Fee Report