

# Agenda



## AGENGDA

### COUNCIL MEETING

Tuesday, December 6, 2022

7:00PM at City Hall

Mayor – Ben Ponce

Council Member – Mike Laye

Council Member – Donald Deering

Council Member – Kerrie Longoria

Council Member – Karl Fisher

Council Member – John McBride

### REGULAR MEETING

1. Call to Order and Declaration of Quorum

Time: \_\_\_\_\_

2. Invocation

3. Pledge of Allegiance to the United States of America

*I pledge Allegiance to the flag, of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with Liberty and Justice for all.*

4. Pledge of Allegiance to the Texas Flag

*Honor the Texas flag, I pledge allegiance to thee, Texas, one state under God, one and indivisible.*

5. Public Comment

*Citizens are invited to address the City Council with public comments. Comments regarding items for which notice has not been given will be limited to three minutes, prior to discussion of agenda items, and Council responses shall be in accordance with Sec. 551.042 of the Texas Government Code. Comments regarding an item on the agenda may be given before or during discussion of that item. An intentional act intended to disrupt a Government meeting is prohibited.*

## REPORTS

### 7. Reports:

- a. City Secretary Report
- b. Code Enforcement Report (2<sup>nd</sup> Council Meeting)
- c. Financial Report (2<sup>nd</sup> Council Meeting)
- d. Mayor Pro Tem Report
- e. Mayor's Report/Status
- f. NVFD Report (2<sup>nd</sup> Council Meeting)

## CONSENT AGENDA: ACTION

6. Approval of previous meeting's minutes, or notes- November 15, 2022, Minutes

## REGULAR AGENDA

### 8. Business Session:

- g. Discuss and consider the City of Nevada Schedule of Fees (Permit Fees) and Plat/Plan Review Fee rate changes.  
Summary: City Secretary is working on compiling a schedule of fees that will be similar to the examples provided in the packet.
- h. Discuss more in detail the Code Enforcement Report.
- i. Discuss and consider City Signage - color choice, logo, locations, compliance.  
Summary: City Secretary spoke with John Godfrey from Crossroads L.P. Mr. Godfrey advised that the company has been sold to Area Wide Protective which is a larger company of the same safety service. Mr. Godfrey advised that he has been told by his administration that they will still honor this quote if the Council so chooses to approve.
- j. Discuss bids for drainage/culverts.  
Summary: **City Engineer Chris Donnan to speak on this Agenda Item.**
- k. Discuss and consider the adoption of the impact fees.  
Summary: **City Engineer Chris Donnan to speak on this Agenda Item. City Attorney Jim Shepherd also to speak on this item.**
- l. Public Hearing: For considering the possible adoption of impact fees.  
Time Started: \_\_\_\_\_  
  
Time Ended: \_\_\_\_\_

m. Discuss the audit engagement letter from Murrey Paschall & Caperton, PC.

Summary: This audit is over the financial statements of the governmental activities, each major fund, and the disclosures, which collectively comprise the basic financial statements of the City of Nevada as of and for the year ended September 30, 2022.

n. Discuss and consider on setting a public hearing for an update to the City's Master Thoroughfare Plan.

Summary: **City Engineer Chris Donnan to speak on this Agenda Item.** This update consists of rerouting East Street to be in line with FM 1138. No other changes to the previously approved MTP are being proposed at this time.

## FUTURE AGENDA ITEMS

### 9. Future Agenda Items

*Future agenda items shall be designated by the Mayor. In addition, a motion and a second from any two Councilpersons shall be sufficient to add an agenda item for a future meeting. Staff and counsel shall have prior consent of the Mayor to add an agenda item for a future meeting.*

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### 10. Executive Session - Time: \_\_\_\_\_

*As authorized by Section 551.071 (2) of the Texas Government Code, this meeting may be convened into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any agenda item listed herein.*

*Texas Govt. Code 551.071 of the Texas Government Code legal advice from the City Attorney, regarding legal process requirements for code enforcement, building permits, inspections, and municipal court appointment and process.*

*Texas Govt. Code 551.074 Personnel. Review qualifications and/or interview person or persons applying for position of City Secretary.*

### 11. Regular Session: Reconvene from Executive Session - Time: \_\_\_\_\_

### 12. If required, act on items reviewed in Executive Session.

### 13. Adjournment / Closing - Time: \_\_\_\_\_

*NOTE: The City of Nevada, Texas, City Council meets regularly on the first and third Tuesday of each month at 7:00 P.M. The Council adheres to the printed Agenda for official action. Any individuals desiring official action on a matter should submit a request for the item to be considered for inclusion on a future Agenda to the office of the City Secretary no later than fourteen (14) days prior to the Council Meeting.*

## CERTIFICATION

This meeting will be conducted pursuant to the Texas Government Code Section 551.001 et seq. At any time during the meeting, the Council reserves the right to adjourn into executive session on any of the above-posted agenda items in accordance with the sections 551.071 [litigation and certain consultation with attorney], 551.072 [acquisition of an interest in real property], 551.073 [contract for gift to City], 551.074 [certain personnel deliberations] or 551.076 [deployment/ implementation of security personnel or devices] 551.087 [deliberation regarding economic development negotiations]. The City of Nevada is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. **Please call the City Secretary at (469) 788-7610 Ext: 102 for information.**

Attendance by Other Elected or Appointed Officials: It is anticipated that members of other city boards, commissions and/or committees may attend the meeting in numbers that may constitute a quorum of the other city boards, commissions and/or committees. Notice is hereby given that the meeting, to the extent required by law, is also noticed as a meeting of the other boards, commissions and/or committees of the City, whose members may be in attendance. The members of the other boards, commissions and/or committees shall not deliberate or decide any matters relating to items listed on this agenda and no minutes shall be prepared.

A member or member of the government body holding this meeting may attend via videoconference pursuant to the provisions of Tex. Gov't Code 551.127. In the event that a member or members of the government body holding this meeting attend via videoconference, a quorum of the government body holding this meeting will be physically present at the location identified above.

I certify that the above agenda for this meeting of the City Council of the City of Nevada, Texas, was posted on the bulletin board at City Hall, in Nevada, Texas, on Friday, December 2, 2022, by 5:00 pm pursuant to Chapter 551 of the Texas Government Code.

A handwritten signature in black ink, appearing to read "Deuce Waters II", is written over a horizontal line.

Douglas "Deuce" Waters II, City Secretary

# **Agenda Item g.**

6/1/2022							5/8"							
Subdivision Construction Costs	County	Building Fees	Zone Area	Roadway Impact Fee	Sewer Impact	Water Impact	Water Meter	Water Sensor	MUD	Dev. Fee	Park	Admin Fee	Electric	Gas
Ambergrove at Whiteside	Rockwall	Yes	Area 4	Yes	\$2,249	\$1,400	\$150	\$150					Oncor	
Capstone Court	Rockwall	Yes		Yes	\$2,249	\$1,400	\$150	\$150					Oncor	NO
Creekside	Collin	Yes	Area 4	Yes	\$2,000	\$2,000	\$150	\$150					Oncor	ATMOS
Creekside 1B	Collin	Yes		Yes	\$2,249	\$1,400	\$150	\$150					Oncor	
Creekshaw	Rockwall	Yes	Area 4	Yes	\$2,000	\$2,000	\$150	\$150					Oncor	No
Creekshaw 1B	Rockwall	Yes	Area 5	Yes	\$2,249	\$1,400	\$150	\$150					Oncor	No
DeBerry Reserve	Hunt	Yes	Area 4	Yes	\$2,000	\$2,000	\$150	\$150					FEC	No
Frost Farms	Rockwall	Yes	Area 4	Yes	\$2,000	\$2,000	\$150	\$150					Oncor	ATMOS
Luke Estates (No Zoning)	Collin	Yes		No	No	No	No	No					Oncor	NO
Meadows at Morgan Creek	Rockwall	Yes		No	\$2,000	\$2,000	\$150	\$150					Oncor	NO
Parkside Village	Rockwall	Yes	Area 3	Yes	\$2,000	\$2,000	\$150	\$150					Oncor	ATMOS
Ridge Park Phase 1 <i>Hunt</i>	Rockwall	Yes		Yes	No	\$1,400	\$150	\$150					<i>FEC</i>	
Rolling Meadows	Collin	Yes	Area 2	Yes	\$2,000	\$2,000	\$150	\$150					Oncor	ATMOS
Stone River Estates	Rockwall	Yes	Area 4	Yes	\$2,000	\$2,000	\$150	\$150					Oncor	ATMOS
Twin Pines	Hunt	Yes	Area 4	Yes	No	\$2,000	\$150	\$150					FEC	On-site/No Meter Release
Twin Pines Ph 4	Hunt	Yes	Area 4	Yes	No	\$1,400	\$150	\$150					FEC	On-site/No Meter Release
Union Square - Phase 1 & 2	Hunt	Yes		No	No	No	\$150	\$150					FEC	NO
Union Square - Phase 3 & 4	Rockwall	Yes		No	No	No	\$150	\$150					FEC	NO
Valor Farms Ph 1	Hunt	Yes		No	No	No	\$150	\$150	\$300	\$4,000	\$500		FEC	<del>NO</del> <i>Yes</i>
Verandah Ph 1A	Hunt	Yes		No	No	No	\$150	\$150	\$300	\$4,000	\$500		FEC	NO
Vista Oaks - Check for Flood Survey	Hunt	Yes	Area 4	Yes	No	\$2,000	\$150	\$150					FEC	ATMOS
Waterscape Phase 1	Rockwall	Yes		No	\$2,000	\$2,000	\$150	\$150					FEC	ATMOS
Waterscape Phase 2A	Rockwall	Yes		No	\$2,000	\$2,000	\$150	\$150					FEC	ATMOS
Waterscape Phase 2B	Rockwall	Yes		No	\$2,000	\$2,000	\$150	\$150					FEC	ATMOS
Waterscape Ph 3A & 3B	Rockwall	Yes		Yes	\$2,000	\$2,000	\$150	\$150					FEC	ATMOS
Woodland Creek - PH3	Hunt	Yes	Area 4	Yes	\$2,000	\$2,000	\$150	\$150					FEC	ATMOS

\* \$35 Admin fee applies only when a third party inspector (BV) is involved starting from beginning to end.



## COLLIN COUNTY DEVELOPMENT SERVICES PERMIT FEES

### HEALTH

<u>FACILITY UNDER 1000 sq ft</u> .....	\$150.00
<u>FACILITY OVER 1001 sq ft</u> .....	\$300.00
<u>TEMPORARY EVENT</u> .....	\$ 25.00
<u>DAY CARE</u> .....	\$150.00
<u>POOL INSPECTION (Public Pools &amp; HOA's)</u> .....	\$150.00

### SEPTIC/OSSF

<u>RESIDENTIAL (no maintenance)</u> .....	\$310.00
<u>RESIDENTIAL (maintenance)</u> .....	\$335.00
<u>NON RESIDENTIAL/COMMERCIAL (no maintenance)</u> .....	\$450.00
<u>NON RESIDENTIAL/COMMERCIAL (maintenance)</u> .....	\$475.00
<u>REPAIR OR UPGRADE *</u>	
• Less than 100' of line.....	\$100.00
• More than 100' of line.....	\$150.00
<u>SEPTIC REVIEW FOR EXISTING SEPTIC</u> .....	\$ 50.00

*\* If 50 % of the system will be repaired or upgraded, you will be required to permit as a New OSSF*

### MISCELLANEOUS

#### REINSPECT FEES:

- OSSF.....\$ 75.00  
(after failure of 2<sup>nd</sup> reinspect)
- OSSF RE-REVIEW.....\$ 50.00

CULVERT.....\$ 18.00



**CITY OF JOSEPHINE, TEXAS**  
**EXHIBIT "A"**

<b>FEE SCHEDULE</b>
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The following schedule of fees is compiled from various ordinances, resolutions, etc. The fees contained herein may be amended from time to time, and do not necessarily require an amending ordinance to do so.

**ARTICLE 1 ADMINISTRATIVE SERVICES**

**Sec. 1.001 Returned check charge**

A charge of thirty dollars (\$30.00), or the maximum permitted under state law, whichever is greater, will be imposed by the city for the collection of checks returned by the banks for the lack of funds when such checks are used in payment to the city for deposits or obligations legally owed by the issuer of the said returned checks. The city secretary will add the returned check charge to the other obligations owed to the city by the issuer of the returned checks. The same charge shall be applied to electronic funds transactions in which lack of funds prevents payment from being made.

**Sec. 1.002 Photocopy charges**

Section 552.261 et seq. of the Texas Government Code allows the city to charge a reasonable fee to cover the costs of reproducing public documents for private use. The charge for reproducing such documents will be based on the following guidelines:

(1) Reproduction charges.

(A) The charge for photocopies up to 8.5" x 14" will be ten cents (\$0.10) per page.

(B) The charge to reproduce documents larger than 8.5" x 14" will be fifty cents (\$0.50) per page, or the actual cost incurred by the city in obtaining the reproductions.

(C) The charge to reproduce documents stored on microfilm will be two dollars (\$2.00) per page.

(D) The charge to retrieve information from computer data storage banks will be computed at the rate of one hundred dollars (\$100.00) per hour of operator time.

(2) Exception. The charges in subsection (1) do not apply to official publications normally offered to the public free of charge.

(3) Additional charges. Requests that are for 50 or more pages will be subject to an additional fee to cover processing costs. The fee will be computed at the rate of fifteen dollars (\$15.00) per hour.

## ARTICLE 2 BUILDING FEES

### Sec. 2.001 Building permits; inspections

Effective November 9, 2020

#### (a) New Construction Permit Fees.

<u>Occupancy</u>	<u>Permit Fee</u>	<u>Minimum</u>
<u>Type</u>		<u>Fee</u>
<u>Residential</u>		\$1400.00 Minimum Permit <b>OR</b> \$.15 per Square Foot Plus Needed Inspections
Non-residential		<u>Minimum</u>
Construction Cost: Up to \$500,000.00		0.65% of Construction Value
\$500,000.001 - \$1,000,000.00		0.65% of Construction Value
Over \$1,000,000.00		0.65% of Construction Value

- (a) Sign Permit fee - \$100.00 – for standard sign  
 Sign Permit fee for a large commercial project will be based on construction value of sign – 0.65%

- (b) Inspection Fee: \$750.00

Commercial Building Plan Review – Retainer Fee: \$1,000.00 for engineering, attorney fees and other subcontracted costs incurred by the city. If the costs exceed the \$1,000.00 retainer fee, the remainder will be billed to the applicant and must be paid before the final inspection will be released.

Table One		
New Building Residential	Inspection Fee	Minimum Total \$1400.00 <b>OR</b> \$.15 per square foot.
Plan Review	\$50.00	
Temporary Electric Pole	\$50.00	
Plumbing Rough In	\$50.00	
Foundation	\$50.00	
Framing	\$50.00	
Electrical Rough In	\$50.00	
Plumbing Top Out	\$50.00	
HVAC Rough In	\$50.00	
Insulation/Energy	\$50.00	
Driveway and Walkway	\$50.00	
Final	\$50.00	

Table Two			
Additions	If Applicable	Inspection Fee	+\$.15 per sq. ft. Minimum \$50.00
Plan Review		50.00	
Plumbing Rough In		50.00	
Foundation		50.00	
Framing		50.00	
Electrical Rough In		50.00	
Plumbing Top Out		50.00	
HVAC Rough In		50.00	
Insulation/Energy		50.00	
Driveway and Walkway		50.00	
Final		50.00	

Table Three			
Accessory Building	If Applicable	Inspection Fee	\$50.00 plus inspections needed
Plan Review		50.00	
Temporary Electric Pole		50.00	
Plumbing Rough In		50.00	
Foundation		50.00	
Framing		50.00	
Electrical Rough In		50.00	
Plumbing Top Out		50.00	
HVAC Rough In		50.00	
Insulation/Energy		50.00	
Driveway and Walkway		50.00	
Final		50.00	

Table Four	
New Pool (In Ground)	Inspection Fee
Plan Review	50.00
Plumbing Rough In	50.00
Deck and Belly Steel	50.00
Electrical Grounding to Deck Steel and to Pool Equipment	50.00
Electrical wiring to pool light (if needed)	50.00
Final	50.00
Engineering Plat Review Fee Per Lot	350.00
Spas	75.00
Sprinkler System	50.00
Reinspection Fee	50.00
Culverts	18.00
Carports	50.00 + table two
Sidewalks	50.00
Driveways	50.00 + table two

#### **Sec. 2.002 Certificate of occupancy**

The fee for a certificate of occupancy shall be fifty dollars (\$50.00). All new businesses moving into the city are required to obtain a certificate of occupancy from the building inspection division.

#### **Sec. 2.003 Reinspection fee**

A reinspection fee may be assessed for each reinspection of work or a building site when the work for which an inspection has been called is not complete or is not in compliance with an applicable law or when a building site is not in compliance with or is in violation of an applicable law. To obtain a reinspection, a contractor or his representative shall appear in person at the city hall, complete a form furnished by the city requesting reinspection, and pay a reinspection fee of fifty dollars (\$50.00).

#### **Sec. 2.004 Demolition fee**

All Demolitions of a structure will require a pre-inspection and a post inspection of fifty dollars (\$50.00) each

**Fence Permit Fee: \$75.00**

# **Agenda Item h.**



Month End Operations Activity Report  
Nevada Oct-2022

	Residential	Commercial	Miscellaneous	One Stop	TOTAL
Completed Inspections	102	5	12	0	119
Passed Inspections	67	5	11	0	83
Inspections Passed %	66%	100%	92%		70%
Issued Permits	8	0	4	0	12

**Inspection Data Details**

Total Passed  
Total Failed

**Cause of Fail**

Failed - Code Violation  
Failed - Not Ready  
Failed - Not Home  
Partial Pass

**Total  
Count / %**

83 / 69.7%  
36 / 30.3%

35 / 97.2%  
1 / 2.8%  
0 / 0%  
0 / 0%

**SAFEbuilt  
Texas %**

74.2%  
25.8%

82.5%  
8.9%  
3.6%  
5.0%

**Issued Permit Types**

Residential New 7  
Miscellaneous OSSF 3  
Miscellaneous Pool 1  
Residential Alteration 1

# **Agenda Item i.**



Warren  
St  
6000



# CrossRoads, L.P.



Barricades & Traffic Safety Services

5012 David Strickland Rd., Fort Worth, Texas 76119

Voice: (817) 634-0044 Fax: (817) 634-0048

[www.crossroadslp.com](http://www.crossroadslp.com)

## Fax / E Mail Transmittal

DATE: 10/7/22

TO: Estimating Dept

ATTN

COMPANY

FAX NUMBER

FROM: Kevin Long

PERSON

817.634.0044

PHONE NUMBER

817.634.0048

FAX NUMBER

Number of pages including cover sheet: 1 please call (817) 634-0044 if any pages are missing.

### Sales Quote

### Nevada Sign Project

### City of Nevada

Item	Description	Unit	Quantity	Unit Price	Extension
NI	<del>6" Double Sided Reflective Street Blade Replacement</del> Excludes Post	EA	4	\$48.50	\$48.50
NI	9" Double Sided Reflective Street Blade Replacement Excludes Post	EA	1	\$59.75	\$59.75
NI	12"x18" Signs Installed – Excludes Post	EA	1	\$32.50	\$32.50
NI	24"x24" Signs Installed - Excludes Post	EA	1	\$49.50	\$49.50
NI	24"x30" Signs Installed – Excludes Post	EA	1	\$59.75	\$59.75
NI	30"x30" Signs Installed – Excludes Post	EA	1	\$69.50	\$69.50
NI	36"x36" Signs Installed – Excludes Post	EA	1	\$84.75	\$84.75
NI	2-3/8" Round Post – Excludes Anchor	EA	1	\$74.50	\$74.50
NI	Wedge Anchor for 2-3/8" Round Post – Excludes Post	EA	1	\$78.50	\$78.50
NI	TxDOT Post Installed – Excludes Anchor	EA	1	\$110.00	\$110.00
NI	TxDOT Stub Installed – Excludes Post	EA	1	\$185.00	\$185.00
NI	Coring Charge if Required for Anchors	EA	1	\$135.00	\$135.00
NI	Removal of Existing Signs if Required	EA	1	\$50.00	\$50.00
NI	Removal of Existing Post & Anchor if Required	EA	1	\$125.00	\$125.00

Minimum Billing of \$750 per trip

First mobilization is included, each additional mobilization will be \$850.

Changes and or revisions to plans will alter prices quoted.

Invoice will be for actual quantities installed at above unit pricing

Sign Assemblies do not include Brandon Industries or equivalent Signs, Posts or Trim.

Signs to be installed on galvanized post

Tax will be applied unless tax exemption certificate is provided.

Sincerely,

Kevin Long

*Thank you for the opportunity to earn your business.*

#	Orientation	Street Name	Block	Cross Street	Block	Sign Type	Size	MUTCD Code	Cost Per Quote	Comments
1	WB	Collin St	100	S. FM 1138	100	Street Name	-	D3-1	59.75	"Collin St 100"
						Street Name	-	D3-1	59.75	"S FM 1138"
						No Truck Symbol	24 x 24	R5-2	49.50	New Install - Behind Stop Sign
2	WB	Collin St	200	S. Warren St	100	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
						Street Name	-	D3-1	59.75	"Collin St 200"
						Street Name	-	D3-1	59.75	"Warren St 100"
3	EB	Collin St	200	Center St	200	-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
4	SB	Center St	100	Collin St	200	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Collin St 200"
						Street Name	-	D3-1	59.75	"Center St 100"
5	WB	Collin St	300	Center St	100	-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
6	NB	Center St	200	Collin St	300	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
						Street Name	-	D3-1	59.75	"Center St 200"
						Street Name	-	D3-1	59.75	"Collin St 300"
7	SB	Eve St	100	Collin St	300	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
						Street Name	-	D3-1	59.75	"Eve St 100"
						Street Name	-	D3-1	59.75	"Collin St 300"
8	NB	Eve St	200	Collin St	400	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
						Street Name	-	D3-1	59.75	"Eve St 200"

9	NB				Street Name	-	D3-1	59.75	"Collin St 400"
10	NB	Eve St	200	Collin St	400	-	-	125.00	Remove Ex. Post
		Evans St	200	Collin St	400	-	-	125.00	Remove Ex. Post
						-	-	74.50	2-3/8" Round Post (New)
						-	-	78.50	Wedge Anchor (New)
					Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
					Street Name	-	D3-1	59.75	"Evans St 200"
					Street Name	-	D3-1	59.75	"Collin St 400"
11	NB	Slattings St	200	Collin St	400	-	-	125.00	Remove Ex. Post
						-	-	74.50	2-3/8" Round Post (New)
						-	-	78.50	Wedge Anchor (New)
					Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
					Street Name	-	D3-1	59.75	"Evans St 200"
					Street Name	-	D3-1	59.75	"Collin St 400"
12	EB	Collin St	400	East St	200	-	-	125.00	Remove Ex. Post
						-	-	74.50	2-3/8" Round Post (New)
						-	-	78.50	Wedge Anchor (New)
					Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
					Street Name	-	D3-1	59.75	"East St 200"
					Street Name	-	D3-1	59.75	"Collin St 400"
					No Truck Symbol	24 x 24	R5-2	49.50	New Install - Behind Stop Sign
13	SB	East St	200	Kerens St	400	-	-	125.00	Remove Ex. Post
14	EB	Kerens St	400	East St	300	-	-	125.00	Remove Ex. Post
						-	-	74.50	2-3/8" Round Post (New)
						-	-	78.50	Wedge Anchor (New)
					Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
					Street Name	-	D3-1	59.75	"East St 300"
					Street Name	-	D3-1	59.75	"Kerens St 400"
					No Truck Symbol	24 x 24	R5-2	49.50	New Install - Behind Stop Sign
					Neighborhood Watch	12 x 18	UNK	32.50	New Install - Behind Stop Sign
15	NB	Eve St	300	Kerens St	400	-	-	125.00	Remove Ex. Post
16	SB	Eve St	200	Kerens St	300	-	-	125.00	Remove Ex. Post
						-	-	74.50	2-3/8" Round Post (New)
						-	-	78.50	Wedge Anchor (New)
					Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
					Street Name	-	D3-1	59.75	"Eve St 200"
					Street Name	-	D3-1	59.75	"Kerens St 300"
17	SB	Center St	200	Kerens St	200	-	-	125.00	Remove Ex. Post

				-	-	-	74.50	2-3/8" Round Post (New)
				-	-	-	78.50	Wedge Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"Center St 200"
				Street Name	-	D3-1	59.75	"Kerens St 200"
18	NB	S. Warren St	300	Kerens St	200	-	74.50	2-3/8" Round Post (New)
				-	-	-	78.50	Wedge Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"S Warren St 300"
				Street Name	-	D3-1	59.75	"Kerens St 200"
19	SB	S. Warren St	200	Kerens St	100	-	125.00	Remove Ex. Post
				-	-	-	74.50	2-3/8" Round Post (New)
				-	-	-	78.50	Wedge Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"Eve St 200"
				Street Name	-	D3-1	59.75	"Kerens St 300"
20	WB	Collin St	100	S. FM 1138	100	Street Name	59.75	"Kerens St 100"
				Street Name	-	D3-1	59.75	"S FM 1138"
				No Truck Symbol	24 x 24	R5-2	49.50	New Install - Behind Stop Sign
21	SB	West St	300	Co Rd 589	8500	-	125.00	Remove Ex. Post
				-	-	-	74.50	2-3/8" Round Post (New)
				-	-	-	78.50	Wedge Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"West St 300 →"
				Street Name	-	D3-1	59.75	"South St 200"
				Street Name	-	D3-1	59.75	"CR 589"
22	SB	West St	390	-	-	-	74.50	2-3/8" Round Post (New)
				-	-	-	78.50	Wedge Anchor (New)
				Stop Ahead Symbol	30 x 30	W3-1	69.50	Install Stop Ahead Symbol Sign (New)
23	NB	Eve St	100	E. FM 6	400	Street Name	59.75	"Eve St 100"
				Street Name	-	D3-1	59.75	"E FM 6"
24	NB	Center St	100	E. FM 6	300	Stop Sign	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"Center St 100"
				Street Name	-	D3-1	59.75	"E FM 6"
25	SB	Center St	100	E. FM 6	300	-	125.00	Remove Ex. Post
26	NB	S. Warren St	100	E. FM 6	200	-	125.00	Remove Ex. Post
				-	-	-	110.00	TxDOT Post (New)
				-	-	-	185.00	TxDOT Anchor (New)

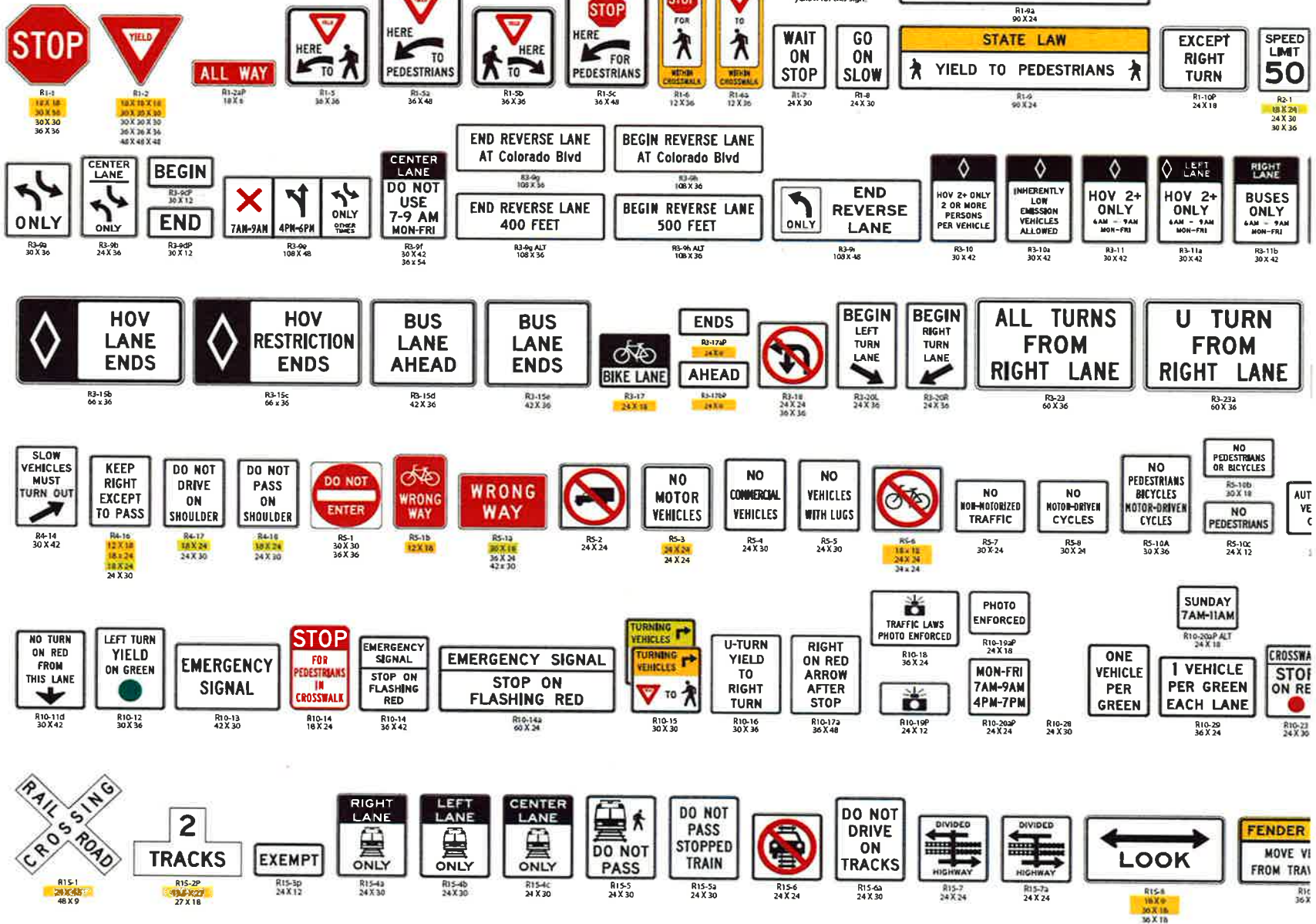
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"S Warren St 100"
				Street Name	-	D3-1	59.75	"E FM 6"
27	SB	N. Warren St	100	E. FM 6	100	-	110.00	TxDOT Post (New)
						-	185.00	TxDOT Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"N Warren St 100"
				Street Name	-	D3-1	59.75	"E FM 6"
28	NB	Cole St	100	W. FM 6	100	-	125.00	Remove Ex. Post
						-	110.00	TxDOT Post (New)
						-	185.00	TxDOT Anchor (New)
				No Outlet Sign	30 x 30	W14-2	69.50	Install "NO OUTLET" Sign (New)
				Street Name	-	D3-1	59.75	"S Warren St 100"
				Street Name	-	D3-1	59.75	"E FM 6"
29	SB	Cole St	100	W. FM 6	200	-	125.00	Remove Ex. Post
30	NB	West St	100	W. FM 6	200	-	125.00	Remove Ex. Post
						-	110.00	TxDOT Post (New)
						-	185.00	TxDOT Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"West St 100"
				Street Name	-	D3-1	59.75	"W FM 6"
31	SB	West St	100	W. FM 6	200	-	125.00	Remove Ex. Post
32	NB	Oak Ln	100	W. FM 6	200	-	125.00	Remove Ex. Post
						-	110.00	TxDOT Post (New)
						-	185.00	TxDOT Anchor (New)
				Stop Sign	30 x 30	R1-1	69.50	Install Stop Sign (New)
				Street Name	-	D3-1	59.75	"Oak Ln 100"
				Street Name	-	D3-1	59.75	"W FM 6"
33	SB	Oak Ln	100	Maple Cir	100	-	125.00	Remove Ex. Post
						-	74.50	2-3/8" Round Post (New)
						-	78.50	Wedge Anchor (New)
				Street Name	-	D3-1	59.75	"Oak Ln 100"
				Street Name	-	D3-1	59.75	"Maple Cir 100"
34	EB	Pecan Ct	300	Maple Cir	100	-	125.00	Remove Ex. Post
						-	74.50	2-3/8" Round Post (New)
						-	78.50	Wedge Anchor (New)
				Street Name	-	D3-1	59.75	"Pecan Ct 300"
				Street Name	-	D3-1	59.75	"Maple Cir 100"



35	SB	Maple Cir	240	-	-	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
36	SB	Eugene Ln	100	W. FM 6	300	Street Name	-	D3-1	59.75	"Eugene Ln 100"
						Street Name	-	D3-1	59.75	"W FM 6"
						No Truck Symbol	24 x 24	R5-2	49.50	New Install - Behind Stop Sign
37	NB	Eugene Ln	101	-	-	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
38	EB	S. Amber Ln	300	Eugene Ln	100	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Eugene Ln 100"
						Street Name	-	D3-1	59.75	"Amber Ln 300"
39	SB	Eugene Ln	133	-	-	-	-	-	125.00	Remove Ex. Post
40	WB	Lake Dr	-	Lake Dr	426	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Lake Dr"
						Street Name	-	D3-1	59.75	"Lake Dr 400"
41	EB	Whitney Dr	300	Lake Dr	400	-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Whitney Dr 300"
						Street Name	-	D3-1	59.75	"Lake Dr 400"
42	NB	Fork Dr	400	Whitney Dr	300	-	-	-	125.00	Remove Ex. Post
						-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Fork Dr 400"
						Street Name	-	D3-1	59.75	"Whitney Dr 300"
43	NB	Water Fall Ln	500	Cooper Ct	500	-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Water Fall Ln 500"
						Street Name	-	D3-1	59.75	"Cooper Ct 500"
44	SB	Lake Dr	400	Brooks Dr	300	-	-	-	74.50	2-3/8" Round Post (New)
						-	-	-	78.50	Wedge Anchor (New)
						Street Name	-	D3-1	59.75	"Lake Dr 400"
						Street Name	-	D3-1	59.75	"Brook Dr 300"
45	NB	Lake Dr	420	Lake Dr	-	-	-	-	125.00	Remove Ex. Post

[illegible]

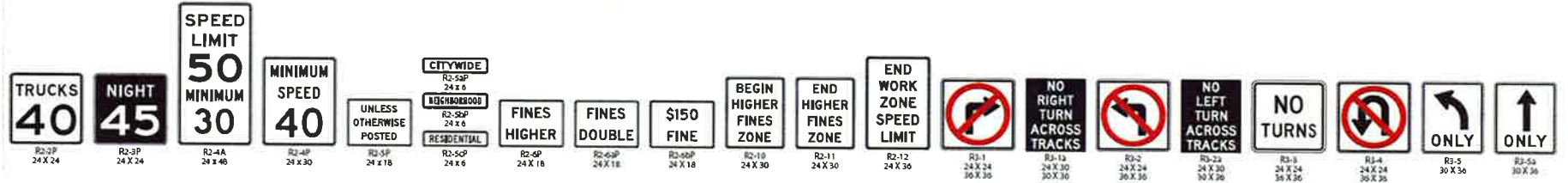
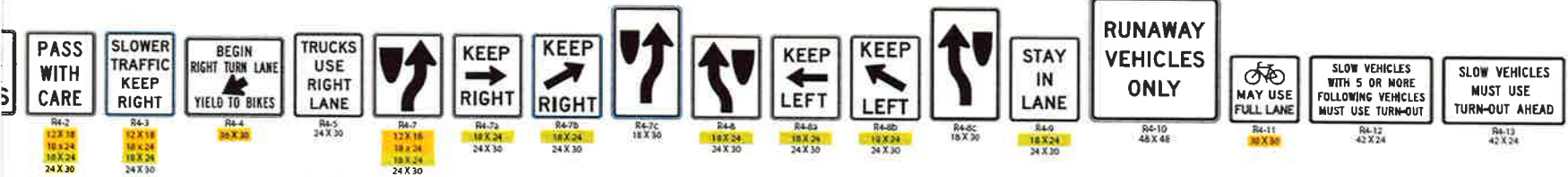
## Regulatory Signs



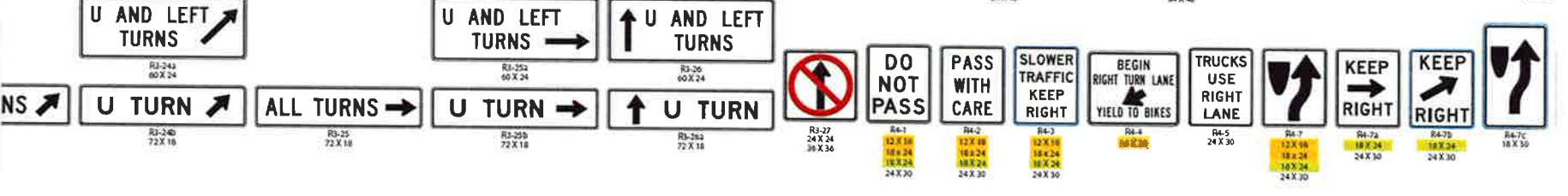
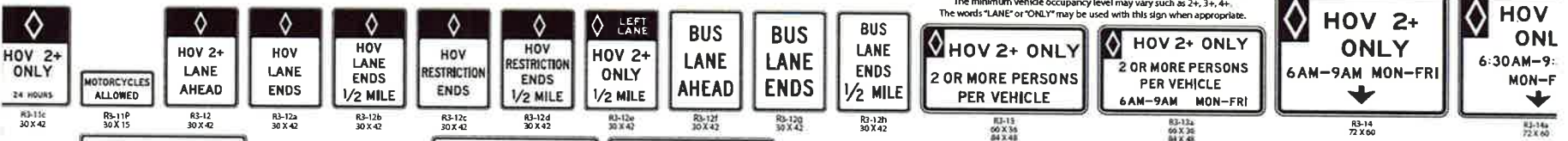




The diamond symbol may be used instead of the "HOV" word message.  
The minimum vehicle occupancy level may vary such as 2+, 3+, 4+.  
The words "LANE" or "ONLY" may be used with this sign when appropriate.



The diamond symbol may be used instead of the "HOV" word message.  
The minimum vehicle occupancy level may vary such as 2+, 3+, 4+.  
The words "LANE" or "ONLY" may be used with this sign when appropriate.



## Incident Management



WAAH  
36 X 36  
48 X 48



W3-4  
36 X 36  
48 X 48



W4-2L or R  
36 X 36  
48 X 48



W20-5AH, L or R  
36 X 36  
48 X 48



W20-5L or RAH  
36 X 36  
48 X 48



W202AH  
36 X 36  
48 X 48



W20-3AH  
36 X 36  
48 X 48

## Civic Signs



R161  
12 X 18  
18 X 24



R162  
12 X 18  
18 X 24



R163  
12 X 18  
18 X 24



R164500  
12 X 18



R173  
12 X 18  
18 X 24



R7204  
30 X 18



PC113  
30 X 24  
48 X 30



R7412  
12 X 18



PC114  
12 X 18  
18 X 24



I-9  
30 X 24



PC130  
18 X 24



I-10  
36 X 24  
48 X 36



PC135  
18 X 24



PC105  
12 X 18



LE101  
12 X 18



PC110  
12 X 18  
18 X 24



LE102  
18 X 24



R12-1  
24 X 30



R12-2  
24 X 30



R12-3  
24 X 36



R12-4  
36 X 24



R12-5  
24 X 36



R13-1  
72 X 54

The R13-1 sign may be black-on-white or white-on-black.



R14-1  
24 X 18



R14-2  
24 X 24



R14-3  
24 X 24



R14-4  
30 X 30



R14-5  
30 X 30

# **Agenda Item j.**



## MEMORANDUM

**TO:** Nevada City Council  
**FROM:** Chris Donnan (Hayter Engineering)  
**DATE:** June 1, 2022  
**JOB:** Downtown Drainage Assessment (385001-85.27)

\*\*\*\*\*

On May 25, 2022, I made a site visit to Nevada, Texas to assess their downtown drainage facilities. This area has been identified by the City as a known drainage issue, and this assessment is the City's first step in developing a plan to address the issue. This memorandum is intended to provide a general summary of my findings and recommendations.

For this assessment, the "downtown area" has been defined to be bounded by FM 1138 to the west, Kerens Street to the south, CR 591 (East Street) to the east and FM 6 to north. More specifically, this assessment included the following streets:

- Collin Street
- Kerens Street
- Slatings Street
- Evans Street
- Eve Street
- Stinebough
- Center Street
- Warren Street

The drainage facilities in this area consist of roadside ditches and culverts as well as driveway culverts. No curb and gutter, inlets or storm sewer pipe were present. Photos were taken along each street to document the existing drainage conditions. Observations regarding ditch and culvert conditions were also documented. Ultimately Hayter Engineering will prepare an exhibit noting culvert locations and conditions and make recommendations for each culvert (e.g. remove and reset, remove and replace). In addition to culvert recommendations, Hayter Engineering will provide a typical proposed ditch cross section and prepare an Opinion of Probable Construction Cost (OPCC) for all proposed work.

In general, runoff in the downtown area flows south from FM 6 along Warren, Center and Eve Streets to Kerens Street. Runoff along Collin Street flows east from Warrant Street and west from CR 591 until it intersects a north/south roadway and then turns south to Kerens Street. There are five culvert locations along Kerens Street (Center, Stinebough, Eve, Evans, Slatting) which allow the runoff from the downtown area to pass under Kerens Street and continue south, crossing the abandoned railroad bed

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before finding an existing creek that takes the runoff southeast out of Nevada and eventually discharging into Lake Tawakoni.

During my visit I noticed several recurring themes:

- Roadside ditches silted in.
- Roadside ditches blocked by tall grass, trees, and other debris.
- Roadway and driveway culverts partially to completely silted in.
- Roadway and driveway culverts with damaged ends.

Based on my observations, it is understandable why the downtown area has reported drainage issues. When roadside ditches and culverts become silted in and blocked, runoff can no longer leave the area; rather, it tends to pond up in local areas and remain until it evaporates. It is not uncommon for cities with drainage issues similar what I observed in downtown Nevada to experience rapid roadway degradation and receive frequent citizen complaints as the ponding often negatively impacts properties in the area.

Assuming installing curb and gutter and storm drains is not an economical option (it is typically not), below are several general remediation recommendations:

- Regrade and shape existing ditches that have silted in.
  - Adopt a typical/minimum roadside ditch cross section that roadside ditches must adhere to.
- Clear existing ditches that are grown up and blocked by trees and other debris.
  - Routine maintenance of roadside ditches is a key component in supporting positive drainage.
- Replace damaged and silted in culverts.
  - Consider replacing all driveway culverts with HDPE pipe, 12" minimum.
  - Consider replacing all roadway culverts with RCP, 18" minimum.
  - Consider requiring the installation of safety end treatments on all roadway and driveway culverts to help prevent damaged ends.

These remediation recommendations will be most effective if they are implemented in an organized manner. Generally working from downstream (Kerens Street) to upstream is the best approach. Doing this will help ensure positive drainage and that upstream improvements are not stymied by less than desirable downstream conditions.

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# **Agenda Item k.**



**DRAFT**

## CAPITAL IMPROVEMENT PLAN AND IMPACT FEE DETERMINATION

Submitted For Review

For The City of

By: **Christopher M Donnan, P.E. #107253**

**Not for Construction, Bidding, or  
Permitting Purposes**



## FOR STREETS AND DRAINAGE

*November 2022*

### ADVISORY COMMITTEE

Chair..... Bart Carroll  
Members ..... Russell Newton  
.....Shane Brinton  
..... Clayton Laughter  
..... Jeanne Carlson  
..... Magan Vernon  
..... Joe Cleveland  
..... Jeff Cook

### CITY COUNCIL

Mayor..... Ben Ponce  
Mayor Pro Tem..... Kerrie Longoria  
Council..... Karl Fisher  
..... Donald Deering  
..... Mike Laye  
..... John McBride  
City Clerk..... Misty Hooker

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Texas | Oklahoma | Arkansas | Louisiana

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Exhibit #3 – Anticipated Development Map	
Exhibit #4 - Impact Fee Street Improvements	



## Introduction

The City of Nevada is located in southeast Collin County, Texas, east of Lavon Lake, approximately 40- miles northeast of Dallas, Texas and 20 miles southwest of Greenville, Texas. FM 6 passes through the center of town running east to west and FM 1138 passes through the center of town running north to south.

This report will represent the City of Nevada's inaugural effort at developing impact fees for the future development within the City and its Extraterritorial Jurisdiction (ETJ). The term "impact fee" as used herein refers to a charge or assessment imposed by the City against a new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to a new development. Nevada has no sanitary sewer system or wastewater treatment plant and Nevada SUD is the water supplier. Therefore, this impact fee determination only considers roadways and drainage. The idea behind an impact fee is that growth should pay for itself. Impact fees can be levied for several purposes, including. Impact fees are not to be used for repair, operation, or maintenance of existing facilities or for upgrading, updating, expanding or replacing existing capital improvements to better serve existing development.

Texas Local Government Code Title 12, Chapter 395, FINANCING CAPITAL IMPROVEMENTS REQUIRED BY NEW DEVELOPMENT IN MUNICIPALITIES, COUNTIES, AND CERTAIN OTHER LOCAL GOVERNMENTS describes the process by which a City may impose an assessment against new development in order to fund the costs of capital improvements necessitated by and attributable to new development.

The two most important documents upon which the impact fee must be based are the Land Use Assumptions and the Capital Improvements Plan (CIP). After adopting the Land Use Assumptions and CIP, based on a planning period of 2022 to 2032, the City of Nevada will adopt an Impact Fee Ordinance. Chapter 395 requires political subdivisions to update their Land Use Assumptions and CIP at least every five years, beginning on the date that the CIP is adopted. As such, the City should expect to update their plan in 2027, five years after the ordinance being officially adopted.

## Advisory Committee – Capital Improvements Plan

In accordance with Chapter 395 the City Council appointed a Capital Improvements Advisory Committee. The charge to the committee is outlined in 395.058 as follows:

- (c) The advisory committee serves in an advisory capacity and is established to:
  - (1) advise and assist the political subdivision in adopting land use assumptions;
  - (2) review the proposed capital improvements plan amendments and file written comments;

- (3) monitor and evaluate implementation of the updated capital improvements plan;
- (4) file semiannual reports with respect to the progress of the capital improvements plan and report to the political subdivision any perceived inequities in implementing the plan or imposing the impact fee; and
- (5) advise the political subdivision of the need to update or revise the land use assumptions, capital improvements plan, and impact fee.

Resolution Number 22-01, passed on February 1, 2022, by the City Council provided for the appointment of said Advisory Committee. The Advisory Committee has met periodically since its inception in an effort to advise and assist with the preparation of Land Use Assumptions and other aspects of the CIP.

## **Project Planning Area**

Local government code §395.011(b) states “Political subdivisions may enact or impose impact fees on land within their corporate boundaries or extraterritorial jurisdictions (ETJ) only by complying with this chapter, except that impact fees may not be enacted or imposed in the ETJ for roadway facilities.” By virtue of its population, Nevada has an ETJ of ½ mile beyond its city limits. The planning area used herein consists of the city limits and portions of the ½ mile ETJ which are considered developable.

Chapter 395 allows impact fees to be developed to cover projected 10-year needs. Based on population projections, Nevada can expect to have an approximate population of 2,702 in 10 years. Per the Texas Local Government Code, Title 2, Subtitle C, Chapter 42 “Extraterritorial Jurisdiction of Municipalities, the City’s ETJ can include the unincorporated area that is contiguous to and within ½ mile of the corporate boundaries of the City.

The Advisory Committee has expressed a desired ultimate density of approximately 3 persons per acre. With a current ETJ area of 5,273 acres, this would result in an approximate population of 15,819 once fully developed.

## **Population and Land Use Study**

### **Existing Land Use and Demographics**

The *Existing Land Use Map (Exhibit 1)*, with guidance from the Advisory Committee, has been developed and will be used in the preparation of this CIP and impact fees. Existing service area calculations are inclusive of portions of the ETJ.

Community demographics were obtained from the U.S. Census Bureau. These demographics have been updated with 2020 U.S. Census Bureau estimates. **Table 1** compares various Nevada demographics to those of surrounding communities and the State as a whole. From 2012 to 2020 there were normal minor fluctuations in the demographics. A majority of the people in the work force moving to Nevada are employed at higher paying jobs in the DFW metroplex and commute to work and/or work from home. USGS topographic maps, TCEQ water and wastewater CCN

maps, school district, county, and municipal boundaries, existing zoning maps, county and regional transportation plan, were reviewed and taken into consideration.

**Table 1 – Demographic Comparisons –2020 US Census Estimates**

Entity / Census Year	Nevada 2020	Lavon 2020	Josephine 2020	Farmersville 2020	Caddo Mills 2020	Texas 2020
Population	1,314	4,469	2,119	3,612	1,495	29,145,505
Median Age	34.8	33.0	34.9	41.7	33.7	35.5
Age 65 and Older	16.6%	5.9%	11.0%	18.4%	11.2%	13.2%
Persons / Household	3.14	3.36	3.16	3.37	3.38	3.27
Median Household Income	\$ 100,250.00	\$ 95,286.00	\$ 58,750.00	\$ 41,774.00	\$ 59,107.00	\$ 66,963.00
Population 18 years and over	76.1%	67.5%	75.3%	73.7%	71.4%	74.7%
High School Graduate or Higher	28.2%	21.9%	48.4%	43.0%	46.2%	24.6%
Bachelor's Degree or Higher	29.6%	35.7%	16.0%	16.4%	16.3%	11.9%

Nevada's ETJ covers a 5,273-acre area. **Table 2** presents a breakdown of the land use areas and approximate densities (meters/acre).

**Table 2 – Existing Level of Usage**

Description	Residential	Commercial	Retail/Neighborhood Service	Institutional / Industrial	Agriculture	Total
2022 Population	1,412	N/A	N/A	NA	NA	1,412
2022 Meters	661	5	9	NA	NA	675
2022 Area (Acres)	1,496	13	13	219	3,532	5,273
Density (Meters/Acre)	0.44	0.40	0.67	NA	NA	0.13
% Meters by Land Use	97.93%	0.74%	1.33%	NA	NA	100%

## Population Projection

The historical population levels for Nevada are shown in **Table 3**. Population growth was fairly stagnant from 1950 through 1990 with an average growth rate of 0.36 percent per year. The growth then accelerated between the years 1990 and 2000 at a rate of 2.40 percent per year. From 2000 to 2020 the growth again accelerated at a rate of 6.88 percent per year. The U.S. Census Bureau 2020 estimated population is 1,314 persons, representing an increase of 60 percent since the 2010 census or 6 percent per year. By comparison, the TWDB 2016 Region C Water Plan projected the population of Nevada to be 999 in 2020 and 1,217 in 2030 (**Table 4**). Based on these projections,

this represents an increase of 21.82 percent over the next 10 years or 2.18 percent per year. However, it is anticipated that future developments over the next 10 years will add 786 homes or a population growth of 1,682 people. This represents a population increase of 119.12 percent or 11.91 percent per year. As such, a projected growth rate of 11.9 percent per year will be used to project the City's population for this CIP's 10-year planning period (2022 to 2032). **Figure 1** below depicts the historic growth and future population projections.

The Dallas/Fort Worth Metroplex (DFW) is rapidly expanding northeast. Per the Collin County Thoroughfare Plan and TxDOT Improvements Plans, Nevada can anticipate growth as a result of planned roadway projects including, the construction of the Collin County Outer Loop, widening of FM6, rerouting and widening of FM1138, and the rerouting and/or widening of several other FM and county roads near the City. The exact timing of these improvements is unknown but will ultimately lead to significant residential and commercial growth. As such, these population projections should be reevaluated each year and updated as required. In addition, the predicted, roadway, and drainage system improvements and the resulting effect on impact fees should also be reviewed annually and updated accordingly.

Based on this information, along with guidance from the Advisory Committee, a **Future Land Use Map (Exhibit 2)** has been developed and will be used in the preparation of this CIP and impact fees.

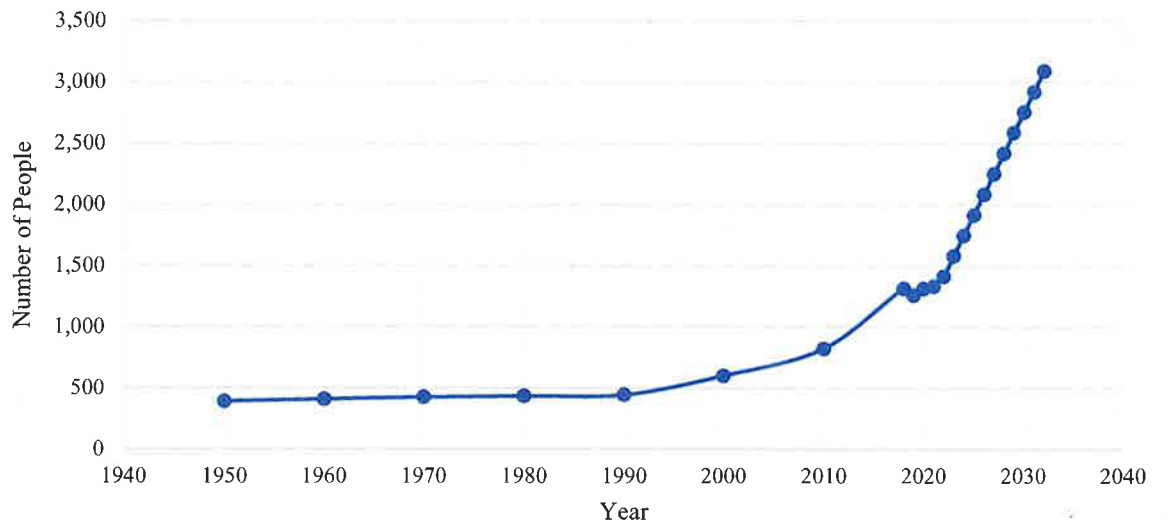
**Table 3 – Historic Population Data**

	1950	1960	1970	1980	1990	2000	2010	2020
<b>Historical</b>	390	410	426	435	446	553	822	1,314

**Table 4 – Population Projections**

<b>10-year plan (2022 CIP)</b>	2022	2027	2032			
	1,412	2,252	3,094			
<b>TWDB (2016 Regional Water Plan)</b>	2020	2030	2040	2050	2060	2070
	999	1,217	1,483	6,000	15,000	27,000

**Figure 1 – Population Projection**



## Street Study

In 2020 Hayter Engineering performed a Street Study for the City of Nevada. This study can be found in **Appendix A**. The 2020 Street Study included an existing conditions inventory analysis and prioritized improvement recommendations, with opinion of probable construction costs, for a 25-year planning period. This study along with OPCC's were utilized in determining the City's impact fees.

## Impact Fees

Local government code §395.014(a)(1-7) spells out exactly what must be included in the Capital Improvements Plan (CIP). Items 1 and 2 have been covered in previous sections. Items 3 through 7 will be covered in the subsequent sections.

§395.001(5) defines Land Use Assumptions as follows: *includes a description of the service area and projections of the changes in land uses, densities, intensities, and population in the service area over a at least a 10-year period*. Since projections for capital improvements and facility expansion cannot exceed 10 years, the Land Use Assumptions for this CIP will cover a 10-year period from 2022 to 2032. All capital improvements and facility expansions proposed below, will be based on the 2032 population projection and will be necessary in order to meet the Future Land Use Projections discussed in an earlier section of the CIP.

The Capital Improvements Advisory Committee identified 10 areas they believed were primed for development over the next 10 years. These 10 areas are depicted in the **Anticipated Development Map (Exhibit 3)**. The infrastructure improvements shown in the **Impact Fee Street Improvements Map (Exhibit 4)** will be necessary to accommodate the projected growth over the next 10 years in

the identified areas. The impact fees attributable to the 10-year development will be due to the projected growth as shown in *Table 5*.

**Table 5 - Future (2032) Level of Usage**

Description	Residential	Commercial	Retail/Neighborhood Service	Institutional / Industrial	Agriculture	Total
2032 Population	3,094	N/A	N/A	NA	NA	3,094
2032 Meters	1,446	9	15	NA	NA	1,470
2032 Area (Acres)	2,304	23	22	219	2,705	5,273
Density (Meters/Acre)	0.63	0.40	0.67	NA	NA	0.28
% Meters by Land Use	98.37%	0.61%	1.02%	NA	NA	100%

The proposed increase in land use areas is the difference between the Existing Level of Usage (*Table 2*) and the Future (2032) Level of Usage (*Table 5*). These areas have been determined given existing population and population projections, not based upon a constant density, and stay within the City's ETJ. Streets can now be sized based upon expected flows and traffic derived from areas that are increased due to the new developments.

**Table 6 – Increased Level of Usage (2022-2032)**

Description	Residential	Commercial	Retail/Neighborhood Service	Institutional / Industrial	Agriculture	Total	Increase
Population Increase	1,682	NA	NA	NA	NA	1,682	119.1%
Increased Meters	785	4	6	NA	NA	795	117.7%
Increased Area	808	10	9	0	-827	827	15.7%

The year 2032 total increase in number of meters is 795 meters. The total development cost will be evenly distributed among these new proposed meters to determine the impact fee per meter.

## Calculated Impact Fee

The spreadsheets showing the calculations for the roadway and drainage impact fees can be found in *Appendix C* and are summarized in *Table 7*, below.

**Table 7 - Impact Fee Calculation Summary**

	Capital Improvement Plan (\$) (1)	2032 Projected New Meters (2)	Calculated Impact Fee (\$) (3)	Maximum Impact Fee (\$) (4)
Streets & Drainage	\$10,047,039.60	795	\$7,182.80	\$3,591.40

Local Government Code Chapter 395, §395.015 states that the impact fee per service unit may not exceed the amount determined in column three from *Table 7* above, less a credit for valorem taxes

paid on the new development. The credit may be determined through calculation of the ad valorem tax, or by reducing the column three fee by one-half. This second approach is recommended for simplicity, resulting in the maximum impact fees shown in column four from **Table 7** above.

## Service Unit Equivalent

This study is based upon growth in the number of standard ¾" meters, independent of land use. Thus, the service unit equivalent is a single ¾" meter. However, if it were necessary to supply a larger meter, say, for example, a shopping center, adjusting the fee for the increased size of meter would be justified. **Table 8** represents equivalent fees recommended for various meter sizes.

**Table 8 - Service Unit Equivalencies**

Meter Size	Equivalency Factor	Streets & Drainage
¾"	1.00	\$3,591.40
1"	1.67	\$5,997.64
1 ½"	3.33	\$11,959.37
2"	5.33	\$19,142.17
3"	10.00	\$35,914.02
4"	16.67	\$59,868.68
6"	33.33	\$119,701.44

**Table 9** (Impact Fees in Other Cities) provides a reference point to compare the impact fee calculated herein with that of other cities.

**Table 9 - Impact Fees in Other Cities**

City	Year Fee Established	Population (2020)	Development Units	Streets & Drainage Impact Fee
Allen	2022	104,040	Single-Family	\$1,127.00
Corinth	2016	21,823	Single-Family	\$888.00
Frisco	2019	200,485	Single-Family	\$1,254.00
McKinney	2019	195,342	Single-Family	\$3,438.00
Sachse	2012	26,122	Single-Family	\$2,450.42
Southlake	2016	32,269	Single-Family	\$2,292.00
Wylie	2019	51,585	Single-Family	\$4,633.00
Greenville	2019	28,164	Single-Family	\$2,091.00

## **Annual Reporting**

Chapter 395.082 of the Local Government Code requires that a City imposing impact fees will submit a written certificate annually to the Attorney General, verifying compliance with Chapter 395. Wording for this verification should be prepared by the City Attorney.

In addition, the Capital Improvements Advisory Committee is to monitor and evaluate implementation of the Capital Improvements Plan and advise the Council of the need to update or revise the Land Use assumptions, Capital Improvements Plan, and Impact Fee on an annual basis.



# **APPENDIX A**

## STREET SYSTEM STUDY

For the City of



*July 2020*

### City Council

Mayor..... Trace Kinnard  
Council..... Kenneth Pfannstiel  
.....Gwen Garlington  
.....Travis Waddell  
..... Michael Shane Brinton  
..... Karl Fisher  
City Secretary .....Judy Hill  
City Clerk ..... Misty Hooker



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## Introduction

The City of Nevada is located in southeast Collin County, Texas, east of Lavon Lake, approximately 40-miles northeast of Dallas, Texas and 20 miles southwest of Greenville, Texas. FM 6 passes through the center of town running east to west and FM 1138 passes through the center of town running north to south.

The City has commissioned this report to ultimately develop a planned approach to reconstruct selected City streets over the next 20 years (*Exhibit 1*). Such a plan will allow the City to identify projects each year and accurately budget for the necessary improvements. It also provides the City with an objective review of the condition of selected streets.

## Basis of Analysis and Standards

The characteristics of streets and roadways have a huge impact on the traffic flow and safety of its travelers. A roadway surface that is in poor condition will discourage use and redirect traffic to roadways of good condition, which might negatively affect the traffic flow through congestion. The width of a roadway will also influence its use by affecting the attraction of the various modes of transportation. For reasons such as these, this Street System Study will provide an assessment of existing street conditions, leading to a plan of future street improvements.

This street system analysis was based on visually obtained on-site data collected during the inventory. City staff provided input regarding their observed traffic volumes and repair frequencies. The type of data collected included roadway material, condition, width, length, drainage, and apparent right of way width.

The Texas Department of Transportation publication, Roadway Design Manual (April 2018): Urban Streets establishes standards for arterial, collector, and local streets. The State highways and FM roads in Nevada are the City's arterial streets, with the city streets being either collector or local residential streets. The minimum acceptable standard for residential areas is 10-foot wide travel lanes, or 20-foot wide for two lanes. However, because of right-of-way restrictions or existing ground features such as major drainage ways or aerial utility lines, there will be instances where a 20-foot width will not be possible without significant and very costly infrastructure modifications.

## Street System Analysis

City streets can be classified into one of three broad functional groups; arterial, collector, or residential streets. General definitions for these street types are as follows:

**Arterial:** An arterial is a major street that serves to conduct traffic between highways and/or between major traffic generators such as the central business district. It is preferable that these be continuous across the City. Arterials are generally spaced from 1 to 3-miles apart. They bypass neighborhoods and are designed for traffic speeds from 35-mph and higher. In Nevada, the state-maintained highways constitute the arterials.

**Collector:** A collector street conducts less traffic than an arterial street, but it is still continuous through several residential districts. It connects these districts to arterials, major highways, or business districts. Collectors are generally spaced from 1/8 to 1/2-miles apart, and designed for speeds from 30 to 35-mph.

**Residential:** A residential street can be also be termed “local”. The primary purpose of these streets is to carry traffic within the residential areas and to provide access to the abutting properties. They will generally connect the neighborhood to a collector street and carry relatively low traffic volumes, usually for trips under 1/2-mile in length.

During the street system analysis, each city street was driven, roadway widths were measured at several locations, and general observations were documented. Based on the data collected, each block of each street was assigned one of five surface condition classifications: Very Good, Good, Fair, Poor or Failed. General definitions for each surface condition are as follows.

1. **Very Good (A):** Includes asphalt and concrete streets which are “like new”, have curb and gutter or a defined ditch and may contain a well-defined shoulder on either side of the street.
2. **Good (B):** Includes asphalt, concrete, and chip seal streets which are in good condition and have no noticeable surface deterioration. These streets are wide enough to allow for two-way traffic. These streets have curb and gutter or defined ditches that are functional but may show signs of siltation.
3. **Fair (C):** Includes asphalt, chip seal, rock, and dirt streets with minimal to no potholes, minor rutting; varying widths; grass encroachment; and/or surface washout. These streets may not have proper functional ditches. If curb and gutter is present, they are overgrown and/or silted in and no longer function as originally intended.
4. **Poor (D):** Includes asphalt, chip seal, rock, and dirt streets with numerous potholes; significant surface washout; edge of pavement failure; rutting; ponding/poor drainage; and/or varying widths. In some cases, these streets are not wide enough to allow the passing of two-way traffic. These streets typically do not have proper functional ditches or curb and gutter. In general, the conditions of these streets are not, or are soon to not be conducive for safe driving conditions.
5. **Failed (F):** Includes asphalt, chip seal, rock, and dirt streets that are not conducive for safe driving conditions. This would include streets that are in such a deteriorated condition that driving on them could cause potential damage to the vehicle, or that are not passable after heavy rains due to significant ponding or muddy conditions. These streets are not wide enough for two-way traffic and do not have functional drainage.

## **A. Street Inventory**

**Exhibit 1 (Street Inventory)** depicts all streets included in this street system study. An inventory of the pavement condition, material, width and right-of-way width of each identified City street

was conducted for this study. The results of this inventory are presented in *Exhibit 2 (Existing Street Conditions)* and *Table 1*.

The City's major arterial streets are CR 543/596, FM 6, CR 593 and FM 1138. The City's major collector roads include, Collins Street (CR836), Kerens Street (CR 835), West Street (CR 810), and East Street (CR591). This study does not consider the improvement needs of the State and County-maintained highways and roads. *Exhibit 3 (TxDOT Traffic Counts)* depicts the annual average daily traffic numbers for various locations throughout Nevada. These traffic counts indicate that FM 6 and FM 1138 carry the vast majority of traffic through the City. These traffic patterns are influenced by many factors. Some key factors would include access to State and Interstate Highways (TX-78, I-30, U.S. 380), Community ISD to the north and DFW metroplex to the south and west. Traffic counts for City streets have not been performed prior to this study and the scope of the study did not allow for City street traffic counts to be conducted.

## B. Conditions Analysis

The inventoried City streets vary in width from 10- to 25-feet, with "apparent" right-of-way widths varying from 20- to 110-feet. The City has no record of right-of-way widths on city streets; therefore, the "apparent" right-of-way widths are those recorded through observation of such things as fence lines, power poles and utility meters.

The condition of the inventoried streets varied from good to failed. Most streets were classified as "poor" condition. The approximate breakdown of street conditions by length is:

Good (B):	13%
Fair (C):	38%
Poor (D):	42%
Failed (F):	7%

This study included approximately 4.8 miles of streets. Of this, approximately 63-percent of the inventoried streets by length are narrower than the minimum acceptable State standard of 20-feet wide, making for potentially hazardous two-way traffic conditions. Asphalt surfacing made up approximately 48-percent of all inventoried streets and of these, approximately 45-percent are narrower than the minimum acceptable state standard. Chip seal surfacing made up approximately 39-percent of all inventoried streets and of these, approximately 59-percent are narrower than the minimum acceptable State standard. The remaining 13-percent of inventoried streets are gravel and rock streets. All gravel and rock streets were narrower than the minimum acceptable State standard.

## C. Soil Conditions

Soils in Nevada are majority Houston Black clay. Clays are generally not conducive for construction purposes, clay soils tend to result in poor performance and high maintenance without soil reclamation, special design considerations and expensive installation procedures. This can be attributed to the fact that clay soils have a high shrink-swell potential, so when dry, they shrink in volume and when wet can expand dramatically. In addition, wet clays lose their cohesive strength and cannot support the same loads as when dry.

Methods to combat the shrink-swell of clay soils include curb and gutter and soil stabilizers. The cost of curb and gutter streets substantially exceeds that of streets with parallel roadside ditches. However, it is an effective method to help prevent runoff from seeping beneath the pavement as is commonplace with parallel roadside ditches. Lime or concrete stabilization of the soils beneath the street can be somewhat effective; however, if the roadside ditches are deeper than the stabilization, there can be shrink-swell below the stabilization limits. Concrete streets are less prone to movement than hot mix and chip seal streets, but generally have associated increased construction and maintenance (difficult to repair utilities under concrete streets). On streets without extensive transverse utilities, it may be possible to stabilize the moisture condition underneath the street with a vertical moisture barrier along the edges. Geotextile and soil stabilization technology is improving constantly and in later years of the planning period, other alternatives may become available.

Due to the varying soil conditions throughout the City, it is highly recommended that a geotechnical investigation is performed prior to any roadway improvement project. This investigation will provide roadway design recommendations based on the soil conditions. In addition to design recommendations, the geotechnical investigation should provide the City with enough information to make an informed decision regarding soil stabilization methods.

#### **D. List and Ranking of Priorities**

While some maintenance has been conducted over the years, there have been no significant efforts toward street improvements, and a number of problems exist. Ranked in order of importance, these priorities include:

1. City streets identified by the City Council as “high use” or providing access to City “landmarks”
2. City streets whose condition is less than ideal.

Due to the relatively flat topography and lack of maintenance, many ditches throughout the City of Nevada no longer drain properly. Poor drainage results in pavement deterioration and should be addressed, city-wide.

All street surface condition ratings can be found in *Table 1* and seen in *Exhibit 2*.

#### **E. Adequacy of the System and Recommendations**

Street conditions in Nevada are similar to those in many cities of similar size. The State-maintained highways in the City will continue as arterials and additional collector streets will be required if development accelerates. Developers of new subdivisions should provide residential streets and for larger developments collector streets. The City should work towards adding an asphaltic surface to chip seal, rock and dirt street sections, and to maintain the existing asphaltic surfaces. Reconstructed streets, where possible should be constructed to the standards depicted in *Figures 2 and 3* found in the appendix. Recommendations as to configuration and condition include the following:

For reconstruction of asphalt collector streets, the existing subgrade material should be analyzed to determine if cement stabilization, lime stabilization, or another type stabilization is needed in

order to prepare a proper street subbase. On top of the prepared subbase material, crushed aggregate base material compacted to 95% standard Proctor density within  $-1/+3\%$  of optimum moisture content and tested should be installed to provide a compacted thickness of at least 6-inches. An alternate to 8-inches of crushed aggregate base is 6-inches of properly rolled and compacted Type B TxDOT asphalt (Black base). The base material should be shaped to provide a 2% crown. Once this base material is compacted and shaped, an MC-30 prime coat should be applied at a rate of at least 0.25 gallons per square yard, followed by 3-inches of properly rolled and compacted hot mix wearing surface of Type D TxDOT asphalt. The prime coat material to be applied on Type B asphalt (Black base) is type SS1 tack coat. This tack coat would also be used on existing concrete if an asphalt overlay was being installed.

For reconstruction of asphalt residential streets, the existing subgrade material should be analyzed to determine if cement stabilization, lime stabilization, or another type stabilization is needed in order to prepare a proper street subbase. On top of the prepared subbase material, crushed aggregate base material compacted to 95% standard Proctor density within  $-1/+3\%$  of optimum moisture content and tested should be installed to provide a compacted thickness of at least 6-inches. An alternate to 6-inches of crushed aggregate base is 4-inches of properly rolled and compacted Type B TxDOT asphalt (Black base). The base material should provide a 2% crown. Once this base material is compacted and shaped, an MC-30 prime coat should be applied at a rate of at least 0.25 gallons per square yard, followed by 2-inches of properly rolled and compacted hot mix wearing surface of Type D TxDOT asphalt. The prime coat material to be applied on Type B asphalt (Black base) is type SS1 tack coat. This tack coat would be also used on existing concrete if an asphalt overlay was being installed. Recommended residential and collector street cross sections and construction standards can be found in **Figures 2 and 3** of the appendix.

The City must look to the future in terms of increased traffic volume in determining the type of improvements a street should receive when its turn for reconstruction arrives. Currently, there are no known significant industrial or commercial businesses with plans to build or expand. Therefore, looking to the future to determine increased traffic volume, population projections will be the primary resource. According to Texas Water Development Board population projections, the City of Nevada's population is estimated to reach 1,453 by the year 2040. This is an increase of 264 (22-percent) from the current estimated population of 1,219. That would equate to 100 to 150 new homes over the next 20 years. These of course are "projections". Growth of this type could depend in large part on the ability of the City to attract developers and the willingness of developers to have the "build and they will come" mentality.

It can be assumed that a majority of this growth will be new neighborhoods/subdivisions and not growth in existing neighborhoods. This means that the existing residential level streets will only see a small increase in traffic volume. Depending on the locations of the new neighborhoods, some collector level streets could see a significant increase in traffic volume. These should be evaluated as each new neighborhood is proposed. Also, as each new neighborhood is proposed, additional collector level streets should be considered by looking at the total potential population for each new neighborhood, the location and capacity of existing collector level streets, and the anticipated traffic patterns. All streets within a neighborhood, including both residential level and collector level streets should be funded and constructed by the developers in new subdivisions to City specified standards.



In considering the projected growth, the adequacy of the State-maintained highways also needs to be considered. As the projected growth occurs, traffic flow patterns will need to be re-evaluated. In order to maintain safe and unrestricted traffic flow, future improvements to State-maintained highways might include the addition of center or right-hand turn lanes or shoulders or a combination of these.

## **Sources of Possible Funding**

The sources of funding for street paving projects include loan and grant programs, through the US and Texas Department of Agriculture (USDA and TDA).

USDA Rural Development in Texas administers the community Facilities Direct Loan and Grant Program. This program provides affordable funding (grants are extremely limited) to develop essential community facilities, including streets, in rural areas. Low interest loans are available with interest rates set by Rural Development. Applications for funding are accepted year-round.

TDA offers a Community Development Block Grant (TXCDBG) Program for rural communities. This program aims to develop viable communities by providing decent housing and suitable living environments and expanding economic opportunities principally for persons of low to moderate income. This includes streets and drainage improvements. The current maximum grant that is available is \$275,000.00 and requires at least a 5-percent local match.

An alternative to these programs is the private markets. Loans can be obtained from banks at a somewhat higher interest rate, and a less involved application process. Loan funds can generally be obtained from the private markets faster than through Rural Development. Unfortunately, unless the term of the loan is 20 years or less, the loan will not be paid off before the streets will require another major repair/reconstruction.

The City typically budgets \$50,000 per year for street repairs. However, in anticipation of upcoming roadway maintenance and reconstruction, the City has allocated approximately \$200,000 in this year's budget. It is recommended that the City continue budgeting for street repairs and create a capital improvements fund which would receive a portion of the general fund revenues. As this account balance builds up, a contractor can be hired to perform roadway maintenance/reconstruction projects.

## **Street Plan**

### **A. Goals**

Goals for the street system are as follows:

1. Upgrade all streets identified by the City Council as "high priority" streets with HMAC to the recommended width.
2. Upgrade the remainder of the inventoried streets in an organized manner over a 15-year period with HMAC to the recommended width.

The City should maintain the progress that has been made, by annually inspecting existing chip-seal and hot mix asphalt streets and apply a new single-penetration seal or apply a crack sealant when deterioration begins. Routine maintenance is imperative if the City wishes to extend the life of reconstructed roadways and keep direct and indirect cost to a minimum.

Utilizing, the priority system identified below, the goal is to bring all streets up to the minimum roadway standards outlined in the Appendix. This includes upgrading collector level streets to 24-foot paved surface and residential streets to 20-foot paved surface. Adequate drainage must be installed in conjunction with the paving improvements. In addition, all planned improvements should be coordinated with any proposed water and wastewater plans, and communicated with all franchise utilities to minimize disruption of the new pavement by subsequent utility repairs.

Every attempt should be made to maintain the widest possible shoulder along the edges of the street, with 2-feet on each side being the absolute minimum and 6 to 8-feet being desirable. This will often require relocation of water meters, driveway culverts, and similar improvements, which have encroached upon the right-of-way. Consider using HDPE or concrete pipe instead of corrugated metal or develop means of protecting the ends of the metal pipe from frequent damage with concrete end treatments or similar.

With future development comes increase in storm water runoff intensities. Although not covered by the scope of this study, drainage improvements must be established along City streets as well as along State-maintained highways in response to known and projected growth.

## **B. Objectives**

Since the City does not have the financial ability to improve all streets at once, priorities must be assigned. Although, at some point in the future all roads will need to be replaced. Considerations in a street priority process generally include 1) travel distance, 2) the existing surfacing type, 3) the existing surface condition, 4) estimated traffic volume, and 5) condition of existing utilities beneath the pavement. After discussing with the City what roads they believe should be high priorities based on factors 1-5 as mentioned above, the following prioritization has been established for a systematic approach to street improvements.

### **1. Priority 1 (2020 - 2025)**

- a. Reconstruct Kerens, East and Warren Street (FM 6 to Kerens) with HMAC to the recommended width.
- b. Upgrade Eugene Lane with a mill and 3-inch overlay to the existing width.

### **2. Priority 2 (2026 – 2030)**

- a. Reconstruct Center, South Cole, CR 840, Evans, Slatting and South Street with HMAC to the recommended width.
- b. Reconstruct portions of West Street, as noted in *Table 3* and *Exhibit 4*, with HMAC to the existing width.

### **3. Priority 3 (2031 – 2035)**

- a. Upgrade North Cole, Colin and Eve Street with HMAC to the recommended width.

#### **4. Priority 4 (2036 – 2040)**

- a. Upgrade Community Drive, CR 543, CR 596, Scotland Drive, Sims Lane and Warren Street (Kerens to FM 1138) with HMAC to the recommended width.

*Exhibit 4* depicts all proposed street improvements recommendations along with their assigned prioritization. All priority projects should be done by scheduling one or more blocks per year through a bond issue, loan, grant, taxes, or a combination thereof. In addition, all priority projects should consider the following objectives:

1. Establish and maintain close contact with the Texas Department of Transportation, to maximize assistance from TxDOT for drainage and paving improvements along state-maintained roads in the community.
2. Require development efforts in the community to conform to the street standards outlined herein, and to provide collector width streets when shown in the plan. Adherence to such standards may require the City to update its subdivision ordinance.
3. Continue to maintain a regular budget for street repairs and investigate allowing the County to assist with pavement repairs and drainage improvements on County roads within the City limits.
4. Establish funding sources for Priority 1 Improvements through TDA - TXCDBG funds and local tax revenues.

*Table 2* through *Table 6* in the Appendix show the opinion of probable construction cost (OPCC) for Priority 1 through Priority 5 projects. The price per square yard used in the tables was derived from previous projects of similar scope and size and inflated to 2020 dollars. All projects listed in *Table 2* through *Table 6* assume construction of asphalt streets to the minimum standards previously discussed or the current street width if it is greater than minimum standards.

## **Conclusion**

The streets are one of the first things people notice when driving through Nevada and often plays a significant role in their initial impression of your City. For this reason and for the citizens of Nevada that use these streets on a daily basis, it is desirable to properly maintain and improve your street system. However, because of the emphasis by the Federal and State governments on water and wastewater infrastructure, which due to public health reasons is for the most part well placed, other areas of our infrastructure such as streets and drainage have been given a much lower priority.

This prioritization has been reinforced by both the Federal and State governments in their allocation of funding for infrastructure improvements. While not as abundant as needed, funding, both grants and low interest loans, available for water and wastewater infrastructure improvements have been much more readily available. This has typically left our streets and drainage systems vying for very modest annual budget line items and the occasional grant. The City is to be commended for the job they have done maintaining their street system on the minimal budget provided.

The City leaders and citizens of Nevada have taken a major step in recognizing the importance of the street system to the overall infrastructure of the City by commissioning this Street Study. While

a crucial first step, street improvements need to continue to be a topic of planning to ensure that the recommendations spelled out in this report are funded and implemented. Continued efforts to improve the street system will not go unnoticed by new business prospects and could be one of the deciding factors in where they locate.

In order to continue providing your street system with the emphasis it needs, the following recommendations are given:

- All possible funding sources need to be investigated annually.
- Every grant available needs to be applied for at every submission deadline.
- When existing debt is paid off, at least a portion of the funds made available by that debt reduction should be used for street improvements.
- Upgrades to water lines (repairs or replacements) should be coordinated with Nevada WSC to ensure necessary roadway improvements can be made at the time.
- Private utility companies need to be held accountable for street damage they create by installing repairs to the City's standards.
- The City should continue to make use of inter-local agreements with both Collin County and TxDOT to perform in-kind work on appropriate City streets.

# Appendix

**Table 1 – Street Inventory**

Street Name	From	To	Length (LF)	Street Width (LF)	ROW Width (LF)	Street Material	Surface Condition	Priority Number
Center St	FM 6	Collin St	1036	19	40	Chip Seal	C	2
Center St	Collin St	Kerens St	388	19	40	Chip Seal	C	2
Cole St (North)	FM 6	End	1365	17	40	Asphalt	D	3
Cole St (South)	FM 6	End	958	16	40	Asphalt	D	2
Collin St	FM 1138	Warren St	352	16	40	Chip Seal	C	3
Collin St	Warren	Center St	437	17	40	Chip Seal	C	3
Collin St	Center St	CR 840	290	17	40	Chip Seal	D	3
Collin St	CR 840	Eve St	453	18	40	Chip Seal	D	3
Collin St	Eve St	Evans St	348	18	40	Chip Seal	D	3
Collin St	Evans St	Slatting St	341	18	40	Chip Seal	D	3
Community Dr	FM 1138	County Line	491	12	45	Rock	C	4
CR 543	FM 1138	County Line	500	24	100	Asphalt	B	4
Eugene Ln	County Line	County Line	2260	24	70	Chip Seal	B	1
CR 596	FM 1138	County Line	521	32	110	Asphalt	B	4
CR 840	Collin St	Kerens St	370	8	40	Rock	F	2
East St	FM 6	County Line	2890	22	40	Asphalt	C	1
Evans	Collin St	Kerens St	366	10	40	Rock	F	2
Eve St	FM 6	Collin St	933	17	40	Chip Seal	C	3
Eve St	Collin St	Kerens St	371	16	40	Chip Seal	C	3
Kerens St	FM 1138	Warren St	366	16	40	Asphalt	D	1

Street Name	From	To	Length (LF)	Street Width (LF)	ROW Width (LF)	Street Material	Surface Condition	Priority Number
Kerens St	Warren St	Center St	362	16	40	Asphalt	D	1
Kerens St	Center St	CR 840	379	16	40	Asphalt	D	1
Kerens St	CR 840	Eve St	443	15	40	Asphalt	D	1
Kerens St	Eve St	Evans St	348	16	40	Asphalt	D	1
Kerens St	Evans St	Slatting St	343	16	40	Asphalt	D	1
Kerens St	Slatting St	East St	998	17	40	Asphalt	D	1
Scotland Drive	FM 1138	End	497	9	20	Rock	D	4
Sims Lane	FM 1138	County Line	509	11	30	Rock	D	4
Slatting St	Collin St	Kerens St	356	10	40	Rock	F	2
South St	FM1138	West St	1205	19	40	Chip Seal	D	2
Warren St	FM 6	Collin St	1126	18	40	Chip Seal	D	1
Warren St	Collin St	Kerens St	355	20	40	Chip Seal	D	1
Warren St	Kerens	FM 1138	663	10	40	Rock	F	4
West St	FM 6	County Line	2874	22	45	Asphalt	C	2

**Table 2 – Priority 1 (2021 – 2025)**

Street Name	From	To	Estimated Length (LF)	Estimated Width (LF)	Proposed Width (LF)	Estimated Area (SY)	\$/SY	Total Price
** Eugene Ln	County Line	County Line	2260	24	24	6,027	\$ 26.61	\$ 160,376.30
East St	FM 6	County Line	2890	22	24	7,707	\$ 32.96	\$ 253,994.76
Kerens St	FM 1138	East St	3239	16	20	7,198	\$ 32.96	\$ 237,222.90
Warren St	FM 6	Kerens St	1481	19	20	3,291	\$ 48.82	\$ 160,672.67
** Mill and Overlay							Sub-Total	\$ 812,266.62
							Contingency 10%	\$ 81,226.66
							Professional Services 15%	\$ 121,839.99
							<b>Priority 1 Total</b>	<b>\$ 1,015,333.28</b>



**Table 3 – Priority 2 (2026 – 2030)**

Street Name	From	To	Estimated Length (LF)	Estimated Width (LF)	Proposed Width (LF)	Estimated Area (SY)	\$/SY	Total Price
Center St	FM 6	Kerens St	1424	19	20	3,164	\$ 48.82	\$ 154,488.78
Cole St (South)	FM 6	End	958	16	20	2,129	\$ 48.82	\$ 103,932.36
CR 840	Collin St	Kerens St	370	8	20	822	\$ 48.82	\$ 40,141.05
Evans	Collin St	Kerens St	366	10	20	813	\$ 48.82	\$ 39,707.09
Slatting St	Collin St	Kerens St	356	10	20	791	\$ 48.82	\$ 38,622.20
South St	FM1138	West St	1205	19	20	2,678	\$ 48.82	\$ 130,729.62
* West St	FM 6	County Line	150	22	24	400	\$ 48.82	\$ 19,528.00
*Reconstruction at creek crossing and FM 6 intersection						Sub-Total		\$ 527,149.09
						Contingency 10%		\$ 52,714.91
						Professional Services 15%		\$ 79,072.36
						<b>Priority 2 Total</b>		<b>\$ 658,936.36</b>

**Table 4 – Priority 3 (2031 – 2035)**

Street Name	From	To	Estimated Length (LF)	Estimated Width (LF)	Proposed Width (LF)	Estimated Area (SY)	\$/SY	Total Price
Cole St (North)	FM 6	End	1365	17	20	3,033	\$ 48.82	\$ 148,087.33
Colin St	FM 1138	Slatting St	2221	17	20	4,936	\$ 48.82	\$ 240,954.76
Eve St	FM 6	Kerens St	1304	16	20	2,898	\$ 48.82	\$ 141,470.06
Sub-Total								\$ 530,512.16
Contingency 10%								\$ 53,051.22
Professional Services 15%								\$ 79,576.82
<b>Priority 3 Total</b>								<b>\$ 663,140.20</b>

**Table 5 – Priority 4 (2036 – 2040)**

Street Name	From	To	Estimated Length (LF)	Estimated Width (LF)	Proposed Width (LF)	Estimated Area (SY)	\$/SY	Total Price
Community Drive	FM 1138	County Line	491	12	20	1,091	\$ 48.82	\$ 53,268.25
CR 543	FM 1138	County Line	500	24	25	1,389	\$ 48.82	\$ 67,805.82
CR 596	FM 1138	County Line	521	32	31	1,795	\$ 48.82	\$ 87,610.54
Scotland Drive	FM 1138	End	497	9	20	1,104	\$ 48.82	\$ 53,919.19
Sims Lane	FM 1138	County Line	509	11	20	1,131	\$ 48.82	\$ 55,221.06
Warren St	Kerens	FM 1138	663	10	20	1,473	\$ 48.82	\$ 71,928.41
Sub-Total								\$ 389,753.28
Contingency 10%								\$ 38,975.33
Professional Services 15%								\$ 58,462.99
<b>Priority 4 Total</b>								<b>\$ 487,191.60</b>



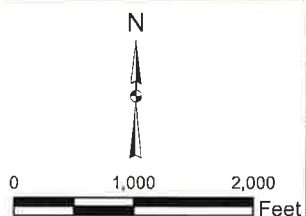
<b>Legend</b> Street Analysis City Limits	 0 1,000 2,000 Feet	Street Inventory	
		Street System Study City of Nevada	
		 Hayter Engineering, Inc. 4445 SE Loop 286 Paris, TX 75460 www.haytereng.com TXEng F-315 TxSurv F-10028600	DATE: 07/2020 PROJECT NO.: 385004 Exhibit 1





### Legend

	Asphalt, Good		Chip Seal, Good		Rock, Fair
	Asphalt, Fair		Chip Seal, Fair		Rock, Poor
	Asphalt, Poor		Chip Seal, Poor		Rock, Failed



Existing Street Conditions

Street System Study  
City of Nevada

**HAYTER**  
ENGINEERING  
Survey & Mapping Solutions

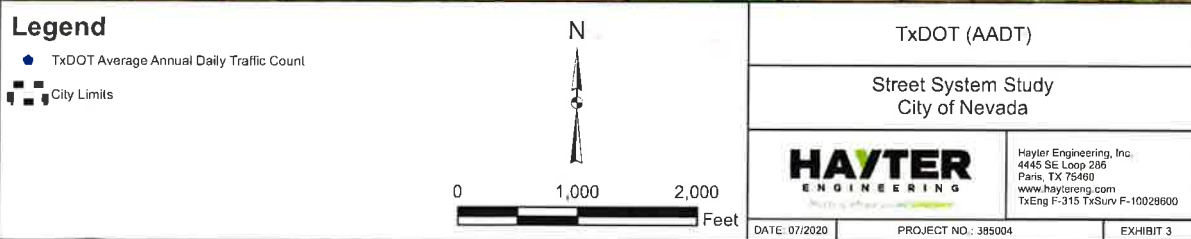
Hayter Engineering, Inc.  
4445 SE Loop 286  
Parsippany, NJ 07054  
www.haytereng.com  
TxEng F-315 TxSurv F-10028600

DATE: 07/2020

PROJECT NO.: 385004

Exhibit 2









### Legend

- Priority 1
- Priority 2
- Priority 3
- Priority 4
- City Limits

N



0 1,000 2,000  
Feet

Proposed Street Improvements

Street System Study  
City of Nevada

**HAYTER**  
ENGINEERING

Hayter Engineering, Inc.  
4445 SE Loop 286  
Parsippany, NJ 07054  
www.haytereng.com  
TxEng F-315 TxSurv F-10028600

DATE: 07/2020

PROJECT NO.: 385004

EXHIBIT 4





Eugene Lane (Arterial): Chip Seal (Good Condition)



Center Street (Collector): Chip Seal (Fair Condition)



Collins Street (Collector): Chip Seal (Poor Condition)

CITY OF NEVADA  
Street System Study

Figure 1 – Conditions Analysis



Hayter Engineering, Inc.,  
4445 SE Loop 286  
Pars, TX 75460  
www.haytereng.com  
TxEng F-315 TxSurv F-10028600

Date:05/28/20

Project No.: 385004

Page 1





**CR 543 (Collector): Asphalt (Good Condition)**



**West Street (Collector): Asphalt (Fair Condition)**



**Kerens Street (Collector): Asphalt (Poor Condition)**

**CITY OF NEVADA**  
**Street System Study**

**Figure 1 – Conditions Analysis**

**HAYTER**  
ENGINEERING

Hayter Engineering, Inc.  
4445 SE Loop 286  
Paris, TX 75460  
www.haytereng.com  
TxEng F-315 TxSurv F-10028600

Date: 05/28/20

Project No.: 385004

Page 2



Community Drive (Residential): Rock (Fair Condition)



Scotland Drive (Residential): Rock (Poor Condition)



Slatting Street (Residential): Rock (Failed Condition)

CITY OF NEVADA  
Street System Study

Figure 1 – Conditions Analysis

**HAYTER**  
ENGINEERING

Hayter Engineering, Inc.  
4445 SE Loop 296  
Paris, TX 75460  
www.haytereng.com  
TxEng F-315 TxSurv F-10028600

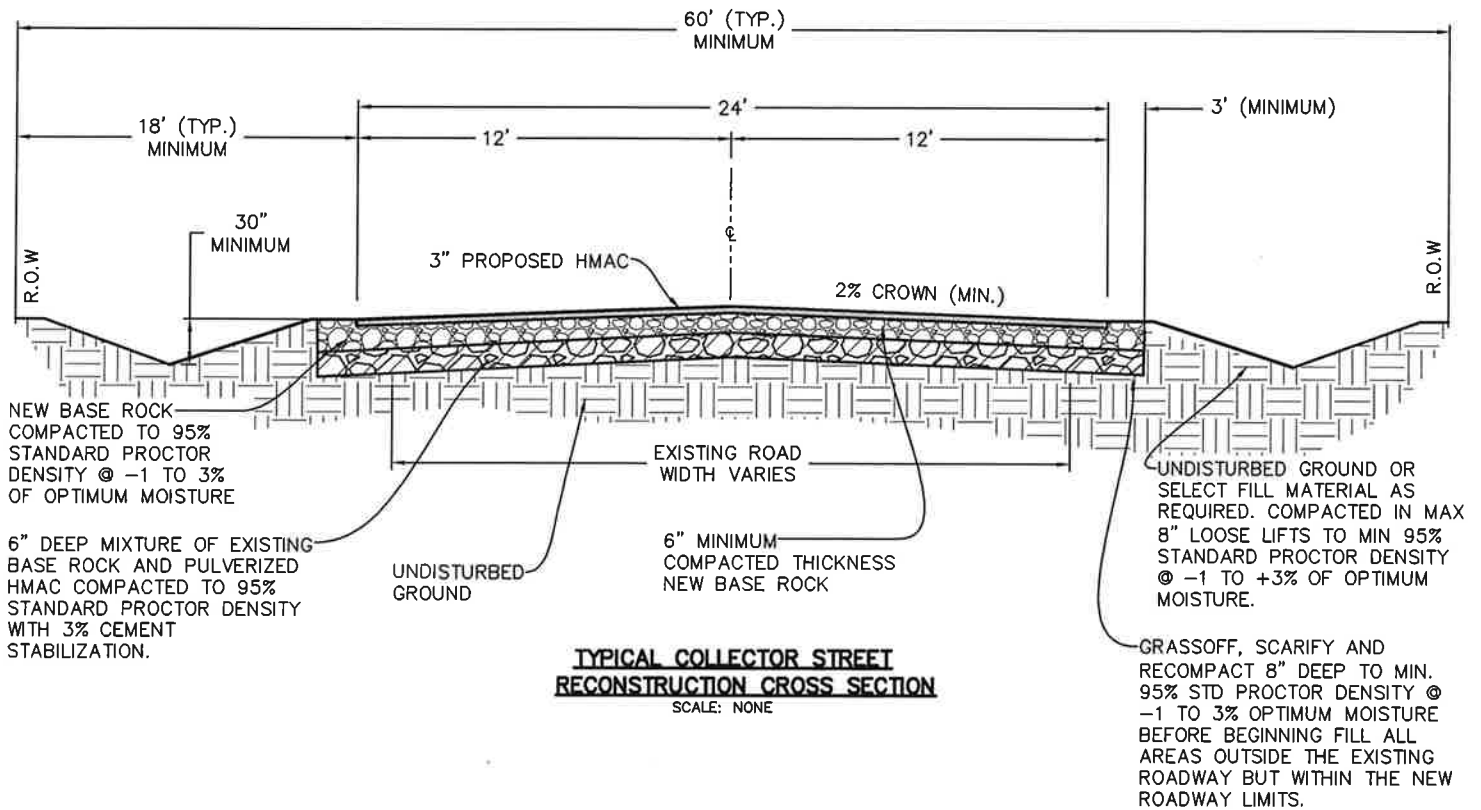
Date: 05/28/20

Project No.: 385004

Page 3

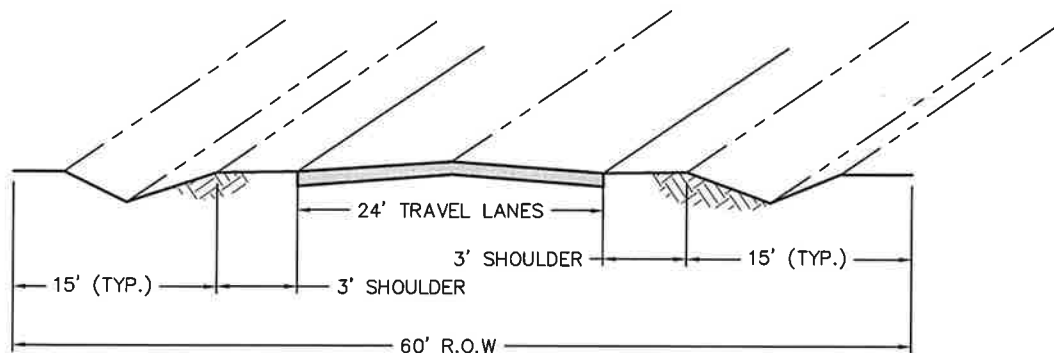


**Figure 2 - Collector Street Cross Section**



**NOTES**

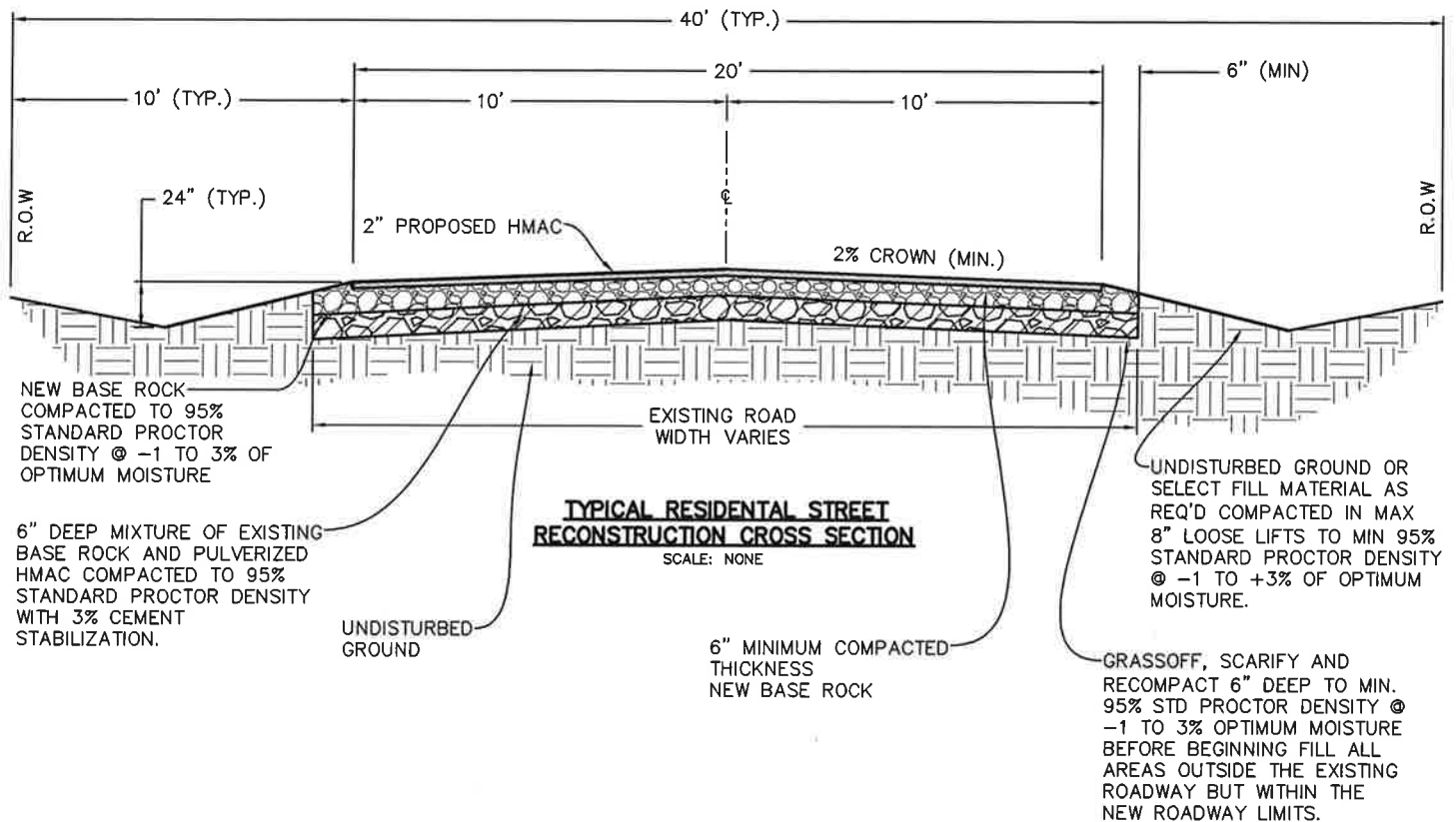
1. PRIOR TO INITIATING CUT/FILL OPERATIONS, GRASS-OFF MINIMUM 8" DEEP AREA STREET WIDTH +2' MINIMUM.
2. STRIPPED OVERBURDEN MAY BE USED IN FILL SECTIONS OUTSIDE OF ROADWAY SECTION.
3. THE RE-COMPACTED EXISTING MATERIAL AND THE COMPACTED CRUSHED BASE SHALL BOTH BE PROOF-ROLLED AFTER SUCCESSFUL DENSITY TESTING. THE PROOF ROLL SHALL BE DONE WITH A FULLY LOADED DUMP TRUCK OR WATER TRUCK WITH A SINGLE REAR AXLE. ANY PUMPING OR RUTTING AREAS SHALL BE REMOVED, RE-COMPACTED, AND TESTED AGAIN UNTIL NO MORE RUTTING OR PUMPING OCCURS.



**COLLECTOR STREET WITH EARTHEN SHOULDERS & DRAINAGE DITCHES**

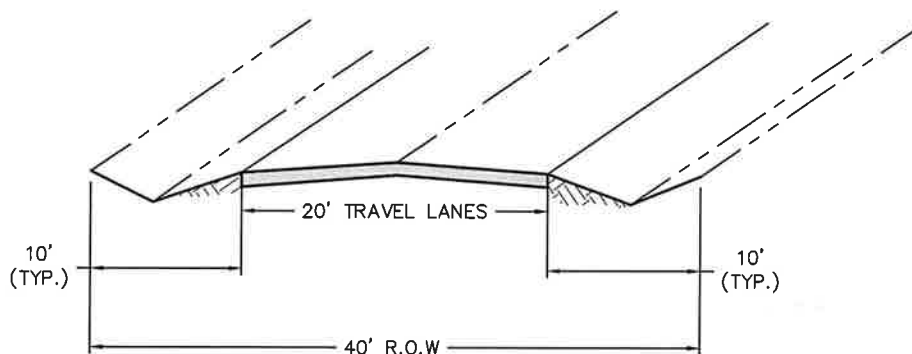
SCALE: NONE

**Figure 3 - Residential Street Cross Section**



**NOTES**

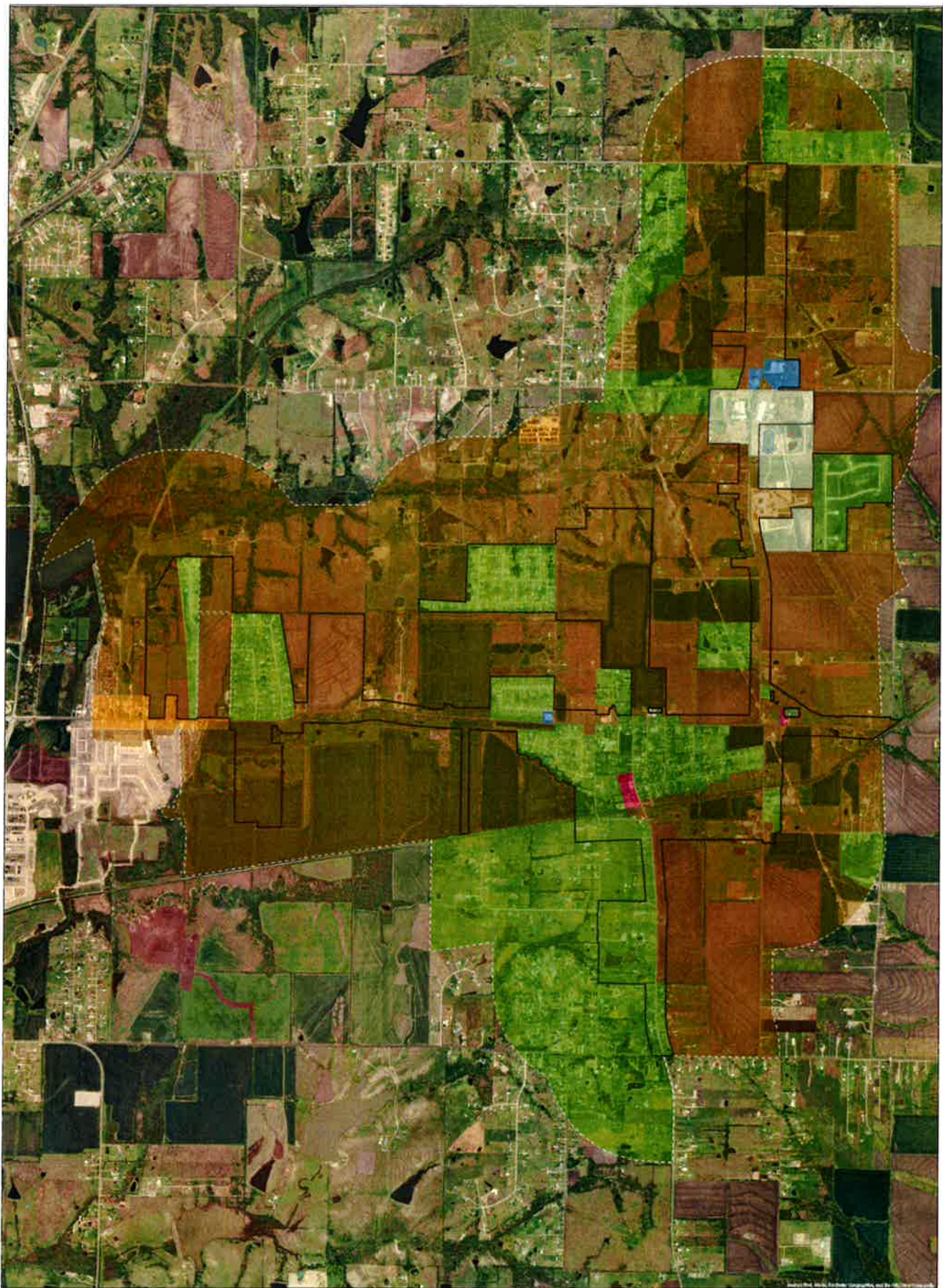
1. PRIOR TO INITIATING CUT/FILL OPERATIONS, GRASS-OFF MINIMUM 8" DEEP AREA STREET WIDTH +2' MINIMUM.
2. STRIPPED OVERBURDEN MAY BE USED IN FILL SECTIONS OUTSIDE OF ROADWAY SECTION.
3. THE RE-COMPACTED EXISTING MATERIAL AND THE COMPACTED CRUSHED BASE SHALL BOTH BE PROOF-ROLLED AFTER SUCCESSFUL DENSITY TESTING. THE PROOF ROLL SHALL BE DONE WITH A FULLY LOADED DUMP TRUCK OR WATER TRUCK WITH A SINGLE REAR AXLE. ANY PUMPING OR RUTTING AREAS SHALL BE REMOVED, RE-COMPACTED, AND TESTED AGAIN UNTIL NO MORE RUTTING OR PUMPING OCCURS.



**RESIDENTIAL STREET WITH EARTHEN SHOULDERS & DRAINAGE DITCHES**  
SCALE: NONE

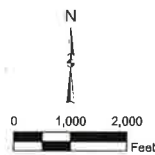
# **APPENDIX B**





**Legend**

- Existing Land Use**
- Agriculture
  - Single Family
  - Commercial
  - Retail
  - Light Industrial
  - Public Land/Institutional
  - City Limits
  - City
  - ETJ



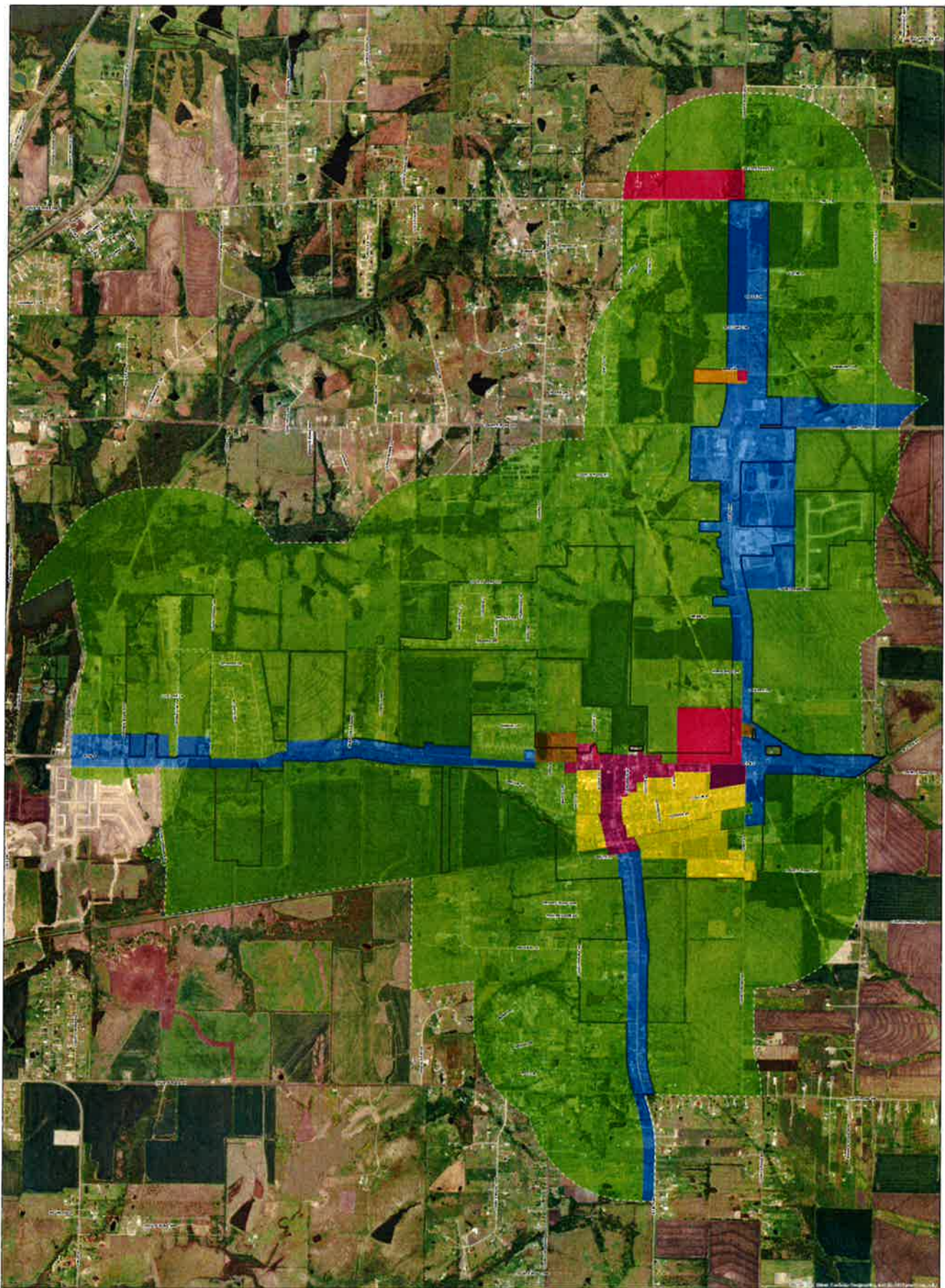
**Existing Land Use Map**

**2022 Capitol Improvements Plan  
Nevada, Texas**



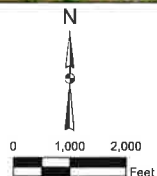
Hayter Engineering, Inc.  
4445 SE Loop 266  
Paris TX 75460  
www.haytereng.com  
Tel: 937-319-7300 Fax: 937-319-7300





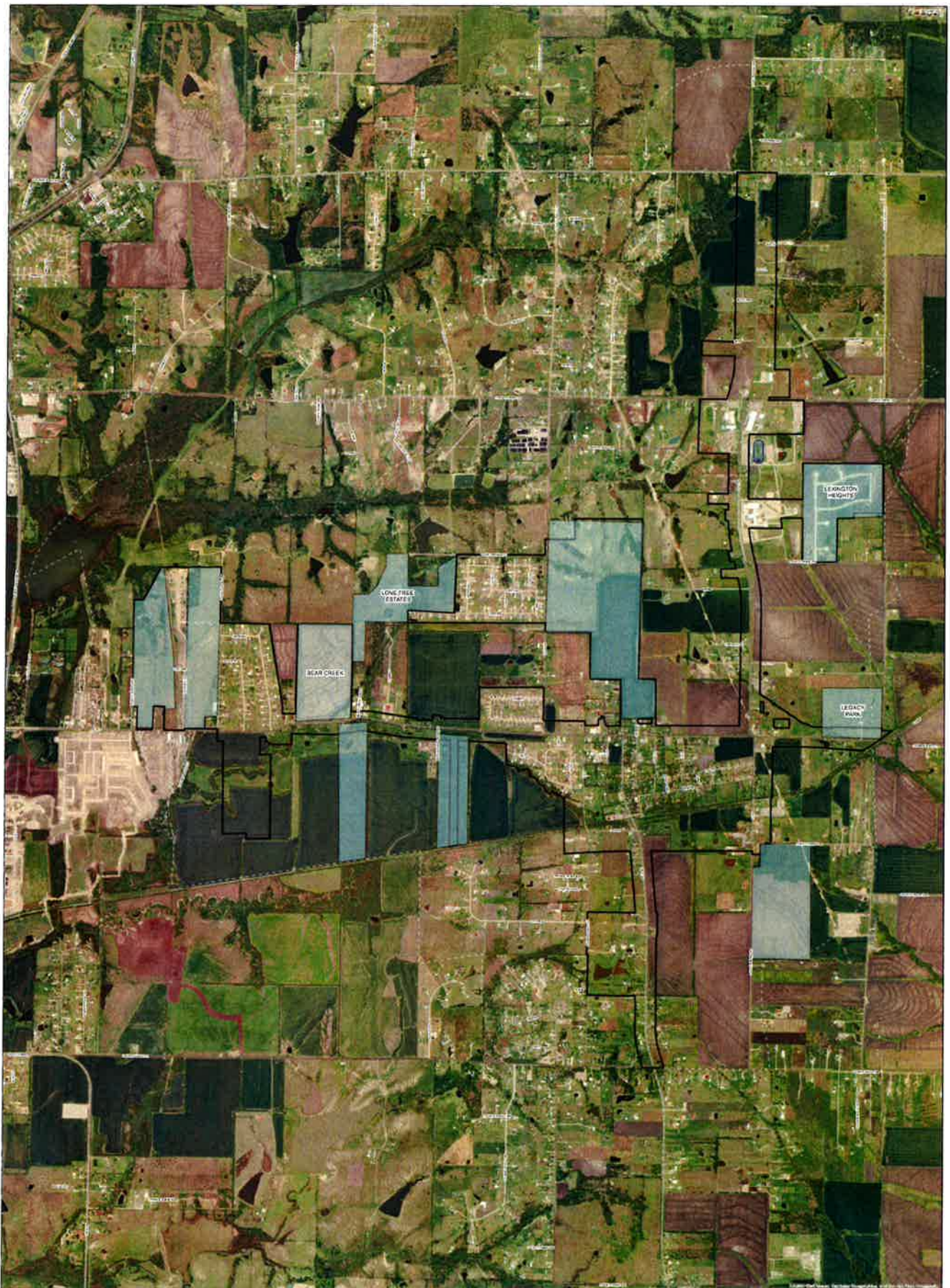
**Legend**

- Future Land Use**
- Agricultural
  - Single Family (1 ac)
  - Single Family (1/4 ac)
  - Commercial Corridor
  - Community Retail
  - Neighborhood Service
  - Light Industrial
  - City Limits
  - ETJ



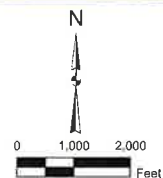
Future Land Use Map		
2022 Capitol Improvements Plan Nevada, Texas		
<b>HAYTER</b> ENGINEERING <small>INCORPORATED</small>		Hayter Engineering, Inc. 4445 SE Loop 268 Paris TX 75660 <a href="http://www.haytereng.com">www.haytereng.com</a> Tel: 936.315.1515 Fax: 936.315.2800
DATE: NOV 2022	PROJECT NO.: 202207	SCALE: 1" = 1,000'





# Legend

- Proposed Development, Served
- City Limits
- CITY
- ETJ



Anticipated Development Map

2022 Capitol Improvements Plan  
Nevada, Texas

**HAYTER**  
ENGINEERING

Hayter Engineering, Inc.  
4445 SE Loop 268  
Paris TX 75460  
www.haytereng.com  
TX Reg P-315 TX Surv P-10028500

DATE: Sept. 2022

PROJECT NO: 20507

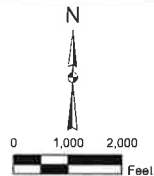
SHEET 3





# Legend

- Street Improvements
- Proposed Development Served
- City Limits
- CITY**
- ETJ



Impact Fee Street Improvements

2022 Capitol Improvements Plan  
Nevada, Texas

**HAYTER**  
ENGINEERING  
PLANNING • DEVELOPMENT • SOLUTIONS

Hayter Engineering, Inc.  
4445 SE Loop 288  
Potts TX 75460  
www.haytereng.com  
T:Eng P-315 Tabur P-10028600

DATE: 10/15/2023

PROJECT NO: 265057

SHEET 8

# **Agenda Item 1.**

## **NOTICE OF PUBLIC HEARING RELATING TO POSSIBLE ADOPTION OF IMPACT FEES**

The City Council of the City of Nevada will hold a public hearing on Tuesday, Dec. 6, 2022, at 7:00PM, at City of Nevada City Hall, 424 E. FM 6, Nevada, TX 75173, for the purpose of considering the possible adoption of impact fees. Any member of the public has the right to appear at the time of the public hearing to present evidence either for or against the Land Use Assumptions and Capital Improvement Plan. Any citizen of the city or other party of interest may also express his or her opinion concerning this request by letter addressed to the City of Nevada, 424 E. FM 6, Nevada, TX 75173.

# **Agenda Item m.**



**M** **Murrey Paschall & Caperton PC**  
**Certified Public Accountants**

September 21, 2022

To the Honorable Mayor and Members of the City Council

City of Nevada  
424 E. FM 6  
Nevada, Texas 75173

We are pleased to confirm our understanding of the services we are to provide the City of Nevada for the year ended September 30, 2022.

**AUDIT SCOPE AND OBJECTIVES**

We will audit the financial statements of the governmental activities, each major fund, and the disclosures, which collectively comprise the basic financial statements of the City of Nevada as of and for the year ended September 30, 2022. Accounting standards generally accepted in the United States of America (GAAS) provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement the City of Nevada's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the City of Nevada's RSI in accordance with GAAS. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by U.S. generally accepted accounting principles (GAAP) and will be subjected to certain limited procedures, but will not be audited:

- 1) Management's Discussion and Analysis
- 2) Statement of Revenue, Expenditures, and Changes in Fund Balance-Budget and Actual (Non-GAAP Budgetary Basis)

The objectives of our audit are to obtain reasonable assurance as to whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; issue an auditor's report that includes our opinion about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP; and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements.

## AUDITOR'S RESPONSIBILITIES FOR THE AUDIT OF THE FINANCIAL STATEMENTS

We will conduct our audit in accordance with GAAS and will include tests of your accounting records and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected customers, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

Our audit of the financial statements does not relieve you of your responsibilities.

## AUDIT PROCEDURES—INTERNAL CONTROL

We will obtain an understanding of the government and its environment, including internal control relevant to the audit, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. An audit is not designed to provide assurance on internal control or to identify deficiencies in internal control. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards.

Although we have not completed all of our planning procedures for the current year, in the prior year we did identify the following significant risk of material misstatement:

- Risk of Improper Revenue Recognition
- Risk of Management Override of Controls

If any new significant risk are identified as part of the current year planning procedures, they will be communicated to you in writing.

#### AUDIT PROCEDURES—COMPLIANCE

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the City of Nevada's compliance with the provisions of applicable laws, regulations, contracts, and agreements. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion.

#### OTHER SERVICES

We will also assist in preparing the financial statements of the City of Nevada in conformity with accounting principles generally accepted in the United States of America based on information provided by you.

We will perform the services in accordance with applicable professional standards. The other services are limited to the financial statement services previously defined. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities.

You agree to assume all management responsibilities for the financial statement preparation services and any other nonattest services we provide; oversee the services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of the services; and accept responsibility for them.

#### RESPONSIBILITIES OF MANAGEMENT FOR THE FINANCIAL STATEMENTS

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for designing, implementing, and maintaining internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, including monitoring ongoing activities; for the selection and application of accounting principles; and for the preparation and fair presentation of the financial statements in conformity with accounting principles generally accepted in the United States of America with the oversight of those charged with governance.

Management is responsible for making drafts of financial statements, all financial records, and related information available to us and for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about the financial statements and related matters.

Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws and regulations.

You are responsible for the preparation of the supplementary information in conformity with accounting principles generally accepted in the United States of America. You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

#### ENGAGEMENT ADMINISTRATION, FEES, AND OTHER

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

The audit documentation for this engagement is the property of Murrey Paschall & Caperton, PC, and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to regulatory authorities or its designee. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Murrey Paschall & Caperton, PC personnel. Furthermore, upon request, we may provide copies of selected audit documentation to regulatory authorities or its designee. The regulatory authorities or its designee may intend or decide to distribute the copies or information contained therein to others, including other governmental agencies.

Kyle Caperton is the engagement partner and is responsible for supervising the engagement and signing the report or authorizing another individual to sign it. We expect to begin our audit at an agreed upon date and to issue our reports no later than March 31, 2023.

Our fee for these services will be at our standard hourly rates plus out-of-pocket costs (such as report reproduction, word processing, postage, travel, copies, telephone, etc.) except that we agree that our gross fee, including expenses will not exceed \$7,250. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 60 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of



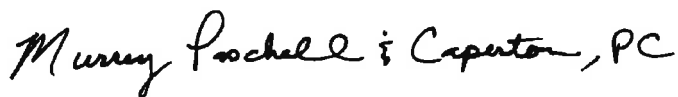
termination, even if we have not completed our report. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

#### REPORTING

We will issue a written report upon completion of our audit of the City of Nevada's financial statements. Our report will be addressed to the management and the city council of the City of Nevada. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or withdraw from this engagement.

We appreciate the opportunity to be of service to the City of Nevada and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the attached copy and return it to us.

Very truly yours,



Murrey Paschall & Caperton, PC

#### RESPONSE:

This letter correctly sets forth the understanding of the City of Nevada.

Management signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

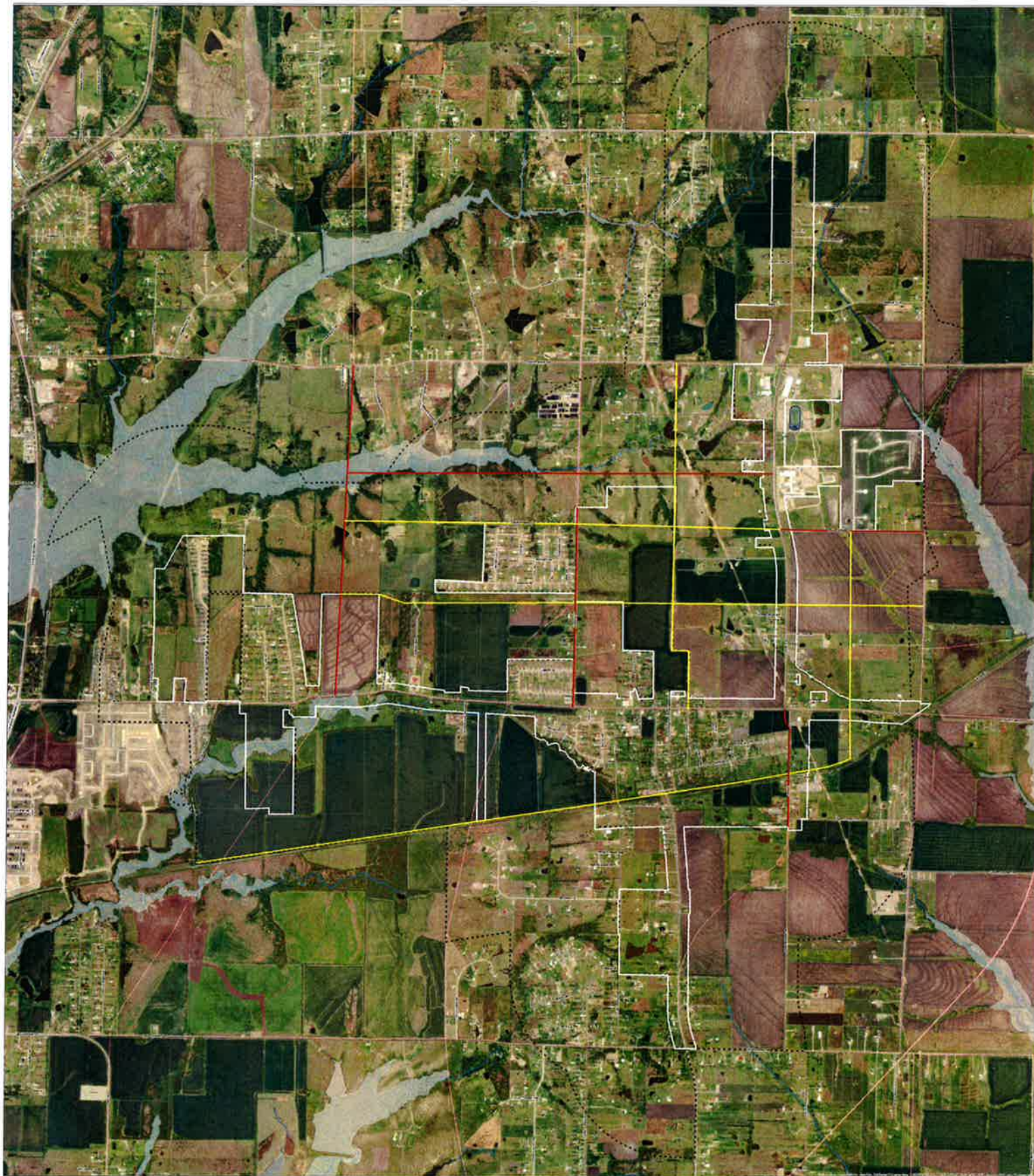
Governance signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

# **Agenda Item n.**





# Legend

Nevada Thoroughfare Plan

- Arterial
- Collector
- Collin County Proposed Roadway
- Collin County Outer Loop

- City Limits
- ETJ
- Parcels
- FEMA Zone A1
- FEMA Zone A
- FEMA Stream



0 750 1500  
Feet

Master Thoroughfare Plan

Nevada, Texas

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